

East Riverside/Oltorf Combined Neighborhood Plan Implementation Tracking Chart

9/1/2020

Action Item/ Rec #	Plan page #	Action Item/ Recommendation	Priority Ranking and Fiscal Year	Status	Staff Comments	Contact Team Comments	Primary Resource	Secondary Resource
NOT COMPLETE								
Capital Improvement Project								
39	34	Conduct a traffic calming study at the corner of Summit and Elmhurst and apply an appropriate traffic mitigation strategy to reduce speeding and cut through traffic (Speed cushions are not the preferred method of traffic calming by neighborhood stakeholders).	# Not Ranked	Partially Complete	3/2014 (PDRD): Request 13B-0052 has been deemed eligible for traffic calming but is not yet funded. 10/2013 (PDRD): Speed mitigation request 13B-0052 for Summit Street from Woodland Avenue to Elmhurst Drive has been accepted into the Local Area Traffic Management Program. A speed study will be conducted to determine eligibility for funding.	10/2008: Riverside's #9 priority for FY 2009-10.	Austin Transportation Department	
40	34	Conduct a traffic calming study along the length of Summit from Woodland to E. Riverside Dr. and apply an appropriate traffic mitigation strategy to reduce speeding vehicles (Speed cushions are not the preferred method of traffic calming by neighborhood stakeholders).	# 1 Riverside, FY 2015-16	Partially Complete	3/2014 (PDRD): Request 13B-0052 has been deemed eligible for traffic calming but is not yet funded. 10/2013 (PDRD): Speed mitigation request 13B-0052 for Summit Street from Woodland Avenue to Elmhurst Drive has been accepted into the Local Area Traffic Management Program. A speed study will be conducted to determine eligibility for funding.		Austin Transportation Department	
46	35	Conduct a traffic study at Summit and Riverside Dr. and make improvements to the intersection so that dangerous speeding vehicles and cut through traffic are minimized.	# 4 Riverside, FY 2015-16	Not Yet Initiated	2006 (Public Works): Cut-through traffic and speeding may be addressed with traffic calming. Selection for the program, when there is funding, is on a priority basis based on a two-stage scoring system.		Austin Transportation Department	
48	35	Conduct a traffic study along Burleson Rd. between Oltorf St. and Ben White Blvd. and investigate adding stop signs and/or traffic lights at high-traffic intersections to slow vehicular traffic and make conditions safer for all types of travelers (especially at Ware Road to slow traffic at the school crossing.)	# Not Ranked	Not Yet Initiated	2/2010 (ATD): Will be added to request list for neighborhood traffic calming. Selection for the program, when there is funding, is on a priority basis based on a two-stage scoring system.	9/2011: Parker Lane's #6 priority for FY 2012-13. 10/2008: Parker Lane's #6 priority for FY 2009-10.	Austin Transportation Department	

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54	36	Extend the bike lane on Pleasant Valley Rd. from Lakeshore Dr. to Cesar Chavez.	# 2 Parker Lane, FY 2015-16	Planned Project	01/2019: The City began Preliminary Engineering in July 2018 and is currently identifying needs and issues for the construction of a new pedestrian and bicycle bridge crossing Lady Bird Lake near Longhorn Dam. 10/2013 (PDRD): The 2009 Austin Bicycle Plan Update recommends a bike lane in this corridor. 2006 (Public Works): This improvement would require additional road width and construction of curb and gutter up to the Longhorn Dam, then to Cesar Chavez. Widening of the bridge is not included in this estimate.		Austin Transportation Department	
55c	36	Conduct a study to investigate the feasibility of putting bike lanes along Grove Boulevard (Hogan Avenue to Oltorf Street).	# Not Ranked	Partially Complete	4/2014 (PDRD): Bike lanes were installed on Grove Blvd. from Hogan Ave. to E. Riverside Dr. in 2013 (4,276 linear feet). 10/2013 (PDRD): The 2009 Austin Bicycle Plan Update recommends a bike lane in this corridor.		Austin Transportation Department	
56a	36	Build sidewalks within the Riverside Planning Area in this order of priority: #1. Woodland between Summit & Parker (either side).	# Not Ranked	Not Yet Initiated	2/2011 (Public Works): No funding available. 5/2009 (Public Works): 1,300 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: Medium. All estimates are at today's construction costs and subject to change in the future.	10/2008: Riverside's #6 priority for FY 2009-10.	Public Works	
56b	36	Build sidewalks within the Riverside Planning Area in this order of priority: #2. Summit between Woodland & Riverside (either side).	# 5 Riverside, FY 2015-16	Not Yet Initiated	2/2011 (Public Works): No funding available. 5/2009 (Public Works): 2,500 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: Low/Medium. All estimates are at today's construction costs and subject to change in the future.	9/2011 (NPCT): Construction cost estimate for this project was \$76,100 in 2008. Not sure how the "matrix scoring works. Summit is well-walked with extremely low visibility in the north stretch from Sunnyvale to E Riverside. Priority #9 for Riverside for FY 2012-13. 5/2011 (NPCT): 2100 Parker Ln with its 3 SF-6 lots and 1 MF-3 lot with old growth live oaks & pond would be an ideal pocket park. We encourage PARD/city negotiations to continue for the acquisition of this property. 10/2008: Riverside's #7 priority for FY 2009-10.	Public Works	

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56c	36	Build sidewalks within the Riverside Planning Area in this order of priority: #3. Parker Lane between E. Riverside Dr. & Woodland Avenue (either side).	# Not Ranked	Partially Complete	05/2019 (PAZ): As part of the MAP, the remaining segment has a potential construction start date in 2021. 10/2013 (PDRD): About 610' of sidewalk was installed on the west side of Parker Lane going south from E. Riverside Drive in 2009-2011. The remaining gap measures 1,290'. 9/2011 (NPCT): Construction cost estimate for this project was \$76,100 in 2008. Summit is well-walked with extremely low visibility in the north stretch from Sunnyvale to E Riverside. 5/2009 (Public Works): 2,200 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: Medium/High. All estimates are at today's construction costs and subject to change in the future.	9/2011 (NPCT): Safe pedestrian walkways are critical in urban areas. This section of Parker is used by residents of the apartments and single family homes to access bus lines and retail and the lake. Riverside's #4 priority for FY 2012-13. 10/2008: Riverside's #8 priority for FY 2009-10.	Public Works	
57f	37	Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #6. Benjamin, north side between Douglas and Princeton.	# Not Ranked	Not Yet Initiated	2006: Priority # 6 - Construction Estimate: \$8,700. Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000. Please note that all estimates are at today's construction costs and subject to change in the future.		Public Works	
58a	37	Build sidewalks within the Pleasant Valley Planning Area in this order of priority: #1 East side of Pleasant Valley Rd. (north of Lakeshore to the Colorado River Park).	# Not Ranked	Not Yet Initiated	1/2019 (PAZ): Construction completed in Oct 2018. 9/2011 (Public Works): No funding available. 5/2009 (Public Works): 2,000 linear feet @ \$24/SF or \$120 lineal foot for the average 5' sidewalk. Sidewalk matrix score: High. All estimates are at today's construction costs and subject to change in the future.	9/2011: Pleasant Valley's #7 Priority for FY 2012-13. 10/2008: Pleasant Valleys #3 priority for FY 2009-10.	Public Works	

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59	37	Identify and provide safe pedestrian and bicyclist crossings all along Riverside Dr. from IH-35 to Grove Blvd., with special attention paid to intersections at or near a bus stop.	# 2 Riverside; 4 Pleasant Valley, FY 2015-16	Partially Complete	8/2015 (TXDOT): Bicycle and pedestrian facilities within this project limits [IH-35 and Riverside intersection] are currently in the preliminary design phase. We have received numerous comments from the public and are addressing these during the design. 8/2014 (PDRD): Funding for additional multi-modal improvements to East Riverside Drive has been allocated out of the 2012 bonds. 4/2014 (PDRD): Sidewalk and ramp improvements were completed at the intersection of S. Pleasant Valley Rd. and Riverside Dr. on 10/18/2013. A total of 952 linear feet of sidewalks and ramps were installed. Further improvements in the Riverside corridor are being planned under 2012 bond project 5386.004. 6/2013 (PDRD): The Country Club Creek Trail underpass at Riverside Drive has been completed. The Wickersham crossing will likely be at grade due to low clearance and a critical environmental feature. 3/2013 (ATD): Pedestrian Hybrid Beacon (PHB) installed at 2400 E. Riverside Dr. near the HEB on 8/31/2012. 12/2011 (ATD): A corridor study is currently underway that is considering all modes of transportation including pedestrian facilities. 9/2011 (Public Works): East Riverside was restriped to improve the visibility of the striping. 5/2009 (Public Works): All intersections controlled by a traffic signal currently have pedestrian ramps, crosswalks, and pedestrian signal indications. We did note that many crosswalks are faded and need to be remarked, and have scheduled this work to be completed as a high priority.	9/2011: Riverside's #8 priority FY 2012-13. 5/2011 (Contact Team): Safe crosswalks for our dense area are still a high priority. Re-striping alone does not address that crosswalks are too far apart and traffic across 6 lanes is travelling too fast. Our NPA is not walkable. 10/2008 (PDR): Riverside's #1 priority for FY 2009-10. 8/2008 (Contact Team): Safe crosswalks for our dense area is our highest priority. Need re-striping, safe protection within the median, better signage and signals, and crosswalks at bus stops. Pedestrians cross anywhere so documentation at any one location is difficult. Issue has surfaced repeatedly in corridor study meetings. Providing a safe way for citizens to cross Riverside at multiple locations as well as Pleasant Valley at Lakeshore is positively a priority. Locations along Riverside include: at Summit, at Lakeshore, at Parker, at Royal Crest, at Tinnin Ford, at Willow Creek, at Pleasant Valley, some point between Pleasant Valley and Willow Creek and Lakeshore at Pleasant Valley. The Country Club Creek Trailhead needs safe crossings across Pleasant Valley to both the south side of Lakeshore Blvd. and the north side.	Austin Transportation Department	

