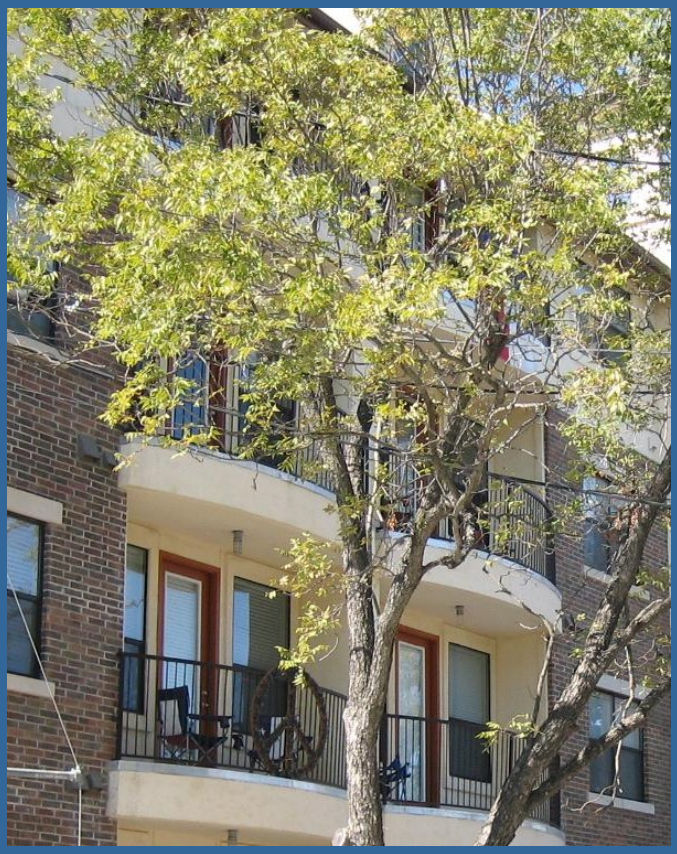
Central Austin Combined

Neighborhood Plan

PLAN ADOPTED: August 26, 2004

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



The Central Austin Combined Neighborhood Plan

West University/North University/Hancock

August 2004

The Central Austin Combined Neighborhood Plan

An Amendment to the
City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5
Section 5-19
Exhibit A

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CITY COUNCIL

Mayor Will Wynn

Mayor Pro Tem Jackie Goodman

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Daryl Slusher
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Laura Huffman

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director

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

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

Acknowledgements

The following individuals dedicated many hours to the development of this plan through their regular participation in the planning process:

Barbara Bridges
Mark Burch
Colleen Daly
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Mike McHone
Cathy Norman
Oscar Rodriguez
Lin Team
Raymond Tucker
Dana Twombly
Don Wukasch

The following organziations also contributed to the success of the planning process:

Special thanks to the Austin Presbyterian Seminary for the generous use of their facilities for numerous meetings during the planning process.

Additional thanks are extended to the Episcopal Seminary of the Southwest, First English Lutheran Church, and St. Paul Lutheran Church for the use of meeting space.

Neighborhood Planning Team

The Neighborhood Planning Team (NPT) is a group of people who have participated in the development of a plan. In the event that a property owner requests a plan amendment, this group will be responsible for determining the sentiment of neighborhood stakeholders and submitting a letter of support or opposition to the plan amendment application before the scheduled Planning Commission hearing. The plan amendment process ordinance states the Neighborhood Planning Team shall include at least one representative from the following groups within a neighborhood plan area:

- Property owners
- Renters
- Business owners
- Neighborhood associations.

The NPT also has the ability to submit an application to amend a neighborhood plan outside the scheduled time period for plan amendments. The teams can also submit an application on behalf of another person who wishes to apply for a plan amendment outside of the amendment cycle for that planning area.

The Central Austin Combined Neighborhood Plan Contact Team members are members of the Central Austin Neighborhood Planning Advisory Committee (CANPAC). The current membership of this group consists of representatives from the seven neighborhood associations/neighborhood groups that actively participated throughout the development of the Central Austin Combined Neighborhood Plan:

Eastwoods Neighborhood Association
Hancock Neighborhood Association
Heritage Neighborhood Association
North University Neighborhood Association (NUNA)
Shoal Crest Neighborhood Association
University Area Partners (UAP)
West University Neighborhood Association.

Prior to submitting any plan amendment applications or letters of support or opposition for plan amendments, the contact team must adopt by-laws governing their membership and decision-making procedures.

City Staff Acknowledgements

Neighborhood Planning and Zoning Staff for this plan were:

Tom Bolt
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Laura Patlove
Glenn Rhoades
Ricardo Soliz, Manager Neighborhood Planning
Alice Glasco, Director Neighborhood Planning and Zoning

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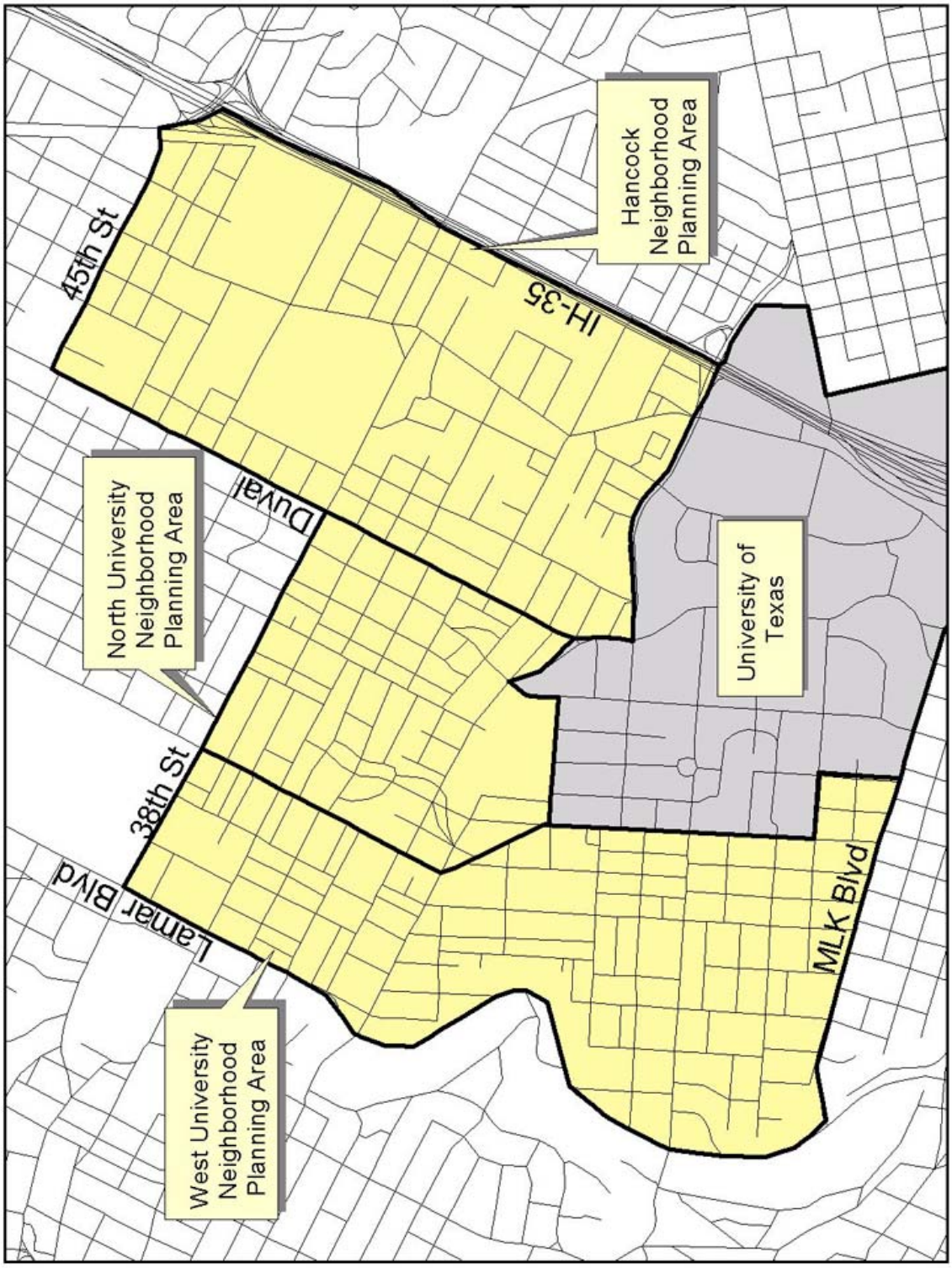


Figure 1
Central Austin Combined Neighborhood Planning Area Base Map

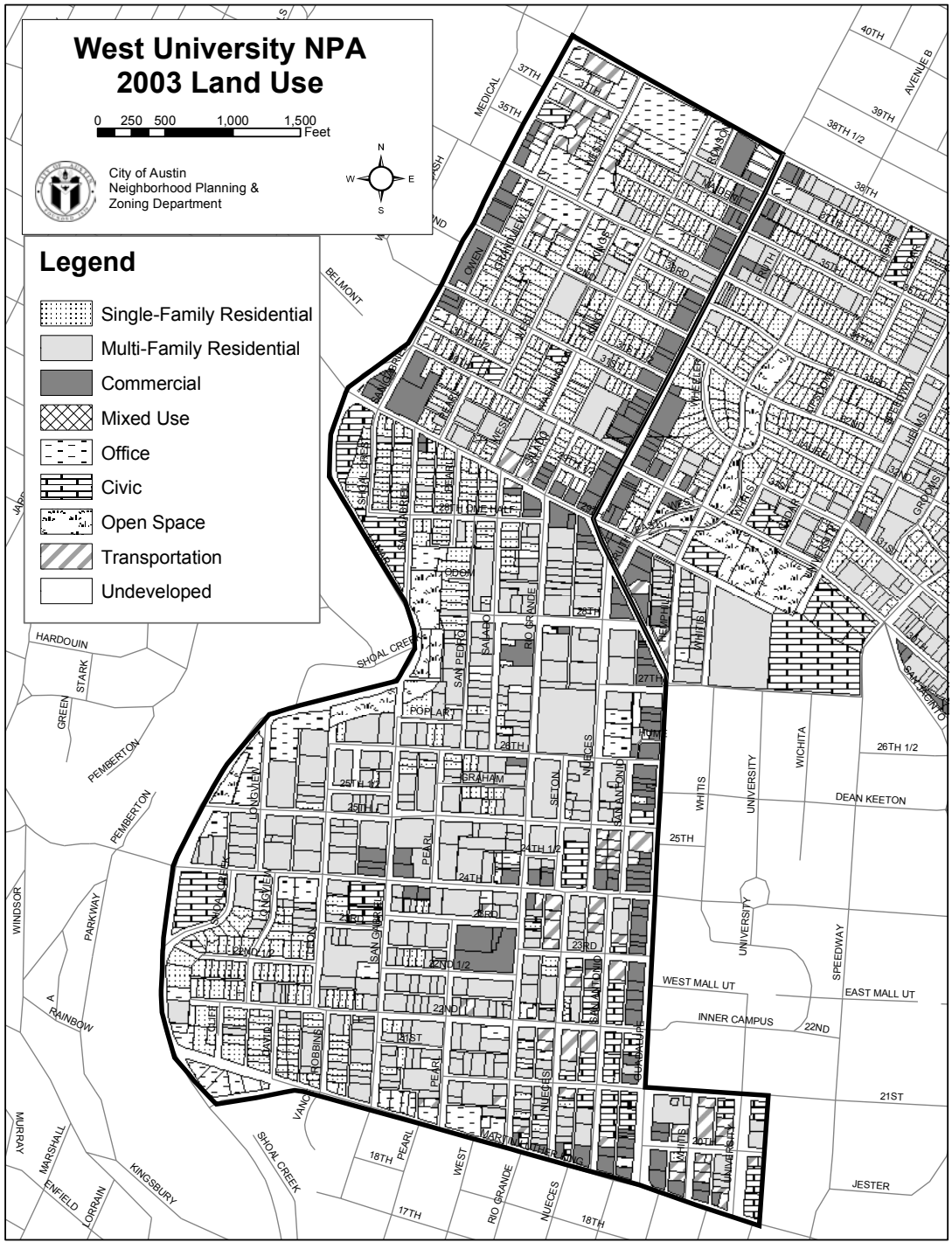


Figure 2
West University Neighborhood Planning Area 2003 Land Use

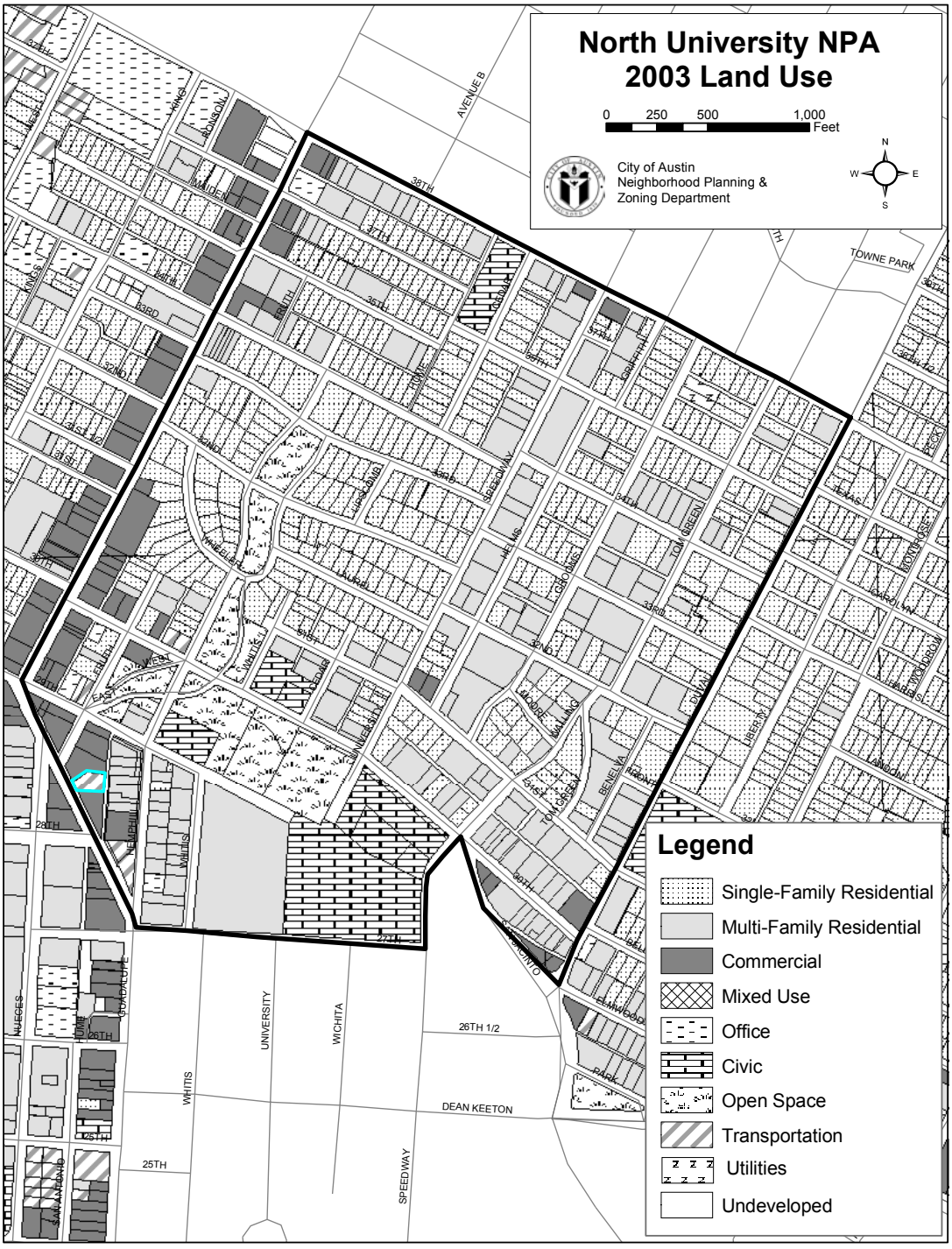


Figure 3
North University Neighborhood Planning Area 2003 Land Use

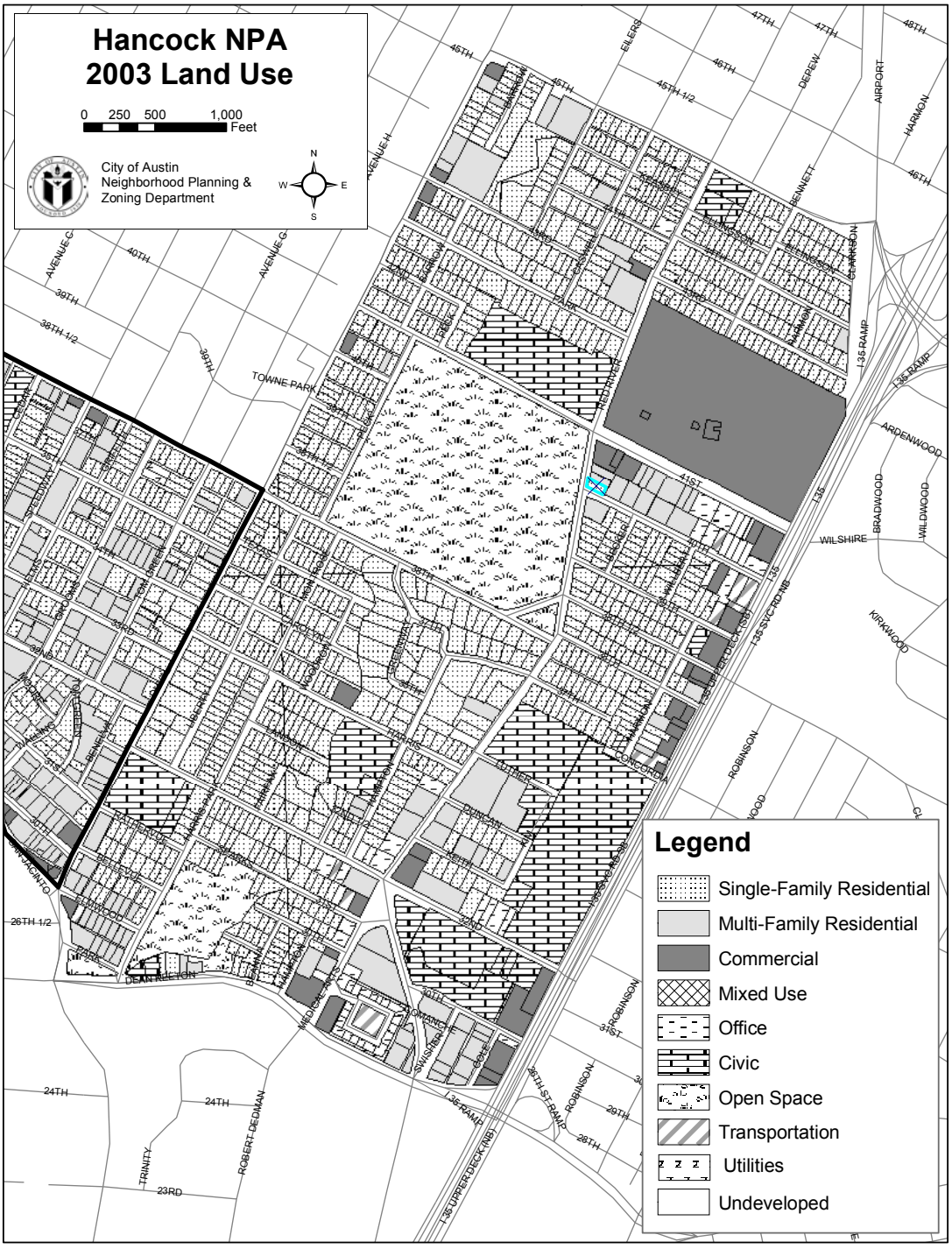
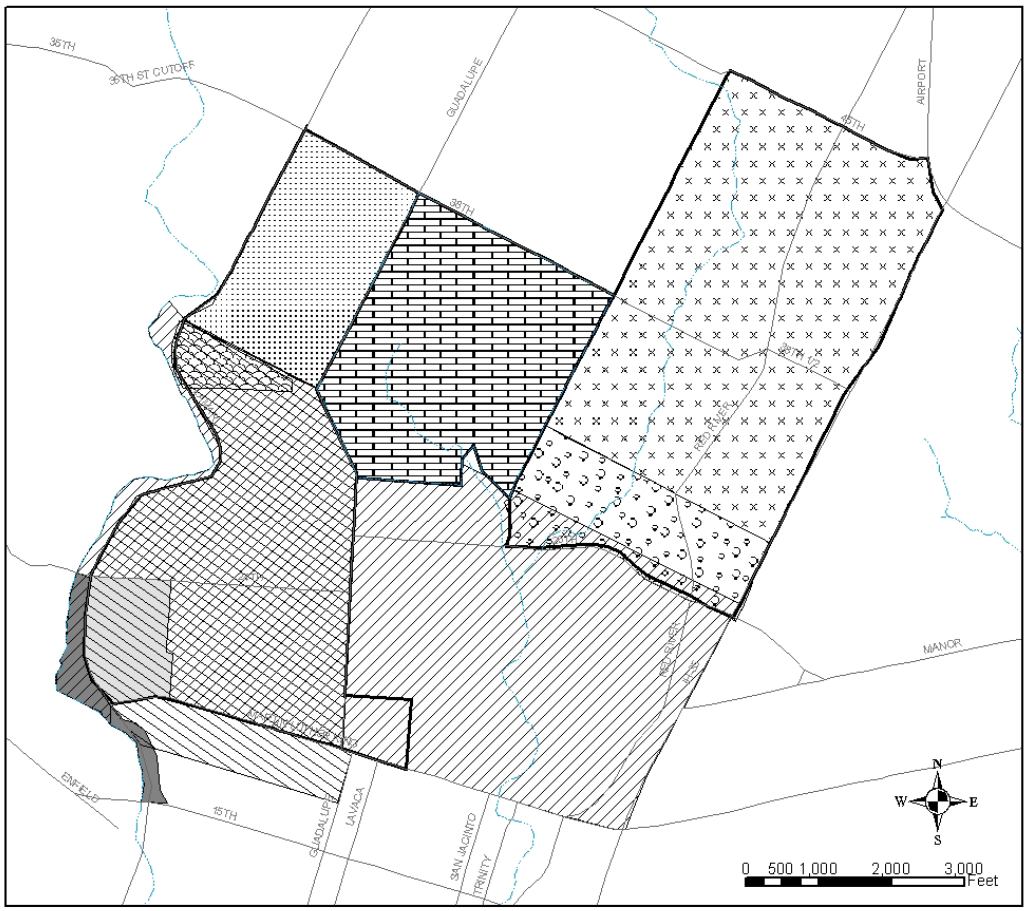


Figure 4
Hancock Neighborhood Planning Area 2003 Land Use

Figure 5
Neighborhoods Association and Organizations in the Central Austin Combined Neighborhood Planning Area



Within the boundaries of the Central Austin Combined neighborhood Planning Area (CACNPA) there a number of neighborhood associations and organizations that in some cases have overlapping boundaries. This map indicates those associations that have participated extensively in the CACNPA planning process.

Legend

- Caswell Pease Neighborhood Association
- Eastwoods Neighborhood Association
- Hancock Neighborhood Association
- Heritage Neighborhood Association
- North University Neighborhood Association
- Shoal Crest Neighborhood Association
- University Area Partners
- West Campus Neighborhood Association
- West University Neighborhood Association
- Creeks
- Combined Planning Area Boundary

Map Created May 28, 2004

Neighborhood Planning in the Central Austin Combined Neighborhood Planning Area

The neighborhood planning areas that comprise the Central Austin Combined Neighborhood Planning Area (CACNPA)—West University, North University, and Hancock—were selected to begin the planning process by an Austin City Council Resolution on April 11th, 2002. The resolution instructed the Neighborhood Planning staff to engage the following groups in the planning process:

- The University Area Partners (an organization representing business, institutions, and property owners in the University of Texas area)
- The University of Texas at Austin's Faculty Master Planning Committee
- A representative from the University of Texas' facility planning staff
- A representative from the University of Texas' student government.

In the late summer of 2002 Neighborhood Planning staff began meeting with the University Area Partners (UAP) and the neighborhood associations in the combined planning area to inform these groups about the planning process. Representatives from six neighborhood associations and the UAP formed an umbrella group, the Central Austin Neighborhood Policy Advisory Committee (CANPAC). This group served as a liaison between City staff and their respective associations.

Initial Survey
In early October 2002, approximately 8,726 initial surveys were sent to the residents, property owners, and businesses in the combined planning area. The response rate was 9.7%. This response rate compared favorably with previous initial survey efforts.

First Workshop
On December 7th, 2002, the First Workshop was held at the Austin Presbyterian Theological Seminary. The nearly 150 people in attendance marked the highest turnout to date for a First Workshop. Attendees

The First Workshop provided attendees an opportunity to learn more about the neighborhood planning process and talk with Neighborhood Planning and Zoning staff and with other stakeholders in the Central Austin Combined Neighborhood Planning Area (CACNPA).

received a brief overview of the planning process and the preliminary results of the initial survey.

Following these presentations, the participants broke into smaller groups to participate in the **PARK** brainstorming exercise. In this exercise, participants were asked what they wanted to **P**reserve, **A**dd, **R**emove, and **K**eep out of their neighborhoods. Following these breakout sessions, attendees had the opportunity to talk with Neighborhood Planning staff, examine the results of the other groups, and provide information about the sidewalk network in the planning area.

Attendees at the First Workshop participate in a breakout session to determine what they want to preserve, add, remove, and keep out of their neighborhoods.

Vision and Goals Focus Group

The Vision and Goals Focus Group was held on January 14th, 2003 at the Austin Presbyterian Theological Seminary. The sixty-two attendees broke into small groups and worked on creating draft goals. The agenda packets contained suggested goals addressing areas of concern and interest that emerged from the Initial Survey and the PARK exercise from the First Workshop. Using these suggestions as a starting point, attendees refined, rewrote, and created new goals. The last part of the meeting provided participants an opportunity to indicate their preferences among all of the goals using colored dots.

Concurrent with the goals process, six volunteers—two homeowners, a non-student renter, a student renter, a business owner, and a non-resident property owner—developed a draft vision statement for the neighborhood plan.

First Land Use Focus Group

The First Land Use Focus Group was held on February 11th, 2003 at the Austin Presbyterian Theological Seminary and had eighty-two people in attendance. After a brief discussion about the vision statement and a presentation on land use and zoning, attendees broke into three groups based upon their geographical interests in the combined planning area—either West University, North University, or Hancock Neighborhood Planning Area. In this exercise participants were provided draft Conceptual Future Land Use Maps (FLUM)

developed by staff that reflected the Initial Survey results, PARK exercise results, and the results of the Vision and Goals focus group. These maps provided a starting point for the land use discussions. Based the input from this focus group, additional land use recommendations were noted on the FLUMs of the respective neighborhoods. Some of this information was used to make alterations to these maps. The changes were presented at the Second Land Use focus group.

Second Land Use Focus Group

The Second Land Use Focus Group was held on March 4th, 2003 at the Austin Presbyterian Theological Seminary and had seventy-three people in attendance. Before the meeting convened, people had the opportunity to express their preferences on twenty-four urban design issues for new residential and commercial development as well as streetscape design. After the meeting was called to order, attendees decided upon a final draft of the plan's vision statement:

> *The Central Austin Neighborhood Plan shall preserve the historical character and integrity of single-family neighborhoods. It shall allow multifamily development and redevelopment in appropriate areas to reflect the historical nature and residential character of the neighborhood. The plan will address the needs of a diverse, pedestrian-oriented community and provide safe parks and attractive open spaces. The plan will foster and create compatible density in areas that are appropriate for student housing; new development will be appropriately oriented and scaled relative to its neighborhood in the combined planning area.*

Following this discussion, Stuart Hersh of the City of Austin's Neighborhood Housing and Community Development Department discussed how his department would issue an Affordability Impact Statement (AIS) that assesses how the plan affects opportunities for affordable housing and housing choice.

Following this discussion people broke into groups that reflected their neighborhood planning areas of interest. They reviewed and commented on the Future Land Use Maps revised by staff from information collected at the First Land Use Focus Group. Following this exercise, group spokepeople rotated among the three groups and presented the land use recommendations to the other groups. Following these presentations, the meeting participants had another opportunity to indicate their urban design preferences on the illustrated display boards.

Transit Station Planning Workshop One

The Rapid Transit Project (RTP) Team held the first of two workshops for the CACNPA on March 11, 2003 at the First English Lutheran Church. The first workshop introduced the Rapid Transit Project and proposed conceptual station plans for Guadalupe at 29th Streets and Guadalupe at 38th Streets. This

presentation included Site Analysis and Transportation Connection maps for each station. There was a question and answer session, from which questions were recorded and later answered in greater detail on the RTP website. Following the question and answer session, participants broke out into small groups, each focusing on one of the two stations. Comments were also recorded in these smaller groups. An exit survey was conducted, with results posted on the RTP website.

Services Forum

On April 8, 2003, the Services Forum for the Central Austin Combined Neighborhood Planning Area was held at the Austin Presbyterian Theological Seminary. The Services Forum provided the opportunity for stakeholders in the neighborhoods to meet with representatives from City of Austin departments to discuss a variety of issues affecting their neighborhoods that fall outside the scope of the Neighborhood Planning process. The City departments and divisions represented at the forum were:

- Austin Energy
- Austin Fire Department
- Austin Police Department
- Building Code Enforcement
- Historic Preservation
- Keep Austin Beautiful
- Parks and Recreation
- Solid Waste Services
- Transportation, Planning, and Sustainability
- Watershed Protection and Development Review
- Zoning Code Enforcement.

In addition, a representative from the Capital Metropolitan Transit Authority (CMTA) was also available to answer questions relating to bus service in the area.

Transportation Focus Group

The purpose of the transportation focus group, held on May 5, 2003, was to gather input about pedestrian and cyclist needs, bus service, dangerous intersections, possible corridor improvements, and parking issues in the different neighborhoods. The forty-six participants were provided with 2000 U.S. Census data that indicated that a greater percentage of people walk, cycle or ride a bus to work in the Central Austin Combined Neighborhood Planning Area than in the urban core of Austin. They were asked to keep this in mind when making transportation recommendations.

After the presentation, participants divided into three randomly assigned groups. In each group, participants spent a few minutes reading and responding to a set of transportation-related questions listed on worksheets included in their agenda packets. Staff facilitators asked the participants to share their responses with the group. Facilitators and volunteers recorded the comments on flip charts and on

maps of the sidewalks, bicycle, and transit networks in the neighborhood.

Many people requested new or repaired sidewalks and bicycle lanes that lead to the university, area parks, schools, bus stops, and commercial nodes. Others suggested adding or eliminating left turns at certain intersections in order to improve safety and traffic flow. Parking was a considerable concern as well. Many neighbors wanted to prohibit parking in bike lanes while others were hesitant to see parking eliminated on neighborhood streets. However, there was widespread consensus that prohibiting front yard parking and expanding residential parking permit programs would benefit the neighborhoods. Participants also made recommendations for improving bus services and facilities, eliminating on-street parking along selected blocks, installing parking meters where appropriate, and improving visibility at certain dangerous intersections.

First Land Use and Zoning Focus Group

The first Land Use and Zoning Focus Group was held on May 19th, 2003 at the Austin Presbyterian Theological Seminary. After a brief overview of the agenda packet materials, the forty-one attendees broke out into groups according to their neighborhoods of interest. Neighborhood Planning presented the draft Future Land Use Maps for the respective planning areas and noted areas for further discussion. In addition, the staff presented the Mixed Use Building and Mixed Use Overlay Maps, Building Height Maps, and Proposed Rezoning Maps for each area. Staff answered questions about the specifics of the zoning recommendations and noted alternative recommendations from the focus groups participants.

The West University and Hancock Neighborhood Planning Areas also had the opportunity to discuss their ideas for improving the parks and open spaces in and near their respective planning areas.

Residents from the Eastwoods (left) and Hancock (right) neighborhoods review the draft Future Land Use Map and proposed rezonings for their neighborhood planning area at the First Land Use and Zoning Focus Group

Second Land Use and Zoning Focus Group
The second Land Use and Zoning Focus Group was held on June 5th, 2003 at the Austin Presbyterian Theological Seminary. At this meeting the participants separated into focus groups reflecting their neighborhoods of interest. In these smaller groups the discussions focused on what infill options would be desired in their neighborhoods and the content and scope of the conditional overlays along the commercial corridors.

Transit Station Planning Workshop Two
The second workshop was held on June 24th, 2003 at the First English Lutheran Church. It began with a presentation outlining Capital Metro's draft Long Range Transit Plan. This presentation provided a larger context for the Central Line light rail proposal. Following this, the revised station plans that incorporated many of the changes suggested in the first workshop were presented. The workshop concluded with a question and answer session and exit survey.

Property Owner Rezoning Meetings
A series of meetings were held on August 4th through the 6th, 2003 at the Austin Presbyterian Seminary to inform property owners in the West University and Hancock Neighborhood Planning Areas of the proposed rezonings that would implement many of the neighborhood plan's land use recommendations. Staff outlined the neighborhood planning process and gave an overview of the Future Land Use Map (FLUM) and how this map related to the preliminary rezoning proposals. Other neighborhood stakeholders were also present to help explain the basis for the recommendations. Property owners then asked questions and expressed their individual concerns about the proposed rezonings. In response, staff provided information about their petition rights and when and how to file the appropriate paperwork to protest the rezonings.

On October 16th, 2003 a meeting was held for property owners in North University to discuss the rezonings associated with the proposed Neighborhood Conservation Combining District (NCCD). Following a presentation of the generalities of the NCCD, attendees had an opportunity to ask questions. Neighborhood representatives collected contact information from property owners who objected to the NCCD proposal or who had additional questions.

Other Meetings
In addition to the meetings listed in this chapter, Neighborhood Planning staff met continuously throughout the planning process with property owners, neighborhood associations, association steering committees and executive committees, and smaller stakeholder groups. The purposes of these meetings ranged from discussing plan items specific to the individual neighborhoods to properties that were recommended for rezoning.

Final Survey
In late December 2003, the final survey was sent to all the residents, businesses,

and non-resident property owners in the combined neighborhood planning area. The final survey allowed people to review and comment on the plan's draft goals, objectives, and recommendations. Overall, 73% of survey respondents supported the plan, and 56% were satisfied or very satisfied with the planning process.

Final Workshop

The Second Workshop was held on January 10th, 2004 at the Austin Presbyterian Theological Seminary and had over 200 people in attendance (to date this is the largest turnout for a neighborhood planning workshop). The open house format provided attendees an additional opportunity to comment on the plan and indicate preferences for particular recommendations in the plan. The results of the Final Workshop were used in conjunction with the Final Survey results to prioritize recommendations. Participants also indicated preferences for sidewalk priorities, voluntary design guidelines, and design tool options that will influence the look of future single-family development.

Planning Commission

The Central Austin Combined Neighborhood Plan and the attendant rezonings were presented to the Planning Commission at two separate meetings—April 27th, 2004 and May 25th, 2004. The Commission recommended the plan and rezonings to the City Council with very minor changes.

City Council

The Central Austin Combined Neighborhood Plan and the attendant rezonings were presented to the City Council over the course of several meetings—May 6th 2004, June 10th, 2004, and July 29th 2004. The majority of the changes to the future land use map and rezonings were passed at the July 29th meeting.

Vision and Goals

Vision

The Central Austin Neighborhood Plan shall preserve the historical character and integrity of single-family neighborhoods. It shall allow multifamily development and redevelopment in appropriate areas to reflect the historical nature and residential character of the neighborhood. The plan will address the needs of a diverse, pedestrian-oriented community and provide safe parks and attractive open spaces. The plan will foster and create compatible density in areas that are appropriate for student housing; new development will be appropriately oriented and scaled relative to its neighborhood in the combined planning area.

Goals

Goal One

Preserve the integrity and character of the single-family neighborhoods.

Goal Two

Preserve the historic character and resources of the Central Austin Combined Neighborhood Planning Area neighborhoods

Goal Three

Allow mixed-use development along the existing commercial corridors that is pedestrian oriented, neighborhood friendly, neighborhood scaled, and serves neighborhood needs.

Goal Four

West Campus should become a dense, vibrant, mixed-use and pedestrian oriented community.

Goal Five

Provide a safe environment and opportunities for all modes of transport.

Goal Six

Enhance and preserve existing open space, parks, and the natural environment.

Top Ten Priorities

The top ten priorities for the Central Austin Combined Neighborhood Plan were determined by the results of the Final Survey and the Final Workshop.

1. Rezone multi-family-zoned property that is used as single-family to single-family zoning.

2. The City of Austin should enact an ordinance to create local historic districts to protect and preserve historic neighborhoods through design standards for new construction and significant remodeling projects.

3. Stop the incursion of new commercial and office uses into residential areas.

4. Establish an overlay (University Neighborhood Overlay [UNO]) for the West Campus area that allows denser, pedestrian-oriented commercial and multi-family development.

5. Buffer the predominantly single-family neighborhoods (West University and Shoal Crest) adjoining West Campus by limiting the mass, height, and scale of new multi-family development bordering these neighborhoods.

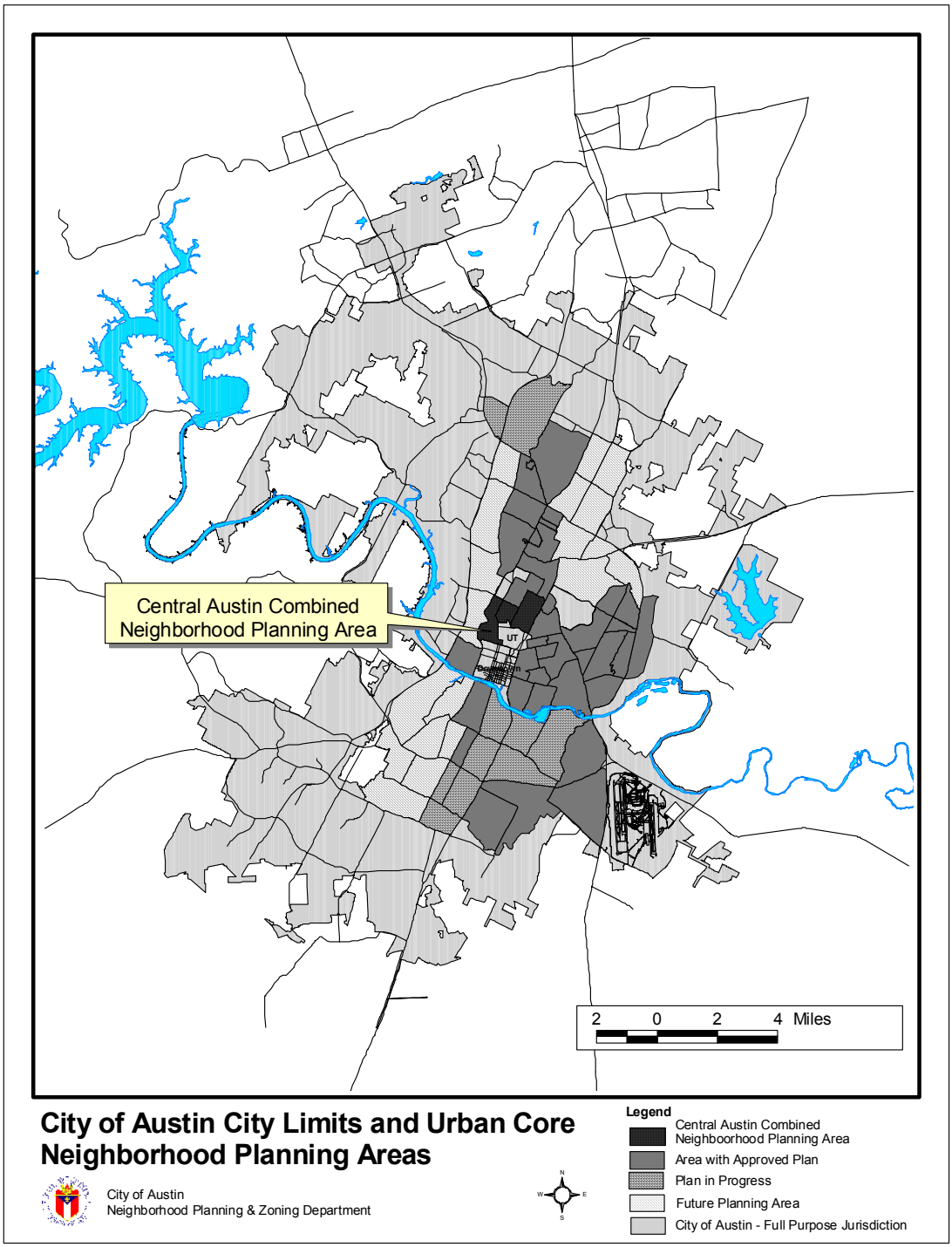
6. Establish a Neighborhood Conservation Combining District (NCCD) for North University that will foster the preservation of the neighborhood's original development patterns while respecting the different land uses in different parts of the neighborhood.

7. Institute a residential parking permit program throughout the neighborhoods of the combined planning area to address the negative effects of non-resident parking.

8. New houses should be of a similar scale and massing as the existing houses.

9. Identify areas where mixed use would enhance the livability of the neighborhoods and rezone accordingly.

10. New multi-family development outside of West Campus should be compatible with surrounding historic single-family houses by using similar setbacks, roof forms, ridge heights, materials, and colors.



Map 6
City of Austin City Limits and Urban Core
Neighborhood Planning Areas

Demographic Profiles of the Neighborhood Planning Areas of the Central Austin Combined Planning Area

Population and Race/Ethnicity

West University Neighborhood Planning Area

In the ten years between the 1990 and 2000 Census, the West University Neighborhood Planning Area experienced population growth of 10.6%. The most significant change during this time was the increase in the "Other" race/ethnicity category. This dramatic increase (776.5%) is likely due to the change in the 2000 Census that included a multiple race/ethnicity category that allowed people to identify themselves as more than one race or ethnicity. This is probably responsible for the decreases in the "White" and "Black" categories. The increase in the "Asian" category is likely due to increased numbers of University of Texas students of Asian descent moving into the West Campus area of the West University planning area.

The City of Austin's demographer suggested that, due to the large student population in this planning area, there could have been a significant undercount of the population—particularly in the West Campus area. Students often change residences or claim their parents' houses as their residences. Taken in concert, these factors could have contributed to a sizable underestimation of the population.

West University Neighborhood Planning Area	Population 1990	% Pop.	Population 2000	% Pop.	Population Change 1990-2000	Percent Change 1990-2000
Population	10,481	100.0%	11,594	100.0%	1,113	10.6%
White	8,857	84.5%	8,547	73.7%	-310	-3.5%
Black	191	1.8%	158	1.4%	-33	-17.3%
Hispanic	854	9.6%	1,076	12.6%	222	26.0%
Asian	545	5.2%	1,515	13.1%	970	178.0%
Other	34	0.3%	298	2.6%	264	776.5%

North University Neighborhood Planning Area

Between the decennial censuses, the population and the ethnic/racial mix of the North University Neighborhood Planning Area remained relatively stable. The only marked change was the dramatic increase in the "Other" category. As in the rest of the planning areas in CACNPA, the increase is likely due to the change in the United States Census Bureau tabulation methodology.

North University Neighborhood Planning Area	Population 1990	% Pop.	Population 2000	% Pop.	Population Change 1990-2000	Percent Change 1990-2000
Population	4,248	100.0%	4,426	100.0%	178	4.2%
White	3,315	78.0%	3,367	76.1%	52	1.6%
Black	76	1.8%	76	1.7%	0	0.0%
Hispanic	291	8.8%	317	9.4%	26	8.9%
Asian	563	13.3%	531	12.0%	-32	-5.7%
Other	12	0.3%	135	3.1%	123	1025.0%

Hancock Neighborhood Planning Area

During the 1990s, the population of the Hancock Neighborhood Planning Area grew by a significant 15.5%. This increase is notable because few new noteworthy multi-family projects were developed during that time and most of the population increase was absorbed by the existing housing or by modest additions to the existing housing stock.

Hancock Neighborhood Planning Area	Population 1990	% Pop.	Population 2000	% Pop.	Population Change 1990-2000	Percent Change 1990-2000
Population	4,345	100.0%	5,020	100.0%	675	15.5%
White	3,359	77.3%	3,644	72.6%	285	8.5%
Black	84	1.9%	60	1.2%	-24	-28.6%
Hispanic	355	10.6%	467	12.8%	112	31.5%
Asian	523	12.0%	711	14.2%	188	35.9%
Other	24	0.6%	138	2.7%	114	475.0%

Central Austin Combined Neighborhood Planning Area
When compared to the other Urban Core Neighborhood Planning Areas, the CACNPA experienced a lower rate of overall population growth during the 1990s—10.3% compared to 19.8%. However, it is important to note that the overall population increase in the CACNPA was absorbed primarily through existing housing stock, small-scale residential development, or conversions from single to duplex or multi-family uses.

Combined Neighborhood Planning Area	Population 1990	% Pop.	Population 2000	% Pop.	Population Change 1990-2000	Percent Change 1990-2000
Population	19,074	100.0%	21,040	100.0%	1,966	10.3%
White	15,531	81.4%	15,558	73.9%	27	0.2%
Black	351	1.8%	294	1.4%	-57	-16.2%
Hispanic	1,500	9.7%	1,860	12.0%	360	24.0%
Asian	1,631	8.6%	2,757	13.1%	1,126	69.0%
Other	70	0.4%	571	2.7%	501	715.7%

Urban Core Neighborhood Planning Areas	Population 1990	% Pop.	Population 2000	% Pop.	Population Change 1990-2000	Percent Change 1990-2000
Population	291,423	100.0%	349,062	100.0%	57,639	19.8%
White	156,812	53.8%	150,109	43.0%	-5,961	-4.3%
Black	43,996	20.9%	43,995	18.4%	-1	.002%
Hispanic	80,727	77.6%	139,743	89.6%	59,016	73%
Asian	8,380	5.5%	14,203	4.0%	5,823	69%
Other	1,508	0.9%	7,221	2.0%	5,713	379%

Age

The population of the CACNPA grew larger and younger during the 1990s. In 2000 there were an additional 1,728 people who were thirty-four years or younger—compared to only 235 more people older than thirty-five when compared to 1990. The number of people in the age groups less than eighteen years of age changed very little. However, the largest age group, “18 to 24”, increased by 1,266 people or slightly more than 9%. This increase is likely due to the area’s proximity to the University of Texas. The most marked change in population occurred in the age groups older than sixty-five. During the ten-year span, the population in these groups dropped by almost 63%. The age groups between forty-five and sixty-four years of age experienced modest increases

during the 1990s—slightly more than 500 people. This growth is likely due to a combination of two factors. First, people who lived in the CACNPA during the 1990 Census remained in the neighborhoods as they aged. Second, due to the relatively expensive house prices throughout the CACNPA, house purchases would be mostly limited to people with well-established careers or large savings rather than new professionals and young families.

