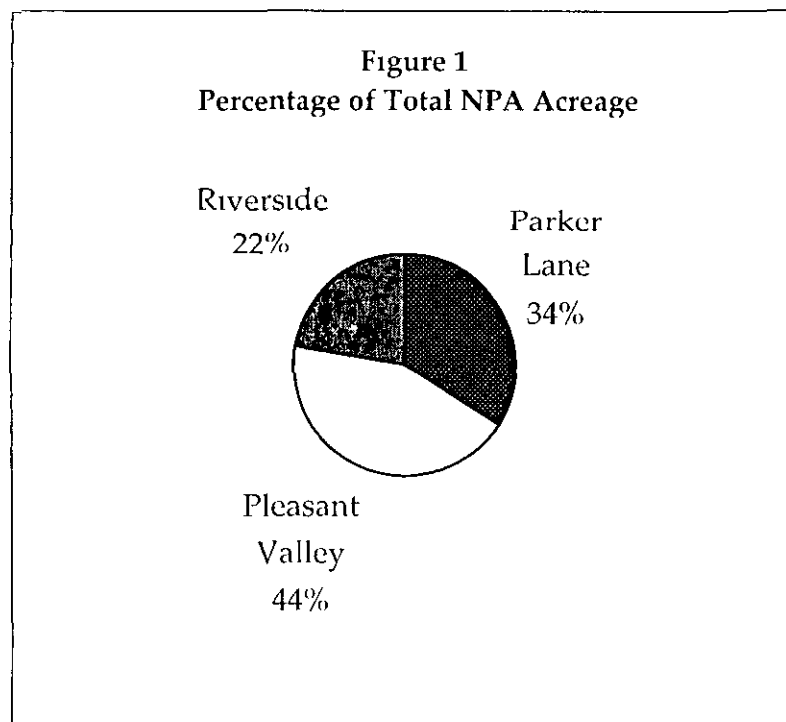


## 2. Statistical Profile

The East Riverside/Oltorf Combined Planning Area consists of three individual Neighborhood Planning Areas: Parker Lane, Pleasant Valley and Riverside. The following statistical profile includes population, housing, density, land use, and employment data. These data were analyzed to show significant trends among the individual planning areas and illustrate comparisons between the Combined Neighborhood Planning Area and the Urban Core (refer to Map 1 on page xi). As the following tables and figures illustrate, the East Riverside/Oltorf NPA is an ethnically diverse part of the City that is comprised of a wide variety of land uses.

Please note, although Austin Community College (ACC) is exempt from municipal zoning regulations and will be excluded from a neighborhood planning rezoning and future land use designation, the following statistical profile does include all of the property owned by the college. ACC currently owns approximately 183 acres within the Pleasant Valley Neighborhood Planning Area including the Riverside Campus, and the land occupied by the Riverside Golf Course.



The combined NPA encompasses 3,356.54 acres, with the Pleasant Valley NPA making up the largest area.

East Riverside/Oltorf Combined Neighborhood Plan

## Population

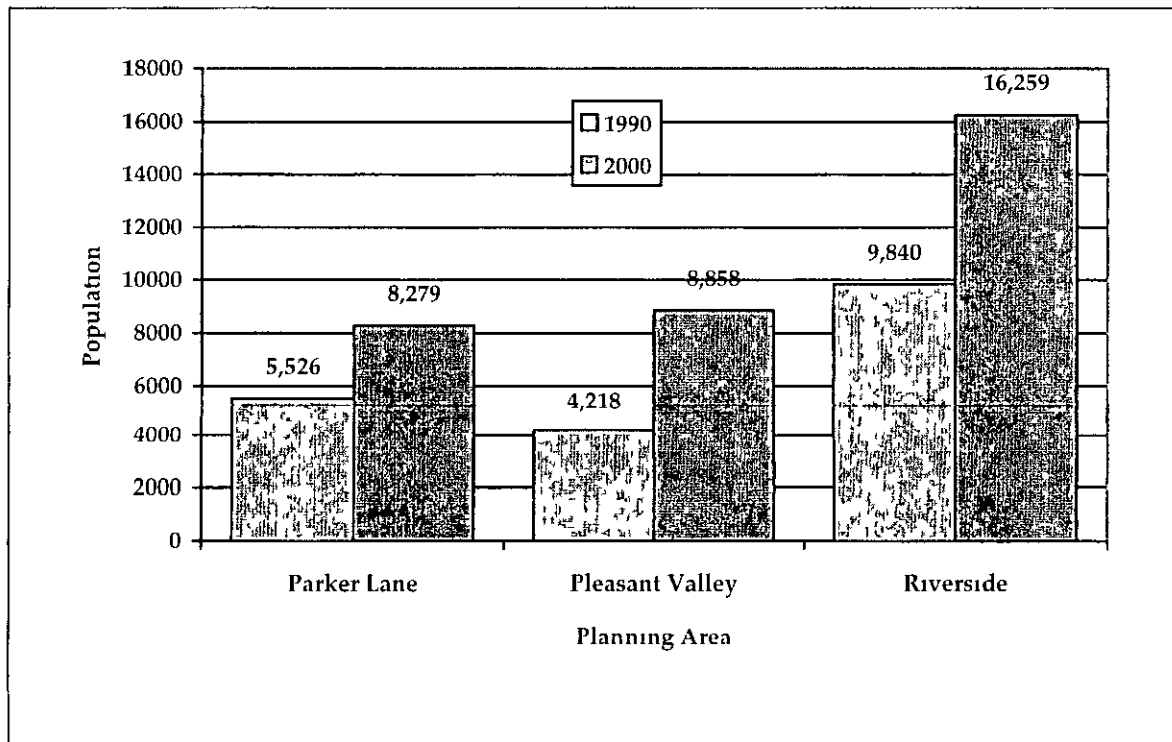
Table 1 Population Change by Planning Area 1990-2000

	1990	2000	1990-2000 numerical change	1990-2000 percent change
Parker Lane	5,526	8,279	2,753	49.8
Pleasant Valley	4,218	8,858	4,640	110.0
Riverside	9,840	16,259	6,419	65.2
Combined Neighborhood Planning Area	19,584	33,396	13,812	70.5
Urban Core	291,423	356,013	64,590	22.2
Austin	465,622	656,562	190,940	41.0
Austin/Round Rock MSA*	846,227	1,249,763	403,536	47.7

Source: 1990 and 2000 US Census

\*MSA (metropolitan statistical area) includes Bastrop, Caldwell, Hays, Travis, and Williamson counties

Figure 2 Population Change 1990-2000 for Individual Planning Areas



Source: 1990 and 2000 US Census

The combined neighborhood planning area (NPA) experienced a positive growth rate from 1990 to 2000 (70.5%), notably higher than that of the urban core (22.2%). In particular, Pleasant Valley had a 110% increase in population from 4,218 in 1990 to 8,858 in 2000. Within the NPA, Riverside comprised the highest population of 16,259, gaining almost 6,500 people within the 10-year time span.

East Riverside/Olton Combined Neighborhood Plan

Additionally, in 2000 the East Riverside/Olton NPA had a total population of 33,396, making up 9.4% of the Urban Core

Demographics for the combined NPA point towards three main drivers for the increase in population

- 1) Increase in total housing units constructed (Table 4)
- 2) Absorption of vacant housing units (Table 4 and Figure 3)
- 3) Increase in household size (Figure 6)

## Age

Table 2 Age breakdown 1990-2000

	% aged 17 years and under		% aged 18-24 years		% aged 25-44 years		% aged 45-60 years		% aged 65 years and over	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
Parker Lane	16.0	15.1	37.7	31.3	35.4	40.1	8.2	10.5	2.8	3.1
Pleasant Valley	6.0	12.7	54.0	54.8	35.5	26.6	3.7	5.0	0.8	0.8
Riverside	17.3	15.1	40.2	38.5	33.4	37.2	6.4	7.6	2.7	1.5
Combined NPA	13.1	14.3	44.0	41.5	34.8	34.6	6.1	7.7	2.1	1.8
Urban Core	21.2	20.9	21.9	22.0	36.0	35.8	12.5	14.4	8.4	6.9

Source: 1990 and 2000 US Census

Pleasant Valley doubled in children age seventeen and under while Parker Lane, Riverside, and the Urban Core decreased in the same age category in terms of share of total population. Furthermore, over half of the population in Pleasant Valley was of college age (18-24), which is consistent with the abundance of multi-family units located within the area, particularly units geared toward students.

## Ethnicity

Table 3 Ethnicity Shares of Total Population, Change 1990-2000

	White (%)		Black (%)		Hispanic (%)		Asian (%)		Other (%)	
	1990	2000	1990	2000	1990	2000	1990	2000	1990	2000
Parker Lane	54.9	41.3	9.1	7.4	31.6	43.0	4.1	6.2	0.3	2.1
Pleasant Valley	64.5	44.1	7.5	11.7	20.6	31.5	6.7	9.6	0.7	3.1
Riverside	38.2	31.5	10.8	6.5	43.7	53.4	6.5	6.0	0.8	2.5
Combined NPA	52.5	39.0	9.2	8.5	31.9	42.6	5.8	7.3	0.6	2.6
Urban Core	53.8	42.4	15.1	12.4	27.7	39.3	2.9	4.0	0.5	2.0

Source: 1990 and 2000 US Census

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As indicated in Table 3, the combined NPA experienced an increase in ethnic diversity from 1990 to 2000. Most significantly, the largest ethnicity share of total population for the combined NPA shifted from the white population in 1990 to the Hispanic population by 2000. In particular, the Hispanic population within Pleasant Valley more than tripled resulting in almost an 11-point share jump. Furthermore, the black and Asian populations fluctuated from area to area, although Pleasant Valley had a markedly strong Asian share of total population.

