

# Govalle/Johnson Terrace Combined Neighborhood Plan

PLAN ADOPTED: March 27, 2003

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



# **Govalle/ Johnston Terrace Combined Neighborhood Plan**

**Govalle Neighborhood Planning Area  
Johnston Terrace Neighborhood Planning Area**

**March 27, 2003**

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# The Govalle/Johnston Terrace Combined Neighborhood Plan

Govalle and Johnston Terrace Planning Areas



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

The Austin Tomorrow Comprehensive Plan:  
Chapter 5  
Section 16  
Exhibit A

**March 27, 2003**

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

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# Acknowledgements

**The following individuals were regular participants in the Govalle/Johnston Terrace Combined Neighborhood Plan process:**

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Thanks to everyone for their hard work and commitment.

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

- All Residents, Business Owners and Property Owners who Participated in the Neighborhood Planning Process
- Brooke Elementary School
- Parque Zaragosa Recreation Center
- Johnston High School
- Oak Springs Library
- Allan Elementary School
- PODER (People Organized in Defence of Earth and Her Resources)
- Brooke Neighborhood Association
- Gardens Neighborhood Association
- Calmar Cove Neighborhood Association
- Springdale Neighborhood Association
- TANK Tank Farm Area Neighborhood Council
- Johnston Terrace Neighborhood Association
- El Azteca Restaurant
- Ted's Trees
- Recycled Engine Coolant Corporation
- Browning Auto Parts
- Smokey Denmark Sausage Company
- Meals on Wheels and More
- Austin Fuel Injection Performance
- Aus-Tex Printing and Mailing
- V and S Enterprises
- Woodland Properties
- All local school children who participated in the coloring contest
- All City Departments that contributed
- Retired Senior Volunteer Program (R.S.V.P)

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

## List of Abbreviations

### *City Departments and Programs:*

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

### *Other Abbreviations:*

CEF	Critical Environmental Feature
CIP	Capital Improvement Project
NPA	Neighborhood Planning Area

## City Staff Acknowledgements

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In addition to the staff listed here, numerous other City staff from several departments provided comments, suggestions and cost estimates, which were very helpful to the completion of the plan. Their input and support are greatly appreciated.

### **Other Governmental Agencies:**

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For more information on the Govalle/Johnston Terrace Combined Neighborhood Plan or the City of Austin Neighborhood Planning Program contact the Neighborhood Planning and Zoning Department:

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# Urban Core Map showing the Govalle/Johnston Terrace Combined Neighborhood Planning Area



