

Old West Austin Combined Neighborhood Plan

PLAN ADOPTED: June 29, 2000

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.



Old West Austin



Neighborhood Plan

City of Austin

Planning, Environmental and Conservation Services Department

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The Old West Austin Neighborhood Plan

**An amendment to the
City of Austin's Comprehensive Plan**

The Austin Tomorrow Comprehensive Plan
Chapter 5
Section 5-6
Exhibit A

June 29, 2000



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Acknowledgements

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Mark Stine (center), Chair of the Neighborhood Planning Team during the development of the plan, talks with Patricia and Joseph Bauer-Slate at the Open House at Mathews Elementary.

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Ina Glen, Infant – Parent Program

Patricia Bauer-Slate, Sweetish Hill Bakery

St. Luke's United Methodist Church

The Stine Family

Mathews Elementary

The following City of Austin staff members from the Planning, Environmental, and Conservation Services Department assisted in the completion of the Old West Austin Neighborhood Plan:

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In addition to the staff listed here, numerous other City staff from several departments provided comments, suggestions, and cost estimates which were very helpful to the Old West Austin Neighborhood Planning Team and to the City's Neighborhood Planning staff. Their input and support are greatly appreciated.

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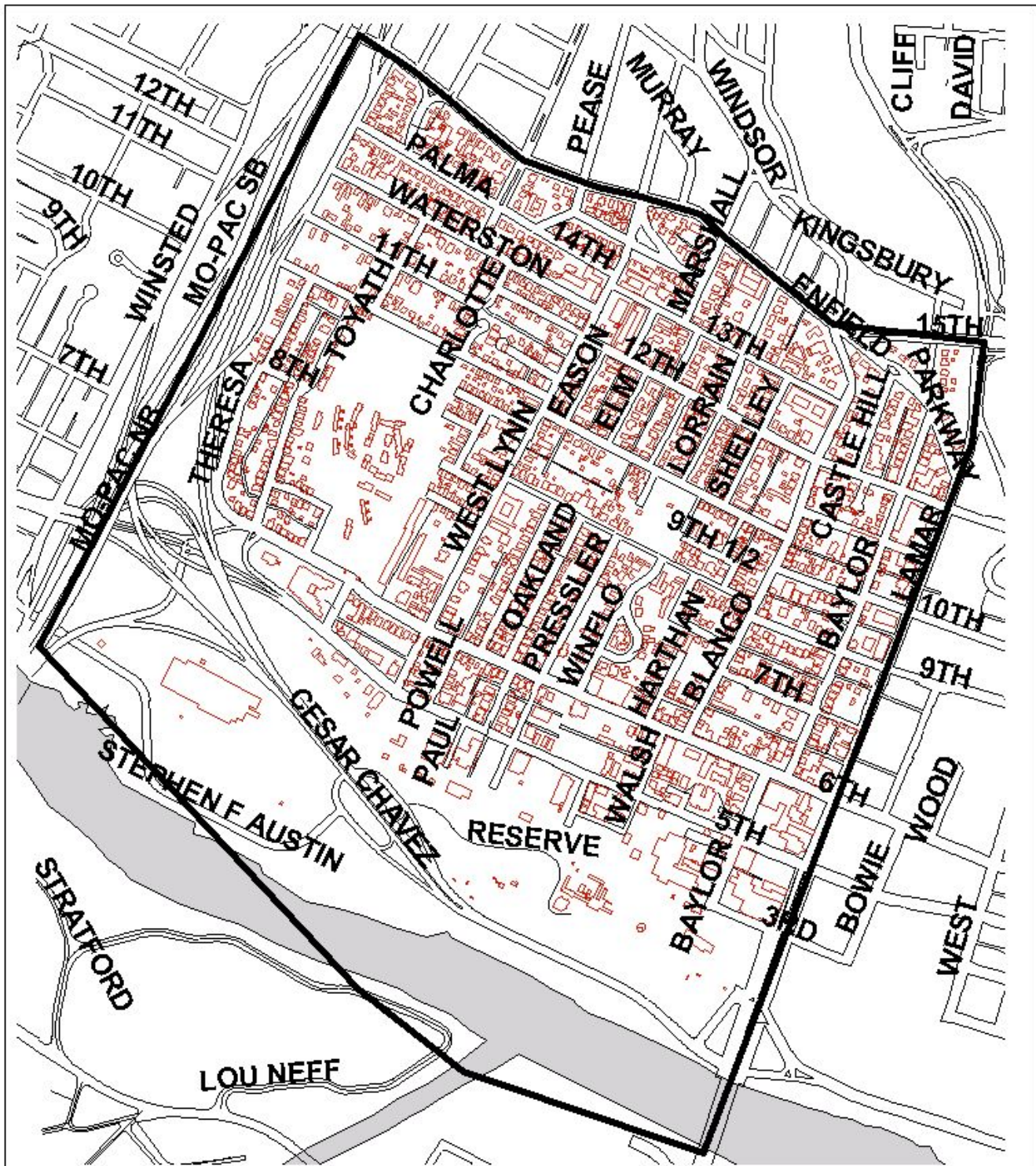
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Old West Austin Neighborhood
 Planning Area
 Base Map

PEC8D
 Neighborhood Planning
 June 2000

-  Building Footprints (1997)
-  Neighborhood Planning Area Boundary
-  Streets

Chapter I. Executive Summary

The Old West Austin Neighborhood Planning Team (composed of neighborhood residents, property owners, and business owners) worked with City staff from May 1999 – June 2000 to develop a neighborhood plan to address land use and zoning, transportation, parks and greenspaces, and historic preservation / urban design. The plan contains broad goals and objectives, as well as particular actions to achieve those goals. The following provides a brief description of the Old West Austin Neighborhood, the Neighborhood Planning process, and the goals of the Old West Austin Neighborhood Plan.

The Old West Austin Neighborhood

The Old West Austin Neighborhood is located in West Austin, west of Lamar Boulevard, east of the MoPac Expressway, north of Town Lake, and south of Enfield Road. (See page **XXXX** for a map of the planning area.)

Old West Austin is one of the City's oldest neighborhoods. It contains a number of houses that are more than 100 years old, some of which are designated historic landmarks. The neighborhood also includes the Clarksville National Register Historic District, whose boundaries are shown on page **XXXX**.

Commercial and office uses are concentrated on Lamar, 5th Street, 6th Street, and West Lynn. The West Lynn area between 10th and 13th Streets is home to a number of businesses such as Nau's Drugstore to which many residents often walk. A few existing industrial uses are located between 5th and 6th Streets. Some residential structures are now used as offices, especially on 5th Street, 6th Street, and Baylor.

Other neighborhood landmarks include the Union Pacific Railroad, the Town Lake Animal Center, a section of the Town Lake Park, Austin High School, YMCA, a section of the Johnson Creek Greenbelt, Mathews Elementary, and the former Texas Military Institute (now known as simply as "the Castle").

Neighborhood Planning Process

The Old West Austin Neighborhood Plan followed a process first outlined by the Ad Hoc Neighborhood Planning Committee in 1996. City Council endorsed this approach for neighborhood planning in a 1997 resolution. On October 22, 1998, City Council selected the Old West Austin Neighborhood to receive full staff support to develop a neighborhood plan. The neighborhood signed a Memorandum of Understanding with the City of Austin on June 14, 1999 to begin the planning process.

The Old West Austin neighborhood established a diverse Neighborhood Planning Team that included homeowners, renters, businesses, developers, and non-profit organizations. The Neighborhood Planning Team posted flyers in the neighborhood to advertise the planning process and to invite people to get involved, and also put information on the planning process in the Old West Austin Neighborhood Association newsletter. Meetings were held twice monthly.

During the planning process, the Old West Austin Neighborhood Planning Team, assisted by the City's Neighborhood Planning staff, gathered information and solicited input through a variety of means. Community outreach involved a Neighborhood Planning Open House for area businesses; surveying the neighborhood residents, businesses and property owners; forming committees to assist in writing the plan; holding a Neighborhood Planning Workshop to solicit additional ideas; and providing an opportunity for all stakeholders to vote on the plan.

Final plan recommendations were the result of the neighborhood's input through the survey, regular meetings, committee meetings, and community meetings. Ninety-four percent of the residents, businesses, and property owners responding to the ballot, approved the final plan recommendations in a neighborhood referendum. City Departments and Planning Commission also reviewed these recommendations. The Austin City Council adopted the Old West Austin Neighborhood Plan by ordinance as an amendment to the City of Austin's Comprehensive Plan on June 29, 2000.

Old West Austin Neighborhood Vision

The Old West Austin Neighborhood Planning Team seeks to **maintain the neighborhood's diversity** of residents, incomes, and housing types. The neighborhood began with the historic Black settlement of the Clarksville area, followed by subsequent Anglo and Hispanic groups. The University of Texas Gateway Apartments houses a large foreign community of graduate students and their families, representing dozens of countries and cultures. A significant number of young newcomers populate the neighborhood, while many other neighborhoods have been residents for many decades. This diversity is crucial to the neighborhood.

Maintaining diversity will mean finding ways to **promote construction of moderately-priced housing**. To this end, the Neighborhood Planning Team recommends allowing compatible infill development within the neighborhood (new garage apartments and second units, and the use of existing small lots). Also, the Old West Austin Neighborhood Planning Team looks forward to working with developers and with the City's Neighborhood Housing and Community Development Office to promote inclusion of SMART Housing units (Safe, Moderately Priced, Accessible, Mixed-income, and Transit-oriented) in new developments.

This area's residents value its neighborhood-oriented shops, and would like to see this pattern continue. The Old West Austin Neighborhood Planning Team **promotes a mix of residential and commercial development** south of 6th Street, along Lamar and West Lynn. At the same time, the Neighborhood Planning Team wants to limit commercial intrusions into the residential core of the neighborhood.

Of equal importance is **preserving the livability of the neighborhood**. Old West Austin is a traditional mixed-use residential neighborhood with high pedestrian traffic to neighborhood-oriented businesses as well as to parks and open space. The neighborhood plan contains actions to increase pedestrian and bicycle safety, improve mobility, create more attractive streets, and provide adequate parking. It also recommends park and greenspace improvements.

Finally, the planning team also seeks to **protect and enhance the unique historic identity of Old West Austin**. Many of the neighborhood's structures were built at or before the turn of the century. While some of these buildings are designated historic landmarks, many potentially historic buildings are unprotected. The Neighborhood Planning Team would like to encourage the preservation of the neighborhood's older buildings, as well as the construction of new buildings and additions that respect the prevailing character of the neighborhood.

Neighborhood Plan Goals

The Old West Austin Neighborhood Plan includes the following thirteen goals:

1. Encourage mixed uses.
2. Protect the character of the neighborhood.
3. Maintain social and economic diversity of residents.
4. Provide safe movement for all modes throughout neighborhood.
5. Accessibility - provide access to, from, and through the neighborhood for all residents.
6. Circulation - allow neighborhood streets to function for circulation, while calming cut-through traffic.
7. Mobility - provide for movement of through traffic into and out of downtown.
8. Aesthetics – create attractive, pedestrian-friendly public spaces in the neighborhood.
9. Provide adequate parking for neighborhood's residents and businesses.
10. Reduce traffic noise.
11. Improve existing parks and increase recreational amenities in the neighborhood.
12. Preserve and improve green space.
13. Preserve and enhance the unique historic identity of the neighborhood.