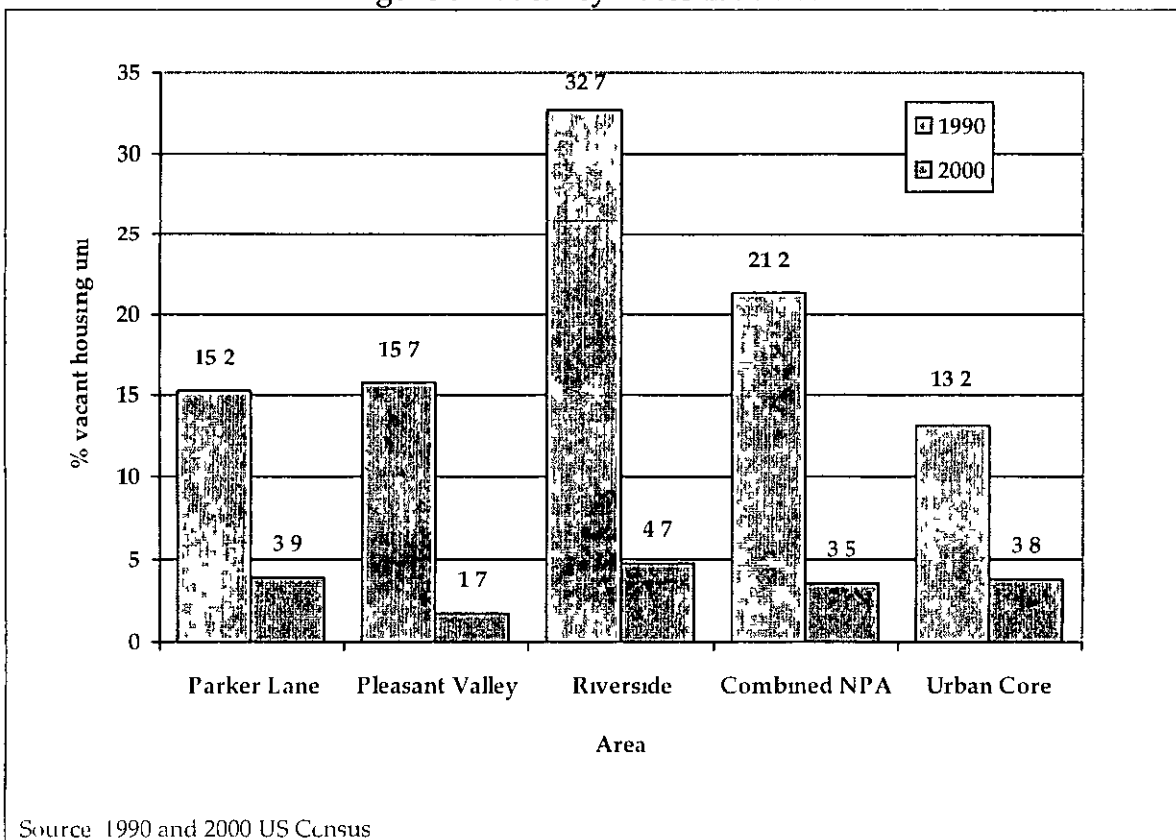
## Housing

Table 4 Housing Units 1990-2000

	Total Housing Units		Occupied Housing Units		Vacant Housing Units	
	1990	2000	1990	2000	1990	2000
Parker Lane	3,400	4,285	2,884	4,116	516	169
Pleasant Valley	2,987	4,002	2,519	3,933	468	69
Riverside	6,952	7,431	4,680	7,081	2,272	350
Combined NPA	13,339	15,718	10,083	15,130	3,256	588
Urban Core	142,582	150,469	123,729	144,761	18,853	5,708

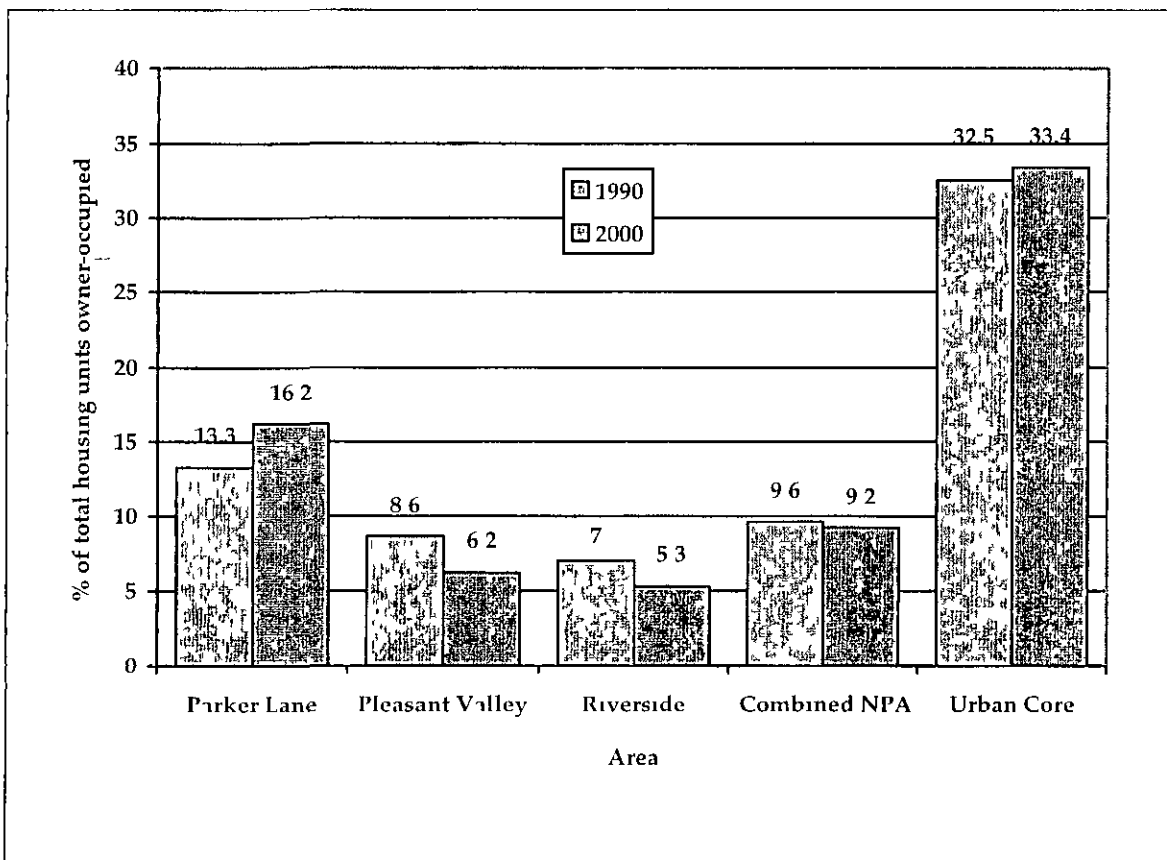
Source: 1990 and 2000 US Census

Figure 3 Vacancy Rates 1990-2000



Together, the increase in total housing units and the absorption of vacant housing significantly contributed to the population growth for the combined NPA and urban core (Table 4). By 2000, the combined NPA experienced a positive shift in occupied housing units with an 18 point drop in the vacancy rate which can be attributed to the increase of in-migration into the urban core in the early to mid-90s. Particularly, Pleasant Valley had an increase in housing units by one-third and a dramatic drop of 28 points in the vacancy rate resulting in a 110% increase in population.