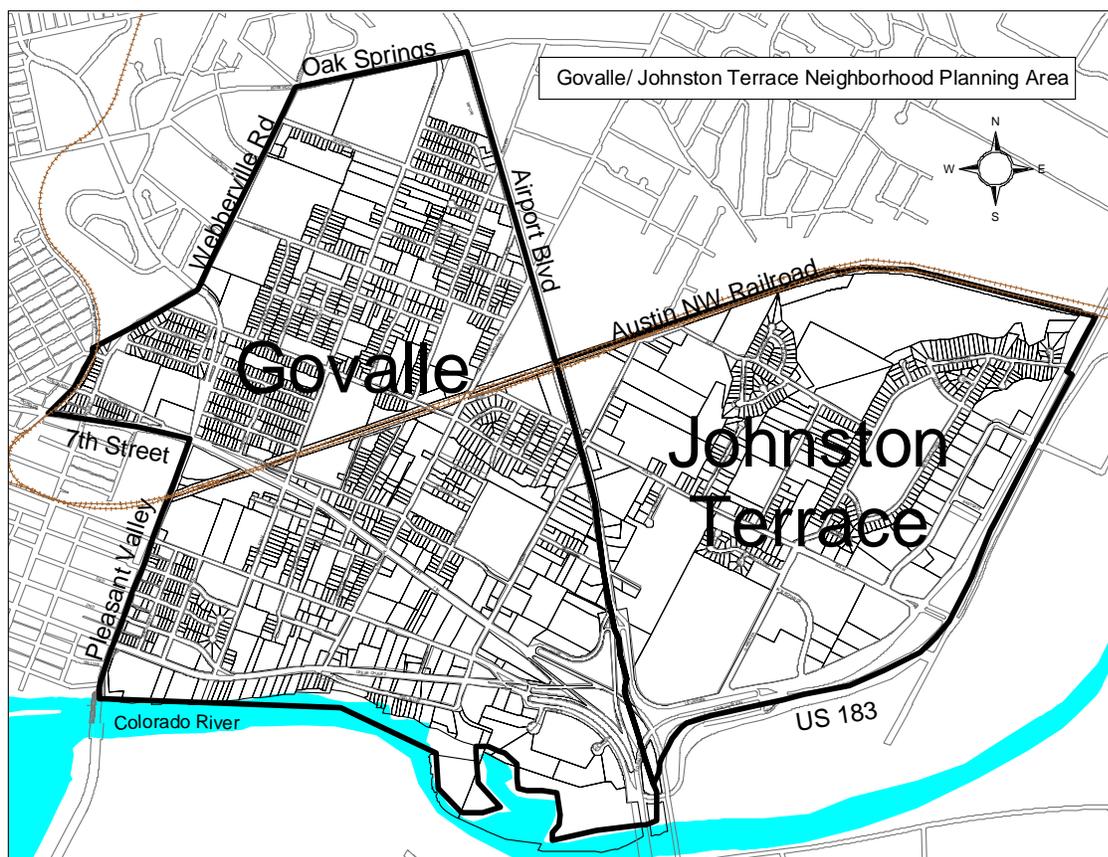
City of Austin  
 Neighborhood Planning Areas in the Urban Core

# Introduction

The Govalle/Johnston Terrace Neighborhood Planning Area is located in East Austin. Its boundaries are:

- Pleasant Valley and Webberville Roads to the west
- Oak Springs, Airport and the Austin and Northwestern railroad to the north
- US 183 to the east, and
- the Colorado River to the south.

The map below shows the boundaries of Govalle/Johnston Terrace Combined Planning Area.



Govalle/Johnston Terrace is a combined planning area composed of the Govalle and Johnston Terrace Neighborhood Planning Areas. Both Planning Areas were reviewed and planned as one unit and all registered neighborhood groups, residents, property and business owners, and non-resident property owners were invited to participate in the planning process.



Tree-lined residential streets like Gullett are a valued asset of the Govalle/Johnston Terrace area.

The Govalle/Johnston Terrace Combined Planning Area process began in March 2002 and regular meetings were held until December 2002 (see a full list of meetings on page 8). The main components of this plan are land use and zoning. Transportation, city services and urban design are also addressed in this plan.

A separate ordinance has been adopted that outlines the specific zoning recommendations made as part of this planning process. The voluntary urban design guidelines have been included to encourage quality development. The purpose of this Neighborhood Plan is to improve the quality of life in the neighborhoods within these planning areas and to guide future development.



Places like Boggy Creek Farm add to the interesting character of Govalle/Johnston Terrace and also remind us of the history of this area of the City.

## Neighborhood Plan Development Process

This was the second attempt in recent years to develop a Neighborhood Plan in this area using a consensus-based, collaborative planning approach. The first effort, that commenced in February, 2000, was suspended due to ongoing disagreements between neighborhood stakeholders, representatives of local businesses, and the City of Austin. In July of 2000 the City's then Planning, Environment and Conservation Services Department (PECSA) suspended staff resources to the Govalle Neighborhood Plan. The City engaged an outside party to facilitate dispute resolution but this was not successful.

However, during 2001 representatives of the City's newly formed Neighborhood Planning and Zoning Department (NPZD) began to meet with neighborhood stakeholders to discuss re-commencing the planning effort. These discussions coincided with a revision of the Neighborhood Planning process and the input of the Govalle neighbors was used in the restructuring of Neighborhood Planning generally.

