

Southeast Combined Neighborhood Plan

PLAN ADOPTED: October 10, 2002

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 Southeast
Combined
Neighborhood
Plan**

*Franklin Park Neighborhood
Planning Area*

*McKinney Neighborhood
Planning Area*

*Southeast Neighborhood
Planning Area*

October 2002



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The Southeast Combined Neighborhood Plan:

Franklin Park, McKinney, and Southeast Neighborhood
Planning Areas



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

The Austin Tomorrow Comprehensive Plan:
Chapter 5
Section 14
Exhibit A

October 10, 2002

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Adoption of a Neighborhood Plan by City Ordinance shows the City Council's general commitment and support for the projects and programs included in the strategy, but does not obligate the City to implement individual plan recommendations.

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Acknowledgements

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

- All Participants in the Neighborhood Planning Process
- Houston Elementary School
- Mendez Middle School
- Rodriguez Elementary School
- Smith Elementary School/Del Valle School District
- Widen Elementary School
- Dove Springs Recreation Center
- River City Youth Foundation
- Creekbend Neighborhood Association*
- Dove Springs Neighborhood Association*
- Franklin Park Neighborhood Association*
- Kensington Park Neighborhood Association*
- Peppertree Parkway Neighborhood Association*
- Spring Meadow Neighborhood Association*
- Southeast Corner Alliance of Neighborhoods (SCAN)*
- South Austin Greenways Alliance (SAGA)
- Target
- Wal-Mart
- HEB Grocery Store
- Sam's Wholesale Club
- La Moreliana
- All City Departments that contributed
- Retired Senior Volunteer Program (R.S.V.P)
- Turman House

*To find current contact information for the neighborhood associations within the planning areas contact the Public Information Office at 974-2220 or go to www.ci.austin.tx.us (select "Community Registry" under the Select a Service pull-down menu).

List of Abbreviations

City Departments and Programs:

| | |
|-------|--|
| AE | Austin Energy |
| AFD | Austin Fire Department |
| APD | Austin Police Department |
| BOA | Board of Adjustment |
| CAMPO | Capital Area Metropolitan Planning Organization |
| HHS | Health and Human Services Department |
| KAB | Keep Austin Beautiful |
| NHCD | Department of Neighborhood Housing and Community Development |
| NPZD | Neighborhood Planning and Zoning Department |
| OEM | Office of Emergency Management |
| PARD | Parks and Recreation Department |
| PWT | Public Works and Transportation |
| SWS | Solid Waste Services Department |
| TLAC | Town Lake Animal Center |
| TPSD | Transportation, Planning, and Sustainability Department |
| WPDR | Watershed Protection and Development Review |

Other Abbreviations:

| | |
|--------|---|
| CEF | Critical Environmental Feature |
| CIP | Capital Improvement Project |
| NPA | Neighborhood Planning Area |
| SCPA | Southeast Combined Neighborhood Planning Area |
| SCAN | Southeast Corner Alliance of Neighborhoods |
| TXDPRS | Texas Dept. of Parks and Recreation Services |
| TXDoT | Texas Department of Transportation |

City Staff Acknowledgements

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Texas Parks & Wildlife

For more information on the Southeast Combined Neighborhood Plan or the City of Austin Neighborhood Planning Program contact the Neighborhood Planning and Zoning Department:

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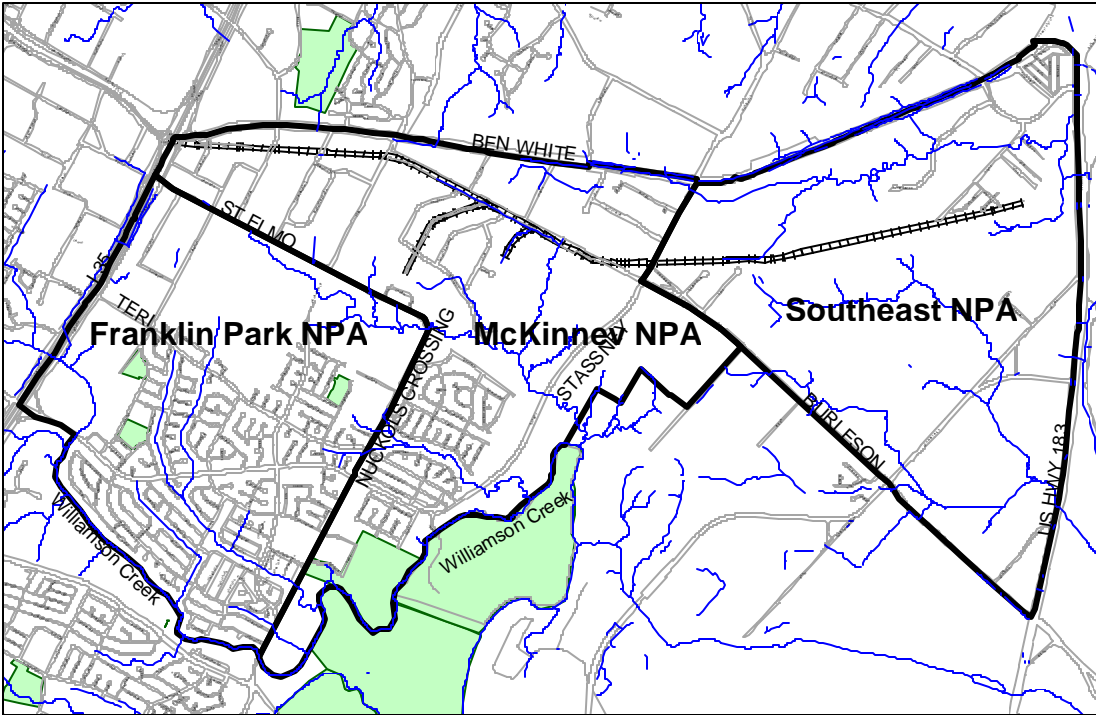
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City of Austin Neighborhood Planning Areas in the Urban Core

Introduction



Southeast Combined Neighborhood Planning Area Base Map



The Southeast Combined Neighborhood Plan is comprised of three Neighborhood Planning Areas: Franklin Park, McKinney, and Southeast. The boundaries for the entire area are: Ben White Boulevard on the north; Burleson Road, Smith School Road, and Williamson Creek on the south; U.S. Highway 183 on the east; and IH-35 on the west. All three areas were reviewed and planned as one unit and all neighborhood groups, residents, property and business owners, and non-resident property owners were invited to participate in the planning process.

The process began in November 2001 and regular meetings were held until August 2002 (see list of meetings in Appendix F for details). The four main components of the Plan are land use/zoning, transportation, City services, and urban design. A separate ordinance has been adopted that outlines the specific zoning recommendations made as part of this planning process. The voluntary urban design guidelines have been included to encourage quality development products. The purpose of this Plan is to improve the quality of life in the neighborhoods within these Planning Areas and to guide future development.

Chapter I: Planning Area Vision and Core Values of the Community

The community vision describes where the community wants to go in the near and distant future socially, physically, and economically by identifying and describing a future state. The vision established here serves as the skeletal framework for the neighborhood plan. The plan provides action items and strategies to achieve the community's vision.

Vision

The neighborhood will be clean, beautiful, and safe with convenient, attractive shops and accessible parks and greenspaces. Neighbors will be diverse, courteous, respectfully quiet, and familiar with each other. The neighborhood will provide convenient routes for pedestrians and cyclists and a logical network of neighborhood streets without excessive traffic, and with adequate employment opportunities.

Core Values

- Promote pride in the community and encourage residents to become good stewards of the neighborhood.
- Continue to support youth development services and resources that will engage younger populations in positive and productive ways.
- Expand neighborhood and community amenities, infrastructure, and employment opportunities to improve the quality of life for residents and to become a more self-sustaining area within the City of Austin.
- Protect and preserve sensitive environmental areas and critical environmental features.
- Recognize the Southeast Planning Area as a part of the City whose residents have a strong sense of commitment and will continue to work diligently to improve the quality of life in their neighborhoods.
- Acknowledge the natural and open spaces in and around the planning area and continue to strive to create a connection between neighborhoods and green areas.
- Respect the cultural diversity in the planning area.
- Enhance the walking and biking environment to promote safety, the usage of open spaces, and a sense of community.

Chapter II: Goals of the Plan

- Provide a balance of mixed-income housing options that will contribute to the neighborhood's vitality and stability and encourage the development of land uses that promote the interaction between residential and non-residential uses.
- Provide opportunities for the development of neighborhood and community-serving businesses and activities.
- Encourage employment centers, commercial activities, and other non-residential development to locate along major thoroughfares.
- Ensure that existing residential and industrial zoned properties co-exist in a compatible manner.
- Create land use and zoning recommendations that reflect the existing industrial nature of parts of the planning area.
- Accommodate a range of land uses that will support the needs of the airport, commuters along US Highway 183, nearby residents, and businesses in the Southeast area, while updating land uses to be compatible with the airport overlay zone (AO3) ordinance.
- Create a land use plan that accurately depicts and categorizes land that is publicly-owned.
- Preserve the unique, rare and significant features of the Southeast Combined Planning Area's natural environment.
- Maintain and improve the area's atmosphere and appearance by promoting a cleaner, quieter and aesthetically pleasing environment.
- Improve City Parks and Recreation service to parks in the Southeast Austin Planning Area.
- Address flooding in the Neighborhood.
- Address criminal activity in the neighborhood and promote public safety.
- Create a bicycle and pedestrian-friendly transportation network, as well as a trail system near the creek features.
- Improve transit (bus) services in the planning area.
- Improve the safety and flow of automobile traffic with solutions that complement the City Transportation Department's operational (standard) traffic improvements.

Chapter III: Top Ten Action Items

- 1 Increase police patrols in the area.
- 2 Investigate adding a right turn lane to replace the existing right turn slip on westbound Stassney Lane to allow cars to turn north on to the IH-35 frontage road, and relieve backed up traffic on Stassney during peak hours.
- 3 Build a sidewalk on the west side of Nuckols Crossing where a footpath exists between Maufrais Road and Teri Road.
- 4 Create a hike and bike trail along Williamson Creek from IH-35 to Pleasant Valley. It should also cross Pleasant Valley Road and travel southeast to the future Onion Creek Sports Complex. Good access points might be in the Tinseltown parking lot on IH-35 and on Pleasant Valley Road near the creek crossing.
- 5 Add Mixed-Use Combining District (MU) and/or Mixed-Use Building (MUB) to commercially or office-zoned properties on Freidrich Lane, Teri Road, and Stassney Lane where appropriate.
- 6 Investigate the feasibility of creating a trail east of the Kensington Park Neighborhood. This nature trail would follow the McKinney Branch of Williamson Creek and begin at the intersection of Nuckols Crossing and St. Elmo Roads, connecting over to Stassney Lane.
- 7 Increase the number of directed patrols for reports of drug trafficking and prostitution.
- 8 Where appropriate upzone properties to allow for a wider variety of uses along principal corridors and at primary street intersections.
- 9 Encourage community commercial, limited office/warehouse, neighborhood office, and residential-type development along East Stassney Lane up to US Highway 71.
- 10 Investigate carving a trail from Dove Spring Park across Williamson Creek, creating an entrance to the west side of McKinney Falls State Park. This trail would cross through the Jimmy Clay & Roy Kizer golf course parking lot and picnic area, and continue across a bridge over Onion Creek.

Chapter IV: Process Narrative

The Southeast Combined Neighborhood Plan took eleven months to develop. Concurrent with fieldwork, Neighborhood Planning staff researched demographic data and information about current and future City of Austin Capital Improvement Projects (CIP) that would affect the neighborhood. A survey was sent to 7,000 stakeholders in the area requesting input on future desired land uses, transportation issues, and service needs. A stakeholder is any property owner, business owner, non-resident property owner or resident within the planning area boundaries. The response rate for the survey was 3.5% or approximately 350 responses (with returned mail subtracted from the total). Survey respondents indicated several themes that remained throughout the process:

- Expanding homeownership as a means of increasing civic responsibility in the neighborhoods that make up the Southeast Combined Neighborhood Planning Area.
- Concerns about criminal activity.
- The desire to preserve and protect sensitive environmental features in and around the community.

Prior to the first neighborhood-wide workshop, Neighborhood Planning staff held several outreach meetings with established neighborhood associations and institutions in the area. These meetings were held to recruit assistance with outreach in the neighborhood and provide information on the purpose of neighborhood planning.

The first workshop was held in February 2002 with fifty people in attendance. At the workshop, attendees were provided information on the neighborhood planning process. A detailed profile of the neighborhood and results of the initial neighborhood-wide survey were also provided. At this workshop attendees had the opportunity to participate in several breakout sessions and participate in brainstorming exercises to identify community concerns and issues.

Following the first workshop, several smaller task group meetings were held to work on specific issues:

- Visions and Goals
- City Services
- Transportation
- Three separate meetings to discuss Land Use and Zoning.

Notices for the neighborhood-wide workshops were sent to the same 7,000 addresses, for the smaller task group meetings those on the interest list were

notified—about 250 people. This list consisted of people who responded to a postcard sent to all stakeholders asking them to be a part of the list, anyone who expressed interest through a phone call, responded to a survey, or attended a meeting. Action items for the plan were crafted at each task group as well as a Future Land Use Map (FLUM). The FLUM is used as the basis for the rezoning recommendations that implement the land use element of the neighborhood plan.

After the completion of a draft of the vision, goals, objectives, action items, and a future land use and rezonings map, a final survey was mailed to all stakeholders in the combined Neighborhood Planning Area. The final survey contained a summary of the plan, a response form and a return envelope. The response rate was 1.5%, or 76 responses (returned mail was subtracted from the total).

The second workshop was held following the distribution of the final survey. The plan was fine-tuned based on responses from the final survey. At the second workshop, Neighborhood Planning staff discussed the changes made to the plan and answered questions. Additional input from the second workshop was also incorporated into the plan.

Neighborhood Planning staff circulated the draft plan to appropriate City of Austin departments to determine the feasibility and cost estimates of each action item. Those items that could not be supported by the relevant department were placed in Appendix A.

This draft plan and the corresponding appendices were presented to the stakeholders at the Refining the Plan meeting held on August 7, 2002. At this meeting Neighborhood Planning staff discussed reasons that action items were placed in the appendix, and asked stakeholders to prioritize all action items. Stakeholders were also apprised of the upcoming Planning Commission and City Council meetings to hear the plan.

A meeting with the community will be scheduled post adoption of the plan to discuss implementation strategies and next steps.

Children's Thoughts on Their Neighborhood

Ms. Webb, of Smith Elementary in the Southeast Combined Neighborhood Planning Area, talked to her first and second grade art classes about their neighborhoods and what they liked and did not like about their neighborhood.

What they didn't like:

- loose dogs
- trash cans
- dumping
- leaves/don't rake
- litter
- limbs and trees not picked up
- bugs
- tall grass
- people not getting along
- not clean up their yard
- burning trash
- rats
- people trespassing
- broken down cars and parts
- lots of cats spraying and putting footprints on cars
- houses that need repair
- loud noises
- dogs pooping in yards
- graffiti

What they did like:

- pick up trash
- leash law (after this was explained by their teacher)
- mow and rake yards
- getting along
- community center
- garden/flowers
- trash pick up
- keep house clean
- pool
- playground
- trails/fishing pond
- nice, new houses
- paint house/repair, wash windows
- plant trees
- streets good
- group bug control
- skate park
- police/safety
- video cameras
- art/sculptures



Tyler Montgomery



Marissa Torres



Ms. Webb, along with other art teachers in the Neighborhood Planning Areas involved in the planning process during the 2001-2002 fiscal year, participated in the "Neighborhood of the Future Coloring Contest." At the initial workshop for these planning areas, participants had the opportunity to pick their favorite entries. The winning drawings were included on a poster advertising the neighborhood planning process and displayed on Capital Metro buses (above). The winners from the Southeast Combined Neighborhood Planning Area are shown to the left.

Chapter V: Demographics

Population

Between the 1990 and 2000 Census, the City of Austin population increased by forty-one percent (41%), nearly 200,000 people. During the same period, Austin’s Urban Core area grew by twenty-two percent (22%), an increase of 64,590 people, and the Southeast Combined Planning Area grew by forty-five percent (45%), an increase of 6,093 people.

**Total population of The Southeast Austin Planning Area
Neighborhoods and Austin’s Urban Core**

| Area | 1990 | 2000 | % Change |
|----------------------------------|-------------|-------------|-----------------|
| Austin/San Marcos MSA* | 846,227 | 1,249,763 | +48% |
| Austin | 465,622 | 656,562 | +41% |
| Urban Core** | 291,423 | 356,013 | +22% |
| Southeast Combined Planning Area | 13,484 | 19,577 | +45% |
| Franklin Park | 11,252 | 15,346 | +36% |
| McKinney | 1,343 | 2,860 | +113% |
| Southeast | 889 | 1,371 | +54% |

Source: 1990 and 2000 Census

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

**See Urban Core Map on page 1.

Population growth in the Southeast Combined Planning Area was slightly higher than growth in the City of Austin as a whole. Among the individual planning areas, the most notable population increase was in McKinney, which grew by one hundred thirteen percent (113%), an increase of 1,517 people. Franklin Park and Southeast also saw significant increases in growth; thirty-six percent (36%) and fifty-four percent (54%), respectively.

Racial Makeup

**Racial Makeup of the Southeast Combined Planning Area (SCPA)
Compared with Austin's Urban Core**

| <i>Racial Group</i> | Percentage (%) of Total Population | | | |
|---------------------|------------------------------------|-----------------|-----------|-----------------|
| | SCPA 1990 | Urban Core 1990 | SCPA 2000 | Urban Core 2000 |
| White | 35% | 54% | 13% | 43% |
| Black | 19% | 15% | 13% | 13% |
| Hispanic | 43% | 28% | 72% | 40% |
| Asian | 2% | 3% | 1% | 4% |

Source: 1990 and 2000 Census

The trends in the Southeast Combined Planning Area and Austin's Urban Core are similar. In both areas the percentage of the population that is White and Black decreased, while the Hispanic population increased. Southeast Austin's largest racial group by far is the Hispanic population. Clearly, the Southeast Combined Planning Area is very different from the Urban Core. In the Urban Core, the largest racial group is the White population, which is slightly larger than the Hispanic population. In 2000, the Black population for both areas was thirteen percent (13%).

**Changes in Racial Makeup of the
Southeast Combined Planning Area**

| <i>Racial Group</i> | Change in the Number of People | | | |
|---------------------|--------------------------------|-----------|----------|----------|
| | SCPA 1990 | SCPA 2000 | # Change | % Change |
| White | 4,723 | 2,638 | -2085 | -45% |
| Black | 2,626 | 2,459 | -167 | -6% |
| Hispanic | 5,711 | 13,993 | +8,282 | +145% |
| Asian | 324 | 207 | -117 | -36% |

Source: 1990 and 2000 Census

From 1990 to 2000, the Southeast Combined Planning Area saw a significant shift in the population. The Hispanic population saw the biggest increase; 8,282 people; an increase of one hundred forty-five percent (145%). Every other ethnic group declined from 1990 to 2000, with the biggest change in the White population, decreasing by 2,085 people, or forty-five percent (45%).

Age Breakdown in the Southeast Combined Planning Area and Austin’s Urban Core

| | % of Total Population | |
|----------------|-----------------------|------------|
| | SCPA | Urban Core |
| Under 5 years | 11% | 7% |
| 5 - 17 years | 27% | 14% |
| 18 to 24 years | 13% | 22% |
| 25 to 44 years | 46% | 36% |
| 45 to 54 years | 9% | 10% |
| 55 to 64 years | 4% | 5% |
| 65 to 84 years | 3% | 6% |
| 85 Plus years | 0% | 1% |

Source: 2000 Census

The table above highlights the differences in age between the Southeast Combined Planning Area and Austin’s Urban Core. The figures shown are based on the 2000 Census; 1990 Census figures were similar. Some notable differences between Southeast Austin and the Urban Core are that the SCPA has more children and adolescents under seventeen, and more people aged 25 to 44 years than the Urban Core. The Urban Core has significantly more young adults between 18 and 24. These differences are most likely attributed to the fact that the SCPA has recent housing developments that are affordable for young families and first-time homebuyers. In contrast, the Urban Core has significant numbers of students and non-family households.

Housing

The Southeast Combined Planning Area has significantly more family households than Austin’s Urban Core. However, like the Urban Core, the percentages of family and non-family households remained basically the same from 1990 to 2000.

Housing Composition in the Southeast Combined Planning Area

| | SCPA | | Urban Core | |
|------------------------------|--------------------------------|------|------------|------|
| | Percentage of Total Population | | | |
| | 1990 | 2000 | 1990 | 2000 |
| Family Households | 79% | 81% | 48% | 47% |
| Non-Family Households | 21% | 19% | 52% | 53% |

Source: 1990 and 2000 Census

The number of persons per household for the Southeast Combined Planning Area is greater than the Urban Core, with the Franklin Park NPA ranking second among all of the Urban Core Planning Areas. The Franklin Park NPA also has a much higher number of persons per acre than the Urban Core, which demonstrates the high level of density in this area. In contrast, the Southeast NPA is extremely open and sparsely populated with only .76 persons per acre.

Density in the Southeast Combined Planning Areas and Austin’s Urban Core

| | Franklin Park | McKinney | Southeast | Urban Core |
|------------------------------|---------------|----------|-----------|------------|
| Persons Per Household | 4.0 | 3.7 | 3.1 | 2.3 |
| Persons Per Acre | 10.98 | 1.47 | .76 | 6.96 |

Source: 2000 Census

Between 1990 and 2000 the total number of housing units in the Southeast Combined Planning Area grew by eight percent (8%), which was a slightly larger increase than the Urban Core, which grew by six percent (6%). Most of the units that were added in the Planning Areas were in the McKinney NPA, which saw a sixty-eight percent (68%) increase in total units.

The total number of vacant units in the Southeast Combined Planning Area decreased by eighty-three percent (83%), outpacing the Urban Core, which decreased by seventy percent (70%). All three of the Planning Areas saw a big decrease in the number of vacant units, with the largest decrease in the Franklin Park NPA at ninety percent (90%).

**Changes in Household Occupancy Between 1990 and 2000
in the Southeast Combined Planning Area**

| | Franklin Park | | | McKinney | | | Southeast | | |
|------------------------------|---------------|-------|--------------|----------|------|--------------|-----------|------|--------------|
| | 1990 | 2000 | Change | 1990 | 2000 | Change | 1990 | 2000 | Change |
| Total Housing Units | 3,903 | 3,925 | +1% | 476 | 802 | +68% | 396 | 448 | +13% |
| Vacant Units | 560 | 55 | - 90% | 63 | 22 | - 65% | 83 | 41 | - 51% |
| Owner Occupied Units | 1,391 | 2,034 | +46% | 234 | 567 | +142% | 214 | 351 | +53% |
| Renter Occupied Units | 1,952 | 1,836 | - 6% | 179 | 213 | +19% | 99 | 97 | - 4% |

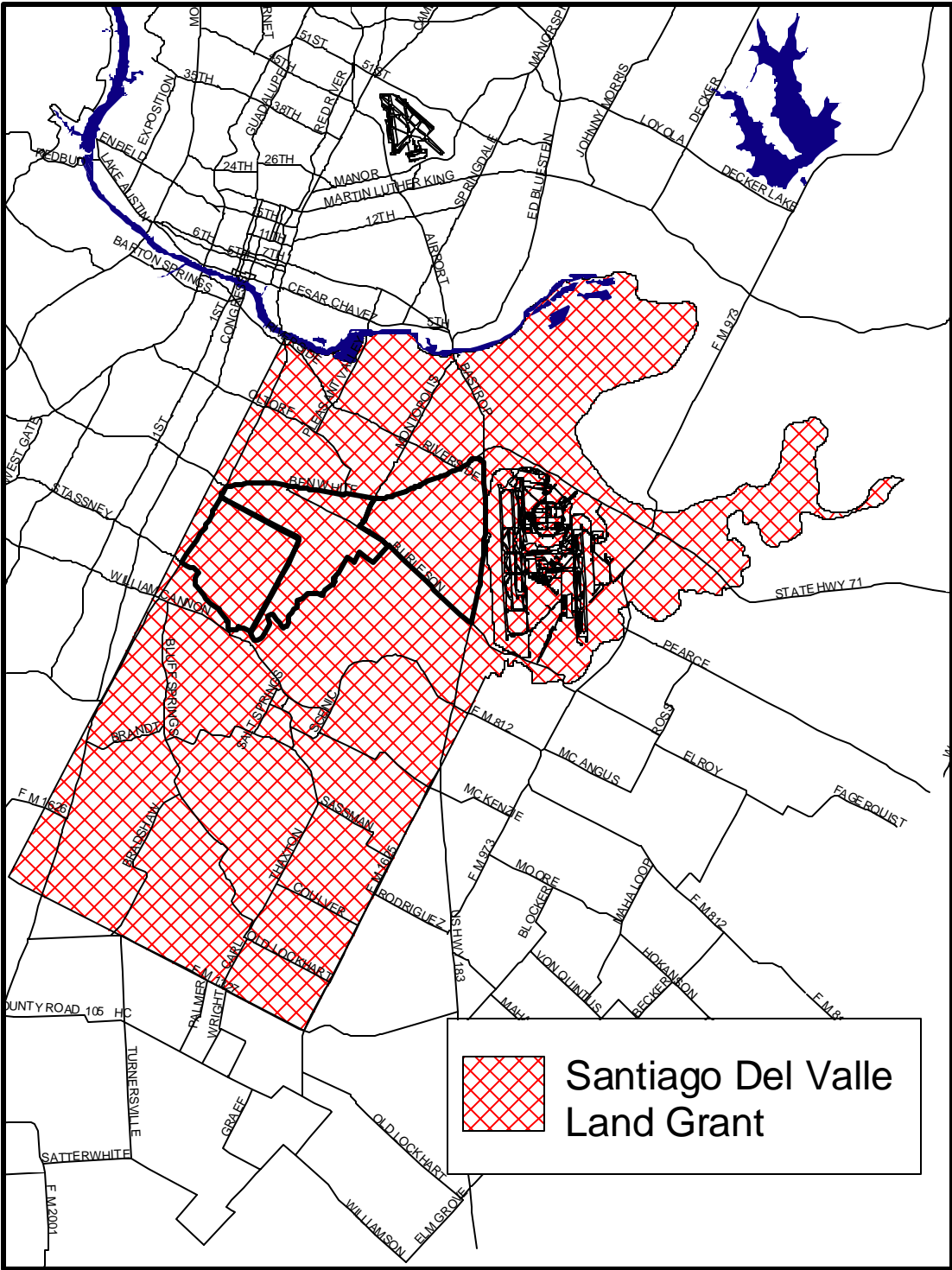
Source: 1990 and 2000 Census

The total number of owner-occupied units increased in each of the Southeast Austin Planning Areas. The Franklin Park and Southeast NPAs also saw a decrease in renter occupied units. The McKinney area experienced an increase of nineteen percent (19%).

Chapter VI: Planning Area History

Early History

- The earliest inhabitants of the area were Native Americans who took advantage of the numerous creeks and springs and the nearby McKinney Falls. Archeological deposits show that farming provided sustenance to these early residents.
- Around 1716, the first recorded road in the Southeast area appeared. It was part of the first true thoroughfare from Mexico to San Antonio to Austin and onward to Nacogdoches and East Texas (known at different times as the Camino Real, the King's Highway, the Old San Antonio Road, and the San Antonio-Nacogdoches Road). The general route had been established as a result of Spanish expeditions from Mexico to East Texas to establish missions and bring relief supplies. Later, it was used by colonist expeditions, trade and commerce outfits, and cattle drivers. At one time, covered wagons could have crossed Onion Creek, McKinney Falls, and the Dove Springs Park areas.
- Forty thousand acres, an area stretching from the Colorado River to Kyle, and from IH-35 to Austin-Bergstrom International Airport, was given as a Spanish land grant to Spaniard Santiago del Valle (see map on following page). He was a secretary of the Mexican government who had served in the Mexican Congress.
- Thomas F. McKinney bought the Del Valle grant in 1839. His family lived on the land but sold most of it off by the time of his death in 1873. He built his homestead on the banks of Onion Creek and later raised racehorses. It is said that he owned a steamboat in which he would travel to Mexico to trade his horses. Notably, McKinney was one of Stephen F. Austin's original 300 colonists.
- By 1850, there were about 15 public roads in the Combined Planning Area. These typically followed property lines. The land for the roads was either donated by the landowners and built by groups of volunteers, or Travis County mandated property owners to build roads in the areas where they lived.
- At the end of the Nineteenth Century, Burlison Road, Todd Lane, and Nuckols Crossing Road were shown on maps in their current alignment.
- Other early settlers in the area included W. D. and Nancy Miller, owners of a 562-acre cotton and corn farm (refer to "Buildings and Places of Historical Significance" section). Farming and cattle ranching characterized much of the region, and a community called Bluff Springs with a post office, basic services, and about 350 residents developed further south. It served the broader agricultural community, while Austin was considered "far north."



The 40,000 acres of the Del Valle land grant cover much of modern day southeast Austin. It stretched from the Colorado River on the north, the approximate route of IH-35 on the west, FM 1325 on the south and FM 1625 and Onion Creek on the east and includes the Austin Bergstrom International Airport and the planning areas of the Southeast Combined Neighborhood Planning Area.

Twentieth Century History

1920s to 1960s

- In the 1920s, the area was mostly used for farming, ranching, and dairy activities.
- During the depression years (1930s) electricity extended to parts of the Southeast Area.
- On September 19, 1942, the land to build Del Valle Army Air Base (now Austin-Bergstrom Airport) was purchased by the City of Austin and “loaned” to the federal government. The Base would be used to train pilots fighting in World War II, and actually trained crews that flew in the D-Day invasion of Normandy in June 1944.
- Six months later, on March 3, 1943, the Del Valle Army Air Base was renamed the Bergstrom Army Air Field. Captain John August Earl Bergstrom had been killed in an attack on the U.S. base at Clark Field in the Philippines, making him the first Austinite killed in World War II.
- Over the next 10 years, military families moved to the Del Valle area, east of the Planning Area, and many new homes were built. At the time, the land was still used primarily for agricultural purposes.