Figure 4 Owner Occupancy Rates 1990-2000



Source: 1990 and 2000 US Census

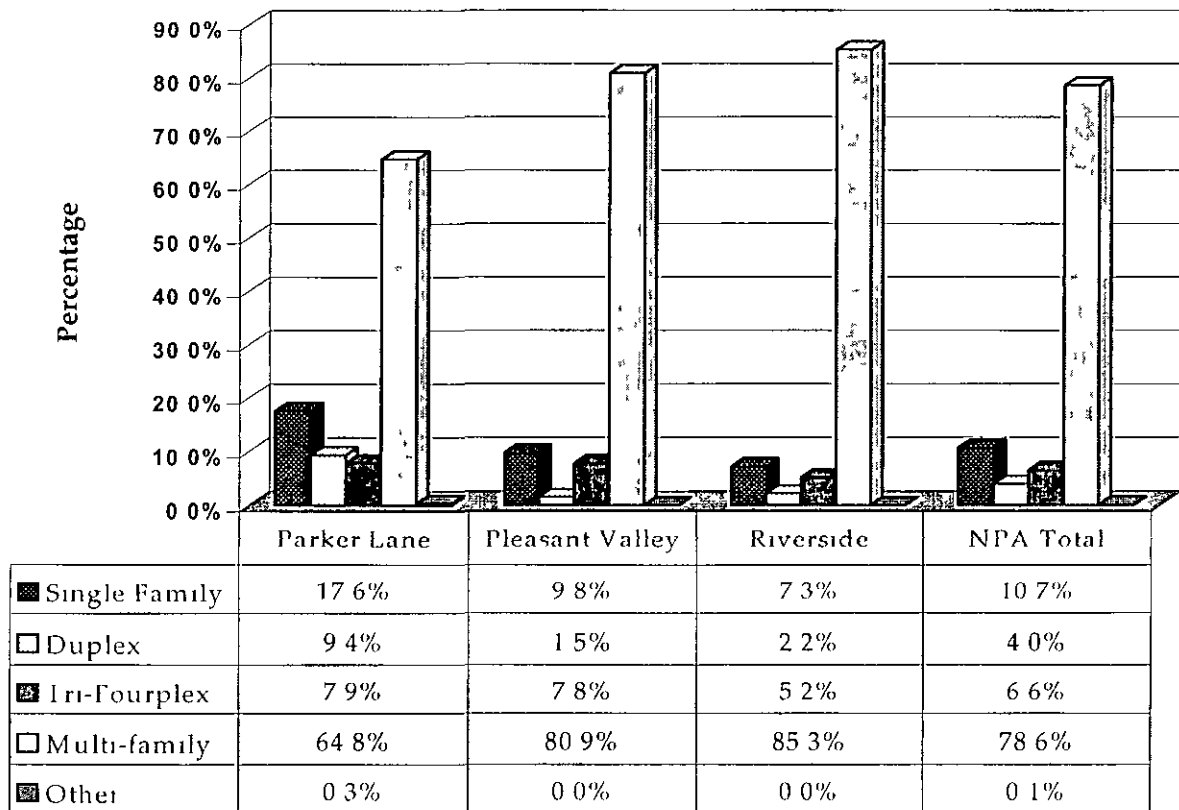
As depicted in Figure 4, two of the three individual neighborhood planning areas experienced decreases in owner occupancy over the decade, the opposite trend that occurred within the entire Urban Core (which saw a 1.1 percentage point increase in owner occupancy). The Pleasant Valley and Riverside NPAs both saw an average decline in owner occupancy of 2.4 percentage points, the Pleasant Valley NPA experienced the largest decrease by 2.4 points. The Parker Lane NPA, however, experienced a 2.9 percentage point increase in owner-occupied housing units. This NPA has the largest percentage of single family development.

East Riverside/Olton Combined Neighborhood Plan

and the lowest percentage of multifamily development when compared to the other two NPAs

Figure 5 illustrates that the predominant type of housing in all three planning areas is multifamily. The Riverside NPA has the largest percentage of multifamily and the smallest percentage of single family housing. In contrast, the Parker Lane NPA has the highest percentage of single family development and the smallest percentage of multifamily. In addition, the Parker Lane NPA has a significant percentage of duplex development relative to both the Pleasant Valley and Riverside NPAs.

**Figure 5 Housing Units by Structure Type (2000)**

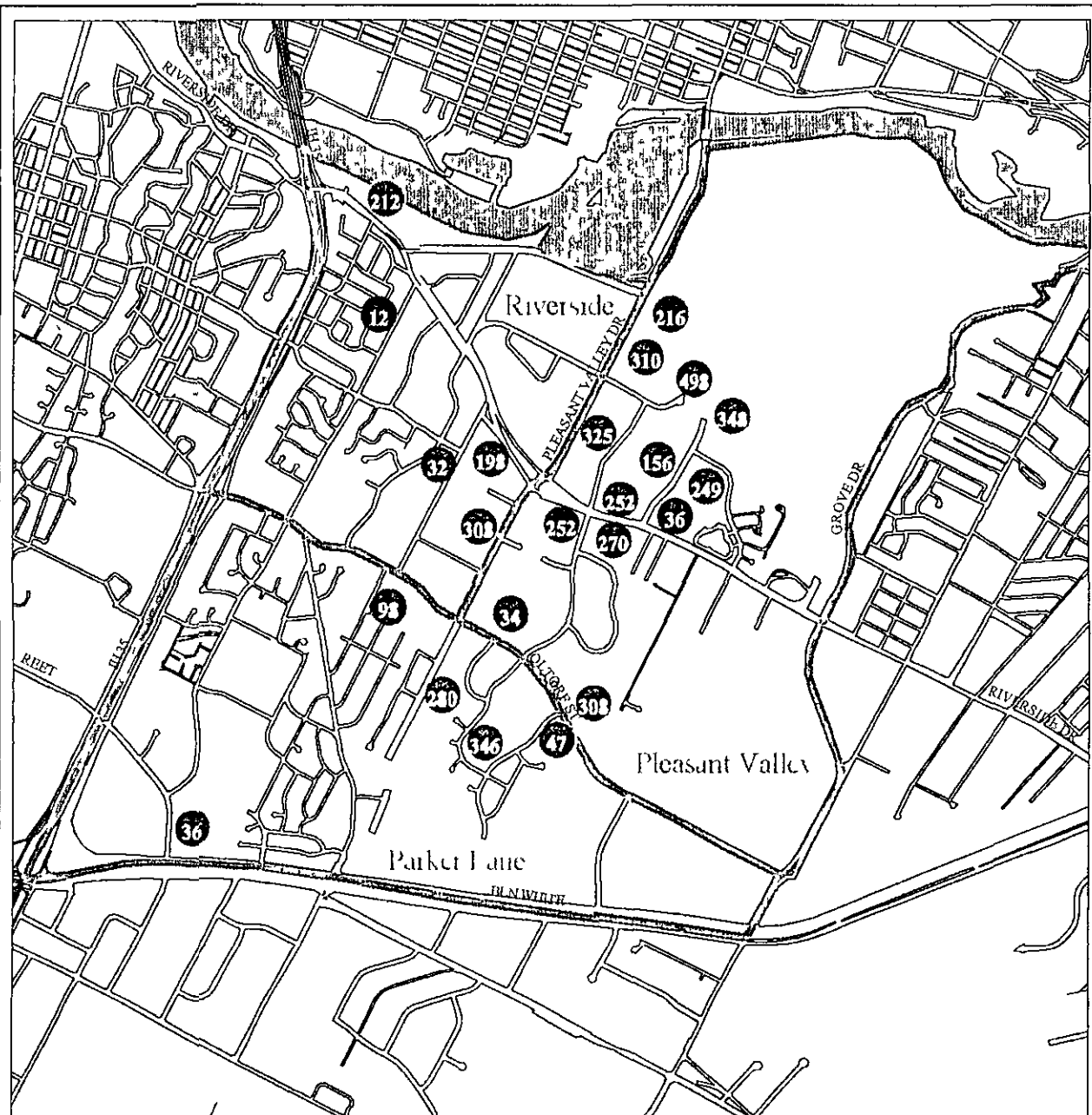


Source: 2000 US Census

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East Riverside/Oltorf Combined Neighborhood Plan

Map 2 Multifamily Units Constructed in Combined NPA (1990-2005)



## East Riverside/Oltorf Combined NPA

Multi-Family Developments

Built 01-01-90 to 04-01-2005

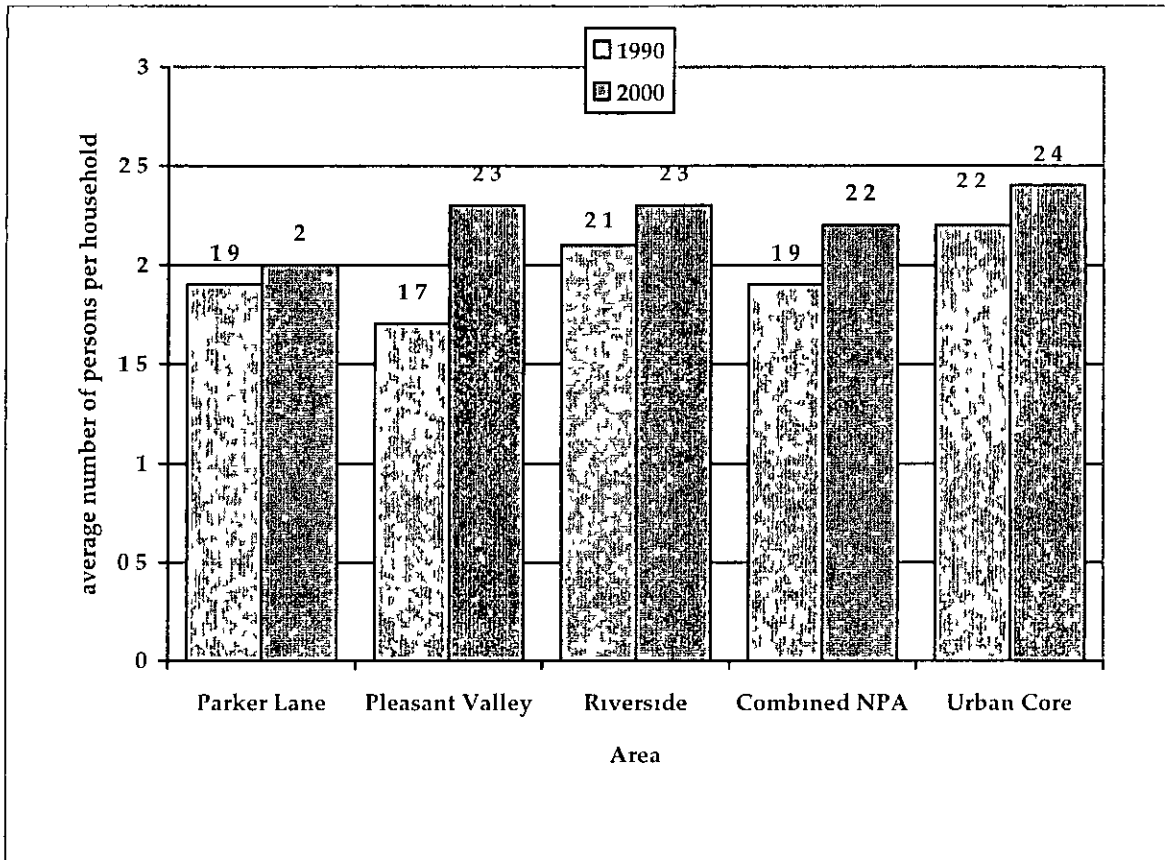
Number of Units Shown Inside Dot

### Unit Totals by Sub-Area

Parker Lane	807
Pleasant Valley	3,254
Riverside	762
Total	4,823

## Density

Figure 6 Persons per Household 1990-2000



Source 1990 and 2000 US Census

Note A household includes all people who occupy a housing unit as their usual place of residence  
Households may be family or non family households (US Census Bureau)

