

Upper Boggy Creek Neighborhood Plan

PLAN ADOPTED: August 1, 2002

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

STATION AREA PLAN OR MASTER PLAN

This Neighborhood Plan has been modified with the adoption of the MLK Jr. Blvd TOD Station Area Plan. This plan should be referenced for properties that are designated as a *Specific Regulating District* on the Future Land Use Map. For zoning, site development and design regulations, refer to the Regulating Plan. These plans can be found at: [wwwhttp://austintexas.gov/page/austins-tod-process](http://austintexas.gov/page/austins-tod-process).





The Upper Boggy Creek Neighborhood Plan

An Amendment to the
City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5
Section 5-12
Exhibit A

August 1, 2002

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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 volunteers acted as the Neighborhood Planning Team and dedicated many hours to the development of this plan through their regular participation in Neighborhood Planning meetings:

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Maplewood Elementary School

Alamo Recreation Center

Asbury Methodist Church

Fiesta Grocery Store

Taquaria Los Altos

Genesis Presbyterian Church

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TPSD – Transportation Planning and Sustainability Department

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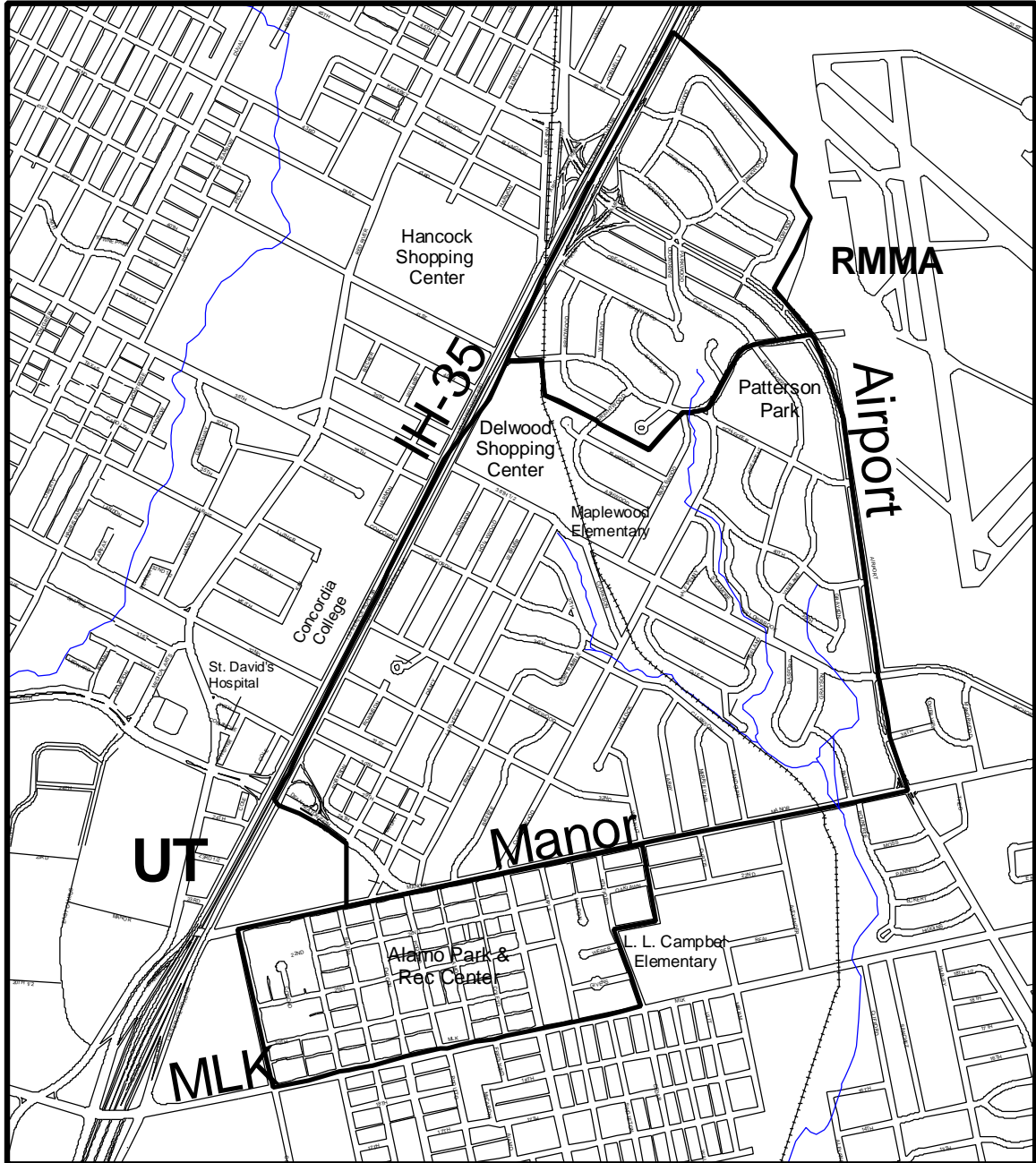
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The Upper Boggy Creek Neighborhood Planning Team recommends that representatives from the neighborhoods that compose the planning area—Rogers-Washington/Holy Cross, Blackland, Cherrywood, Wilshire Wood/Delwood I, and Delwood II—meet on an annual basis to review the plan and the status of the implementation of the plan’s action items. This review of the plan should occur annually during the month in which the plan and rezonings were passed.



Upper Boggy Creek Neighborhood Planning Area: Base Map



NPZD
City of Austin



Upper Boggy Creek Neighborhood
Planning Area Boundary

Neighborhood Planning in the Upper Boggy Creek Neighborhood Planning Area

The Upper Boggy Creek Neighborhood Planning process began with a public meeting held on September 19, 2000. More than one hundred people attended the meeting—the largest group ever to attend a kick-off meeting.

The planning area was originally called Cherrywood. Members of the planning team thought that the name placed an unfair emphasis on the well-organized Cherrywood neighborhood association. The planning area is composed of a number of different neighborhoods: Rogers-Washington-Holy Cross, Blackland, Cherrywood, Wilshire Wood/Delwood I, and Delwood II. To reflect the diversity of the neighborhoods included in the planning area—ethnic and economic—the planning team looked for a name that would be more inclusive. The name that was finally picked, Upper Boggy Creek, represents the geographic element that includes all of the planning area's neighborhoods.

Working with Neighborhood Planning staff, the planning team crafted the initial survey. It was hand-delivered to all residents and businesses in the planning area in the winter of 2000-2001. Surveys were also mailed to non-resident property owners. The results of this survey provided the planning team a starting point to begin the planning process in earnest. See **Appendix C** for *survey results*.

After working to develop a vision and a set of goals, the planning team began to a process to develop the objectives and action items. Over the course of a year and a half years, the neighborhood planning team met twice a month—and sometimes more—to develop and refine the objectives and action items.

Members of the planning team conducted land use and photographic surveys of the planning area. Other members worked in subcommittees—land use, transportation, parks and the environment, and services—to collect information and write action items for these specific goals.

On September 15, 2001 the planning team held an open house at Maplewood Elementary School to allow the stakeholders in the planning area to comment on the planning team's work to date. Over seventy people attended the open house.

In March/April of 2002 the final survey was mailed to residents, businesses, and non-resident property owners. Information gathered by the survey was used to refine the plan. See **Appendix C** for *final survey results*.

After more than forty regular official planning team meetings and numerous subcommittee meetings the team finalized the plan.

SUMMARY

Vision and Goals

Upper Boggy Creek Neighborhood Plan Vision

The Upper Boggy Creek Neighborhood Planning Area seeks to be an attractive, human-scaled, pedestrian- and cyclist-oriented group of neighborhoods. The neighborhoods also seek to limit commercial encroachment into residential areas, reduce the negative effects of traffic, enhance the physical and environmental beauty, and preserve and enhance the existing unique character of each distinct neighborhood.

Goal One: COMMUNITY CHARACTER

Preserve the character of each neighborhood in the Upper Boggy Creek Neighborhood Planning Area.

Goal Two: LAND USE

Ensure that the new businesses and commercial development within the Upper Boggy Creek Neighborhood Planning Area is neighborhood-appropriate, neighborhood-scaled, neighborhood-friendly, and serves the nearby neighborhoods.

Goal Three: HOUSING

Promote the rehabilitation of existing housing and construction of new housing to be compatible with the surrounding neighborhood and architecture for a variety of income levels.

Goal Four: TRANSPORTATION

Improve the quality of residential streets and commercial corridors to make them safe, accessible, and attractive to all forms of transportation. Residential and commercial streets and transit facilities should

- Emphasize pedestrian and bicycle safety*
- Serve pedestrian and bicycle convenience*
- Encourage public transit use*
- Allow residents ready ingress and egress from the neighborhood*
- Limit through-traffic to roads designed for the purpose*
- Be compatible with the residential / mixed-use character of our neighborhoods.*

Goal Five: PARKS, OPEN SPACE, AND THE ENVIRONMENT

Achieve and maintain a healthy, sustainable, robust, functional, and aesthetically beautiful parks and greenspace system within the planning area. The park system should provide active and passive recreational opportunities for all residents.

Goal Six: SERVICES

Develop and provide for a range of services that enhance the cultural, social and educational fabric of the neighborhood.

Upper Boggy Creek Neighborhood Planning Area's Top Ten Planning Priorities

- R** Manor Road should become a vibrant neighborhood- and pedestrian-friendly, mixed-use corridor that emphasizes alternative transportation modes. A first step to ensure its future as such is to amend the regional long-range transportation plans. Currently, the Capital Area Metropolitan Planning Organization and Austin Metropolitan Area Transportation Plans call for widening Manor Road from IH-35 to Cherrywood Road to four lanes by 2025. According to the Austin Metropolitan Area Transportation Plan, the road would need to be widened by an estimated twenty-six feet—thus creating a major arterial road bisecting the planning area. Manor Road should retain its current configuration of two travel lanes, a turn lane and two bicycle lanes from IH-35 to Airport Boulevard.
- R** MLK Boulevard, particularly if it needs to be widened, should not be a barrier between the neighborhoods on the north and south sides of the road. To improve pedestrian, bicyclist, and motorist's north/south mobility across MLK Boulevard place protected left turn lanes on
- Chicon Street at the intersection of MLK Boulevard
 - Chestnut Avenue at the intersection of MLK Boulevard
 - Cedar Avenue at the intersection of MLK Boulevard
 - Miriam Street at the intersection of MLK Boulevard for traffic from the funeral home, cancer center and L.L. Campbell Elementary School.
- R** Implement traffic calming in the Cherrywood neighborhood with special emphasis placed on Cherrywood Road/Chestnut Road, 38th ½ Street, Lafayette, Clarkson, Edgewood and 32nd Streets. 38th ½ Street should be downgraded from its present "neighborhood arterial" designation to "neighborhood collector."
- R** Reduce traffic speeds along Wilshire Boulevard by striping a pedestrian/bicycle lane on each side of Wilshire Boulevard between the IH-35 frontage road and Airport Boulevard and connect this bike/pedestrian route with the larger Austin Bikeway routes that intersect or pass near the Wilshire Boulevard corridor and surrounding neighborhoods.
The Transportation, Planning and Sustainability Department does not recommend this item be implemented.
- R** Build the first phase of the Upper Boggy Creek Bikeway along the railroad right-of-way that will link the Boggy Creek Greenbelt at East 12th Street to Hancock Shopping Center at IH-35. This bikeway will provide a safe and dedicated route for bicyclists, rollerbladers, pedestrians, and other non-vehicular forms of transportation.

- R** Improve bicyclist mobility and safety throughout the planning area by striping bicycle lanes along
- Manor Road from Chicon to IH-35
 - Cherrywood Road/Chestnut Avenue from MLK to Airport Boulevard
 - Lafayette Street from 26th Street/Dean Keeton to East 38th ½ Street
 - 38th ½ Street from IH-35 to Airport Boulevard
 - 22nd Street from Walnut to Salina Street.
- R** Improve the safety for pedestrians, bicyclists, and motorists entering or exiting the Wilshire Wood/Delwood I and Delwood II via Airport Boulevard.
- R** Improve pedestrian mobility and safety throughout the planning area.
- Sidewalk along 22nd Street from L. L. Campbell Elementary School to Alamo Park and Recreation Center to the western edge of the neighborhood.
 - Sidewalk along the east side of Cherrywood Road from MLK Boulevard to Patterson Park.
 - Sidewalks along Maplewood and Ashwood/Wrightwood to link surrounding residential areas to Maplewood School.
 - Sidewalk along Lafayette Road from its intersection with Manor Road/Dean Keeton to 38th ½ Street
 - Sidewalk along 32nd Street or Edgewood Street from IH-35 to Cherrywood.
 - Sidewalk along Clarkson Avenue from Randolph Street to 38th ½ Street.
- R** Enhance the Alamo Park and Recreation Center by improving the office space and kitchen facilities, and adding additional multi-purpose rooms,
- R** Replace or upgrade the aging playscape at Patterson Park to promote its use by children of a variety of ages and their parents and make it safely accessible from Wilshire Boulevard.

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Upper Boggy Creek Neighborhood Profile

Demographics

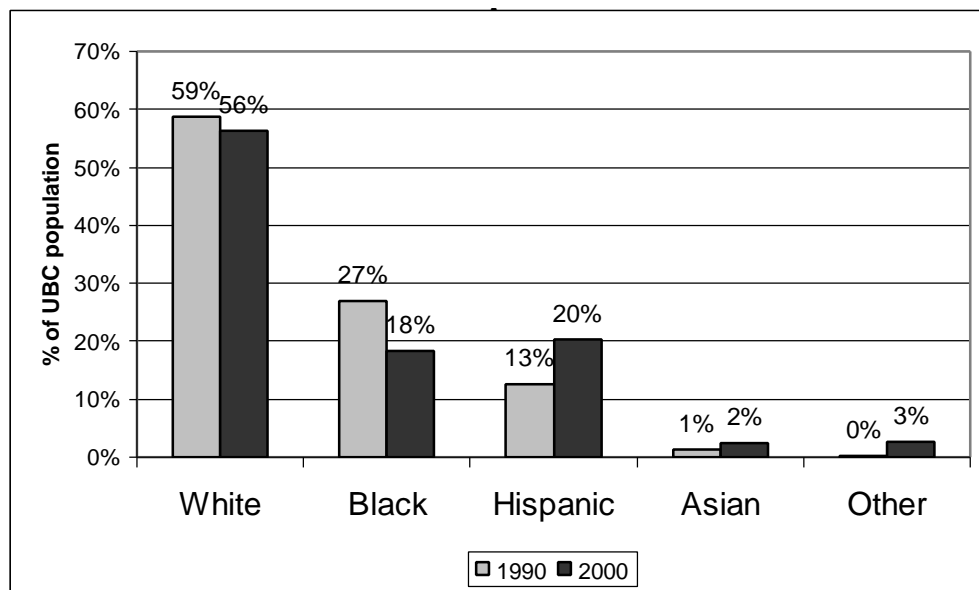
Between the 1990 and 2000 Census, the City of Austin experienced a twenty-nine percent (29%) increase in population—almost 200,000 people. During the same time, the population of the Upper Boggy Creek (UBC) Neighborhood Planning Area grew by a modest twelve percent (12%) or 684 people.

Total population of Upper Boggy Creek Neighborhood Planning Area and City of Austin

	UBC	City of Austin
Total population in 1990	5,004	465,622
Total population in 2000	5,688	656,562
Percent Increase	+12%	+29%

Source: 1990 and 2000 Census

Ethnicity in the Upper Boggy Creek Neighborhood Planning



Source: 1990 and 2000 Census

Between the 1990 and 2000 census, the UBC Neighborhood Planning Area saw a decline in the African-American population of nine percent (9%). The Hispanic population increased by seven percent (7%). This trend reflects changes that occurred in other parts of central East Austin during the same period. The other ethnic and racial groups saw only minor changes during the same ten years.

Even though the African-American population in UBC declined during the 1990s it is still proportionately larger relative to the rest of the Austin—eighteen percent (18%) compared to ten percent (10%). The increase in the Hispanic population during the same decade still leaves the percentage in UBC lower than the City at large—twenty percent (20%) compared to thirty-one percent (31%).

The planning area is largely built out, with only three percent (3%) undeveloped land remaining. This may explain why its population grew at a much lower rate than the City of Austin's between 1990 and 2000.

UBC Age Breakdown

Age 17 and under:	15%
Age 18-24:	17%
Age 25-34:	29%
Age 35 to 44:	15%
Age 45 to 54:	11%
Age 55 to 64:	4%
Age 65 to 84:	8%
Age 85+:	1%

Source: 2000 Census

Nevertheless, the planning area did gain 684 people between 1990 and 2000. The largest gains were occurred in the 25- to 34-year old age cohort. This group is also the largest and accounts for nearly a third of all the people in the planning area. The next largest group is the 18- to 24-year old age cohort that composes seventeen percent (17%) of the total UBC planning area population. When taken together, these two groups represent nearly fifty percent (50%) of the people in the planning area.

The relatively young population is likely attributable to the planning area's proximity to the University of Texas. There are two areas within the planning area with large concentrations of young people. The first is along Manor Road and the large number of apartment that primarily cater to the student population. The second is the three street area of two-story duplexes adjacent to Maplewood Elementary School—"Duplex Nation". This group is also dispersed throughout the southern part of the Cherrywood neighborhood.

Household Composition in the Upper Boggy Creek Neighborhood Planning Area

	Total Population	Total Households	Family Households	Non-Family Households	Family Households (Partners/Married/Parent-Child/Relatives)	Non-Family Households (Singles/Room-mates/Boarders)
Upper Boggy Creek	5,688	2,689	1,070	1,619	40%	60%

Source: 1990 and 2000 Census

The large number of young people in the planning area may also contribute to the smaller number of families. Of the 2,689 households in the planning area, only forty percent (40%) are composed of families. The remaining sixty percent (60%) live in single apartments or share an apartment, house or duplex with non-family members.

Two percent (2%) of the land in the planning area is used for multi-family (approximately 500 apartment units or a little under twenty percent (20%) of the total number of housing units), while fifty-two percent (52%) is used for single-family. This would indicate that many of these non-family households are located in single-family rental units. This is further borne out in the percentage of total rental units in the planning area—fifty-five percent (55%) rental compared to forty-five percent (45%) owner-occupied.

Household Occupancy in the Upper Boggy Creek Neighborhood Planning Area and City of Austin

	Total Population	Total Housing Units	Vacant Housing Units	Owner Occupied Units	Renter Occupied Units	Average Household Size	Average Person per Acre
Upper Boggy Creek	5,688	2776	87	45%	55 %	2.1	4
*Austin Urban Core	349,062	148,801	5,685	33%	67%	2.3	7.0

Source: 1990 and 2000 Census

*See map on page 8.

Land Use

Existing Land Use Comparison between the UBC Planning Area, the Urban Core* and the City of Austin

	Upper Boggy Creek	Urban Core	Citywide
Single Family	52%	27%	23%
Multifamily	2%	7%	4%
Commercial	3%	7%	4%
Office	2%	3%	3%
Industrial	1%	8%	5%
Civic	3%	7%	5%
Open Space	4%	5%	15%
Transportation	29%	21%	18%
Undeveloped	3%	13%	18%
Other	0%	1%	6%

Source: 2000 Land Use Survey, TPSD, City of Austin

*The boundaries of the urban core are Braker Lane to the north, 183/Ed Bluestein and Dessau Road/Cameron Road to the east, Stassney Lane to the south, and MOPAC/Loop 1 to the west. See map on page 8.

The Upper Boggy Creek Neighborhood Planning Area is largely a single-family neighborhood. The majority of land use, fifty-two percent (52%) or approximately 370 acres is dedicated to single-family use. This is more than twice the percentage for the rest of Austin. Transportation is the use with second greatest acreage demands in the planning area. Twenty-nine percent (29%) or a little more than 200 acres is dedicated to sidewalks, roadways, and railroad tracks and is ten percent greater than the rest of Austin.

As mentioned earlier in this section, the amount of undeveloped land is very small and does not provide much opportunity for new development. Currently only three percent of the planing area is used for commercial and two percent for office and multi-family. To provide greater opportunities for these types of uses, mixed use has been recommended liberally throughout the planning area, particularly along MLK Boulevard, Manor Road, and East 38th ½ Street.

History of the Upper Boggy Creek Neighborhoods

Blackland

Contributed by Bo McCarver

In the decades after Sam Houston sited the capitol of the new Texas nation at Austin, the area east of the new city was largely settled by immigrant Swedish farmers. They established a number of large farms on the rich plain of blackland soil that was well suited for growing cotton. This use dominated the area until 1900 when population growth prompted the subdivision of several nearby farms along Glasscock Avenue. The street was renamed Manor Road in 1940 because it had become the primary route to the town of Manor.

Swedish tradesmen built many of the houses in these new subdivisions. The wooden frame homes were practically designed and accommodated large families with multiple bedrooms. The homes featured numerous, double-hung windows and high ceilings. The foundations were constructed of cedar peers, the most abundant hardwood in the area. These peers “floated” in the continuously swelling and shrinking blackland soil—a condition that required frequent leveling to prevent windows and doors from sticking. These homes preceded the era of electrification and were wired later. Some of these houses can still be identified by double rows of positive and negative wires laced between ceramic insulators located in the attics and by a single wall outlet in each room. Despite these inherent structural defects, many of the original Swedish houses remain in use over a century after their construction. Those homes that do not survive to this date were mainly destroyed by natural disasters, neglect, or by electrical fires caused by overload and fragile electrical wiring. They were not built in tracts but were dispersed equidistant from each other throughout the subdivision. The Swedes preferred the privacy afforded by space, a remnant of their farm heritage.

In 1927, Austin adopted a master plan that called for displacing blacks from the area west of the capitol and relocating them to the east. The results of this plan also relocated many of them into a corridor that was also designated for future growth of the University of Texas. In subsequent years, displaced blacks came to dominate the area’s population. Oral histories suggest that the name “Blackland” evolved to have two meanings. The first was for the rich, black farming soil. The second was for the majority black population. In 1956, the City of Austin abandoned the 1927 plan as racist. However, the administration of the University of Texas continued to cite the plan as the basis for its frequent eastward expansions as late as 1992.

Like the Swedes before them, the new black residents used the building materials available. A few brick and stone structures appeared but the

Upper Boggy Creek Neighborhood Plan

dominant style was smaller, wooden frame houses with lower ceilings—with electrical and



Above: Looking east from intersection of 22nd Street and Coletto Street circa 1940s.

Below: The same view 2002.



plumbing accommodations designed into the original plans. Many of these houses were later enlarged—often without regard to city codes—as families grew. Most “garages” were actually additional bedrooms rooms and storage areas. These modest houses filled in the lots between the original Swedish houses. During this era, the neighborhood became inscribed by the addition of major roadways – East Avenue (I-35), Chestnut Avenue (Holy Cross Hospital) and 19th Street that later was renamed Martin Luther King, Jr. Boulevard.

As the black population resettled into the area, the University of Texas continued to pursue its eastward growth. The history of this expansion produced a pattern that the Austin real estate community found predictable and profitable. As homes just east of the most recently acquired property devalued and blighted, they were purchased by speculators at low cost and rented cheaply with minimal maintenance. The low overhead increased the profit of speculators who eagerly sold to the University at the next expansion. For the tenants of these houses the situation was a mixed blessing—the rents were low but stars could be seen at night through holes in the ceilings of many homes.

