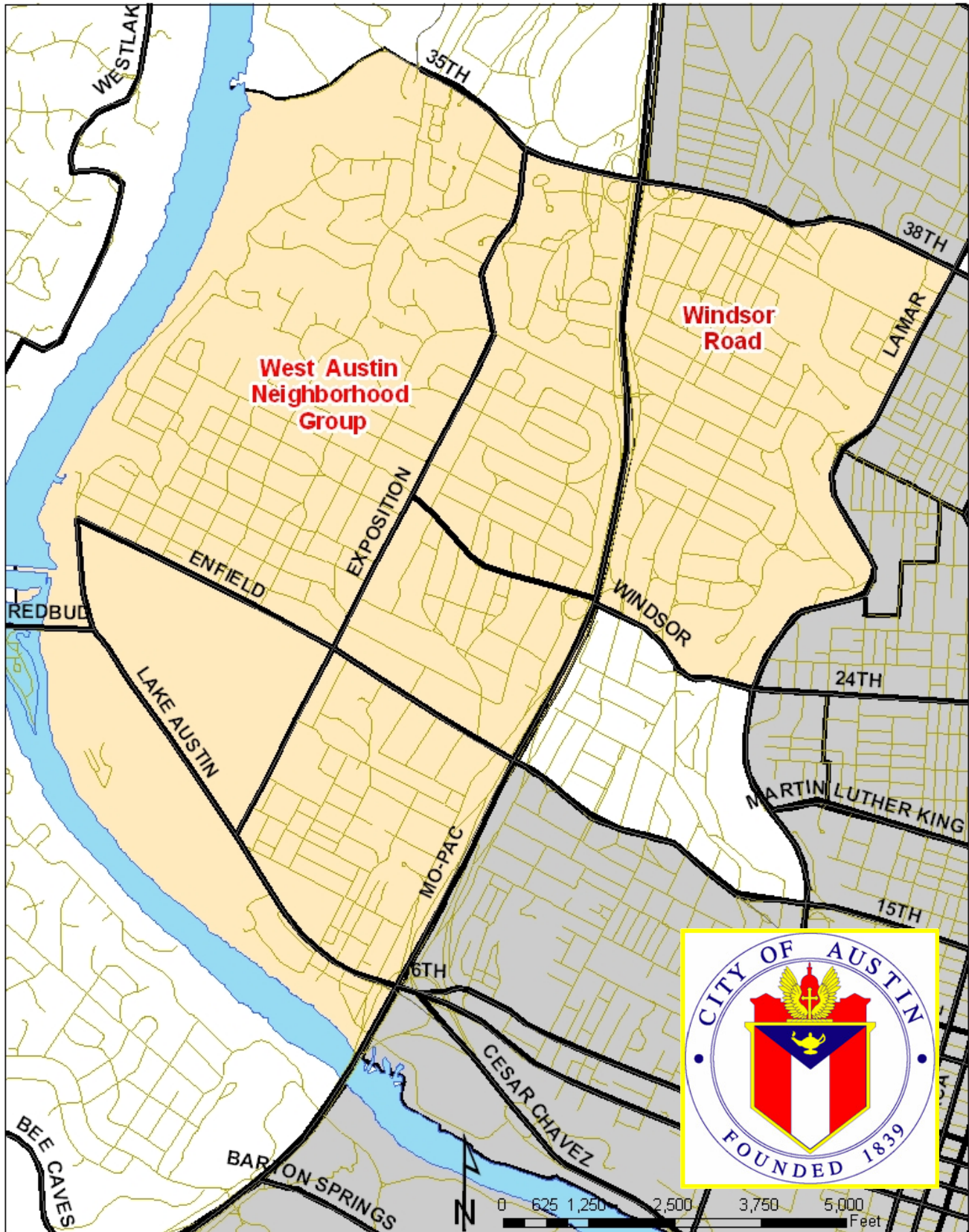


THE CENTRAL WEST AUSTIN NEIGHBORHOOD PLAN

An Amendment to the Austin Tomorrow Plan

September 2010



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

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

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The following provided meeting space during the planning process:

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Bryker Woods Elementary School	Seton Hospital
Lions Municipal Golf Course	The Sanctuary

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34th Street Café	Kerbey Lane Café
Blockbuster	Lions Municipal Golf Course
Bryker Woods Elementary	Lucky's Convenient Store
Burger King	Magnolia Café
Capitol Subs	Mangia Pizza
Casis Elementary	Motzarts
Commett Cleaners	O. Henry Middle School
Daily Juice	PAK Mail Centers of America
Deep Eddy Pool	Pickett Fences
Hillbert's Burgers	Randalls at 35th Street
Howson Library	Randalls at Casis
Jack Brown Cleaners	Starbucks

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Roya Johnson	

City Staff & Other Acknowledgements

Lead City Staff for this plan were:

Paul DiGiuseppe, Principal Planner
 Michael Hockmuller, Organization Development Administration Consultant
 Gregory Claxton, Neighborhood Planner
 Victoria Craig, Neighborhood Planner
 Adrienne Domas, Senior Planner
 Carol Haywood, Division Manager of Comprehensive Planning

Other staff who lent assistance and support to the planning process included:

Greg Guernsey, Director	PDRD	Matt Hollon	WP
Garner Stoll, Assistant Director	PDRD	Kathy Shay	WP
Mark Walters, Principal Planner	PDRD	Erin Wood	WP
Paul Frank, Principal Planner	PDRD	Michele McAfee	AE
Grant Fischer, GIS Analyst	PDRD	Alice Nance	PARD
Surbhi Bakshi, GIS Analyst	PDRD	Jenna Neal	PARD
Ryan Robinson, City Demographer	PDRD	Butch Smith	PARD
Clark Patterson, Senior Planner	PDRD	Ricardo Soliz	PARD
Kathleen Fox, Senior Planner	PDRD	Nadia Barrera	PW
Melissa Laursen, Principal Planner	PDRD	Annick Beaudet	PW
Margaret Valenti, Planner	PDRD	Lora Teed	PW
Laura Patlove, Planner	PDRD	Gordon Derr	TD
Jacob Browning, Planner	PDRD	Alan Hughes	TD
Greg Dutton, Planner	PDRD	Randy Alexis	AWU
Dee Dee Quinnelly, Senior Planner	PDRD	Tom Ellison	AWU
Susan Villarreal, Historic Preservation	PDRD	David Juarez	AWU
Michael Embessi	PDRD	Teresa Lutes	AWU
Bert Ward	PDRD	Sgt. Dustin Lee	APD
Jean Drew	WP	Rebecca Giello	NHCD
Jose Guerrero	WP	Meng Qi	NHCD
Jessica Kingpetcharat-Bittner	WP	Paul Tomasovic	CCD

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Joey Crumley	AISD
Joe Silva	AISD
Sid Covington	LSRD
Alison Schulze	LSRD
Matt Curtis	Capital Metro
Roberto Gonzalez, Jr	Capital Metro
Meredith Highsmith	Capital Metro
Annette Polk	Capital Metro
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John Kelly	TxDot
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Acronyms Used in the Plan

AE	Austin Energy
AISD	Austin Independent School District
APD	Austin Police Department
Cap Metro	Capital Metropolitan Transportation Authority
CCD	Code Compliance Department, City of Austin
COA	City of Austin
KAB	Keep Austin Beautiful
NPCT	Neighborhood Plan Contact Team
PARD	Parks and Recreation Department, City of Austin
PDRD	Planning and Development Review Department (formerly Neighborhood Planning & Zoning), City of Austin
PW	Public Works, City of Austin
TD	Transportation Department, City of Austin
WAYA	West Austin Youth Association
TxDot	Texas Department of Transportation
WP	Watershed Protection Department (formerly Watershed Protection & Development Review), City of Austin

Implementation Acronyms

- J Joint effort is needed for taking action. The NPCT is always a partner.
- ℵ The NPCT takes the lead on implementation.
- P A recommendation that illustrates intent that is policy-oriented. Many of these are in the Land Use Chapter and should be used by the COA and NPCT to determine the appropriateness of proposed amendments to this plan as well as rezoning applications.

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PLAN SUMMARY

INTRODUCTION

This Plan Summary gives readers background information on neighborhood planning in the City of Austin and the Central West Austin neighborhoods. Main principles and priorities of this plan are listed in this chapter. Additional information on neighborhood planning in the city can be found in this chapter or at <http://www.ci.austin.tx.us/planning/neighborhood/default.htm>.

CHAPTER STRUCTURE

Each chapter in this plan addresses a major issue area: Land Use; Parks, Open Space and the Environment; Transportation and Community Life. Each chapter includes goals, objectives and recommendations that support the Vision Statement (page 9). The objectives are written in bold. Recommendations, which offer specific means for how the objective can be achieved, are beneath each objective. Under each recommendation is a symbol which shows who should help to implement the recommendation.

Some recommendations, such as some of those in the Land Use chapter, will be implemented upon adoption of the plan. Other recommendations, such as those in the Community Life chapter, will be implemented by community members. The Neighborhood Plan Contact Teams will be the main organization responsible for coordinating with applicable City of Austin agencies, other government agencies, etc. to prioritize and implement the

recommendations included in this plan (see the Taking Action chapter for more information). Finally, each chapter includes several callout boxes. These boxes focus on a specific chapter topic and often include background information.

GUIDING PRINCIPLES

This plan focuses on a few key principles that should guide growth in the neighborhood. These are universal principles found in other planning documents including Envision Central Texas and the Austin Tomorrow Plan. The principles are: preservation of neighborhood character, connectivity, and environmental conservation. These are themes that were identified by stakeholders throughout the planning process.

CITY POLICIES AND PRIORITIES

The City of Austin's Neighborhood Planning program follows from decades of citizen initiatives to plan development in the City. These initiatives intended to establish planning that guides the form, location and characteristics of development in order to preserve the quality of life and character of existing neighborhoods.

In 1979, the City Council adopted a comprehensive plan, the Austin Tomorrow

Plan (ATP), whose goals and objectives were based on public input (Austin Tomorrow Plan, p. 3-5). A policy objective in the ATP states: “Develop and implement specific, detailed plans tailored to the needs of each neighborhood.” In 1995-96, Austin’s Citizens’ Planning Committee issued reports recommending neighborhood planning to identify community needs and guide future development in specific areas of the city. (“From Chaos to Common Ground”, Citizens’ Planning Committee Report, p. 12). In 1996, Austin’s City Council created the Neighborhood Planning program to broadly achieve citizen goals outlined in the aforementioned reports and initiatives.

In addition to the ATP and neighborhood plans, City Council established priorities addressing the vitality of families, children and their neighborhoods; public safety; and a sustainable community. The Central West Austin Plan addresses these priorities as well as the principles stated in the ATP and will contribute to making the Central West Austin neighborhood a more livable place.

MAJOR ISSUES IN CENTRAL WEST AUSTIN

The major issues addressed in this plan were articulated by stakeholders throughout the planning process through the survey, various workshops, meetings, and communication via personal communication, e-mail, and telephone calls. A significant issue is the potential redevelopment of the 345-acre Brackenridge Tract as the University of Texas at Austin has taken preliminary steps toward development of the Tract. Another matter is the potential redevelopment of the ±100-acre Austin State School. While the State of Texas has not indicated the intent to redevelop the property, concern was raised when a two-acre portion was sold to a private party in 2007. Also, preserving the neighborhood character and lifestyle due to population growth pressures have led to the removal of trees and older single-family homes and replaced with large, modern housing which sometimes develop into duplexes and other more intensive uses. As this is a centrally-located urban neighborhood, traffic is an issue on many of the streets.

VISION STATEMENT

A neighborhood plan vision statement reflects the shared interests of neighborhood stakeholders. The following vision statement was developed from comments collected from stakeholders during the planning process.

Central West Austin is a mature, stable and diverse community that includes a collection of four predominantly single family neighborhoods supporting and supported by small-scale businesses, with tree-lined streets and local schools, history, and amenities, all of which are worthy of protection.

The Central West Austin Neighborhood Plan shall preserve the existing character and integrity of single-family neighborhoods to reflect the historical nature and residential character of the neighborhood. The plan will address the needs of a diverse pedestrian, bicycle and kid friendly community by providing walkable streets, safe parks and attractive open spaces, and will promote a sustainable neighborhood with compatibly scaled and located neighborhood-serving commercial and civic areas, so as to maintain the neighborhood's quality of life, avoid increasing traffic, preserve the mature tree canopy, protect creeks and the lakes, and prevent flooding.

This vision will be achieved by accomplishing the following goals.

LAND USE

Preserve and protect the historic character and integrity of Central West Austin's predominantly single-family neighborhoods, with their neighborhood-serving commercial centers, civic areas, safe parks, and attractive open spaces, so as to maintain the neighborhood's quality of life, avoid increasing traffic, preserve the mature tree canopy, protect creeks and the lakes, and prevent flooding.

Development of property as office, commercial, retail, multi-family, or civic uses should be in accordance with the Future Land Use Map, as informed by the Plan text, and should be appropriately oriented, scaled and buffered to protect the existing single-family homes from any intrusion and adverse effects from higher intensity uses. The future use of the Brackenridge Tract and the Austin State Supported Living Center property should take into account the impact of such use on the surrounding neighborhood, and if developed should be compatible with the existing single-family homes in the neighborhood. Buffering to protect the existing single-family homes in the neighborhood is also desired.

TRANSPORTATION

Support the livability, vitality, and safety of the Central West Austin neighborhood by providing streets that enhance its neighborhood character, encourage walking, bicycling, and transit use, and better serve its schools, library, parks and other key destinations.

Key Themes:

- Do not widen streets;
- Enforce speed limits;
- Protect against cut-through traffic;
- Control on-street parking; and
- Maintain acceptable traffic service levels

PARKS

Preserve, connect and enhance existing parks and recreational areas and facilities in the Central West Austin Planning Area, as well as open space on large properties (e.g., Austin State School and the Brackenridge Tract) for the health, recreational and historical benefits they bring to the community. . Create opportunities for additional public open space such as trails, pocket parks, and landscaped traffic islands, as well as parks and recreational areas and facilities on large properties.

ENVIRONMENT

Central West Austin will encourage a healthy urban ecosystem that uses trees and appropriate vegetation to make the neighborhood pleasant and unique, improve environmental conditions, and connect its social and natural heritages.

COMMUNITY LIFE

Central West Austin will foster and improve life for all ages through community interaction.

PRIORITY ACTION ITEMS

At the Final Open House, stakeholders were asked to rank the plan recommendations in order of their importance to the neighborhood. Stakeholders anticipate that the completion of these projects would noticeably improve the quality of life of area residents and enhance the resources that exist within the neighborhoods. These priority items were often stated as desired outcomes during the planning process. They can serve as a starting point for the Neighborhood Plan Contact Team to determine the recommendations on which to focus their initial implementation efforts. They are listed below in the order they were ranked from the Final Open House.

Action Items

C.1.4

Increase the variety, quality & accessibility of neighborhood retail & public services.

- Maintain Tarrytown Post Office as a full-service post office
- Extend hours for Howson Public Library
- Increase the number & length of supervised programming for children & the elderly at Howson Library & other West Austin facilities (such as WAYA)
- Support the continued presence of museum activities at the present site of Laguna Gloria Art Museum
- Coordinate efforts of groups providing support to neighborhood parks (Tarrytown Park, Enfield Park, Mayfield Park, Reed Park, etc.).

T.1.9

Recreate Lake Austin Boulevard as a gateway to Central West Austin destinations. It should become a real boulevard that provides equitable access between pedestrians, cyclists, transit users, & motorists & promotes recreation & socializing, but without expanding vehicle lanes. Below is a sample commuter boulevard. Should the University redevelop the Brackenridge Tract, recreating Lake Austin Boulevard becomes of greater importance.

L..2.3

Revitalize the Tarrytown Shopping Center by attracting preferably locally-owned neighborhood-serving & pedestrian-oriented businesses such as cafés, restaurants, & a bakery. Height should remain appropriately scaled to the adjacent residential structures.

LU Objective 1

Preserve the existing single family neighborhoods of Central West Austin.

Brackenridge Tract Callout Box

L.2.7

The residential scale & character along W. 35th Street should be preserved, & in particular its existing building by building, horizontal collection of small neighborhood-serving businesses, stores, & apartments. Harmony with the abutting single-family houses on the south side of this block, facing 34th Street, should be maintained.

L.2.4

The small-scale multifamily, commercial, & civic uses surrounding Tarrytown

Plan Summary

Shopping Center should remain. Howson Library & the Fire Station are particularly important to Central West Austin.

T.3.2

Support city-wide mass transit service that will decrease congestion on Loop 1 & Lamar Boulevard, thus reducing traffic on Central West Austin's streets & improving the transportation system for all of Austin & the region.

T.1.4

Vehicle safety should be enhanced such that it not only reduces accidents but makes the neighborhoods feel safer.

L.2.8

The neighborhood office blocks between 34th & 35th Streets & Jefferson Street & Mills Avenue should remain small-scale neighborhood office & residential uses that are harmonious with the Bryker Woods Elementary School & the existing single family neighborhood. Retaining the converted single-family homes is desirable. Returning these structures to single-family residential use would also be welcome by the neighborhood.

The Planning Process

INTRODUCTION

City Council established the Central West Austin Combined Neighborhood Planning Area on December 14, 2006 (Resolution no. 20061214-014). Council designated these neighborhoods as a planning area for several reasons. First, the neighborhoods are part of the *urban core*, the central area of the City, which the City Council has previously designated as a priority planning area. Second, the City used several factors to choose these neighborhoods to plan. These include the amount of vacant and developable land and development pressures. This planning area includes the large Brackenridge Tract and the Austin State School properties, both of which could undergo extensive redevelopment. Tarrytown and Deep Eddy were not originally identified as a planning area and were outside of the urban core but were designated largely because of the redevelopment potential of these large tracts. The City also considered whether area stakeholders, particularly neighborhood associations, were interested in participating in the neighborhood planning process. Stakeholders in this planning area were enthusiastic about a neighborhood plan. After the resolution was passed, planning staff began making contact with neighborhood associations and institutions to get a better understanding of the issues facing the planning area. These early contacts formed the core of the Coordination Team, an open-invitation group of stakeholders who served as a sounding board for meeting logistics. Six months later, staff held the Central West Austin Kick-Off meeting. The process that followed, spanning nearly three years, involved three neighborhood-

wide mail-outs, fifty public meetings, and developed an interest list of more than 800 stakeholders.

A NEW APPROACH TO NEIGHBORHOOD PLANNING

Planning staff, working with the Human Resources Department, developed a new approach to neighborhood planning, focusing on improving stakeholder participation and making decisions using a consensus model. For the first time, a trained facilitator from the City's Organizational Development Administration was used to help develop the process for this neighborhood plan, assisted with the preparation of meetings, and facilitated the meetings. The goal of the new process is to create stronger neighborhood plans by increasing the participation of stakeholders and the transparency and ownership of decisions. Central West Austin is the first plan to be developed under this new approach.

OUTREACH

Participation begins by communicating to the numerous and diverse stakeholders in Central West Austin the what, when, why, and how of the neighborhood planning process. Throughout the process, planning staff worked with the Coordination Team to continually search for alternative ways

to reach out to stakeholders. The goal was to get as diverse a group of stakeholders and as many stakeholders as possible.

The broadest element in the plan's outreach strategy is an area-wide mail-out. Three of these notifications were sent to every property owner and utility account in the neighborhood. The first notification was sent to announce the Kick-Off Meeting and first workshop; the second was sent to announce the Process Review Open House (the second announcement also included meeting dates for residential review/code enforcement and the first land use meeting); the third was sent to announce the final open house.

The first notification also announced the neighborhood survey, which was launched on May 21, 2007; responses were accepted until July 14, 2007. The survey covered land use, neighborhood character, parks, and transportation issues. Three hundred responses were received. For more details on the survey, see below.

An interest list was another means by which meetings were noticed. People could sign up for the list by going to the Central West Austin website or by attending a meeting.

In advance of each meeting, planning staff sent a meeting notice and a reminder notice to the interest list, either by mail or email. Staff also distributed flyers and posters to high-traffic places in the neighborhood: grocery stores, coffee shops, restaurants, Deep Eddy pool, and the like. Notices were also provided to the schools in the planning area which were then given to students to take to their parents. As meetings shifted to land use and focused on specific corridors within the neighborhood, staff also posted yard signs in the areas being discussed, using do-

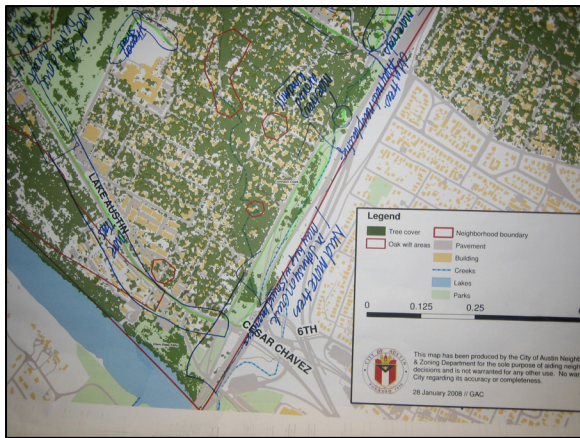
nated placards and stakeholders' yards. Extensive outreach was also provided via the media. Most meetings were listed in the calendar section of the Austin Chronicle, the Austin American Statesmen, and local blogs. The City's Public Information Office helped advertise many meetings with the creation and distribution of press releases that were sent to the media outlets. Certain meetings, such as the one pertaining to the Brackenridge Tract, received coverage from television, radio, and newspaper. Neighborhood associations and individual stakeholders also posted meetings and distributed notices to their interest lists.

EDUCATION

Meetings that dealt with the plan's major topics—land use, transportation, parks, trees, creeks and watersheds, and community life—were structured to include an education component. A subject-matter expert, usually city staff from another department, was invited to explain to stakeholders what their department did that was relevant to the plan. This was typically followed by a question-and-answer session and then a mapping session, where neighborhood problems related to the subject were mapped during group work. This is how many of the plan recommendations were formed.

For example, the Trees meeting (January 30, 2008) began with presentations by Laura Patlove (Planning and Development Review Department), Patrick Wentworth (arborist with Austin Tree Specialists), Michele McAfee (Austin Energy), and Michael Embesi (Planning and Development Review Department). Following a question and answer session, the group divided in two (east and west of MoPac) and identified parts of their two areas where trees

should be planted and where prominent trees should be preserved. (The figure below shows a section of one of the map.) This also formed the basis for the recommendations related to trees. The education component for land use meetings was handled differently as it had one meeting fully devoted to education.



CONSENSUS

Land use decisions were made by meeting participants using a consensus model, which emphasizes deliberation and promotes collective ownership of each decision. Central West Austin's facilitator worked to involve all meeting attendees in the decision. During meetings, he used a three-question process for assessing where the group was at:

- Has everyone been heard?
- Can everyone live with it?
- Can everyone actively support the decision?

Initially, staff worked toward unanimity; after the first corridor, this was abandoned in favor of "rough consensus," determined by the Coordination Team to be about 90% agreement. If consensus could not be reached, staff would move forward two options to Planning Commission and City Council.

SURVEY

The neighborhood survey was developed in May 2007 with the help of the Coordination Team. It was released when the Kick-Off Meeting was announced and was available online or hardcopy on request. The first neighborhood-wide mail-out included its web address.

After some preliminary questions about the respondent's connection to the neighborhood, the survey asked what respondents liked about their neighborhood, what could be improved, and what transportation problems the neighborhood as a whole experienced. It then delved into specific complaints, such as flooding locations and roads that need sidewalks added or repaired.

The most frequent responses to select questions are given in the figure below. Other responses—particularly those relating to sidewalks and flooding—were used as a starting point for the relevant mapping sessions.

MEETINGS

The heart of the neighborhood planning process is its public meetings. Central West Austin followed an intense schedule; at its peak during land use, the neighborhood met every two weeks. Over the entire span of the process, the planning process involved five kinds of meetings, in this basic order:

Introductory Meetings

Introduction to the process and gathering broad input on neighborhood vision and goals.

Central West Austin

Selected survey results

What aspects of your neighborhood do you like the most?

Mature trees	73%
Neighborhood character	58%
Quiet neighborhood	43%
Design and scale of residences	39%
Close to work	38%

How can your neighborhood be improved?

Improved safe pedestrian access	51%
Reduce cut-through traffic on residential streets	48%
Better enforcement of development standards	44%
Improved compatibility of new development	37%
More diverse retail opportunities	32%

What are the most important issues facing your neighborhood?

Preserving the character of the neighborhood	67%
New development out of scale	51%
[Other]	28%
Improvements to existing parks	25%
Development or redevelopment of state-owned land	24%

What are the most important localized transportation issues affecting your neighborhood?

Lack of sidewalks	44%
Cut-through traffic	42%
[Other]	34%
Rush hour traffic	33%
Expansion of MoPac	29%

What characteristics of your neighborhood would you like to see in 10 years?

A pedestrian and bike-friendly neighborhood with tree-lined streets and sidewalks	58%
Well-maintained local parks, trails, and other public spaces	57%
Preservation of existing residential neighborhoods	55%
Quiet, safe, and well-lit streets where children can walk and play without danger	53%
Well-maintained neighborhood appearance	42%

Topic Meetings

Non-land use meetings such as Transportation and Trees; topic meetings usually began with an education component, and ended with a group mapping exercise.



Process Review Open House

Staff presented four draft chapters to stakeholders (Transportation; Parks, Open Space, and Environment; Community Life; and the Neighborhood in Context) to review and discuss.

Land Use and Zoning Meetings

These are discussed in more detail below.

Final Open House

This provided stakeholders final opportunities for input and review of the draft plan.

In addition to these, two smaller committees met intermittently: the Coordination Team and a Transportation subcommittee, formed after the Process Review Open House showed that the Transportation chapter needed more discussion and refinement. Both committees were open to any stakeholder interested in attending, but provided notice only to those asking to be involved and not to the full interest list.



The land use and zoning meetings, which accounted for half of all of Central West Austin's meetings, were structured differently from the topic meetings. The working land use meetings focused on specific areas within the neighborhood: Exposition Boulevard, Windsor Road, Enfield Road, Deep Eddy along Lake Austin Boulevard, the Brackenridge Tract, the Austin State School, and the broad commercial and office node at West 35th Street (east of MoPac), West 38th St, West 34th Street, and Lamar Boulevard.

The meetings for the first area discussed—Exposition Boulevard from Casis Elementary School to Windsor Road, and Windsor Road from Exposition to MoPac—were conducted by breaking into four groups (randomly assigned); each group was tasked with deliberating and creating a land use recommendation. The results of each group were assembled by staff; differences were brought to a later meeting for the all stakeholders to jointly select a land use recommendation. The two-step process, combined with the goal of unanimous agreement, was found to be unworkable—

what had been scheduled to occur in two meetings instead took six.

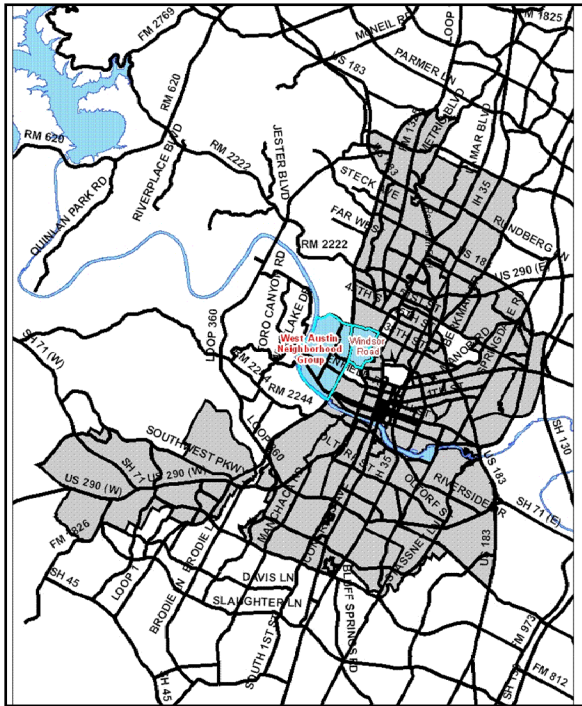
Subsequent areas were handled in paired meetings. In the first meeting, stakeholders were randomly assigned to four groups and discussed two questions. First, what do you like about the area? Second, what other uses could help the area better serve the neighborhood in the future? From the answers to these two questions, as well as taking into account the current use of land and zoning, staff assembled land use options and presented them at the second meeting. Stakeholders in attendance chose, based on the rough consensus model discussed above, which land use option should be recommended by the plan. Even with a streamlined approach, there were 25 land use meetings.

Zoning meetings focused on those areas where the land use recommendations called for a change and to fix discrepancies such as where the actual use did not match the zoning. Based on the overall desire to preserve the neighborhood and having relatively few zoning and land use discrepancies, only a handful of properties were discussed.

OTHER DEPARTMENTS

This process benefited from the help of other City departments and other institutions. This help came in multiple forms. First, these organizations provided subject matter experts who presented at workshops, distributed information about their programs as well as relevant information about the planning area, and answered stakeholders' questions. The subject matter expert also reviewed drafts of the plan and provided feedback that makes recommendations more understandable and increases the likelihood of a recommendation being implemented. They also helped by being available to answer staff's questions.

Neighborhood in Context



The combined planning area within the city

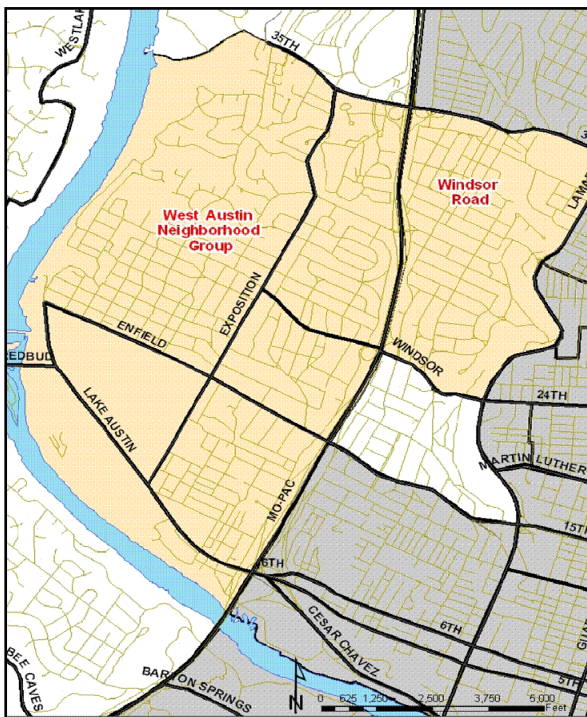
This chapter addresses some of the historic, demographic, and physical qualities of the neighborhoods within the West Austin Neighborhood Group and Windsor Road planning areas. These characteristics identify how the neighborhood came to be what it is and help guide the neighborhood into the future.

NEIGHBORHOOD HISTORY

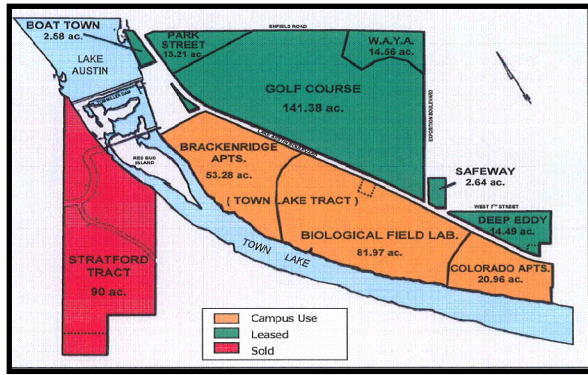
The history of Central West Austin is interwoven with the history of Austin and Central Texas. The people of Central West Austin's history left an expansive story, written not just into the homes of the neighborhood's current residents, but also into places that have become beloved by many in Austin. Their history shapes the neighborhood's current and future development. This chapter will first discuss the history of two of the largest properties then focus on the specific neighborhoods.