Both the combined NPA and the Urban Core showed an increase in the number of persons per household over the 1990 to 2000 period (Figure 6), which correlates with the increase in total population experienced in both of these areas. In particular, Pleasant Valley had a significant boost in the number of persons per household from 1.7 persons in 1990 to 2.3 persons in 2000.

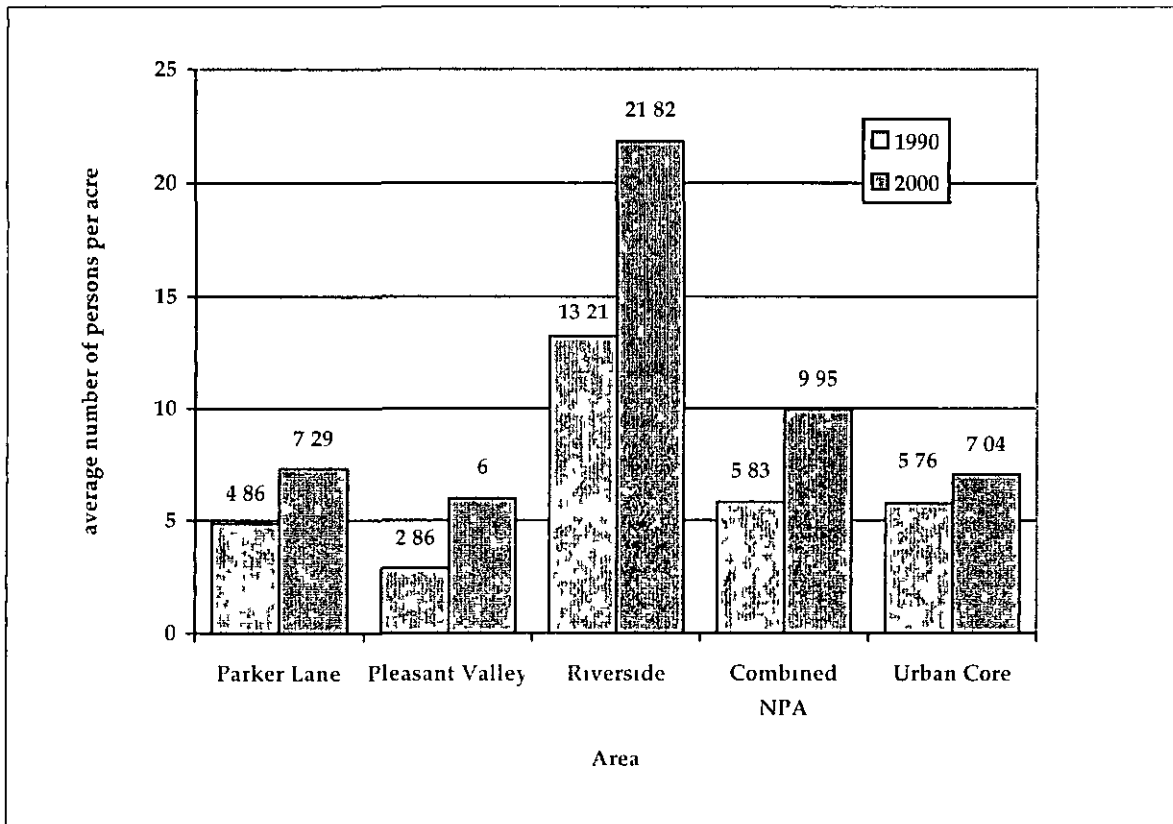
All three NPAs experienced increases in gross density from 1990 to 2000 as did the Urban Core (refer to figure on following page). The Riverside NPA (745 acres) had three times as many people per acre as the Parker Lane NPA, the Pleasant Valley NPA or the Urban Core. This high number (21.82) is due in part to the fact that over one-third of the land use in the Riverside NPA is comprised of multifamily residential. In contrast, Pleasant Valley (which has double the acreage of the Riverside NPA), had the lowest gross density per acre (6.0) in 2000. Contributing factors to this low gross density include the presence of the



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Colorado River, the 18-hole Riverside Golf Course, the ACC Riverside Campus, and a sizable industrial park district

Figure 7 Gross Density - Persons per Acre 1990-2000



Source 1990 and 2000 US Census and Travis Central Appraisal District

## Land Use

**Table 5 Existing Land Use (2004)**

Existing Land Use (in acres)	Parker Lane	Pleasant Valley	Riverside	Combined NPA
Civic	80	48	26	155
Commercial	47	18	110	175
Industrial	147	152	0	299
Multifamily	175	356	284	815
Office	47	14	19	81
Open Space	58	545	25	628
Single-Family	228	61	105	393
ROW and/or Utilities	198	101	154	453
Undeveloped	156	180	21	357
<b>Land Use Total (acres)</b>	<b>1136</b>	<b>1476</b>	<b>745</b>	<b>3358</b>

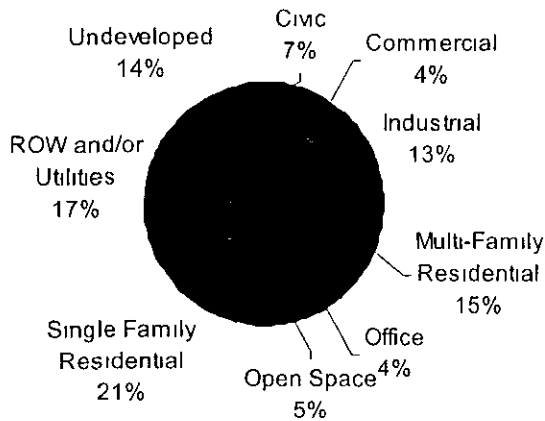
Source: Travis Central Appraisal District and City of Austin

Notes: The total may not match the sum of each row due to rounding. Multifamily includes rental and owner-occupied housing units (i.e., condominiums).

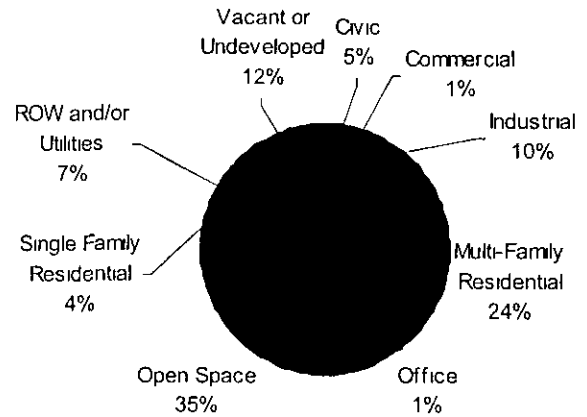
Multifamily residential is the predominant land use for the combined area, most notably, the Riverside NPA whose land use is over one-third multifamily. The prevailing land use in the Parker Lane NPA is single-family residential, while the Pleasant Valley NPA has more open space (35%) than multifamily and single-family residential combined (refer to graphs on the following page for a visual illustration of the above statistics).

