

East Riverside/Oltorf Combined Neighborhood Plan

PLAN ADOPTED: November 16, 2006

This Neighborhood Plan has been amended by City Council. These amendments may include text changes or Future Land Use Map (FLUM) changes. Please refer to the Ordinance Chart on the planning area webpage for more information on amendments. Planning and Development Review staff updates the Ordinance Chart on a regular basis; however, newly adopted amendments may not be reflected on the chart.





**The East
Riverside/Oltorf
Combined
Neighborhood Plan**

**Parker Lane
~
Pleasant Valley
~
Riverside**



November 16, 2006



The East Riverside/Oltorf Combined Neighborhood Plan

An Amendment to the
City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5
Section 5-21
Exhibit A

November 16, 2006

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

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

Acknowledgements

The following groups, organizations and businesses made significant contributions to the creation of the East Riverside/Oltorf Neighborhood Plan:

Advanced Micro Devices

Austin Community College – Riverside Campus

Austin Public Library – Ruiz Branch

Holy Trinity Episcopal Church

Linder Elementary School

Prince of Peace Lutheran Church

The members of the Advisory Committee who met regularly with staff on details related to the process and development of the Plan.

All of the residents, business owners and non-resident property owners that attended Neighborhood Planning meetings and/or provided input throughout this process. Please see Appendix I for a list of over 350 participants.

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List of Abbreviations

City Departments and Programs:

APD – Austin Police Department
AMATP – Austin Metropolitan Area Transportation Plan
CAMPO – Capital Area Metropolitan Planning Organization
CIP – Capital Improvement Program
COA – City of Austin
KAB – Keep Austin Beautiful
NPZD – Neighborhood Planning and Zoning Department
PARD – Parks and Recreation Department
PW – Public Works Department
SWS – Solid Waste Services Department
TSHA – Texas Student Housing Authority
WPDR – Watershed Protection and Development Review

Other Abbreviations:

ACC – Austin Community College
CEF – Critical Environmental Feature
CIP – Capital Improvement Project
CCC – Country Club Creek
AMD – Advanced Micro Devices
FLUM – Future Land Use Map
G/CRP – Guerrero Colorado River Park
MF - Multifamily
MU – Mixed Use (Combining District)
MUB – Mixed Use Building Special Use
NPCT – Neighborhood Planning Contact Team
NPA – Neighborhood Planning Area
NPCD – Neighborhood Plan Combining District
NUC – Neighborhood Urban Center Special Use
Obj. – Objective
R - Recommendation
ROW – Right-of-Way
SF – Single Family
TX Dot – Texas Department of Transportation

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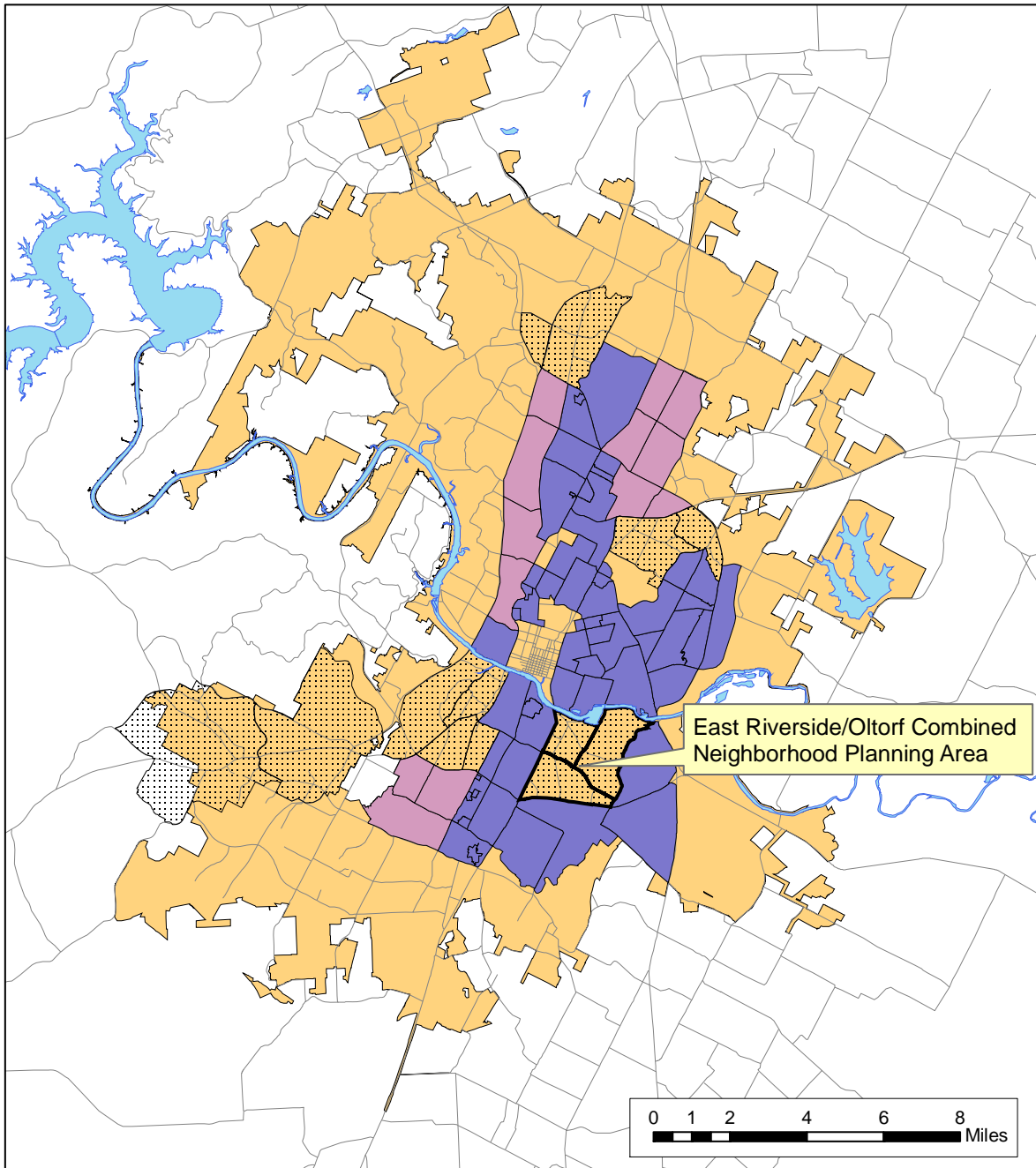
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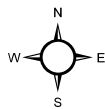
Map 1: Urban Core Map



City of Austin City Limits and Urban Core Neighborhood Planning Areas



City of Austin
Neighborhood Planning &
Zoning Department
Updated 8/1/06



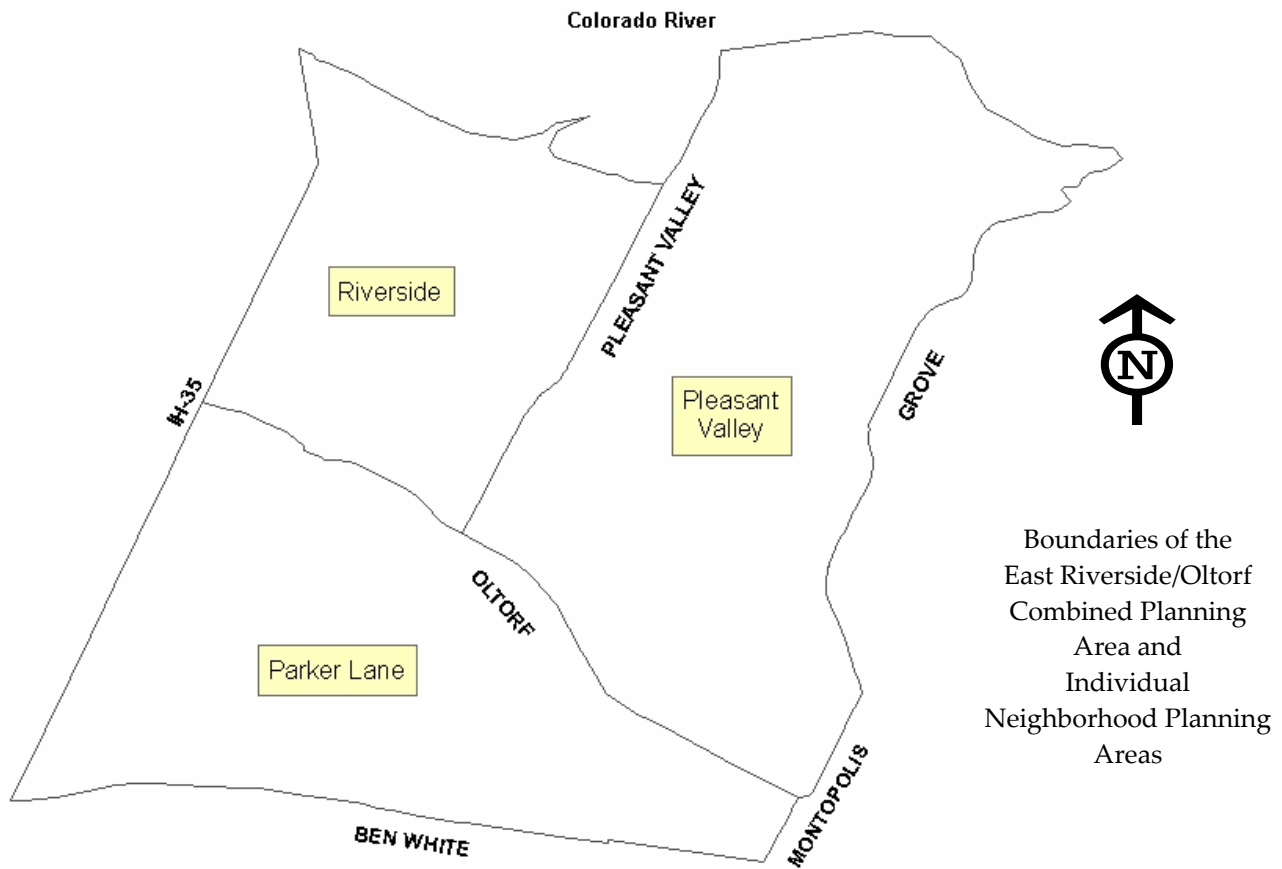
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- APPROVED WITH ZONING
- FUTURE PLANNING AREA
- PLAN IN PROGRESS
- CITY OF AUSTIN FULL PURPOSE JURISDICTION

1. Introduction

Neighborhood Plan Geography

The East Riverside/Oltorf Combined Neighborhood Plan is comprised of three planning areas: Riverside, Parker Lane and Pleasant Valley. These three areas were selected by the Austin City Council to undergo neighborhood planning during the 2003-04 fiscal year; the neighborhood plan created for these three areas is an update of the Austin Tomorrow Comprehensive Plan adopted in 1980. Neighborhood planning staff held the first stakeholder meeting in October 2003 for this planning effort, which was later named the East Riverside/Oltorf Combined Neighborhood Plan. The boundaries of the combined planning area are: IH-35 to the west, the Colorado River to the north, Grove Blvd. and Montopolis Drive to the east, and Ben White Blvd./Hwy 71 to the south. The Riverside Planning Area is bounded by IH-35 to the west, the Colorado River to the north, Pleasant Valley Road to the east and Oltorf Street to the south. The Parker Lane Planning Area is bounded IH-35 to the west, Oltorf Street to the north, Montopolis Road to the east and Ben White Blvd./Highway 71 to the south. The Pleasant Valley Planning Area is bounded by Pleasant Valley Road to the west, the Colorado River to the north, Grove Blvd. to the east and Oltorf Street to the south.



The purpose of the neighborhood plan is to create a long-range vision for the entire area that will guide future development and improve the quality of life by making recommendations that treat themes such as land use, zoning, transportation and urban design. Zoning discussions were also a major component of the neighborhood planning process as zoning is the tool used to implement the vision established in the future land use map. Adopted rezonings are reflected in the zoning ordinances that accompany this neighborhood plan. The voluntary urban design guidelines have been included to encourage quality development projects that reflect the desires of the people in this community. Throughout the three year planning process there were many steps and numerous meetings were held. The following provides a description of the process to which many stakeholders within these planning areas dedicated their time and energy.

The Neighborhood Planning Process

Initial Stakeholders Meeting

The first public meeting of the planning process, which took place in October, 2003, was targeted to neighborhood association leaders and other key stakeholders in the area. City staff made a presentation about the neighborhood planning process and asked for suggestions from attendees about how to enhance participation in the process.

Initial Survey

In October, 2003, all residents, property owners, and business owners in the combined Neighborhood Planning Area (NPA) were invited by mail to participate in the online Initial Survey. Surveys were also made available at several neighborhood pick-up locations and through neighborhood association presidents.

The Initial Survey asked respondents to identify the assets and challenges in the area, specify where they think new businesses or residential uses should be located, and indicate their preferences regarding Special Use Options and the placement of new sidewalks. The results of the survey are included in Appendix B. The Vision Survey asked respondents to choose the statements that most reflect their vision for the future of the community. Priority responses were incorporated into the vision and goal statements of this Plan on pages 10-11.

A total of 18,276 survey letters were mailed. Approximately 10% of these letters were returned or were duplicates. The response rate for the remaining survey letters was about 2%.

Community Workshop

In December 2003, a Community Workshop was held at Advanced Micro Devices. All residents, property owners, and business owners were invited, and 41 people attended. The purpose of this workshop was to identify the assets and strengths of the neighborhood and those aspects of the neighborhood that need improvement. Participants took part in a map-based exercise called Strengths, Opportunities, and Challenges. The results of this exercise are included in Appendix E.

Services Forum

There are many concerns that come up during the neighborhood planning process that are considered to be daily operational issues, which city departments respond to on a regular basis. As a result, a forum was held at the beginning of the process so that stakeholders could voice their concerns related to such problems as overgrown weeds on vacant lots, potholes, street light malfunctions, etc. Representatives from several city departments attended the forum and received commentary regarding such issues. The services forum was also an opportunity for stakeholders in the planning process to select their preferred name for the combined planning area, which was the East Riverside/Oltorf Combined Neighborhood Plan.

Student Outreach – UT Focus Group

With the assistance of University of Texas at Austin student Sarah Price, city staff conducted a focus group with UT students in March, 2004, to identify issues of particular interest to students living in the planning area. The meeting attendees participated in an activity similar to the Strengths, Opportunities, and Challenges exercise.

Land Use Meetings

From February through April of 2004, planning area stakeholders attended three land use focus groups and a land use wrap-up meeting. At these meetings, participants brainstormed alternative land uses



Source: Staff

Field Work with Staff and Stakeholders

for the tracts identified as opportunities or challenges at the Community Workshop. Staff then presented three scenarios based on the brainstorming activity; the scenarios varied in the amount of change proposed. After further discussion by participants, staff developed a single draft future land use map to use as the basis for zoning discussions. This future land use map was modified somewhat during the zoning meetings as communications continued and/or new information was discovered.

Riverside Drive Property Owner Meeting

In response to the tremendous interest in the future redevelopment of Riverside Drive, staff invited property owners along Riverside Drive between IH-35 and Pleasant Valley Road to a targeted meeting in June 2004. Meeting attendees were asked to describe their vision for the future of Riverside Drive and ways that the City could encourage quality redevelopment along the corridor. Many spoke about their desire to expand their own businesses or encourage redevelopment in the area that is safer, more attractive, and more accessible to various modes of transportation. Increased code enforcement, financial incentives, and improved transportation facilities were cited as ways to encourage quality redevelopment.

Initial Zoning Meetings

Planning area stakeholders began discussing possible rezoning recommendations beginning in August through September 2004. One meeting was held for each of the three planning areas within the combined planning area. At each meeting, staff presented a set of proposed zoning changes based on the draft future land use map and NPZD zoning principles. Meeting attendees separated into smaller groups to discuss the recommendations in a round-robin format. Staff recorded input on the proposed zoning changes and made note of new recommendations made by the small groups.

Zoning Survey

During the month of October, in order to get feedback on the zoning proposals that came out of the initial zoning meetings for each of the three planning areas and to ensure that owners of properties proposed for rezoning were aware of the planning process, city staff distributed a survey about the zoning recommendations. All owners of properties proposed for rezoning and all of the participants in the planning process to date were mailed a survey asking for their preferred zoning for the identified tracts.

Mixed Use Meeting

Land use discussions resulted in the designation of certain properties as possibly appropriate for a mixture of uses on the future land use map. As such, at the beginning of October a meeting was held to discuss how mixed-use could be incorporated into the zoning element of the neighborhood plan for this area. An explanation of the mixed-use combining district and the different mixed-use special options was provided and discussion centered on how mixed-use could be tailored so that it was appropriate for this particular area of the city.

Special Use Infill Options Meeting

Prior to the next round of zoning discussions, a meeting was held in mid-November 2004 to present and get feedback on special development tools that are available for selection through the neighborhood planning process. An education session was first held so that participants were aware of the background and purpose of the Infill Options as well as the use and design details that are specific to each Option. The appropriateness of the area-wide Options (Secondary Apartment, Small Lot Amnesty and Corner Store) was discussed in detail for the three planning areas at this meeting. The desirability of site-specific Options (Urban Home, Cottage Lot, Neighborhood Urban Center, Residential Infill and Mixed Use Building) was addressed at subsequent meetings when specific properties were under discussion.

Post-Survey Zoning Meetings

After the zoning survey responses were tabulated, area stakeholders met to discuss the survey results in six meetings, two for each planning area. Staff presented its rezoning recommendations and the results from the zoning survey and assisted the meeting stakeholders in identifying tracts where a majority of stakeholders supported an alternative recommendation to the staff recommendation.



Source: Staff

Parker Lane Zoning Meeting

Parks, Trails, Open Space and Environment Meeting

In late March a meeting was held at the Daniel Ruiz Library to discuss parks and open space issues within the planning area. Sarah Campbell from the Parks and Recreation Department attended the meeting along with neighborhood planning staff to assist with the presentation and answer questions. The main topics covered included:

- Sharing the recent site plan for the Colorado River Park.
- Discussing the ongoing remediation efforts at Mabel Davis Park, brainstorming possible infrastructure improvements and prioritizing future park improvements/enhancements.
- Discussing the possibility of putting small neighborhood greens within the planning area.
- Presenting the work that has been done by the Southeast Austin Trails and Greenways Alliance, a group formed out of this neighborhood planning process, to plan a trail network along Country Club Creek that would connect with the Town Lake Hike and Bike Trail.
- Reviewing the goals, objectives and recommendations that had been generated at that point from survey information and comments at previous meetings; feedback was solicited and recorded.

Transportation Meeting

A meeting to talk about transportation concerns was held in early April 2005 at the AMD Campus. The purpose of this meeting was to identify transportation issues within the three neighborhood planning areas so that specific recommendations could be drafted for the Plan. Discussion and brainstorming among the groups focused on the topics of roads, public transit, bicycle and pedestrian issues. Representatives from each small group shared their group's discussion with the larger audience to maintain a comprehensive view of transportation needs in the entire area. At the conclusion of the meeting, each participant had the opportunity to specify their sidewalk priorities, determined by planning area, utilizing a dot voting procedure so that the Public Works Department will have clear information regarding neighborhood stakeholder sidewalk preferences.

Voluntary Urban Design Guidelines and Design Tools Meeting

In mid-April 2005 neighborhood planning stakeholders attended a meeting to discuss the design tools that are available for selection through the neighborhood planning process in addition to the elements that should be included in the urban design section of the plan. First the details of the three design tools were presented. Afterwards, participants discussed the pros and cons of each Tool and

then dot voted to determine which of them should apply to each NPA. Staff then presented a draft of voluntary guidelines for residential and industrial development based on issues and ideas from the initial survey and previous meetings. Meeting time focused on selecting elements to include in the guidelines that pertain to commercial, office and mixed-use corridors, since the redevelopment of such streets as Riverside Drive is highly desired by both residents and business owners.

Departmental Review Process

After all of the focus group meetings were conducted, draft recommendations were created in response to stakeholder feedback. These recommendations were forwarded to and reviewed by implementing departments. Those items that are supported by the relevant department are included in the body of the plan since those are most likely to be implemented in the future and have the support, but perhaps not immediate funding, of responsible departments. Those that are not supported by the implementing department are documented in Appendix A along with the departmental comments.

Neighborhood Plan Contact Team Meetings

Prior to the presentation of this Neighborhood Plan to the Planning Commission and City Council, an interim Neighborhood Planning Contact Team was created in June 2005 comprised of individuals who will uphold the vision and goals of the plan. This group will be the steward of the plan's recommendations and tasked with monitoring their implementation. An initial meeting was held by planning staff in mid-May to introduce the role and responsibilities of a neighborhood plan contact team and explain the criteria involved in its formation. A second meeting was held at the end of June to define more clearly the structure of the Team and its organization.

Open House and Final Survey

The purpose of the open house was to present the draft East Riverside/Oltorf Neighborhood Plan and receive feedback on the elements of the Plan prior to its presentation to the Planning Commission. For stakeholders unable to attend the open house, a survey was made available online and at the local library, or mailed out upon request, asking for their input on the key issues in the Plan. The survey also asked questions about the level of satisfaction with the neighborhood planning process and ways to improve it. The same survey was distributed at the open house for those individuals who were able to attend. Final Survey results can be found in Appendix F.



Open House at Daniel Ruiz Library

STANDING COMMITTEES

Advisory Committee

Throughout the planning process, a self-selected Advisory Committee met regularly with city staff to reflect on the successes and challenges of previous neighborhood planning meetings and to plan for upcoming meetings. The Advisory Committee provided important feedback to city staff on how and when to organize meetings in order to maximize interest and participation. At the end of the planning process the members of the Advisory Committee, who are also members of the interim Neighborhood Planning Contact Team, were called upon to decide upon new development proposals that were presented prior to the ratification of the plan by City Council.

Southeast Austin Trails & Greenways Alliance

Approximately six months into the planning process, a group of stakeholders concerned about creeks in the area and interested in developing trails formed a working group. The group's primary mission was to create a trail along Country Club Creek that would connect to the Town Lake Hike and Bike Trail. The group met periodically to strategize, conduct site assessments, organize clean-up events and promote the trail concept among neighborhood property owners and residents.

Neighborhood Plan Contact Team (NPCT)

Purpose, Roles and Responsibilities of the Contact Team

A Neighborhood Planning Contact Team (NPCT) is a group of individuals that upholds the vision and goals of their neighborhood plan and is the steward of the plan; this group will work towards the implementation of the plan's recommendations. The NPCT is a group that will officially respond to plan amendment requests by stating its position on the proposals. The Team may initiate amendments to their neighborhood plan at any time and also has some authority to determine when plan amendment applications by others may be filed. Refer to Appendix D on for more information about the Neighborhood Plan Contact Team.

The NPCT shall include at least one representative from each of the following groups:

- Property owners
- Non-property owner residents (i.e. renters)
- Business owners
- Neighborhood associations

East Riverside/Oltorf Neighborhood Plan Interim Contact Team Members (June 2005)

Carl Braun	Tim Mahoney
Dawn Cizmar	Jean Mather
Barb Fox	Michael May
Gayle Goff	Judy Price
Alison Hart	John Rath
Toni House	Bryan Smith
Fred Krebs	Jim Temple
Linda Land	Linda Watkins
Jan Long	Malcolm Yeatts

Vision and Goals

Vision

We who live, work and own property in the East Riverside/Oltorf Area wish to preserve and improve the quality of life in our residential neighborhoods, honor the cultural diversity of our residents, be good stewards of the natural environment, support the success of our locally owned businesses and major employers, and build and maintain a strong sense of community.

Goals

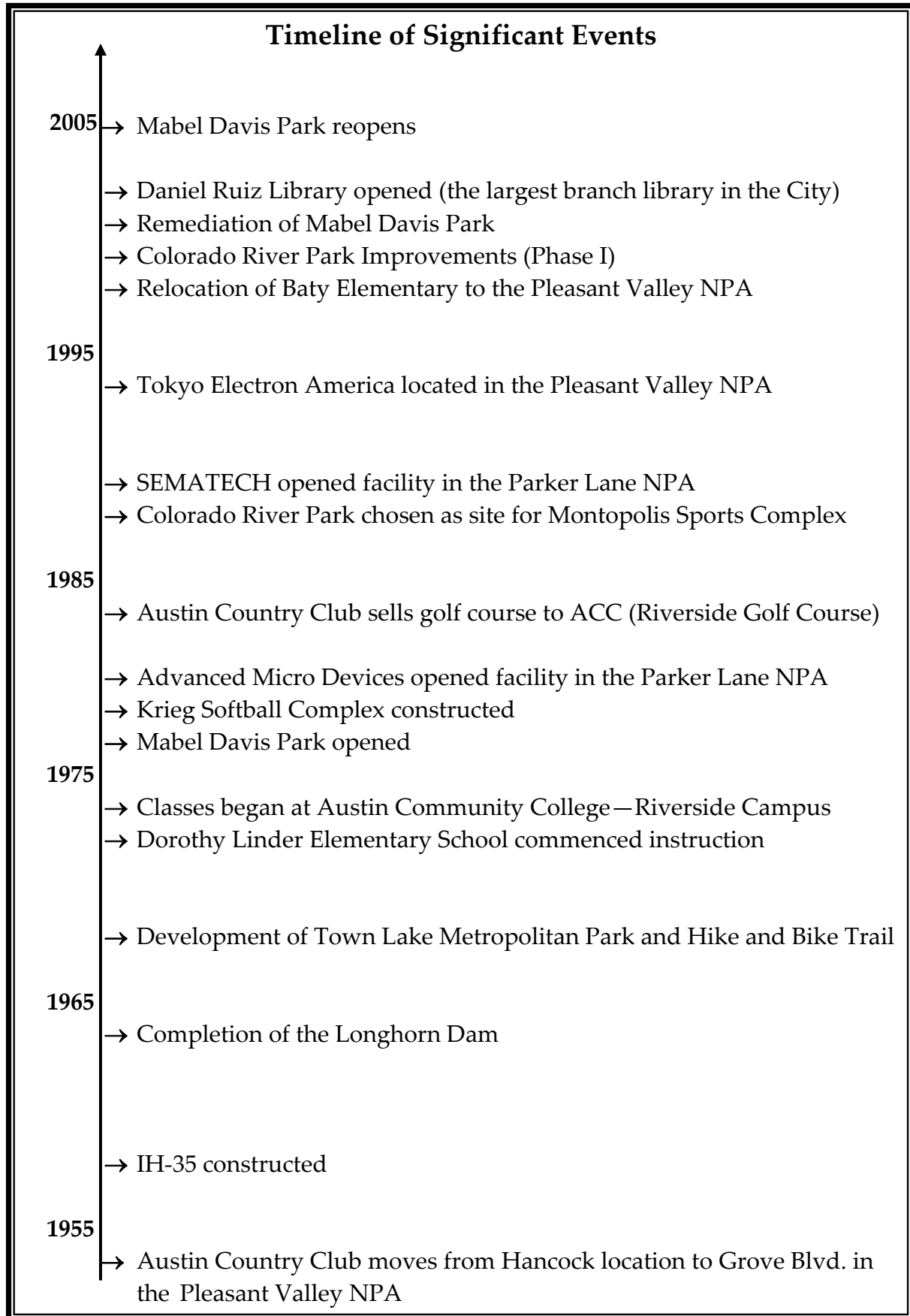
1. Preserve and enhance the character of existing residential neighborhoods.
2. Increase home ownership opportunities that are compatible with surrounding properties.
3. Improve the appearance, vitality and safety of existing commercial corridors and community amenities and encourage quality urban design and form that ensures adequate transition between commercial properties and adjacent residential neighborhoods.
4. Encourage a balanced mix of residential, civic, commercial, office and other land uses without adversely affecting adjacent residential neighborhoods.
5. Enhance the transportation network to allow residents and visitors to get around safely and efficiently by foot, bicycle, automobile and public transit.
6. Protect and enhance the Town Lake Waterfront as well as creek areas and other natural amenities.
7. Preserve and enhance existing parks, the 18-hole Riverside Golf Course and other open spaces and create opportunities for additional public open space.
8. Provide affordable housing opportunities through redevelopment of existing multifamily developments.

9. Create interesting, lively, inviting, attractive, safe and comfortable non-residential environments that will encourage walking, biking and transit use and be appealing to passing motorists.
10. Create convenient and accessible parking areas that do not dominate the environment and provide safe interaction between vehicles and pedestrians.
11. Encourage urban design strategies for single-family neighborhoods that preserve, complement and enhance existing character.
12. Promote multifamily structures that relate well to the surrounding environment, utilize a variety of building forms, have a thoughtful parking scheme, provide public open space and include a variety of appropriate landscape options.
13. Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

Priority Issues

The top priority issues for the East Riverside/Oltorf Combined Neighborhood Plan were determined by the results of the Final Survey.

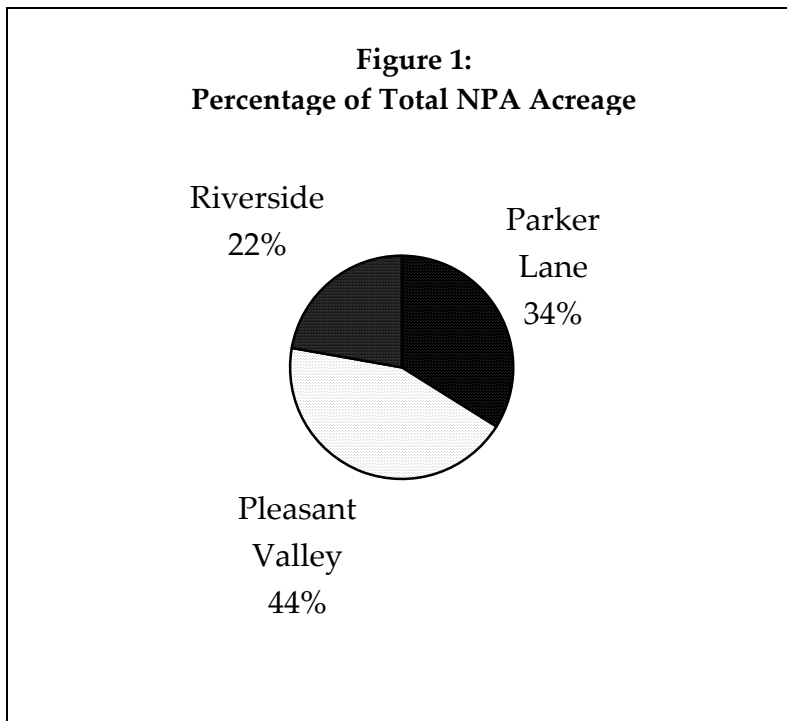
1. Preserve the natural character of and access to the Town Lake Waterfront.
2. Encourage pedestrian and bike friendly neighborhoods.
3. Improve the appearance of retail corridors and preserve downtown views.
4. Preserve and enhance the character of existing residential neighborhoods.
5. Identify and protect all critical environmental features.
6. Eliminate the gaps in the Town Hike & Bike Trail system.
7. Protect creek areas from development.
8. Create lively, inviting, attractive and safe commercial and office street environments.
8. Preserve, maintain and enhance existing parks.
9. Create opportunities for small neighborhood parks.
10. Maintain and improve the appearance of creek areas and the water quality of creeks.



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.

Population

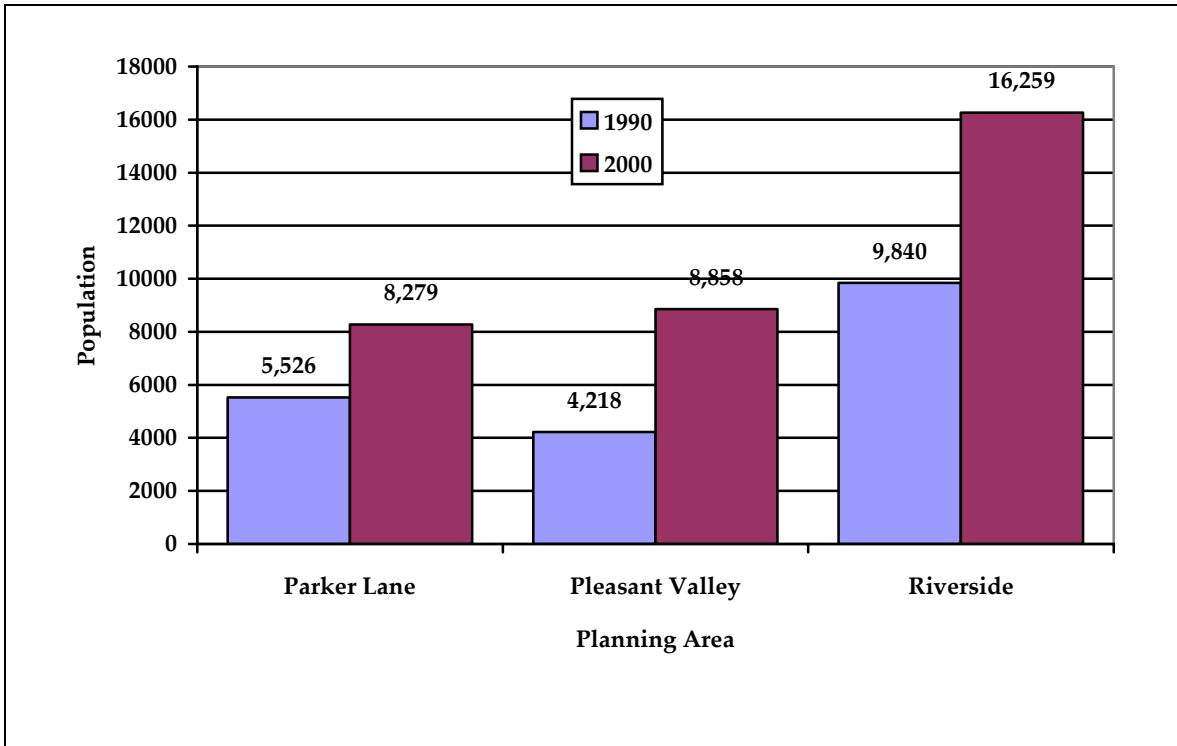
Table 1: Population Change by Planning Area 1990-2000

	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.

Additionally, in 2000 the East Riverside/Oltorf 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

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.