Brackenridge Tract and Lions Municipal Golf Course

Colonel George Brackenridge served as a member of the University Of Texas Board Of Regents from 1886 to 1911 and from 1917 to 1919. He was a banker from San Antonio with business interests in Austin. When discussions started about building a dam, he began purchasing property around the Colorado River for the purpose



The two neighborhood planning areas



of real estate development associated with the dam. Some of the land included farmland acquired from Abner Cook who built the Pease Mansion, the Governors Mansion, and other buildings in Austin. Cook borrowed money from Brackenridge's bank to build a downtown building, and put up the farm land against his loan. When Cook failed to complete the downtown building, Brackenridge took the farmland in default. He donated a tract to the City for the purposes of water and electric power. The tract is currently the site of the Lower Colorado River Authority's Red Bud Center. After the dam broke during a flood in 1900, he realized he could not develop the land as he initially hoped. Instead, he donated 503 acres—known as the Brackenridge Tract—to the University in 1910 to be used for educational purposes. The Colonel intended for this land to become home to the main campus of the University, but that vision was never fulfilled. In 1921, after his death, the Legislature denied the proposal to move the University. Instead, some of the property was sold while the rest has been for commerce, married student housing, the Biological Field Laboratory, the West Austin Youth Association, and the beloved Lions Municipal Golf Course (MUNY).

MUNY was built in 1924 by the Lions Club of Austin as the first public golf course in Austin. It has been a public golf course since 1937, when the City assumed

the lease maintained by the University. Golfing legends Ben Crenshaw, Byron Nelson and Tom Kite have played at MUNY. The 16th hole is referred to as “Hogan’s Hole,” as an homage to legendary golfer Ben Hogan’s comment about this par-4 hole’s blind tee shot. MUNY continues, as it has for decades, to be the most-played public course in Austin—in 2008, over 65,000 rounds were played. It was also the first racially integrated public golf course in the south.

In 2006, the Board of Regents created the Brackenridge Tract Task Force to reconsider the Tract’s long-term uses. As a result of the Task Force’s report, the University is considering developing the entire Tract, including MUNY. This is not the first time the University has expressed an interest in developing the Tract. In 1972, Frank Erwin, Chair of the Board of Regents, announced that the golf course lease would be canceled in 1973. In 1973, the “Save MUNY” campaign was formed to prevent cancellation of the city’s lease and possible sale or lease for development. That effort prompted the University and City to sign a lease that continued the lease until 1987. The agreement that was reached involved the City giving certain right of way to the University through the UT Campus, re-routing Red River around campus, as well as extending the lease on the golf course until 1987. Again in 1987, efforts to develop the Tract spurred opposition and resulted in the current lease for MUNY and WAYA and the Brackenridge Tract Development Agreement, which covers the rest of the Tract. Both the leases and development agreement were signed in 1989 and expire in 2019 with up to three five-year extensions.

In response to the University’s current interest, a new group of activists has re-formed “Save MUNY” in 2007 to

encourage the University not to develop the golf course. In 2008, the University hired a consultant to conduct a master planning process to identify “redevelopment plans of the tract that would lead to optimal uses for the land and assist the Board in meeting its fiduciary and legal obligations in the spirit of Colonel Brackenridge’s wishes for the use of his gift to the university.” In June 2009, a concept plan was released showing two possible options for development. Both show the preservation of WAYA and the development of the golf course. In December 2009, the Board of Regents determined that the field lab would remain for at least 10 years.

See the Land Use Chapter for recommendations relating to the Brackenridge Tract.

The Austin State Supported Living Center

In 1915, the Texas legislature passed House Bill 73 to create the first State facility specifically for citizens with mental retardation. Two years later, the 95-acre State Colony for the Feebleminded opened. It was renamed the Austin State School in 1925. The initial capacity of the school was 65 residents, primarily female, but at its peak it housed more than 2,000 residents, and included everything from a working dairy to a hospital.

By 1974, the Austin State School reduced its population to 1,400 residents. Today, the school serves 436 residents who live on

campus. Staff provides expanded training, educational, medical, recreational, psychological and social services.

The school is a substantial, though quiet, presence in the neighborhood. For some, the school’s campus provides visual greenspace as they drive or walk by. The public uses the playing fields near W. 35th Street for youth sports such as soccer. For the families of residents, though, the school was a reason to move to this area, so that they could be near their family members.

Today, family members and neighbors are concerned that the State will sell the school’s campus to a private developer. This concern was partially formed because the State sold approximately two acres of school land along Exposition Boulevard in 2007. At this time, the State has not publicly stated any intent to sell the remaining land. Most stakeholders, including the School itself, would like to keep the School at its current location. Should the State decide to sell a portion or all of the property, stakeholders and the City hope that the State will work with them to ensure consistency with the neighborhood plan. The Land Use Chapter includes recommendations related to the State School.



THE NEIGHBORHOODS

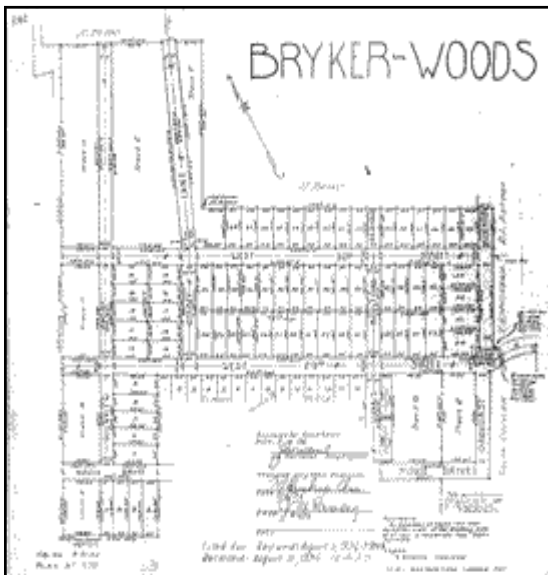
Bryker Woods

A significant point in the creation of Central West Austin was 1916 with the completion of the State Street Bridge which was the first bridge to cross Shoal Creek and connect west Austin to Downtown. The bridge is currently a pedestrian bridge adjacent to the W. 34th Street bridge near Seiders Springs. However, some of the land was subdivided prior to the construction of the bridge. The Bryker Woods neighborhood began with the William Thiele subdivision platted in 1886. Thiele consisted of fourteen lots that formed a block between 34th and 35th Streets and Kerbey Lane and Mills Avenue. In 1913, Camp Mabry Heights was platted near today's Loop 1; the Ed Seiders Subdivision followed immediately to the west of the Thiele subdivision and near to Seiders Springs and Shoal Creek. Early streets such as Pershing and Funston were named after American generals, while Jefferson, Harrison, and

Madison were named after American presidents.

Re-subdivision began in 1925 when a portion of the Ed Seiders subdivision was re-platted as the Glenview Addition. In 1927, the Edgemont subdivision was platted around Northwood Road. In 1935, a portion of Camp Mabry Heights was re-subdivided as Happy Hollow, named after its developer Dr. "Hap" Brownlee. In 1936, the Bryker Woods subdivision was platted and developed by J.C Bryant and McFall Kerbey. It is believed that the subdivision name comes from the first three letters of the last names of both developers. The remaining additions to Bryker Woods were platted in the 1930s through the early 1950s. As with the other neighborhoods, Bryker Woods was developed as an early American suburb and was one of Austin's earliest suburbs.

The Pen Park (1890), Glen Ridge Addition (1909), and North End Addition (1909), located near what is today 34th Street near Lamar Boulevard, are the oldest subdivisions in the planning area on record.



Five properties are designated with a Historic Landmark Combining District Zoning including the Tadlock-Brownlee-Harris House and one structure, Split Rock House, is a National Landmark. Important public facilities include Shoal Creek Greenbelt, Bailey Park, and Bryker Woods Elementary School (1939). In the 1970s, Seton Medical Center moved to its current location on 38th Street.

http://www.txinfo.com/brykerwoods/Maps/images/BrykerWoods_platmap.pdf

Pemberton Heights

“The Austin Development Company begs to announce that in May, 1927, the first thirty acre unit of Austin’s greatest suburban subdivision will be opened to occupancy.” These words announced the development of Pemberton Heights, whose thirty acres had over “five miles of paved and shaded streets and sidewalks” and over seven acres of private parkland connecting to Pease and Enfield Parks, and whose houses came with all city services provided. The subdivision was nine blocks from the University of Texas campus, located on Guadalupe Street and 24th Street. Additions to Pemberton Heights were platted from the late 1930s through the 1940s.



<http://www.pembertonheights.org/history.htm>

The property was acquired in 1858 by Judge John Harris, who was the attorney general for Governor E.M. Pease and husband of the daughter of Samuel Rhodes Fisher, a signer of the Texas Declaration of Independence. S.W. Fisher, president of the Austin Development Company, also became an owner and ultimately developed the land. The subdivision was named after James Pemberton (1723-1809), an ancestor of the Fischer family who received notoriety because of his political views during the days of the American colonies. Some of the first streets were Harris Boulevard, Stark Place, Hardouin, Gaston, and Wooldridge Drive.

Over 25 properties are designated with a Historic Landmark Combining District zoning. Structures that have received historic designation include the Pemberton Castle (1415 Wooldridge Drive), also known as the Fisher-Gideon House, where Mr. Fisher lived and used as a sales office for the subdivision, the Keith House (2400 Harris Boulevard), the Catterall Mills House (2524 Harris Boulevard), and the Windsor Road Bridge. The bridge, built in 1928, is important not only because of its architecture but also because prior to its construction, Pemberton Heights and other west Austin area residents could only access Downtown by crossing Shoal Creek on the State Street Bridge. Important public facilities include Pease Park, acquired by the City from Governor Pease in 1875, and the Shoal Creek Greenbelt, extended from Pease Park through Pemberton Heights in 1929.

Tarrytown

Tarrytown was named after Tarrytown, New York. Prior to the subdivisions, Tarrytown had dairy and agricultural uses. For example, R. A. Lewis, who had a Florist Shop adjacent to the Casis Shopping Center for many years, grew up on a dairy on Windsor Road. It also had two Taylor Lime Kilns, located in Reed Park and near Scenic Drive that lead to an important industrial operation. The limestone was quarried out of Taylor Slough and carried to the Lime Kiln in Reed Park to be turned into mortar used in building. African-Americans worked at the Lime Kilns and were housed on the bluff behind Reed Park on River Road.

The first subdivision was Walsh Place, near the Walsh Boat Landing in 1915. Other subdivisions were platted in the 1920s, including Westfield and Monte Vista. In 1934, the first “Tarry-Town”

subdivision was platted; further additions were platted from the late 1930s through the 1950s. An advertisement for Section 2 used the slogan, “Where Oak Trees Charm the Eye,” indicating that trees were an important part of the origins of Tarrytown. Tarrytown, like the other neighborhoods, was developed as an early suburb. Some of its first streets were Windsor Road, Bowman Avenue, Townes Lane, Exposition Boulevard, and Hillview Road.

Approximately, eight properties are designated with Historic Landmark Combining District Zoning, including the Walsh, Swisher-Scott (also known as Sweetbrush), Hart, and Mayfield Houses. Lions Municipal Golf Course, Casis Elementary, Reed Park, Walsh Boat Landing, Howson Library, Mayfield Preserve, and Johnson Creek Greenbelt are also important resources.



Deep Eddy

One of the early landowners was Governor Elisha Pease who owned land in Deep Eddy as well as what is now Enfield Road after the Civil War. Some of the land was sold to freed slaves such as Henry Colley, who purchased six acres in 1884. Mr. Colley sold three acres to George Brackenridge, which is now the Safeway Tract.

Much of the land now referred to as Deep Eddy was originally owned by Charles Johnson, a Swedish immigrant. In 1857,

he purchased a 40-acre tract of land that now contains Eilers Park/Deep Eddy Pool, and the American Legion. The site contained a rock quarry (now the parking lot for Eilers Park) and a lime kiln. In 1902, Mr. Johnson and his wife Mary opened Deep Eddy as a recreational area with a swimming hole. People would swim at the spring-fed eddy that was formed at a larger boulder in the river. The Johnsons sold the land that is now Eilers Park to A.J. Eilers in 1915.

The first subdivision in Deep Eddy, called the Charles Johnson Addition, was platted in 1910; additions were added in 1913 and 1924. Residences expanded north in the 1930s and 1940s with the Marlton Place, Royal Oak, and Carlton Johnson Additions.

Two properties are designated with Historic Landmark Combining District Zoning: Eilers Park/Deep Eddy Pool and the American Legion Travis Post 76 building. Important public facilities include O. Henry Middle School and Johnson Creek Greenbelt.



OTHER IMPORTANT FEATURES

The Dam

During the 1860s and 1870s, the City debated the need to develop a dam on the Colorado River. After many years of debate, the Great Granite Dam, located at site of the present Tom Miller Dam, opened in 1893 and powered light towers, streetcars (including the one on Dam Boulevard (now Lake Austin Boulevard), and water pumps. The railway that once carried construction materials to the dam became the Austin Dam and Suburban Railway and carried transit riders between the dam, Lake McDonald (now Lake Austin) and downtown.

The dam had catastrophic floods in 1900 and 1915, which caused death, power outages, and property damage. Deep Eddy Pool and the streetcar were damaged. By 1938, the single dam had been replaced by a series of seven dams, including the Tom Miller Dam, which have far more capacity to address flood events.



Loop 1/MoPac

In 1944, the Austin City Council proposed building a road along the unused portion of the Missouri-Pacific (MoPac) railroad right-of-way. The road was initially proposed as a "four lane boulevard which was to be well landscaped, have no truck traffic and a speed limit of 45mph. It would begin at West 5th Street and continue to Anderson Lane" Part of the highway was built by the mid-1960s. In 1967, the Texas Highway Commission designated the project State Highway Loop No. 1, and provided funding for construction from F.M. 1325 to U.S. 290 in South Austin. By 1982, Loop 1 expanded to connect U.S. 183 to Loop 360 (Capital of Texas Highway). In 1989, it was extended north to FM 1325 and south from U.S. 290 to SH 45.

Many residents of West Austin protested the original development of this highway as it removed many homes and created a barrier between neighborhoods. Concerns were raised again in the late 1990s when the State started discussing expanding the highway. More information on MoPac can be found in the Transportation Chapter.

Old West Austin Historic District

In 2000, Bryker Woods, Pemberton Heights, Old Enfield, and Old West Austin neighborhoods organized to become a National Register District because of concerns over the potential expansion of Loop 1, which they believed would result in the demolition of as many as 80 houses. In 2003, they were successful in establishing the Old West Austin Historic District. One significant aspect of this historic designation is that federal law requires additional studies, review, and approval if using federal dollars on a project that could result in the demolition



of properties in the district, which adds significant time and cost to the project. As federal dollars are needed for the expansion of Loop 1, this designation prevented the expansion of Loop 1 beyond its current right-of-way within these neighborhoods.

STATISTICAL PROFILE

Since 1990, Central Texas has been one of the fastest growing areas in the country. For example, the population of the Austin region (the five-county area that makes up the Austin-Round Rock Metropolitan Statistical Area) grew by almost 50%, about 400,000 people. Austin itself grew nearly as fast—41%, or about 191,000 people. The urban core (which includes the more established, in-town neighborhoods) grew 20%. The two urban core neighborhoods that make up Central West Austin grew by about 10%. The map below shows the areas that these growth rates correspond to; Figure 1-1 shows the population counts for the neighborhood from 1990 to 2000. Since 2000, Austin and its region have continued to grow: the April 2008 population estimates from the Census Bureau are 750,525 for Austin and 1,557,829 for the Austin-Round Rock region.

Central West Austin's growth from 1990 to 2000 came largely through the addition of about 600 households, some of which was added when 256 units were added for The Gables at the Brackenridge Tract. During this time, the average size of households remained about the same. Figure 1-2 shows age groups in the neighborhood in

Figure 1-1

Population change in the neighborhoods, 1990 - 2000

	Central West Austin	West Austin Neighborhood Group	Windsor Road	City of Austin
1990 population	12,718	10,020	2,698	465,622
2000 population	13,990	11,055	2,935	656,562
1990-2000 change	1,272	1,035	237	190,940
Percentage change	10%	10%	9%	41%

Figure 1-2

Age cohorts in Central West Austin,
1990 - 2000

Age cohort	Population	
	1990	2000
Under 5	927	1,006
5 to 9	713	788
10 to 14	501	669
15 to 17	293	376
18 to 24	1,299	892
25 to 34	2,900	3,097
35 to 44	2,508	2,428
45 to 54	1,168	2,110
55 to 64	740	1,056
65 to 84	1,685	1,273
85 and over	181	295

1990 and 2000. The fastest growing age group in the neighborhood was 45 to 54 (with nearly 950 more residents), distantly followed by those aged 55 to 64 (slightly more than 300 more residents). The largest age group, people aged 25 to 34, increased as well, though in smaller numbers (almost 200 more residents). It is still the largest age group. The substantial growth in those aged 45 to 54 suggests that middle-aged residents are staying; the decline in those aged 35 to 44 suggests that younger residents, though they live in the neighborhood in great numbers, are less prone to stay. Additionally, rising home prices could be driving younger residents out. Unfortunately, the decennial Census does not provide enough continuity to say for sure how households move into and out of the neighborhood.

Figure 1-3

Ethnicity in the neighborhoods in 2000

	Central West Austin	West Austin Neighborhood Group	Windsor Road	City of Austin
White	82.2%	79.2%	93.5%	52.9%
Black	1.1%	1.3%	0.4%	9.8%
Hispanic	6.6%	6.9%	5.1%	30.5%
Asian	7.9%	9.9%	0.4%	4.7%
Other	2.2%	2.7%	0.5%	0.2%

Figure 1-4

Household income in the neighborhoods in 2000

	Central West Austin	West Austin Neighborhood Group	Windsor Road	City of Austin
Number of household	3,461	2,709	752	143,286
Median household income	\$95,360	\$93,535	\$112,350	\$54,091
Less than \$10,000	5.7%	6.3%	3.5%	2.0%
\$10,000 - \$19,999	8.0%	10.3%	0.0%	6.3%
\$20,000 - \$29,999	3.6%	3.9%	2.5%	8.2%
\$30,000 - \$39,999	7.3%	8.8%	2.0%	17.0%
\$40,000 - \$49,999	5.0%	5.5%	3.1%	21.1%
\$50,000 - \$74,999	11.4%	9.6%	18.1%	5.0%
\$75,000 - \$124,999	22.7%	21.6%	26.5%	25.7%
\$125,000 - \$199,999	19.1%	16.9%	26.8%	9.7%
More than \$200,000	17.2%	17.1%	17.5%	5.0%

More children of all ages lived in the neighborhood in 2000 than in 1990.

Central West Austin is less diverse than Austin as a whole (Figure 1-3). Since 2000, Austin has become a majority-minority city, where no ethnic group is a majority of the city's population. (This probably occurred sometime in 2005, and thus is not reflected in the figure.) In the planning area, by contrast, about 4 in 5 residents are white. Black and Hispanic residents are represented in far fewer numbers than in Austin as a whole, while Asian residents are in the neighborhood at about twice the frequency as the city overall. These numbers, however, fail to tell the full story, because they mask the concentration of ethnic diversity in just a few Census blocks: the Brackenridge tract, the Austin State School, and the four tracts that cover the apartments at, and east of, the intersection of Exposition Boulevard and Enfield Road. This shows up as West Austin Neighborhood Group's higher levels of ethnic diversity, compared with Windsor Road.

Central West Austin is wealthier (Figure 1-4) and better educated (Figure 1-5) than

Austin overall. The neighborhood is much more heavily composed of households making more than \$125,000 per year than the rest of the city. Proportionally, twice as many households in the neighborhood make between \$125,000 and \$200,000, and four times as many households make more than \$200,000, compared with the city as a whole. Similarly, more residents in Central West Austin have bachelor's degrees (38% compared with 26% for Austin), masters degrees (twice as many), and professional or doctoral degrees (more than three times as many).

Most residents of the neighborhood live in single family homes (Figure 1-6). While about half of Austin's homes were in single-family structures in 2000, 61% of homes in the West Austin Neighborhood Group and 79% of homes in Windsor Road were. Since 2000, development and redevelopment have shifted toward multifamily units (Figure 1-7), with slightly more multifamily units (including duplexes and triplexes) being built than single family homes. This trend is most dramatic in Windsor Road, where 17 duplex and triplex units have been built, resulting in a loss of eight single family

Figure 1-5

Educational attainment in the neighborhoods, 2000

	Central West Austin	West Austin Neighborhood Group	Windsor Road	City of Austin
Adults over 24 years old	10,199	8,067	2,132	399,758
No schooling	4.2%	5.4%	0.0%	2.0%
Nursery - 8th grade	0.4%	0.4%	0.2%	6.3%
High school, no diploma	0.9%	1.0%	0.4%	8.2%
High school diploma	3.1%	3.2%	2.7%	17.0%
Some college	14.6%	14.7%	14.4%	21.1%
Associates degree	2.1%	1.8%	3.4%	5.0%
Bachelors degree	37.9%	37.0%	41.1%	25.7%
Masters degree	19.1%	19.1%	19.0%	9.7%
Professional/Doctoral degree	17.7%	17.4%	18.7%	5.0%

Figure 1-6

Housing types in Central West Austin, January 1, 2008

	Central West Austin	West Austin Neighborhood Group	Windsor Road	City of Austin
Total	6,674	5,320	1,354	276,842
Single family	64%	61%	79%	51%
Duplex, triplexes, fourplexes	15%	15%	17%	10%
Multifamily	20%	25%	4%	37%

Figure 1-7

Permits for new construction in Central West Austin, 2000 to 2008

	Central West Austin	West Austin Neighborhood Group	Windsor Road	City of Austin
Total	1,564	201	1,363	276,842
Single family	21%	137%	3%	51%
Duplex, triplexes, fourplexes	6%	40%	1%	10%
Multifamily	1%	9%	0%	37%

houses. (Note, though, that eight homes represent less than 1% of the 1,354 homes in Windsor Road in 2000.) In the West Austin Neighborhood Group, all types of housing have been added; multifamily units have simply been added faster. The overall proportions in both areas have changed only slightly.

Another housing concern for Central West Austin is the extensive remodeling of homes that can create a change in character. These remodels can effectively be new construction, out of step with surrounding homes, and are not captured by Figure 1-7. Remodeling requires a permit from the City, but it is impossible to tell how extensive the remodel is or what effect it has on the character of the neighborhood. Nevertheless, the Figure 1-8 attempts to give a sense of substantial remodeling activity in the neighborhood by looking at those remodels valued above \$150,000. Since 2000, these substantial remodels affect almost as many homes as does new construction.

This concern with changing neighborhood character can also be seen in the increasing size of new construction in the

Figure 1-8

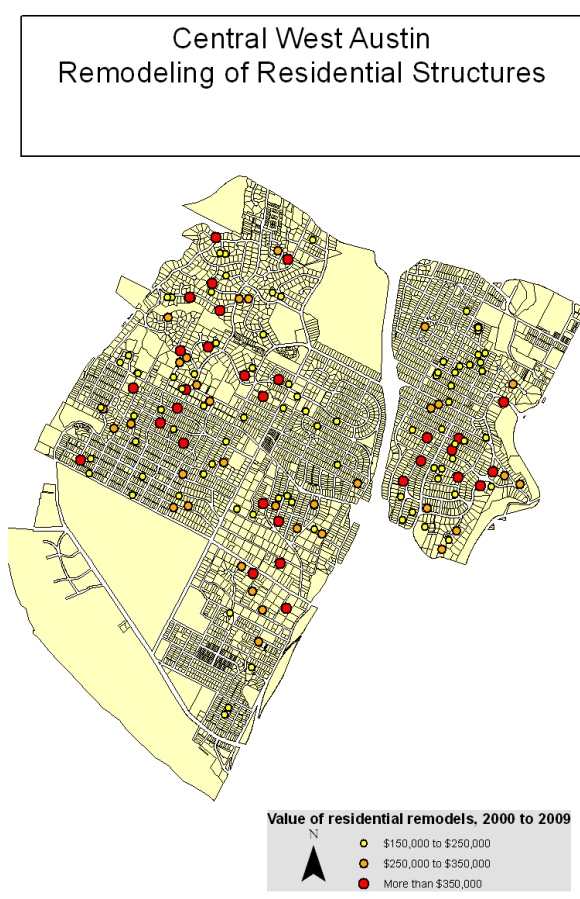


Figure 1-9

Housing tenure in Central West Austin, 2000

	Central West Austin	West Austin Neighborhood Group	Windsor Road	City of Austin
Total housing units	6,674	5,320	1,354	276,842
Vacancy rate	5%	5%	4%	4%
Occupancy rate	95%	95%	96%	96%
Owner-occupied	56%	52%	74%	43%
Renter-occupied	39%	43%	22%	53%

neighborhood. According to a 2006 City of Austin review of home appraisal data, the average size of homes in (what was then deemed) East and West Tarrytown approximately doubled, from a historic average of 2,790 square feet and 2,571 square feet (respectively) to 5,320 square feet (East) and 5,360 square feet (West) for homes built between 2000 and 2006. (Similar figures are not available for the Windsor Road area.) This trend in the planning area as well as other central neighborhoods led to the Residential Design and Compatibility Ordinance, also known as the McMansion Ordinance.

Central West Austin is predominantly residential and the vast majority of residential land is occupied by single-family structures. After residences, roads are the most common land use, consuming almost one-fifth of the land in the neighborhood, followed by parks.

The stable nature of the neighborhood is also reflected in its tenure rates (Figure 1-9). While the neighborhood's vacancy rate is level with the rest of the city, its owner-occupancy rate is above that, and significantly so for Windsor Road.

LAY OF THE LAND

Natural Environment

Central West Austin is primarily urban with most development having occurred before environmental regulations were enforced. As a result, development has occurred close to environmental features and, in some cases, within the flood plain.

Much of the planning area is over the Northern Edwards Aquifer which results in karst limestone. Historically, the area had had old limestone quarries (several Lime Kilns remain).

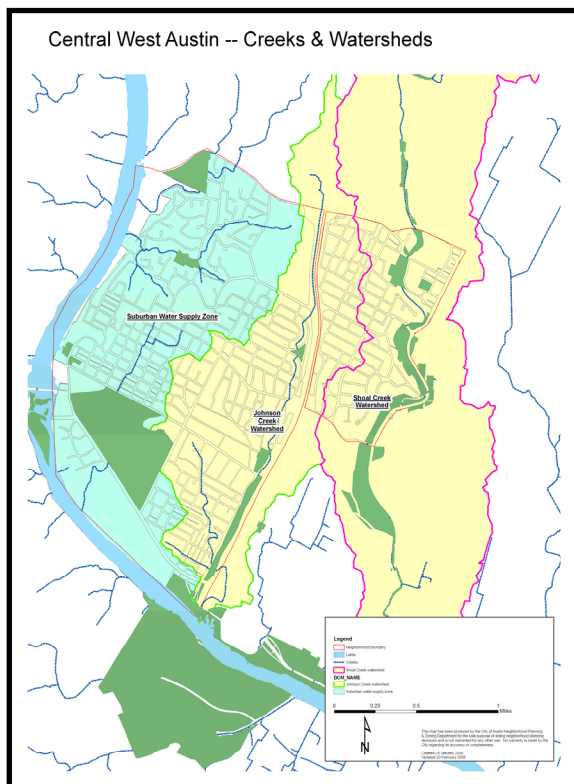
Because the neighborhood's development has been primarily low density, Central West Austin has an extensive and mature urban forest. The neighborhood's trees are crucial to its character and scale. Its tree canopy coverage of 51% is among the highest in the city and consists of mostly live oaks and pecans. However, the forest is aging and suffers from a lack of diversity. Young trees are being planted by residents.

The two most prominent environmental features in Central West Austin are Lake Austin and Lady Bird Lake; both are fed by the Colorado River and define the

Neighborhood in Context

neighborhood's western and southern borders. Lake Austin serves as a constant-level reservoir supplying drinking water for the city. Tom Miller Dam separates the two lakes. Both lakes have many amenities such as restaurants, a boat landing and kayak docks. Austin's most active hike and bike trail, along Ladybird Lake, starts in Eilers Park in the southeast corner of the West Austin Neighborhood Group planning area. Oyster Landing, Walsh Boat Landing, Eilers Park, and the Texas Rowing Center give people access to Lake Austin and Lady Bird Lake. For centuries, when the Colorado River flooded, it deposited alluvial soils which made the land near the river good for farming.

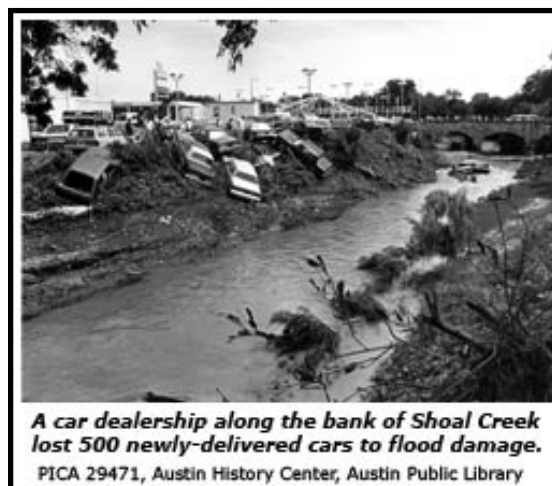
Rainfall in Central West Austin runs to Lake Austin and Lady Bird Lake through creeks, sloughs, and tributaries. Most of the Windsor Road planning area contributes to the Shoal Creek watershed. The Johnson Creek watershed receives water from both east and west of MoPac.



Several smaller watersheds west of Johnson Creek are part of the suburban water protection zone, and contribute water to the city's water supply. These areas have additional development restrictions limiting how much green space can be developed.

Johnson Creek originates at Camp Mabry and flows south along the MoPac access road linking the open areas of Camp Mabry and the Austin State School with Tarrytown and West Enfield Parks, the Johnson Creek Greenbelt, and ultimately Lady Bird Lake. The greenbelt is a 1.5 mile hike and bike trail that connects West Enfield Park to the MoPac pedestrian bridge, is hidden between MoPac and Winsted Lane and not easily accessible. However, the Parks and Recreation Department recently improved connections between the trail and Lady Bird Lake.

Shoal Creek originates just north of the MoPac and Highway 183 exchange. Its watershed covers a much larger area than Johnson Creek's. North of 35th Street, Shoal Creek is mostly bordered by residential homes which allows for little or no public access. South of 35th Street, Shoal Creek is protected by its greenbelt and other parks, whose amenities are highly used by Austin residents and



A car dealership along the bank of Shoal Creek lost 500 newly-delivered cars to flood damage.
PICA 29471, Austin History Center, Austin Public Library

include a disc golf course, playgrounds, picnic tables, and no-leash dog areas. The Shoal Creek hike and bike trail nearly connects these neighborhoods to Lady Bird Lake and downtown, save for gaps at 29th Street. Shoal Creek is prone to flooding and has seen major drainage and erosion problems. The Memorial Day flood of 1981 caused so much damage that it initiated better flood management practices; stabilization of the creek banks has been an ongoing task for the city.

Springs are also an important natural feature. For example, Shoal Creek is fed by Seiders Springs near W. 34th Street while springs feed Deep Eddy Pool.

The Built Environment

While there are four distinct neighborhoods, these neighborhoods have a synergy that brings them together. Overall, the neighborhood planning area is primarily single family and is considered one of Austin's most endearing areas due to many attributes including the architecture, streetscape, trees, and landscaping. For the most part, the commercial areas are located on the edge of the neighborhood, are built as neighborhood niches and serve the neighborhood as well as buffer the residential areas from more intensive uses such as Seton Medical Center. The planning area is remarkable in its consistency in that there are no remarkably greater or lesser areas of beauty.

The planning area has a wealth of anchoring institutions which are those places or uses where cultural, educational and social activities are centered. In this planning area, these institutions include parks such as Shoal Creek, Eilers Park/ Deep Eddy Pool, Red Bud Isle, Lions Golf

Course and Mayfield Park; schools such as Casis and Bryker Woods Elementary Schools, and O. Henry Middle School; and civic uses such as Laguna Gloria, Howson Library, and Seton Medical Center.

WHAT MAKES A NEIGHBORHOOD?

Neighborhoods are typically made of four components: the edge, center, interior streets, and the core neighborhood.

Neighborhood Edge

Neighborhoods typically have a defined edge which can be created by a large road, a natural feature, or an area of commercial activity. These areas have the most activity within the neighborhood; most of the planning area's anchoring institutions are located along the edge. These edges mark the presence of the neighborhood, both its entryway and exit.

Neighborhood center

The neighborhood center provides an identity for the neighborhood and centers of activity. Neighborhood centers can be in the shape of a circle or square and include a combination of church, school, parks and retail uses that attract nearby residents to shop and socialize. The neighborhood center is typically in the center of a neighborhood where it is within walking distance to a large percentage of residences.