Figure 8 Existing Land Use Comparison (2004)

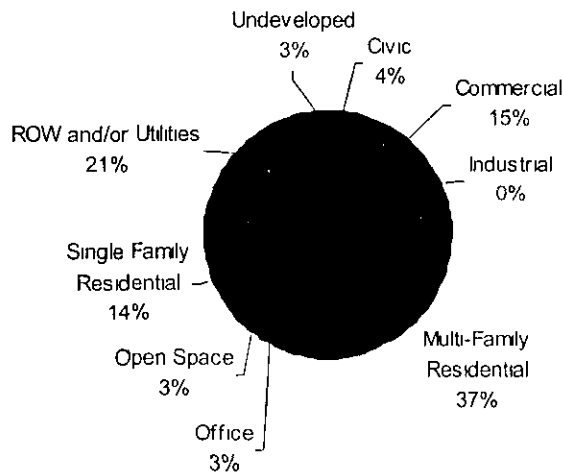
**Parker Lane NPA**



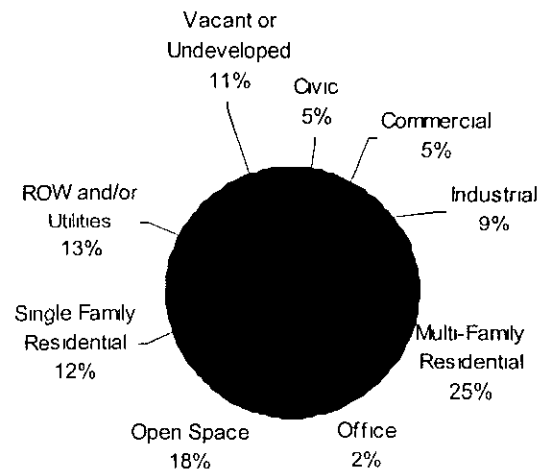
**Pleasant Valley NPA**



**Riverside NPA**



**Combined Area**



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## Commuter Data

**Table 6 Means of Transportation to Work for Workers 16 Years and Older  
(2000)**

	Drove Alone	Carpooled	Bus	Taxi	Motor-cycle	Bicycle	Walked	Other	Worked at Home
Parker Lane	3,792	688	450	15	19	16	63	51	85
Pleasant Valley	3,544	832	442	0	0	23	76	17	66
Riverside	5,750	2,297	1,533	21	21	45	187	337	111
Combined NPA	13,086	3,817	2,425	36	40	84	326	405	262

Source 2000 US Census

The primary means of transportation for workers was by auto, driving alone. The Pleasant Valley NPA had the largest percentage of workers who drove alone (73.2%), while over a third of workers within the Riverside NPA either carpooled or rode the bus to work.

## Employment Data

**Table 7 Occupation for the Employed Civilian Population 16 Years and Older  
(2000)**

	Management & Professional	Service	Sales	Farming, Fishing & Forestry	Construction & Maintenance	Production & Transportation
Parker Lane	2,126	880	1,405	0	530	339
Pleasant Valley	1,673	1,041	1,494	0	434	472
Riverside	2,717	2,232	2,738	17	1,989	992
Combined NPA	6,516	4,153	5,637	17	2,953	1,803

Source 2000 US Census

Management & Professional occupations accounted for almost a third of the employment within the combined NPA. Specifically, over 40% of the workforce within Parker Lane had Management & Professional occupations followed by Sales with 27%. The prevailing occupation within Riverside was relatively evenly spread among the Sales, Management & Professional, and Service employment sectors. The occupational data reflects the overall diversity of the combined NPA demographics.

### 3. Goals, Objectives and Recommendations

#### Planning Principles developed by the Advisory Committee

The Advisory Committee has prepared a set of planning principles and guidelines to be used by the Committee when evaluating development proposals. During their decision-making process, these principles and guidelines will be considered first, followed by the other recommendations listed in the plan.

Note: It is the goal of the Advisory Committee that the Neighborhood Planning Contact Team adopt these principles and guidelines once the plan has been adopted.

In this planning area:

1. Of the existing developed property in the combined planning area, 42% is multifamily (2000 US Census)
2. Of the existing housing units by structure type in the combined planning area, 78.6% are multifamily (2000 US Census)
3. Two of the three planning areas (Pleasant Valley and Riverside) experienced a decrease in owner occupancy rates from 1990-2000, a trend opposite that of the Urban Core (US Census)
4. Between 2000 and 2004, 1855 multifamily units were added and only 211 single family units were added (City of Austin Demographer)
5. Crime rate in the 78741 zip code is the *highest in the city*, with over 14,000 crimes committed in 2005 (combination of indexed and non-indexed, Austin Police Department)

Because of these facts, the Advisory Committee believes that the following planning principles and guidelines be applied to all proposed development and redevelopment within the East Riverside/Oltorf Combined Neighborhood Planning Area:

- ❖ "First, do no harm", i.e. no rezoning for rezoning's sake. A zoning change affects the property owner, adjacent properties and property owners, and the City. Any change in zoning should be able to demonstrate the benefits of the change to the community.

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- ❖ Preserve single-family homes and the character and assets of our traditional neighborhoods. Protect them from further encroachment from non-compatible and/or higher intensity uses by always providing a buffer equal to or greater than the existing buffer.
- ❖ Address the problems of current density before creating opportunities for additional growth and increased density.
- ❖ Encourage redevelopment in the following areas as a means of managing growth and protecting those properties which still have sufficient usefulness:
  - South side of E Riverside Drive from Parker Lane to Burton Drive
  - The group of tracts bounded by Burton Drive, E Riverside Drive, Willow Creek and Woodland Drive
  - North side of E Riverside Drive from Lakeshore Blvd to Willow Creek
  - South side of Elmont between Tinnin Ford and Pleasant Valley Road
  - North and south sides of Mission Hill Drive
- ❖ Devote time, money and resources to professional, comprehensive planning efforts for the E Riverside Drive, Lakeshore Blvd, and Oltorf Street corridors with attention to traffic congestion, design standard parameters, compatibility with adjacent residential areas, pedestrian and bicycle access and public transit.
- ❖ Preserve and protect the Town Lake shoreline and prohibit the “walling off” of this resource by limiting height, density and massing of buildings along the shore and requiring easements along the shoreline to complete the Town Lake Hike and Bike Trail.
- ❖ Preserve and protect our creeks, springs and environmental features by sufficient setbacks, decreased impervious cover and the establishment of the Country Club Creek Preserve.
- ❖ Preserve and protect the Riverside 18-hole Golf Course.

### Goals, Objectives and Recommendations

Below are the recommendations for the East Riverside/Oltorf Neighborhood Plan under their overarching goal (Obj = Objective and R = Recommendation). Refer

to the corresponding chapters in the plan for further information regarding the history and background, existing conditions and future land use scenarios for the combined planning area

## Land Use

### Goal 1

#### **Preserve and enhance the character of existing residential neighborhoods**

- R1 Retain single family uses in established single family neighborhoods (NPZD, Neighborhood)
- R2 Consider existing residential densities and current housing stock in future land use and zoning decisions to promote compatibility (NPZD, Neighborhood)
- R3 Promote and support compatibility between single family residences by (NPZD, Neighborhood)
  - retention of scale between structures regarding height, mass and impervious cover in both remodeling and new home construction
  - encouraging City Council to incorporate the following recommendation developed by neighborhood stakeholders into their proposed Single Family Development Regulations
    - o Retain the existing scale and massing in new single family structures and remodels adjacent to residences and limit height to 35 feet, measured from existing grade of the adjacent residences
- R4 The significant canopy created by the mature trees is a highlight of our planning area and especially of our traditional single-family neighborhoods. Therefore, whenever possible, mature trees should be preserved (Neighborhood)

Obj 1.1 Minimize the negative effects between differing intensities of uses by

- R5 Requiring strict adherence to Compatibility Standards (NPZD)
- R6 Encouraging City Council to modify the Land Development Code to require compatibility standards between residential uses (including multifamily) and all office and commercial uses,

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and require vegetative buffers of 25 feet within the setback (Neighborhood)

- R7 Retaining office uses as a transition between other commercial and residential uses (NPZD)
- R8 Increasing limits on density and height when necessary (NPZD, Neighborhood)
- R9 Increasing the amount of mature vegetative buffer when necessary to screen lights, noise, and unsightly features such as mechanical equipment, trash disposal, parking lots, loading docks, cluster mailboxes, etc (NPZD, Neighborhood)
- R10 Discouraging waivers and variances to Austin's Land Development Code unless the owner can demonstrate a true hardship (COA)
- R11 Studying the feasibility of requiring additional setbacks and landscaped buffers for new commercial uses adjacent to multifamily uses (NPZD)

Obj 1 2 Discourage additional through-streets within established residential neighborhoods If through-streets are not constructed, bicycle and pedestrian connectivity should be encouraged

- R12 Ensure that there is no connection between the 2300 block of Douglas Street (which currently terminates in a cul-de-sac) and the 2400 block of Douglas Street which has not yet been constructed (PW)
- R13 Ensure that there is no future extension of Benjamin Street further east of Ware Road (PW)
- R14 Ensure that Riverside Farms Road does not connect to Oltorf Street and maintains its rural character (PW)
- R15 Ensure that Sunridge Drive does not connect to Highway 71 (PW)
- R16 Ensure that there is no future extension of Mariposa west to the northbound IH-35 frontage road or to the property west of its termination (PW)
- R17 Ensure that there is no future extension of Windoak Drive west to the northbound IH-35 frontage road or to property west of its termination (PW)

Obj 1 3 Identify strategies to address code enforcement and maintenance issues for residential and commercial properties



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- R18 Form a neighborhood task force that will identify zoning and housing code violations and communicate such issues to the Code Compliance Division of Solid Waste Services (Neighborhood)
- R19 Conduct a study to determine the adequacy of the City's current building code, as it relates to requirements of building foundation engineering and construction, and if necessary, amend relevant sections of the building code to minimize foundation failures in poor soil conditions (WPDR)
- R20 Support the augmentation of city staff dealing with code enforcement issues and to provide information that would allow citizens to identify basic code violations in their neighborhoods (SWS)
- R21 Research funding opportunities or assistance programs for the improvement and maintenance of residential and commercial properties (Neighborhood)

Obj 1 4 Improve legal notification procedures and access to restrictive covenant information in order to assist residents with development proposals occurring in and around their neighborhoods