Springs Road grew up first, with territories north of Teri Rd. following suit.

- Also in 1960, the City of Austin began construction on what would be the Ben White and US Highway 183 interchange.



This view appears to look north along what is now Hwy 183. At the time of this photo (1954), the route was called Loop 250.

(Source:http://www.texasfreeway.com/austin/historic/photos/austin_historic_photos.html)



Hwy 71 and US 183 Interchange in 1960

1970s to present (2002)

- During the 1970s, Southeast Austin experienced high levels of growth. As homes began locating closer to the Air Force Base runways, noise and safety became significant issues.

- Bergstrom Air Force Base continued to grow during the 1970s and 1980s and became the home of U.S. Air Force tactical reconnaissance training.
- In 1983, Sunday sorties (airplane drills) at the Air Force Base were cancelled in response to noise complaints from surrounding residents.
- In the late 1970s or early 1980s, the first neighborhood association, South Highland, was formed to lobby for a traffic light on Nuckols Crossing Road.
- The territory of Southeast Austin was annexed gradually in a series of small annexations throughout the 1970s and 1980s . In some cases, northern territories were annexed after their neighbors to the south (see map in Appendix H).
 - Peppertree (in phases) 1970/1972/1973
 - Dove Springs 1972
 - Franklin Park 1973
 - Current industrial area between Todd Ln. and Montopolis Rd. 1976
 - Nuckols Crossing Rd. 1980
 - Along St. Elmo Rd., including the industrial area and Kensington Park 1983
 - Most of the Planning Area east of Montopolis Rd. to US Highway 183 1985
 - Area south of Montopolis Rd. and Burleson Rd., including the Texas Parks and Wildlife territory and McKinney Falls State Park 1987
- In the early 1980s, a City wastewater plant just east of the William Cannon Boulevard and Pleasant Valley Road exceeded capacity. The resulting overflow caused a stench that remained for several years until the City was able to install sufficient sewage infrastructure elsewhere (the wastewater plant closed in 1988). During this time, properties in this area suffered from a market standpoint and out of town ownership began to rise.
- In 1985, the River City Youth Foundation (RCYF) moved from the Meadowbrook Housing Development to Southeast Austin to address gang violence.
- Also in the 1980s, the Southeast Corner Alliance of Neighbors (SCAN) formed to respond to growing crime and gang problems in the Dove Springs area.
- Between 1985 and 1988 the City of Austin created the AustinPlan, a Comprehensive Plan to amend the Austin Tomorrow Plan of 1979. The Southeast Combined Planning Area made up the bulk of Sector 10, and its citizens were involved in public meetings to brainstorm ideas.
- In 1990, the Bergstrom Air Force Base was scheduled for closure. In 1991, the Gulf War in Kuwait stalled the closure, and pilots training at Bergstrom joined American forces in the Middle East.
- After a bond election in November 1992, the Dove Springs Recreation Center, pool and park, and the Southeast library were built (finishing in stages between 1994 and 1998).
- In 1993, the Bergstrom Air Force Base closed.

- In 1993, the City of Austin initiated a Self-Reliant Program in Southeast Austin, which continued for the next five years. The Program's chief mission was to improve the quality of life in the region. Southeast Austin residents, represented by SCAN, participated in this program
- In 1994, the City began construction of the Austin-Bergstrom Airport on the site of the former Bergstrom Air Force Base.
- By the mid-1990s, residents of the greater Dove Springs area had become extremely organized through their own targeted efforts and through the City-Sponsored Self-Reliant Initiative. They reversed the trend of crime and gang violence and provided outlets for the abundant youth population. They also gained tools to help families purchase their homes and encourage better maintenance of properties throughout the Southeast area.
- In 1996, the City's Parks and Recreation Dept. acquired 12 acres in the Williamson Creek Greenbelt area east of IH-35, to be preserved as open space and perhaps the future site of a hike and bike trail.
- After several years of lobbying efforts, Rodriguez elementary school opened in 2000 in the Franklin Park area.
- In 2001, the City of Austin Neighborhood Planning and Zoning Department selected the Combined Southeast Neighborhood Planning Area to begin the neighborhood planning process. Community meetings began in October 2001.

Buildings and Places of Historical Significance in the Southeast Combined Neighborhood Planning Area

The Parker Farmhouse on Todd Lane



Ben and Janette Todd Parker currently live in the farmhouse on Todd Lane. Janette's great-great grandfather W.H. Cullen built the farmhouse in 1883 for his bride, Josephine Wharnenberger. Cullen's daughter Caroline and John B. Hood Todd operated a farm and dairy on the property starting around 1911. The house was later rented until 1942 when John B. and Alvah Jourdan Todd moved their family into the farmhouse. The house was still without indoor plumbing so a bathroom was added at the back porch. At this time the surrounding area was still very rural with route numbers for mail. When the City annexed the area, the County Commissioner asked the family about naming the

street Todd Lane. In 1955 the house was extensively remodeled using the footprint of the original structure.

Todd Dairy was in operation until 1974. Milking procedures progressed from milking by hand, to electric milking machines, to milk poured directly into a temperature controlled steel tank located in the barn. Tank trucks from the creamery would pick up the milk by connecting a hose to the milk tank to draw the milk into the truck. When the cows were in the barn to be milked, radio music was played as Todd said it calmed the cows and they gave more milk.

The Miller-Searight Home



*Miller Searight House circa 1900 to the left and circa 2002 above
5400 Freidrich Lane*

PICH 01788, Austin History Center, Austin Public Library

It is believed that Gilbert Alexander and Mary Elizabeth Searight are the two people shown above left, sitting on the front porch. The house was originally built in 1883 by W.D. and Nancy Miller as a homestead on their 562-acre cotton and corn farm. In 1894, the house and associated farm were sold to the Searights where the family lived until 1923.

Today, the historic house serves as the main office and home of the manager of Paisano Mobile Home Park that is located at the end of Freidrich Lane, south of Ponciana Park. It was designated a City Historic Landmark in 1982.

The Barkley Dairy

On January 1, 1929, Ed Barkley, at the age of sixteen, moved onto the farm on East St. Elmo Road at Freidrich Lane. His father, E. J. Barkley, had purchased the farm in May 1928 but the family could not take possession of it until the season's crops were harvested. The day the family moved into their new house, it was 4°F outside and not

much warmer inside. The clapboard farmhouse had no running water, no electricity, and no insulation.

After Ed's father died in May 1929, his mother, Jeffie Estes Barkley, worked with the two sons who lived on the farm. They raised corn, cotton and hay. After "Black Tuesday" (October 29, 1929) they, like the rest of country, had little money. Mules were used to plow the fields and harvest the crops. They also had a few milk cows and some goats.

As the Great Depression wore on, they started selling milk in town and thus began the "Barkley Dairy." The dairy barn had a dirt floor and was lit by kerosene lanterns. They used a gasoline-powered generator to run the machinery to cool the milk. People living inside Austin had electricity, but the farm was so far away that electricity had not reached them.

During the Great Depression, electricity finally made it out as far as Freidrich Lane. The Barkleys were so anxious to get electricity that they strung wire to bring electricity from East St. Elmo Road (then, Old Catholic Road) at Freidrich Lane, to the farm houses on the eastern side of the farm. The dairy business continued with door-to-door sales, adding more customers. Ed went door-to-door to ask people in town if they wanted to buy the milk, cream and butter. They also sold their raw milk (non-pasteurized) in several grocery stores. After selling part of the farm to pay inheritance taxes, the family still owns part of the original farm that they rent to another farmer.

The McKinney Homestead

The McKinney homestead was one of the first settlements in the area.

Thomas F. McKinney, for whom the McKinney Neighborhood Planning Area is named, was born in Kentucky in 1801. In the early 1820s, he came to Texas as one of Stephen F. Austin's first three hundred colonists.

Significant elements of the homestead compound are the two-story McKinney home northeast of where Williamson and Onion Creek meet and two stone cisterns south of the house.

The remains of the mill, dating from 1852 to 1869 are situated near the Upper Falls. The house was built between 1853 and 1861 and was a two-story building with three downstairs rooms and a porch. The two cisterns were built at the same time as the house and were constructed of rough-cut limestone plastered with lime mortar. The McKinney mill was constructed by 1852, and consists of a number of parts: the dam, the millrace, the mill structure, and the tailrace. The remains of the dam are in the creek east of the mill. *(Adopted from the Texas Parks & Wildlife Website: www.tpwd.state.tx.us/park/mckinney/mckinney.htm)*



Chapter VII: Community Involvement

Residents in the Southeast Combined Planning Area have a long history of working together to achieve community improvements. According to residents, in the past this area experienced a steady increase in crime and a decline in neighborhood appearance and resident involvement. As a result, longtime and recently-arrived residents worked to turn their community around through a series of key events beginning in the 1980s.

Starting in 1980, the first neighborhood association formed, called the South Highland Neighborhood Association. Residents came together to encourage the City of Austin to install a traffic light on Nuckols Crossing Road. A few years later, at the suggestion of a local graduate student who was studying effects of community activism, neighbors concerned about recent crime trends met to discuss the problem. The group of residents that met, later became committed members of the Dove Springs Neighborhood Association and Southeast Corner Alliance of Neighborhoods (SCAN), among others.

In the mid-1980s, City of Austin staff contacted the director of the River City Youth Foundation, Mona Gonzalez, to ask the organization to relocate to the shopping strip at Pleasant Valley and Nuckols Crossing roads. The intention was for the organization to focus its full attention on addressing criminal problems in the 78744 area. Ms. Gonzalez then met with residents for eighteen straight Saturdays to brainstorm solutions to crime and juvenile delinquency.

Stepping up their efforts, community members began to solicit funding commitments from the City, State, and Federal Governments. In 1992, City voters approved a bond issue of \$4 million dollars for two major facilities in the Southeast area: 1) the Dove Springs recreation center with park and pool, and 2) a local branch of the public library.

While waiting for the construction of the approved recreation center, a temporary site was secured in the commercial center at Pleasant Valley Rd. and Stassney Ln. The Center was manned by the Parks and Recreation Department (PARC) and included a community policing center, a Women, Infant, and Children (WIC) aid program, and a children's library along with more typical recreation center resources. The center created a template of activities and a crew of support staff that moved into the permanent facility in 1998.

In 1993, the City Manager's Office initiated the Self-Reliant Program, a citywide initiative aimed at engaging neighborhood associations and other stakeholders to take an active role through education and partnering with the City of Austin and Travis County to address crime, health, transportation, and park conditions in their neighborhoods. The City named the southeast area as one of the first areas to participate. City staff, non-profit organizations, and community members joined forces to create this plan, roughly bounded by Ben White Blvd., William Cannon Blvd., IH-35, and Nuckols Crossing Rd. The group held their first meeting in 1993 and by their last retreat in late 1998, the

neighborhoods had achieved 70% of their collective goals. Some of those were: a legally enforced youth curfew for Dove Springs and the City at large; a graffiti abatement ordinance adopted into the City Code; and an active recreation center that facilitates everything from summer camps, to weekend picnics and basketball clubs, to extended-learning classes. Hundreds of parents volunteered for team sports at the Dove Springs Recreation Center and neighborhood volunteers planted trees, organized weekend cleanups, and became trained *COPS*, or Citizens on Patrol, and vigilantly reported the presence of abandoned vehicles.

Throughout 1994, several neighborhood associations applied for and received Community Development Block Grants, allocated by the Federal Government. They purchased lawn equipment to create a community-lending program and supplied neighborhood associations with newsletter printing budgets and a community copy machine. Then they secured money for PARD to build three baseball fields with bleachers and dugouts at Dove Springs Park, and started a Little League baseball outfit. The associations also used Community Block Grant money to help purchase a new two-and-a-half acre site with park space for the River City Youth Foundation.

The last major grant of the 1990s was an annual allowance from the Governor's Office, which started in 1996 (as of 2002, it was still distributing). The allowance is earmarked for combating juvenile crime and providing reform options, and has been instrumental in funding programs at Dove Springs Recreation Center as well as other locations.

Throughout the 1990s, community members active in the Self Reliant Plan Program or involved in other organizations encouraged neighboring areas to form associations of their own. They changed the structure of SCAN from the Southeast Corner Alliance of Neighbors to an Alliance of *Neighborhoods* and held regular meetings with representatives from all neighborhood associations in the Southeast area. The result was a regional team that was better equipped to manage the problems that affected them all.

Southeast residents continue to strive for the betterment of their community. Current efforts revolve around protecting the natural environment, improving park infrastructure and amenities, expanding youth activities and programs, and beautifying the area. This Plan acknowledges the residents' past accomplishments and draws upon their proactive nature to achieve the goals and objectives defined during the planning process.

Chapter VIII: Urban Design Guidelines

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

Urban Design Definitions:

DISTRICTS: distinct areas sharing common attributes or elements

NODES: strategic focal points, junctions, concentrations of activity

GATEWAYS: physical feature or development pattern that signals a distinctive entry point into a district or community

MAJOR PATHS: Transportation infrastructure that connects your Neighborhood Planning Area to the rest of Austin

MINOR PATHS: Transportation infrastructure within your neighborhood that connects to adjacent communities

LOCAL PATHS: Transportation infrastructure within your Neighborhood Planning Area that provide access to home and businesses

Voluntary Design Guideline Goals

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

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

Goal 2: Ensure compatibility and encourage complementarity between adjacent land uses.

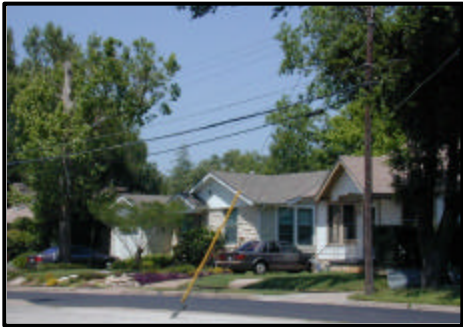
The Guidelines may indicate a neighborhood's preference for increasing or decreasing the occurrence of certain types of land uses. Examples of this are "encouraging more owner-occupied residential units" or "encouraging more nearby small-scale retail or grocery stores". Creating easily accessible areas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

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

Residential Districts

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

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



- **Guideline 1.2:** 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.



- **Guideline 1.3:** Friendly fences or hedges along the front property line, and the side yards in front of the house are low enough to see over the top (less than 4 feet) or made of a see-through material to avoid creating a walled-off appearance.



?? **Guideline 1.4:** Front yards are usually a green landscaped area with minimal impervious paving. Parking in the front yard is discouraged except in a driveway to the side of the house. If larger areas of parking are needed, they should be located behind the house.



o **Guideline 1.5:** Mechanical equipment (air conditioners, electric meters, gas meters, etc.) and garbage cans or garbage storage areas are best located to the side or rear of the house, where they cannot be seen from the street. If the location is visible from the street, it should be screened from view.



o **Guideline 1.6:** Exterior building and site lighting should be unobtrusive, directed downward and not illuminate neighboring properties.

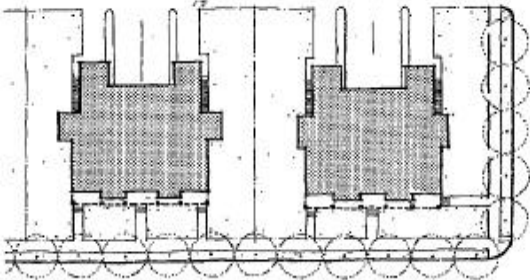


OBJECTIVE 2: Design multi-family residential projects to be compatible with adjacent single-family areas.

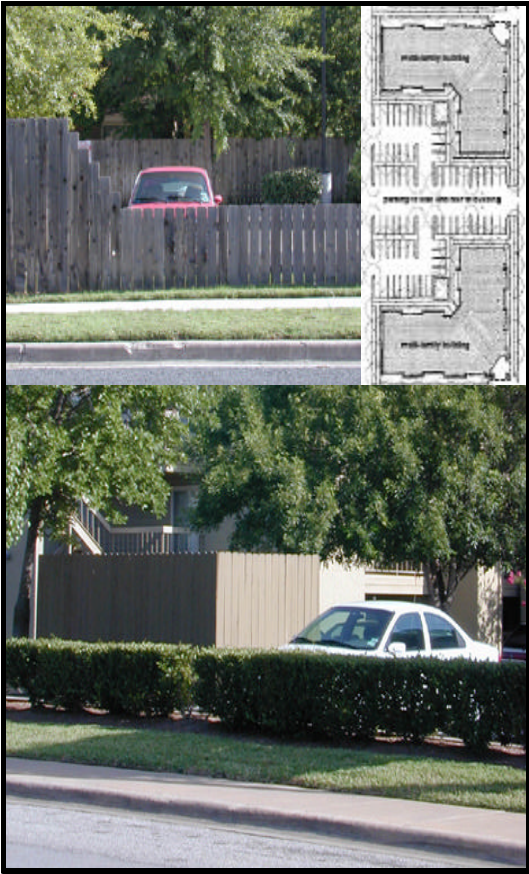
- **Guideline 2.1:** Multi-family buildings less than 100 feet in width on any street-facing side are more in keeping with the scale of the neighborhood. Building facades that express the interior organization of suites or structural bays relate better to the scale of single-family houses.



- **Guideline 2.2:** Multi-family buildings should have the same relationship to the street as single family houses. Landscaped front yards with porches or balconies and a walkway connecting the building to the street sidewalk are neighborhood characteristics. Front doors and windows facing the street encourage neighborliness and enhance security by putting “eyes on the street”. Ground floor suites should have exterior doors facing the street.



- **Guidelines 2.3:** Parking lots along the street detract from the pedestrian-oriented character of the neighborhood. Locating parking lots to the side or behind the building or buffering the lot from street view by a fence or hedge, low enough to screen the cars but allows visibility for security, helps to preserve the quality of the streetscape.



- **Guideline 2.4:** Service areas for trash disposal, air conditioners, and utility meters are best located behind the building or screened from public view.

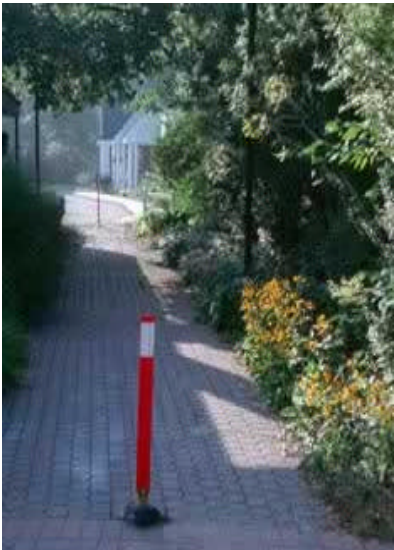
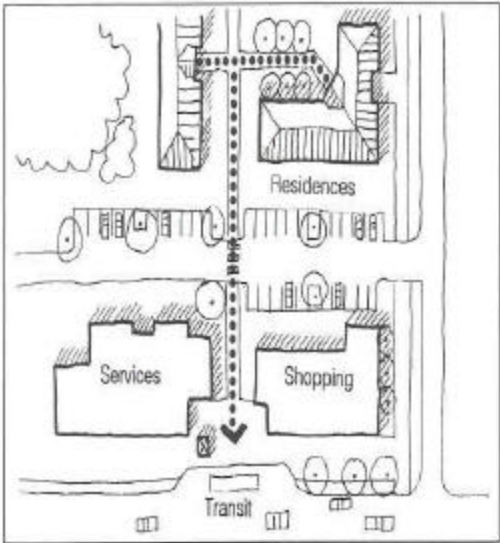


Commercial Districts

Commercial Districts in the SE NPA are located mostly along highways and frontage roads at the perimeter of the planning area.

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

- **Guideline 1.1:** Commercial developments near residential districts are encouraged to provide direct pedestrian access to their properties. Vehicular access is discouraged to minimize cut through traffic on residential streets.
- **Guideline 1.2:** Properly paved and drained walkways with shade, pedestrian level lighting, and landscaping should connect the entrance of commercial properties to abutting neighborhood streets.



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

- **Guideline 2.1:** Locating parking lots or parking structures along the street creates an unpleasant environment for pedestrians. It is preferable to locate parking behind or to the side of a commercial building.



- **Guideline 2.2:** The impact of side-lot parking can be mitigated by screening the parking from public view by means of a low (less than 4 foot high) hedge, wall or fence that buffers the view of parking while allowing for security surveillance.



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

Industrial Districts

Industrial Districts make up a significant portion of the SCPA. While they are a source of employment and economic development for the area, they have a significant impact on the visual character of the community.

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

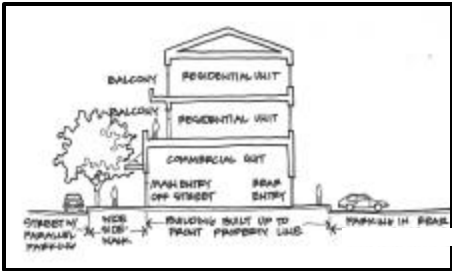
- **Guideline 1.1:** Industrial properties are encouraged to setback from street frontages as much as possible. Berms and landscaped buffers should be used to screen unattractive activities from the street and adjacent non-industrial districts.
- **Guideline 1.2:** Landscaped buffers along street frontages should include shaded sidewalks or trails.
- **Guideline 1.3:** Where inhabited portions of buildings exist (such as office and lunch rooms) they are encouraged to face the street, and have windows and doors directly accessible to the street.
- **Guideline 1.4:** Parking and shipping/receiving areas should be treated to the same standard as commercial districts.



Nodes (strategic focal points, junctions, concentrations of activity)

OBJECTIVE 1: Create well landscaped, pedestrian oriented convenience nodes within the neighborhood planning area.

- **Guideline 1.1:** Encourage mixed-use structures and corner stores to bring around-the-clock vitality to the neighborhood. Live-work spaces and apartments over stores with balconies overlooking the street increases security for both residents and businesses and provides residents easy access to goods and services needed on a daily basis.
- **Guideline 1.2:** Pedestrian oriented buildings are built up to the minimum front yard and side yard setback lines to create a human-scale streetscape, except where there is a desire to create outdoor seating areas, sidewalk cafes, outdoor markets, transit plazas or other facilities attractive to pedestrians.
- **Guideline 1.3:** Dividing building facades into 30 foot (more or less) wide bays helps to reduce the overwhelming size of large buildings. Using different materials and colors or recessing alternating bays of the building are effective ways to create human-scale.
- **Guideline 1.4:** Incorporating locally produced art into commercial architecture brings the unique character of the neighborhood to its business district.



OBJECTIVE 2: Create safe and inviting civic nodes within the neighborhood planning area.

- **Guideline 2.1:** The visual identity of neighborhood parks should be reinforced by distinctive tree plantings, defined entry ways and signage.



OBJECTIVE 3: Create pedestrian oriented gateway nodes that announce to the visitor that they are entering a neighborhood.

- **Guideline 3.1:** The intersection of Stassney Boulevard and IH-35 is the primary gateway into the neighborhood. Distinctive landscaping and signage should be developed to provide a sense of arrival.



- **Guideline 3.2:** Pedestrian and bicycle access to and through this gateway should be improved.



Paths

(Transportation Infrastructure - Streets, Paths, Sidewalks)

MAJOR PATHS - Transportation infrastructure that connects your Neighborhood Planning Area to the rest of Austin.



OBJECTIVE 1: Buffer residential uses from major paths with landscape treatments.

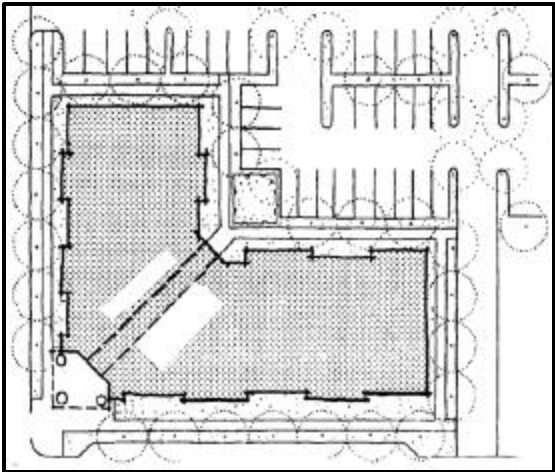
- **Guideline 1.1:** Where sufficient ROW exists, landscaped buffers including earthen berms should be used to screen and acoustically insulate residential areas abutting major paths.
- **Guideline 1.2:** Buffers should include a pedestrian and bicycle path if sidewalks and bike lanes are not provided adjacent to the traffic lanes.



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OBJECTIVE 2: Create pedestrian oriented commercial uses adjacent to major paths.

- **Guideline 2.1:** Pedestrian oriented commercial uses are built up to the front and side yard setback lines and have direct access from sidewalks. Parking is located to the rear or side of the building, and curb cuts are the minimum allowed by the City of Austin Transportation Criteria Manual.



- **Guideline 2.2:** Consolidating and locating street furnishings and utility equipment necessary for the function of the street makes walking easier and safer. Mounting street and traffic control signs on light poles, not on individual posts, reduces the number of impediments in the pedestrian way. Grouping and locating utility boxes and vending machines at the back edge of the sidewalk further clears the way for pedestrians.



LOCAL PATHS - Transportation infrastructure within your Neighborhood Planning Area that provide access to homes and businesses.

OBJECTIVE 3: Create a pedestrian friendly streetscape on residential streets.

- **Guideline 3.1:** Large garages dominating the front facades of houses create a bland pedestrian environment, and wide driveways interrupt continuous sidewalks. Front porches create a friendly streetscape and encourage ‘eyes on the street’ for added security. Porches have the added benefit of shading windows from the sun and creating a weather protected place to sit outdoors.



Objective 4: Create a safe network of sidewalks and trails to go to and through local parks and greenspaces.

- **Guideline 4.1:** Increasing accessibility to school grounds facilitates use by the community after school hours and expands recreational opportunities in the neighborhood.



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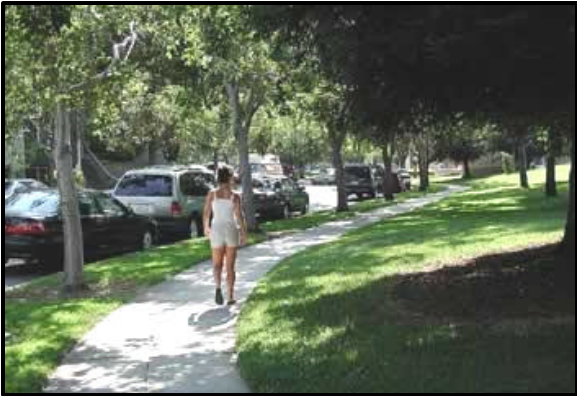
- **Guideline 4.2:** Defining edges and entrances and improving access to and through greenspaces helps these spaces to live up to their potential as civic gathering places. Low walls or fencing made of see-through materials are useful for defining the park’s edge while permitting security surveillance. Perimeter plantings of shrubs or vines should be also be low enough to allow easy visibility. Gateways are effective means of identifying where to enter the greenspace.



ALL PATHS

OBJECTIVE 5: Create a safe and comfortable streetscape that encourages pedestrian and bicycle activity.

- **Guideline 5.1:** Tree-lined streets beautify the neighborhood, encourage pedestrian activity and are environmentally positive. Planting trees in a strip between the street and sidewalk is preferred. On streets with narrower right-of ways, but large front setbacks, planting trees immediately behind the sidewalk is a good alternative. Native grasses such as buffalo grass, and native, non-littering shade trees that do not require a lot of water or maintenance are appropriate to the Austin climate.



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- **Guideline 5.2:** Trees planted under overhead utility lines should be limited to 25 feet. Trees planted within 20 feet of overhead utility lines should be limited to 40 feet.



- **Guideline 5.3:** The sidewalk should provide a continuous safe zone for pedestrians with as few curb cuts as possible. Building driveways to the minimum dimensions allowed by City of Austin Transportation Criteria Manual improves pedestrian comfort and safety.



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- **Guideline 5.4:** Allowing parallel parking on the street wherever the right-of-way is wide enough to accommodate it helps to calm traffic and buffers pedestrians from traffic.



- **Guideline 5.5:** All streets in a neighborhood should be bicycle friendly. On major streets it may require special bike lanes or a separate bike path. On less busy streets, a wider curb lane may suffice. Local streets should allow cyclists of all ages and abilities to ride for recreation and transportation without fear of speeding traffic. On street parking should always be parallel to the curb, and sufficient room should be available for cyclists to pass without fear of opening doors or passing traffic.

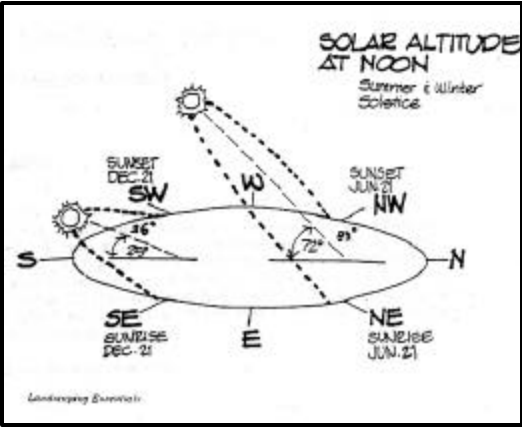


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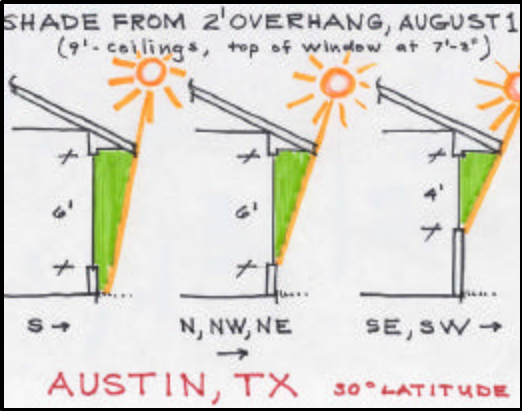
Greenbuilding and Sustainability

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

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



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



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



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

- **Guideline 2.1:** All building materials use energy in manufacture, use and disposal, and often have other environmental and occupant health impacts as well. New materials should be chosen carefully for these impacts.
- **Guideline 2.2:** Rehab, remodel, and reuse existing building stock and infrastructure. Use salvaged building materials in projects.
- **Guideline 2.3:** Sign up for a Green by Design Workshop, or become a Greenbuilding member. It's free and gives you access to some of the leading greenbuilding resources in the country.