Neighborhood interior streets

Between the edge and the center, the core residences along the neighborhood interior streets are served by roads with features

Neighborhood in Context

that slow traffic and promote life on the street such as small street widths, sidewalks, lights and tree canopy. As the neighborhood developed prior to the City's requirement of sidewalks, many streets lack sidewalks.

Core residential area

Between the edge and the center lies the predominately single family residential area which is the essence of the neighborhood.

Some recent development activity has not been sensitive to the adjacent neighborhood and has resulted in homes much larger than the surrounding neighborhood (commonly known as McMansions), modern architecture rather than traditional, use of building materials and facades that conflict with the neighborhood, loss of old and large trees, and increase in impervious cover leading to more localized flooding.

MoPac plays an important role in the linkages between the eastern and western neighborhoods as the original street grid was terminated with the construction of the freeway. The few connections that exist are typically congested by vehicles and pedestrian crossing is dangerous. Thus, MoPac created an almost walled-off effect and disrupts the connection between the east and west communities.

WEST AUSTIN NEIGHBORHOOD GROUP NEIGHBORHOOD PLANNING AREA

Tarrytown

Neighborhood Edge

The Tarrytown neighborhood has an edge defined by Lake Austin, Lady Bird Lake and 35th Street. 35th Street is an edge comprised of predominately single-family homes with some multi-family as well as Camp Mabry on the north side. This edge is not as obvious as other parts of the planning area as it has residential uses similar to the rest of the neighborhood. Mayfield Park and Laguna Gloria provides recreational and educational activities along the northwest portion of the neighborhood. The Davis Water Treatment Plant and Westwood Country Club are located across from Mayfield and Laguna Gloria.



Central West Austin

The edge along Lake Austin and Lady Bird Lake is primarily made up of the Brackenridge Tract. While this is not a typical edge due to its shape and size, this area is an edge because while it is a part of the neighborhood it has a different feel and sense of place from the rest of the neighborhood. Oyster Landing provides restaurants and services such as Mozarts Café and the Hula Hut. The Lower Colorado River Authority headquarters employ about 700 and provides civic uses and allows for meeting spaces that can be used by the neighborhood. The Brackenridge Apartments provide university-related housing and the Biological Field Lab provides university-related research along Lake Austin Boulevard.

Recreation amenities can be found at the edge at Lions Municipal Golf Course, the West Austin Youth Association, Walsh Boat Landing, and Red Bud Isle.

Neighborhood center

The center in Tarrytown is along and near Exposition and Windsor Road where the Tarrytown Shopping Center, Howson Library, Episcopal Church of the Good Shepherd reside, and Austin Fire Station #10. Over the years, the Tarrytown Shopping Center has seen some of its cherished businesses leave such as Holiday House. One reason is due to the owner placing prohibitions on the use of animal products. In addition, the physical appearance of the shopping center has deteriorated and is in need of beautification. This has hurt the center as well as the surrounding neighborhood as pedestrian and social activity has been reduced. A partial center is located at Exposition Boulevard and Westover where Casis Elementary School and Casis Shopping Village (a 1950s strip

commercial shopping center) provide civic and retail activities.

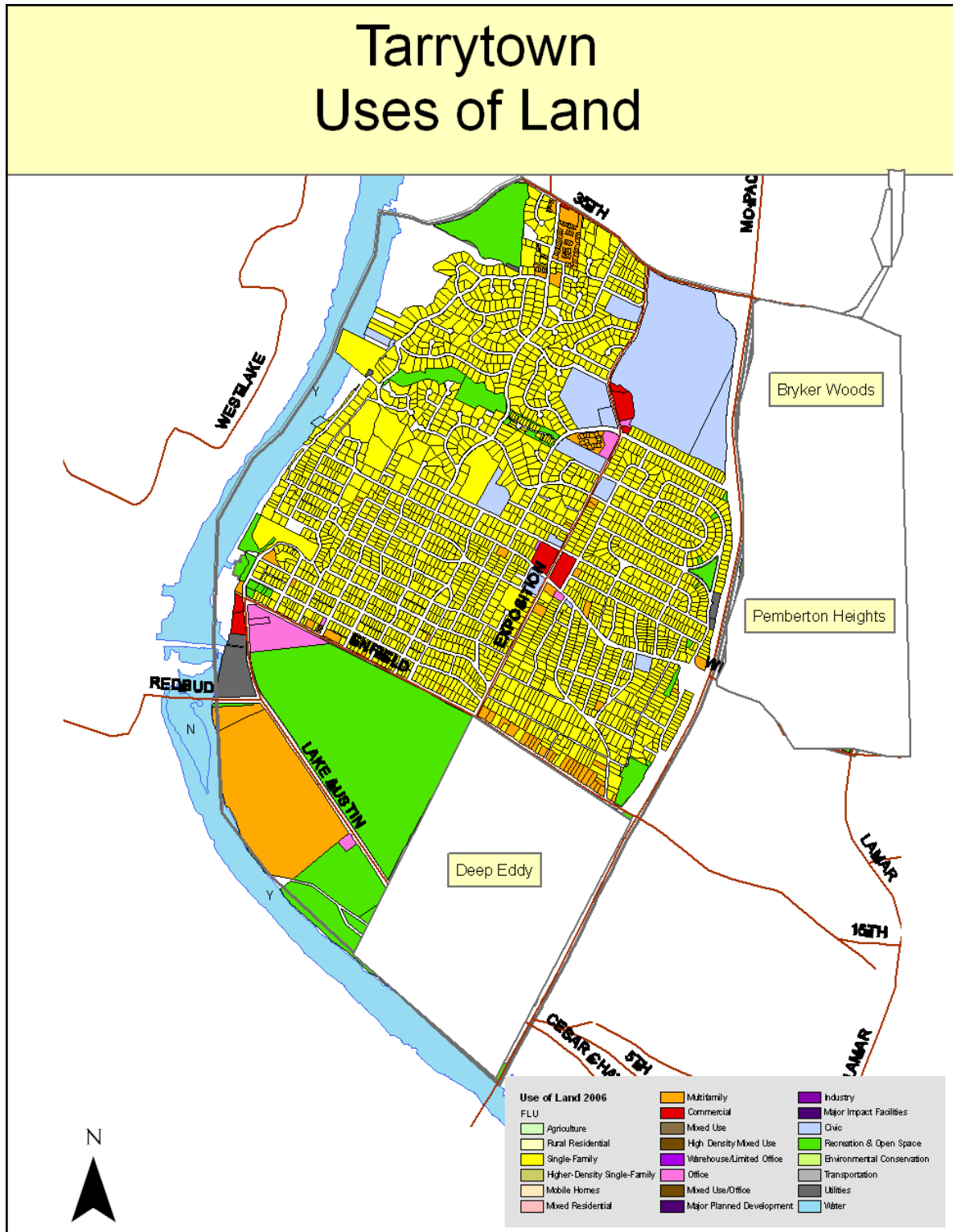


Neighborhood interior streets

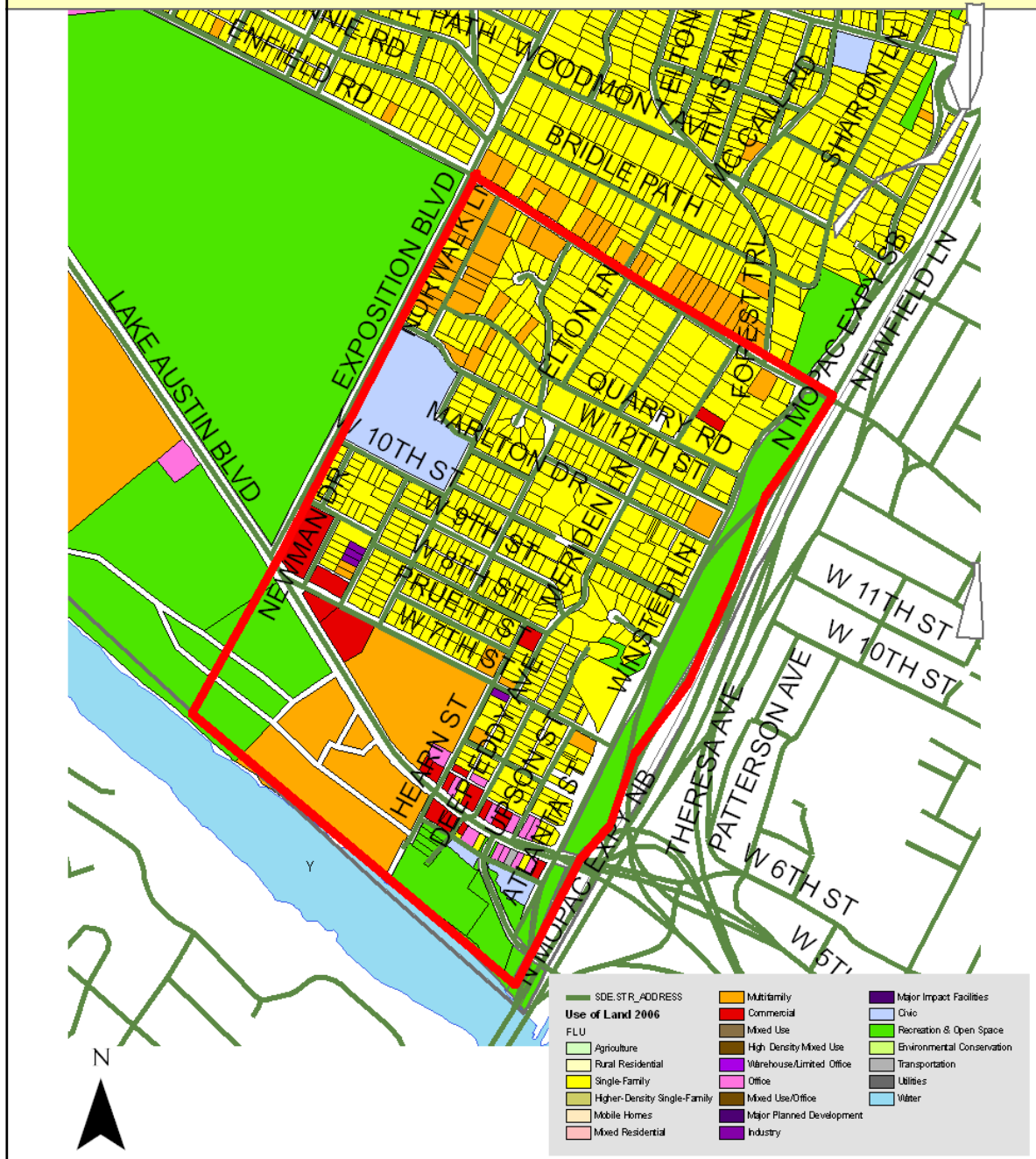
In order to correctly discuss the street system in Tarrytown, Tarrytown must be examined in smaller sections.

Tarrytown as a whole has a combination of a grid system where roads interconnect in a north/south and east/west pattern and a suburban pattern with winding roads and cul-de-sacs, most likely due to topography. The larger north/south street is Exposition while Windsor and Enfield are the larger east/west roads within Tarrytown.

Overall, it can be said that the roads are primarily narrow streets providing a quiet, off-the-beaten-path that is beneficial to pedestrians, cyclists, and promoting life on the street as well as a family environment. The existing types of housing and neighborhoods typically reflect the traditional patterns of development created by these two road networks. There are no alleys within Tarrytown. The northwestern quadrant from Exposition west to Lake Austin north of Windsor and the southeastern quadrant from Exposition east to MoPac and south of Windsor are more reflective of the suburban network. The northeastern quadrant from Exposition to MoPac north of Windsor and the southwestern quadrant from Exposition west to Lake Austin and



Deep Eddy Uses of Land



Neighborhood in Context

south of Windsor are more of a typical grid system with more interconnection between streets.

Core residential area

As Tarrytown was developed over several decades, each subdivision has unique characteristics and is difficult to summarize. However, the residential use is an eclectic mix of architectural styles of predominately one to two story single-family houses with a scattering of duplexes. Multi-family development also occurs within the neighborhood and is the primary use along Enfield Road between Exposition and MoPac as well as on Pecos between 35th Street and Woodbridge. Much of Tarrytown has small hills and sloping lots. Westminster Presbyterian, The Sanctuary, Tarrytown United Methodist, and Good Shepherd Episcopal Church are all located along Exposition Boulevard.



Deep Eddy

Neighborhood edge

The Deep Eddy portion of Lake Austin Boulevard between MoPac and Hearn is comprised of one to two story, “Mom and Pop” stores that provide an identity to the neighborhood such as Magnolia Café, the Juice Bar and Deep Eddy Cabaret. Businesses such as McMahon and Ragsdale CPA, Lake Austin Boulevard Animal Hospital and Comet Cleaners also provide services to the neighborhood. Many of these uses are in structures that

were originally built for residential use. This area also houses the Deep Eddy Emergency Medical Services Station # 17. Many neighborhood residents, who believe this area provides a good urban lifestyle, walk to this area and utilize these shops and services.

Exposition between O. Henry Middle School to Enfield Road is primarily multi-family as is the intersection of Exposition Boulevard and Enfield Road. The south and western edge is mostly made up of the Brackenridge Tract properties including Randalls, The Gables apartments, CVS, and the Colorado Apartments. Non-Brackenridge Tract properties within this edge include Maudies Tex-Mex Café and Goodwill. Another defining and active part of the edge is Lions Municipal Golf Course, West Austin Youth Association, Johnson Creek Hike and Bike Trail, Eilers Park/Deep Eddy Pool, the Trail at Lady Bird Lake, and Lady Bird Lake which provide varied recreational activities.

Neighborhood center

There is no center but many of the residents’ needs can be found along the edge at Lake Austin Boulevard.



Central West Austin

Neighborhood interior streets

Like Tarrytown, Deep Eddy has a combination of a grid system and a suburban pattern. The roads are primarily narrow, residential streets with housing types and a neighborhood that typically reflects the traditional patterns of development created by these two road networks. Many of the homes are built toward the street creating social activity on the street. This area also has a few alleys.

Core residential area

The majority of Deep Eddy is one to two story single-family residences with duplexes scattered throughout the neighborhood. Lots tend to be smaller than the rest of the planning area. Multi-family is found along Enfield Road.



WINDSOR ROAD NEIGHBORHOOD PLANNING AREA

Bryker Woods/W. 31st Street

Neighborhood edge

The most intensive part of the planning area is the medical district located between West 38th and 31st Street between Lamar Boulevard and Shoal Creek. Seton Medical Center, Bailey Square, Medical Park Tower, and Shoal Creek Hospital are the major medical institutions that have also attracted smaller medical offices and commercial to this district. Seton Hospital is considered by many to be one of the top medical facilities in the region. This area, in combination with St. David's Heart Hospital and Central Market across Lamar Boulevard and the commercial district on the north side of West 38th/35th Street, functions as a major hub and employee base. Commercial uses line Lamar Boulevard in a strip commercial pattern. West 34th Street contains surface parking lots and an ad hoc assortment of offices and retail. However, the part of this node south of West 38th Street and west of Lamar Boulevard is dominated by single-use developments, particularly parking lots, that leave the area unsightly and devoid of life. St. Andrews Episcopal



Neighborhood in Context



School, considered to be a top educational facility, is also within this edge.

The intensity of land use transitions down to a smaller scale at the commercial area along 35th Street west of Shoal Creek which has neighborhood niche, local shops such as Fiddlers Green Music Store and Bob Larsens Old Timers Clock Shop. Somewhat larger than a neighborhood scale is the Randalls Grocery Store located adjacent to Shoal Creek. Many neighborhood residents walk or bike to this commercial area and the commercial development to the north and find this to be convenient and a pleasant experience. This corridor also has the neighborhood's multi-family housing. Shoal Creek Hike and Bike Trail between 34th and 31st Street and Seiders Springs are edges with recreational activity that separate many single family homes from the more intensive development to the north and east of the parks. The north side of W. 34th Street between Jefferson Street and Mills Avenue is primarily a combination of small homes and small offices in structures that were formerly residences. South of 34th Street is solidly residential.

Neighborhood center

While there is no center, residents go to Lamar Boulevard and 38th/35th for many of their shopping and social needs.

Neighborhood interior streets

This neighborhood has a near-grid system with roads that are primarily narrow and safe for walking and socializing. There are some exceptions for roads that connect to MoPac such as Northwood. The neighborhood has an alley or two

Core residential area

Bryker Woods has one to two story single-family residences with duplexes sprinkled within the neighborhood. The West 31st Street neighborhood has one story single-family residences as well as administrative offices for St. Andrews School.

Pemberton Heights



Neighborhood edge

Shoal Creek Hike and Bike Trail is the edge of the neighborhood as well as Lamar Boulevard.

Neighborhood center

While there is no center, residents go to Lamar Boulevard and 38th/35th for many of their shopping and social needs.

Neighborhood interior streets

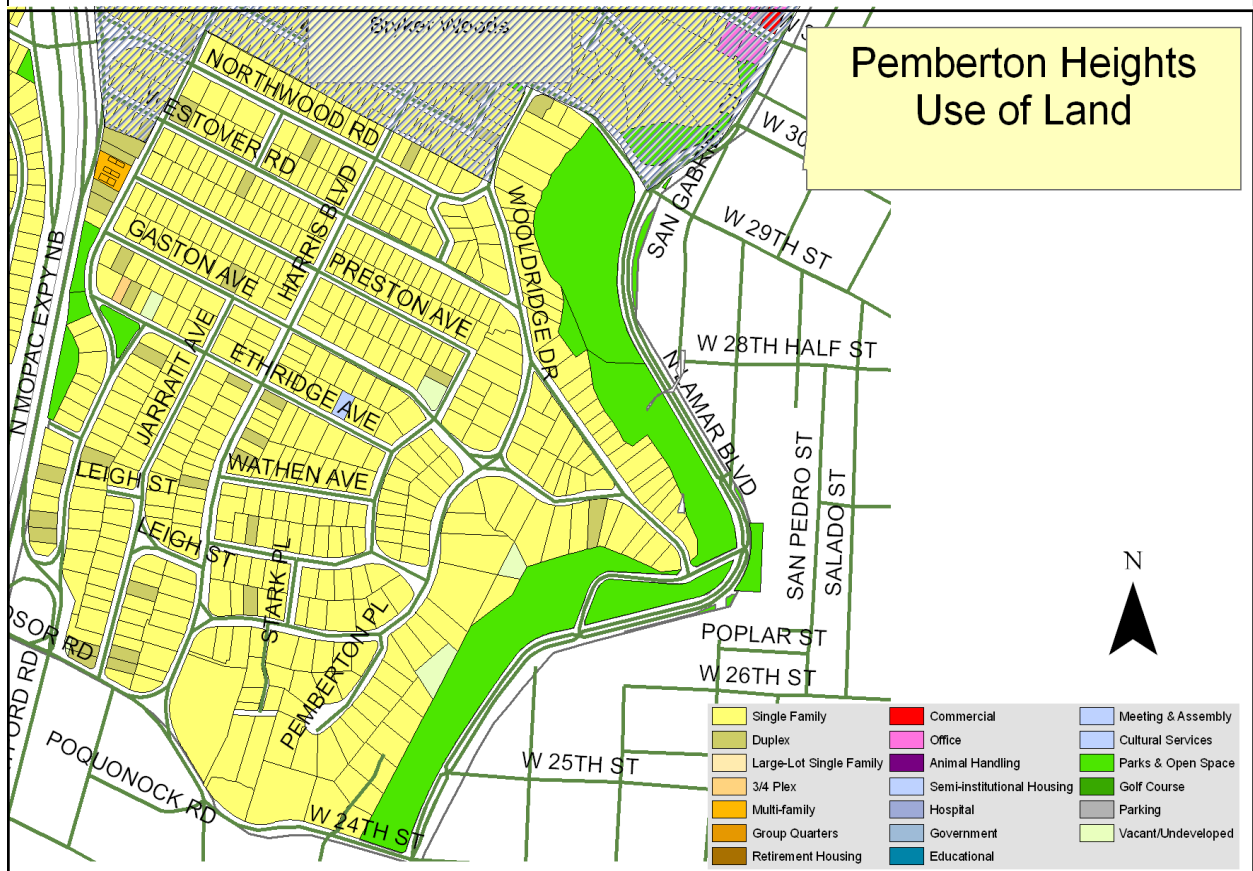
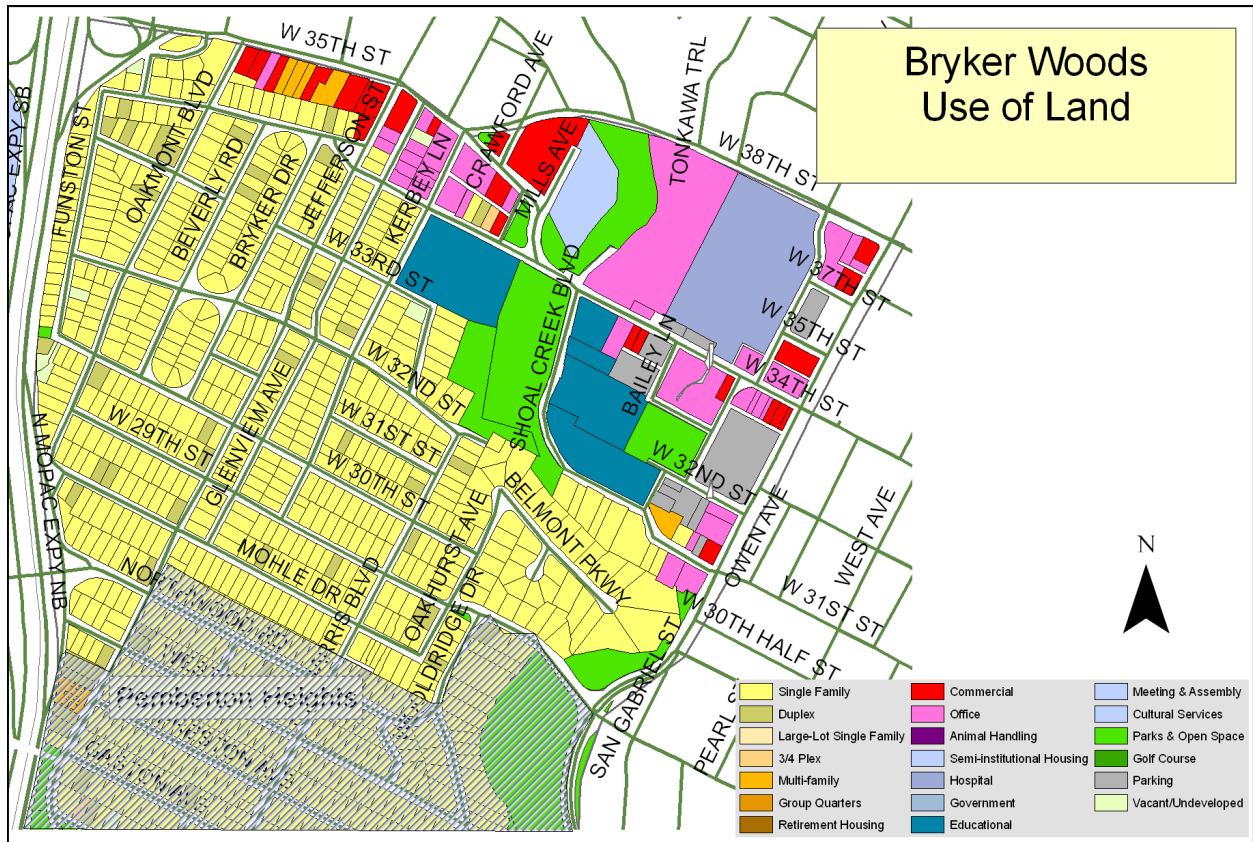
Pemberton Heights has a combination grid system and suburban pattern with roads that are primarily narrow and safe for walking and socializing. There are some exceptions for roads that connect to MoPac such as Westover and Windsor Road.

Core residential area

Pemberton Heights is primarily one to two story single-family residences and not as many duplexes as the other neighborhoods. It has, on average, the largest houses and lots in the planning area.



Neighborhood in Context



Land Use

Goal Statement and Introduction

Preserve and protect the historic character and integrity of Central West Austin's predominantly single-family neighborhoods, with their neighborhood-serving commercial centers, civic areas, safe parks, and attractive open spaces, so as to maintain the neighborhood's quality of life, avoid increasing traffic, preserve the mature tree canopy, protect creeks and the lakes, and prevent flooding.

Development of property as office, commercial, retail, multi-family, or civic uses should be in accordance with the Future Land Use Map, as informed by the Plan text, and should be appropriately oriented, scaled and buffered to protect the existing single-family homes from any intrusion and adverse effects from higher intensity uses. The future use of the Brackenridge Tract and the Austin State Supported Living Center property should take into account the impact of such use on the surrounding neighborhood, and if developed should be compatible with the existing single-family homes in the neighborhood. Buffering to protect the existing single-family homes in the neighborhood is also desired.

The neighborhoods of Central West Austin are, by and large, stable and well-maintained residential districts, with pockets of businesses that serve the neighborhood and surrounding community. These neighborhoods are well-functioning, and their development patterns, character, and quality of life should be preserved now and into the future.

On both sides of MoPac, stakeholders are concerned that new development or redevelopment not increase traffic in the neighborhood. Stakeholders are supportive of promoting neighborhood niche services that fit into the scale of their commercial areas and serve the immediate community. Residents are also concerned about the loss of older, smaller houses to large, modern houses that many feel are out of scale and character with neighboring

houses. Stakeholders are concerned with the noise and air pollution caused by MoPac. They oppose expansions of MoPac through elevated lanes or from the acquisition of additional right-of-way from either side of MoPac

West of MoPac, the most pressing concerns are the potential neighborhood-changing impacts of any redevelopment of the Brackenridge Tract and the Austin State School as well as the intrusion of commercial uses (and their impacts) into the immediately surrounding residential neighborhood, especially along Exposition Boulevard. There is particular interest in preserving harmony among land uses and in guarding against potential negative effects of future redevelopment of properties along Lake Austin Boulevard and Exposition Boulevard.

East of MoPac, the most pressing concern is the impact that redevelopment could have on the existing residential neighborhood. Concerns include increased traffic and parking on neighborhood streets, and the intrusion on the privacy and the quiet enjoyment of nearby residents. There is particular interest in preserving harmony among land uses and in guarding against potential negative effects of future redevelopment of the properties on W. 35th Street that back-up to single family homes. Possible redevelopment of the office and retail properties located near the Bryker Woods Elementary School raise similar concerns.

The northeastern corner of the planning area is an intense commercial node, dominated by medical uses. While the neighbors want to protect the neighborhood schools and residential areas from being negatively impacted by over-development, they have identified the most intense corner of the neighborhood—the area surrounding Seton Medical Cen-

ter and along 38th Street and Lamar Boulevard—as an appropriate mixed use node that could become a lively, safe, and active urban neighborhood. Currently, part of this area is dominated by single-use developments, particularly parking lots, which leave the area unsightly and devoid of life. Revitalizing this area, east of Shoal Creek, by bringing in appropriately scaled multi-family residential and retail uses, such as shops and restaurants will serve the medical community and nearby neighborhoods and benefit the City as a whole.

Objective 1: Preserve the existing single family neighborhoods of Central West Austin.

L.1.1

Preserve the existing single-family uses within the neighborhood by not changing them to non-residential or multifamily uses. The Central West Austin neighborhoods including Deep Eddy, Tarrytown, Pemberton Heights, Bryker Woods, and West 31st Street are stable and worthy of preservation.

P

L.1.2

Maintain low intensity, low density residential use within the Drinking Water Protection Zone.

P

Objective 2: Preserve or enhance, as appropriate, existing multifamily housing and neighborhood-serving commercial districts.

L.2.1

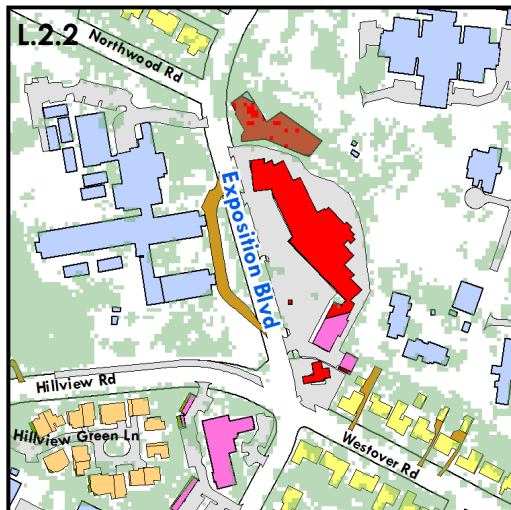
Preserve the existing multi-family residential uses along Enfield Road, Exposition Boulevard, and 35th Street. If these properties redevelop, encourage a similar scale and the preservation of affordable rental housing, which contributes to the diversity of the neighborhood.

P

L.2.2

Casis Shopping Center should remain a small-scale, neighborhood-serving retail center, appropriate with Casis Elementary School, residential neighbors, and the Drinking Water Protection Zone.

P



L.2.3

Revitalize the Tarrytown Shopping Center by attracting preferably locally-owned neighborhood-serving and pedestrian-oriented businesses such as cafés, restaurants, and a bakery. Height should remain appropriately scaled to the adjacent residential structures.

P

L.2.4

The small-scale multifamily, commercial, and civic uses surrounding Tarrytown Shopping Center should remain. Howson

Library and the Fire Station are particularly important to Central West Austin.



L.2.5

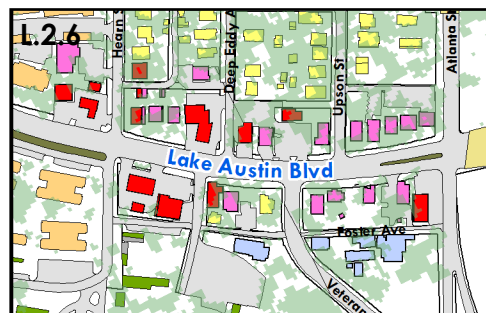
The churches along Exposition Boulevard are valued institutions of the Central West Austin community and should remain into the future. If they are not able to stay and cannot be replaced by other churches, the properties should be used as single family housing.

P

L.2.6

Deep Eddy's commercial corridor along Lake Austin Boulevard should remain a mix of neighborhood niche shops and offices. If redevelopment occurs, the open street feel and pedestrian friendliness of this corridor and its views of Lady Bird Lake and the western hills should be preserved. Redevelopment should also respect Lady Bird Lake, in keeping with the spirit of the Drinking Water Protection Zone and Waterfront Overlay.

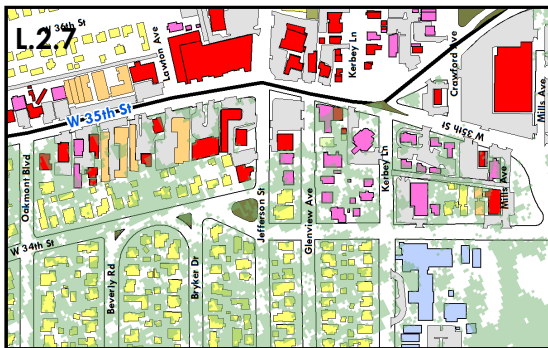
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L.2.7

The residential scale and character along W. 35th Street should be preserved, and in particular its existing building by building, horizontal collection of small neighborhood-serving businesses, stores, and apartments. Harmony with the abutting single-family houses on the south side of this block, facing 34th Street, should be maintained.

P



L.2.8

The neighborhood office blocks between 34th and 35th Streets and Jefferson Street and Mills Avenue should remain small-scale neighborhood office and residential uses that are harmonious with the Bryker Woods Elementary School and the existing single family neighborhood. Retaining the converted single-family homes is desirable. Returning these structures to single-family residential use would also be welcome by the neighborhood

P

Objective 3: All redevelopment should be compatible with the character of the adjacent neighborhood and should be guided by green design principles. *(Note these are guidelines, not standards)*

See the Design box below for principles on how to maintain the character of Central West Austin neighborhoods in residential and multifamily/commercial areas.

Objective 4: Encourage the northeast corner of the Windsor Road Planning Area to become a mixed use, urban neighborhood, respecting and providing amenities to the Bryker Woods and West 31st Street neighborhoods.