- R22 Work with the City to establish list serves by neighborhood planning area on which would be posted legal notification of variance and zoning cases in addition to building permits (WPDR)
- R23 Require that applicants disclose any deed restriction details at the time of zoning application (NPZD, WPDR)

**Goal 2**

**Increase home ownership opportunities that are compatible with surrounding properties**

- Obj 2 1 Apply zoning tools or options in specified areas that promote housing types which are traditionally owner-occupied
  - R24 Allow condominium, townhouse, and single-family residential uses and prohibit multifamily residential uses on properties designated as mixed use along Riverside Drive, Pleasant Valley Road north of Riverside Drive and on the west side of Grove Blvd north of Riverside Dr (NPZD)
  - R25 Permit the Urban Home Special Use in the following locations where the current use is duplex residential or four-plex Mission

Hill Drive, Mission Hill Circle and the east side of Parker Lane  
between Wickshire Lane and Carlson Drive (NPZD)

### **Goal 3**

**Improve the appearance, vitality and safety of existing commercial corridors and community amenities and encourage quality urban design and form that ensures adequate transition between commercial properties and adjacent residential neighborhoods**

Obj 3 1 Promote the redevelopment of underutilized properties

- R26 Support the development of buildings with both a commercial and residential component along the south side of Riverside Drive west of Pleasant Valley Road and along the west side of Pleasant Valley Road north of Riverside Drive (NPZD, Neighborhood)

Obj 3 2 Improve the streetscape and preserve downtown views

- R27 Conduct a focused corridor study that would address landscaping, pedestrian and bicycle facilities, creative parking designs (e.g. around the back and sides of a building), design features such as plazas and public art and any others that would make Riverside Drive an attractive destination, examine the possibility of adding a “gateway to downtown” sign at some point along Riverside Drive (NPZD)
- R28 Create a Gateway Overlay that applies to the westbound frontage road of State Highway 71/Ben White Boulevard and the northbound frontage road of IH-35 from State Highway 71/Ben White Boulevard to Town Lake. Specific requirements of this Overlay developed by neighborhood stakeholders include (NPZD, Neighborhood)
  - A vegetative buffer equal in width to the existing setback or 15 feet, whichever is less, shall be provided and maintained on Tracts along and adjacent to IH-35 and State Highway 71/Ben White Boulevard. Improvements permitted within the buffer zone are limited to drainage, underground utility improvements, or those improvements that may be otherwise required by the City of Austin or specifically authorized in this ordinance.

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*Staff note Neighborhood stakeholders are to advocate for the adoption of this Overlay by the Planning Commission and City Council*

R29 Strongly encourage City Council to expeditiously adopt the draft citywide Commercial Design Standards that would apply to special roadways such as East Riverside Drive. These standards should include the following limits and requirements (Neighborhood)

- Work now to create a minimum 20' buffer along the north and south sides of East Riverside Drive which includes a meandering sidewalk among grass, shrubs, flowering perennials and shade trees using existing city-owned ROW. Any new development should include this same buffer. All city-owned ROW adjacent to the roadway sold to private parties should be landscaped with shade trees and mature vegetation and maintained as such.
- Limit height of buildings along East Riverside Drive to 3 stories or 40' within 100' of the roadway to avoid a "canyon effect".
- Divide required parking lots for commercial and office buildings evenly on all sides of such buildings or place under or on top of the building. All parking areas visible from East Riverside Drive from any roadway crossing East Riverside Drive or adjacent to any residential property must be screened from view with a 4' wall, berm or mature vegetative buffer.
- Limit curb cuts along East Riverside Drive to improve traffic flow and to minimize the interruption of pedestrian activity.
- Enact a strict sign ordinance which prohibits pole signs, building signs above the roofline and flashing lights and limits the size of signs on buildings and berms, in height, width and overall square footage.
- Encourage pedestrian and bike traffic with better and safer walkways and crosswalks.

*Staff note Neighborhood stakeholders are to advocate for the adoption of the Commercial Design Standards by the Planning Commission and City Council. The proposed Corridor Study of East Riverside Drive may proceed regardless of whether or not the standards are adopted, and would likely provide for a more comprehensive look at the roadway as both a means of travel and as a destination.*

- Obj 3.3 Maintain the current campus-style development on properties zoned LI and IP

#### **Goal 4**

**Encourage a balanced mix of residential, civic, commercial, office and other land uses without adversely affecting adjacent residential neighborhoods**

- Obj 4.1 Apply land use and zoning tools or options in specified areas to promote a mixture of uses
- R30 Allow the Mixed Use Building (MUB) and Neighborhood Urban Center (NUC) Special Uses along the south side of Riverside Drive and on the west side of Pleasant Valley Road north of Riverside Drive (NPZD)
  - R31 Support a mixed use development concept on the north side of Riverside Drive and Lakeshore Blvd between I-35 and Town Lake parkland which encourages a true mix of uses, allows replacement only of existing multifamily units, prohibits a net increase in multifamily units and addresses affordability in both single family and multifamily residential options. Ensure that at the zoning stage, city staff and neighborhood stakeholders work together on an appropriate mixed use vision for this stretch of land (Neighborhood, NPZD)
- Obj 4.2 Offer diverse commercial and office types to serve the retail and professional service needs in the community
- R32 Maintain opportunities for office uses on major corridors (NPZD, Neighborhood)
  - R33 Preserve locations with viable commercial uses such as Oltorf Street and the north side of Riverside Drive between Parker Lane and Pleasant Valley Road (NPZD, Neighborhood)

## **Transportation**

#### **Goal 5**

**Enhance the transportation network to allow residents and visitors to travel around safely and efficiently by foot, bicycle, automobile and public transit**

- Obj 5.1 Consider such recommendations as the vacation of roadways, restricting truck traffic, road closures and amending the AMATP and

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CAMPO Plans to improve the roadway network by making it “friendlier” to nearby neighborhoods

- R34 Examine the feasibility of vacating Rosalie Place within the Riverside Farms Subdivision, a platted right-of-way that was never constructed (PW)
- R35 Remove the extension of Grove Blvd to Highway 183 as described in the AMATP and CAMPO plans (NPZD)
- R36 Remove Burleson Road, depicted as a minor arterial, from the CAMPO and AMATP Plans (NPZD)
- R37 Petition CAMPO and the City of Austin to reclassify Lakeshore Blvd to a neighborhood collector to prohibit through traffic by large commercial trucks between East Riverside Drive and Pleasant Valley Road (Neighborhood)
- R38 Petition CAMPO and the City of Austin to remove the extension of Pleasant Valley Road to Burleson Road (which would ultimately connect to Ben White Blvd ) (Neighborhood)

Obj 5 2 Investigate speeding concerns that create dangerous and obtrusive traffic situations in neighborhoods

- R39 Conduct a traffic calming study at the corner of Summit Drive and Elmhurst Drive and apply an appropriate traffic mitigation strategy to reduce speeding and cut through traffic (Speed cushions are not the preferred method of traffic calming by neighborhood stakeholders) (PW)
- R40 Conduct a traffic calming study along the length of Summit Drive from Woodland Avenue to Riverside Drive and apply an appropriate traffic mitigation strategy to reduce speeding vehicles (Speed cushions are not the preferred method of traffic calming by neighborhood stakeholders) (PW)

Obj 5 3 Investigate the traffic situation at specific locations within the planning area to address safety and efficiency concerns

- R41 Conduct a traffic study at the intersection of Grove Blvd and Riverside Drive to facilitate traffic flow and reduce hazards (PW)
- R42 Conduct a traffic study at the intersection of Riverside Drive and Pleasant Valley Road examining the turn-a-rounds to improve vehicular and pedestrian safety (PW)

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- R43 Conduct a traffic study to determine a way to alleviate backup traffic heading east on Riverside Drive due to cars turning left onto Crossing Place (PW)
- R44 Conduct a traffic study of the IH-35/Riverside Dr intersection to facilitate traffic flow and reduce hazards. Vehicles heading south on the IH-35 access road, then crossing over IH-35 and heading east on Riverside Drive, have difficulty moving to the right to access Summit Drive (PW)
- R45 Conduct a traffic study on the northbound IH-35 access road at Woodland Avenue to investigate the feasibility of reducing the speed limit to 45 mph before the intersection with Riverside Drive to improve safety and accessibility (PW)
- R46 Conduct a traffic study at Summit Drive and Riverside Drive and make improvements to the intersection so that dangerously speeding vehicles and cut through traffic are minimized (PW)
- R47 Conduct a traffic study at Parker Lane and Woodland Avenue and make improvements to the intersection to make right turns onto Parker Lane for eastbound vehicular traffic more efficient and safe (PW)
- R48 Conduct a traffic study along Burleson Road between Oltorf Street and Ben White Blvd and investigate adding stop signs and/or traffic lights at high-traffic intersections to slow vehicular traffic and make conditions safer for all types of travelers (especially at Ware Road to slow traffic at the school crossing) (PW)
- R49 Conduct a traffic study along Oltorf Street between IH-35 and Montopolis Drive to identify ways to relieve traffic congestion (PW)