The Neighborhood Plan details the objectives that support these general goals and specific action items to implement these goals and objectives. The successful adoption and implementation of this plan will help ensure that the Old West Austin neighborhood is a strong neighborhood that provides a variety of housing and shopping, is pedestrian friendly, and where its families can feel safe and proud of their neighborhood.

Critical Development Issues

Prior to beginning the formal neighborhood planning process, the Old West Austin Neighborhood Planning Team identified several critical development issues that threatened the neighborhood and served as the starting point for developing their neighborhood plan.

Zoning and land use issues. Commercial intrusion into the residential areas of the neighborhood is a concern. Zoning enforcement of businesses in residential areas operating in violation of the Home Occupation Ordinance is also an issue. In developing the plan, the neighborhood sought to develop appropriate infill standards to protect the residential and historical character of the neighborhood.

Transportation issues. Cut through traffic and speeding traffic within the neighborhood have been issues (these problems were addressed separately by the Traffic Calming Program of the Public Works and Transportation Department, which selected Old West Austin as a Traffic Calming Area). Development projects planned at the 5th/6th and Lamar area could bring more traffic into the neighborhood. Most of the neighborhood's streets lack sidewalks on one or both sides. The planning team was also interested in establishing better bicycle connections within the neighborhood.

Parks and Greenspace issues. The neighborhood is well-served by parks and greenspaces, but would like to see these areas improved.

Historic Preservation issues. The neighborhood's historic buildings are threatened by demolition and by out-of-character renovations. The neighborhood wants to work with property owners to protect the neighborhood's historic resources.

History of the Old West Austin Neighborhood¹

The Old West Austin Neighborhood can look back to the mid-nineteenth century for examples of its residential character and variety. The 320-acre land grant which eventually became the Enfield area was assigned to D.S. Parrish on April 5, 1841 by the Republic of Texas under the administration of Mirabeau B. Lamar. In 1859 Governor Elisha Pease bought the estate and its accompanying residence at 6 Niles Road for \$15,000. In 1916, when Governor Pease's descendants began subdividing his estate, they named the new neighborhood "Enfield" in honor of the former governor's Connecticut hometown.

Advertisers and realtors of the day said, "Better Babies, Better Homes, Better Move to Enfield." In similar booster rhetoric, Enfield was described as "the Place Beautiful" with "no dust, yet the summer breezes sweeping up the gorge of Pease Park from the south and east, making this the coolest place in summer. Here one is removed from the noises of the City, yet a ten minute walk or three minute drive brings him to the City's business district." Decades later, today's residents point to similar advantages, even if it is in different language.

Another story can be found along the western border of this historically rich neighborhood. Clarksville, the first Black freedomtown west of the Mississippi River, lies from Tenth Street to the south side of Waterston and from the west side of West Lynn to the MoPac right of way. The origin of the Black settlement dates back to 1865 when Governor Pease granted several of his slaves a portion of land for "good and faithful service." The residents date their settlement from 1871 when a freedman named Charles Clark purchased two acres of land from General N.J. Shelley, in hopes of starting a community for freed slaves.

Over the years Clarksville grew into a nicely sized, quietly cozy, and closely-knit neighborhood. In the last three decades that neighborhood, like the Enfield area to the north and other turn-of-the-century subdivisions of West Austin, has undergone several changes in its landscape and demography. These changes have been a result of both "outside" interest in the neighborhood and renewed concern by longtime residents. The most significant change was the expansion of the MoPac

Enfield and Clarksville are but two examples of the evolution, variety, and heritage of Old West Austin. The Raymond Plateau, which stretches from Town Lake north to 7th Street and from Lamar Boulevard west to Blanco, was first subdivided in 1885. The Silliman Addition, between Blanco and Lamar on the west and east respectively and from 9th north to 12th Street, was platted in 1895. Duval Heights, in the eastern part of the neighborhood, and Westridge, in Clarksville to the west, came into being in 1909 and 1910. The Enfield subdivision began in 1916. Relatively "young" subdivisions within the neighborhood such as Terrace Park, Shelley Heights, and Pressler are of 1935 vintage but "old" compared to most of Austin's areas.

¹ Adapted from the 1983 Old West Austin Neighborhood Plan Preliminary Draft.

Some Historic Buildings and Sites in the Old West Austin Neighborhood

In 1876 the International and Great Northern Railroad came to Austin. In 1956 it became the Missouri and Pacific Railroad and its tracks are still in use today by Amtrak Passenger trains and by cargo trains. In its past, the railroad offered the people of Austin links to cities such as Chicago, Louisville, Washington and New York. All the 'modern' improvements of the time such as Pullman Sleeper cars and travel "without change of cars".

If one wasn't travelling, the social centers of Austin often were in the Beer Gardens. Paul Pressler owned one of the first of the famous beer gardens. In operation prior to 1897, Pressler Beer Garden was located near present day West Sixth street and Pressler meet. It was built in connection with the Pressler brewery and boasted a bandstand and shade trees and stretched all the way to the river.



Near present day 5th and Lamar is Tips Engine Works. It was founded in 1899 and moved to its present location in 1909. For many years Tips supplied engines, gas meter covers, structural support beams for downtown buildings such as the Driskill Hotel, the city library at 9th and Guadalupe (now the history center).



In 1889, the Texas Confederate Home for Men was established where the present day University Housing is located on West Sixth. After the Civil War, the Union Soldiers were provided pensions and care, but the Confederate Soldiers were left to fend for themselves. Through a large community effort, the John B. Hood Camp of Veterans in conjunction with the Albert Sidney Johnston Chapter of the Daughters of the Confederacy raised funds that enabled them to build several brick cottages for Confederated soldiers. Capt. Ben McCullough was superintended of the home around 1912 and lived there with his wife who was the widow of

R.C. Barton. Mrs. McCullough's granddaughter remembers visiting the home and being fascinated by the wires that existed between the dining room and the cabins. These wires allowed the blind veterans to hook their walking canes on them and safely navigate around the grounds. In 1920 Hobby Memorial Hospital was completed and with dwindling numbers of Veterans in residence, the 48th Legislature decided that it was appropriate to transfer mental patients to the Confederate Home.

Mathews Elementary was built in 1915 and named after a former school board member W.J. Mathews. By June of 1917, Mathews had 190 students and 5 teachers. In the spring of 2000 the school became part of the National Registry of historic sites.



Clarksville was settled in 1871 by Charles Clark. The land was originally part of the Pease Estate and it was sold or given to Clark after Emancipation. By 1875 resident Elias Mays was representing the African-American community in the legislature to ensure that they continued to have the rights given them after the war. The Sweet Home Missionary Baptist Church was first built in 1882 and the present home of the church was built in 1935. Clarksville became a Texas Historical site in 1973.



West Austin Park was the original site of the Clarksville Jazz Festival (now held in Pease Park). And the park has long been a place for the residents of the neighborhood to swim or enjoy a nice day in the park.



Flower Hill, was built in 1877 by Richard Kelly Smoot, pastor of the First Southern Presbyterian Church from 1876 until his death in 1905. He designed the house himself and used his study as a classroom for the Austin School of Theology. He trained 44 ministers before closing the school in 1895. Legend has it the William Sydney Porter (O Henry) and Athol Estes were married by Smoot at his house in 1887. In recent years, Miss Jane Smoot has resided in the house built by her grandfather. She has donated the mansion to the

Heritage Society of Austin. The house, built of handmade bricks, has fourteen rooms, four hallways, four porches, seven fireplaces, two bathrooms, and a cellar on its ten acre grounds.

A moonlight tower still stands at 12th and Blanco . They have been in operation for over 100 years. They have only been turned off twice during that time. Once in 1905 the towers were off for a week due to a dispute between the city council and the water and light commission. The second was in 1973 during the energy crisis.

Many of the neighborhood's historic homes been demolished. Two are shown here.

910 West 6th Street, now demolished.



Walter Caldwell Home, 1009 W. 6th Street. Photo taken 1903. Now demolished.



Existing Conditions

The Old West Austin Neighborhood contains single family residential as well as a variety of multi-family, office, commercial and industrial uses. The dominant land use in the neighborhood is residential, with approximately 36% of the total land use identified as single-family residential. Most homes in the area were constructed 60 to 90 years ago and the majority of the single-family lots are at least 5,750 square feet in size. The neighborhood is also home to 13 apartment complexes with 20 or more units, and 19 apartment complexes with 10-19 units. The neighborhood also includes three principal commercial corridors - Lamar Boulevard, 5th Street, 6th Street, and a few industrial uses located south of 5th Street. The neighborhood is almost completely built out with approximately 2% of the land identified as undeveloped.

LAND USE	ACRES	PERCENTAGE
Single-family	150	36%
Multi-family	72	17%
Commercial	38	9%
Office	24	6%
Undeveloped	7	2%
Industrial	14	3%
Civic / Educational	16	4%
Open Space	95	23%
Total	416	100%

Table 1: Old West Austin Neighborhood Land Use Breakdown (excluding roads)

In 1990, there were approximately 2607 housing units accommodating the neighborhood's 4569 residents. Renter occupancy was 73% of the total occupied housing, significantly higher than the overall City of Austin percentage of 59%.

1990 HOUSING OCCUPANCY STATUS				
	Old West Austin		Austin - Citywide	
HOUSING OCCUPANCY	# of units	% of total units	# of units	% of total units
Occupied	2379	91%	192,148	89%
Vacant	228	9%	24,906	11%
TENURE	# of units	% of total units	# of units	% of total units
Owner occupied	469	18%	77,794	41%
Renter Occupied	1910	73%	94,174	59%
TOTAL HOUSING UNITS	2607		217,054	
TOTAL HOUSEHOLDS	2314		192,148	
PERSONS PER HOUSEHOLD	1.97		2.33	

Table 2: Housing Occupancy (1990 U.S. Census)

Old West Austin - 1990 Neighborhood Ethnicity			
	Neighborhood		Austin
Anglo	3480	76%	62%
Hispanic	581	13%	23%
African American	130	3%	12%
Asian or Pacific Islander	354	8%	3%
Other / Multiple Ethnicities	24	1%	1%
Total Persons	4569		465,622

Table 3: Neighborhood Ethnicity (1990 U.S. Census)

Old West Austin - 2000 Neighborhood Ethnicity			
	Neighborhood		Austin
Anglo	3276	75%	53%
Hispanic	501	12%	31%
African American	134	3%	10%
Asian or Pacific Islander	345	8%	5%
Other / Multiple Ethnicities	24	1%	2%
Total Persons	4348		656,562

Table 4: Neighborhood Ethnicity (2000 U.S. Census)

Top Ten Neighborhood Planning Priorities

Although the neighborhood would like to see all parts of the plan implemented, certain issues are considered to be of greater importance. The Old West Austin Neighborhood Planning Team has identified some of the issues of highest priority to the neighborhood. The following elements of the plan are Old West Austin's Top Ten Neighborhood Priorities:

- 1.** Encourage mixed uses by applying the special use "Mixed Use Building" to commercial areas of the neighborhood, as specified in the plan. Allow garage apartments and "Small Lot Amnesty."
- 2.** Construct requested sidewalks. Identify missing ADA ramps on other neighborhood streets and work with ADAPT and Public Works to prioritize for future installation.
- 3.** Support property owners' pursuit of local historic districts (especially Clarksville and W. 6th.)
- 4.** Extend hours for wading pools in West Austin Park and Mary Baylor (Clarksville) Park.
- 5.** Install stoplights on W. 5th and 6th Streets.
- 6.** Establish safe route to Austin High School and to Town Lake by restoring old Union Pacific Underpass or building new underpass at Pressler.
- 7.** Have a zoning inspector available to spend up to 8 hours per week in the neighborhood.
- 8.** Develop recommended (voluntary) design standards for new construction or remodeling in the neighborhood.
- 9.** In the space presently occupied by the skate park at West Austin Park, establish a children's sand area and a community garden (or xeriscape garden).
- 10.** Remodel lighting in West Austin Park to reduce glare.