2000 Census Age Composition	Under 5	5 to 9	10 to 14	15 to 17	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 to 84	85+
West University	51	34	26	36	9,061	1,515	427	232	95	103	14
North University	64	39	41	27	2,287	1,207	319	275	110	45	12
Hancock	121	91	79	49	2,088	1,329	487	392	194	149	41
CACNPA	236	164	146	112	13,436	4,051	1,233	899	399	297	67

1990 Census Age Composition	Under 5	5 to 9	10 to 14	15 to 17	18 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 to 84	85+
West University	57	24	23	52	8,221	1,277	410	140	90	144	43
North University	68	68	60	46	2,170	1,136	406	167	36	73	18
Hancock	109	103	62	24	1,779	1,138	529	194	104	238	65
CACNPA	234	195	145	122	12,170	3,551	1,345	501	230	455	126

Tenancy

Between the 1990 and the 2000 Censuses, the total number of housing units (single-family and multi-family) increased by 438. The majority of this increase was due to several projects in the West Campus area of the West University Neighborhood Planning Area (309 new units). During this time, the number of owner-occupied housing increased by 394 throughout the combined planning area. However, the vast majority of the housing units have always been rental. In 1990, almost 81% of the housing units were rental and by 2000 the percentage had increased to more than 83%.

1990 Census: Housing	Total Housing Units	Owner Occupied Housing Units	Renter Occupied Housing Units	Vacant Housing Units
West University	5,259	325	4,370	564
North University	2,509	251	2,096	162
Hancock	2,609	481	1,930	198
CACNPA	10,377	1,057	8,396	924

2000 Census: Housing	Total Housing Units	Owner Occupied Housing Units	Renter Occupied Housing Units	Vacant Housing Units
West University	5,568	471	4,931	166
North University	2,561	333	2,136	92
Hancock	2,686	617	1,928	141
CACNPA	10,815	1,421	8,995	399

History of the Central Austin Combined Neighborhood Planning Area

The neighborhoods of the Central Austin Combined Neighborhood Planning Area have played an important part in the development of Austin since shortly after the city was founded. Today, these neighborhoods contain some of the city's oldest buildings. Many interesting and important figures in Austin's political, social, and business environment resided there due to the neighborhoods' proximity to the Capitol, the central business district, and the University of Texas. But it was the two creeks in the vicinity, Shoal and Waller, which provided the basis for human settlement.

A five-member commission visited the Austin area and several other communities in the 1830s, on a mission to find a site for the capital city of the Republic of Texas. In a community in central Texas along the Colorado River, they found plentiful stone, coal, and fertile soil. The waterways in the area could provide water both for drinking and for power generation, and the central location would encourage settlement of the frontier. Republic of Texas President Mirabeau B. Lamar sent Edwin Waller to the Austin area in 1839 in order to "commence operations" (Polk 1872). Waller made note of the presence of two perennial streams, later to be named Shoal and Waller (Hart 1969). After Austin, then called Waterloo, was chosen to be the seat of government, settlers of European origin established limestone quarries and dairy farms in the floodplain of Waller Creek. At this time, a few different tribes of Native Americans inhabited the region, including the Tonkawas and Apaches.

Native Americans and Early Settlement

From the early eighteenth century through the middle of the nineteenth century, the Tonkawa tribes camped, hunted, gathered, and fished near the rivers and streams in Central Texas. Their alliances shifted between the Comanches and the Apaches, who opposed one another. They had occasional conflicts with the Spanish but were generally on good terms with the Anglo-American settlers. They even helped Texas and the United States in their wars against other native tribes, which

Tonkawas: (standing left to right) Winnie Richards, John Rush Buffalo, William Stevens, John Allen, Mary Richards; (seated left to right) John Williams, Chief Grant Richards, Sherman Miles. Courtesy of the Tonkawa Nation, Tonkawa, OK

lasted until the late nineteenth century. Soon thereafter, many settled around Fort Griffin, Texas, northeast of Abilene. They were eventually relocated to north central Oklahoma (Carlisle, "Tonkawa," 2003). The Tonkawa Nation is currently based in north central Oklahoma ("Native Americans: The Tonkawa Nation" 2003).

Apaches also lived in Central Texas. The Lipan and Mescalero groups migrated here after being pushed southward by the raiding Comanches. Upon arriving in Texas, the Apaches clashed with the Spanish. The Apaches and the Spanish buried a hatchet in a ceremony of peace in 1749. The Spanish then proceeded to build missions for the Apaches. When the Anglo-American settlers arrived, the Apaches befriended them based on their mutual goal of protection from other tribes. The peace ended in 1842, when over half of the Lipan Apaches joined the Mescaleros in a series of raids along the border lasting for a couple decades. In 1873, the U.S. Army captured or killed the remaining Lipans in Texas and sent the captors to the Mescalero reservation in New Mexico (Carlisle, "Apache," 2003).

The Hancock and Eastwoods Neighborhoods

Most of this section is derived from "The Hancock Neighborhood: An Urbane Oasis," edited by Richard A. Thompson and published by the Hancock Neighborhood Association in 1999.

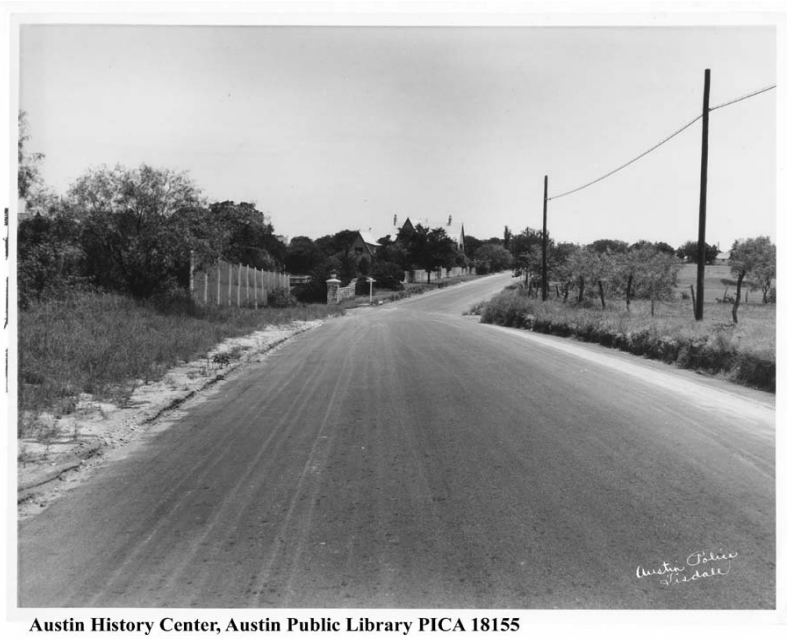
Permanent settlement of the lands north of the Capitol occurred slowly. An 1887 Topographic Map by Reuben Ford shows the Hancock area divided into large tracts belonging to 11 owners. Among the early residents was Susanna Dickinson, a survivor of the Battle of the Alamo. She lived for a while in the vicinity of 32nd and Duval Street (Thompson 1999).

Early golf in Austin. Courtesy Austin History Center, PICA 06789

It wasn't until the early twentieth century that formal subdivisions were planned for the areas that now comprise the Eastwoods and Hancock neighborhoods. In 1899, Lewis Hancock, mayor of Austin from 1895-1897, founded the Austin Country Club and golf course, thought to be the first in Texas. Soon after the founding of the club, Hancock developed Aldridge Place in the North University neighborhood as a country club suburb. The country club attracted many well-to-do families to the vicinity. At the time, the neighborhood was still on the edge of town. In 1910, Dr. J. R. Bailey platted the Beau Site immediately south of the country club. Dr. Bailey helped to deduce

the formula for Novocaine, a German medicine unavailable in the U.S. because of World War One. T. H. Barrow and W.K. Ward filed the plat for Ideal Place on the west bank of Waller Creek in 1911. Sidon Harris platted the College Court subdivision in the Eastwoods neighborhood in 1911. In 1913, the Austin Country Club expanded its course to 18 holes by purchasing land east of Red River (Thompson 1999). By 1928, the lands between Red River and Duval Street were subdivided into their present configuration (Penick 1928).

During the 1920s, restrictions appeared in the deeds of Beau Site properties prohibiting commercial activity to protect the residential exclusivity of the subdivision. Deeds also restricted further subdivision of lots and regulated building materials, setbacks, and sale prices. Most roads, including Red River, were still unpaved, and Austin's population was only 34,876 (Thompson 1999).



Red River, looking north from the vicinity of 41st Street, circa 1930s. The Perry Estate is located behind the fence on the left.

During the same decade, institutions and services began to move northward into the suburbs. St. David's Hospital opened in 1924 ("About St. David's Medical Center" 2003). In 1926, Texas Lutherans with roots in the Wendish culture of eastern Germany established Concordia Lutheran College on 20 acres purchased from the Hancock Estate ("Concordia's Lutheran Heritage" 2003). It began as a boys' high school, progressed to a junior college, and became a university in 1995. Over the years, the neighborhoods slowly gained commercial establishments. In 1927, the Cashway Bakery and Grocery

Home on Bellevue Place in the Eastwoods Neighborhood, circa 1920. Note the tower in the background at left, a feature of the Rather House that has since been removed. Photo courtesy of Lin Team.

located in a red brick building at 40th and Duval Streets—now the 4001 Salon (Thompson 1999).

Many prominent Austin residents moved to the neighborhoods as they developed. J. Frank Dobie, a University of Texas professor and author of numerous books of Texas and southwestern folklore, built a house on Dean Keeton Street (26th Street). In 1925. Edgar Perry, Sr., a cotton broker, built his mansion at 41st and Duval Streets in 1928 on the site of an old quarry and gravel pit. He and his wife later converted the quarry

into a terraced garden. The Perry Estate is currently home to the Sri Atmananda Memorial School and the Griffin School and is listed on the National Register of Historic Places. Tom Miller, mayor of Austin from 1933-1949 and 1955-1961, lived on Park Boulevard. Mayor Miller helped secure federal funds for many depression-era projects that employed Austin residents (Thompson 1999).

In 1946, the Austin Country Club sought to sell its property in order to relocate outside of the city. The City of Austin purchased the golf course as a public amenity. During its lifetime, the Austin Country Club claimed many prominent members, such as future President Lyndon B. Johnson. Harvey Penick began his professional golf career there in 1923 (Thompson 1999).
In 1962, Austin residents voted to sell the back nine holes of the Hancock Golf Course to Sears Corporation to finance other recreation improvements in the city (Thompson 1999). The election to authorize the sale was extremely controversial. In the February 9, 1962 edition of the *Austin American Statesman*, the Hancock Election Committee ran an advertisement quoting several important Austin residents who favored the sale. The next day, the organization Austin Citizens Taxpayers printed its own advertisement in the paper urging readers to, "Vote against a gigantic corporation and a city machine taking over our city and dictating the use to be made of your city property."

In 1963, the Hancock Shopping Center, Austin's first mall, was built on the former site of the back-nine holes. It was an outdoor mall with sheltered colonnades for walking from store to store. During the early 1970s, the shopping center began to decline when Highland Mall, an indoor shopping center, opened farther to the north. The trend continued until 1996, when the center was remodeled and the HEB grocery store relocated and expanded its existing store (Thompson 1999). This dramatic remodeling also allowed a number of new retail establishments to locate on the site. Today, the Hancock Shopping Center is a vibrant commercial center that serves the needs of a significant cross-section of Austin residents.

Aerial view of the "back nine" of the Austin Country Club/ Hancock Golf Course prior to the construction of the Hancock Shopping Center. At the top right corner of the photograph is IH-35. Photo courtesy of the Austin History Center.

The Heritage Neighborhood

This section was contributed by Anne Boyer, a resident of the Heritage Neighborhood.

The history of the Heritage neighborhood is varied and intriguing and extends back to the earliest days of Austin. For well over 150 years a colorful collection of residents have called the Heritage neighborhood home. Gypsies, candle makers, judges, gamblers, lawyers, professors, architects, cowboys,

The Heritage House, 3112 West Avenue

Comanches, students, and just a few feisty women have left their mark on the neighborhood.

One subdivision of the Heritage neighborhood is Gypsy Grove, which extends from 31st ½ Street to Maiden Lane, and from Guadalupe to King St. (Austin History Center maps 1890 and 1911; County Tax Office). In 1890, the area to the north, now called Hyde Park, was the Capital City Fairgrounds and home to a racetrack. According to University of Texas Professor Ian Hancock, who represents the *Roma* (the precise designation of the people commonly know as Gypsies) at the United Nations, the Roma in the United States were frequently associated with racetracks as owners of racehorses. Professor Hancock notes that a Roma community near a racetrack at that time would be highly likely, and adds that the camp's women would probably have done fortune-telling at the fairgrounds.

The Roma camps, like the Fairgrounds, are long gone, leaving only the name of the campground behind. These, however, were not the only people who called this neighborhood home. The building known as the Heritage House (3112 West Avenue), a native limestone structure, was built in the 1840s for a legislator. According to Gordon Fowler, who once owned the house, raiding Comanche Indians burned a log cabin standing on the site. There were, apparently, a large number of Comanche in the Austin area at this time. Delores Latorre, writing about her own house at 3506 West Avenue, says it "…must have been a popular Indian camping ground and factory because of the numerous arrowheads and other tools found by the present owner in 1952." The hostility exhibited toward settlers by the Comanche may be witnessed near Shoal Creek by the plaque marking the 1842 massacre of Gideon White.

During the late 1970s, Ms. Latorre went to considerable effort to research her house at 3506 West Avenue—formerly named Asylum Avenue because it led to the State Hospital for the Insane. She traced the property back to the original land grant in 1848. After the initial grant the property changed hands several times until it was bought by Joseph Leser in 1859. Leser built a large structure of cypress timber to house a soap and candle factory, a successful enterprise that endured for forty years. Leser supplied candles for the Confederate Army, which

3506 West Avenue

might explain why he could afford to build a limestone cottage for his bride, Henrietta Schroeder, whom he married in 1864. Joseph and Henrietta had eight children before Henrietta's death in 1869. The Leser House—much enlarged—still stands.

This writer feels compelled to mention her own house at 614 West 32nd Street. The records are not as complete as those for the Leser property. It is a large two-story brick house on a limestone foundation. The original lot was much larger than today. The earliest country records show Cyrus Nutt sold it in 1888. However, if it was sold in 1888, it must have been built before then, and Mr. Nutt and Mr. Leser would have been neighbors. While Ms. Latorre has an unimpeachable record of inhabitants, their spouses and children, and their occupations, for her 3506 West Avenue house, we have only long-standing legends. Reportedly a professional gambler, who did not want the government to know more than he could help, once owned it. A judge, who was murdered by his son, also owned it. In any case, we live in a large, white old house of mysterious origin.

In 1902, an event occurred which changed the face and history of the neighborhood. Judge Robert Penn bought, for back taxes, the Heritage House and a huge tract of land extending from West Avenue to Shoal Creek. The judge, his wife Ada, and their six children (and a significant number of livestock) moved north from 15th Street in 1903.

Judge Penn died in 1909, leaving his wife and children to fend for themselves. According to neighborhood resident Julia Penn:

> *"Mrs. Penn bought a T-square and went to night school to make blueprints. She began to develop the neighborhood, functioning as her own architect and contractor. She platted the area and petitioned the City Council to rename Asylum Avenue as West Avenue. She arranged to have Grandview Street cut and named for the magnificent view over the foothills, west of town, then referred to as Austin's Violet Crown."*

The neighborhood soon became an enclave of University of Texas professors. The late Elizabeth Hollander Nelson recalls that Mrs. Penn donated a tennis court (now the site of the Austin Diagnostic Clinic), and as a young child she would spend some of her summertime scurrying after balls for professors Gray, Click, and Penick.

Following the end of World War One, the Penn Development (as the neighborhood was then called) was—according to an early history—still very rural. Immediately north of 34th Street was an active farm. To the west of Grandview the land sloped down to Shoal Creek where "…only a few cottages of black families near the creek." Anita Miller, wife of the Dean of the Law School Clarence Miller, wrote in a 1908 article for the *Garden Magazine* (about her

house at 3200 Guadalupe) that a fence around one's property was essential because "cowboys on horseback" constantly trampled through her flowerbeds.

Guadalupe Street at 37th Street, looking south, in 1933. Notice the Lyons Red & White Grocery on the left. The roads in this part of the neighborhood were still unpaved. Photo courtesy of the Austin History Center, PICA C02315.

In 1908 Arthur and Jane McCallum built a house across the street from the Millers. McCallum High School is named for Arthur, a renowned educator. Jane became famous as a flamboyant suffragette and the first woman Secretary of State of Texas (appointed in 1927 and 1931). She worked tirelessly for reform during her term. Down the street a few decades later, Sophie Donn worked for reform by founding the Travis County Democratic Women's Club in 1959. This group at one time had such political influence that on the occasion of Sophie's eightieth birthday party then Governor Ann Richards and Congressman Lloyd Doggett sent congratulations.

The McCallum House at 613 West 32nd Street

The neighborhood continues to be the house of many people associated with the University of Texas, both students and professors. The mix of residents also includes artists, writers, actors, architects…a varied and creative lot.

North Austin Fire Station #6 was built in 1906 at 3002 Guadalupe. The firehouse is now home to the Ballet Austin Academy and the main offices of Ballet Austin.

North University Neighborhood

Much of the content of this section was contributed by Carol Journeay, Scott Morris, and Scott Barnes, residents of the North University Neighborhood.

The permanent settlement of the area north of the University of Texas dates to a land grant that Thomas Grey received from Mirabeau B. Lamar, President of the Republic of Texas, in 1840 (Bergen 1840). During that same year, Lamar purchased sixty-eight acres immediately north of the forty-acre site designated in 1839 as the location for the proposed University of Texas. Lamar built the first house north of town in 1842 near the present-day intersection of 26th Street and University Avenue. Brewster and Juliet Jaynes also built a house nearby in 1842. However, on July 10,1842, most of the Jayne family were killed on their front porch by raiding Comanches. Only Juliet and one son survived to bury their dead (Brown 1875; Ford 1887; Hart 1959; Strong 1965).

In 1846, Colonial Horatio Grooms brought his family to Austin and resided for a time in Lamar's house. The Grooms family survived raids by the Comanches, and their son, Judge Alfred Grooms, would soon establish a homestead on 100 acres to the north of Lamar's property within Grey's land grant. (Brown 1875).

In 1848, Erhardt and Teresa Fruth emigrated from Hamburg, Germany to Austin. The Fruth family built a log cabin on a forty-five acre tract to the west of Lamar's property. After clearing the land, they began a dairy farm and a family of six children. Their daughter Louisa married David Cypher and had a son, John, who

became mayor of Austin. The last of the direct heirs to live in the original house was Mrs. Charles Ing, who sold the remaining property to the Methodist Church for the construction of a girl's dormitory, later to become the present Kirby Hall School. Other members of the Fruth family remain in the neighborhood to the present (Eilers 1923; Plat of Fruth Subdivision; *Travis County Deed Record*; *Louisa A. Fruth*; Brown 1875; Polk 1887; Ford 1887; "Rites Are Set…" 1941").

Around 1850, President Lamar, frustrated by "an exposed and dangerous area," moved his residence to Richmond and sold his property to General William Selbey Harney. General Harney established a military fort here. In 1870, after the last of the Indian Wars was over, General Harney sold the property. Lamar's house was torn down and the materials used to build a barn (Brown 1875).

Kirby Hall School, 2003.

The earliest known remaining structure in the neighborhood is the Albert Buddington house, which dates back to the1860s. The original Buddington homestead included one of the two residential structures found north of the capitol on then North Congress Avenue—now Guadalupe Street. Albert Buddington was Austin's first butcher. His son, Ralph, would later maintain a general store and residence at 3501 Guadalupe. The present Buddington compound contains the original Buddington house, as well as a 1930's cottage with carvings by Swiss craftsman Peter Mansbendel, and a 1950's cottage where Austin major Lowell Lieberman once lived. The land at the east end of the original homestead was never cleared and was overgrown with "cedar" trees. This is how Cedar Street got its name (Hart 1959; Polk 1918; Ford 1887; Iverson 2003)

As people moved into the area that would become the North University neighborhood, the natural character of the area began to change. Erosion from cleared and plowed fields clogged creeks and streams so that they no longer flowed continuously. The remaining woodlands were cleared for agricultural and later for residential purposes to meet the increased demand for housing in the capital city (Brown 1875).

In 1871, the Whitis Addition (Lamar's original sixty-eight acres), became the first subdivision north of the proposed University of Texas and was described as "one of the most desirable portions of the city for residential purposes." Charles Whitis first lived near 38th Street. In 1877, he built a large and imposing stone house on 27th Street (then called Laurel). At the end of the nineteenth century, the Whitis house became the Whitis School. His daughters, Molly and Gertrude, founded it. Gertrude was one of the first women to graduate from the University of Texas. The college preparatory school, affiliated with the University from 1899-1900, was sold in the 1920s to the Scottish Rite of Freemasonry. Today, the Scottish Rite Dormitory, a Landmark building, sits on the original site of the school (Brown 1875).

In 1890, the Grooms homestead was platted as the Grooms Addition, North University's largest original subdivision. The present street names Helms, Grooms and previous street names Helen (the present Helms Street) and Bettie (the present Tom Green Street) are all associated with the Grooms family. A metal plaque bearing the designation "Bettie Street" can still be found on a curb near 38th Street (Brown 1875). Today, the Grooms Addition contains an excellent collection of houses that reflect the architectural traditions of the early twentieth century, particularly the Arts and Crafts movement.
The Steck Subdivision was carved out of the Grooms Addition. In the early 1920s, E. L. Steck, founder of the Steck Company, built his family house at 305 East 34th Street. It was an impressive two-story house along a street dominated by modest Arts and Crafts-styled bungalows. At the time, present day Speedway was one of the only paved streets in the area. In 1929, that segment of 34th Street was paved with concrete ("Paving Lien" 1929; Cooper [c. 1970s-1980s]).

The Buddington subdivision, located in the northwest section of the neighborhood and named after the Alfred Buddington, was platted in 1896. Perhaps the best known of the buildings in this subdivision is the former Confederate Women's Home on Cedar Street. It was built in 1908 and originally

This bungalow at East 34th Street and Tom Green is one of several Local Historic Landmarks in the Grooms Addition.

The Confederate Women's Home, built in 1908 at 3710 Cedar Street, is now the home of Austin Groups for the Elderly (AGE). Photo courtesy of Elaine Martin and Sharon Pierce, www.txgenes.com.

housed Confederate veterans, then their widows, and continues today to serve Austin's elderly (Hart 1970; "Haven of Rest…" 1919; Stocklin-Seely 2002). The building is currently owned and maintained by Austin Groups for the Elderly. Additional structures of significance include the building at the southwest corner of Speedway and 38th Street where the Speedway Service Station opened in the1920s (Polk 1927).

Adjacent to the Buddington area is the Lakeview subdivision, platted in 1910. The First Assembly of God, located at 501 West 37th Street, purchased a lot and built a temporary tabernacle in the early 1920s. This structure was replaced by a permanent church building in 1926. In 1947, adjacent property was obtained for a parsonage. Soon after that, a radio ministry was broadcast from the site. The history of the church goes back to 1919 when ministers from across the state congregated for retreats near the intersection of 34th and Guadalupe ("Dedication of Church…"1960; "Started in Tent…" 1977"). The church was eventually converted to apartments and shares the block with a number of Arts and Crafts-styled houses. The houses along this block have become familiar to Austinites as the location of the annual 37th Street Christmas light spectacular.

Many of the lights in the 37th Street annual holiday light display decorate the street throughout the year.

On May 15, 1912, Lewis Hancock, developer of the Austin Country Club, placed the “restricted residence addition”, Aldridge Place, on the market. Deed restrictions set a minimum sale price, prohibited apartments, and forbid the sale or rental of property to African-Americans, though live-in servants were explicitly allowed (Pruitt 1974). An advertisement by real estate agent K.C. Miller in the May 12, 1912 edition of the *Austin Daily Statesman* reads, “The restrictions as to the character of building, the cost, etc., insures [*sic*]…the attractive and high class homes and the companionship of refined neighbors…” Hancock also deeded Hemphill Park to the City as a public park. Though Hancock never lived in Aldridge Place, many of Austin’s well-heeled citizens built handsome and stately houses in this new exclusive development. J. Frank Dobie, a renter in 1922, purchased a house at 3109 Wheeler in 1926. There are also a number of Landmark houses in Aldridge Place (Brown 1875; *City of Austin Historic Landmarks* 2001).

Aldridge Place
C. 1920s.

Austin History Center, Austin Public Library PICA 24971

Over the years, as demand for housing in the central city grew, numerous re-subdivisions and developments occurred that changed the character of the neighborhood. Garage apartments began appearing in the mid-1920s. Numerous two-story apartments were constructed during the last half of the twentieth century, eliminating the last of the undeveloped lots as well as some the older houses. While North University has had an amiable mix of people and residential structures over the years, recent trends have threatened the character of the area. It is hoped that in the near future the historical significance of the area will be recognized and a historic district will be put in place in order to preserve this historic, diverse, and interesting Austin neighborhood.

West University Neighborhood and West Campus

This section was contributed by Barbara Bridges, a resident of the West University Neighborhood, with a few additions by Neighborhood Planning and Zoning Department staff.

The history of West University – from San Gabriel to Shoal Creek – is a kaleidoscope of the diverse residents who have lived there over the past 150 years. These residents have included educators and students, merchants and bankers, doctors, lawyers and architects, politicians and state employees, tradesmen and farmers, Union soldiers, one gladiola saleswoman, a vanilla manufacturer, and, reportedly, a few ghosts.

Early Houses and Businesses

The current Neill-Cochran House (2310 San Gabriel Street) and Carrington's Bluff (1900 David Street) are the earliest known houses in the neighborhood. Later subdivisions of these estates provided land for many of the houses in West University.

The Neill-Cochran House, built in 1856 by Abner Cook (who also designed the Texas Governor's Mansion) for Washington L. Hill and his wife, originally sat on forty acres extending from Rio Grande Street on the east to Shoal Creek on the west and 24th Street on the north. Because of Mrs. Hill's fear of an Indian trail to the west of the property, the Hills never lived in the house; in 1857, it became the first Texas Institute for the Blind. In 1865, General George Armstrong Custer commandeered the house and grounds for a Union Hospital and several soldiers are buried on the grounds. In 1876, Attorney Andrew Neill purchased the property for his family, where they lived until several years after his death in 1883. Judge Thomas B. Cochran purchased the house in 1895 and made

The Neill-Cochran House on San Gabriel Street.

The Drag in History

Clockwise: The Drag (circa 1920s) besides the Model T automobiles and the street trolley, the feel of the Drag has remained similar over the years; the Varsity Theater (1936-1990) was a favorite Central Austin movie theater—now the site of a Tower Records; Dobie Center (built 1972) once the tallest building in Austin at twenty-nine stories; the Drag has attracted a variety of colorful personalities and speakers over the years ranging from street preachers to political activists.

Austin History Center, Austin Public Library PICA02251

Austin History Center, Austin Public Library PICA 10650

Austin History Center, Austin Public Library PICA 06734

Austin History Center, Austin Public Library PICA02258

The Drag Today

Clockwise starting right: The 23rd Street/ Renaissance Market; the Goodall Wooten Dormitory north of the intersection of 21st Street and Guadalupe; the pedestrian crossing on Guadalupe across from the West Mall free speech area and Student Union on the University of Texas Campus, Tower Records in the building that once housed the historic Varsity Movie Theater at 24th Street and Guadalupe; and the Dobie Mall and residential tower

additions and renovations to it. Members of the Cochran family lived there until it was sold to the National Society of Colonial Dames of America in the State of Texas in 1958. In 1962, the House was opened as a museum. Allegedly, the ghosts of Andrew Neill and the Union soldiers still roam the property.

The Carrington house was built for Leonidas D. Carrington in 1877. L. D. Carrington was owner of the Carrington New Cash Store, which sold groceries, fabrics, and hardware at the corner of Congress Avenue and 7th Street. It was built on part of an original homestead of the Republic of Texas; Carrington's Bluff is now a bed and breakfast.

Another early house can be found at 1216 W. 22nd Street. The Robert H. Cuyler family resided there from 1900 through 1944. Robert, Sr. was a cement contractor (Benny & Cuyler) who specialized in sidewalks. Robert, Jr. was a geologist and UT Professor of Geology who was killed on a training mission during World War II. Ingrid Radkey currently owns the house.

The Radkey house, located at 1305 W. 22nd Street is among the most impressive houses in the neighborhood. James G. Miller, a proprietor of Capital City Dairy, is listed as living at this address in 1910; and Arthur and Clara Goff and family owned the house from 1916 until Oliver & Jacoba Radkey and Ingrid moved in 1961. Arthur Goff is listed as a farmer. Daughter Cecily taught at the Junior High and Austin High and daughter Mary was head cataloger at the UT library and Assistant State Librarian. Oliver Radkey was a Professor of Russian History.

The Education Connection

University of Texas (UT) faculty, staff and students have always been a big part of the neighborhood. Early faculty residing here included Eugene C. Barker, Raymond Bressler, Edmund T. Miller, and Edwin DuBois Shurter. Space does not allow a mention of all long-time faculty residents, however, the following are former residents of note:

- Goldwin C. Goldsmith, Professor and Dean of the School of Architecture, for whom the Architecture Building was named [1902 San Gabriel, 1929-1958].

- Eugene C. Barker, Professor of American History, for whom the Barker Texas History Center was named (2308 ½ /2220 San Gabriel, 1905-1930].

- John T. Patterson, Professor of Zoology and internationally known genetics researcher, for whom the Laboratory Sciences Building is named [1908 Cliff, 1924-1960].

- David K. Brace, Professor of Physical and Health Education, who organized UT's Department of Physical and Health Education [1904 David St. & 2205 Lamar, 1926-1971] The house remains in the Brace family.

- Herschel Thurman Manuel, Professor of Educational Psychology, who was a strong advocate for the education of Spanish-speaking children [1102 W. 22 ½ St, 1933-1976].

- Harry Estill and Bernice Milburn Moore, who were both prominent sociologists. Harry was Professor of Sociology and Bernice, who could not serve on the UT faculty because of nepotism rules, was associated with the University's Hogg Foundation. She was a recognized expert in the field of home and family life education and served on two White House councils on children and youth. The Moores' house was continually open to young people--many of them UT students—as well as associates, budding professionals, and neighbors, and was the scene of numerous birthday parties, weddings and other family celebrations. [1215 W. 22 ½; Harry, 1938-62; Bernice, 1938-mid 1980s].

- Thad W. Riker, Professor of Modern European History (and frequent actor in Austin Little Theater) [2300 Leon, 1920-1952].

- Joseph J. Jones, Professor of English, who continued his work on the University of Texas' portion of Waller Creek long after he had retired. [2212 Longview, 1940-1999].

- Oliver Radkey, Professor of Russian History [1206 and 1305 W. 22nd Street, 1940-2000]. His daughter Ingrid still owns both properties and stays in touch with West University neighbors.

- Joe Neal, Professor of Speech Communication and Director of the International Office, who has resided here from his student days to the present [2209 Shoal Creek, 1947-2004].

- Wilson Nolle, Professor of Physics, who has been active in working on this neighborhood plan [1910 David, 1953-2004].

Besides the notable collection of former University of Texas faculty, a number of University staff has called West University home. These include librarians, carpenters, editors, secretaries, and physicians. Of particular note is Caroline Crowell, at 2311 Longview Street, who served as physician to University of Texas students from 1926 through 1965. When she began at the University, Dr. Crowell was the only woman physician in Austin.

For younger students, the neighborhood provided public school teachers who taught all over Austin. Of special note is Katherine Ann Cook, who resided at

1009 W. 23rd from 1942 through the mid-1970s and for whom Katherine A. Cook Elementary School is named. Ms. Cook taught music at Wooldridge and at Pease Elementary Schools for 33 years. When the Music Memory program was relative new in the Austin schools, many of her students were too poor to own a record player or records. Past students remember sitting on Ms. Cook's porch on Sunday afternoons after church to listen to the music they could not afford to buy.

The red brick Southern Colonial building at 2312 San Gabriel Street, built in 1932, is home to the Texas Federation of Women's Clubs. This group was affiliated with a national movement of progressive women in the early twentieth century committed to bettering society through education and social activism. In addition to their contributions in health, conservation, and the arts, the Texas Club women helped found at least seventy percent of the public libraries in the state.

The headquarters of the Texas Federation of Women's Clubs on San Gabriel Street.

Merchants, Businessmen and the Vanilla Factory

Two West University businesses drew employees from the neighborhood. The Capital City Dairy, owned by Frank W. Hill and located on the south side of 22nd Street west of Leon Street was a neighborhood landmark in the early years of the last century. Cows grazed in what is now Pease Park. The Adams Extract Company was located at 2216 San Gabriel from 1927, when Fred W. Adams bought out his dad in Beeville, until 1955 when it outgrew the neighborhood and moved to South IH-35. Mr. Adams, who lived around the corner on West 23rd Street, employed some of the neighborhood children and university students to help with bottling and packaging. The building remained a four-plex until the mid-1980s, when it was replaced by a condominium. Mr. Adams is the namesake of Adams Park in the North University neighborhood.

Over the years, many residents owned businesses near the University. The Wukash family of 1101 W. 22 ½ St. had a long-time connection with that section

of Guadalupe Street known as the Drag. Joseph and Alma Wukash owned Joe A. Wukash Fancy Groceries and Fruits at 2000 Guadalupe from 1929 until Joe's death in 1952. Sons Eugene and Earl would deliver telephone orders to customers all over town, including the Governor's Mansion. Son Eugene, who lived in the Wukash house through the end of the century, became a prominent architect/engineer. His office was in the basement of the old grocery on Guadalupe.

Political Connections

Two women who served in state elected offices—one in the first half of the century and one more recently—have called West University home. Annie Webb Blanton was the first woman in Texas elected to statewide office. Elected State Superintendent of Public Education in 1918, Miss Blanton did not move to 1909 Cliff Street until 1935 when she was a University of Texas Professor of Education. While State Superintendent, Blanton was responsible for allowing Texas students to have free textbooks. Many years later, Ann Richards was elected governor while she lived at 2311 Shoal Creek Blvd.

Annie Webb Blanton, ca. late 1920s. Prints and Photographs Collection, Annie Webb Blanton file, The Center for American History, The University of Texas at Austin; CN 03545.

Another politician of note—Senator Ralph W. Yarborough—lived on 22 ½ Street and Robbins Place from 1937–1942. He was a state district judge at that time.

Caswell Tennis Courts

One of the cornerstones of the neighborhood, Caswell Tennis Center, was built in 1948 at 24th Street and Lamar Boulevard because the clay courts at Austin Recreation Center had been paved for skating and dancing during World War II. Some 10 years before, a major controversy raged over a suggested zoning change to permit construction of an apartment hotel on the site. Commercial interests lost and park lovers prevailed. A small golf course was also proposed at the site, but that plan also failed. W.T. Caswell, who had adamantly opposed zoning the area for apartments, was instrumental in the acquisition of the land for the tennis center.

West University Today

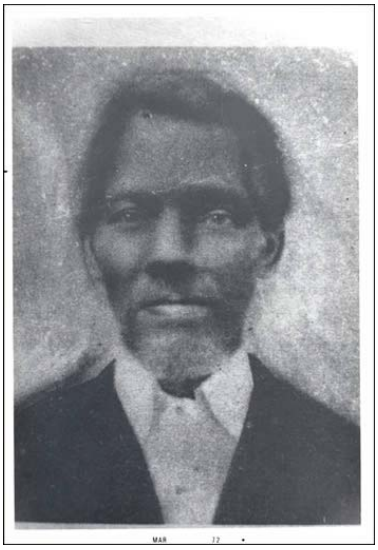
Today, as in earlier times, West University residents still present the same interesting, eclectic mix of occupations and ages. Families are smaller than at the beginning of the last century and University students tend to live on their own

instead of with family members. Apartments and condominiums have been added to the housing mix (replacing many of the houses on San Gabriel Street, Leon Street, and Robbins Place), visitors now come to stay in our three bed and breakfasts, and residents still take the time to care about their neighbors and neighborhood.

West Campus and the Shoal Crest Neighborhood

The neighborhoods immediately west of the university were among the first residential areas to develop outside of downtown Austin. A map from the 1885-1886 Austin City Directory shows the current grid pattern in place, although the names of streets have changed. At the time, the east-west streets bore the names of trees, as was the case in downtown. Poplar Street is the only one that retains its original name. College Hill, the traditional forty acres where University of Texas classes began in 1883 (Battle 2003), was bounded by Guadalupe Street on the west, Orange Street (now 24th Street) on the north, Lampasas Street (now Speedway) on the east, and Elm Street (now 21st Street) on the south.

Wheatville



Above left: Jacob Fontaine. Photo courtesy Austin History Center, PICA B02906
Above right: The Franzetti Building, 2003.

The first community to develop in West Campus was home to African Americans, many of whom were freed slaves. James Wheat, a former slave, founded the black community of Wheatville in 1867. He raised corn in an area west of Guadalupe Street and north of 24th Street. Other Wheatville residents worked as domestics, merchants, or semiskilled construction laborers. They lived primarily on Longview, Leon, and San Gabriel Streets north of 24th Street in their own homes or in rented housing (Thompson 2002.

Shortly after the founding of the community, George Franklin constructed a stone

building at 2402 San Gabriel Street that is now known as the Franzetti building. Over the years, the building's owners have used it as a residence, church, grocery store, and various other businesses. Jacob Fontaine, a Baptist minister, and his family lived the building from 1875 to 1898. For a short while, he published the Austin *Gold Dollar*, an early black newspaper, at that location. After moving out, Fontaine established the New Hope Baptist Church in the building (Thompson 2002).

J. H. Pickard's Wheatville School class, circa 1907. Photo courtesy of the Carver Museum.

The community continued to grow. Travis County opened the Wheatville School, a free public institution for African Americans, at the corner of 25th and Leon (1910-1911 Austin City Directory) in 1881. Wheatville's population peaked around the turn of the century. During the early 1900s, more white residents, especially Italian immigrants, began to move to the area because of the varied landscape and good drainage. Joe M. Franzetti purchased the property at 2402 San Gabriel Street in 1919 and opened a grocery store that operated until the 1950s. Black residents started moving out of the community due to poor city services, prohibitive new building and livestock restrictions, and the location of Tillotson College, Huston College, and a high school in east Austin. In 1928, the City of Austin developed a plan to lure black residents of west Austin to the east side by moving all public facilities for blacks, including schools to east Austin. The Wheatville School closed in 1932, and the community disintegrated shortly thereafter (Thompson 2002).

The Emergence of a University Community

The opening of the State Capitol and the University of Texas in the early 1880s spurred new residential and commercial development nearby. The large land grants around the university were subdivided over time for residential uses, beginning with the lots south of 24th Street and moving northward.

Reuben W. Ford's 1887 Topographic Map of the City of Austin shows that all of the land between Guadalupe and Rio Grande Street had been subdivided into medium-sized lots. Some of the land between Rio Grande and San Gabriel Street had been subdivided, while most of the land west of San Gabriel was still in a few large lots. The area north of 24th Street was comprised of lots of varying sizes, large and small. An 1886-1887 color map of Austin on display at the Austin History Center shows a number of multi-story buildings lined up along Guadalupe Street across from the university. Moving west of Guadalupe Street toward Shoal Creek, the buildings steadily became less dense. Beyond the creek, there was no urban development at the time.

One of the well-known early residents of West Campus was Dr. Goodall Harrison Wooten, for whom the Wooten Dormitory is named. Dr. Wooten and his wife Ella resided at 700 W. Martin Luther King, Jr. Boulevard. Their house was built in 1898, a wedding present from Thomas Dudley Wooten, Goodall's father and a founder of the University of Texas at Austin. Dr. Wooten practiced medicine in Austin, served as president of the Austin Chamber of Commerce, and helped to found the Texas Memorial Museum. Mrs. Wooten landscaped the grounds with many flowers, fruit trees, sculptures, and a fountain. The Mansion at Judges' Hill bed and breakfast and restaurant now occupy the house.

The Wooten House. Photo courtesy of the Austin History Center, PICA C01524.

With the steady growth of the university student body, it did not take long to settle the area. A city map from between 1905 and 1908 shows several fraternities in the area as well as the houses of individuals and families. The map from the 1910 Austin City Directory shows that although most of the parcels west of San Gabriel were subdivided into small lots designed for single or two-family uses, some of the land between San Gabriel and Guadalupe Streets remained in parcels large enough for institutional or multi-family uses—especially north of 24th

Street. The Shoal Crest neighborhood west of Rio Grande Street consisted of three large lots owned by C.C. Browning. The owners of several of the larger properties in West Campus may have been speculating that land prices would increase, because the City Directories show that they did not all live on their properties.

Martin Luther King Jr. Boulevard (then 19th Street) looking east from Rio Grande Street c. 1930. The street was paved shortly after this photo was taken. This is the view the Wooten family would have had from their front lawn. Photo courtesy of the Austin History Center, PICA C00952.

By 1919, almost all of the lots in West Campus and Shoal Crest had been subdivided to their current configuration (Penick 1919). However, land use in the neighborhoods is far from static. The Sanborn Company's Insurance Maps for the area, which were last updated in 1972, have been altered many times to show new developments. While the West University and Shoal Crest Neighborhoods continue to be primarily residential, the West Campus area has a great variety of land uses from residential to office to commercial to institutional and religious.

Institutional Traditions

The proximity of West Campus to the university and the city center made it a logical place for institutional uses in addition to multi-family housing.

Several public and private institutions were located in West Campus in the early days of Austin. Some of these were affiliated with the University of Texas, including dormitories and the YMCA,

The University YMCA, in a postcard mailed by a university student to her brother on October 4, 1921. Postcard courtesy Casey M. Weaver and CMW Consulting.

located at the northwest corner of 22nd and Guadalupe Streets on a Map of the City of Austin published between 1905 to 1908.

Several schools were also located in the West Campus Area, including the Wooldridge, Wheatville, and Bickler primary schools as well as the Austin Academy and the Kelley School—both of which were university preparatory schools (1905 and 1916 Austin City Directories).

Some of the facilities located in West Campus that served the entire city have closed or moved to other locations. A casualty of changing attitudes toward children and family, the Holy Infancy Maternity Home and Orphanage was located at the northeast corner of 26th and Nueces Streets as recently as 1972—as noted on the Sanborn Insurance Maps.

The Seton Infirmary at a time when a postcard stamp cost one cent (prior to 1952). Postcard courtesy Casey M. Weaver and CMW Consulting.

According to the 1910 Austin City Directory, the Seton Infirmary was located at the northeast corner of Rio Grande and Maple Streets (now 26th Street) and housed one of the earliest nursing schools in the state (Tschirch, P. and L.M. Crowder 2002). The infirmary was built in 1902—renamed Seton Hospital in 1940—and expanded several times before closing in 1975 after the construction of a new, larger medical center ("Seton Centennial—Timeline" 2002).

Houses of Worship

West Campus appears to have the greatest concentration and variety of religious institutions in the city. This phenomenon is probably a result of the great number and diversity of people from far away states and countries who attend the University of Texas.

The 1905-1908 Map of the City of Austin shows the Highland Presbyterian Church and the University Baptist Church on opposite sides of San Antonio Street, which even today is lined with religious organizations. The 1918 Austin City Directory also lists two "colored" churches on West 25th and Longview Streets. The Texas Bible Chair, where university students could take biblical courses, was located at 115 West 21st Street (Austin City Directory 1920). Today, there are several Protestant churches and fellowships, a Catholic church, two Jewish organizations, a Mormon congregation, a Mosque, a Church of Scientology, and a Meditation Center.

West Campus Today and into the Future

Over the last 150 years, the area west of the University of Texas campus has been one of the most dynamic, with its population and the built environment in constant flux. Today, this area primarily serves university students. Real estate developers are seeking ways to house more students close to campus and to provide for their daily needs close to home. In the future, property owners and nearby residents envision West Campus becoming a more safe, attractive urban environment that could truly be called a university community.

The Future of The Central Austin Combined Neighborhood Planning Area

As a result of its long and rich history, the neighborhoods to the north and west of the University of Texas accommodate a mix of students, working professionals, seniors, and families that is unique within Austin. The historic character of the neighborhoods continues to attract new families and is a major reason why retired people seek to remain in their homes as long as possible. Long-term residents value the history and diversity, but they also acknowledge the importance of providing for student needs close to the university, and many appreciate the vitality that younger people contribute to the neighborhoods' ambiance. Students also appreciate the eclectic charm and diversity of housing types available, particularly compared to the more recently developed apartment housing available in other parts of the city. Maintaining a balanced population and a mix of housing types is a challenge, but it is also the primary purpose of this plan.

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Transit Station Planning

In the late summer of 2001, the City of Austin and the Capital Metropolitan Transit Authority (Cap Metro) entered into a partnership—the Rapid Transit Project (RTP)—that was to prepare a Preliminary Engineering and Environmental Impact Statement (PE/EIS) for a high capacity rapid transit line for the center of Austin's urban core. Reflective of the partnership, the neighborhood planning areas selected for fiscal year 2002-2003 to begin development of their neighborhood plans were either adjacent to or contained segments of the proposed rapid transit line. The primary goal of the transit station planning efforts was to coordinate the Rapid Transit Project's light rail transit station planning with the neighborhoods' visions for the future. However, since the initiation of the partnership, Cap Metro has changed the focus of its long-range transit plans. A rapid bus line is now being considered along the central corridor where the high capacity rapid transit line was studied. In addition, commuter rail lines are now being proposed along existing railroad lines.

Although the long-range transit plans have changed, in acknowledgement of the work and effort of City of Austin staff and the public participation that went into the development of these station area plans they have been included in **Appendix D** of this document on page 185.

Goals, Objectives, and Recommendations

Goal One
Preserve the integrity and character of the single-family neighborhoods.

Goal Two
Preserve the historic character and resources of the Central Austin Combined Neighborhood Planning Area neighborhoods

Goal Three
Allow mixed-use development along the existing commercial corridors that is pedestrian oriented, neighborhood friendly, neighborhood scaled, and serves neighborhood needs.

Goal Four
West Campus should become a dense, vibrant, mixed-use and pedestrian oriented community.

Goal Five
Provide a safe environment and opportunities for all modes of transport.

Goal Six
Enhance and preserve existing open space, parks, and the natural environment.