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60	37	At the intersection of Riverside Drive and Lakeshore Blvd., identify and provide improvements such as an elevated crosswalk or overhead pedestrian bridge to minimize the danger of crossing for pedestrians and cyclists.	# Not Ranked	Underway	6/2015 (PAZ): The project is currently in the design phase and should begin being constructed in early 2016. The proposed improvements at the Riverside Drive/South Lakeshore Boulevard intersection include a new roadway intersection layout, crosswalks, new curbs and gutters, sidewalks, access ramps, bicycle lanes and rain gardens. The intersection will be more hospitable to pedestrians because the free-right turn lanes for vehicles will be removed and replaced with rain gardens and pedestrian space, and eastbound vehicular traffic will stop. Unknown date: Public Works: If the neighborhood informs us of a specific location, time period, and day of the week, we could observe the most pedestrians in this area. It has been our experience that pedestrian overpasses are underutilized. Even if there are a large number of pedestrians desiring to cross, they usually look for a gap in traffic and cross the roadway, rather than climb to the pedestrian overpass and travel extra distance, unless they are physically blocked by fencing that prevents crossing at street level.		Austin Transportation Department	Public Works
63	37	At the IH-35/Riverside Drive intersection identify and provide improvements to minimize the danger of crossing in all directions for pedestrians and cyclists.	# Not Ranked	Planned Project	8/2015 (TXDOT): This is currently in the preliminary design stage. 2006 (Public Works): The intersection has sidewalks alongside all roadway approaches, pedestrian ramps from sidewalk to street level, well-marked pedestrian crosswalks across all approaches, and pedestrian signal indications for these crosswalks. There are channelized right turn lanes on all corners which require pedestrians to look for a gap in traffic, but given they must cross only one lane, this does not appear to be a difficult crossing. We will investigate further if the neighborhood provides details regarding specific problems and times of day during which the problems exist.		Public Works	Austin Transportation Department

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68	38	Improve storm water drainage along Pleasant Valley Road between Riverside Drive and Lakeshore Blvd., especially at Elmont and Lakeshore.	# Not Ranked	Planned Project	<p>8/2019 (WPD): Preliminary engineering is complete for stormwater conveyance improvements along Pleasant Valley Road in and near the intersection of Elmont Drive. This project is currently on hold pending the identification of partnership opportunities. 4/2018 (WPD): The PER is complete but the project has been shelved by the WPD executive team. 8/2014 (WPD): The draft preliminary engineering report is due August 8, 2014. The improvements referenced in the text below reduced flooding frequency but buildings are still being flooded. 1/2014 (PDRD): A project to improve Stormwater Conveyance along Pleasant Valley Road in and near the intersection of Elmont Drive is in the preliminary phase. 2/2011 (WPD): This area is planned for re-evaluation of drainage system capacity within the next 5 years. Additional projects may be identified as a result of that study. 2/2010 (WPD): Drainage Improvements for Pleasant Valley Road downstream of the intersection of Elmont and S. Pleasant Valley to just south of Lake Shore Drive were completed as part of a settlement agreement. The City's portion of the project was \$200,000. Additionally, the reconstruction of Pleasant Valley Road by PW included culvert upgrades to improve drainage. WPD cost participated in this project and contributed funding for the culvert upgrade. Stormwater runoff along S. Pleasant Valley Rd. between E. Riverside Dr. and Lakeshore Blvd. is conveyed by roadside ditches. A large amount of runoff has caused drainage concerns at the intersection of S. Pleasant Valley Rd. and Elmont Dr. No projects have been identified for this area at this time, however this area will be re-evaluated for storm drain upgrades in the near future.</p>	9/2011: Pleasant Valley's #6 priority for FY 2012-13. 10/2008: Pleasant Valleys #4 priority for FY 2009-10.	Watershed Protection Department	

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92	43	Encourage the Parks Department to acquire the Riverside Golf Course property and maintain it as a golf course.	# 1 Pleasant Valley, FY 2015-16	Not Currently Feasible or Recommended	12/2015 (PARD): Status remains the same. 12/2014 (PARD): There is no plan to acquire the golf course at this time. 2/2011 (PARD): Currently not included in the 5-Year CIP Plan. 2/25/10 (PARD): If PARD was successful in an acquisition, PARD is not supportive in continuing the use as a golf course. PARD would be supportive of increasing the parkland adjacent to Colorado River Park.	9/2011 (NPCT): Support maintaining this property as a golf course as it is uniquely suited for this purpose in addition to having historical legacy as such. See multiple pages in the EROC plan regarding the preservation of the golf course. Priority #1 Pleasant Valley, #4 Parker Lane and #10 Riverside for FY 2012-13. 5/2011(NPCT): Request that the City proactively keep an open dialogue with ACC Board of Trustees and President with regards to the acquisition of the 18-hole Riverside Golf Course and insure that it will remain a public 18-hole golf course. Further encourage the City to proactively find ways to acquire the Riverside Golf Course by providing ACC other properties for the growth of the ACC Riverside Campus while keeping the golf course intact and to provide ACC additional incentives in other ACC areas that would encourage the ownership of the golf course by the City. 10/2008: Pleasant Valley's #1 priority and Parker Lane's #4 priority for FY 2009-10.	PARD	
94.1	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #1 - Connection to proposed Country Club Creek trail.	# Not Ranked	Underway	5/2017: Awaiting approval of a recreational easement. Construction estimated to begin summer 2017. 11/2015 (PAZ): ATD estimates that Phase 1 of the Country Club Creek Trail (Burlison Road to Mabel Davis Park) will be completed in Summer 2016 at a cost of \$415,000. The design is almost complete (nearing 90%). 9/2014 (PDRD): The Austin Bicycle Plan recommends a multi-use path along Country Club Creek, Pleasant Valley Pocket Park, a City easement, Ventura Drive, Cataline Drive, and Madera Drive.		Public Works	PARD
94.3	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #3 - Paved hike/bike/skate loop with neighborhood connections.	# Not Ranked	Partially Complete	1/2014 (PDRD): A portion of the Mabel Davis loop trail is paved. [Date?]: PARD: This item can be implemented without additional funding or change in policy. The Department recommends that this item be implemented; will be done as part of earthwork project.		PARD	

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94.4	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #4 - Picnic, pavilion and restroom facilities.	# Not Ranked	Not Yet Initiated	PARD: This item requires funding through a Capital Improvement Project bond. The Department recommends that this item be implemented.		PARD	
94.5	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #5 - Benches and seating areas.	# Not Ranked	Not Yet Initiated	PARD: Funds for this item will be included in a future operating budget. The Department recommends that this item be implemented.		PARD	
94.7	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #7 - Access to the privately owned pond north of the park.	# Not Ranked	Not Yet Initiated	PARD: The Department has no specific recommendation on this item - City cannot provide, as property is private.		Property Owners	PARD
94.9	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #9 - Disc golf course.	# Not Ranked	Not Yet Initiated	PARD: This item requires funding through a Capital Improvement Project bond. The Department has no specific recommendation on this item. Subject to a feasibility study.	4/2013 (Contact Team): A Disc Golf Course (priority #9) has been built in Guerrero Park.	PARD	
94.10	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #10 - Fenced dog park.	# Not Ranked	Not Currently Feasible or Recommended	7/2014 (PDRD): According to PARD (Ricardo Soliz), more recent community meetings revealed a lack of neighborhood support for a dog park here. Unknown date (PARD): This item requires funding through a Capital Improvement Project bond. Subject to a feasibility study.	4/2013 (Contact Team): There was considerable opposition to a dog park in Mabel Davis from the residents near Mabel Davis, so PARD may be looking elsewhere.	PARD	
94.11	43	Provide the following public amenities at Mabel Davis Park in this order of priority: #11 - Spray park in addition to the swimming pool.	# Not Ranked	Not Yet Initiated	PARD: This item requires funding through a Capital Improvement Project bond. The Department recommends that this item be implemented.		PARD	
94.12	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #12 - Documentation of the history of the property and cleanup effort and a description of the design public artwork	# Not Ranked	Not Yet Initiated	PARD: The Department has no specific recommendation on this item. Need to clarify purpose, use, format, product.		PARD	

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95	43	Identify under-utilized City-owned parcels that could potentially be developed as a neighborhood green such as: 1) Two undeveloped City-owned parcels on Mission Hill that have overhead utility easements; and 2) The undeveloped piece of City-owned land at the end of Pleasant Valley Rd. next to the Pleasant Valley Bikeway.	# Not Ranked	Partially Complete	10/2013 (PDRD): The land at the end of Pleasant Valley Road is now part of the parks system and is known as the Country Club Creek Greenbelt. 2/2011 (PARD): Currently not included in the 5-year CIP Plan. 2/25/10 (PARD): This area is identified in PARD's Long Range Plan as being deficient in parkland. PARD is continuing to look for opportunities for acquisition in the planning area. The area at the end of Pleasant Valley Road is planned to be transferred over to PARD in 2010.	6/2/09 (Contact Team): Contact Team has identified several parcels along the high voltage power line that runs across Burleson and Pleasant Valley. These potential park areas would also be part of the Country Club Creek Trail. Contact Team has provided TCAD Parcel numbers to Judy Fowler (AE) and Ricardo Soliz (PARD). 10/2008: Parker Lane's #3 priority for FY 2009-10.	PARD	Austin Energy
98	44	Request that the city acquire the single-family lots in the floodplain at the end of Princeton and Douglas Streets (there are approximately 20 undeveloped lots) so that the area is protected from development and maintained as open space.	# Not Ranked	Not Currently Feasible or Recommended	10/2013 (WPD) Please contact PARD to discuss potential acquisition for open space. Regarding a WPD role, the department relies on floodplain and water quality buffer regulations to protect sensitive features. We only buy out floodplain land to remove existing structures in harm's way. Unknown date (WPD): Currently the voluntary floodplain home buy-out program is funded for structures which are subject to high hazard of creek flooding. Due to the limitation of funding, the program is offered on a priority order based on the severity of flooding. There are several hundreds of houses that are on the list targeted for future home buyout. As there are no houses on the subject lots, there is no justification of funding for WPDR to purchase these lots.		PARD	Watershed Protection Department