The Old West Austin Neighborhood will come under pressure to change as the city itself undergoes tremendous change. Because of this fact, basic decisions about the neighborhood must be made and planning based on those decisions must be put into place. To not do anything, because we like the neighborhood the way it is, is not a viable option.

A. LAND USE / ZONING

The neighborhood planning team has identified "neighborhood-friendly" commercial areas where office, retail, and residences can be mixed vertically and horizontally. These areas include West 5th and 6th Streets between Lamar and Mopac, Lamar Boulevard between Town Lake and Enfield, and those properties that already have commercial zoning on the central commercial service corridor on West Lynn from 10th to 13th Streets ("Downtown Clarksville").

For decades, the Old West Austin Neighborhood has resisted intense pressure to change existing residential properties to commercial use. Despite these efforts, a significant loss in residential use has occurred. The goal of the Neighborhood Planning Team is to protect existing residential property and encourage the development of new residential property by supporting mixed-use development in certain areas of the neighborhood. The development of commercial properties under the banner of mixed use with token residential space, such as penthouses, is not supported by the plan. A goal of the neighborhood plan is at least three square feet of residential space for every new square foot of commercial space.

Neighborhood-oriented commercial uses with modest parking requirements are preferred. The planning team has identified types of uses that should be: permitted, not permitted, and conditionally permitted in CS, CS-1 and LI zoning in the neighborhood. Development of buildings with a mix of office and residential can result in complementary parking. Retail can be included in certain areas as parking allows.

Goal 1 - Encourage Mixed Uses

Obj. 1.1 – Allow mixed uses in selected areas, as follows:

- Action 1: Apply the Neighborhood Plan Combining District special use category "Neighborhood Mixed Use Building" and the Mixed Use Combining District to all properties between the Union Pacific Railroad and the center line of 5th Street, to encourage the conversion of this land to a mix of residential and other uses. The neighborhood will encourage developers to include residences of an appropriate size for families with children. Mixed-use development would be permitted but not required. (City Action Item: DRID).

- Action 2: Apply the Neighborhood Plan Combining District special use category “Neighborhood Mixed Use Building” and the Mixed Use Combining District to all properties zoned CS, CS-1, or LI from the north side of 6th Street to the center line of 5th Street. (City Action Item: DRID).
- Action 3: Allow mixed use development on the west side of Lamar Blvd. between 3rd and Enfield. Apply the Neighborhood Plan Combining District special use category “Neighborhood Mixed Use Building” and the Mixed Use Combining District to all lots on Lamar zoned CS, CS-1, or LI. The neighborhood plan discourages variances for this area, especially considering compatibility with nearby residences. Establish a height limit of 40’ for properties on Lamar between the north side of 6th Street and Parkway. (City Action Item: DRID).
- Action 4: Allow addition of residential (mixed-use development) on West Lynn from 10th Street to 13th Street on properties that already have both commercial zoning and a commercial use, by applying the Neighborhood Plan Combining District special use category “Neighborhood Mixed Use Building” and the Mixed Use Combining District. Preserve residential uses and SF-3 zoning on the west side of Eason Street, which shares lots with West Lynn. In order to preserve the existing residential housing stock in the neighborhood, no rezonings from residential to commercial are recommended for West Lynn. To develop commercial structures that are compatible with the residential character of the neighborhood, building height will be limited to 40’ and three stories for commercially zoned properties on West Lynn from 10th Street to 13th Street. (City Action Item: DRID)

Goal 2 - Protect the Character of the Neighborhood

Obj 2.1 – Encourage commercial uses that support the neighborhood.

- Action 5: Establish zoning overlay for LI, CS, and CS-1 zoning in neighborhood as follows: (City Action Item: DRID / PECSD)

Limited Industrial (LI):

LI Conditional Uses

Automotive Rentals
 Automotive Repair Services
 Automotive Sales
 Automotive Washing (of any type)
 Construction Sales and Service
 Convenience Storage
 Equipment Repair Services

Equipment Sales
Laundry Services
Maintenance and Service Facilities
Service Station
LI Prohibited Uses
Basic Industry
Drop-off Recycling Collection Facilities
Exterminating Services
General Warehousing and Distribution
Kennels
Limited Warehousing and Distribution
Recycling Center
Resource Extraction
Vehicle Storage
Scrap and Salvage

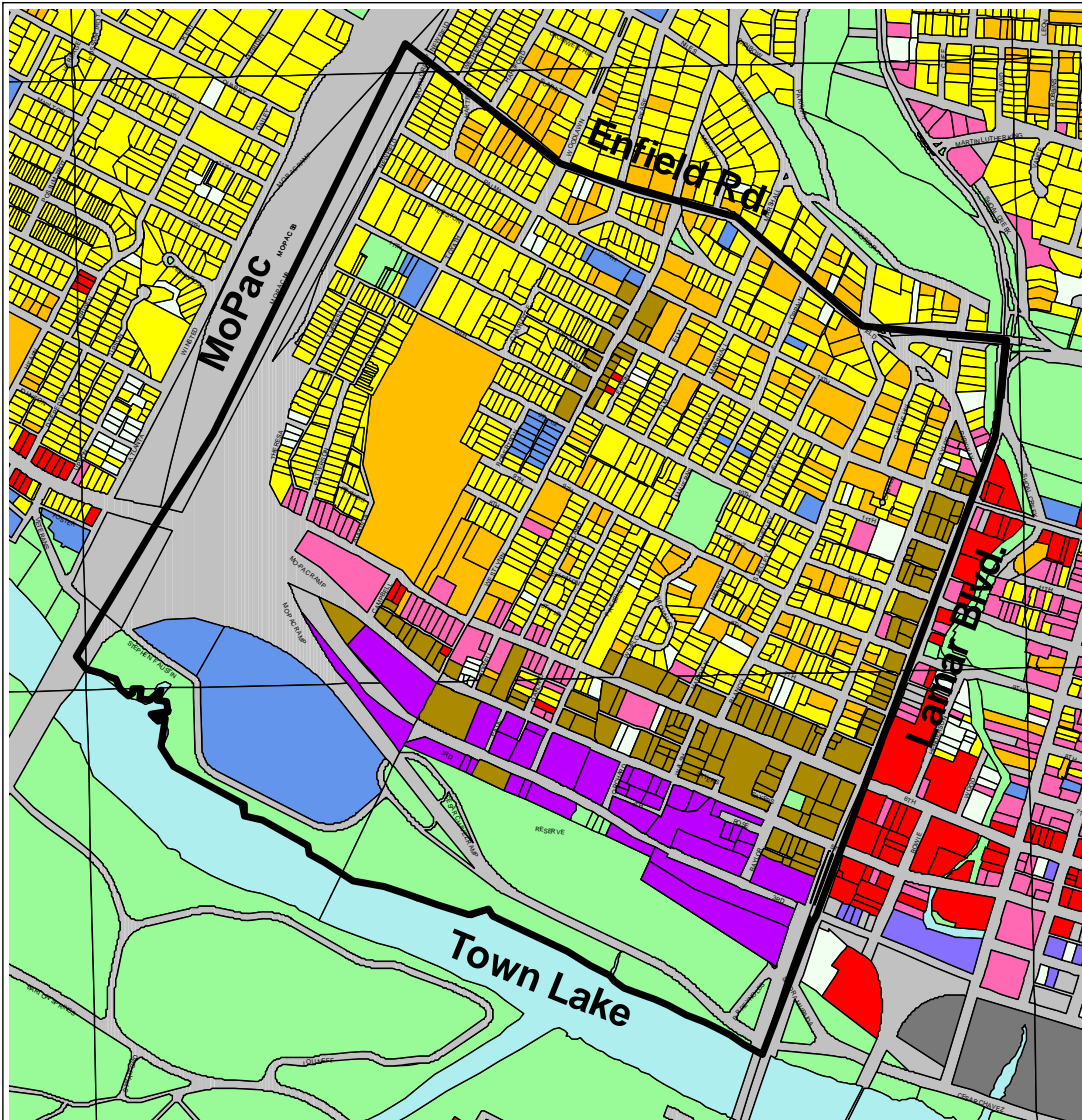
Commercial Services (CS):

CS Conditional Uses

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing (of any type)
Commercial Blood Plasma Center
Construction Sales and Service
Convenience Storage
Equipment Repair Services
Equipment Sales
Guidance Services
Laundry Services
Maintenance and Service Facilities
Residential Treatment
Service Station

CS Prohibited Uses

Drop-off Recycling Collection Facilities
Exterminating Services
Kennels
Adult Oriented Businesses (varies)
Adult Lounge (CS-1 only)



Old West Austin Neighborhood Plan Proposed Land Use and Zoning Changes

DRAFT - 5/01/00

City of Austin
Planning, Environmental and
Conservation Services Department
Neighborhood Planning

- Change from Commercial Services (CS or CS-1) to Mixed Use: Mix of residential with commercial and/or office. Would apply to lots currently zoned CS or CS-1. Lots would retain base zoning, but some commercial uses would be restricted using a Conditional Overlay. See plan text for details. Mixed use development would be permitted, but not required.
- Change from Light Industrial (LI) to Mixed Use: Mix of residential with commercial and/or office. Would apply to lots currently zoned LI. Lots would retain base zoning, but some commercial and industrial uses would be restricted using a Conditional Overlay. See plan text for details. Mixed use development would be permitted, but not required. Owners of these properties who seek rezoning to WLO, CS-CO, or MIF in the future will have the support of the neighborhood plan.