In 1981, at the outset of the University’s most recent eastward expansion, the Blackland Neighborhood Association formed with the explicit goals of defending its boundaries and ending the University of Texas’ eastward movement. After two years of organizing, futile negotiations and bitter press wars, the association formed the Blackland Community Development Corporation (BCDC). The intent of this organization was to build affordable housing in the area and to actively counter the University’s development plans with plans of their own. A sympathetic city council awarded the non-profit BCDC a half-million dollar grant and the corporation began to purchase lots. Despite heavy opposition from the University of Texas’ administration, the neighborhood corporation built eleven units of affordable housing and celebrated with a ribbon cutting in 1986. Shortly thereafter, the school’s administration demonstrated its resolve by razing 25 single-family units they had purchased in the area between Comal and Chicon Streets.

The neighborhood leaders politicized their struggle and ran a protest candidate against State Representative Wilhelmina Delco whom they felt had supported the University’s easterly expansion. They also solicited the support of Governor Ann Richards who pressured the school’s regents to end their policy of land acquisition in the area. Members of the student body, affordable housing advocates and an organization of homeless persons joined the neighborhood in its struggle. A compromise was reached in 1994 that limited expansion to Leona Street with the exception of a strip along Manor Road to Chicon Street. The struggle lasted for 12 years.

As part of the agreement, the University of Texas divested its real estate holdings east of Leona Street in two phases to the BCDC. It donated and moved a number of houses from west of the Leona Street line to the east. The

BCDC then used city housing funds and volunteers to remodel those homes to provide shelter for homeless families, giving first priority to families previously displaced by the University. This “transitional housing” program also provided social services to the families. About a hundred families mostly single-parent have been assisted by the program since its inception. Blackland is the only community in Texas that hosts such families in dispersed housing throughout its neighborhood.

Presently the neighborhood corporation owns and rents twenty-nine houses and is building nine more to replace those destroyed by UT. There still remain a number of vacant lots and dilapidated houses in the neighborhood and the non-profit corporation continues to target those in its strategic development plan.

The architecture of the small neighborhood has evolved to be highly reflective of a hundred years of migrations, displacement and struggle. On each street each house presents a unique, individual effort to provide family shelter, given the social, economic and political circumstances at the time of its construction or remodeling. Because very few were built under the same historic conditions, the resulting array may appear eclectic and hodge-podge to strangers accustomed to tract housing. To most Blacklanders, however, the diversity is not only tolerated, but celebrated. The homes have stood proudly through time to serve new generations of families - and still hold promise for those that follow.

Like rows of well-worn, comfortable shoes, Blackland's modest homes reflect a history of struggle, grief and joy. They line the streets like a living library of common people, teeming with sociology, each with its own story, yet unfinished.

Rogers-Washington-Holy Cross Neighborhood Association

Contributed by Lydia Scales

The Rogers-Washington-Holy Cross Neighborhood Association was formed out of the efforts of neighborhood women from Maple Avenue. These women collected donations house to house from their neighbors to assist other members of the neighborhood when illnesses, deaths or other such incidents occurred. In the summer of 1974, the increasing contact among area residents lead Mrs. Willie Mae Kirk to invite her neighbors along Givens and Maple Avenues to her home and organize the Holy Cross Neighborhood Association. The group noted that their homes were in the Rogers and Washington subdivisions and thus renamed the organization to be the Rogers-Washington-Holy Cross Neighborhood Association. The group extended membership to neighbors along Weber and Chestnut Streets and the boundaries were eventually set at MLK on the south, Chestnut Avenue on the west, East 21st Street on the north, and Cedar Avenue on the east.

Over time the group expanded its activities and established standing committees on traffic, safety, housing, drainage, zoning, health, street lighting, public relations, and social and community welfare. The chairs of these committees serve as the eyes and ears of the organization and report as issues arise. Ad Hoc committees are named as needed. Occasionally the group invites state, city officials and political candidates to speak. The association holds an annual picnic and still organizes activities in response to community events such as deaths, illnesses, births, weddings and graduations.

Over the years the association has addressed many issues and has achieved a number of accomplishments. These include improved street lighting, the covering of a deep ravine running north/south through the neighborhood, input into the location of Christopher House and influencing the selling of the closed Holy Cross Hospital for educational purposes – the site now accommodates L.L. Campbell Elementary School.



Previous page: Overpass at the intersection of Manor Road and IH-35, late 1940s or early 1950s.

Below: Overpass at the intersection of Manor Road and IH-35, 2002.



Cherrywood

Contributed by Gordon Bennett

The beginning of what is known as the Cherrywood neighborhood date from the 1930s. Farm and dairy land situated between the city limits and the newly opened Robert Mueller Municipal Airport (1930-1999) was subdivided into a number of housing developments. The community identity of “Cherrywood” evolved during the 1980s, taking its name from one of the two major through streets in the neighborhood—Cherrywood Road. Prior to this time, the area had no single identity. It was a collection of smaller communities known variously as French Place, Concordia, Avalon, Delwood, Duplex Nation, and Schieffer among others.

From its earliest days, surrounding roads have geographically defined the collection of subdivisions that would later become the Cherrywood neighborhood. On the west it was bounded by East Avenue (a once grand parkway later reduced to the IH-35 frontage roads). On the south it was

bounded by Manor Road which once served as the primary route to the small rural community of Manor. On the east it was bounded by Airport Boulevard. By the beginnings of the 1960s this triangle was almost built out with a variety of housing types. These included bungalows, small cottages, two-story stucco duplexes and single-family houses, ramblers, to even a few late nineteenth and early twentieth century houses—many of these were moved to their current sites from other areas of Austin.

Patterson Park was added complete with swimming pool and the Blondie Pharr Tennis Center. Asbury United Methodist and Genesis Presbyterian established congregations. Maplewood Elementary School opened in 1951 and ever since has doubled as an informal community center.

In 1990 the aging Delwood shopping center was rehabilitated and expanded. The enlarged shopping center replaced the adjacent poorly maintained apartments and a motel. The “new” Delwood Shopping Center is anchored by Fiesta Mart. Along with the renovation of the Delwood Shopping Center, another adjacent apartment complex, Silver Ridge, were remodeled as well.

Despite its inner city location, the neighborhood feel remains tenaciously suburban. Unlike residents of many other close-in neighborhoods, those in Cherrywood have limited neighborhood-oriented shopping opportunities. Along the perimeter of the neighborhood, many businesses have and continue to serve region- and city-wide markets: adult-oriented entertainment, off-site airport parking, steel fabrication, trailer rental, and motels. The need for an automobile for most daily trips remains. As a result, the narrow, shady residential streets are filled with cars. This dependence on the automobile has become a chief neighborhood concern. A well-attended neighborhood visioning exercise in 1999 gave top priority to “. . .safe, walkable streets.”

Not until the 1990s did the area’s convenient location and undervalued properties begin to pique market interest—spurred on by the closing of Robert Mueller Municipal Airport. During this decade, more and more people chose Cherrywood as a place to live rather than as one to invest in rental property. Along every street, remodels and additions are sprouting up—changing the face of neighborhood.

As the house facades in the Cherrywood neighborhood have changed, so have the faces of the residents. The changes can be seen in the faces of the ubiquitous pedestrians as they walk their pets, their pre-schoolers, and themselves. Children may already outnumber retirees. New faces are common among the old-timers at neighborhood meetings. A real community is forming and maturing.

In 1996 an enterprising UT student took it upon himself to establish a quarterly Cherrywood newsletter, “The Flea”. Others members of the community began

meeting to reconstitute the on-again off-again Cherrywood Neighborhood Association (CNA). One of the revitalized CNA's first presidents established an e-mail list-serve to all residents to communicate among themselves outside the confines of association meetings. These initial steps have matured. "The Flea" is delivered free to every doorstep and self-supported through advertising and now has a new and expanded editorial team. Six years later, the newsletter continues to grow richer in content with every issue. The CNA, led by a 13-member Steering Committee, meets quarterly and sponsors a host of projects. The e-mail list-serve, now dubbed NeighborNet, is subscribed to by ten percent of Cherrywood households. A Web site at <http://asnic.utexas.edu/~bennett/nhome.htm> completes the network. With newsletter, regular meetings, NeighborNet, and Web presence, CNA communications are about as good as they could be.

The neighborhood's challenge is to adjust to and control the impact of growth. Our established residential community is surrounded by urban pressures—an expanding downtown, a future widened freeway, two universities, two shopping centers, a hospital, a railroad, and the impending redevelopment of the former RMMA site. Even if growth recedes from the boom years, Travis County by 2025 will add perhaps 350,000 people. As generational values shift, many newcomers will often choose urban over suburban lifestyles.

Traffic and mobility issues are of significant concern to neighborhood residents.

Existing residents already are troubled by dangerous local traffic. Newcomers, for their part, are likely to regard avoiding clogged freeways and arteries as a primary reason to locate in an inner city neighborhood. These new arrivals and long-term residents can be expected to be increasingly receptive to improved transportation options—buses, bikeways, rail, and to urban design that brings shopping and services within walking or biking distance.

Transportation will be an issue that has and will affect the Cherrywood and adjacent neighborhood for the foreseeable future. Ever since East Avenue became a highway in 1954, what is now IH-35 has continually expanded. It was raised to Interstate standards, an upper deck was added in 1975, and now a Major Investment Study looks to significantly widen it. Rail options are yet more complex and lie farther in the future and surrounded with more uncertainty. For the immediate and intermediate future, gridlocked auto traffic city-wide appears unavoidable. Living in Cherrywood will be one way to avoid much of it.

Attitudes toward urban living are changing among the neighborhood's residents. Existing residents are slowly settling in to the idea that Cherrywood is less of a suburb—epitomized by distances from commercial centers, larger yards, and privacy—than urban enclave fixed on convenience, amenities, and community. New residents, in addition to fleeing commuter lifestyles, will be likely to have a more comprehensive urban experience.

In his book **Edge City**, Joel Garreau posits that American home buyers may have gone through three waves. They moved out of the traditional city and commuted to jobs—suburbanization. Marketplaces followed them when people wearied of driving downtown—the "mall" of America. Residents and shopping opportunities were followed by jobs that moved "where most of us have lived and shopped for two generations" (**Edge City**, 1992). The attractiveness of Cherrywood-like urban living may constitute a fourth wave. Edge City is no longer for everyone.

Our interest in the UBC Neighborhood Plan is to maximize our chances to enjoy the positives this major trend promises, and to escape its negatives.

Wilshire Wood/Delwood I

Contributed by Jeffrey Skillman

"Beautiful Beyond Belief!" Appearing in the May 25, 1941 American Statesman, this announcement marked the opening for sale, lots in the new Wilshire Wood subdivision as a ". . . *neighborhood of wide rambling houses setting far back from the street in the middle of spacious, tree-shaded lawns.*" Over the last sixty years, the adjoining neighborhoods, businesses, and streets have changed, but the park-like atmosphere and natural beauty have never faded. Current residents take obvious pride in the ongoing development and maintenance of year-round blooming gardens.

The Delwood neighborhoods—Delwood I, II, and III—were all developed within the ten year period following World War II and each one has its own character. The Delwood I subdivision includes a country church, the historic Wright/Giles home, as well as several homes designed and constructed with a special sensitivity to the environmental impacts of living along the 'headwaters' of Boggy Creek.

Below: Advertisement announcing lots for sale of lots in the Wilshire Wood subdivision for those people with a "limited budget and good taste."

SUNDAY AMERICAN-STATESMAN, AUSTIN, TEXAS, MAY 25, 1941

70th Anniversary City Of Lakes Edition Of The Statesman Brings You Choicest Realty Offers

X—REAL ESTATE	X—REAL ESTATE	X—REAL ESTATE	X—REAL ESTATE
<p>Beautiful Beyond Belief!</p> <h1 style="margin: 0;">WILSHIRE WOOD</h1> <h2 style="margin: 0;">WALLING-BRADFIELD & BRUSH</h2> 			
<p style="text-align: center;">THE SPONSORS OF WILSHIRE WOOD</p> <p>The firm of Walling, Bradfield & Brush are owners and subdividers of Wilshire Wood. The same hands which have so successfully guided Pemberton Heights will direct Wilshire Woods also.</p> <p style="text-align: center;">RESTRICTION INCLUDE ARCHITECTURAL CONTROL</p> <p>Wilshire Wood restrictions will make subdivision history in Austin. Through the exercise of strict architectural control, the sponsors seek simplicity and architectural harmony rather than high home cost. The aim is to develop and protect by rigid restrictive covenants a neighborhood of wide, rambling houses, setting far back from the street in the middle of spacious, tree-shaded lawns.</p>	<p style="text-align: center;">THE PERFECT WAY TO SEE WILSHIRE WOOD</p> <p>Wilshire Wood is a virgin forest as beautiful as a Peter Pan Fairyland. You are invited to see it at its loveliest. Homesites have been staked with white; streets have been barely and gently defined; underbrush has been cut; leaves have been raked; otherwise the lovely naturalness of the forest is intact.</p> <p>A foot path showing! You park your car at the barricade and wander down springy, pathlike streets thru woods as clean and fresh as the Springtime itself. A perfect way to see Wilshire Wood!</p> <p style="text-align: center;">SUBDIVISION IMPROVEMENTS TO INCLUDE PAVED STREETS</p> <p>Installation of all city utilities and the paving of all streets begin immediately following the pre-development showing.</p>	<p style="text-align: center;">FOOT PATH SHOWING DRIVE OUT TODAY</p> <p>Drive Duval or Red River Streets to East 41st Street. Then drive easterly along the golf course, to Wilshire Wood. The chart above shows you how.</p> <p style="text-align: center;">ONLY TEN SITES AT PRE-DEVELOPMENT PRICES</p> <p>During the foot path showing, ten lots will be for sale at the pre-development price of \$1000 per tree-covered, 80-foot wide site. Choices are limited to the record plat. Prices include installation of paved streets and city utilities.</p> <p style="text-align: center;">LIMITED BUDGET—UNLIMITED GOOD TASTE</p> <p>Wilshire Wood is designed primarily for gentle folk of limited budget but of unlimited good taste. To them and their friends, this invitation is especially cordial.</p>	

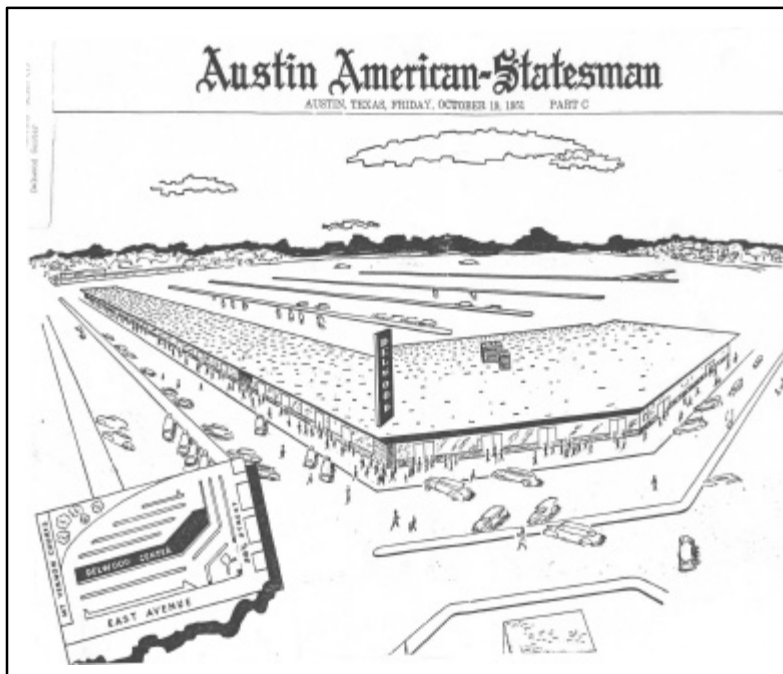
The Delwood Shopping Center

The Delwood Shopping Center is a long-time fixture in the Upper Boggy Creek Neighborhood Planning Area and was one of Austin's first shopping centers. It's grand opening was heralded in the Austin American Statesman as an event "...that might make even the great P. T. Barnum envious." A ribbon cutting ceremony by Mayor W. S. Drake marked the opening of the shopping center. The entertainment for the opening included children's carnival rides, a twenty-foot helium filled blimp, "a mile of gaily colored pennants", one-act plays, a "full color film highlighting the 1950 Southwest Conference football season", as well as two search lights. More than \$4,000 in free gifts were distributed during the grand opening weekend. In addition, on Friday and Saturday nights five portable radios and a "television set with a 16-inch screen" were given away each night.

Among the first businesses to open at the shopping center were the Checker Front Grocery, the Delwood Pharmacy, Lammes Candies, a Winnies five and dime, Capital Seed House, Studer's Delwood Store, Delwood Dry Cleaning and Washatorium, as well as several medical offices. The Humble Service Station (on the right side of the picture on the next page) and the Mount Vernon Motor Courts (shown on the left in the picture on the next page) and the Delwood Center represented more than \$1,000,000 in investments.



The original Delwood Center sign was preserved when the shopping center was redeveloped in the early 1990s.



Front page of Austin American Statesman's special section announcing the grand opening of the Delwood Shopping Center, October 19th 1951

Prior to construction, the site was uneven pastureland and fill dirt from the recently constructed interregional highway (IH-35) was used to help level the site. The buildings of the shopping center covered one and one-half acres and contained 65,000 square feet of retail and office space and were surrounded by a half-mile of sidewalks. To accommodate customers, twelve acres of land was set aside for parking. The 1,000 parking spaces were situated in such a manner that nobody had to walk more than fifty feet to reach their car—rain or shine.



Above: The Delwood Shopping Center in 1952.

Below: The Delwood Shopping Center half a century later in 2002.



Delwood II

Contributed by Vanessa Ronsonette

The Delwood II neighborhood is a beautiful, tree-filled oasis surrounded by IH-35 to the west, the old Mueller Airport property to the north and east, and Airport Boulevard to the south. The neighborhood consists of seven square blocks with 175 homes built in the late 1940's, the 90-unit Princeton Apartments, two churches, and a limited area zoned for businesses located on the IH-35 access road. The homes are primarily owner-occupied, and most have been remodeled and well maintained. The residents reflect Austin's diverse population with a mixture of young families, original homeowners, gay households, and every major ethnic, racial and religious group. The Delwood II Neighborhood Association represents the neighborhood politically and hosts numerous social activities, including the city's oldest (45 years in 2002) Fourth of July neighborhood parade and celebration.

Goals, Objectives, and Action Items

Notes on the draft Upper Boggy Creek Neighborhood Plan

The bold italic print following action items indicates the organization, agency, or City Department that would be responsible for the implementation of a particular action item.

Abbreviations:

City of Austin Departments, Boards, and Affiliated Organizations

AE	Austin Energy
AFD	Austin Fire Department
APAB	Alamo Park Advisory Board
APD	Austin Police Department
BOA	Board of Adjustment
CAMPO	Capital Area Metropolitan Planning Organization
KAB	Keep Austin Beautiful
NHCD	Department of Neighborhood Housing and Community Development
NPZD	Neighborhood Planning and Zoning Department
OEM	Office of Emergency Management
PARD	Parks and Recreation Department
PWT	Public Works and Transportation
SWS	Solid Waste Services Department
TPAS	Transportation, Planning, and Sustainability Department
WPDR	Watershed Protection and Development Review

Other Organizations

AISD	Austin Independent School District
BCDC	Blackland Community Development Corporation
SWB	Southwestern Bell Telephone
TxDOT	Texas Department of Transportation
UBCNPT	Upper Boggy Creek Neighborhood Planning Team

UPPER BOGGY CREEK NEIGHBORHOOD PLAN VISION

The Upper Boggy Creek Neighborhood Planning Area seeks to be an attractive, human-scaled, pedestrian- and cyclist-oriented group of neighborhoods. The neighborhoods also seek to limit commercial encroachment into residential areas, reduce the negative effects of traffic, enhance the physical and environmental beauty, and preserve and enhance the existing unique character of each distinct neighborhood.

Goal One

COMMUNITY CHARACTER

Preserve the character of each neighborhood in the Upper Boggy Creek Neighborhood Planning Area.

Objective 1.1: Commercial or institutional uses adjacent to residential uses in the Upper Boggy Creek Neighborhood Planning Area should be complementary and compatible in scale. For example, the University of Texas should be encouraged to meet with the affected neighborhood associations when designing or expanding their facilities.

Action Item 1. Encourage businesses to be good neighbors. As problems arise, neighborhood associations will contact non-complying or substandard businesses and commercial properties to inform them of their infractions of City codes. These violations include keeping their property free of tall grass, trash, and observing light and noise ordinances.
(Neighborhood)

Objective 1.2: The St. George's Episcopal Church is a valued part of the neighborhood and should be preserved. The Wilshire Woods/Delwood I Neighborhood Association and the church will work with the Texas Department of Transportation and the City of Austin to ensure that the church will not be forced to move due to the planned expansion of IH-35. If the St George's tract ceases being used for religious assembly

- The property zoned single family should maintain its current SF-3 zoning
- The Neighborhood Office (NO) zoned property should be downzoned to SF-3.
- Any new development on the property should reflect existing lot sizes, scale, similar building massing, architectural character, and building materials similar to the surrounding single-family homes
- No additional public or private streets should be added.

Action Item 2. The neighborhood association will work with St. George's Episcopal Church to preserve the open space on their property as a neighborhood amenity.
(Neighborhood)

Objective 1.3: The residential neighborhoods in the Upper Boggy Creek Neighborhood Planning Area should retain and enhance their character.

Action Item 3. The City of Austin should amend the Infill Ordinance to allow sub-districts within a Neighborhood Planning Area where each sub-district

- Is contiguous and large enough to be considered a unique district

- Reflects significant differences between lot sizes
- Has similar architectural massing, styling, and scale
- Is delineated by major roads or physical features such as creeks, rivers, or open space/parks.

(TPSD)

Action Item 4.