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103	44	Construct a trail system along Country Club Creek that is sustainable and not subject to erosion due to flooding.	# 1 Parker Lane; 3 Pleasant Valley, FY 2015-16	Underway	05/2019(PAZ): Plans for Country Club Creek Trail include an extension of the trail from Elmont Dr to Riverside Dr, and a creek crossing in Guerrero Park. 11/2016: Phase II & III in design phase. 8/2016: Construction of Phase I of trail from Mabel Davis to Burleson planned to begin fall 2016. 12/2015 (PAZ): In partnership with the South East Austin Trails and Greenways Alliance, a Neighborhood Partnering Program project will resurface a portion of the Country Club Creek Trail between Elmont Drive and Guerrero Park with high quality crushed decomposed granite road base. 9/2015 (PAZ): Construction for Segment 1 scheduled for summer 2016. 2/2015 (PDRD): Design and construction are funded for Segment 1 from Burleson Road to Ventura Drive. 12/2014 (PDRD): The Preliminary Engineering Report for the segments from Elmont to Oltorf and Burleson to Ventura Drive is complete with a cost estimate for construction of \$4.5 million. 1/2014 (PARD): Negotiation with land owners regarding easements is ongoing. (PDRD): Apartment adjacent to creek are excited about project and willing to give us land. Church on Burleson has agreed to modify AE easement to include recreational use. 6/2013 (PDRD): Discussions with land owners regarding easements continue. The Riverside Drive underpass has been completed. The Wickersham crossing will likely be at grade due to low clearance and a critical environmental feature. 9/2011 (Public Works): The Roy G. Guerrero Colorado River Park Development project includes a channel improvement project for flood control and to prevent further erosion along Country Club Creek. Project also includes a trail system across the park including a portion along the creek and a bridge which crosses the creek. 2/2011 (PARD): Real Estate is currently working with private property owners on obtaining trail easements on the properties just north and south of Riverside Drive to be able to move forward with planning/designing a section of off road trail that would connect Wickersham Drive to	9/2011 (NPCT): See Malcolm Yeatts' support and explanation for this ranking as well as multiple pages in the EROC plan. Priority #1 Parker Lane, #2 Pleasant Valley, and #3 Riverside FY 2012-13. 10/2008: Parker Lane's #1 priority, Pleasant Valley's #2 priority and Riverside's #5 priority for FY 2009-10.	Public Works	PARD

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105	44	Provide a safe pedestrian crossing across Burleson Road near Country Club Creek.	# Not Ranked	Not Yet Initiated	Public Works: If the neighborhood informs us of a specific location, time period, and day of the week, we could observe the most pedestrians in this area; we can investigate whether pedestrian warning signs would be appropriate and whether the number of pedestrians crossing is at least 100 per hour for four hours of a typical day or 190 in one hour of a typical day, which can warrant a crosswalk with protection.		Public Works	Austin Transportation Department
106	44	Work with private property owners and the Parks and Recreation Department to acquire land or recreational use easements for trail access along the Country Club Creek corridor. Possible locations include the undeveloped land in the floodplain between Burleson Road and Pleasant Valley Road.	# 4 Parker Lane, FY 2015-16	Underway	11/2015 (PWD): Three easements have been granted, but easements are still lacking from Burleson to Ventura and Oltorf to Sheringham. 1/2014 (PARD): Negotiation with land owners is ongoing. 1/2014 (PDRD): Apartment adjacent to creek are excited about project and willing to give us land. Church on Burleson has agreed to modify AE easement to include recreational use. 6/2013 (PDRD): Negotiations with land owners continue. 12/2011 (PWD NCD): Identified project / determining easement required / currently no funding available / pending future mobility bond. 9/2011 (PARD): Public Works has taken the lead on this particular project because this is a transportation related trail that passes through private property and not through parkland.	9/2011: Priority #5 Parker Lane FY 2012-13.	Public Works	PARC
Non-Capital Improvement Project								
2	28	Consider existing residential densities and current housing stock in future land use and zoning decisions to promote compatibility.	# Not Ranked	Ongoing			Planning & Zoning Department	
4	28	The significant canopy created by mature trees is a highlight of our planning area and especially of our traditional single-family neighborhoods. Therefore, whenever possible, mature trees should be preserved.	# Not Ranked	Ongoing	10/2013 (PDRD): Amendments to the City Code in recent years have increased protection for large trees.		Development Services Department	

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5	28	Minimize the negative effects between differing intensities of uses by requiring strict adherence to Compatibility Standards.	# Not Ranked	Ongoing			Planning & Zoning Department	
6	28	Minimize the negative effects between differing intensities of uses by encouraging City Council to modify the Land Development Code to require compatibility standards between residential uses (including multifamily) and all office and commercial uses, and require vegetative buffers of 25 feet within the setback.	# Not Ranked	Ongoing			Planning & Zoning Department	
7	29	Minimize the negative effects between differing intensities of uses by retaining office uses as a transition between other commercial and residential uses.	# Not Ranked	Ongoing			Planning & Zoning Department	
9	29	Minimize the negative effect between different intensities of uses by increasing the amount of mature vegetative buffer when necessary to screen lights, noise, and unsightly features such as mechanical equipment, trash disposal, parking lots, loading docks, cluster mailboxes, etc.	# Not Ranked	Ongoing			Planning & Zoning Department	Planning & Zoning Department
10	29	Minimize the negative effects between differing intensities of uses by discouraging waivers and variances to Austin's Land Development Code unless the owner can demonstrate a true hardship.	# Not Ranked	Ongoing	Current City Code establishes that variances should be granted in hardship situations.		Planning & Zoning Department	

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11	29	Minimize the negative effects between differing intensities of uses by studying the feasibility of requiring additional setbacks and landscaped buffers for new commercial uses adjacent to multifamily uses.	# Not Ranked	Ongoing			Planning & Zoning Department	
12	29	Ensure that there is no connection between the 2300 block of Douglas St. (which currently terminates in a cul-de-sac) and the 2400 block of Douglas St. which has not yet been constructed.	# Not Ranked	Ongoing	2006 (Public Works): Any extension of this roadway would be undertaken by private entities to provide access to property under development. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements.	9/2011: Parker Lane's #9 Priority for FY 2012-13. 10/2008: Parker Lane's #9 priority for FY 2009-10.	Development Services Department	Public Works
13	29	Ensure that there is no future extension of Benjamin St. further east of Ware Rd.	# Not Ranked	Ongoing	Public Works, Richard Kroger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements.		Development Services Department	Public Works
14	29	Ensure that Riverside Farms Rd. does not connect to Oltorf St. and maintains its rural character.	# 1 Pleasant Valley, FY 2015-16	Ongoing	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements.		Development Services Department	Public Works
15	29	Ensure that Sunridge Dr. does not connect to Hwy 71.	# Not Ranked	Ongoing	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements.		Development Services Department	Public Works

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16	29	Ensure that there is no future extension of Mariposa west to the northbound IH-35 frontage road or to the property west of its termination	# Not Ranked	Ongoing	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements.		Development Services Department	Public Works
17	29	Ensure that there is no future connection of Windoak Drive west to the northbound IH-35 frontage road or to property west of its termination	# Not Ranked	Ongoing	Public Works, Richard Kroeger (2006): Any extension of this roadway would be undertaken by private entities to provide access to property under development. If no right-of-way already exists for an extension, said entities could dedicate right-of-way if they own the property, but would have to purchase the property and dedicate it if they do not. Whether the extension is allowed is dependent upon whether the applicant attempting to extend the roadway can meet all the permitting requirements.		Development Services Department	Public Works
18	30	Form a neighborhood task force that will identify zoning and housing code violations and communicate such issues to the Code Compliance Division of Solid Waste Services	# Not Ranked	Unknown			Contact Team	Code Compliance Department
19	30	Conduct a study to determine the adequacy of the City's current building code, as it relates to requirements of building foundation engineering and construction, and if necessary amend relevant sections of the building code to minimize foundation failures in poor soil conditions.	# Not Ranked	Unknown			Development Services Department	

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20	30	Support the augmentation of city staff dealing with code enforcement issues and to provide information that would allow citizens to identify basic code violations in their neighborhoods.	# Not Ranked	Ongoing	SWS (2006): The department is currently undergoing a review of staffing and practices in order to provide greater customer service with regards to code enforcement. One of the considerations is the addition of code enforcement staff for fiscal year 2005-06. Solid Waste Services Code Compliance currently meets with neighborhood associations and citizen groups throughout the City of Austin to provide information regarding the Code Enforcement services available. SWS can provide information that would allow citizens to identify basic code violations in their neighborhoods. In order to provide service within a reasonable timeframe to all citizens throughout the city, reports of code violations are accepted on a complaint basis only. For this reason, SWS Code Compliance does not conduct code violation surveys or sweeps. A citizen neighborhood group or task force should forward their complaints and communicate with SWS Code Compliance through channels currently available.		Code Compliance Department	Contact Team
21	30	Research funding opportunities or assistance programs for the improvement and maintenance of residential and commercial properties	# Not Ranked	Unknown			NHCD	
22	30	Establish list serves by neighborhood planning area that would post legal notification of variance and zoning requests and building permits.	# Not Ranked	Partially Complete	7/2013 (PDRD): While the official notifications continue to be provided by postal mail, the Planning and Development Review department is working toward a goal of conducting notifications electronically. 10/2008 (PDRD): Notices of variance and zoning requests are already mailed out to neighborhood associations and surrounding property owners. Additional staffing would be needed to post them on a list serve by neighborhood planning area. Pleasant Valleys #9 priority for FY 2009-10.	9/2011: Pleasant Valley's #9 priority for FY 2012-13.	Planning & Zoning Department	
24	30	Allow condominium, townhouse, and single-family residential uses on properties designated as mixed use along Riverside Drive, Pleasant Valley Road north of Riverside Drive, and on the west side of Grove Blvd. north of Riverside Drive.	# Not Ranked	Partially Complete	6/2013 (PDRD): East Riverside Corridor Regulating Plan, adopted May 2013, includes specific regulations prohibiting single family residential uses in these locations in order to support the overall vision of Imagine Austin that these corridors will support high density, high intensity, transit supportive development.		Planning & Zoning Department	

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28	31	Create a Gateway Overlay that applies to the westbound frontage road of State Highway 71/Ben White Blvd. and the northbound frontage road of IH-35 from State Highway 71/Ben White Blvd. to Town Lake. Specific requirements of this Overlay include: a vegetative buffer equal in width to the existing setback or 15 feet, whichever is less, shall be provided and maintained on Tracts along and adjacent to IH-35 and SH 71. Improvements permitted within the buffer zone are limited to drainage, underground utility improvements, or those improvements that may be otherwise required by the City of Austin or specifically authorized in this ordinance.	# Not Ranked	Not Yet Initiated		Plan text: Neighborhood stakeholders developed this proposal and are to advocate for the adoption of this Overlay by the Planning Commission and City Council.	Contact Team	Planning & Zoning Department
31	33	Support a mixed use development concept on the north side of Riverside Drive and Lakeshore Blvd. between I-35 and Town Lake parkland which encourages a true mix of uses, allows replacement only of existing multifamily units, prohibits a net increase in multifamily units and addresses affordability in both single family and multifamily residential options. Ensure that at the zoning stage, city staff and neighborhood stakeholders work together on an appropriate mixed use vision for this stretch of land.	# Not Ranked	Partially Complete	10/2013 (PDRD): City staff and neighborhood stakeholders cooperated to develop the vision for the East Riverside Corridor Master Plan and Regulating Plan. The plan provides for mixed-use redevelopment and addresses affordability. However, the plan does not establish a maximum number of residential units.		Contact Team	Planning & Zoning Department
32	33	Maintain opportunities for office uses on major corridors.	# Not Ranked	Ongoing	9/2014 (PDRD): The current zoning allows office uses on most lots along major corridors.		Planning & Zoning Department	