For more information, please visit:

<http://www.ci.austin.tx.us/greenbuilder/>

OBJECTIVE 3: Improve air quality through alternative transportation choices.

- **Guideline 3.1:** Walk, bicycle, take the bus, car pool or telecommute as much as possible.
- **Guideline 3.2:** Observe ozone action days by choosing alternative transportation modes, delay filling with gas, using small combustible engines such as lawn mowers and other garden equipment.



For more information, please visit:
<http://www.ci.austin.tx.us/airquality/>
<http://www.capmetro.austin.tx.us/>

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

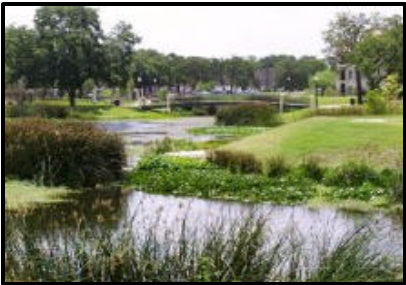
- **Guideline 4.1:** Use light colored roofing, siding and paving materials to reflect, rather than absorb the sun’s heat.
- **Guideline 4.2:** Minimize paved surfaces and maximize planted areas. Trees planted to shade paved areas are very beneficial.



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OBJECTIVE 5: Minimize impact on regional water supplies.

- **Guideline 5.1:** Reduce water use in homes and businesses by updating plumbing fixtures to low water use models.
- **Guideline 5.2:** Utilize rainwater harvesting for irrigation and other outdoor utility uses such as car washing.



- **Guideline 5.3:** Water quality facilities should be designed to utilize native wetland vegetation, encouraging greater biodiversity.
- **Guideline 5.4:** Xeriscaped (low water use) landscapes using native plants is highly encouraged.

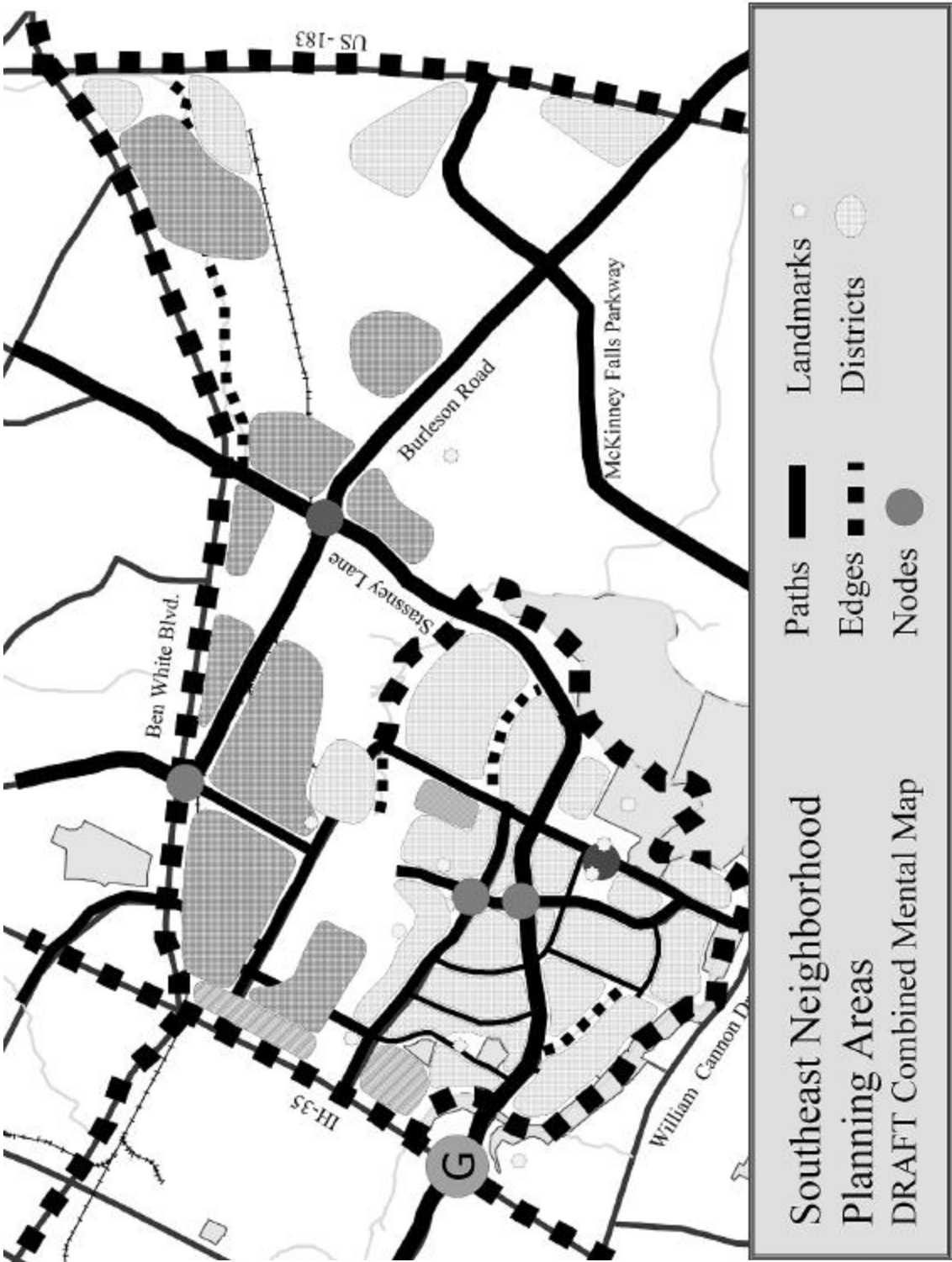


For more information, please visit: <http://www.ci.austin.tx.us/watercon/>

OBJECTIVE 6: Reduce solid waste production.

- **Guideline 6.1:** Reduce, reuse, recycle and compost food scraps to improve soils. Compost is best located close to the kitchen door, in a weather protected, but well ventilated area away from seating.





The “Mental Map” is an urban design tool that demonstrates the relationship between land uses, landmarks, pathways (such as roads, trails, sidewalks, bicycle lanes, etc.), edges (borders between land uses, barriers such as freeways or waterways, etc), and nodes (areas where different activities, land uses and pathways converge). The shaded areas on the map (districts) correspond to the concentration of different land uses (industrial, commercial, single-family, etc.). This map was prepared for the first workshop in planning process for the Southeast Combined Neighborhood Planning Area.

Chapter IX: Goals, Objectives and Action Items

The Southeast Austin Community is home to a number of dedicated residents who have been active throughout the years. They have continued their community involvement by participating in the crafting of this plan. The plan's goals, objectives, and action items reflect their strong desire to live in a comfortable, stable, and positive environment and reflect the priorities and core values of the community outlined at the beginning of this document.

Land Use

The Southeast Combined Neighborhood Planning Area (NPA) is comprised of three very distinct areas with respect to land uses (See Appendix D); some areas are commercial and industrial in nature and others are highly residential. The entire area contains a vast amount of undeveloped land. With growth trends in the City moving development southwards where land is less expensive, and the arrival of the Austin Bergstrom International Airport in the late 1990's, this area has, and will continue to, experience new and various types of development. In the 1997 Austin CAMPO 2025 Plan, the population was projected to increase to approximately 21,500 persons by 2025. The US Census Bureau already lists the population in the combined area at 19,500 for the year 2000. The CAMPO Plan projected jobs would grow in the three areas to around 20,300 jobs (1997 employment was around 11,500 jobs). For these reasons it is extremely important that a sound land use plan be created to guide future growth and expansion in an appropriate manner.

The Future Land Use Map (FLUM)

The future land use map is designed to serve as a guide when making decisions regarding land use and zoning changes. It sets the stage for appropriate development patterns by looking at the needs of the community in and around the Planning Area. Larger Citywide needs are also considered when making this map, as this is only one piece of the whole (see Map of the Urban Core on page 1). The transportation network and future roadway and transit projects need to be studied since the areas of land use and transportation are interdependent. When looking at future development in these planning areas, considerations also need to be made for existing land use constraints. The primary constraints in the Southeast Combined Planning Area include: floodplain zones around the creeks and numerous tributaries found in the Southeast Area; the presence of Airport Overlay Zones that restrict certain types of development due to the proximity of the area to the airport; and critical and sensitive environmental features like springs, seeps, woodlands, and wetlands primarily found along waterways.

(For historical land use and zoning information in this area refer to The St. Elmo Road Study (1984), the Nuckols Crossing Mini-Study (1986), and the Austin Plan, Sector 10).

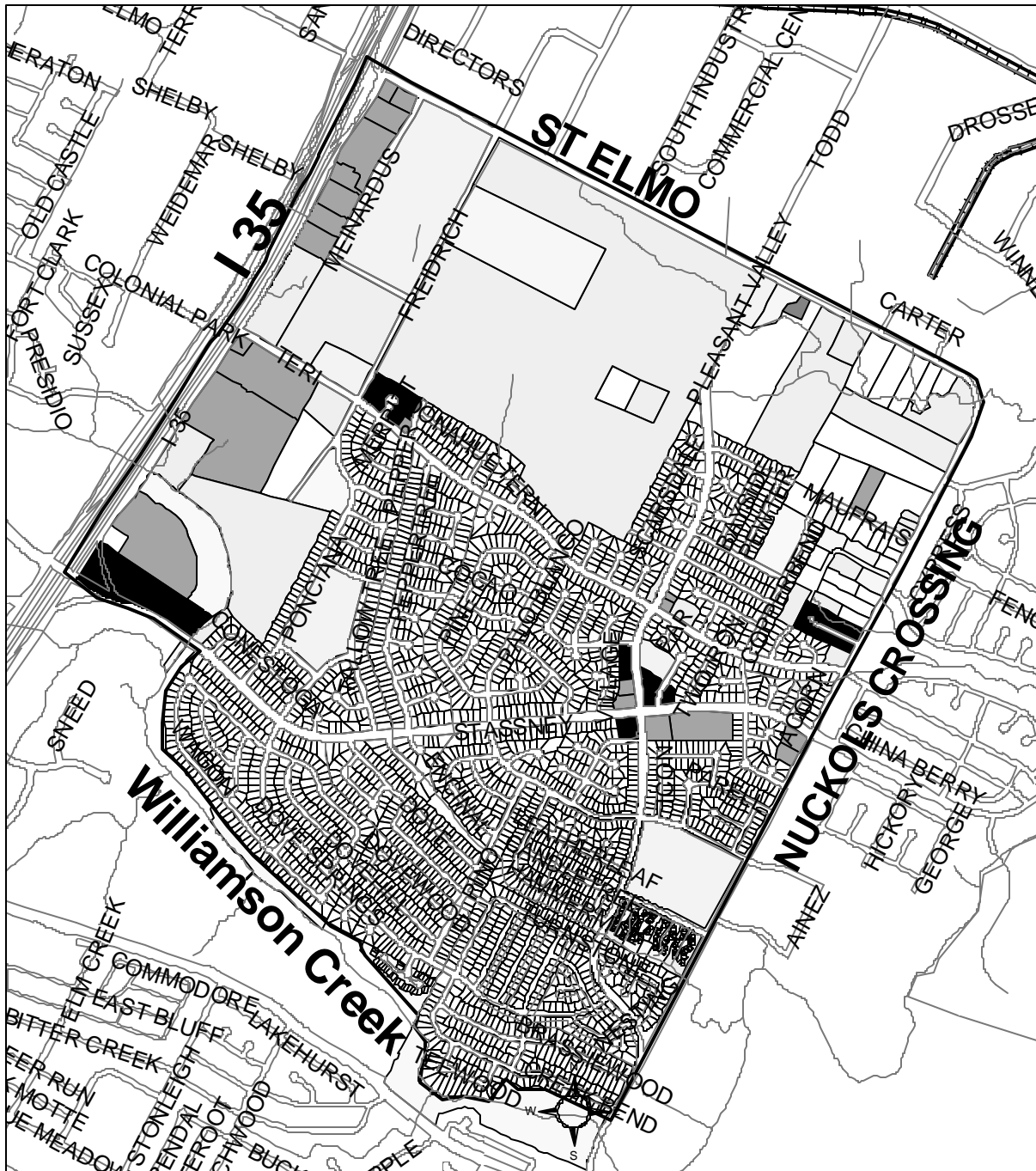
Current and Future Land Use in the NPAs

| Land Use (acres) | Franklin Park NPA | | McKinney NPA | | Southeast NPA | |
|--------------------------|-------------------|-----------------|---------------|-----------------|---------------|-----------------|
| | 2000 Land Use | Future Land Use | 2000 Land Use | Future Land Use | 2000 Land Use | Future Land Use |
| Large Lot SF | 20 | 0 | 0 | 0 | 56 | 0 |
| Single-Family | 578 | 595 | 163 | 269 | 73 | 0 |
| Mobile Homes | 30 | 30 | 10 | 0 | 55 | 0 |
| Multi-Family | 25 | 50 | 7 | 18 | 0 | 0 |
| Mixed Use | 0 | 23 | 0 | 67 | 0 | 62 |
| Commercial | 77 | 93 | 96 | 66 | 17 | 195 |
| Office | 1 | 34 | 5 | 33 | 50 | 0 |
| Warehouse/Limited Office | 0 | 0 | 0 | 66 | 0 | 56 |
| Industrial | 31 | 193 | 382 | 751 | 420 | 1,206 |
| Civic | 81 | 93 | 52 | 118 | 6 | 106 |
| Open Space | 30 | 77 | 109 | 91 | 0 | 31 |
| Undeveloped | 287 | 0 | 654 | 0 | 993 | 0 |

The Franklin Park NPA is predominantly single-family residential (a large percentage of the homes are duplexes) with some neighborhood retail at prominent street intersections, and the larger, more intensive commercial uses located along Interstate 35. There is very little undeveloped land. In the future land use scenario, multi-family land use doubles and commercial, office, and open space uses increase substantially, as does industrial. The main reason behind the increase in industrial land use is the large industrially-zoned tract of land south of St. Elmo Rd., of which the zoning is supported by the neighborhood.

The McKinney NPA is predominantly residential in its southern half and of an extremely industrial and commercial nature in the northern part. It has a large amount of undeveloped land towards the center of the planning area. Under the future land use scenario, single-family uses rise substantially and a significant amount of warehouse, commercial mixed use, and office uses are added. A lot of land is already zoned industrial, which is reflected in the rise in industrial land use. Commercial numbers decline due to the addition of mixed uses to the area.

The Southeast NPA is primarily industrial yet has pockets of residential areas throughout and some commercial nodes along the major corridors. A great majority of the land in this area is undeveloped, but currently zoned industrial. Due to the airport overlay zone and the proximity of the entire area to the airport, the future land use scenario makes no accommodation for residential uses except for the addition of some commercial/mixed-use. A significant amount of future land uses are slated for industrial development with corresponding increases in the amount of land suited for commercial and warehouse/limited office type development.

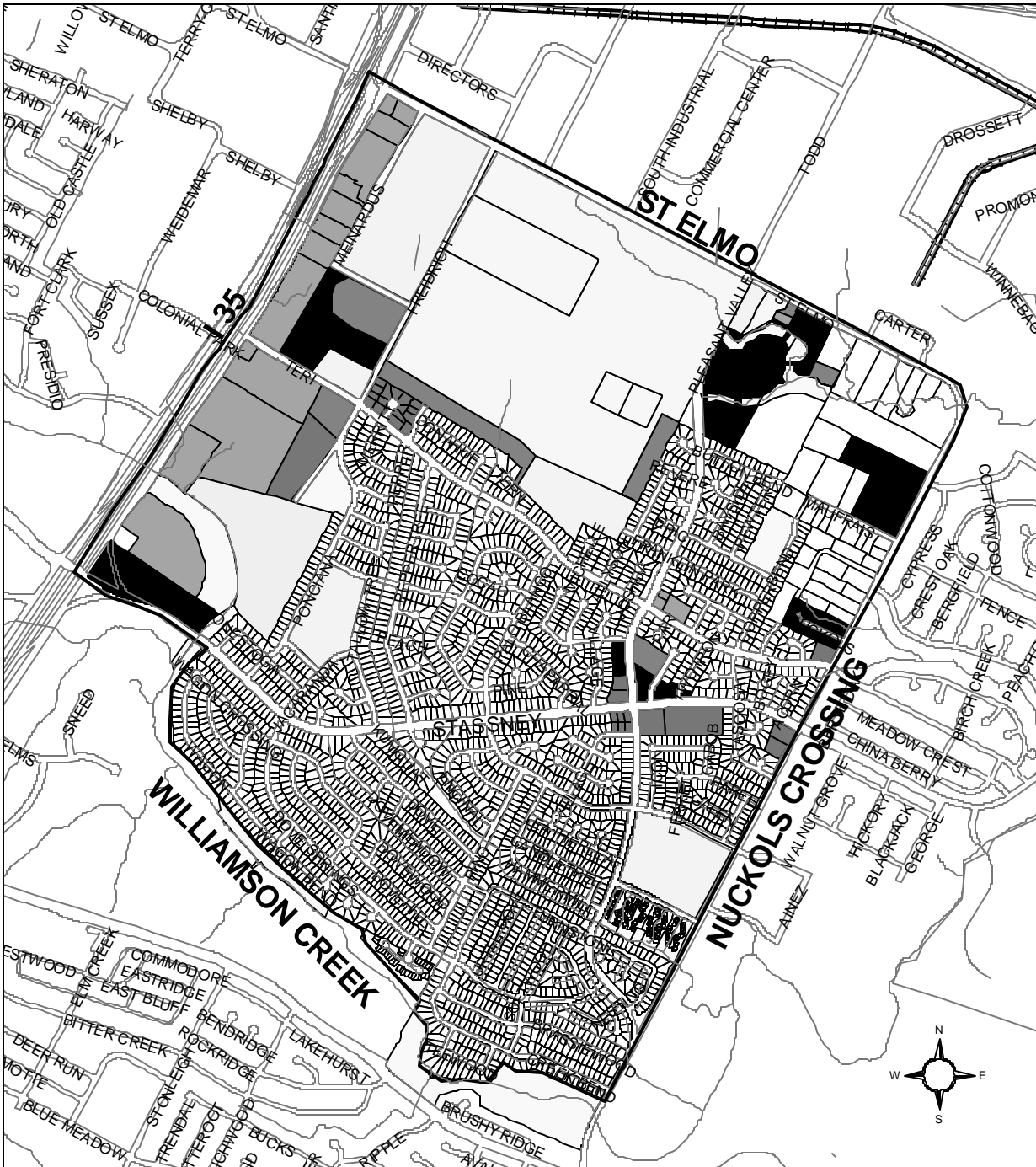


Franklin Park Neighborhood
 Planning Area-
 2000 Land Use Map
 City of Austin; NPZD

Created: 9/26/02

| Land Use Categories | | | | | |
|---------------------|--------------------------|--|-------------|--|------------|
| | Single-family | | Mixed Use | | Civic |
| | Mobile Home | | Office | | Open Space |
| | Multi-family | | Commercial | | Industry |
| | Warehouse/Limited Office | | Undeveloped | | Railroads |
| | Planning Area Boundary | | | | |

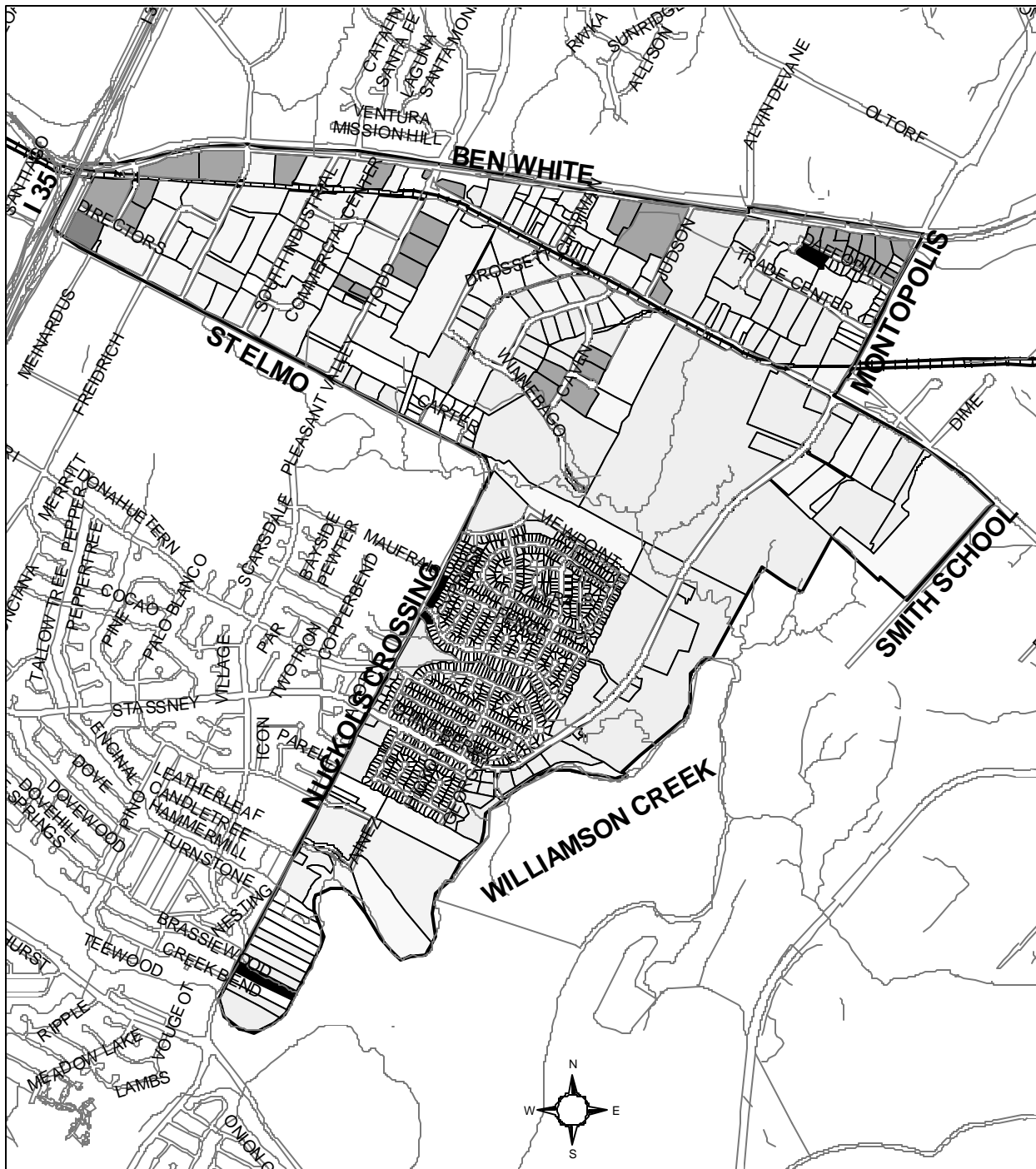
A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



**Franklin Park Neighborhood
Planning Area-
Future Land Use Map**
City of Austin; NPZD
October 31, 2002

| Land Use Categories | | | | | |
|---------------------|--------------------------|--|-------------|--|------------|
| | Single-family | | Mixed Use | | Civic |
| | Mobile Home | | Office | | Open Space |
| | Multi-family | | Commercial | | Industry |
| | Warehouse/Limited Office | | Undeveloped | | Railroads |
| | Planning Area Boundary | | | | |

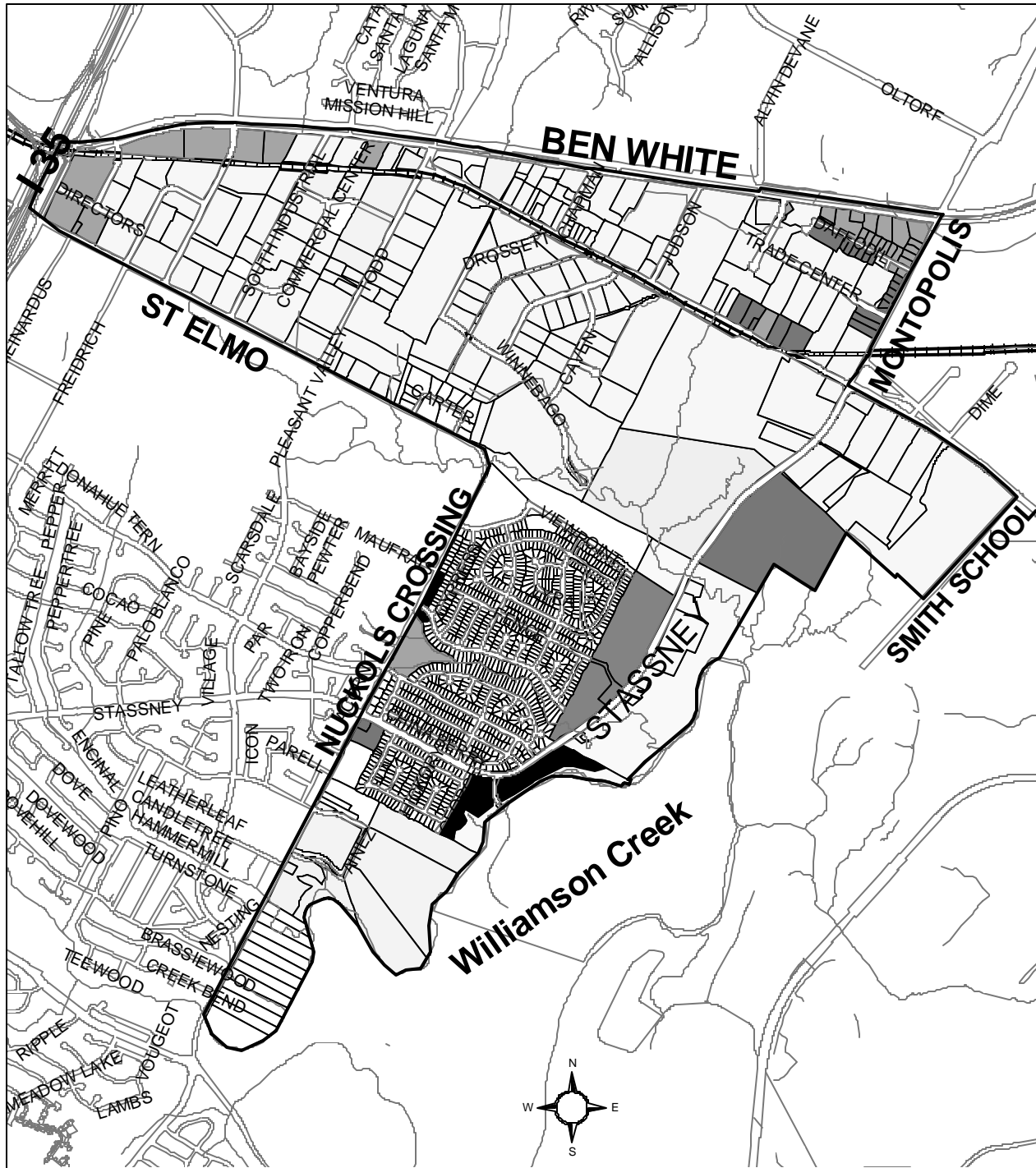
A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



McKinney Neighborhood
 Planning Area-
 2000 Land Use Map
 City of Austin; NPZD
 Created: 9/26/02

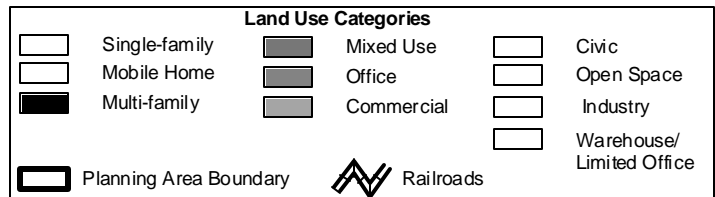
| Land Use Categories | | | | | |
|---------------------|--------------------------|--|------------|--|-------------|
| | Single-family | | Mixed Use | | Civic |
| | Mobile Home | | Office | | Open Space |
| | Multi-family | | Commercial | | Industry |
| | Warehouse/Limited Office | | | | Undeveloped |
| | Planning Area Boundary | | Railroads | | |