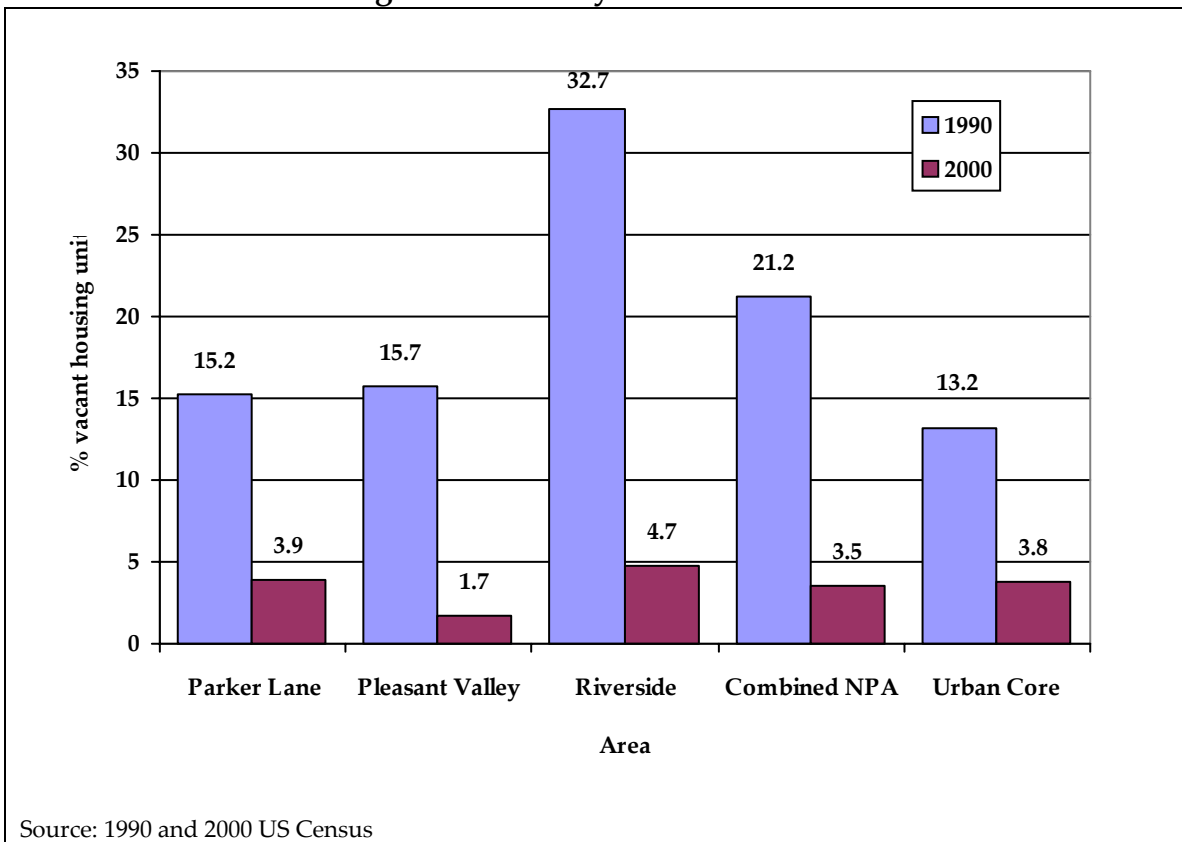
Housing

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

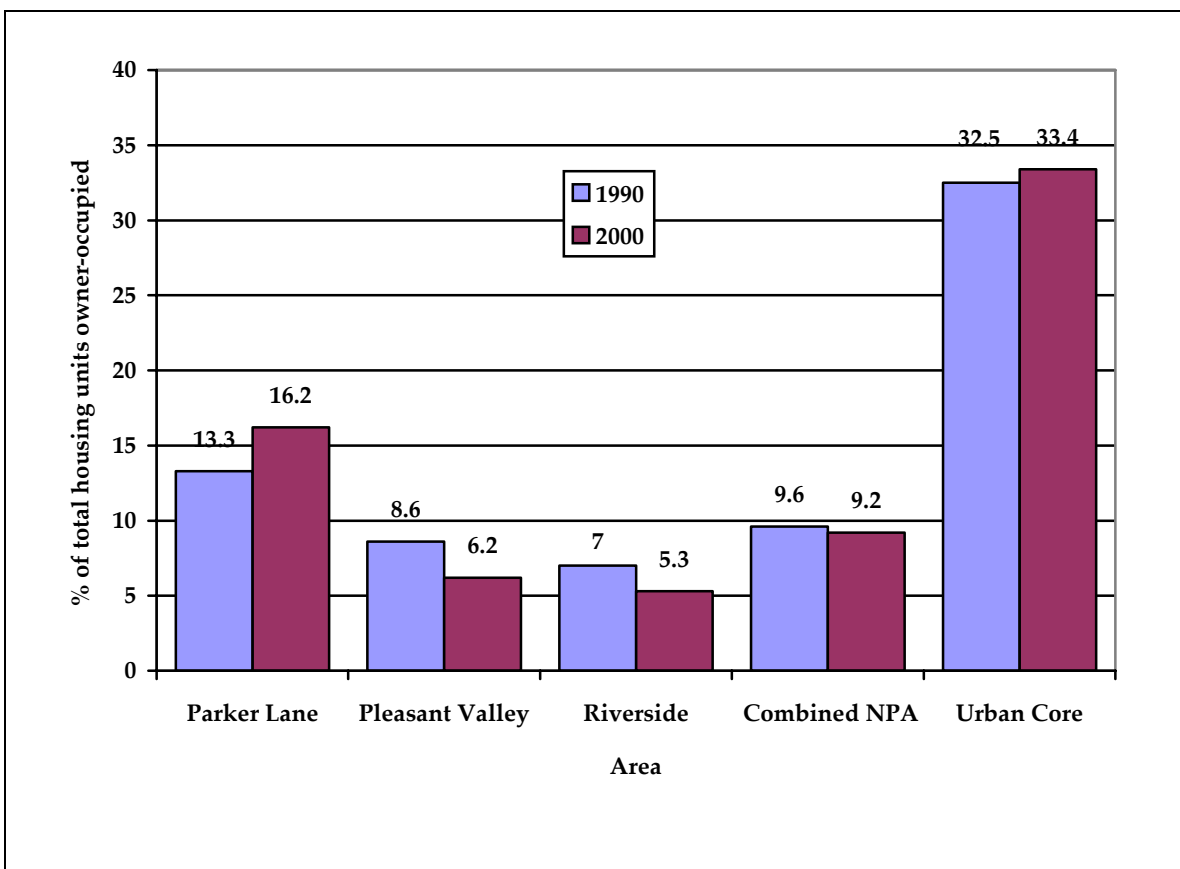
Source: 1990 and 2000 US Census

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



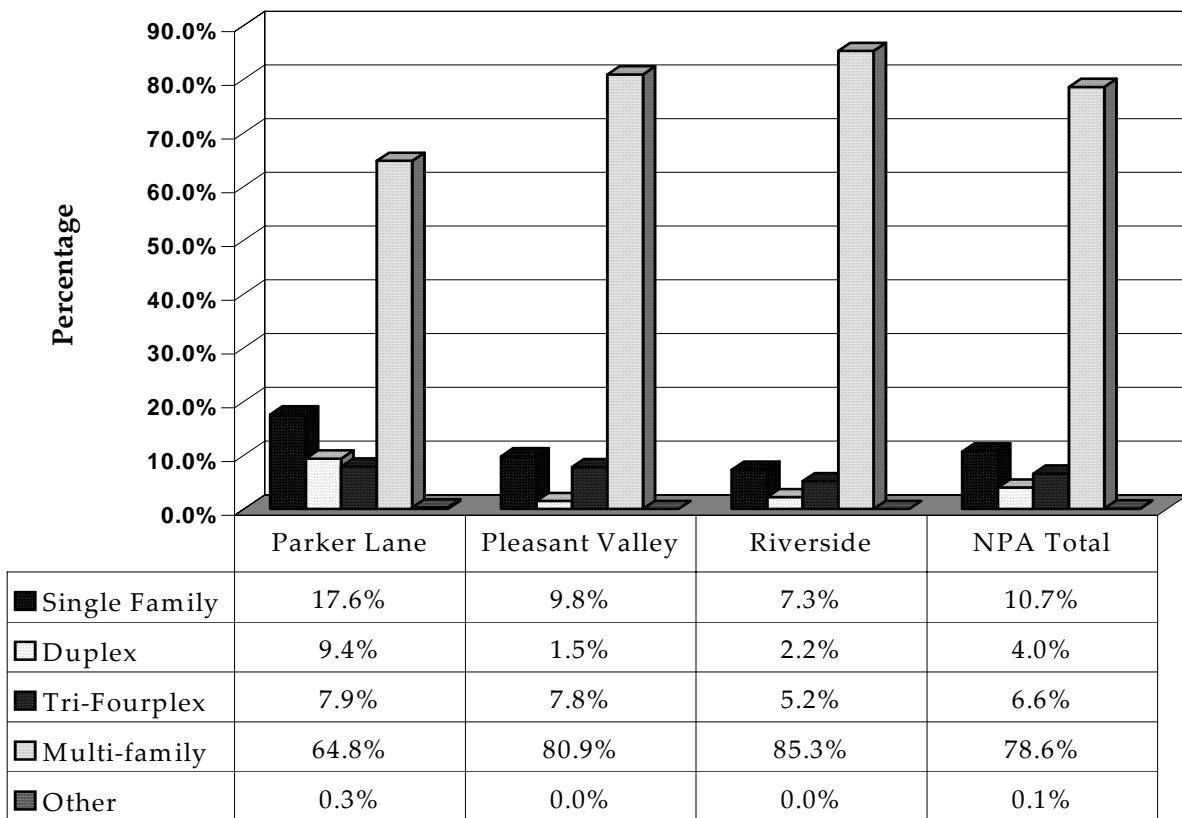
Source: 1990 and 2000 US Census

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 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

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

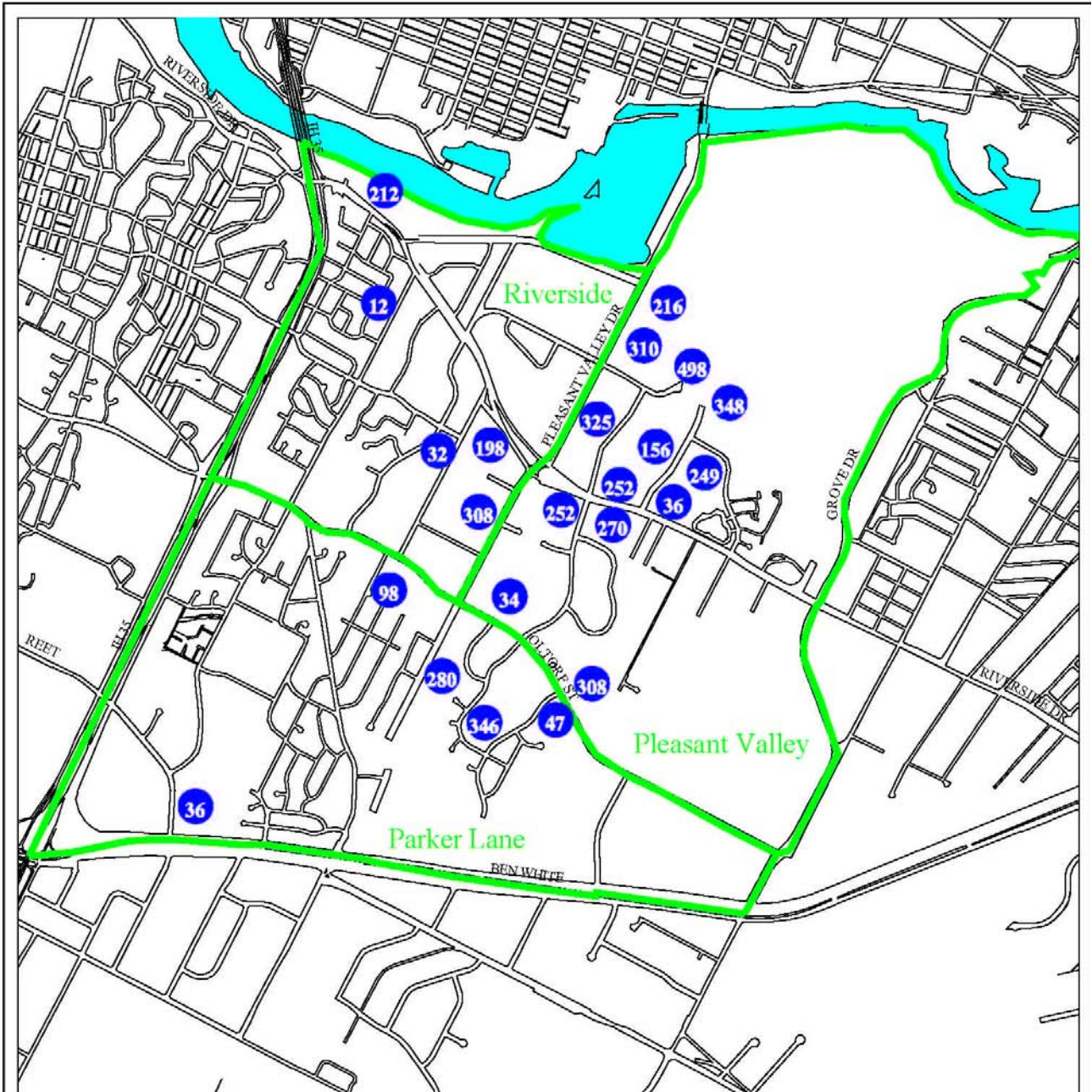
Figure 5 illustrates that the predominant type of housing in all three planning areas is multifamily. The Riverside NPA has the largest percentage of multifamily and the smallest percentage of single family housing. In contrast, the Parker Lane NPA has the highest percentage of single family development 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

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

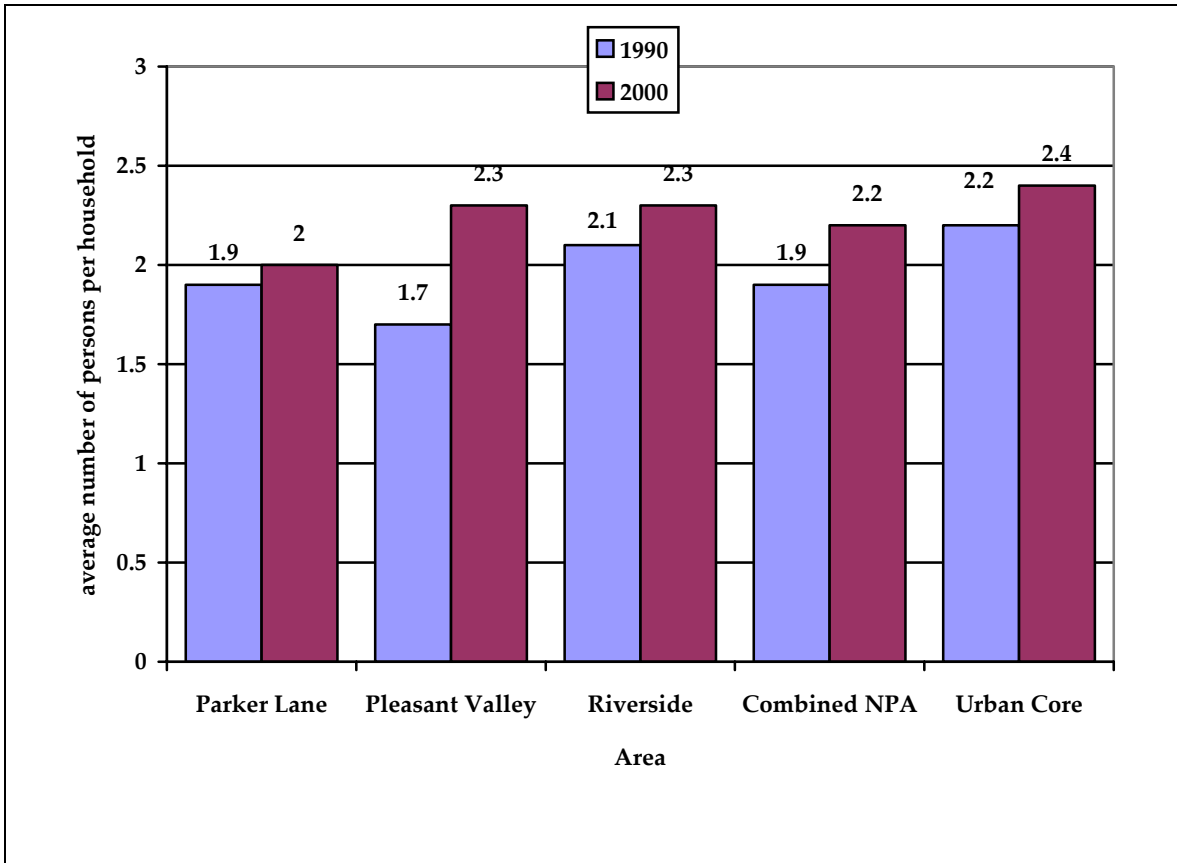
Number of Units Shown Inside Dot.

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

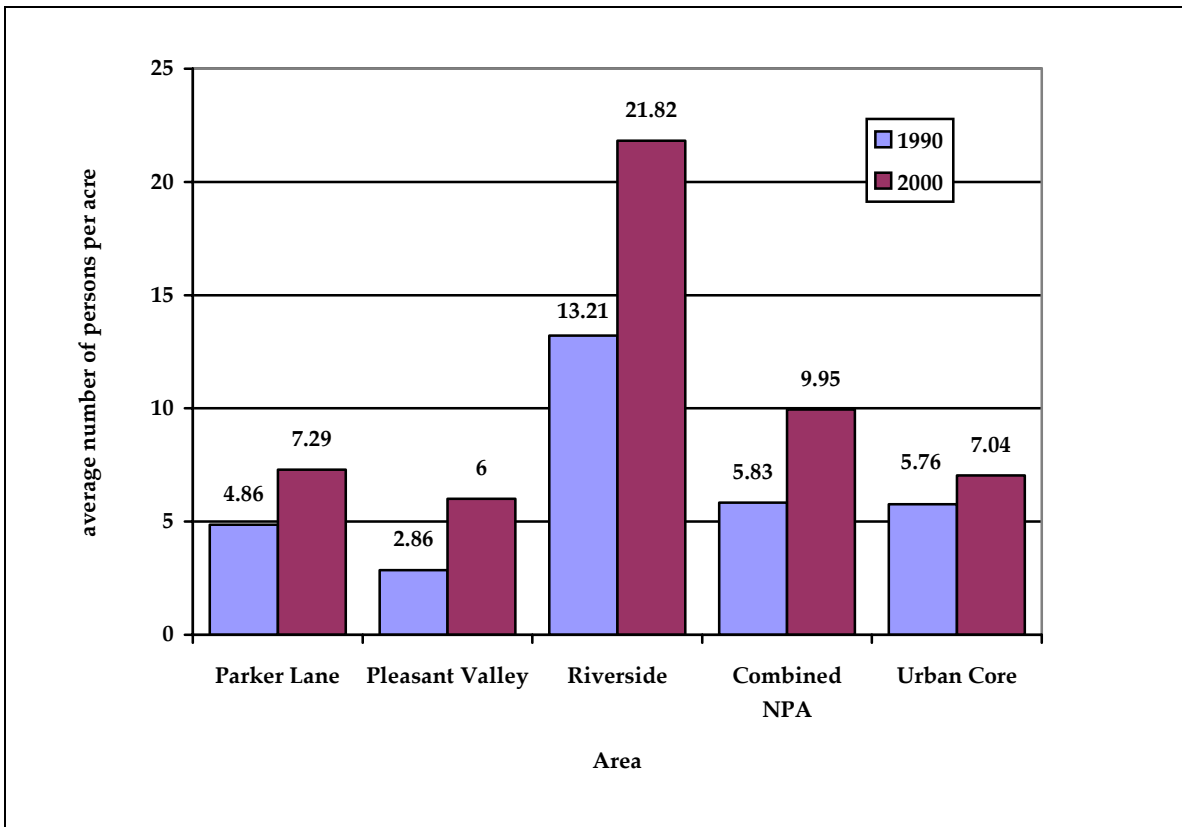
Note: A household includes all people who occupy a housing unit as their usual place of residence. Households may be family or non family households. (US Census Bureau)

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

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
Land Use Total (acres)	1136	1476	745	3358

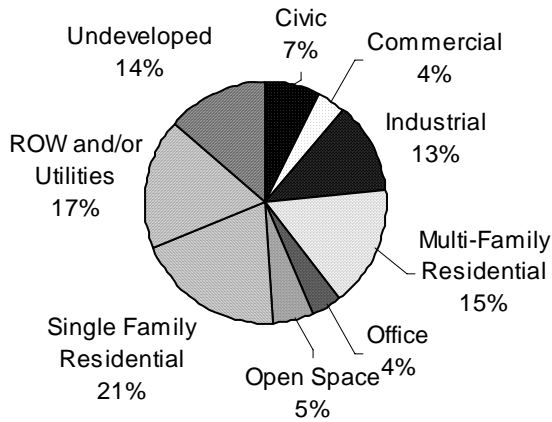
Source: Travis Central Appraisal District and City of Austin

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).

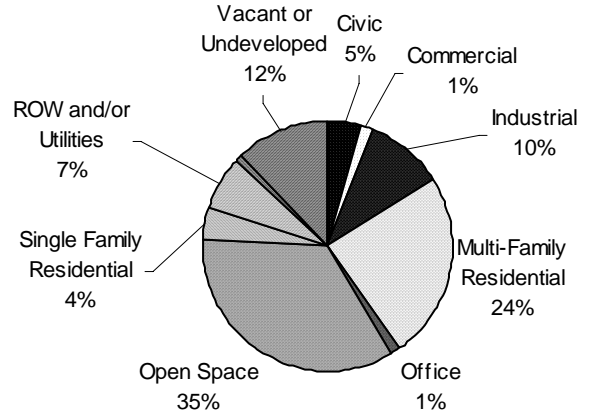
Multifamily residential is the predominant land use for the combined area, most notably, the Riverside NPA whose land use is over one-third multifamily. The prevailing land use in the Parker Lane NPA is single-family residential, while the Pleasant Valley NPA has more open space (35%) than multifamily 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)

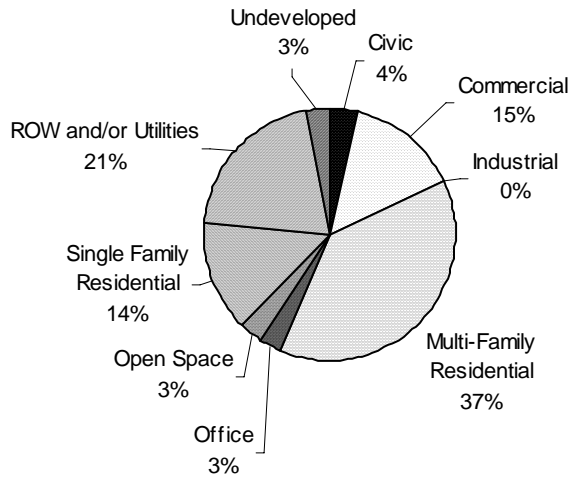
Parker Lane NPA



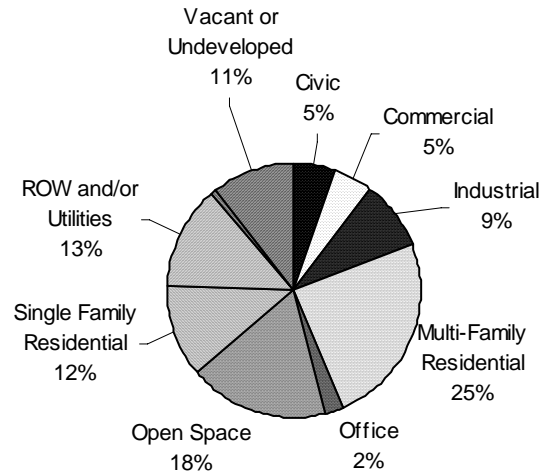
Pleasant Valley NPA



Riverside NPA



Combined Area



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.

- ❖ 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:
 - 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,

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.

- 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.

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

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).

- 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)

- Burlison 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 Burlison 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

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).

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

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.

Source: Staff

- R73 Explore volunteer opportunities such as the Texas Watch State Volunteer Water Quality Monitoring program, 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

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

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).

- 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).

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.

East Riverside/Oltorf Combined Neighborhood Plan

- 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.

4. LandUse

Introduction

As Section Two illustrates, the East Riverside/Oltorf Neighborhood Planning Areas are comprised of apartment complexes, established single-family neighborhoods, parks, natural areas, and accessible open spaces (including an eighteen-hole golf course once patronized regularly by golfer Harvey Penick). Defined single-family neighborhoods around Summit Street, Parker Lane, Burleson Road, Riverside Farms Road, Penick Place, Sunridge Drive and Faro Boulevard house a significant number of the residents in this area. An abundance of non-single-family housing, both in the form of apartments and condominiums, is found throughout each of the three individual neighborhood planning areas; they house student, immigrant and young professional populations (refer to the Statistical Profile Section for current land use details). In addition to this established residential base, there has been a significant amount of development in the form of large industrial park complexes and expansive commercial districts.

Although the East Riverside/Oltorf Area has not traditionally been thought of as "inner city," in part because it was developed much later than other south Austin (meaning south of the Colorado River) neighborhoods like Travis Heights, it is within very close proximity to downtown and the Capitol Building. Land values in the area are relatively inexpensive and properties are located either adjacent or in relative close proximity to Town Lake and the hike-and-bike trail. In addition to a large number of undeveloped parcels, many buildings are reaching their natural lifespan and are ripe for redevelopment. As such, there has been much recent interest in this area from a (re)development perspective and the potential for change in the near future is eminent. For this reason it is extremely important that this neighborhood plan capture the desired vision of its stakeholders in order to provide guidance and to improve the quality of future (re)development.

Neighborhood plan goals that relate to this section of the plan include:

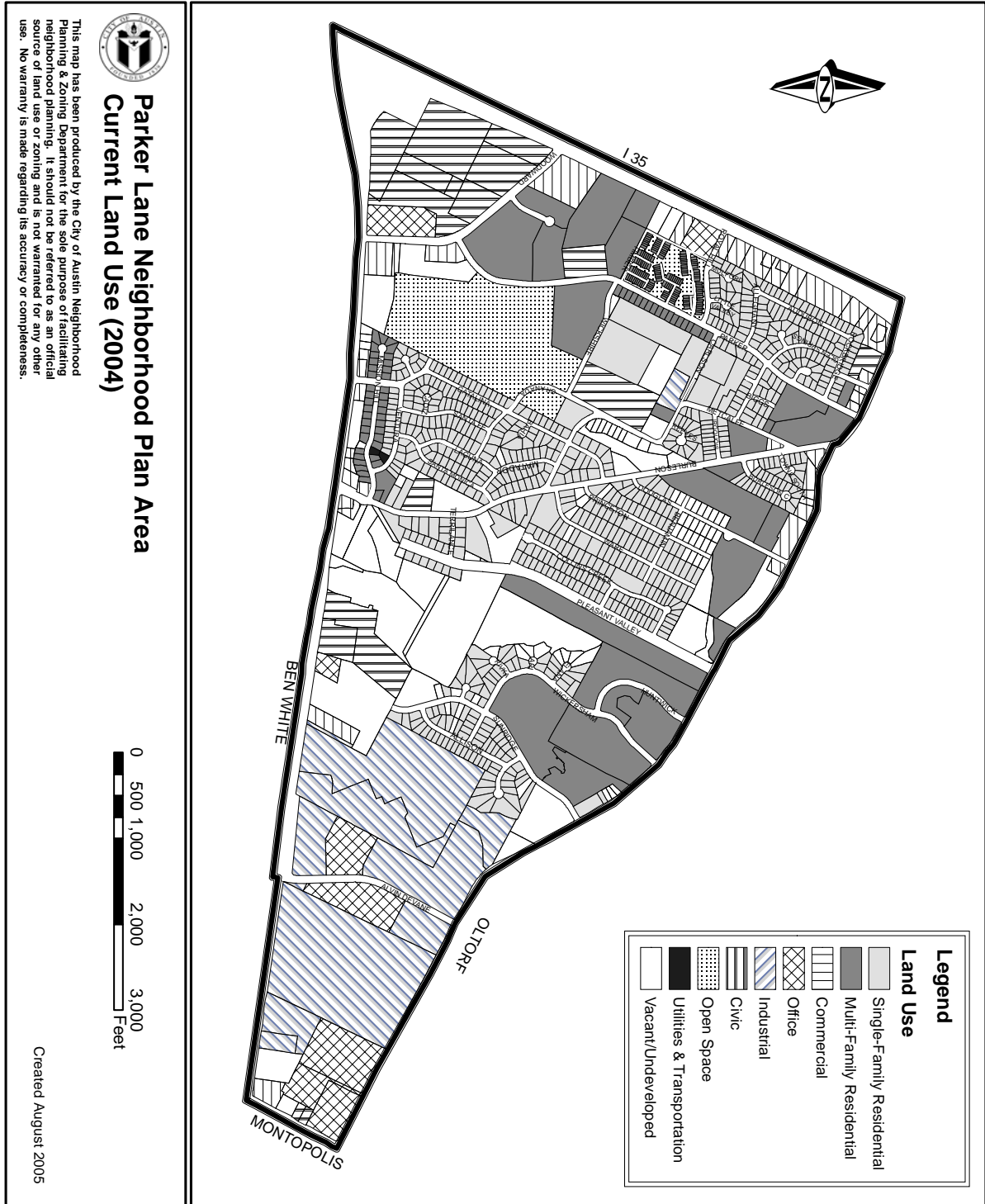
- **Preserve and enhance the character of existing residential neighborhoods.**
- **Increase home ownership opportunities that are compatible with surrounding properties.**

- **Improve the appearance, vitality and safety of existing commercial corridors and community amenities and encourage quality urban design and form while being sensitive and respectful to adjacent residential neighborhoods.**
- **Encourage a balanced mix of residential, civic, commercial, office and other land uses without adversely affecting adjacent residential neighborhoods.**

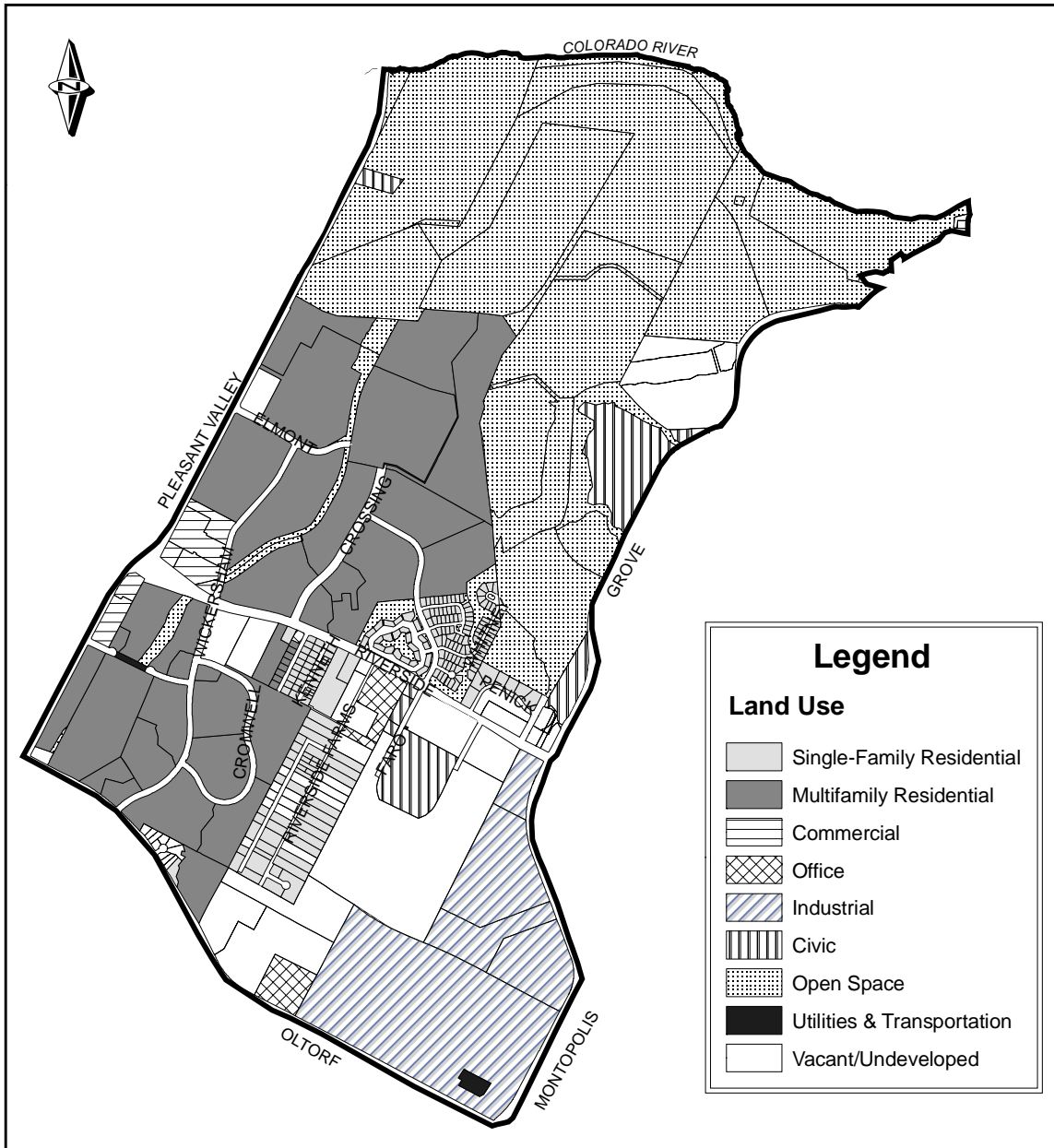
The first part of this section provides a general historical timeline of development and documents information related to significant land uses within the combined NPA. The next part delineates the key elements reflected on the future land use maps for the Riverside, Parker Lane and Pleasant Valley Neighborhood Planning Areas with explanatory text. Following that is a section devoted to Riverside Drive since the current and desired state of this corridor was the topic of much discussion at neighborhood planning meetings.

Lastly, specific recommendations made towards realizing each of the land use goals can be found in Section 3. Any land use recommendation not supported by the City can be found in Appendix A.

Map 3: Current Land Use, 2004 Parker Lane NPA



Map 4: Current Land Use, 2004 Pleasant Valley NPA



Pleasant Valley Neighborhood Plan Area Current Land Use (2004)

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1,900 950 0 1,900 Feet



Revised September 2005

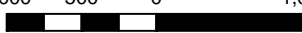
Map 5: Current Land Use, 2004 Riverside NPA





**Riverside Neighborhood Plan Area
Current Land Use (2004)**

1,000 500 0 1,000 Feet



Legend

<p>Current Land Use</p> <ul style="list-style-type: none"> Single-Family Residential Multi-Family Residential Commercial 	<ul style="list-style-type: none"> Office Industrial Civic Open Space 	<ul style="list-style-type: none"> Utilities & Transportation Vacant/Undeveloped
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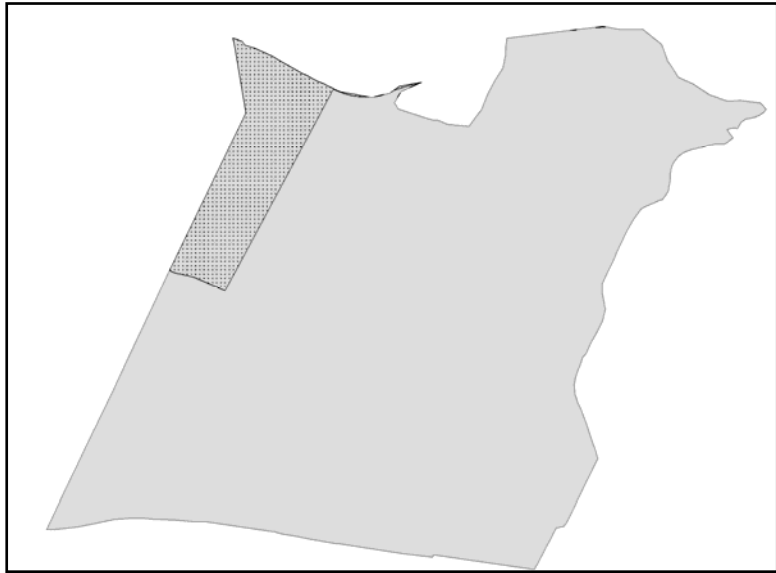
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Created August 2005

History/Background/Significant Land Uses

LAND DEVELOPMENT HISTORY & ANNEXATION BACKGROUND

The combined neighborhood planning area has been called East Riverside/Oltorf because these are two of the major streets within the area. Even though these are well known and traveled roadways, it has not always been the case. In fact, although Riverside Drive is one of the oldest roadways in Austin, Oltorf Street is relatively new and did not even extend past its intersection with Parker Lane and Burleson Road until the 1980s. Furthermore, it wasn't until 1976 that the entire planning area was contained within the full-purpose, or corporate limits of the City.



City Limits Prior to 3/14/1946 –
Only 7.32% of Planning Area
was within Corporate Limits

In the early 1940s, this area was almost entirely undeveloped. Riverside Drive, Parker Lane, Burleson Road, and Metcalfe Road existed, but Oltorf Street did not extend past Burleson Road, and neither IH-35 nor the current Ben White/Highway 71 were yet built. Save for the mobile home park along the river west of US 183 at the northeast corner of the NPA, there was no significant development along US 183. Most of the land was comprised of large tracts of what appeared to be crop land, as seen in aerial photographs from this period.

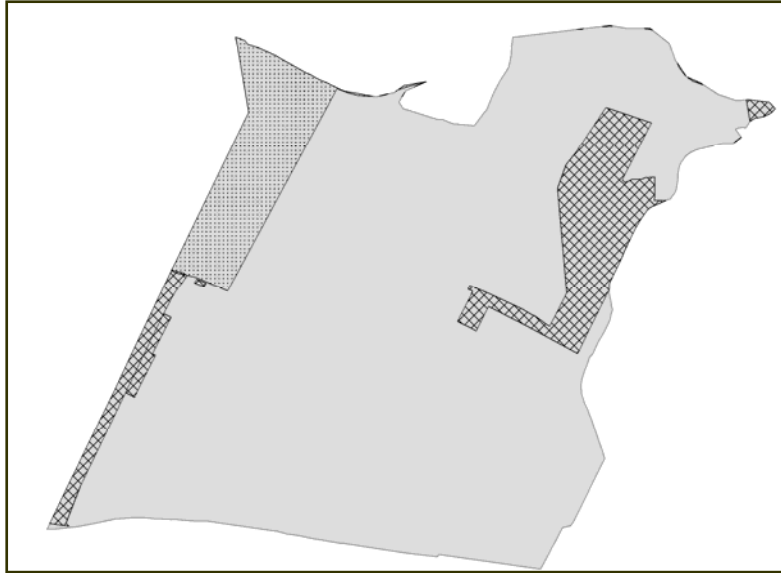
By the early 1950s Wickshire Lane had been built and extended west of Metcalfe Road; Ben White Blvd. had been improved eastward from Burleson Road and Woodland Avenue extended west of Parker Lane, although there was no development along the roadway. There was some development along southern Burleson Road, and a handful of homes on Summit Street and Upland Drive. Although the majority of the area was still composed of large-acreage tracts with minimal urban development, Riverside Farms Road was in place, and there was

also additional development along the northwest corner of the Riverside /Montopolis intersection and along Montopolis Drive towards US 183.

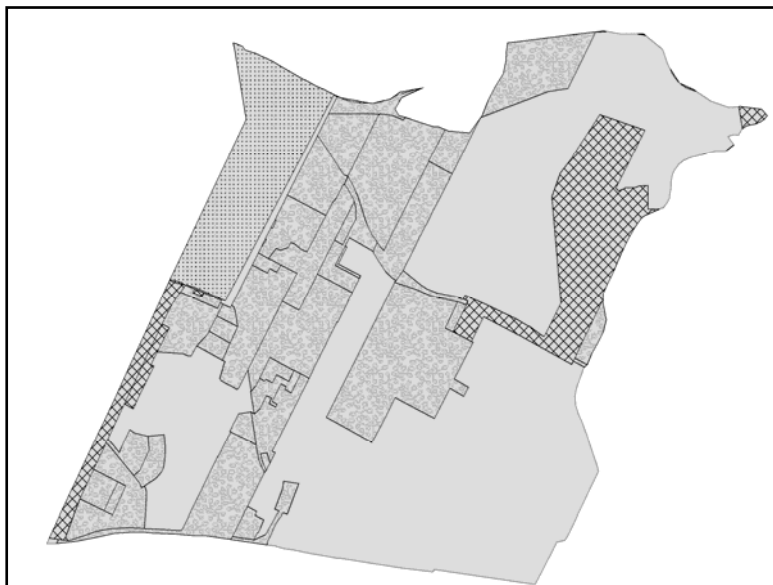
By 1958 IH 35 had been constructed. East of this new roadway and north of Woodward Street was largely built out. Although there was still minimal development along Riverside Drive, Penick Place subdivision had been platted and the

road Penick Place was in place. Additional development was concentrated along southern Burleson Road and both the northwest and southeast corners of the Riverside /Montopolis intersection. The mobile home park had expanded along the Colorado River, and there is evidence of Pleasant Valley Road, but only on the north side of Riverside Drive.

The Sixties and Seventies saw additional development, filling in the areas between the built out northwest and east side. Still, large tracts of property, especially along eastern Ben White Blvd., were intact and owned either by individuals or corporate owners. Some plans or projects of the day came to fruition, such as the extension of Oltorf Street to Pleasant



City Limits Prior to January 1, 1960 –
Between 1946 & 1960 an additional 8.99% of the Area was annexed. 16.31% of the Planning Area was now within the COA corporate limits.

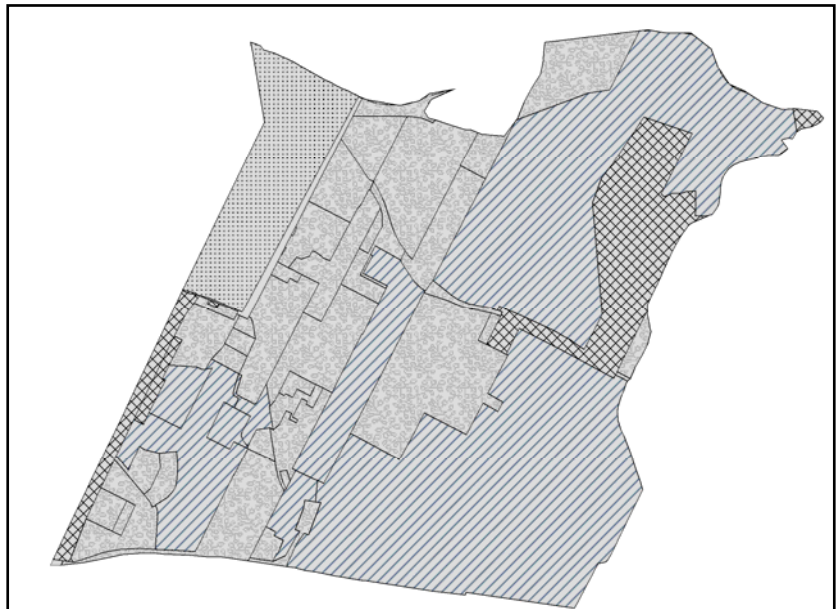


City Limits Prior to January 1, 1970 -
Another 32.39% of the Planning Area was annexed between 1960 and 1970. In all, 48.71% of the Area was now within COA corporate limits.