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33	33	Preserve locations with viable commercial uses such as Oltorf Street and the north side of Riverside Drive between Parker Lane and Pleasant Valley Road.	# Not Ranked	Ongoing			Planning & Zoning Department	
34	34	Examine the feasibility of vacating Rosalie Place within the Riverside Farms Subdivision, a platted right-of-way that was never constructed.	# Not Ranked	Partially Complete	PW, Real Estate-Chris Muraida (2006): All adjacent property owners along Rosalie Pl. would have to apply for a Street Vacation and follow the review and approval process. They would also be required to pay fair market value for this land. I can be contacted at 974-7191 for further information. Richard Kroger in PW (2006): A review of City GIS data failed to discover right-of-way in the location described, and it would be illogical for right-of-way to have been dedicated across the rear third of lots that have frontage on Riverside Farms Rd. It is suggested that residents hire a surveyor to do additional research if they continue to believe right-of-way exists.		Property Owners	Office of Real Estate Services
35	34	Remove the extension of Grove Blvd. to Highway 183 as described in the AMATP and CAMPO plans.	# Not Ranked	Not Yet Initiated	7/2015 (PAZ): The CAMPO 2040 plan shows the construction of Grove Blvd from Hogan Avenue to Montopolis Drive as a major, 4-lane divided arterial. 10/2013 (PDRD): The extension of Grove Blvd. is not shown in the CAMPO 2035 plan. ATD has initiated the process to update the AMATP. PDRD will forward this recommendation to the staff for consideration. Neighborhood stakeholders are encouraged to participate in the public process of developing the update.		Austin Transportation Department	CAMPO
36	34	Remove Burleson Road, depicted as a minor arterial, from the CAMPO and AMATP Plans	# Not Ranked	Unknown	10/2013 (PDRD): ATD has begun the process to update the AMATP, and CAMPO has initiated development of the CAMPO 2040 plan. PDRD will forward this recommendation to the staff for consideration. Neighborhood stakeholders are encouraged to participate in the public process of developing the updates to these plans. 2006 (ATD): Requires application for AMATP & CAMPO plan amendments. Amendments require inter-jurisdictional review by staff and final approval by city council and CAMPO Transp. Policy Board, respectively.		Austin Transportation Department	CAMPO

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Action Item/ Rec #	Plan page #	Action Item/ Recommendation	Priority Ranking and Fiscal Year	Status	Staff Comments	Contact Team Comments	Primary Resource	Secondary Resource
37	34	Petition CAMPO and the City of Austin to reclassify Lakeshore Blvd. to a neighborhood collector to prohibit through traffic by large commercial trucks between East Riverside Drive and Pleasant Valley Road.	# Not Ranked	Not Yet Initiated	11/2015 (PAZ): The CAMPO 2040 plan still shows Lakeshore as a minor arterial. 10/2013 (PDRD): ATD has begun the process to update the AMATP, and CAMPO has initiated development of the CAMPO 2040 plan. PDRD will forward this recommendation to the staff for consideration. Neighborhood stakeholders are encouraged to participate in the public process of developing the updates to these two plans.		Austin Transportation Department	Contact Team
38	34	Petition CAMPO and the City of Austin to remove the extension of Pleasant Valley Road to Burleson Road (which would ultimately connect to Ben White Blvd.)	# Not Ranked	Partially Complete	10/2013 (PDRD): The extension of Pleasant Valley Road is not shown in the CAMPO 2035 plan. ATD has initiated the process to update the AMATP. PDRD will forward this recommendation to the staff for consideration. Neighborhood stakeholders are encouraged to participate in the public process of developing the update.	9/2011: Parker Lane's #10 priority for FY 2012-13. 10/2008: Parker Lane's #10 priority for FY 2009-10.	Austin Transportation Department	Contact Team
41	34	Conduct a traffic study at the intersection of Grove Blvd and Riverside Dr. to facilitate traffic flow and reduce hazards.	# Not Ranked	Not Yet Initiated	2006 (Public Works): This intersection has appropriate geometry, signs, pavement marking, and a traffic signal with phasing and timing appropriate to the existing traffic demands. Only four collisions have been reported at this intersection since October 2001 - two northbound left turn failing to yield to southbound, one southbound left turn failing to yield to northbound, and a northbound striking westbound. Given high traffic volumes at this intersection, this indicates a relatively low accident rate and a lack of a safety problem. If the neighborhood would advise us of what, specifically, is the problem and when it occurs, we will investigate further.		Austin Transportation Department	
42	34	Conduct a traffic study at the intersection of Riverside Drive and Pleasant Valley Road to examine the turn-a-rounds to improve vehicular and pedestrian safety.	# Not Ranked	Planned Project	7/2018: Multi modal improvements are planned for E Riverside through the 2016 mobility bond. 2006 (Public Works): The turn-a-rounds do not conflict with sidewalks or crosswalks and have appropriate geometry. If the neighborhood can provide details regarding what the perceived problem is and when it can be observed, we will investigate further.		Austin Transportation Department	

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43	35	Conduct a traffic study to determine a way to alleviate backup traffic on Riverside Drive due to cars turning left onto Crossing Place.	# 5 Pleasant Valley, FY 2015-16	Planned Project	7/2018: Multi modal improvements are planned for E Riverside through the 2016 mobility bond. 10/2014 (PDRD): A traffic signal was installed at this location between 2009 and 2011. However, the fact that this recommendation is still a neighborhood priority suggests that the problem continues. 2006 (Public Works): Crossing Place is an unsignalized intersection with a left turn bay. Left turning vehicles were not observed to exceed the current storage length within the bay. Please advise when this problem can be observed.	8/2008 (NPCT): Between 5:00 and 5:30 pm Monday-Friday when UT students are in town, this left turn bay is not long enough to contain all vehicles turning left. A cluster situation is caused by thru traffic stopped in the left lane trying to move right into the middle lane and into already dense eastbound traffic.	Austin Transportation Department	
44	35	Conduct a traffic study of the IH-35/Riverside Drive intersection to facilitate traffic flow and reduce hazards. Vehicles heading south on IH-35 access road, then crossing over IH-35 and heading east on Riverside Drive, have difficulty moving to the right to access Summit Drive.	# 1 Riverside, FY 2015-16	Underway	8/2015 (TXDOT): A traffic study is being conducted to improve mobility along the I-35 frontage roads as well as the intersection with Riverside Drive. Any improvements will be principally within the existing ROW. The TxDOT project within the Riverside Drive vicinity will have a transition section on Riverside drive on both the east and west sides of I-35 to connect Riverside Drive with the newly re-constructed frontage roads. 2006 (Public Works): This intersection has been observed many times. This is a diamond interchange with large volumes of conflicting traffic on all approaches, and thus necessarily experiences congestion and delays. No unusual problems were observed.		Austin Transportation Department	
45	35	Conduct a traffic study on the northbound IH-35 access road at Woodland Avenue to investigate the feasibility of reducing the speed limit to 45 mph before the intersection with Riverside Drive to improve safety and accessibility.	# Not Ranked	Planned Project	8/2015 (TXDOT): This request could go through the normal process of requesting a speed study through TxDOT to determine the 85th percentile. If there is a change after conducting the study, it would need to go to the Transportation Commission for approval. 5/2015 (PZD): Many safety and mobility improvements for this intersection are proposed as part of the Mobility35 project. The bridge, intersection, and frontage roads could be totally reconstructed. Finalized schematic and environmental documentation is anticipated February 2016. The current speed limit is 50 MPH. 2006 (Public Works): This is under the jurisdiction of the Texas Dept. of Transportation.		TxDOT	

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47	35	Conduct a traffic study at Parker Ln. and Woodland Ave. and make improvements to the intersection to make right turns onto Parker Ln. for eastbound vehicular traffic more efficient and safe.	# Not Ranked	Not Yet Initiated	1/2015 (PDRD): Speed mitigation request 13B-0045 is ineligible for traffic calming because it didn't meet 85th %ile speed or crash history requirements. 10/2013 (PDRD): Speed mitigation request 13B-0045 has been accepted into the Local Area Traffic Management Program. A traffic study will be conducted on Woodland from Parker to Burton to determine eligibility for funding. 2006 (Public Works): There appears to be nothing unusual about intersection geometry that makes the right turn from eastbound Woodland Ave. to southbound Parker Ln. any more difficult than other locations city-wide, with the exception of an upward grade to the south that would affect the rate of acceleration for heavy, underpowered vehicles after making the turn. However, traffic on all approaches must stop, and visibility of approaching traffic is good. It is unclear why this is perceived as a problem. There has been only one reported collision at this intersection since October 2001, in which a southbound vehicle struck a westbound vehicle. We will investigate further if the neighborhood would explain the problem and when it can be observed.		Austin Transportation Department	
49	35	Conduct a traffic study along Oltorf Street between IH-35 and Montopolis Drive to identify ways to relieve traffic congestion.	# 3 Parker Lane, FY 2015-16	Not Yet Initiated	7/2015 (PAZ): The intersection of East Oltorf Street and Burton Drive will be studied for possible installation of a traffic signal. 11/2014 (PDRD): The intersection at Burton Drive has been observed and was found to have a low level of delays but a moderate number of documented crashes.		Austin Transportation Department	
50	35	On the northbound I-35 access road at Woodland, place a traffic sign indicating reduced speeds ahead to warn drivers of the impending intersection.	# Not Ranked	Partially Complete	8/2015 (TXDOT): This item would be dependent on the outcome of a speed study. See Recommendation 64. 1/2015 (PDRD): As seen in Google Streetview imagery, two yellow traffic signal warning signs are in place on either side of the road. 2006 (Public Works): This is under the jurisdiction of the Texas Dept. of Transportation.		TxDOT	