The input of Govalle community stakeholders helped to shape some important aspects of the new planning process for Govalle/Johnston Terrace. This feedback included:

- fewer meetings would be better, but with staff doing more preparatory work so that neighbors are not starting from scratch
- the Govalle area should be expanded to include the Johnston Terrace neighborhood, and
- the Austin Plan Sector 8 Plan was a planning document produced during the late 1980s that has never been utilized. Instead of starting all over again, the Sector Plan should be used as a basis for any new planning in the area.

Govalle/Johnston Terrace was unique because it began Neighborhood Planning in February, 2000 under the previously used process but finished it (after a lengthy hiatus) in February, 2003 under the newer model. The development of the Govalle/Johnston Terrace plan therefore involved aspects of the newer streamlined, "workshop-based" Neighborhood Planning process; as well as some of the aspects of the previously used "team meeting" approach.

The Govalle/Johnston Terrace Neighborhood Plan was developed using a variety of participation methods that occurred over a period of approximately 9 months from March, 2002. Initial stakeholder meetings were held in November of 2001. Surveys were distributed in January, 2002 and the first public workshop was held in March, 2002.

A variety of citizen participation opportunities were provided during the planning process including:

- a survey distributed to every household, business, and non-resident property owner
- a community workshop held in March 2002 that every household, business and non-resident property owner was invited to
- flyers distributed to parents through local Elementary Schools
- placing of posters and other promotional material in local stores and meeting places
- Spanish language newspaper and radio advertising

- coloring contests for local school children
- 24 community meetings
- notices about upcoming meetings sent every two weeks to a contact list of 150 people
- announcements and updates in local community organization newsletters.

Meetings held as part of the plan development process included:

**Stakeholder Meeting (November, 2001):** All participants from the previous Govalle Neighborhood Planning effort, as well as all registered Neighborhood Associations in the Govalle/Johnston Terrace area, were invited to discuss the re-commencement of the new planning effort. Feedback was given on the survey and a small group was formed to provide feedback for its modification.

**First Workshop (March, 2002):** The staff team for Govalle/Johnston Terrace prepared statistical profiles and collected other data (such as land use and zoning statistics) about the planning area prior to the first workshop. At the first workshop neighborhood participants were asked to comment on and validate the statistical data presented. Also at the March workshop stakeholders were asked to discuss and record what they would like to preserve, add, remove and keep out of their neighborhoods. Stakeholders also worked on identifying the characteristics of their ideal future neighborhoods and to record what they saw as their community's values (This information is presented on page 10 and in Appendix 3). A coloring contest with entries by local Elementary School students was also judged.



One of the winning entries of the coloring contest that was judged by participants at the March 2<sup>nd</sup> Workshop. This entry is by Abel Alcanaz, 5<sup>th</sup> grade at Brooke Elementary School.

**Urban Design and Historic Preservation (March, 2002):** At this meeting stakeholders produced a “mental map” of their neighborhood. This map showed the paths, nodes, districts, edges and landmarks of their area. (A copy of the map is in the Appendix). A Visual Character Survey was also conducted at this meeting. Participants used dots to vote on various kinds of development. The results from this workshop form the basis of the Design Guidelines for this Neighborhood Plan. (See separate chapter on Design Guidelines).

**Vision and Goals Focus Group (April, 2002):** At a workshop in April, stakeholders developed a neighborhood vision based on the input of the community representatives present. Information from the March workshop, and the previously mentioned Sector Plan, was also used by neighborhood participants at this workshop to develop goals and key planning principles for the plan. (The Vision and Goals are shown on pages 9 and 11).

**Future Land Use Meetings (May and June, 2002):** During these two meetings different future land use scenarios based on the Sector Plan were presented. Stakeholders discussed and decided upon a preferred Future Land Use Map (FLUM) for the Govalle/Johnston Terrace area. (The Future Land Use Map is in the Land Use chapter of this plan).