Valley Road, while others did not, such as the extension of Pleasant Valley Road to Ben White Boulevard or the connection of Grove to Country Club Drive. Public institutions, such as school and parks were limited to the Linder elementary tract and Mabel Davis Park; the future homes of Baty Elementary and the Colorado River Park were both contained within large privately held tracts.

The Seventies were the most active period of annexation by the City of Austin in the planning area. Not only did the 1970's mark the transition of the planning area from mostly outside to mostly inside the city limits, but two large annexations, including

623 acres north of Riverside Drive and east of Pleasant Valley Road, and 1,547 acres for an industrial park in the southeast quadrant of the area were major contributors to the amount of property now within the City.



City Limits as of May 27, 1976 –
50.71% of the Area was annexed between
January 1, 1970 and May 1976. All of the
planning area now within City of Austin.

By the early Eighties, Krieg softball complex had been completed. Significant development had occurred west of Pleasant Valley Road north of Riverside Drive,

but nothing significant existed between Pleasant Valley Road and the golf course. Oltorf Street was in the process of being extended to Montopolis Drive, and there was evidence of the future Montopolis/Grove split. There was also additional development along IH 35, and along Ben White Blvd., which was now a four-lane roadway. While Burleson Road, Catalina Drive, Parker Lane, and other western areas were now completely built out, there appeared to have been only a single residence between the few homes in the Riverside Farms area and the Ben White\Montopolis intersection. Furthermore, development in the late 80s and 90s was predominately industrial and multifamily.

SIGNIFICANT LAND USES

Daniel E. Ruiz Library

Groundbreaking for a new library occurred on March 2, 2002. In honor of one of Austin's most influential community leaders, the library was dedicated to the memory of Daniel E. Ruiz.¹ When the Library opened in 2004, at 16,000 square feet, it was the largest branch in the City of Austin's library system.



Daniel Ruiz Library

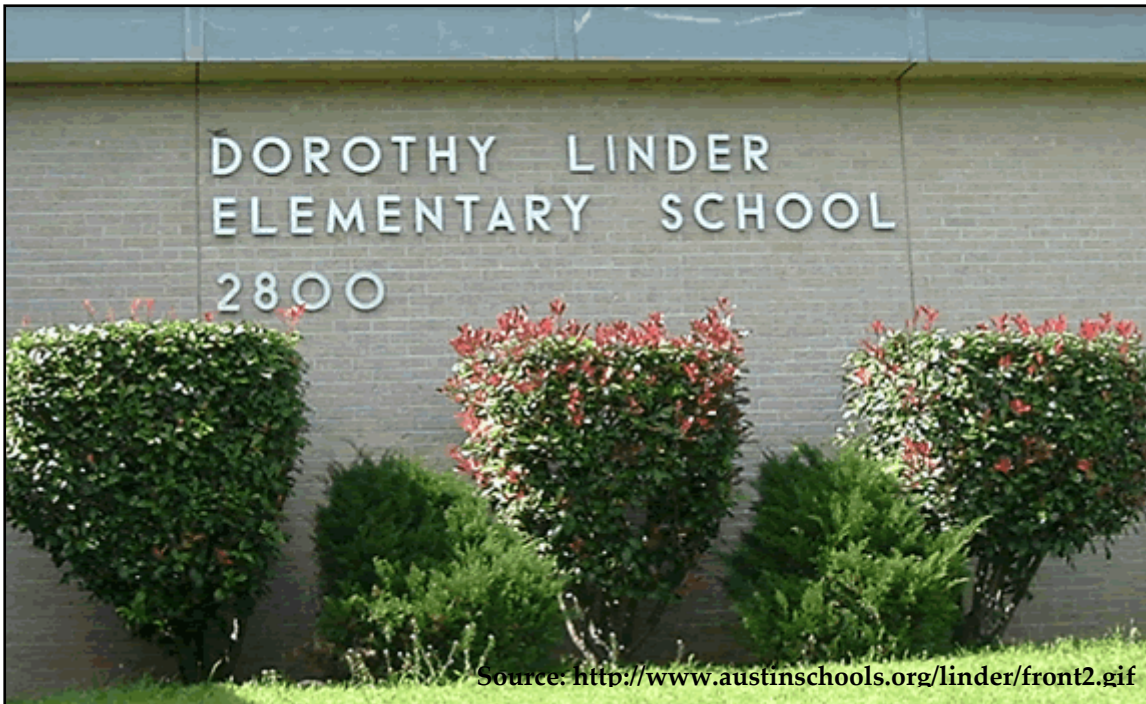
In addition to the books and periodicals typically found in a public library, this library is one of Austin's ten "Wired for Youth" libraries. Equipped with Internet-wired multimedia computer workstations, each center is staffed with "wired" librarians who can teach multimedia, web design, and other computer skills. Children aged 8-18 have the opportunity to use computers for schoolwork research, or for personal interests such as email and chatting on-line. Centers are also equipped with digital cameras, video cameras, scanners, and other equipment, along with software for web design, graphics and media, word processing, and other tasks. These centers were established by The Michael and

¹ Daniel E. (Danny) Ruiz was a good friend of the Austin Community – a native Austinite. Danny proved to be a dedicated public servant, community advocate, and organizer who fought to address inequities and civil rights issues. He forged a 20-year career in state government, working in key positions under some of the state's most prominent officials. What impressed people the most about Danny was his gentleness, generosity, and outstanding commitment to his family, friends, and community. (Excerpt from then-Mayor Gus Garcia). At the time of his death in 2000, Mr. Ruiz was executive director of the Greater Austin Hispanic Chamber of Commerce. (Source: Program from Groundbreaking Ceremony, March 2002; Austin History Center)

Susan Dell Foundation, the City of Austin and the Austin Public Library Foundation in 2000.

Dorothy Linder Elementary School

This Austin Independent School District facility, located at 2800 Metcalfe Road, was dedicated in 1972. Named for Dorothy A. Linder, a teacher and administrator with a 38-year career in education, the school consists of sixteen classrooms serving 300 students in grades one through six.² The building was progressive for its time; it was designed to fit into the hillside and appear to have



Dorothy Linder Elementary School (Austin ISD)

grown out of the sloping terrain. In addition to the topography of the site, the proposed activities and teaching functions were influential in the design and shape of the building. Retractable walls were incorporated to permit traditional style classrooms to be converted into a team teaching environment to supplement the versatility of those teaching areas. There were also smaller instructional areas for accelerated students and students with special or individual needs.

² Dorothy A. Linder taught at Pease, University Junior High, and Fulmore Junior High. She earned her Master's degree while teaching and was appointed assistant principal at Fulmore. In 1965 she was appointed principal, being the only female secondary school principal in the Austin school system. She also co-authored a history textbook that was published in 1955 that was used in many schools throughout Texas. (Source: Program from Open House Dedication, November 12, 1972; Austin History Center)

Baty Elementary

The East Riverside/Oltorf Combined Neighborhood Planning Area lies within both the Austin and the Del Valle Independent School Districts. Baty Elementary is a Del Valle school and currently offers instruction to seven hundred students. As with Linder Elementary, this primary school is named after an educator, in this case Ms. Willie Baty, a retired Del Valle teacher. In addition to elementary grade level education, early childhood, pre-kindergarten and kindergarten education is offered in both English and bilingual formats. The original Baty



Source: <http://www.del-valle.k12.tx.us/batyelementary.htm>

Baty Elementary (Del Valle ISD)

Elementary was constructed and dedicated in the mid 1980s and operated across from the former Bergstrom Air Force Base. Home to the Baty Bobcats, the elementary school was relocated in 1999 to its current location as part of the efforts to convert Bergstrom from a military installation into an international airport.

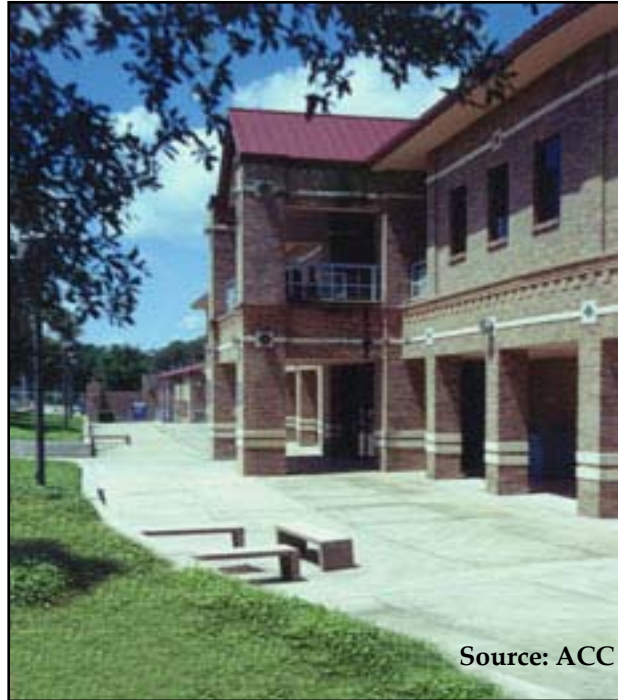
ACC - Austin Community College – Riverside Campus³

The Austin Community College (ACC) is a two-year institution of higher education that was established in Austin in 1972 as part of the Austin Independent School District. The first classes were offered in September 1973 with 2,200 students and by the fall of 1974, student enrollment had more than tripled to 7,061. Enrollment, the number of campuses, the service area, and the number of off-campus learning centers has continued to grow. At present day, the College’s service area includes all of Bastrop, Caldwell, Blanco, Gillespie, Hays, and Travis Counties, along with portions of Gonzales and Williamson. Through its six campuses and more than forty off-campus centers, more than 65,000 for-credit and continuing education students are enrolled in ACC programs annually.

³ Information in this section provided by Austin Community College and the *Handbook of Texas Online*.

Currently, the U.S. Department of Education ranks ACC as the eighth largest community college in the nation. Moreover, a recent educational magazine ranked ACC at Number 11 on its annual list of the Top 50 Community Colleges by Hispanic Enrollment (based on US Department of Education statistics). The magazine also included ACC at Number 42 on their list of Top 50 Colleges awarding the most associate degrees to Hispanics.

The Riverside Campus is located at 1020 Grove Boulevard in the Pleasant Valley Neighborhood Planning Area. This campus was developed in the late 1980's and consists of nine buildings and associated parking on an approximately forty-two (41.698) acre site.



ACC Riverside Campus

Today ACC has six campuses (Cypress Creek, Eastview, Northridge, Pinnacle, Rio Grande, and Riverside), the Highland Business Center and the Downtown Center. There are thirty-five Academic Departments offering more than seventy-five majors and two-hundred different degree plans. ACC offers freshman and sophomore courses, occupational programs, and adult education, and confers associate degrees (Associate of Arts, Associate of Science, and Associate of Applied Science) and certificates of completion. More local high school graduates begin their college education at ACC than at any other higher education institution in Austin. ACC is also the primary trainer and re-trainer of the Austin area workforce through their continuing education, weekend college, and workforce programs.

In addition to the main campuses, ACC offers evening for-credit courses to the public at seven local high schools sites, known as ACC Centers within their service area; additionally, they offer college credit classes during the day at several Centers for more than 1,000 high school students taking college classes early. Nontraditional instruction is offered through various telecommunications outlets; over one-hundred and fifty web-based courses are offered.

In Texas, more than fifty percent of all entering college students begin their higher education at a community college. As population increases within their service area, additional student numbers will increase demand. Furthermore, in 2000 the Texas Higher Education Coordinating Board adopted *Closing the Gaps: The Texas Higher Education Plan*. Among the Plan's goals are increased participation rates statewide in higher education. Specifically, the plan calls for an increase in the participation rate from 5.0% to 5.7% by 2015. Texas will have to enroll approximately 500,000 additional students by 2015 in order to raise its participation rate to meet the goal. An estimated sixty (60) percent of those new students are expected to begin their higher education at community and technical colleges in the state. ACC, one of only fifty community colleges in the state, has determined they will need to grow by 10,000 students over the next decade to meet its goals under the initiative.

Expansion of campus facilities, at Riverside or elsewhere, is certainly possible. All six campuses are at or exceed national standards for room utilization. ACC has recently undertaken a district-wide analysis and master-planning effort.



ACC Riverside Campus

Based on the results of that analysis and their recently enlarged service area, plans will be made with regard to expansion and/or relocation. In the interim, there are two planned capital improvement projects for the Riverside campus: replacement of Building D (with later renovation in Buildings A, B, and C), and the construction of a 400-space parking structure.

Similar to AMD, SEMATECH, and Tokyo Electron, ACC has extensive community outreach and development programs. ACC's Center for

Community-Based & Nonprofit Organizations helps these types of organizations to be more effective by helping them strengthen their organizational capacity. The Center provides professional and volunteer leadership training through workshops, publications, resource libraries, partnerships and other services. The ACC Office of Student Life also publishes a guide to promote awareness and encourage volunteer opportunities for ACC students.

Industrial Technology Sector

AMD⁴

In November 1979, semiconductor company Advanced Micro Devices (AMD), of Sunnyvale, California, officially opened its first plant outside of California; that facility was located just off East Ben White Boulevard and west of Montopolis Drive in the Parker Lane Neighborhood Planning Area. This new facility in Austin was the first expansion for ten-year old AMD outside of its Sunnyvale campus. Austin was selected, according to then-president W. J. Sanders, III, because of the “quality of its labor supply, its excellent lifestyle, and the technological resources of its education institutions.” (Chamber News Release; July 25, 1978).

Today’s campus which is comprised of 1.5 million square feet of space on 138 acres is the largest global facility for the company. Primarily dedicated to the Computational Product Group of the corporation, design and process engineers work to develop the next generation of microprocessors that serve as the power behind millions of desktop and mobile PCs, servers and workstations. At nearly 1 million square feet, the facility – along with 123,000 square feet of Class 1 clean room space – produces Spansion™ advanced Flash memory devices for Spansion LLC, a company formed by the integration of AMD's and Fujitsu's Flash memory operations. In addition, employees of the Personal Connectivity Solutions Group (a division within AMD) work on products for the non-PC Internet appliance market.

The number of AMD employees at this campus is currently listed at 3,200 (although it may fluctuate in response to market conditions). The number of AMD employees is impressive, ranking as the 9th (2000) and 14th (2002) largest employer in Austin according to the Chamber of Commerce. Furthermore, it remains one of the largest private employers for the City of Austin, ranking as high as 6th (2003) according to AMD.

⁴ Information in this section provided by Advanced Micro Devices, the Austin History Center, MarketWatch, Spansion, and Reuters.

Owing to its size, AMD obviously has had a significant impact on the economy and quality of life for the immediate area and the larger Austin area. In addition to the thousands of people employed over the past twenty-six years, AMD's presence has positively impacted local retail sales and the tax base. What is perhaps not as well known, but equally significant, is the company's commitment to being a leading corporate citizen and a good neighbor.



Source: Staff

Advanced Micro Devices (AMD)

In addition to local monetary and in-kind contributions, volunteer hours and donations, AMD has actively championed such local causes as affordable housing, safer work practices, developing family- and mother-friendly worksites, the use of green energy, decreased energy and water consumption, and decreased production of hazardous waste. AMD also has a long-standing and ongoing tradition of giving back to the community, both as an individual corporation and in partnership with social service providers, non-profit organizations, or other corporate entities. AMD's commitment to community is expressed in four major categories of charitable contributions and participation; they are: basic needs, community development, education, and workforce development.

Earlier this year, AMD announced plans for a big, new office campus to house

the 2,000 employees who work for its core microprocessor business, workers who are now spread out among twelve buildings. The result would be Spansion as the remaining enterprise at the Oltorf location. In April, AMD announced plans to consolidate its Austin operations on a sixty-acre parcel in the Oak Hill area. About the same time, Spansion (the 1993 joint venture of AMD and Fujitsu in which AMD currently has a sixty percent stake and control over product planning and worldwide marketing) announced that it will launch its own initial public offering of stock. As an independent corporation, which currently employs about 1,000 people in the Parker Lane area, Spansion will likely continue its operations at Fab 25, at least for some time.⁵

SEMATECH⁶

SEMATECH, which is short for Semiconductor Manufacturing Technology, is a consortium formed in the late Eighties by US-based semiconductor manufacturers, with support from the United States government and academia. During the early 1980's, US-based manufacturers lost market share to European and Japanese firms. To help reverse this trend and return US-based firms to a position of world leadership in semiconductor manufacturing, the Semiconductor Industry Association, or SIA (a San Jose, California-based trade association representing the US microchip manufacturing industry and the Semiconductor Research Corporation), issued a call in 1986 for cooperation among the industry's manufacturers and the federal government. Seen also as an appropriate if not necessary US response to the Japanese Ministry of International Trade and the Industry and the Joint European Submicron Silicon Initiative (both of which assisted their local manufacturers), the consortium was to solve common manufacturing problems by leveraging resources and sharing risks in a noncompetitive environment. At the time, the semiconductor industry was the nation's largest, with approximately 2.7 million American employees.

⁵ Fab 25 is a ten-year old facility. The lifespan of such a facility is approximately twenty years, dependent on upgrades, new standards, and chip industry developments. AMD considered modernizing the factory last year, including the installation of advanced equipment to process larger silicon wafers; those plans stalled when the flash memory market weakened. In addition, construction for Fab 36, a new facility for the production of larger (300nm) wafers, has been announced in Germany. (Source: Austin Business Journal)

⁶ Information in this section provided by SEMATECH, *Handbook of Texas Online*, the Austin Business Journal and The Business Review (Albany, NY).

The following year, the SIA approved the formation of SEMATECH and established operations in Santa Clara, California with thirteen charter members. SEMI/SEMATECH was formed as a corporation to help SEMATECH communicate with equipment and material suppliers. At the end of 1987, the US Congress approved the first funds for the consortium and site proposals were invited.



SEMATECH located on Montopolis Drive

SEMATECH located in Austin (Pleasant Valley NPA) because of a multi-million dollar incentive package prepared by The University of Texas at Austin, the City of Austin, and the State of Texas. The University of Texas System Board of Regents purchased the ninety-four acre former Data General Corporation site and subsequently leased it to SEMATECH at the cost of one dollar a year. SEMATECH became a common testing ground for silicon integrated circuits, advanced tools, processes, and equipment. The program was and remains one of "precompetitive" generic research and development.

Initially, SEMATECH was scheduled to become privately-funded after six years. It began, however, with government startup funds amounting to up to \$100 million a year, mostly through the Department of Defense.

SEMATECH is also a founding partner of the Advanced Materials Research Center, an industry-driven virtual R&D center focused on the commercialization of advanced technologies. The center is a collaboration between the State of Texas, SEMATECH, and the state's research universities, combining the scientific strengths of state universities with the high-tech capabilities of major manufacturers, in order to produce future oriented technology for the people of Texas.

The State of Texas and International SEMATECH announced in 2004 that they had formed the Advanced Materials Research Center (AMRC) with the University of Texas System and other state universities to investigate promising new semiconductor technologies and help ensure the state's high-tech future. Additionally, International SEMATECH launched its latest subsidiary, the Advanced Technology Development Facility (ATDF) as a for-profit research facility. In September, the parent company, International SEMATECH, once again became SEMATECH.



SEMATECH Administrative Building

Like AMD, SEMATECH has been committed to being a good neighbor and active participant in the community. SEMATECH's community involvement efforts focus on educational and community development programs, which take the form of corporate grants, corporate and individual contributions, donations of volunteer hours, and sometimes computers, printers and semiconductor equipment. As a non-profit organization, SEMATECH's cash contributions are limited; nonetheless generous amounts of volunteer hours have benefited educational and community development programs.

Tokyo Electron⁷

Tokyo Electron Limited (TEL) is a global supplier of semiconductor and flat panel display production equipment, as well as computer networks and electronic components. Established in 1963 as an affiliate of the Tokyo Broadcasting System and known as Tokyo Electron Laboratories, it was the first company to introduce American semiconductor production equipment and integrated circuit testers to Japan; it has played an important role in the development of the Japanese semiconductor industry ever since.

Though World Headquarters are located in Tokyo, Japan, the US Group Headquarters are located at 2400 Grove Boulevard, within the Pleasant Valley Neighborhood Planning Area. In addition to the headquarters for the U.S. Holdings group, the facility on Grove Boulevard is also the Tokyo Electron America, Inc (TEA) sales and service headquarters, which in turn oversees twelve branch offices located throughout the United States.



Source: Tokyo Electron U.S. Holdings, Inc.

TEL U.S. Holdings Headquarters

The entity that would become TEL U.S. Holdings, Inc. was established in 1972, but a presence in Austin did not occur until 1994. When TEL first located Tokyo Electron America in Austin in 1994, the company employed ninety people, and it was exclusively a sales and service operation. Nonetheless, TEL's investment in the US headquarters complex had reached \$50 million on the sixty-acre site.

⁷ Information in this section provided by Tokyo Electron America, Austin Business Journal, and The Business Review (Albany, NY)

Shortly after arriving, they announced that it had chosen Austin over Portland, Oregon, for a new \$20 to \$30 million, 100,000-plus square foot assembly facility. In addition to the fact that they already had a site here, other factors favoring Austin included the site's proximity to key customers like Motorola, AMD and Samsung. The new facility, which would house the Tokyo Electron Texas subsidiary, would be used to manufacture chip-making devices responsible for pattern definition on a semiconductor wafer, and would add 150-200 people to the existing payroll of 200.

Like AMD and SEMATECH, the Austin presence of TEL has grown, and fluctuated, over time. Between 1994 and 2004, the local employment roll grew to 400 employees, becoming the second largest equipment supplier (based on sales dollars) to the semiconductor industry (Applied Materials, based in California but employing approximately 2,600 people in Austin, is the largest). Similar to the industry as a whole, TEL was affected by tough years in 2001 and especially 2002. At one point in 2001, the company had more than 10,000 employees worldwide and well over 500 in Austin. In April of 2003, it announced plans to cut 1,000 employees worldwide within the next twelve months, citing the recession in the semiconductor industry as the reason for the cuts. Even after layoffs, they still had about 520 employees at the Grove Boulevard campus.

Similar to its colleagues and neighbors AMD and SEMATECH, Tokyo Electron's corporate citizenship attempts to address the mutual interests and needs of the community and the company. At the global level, TEL efforts are found in education, workforce development and civic initiatives. TEL's support of community programs at the Austin Chamber of Commerce, Texas Asian Chamber of Commerce and Keep Austin Beautiful are a few examples of local civic and community outreach.

FUTURE LAND USE

The intention of the adopted Future Land Use Map (FLUM) is to incorporate the plan's main land use goals and principles and display them in a graphic format. It is designed to serve as a guide when making future decisions regarding land use and zoning changes.

The FLUM sets the stage for appropriate development by looking at the needs of the community in and around the Planning Area; it is a general illustration of the type of development that is desired and appropriate for this part of Austin. Future rezoning proposals need to correspond with what has been adopted on the FLUM for each Neighborhood Planning Area (NPA). If a requested zoning change does not correspond with the adopted land use for a particular property, an amendment to the Neighborhood Plan will be required, which will involve interaction and communication with the Neighborhood Plan Contact Team (NPCT).

When thinking about future (re)development, Neighborhood Planning participants strongly recommend the preservation and/or protection of the natural environment. Development plans must respect and protect the creeks, the lakeshore environment and critical and sensitive environmental features like springs, woodlands, and wetlands. Look at the section of this Plan entitled "Parks, Trails, Open Space and the Natural Environment" for more information on some of the environmental features and amenities within this area.

Table 8: Existing (2004) Land Use Comparison for Each NPA

Land Use	Parker Lane	Pleasant Valley	Riverside	Combined NPA	Combined NPA
	Acres	Acres	Acres	Acres	Percent
Civic	80	48	26	155	4.62%
Commercial	47	18	110	175	5.21%
High Density Single-Family	1	0	0	0	0%
Industrial	147	152	0	299	8.91%
Mixed Use**	0	0	0	0	0%
Multifamily	175	356	284	815	24.28%
Office	47	14	19	81	2.40%
Office Mixed Use	0	0	0	0	0%
Open Space	58	545	25	628	18.70%
Rural Residential	0	0	0	0	0%
Single-Family	227	61	105	393	11.71%
ROW and/or Utilities	198	101	154	453	13.49%
Undeveloped	156	180	21	357	10.65%
Land Use Total	1136	1476	745	3358	100%

Source: Travis Central Appraisal District and City of Austin

Note1: Multi-Family includes rental and owner occupied housing units (i.e. condominiums)

Note 2: This data includes approximately 183 acres of land owned by Austin Community College (ACC is excluded from the neighborhood planning process.)

The Riverside NPA is the most developed of the three NPAs and has the least amount of open space. The Riverside NPA has the largest proportion of multifamily residential of the three NPAs. Opportunities for future mixed-use redevelopment are available as MUB and NUC options, reflected on the FLUM by asterisks, and on the properties regulated by the Waterfront Overlay, reflected on the FLUM by diagonal lines. The FLUM also indicates that industrial development is not desired and/or appropriate within this particular NPA. It is critical to the Riverside NPA that commercial and office uses are maintained with future redevelopment; the application of true mixed use can achieve this goal.

The Parker Lane NPA continues to have the greatest share of single-family residential land use of the three NPAs. The future land use scenario offers abundant opportunities for commercial and office development, mainly due to the presence of Oltorf Street, IH-35 and Ben White Blvd., which are primarily retail/commercial corridors. The Parker Lane NPA continues to have the least amount of multifamily housing of the three NPAs and has the most opportunity for industrial development.

The Pleasant Valley NPA continues to have the least amount of land available for single-family housing and commercial development, but by far contains the most open space, largely due to the Roy C. Guerrero Colorado River Park, ACC and the campus-style development of most of the industrial properties. According to the FLUM, multifamily housing still comprises a significant share of its total land use and more is not desired.

The following provides some explanatory detail with respect to how the land use goals and stakeholder priorities have contributed to the formation of the future land use maps in this plan. The primary future land use categories within the Riverside, Parker Lane and Pleasant Valley NPAs include: Single-Family, Multifamily, Mixed Use, Commercial and Office, and Industrial.

Single-Family

The preservation of single-family neighborhoods is an important priority in this neighborhood plan. The combined FLUM demonstrates the neighborhoods' desires that established single-family neighborhoods within the three planning areas be protected from encroachment and cushioned from higher intensity uses.



Preservation of single-family homes and increased home ownership opportunities are desired

Key elements reflected on the FLUM include:

- Single-family uses and undeveloped lots with single-family zoning are predominantly designated as single-family on the FLUM.
- Intrusion by uses higher than SF-3 is prevented by a “hard edge” surrounding the single-family properties shown in yellow.
- Opportunities for single-family development and home ownership are encouraged by creating Urban Home Subdistricts, which permit



Single-family residence located on Allison Cove within the Parker Lane

detached single-family homes on lots with a minimum of 3,500 square feet. Urban Home Subdistricts have been created at the following locations:

- Mission Hill Circle and Mission Hill Drive
- East side of Parker Lane between Wickshire Lane and Carlson Drive

Multifamily

The combined planning area is unique in comparison to many parts of the city in that it has a dominance of multifamily development, primarily in the form of apartments. An overabundance of multifamily housing has resulted in problems related to traffic congestion, a high crime rate and inadequate infrastructure, and



Pinto Creek Apartments on Wickersham

does not promote home ownership. Neighborhood Planning participants want to increase home ownership opportunities; more home-owning residents will enhance a sense of permanence and investment in the area. Neighborhood Planning participants desire to maintain a diverse range of housing opportunities for all stages of life and income levels as well as encourage a better housing balance.

A key element reflected on the FLUM is:

- Existing multifamily (MF) uses have been maintained as MF for most properties except in cases where alternative options might be appropriate for redevelopment. (The intent is to allow existing MF uses to remain conforming uses according to City Code, and to make some commercial and office options available with redevelopment, specifically, Barcelona – 2101 Elmont Drive; Canyon Oaks – 1708 Burton Drive; Lafayette Landing – 1845 Burton Drive; and the palm reader location – 4825 E. Riverside Drive)

Mixed Use

The application of mixed use reflects the desire to see certain parts of the area develop or redevelop with projects that are pedestrian friendly, offer convenient neighborhood services, promote human-scale activity on the street, provide community open space and improve the appearance of particular retail corridors.

It is very important to note two major concerns regarding mixed use that have been voiced continually throughout the planning process:

- 1. Because of the overwhelming proportion of multifamily in this NPA, uses such as office and retail and condominiums and townhouses are all preferred to any multifamily uses; and,**
- 2. Mixed use is supported only when it is a true mix of uses.**

These concerns must be kept in the forefront when reading the following explanations and implementations concerning mixed use.

A concern related to possible future (re)development raised by participants during Neighborhood Planning meetings addressed the trend of new residential construction in the inner-city that is unaffordable to many Austinites. The desire to see new and higher quality development was overwhelmingly supported in order to improve the appearance of the area and offer a wider variety of uses to local residents; however, residential development should be sensitive to the diversity of income levels found within the Planning Area. Any concessions in height, setbacks, and/or FAR should be tied to a percentage of significant community open space and low-income units (60% of the median income).



Existing commercial development along Riverside Drive designated as mixed-use on the FLUM

Key elements reflected on the FLUM include:

- Properties with MUB and NUC options – indicated by large asterisks
- Waterfront Overlay properties – indicated by diagonal

Implementation of Mixed Use on specific properties within this planning area follows the descriptions below.

Types of Mixed Use

1 - The Mixed Use Combining District (MU)

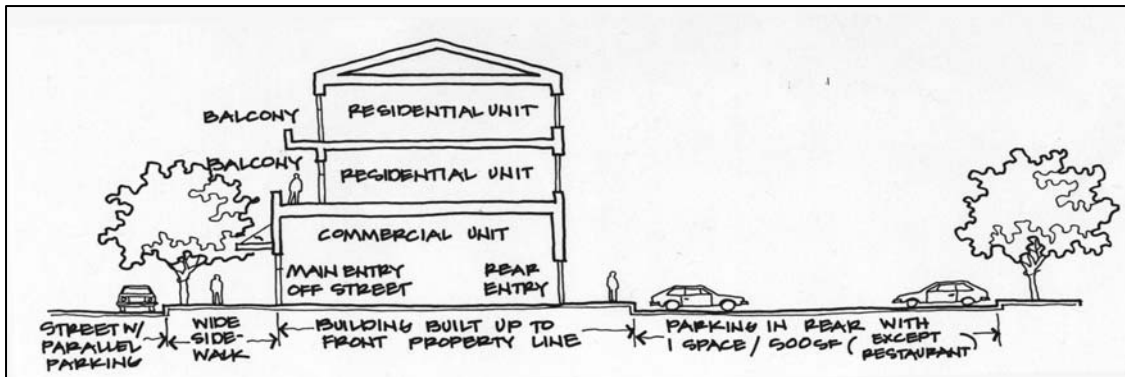
During the neighborhood planning process stakeholders identified properties where mixed use was appropriate and desired. Although represented on the FLUM with a designation of mixed use, the specific type of mixed use is actually implemented or achieved via zoning; one way to do this is with the addition of the Mixed Use (MU) combining district to the commercial or office base zoning district. The addition of MU to a base zoning district means that several residential uses would be permitted in addition to the commercial and office uses allowed under the base zoning. The MU addition to a base zoning district is suitable when a very flexible zoning district is appropriate and desired as it allows for an entirely commercial and/or office development, an entirely residential development (from single-family homes to an apartment complex), or for a combination of these uses on the same site. However, as has already been illustrated, the three planning areas within the East Riverside/Oltorf Neighborhood Plan already contain a large amount of multifamily development. As such, there was much discussion during land use and zoning meetings regarding if and how the mixed-use concept could be appropriately applied to this specific part of town using the MU combining district.

2 - Special Use Infill Options

Another way that mixed use can be implemented through the neighborhood planning process is through the adoption of special development tools called the Special Use Infill Options. The term infill refers to “filling in” vacant or underutilized parcels of land in existing developed areas. A goal of the Special Options is to allow for development that will provide benefits such as accessibility to services and amenities by means other than the auto and a diversity of housing for different ages, incomes and lifestyles. The primary mixed-use Infill Options include the Mixed Use Building (MUB) and the Neighborhood Urban Center (NUC).

The Neighborhood Mixed Use Building Special Use permits a mix of uses, including residential, within a single building on a site. This special use should not be confused with the Mixed Use (MU) combining district described above. A major distinction between them is that the Neighborhood Mixed Use Building (MUB) prescribes a mix of commercial and residential in one building structure that has pedestrian-oriented design standards. The MUB must comply with special site development regulations that pertain to things such as setbacks,

parking, lighting and the building façade.



Section Sketch of Residential Units Above a Commercial Structure

The Mixed Use combining district, on the other hand, allows the construction of commercial or residential or a mix of both on a particular site without any special design or development regulations (the site development standards of the base zoning district apply). The Neighborhood Urban Center special use permits the redevelopment of an existing commercial center, or development of a large vacant site, into a mixed-use, pedestrian and transit-oriented center. There are specific site development and design standards that apply to each use within an NUC development.

Implementation of Mixed Use

The following paragraphs describe the details of how the mixed-use concept is to be implemented through this neighborhood plan:

For specific properties on:

- The north side of Lakeshore Blvd., just off Riverside Drive
- The south side of Lakeshore Blvd.
- The north side of Riverside Drive from IH-35 to Lakeshore Blvd.

Neighborhood Planning participants support a true mixed-use future land use designation on these properties. These properties are very important to nearby residents as they are located along the lakeshore in the Riverside Planning Area. Residents are especially sensitive to building heights, allowable uses and traffic generation at these locations and as such, prefer not to implement the mixed-use idea with zoning at the time of plan adoption. At the time that a property owner or developer expresses serious interest in redeveloping these properties, then discussions can occur between him/her and the NPCT regarding an appropriate

mixed-use zoning strategy. Neighborhood Planning participants understand the Waterfront Overlay adds some mixed-use elements to these properties.

For specific properties on:

- The south side of Riverside Drive from Parker Lane to Pleasant Valley Road (The north side of Riverside Drive from Lakeshore Blvd. to Pleasant Valley Road was intentionally not selected by planning participants as appropriate for mixed-use development; there were concerns that creating mixed use opportunities on both sides of Riverside Drive would allow for the construction of new buildings that would have higher heights than existing buildings on both sides of the street and create a canyon-like effect.)
- The west side of Pleasant Valley Road from Riverside Drive to Lakeshore Blvd.
- The northwest and southeast corners of Oltorf Street and Parker Lane (MUB option only).

Neighborhood Planning participants support MUB and NUC options on these properties. It is not the desire of planning participants to see these lots develop entirely as residential since these are important locations that service the retail and office needs of the community. As previously described, these options allow for development that will provide benefits such as accessibility to services and amenities by means other than the automobile and a diversity of housing for different ages, incomes and lifestyles. The Neighborhood Mixed Use Building Special Use permits a mix of uses, including residential, within a single building on a site. The Neighborhood Urban Center Special Use permits the redevelopment of an existing commercial center, or development of a large vacant site, into a mixed-use, pedestrian and transit-oriented center.

Although the Mixed Use (MU) combining district is not recommended for these properties at the time of plan adoption, planning participants are willing to look at the possibility of adding mixed use in the future. As a result of this planning process, a code amendment was approved for the mixed use combining district to allow for the prohibition of multifamily residential. This conditional overlay is desired by the neighborhood for mixed use projects in an effort to limit the amount of additional multifamily residential in the already over saturated area. To determine which properties are affected by this conditional overlay, refer to the zoning on specific tracts.

Commercial and Office

There are specific corridors where the majority of properties are reserved on the FLUM for pure office and commercial development. In order to provide needed retail and office services to existing and future residents, certain properties should be maintained for non-residential uses.



Source: Staff

Oltorf Street looking east

Neighborhood Planning participants support the addition of small, locally owned businesses and offices. Given the population density and the need to encourage a walkable environment, any development should consider the area's need for commercial services and diverse employment opportunities.

Neighborhood Planning participants generally prefer diverse non-residential corridors that provide a mixture of both office and commercial uses. Where these properties abut established residential neighborhoods, residents generally encourage office development instead of more intense commercial uses.



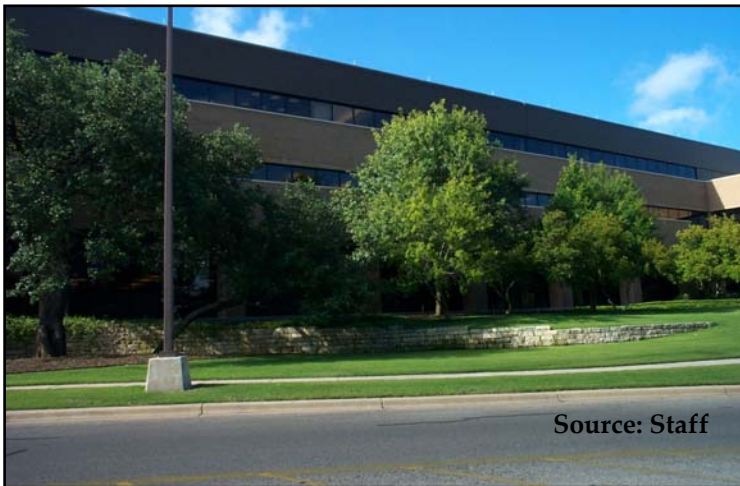
Example of a Mixed Use Building in Dallas, TX

Key plan elements reflected on the FLUM:

- Maintain or create the opportunity for commercial and/or office development for specific properties on:
 - Oltorf Road between IH-35 and Pleasant Valley Road
 - The northwest corner of Pleasant Valley Road north of Riverside Drive
 - The north side of Ben White Blvd.
 - The northbound IH-35 access road
 - The north side of Riverside Drive between S. Lakeshore Blvd. and Pleasant Valley Road

Industrial

Industrial areas are represented on the FLUM by properties where there is existing industrial development. All of these sites are located in the southeast corner of the combined planning area and are predominantly occupied by large high-tech companies such as AMD, SEMATECH and Tokyo Electron.