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

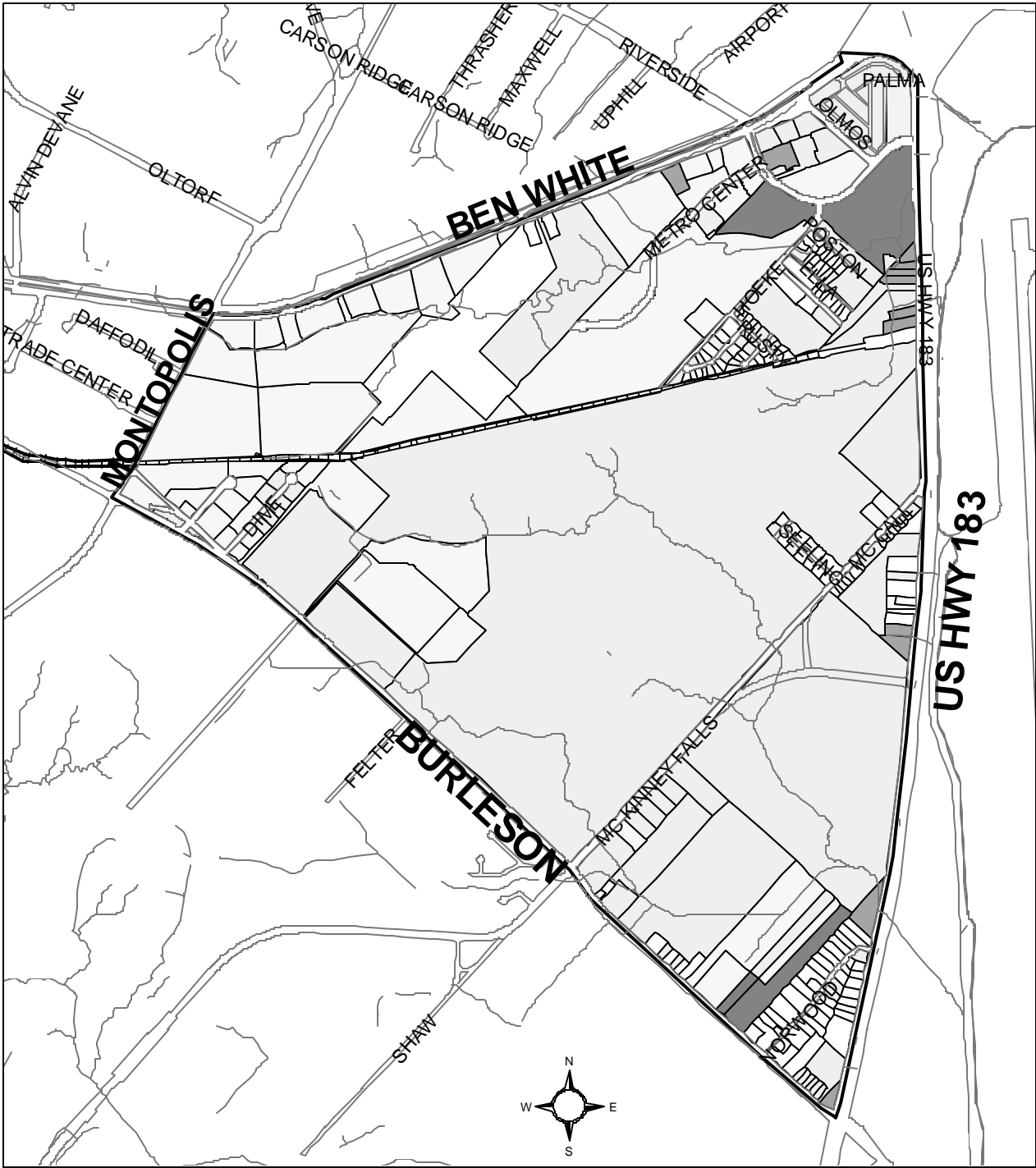


**McKinney Neighborhood
Planning Area-
Future Land Use Map**
City of Austin; NPZD

Created: 9/26/02



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

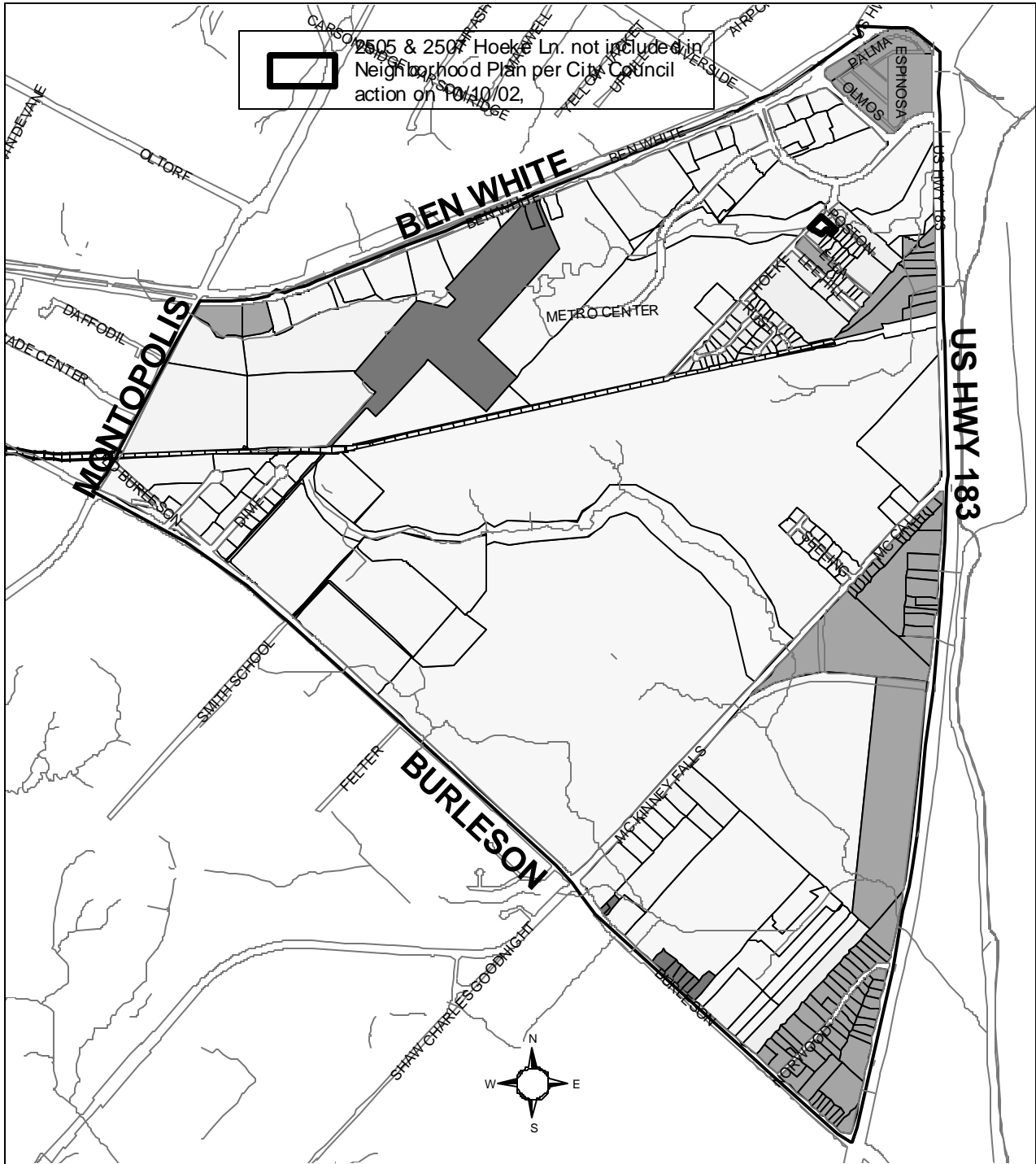


**Southeast Neighborhood
Planning Area-
2000 Land Use Map**
City of Austin; NPZD

Created: 9/26/02

| Land Use Categories | | | | | |
|---------------------|--------------------------|--|------------|--|-------------|
| | Single-family | | Mixed Use | | Civic |
| | Mobile Home | | Office | | Open Space |
| | Multi-family | | Commercial | | Industry |
| | Warehouse/Limited Office | | | | Undeveloped |
| | Planning Area Boundary | | Railroads | | |

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



**Southeast Neighborhood
Planning Area-
Adopted Future Land Use Map**

City of Austin; NPZD
October 10, 2002

| Land Use Categories | | | | | |
|---------------------|--------------------------|--|-------------|--|-------------|
| | Single-family | | Mixed Use | | Civic |
| | Mobile Home | | Office | | Open Space |
| | Multi-family | | Commercial | | Industry |
| | Warehouse/Limited Office | | Undeveloped | | Undeveloped |
| | Planning Area Boundary | | Railroads | | |

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

Land Use Goals (1-8) and Action Items (1-21)

Residential Areas

The Franklin Park NPA is home to the majority of residences to be found within the three planning areas, with McKinney coming in second and the Southeast Area a distant third. A large portion of the housing units in the Franklin Park NPA consists of duplexes, which over the years has added considerably to the large number of renters in this part of Austin. Absentee ownership of single-family homes seems to be a fairly common reality, and concerns the community. In the SCPA, residents are eager to see levels of home ownership rise, with the hope that pride of ownership will engender a spirit of commitment, and participation in neighborhood improvement efforts will increase.

The community is supportive of providing housing options to accommodate the residential needs of all members of the community. At the time this plan is being written, there are several multi-family, single-family, and duplex construction projects going on that will add approximately 1,000 living units to the supply of housing. A common theme expressed by the community was the desire for quality multi-family developments. Ideal characteristics of a multi-family project include: building construction that is unobtrusive and doesn't dominate the natural surroundings; a site plan that respects the presence of natural features and the environmental sensitivity in parts of the area; attractive landscaping; well-maintained grounds; amenities for youth; and good access points to ensure the comfortable flow of automobile traffic. Area residents have cited the County-sponsored public housing project, Eastern Oaks Apartments, as an example of an ideal type of development because it is "friendly to the eye," blends well with the natural and built environment, boasts a style that is durable,



*Eastern Oaks Apartments
4922 Nuckols Crossing*

and incorporates some infrastructure for children. The future Woodway Village is also touted by the Southeast community as an example of a positive multi-family development. Its proactive site plan

takes measures to protect and preserve the environmental features on and around the project site. The developer was very committed to working with the community on this project and discussions centered on such things as setting the appropriate density, setbacks from the creek, site amenities, masonry, and the location of buildings.

Residential goals, objectives, and action items include:



Goal 1 Provide a balance of mixed-income housing options that will contribute to the neighborhood’s vitality and stability and encourage the development of land uses that promote the interaction between residential and non-residential uses.

Objective 1.1 *Explore opportunities for the development of a variety of housing and commercial options.*

Action Item 1 Add Mixed-Use (MU) and/or Mixed-Use Building (MUB) to commercially or office-zoned properties on Freidrich Lane, Teri Road, and East Stassney Lane where appropriate. *(Implementer: NPZD)*

Action Item 2 Rezone residentially-used properties inappropriately zoned for their current use to provide a stable supply of housing options. *(Implementer: NPZD)*

Action Item 3 Support the rezoning of undeveloped land in residential areas to make future development compatible with the prevailing residential land use scheme. *(Implementer: NPZD)*

Action Item 4 Provide owners of substandard residential lots greater than 2,500 ft with opportunities for single-family residential development by applying the Small Lot Amnesty provision. *(Implementer: NPZD)*

Retail and Office Locations



As is typical in most areas of the City, the more intensive types of commercial and office uses, that generate a large amount of traffic and require substantial amounts of parking, are located along the major corridors that bound the Planning Areas. Hotels, manufactured home sales, eating establishments, office and industrial parks, and large “big box” style retail development are common sites along the major

transportation corridors: IH-35, Ben White Blvd, US Hwy 183 and Burleson Rd. There is a small amount of “neighborhood friendly” retail-type establishments within the neighborhoods. However, a common response from the community has been that the area is deficient in neighborhood-serving businesses-both commercial and office uses; it lacks smaller sites that would be patronized regularly by residents and are easily accessible by a variety of transportation modes.

These goals, objectives, and action items include:

Goal 2 Provide opportunities for the development of neighborhood and community-serving businesses and activities.

Objective 2.1 Increase the amount of land zoned, and/or designated to be used, for commercial and office-type activities within the planning area.

Action Item 5 Where appropriate, upzone properties to allow for a wider variety of uses along principal corridors and at primary street intersections. (Implementer: NPZD)

Action Item 6 Provide the opportunity to locate neighborhood office-type uses along the west side of East Stassney Lane between Viewpoint Drive and Teri Road on the future land use map. (Implementer: NPZD)

Action Item 7 Encourage community commercial, limited office, warehousing, and residential-type development along East Stassney Lane to US Highway 71. (Implementer: NPZD)

IH-35 and Ben White Corridors



Goal 3 Encourage employment centers, commercial activities, and other non-residential development to locate along major thoroughfares.

Objective 3.1 Maintain prevailing land use pattern of commercial, office and industrial development to ensure compatibility of existing and future land uses. (Implementer: NPZD)

Action Item 8 Upzone DR & SF-zoned property along IH-35 and Ben White Boulevard to a zoning category that would allow for commercial and industrial uses. (Implementer: NPZD)

Industrial Zones

A distinctive element of the existing land use landscape within the Planning Areas is that there are defined districts with large amounts of existing industrial development, and numerous undeveloped properties with industrial zoning. The fact that this part of southeast Austin is surrounded by major



transportation corridors, has a large amount of undeveloped land, and is in close proximity to the airport makes it a very attractive location for industrial development. The McKinney and Southeast NPAs host the majority of this type of construction, much of this in the form of large industrial office parks. Instead of rejecting industrial-type development around their homes, residents in the Franklin Park and McKinney NPAs have been successful at communicating and cooperating with nearby industrial property owners. Area residents have traditionally been amenable to those types of industrial uses that don't interfere with neighborhood activities or infringe upon their quality of life.



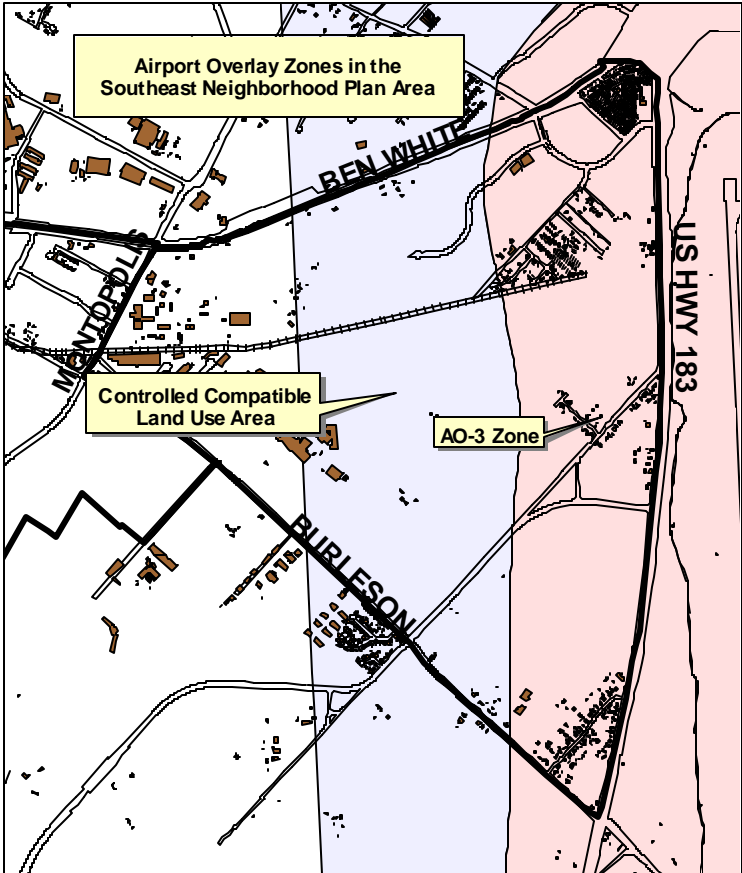
Goal 4 Ensure that existing residential and industrial zoned properties co-exist in a compatible manner.

Objective 4.1 Provide appropriate buffer zones between residential and industrial zoned properties.

Action Item 9 Where needed, create a conditional overlay for industrial property that abuts residentially-used land. (Implementer: NPZD)

Goal 5 Create land use and zoning recommendations that reflect the existing industrial nature of parts of the planning area.

Objective 5.1 Make non-industrial properties in areas with a dominant industrial character compatible with the prevailing land use scheme.



Action Item 10 Upzone DR & SF- zoned property in highly industrial areas to allow for industrial or commercial development. (Implementer: NPZD)

US 183/Austin Bergstrom Int'l Airport Corridor

With the coming of the airport and a vast amount of growth and development to the south, Hwy 183 will continue to receive more and more traffic volume. The portion of this highway that lies within the Southeast NPA is largely undeveloped and

promises to experience significant growth and changes in land use in the coming years. The existence of airport overlay zones prescribes that future residential development in the Southeast area will be minimal. The AO-3 zone restricts new residential development unless it occurs on a residentially-zoned lot that was already platted prior to the enactment of the Zoning Overlay Ordinance. This zone covers an expanse of territory approximately one-half mile from the airport boundary. The Controlled Compatible Land Use Area imposes restrictions on certain types of activities that could interfere with aviation activities (refer to the City of Austin Code Chapter 25-13 for specific information on the Airport Overlay Ordinance). The Plan acknowledges the various needs in and around this area, including those of the airport. The land use and zoning recommendations reflect the need to accommodate uses that will facilitate and complement airport activities and provide services to those that use the airport.

Goal 6 Accommodate a range of land uses that will support the needs of the airport, commuters along US Highway 183, nearby residents, and businesses in the Southeast area, while updating land uses to be compatible with the airport overlay zone (AO3) ordinance.

Objective 6.1 *Provide opportunities for the development of a wider range of land uses via rezonings and/or change of land use designation.*

Action Item 11 Upzone DR-zoned properties in the Southeast Area to allow for a mixture of retail, office and limited industrial-type uses. *(Implementer: NPZD)*

Action Item 12 On the future land use map show residentially-zoned property within the AO3 airport zone as having a use (commercial, warehouse, office, limited industrial) compatible with the ordinance’s land use restrictions for the area. *(Implementer: NPZD)*

Civic Land

Goal 7 Create a land use plan that accurately depicts and categorizes land that is publicly-owned or used for a civic purpose.



Objective 7.1 *Rezone city-owned land to reflect its current civic nature and status.*

Action Item 13 Rezone public schools, parks and undeveloped city-owned land to P-NP. *(Implementer: NPZD)*

Action Item 14 Rezone city department buildings and affiliated city institutions to P-NP. (*Implementer: NPZD*)

Action Item 15 Support the rezoning of City-owned Jimmy Clay and Roy Kizer Golf Courses to P (Public). (*Implementer: PARD*)

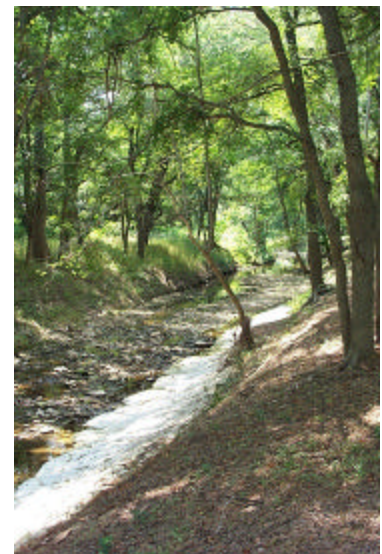


The Natural Environment

One of the defining characteristics of the Southeast Combined Planning Area is the abundance of springs, creeks, wetlands, woodlands, bluffs, open spaces, and other environmental features. Williamson and Onion Creeks flow through the combined area in an easterly direction on their way to the Colorado River. Many smaller creeks

contribute flow to the larger creeks, and many of these are spring fed. In some of these spring-fed streams, the flow is year-round and creates small waterfalls and pools, which add to the aesthetic and ecological value of these areas. These creeks are important natural resources for the area, and should be, in addition to the other environmental features mentioned above, considered priorities for protection in environmental management decisions and land use planning for the area. If properly preserved and managed in development, these environmental features will provide a continuing heritage for the citizens of Southeast Austin and of the greater Austin area. The Southeast Neighborhood Plan recognizes the quality of life enhancements afforded by these features and strongly supports their protection.

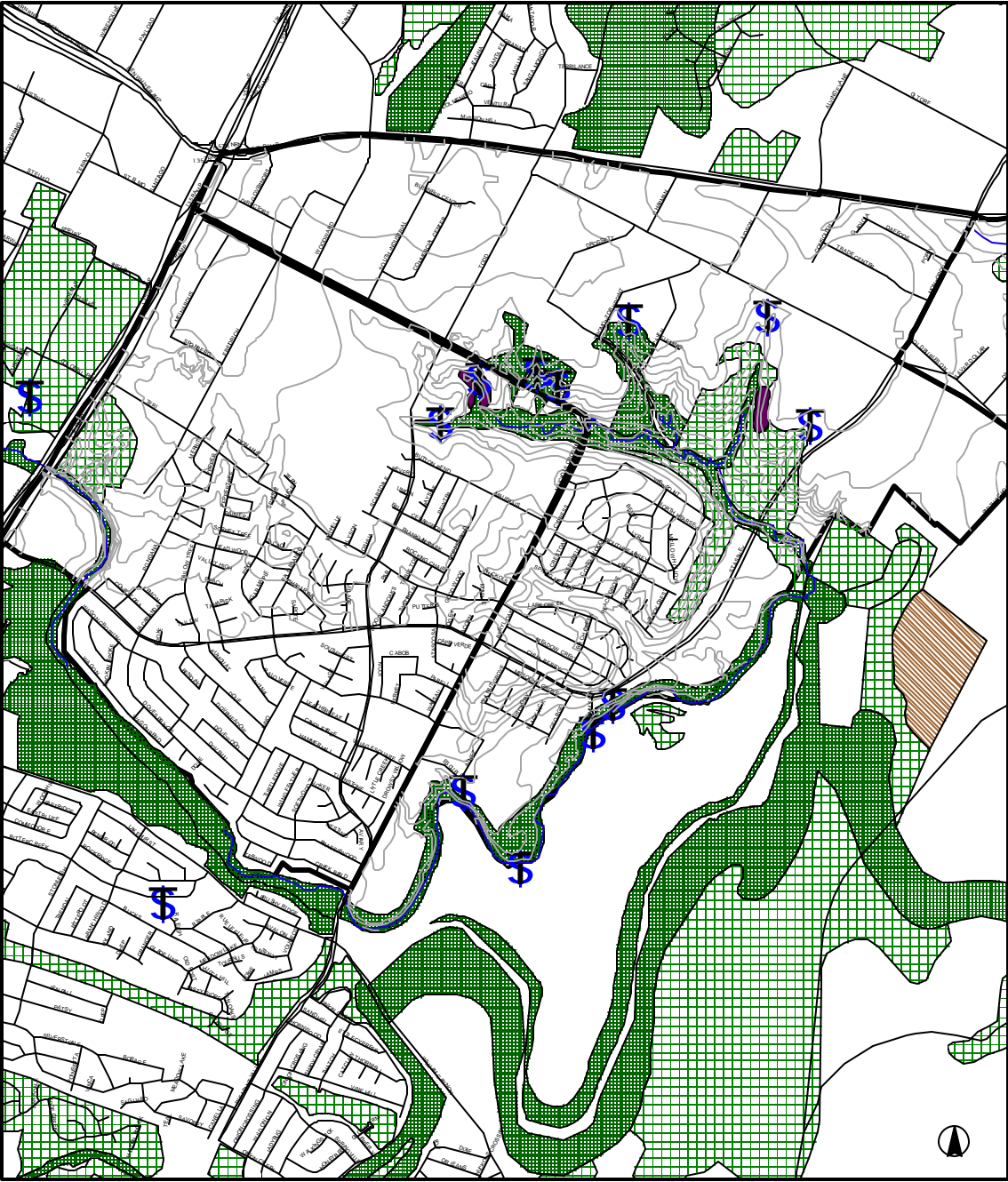
In order to preserve the essential characteristics of the natural environment, it is necessary to establish priorities for environmental management. The Southeast Community encourages developers to provide dedicated environmental easements along creeks, springs and waterways to add to the overall greenbelt and hike and bike system. They urge the City, during the subdivision and site planning processes, to provide early and timely assessment of environmental features and to implement protective measures so that they are preserved and incorporated into new developments. The Community would also like to express support for potential initiatives (like the Headwater Protection Initiative, which is still in a developmental stage) that would protect unclassified creeks in non-urban watersheds by applying more stringent safeguards to them.



Critical Environmental Features

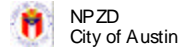
The Critical Environmental Features (CEF) in the Southeast Combined Planning Area

include many natural springs, steep bluffs and rimrock, and wetland areas (see map below). In zoning case #C-14-84-317, the Kensington Homeowners Association reported additional springs, wetlands, and floodplains to the City of Austin. Their studies show that these environmental features exist north of St. Elmo Road along Todd Lane. These springs and seeps (points or zones of natural groundwater discharge from the aquifer) are ecologically important because they provide base flow to creeks and



Southeast Combined Neighborhood Planning Area Critical Environmental Features: Franklin Park and McKinney Neighborhood Planning Areas

-  Spring support a variety of plants and
-  Grassland of plants and
-  Wetlands
-  Priority Woodlands
-  Other Significant Woodlands



animals, including some locally rare species. Wetlands are considered CEFs because they are locally rare and valuable ecosystems associated with perennial water sources. Wetlands perform a number of valuable functions:

- They provide water for wildlife. Relatively uncommon waterfowl, such as the Green Heron, live and hunt in these areas.
- They support locally rare plant species. Isolated areas of wetland plant communities exist in the Southeast Austin area and are generally associated with springs.
- They filter surface water runoff.

Numerous unmapped wetland CEFs are associated with stream courses and small feeder tributaries in this area and Watershed Protection staff continues to discover unmapped CEFs during the site plan review process.

Environmentally Sensitive Areas

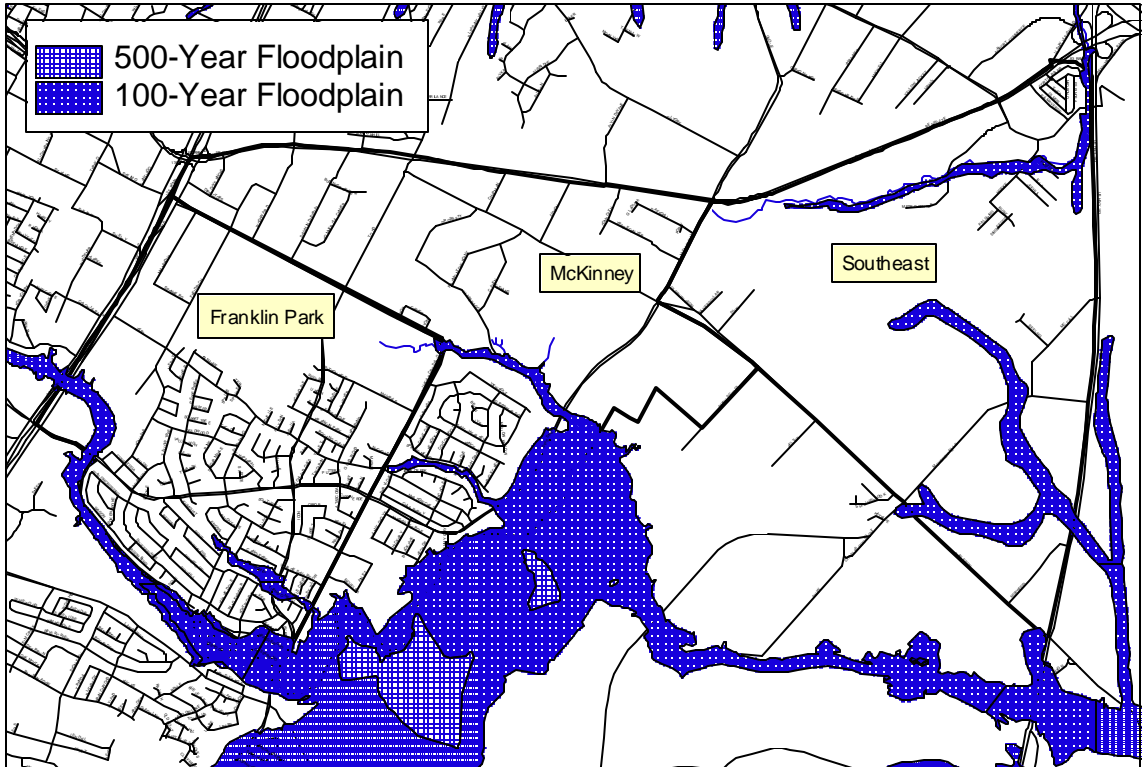
Environmentally Sensitive Areas (ESAs) are defined as areas of high priority for preservation and special consideration. They differ from CEFs in that they are important biological habitats that encompass broad expanses, rather than being specific features, and are not specifically protected in the City of Austin Code. These resources include woodlands and prairies, which reflect our area's native ecosystems, and provide important wildlife habitat. The specific ESAs in this area include priority riparian and upland woodlands and archaeological resources. The Southeast Combined Area has significant potential for high-quality archaeological finds. The entire eastern region of Travis County is rich in archaeological sites, but the stream valleys of Williamson Creek and Onion Creek in particular, were locations of Paleo-Indian activity.

Natural Development Constraints

The natural development constraints include expansive clay soils, steep slopes and the 100-year floodplain (see map on following page).

Expansive clay soils may cause damage to foundations, roadways, underground utilities, and septic systems because of their high shrink-swell characteristics. Development can still occur, however, they do contribute to a higher cost for development to compensate.

Waterways, and their associated 100-year floodplains, represent another significant natural development constraint. Development in the floodplain is a concern because of public safety and the property loss associated with flooding. The creeks serve as natural storm floodways. When development occurs in the 100-year floodplain, not only is that development subject to flooding, but the natural waterways will exceed their carrying capacity due to the development.



Southeast Combined Neighborhood Planning Area: Floodplains



Steep slopes are found adjacent to creeks and waterways. Development on or near steep slopes is a concern because of the hazard of excessive erosion and possible slope failure. This can cause damage to the environment and property. The 2001 Watershed Protection Master Plan for the City of Austin rates erosion problems along the McKinney Branch of Williamson Creek as very high and along parts of Williamson Creek within the planning area as high. The St. Elmo tributary is predicted to have very high future channel enlargement. Environmental goals, objectives, and action items include:

Goal 8 Preserve the unique, rare and significant features of the Southeast Combined Planning Area’s natural environment.