L.4.1

For properties designated as Mixed Use along 38th Street and Lamar Boulevard, redevelopment or new development should promote a pedestrian-friendly mix of uses that ultimately results in a human-scaled and enlivened streetscape. Guidelines for creating development include the mixing of uses vertically in the same building to include residential uses preferably above the first floor. Wide sidewalks, street trees, buildings and entryways oriented to the main corridor, with parking located to the side or rear of the building are all desired features. Drive-through facilities are strongly discouraged. The buildings should be appropriately scaled to the surrounding development. Property whose stormwater feeds into Seiders Springs and Shoal Creek should be redeveloped such that it improves the health of the spring and creek. Through properties that are fronted by a Core Transit Corridor on one side and an interior street on the other side, should apply the same development standards to the interior street as applied to the Core Transit Corridor. Special attention should be paid to placing storefronts and entryways along interior roads as well as Core Transit Corridors.

P

Single-Family Residential design guidelines

- Retain the design and character of the neighborhood's residential areas by encouraging the preservation of existing structures. When redevelopment or remodeling of an existing structure occurs, it should be compatible in scale, height, setbacks, landscaping, tree cover, garage placement, façades, and architectural style of neighboring houses.
- New development should be designed and constructed using the latest green technologies and principles embodied in Austin Energy's Green Building program to help reduce energy consumption. Historic buildings should be preserved.

Multi-Family & Commercial design guidelines

- New and remodeled multi-family and commercial development should be compatible with the immediate neighborhood by having similar setbacks, building scale, façades, and rooftops. To contribute to the health of the neighborhood, new development should include landscaping that creates usable open space, trees that shade the structure and street, parking placed to the rear or side of the building, windows and doors that promote friendliness and "eyes on the street," pedestrian amenities like light posts, and vegetative screening for air conditioners and dumpsters. It should also improve pedestrian and bicycle access between the property and immediate neighborhood wherever possible.
- New development should be designed and constructed using the latest green technologies and principles embodied in Austin Energy's Green Building program to help reduce energy consumption.
- Historic buildings should be preserved.

L.4.2

The triangle where 35th and 38th Streets split should be a welcoming gateway to the neighborhood and should allow for neighborhood serving uses. The Randalls and Medicine Shoppe represent the type of vital neighborhood-serving businesses that should be preserved in the future. Any redevelopment should include, first and foremost the continued use of the Randalls site as a grocery store as well as ensuring that Crawford Avenue remains open as a public street. If the Randalls parcel redevelops, the neighborhood would support a secondary residential use above the grocery store, but would not support residential as a stand-alone use. The triangular corner lot that is currently home to the Medicine Shoppe deserves recognition as a prominent location in the neighborhood. Redevelopment should continue the site as a neighborhood use and a welcoming gateway to the neighborhood by connecting to and beautifying the city-owned open space which makes up the westernmost portion of the triangle.

P

L.4.3

Allow office and commercial development along 34th Street between Medical Parkway and Shoal Creek Greenbelt. There should be a transition with neighborhood-scaled stores and offices between the Shoal Creek Greenbelt and Medical Parkway and more intensive development from Medical Parkway to Lamar Boulevard. Development should add to the existing shops and restaurants on 34th Street to create a lively, pedestrian-friendly streetscape.

P

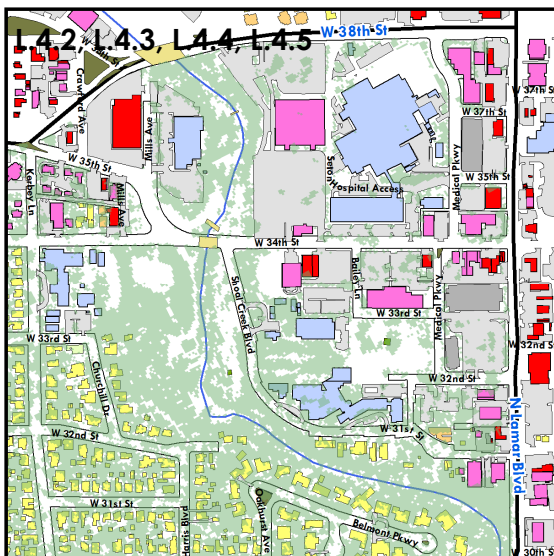
L.4.4

Allow neighborhood mixed use development along the north side of 31st Street to transition between the residential properties to the south of 31st Street and the more intensive development to the north and along Lamar Boulevard. The block

within 31st Street, 32nd Street, Wabash Avenue, and Lamar Boulevard and the non-residential properties on the south side of 31st Street contain a mixture of neighborhood-scaled retail, office and residential development. The block is encouraged to remain so and serve as a transition between the residential properties to the south of 31st Street and the more intensive development to the north and along Lamar Boulevard. Future development or redevelopment should respect this mix and develop at a scale appropriate with the neighborhood located along 31st Street.

L.4.5

St. Andrews Episcopal School is an important asset to the neighborhood and should remain in its current location. However, if the school leaves, it should be replaced by single family housing along 31st Street, multi-family apartments between Shoal Creek Greenbelt and Bailey Park, and office uses for the northern parcels along Shoal Creek Greenbelt and 34th Street. This will protect the homes on the south side of 31st Street, promote neighborhood activity along the Shoal Creek Hike and Bike Trail, and integrate the 34th Street parcels such that they complete the pattern of activity along the 34th Street Corridor.



Objective 5: Encourage the State of Texas to keep the Austin State Supported Living Center in its current location and become a more integrated asset in the neighborhood.

The Austin State Supported Living Center is a vital member of the planning area. Not only does the school provide a critical function for its residents and their families, it also serves as an important asset in the planning area. It provides diversity in terms of race and economics as well as allowing for residents to interact with each other and learn lessons such as tolerance and understanding. The school serves as a transition from MoPac and the more intensive uses along 35th Street to the single-family neighborhood of Tarrytown. The school is split between the Water Supply Suburban watershed classification and Johnson Creek, an urban watershed. The school is also “high” in the watershed (in an upstream position) such that impacts from development would run the entire course of the creek down to its confluence with Lady Bird Lake. Approximately three acres of the site have been sold and are presently undeveloped. While there have been discussions about selling the remainder of the site for private development, there are no such immediate plans.

L.5.1

Create recreational opportunities and community events that coexists with the Austin State School facilities and residents.
J: NPCT, ASSLC, COA

L.5.2

Encourage a tree survey at the Austin State School to determine whether there are any trees that meet the City’s tree protection requirements.
J: NPCT, ASSLC

L.5.3

The school is encouraged to have more events and activities that include the surrounding neighborhood.

J: NPCT, ASSLC

L.5.4

Work with the school and the State of Texas to communicate the desire of keeping the school at its current location.

J: NPCT, ASSLC

Objective 6: If the Austin State Supported Living Center redevelops, it should be done in harmony with the adjacent neighborhood, transportation system, and natural resources.

L.6.1

Redevelopment should be accomplished through a master plan that encompasses the entire tract and integrates it into the neighborhood. Piecemeal development should be discouraged.

P

L.6.2

The design of any redevelopment should be compact, mixed use, and walkable so that automobile trips are minimized. Redevelopment should result in harmonious residential development near the existing residential areas and concentrate the more intensive mixed use development toward the northeast corner of the tract at MoPac and 35th Street.

Preserving significant amounts of public and private open space is encouraged.

P

L.6.3

Preserve vegetative buffers, including trees, wherever development of the Austin State Supported Living Center occurs adjacent to existing residential neighbor-

hoods. Provide additional vegetative buffers, including trees, for development more intense than existing single family.

P

L.6.4

Redevelopment should comply with City of Austin stormwater regulations. Water quality devices should be installed to minimize pollution. These systems should also incorporate recreational opportunities for the public, such as walking trails around attractive and landscaped detention ponds where feasible. Landscaping should be based on applicable city requirements to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.

P

L.6.5

Redevelopment should avoid environmentally sensitive resources such as protected trees, wetland, waterbodies, and endangered or threatened plant or wildlife habitat.

P

L.6.6

Redevelopment should be sensitive to any historically significant resources and should make every effort to protect and preserve these resources.

P

Objective 7: Continue working with stakeholders within the planning area, including the University of Texas, regarding the future of the Brackenridge Tract.

The Brackenridge Tract plays an important part in the past, present, and future of the planning area. The Tract is 345 acres and includes Lions Municipal Golf Course, the Biological Field Lab, the West Austin Youth Association, the headquarters of the Lower Colorado River Author-

ity, Oyster Landing, a grocery store and convenience stores, the Gables apartments, and over 500 student apartments operated by the University. The University has indicated an interest in redeveloping the property. In response to the University's interest, the City hosted a meeting to discuss stakeholders' interest in the future of the Tract. The callout box lists the interests that were identified during this meeting. The University also had a public process which included a series of meetings which led to the creation of a concept plan. The Tract serves as a transition from Lady Bird Lake and Lake Austin to the single-

family neighborhoods of Tarrytown and Deep Eddy. The Tract is also within the Water Supply Suburban watershed classification as well as the University/Deep Eddy subdistrict of the Waterfront Overlay.

L.7.1

Continue having regularly scheduled meetings with stakeholders within the planning area regarding the future of the Tract.

P

Stakeholders' Feedback on the Brackenridge Tract

On July 12, 2008, the City hosted a neighborhood plan meeting with stakeholders to receive input about the future of the Tract. Below is a summary of the issues and desires of the stakeholders who attended that meeting. This summary does not include any input from the owner of the Tract. This summary shall in no way be construed as acquiescence or agreement by any party on any of the issues listed. The Tract is excluded from the Central West Austin Neighborhood Plan Future Land Use Map.

1. Preserve Lions Municipal Golf Course and allow the City of Austin to take ownership and preserve as a public golf course.
2. Preserve the Biological Field Lab and ensure that any adjacent development does not impact the field lab.
3. Preserve the West Austin Youth Association and refocus lights away from neighborhood.
4. Preserve the student housing at the Brackenridge and Colorado Apartments. There is interest in adding more student apartments at the Brackenridge and Colorado Apartments as long as they do not worsen traffic. Also, housing for the elderly and empty nesters is desired as long as it is affordable and is geared toward allowing residents of the neighborhood to stay in the neighborhood.
5. The Deep Eddy Tract, if chosen to be redeveloped, should be redeveloped in such a way that is harmonious with the surrounding neighborhood.
6. The Boat Town and Park Street Tracts should remain unchanged. Any proposed redevelopment should be harmonious with the surrounding neighborhood.
7. Keep a grocery store at the Safeway parcel but make improvements.
8. Any new development should be limited to no more than four stories except for development adjacent to the existing neighborhood which should have lower building heights and separated by a natural buffer including trees and vegetation.
9. Add more "mom and pop" stores at existing commercial areas and at student apartments. Have neighborhood scaled retail and mix of uses along Lake Austin Boulevard where already developed.
10. No intensive retail, employment or high tech centers that attract from a regional area.
11. Add usable greenspace such as playgrounds, community gardens, walking trails, teaching spaces, and other public uses in order to encourage more activities and events that include the surrounding neighborhood.
12. The Gables should add public amenities so that it connects with the adjacent neighborhood.
13. Add a path linking the golf course to WAYA.
14. No additional driveways on Enfield are desired.
15. Make Lake Austin Boulevard a "real" boulevard or Complete Street with no parking on the street (with a particular need to address Field Lab employees parking on the north side adjacent to the golf course), wider sidewalks, more crossings, improved transit service, shade trees, attractive landscaping, a connection to the Trail at Lady Bird Lake, and extending bike lanes to Enfield Road as well as providing better separation from vehicle lanes.
16. Extend the Trail at Lady Bird Lake to Red Bud Isle and avoid environmentally sensitive land such as near the Biological Field Lab. Establish a buffer allowing no development along the edge of the lake to protect the natural resources. Provide a publicly owned and natural access to the lake.

17. Protect the neighborhood from an increase in traffic, especially considering the limited capacity of the road network. Prior to any development, a traffic study is desired.
 18. Need for a sidewalk around the entirety of the Golf Course and add street trees between the street and sidewalk where feasible. Also, if feasible, add a walking path around the perimeter of the golf course and add a trail along Schull Branch. In addition, access between O. Henry Middle School and WAYA should be improved.
 19. Replace invasive trees with native trees.
- At other meetings, additional issues and desires were also identified:
1. Expand Eilers Park into the Brackenridge Tract.
 2. Conduct a tree survey to determine whether there are any trees that meet the City's tree protection requirements.
 3. Redevelopment should avoid environmentally sensitive resources such as protected trees, wetlands, and endangered or threatened plant or wildlife habitat. Stormwater management should comply with City of Austin stormwater regulations.
 4. Plans for Brackenridge Tract should each include plans for construction of a new elementary school and should consider adding a middle school and high school if the tract is developed in accordance with proposed density.
 5. Increased density on the Brackenridge Tract should be addressed with additional transit and shuttle services connecting the Brackenridge Tract to the central downtown area.
 6. The design of any redevelopment should be compact, mixed use, and walkable so that all modes of travel are maximized. Redevelopment should result in harmonious residential development near the existing residential areas. Preserving significant amounts of invaluable urban green space and its remarkable trees is encouraged.
-

Transportation

Goal Statement and Introduction

Support the livability, vitality, and safety of the Central West Austin neighborhood by providing streets that enhance its neighborhood character, encourage walking, bicycling, and transit use, and better serve its schools, library, parks and other key destinations.

Key Themes:

- Do not widen streets (T.1.1)
- Enforce speed limits (ongoing APD efforts; see also T.1.3)
- Protect against cut-through traffic (T.1.2)
- Control on-street parking (T.1.5)
- Maintain acceptable traffic service levels (T.1.10; see also T.1.2 and T.1.4)

Streets in Central West Austin should be more than paths for cars. They are where neighbors meet one another, bicyclists ride, push strollers, walk dogs, and joggers exercise. They also give form to the neighborhood by shaping blocks and arranging lots. Their frontages create semi-public spaces out of front yards, where children play and residents socialize. The character of the neighborhood's houses and yards and its mature tree canopy encourages walking and cycling. Maintaining the neighborhood's traditional character, and moving it into a sustainable future, means striking the right balance between having residential streets that are social spaces and having bigger streets that accommodate vehicle traffic, transit, walking and cycling.

Loop 1/MoPac and Lamar Boulevard are major thoroughfares for all of Austin. Additional traffic is placed on the neighborhood's internal streets from drivers getting to and from major roadways and from drivers using these streets as alternate routes during rush hour. Unfortunately, the lack of neighborhood sidewalks on these smaller streets creates safety problems with such cut-through traffic. The higher speeds of drivers looking for a quicker route to or from work impair the local functions of these streets, as well as their potential for bike and pedestrian use and social interaction. This is especially acute for those streets without sidewalks or bike lanes.

Congestion is also a concern. As the neighborhood is close to Downtown and the University, traffic has increased over the years. There is also a concern that traffic will increase should the Brackenridge Tract and/or Austin State School redevelop. However, stakeholders were adamant that streets in Central West Austin not be widened to accommodate more traffic, and viewed higher traffic volumes as hurting their quality of life. Heavy traffic volumes and speeding present safety problems and reduce the quality of life for residents.

Central West Austin is served by bus routes that connect it to downtown, the University of Texas, and south and north Austin. Although, over the years, this service has declined due to low ridership, stakeholders would like to reverse the trend and see an increase and focus on target areas.

Most streets in Central West Austin were built before sidewalks were required in Austin. Many streets are narrow and are rated as low priority for sidewalks, due to fewer major attractors and lower density when compared to other neighborhoods. However, there is a desire to improve pedestrian mobility, and sidewalks should be located in accordance with the neighborhood's sidewalk plan, and not necessarily on every street. In addition, the neighborhood is served by two greenbelts, along Shoal and Johnson Creeks, which provide north-south routes for bicyclists and pedestrians, and the Trail at Lady Bird Lake connects Eilers Park through downtown to the Longhorn Dam. Stakeholders support improved pedestrian, bicycle, and transit access to the following key destinations including: schools, parks, Howson

Library, retail centers, transit stops, neighboring residential areas, and employ-

ment and other destinations outside of the neighborhood.

On-street parking was contested among stakeholders, with some feeling that it imposed on their homes and others finding it an important tool for reducing traffic speeds. In some parts of the neighborhood, on-street parking helps maintain the traditional character of the neighborhood by reducing the need for driveways and minimizing front-facing garages.

The Complete Streets Principle

Streets in Central West Austin are primarily oriented toward cars, but should be “completed” to accommodate all users: pedestrians, cyclists, transit riders, and motorists. The objectives and recommendations in this chapter are organized into two general themes:

Livable streets — streets should be places for recreation and socializing.

Equitable access — streets should accommodate vehicle, transit, walking and cycling.

Complete streets encompass both themes. Street design should yield safe and attractive spaces and foster a sense of identity for the community. Automobiles have an important place in complete streets, but should not dominate them to the exclusion of other uses. With all necessary components in place, the street will balance desirable space for social needs with transportation needs.

The objectives and recommendations in this chapter address elements that are needed for improvements at particular locations. These design principles can be applied to different street types. For exam-

Some elements of Complete Streets

- street furniture, such as benches
- appropriately scaled lighting
- street trees and vegetation
- appropriately scaled sidewalks
- sidewalk bulb-outs at intersections
- crosswalks and pedestrian islands
- user friendly and accessible transit stops
- bus pullouts
- on-street parking
- bicycle lanes
- public art
- appropriate number of curb cuts

ple, a neighborhood street may only use those components that are appropriate considering the traffic and nearby land uses. Through implementation, the neighborhood should see a cycle of improvement in which pleasant streetscapes encourage pedestrians to use roads which creates greater opportunities for socialization and leads to slower vehicular traffic that is sensitive to pedestrian activity. As vehicular traffic slows over time, streets become safer and encourage an increase in use by everyone.

Objective 1: Streets in Central West Austin should support neighborhood character and livability.

T.1.1

Maintain neighborhood character and livability by not adding lanes to streets or widening streets or bridges in Central West Austin. At the following intersections, stakeholders generally support intersection widening and improvements when they balance reducing congestion

Current neighborhood concerns regarding **volume and speed** (T.1.2):

- Exposition & Pecos Blvd — Street and intersections are overburdened during peak hours due to overflow from MoPac. Speeding is also a concern. At rush hour, traffic cuts through on westbound roads between Windsor and Enfield including Cherry Lane and Clearview.
- Windsor Rd — Excessive volume and speeding from Lamar to Pecos Street. Windsor also gets traffic during pickup and dropoff times at the Austin Girls School.
- Pecos St — Excessive traffic during rush hour and speed and fast acceleration at all times.
- Forest Trail — cut-through between Enfield Road and Windsor Road
- Winsted Ln — Burdened when MoPac is congested.
- W. 7th St — Used as a cut-through to Lake Austin Boulevard and Exposition Boulevard.
- Bridle Path — Used to avoid Enfield, when congested.
- McCall Rd — High traffic around the Girls School of Austin.
- 29th St — Excessive traffic during rush hour. Used as a cut-through to MoPac.
- Northwood Ave — Excessive traffic during rush hour. Used as a cut-through to MoPac.
- Westover East of MoPac — Used as a cut-through to MoPac.
- Jefferson St/Hartford Rd — Used as a cut-through to MoPac.
- 31st/Shoal Creek — Burdened due to traffic from Seton and St. Andrew School. Used to avoid 34th and 38th Streets, when congested
- Harris Blvd — speeding and used to avoid Lamar

and increasing safety for motorists, pedestrians, and cyclists with protecting nearby property owners from encroachment and not increasing overall traffic volume (provided that they are not used to justify widening the remainder of the streets):

- At the intersection of Exposition and Enfield
- At the intersection of Pecos and West 35th Street
- At the intersection of Exposition and Windsor
- At the intersection of Windsor and Hartford.

As a street through the heart of the western portion of the neighborhood, Exposition Blvd. should be maintained as a two-lane street with the existing bike and parking lane configuration, and should not be widened or re-stripped to provide additional traffic lanes.

P

T.1.2

The volume and speeds on all streets should be compatible with the roadway design and adjacent land uses. This recommendation deals with local improvements, such as traffic calming and reconfiguring routes and should result in slower speeds and discouraging cut-through traffic. Such improvements will restore neighborhood streets to public spaces that promote activities like walking and talking with neighbors. See the box below.

J: COA, NPCT

T.1.3

Report to 3-1-1 where speed limit signs are missing or do not reflect the 25 mph speed limit.

N

T.1.4

Vehicle safety should be enhanced such that it not only reduces accidents but makes the neighborhoods feel safer.

J: COA, NPCT

Current neighborhood concerns regarding **vehicle safety** (T.1.3):

- Wooldridge & Northwood — Traffic volume/limited sight distance.
- & Gaston & Claire & 29th Street
- 34th & Oakmont — On-street commercial parking blocks the view; angle of the intersection makes for poor visibility.
- Windsor Rd & Harris — Volume, speed, and limited visibility make it difficult to exit the neighborhood.
- & Hartford— Limited visibility, speeding, volume
- & Lamar — Speeding on Lamar.
- Jefferson St & 35th St — Visibility limited by commercial signs.
- & 34th St & 29th St & Northwood
- Exposition Blvd & Enfield — Cars turning left back up on Exposition.
- & 35th Street — Cars turning left back up the entire lane, including cars turning right, who only have a short turn lane. Back up also intrudes into bike lane.
- & Windsor Rd — High volume of traffic. Right-turning vehicles may be clogging southbound Exposition.
- Pecos & 35th Street — Limited sight distance combined with speeding along 35th makes turning left or right difficult. This is further exacerbated by cars coming from Balcones that are accelerating as they approach Pecos.

Vehicle safety (T.1.3 continued)

- 10th St & Wayside — Bus loading for O. Henry impedes traffic. Currently only served by Yield sign.
 - Happy Hollow & 35th Street — Immediately adjacent to the exit ramp from MoPac, with limited sight distance. Dangerous both for traffic from MoPac and for traffic from Happy Hollow.
 - Shoal Creek & Gaston
 - Churchill & 33rd
 - Mills & 35th
 - Harris & 29th Street & 32nd Street & Northwood
 - Red Bud and Lake Austin Blvd — cars turning left back up on Lake Austin Boulevard.
 - MoPac ramps
 - 35th Street exit lane from southbound — Service road is used as ancillary lane to bypass MoPac congestion.
 - Windsor Rd exit from southbound — large number of crashes.
 - MoPac interchange at Westover/ Northwood intersection — Southbound exit onto Westover lacks lane markings, which causes queuing problems and — drivers run stop signs and speed on/off access ramps.
 - Lake Austin Boulevard — large number of crashes
 - Jefferson at 29th Street — visibility, drivers running stop sign
 - Wooldridge at 29th Street — visibility, long crossing for pedestrians
 - Jefferson at Northwood — drivers run stop sign
-

Vehicle safety (T.1.3 continued)

- Shoal Creek Blvd at Gaston — visibility, road drives into park area/ leash free area, safety for large number of pedestrians and pets using park
 - Harris at 29th Street — drivers run stop signs
 - Jefferson at 34th Street — difficult crossing for pedestrians
 - Jefferson at Northwood — visibility issue
 - Harris at Northwood — drivers run stop signs
 - Wooldridge at Gaston — signage is confusing (yields, stops)
 - Wooldridge at Northwood — drivers run stop signs E to N and S to W
 - Harris at 32nd Street — visibility problem due to landscaping
 - Wooldridge at Claire — visibility issue, long crossing for pedestrians,
-

T.1.5

N

Control on-street parking more efficiently to improve safety by identifying appropriate locations for the Residential Parking Permit Program to resolve issues from non-residential parking. Current locations of interest are Wooldridge, Happy Hollow, the 3400 block of Oakmont, and the Deep Eddy neighborhood.

T.1.6

Reclaim neighborhood streets by engaging in social events that slow traffic and encourage residents to use streetside public space. Events could include:

- Wave On Wednesdays (WOW): walkers and cyclists smile and wave at passing drivers. This socially includes drivers in the neighborhood and encourages them to respect it.
- Streetside congregating: Residents congregate at intersections. While a single person can easily be overlooked, many together become a point of interest, making drivers more mindful of their surroundings.

For more information on street reclaiming, see <http://www.lesstraffic.com/Programs/SR/SR.htm> or read *Street Reclaiming*, by David Engwicht, available at the Austin Public Library.

N

T.1.7

Add street furniture alongside roads to create places for social interaction. Street furniture includes benches and kiosks. Street furniture can be placed along neighborhood streets, but should generally be focused on larger streets where more pedestrian traffic is desired.

J: COA, NPCT, Cap Metro

T.1.8

Beautify bus stops in Central West Austin through Cap Metro's Adopt-a-Bus-Stop program. This will help bus stops perform

multiple functions, including enhancing neighborhood character and distinctiveness, creating social space, and providing opportunities for public art. Adoptions should target stops with long-term investments, such as tree plantings and bus pull-outs.

J: NPCT, Cap Metro

T.1.9

Recreate Lake Austin Boulevard as a gateway to Central West Austin destinations. It should become a real boulevard that provides equitable access between pedestrians, cyclists, transit users, and motorists and promotes recreation and socializing, but without expanding vehicle lanes. Below is a sample commuter boulevard. Should the University redevelop the Brackenridge Tract, recreating Lake Austin Boulevard becomes of greater importance. Please see the sidebar for more specific information.

J: COA, NPCT, Cap Metro

T.1.10

Maintain acceptable levels of service at all signalized intersections.

P

T.1.11

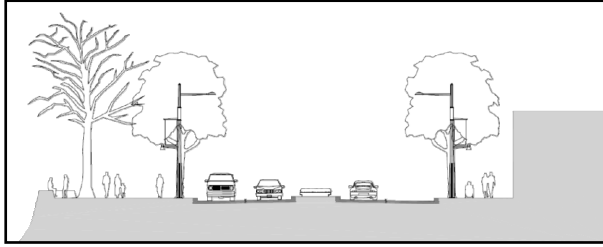
Review all future transportation projects to ensure that opportunities for other complete streets measures listed in Objectives 1 and 2 are taken advantage of. Streets can best be completed by making multiple improvements at once.

J: COA, NPCT

T.1.12

Improve traffic flow at the intersection of MoPac and Lake Austin Boulevard. Suggested improvements include:

- Improving access to north-bound MoPac from east-bound Lake Austin Boulevard.
- Permitting right turns during red lights from Atlanta Street onto west-bound Lake Austin Boulevard.



Recreating Lake Austin Boulevard as a “real boulevard” (T.1.9)

Stakeholders would like to make the following improvements in order to make the road more attractive, promote walking and cycling, and encourage interaction. Preferred amenities include:

- Pedestrian and bicycle crossing structures to make it easier to cross.
- Add landscape islands to make it easier to cross, remove a physical barrier and provide beautification
- Add trees and landscaping to provide shade for pedestrians and cyclists as well as adding beauty. It was suggested that, where possible, the street become a canopy road, which can be described as large trees such as live oaks that cast their protective shade over the road, with limbs that meet in a canopy to provide shade for the roads beneath them.
- Add street furniture such as benches but place at areas of activity such as bus stops or retail.
- Options to on-street parking should be explored
- Add fully-shielded lighting
- If feasible, placing utilities underground
- Reconfigure the road to be more curvy or winding in order to make the road more inviting to pedestrians and cyclists and slow traffic
- More delineation between the sidewalk, bike lane, and street

- Adjusting signal timing at intersection of Atlanta Street and Lake Austin Boulevard to enhance southbound traffic from Atlanta Street onto southbound MoPac.

T.1.13

Reduce bus congestion around O. Henry Middle School, primarily those routes that go through the neighborhood.

J: NPCT, AISD

Objective 2: Make key destinations easier to reach for all users, regardless of mode of travel.

PEDESTRIANS AND BICYCLISTS

T.2.1

Build the sidewalks identified in the adjacent maps and Table T-1 by encouraging the city to repair sidewalks in disrepair and to place new sidewalks, where practical, directly adjoining the street without an “island” of grass and landscaping between the sidewalk and street.

J: COA, NPCT

T.2.2

Pedestrian access should be examined/enhanced such that it makes walking within the neighborhoods easier.

J: COA, NPCT

T.2.3

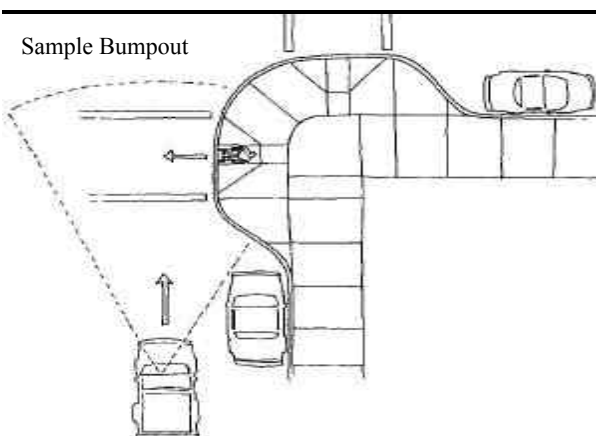
When pedestrian improvements are made, add pedestrian bump-outs, where feasible. Bump-outs are sidewalk extensions that safely bring pedestrians into on-street

Current neighborhood concerns regarding pedestrian improvements (T.2.2):

- Lake Austin Boulevard near Deep Eddy: pedestrians have trouble crossing Lake Austin Boulevard due to traffic volume and speed. Improvements could be combined with the overall re-creation of Lake Austin Boulevard in recommendation T.1.9.
 - Northwood and Jefferson: heavy volume and speed makes this intersection dangerous to pedestrians and cyclists.
 - Jefferson and 34th, 33rd, and 32nd Sts — Heavy volume impacts these routes to Bryker Woods Elementary, a daycare, and a bus stop.
 - 35th St
 - between Randall's and Hilbert's
 - as it splits from W. 38th in front of the Wells Fargo Bank to one block south at Mills (in front of Hilbert's and the Vet Clinic.): there is no safe pedestrian crossing as traffic does not stop anywhere to allow for a conventional crosswalk.
 - Hopi, Dillman, and Meredith—conflict with vehicles
 - Exposition Boulevard:
 - At 10th and 12th Streets: Heavy volume and speeds impact O. Henry Middle School, WAYA, and neighborhood joggers and are problematic for the school bus stop at 10th St.
 - At Bowman: Poorly timed signals at this intersection create a constant stream of traffic at Howson Library.
 - At Casis Elementary: Bus stop and nearby shopping center are difficult to access due to traffic.
 - Surrounding Tarrytown Park.
 - From Johnson Creek Hike and Bike Trail to West Enfield Park.
 - Hartford and Windsor exit — Southbound on bike route #29.
 - Wooldridge and 29th Street — Long pedestrian crossing distance
 - Windsor Road
 - At Harris: Traffic, volume, speed, and poor visibility
 - At Hartford and MoPac: no designated route for pedestrians and cyclists to cross under MoPac
-

parking areas, giving them better views of oncoming traffic and vice versa.

J: COA, NPCT



T.2.4

Add street trees for pedestrian shade including but not limited to along roads that serve key destinations.

J: COA, NPCT, private property owners

T.2.5

Create the bike lanes identified in the adjacent maps and Table T-1. These projects are in addition to those identified in the Austin 2009 Bicycle Master Plan. During the amendment process to the Bicycle Master Plan, the City will re-evaluate the need for the Northwood bicycle route with particular focus on on-street parking needs.

J: COA, NPCT

T.2.6

Make MoPac crossings safer to accommodate pedestrians and cyclists, in particular the 35th St crossing and the Westover/Northwood crossing, which is used by children attending Casis Elementary, as well as Lake Austin Boulevard.

J: COA, NPCT, TxDOT

T.2.7

Reserved.

T.2.8

Improve Red Bud Bridge by adding pedestrian access and a separated bike lane. Additional car lanes should not be added.

J: COA, NPCT

SAFE ROUTES TO SCHOOLS

T.2.9

Improve routes by which children travel to nearby schools. (See the sidebar, "Children and large roads.")

Bryker Woods Elementary

- A. Jefferson at 34th and 32nd Sts — Heavy volume makes this a dangerous crossing for elementary students, as well as high school students who use the bus stop at 34th Street.
- B. 35th St and Lamar Blvd — The school should work with parents to establish bicycle trains once safe bike routes have been established. These roads are not suitable for children to walk across unsupervised.
- C. 35th Street Cutoff — Used by Bryker Woods students who live in the Rose-dale neighborhood.
- D. Westover Road (east of Exposition) — A bike route on Westover Road should be established to a clear and safe bike path for children riding to school.

Casis Elementary

- E. Northwood across MoPac — The school should work with parents to establish a bicycle train under MoPac corridor once a bike route is established. This intersection is not suitable for unaccompanied children to walk through.