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51	35	Add signage along Woodland so that westbound drivers are made aware that vehicles may be turning off of Summit Drive onto Woodland Avenue.	# Not Ranked	Not Yet Initiated	10/2013 (PDRD): Sign cannot be seen in aerial imagery. 2006 (Public Works): There have been no reported collisions at this intersection since October 2001. Visibility between westbound traffic on Woodland Ave. and southbound traffic on Summit at Woodland is at least 320 feet. 200 feet is adequate for stopping sight distance. Action: An intersection ahead symbol warning sign will be installed on Woodland in advance of Summit.		Public Works	Austin Transportation Department
52.a	35	Post "Not a Through Street" signs at Princeton and Burleson to eliminate vehicular traffic trying to connect to Oltorf St. or Pleasant Valley Rd.	# Not Ranked	Not Yet Initiated	10/2013 (PDRD): Signs cannot be seen in aerial imagery. 2006 (Public Works): All signs installed on public right-of-way must be in accordance with the "Texas Manual on Uniform Traffic Control Devices". 'Not a Through Street' is not a TMUTCD-recognized sign. We have previously been asked to post W14-2 'No Outlet' signs at the entrances to these streets, but the TMUTCD recommends such a posting if the street on which the sign is posted is both the only entrance and outlet to the street or street system involved. In this case, Douglas St., Princeton Dr., and Ware Rd. all lead from Burleson Road to Benjamin St. and drivers may enter or leave this street network by any of three streets. However, 'No Outlet' signs appear to be the only option that would be understandable to drivers to accomplish the desire of the neighborhood. Action: 'No Outlet' signs will be posted at the entrances to Princeton Dr. and Ware Rd. from Burleson Rd.		Austin Transportation Department	
52.b	35	Post "Not a Through Street" signs at Ware and Burleson to eliminate vehicular traffic trying to connect to Oltorf St. or Pleasant Valley Rd.	# Not Ranked	Not Yet Initiated	10/2013 (PDRD): Signs cannot be seen in aerial imagery. 2006 (Public Works): All signs installed on public right-of-way must be in accordance with the "Texas Manual on Uniform Traffic Control Devices". 'Not a Through Street' is not a TMUTCD-recognized sign. We have previously been asked to post W14-2 'No Outlet' signs at the entrances to these streets, but the TMUTCD recommends such a posting if the street on which the sign is posted is both the only entrance and outlet to the street or street system involved. In this case, Douglas St., Princeton Dr., and Ware Rd. all lead from Burleson Road to Benjamin St. and drivers may enter or leave this street network by any of three streets. However, 'No Outlet' signs appear to be the only option that would be understandable to drivers to accomplish the desire of the neighborhood. Action: 'No Outlet' signs will be posted at the entrances to Princeton Dr. and Ware Rd. from Burleson Rd.		Austin Transportation Department	

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64	37	Investigate the possibility of making the section of IH-35 frontage road at Woodland level with the interstate while maintaining the east-west underpass connection to Travis Heights to facilitate and make safer inter-neighborhood travel.	# 3 Riverside, FY 2015-16	Underway	8/2015 (TXDOT): The overpass of Woodland Avenue is being replaced and will be designed to better accommodate ped and bike users. 5/2015 (PZD): The Mobility35 project is exploring improvements for the IH-35 corridor. The current proposal would preserve east-west connectivity for pedestrians, cyclists, and motorists but would not raise the frontage roads to the highway level. Design is underway, but construction is not funded. For more information, visit http://www.mobility35.org/proposedconcepts/implementation.aspx . (2006): In the original I-35 study, we received numerous comments from residents along Woodland - the outcome was to remove the grade separated interchange (IE. Woodland would "T" into the frontage road on both sides of the interstate). The ramp configuration was also modified to eliminate the Woodland southbound exit ramp.		TxDOT	Austin Transportation Department
65	38	Support a Bus Rapid Transit (BRT) line along East Riverside Drive.	# 4 Pleasant Valley; 5 Parker Lane, FY 2015-16	Ongoing	10/2013 (PDRD): The East Riverside Corridor Plan calls for a streetcar or light rail service along E. Riverside with BRT as an alternative. 12/2011 (CapMetro): Capital Metro currently has two BRT lines planned, and does not include E. Riverside at this time; however both the City of Austin and Capital Metro are exploring the option of a fixed guideway service in the future. 2006 (Capital Metro): We do have plans to introduce a Bus Rapid Transit on this corridor. It is currently budgeted for 2014. I know that it is 9 years away but time moves fast and who knows if we find that we may be able to do it sooner depending on various factors.		Capital Metro	

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66	38	Provide a Dillo circulator route that would enable residents and employees within the Riverside, Parker Lane and Pleasant Valley Planning Areas to move around easily and take advantage of the area's services without the need of a car.	# 4 Riverside, FY 2015-16	Planned Project	10/2014 (PDRD): Capital Metro's Service Plan 2020 proposes a frequent service route (15-min. intervals) for Oltorf and a Rapid Bus route for East Riverside, depending on funding availability. 4/2014 (PDRD): Dillo service was discontinued by Capital Metro. 2006 (Capital Metro): A detailed evaluation would have to be completed to determine whether such a service would be warranted. Currently, the area is served by a variety of Fixed Routes : 26 (18-25 min frequency, 27 (15-20 minutes), 331 (15-30 minutes), 14 (40 minutes), and UT Shuttles (10-20 minutes during session). All of these routes access different points of commerce or social services in the area. Perhaps, the committee could address exactly where residents are trying to go and how the current system does not meet their needs. We will be redesigning services in the area mentioned within the next 2-3 years to improve access for residents. Our plans, however, are to continue to improve the frequencies of the local routes. Already most in this immediate area are 15-20 minutes all day Weekdays and 20-30 minutes on weekends.		Capital Metro	
67	38	Provide a Dillo route to connect the EROC planning area with the rest of Austin.	# 5 Riverside, FY 2015-16	Partially Complete	6/2015 (PAZ): Beginning June 7, the #20 and #331 bus routes run every 15 minutes from 7 AM to 7 PM and every 20 minutes from 7 PM to 10 PM between EROC, downtown, Cherrywood, and University Hills. 10/2013 (PDRD): Dillo Service has been discontinued by Capital Metro.		Capital Metro	

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71	39	Work with the Watershed Department to do the following: 1) To document the exact location of creeks, seeps, springs and wetlands so that they are added to the City's inventory of Critical Environmental Features; 2) To name any unnamed creeks; and 3) To determine if additional creeks should be added to the current list of "urban" or "suburban watersheds."	# 3 Pleasant Valley, FY 2015-16	Ongoing	<p>8/2019 (WPD) All critical environmental features (CEFs) are identified and mapped during the development review process. These features are protected with setbacks by the LDC. The City does not have access to private property and therefore documents CEFs on private lands chiefly during the development process. Staff has also completed revisions to the creek data layer to better define creek locations and update creek naming. The official creek naming convention is regulated by the US Geological Society (USGS) and must be based on historically significant land features. The current draft of the LDC revision does not propose any changes to watershed classifications.</p> <p>4/2018 (WPD) 1) All CEFs are recorded in Amanda during development review & are protected through the LDC; CEF locations are updated in GIS with Amanda data. Please keep in mind that the City does not have access to private property and therefore documents CEFs on private lands chiefly during the development process. 2) See 2/2010 comment. 3) Revisions to the Land Development Code, as part of the Imagine Austin Comprehensive Plan, may propose a change from suburban to urban for some areas. 2/2010 (WPD): WPD has participated in fieldwork visits with neighborhood residents to identify environmental features. WPD has a city-wide project underway, Biological Resource Mapping, which includes mapping the tree canopy in GIS (completed), entering Critical Environmental Feature Data (75% complete) and Priority Woodland Mapping (75% complete). The area includes EROC. Staff has also completed revisions to the creek GIS data layer to better define creek locations and watershed divides, and to update creek naming. The official creek naming convention is actually more complex and regulated by the US Geological Society (USGS) and must be based on historically significant land features. However, all creeks--named and unnamed--and all areas draining to them are distinguished as "Urban" or "Suburban" (or other) watershed classifications.</p>	9/2011: Pleasant Valleys #4 priority for FY 2012-13. 10/2008: Pleasant Valleys #7 priority for FY 2009-10.	Watershed Protection Department	
72	39	Conduct clean-up activities around creek areas.	# 4 Parker Lane, FY 2015-16	Ongoing	4/2014 (PDRD): The Southeast Austin Trails and Greenways Alliance hosts several clean-up events every year. Unknown date: KAB is looking forward to working with the neighborhood on their cleanups.		Contact Team	Keep Austin Beautiful

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73	40	Explore volunteer opportunities such as the Texas Watch State Volunteer Water Quality Monitoring program. www.texaswatch.geo.txstate.edu.	# Not Ranked	Unknown			Contact Team	
74	40	Increase awareness of water quality issues through neighborhood association newsletters, list serves and websites.	# Not Ranked	Ongoing	12/2015 (WPD) WPD Education has a variety of programs. For a list, please see: http://www.austintexas.gov/department/watershed-protection/education . Each program has contact information on its website. To speak with someone, please contact: Watershed Education Manager – 512-974-2446; Watershed Youth Education – 512-974-6571; Grow Green – 512-974-2581. Also, the Pollution Prevention and Reduction Program (http://www.austintexas.gov/PollutionPrevention) includes several public awareness initiatives, including the East Austin Environmental Initiative (http://www.austintexas.gov/eaei).		Neighborhood Association	Watershed Protection Department
75	40	Prohibit overnight parking on Lakeshore Blvd. by large commercial trucks.	# Not Ranked	Unknown	1/2015 (PDRD): No signs are in place.		Public Works	APD
76	40	Extend Waterfront Overlay setbacks to provide increased open space and public access.	# Not Ranked	Unknown	Existing staff resources can be used subject to prioritization of workload. Requires code amendment.		Planning & Zoning Department	Contact Team
77	40	Modify the South Lakeshore Subdistrict regulations of the Waterfront Overlay District to extend the primary setback to 100 feet from its current 65 feet and preserve and support the existing regulation which mandates a primary setback of 50 feet south of Lakeshore Blvd.	# Not Ranked	Unknown			Planning & Zoning Department	Contact Team