Existing Land Use:

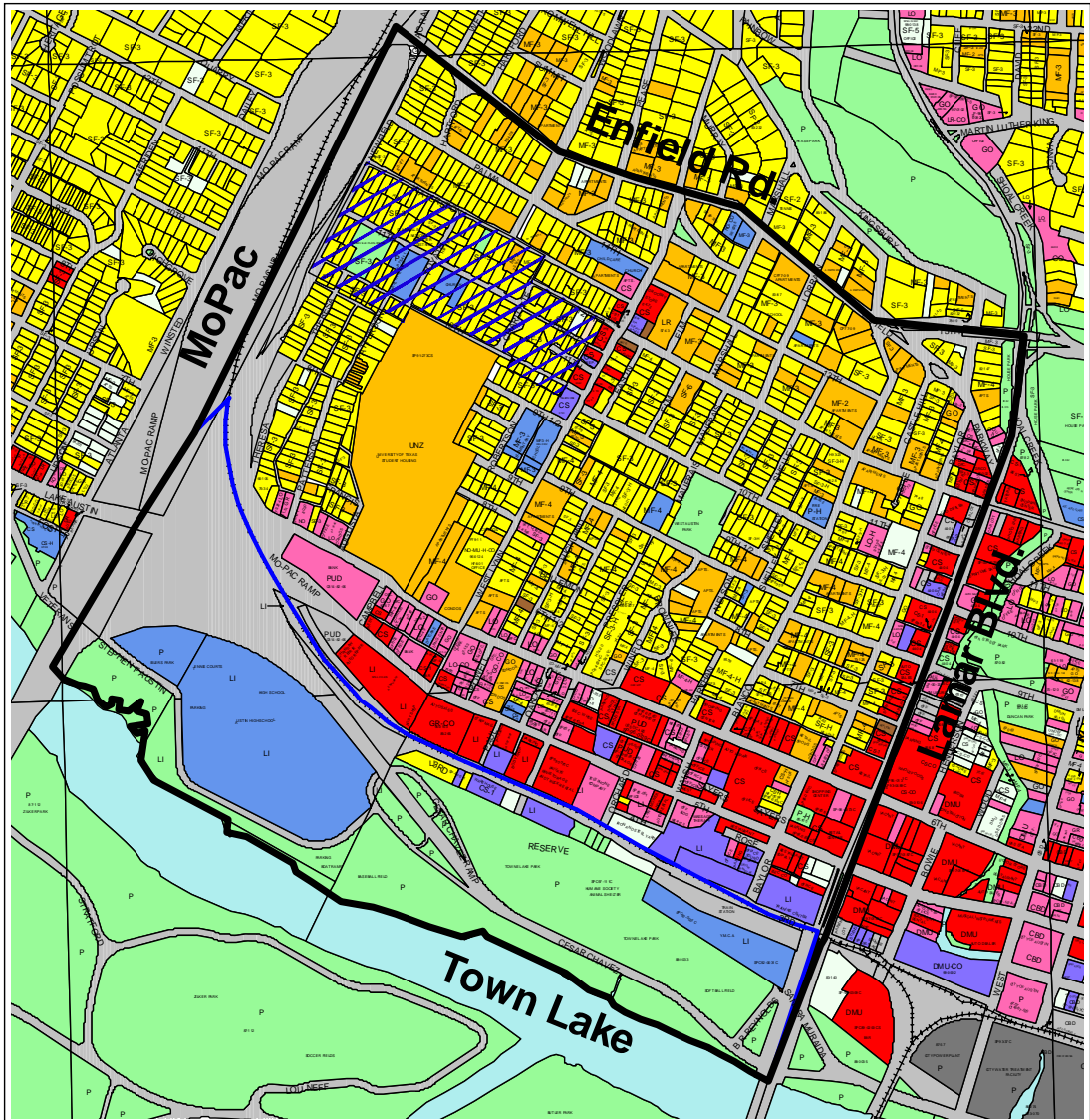
- 50 Large Lot Single-family
- 100 Single-family
- 113 Mobile Homes
- 200 Multi-family
- 300 Commercial
- 400 Office
- 500 Industry
- 560 Mining
- 600 Civic
- 700 Open Space
- 800 Transportation
- 870 Utilities
- 900 Undeveloped
- 940 Water
- 999 Unknown

No zoning changes proposed for areas shown as existing. However, garage apartments ("secondary apartments") will be permitted as an accessory use on 5750 square foot lots with SF-1 - MF-6 zoning, excluding SF-4. Also, single-family uses will be permitted on existing lots of 2500 square feet or greater ("Small Lot Amnesty").

Neighborhood Planning Area Boundary

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

0 500 1000 Feet



**Old West Austin Neighborhood Plan
Existing Land Use and Zoning**

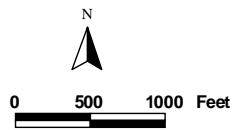
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Conservation Services Department
Neighborhood Planning



- Planning Area Boundary
- Waterfront Overlay
- Clarksville National Historic District
- Railroad

- Existing Land Use**
- 50 Large Lot Single-family
 - 100 Single-family
 - 113 Mobile Homes
 - 200 Multi-family
 - 300 Commercial
 - 400 Office
 - 500 Industry
 - 560 Mining
 - 600 Civic
 - 700 Open Space
 - 800 Transportation
 - 870 Utilities
 - 900 Undeveloped
 - 940 Water
 - 999 Unknown



Obj 2.2 – Protect current pattern of single family uses in neighborhood.

- Action 6: *If requested by the property owner, allow voluntary zoning rollback on multi-family zoning (on land that currently has single-family uses), by providing a no-cost zoning rollback. The neighborhood has approximately 340 parcels in single-family use with multi-family zoning. This zoning presents a threat to continued single-family uses. (City Action Item: DRID).*

Obj 2.3 - Control intrusion of illegal commercial uses into traditional residential areas.

- Action 7: Have a zoning inspector available to spend up to 8 hours per week in the neighborhood. If necessary, increase staff in Inspections Division of the Development Review and Inspection Department. (City Action Item: DRID).

Obj. 2.5 – Maintain stability of types of public uses in the neighborhood.

- Action 8: Apply appropriate Public zoning (P3) to David Powell Health Clinic, YMCA, and Goodwill. (City Action Item: DRID).

Goal 3 – Maintain Social and Economic Diversity of Residents

Obj. 3.1 - Provide Additional Moderately-Priced Housing

- Action 9: Allow garage apartments (up to 2 stories) and detached second units under SF-1 and less restrictive zoning categories, on lots with 5750 square feet or greater. Other site development standards apply, as specified in the Smart Growth Infill "Secondary Apartment" option. (City Action Item: DRID / PECSD).
- Action 10: Allow "Small Lot Amnesty" as described in the Smart Growth Infill proposals, permitting new single-family development on existing lots of 2,500 square feet or greater. (City Action Item: DRID / PECSD).
- Action 11: Consult with lending institutions to determine feasibility of mixed-use projects with a moderately priced housing component. (Neighborhood Action Item: NPT / AHFC / NHCD).

Obj. 3.2 – Determine strategies to allow low- or moderate-income persons to afford to support a mortgage on residences in the neighborhood

- Action 12: Encourage the development of income producing units such as owner-occupied duplexes with rental units. (Neighborhood Action Item: NPT).
- Action 13: Examine possibility of (a) securing tax credits; and (b) obtaining Location-Efficient Mortgages similar to those offered in Chicago to persons who use transit and thus avoid carrying debt for transportation (car/truck payments, gasoline credit card bills). This will require cooperation of lending institutions. The NPT will be pro-active in talking with such institutions. (Neighborhood Action Item: NPT / AHFC / NHCD).

Land Use Policies

The policies below should guide development and redevelopment in the Old West Austin neighborhood.

Smart Housing: The neighborhood plan supports SMART Housing (Safe, Mixed-income, Accessible, Reasonably-priced, and Transit-oriented), to increase and maintain diversity in Old West Austin. Rather than simply attracting high-end residential development, the neighborhood would also like to attract housing for a variety of income levels, including police officers, fire fighters, teachers, and nurses. The neighborhood planning team has identified a large area south of 6th Street that could accommodate additional multi-family, mixed-use residential development. This is already a "transit oriented" neighborhood; it is served by the #9, #21, ER, LA and Silver Dillo bus routes. The neighborhood has generally been able to maintain a mixed-income nature, but housing costs have increased as property values have risen. By converting some of the industrial property south of W. 6th Street to apartments, condos, and small-lot houses, the neighborhood hopes to reverse this trend. Also, the neighborhood planning team supports new reasonably-priced, mixed-income housing through allowing detached accessory units in accordance with the Smart Growth "Secondary Apartment" option.

Landscaping: Encourage property owners on 5th and 6th Streets, when redeveloping property, to include a landscaped buffer of approximately 8' along the street-side edges of properties on these streets between Lamar and the MoPac Freeway.

Parking Variances: Discourage any variances for parking reduction on any new or expanding developments, until the neighborhood attains greater levels of density, transit ridership, and pedestrian activity. When per-capita auto trips in the neighborhood have declined, the NPT shall work with DRID to arrive at

parking requirements for new applications. This can be done by setting trips-per-day conditional overlays, using liberal estimates of the number of pedestrian trips and shared parking between businesses.

Gateway Apartments: In the event that the land where the UT Gateway Apartments are located is redeveloped, mixed use development for this site is recommended, including a variety of different residential types with a ratio of at least 3:1 residential to commercial. A general example of the type of development that would be desirable is the Smart Growth Residential Infill option. The Neighborhood Planning Team should be involved any redevelopment proposals for this site.

Residential Variances: The neighborhood plan supports the requests for variances that are consistent with the front and streetside setbacks defined in the Smart Growth Infill Proposals for Cottage Lots (20 feet and 10 feet respectively). Do not allow modifications that compromise public safety or comfort such as higher than otherwise allowed impervious cover or higher fences.

Rezoning Proposals: This neighborhood has been under great pressure to accommodate commercial uses within its residential core, and is in danger of being eroded from its edges. This could create a self-fulfilling prophecy of residents leaving and commercial uses moving in, and putting pressure on the next tier of residents.

Any proposed rezonings should be consistent with the land use and zoning proposals of this plan. The boundaries of the districts described below are illustrated in the map "Old West Austin Neighborhood Plan – Neighborhood Districts."

- **Throughout the neighborhood**, no zoning changes on commercially-zoned lots to more permissive zoning should be allowed, except as noted below. Rezoning from any commercial base district to the same base district adding MU shall be supported on W. 6th and W. Lynn if the existing building and character are maintained. Elsewhere, rezoning from any commercial base district to add MU shall be supported subject to other restrictions discussed in the plan.
- **Residential Core** (See the attached Neighborhood District Map, which identifies the Residential Core as the area bounded by Enfield, Newfield, the rear lot line of the first lot on the north side of 6th Street, the rear lot line of the first lot on the west side of Lamar from W. 6th to the alley between 9th and 10th, then continuing on Baylor from the alley between 9th and 10th, to 12th, from the rear lot line of the first lot on the west side of Lamar from 12th to Parkway, from the rear lot line of the first lot on the west side of Parkway from Lamar to Baylor, along Lamar (facing Pease Park) from Parkway to 15th Street (excluding the first 3 southern-most lots of this section), and finally along 15th Street to Enfield): 1201 and 1203 Baylor Street are excluded from the Residential Core. No zoning changes to a more permissive zoning

category should be permitted, with the exception of 1008 Baylor Street and 1111 W. 11th Street due to consideration of conditions that insure compatibility with a residential character of the core. Preservation of existing older residential structures is strongly encouraged.

- In the **Lamar District**, 6th – 15th Street (lots between the center line of Lamar and the western edge of the residential area, defined above). 1201 and 1203 Baylor Street are included within the Lamar District. Allow mixed use development. Heights should be limited to 40 feet. The neighborhood plan recommends rezoning all CS and CS-1 properties on Lamar to allow mixed use development.

- In the **North 6th Street District** (lots along the north side of 6th Street): No zoning changes to a more permissive category. Exceptions:

- If zoned SF-3, allow rezoning to NO-MU-CO, where the CO is: fewer than **40** trips/day, business access through alley is prohibited (though residential access through alley is acceptable), business access through a street with minimum of width of 36' is required, and there shall be a 10' vegetative buffer or a 6' masonry fence that separates the business use (including parking) and adjacent residential property. Owner-occupied is encouraged.