**Zoning Meetings (June, July, and August 2002):** At these four meetings on zoning, draft zoning recommendations were made based on the Future Land Use Map (FLUM). These meetings focused on the general principles and concepts of the rezoning recommendations, as well as property-specific recommendations. All property owners who were recommended for a zoning change were notified and invited to attend the July meeting.

**Transportation Meeting (August, 2002):** Sidewalks, bus service, and bus stops were the most commonly discussed issues at this meeting. Capital Metro staff attended this meeting and received input from neighborhood stakeholders on routes, bus stop enhancements, and sidewalk improvements.

**Conditional Overlays Meetings (July and September, 2002):** At these three meetings the proposed conditional overlays were discussed. Refinements were made based on neighborhood and property owner feedback. All property owners who were being recommended for a conditional overlay were notified at this stage and invited to attend the September meeting.

### **Neighborhood Forum (September, 2002):**



This forum involved ten City departments and a number of projects that were being proposed or undertaken in the neighborhood. Participating departments included: PARD, APD, TPSD, Neighborhood Housing and Community Development, Solid Waste, Watershed Protection, and Austin Energy.

Organizations who provided information on projects being developed in the area included: Austin Community College (Eastview Campus), Oak Springs Villas Seniors Housing, South West Key Program, City of Austin Health and Human Services providing information on the former School of the Deaf site, and APD providing information on the new Police sub-station and forensic facility on Springdale Road. This forum was an opportunity for neighborhood stakeholders to discuss with City departments their concerns and to also find out information about projects that were planned for their area.

**Public Land (September, 2002):** At this meeting stakeholders discussed their ideas for how public and vacant land could be best used in the future.

**Outstanding Properties (October, 2002):** These two meetings were held to address specific concerns raised by property owners who were dissatisfied with the rezoning recommendation being made by the Plan. Approximately 20 parcels were discussed in detail at these meetings with the majority being resolved.

**Smart Growth Infill (November, 2002):** Smart Growth infill amendments were introduced early in the process with further information being provided at the Neighborhood Forum in September. The November meeting was when decision were made regarding the adoption of infill amendments by the Govalle/Johnston Terrace Neighborhood Plan.

### **Community Workshop (November, 2002):**

All residents, business owners and non-resident property owners were invited to this open house meeting to view the plan and its recommendations. This community workshop was also organized as a community dinner where local businesses donated food and residents, business owners and property owners shared a meal prior to the presentations.



Residents, property owners, and business owners at the November 20<sup>th</sup> community workshop.

Photo courtesy of Susana Almanza



Food at the November 20<sup>th</sup> workshop was provided by local neighborhood businesses.