Source: Staff

AMD is an example of a nicely landscaped and well-maintained industrial campus

Neighborhood Planning participants consider the presence of these industrial companies in the planning area as a strength to the community and the Austin economy. Residents like the aesthetics of their industrial park campuses and the fact that the properties are well-maintained. These

companies have developed solid relationships with nearby residents by acknowledging and respecting the presence of adjacent residential neighborhoods. Residents consider these major employers to be “good neighbors” and desire to maintain their existence as they contribute positively to the immediate area and to the entire city. Any future industrial development within these planning areas should incorporate the high quality characteristics of existing industrial development, maintain the existing campus-style structure, and adopt the practice of communicating and working with members of the community in which they have chosen to locate their business.

Riverside Drive

Encouraging desirable redevelopment along Riverside Drive with respect to both land use and urban design is a key component of this neighborhood plan.

Riverside Drive is important as a commercial center to the diverse groups of residents living in proximity to the roadway, in addition to serving as a gateway to downtown for visitors since it is a

primary route to and from the Austin Bergstrom International Airport. The views of downtown that one experiences while traveling westbound on Riverside Drive are spectacular and it is recommended that the views be protected, not only for vehicular traffic, but for the many pedestrians who already

traverse Riverside Drive on a daily basis. However, throughout this process it has become abundantly clear that the services available on Riverside Drive are limited in scope regarding what they offer local residents. In addition, the current appearance of the Riverside Drive streetscape, predominantly west of Pleasant Valley Road, does not represent the city well.



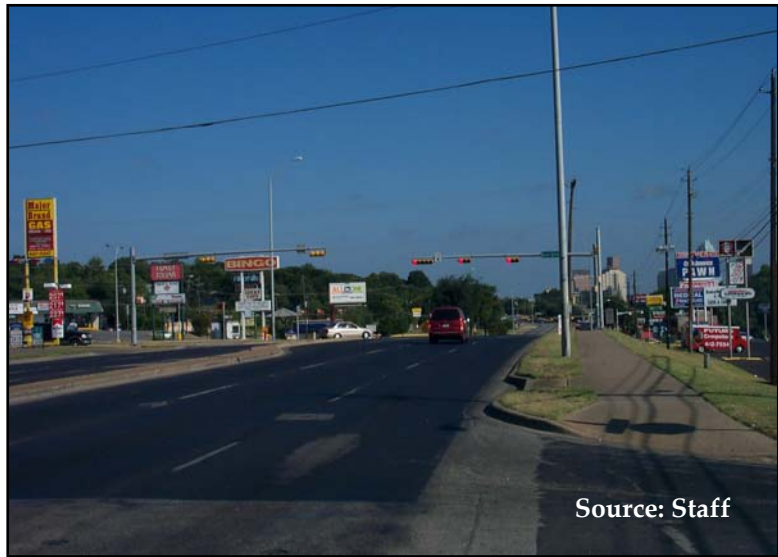
Commercial development along Riverside Drive

The strip shopping malls along Riverside Drive epitomize the car-dominated environment that is, unfortunately, typical of much of the modern American landscape. As a major gateway to the city of Austin, the first impression that many visitors have is of a sprawl of low rise buildings or under-utilized and/or vacant retail space, and the associated sea of mostly deserted parking lots. The current appearance is dominated by a cacophony of

commercial signs, blistering parking lot asphalt, and a distinct lack of both vegetation and quality architecture. Although extremely dangerous, pedestrian activity along Riverside Drive is much heavier than one would expect. Many

residents rely on public transportation and have no option but to walk to and from grocery stores, bus stops, and existing retail establishments. After dark, there is even more pedestrian activity along Riverside Drive. One of the Neighborhood Plan Goals is to make this area safe for pedestrians and to encourage more pedestrian traffic. Many neighborhood stakeholders have expressed their desire throughout this planning process to see more diverse eating and shopping options, a wider range of office services, functional civic spaces, and attractive landscaping.

Corridors like the Riverside Drive commercial strip are increasingly being seen as among the best opportunities for developing more mixed use, transit-oriented neighborhoods. This mixed use form of development can include jobs, retail, public space, mixed income housing, and other activities conducive to a higher quality of life. The Urban Land Institute⁸ identifies the following metropolitan trends that are acting to redirect growth into existing communities and thereby supporting the redevelopment of retail strips like Riverside Drive:



Riverside Drive looking west towards downtown

1. Increasing popularity of urban lifestyles among empty nesters, singles, and non-traditional households;
2. The popularity with immigrants of urban retail locations as low cost locations for small businesses, stores, and restaurants;
3. Renewed interest in urban retail locations due to the saturation of suburban markets;
4. The preference of consumers for pedestrian-oriented, street front retail environments.

However, the Urban Land Institute also adds that these factors alone are insufficient to encourage redevelopment of commercial strips. They argue that

⁸ Urban Land Institute (2003), "Ten Principles for Rebuilding Neighborhood Retail", p.vii www.uli.org

partnerships between the public and private sector are also important. Neighborhood plans can also assist this process by helping to describe a clear vision for how the local stakeholders would like to see a strip like Riverside Drive change. A clearly defined vision for Riverside Drive developed by a broad cross-section of stakeholders through the neighborhood planning process can be an extremely useful tool in aiding the redevelopment of the corridor. As such, particular attention should be paid to the desired forms of mixed use described above for portions of Riverside Drive in addition to the preferred urban design characteristics, which can be found in the Urban Design Chapter.

It is the desire of the Neighborhood Planning Participants that a focused corridor study as outlined in Goal 3 consider, but not be limited to, the following elements:

LARGE SITES

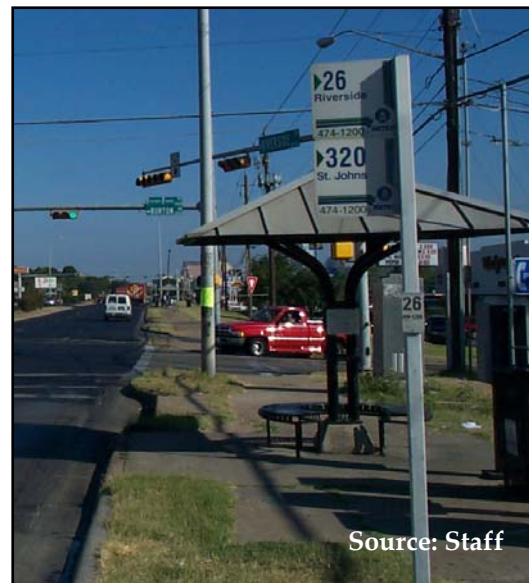
Beyond the small number of government-owned sites like the Mueller Airport and the Triangle at Lamar and Guadalupe, it is difficult to locate sites in the urban core of Austin that are large enough to justify the increased costs and risks involved in infill development. Neighborhood Planning participants support redevelopment of commercial strip sites along Riverside Drive and welcome the opportunity to discuss options with developers.

TRANSIT ACCESSIBILITY

The strip malls along Riverside Drive are located on existing bus and shuttle lines that cater to this area and the surrounding apartment complexes. The addition of Dillo circulators as recommended by Neighborhood Planning participants will further support development of new activity centers in the area.

NEIGHBORHOOD CENTERS

Sites like the strip malls along Riverside Drive are large enough to accommodate whole new neighborhood centers, providing opportunities for live/work options and community open space.



Source: Staff

Bus stop along Riverside Drive

CIVIC SPACE

Attractive public gathering spaces that promote informal interaction among neighbors is a missing component of much of recent urban development. Austin is fortunate enough to possess great public spaces like Zilker Park and the Town Lake Trail, but like many other cities the list of prime “people watching” and vibrant public gathering spaces is short. Any redevelopment of Riverside Drive should incorporate quality public spaces in the form of parks, plazas, squares, etc. These spaces should form the heart of the neighborhood center.

5. Transportation

Introduction

The goal of this plan with respect to transportation is to:

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

Throughout this Neighborhood Planning process many concerns and issues related to the transportation network were expressed and identified by stakeholders in the area. The principal themes that encapsulate these concerns are:

- ❖ **The transportation network should be safer for all users: autos, pedestrians, cyclists, etc.**

The combined NPA, and each individual NPA, is surrounded by major roadways on which a huge number of automobiles pass through this part of town on a daily basis. These roads serve as principal routes to and from the airport in addition to downtown Austin. Cut-through traffic and speeding have been identified as major concerns of planning participants on many roads within the combined NPA. Several of the recommendations that came from planning participants attempt to address these issues.

- ❖ **Roadways should not be barriers and impede pedestrian and bicycle travel.**

Several of the roads that bound and bisect this area are wide and contain numerous traffic lanes, which makes it very challenging for non-automobile users to safely and efficiently traverse from one part of the area to another. Coupled with insufficient pedestrian and bicycle infrastructure, this creates problems and annoyances for those who would like to access services and local amenities on both sides of a roadway. A good example of such a barrier is Riverside Drive. The residents south of the road would like to have safe and easy access to Town Lake and the hike-and-bike trail and it is probable that many of the residents in the apartments to the north of Riverside Drive would like the same type of access to the businesses on the south side of the street.

❖ **Roadways should not disrupt and create dangers for established single family neighborhoods.**

As the land use section illustrates, single-family development within the combined NPA is not the predominant type of land use. Single-family neighborhoods have established themselves over the years in pockets and have gradually become surrounded by higher density development (both residential and non-residential) in addition to major roadways. As a result, several of the transportation recommendations aim to preserve these neighborhoods not only with respect to land use, but also in character and quality of life.

❖ **There should be more transportation options to move people to different parts of the area.**

There are many amenities within the boundaries of the combined NPA that attract locals and non-locals alike. Major destinations include: Town Lake, the Hike and Bike Trail, retail services along Riverside Drive and Oltorf Street, the Colorado River Park, the Daniel Ruiz Library, ACC Riverside Campus, etc. A desire of the participants in this planning process is to see more transportation options so that people can take advantage of these amenities. Residents and workers in the area would benefit greatly from improvements in pedestrian, bicycle and transit infrastructure and services.

Lastly, specific recommendations made towards realizing each of the transportation goals can be found in Section 3. Any land use recommendation not supported by the City can be found in Appendix A. Immediately following this introduction is a documentation of historical or background information with respect to the transportation network in this area and following that is a table of the CAMPO and AMATP Transportation Plan recommendations for the roadways within the combined NPA.

History/Background

As noted in the land use section, the road network developed over time, usually in tandem with adjacent residential or commercial development. While some roadways, such as Parker Lane, are relatively old, others such as Oltorf Street are relatively new.



AF-PICA_02375 Austin History Center, Austin Public Library

East Riverside Drive

Riverside Drive is one of the oldest roadways, not just in the combined Neighborhood Planning Area, but in the City of Austin. Land for its right-of-way was deeded to Travis County in 1886. For much of its history, Riverside Drive served as means for transportation, rather than a destination of commerce in itself. In fact, according to maps prepared for the Travis County Commissioners Court in 1902, Riverside Drive extended from Lamar Blvd. eastward all the way to what was then known as Bastrop Road (not to be confused with Bastrop Highway). Bastrop Road was located just east of the present day US Highway 183, which is

also known as Bastrop Highway. Later, Riverside Drive was extended to connect with State Highway 71, also known as Ben White Boulevard, and named in honor of "Uncle Ben" White who served from 1951-1967 on the Austin City Council. In addition to Riverside Drive's early connection with roadways to Bastrop and beyond, it later served as a major route to and from the Bergstrom Air Force Base (the current site for the Austin Bergstrom International Airport).

Used as a base to train pilots fighting in World War II, the base was renamed Bergstrom Army Air Field in 1943. During and especially after the end of the War, many military families moved to the Del Valle area around the base, thus increasing demand for transportation connections between the base area and

downtown Austin. In 1959, after completion of IH-35, additional right-of-way for Riverside Drive was deeded to the County to widen it east of Parker Lane.

Other major roads in the Planning Area, such as Burleson Road, Metcalfe Lane and Parker Lane, also predate most land development. Burleson Road (of which Metcalfe Lane was a part of prior to realignment), dates from 1925 when its right-of-way was deeded to the County. Several of these connected with roads south of State Highway 71 such as Burleson Road, Todd Lane, and Nuckols Crossing, which had existed to some degree in their current alignment since the end of the nineteenth century.

State Highway 71, the southern boundary of the Combined Neighborhood Planning Area, which in 1939 was described as extending from Bastrop via Smithville, La Grange, Columbus, El Campo, and Midfield to a point, was well-traveled and was extended to Austin by 1951. However, the origins of this highway are actually much earlier. Bastrop Highway was a “historical road” on the 1898-1902 roadway map adopted by the Commissioners Court of Travis County. It was improved by the City of Austin while in the City’s jurisdiction and named after a Mayor for the City. In 1960, the City began construction on what would become the Ben White Boulevard and US Highway 183 interchange.

Interregional Highway Number 35, or IH-35 as it is commonly called, serves as the western boundary of the Combined Planning Area. The interstate highway system began in 1956, when the US Congress established the National System of Interstate and Defense Highways. Construction of IH-35 through Austin was among some of the first Interstate projects, and already by 1959 the Interstate extended from the International Boundary at Laredo to the Texas/Oklahoma State Line.

Montopolis Drive and Grove Boulevard, which serve as the eastern boundary of the Combined Planning Area, are relatively old (Montopolis Drive) and relatively new and incomplete (Grove Blvd). Montopolis Drive, deeded as right-of-way to the County in 1949, served as the primary entry point into Montopolis, a separate community established on the outskirts of Austin. Grove Boulevard was constructed in the 1980’s and 1990’s, when the underlying and adjacent property was already in the City’s jurisdiction. Today, Grove Boulevard effectively ends at the Roy G. Guererro Colorado River Park. However, it was planned to eventually connect with Montopolis Drive in order to provide additional north-south connectivity. The extension of Grove Boulevard remains

in the adopted *Austin Metropolitan Area Transportation Plan (AMATP 2025)*, the official Long Range Transportation Plan for the Austin Metropolitan Area.



Pleasant Valley Road, looking north

Shortly before the beginning of this neighborhood planning process, Pleasant Valley Road was extended south of Oltorf Street (seen above at the stoplight). Later, a ten-foot wide shared-use path was constructed for pedestrians and bicyclists. The path extends to Burleson Road along a utility right-of-way.

CAMPO and AMATP Transportation 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 Plan as its foundation and adds alternative recommendations and additional data where the AMATP planning team deems appropriate. City Council has adopted the AMATP and the City of Austin supports its implementation, although on occasion, the Council will amend the plan.

Table 9: CAMPO 2025 & 2030 and AMATP 2025 Transportation Plans

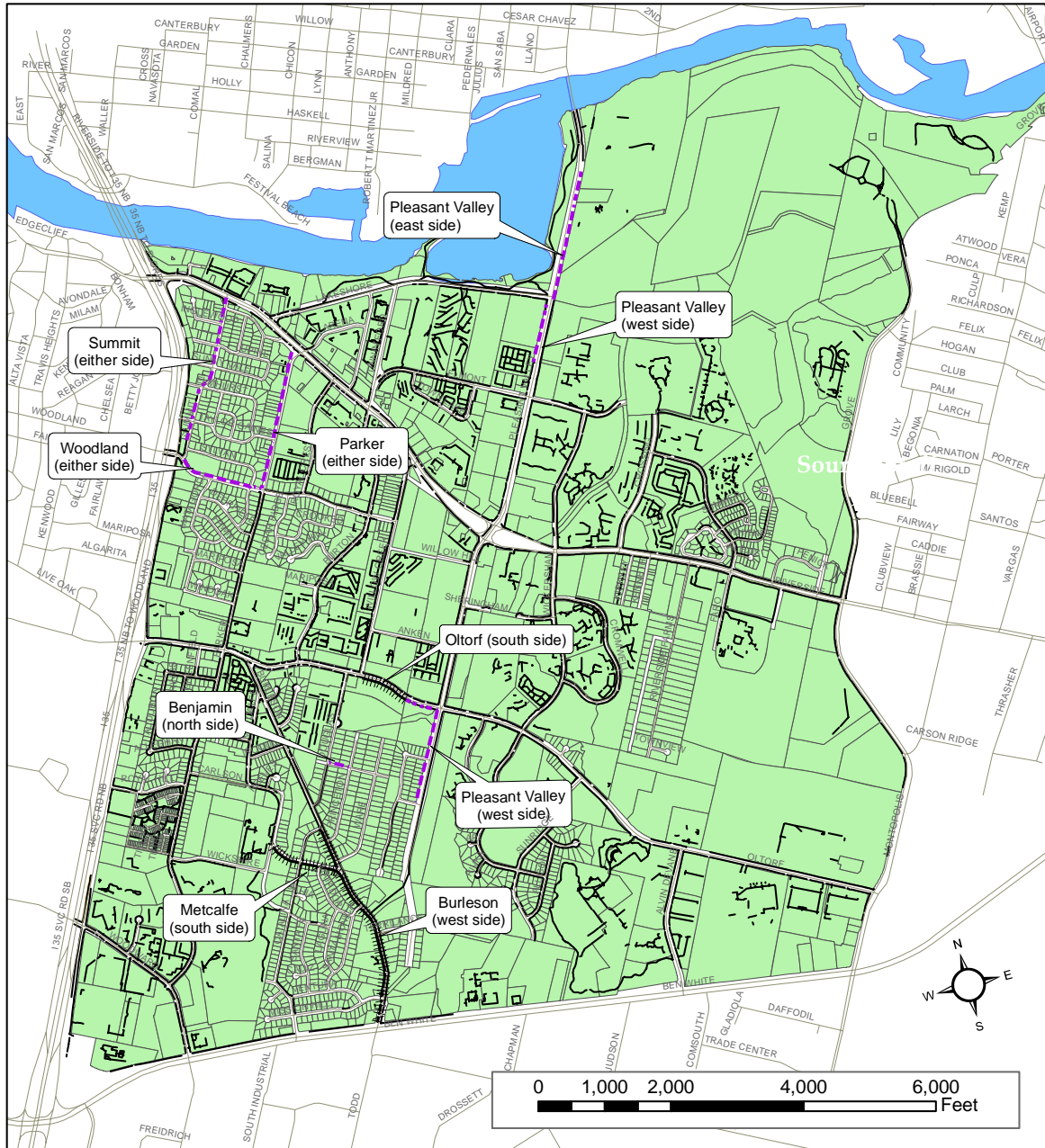
Roadway/Project	Segment/Location	Existing or Committed by 2005	Adopted AMATP 2025	Adopted CAMPO 2025	Recommended CAMPO 2030 (Feb 2005 Draft)
IH 35	Cesar Chavez - US 290 (W)	FWY 6	FWY 8/HOV	FWY 8/HOV	FWY 8/ML
SH 71 (E)	IH 35 (S) Pleasant Valley	MAD 6	FWY 6	Toll FWY 6	Toll FWY 6
	Pleasant Valley - Riverside	MAD 6	FWY 6	Toll FWY 6	Toll FWY 6
Burleson Rd.	Oltorf Street – Hwy 71 (E)	MNR 2	Existing	Existing	MNR 2
Grove Blvd	US 183 (S) - Fairway St	MNR 0/4	Existing	Existing	MNR 0/4
	Fairway St - Montopolis	MAD 4	Existing	Existing	MAD 4
S Lakeshore Blvd	Riverside Dr - Pleasant Valley	MNR 2	MNR 4	MNR 4	MNR 4
Montopolis Dr	US 183 (S) - SH 71 (E)	MAD 4	Existing	Existing	MAD 4
	SH 71 (E) - Burleson Rd	MAD 4	Existing	Existing	MAD 4
Oltorf St	IH 35 (S) - Pleasant Valley	MAU/MAD 4	Existing	Existing	MAU/MAD 4
	Pleasant Valley - Montopolis	MAD 4	Existing	Existing	MAD 4

East Riverside/Oltorf Combined Neighborhood Plan

(Table 8: CAMPO and AMATP Plans continued)







Roadway/Project	Segment/Location	Existing or Committed by 2005	Adopted AMATP 2025	Adopted CAMPO 2025	Recommended CAMPO 2030 (Feb 2005 Draft)
Pleasant Valley/Todd Lane	Cesar Chavez - Colorado River	MAU 4	Existing	Existing	MAU 4
	Colorado River - Riverside Dr	MAU 4	MAD 4	MAD 4	MAD 4
	Oltorf St - SH 71 (E)	-----	MAD 4	MAD 4	MAD 4
Riverside Dr	IH 35 (S) - Lakeshore Dr	MAD 6	MAD 8	MAD 8	MAD 6
	Lakeshore Dr - SH 71 (E)	MAD 6	MAD 8	MAD 8	MAD 6
<p>Key to Roadway Classifications FWY- Freeway Toll FWY - Toll Freeway MAD - Major Divided Arterial MAU - Major Undivided Arterial MNR - Minor Arterial ML - Managed Lane HOV - High Occupancy Vehicle ----- No Road Facility Present</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-left: auto; margin-right: auto;"> <p>The number after the roadway classification indicates the number of lanes. A "MAD" designates a roadway either divided by a raised median, flush center left turn lane, or a central drainage ditch. The choice of one or the other is to be made in the roadway design and construction process.</p> </div>					

Map 6: Existing and Proposed Sidewalks



Proposed New Sidewalks and Major Repairs or Improvements

Legend

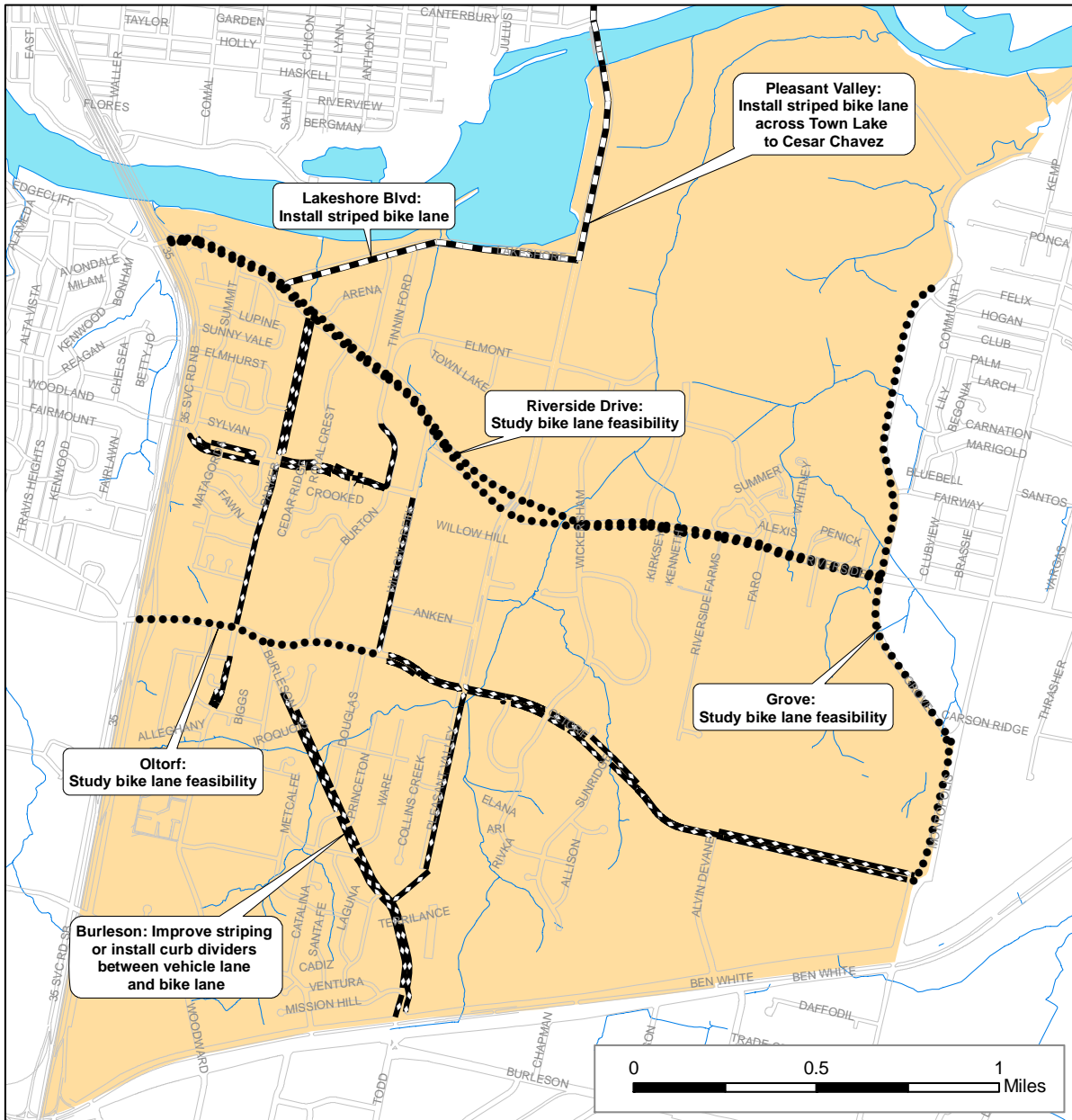
-  Proposed New Sidewalk
-  Repair/Improvements Needed
-  Existing Sidewalk
-  Street
-  Lake or Pond
-  Creek



City of Austin
Neighborhood Planning &
Zoning Department

Revised 9/2005

Map 7: Existing and Proposed Bike Lanes

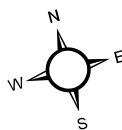


East Riverside/Oltorf Combined Neighborhood Planning Area: Bike Lane Recommendations








City of Austin
Neighborhood Planning
& Zoning Department

Revised October 2005



Legend

-  Install Striped Bike Lane
-  Study Bike Lane Feasibility
-  Existing Striped Bike Lane or Shoulder
-  Lake or Pond
-  Creek

6. Parks, Trails, Open Space and the Natural Environment

Introduction

The East Riverside/Oltorf Neighborhood Planning process addresses not only the built environment but also the natural environment. Generally speaking, planning participants respect and enjoy the environmental resources and amenities within this part of Austin. There is much enthusiasm and energy to see existing green spaces preserved and a strong desire to augment them. With the understanding that this part of town is within the inner city, close to downtown and subject to high development pressure, planning participants would like a more reasonable balance between the built and natural environment. The natural environment should not be considered separate from urban life; rather, it should be integrated with urban living. The goals in this Plan that address park, trails, open space and the natural environment are:

- **Protect and enhance the Town Lake Waterfront as well as creek areas and other natural amenities.**
- **Preserve and enhance existing parks, the 18-hole Riverside Golf Course and other open spaces and create opportunities for additional public open space.**

There were several prevalent themes that arose out of the Neighborhood Planning process related to this subject:

- ❖ Creek areas should be protected from development so that their natural state is maintained for the enjoyment of residents and to mitigate flooding hazards and poor water quality.
- ❖ Sensitive environmental features such as springs, wetlands and ponds should be identified and documented so that they can be protected from development.
- ❖ The natural character of the waterfront environment should be preserved. These areas should also be accessible to the public as a natural amenity for all to enjoy.
- ❖ Opportunities to create small parks (i.e. “pocket parks” or “neighborhood greens”) within neighborhoods should be explored. There is much parkland within the boundaries of the combined NPA. However, much of this parkland is not within close distance of existing neighborhoods and is separated by Riverside Drive, a wide and very busy roadway.

- ❖ Connections between existing park/open spaces should be created or improved, especially the gap in the Town Lake Trail. People should be able to safely access park space utilizing a variety of travel modes.
- ❖ A trail system should be created along Country Club Creek. The creek system is a major natural asset within this part of Austin and it should be preserved and made accessible to enjoy as a natural resource, similar to the Blunn Creek Trail just west of IH-35. Trails could create connections to different parts of the area where none currently exist and provide a much desired recreational amenity.
- ❖ Existing parks, primarily Mabel Davis Park and the Colorado River Park, should respond to the diverse recreational needs of the surrounding community.
- ❖ The Riverside Golf Course should be preserved as a golf course. The general desire of Neighborhood Planning participants is to see this property remain in its current state. Residents enjoy the open nature of the site and its historical significance; the Riverside Golf Course has become a fond neighbor to many. The owner, Austin Community College, is uncertain about its plans for this site since they are about to engage in a campus-wide master planning process to determine which, if any, of their existing campus facilities should be expanded.

The following pages document the history/background of the green/open spaces located within the Riverside, Parker Lane and Pleasant Valley Neighborhood Planning Areas. The next part introduces the Southeast Austin Trails and Greenways Alliance and explores the work that has been done by this group towards creating a system of trails along County Club Creek.

The Plan's recommendations that aim to achieve the goals listed above can be found in Section 3 of this plan. Any recommendation not supported by the City can be found in Appendix A. Supplemental environmental information related to this NPA can be found in Appendix C.

History/Background

The Longhorn Dam on The Colorado River

Town Lake, stretching from Tom Miller Dam at the west to Longhorn Dam at the east, is the youngest “constructed” lake on the Colorado River in Central Texas. Unlike the six dams constructed and operated by the Lower Colorado River Authority (LCRA), Longhorn Dam was constructed, and is maintained, by the City of Austin. Also unique to Town Lake is that it is in the heart of Austin and nearly inseparable from the identity of Austin as an urban oasis within Texas, however, that was not always the case.



AF-PICA 12575 Austin History Center, Austin Public Library

Longhorn Dam

Even though the Longhorn Dam did not become a reality until the 1960's, planning for the low-water dam, as it was then called, and the resulting lake began at least by 1927, one year after Austin adopted its city manager form of government and about the same time Austin established its parks and playgrounds system. According to a 1932 report to the City Council, the purpose of the proposed dam was to create a lake in the City of Austin as a means of beautification of the river front and a possible resort for visitors to and the citizens of Austin (Helland, 1932). This report analyzed two possible

locations for the dam, one at Comal Street and the other at the East City Limit line (about 1.25 miles to the east of Comal); considerations included the impact to existing storm sewers, elevated water levels in creeks, and the number of acres which would be flooded. The project was determined feasible, with the proviso that it not cause damage to the Barton Springs pool, and recognition that it may benefit the Water and Light Plant. The cost of the dam, excluding landscaping and beautification, was estimated at anywhere from \$209,000 to \$248,000, depending on specific site location.

Chain of Highland Lakes and Dams

Buchanan Dam – Constructed from 1935 – 1937 primarily to store water and supply hydroelectricity – forms Lake Buchanan.

Inks Dam – Constructed from 1936 – 1938 primarily in tandem with Buchanan, as it has the smallest hydroelectric power plant and no floodgates – forms Inks Lake.

Wirtz Dam – constructed from 1949 to 1950 primarily to provide additional hydroelectric power and provides cooling water for LCRA's Ferguson Power Plant along Horseshoe Bay. The Dam and Lake were originally called Granite Shoals; the dam was renamed in 1952 for Alvin J. Wirtz who was instrumental in LCRA's creation and served as its first general counsel. The lake was renamed in 1965 for another advocate of LCRA, President Lyndon B. Johnson.

Starcke Dam – Constructed 1949 – 1951 for hydroelectricity – forms Lake Marble Falls. Originally named Marble Falls, the dam was renamed in 1962 for Max Starcke, LCRA's second general manager.

Mansfield Dam - Constructed from 1937 – 1941 – specifically designed to contain floodwaters in the lower Colorado River basin – forms Lake Travis. Originally known as the Marshall Ford Dam, it was renamed in 1941 for U.S. Rep. J.J. Mansfield, who assisted in the project's development. The Corps of Engineers, however, still refers to the structure as the Marshall Ford Dam.

Tom Miller Dam – Constructed from 1938 – 1940 to provide hydroelectricity and store water – forms Lake Austin. Constructed on top of the remains of two earlier structures, both called Austin Dam, built from 1890-1893 and 1909-1912, respectively. Massive floods destroyed both structures. The lake originally was called Lake McDonald. The final dam is named for an Austin Mayor, and is leased to the LCRA by the City of Austin until 2020.

(Source: Lower Colorado River Authority)

A few years later, in preparation of the 1936 Texas Centennial, it was decided that construction of the dam was necessary, not just for Centennial uses but for

the general benefit of the City and the Water & Light Department; a proposal to borrow \$250,000 for the purpose of building the low water dam and incidental expenses followed.

Despite that call, the dam was not built by the time of the Texas Centennial. In 1938, Tom Miller, Mayor of Austin from 1933-49; 1955-61 (and for whom the Austin Dam was renamed after reconstruction due to flooding), lobbied for federal funds under a Public Works Administration matching-funds grant. According to a newspaper article that same year, the low-water dam proposal had been the subject of discussion for over two decades; the planning for this dam likely preceded the planning of the Chain of Highland Lakes and Dams (refer to previous page for information on the Highland Lakes and Dams). The proposal was considered ready for action in view of the expected early termination of negotiations for the completion of the Tom Miller Dam (Statesman, 1938). Mayor Miller declared that the proposed structure would give Austin “the most beautiful river front in the country” and would provide a “gateway to the chain of dams along the Colorado.” (ibid).

The ultimate decision to construct the dam was made in 1956, although it was made without a firm timeline or specific location. Bonds totaling \$1,250,000 had been previously authorized for the construction of a low-water dam that would create a lake in the heart of the city and boost the city’s power producing capacity. As for location, the proposed site was “half way” between the Interregional Highway and the Montopolis Bridge (Statesman, 1956).

The primary purpose of the dam had changed from one of beautification to one of utility; it was to guarantee a consistent water level for the municipal power plant’s water intake. Designed in conjunction with a new power plant, the collapsible dam (so as not to impede flood waters), was to provide a small “town lake” needed to assure an adequate water supply for both the old and new power plants. The new power plant was scheduled to be online by the summer of 1960 so that Austin could meet its rapidly increasing energy demands and not have to buy electricity elsewhere. In addition to impounding water for the Holly and Seaholm power plants, the 506-foot long dam also provided water for the renamed Thomas C. Green Water Treatment Plant, which originally began operations in 1925.

Today, many anglers, especially fly fishermen, enjoy the stretch of river below Longhorn Dam where long-rodders catch largemouth bass, bluegills and Guadalupe bass. In addition, the water released at the dam has been rated as

Class I - II by American Whitewater and is popular among members of the Austin Paddling Club.

Why is it named the “Longhorn Dam”?

The name Longhorn Dam is reminiscent of the cattle drives that used to navigate the low-water crossing at this site. This crossing was once an essential link in the Chisholm Trail, a route that took longhorn cattle to market from some ranches at least twenty-five miles south of Austin to Kansas, and then brought market goods back. In *The Longhorn Crossing*, author Walter E. Long describes why this crossing was preferred over others:

The East Austin crossing...was the favorite one since the water was spread over a rather even rock floor. There were no dangerous holes and no quicksand. The letters of old trail drivers indicate that they had less trouble crossing the Colorado than any other major river on their route. Even floods lasted only a short time since this semi-mountainous river had a quick run-off.

Interestingly enough, the first longhorn crossing at the site, in 1867, resulted in a stampede. Apparently, when the first large herds of cattle came in sight of the white outcropping of limestone with the sun shining on the water, the cattle stampeded. Although it took several hours to gather the cattle, this stampede and the drive (which continued) helped establish Austin’s importance as it specified a crossing which came to be known as the Longhorn Crossing.

Town Lake Metropolitan Park

This collection of connected parks along both the north and south banks of Town Lake, including Auditorium Shores, Butler Shores, Festival Beach, Holly Shores, Lakeshore, Lamar Beach, Longhorn Shores, Norwood Tract, Shoal Beach, and Waller Beach, totals over five-hundred (508.89) acres. Lakeshore and Longhorn Shores, at 14.03 and 10.93 acres respectively, flank the south side of Town Lake and are within the Combined Neighborhood Planning Area. Perhaps best known for its 10.1 miles of graveled hike-and-bike trails, which are popular with joggers, walkers, bicyclists, and dog-walkers, the Park also includes picnic tables and pavilions, baseball, softball, and soccer fields, playgrounds, fishing piers and boat ramps, and, of course, restroom and parking facilities throughout.



A segment of the Town Lake Hike and Bike Trail

The system of trails and the flowering trees along Town Lake can be thought of as a lasting legacy from Ladybird Johnson. Development of the Park and establishment of its trails began in the late 1960s. In the mid 1970s, the former First Lady spearheaded a campaign known as the Town Lake Beautification Project; other people involved in the project include Roberta Crenshaw, who served as chair of the Parks Board.⁹ Austin voters approved \$2.5 million in bond money for the 1975-1977 capital improvement project.

Additional picnic areas, fishing points, trail development, a playscape, landscaping, restrooms and rest areas, and parking facilities, resulted from this Project. Also included were many trees planted along Town Lake, which included the following varieties: Bald Cypress, Chinese Tallow, Crepe Myrtle, Golden Rain, Live Oak, Pecan, Redbud, Spanish Oak, Weeping Willow, and Yaupon Holly. Already by the end of 1975, the Project had received state and national awards, including an outdoor recreation award from the National Trail Systems and Best Example of Texas Public Architecture by the Texas Society of Landscape Architects for the gazebo at Lou Neff Point.

⁹ Roberta Crenshaw was said to be the one - or one of the ones - who was primarily responsible for the Town Lake area being redone as green space and a park area per a 1997 interview with Mary Arnold conducted by David Todd as part of the Texas Legacy Project (Interview transcript available at <http://www.texaslegacy.org/m/transcripts/arnoldmarytxt.htm>).



Downtown Views from Hike and Bike Trail

To recognize the contribution from Ladybird Johnson, the City Council, in the late 1970s designated the network of trails along Town Lake and its main tributaries as the "Ladybird Johnson Trail System." A Trail and Waterway Development Fund was created by the Parks and Recreation Advisory Board to provide for the continuation of efforts started by the Town Lake Beautification Committee. As summarized by one writer over twenty years ago:

The creation of parkland along Town Lake has provided Austin with a central point of beauty and recreational facilities unsurpassed by other cities. Under the leadership of Lady Bird Johnson, Town Lake, a once unattractive disruption of urban geography, has been turned into an escape from urban monotony for the people of Austin.