The Upper Boggy Creek Neighborhood Planning Area should be divided into three sub-districts for the purposes on the infill options. (See *Infill Options map on page 37*)

- 1.) The Blackland/Holy Cross-Rogers-Washington Sub-district boundaries are
 - Manor Road to the north
 - MLK Boulevard on the south
 - Walnut/Cedar Avenues on the east
 - Comal Street on the west.
- 2.) The Cherrywood Sub-district boundaries are generally those of the Cherrywood Neighborhood Association,
 - Wilshire Boulevard from the IH-35 frontage road to the railroad tracks to the northern property lines of the duplexes along Kirkwood Avenue to the eastern property lines of the duplexes on the east side of Maplewood Avenue to Wilshire Boulevard to Airport Boulevard to include Patterson Park on the north
 - Manor Road on the south
 - Airport Boulevard on the East
 - IH-35 on the West.
- 3.) The Wilshire Woods/Delwood I/Delwood II Sub-district boundaries are
 - The southern boundary of The Robert Mueller Municipal Airport site on the north
 - Wilshire boulevard to the railroad tracks to the southern property lines of the houses on the south side of Bradwood Road to follow a line across Wrightwood Road to the southern and eastern property lines of the Lullwood Road cul-de-sac to Wilshire Boulevard on the south
 - Wilshire Boulevard to Airport Boulevard on the east
 - IH-35 north of Wilshire Boulevard on the west

The infill options would be applied as follows:

Blackland/Holy Cross-Rogers-Washington Sub-district

- Small-lot amnesty

Cherrywood Sub-district:

Upper Boggy Creek Neighborhood Plan

- Secondary Unit/Garage Apartment
- Small-lot Amnesty

Wilshire Woods/Delwood I/Delwood II Sub-district

- Small Lot Amnesty

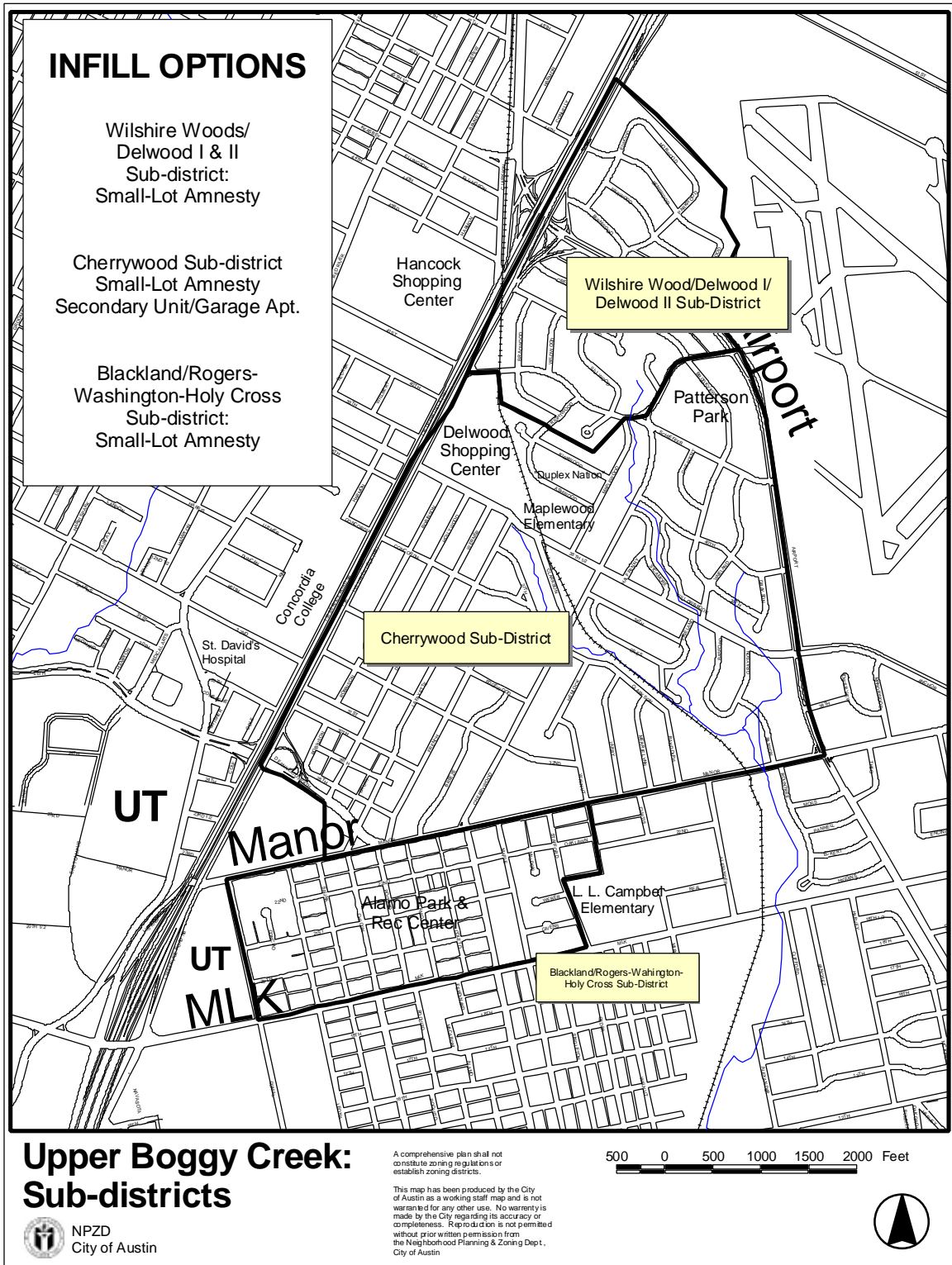
If the infill ordinance is not amended by the City Council to allow sub-districts, Small-lot Amnesty infill option will be applied planning area-wide.

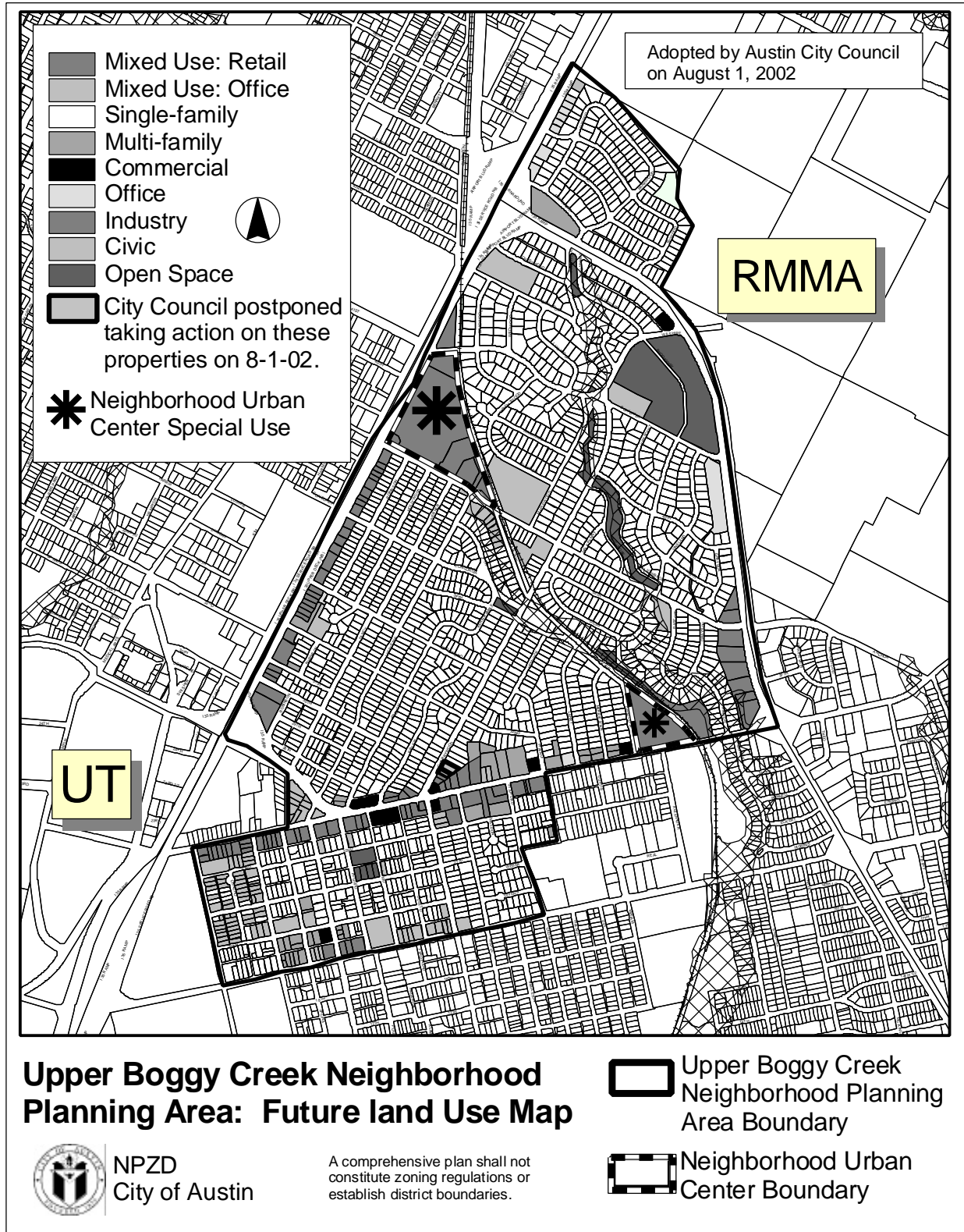
(NPZD)

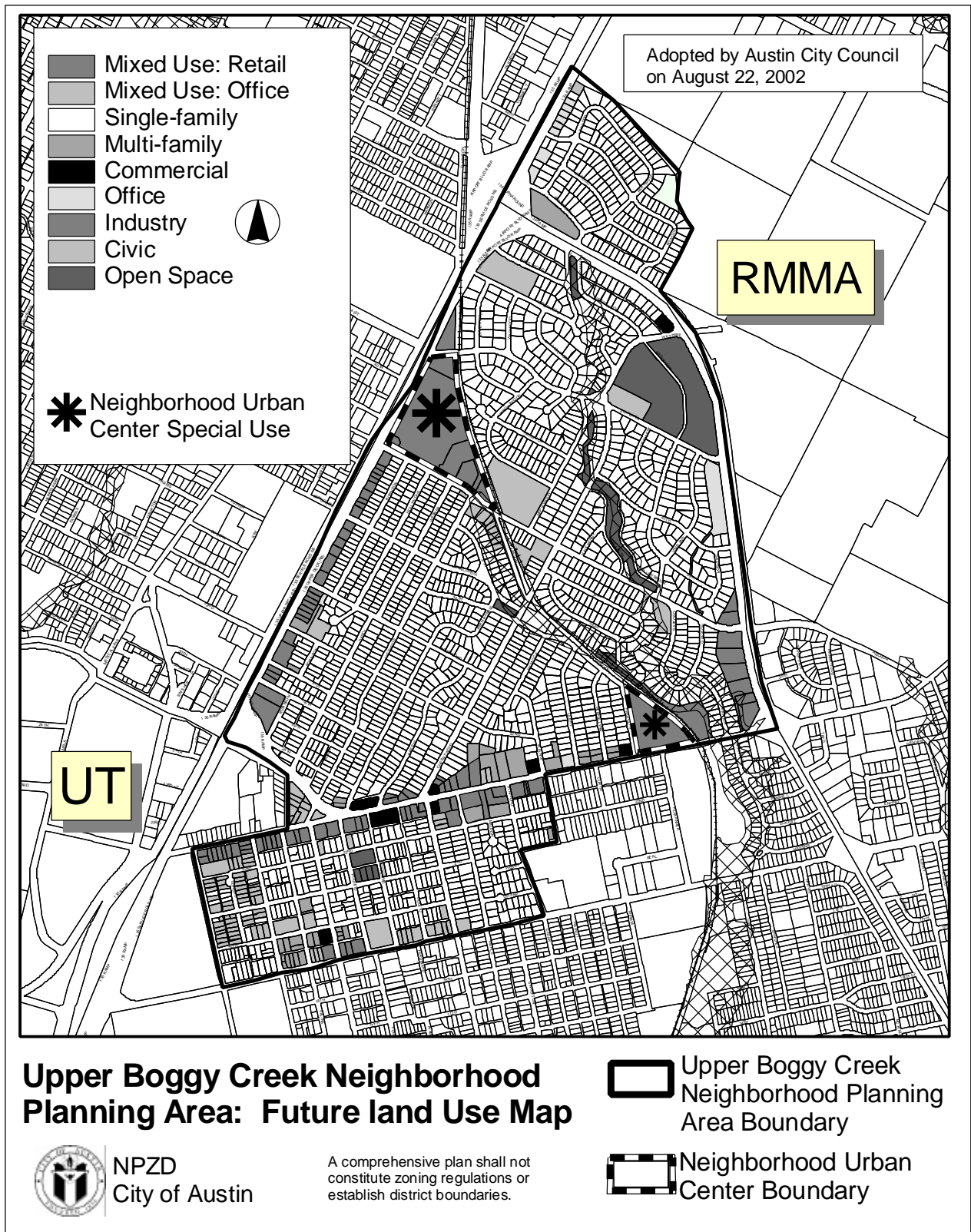
Objective 1.4: The existing, single family character of the Blackland Neighborhood (south of Manor Road, east of Comal Street, north of MLK Boulevard, and west of Chestnut Avenue) should be preserved to the greatest extent possible.

Action Item 5. The alley of the block bounded by Manor Road on the north, 22nd Street on the south, Chicon Street on the west, and Poquito Street on the east will be cleared of debris and garbage, and the old well should be sealed as a safety precaution.
(WPDR)

Action Item 6. The Blackland Neighborhood will establish residential parking along Leona Street and Salina Streets from Manor Road south to 21st Street and along 22nd Street from Leona Street to Chicon Street.
(Neighborhood, TPSD)







Goal Two LAND USE

Ensure that the new businesses and commercial development within the Upper Boggy Creek Neighborhood Planning Area is neighborhood-appropriate, neighborhood-scaled, neighborhood-friendly, and serves the nearby neighborhoods.

Commercial development in the established residential areas is discouraged and new commercial development and redevelopment should be focussed on the planning area's commercial corridors. Property currently zoned for single or multi-family development should not be changed to allow for commercial uses unless those locations are designated as mixed-use. Commercial uses will remain along the existing commercial corridors. Those that are neighborhood-friendly and neighborhood-compatible, and offer convenient access to pedestrians and bicyclists are welcome along the less intensive commercial corridors in the planning area—Manor Road, East 38th ½ Street, and MLK Boulevard.

Commercial uses that serve a broader range than the adjacent neighborhoods will be located on the boundaries of the Upper Boggy Creek Neighborhood Planning Area. These locations include along Airport Boulevard south of Schieffer Avenue, the Delwood Shopping Center, and to a lesser degree along the IH-35 frontage road between 26th Street/Dean Keeton Street and East 38th ½ Street.

MLK BOULEVARD CORRIDOR

Objective 2.1: MLK Boulevard will become a mixed-use corridor that provides services and shopping in a neighborhood-friendly fashion. The streetscape along the MLK Boulevard Corridor—the southern boundary of the planning area—should be pedestrian-friendly and promote a safe environment for pedestrians. This includes awnings on the fronts of buildings, street trees, benches, convenient trash bins, etc. Encourage new commercial or mixed-use development along the MLK Boulevard Corridor to locate parking to the side or at the rear of the structure. If in the future the University of Texas decides to locate a parking garage on its property west of Comal Street between MLK Boulevard and Manor Road, the affected neighborhoods and Upper Boggy Creek Neighborhood Planning Team should work with the University of Texas to develop a pedestrian and neighborhood-friendly facility.

Action Item 7. Include a Mixed-Use Combining District and allow the Smart Growth infill option of Mixed-Use Building on all commercially zoned property along MLK Boulevard and limit the height of commercial buildings along the corridor to forty (40) feet (three stories). Place a Conditional Overlay on the north side of MLK Boulevard to prohibit or condition the following uses along MLK Boulevard:

***Prohibited Uses**

Adult Oriented Business
Agricultural Sales and Services
Automobile Rentals
Automotive Sales
Automotive Washing of any type
Campground
Commercial Blood Plasma Center
Commercial Off-street Parking
Construction Sales and Services
Convenience Storage
Drive-in services accessory use

Drop-Off Recycling Collection Facility
Equipment Repair Services
Equipment Sales
Kennels
Limited Warehouse and Distribution
Maintenance and Service Facilities
Monument Retail Sales
Outdoor Entertainment
Research Services
Service Station
Vehicle Storage

***Conditional Uses**

Electronic Prototype Assembly
Residential Treatment
Exterminating Services
Guidance Services

Hotel-Motel
Laundry Services
Outdoor Sports and Recreation

** This conditional overlay closely corresponds to the one recommended by the Chestnut Neighborhood Plan for the south side of MLK Boulevard.
(NPZD)*

Action Item 8.

The Group Residential use will become a prohibited one for all multi-family districts in the southern section of the planning area. This would restrict the development of fraternity and sorority houses and private dormitories in this part of the planning area. This action will help preserve the predominantly single-family character of the residential areas.
(NPZD)

MANOR ROAD CORRIDOR

Objective 2.2: The Manor Road Corridor—Manor Road from the frontage road of IH-35 to Airport Boulevard—will become a vibrant, mixed-use transit-oriented corridor that provides existing and new housing opportunities for mixed-income households, entertainment, services, employment opportunities, and commercial opportunities in a neighborhood-friendly fashion. The streetscape along Manor Road should be pedestrian-friendly and promote a safe environment for pedestrians. This includes awnings on the fronts of buildings, street trees, benches, convenient trash bins, public art, etc. Encourage new commercial or mixed-use development along the Manor Road Corridor to locate parking to the side or at the rear of the structure. Shared parking options for different establishments and institutions along the corridor should be explored.

Action Item 9.

Allow the Smart Growth Special Use of Mixed-Use Building on all commercially zoned property along the Manor Road Corridor between IH-35 and Walnut Avenue. Place a Conditional Overlay on the Manor Road Corridor that limits the height of commercial buildings along the corridor to forty (40) feet (three stories). Currently, the vast majority of commercial properties along Manor

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Road are zoned Commercial Services (CS) which allows building up to sixty (60) feet. This Conditional Overlay will prohibit and condition the following uses:

Prohibited Uses

Agricultural Sales and Services
Adult-Oriented Businesses
Automotive Rentals
Automotive Sales
Automotive Washing of any type
Building Maintenance Services
Campground
Commercial Blood Plasma Center
Commercial Off-Street Parking
Construction Sales and Services
Convenience Storage
Drive-in Services Accessory Use

Drop-Off Recycling Collection Facilities
Employee Recreation
Equipment Repair Services
Equipment Sales
Kennels
Limited Warehousing and Distribution
Maintenance and Service Facilities
Monument Retail Sales
Pawn Shop Services
Service Station
Vehicle Storage

Conditional Uses

Automotive Repair Services
Building Maintenance Services
Business or Trade School
College and University Facilities
Communication Service Facilities
Communications Services
Community Recreation—Private
Congregate Living
Electronic Prototype Assembly
Exterminating Services
Hotel-Motel

Indoor Entertainment
Indoor Sports and Recreation
Laundry Services
Local Utility Services
Off-Site Accessory Parking
Outdoor Sports and Recreation
Pet Services
Plant Nursery
Residential Treatment
Veterinary Services

The convenience store/service station located at 2101 Manor Road will be exempted from the conditional overlay's prohibition on service station. Automobile sales and rental will become conditional uses instead of prohibited ones.

Homesteam Cleaners, located on the southeast corner of the intersection of Manor Road and Chestnut Avenue/Cherrywood Road will be exempted from the conditional overlay prohibition on drive-in services accessory use—it will become a conditional use—and laundry services will become an allowed use.

Along Manor Road east of the intersection with Walnut Avenue allow the Mixed-Use Building. Implement a Conditional Overlay on Manor Road Corridor that limits the height of commercial buildings along the corridor to forty (40) feet (three stories) and prohibits and conditions the following uses:

**Prohibited Uses*

Adult Oriented Businesses
Agricultural Sales and Services
Automobile Rentals
Automotive Sales

Automotive washing
Campground
Commercial Blood Plasma Center
Commercial Off-street Parking

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Construction Sales and Services
Convenience Storage
Drive-in Accessory use
Drop-Off Recycling
Employee Recreation
Equipment Repair Services
Equipment Sales
Kennels

Laundry Services
Limited Warehouse and Distribution
Maintenance and Service Facilities
Pawn Shop Services
Research Services
Service Station
Vehicle Storage

*** Conditional Uses**

Exterminating Services
Guidance Services
Hotel-Motel
Laundry Services
Monument Retail Sales

Off-site Accessory Parking
Outdoor Entertainment
Outdoor Sports and Recreation
Residential Treatment

** This conditional overlay closely corresponds to the one recommended by the Rosewood Neighborhood Plan for the south side of this segment of Manor Road.
(NPZD)*

Objective 2.3: The redevelopment of the Value Skypark site should be a mixed-use, mixed income development that provides neighborhood-scaled retail and residential uses along Manor Road. The housing types along Randolph Road should be limited to either detached single family houses, or townhouse/row house-styled residential development. The City of Austin should offer incentives to promote affordable housing on this site. Twenty (20) percent of the residential units should be affordable to individuals or families at sixty (60) percent of median income or below. Of the twenty percent (20%), half (ten percent) should be for sale and the other half (ten percent) should be for lease. All parking along Randolph Road and Manor Road should be at the rear of the buildings with the possible exception of a limited number of timed/metered parallel/angle-in parking spaces along Manor Road. When development/ redevelopment occurs at either the Value Skypark or the large vacant lot located across Manor Road from it, a new signal light should be installed at the intersection of Manor Road and Alexander Avenue to provide for safe pedestrian, bicycle, and automobile crossings.

Any project at the Value Skypark site should have specific height limitations.

- Thirty-five (35) feet or two-and-one-half stories at the corner of Manor Road and Randolph Road and stair stepping up to four stories at the intersection of Manor road and the railroad tracks.
- Thirty-five (35) feet or two-and-a-half stories along Randolph Road.
- Three stories along the railroad track.

The conditional overlay for Manor Road, east of Walnut Avenue to Airport Boulevard applies to the Value Sky Park site.

Action Item 10.

Rezone the Value Sky Park property zoned Limited Industrial (LI) and Community Commercial (GR) to Commercial Services (CS) and include a Mixed-Use Combining District (CS-MU) and allow the Smart Growth special use of Mixed-use Building and Neighborhood

Urban Center.

Action Item 11. Include a conditional overlay on the large, Limited Industry (LI) zoned property to the east and across the railroad tracks from the Value Skypark site to (LI-CO). The portion of the property located in the 100-year flood plain of Boggy Creek should be set aside as parkland or green space. Allow the Mixed-Use Building special use on this site.
(NPZD)

*Prohibited Uses

Adult Oriented Businesses
Agricultural Sales and Services
Automobile Rentals
Automotive Sales
Automotive washing
Basic Industry
Campground
Commercial Blood Plasma Center
Commercial Off-street Parking
Construction Sales and Services
Convenience Storage
Drive-in Accessory use
Drop-Off Recycling

Employee Recreation
Equipment Repair Services
Equipment Sales
Kennels
Laundry Services
Maintenance and Service Facilities
Pawn Shop Services
Research Services
Resource Extraction
Scrap and Salvage
Service Station
Vehicle Storage

*Conditional Uses

Custom Manufacturing
Exterminating Services
Guidance Services
Hotel-Motel
Laundry Services
Light Manufacturing
Limited Warehouse and Distribution

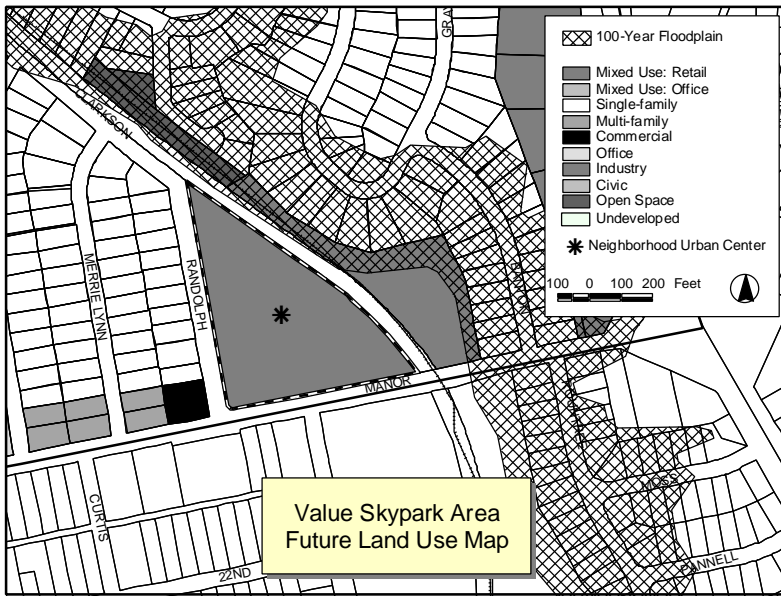
Monument Retail Sales
Off-site Accessory Parking
Outdoor Entertainment
Outdoor Sports and Recreation
Railroad Facilities
Residential Treatment

**This conditional overlay closely corresponds to the one recommended by the Rosewood Neighborhood Plan for the south side of this segment of Manor Road with addition of the prohibited and conditioned industrial uses.*
(NPZD)

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After the close of the Robert Mueller Municipal Airport (RMMA), the Value Sky Park long-term, off-site parking lot was closed. The site is currently vacant and surrounded with walls topped with barbed wire. The vision for this five-acre site is for it to become a mixed use development that makes serious accommodations for affordable housing.