J: COA, NPCT, Schools, and Campus Advisory Councils

T.2.10

Annually conduct Child Safety training courses at the three public schools in the neighborhood.

J: COA, NPCT, Schools, and Campus Advisory Councils

T.2.11

Apply for a Safe Routes to School grant to implement the recommendations in T.2.1, T.2.5, T.2.6, and T.2.9.

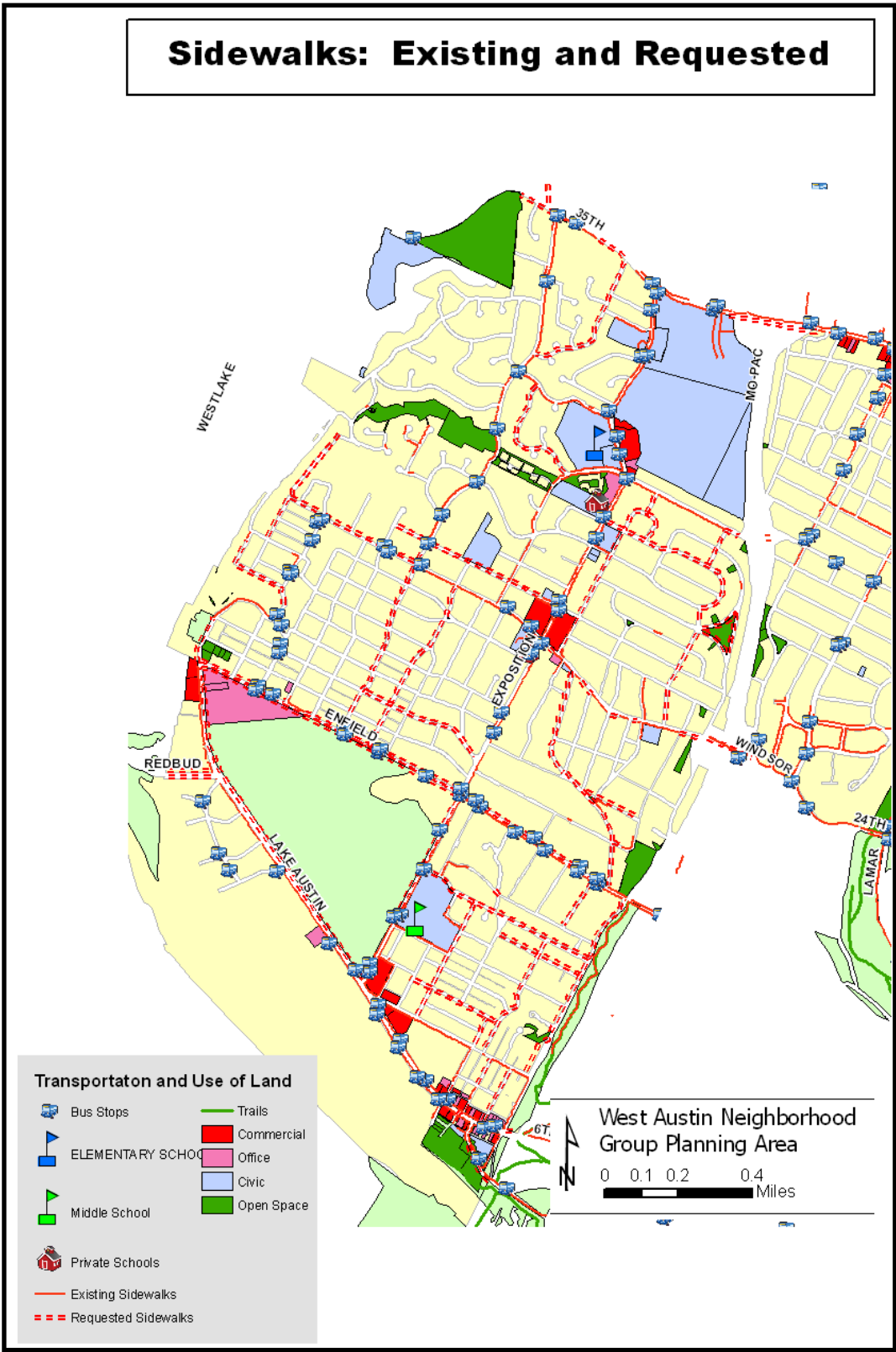
J: COA, NPCT, Schools

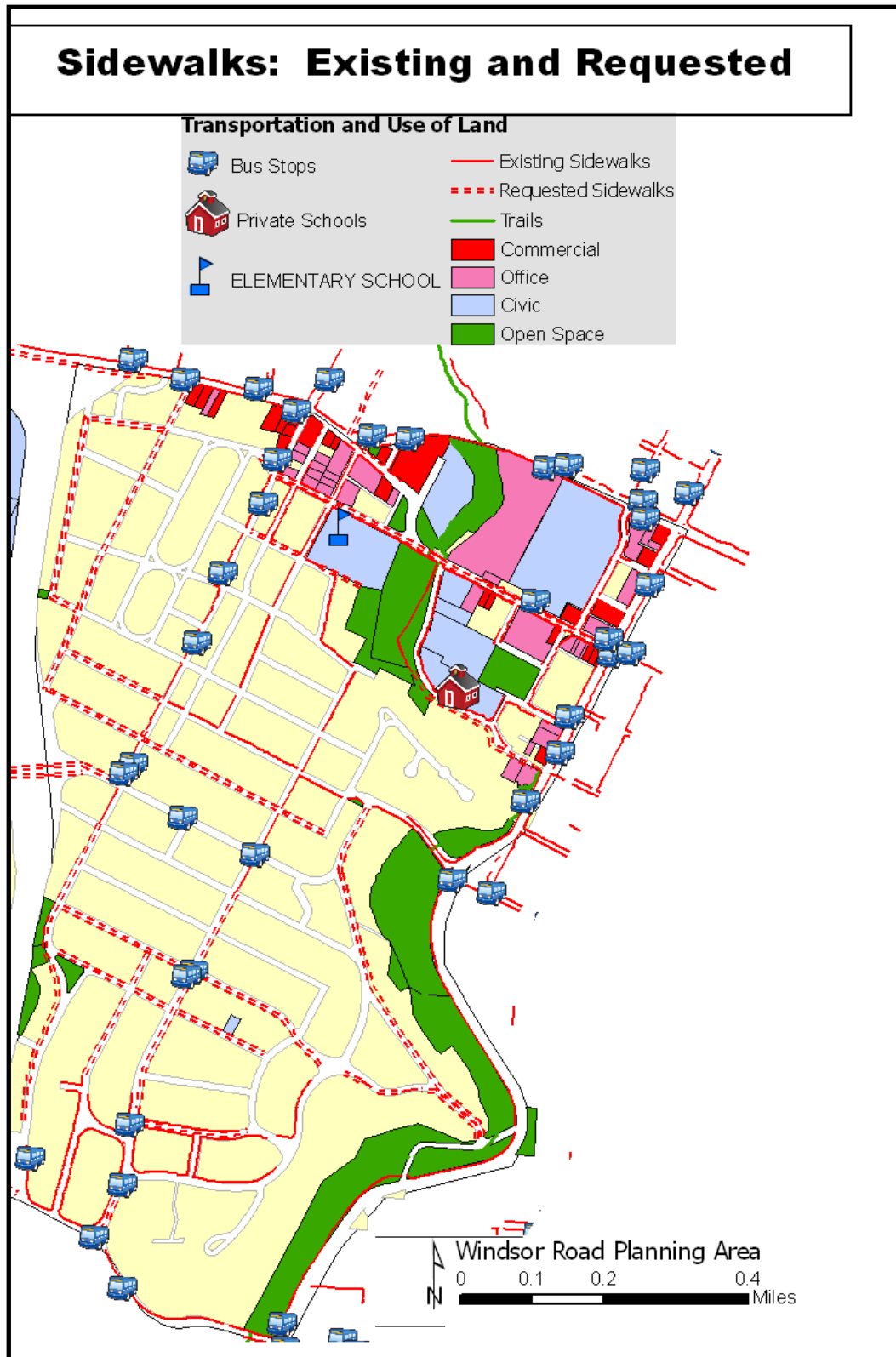
Children and large roads

Elementary school children should not be encouraged to walk across major roads such as Lamar, 35th, or MoPac due to safety issues. Young children have a difficult time judging how to cross a large road with many cars going both directions and their difficulty is increased at heavily trafficked intersections with complex timing and turn-taking. Students are encouraged to ride bikes in groups with an accompanying parent (forming a bicycle train) across these major roads. Groups are more obvious to drivers and will reduce the chance of an accident.

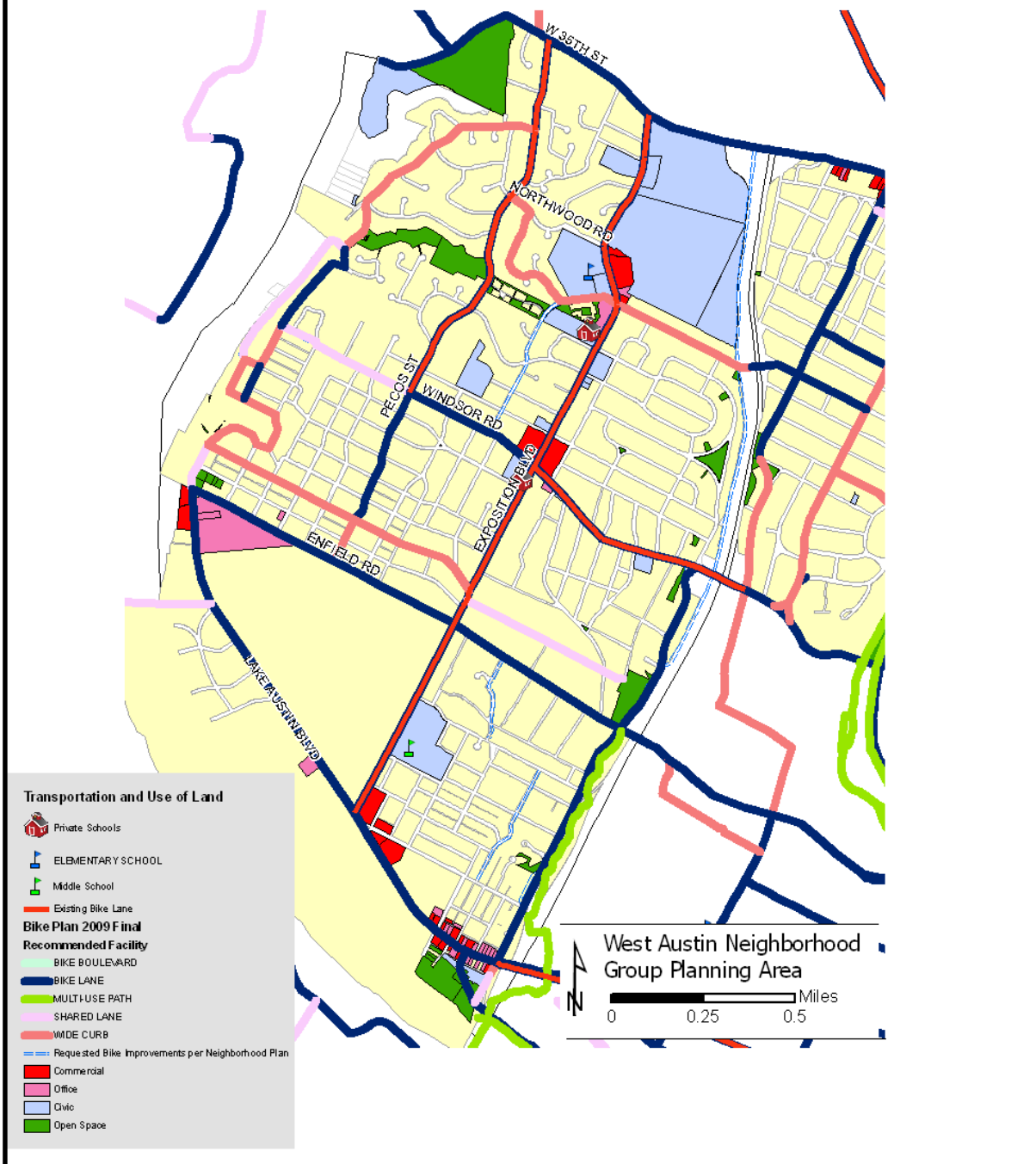
TRANSIT

T.2.12

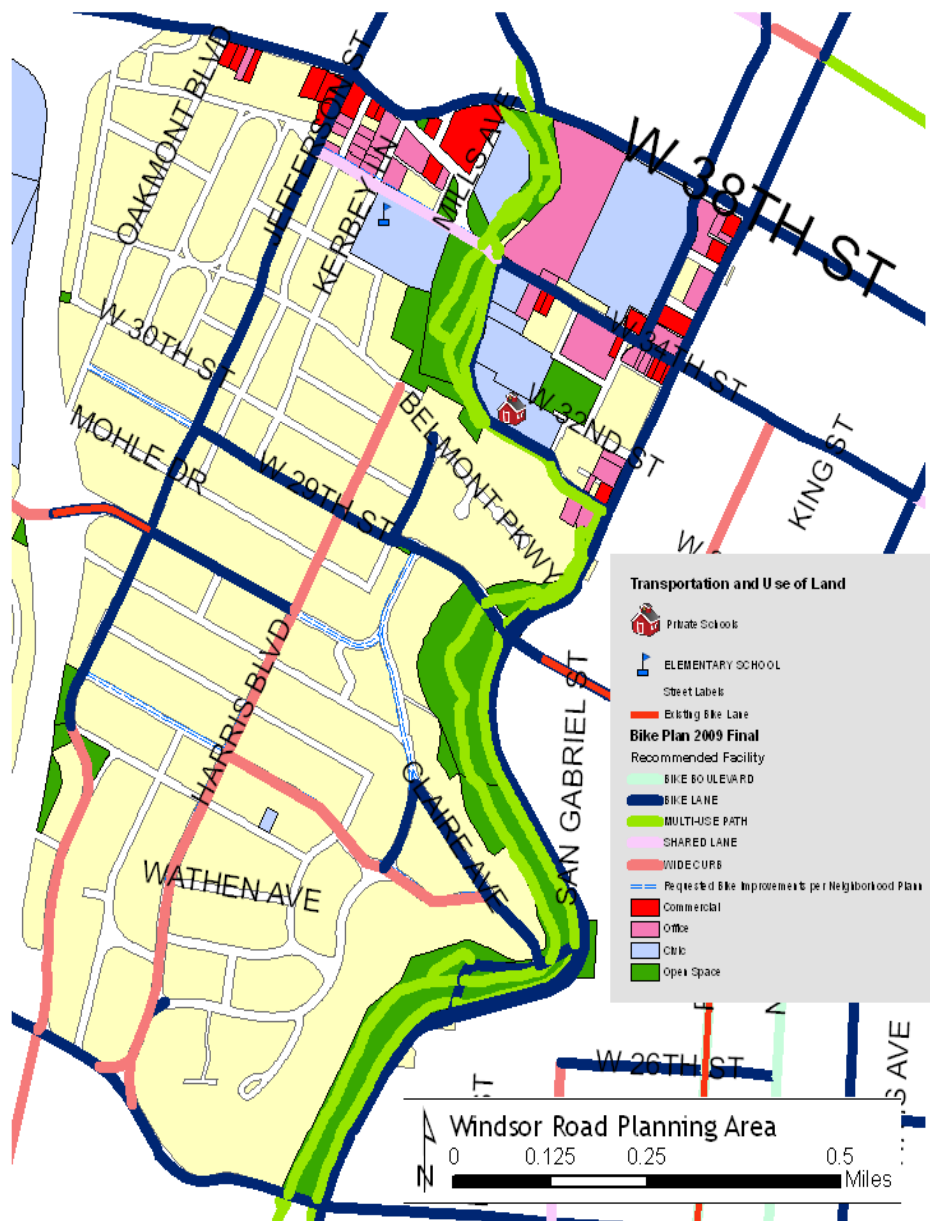




Bike Lanes: Existing, Planned and Requested



Bike Lanes: Existing, Planned and Requested



Maintain and evaluate the feasibility of improving bus service to areas that have demonstrated ridership, such as:

- a. The Gables apartments
 - b. UT student housing at Brackenridge and Colorado apartments
- J: NPCT, Cap Metro

T.2.13

Evaluate the feasibility of improving bus service to destinations within the neighborhood with the intent of increasing ridership and/or reducing vehicular traffic, such as:

- a. Oyster Landing
- b. Laguna Gloria and Mayfield Park and Preserve
- c. Exposition Boulevard from Lake Austin Boulevard to 35th Street
- d. Large special events in other parts of the city

J: NPCT, Cap Metro

T.2.14

Increase ridership where locally desired by residents through social interactions and neighborhood promotions, such as advertising in the neighborhood, providing training, or starting a One Day a Week effort which promotes getting to work by bus at least once a week.

J: NPCT, Cap Metro

T.2.15

Add a shelter to the bus stop at Jefferson and 34th Street.

J: NPCT, Cap Metro

T.2.16

Improve gaps outside the neighborhood that prevent connection to key locations, such as downtown.

J: COA, NPCT

Objective 3: Support transportation investments in the Loop 1 (MoPac) and Lamar Boulevard corridors that are compatible

with the neighborhood and its environment.

T.3.1

Oppose expansions of Loop 1 or the acquisition of additional right-of-way from either side of Loop 1 that adversely impact the neighborhood through noise, light, or cut-through traffic or that encroach upon existing homes. Increased capacity should be accompanied by trees, buffers, and sound barriers and should not be accompanied by elevated lanes or the acquisition of additional right-of-way from either side of MoPac/Loop 1.

N

T.3.2

Support city-wide mass transit service that will decrease congestion on Loop 1 and Lamar Boulevard, thus reducing traffic on Central West Austin's streets and improving the transportation system for all of Austin and the region.

N

T.3.3

If a commuter rail station is added along the MoPac corridor, ensure that it provides bicycle, pedestrian, and bus access from the surrounding neighborhoods, that there is adequate parking such that there is no commuter parking in the neighborhood, and that it improves connections across MoPac.

J: COA, NPCT, Lone Star Rail District

T.3.4

Participate in the Lone Star Rail District's planning process to ensure that any rail line, station, or development is consistent with this plan and that the neighborhood's concerns and opportunities (see the text box below) are addressed.

J: COA, NPCT, Lone Star Rail District

Lone Star Rail District

A potential commuter rail linking Georgetown to San Antonio could run between both planning areas along the existing rail located within Loop 1. On November 14, 2007, stakeholders heard a presentation from the District identifying potential plans for the commuter rail including a potential station and associated transit-oriented development along Loop 1 and 35th Street. On December 5, 2007 stakeholders identified opportunities and concerns regarding the potential rail along this corridor and not just specifically at 35th Street. Should the rail and development move forward, stakeholders would like to see a project that supports the provisions of this neighborhood plan.

Concerns

- Increased density is not appropriate due to compatibility and traffic issues
- Displacement of Austin State School
- Not enough land on 35th St for transit-oriented development
- Threat to local business
- Effects on neighborhood will not be studied or addressed
- Noise & light pollution
- Not enough planned parking which will cause cars to park in neighborhood
- Parking design standards will not enhance the neighborhood
- Should not be located near Enfield, Westover, or Windsor roads because on-off ramps are inadequate and incompatible with neighborhood
- Increased vehicle traffic including cut-through
- Clover leaves on W. 35th make access to station difficult.
- Attraction of transient population
- Public process & full disclosure will be denied or limited

Opportunities

- Easy access to other cities, including San Antonio
- Easy access to downtown
- Possibilities for better connection & improve overall non-vehicular access
- Another alternative to cars
- Could reduce vehicular traffic
- Support vitality of neighborhood
- More places to walk to/pedestrian-friendly development
- Increased residential development that is not as expensive
- Business growth

Parks, open space, & environment

Goal Statement and Introduction:

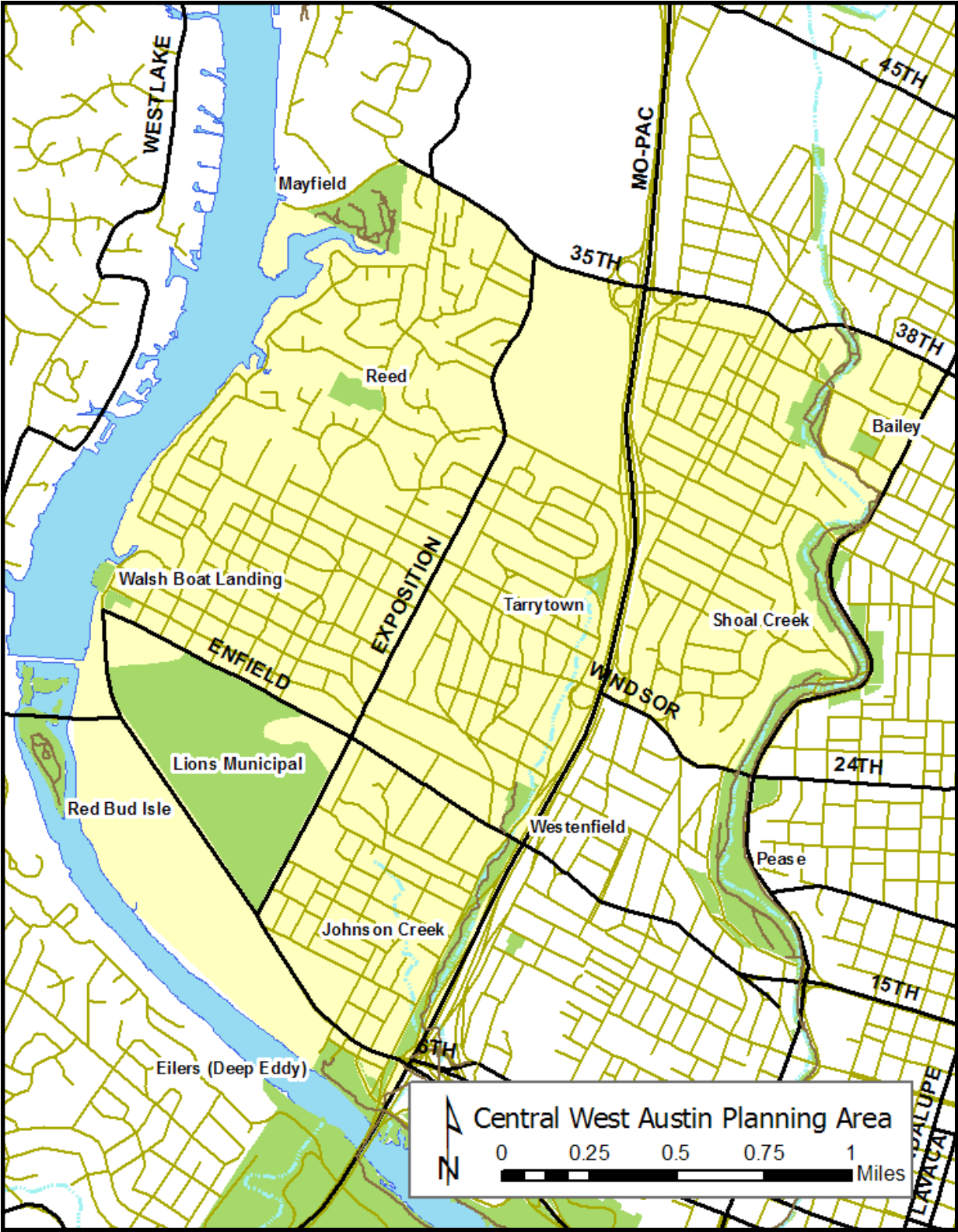
Preserve, connect and enhance existing parks and recreational areas and facilities in the Central West Austin Planning Area, as well as open-space on large properties (e.g., Austin State School and the Brackenridge Tract) for the health, recreational and historical benefits they bring to the community. Create opportunities for additional public open space such as trails, pocket parks, and landscaped traffic islands, as well as parks and recreational areas and facilities on large properties.

The location for Austin was chosen in part because of its hills, its natural beauty, its adjacency to the Colorado River. Incorporating some of those open, natural areas as public parks and open spaces has been an important part of the way the city has grown, and is a very important part of the city's identity. The value of such public spaces has been embraced by the citizenry who enjoy the recreation, fresh air, open space, and greenery that they provide. In the CWANP area, and around the city, they are important social and civic sites, allowing people of all ages and backgrounds the chance to interact, and often to learn a bit of Austin's history. Parks provide an important connection to the natural environment in our increasingly urban surroundings, and the CWANP area has parks embodying natural elements of this area.

Central West Austin is fortunate to have a dozen parks and green areas, ranging from

major, city-serving parks (such as Lions Golf Course and the Shoal Creek Greenbelt) to small, neighborhood parks (such as Tarrytown Park), down to even smaller pocket parks that are converted from unused spaces. These parks help define the neighborhood's character and history and serve as important meeting and recreational destinations.

Potential development of existing green-space and parkland has created concern for the neighborhoods. The Brackenridge Tract and Austin State School currently provide recreational opportunities that could be impaired should they be developed. Also, Camp Mabry, located just north of the planning area, has been used as a park but has also had rumors about its being developed. Keeping these areas as parks and greenspace is desirable because of their beauty and the fact that they provide natural habitat and recreation in an urban area.



Current park amenities in Central West Austin

Tarrytown Park: 2.25 acres

- Softball field
 - Playground
 - Picnic tables
- ⇒ Acquired by City in 1939

Bailey Park: 2.3 acres

- Softball field
 - Tennis courts
 - Volleyball courts
 - Picnic tables & pavilion
 - Indoor restrooms
 - Wading pool
- ⇒ Acquired by City in 1935

Walsh Boat Landing:

- 4.06 acres
- Picnic tables
 - Bar-b-que unit
 - Indoor restrooms
 - Boat ramp
 - Fishing
- ⇒ Acquired by City in 1957

Reed Park: 6.27 acres

- Softball field
 - Picnic tables
 - Swimming and wading pools
 - Historic Marker
- ⇒ Acquired by City in 1954 through a donation by Roberta Reed Dickson Crenshaw

Eilers Park/Deep Eddy:

- 8.96 acres
- Volleyball courts
 - Playground
 - Picnic tables
 - Bar-b-que units
 - Municipal swimming pool
 - Wading pool
 - Fishing area
 - Trails (0.25 miles)
 - Reservable facility
 - Deep Eddy Community Gardens
 - Historic Marker
- ⇒ Acquired by City in 1935

Lady Bird Lake

Hike & Bike Trail:

- Trail (10.1 miles)
- ⇒ Town Lake Beautification Project began in 1971

West Enfield Park: 11.04 acres

- Softball field
 - Multipurpose field
 - Basketball court
 - Tennis courts
 - Multipurpose courts
 - Playground
 - Picnic tables & pavilion
 - Indoor restrooms
 - Neighborhood swimming pool
- ⇒ Acquired by City between 1937 & 1946

Red Bud Isle: 13.56 acres

- Picnic tables
 - Boat ramp
 - Fishing pier
 - Trails (1.3 miles)
 - Dog park
- ⇒ Acquired by City in 1945 through a deed by the State of Texas

Mayfield Preserve: 20.62 acres

- Nature preserve
 - Picnic table
 - Portable restroom
 - Trails
 - Historic Marker
- ⇒ Acquired by City in 1971 through a donation by Mary Mayfield Gutsch

Johnson Creek Greenbelt: 59.47 acres

- Trails (1.11 miles)
- ⇒ Acquired by City in 1977

Shoal Creek Greenbelt:

- 76.72 acres
- Picnic tables & pavilion
 - Trails (3.5 miles)

Lions Golf Course: 141 acres

- Golf course
 - Historic Marker
- ⇒ Leased to the City from the University of Texas in 1937

Nearby parks:

Pease Park

Lamar Senior Center

Other open space:

Laguna Gloria

Lift Station @ Scenic Drive

Planning area residents appreciate the number and variety existing parks. Almost all of the parks, however, could use some improvements in facilities, landscaping, and maintenance.

The recommendations that follow, when implemented, will strengthen Central West Austin by refining its parks and the roles they play in the neighborhood. These recommendations generally focus on three areas—improving access to parks, improving the uses and facilities at parks, and using parks to improve the environment in Central West Austin.

Objective 1: Ensure access to a range of parks and open space for a range of people.

P.1.1

Identify and create new parks and open spaces that serve their immediate neighbors as opportunities arise.

J: NPCT, COA with Neighborhood Associations, Keep Austin Beautiful, & Austin Parks Foundation

Current opportunities include (P.1.1)

- Jefferson & 34th Street triangle: potentially add a bus shelter and picnic bench
 - Etheridge & Jefferson Street triangle
 - Jarrett Street triangle: add landscaping
 - Staging area southeast of Tarrytown Park along Winsted Lane
-

P.1.2

Improve parking facilities at the following parks:

- a. Shoal Creek Greenbelt — to reduce parking overflow onto neighboring streets
- b. West Enfield Park — reduce impacts to neighborhood streets such as Sharon Lane

- c. Eilers Park — to accommodate increased volume
 - d. Walsh Boat Landing — resurface to prevent erosion and maintain permeability and address boat docking access.
 - e. Red Bud Isle
- J: NPCT, PARD with Friends of ...

P.1.3

Improve pedestrian and bicycle access to parks along the street network from the neighborhood.

J: NPCT, COA

Access points that need improvement include (P.1.3)

1) Shoal Creek Greenbelt/Seiders Springs/Bailey Park/Pease

- a. 34th Street to Shoal Creek Park/Seiders Springs
- b. Windsor Road to Pease Park/Shoal Creek Greenbelt
- c. 29th Street to Shoal Creek Greenbelt — fix gravel that is there (tough to cross)
- d. 32nd Street area and Bryker Woods Elementary into Upper Shoal Creek Greenbelt and then to Bailey Park (possibly by negotiating the use of pathways with Bryker Woods Elementary and St. Andrews Elementary)
- e. Improve signage into park along Shoal Creek Boulevard

2) Mayfield Park : 35th Street to Mayfield Park

3) Red Bud Park: Accommodate pedestrians and bicyclists on an improved Red Bud Bridge.

4) Johnson Creek Greenbelt

- a. Add more access points on the neighborhood side, including below the Atlanta Street Bridge.
 - b. Add emergency call boxes along the hike and bike trail.
-

See Transportation Chapter for a map of recommended pedestrian and bicycle improvements.

P.1.4

Improve travel within parks

J: NPCT, COA with Friends of ...

Stakeholders have identified these current concerns (P.1.4)

- 1) Shoal Creek Greenbelt
 - a. Improve creek crossings where crossings exist
 - b. Extend trails over gabions north of 34th Street
 - c. Add lighting
 - d. Add emergency call boxes
- 2) Eiler's Park: Add staircase to picnic and playscape area to allow visitor's to bypass the ramps.
- 3) West Enfield: Connect a sidewalk to the pool
- 4) Johnson Creek: Create pedestrian and bike path in Johnson Creek area below Winsted Lane/Atlanta Street to enable safe crossing from Deep Eddy Heights area (west of MoPac) to Johnson Creek trail which provides access to Hike and Bike trail.

P.1.5

Repair Johnson Creek Greenbelt trail access under Veterans Drive near the Roberta Crenshaw Pedestrian Bridge in order to maintain and provide continuous access through Shoal Creek and Johnson Creek Greenbelts to the Trail at Lady Bird Lake. (Permeable pavements are preferred.)

J:COA, NPCT with Friends of ...

P.1.6

Negotiate with landowners for passage through and recreational use of open space such as UT, LCRA, Austin Girl's School,

Austin State School, Seton Medical Center, and St. Andrews Episcopal School. Primary passage interests include:

- a. Creating a public trail from 35th Street to the southern boundary of the Austin State School
 - b. Connecting the Hike and Bike Trail along Lady Bird Lake to Red Bud Trail
- J:NPCT with COA, Land Owners

Lady Bird Lake Hike and Bike Trail

Formerly known as the Town Lake Hike and Bike Trail, the trail was renamed in memory of Lady Bird Johnson on July 26, 2007. The trail extends from Eiler's Park east to the Longhorn Dam. In 1971, the City created the Town Lake Beautification Project and appointed Ms. Johnson as the chair. The effort led to the creation of the trail.

Red Bud Isle

Red Bud Isle is best known as being an off leash dog park. The park has a wide array of vegetation such as Texas Ash and Redbud trees and animal life including Great Horned Owls, Blue Herons, and Ospreys. It was formed in the Colorado River in 1900 when the seven year old McDonald Dam collapsed during a major flood.