Objective 8.1 *Cooperate with local and state agencies to develop or expand scientifically based watershed monitoring and education programs that involve citizen groups, school districts, and neighborhood associations.*

Objective 8.2 *Support new development designs that incorporate street draining and lot layouts, which reuse storm runoff, pollutant loading, and the need for landscape irrigation.*

Action Item 16 Encourage the clustering of homes for new residential developments. *(Implementer: Neighborhood)*

Objective 8.3 *Protect environmental features through such measures as acquisition, zoning, buffering, and development restrictions.*

Action Item 17 Support a conditional overlay on properties at the southwest corner of Nuckols Crossing and East St. Elmo roads that limits the lot size on SF-2 zoned properties to one residential unit per half-acre or larger. *(Implementer: NPZD)*

Action Item 18 Support a conditional overlay on SF-2 zoned properties east of the intersection of Nuckols Crossing and East St. Elmo roads that limits lot size to one residential unit per half-acre or larger. *(Implementer: NPZD)*

Action Item 19 Support the Watershed Protection Master Plan initiatives for headwater protection and erosion setbacks from waterways. *These initiatives are critical for protection of the unique ground water and surface water features within the Williamson Creek watershed. The neighborhood is aware that Watershed Protection and Development Review Department staff are currently working with stakeholders and conducting additional research in order to adopt these protection standards on a City-wide basis. (Implementer: WPDR and Neighborhood)*

Objective 8.4 *Maximize open space and minimize impervious cover through all available means.*

Action Item 20 Communicate and work with the development community to promote easements on properties that have sensitive and critical environmental features and unique expanses of land such as native prairie and grasslands. *(Implementer: Neighborhood)*

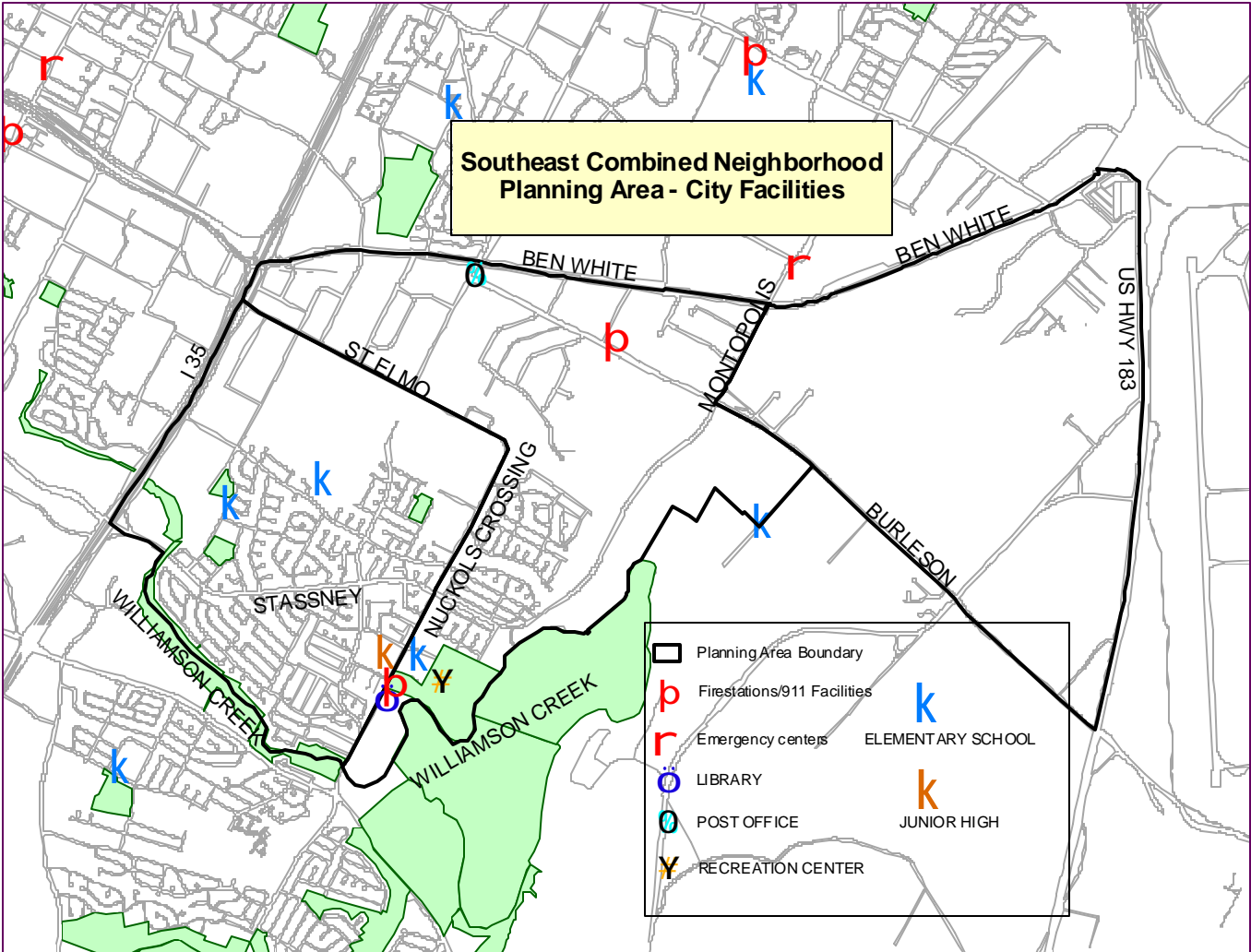
Objective 8.6 *Encourage the environmentally-sensitive management of floodplains and promote their use as open space, such as greenways, parks, wildlife habitat, and pedestrian-friendly linkage corridors (Refer to the transportation section to view trail action items).*

Action Item 21 Rezone properties purchased by the City of Austin in the 100-year floodplain along Teewood Drive from SF-3 to P-NP and give them an open space designation on the future land use map. *(Implementer: NPZD)*

Objective 8.7 Continue to encourage property owners, neighborhood associations and school districts to work with natural resource agencies and environmental organizations to develop and disseminate information about the natural environment of their area.

(For more information about the environment in the Southeast Combined Planning Area refer to Appendix E)

City Services



The facilities map shows different amenities in Southeast Austin – Dove Springs Recreation Center, Southeast Austin Branch Library, River City Youth Foundation, Fire Station and the future site of the EMS station.

The City Services element of the plan has fifty-three action items, many of which are neighborhood driven. These action items represent the desire of many in the community to improve the quality of life in the Southeast Combined Planning Area.

People in Southeast Austin have a long history of being proactive and successful at addressing City Service issues. These community activists are well versed in utilizing City resources, organizing the community, and making positive changes in their neighborhoods. This enthusiasm and expertise is reflected in the City Services goals, objectives and action items.

City Services Goals (9-13) and Action Items (22-75)

Cleaner and Safer Neighborhoods

A large influx of people moving into the area over recent years has brought changes, which many perceive as a decline in their neighborhoods. The best way to improve the environment and quality of life in a neighborhood is by taking a multi-faceted approach. Problems such as trash and the neglected appearance of housing creates the perception that an area is “run down” or not cared for. Simple improvements in these areas can create a sense of pride in the neighborhood and confidence in the ability to affect bigger problems such as crime.

Goal 9 Maintain and improve the area’s atmosphere and appearance by promoting a cleaner, quieter and aesthetically pleasing environment.

Objective 9.1 *Prevent trash/litter accumulation on vacant lots.*

Action Item 22 Partner with Keep Austin Beautiful for a community clean up.
(*Implementer: Neighborhood*)

Action Item 23 Encourage individuals to call Solid Waste Services to report illegal dumping. (*Implementer: Neighborhood*)

Objective 9.2 *Keep vacant lots free of tall weeds and grass.*

Action Item 24 Partner with non-profit groups to create a mechanism for keeping problem areas cleaned and mowed. (*Implementer: Neighborhood*)

Objective 9.3 *Remove abandoned vehicles and junk cars.*

Action Item 25 Promote APD’s new non-emergency number, 311, as a means of removing Abandoned Vehicles. (*Implementer: Neighborhood*)

Objective 9.4 *Facilitate housing code enforcement and compliance to prevent illegal activities.*

Action Item 26 Provide training on how to identify and report housing code violations. (*Implementer: NPZD Code Enforcement*)

Action Item 27 Provide training on landlord/tenant issues through APD.
(*Implementer: APD*)

Objective 9.5 *Create an immediate action plan to clean yards, houses, and streets. Involve residents, City, landlords and businesses.*

Action Item 28 Promote Southeast Austin as a location for the Hands on Housing Program. *(Implementers: NHCD, Neighborhood)*

Action Item 29 Promote public programs available for home improvements (i.e. Neighborhood Housing and Community Action Development Challenge Fund, Urban League Emergency Repair, Disabilities of Central Texas Fund, Raise the Roof program). *(Implementer: NHCD)*

Action Item 30 Start Tokyo Electronic's Adopt-A-Street program in the Southeast Austin Planning area. *(Implementer: Neighborhood)*

Parks

The increase in population also affects existing infrastructure and amenities, like parks. Residents see potential for additional parks in the area, as well as an increase in services at existing facilities.

Goal 10 Improve City Parks and Recreation service to parks in the Southeast Austin Planning Area

Objective 10.1 *Develop and maintain parks for neighborhood needs*

Action Item 31 The community should partner with PARD, schools and community organizations to conduct an educational workshop to revitalize Ponciana Community Garden. *(Implementers: PARD and Neighborhood)*

Action Item 32 Recommend that Ponciana Park be funded in PARD's CIP plan to develop according to the community's ultimate vision. *(Implementer: PARD and Neighborhood)*

Objective 10.2 *Provide a spectrum of recreational activities.*

Action Item 33 Add tennis and basketball courts and a full tackle football field. *(Implementer: PARD)*

Action Item 34 Design a weight-lifting program for children younger than 18 years old. *(Implementer: PARD)*

Action Item 35 Expand Dove Springs Recreation Center or add a new one. *(Implementer: PARD)*

Action Item 36 Explore the possibility of building a new pool, possibly at

Ponciana Park. (*Implementer: PARD*)

Action Item 37 Explore the possibility of a senior recreation center or more senior recreational programs. (*Implementer: PARD*)

Flooding

With an abundance of creeks and floodplain areas in Southeast Austin, flooding is not uncommon. Residents would like to see more flood control measures, bi-lingual education about disaster preparedness and response, and information on National Flood Insurance Programs.

Goal 11 Address flooding in the Neighborhood

Objective 11.1 *Monitor and improve flood control measures in the neighborhood.*

Action Item 38 Support Watershed's plan to notify, via mail, all residents and property owners in the floodplain. (*Implementer: Neighborhood*)

Action Item 39 Promote Watershed's flooding and pollution hotlines. (*Implementer: WPDR*)

Action Item 40 Address flooding on Hoeke and Riverside. (*Implementer: WPDR*)

Objective 11.2 *Help the community to be better prepared for flooding*

Action Item 41 Provide a bi-lingual class about disaster response and what to do in the event of a flood. (*Implementer: WPDR – however, funding for this program ends 11/10/02*)

Action Item 42 Establish a resident contact or committee to collect periodic updates on CIP flood mitigation projects in area creeks and distribute information to designated centers and neighborhood groups in Southeast Planning area. (*Implementer: Neighborhood*)

Action Item 43 Make available a list of resources for property owners or renters in or near flood plain zones. (*Implementer: WPDR*)

- a.) National Flood Insurance Program- contact your insurance provider
- b.) WPDR Website/Resources

c.) National Disaster Declaration in Emergency Situations: Federal Emergency Management Agency (FEMA) Money in Emergency

Action Item 44 Communicate the arrival of updated FEMA flood plain maps for the Austin area to neighborhood groups. (*Implementer: WPDR*)

Action Item 45 Conduct a neighborhood creek cleanup, particularly the littered portion north of East Stassney Lane, near Tinseltown Movie Theater. (*Implementer: Neighborhood*)

Action Item 46 Encourage Watershed protection to install the appropriate signage designating the location of the Williamson Creek watershed (similar to signs for Shoal Creek, Boggy Creek and other watersheds in the City). (*Implementer: WPDR*)

Crime and Public Safety

The bulk of the action items are dedicated to crime and safety. Neighbors ranked “Increase Police Patrols” as their highest priority action item for the whole plan. Building on experience gained through the Self-Reliant Program, residents are ready to take on their continuing struggle with crime. This plan shows a strong commitment from the police department to enhance existing programs and work with neighbors to increase public safety.

Goal 12 Address criminal activity in the neighborhood and promote public safety.

Objective 12.1 *Work with the police department to reduce crime and violence in the neighborhood by creating new programs, or increasing the effectiveness of existing programs and activities.*

Action Item 47 Provide free home safety inspections to residents. (*Implementer: APD*)

Action Item 48 Increase police patrols in the area. (*Implementer: APD*)

Action Item 49 APD should focus on repeat offenders by working in collaboration with the District Attorney’s Office. The purpose of this activity is to identify repeat offenders and hand out sentencing that will help prevent repeat offenses. (*Implementer: APD*)

Action Item 50 Increase the number of directed patrols for reports of vacant houses where illegal drug activity is also occurring. (*Implementer: APD*)

Action Item 51 Increase the number of directed patrols for reports of drug trafficking and prostitution. *(Implementer: APD)*

Action Item 52 Address the on-going vandalism problem in Franklin Park, particularly the destruction of basketball rims and graffiti. Add lighting, replace signs and monitor drinking and drug-use near parks in the evenings.
Implementer: *(Implementer: PARD and APD)*

Action Item 53 APD should conduct narcotics operations once per year in the South East command area. Information to carry-out sweeps will come from surveys conducted by District Representatives, and citizen reports to District Representatives, the Drug Hotline, and the Street Response Unit. *(Implementer: APD and Neighborhood)*

Action Item 54 Increase the number of Street Response Stings in the area.
(Implementer: APD)

Action Item 55 Create more police presence in the area through the A-Key Program. *(Implementer: APD)*

Objective 12.2 *Create a safer environment by improving neighbors' capacity to prevent crime.*

Action Item 56 Promote the Neighborhood Watch and Volunteers in Policing programs in currently underserved areas. *(Implementer: APD and Neighborhood)*

Action Item 57 Establish block captains to identify criminal activities and increase community participation in a Neighborhood Watch Program.
(Implementer: APD and Neighborhood)

Action Item 58 The neighborhood should utilize the Narcotics Hotline by reporting illegal drug activity at 467- DRUG. *(Implementer: Neighborhood)*

Action Item 59 APD will designate one of their commanders forum meetings within the next 12 months to issues related to the Southeast Combined Planning Area. The neighborhood will develop a core group of neighborhood residents that is focused on issues to attend the meeting. *(Implementer: APD and Neighborhood)*

Action Item 60 Increase the level of participation in the Commanders' Forum, Neighborhood Watch, and the Neighborhood Association meetings as a vehicle for community collaboration with APD. *(Implementer: Neighborhood)*

Action Item 61 Encourage apartment complexes to install security measures such as fences, adequate lighting, and security personnel. *(Implementer: APD and Neighborhood)*

Action Item 62 Create community policing training programs for residents and businesses; include policies and procedures for reporting crime, business and home security programs, Citizens Police Academy, first-aid training and self defense training for all ages (in English and Spanish). *(Implementer: APD)*

Action Item 63 Work with APD on DWI prevention and a drug awareness and prevention program encouraging the reporting of drug trafficking. *(Implementer: APD and Neighborhood)*

Action Item 64 Encourage area residents, business owners and employees to alert police to problem areas where action by APD Street Response Team is appropriate. *(Implementer: APD and Neighborhood)*

Action Item 65 Work with schools to present the “Stranger Danger” program, by teaching kids how to recognize and report suspicious activity to an adult. *(Implementer: APD)*

Objective 12.3 Increase safety on streets by addressing stray animal issues.

Action Item 66 Enforce the leash law to prevent stray animals from wandering the neighborhood. *(Implementer: TLAC)*

Action Item 67 Provide literature on what to do if you see a stray or wild animal. *(Implementer: TLAC)*

Action Item 68 Advertise the free spay and neutering service provided by the City. *(Implementer: TLAC)*

Health & Human Services

Twenty-seven percent (27%) of the total population of the planning areas is under age seventeen. This compares to only fourteen percent (14%) in the Urban Core neighborhoods (see map page 1). This high number of youth in the area prompted the request for an expansion of youth services.

Goal 13 Develop a stronger health and human services network for Southeast Austin residents, especially youth.

Objective 13.1 *Determine health and human service needs to begin to develop programming for the area.*

Action Item 69 Work with City's Diabetes Awareness & Wellness Network (DAWN) to help combat the diabetes problem. *(Implementer: HHS and Neighborhood)*

Action Item 70 Expand case management for families. *(Implementer: HHS)*

Objective 13.2 *Provide educational and job training opportunities.*

Action Item 71 Work with the Chamber of Commerce to facilitate job training and job opportunities for youth in the neighborhood. Specifically, the Austin Chamber of Commerce program to teach youth. *(Implementer: HHS and Neighborhood)*

Action Item 72 Create an entrepreneurial task force allowing businesspeople the opportunity to present their expertise to interested youth through in-school and after-school programs. *(Implementer: HHS and Neighborhood)*

Objective 13.3 *Create more youth programming.*

Action Item 73 Look to the private sector to provide equipment for youth programs, or scholarships for youth. *(Implementer: HHS and Neighborhood)*

Action Item 74 Promote existing youth services and programs. *(Implementer: HHS)*

Action Item 75 Implement a youth driven community-mapping process to assess and map vital needs (trends in community crime, education needs, dropouts, etc.) *(Implementer: Neighborhood)*

Transportation

The Southeast Combined Planning Area is bound by three major arterials: IH 35, Hwy 183, and Hwy 71. The primary corridors within the boundaries are: Burleson Road, Todd Ln./Pleasant Valley, Stassney Ln./Montopolis Rd., Teri Rd., Nuckols Crossing Rd., and McKinney Falls Parkway.

The proximity to major arterials, coupled with the nearby airport and large tracts of undeveloped land, make this a prime area for development, emphasizing the need for a more coordinated and comprehensive transportation network.

The Southeast Combined Planning Area includes five schools with approximately 4,000 to 4,500 students. The Dove Springs Recreation Center exceeds capacity on a weekly basis. In the Franklin Park and McKinney Neighborhood Planning Areas, residential development



is occurring rapidly. Additionally, a number of housing projects are being constructed just south of the Combined Planning Area, adding strain to the existing roadway and transit systems. Residents in this area would like to see improved connectivity as long as it accommodates the environmental features and established residential districts. This connectivity not only refers to

the automobile network, but also to pedestrians, bicyclists and transit users. The transportation recommendations are presented in this order: pedestrians, bicyclists, transit, automobiles, in keeping with the Long Range Transportation Department's initiative to promote alternative forms of transportation.



Transportation Goals (14-16) and Action Items (76-122)

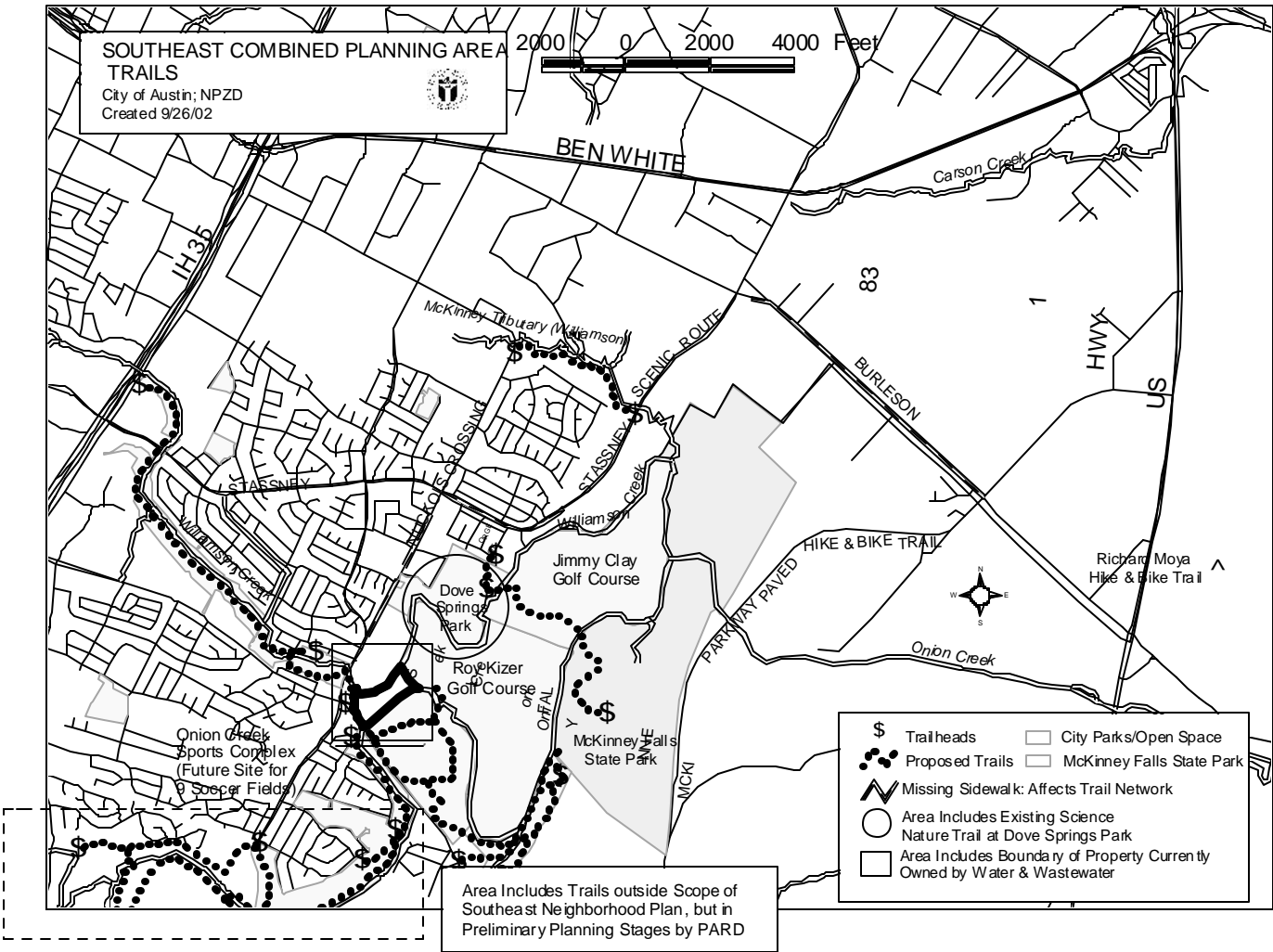
Pedestrian and Bicycle Mobility

The Southeast residents would like to see an interconnected trail system that allows them to hike or bike to McKinney Falls State Park, the Dove Springs Recreation Center, Williamson Creek, Onion Creek, and PARD’s new trails south of William Cannon, which are in the early planning stages.

Currently, there are no striped bike lanes in the area and some major sidewalk links are missing. The sidewalk and bike route recommendations that follow were designed with the proposed and existing trail systems in mind. The bike lane and route recommendations complement existing and proposed bicycle infrastructure outside of the planning area, as well. The hope is to create a connected bicycle network throughout Southeast Austin. The bike routes recommended in this plan are drawn directly from the Austin Bike Plan (1998), and are supported by the AMATP 2025 Plan.

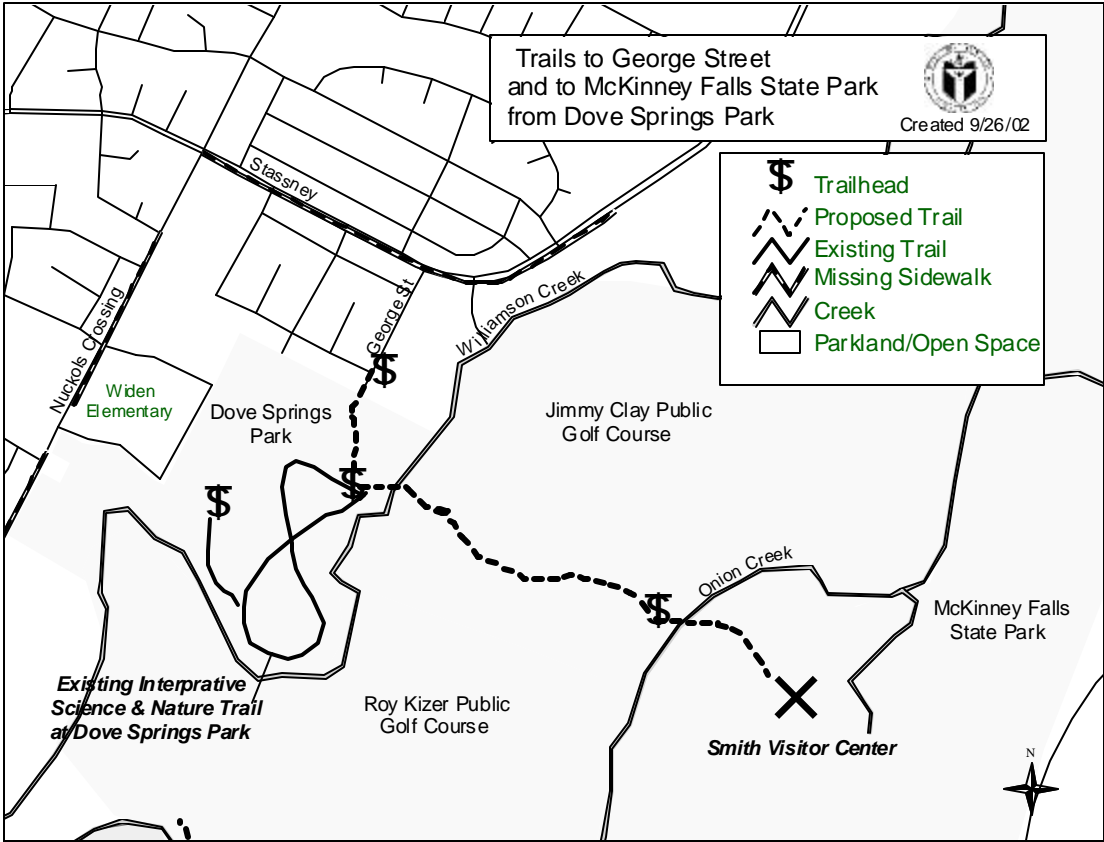
Goal 14 Create a bicycle and pedestrian-friendly transportation network, as well as a trail system near the creek features.

Objective 14.1 Improve and expand the trail system in the planning area.



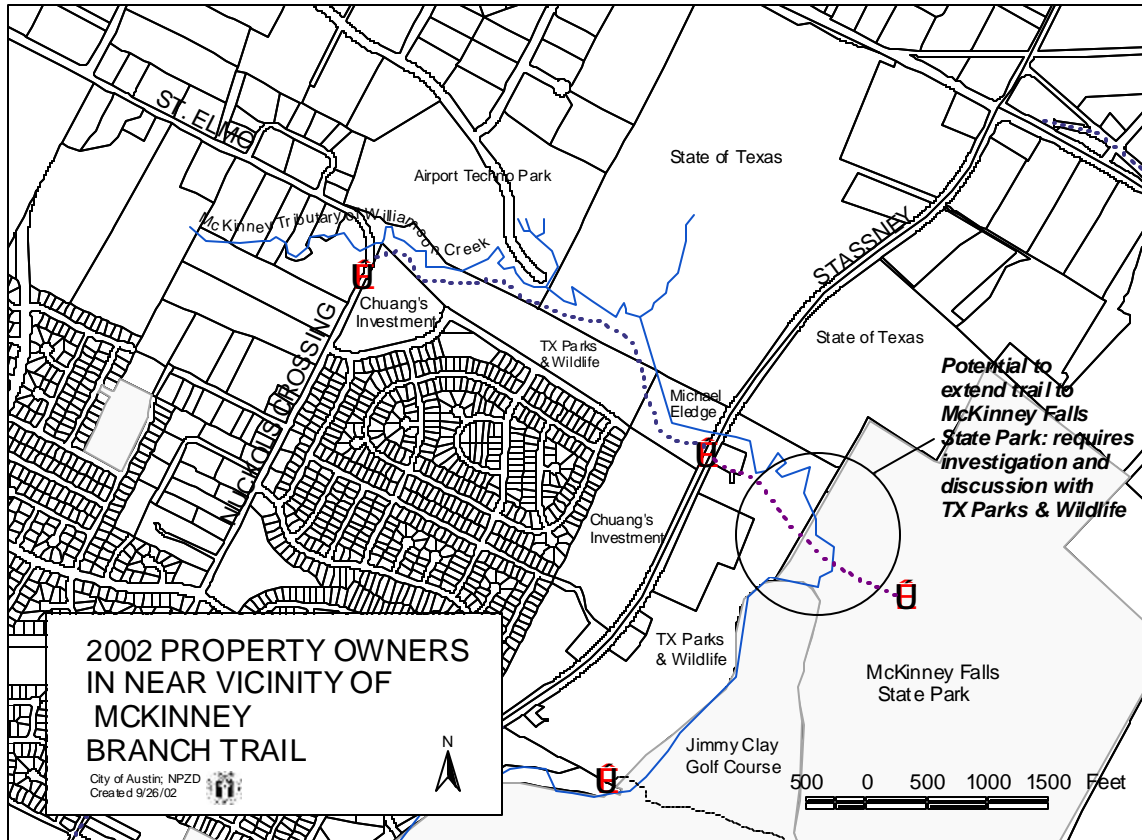
Action Item 76 Create a hike and bike trail along Williamson Creek from IH-35 to Pleasant Valley Road. It should also cross Pleasant Valley Road and travel southeast to the future Onion Creek Sports Complex. Good access points might be in the Tinseltown Movie Theater parking lot on IH-35 and on Pleasant Valley Road near the creek crossing. *(Implementers: PARD, WPDR, & Neighborhood)*

Action Item 77 Investigate carving a trail from Dove Spring Park across Williamson Creek to an entrance to McKinney Falls State Park. This trail would cross through the Jimmy Clay & Roy Kizer golf courses' parking lot and picnic area, and continue across a bridge over Onion Creek. The resulting west side entrance of this route to McKinney State Park would fall on the parallel of the park headquarters. Another convenient feature of this trail is that it would provide a shorter, more manageable hike and bike route for Southeast Plan Area residents to the State Park than currently exists or is being planned by PARD for the future. *(Implementers: PARD, WPDR, & Neighborhood)*



Action Item 78 Investigate the feasibility of creating a trail east of the Kensington Park Neighborhood. This nature trail would follow the McKinney Branch of Williamson Creek. Begin the trail at the intersection of Nuckols Crossing Road and St. Elmo Road and connect it to East Stassney Lane on its east end. Consult

with TX Parks & Wildlife and adjacent property owners to negotiate right-of-way for a trail. *(Implementer: Neighborhood)*



Action Item 79 Build approximately 900 feet of trail that links the existing nature trail behind Dove Springs Recreation Center to the dead-end residential street, George Street, in the Fairway Ridge neighborhood north of the Dove Springs Recreation Center. This would provide a safe hike and bike route for residents on the north to Dove Springs Park and would lead them into the rear of the Park (their current available route is along the narrow road, Nuckols Crossing Road.) This short trail would also link the Dove Springs nature trails to the sidewalks on the new sidewalks on the major arterial, East Stassney Lane, by way of George Street. *(Implementers: PARD, WPDR, Neighborhood)*

Action Item 80 Support PARD's efforts to acquire the Water and Wastewater Dept.'s property that would allow PARD to link a future trail along Williamson Creek from IH-35 to Pleasant Valley Road to the future Onion Creek Sports Complex, and future Onion Creek Trail (Onion Creek Sports complex will lie southeast of William Cannon Boulevard and Pleasant Valley Road). This property is bound by Roy Kizer Golf Course on the northeast, William Cannon Blvd. on the

southwest, and the future Onion Creek Sports Complex territory on the southeast. It also borders the rear of the long residential lots on the east side of Pleasant Valley Rd. south of the Southeast Library and Fire Station. *(Implementer: PARD)*

Objective 14.2 Enhance the connectivity of the sidewalk network.