From what had been an underdeveloped section of town referenced to as "the lower part," there has arisen, with the rebirth of central Austin, a desire among developers to utilize the asset provided by the lakes to create a new town from the land originally surveyed by Mr. Sandusky and Mr. Waller in 1839. (Harris, 1984)

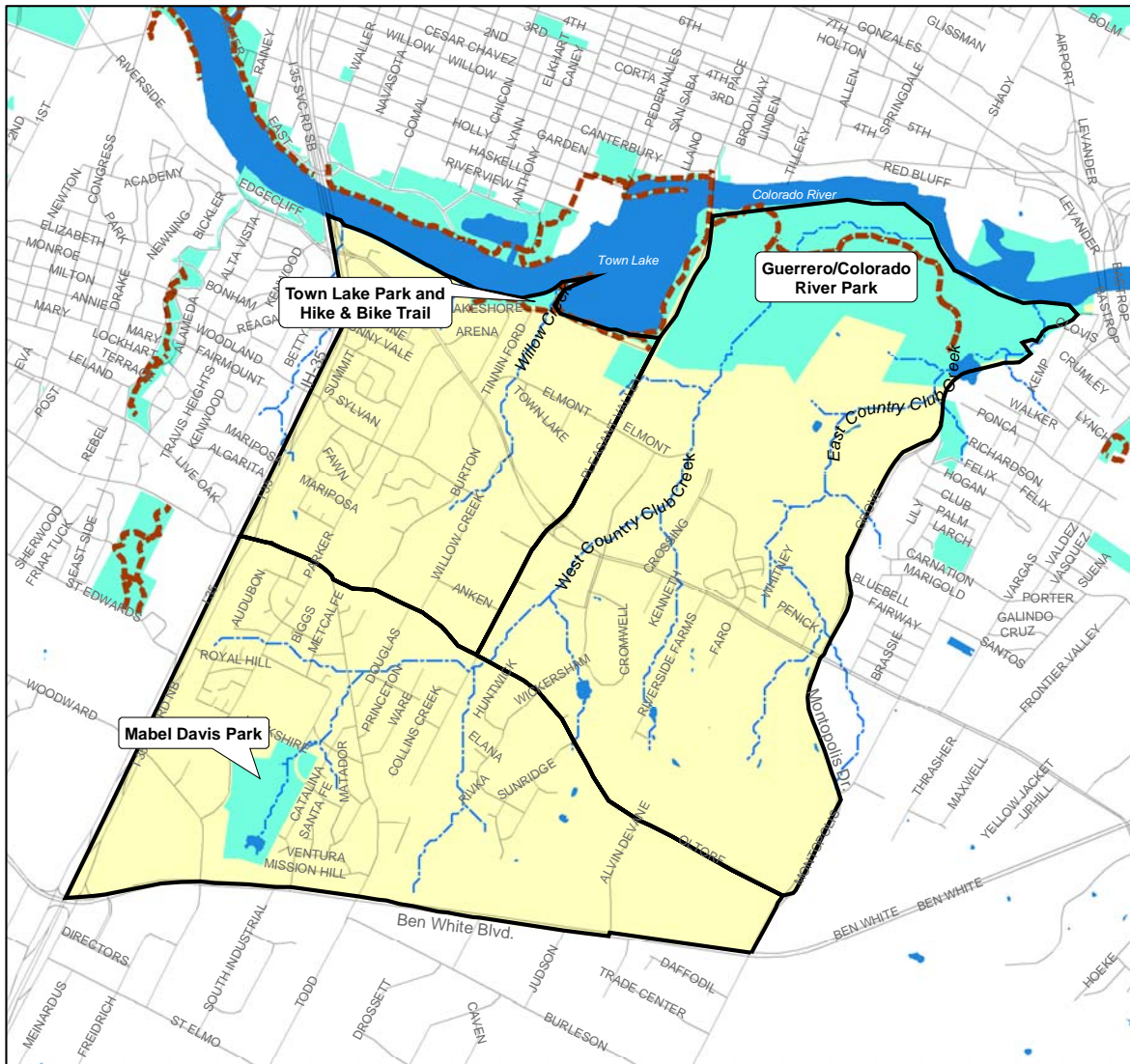
Indeed, it could have turned out differently. As explained by the same author, when the Lake was formed it was an unpolished gem that provided opportunity for careful refinement and development. It was ignored, however, because of a

general lack of interest in the “lower end of town” among Austinites. Despite the new auditorium built on the south shore in 1959, little changed and the City neglected the water. The situation continually deteriorated to the point where citizens would refer to the area as Austin’s “backyard basin for refuse”, and some even suggested that it be filled in.

In 1968, a comprehensive master plan for Town Lake Development was approved by the City Council. Today, the result is an area that has changed from a “geographic barrier and overlooked industrial quagmire to an inner city unifier tying together north and south” (ibid).

In addition to the hike and bike trail’s popularity among Austinites noted above, the Lakeshore and Longhorn Shore Parks, along with the Colorado River Park, are popular spots among amateur ornithologists. According to data compiled by Texas Parks and Wildlife, the trees and vegetation along the lakefront provide habitat for migrant and wintering birds such as the yellow warbler (common during migration) and the ringed kingfisher (an occasional rarity). Wood ducks also nest in the vicinity, bringing their broods in late spring and early summer.

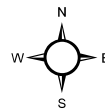
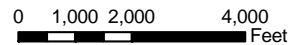
Map 8: Existing Parks and Trails



East Riverside/Oltorf Combined Neighborhood Planning Area: Existing Parks and Trails

Legend

- Parkland
- Lake or Pond
- Creek
- Existing Trail
- Planning Area



City of Austin
Neighborhood Planning
& Zoning Department



In addition, Town Lake also hosts thousands of over-wintering water birds, mostly American coots, lesser scaup, and double-crested cormorants. Occasionally, ospreys and common loons are reported. Western kingbirds and monk parakeets nest in and around ball fields at the Krieg Field complex. The Colorado River just below Longhorn Dam is also worth investigating if water is low – rarities found here have included the American dipper. The fields and thickets of the Colorado River Greenbelt are popular during migration, when one may see clay-colored sparrows, crested caracara and painted bunting.

Roy G. Guerrero Colorado River Park

Formerly known as the Colorado River Park, the Park was renamed in August 2001 in honor of Mr. Roy G. Guerrero.¹⁰ The first portion of Roy G. Guerrero Colorado River Park was acquired in 1958. Adjacent properties were acquired by donation or purchase, with the final portion being acquired in 1994. In 1996 a plan was produced that identified a wish list of \$50 million in features; regrettably, that plan did not take into account flood plains and other natural features that would challenge the development of wish list items. Later, the Austin Parks Foundation conducted an analysis of the property and spent more than \$100,000 in private donations for master-planning the Park, which was completed in June 2000.

Today the Roy G. Guerrero Metropolitan Park is approximately 374 acres, slightly larger in size than Zilker Park. Of those acres, approximately 364 (97.3%) are within the East Riverside/Oltorf Neighborhood Planning Area. The park lies adjacent to the Montopolis Youth Sports Complex and together, the parks contain five lighted baseball fields and eleven lighted softball fields. Improvements for the park include a multiple-purpose field and two miles of trails. In addition, there are also plans for other recreational opportunities such as picnic areas, nature trails, a celebration area, an outdoor special events area

¹⁰ According to information provided by the City of Austin Parks and Recreation Department (PARD) prior to the dedication ceremony, Roy G. Guerrero, also known as "Mr. G" – as in Giant - and "Mr. Recreation," spent thirty-four years with PARD. He started as an activity leader in east Austin, and worked his way up to deputy director. During his tenure, he remained active in many community organizations - always finding new ways to inspire youth to become better adults, encouraging them to give back to their community. He is one of the founders of the Texas Amateur Athletic Federation, is past president of the Texas Recreation and Park Society, has served on several boards, and has received numerous community awards.

and a pavilion. All improvements are part of a larger capital improvement project funded by the 1998 bond election.

Roy G. Guerrero Colorado River Park Chronology

- 1958 – Acquired 63 acres along Pleasant Valley Road near Longhorn dam, which were later developed into the Krieg Field Sports Complex.
- 1977 – Roberta Crenshaw, local parks advocate, donates 20 acres along the Colorado River.
- 1980 – Colorado River land acquisition bond passed for \$300,000.
- 1980 – Acquired 31 acres along the Colorado River near the Montopolis Bridge.
- 1985 – Colorado River Park bond passed for \$3,180,000.
- 1986 – Acquired 26 acres in order to expand parkland along the Colorado River.
- Late – Adjacent College Park subdivision development fails. The property
- 1980's – passes through a Savings and Loan failure to the federal Resolution Trust Corporation (RTC).
- 1992 – Montopolis Sports Complex bond passes for \$2,950,000. The neighborhood chooses the Colorado River Park as the preferred location for the complex.
- 1993 – The Trust for Public Land buys the College Park subdivision from the RTC. The Trust agrees to sell the land to Austin on a lease/purchase plan.
- 1996 – The Colorado River Park planning committee produces a vision statement for the Park, a conceptual plan, and preliminary cost estimates for park development.
- 1997 – The City completes the acquisition of the Park and takes final ownership from the Trust for Public Land. The acquisition adds another 223 acres of land to the park.
- 1998 - Colorado River Park bond passes for \$10,000,000 to complete Phase I of the park.
- 1999 – The Austin Parks Foundation hires Hargreaves Associates from California to prepare a Master Plan for the Colorado River Park.
- 2000 – Master Plan approved.
- 2001 – Colorado River Park renamed in honor of Roy G. Guerrero.



Source: Staff

Krieg Softball Fields located at the Roy G. Guerrero Colorado River Park



Source: Staff

Cyclist on Hike and Bike Trail

Mabel Davis Park

Mabel Davis Park, a municipal park of just over fifty (50) acres, was acquired by the City over three decades ago, in 1974. Named for Mrs. Alden (Mabel) Davis, who helped organize the Austin Area Garden Center and served as the Center's first President, it was developed in the late 1970's and opened in 1979. Features of the park include a swimming pool, picnic pavilion, two basketball courts, one softball field, one multiple-purpose field and a one-quarter mile nature trail.

Unfortunately, natural areas in the park are currently closed. Part of the park is located over a portion of an old landfill that was operated from 1944 to 1955. In March 2000, while preparing to do maintenance work on the landfill, the City discovered elevated levels of lead contained in old battery casings and nearby soils in relatively inaccessible areas of the park. Additional fieldwork uncovered elevated levels of a number of pesticides in several areas. Although no contaminants were found in surface water or groundwater and no pesticides or lead were found in the playscape area, the park was closed in May 2000 for remediation, except for the pool.

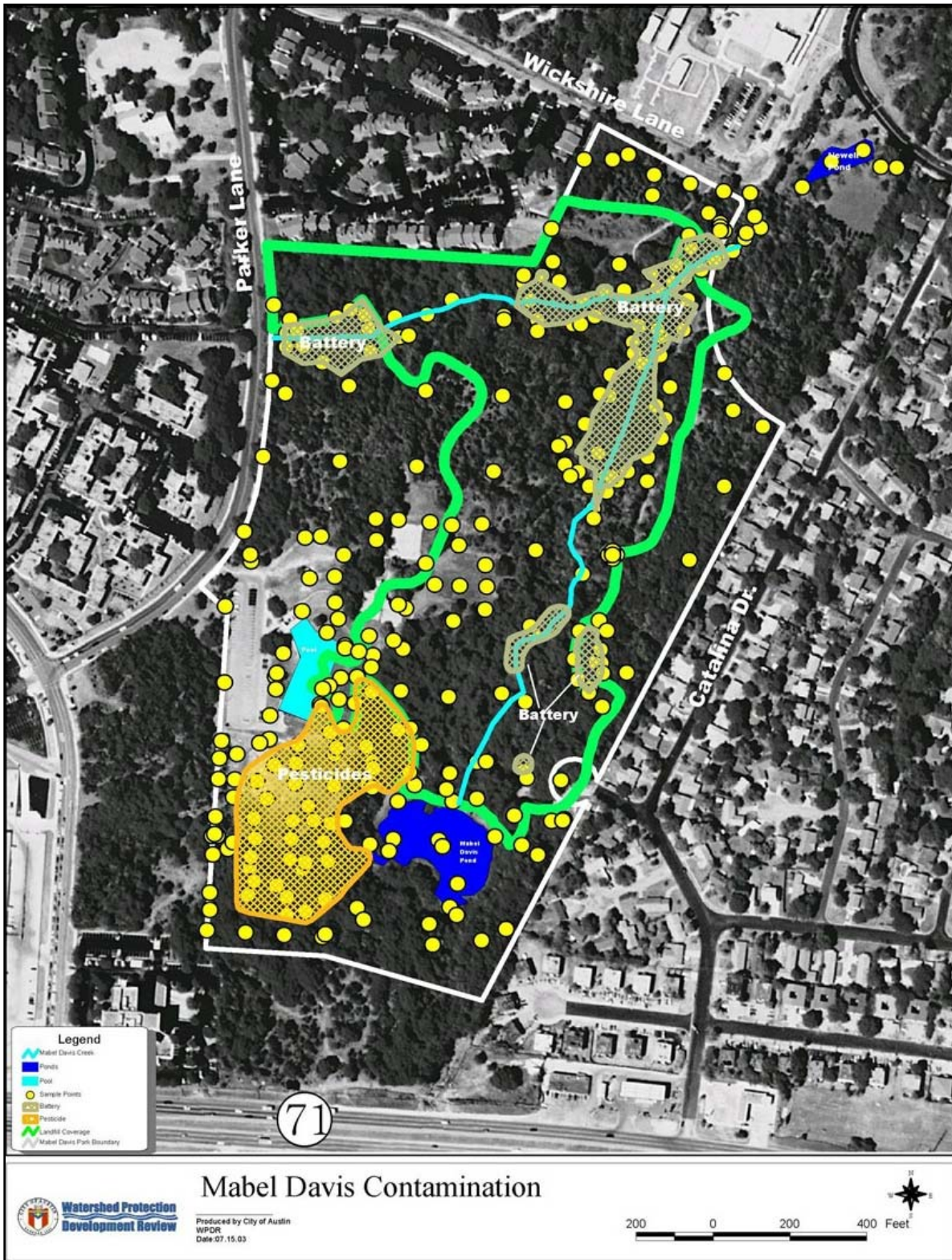
Components of the remediation project include:

- Remove lead-contaminated soil, cap or remove pesticide-contaminated soils, remove contaminated sediment from Newell Pond.
- Rebuild and restore headwaters of Country Club Creek over landfill.
- Stop groundwater filtering through landfill and into creek.
- Cover exposed waste and stabilize landfill erosion.
- Rebuild pond dam and install 2 bridges over creek.
- Replace and upgrade an existing wastewater line.



A clay slurry being placed into a trench approximately two feet wide, thirty feet deep and three hundred feet long through the pond dam. This "cutoff wall" will prevent water from the pond from migrating into the landfill and then coming back out into the creek as leachate.

Remediation project at Mabel Davis Park

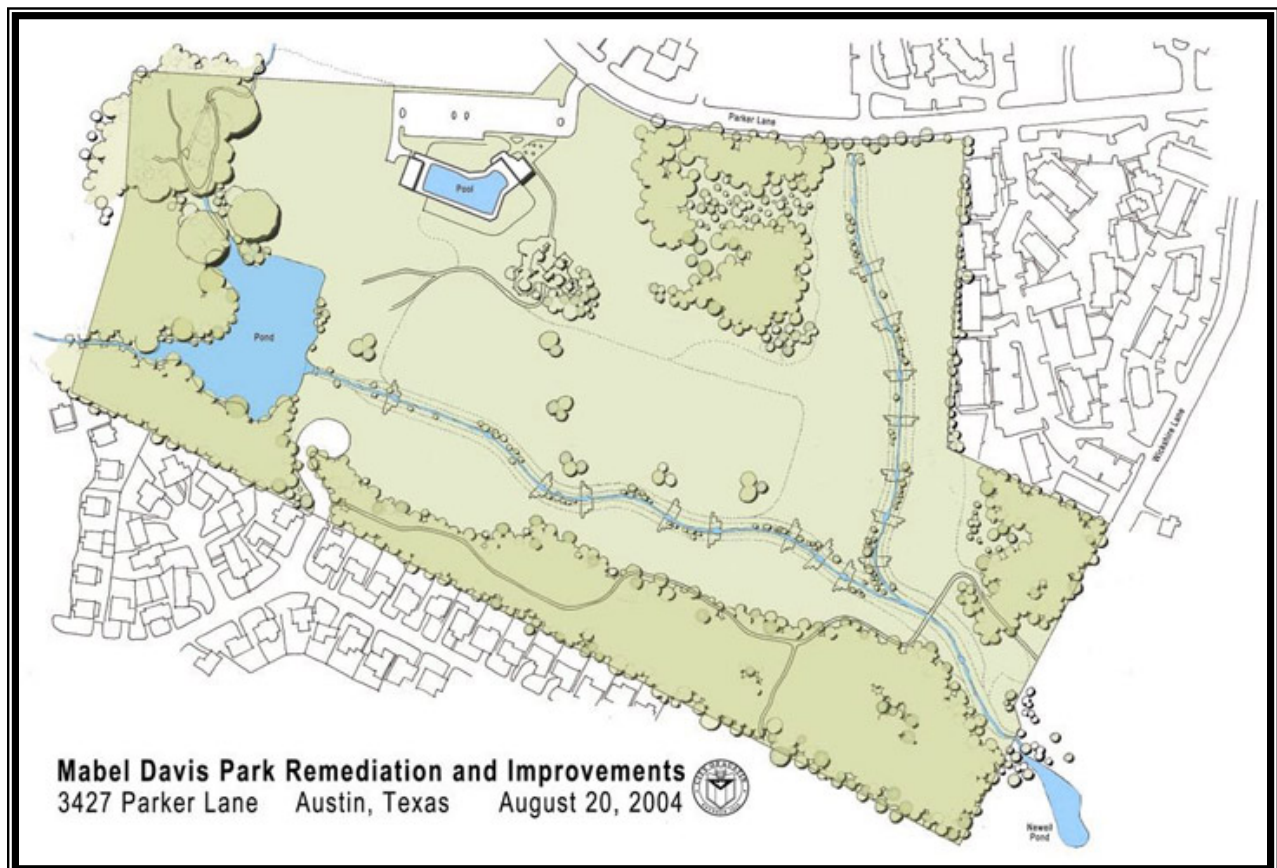


The remediation project is managed by the City's Public Works, Solid Waste Services, and Watershed Protection and Development Review Departments, while the actual contract work is being done by private party. Funding for the

\$8-\$9 million project is provided primarily from City issued bonds, although approximately \$500 thousand was provided by the City's Brownfields program.

The City has been working closely with the Texas Commission on Environmental Quality (TCEQ) on the cleanup. As noted, the remediation involves removing contaminated soil in some areas and "capping" contaminated soil in other areas. The City will inspect the cap and landfill on a yearly basis. In addition to the work being done to address soil contamination, the project includes fixing problems associated with the landfill, such as rebuilding the creek (which has caused erosion into the landfill exposing landfill waste), regrading and capping the top of the landfill, rebuilding the pond dam, and installing a leachate collection system. In addition, the City Council recently approved \$390,000 for the design and construction of a skateboard facility. All work is scheduled for completion by the end of summer, with the park reopening in October 2005. Once remediation is complete, approximately 20 acres of the park that were previously inaccessible due to trees and underbrush will be available for use by park visitors. New open areas will be planted with native grasses, wildflowers, and Bermuda grass.

Artist's Rendering of Mabel Davis Park after Remediation and Improvements



Certain areas of the park (such as that above the landfill and under the pesticide cap) will have restrictions on excavation and foundations for structures, so as not to disturb the clay cap. Most areas, however, will have no other restrictions on use.

The Riverside Golf Course

The Riverside Golf course is an 18-hole par-71 golf course nestled into the southern portion of the Roy G. Guerrero Colorado River Park, west of Grove Boulevard. Currently owned by Austin Community College who leases out the golf course management, the course was originally developed and used by the Austin Country Club.



Riverside Golf Course

History of the Austin Country Club and Harvey Penick

The Austin Country Club was established in 1899 by Lewis Hancock, mayor of the City of Austin. The Club built, owned and used what is now known as the Riverside Golf Course from 1950 to 1984, before they relocated to Davenport Ranch (Trimble, 1999).¹¹ Prior to their tenure at Riverside, the Austin Country Club could be found at 811 E. 41st Street, now known as the Hancock Golf

¹¹ Originally chartered as Austin Golf Club, the name changed to Austin Country Club in 1905; it later changed to Country Club of Austin and then back to Austin Country Club.

Course. Harvey Penick started his golf career at the Hancock location at the age of eight, when he became a caddy for the Austin County Club; by age thirteen he was assistant pro and was elevated to head professional in 1923 upon graduation from high school.¹² He retained that title for the next forty-eight years.

In 1949, the Austin Country Club determined that they needed more space, and decided to move to the Grove Boulevard location, selling the Hancock Golf Course to the City of Austin. Harvey Penick and the Board of Directors of the Austin Country Club selected Perry Maxwell, the preeminent golf architect of the classical period of golf architecture (1890 – 1941), to design and build the Grove Boulevard golf course. Perry Maxwell, working with his son, J. Press Maxwell, and Harvey Penick completed the course construction in two years (1948-1949).



Source: Staff

Riverside Golf Course

Perry Maxwell golf courses are revered by golfers and have been repeatedly used by the PGA for major golf tournaments. In 2002, Perry Maxwell’s Southern Hills Country Club (Tulsa, Oklahoma – completed 1935) hosted the US Open. In July 2006, another Perry Maxwell masterpiece, Prairie Dunes Country Club (Hutchinson, Kansas – completed 1937) was the site of the Seniors Open. Maxwell’s Southern Hills and Prairie Dunes golf courses have hosted more major

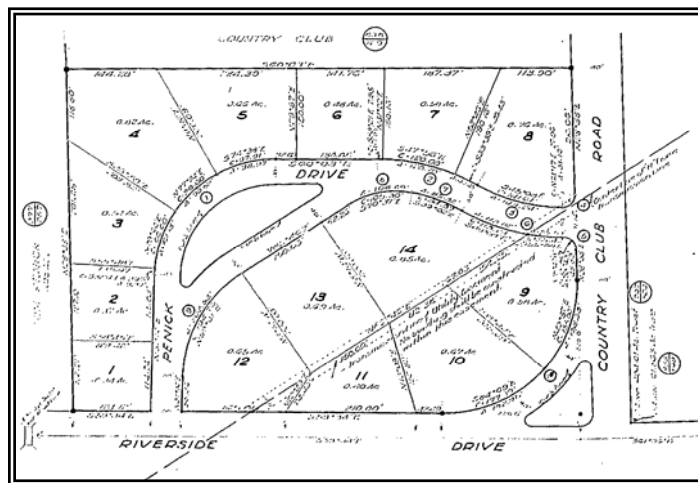
¹² Information provided by World Golf Hall of Fame. <http://www.wgv.com/hof/penick.html>

tournaments (US Opens and PGA Championships) than any other golf course with one notable exception. The Masters is played annually at Augusta National Golf Club, a course Maxwell also co-designed, built (completed 1934), and then prepared for every successive Masters until his death in 1952. During that 18-year period, Maxwell became known as the “Open Doctor,” because he was also the first golf architect given the honor and responsibility of preparing the course selected for the US Open each year.

Perry Maxwell was a “minimalist,” known for his ability to work with the land. He and Harney Penick spent most of 1946 and 1947 looking for the best possible site for the new Austin Country Club. They had two criteria: soil and water. The Grove Boulevard site provided the very best of both, well-draining sandy loam soil and a highly productive water well.

When the Austin Country Club relocated to the Grove Blvd. site, so did Harvey Penick. He and his wife Helen subdivided a 10.8-acre parcel just south of the golf course into fourteen lots known as Penick Place. Throughout his 70-year

career at the Austin Country Club, and his thirty-two years of coaching the University of Texas Golf Team, Penick compiled a notebook of things he had seen and learned about some of the great golfers he taught. His observations were ultimately published in 1992 as *Harvey Penick's Little Red Book: Lessons and Teachings from a Lifetime in Golf*; the book remained on the New York Times “Bestseller List” for over fifty-two weeks.



Penick Place Subdivision Plat

In its glory days as home to the Austin Country Club, the Grove Blvd. course saw “scores of champions—both amateur and professional as they made their way around the storied links, many to hone their craft at the hand of the late great teaching professional, Harvey Penick.

Two time Masters champion Ben Crenshaw whetted his putting touch on the original Maxwell greens, 16 of which—plus the original putting green—are still being enjoyed by golfers today.

Austin's Tom Kite, the 1992 US Open champion, developed his world class swing mechanics as a junior player, by hitting tens of thousands of shots at the ACC practice range—now a parking lot adjacent to the No. 3 tee. Even LPGA Hall of Famer Sandra Haynie—an Austin girl—had her breakout tournament as a professional at Riverside in the 1962 Austin Civitan Open. Haynie triumphed victorious—in playoff against Mickey Wright—the LPGA legend some consider the greatest female player in history.

Before his death in the service of his country, Air Force Lt. Morris Williams Jr., played many rounds at the old country club. Williams was a golfing phenom before the world ever heard of names like Arnold Palmer and Jack Nicklaus. Penick himself always included Williams in the same swath of greatness as Crenshaw and Kite. And today, the US Air Force Golf Championship trophy is named in Williams' honor, as is Austin's own Morris Williams Golf Course.

Major champions Byron Nelson, Jimmy Demaret and Don January toured the Riverside course on occasion; as did legendary hustlers Titanic Thompson and George Low. Many of the past and current Texan members on the Champions Tour have played the ACC/Riverside course at one time or another—such as Frank Conner of San Antonio, Austinites Randy Petri and Terry Dill, Rik Massengale, Billy Maxwell and the University of Texas players of the 50's, 60's, 70's and early 80's, all familiar faces on the fairways of old Riverside.

Even the amateurs who played the Maxwell design had games that resonated far and wide. Crenshaw often told folks he only wanted a putting stroke as fluid as amateur Jimmy Connolly—an Austin city and Texas state champion, whom Crenshaw watched on the Riverside putting green as a little boy. Other amateur champions—too many to mention all—saw their games blossom at the ACC/Riverside tract: Roane Puett, George McCall, Sonny Rhodes, Bill Gainer, Chuck Munson, Richard Buratti, and the late Billy Penn, all polished their games to scratch handicaps at the East Austin layout.

Among LPGA professionals, few pilgrimages were made more often than to the Austin Country Club and no teacher of the game was more sought after than Penick. LPGA Hall of Famers Betsy Rawls, Kathy Whitwoth and Sandra Palmer all returned to Austin on a regular basis to the Maxwell course for a dose of swing remedy from Penick. Hall of Famer Judy Rankin, of Midland, an ABC golf analyst and US Solheim Cup captain, would play the course when she came to Austin. Austin's own Barbara Puett, now an accomplished author and

renowned teaching pro in her own right, learned most all her teaching methods based on what Penick taught her at old Riverside.”¹³

The 18-hole golf course was built primarily with native plant materials but some plant materials such as the initial bent grass greens were introduced. The facilities included maintenance and storage facilities, golf cart storage, driving range and golf professional shop. In addition the Austin Country Club offered swimming, tennis, fine dining and a place for civic activities and good fellowship.

By the late Seventies, the Austin Country Club was once again experiencing growing pains and began to consider relocation. In 1977, the Parks and Recreation Department was contacted by the Austin Country Club to see if the City was interested in acquiring the facilities. Both the continuation of the current use as a golf course or converting the grounds and facilities for metropolitan park usage were determined to be viable options.¹⁴



However, PARD thought that the next metropolitan park should be located in the far south based on a projected growth pattern along a north-south corridor. Additionally, there was no indication of a significant growth

pattern toward the Bergstrom/Del Valle area, which would include a large portion of the area to be served by the site. Existing neighborhood and district parks were thought adequate to meet the needs of the area. Future facilities, such as Yates Park, additional development of the Pleasant Valley Park as a sports area, and the extension of the greenbelt along the Colorado River, were seen to be more than adequate to meet the projected needs of the area.

As for additional golf courses, the next golf course should be located north of Highway 183, in accordance with a previous 1974 PARD initiated “Golf Study.”

¹³ Information provided by Del Lemon, taken from *Perry Maxwell and Harvey Penick and the Riverside Golf Course: A Brief History* (2005)

¹⁴ Information on the City’s feasibility study is drawn from *Austin Country Club Acquisition Study*, authored by the Parks and Recreation Department, 1977

The Hancock, Morris Williams and the Lion’s Municipal Golf Courses (all maintained by PARD) offered publicly accessible 9-hole and 18-hole courses in close proximity to the central city.

Given that acquisition of the property for conversion to a metropolitan park or public golf course was considered “supplemental,” the cost to taxpayers was carefully scrutinized. The total projected costs for the conversion to a metropolitan park were calculated to be approximately \$6.2 million. In contrast, projected costs for the conversion to a public golf course and special use facility were estimated at \$ 4.4 million. With limited opportunities for revenue generation, both would operate at a loss, in addition to bond debt repayment. After reviewing current and proposed bond fund appropriations, the Parks and Recreation Department could not identify funds that would be available for this project.

ACC and the Riverside Golf Course

In the spring of 1984, Austin Community College, which by now was twelve years old and growing rapidly, acquired the 195-acre holdings of the Austin Country Club. Within a couple of years, they had rezoned the property, subdivided a portion of it, and initiated construction of their new Riverside Campus. The golf course was leased to a private third party for repairs, maintenance, and operation as a public golf course.



Riverside Golf Course with Views of Downtown

Fifteen years after the City was first approached to acquire the property, the City decided to approach the owner about acquisition. In 2002, after significant acquisition and development of the Colorado River Park, the City made an offer to purchase the Riverside Golf Course from Austin Community College. After a cost/benefit analysis was completed, the ACC Board voted to retain the golf course but continue annual cost/benefit analyses, incorporating any changes in economic conditions, contract provisions, or significant changes that may affect continued ownership of the golf course into those analyses.¹⁵

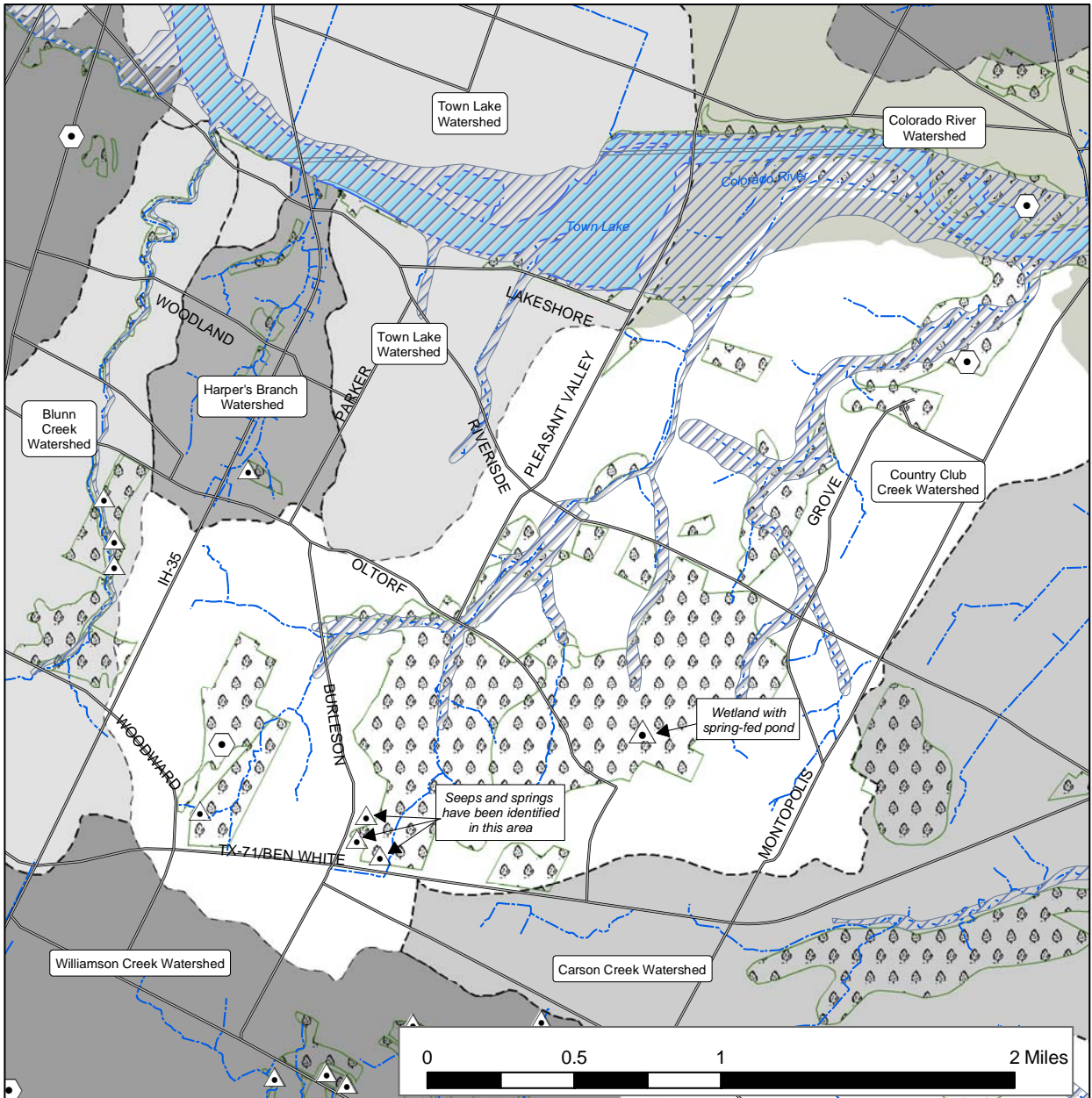
The course today is open to the public and memberships are available. The Bermuda grass course (greens, tees, and fairway) includes a putting and chipping green, offers lessons, rents clubs and carts, maintains a pro shop for equipment rental and repair, and serves breakfast and lunch at the Tin Cup Grill and Bar. In addition to the many large and mature trees found throughout the Riverside Golf Course and the four water hazards (that are both scenic and challenging to the golfers) are clear views of the downtown skyline.

Golfer Teeing Off



¹⁵ The Texas School Performance Review filed by Austin Community College in November 2002 with the Texas Comptroller of Public Accounts (available at: <http://www.window.state.tx.us/tspr/acc/>) indicates there remained a 15-year lease and management contract on the golf course property. Given the remaining number and guaranteed amounts of payments generated by that contract, ACC determined a break-even selling point that was nearly triple the amount the COA had offered. That price was based on the presumption that ACC would hold the property for the remainder of the lease, and at the end of that lease, sell the property for its highest and best use (which according to an appraisal conducted for ACC, was as a mixed use development including a corporate campus, multifamily units and high density single family residential.)

Map 9: Existing Environmental Features



East Riverside/Oltorf Combined Neighborhood Planning Area: Environmental Features & Watershed Boundaries

Legend

- | | | | | | |
|--|--------------|--|---------------------|--|----------------------|
| | Spring | | 100 Year Floodplain | | Watershed Boundaries |
| | Woodlands | | Former Landfills | | Road |
| | Lake or Pond | | Creek | | |



City of Austin
Neighborhood Planning
& Zoning Department
Updated 8/1/06

The Southeast Austin Trails and Greenways Alliance

The Southeast Austin Trails and Greenways Alliance was created during this planning process and is comprised of individuals who are dedicated to realizing their trail vision for the area. The mission of this group is to:

Establish a viable hike and bike trail along Country Club Creek and Town Lake with connections to trails in the Colorado River Park.

Much has been accomplished by this group, which has met many times over the duration of this planning process. Members planned and strategized, conducted fieldwork assessments, created maps, contacted and met with property owners along the creek, talked with the Parks and Recreation Department staff for technical assistance and information, met with Watershed Protection and Development Review staff to identify sensitive environmental features around creek areas, researched possible funding sources and last but not least, contributed towards the development of this section of the Neighborhood Plan. In the future the group may choose to investigate attaining non-profit status as this may open up some funding options. The Southeast Austin Trails and Greenways Alliance was the winner of Keep Austin Beautiful's 2006 Community Involvement Award.

The proposed trail system along Country Club Creek is still in the beginning stages, but this group is determined and energetic about making the project a reality. The group believes that with the exception of a few difficult areas, this is a very feasible trail project. Members have decided to focus their efforts closest to the Colorado River Park with the hope that once the first section is completed and accessible to the public, it should be easier to get the subsequent sections started.

The group has identified several possible funding options to build the proposed trail. First, the trail proposal is included in this Neighborhood Plan and the PARD is supportive of it, meaning the City could possibly secure some funding for the project in the future. Second, Texas Parks and Wildlife offers numerous recreational facility grants, including trail grants. Third, the apartment communities adjacent to the trail may be willing to provide some funding to benefit their residents. Fourth, area businesses that directly benefit from the trail (AMD in particular, among others) might take a serious interest in the project. Fifth, there is a large population in this area from which to draw volunteer labor

for the construction and maintenance of this trail. This volunteer time can also be used as a match for grants. Specific details of the proposed project follow.

The Country Club Creek (CCC) Proposed Trail Project

The following information provides specific details of the proposed trail system along Country Club Creek. It was prepared by Jim Temple, a member of the Southeast Austin Trails and Greenways Alliance, after extensive planning and fieldwork. The section descriptions in this narrative follow the trail route outlined in the maps following the narrative. The sections are divided based on length of trail and some contain both easy and difficult portions.

TRAIL HEAD TO ELMONT

The CCC Trail northernmost trailhead connects to existing trails at the parking lot for Krieg Fields in Guerrero/Colorado River Park (G/CRP). From this point the first section of trail goes south along the driveway until the drive curves. At this point, the trail goes up a short rise into the wooded area. This rise is the only challenging portion of the first trail section. A portion of the hillside will need to be graded to provide handicap access, and some trees and vegetation will need to be removed. From that point, the trail meanders around trees and through a fairly open space.

The first intersection of the trail is in the center of a large open area, and the first major branch of the main trail extends west to the intersection of Pleasant Valley Road and Lakeshore Drive. This side trail is situated to avoid a large dumpsite that will eventually need to be cleaned up as this trail gets more use. At the road intersection, pedestrian crossing signals will need to be installed.

The primary trail continues south along the creek. Shortly beyond the intersection, the trail crosses onto private property, owned by the Texas Student Housing Authority (TSHA). The tentative plan calls for two trail access points to the apartment complex, however negotiations with the owner/manager may influence those access points. This section of trail also crosses two drainage channels, the first one at about the midpoint of the TSHA property, and the other at the terminus of Elmont Drive. The original concept was to construct a timber bridge across these drainages; however upon further evaluation it seems that large metal culverts will be more suitable and much less expensive.