The housing types along Randolph Road should be limited to either detached single family houses, or townhouse/row house-styled residential development. Currently, there is a blank wall topped with barbed wire and seldom-used sidewalk.



IH-35 CORRIDOR

Objective 2.4: The uncertainty of future expansion plans of IH-35 will likely preclude major capital investments and new development along most of the frontage road. If new development does occur, it should be as pedestrian-friendly as is possible. In the interim, however, the frontage road of IH-35 from 26th Street/Dean Keeton Street to Wilshire Boulevard will continue to serve as a commercial strip that meets the needs of both adjacent neighborhoods and the city as a whole in a neighborhood-friendly fashion. New businesses locating along the frontage road should reflect the scale and diversity of the existing businesses. Establishments along the frontage road should have adequate parking to avoid spilling over into adjacent residential areas. New and existing businesses should keep properties clean and well maintained.

Unlike other areas along IH-35 through Central Austin, the western boundary of the Upper Boggy Creek planning area acts more as a neighborhood arterial than a traditional interstate frontage road. The recent reconfiguration of exit and entry ramps along this segment further reinforces this characterization. The recessed and elevated nature of this segment of IH-35 “hides” the traffic from the frontage road, thereby diminishing the visibility of businesses located there from passing freeway traffic and reducing the advantages normally found when businesses locate next to major freeways. In addition, the narrow commercial lots facing the frontage road provide nominal buffering to adjacent residential areas from the noise generated by IH-35. The uncertain future of the properties adjacent to the frontage road could promote neighborhood-unfriendly interim land uses. This situation, when combined with the unsure future of the properties located along the frontage road, warrants the placement of safeguards to protect adjacent residential areas from additional noise, cut-through traffic, pollution, and other nuisances that some land uses could generate.

Action Item 12. Include a Mixed-Use Combining District and allow the Smart Growth infill option of Mixed-Use Building on all commercially zoned property along the IH-35 frontage road from 26th Street/Dean Keeton Street to 38th ½ Street. Limit the height of commercial buildings along a segment of this corridor, from Dean Keaton/East 26th Street to East 30th Street to forty (40) feet (three stories). To diminish the affects of possible neighborhood unfriendly interim uses, a Conditional Overlay that conditions or prohibits the following uses along the IH-35 frontage road from Dean Keaton/26th Street to East 38th ½ Street.

Prohibited Uses

Adult-Oriented Businesses
Car Rental
Drive-in Services Accessory Use
Drop-Off Recycling
Equipment Repair

Equipment Sales
Kennels
Limited Warehouse and Distribution
Maintenance Service Facility
Vehicle Storage

Conditional Uses

Pet Services
Residential Treatment
Veterinary Services
(NPZD)

Objective 2.5: The Delwood Shopping Center serves as a regional shopping destination. The Upper Boggy Creek Neighborhood Planning Team, representatives from planning area neighborhood associations, Delwood Shopping Center merchants, and the City of Austin will work together to address signage issues. If the site is ever redeveloped, it should be done in a more pedestrian-oriented fashion.

Action Item 13. Allow the Smart Growth Infill Options of Neighborhood Urban Center and Mixed-Use Building on the Delwood Shopping Center site.



Currently the Delwood Shopping Center is a typical strip development with a large parking lot between the buildings and the street.

Objective 2.6: The site of the Academy or the U-Haul stores on the frontage road of IH-35 are best suited for a business that serves a larger area than the adjacent neighborhoods. If either should cease operation, any new business locating at these sites should provide a more aesthetically pleasing gateway landmark for the adjacent neighborhood. The sites' proximity to residences necessitates sensitivity in the design for any redevelopment project at either location. Commercial uses such as a garden supply/nursery or small-scale hardware store would be supported by the neighborhood. Parking for a new business locating to either site should be located at the rear of the building. Landscaping should be used to visually buffer them from adjacent residential uses. In addition, lighting from the site should be shielded so light does not spill over onto adjacent residential properties. Other ideal uses for these sites include

- A small-scale bus transfer station
- A light rail station
- A police substation.

Public and private developers need to meet and communicate with neighborhood representatives prior to planning, development, redevelopment or expansion on the site.

Action Item 14. Restrict the building height to forty (40) feet (three stories) at the Academy and U-Haul sites and prohibit and condition the following uses:

Prohibited Uses

Automotive Repair
Automotive Rental
Automotive Sales

Automotive Washing
Commercial Off-street Parking
Drive-in Services Accessory use

Drop-Off Recycling
Equipment Sales
Equipment Repair
Kennels

Limited Warehouse and Distribution
Maintenance Service Facility
Service Station
Vehicle Storage

Conditional Uses

Pet Services
Plant Nursery
(NPZD)

Residential Treatment
Veterinary Services

Objective 2.8: The segment of the IH-35 frontage road extending north of Airport Boulevard to the Robert Mueller Municipal Airport boundary will retain the current zoning.

East 38th ½ STREET CORRIDOR

Objective 2.7: East 38th ½ Street, from IH-35 east to the railroad right-of-way will become a mixed-use corridor that provides a buffer and transition area between the high level of commercial activity at the Delwood Shopping Center and the adjacent residential areas. The streetscape along East 38th ½ Street should be pedestrian-friendly and promote a safe environment for pedestrians. This includes awnings on the fronts of buildings, street trees, benches, convenient trash bins, etc. Encourage new commercial or mixed-use development along the East 38th ½ Street Corridor to locate parking to the side or at the rear of the structure.

Action Item 15.

Allow the Smart Growth Infill option of Mixed-Use Building, and place a Mixed-Use Combining District and a Conditional Overlay for the commercially zoned lots on the north side of East 38th ½ Street east of the Delwood Shopping Center to the railroad right of way. Limit the height of these developments to forty (40) feet (three stories). Prohibit and condition the following uses along the East 38th ½ Street Corridor:

Prohibited Uses

Automobile Rental
Automobile Sales
Automobile Washing
Commercial Blood Plasma Center
Construction Sales and Services
Equipment Sales

Equipment Repair Services
Kennels
Maintenance and Service Facilities
Outdoor Entertainment
Outdoor Sports and Recreation
Vehicle Storage

Conditional Uses

Laundry Services
Custom Manufacturing
(NPZD)

Electronic Prototype Assembly
Limited Warehouse and Distribution

- Action Item 16. Include a Mixed-use Combining District on all of the property zoned Limited Office (LO) that is located on the south side of East 38th ½ Street and along Clarkson Avenue. Limit the building heights to thirty-five feet (2 ½ Stories) on all of the property zoned Limited Office (LO) located on the south side of East 38th ½ Street.
(NPZD)

AIRPORT BOULEVARD CORRIDOR

Objective 2.9: From north to south, the land uses along the western side of Airport Boulevard slowly transitions from residential to more intense commercial uses. This land use pattern should continue.

- Action Item 17. Rezone the western portion of the parcel at the northeast intersection of IH-35 and Airport Boulevard zoned Commercial Services (CS) to Multi-family-Medium Density (MF-3) to make the apartments on this site a conforming use.
(NPZD)

- Action Item 18. Rezone the two commercially zoned properties along the western side of Airport Boulevard north of Wilshire Boulevard from Commercial Services (CS) to Community Commercial (GR), limit the building height to thirty-five (35) feet. Place a conditional overlay on these properties that will prohibit and condition the following uses

Prohibited Uses

Automotive Sales	Group Home Class II
Automotive Washing	Off-site accessory parking
Commercial Off-street Parking	Pawn Shop
Drive-in Services Accessory use	Service station

Conditional Uses

Auto Repair Services
Group Home Class I
(NPZD)

- Action Item 19. Rezone the commercially-zoned property located between Schieffer Avenue and 40th Street from Limited Office (LO) to Neighborhood Commercial (LR). Allow the Neighborhood Mixed-Use Building and mixed use overlay and prohibit the following use:

Prohibited Uses

Service Station
Drive-in Services Accessory use
(NPZD)

Objective 2.10: The western side of Airport Boulevard extending from the commercial parcels just north of East 38th ½ Street, south to Manor Road will retain its current base zoning, be provided additional uses, and be a commercial center that serves a broader

area than the adjacent neighborhoods.

Action Item 20. Allow Neighborhood Mixed-use Building and Mixed-use Overlay on the commercially zoned properties along Airport Boulevard from the commercially zoned property immediately north of East 38th ½ Street, south to Manor Road.
(NPZD)

HISTORICAL PROPERTIES

Objective 2.11: Complete an inventory of historically significant houses throughout the neighborhood planning area. This information may be used to pursue a historic designation. The neighborhood planning area has several houses that may qualify for this designation

- 2094 Dancy (former residence of J.H. French, the developer of French Place in the Cherrywood neighborhood)
 - The Giles Home, IH-35 & Ardenwood Road
 - The McCandless Home, Wilshire Boulevard
 - The Mosleys Home-1801 E 40th
 - Other houses as discovered
- (Neighborhoods, TPSD)

Goal Three HOUSING

Promote the rehabilitation of existing housing and construction of new housing to be compatible with the surrounding neighborhood and architecture for a variety of income levels.

Austin has become a more expensive place to live. During the 1990s, the median house price in Austin rose from \$80,000 to \$150,000. In the five years between 1995 and 2000, the median rent for a modest apartment (2 bedrooms, 1 bath) rose from \$575 to \$825. Even with temporary economic slow-downs, long-term market pressures will likely increase house prices and rents in the Upper Boggy Creek Neighborhood Planning Area. There are a number of locational factors will contribute to this:

- The planning area is very near an expanding central business district,
- A major interstate freeway,
- The Texas State Capitol,
- Numerous state government offices,
- Two universities (one of them America's largest),
- Two major hospitals,
- Four large shopping centers,
- The Robert Mueller Municipal Airport redevelopment
- A possible light-rail station.

As the metropolitan area expands from the central city, demand for housing closer to downtown can be expected to increase. The plan should address gentrification issues generated by this trend.

Action Item 21.

The Blackland Community Development Corporation and other providers of affordable housing should continue to develop affordable housing for low-income families in the area defined by Leona Street, Manor Road, Chestnut Avenue and MLK Boulevard. Affordable housing for these purposes is defined as sixty percent of Austin area median family income. To this goal, the Upper Boggy Creek Neighborhood Planning Team supports the granting of variances to allow these parties to provide affordable housing. (BOA, Neighborhoods)

Objective 3.1: Provide opportunities for people to repair, maintain, and improve their homes and property. The City of Austin and neighborhood associations within the planning area should work cooperatively to help residents maintain and enhance their homes.

Action Item 22.

The Blackland Community Center will serve as the primary location where the Neighborhood Housing and Community Development Department (NHCD) provides and updates information about resources available to assist people in repairing and maintaining

their homes as well information to help first-time home buyers. Other locations in the neighborhood planning area such as schools, parks, and churches will serve as other outlets for this information. The neighborhood associations will also serve as resources to distribute this information.

(NHCD, BCDC, Neighborhood)

Goal Four TRANSPORTATION

Improve the quality of residential streets and commercial corridors to make them safe, accessible, and attractive to all forms of transportation. Residential and commercial streets and transit facilities should

- *Emphasize pedestrian and bicycle safety*
- *Serve pedestrian and bicycle convenience*
- *Encourage public transit use*
- *Allow residents ready ingress and egress from the neighborhood*
- *Limit through-traffic to roads designed for the purpose*
- *Be compatible with the residential / mixed-use character of our neighborhoods.*

Future Trends

The number of people living in or adjacent to the Upper Boggy Creek Neighborhood Planning Area is likely to increase over the next twenty years, particularly in the central and southern parts of the planning area. Most of these new residents may bring vehicles. Planning for this growth could reduce the necessity of automobile use for all trips, and thereby decrease the unpleasant effects of motor vehicle traffic.

How will population and traffic grow? In 2000 Austin had an average of 25,326 people per square mile. Assuming a conservative growth rate of three percent per year, the density could theoretically double by the quarter-century mark. Nationally, the number of automobiles is increasing faster than the number of people. Twenty years ago about fifteen percent (15%) of households did not own a car—today this number is down to eight percent (8%). The number of multiple-car households is on the rise. The share of households owning two vehicles has risen from thirty-four percent (34%) to forty percent (40%) and the share owning three or more vehicles has risen from sixteen percent (16%) to nineteen percent (19%).

Traffic and Upper Boggy Creek Planning

There are several traffic problems in the Upper Boggy Creek Neighborhood Planning Area. Cars and trucks cut through neighborhood streets to avoid congested arterial roads and the rush hour on IH-35. The long, uninterrupted, multi-block segments of many neighborhood roads invite uncontrolled speeding—particularly along Lafayette Avenue, East 32nd Street and Edgewood Avenue. The vast majority of pedestrians and bicyclists enjoy almost no protective sidewalks or designated bike lanes. Parents are reluctant to let young children bike, exercise their pets, play in the front yard, or walk to local destinations because of the ever-present danger of speeding cars. An arterial that used to serve the main entrance of the Robert Mueller Municipal Airport, East 38th ½ Street, now is largely residential, but retains its outdated designation. Large trucks routinely ignore the “No

Trucks” signs.

Due to a local lack of sidewalks, safe bike lanes, and pedestrian-convenient commercial uses, local residents must drive for most of their shopping and entertainment needs. As most of the neighborhoods in the Upper Boggy Creek Neighborhood Planning Area grow denser, transit and mobility issues must be addressed.

There are several assumptions that provide a basis for transportation planning for the Upper Boggy Creek NPA.

1. Austin roadways can be expected to grow more congested, and parking to become more difficult. Automobile use for every purpose may become considerably less attractive which may increase demand for inner city and pedestrian-friendly neighborhoods.
2. If long-range regional transportation alternatives are implemented, traffic may not increase in the planning area. As the short- and long-term measures recommended in the plan take effect, sidewalks, bikeways, traffic calming measures, bus route changes, and others will make our streets more walkable.
3. Peoples’ habits change slowly. Initially, more residents may bring more vehicles. The long-term need for automobiles may be reduced as
 - improvements to the pedestrian bicycle infrastructure
 - carpools and vanpools
 - mass transit options
 - staggered work hours
 - work-at-home arrangementscan be expected to gain significant footholds and reduce the need for automobile use for every aspect of our daily lives. We have several hurdles to overcome to reach these goals. For infill and redevelopment strategies to work, we must begin now to provide appropriate incentives for what we want and penalties for what we do not.
4. The best approach at this time (2002) for handling east-west traffic flow through the planning area is to distribute traffic among several available routes.

Objective 4.1: Traffic

Traffic in the neighborhoods that compose the Upper Boggy Creek Neighborhood Planning Area is a major concern. It is also one that will grow increasingly problematic as

1. The overall traffic in Austin increases and IH-35 becomes more congested during peak hour usage
2. The redevelopment of the Robert Mueller Municipal Airport site progresses and attendant local traffic loads increase.

Action Item 23. The City should undertake a traffic calming study for the entire Upper Boggy Creek Neighborhood Planning Area with special

emphasis placed on Cherrywood Road/Chestnut Road, 38th ½ Street, Lafayette, Clarkson, Edgewood and 32nd Street.
(TPSD)

Objective 4.2: MLK BOULEVARD CORRIDOR

The MLK Boulevard Corridor will serve the needs of pedestrians and motorists. MLK Boulevard serves as an important east/west thoroughfare for a broader area than adjacent neighborhoods. Future improvements to the roadway must be sensitive to the communities on both sides of the road and not create a barrier between them and do not negatively affect business activity and residents along the corridor.

Encourage UT to establish adequate parking, including parking garages, to accommodate employee, event, and student parking. A multi-story, mixed-use parking structure located west of a line formed by the Concho street right-of-way could serve this purpose. Retail or office space should be located at street level where these structures abut a sidewalk to promote a more pedestrian-friendly environment.

Bicycle Issues

Action Item 24.

Recommend a study to investigate bicycle safety along MLK Boulevard and the validity of this street as a viable bicycle route.

TPSD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.

Automobile/Traffic Issues

Action Item 25.

Study the feasibility of installing new or improved traffic control signals or other effective measures to improve safety at the following locations:

- MLK Boulevard and Chicon Street—a protected left turn signal for the north/south lanes is suggested.
- MLK Boulevard and Chestnut Avenue—a protected left turn signal for the north/south lanes is suggested.
- MLK Boulevard and Cedar Avenue—a traffic signal with protected left turn light is suggested.
- MLK Boulevard and Miriam Street (for traffic from the funeral home, cancer center and L.L. Campbell Elementary School)—a traffic signal is suggested.

(TPSD)

Action Item 26.

Remove signage designating MLK Boulevard as a route to Austin-Bergstrom International Airport.

(TPSD)

Automobile Parking Issues

Action Item 27.

Enforce the prohibition of on-street parking along MLK Boulevard from IH-35 to Chestnut Avenue to improve safety. During sports

events, spectators often illegally park along this busy roadway.
(APD; University of Texas)

Action Item 28. Improve safety by restricting parking within twenty (20) feet of the intersection of Maple Avenue and MLK Boulevard due to limited visibility.
(TPSD)

Objective 4.3: Blackland/Holy Cross-Rogers-Washington Neighborhoods

Pedestrian and bicycle routes in this area should be improved to safer travel throughout this part of the planning area, particularly for children travelling between L. L. Campbell Elementary School and the Alamo Recreation Center.

Action Item 29. Stripe bicycle lanes

- From 2nd Street from Stafford Street to Leona Street to link L. L. Campbell Elementary School to the western part of the Blackland neighborhood. Stripe bicycle lanes

Section of this item removed from plan. TPSD recommends that the section of this item relating to bicycle lanes on Chicon between Manor Road and MLK Boulevard not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.
(TPSD)

Action Item 30. Build a new sidewalk along East 22nd Street between Stafford Street and Leona Streets so children can safely walk through the neighborhood from the L.L. Campbell Elementary School to Alamo Park to the far western edge of the neighborhood and locate pedestrian crossing signs and striping at

- 22nd Street and Chestnut Street
- 22nd Street at Maple Avenue
- 22nd Street at Stafford Street
- 22nd Street at Chicon Street

(TPSD)

Action Item 31. Establish resident-only parking along 22nd Street from Leona Street to Chicon Street, Leona Street from Manor Road to East 21st Street, and Salina Street from Manor to 21st Street.
(TPSD)

Objective 4.4: Manor Road Corridor

The Manor Road Corridor should become an alternative transportation corridor that places emphasis on the priorities of pedestrians, bicyclists, and bus transit users over those of motorists while still addressing the requirements of people and their cars. The streetscape along the Manor Road Corridor should be pedestrian-friendly and aesthetically pleasing. The corridor should become a “village” that serves adjacent

residents and the employees and students of the University of Texas. The entertainment/restaurant district that is evolving along Manor Road—Hoover's, Eastside Café, Mi Madre's, John Mueller's BBQ, and the Vortex Theater—should be fostered. In addition, small-scale retail should be encouraged to locate along the corridor to provide destinations other than dining and promote pedestrian traffic. To further this goal, a Dillo/circulator along Manor Road running to and through the Upper Boggy Creek NPA and nearby areas should be established, route—similar to the one running in Travis Heights. Dean Keeton Street/26th Street from IH-35 and heading to the west should serve as a primary northern gateway and automobile access route to the University of Texas. Dean Keeton Street/26th Street from IH-35 and heading to the west should serve as a primary northern gateway and automobile access route to the University of Texas.

If a future northbound off-ramp from IH-35 exits at Manor Road/Dean Keeton Street, a fly-under/fly-over should directly serve the University of Texas via Dean Keeton Street. Design of such a exit ramp should contribute to the Manor Road Corridor goals of creating a more pedestrian-, bicycle-, and neighborhood-oriented environment and not significantly increase eastbound motor vehicle traffic.

Establishment of Manor Road as an alternative transportation/transit corridor is an important element of the Upper Boggy Creek Neighborhood Planning Area Plan. Creating a transit hub and public space at the “triangle” at the intersection of East Dean Keeton Street/East 26th Street, Chicon Street, and Manor Road will facilitate this transformation. Consideration of the following amenities/uses should be given:

- Sheltered seating for bus stops
- Bicycle parking racks/storage lockers
- Play equipment for children of various ages
- A landmark that establishes the point as a “gateway” to the developing restaurant/arts district
- Yellow Bike distribution center
- Police bicycle substation
- A coffee or sandwich shop.

A long-term goal for the intersection of Dean Keeton/26th Street is to reconfigure the intersection of Manor and Dean Keeton/26th Street as a “T-Intersection.” Utilize the existing Manor Road right-of-way (south of the existing triangular island) for community public use.

Pedestrian Issues

Action Item 32. Repair or clear the foliage along the sidewalk on the north side of Manor Road between French Place and Lafayette.
(TPSD)

Bicycle Issues

- Action Item 33. Paint bicycle lanes on Manor Rd between the “Y” intersection at Manor Road and Dean Keeton extending to the University of Texas on the west side of IH-35 and work with UT to extend a striped bicycle lane from IH-35 into campus.
(TPSD)

Public Transportation Issues

Upgrade and improve existing bus stops by adding benches, shelters, garbage bins, recycling bins, signs, and maps where they are currently lacking along the Manor Road Corridor. These improvements will contribute to creating a more pedestrian- and transit-friendly environment.

Automobile/Traffic Issues

- Action Item 34. Study the placement of a four-way stop sign at the intersection of Manor Road and Chicon Street.
(TPSD)

- Action Item 35. Amend the CAMPO and Austin Metropolitan Area Transportation Plans—that call for widening Manor Road by two lanes and an estimated twenty-six feet by 2025. Retain the street at its current configuration of two travel lanes, a turn lane and two bicycle lanes to promote a more pedestrian- and neighborhood-friendly environment.
(CAMPO, TPSD)

- Action Item 36. Study the placement of a traffic signal at the intersection of East Dean Keeton Street and Lafayette Avenue.
(TPSD)

- Action Item 37. “No Parking” signs should be placed along Manor Road from IH-35 to Chicon Street to create a safe bike route into the University of Texas Campus and to help promote Manor Road as an alternative transportation corridor.
(TPSD)



*Near the intersection of Manor Road and Chicon Street looking west
Eliminating on-street parking along Manor Road from Chicon to IH-35 and striping bicycle lanes would provide a safe route to the University of Texas campus and contribute to making Manor Road an alternative transportation corridor.*

Objective 4.5: Cherrywood Neighborhood

The roads in the Cherrywood Neighborhood outside of the arterial roads need to be safer for non-motorized forms of transportation. The lack of sidewalks, designated bicycle lanes, and excessive on-street parking has made many streets in the Cherrywood neighborhood to be dangerous places for people and their pets not travelling in a car.