Objective 2: Program existing parks to promote recreation and wellness, public art, and gathering places for all ages.

P.2.1

Improve amenities at Bailey Park to make it a more attractive destination for families in the nearby neighborhoods, subject to historical considerations. Potential improvements could include repairing the tennis courts, revamping the existing

stage to promote more entertainment, civic space, and community gathering; play areas for young children; adding a trail around the park, and refurbishing the wading pool or upgrading it to a full-sized pool or splash pool.

J: NPCT, COA

P.2.2

Restore and beautify Reed Park, its pool, and South Taylor Slough. This should include scheduling regular maintenance and participating in the Adopt-A-Park program.

J: NPCT, COA with Friends of Reed Park

P.2.3

Create a park or program for teens. One suggested location is at Eilers Park between Deep Eddy Pool and the Deep Eddy Community Garden along Veterans Drive.

J: NPCT, COA with Friends of ...

P.2.4

Create opportunities for public art display at parks. An example is the planned mosaic at Eilers Park.

J: NPCT, COA with Friends of ...

P.2.5

Ensure that some part of all park play-scapes are shaded with either trees or shade structures.

J: NPCT, COA with Friends of ...

P.2.6

The residents of the neighborhood should utilize the Adopt-A-Park Program for assisting with small park upkeep and beautification

J: NPCT, COA with Keep Austin Beautiful, Friends of ..., Austin Parks Foundation

Adopt-A-Park

The City's Adopt-a-Park program was created to provide an opportunity for neighborhoods to adopt the park in their community. Please go to <http://www.ci.austin.tx.us/parks/volunteer.htm> for more information.

P.2.7

Provide maintenance, such as restoring irrigation or supplementing soil to improve tree health. (FYI: landscaping/flower beds may be done through the Adopt-A-Park Program on parkland.)

J: NPCT, COA with Keep Austin Beautiful

P.2.8

Post signage providing contact information for "Friends of Parks" programs at all parks.

J: NPCT, COA with Friends of ...

P.2.9

Add bleachers and repair tennis courts and pool at West Enfield Park.

J: NPCT, COA

P.2.10

Refurbish the wooden pavilion along Shoal Creek, south of 34th Street and provide picnic benches under the oak trees located south of the 29th Street Bridge.

J: NPCT, COA

P.2.11

Plant shade trees and add benches along Shoal Creek Trail and Eilers Park to improve the pedestrian environment. (Work within the principles of Objective 6 to improve stormwater quality and fit into the neighborhood tree theme.)

J: NPCT, COA with Friends of ..., Tree Folks

P.2.12

Conduct a study to determine whether there should be improvements to the off leash dog park at Shoal Creek Greenbelt to reduce potential conflicts between dogs and vehicles, pedestrians and cyclists. The purpose of the study is to improve the safety to dogs as well as humans.

J: NPCT, COA

P.2.13

Repair, maintain or replace Deep Eddy Pool as a spring-fed pool, subject to historical considerations.

J: NPCT, COA with Friends of Deep Eddy

Did You Know?

Park Operations

If you see suspicious activities or see people in the park after hours of operations, please call 3-1-1.

Shoal Creek Hike and Bike Trail

Janet Fish, daughter of Walter Long, spearheaded and donated her own money as well as raised additional funds for the creation of the trail in the 1950s. She is credited with calling it the "Hike and Bike Trail." The Hike and Bike Trail is one of the earliest of its kind in the United States and was used as an example by Lady Bird Johnson when touting her beautification efforts. There is a bridge across the creek named in her honor.

Walsh Boat Landing

Walsh Boat Landing is one point of access to Lady Bird Lake for boaters. It also includes a fishing pier and picnic facilities. Of historical note is that Dudley Fowler, son of Marion W (Pappy) and Marian (Mame) Fowler, was in the City Attorney's Office and helped in the acquisition of Walsh Boat Landing. His father built boats, including the original Riverboat Commodore and developed waterfront property including Greenshores and Ski Shores.

Laguna Gloria

This Italianate-style villa was built in 1916 for Henry and Clara Driscoll Sevier. In 1943, the site was conveyed to the Texas Fine Arts Association by Ms. Driscoll, who was known for her efforts to preserve the Alamo. Their home is now owned by the Austin Museum of Arts. Laguna Gloria is used for enjoying the gardens and views of the lake, art education as well as viewing art exhibitions.

Eilers Park / Deep Eddy Pool

Deep Eddy is the oldest swimming pool in Texas. The pool was originally a swimming hole due to its springs. In 1915, A.J. Eilers, Sr. bought the swimming hole as well as the adjacent land and built the pool and a resort, called Deep Eddy Bathing Beach, which he sold to the City in 1935. Two weeks after the purchase, the Lower Colorado River flooded which filled the pool and destroyed the bathhouse. By July 1936, the pool had reopened thanks largely to the Works Progress Administration which funded the renovation. The City created a park around the pool and named it in Mr. Eiler's honor. Over the years, the bathhouse and other structures became dilapidated. The Friends of Deep Eddy organized to help repair these structures and maintain the historic appearance while providing modern amenities. Their work has lead to over 700 volunteers and \$677,000 in donations contributing to improvements. A major milestone occurred on June 2, 2007 when the bathhouse had a grand reopening. Future improvements include repair to the pool, a handicapped accessible path and ramp, concession stand, and entry pavilion. In June 2003, Deep Eddy Pool became a historic landmark on the National Register of Historic Places.

Mayfield Park and Nature Preserve

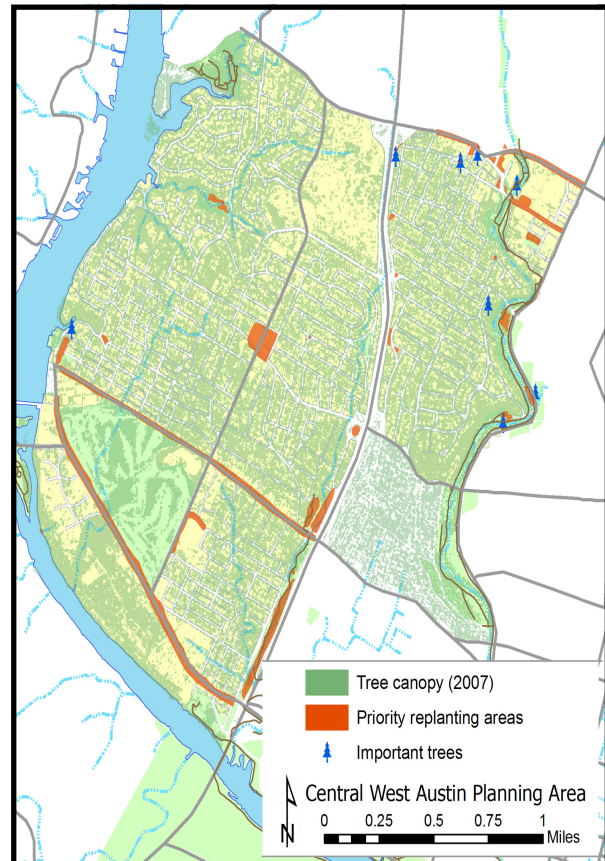
Native and non-native species intermingle at Mayfield Park and Nature Preserve, including the highlight of Mayfield, the peacocks. The park offers public space and gardens, and the preserve offers seclusion and a connection to Austin's natural heritage. Allison Mayfield purchased the land in 1909. His daughter, Mary Frances designed the gardens and her husband, Milton Gutsch directed the building of the stone walls, ponds and garden features. The peacocks were given as gifts from friends in 1935.

Goal Statement and Introduction:

Central West Austin will encourage a healthy urban ecosystem that uses trees and appropriate vegetation to make the neighborhood pleasant and unique, improve environmental conditions, and connect its social and natural heritages.

Good urban environments layer social and natural history together, creating complex patterns that sustain residents, lend a neighborhood's unique character, and provide important services. The primary connection among the great variety of uses for the urban environment is the urban forest. Urban trees are a core component of a city's green infrastructure, providing valuable ecosystem services to the entire community, such as sequestering carbon, filtering pollutants from the air and water, mitigating heat island effects, providing wildlife habitat, and overall improving the health, well-being, and economic vitality of our neighborhoods. Trees in Central West Austin give the neighborhood its established feel—at 51%, this is among the most heavily canopied areas in Austin. Trees make neighborhood streets more intimate and bring the distinctive ecology of Central Texas into yards. They shade pedestrian routes and prevent paved surfaces from absorbing heat from the sun, which assists citizens with coping with extreme climatic conditions. Trees' deep root systems help the ground to absorb rainwater, reducing the strain on sewers, contributing to healthy creeks, and filtering pollutants before they enter waterways.

Stakeholders want to preserve the trees that they have and take an active role in helping their forest become healthy, by planting diverse native species and ensuring a healthy age structure. The biggest obstacles to keeping their forest healthy



and full is age and lack of diversity (e.g. age and species) of the forest as well as redevelopment of smaller, older homes into larger ones. Trees must be cleared for construction equipment, and larger homes leave less room for trees, their roots, and their canopies. Another issue is that this area has many trees planted near overhead utility lines which causes frequent trimming to avoid growing into the lines. Oak Wilt is also a documented problem.

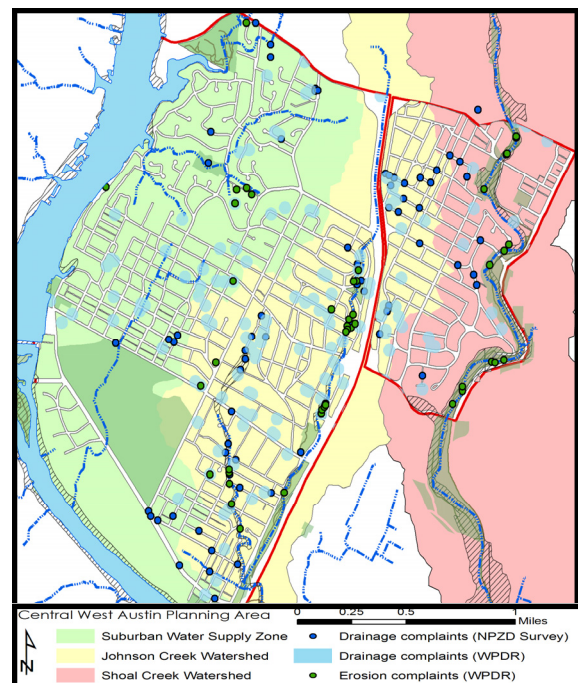
Stakeholders support picking “the right tree for the right place,” recognizing that trees are healthiest when they are selected and placed to avoid long-term conflicts with other uses, such as power lines and roadways. Native and adapted species require less water, fertilizers and pesticides (which become pollutants when used too heavily), are less prone to disease. Ensuring a diverse species and age structure also lessens the likelihood of disease, drought, or pest attacks wiping out entire groves and better assures a continuous canopy is maintained, as older and diseased trees are gradually replaced with appropriate ones.

Waterways are also important to these neighborhoods. Shoal Creek, Johnson Creek, Lady Bird Lake, and Lake Austin are all important borders and parks, and help to define and shape the area. All are in need for monitoring and enhancement; either from erosion, poor water quality, or overwhelmed stormwater systems. The stormwater system was built many years ago and was designed to handle stormwater from the neighborhood. However, upstream development, redevelopment to larger buildings and other impervious development has increased the amount of water entering into the stormwater system. Stakeholders want to restore the health of their waterways, while also protecting their neighborhoods from flooding during heavy downpours, and are eager to explore

the possibility of introducing Best Management Practices (BMPs) that absorb stormwater into the ground. This reduces the burden on sewers, removes pollutants, and maintains baseflow in creeks and tributaries. When well-designed, BMPs can also enhance neighborhood character and make a stronger connection to Central Texas’s ecology. Much of Tarrytown is located within Water Supply Suburban Drinking Water Protection Zone which places limitations on development such as impervious cover. However, the watershed ordinance limitations on impervious cover apply to new subdivisions, and not to lots in areas subdivided prior to 1986. The Taylor Slough and Lady Bird Lake Watersheds make up much of this drinking water protection zone.

Objective 3: Increase and diversify Central West Austin's urban forest.

See Transportation Chapter regarding street trees.



Central West Austin

P.3.1

Encourage the protection of trees by supporting City personnel during review and inspection. If modifications are needed, request allocation of resources, from City management, to assist with the enforcement of all tree preservation and protection standards.

N

P.3.2

Educate residents in spotting and reporting violations of the tree protection ordinance. Additionally, become familiar with the City's protocol and procedures. The tree information can be obtained from the City Arborist Program web site: <http://www.ci.austin.tx.us/trees/>.

J: NPCT, COA

P.3.3

Create a volunteer registry of protected and near-protected trees to aid the City Arborist in identifying protected trees. Residents preparing to sell their homes could add their trees to the registry, to protect them after sale. Also consider using the citizen-based urban forest mapping tool, such as the Tree Roundup (www.treeroundup.org).

J: NPCT with COA, neighborhood associations, homeowner associations

P.3.4

Create a Central West Austin recommended tree list from Appendix F of the Environmental Criteria Manual, or the Native and Adapted Landscape Plants booklet, to assist property owners in selecting appropriate species. The tree list should draw from the list of Austin-friendly trees, incorporate the neighborhood's preferences for species, and identify the uses different species can be put to (wind breaks, shade, stormwater, habitat, and preventing interference with utilities).

J: NPCT with COA

P.3.5

Undertake annual fall/spring tree plantings to ensure an urban forest diverse in ages and species. Trees should also be selected from the list in recommendation 3.4.

J: NPCT with TreeFolks

P.3.6

Replace less desirable (non-adaptive), invasive, diseased, and failing trees with native and adaptive trees. Invasive trees in public areas are most commonly found along creeks and drainage basins, where seeds are washed away and are able to take hold fastest.

J: NPCT with TreeFolks

Native and Adopted Trees

Native and adapted trees require less maintenance, are more disease- and pest-resistant, and maintain a connection to Austin's natural heritage. The City maintains a preferred plant list, used for development regulations; the non-profit Tree Folks provides a Tree Growing Guide for Austin and the Hill Country. Both are good sources for choosing trees.

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

P.3.7

Use trees to reduce heating and cooling costs. Deciduous trees south of buildings reduce heat gain in the summer, but allow it in the winter. Evergreens can serve as winter windbreaks and should be planted on the north side of buildings.

J: NPCT with neighborhood associations, homeowners associations, individual property owners

P.3.8

Educate residents in tree selection, inspection, and maintenance, and encourage them to get regular care by a certified arborist.

J: NPCT with COA, TreeFolks, neighborhood associations, homeowner associations

TreeFolks

TreeFolks is a local organization that provides trees as well as education to neighborhoods. The NeighborWoods Program delivers trees for free with the goal of reducing the heat island effect. The CommuniTrees Program provides trees to “schools, churches, medians, green-spaces, and housing projects.” They also provide a number of educational programs to help people understand how to plant trees and the importance of trees.

<http://www.treefolks.org/>

P.3.9

Introduce trees and vegetation into existing paved areas, combining multiple uses (such as shading and stormwater management) where possible.

J: NPCT with commercial, institutional, office property owners.

P. 3.10

Plant trees along Shoal Creek in order to improve riparian habitat and aesthetics.

J: NPCT, COA

Objective 4: Reduce local flooding in the neighborhood.

P.4.1

Improve stormwater infrastructure to reduce local flooding areas identified in Map 7-4, as resources are available.

Flooding hotspots include:

- a. Possum Trot & Quarry
- b. Exposition and Lake Austin Boulevard
- c. Windsor Road
- d. Northwood
- e. Bowman
- f. 8th & Hearn
- g. Stamford

J: NPCT, COA

P.4.2

Promote urban best management practices, particularly for new construction and remodels that increase impervious surface in local flood-prone areas. Prioritize best management practices that are most appropriate for the neighborhoods.

J: NPCT with COA

Best management practices for stormwater

BMPs are tools that property owners and developers can use that will reduce pollutants in stormwater and reduce flooding impacts. Examples of BMPs include:

- Green roofs (having soil and vegetation on the roof) that capture water and reduces the amount of stormwater leaving a site. Green roofs also cool buildings.
- Rooftop rain capture & storage which reduces the amount of stormwater leaving a site and filter pollutants from stormwater
- Rain garden which collect and treat water from paved areas like roofs and driveways.
- Rain barrels or cisterns allow you to capture rainwater and reuse it on your landscape. These can reduce pollutants and water leaving a site.
- Permeable pavement that allows water to flow into the ground and reduces stormwater from flowing off-site.
- Xeriscape yards and landscaping which includes drought tolerant native species or locally-adapted species that reduce the need for fertilizer and reduces stormwater leaving a site.
- Urban Forest & Tree Canopy-trees and plants absorb water and are excellent purifiers of water. They also help to cool houses and reduce the “urban heat-island effect.” Trees also reduce soil erosion.
- Integrated Pest Management which introduces & maintains natural enemies of disease and insects. This reduces the amount of pesticides.

P.4.3

Support the development of incentives for management practices that reduce local flooding and improve water quality.

N

P.4.4

Support revisiting existing City policy to require the on-site capture of additional stormwater for residential development that expands the existing building footprint or impervious coverage.

J: NPCT with COA

P.4.5

Investigate and reduce ponding at the following parks:

- 1) Reed Park
- 2) Tarrytown Park

If possible, improvements should use BMPs and could become features in the parks.

J: NPCT, COA

Objective 5: Protect Central West Austin's waterways from pollution and erosion.

P.5.1

Educate residents about preventing water pollution at the source through the Austin Water Quality Education Program.

(<http://www.ci.austin.tx.us/growgreen/default.htm>).

J: NPCT, COA

P.5.2

Encourage residents to work together, block by block, to participate in the Green Neighborhood program. This program provides actions that residents can take to reduce pollution entering into Central West Austin waterways. Though individual actions are encouraged these actions are most effective when many lots near one another do them together.

J: NPCT, COA

P.5.3

Correct current areas of erosion in Shoal Creek and protect against future erosion as resources are available, including planting trees that will stabilize banks and protect them during floods.

J: NPCT, COA

P.5.4

Adopt un-adopted areas of Shoal Creek, Johnson Creek, and Taylor Slough, through Keep Austin Beautiful and Watershed Protections's Adopt-a-Creek program. These programs help with cleanups, trees plantings and vegetation removal. Some actions to be taken include:

- encouraging the schools to invite Keep Austin Beautiful/Watershed Protection staff to provide speakers and service learning projects
- ask neighbors to “Scoop the Poop” in parks and in the neighborhood in order to reduce bacteria levels in the creeks.

J: NPCT, COA with Keep Austin Beautiful

P.5.5

Develop an erosion control plan for:

- Casis Elementary: The campus hillside erodes into its parking lot.
- Bryker Woods Elementary: Stormwater flows from much of the Bryker Woods neighborhood through the school campus, washing out parts of the playground and open field.

J: NPCT, with COA, AISD, Casis Elementary, Bryker Woods Elementary

P.5.6

Establish water quality monitoring stations at points near where Shoal and Johnson Creeks enter and exit Central West Austin.

J: NPCT, COA

P.5.7

Improve and limit disc golf course crossings on Shoal Creek Greenbelt.

J: NPCT, COA

Objective 6: Use parks, open space, and vegetation to define the neighborhood, connect the neighborhood's natural and social heritage, and improve key environmental qualities.

P.6.1

Use pocket parks as landmarks to add distinctiveness within the neighborhood.
J: NPCT with COA, Keep Austin Beautiful

Pocket Parks

Pemberton Heights has been actively pursuing beautification of its 11 triangles. Three of the triangles been completed and are beautiful projects. The neighborhood has received funding through donations and received a \$1,000 grant from Keep Austin Beautiful to plant native landscaping. The neighborhood is still working to raise funds to complete the remaining triangles.

Courtesy of Pemberton Heights Neighborhood Association and Keep Austin Beautiful

P.6.2

Use pervious materials for any additions to sidewalks and trails to reduce creek erosion.
J: NPCT, COA

P.6.3

Use native or drought tolerant vegetation and stormwater best management practices to improve water quality, reduce water use, provide a sense of place, and reduce flooding.
J: NPCT, COA with Keep Austin Beautiful, Friends of ..., or Lady Bird Johnson Wildflower Center

P.6.4

Remove invasive species from Taylor Slough in Reed Park and along Johnson Creek and its tributaries, and replant with native species that will reduce erosion.
J: NPCT, COA with Friends of ...

P.6.5

Plant additional shade trees and vegetation in parks. Such plantings should continue Austin's natural heritage and support local wildlife habitat, such as through bird and butterfly gardens. The neighborhood could adopt species themes that foster diversity to attract a variety of species (for example, Purple Martins, Chimney Swifts, Owls, Bats).

J: NPCT, COA with Adopt-A-Park Program, Austin Parks Foundation, Keep Austin Beautiful, Tree Folks, Friends of ..., Travis Audubon Society, or Bat Conservation International

P.6.6

Improve landscaping at Eilers Park, including shade trees for pedestrians. The neighborhood should seek a TreeFolks "Communitrees" grant and apply for the City's Adopt-A-Park program.

J: NPCT, COA with Friends of Eiler's Park or TreeFolks

P.6.7

Maintain and beautify City-owned property by planting native or adaptive trees in non-open field play areas upon approval by the PARD Parks Coordinator if on parkland. The neighborhood should seek a TreeFolks "Communitrees" grant.
J: NPCT, COA with Tree Folks, Keep Austin Beautiful or Austin Parks Foundation

Seiders Spring

Seiders Spring, in the heart of Seider Spring Park along Shoal Creek, was historically a place of solace for local residents and tourists. As Austin has built up around the spring, however, the groundwater that sustains the spring and contributes to Shoal Creek has been drying up.

While none of the recommendations in this chapter directly address the spring, the overall goal of promoting infiltration and reducing stormwater runoff should be understood as restoring Seiders Spring to health.

P.6.8

Provide access and improve landscaping around Johnson Creek where it enters West Enfield Park. Currently, it is overgrown and inaccessible, but could serve as an additional feature for the park.
J: NPCT, COA

P.6.9

Preserve "The Forest" located at Casis Elementary School. The Forest is relatively new, and should be protected as a long-term gift to future children. Among other concerns, it should be protected from erosion dangers.
J: NPCT with Casis Elementary School Tree Folks, or Keep Austin Beautiful

P.6.10

Replant sycamore trees in the Jefferson St-34th St triangle, using cuttings from the existing sycamore there if possible. The triangle sycamore was planted by Girl Scouts more than forty years ago. If possible, the neighborhood should work with current Girl Scouts to do the cuttings, replantings, and nuturing of the new trees.
J: NPCT with Keep Austin Beautiful, TreeFolks or the Girl Scouts of Central Texas

P.6.11

Maintain the waterway in Mayfield Park and rejuvenate the wildness of the area by removing invasive species and replanting with native species.
J: NPCT, COA

P.6.12

Make Tarrytown Park more attractive and user-friendly by

- landscaping Johnson Creek through Tarrytown Park to improve its appearance and control erosion
- planting thick, low-growing hedge around children's play area and on the playing-field side of the suggested footpath
- adding a shade structure for the playscape located on the eastern side
- adding a walking trail along the eastern perimeter

J: NPCT, COA

P.6.13

Encourage the City to acquire scenic easements around top of cliffs adjacent to Red Bud Island—or extend any easements that may already exist—to prevent houses from being built, ruining natural appeal of the park.

J: NPCT with COA

P.6.14

Encourage neighborhood associations and individual property owners to participate in the City's Wildlife Austin program. Provide wildlife habitat corridors that connect to green space by creating native landscapes that include food and water sources, cover and places to raise young for birds, butterflies, and other wildlife. More information can be found at www.keeppaustinwild.com.

J: NPCT with COA, neighborhood associations, individual property owners

P.6.15

Preserve the legacy trees located at Bryker Woods Elementary School and use as part of the educational curriculum.

J: NPCT, Bryker Woods Elementary School

Community Life

Goal Statement & Introduction:

Central West Austin will foster and improve life for all ages through community interaction.

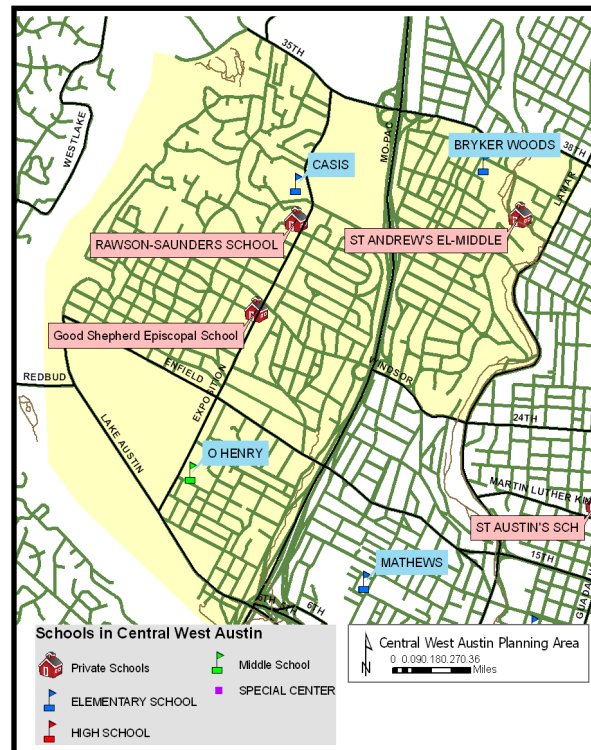
Central West Austin has an active community life. The proximity of the neighborhoods to local businesses, parks, schools and small streets provide stakeholders with multiple opportunities to engage in life outside their homes. Community engagement occurs through involvement in a variety of organizations such as school programs, neighborhood associations, political and church organizations and outdoor/sports recreation. High levels of stakeholder involvement create awareness and result in highly organized neighborhoods that are safe for everyone.

Recommendations from other chapters foster and build on community interaction. For example, participating in local creek clean-ups beautify the neighborhood creeks and greenbelts and provide opportunities for neighborhood stakeholders to meet and interact. Making streets more livable will bring residents outside into the public life of the neighborhood streets.

Schools serve as a primary contributor to community life in Central West Austin partly because there is a high level of parent and community participation in neighborhood school organizations. The schools and the surrounding neighborhoods are engaged in a symbiotic relationship in which one benefits from the exis-

tence of the other. Having increased involvement allows schools to offer programs beyond the traditional curriculum such as organic gardening. Consequently, the schools and the neighborhoods have become highly reputable and desirable places to be.

While Bryker Woods and Casis Elementary Schools as well as O. Henry Middle School are all considered top schools within Central Texas, residents would like



to see improvements to the schools. The original buildings are still in use and outdated in some cases. Schools have become over-crowded as a result of the increased desirability of the neighborhoods' and the schools themselves and the schools' receiving students from outside the school attendance zones. Residents would like to reduce overcrowding in order to allow the schools to continue providing optimal learning environments. The type and amount of development that could occur will ultimately determine the impacts to schools as well as the methods needed to address these impacts.

Active community living has allowed Central West Austin to remain relatively safe. Community involvement creates awareness and residents keep a watchful eye. Even so, this area has been experiencing a number of residential break-ins and burglaries during the summer months while families are away on vacation. Additionally, the increase of graffiti or "tagging" has property owners concerned. Residents would like to see more communication with the police and are interested in doing more to keep their neighborhoods safe.

Neighbors would also like to increase use of neighborhood centers, especially Exposition Center, through the development of restaurants, cafés and retail shops.

In addition to this chapter, recommendations in other chapters also foster and build on community interaction such as local creek cleanups and making streets more friendly to pedestrians and cyclists.

Objective 1: Create more opportunities for interaction within the community.

C.1.1

Organize street side gatherings such as annual or semi-annual block celebrations, and provide more support for the many celebrations already well-established, such as the annual end-of-school party at Reed Park, the Fourth of July Parade at Reed Park, and other block parties throughout the neighborhood as well as activities identified in the Transportation and Parks, Open Space, and Environment Chapters

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C.1.2

Help to create the Austin State School Life Trail as well as volunteer participation in the Austin State School Volunteer Services Council activities.

J: NPCT, Austin State School

C.1.3

Create a webpage whereby citizens can stay informed of plan implementation status and amendments.

ℵ

C.1.4

Increase the variety, quality and accessibility of neighborhood retail and public services.

- Maintain Tarrytown Post Office as a full-service post office
- Extend hours for Howson Public Library
- Increase the number and length of supervised programming for children and the elderly at Howson Library and other West Austin facilities (such as WAYA)
- Support the continued presence of museum activities at the present site of Laguna Gloria Art Museum
- Coordinate efforts of groups providing support to neighborhood parks (Tarrytown Park, Enfield Park, Mayfield Park, Reed Park, etc.).

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Public Schools



Bryker Woods Elementary School—established as a public school in 1939. Bryker Woods Elementary is the only AISD elementary school that accommodates grades K-6 and has been rated exemplary by the Texas Education Agency.



Casis Elementary School—established as a public school in 1951 as a joint effort between AISD and The University of Texas. Casis Elementary has been rated exemplary by the Texas Education Agency.



O. Henry Middle School—established as a public school in 1953. O. Henry Middle School, named after writer William Sydney Porter, serves as a magnet school for students grades 6-8 within the local neighborhoods as well as the greater community.

Other Neighborhood Schools

The Girls' School—established as a private girls' school in 2002. The school was once the site of the AISD Dill School established in 1955. The Girls' school offers an array of educational and extracurricular programs for grades K-8.



St. Andrews Episcopal School—established as a private school in 1952. This campus serves grades 1-8

Rawson-Saunders School for Dyslexia—Is the only private school for children with dyslexia in the greater Austin area. The school offers curriculum for grades 1-8.



Austin State School—established in 1917 by the Texas Legislature as a community based facility serving people with mental retardation. The school is home to over 400 students and offers educational, recreational, psychological and social services to residents.

C.1.5

Encourage local merchants to provide a greater variety of neighborhood retail services, restaurants, and other basic services.

N

Objective 2: Support local schools in Central West Austin; encourage their academic excellence and help continue their role as a safe and vital avenue for community interaction.

C.2.1

Encourage AISD to update school facilities. The neighborhood can help accomplish this through raising funds and securing grant opportunities.

J: NPCT, Austin Independent School District, schools

C.2.2

Find solutions for reducing overcrowding of local schools especially if the Brackenridge or the Austin State School tracts are developed.

J: NPCT, Austin Independent School District

C.2.3

Increase mentoring opportunities and other programs and provide minimal supervision for students at O. Henry Middle school who stay on campus after hours. There are many students waiting for several hours after school unsupervised, and efforts should be made to change the late pick-up to an earlier time while still serving the needs of those students engaging in after-school activities.

J: NPCT, O. Henry Middle School, Austin Independent School District

C.2.4

Increase communication between the schools and the greater community, not just households with children, about school events/programs and the availability of school facilities for community events and social activities.

J: NPCT, Austin Independent School District, schools

Objective 3: Central West Austin Neighborhoods will be safe from crime.

C.3.1

Establish neighborhood watch programs to ensure better communication between law enforcement and citizens. Watch programs can include the designation of block leaders to create phone lists and coordinate vacation leave watches during travel seasons.

J: NPCT, COA

C.3.2

Create opportunities for Austin Police Department's district representative and other public safety coordinators to speak with neighborhoods.

J: NPCT, COA

C.3.3

Educate local citizens about the police department's crime mitigation programs and techniques.

J: NPCT, COA

C.3.4

Educate homeowners about Crime Prevention Through Environmental Design principles that are most applicable to residential areas of the neighborhood. Please see the callout box.

J: NPCT, COA

Examples of APD crime mitigation programs

- Mouse Trap Program
 - Apartment Residents on Patrol Program
 - Vehicle Identification Number Etching
 - Citizens on Patrol Program
 - Home/Business Security Surveys
 - Graffiti Abatement Program
-

Crime Prevention Through Environmental Design (CPTED)

CPTED is defined as an approach to deterring crime through design. CPTED strategies rely upon the built and social community to persuade would-be criminals from making criminal actions. Some of the principles include:

- Natural Surveillance: "See and be seen" is the overall goal when it comes to CPTED and natural surveillance. A person is less likely to commit a crime if they think someone will see them do it. Lighting and landscape play an important role.
- Natural Access Control: Natural Access Control is more than a high block wall topped with barbed wire. CPTED utilizes the use of walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances. The goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime.
- Territorial Reinforcement: Creating or extending a "sphere of influence" by utilizing physical designs such as pavement treatments, landscaping and signage that enable users of an area to develop a sense of proprietorship over it is the goal of this CPTED principle. Public areas are clearly distinguished from private ones. Potential trespassers perceive this control and are thereby discouraged.
- Maintenance: CPTED and the "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to others and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity.