Obj 5.4 Investigate traffic signage needs at specific locations

- R50 On the northbound IH-35 access road at Woodland Avenue, place a traffic sign indicating reduced speeds ahead to warn drivers of the impending intersection (PW)
- R51 Add signage along Woodland Avenue so that westbound drivers are made aware that vehicles may be turning from Summit Drive onto Woodland Avenue (PW)
- R52 Post "Not a Through Street" signs at Princeton Drive and Burleson Road and at Ware Road and Burleson to eliminate vehicular traffic trying to connect to Oltorf Street or Pleasant Valley Road (PW)

Obj 5 5 Encourage pedestrian and bike friendly neighborhoods by constructing and maintaining sidewalks and bikeways

R53 Put a striped bike lane along Lakeshore Blvd (PW)

R54 Extend the bike lane on Pleasant Valley Road from Lakeshore Drive to Cesar Chavez (PW)

R55 Conduct a study to investigate the feasibility of putting bike lanes in the following locations (PW)

- Riverside Drive (Grove Blvd to I-35)
- Oltorf Street (Willow Creek Drive to I-35)

**Note** As of 8/05, bike lanes have been constructed along both sides of Oltorf Street from approximately ½ block east of Willow Creek to Montopolis Drive

- Grove Blvd (Hogan Avenue to Oltorf Street)

R56 Build sidewalks within the Riverside Planning Area in this order of priority (PW)

- Woodland Avenue between Summit Drive and Parker Lane (either side)
- Summit Drive between Woodland Avenue and Riverside Drive (either side)
- Parker Lane between Riverside Drive and Woodland Avenue (either side)

R57 Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority (PW)

- Burleson Road, west side, from Catalina area southward, as needed, to Ben White Blvd (improvements)
- The south side of Oltorf Street between Wickersham Lane and Sunridge Street, where gaps exist  
**Note** As of 8/05, sidewalks have been completed on the south side of Oltorf Street from Huntwick Drive to Montopolis Drive
- The south side of Metcalfe Road from Linder Elementary (where it intersects with Wickshire Lane) to Burleson Road
- Near the intersection of Oltorf Street and Pleasant Valley Road, the south side of Oltorf Street and the west side of Pleasant Valley Road, where gaps exist
- The south side of Oltorf Street between Sunridge Drive and Alvin Devane, where gaps exist

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**Note** As of 8/05, sidewalks have been completed on the south side of Oltorf Street from Huntwick Drive to Montopolis Drive

- The north side of Benjamin Street between Douglas Street and Princeton Drive

R58 Build sidewalks within the Pleasant Valley Planning Area in this order of priority (PW)

- The east side of Pleasant Valley Road (north of Lakeshore Blvd to the Colorado River Park)
- The west side of Pleasant Valley Road (north of Elmont to Lakeshore)

Obj 5.6 Improve connectivity across high-traffic roadways to facilitate pedestrian and bicycle transportation

R59 Identify and provide safe pedestrian and bicyclist crossings all along Riverside Drive from IH-35 to Grove Blvd , with special attention paid to intersections at or near a bus stop (PW)

R60 At the intersection of Riverside Drive and Lakeshore Blvd , identify and provide improvements such as an elevated crosswalk or overhead pedestrian bridge to minimize the danger of crossing for pedestrians and cyclists (PW)

R61 Along Lakeshore Boulevard from East Riverside Drive to Pleasant Valley Road, identify and provide safe pedestrian and bicyclist crossings, with special attention paid to the intersections of Lakeshore Boulevard with Town Creek and Tinnin Ford (PW)

R62 At the intersection of Pleasant Valley Road and Riverside Drive, identify and provide improvements to ease crossing Pleasant Valley Road and minimize safety hazards for pedestrians and cyclists (PW)

R63 At the IH-35/Riverside Drive intersection, identify and provide improvements to minimize the danger of crossing in all directions for pedestrians and cyclists (PW)

R64 Investigate the possibility of making the section of IH-35 frontage road at Woodland Avenue level with the interstate while maintaining the east-west underpass connection to Travis Heights to facilitate and make safer inter-neighborhood travel (PW)



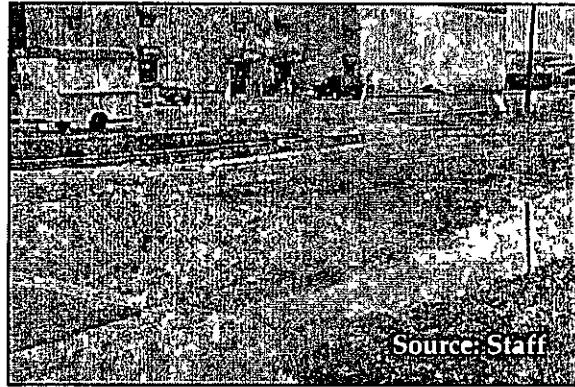
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Obj 5 7 Support and enhance public transportation in the area

- R65 Support a Bus Rapid Transit (BRT) line along Riverside Drive (CapMetro, Neighborhood)
- R66 Provide a Dillo circulator route that would enable residents and employees within the Riverside, Parker Lane and Pleasant Valley Planning Areas to move around easily and take advantage of the area's services without the need of a car (CapMetro)
- R67 Provide a Dillo route to connect the EROC planning area with the rest of Austin (Cap Metro)

Obj 5 8 Identify areas prone to flooding that impede travel

- R68 Improve storm water drainage along Pleasant Valley Road between Riverside Drive and Lakeshore Blvd , especially at Elmont and Lakeshore (may be appropriate when the Holly Power Plant is closed and the gas pipeline along Pleasant Valley Road is disconnected) (WPDR)



*Flooding along Elmont Drive*

**Parks, Trails, Open Space and the Natural Environment**

**Goal 6**

**Protect and enhance the Town Lake Waterfront as well as creek areas and other natural amenities**

- Obj 6 1 Investigate ways to amend the City of Austin's Land Development Code and support initiatives that propose to protect waterways and their surrounding environment
- R69 Create and adopt a neighborhood plan design tool or similar mechanism (i.e. Headwaters Protection Initiative) for requiring greater development setbacks along creeks and in the vicinity of

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creek headwaters and in other environmentally sensitive areas (WPDR, Neighborhood)

R70 Advocate to PARD and/or WPDR the acquisition of properties containing the headwaters of Country Club Creek and preserve them in a natural state as the Country Club Creek Preserve. The headwaters are located just north of Ben White Boulevard and are indicated by seeps and springs and marked on the "Environmental Features and Watershed Boundaries" map (Neighborhood)

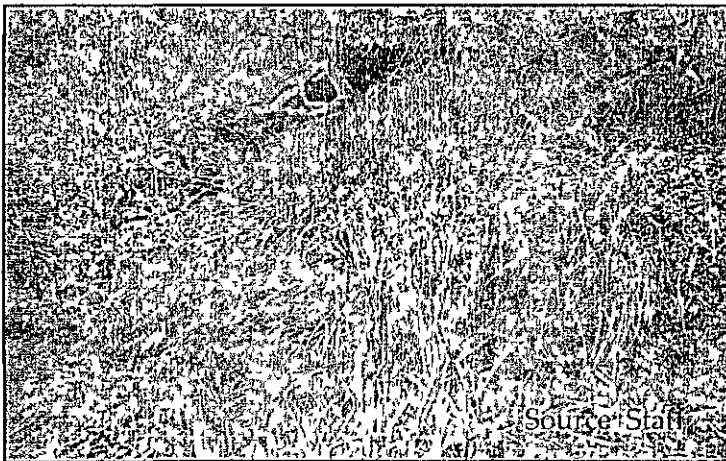
Obj 6.2 Identify undocumented creeks and Critical Environmental Features (CEFs) in the area and protect them from development

R71 Work with the Watershed Department to do the following (Neighborhood, WPDR)

- To document the exact location of creeks, seeps, springs and wetlands so that they are added to the City's inventory of Critical Environmental Features,
- To name any unnamed creeks,
- To determine if additional creeks should be added to the current list of "urban" or "suburban watersheds"

Obj 6.3 Identify opportunities for monitoring and maintaining the appearance and water quality of creeks

R72 Conduct clean-up activities around creek areas (Neighborhood, Keep Austin Beautiful)



*Wetland plants such as iris and maidenhair ferns can be found in the seeps near the headwaters of Country Club Creek just north of Ben White Blvd*

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R73 Explore volunteer opportunities such as the Texas Watch State Volunteer Water Quality Monitoring program, [www.texaswatch.geo.txstate.edu](http://www.texaswatch.geo.txstate.edu) (Neighborhood)

R74 Increase awareness of water quality issues through neighborhood association newsletters, list serves and websites (Neighborhood)

Obj 6.4 New development along Town Lake and Lakeshore Blvd should strive to provide maximum visual and physical access to the waterfront, preserve the natural and riparian qualities of the lake and the existing park system, extend the sense of greenery and open space, establish a continuous system of public access and result in a pedestrian-friendly & public-spirited environment

*Staff note: Some of these recommendations developed by neighborhood stakeholders involve revisions to the City's current code. Neighborhood stakeholders should encourage Planning Commission and City Council to adopt these code amendments.*

R75 Prohibit overnight parking on Lakeshore Blvd by large commercial trucks (APD)

R76 Extend Waterfront Overlay setbacks to provide increased open space and public access (NPZD)

R77 Modify the South Lakeshore Subdistrict regulations of the Waterfront Overlay District to extend the primary setback to 100 feet from its current 65 feet and preserve and support the existing regulation which mandates a primary setback of 50 feet south of Lakeshore Blvd (Neighborhood, NPZD)