Action Item 38.

Build new sidewalks along the following streets:

- Along Lafayette Street from Manor Road to East 38th ½ Street
- Along Edgewood Avenue from the IH-35 frontage Road to Cherrywood Road
- Along 32nd Street from the IH-35 frontage Road to Cherrywood Road
- Along the west and south sides of Ashwood
- Along Maplewood Avenue from East 38th ½ Street to Wilshire Boulevard
- Along Randolph Road/Clarkson Avenue from Manor Road to East 38th ½ Street
- Build a sidewalk on the east side of Cherrywood Road from Manor Road to Patterson Park. Ensure that the sidewalk is wide enough for safe and easy travel

(TPSD)

Action Item 39.

Restripe or paint new the bike lanes along the following roads:

- Cherrywood Road/Chestnut Avenue from MLK Boulevard to Wilshire Boulevard
- Randolph Road/Clarkson Street from Manor Road to East 38th ½ Street
- Edgewood Avenue or 32nd Street from IH-35 to Cherrywood Road

(TPSD)

Although Cherrywood Road/Chestnut Avenue is the major north/south internal arterial for the planning area, it should retain its residential character. This roadway should safely serve the needs of pedestrians—including transit users—while facilitating easy passage for cyclists and motorists. Efforts should be made to prevent Cherrywood Road/Chestnut Avenue from becoming a high-speed alternative to IH-35.

Sidewalks along Cherrywood Road/Chestnut Avenue should be clear of obstacles. Residents and sanitation workers should not leave trashcans on the sidewalk. Residents and their guests should park in their driveways rather than block sidewalks. To make sidewalks more passable, encroaching foliage should be cleared.

Action Item 40.

The police department should strictly enforce the traffic laws to reduce the high incidence of speeding traffic along the entire length of Cherrywood Road/Chestnut Avenue through the planning area, from MLK to Airport Boulevards.

(APD)

- Action Item 41. Conduct a study to consider lower speed limits along Cherrywood Road/Chestnut Avenue from MLK Boulevard to the Wilshire Boulevard/ Schieffer Avenue intersection.
(TPSD)

Objective 4.6: The Upper Boggy Creek Bikeway

Construct a dedicated bikeway through the planning area that will connect with parks, other bicycle routes, and commercial areas throughout East Austin. Connect the hike-and-bike trail to the Willowbrook Greenbelt via neighborhood streets and small signs and/or striped bike lanes to indicate the route.

- Action Item 42. Construct a multi-use bicycle greenway along or near the railroad right-of-way running through the planning area. The bikeway should include attractively landscaped access points at intersections with surface streets, including Manor Road, Cherrywood Road, East 38th ½ Street, Wilshire Boulevard, and the IH-35 frontage roads. As appropriate, access points should include signage, map kiosks, benches, trash and recycling receptacles, landscaping, lighting and other safety measures. To facilitate connectivity and accessibility, the bikeway could include safe and convenient transition of users from intersecting sidewalks, bicycle lanes, and public transit routes.
(TPSD, PARD, Capital Metro)

- Action Item 43. Maintain vegetation in a “wild” fashion along the railroad right-of-way to the extent that it does not become a health or fire hazard.
(Capital Metro)

Objective 4.7: East 38th ½ Street Corridor

The corridor should become a safe neighborhood street that serves civic, residential, and commercial uses, where appropriate, and promotes alternative modes of transportation. The segment of east 38th ½ Street, from IH-35 to Airport Boulevard, currently serves as a cut-through route for east/west bound drivers. In order to preserve its residential character, the corridor should be reclassified in regional transportation plans from “Minor Arterial” to “Neighborhood Collector” to improve the likelihood of obtaining traffic calming measures.

East 38th ½ Street between IH-35 and Clarkson Avenue carries a high volume of motor vehicle traffic that is a danger to people accessing Delwood Shopping Center and other commercial destinations. Crossings to bus stops and neighborhood streets must be made safer for pedestrians and transit users, with emphasis on the transit stop near Robinson Street and the crossings of the IH-35 frontage roads.

East 38th ½ Street from Clarkson Avenue to Airport Boulevard is overwhelmingly residential and includes a neighborhood elementary school. The neighborhood believes it is of paramount importance to preserve the residential character of the street and improve safety for pedestrians and cyclists, especially the elementary school students.

Pedestrian Issues

Action Item 44.

To ensure that East 38th ½ Street becomes a viable pedestrian route, vegetation encroaching on sidewalks should be trimmed. Locations to be monitored include:

- The bus stop on the south side of East 38th ½ Street at the intersection with Clarkson Avenue
- Northwest corner of East 38th ½ Street and Cherrywood Road
- South side of East 38th ½ Street at Grayson Lane.

(PWT)

Action Item 45.

Place a striped crosswalk from the Delwood Shopping Center to the bus stop across East 38th ½ Street and include a pedestrian warning light or signalization that can be controlled by pedestrians to ensure a safer crossing. This pedestrian crossing could be delineated using a different paving material.

(TPSD)

Action Item 46.

Improve the crosswalk striping at the intersection of East 38th ½ Street and the frontage road of IH-35 and increase the signal time allocated for safer pedestrian crossings.

(TPSD)

Action Item 47.

Improve the sidewalk system along East 38th ½ Street through measures such as the following:

- Widen existing sidewalks on East 38th ½ Street between IH-35 and Silver Ridge apartments to make it easier for pedestrians to walk around the utility poles in the sidewalk. In the short-term, this could be accomplished by paved skirting in a semi-circle around the poles so pedestrians can pass each other without walking in the street.
In the long-term, utilities should be placed underground.
- Repair the sidewalks on the north side of East 38th ½ Street between Silver Ridge apartments and Maplewood Avenue
- Install sidewalks on the south side of East 38th ½ Street between Vineland Drive and Basford Road to connect with the existing sidewalk network east of Basford Road
- Install sidewalks on the south side of East 38th ½ Street between Grayson Lane and the office center at 1825 East 38th ½ Street
- Bring the existing sidewalks along East 38th ½ Street into compliance with the Americans With Disabilities Act.
- Complete the sidewalk network on the south side of East 38th ½ Street from Clarkson to the Asbury Methodist Church.

(TPSD)

Bicycle Issues

Bicycles should receive the next highest priority after pedestrians along the East 38th ½ Street corridor. The corridor is envisioned as a major bicycle artery between points to the

east, west and local. To make this road safe for bicyclists, the City of Austin should enforce the “No Parking Rule” within bicycle lanes.

Action Item 48. Provide striped bicycle lanes along East 38th ½ Street between IH-35 and Cherrywood Road. The Upper Boggy Creek Neighborhood Planning Team and neighborhood associations within the planning area should work with the adjacent neighborhood association to promote a bike lane on the west side of IH-35 along East 38th ½ Street.

***Part of this item removed from plan. TPSD recommends that the section of the item relating to bicycle lanes on East 38th ½ Street not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.
(TPSD)***

Transit Issues

Additional bus routes should be added to the portion of East 38th ½ Street, west of Cherrywood Road, including possible local ‘Dillo-type service, more frequent service of existing routes, and additional routes serving the Delwood Shopping Center. A potential Dillo service could link to the commercial areas along Manor Road.

Action Item 49. Study bus stop locations for routes running along Cherrywood Road and 38th ½ Street to identify improvements such as co-location of several route stops at one location, additional stops, removal of stops. Other improvements could also include improving the spacing and siting of stops that will enhance transit performance (headways, on-time performance, and speed of circulation through the neighborhood) in the UBC Neighborhood Planning Area and system wide. This study should incorporate input from current transit users and neighbors.
(Capital Metro)

Automobile Issues

Automobile traffic on the East 38th ½ Street corridor should consist of trips with local origins or destinations. Cut-through traffic should be minimized to the extent possible. This would be required to respect the pedestrian nature of this residential street and to ensure the safety of pedestrians and cyclists.

Action Item 50. Downgrade the status of East 38th ½ Street from an “Arterial” to a “Neighborhood Collector” street in all regional and City of Austin transportation plans.
(TPSD, Neighborhoods, CAMPO)

Action Item 51. Conduct a traffic study to reduce speed limit on the corridor to 25 miles per hour, particularly in the residential area between the railroad tracks and Airport Boulevard. This area also includes Maplewood Elementary School.
(TPSD)

- Action Item 52. Reduce the amount of cut-through traffic of heavy trucks along East 38th ½ Street by enforcing the “No Trucks” sign at Airport Boulevard.
(APD)
- Action Item 53. Replace the missing “No Left Turn” sign at the exit from the Delwood Shopping Center at Robinson Avenue.
(TPSD)
- Action Item 54. Remove parking restrictions on the corridor from Cherrywood Road to Airport Boulevard to encourage on-street parking. On-street parking visually narrows the perceived width of a street and facilitates lower motor vehicle speeds.
(TPSD)



Along 38th ½ Street, on-street parking and sidewalks on both sides of the road will improve non-automobile traffic.

Objective 4.8: IH-35 Corridor

The Texas Department of Transportation (TxDOT) plans to widen IH-35 through Central Austin sometime in the next decade. Several aspects of this improvement relate to the Upper Boggy Creek Neighborhood Plan. First, how will the upgrade affect connectivity between the east and west sides of the freeway? Second, how will taking additional right-of-way on the east side affect the frontage road and adjacent properties? Third, how will future freeway exits affect traffic in our neighborhoods?

The IH-35 upgrade will provide an invaluable opportunity to reunite East and West Austin. To accomplish this, IH-35 through central Austin should be depressed below grade from the Central Business District north to 51st Street. Not only would this remove a tremendous physical barrier through the center of the city, it would significantly reduce noise generated by through traffic, especially considering the anticipated increases in traffic volume.

The placement of new exit ramps could negatively affect the neighborhoods within the Upper Boggy Creek area if not well planned. Northbound exit ramps should be located where they will best fulfill two purposes:

1. Move traffic efficiently to and from primary local destinations
2. Distribute east-west traffic flow through central-east Austin

- A. Primary routes (planned to accommodate most through traffic: MLK Boulevard, Airport Boulevard, and 51st Street)
- B. Secondary routes (planned to accommodate less through traffic: Manor Road and East 38th ½ Street)
- C. Tertiary routes (planned to accommodate the least through traffic: Wilshire Boulevard, Avenue, 32nd Street and Edgewood Avenue).

These exits should respect the hierarchy of through streets in the planning area as well as those adjacent to Robert Mueller Municipal Airport redevelopment. Exit ramps should be located to place traffic onto the major east/west thoroughfares of Airport Boulevard, 51st Street, and MLK Boulevard. This would take traffic pressures off of Manor Road, the residential portion East 38th ½ Street east of the Delwood Shopping Center, and discourage cut-through traffic along Wilshire Boulevard/ Schieffer Avenue.

Ideally, and if it can be done without placing undue traffic pressures on the Manor Road Corridor and Blackland Neighborhood, the University of Texas should be served by northbound and southbound freeway exits that would direct traffic along 26th Street/Dean Keeton Street west into the campus.

The Planning Team does not recommend an exit ramp that services East 38th ½ Street. However, if this is deemed the only viable alternative, we recommend that TxDOT and the City of Austin work together to mitigate cut-through traffic through the neighborhood. In addition special steps should be taken to preserve the residential character of East 38th ½ Street from Lafayette Avenue to Airport Boulevard. These steps should include a rigorous traffic calming program, utilizing reduced speed limit if feasible, narrower traffic lanes, traffic circles and traffic humps located at crosswalks, as well as other techniques.

Additional right-of-way taken on the east side of IH-35 should be limited to 60' and include a landscaped buffer that would protect adjacent residences from the visual and noise impact of IH-35 and the frontage road. Representatives from the neighborhood should work with the Texas Department of Transportation and the City of Austin to create this buffer or greenbelt between the reconstructed IH-35 and the affected residential properties.

Special attention to design should be taken at all IH-35 exit ramps to address traffic on the frontage road and provide convenient access to neighborhood residents while discouraging cut-through traffic. A number of different tools should be considered such as physical curbs, narrow lane striping, signage, and stanchions to discourage cut-through traffic along residential streets.

To improve the aesthetics of the IH-35 frontage, all necessary steps need to be taken to ensure that when off-premise billboards signs are removed for widening IH-35, they are not replaced anywhere along the frontage road from MLK to 51st Street.

Prior to the reconstruction of IH-35, actions that can be taken to improve the immediate safety for pedestrians, bicyclists, and motorists along the IH-35 frontage road include:

- Action Item 55. Improve the pedestrian cross-walk striping, widen sidewalks, create accessible routes and increase the pedestrian crossing times at the following the locations:
- Manor Road
 - East 32nd Street
 - The traffic signal near the railroad crossing connecting to Hancock Center
- (TPSD)

Objective 4.9: Wilshire Wood/Delwood I

Wilshire Boulevard is experiencing an increase in speeding traffic. Even with the proposed improvements to limit this associated with the redevelopment of The Robert Mueller Municipal Airport site, it is reasonable to assume that this trend will continue. To protect the park-like setting of the neighborhood and ensure the public safety, traffic speeds along the entire length of Wilshire Boulevard should be reduced. Any traffic calming measures that are taken to reduce travel speeds should maintain the character of this winding residential street and contribute to the wooded settings of the neighborhood. Traffic calming measures such as circles and chicanes are recommended to the exclusion of speed cushions and speed humps. This will help to provide a safer environment for residents, walkers, and cyclists along Wilshire Boulevard and adjoining streets. All solutions for satisfying this objective should combine traffic calming measures and non-structural pedestrian/bicycle pathways within the Wilshire Woods/Delwood I neighborhoods.

- Action Item 56. Redesign the intersection of Wilshire Boulevard, Schieffer Avenue, and Cherrywood Road to improve safety, reduce speeds, reduce motorist confusion, and control the distribution of traffic onto intersecting streets.
- (TPSD)

- Action Item 57. Install signage along Wilshire Boulevard to indicate that it is a winding road.
- (TPSD)

- Action Item 58. Stripe a pedestrian/bicycle lane on each side of Wilshire Boulevard between the IH-35 frontage road and Airport Boulevard. Connect this bike/pedestrian route with the larger Austin Bikeway routes that intersect or pass near the Wilshire Boulevard corridor and surrounding neighborhoods.
- (TPSD)

TPSD recommends that this item not be implemented. Because it is included as one of the plan's Top Ten Planning Priorities, it remains in the plan. Further discussion and is included in Appendix A—Items Not Recommended by City Departments.

- Action Item 59. Remove the recently added double yellow stripe down the center of Ardenwood Road Rd from the IH-35 frontage road to just in front of 4302 Parkwood Rd. This striping has created the sense that the

street is not a residential one and has resulted in unsafe vehicle speeds.
(TPSD)

- Action Item 60. Install appropriate signage to indicate that motorists are entering a residential area and that they should reduce speed. These signs should be placed at the following locations:
- Wilshire Boulevard at IH-35 frontage and Airport Boulevard
 - Schieffer Avenue at Airport Boulevard
 - Ardenwood Road and IH-35 frontage road
 - Crestwood Road and the IH-35 frontage road
 - Parkwood Road and Airport Boulevard
- (TPSD)

- Action Item 61. Place signage at the cul-de-sac on Parkwood Road to indicate that there is no outlet.
(TPSD)

- Action Item 62. Improve safety and visibility for vehicles entering the IH-35 frontage road from both Wilshire Boulevard and Ardenwood Road.
(TPSD)

Objective 4.10: Airport Boulevard Corridor

Airport Boulevard is a major thoroughfare that serves city- and region-wide needs. However, the segment of Airport Boulevard that divides Delwood II from the rest of the planning area is increasingly becoming a dangerous roadway with an alarming number of serious automobile-related accidents. In addition, the increased traffic on Airport Boulevard is making entering or exiting the Delwood II neighborhood increasingly more dangerous. This part of Airport Boulevard is also dangerous for vehicular traffic entering or exiting the Wilshire Wood/Delwood I and Cherrywood neighborhoods.

- Action Item 63. Improve traffic circulation and provide a safer traffic crossing for vehicles turning left from Airport Boulevard (northbound & southbound) onto Parkwood and Crestwood Roads. Some suggested steps to improve safety along this segment of Airport Boulevard are to
- Study the feasibility of installing protected left turn lanes in the median of Airport Boulevard to facilitate safer entrances and exits for vehicles turning onto or exiting Parkwood Road (into Delwood I and Delwood II) and Crestwood Road (into Delwood I east of Wilshire Brook). These turn lanes should be marked “Left Turn Only” and “No U Turns”. Study the feasibility of removing the small island in the middle of the intersection of Airport Boulevard and Parkwood Road/Crestwood Road.
 - Study the traffic circulation along Airport Boulevard and the feasibility of installing signage to indicate that only right turns are permitted when exiting Parkwood on the north and south sides of Airport Boulevard (i.e., when leaving Delwood I,

vehicles can only head southbound and when leaving Delwood II vehicles can only head northbound).

- Study the feasibility of installing a protected left turn lane in the median of Airport Boulevard for vehicles traveling southbound on Airport turning left onto Rowood Road and entering Delwood II).
- Study the elimination of the dangerous crossing of multiple lanes of traffic by vehicles exiting IH-35 (northbound) onto Airport Boulevard and attempting to turn onto Parkwood Road (north).

(TPSD, TxDOT)

Action Item 64.

Study the feasibility of installing traffic signals and triangular traffic islands at the intersection of Wilshire Boulevard and Schieffer Avenue and Airport Boulevards that will prohibit traffic leaving the Robert Mueller Municipal Airport redevelopment site from cutting through the neighborhood as mentioned in The Robert Mueller Municipal Airport Master Plan. The signal should be able to be triggered by emergency vehicles leaving Fire Station Fourteen (14) to facilitate a safe and speedy exit. In addition, the signal should have pedestrian controls to allow the pedestrian and bicycle traffic from Delwood II and the Robert Mueller redevelopment to safely cross Airport Boulevard.

(TPSD, TxDOT, AFD)



The intersection of Airport Boulevard and Parkwood and Crestwood Roads was identified as one becoming increasingly more dangerous as traffic on Airport increases.



Intersection of Airport Boulevard and Parkwood and Crestwood Roads looking toward the southeast.

Goal Five Parks, Open Space, and the Environment

Achieve and maintain and a healthy, sustainable, robust, functional, and aesthetically beautiful parks and greenspace system within the planning area. The park system should provide active and passive recreational opportunities for all residents.

Objective 5.1: Enhance the traffic triangles in the Upper Boggy Creek area to be aesthetically pleasing.

Objective 5.2: Preserve Boggy Creek and its creek bed as it runs from Airport Boulevard to Cherrywood Road.

Action Item 65. If the City of Austin needs to alter any part of Boggy Creek as it flows through the planning area (including vegetation) due to erosion control measures, it should not use concrete channels or gabions along the creek as it runs from Cherrywood Road to Wilshire Boulevard (between Maplewood Avenue and Cherrywood Road). Low-impact bank stabilization measures should be taken to create as naturalistic a look as possible to keep the creek in as natural state as possible.
(PARD, WPDR)

Objective 5.3: The Willowbrook Greenbelt (Boggy Creek as it runs from Cherrywood Road to East 38th ½ Street.; known to Watershed Department as “Willowbrook Reach”) is a neighborhood treasure that is large enough to accommodate recreational use—walking, dog-walking, jogging, relaxing, etc. It should be safe, clean and more aesthetically pleasing, and respond to people’s desire to enjoy the natural habitat. Issues surrounding the greenbelt should be resolved to the satisfaction of the nearby residents and those people who use it. This could be accomplished, in part, by communication between differing interests.

Action Item 66. Those areas of Boggy Creek being affected by high levels of erosion, including the Willowbrook Greenbelt, should be stabilized using low-impact measures that create naturalistic results. Prior to these efforts, the proposed bank stabilization measures should be reported to the neighborhood.
(WPDR, Neighborhoods)



The Willowbrook Greenbelt provides the neighborhood with a convenient place to get out of doors without having to get in their cars



Areas of the Willowbrook Reach are suffering from serious erosion problems



Action Item 67. The neighborhood will facilitate a planning process that will result in a vision and maintenance schedule for the Willowbrook Greenbelt and present to the City for implantation.
(WPDR, PARD, Neighborhoods)

Action Item 68. Provide dog waste bag dispensers and trash bins along the Willowbrook Greenbelt.
(PARD, KAB, WPDR, Neighborhoods)

Action Item 69. Install a footbridge across the creek approximately halfway through the Willowbrook Greenbelt.
(WPDR, PARD, Neighborhoods)

Objective 5.4: Open spaces that are currently in a naturalistic state should be preserved to the greatest degree possible.

Action Item 70. If the City needs to alter the vegetation on the Vineland cul-de-sac due to erosion control measures or possible fire hazards, it is highly recommended to preserve as much existing vegetation as possible in the right-of-way. Maintaining as much of the vegetation helps create a buffer from noise and provides a visual barrier to the railroad tracks for residents of the cul-de-sac.
(PARD, WPDR)

Objective 5.5: Community gardens will continue to be neighborhood treasures while becoming safer places for residents to grow local organic produce. In particular, the Alamo Community Garden enjoys over ninety percent (90%) usage of its available plots by active gardeners and offers weekly gardening classes for neighborhood children. However, it needs to be more secure and more connected to the neighboring Alamo Recreation Center.

Action Item 71. Work with Austin Community Gardens to make improvement to the Alamo Community Garden. These improvements should include:

- Repair or complete gaps in the fence. Install latched gates that open and close to prevent younger children from opening them.
- Two (2) benches for the garden.
- An educational composting site including four different types of bins or structures that can work as compost cookers
- A sand box and toddler playscape for a fenced in play area used by children while parent's garden.
- A lawn mower and several weed slingers (weed whackers) to trim the Alamo Community Gardens.

(Austin Community Gardens, Neighborhoods)

Objective 5.6: The tract of open space located at the northwest corner of Cherrywood Road and 34th Street, known as "Cherrywood Park" or "D.C. Reed Park", and now referred to as Cherrywood Green is a long neglected neighborhood green space. It should be developed in a unique way that highlights native and well-adapted plant species

as well as serving as a common area that fosters a sense of community. Neighbors are encouraged to become involved in the planning of the wildscape through the formation of a “friends of the park” organization. Other sources of assistance may come from interested people from the neighborhood, PARD, the Austin Master Gardeners, Tree Folks or similar third party group.

Action Item 72.