Goal One
Preserve the integrity and character of the single-family neighborhoods

Neighborhood Character
The neighborhoods in the Central Austin Combined Neighborhood Planning Area (CACNPA) are among the most historic in the City. However, the demand for student housing has put pressure on many of these neighborhoods and has led to contentious public hearings over proposed developments. Often, the proposed housing is considered by some in the community to be out of character with the surrounding neighborhoods. The residents in these neighborhoods recognize the need for student housing and accept students as integral parts of their neighborhoods; however, these residents also express a strong desire to preserve the unique sense of place that first attracted them to these charming and historic inner-city neighborhoods.

There are existing conditions within the CACNPA neighborhoods that many residents consider threats to preserving the character and integrity of their respective neighborhoods. The most significant of these is the large number of multi-family-zoned properties that have been used as single-family. In many cases this has led to situations where possibly historic houses were demolished and replaced with new development that is out of scale with its surroundings. Another related concern is the over-zoned multi-family properties surrounded by single-family houses. This situation has led to the demolition of modest three- and four-unit multi-family buildings and replacement with much larger multi-family complexes.

Objective 1.1: Rezone property as needed to ensure that new development is compatible with the desired residential character of each neighborhood.

Recommendation 1	Rezone multi-family zoned properties with historically single-family uses to single-family zoning throughout the combined planning area where appropriate and in accordance with sound planning principles.
Recommendation 2	Identify areas where mixed use would enhance the livability of the neighborhoods and rezone accordingly.

Figure 7
Central Austin Combined Neighborhood Planning Area
Future Land Use Map

This future land use map has not been adopted by the City of Austin. Please contact the Neighborhood Planning and Zoning Department for the adopted future land use map.

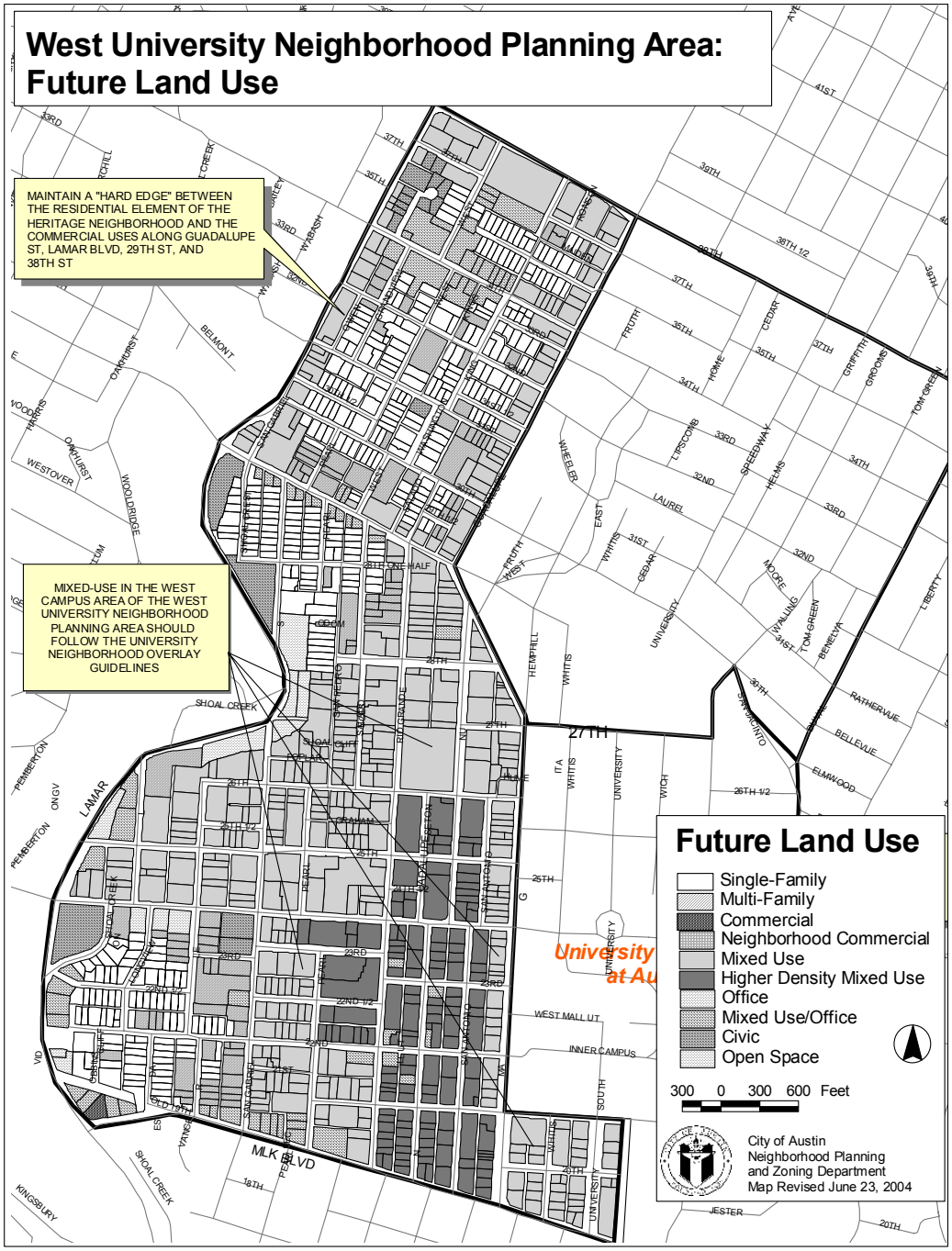


Figure 8
West University Neighborhood Planning Area
Future Land Use Map

This future land use map has not been adopted by the City of Austin. Please contact the Neighborhood Planning and Zoning Department for the adopted future land use map.

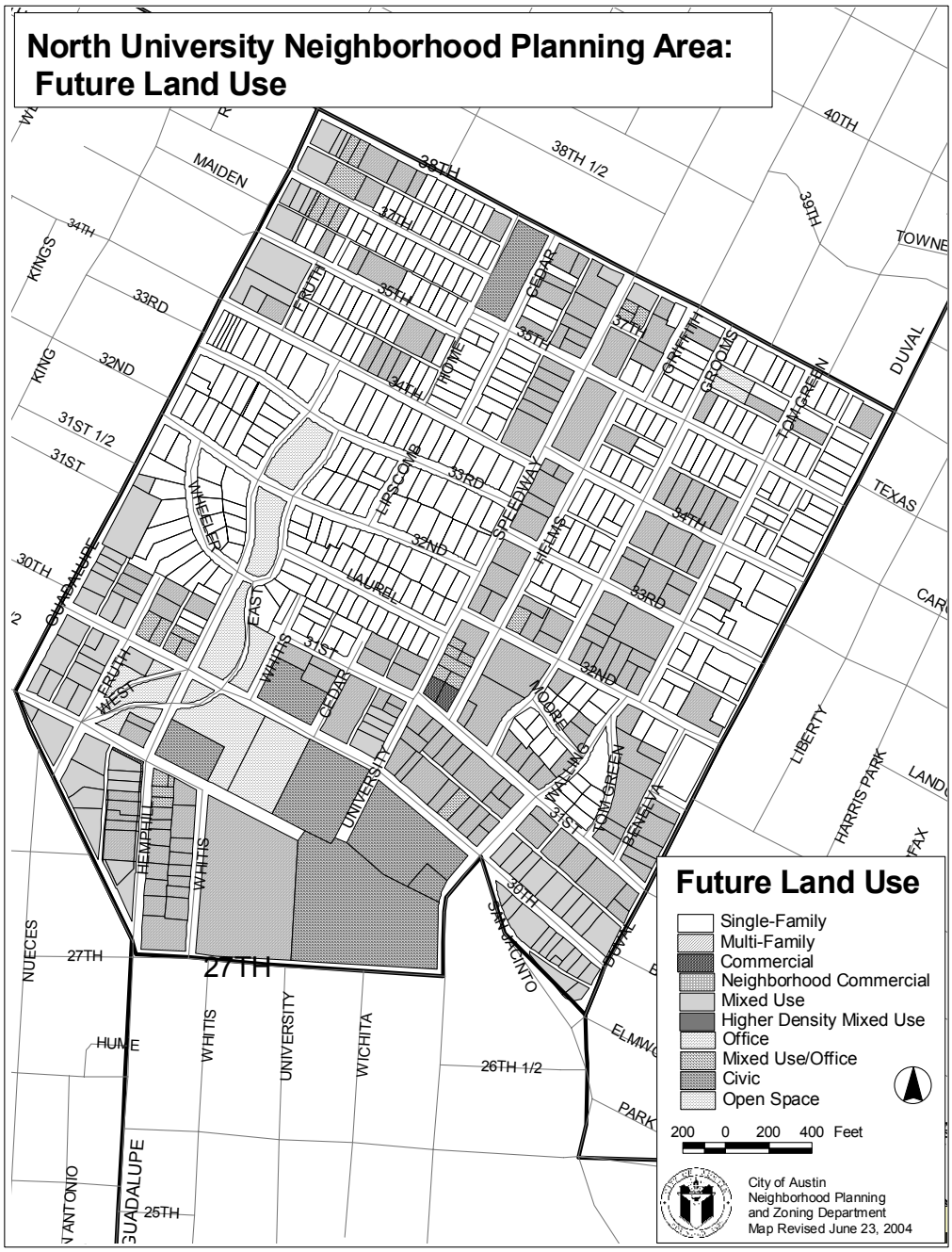


Figure 9
North University Neighborhood Planning Area
Future Land Use Map

This future land use map has not been adopted by the City of Austin. Please contact the Neighborhood Planning and Zoning Department for the adopted future land use map.

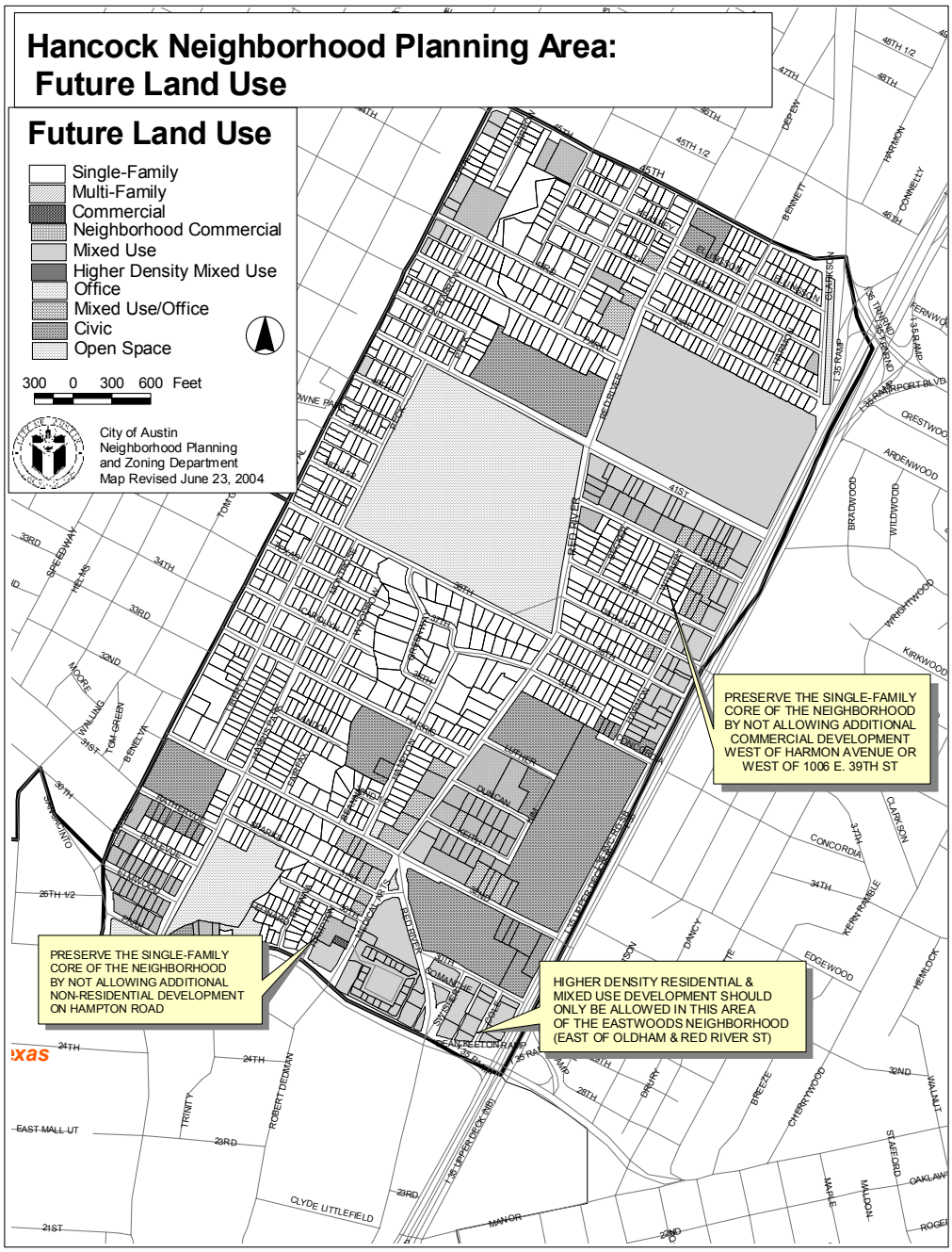


Figure 10
Hancock Neighborhood Planning Area
Future Land Use Map

This future land use map has not been adopted by the City of Austin. Please contact the Neighborhood Planning and Zoning Department for the adopted future land use map.

Objective 1.2: New single-family construction in residential areas should complement, reflect, and respect the vernacular building traditions of single-family houses in the area.

Recommendation 3 The scale and massing of new houses should be consistent with the vernacular building traditions.

Recommendation 4 Design tools should be applied where needed to promote new development that is in character with existing single-family houses.

Objective 1.3: Promote quality multi-family redevelopment that is compatible with single-family neighborhoods and preserves neighborhood ambiance.

Recommendation 5 New multi-family development outside of West Campus should be compatible with surrounding historic single-family houses by using similar setbacks, roof forms, ridge heights, materials, and colors.

This collection of large duplexes is the type of redevelopment that neighborhood stakeholders want to discourage.

Objective 1.4: Limit new commercial and multi-family spread into the single-family core of the neighborhoods by establishing a perimeter of apartments, offices, and commercial uses.

Recommendation 6 Preserve the commercial, office, and multi-family zoning surrounding the neighborhood and create a

"hard edge" to prohibit incursions into the neighborhood.

Objective 1.5: Students should be more aware of neighborhood concerns. Although most students live quite peacably with their neighbors there are some who do not.

Recommendation 7 Work with The University of Texas to develop orientation materials that educate students on how some behaviors adversely affect their neighbors' quality of life.

West University Neighborhood

The population of the West University neighborhood, like many of the neighborhoods in CACNPA, is composed of children, retirees, University of Texas faculty and staff, state employees, lawyers, architects, bed and breakfast owners, and students. The variety of people contributes to a community feel that the neighborhood wants to preserve.

The major goal of the residents of the West University neighborhood (see page 5 for a map of the neighborhoods in the CACNPA) is to preserve the historic single-family character of their neighborhood. Over sixty percent of the 106 structures in the neighborhood are over fifty years old. Of these, almost half were built before 1930. One strategy to preserve the

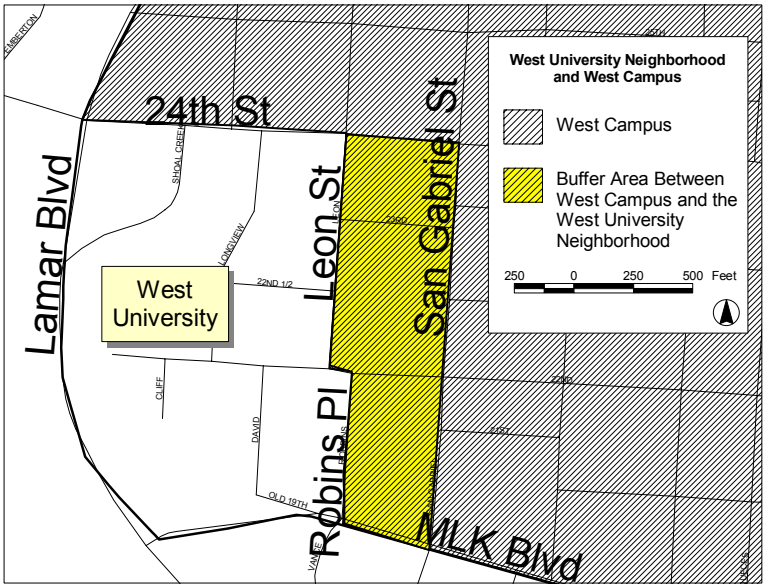


Figure 11
Buffer Zone Between West Campus and the West University Neighborhood

historic integrity of the neighborhood is reduce the potential future density of any multi-family along and near its boundaries and promote more dense development in other areas of the adjacent West Campus.

The "buffer" zone along Robins Place, Leon Street, and San Gabriel should serve as a transition between the two areas. The existing single-family houses should remain and any new multi-family development should be designed to respect the scale and massing of the adjacent University neighborhood. Along 24th Street, the existing offices should be preserved to buffer the neighborhood from the traffic along 24th Street.

Objective 1.6: Reduce the negative effects of multi-family housing on the West University Neighborhood.

Recommendation 8 Reduce the height and density of future multi-family projects surrounding the West University neighborhood.

Recommendation 9 Rezone low-density multi-family (three to four units per site) properties currently zoned for much denser multi-family development to an appropriate multi-family zoning district.

Shoal Crest Neighborhood

The Shoal Crest neighborhood is bounded by Lamar Boulevard on the west, 29th Street on the north, Rio Grande Street on the east, and 28th Street on the south. Like other neighborhoods in the CACNPA, it has experienced development pressures associated with local area market demands for multi-family student housing. The neighborhood is notable for the collection of 1920s bungalows that have established a neighborhood character that residents wish to preserve. They have also expressed a desire to provide more housing options by allowing smaller secondary units/garage apartments on smaller lots.

Objective 1.7: Reduce the negative impacts of the multi-family housing on the Shoal Crest Neighborhood and allow for modest increases in single-family density that is in character with surrounding development.

Recommendation 10 Reduce the height and density of future multi-family projects to the south of the Shoal Crest neighborhood.

West University Neighborhood

Shoal Crest Neighborhood

Recommendation 11 Allow garage apartments on smaller lots. Reduce the maximum height of garage apartments to thirty feet or two stories, whichever is less, and reduce the maximum livable gross floor area to 650 square feet.

Heritage Neighborhood

The residents of the Heritage neighborhood want to preserve the historic single-family character of their neighborhood. In the early 1960s a large number of single-family houses were zoned to multi-family. In the interim many of these houses were demolished and replaced with apartments that are out of scale and character with the surrounding neighborhood.

Objective 1.8: Preserve the current pattern of single-family and smaller-scale multi-family land use in the neighborhood.

Recommendation 12 Rezone low-density multi-family uses (three to four units per site) to an appropriate multi-family zoning district.

Recommendation 13 Allow garage apartments on smaller lots. Reduce the maximum height of garage apartments to thirty feet or two stories, whichever is less, and reduce the maximum livable gross floor area to 650 square feet.

Recommendation 14 Allow and promote neighborhood-scaled redevelopment of the larger apartment complexes in the neighborhood.

North University Neighborhood

Like many of the neighborhoods adjacent to the University of Texas, the pressures associated with the need for student housing have affected the North University Neighborhood. Residents value the diversified pattern of residential land uses that have evolved over the last century in their neighborhood; however, protecting the existing single-family housing stock is a very high priority. Preserving the historic collection of houses is key to maintaining the character that attracts families, retirees, students, and single adults. The residents in the neighborhood recognize the need for off-campus student housing and accept students as an integral part of their neighborhood. They also express a strong desire to preserve the unique sense of place that attracted them to this charming and historic inner-city neighborhood.

Heritage Neighborhood

North University Neighborhood

Objective 1.9: Preserve the integrity of the original residential development in the North University Neighborhood.

Recommendation 15 Establish a Neighborhood Conservation Combining District (NCCD) ordinance that will foster the preservation of the neighborhood's original development patterns while respecting the different land uses in different parts of the North University Neighborhood. Elements of this ordinance will:

- Promote changes in land use and buildings and new construction that are in scale and compatible with the surrounding uses and structures.
- Ensure that new multi-family developments keep the prevailing scale, character, and streetscape elements of the area.
- Recognize that two-family development is a characteristic pattern of the neighborhood including garage apartments and small residences facing side streets.
- Prevent single-family houses from being constructed that result in dormitory-like structures with numerous cars.
- Preserve the pattern of front lawns by locating most parking at the rear of lots.
- Encourage mixed-use structures on Guadalupe Street that are compatible with adjacent residential uses.
- Restrict locations of garages and parking relative to established streetscape patterns throughout the neighborhood.
- Preserve the setback patterns of the original development including projections of open porches into setback areas.
- Revise permitted land uses to allow only those uses that are compatible with existing adjacent residential uses as defined in each of the land-use districts.
- Establish sub-districts as needed to recognize and protect the varied original development patterns in the neighborhood.

Eastwoods Neighborhood

Due to its proximity to the University of Texas campus the Eastwoods neighborhood is home to many students. The homeowners in the

neighborhood appreciate the opportunity to interact with students and faculty alike. They want to maintain the mix of housing that currently exists in the neighborhood without causing further deterioration of the historic single-family character of the neighborhood.

The Eastwoods Neighborhood is also home to the Episcopal Theological Seminary of the Southwest. During the neighborhood planning process, the Seminary educated the neighbors about its plans to expand the campus to the properties it owns on the south side of Rathervue Street. When the expansion plans become more fully developed, the neighbors and the Seminary should work together to develop a site design that meets the seminary's needs yet is compatible with the neighborhood.

Objective 1.10: Provide a transition from multi-family and commercial uses to the single-family core of the neighborhood.

Recommendation 16 All multi-family construction in the Eastwoods Neighborhood should comply with compatibility standards where applicable.

Recommendation 17 Higher density multi-family and mixed use should only be allowed east of vacated Oldham Street and Red River Street.

Recommendation 18 Provide for a gradual reduction in maximum building height from IH-35 to Medical Arts Street to the residential uses on Hampton Road.

Recommendation 19 On the commercially-zoned properties on Medical Arts Street, restrict uses that are not compatible with single-family.

Recommendation 20 Do not allow additional non-residential development on Hampton Road.

Objective 1.7: Limit the negative effects of the future expansion of the Episcopal Seminary on the single-family neighborhood and on Eastwoods Park.

Recommendation 21 Maintain an open dialogue between the Eastwoods Neighborhood Association and the Episcopal Seminary as expansion plans develop.

Eastwoods Neighborhood

1920s

1997

The history of this house on Bellevue Place in the Eastwoods Neighborhood (built in 1914) is typical of many houses in the Central Austin Combined Neighborhood Planning Area. After years of neglect, the current owner has returned its exterior to very near its original state.

2003

Recommendation 22 Utilize a collaborative problem-solving approach to address issues that arise over the design of the Episcopal Seminary expansion.

Recommendation 23 If Rathervue Place is closed as a part of the seminary's expansion, create a landscaped pedestrian pathway through the seminary campus from Duval Street to Harris Park Avenue that is open to neighborhood residents. This pathway should also serve a "green" link to Eastwoods Park for the neighborhoods west of Duval Street.

The Episcopal Theological Seminary of the Southwest on Rathervue Place anticipates expansion of the campus in the next ten to twenty-five years.

Hancock Neighborhood

Like most others in the Central Austin Combined Neighborhood Planning Area, residents of the Hancock neighborhood strongly desire the preservation of the integrity and quality of life in their existing single-family residential neighborhoods. They recognize that the various parts of Hancock significantly differ in character from one another but feel that the the mixture of historic estate homes with more modest bungalows and cottages is part of what makes Hancock distinctive. Neighbors take pride in the historic sites - the Hancock golf course itself, the Perry mansion at the corner of Red River St. and 41st St., "Inshallah" on 43rd St. at Waller Creek, and the many fine homes along Park Boulevard, Duval, Greenway, 32nd, 35th , and 37th Streets—but they are equally proud of the smaller-scale properties and subdivisions that provide diversity, more affordable housing, and, at times, a more human scale.

Hancock Neighborhood








Objective 1.11: Preserve the traditional single-family land use in the Hancock Neighborhood.

Recommendation 24 Remove multi-family and commercial zoning along Duval Street where the current and traditional use is single-family.

Recommendation 25 Do not allow non-residential uses along IH-35 north of Concordia Avenue to spread farther into the neighborhood than Harmon Avenue and do not allow new non-residential development on the west side of Harmon Avenue.

Goal Two
Preserve the historic character and resources of the CACNPA neighborhoods

Historic Preservation

The neighborhoods of the Central Austin Combined Neighborhood Planning Area (CACNPA) have hundreds of historic resources. Among these are buildings, bridges, gateways, and other structures. Neighborhood representatives have begun the process of collecting data to apply for historic designation. They recognize that protection of historic resources via nomination to the National Register of Historic Places, listing as a local or state landmark, or future listing as a possible local historic district (when the ordinance enabling the creation of this district is eventually created) is beyond the scope, time frame and expertise available to this planning process. To date, no staff, funding, or program exists in the City of Austin to achieve the levels of protection mentioned above.

Another important goal of the neighborhoods is to establish one or more local historic districts to order to preserve the historic neighborhoods for future generations of Austinites. At the time, there is no provision for the creation of local historic districts, but the neighborhoods would support the creation of such districts.

Objective 2.1: Protect historic resources including buildings, bridges, gateways and other structures.

Recommendation 1	Seek local landmark designation for individual resources that are eligible and meet the intent of the landmark ordinance.
Recommendation 2	Nominate eligible structures and districts to the National Register of Historic Places.
Recommendation 3	The City of Austin should enact an ordinance to create local historic districts to protect and preserve historic neighborhoods through design standards for new construction.
Recommendation 4	Designate historic districts under the City's proposed historic district ordinance.

Recommendation 5 As property owners of property that meets the historic landmark criteria request Landmark or historic designation, the neighborhoods will support the request.

The J. Frank Dobie House is one of many historically and culturally significant structures in the Central Austin Combined Neighborhood Planning Area. It is located on Dean Keeton/26th Street across from the University of Texas at Austin's main campus and has been recognized as a historically significant structure. Dobie was a teacher, storyteller, folklorist, historian, and along with the historian Walter Prescott Webb and the naturalist Roy Bedichek, is considered one of the forerunners of Texas literature. It is currently the home of the James A. Michener Center for Writers.

Goal Three
Allow mixed-use development along the existing commercial corridors that is pedestrian oriented, neighborhood friendly, neighborhood scaled, and serves neighborhood needs

Throughout the neighborhood planning process, stakeholders from the different neighborhoods in CACNPA expressed interest in seeing new development and redevelopment along the area's commercial corridors be mixed use. In West University, the Neighborhood Mixed-Use Building special use was their preference over the Mixed-Use Combining District. The Neighborhood Mixed-Use Building allows for street level retail close to the sidewalk, residential uses on upper floors, and required parking to the side or rear of the building (see illustration below). However, stakeholders in the Hancock Neighborhood Planning Area also chose the Mixed-Use Combining District, which allows either commercial, residential (single-or multi-family), a commercial and a residential use on the same lot, or a building similar to the Neighborhood Mixed-Use Building. Stakeholders in the North University neighborhood preferred to implement mixed use through the neighborhood conservation combining district (NCCD).

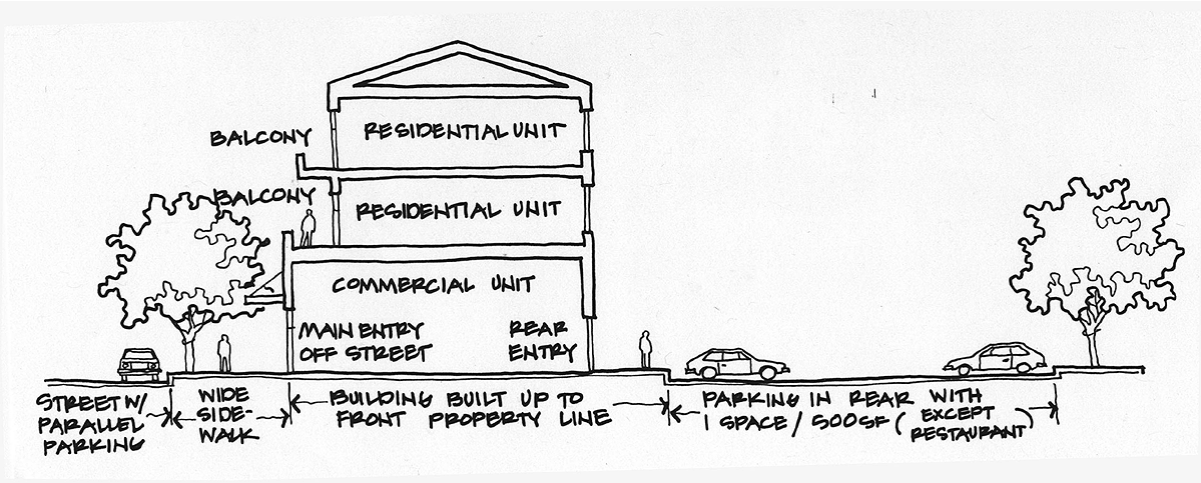


Figure 12
Diagram of the Neighborhood Mixed-Use Building

Examples of Mixed Use Buildings

These photographs illustrate what mixed-use buildings can look like. Above is photograph of a recent mixed-use development, Jefferson Center, located in northwest Austin off of Parmer Lane. The photograph below is the Belmont Dairy redevelopment in Portland, OR. This project includes a mix of moderate and market rate apartments as well as retail space.

West 34th Street

Objective 3.1: Provide for new commercial and housing opportunities by allowing mixed use along 34th Street between Lamar Boulevard and Guadalupe Street.

Recommendation 1 Allow the neighborhood mixed use building along West 34th Street between Lamar Boulevard and Guadalupe Street.

Objective 3.2: West 34th Street between Lamar Boulevard and Guadalupe Street should become a primarily mixed use office corridor.

There are a variety of office and commercial uses along West 34th Street between Guadalupe Street and Lamar Boulevard. The majority of the larger office uses are closer to Lamar (above and left) while closer to Guadalupe there is a mix of smaller scale commercial and office uses (below).

Recommendation 2 Allow the neighborhood mixed use building on all commercial and office zoned properties along the corridor.

Recommendation 3 Limit new building heights to maintain a neighborhood-friendly scale to the street.

Guadalupe Street/29th Street/38th Street

Objective 3.3: Guadalupe Street (29th Street to 30th Street) and adjacent commercial corridors—29th and 38th Streets—should become more pedestrian-friendly, mixed use corridors. Building heights should be limited in order to avoid creating a canyon-like effect along the narrow Guadalupe right-of-way.

Guadalupe and 29th Streets should provide shopping and services for the nearby neighborhoods as well as the rest of the city. Along 29th Street, immediately west of Guadalupe, the intensity of commercial uses should transition from more intense at the intersection of the two streets to less intense farther west along 29th Street. Along 29th, building heights should be limited to prevent new development from towering over the adjacent single-family neighborhoods.

Due to its proximity to the Heart Hospital of Austin and Seton Hospital, the segment of 38th Street between Guadalupe and Lamar Boulevard is more oriented toward the healthcare industry and serves both citywide and regional healthcare needs. New healthcare facilities being developed near the intersection of Lamar Boulevard and 38th Street will further reinforce the notion of a growing healthcare "district" in this part of the city.

New development along this segment of 38th Street will likely be supportive of this "district;" however, it should be designed in a pedestrian-friendly fashion.

Recommendation 4 Allow the mixed use building on commercially zoned properties along 29th Street as far west as West and Salado Streets.

Recommendation 5 Limit building heights along 29th Street to promote a more neighborhood-scaled commercial corridor.

Recommendation 6 Retain the intensive zoning along 29th Street to retain the permissive site development standards but limit the allowed uses to promote a more neighborhood-friendly commercial corridor.

The majority of the buildings along Guadalupe Street between 29th and 38th Streets are single-story and are dominated by an automobile-oriented design. A notable exception to the automobile-oriented design along the street is the historic former firehouse that houses Ballet Austin (left).

Recommendation 7 Allow the neighborhood mixed use building on commercially zoned property along Guadalupe Street.

Recommendation 8 The intersection of 29th and Guadalupe Streets should act as a dividing point between the more intensive development south of the intersection associated with West Campus and the University of Texas and the more neighborhood-scaled new development desired along Guadalupe north of the intersection. New buildings north of the intersection should be more modestly scaled.

Recommendation 9 Retain the intensive zoning along Guadalupe Street to retain the permissive site development standards but limit the allowed uses to promote a more neighborhood-friendly commercial corridor.

Recommendation 10 Allow commercial, office, or residential uses on the commercial- and office-zoned properties near the intersections of 29th and 30th and Fruth Streets.

Recommendation 11 Allow the neighborhood mixed use building on commercially zoned property along the south side of 38th Street from Guadalupe to Lamar Boulevard.

San Jacinto Street/30th Street

Objective 3.4: The retail and residential properties in the San Jacinto Street/30th Street corridor west of Duval Street vary in condition and age. When these properties are redeveloped the community would like them to become mixed-use, local-serving retail, dining, and other services for the nearby neighborhoods as well as the University of Texas staff and students.

Recommendation 12 Allow the neighborhood mixed use building and mixed use combining district in the San Jacinto Street/30th Street corridor.

Neighborhood-serving retail along San Jacinto Boulevard just west of Duval Street.

Objective 3.5: The Hancock Shopping Center and the commercial uses along 41st Street have been developed in a manner that is not pedestrian friendly. When this area is redeveloped, it should be done in a manner that fosters pedestrian activity. Locating retail storefronts closer to 41st Street would assist with this objective while allowing the placement of a buffer on the north side of the Hancock Center, to which single-family homes are adjacent. Neighborhood stakeholders prefer that taller buildings be located near the southeast corner of the site when Hancock Center is redeveloped in order to provide a buffer against interstate noise.

The Hancock Shopping Center is typical of automobile-oriented development with most buildings separated from adjacent streets by large expanses of surface parking. Although the recent redevelopment of the shopping center has revitalized it as a retail center, its design is not particularly pedestrian friendly.

Recommendation 13 Allow the neighborhood mixed-use building and mixed use combining district along the south side of 41st Street.

Recommendation 14 Allow the neighborhood mixed use building and neighborhood urban center special use at the Hancock Shopping Center site.

Recommendation 15 Building massing for any redevelopment of the Hancock Shopping Center should be concentrated toward IH-35 and 41st Street.

Medical Arts Street/Red River Street

Objective 3.6: Allow mixed use development in the Eastwoods Neighborhood along Medical Arts Street, on the triangle of land between Medical Arts Street and Red River Street, and east of Red River Street.

Recommendation 16 Allow the neighborhood mixed-use building and mixed-use combining district on commercially zoned properties along Medical Arts Street, on the triangular tract of land between Medical Arts Street and Red River Street, and on all tracts east of Red River Street and south of 30th Street.

Low-rise strip retail and offices on the west side (above left) and aging apartment complexes on the east side (above right) dominate the majority of the area between Medical Arts Street, 26th/Dean Keeton Street, and Red River. Redevelopment of this area should place an emphasis on creating a pedestrian-friendly streetscape and a small mixed use district just north of the University of Texas Campus.

The intersection of 32nd and Red River Streets is characterized by a multi-story office building on the northwest corner and by two-story apartment building on the southwest corner (top); by the planned expansion of St. David's Hospital on the southwest corner (bottom left), and by a one story strip retail development on the northeast corner (bottom right). The community stakeholders would like to see future more mixed use and pedestrian-oriented redevelopment of the southwest and northeast corners of the intersection.

Recommendation 17 Higher density mixed use should only be allowed east of vacated Oldham Street and Red River Street.

Objective 3.7: The commercial node centered on the intersection of Red River and 32nd Streets should become more pedestrian oriented. Although there are taller buildings at the northwest corner of the intersection, neighborhood stakeholders prefer that future development be more modest in scale. They welcome businesses that will serve the neighborhood and will not exacerbate traffic and create an even more hostile intersection or lead to overflow parking on neighborhood streets.

Recommendation 18 Allow the neighborhood mixed use building and mixed use combining district on the commercial property at Red River and 32nd Streets.

Duval Street

Objective 3.8 Commercial uses located at nodes along Duval Street should continue to serve neighborhood needs and contribute to a more

pedestrian-oriented environment. Residential uses should be allowed at these locations in addition to commercial uses, but commercial uses should be retained whenever possible, particularly at the intersection of 43rd and Duval Streets. Commercial uses should not spread farther into the neighborhoods.

Recommendation 19 Allow the neighborhood mixed use building on commercially-zoned properties along Duval Street in the Hancock Neighborhood Planning Area.

Recommendation 20 Allow the mixed use combining district on the commercially-zoned properties along Duval Street in the Hancock Neighborhood Planning Area except at the intersection of 43rd and Duval Streets.

Goal Four
West Campus should become a dense, vibrant, mixed-use and pedestrian oriented community

West Campus and The University of Texas at Austin
The University of Texas at Austin currently has the largest single-campus student population in the United States and does not have enough on-campus housing to meet the needs of most of its student body—particularly underclassmen. This has led to problems in the single-family neighborhoods around the school. To accommodate the demand for housing convenient to the University many developers and property owners have built large and small-scaled multi-family projects, large-scaled duplexes, and converted single-family homes into duplexes and apartments. In many cases these developments have significantly altered the predominant single-family character of the neighborhoods. The long-term goal of the University is to locate as many students as possible on or near campus. However, due to legislative constraints, the University cannot use money from the Permanent University Fund to finance on-campus student housing. The institution is slowly working to increase the availability of on-campus housing but the process will take many years. In the interim, development pressures in the surrounding neighborhoods for student housing will continue.

While many students live in West Campus, many more live throughout the city. Bringing many of these students back to the University area will require

- Increased housing opportunities
- New residential units with expected amenities
- A retail and land use environment that allows these students to attend to everyday needs without getting into their cars
- Space to accommodate/store the cars, trucks, and sport utility vehicles they will bring with them.

Through the Central Austin Combined Neighborhood Plan (CACNPA) development process, stakeholders identified West Campus as an area where increased density would be appropriate. Currently this area is the densest residential neighborhood in Austin; however, there are few local amenities that promote a pedestrian-friendly environment. These amenities should include

- Shaded, contiguous, and sufficiently wide sidewalks
- Convenience retail—such as a small-scale grocery store—and services within easy walking or biking distance
- Pedestrian-oriented retail that is readily accessible the sidewalk

- Pedestrian-oriented lighting.

These amenities are necessary if the area is to become a truly pedestrian-oriented neighborhood.

Many properties in West Campus are zoned for less intense development than their current use. This disparity has created a disincentive for redevelopment. Many property owners can make a greater profit by leasing modestly maintained properties than by redeveloping them under the current zoning. The removal of this obstacle to redevelopment can relieve some development pressures from the nearby single-family neighborhoods and bring a greater portion of the student population into West Campus and closer to the University.

A Diverse Population Near The University of Texas
West Campus has and will continue to be a student-oriented neighborhood. However, many comments were made during the CACNPA planning process that the area would benefit from a more diversified population. During the summer and between school sessions, the area becomes depopulated as many students return to their parents' homes or leave for vacation. The creation of a year-round community was a goal expressed by many people. As West Campus becomes denser, opportunities may occur to create housing options that appeal to people other than students.

Many of the stakeholders involved in the neighborhood planning process expressed a desire to see more intensive mixed-use development along and south of MLK Boulevard. Although the south side of MLK Boulevard is not part of the CACNPA, redevelopment in the area between the State of Texas property and the Judge's Hills Neighborhood would contribute to creating a more urban community and provide downtown housing options for professionals, empty nesters, retired people, and others who may not want to live in the more student-oriented West Campus Neighborhood but who still desire the vibrancy associated with living in close proximity to a major university and Downtown.

The final outcome desired by the majority of CACNPA stakeholders is to create an urban village and true "uptown" residential district across from the University of Texas while preserving the adjacent historic neighborhoods.

Land Use
Objective 4.1: Promote quality, higher density mixed use and multi-family development in West Campus while preserving nearby single-family neighborhoods.

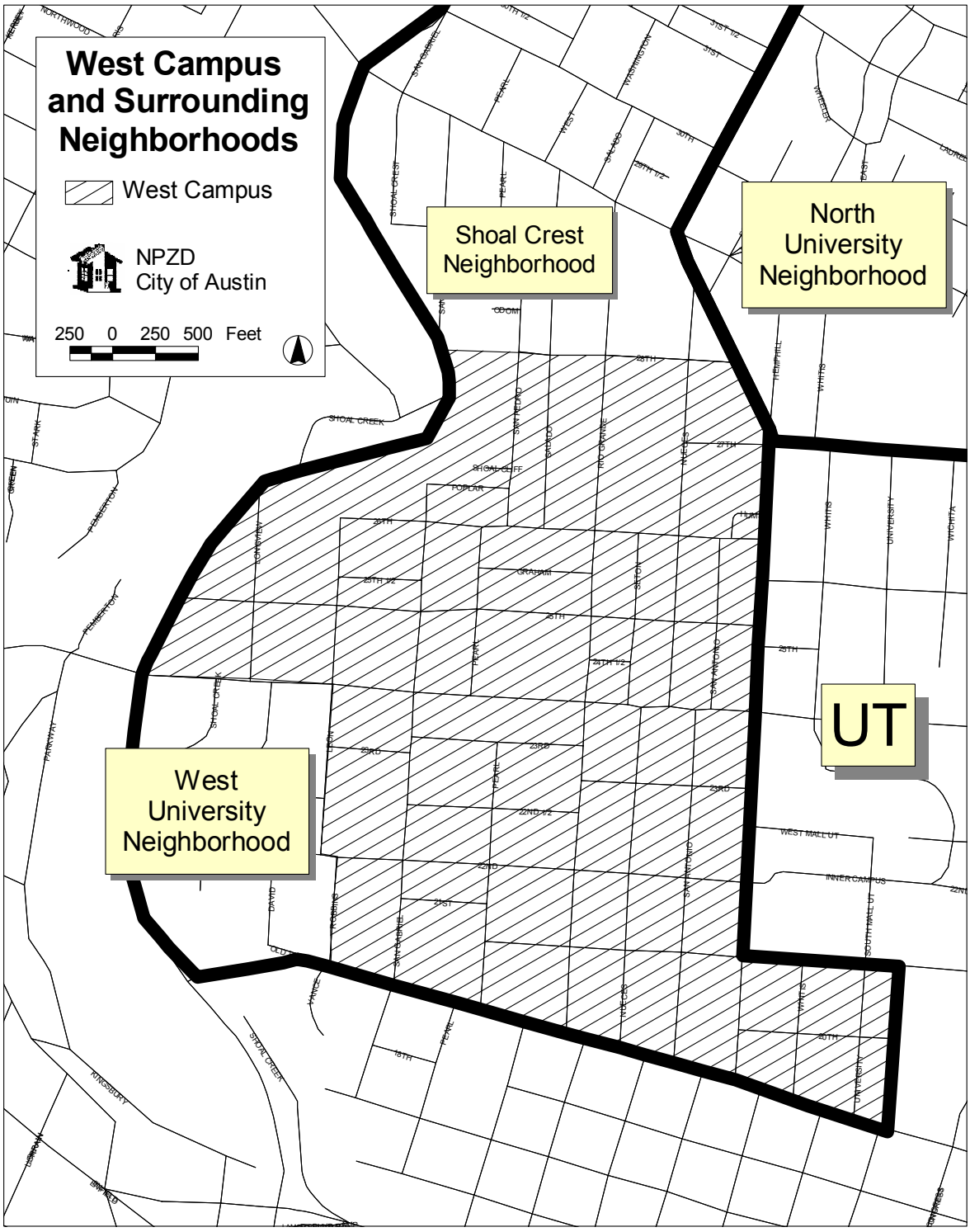


Figure 13
West Campus

Recommendation 1 Buffer the predominantly single-family neighborhoods—West University and Shoal Crest—adjoining West Campus by limiting the mass, height, and scale of new multi-family development bordering these neighborhoods.

Recommendation 2 Limit the automobile-oriented commercial uses allowed in West Campus to promote a more pedestrian-friendly district.

Recommendation 3 Establish the University Neighborhood Overlay (UNO) for the West Campus area that allows denser, pedestrian-oriented commercial and multi-family development (see "Proposed University Neighborhood Overlay [UNO] Boundaries and Districts" map on page 116).

The overlay should function as providing a development bonus to projects that choose to follow the provisions of the overlay. The development bonuses should include, but not be limited to, providing for

- Increasing building heights above what is allowed by the base zoning district
- Reducing site area requirements for multi-family development
- Relaxing and/or eliminating other site development standards such as allowing higher amounts of impervious cover than the base zoning district, waiver of compatibility standards, and reduction of required parking spaces for commercial uses.

The provisions of the overlay should be designed to promote projects that are long lasting and of high quality.

Recommendation 4 Allow the neighborhood mixed-use building on the commercially zoned property in West Campus (see "West University Neighborhood Planning Area: Mixed-Use Building and Mixed-Use Combining District" map on page 95).