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78	40	Preserve and protect the provisions of the East Riverside Subdistrict regulations of the Waterfront Overlay District maintaining the primary setback of 100 feet from the Town Lake shoreline and maximum impervious cover of 50 percent for an area not included in a primary or secondary setback, as well as extend to this subdistrict the creek setbacks and other restrictions included in the Travis Heights Subdistrict regulations.	# Not Ranked	Unknown			Planning & Zoning Department	Planning & Zoning Department
80	40	Include appropriate building scale requirements within the Waterfront Overlay subdistricts so that buildings step up gradually as they move away from the waterfront.	# Not Ranked	Unknown	Existing staff resources can be used subject to prioritization of workload. Requires code amendment.		Planning & Zoning Department	Development Services Department
81	40	Modify both the East Riverside and South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to limit building heights. Language similar to the following is proposed to be added to the regulations: "Building heights on properties adjacent to Lakeshore Boulevard are limited to 3 stories or 40 feet."	# Not Ranked	Not Currently Feasible or Recommended	10/2013 (PDRD): The properties at this location have been zoned PUD by ordinances 20091217-126 and 20070503-050. These ordinances allow for building heights ranging from 40' to 90'. 6/2013 (PDRD): East Riverside Subdistrict sets maximum height at the lower of 90 feet or the maximum allowed by the base zone. South Lakeshore Subdistrict sets the maximum height at 60 feet or the maximum allowed by the base zone.		Planning & Zoning Department	
83	41	In pursuance of the goal of protecting the quality of the lakeshore environment, form a neighborhood committee to study the existing Waterfront Overlay regulations and determine where additional protections are needed.	# Not Ranked	Unknown			Contact Team	

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84	41	Modify the East Riverside Subdistrict regulations of the Waterfront Overlay District to include a primary setback of 50 feet south of Lakeshore Blvd. to mirror the provisions of the South Lakeshore Subdistrict regulations.	# Not Ranked	Not Yet Initiated	2013 (PDRD): East Riverside Subdistrict establishes a primary setback of 100 feet landward from Town Lake Shoreline.		Planning & Zoning Department	Planning & Zoning Department
85	41	Modify the South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to require a vegetative buffer within the existing setback (as determined by base zoning district). Language similar to the following is proposed to be added to the Regulations: "Require a vegetative buffer equal in width to the existing setback of 15 feet, whichever is less, on Tracts along and adjacent to Lakeshore Boulevard. Improvements permitted within the buffer zone are limited to drainage, underground utility improvements, or those improvements that may be otherwise required by the City of Austin or specifically authorized in the ordinance."	# Not Ranked	Not Yet Initiated	2013 (PDRD): Language requiring vegetative buffer within the setback has not been added to the Waterfront Overlay Combining District or Subdistrict Regulations.		Planning & Zoning Department	

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86	41	Require the strict application of the parking regulations of the East Riverside and South Lakeshore Subdistrict Regulations of the Waterfront Overlay District to all projects within the Overlays. (Requirements for surface parking currently mandate its placement along roadways, if practical, and that it be screened from views from Town Lake, the Colorado River, parkland, and the creeks. An above-grade parking structure must be on a pedestrian scale and either architecturally integrated with the associated building or screened from views from Town Lake, the Colorado River, parkland, and creeks named in this part; and must incorporate pedestrian oriented uses at ground level if it is adjacent to Town Lake, the Colorado River, parkland, or a creek. These do not apply if the parking structure is completely below grade).	# Not Ranked	Ongoing			Development Services Department	
91	43	Preserve and support the Riverside Golf Course and investigate a possible historic designation.	# 2 Pleasant Valley, FY 2015-16	Not Yet Initiated	Approval of this proposal is contingent upon the neighborhood association assisting in the investigation of the potential for historical designation through research, photography, etc.		Contact Team	Planning & Zoning Department
93	43	Conduct clean-up activities at parks.	# 1 Parker Lane, FY 2015-16	Ongoing	6/2014 (PDRD): The Southeast Austin Trails and Greenways Alliance organizes many clean-ups along the Country Club Creek Greenbelt. Unknown date: KAB is looking forward to working with the neighborhood on their cleanups.		Contact Team	Keep Austin Beautiful
94.2	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #2 - Enhance the remaining natural wooded areas and remove invasive plants and replace with native species.	# Not Ranked	Partially Complete	5/2013 (PAR): In 2010, 38 trees were planted in Mabel Davis District Park. Species included: Desert Willow, Mexican White Oak, Chinquapin Oak, American Elm, Bur Oak, Possumhaw Holly, Live Oak, Yaupon Holly, Texas Mountain Laurel, Cedar Elm. PAR: Funds for this item will be included in a future operating budget. The Department recommends that this item be implemented.		PAR	

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Action Item/ Rec #	Plan page #	Action Item/ Recommendation	Priority Ranking and Fiscal Year	Status	Staff Comments	Contact Team Comments	Primary Resource	Secondary Resource
96	43	Research opportunities to utilize utility easements on private property as public green space.	# Not Ranked	Ongoing	6/17/2013 (PDRD): Neighborhood Connectivity is negotiating with the Heights Assembly of God church on Burleson Road for public thru access to the easement at the back of the property. The property owner desires construction of a fence as mitigation for the public access. Funding of the fence is an issue.	4/2013 (Contact Team): The high voltage power line west of Burleson is considered a park by PARD. SEATAG has been waiting for the Neighborhood Connectivity Group to obtain a recreational easement on one section between Burleson and Ventura. Once this recreational easement is obtained, we can apply for a grant for materials to finish that section of the Country Club Creek Trail.	Public Works	Contact Team
99	44	Encourage the City of Austin and Austin Community College to create a landmark at the northwest corner of East Riverside Drive and Grove Blvd that would serve as a guide to the Colorado River Park (ACC, the Riverside Golf Course and the Daniel Ruiz Library are other public and private entities on Grove Blvd that could be incorporated).	# Not Ranked	Not Yet Initiated	Urban Design staff may be available to assist in developing the site and design criteria for the landmark. Funding source for design, construction and maintenance needs to be identified.		Planning & Zoning Department	PARD
107	45	Allow existing multi-family developments listed in Objective 8.1 not located in the 100 year floodplain to be rebuilt at the same height in stories, number of units, and building footprint provided that they meet S.M.A.R.T. Housing technical standards for accessibility, Green Building and Transit-oriented design; and meet the sprinkler requirements of the 2003 International Building Code if at least 10% of the units are "reasonably priced" (i.e., rent to households at or below 80% Median Family Income who spend no more than 30% of their gross income on rent and utilities). See plan for a list of recommended development standards.	# Not Ranked	Unknown			Planning & Zoning Department	Contact Team

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Action Item/ Rec #	Plan page #	Action Item/ Recommendation	Priority Ranking and Fiscal Year	Status	Staff Comments	Contact Team Comments	Primary Resource	Secondary Resource
COMPLETE								
Capital Improvement Project								
61.b	37	Along Lakeshore Blvd from East Riverside Drive to Pleasant Valley Road, identify ways to provide safe pedestrian and bicyclist crossings, with special attention paid to the intersection of Lakeshore Blvd with Tinnin Ford.	# Not Ranked	Complete	7/2017: Protected bikeway was completed. Painted crosswalks at intersections. 11/2015 (PAZ): A protected bikeway is proposed for this location. A public meeting will be held on 11/16/2015 to gather feedback about the proposal. Safety improvements for crossings may also be considered as part of this project. 11/2014 (PDRD): Upon observation, the intersection had a low level of delays (vehicular and pedestrian) and a low number of crashes. A traffic signal study is not recommended at this time.		Austin Transportation Department	Public Works
53	36	Put a striped bike lane along Lakeshore Blvd.	# Not Ranked	Complete	6/2016: Protected bike lane with two travel lanes complete. 11/2015 (PAZ): A protected bikeway is proposed for this location. A public meeting will be held on 11/16/2015 to gather feedback about the proposal. 10/2013 (PDRD): The 2009 Austin Bicycle Plan Update recommends a bike lane in this corridor. 2006 (Public Works): This will require sealcoating Lakeshore Blvd. and changing the striping pattern to accommodate parking on the north curb, two 6' bike lanes, and two travel lanes.		Austin Transportation Department	
55a	36	Conduct a study to investigate the feasibility of putting bike lanes along E. Riverside Dr. (Grove to I-35).	# 5 Pleasant Valley, FY 2015-16	Complete	8/2014 (PDRD): The East Riverside Corridor Master Plan consitutes such a study. The plan recommends on-street bike lanes on East Riverside. Funding for multi-modal improvements to East Riverside Drive has been allocated out of the 2012 bonds. 11/2013 (PDRD): The 2009 Austin Bicycle Plan Update recommends a bike lane in this corridor. (PWD): The Bicycle Program will update the Bike Plan in 2007 and 2009. A needs assessment, which includes identifying recommended facilities in these areas, is included.		Austin Transportation Department	
55b	36	Conduct a study to investigate the feasibility of putting bike lanes along Oltorf Street (Willow Creek Drive to IH-35).	# 3 Parker Lane, FY 2015-16	Complete	2/2015 (PDRD): Bike lanes were installed on East Oltorf from IH-35 to 300' east of Willow Creek Drive in November 2014. 10/2013 (PDRD): The 2009 Austin Bicycle Plan Update recommends a bike lane from IH-35 to Burleson Rd.		Austin Transportation Department	

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Action Item/ Rec #	Plan page #	Action Item/ Recommendation	Priority Ranking and Fiscal Year	Status	Staff Comments	Contact Team Comments	Primary Resource	Secondary Resource
57a	36	Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #1. Burleson, west side, from Catalina area southward, as needed, to Ben White Blvd. (improvements).	# Not Ranked	Complete	10/2013 (PDRD): City GIS data show continuous sidewalks on both sides, and the condition of the sidewalk appears good in the 2012 aerial imagery. If specific locations are in need of repair, please provide more information to PWD or report to 311. 2006 Construction Estimate \$2,400 (sidewalk in generally good condition with minor repairs). Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000. Please note that all estimates are at today's construction costs and subject to change in the future.		Public Works	
57b	36	Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #2. Oltorf St., south side, between Wickersham Lane and Sunridge Street, where gap exists.	# Not Ranked	Complete	2006 Construction Estimate: \$12,100 (includes Recommendation 57e). Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006). Please note that all estimates are at today's construction costs and subject to change in the future. 8/2005 (PDR): Sidewalks have been completed on the south side of Oltorf Street from Huntwick Drive to Montopolis Drive.		Public Works	
57c	36	Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #3. Metcalfe, south side from Burleson to Linder Elementary.	# Not Ranked	Complete	4/2013 (PDRD): Improvements were made to Metcalfe, south side from Burleson to Linder Elementary in 2008. 2006: Priority #3: Construction Estimate \$29,000. Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000. Please note that all estimates are at today's construction costs and subject to change in the future.		Public Works	
57d	36	Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #4. Near the intersection of Oltorf St. and Pleasant Valley, south side of Oltorf and NW side of Pleasant Valley Rd.(where gaps exist).	# Not Ranked	Complete	10/2013 (PDRD): As observed in 2012 aerial imagery, sidewalks and curb ramps are present at all corners of this intersection and are in good condition. 2006: Priority # 4: Construction Estimate: \$14,400 (Oltorf from Pleasant Valley to Collins Creek). Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000. Please note that all estimates are at today's construction costs and subject to change in the future.		Public Works	