- Existing properties with MF zoning or an MF use on the north side of 6th St. may be rezoned / re-developed to include a commercial component consistent with this plan (a square footage ratio of 3:1, residential to commercial). Any redevelopment must not negatively impact surrounding residences, considering factors including but not limited to height, traffic, visual character, and other compatibility concerns.

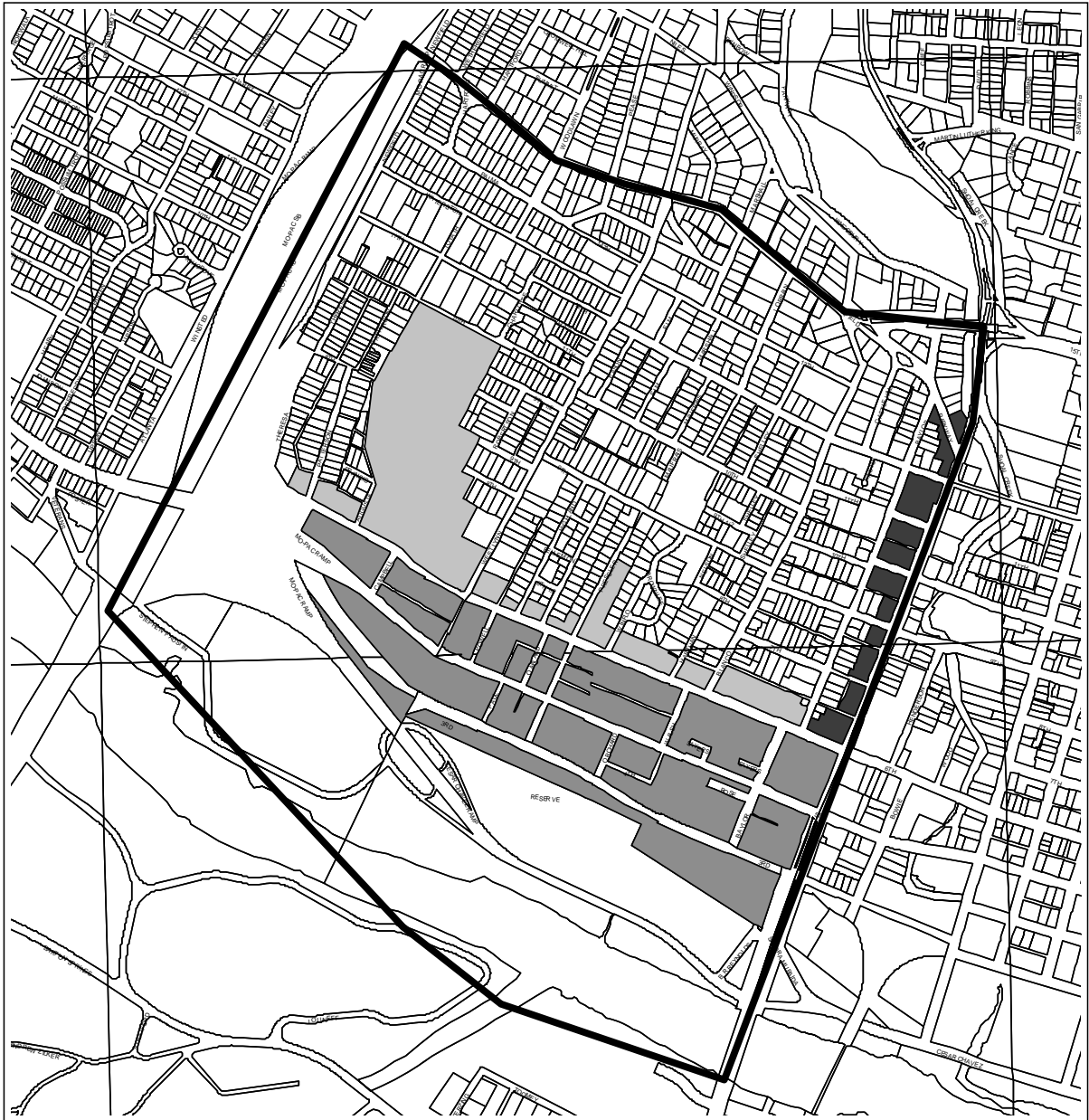
- Rezoning of commercially zoned properties that do not change the base district but add mixed use should be permitted, if the existing building and character are maintained. Preservation of existing single-house structures is strongly encouraged.

- In the area **South of 6th Street** (all lots south of the center line of 6th Street):

- The neighborhood plan supports property owners' requests to rezone LI properties to W/LO, MF-1 through MF-6, and CS-CO with the Neighborhood Plan Combining District special use category "Neighborhood Mixed Use Building" (for the CO, see list of uses identified as restricted in this plan under item #5).

- No rezonings to a commercial category more permissive than CS-CO (as specified under item #5) should be permitted, except as noted above for LI properties.

- On the south side of 6th Street, for the lots fronting on 6th, no zoning changes to a more permissive base district should be permitted. Rezoning that do not change the base district but add mixed use capability should be permitted, if the existing building and character are maintained. Preservation of existing single-house structures is strongly encouraged.



Old West Austin Neighborhood Plan Neighborhood Districts






City of Austin
Planning, Environmental and
Conservation Services Department
Neighborhood Planning

June 13, 2000



0 500 1000 Feet

Old West Austin Neighborhood Districts

-  Lamar District
-  North 6th St District
-  Residential Core
-  South of 6th St District
-  Neighborhood Planning Area Boundary

See plan text for recommendations regarding future rezoning requests in these districts.

B. TRANSPORTATION

Achieving residential and mixed-use infill in the neighborhood depends on adding amenities such as: 1) new and repaired sidewalks, 2) connections to allow pedestrian and bicycle travel, and 3) public transportation to serve neighborhood residents in their trips to work, school, parks, and area businesses.

This infill development also requires the development of infrastructure such as mass transit. In addition, the neighborhood supports efforts to reduce solo driving to downtown and the Capital complex, and supports parking “cash outs” and improved carpooling.

The neighborhood accepts that it is part of a grid system and that cut-through traffic is part of that grid system. At the same time, traffic calming devices must be put into place to ensure that cut-through traffic and LOCAL traffic through the neighborhood occur in a calm manner. The neighborhood is working with Public Works on traffic calming.

Some parts of the neighborhood cannot tolerate additional cut-through traffic. Baylor Street is heavily impacted by the commercial development at 6th and Lamar. The neighborhood planning team is concerned that commercial traffic on the neighborhood's eastern edge is creating an untenable situation for residents. OWANA and the City of Austin will work with residences and business to find an optimal solution to the transportation needs of both parties. We must protect the perimeters of our neighborhood.

Goal 4: Provide safe movement for all modes throughout neighborhood

Obj. 4.1 – Increase Pedestrian Safety

Action 14: The neighborhood has cited a lack of safety for pedestrians crossing and walking along 5th Street. The City should install one or more stoplights (or other mechanism to allow safe crossing) along 5th Street. 5th Street is a greater priority than 6th. Top choices for locations: Campbell (El Arroyo), West Lynn, Walsh. Once installed, the lights should be timed to 25 mph. (City Action Item: PW)

Action 15: The neighborhood has cited a lack of safety for pedestrians crossing and walking along 6th Street. The City should install a stoplight (or other mechanism to allow safe crossing) on 6th Street at Baylor. (City Action Item: PW)

- Action 16: In the future, explore installation of a pedestrian light at or near the 1200 block of West 6th Street (Travelfest location). The exact location will be determined by developments affecting projected pedestrian flow such as a bicycle/pedestrian underpass at Pressler and the railroad or development on 5th or 6th Street. (Neighborhood Action Item: NPT / PW)
- Action17: At 12th and West Lynn, add "Yield to Pedestrian" signs for each approach to improve pedestrian crossing, and re-evaluate the intersection as the traffic load increases. Despite the existing stoplight, pedestrians experience difficulty crossing the 12th and West Lynn intersection due to cars making turns. (City Action Item: PW)
- Action 18: Continue to survey locations of pedestrian safety problems as the dynamics of the neighborhood change. Prioritize and inform proper agencies for hazard elimination (dangerous road crossings, intersections with poor line of sight, pedestrian gaps, lack of crosswalks, sidewalks, etc.). Monitor progress in eliminating road hazards. (Neighborhood Action Item: NPT)

Goal 5 - Accessibility- Provide access to, from, and through the neighborhood for all residents.

Obj. 5.1 – Improve the neighborhood's sidewalk network. Concentrate on improving the ability of pedestrians to walk to schools, parks, local businesses, and downtown. The neighborhood has a high volume of cut through traffic due to nearby major roads and new commercial development on Lamar.

- Action 19: Build new sidewalks, from the list below. The city should work with liaisons from the neighborhood planning team to resolve conflicts with existing utilities, landscaping, slope, aesthetic issues, and to evaluate cost impact of solutions. See also "Sidewalks" under mobility policies. (City Action Item: PW)

Locations identified in residential survey, in order of priority:

<u>Street:</u>	<u># of responses:</u>	<u>Segment recommended by planning team:</u>
9 th *	61 responses	from east of Blanco to West Lynn
12 th *	35 responses	North side, West Lynn to Lamar
Blanco*	18 responses	East side, 7th-12th
Palma Plz.*	18 responses	one full side, to be determined by PW&T / property owners
West Lynn*	16 responses	5th-6th, both sides
5 th	15 responses	North side, Lamar to Mopac
Baylor*	13 responses	East side (and complete west side), 5th to 9th
13 th	12 responses	South side, Shelley to West Lynn
Baylor*	(see above)	9th-12th, East side
MoPac	2 responses	10 th -Palma Plaza, East side of frontage road

*Streets identified in OWA/Hyde Park 1999 S.T.E.P. grant application - not funded.

- Action 20: Maintain a list of neighborhood streets that do not meet City standards for sidewalks: sidewalk on one side for collector streets and school routes, and on both sides for arterials. (Neighborhood Action Item: NPT)
- Action 21: Continue to prioritize rest of sidewalk needs in the rest of the neighborhood for completion of the sidewalk network, depending on funding availability and needs of other neighborhoods in the city. (Neighborhood Action Item: NPT).
- Action 22: Initiate a workgroup of City staff and neighborhood associations to investigate funding mechanisms, cost offset strategies and partnership agreements for completing and maintaining the sidewalk network in the neighborhood as well as throughout the city. (City Action Item: PW/NPT).
- Action 23: Through OWANA newsletters and workshops, educate residents about City easement-ownership in front of their properties and about bans on blocking sidewalks with parked vehicles as well as trash, debris, or construction materials; allow period of transition (1-3 years if needed) from vegetation to sidewalk installation. Work with Public Works to obtain information on this issue. (Neighborhood Action Item: NPT / PW)

Obj. 5.2 – Make the neighborhood ADA accessible.

- Action 24: Identify missing ADA ramps on other neighborhood streets and work with ADAPT and Public Works to prioritize for future installation. (Neighborhood Action Item: NPT)

Obj. 5.3 - Eliminate barriers to pedestrian/bike movement.