For more information, please go to <http://www.cpted.net>

NEIGHBORHOOD PLAN CONTACT TEAM

A neighborhood plan should provide clear recommendations that are easily understood. The two groups that are likely to sue the plan most often are the Central West Austin Neighborhood Plan Contact Team (NPCT) and the Planning and Development Review Department (PDRD) Implementation Team. The NPCT, along with other City departments will be the primary organizations responsible for implementing the recommendations in the plan. The PDRD Implementation staff will act as a liaison between the NPCT and other organizations to try to get recommendations implemented. The role of the NPCT is to be stewards of the adopted neighborhood plan, work with the city and other organizations to implement the plan recommendations, review and make recommendations on proposed amendments to the adopted neighborhood plan and when appropriate submit a plan amendment application. The team should, to the greatest extent possible, contain a diverse group of members within the planning area, including property owners, residential renters, business owners, and neighborhood organization members owning or renting property within the planning area.

As a starting point for putting the recommendations into action, the Neighborhood Plan Contact Team should refer to the Priority Action Items on Pages 10-11. In addition, the team may wish to work on those recommendations that are relatively easy or require little or no funding.

PLAN ORGANIZATION AND IMPLEMENTATION

In order to help with the implementation of this plan, a symbol is shown after each recommendation. The purpose of the symbol is to indicate the responsible party(ies).

- J Joint effort is needed for taking action. The NPCT is always a partner.
- N The NPCT takes the lead on implementation.
- P A recommendation that illustrates intent that is policy-oriented. Many of these are in the Land Use Chapter and should be used by the COA and NPCT to determine the appropriateness of proposed amendments to this plan as well as rezoning applications.

Callout boxes are used when concerns raised by stakeholders in the process are considered by the City to be operational (i.e. a stop sign is needed). These items will still be considered for implementation. Callout boxes also include educational information.

Please keep in mind that the City is not legally obligated to implement any particular recommendation. In addition, other identified organizations are not obligated to take action on those recommendations but are listed because of their expertise and area of interest.

Please note that the City of Austin is listed as the responsible party and not individual organizations. The reason is that reorganizations occur and department names change. The NPCT will want to work with the PDRD Implementation staff to ensure the correct department or agency.

APPENDICES

Appendix A: CWANPA Meeting Timeline

Appendix B: Transportation Table T-1

Appendix C: Affordability Impact Statement

Appendix D: Crime Prevention Through Environmental Design

Appendix E: Sustainability Resources

Appendix F: Current Land Use by Category, 2008

Appendix G: Final Survey Results

Appendix A

June 21, 2007—Kickoff Meeting

Lions Clubhouse @ Lions Municipal Golf Course

Attendance: 103

Aerial maps from 2006, 1997, and 1940 as well as the 2003 Existing Land Use Map were displayed and stakeholders were asked to identify what they liked and disliked about their neighborhood. Staff conducted a presentation regarding the overall purpose of neighborhood planning.

July 11, 2007—Stakeholder Issues, Expectations, & Questions Meeting

Lower Colorado River Authority

Attendance: 102

City survey results were discussed followed by a brief history presentation given by representatives of the West Austin Neighborhood Group (WANG). Stakeholders participated in a group exercise to identify their concerns, expectations and questions about the planning process.

August 1, 2007—Process Questions Meeting

Lower Colorado River Authority

Attendance: 49

Answers to Stakeholders' Questions about the Process

Staff provided answers to many of the stakeholders' questions that were asked during the July 11 meeting exercise. Questions and answers are posted to the website as a separate document.

August 30, 2007—Vision Mapping Meeting

The Sanctuary

Attendance: 84

Staff presented demographic data of the neighborhood including: population, age, housing, educational attainment, income levels, ethnicity, housing occupancy and vacancy. The mapping exercise had stakeholders to draw their ideas of what they would like their neighborhood to look like in the future.

September 13, 2007—Vision and Goals Meeting

The Sanctuary

Attendance: 57

Greg Guernsey, Neighborhood Planning & Zoning Dept Director provided a history of the neighborhood planning program and addressed stakeholders concerns. The group exercise had stakeholders write their suggestions for a vision as well as a goal statement for land use, neighborhood character, transportation, infrastructure, housing, and community life.

September 27, 2007—Parks and Open Space Meeting

McFadden Auditorium at Seton Medical Complex

Attendance: 46

Stakeholders came to consensus on a working goal for the Parks chapter of the plan. Butch Smith, with the City Parks and Recreation Department, and Jessica Wilson, with Keep Austin Beautiful, discussed their organizations' mission and programs, how projects are prioritized, identified current and future projects in the planning area, and answered questions. During the mapping stakeholders provided recommendations for parks and open space improvements.

Appendix A

October 17, 2007—Bike Lanes, Sidewalks & Transportation

Austin State School NEOS Facility

Attendance: 74

Alan Hughes and Annick Beaudet of Public Works discussed programs and current projects in the planning area and addressed issues relating to bike lanes, sidewalks and transportation circulation. Staff summarized the Brackenridge Tract Task Force recommendations and took comments from stakeholders to include in a letter being drafted by the city manager to the UT Board of Regents.

November 14, 2007—Transit

Austin State School NEOS Facility

Attendance: 39

Staff presented changes to the Parks goal statement. Presentations regarding transit projects were given by John Kelly, of TXDOT's MoPac 1 team, Sid Covington of the Austin/San Antonio Intermunicipal Commuter Rail District and Matt Curtis with the Capital Metro's All Systems Go! program.

December 5, 2007—Transportation Wrap-Up

Austin State School NEOS Facility

Attendance: 30

Staff presented changes to the Transportation Goal. Stakeholders listed concerns & opportunities regarding the potential Austin/San Antonio Rail. A mapping exercise had stakeholders identify issues such as cut-thru traffic, speeding, MoPac, pedestrian and bicycle facilities, and bus service.

January 9, 2008—Process Review

Austin State School NEOS Facility

Attendance: 34

Staff reviewed the planning process and summarized the meetings that took place in 2007 and explained how feedback is used in writing the plan. A new version of the Vision Statement was presented.

January 30, 2008—Trees

Austin State School NEOS Facility

Attendance: 53

Presentations about current tree health, planting programs, trimming practices and the city's tree ordinance were given by tree experts: Patrick Wentworth, Laura Patlove, Michele McAfee and Michael Embesi. During the mapping exercise, stakeholders identify areas that need new tree plantings as well as areas where invasive tree species exist. Staff discussed the many uses that trees serve such as decoration, energy efficiency, erosion and storm water control uses.

February 20, 2008—Water, Creeks, Flooding & Erosion

Austin State School NEOS Facility

Attendance: 32

A draft of the Transportation chapter was provided to the public. Jean Drew, Joe Guerrero and Matt Holon of the city's Watershed Protection & Development Review Dept. gave presentations about the city's master plan, erosion and flood control as well as water quality. Stakeholders mapped areas where problems exist with flooding, erosion, and water quality.

Appendix A

March 5, 2008—Community Life, Crime & Housing Affordability

Austin State School NEOS Facility

Attendance: 31

Stakeholders voted for an updated Vision Statement. Sergeant Dustin Lee of the Austin Police Department, West Austin District command gave a presentation on crime in the Central West Austin neighborhoods and anti-crime efforts. Staff presented information about schools in the area. Due to timing, discussion on affordable housing was postponed to the next meeting.

March 29, 2008—Residential Review, Code Enforcement, Historic Preservation & Housing Affordability

Austin State School NEOS Facility

Attendance: 45

Presentations were given by Jessica King of the city's Residential Review Department, Susan Villareal of the Historic Preservation Office and Paul Tomosavic of the Code Enforcement. During the mapping exercise, Stakeholders identified structures of historical value as well as the historical character that should be maintained. Due to timing, discussion on affordable housing and the environment goal will be postponed to a later date.

April 26, 2008—Mid Process Review Open House

Austin State School NEOS Facility

Attendance: 37

Four draft chapters, Parks, Open Space & the Environment, Transportation, Community Life, and the Neighborhood in Context, were discussed in a group setting. Stakeholders previewed the formatted version of the chapters and provided feedback to staff for further editing.

May 7, 2008—Land Use Education

Austin State School NEOS Facility

Attendance: 54

Staff gave a presentation about land use planning and why it is significant in neighborhood plans. Concentration was given to how land use planning is different from zoning as well as the standard colors that represent different land uses on a future land use map. A mapping exercise had stakeholders identify land use patterns by color on a hypothetical land use map. Participants brainstormed about scenarios for more appropriate land use combinations.

May 21, 2008—Land Use Workshop 1

LCRA Red Bud Facility

Attendance: 49

Central West Austin's geographical context within the greater city was examined as well as current land use percentages. Staff presented a plan that divided the area into manageable parts for discussing land use. Tentative dates were assigned to each area. Stakeholders were asked to brainstorm what they would like to preserve and protect as well as what they would like to change in the future.

June 12, 2008—Land Use Workshop 2

LCRA Hancock Facility

Attendance: 48

Appendix A

Future land uses along portions of Exposition Blvd and Windsor Road were discussed. Stakeholders were divided into 3 groups. Each group was asked about uses they wanted to maintain in addition to what changes could benefit the community in the future. Tarrytown and Casis shopping centers were discussed in addition to church and residential properties.

June 26, 2008—Land Use Workshop 3

LCRA Hancock Facility

Attendance: 60

Staff gave a brief presentation on affordable housing and ideas of how affordability can be addressed in the Central West Austin neighborhood plan. Discussion about future land uses for portions of Exposition Blvd and Windsor Road continued in the 3 group setting.

July 12, 2008—Land Use Workshop 4—Brackenridge Tract

LCRA Red Bud Facility

Attendance: 49

The Brackenridge Tract Development Agreement was briefly reviewed. The University of Texas' Biological Field Lab gave a presentation outlining the purpose and importance of the Field Lab to the University's Biological Sciences program. Following the Field Lab's presentation, stakeholders were asked to visualize the future of the Brackenridge Tract by discussing needs for improvement to the neighborhood as well as preservation of certain uses.

July 23, 2008—Land Use Workshop 5

LCRA Red Bud Facility

Attendance: 60

Discussion about future land uses for portions of Exposition Blvd and Windsor Road continued in the 3 group setting.

August 2, 2008—Land Use Workshop 6

LCRA Red Bud Facility

Attendance: 36

Staff presented the combined ideas from the 3 group workshops for the portions of Exposition Blvd and Windsor Road land uses. Reconciliation of land uses for Casis Shopping Center, Tarrytown Shopping Center and Tarrytown Methodist Church were discussed in detail. Meeting attendees returned to the 3 group setting to continue discussion of undecided parcels along Exposition Blvd and Windsor Road.

August 27, 2008—Land Use Workshop 7

LCRA Red Bud Facility

Attendance: 42

Updates to the future land use map were released in accordance with land use decisions made on August 2nd. Participants were divided into 4 groups and asked to brainstorm future uses for Exposition Blvd and Enfield Rd, from Windsor over to MoPac.

September 11, 2008—Land Use Workshop 8

LCRA Hancock Facility

Attendance: 82

Appendix A

Staff presented land use options for Exposition from Windsor to Enfield and Enfield from Exposition to MoPac, based on stakeholder comments during the August 27 meeting. Stakeholders discussed and made land use decisions for Exposition Blvd from Windsor Rd to Enfield.

September 24th, 2008—Land Use Workshop 9

LCRA Hancock Facility

Attendance: 62

Stakeholders continued discussion of future land use options for Enfield Rd from Exposition to MoPac. Most decisions were made with the exception of a few parcels to be discussed at a later date. Attendees were divided into 4 groups and asked to brainstorm what they like about the Deep Eddy area along Lake Austin Blvd as well as identify opportunities for change or enhancement of the current land uses.

October 8, 2008—Land Use Workshop 10

LCRA Red Bud Facility

Attendance: 56

Staff presented future land use options for the Deep Eddy area along Lake Austin Blvd per the comments received during the September 24th workshop. Meeting attendees discussed the options and made land use decisions for the area.

October 22, 2008—Land Use Workshop 11

LCRA Red Bud Facility

Attendance: 41

Brainstorming took place for the future land uses along W 35th, W 38th and Lamar Blvd from W 38th to W 31st took place. St. Andrews School as well as properties along W 34th from Lamar to Shoal Creek were included in the discussion.

November 19, 2008—Land Use Workshop 12

LCRA Red Bud Facility

Attendance: 33

Discussion and decision of future land uses took place for the 38th Street and Lamar Area surrounding Seton Hospital, St. Andrew's School and Randalls. Meeting attendees made decisions for the Seton Hospital parcel while the other areas including St. Andrew's School and Randalls were tabled to the next meeting for further discussion.

December 4, 2008—Land Use Workshop 13

LCRA Red Bud Facility

Attendance: XX

Discussion and decision continued for the St. Andrew's School parcels. Meeting attendees chose to reflect the properties as a mix of Single-Family and Multifamily uses on the Future Land Use Map. The two most northern St. Andrew's parcels will be considered for future land use when the discussion for land uses along W 34th takes place.

January 14, 2009—Land Use Workshop 14

LCRA Red Bud Facility

Attendance: XX

By request, staff gave a presentation about the process required for a neighborhood plan amendment and a zoning change, in addition to how the Future Land Use map and zoning are related. The differ

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ences between Mixed Use land use categories and Mixed Use zoning categories were discussed. Workshop attendees designated most properties fronting Lamar Blvd and W 38th Street as Mixed Use on the Future Land Use map.

January 29, 2009—Land Use Workshop 15

LCRA Red Bud Facility

Attendance: XX

Discussion regarding the future land use of the Randalls and Medicine Shoppe parcels continued. Staff presented draft plan text for these two parcels and stakeholders worked through fine tuning the text. Future land use decisions were postponed while staff considers the requested VMU FLUM category. Properties in the block between W 32nd and W 31st were discussed. Decisions for this area were postponed pending further research of the conditional overlay (zoning) in this area as well as the VMU FLUM category request.

February 11, 2009—Land Use Workshop 16

LCRA Red Bud Facility

Attendance: 23

In order to address concerns raised about how long the process has been taking, staff gave a presentation on the purpose of land use planning and how it is beneficial for the neighborhood and the City as a whole. More specifically, clarification was given to what the neighborhood plan can and cannot accomplish for the neighborhood in addition to re-defining the roles of staff and the stakeholders. Stakeholders were asked to give input on their ideas of what makes a neighborhood plan successful as well as what doubts they had about the plan.

February 25, 2009—Land Use Workshop 17

LCRA Red Bud Facility

Attendance: 22

Staff introduced the new Land Use & Zoning Matrix tool along with explanation of how to use it. The Matrix tool was used to define the land use options for the Randalls & Medicine Shoppe parcels in addition to the parcels along Lamar at 31st and 32nd Streets and the interior parcels of this block as well. Stakeholders completed discussion and of the above parcels with the conclusion that Randalls, The Medicine Shoppe, and properties fronting Lamar at 31st Street will be Mixed Use on the Future Land Use Map. Properties interior to Lamar at 31st and 32nd street blocks were selected for Mixed Use Office. There was consensus that Seton Daughters of Charity property will remain Multifamily. There was not consensus between stakeholders and Staff on the property immediately to the east. Stakeholders wish the property to remain Single Family on the Future Land Use Map. However, Staff cannot support a Single Family designation for this property on the FLUM. Staff can support a multi-family designation to compliment the Seton Daughters of Charity property immediately to the west. It was understood by meeting attendees that both the neighborhood recommendation as well as a staff recommendation for this property will move forward and be presented side by side in the plan. Draft text coordinating with specific areas was presented and stakeholder comment was recorded.

March 11, 2009—Land Use Workshop 18

LCRA Red Bud Facility

Attendance: 14

After a quick review of the comments received during the October 22nd brainstorming exercise for 34th street, Staff led a discussion of what land use options would best fit the desires of the stakeholders for 34th Street, east of Shoal Creek Greenbelt. Stakeholders completed discussion for the area that resulted in a recommendation of mostly Office and Commercial for the Future Land Use Map. The only exception was the application of Mixed Use on the small parcel, north side of 34th Street, owned by Seton Hospital. Draft language for St. Andrews and W 34th Street was presented with stakeholder comments

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recorded. Staff gave a presentation about the applicability of the Core Transit Corridor designation for 34th Street. The discussion concluded with the decision to maintain W 34th Street as an Urban Roadway rather than requesting a change in the roadway designation to Core Transit Corridor. In an effort to prepare for the next area of land use discussion, a quick review of West 35th and portions of W 34th, west of Shoal Creek, drew the meeting to a close.

March 25, 2009—Land Use Workshop 19

LCRA Red Bud Facility

Attendance: 21

Discussion regarding how to use the land along the southern portion of West 35th Street from Oakmont to the intersection of Jefferson Street and West 35th took place. A majority of the stakeholders in attendance decided to apply the Neighborhood Commercial land use category to properties on this block up to but not including the property on the south west corner of the intersection of Jefferson and West 35th Street. However, Staff cannot support a Neighborhood Commercial designation for all of these properties on the Future Land Use Map because of the residential uses that exist on a few parcels. Alternatively, Staff recommends the Neighborhood Mixed Use designation for the properties that currently have a residential use on them. It was understood by meeting attendees that both the neighborhood recommendation as well as a staff recommendation for these particular properties will move forward and be presented side by side in the plan. The properties on the south west and south east corner of the Jefferson and West 35th intersection were decided for Commercial land use on the Future Land Use Map.

April 8, 2009—Land Use Workshop 20

LCRA Red Bud Facility

Attendance: 16

Discussion regarding how to use the land along the southern portion of West 35th Street from Jefferson to Mills avenue and 34th Street from Jefferson Street to Kerbey Lane took place. Future land use decision for this portion of West 35th was postponed after stakeholders present at the meeting were not able to come to consensus on applying either Neighborhood Mixed Use or Neighborhood Commercial as the future land use for this area. Some but not all future land use decisions were made for West 34th Street properties from Jefferson Street to Kerbey Lane. Stakeholders discussed how best to allow opportunities for small scale retail in this area while also trying to protect the single family and school uses in close proximity. Properties lining the north side of West 34th were designated as Office for future land use. The remaining properties were discussed for Neighborhood Commercial, Neighborhood Mixed Use, or Office future land use categories. However, decision for all other properties was postponed for further discussion. The parcel at the north-west corner of Jefferson and 34th was designated for Single Family future land use.

April 21, 2009—Land Use Workshop 21

Bryker Woods Elementary School

Attendance: 47

With and increase in new meeting attendees, Staff gave a brief summary of the Central West Austin Neighborhood Planning Process. Future land use discussions started with the remaining properties between West 34th Street and West 35th Street from Kerbey Lane to Jefferson Street. A majority of the stakeholders attending the meeting decided that maintaining the current office uses would best serve the neighborhood's needs in the future. As such, this area will be designated as Office on the Future Land Use Map. With insufficient time remaining during the meeting, properties along the south side of 35th Street from Glenview to Mills Ave and properties on the north side of 34th Street from Kerbey Lane to Mills Ave were not discussed. Discussion of these remaining areas will continue during the next workshop.

May 11, 2009—Land Use Workshop 22

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Bryker Woods Elementary School

Attendance: 32

Discussion regarding the future land use of properties on the north side of West 34th Street between Mills and Kerbey Lane took place. It was decided by meeting attendees that the future land use categories of Office and Single Family will best serve this area in the future as it is close to Bryker Woods Elementary School and Single Family homes on the south side of 34th Street. In addition, future land use discussion continued for properties on the south side of West 35th from Mills to Glenview. Discussion was focused on the opportunity to allow residential in this area or to keep the area strictly for retail and office uses only. Consensus determined that the future land use of this particular area remain for office and retail uses only and therefore will designate these properties as Neighborhood Commercial on the Future Land Use Map of the Central West Austin Neighborhood Plan. Staff presented draft text for these two areas and encouraged stakeholders to submit comments about the language through email or phone.

June 3, 2009—Land Use Workshop 23

Austin State School

Attendance: 22

The task of this meeting was to discuss the future land use of the 95 acres occupied by the Austin State School in addition to the two acre tract recently purchase from the State at 3215 Exposition Blvd. Superintendent of the Austin State School, Dave Ptomey, gave a brief introduction of the Austin State School's purpose as well as recent community involvement and plans for future involvement. Stakeholders were asked to brainstorm the current use of the 95 acre tract to determine how it functions and serves the community now and how it may serve the community in the future. After some discussion, consensus established that the Austin State School property will be designated for Civic use on the Future Land Use Map. While a majority of the Stakeholders desire to keep the Austin State School at this location, the plan document will include language to support the neighborhoods desires should future development on this site occur. Discussion took place regarding the future land use of 3215 Exposition Blvd. Consensus designated this property as Single Family on the Future Land Use map, albeit against the property owner's wishes for Multifamily. Staff explained that there would be two recommendations presented to Planning Commission and City Council for this particular property.

June 17, 2009—Land Use Workshop 24

Austin State School

Attendance: 12

Discussion regarding the future land use of the core residential areas for both the Windsor Road Planning Area and the West Austin Neighborhood Group Planning Area took place. In the Windsor Road Planning Area, it was decided that everything that had not had a future land use applied thus far would be designated for Single Family use on the Future Land Use Map. In the West Austin Neighborhood Group Planning Area, almost everything that did not have a future land use applied thus far was also designated for Single Family use on the Future Land Use Map with the exception of a few areas that would need further discussion. Those areas include the south-east corner of Enfield and Exposition Blvd, the condominium project at Enfield and Lake Austin Blvd (immediately north of Boat Town), as well as the condominium project at the south-east corner at 35th and Pecos.

July 7, 2009—Land Use Workshop 25

Austin State School

Attendance: 19

Staff gave a brief update of the Brackenridge Tract conceptual plan presented by design firm, Cooper Robertson, to the UT Board of Regents on June 18th, 2009. The future land use discussions for the Central West Austin neighborhood planning area drew to a close with the last remaining decisions hav

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ing been made as follows: The Sanctuary site—split recommendation of Civic & Single Family; Wells Fargo Bank site on Windsor Road—Single Family; Multifamily on the north side of Windsor Road (2 properties)—Single Family; Multifamily development along W 35th Street and Pecos—Higher Density Single Family; Multifamily property at Walsh Boat Landing—Multifamily; North side of Enfield Road between Mopac and Exposition Blvd—Multifamily; south east corner of Enfield and Exposition, down to O. Henry Middle School—Multifamily and Single Family.

July 29, 2009—Zoning Workshop 1

Austin State School

Attendance: 15

Primarily and educational workshop, Staff gave a presentation of how and why zoning is changed through the neighborhood planning process. Zoning tools such as Neighborhood Plan Combining Districts, Neighborhood Conservation Combining Districts, Conditional Overlay and the various Infill Options were briefly reviewed. Stakeholders in attendance decided to include Front-Yard Parking and Mobile Food Vending regulations with the adoption of the neighborhood plan in the near future. All other zoning tools and options will be discussed and decided on in the next few workshops.

August 11, 2009—Zoning Workshop 2

Austin State School

Attendance: 89

Staff gave a presentation about various Special Use Infill Options. The neighborhood recommended against all of the options. While City staff is required to recommend for Small Lot Amnesty, the neighborhood opposes adding Small Lot Amnesty. Lastly, the neighborhood decided not to make any zoning changes for the Tarrytown Shopping Center. Stakeholders asked to discuss height restrictions of the Tarrytown Shopping Center at a future meeting.

September 10, 2009—Zoning Workshop 3

The Sanctuary

Attendance: 47

Staff presented the purpose of the Neighborhood Conservation Combining District. Staff discussed that as the neighborhood stakeholders previously recommended no zoning changes for the Tarrytown Shopping Center, the City cannot accept a recommendation for lowering height at the shopping center. The neighborhood recommended changing the zoning of a portion of Westenfield Park from Multi-Family 2 to Public. Also, the neighborhood recommended keeping the City-owned property at Lake Austin Boulevard and Veterans Drive as Single-Family 3 but changing the property zoned Neighborhood Commercial (LR) to Public. Staff will get confirmation from the appropriate City department. The neighborhood voted against adopting the Front Porch design tool and will continue discussing placement of garages and parking at the next meeting.

September 21, 2009—Zoning Workshop 4

The Sanctuary

Attendance: 79

Stakeholders heard a proposal from the property owner of Elm Terrace (3215 Exposition Boulevard) to have Multi-Family 1 (MF-1) zoning and an alternative proposal from neighborhood stakeholders for Single-Family 3 (SF-3) zoning. When asked which zoning proposal was preferred, approximately 57 stakeholders preferred SF-3 and approximately 23 stakeholders preferred MF-1.

October 13, 2009—Zoning Workshop 5

The Sanctuary

Attendance: 14

Stakeholders supported changing the zoning at Walsh Boat Landing from SF-3 to Public. Stakeholders

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supported changing the zoning at 1500 and 1300 Scenic from CS to MF-4 and MF-3, respectively. Stakeholders supported changing the zoning at 3411, 3412 & 3500 Bonnie Road from CS to SF-3. Regarding the property at 1504 Robinhood, the site of an existing office, approximately 7 stakeholders preferred Neighborhood Office zoning and approximately 5 stakeholders preferred Neighborhood Office-Mixed Use zoning with a conditional overlay limiting residential use to single-family and duplex.

November 2, 2009—Zoning Workshop 6

The Sanctuary

Attendance: 13

Stakeholders supported changing the zoning at 3111 Windsor Road (Tarry Court) from LO to MF-1. Stakeholders supported changing the zoning at 700 Hearn Street (The Willows) from CS to MF-6. Regarding the property at 2309 Pruett, staff agreed to check on the possibility of SF-6 due to the small lot size. Staff confirmed with zoning planners that MF-2 is the appropriate category because it will make the use conforming. While we realize the lot size is not large enough for MF-2, it is the City's position not to down-zone established uses that do not create health or safety issues. Regarding the property at 2310 W. 7th, the site of an existing house, approximately 6 stakeholders preferred single-family zoning and approximately 3 stakeholders (including the property owner) preferred MF-6 to match the Willow's recommended zoning.

November 23, 2009—Zoning Workshop 7

Bryker Woods Elementary School

Attendance: 50

Regarding the properties at 1717, 1721, 1801, 1803 and 1805 35th Street, staff presented zoning options for two land use options. For the Neighborhood Commercial land use option, the appropriate zoning is the current zoning which is Limited Office (LO). For the Neighborhood Mixed Use option, the appropriate zoning is Limited Office with Mixed Use zoning (LO-MU). Stakeholders expressed their desire to keep the existing zoning (Limited Office). Staff has agreed to examine the possibility of additional restrictions such as height and mandating a mixture of uses. Regarding the property at 3402 Kerbey Lane, approximately 20 stakeholders preferred single-family zoning and approximately 19 stakeholders preferred Neighborhood Office.

January 11, 2010—Zoning Workshop 8

Bryker Woods Elementary School

Attendance: 13

Citizens heard a presentation from Margaret Valenti about the development of a Neighborhood Plan Contact Team. Information about the formation of the contact team, include a by-law template was distributed. Meetings to form the contact team will begin soon. The garage placement tool was supported by nine stakeholders will two opposed. The parking placement tool was supported by eight stakeholders will four opposed.

March 4, 2010—Final Open House

LCRA Red Bud Center

Attendance: 115

Attendees reviewed and commented on the final draft plan. They also ranked the recommendations that were their highest priority. This information will be used to make any needed changes to the draft plan.

Table T-1 (T.2.1 & T.2.5)

Appendix B

ID	Route	From	To	Sidewalk Request & Rec			Bike Lane Request & Rec						
				Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide Curb	In Bike Plan?	ADT	Approx. width	Parking removal neces? 1 side? Both Sides?	Bike Program Rec
1	12th St	Winstead Ln	Exposition	X	Med - Low	Moderate priority as funding becomes available							
2	34th St	Shoal Creek Blvd	Lamar Blvd	X	High	High priority as funding becomes available							
3	35th St	MoPac e frontage	MoPac w frontage	X	Existing and TXDOT								
4	Balcones Dr	W 35th St	Mt Bonnell Dr	X	Low - V. Low	Low priority as funding becomes available.							
5	Bland St	McCullough St	Westover Rd	X	Low - V. Low	Low priority as funding becomes available.							
6	Bowman Ave	Schulle Ln	Exposition	X	Low - V. Low	Low priority as funding becomes available.							
7	Bridal Path	Pecos St	Exposition Blvd	X	Med-Low	Moderate priority as funding becomes available							
8	Claire Ave	Woolridge Dr	Gaston Ave	X	Low	Low priority as funding becomes available.	X		N	680	30	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The current ADT's and speed do not warrant a bicycle lane.
9	Dalewood Pl	McCullough St	Galewood Pl	X	Low	Low priority as funding becomes available.							
10	Deep Eddy Ave	W 7th St	Lake Austin Blvd	X	Low	Low priority as funding becomes available.							
11	Dillman St	Windsor Rd	Enfield Rd	X	Low - V. Low	Low priority as funding becomes available.							
12	Dormarion Ln	Greenlee Dr	Windsor Rd	X	Very Low	Low priority as funding becomes available.							
13	Enfield Rd (north side)	Scenic Dr	Forest Trl	X	High - Med	High priority as funding becomes available							
14	Ethridge Ave	Hartford Rd	McCallum Dr	X	Low - V. Low	Low priority as funding becomes available.							
15	Exposition	at O. Henry	Enfield Rd	X	High	High priority as funding becomes available							
16	Forest Trl	Windsor Rd	Enfield Rd	X	Med - Low	Moderate priority as funding becomes available							
17	Funston St	W 30th St	W 35th St	X	Low - V. Low	Low priority as funding becomes available.							
18	Gaston Ave	Harris	Shoal Creek Blvd	X	Low	Low priority as funding becomes available.	X	Y	920	30			Included in the Bicycle Plan as bike lane but staff will considering revising to maintain/improve wide curb lane
19	Hardouin Ave	Harris Blvd	McCallum Dr	X	EXISTING								
20	Harris Blvd	Westover Rd	Windsor Rd	X	Med - Low	Moderate priority as funding becomes available	X	Y	2800	30			Included in the Bicycle Plan as bike lane but staff will considering revising to maintain/improve wide curb lane
21	Harris Blvd	W 32nd St	Windsor Rd				X	Y	2800	30			Included in the Bicycle Plan as bike lane but staff will considering revising to maintain/improve wide curb lane
22	Hartford Rd	Ethridge Ave	Windsor Rd	X	Low - V. Low	Low priority as funding becomes available.							
23	Hearn St	W 8th St	Lake Austin Blvd	X	Low - V. Low	Low priority as funding becomes available.							

Table I-1 (I.2.1 & I.2.3)

Appendix B

ID	Route	From	To	Sidewalk Request & Rec			Bike Lane Request & Rec						
				Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide Curb	In Bike Plan?	ADT	Approx. width	Parking removal neces? 1 side? Both Sides?	Bike Program Rec
24	Hillview Rd	Pecos St	W 35th St	X	Low	Low priority as funding becomes available.							
25	Hillview Rd	Marianna Rd	Windsor Rd				X		N	800	30	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The current ADT's and speed do not warrant a bicycle lane.
26	Jarratt Ave	Gaston Ave	Leigh St	X	Low	Low priority as funding becomes available.							
27	Jefferson Ave	Westover Rd	Ethridge	X	Low	When grant opportunity is available, the COA will apply for SRTS grant							
28	Jefferson Ave	at Mohle Dr		X	Low	When grant opportunity is available, the COA will apply for SRTS grant							
29	Kennelwood Rd	Cherry Ln	Scenic Dr	X	Med - Low	Moderate priority as funding becomes available							
30	Kerbey Ln	W 35th St	W 38th St	X	Med	Moderate priority as funding becomes available							
31	Lake Austin Blvd	Atlanta	8th St	X	TXDOT								
32	Lake Austin Blvd	Redbud Trl	Scenic Dr		High - Med	High priority as funding becomes available	X	existing		11300	40	N	existing
33	Lamar Blvd	W 38th St	Windsor Rd		High - Med	High priority as funding becomes available	X						
34	Marianna Rd	Northwood Rd	Hillview Rd	X	Low	Low priority as funding becomes available.							
35	Matthews Dr	Stevenson Ave	El Greco Cv	X	Low	Low priority as funding becomes available.							
36	Matthews Dr	Stevenson Ave	Windsor Rd				X		N - WC	275	30	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The Plan does include this segment with a recommendation for a Wide Curb Lane. The current ADT's and speed do not warrant a bicycle lane.
37	McCullough St	Exposition	Scott Crescent	X	Low - V. Low	Low priority as funding becomes available.							
38	Meridan Ln	Quarry Rd	Enfield Rd	X	Med	Moderate priority as funding becomes available							
39	Meridan Ln	W 12th St	W 7th St	X	Low - V. Low	Low priority as funding becomes available.	X		N	n.a.	30	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The current ADT's and speed do not warrant a bicycle lane.
40	Mohle Dr	Oakmont Blvd	Oakhurst Dr	X	Low - V. Low	Low priority as funding becomes available.							
41	MoPac southbound	W 35th St	Winstead Ln				X		N	TXDOT			
42	Northwood	Jefferson	Harris				X						Included in Bicycle Plan as a bicycle lane but staff will re-assess need with a focus on on-street parking needs.
43	Northwood	MoPac e frontage	Jefferson Street	X	Low	Low priority as funding becomes available.							
44	Oakmont Blvd	W 35th St	Mohle Dr	X	Low - V. Low	Low priority as funding becomes available.							