Local or collector streets in order of neighborhood priority (Action Items 82-87):

Action Item 81 Fill sidewalk gaps on both sides of Nuckols Crossing Rd. in front of and south of Widen Elem. and Mendez Middle Schools. *(Implementer: TPSD)*

- a.) East side of Nuckols Crossing Road from Parell Street to half a block past Palo Blanco Lane (in front of Widen Elementary).
- b.) West side of Nuckols from the endpoint of the sidewalk in front of Mendez Middle School to the Nuckols Crossing Rd. intersection with Pleasant Valley Rd

Action Item 82 Build a sidewalk on the south side of Hoeke Ln. from Rusty to Riverside Dr. *(Implementer: TPSD)*

Action Item 83 Build sidewalk on the west side of Nuckols Crossing Rd. where footpaths exists between Maufrais St. and Teri Rd. (a small portion of sidewalk exists on this segment south of Nuckols Rd., a small street that intersects with Nuckols Crossing Rd.) *(Implementer: TPSD)*

Action Item 84 Fill sidewalk gap on east side of Nuckols Crossing Road from the Southeast Library at Escuelita Drive to the existing sidewalk on Pleasant Valley Road. *(Implementer: TPSD)*

Action Item 85 Build a sidewalk on the north side of Teri Road between Mashie Cove and Nuckols Crossing Road, near Mendez Middle School and Widen Elementary. *(Implementer: TPSD)*

Action Item 86 Build a sidewalk on Freidrich Lane from Teri Road to the entrance of the Paisano Mobile Homes. *(Implementer: TPSD)*

Arterials (separate arterial sidewalk fund and City-implemented ranking system) (Action Items 88-90):

Action Item 87 Build a sidewalk on the south side of East Stassney Lane from Nuckols Crossing Road east to George St. *(Implementer: TPSD)*

Action Item 88 After TXDot's reconstruction of the Ben White Boulevard, Todd Lane, and Burleson Road intersection, build sidewalk along Todd Lane south of Ben White Boulevard. (*Implementer: TPSD*)

Action Item 89 Build a sidewalk on the south side of Burleson Road from East Stassney Lane to McKinney Falls Parkway. (*Implementer: TPSD*)

Freeways/ Interstates (TXDot right-of-way) (Action Items 91-92):

Action Item 90 Complete the sidewalk on Ben White from Burleson Road to 500 ft. east of Montopolis Drive after TXDot completes its reconstruction of this segment of Ben White Boulevard (~end of 2006). *Preliminarily, TXDot plans to pour sidewalks on Ben White Boulevard from IH-35 to Burleson Road and then create berms for future sidewalks from Burleson Road to 500 ft. east of Montopolis Drive.)* (*Implementer: TPSD; consult with TXDot*)

Action Item 91 Fill in sidewalk gaps on the IH-35 northbound access road from Ben White Blvd. to East Stassney Ln. to complete the sidewalk infrastructure that has been built there so far. This would provide access to Tinseltown, Wal-Mart, and other IH-35 developments. (*Implementer: TPSD; consult with TXDot*)

Sidewalk Repairs (Action Items 93-94):

Action Item 92 Repair damaged sidewalk on north side of East Stassney Lane between Jacaranda Dr. and Tallow Tree Dr. (*Implementers: PWT and/or TPSD*)

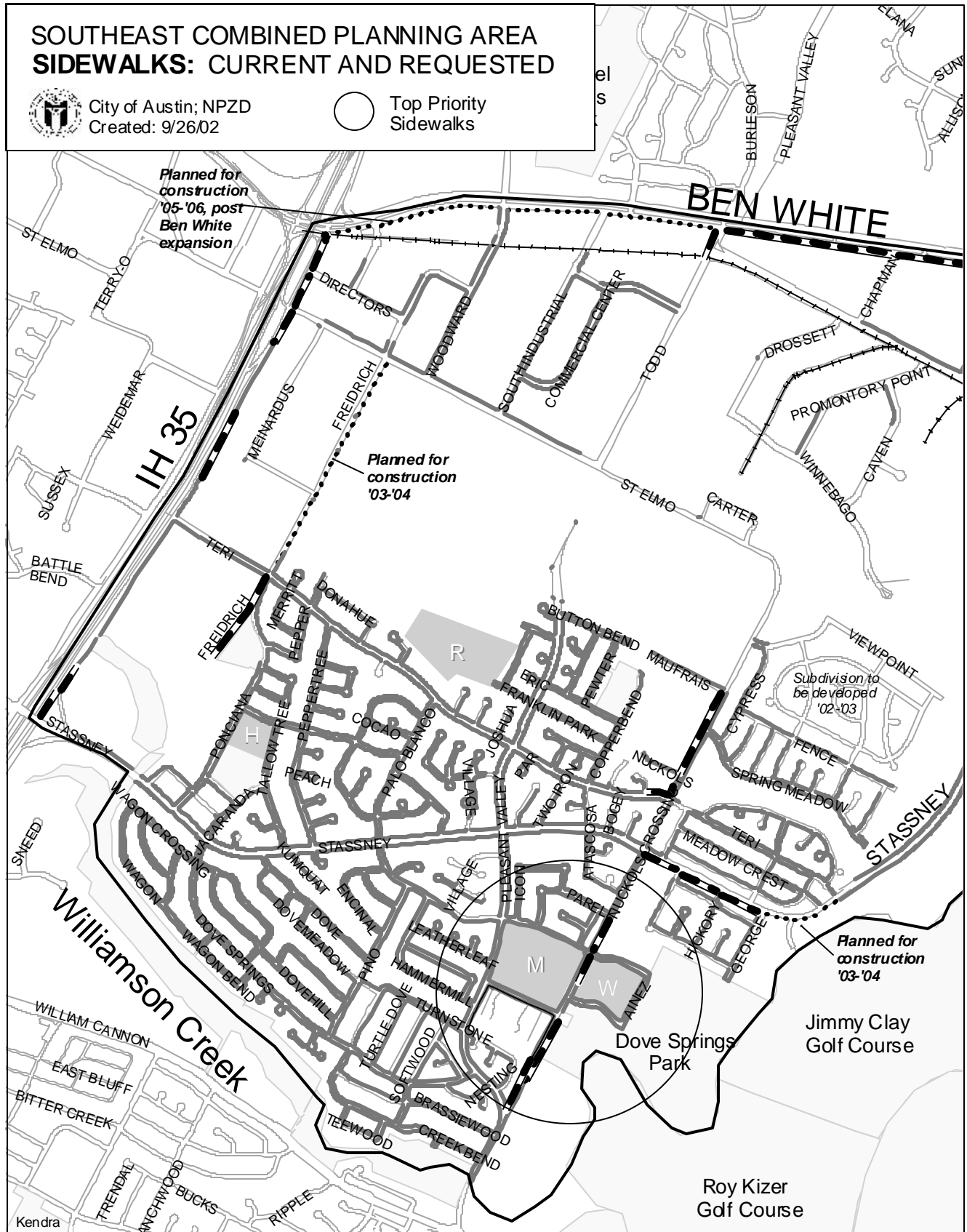
Action Item 93 Repair sidewalk on southeast corner of Turnstone Dr. and Pleasant Valley Rd. where the sidewalk is elevated at the seam. (*Implementers: PWT and/or TPSD*)

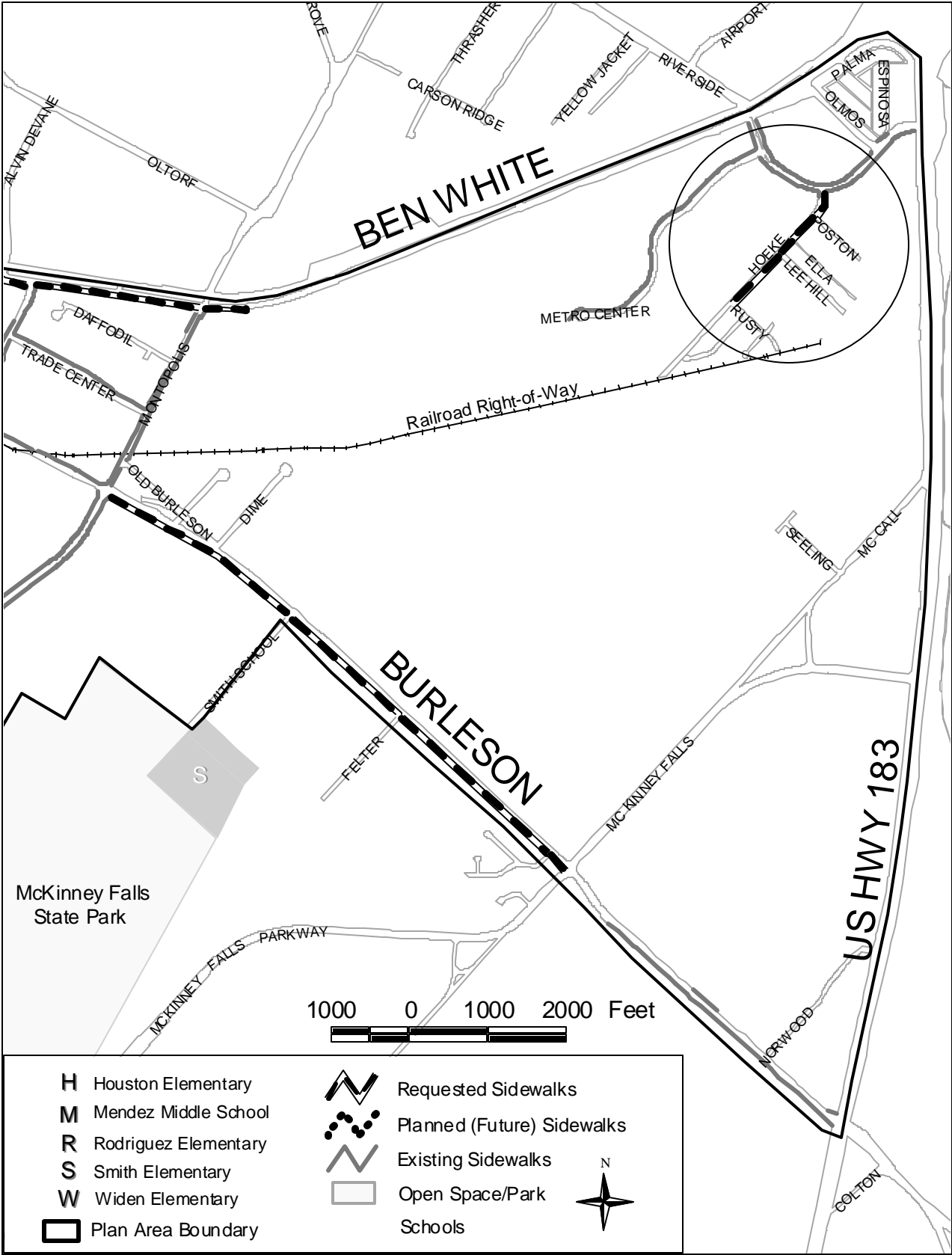
SOUTHEAST COMBINED PLANNING AREA SIDEWALKS: CURRENT AND REQUESTED



City of Austin; NPZD
Created: 9/26/02

○ Top Priority Sidewalks

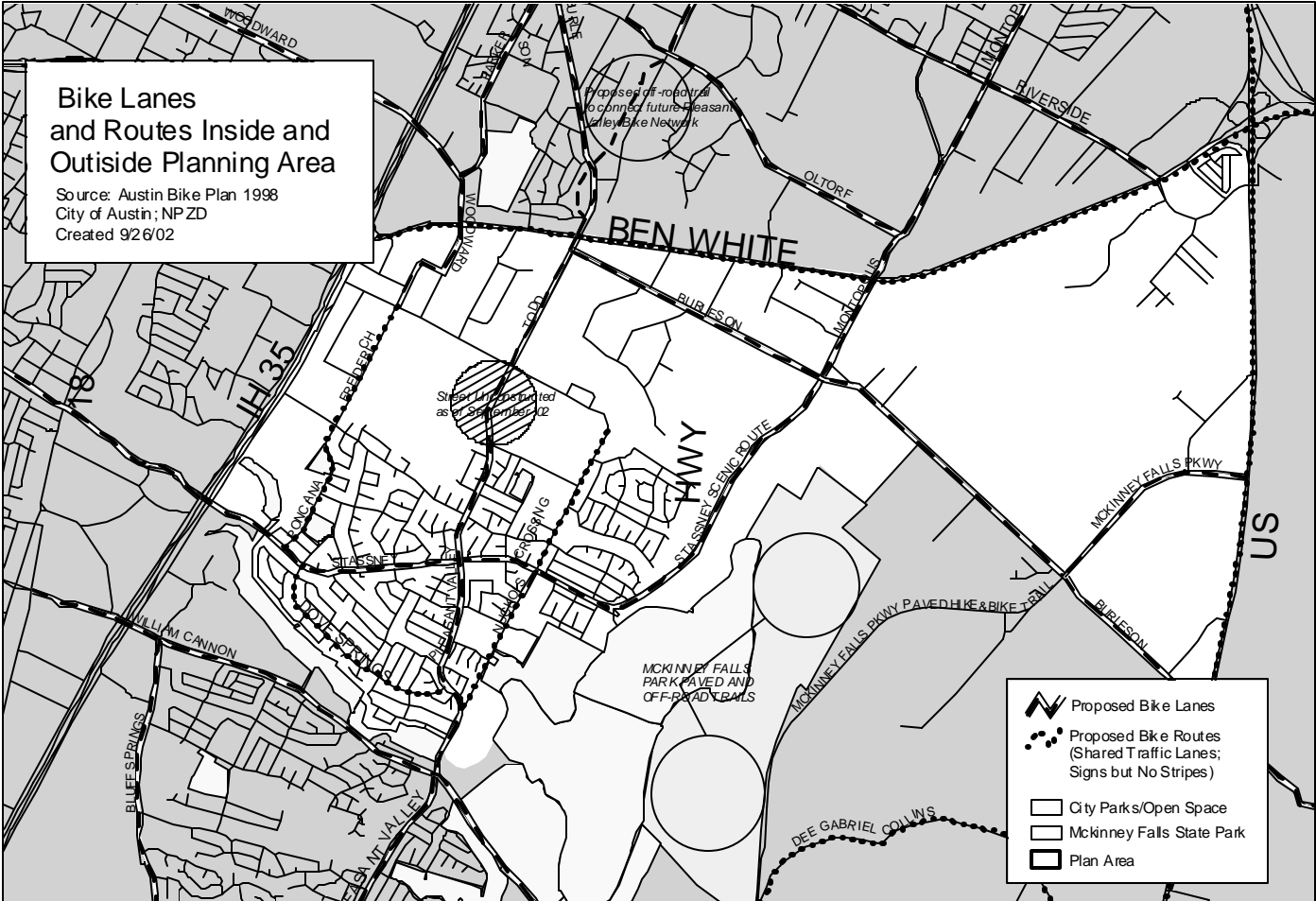




Objective 14.3 Stripe bike lanes that are ranked Priority I bike routes in the 1998 Austin Bike Plan; these lanes are also recommended in the CAMPO 2025 Plan.

Bike Lanes for Striping (Action Items 95-99)

Action Item 94 East Stassney Lane & Montopolis Drive from IH-35 to Ben White Boulevard (Requires 0ft., 2ft., or 4ft. extra pavement, depending on the street segment.) (Implementers: TPSD and PWT)



Action Item 95 Nuckols Crossing Road from East Stassney Lane to Parrell Path. (Requires approximately 2 ft. extra pavement. The other segments of Nuckols Crossing Road are only recommended to have wide outside shoulders for their bike facilities). (Implementers: TPSD and PWT)

Action Item 96 Todd Lane & Pleasant Valley Road from Ben White Boulevard to William Cannon Boulevard. (Requires 0ft.-2ft extra pavement, depending on the street segment.) (Also, because a street does not exist that links Todd Lane and Pleasant Valley Road, this route requires some path construction from the end of

Todd Lane at St. Elmo Road to Button Bend the beginning of South Pleasant Valley Road near Button Bend). (Implementers: TPSD and PWT)

Action Item 97 Woodward & Freidrich from Ben White to St. Elmo Road. *(Requires 0ft. extra pavement.) (Implementers: TPSD and PWT)*

Action Item 98 Burleson Road from Ben White Boulevard to US 183 and McKinney Falls Parkway from Burleson Road to 183. *(Requires 0ft. extra pavement for both.) (Implementers: TPSD and PWT)*

Objective 14.4 *By installing clear signs or markers, designate bike facilities other than bike lanes that have been recommended in the Austin 1998 Bike Plan ("other" facilities are wide curbs or shoulders that are not striped but are suitable for cycling). Repave these shoulders, shared lanes, and wide curbs when necessary.*

Action Item 99 Erect signs designating Dove Springs Drive as a bike route. *(Requires 0ft. extra pavement. Recommended facility is a wide outside lane of 14 ft.) (Implementers: TPSD and PWT)*

Action Item 100 Erect signs and repave where necessary the following bike facilities recommended for Nuckols Crossing Road:

- a.) Nuckols Crossing Rd. from St. Elmo Rd. to East Stassney Ln. *(Requires 2ft. extra pavement. Recommended facility is a shoulder of 6 ft.)*
- b.) Nuckols Crossing Road from Parell Path to Pleasant Valley Road *(Requires 11 ft. extra pavement. Recommended facility is a shoulder of 6 ft.) (Implementers: TPSD and PWT)*

Action Item 101 Erect signs designating Freidrich Lane and Ponciana Drive as bike routes; Freidrich Lane leads into Ponciana Drive south of Teri Road. *(Freidrich requires 4ft. extra pavement, but may require 0ft after 2005. Ponciana Drive requires 0 ft. extra pavement. Recommended facility is a wide outside lane of 14 ft. NOTE: Public Works plans to reconstruct and widen Freidrich from St. Elmo Road to Teri Road beginning in 2003 to 2005.) (Implementers: TPSD and PWT)*

Action Item 102 Erect bike route signs and repave where necessary the wide outside lane recommended for US Highway 183 from Ben White Boulevard to Burleson Road. *(Requires 2ft. extra pavement. Recommended facility is a wide outside lane of 14 ft.) (Implementers: TPSD and PWT; consult TXDot)*

Action Item 103 Erect bike route signs for the wide outside lane recommended for Ben White Boulevard from IH-35 to Montopolis Drive. *(After '06, requires 0ft. extra pavement. Recommended facility is a wide outside lane of 14 ft. TXDot plans to construct new frontage roads, including a wide outside lane of 14 ft. to*

accommodate bicycling, in its 2002-2006 East Ben White Boulevard construction project.) (Implementers: TPSD and PWT; consult TXDot)

Objective 14.5 Facilitate bicycling throughout the neighborhood for commuting and shopping purposes.

Action Item 104 Enforce existing City ordinance that requires new commercial development to include bike racks. (Implementer: WPDR)

Action Item 105 Support the creation of a new ordinance that would require racks for new multi-family developments. (Implementer: TPSD)

Action Item 106 Support the creation of a new ordinance that would require commercial developments of a certain size to include showers for their employees who choose to walk or bike to work. (Implementer: TPSD)

Transit

Many people in the Franklin Park, McKinney, and Southeast Planning Areas rely on bus transit for daily travel. Typical concerns about frequency of service and directness of routes emerged after talking to the community. The action items in this section were crafted after several discussions with Capital Metro staff regarding transit policies and procedures.

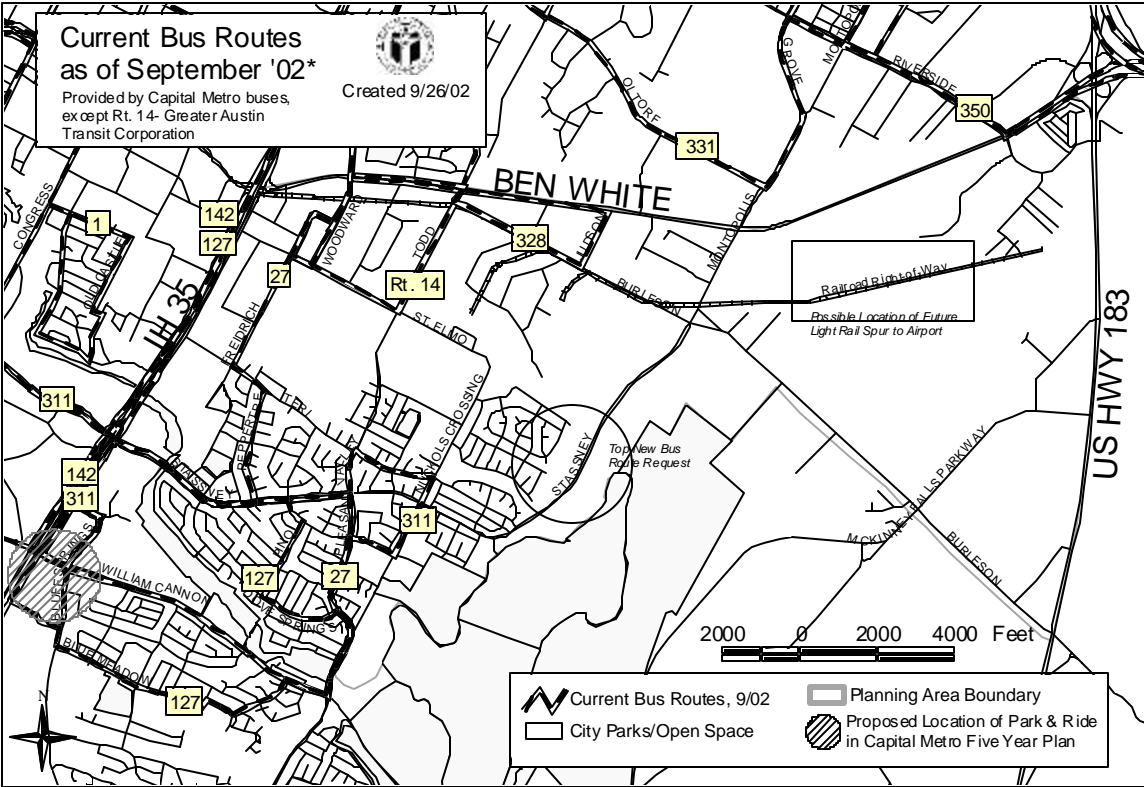
Goal 15 Improve transit (bus) services in the planning area.

Objective 15.1 Introduce new bus routes to better service the planning area.

Action Item 107 Work with Capital Metro to create a direct east/west route along Stassney Lane and Montopolis Drive from IH-35 to Ben White Boulevard. Continue this route northeast of the planning area along Montopolis and consider creating stops for major northern destinations like Austin Community College—Riverside campus on Grove Street. (Implementers: Capital Metro and Neighborhood)

Action Item 108 Determine the feasibility of creating a direct East/West route along Ben White Boulevard or Burluson Road that feeds the Austin Bergstrom International Airport. (Implementers: Capital Metro and Neighborhood)

Action Item 109 Work with Capital Metro to create a direct north/south route through the planning area along Todd Lane and Nuckols Crossing Road or along some other logical north/south alternative. (Implementers: Capital Metro and Neighborhood)



Objective 15.2 Add bus stops or increase frequency of existing bus route service.

Action Item 110 Consider moving the Route 27 bus stop at Pleasant Valley Road and Village Lane 150 ft. north to minimize disruptions to the neighborhood. (Implementers: Capital Metro and Neighborhood)

Action Item 111 Determine the feasibility of expanding Route 311 to service the following new stops:

- a.) East Stassney Lane at Teri Road
- b.) Spring Meadow Road at Nuckols Crossing Road
- c.) Any other stop east of Nuckols Crossing Road and north of Teri Road that would efficiently serve the Spring Meadow neighborhood. (Implementers: Capital Metro and Neighborhood)

Action Item 112 Add a bus stop on Route 350 to Riverside Drive at Hoeke Lane that serves the residential neighborhood off of Hoeke Lane (Implementer: Capital Metro)

Action Item 113 Add a bus stop to Todd Lane at St. Elmo Road on GATC Route 14. *(Implementer: Capital Metro)*

Action Item 114 Increase service of Route 27 Dove Springs Road by increasing number of buses or increasing frequency of pick-ups. *(Implementer: Capital Metro)*

Objective 15.3 *Improve access to bus stops in the planning area or enhance their amenities.*

Action Item 115 Move the Route 27 bus stop at Pleasant Valley Road and Nuckols Crossing Road because its current location is dangerous for pedestrians to access. *(Implementer: Capital Metro)*

Action Item 116 Improve access to the Route 350 bus stop on Ben White Boulevard at Riverside that is currently on the north side of the Ben White Boulevard. *(Implementer: Capital Metro)*

Action Item 117 As recommended by the CAMPO 2025 Plan, build a Park/Bike-n-Ride near William Cannon Boulevard and IH-35. This would replace the existing transfer station located at William Cannon Boulevard and Bluff Springs Road, one block east of IH-35. *(Implementer: Capital Metro)*

Action Item 118 Encourage Capital Metro to include the Route 27 stops, Peppertree Parkway at Stassney Lane and Pleasant Valley Road at Palo Blanco Lane, in its proposed pilot project to install solar-powered bus stop lighting. *(Implementer: Capital Metro and Neighborhood)*

Automobile Mobility

The most congested intersection in the entire City (according to CAMPO), IH-35 and Ben White, lies within the Southeast Combined Planning Area. Interstate 35 and Stassney Lane was named the ninth most congested intersection. Two common themes that came out of meetings with the community relate to traffic congestion and the safety of the automobile network. Problematic intersections and a lack of street connectivity seem to perpetuate these frustrations.



This Plan recommends improvements to the roadway network to accommodate the existing and growing need in and around the Planning Area. The community supports facilitating the connection of streets, most notably around the Williamson Creek residential subdivisions from Nuckols Crossing Rd. to Stassney Ln. and creating a more direct north-south route. The community encourages their involvement in future decision-making regarding extensions and new roadway facilities.

Goal 16 Improve safety and the flow of automobile traffic with solutions that complement the City Transportation Department's operational (standard) traffic improvements.

Objective 16.1 *Address traffic on East Stassney Lane, a major thoroughfare of the planning area.*

Action Item 119 Plant street trees or landscaping along the East Stassney Lane median to slow traffic. *(Implementers: PARD and Neighborhood;. consult with TPSD for regulations)*

Action Item 120 Conduct a study that ensures that speed limit signage is evenly spaced along East Stassney Lane from IH-35 to Burleson Road and that all feasible speed control techniques have been exercised. *(Implementer: TPSD)*

Action Item 121 Investigate adding a right turn lane to replace the existing right turn slip on westbound East Stassney Lane to allow cars to turn north on to the IH-35 frontage road and relieve backed up traffic on East Stassney Lane during peak hours. *(Implementer: TPSD; consult with TXDot)*

Action Item 122 Conduct a study of the IH-35 northbound frontage road approaching East Stassney Lane to improve traffic flow. Specifically, investigate extending the dedicated right turn lane on the northbound IH-35 frontage road to allow more cars to turn east on to East Stassney Lane and relieve backed up traffic on the IH-35 frontage road. *(Implementer: TPSD; consult with TXDot)*

CAMPO and AMATP 2025 Plans

There are two major ongoing and parallel efforts to plan for arterial roadways in Austin. The first major roadway planning effort 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. 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 Metro, and cities and counties (includes 19 cities, Travis County and portions of Williamson and Hays counties).

The Austin Metropolitan Area Transportation Plan (AMATP) is intended to guide arterial roadway network decisions for approximately the next 25 years. The Transportation Plan (AMATP) does not specify 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 substitute recommendations and additional data where the AMATP Planning Team deems appropriate. City Council has adopted this Plan, and the City of Austin supports its implementation, though occasionally amendments can be added.