Access to the Melrose Apartments of Austin can be provided, however the access to this apartment community will need to cross the creek. There are two options for this access, the first being a concrete low water crossing similar to the one

further downstream in G/CRP, or a timber bridge similar to the one that links both sides of The Landing at College Park apartments further south. A specific location for that crossing has not yet been evaluated.

The first section of the CCC Trail ends at the terminus of Elmont Drive. Even considering the two culverts and handicap access that will need to be provided at Krieg Fields, this is a fairly straightforward and simple section of the trail.

ELMONT/WICKERSHAM

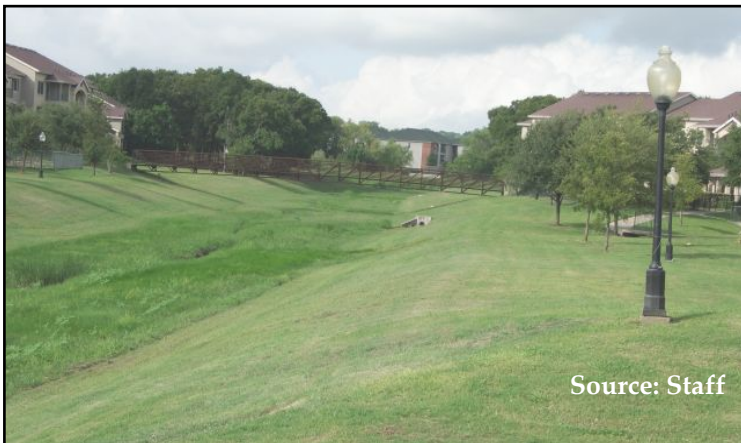
At this point, there is a decision to make. The first and easiest option is to route the trail on existing sidewalks along Elmont Drive and Wickersham Lane. Signage will need to be provided to indicate the trail route. The other option is to continue the trail access along the creek. The issue with this particular portion of the creek corridor is that the grade drops to creek level immediately outside the apartment complex's fence, and this area is perennially soggy. For this area to be feasible, gabions (heavy wire baskets filled with rock) or some other retaining structure will need to be constructed the entire length of the creek between Elmont Drive and Wickersham Lane to create a "bench" or flat area for the trail to sit on out of the flood prone area. This bench would be most appropriate on the western side of the creek. The section along existing sidewalks eliminates or postpones a significant construction cost, however it also denies direct access to two apartment complexes, the east side of The Landing at College Park apartments, and The Village at Riverside.

Where the creek crosses Wickersham Lane, the two trail sections converge again. The trail follows existing sidewalks across the bridge, and utilizes existing pedestrian crossing signals to cross Riverside Drive and Wickersham Lane. The original concept was for the trail to be placed under the Wickersham and Riverside bridges. Unfortunately, there is not enough clearance under Wickersham Lane, and there are significant erosion issues under Riverside Drive. Construction of a trail under these three bridges will be very difficult without massive investment in creek reconstruction and channelization.

The trail does not cross the creek again along Riverside Drive, but instead turns south along the creek through the Country Club Creek Apartments, and stays on the eastern side of the creek. The clearance around some of the buildings is a little tight in this area, but certainly feasible. A bridge connects both sides of the complex in the center of the property. The second section of the trail ends where it meets the cul-de-sac at Sheringham Drive.

SHERINGHAM DRIVE

The third section of the trail begins at Sheringham Drive, and the route becomes slightly difficult. The detention area for the Austin Student Housing apartment complex is directly adjacent to the cul-de-sac. Three potential options exist to traverse the area: 1) a boardwalk over the boggy areas below the water control structures; 2) a bridge constructed over the top of the structure; or 3) route the trail on the dry area between the detention pond and parking lot. The most direct route would be the boardwalk, the most expensive would be the bridge, and the easiest but narrow and most circuitous route would be the 3rd option.



This section of Country Club Creek, which runs between the Country Club Creek Apartments, is well-groomed, while other sections are maintained in a more natural state.

Beyond the detention obstacle, the trail can easily stay on the upper section of the Austin Student Housing apartments, just west of the parking lot. The ornamental fencing will require modifications at the entrance close to Oltorf Street. The trail will pick up on the existing sidewalk and turn west to Pleasant Valley Road, cross the creek, and use

existing pedestrian signals to cross Oltorf Street. From here, the trail will follow the existing wide sidewalk south along the new Pleasant Valley Road extension to the cul-de-sac.

An alternate trail route has been discussed for section three along the south extension of Pleasant Valley Road. Access can be provided to the Chevy Chase Downs apartment complex through the undeveloped wooded area behind the property. In addition, James Crockett, the owner of property between the Pleasant Valley Villas and the Sunridge neighborhood, has agreed to provide a sizeable trail easement along the creek in association with the development he would like to create on his property. This alternate trail would also require the cooperation of the Most Reverend John McCarthy for a continuation of the trail easement along the creek. Access for the Sunridge neighborhoods can be provided to this particular trail at the ends of several cul-de-sacs. A trail section may be considered in the future that extends south to Ben White Blvd. and may

connect to other trails being developed south of Ben White Blvd. at some point in the future.

EXTENSION TO AMD

The fourth section of the primary trail picks up along a gas pipeline Right-Of-Way (ROW) and turns east. This ROW extends all the way to AMD (Advanced Micro Devices), and can access their existing trail loop. Two access points exist to this pipeline, one from the end of the short disconnected section of Pleasant Valley Road (independent of the recently completed south extension), and the other that will connect to the St Peter the Apostle Catholic Center.

PLEASANT VALLEY TO BURLESON

Section five of the trail also begins at the end of Pleasant Valley Road. This branch continues along the power line ROW to Burleson Road, crosses Burleson, and turns south again and continues to Mission Hill Drive. Pedestrian signage and a blinking yellow light (similar to a school zone sign) will need to be installed on Burleson Rd to warn drivers of pedestrian/bicycle presence.

MABEL DAVIS PARK AND PARKER LANE

Section six is the western extension of the trail to Mabel Davis Park and Parker Lane (as mentioned earlier), and becomes increasingly difficult in some parts. The trail turns from the main path at Pleasant Valley Road and heads west along a branch of CCC. The proposed alignment would stay south (inside) the ornamental metal fence that comprises the park area for the Pleasant Valley Villas. At the property line of the Villas, it is unclear which direction the trail should take, as the terrain in this area is particularly difficult. Upon first evaluation, the most feasible route would involve a steel pedestrian bridge across the creek near the corner of the Bridge Oak Lodge apartments. The trail will follow a utility cut for a short distance, and then access



The Pleasant Valley Bikeway, seen here under construction, connects Pleasant Valley Road with Burleson Road.

the back side of the Douglas Street Landings property. There are a series of detention areas behind the buildings, and the berms for those ponds provide an ideal trail location. At one point along the detention area, a short span will need to be built over a water control structure. A short section of trail will access the Douglas Street cul-de-sac.

From the Douglas St Landings, the proposed trail turns south to the Burleson Heights neighborhood. This section is also fairly difficult terrain. Douglas St was at one time proposed to be one continuous street; however it was never built all the way through. The advantage of this particular situation is that the street ROW still exists and can be used for the trail location. The downside of this alignment, however, is that the trail will need to cross 2 to 3 braided sections of the creek bed in a couple of areas, increasing the construction costs significantly. Another option may be to keep the trail on one side or the other and only provide one bridge if at all possible. The Parks and Recreation Department (PARC) might need to consider the purchase of several floodplain lots in the Burleson Heights neighborhood that would otherwise be very difficult to develop. This would also provide the opportunity for a pocket park serving Burleson Heights, Douglas St Landings, and Bristol Square apartments. Regardless of the route in this area, the trail will cross the Bristol Square property along the creek, and provides an opportunity for access for the residents of that apartment complex.

As the trail continues west, it will need to cross Burleson Road. Pedestrian signage and perhaps a blinking yellow light (similar to a school zone sign) will need to be installed on Burleson Road to warn drivers of pedestrian/bicycle presence. The trail should stay south of the creek in this section. The property lines of the homes in that area extend all the way to the creek centerline; however most of their lots are fenced off at their retaining walls. This creates an ideal bench area for a trail. Unfortunately, erosion on this particular section of the creek is terribly aggressive. Gabions or other erosion control will need to be installed along this section to prevent further loss.

The trail crosses Metcalfe Road by the bridge, and turns south again. The developer of the proposed Shire's Court has agreed to provide trail access along his property boundary adjacent to Linder Elementary, and also a ROW west to the small dead end street, Carlson Drive. The south extension adjacent to Linder will provide children access to the trail, and also connect the CCC Trail to Mabel Davis Park, which is currently under landfill remediation. Once Mabel Davis is

open to the public again, this trail access will provide a massive extension of the recreational opportunities to park users.

TRAIL SURFACE OPTIONS

The trail surface is certainly up for discussion. At the very minimum, and in the beginning to establish the trail corridor, a natural earth path will need to be established. Several soil stabilization products exist on the market to create a hard surface using the existing soil. Unfortunately, some of these products are



Source: Malcolm Yeatts

Volunteers hauled a lot of trash out of the undeveloped parkland south of the Krieg Softball Complex in preparation for the Country Club Creek Trail.

largely ineffective, and others are very expensive. It might be reasonable to try small test sections of several products to attempt the installation method and evaluate them for durability after a year of use. Other trail surfaces to consider include granite gravel, asphalt, and concrete. Granite gravel is easiest to place and is preferred by walkers and runners. The downside of granite gravel is that it requires a lot of maintenance, and PARD would like to reduce the amount of maintenance on new and existing trails. While asphalt is fairly fast to install and is also easier on runners' knees, it will require a significant amount of base material to keep from cracking and shifting over the East Austin clay soils. Also, asphalt cannot be placed in any areas that are at risk of frequent inundation in

the floodplain as hydrostatic pressure will reduce it to rubble. The only other option in flood prone areas is concrete, which requires a lot more work to set up with forms and reinforcing mesh. Concrete can easily become cost prohibitive.

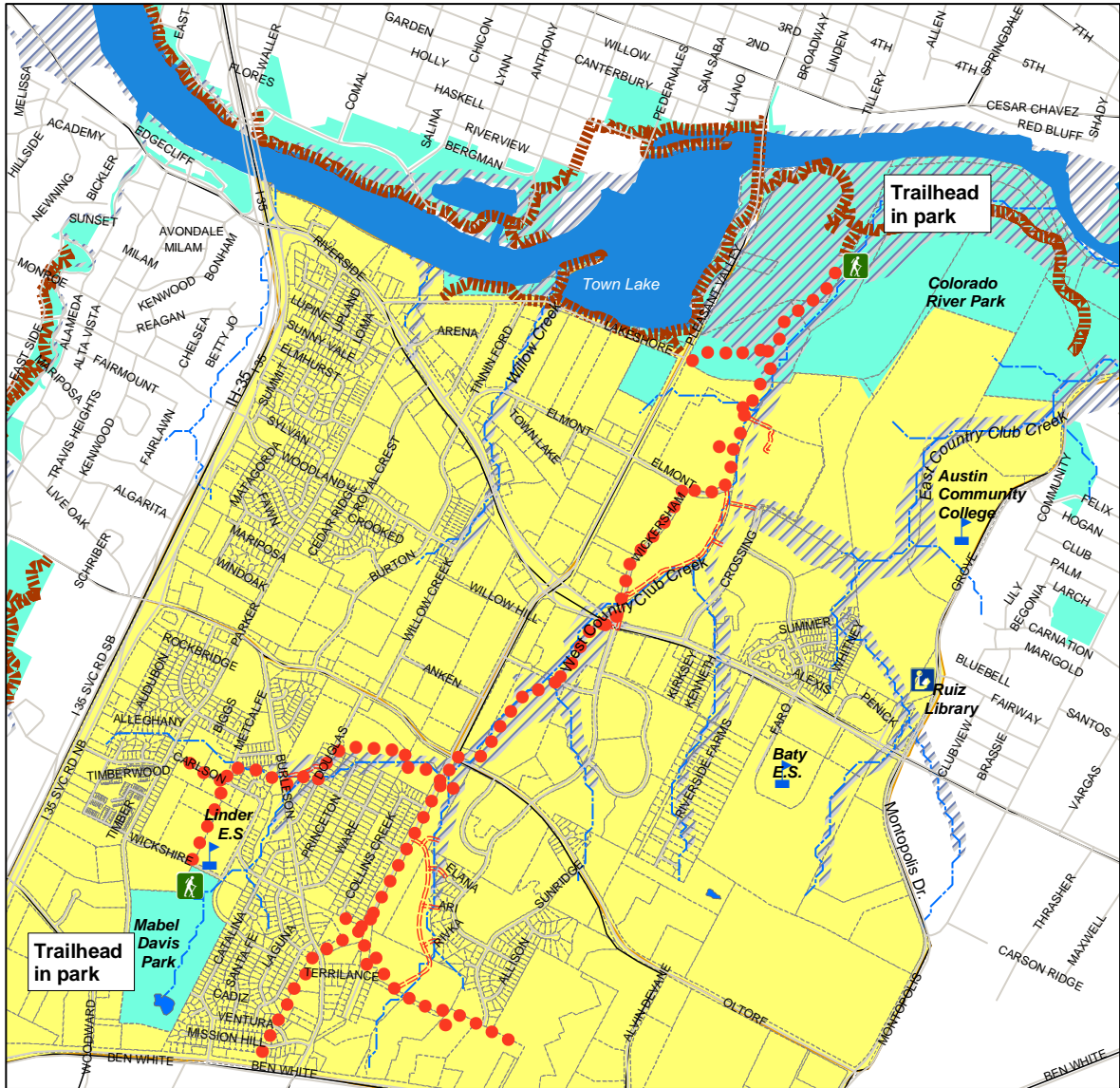
There are many locations where the trail crosses major thoroughfares. Several of these are at existing intersections and have existing pedestrian crossing signals. Other crossings are nowhere close to an intersection and will require independent signage. One potential product is this sign system that detects trail users and turns on a flashing yellow light (similar to a school zone sign):

<http://www.crossalert.com/>.












Source: Linda Watkins


Map 10: Proposed CCC Trail

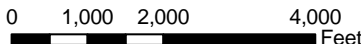


Proposed Route for the Country Club Creek Trail


A project of the East Riverside/Oltorf Neighborhood Planning Area
Creeks & Trails Working Group

Legend			
	Existing Trail		100-year floodplain
	Proposed Main Trail		Parkland
	Proposed Alternate Trail		Planning Area
	Creek		Property line
	Lake or Pond		

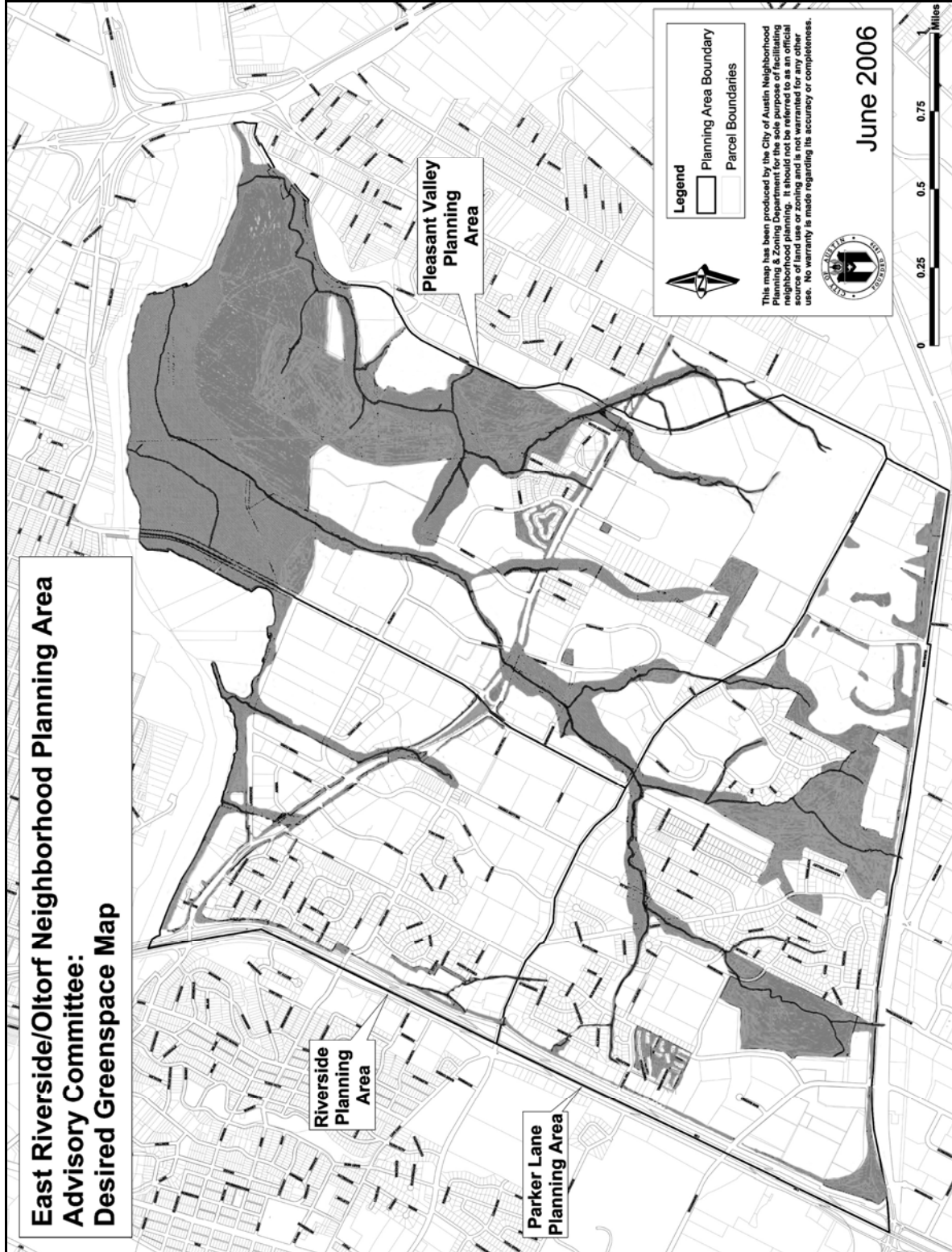




Scale: 1" = 2,000'


 City of Austin
 Neighborhood Planning &
 Zoning Department
 March 22, 2005

Map 11: Desired Greenspace Map (developed by Advisory Committee)



7. Urban Design Guidelines

Introduction

The purpose of the voluntary design guidelines is to reinforce the positive elements, patterns, and characteristics that exist or are desired within the Riverside, Parker Lane and Pleasant Valley Planning Areas; they help each neighborhood planning area to create a unique sense of place within the city. Adherence to the guidelines makes it possible for the existing and desired character of the planning area to be preserved, maintained, complimented and/or enhanced.

The following Neighborhood Design Guidelines for the areas within the East Riverside/Oltorf Neighborhood Plan provide a basis for making consistent decisions about building and streetscape design that affects the character of each area. Adherence to the guidelines is voluntary. They are not intended to limit development within the Riverside, Parker Lane and Pleasant Valley Areas. 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).

There were a few themes that consistently emerged throughout the East Riverside/Oltorf Neighborhood Planning process that the voluntary urban design guidelines in this section attempt to address:

First, the character of existing single-family residential neighborhoods should be preserved and new construction should integrate well with existing development. Consideration of existing development should be given with respect to the height and overall size of new structures. Building that encourages “neighborliness” is appreciated as is promoting a natural “green” environment.

A second theme is that existing multifamily structures that intend to redevelop as multifamily should incorporate design qualities that are visually pleasing and function and integrate well within the surrounding neighborhood environment. Since multifamily buildings tend to be very large in size within this planning area, much thought and consideration should go into the characteristics of their redevelopment. This section includes a long list of items to consider that relates

to the redevelopment of such sites, since these developments will have a significant impact on the quality of life, not only for the large number of people living within the building, but also for the individuals and families in the surrounding community.

A third theme suggests that non-residential corridors, in particular the stretch of Riverside Drive from IH-35 to Pleasant Valley Road, should redevelop in such a way that makes local residents and visitors want to stop and enjoy the area and its services instead of simply passing through en route to another destination. The Urban Land Institute (2003:8) writes:

The era when anything developed in an urban neighborhood was considered to be better than nothing is over. Desperation has driven many communities to accept developments that are inappropriate for an urban street and antithetical to an enjoyable pedestrian experience. Suburban-style, pedestrian-deficient retailing with blank walls facing the sidewalk, parking lots that disrupt retail continuity, throw-away architectural quality, inappropriate building design and scale, and lack of pedestrian amenities are some of the most egregious mistakes that made many urban streets mean and decidedly unfriendly to shoppers.

Unfortunately, the latter part of the preceding quote is an appropriate description of the current state of Riverside Drive. As such, the following principles, which form the basis of the guidelines that apply to non-residential corridors, should apply to redevelopment along Riverside Drive:



- Make development more pedestrian-friendly (i.e. reorient activity on the site to face the street);
- Use site planning and architectural elements to make the redeveloped site fully part of the community;
- Emphasize public space for shared activity;
- Provide thoughtful landscaping options for the visual pleasure and comfort of the street's patrons; and

- Re-establish a street pattern that connects with the streets of the surrounding community.

The desire of the participants in this planning process is that the non-residential corridors within the East Riverside/Oltorf Neighborhood Planning Areas, specifically Riverside Drive, become destination points in and of themselves. Wider, continuous sidewalks along Riverside Drive, that are set back and buffered from the roadway, should be a part of any redevelopment proposal for Riverside Drive. "Greening" Riverside Drive is necessary to make it more comfortable for pedestrians and generally more aesthetically pleasing. Improvements could include coherent planting of street trees that would provide shade when mature and landscaping of the right of way, including turning islands like the one at Barton Springs and South Lamar.



Special consideration should be given to the condition of Riverside Drive with respect to the creation of incentives to encourage quality retail and/or mixed use development that complies with the general design guidelines identified in this section. Specifying the precise nature of those incentives is beyond the scope of this neighborhood plan, but this plan could be used as a guide and a starting point to establish the nature of an incentives program and its intended results.

New development can be very positive from an economic and social standpoint for both the creator of a project and the surrounding community. Developers and property owners, small and large, are strongly encouraged to read these guidelines and work with the residents who live in surrounding neighborhoods to create a superior project that is mutually supported. The following goals and guidelines reflect the desires of the participants within the East Riverside/Oltorf Planning Areas to promote and experience positive change in the design of their community and make it a source of pride for residents and visitors alike.

Non Residential Guidelines (e.g. Commercial, Office, Mixed Use, Industrial)

- **Urban Design Goal: Create interesting, lively, inviting, attractive, safe and comfortable non-residential environments that will encourage walking, biking and transit use and be appealing to passing motorists.**

Sidewalk Areas

- ❖ Sidewalks should be wide and continuous, with winding or non-linear pedestrian paths preferred.
- ❖ Sidewalks should provide a wide green area (along very busy roadways, twenty feet is recommended) with low landscaping to buffer pedestrians from motorists; shade trees should be situated



This commercial area along Oltorf Street is nicely landscaped, and the parking lot is screened from view. However, there is no buffer between pedestrians and vehicular traffic.

- closer to the interior edge of the sidewalk for pedestrians to enjoy as they shop.
- ❖ Curb cuts along the sidewalk should be minimized so there is less opportunity for the interruption of pedestrian activity.
- ❖ Lighting and signage along the sidewalk and in public areas should be at pedestrian level. Signage should be oriented to the pedestrian and readable from the sidewalk and preferably mounted on buildings or building awnings rather than on separate or detached structures (e.g. pole mounted signage); it should not dominate the landscape.
- ❖ Bus shelters should provide shading and protection from inclement weather, seating, and lighting for visibility and safety.

Buildings

- ❖ Buildings should be pedestrian-oriented with storefronts close to the street, both in the front and on the sides to have direct access from sidewalks, except where there is a desire for outdoor seating areas or markets.

- ❖ Ground floor windows should promote visibility to store interiors and buildings should include awnings to provide additional relief from sun and rain.
- ❖ Buildings should be constructed at a human scale; to avoid a “canyoning effect” stepped back building heights are preferable.
- ❖ A diversity of building heights and dividing and/or recessing building facades can be incorporated into the design to avoid a solid wall effect and reduce the overwhelming size of large buildings.

Public Areas

- ❖ Public spaces that promote civic activities such as small music events or market squares are encouraged. These areas could include open plazas, seating areas, shading, landscaping and art.



Aesthetics and art

- ❖ Mechanical equipment, utility boxes, trash disposal units, cluster mail boxes and loading docks should be placed and/or located out of sight from the street and/or screened from public view.
 - ❖ The integration of public art into commercial architecture is encouraged in building design and in public spaces.
 - ❖ Landscaped traffic islands and traffic circles are desired to not only make a more attractive roadway environment, but to also facilitate pedestrian crossings and automobile circulation.
- **Urban Design Goal: Create convenient and accessible parking areas that do not dominate the environment and provide safe interaction between vehicles and pedestrians.**
- ❖ The creative placement of automobile parking should be explored, with the ideal situation of lots and garages being behind, above or below the main building(s).

- ❖ There should be a convenient place to park bicycles close to the main entrance of each building.
- ❖ Shared parking that would connect adjacent businesses is encouraged; this would minimize the number of curb cuts necessary and improve overall traffic circulation and efficiency.
- ❖ Where right-of-way is wide enough, parallel parking on the street is encouraged to help calm traffic and buffer pedestrians from autos.
- ❖ Side lot parking should be screened from public view with a low hedge, wall or fence that still allows for security surveillance.
- ❖ Walkways should provide interior as well as cross-traffic connections and be protected from automobile traffic.
- ❖ Partnerships among businesses are encouraged so that there is a unified approach toward service delivery issues. The creation of a shared commercial delivery strip, or service area that is out of public view and does not interfere with the activity on the street and sidewalk is preferred.

Urban Design Goal: Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

- ❖ Industrial properties are encouraged to set back from street frontages as much as possible. Berms and landscaped buffers should be used to screen intense industrial operations from the street and adjacent non-industrial districts.
- ❖ Landscaped buffers along street frontages should include shaded sidewalks or trails.
- ❖ Where inhabited portions of buildings exist (such as offices and lunch rooms), they are encouraged to face the street and have windows and doors directly accessible to the street.
- ❖ Parking and shipping/receiving areas should be designed to the same standard as commercial districts.

Single Family Residential Guidelines

- **Urban Design Goal: Encourage urban design strategies for single-family neighborhoods that preserve, complement and enhance existing character.**

Design Characteristics

- ❖ New single-family construction should mimic existing architecture. Building heights, construction materials and architectural details should enhance the existing character of the neighborhood.
- ❖ Front doors and a minimum of two ground floor windows should be oriented towards the street to promote “eyes on 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.
- ❖ Mechanical equipment (air conditioners, electric and 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.
- ❖ Exterior building and site lighting should be unobtrusive and not illuminate neighboring properties.
- ❖ Utilize the Green Building Checklist whenever possible. Use local materials, maintain efficient heating and cooling systems and consider consulting a green building professional for structural details and site plans. See the COA’s Green Building Program for more information (<http://www.ci.austin.tx.us/greenbuilder>).

Landscaping

- ❖ Provide ample space in side and front yards for trees, landscaping or open space. Existing trees in front yards and along the street should be preserved and protected and additional trees planted to create a continuous canopy of cooling shade over the street and sidewalks. Use native and drought-tolerant plant species to the greatest extent possible to minimize water consumption.
- ❖ If a front yard fence is desired, encourage “friendly” fences or hedges along the front property line that are low enough to see over the top (less than four feet) or made of a see-through material to avoid creating a walled-off appearance.
- ❖ Front yards are usually a green landscaped area with minimal impervious paving. If larger areas of parking are needed, they should be located behind the house.

Multifamily Residential Guidelines

- **Urban Design Goal: Promote multifamily structures that relate well to the surrounding environment, utilize a variety of building forms, have a thoughtful parking scheme, provide public open space and include a variety of appropriate landscaping features.**

Building Shape

- ❖ Relate the overall height of the new structure to that of adjacent structures and those of the immediate neighborhood. Avoid new construction that varies greatly in height from other buildings in the area, except where the local plan calls for redeveloping the whole area at much greater height and density. To the extent feasible, relate individual floor-to-floor heights to those of neighboring buildings. In particular, consider how the first floor level relates to the street and whether this is consistent with the first floors in neighboring buildings.
- ❖ Relate the size and bulk of the new structure to the average scale of other buildings in the immediate vicinity.
- ❖ Consider utilizing a variety of building forms and roof shapes rather than box-like forms with large, unvaried roofs. Consider how the building can be efficiently manipulated to create clusters of units, including variations in height, setback and roof shape. Make sure various forms and shapes work together to create a coherent whole.

Porches, overhangs and various dormer styles enliven the facades of these condominiums at the right. (Southside Park Co-housing in Sacramento, CA; www.designadvisor.org)



Building Appearance

- ❖ Avoid creating a building that looks strange or out of place in its neighborhood. Consider a building image that fits in with the image of good quality middle-income housing in the community where the project is located.

The housing below interprets the image of the traditional neighborhood home in a row house configuration, increasing density while maintaining the look and feel of a single-family development. (Harriet Square, www.designadvisor.org)



- ❖ Consider providing as much visual and architectural complexity as possible to the building's appearance while maintaining a hierarchy of scale and a unified overall form. Consider breaking a large building into smaller units or clusters. Consider variations in height, color, setback, materials, texture, trim, and roof shape. Consider variations in the shape and placement of windows, balconies and other façade elements. Consider using landscape elements to add variety and differentiate units from each other.
- ❖ Maximize window number and size (within budget constraints) to enhance views and make spaces feel larger and lighter. Use standard size windows, but consider varying where and how they are used. Consider ways to screen and physically separate ground floor windows from walkways - through screens or plantings - to provide privacy.
- ❖ Pay careful attention to the design and detailing of front doors. Consider what the front doors convey about the quality of the project and its residents. To the extent possible, respect the placement and detailing of good quality front doors in neighboring homes.
- ❖ Relate the character of the new building façade to the façades of similar, good quality buildings in the surrounding neighborhood or region. Horizontal buildings can be made to relate to more vertical adjacent structures by breaking the façade into smaller components that individually appear more vertical. Avoid strongly horizontal or vertical façade expression unless compatible with the character of the majority of the structures in the immediate area.



The façade treatment of these townhomes gives a single family appearance and helps them to blend in to the existing neighborhood. Metro Square, Sacramento – Townhomes, www.cnu.org

- ❖ Consider relating the roof forms of the new building to those found in similar, good quality buildings in the neighborhood or region. Avoid introducing roof shapes, pitches, materials or colors not found in the neighborhood or region.
- ❖ Respect the rhythm, size and proportion of openings - particularly on the street facades - of similar, good quality buildings in the neighborhood or surrounding area. Avoid introducing drastically new window patterns and door openings inconsistent with similar, good quality buildings in the neighborhood or surrounding area.



The size and rhythm of the doors, windows and porches for this co-housing development reflect those found in more traditional neighborhoods. (Southside Park Co-housing in Sacramento, CA; www.designadvisor.org)

- ❖ Trim and details can provide warmth and character to a building's appearance, particularly on street facades. In general, the complexity, depth and proportion of trim should relate to that used in good quality middle-income housing in surrounding neighborhoods. Carefully consider the design of porch and stair railings, fascia boards, corners, and

- areas where vertical and horizontal surfaces meet - for example where a wall meets the roof. Generally put trim around windows. Consider adding simple pieces of trim to the top and bottom of porch columns.
- ❖ Creative use of materials and color can add variety and visual interest to any façade. In general consider materials and colors - for the façade (including foundation walls) and for the roof - that are compatible with those in similar, good quality buildings in the surrounding neighborhood or region. Avoid introducing drastically different colors and materials than those of the surrounding area. Consider using materials and construction details that do not require repeated or expensive maintenance. Favor materials that residents can easily maintain themselves.
 - ❖ To the extent possible, provide individual identities and addresses for each dwelling unit. Consider ways to break large, repetitive structures into smaller, individually identifiable clusters. Ensure that all dwelling units have clear, individual addresses. Consider design strategies that allow residents to enhance and individualize the exterior appearance of their own units.



Large complexes can be broken down into smaller clusters. Each cluster, in turn, can be broken down into several separate buildings, which include individual entrances and identities for each unit. (Waterside Green, www.designadvisor.org)

Building Layout

- ❖ Provide as many private, ground level entries to individual units as possible. Ensure that all building entries are prominent and visible and create a sense that the user is transitioning from a public to a semi-private area. Avoid side entries and those that are not visually defined. At all entries consider issues of shelter, security, lighting, durability, and identity. For apartment buildings, allow visual access from manager's office and/or 24 hour desk. Allow visual access to stairs and elevators from the lobby. For buildings with clustered and individual unit entries,

consider providing small "porch" areas that residents can personalize with plants, seasonal decorations, etc. Limit "shared entries" to the smallest number of households possible, eight maximum. Consider providing some form of storage - for strollers, bikes, etc. - at or close to all main entries.

- ❖ Consider ease of visual and physical surveillance by the residents of areas such as the street, the main entrances to the site and the building, children's play areas, public open space and parking areas. Consider locating windows from actively used rooms such as kitchens and living rooms so that they look onto key areas. Also consider containing open spaces within the building layout and using the selection and layout of plant materials to enhance, rather than hinder, surveillance and security. Consider specific design strategies to maximize the security of the building, including adequate lighting, lockable gates and doors at all entrances to the site and the buildings, and video cameras with monitors. See also information on Crime Prevention Through Environmental Design (CPTED, <http://www.cptedontario.ca/>)
- ❖ The entry to the site is critical to the public image of the development. Emphasize the main entrance and place central and shared facilities there if possible. Respect the street and locate buildings on the site so that they reinforce street frontages.



*Entrances to apartments are evenly spaced along the building, providing numerous points of entry while maintaining a strong and continuous presence along the street.
(Paula Avenue Apartments, www.designadvisor.org)*

- ❖ To the extent possible, maintain the existing setback patterns within the immediate vicinity of the building. Avoid locating a building far in front of or far behind the average setback lines of the four to five properties located on either side of the proposed development. Respect the side yard and rear yard setback lines prevalent in the area.

The buildings in this development are set back slightly relative to neighboring buildings in order to accommodate grade changes and make room for plants along the sidewalk. (Matsusaka Townhomes, www.designadvisor.org)



- ❖ Consider placing buildings on the site so as to maximize solar access during cooler months and to control it during warmer months. Also consider maximizing natural ventilation and access to views from within the site. Avoid a layout in which adjacent buildings obstruct one another. Design the building so that sun directly enters each dwelling unit during some part of the day year round.

Landscaping

- ❖ Good landscaping is critical to the quality of any project. Consider how landscaping and planting will be handled from the very beginning of the design process. Avoid considering landscaping as an "extra" that can be added in at the end of the project or, worse, eliminated in the name of cost control.
- ❖ Provide as rich a variety of plantings - trees, shrubs, groundcover, and grass areas - as possible. Anticipate mature sizes and avoid crowding trees, shrubs and buildings. Use hardy, native species of trees and plants that are well suited to the project location and are easy to water and maintain.

The courtyard and the landscaping for this multifamily development create a small private garden for residents. (www.designadvisor.org)



- ❖ Consider how the landscape will be used by residents and specify appropriate plantings. In general, assume heavy use in all landscaped areas. Avoid delicate plants and shrubs in heavily trafficked areas, especially in locations where they can be trampled by children.
- ❖ Recognize that some paved area will be necessary in family housing to facilitate children's play. However, large, empty paved areas should be avoided. Consider using alternative landscape approaches - plantings, play equipment, outdoor furniture, trees and grass - to break these areas up into smaller functional units.

A variety of different types and sizes of paved areas are provided in this courtyard. Note how the bench is placed on the paving for ease of maintenance, but faces the grass to allow supervision of play.

(Willowbrook Green Apartments, www.designadvisor.org)



- ❖ Outdoor seating should be an integral part of any landscape plan and should be thoughtfully designed and located. Avoid simply scattering seats at random through the site. Consider what the seating looks at and what looks at it. Consider how the seating is oriented with respect to the sun and breezes and whether it needs protection from rain or wind. Avoid "one type fits all" solutions, particularly in larger projects. Consider providing different seating for different users. Also consider providing some moveable seating if appropriate.
- ❖ Pedestrian paths and walkways are critical to the smooth functioning of any affordable housing project, particularly larger, multi-unit developments. Consider the wide range of uses that any path must accommodate - children, adults, bicycles, skate boards, walkers, pets, furniture moving, etc. - and design with this range of uses in mind. Avoid paths that are too narrow to accommodate multiple users at the same time. Consider rounded corners at all intersections and direction changes, especially in projects with children. Ensure that paths are well lighted so that users can see where they are going and be seen by other people.

Consider designing path edges so that they encourage users to stay on the path and not trample on adjacent plantings (e.g. through changes in slope or materials or by providing raised edges). Remember that the shortest route from point A to point B is usually a straight line. Avoid forcing people to follow circuitous routes to their destinations or be prepared for the new, unplanned paths that will inevitably appear to accommodate occupant use patterns.



The wide, meandering path in this apartment courtyard broadens at special areas where seating is provided. (www.designadvisor.org)

- ❖ Think of public open spaces - shared outdoor areas intended for use by all residents - as "outdoor rooms," and design them as carefully as any other rooms in the project. Avoid undifferentiated, empty spaces. Consider the types of activities that will occur in the "rooms," including cultural or social activities unique to specific user groups, and design the shared open space to accommodate these activities.

The "outdoor rooms" of this apartment complex are nicely laid out and well furnished. Note how different materials (grass, concrete, plantings) are used to define different parts of the "rooms." (Tuscany Villas/Villa Calabria), www.designadvisor.org)

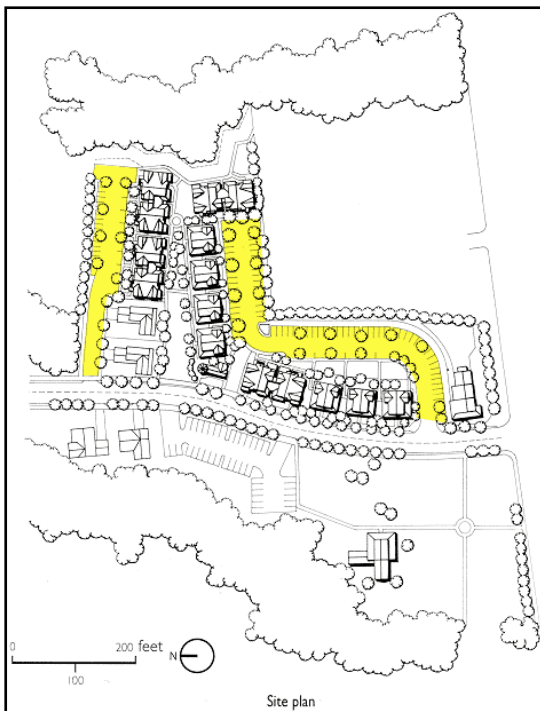


- ❖ Provide clear boundaries between publicly controlled spaces (streets), community controlled spaces (shared open space) and privately controlled spaces (dwellings and private open space). Consider enclosing

or partially enclosing open space with project building(s) to provide clear boundaries.