Table T-1 (T.2.1 & T.2.5)

Appendix B

ID	Route	From	To	Sidewalk Request & Rec			Bike Lane Request & Rec						
				Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide Curb	In Bike Plan?	ADT	Approx. width	Parking removal neces? 1 side? Both Sides?	Bike Program Rec
45	Pecos St	35th St	Bridle Path	X	Low	Low priority as funding becomes available.	X		Y	3000	30	Y-BS	Included in the Bicycle Plan, bike lanes would necessitate parking removal on both sides. The Plan calls for a wide curb lane from Bridle Path to Enfield.
46	Pecos St	Northwood Rd	Windsor Rd				X						see above
47	Quarry Road	Elton Lane	Possum Trot	X	NO EXISTING CONNECTION								
48	Lions Golf Course	Perimeter		X	High - Med	High priority as funding becomes available							
49	Tarrytown Park	Perimeter		X	Very Low	Low priority as funding becomes available.							
50	Redbud Trl	Lake Austin Blvd	Redbud Park	X	Very Low	Low priority as funding becomes available.							
51	Scenic Dr	Enfield Rd	Bridal Path	X	Low	Low priority as funding becomes available.							
52	Scenic Dr	Stevenson Ave	dead end				X		Y - as WC	1000	30-40	Y - BS	The low ADT and speeds do not necessitate bicycle lanes.
53	Scenic Dr	Lake Austin Blvd	Cherry Ln				X		Y - as WC	1000	30-41	Y - BS	The low ADT and speeds do not necessitate bicycle lanes.
54	Scott Crescent	McCullough St	Dormanion Ln	X	Very Low	Low priority as funding becomes available.							
55	Shoal Creek Blvd	W 34th St	31st St	X	Med - Low	Moderate priority as funding becomes available	X		Y		32	N	existing; 31st Street from Shoal Creek Boulevard to Lamar Boulevard is also an existing bl
56	Spring Ln	Galewood Pl	Westover Rd	X	Low	Low priority as funding becomes available.							
57	Spring Ln	Windsor Rd	McCullough St	X	Med - Low	Moderate priority as funding becomes available							
58	Upton St	W 7th St	Lake Austin Blvd	X	Med - Low	Moderate priority as funding becomes available							
59	Veterans Dr	Foster Ave	MoFac Ped. Bridge	X	Med - Low	Moderate priority as funding becomes available							
60	W 11th St	Winstead Ln	Possum Trot	X	Low	Low priority as funding becomes available.							
61	W 26th St	Jefferson St	Lamar Blvd				X		Y		28	Y - BS	From Harris to Lamar there is already a bicycle lane. The segment from Oakmont to Jefferson is not included in the Plan.
62	W 26th St	Oakmont Blvd	Lamar Blvd	X	Med - Low	Moderate priority as funding becomes available	X						
63	W 33rd St	Jefferson St	Churchill	X	Med - Low	Moderate priority as funding becomes available							
64	W 34th St	Jefferson St	Shoal Creek Blvd	X	High - Med	High priority as funding becomes available	X		Y - SL	2500	30	No existing parking	This segment is included in the Bicycle Plan as a shared lane due to the limitations with the existing width.

Table T-1 (T.2.1 & T.2.5)

Appendix B


ID	Route	From	To	Sidewalk Request & Rec			Bike Lane Request & Rec						
				Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide Curb	In Bike Plan?	ADT	Approx. width	Parking removal neces? 1 side? Both Sides?	Bike Program Rec
66	W 35th St	Pecos St	Mayfield Preserve	X	Low	Low priority as funding becomes available.							
68	W 35th St	Hillview Rd	Exposition	X	Med	Moderate priority as funding becomes available							
67	W 6th St	MoPac s bound	Lamar Blvd		High - Med and TXDOT	High priority as funding becomes available	X		Y	25000	60	No Existing Parking	From Lamar Boulevard to Downtown, there is not enough additional width for bicycle lanes. However, we have already striped bicycle lanes from Lamar to Mopac.
68	W 8th St	Meridan Ln	Norwalk Ln	X	Med - V. Low	Moderate priority as funding becomes available							
69	Wayside Dr	W 12th St	W 7th St	X	Low	Low priority as funding becomes available.							
70	Westover	MoPac w frontage rd	Bland St	X	Low	Mobility Bond							
71	Westover Rd	MoPac w frontage rd	Exposition		Med - Low	Moderate priority as funding becomes available. Included in Mobility Bond	X		Y - WC	500	37	Y - OS	The Plan calls for a wide curb lane facility due to the need to remove parking.
72	Westover Rd	Across Mo-Pac		X	Low	Low priority as funding becomes available. Included in Mobility Bond.							
73	Windsor Rd	Hartford Rd	Forest Trl	X	Med - Low	Moderate priority as funding becomes available							
74	Windsor Rd	Exposition Blvd	Western frontage rd	X	Med - Low	Moderate priority as funding becomes available							
75	Windsor Rd	Matthews Dr	Pecos St	X	Low	Low priority as funding becomes available.	X						
76	Windsor Rd	Pecos St	Exposition		Med - Low	Moderate priority as funding becomes available	X		Y	1700	28	Y - BS	Included in the Plan
77	Windsor Rd	Across Mo-Pac		X	Med	Moderate priority as funding becomes available							
78	Winstead Ln	Enfield Rd	W 7th St	X	High - Med and TXDOT	High priority as funding becomes available							
79	Winstead Ln	Windsor Rd	Lake Austin Boulevard				X		Y		30-40	Y - BS	Parking may already be restricted on this TXDOT access road. Extending the bike lane to Veterans Drive improves connectivity, but would require an amendment to the Plan.
80	Woodmont	Forest Trl	Sharon Ln	X	Low	Low priority as funding becomes available.							
81	Woodridge Dr	W 29th St	Gaston Ave				X						
82	Woodridge Dr	W 29th St	Claire Ave	X	Med - Low	Moderate priority as funding becomes available	X		N		30	Y - BS	Low speeds, insufficient width, and the neighborhood nature of this street does not call for bicycle lanes.

Table T-1 (T.2.1 & T.2.5)

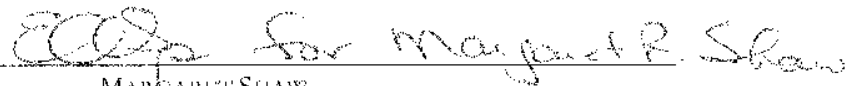
Appendix B

ID	Route	From	To	Sidewalk Request & Rec			Bike Lane Request & Rec						
				Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide Curb	In Bike Plan?	ADT	Approx. width	Parking removal neeces? 1 side? Both Sides?	Bike Program Rec
83	Exposition	3200 Block	3200 Block	X	EXISTING								
84	Bridal Path	Forest Trl	Sharon Ln	X	Low	Low priority as funding becomes available.							
85	Enfield Rd	Johnson Creek Trail	Woodlawn				X		Y	9000	38	Y - BS	
86	Woodlawn	Enfield Rd	14th				X		N		19-50	Y - BS	Low speeds, insufficient width, and the neighborhood nature of this street does not call for bicycle lanes. However, if you are building a new route here, consider a Plan Amendment.
87	14th	Woodlawn	West Lynn				X		N	400	30	Y - BS	Low speeds, insufficient width, and the neighborhood nature of this street does not call for bicycle lanes. However, if you are building a new route here, consider a Plan Amendment.
88	West Lynn	14th	12th				X		Y	2000	25	Y - BS	
89	12th St	West Lynn	Lamar Blvd				X		Y	7000	30	Y - BS	The segment from West Lynn to Lamar is in the Plan as a BL, east of Lamar to West Ave, the Plan calls for a shared lane; probably due to width limitations.

Appendix C

<div style="display: flex; align-items: center;">  <div> <p>AFFORDABILITY IMPACT STATEMENT</p> <p>NEIGHBORHOOD HOUSING AND COMMUNITY DEVELOPMENT</p> <p>CITY COUNCIL AGENDA: CASE NUMBER:</p> </div> </div>	
PROPOSED CODE AMENDMENT:	IMPLEMENT NEIGHBORHOOD PLAN FOR CENTRAL WEST AUSTIN NEIGHBORHOOD PLANNING AREA
PROPOSED NEIGHBORHOOD PLAN IMPACTING HOUSING AFFORDABILITY:	PROPOSED NEIGHBORHOOD PLAN WOULD: THE PROPOSED PLAN SIGNIFICANTLY LIMITS OPPORTUNITIES FOR POTENTIAL DEVELOPMENT OF AFFORDABLE HOUSING IN THE NEIGHBORHOOD.
ALTERNATIVE LANGUAGE TO MAXIMIZE AFFORDABLE HOUSING OPPORTUNITIES:	<p>PLAN SHOULD ALLOW FOR INFILL OPTIONS, GIVING INDIVIDUAL PROPERTY OWNERS THE CHANCE TO BUILD HIGHER DENSITY ON THEIR LOTS, AND THUS, CREATE POTENTIAL FOR AFFORDABILITY AND MULTI-FAMILY ZONING.</p> <p>IT SHOULD ALSO ALLOW, WHERE APPROPRIATE, FOR MORE OPPORTUNITIES FOR HIGHER DENSITY SINGLE FAMILY OR MULTI-FAMILY ZONING THROUGHOUT THE NEIGHBORHOOD.</p>
OTHER RECOMMENDATIONS:	<p>WE RECOMMEND THAT WHERE IT CONFORMS TO SURROUNDING USES, THE ZONING OF LOTS CURRENTLY UNDER DISPUTE BE CHANGED TO ALLOW FOR HIGHER DENSITY RESIDENTIAL. WE ALSO RECOMMEND THAT THE PLAN ALLOW FOR A GREATER DIVERSITY OF HOUSING TYPES THROUGHOUT THE NEIGHBORHOOD TO ALLOW FOR AGING IN PLACE AND INCREASED AFFORDABILITY OPTIONS FOR FAMILIES.</p> <p>WE RECOGNIZE THE IMPORTANCE OF MAINTAINING SF-3 ZONING AS MUCH AS POSSIBLE THROUGHOUT THE NEIGHBORHOOD, AND WE SUPPORT THE PLANNING AND DEVELOPMENT REVIEW STAFF IN THEIR EFFORTS TO MAINTAIN EXISTING SF-3 ZONING.</p> <p>SPECIFICALLY, WE RECOMMEND THE FOLLOWING ZONING CHANGES TO THESE LOTS:</p> <p>3215 EXPOSITION BLVD: CHANGE TO HIGHER DENSITY SINGLE FAMILY ZONING (SF-6)</p> <p>3411, 3412, 3500 BONNIE ROAD: CHANGE TO SINGLE-FAMILY ZONING TO ALLOW FOR MULTIPLE UNITS (DUPLEX)</p> <p>2310 W. 7TH: CHANGE TO HIGHER DENSITY SINGLE FAMILY ZONING (SF-6)</p> <p>1717, 1721, 1801, 1803, AND 1805 35TH ST.: CHANGE TO LO-MU IN ACCORDANCE WITH PLANNING AND DEVELOPMENT REVIEW STAFF RECOMMENDATIONS</p>

Appendix C

	<p>FOR ALL OTHER CONTESTED ZONING AND PLUM CASES, NHCD SUPPORTS THE RECOMMENDATIONS OF PLANNING AND DEVELOPMENT REVIEW STAFF.</p> <p>FINALLY, WE RECOMMEND THAT THE PLAN ADOPT APPROPRIATE INFILL TOOLS TO INCREASE DENSITY, SUCH AS ALLOWING THE USE OF THE SECONDARY APARTMENT INFILL TOOL, SMALL LOT AMNESTY, COTTAGE, AND URBAN HOME.</p>
DATE PREPARED:	MARCH 26, 2010
<p>DIRECTOR'S SIGNATURE:  MARGARET SHAW</p>	

APPENDIX D

Crime Prevention through Environmental Design Neighborhood Safety Audit Worksheet

The intent of this Neighborhood Safety Audit Worksheet is to identify localized safety issues in a particular area while using the principles set forth by the Crime Prevention through Environmental Design urban planning tool. Those principles are:

- **Territoriality:** defining the ownership of a particular space (e.g., public vs. private space). Territorial control prevents the use of a space by unauthorized users.
- **Access Control:** denial of access to specific crime targets by minimizing uncontrolled movement within a specific area.
- **Natural Surveillance:** the ability to easily observe all users of a defined space, including potential criminals.
- **Maintenance and Management:** effective upkeep of those items that support the intended purpose and use of specific spaces (e.g., lighting, landscaping).

You may use the information found through this audit to create a safety plan that lays out recommendations for a safer, more secure neighborhood.

This audit sheet is based on the one used by the Phoenix Police Department in Phoenix, Arizona.

Neighborhood Name: _____

General area of audit: _____

Date: _____ Day: _____ Time: _____

Auditor(s): _____

1) General Impressions

What is your overall impression of the area? _____

What five words best describe the general area? _____

2) Lighting

Impression of lighting:

- ☐ Very Poor
- ☐ Poor
- ☐ Satisfactory
- ☐ Good

- ☐ Very Good
- ☐ Too Dark
- ☐ Too Bright

APPENDIX D

Is the lighting fairly distributed throughout the area?

☐ Yes

☐ No

If streetlights are not working, identify them by their location: _____

Are you able to identify a face 75 feet away?

☐ Yes

☐ No

Do trees or bushes obscure the lighting?

☐ Yes

☐ No

How well does the lighting illuminate pedestrian walkways or sidewalks?

☐ Very Poorly

☐ Well

☐ Poorly

☐ Very Well

☐ Satisfactorily

How clearly does the lighting illuminate directional signs or maps?

☐ Very Poorly

☐ Well

☐ Poorly

☐ Very Well

☐ Satisfactorily

3) Signage

Are any street signs missing from the area?

☐ Yes

☐ No

Are street signs adequately illuminated?

☐ Yes

☐ No

Is there any type of signage that should be provided in the area?

☐ Yes

☐ No

If yes, please describe the type and location: _____

APPENDIX D

4) Sight Lines

Can you clearly see what's around you?

☐ Yes

☐ No

If no, what is blocking your view?

☐ Bushes

☐ Hill(s)

☐ Fences

☐ Other _____

Are there places someone could be hiding?

☐ Yes

☐ No

If yes, where? _____

What would make it easier for you to see your surroundings? _____

5) Isolation

At the time of this audit, are there parts of the neighborhood that feel isolated from the rest of the area?

☐ Yes

☐ No

How many areas of the neighborhood seem isolated at other times of the day?

In the early morning?

☐ None

☐ A few

☐ Several

In the evening?

☐ None

☐ A few

☐ Several

During the day?

☐ None

☐ A few

☐ Several

After 10 p.m.?

☐ None

☐ A few

☐ Several

Is it easy to predict when people will be around?

☐ Yes

☐ No

How far away is the nearest person to hear a call for help? _____

APPENDIX D

Other Comments: _____

6) Movement Predictors (as related to predictable and unchangeable routes)

Is there a frequently traveled route used by pedestrians in the neighborhood?

☐ Yes

☐ No

Is there an alternative, well-lit, and frequently traveled route available?

☐ Yes

☐ No

Is the end of the route clearly visible?

☐ Yes

☐ No

Are there places along the route where someone could hide and wait for you?

☐ Yes

☐ No

Other Comments: _____

7) Possible Entrapment Sites

Are there small, confined areas where you could be hidden from view (e.g., between garbage bins, alleys, recessed doorways)?

☐ Yes

☐ No

If yes, specify where you could be hidden from view: _____

APPENDIX D

8) Escape Routes

How easy would it be for an offender to disappear from this area?

- ☐ Not Very Easy
- ☐ Quite Easy
- ☐ Very Easy

9) Nearby Land Uses

What types of things are near to this area?

- | | |
|---|--|
| <input type="checkbox"/> Stores | <input type="checkbox"/> Apartments |
| <input type="checkbox"/> Offices | <input type="checkbox"/> Natural area/park |
| <input type="checkbox"/> Restaurants | <input type="checkbox"/> Parking lot |
| <input type="checkbox"/> Factories | <input type="checkbox"/> School |
| <input type="checkbox"/> High-traffic roadway | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Houses | _____ |

Can you identify who owns or maintains nearby properties?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

What are your impressions of nearby land uses?

- | | |
|---------------------------------------|------------------------------------|
| <input type="checkbox"/> Very Poor | <input type="checkbox"/> Good |
| <input type="checkbox"/> Poor | <input type="checkbox"/> Very Good |
| <input type="checkbox"/> Satisfactory | |

10) Maintenance

What are your impressions of property maintenance at this site?

- | | |
|---------------------------------------|------------------------------------|
| <input type="checkbox"/> Very Poor | <input type="checkbox"/> Good |
| <input type="checkbox"/> Poor | <input type="checkbox"/> Very Good |
| <input type="checkbox"/> Satisfactory | |

Is there litter lying around?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

Does the general area feel cared for?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

APPENDIX D

Does the general area feel abandoned?

☐ Yes

☐ No

If yes, why does it feel abandoned? _____

Is there graffiti present?

☐ Yes

☐ No

11) Sense of Safety

Would other materials, tones, textures, or colors improve your sense of safety?

☐ Yes

☐ No

Other Comments: _____

12) Overall Design

What are your impressions of property maintenance at this site?

☐ Very Poor

☐ Good

☐ Poor

☐ Very Good

☐ Satisfactory

If you weren't familiar with this area, would it be easy to find your way around?

☐ Yes

☐ No

Other Comments: _____

APPENDIX D

13) Improvements

What improvements would you like to see made to this general area? _____

14) Recommendations

Do you have any other specific recommendations for this area? _____

APPENDIX D

Does the general area feel abandoned?

☐ Yes

☐ No

If yes, why does it feel abandoned? _____

Is there graffiti present?

☐ Yes

☐ No

11) Sense of Safety

Would other materials, tones, textures, or colors improve your sense of safety?

☐ Yes

☐ No

Other Comments: _____

12) Overall Design

What are your impressions of property maintenance at this site?

☐ Very Poor

☐ Good

☐ Poor

☐ Very Good

☐ Satisfactory

If you weren't familiar with this area, would it be easy to find your way around?

☐ Yes

☐ No

Other Comments: _____

APPENDIX D

13) Improvements

What improvements would you like to see made to this general area? _____

14) Recommendations

Do you have any other specific recommendations for this area? _____

APPENDIX D

After the Audit

Organize your findings

After the audit, you will have a lot of information regarding potential safety issues in the area and possible solutions to those issues. One way to organize all of this information is to group the findings together based on specific factors (e.g., lighting). You could also group findings by type of space (e.g., parking lots) or by specific uses of the space (e.g., strip mall).

If a specific area has been overlooked in the initial audit, consider talking with people that might use that specific area on a regular basis. If there is no one to talk to, conduct a short audit for that specific area.

Sharing the results

It is important to get support, information, ideas, and feedback from the people who live or work in the area in which this safety audit was conducted. Ideally, these people should be part of the audit group, but if they were not, it is important that they get involved in the process at this point. Consider holding small group meetings to provide non-participants in the audit the opportunity to discuss their concerns and help in making recommendations.

Making recommendations

Before you make any recommendations, first prioritize the identified problems. This allows for the most effective use of the resources that may be available to address those problems.

It is important that the recommendations you make can actually solve the problems identified in this audit. Think comprehensively when making recommendations. For example, you may decide a building needs a sign for identification purposes; but, putting up a sign without any illumination is only a partial solution.

Working for Change

Work with several entities, including area neighborhood associations or the Austin Police Department, to assist with the safety audit and to prepare a safety plan for those problems identified in the audit. Remember, though, that these entities' resources may be limited, and it may be important to identify other sources to assist in solving the safety issues in the area.

Resources that could be helpful in preparing a safety plan include:

- The National Crime Prevention Council (www.ncpc.org) and their *Designing Safer Communities: A Crime Prevention through Environmental Design Handbook* (1997).
- Jeffrey, C. Ray. *Crime Prevention through Environmental Design*. Beverly Hills: Sage, 1971.
- Newman, Oscar. *Defensible Space: Crime Prevention through Urban Design*. New York: Macmillan, 1972.

APPENDIX E

Sustainability Resources Available in the City of Austin

Note: The contact information provided below was up-to-date at the time of this neighborhood plan's adoption. However, this information can change at any time after the plan's adoption date.

Plants, Produce, and Gardening

- Community Gardens (http://www.sustainablefoodcenter.org/GL_overview.html)
- Planting New Trees (<http://www.treefolks.org/>)
- Farmer's Market (<http://www.austinfarmersmarket.org/>)
- Rain Gardens (<http://www.ci.austin.tx.us/growgreen/raingardenplants.htm>)
- Native Plant Landscaping (<http://www.ci.austin.tx.us/growgreen/plants.htm>)
- Subsidized Rain Barrels (<http://www.ci.austin.tx.us/watercon/rbsales.htm>)
- Subsidized Rain Harvesting Systems (<http://www.ci.austin.tx.us/watercon/rwrebates.htm>)
- Neighborhood Beautification (<http://www.keeptaustinbeautiful.org>)

Neighborhood Sustainability

- Green Neighbor Program (<http://www.ci.austin.tx.us/watershed/greenneighbor/>)
- Neighborhood Habitat Program (<http://www.ci.austin.tx.us/parks/wildlifehabitat.htm>)
- Green Building
(<http://www.austinenergy.com/Energy%20Efficiency/Programs/Green%20Building/>)

Home Efficiency

- Home Solar (<http://www.austinenergy.com/Energy%20Efficiency/Programs/index.htm>)
- Selling Excess Solar Power to the Grid
(<http://www.austinenergy.com/Energy%20Efficiency/Programs/Rebates/Solar%20Rebates/faq.htm>)
- Free Low-Flow Toilets (<http://www.ci.austin.tx.us/watercon/sftoilet.htm>)
- Free Water-Efficient Showerheads and Faucets
(<http://www.ci.austin.tx.us/watercon/showerheads.htm>)

Carbon Footprint Calculator

- Calculate your carbon footprint (http://www.ci.austin.tx.us/acpp/co2_footprint.htm)

APPENDIX F

West Austin Neighborhood Group Current Land Use by Category, 2008

	Total Number of Acres	Percent Total of Planning Area
Single-Family	845.9	42.00%
Multi-Family	150.8	7.00%
Commercial	21.6	1.00%
Office	21.7	1.00%
Civic	157.4	8.00%
Open Space	281.5	14.00%
Transportation	2.9	0.00%
Roads	384.3	19.00%
Undeveloped	4.6	0.00%
Utilities	12.5	1.00%
Water	149.3	7.00%

Windsor Road Current Land Use by Category, 2008

	Total Number of Acres	Percent Total of Planning Area
Single-Family	295.1	54.00%
Multi-Family	2.7	0.00%
Commercial	8.6	2.00%
Office	20.8	4.00%
Civic	29.7	5.00%
Open Space	52.7	10.00%
Transportation	6.8	1.00%
Roads	126.4	23.00%
Undeveloped	2.2	0.00%

APPENDIX G

Final Survey Results

At the end of the planning process, Planning and Development Review Department staff administered an online and paper survey to gauge the entire community's support of the CWACNPA neighborhood plan. All property owners, business owners, and renters were notified of the survey in a neighborhood-wide mailout in February 2010. Sixty-six survey responses were received in the three-week period allotted for participation in the survey. The final survey's questions and responses can be found below.

Rate your level of support for the CWACNPA Neighborhood Plan.

Response	Response Count	Response Percentage
Fully Supportive	11	16.70%
Generally Supportive	36	54.50%
Generally Unsupportive	9	13.60%
No Support	6	9.10%
Unfamiliar with Plan	4	6.10%

Rate your level of support for the neighborhood planning process.

Response	Response Count	Response Percentage
Very Satisfied	5	7.80%
Satisfied	16	25.00%
Neutral	18	28.10%
Very Dissatisfied	12	18.80%
Did Not Participate	13	20.30%

How did you participate in the planning process?

Response	Response Count	Response Percentage
Surveys	37	59.70%
Correspondence with Staff	21	33.90%
Planning Meetings	30	48.40%
Coordination Team Member	3	4.80%
I Was Not Involved	18	29.00%
Other	6	9.70%

APPENDIX G

How did you hear about neighborhood planning meetings?

Response	Response Count	Response Percentage
Postcards/Letters	28	45.20%
E-Mail	38	61.30%
City of Austin website	10	16.10%
Signs Posted in Neighborhood	11	17.70%
Neighborhood Association Newsletter	23	37.10%
Newspaper, radio, tv	6	9.70%
This is the first time I've heard about plan	6	9.7
Other	2	3.2

About how many meetings did you attend?

Response	Response Count	Response Percentage
0	28	45.20%
1-10	19	30.60%
11-20	2	3.20%
21-30	4	6.50%
31-40	4	6.50%
More than 40	5	8.10%

In the Central West Austin Neighborhood Planning Area, I am a ...

Response	Response Count	Response Percentage
Homeowner	57	91.90%
Renter	1	1.60%
Business Owner	7	11.30%
Non-Resident Property Owner	3	4.80%
Other	4	6.50%

ORDINANCE NO. 20100923-102

**AN ORDINANCE AMENDING THE AUSTIN TOMORROW
COMPREHENSIVE PLAN BY ADOPTING THE CENTRAL WEST AUSTIN
COMBINED NEIGHBORHOOD PLAN.**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. FINDINGS.

- (A) In 1979, the City Council adopted the “Austin Tomorrow Comprehensive Plan.”
- (B) Article X, Section 5 of the City Charter authorizes the City Council to adopt by ordinance additional elements of a comprehensive plan that are necessary or desirable to establish and implement policies for growth, development, and beautification, including neighborhood, community, or area-wide plans.
- (C) In June 2007, an initial survey was distributed to residents in the neighborhood planning area, and subsequent meetings were held with the City of Austin neighborhood planning staff and homeowners, renters, business owners, non-profit organizations and non-resident property owners to prepare a neighborhood plan. The Central West Austin Combined Neighborhood Plan followed a process first outlined by the Citizens’ Planning Committee in 1995, and refined by the Ad Hoc Neighborhood Planning Committee in 1996. The City Council endorsed this approach for neighborhood planning in a 1997 resolution. This process mandated representation of all of the stakeholders in the neighborhood and required active public outreach. The City Council directed the Planning Commission to consider the plan in a 2006 resolution. During the planning process, the Central West Austin Combined Neighborhood Plan planning team gathered information and solicited public input through the following means:
 - (1) collection of existing data;
 - (2) neighborhood inventory;
 - (3) neighborhood survey;
 - (4) neighborhood workshops; and
 - (5) neighborhood open houses.
- (D) The Central West Austin Combined Neighborhood Plan recommends action by the neighborhood planning team, the City, and by other agencies to

preserve and improve the neighborhood. The vision statement and goals of the Central West Austin Combined Neighborhood Plan are as follows:

(1) Vision Statement

Central West Austin is a mature, stable and diverse community that includes a collection of four predominantly single family neighborhoods supporting and supported by small-scale businesses, with tree-lined streets and local schools, history, and amenities, all of which are worthy of protection.

The Central West Austin Neighborhood Plan shall preserve the *existing character and integrity of single-family neighborhoods* to reflect the historical nature and residential character of the neighborhood. The plan will address the needs of a diverse pedestrian, bicycle and kid friendly community by providing walkable streets, safe parks and attractive open spaces, and will promote a sustainable neighborhood with compatibly scaled and located neighborhood-serving commercial and civic areas, so as to maintain the neighborhood's quality of life, avoid increasing traffic, preserve the mature tree canopy, protect creeks and the lakes, and prevent flooding.

(2) Goals

(a) Land Use

Preserve and protect the historic character and integrity of Central West Austin's predominantly single-family neighborhoods, with their neighborhood-serving commercial centers, civic areas, safe parks, and attractive open spaces, so as to maintain the neighborhood's quality of life, avoid increasing traffic, preserve the mature tree canopy, protect creeks and the lakes, and prevent flooding.

Development of property as office, commercial, retail, multi-family, or civic uses should be in accordance with the Future Land Use Map, as informed by the Plan text, and should be appropriately oriented, scaled and buffered to protect the existing single-family homes from any intrusion and adverse effects from higher intensity uses. The future use of the Brackenridge Tract and the Austin State Supported Living Center property should take into account the impact of such use on the surrounding neighborhood, and if developed should be compatible with the existing single-family homes

in the neighborhood. Buffering to protect the existing single-family homes in the neighborhood is also desired.

(b) Transportation

Support the livability, vitality, and safety of the Central West Austin neighborhood by providing streets that enhance its neighborhood character, encourage walking, bicycling, and transit use, and better serve its schools, library, parks and other key destinations.

Key themes for this goal are:

- (i) Do not widen streets;
- (ii) Enforce speed limits;
- (iii) Protect against cut-through traffic;
- (iv) Control on-street parking; and
- (v) Maintain acceptable traffic service levels.

(c) Parks

Preserve, connect and enhance existing parks and recreational areas and facilities in the Central West Austin Planning Area, as well as open space on large properties (e.g., Austin State School and the Brackenridge Tract) for the health, recreational and historical benefits they bring to the community. Create opportunities for additional public open space such as trails, pocket parks, and landscaped traffic islands, as well as parks and recreational areas and facilities on large properties.

(d) Environment

Central West Austin will encourage a healthy urban ecosystem that uses trees and appropriate vegetation to make the neighborhood pleasant and unique, improve environmental conditions, and connect its social and natural heritages.

(e) Community Life

Central West Austin will foster and improve life for all ages through community interaction.

- (E) The Central West Austin Combined Neighborhood Plan goals are further described in the Plan Summary Chapter of the Plan.
- (F) On June 22, 2010, the Planning Commission held a public hearing on the Central West Austin Combined Neighborhood Plan, and recommended adoption of the plan by the City Council.
- (G) The Central West Austin Combined Neighborhood Plan is appropriate for adoption as an element of the Austin Tomorrow Comprehensive Plan. The Central West Austin Combined Neighborhood Plan furthers the City Council's goal of achieving appropriate, compatible development within the area. The Central West Austin Combined Neighborhood Plan is necessary and desirable to establish and implement policies for growth, development, and beautification in the area.

PART 2. ADOPTION AND DIRECTION.

- (A) Chapter 5 of the Austin Tomorrow Comprehensive Plan is amended to add the Central West Austin Combined Neighborhood Plan as Section 5-29 of the Comprehensive Plan, as set forth in Exhibit A to this ordinance, which is incorporated as part of this ordinance.
- (B) The city manager shall prepare zoning cases consistent with the land use recommendations in the Plan.
- (C) The city manager shall provide periodic updates to the City Council on the status of the implementation of the Central West Austin Combined Neighborhood Plan.
- (D) The specific provisions of the Central West Austin Combined Neighborhood Plan take precedence over any conflicting general provision in the Austin Tomorrow Comprehensive Plan.

PART 3. EFFECTIVE DATE.

This ordinance takes effect on October 4, 2010.

PASSED AND APPROVED

September 23, 2010

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Lee Leffingwell
Mayor

APPROVED: _____
Karen M. Kennard
Acting City Attorney

ATTEST: _____
Shirley A. Gentry
City Clerk