Develop a planting design for the park that would be landscaped and maintained by the neighborhood associations or other neighborhood groups that should include:

- Landscaping with native or well-adapted trees and shrubs, fruit trees and fruiting bushes, and/or wildflowers with species information on small signs
- Small trails or walkways should be incorporated into the garden design. No pesticides will be used to maintain the park’s plants
- Park benches should be installed in the area as well as a discreetly placed native-seed gumball-style machine that will uniquely encourage wildflower proliferation
- A dispenser with plastic bags for cleaning up after animals should be installed and neighbors should honor their responsibility to scoop up after their pets
- A community bulletin board with announcements of local events and information about the species planted.

Have local master gardener(s) help maintain the park and use it as a demonstration on local drought resistant organic gardening.
(PARD, WPDR, Neighborhoods)



Members of the neighborhood have already begun to clean the lot and the adjacent creek bed. They have also held several fundraisers to help purchase needed amenities for the park.

Action Item 73.

Re-position the telephone pole in the lot so the wires do not hang down and pose a safety hazard.
(SWB, Neighborhood)

Action Item 74. ***Removed from plan. TPSD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.***

Objective 5.7: Improve the facilities and programs at Alamo Park and Recreation Center to enhance community interaction and access by residents of all ages.

Action Item 75. Rehabilitate or replace the office space in the southern portion of the existing building (the original house donated for the recreation center) at Alamo Park and Recreation Center. These improvements should be of an integrated architectural design that supports the facility and should connect to new, multi-purpose rooms between the basketball court and the present recreation room that provide additional sound-proofed rooms for meetings, fitness training, a computer lab, an enlarged kitchen facility and additional storage space.
(PARD, APAB)

Action Item 76. ***Removed from plan. TPSD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.***

Action Item 77. Place an outdoor informational kiosk at Alamo Park.
(PARD, APAB)

Action Item 78. Reduce traffic speeds and improve parking near the park and recreation center. Convert Alamo Street to a one-way between 21st and 22nd Streets. Construct nose-in parking on the east side of the street in front of the community gardens while designating the space immediately in front of the recreation center as “5-minute loading-or-unloading only.” Consider locating traffic humps around the park.
(TPSD, PARD, APAB)

Action Item 79. Place four additional picnic tables (possibly with chess board/checker designs embedded on each end) and two additional BBQ pits near the playscape.
(PARD, APAB)

Action Item 80. Plant four new trees (2” to 3” calipers) along the west and north sides of the recreation center property.
(PARD, APAB)

Action Item 81. Install two Martin birdhouses to be placed near the playscape to help control insects.
(PARD, APAB)

Action Item 82. ***Removed from plan. TPSD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.***

Objective 5.8: Patterson Park

Raise the quality of Patterson Park to the level of other major parks in Austin. People of all backgrounds and ages should enjoy the park. Members of the community should form a “Friends of Patterson Park” organization to help implement suggested improvements. Ensure that there is continued maintenance and care for the post oaks and other trees throughout the park.

Action Item 83. Control the erosion on the west side of the park by installing a system of terraces or some other erosion control device and combine it with a gravel jogging path around the perimeter of Patterson Park.
(PARD)



Continued erosion along the perimeter of the park threatens many of the mature hardwood trees.

Improve local access to Patterson Park

Action Item 84. Install a wheelchair- and stroller-accessible path leading from the playscape area to Wilshire Boulevard on the west side of Patterson Park.
(PARD)

Action Item 85. Complete the sidewalk at Patterson Park that is partially installed between the picnic shelter and Brookview Avenue.
(PARD, TPSD)

Action Item 86. Resurface Brookview Avenue as it enters Patterson Park.
(PARD, PWT)

Preserve and enhance the natural beauty and functionality of Patterson Park

- Action Item 87. Upgrade the playscape area at Patterson Park to promote its use by children of a variety of ages and their parents. These improvements could include:
- Replace the sand groundcover with pea gravel.
 - Remove wooden playscape and replace it with one suitable for children ages 1-3.
 - Remove metal playscape and replace it with one suitable for children ages 4-10 (as in Shipe Park or Maplewood Elementary playground).
 - Install baby swings.
 - Keep the tire and regular swings.
- (PARD, Neighborhoods)

- Action Item 88. Install a shade cover over the baby pool at Patterson Park.
- (PARD, Neighborhoods)

- Action Item 89. ***Removed from plan. TPSD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.***

Improve safety conditions of Patterson Park

- Action Item 90. Increase police patrols of Patterson Park to enforce the parks no alcohol rule.
- (PARD, APD)

- Action Item 91. Move the electrical boxes near the swimming pool to just behind the lifeguard station and erect a new fence around it.
- (PARD)

- Action Item 92. Repair the manhole cover at Wilshire Boulevard (across from Wilshire Pkwy) to prevent further accidents.
- (PARD, PWT)

Encourage responsible enjoyment and sense of stewardship of park by all users. In particular, encourage its users to uphold standards of cleanliness

- Action Item 93. Raise the awareness of picnickers in Patterson Park to clean up after themselves.
- (Neighborhood)

- Action Item 94. Install a dispenser for dog waste bags and raise awareness among dog-walkers for the need to use dog waste bags from a dispenser (or to bring their own bags) and to clean up after their dogs.
- (Neighborhood, KAB, PARD)

Action Item 95. Minimize the number of signs in Patterson Park and strategically place them in areas that will gain the greatest exposure to park users.
(*PARD*)

Action Item 96. Restrict the playing of loud music at Patterson Park before 12 noon on Sundays, out of deference to Genesis Presbyterian Church.
(*PARD, APD*)

Increase community involvement in the improvement, maintenance, and upgrading of Patterson Park

Action Item 97. Conduct a survey among Patterson Park users and neighborhood residents of their perceptions of needed improvements in the park including a community/recreation center
(*Neighborhoods*)

Action Item 98. Install a community bulletin board/kiosk with announcements of local events and information about the vegetation found in the park. This would be a good place for community education about picking up litter and dog waste.
(*PARD, Neighborhoods*)

Objective 5.10: Maplewood Elementary School offers a great opportunity to enhance a large area of land that is used by school children, neighborhood. While there have been various short-term efforts to enhance the landscaping around the school, there needs to be a long-term plan.

Action Item 99. Establish a five (5) year plan for improving the grounds of Maplewood Elementary. Areas of short-term interest have been identified below. There are a number of groups in the community that could facilitate this process. Among these are Tree Folks, teachers, and the Maplewood PTA.

- Enhance the existing plots around the early grades' wing.
- Enhance the front entrance area by building up the soil and mulch around all trees and shrubs.
- Establish a process for ensuring long term commitment to watering young trees and plants that require attention during the early growing period. One means of accomplishing this would be to create an "adoption" process where individuals or groups may adopt a tree or trees.
- Recruit volunteers to assist in weekend "gardening workdays" and encourage people to offer their skills for an afternoon demonstration of composting, rainwater harvesting, and other techniques that enhance the gardening experience.

(*Maplewood Elementary School students, staff, and PTA; AISD; Neighborhood*)

Goal Six SERVICES

Develop and provide for a range of services that enhance the cultural, social and educational fabric of the neighborhood.

Objective 6.1: The Upper Boggy Creek Neighborhood Planning Area should be a clean and safe place to live.

- Action Item 100. Encourage residents and police to work together to better report criminal activity, foster neighborhood watch programs, and citizen involvement in public safety issues. Target locations of repeated criminal activity such as drug houses or open-air drug markets and work to remove them from the planning area.
(APD, Neighborhoods)
- Action Item 101. Establish block captains throughout the planning area to improve communication and safety.
(Neighborhoods)
- Action Item 102. ***Removed from plan. APD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.***
(APD)
- Action Item 103. ***Removed from plan. APD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.***
(APD)
- Action Item 104. Repair or install new street lights at the following locations:
- Various locations throughout the Delwood II neighborhood
 - Parkwood west off the creek between Ardenwood Road and Crestwood
 - Southwest corner of Clarkson Avenue and East 38th ½ Street
 - Along East 22nd Street east of Leona to Chestnut
- (AE)
- Action Item 105. The Neighborhood Planning Team and the Neighborhood Planning and Zoning Department, should work together to identify areas in the planning area in greatest need of targeted clean-ups of vacant lots and alleys.
(NPZD, Neighborhoods)

Objective 6.2: Enhance education, training and job opportunities for all residents of the area.

- Action Item 106. Foster new ways of providing access to computer technology by providing computers at public spaces such as shopping areas, public schools and libraries. This can be accomplished by
- Encouraging communication franchises such as Grande, SW Bell and Time-Warner to provide a minimum of ten percent (10%) of the neighborhood connections with free internet computers and connections giving priority to households with children, people with disabilities and elderly.
 - Providing computer training for residents that fall within this group.
- (Neighborhoods)*
- Action Item 107. Educate residents to take advantage of property tax exemptions, the appeal process for property valuations, and foreclosures process. The outreach efforts on the part of the neighborhoods could include Web sites, newsletters, association meetings, and e-mail list-serves.
- (Neighborhoods)*
- Action Item 108. Increase voter registration in all parts of the planning area by providing information. The outreach efforts on the part of the neighborhoods could include Web sites, newsletters, association meetings, and e-mail list-serves.
- (Neighborhoods)*
- Action Item 109. Encourage the establishment of community school classes at Maplewood Elementary, L.L. Campbell, Blackland Neighborhood Center, Alamo Recreation Center and other public facilities. These facilities should provide job training and referral services.
- (Neighborhoods, AISD, APAB, PARD)*
- Action Item 110. The neighborhoods should engage the City to become aware of natural disaster preparedness. The outreach efforts on the part of the neighborhoods could include Web sites, newsletters, association meetings, and e-mail list-serves.
- (OEM)*
- Action Item 111. Encourage neighborhood participation in environment-friendly programs such as reducing pesticide use, recycling, and water conservation. *(Neighborhoods, TPSD, WPDR, SWS)*

Action Item 112. Improve the educational equipment at Alamo Recreation Center such as computers, televisions, video and software availability, to function as a study lab to assist with tutoring.
(*PARD, APAB, Neighborhoods*)

Objective 6.3 Improve the health and well-being of residents' pets.

Action Item 113. Promote responsible care of pets and control of animal populations by utilizing mobile or other neutering services and through public education.
(*Neighborhoods*)

Objective 6.3: Improve the quality of life and well-being of elderly, disabled and low-income residents.

Action Item 114. Neighborhood associations in the planning area should work with the City to provide information on social and health services in the associations' newsletters. The outreach efforts on the part of the neighborhoods could include Web sites, newsletters, association meetings, and e-mail list-serves.
(*Neighborhood*)

Objective 6.4 Explore the possibility of creating a Community Development Corporation (CDC) in the Upper Boggy Creek planning area. The CDC would support neighborhood housing, social services, crime prevention and safety, recreational and educational activities.

Appendix A

Items Not Recommended by City Departments

Action Item 24.

Recommend a study to investigate bicycle safety along MLK Boulevard and the validity of this street as a viable bicycle route

TPSD Comments: TPSD recommends that this item not be implemented. From MLK to Chicon, MLK is a Priority 2 Route. It cannot be made a bike route unless road is widened. Also, there exist parallel routes that are highly usable (Priority 1 Routes).

Action Item 29.

Stripe bicycle lanes

- Along Chicon Street from MLK Boulevard to Manor Road. This will further complete the bicycle lane network along the entirety of Chicon Street.

TPSD Comments: TPSD does not recommend that the Chicon striping be implemented as it would require additional pavement to be implemented.

Action Item 48.

Stripe bicycle lanes from Cherrywood Road to Airport Boulevard.

TPSD Comments: Bike lanes from Cherrywood to Airport would require two additional feet of pavement along this segment of 38th 1/2 Street .

Action Item 58.

Stripe a pedestrian/bicycle lane on each side of Wilshire Boulevard between the IH-35 frontage road and Airport Boulevard. Connect this bike/pedestrian route with the larger Austin Bikeway routes that intersect or pass near the Wilshire Boulevard corridor and surrounding neighborhoods.

TPSD recommends that this item not be implemented. Because it is included as one of the plan's Top Ten Planning Priorities, it remains in the plan. Street is of insufficient width to have bike lanes and on-street parking.

Action Item 74.

Install a pedestrian footbridge spanning the creek bed in the rear of the lot near the intersection of 34th Street and Kern Ramble. The creek should be maintained as a native wild space that emphasizes

hearty native plants, berry bushes and trees. Particular attention should be paid to avoiding erosion problems and keeping the creek litter-free.

PARD Comments: PARD recommends that this item not be implemented. It is assumed that the purpose of this item is for a footbridge in the "Cherrywood Green" (Item 74). PARD does not support this item at this time because the "Green" does not have an access problem. The entire length of the creek throughout the "Green" is between 400 and 500 feet from Cherrywood Road and Kern Ramble, not an overly long walking distance and there is street frontage on three sides. Any short-cut created by a footbridge does not appear to justify the expense.

Action Item 76.

Explore expanding the park to additional adjoining lots (to the northeast or southwest) of Alamo Park.

PARD Comments: PARD recommends that this item not be implemented. Adjoining lots have buildings on them, currently in residential use. PARD does not recommend demolition of existing neighborhood housing for park expansion.

Action Item 82.

Install a kids' spray pool between the recreation center and the playscape.

PARD Comments: PARD does not recommend this item at this time because a new spray feature will open at Chestnut Park only several blocks away from Alamo possibly in the Summer of 2003.

Action Item 89.

Complete the installation of the perimeter posts to prevent Unauthorized vehicles from driving into Patterson Park, especially along the west side near the picnic tables. This activity compacts the soil and stresses the trees.

PARD does not recommend the implementation of this item. PARD feels there are plenty of posts in place at this location and has otherwise addressed the problem by encouraging the neighbors to actively discourage this behavior. PARD staff in the area sense the problem has begun to improve already.

Action Item 102.

Increase the number, frequency, and variety of police patrols in the Upper Boggy Creek Neighborhood Planning Area. The patrols should include cars, bicycles, and foot patrols.

APD does not recommend this item be implemented. The number and availability of patrol officers is a resource requested by all neighborhoods throughout the City. Currently, depending upon

shift, officers spend approximately 45% of their time responding to calls for service in their assigned district. The remaining portion of their time is proactively addressing neighborhood issues. Neighborhood associations can work with their assigned District Representative (DR) to request assistance dealing with longstanding issues. DRs work to coordinate the Department's response to these issues through the use of directed patrols or more aggressive actions by Street Response units.

Action Item 103

Establish police substations in the Manor Road area and the Delwood Shopping Center area and improve public awareness of the existing substation at 4209 Airport Boulevard on the Robert Mueller Municipal Airport site.

The Department recommends that this item not be implemented. APD has no plans to open a substation in the Manor Road area or the Delwood Shopping Center.

Appendix B

Blackland S.M.A.R.T. Housing Statement

Developers and redevelopers who wish to produce housing in higher densities should communicate early in their planning with the Blackland Community Development Corporation (BCDC). The corporation is committed to preserving the residential quality of the neighborhood by encouraging compatible architecture and mixed-income housing, a significant portion of which is at affordable rates. The corporation will support and work constructively with developers and redevelopers whose housing endeavors effectively address these goals. Such support is dependent on the negotiation of contractual agreements that clearly describe and assure performance by the developers and redevelopers toward providing affordable housing in the neighborhood.

In order to preserve affordable housing, any developer or redeveloper in the Blackland Neighborhood (bounded by Manor Road, Chestnut Avenue, MLK Blvd. and Comal Street) who develops and/or redevelops four or more units of housing should make at least 25 percent of those units available for sale or rent to low-income families at affordable rates for a minimum of twenty years. “Low-income” is defined as earning at or less than 50 percent median family income (MFI) for Travis County. (See figures below.) “Affordable rates” is defined as costing no more than 65 percent market rate or \$80,000 for a two-bedroom unit, whichever is lower; and renting for no more than 65 percent market rate or \$600 per month for a 2- bedroom unit, whichever is lower. These figures are approximations that will vary with interest rates and other cost factors that will be negotiated.

The developed or redeveloped units need not be adjoined, and the counting of units will be cumulative through multiple years beginning with city council approval of the Upper Boggy Creek Plan, for example, the units could be on several blocks and accumulated over several years. The affordable units must be made available to qualified low-income families. Developers and redevelopers who choose not to make 25 percent of their units available to low-income families at affordable rates should pay a mitigation fee of 30 percent of the average total price of the non-affordable (higher priced) units price to BCDC to build affordable housing. For example, a developer who builds four units at an average price of \$100,000 should pay BCDC \$30,000 in mitigation fees.

An affordable unit originally leased to a qualified lower income family shall automatically lose its status as an affordable unit if the family no longer qualifies as a lower income family at the end of the primary term of the lease. When this occurs, the next vacated dwelling unit should be offered for lease as an

affordable unit until the required number of affordable units is provided. This provision may not be used as grounds for evicting a previously qualified lower income family from a unit if the family wishes to pay the market rate for the unit.

Wage and Rent Schedules, 2002

AFFORDABLE RENT at 30% and 50% Median Family Income (MFI)

# of People	1	2	3	4	5
30% MFI	\$374	\$426	\$480	\$534	\$576
50% MFI	\$623	\$711	\$800	\$889	\$960

WAGE EQUIVALENTS for 30% and 50% Median Family Income (MFI)

# of People	1	2	3	4	5
30% MFI	\$7.19	\$8.20	\$9.23	\$10.26	\$11.08
50% MFI	\$11.97	\$13.68	\$15.38	\$17.09	\$18.46

Unit size =	Eff	1 BR	2 BR	3BR	4BR	(FMR—Fair Market Rate)
100% FMR =	\$551	\$667	\$887	\$1,233	\$1,453	
65% of FMR =	\$358	\$434	\$577	\$801	\$944	
Wage =	\$6.89	\$8.34	\$11.09	\$15.41	\$18.16	

Appendix C Survey Results

During the Upper Boggy Creek neighborhood planning process, two surveys were sent to all residents, property owners and businesses in the planning area.

The initial survey was used to collect information about demographics, land use, transportation, and general information about the planning area.

The final survey was sent out to the neighborhood prior to the plan being submitted to the Planning Commission and City Council for their recommendations and adoption of the plan. This survey contained a list of the plan's goals, objectives, and action items and provided the community an opportunity to make further comments on the plan. The planning team reviewed the results and the written comments and made several revisions to the plan based on this input.

Initial Survey Results

During the winter of 2000-2001, an initial survey was sent to all residents, property owners, and businesses in the Upper Boggy Creek Planning Area to gain a better understanding of the neighborhoods' sentiments over issues that the plan would address. Below are some of the results of the residential survey.

Demographic Data

Age of Respondents

Age	No.	%
15-24 yeas	7	3%
25-35 years	80	31%
36-44 years	57	22%
45-65 years	81	31%
65 and older	29	11%
Subtotal	254	
No response	6	2%
Total	260	100%

Ethnic Background of Respondents

Category	No.	%
Anglo	189	73%
African American	23	9%
Prefer not to answer	21	8%
Hispanic	17	7%
Other	6	2%
Asian	1	0%
Subtotal	249	
No Response	11	4%
Total	260	100%

Upper Boggy Creek Neighborhood Plan

Time Lived in the Neighborhood

Time	No.	%
Less than one year	23	9%
1-4 years	75	29%
5-9 years	53	20%
10-14 years	20	8%
15-20 years	26	10%
21 or more years	62	24%
Subtotal	259	
No response	1	0%
Total	260	100%

Type of Housing

Type	No.	%
House	223	86%
Duplex/Fourplex	19	7%
Townhouse/Condo	0	0%
Other	1	0%
Apartment	13	5%
Prefer not to answer	1	0%
Subtotal	257	
No response	3	1%
Total	260	100%

Do you use childcare?

	No.	%
Outside of the neighborhood?	22	8%
Inside the neighborhood?	3	1%
Don't use childcare	168	65%
Subtotal	193	
No Response	67	26%
Total	260	100%

Land Use

What should be done with the vacant lot at 2900 Manor Rd.?

(Value Sky Park)

Category	No.	%
Mixed Use	154	31%
Retail	73	15%
Small Lot Houses	64	13%
Townhouses	53	11%
Offices	48	10%
Condominiums	35	7%
Apartments	33	7%
*Other	27	5%
Light Industry	14	3%
Total	501	100%

***"Other" responses included: arts, greenspace, grocery store, affordable housing light rail station/mass transit station, park, racetrack for cars & motorcycles, restaurants, pubs, live music venues, supportive senior housing*

What types of new development along IH-35 frontage road?

Category	No.	%
Mixed Use	160	30%
Retail	114	21%
Offices	94	18%
Small Lot Houses	40	7%
Townhouses	38	7%
Apartments	25	5%
Condominiums	24	4%
Light Industry	21	4%
*Other	20	4%
Total	536	100%

***Other" responses included arts, green space, grocery store, noise abatement, refurbish existing structures as needed, restaurants, shops, small businesses, small grocery, small playgrounds and parks in vacant areas, transportation: light rail station*

What types of new development along Manor Road?

Category	No.	%
Mixed Use	184	33%
Retail	87	16%
Small Lot Houses	73	13%
Offices	56	10%
Townhouses	49	9%
Apartments	36	7%
Condominiums	33	6%
*Other	23	4%
Light Industry	11	2%
Total	552	100%

***Other" responses included: affordable housing, Apple or pecan orchard, arts, greenspace/trees, mixed use with emphasis on neighborhood facilities instead of trying to pull city to Manor Road, more Eastside Cafes!!! & Hoovers! Would love to see a bookstore, original, independent, movie theater, nursing home, day care center, park/ museum, Restaurants/ Entertainment/Pizza, Retail business---NO FRANCHISES (i.e.- Starbucks, Chiles), shoe repair, supportive senior housing*

What types of new development along MLK?

Category	No.	%
Mixed Use	149	30%
Retail	69	14%
Small Lot Houses	70	14%
Townhouses	49	10%
Offices	56	11%
Condominiums	31	6%
Apartments	35	7%
*Other	19	4%
Light Industry	17	3%
Total	495	100%

***Other" responses include: affordable housing, arts, greenspace/trees, museum, one story offices, restaurants (not fast food), refurbish existing structures as needed*

Allow reduced lot size for garage apartments from 7,000 to 5750 square feet?

Category	No.	%
Strongly Agree	68	26%
Agree	55	21%
Neutral	41	16%
Disagree	38	15%
Strongly Disagree	41	16%
Subtotal	243	
No Response	17	7%
Total	260	100%

Allow the minimum size of 3,500 square feet for new and existing lots?

Category	No.	%
Strongly Agree	33	13%
Agree	54	21%
Neutral	39	15%
Disagree	28	11%
Strongly Disagree	51	20%
Subtotal	205	
No Response	55	21%
Total	260	100%

Should lot sizes be reduced to 2,500 square feet for new and existing Single-family lots?

Category	No.	%
Strongly Agree	25	10%
Agree	20	8%
Neutral	35	13%
Disagree	44	17%
Strongly Disagree	67	26%
Subtotal	191	
No Response	69	27%
Total	260	100%

Should lot sizes be reduced to 2,500 sq/ft for existing lots only?

Category	No.	%
Strongly Agree	26	10%
Agree	40	15%
Neutral	34	13%
Disagree	30	12%
Strongly Disagree	56	22%
Subtotal	186	
No Response	74	28%
Total	260	100%

Do you want small business in residential parts of the neighborhood?

Category	No.	%
Yes	179	69%
No	49	19%
Neutral	19	7%
Don't know	5	2%
Subtotal	252	
No Response	8	3%
Total	260	100%

Plans for your property?