R78 Preserve and protect the provisions of the East Riverside Subdistrict regulations of the Waterfront Overlay District maintaining the primary setback of 100 feet from the Town Lake shoreline and maximum impervious cover of 50 percent for an area not included in a primary or secondary setback, as well as extend to this subdistrict the creek setbacks and other restrictions included in the Travis Heights Subdistrict regulations (Neighborhood, NPZD)

R79 Increase the number of prohibited uses in the Waterfront Overlay subdistricts within this planning area (NPZD)

R80 Include appropriate building scale requirements within the Waterfront Overlay subdistricts so that buildings step up gradually as they move away from the waterfront (NPZD)

R81 Modify both the East Riverside and South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to

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limit building heights Language similar to the following is proposed to be added to the regulations (Neighborhood, NPZD)

- Building heights on properties adjacent to Lakeshore Boulevard are limited to 3 stories or 40 feet

- R82 Property owners along the lakefront should aim to contribute waterfront access and open space necessary to complete the Hike & Bike Trail (Neighborhood)
- R83 In pursuance of the goal of protecting the quality of the lakeshore environment, form a neighborhood committee to study the existing Waterfront Overlay regulations and determine where additional protections are needed (Neighborhood)
- R84 Modify the East Riverside Subdistrict regulations of the Waterfront Overlay District to include a primary setback of 50 feet south of Lakeshore Blvd to mirror the provisions of the South Lakeshore Subdistrict regulations (Neighborhood, NPZD)
- R85 Modify the South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to require a vegetative buffer within the existing setback (as determined by base zoning district) Language similar to the following is proposed to be added to the Regulations (Neighborhood, NPZD)
- Require a vegetative buffer equal in width to the existing setback or 15 feet, whichever is less, on Tracts along and adjacent to Lakeshore Boulevard Improvements permitted within the buffer zone are limited to drainage, underground utility improvements, or those improvements that may be otherwise required by the City of Austin or specifically authorized in the ordinance
- R86 Require the strict application of the parking regulations of the East Riverside and South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to all projects within the Overlays (Requirements for surface parking currently mandate its placement along roadways, if practical, and that it be screened from views from Town Lake, the Colorado River, parkland, and the creeks An above-grade parking structure must be on a pedestrian scale and either architecturally integrated with the associated building or screened from views

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from Town Lake, the Colorado River, park land, and creeks named in this part, and must incorporate pedestrian oriented uses at ground level if it is adjacent to Town Lake, the Colorado River, park land, or a creek. These do not apply if the parking structure is completely below grade) (WPDR)

- R87 Modify the Waterfront Overlay Subdistrict Uses for the South Lakeshore Subdistrict and the East Riverside Subdistrict as follows (Neighborhood, NPZD)
- Structures that front and are adjacent to Town Lake should be used for pedestrian-oriented uses (i.e., any use which serves the public by providing goods or services that are waterfront dependent or waterfront related. Permitted uses include all uses permitted in MF-6 and below and any uses permitted in GO except communications services and communication service facilities, local utility services, hospital service (general & limited), off-site accessory parking (conditional on use of pervious materials)
- R88 Any redevelopment or new development along Town Lake between IH-35 and parkland along S Lakeshore Blvd (which includes 1818 S Lakeshore Blvd) is strongly encouraged during project approval to dedicate trail land or an easement along the lake and to build the trail (PARD)
- R89 Preserve and protect the avenue of mature trees along the north and south sides of Lakeshore Blvd. These trees were given to the City of Austin Parks Department in 1990 by LCRA and now provide total street canopy for Lakeshore Boulevard between Town Creek Drive and the creek adjacent to the western property line of 1701 S Lakeshore Blvd (WPDR)

**Goal 7**

**Preserve and enhance existing parks, the 18-hole Riverside Golf Course, the Country Club Creek Trail and other open spaces and wetlands to create opportunities for additional public open space and natural areas**

Obj 7.1 Identify strategies that work towards the preservation, maintenance and improvement of existing parks in addition to the 18-hole Riverside Golf Course

- R90 Preserve and maintain all City-owned and acquired park space and conservation easements as such (PARD)

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- R91 Preserve and support the 18-hole Riverside Golf Course and investigate a possible historic designation (Neighborhood)
- R92 Encourage the Parks Department to acquire the 18-hole Riverside Golf Course property and maintain it as a golf course (Neighborhood, PARD)
- R93 Conduct clean-up activities at parks (Neighborhood, Keep Austin Beautiful)
- R94 Provide the following public amenities at Mabel Davis Park in this order of priority (PARD)
  - R94 1 Connection to proposed Country Club Creek trail
  - R94 2 Enhancement of the remaining natural wooded areas and removal of invasive plants and replacement with native species
  - R94 3 Paved hike/bike/skate loop with neighborhood connections
  - R94 4 Picnic, pavilion and restroom facilities
  - R94 5 Benches and seating areas
  - R94 6 Open field for unstructured use like ultimate Frisbee, softball or kickball
  - R94 7 Access to the privately owned pond north of the park
  - R94 8 Skate park with stadium style seating
  - R94 9 Disc golf course
  - R94 10 Fenced dog park
  - R94 11 Spray park in addition to the swimming pool
  - R94 12 Documentation of the history of the property and remediation in the form of public artwork on the park site

Obj 7.2 Create opportunities for Neighborhood Greens in the area

- R95 Identify under-utilized City-owned parcels that could potentially be developed as a neighborhood green such as (Neighborhood)
  - Two undeveloped City-owned parcels on Mission Hill that have overhead utility easements
  - The undeveloped piece of City-owned land at the end of Pleasant Valley Road next to the Pleasant Valley Bikeway
- R96 Research opportunities to utilize utility easements on private property as public green space (Neighborhood)

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- R97 Work with PARD to develop user agreements for small neighborhood-maintained neighborhood greens in the planning area (Neighborhood, PARD)
- R98 Request that the city acquire the single-family lots in the floodplain at the end of Princeton and Douglas Streets (there are approximately 20 undeveloped lots) so that the area is protected from development and maintained as open space (WPDR)

Obj 7 3 Improve access to and awareness of existing parks, trails and open space

- R99 Encourage the City of Austin and Austin Community College to create a landmark at the northwest corner of Riverside Drive and Grove Blvd that would serve as a guide to the Colorado River Park (ACC, the Riverside Golf Course and the Daniel Ruiz Library are other public and private entities on Grove Blvd that could be incorporated) (Neighborhood, PW)
- R100 Work with any and all other organizations to complete the Hike & Bike Trail and provide and encourage pedestrian use (PARD)
- R101 Encourage PARD to design and construct an over-the-water connection for the Lakeshore portion of the Town Lake Hike and Bike Trail (Neighborhood, PARD)
- R102 Provide an under IH-35 connection of the Town Lake Hike and Bike Trail (This is existing CIP and needs to be funded ) (PARD)

Obj 7 4 Establish a hike and bike trail along Country Club Creek that connects to trails within the Colorado River Park and the Town Lake Hike and Bike Trail

- R103 Construct a trail system along Country Club Creek that is sustainable and not subject to erosion due to flooding (PARD)
- R104 Provide a safe pedestrian crossing across Pleasant Valley Road at Lakeshore Boulevard to connect the existing Town Lake Hike and Bike Trail to the proposed Country Club Creek hike and bike trail (PW)
- R105 Provide a safe pedestrian crossing across Burleson Road near Country Club Creek (PW)
- R106 Work with private property owners and the Parks and Recreation Department to acquire land or recreational use easements for trail access along the Country Club Creek

corridor Possible locations include the undeveloped land in the floodplain between Burleson Road and Pleasant Valley Road (Neighborhood)

## Affordable Housing

### Goal 8

**Provide affordable rental housing opportunities through the redevelopment of existing multifamily developments**

Obj 8.1 Apply redevelopment tools that encourage provisions for affordable home rental. These redevelopment recommendations apply only to the following specific existing developments:

*The Arbor—1500 Royal Crest, Barcelona I & II—2101 Elmont\*, Brookstone Apartments—2315 Town Lake Circle\*, Garden Oaks—2425 Elmont\*, Las Palmas—2409 Town Lake Circle\*, London Square—2400 Town Lake Circle\*, and Vista Lago—2215 Town Lake Circle\**

*Note: \*Indicates properties located within the Community Preservation & Revitalization Zone*

- R107 Allow existing multi-family developments listed above not located in the 100 year flood plain to be rebuilt at the same height in stories, number of units, and building footprint provided that they meet S M A R T Housing technical standards for accessibility, Green Building and Transit-oriented design, and meet the sprinkler requirements of the 2003 International Building Code if at least 10% of the units are “reasonably priced” ( i.e. rent to households at or below 80% Median Family Income who spend no more than 30% of their gross income on rent and utilities). In addition, the following development standards are recommended:
- Height may be no greater than existing height on June 1, 2006
  - Balconies, entrances, patios, open walkways and open stairways are not permitted within 20’ of any single-family use



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- All trash receptacles must have a permanent location in the rear of the property or if no alley is available they must be on the property in an enclosure
- Fencing is required between any parking facility and any single-family residence
- Lighting may be no higher than 15 feet and should be screened from adjacent residences

*Note Applicants who meet these conditions in the redevelopment of the properties listed above would not be required to meet compatibility standards or increase parking or site detention*