Photo courtesy of Susana Almanza

**Refining the Plan (December, 2002):** At this meeting participants examined the draft plan document.

## Meeting Summary Table

Meeting Date	Purpose	Location	Attendees
11/07/01	Stakeholders' Meeting	Brooke Elementary	13
03/02/02	First Workshop	Allan Elementary	30
03/20/02	Urban Design/N'hood Character	Brooke Elementary	20
04/17/02	Vision and Goals Task Group	Johnston High	28
<i>05/01/02</i>	<i>Family Elder Care Project</i>	<i>Oak Springs Library</i>	<i>27</i>
05/15/02	Future Land Use Map	Brooke Elementary	26
05/29/02	Tank Farm Meeting	Johnston High	33
06/11/02	Future Land Use Map	Parque Zaragosa	28
<i>06/19/02</i>	<i>Update on Oak Springs Villas Project</i>	<i>Oak Springs Library</i>	<i>3</i>
06/25/02	Zoning Task Group	Parque Zaragosa	25
07/09/02	Zoning Task Group 2	One Texas Center	35
<b>07/23/02</b>	<b>Zoning – Property Owner Notification</b>	<b>Parque Zaragosa</b>	<b>59</b>
07/30/02	Tank Farm Workshop 2	Oak Springs Library	18
08/07/02	Transportation	ACC Eastview	7
<i>08/08/02</i>	<i>E. 7<sup>th</sup> St Banquet Hall Meeting</i>	<i>One Texas Center</i>	<i>19</i>
08/23/02	Rezoning – Outstanding Parcels	Parque Zaragosa	44
<i>09/05/02</i>	<i>E. 7<sup>th</sup> St Banquet Hall 2</i>	<i>Allan Elementary</i>	<i>30</i>
09/10/02	Conditional Overlays	Parque Zaragosa	18
09/18/02	Neighborhood Forum	Brooke Elementary	27
<b>09/24/02</b>	<b>Conditional Overlays and Vacant/Public Land</b>	<b>Brooke Elementary</b>	<b>23</b>
10/09/02	Outstanding Properties	Brooke Elementary	29
10/23/02	Outstanding Properties	Brooke Elementary	29
11/06/02	Smart Growth Infill	Brooke Elementary	35
11/20/02	Community Workshop	Brooke Elementary	62
12/04/02	Finalizing the Plan	Brooke Elementary	27

**Bold indicates additional notice was provided to affected property and business owners by direct mail.**

Shading indicates neighborhood wide mail out for notification

*Italics indicates additional meetings that were held to discuss specific properties that were applying for rezoning prior to plan adoption.*

Diagonal hatching indicates that 1,000 flyers were distributed through all local Elementary Schools

All other meetings were notified using established contact list of over 140 residents, businesses and property owners.

Citizen participation in the Govalle/Johnston Terrace Neighborhood Planning process was strong. Twenty-two meetings were held with an average attendance of 26 people at each meeting. In addition, three workshops were conducted with an average attendance of 40 people at each. The series of workshops, focus groups, and forums have produced participation from a cross-section of residents, neighborhood groups, business owners, property owners, and institutions.

## Neighborhood Vision

The Govalle/Johnston Terrace Neighborhood will be an affordable, family-oriented neighborhood with a strong sense of community and a place where people want and are able to live their entire life.



The neighborhood will be pedestrian oriented with a well-balanced mix of residential and business uses, shops that serve neighborhood needs, and public spaces where the community comes together.

The neighborhood will protect and emphasize its natural environmental features, historic character and residential areas

The neighborhood will be a safe, healthy, clean, well-maintained place with unique cultural opportunities and quality schools.



## Community Values and Characteristics

When asked, at the March 2 workshop, to identify the neighborhood characteristics that were most important to them, the largest responses were:

- Preservation of single family housing
- Improvements to the general appearance of commercial areas
- Improvements to street lighting
- Expanded services for the elderly
- More opportunities for affordable home ownership
- Building and repair of sidewalks
- Improved street maintenance and repair
- Easier to walk and bike in the neighborhood
- Improved litter and weed control
- Improve the quality of local creeks.

Other winners of the local elementary school coloring contest winners. This drawing is by Ashley Canales. 3<sup>rd</sup> grade at Brooke Elementary School.



This winning entry is from Ricky Flores, 2<sup>nd</sup> grade at Brooke Elementary School.



# Goals

## Land Use

- Goal 1:** Adjacent land uses should be compatible. (Sector Plan)<sup>1</sup>
- Goal 2:** Preserve and protect current and future single-family neighborhoods. (Gov/JT)
- Goal 3:** Develop a balanced and varied pattern of land use. (Sector Plan)
- Goal 4:** Create and preserve a sense of “human scale” to the built environment of the neighborhood. (Gov/JT)

## Housing

- Goal 5:** Maintain an affordable and stable housing stock. (Sector Plan)
- Goal 6:** Foster and protect existing neighborhoods. (Sector Plan)
- Goal 7:** Rehabilitate existing deteriorating housing stock. (Sector Plan)
- Goal 8:** Increase opportunities for people to live in close proximity to daily needs such as shopping and transportation. (Gov/JT)