Parking

- ❖ Avoid letting garages, driveways and parking lots dominate the streetscape. Consider placing them at the rear or side of the site to allow a majority of dwelling units to "front on" the street. Consider planting trees and shrubs to soften the overall impact of parking areas and to provide shade and noise reduction. At buildings with parking garages, avoid large areas of blank wall facing the street. Consider incorporating decorative elements above the garage door to soften its visual impact. Consider improving unavoidable blank walls with decorative artwork, vines, and good quality durable materials to minimize graffiti and deterioration.



The site plan for this 45 unit project has broken the parking (highlighted at left) into two modest sized lots and placed them behind the buildings. Putting the parking in the back allows a continuous line of front doors - uninterrupted by garages or parking lots - to face the street. (The Farm, www.designadvisory.org)

- ❖ Provide locations for parking that minimize walking distance between dwelling units and cars and that allow for casual surveillance of cars from a number of different units. Avoid remote parking. Avoid large lots. Consider breaking them into multiple, smaller lots to enhance safety and accessibility and minimize the aesthetic impact of large, unbroken rows of cars. Locate handicapped and elderly parking with immediate access to their respective units. Locate visitor drop off and parking near main entrances and clearly mark all visitor parking spaces. Provide pleasant areas to wait for rides or public transportation.

- ❖ Design to minimize conflicts between vehicles and pedestrians. Consider separating bicycle and pedestrian paths from vehicular traffic. Consider linking open spaces so that they form an uninterrupted network of vehicle-free areas. Avoid parking layouts that erode a project's open space until only "leftover" areas are available for pedestrian use. Consider traffic calming strategies to slow down cars within the project.

Appendices

Appendix A

RECOMMENDATIONS NOT SUPPORTED BY RESPONSIBLE CITY OF AUSTIN DEPARTMENTS

After the department review process, the following recommendations were not recommended to be implemented by the responsible department (department comments follow each recommendation).

LAND USE ITEMS

Recommendation:

Make legal notices for variance, zoning and building permit applications available on the City website by neighborhood planning area.

Departmental Comments (WPDR):

Changes to notification requirements should not be made until AMANDA (a unified database that most city departments will use interactively to perform various required activities related to case documentation, notification and review) is deployed. Building permit applications do not require a legal notice, however, submittal information is currently accessible through the current City website.

Recommendation:

Create and maintain an inventory of private and public restrictive covenants (WPDR).

It would require a major staff effort including extensive research of County deed records, and would require additional staff to conduct this research and maintain the inventory. Maintenance of the inventory would be difficult because new documents are recorded daily. The City does not enforce private restrictive covenants, and as such, the staff would have limited use of the inventory.

TRANSPORTATION ITEMS

Recommendation:

Conduct a study to determine if a crossing guard can be placed at Burleson Road and Ware Road.

Departmental Comments (PW):

We will keep this location for future pedestrian counts. The current pedestrian count is 2 children, which does not warrant a crossing guard.

Recommendation:

Amend City Code to state that any new development or redevelopment shall have a landscaped buffer between the sidewalk and the road to provide for safety.

Departmental Comments (PW):

There are too many variables to consider when deciding on a sidewalk location. Utilities, terrain, compliance with Federal and State design standards, and other site specific conditions often decide the sidewalk layout. Requiring a specific buffer width would place further restrictions on the design of sidewalks.

Departmental Comments (WPDR):

This item is not necessary. The standard location for a sidewalk is 2 feet from the property line, which leaves an unpaved buffer area of 2 to 4 feet between the curb and the sidewalk, depending on the type of road and the width of the sidewalk. Sidewalks are allowed adjacent to the curb only in unusual circumstances such as the need to avoid trees. The buffer area is normally planted with grass, but it can be landscaped. However, landscaping requires the owner to enter into a license agreement with the City to place irrigation facilities within the right-of-way. Landscaping should not be required but is already allowed at the owner's option.

Recommendation:

Conduct a traffic study at Summit Drive and Woodland Avenue and make improvements to the intersection so that turning off of Summit onto Woodland Avenue is less dangerous because of poor visibility due to slope (PW).

Departmental Comments (PW):

There have been no reported collisions at this intersection since October 2001. Visibility between westbound traffic on Woodland Avenue and southbound traffic on Summit Drive at Woodland Avenue is at least 320 feet; 200 feet is adequate for stopping sight distance.

Alternative action: An “intersection ahead” symbol warning sign will be installed on Woodland Avenue in advance of Summit Drive.

Recommendation:

Conduct a traffic calming study along Burleson Road between Oltorf Street and Ben White Blvd. and apply an appropriate traffic mitigation strategy to reduce speeding vehicles (the form of traffic calming used in the Shoal Creek Project is preferred by neighborhood stakeholders) (PW).

Departmental Comments (PW):

Burleson Road is classified as an arterial roadway contained in the AMATP Plan. The traffic calming program was established to reduce speeding on local residential streets with low traffic levels on which the impediment to mobility caused by traffic calming devices would not be an issue.

Recommendation:

Investigate the feasibility of closing Burleson Road at Ben White Blvd. to increase safety and reduce disruptions to the single-family neighborhoods along Burleson Road (PW).

Departmental Comments (PW):

Burleson Road is classified as an arterial roadway contained in the AMATP Plan. We cannot terminate its connection to a freeway. If in future the roadway is removed from the AMATP, this issue can be reconsidered.

Recommendation:

Install appropriate signage going eastbound on Woodland Avenue to warn drivers of the upcoming 4-way stop at Parker Lane and Woodland Avenue (PW).

Departmental Comments (PW):

Currently, in addition to stop signs on all approaches, there is an advance warning of the stop ahead for eastbound drivers at Slyvan Drive and overhead flashing red lights are visible to eastbound traffic at least 540 feet in advance of the stop signs. There has been only one reported collision at this intersection since October 2001, in which a southbound vehicle struck a westbound vehicle.

Recommendation:

Install a landscaped parkway belt between the east and west bound lanes of Riverside Drive to minimize the visual impact of the roadway (PW).

Departmental Comments (PW):

It appears that the neighborhood envisions a wide division between opposing lanes for aesthetic reasons. It would be necessary to purchase right-of-way to accomplish this. This would negatively impact adjacent businesses, and since we must demonstrate a public purpose to acquire right-of-way under threat of condemnation, we might not be able to demonstrate this for a purely aesthetic project. Existing lanes would require reconstruction. Depending on exactly what the neighborhood envisions, the cost would likely be tens to millions of dollars, which would be very hard to justify. Since this is an aesthetic, rather than a capacity or maintenance project, perhaps it should be considered by the Parks and Recreation Department, which would have to assume responsibility for maintenance of any landscaping that it added.

Recommendation:

Restrict truck traffic from accessing Lakeshore Blvd. between Riverside Drive and Pleasant Valley Road (PW).

Departmental Comments (PW):

Lakeshore Blvd. is classified as an arterial roadway. Roadways classified as arterial are intended to serve as the major transportation network to provide for large volumes of traffic, including trucks. Truck prohibitions are installed only on non-arterial roadways if a specific problem with truck traffic can be identified and observed. If the neighborhood can provide details regarding what the perceived problem is and when it can be observed, we will investigate and might find another solution.

Recommendation:

Provide a safe trail crossing across Wickshire Lane from Linder Elementary School to Mabel Davis Park (PW).

Departmental Comments (PW):

Mabel Davis Park is surrounded by a tall chain link fence with "Authorized Personnel Only" signs and has no trail or sidewalk opposite the school. There is currently a marked crosswalk across Wickshire Lane at Metcalfe Road that is the safest and most convenient location at which pedestrians can cross from the school to the park.

Recommendation:

Reinstall “No Truck” signs along Burleson Road between Oltorf Street and Ben White Blvd. (which were removed during I-35/Ben White construction) (PW).

Departmental Comments (PW):

Burleson Road is classified as an arterial roadway. Roadways classified as arterial are intended to serve as the major transportation network to provide for large volumes of traffic, including trucks. Truck prohibitions are installed only on non-arterial roadways if a specific problem with truck traffic can be identified and observed. If the neighborhood can provide details regarding what the perceived problem is and when it can be observed, we will investigate and might find another solution.

Recommendation:

Improve the striping of the existing bike lane along Burleson Road between Oltorf Street and Ben White Blvd. and/or investigate installing curbs or other forms of permanent separation between the bike lane and the automobile travel lane to improve safety (PW).

Departmental Comments (PW):

The bike lane on Burleson Road between Oltorf Street and Ben White Blvd. has very few impediments. There is no parking 24/7 and the sight lines are long and unobstructed. The only maintenance that will be required in future years is the re-striping. A cost for this regularly scheduled maintenance need not be considered here.

Barriers between bike lanes and traffic lanes are used when contra-flow conditions exist (e.g. southbound bike facing northbound cars). This is not a condition on Burleson Road.

PARKS, OPEN SPACE AND THE NATURAL ENVIRONMENT ITEMS

Recommendation:

Provide the following public amenities at Mabel Davis Park:
Amphitheater and stage and a fishing dock.

Departmental Comments (PARD):

This item (stage and amphitheater) requires funding through a Capital Improvement Project bond; it is not recommended due to restrictions on use of remediation cap. This item (fishing dock) requires funding through a Capital

Improvement Project bond; the Department recommends that this item not be implemented in an effort to maintain local, informal fishing.

Recommendation:

Encourage PARD to purchase the undeveloped lot at 1701 Windoak Drive for future neighborhood open space.

Departmental Comments (PARD):

PARD understands that the lot is not for sale separate from the rest of the property. The asking price in March '05 was reported to PARD to be \$675,000 for approx. 3.5 acres & 5000 square feet of house. The property is best suited for continued residential use.

Recommendation:

Revise the Scenic Roadway Ordinance so that issues such as landscaping, roadway size and design, etc. are addressed.

Departmental Comments (NPZD):

- The Scenic Roadway Ordinance currently only regulates signage. Council recently approved a commercial design policy document, now being converted to ordinance language that recommends removing the Scenic Roadway designation, and instead tying sign regulations to the five design roadway types (Transit, Urban, Local, Hill Country and Highway).
- Landscaping should be regulated through the landscaping ordinance applicable to the Riverside Roadway type, which is at this time considered a Transit Roadway.
- The Council-approved Austin Area Metropolitan Plan (AMATP) regulates roadway size and design for Riverside.

Recommendation:

Add a gateway sign at some point along Riverside Drive to welcome visitors to Austin.

Departmental Comments (NPZD):

Urban Design staff may be available to assist in developing the site and design criteria for a gateway element such as a sign. Funding source for design, construction and maintenance would need to be identified.

Recommendation:

Request that the city acquire the single-family lots in the floodplain at approximately 2407-2408 Princeton Drive and 2413 Douglas Street (there are approximately 20 undeveloped lots) so that the area is protected from development and maintained as open space.

Departmental Comments (WPDR):

Currently the voluntary floodplain home buy-out program is funded for structures which are subject to high hazard of creek flooding. Due to the limitation of funding, the program is offered on a priority order based on the severity of flooding. There are several hundreds of houses that are on the list targeted for future home buyout. As there are no houses on the subject lots, there is no justification of funding for WPDR to purchase these lots. Please contact PARD to see if there is interest to purchase these lots for a park or greenbelt. (there is currently a recommendation in the plan to work with property owners and PARD to see about acquiring these properties in order to create a trail system along Country Club Creek).

Recommendation:

Encourage PARD to purchase the property at 1605 Old Riverside Drive as a neighborhood open space/pocket park (Neighborhood; PARD).

Departmental Comments (PARD)

The lot belongs to the adjacent lot with a house, which appears to be for sale as one piece. The lot is sloping, too small and too intimately related to the adjacent house for public use. The lot is best used for residential purposes.

Recommendation:

Request formal approval from PARD to allow for the construction of Country Club Creek Trail.

Departmental Comments (PARD)

The request is premature and out of sequence; refer to Recommendation 103 in the plan regarding the construction of the CCC trail. PARD questions whether the Alliance could actually apply for and receive public grant funds.

Recommendation:

Establish and maintain green islands in public rights-of-way for the beautification of corridors.

Departmental Comments (PW)

We have raised medians, which are typically vegetated, specified on new divided arterials. We support raised medians only where they are specified in the roadway plan because of the added vehicular capacity that we might obtain with left turn bays that would be included with the median. We would not reconstruct a roadway simply to add a median, unless it were called for in the roadway plan and the left turn lanes we could provide with the median greatly enhanced capacity on a congested roadway. We have no recommendation in relation to providing green islands for beautification. We oppose use of limited roadway funding to add medians purely for beautification, but would be neutral on medians funded from other sources, provided all applicable roadway design standards are met.

Appendix B

INITIAL SURVEY RESULTS

Total survey replies: 250

16,448 surveys sent out (18,276 – 10% for returns and duplicates)

Survey response rate ~ 2%

Of the surveys returned that responded to each question...

In which neighborhood planning area do you live, own property, work, or operate a business?

Parker Lane	101	41%
Pleasant Valley	50	20%
Riverside	97	39%

What things do you like most about your neighborhood? (Top 10 responses)

1. Central Location	6. Single family homes
2. Easy access to downtown	7. Quiet
3. Affordability	8. Natural areas, green space
4. Character	9. Views
5. Trees	10. Low traffic

What are the most important issues in the neighborhood? (Top 10 responses)

1. Managing new development	6. Preserving the natural environment
2. Crime – Safety/Security	7. Quality of the neighborhood, cleanliness
3. Maintaining single family dwellings	8. Revitalization of Riverside, improving current and bring in new businesses.
4. Maintenance and improvements of infrastructure –roads, need more sidewalks.	9. Traffic
5. Need park improvements	10. Code Enforcement

Are there adequate shops and stores to serve your neighborhood? (Paper Survey Only)

Yes: 83%

No: 17%

Are there adequate professional offices to serve your neighborhood? (Paper Survey Only)

Yes: 69%

No: 31%

New local/neighborhood stores would be acceptable in the following parts of the neighborhood?

Location	Count
Along major roads	102
Along major roads, Along some local streets	26
Along major roads, Anywhere, Along some local streets	2
Along some local streets	21
Anywhere	14
Anywhere, Along some local streets	1

Mixed-use development would be acceptable in the following parts of the neighborhood?

Location	Count
Along major roads	71
Along major roads, Along some local streets	23
Along major roads, Anywhere, Along some local streets	1
Along some local streets	25
Along some local streets, Nowhere	1
Anywhere	28
Nowhere	69

New apartments, townhouses, and/or condominiums would be acceptable in the following parts of the neighborhood?

Location	Count
Along major roads	34
Along major roads, Along some local streets	14
Along major roads, Anywhere, Along some local streets	1
Along major roads, Nowhere	1
Along some local streets	24
Along some local streets, Nowhere	1
Anywhere	36
Anywhere, Along some local streets	1
Nowhere	105

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

Location	Count
Along major roads	63
Along major roads, Along some local streets	13
Along major roads, Anywhere, Along some local streets	1
Along some local streets	18
Anywhere	11
Nowhere	114

Acceptable locations for businesses in the neighborhood?

Location	Count
Along major roads	113
Along major roads, Along some local streets	21
Along major roads, Anywhere	1
Along major roads, Anywhere, Along some local streets	2
Along major roads, Nowhere	1
Along some local streets	12
Anywhere	13
Anywhere, Along some local streets	1
Nowhere	60

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

	Parker Lane		Pleasant Valley		Riverside	
Agree	27	28%	16	34%	31	34%
Disagree	51	53%	23	49%	38	42%
Neutral	19	20%	8	17%	21	23%

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

	Parker Lane		Pleasant Valley		Riverside	
Agree	29	30%	17	36%	26	30%
Disagree	51	53%	22	47%	40	47%
Neutral	16	17%	8	17%	20	23%

Could you support the corner store infill option in your neighborhood?

	Parker Lane		Pleasant Valley		Riverside	
Agree	34	51%	25	56%	36	57%
Disagree	20	30%	11	24%	19	30%
Neutral	13	19%	9	20%	8	13%

Are there any important historic buildings or places that deserve special recognition and preservation?

Mabel Davis Park	Country Club Creek Greenbelt
Mansion across the street from Parker Lane United Methodist Church	Riverside Golf Course
1603 & 1605 Taylor Gaines Street	Old East Riverside Dr.
Town Lake hike & bike trail	Longhorn Dam

Which streets in the neighborhood need sidewalks the most? (Top 8 responses)

1. Oltorf	5. Sunridge
2. Parker Lane	6. Riverside Dr.
3. Pleasant Valley	7. Summit
3. Woodland	7. Wickersham

Does your neighborhood lack any of the following?

	Parker Lane	Pleasant Valley	Riverside
Bike Lanes	30	26	20
Convenient bus routes	5	3	5
Trails	29	17	15
Sidewalks	21	13	23
Through streets	5	1	5

Are any of the following in need of major repair or reconfiguration?

	Parker Lane	Pleasant Valley	Riverside
Bike Lanes	7	3	6
Sidewalks	14	4	10
Bus routes	3	0	3
Street Network	19	12	15
Trails	8	1	4

What Austin Park do you frequent the most?

Town Lake	50
Zilker	27
Big/Little Stacy	21
Mabel Davis Park	19
Colorado River Park	12
Barton Springs/Creek	3
Riverside Dog Park	2
Moya	1
Travis Heights	1
Pease Park	1
Emma Long	1
Patterson	1
Lake Travis	1
Auditorium Shores	1

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

1. Safety – patrols, well lit	4. Accessibility, interconnectivity.
2. Hike/ bike trails	5. Balance between developed and natural park space.
3. Park Clean up, cleanliness	

Are there parts of the neighborhood that experience flooding during heavy rains?

	Parker Lane	Pleasant Valley	Riverside
No	73%	76%	68%
Yes	27%	24%	32%

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

	Parker Lane	Pleasant Valley	Riverside
No	26%	43%	34%
Yes	74%	57%	66%

How long have you lived in the neighborhood?

	Parker Lane		Pleasant Valley		Riverside	
Less than 1 year	11	12%	6	14%	5	8%
1-4 years	29	31%	21	49%	31	51%
5-9 years	24	26%	8	19%	10	16%
10-14 years	9	10%	0	0%	4	7%
15-20 years	10	11%	6	14%	6	10%
21 or more years	10	11%	2	5%	5	8%

What type of housing do you live in?

	Parker Lane		Pleasant Valley		Riverside	
Apartment	16	17%	23	53%	29	48%
Duplex/ Four-plex	5	5%	1	2%	0	0%
House	60	64%	13	30%	22	36%
Townhouse/Condo	12	13%	5	12%	10	16%
Other	1	1%	1	2%	0	0%

Are you a homeowner or renter?

	Parker Lane	Pleasant Valley	Riverside
Own	74	21	29
Rent	0	0	0

What is your ethnic background?

Ethnicity	Parker Lane	Pleasant Valley	Riverside
African-American	2	2	1
Anglo	58	35	36
Anglo, Asian	0	0	1
Anglo, Hispanic	3	1	2
Asian	4	1	2
Hispanic	15	1	8
Multi-racial	1	1	3
Other	5	2	4

Appendix C

DOCUMENTATION OF ENVIRONMENTAL FEATURES

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PAGE 01

City of Austin

Founded by Congress, Republic of Texas, 1839

Municipal Building, Eighth at Colorado, P.O. Box 1088, Austin, Texas 78767 Telephone 512/499-2000

MEMORANDUM

TO: Randall Gaither, Environmental Code Case Reviewer

FROM: Mike Lyday, Wetland Biologist

DATE: September 9, 1993

SUBJECT: Wetland Delineation East Of Riverside Farms Road

A site reconnaissance on September 9, 1993 confirmed the presence of a wetland located east of Riverside Farms Road and Townview Cove. This wetland is characterized by a spring-fed half acre pond and a saturated area below the pond extending several hundred feet.

The pond and saturated area below meet all three criteria for classification as a wetland and critical environmental feature, jurisdictional under City of Austin's Land Development Code:

1) **Hydrology** is present and apparently perennial at the pond, supplied by a seep discharging on the southeast bank. Although all nearby stream channels were dry on this date (following a drought period), this pond held a ample volume of clear, cool water to support a variety of aquatic vegetation and fish populations.

The majority of an area extending several hundred feet below the pond's earthen dam was saturated to the surface following a period of extended drought. Soils were plastic and wet enough to form ribbons when pressed between the thumb and forefinger. This area meets the hydrology requirement because it remains saturated to within one foot of the surface for more than two weeks during the growing season.

2) **Wetland Vegetation** is dominant around and in the ponded area. Bacopa sp., Eleocharis sp. (Spikerush), Ludwegia octovalvis (Water-Primrose), Polygonum hydrobiperoides (Smartweed), Salix niger (Black Willow), and Eleocharis sp. were all found growing around the pond. Submersed aquatic plants included Chara sp., Ludwegia sp., and Utricularia sp. (Bladderwort). The saturated area below the pond was populated by a lush groundcover of Eleocharis sp., and overstory of Ludwegia octovalvis (Water-Primrose). All dominant species mentioned above in both wetland areas are obligate or facultative wetland plants.

3) **Wetland Soils** criteria is met at both the ponded site and the saturated site. Ponded sites are exempt from the soils test, and the soil samples taken at the saturated site register a hue, shade, and chroma of 10YR 3/1 according to the Munsell Soil Color Charts. A chroma of 1 qualifies this soil as hydric.



City of Austin

Founded by Congress, Republic of Texas, 1839
Watershed Protection and Development Review Department
P.O. Box 1088, Austin, Texas 78767

July 17, 2006

South River City Citizens (SRCC)
Austin, Texas

Subject: Wetland Assessment at 2100 Parker Lane

Dear SRCC:

As requested, I am providing you my environmental assessment of an existing pond, located on a tract of land at the southwest corner of Windoak and Parker Lane, Austin, Texas. I was invited by the landowner (Michael Hamilton) to assess the pond to determine if it meets the criteria as a critical environmental feature (CEF), per City of Austin Land Development Code. As you will read, the pond is a CEF and may be protected or enhanced during as part of the development permit. I am copying the original email below:

From: Lyday, Mike
Sent: Tuesday, October 11, 2005 6:05 PM
To: michael@midcityhomes.com
Cc: Peacock, Ed; Hiers, Scott
Subject: Parker Lane and Windoak Pond Assessment, Presubmittal

Michael,

Thank you for the opportunity to comment on the City of Austin regulatory status of your pond during the early planning stages of a possible development on the above referenced tract. Scott Hiers and I investigated the pond today for the presence of critical environmental features (CEFs), including springs and wetlands. Scott concluded that the source of the water feeding the pond may or may not be a spring source, but either way the spring is located more than 150' from your property line. 150' is the standard setback for a CEF; therefore, your property would not be subject to any part of a spring CEF setback, even if one were located further up the watershed.

I identified a small fringe wetland along the shoreline of the pond, near the dam and outfall structure. Although small, this wetland indicates long-term saturation and evidence that the pond is providing a valuable water quality service to the Harper's Branch watershed (similar to a constructed water quality pond). Any area that is permanently ponded automatically meets two of the Army Corps technical criteria for a wetland: wetland hydrology and hydric soils can be assumed in a ponded environment. The only other criteria is the dominance by wetland vegetation. One 2' X 12' fringe area of the pond, near the outfall, is dominated by Obligate and/or Facultative-Wet vegetation including Water Primrose (*Ludwigia octovalvis*), Marsh Aster (*Aster subulatus*), and Flatsedge (*Cyperus* sp.). Constructed, isolated ponds like this one, are not regulated by the Army Corps, but are regulated as wetland CEFs by the City of Austin when meeting the technical wetland criteria.

If this case comes through the City's development review process, I will recommend a continuous setback of 50' from the normal high water mark of the pond (the outfall's elevation). This is the standard setback given to isolated ponds unless additional setback can be added to the stream feeding the pond. In your case, the stream feeding the pond is off

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



City of Austin

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Watershed Protection and Development Review Department
P.O. Box 1088, Austin, Texas 78767

your property. Since the significant wetland area is so small, some setback flexibility could be considered: for example an average 50' setback, never to be less than 35'. In general, the natural character, water quality function, and wildlife value of the pond will be preserved best coupled with the best tree and native ground cover protection around the pond. In addition, since the pond is man-made, City rules allow it to be modified into a water quality wet pond or wet detention pond to fulfill City water quality and/or flood control requirements. If this is requested, enhancement of wetlands by creation of wetland benches may be required and freeboard may be necessary to provide adequate storage for flood detention.

If you have any questions, or require additional information, please feel free to contact me email or call me at 974-2956.

Mike Lyday
Senior Environmental Scientist
Watershed Protection and Development Review Department

SRCC, I hope this letter provides you with the information you needed for your neighborhood planning process. If you have any questions or require additional information, please call me at 974-2956.

Sincerely,

Mike Lyday
Senior Environmental Scientist
Watershed Protection and Development Review Department

C: Ed Peacock
Melissa Schardt (COA Neighborhood Planning)

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Reasonable modifications and equal access to communications will be provided upon request.*

Appendix D

ADDITIONAL INFORMATION ABOUT THE NEIGHBORHOOD PLAN CONTACT TEAM (NPCT)

Background

In May 1997, the City Council adopted the neighborhood planning process, followed by the neighborhood plan amendment process in March of 2003. The neighborhood plan amendment ordinance states that prior to submittal of the neighborhood plan to City Council, a neighborhood plan contact team shall be established.

What is a Neighborhood Plan Contact Team (NPCT)?

A Neighborhood Planning Contact Team is a group of individuals that upholds the vision and goals of their neighborhood plan and is the steward of the plan's recommendations. The NPCT has been designated as the group that will officially respond to plan amendment requests in addition to having some authority to determine when plan amendment applications may be filed.

How is the Neighborhood Planning Contact Team structured?

Members of the NPCT can choose how to structure their Team. Two ways NPCTs have been organized in the past are:

1) *Area-wide Structure*

NPCT membership shall be open to anyone who lives, owns property or operates a business within the boundaries of the neighborhood planning area or,

2) *District Structure*

The neighborhood planning area can be divided into various districts that cover the entire geographic planning area. Within each district, a contact team member can be selected to sit on the Contact Team.

What are the Roles and Responsibilities of a Neighborhood Plan Contact Team?

The NPCT will act as a steward of their neighborhood plan by:

1) *Working towards the implementation of the plan's recommendations*

Once the neighborhood plan is adopted by the City Council, the NPCT is responsible for monitoring and prioritizing the plan's recommendations and communicating with implementing departments.

It will have departmental contact information at its disposal in addition to any details related to specific plan recommendations provided by these contacts during the department review process.

2) *Taking a position on proposed neighborhood plan amendments*

The NPCT will be asked to attend periodic meetings organized by neighborhood planning staff to hear about proposed neighborhood plan amendments. The Team is then responsible for submitting a letter to staff prior to the Planning Commission public hearing stating whether they support or do not support the proposed plan amendment.

3) *Initiating plan amendments*

The NPCT has the ability to submit an application to amend a neighborhood plan at any time. The team can also submit an application on behalf of another person who wishes to apply for an amendment out of cycle for a project that would further the goals of the neighborhood plan.

Neighborhood Planning Contact Team Criteria

The neighborhood plan amendment ordinance states that the NPCT shall include at least one representative from each of the following four groups:

- Property owners
- Non-property owner residents (i.e. renters)
- Business owners
- Neighborhood associations

Once the NPCT is established, bylaws shall be prepared to address operating procedures for the group, including membership, meetings, notice requirements, decision-making and voting procedures, and conflict of interest issues. Bylaws are self-enforced. Bylaws shall be signed by all NPCT members and submitted to neighborhood planning staff to review for consistency with the ordinance.

Additional Information

The NPCT incurs no liability but makes recommendations to the Planning Commission and the City Council; it does not make legally enforceable decisions. As noted above, a NPCT has certain rights to initiate plan amendment cases; however, there are no liability issues with respect to such an action.

In the event that the persons involved in the creation of a neighborhood plan are unable, or do not wish, to form a NPCT, the status quo will be maintained (i.e. individuals and neighborhood associations will represent their interests and positions when plan amendment cases arise). The rights granted to a NPCT will not be granted to individual neighborhood associations.

The NPCT is not intended to replace existing neighborhood associations. How this group fits in with the existing neighborhood association structure is up to the individuals within the area.

Appendix E

STRENGTHS, OPPORTUNITIES AND CHALLENGES – SUMMARY OF RESULTS FROM WORKSHOP ONE

- **Strengths**

Single family neighborhoods
PUD north of Riverside – Summer, Alexis, Whitney
Proximity, location, access – downtown, schools, airport
Proximity but still have a feeling of seclusion in the single family neighborhoods
Woodlands – continued preservation
Golf course
Locally owned businesses
High-tech employers
Transit
Views
Trees throughout neighborhoods
ACC, library
Affordable housing

- **Opportunities**

Preserve Single-Family neighborhoods
Parks – enhance existing, link together, connect to Town Lake trail, also add pocket parks
Improved standards for multi-family both for design and maintenance
Code enforcement
Trails – connecting Town Lake trail (near Riverside); better trail connections throughout area – possibility of creating trails near creeks; hike and bike trails throughout Colorado River Park
Preserve creeks and springs
Riverside Drive as a redevelopment opportunity (gateway to the city) – village style, mixed use, more neighborhood-serving businesses
Streetscape improvements particularly on Oltorf, Riverside, Pleasant Valley –
Trees, shrubs, medians
Provide more owner-occupied housing
Vacant properties
More neighborhood-serving businesses – pharmacy, small grocery stores, small bank

Ben White – improve appearance – gateway to city
Opportunities for new condos along Lakeshore Blvd
Bike lanes along Parker and/or Burton and any other way to connect to the trail
Old movie theatre site on Pleasant Valley

- **Challenges**

Riverside – visual blight, sea of parking, poor gateway to the city
Signage on Riverside and Oltorf
Poor quality multi-family
Too much multi-family
Corridors are backed up
Burleson as cut-through
Southern part of Parker Lane – row of poorly maintained duplexes
Mission Hill
To increase owner-occupancy
Improve bike and pedestrian infrastructure
Lack of parks
Public safety, crime

Appendix F

FINAL SURVEY RESULTS

Total Survey Replies: 122

What should the Neighborhood Planning Area be named?

The East Riverside/Oltorf Neighborhood Plan	47.5%
The River Park Neighborhood Plan	20.5%
The Riverside/Oltorf Neighborhood Plan	19.7%
The Colorado River Park Neighborhood Plan	6.6%

What do you think are the most important issues in the combined East Riverside/Oltorf Neighborhood Planning Area?

1	Preserve the natural character of and access to the Town Lake Waterfront.	60.7%
2	Encourage pedestrian and bike friendly neighborhoods.	57.4%
3	Improve the appearance of retail corridors and preserve downtown views.	56.6%
4	Preserve and enhance the character of existing residential neighborhoods.	54.1%
5	Identify and protect all critical environmental features.	45.1%
6	Eliminate the gaps in the Town Lake hike and bike trail system.	41.0%
7	Protect creek areas from development.	39.3%
8	Create lively, inviting, attractive and safe commercial and office street environments.	38.5%
8	Preserve, maintain and enhance existing parks.	38.5%
10	Create opportunities for small neighborhood parks.	36.1%
11	Maintain and improve the appearance of creek areas and the water quality of creeks.	35.2%
12	Eliminate traffic hazards and improve the efficiency of the transportation network.	32.0%
13	Improve access to and awareness of existing parks, trails and open space.	31.1%
14	Facilitate and promote better code enforcement.	27.9%
15	Support and enhance public transportation.	26.2%
16	Preserve the 18-hole Riverside Golf Course as a golf course.	25.4%
16	Promote options for owner-occupied housing.	25.4%
18	Minimize the negative effects between different land uses and differing intensity of use.	24.6%
19	Encourage urban design tools for single-family neighborhoods that preserve, complement and enhance existing characteristics.	23.8%
20	Improve connectivity for non-automobile traffic across major roadways.	23.0%
20	Make street changes so that vehicular traffic has less impact on local neighborhoods.	23.0%
22	Promote multifamily designs that relate well to the surrounding environment, have a variety of building forms, have a thoughtful parking scheme, provide public open	22.1%

East Riverside/Oltorf Combined Neighborhood Plan

	space and include a variety of appropriate landscape options.	
23	Expand public notification for proposed development/zoning changes.	20.5%
24	Establish a trail system along Country Club Creek.	18.9%
25	Promote the redevelopment of under-utilized properties.	18.0%
26	Promote mixed-use development in appropriate locations	15.6%
27	Ensure communication between the City and the public when implementing future roadway extensions.	14.8%
28	Create convenient and accessible parking areas that do not dominate the environment.	12.3%
28	Offer diverse housing types to serve all community needs.	12.3%
30	Offer a balance of land use/zoning opportunities for both commercial and office development.	7.4%

Rate your level of support for the plan based on how well the items/issues listed above represent your concerns:

Generally Supportive	46.7%
Full Support	26.2%
Generally Unsupportive	10.7%
No Support	0.0%

How did you participate in the neighborhood planning process?

Survey	61.5%
I was not involved	27.9%
Neighborhood planning meeting(s)	24.6%
Neighborhood Association plan discussions	13.9%
Workshop(s)	13.9%
Correspondence with staff	11.5%

How did you hear about the upcoming meetings?

Letters	64.8%
E-mail	23.8%
Word of mouth	14.8%
I have never heard about any meetings	11.5%
City websites	4.9%
Postcards	4.9%
Other	4.9%
Phone calls	4.1%
Door-to-door	0.0%

In the East Riverside/Oltorf Neighborhood Planning Area, I am a...

Homeowner	54.9%
Renter	29.5%
Non-resident property owner	9.8%
Business owner	6.6%
Other	5.7%

Appendix G

NEIGHBORHOOD HOUSING AND COMMUNITY DEVELOPMENT HOUSING AFFORDABILITY IMPACT STATEMENT (AIS)



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: July 28, 2006

To: Greg Guernsey, Director
Neighborhood Planning and Zoning Department

From: Paul Hilgers, Director
Neighborhood Housing and Community Development

Subject: Affordability Impact Statement – East Riverside/Oltorf Neighborhood Plan

The Neighborhood Housing and Community Development Office finds that the Planning Commission's recommendations for adoption of the proposed East Riverside/Oltorf Neighborhood Plan could have a positive impact on housing affordability. The Neighborhood Planning Team's recommendations could have a positive impact on many sites in the Community preservation Zone, but create impediments on all but one-site located south of East Riverside Drive.

Community Preservation and Revitalization Zone

The Planning Commission recommends that the proposed East Riverside/Oltorf Neighborhood Plan include language supporting the housing affordability goals of the Community Preservation and Revitalization (CP&R) zone. A portion of the East Riverside Planning Area north of East Riverside Drive lies within the CP&R Zone created by the City Council on April 28, 2005 (Resolution 20050428-043). The Council established the CP&R Zone and related housing affordability goals for both housing development and mixed-use development to mitigate gentrification pressures in certain neighborhoods located east of IH 35. Specifically, the City Council directed City staff to identify strategies for creating housing for families at or below 65% Median Family Income (MFI) (\$46,200 for a family of four).

Applicants for zoning changes in the CP&R Zone can choose to build exclusively market rate housing or could voluntarily participate in S.M.A.R.T. Housing™ and provide some homeownership or rental opportunities for 80% MFI households. None of the applicants with pending zoning requests in the CP&R portion of the Riverside Plan have agreed to participate in S.M.A.R.T. Housing™. The net result is that only market rate housing would be constructed in this area that faces gentrification pressures identified previously identified by the City Council. The Planning Commission's recommendation encourages applicants seeking additional entitlements to consider housing affordability goals within the CP&R Zone. The Planning Team's recommendations identifies specific sites within the CP&R Zone where affordability is encouraged.

Homeownership

NHCD supports the neighborhood's goal for more homeownership opportunities in the planning area. It is important to note that only one S.M.A.R.T. Housing™ zoning application to create additional homeownership opportunities in the East Riverside/Oltorf Planning Area is pending. The applicant reports that some neighborhood stakeholders have told him that they will oppose his zoning change request to create homeownership if he develops under the S.M.A.R.T. Housing™ Policy, but will support the same zoning change request if he withdraws his S.M.A.R.T. Housing™ application. Other neighborhood stakeholders, in a meeting with NHCD, have expressed support for S.M.A.R.T. Housing™ on this property.

Recommendations:

1. NHCD supports the Planning Commission recommendations for rezoning of existing multi-family development on commercially zoned lots to the appropriate MF or MU zoning category as recommended by Neighborhood Planning and Zoning Department staff. This is a policy we have consistently supported in other neighborhood plans for the policy reduces the likelihood that affordable rental housing stock could be lost if a building suffered severe damage.
2. NHCD supports the Planning Commission recommendation linking residential development entitlements to the City's housing affordability goals established by the City Council for the Community Preservation and Revitalization Zone. Adoption of this recommendation in the East Riverside Plan would mitigate the potential impacts of intensifying gentrification pressures in the Community Preservation and Revitalization Zone. NHCD staff hopes to continue dialogue with CP&R Zone applicants and neighborhood stakeholders prior to City Council action on the proposed neighborhood plan.

3. Given the significant number of rental units in this planning units and the age of this housing stock, there are significant redevelopment or remodeling opportunities to create homeownership and rental housing opportunities for housing that is both safe and affordable.

Given the challenges created by the sloping lots and expansive soils in this planning area, NHCD supports the Planning Commission recommendation that the East Riverside/Oltorf Neighborhood Plan contain language similar to the North Hyde Park Neighborhood Plan where existing multi-family could be replaced by new multi-family of the same height and number of units. The proposed affordability goal would be that 10% of the homeownership or rental units serve households at 65% Median Family Income for fifteen (15) years. This could support the planning team's goal of increasing opportunities for homeownership while not increasing the amount of multi-family housing and the City's goal to expand S.M.A.R.T. Housing™ opportunities throughout the city.