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57e	36	Build and/or make improvements to sidewalks within the Parker Lane Planning Area in this order of priority: #5. The south side of Oltorf Street between Sunridge Drive and Alvin Devane, where gaps exist.	# Not Ranked	Complete	Priority #5 - Construction estimate included with Priority #2 (Recommendation 57b). Engineering design and management fees for all priorities (Recommendations 57a-f) is \$20,000 (2006). Please note that all estimates are at today's construction costs and subject to change in the future. M. Laursen, PDR: As of 8/2005--Sidewalks have been completed on the south side of Oltorf Street from Huntwick Drive to Montopolis Drive.		Public Works	
58b	37	Build sidewalks within the Pleasant Valley Planning Area in this order of priority: #2 South side of Oltorf St. (from AMD to Sunridge).	# Not Ranked	Complete	1/2014 (PDRD): This sidewalk has been completed as seen in City GIS data and Google Streetview. 2006: Priority #2: Construction Estimate: \$29,600. Engineering design and management fees for Recommendations 58 a - c: \$26,200. Please note that all estimates are at today's construction costs and subject to change in the future. Same as action item 57e		Public Works	
58c	37	Build sidewalks within the Pleasant Valley Planning Area in this order of priority: #3 West side of Pleasant Valley Rd. (north of Elmont to Lakeshore).	# Not Ranked	Complete	11/1016: Sidewalk completed 10/15/2016. 2006: Priority #3: Construction Estimate: \$19,800. Engineering design and management fees for Recommendations 58 a - c: \$26,200. Please note that all estimates are at today's construction costs and subject to change in the future.		Public Works	
61.a	37	Along Lakeshore Blvd from East Riverside Drive to Pleasant Valley Road, identify ways to provide safe pedestrian and bicyclist crossings, with special attention paid to the intersection of Lakeshore Blvd with Town Creek.	# Not Ranked	Complete	2/2017: Improvements were made inconjunction with protected bikeway. 11/2015 (PAZ): A protected bikeway is proposed for this location. A public meeting will be held on 11/16/2015 to gather feedback about the proposal. Safety improvements for crossings may also be considered as part of this project. 1/2015 (PDRD): Two-lane roadways are not eligible for pedestrian hybrid		Austin Transportation Department	Public Works
62	37	At the intersection of Pleasant Valley Rd. and Riverside Dr. and make improvements to ease crossing Pleasant Valley Rd. and minimize safety hazards for pedestrians and cyclists.	# Not Ranked	Complete	4/2014 (PDRD): Sidewalk and ramp improvements were completed at the intersection of S. Pleasant Valley Rd. and Riverside Dr. on 10/18/2013. A total of 952 linear feet of sidewalks and ramps were installed.	6/2/2009 (Contact Team): There is an active CIP project to repair the abutments of the Riverside Bridge (e-capris# 5873.009). The neighborhood would like the scope of this project extended to include a pedestrian underpass under the Riverside Bridge over Country Club Creek. 10/2008: Parker Lane's #4 priority for FY 2009-10.	Public Works	Austin Transportation Department

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Action Item/ Rec #	Plan page #	Action Item/ Recommendation	Priority Ranking and Fiscal Year	Status	Staff Comments	Contact Team Comments	Primary Resource	Secondary Resource
70	39	Lobby PARD or the Watershed Protection Dept. to acquire properties containing the headwaters of Country Club Creek and preserve them in a natural state as the Country Club Creek Preserve. The headwaters are located just north of Ben White Blvd and are indicated by seeps and springs and marked on the "Environmental Features and Watershed Boundaries" map.	# 2 Pleasant Valley; 3 Riverside; 5 Parker Lane, FY 2015-16	Complete	12/2015 (PARD): PARD is seeking to acquire property or an easement to provide public access to the newly acquired headwaters land from the neighborhood to the east. 8/2015 (PAZ): Last month, PARD purchased the largest property in the area, a 33-acre parcel owned by the Catholic Diocese of Austin. 1/2014 (PARD): PARD received funding for land acquisition under the 2012 Bond program for properties containing the headwaters of Country Club Creek.	9/2011 (NPCT): See Malcolm Yeatts' support and explanation for this ranking as well as multiple pages in the EROC plan. Priority #1 Riverside, #2 Parker Lane, and #3 Pleasant Valley for FY 2012-13. 10/2008: Parker Lane's #2 priority, Riverside's #3 priority and Pleasant Valley's #6 priority for FY 2009-10.	Watershed Protection Department	PARD
94.8	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #8 - Skate park with stadium-style seating.	# Not Ranked	Complete	12/2015 (PAZ): The skate park includes a skate bowl, streetscape elements and a grass seating area for interested onlookers. It opened in late-2005 and is a 12,000-square-foot concrete skate park. It does not include stadium seating.		PARD	
97	44	Work with PARD to develop user agreements for small neighborhood-maintained neighborhood greens in the planning area.	# Not Ranked	Complete	6/2015 (PAZ): Austin Parks Foundation provided a grant of \$25,491 to install an ADA-compliant ramp, trail and picnic tables. 4/2013 (PDRD): City purchased 3.53 acres on the corner of Parker and Windoak Drive and turned this into a pocket park. Article on the purchase can be found at: http://burlsonheights.com/2012/01/22/pocket-park-could-come-to-parker-lane/ . 10/2008 (PARD): The Neighborhood Plan Contact Team determines best candidate(s) for Neighborhood Greens, then approaches PARD for evaluation and planning & processing assistance.	4/2013 (NPCT): There is a new park: The Parker Lane Park. I have forwarded this information to the volunteers that are working on that park. The residents around the area of Oltorf and Wickersham have asked PARD to consider buying a property in the area, so there may be another small park soon. 9/ 2011 (NPCT): 2100 Parker Ln with its 3 SF-6 lots and 1 MF-3 lot with old growth live oaks & pond would be an ideal pocket park. We encourage PARD/city negotiations to continue for the acquisition of this property. Riverside's #2 priority for FY 2012-13. 10/2008: Riverside's #4 priority for FY 2009-10.	PARD	Contact Team
101	44	Encourage PARD to design and construct an over-the-water connection for the Lakeshore portion of the Town Lake Hike and Bike Trail.	# Not Ranked	Complete	6/2014 (PDRD): The boardwalk trail is complete. 4/2013 (Public Works): Boardwalk trail connection being built on Ladybird Lake. For more details, see: http://austintexas.gov/department/boardwalk-trail-lady-bird-lake . PARD: * This is an estimate to construct an above-water trail that would close the gap between the Statesman property and the Lakeshore Blvd. parkland, providing periodic connections from the shore.		Public Works	PARD

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102	44	Provide an under IH-35 connection of the Town Lake Hike and Bike Trail.	# Not Ranked	Complete	6/2014 (PDRD): The boardwalk trail is complete. 1/2014 (PARD): Comments from Public Works below address this need for trail connection. 4/2013 (Public Works): Boardwalk construction is underway. For more details, see: http://austintexas.gov/department/boardwalk-trail-lady-bird-lake . 9/2011 (PARD): Boardwalk project is in the final stages of design and permitting. 5/2009 (PARD): City Council has approved concept of extending the trail over the water.	9/2011: Parker Lane's #7 priority for FY 2012-13. 10/2008: Parker Lane's #7 priority for FY 2009-10.	Public Works	PARD
104	44	Provide a safe pedestrian crossing across Pleasant Valley Road at Lakeshore Boulevard to connect the existing Town Lake Hike and Bike Trail to the proposed Country Club Creek hike and bike trail.	# Not Ranked	Complete	2/2011 (Public Works): Signalized crosswalk on the south side are being added Fiscal Year 2011. 5/2009 (Public Works); Signalized crosswalks are provided on the west and south sides.	10/2008 (PDR): Riverside's #2 priority for FY 2009-10. 8/2008 (NPCT): Safe crosswalks for our dense area are our highest priority. Not only does re-striping need to happen, but need safe protection within the median, better signage and signals. Because of a lack of safe, clearly marked, signalized crosswalks, pedestrians cross anywhere and everywhere, so documentation at any one location is difficult. Issue has surfaced repeatedly in corridor study meetings. Providing a safe way for citizens to cross Riverside at multiple locations as well as Pleasant Valley at Lakeshore is positively a priority. Locations along Riverside include: at Summit, at Lakeshore, at Parker, at Royal Crest, at Tinnin Ford, at Willow Creek, at Pleasant Valley, some point between Pleasant Valley and Willow Creek and Lakeshore at Pleasant Valley. The Country Club Creek Trailhead, plainly visible now on the east side of this intersection, needs safe crossings across Pleasant Valley to both the south side of Lakeshore Blvd. and the north side. Additional crosswalks are also needed at bus stops.	Public Works	Austin Transportation Department
Non-Capital Improvement Project								
1	28	Retain single family uses in established single family neighborhoods.	# Not Ranked	Complete			Planning & Zoning Department	