Category	No.	%
Upgrade	117	40%
Leave it the same	87	29%
Rent	34	12%
Don't know	20	7%
Sell	14	5%
Build new building	8	3%
*Other	8	3%
Give to relative	5	2%
Change land use	0	0%
Change zoning	2	1%
Total	295	100%

***Other" responses included: build garage apartment, convert garage to apartment, renter, mixed use, live until I die*

Transportation

How important is improved public transit?

Category	No.	%
Very Important	103	40%
Important	70	27%
Neutral	32	12%
Fairly Important	10	4%
Not Important	33	13%
Subtotal	248	
No Response	12	5%
Total	260	100%

How important are sidewalk/pedestrian improvements?

Category	No.	%
Very Important	157	60%
Important	53	20%
Neutral	18	7%
Fairly Important	7	3%
Not Important	17	7%
Subtotal	252	
No Response	8	3%
Total	260	100%

How important are bike lanes?

Category	No.	%
Very Important	104	40%
Important	58	22%
Neutral	35	13%
Fairly Important	15	6%
Not Important	32	12%
Subtotal	244	
No Response	16	6%
Total	260	100%

How important are sidewalks along north. Side 38th ½ St.

Category	No.	%
Not Important	32	12%
Important	102	39%
Very Important	41	16%
Extremely Important	44	17%
Other	5	2%
Subtotal	224	
No Response	36	14%
Total	260	100%

How important are bike lanes along Manor?

Category	No.	%
Not Important	44	17%
Important	85	33%
Very Important	44	17%
Extremely Important	47	18%
Other	7	3%
Subtotal	227	
No Response	33	13%
Total	260	243%

Roads needing restricted parking?

Location	No.	%
38th 1/2 Street	160	31%
Manor Road	129	25%
MLK Blvd.	123	24%
Cherrywood	64	12%
None	37	7%
Total	513	100%

Neighborhood is good place to live?

Category	No.	%
Strongly Agree	153	59%
Agree	89	34%
Neutral	11	4%
Disagree	5	2%
Strongly Disagree	0	0%
Subtotal	260	
No Response	2	1%
Total	260	100%

What are the things you like most about your neighborhood?

Category	No.	%
Close to Downtown	157	19%
Established Trees	147	18%
Diversity	131	16%
Your Neighbors	95	12%
Close to Workplace	76	9%
Historical Character	58	7%
Affordability	52	6%
Access to Pub. Trans.	38	5%
Close to Schools	29	4%
Local Parks	19	2%
*Other	11	1%
Total	817	100%

**"Other" Responses included:
architecture, close to doctors and
hospitals, close to shopping, distinctive
look of the homes---no one looks like
the other, easy access to IH-35, no
deed restrictions, quiet neighborhood,
small lots/small houses, charm, central
city location, central to UT-church-
Highland Mall.*

What are the least desirable things about your neighborhood?

Category	No.	%
Cut through traffic	128	19%
Noise from IH-35	119	18%
Inadequate sidewalks	99	15%
Traffic on 38th 1/2	85	13%
*Other	76	12%
High Housing Costs	66	10%
Commercial encroachment	33	5%
Commercial Parking in Residential Areas	30	5%
Traffic on Manor Rd.	24	4%
Total	66	10%

***"Other" responses included: "Adult" entertainment, a little dangerous in parts, absentee landlords, airport moved- I can't watch planes anymore, apartment parking in residential areas, crime and drugs, drug houses in the neighborhood, flying trash from IH-35 (plastic bags, etc.), gentrification, houses and yards need better maintenance, Inadequate PUBLIC TRANSIT!, Inadequate retail services within walking distance, lack of hike and bike trails, need more small businesses incorporated into the neighborhood, No light rail, No IH-35 pedestrian crossings, Over flow parking for U.T. field events blocking streets to one lane, poorly maintained properties, speeding traffic on 38th 1/2 and Cherrywood, traffic, UT encroachment.*

Important Design Features?

Category	No.	%
Traffic calming	142	11%
Sidewalks	125	10%
More hike and bike trails	122	10%
Bike lanes	120	10%
More natural areas	107	9%
Underground utilities	105	8%
More parks	103	8%
More street trees	98	8%
Front porches	75	6%
Enhanced transit shelters	72	6%
Stricter parking standards for commercial areas	62	5%
Decorative street lighting	49	4%
Restrict height of structures	42	3%
Reduced residential setbacks	36	3%

Final Survey Results

During the spring of 2002, the final survey was mailed to all residents' property owners, and businesses in the planning area. The response rate was seven percent (7%). The overall support for the plan was almost ninety-six percent (96%).

Overall Support	Total % support	Total % not support
	96 %	4%

Goals	Total % support	Total % not support
Goal One Community Character	96%	4%
Goal Two Land Use	95%	5%
Goal Three Housing	97%	3%
Goal Four: Transportation	97%	3%
Goal Five Parks/Open Space Environment	99. %	1%
Goal Six: Services	96%	4%

Development Options Area Wide	Total % support	Total % not support
	82%	18%

Top 10 Priorities	Total % support	Total % not support
	98%	2%

Appendix D

Glossary of Terms

Base District A zoning district that sets basic regulations governing land use and site development in a specific geographic area.

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

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

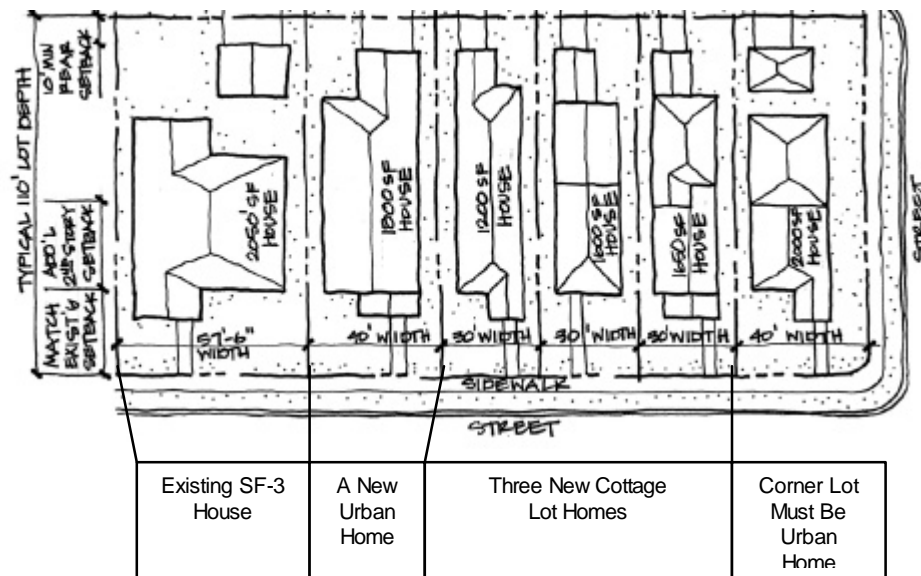
Comprehensive Plan A document, or series of documents, that serves as a guide for making land use changes, preparation of capital improvement programs, and the rate, timing, and location of future growth. It is based upon establishing long-term goals and objectives to guide the future growth of a city. It is also known as a Master or General Plan. Elements of a Comprehensive Plan include

- Economic Development
- Environment
- Housing
- Land Use
- Recreation and Open Space
- Transportation.

Conditional Overlay A zoning tool that modifies land use and development regulations to address specific circumstances presented by a particular geographic area or site. It usually imposes further requirements or restrictions in addition to those required by the **base district**.

Conditional Use A land use that is inconsistent with the current zoning for its location but which is allowed on a discretionary and conditional basis by the Planning Commission and City Council. Examples of conditional uses are a day care facility that cares for fifteen or more children in a residential area, a club or lodge such as an Elks Lodge or Lions Club in residential areas, or a bar in any commercial area other than in the Central Business District.

Cottage Lot/Urban Home Options available in a neighborhood planning area that would allow for the subdivision of existing lots to new lots as small as 2,500 square feet (cottage lot) or for 3,500 square feet (urban home). Develop done under this option requires adherence to fairly strict design standards.

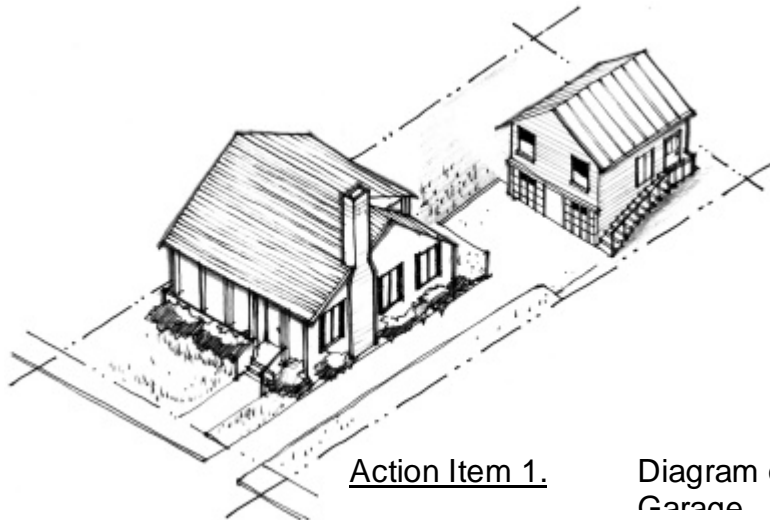


Cottage Lot/Urban Home Site Development Standards

	Cottage Lot	Urban Home	SF-3
Minimum Lot Size	2,500 sq./ft.	3,500 sq./ft.	5,750 sq./ft.
Minimum Lot Width	30 feet	40 feet	50 feet
Maximum Height	35 feet	35 feet	35 feet
Minimum Front Setback	15 feet	20 feet	25 feet
Minimum Street Side Setback	10 feet	10 feet	25 feet
Minimum Interior Side Setback	5 feet	5 feet	5 feet
Minimum Rear Setback	5 feet	5 feet	10 feet
Maximum Building Coverage	55 %	55 %	40 %
Maximum Impervious Cover	65 %	65 %	45 %

Garage Apartment/

Granny Flat A single-unit apartment located above a garage and sited behind the main house or a free-standing, single-unit (usually single-story) apartment building located behind the main house in a residential area. It is permitted in areas with adopted neighborhood plans that specifically allow them.



Action Item 1.

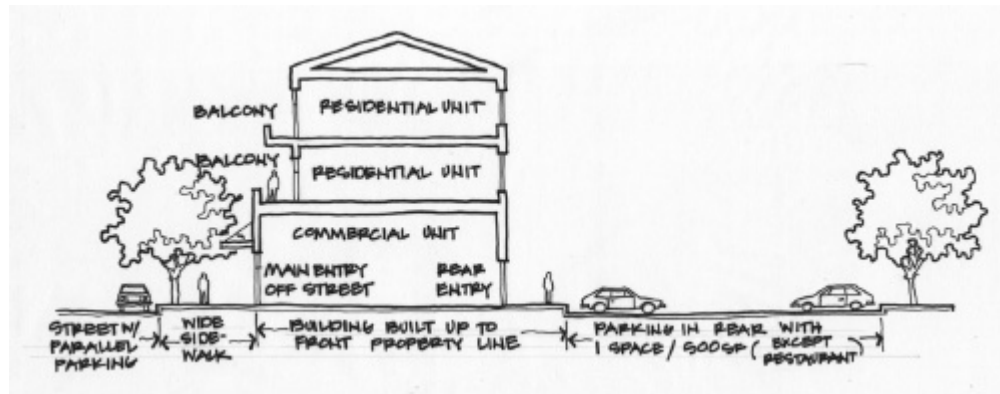
Diagram of a Garage

Infill Development Development occurring in established areas of the city. Infill can occur on long-time vacant lots or on pieces of land with dilapidated buildings, or can involve changing the

land use of a property from a less to a more intensive one—from a parking lot to an office building.

Mixed Use Combining District Zoning overlay that allows residential, commercial, retail, and office uses to be combined in a single development. This zoning overlay also allows the property owner of a house on commercially zoned property to more easily make improvements to the structure.

Neighborhood Mixed Use Building A special use that is given to individual properties that allows the construction of a building that allows residential uses above ground floor commercial uses. Parking for such a structure should be located on the side or rear of the building with a limited number of on-street spaces.



Action Item 2. Diagram of a

Neighborhood Plan Combining District This is a combining district that includes the zoning and land use changes recommended in an adopted neighborhood plan. See **Combining District**.

Neighborhood Urban Center Allows a variety of residential types (condos, apartments, townhouses) and commercial, office, and retail uses clustered together in a development of less than forty acres that is designed to be pedestrian-friendly.

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

Overlay A set of zoning requirements that is applied to an area that may place further development requirements on a zoning district. An overlay does not supercede the existing **base district**. Development in an overlay district must conform to the **base district** as well as the overlay zoning requirements. An example is the East Austin overlay.

Permitted Use A use that is allowed in a zoning district and is subject to the applicable restrictions of the district.

Prohibited Use One that is not permitted in a zoning district.

Small Lot Amnesty An infill option available through the neighborhood planning process that

Upper Boggy Creek Neighborhood Plan

allows construction of houses on legally platted lots of 2,500 square feet or greater. Without this provision, the owner of a property wishing to build a house would have to go before the Board of Adjustment to request a variance.

Substandard Lot A lot that once was of legal size and shape, but due to the revision of the zoning ordinance, does not conform to the current zoning standards. This is also known as a nonconforming lot.

Variance The relaxation of requirements of a zoning district for a specific parcel or tract of land. Variances are often issued to avoid unnecessary hardships to a landowner.

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

Upper Boggy Creek Design Guidelines

UPPER BOGGY CREEK DESIGN GUIDELINES

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

Goals of The Design Guidelines

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

Goal 1: *Respect the Prevailing Neighborhood Character.*

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

Goal 2: *Ensure Compatibility and Encourage Complementarity between Adjacent Land Uses.*

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

Upper Boggy Creek Design Guidelines

Goal 3: *Enhance and Enliven the Streetscape.*

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

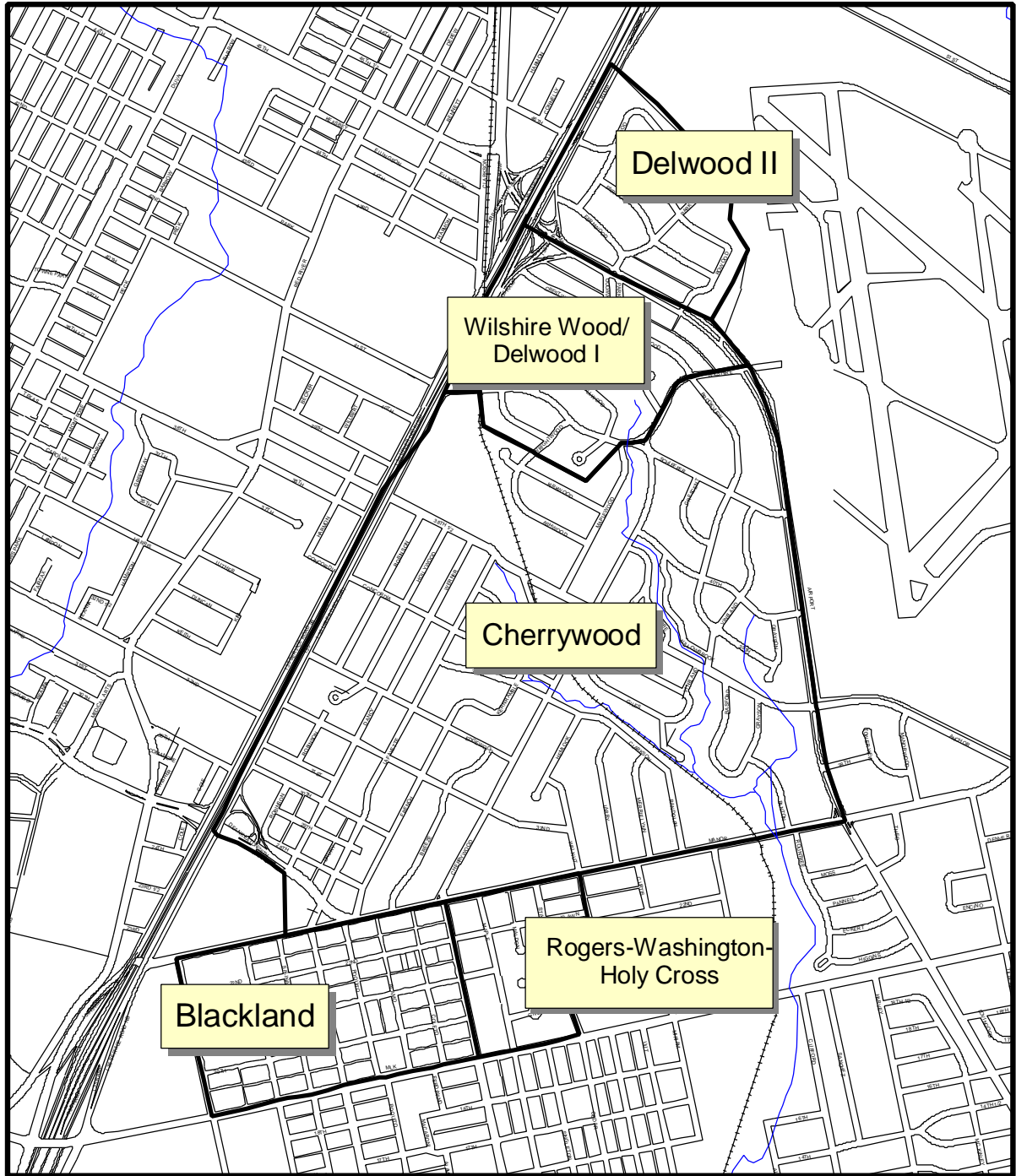
Upper Boggy Creek Design Guidelines

UPPER BOGGY CREEK NEIGHBORHOOD PLANNING AREA RESIDENTIAL DESIGN GUIDELINES

New residential construction, single- or multifamily, should blend into the existing character of the different neighborhoods—Delwood I and II, Wilshire Wood, Cherrywood, Rogers-Washington-Holy Cross, and Blackland. Contemporary interpretations of existing nearby single family homes are encouraged. Such construction does not need to mimic the existing residences, but should have architectural considerations in style, massing, and/or materials that complement nearby and adjacent homes. Houses that place emphasis on the garage door—*snout houses*—and that do not respect the architecture of the respective neighborhoods is highly discouraged.

The single-family houses in the Upper Boggy Creek (UBC) Neighborhood Planning Area reflect building traditions and styles that start in the late nineteenth century and span the entirety of the twentieth. The variety creates distinct neighborhoods and it is easy to tell when you have left one neighborhood or even one part of a neighborhood and entered another.

Upper Boggy Creek Design Guidelines



Upper Boggy Creek Neighborhood Planning Area: Neighborhoods



NPZD
City of Austin

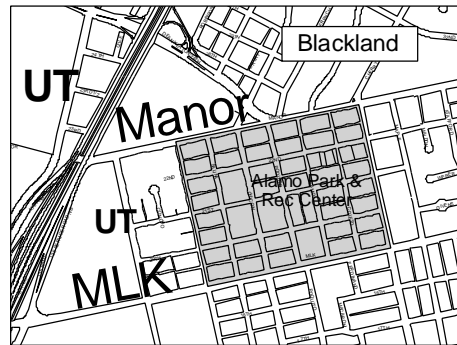


Created: April 10, 2002

Upper Boggy Creek Design Guidelines

BLACKLAND

The Blackland neighborhood is the oldest of the six neighborhoods that compose the UBC Neighborhood Planning Area. This age is reflected in many of the housing styles found throughout the neighborhood. With the exception of several recently constructed houses, most of those in Blackland are modest, single-story structures.



The Blackland neighborhood, like the Cherrywood neighborhood immediately to the north, is characterized by an assortment of different bungalow styles. Among these, there are several architectural elements that remain fairly constant .



Upper Boggy Creek Design Guidelines



Siding/Cladding

There are several types of siding commonly used in Blackland. The most popular is horizontal wooden siding (lapped and clap-board). All of the houses pictured on this page are clad with one form of horizontal siding or another. Another popular cladding, though less commonly used, is asbestos shingles. There are several all-brick houses in the neighborhood, but these are exception.

Windows

Tall and relatively narrow windows characterize many houses in the Blackland neighborhood. Many front windows are often paired instead of picture windows. This design consideration is common to almost all of the houses pictured in the Blackland section. In addition, windows are often visually set apart from the body of the house by wooden framing.



Upper Boggy Creek Design Guidelines



Other Styles

Besides the classic wooden bungalows that typify most of the Blackland neighborhood, there are other housing styles that contribute to its character. To the left is a hipped roof, brick bungalow. The two houses pictured below are examples of farm houses built by Swedish immigrants who were among the first people to settle in this part of Austin.



The other common housing stock found in the Blackland neighborhood date from the 1950s through the early 1960s, and are similar to the majority of houses found in the Rogers-Washington-Holy Cross neighborhood west of Chestnut Avenue. These houses are modest in size and reflect the building trends characteristic of the period.



Upper Boggy Creek Design Guidelines

Recent Construction

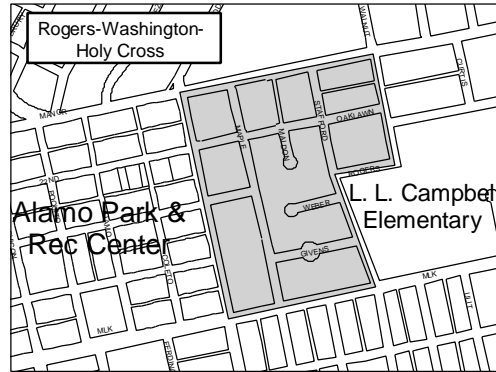
Below are two examples of recent residential construction that reflect the character of the neighborhood. Note the gables, siding, front porches, traditional-looking and wooden framed windows, and a front porch.



Upper Boggy Creek Design Guidelines

ROGERS-WASHINGTON- HOLY CROSS

The majority of houses in the Rogers-Washington-Holy Cross neighborhood date from the 1950s through the early 1960s. These houses are modestly sized and reflect the building trends characteristic of the period.



Siding/Cladding

The front facades of many houses in this part of the planning area half-way clad with brick or stone and either wood or vinyl siding.

Carports

Very few of the houses in the area have front garages. Instead, a small, single-space carport is where people park their cars.



Entryways

Most entryways are covered with small porticos or shallow front porches. Many of the front doors face the street, although this is not the case for all of the houses in the area.

Upper Boggy Creek Design Guidelines



Rooflines

Most of the rooflines in the Rogers-Washington-Holy Cross neighborhood are side- or cross gabled. An important element of the roofs in this area is the pitch. Most houses have very shallow pitches.

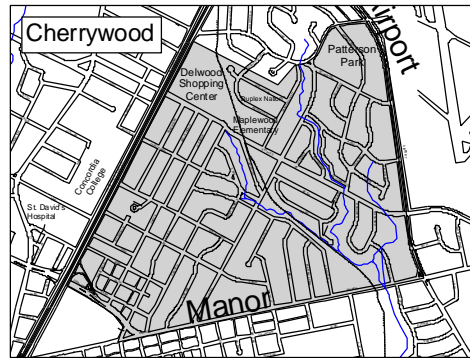


Upper Boggy Creek Design Guidelines

CHERRYWOOD

The Cherrywood neighborhood is the largest one in the UBC Neighborhood Planning Area and contains a number of distinct districts. The housing styles in the Cherrywood are characteristic of those of the 1940s and the 1950s, although there are some houses that date back to the 1920s.