Recommendation 5 Along MLK Boulevard (east of San Gabriel Street) or Guadalupe Street, allowances should be made for a project that offers unique amenities to the

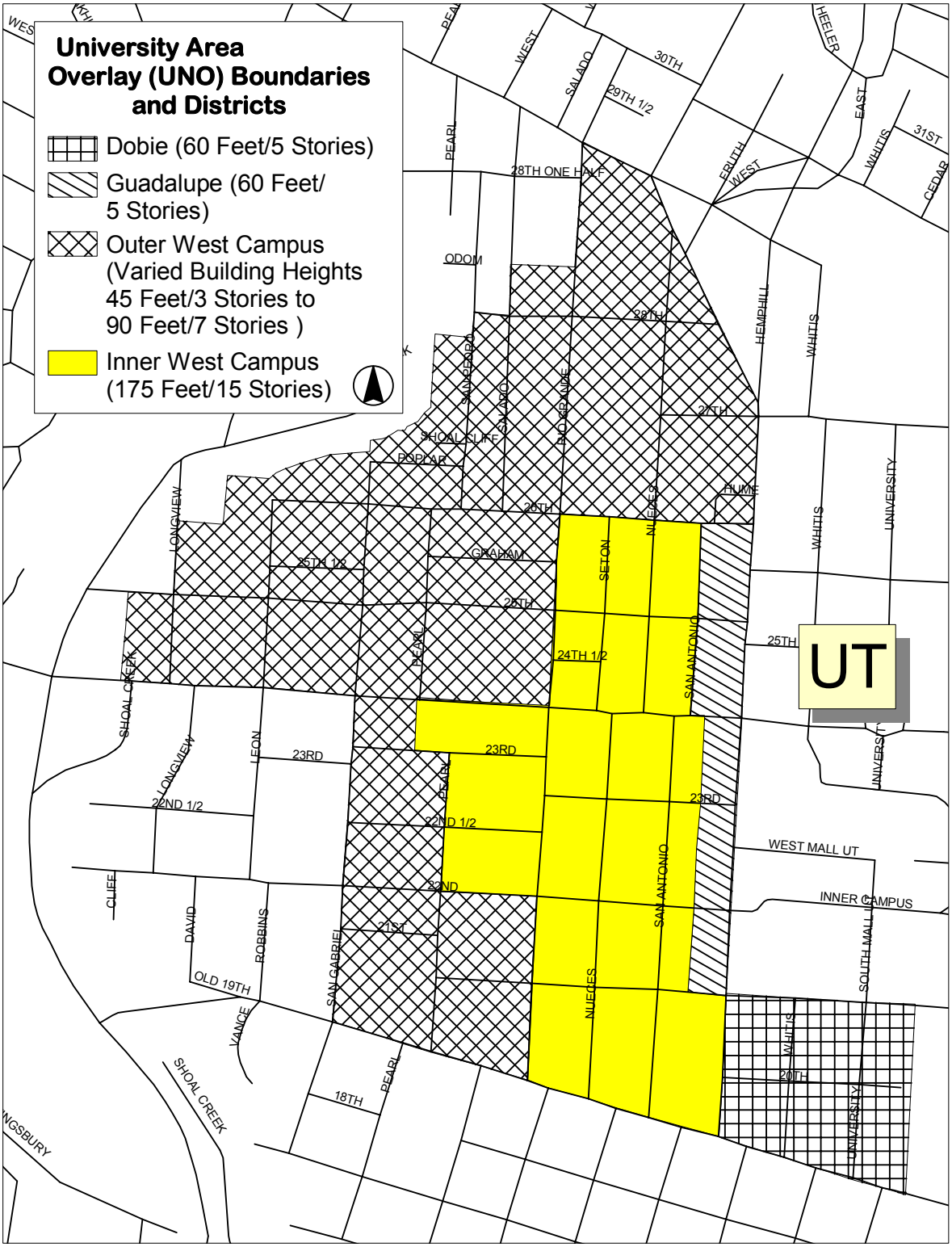


Figure 14
University Neighborhood Overlay (UNO) Boundaries and Districts

University of Texas and West Campus areas. An example of such a project could include a upscale hotel development that provides a mix of commercial and residential uses.

Objective 4.2: New development or redevelopment along Guadalupe Street from 21st to 26th Streets should reflect the more modest character of the majority of buildings along Guadalupe.

Recommendation 6 Limit buildings heights along Guadalupe Street from 21st to 26th Streets to four stories.

The majority of the buildings along the Drag range from one to three stories. New development should not overwhelm this scale and massing.

Objective 4.3: 24th Street should become a more pedestrian-oriented "Main Street" for West Campus.

Recommendation 7 Limit automobile-oriented uses and allow the neighborhood mixed use building on commercially zoned property along 24th Street.

There are a few pedestrian-oriented businesses along 24th Street near the intersection with Guadalupe Street (above left), however, further west from the intersection, the uses become more automobile-oriented (above right).

Transportation and Streetscapes

"The Drag," that segment of Guadalupe Street opposite the University of Texas, has been an integral part of the University Texas experience for untold thousands of students, faculty, and staff from the earliest part of the twentieth century. This stretch of Guadalupe, lined with shops, bookstores, and restaurants, is likely to continue in that traditional role for the foreseeable future.

When the University of Texas at Austin is in session, thousands of people fill the sidewalks on their way to work, home, class, shopping, or dining. This extent of Guadalupe Street has the greatest average daily volumes of pedestrian traffic in Austin; however, there are very few pedestrian amenities such as street trees, pedestrian-scaled lighting, and adequate shade. Area merchants and property owners have been planning enhancements to the streetscape, however, the project is presently on hold. For the purposes of this plan, "The Drag" is defined as that segment of Guadalupe Street between 21st and 26th Streets.

Objective 4.4: The Drag should become a more pedestrian-friendly place.

Many of the sidewalk segments along the Drag are spacious, however, the lack of shade trees can make for an unpleasant pedestrian experience, especially during summer months.

Recommendation 8 The Guadalupe Street renovation project should begin as soon as possible. This project includes

- Planting street trees
- Widening sidewalks where needed
- Adding right and left turn bays where needed to facilitate safer turns and improve traffic flow
- Providing pedestrian-scaled lighting

- Striping better bike lanes on both sides of the street.

Objective 4.5: The residents of West Campus and the West University Neighborhood should have safe and shaded pedestrian and bicycle access to shops, restaurants, and transit along Guadalupe Street and to the University of Texas. To this end, sidewalks should be considered equally if not more important public pathway as the roads they line. See Objective 4.7 below for a possible implementation strategy to achieve this goal.

Recommendation 9 Where possible, the sidewalks in West Campus should be made wider.

Recommendation 10 The sidewalks in West Campus should be lit with pedestrian-scaled lighting.

These may be either mounted on a building or a small-scale street pole. The quality of the light is important and high-pressure sodium and non-corrected fluorescent lamps should be avoided. Lighting design should not allow light to escape upward into adjacent buildings.

Recommendation 11 Provide street trees along all street frontages at intervals appropriate to the particular species. These trees should be native species. The trees should be matched to the scale and use of the adjacent buildings. The eventual spread of the trees' canopies should be taken into account when choosing tree species and locations.

Recommendation 12 Create a series of pedestrian ways in West Campus based on the model developed for the 23rd Street Streetscape Improvements. (See illustration of the 23rd Streetscape Improvements on page 124).

Additional provisions and mechanisms should be created to promote the development of these pedestrian ways. Certain actions taken by property owners along these routes that change the status of a property could trigger mandatory compliance with the design of the pedestrian way.

See Objective 4.7 below for an additional possible implementation strategy to promote the development of these streetscape improvements.

Recommendation 13 Designate and stripe one or two east-west streets as bicycle routes to provide safer access for West Campus' residents to Guadalupe and the University of Texas. These routes could be planned in conjunction with the creation of pedestrian ways.

Objective 4.6: Rio Grande Street, like 24th Street, should serve as a "Main Street" for West Campus. It is the only street that completely bisects West Campus south to north in a straight line and links MLK Boulevard with 29th Street. As the character along Rio Grande Street transitions from primarily multi-family residential into more mixed-use, improvements should be made to promote a more multi-modal north/south corridor through West Campus. See Objective 4.7 below for an implementation strategy for this objective and for additional streetscape improvements throughout West Campus.

Recommendation 14 Close or narrow curb cuts along Rio Grande Street where possible.

Recommendation 15 Repair and widen sidewalks where possible.

Recommendation 16 Plant street trees along the entire length of Rio Grande Street from MLK Boulevard to 29th Street.

Recommendation 17 Install new, pedestrian-scaled lighting.

Parking

Objective 4.7: On-street parking in the West Campus region should be more strongly regulated.

Recommendation 18 Create a parking meter management district for the West Campus area. Profits from this district would go to fund streetscape improvements such as widening sidewalks, planting street trees, installing street furniture, other pedestrian and bicyclist amenities, and where possible, burying overhead lines.

A community development corporation or a similar non-profit organization could administer the fund. This organization, with input from residents and non-resident property owners, should create a plan that establishes priorities and develops an implementation strategy for these improvements.

Recommendation 19 Where needed, residential parking districts should be established in West Campus.

Objective 4.8: Surface parking lots should be discouraged. Parking for multi-family projects should be located either underground below residences or in structured parking garages. Regional parking garages should be built in strategic areas of West Campus to provide parking for student commuters as well as long-term parking for area residents wishing to store their vehicles in a more secure manner than parking on the street

***Left**: The parking garage for Dobie Mall does not contribute to a pedestrian-friendly environment.*

***Center**: The parking garage for this apartment building is shielded with vegetation. The addition of street trees further softens and eventually will shade the sidewalk.*

***Right**: A restaurant has been included in the design for this parking garage. This provides for a pedestrian-friendly streetscape by avoiding the "dead space" often created by the large expanses of concrete and masonry typical of many parking garages.*

Recommendation 20 The design of regional parking garages should be pedestrian-oriented and allow for street level retail or offices where possible. If located south of 24th Street, garages should be located east of San Gabriel Street.

Recommendation 21 Parking garages that cannot provide for retail on the ground floor should be designed so that the

large expanses concrete and masonry typical of many parking garages are broken into pedestrian-scaled segments. Plants can be used to shield parking garage facades and soften the street wall.

Recommendation 22 Parking garages should be designed using flat slabs to enable the conversion of the garage to residential uses in future, should alternative transportation choices reduce demand for the facility.

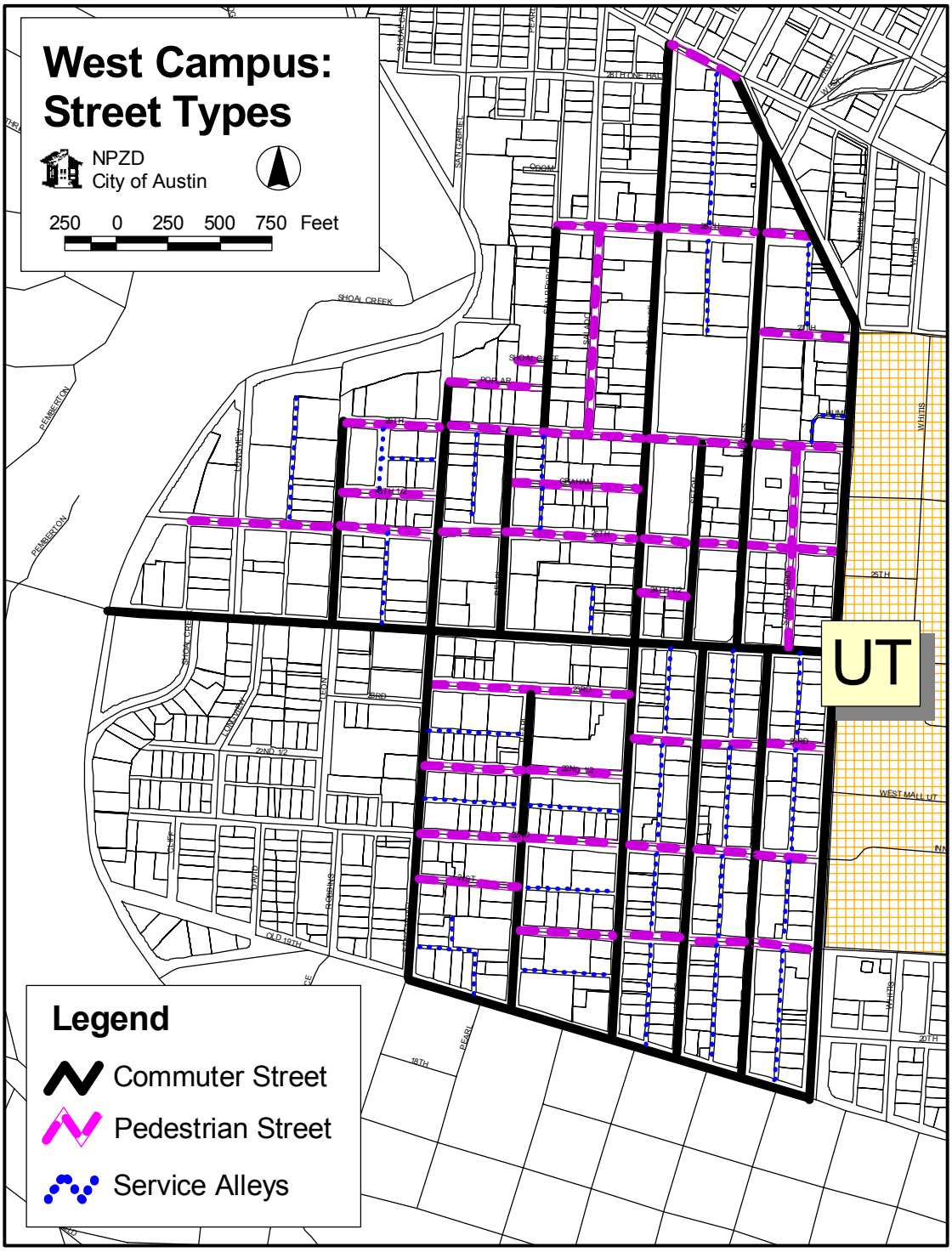
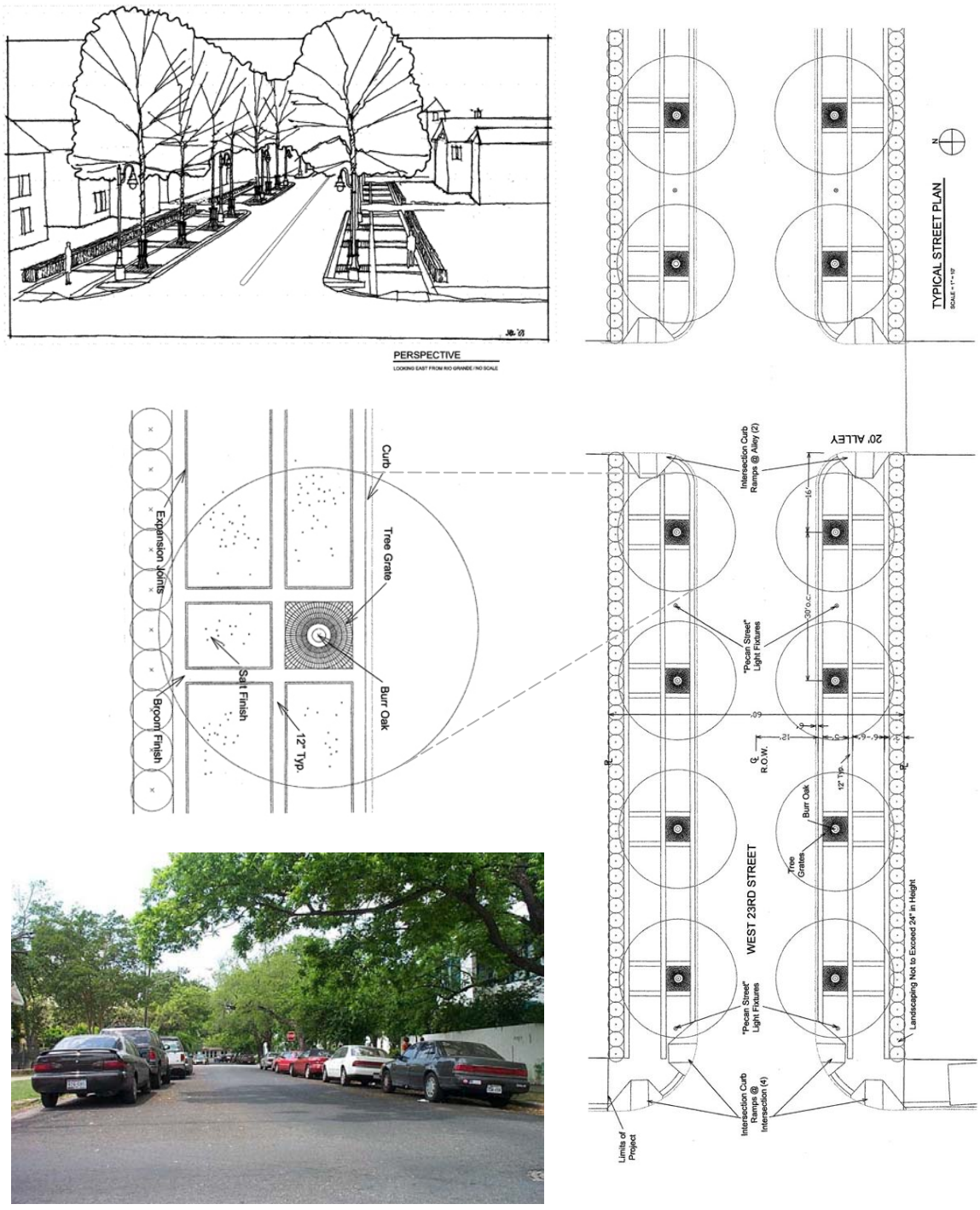


Figure 15
Planned and Future Pedestrian Corridors in West Campus



23rd Street Streetscape Improvements

These concept plans and renderings of the 23rd Street Pedestrian Way form the basis of a future network of pedestrian walkways that will more safely link the residents of West Campus to the shops, restaurants, major transit routes along Guadalupe Street, and The University of Texas at Austin. The 23rd Streetscape Improvements are scheduled to begin construction by the end of 2003. The concept plans calls for the elimination of on-street parking, the widening of sidewalks, the installation of pedestrian-scaled lighting, and the planting of street trees. The photograph shows the current state of 23rd Street looking west from near the intersection of San Antonio and 23rd Streets.

Goal Five
Provide a safe environment and opportunities for all modes of transport

Mobility in the Central Austin Combined Neighborhood Planning Area

Data from the 2000 Census indicates that while two-thirds of the population of the Central Austin Combined Neighborhood Planning Area (CACNPA) uses an automobile to get to work—either by driving alone or by carpooling—nearly one third uses another form of transportation. The residents of the neighborhoods in the CACNPA walk, bicycle, and use transit, on average, more frequently than most of their counterparts in the rest of the City of Austin's urban core. This is likely due to the area's proximity to downtown and the University of Texas, as well as the availability of accessible and high-demand bus routes.

This trip data is only for work trips and does not take into account the use of transit, walking and bicycling for other purposes. Field research, observations, and discussions with stakeholders in the community suggest that many non-work trips are made by means other than the car.

Planning Area	% TRANSIT	% BIKED	% WALKED	% DROVE ALONE	% CARPOOLED	% WORKED AT HOME	% OTHER
Hancock	8.33%	5.34%	15.32%	60.42%	5.79%	4.31%	0.48%
N. University	10.11%	9.43%	21.50%	49.76%	3.04%	5.07%	1.09%
W. University	5.05%	5.48%	18.52%	61.63%	5.19%	3.83%	0.30%
CACNPA	7.14%	6.34%	18.29%	58.57%	4.87%	4.25%	0.53%
City of Austin Urban Core	6.87%	1.53%	3.90%	66.57%	16.70%	2.90%	1.54%

Planning Area	% NO VEHICLE
Hancock	10.12%
N. University	11.29%
W. University	12.97%
CACNPA	**11.86%**
City of Austin Urban Core	8.83%

In addition, the 2000 Census data indicated that one in ten CACNPA residents does not even own an automobile.

The census data provided a framework for many of the transportation objectives and recommendations developed for the CACNPA neighborhood plan.

Improved Connectivity
The automobile infrastructure in the CACNPA, as in most every urbanized area, provides almost countless interconnected routes; the pedestrian and bicyclist infrastructure in the combined planning area is not as efficient. Although the neighborhoods in the CACNPA—when compared to other parts of the city—are well served by sidewalks, bicycle routes, and transit, there are opportunities for improving the connectivity between and among these modes of transportation. This theme underlies the majority of the transportation objectives and recommendations.

Community Character and Transportation Improvements
At some point in the future it may be determined that a number of roadways in or adjacent to the neighborhoods in the CACNPA may need to be widened to improve citywide traffic circulation. In the event of such improvements, care must be taken to not repeat the actions the University of Texas took when widening Red River Street. It has also been noted that the neighborhoods do not support the creation of a "North University Parkway" in the event that Dean Keeton/26th Street is closed inside the UT campus from San Jacinto Boulevard to Guadalupe Street. This roadway has been discussed in the past and would divert traffic from Dean Keeton/26th Street along San Jacinto and 30th Street and eventually reconnect with Guadalupe Street via either 29th or 30th Street.

Pedestrian/Bicycle Mobility
According to the 2000 Census, over eighteen percent of the residents in the CACNPA walked to work as compared to the nearly four percent in the rest of the City of Austin's Urban Core. The percentages of those who bicycle to work are equally impressive. Over six percent of the residents bicycle to work in the CACNPA, whereas only one and a half percent of those in the Urban Core do the same.

Improvements made to the pedestrian and bicycle infrastructure will only work to increase the percentage of people choosing modes of transportation other than the automobile.

Objective 5.1: Provide convenient and safe pedestrian crossings at arterial roadways.

Recommendation 1	Install a striped, pedestrian-activated crosswalk at Red River and Park Boulevard.
Recommendation 2	Install a striped, pedestrian-activated crosswalk at Guadalupe and 31st Street.

Recommendation 3 Install a striped, pedestrian-activated crosswalk at Guadalupe and 37th Streets.

Objective 5.2: Complete and improve the pedestrian network within the planning area. This can reduce the need for automobiles to access services in the planning area.

Recommendation 4 Build new sidewalks in the following locations:

	Hancock	North University	West University
High Priority	41st Street from Red River Street to Duval Street	University Avenue from 30th Street to 31st Street	32nd Street from Lamar Boulevard to Guadalupe Street
	31st Street from Medical Arts Street to the dead end	32nd Street from Speedway to Duval Street	West Street from 34th Street to 38th Street
	38th Street from Peck Avenue to Red River Street	34th Street from Guadalupe Street to Speedway	Shoal Crest Avenue from West 28th ½ St to West 29th Street
Lower Priority	Harris Park Avenue, west side, between Dean Keaton Street and Rathervue Place	35th Street from Speedway to Duval Street	San Gabriel Street from West 28th ½ St to West 29th Street
	32nd Street between Duval Street and Red River Street		22nd Street from Nueces Street to Rio Grande Street
	Harris Avenue from Duval Street to Lee Elementary		21st Street from West Street to Guadalupe Street
	Harris Park Avenue, east side, between 32nd Street and Harris Avenue		Leon Street from 22nd Street to 24th Street
	Hampton Road between Harris Avenue and 35th Street		24th Street from Longview Street to San Gabriel Street
			22nd Street from Longview to the dead-end
			31st St. from West Avenue to Guadalupe St.

Recommendation 5 As part of the future planned reconstruction of Guadalupe Street from 24th to 38th Street, remove obstacles from the right of way, such as unused or overly wide curb cuts and light and power poles in the middle of sidewalks. Sidewalks should be upgraded where necessary and possible.

Objective 5.3: The residents of the combined planning area should have safe pedestrian and bicycle access to Guadalupe Street and the University of Texas.

Recommendation 6 Improve the safety of existing bicycle lanes along Guadalupe Street.

Recommendation 7 Install a bike lane along Guadalupe Street between 24th Street and 45th Street.

Recommendation 8 Install a bike lane along Dean Keeton between Guadalupe Street and Red River Street.

Recommendation 9 Install bike lockers on Guadalupe Street near the West Mall crosswalk and bus stops.

Recommendation 10 Conduct a public planning process to plan improvements and potential traffic changes in and around the Adams Park/Kirby Hall School/Presbyterian Seminary area to facilitate pedestrian and bicycle traffic between the neighborhood and the University of Texas campus. Elements of this effort could include:

- Create a new lighted bicycle / pedestrian pathway from 30th St. to Whitis Street. through Adams Park.
- Vacate to the Presbyterian Seminary, all or part of the University Avenue right-of-way south of 30th Street. Accept commensurate amount of property from the Seminary to create a public pathway east of the Fire Station (see illustration).
- Work with the Kirby Hall School to improve drop-off and pick-up for their students.
- Improve 30th St. by completing sidewalks, adding lighting, and improving safety for bicyclists and pedestrians.
- Consider implementing resident-only parking on Hemphill Park and East Drive north of 30th Street.
- Consider installing parking meters, to fund an improvement district, where street parking is permitted from 30th St. south.

- Plan improvements to Adams Park.

Figure 16
Cross Section of Proposed Bicycle/Pedestrian Trail Connecting 30th Street to Whitis Avenue

Objective 5.4: Improve pedestrian and bicyclist access from the neighborhoods to Pease Park.

Objective 5.5: Increase the safety and security of bicycle travel throughout the neighborhoods.

Recommendation 11 Install a bike lane along the north side of 38th Street between Duval and Red River Streets.

Recommendation 12 Install a bike lane along either side of 41st Street between Duval and Red River Streets.

Recommendation 13 Install additional bike racks or bike lockers along Guadalupe between 31st and 34th Street.

North University Neighborhood Planning Area
Objective 5.7: Improvements should be made along Speedway to create a more pedestrian-friendly, neighborhood-oriented "great street."

Speedway serves as a major corridor that links the University of Texas to neighborhoods to the north, including North University and Hyde Park. It is a major bicycle route leading to the University and is integrated in a route that links the neighborhoods to downtown.

Recommendation 14 Plant street trees along both sides of Speedway from 31st to 38th Street where possible.

Recommendation 15 Install pedestrian–scaled lighting along both sides of Speedway from 31st to 38th Street.

Recommendation 16 Widen the bike lanes along Speedway from 31st to 38th Street.

Recommendation 17 New development should avoid creating new curb cuts and taking access off of Speedway when possible. When possible existing curb cuts should be removed.

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

Speedway has sidewalks and bike lanes for most of its length, and much of it is shaded. However, where continuous curb cuts are located, such as in front of this apartment complex on the far side of the street, pedestrians and cyclists are less safe. Also, no shade is provided.

Objective 5.8: Improve the pedestrian and bicyclist environment of the commercial node at San Jacinto Boulevard and Duval Street if it is redeveloped as mixed-use.

This node is an area where mixed-use development/redevelopment is desired. Building better pedestrian and bicyclist infrastructure will create a more vibrant area. In addition, it will improve access to the University of Texas since the node is adjacent to the school.

Recommendation 18 Pedestrian amenities such as street trees and continuous sidewalks should be added to San Jacinto Boulevard, Duval Street, and 30th Street.

Hancock Neighborhood Planning Area

Objective 5.9: Improve the pedestrian environment of 41st Street between Red River and IH-35 when the corridor is redeveloped as a mixed-use corridor.

41st Street looking east toward IH-35. The existing street trees are a first step in creating a more pedestrian-oriented corridor. However, other improvements and mixed-use development/ redevelopment could unify the character of both sides of the street and establish the corridor as a neighborhood great street.

The segment of 41st Street between Red River Street and the frontage road of IH-35 is a wide, busy street that serves as a major access way to the Hancock Shopping Center. It is also a gateway into the neighborhood. On the north side is the shopping center and on the south is a variety of commercial, residential, and office uses. This corridor has been identified as an area where mixed-use development/ redevelopment is desirable.

Recommendation 19 Investigate the possibility of installing a landscaped median along 41st Street between Red River and IH-35.

Recommendation 20 Add pedestrian amenities such as additional street trees and contiguous sidewalks to both sides of 41st Street.

Objective 5.10: Medical Arts Street and Red River Street, from 26th/Dean Keeton to 32nd Street, serve as major pedestrian bicycle routes to the University of Texas and should become more pedestrian-oriented.

Recommendation 21 Street trees should be planted, where possible and practical, along Red River and Medical Arts Streets to provide shaded sidewalks.

Recommendation 22 As new redevelopment projects arise along these corridors, overly wide curb cuts should be reduced in size or eliminated if possible. New curb cuts should be kept to a minimum.

Some segments of Medical Arts Street are well shaded while others are not. Providing more street trees would make it more appealing for people walking to the businesses along the street.

Objective 5.11 Students and their families should have safe pedestrian access to Lee Elementary.

Recommendation 23 Investigate ways to improve the safety of pedestrian travel in the vicinity of Lee Elementary, particularly along Harris Avenue, Red River Street, and Hampton Road.

Other Areas

Objective 5.12: Busy streets that connect residential to commercial areas and commercial areas to each other should be made more pedestrian friendly. Although sidewalks connect most of these routes, street trees should be planted to shade pedestrians and buffer them from vehicular traffic.

Recommendation 24 The Great Streets efforts for Downtown should be extended north along Guadalupe Street to 38th Street.

Recommendation 25 Plant street trees where practical and possible along the following road segments:

- 30th Street from Guadalupe Street to Speedway
- 34th Street from Lamar Boulevard to Guadalupe Street.
- 38th Street from Lamar Boulevard to Guadalupe Street.

Guadalupe Street has many businesses that serve neighborhood residents. However, north of the University of Texas campus, there are few trees to shade pedestrians and cyclists.

Motorized Mobility

Objective 5.13: Improve vehicular movement throughout the planning area.

Recommendation 26 Provide bus turn-out lanes where possible.

Recommendation 27 Use smaller buses during off-peak times.

Recommendation 28 Conduct a study to determine methods for improving the efficiency of vehicular movement through the intersection of 24th Street and Lamar Boulevard.

Recommendation 29 Conduct a study to determine methods for improving the efficiency of vehicular movement through the intersection of 29th Street and Lamar Boulevard.

Objective 5.14: Improve integration among modes of transport

Recommendation 30 Provide bike racks on all UT Shuttle buses.

Recommendation 31 Provide bike racks at popular bus stops.

Objective 5.15: Improve the convenience and comfort of bus travel.

Recommendation 32 Increase the capacity of the #1 and #7 bus routes during peak times.

Recommendation 33 Install pedestrian-scaled lighting near well-used bus stops along routes that run late at night, especially #1, #5, and #7. Investigate the feasibility of using solar-powered lighting.

Recommendation 34 Install shelters and windscreens at well-used bus stops.

Recommendation 35 Post route maps and schedules at all bus stops.

Recommendation 36 Provide real-time data on bus arrival time at well-used bus stops.

Recommendation 37 Provide printed schedule booklets on all buses.

Recommendation 38 Improve the cleanliness of buses and bus stops.

Bike racks on buses allow cyclists to access routes that are farther away from their homes or destinations, but UT shuttle buses currently do not have bike racks.

Waiting for a bus in the summer sun can be an unpleasant experience. Providing shelters at more stops will remove one of the impediments to bus travel during harsh weather.

Parking

Objective 5.16: Limit the volume of non-resident parking in predominantly single-family neighborhoods.

Recommendation 39 Implement the residential parking permit program as needed to limit non-resident parking on local residential streets.

Recommendation 40 Conduct a study to determine the feasibility of installing parking meters along Harris Park Avenue in front of Eastwoods Park and limiting parking to two hours.

Objective 5.17: Develop parking management strategies that accommodate the needs of neighborhood businesses and keep unwelcome commercial parking out of single-family neighborhoods.

Recommendation 41 Conduct a study to determine the feasibility of installing parking meters for on-street parking around the commercial node at Duval Street and San Jacinto Boulevard.

Objective 5.18: Improve pedestrian and traffic safety along 41st Street in front of Hancock Golf Course with particular regard for students of nearby schools and park and recreation center patrons.

Recommendation 42 Conduct a study to determine ways to improve the safety and visibility of vehicular traffic and pedestrians where on-street parking is located on 41st Street near Hancock Golf Course.

Goal Six
Enhance and preserve existing open space, parks, and the natural environment

The parks in the Central Austin Combined Neighborhood Planning Area (CACNPA) are some of the oldest in Austin and have been an important part of the lives of generations its citizens. Adams-Hemphill and Eastwoods Parks are among the oldest neighborhood parks in the City of Austin. The City acquired the 8.96-acre Adams-Hemphill Park between June 1st, 1912 and June 1st, 1929. Adams Park features a softball field and a swing set as well as a large green area used for impromptu Frisbee games and casual reading. It bears the name of Fred W. Adams, an area businessman who contributed $10,000 to clear the area and make it into a park (Kelso, "Meet the People… " 1977). The Hemphill segment of the parks stretches from 30th to 33rd Streets along a branch of Waller Creek. This swath of greenbelt provides a safe, pleasant environment for pedestrians and cyclists and buffers adjacent homes from periodic flooding. A 1973 newspaper article describes the park as the neighborhood' s "town hall" because of the many informal gatherings that take place there (Hatfield, 1973).

The City acquired the 9.9-acre Eastwoods Park in 1929. The wading pool, tennis courts, playground, and shady picnic area make Eastwoods Park a valuable amenity for families and college students. The heavily wooded Eastwoods Park also served as a substitute for the "Hundred-Acre Wood" for the first Eeyore's Birthday Party in 1963— a yearly celebration that still continues, though not at this park.

Austin History Center, Austin Public Library C01779

Above: Eastwoods Park, circa 1920s.

The 51.83-acre, nine-hole Hancock Golf Course and Recreation Center was acquired in 1946. Developed in 1899 as a private club by former Austin mayor Lewis Hancock, it is believed to be the oldest golf course in

Texas (Thompson, 1999). The recreation center building and grounds host many community meetings, classes, and fitness activities for Austinites of all ages. The golf course and recreation center are assets to the community that should be preserved and enhanced.

The Caswell Tennis Center was built in 1946 and is the oldest operating tennis facility in Texas, although it is currently closed for remodeling. It bears the name of William Thomas Caswell, a developer and member of the original City Planning Committee who designed and paid for half the cost of the construction of the tennis center (Kelso, "What' s in a Name?" 1977).

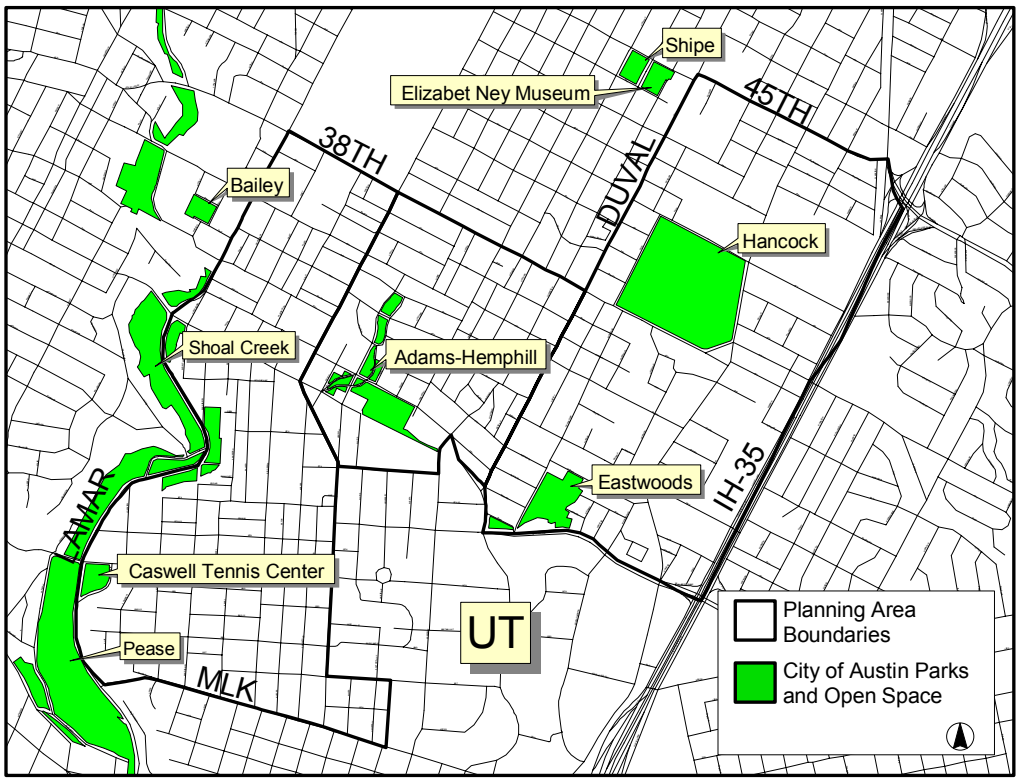


Figure 16

City of Austin Parks and Open Space In and In the Vicinity of the Central Austin Combined Neighborhood Planning Area

Objective 6.1: Preserve the rustic character of Eastwoods Park and provide amenities that do not disrupt this character.

Recommendation 1 Preserve the natural areas of the park especially along Waller Creek and the northwest side of the park. Should any clearing of vegetation be

required, it is recommended that the poison ivy and poison oak be removed for public safety.

Recommendation 2 Any trails through or around the perimeter of the park should be unpaved.

Recommendation 3 Provide trashcans along Harris Park Avenue.

Recommendation 4 Develop a program and schedule of tree maintenance and tree replacement.

This carved tree stump is one of the elements that contribute to Eastwoods Park' s unique sense of place.

Even on a sunny day, the mature trees in Eastwoods Park provide plenty of shade.

Recommendation 5 Update and add more picnic tables and barbecue

facilities in the park.

Recommendation 6 Locate benches around the edges of the park (Harris Park and Sparks Avenues). These should be of a design that discourages their use for sleeping.

The segment of Waller Creek through Eastwoods Park is overgrown with vegetation, and erosion has exposed the roots of many trees. Nevertheless, it is an important way for residents of this central city neighborhood to experience nature.

Objective 6.2: Increase the safety of Adams-Hemphill Park.

A pedestrian enjoys a winter walk in Hemphill Park.

Recommendation 7 Provide pedestrian-oriented lighting along the perimeter of the park that complements the historic character of Aldridge Place.

Neighborhood residents often pass through Adams Park on their way to the University of Texas.

Objective 6.3: The Hancock Recreation Center and Golf Course should continue to meet the needs of local residents as well as the rest of the city.

Objective 6.4: Increase and preserve greenspace—pocket parks/ neighborhood greens, creek beds, public right-of-ways, etc.—in areas where it is needed and desired.

Austin Junior Golf Academy participants wind down after a morning of practice in the picnic area. The Hancock Golf Course is in the background.

Fairway of the Hancock Golf Course as seen from 41st Street.

Recommendation 8 When the electric substation on Grooms is decommissioned, convert it to a park/recreation use.

Recommendation 9 Consider developing a plan to improve the open space/ parkland at San Gabriel Street and Lamar Boulevard.

When this electric substation on Grooms Street is decommissioned, the residents of the North University Neighborhood would like it to be converted into a park.

Citations

Hatfield, Carol Sutherland. 1973. “In Hemphill Park Area Families Enjoy the ‘ Central City.’” *Austin American Statesman*, 4 Nov.

Kelso, John. 1977. “Meet the People Who Made Austin.” *Austin American-Statesman*, 28 May.

Kelso, John. 1977. “What’ s in a Name? Uncle Billy Didn’ t Like Congestion.” *Austin American-Statesman*, 16 July.

Thompson, Richard A., Ed. 1999. “The Hancock Neighborhood: An Urbane Oasis.” Austin, TX: Hancock Neighborhood Association.

West Campus/University Neighborhood Overlay (UNO) Design Guidelines

West Campus Design Guidelines

for the UNIVERSITY NEIGHBORHOOD OVERLAY

a component of the
Central Austin Combined Neighborhood Plan

June 2004

FINAL VERSION /10

prepared for the **UNIVERSITY AREA PARTNERS**

by the office of
COTERA+REED ARCHITECTS

and assisted by Taylor Simpson Parking Consultants

INTRODUCTION

The West Campus Design Guidelines and the University Neighborhood Overlay of which it is a part are components of a neighborhood plan sponsored by the City of Austin and neighborhood organizations to the west and north of the UT Austin campus. These documents are intended to create a long range vision of a urban and diverse residential district in the area just west of the campus, while preserving the smaller scale residential character of other areas in the neighborhood plan. It is the intention of the groups which developed the documents that the conflicting goals - each firmly rooted in principals of sustainability - of urban density and the preservation of traditional inner neighborhoods, can each be satisfied through common effort.

As the university grew, West Campus developed with small scale buildings and homes, many of which served the university in some way. Much of this original building stock has become short term rental properties for students. In addition, some properties have been consolidated and converted to two and three story apartment blocks. The gradually increasing need for parking, resulting from the change to rental from single family has not been well accommodated. Streets and front yards are filled with cars from local residents and students. Many older apartment buildings use the previously required building setback for head in parking, creating conflicts with pedestrians at the sidewalk.

The overlay and guidelines are intended to help create a residential district that is close to the campus, consolidating some of the student housing that is presently scattered throughout the city, and thereby reducing transient student traffic to campus from outside, and reducing the transient parking requirements around West Campus. The district should also create housing for university faculty and staff, and may include hotels catering to business and academic visitors.

The overlay permits those who wish to develop under the existing strictures to do so. However, new development may also *opt-in* to the rules of the UNO, which allows larger buildings and denser development. These developments will follow the standards set in the UNO overlay and the West Campus Design Guidelines.

Through this process, larger residential buildings will be promoted, and the area will ultimately develop into a dense population of students, professors and staff for the university. The close proximity of the campus is expected to allow most to commute by foot and bicycle, greatly reducing this community's reliance on cars, and reducing the development pressure on the areas north of UT. This shift in population should also reduce the use of neighborhood streets for commuter parking.

Promoting a greater density at the city center is one way of reducing sprawl at the city periphery; this is considered by many to be one of the greatest threats to environmental health and to our livelihood. Besides simply putting more development in a smaller area - and benefiting from an efficient infrastructure, a dense mixture of uses can reduce our reliance on cars, subsequently reducing pollution and oil consumption.

The UNO overlay West Campus Design Guidelines were crafted to promote larger buildings of greater quality and longer life, which accommodate current parking requirements. These should also be designed to promote a comfortable pedestrian environment. The guidelines are not intended to create a manual of architectural style. They *are* intended to create a framework for a comfortable, walkable, urban fabric, within which a variety of architectural expression can exist without conflict.

SUMMARY OF GOALS OF UNO AND WEST CAMPUS GUIDELINES

1. *TRANSPORTATION*

The UNO Overlay is intended to support for City of Austin's and Capitol Metro's and The University of Texas's vision for an integrated transportation plan which includes commuter options and a reduced reliance on cars - through density and planning.

2. *STREET ORGANIZATION*

A Creation of HIERARCHY of transportation concerns in street design:
- 1 pedestrian traffic
- 2 transit
- 3 bicycle traffic
- 4 cars

B. Define street types throughout overlay:
pedestrian oriented east west streets
local transportation oriented north south streets
arterials with more cars and wider sidewalks: 24th+29th+Rio Grande+Guadalupe+MLK

C. Creation of a two-way street system throughout the area

D. Four way stops standard at all intersections for non-commercial corridors and Rio Grande

E. Lighted signals at major intersections along arterials

F. Accommodation of bike traffic on all streets

3. *PARKING*

A. *Municipal involvement:*
1. Encourage developments in rapid transportation, that reduce the need for parking throughout the district.
2. Encourage the establishment of a locally controlled municipal parking authority that would devel op regional parking structures which could - as the need for cars diminishes - be converted into habitable space. The creation of a local municipal parking authority could help control and requlate on-street parking.

B. *Parking responsibility:*
ensure that new buildings have off-street parking - either on the property or in a regional parking garage - and do not rely on surrounding streets for parking needs

C. *Parking control*:
do not create streets that are lined with only parking garages at the lower levels

D. *Parking control:*
provide significant incentives for parking underground

E. *Regional garages:*
will be required to contain secondary spaces at ground level

F. *Mixed-use encouragement*
buildings in the UNO Overlay may use smaller parking dimensions
off-street parking not required for commercial uses under 20,000 SF along the designated corridors

4. *BUILDING USE*

A. overlay will require 80% residential uses - in existing residential base districts.
except: buildings under 60 feet in height along Guadalupe;
buildings under 60 feet in height along MLK between Guadalupe and Rio Grande
buildings under 60 feet in height along 24th St. between Guadalupe and Rio Grande

B.1 overlay will require 10% of the residential to be leased through CoA Smart Housing Program for 12 year period. Threshold for inclusion in this provision will be projects of 40 units or a resident population of 80 tenants. Threshold income is 80% median family income.

B.2 overlay will also require an additional 10% of the residential to be leased through CoA Smart Housing Program using a 50% median family income threshold.

B.3 projects may satisfy the 50% affordable housing requirements by paying a fee in lieu of participating in the Smart Housing Program. The fee would be calculated as $0.15 per square foot of the gross building area. These fees would be used to develop affordable housing exclusively in the UNO district.

B.4. affordable units in a building may be separated from market rate units if given their own physical identity and if a separate management structure is established. Otherwise, the affordable units in a building must be integrated into the non-affordable units and distributed throughout. In either case, the units leased under the Smart Housing Program shall be constructed with the same level of quality as the average of the building.

C. the overlay will define *secondary uses* specifically for UNO

5. *COMPATIBILITY*

A. no INTRA district compatibility requirements
yes INTER district compatibility requirements

6. *STREETSCAPE IMPROVEMENTS*

A. Install trees, lighting, seating and other amenities in R.O.W.

B. Reduce the amount of curbcuts.

C. Create a complete system of wide sidewalks along street frontage.

D. Create a locally controlled finance district for funding streetscape improvements using local parking meters

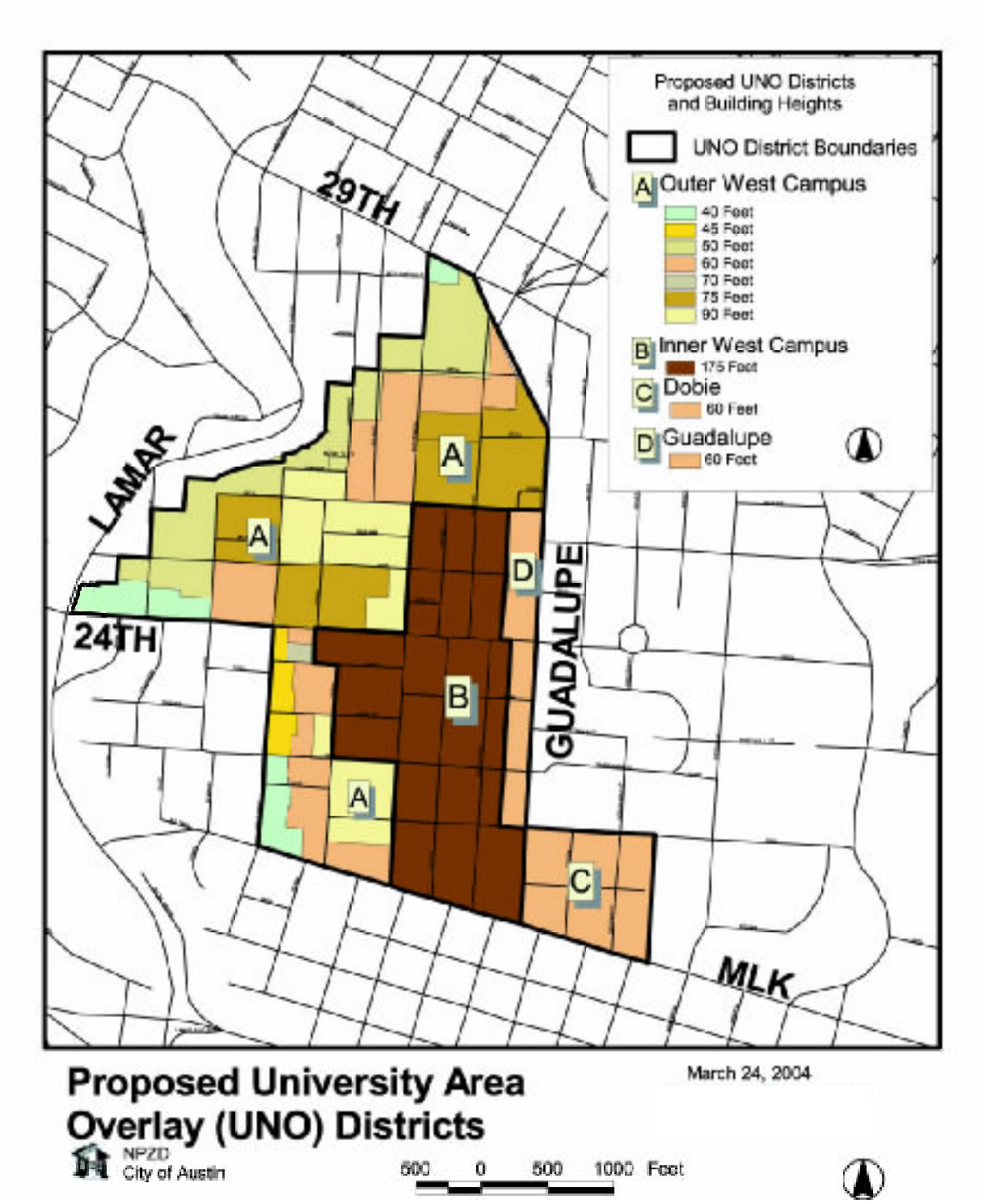
E. Encourage streetscape improvements by waiving fees associated with license agreements

7. *BUILDING SIZE/LOCATION*

A. Avoid deep canyons by stepping back buildings above streetwall.

GREATER NEIGHBORHOOD PLANNING AREA

BOUNDARIES OF THE UNO PLANNING AREA



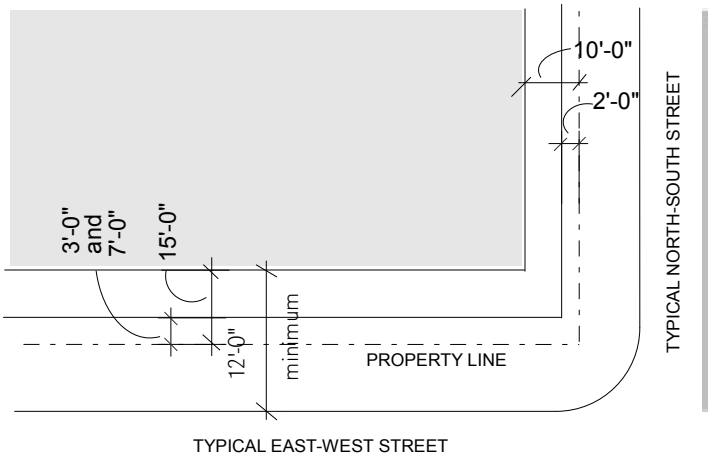
GENERAL G.1
BUILDING SETBACKS

Buildings throughout West Campus should be located close to the property lines, rather than away from them, helping to create a continuous street edge and define the area of public right-of-way. This will also allow a greater usable area inside the property lines and accommodate larger scale development. However, because the ROW here is typically narrow, a small street-side setback is required, allowing wider sidewalks and more area for street trees.