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3	28	Promote and support compatibility between single family residences by: 1) retention of scale between structures regarding height, mass and impervious cover both in remodeling and new home construction 2) encouraging City Council to incorporate the following recommendation developed by neighborhood stakeholders into their proposed Single Family Development Regulations a) retain the existing scale and massing in new single family structures and remodels adjacent to residences and limit height to 35 feet, measured from existing grade of the adjacent residences.	# Not Ranked	Complete	6/2013 (PDRD): Chapter 25-2 Subchapter F, adopted in 2006, established compatibility standards for single family residential development throughout the Core neighborhoods of Austin, including East Riverside/Oltorf Combined.		Planning & Zoning Department	
8	29	Minimize the negative effects between different intensities of uses by increasing limits on density and height when necessary.	# Not Ranked	Complete	6/2013 (PDRD): This issue has been addressed for part of the EROC area as part of the E. Riverside Corridor Regulating Plan, adopted May 2013.	9/2011: Pleasant Valley's #10 priority for FY 2012-13. 5/2011 (NPCT):We recognize this item does not require budget allocation; however, feel this is a very important item - especially with properties that border or are close to residential land use properties. 10/2008: Pleasant Valleys #10 priority for FY 2009-10.	Planning & Zoning Department	
10	19	Add the MU Combining District to properties on South Congress Avenue south of Live Oak Street.	# Not Ranked	Complete	Per GIS Zoning layer, properties indicated are currently zoned CS-MU-H-CO-NP, CS-MU-V-CO-NP, and GR-MU-V-CO-NP (PDRD, 7/25/2013)		Planning & Zoning Department	
23	30	Require that applicants disclose any deed restriction details at the time of zoning application.	# Not Ranked	Complete	9/2011 (PDRD): Current procedures cover this in the zoning application.	9/2011: Pleasant Valleys #8 priority for FY 2012-13. 10/2008: Pleasant Valleys #8 priority for FY 2009-10.	Planning & Zoning Department	Development Services Department
25	30	Permit the Urban Home Special Use in the following locations where the current use is duplex residential or four-plex: Valley Hill Circle, Mission Hill Drive, and the east side of Parker Lane between Wickersham Lane and Carlson Drive.	# Not Ranked	Complete			Planning & Zoning Department	

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Action Item/ Rec #	Plan page #	Action Item/ Recommendation	Priority Ranking and Fiscal Year	Status	Staff Comments	Contact Team Comments	Primary Resource	Secondary Resource
26	31	Support the development of buildings with both a commercial and residential component along the south side of Riverside Drive west of Pleasant Valley Road and along the west side of Pleasant Valley Road north of Riverside Drive.	# Not Ranked	Complete	5/2013 (PDRD): Per GIS layer: Along the South Side of Riverside Drive (West of Pleasant Valley Road), Properties are currently zoned for GR-MU-NP, GO-MU-CO-NP, and LO-MU-CO-NP. Properties West of Pleasant Valley Drive (North of Riverside Drive) are currently zoned for MF-3-CO, and GR-NP.		Planning & Zoning Department	
27	31	Conduct a focused corridor study that would address landscaping, pedestrian and bicycle facilities, creative parking designs (e.g., around the back and sides of a building), design features such as plazas and public art and any others that would make East Riverside Drive an attractive destination; examine the possibility of adding a "gateway to downtown" sign at some point along Riverside Drive.	# Not Ranked	Complete	9/2013 (PDRD): East Riverside Corridor Plan and Regulating Plan adopted by City Council.		Planning & Zoning Department	Austin Transportation Department
29	32	Strongly encourage City Council to expeditiously adopt the draft citywide Commercial Design Standards that would apply to special roadways such as East Riverside Drive. Refer to plan document for a list of standards recommended by the neighborhood to be included. **Neighborhood stakeholders are to advocate for the adoption of the CDS by the Planning Commission and City Council.	# Not Ranked	Complete	6/2008 (M. Laursen, PDRD): Commercial Design Standards were adopted by City Council in January 2007. Not all of the recommendations listed in the EROC plan were included in the final ordinance.		Contact Team	Planning & Zoning Department
30	33	Allow the Mixed Use Building (MUB) and Neighborhood Urban Center (NUC) Special Uses along the south side of Riverside Drive and on the west side of Pleasant Valley Road north of Riverside Drive.	# Not Ranked	Complete			Planning & Zoning Department	

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69	38	Create and adopt a neighborhood plan design tool or similar mechanism (i.e. Headwaters Support Program) for requiring greater development setbacks along creeks and in the vicinity of creek headwaters and in other environmentally sensitive areas.	# Not Ranked	Complete	10/2013 (WPD) The Watershed Protection Ordinance, passed 10/17/2013, provides headwater protection for all creeks beginning at 64 acres of drainage; increases development setbacks for creeks in previously unprotected or less-protected eastern (Suburban) watersheds; provides additional protection for critical environmental features; requires development to be outside of an erosion hazard zone to keep buildings, roadways and utilities from being constructed in harms way.	9/2011: Pleasant Valleys #5 priority for FY 2012-13. 10/2008 (PDR): Pleasant Valleys #5 priority for FY 2009-10.	Watershed Protection Department	
79	40	Increase the number of prohibited uses in the Waterfront Overlay subdistricts within the East Riverside/Oltorf Neighborhood Planning Area.	# Not Ranked	Complete	6/2013 (PDRD): East Riverside Corridor Plan was adopted May 2013 and increased the number of prohibited uses in the area.		Planning & Zoning Department	
82	41	Property owners along the lakefront should aim to contribute waterfront access and open space necessary to complete the Hike & Bike Trail.	# Not Ranked	Complete	6/2014 (PDRD): The boardwalk trail is complete. 10/2013 (PDRD): The boardwalk extension of the hike and bike trail is under construction.		Public Works	Property Owners
87	42	Modify the Waterfront Overlay Subdistrict Uses for the South Lakeshore Subdistrict and the East Riverside Subdistrict as follows: "Structures that front and are adjacent to Town Lake should be used for pedestrian-oriented uses (i.e., any use which serves the public by providing goods or services that are waterfront dependent or waterfront related. Permitted uses include all uses permitted in MF-6 and below and any uses permitted in GO except communications services and communication service facilities, local utility services, hospital service (general & limited), off-site accessory parking (conditional on use of pervious materials)."	# Not Ranked	Complete	10/2013 (PDRD): The properties at this location have been zoned PUD by ordinances 20091217-126 and 20070503-050. These ordinances govern permissible uses. Farther from the lake, the East Riverside Corridor Regulating Plan addresses land use. Generally speaking, the PUD ordinances and regulating plan permit a mix of uses including multifamily, office, and retail uses and promote pedestrian-oriented site development standards.		Planning & Zoning Department	

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88	42	Any redevelopment or new development along Town Lake between IH-35 and parkland along S. Lakeshore Blvd. (which includes 1818 S. Lakeshore Blvd.) is strongly encouraged during project approval to dedicate trail land or easement along the lake and to build the trail. PARD suggested the above language for the DRF in order to combine the following issues: 1) if the city-owned portion of 1818 S. Lakeshore is not sold to the owner of the Waterfront Condos. Request that PARD acquire the land to extend Town Lake Park and the hike-and-bike trail; and 2) provide incentives to property owners to contribute waterfront access and open space necessary to complete the hike-and-bike trail.	# Not Ranked	Complete	6/2014 (PDRD): The boardwalk trail is complete. 10/2013 (PDRD): The boardwalk trail is under construction. PARD (2006): This DRF would lead to the completion of the Town Lake hike and bike trail within the neighborhood plan area as this area develops/redevelops (this will require amending the Waterfront Overlay District East Riverside Subdistrict Requirements). For 1818 S. Lakeshore specifically, PARD requested that a trail easement be retained if the City sells the property to the developer. It is preferable that trail alignment be negotiated through the north side of the property along the lake.		Property Owners	PARD
89	42	Preserve and protect the avenue of mature trees along the north and south sides of Lakeshore Blvd. These trees were given to the City of Austin Parks Department in 1990 by LCRA and now provide total street canopy for Lakeshore Boulevard between Town Creek Drive and the creek adjacent to the western property line of 1701 S. Lakeshore Blvd.	# Not Ranked	Complete	5/2013 (PARD): In 2010, 30 trees were planted in the ROW North of Lakeshore Blvd. Species included: Mexican White Oak, American Smoketree, Mexican Buckeye, Texas Redbud, Rusty Blackhaw Viburnum, Mexican Plum, Texas Mountain Laurel, Cedar Elm, Yaupon Holly, Chinquapin Oak. 26 trees were also planted between the ROW and Lady Bird Lake. Species included: Lacy Oak, Chinquapin Oak, Texas Redbud, Mexican Buckeye, Cedar Elm, Yaupon Holly, Texas Mountain Laurel. 9/2011 (PDRD): Site plan reviewers and City Arborist are reviewing plans which ensure compliance with the PUD and the intent of the tree preservation ordinance. This includes both trees located on private property and trees located within the public Right of Way.	9/2011 (NPCT): The developer agreed to protect these trees. City officials in the appropriate departments should carefully monitor this protection throughout development stages. This is a recommendation in the EROC plan. Riverside's #6 priority for FY 2012-13. 10/2008: Riverside's #10 priority for FY 2009-10. 8/2008 (NPCT): Some of these trees are on property purchased for redevelopment and should be protected at any cost.	PARD	Development Services Department

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90	42	Preserve and maintain all City-owned and acquired park space and conservation easements as such.	# 2 Parker Lane; 2 Riverside, FY 2015-16	Complete	1/2014 (PARD): Prior comments still applicable. 9/2011 (PARD): PARD land is dedicated parkland and is protected by both State parks code and the City's charter. Specific procedures - including a public vote in many cases - must occur in order to change parkland to a different use than public parkland. However, resources are limited - maintenance will occur as budget allows. There may be an opportunity for a partnership with adopt-a-park. 9/2011 (PW Real Estate): Once an easement is conveyed to the City, the requesting Dept. Would build or construct their infrastructure. The Easement surface is still enjoyed by the land owner and is still considered part of their property.	9/2011: Parker Lane's #8 priority for FY 2012-13. 10/2008: Parker Lane's #8 priority for FY 2009-10. 8/2008 (NPCT): The section of Guerrero Park through which the Country Club Creek Trail runs (south of Krieg Fields and across from the PARD maintenance center) is not currently being maintained, except by SEATAG volunteers.	PARD	
94.6	43	Provide the following public amenities at Mabel Davis Park in this order of priority: Priority #6 - Open field for unstructured use like ultimate Frisbee, softball, or kickball.	# Not Ranked	Complete	12/2010 (PARD): Open plan does exist.		PARD	
100	44	Work with any and all organizations to complete the Town Lake Hike-and-Bike Trail and provide and encourage pedestrian use.	# Not Ranked	Complete	6/2014 (PDRD): The boardwalk trail is complete. 1/2014 (PDRD): Construction of the boardwalk trail is 85% complete. The Trail Foundation contributed \$3 million to the project, and the remaining costs are funded by 2010 and 2012 bonds. 10/2013 (PDRD): The boardwalk trail is under construction.		PARD	Public Works