For the purposes of these guidelines, the neighborhood will be divided into southern and northern sections with East 38th 1/2 Street serving as the dividing line.



A defining element of the southern part of the Cherrywood neighborhood is the abundance of mature hard wood trees. New residential development and expansions of existing houses should take great care in preserving these resources.

New development, remodels, and additions should gather inspiration from the existing housing stock and be sensitive to surrounding houses. Building materials and massing should complement existing houses.



Upper Boggy Creek Design Guidelines

South of 38th ½ Street, the houses in the Cherrywood neighborhood are a collection of different housing styles.



East of Cherrywood Road and south of 38th ½ Street, stucco, ranch-styled houses create a unique character for this part of the neighborhood.



Entryways
Many of the houses in the Cherrywood neighborhood have porticos or small porches.



Upper Boggy Creek Design Guidelines

Windows

Tall and relatively narrow windows characterize many of the houses in the southern part of the Cherrywood neighborhood. Many front windows are often paired instead of picture windows.

Street-facing windows creates a safer environment by providing by providing more “eyes on the street.”



Cross-Gabled Roof

Siding/Cladding

Most of the houses are single-story and have asbestos siding and wood, as well as stucco, brick, and stone.



Cross-Gabled Roof

Rooflines

Several types of rooflines are most prevalent in the neighborhood: hipped and cross gabled or front gabled .



Cross-Gabled roof



Hipped roof

Upper Boggy Creek Design Guidelines

Additions

The house to the right has been expanded. The addition of a second story and additional space on the first floor are still in character with other houses in the southern part of the neighborhood. By locating the addition towards the back of the house, the visual impact of the second story is greatly diminished.

The wooden siding used for the expansion is complementary to other houses in the neighborhood.



New Construction

This house is newly constructed and is adjacent to the one pictured above. The house can be best described as a contemporary interpretation of the houses in the southern part of the Cherrywood neighborhood. Instead of traditional siding, the house is skirted with galvanized metal around its base. Note the multiple front gables including the second story, which is set, back on the structure to minimize its visual impact.

Upper Boggy Creek Design Guidelines

The Cherrywood neighborhood north of 38th ½ Street has a different character than the southern part. The houses in this area date from the late 1940s to the 1970s.



The lots and houses in this area tend to be larger than in the south. Unlike the more traditional houses in the southern part of the neighborhood, many of those in this part of Cherrywood are representative of the ranch-style homes built in the years following the Second World War.

Siding/Cladding

In this part of the neighborhood the houses are clad in a variety of different materials. Some are all brick, while others are clad in shingle or wood, while others are finished with a combination of wood/shingles and brick or stone.



Windows

The front windows tend to be large single or picture windows. There are a few paired windows, but these are the exception to the rule.



Upper Boggy Creek Design Guidelines



Entryways

Most of the entryways in the northern part of the Cherrywood neighborhood are either covered by porches or small porticos and the front doors face the street.



Rooflines

The roofs in this part of the neighborhood tend to have shallow pitches. The houses tend to have either hipped or cross gabled roofs.



Upper Boggy Creek Design Guidelines

“ DUPLEX NATION”



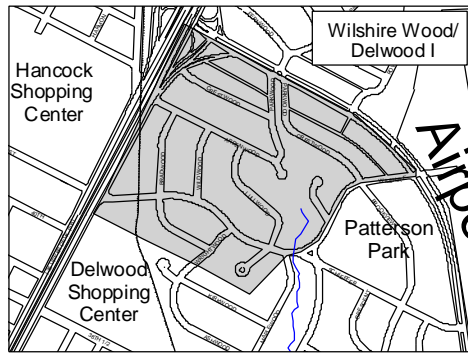
Located north of 38th ½ Street, and surrounding Maplewood Elementary School (Kirkwood, Maplewood and Ashwood Roads) , the “Duplex Nation”, built for returning soldiers in the late 1940s, is the most homogeneous and dense part of the Cherrywood neighborhood. These buildings are two-story and are built of cinder blocks covered with stucco.

Some of these two-story duplexes, like the one below, have been converted into single-family structures.



Upper Boggy Creek Design Guidelines

WILSHIRE WOOD/DELWOOD I



As in the Cherrywood neighborhood to the south, the Wilshire Wood/ Delwood I neighborhood is characterized by mature hardwood trees. The thick canopy of trees fosters the park-like setting that residents note as a valued neighborhood amenity. New residential development or additions should take special care to preserve this natural neighborhood resource.



From the outset of the Wilshire Wood subdivision, the aim was to create a neighborhood of “wide, rambling houses, setting back from the street in the middle of spacious, tree-shaded lawns.” New development and additions should respect these design considerations.



Upper Boggy Creek Design Guidelines



Windows

The majority of houses in the Wilshire Wood/Delwood I neighborhood have large, picture windows.



Entryways

The majority of front doors face the street and are covered by porches or small porticos.



Upper Boggy Creek Design Guidelines



Siding/
Cladding
The majority of the houses in the neighborhood are clad in limestone block. There are houses clad in brick, but these are the exception.



The strict architectural restrictions imposed by the original developer have created a neighborhood architecturally harmonious neighborhood.



Upper Boggy Creek Design Guidelines



Cross-Gabled Roof

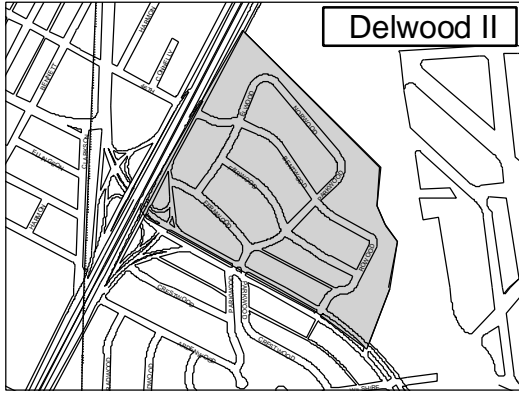
Rooflines
There are a variety of different rooflines in the Wilshire Wood/ Delwood I neighborhood. Cross-gabled, side-gabled, and hipped roofs are the most common.

There are houses with multiple gables, but these are fewer in number.



New development or additions to existing houses should respect the existing architectural considerations. This recent remodel in Wilshire Wood/ Delwood I, respects the building traditions in the neighborhood, while updating an existing house to meet the needs of contemporary living.

Upper Boggy Creek Design Guidelines



Delwood II

The Delwood II neighborhood is an eclectic mix of houses that, like Cherrywood to the south, creates a distinctive neighborhood.



Most of the houses were built in the late 1940s early 1950s and reflect the ranch-style houses of the time. Although the houses are basically early ranch-styled houses, there are a number of variations of this style throughout the neighborhood.

Windows

The type of front windows used on houses in the neighborhood is as variable as the houses. Some houses have tall, narrow windows, where others have broad picture windows, while others use glass block.



Rooflines

There is no dominant roof type in the neighborhood. The rooflines range from hipped, to cross-gabled, to flat.

Upper Boggy Creek Design Guidelines



Siding/Cladding

There are a number of different materials used throughout Delwood II. These include wood, stone block, brick, and stucco.



Entryways

The vast majority of the front doors face the street and are covered by shallow porches, porticos, or by overhang of the roof.

Upper Boggy Creek Design Guidelines

Upper Boggy Creek Neighborhood Planning Area Commercial Design Guidelines

New commercial development in the Upper Boggy Creek Neighborhood Planning Area along the commercial corridors—particularly Manor Road and East 38th ½ Street and to a segment along MLK Boulevard—should be transit, pedestrian and bicyclist friendly. Along these commercial corridors, the allowance of mixed use buildings can provide neighborhood-oriented retail and more housing options for the planning area.

Building Materials These should be selected for their permanent and long-term maintenance. For example, awnings should preferably be constructed of steel, aluminum, or galvanized metal rather than fabric. Buildings should be constructed of masonry (brick, stone, stucco, etc.) rather than less durable wood or cement board siding, although a creative blend of materials should be considered.

Scale New construction along the commercial corridors should preserve and contribute to a *pedestrian-friendly* and *human-scaled* environment. Buildings above one story in height should be massed in a way that steps back the upper floors to preserve a *neighborhood-friendly* scale, or a strong horizontal division between the first and second floor (such as a continuous metal awning or trellis)



Portland, OR

should be an integral part of the design. In some cases, an upper floor may be hidden within the roof, using dormers to provide light and ventilation in order to lessen the impact of their size. Building size and massing should be sympathetic to the scale of the surrounding residences.

To reduce the apparent scale of new, multi-storied mixed use commercial buildings, designers should explore altering materials so that the walls of buildings above the upper floors are differentiated from the materials on the lower floor. Similarly, the patterns or scale of the same material can also be altered as a means to differentiate between upper floors and the ground floor. This can also be done by using bands of masonry or other such building details, and by changing the shape and size of windows on these upper floors.

Upper Boggy Creek Design Guidelines

Style The neighborhoods of the Upper Boggy Creek Neighborhood Planning Area do not wish to restrict talented designers from building unique or creative, even funky, buildings. It is not our intent to create static, homogenous, or rigidly formal commercial centers, but rather those that reflect the diversity and qualities that exist in many of our communities. As long as the overall guiding principles (such as limiting overly bright, primary color, human scale, etc.) are given attention, tasteful and well-considered creative additions to our neighborhoods are welcome and encouraged. Prospective developers and new businesses should meet with members of the adjacent neighborhoods in order to provide information about their plans and seek opinions.

Parking The City should give consideration and approval to realistic plans that allow businesses that are only open during a part of the day to share parking facilities.

Upper Boggy Creek Design Guidelines

MIXED USE BUILDING

Along the commercial corridors of the Upper Boggy Creek Neighborhood Planning Area—Manor Road and East 38th ½ Street and to a segment along MLK Boulevard—mixed use development is encouraged.



Portland, OR

Limiting building heights to forty feet (40') will reduce the visual impact of these structures to adjacent residential areas along the Manor Road, MLK Boulevard, and East 38th 1/2 Street Corridors. The limited height will also promote the design principles of *human-scaled, pedestrian friendly, and neighborhood-friendly*.

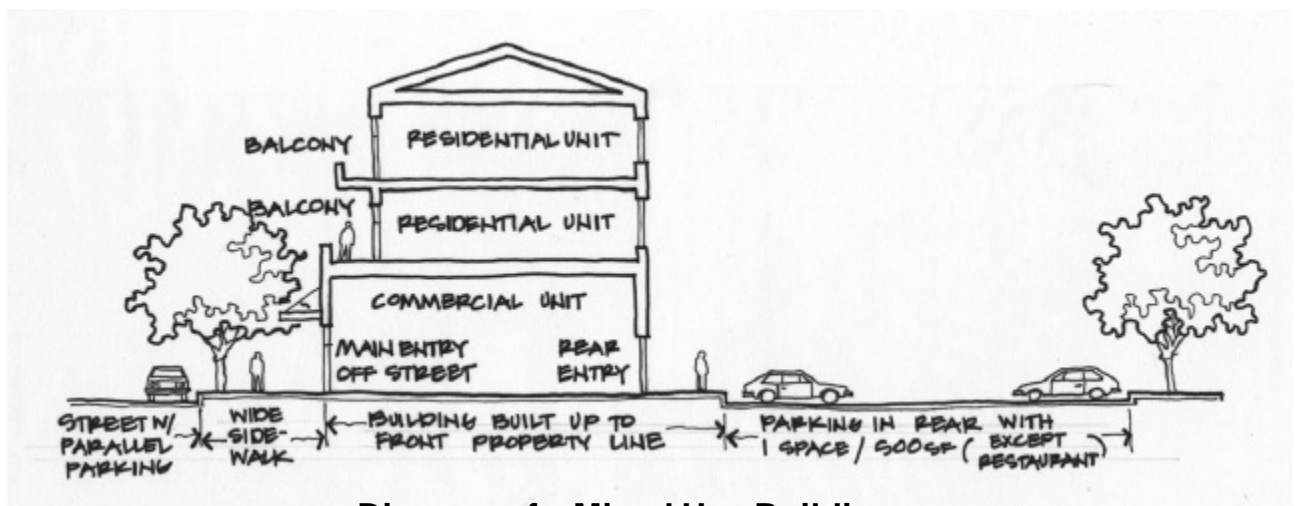


Diagram of a Mixed Use Building

Upper Boggy Creek Design Guidelines



Seattle, WA

Portland, OR



A vibrant and interesting streetscape promotes a pedestrian-friendly environment. Outdoor café seating, wide sidewalks, protective awnings, street trees, inviting storefront windows, and architectural details combine to create a commercial area that is pedestrian-friendly.

Portland, OR



Portland, OR



Upper Boggy Creek Design Guidelines

THE STREETScape



Seattle, WA



Portland, OR

SIDEWALKS

Sufficiently wide sidewalks provide opportunities for outdoor seating, window shopping, and interesting outdoor displays. When these elements are combined together, they contribute to a commercial area that is pedestrian friendly.

Interesting and safe sidewalks in commercial areas encourage residents of nearby neighborhoods to walk or bike to these businesses.



Austin, TX

Outdoor/cafe' seating and wide storefront windows contribute to creating a safe and pedestrian friendly environment by providing "eyes on the street".

Portland, OR



Upper Boggy Creek Design Guidelines



Portland, OR



Austin, TX

BICYCLE-FRIENDLY

A bicycle-friendly commercial area is easily and safely accessible via striped or dedicated bicycle lanes.

Providing adequate facilities for parking bicycles—and the occasional dog—is essential to creating a bicycle and pedestrian friendly commercial area.



Austin, TX

PARKING

The majority of parking spaces should be located either at the rear or the side of the building.

Blank facades are highly discouraged. Expanses of wall that do not functionally require windows should employ shallow recesses that match the size and spacing of the adjacent windows. Murals can also be used to cover blank walls. Note the building pictured to the right, a mural has been painted to reduce the visual impact of a large, blank brick wall.



Portland, OR

Upper Boggy Creek Design Guidelines



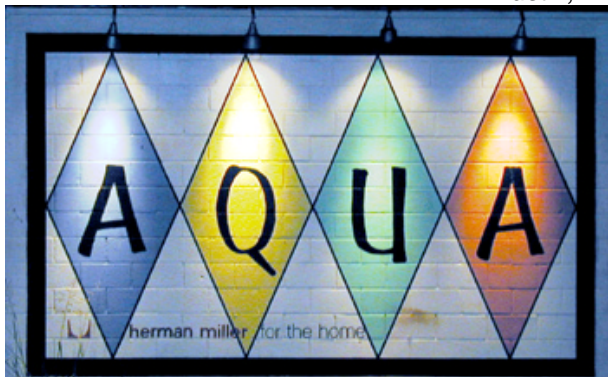
Seattle, WA

SIGNAGE

Signage should be placed on the building, preferably above entries. Signs that use different materials and layers to form three-dimensional graphics are encouraged.



Portland, OR



Austin, TX

Signage lighting should also be more creative and colorful rather than just bright. Lighting for signage should also not spill over onto adjacent properties, nor pose a hazardous distraction to drivers.



Portland, OR



San Marcos, TX

Lighting

The types of light poles and fixtures used in a pedestrian-oriented commercial area can help define the district through a uniform design. These lights should provide adequate light so pedestrians will feel safe. Additional street lighting should augment these lights without overwhelming them.

Upper Boggy Creek Design Guidelines



STREET TREES

Trees provide a visual and physical buffer between pedestrians and automobile traffic while providing a shady canopy. This canopy can also slow automobile traffic by creating the perception that the road is narrower than it actually is.



In the Fremont District of Seattle (the pictures on this page), street trees contribute to the pedestrian-friendly environment.

Upper Boggy Creek Design Guidelines



This building (above) located on the Square in Seguin, Texas—though recently gutted by a fire—demonstrated that even in smaller towns, retailers will locate in traditional buildings

Borrowing from History

Examples of the architectural basis for the mixed use building are abundant throughout Central Texas. An examination of these buildings can provide a starting point for creating commercial buildings that promote the building traditions of the region.

Guadalupe Street in Austin, Texas (below) near the University of Texas at Austin provides examples of old commercial buildings that have found new life.



West Lynn Cafe, Austin, TX



Whole Earth Provision Co., Austin, TX



Contemporary Inspiration

These innovative architectural designs blend with the surrounding streetscape. They employ hardy building materials such as stucco, brick, metal, and concrete to create and are landmark buildings in the areas where they are located.

Upper Boggy Creek Design Guidelines

Streetscape Improvements Over Time



Above is a photograph of a typical commercial street. While there are a few allowances for pedestrians—sidewalk, on-street parking, and wide store windows—the commercial area is not particularly pedestrian-friendly. There are very few street trees and no striped pedestrian crossings.



The computer-enhanced photograph above demonstrates the difference that improvements to the streetscape can make. Such things as

- **Street Trees**
- **Reduced Travel Lanes**
- **More On-street Parking**
- **Sidewalk Seating**
- **Pedestrian Crossings**
- **Pedestrian-Scaled Lighting**

can help create a pedestrian-oriented commercial area.

Upper Boggy Creek Design Guidelines



In the above image, more improvements such as

- **Wider Sidewalks**
- **More sidewalk seating**
- **Street furniture such as benches**

further contribute to creating a pedestrian-oriented commercial area.

For the commercial corridors of the UBC Neighborhood Planning Area, improvements such as these to the MLK Boulevard, Manor Road, and East 38th ½ Street corridors will create neighborhood amenities that will allow residents to attend to many of their daily needs without getting into their car.

Upper Boggy Creek Design Guidelines

MANOR ROAD CORRIDOR

Manor Road could someday become a great street. The vision for the Manor Road is for it to be a vibrant, mixed-use, transit-oriented corridor. The streetscape should be pedestrian friendly and allow for bicyclists and transit users. Manor Road should provide dining, entertainment, and shopping opportunities that serve adjacent neighborhoods as well as the city at large. This is what Manor Road *could* be.

Manor Road looking east near the intersection of Manor Road and Chestnut Avenue/Cherrywood Road.



The current state of Manor Road is not bad, but it is far from great. One-story commercial buildings and a few two and three-story apartment complexes characterize the structures along the corridor. Most of the buildings are separated from the street by parking lots. The dominant views are of utility poles and overhead wires. Segments of the sidewalk network are narrow and overgrown with vegetation.



Manor Road looking east near the intersection of Manor Road and Chicon Street.

Upper Boggy Creek Design Guidelines



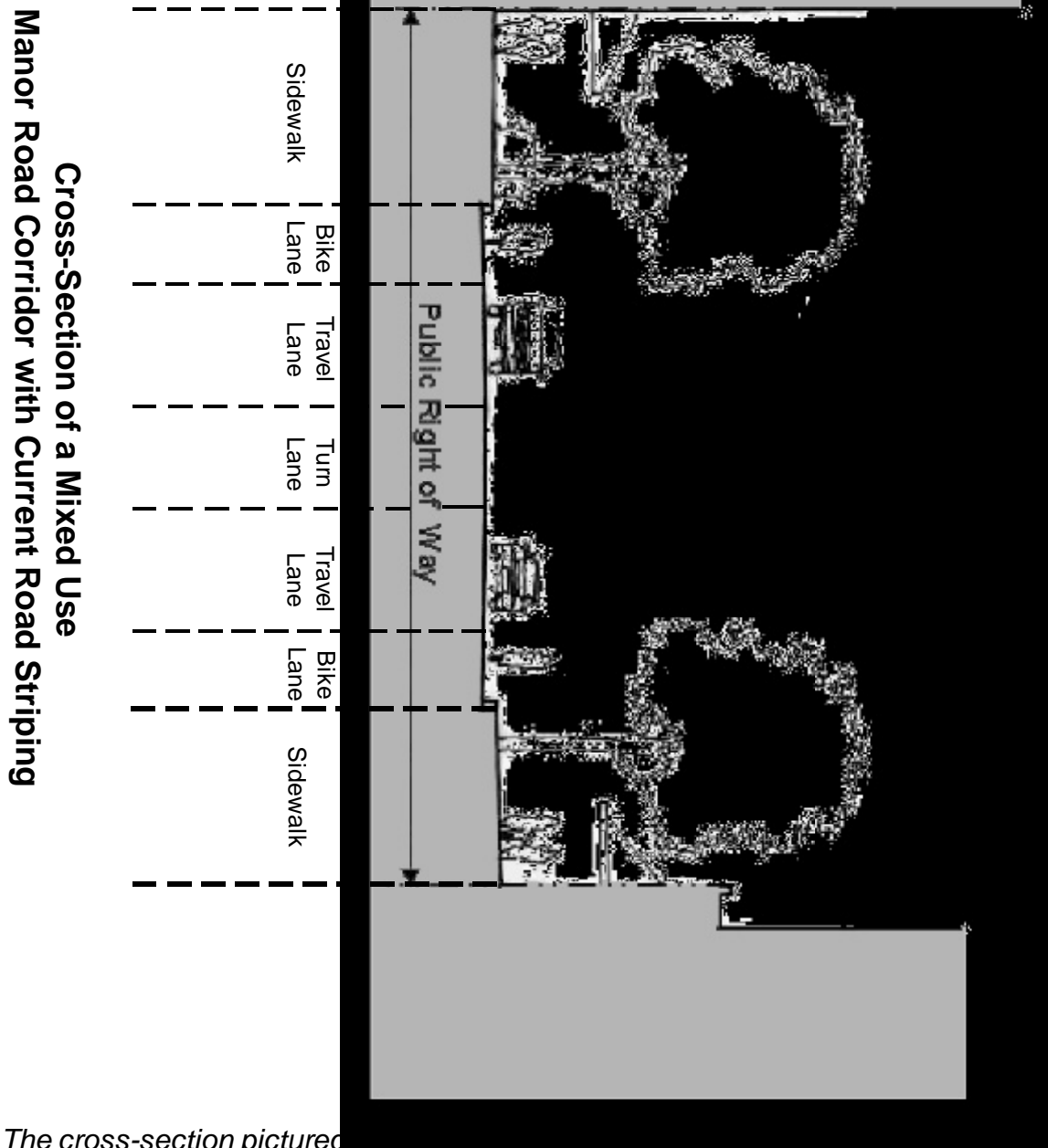
Manor Road looking west from Walnut Avenue

Despite its current state, Manor Road does have potential. There is a burgeoning dining/entertain district, with several well-know restaurants and a theater. The roadway has been recently restriped to allow for two travel lanes, a center turn lane, and two bicycle lanes. These elements can serve as a starting point for the transformation of the road into a vibrant mixed use and alternative transportation corridor.

New and existing businesses, potential developers, the City of Austin, the University of Texas, and adjacent neighborhoods should consult the principles of the UBC Design Guidelines during the planning stage of any project to ensure that it contributes to fulfilling the vision for this potential great street..



Manor Road looking west near the intersection of Manor Road and Breeze Terrace.



The cross-section pictured might relate to Manor Road if the road striping is kept at its current configuration. The wider sidewalks shown above will facilitate pedestrian activity and provide space for street trees which will buffer pedestrians from automobile traffic.