It is recommended that the small area between the building and the property line be considered a pedestrian space, and be designed accordingly. Buildings should limit the installation of mechanical equipment and dumpsters and utility equipment in the setback area. Extensive landscaping in this area is also not recommended, due to concerns for safety.

Setbacks apply to the general building mass between the ground level and the first solar setback at 60'. Ground levels may setback farther than the maximum if the additional ground level space is used as an accessory pedestrian oriented space, provided the building above meets the setback limits. An example of this would be the creation of an exterior space for cafe dining associated with an adjacent restaurant, under a building overhang.

Where a primary pedestrian entrance forms an entry court, this area is not subject to the maximum setback requirements. The maximum setback to accommodate a light court shall be 45 feet. A light court a courtyard that is open along the street frontage and is used to allow natural light into occupant space. These may set back from the property to 45 feet.



Where the building design must respond to existing trees, buildings may setback beyond the driplines of the trees to create a tree court.

Entry courts, light courts and tree courts must be accessible to the public and must include amenities such as benches and pedestrian scaled lighting.

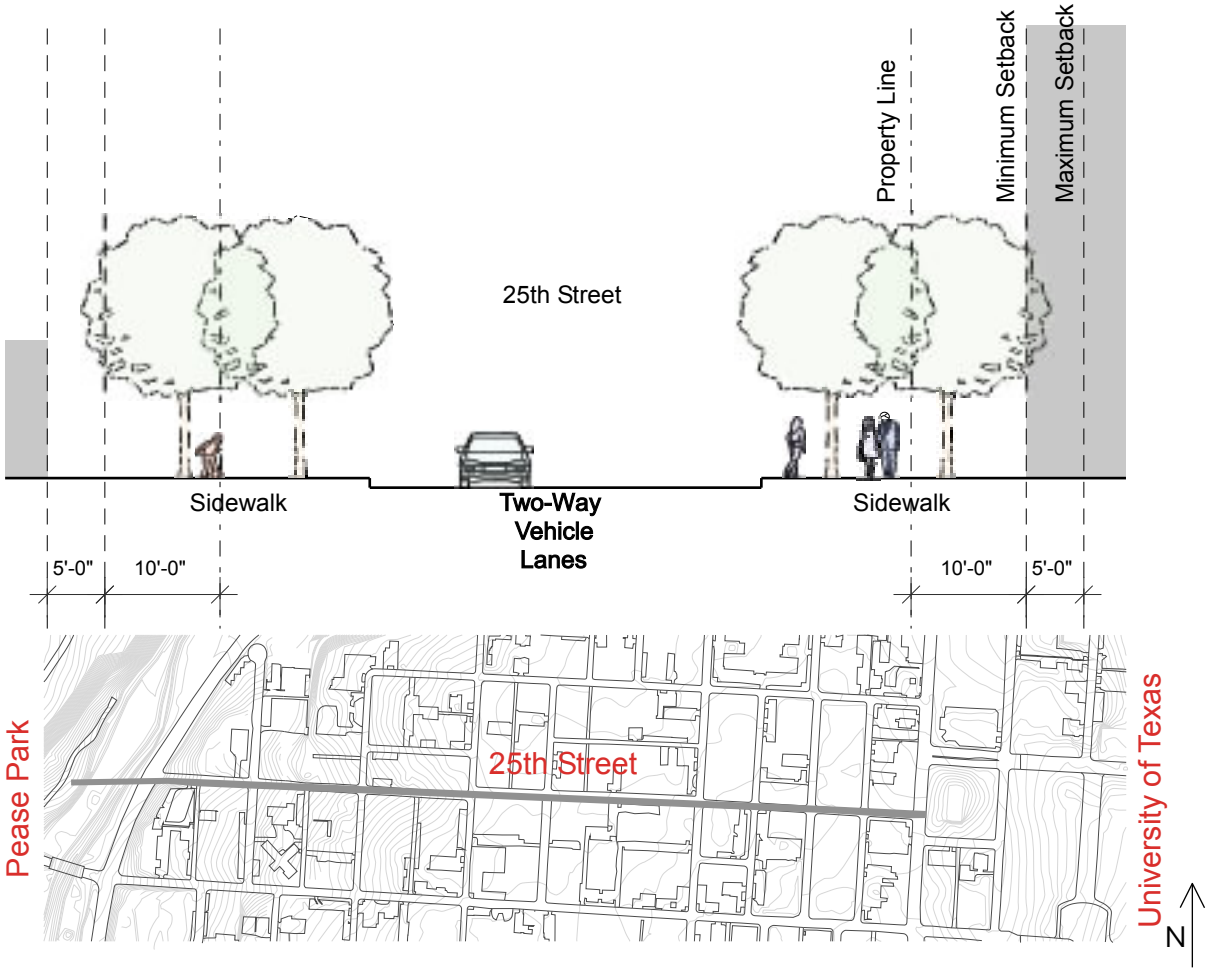
G.1.A	BUILDINGS ALONG NORTH-SOUTH STREETS SHALL SET BACK A MIN 2'-0" AND MAX 10'-0" FROM PROPERTY LINES AT STREET FRONTAGES.
G.1.B	BUILDINGS ALONG EAST-WEST STREETS SHALL SETBACK BETWEEN 3'-0" AND 15'-0" WEST OF RIO GRANDE, AND BETWEEN 7'-0" AND 15'-0" EAST OF RIO GRANDE.
G.1.C	THERE ARE NO REQUIRED SETBACKS ON ALLEYS OR ADJOINING PROPERTIES.
G.1.D	THERE ARE NO REQUIRED SETBACKS ALONG 24TH STREET BETWEEN GUADALUPE AND RIO GRANDE.
G.1.E	THERE ARE NO REQUIRED SETBACKS ALONG GUADALUPE BETWEEN MLK AND 28TH STREET.
G.1.F	BUILDING SETBACKS ALONG M.L.K. SHALL BE 10'-0" BETWEEN RIO GRANDE AND SAN GABRIEL.
G.1.G	IN ADDITION TO THE SETBACKS DESCRIBED ABOVE, A MINIMUM OF 12'-0" SHALL BE MAINTAINED BETWEEN THE FRONT OF CURB AND THE BUILDING - TO ASSIST THE GROWTH OF LARGE STREET TREES. THIS SETBACK APPLIES TO ONLY THOSE PROPERTIES ALONG STREETS WITH A RIGHT OF WAY OF 60'-0" OR MORE.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS ■

PEDESTRIAN PARK ACCESS

The district is framed on the east by the shopping strip of Guadalupe and on the west by Shoal Creek and the park. Presently, residents can easily walk to campus and Guadalupe, but getting to Shoal Creek is more difficult due to the large number of east-west streets that dead-end along the cliff above Lamar Boulevard and the few intersections where pedestrians can safely cross. Because of this most residents find themselves driving to a park that is quite close by.

One or two east-west streets should be developed with bike lanes and greater emphasis on shade (trees) which can form pedestrian feeder paths to the park, giving residents calmer alternatives to MLK and 24th Street.



G.2 A GROUP OF EAST WEST STREETS WILL HAVE ADDITIONAL SETBACK REQUIREMENTS AND TREE REQUIREMENTS TO CREATE A PEDESTRIAN BOULEVARD CONNECTING THE DISTRICT AND PARKLAND ALONG SHOAL CREEK.

APPLICABILITY: DOBIE GUADALUPE OUTER W. CAMPUS INNER W. CAMPUS

GENERAL G.3

HISTORICAL CONTINUITY AND AUTHENTICITY

Austin is not a city with a large stock of preserved historic buildings. Because of this, and because older buildings can create a link to the past that promotes a sense of place, what does exist should be treated with a certain amount of deference. All parts of the built environment tell a part of the story of the town they create. It is possible today to build buildings which mimic or replicate these buildings to the point where people could believe that they area actually original historic buildings. This might be done in a response to a perceived market, and might seem justified by those who develop projects like this. But creating confusion between historic buildings and new buildings results in the devaluation of the real thing.

Where older buildings have been registered as historic structures, certain strictures apply which regulate alterations or additions. These dis-allow additions which mimic the original building, due to way that this would promote confusion about the authenticity of the original historic building. The intent of this guideline is essentially the same as that historical restriction, but applied to a broader urban fabric. The most likely development scenario in which concern for historic authenticity would come into play is the the creation of a building that mimics the turn of the century buildings we have downtown. It has already occurred in some new developments.

G.3.A BUILDINGS SHALL NOT BE DESIGNED TO APPEAR TO BE ORIGINAL HISTORIC BUILDINGS.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

ACCOMMODATION OF PERMANENT SMALL SCALE NEIGHBORS

There are some small scale buildings in the district which are less likely to be removed and replaced with the sort of dense development promoted by the University Neighborhood Overlay. Due to their present use or to historic designation, they may be considered to have a permanent place in the neighborhood. And for this reason, new buildings should be designed with some acknowledgment of permanent small scale neighbors so that the contrast between the two does not create an uncomfortable experience when viewed from the street.

New buildings should not attempt to accommodate the small scale building through the duplication or imitation of architectural features. Rather, the larger building should incorporate into its exterior some building breaks or strong edges which create a similar scale in the overall mass where it comes closest to the small building. These breaks in the massing could be created by small setbacks in the exterior skin, or by radical differences in the construction and appearance of the skin. These differences could be created through the use of different materials or color.

A BUILDING WHICH DOES NOT ACCOMMODATE
A PERMANENT SMALL SCALE NEIGHBOR

G.4.A BUILDINGS LOCATED ADJACENT TO A PERMANENT SMALL SCALE BUILDING - EITHER ON THE SAME BLOCK OR ACROSS A R.O.W. - SHALL CREATE SOME SCALE ACCOMMODATING ELEMENT IN THEIR MASSING WHICH HELPS MITIGATE THE CONTRAST BETWEEN THE TWO.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

GENERAL G.5

ACCOMMODATION OF BUILDING SIGNAGE

Signage is a useful part of the built environment, providing necessary information about building entrances, addresses, retail opportunities and permitted uses of the right-of-way.

However, a distinction should be made between the way signage is developed on the major corridors, which will support larger populations of cars, pedestrians and retail, and the way signage is developed away from these corridors - where a less commercial atmosphere is desired.

In areas away from the retail areas of 24th Street and Guadalupe, smaller scale signage, placed closer to the sidewalk are more appropriate.

Signage should not adversely affect the residents in neighboring buildings by its size or character.

G.5.A	BUILDINGS SHALL NOT INSTALL ADVERTIZING SIGNAGE (EXCLUDES BUILDING NAME) ABOVE THE SECOND LEVEL.
G.5.B	LIGHTED SIGNAGE SHALL NOT BLINK OR CREATE A STROBE EFFECT.
G.5.C	NO SINGLE SIGN SHALL BE LARGER THAN 100 SQUARE FEET.
G.5.D	MONUMENT OR POLE MOUNTED SIGNS ARE NOT PERMITTED.
G.5.E	SIGNAGE MAY NOT BE MOUNTED TO THE ROOF A BUILDING.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

PARKING P.1

PLANNING PARKING STRUCTURES

an example of a garage that includes pedestrian spaces at the ground level

an example of a street lined only with parking garages

A goal of the UNO Overlay is to create development which supports and compliments the notion of a walkable West Campus community attached to the greater city through various methods of rapid transportation. It should have a street character which is comfortable to the pedestrian - lined with trees and buildings and not with above ground garages. To the extent possible, it is hoped that new garages will be located below ground, and behind occupied space. A requirement for occupied space along the street frontage is illustrated in guideline B.2.

While the immediate need for large amounts of parking is recognized, it is also possible that, through the development of future transit systems, the amount of parking required for West Campus will be less than it it presently is. One way that new buildings can plan for this is by creating stand-alone garages - all or part of which could be replaced with residential buildings, should the need for cars drop in the future. Another is to create structured parking garages inside the envelope of the building which can be converted to habitable space.

A parking authority may be created which would be responsible for creating and managing all the parking in the district. Management of the parking and the land required for it in this way would provide the greatest amount of flexibility to adjust to future demands, and might ultimately result in the most efficient use of each.

Where new above grade parking is created - either stand-alone, or within a building - these should be designed to be pleasant components of the streetscape. But they should be recognizable as garages, and not disguised to appear to contain apartments or offices.

P.1.A	CONSIDER FUTURE ADAPTABILITY AND THE CHARACTER OF THE STREETSCAPE WHEN PLANNING PARKING STRUCTURES. CONSIDER FUTURE CHANGES IN PARKING DEMAND, AND PRESENT NEED FOR HABITABLE SPACE ALONG THE STREETSCAPE.
P.1.B	PARKING DIMENSIONS FOR BUILDINGS WHICH OPT INTO THE UNO OVERLAY MAY BE REDUCED TO AN OVERALL WIDTH OF 60 FEET - FOR STALL/DRIVE AISLE/STALL IN 90 DEGREE ORIENTATION USING FULL SIZE SPACES. COL UMNS MAY INTRUDE ON STALLS PER EXISTING AUSTIN STANDARD.
P.1.C	PARKING DIMENSIONS FOR BUILDINGS WHICH OPT INTO THE UNO OVERLAY MAY BE REDUCED TO AN OVERALL WIDTH OF 58 FEET - FOR STALL/DRIVE AISLE/STALL IN 90 DEGREE ORIENTATION - WHEN STALLS ARE DEFINED AS A CLEAR AREA WITH NO INTRUSION OF COLUMNS OR OTHER ELEMENTS. STALLS WHICH ARE COMPROMISED BY COLUMNS WILL NOT BE INCLUDED IN THE PARKING COMPUTATION WHEN USING THIS MODULE.
P.1.D	UPON APPROVAL OF THE DIRECTOR OF THE WATERSHED PROTECTION AND DEVELOPMENT REVIEW DEPART MENT, REQUIRED PARKING MAY BE PROVIDED IN AN OFF-SITE PARKING GARAGE OWNED BY A SEPARATE OWNER OR BY THE CITY OF AUSTIN.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

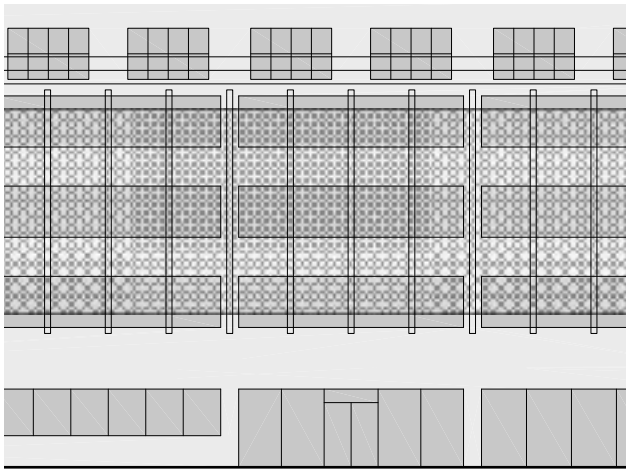
PARKING
SCREENING PARKING

P.2

Structured parking need not simulate occupied spaces. Ambiguity about the nature of the spaces around them is not considered a beneficial experience for the pedestrian. For this reason it is considered better that pedestrians understand, through the building design, which areas of street frontage are garage and which are occupied spaces.

However, the large scale of structured parking should be mitigated through the design of perimeter treatments that break long horizontal structures into smaller, more human scaled building facades. Walls of garages may be broken into small, window-sized openings to achieve this, but should not be glazed - to avoid the condition of ambiguity.

Further, headlights from inside structured parking garages should not be allowed to adversely affect adjacent properties. It is considered important that these be screened in some way to avoid shining headlights directly into the windows of adjacent properties. Light from headlights may be visible, but should not be directly from the beam.



upper levels of parking garages
should be screened, but not made
to appear to be habitable spaces

P.2.A HEADLIGHTS IN ABOVE GRADE PARKING STRUCTURES SHALL BE SCREENED FROM ADJACENT PROPERTIES.

P.2.B LARGE STRUCTURED PARKING GARAGES SHOULD BE MITIGATED THROUGH THE DESIGN OF PERIMETER TREAT MENTS WHICH BREAK THE GARAGE INTO SMALLER, HUMAN SCALED FACADES.

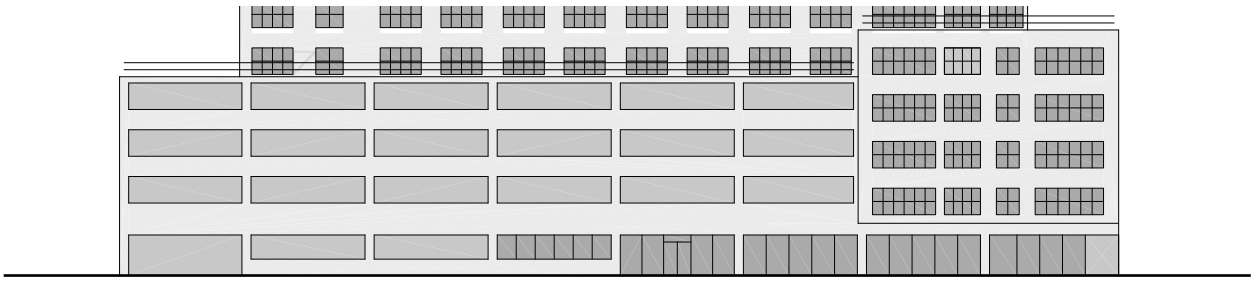
APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

PARKING
FLAT SLAB REQUIREMENT

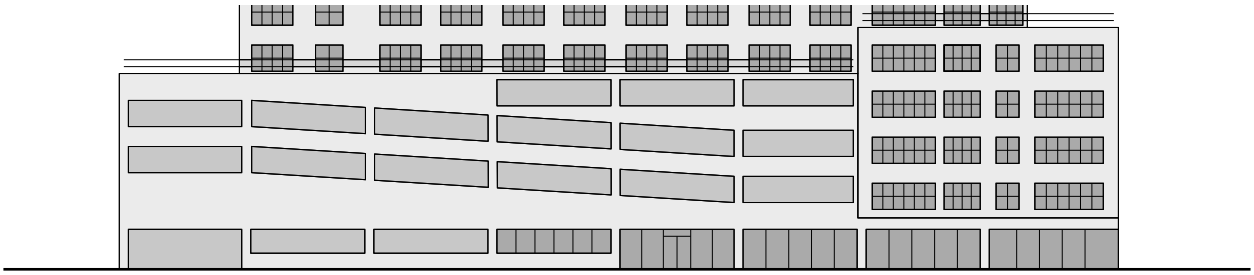
P.3

Above grade parking frequently uses sloped floors which act as park-on ramps. Where visible from the street, these can create a sense of discomfort, particularly where several garages in a row line the street. The park-on ramps seem to flaunt their association with cars, and suggest that in the visible areas of the building are not created for people - resulting in a sense of reduced safety and sense disconnect from the residents of the buildings.

Additionally, as the city becomes more dense and transportation alternatives become more viable, garages will become less necessary. The potential to turn a garage level into living units should be built into the design of the garage. This will require that floor slabs are not sloped and that they have enough height to permit the installation of other uses such as office or residential.



garage with flat floors facing the street



garage with sloped floors facing the street

P.3.A	WHERE ADJACENT TO A PUBLIC STREET, SLABS OF ABOVE GROUND PARKING STRUCTURES SHALL BE FLAT.
P.3.B	GARAGE FLOOR SHALL HAVE A MINIMUM 10'-0" BETWEEN SLABS WITH A MIN. CLEAR DISTANCE OF 8'-0" TO BOTTOM OF STRUCTURE.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS

STREETSCAPE IMPROVEMENTS S.1

STREET TREES

The district is intended to be dense and urban and humane at the same time. To help ensure this occurs, street trees will be required in new developments. These are intended to create a sense of connection to the natural landscape, and to create as shady and cool a summer environment as possible. These will also help reduce the effects of the local urban heat island. The landscape requirements are also intended to foster a sense of the local and unique character of central Texas.

The area of building setback should be designed as a pedestrian space associated with the sidewalk. Extensive landscaping in this area is not recommended for reasons of safety. Street trees are also intended to isolate the pedestrian from structured parking above the sidewalk. They should provide less isolation where residential uses occur along and above the sidewalk. For these reasons, species should be matched to the scale and use of the adjacent building. To facilitate this, trees may occur in a variety of locations and at a variety of intervals.

sycamores in West Campus

There are many existing mature trees throughout the area. It may not be practical to design a streetscape around a tree near the end of its anticipated life span. But generally, significant existing trees should be preserved and incorporated in new development projects. Owners will also be expected to maintain landscaped areas and trees. Tree roots must be maintained and not allowed to damage or upend sidewalks. Tree grates should be included in the sidewalk design when trees are in or near the pedestrian path.

Developments are required to install street trees throughout the overlay area. Development along Guadalupe and 23rd. Street shall implement the existing plans for these streets. Elsewhere in the district, the 23rd St. Plan - developed by the University Area Partners - shall be used as a guide and completed to the degree that it is feasible.

The streetscape improvements and tree requirements described here are intended to supplement and not replace the existing requirements of the City of Austin.

Proposed street layouts and tree locations are shown in attached *illustrated transportation standard*.

S.1.A	PROVIDE CLASS ONE STREET TREES ALONG ALL STREET FRONTAGE
S.1.B	TREE PLACEMENT SHOULD PERMIT GROWTH OF LARGE FULL CANOPIES CONSISTENT WITH EXISTING MATURE TREES IN NEIGHBORHOOD.
S.1.C	PROVIDE LANDSCAPE IRRIGATION FOR ALL TREES AND LANDSCAPED AREAS.
S.1.D	TREE SPECIES SHALL BE MATCHED TO THE SCALE AND USE OF THE ADJACENT BUILDING.
S.1.E	ALL PLANTING SHALL BE CREATED FROM A PALETTE OF NATIVE SPECIES.
S.1.F	FUNDS COLLECTED IN THE WEST CAMPUS DISTRICT THROUGH THE CITY OF AUSTIN'S TREE FUND - WHERE FEES ARE PAID WHEN EXISTING TREES ARE REMOVED - SHALL BE USED TO PLANT ADDITIONAL TREES WITHIN THE WEST CAMPUS DISTRICT.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

STREETSCAPE IMPROVEMENTS
SIDEWALKS/UTILITIES/AMENITIES

S.2

Sidewalks should be considered more important a public pathway as the roadway they line. All streets in the neighborhood should have continuous, sufficiently wide, paved sidewalks on each side to facilitate the easy movement of pedestrians. It is important that sidewalks be maintained and rebuilt when necessary.

Utility accoutrement associated with larger buildings frequently interrupt the sidewalk because it is the only R.O.W. space outside the roadway that is still accessible to utility service companies. It is important that hatchways and access panels of all sorts are carefully incorporated into the design of the sidewalk and streetscape. These should not present obstructions to pedestrians, and should attempt to blend well into the surfaces of the sidewalk and adjacent buildings. Where possible, these should be located within the building.

sidewalk amenities can create a more comfortable steetscape

a utility box blocking a busy sidewalk creates a conflict with pedestrians

S.2.A	ALL PROPERTIES SHALL INSTALL AND MAINTAIN CONTINUOUS CONCRETE SIDEWALKS IN THE SPACE BETWEEN THE BUILDING EDGE AND PUBLIC STREETS.
S.2.B	SIDEWALKS SHALL BE CONSTRUCTED TO THE MAXIMUM ALLOWABLE WIDTH PERMITTED BETWEEN THE CURB AND BUILDING BETWEEN 5' AND 12' WIDE.
S.2.C	CURB CUTS SHALL BE LIMITED TO 24' AS THEY CROSS SIDEWALKS.
S.2.D	VEHICULAR ENTRANCES SHALL BE CONSTRUCTED TO CREATE AS LITTLE DISRUPTION AS POSSIBLE TO PEDESTRIAN AND WHEELCHAIR TRAVEL.
S.2.E	NEW ELECTRICAL AND FRANCHISE UTILITIES SHALL BE INSTALLED BELOW GRADE.
S.2.F	MUNICIPAL AND PRIVATE ACCESS PANELS, PULL BOXES, SIGNALIZATION BOXES, ETC., WHEN INSTALLED IN THE R.O.W. SHALL BE DESIGNED TO BLEND INTO THE STREETSCAPE AND PROVIDE MINIMAL INTERRUPTION OF THE PEDESTRIAN PATH.
S.2.G	PROPERTY OWNERS SHALL MAINTAIN ADJACENT R.O.W. BY KEEPING SIDEWALKS AND STREETS FREE OF TRASH AND DEBRIS.
S.2.H	STREETSCAPE IMPROVEMENTS SHALL INCLUDE TRASHCANS, BICYCLE RACKS AND BENCHES AS NEEDED.
S.2.I	USE OF ANY SIDEWALK OR R.O.W. FOR PRIVATE DECKS OR PATIOS, OR SERVICE USES SUCH AS TRANSFORMERS, DUMPSTERS, OR OUTWARD OPENING DOORS OR WINDOWS SHALL BE PROHIBITED.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

STREETSCAPE IMPROVEMENTS S.3

STREETSCAPE LIGHTING

Lighting along the streetscape should take into account both safety and comfort. Occupied spaces at and above the streetscape will help increase safety by influencing the sense that the area is inhabited and cared for and watched. Beyond this, new development should provide general lighting of the sidewalk and area between buildings and street. It is recommended that a minimum of 1/2 footcandle be provided at the sidewalk surface.

Lighting designs should take into account the shadows that can occur below street trees.

Comfort should be accommodated through the quality of light at the source, and by providing more frequent, smaller scaled lighting fixtures. This will reduce the scale along the pedestrian path and distinguish it from the roadway. High pressure sodium and non-corrected fluorescent lamps should be avoided.

Lighting may occur either from building mounted fixtures or from small scale pole lights.

The streetscapes should be lit all night, every night.

A variety of fixtures will be acceptable with in the UNO Overlay, but all should be shielded and should not allow light to escape upward into adjacent buildings. Fixtures will be required to fit on the existing standard City of Austin light pole footing design.

fixture similar to the pecan street standard - pre-approved by the City of Austin for use in the right of way

S.3.A	ALL PROPERTIES SHALL PROVIDE A MINIMUM 1/2 FOOT CANDLE OF LIGHTING ALONG ALL PEDESTRIAN PATHS.
S.3.B	HIGH PRESSURE SODIUM LIGHTING IS NOT PERMITTED.
S.3.C	STREET LIGHTING SHALL NOT SHINE INTO WINDOWS OF OCCUPIED SPACE ABOVE IT.

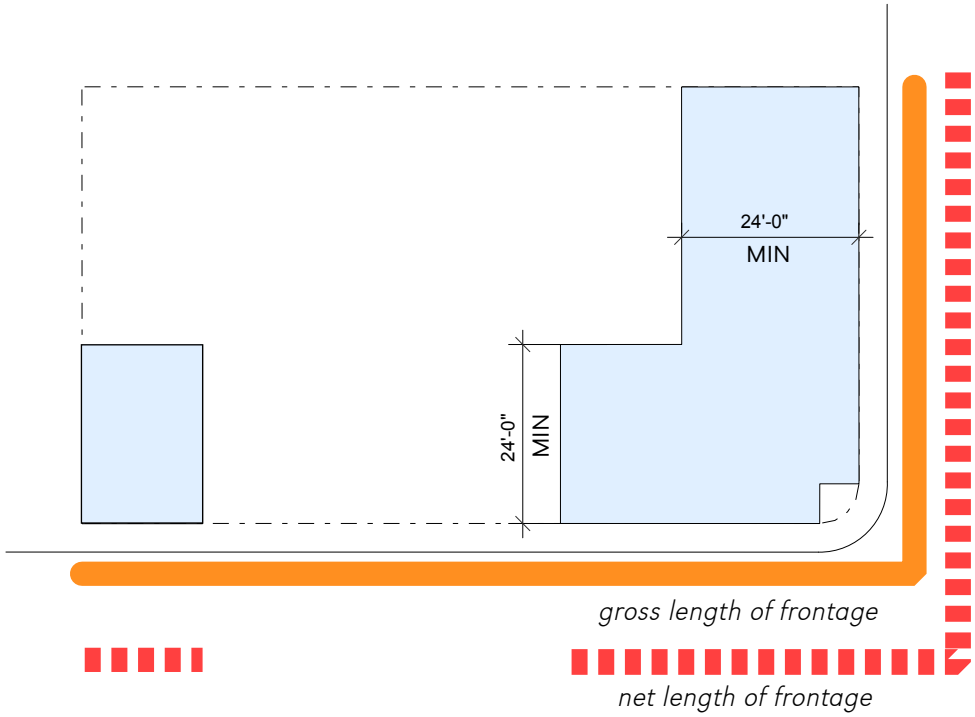
★ lighting in Guadalupe District shall follow the existing Guadalupe Street plan.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	★ ■	■	■

The ground floors of buildings in the UNO Overlay should contain a high percentage of local uses. These pedestrian oriented ground level uses will increase safety on the street and create a stronger sense that the area is inhabited - rather than vacant - and so will help create a more appealing streetscape.

To determine the required minimum area of uses at the ground level, add the entire length of all street frontages together. This is the *gross length of frontage*. Subtract required drive aisles, and stairs which occur at the building perimeter. This is the *net length of frontage*. The required amount of local uses at the ground level is 75% of the net length of frontage.

A *ground level* is the a building floor that is at sidewalk level or up to five feet above sidewalk level.



B.1.A GROUND LEVELS SHALL INCLUDE LOCAL USES ALONG 75% OF THE NET LENGTH OF FRONTAGE AS MEASURED ALONG THE R.O.W.. *THIS INCLUDES GROUND LEVELS OF STAND-ALONE REGIONAL PARKING GARAGES.*

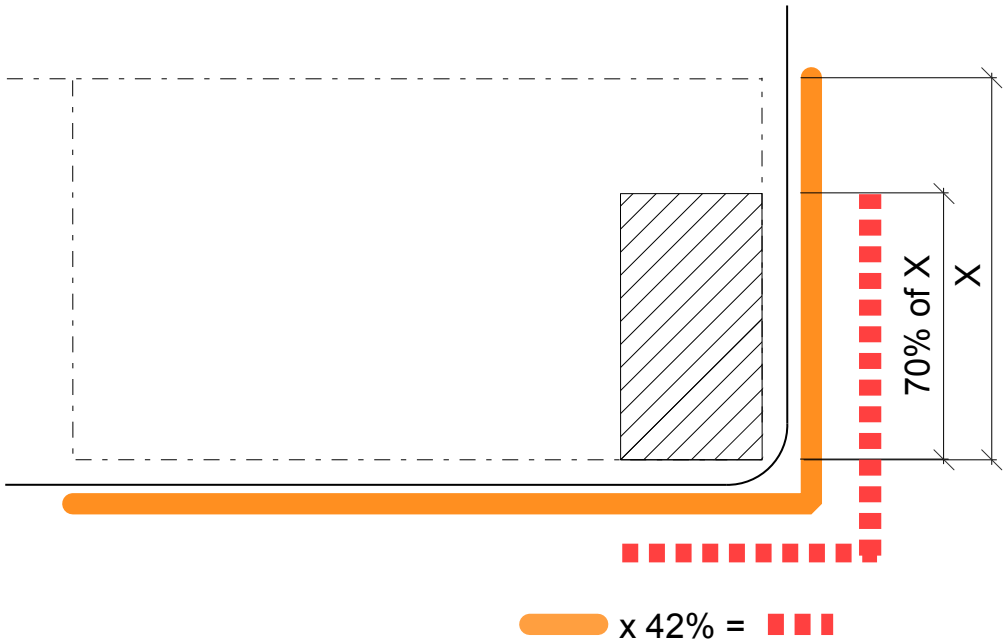
B.1.B SPACES FOR GROUND LEVEL PEDESTRIAN USES SHALL BE A MINIMUM OF 24 FEET DEEP ON AVERAGE.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS

BUILDING USES AT UPPER LEVELS

Above grade structured parking is allowed in the West University Campus, but should not become the primary feature of it. Because the width of residential buildings is somewhat smaller than that for parking, and because a setback is required to allow greater penetration of sunlight, it is likely that the predominant visual feature of the streetscape could be structured parking, if not mitigated through architectural design. In areas of the city where this has occurred, it has created a landscape that is particularly uninviting, seeming unpopulated and unaccommodating to people.

This is not the character the neighborhood should have, and to help mitigate the issue, some inhabited spaces are required in the part of the building which forms the street wall. Because level one will have its own parameters which incorporate pedestrian uses, the street wall is the area between level two and the first building setback at 60 feet. This is the part of the building which will most influence the character of the street and the experience of the neighborhood.



B.2.A A MINIMUM OF 42 % (AS MEASURED IN LINEAL FEET ALONG THE STREET-SIDE BUILDING PERIMETER) OF THE STREET WALL MUST CONTAIN OCCUPANT SPACES.

B.2.B WHEN BUILDINGS HAVE FRONTAGE ALONG EAST-WEST STREETS, A MINIMUM OF 70% OF THE REQUIRED 42 % MUST BE LOCATED FACING THE EAST WEST STREET.

APPLICABILITY: DOBIE ■ GUADALUPE ■ OUTER W. CAMPUS ■ INNER W. CAMPUS

BUILDING
HEIGHT OF GROUND LEVEL

B.3

It is important that the spaces which house ground level pedestrian uses be as flexible as possible and allow the eventual installation of retail. To accommodate this a minimum floor to floor height of 13'-4" is required, and a clear height of 10'-0" is required below structure.

ground level spaces should have a clear height which supports pedestrian uses

B.3.A 60% OF THE SPACES ALONG THE BUILDING FRONTAGE, AS MEASURED ALONG THE ROADWAY, SHALL HAVE A CLEAR HEIGHT OF 10'-0" TO THE BOTTOM OF STRUCTURE, AND A MIN FLOOR TO FLOOR HEIGHT OF 13'-4".

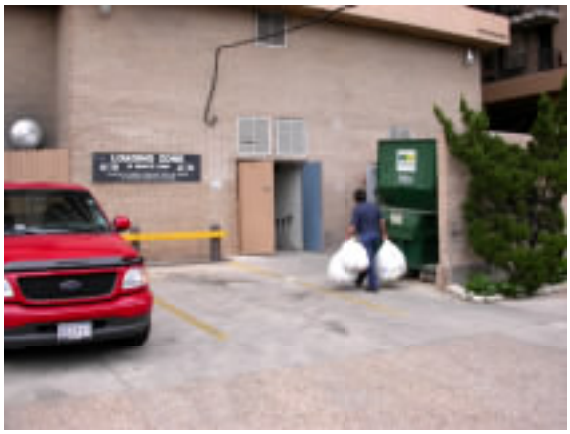
APPLICABILITY: DOBIE GUADALUPE OUTER W. CAMPUS INNER W. CAMPUS

BUILDING
PLANNING FOR BUILDING SERVICES

It is important that streetscapes and sidewalks remain, to the degree that they can, areas for people. To facilitate this, buildings will need to accommodate trash removal in a way that has minimal impact on the public R.O.W. When services are not planned for in a building and site design, they can burden the neighboring properties by using the right of way - which should be kept clear for pedestrians.

Wherever possible, trash and recycling should be picked up from an alley or a service area away from the sidewalk and streetscape.

Trash and recycling yard should be maintained frequently.



service yards should be screened from the sidewalk

trash should not be placed in the sidewalk

dumpsters should not be placed in the sidewalk

dumpsters should not be placed in the street

B.4.A WHERE A PROPERTY ADJOINS AN ALLEY, ALL SERVICES SHALL BE ACCESSED FROM THE ALLEY.

B.4.B WHERE A PROPERTY DOES NOT ADJOIN AN ALLEY, DUMPSTERS AND RECYCLING BINS SHALL BE EITHER ENCLOSED INSIDE THE BUILDING OR SCREENED FROM THE SIDEWALK, AND NOT IN THE R.O.W..

B.4.C ALL MECHANICAL, SOLID WASTE AND UTILITY RELATED EQUIPMENT MUST BE SCREENED FROM PUBLIC VIEW.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

BUILDING
LOADING AND MANEUVERING

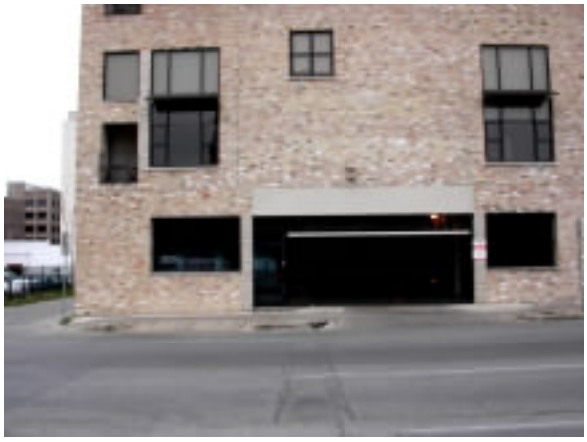
B.5

Loading and unloading in the West University Neighborhood should generally take place inside the ground level of the building. But the small size of blocks and the goal of maximizing pedestrian oriented uses at ground level are in conflict with an existing requirement for on-site loading and maneuvering. This would require trucks to pull head first into the building from the street, and pull head first out of the building to the street. Depending on the site, this will generally require devoting a large portion of the ground level to trucks and their turning radius.

Rather than displace uses with a more positive impact on the neighborhood, maneuvering in the street - essentially, backing into the dock - will be permitted.

To ensure that sidewalks are always unobstructed, trucks must pull completely into the building - either front ways or by backing - and not be forced, by the design of the loading area, to stand across the sidewalk.

Future street patterns will likely be two-way throughout the district, so it is important that all new development be designed to accommodate this.



Examples of loading areas which allow trucks to pull off the roadway and sidewalk.

B.5.A	ON-STREET MANEUVERING OF SERVICE VEHICLES IS ALLOWED.
B.5.B	LOADING DOCKS MUST BE DESIGNED TO ALLOW TRUCKS, WHEN LOADING, TO ENTER THE SITE COMPLETELY AND NOT BLOCK THE SIDEWALK.
B.5.C	VEHICLES MAY PARALLEL PARK TEMPORARILY IN THE PART OF THE R.O.W. .SET ASIDE FOR PARALLEL PARKING OF PASSENGER CARS. LOADING ACTIVITIES MAY NOT DISRUPT PEDESTRIAN TRAFFIC OR ACTIVITIES OF ADJACENT PROPERTIES.
B.5.D	VEHICULAR ACCESS SHALL BE DESIGNED TO OPERATE IN A TWO-WAY STREET SYSTEM.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

BUILDING MATERIALS AND QUALITY

B.6

It is hoped that buildings in the West Campus will be constructed as long-term, high quality additions to central Austin. If built for a long life cycle, buildings can incur less maintenance cost and difficulties, can be considered a more sustainable construction, and can be good neighbors to other buildings and properties in the area. Quality buildings will also age well and generally enhance the character of any place. As they do so they will create an environment that expresses, through its buildings, the sustainable notion that this generation has operated with consideration of later generations.

Therefore, construction types, and building materials should be selected with longevity in mind; buildings should employ details which help maintain the exterior materials and waterproofing components. Over reliance on paint finishes and caulking will charge future tenants and owners with perennial maintenance considerations. Austin's climate should also be considered when choosing building systems and components. Many materials can be trouble free in other areas, but weather poorly in Austin due to the heat and sun. Because Austin is also relatively humid, shaded sides of buildings tend to stay moist for sometime after a rain, encouraging rot in wood and rust in metal.

Masonry, metal, glass, and carefully placed wood are considered the most appropriate exterior materials for the district. Masonry could be stone, brick, clay tile, cast-in-place concrete, pre-cast concrete, cultured stone, terra cotta, ceramic tile or block. In addition, some materials are considered inappropriate for the district and should be avoided. Highly reflective glass, for instance, tends to reflect sunlight into cars and other buildings. Windows are also considered a large part of a system of community safety - which includes lighted paths, denser populations, and the sense that there are eyes on the street - which encourages the use of large amounts of clear glass in building levels near the street.

B.6.A	THE USE OF EIFS BELOW THE FIRST BUILDING HEIGHT SETBACK IS NOT ALLOWED.
B.6.B	THE USE OF HIGHLY REFLECTIVE GLASS IS NOT ALLOWED.
B.6.C	WOOD SHINGLES AND WOOD SIDING ARE NOT ALLOWED.
B.6.D	THE USE OF EXPOSED CMU AS A FINISH MATERIAL BELOW THE FIRST SETBACK NOT ALLOWED. THIS INCLUDES SPLIT-FACED, GROUND FACE AND INTEGRALLY COLORED FLAT CMU.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

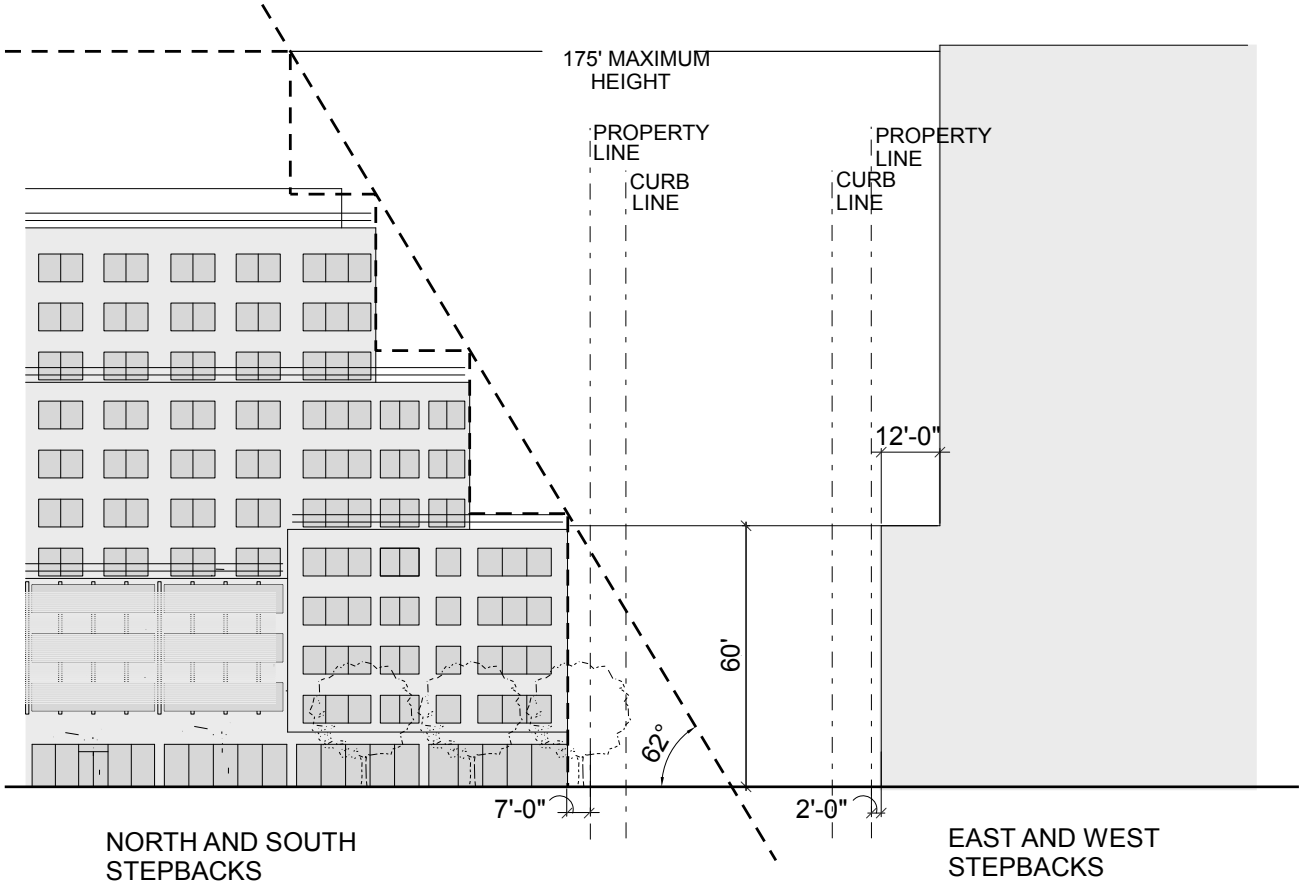
B U I L D I N G
BUILDING STEPBACKS

B.7

Tall buildings which step back as they rise can create two positive effects on the streetscape. Pulling back at the upper levels can permit sun to fall on the street and onto buildings across the street, and can help create a more human-scaled, less canyon-like street wall. Because Austin has very hot summers, shading the sidewalk adjacent to a building can actually be very positive, but setbacks should allow the sun onto the lower floors of adjacent properties in all but two months of winter - when the sun is at its lowest relative position.