The Neighborhood Planning Team's recommendation mirrors the North Hyde Park standards on many sites north of East Riverside Drive, but only one site south of East Riverside Drive.

If the Planning Commission's proposed language were not adopted, the Neighborhood Planning Team's proposal and associated zoning changes would create significant impediments to future S.M.A.R.T. Housing™ development since many of the existing multi-family housing could not be replaced except with market-rate housing.

In summary, the Planning Commission has recommended several of the elements of the East Riverside/Oltorf Neighborhood Plan that could have a positive impact on housing affordability. The Neighborhood Planning Team's recommendations would provide fewer opportunities for S.M.A.R.T. Housing™ redevelopment than the Planning Commission's recommendations, and these opportunities would generally be limited in the portion of the planning area located south of East Riverside Drive.

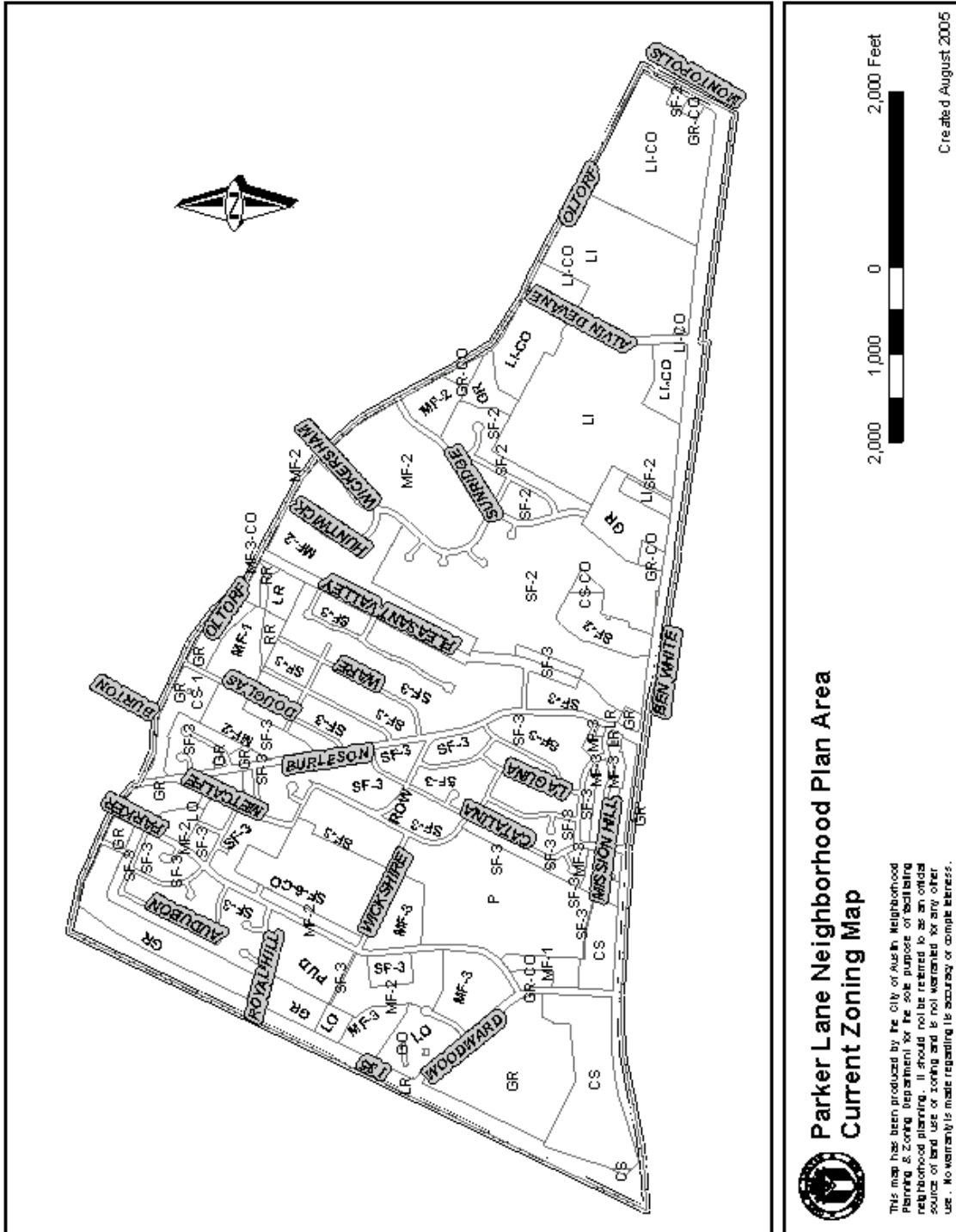
Please contact Gina Copic at (512) 974-3180 if you need additional information.

Paul Hilgers, Community Development Officer
Neighborhood Housing and Community Development

cc: Gina Copic, NHCD
Greg Guernsey, NPZD
Adam Smith, NPZD

Appendix H

CURRENT ZONING MAPS



Appendix I

EAST RIVERSIDE/OLTORF INTEREST LIST

James Adcock	Margot Carpenter	Paul Eighmey
Ron Aitken	Neish Carroll	Jennifer & Jonathan Ellis
Susan Alexander	Marge Carson	Sam Ellison
Michele Rogerson Allen	T. Carvajal	Paul Enk
Susana Almanza	Bill Cassis	Bill Fagelson
Barbara Alpi	Christopher Cavello	Bob Falstad
Nina Alvarez	Kevin Chamness	Alex Favata
Delma Alvarez	Rick Chapa	Ben Ferrell
Mohsen Anami	Benny Chen	Tony Flanagan
Cynthia Anderson	Danette Chimenti	Henry Flores
Lilian Arrington	Tony Ciccone	Robert Flores
Lorraine Atherton	Dawn Cizmar	Marsh Floyd
Thomas Athey	Steve Clark	Mike Ford
June & Henry Ault	Teddie Cline	William Forest
Kathy Avalos	Charlotte Clopton	Christine Stephens
Barbara Aybar	Christie Cochren	Barb Fox
W. Gaines Bagby	Connie Colten	Terry Franz
Brad Baker	Woodland II Condos	Dan Fredine
Peter Barlin	W.T. Connelly	Steve Frost
Steve Barney	Paul Cook	Patricia Gabella
Mike Barrero	Nancy Costa	Margaret Garcia
David Bean	Art Coy	Alicia Garza
Annick Beaudet	James Crockett	Maryam Gharbi
Erik Beguin	Cecilia Crossley	Mike Gharbi
H.C. Bell	Ed Cullen	Karen Gibson
Jim Bennett	S. Davidson	Henry Gilmore
Rodney Bennett	Peggy & Eddie Dean	Peter Glass
Lionel and Venus Bess	Eunice Diaz	Lucia Godoy
Donilyn Bishop	Gricelda Diaz	Monty Goff
Molly Blevins	Karin Dicks	Gayle Goff
Carol Bosselman	Julia and Charles W. Jr Diggs	Greta Goldberg
Carl Braun	Lorilee Dodson	James Gomez
Vaughn Brock	John Donisi	Norma Gomez
Cathy Brown	Joyce Donnelly	Antonio & Syndie Gonzales
Sheila Brutoco Young	Tim W. Dore, Esq.	Mattie Gonzalez
Josh Bushner	Irene Drury	Cecil & Margaret Goodwin
David Butschy	Joe Duncan	John Graham
Janie Bynum	Tyra Duncan-Hall	Philip Gramberg
Carlos Caello	Mike Dunn	Shannon Greenan
Tino Calderon	Steve Durhman	John Greenman
Bradley and Irene Carpenter	Robert Edwards	Bill Greif
Alison Carpenter	Mary Eichner	Pat Grigadean

EAST RIVERSIDE/OLTORF INTEREST CONTINUED

Chris Grigassy	John Lacaria	James Ryan
Wayne Gronquist	Frank Ladd	Pamela McGooby
Sophie Gronquist	Robert Laguna	Patrice McGraw
Luis Guevara	Linda Land	Margaret McInroe
Gordon Gunn	Lesley Landrt	Scott McIntosh
Thomas Gunther	Amy Langenkamp	Joe McIntyre
Connie Hagar	Len Layne	Maynard McMahan
R. Stephen Harnsberger	Gil Leal	Charles Medlock
Susan Harris	Judith Lehman	Arlene Metcalfe
Margaret Harrison	James Lindsay	Pam and John Mitchell
Alison Hart	Daniel Llanes	Joshua Mitchell
Roland C. Hayes	Jan Long	Rafik Momin
Jason Hercules	Amelia Lopez-Phelps	Phil Moncada
Tina Hergotz	Sam Lujan	Al Montoya
Curt & Carol Hirsh	Bennett M.H.	Michael Moran
Kathleen & Toni House	Paul Mac Namara	Luis Moreno
Jeff Howard	Victor Madera	Christine Morgan
Keith Husbands	David Mahn	Patrick Morgan
Diane Huska	Tim Mahoney	Tom Mulaux
M. Angela Ingram	Mark Major	Bill Mullane
Keith Jackson	Terri Major	Peter Murray
Bill Jackson	Chris Maldonado	Harold B. Myers
William Jackson	Hope Malkan	Laura Najera
Steven Jackson	Stephanie Mankins	Perry Nite
Garrett Jamison	Karen Marks	Paul Nolte
David Jiles	Elisa Marrone	Shirley Norwood
Allen Johnson	Floyd Marsh	David Oelrich
Brad Joiner	Eric Marsh	Shannon Oelrich
Jud Jones	Ken Marshall	Steve Ogle
John M. Joseph Sr.	Misty Martin	Artoush Ohanian
Kimberley Juarez	Sergio Martin	Robert Olney
Jay Kaplan	Retta Martin	MJ Osgood
Kris Kasper	Cruz Martinez	Jeff Pace
Bryan Kastleman	Jon & Rita Mason	Tim Packard
Kristopher M. Kelley	Marie Masters	Sung Park
Jane Kellogg	Jean Mather	Linda Paulson
Randy Kemper	Patricia Matthews	Jan Perals
Patricia Paloma Kennedy	Fletcher Mattox	Eric Peterson
Gregg Kestranek	Mike May	Mac Pike
Ragheb Khazem	Percy & Dean Maynard	Gordon Placette
Haidar Khazen	David McClinton	Leon Poteet
Mike Killebrew	Ray McDermett	Alex Power
B.C. Kim	Thad McDonald	Don Powers
Bryan King	J. McFeeley	Judy Price
Fred Krebs	Shannon McGee	Shawn Price
Steven Kreytak		Richard Pruitt

EAST RIVERSIDE/OLTORF INTEREST LIST COTINUED

Cherry Rains	Brenda Shunn	Tim Trentham
Patrick Ramirez	Lor Siegel	Mary Trimble
Dick Rathgeber	Jan Six	Hali Ummel
Lee Reznicek	David Smith	Mike Valescu
Sandy Rice	Bryan Smith	Barbara Emily Van Niel
Michael Ritchie	Robin Smith	Ronald Vasey
Paul Robbins	Phillip South	J. Luis Vasquez
Bruce Rodenborn	Dwayne Stewart	Charles Vernon
Eddie Rodriguez	Don Stewart	Ed Wade
Randall Roessler	Leigh Stillson	Tom Wakely
Lisa Rogers	Mark Stone	Patricia Wallace
Jim Rose	Kenneth Strahan	Linda Watkins
Gayle Rosenthal	John Stratton	Doc Watson
Corinne Borde	Jason Stuart	Greg Watson
Marilil Rychlik	Jesse Sublett	Azam Waugh
Max Rychlik	Lyn Sullivan	Stan Weber
William Sanson	Gay & Mike Sullivan	Traci Wernli
Nimmi Sarda	Larry Sunderland	Sage White
Daniel Sartellana	Jane Sward	Rick Whitley
Diana Saunders	Henry Tang	Kyle Wilkie
Jim Schaffrath	Abigail Tapia	Marilyn Willhoite
Eric Schiedler	Jackie Taylor	Phil Williams
John Schuler	Jeff Taylor	Larry Willoughby
Mickey Scott	Jim Temple	Marcella Wilson
Denise Seal	Phyllis Tennie	Patricia Wilson
Jeff Sewell	Andy Tewell	Lochen & Steve Wood
Stuart Shapiro	Pam Thompson	Lori & Steven Wood
Carolyn Sharkey	Michele Thorley	David & Dena Woolsey
Sara Sharkey	Ron Thrower	Peter and Pearl Wu
Margaret Shaw	Garrett Timmins	Malcolm Yeatts
Patrick Shelton	Mark Tirpak	Janice Zett
Alan Sherman	Rick Torres	Kyle Zumberge
Gay Shrader	Margaret & Peg Treadwell	

Appendix J

GLOSSARY OF TERMS

Base District: A zoning district that establishes regulations governing land use and site development in a specific geographic area. Regulations may include:

- A minimum lot size
- A minimum lot width
- Maximum impervious coverage
- Maximum height allowances
- Required setbacks

Buffer or Buffer Strip: Landscaped areas, open spaces, fences, walls, berms, or any combination of these, used to physically separate or screen one land use or piece of property from another. Buffers are often used to block light or noise.

Built Environment: The urban environment consisting of buildings, roads, fixtures, parks, and all other improvements that form the physical [character](#) of a city.

Capital Improvement Program (CIP): A community's plan for matching the cost of large-scale improvements—such as fixing roads, water and sewer mains—to anticipated revenues, such as taxes and bonds.

Character: The image and perception of a community as defined by its built environment, landscaping, natural features and open space, types and style of housing, and number and size of roads and sidewalks.

Combining District: A zoning designation, similar to a zoning overlay, that is used to apply additional regulations and restrictions in combination with existing zoning regulations for a geographic area such as a neighborhood. It is adopted by an ordinance passed by the City Council. Combining and overlay districts are designed to achieve special goals such as downtown design, economic redevelopment, and parkland protection. See [Neighborhood Plan Combining District](#)

Compatibility Standards: Development regulations established to minimize the effects of commercial, industrial, or intense residential development on nearby residential property. These standards usually include:

- Regulation of building height
- Minimum and maximum building setbacks
- Buffers

- Building design
- Controls to limit the impact of lighting on adjacent properties

Conditional Overlay: A zoning tool that modifies land use and development regulations to address specific circumstances presented by a particular geographic area or site. It usually imposes further requirements in addition to those required by the [base district](#). A conditional overlay is a restrictive tool in that it can prohibit, or make conditional, specific uses, but it cannot add uses.

A conditional overlay may be combined with any base zoning district to:

- Promote compatibility between competing or potentially incompatible uses
- Ease the transition from one [base district](#) to another
- Address special concerns with specific land uses
- Guide development in unique circumstances

A conditional overlay may:

- Prohibit permitted, conditional, and accessory uses otherwise allowed in a **base district**
- Make a permitted use a conditional one
- Decrease the density that may be constructed
- Decrease building heights
- Increase minimum [setback](#) requirements
- Decrease the maximum [impervious cover](#)
- Restrict access to adjacent roads and require specific design features to minimize the effects of traffic

Density: The number of dwelling units (houses, apartments, townhouses, duplexes, etc.), or buildings per unit of land. In Neighborhood Planning, this is often expressed as dwelling units per acre or du/ac.

Downzone: To change the land use of a tract or parcel of land from a greater to less intense usage. An example would be a change in zoning from Light Industrial (LI) to Commercial Services (CS) or Mixed Use (MU). See [Zoning](#) for a more complete description of different zoning districts.

Façade: The exterior walls of a building that can be seen by the public.

Flood Zone—100 year: The land along a creek, dry wash, river, lake, seaside, swamp, bay, estuary, or in a low lying area or depression that has a one in one hundred chance of flooding every year.

Floor Area Ratio (FAR): The total floor area of all buildings or structures on a lot divided by the total area of the lot. FAR is a measure often used to determine the intensity of land use for a zoning district.

$$\text{FAR} = \frac{\text{Total Building Floor Area}}{\text{Total Lot Area}}$$
$$\text{FAR of 0.2} = \frac{2000 \text{ SF (building size)}}{10,000 \text{ SF lot size}}$$

Future Land Use Map (FLUM): The graphical representation of recommendations for future growth patterns in an area. It depicts where different types of development should occur (e.g. parks, schools, houses, offices) by color.

Impervious Cover: Anything that stops rainwater from soaking into the ground, including roads, sidewalks, driveways, parking lots, swimming pools, and buildings.

Infill Development: A type of development occurring in established areas of the city. Infill can occur on long-time vacant lots or on pieces of land with dilapidated buildings, or can involve changing the land use of a property from a less to a more intensive one—i.e. from a parking lot to an office building.

Land Development Code (LDC): Rules, regulations, and ordinances that govern how and where certain types of development may occur.

Land Use: The manner in which a parcel of land is used or occupied.

Mixed Use (MU): A type of development that combines residential, commercial, and/or office uses, within a commercial or office zoning district, into one development or building. For example, a mixed-use building could have several floors. On the bottom floor, the space could be dedicated to retail or offices. The remaining two or three floors could be for apartments or condominiums. A *Mixed Use Combining District* allows residential, commercial, retail, and office uses to be combined in a single development.

Under the Smart Growth Infill Ordinance passed in the Spring of 2000, two types of Mixed Use development are now possible in those neighborhoods with adopted neighborhood plans that include these uses as part of their plans:

- Neighborhood Urban Center allows a variety of residential types (condos, apartments, townhouses) and commercial, office, and retail uses clustered together in a development of less than forty acres.
- A Neighborhood Mixed Use Building allows residential uses above ground floor commercial uses.

Multifamily: A building that is designed to house more than one family. Examples would be a four-plex, condominiums, or apartment building.

Neighborhood Plan Combining District: This is a combining district that includes the zoning recommendations in an adopted neighborhood plan. See [Combining District](#).

Neighborhood Design Guidelines: Guidelines developed during the neighborhood planning process that serve as recommendations as to how future residential, commercial, and industrial development should be constructed to be more compatible and better blend into an existing neighborhood.

Neighborhood Planning: A two-phase process by which members of the community develop plans to manage future development in their neighborhoods. The first phase of the process involves establishing goals and objectives and the actions required to address neighborhood issues.

The second phase implements the land use and zoning changes recommended in the neighborhood plan in the form of a [Neighborhood Plan Combining District](#).

Nonconforming Use: The use of any land, building or structure that does not conform with current zoning regulations, but was lawful or not required to comply with zoning regulations at the time a zoning district was established. They may be permitted to continue or be given time to come into compliance with the existing zoning ordinance. In addition, specific code requirements address the ability to make major substantial changes to structures designated as nonconforming uses. This is also known as a *Grandfathered Use*.

Open Space: An area set aside or reserved for public or private use with very few improvements. Types of open space include:

- Golf Courses
- Agricultural Land
- Parks
- Greenbelts
- Nature Preserves

In many cases, land designated as open space lies within the 100-year **flood zone**, has sensitive environmental features such as wetlands or aquifer recharge features such as caves and fault lines, or has unstable slopes.

Overlay: A set of zoning requirements that is applied to an area that may place further development restrictions on a zoning district. Development in an overlay district must conform to the base district as well as the overlay zoning requirements.

Pedestrian-Scaled: Development designed so a person can comfortably walk from one location to another, encourages strolling, window-shopping, and other pedestrian activities, provides a mix of commercial and civic uses (offices, a mix of different retail types, libraries and other government and social service outlets), and provides visually interesting and useful details such as:

- Public clocks
- Benches
- Public art such as murals and sculptures
- Shade structures such as canopies and covered walkways
- Decorative water fountains
- Drinking fountains
- Textured pavement such as bricks or cobblestones
- Shade trees
- Interesting light poles
- Trash bins
- Transit system maps
- Covered transit stops
- Street-level retail with storefront windows.

Planning: The process of setting development goals and policy, gathering and evaluating information, and developing alternatives for future actions based on the evaluation of the information.

Redevelopment: The conversion of a building or project from an old use to a new one. Examples are the conversions of old warehouses to bars or coffee shops or converting an old industrial complex into a shopping center like the Quarry Market in San Antonio. It is also known as *Adaptive Reuse*.

Rezone: To change the zoning classification of particular lots or parcels of land.

Setbacks: The minimum distance between the building and any lot line.

Small Lot Amnesty: The ability of a property owner to request a building permit without submitting a subdivision application to construct a single family home that will have sixty-five percent impervious cover on a 2,500 square foot lot. Small lot amnesty is applied when the lot in question is neither a legal nor a grandfathered lot and does not meet the current minimum standards of the base zoning district where it is located. Small lot amnesty is limited to areas with adopted neighborhood plans where it is permitted by the plan.

Streetscape: The space between the buildings on either side of a street that defines its [character](#). The elements of a streetscape include:

East Riverside/Oltorf Combined Neighborhood Plan

- Building Frontage/Facade
- Landscaping (trees, yards, bushes, plantings, etc.)
- Sidewalks
- Street Paving
- Street Furniture (benches, kiosks, trash receptacles, fountains, etc)
- Signs
- Awnings
- Street Lighting

Urban Home: A substandard or nonconforming lot of 3,500 sq. ft. or larger. An urban home is required for a substandard corner lot. It is permitted only in areas with adopted neighborhood plans that specifically permit them. To build a house on a lot this size outside of an adopted neighborhood plan area requires a variance.

Watershed: A relatively large area of land that drains water into a river, creek or into an aquifer (an underground reservoir or lake). In Central Texas, water draining into an aquifer usually flows into recharge features such as caves or fractures in the ground.

Zoning: The method used by cities to promote the compatibility of land uses by dividing tracts of land within the city into different districts or zones. Zoning ensures that a factory is not located in the middle of a residential neighborhood or that a bar is not located next to an elementary school.

Appendix K

PLAN ADOPTION ORDINANCE

ORDINANCE NO. 20061116-055

**AN ORDINANCE AMENDING THE AUSTIN TOMORROW
COMPREHENSIVE PLAN BY ADOPTING THE EAST RIVERSIDE/OLTORF
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 October, 2003, an initial survey was distributed to residents in the neighborhood planning area, and subsequent meetings were held with the City of Austin Neighborhood planning staff and homeowners, renters, business owners, non-profit organizations and non-resident property owners to prepare a neighborhood plan The East Riverside/Oltorf 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 East Riverside/Oltorf Combined Neighborhood Plan 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, and

- (6) community-wide meetings
- (D) The East Riverside/Oltorf Combined Neighborhood Plan recommends action by the neighborhood planning team, the City, and by other agencies to preserve and improve the neighborhood. The East Riverside/Oltorf Combined Neighborhood Plan has thirteen major goals:
- (1) Preserve and enhance the character of existing residential neighborhoods
 - (2) Increase home ownership opportunities that are compatible with surrounding properties
 - (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
 - (4) Encourage a balanced mix of residential, civic, commercial, office and other land uses without adversely affecting adjacent residential neighborhoods
 - (5) Enhance the transportation network to allow residents and visitors to get around safely and efficiently by foot, bicycle, automobile, and public transit
 - (6) Protect and enhance the Town Lake Waterfront as well as creek areas and other natural amenities
 - (7) Preserve and enhance existing parks, the 18-hole Riverside Golf Course and other open spaces and create opportunities for additional public open space
 - (8) Provide affordable housing opportunities through redevelopment of existing multifamily developments
 - (9) Create interesting, lively, inviting, attractive, safe and comfortable non-residential environments that will encourage walking, biking and transit use and be appealing to passing motorists
 - (10) Create convenient and accessible parking areas that do not dominate the environment and provide safe interaction between vehicles and pedestrians
 - (11) Encourage urban design strategies for single-family neighborhoods that preserve, complement and enhance existing character

- (12) Promote multifamily structures that relate well to the surrounding environment, utilize a variety of building forms, have a thoughtful parking scheme, provide public open space and include a variety of appropriate landscape options
- (13) Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area
- (E) The East Riverside/Oltorf Combined Neighborhood Plan goals are further described in the Land Use, Urban Design, Transportation, and Parks, Trails, Open Space and the Natural Environment sections of the Plan
- (F) On June 13, 2006, the Planning Commission held a public hearing on the East Riverside/Oltorf Combined Neighborhood Plan, and recommended adoption of the plan by the City Council
- (G) The East Riverside/Oltorf Combined Neighborhood Plan is appropriate for adoption as an element of the Austin Tomorrow Comprehensive Plan. The East Riverside/Oltorf Combined Neighborhood Plan furthers the City Council's goal of achieving appropriate, compatible development within the area. The East Riverside/Oltorf 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 East Riverside/Oltorf Combined Neighborhood Plan as Section 5-21 of the Comprehensive Plan as set forth in Exhibit A, and the Future Land Use Map as set forth in Exhibit B, and which are incorporated as part of this ordinance, save and except the following properties
 - (1) Tract 203 2600, 2600 ½ South Pleasant Valley Road
 - Tract 222 4600, 4604 East Ben White Boulevard,
 - Tract 37 2109 – 2237 East Riverside Drive, 1700-1702 Willow Creek Drive,
 - Tract 39 1701, 1703, 1705, 1707, 1709, 1711, 1713 Burton Drive,
 - Tract 41 2017 East Riverside Drive,
 - Tract 43 2003 – 2023 East Riverside Drive, 1407 ½ Royal Crest Drive,
 - Tract 43A 2001 East Riverside Drive
 - Tract 44 2003 East Riverside Drive,
 - Tract 45 1801 – 1919 East Riverside Drive,

Tract 45A 1805 – 1909 East Riverside Drive,
 Tract 45B 1905 East Riverside Drive,
 Tract 46 1605 East Riverside Drive,
 Tract 47 1005, 1007 Summit Street,
 Tract 49 1301 South IH-35 Service Road Northbound (Lot
 3-A and Lot 12, Bellvue Park), and
 Tract 50 1301 South IH-35 Service Road Northbound (0.2
 acre out of Lot 3-A and Lot 12, Bellvue Park)

(2) Tracts listed in Attachment A-1, Tract 9 (1708, 1712, and 1720
 South Lakeshore Boulevard), and 1818 South Lakeshore
 Boulevard

- (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 East Riverside/Oltorf Combined
 Neighborhood Plan
- (D) The specific provisions of the East Riverside/Oltorf Combined
 Neighborhood Plan take precedence over any conflicting general provision
 in the Austin Tomorrow Comprehensive Plan

PART 3. EFFECTIVE DATE.

This ordinance takes effect on November 27, 2006

PASSED AND APPROVED

 November 16, 2006

§
 §
 § _____
 Will Wynn
 Mayor

APPROVED: _____
 David Allan Smith
 City Attorney

ATTEST: _____
 Shirley A. Gentry
 City Clerk

East Riverside/Oltorf Neighborhood Plan

November 16, 2006

AGENDA ITEM #55 (Combined Planning Area)

Attachment A-1

Parcels withdrawn for future consideration

Parcel (Tract Number or TCAD Property ID)	Addresses
Tract 21A (285043, 285045, 285046)	1400 S PLEASANT VALLEY RD 1300 S PLEASANT VALLEY RD 1410 S PLEASANT VALLEY RD 2538 ELMONT DR
Tract 22 (285503, 285506, 285510)	1500 S PLEASANT VALLEY RD 1600 S PLEASANT VALLEY RD 1700 S PLEASANT VALLEY RD
Tract 35B 363721	2510 1/2 WILLOW HILL DR 2500 1/2 WILLOW HILL DR 2500 WILLOW HILL DR 2018 1/2 S PLEASANT VALLEY RD
Tract 40	1700 BURTON DR
Tract 40A	1708 BURTON DR
Tract 52' (719307)	2124 BURTON DR
Tract 53 (287615)	2121 BURTON DR
285951 (Includes Tract 51)	1710 E OLTORF ST 1730 E OLTORF ST
287617 (Includes Tract 54)	2101 BURTON DR
286043 (Includes Tract 55)	1900 BURTON DR
Tract 200 (285920)	2314 PARKER LN
Tract 204 (289005)	2507 BURLESON RD
Tract 205 (289135)	2500 BURLESON RD 2501 1/2 METCALF RD

Parcel (Tract Number or TCAD Property ID)	Addresses
287613 (Includes Tract 201 & Tract 201A)	1817 E OLTORF ST
290117 (Includes Tract 212)	3300 PARKER LN
291163 (Includes Tract 219)	2414 VENTURA DR
287933 (Includes Tract 310)	2207 WICKERSHAM LN 2301 WICKERSHAM LN
287635	2305 BURLESON RD
290115	3209 S IH-35
285899	1711 E OLTORF ST
285900	1723 E OLTORF ST
285901	1605 E OLTORF ST
285902	1601 E OLTORF ST
285918	1747 E OLTORF ST
285919	1745 E OLTORF ST
285921	1739 E OLTORF ST
287636	1945 E OLTORF ST
287637	2005 E OLTORF ST
287638	1931 E OLTORF ST
287639	1951 E OLTORF ST
287640	2121 E OLTORF ST 2021 E OLTORF ST
287643	2301 DOUGLAS ST 2317 DOUGLAS ST
289140	2431 E OLTORF ST 2503 E OLTORF ST
289145	2231 E OLTORF ST 2311 E OLTORF ST 2401 E OLTORF ST 2411 E OLTORF ST 2225 E OLTORF ST
289709	3105 S IH 35 SVRD NB
289739	3007 PARKER LN
289740	3005 PARKER LN
289741	3003 PARKER LN
289742	3001 PARKER LN
289743	2909 PARKER LN

Parcel (Tract Number or TCAD Property ID)	Addresses
289744	2907 PARKER LN
289745	2905 PARKER LN
289746	2903 PARKER LN
289747	2901 PARKER LN
289748	2813 PARKER LN
289749	2811 PARKER LN
289750	2809 PARKER LN
289751	2807 PARKER LN
289752	2805 PARKER LN
289753	2803 PARKER LN
289754	2801 PARKER LN
289755	2719 PARKER LN
289756	2717 PARKER LN
289941	3111 PARKER LN 3111 1/2 PARKER LN
290113	1710 WOODWARD ST 1712 WOODWARD ST 1714 WOODWARD ST 1716 WOODWARD ST 1718 WOODWARD ST 3426 1/2 PARKER LN 1720 WOODWARD ST 1722 WOODWARD ST 1724 WOODWARD ST
290409	2450 WICKERSHAM LN
291200	2212 MISSION HILL CIR
291201	2210 MISSION HILL CIR
291202	2208 MISSION HILL CIR
291203	2206 MISSION HILL CIR
291217	2409 VENTURA DR
291218	2406 MISSION HILL DR
291220	2402 MISSION HILL DR
291221	2400 MISSION HILL DR
291222	2304 MISSION HILL DR
291223	2302 MISSION HILL DR
291224	2300 MISSION HILL DR
291225	2222 MISSION HILL DR
291226	2220 MISSION HILL DR
291227	2218 MISSION HILL DR

Parcel (Tract Number or TCAD Property ID)	Addresses
291228	2216 MISSION HILL DR
291229	2215 MISSION HILL DR
291230	2217 MISSION HILL DR
291231	2219 MISSION HILL DR
291232	2221 MISSION HILL DR
291233	2301 MISSION HILL DR
291234	2303 MISSION HILL DR
291235	2305 MISSION HILL DR
291236	2401 MISSION HILL DR
291237	2405 MISSION HILL DR
291239	2407 MISSION HILL DR
291241	2409 MISSION HILL DR
291242	2411 MISSION HILL DR
291243	2413 MISSION HILL DR
291244	2501 MISSION HILL DR
291447	2204 MISSION HILL CIR
291448	2202 MISSION HILL CIR
291449	2200 MISSION HILL CIR
291450	2201 MISSION HILL CIR
291786	2203 MISSION HILL CIR
291788	2205 MISSION HILL CIR
291790	2207 MISSION HILL CIR
291791	2209 MISSION HILL CIR
291792	2211 MISSION HILL CIR
0	1633 ROYAL CREST DR
283798	1414 ARENA DR
283882	1333 ARENA DR
284904	1300 PARKER LN
284905	1302 1/2 PARKER LN 1302 PARKER LN
284935	1505 SUNNY VALE ST 1402 SUMMIT ST
285038	2519 S LAKESHORE BLVD 1108 1/2 S PLEASANT VALLEY RD 2525 S LAKESHORE BLVD
285454	1500 ROYAL CREST DR
285455	1600 ROYAL CREST DR
285470	2215 TOWN LAKE CIR
285474	2217 ELMONT DR

Parcel (Tract Number or TCAD Property ID)	Addresses
285476	2222 TOWN LAKE CIR
285478	1516 BURTON DR 1515 ROYAL CREST DR 1601 ROYAL CREST DR
285496	2221 ELMONT DR 2225 ELMONT DR 2400 TOWN LAKE CIR
285497	2323 TOWN LAKE CIR
285498	2409 TOWN LAKE CIR
285500	2423 TOWN LAKE CIR
285501	2439 TOWN LAKE CIR
285502	2425 ELMONT DR
285504	2315 TOWN LAKE CIR
285949	2241 S IH 35 SVRD NB
285950	1616 E OLTORF ST 1616 1/2 E OLTORF ST
285960	1616 ROYAL CREST DR
286044	1901 MARIPOSA DR
286183	1840 BURTON DR
286224	2001 PARKER LN
286252	1900 WILLOW CREEK DR 1902 WILLOW CREEK DR 1904 WILLOW CREEK DR 1906 WILLOW CREEK DR 1908 WILLOW CREEK DR 1910 WILLOW CREEK DR
286255	1919 BURTON DR
286257	1845 BURTON DR
286708	2400 1/2 WILLOW HILL DR 2425 E RIVERSIDE DR

Parcel (Tract Number or TCAD Property ID)	Addresses
286709	1901 WILLOW CREEK DR 1903 WILLOW CREEK DR 1911 WILLOW CREEK DR 1917 WILLOW CREEK DR 1905 WILLOW CREEK DR 1919 WILLOW CREEK DR 1909 WILLOW CREEK DR 1925 WILLOW CREEK DR 1907 WILLOW CREEK DR 1915 WILLOW CREEK DR 1913 WILLOW CREEK DR 1923 WILLOW CREEK DR 1927 WILLOW CREEK DR 1921 WILLOW CREEK DR 1929 WILLOW CREEK DR
286710	2102 S PLEASANT VALLEY RD 2104 S PLEASANT VALLEY RD 2200 S PLEASANT VALLEY RD 2206 S PLEASANT VALLEY RD 2432 1/2 ANKEN DR 2500 1/2 ANKEN DR 2202 S PLEASANT VALLEY RD 2204 S PLEASANT VALLEY RD 2300 S PLEASANT VALLEY RD 2302 S PLEASANT VALLEY RD 2304 S PLEASANT VALLEY RD 2306 S PLEASANT VALLEY RD
287604	2000 BURTON DR
287609	1834 E OLTORF ST
287610	1800 E OLTORF ST 1824 E OLTORF ST
287611	1900 E OLTORF ST
287618	2200 E OLTORF ST
287619	2120 WILLOW CREEK DR
287621	2223 BURTON DR
287622	2010 E OLTORF ST
287623	2222 E OLTORF ST 2200 WILLOW CREEK DR

Parcel (Tract Number or TCAD Property ID)	Addresses
289146	2504 E OLTORF ST 2502 E OLTORF ST
289147	2400 E OLTORF ST
289148	2201 WILLOW CREEK DR
289150	2501 ANKEN DR
289152	2429 1/2 ANKEN DR
289154	2005 WILLOW CREEK DR 2502 1/2 ANKEN DR
551179	2209 WOODLAND AVE
551180	2213 WOODLAND AVE
551181	2217 WOODLAND AVE
551182	2221 WOODLAND AVE
551183	1800 WILLOW CREEK DR
551184	1812 WILLOW CREEK DR
551185	1816 WILLOW CREEK DR
551186	1820 WILLOW CREEK DR
287608	1936 E OLTORF
284860	1304 SUMMIT ST 216
285477	0 ELMONT DR (LOT 2-4 * RESUB OF LOT 18 LAKE SHORE COLONY)
284934	O SUMMIT ST (S 53 79FT AV OF LOT 5&6 * LESS SW PT PLUS ADJ PORTION OF VAC ST BLK 9 BELLVUE PARK)
286029	1924 VALLEY HILL CIRCLE
287612	0 E OLTORF (LOT 2B *RESUB OF LT 2A OF THE RESUB OF LTS 1&2 PARKER HEIGHTS SEC 2A)
285896	2012 1/2 MATAGORDA ST
285047	1109 1/2 S PLEASANT VALLEY RD 1109 S PLEASANT VALLEY RD
286715	2201 S PLEASANT VALLEY RD 2111 S PLEASANT VALLEY RD
287438	2306 WICKERSHAM LN 2308 WICKERSHAM LN 2314 WICKERSHAM LN 4601 SHERINGHAM DR
287442	1909 1/2 S PLEASANT VALLEY RD 1919 S PLEASANT VALLEY RD
287443	1819 1/2 S PLEASANT VALLEY RD 1819 S PLEASANT VALLEY RD
287812	1401 S PLEASANT VALLEY RD

Parcel (Tract Number or TCAD Property ID)	Addresses
287814	1303 1/2 CROSSING PL 1301 1/2 CROSSING PL 1309 CROSSING PL 1351 1/2 CROSSING PL 1511 FARO DR
287939	1705 CROSSING PL
287990	1600 WICKERSHAM LN 1602 1/2 WICKERSHAM LN
287993	1717 S PLEASANT VALLEY RD
289155	2433 S PLEASANT VALLEY RD 2433 1/2 S PLEASANT VALLEY RD 2512 1/2 E OLTORF ST 2514 E OLTORF ST
289156	2301 S PLEASANT VALLEY RD 2317 S PLEASANT VALLEY RD
290410	2400 WICKERSHAM LN
290411	2440 WICKERSHAM LN
445742	4405 E RIVERSIDE DR
483166	1225 S PLEASANT VALLEY RD 4600 ELMONT DR
551574	5003 E RIVERSIDE DR 5021 E RIVERSIDE DR 5001 E RIVERSIDE DR
287926	0 ELMONT DR (LOT 1 BLK C PARKE GREEN SUBD)
551506	0 E RIVERSIDE (AUSTIN OAKS CONDOMINIUMS COMMON AREA)
283719	0 E RIVERSIDE DRIVE (LOT 1 PARKINSON LELA SUBD)
572637	1317 E RIVERSIDE DRIVE
572638	1405 E RIVERSIDE DRIVE
283721	1507 E RIVERSIDE DRIVE 1511 E RIVERSIDE DRIVE
283728	0 INGLEWOOD STREET (LOT 15 *LESS S PT BLK 12 BELLEVUE PARK)
238729	0 INGLEWOOD STREET (LOT 16 *LESS S PT BLK 12 BELLEVUE PARK)