CAMPO 2025

| Name | Segment | Existing | Proposed (Adopted 2025 CAMPO Plan) | Austin Bike Plan Recommended Facility | Environmentally Sensitive |
|-------------------------|--|---|---|---------------------------------------|---------------------------|
| Ben White/SH 71E | IH-35 to US 183 | MAD 6 Major Divided Arterial (6 lanes) | FWY 8 Freeway (8 lanes) | Wide curb lane -15' | Low |
| Burleson Rd./Elroy Rd. | SH 71 to Montopolis | MAD 4 Major Divided Arterial (4 lanes) | Existing | Bike Lane – 6' | High |
| Burleson Rd./Fagerquist | Montopolis Dr. to McKinney Falls Pkwy. | MAD 4 Major Divided Arterial (4 lanes) | MAD 6 Major Divided Arterial (6 lanes) | Bike Lane – 6' | High |
| | McKinney Falls Pkwy to US 183 | MAD 4 Major Divided Arterial (4 lanes) | MAD 6 Major Divided Arterial (6 lanes) | Bike Lane – 5' | High |
| Pleasant Valley Rd. | Ben White/SH 71 E. to St. Elmo Rd. | MAD 0/4 Major Divided Arterial (4 lanes) | MAD 4 Major Divided Arterial (4 lanes) | Bike Lane – 6' | Medium |
| | St. Elmo Rd. to Wm. Cannon | MAD 0/4 Major Divided Arterial (4 lanes) | MAD 4 Major Divided Arterial (4 lanes) | Bike Lane – 6' | Medium |
| Stassney Ln | IH-35 S. to Pleasant Valley Rd. | MAD 4 Major Divided Arterial (4 lanes) | Existing | Bike Lane – 6' | Low |
| | Pleasant Valley Rd. | MAD 6 Major Divided Arterial (6 lanes) | Existing | Bike Lane – 6' | Low |

| | | | | | |
|--------------------------------|--|--|---|-----------------------------|-----|
| | to Nuckols Crossing Rd. | lanes) | | | |
| | Nuckols Crossing Rd. to Burleson Rd. to Burleson Rd. | ----- | MAD 4 Major Divided Arterial (4 lanes) | Bike Lane – 6' | Low |
| *Nuckols Crossing Rd | Pleasant Valley to St. Elmo Rd | Collector (not in AMATP or CAMPO plans) pavement width ranges between 21'-28'. ROW ranges between 60'-90' | Modifications for bike facilities desired | Shoulder and some bike lane | N/A |
| *Nuckols Crossing Rd. /Thaxton | Pleasant Valley to McKinney Falls Pkwy/Slaughter Ln | Collector (not in AMATP or CAMPO plans) pavement width ranges between 22' – 41'. ROW ranges between 50'-60'. | Existing | N/A | N/A |
| *Teri Rd. | IH-35 to Montopolis | Collector (not in AMATP or CAMPO plans) pavement width ranges between 41'- 57' . ROW ranges between 60'-80'. | Existing | N/A | N/A |

* City of Austin Collector Street Inventory

AMATP 2025

| 2025 AMATP ROADWAY PLAN TABLE (see following page for explanation) | | Existing Road Segment 1997 | 2025 AMATP Plan | Total Increase of Right of Way (road, sidewalk, utility width) (feet) | Area Environ. Sensitivity | Austin Bike Plan Reccom. Facility (wc= Wide Curb; bl= Bike Lane; sh= Shoulder) |
|--|---------------------------------|----------------------------|-----------------|---|---------------------------|--|
| ROADWAY | SEGMENT | | | | | |
| IH 35 NHS | US 290 (W) - William Cannon Dr. | FWY 6* | FWY 8/ HOV | 50 | LOW | wc/15 |
| US 183 NHS | SH 71 (E) - Onion Creek | MAD 4 | FWY 6 | 300 | LOW | sh 6 |
| SH 71 (E) | IH 35 (S) - Pleasant Valley Rd. | MAD 6 | FWY 6 | 200 | LOW | wc/15 |

| | | | | | | |
|---|--|---------|--------------|---------------------------|------------|-------------|
| | Pleasant Valley Rd. - Riverside Dr. | MAD 6 | FWY 6 | 200 | LOW | wc/15 |
| | Riverside Dr. - US 183 (S) | MAD 6 | FWY 6 | 200 | LOW | wc/15 |
| Burleson Rd./ Elroy Rd. | Oltorf St. - SH 71 (E) | MNR 2 | Existing | -- | LOW | bl-5 |
| McKinney Falls Pkwy. | US 183 (S) – Burleson Rd. | MAD 4 | Existing | -- | MED | bl-6 |
| Stassney Ln. | IH 35 (S) - Pleasant Valley Rd. | MAD 4 | Existing | -- | LOW | bl-6 |
| | Pleasant Valley Rd. - Nuckols Crossing Rd. | MAD 6 | Existing | -- | LOW | bl-6 |
| | Nuckols Crossing Rd. – Burleson Rd. | --- | MAD 4 | 114 | LOW | bl-6 |
| Montopolis Dr. | SH 71 (E) – Burleson Rd. | MAD 4 | Existing | -- | MED | bl-6 |
| Pleasant Valley Rd./ Todd Ln. | <i>Oltorf St. - SH 71 (E)</i> | --- | <i>MAD 4</i> | <i>north of Plan Area</i> | <i>MED</i> | <i>bl-6</i> |
| | SH 71 (E) - St. Elmo Rd. | MAD 0/4 | MAD 4 | 54 | MED | bl-6 |
| <i>Alignment to be determined. Avoid karst features & wetlands.</i> | St. Elmo Rd. - William Cannon Dr. | MAD 0/4 | MAD 4 | 34 | MED | bl-6 |

*Indicates number of lanes.

| Key to Roadway Classifications | |
|--------------------------------|--|
| FWY | Freeway |
| PKWY | Parkway |
| EXPY | Expressway |
| MAD | Major Arterial Divided |
| MAU | Major Arterial Undivided |
| MNR | Minor Arterial |
| NHS | National Highway System- Roadway is included in the National Highway System |
| IH | Interstate Highway |
| SH | State Highway |

Chapter X: The Process of 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

Numerous City boards and commissions will look to the Southeast Combined 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 the Southeast Combined Planning Area 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 Southeast Combined 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 Southeast Combined Neighborhood Plan. As these agencies look for public input, the Southeast Combined 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 Southeast Combined Neighborhood Plan will be implemented by direct neighborhood action, possibly with some City support. Neighborhood clean-ups and creek clean-ups are a few examples of projects that might best be coordinated by the neighborhood.

Implementation Schedule and Tracking

The implementation of the Southeast Combined 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 Southeast Combined Neighborhood Plan will be tracked. The Southeast Combined Neighborhood Plan Implementation Tracking Chart provides an easy way to check the status of the implementation of the plan. For each action item 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. The Tracking Chart will be available upon request from the City of Austin, Neighborhood Planning and Zoning staff.

Updating the Southeast Combined Neighborhood Plan

Neighborhoods are dynamic. To be effective, a neighborhood plan must be periodically updated to reflect changes in the neighborhood. The Southeast Combined Neighborhood Plan will undergo regular review. Staff and neighborhood representatives will conduct this review, updating the status of the action items and considering additions or amendments.

Over time, a neighborhood plan may need more significant changes. How often this will be necessary depends on how much conditions have changed in the neighborhood. On average, neighborhood plans should be re-approved and re-adopted every 5-7 years.

Appendix A: Other Action Items

After departmental review, the following action items were determined to be either:

- An operational, standard procedure issue that should not be contained in a long-range plan.
- An item not recommended by the responsible City or public department.
- An item recommended for implementation by another agency.

Department responses are shown in italics below each action item.

- Improve street lighting at the following locations:

Around mailboxes

Crosswalks

Freidrich Lane and Ponciana Park

East Stassney Lane and Franklin Park

East Stassney Lane east of Nuckols Crossing Road

Teri Road, between Nuckols Crossing Road and Freidrich Lane

Ainez between Widen Elementary and Recreation Center

Entire length of Freidrich Lane

The above listed locations have adequate streetlights according to the illumination standards. However, anyone living in Austin may request a streetlight by his or her property by calling the Austin Energy Illumination Section at 505-7062 and 505-7543.

- Improve responsiveness from Animal Control. Specifically, need a person to answer the hotline.

The Animal Control Dispatch Unit's hours are M – F, 7:00- 6:00. Weekend hours are 7:00- 5:00 and holiday hours are 7:00- 3:00. After hour calls requiring an emergency response, such as dangerous animals at large, injured animals and/or bite cases, are routed through the 311/911 Austin Police Department Dispatch Call Taker. It is estimated that with an additional \$30,000, responsiveness could be improved.

TLAC currently responds only to emergency after-hour calls such as dangerous dog, animal bites, and injured animals. It is estimated that with an additional \$228,000, the program could provide field and dispatch staffing for 365 days a year for coverage up to 10:00pm. This funding would also cover vehicle and field equipment.

- Expand Dove Springs Recreation Center.

TXDPRS Community Youth Development grant currently provides full year-round recreation services for youth who live in 78744 or attend school. Additional programs should be addressed by PARD

- Expand River City Youth Foundation Success Center at 5209 South Pleasant Valley Road for year round use.
River City Youth Foundation currently competes for social service and grant contracts and should continue to do so in order to expand youth programming within Southeast Austin.

- Encourage individuals to call Solid Waste Services to report tall weeds and grass. Schedule additional bulky pick-ups.
This is an operational issue. If citizens have complaints, they can call the Solid Waste Services (SWS) Code Compliance office at 494-4900. The SWS Code Compliance office deals with issues regarding weeds in excess of 12” in height and accumulations of junk and debris. Callers need to have a specific address when they call, and have the choice to keep their name anonymous when reporting a complaint.

- Communicate the need to purchase extra stickers for garbage cans and bags. Explore creative ways of distributing stickers to community.
SWS uses a variety of methods to educate the public, including: mailing out informational literature to all new customers, participating in community based events, and making presentations to organizations and neighborhood associations. Department procedure offers customers two options for managing their extra garbage. Customers can purchase extra garbage stickers for \$2 each (plus tax) from local grocery and convenience stores. And, for those customers who do not want to tag their extra garbage; the extra bags will be collected and a \$4 fee per bag (plus tax) will be added to their next utility bill. Also, SWS utilizes the “Block Leader” Program to educate citizens about the department’s services. Block Leaders are volunteers throughout Austin who distribute information within their neighborhood regarding City services.

- *Request stricter prosecution and penalties for repeat illegal dumpers. Maximum fines and penalties are defined by State Law. Municipal court judges make the final decisions about fines and penalties for all illegal dumpers.*

- Provide educational materials in garbage bills that advertise the dates of bulky pickups.
Approximately twice a year on a rotational basis, SWS customers receive regularly scheduled bulk collection. Residents receive a mailer 2-3 weeks in advance of their scheduled bulk collection. Customers can call in to SWS Customer Service 494-4900 to find out when their bulk collection is scheduled.

- Make readily available a calendar of all Solid Waste Services pickup dates in Spanish and English. Spanish/English classes should be provided to educate residents about services provided by Solid Waste Services.
The majority of SWS literature is printed in both English and Spanish. All SWS literature has some Spanish text asking our Spanish-speaking customers to call

SWS at 494-9400 for additional assistance in Spanish. The SWS Call Center is staffed with bilingual customer service representatives.

- Provide a list of ten known large, industrial dumping sites in Southeast to Solid Waste Services to address, by creating a long-term action plan.
This is an operational issue. If citizens have complaints, they can call the SWS Code Compliance office at 494-9400. The SWS Code Compliance office deals with issues regarding weeds in excess of 12” in height and accumulations of junk and debris.
- Create a law to limit the number of occupants per house.
This already exists in the Uniform Housing Code Chapter 5 Section 503 adopted by Ordinance Number 970306-N. The calculation is based on floor square footage. If you believe you know of a violation, contact 974-2875.
- Do a sweep of the neighborhood to identify and address housing code compliance issues.
A sweep was completed on 8/2/02.
- Require all people selling floodplain property to notify potential buyers of its status.
This requirement is incumbent upon current property owners and their respective real estate agents. Furthermore, insurance companies and mortgage companies must routinely ascertain a property’s floodplain status as a condition of closing on or sale of a property. The City should not be in the business of regulating real estate transactions between private individuals that are already regulated by State (tort) Law. Property owners, potential buyers, insurance and real estate agents can get up to date floodplain information from the City’s Floodplain Office at 974-3399.
- Implement the Spotlight Program at the Dove Springs Recreation Center.
The Spotlight program will be ending soon.
- Expand Weed and Seed Program to the South East Command Area.
Weed and Seed is a national program that undergoes a competitive funding process. It is unknown how much it would cost the City to unilaterally implement this program in additional parts of the city.
- Promote boxing program in Dove Springs.
Requires recreation center expansion. No room at present.
- Convert vacant lots into basketball courts – away from traffic.
This is not recommended.
- Mow and maintain the overgrown alleys behind the homes on Jacaranda St.
Alleyways are the responsibility of the adjacent property owner.

- Build a permanent Health Center.
The Primary Care Department will be applying for an expansion request on our current 330 grant, to increase services in the Montopolis area (zip 78741). Subject to the approval of our request, we would anticipate that the area requesting a CHC (zip 78744) would fall within the service area of this facility. Presently, services may be obtained at our Southeast Austin Center (zip 78704) and our Del Valle Center (near the airport, zip 78617.) Also – according to Health and Human Services, an emergency center is planned for this area.
- Improve drainage on access routes to Widen and Mendez schools.
Significant improvements are underway through implementation of the Nuckols Crossing Road Reconstruction/Rehabilitation Road from East Stassney Lane to Pleasant Valley Road CIP project. Utility, road reconstruction, and sidewalks are features of this Department of Public Works Project. Nuckols Crossing Road is a major route to both Widen Elementary School and Mendez Middle School. Citizens are encouraged to report all localized flooding concerns to WPDRD at 974-3355.
- Ticket and remove cars blocking sidewalks. Do a sweep of the neighborhood to ticket and remove abandoned vehicles.
These are operational issues. Abandoned Vehicles and illegally parked cars can be addresses by calling 311.
- Expand the services to youth and families, especially newly arrived immigrant families; expose them to college and career opportunities.
The type of services that would need to be expanded would have to be specified. The City already funds some of these services through contracts and direct services.
- Expand Library.
The Southeast Austin Community Branch Library (5803 Nuckols Crossing Road) stands at 8,320 square feet and was opened but recently to the public in 1998. This branch library is completely landlocked by floodplain, streets, and a fire and EMS station. Expansion could only be accomplished vertically (i.e. adding a second story) and at an anticipated great cost to the City of Austin. We believe the Southeast Austin Community Branch to be of a size sufficient for its mission of providing library services to the surrounding community.
- Build sidewalks along Ben White at Riverside, particularly to improve nearby residents' access to the Rt. 350 bus stop.
This bus stop will be moved to the south side in order to solve the safety concern. Unless a new safety issue presents itself, the City will not fund additional sidewalk at this intersection because TXDot will remove them when they expand the roadway and this intersection in approximately 2010.

- Add a shelter to the Route 127 bus stop on East Stassney Lane and Spoke.
Capital Metro reported that a bus stop warrants a shelter when at least 50 passengers use the stop per day. The last count at this stop was under 25. Capital Metro will survey the stop every six months to determine current passenger counts.
- Remove two bus stop signs for Rt. 127 from intersection of Dove Springs Dr. and Turtle Dove and add bus stop with shelter by vacant lot at Dove Springs and Brassiewood instead.
Due to low ridership (less than ten riders), Capital Metro would not propose adding a shelter at Dove Springs and Brassiewood. In addition, Route 127 only provides one single trip in the morning, as it is an express type route.
- Consider moving the Rt. 27 bus stop from S. Pleasant Valley Road and Village Lane to Pleasant Valley Road and East Stassney Lane at the Diamond Shamrock to minimize disturbance to the neighborhood.
Due to the nature of the way the routes operate, moving the bus stop to the Diamond Shamrock is not a feasible option. The only option is to move this stop approximately 150 feet north toward the corner of East Stassney Lane @ S. Pleasant Valley Road.
- Return bus stops to Rt. 311 that previously had bus stop signs on either side of Nuckols just north of Teri Road.
Ridership currently does not merit returning the stops at this time. However, Rt. 311 will be monitored every 6 months for population, ridership, and development shifts.
- Investigate adding reflective street “tabs” and caution signs to warn travelers of the sharp turn from northbound Nuckols Crossing Road to westbound St. Elmo Road
This is an operational request. TPSD has instructed the manager of the current project at this intersection to add yellow center striping and reflective raised street markers when the curve is repaved.
- Repave Freidrich Lane from Teri Road to the entrance of Paisano Park.
This is an operational maintenance request. The item was forwarded to Street and Bridge in Public Works, and they responded that the street was repaved with a “slurry seal” beginning in 2001.
- Install a speed limit sign adjacent to Ponciana Park to improve safety on Ponciana Road
This is operational. A study has been assigned and should be complete by Sept 9, 2002.
- Add a left turn signal to the traffic light at the intersection of Freidrich and St. Elmo Road to facilitate left turns on to St. Elmo Road from Freidrich.
This is operational. It was forwarded to the TPSD signal engineer for a study.

- Add a 4-way stop sign (currently two-way) to the intersection of Turnstone and Pleasant Valley Road.
A TPSD study was conducted in September 2001, and the relatively low number of automobiles passing through the intersection did not warrant a 4-way stop.
- Improve signal timing at East Stassney Lane and the northbound IH-35 frontage road to prevent traffic heading east across IH-35 from being held on the overpass by the light.
The item is operational; it is being investigated by the TPSD signal engineer.
- Improve the intersection of Brassiewood and Pleasant Valley Road by targeting traffic enforcement in this area or by redesigning it to minimize potential hazards posed by the convergence of Nuckols Crossing Road and Pleasant Valley Road due north.
TPSD conducted a field check of the intersection and responded that the concern could be addressed with pavement markings and/or striping if the problem was to described to them in more detail. They reported that the relatively low number of vehicles exiting Brassiewood did not warrant an intersection redesign, nor have there been sufficient reported accidents. Work was recently completed on Pleasant Valley Road from Nuckols Crossing Road to William Cannon Boulevard, including some ADA sidewalk work.
- Add a traffic light to the intersection of East Stassney Lane and Nuckols Crossing Road (currently a 4-way stop).
This is operational. TPSD has conducted a study for a light and pedestrian activated crosswalk light at this intersection and will add one after the intersection of East Stassney Lane and Nuckols Crossing Road has been leveled and made safe for cars driving nonstop on East Stassney Lane. Public Works' resurfacing project here should be finished 2004.
- Promote the identification, acquisition, and preservation of native prairie grasslands, both original and restored.
PARD recommended that this item not be implemented at City expense. The department suggests that the Neighborhood work with private landowners to preserve native prairie grasslands through conservation easements and/or covenants.

Appendix B Survey Results

Initial Survey Results

In November 2001, the initial neighborhood planning survey was mailed to every resident, property owner and business owner in the planning area. The results of the survey provided a starting point to begin the planning process. The response rate for the survey was 3.5% or 356 responses (after returned mail was taken out). What follows is a summary of the results from the initial neighborhood planning survey.

Land Use

Neighborhood Serving Commercial

Neighborhood stakeholders were asked if there are enough retail and commercial stores to serve the neighborhood. Survey respondents who lived in the more densely populated areas felt they were adequately served, but those in less densely populated areas did not. Most everyone agreed that new development should be located near major arterials such as IH 35, Ben White and Hwy 183.

New Development

Survey respondents indicated that they would like to maintain existing single-family residential districts, and focus new development including higher density housing, neighborhood and community commercial, and mixed-use development along the major corridors and primary intersections in the neighborhood. Some of the specific corridors that were mentioned for these kinds of new development were:

- IH 35
- Stassney Road/Montopolis Rd.
- Teri Rd.
- Nuckols Crossing Rd.
- Pleasant Valley Rd.
- U.S. Hwy 183
- Burleson Rd.
- Hwy 71/Ben White Blvd.

Smart Growth Infill Options

Neighborhood stakeholders were asked about two infill options to gauge initial support for the Smart Growth Special Uses that can be utilized as part of a neighborhood plan – Secondary Apartments and Small Lot Amnesty. Initial feedback regarding these options was not very positive. However, through education and discussion during the process, stakeholders decided to include the Small Lot Amnesty option to provide greater opportunity for single-family homes. The Secondary Apartment option was not included in the plan, as staff and stakeholders felt it was inappropriate in such a dense area.

Transportation

Sidewalks

When asked about the need for sidewalks in the neighborhood, survey respondents indicated that the top streets in the Planning Area that need sidewalks are:

1. Intersection of Ben White Blvd. and Riverside Drive
2. Hoeke Ln. from Riverside Drive to Rusty Drive
3. North side of Teri Road between Mashie and Nuckols Crossing Rd.
4. Nuckols Crossing Rd. by Mendez Middle School
5. West side of Nuckols Crossing Road between Maufrais Lane and Teri Rd.
6. Stassney Ln., east of Nuckols Crossing Road to intersection with Teri Rd.
7. Freidrich Ln. from St. Elmo Road to Teri Road
8. Freidrich Ln. from Teri Road south to entrance of Paisano Mobile Homes

Transportation Improvement Requests

The bulk of the requests for improvements dealt with traffic congestion, improved bicycle routes and more hike and bike trails. Respondents realized the need for more connectivity in the area, but were concerned about the affect on environmentally sensitive features (specifically for the connection of Pleasant Valley Road).

A problem with speeding was noted on Stassney Lane, Nuckols Crossing Road, and Pleasant Valley Road. Streets around schools (such as Nuckols Crossing Road) were of particular concern.

Bike Lanes were requested on Nuckols Crossing Road/Pleasant Valley Road from St. Elmo Road to Williamson Creek that links up with trail. As well as on Stassney Lane from Nuckols Crossing Road to Ben White Boulevard.

Trails were requested mostly to link the neighborhoods with the Williamson Creek Greenbelt and McKinney Falls State Park.

Specific Capital Metro route improvements were mentioned mostly along major corridors in the area, such as Nuckols Crossing Road and Stassney Lane. Routes were also requested to serve Aikens High School and the Austin-Bergstrom Airport.

City Services and Infrastructure

Problems in the Neighborhood

Survey respondents indicated that the most important problems in the Neighborhood are:

- Crime and Safety/Illegal Drugs
- Houses in need of repair/Trash in yards
- More Community Involvement
- Need for Youth Resources and Activities/Job Training
- Crime and Safety/Illegal Drugs
- Flooding and Drainage
- Weeds and Tall Grass
- Abandoned and Junk Vehicles

Final Survey Results

In June 2002, a draft copy of the Southeast Neighborhood Plan and an accompanying survey was mailed to all 7,000 property and business owners, residents, and non-resident property owners in the combined planning area. Seventy-six people responded to the survey yielding a 1.5% return rate (returned mail was subtracted from the total).

After the results were tabulated, 83% of the respondents either supported the plan overall or completely.

Express your opinion of the Southeast Austin Neighborhood Plan:

| | |
|---------------------------|----|
| Support | 33 |
| Overall I Support | 26 |
| Overall, I Do Not Support | 2 |
| Do Not Support | 3 |

Please indicate your level of support for each section of the plan:

Land Use and Zoning

| | |
|-----------------------|----|
| Support | 36 |
| Support with Comments | 11 |
| Do Not Support | 10 |

Transportation

| | |
|-----------------------|----|
| Support | 41 |
| Support with Comments | 14 |
| Do Not Support | 3 |

City Services

| | |
|-----------------------|----|
| Support | 42 |
| Support with Comments | 10 |
| Do Not Support | 4 |

Neighborhood Character

| | |
|-----------------------|----|
| Support | 44 |
| Support with Comments | 8 |
| Do Not Support | 4 |

Appendix C

Zoning and Smart Growth Definitions

DESCRIPTION OF ZONING DISTRICTS

SF-2 – Single Family Residence district is intended as an area for moderate density single-family residential use, with a minimum lot size of 5,750 square feet. This district is appropriate for existing single-family neighborhoods having moderate sized lot patterns, as well as for development of additional single-family housing areas with minimum land requirements.

SF-3 -- Family Residence district is intended as an area for moderate density single-family residential use, with a minimum lot size of 5,750 square feet. Duplex use is permitted under development standards that maintain single-family neighborhood characteristics. This district is appropriate for existing single-family neighborhoods having typically moderate sized lot patterns, as well as for development of additional family housing areas with minimum land requirements.

SF-6 – Townhouse and Condominium Residence district is intended as an area for moderate density single family, duplex, two family, townhouse, and condominium use. SF-6 is appropriate in selected areas where a transition from single-family to multifamily use is appropriate.

MF-2 -- Multifamily Residence Low Density district is the designation for a multifamily use with a maximum density of up to 23 units per acre. An MF-2 district designation may be applied to a use in a multifamily residential area located near single-family neighborhoods or in an area for which low-density multifamily use is desirable.

MF-3 -- Multifamily Residence Medium Density district is intended to accommodate multifamily use with a maximum density of up to 36 units per acre. This district is appropriate for multifamily residential areas located near supporting transportation and commercial facilities, generally in more centrally located areas, and in other selected areas where medium density multifamily use is desirable.

NO – Neighborhood Office district is the designation for a small office use that serves neighborhood or community needs, is located in or adjacent to a residential neighborhood and on a collector street that has a width of 40 feet or more, and does not unreasonably affect traffic. An office in an NO district may contain not more than one use. Site development regulations applicable to an NO district use are designed to preserve compatibility with existing neighborhoods through renovation and modernization of existing structures.

LO – Limited Office district is the designation for an office use that serves neighborhood or community needs and that is located in or adjacent to residential neighborhoods. An office in an LO district may contain one or more different uses. Site development regulations and performance standards applicable to an LO district use are designed to ensure that the use is compatible and complementary in scale and appearance with the residential environment.

GO – General Office district is the designation for offices and selected commercial uses predominantly serving community or citywide needs, such as medical or professional offices.

LR -- Neighborhood Commercial district is intended for neighborhood shopping facilities that provide limited business service and office facilities predominately for the convenience of residents of the neighborhood.

GR -- Community Commercial district is the designation for an office or other commercial use that serves neighborhood and community needs and that generally is accessible from major traffic ways.

CS -- General Commercial Services district is intended predominately for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments.

CS-1 -- Commercial-Liquor Sales district is intended predominately for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments, and also includes liquor sales as a permitted use.

CH – Commercial Highway is the designation for a use that has operating and traffic generation characteristics that require that the use be located at the intersection of state maintained highways other than scenic arterial roadways.

IP – Industrial Park district is intended as an area for limited commercial services, research and development, administrative facilities, and manufacturing uses that can meet high development and performance standards, and typically are located on large sites or in planned industrial centers.

LI – Limited Industrial Services district is the designation for a commercial service use or limited manufacturing use generally located on a moderately sized site.

P -- Public district is the designation for a governmental, civic, public service, or public institution use. A P district designation may be applied to a use located on property used or reserved for a civic or public institutional purpose or for a major public facility, regardless of ownership of the land on which the use is located.

DR – Development Reserve is a designation for a temporary use or a use that will not commit land to a particular use pattern or intensity. It is intended to prevent premature land uses or land development for which adequate public services and facilities are unavailable.

RR – Rural Residential is the designation for a low-density use on a lot that is a minimum of one acre. An RR district designation may be applied to a use in an area for which characteristics are desired or an area whose terrain or public service capacity require low density.

Overlay Districts

An overlay or **combining district** is a type of zoning district that is used in combination with a standard, base zoning district. Any of the above zoning districts could include any one or more of the following zoning districts.

CO -- Conditional Overlay combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties.

MU -- Mixed Use combining district is intended for combination with selected base districts, in order to permit any combination of office, retail, commercial, and residential uses within a single development. Allows development of all types of residential uses, including single-family residential, multifamily residential, and condominiums.

MUB – Neighborhood Mixed Use Building allows for buildings with both commercial and residential uses and is allowed only in specified commercial zoning districts. For example, this option would allow a building with a shop/store on the ground floor and residential units on all other floors above the ground floor. This option would be applied to a specific location.

NPCD or (NP) –Neighborhood Plan combining district is a zoning overlay used to implement a neighborhood plan that has been adopted by City Council and to allow certain special “infill” options. The term infill refers to “filling in” vacant parcels of land within a neighborhood. These infill options are only available when approved as part of an NPCD. Each adopted Neighborhood Plan area is able to establish

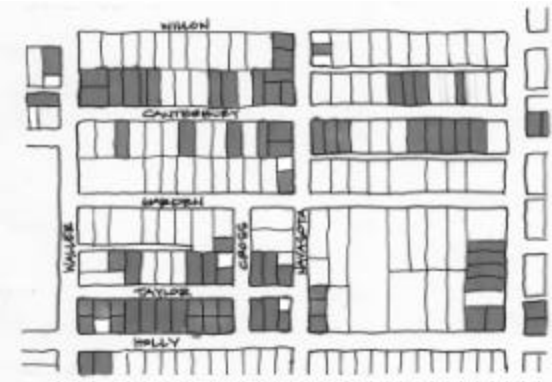
its own NPCD. For some of the infill options, their location must be specified, but other infill proposals can be applied neighborhood-wide. The infill options available in the NPCD include Mixed Use Buildings, Cottage Lots, Small Lot Amnesty, Corners Stores, Secondary Apartments, Neighborhood Urban Center, Residential Infill, and Urban Homes.

Special Uses– Uses allowed in an approved neighborhood plan (NPCD) for a specific location or neighborhood wide. These uses (including the Neighborhood Mixed Use Building and Residential Infill) are not normally permitted in other zoning districts.

Smart Growth Infill and Redevelopment Special Uses

The following would be options in addition to a property’s base zoning but would not be required.

1) ***Small Lot Amnesty** – This option allows development on existing, legally subdivided lots that are a minimum of 2,500 square feet and have a minimum lot width of 25 feet. An example of such a lot would be one that has the dimensions: 25’ wide x 100’ long. This option would apply neighborhood wide.



Small lots in an East Austin neighborhood that would be candidates for Small Lot Amnesty.