Set backs on the east and west faces of buildings should be used to create a common, unifying streetwall throughout the district, and mitigate the effect a very tall facade would have on the pedestrian.

Buildings with very long street frontages - over 280 feet of continuous building - may exempt 20 % of the *gross length of footage* from the requirement for stepbacks.



B.7.A BUILDING SHALL FOLLOW THE VERTICAL SETBACKS ON THE DIAGRAM ABOVE..

APPLICABILITY: DOBIE GUADALUPE OUTER W. CAMPUS INNER W. CAMPUS

BUILDING HUMAN SCALE

B.8

Constructional standardization and economies of scale tend, when unchecked, to result in urban environments which feel too large and inhuman, or tend to express a lack of concern for human comfort. Large areas of featureless facades can create streetscapes which are overly static and over-scaled for the people who live there. Expressive more of the collective than the individual, overly monolithic buildings become associated with anonymity and so have difficulty creating a positive connection to the people who live in and interact with them.

Creating buildings with a varieties of scale, where the smaller, more human scale is clearly developed, can help neighborhoods feel more specific to the place, and make residents feel more comfortably connected to the buildings they live in. They can, in this way enhance the sense of community in the neighborhood.

Human scale can be created in the overall building massing, and in the way components of the exterior are fashioned together into a whole. Breaking the building massing into smaller parts through variety in the building plane - vertically and horizontally - is the most common way to create an intermediate scale, and reduce the apparent size of a large building. The use of detailing and craft in articulating the joining of materials and surfaces is a way to define an even smaller scale in building exteriors. Connections can be made with standard industrial components, rather than through the use of stylized decorative effects.

The base of a building with good human scale, includes variety in the massing and transitional detailing at the streetscape.

Large buildings with poor human scale (right) tend to rise undifferentiated from the sidewalk.

B.8.A BUILDINGS SHALL CREATE A SMALLER, INTERMEDIATE SCALE, EITHER THROUGH INTERRUPTIONS IN THE BUILDING FACADE AT A MINIMUM OF SIXTY FEET APART, OR THROUGH THE INSTALLATION AND EXPRESSION OF COMPONENT PARTS OF THE FACADE, OR BOTH.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

BUILDING
STREET LEVEL WINDOWS

B.9

Sides of buildings which face streets will be lined with sidewalks and street trees, street lighting and amenities. These are intended to encourage the free and safe accommodation of pedestrians. An enhanced pedestrian environment is key to the development of a neighborhood designed to minimize traffic and maximize density and create a true pedestrian oriented district.

Generous street level windows on the buildings that line streets in West Campus can help create a sense that these streets were created for pedestrians, and that walking there is safe. The phenomenon referred to as "eyes on the street" suggests the implication that windows facing a sidewalk will both deter crime - as the likelihood of being seen, and caught is greater - and encourage walkers - who sense that the street is not an isolated or dangerous route.

local examples of buildings with generous street level windows

Consequently, buildings in West Campus will be required - on sides facing a public right-of-way - to install generous windows into inhabited spaces on the first and second floors. Guidelines B.1 and B.4 address the minimum inhabited spaces in these levels.

The percentages in this guideline are most appropriate for commercial uses at the ground level. Should a building install residential units at ground level, instead of commercial - a model which could be very appropriate to certain less travelled streets in the neighborhood, the percentage of glass at the ground level could be reduced.

B.9.A	INHABITED SPACES ON THE GROUND LEVEL SHALL HAVE A MINIMUM 70% GLASS AT SIDES FACING A STREET. WHERE INHABITED SPACES AT GROUND LEVEL HOLD RESIDENTIAL USES, THE MINIMUM GLASS PERCENTAGE SHALL BE REDUCED TO 40%.
B.9.B	INHABITED SPACES ON THE SECOND LEVEL SHALL HAVE A MINIMUM 40% GLASS AT SIDES FACING A STREET.
B.9.C	GLASS AT FIRST TWO LEVELS MUST HAVE A VISIBLE TRANSMITTANCE RATIO OF 0.6 OR HIGHER.

APPLICABILITY:	DOBIE	GUADALUPE	OUTER W. CAMPUS	INNER W. CAMPUS
	■	■	■	■

APPENDIX

1 RESOLUTION BY COUNCIL

2 ILLUSTRATION OF TRANSPORTATION STANDARD

RESOLUTION NO. 020411-55

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

1. The City Council directs the Planning Commission to consider neighborhood plans for the following areas: West University Neighborhood, North University Neighborhood and Hancock Neighborhood. The effective date of this resolution for each neighborhood plan area is September 1, 2002.

Area boundaries are identified on the maps for each area, attached as Exhibit "A".

2. The University Partners (as stakeholders), and the University of Texas Faculty Master Planning Committee, University of Texas facility planning representative, and University of Texas student government representative, shall be included in the planning process.

3 The neighborhood planning process shall include a review and consideration of the following documents:

   a. December 1995 Tri-party agreement between University Area Partners, the University of Texas, and Capital Metro.

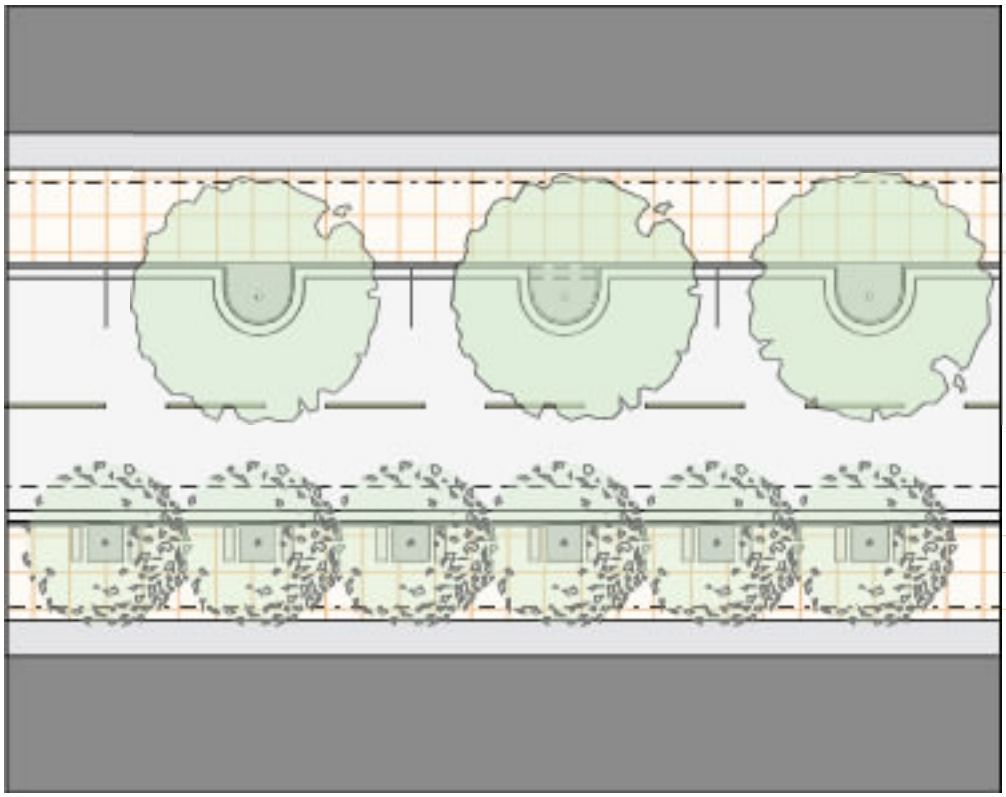
   b. 1996 City Council resolution designating Guadalupe Street as a pedestrian street.

   c. 2002 Guadalupe Street Master Plan Implementation document.

   d. January 2001 University Area Partners Comprehensive Transportation

4. The Planning Commission shall act as mediators and mentors in this neighborhood planning process.

ADOPTED: April 11 , 2002 **ATTEST:** Shirley A. Brown
City Clerk



STREET IMPROVEMENT RULES:

1. STREET TREES AT MAXIMUM 22'-0" O.C. IF IN SIDEWALK.
2. STREET TREES AT MAXIMUM 44'-0" O.C. IF IN BULB OUT.
3. OVERALL BULB OUT AREA IS 8'-0" X 8'-0".
   (STREETS MAY DRAIN BEHIND THE BULB OUT IN A TROUGH
   OR IN FRONT BY RAISING THE CURB AND PARKING LANE.)
4. MINIMUM LANE WIDTH IS 11'-6".
5. MINIMUM BIKE LANE WIDTH IS 5'-0".
6. MINIMUM OVERALL PARALLEL PARKING STALL DIMENSIONS ARE 8'-0" X 18'-0".
7. ALL STREETS MUST BE DESIGNED TO WORK IN A TWO-WAY STREET SYSTEM.
8. BULB-OUTS AND LARGE TREES SHALL BE INSTALLED ALONG THE NORTH SIDE OF
   THE FOLLOWING STREETS:
   21st St., 22nd St., 23rd St., 25th St., 26th St., and 28th St.

Central Austin Combined Neighborhood Plan 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 Central Austin Combined Neighborhood Planning Area. The intent is to provide ideas for the appearance of new development, redevelopment, or remodeling. These guidelines primarily focus on the streetscape—the publicly viewed area between the front of the building and the street. This area includes the streets and sidewalks (public rights-of-way), front yards, building facades, porches, and driveways (private property).

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 the positive elements and patterns that characterize the neighborhood and 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 that the existing neighborhood character is preserved, maintained, complimented, or even enhanced.

Goal 2: Ensure compatibility between adjacent land uses.
The Guidelines may indicate a neighborhood's preference for increasing or decreasing the occurrence of certain types of land uses. Examples of this are "encouraging more owner-occupied residential units" or "encouraging more nearby small-scale retail or grocery stores." Creating easily accessible areas of mixed-use and neighborhood-oriented services can also minimize the need for residents to travel by car to get goods and services needed on a day-to-day basis.

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

Residential Districts

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

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

Guideline 1.2: Trees in front yards cool homes, and should be preserved and protected. Existing trees along the street should be preserved and protected and additional trees planted to create a continuous canopy of cooling shade over the street and sidewalks.

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

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

Guideline 1.5: Provide ample space in side and front yards for trees, landscaping, or open space.

Guideline 1.7: Mechanical equipment (air conditioners, electric meters, gas meters, etc.) and garbage cans or garbage storage areas are best located to the

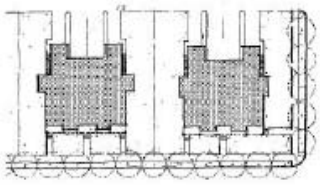
side or rear of the house, where they cannot be seen from the street. If the location is visible from the street, it should be screened from view.

Guideline 1.8: Duplex structures should have at least one framed entrance that faces the street, and should reflect the scale, height, and appearance of homes around them.

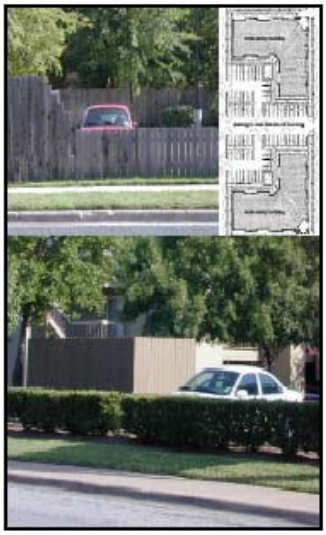
Objective 2: Redevelopment of multi-family residential projects should be compatible with adjacent single-family areas.

Guideline 2.1: Building facades that express the interior organization of suites or structural bays relate better to the scale of single-family houses.

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



Guideline 2.3: Multi-family developments in or facing a single-family area should mirror scale and feel of homes.



Guidelines 2.4: Parking lots along the street detract from the pedestrian-oriented character of the neighborhood. Locate parking lots to the side or behind the building, or buffer the lot from street view by a fence or hedge low enough to screen the cars that allows visibility for security. This helps preserve the quality of the streetscape.

Guideline 2.5: Service areas for trash disposal, air conditioners, and utility meters are best located behind the building or screened from public view.

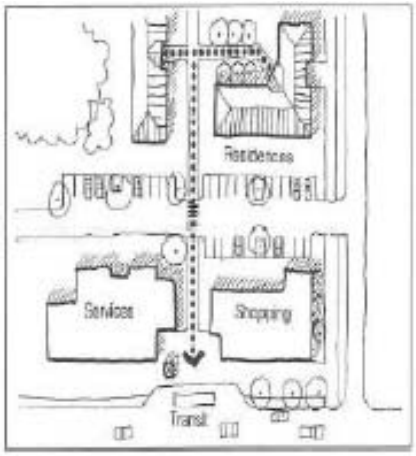
Commercial Districts

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

www.pedbikeimages.org / Dan Burden

Guideline 1.1: Commercial developments near residential districts are encouraged to provide direct pedestrian access to their properties. Vehicular access should be provided on commercial streets or alleys rather than residential streets.

Guideline 1.2: Properly paved and drained walkways with shade, pedestrian level lighting, and landscaping should connect the entrance of commercial properties to abutting neighborhood streets.



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

Guideline 2.1: The impact of side lot parking can be mitigated by screening the parking from public view by means of a low (less than 4 foot high) hedge, wall, or fence that buffers the view of parking while allowing for security surveillance.

Guideline 2.2: Mechanical equipment (air conditioners, utility meters, etc.), trash disposal units, and loading docks detract from the streetscape. They are best located out of sight from the street or screened from public view.

Objective 3: Create well-landscaped, pedestrian-oriented businesses within the planning area.

Guideline 3.1: Dividing building facades into 30-foot (more or less) wide bays helps reduce the overwhelming size of large buildings. Using different materials and colors or recessing the alternating bays of the building are effective ways to create human-scale.

Guideline 3.2: Incorporating locally produced art into commercial architecture brings the unique character of the neighborhood to its business district.

Streetscapes

Objective 1: Enhance the pedestrian environment to provide interest, safety and weather protection.

Guideline 1.1: Ground floor windows provide a more inviting, pleasant place for pedestrians.

Guideline 1.2: Provide shade trees or awnings on buildings along sidewalks of commercial streets to protect pedestrians.

Guideline 1.3: Provide human-scaled lighting to light commercial sidewalks and public areas.

Guideline 1.4: Certain types of plantings, such as thorny bushes or cactus plants, can be used to increase safety and prevent unauthorized access.

Objective 2: Buffer residential uses from commercial corridors with landscape treatments.

Guideline 2.1: Where sufficient right-of-way exists, landscaped buffers including earthen berms should be used to screen and acoustically insulate residential areas abutting commercial corridors.

Guideline 2.2: Buffers should include a pedestrian and bicycle path if sidewalks and bike lanes are not provided adjacent to the traffic lanes.

Objective 3: Create pedestrian-oriented commercial uses adjacent to commercial corridors.

Guideline 3.1: Pedestrian-oriented commercial uses are built up to the front and side yard setback lines and have direct access from sidewalks. Parking is located to the rear or side of the building, and curb cuts are the minimum allowed by the City of Austin Transportation Criteria Manual.

Guideline 3.2: Consolidating street furnishings and utility equipment necessary for the function of the street makes walking easier and safer. Mounting street and traffic control signs on light poles, not on individual posts, reduces the number of impediments in the pedestrian way. Grouping and locating utility boxes and vending machines at the back edge of the sidewalk further clears the way for pedestrians.

Objective 4: Create a pedestrian-friendly streetscape on residential streets.

Guideline 4.1: Large garages dominating the front facades of houses create a bland pedestrian environment, and wide driveways interrupt continuous sidewalks. Front porches create a friendly streetscape and encourage 'eyes on the street' for added security. Porches have the added benefit of shading windows from the sun and creating a weather-protected place to sit outdoors.

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

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

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

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

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

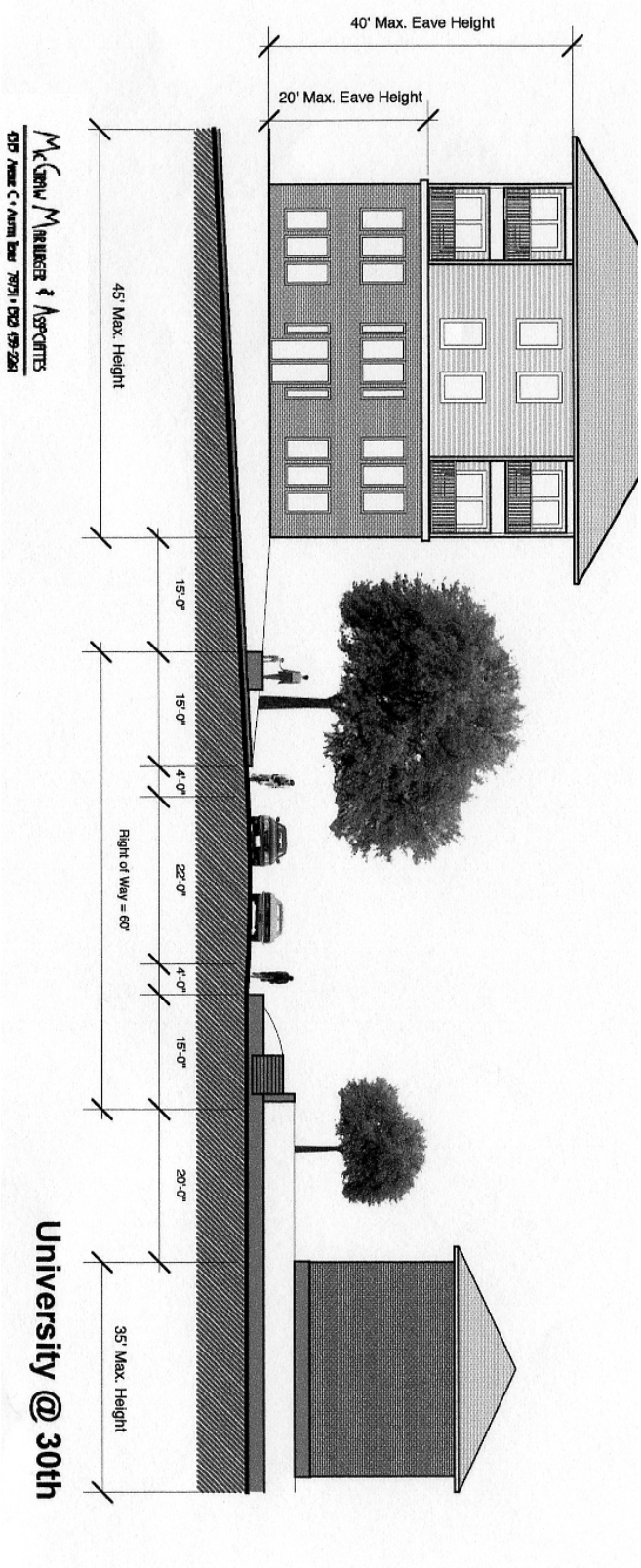
Guideline 5.5: All streets in a neighborhood should be bicycle friendly. On major streets it may require special bike lanes or a separate bike path. On less busy streets, a wider curb lane may suffice. Local streets should allow cyclists of all ages and abilities to ride for recreation and transportation without fear of speeding traffic.

Street Section Designs for the North University Neighborhood Planning Area

This street cross section illustrates the proposed streetscape for this segment of West 30th Street and is within the North University Neighborhood Conservation Combining District's Park District. The pedestrian realm is delineated from the roadway by a row of trees. This area can accommodate pedestrian routes along the sidewalk as well as sidewalk café seating. Pedestrian-scaled lighting further defines the area as place for people and not their cars.

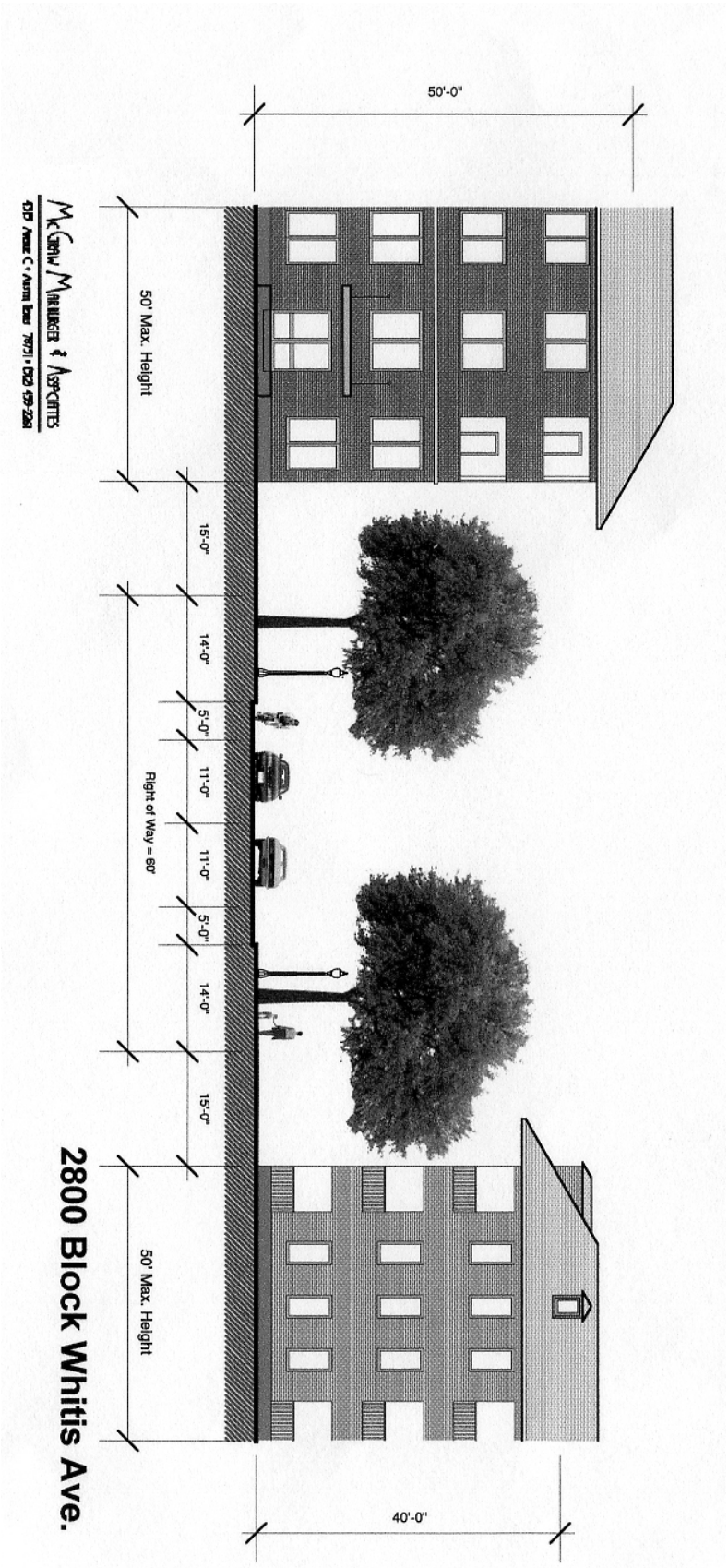
The roadway may have a center turn lane and bicycle lanes (as demonstrated) in the illustration or parallel on-street parking.

Figure 18
Cross Section of West 30th Street Near Fruth



This streetscape cross section illustrates a possible streetscape for University Avenue and 30th Street. The taller building demonstrates a possible development and how it may relate to the existing buildings.

Figure 19
Cross Section of University Avenue and West 30th Street



This streetscape cross section depicts the relationship between new and denser multi-family development and the desired streetscape improvements for Whitis Avenue.

Figure 20
Cross Section of the 2800 Block Whitis Avenue

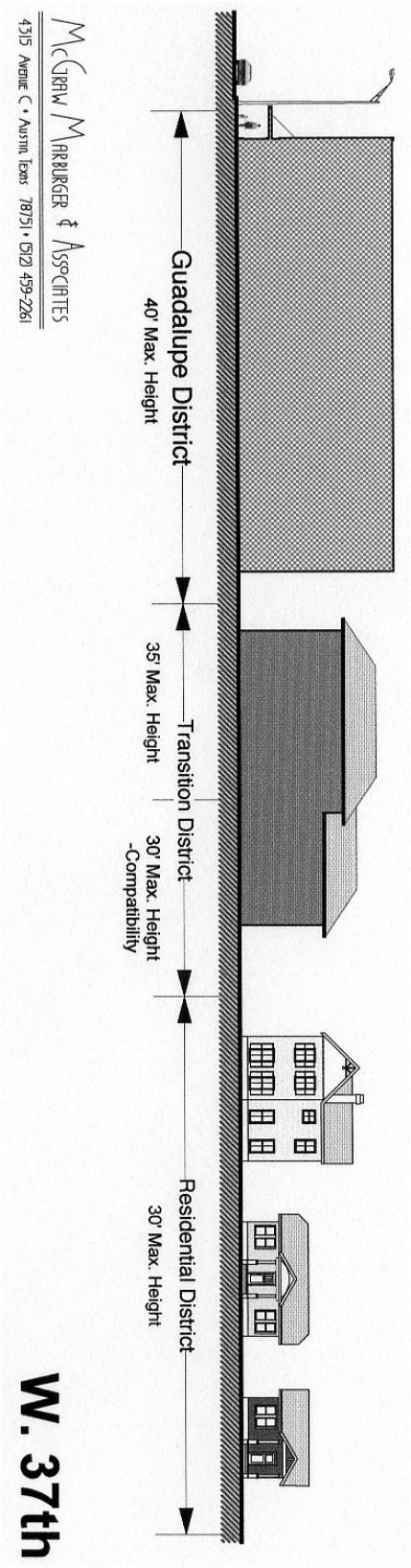


Figure 21
Transition of Building Heights along West 37th Street

Appendix A
Initial Survey Results

1. What three (3) things do you like most about your neighborhood? (in order of importance)

Table 1a. West University Planning Area

Like	#1	#2	#3	Points #1*	Points #2*	Points #3*	Total	Rank
Close to UT	109	17	16	327	34	16	**377**	**1**
Central Location	58	39	30	174	78	30	**282**	**2**
Community/Diversity	38	56	42	114	112	42	**268**	**3**
Physical Character	24	32	26	72	64	26	**162**	**4**
Close to Retail	17	34	27	51	68	27	**146**	**5**
Close to Downtown	13	24	7	39	48	7	**94**	
Trees	8	16	15	24	32	15	**71**	
Ped/Bike Accessibility	9	7	6	27	14	6	**47**	
Parks	6	10	9	18	20	9	**47**	
Quiet	6	5	11	18	10	11	**39**	

Table 1b. North University Planning Area

Like	#1	#2	#3	Points #1*	Points #2*	Points #3*	Total	Rank
Community/Diversity	41	39	48	123	78	48	**249**	**1**
Central Location	39	28	30	117	56	30	**203**	**2**
Physical Character	18	31	30	54	62	30	**146**	**3**
Close to UT	33	12	11	99	24	11	**134**	**4**
Close to Retail	17	25	12	51	50	12	**113**	**5**
Trees	15	13	11	45	26	11	**82**	
Close to Downtown	11	8	5	33	16	5	**54**	
Parks	8	9	7	24	18	7	**49**	
Quiet	7	10	7	21	20	7	**48**	
Ped/Bike Accessibility	1	8	6	3	16	6	**25**	

Table 1c. Hancock/Eastwoods

Like	#1	#2	#3	Points #1*	Points #2*	Points #3*	Total	Rank
Central Location	74	43	39	222	86	39	**347**	**1**
Community/Diversity	52	58	56	156	116	56	**328**	**2**
Physical Character	39	42	36	117	84	36	**237**	**3**
Close to UT	36	13	8	108	26	8	**142**	**4**
Close to Retail	18	24	24	54	48	24	**126**	**5**
Trees	12	26	19	36	52	19	**107**	
Quiet	15	11	15	45	22	15	**82**	
Parks	9	12	9	27	24	9	**60**	
Close to Downtown	14	5	6	42	10	6	**58**	
Ped/Bike Accessibility	5	6	5	15	12	5	**32**	
Safety	0	7	6	0	14	6	**20**	

2. What are the three (3) most important issues in the neighborhood? (in order of importance)

Table 2a. West University Planning Area

Neighborhood Issue	#1	#2	#3	Points #1*	Points #2*	Points #3*	Total	Rank
Crime & Safety	46	39	23	138	78	23	**239**	**1**
Traffic & Road Conditions	46	34	31	138	68	31	**237**	**2**
Parking	30	31	27	90	62	27	**179**	**3**
Overbuilding & Unwanted Land Use	26	14	19	78	28	19	**125**	**4**
Noise	24	16	13	72	32	13	**117**	**5**
Trash & Litter	19	21	9	57	42	9	**108**	
Code Enforcement	17	19	9	51	38	9	**98**	
Rising Cost & Taxes	14	13	11	42	26	11	**79**	
Homeless	13	12	10	39	24	10	**73**	
Bike & Pedestrian Facilities	14	10	8	42	20	8	**70**	
Structural Quality, Maintenance, & Neighborhood Character	8	12	15	24	24	15	**63**	

Table 2b. North University Planning Area

Neighborhood Issue	#1	#2	#3	Points #1*	Points #2*	Points #3*	Total	Rank
Overbuilding & Unwanted Land Use	41	18	19	123	36	19	**178**	**1**
Parking	34	32	10	102	64	10	**176**	**2**
Traffic	27	30	19	81	60	19	**160**	**3**
Crime & Safety	17	14	13	51	28	13	**92**	**4**
Noise	9	8	11	27	16	11	**54**	**5**
Rising Cost & Taxes	10	8	7	30	16	7	**53**	
Code Enforcement	10	6	6	30	12	6	**48**	
Bike & Pedestrian Facilities	6	8	11	18	16	11	**45**	
Structural Quality, Maintenance, & Neighborhood Character	7	9	4	21	18	4	**43**	
Trash & Litter	2	5	3	6	10	3	**19**	
Homeless	2	4	3	6	8	3	**17**	
Trees	2	3	2	6	6	2	**14**	
Historic Preservation	3	1	3	9	2	3	**14**	

Table 2c. Hancock/Eastwoods

Neighborhood Issue	#1	#2	#3	Points #1*	Points #2*	Points #3*	Total	Rank
Traffic	56	33	29	168	66	29	**263**	**1**
Overbuilding & Unwanted Land Use	37	35	18	111	70	18	**199**	**2**
Crime & Safety	30	35	17	90	70	17	**177**	**3**
Parking	17	21	8	51	42	8	**101**	**4**
Noise	16	17	16	48	34	16	**98**	**5**
Structural Quality, Maintenance, & Neighborhood Character	19	8	11	57	16	11	**84**	
Rising Cost & Taxes	18	9	11	54	18	11	**83**	
Code Enforcement	13	14	10	39	28	10	**77**	
Bike & Pedestrian Facilities	7	11	9	21	22	9	**52**	
Trash & Litter	4	11	3	12	22	3	**37**	
Trees	2	3	7	6	6	7	**19**	

**In Tables 1a-2c, points are calculated as follows: #1 rank = 3 points; #2 rank = 2 points; #3 rank = 1 point.*

4. Are there adequate shops to serve your neighborhood?

Table 4

Neighborhood	Yes	No	No Response	Yes %	No %	No Response %
1. West University Neighborhood	15	7	0	68%	32%	0%
2. West University Planning Area	112	39	7	71%	25%	4%
3. West Campus	71	20	1	77%	22%	1%
4. Shoal Crest	9	0	0	100%	0%	0%
5. Heritage	22	2	3	81%	7%	11%
6. North University Neighborhood	185	18	1	91%	9%	0%
7. Eastwoods	26	1	3	87%	3%	10%
8. Hancock	226	22	7	89%	9%	3%
9. Unknown	29	11	6	63%	24%	13%
TOTAL	695	120	28	**82%**	**14%**	**3%**

5. Are there adequate professional offices (e.g. doctors, dentists) to serve your neighborhood?

Table 5

Neighborhood	Yes	No	No Response	Yes %	No %	No Response %
1. West University Neighborhood	15	6	1	68%	27%	5%
2. West University Planning Area	108	39	11	68%	25%	7%
3. West Campus	61	29	2	66%	32%	2%
4. Shoal Crest	8	1	0	89%	11%	0%
5. Heritage	23	1	3	85%	4%	11%
6. North University Neighborhood	177	19	8	87%	9%	4%
7. Eastwoods	26	1	3	87%	3%	10%
8. Hancock	215	27	13	84%	11%	5%
9. Unknown	32	7	7	70%	15%	15%
TOTAL	665	130	48	**79%**	**15%**	**6%**

6. New local/neighborhood stores would be acceptable in the following parts of the neighborhood…*

7. Mixed use development would be acceptable in the following parts of the neighborhood…*

8. New apartments, townhouses, or condominiums would be acceptable to me in the following parts of the neighborhood…*

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

**Results listed in Tables 6-9.*

Table 6: Summary of Responses to Questions 6-9

Response	6. New Stores	7. New Mixed Use	8. New Apts, Townhomes, or Condos	9. New Employment Centers
Everywhere	23	50	70	22
Nowhere	129	115	251	305
Commercial Corridors/Major Streets	22	27	10	11
Specified Intersection	124	75	33	28
Specified Street Segment	489	518	211	197
Specified Landmark	26	10	10	18
Hancock Center	18	8	4	9
Near UT	3	2	2	5
Under Specific Conditions	13	6	24	10
Specified District	17	27	34	17
No Response	278	284	281	335

Table 7: Most Common Intersections, Questions 6-9

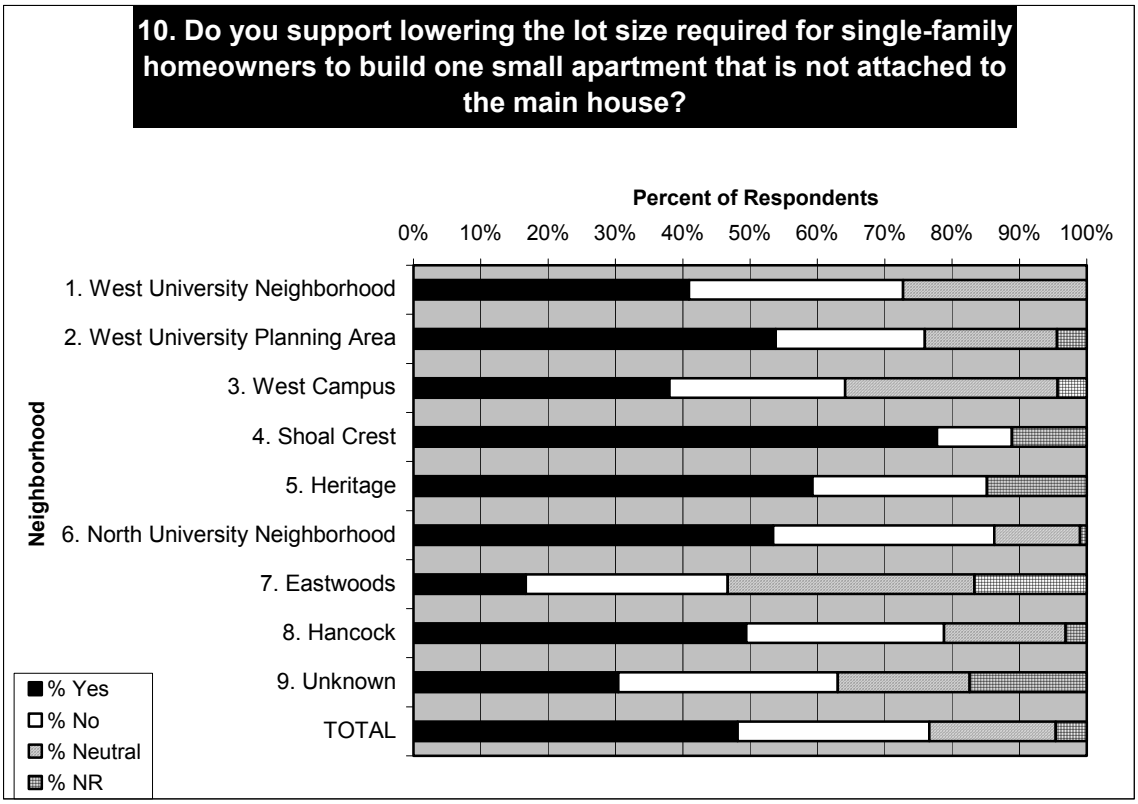
Intersection A	Intersection B	6. New Stores	7. New Mixed Use	8. New Apts, Townhomes, or Condos	9. New Employment Centers
24th	Rio Grande	5	2	1	1
29th	Guadalupe	2	3	0	1
32nd	Red River	8	2	1	2
38th	Guadalupe	10	8	1	3
38th	Speedway	13	4	0	0
43rd	Duval	13	14	0	1
45th	Duval	6	5	2	0
Guadalupe	Lamar	4	1	0	1

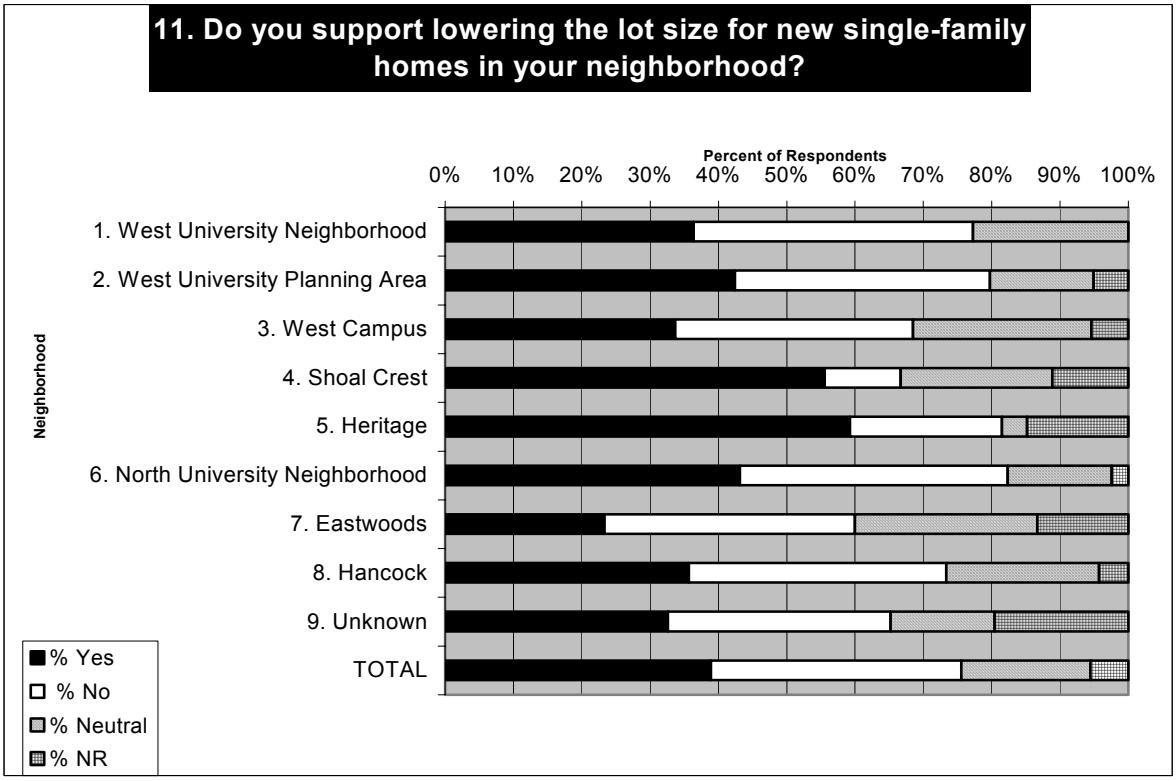
Table 8: Most Common Street Segments, Questions 6-9

Location		From	To	6. New Stores	7. New Mixed Use	8. New Apts, Townhomes, or Condos	9. New Employment Centers
24th St		**TOTAL**		**40**	**29**	**7**	**9**
	24th St	*Guadalupe*	*Lamar*	*12*	*7*	*2*	*3*
26th St.		**TOTAL**		**9**	**23**	**10**	**5**
29th St		**TOTAL**		**24**	**17**	**9**	**3**
	29th St	*Guadalupe*	*Lamar*	*12*	*7*	*2*	*0*
30th St.		**TOTAL**		**13**	**12**	**5**	**3**
34th St.		**TOTAL**		**13**	**12**	**4**	**3**
	34th St.	*Guadalupe*	*Lamar*	*8*	*6*	*2*	*1*
38th St.		**TOTAL**		**29**	**29**	**15**	**18**
	38th St.	*Duval*	*Guadalupe*	*4*	*3*	*1*	*1*
	38th St.	*Guadalupe*	*Lamar*	*0*	*4*	*1*	*0*
45th St		**TOTAL**		**7**	**13**	**5**	**4**
Duval		**TOTAL**		**29**	**35**	**19**	***6***
	Duval	*38th*	*45th*	*5*	*4*	*1*	*0*
Guadalupe		**TOTAL**		**138**	**144**	***44***	***56***
	Guadalupe	*26th*	*38th*	*5*	*1*	*0*	*0*
	Guadalupe	*29th*	*38th*	*8*	*5*	*1*	*1*
	Guadalupe	*38th*	*MLK Blvd*	*6*	*8*	*0*	*1*
IH-35		**TOTAL**		**15**	**6**	***7***	***17***
Lamar		**TOTAL**		**29**	**36**	***12***	***25***
	Lamar	*29th*	*38th*	*3*	*3*	*1*	*0*
MLK Blvd.		**TOTAL**		**20**	**20**	***6***	***12***
	MLK Blvd.	*Guadalupe*	*Lamar*	*3*	*4*	*1*	*0*
Red River		**TOTAL**		**48**	**54**	***20***	***22***
Rio Grande		**TOTAL**		**11**	**11**	***5***	***3***
San Gabriel		**TOTAL**		**3**	**5**	***2***	***0***
San Jacinto		**TOTAL**		**8**	**12**	***2***	***4***
Speedway		**TOTAL**		**23**	**24**	***17***	***3***

Table 9: Additional Comments, Question 6-9

6. New Neighborhood Stores	7. New Mixed Use	8. New Apts, Townhomes, or Condos	9. New Employment Centers
• Grocery Store • Mixed use • Bookstore • Restaurants • Small, independent stores: hardware, dry cleaners • More when rail comes	• Limit to 3-4 stories • More when rail comes • Don't break up SF-only blocks	• Don't tear down existing SF • Small complexes preferred • Affordable • Mixed Use • Replace old, poorly-maintained buildings • Must have adequate parking • Scaled to match houses	• Small offices preferred • No industrial parks




11. Do you support lowering the lot size for new single-family homes in your neighborhood?
Percent of Respondents
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Neighborhood
1. West University Neighborhood
2. West University Planning Area
3. West Campus
4. Shoal Crest
5. Heritage
6. North University Neighborhood
7. Eastwoods
8. Hancock
9. Unknown
TOTAL
% Yes
% No
% Neutral
% NR

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

Table 12a.

Response	#
Yes	382
No	205
No Response	213

Please list historic buildings or places:

Table 12b.

General Categories of Historic Features	#
Landmarks, General	129
Historic Homes	128
Commercial/Office Buildings	46
Districts	40
Churches	18
Everything	11

Table 12c.

Specific Landmarks	#
Hancock Golf Course	33
Perry Mansion & Estate	18
Miscellaneous	17
Ballet Austin/ Fire Station	15
Elisabet Ney Museum	15
Mansions near Duval, Harris Park, & 32nd	14
Aldridge Place	13
Hemphill Park	9
Eastwoods Park	6
Neil Cochran House	5
Confederate Women's Home	4
First English Lutheran Church	4
Hole in the Wall	4
Rather House	4
West University	4
Greenway/Hampton Area	3
Kirby Hall School	3
Former Society of Friends Meeting House	2
Scottish Rite Dormitory	2

*The responses to **Question 13**, pertaining to new sidewalks, are too numerous to list here. However, the sidewalks suggestions were presented at the Transportation Focus Group, and participants had the opportunity to indicate their priorities among the suggested sidewalks in a dot poll. The sidewalks with the most dots became the priority sidewalks listed under Goal Five.*

Table 14. Which Austin park do you use most frequently?

Table 14

Park	# Responses
Zilker	162
Pease	129
Shipe	75
Eastwoods	75
Adams-Hemphill	75
Town Lake H/B	46
Shoal Creek Greenbelt	31
Hancock Rec Center & Golf Course	30
Harris Park	11
Central Park	9
Barton Springs	8
Barton Creek Greenbelt	7
Ramsey	5
Deep Eddy Pool/Eilers	4
Stacy Park	4
No Response	186

Responses: 843 individuals provided up to 3 answers each

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

Table 15a.

Top Ten Priorities	#
Hike/bike trail	102
Landscaping	81
Maintenance (see Table 15b.)	81
Safety (see Table 15c.)	78
Swimming pool	43
Playscape	39
Leave park as it is or leave it in a natural state	36
Picnic facilities	33
Enhance vegetative cover, especially shade trees & native vegetation	31
Park facilities: benches, shelters (Tie)	28
Improve accessibility by pedestrians, cyclists, and the disabled (Tie)	28
Other Suggestions	
Build bigger and better pools with longer hours	27
Provide a leash-free dog park area	27
Jogging track	25
Bike lanes	22
Tennis	17
Basketball	11
Recreation Center	5
Soccer	4
Baseball	2
Miscellaneous Other	305

Table 15b.

Maintenance--Top Five Concerns	# of Responses
Restore & maintain creekbed and banks and riparian vegetation	18
Keep it clean	17
Care for trees and other vegetation	14
General maintenance	11
Repair trails and erosion (Tie)	8
Improve and repair existing facilities (Tie)	8

Table 15c.