- Action 25: Lamar Boulevard is hazardous for pedestrians and cyclists to cross, even with traffic signals. Increased traffic from new development on Lamar at 5th & 6th will make crossing even more difficult. Create a pedestrian island / crossing on Lamar at 6th on the north side of the intersection, filling in the unused left turn lane. (City Action Item: PW)
- Action 26: Create pedestrian island / crossing on Lamar at 5th on the south side of the intersection. This should especially be done if the City creates a dedicated right turn lane on northbound Lamar. (City Action Item: PW).
- Action 27: Work with Public Works and Transportation to evaluate the efficacy of pedestrian islands / crossings on Lamar at a midpoint between 6th and 9th, between 9th and 10th, and between 10th and 11th where left turn traffic into curb cuts is least affected. As of May 2000, these crossings were not recommended by the Public

Works Department, which stated the opinion that mid-block islands would provide a false sense of security, since there is nothing to physically stop the heavy through vehicle traffic. (Neighborhood Action Item: NPT).

- Action 28: Create a pedestrian island / crossing on Lamar at 12th Street on both north and south sides of the intersection. (City Action Item: PW).
- Action 29: It is currently difficult for the neighborhood's pedestrians and cyclists to get to Austin High School and to Town Lake, because there is no safe way to cross the Union Pacific Railroad tracks. Create a safe pedestrian route to Austin High School and Town Lake, by restoring the railroad underpass at West Lynn and building a trail between West Lynn and the underpass. If restoration of West Lynn tunnel is not possible, pursue a new underpass at Pressler. Determine if City owns property between 5th Street and the underpass and either reclaim or acquire easement. (City Action Item: PW / NPT / Union Pacific Railroad)
- Action 30: Work with Union Pacific Railroad to close grade crossings at Pressler and Paul Streets while developing a non-grade conveyance for pedestrians and bicyclists at or near those points. Closure may require alternate vehicular access from César Chávez Street for properties on the south side of the tracks. No changes should be made without consent of all affected property owners and business owners. (NPT / Union Pacific Railroad)
- Action 31: Improve the safety of the pedestrian crossing at the Northbound MoPac entrance on 6th Street. This crossing is used by pedestrians to reach Deep Eddy pool. Possible solutions include: (1) extending the western median to cover the painted area, while improving signage warning motorists of the lane split, and also improving signage warning of pedestrians; and (2) installing a pedestrian signal. The crosswalk at this location has been erased due to resurfacing. The existing sign that warns motorists of a pedestrian crossing does not have a significant impact on the speed of traffic preparing to enter MoPac. A slight rise to the east makes it difficult for pedestrians to see oncoming traffic. The NPT should ask the City's Bike/Pedestrian program to submit this as an ISTEA/TEA-21 project. (Neighborhood Action Item: NPT/TxDOT)
- Action 32: Install a raised pedestrian crosswalk with signs ("State Law Requires You to Stop For Pedestrians in Crosswalk") on Veterans / Stephen F. Austin at pedestrian crossing under MoPac Bridge leading to Johnson Creek greenbelt. On peak days, hundreds of pedestrians use this crossing. (City Action Item: PW)
- Action 33: Install crosswalks with pedestrian-activated stoplights or another device to allow safe passage across Newfield at Enfield.

Currently, crossing Newfield from the east is unsafe due to turning traffic, high speeds, and driver inattention. Also, the Neighborhood Planning Team will work with TxDOT to study installing signalized pedestrian crossings on Newfield at Waterston or Palma Plaza, and on Atlanta near the basketball court at Westenfield Park. (Neighborhood Action Item: NPT/TxDOT).

- Action 34: Install bright yellow “Watch for Pedestrians” signs (text rather than picture) at Enfield and Newfield and Enfield and Atlanta Streets (two signs per intersection). (City Action Item: PW)
- Action 35: Install a north-south pedestrian bridge under or beside the MoPac bridge over Enfield. The bridge, combined with a device to allow safe passage across northbound MoPac frontage road (mentioned previously), will establish safe passage for pedestrians from the Old West Austin neighborhood to the pool at Westenfield Park, located northwest of the MoPac/Enfield intersection). (Neighborhood Action Item: NPT / TxDOT)
- Action 36: Restripe all faded crosswalks on Lamar Blvd. Coordinate restriping at 6th Street intersection with installation of pedestrian island. (City Action Item: PW).
- Action 37: Improve pedestrian access from Married Student Housing to Mathews Elementary by providing a path outside the fence around the Infant Parent Training Center/Open Door Day Care facility. (Neighborhood Action Item: NPT / Gateway Apartments)
- Action 38: Participate in planning for Old West Austin segment of Crosstown Bikeway plan. (Neighborhood Action Item: NPT).

Goal 6 - Circulation - Allow neighborhood streets to function for circulation, while calming cut-through traffic

The Old West Austin Neighborhood has been working with Department of Public Works and Transportation (PW&T) to develop a traffic calming plan, which is currently being balloted to the neighborhood. The Traffic Calming Committee's draft plan addresses most of the traffic calming needs identified by the neighborhood planning team. The neighborhood planning team understands that it is the policy of PW&T to only install traffic calming devices as part of a whole neighborhood study. Nonetheless, it is the desire of the neighborhood planning team to include the following traffic calming items in the neighborhood plan.

Obj. 6.1 - Develop traffic calming devices to address cut-through traffic and associated hazards.

- Action 39: Install textured surface crosswalks (a material inlaid at grade with brick or stone borders 6-12" wide) on all 4 corners at 12th and West Lynn business area. Many pedestrians and many autos use this intersection. These crosswalks should remind drivers that this is a pedestrian / bicycle area, and should be visible and should feel different under cars' wheels. (City Action Item: PW)
- Action 40: Monitor cut-through traffic on Waterston, Palma Plaza, and 10th Streets in case of need to increase the size of diverters along MoPac frontage road. Despite existing diverters, some vehicles are making illegal right turns into the neighborhood. (Neighborhood Action Item: NPT).
- Action 41: Establish a committee of residents in the area bounded by Lamar Blvd, Blanco Street, 6th Street and 9th Street with OWANA committee members, City of Austin Staff and affected businesses to:
- (a) review traffic patterns in this area.
 - (b) experiment with temporary diverters, particularly on Baylor Street at the east/west alleys that run between Baylor and 6th Street, to establish traffic patterns that are not deleterious to that part of the neighborhood.
 - (c) explore feasibility of reconfiguration of the three alleys from Baylor to Lamar at 6th through 9th Streets to prevent use as parking lot entrance for customers in vehicles. This action should not involve the City vacating any land. Allow pedestrian and bicycle traffic to continue through this area. (Neighborhood Action Item: NPT / PW).
- Action 42: Eighteen months after the neighborhood plan is approved, perform a formal traffic calming study for Baylor Street area (bounded roughly by Lamar, 10th Street, Blanco, and 5th Street) to determine the impact of cut-through traffic from new development on Lamar. This study should be undertaken with developers of property near the Lamar Boulevard at West 5th and 6th Street intersections, the Old West Austin Neighborhood Association, area residents and business/property owners, the Fire Department, and the Public Works Department. (Neighborhood Action Item: NPT / PW)
- Action 43: Support the request of residents of the Patterson Street area (bounded by 6th, Augusta, Francis, Teresa, Patterson and 10th) for a future traffic calming study. (Neighborhood Action Item: NPT)

Obj. 6.2 - Address conflicts between neighborhood businesses and residents

- Action 44: Work with area restaurants on "dumpster management." The problem is dumpsters blocking rights-of-way (e.g. alley between Harthan and Blanco) and food waste that attracts vermin (Neighborhood Action Item: NPT).
- Action 45: Work with delivery services and neighborhood businesses to minimize obstruction and impact of deliveries by large trucks. (Neighborhood Action Item: NPT).

Goal 7: Mobility - Provide for movement of through traffic into and out of downtown.

Obj. 7.1 - Address problems in traffic flow across neighborhood at an early stage.

- Action 46: Adopt performance standards for neighborhood arterials which facilitate movement of through traffic on arterials, yet support commercial businesses. Use these standards to rate current performance of arterials, and suggest improvements. (Neighborhood Action Item: NPT).
- Action 47: Continue to work with Public Works on retiming stoplights on Lamar. (Neighborhood Action Item: NPT)
- Action 48: Inform APD of gridlock problems on Lamar, for traffic enforcement. (Neighborhood Action Item: NPT)
- Action 49: Identify access problems for EMS / Fire vehicles, and support one-side-of-street parking for streets whose residents choose this option. (Neighborhood Action Item: NPT).

Obj. 7.2 - Develop road improvement projects that allow for smooth traffic movement, but which do not increase the speed of traffic in urban areas.

- Action 50: Re-stripe 10th & Newfield intersection to former configuration, allowing vehicles turning out of W. 10th to be isolated from traffic exiting from MoPac until they can accelerate to 25 mph. (City Action Item: PW / TXDOT)

Obj. 7.3 - Work with Capital Metro to improve/expand transit service to neighborhood.

- Action 51: Continue the #88 Dillo to area businesses / Downtown, using the Austin High School parking lot. (Capital Metro)

- Action 52: Affix schedules to signs on #9 route at Enfield and West Lynn, 12th and West Lynn and 12th and Shelly. (Capital Metro)
- Action 53: Improve frequency of #9 route when ridership increases. (Capital Metro)
- Action 54: Support the development of a Trolley system that extends from Downtown through the neighborhood, using right of way to the north of the Union Pacific railroad tracks. Consider extending proposed trolley to Austin High School parking lot (assuming an underpass is built under the railroad tracks) and eventually through Deep Eddy area, UT Apartments and LCRA landing on Lake Austin. This system also could serve persons from south of the river who bus to or park at the south end of the MoPac footbridge and walk across the bridge to board the trolley for downtown or the LCRA offices to the west. (Capital Metro does not have plans for such a trolley service at present, and has not proposed a project as envisioned. Current plans for light rail / bus rapid transit extend west to the Seaholm study area only. Further extension of the Light Rail Transit/Bus Rapid Transit would require both an extensive feasibility study and a change to current phasing plans.) (Neighborhood Action Item: NPT)

Goal 8: Aesthetics – Create attractive, pedestrian-friendly public spaces in the neighborhood

Obj. 8.1 - Improve aesthetics of streets

- Action 55: Participate in and support the efforts of the West End Alliance and the West Lynn merchants to improve commercial corridors. In particular, support the goals of the West End Austin Alliance master planning effort for these corridors: creating a pedestrian-friendly, mixed-use environment. (Neighborhood Action Item: NPT)
- Action 56: Support the burying of utilities on Lamar Blvd. from 3rd to 15th Streets. The Neighborhood Planning Team understands that funding for utility burial is currently limited but would like for this area to be considered for future projects. (Neighborhood Action Item: NPT / Austin Energy).
- Action 57: Support the burying of utilities on W. 5th Street from Lamar to MoPac. The Neighborhood Planning Team understands that funding for utility burial is currently limited but would like for this area to be considered for future projects. (Neighborhood Action Item: NPT / Austin Energy).

- Action 58: Landscape MoPac entrances to neighborhood. (Neighborhood Action Item: NPT / TXDOT).
- Action 59: Install streetlights in locations specified by the neighborhood planning team (an estimated 20 streetlights are needed – locations to be identified by the neighborhood planning team). For any new streetlights, use "Cutoff Lighting" for lower cost (less electricity), better safety (no glare), and better visibility of stars. Each location identified will be reviewed by Austin Energy and considered for installation per AE streetlight design standards. (City Action Item: Austin Energy / NPT).