2) ***Neighborhood Mixed Use Building** – This option allows for buildings with both commercial and residential uses. Allowed in commercial districts. Example: This would allow a building with a shop/store on the ground floor and residential units on all other floors above the ground floor. *This option would be applied to a specific location.*



Example of Mixed Use Buildings

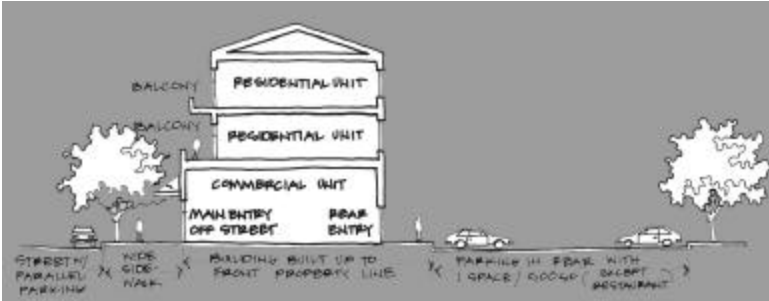
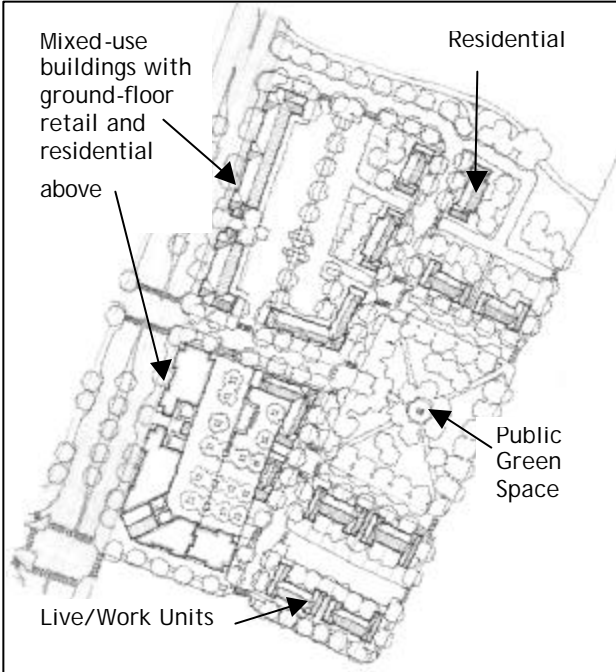


Diagram of Mixed Use Building

3) *Neighborhood Urban Center

This option allows for a mixed-use development that includes residential, multifamily, commercial and retail uses in a commercial base zoning district. The idea for this option is to create a mixed-use, pedestrian and transit oriented development. A development plan would need to be approved by the Planning Commission. *This option would be applied to a specific location.*

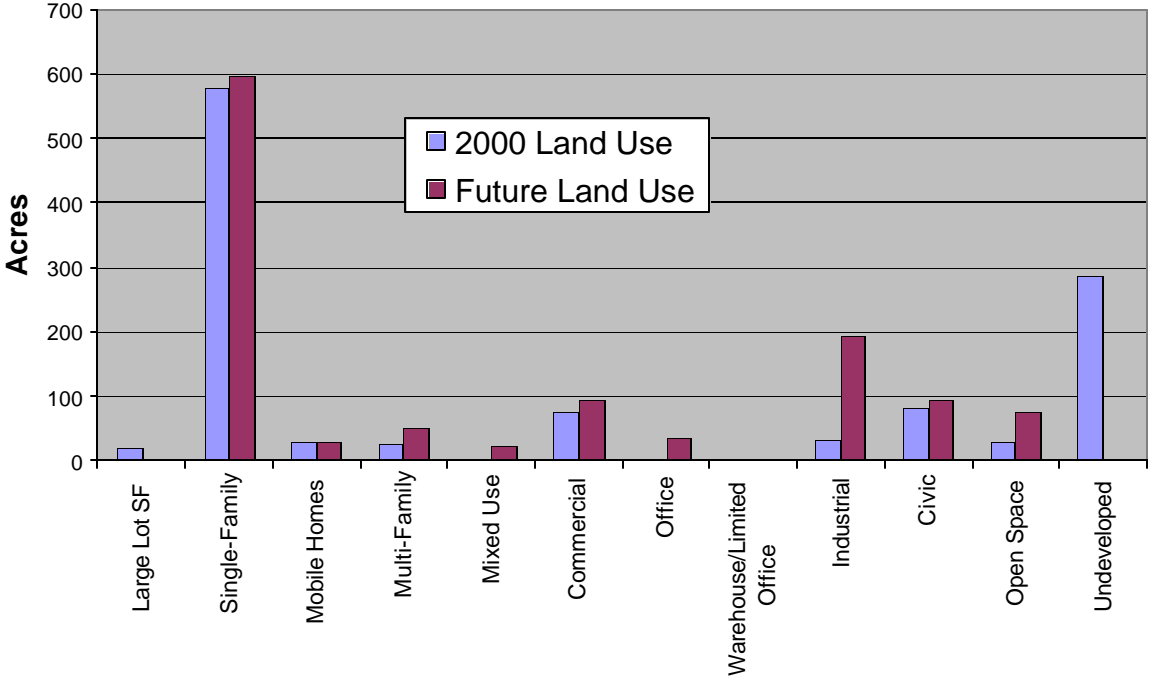
Example: See picture ↗



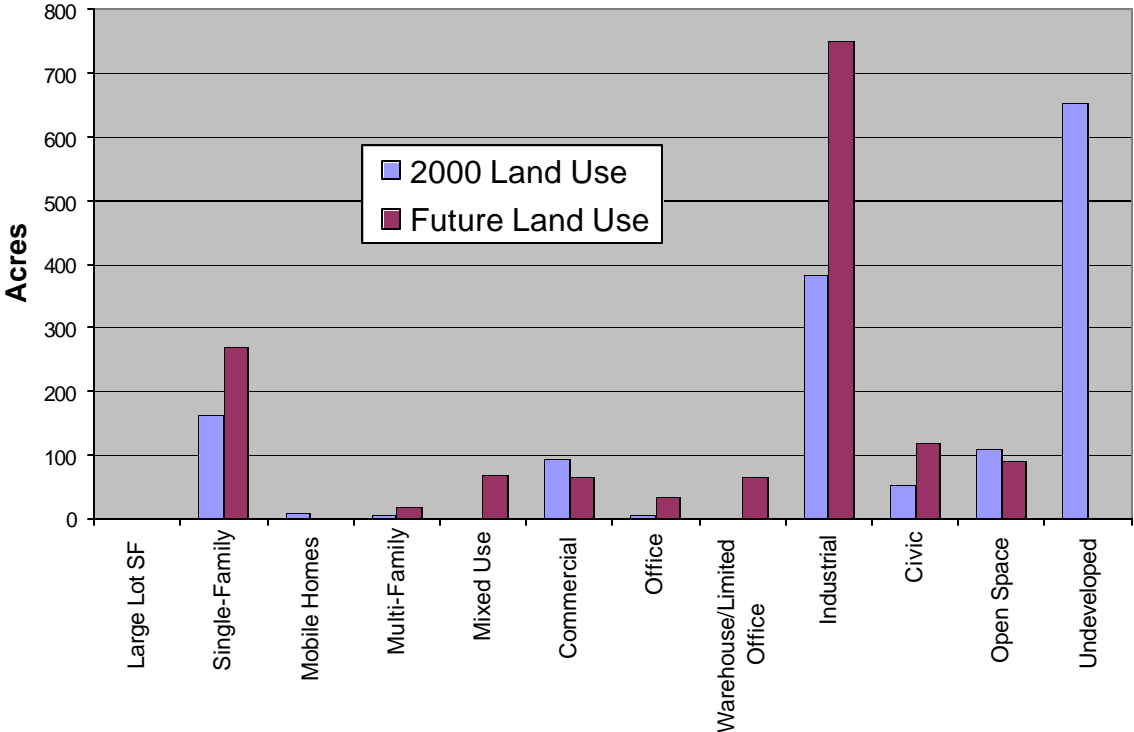
***Additional site standards will apply to promote compatibility with existing neighborhoods. These standards cover setbacks, height, off-street parking and other requirements.**

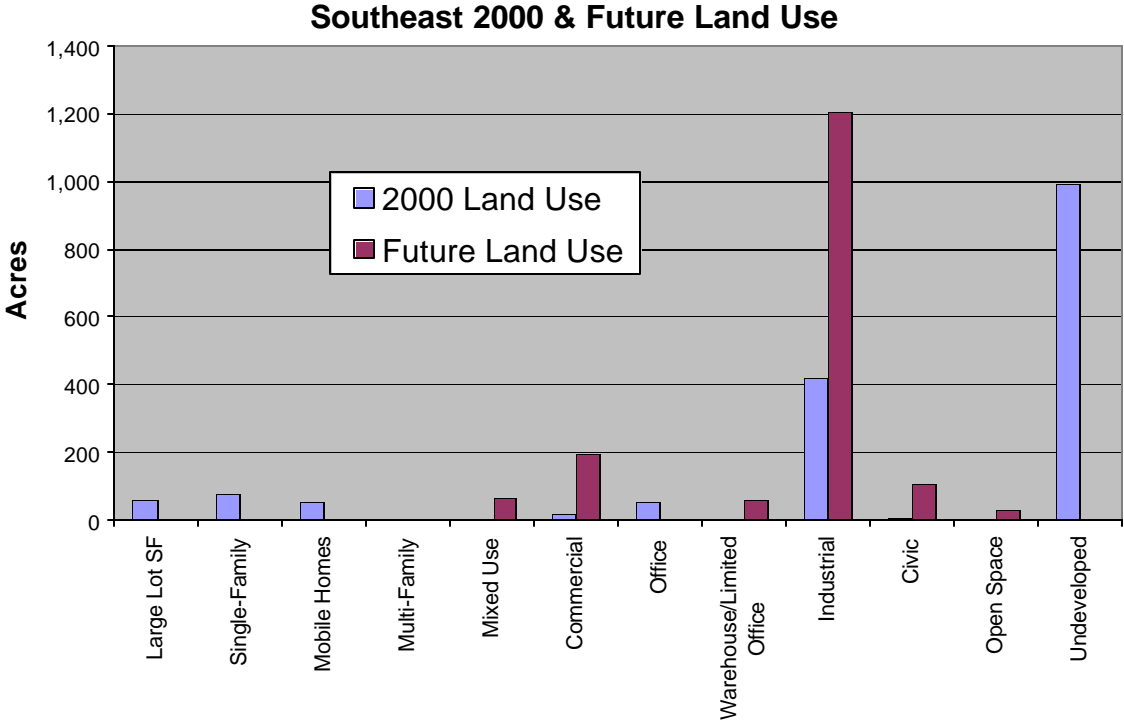
Appendix D Land Use and Zoning Comparisons

Franklin Park Current & Future Land Use



McKinney Current & Future Land Use





2000 Land Use – Compare to Urban Core & City of Austin

| 2000 Land Use | Franklin Park | McKinney | Southeast | Urban Core* | Citywide |
|----------------|---------------|----------|-----------|-------------|----------|
| Single Family | 41% | 10% | 4% | 27% | 23% |
| Multifamily | 2% | 0% | 0% | 7% | 4% |
| Commercial | 5% | 6% | 1% | 7% | 4% |
| Office | 0% | 0% | 3% | 3% | 3% |
| Industrial | 2% | 22% | 23% | 8% | 5% |
| Civic | 6% | 3% | 0% | 7% | 5% |
| Open Space | 2% | 6% | 0% | 5% | 15% |
| Transportation | 17% | 13% | 7% | 21% | 18% |
| Undeveloped | 21% | 38% | 55% | 13% | 18% |
| Other** | 4% | 1% | 6% | 1% | 6% |

Source: Land Use 2000 Survey and NPA Boundaries as of 4 February 2002
 *Urban Core is defined as the area that falls within NPA established 4 February 2002.
 **Other includes large-lot Single Family, mobile homes, mining, utilities, water, and unknown.

2000 Zoning

| 2000 Zoning | Franklin Park NPA | McKinney NPA | Southeast NPA | Urban Core |
|--------------------|--------------------------|---------------------|----------------------|-------------------|
| Single Family | 63% | 23.6% | 10.0% | 48% |
| Multifamily | 4% | 1.3% | 0.0% | 8% |
| Commercial | 8% | 3.9% | 3.0% | 16% |
| Office | 3% | 0.0% | 0.0% | 3% |
| Industrial | 17% | 45.4% | 59.8% | 14% |
| Public/Unz** | 4% | 5.4% | 0.8% | 11% |
| Misc* | 1% | 20.4% | 26.4% | 3% |
| Mixed Use | 0.0% | 0.0% | 0.0% | .8% |

*Misc includes Agricultural Development, Planned Unit Development and Development Reserve

**Public includes Public District, Aviation Services, Unzoned, Unknown and Long Lake acres

Appendix E

Supplemental Environmental Information

Environmental Definitions

(These definitions are composed from the City's Environmental Handbook (1987), Austinplan Sector Booklets (1987), and A Framework For Plant Community Classification and Conservation In Texas (Diamond, Riskind, and Orzell, 1987)).

Environmentally Sensitive Areas are areas of high priority for preservation and special consideration. They are important biological habitats that encompass broad expanses rather than being specific features. These resources include woodlands and prairies, which reflect our area's native ecosystems and provide important wildlife habitat.

Priority Woodlands are riparian and upland woodlands, which are undisturbed, complex biological habitats, composed of a tall, diverse canopy of mature native tree species, as well as many types of shrubs, vines, and grasses. They most closely represent the natural and traditional character of our area's environment. Priority Woodlands are the old-growth forests of the Austin area and are especially valuable as wildlife habitat. These woodlands typically support numerous protected sized trees (over 19" in diameter) and can be dominated by several community assemblages depending on the site's vegetational region, The Blackland Prairie or the Edward's Plateau. The Blackland Prairie tends to support a Sugarberry-Elm community in most areas or Post Oak-Cedar Elm on high river terraces. The Edward's Plateau may support a Plateau Live Oak, Ashe Juniper-Oak, or Texas Oak community structure. The Bald Cypress-Sycamore community is common along perennial riparian areas, where Walnut and Ash are also important species.

Other Significant Woodlands are riparian and upland woodlands which include community types similar to the Priority Woodlands but which are more disturbed by man's activities. Other Significant Woodlands may be second growth woodlands or manicured woodlands such as parks where most of the under story is removed. These woodlands may have been cleared for agriculture at one time but are now in an advanced stage of restoration. Other Significant Woodlands are also important ecological and aesthetic areas for preservation.

Priority Grasslands are the most endangered biological habitat in the Austin area, and are also considered an endangered habitat nationally. Priority Grasslands are the least disturbed remnants of the once extensive Blackland Prairie tall-grass and mid-grass habitats. The best examples are therefore located in the eastern region of Travis County. Remnant grassland communities in our area include the Little Bluestem-Indiangrass, Curleymesquite-Sideoats Grama, and the Blue Grama-Buffalo grass prairie assemblages. Big Bluestem, Tall Drop seed, and Texas Cup grass are also important indicator species of Priority Grasslands. The Gamagrass-Switchgrass community can be found along stream courses. A variety of prairie forbs (wildflowers) are important components of these grasslands, adding beauty and complexity to these habitats. In addition, many bird species such as the eastern meadowlark, dickcissel, nighthawk, and savannah sparrow depend on the grassland habitat for survival. Priority Grasslands may be the most important habitat to preserve; however, restoration is a more feasible option than in Priority Woodlands where unavoidable disturbances occur.

Priority Aquatic Habitat includes open water areas, adjacent shorelines, and wetland areas which are important to many species in the Austin area, including herons, rails, ducks, cormorants, grebes, shorebirds, and various reptiles, amphibians and fish. Wetlands are often components of Priority Aquatic Habitats and are considered critical environmental features because they are locally rare and valuable ecosystems. Wetlands enhance water quality and quantity by filtering pollutants and storing water for slow release to streams and lakes during drier periods. Most large wetland areas are located on the U.S. Fish and Wildlife Wetland Inventory Maps and may be found along the edges of man-made features such as Town Lake, Lake Long, and many stock ponds. However, numerous small wetlands fringe stream courses and are not mapped.

Environmental Features and Studies of the Southeast Austin Planning Area

There are numerous CEFs and ESAs characterizing the Planning Area: Priority Aquatic Habitats of Springs, Creeks, Ponds and Wetlands, Priority (Old Growth) Woodlands, Other Significant Woodlands, Rimrock and Bluffs, and Grasslands. Because of extensive agricultural activity in this area through much of the 20th century, many of the original woodlands and grasslands habitats are significantly diminished. However, the creeks, springs, bluffs, wetlands and associated woodlands along their courses are largely recovered or recovering and constitute the major environmental resource of the area today.

A very large number of perennial springs feed creeks and wetlands in the Southeast Planning Area. These features derive their source of water from a geologic structure known as the St. Elmo Bench (or Terrace), a perched aquifer that covers much of the Southeast area [Refs. 1,2,3]. This aquifer feeds many of the unnamed tributaries of Williamson Creek to the South, and is the headwaters for the McKinney Branch creek complex of springs and wetlands near the intersection of E. St. Elmo and Nuckols Crossing Road (Kensington Park area), as well as the source of headwaters and contributing tributaries to Carson Creek, Country Club Creek and several unnamed streams near the eastern boundary of the area that feed into Onion Creek. This aquifer is also the source of the head waters for the pond at Mabel Davis Park and, to the west and well outside the planning area, the headwater source of Blunn Creek and East and West Bouldin Creeks.

The environmentally sensitive nature of this area, particularly the Kensington Park area, was first officially recognized by the City of Austin in its 1984 St. Elmo Road Area Study. Even at this early date when environmental issues were not of significant consideration, this study noted that “A number of spring-fed tributaries have been identified along E. St. Elmo Road” and that the McKinney Branch “tributary is well-defined, heavily wooded, and possesses significant environmental quality.” [Ref. 4]

The City of Austin Williamson Creek Watershed Master Plan has provided further information and protection in identifying 100 year flood plains along Williamson Creek and its tributaries for the entire planning region.

Most recently, a study of the aquifer and hydrology of the Kensington Park area was undertaken to map the specific St. Elmo Bench source of the springs and determine their hydrology and characteristics [Ref. 5]. This included test hole borings along with study of previous reports and maps to determine the local boundaries of the St. Elmo Bench. In addition, monitoring wells were put in place to provide a time history of the water level in the aquifer. This monitoring is on-going.

Protection of Environmental Features

The Southeast Austin Planning Area is one of the larger and more sparsely settled areas of Austin, with abundant open and undeveloped lands. In the more populated northern and western areas where there is significant development, CEFs and ESAs have in many cases been identified and to some extent protected, either through specific actions under this plan or through zoning protections put in place in prior years. Unfortunately, in many other areas, CEFs and ESAs are simply unknown and unmapped.

Identified Environmental Features

In the Southeast Planning Area, the most extensively studied and documented areas are to be found in the Kensington Park area and the Williamson Creek Floodplain and Greenbelt.

Kensington Park Area

Numerous springs, feeder creeks, wetlands, and woodlands characterize this area. These all feed into the McKinney Branch Creek, which traverses the area to the south of and parallel to E. St. Elmo Road from roughly the intersection of Woodward and E. St. Elmo to the Nuckols Crossing-E. St. Elmo intersection,

where the creek crosses the road and continues to the east through largely undeveloped lands to join with Williamson Creek just before its confluence with Onion Creek at McKinney Falls State Park. The following seeps and springs have been identified and cataloged by the City of Austin, arranged from the West to the East:

- Western-most source point of McKinney Branch, subsequently destroyed and culvertized by industrial development.
- Riparian Wetlands, south of the intersection of E. St. Elmo and Todd Lane, a City-designated and protected CEF.
- Unnamed perennial spring arising on the Anderson News tract to the north of E. St. Elmo and crossing E. St. Elmo to the south at 4503 E. St. Elmo to feed into McKinney Branch Creek.
- Historic perennial Todd-Parker Springs, again arising to the north on the eastern portion of property owned by Ben and Jeanette Parker and crossing E. St. Elmo at 4601 E. St. Elmo to feed into McKinney Branch Creek. CEF wetlands have been identified by the City on this stream south of E. St. Elmo.
- Perennial Howison Springs, arising at the SW corner of 4204 Gregg Lane and emptying into the Todd-Parker Springs tributary before it crosses E. St. Elmo.
- Perennial Haynes Spring and pond, arising on the eastern half of 4201 Gregg Lane and joining the following two spring fed creeks before crossing the road at the eastern boundary of 4811 E. St. Elmo. to feed into McKinney Branch.
- Perennial Emily Springs, arising at the NW corner of 4202 Afton Lane and joining with the Haynes Spring and with Sloan Spring before crossing E. St. Elmo.
- Large and perennial Sloan Spring and Pond (40-50 GPM flow), arising on the eastern boundary of the property at 4202 Afton Lane and joining with the Haynes and Emily Spring flows before crossing E. St. Elmo Road.
- Numerous seeps and springs along the southern edge of McKinney Branch Creek.
- Large unnamed perennial spring arising in the Missouri-Pacific Industrial Park NW of the Caven Road and Winnebago Lane intersection and flowing to the South-East to join the McKinney Branch Creek. (This spring is identified on USGS maps and it and its associated creek and priority woodlands are deserving of City protection).
- Unnamed perennial spring and associated creek arising south of Burleson Road approximately one half mile west of the intersection of Burleson Road and Montopolis Drive and flowing south through undeveloped land to join McKinney Branch Creek.
- CEF and creek near the intersection of Maufrais and Nuckols Crossing Road that feeds into the McKinney Branch Creek.

Williamson Creek Floodplain and Greenbelt

- Bluff and Rimrock features along Williamson Creek.

Past Measures Used in the Southeast Area to Protect Environmental Features

Prior to the Southeast Neighborhood Plan, many of the identified environmental features had received protections, either through designation as CEFs or through zoning changes that prohibited development or encroachment. The Williamson Creek Watershed Master Plan also proved invaluable in prior years by designating 100-year flood plain areas along Williamson Creek and its tributaries. This area is not covered well by FEMA floodplain maps and without the specific Master Plan flood plain information, many of these flood plain areas would have been irretrievably lost to development.

Specific protections that have been put in place to protect environmental features include the following:

- CEF designation and protection by the City of the large riparian wetlands south of East St. Elmo at its intersection with Todd Lane (Item 2 above).
- RR zoning along the creeks and woodlands at 4503 E. St. Elmo Road (McKinney Branch Creek and the feeder creek of Item 3 above). The RR zoning designation, Zoning Case C14-86-025, were put in place specifically to provide protection of these areas. At that time, such zonings were the preferred way in which creeks and springs could be protected.
- RR zoning and a large 150 foot wide buffer set-aside along the eastern edge of the Anderson News property at 4502 E. St. Elmo Road, to provide protection of the Todd-Parker spring fed creek and wetlands to the north of E. St. Elmo Road (Zoning Case C14-84-317).
- Retention of SF-2 zoning at the eastern portion of the Knippa property at 4211 Todd Lane (Zoning Case C14-95-0022) to provide protection of the woodlands and upper watershed region of the Todd-Parker Springs creek.
- City designation of the Todd-Parker Springs creek south of E. St. Elmo as a CEF wetlands.
- Designation of a 150 ft. wilderness buffer along the eastern boundary of the Kensington Park Subdivision to provide a buffer from industrial development to the east and to preserve an area of woodlands in an undisturbed state (Zoning Case C14-98-0023).
- Use of flood plain designation of Williamson Creek to prevent development and provide for a green belt and hike and bike trail system along the creek, bluffs, and woodlands. Flood plain designation of portions of McKinney Branch Creek should provide similar protection.
- Set-aside of a 300 foot green-belt buffer along the northern portion of the McKinney Branch Creek. This buffer was crafted in negotiations between the Woodway Village development and SCAN and will provide extended protection of the creek, woodlands, and seep springs of the area. It will also provide the basis for an extended greenbelt and hike and bike trail system that hopefully will eventually connect the entire Williamson Creek system in the SE Austin planning area.

Recommended protection:

- The City of Austin does not currently require water quality setbacks for creeks in Suburban watershed areas unless they are associated with a 320-acre or larger upstream drainage area. Area residents are concerned that the current City of Austin regulations requiring preservation of the natural and traditional character of floodplain areas and critical environmental feature setbacks do not provide adequate protection of these unclassified tributaries. The Southeast community stresses that these rules be changed to recognize and protect such creeks. The 64-acre Watershed Criteria characterizing Urban watersheds should be applied to the Southeast Combined Neighborhood Planning Area. This will provide a significantly higher level of protection from the current 320-acre Suburban designation and allow time for development and implementation of more stringent safeguards. The Headwater Protection Initiative being studied by the Watershed Protection Department and other City departments would provide exactly this type of protection. This as a high priority item for the Southeast community.

References:

- Hill, Robert T. and Vaughn, T. Wayland, Austin Folio, Texas: U. S. Geological Survey, Geologic Atlas of the United States (1902).
- Urbanec, Don Alan, "Stream Terraces and Related Deposits in the Austin Area, Texas", Thesis, presented to the Faculty of the Graduate School of the University of Texas, August 1963.
- Woodruff, C. M. Jr., "Stream Piracy Possible Controls on Recharge/Discharge Geometry, Edwards Aquifer, Barton Springs Segment," Hydrology of the Edwards Aquifer – Barton Springs Segment, Travis and Hays County: Austin Geological Society Guidebook 6, pp 61-66 (1984).
- St. Elmo Road Area Study, prepared by the City of Austin Office of Land Development Services, July 1984.
- Trinity Engineering/Kleinfelder, "Project Review and Investigation: St. Elmo Road (Todd Lane to Nuckols Crossing), Austin, Texas", July 2002

Appendix F Record of Public Meetings

| Meeting Date | Purpose | Location | Attendees | Other Attendees | Targeted Audience/Scope |
|--------------|---|----------------------------------|-----------|---|---|
| 10/29/01 | Initial Stakeholder Meeting Introduction to neighborhood planning; explanation of outreach efforts; brainstorm further outreach strategies; announce Neighborhood Academy Free Courses; promote survey. | Smith Elementary School | 18 | Alice Glasco | School Administrators, Neighborhood Activists and Leaders, Religious and Social Institution Representatives |
| 11/1/01 | Kensington Park stakeholder meeting Discuss McKinney & Franklin Park boundaries. | Home of Jack Howison | 3 | | Kensington Park residents |
| 12/12/01 | Stakeholder Meeting- Franklin Park & Dove Springs Discuss proposed boundary extension to include all of Dove Springs in Plan Area (area between Stassney and Williamson Greenbelt); introduce neighborhood planning and staff's outreach efforts to stakeholders not present at the 10/29/01 meeting. Brainstorm further outreach strategies; announce Neighborhood Academy Free Courses; promote survey. | Home of Bruce and Diane Sanders. | 10 | | Franklin Park and Dove Springs Neighborhood Residents |
| 1/17/02 | Presentation at River City Youth Foundation's Monthly Meeting Introduce local social service providers & activists to neighborhood planning; discuss outreach and ways to collaborate. | River City Youth Foundation | 12 | | River City Youth Foundation's Council/ Board |
| 1/24/02 | Meeting with Neighborhood Leaders Discuss NP in general, continued outreach, talk about inclusion of the Dove Springs Area; summary of survey results; promote Workshop I. | Dove Springs Recreation Center | 15 | Michael Cassias | Neighborhood Reps from Kensington Park, Dove Springs, Franklin Park, SCAN, Spring Meadow, Creek Bend, Property Owners, Developers |
| 2/9/02 Sat | Workshop 1 Present and explain the four components of neighborhood planning, including Urban Design; gather community input for each of the four components; present neighborhood demographic information. | Smith Elementary School | 45 | Chris Riley; Maggie Armstrong; Adam Smith; Cynthia Medlin; Alice Glasco | 7,000 residents and property owners in Southeast invited to the workshop. |
| 3/14/02 | Meeting with River City Youth Foundation and Dove Springs Recreation Center Brainstorm how to involve the hispanic community, Spanish or English speaking, in the | Dove Springs Recreation Center | 2 | | Mona Gonzalez, director of River City Youth, and Pee-Wee, recreation director and Dove Springs Rec Center |

| | | | | | |
|------------------------------|---|---------------------------------|----|--|---|
| | neighborhood planning process | | | | |
| 3/19/02 | Vision & Goals Task Group Meeting Create a collective vision for the community and write goal statements that serve as the plan's foundation. | Widen Elementary School | 25 | | 7,000 residents and property owners in Southeast invited to the workshop. |
| 4/10/02 | Services Task Group Work with dept. representatives to brainstorm solutions and create action items to address neighborhood service issues. | Rodriguez Elementary School | 32 | Department Reps. (SWS, APD, HHS, PARD, WPDR, NPZD) | Interest List (Approx. 250 persons) |
| 4/20/02 Sat, w/ fajita lunch | Spanish Workshop In Spanish, explain neighborhood planning process; gather information for all four plan components (English translation available). | River City Youth Foundation | 9 | Raul Alvarez | Spanish speaking interest list; targeted list provided by River City Youth Foundation |
| 4/30/02 | Land Use Task Group Provide an overview of land use and introduce zoning; why is making a land use plan important?; focus on creating a future land use map. | Houston Elementary School | 5 | | Interest List (Approx. 250 persons) |
| 5/8/02 | Zoning Task Group Review draft future land use map; explanation of zoning concepts; discuss proposed rezonings and infill options; identify appropriate uses. | Mendez Middle School | 24 | | Interest List (Approx. 250 persons) |
| 5/29/02 | Transportation Task Group Review draft action items and solicit more input to verify information. | Southeast Austin Public Library | 11 | | Interest List (Approx. 250 persons) |
| 6/29/02 Sat | Workshop II Present draft plan and solicit more input. | COA Street & Bridge Facility | 24 | Cynthia Medlin; Alice Glasco | 7,000 residents and property owners in Southeast invited to the workshop. |
| 7/17/02 | Affected Property Owner Meeting Discuss proposed rezonings with affected property owners and interested neighborhood stakeholders. | Southeast Austin Public Library | 16 | Eddie Rodriguez | Interest List (Approx. 250 persons) plus all affected property owners. |
| 7/20/02 Sat | History Chat Session Discuss history in the SE Austin area to develop the historical section of the plan. | Dove Springs Recreation Center | 7 | | Interest List (Approx. 250 persons) |
| 8/7/02 | Refining the Plan Meeting Land use updates; results of City departmental review; prioritization of sidewalks and other plan action items. | Southeast Austin Public Library | 30 | | Interest List (Approx. 250 persons) |

Appendix G Map of Annexations

The following map illustrates the years in which the outlined areas were annexed into the City of Austin.