Safety--Top Five Concerns	# of Responses
Lighting for use at night and in the early morning (Hemphill Park, Shoal Creek Trail)	28
Homeless/camping	10
General security	7
Police patrol	5
Children's safety	3

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

Table 16a. Summary of Responses

Response	#
No	407
Yes	236
Specific Street	127
Specific Landmark	58
Specific Intersection	57
Other	3
No Response	199

Table 16b. Flood Locations

Type	Location/From	To	#
Landmark	Waller Creek		18
Landmark	Hemphill Park		17
Landmark	Shoal Creek		15
Street	Hemphill Park		15
Street	Lamar		12
Street	30th		10
Street	34th		7
Street	32nd		6
Street	33rd		6
Intersection	24th	Lamar	5
Street	Guadalupe		5

17. What are the purposes of the trips you take using Capital Metro Services?

Table 17

Response	#	% of Total Respondents
Does not use Capital Metro	69	8.2%
Uses Capital Metro	507	60.1%
School	234	27.8%
Special Events	199	23.6%
Work	191	22.7%
Airport	147	17.4%
Personal business/errands	140	16.6%
Visiting/recreation/entertainment	131	15.5%
Shopping	92	10.9%
Restaurant/meal/lunch/coffee	73	8.7%
Court/courthouse/jury duty	64	7.6%
Other	51	6.0%
Dentist/doctor/medical appt	48	5.7%
Downtown/6th St/E-Bus	10	1.2%
When car is being serviced	9	1.1%
No Response	267	31.7%

18. What is the main reason you do not use Capital Metro transit?

Table 18

Response	#	% of Total Respondents
Have own car/prefer driving	360	42.7%
Time it takes/too slow	292	34.6%
Service not frequent enough	149	17.7%
Routes not convenient to home or work	136	16.1%
No night service (unavailable or inadequate)	106	12.6%
Lack of knowledge of services/didn't know	78	9.3%
No weekend service (unavailable or inadequate)	70	8.3%
Unsafe/safety concerns while on bus or at bus stop	60	7.1%
Other	32	3.8%
Stigma/embarrassed	13	1.5%
Expensive/costs too much	3	0.4%
No response	260	30.8%

Note: Due to the number of responses, it is apparent that many people who use Capital Metro services completed this question in order to explain why they do not use Capital Metro for all of their transportation needs

19. Please rate how these services would affect your use of Capital Metro Services:

Table 19

	Number of Responses per Rating						
Service	**4=Would definitely use more often (2 points)**	**3=Would probably use more often (1 point)**	**2=Would not change how much you use services (0 points)**	**1=Don't Know (0 points)**	**0=No response (0 points)**	**Total Points**	**Rank**
Service competitive with the drive time of autos	285	172	119	35	76	**742**	**1**
Guaranteed reliable, on-time service	198	198	185	46	60	**594**	**2**
Express or limited stop service to where you want to go	174	197	176	59	81	**545**	**3**
More direct services without transfers	177	190	172	52	96	**544**	**4**
Bus stops with shelters, benches, and lighting	138	211	213	48	77	**487**	**5**
More service to community events	143	171	191	74	108	**457**	
More route information on signs at bus stops and shelters	125	202	212	62	86	**452**	
Bus stops within 4 blocks of my home or destination	155	132	241	48	111	**442**	
Late night service	147	147	255	58	80	**441**	
Increased availability of route schedules	112	162	256	67	90	**386**	
Guaranteed ride home service in case of an emergency	115	131	241	91	109	**361**	
Availability of service across town that bypasses downtown	109	134	266	85	93	**352**	
Better security at stops	97	158	253	73	106	**352**	
Free or discounted bus pass from employer	102	98	295	75	117	**302**	
Availability of retail services at park & ride lots	49	72	365	95	106	**170**	
More park & ride locations	41	80	349	103	114	**162**	
Vanpools operating from your neighborhood	21	47	376	121	122	**89**	
An easy way to find someone to carpool with to work	15	35	392	118	127	**65**	

No Response=159 or 18.9%

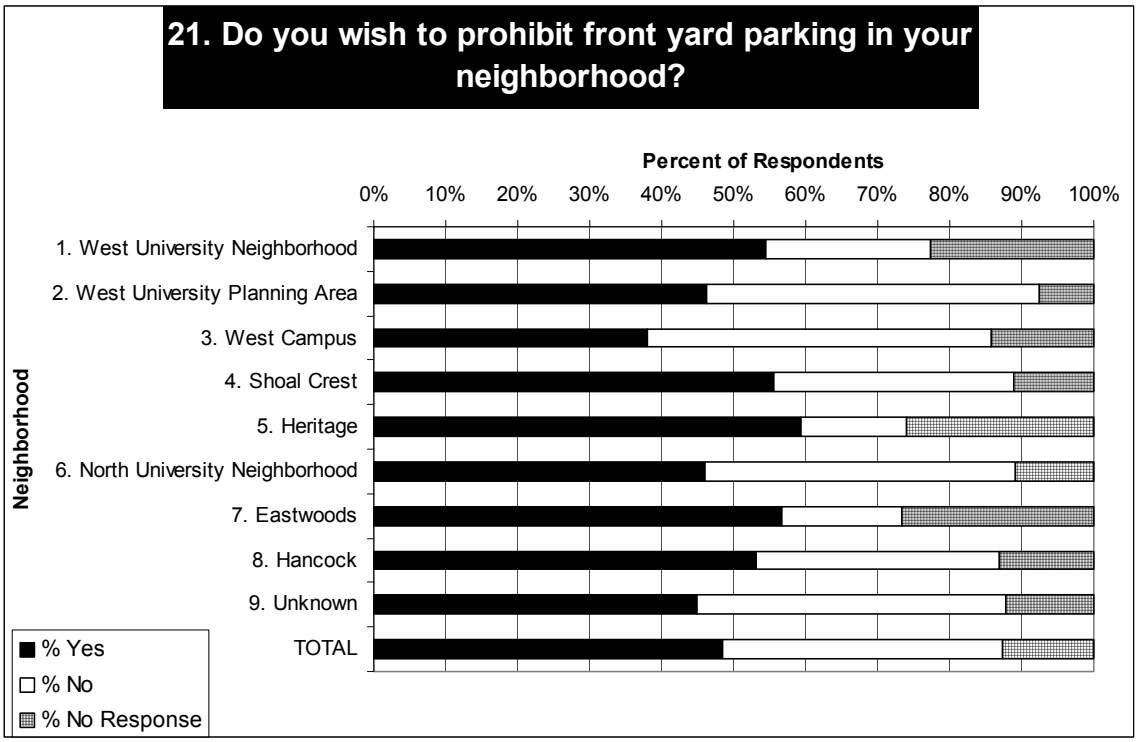
20. Please provide any additional comments that you think will help improve your neighborhood

Table 20

Common Responses*	#
Light rail needed	15
Better street lighting	14
More traffic signs, esp. for speed limits	10
Inspect substandard housing	8
No light rail	8
Street parking for residents only	8

**Issues relevant to neighborhood planning but not addressed by other questions*

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



Resident Profile (Optional)

How long have you lived in the neighborhood?

	#	% of All Respondents
Less than 1 year	107	12.7%
1-4 Years	287	34.0%
5-9 Years	124	14.7%
10-14 Years	62	7.4%
15-20 Years	54	6.4%
21 or More Years	102	12.1%
No response	107	12.7%

Which type of housing do you live in?

Apartment	203	24.1%
Duplex or Fourplex	101	12.0%
House	85	10.1%
Townhouse/Condo	67	7.9%
Other	18	2.1%
No response	369	43.8%

Are you a homeowner or renter?

Homeowner	370	43.9%
Renter	338	40.1%
No response	135	16.0%

What is your age?

15-24 Years	178	21.1%
25-35 Years	195	23.1%
36-45 Years	120	14.2%
45-65 Years	174	20.6%
65 or Older	57	6.8%
No response	119	14.1%

What is your ethnic background?

Anglo	572	67.9%
Asian	39	4.6%
Multi-racial	38	4.5%
Hispanic	31	3.7%
Other	19	2.3%
African-American	4	0.5%
No response	140	16.6%

Business and Non-Resident Property Owner Profile (Optional)

How long have you owned a business or property in the neighborhood?

	#	% of All Respondents
Less than 1 year	9	1.1%
1-4 Years	24	2.8%
5-9 Years	26	3.1%
10-14 Years	15	1.8%
15-20 Years	24	2.8%
21 or More Years	39	4.6%
Total Responses	137	16.3%

In the neighborhood, you…(fill in all that apply)

Own property	103	12.2%
Live in the neighborhood	54	6.4%
Run a business	58	6.9%
Other		

How is your property used?

Residential (including rental)	99	11.7%
Vacant	3	0.4%
Business (type of business)	57	6.8%
Other	2	0.2%

Type of business

Professional office or services	37	4.4%
Retail	11	1.3%
Residential rental	3	0.4%
Parking	1	0.1%
Commercial rental	1	0.1%
B&B	2	0.2%
Other	2	0.2%

Appendix B
PARK Exercise Results

Listed below are the results of the small-group PARK (Preserve, Add, Remove, Keep out) exercise breakout sessions held during the First Workshop, December 7th, 2002 at the Austin Presbyterian Seminary. These results, along with the results of the Initial Survey, were used to develop preliminary goals, objectives, and recommendations that were further refined by participants of subsequent meetings.

Preserve

Ability to redevelop property
Aesthetics---sense of community
Alleys
APD Area Command
Architectural features and bridges (group summary)
Bike friendly (good mobility)
Bike lanes
Bike lanes
Cats and dogs
Close to UT (group summary)
Community creating nature of the streets
Compatibility
Compatibility /appropriateness of land uses
Connection to UT
Connectivity---street grid
Creeks
Current thoroughfare and dead-end streets (anti-grid)
Current traffic patterns
Diverse economy of residents
Diverse land use
Diversity of building types
Diversity of community
Diversity of community
Diversity of community
Diversity of community
Diversity of community
Diversity of historic character
Monuments
Bungalows
Garage apartments
Diversity of housing types
Diversity of incomes
Diversity of land uses for services
Diversity of people
Diversity, include age, all types
Eclectic retail, commercial and restaurants
Enhance pedestrian friendly . . .
Infrastructure
Design
Scale of older homes
Everything
Existing density
Existing density
Family environments
Free on-street parking (some opposition)
Front yards
Hancock Recreation Center and golf course
Hemphill-Adams Park/Eastwoods, all parks
Historic buildings
Retail
Offices
Historic buildings
Aldridge Place
Historic Character
Historic Houses
Historic old homes
Historical---preservation of bridges and pillars at 32nd & 33rd St.
Homeownership
Income diversity (rental)
Integrity of neighborhoods
Interesting/creative yards
Keep the Drag the Drag
Leash law
Livability
Neighborhood services
Cultural activities
Quiet residential core/walkable

commercial
Alley services
Local businesses
Low-density commercial
Maintain character of commercial
Mix of uses
Mixture of live/work/shop
Multiple options---SF, apartments, dorm-style
Natural Areas---Waller Creek
Nature---trees, open spaces, and parks (group summary)
Neighborhood ambiance---Sf-1, SF-2
Neighborhood bed and breakfasts
Neighborhood gathering places
Neighborhood integrity
Architectural
Uses
Neighborhoods along rail line (residential and commercial)
Nice landscaping
Nodes of appropriate land uses
Non-chain small neighborhood shops
Open space
Open space in general-Hemphill etc.
Owner-occupied SF homes
Parking
Parking restrictions
Residential permit zone
Prohibit front yard parking
Parks and greenspace
Parks/open space
Parks---existing
Pedestrian friendly/handicap access
Pedestrian-friendliness (group summary)
Pedestrians along Red River
Improved bus connections
Present zoning
Preservation vs. destruction
Historic neighborhood character and existing structures—historic profile (group summary)
Rustic character of Eastwoods
Single-family neighborhoods in West Campus
Promotion of small business/rental property
Quality of life
Quality of place
Quiet neighborhood
Renaissance Market
Residential and commercial cooperation
Residential parking (group summary)
Schools
Sidewalks/pedestrian amenities
Single-family core residential
Single-family uses
Small businesses
Small density development
Student housing
Student residential south of 26th Street.
Student-orientation of some neighborhoods (group summary)
Students
Traditional Development pattern
Transit access
Trees
Trees
Trees
Trees
Trees and greenery
Trees at St. David's proposed parking expansion
Views and View Corridor
Walk/bike access
Walk/bike culture
Walkability
Walkability in West Campus
Waller Creek
Young families buying homes

ADD

20 MPH speed limit around parks
ADA-accessible sidewalks at curbs
Additional residential parking
Adopt permaculture techniques
Affordable housing
Renters and Homeowners
Non-student renters
Alley resurfacing
Animal friendliness, especially wildlife
Artificial wetlands/basins through Adams and Hemphill Parks
Better bike lanes
Better connection to East Austin before IH-35 redesign
Better connectivity of bike/walk routes

- Better lighting at Hemphill Park and a sidewalk
- Better maintenance of traffic signals
- Better public transit
- Better sidewalks and pedestrian crossings
- Better street cleaning and alley upkeep
- Better student housing closer to UT
- Better traffic signalization at 38th and Duval (all sides)
- Better trash collection/control in Hancock Shopping Center
- Bike lane north of 27th on Guadalupe
- Bike lanes
- Bike routes and lanes
- Branch library
- Buildings that address the street
- Center turning lane along entire stretch Red River
- Code enforcement
- Code of ethics for neighborhood association officers
- Codes for exterior lighting
- Community garden
- Community gathering place/park
- Community gathering places (group summary)
  - Public art
  - Jogging park
  - Parks
- Community ownership of Waller Creek
- Compatible infill carefully considered
- Comprehensive parking management
- Continuos bike lanes (ex. Duval)
- Creating incentives for neighborhood-oriented services/commercial
- Creek access to Waller Creek and improved maintenance
- Creek erosion control
- Cut-ins for bus stops
- Dialogue with City departments
- Dorms on campus
- Downzoning (summary)
- Downzoning over-zoned properties
- Enforcement of law regulating maximum number of unrelated persons in a household in SF-3 zoning
- Enforcement of noise ordinance
- Enforcement of traffic laws
- Establish building codes that conform to historic zoning regulations
- Expand 'Dillo-like services
- Express transit to area
- Faculty and staff housing---on and off campus (SF and MF)
- Fix wall at Adams Park and erosion
- Flood control
- Flood control measures
- Hemphill Park area
- Waller Creek (possible water retention at Hancock Golf Course)
- Flood control to enable more parking
- Garbage service from alleys
- General design control!!
- Commercial
- Residential
- Graffiti clean-up
- Handicap access
- High quality student housing close to UT (walkable)
- High-quality streetscapes where appropriate
- Historic district zoning
- Improved parking around Eastwoods
- Improvement to Eastwoods Park
  - Tree replacement and maintenance
  - Trash cans along Harris Park
  - Volleyball courts
  - Clean/clear brush
  - More picnic tables and barbecue facilities
  - Trails around Eastwoods
  - Benches on sides of the park (designed to discourage napping)
- Increased greenery at grandfathered commercial sites
- Grants to retrofit buildings
- Intensive park and ride---UT and Downtown
- Interesting street lights on 30th Street
- Intersection "bump-outs"
- Jogging path in Adams/Hemphill Park
- Jogging trail at Hancock Recreation Center and Golf Course
- Landscape or stone wall along 38th
- Light rail
- Lighting
- Lighting along Hemphill Park
- Lower height limit for SF-3
- Maintenance of parks

- Maintenance of street trees
- Mandatory design guidelines
- Mass transit
- MF-6 zoning
- Mixed use and commercial development along existing commercial corridors
- Mixed use development---pedestrian oriented
- Mixed use on 38th
- Mixed use on properties
- Mixed Use overlay in commercial districts
- Encourage single occupancy of commercial properties
- Modern apartments adhering to guidelines
- More affordable housing stock
- More diverse offerings in West University---appeals to a broader scope of people
- More large canopy trees
- More SF
- More small shops and retail
- More university control of fraternities
- Natural landscapes
- Nearby grocery shop
- Neighborhood pickup of hazardous material and paint cans
- Open mind towards growth
- Owner-occupied housing
- Park maintenance
- Parking garages in West Campus
- Parking management (summary)
- Parking structures/garage south of 26th Street
- Pedestrian amenities---Crossings/crosswalks improved sidewalk network
- Pedestrian improvements on 38th
- Pedestrian-oriented streetlights
- Permanent sign at Texas Avenue
- Plantings/landscapes
- Pocket parks
- Police presence
- Protected bike lanes along Duval (an esplanade)
- Protected left turns
- Public art
- Public Works $$$$ for street repair and maintenance
- Quality bike and pedestrian facilities
- Rapid transit
- Rapid transit
- Rapid transit added by campus
- Rec. center---YMCA
- Recycling to all apartment complexes
- Recycling to all residential uses
- Regional parking
- Requirement for concealing garbage containers
- Residential Infill options
- Residential parking program in West University
- Responsibility/responsiveness from UT
- Review of impervious cover restrictions
- Rewarding people for maintaining properties and yards
- Shared parking garages---strategy to separate housing and parking
- Shared parking opportunities (connected to commuter transit)
- Sidewalks (2)
- Sidewalks with ramps
  - Maintained
  - Accessible
- Sidewalks---complete pedestrian transportation system, adopt and implement comprehensive plan
  - East side of Lamar
  - 34th Street between Guadalupe and Speedway
  - Missing links
  - 32nd between Duval and Red River
- Signage
  - No Parking
  - Traffic
- Signs limiting vehicle access based on vehicle size
- Single member districts
- Small businesses/offices
- Small, low-density infill
- Smaller-scale buses
- Speed bumps
- Speedier rezoning process from SF to LO
- Stop signs
- Stop signs within the neighborhood
- Storm water drainage
- Street cleaning
- Street closures to 38th
  - Home Lane
  - Griffith

- Grooms
- Street lighting
- Street trees and pedestrian-oriented street lighting
- Street trees---pedestrian amenities
- Streetscape Enhancements as appropriate (summary)
  - Sidewalks
  - Bike lanes
  - Exterior lights (guidelines)
- Student parking facilities
- Sustainable practices (group summary)
  - Permaculture
  - Xeriscaping
  - Recycling
  - Green building
- Traffic calming
- Traffic lane on 38th
- Traffic signal coordination and maintenance
- Trash cans
- Trash cans maintained by City
- Trees
- Trees (38th ½ /Red River)
- Trees in commercial areas
- Trees/streetscapes
- University parking or jointly with the City
- Utilize more zoning categories---SF-4, 5, 6
- West Campus grocery (small services)
- Wider notification of neighbors of vacated easements and broader notification for significant developments
- Zoning (group summary)
- Utilize more categories
- Mixed Use
- Zoning enforcement

Remove

- Above ground utilities
- Above ground utilities
- Access to W. 22nd and Leon
- Amount of cars on the street
- Billboards
- Billboards, especially rusty ones
- Blind corners and parking including landscaping that blocks views
- Blood plasma center
- Blood plasma center
- Bright lights on residential properties
- Buildings and uses not compatible—residential and commercial
- Inclusive of site design
- Height and scale
- Cars in yards
- Commercial signage on residential properties
- Continuos curb-cuts at commercial and multi-family
- Crime and vagrancy---crime and safety issues
- Cut through traffic
- Decrease the impervious cover---parking lots to improve drainage
- Dumpsters from street view
- East/West Streets
- Fewer zoning variances granted to SF and MF that create incompatibility
- Fraternities
- Fraternity and sorority houses in SF areas (dorms)
- Garbage cans from sidewalks
- Golf course and create park
- Homeless
- Housing with inadequate parking
- Impervious cover
- Inappropriate spot zoning
- Incompatibility using a plan
- Industrial-style light poles
- Litter along sidewalk
- Loopholes in zoning---34th and Speedway apartment on stilts
- Microwave towers
- Noise from bars, nightclubs, and residential
- Noise from the HEB parking lot---large trucks polluting 24 hours a day. Restrict hours of operation and shield delivery area from adjacent residential
- Non-conforming uses
- Out of line/out of date roadway design
- Overbuilt or over-rented property
- Over-built, over-rented, over-zoned (summary)

Inappropriate
Overhead utilities
Overt bus signs—height limits
Over-zoning
Parking at corners
Parking in front yards
Parking within 25' of corners
Pollution in creeks from up-shore industry
Poorly maintained homes/buildings and trash and debris from yards
Roadways through parks
Run down properties
Setback limitations (25') and reduce 35' height
Sidewalk obstructions
Some road connections
Stop sign at 41st and Peck
Street closures to increase connectivity
Substandard apartment buildings and replace with modern ones that meet design standards
Substation at 38th and Grooms---make it a park
Super Duplexes
Tacky burglar alarms
Traffic calming on Duval
Trash and litter
Ugly MF on Speedway---doesn't fit character of neighborhood
University/Speedway/31st Street intersection
Unsightly, unaesthetic, aesthetic pollution (summary)
Bright light guidelines
Uses that will increase taxes
UT bus stops from residential streets
UT parking on residential streets
Vacant lots used for parks
Vegetation for stop signs
Visible dumpsters
Zoning loopholes, eg. "Super-duplexes" and in CS zoning (esp. specific uses)

Keep Out

Auto establishments
Big box duplexes!
Blood plasma centers
Bright lights on properties
Chain stores
Commuter traffic cut-through on residential streets
Convenience stores
Convenience stores
Conversion of SF to MF
Corrections/rehabilitation facilities, including half-way houses
Crime (group summary)
Crime and vagrancy/homelessness
Densification
Displacement of long-time residents
Drugs at Renaissance Market
Dry cleaners
East/West highways
Elements of gentrification
Erosion of distinction of land use districts (zoning/rezoning)
Erosion of SF residential uses
Greedy landlords/developers
High-density projects
High-tension wires
High-intensity commercial
Highway-type streets
Huge grocery stores
Incompatible commercial uses
Incompatible development (group summary)
Incompatible developments
Industrial development
Large buildings with no yards and high impervious cover
Large commercial, residential developments, and religious entities
Large development that attracts cars not pedestrians
Large housing development like 1908 Robins Place
Large national corporations and fast food
Light rail on Guadalupe
Locally Unwanted Land Uses (LULUs)
Loss of neighborhood fabric for rail line, highway improvements, road improvements
Major roadway reconstruction to create/add volume
MF-6

MF-6
Microwave towers
More retail in Eastwoods/NUNA
Multi-level parking garages
Neighborhood planning
New fraternity and sorority houses
No buildings over surface parking
Non-resident parking
Overly restrictive design standards
Parking
Parking on the streetscape
Rising property taxes
Sidewalks on Cuff street
Size of parking for St. David's expansion
Street blocked fraternity parties
Strip development with a lot of surface parking
Student parking
Super duplexes!!
Tall buildings
Tax abatements for historic zoning
UT out of residential---need a balance
Warehouse and distribution facilities

Appendix C
Recommendations not Supported by City of Austin Departments

Historic Preservation Goal
Objective: Prevent alteration, demolition, or removal of resources that will affect their eligibility to be listed as historic or as contributing to a historic district.

Recommendation

The Historic Landmark Commission should review any structure that is possibly eligible for inclusion in an historic district or is possibly eligible for historic listing when a demolition is requested for the structure. If the structure meets the criteria for landmark status, the Historic Landmark Commission should recommend against its demolition or removal.

Recommendation

The Historic Landmark Commission should:
1) Review proposed changes to structures that are

- At least 50 years old **and** potentially eligible for historic designation, or
- Eligible for inclusion in an historic district, and

2) Request that the structure's historic character-defining features be preserved in any project, although the historic structure has not yet been formally designated.

Department Comments
Until the local historic district ordinance passes, and until local historic districts are established, we cannot give special protection to buildings that would qualify if and when a historic district is established. Building permits cannot be addressed until there is a historic district with design standards in place.

Transportation Goal
Recommendation

Change traffic movement of Whitis Street north of the Scottish Rite Dormitory driveway to one-way southbound and allow two-way to the driveway.

Department Comments

The s*treet is already one-way southbound and would require the removal of parking.*

Recommendation Change traffic movement on 29th Street to two-way from Whitis to Guadalupe and allow a U-turn at Kirby Hall.

Department Comments
Insufficient width on 29th Street to allow vehicles to make U-turns, and two-way traffic flow would require parking removal.

Recommendation Close Hemphill from 29th to 30th Streets and convert to parkland.

Department Comments
Hemphill dead ends 175' north of 29th Street and serves as an access to an MF-3 property.

Recommendation Close 32nd Street to auto traffic as it crosses Hemphill Park.

Department Comments
Unclear as to what this closure would address. It would have a negative impact on emergency response. Should be looked at in a neighborhood context to identify where traffic would divert.

Recommendation Close West Drive through Adams-Hemphill Park.

Department Comments
Unclear as to what this closure would address. It would have a negative impact on emergency response. Should be looked at in a neighborhood context to identify where traffic would divert. Parking used by area business and the removal may result in parking in residential area.

Recommendation Widen Hemphill at the dead end for Kirby Hall School drop-off area.

Department Comments
Would require the purchase of the residential properties or of Kirby Hall Parking lot.

Recommendation Terminate Grooms in a cul-de-sac at the alley between 35th and 38th streets.

Department Comments
Unclear as to what this closure would address. It would have a negative impact on emergency response. Should be looked at in a neighborhood context to identify where traffic would divert.

Recommendation Terminate Tom Green at the alley between 35th and 38th Streets.

Department Comments
Unclear as to what this closure would address. It would have a negative impact on emergency response. Should be looked at in a neighborhood context to identify where traffic would divert.

Recommendation Prohibit curbside parking adjacent to Hemphill Park.

Department Comments
Parking allows use of the park, and prohibition of parking would promote parking in front of single-family residences. The current policy is to only remove parking to improve mobility or safety.

Recommendation Prohibit curbside parking on Fruth from 29th to 30th Street.

Department Comments
No single-family residential adjacent to street section. The parking serves local businesses. Removal might promote additional parking in single-family residential area. The current policy is to only remove parking to improve mobility or safety.

Recommendation Establish a task force to address traffic calming in the neighborhood.

Department Comments
Traffic Calming Program includes a process to select neighborhoods for study. As funds become available, and as this neighborhood rises to the top of the list of Central Area neighborhoods, a committee will be formed.

Parks/Open Space Goal
Objective: Reduce the impact of flooding in the neighborhood.

Recommendation Conduct a study to investigate methods to reduce the effects of flooding along Waller Creek in North University, Eastwoods, and Hancock.

Department Comments
Watershed Protection and Development Review manages floodplains and regularly evaluates their impacts to public safety, property and quality of life. The department conducts comprehensive floodplain and facility improvement studies and maintains a Master Plan for use as a guide for developing future projects. Currently the flooding problem of the Hemphill Branch of Waller Creek and the main stem of Waller Creek flowing through Eastwoods Park are rated "Low" priority in the Master Plan. The Master Plan currently does not recommend any specific flood improvements for parks within these neighborhoods.

Recommendation Investigate opportunities for "day lighting" existing undersized stormwater drainage systems for the Calcasieu system and the system that flows into Hemphill Park.

Department Comments
Existing storm drain systems discharging to Waller Creek in Hemphill Park are generally along confined street rights-of-way, along alleys, or within narrow drainage easements in private properties between and under existing structures. It appears that there is not enough space for "day lighting" existing underground enclosed storm drain systems into open ditches without significant impacts to the existing transportation systems, and such an activity would be cost prohibitive. Currently, there is no plan or funding to daylight existing storm drain systems around Hemphill Park.

The following three recommendations were proposed near the end of the planning process after departmental review and public meetings were concluded.

Recommendation Restore native riparian vegetation to Waller Creek.

Recommendation Plant trees and landscape the triangle of land bounded by 38th Street, 38th ½ Street, and Red River.

Recommendation Establish a pedestrian greenway along the unused right-of-way of Eilers Avenue between E. 45th Street and Keasbey Street.

Appendix D
Transit Station Planning

Please note that all illustrations and designs seen or described herein are preliminary concepts and will evolve with further study, engineering, and public input once the Central Line is approved for implementation. No commitment is made at this time to take any implementation steps or acquire property.

In the late summer of 2001, the City of Austin and the Capital Metropolitan Transit Authority (Cap Metro) entered into a partnership—the Rapid Transit Project (RTP)—that initially was to prepare a Preliminary Engineering and Environmental Impact Statement (PE/EIS) for a high capacity rapid transit line for the center of Austin's urban core. (Since the initiation of the partnership the mission of the RTP has expanded to include possible rapid bus and commuter rail lines.) Reflective of the partnership, the neighborhood planning areas selected for fiscal year 2002-2003 to begin development of their neighborhood plans were either adjacent to or contained segments of the proposed rapid transit line. The primary goal of the transit station planning efforts was to coordinate the Rapid Transit Project's light rail transit station planning with the neighborhoods' visions for the future.

The Rapid Transit Project

The Rapid Transit Project is a partnership between the City of Austin and Cap Metro for the planning and integration of a high-capacity transit system serving the Austin area. The project is examining a variety of transit modes including light rail. The Rapid Transit Project began in August 2001 with the development of engineering and environmental analysis of the first segment of a light rail—the "starter line". Phase one of the starter line, known as the "Central Line," will create the spine or backbone for the transit system and connect neighborhoods with major destinations and employment centers such as The University of Texas, the State Capitol Complex and Downtown. The goals of the Rapid Transit Project are to

- Improve corridor mobility
- Develop facilities & services based on community input
- Protect & enhance community and environmental resources
- Provide an efficient & balanced transportation system
- Develop a rapid transit system that is cost effective and affordable.

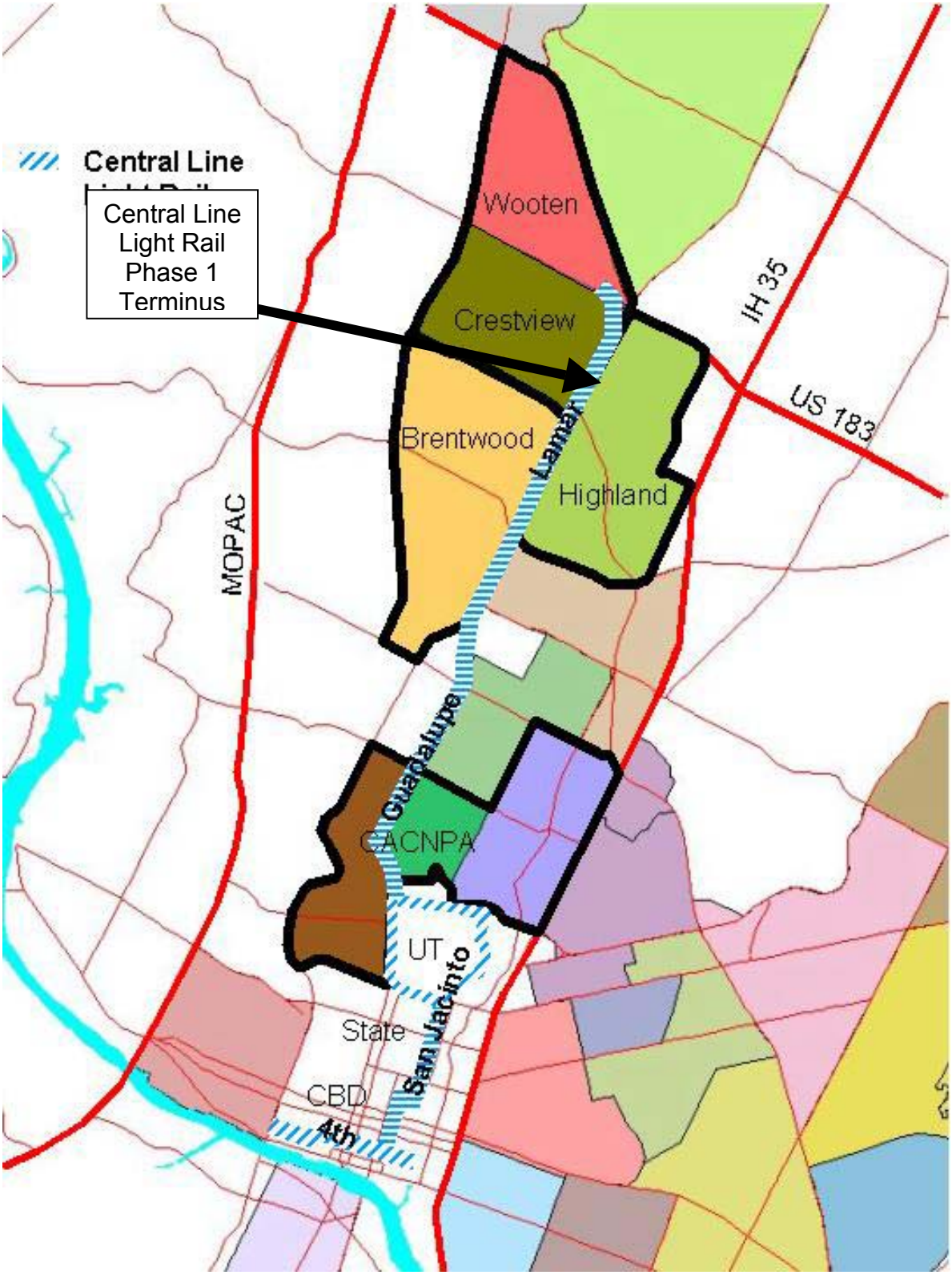


Figure D-1
Central Line Light Rail Alignment and 2002-2003 Neighborhood Planning Areas

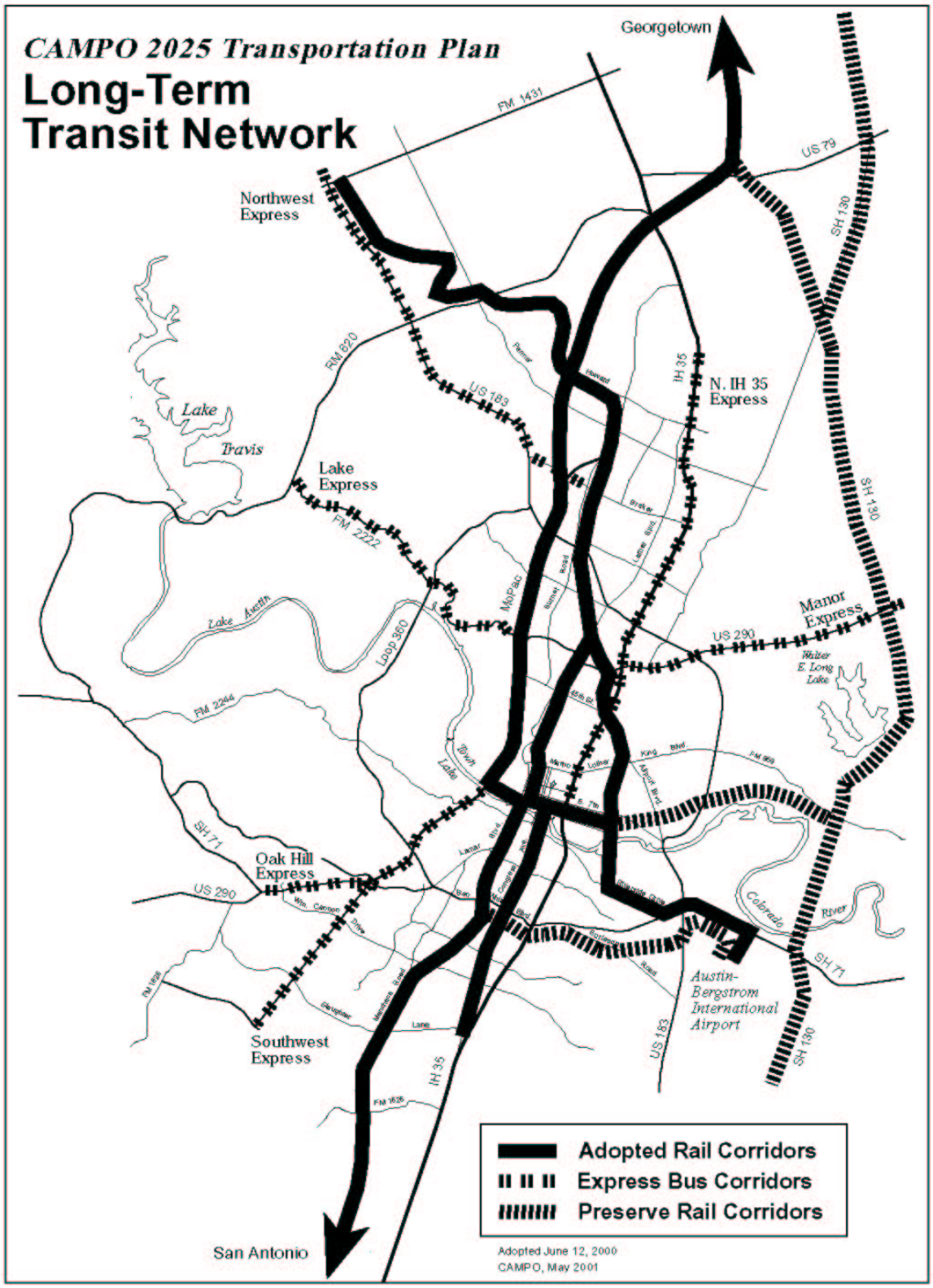


Figure D-2
CAMPO 2025 Transportation Plan: Long-Term Transit Network

Transportation Planning in Central Texas

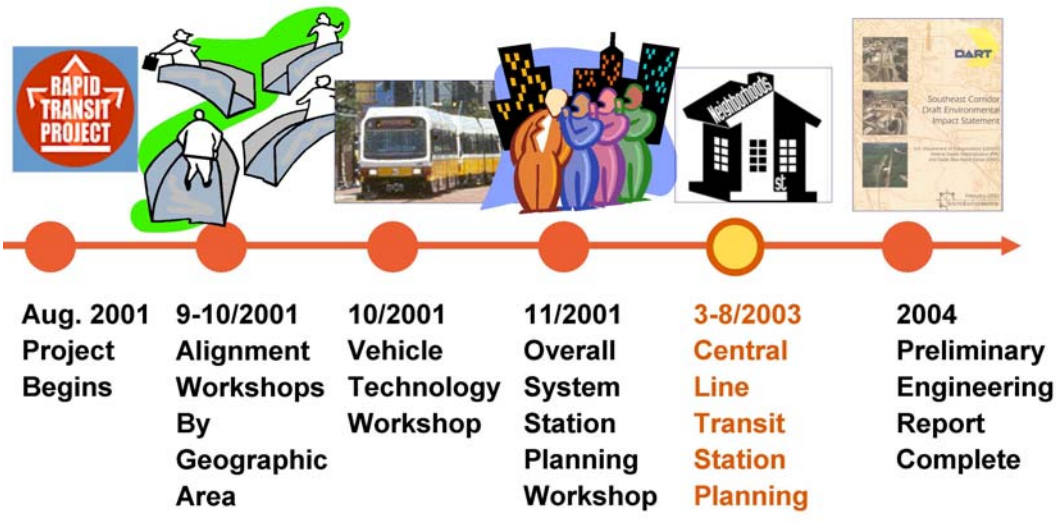
The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for Williamson, Travis, and Hays Counties. The purpose of CAMPO is to coordinate regional transportation planning in Central Texas. Among its responsibilities, CAMPO develops and updates the region's long-range transportation plan and approval of the use of federal transportation dollars. According to the CAMPO plan there are five major elements required to improve mobility in the Central Texas:

1. Major New or Improved Roadways
2. High Occupancy Vehicle (HOV) Lanes and Toll Roads
3. Express Bus System with Park and Ride Facilities
4. Intercity Passenger Rail System (90-mile, Austin – San Antonio Regional Rail)
5. Intracity Passenger Rail System (52-mile, Austin area system).

Since the 1990s, the CAMPO plan has indicated that a fifty-two mile intracity passenger rail network (as indicated on the previous page) is an important element in the regional transportation network. The Austin Metropolitan Area Transportation Plan (AMATP) also reflects the local importance of the CAMPO plan. The AMATP borrows heavily from those elements of the CAMPO plan that relate to the immediate Austin metropolitan area. Furthermore, every time the CAMPO plan is updated, the AMATP is revised to reflect the majority of the changes.

Light Rail Central Line Project Milestones

As part of the PE/EIS process, a series of citywide, public workshops were conducted in the fall of 2001. The results of these workshops established a priority transit corridor—the Central Line—and the most appropriate technology for that corridor—Light Rail Transit (LRT).



System Alignment Workshops
The September/October 2001 System Alignment Workshops received public input on proposed alignments or routes for the various transit corridors of the proposed high-capacity transit system. These transit corridors served central, northwest, east and south Austin neighborhoods.

Vehicle Technology Workshop
The October 2001 Vehicle Technology Workshop examined the strengths and weaknesses of various types of trains and buses that could serve the high-capacity transit corridors. Light rail technology was the chosen technology. The primary reason was LRT's ability to carry many passengers with high frequency at a comparably low cost.

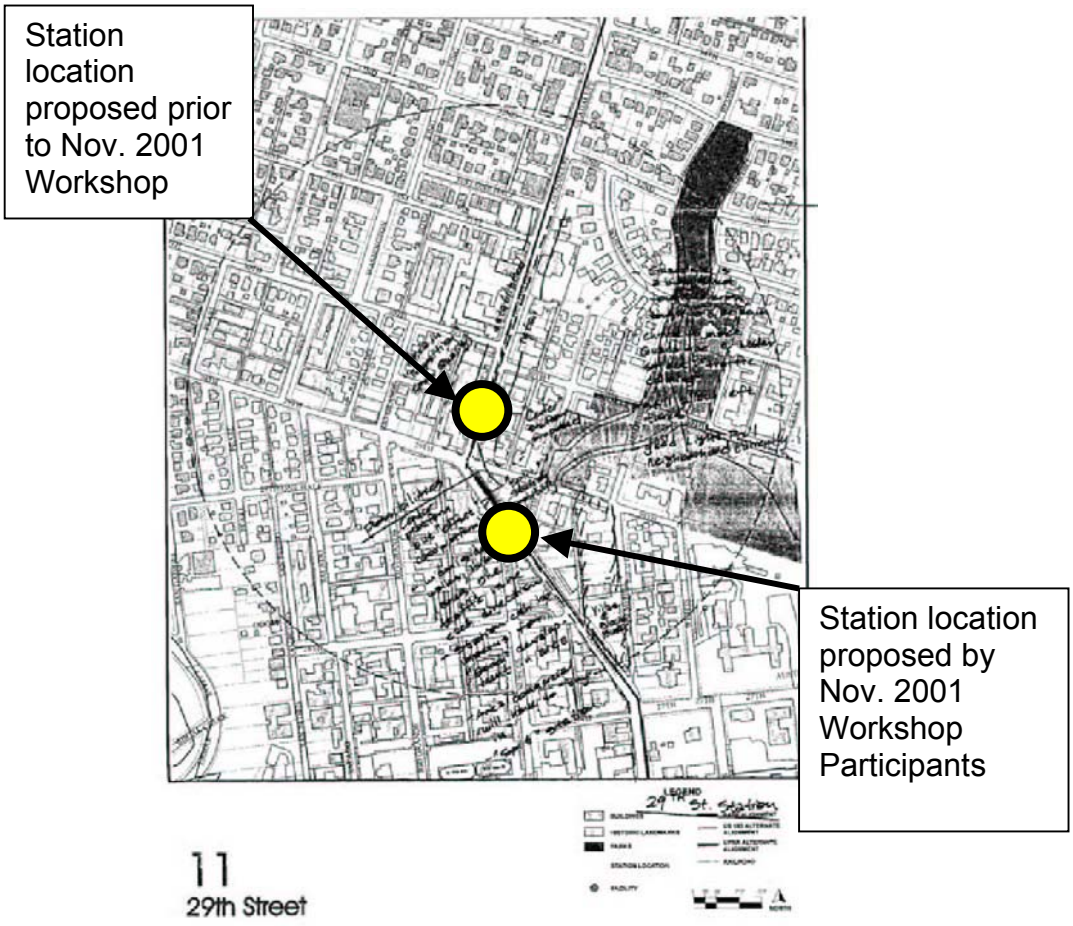


Figure D-3
November 2001 Map of Guadalupe at 29th Station

November 2001 Station Planning Workshop

The November 2001 Station Planning Workshop helped to define station types and locations for the overall system. This workshop proposed that the system have twenty-six stations, spaced at half-mile to one-mile intervals and include four different "station types":

- Neighborhood Station
- Destination Station
- Park & Ride Station
- Bus Transfer Station

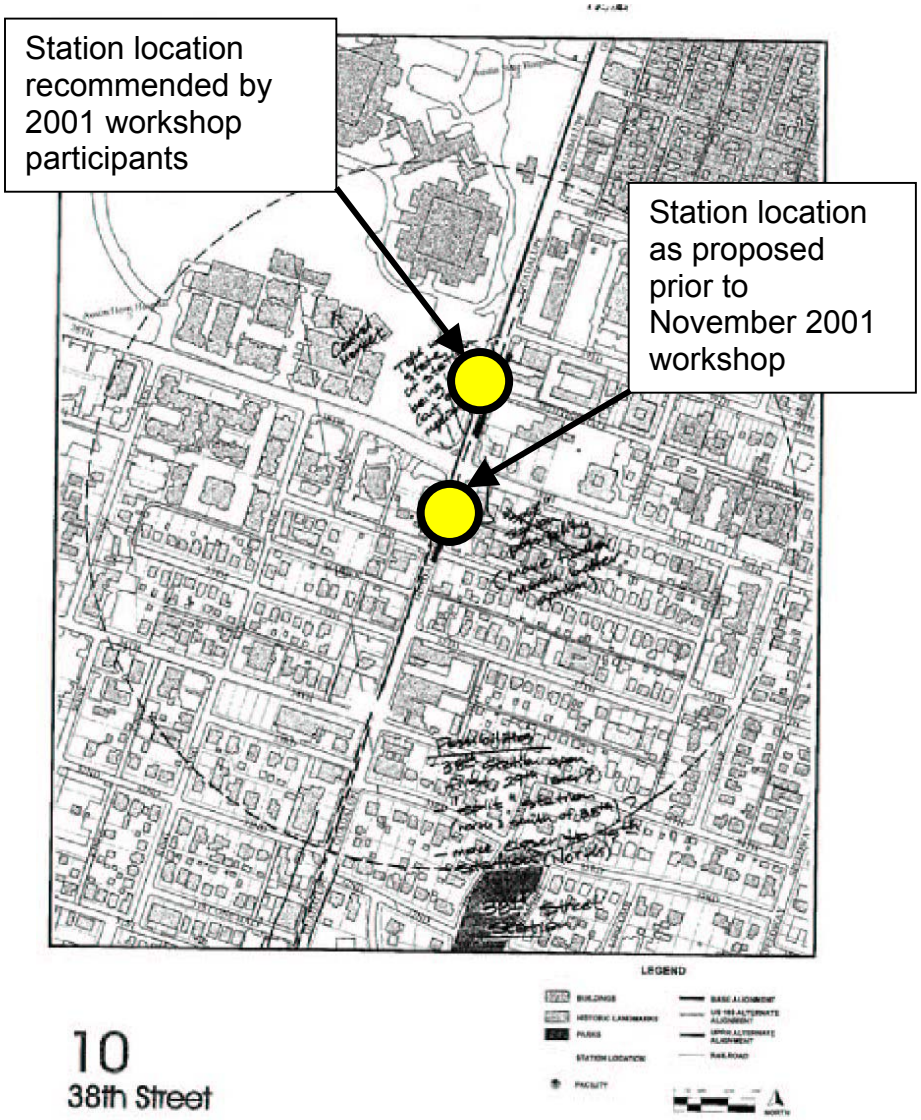


Figure D-4

November 2001 Map of Guadalupe at 38th Station

Subsequent meetings and worksessions in 2002 and 2003 with The University of Texas and Texas State Capitol public safety team led to revisions to the light rail alignment and station locations in their respective areas.