Goal 9: Provide adequate parking for neighborhood's residents and businesses.

Obj 9.1 - Provide sufficient parking for neighborhood businesses without compromising residential parking.

- Action 60: Endorse the CAMPO 2025 Plan Roadway Table that calls for not expanding either 5th or 6th Streets between Lamar and MoPac. The adopted CAMPO plan does project a need for 8 lanes on 5th Street, but does not propose expanding the road.
- Action 61: Investigate feasibility of parking on the sides of 5th and 6th Streets, so as not to decrease traffic capacity. Survey results revealed significant problem of commercial parking overflowing into residential areas. Parking along 5th and 6th could ease some of this parking pressure. (City Action Item: PW).
- Action 62: Participate in Downtown Austin Comprehensive Parking Study and Downtown Access and Mobility Study. (Neighborhood Action Item: NPT / West End Austin Alliance).
- Action 63: Encourage the merchants' association to enter into shared parking arrangements. (Neighborhood Action Item: NPT / West End Austin Alliance).
- Action 64: Develop an area-wide parking management plan with local businesses and business associations, and encourage participation by the City of Austin, Capital Metro and other public entities that can contribute to the solution. Explore incentives to reduce effects of customer and employee vehicle use and parking on the neighborhood, its businesses and the city in general. Research the origin of customers and employees and explore the use of circulators, vanpools, bicycles and other means of transport. Provide incentives. (Neighborhood Action Item: NPT / West End Austin Alliance).

Action 65: Work with AT&T to use excess AT&T land for Mathews teacher parking. (Neighborhood Action Item: NPT).

Obj 9.2 – Protect residential parking.

Action 66: Identify parking spillover problems in neighborhood from commercial and multifamily developments. Support petitions for residential-parking-only on these streets. (Neighborhood Action Item: NPT).

Obj 9.3 – Enforce parking violations.

Action 67: Ensure that the neighborhood's "No Parking" areas are clearly marked with signage. Replace any missing or damaged signs. (City Action Item: PW)

Action 68: Work with Public Works to prioritize streets with parking problems for curb painting of no-parking zones (or other means to clearly delineate these zones). While the neighborhood understands that curb painting creates a maintenance burden, this neighborhood experiences an unusually high volume of on-street parking, and existing signs are not perceived as effective. (Neighborhood Action Item: NPT / PW)

Action 69: Contact APD with list of areas with parking violations for enforcement. (Neighborhood Action Item: NPT).

Action 70: On a city-wide basis, APD should publicize how to report parking violations (e.g. put phone number on "no parking signs" or use television advertisements). (Neighborhood Action Item: NPT / APD).

Action 71: One full-time parking enforcement employee should be assigned to work outside of the downtown area. (Neighborhood Action Item: NPT / PW).

Action 72: Post a sign for NO PARKING TOW AWAY ZONE on Woodlawn Avenue at Enfield and also paint NO PARKING on the pavement. This was APD's recommendation in correspondence to the neighborhood. (City Action Item: PW / APD).

Goal 10: Reduce Traffic Noise

Obj. 10.1 Reduce MoPac traffic noise.

Action 73: Participate in MoPac Noise Abatement Coalition, comment on noise impacts of any proposed changes to MoPac, and seek noise mitigation measures. (Neighborhood Action Item: NPT).

Mobility Policies:

Lamar Blvd at 5th and 6th:

- The neighborhood plan supports the construction of a dedicated right-turn lane on northbound Lamar onto eastbound 5th street at railroad underpass. However, if this is done, it should be done in conjunction with the installation of a pedestrian island on the south side of 5th Street as recommended in the transportation section of this plan.
- The neighborhood encourages the City to develop strategies to ease congestion at 6th and Lamar.

5th and MoPac:

- The neighborhood plan supports striping eastbound Lake Austin Boulevard to reduce to one left lane after the stoplight with Atlanta, to allow northbound MoPac to 5th Street traffic to turn right onto a dedicated lane. This will prevent congestion on the northbound MoPac exit ramp at 5th Street. This area is under TxDOT jurisdiction.

César Chávez:

- The City of Austin should study West César Chávez to determine ways to enhance capacity of that roadway without further encroaching on the use of adjacent parkland by the citizens of Austin. Remedies to be studied should include but not be limited to changeable direction of one or more lanes from morning rush hour to evening rush hour.

Rail Transit:

- Support the public acquisition of additional rail easement north of the Union Pacific tracks to allow future rail and other non-automotive transportation options. Designate the Union Pacific corridor as a public transportation corridor for the East-West Bikeway and for various rail possibilities including a trolley line, light rail, and commuter rail to serve future residential development along 5th Street as well as the existing OWA neighborhood and areas to the West. (While this easement is not part of Capital Metro's initial phase Light Rail Transit/Bus Rapid Transit development, it may be a part of future commuter rail plans that have yet to be fully developed. Capital Metro has not conducted a feasibility analysis beyond commuter rail service, nor has funding been identified.)

- Support the future development of Light and Heavy Rail options on the Union Pacific Railroad Line with a station in or near the neighborhood. The neighborhood plan is supportive of rail transit through Old West Austin. (This segment is not part of Capital Metro's initial phase Light Rail Transit/Bus Rapid Transit development, although it may be a part of future commuter rail plans that have yet to be fully developed.) The neighborhood plan also supports the development of a rail freight bypass with construction of Texas 130 to free capacity for commuter trains on Union Pacific's MoPac line.

Sidewalks:

- To the extent possible, the width of the buffer strip for new sidewalks in the Old West Austin neighborhood should match the existing buffer strip width on any given street. This objective should be balanced by the amount of existing right-of-way (or an owner's willingness to grant an easement where the City does not own the property) and the location of existing utilities.

Parking Resources:

- The neighborhood encourages the City to establish parking that can later be redeveloped into other uses as mass transit develops and the market changes. Parking resources should be constructed to allow future conversion into mixed-use development. Examples include pooled surface parking and space-efficient automated parking systems that can be economically disassembled and reused at other locations.
- The neighborhood encourages the City to develop a city-wide municipal parking program that: (a) includes neighbor-approved municipal parking areas to replace private business parking that conflicts with pedestrian and transit activity, and (b) involves the city in managing privately owned shared parking use. The City would serve as a broker to promote more efficient use of privately-owned parking spaces.
- The neighborhood encourages the City to lead the development of shared parking by establishing parking facilities that can generate income. These facilities should be developed through negotiation with neighborhood and parking interests.

C. PARKS, RECREATION, AND GREEN SPACE

Overall Vision:

The Old West Austin Neighborhood is home to many families with children. The two existing parks—West Austin Park and Clarksville (Mary Baylor) Park—provide recreational amenities for these children and all residents. However, these parks need improvement and ongoing maintenance.

Both parks have a large volume of visitors, due in part to the many residents who live in apartments. These residents do not have access to private open spaces for recreation for themselves or their pets.

One of the benefits of living in the Old West Austin Neighborhood is its proximity to Town Lake, the hike and bike trail, Town Lake YMCA, Westenfield Park, Deep Eddy and other nearby park space. However, there is currently no safe or easy way to access these areas by foot or bike. Increased traffic, as the result of new development on Lamar at 5th and 6th will make access by vehicle difficult as well. Instead of requesting additional park space, the neighborhood planning team feels it would be more economical for the City to improve access to park space that already exists. Several of the proposals in the Transportation section of this plan are intended to address these access problems.

Green space is a valuable commodity in an urban neighborhood. The Old West Austin Neighborhood is tightly developed and all green space, including the beautiful canopy provided by established trees in the neighborhood, provides soothing visual relief. This wealth of trees also provides much-needed shade and serves to clear the air. Finally, existing Post Oak trees, a unique feature of the Old West Austin area, contribute significantly to the character of the neighborhood.

Goal 11: Improve existing parks and increase recreational amenities in the neighborhood

Obj. 11.1: Improve access to, and the quality of, neighborhood swimming pools.

Action 74: Keep wading pools in both West Austin Park and Mary Baylor Park open daily in the summer months, at least 6 hours per day, preferably until 8:00 PM. (City Action Item: PARD).

Obj. 11.2: Increase the number of playgrounds available to neighborhood children.

Action 75: Work with Mathews Elementary to open the school's playground to the community. (Neighborhood Action Item: NPT).

Obj. 11.3: Make improvements to West Austin Park.

Action 76: Design and install a removable fencing system (flexible plastic) around the baseball diamond to exclude dogs, to be managed by neighborhood volunteers. Improve signage at West Austin Park to encourage dog owners to clean up after their pets. Place and maintain "dogs must be on leash" signs around the playscape and sand area in the north part of the park. (City Action Item: PARD / NPT)

Action 77: Allow on a trial basis (6 months) the use of the south half of West Austin Park as a leash-free area. Pet owners must control dogs so that they remain in that part of the park, and must clean up after the dogs. Dogs must be on leash in north half of park. The NPT will work with PARD to implement this trial period. (Neighborhood Action Item: NPT / PARD).

Action 78: In the space presently occupied by the skate park at West Austin Park, establish a children's sand area and a community garden (or xeriscape garden). Demolition of the existing structure should not be required. (City Action Item: PARD / NPT)

Obj. 11.4: Light West Austin Park effectively, and in such a way as not to disturb its neighbors.

Action 79: Develop and implement a plan for lighting around the bath house at West Austin Park in accordance with International Dark Sky Association standards to (1) reduce glare from trespass light, (2) reduce power consumption and (3) lessen light pollution of night sky. Some of the park's neighbors have reported that the existing lighting is too bright. PARD and the neighborhood planning team should work together to develop a lighting plan. (City Action Item: PARD, NPT, Austin Energy)

Goal 12: Preserve and Improve Green Space

Obj. 12.1: Maintain the neighborhood forest of canopy trees, especially Post Oaks. Established trees are old and need to be replaced at a healthy pace. Post Oaks are unique to Old West Austin

and other areas underlain by ancient riverbed gravelly sand, the "Post Oak gravel" in which they can thrive.

- Action 80: Maintain the neighborhood's urban forest through a comprehensive neighborhood street-tree planting event. Approximately 70 trees would be planted. (City Action Item: PARD / NPT).
- Action 81: Educate residents regarding avoiding choking of trees with paving, and avoiding damaging trees with fasteners of any kind, especially Post Oaks, which are softwood and whose trunks have hollow centers. Hoists should never be supported by tree limbs, and tree houses should be sited near the trunks of sturdy trees. Care should be used in the installation of any fasteners to make them fit snugly in the tree's wood and not move with use so as to keep an open wound in the tree. Their use should be minimized as much as practical, with saddles over tree limbs preferred. (Neighborhood Action Item: NPT).
- Action 82: Develop a site plan for planting new trees, preferably including Post Oaks, in both West Austin Park and Clarksville Park, to provide shade to these areas. Ten trees per park are requested. Designate an irrigation operator for each site newly planted and assure a healthy moisture level around the root zones of all new plants for at least two years. Install drip irrigation around new plantings. (City Action Item: PARD / NPT).
- Action 83: Restore water piping in West Austin Park to supply the hose bibs in existing valve wells, to water grass and trees, including south part of the park. (City Action Item: PARD).
- Action 84: Install drip irrigation preparation. (Neighborhood Action Item: NPT).

Obj. 12.2: Enhance existing greenspace

- Action 85: Maintain Palma Plaza triangle / park and the Woodlawn esplanade. Designate an irrigator to operate the drip system in Palma Plaza Park, ideally someone who lives across the street. S(he) will be responsible for monitoring and adjusting the operation of the system appropriately to maintain an efficient moisture level around the roots of all plants watered by the system. In case of malfunction or need for routine maintenance, the irrigator will be expected to seek help as necessary from the OWANA Parks subcommittee Chair, other neighbors as desired, employee or contractor. PARD does not have responsibility for this system (Neighborhood Action Item: NPT).

D. HISTORIC PRESERVATION / URBAN DESIGN

Overall Vision:

Historic buildings in the neighborhood are a character-defining feature of the neighborhood that cannot be replaced. As new development infiltrates the neighborhood, all historic and potentially historic buildings and sites must be identified and targeted for preservation. In addition, guidelines must be established for compatible new construction. Goals, objectives, and action items for Historic Preservation / Urban Design are listed below:

Goal 13 – Preserve and Enhance the Unique Historic Identity of the Neighborhood.

Obj. 13.1: Identify the historic buildings and other buildings that contribute to the historic character of the neighborhood.

- Action 86: Create a map of all historic resources, and identify potential historic districts within the neighborhood. Use tax record research and on-site review to complete the Historic Resource Survey map indicating: Austin Landmark homes, historic homes (with no alterations, 1-2 alterations, or more), non-historic compatible housing, non-historic/non-compatible housing, and modern apartments or commercial properties. Neighborhood volunteers have already completed much of the required work; however, a professional-level survey may be required if neighborhood residents request the establishment of local historic districts. (City Action Item: DRID / NPT).

Obj. 13.2: Increase public awareness of the historic nature of the homes and businesses of the neighborhood, and encourage preservation.

- Action 87: Support the designation of local historic districts wherever neighbors decide to pursue a district nomination (when ordinance revisions are complete). (Neighborhood Action Item: NPT).
- Action 88: Provide a formal training session to property owners regarding local landmark designation and rehabilitation standards. (City Action Item: DRID).
- Action 89: Provide owners with the tour guide from Austin Convention Center and Visitor's Bureau about our neighborhood. (Neighborhood Action Item: NPT).
- Action 90: Establish a wall plaque in West Austin Park with information about the neighborhood's history. (City Action Item: PARD)

- Action 91: In the Clarksville National Register Historic District, replace the existing street signs with a different type of street signage, with a distinctive color or graphic. (City Action Item: Austin Convention and Visitors' Bureau).
- Action 92: Make a completed Historic Resource Survey map available to homeowners to promote community education regarding the historic nature of Old West Austin. Identify areas with highest and lowest density of historic structures. Present results to the Neighborhood Association. (Neighborhood Action Item: NPT).
- Action 93: Make information regarding historic homes available to homeowners/realtors on the OWANA website. (Neighborhood Action Item: NPT).
- Action 94: Establish compatibility standards for redevelopment or for alterations to existing structures that will clearly discourage or prohibit the tearing down of existing historic properties to make way for new construction. (City Action Item: DRID).

Obj. 13.3: Make a particular effort to preserve the remaining historic buildings in the Clarksville National Register Historic District (they are rapidly diminishing).

- Action 95: Co-Sponsor a meeting with the Landmark Commission of Austin on Clarksville, and encourage everyone from Clarksville to come. Show the film that was made over 20 years ago on the history of Clarksville. Invite the Austin Landmark Commission to share information gathered regarding the updated historic resource survey of Clarksville. (Neighborhood Action Item: NPT, DRID, Austin Landmark Commission).
- Action 96: If initiated by the residents, support the designation of a local historic district for Clarksville when ordinance revisions are complete. (Neighborhood Action Item: NPT/ DRID).
- Action 97: Develop voluntary compatibility standards for new construction and/or alterations to existing structures in Clarksville. (Neighborhood Action Item: NPT/ DRID).
- Action 98: Develop walking tour guide for Clarksville. (Neighborhood Action Item: NPT).

Obj 13.4 - Businesses on the north side and south side of 6th street should keep single-house character as a transition to the residential area of the neighborhood.

- Action 99: Support the designation of a local historic district for West 6th Street, if instigated by owners of property on West 6th St. (Neighborhood Action Item: NPT).
- Action 100: Businesses on 6th street will receive information regarding the historic nature of the structures on that street, perhaps in the form of a walking tour guide to complement a guide to 6th street in the central business district. (Neighborhood Action Item: NPT)
- Action 101: Businesses on 6th street that maintain the historic nature of the neighborhood would receive support from the neighborhood association in the form of a sticker to display in their window. (Neighborhood Action Item: NPT)

Obj. 13.5: Encourage appropriate design in any new construction or re-development of existing historic or contributing properties.

- Action 102: Develop recommended (voluntary) design standards for re-development of existing historic or contributing properties, including recommended practices for building additions. Cite successful examples in the neighborhood. (Neighborhood Action Item: NPT / DRID)
- Action 103: Develop recommended (voluntary) design standards for new development on vacant lots. Include recommendations for observing adjacent building setbacks (which may require a code variance), location of garages, existence of front porches, etc. Cite successful examples in the neighborhood. (Neighborhood Action Item: NPT / PECSD)
- Action 104: Create a neighborhood design review committee to provide recommendations to property owners regarding the neighborhood design guidelines. Design Guidelines would only be enforceable in local historic districts. (Neighborhood Action Item: NPT)
- Action 105: Make design or compatibility standards available on the OWANA website and in print for property owners and potential investors. Promote awareness of guidelines in the real estate community through publicity (funding may be needed). (Neighborhood Action Item: NPT)

Obj. 13.6: Support the long term businesses in the neighborhood- their success is our success and part of the overall history of the neighborhood.

- Action 106: Encourage stronger publicity efforts for local businesses through the neighborhood association newsletter and quarterly meetings. (Neighborhood Action Item: NPT)
- Action 107: Develop criteria to be met by businesses and award certificates or stickers to those meeting the criteria, and encourage homeowners to support these long term "good neighbor" businesses. (Neighborhood Action Item: NPT)
- Action 108: Involve long term or compatible businesses in community activities (for example: community fair, neighborhood clean up, etc.) as supporters and recipients of support. (Neighborhood Action Item: NPT)

CLARKSVILLE
NATIONAL
REGISTER
DISTRICT



LEGEND

- Designated Austin Landmark
- Historic with no significant alterations
- Historic with 1-2 alterations
- Historic with 3-4 alterations (may or may not be designated historic)
- Not historic, but compatible with neighborhood
- Not historic, and not compatible with the original design intent of the neighborhood
- Modern Apartments/Commercial

Historic Resource Survey
OLD WEST AUSTIN NEIGHBORHOOD PLAN

List of Abbreviations

AHFC – Austin Housing Finance Corporation
APD – City of Austin Police Department
CAMPO – Capital Area Metropolitan Planning Organization
DRID – City of Austin Development Review and Inspection Department
NHCD – City of Austin Department of Neighborhood Housing and Community Development
NPT – Neighborhood Planning Team
PARD – City of Austin Parks and Recreation Department
PECSD – City of Austin Planning, Environmental, and Conservation Services Department
PW – City of Austin Public Works and Transportation Department
TXDOT – Texas Department of Transportation
WEAA – West End Austin Alliance

E. IMPLEMENTATION

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

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

City Boards, Commissions and Staff

The numerous boards and commissions of the City will look to the Old West Austin Neighborhood Plan when they need guidance about the neighborhood. The Parks and Recreation Board will have a guide available stating the neighborhood's priorities for parks and open space. The Planning Commission will already know if a proposed zoning change in Old West Austin would be appropriate and supported by the residents and businesses of the neighborhood. Additionally, City staff will use the plan as a guidance document for review of projects and programs.

Department Budgets

Each year every City department puts together a budget that states the department's priorities for the coming year. By bringing the strengths and desires of the neighborhood to the attention of City departments, the Old West Austin Neighborhood Plan will help them prioritize those projects that help safeguard the neighborhood's assets while addressing its needs.

Capital Improvement Projects

There may be issues in the neighborhood that require a major capital expenditure. In these instances the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long term interests of the neighborhood.

Other Agencies and Organizations

Other agencies and organizations outside City government will play a key role in the implementation of the Old West Austin Neighborhood Plan. As these agencies look for public input, the Old West Austin Neighborhood Plan will be available as a clearly articulated vision of the direction the neighborhood desires to go.

Direct Neighborhood Action

Some of the elements of the Old West Austin Neighborhood Plan will be implemented by direct neighborhood action, possibly with some City support. Neighborhood clean-ups, graffiti abatement and a citizens' crime watch are a few examples of projects that might best be accomplished by the neighborhood.

Implementation Schedule and Tracking

The implementation of the Old West Austin Neighborhood Plan will be monitored. Some items are expected to be completed quickly. For others, especially those items that need additional funding, it may be harder to schedule a firm completion date. Nevertheless, the status of every item proposed in the Old West Austin Neighborhood Plan, the status will be tracked. The Old West Austin Neighborhood Plan Implementation Tracking Chart provides an easy way to check the status of the implementation of the plan. For each action proposed in the plan, the chart lists the contact, the estimated cost, the current status and comments that include the next needed action. A check date, if not a completion date, will be set for each item. This tracking chart will be updated regularly as more information becomes available and as the status of projects change. An update report is scheduled for the December 2000 to summarize the overall implementation status of the plan's recommendations. The Tracking Chart will be available upon request from the City of Austin, Neighborhood Planning staff.

Updating the Old West Austin Neighborhood Plan

Neighborhoods are dynamic. To be effective, a neighborhood plan must be periodically updated to reflect changes in the neighborhood. The Old West Austin Neighborhood Plan will undergo regular review every 6 months. The Neighborhood Planning Leadership Team will conduct this review, updating the status of the action items and considering additions or amendments. The Neighborhood Planning Leadership Team may also designate subcommittees to assist in this review however, just as the full Leadership Team represents the diverse interests of the neighborhood, the updating subcommittee should include representatives of homeowner, renters, businesses and non-resident property owners.

Over time, a neighborhood plan may need more changes to stay current than would be appropriate for a small subcommittee to make. How often this will be necessary depends on how much the conditions have changed in the neighborhood. Overall, it seems that a neighborhood plan, with any needed changes, should be re-approved and re-adopted every 5-7 years.

**OLD WEST AUSTIN
NEIGHBORHOOD PLAN
BALLOT RESULTS
May 24, 2000**

Ballots were mailed to residents, non-resident property owners, and businesses.

Residential:

	Received	Percent
<i>I support</i>	177	61%
<i>Overall, I support</i>	100	35%
<i>Overall, I Don't Support</i>	9	3%
<i>I Don't Support</i>	3	1%

Property Owners/ Non-Residential:

	Received	Percent
<i>I Support</i>	48	55%
<i>Overall, I Support</i>	31	35%
<i>Overall, I Don't Support</i>	4	5%
<i>I Don't Support</i>	5	6%

Total:

	Received	Distributed	% Received
<i>Residential</i>	289	2484	11%
<i>Non-residential</i>	88	868	10%