The feedback received from this workshop was used in subsequent planning for the 2003 workshops conducted in concert with the City of Austin's Neighborhood Planning process.

Two station locations were discussed—Guadalupe at 38th Streets and Guadalupe at 29th Street. Participants suggested that the Guadalupe at 38th Street Station should be located on the north side of 38th to provide better access to Central Market and the Central Park development, and to support the Hyde Park Neighborhood Plan's desire for pedestrian friendly development on this portion of Guadalupe. A central platform—one located in the middle of the street—at this location could also take advantage of State owned land for possible right-of-way expansion rather than affecting commercial properties south of 38th Street.

Two groups of workshop participants reviewed the Guadalupe and 29th Station. One group suggested it should consist of two split-platforms. One would be located north and another south of 29th Street on Guadalupe. The other group suggested moving the station further south to 27th Street to improve the spacing between the 38th Street and a then proposed 24th/Dean Keeton Street Station. Prior to the November 2001 workshop, this station was designated as a "future station" that would not be built in the first stage due to its close proximity to other the stations. However, both groups felt it should be included in the initial phase of any rapid transit alignment because it would serve one of the densest neighborhoods in Austin. Participants noted that regardless of the eventual location—29th or 27th Streets—there will be loss in automobile capacity and left-turns will still have to be accommodated. Other participant concerns included

- Bicycle safety concerns along Guadalupe Street
- The difficulty pedestrians had crossing Guadalupe—even at signalized intersections
- The need for traffic calming that will allow improved pedestrian and bicycle connections in a slower environment.
- Additional pedestrian access with wider sidewalks and bicycle lanes
- General roadway improvements to provide an opportunity that Guadalupe could become a better street
- Other streetscape improvements that should be implemented concurrent with rapid transit improvements.

Initial plans indicated that in addition to the north/south light rail tracks, two northbound and two southbound travel lanes be included along Guadalupe Street. It was recommended to reduce travel lanes to one in each direction, rather than impact the well-established and beloved retail institutions in the area

such as Toy Joy, Dirty Martin's, and the historic building housing the main offices of Ballet Austin.

Light Rail Station Planning as an Element of the Central Austin Combined Neighborhood Plan Process

Timely collaboration between the City of Austin, Capital Metropolitan Transit Authority (Capital Metro), and neighborhoods is a key component to the success of the Rapid Transit Project. For this reason, neighborhood planning areas along the Central Line were given priority by the City Council in the City's neighborhood planning process, in order to leverage Cap Metro's transit planning efforts with those of the City in developing a more integrated neighborhood and station area plan.

To facilitate this, two transit station planning workshop were conducted by City of Austin and Cap Metro staff for the Central Austin Combined Neighborhood Planning Area (CACNPA) on March 11, 2003 and June 24, 2003. The first workshop introduced the Rapid Transit Project and proposed conceptual station plans for Guadalupe at 29th Street and Guadalupe at 38th Street. This presentation included Site Analysis and Transportation Connection maps for each station. There was a question and answer session, from which questions were recorded and later answered in greater detail on the RTP Web site—www.rapidtransitproject.org. The workshop participants then broke into small groups focusing on one of the two stations. Comments were also recorded in the focus sessions. An exit survey was conducted and the results posted on the RTP Web site.

The second workshop opened with a presentation on Cap Metro's draft Long Range Transit Plan. This presentation provided a broader context for the Central Line light rail proposal. Following this presentation, the revised station plans that incorporated changes suggested in the first workshop was given. The workshop concluded with a question and answer session and exit survey.

Both of the proposed light rail stations in the CACNPA are considered *Neighborhood Stations* as they serve primarily walk-up passengers from adjacent residential areas or nearby bus stops. Neighborhood stations generally do not have off-street facilities, such as parking areas or bus transfer facilities. They are generally located within the public right-of-way at strategic intersections in the neighborhood that provide the best connection to bus routes and local destinations. Architecturally, the Neighborhood Station would have an open shelter that is a roofed area over an otherwise un-enclosed platform where passengers wait for the train and board/deboard.

How the Rapid Transit Project's Principles Translate into Design

The Rapid Transit Projects Guiding Principles for Light Rail Station Planning

1. Locate and design stations that are compatible with the Neighborhood Plan's Vision.

2. Minimize property acquisitions, impacts.

3. Assure all modes of transportation are well-connected to the station: sidewalks, bike lanes, bus stops/pullouts.

4. Provide for safe and convenient transfer between all transportation modes.

5. Assure auto traffic and access to properties is maintained and balanced with effective transit operations.

Pedestrian Access and Crossing of LRT Tracks

Pedestrian access to stations is critical for a successful rapid transit system. Improved sidewalks and shade tree plantings in the immediate vicinity of stations are important elements of a station area plan. Pedestrian crossings of LRT tracks must be controlled for safety reasons. In some cases, where there are many pedestrians crossing a street, fencing or other barriers such as planted medians are used to direct pedestrians to controlled crossings. Station platforms are typically located between intersections with traffic lights where pedestrians can cross in designated crosswalks as they would on any other street. Because signal-controlled intersections are spaced to suit automobile traffic, they are often spaced too far apart to be convenient for pedestrians. In such cases, other means of providing safe pedestrian crossings may be employed between signal-controlled intersections. One such device is a "Z-crossing". This induces pedestrians to turn facing in the direct view of an on-coming train, before turning again to cross the track. Sometimes gates and lights are also employed either in conjunction with, or instead of, "Z-crossings".

Pedestrian Z-Crossing (Portland, OR)

Bus Routes and Connections to Light Rail Transit (LRT)

Capital Metro will continue most bus service along the light rail routes under consideration. The agency has planned growth of the bus system (2-3% per year) throughout the development of a rapid transit system and into the years of operation of the system. A rapid transit system would serve as a complement to the existing bus lines, and these will be coordinated with light rail station locations.

Bike Access

The Austin Bicycle Plan (1997) was used as a guiding document in determining where bicycle facilities would be required in conjunction with changes to streets along the light rail alignment. Recommended facilities on streets leading to stations are also shown where appropriate.

Automobile Traffic and LRT

Dedicating exclusive lanes or “trackways” rather than allowing other vehicles to share the “trackways” facilitates safe and efficient operation of light rail on city streets. Raised curbs, “buttons”, and distinctive paving are often used to discourage other vehicles from wandering onto the tracks. In most cases, light rail tracks are located in the center of streets to eliminate conflicts with right turning vehicles accessing adjacent businesses or side streets. Left turns, U-turns and cross traffic are usually limited to crossing the “trackway” at signalized intersections.

Impacts on traffic will be considered as part of a subsequent stage of the Preliminary Engineering and Environmental Impact Statement process.
Light rail will help reduce the growth of traffic congestion, but it is only one part of the CAMPO long range transportation plan (which includes high-occupancy vehicle (HOV) lanes, roadway improvements, new roads, and commuter rail). Neighborhood workshop participants emphasized the importance of further studies on traffic impacts and the careful integration of traffic within the transit station plans.

Rapid Transit Project Team Presentation at Light Rail Station Planning Workshops

Transportation Connections Maps

These maps demonstrate the connections between all modes of transportation in the CACNPA within approximately one-half mile of the proposed light rail stations. Accessibility to transit stations by various modes of travel is critical to the success of any good transit system, and is of great interest to adjacent neighborhoods. The maps display a dashed outline that indicates a one-quarter mile walking distance to the station location. One-quarter mile (approximately a ten-minute walk), is a distance that most will walk to catch transit. It is within this distance that pedestrian improvements are considered critical and should be

Figure D-5
Transportation Connections Map – Guadalupe at 29th Station

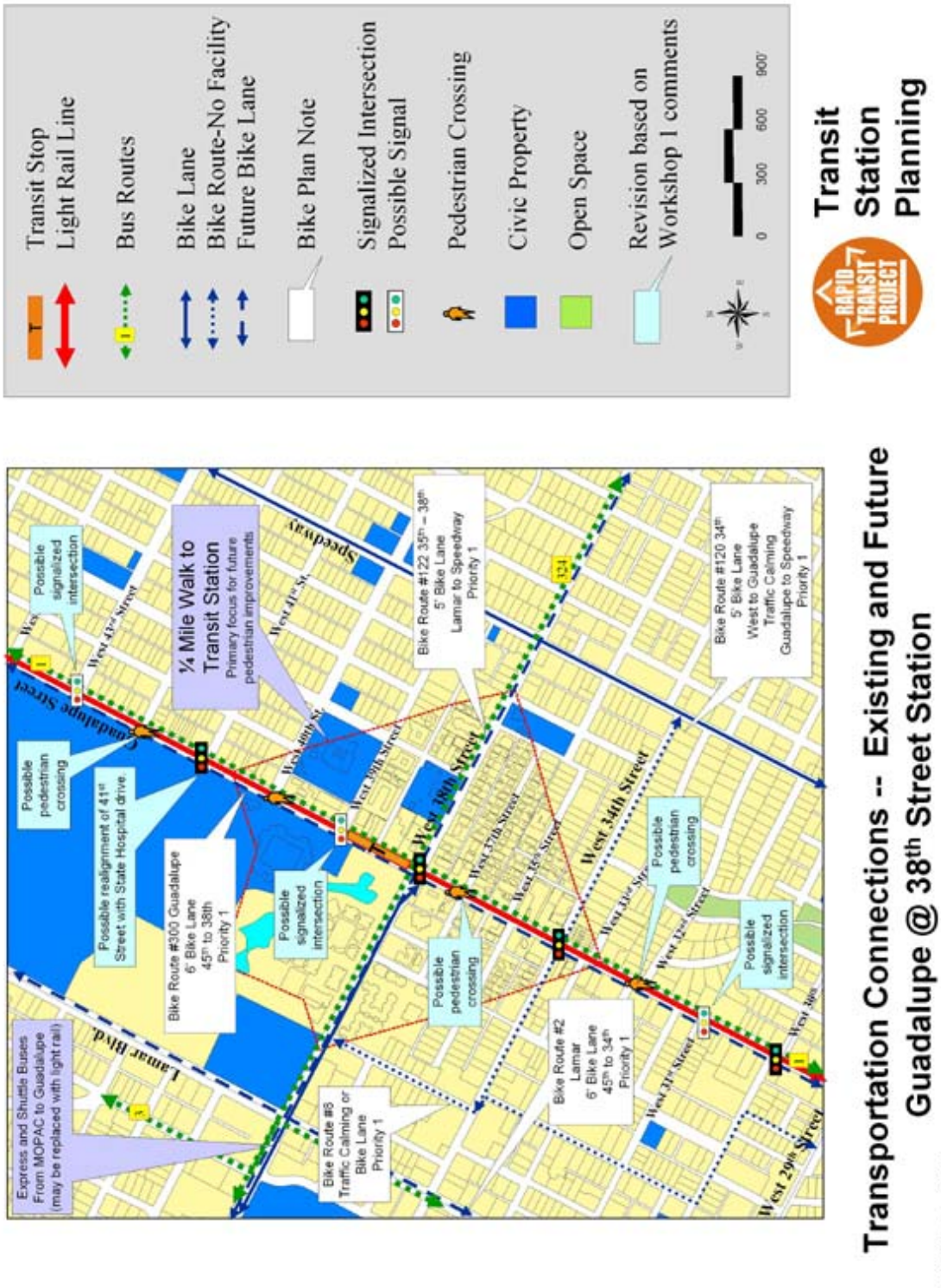


Figure D-6
Transportation Connections Map – Guadalupe at 38th Station

Figure D-7
Site Analysis Map – Guadalupe at 29th Street Station

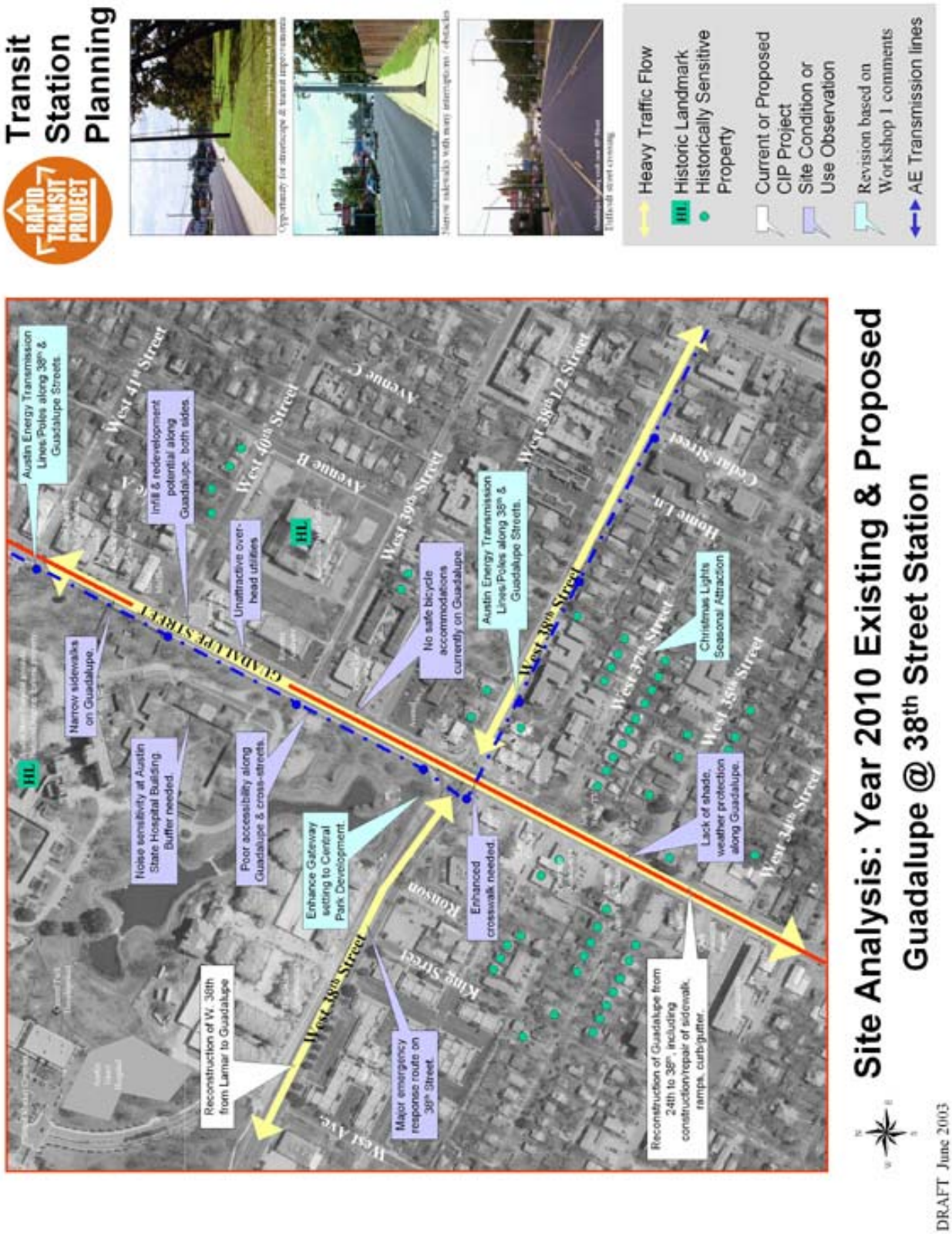


Figure D-8
Site Analysis Map – Guadalupe at 38th Street Station

given highest priority. The maps also depict existing and proposed traffic signals where pedestrians can cross in crosswalks and where vehicles are allowed to turn left across the trackway. Pedestrian only crossings are also shown. Existing and proposed bus and bike routes are also shown. Revisions made to the maps to address comments received at the first workshop are also included.

Site Analysis Maps
These maps illustrate existing and known future conditions within the 0ne-quarter mile walking distance to transit stations. Historically-significant properties, known future developments, as well as planned infrastructure upgrades are depicted. Site observations of conditions are recorded, and revisions were made in response to comments made at the first workshop are also included.

Conceptual Station Plans

The following conceptual station plans and associated cross sections were presented at the Transit Station Planning Workshop.

Please note that all illustrations and designs seen or described herein are preliminary concepts and will evolve with further study, engineering and public input once the Central Line is approved for implementation. No commitment is made at this time to take any implementation steps or acquire property.

Guadalupe @ 38th Station
This station is described as a Neighborhood Station. Parking is not provided, to encourage passengers to walk, bicycle or take local feeder buses from surrounding neighborhoods. It is conceived as a central platform north of 38th Street. Access to the platform is from crosswalks on each end at 38th Street and 39th Street, where a new traffic signal is proposed. Revisions to the plan made in response to comments received at the first workshop are also included.

The street sections illustrate how light rail vehicles travel in the street relative to automobiles, bicycles and pedestrians, at both the platform location and between platforms.

Guadalupe @ 29th Station
This station is probably the most elaborate and challenging of all the stations on the proposed alignment, reflecting the unique character of the intersection and surrounding neighborhoods. Due to the turn in Guadalupe, the narrow right-of-way south of 29th Street, and concern for minimizing the impact on locally significant businesses and potentially historic commercial properties, a bold traffic management scheme was developed.

Through traffic on Guadalupe is proposed to be redirected to Fruth Street in the northbound direction and onto Nueces Street in the southbound direction. This allows the station platform to be contiguous with transit plazas on both sides of Guadalupe and linked to the adjacent sidewalks and crosswalks. Left turns on Guadalupe southbound would be allowed at 30th Street, but prohibited on 29th, Street which does not extend more than 3 blocks to the east of the intersection. Left hand turns from Guadalupe northbound to 29th Street are accomplished with the "jug-handle" turn onto Fruth Street. Due to the high volume of automobiles making this turn, this might be a very efficient solution to managing these turns. This traffic management plan has been met with a skepticism as to its ability to allow through traffic to pass through the intersection efficiently. An Environmental Impact Statement that includes traffic modeling will be required for the Central Line Project if it is authorized. If the modeling indicates that the impact on traffic flow is too severe, other alternatives will be examined. Many alternative layouts were examined by the RTP Team in preparation for the workshops, all of which had much greater impacts on adjacent properties.

Revisions to the plan recommended in the first workshop were also included. One of the most significant was the suggestion to create a transit plaza on the triangle between Guadalupe, Fruth, and 29th Streets to extend the open space of Hemphill Park to the transit station. Almost every participant at the first workshop repeated this suggestion.

Some interesting historical anecdotes were recorded at the workshops. Further research on these accounts is warranted because they might inform station art and naming.

Conclusion

In the years to come, the Rapid Transit Project Team will continue to explore and evaluate a variety of means to improve mobility through enhanced transit in the Austin area. In addition to the Central Line light rail project, the Team will be evaluating commuter rail, an airport rail connection, and rapid bus service for application in Austin.

In the meantime, it is recommended that the Central Line light rail corridor be preserved for the light rail elements discussed in this chapter. Once authority is obtained to implement light rail, the following must occur before the Central Line can be put in service:

- Complete an environmental impact statement (EIS), including a public hearing.
- Receive a favorable record of decision (ROD) on the EIS from the Federal Transit Administration (FTA).
- Complete Final Engineering design for the system, including determining construction phasing and mitigation measures to be installed.

- Construct track, stations, and purchase the light rail fleet of passenger cars.
- Test and subsequently, operate the new system.

Public involvement would take place during each of the phases described above. The neighborhoods along the way would be expected to play a significant role in assisting with the construction phasing and mitigation plan in order to minimize disruption and inconvenience.

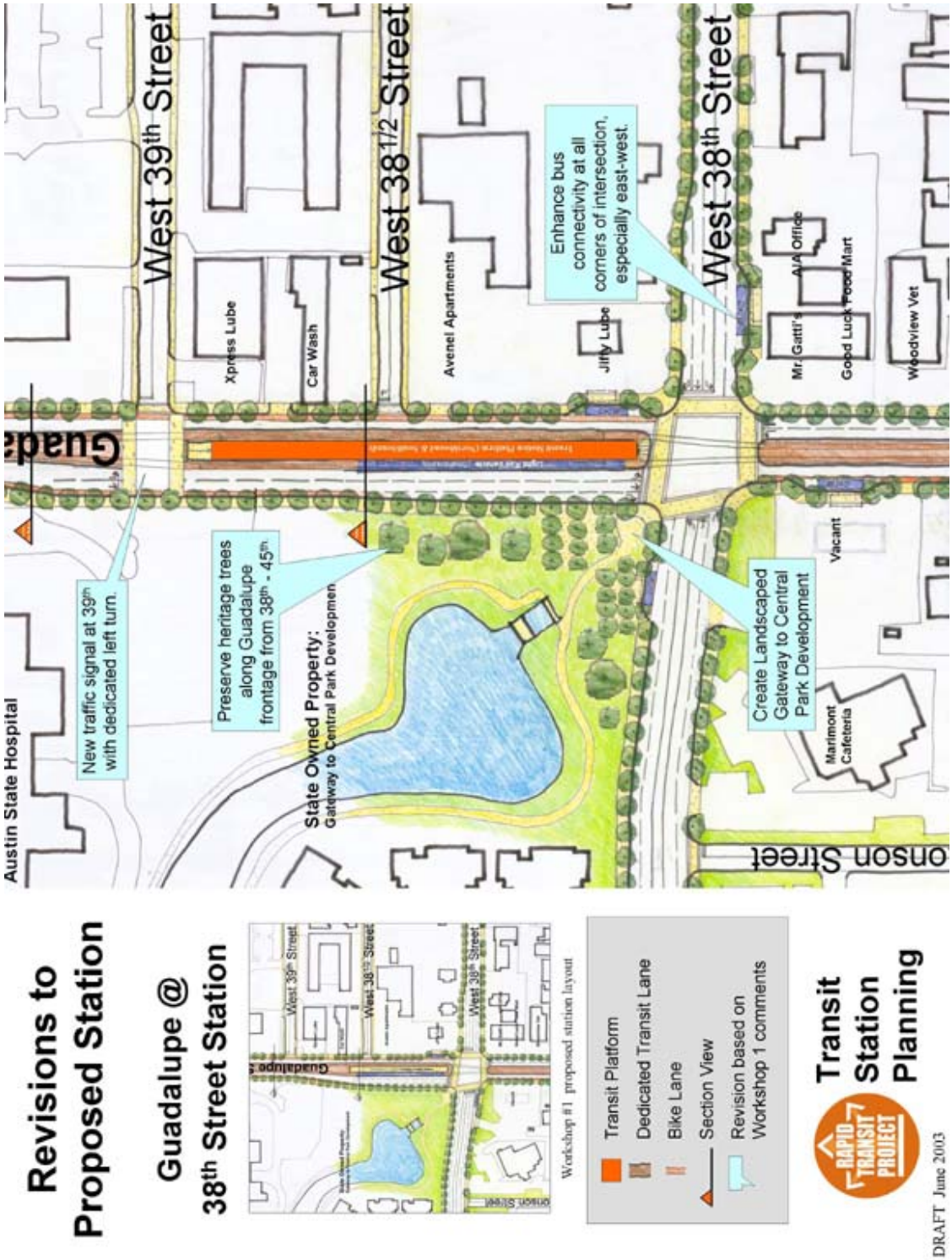
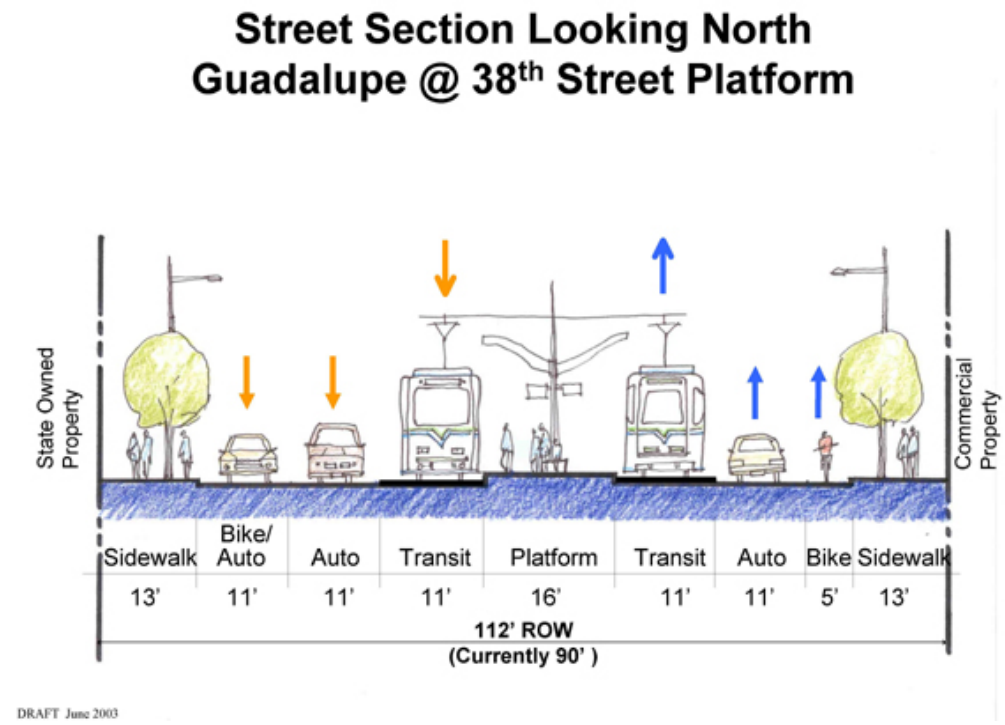


Figure D-9
Guadalupe @ 38th Station Plan



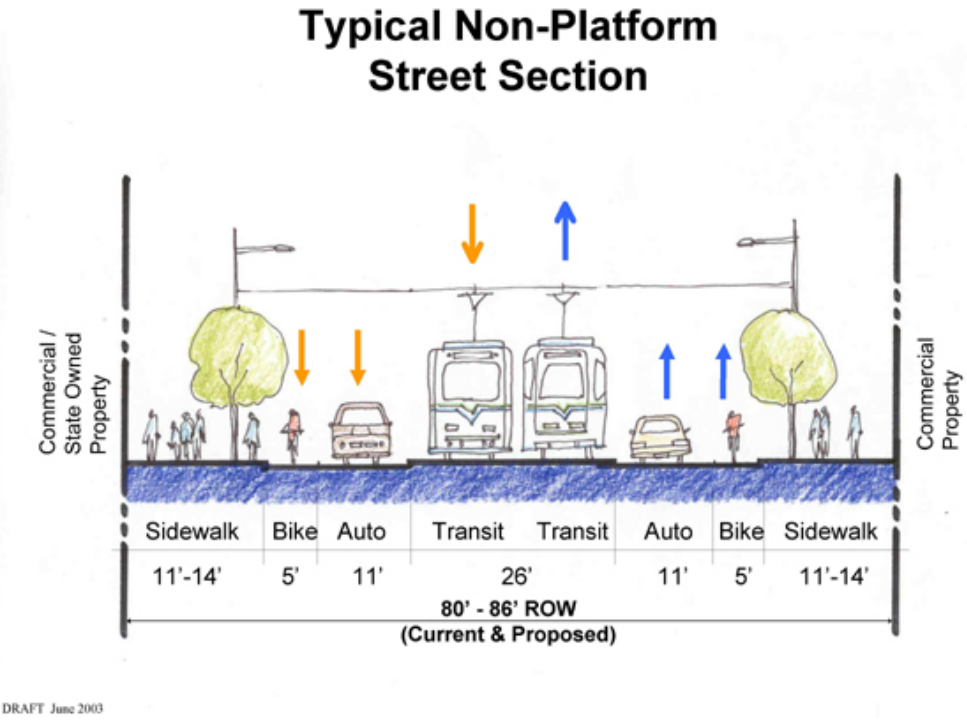


Figure D-10
Guadalupe @ 38th Street Station Sections

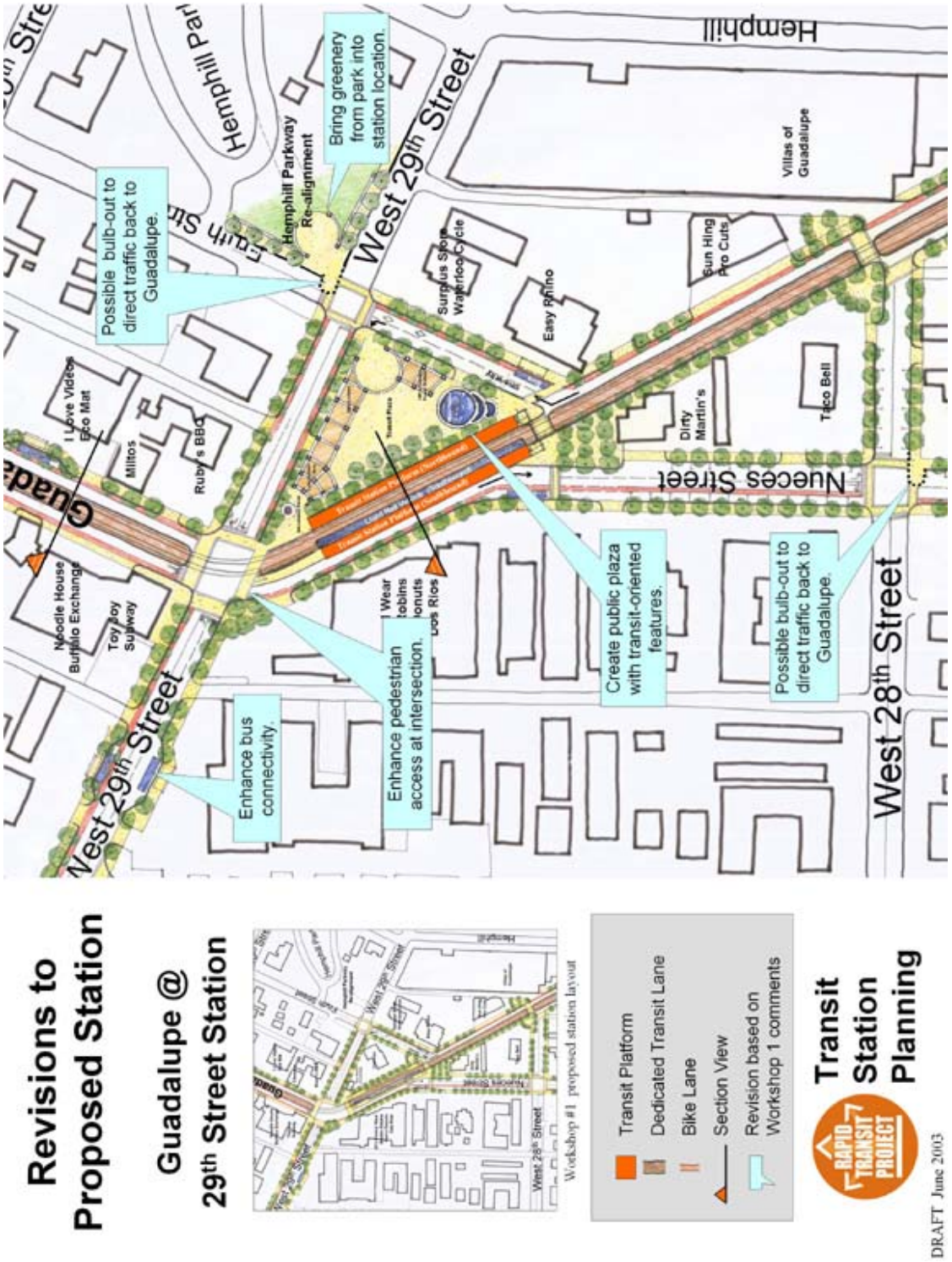


Figure D-11
Guadalupe @ 29th Station Plan

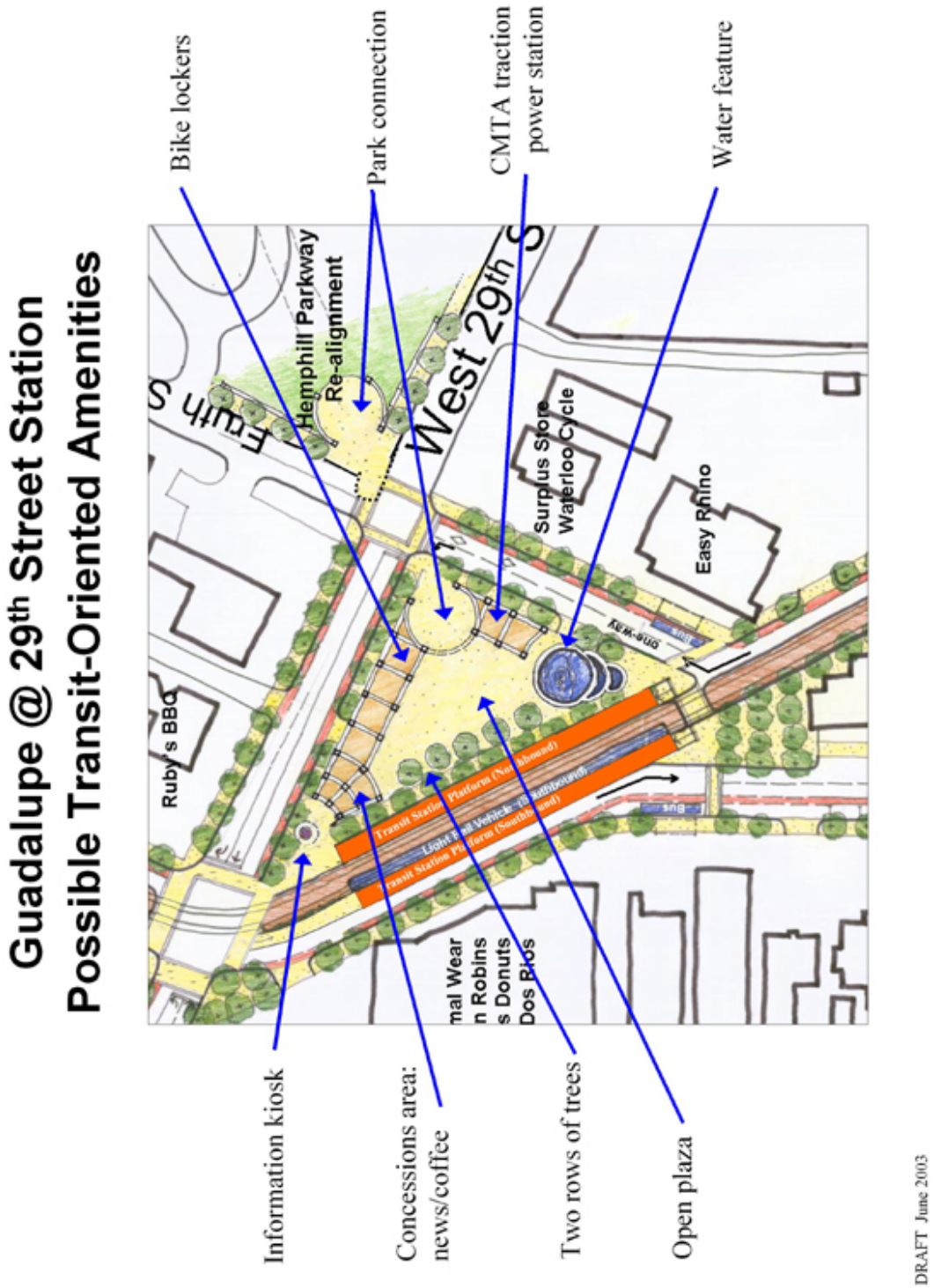
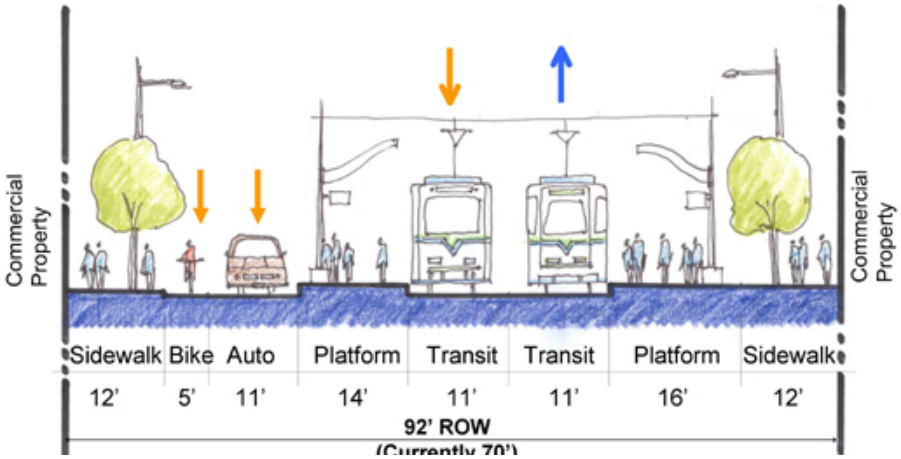


Figure D-12
Guadalupe @ 29th – Transit Plaza Detail

Street Section Looking North
Guadalupe @ 29th Street Platform



Typical Non-Platform
Street Section

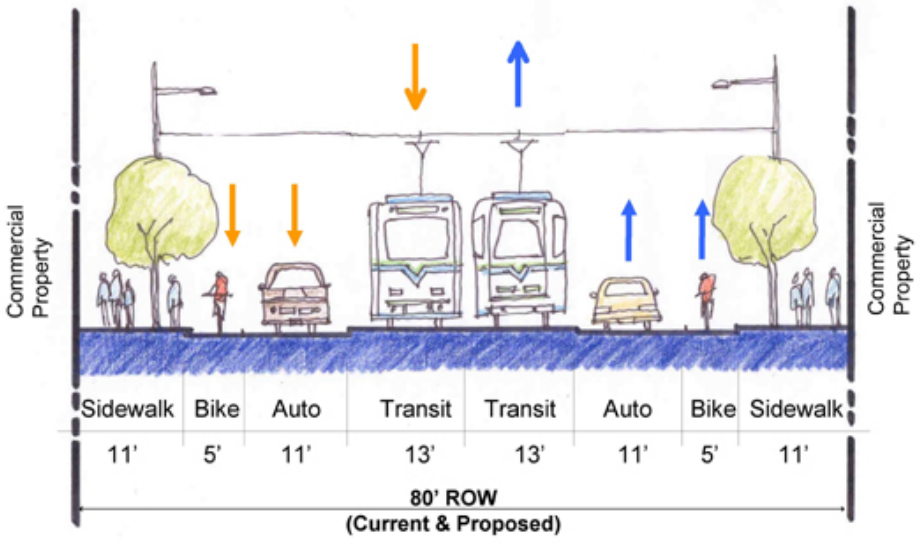


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Figure D-13
Guadalupe @ 29th Street Sections

Appendix E
2004 Zoning Maps

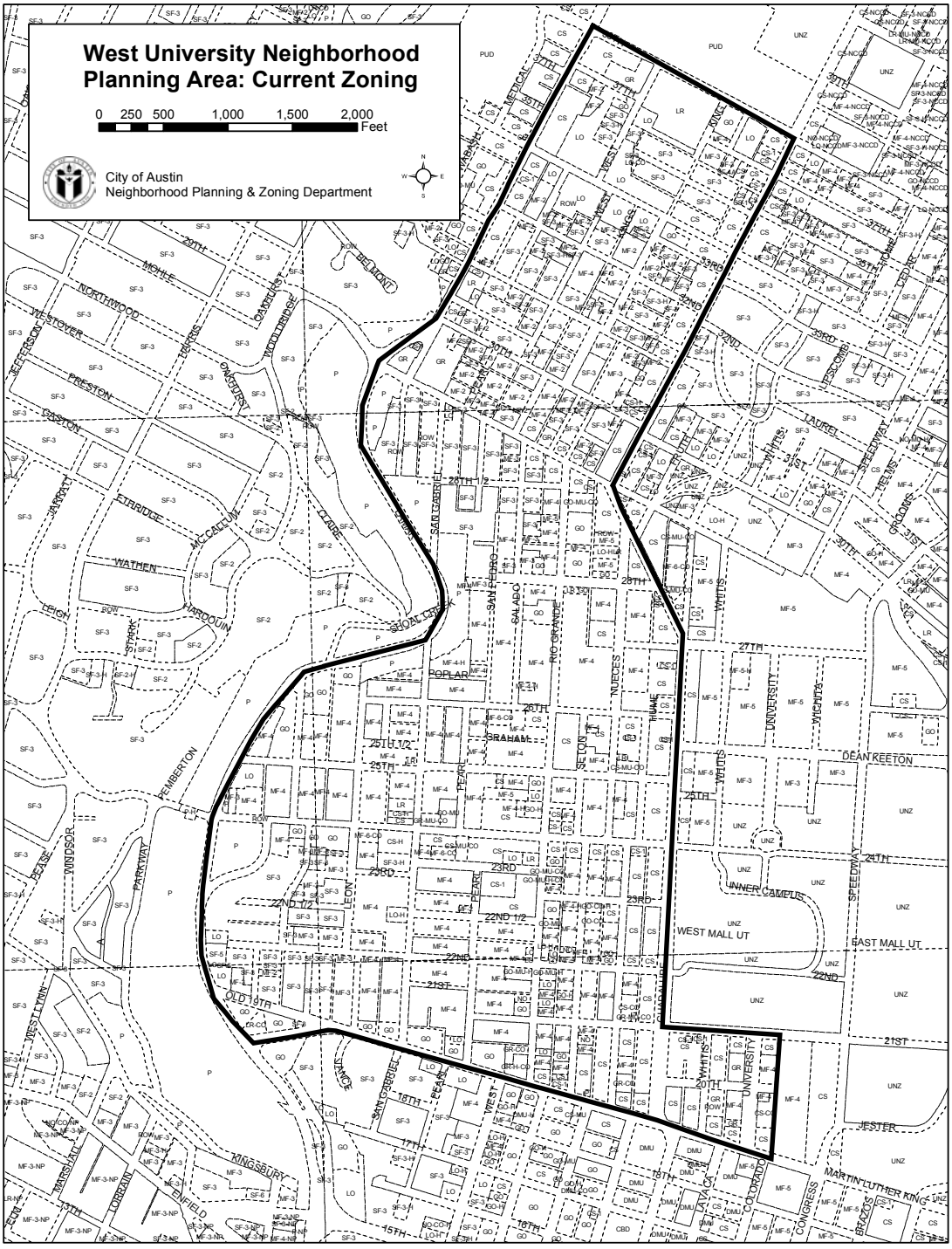

Figure E-1


North University Neighborhood Planning Area: Current Zoning
0 250 500 1,000 1,500 Feet
City of Austin
Neighborhood Planning & Zoning Department
N
W
E
S

Figure E-2

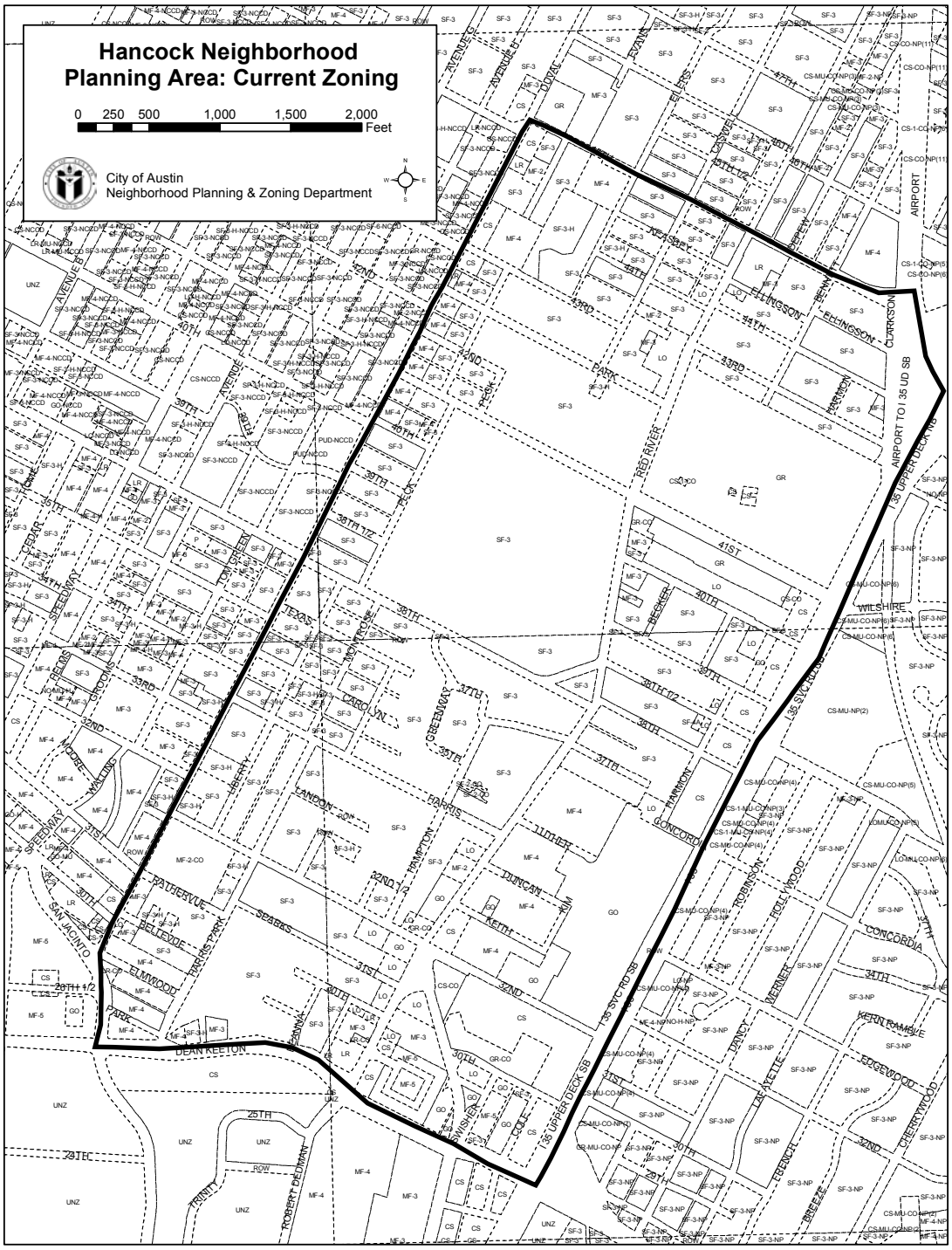
Hancock Neighborhood
Planning Area: Current Zoning
0 250 500 1,000 1,500 2,000
Feet
City of Austin
Neighborhood Planning & Zoning Department
N
W
E
S

Figure E-3