## Transportation

- Goal 9:** The transportation network should be safe, accessible and attractive to pedestrians, bicycles, and vehicles. (Gov/JT)
- Goal 10:** Provide access to, from and through the neighborhood by providing a neighborhood-friendly system of transportation. (Gov/JT)

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<sup>1</sup> “Sector Plan” references goals that originated in the Sector 8 Plan. “Gov/JT” references goals that have been newly added through the Govalle/Johnston Terrace Neighborhood Planning process.

### Historic Preservation/Urban Design

- Goal 11:** Protect and preserve historic buildings and residential areas important to the neighborhood. (Gov/JT)
- Goal 12:** Develop ways to preserve the cultural assets of the neighborhood. (Gov/JT)
- Goal 13:** Encourage new structures, renovations and businesses to be compatible with the neighborhood. (Gov/JT)
- Goal 14:** Improve the appearance of neighborhood streets through the planting of trees, landscaping, sidewalk improvements, etc. (Gov/JT)

### Parks, Recreation, and Public Facilities Goals

- Goal 15:** Protect and enhance existing parks, recreational facilities, and open spaces. (Sector Plan)
- Goal 16:** Ensure that parks are safe places that are welcoming to families. (Gov/JT)
- Goal 17:** Provide opportunities for cultural arts, recreation and leisure activities/services for all ages. (Gov/JT)
- Goals 18:** Design public facilities and open spaces that serve as community gathering places. (Gov/JT)

### Environmental Goals

- Goal 19:** Improve the environmental quality of the neighborhood. (Gov/JT)

### Economic Development Goals

- Goal 20:** Improve the business climate in the neighborhood.
- Goal 21:** Encourage the development of a diversity of neighborhood-oriented businesses and employment. (Sector Plan)

### **General Goals**

- Goal 22:** Foster a genuine community of neighbors of every age and background. (Gov/JT)
- Goal 23:** Improve public safety. (Gov/JT)
- Goal 24:** Improve the appearance and condition of private and public property in the neighborhood. (Gov/JT)

## Top Action Items

1. Confine industrial uses to discrete districts that are separated and buffered from single-family residential uses.
2. Conduct regular Neighborhood Clean Ups with Keep Austin Beautiful
3. Review the Limited Industrial (LI) zoning district and assess the feasibility of establishing a new district that would allow smaller scale uses such as Art and Craft Studio in base districts other than LI.
4. Construct the following priority residential sidewalks in the Johnston Terrace Neighborhood Gardner – Jain Lane to Lotus; Jain Lane – Stuart to Perry Road (possible school safety funding)
5. Implement a walking beat in the neighborhood, or if that is not possible Implement a bicycle patrol
6. Construct the following arterial sidewalks in the planning area, and explore the possibility of including these streets in a safe route to school proposal: Springdale Road - West Side, Govalle to Lyons; West Side, 7th Street to Cesar Chavez
7. Facilitate partnerships between neighborhood groups and property owners regarding the redevelopment and reuse of the Tank Farm site.
8. Add lighting on Tillery under the 7th Street Bridge
9. Prohibit Trucks on Bolm Road between Airport and Gardner
10. For the industrial uses that are shown on the Future Land Use Map as in the “Mixed Employment District”, use a conditional overlay to prohibit the more intensive and incompatible industrial uses.
11. For situations where single-family residential uses abut the more intensive commercial uses, use a conditional overlay to provide similar protection to the residential uses as occurred under the East Austin Overlay.
12. Construct the following priority residential sidewalks in the Govalle Neighborhood: Lyons - Gunter to Gullet ,Kirk (West Side) - Airport to Govalle Elementary

## Neighborhood History

### The 1800s

Anglo-American settlements began along the Colorado River in Travis County from the early 1800s. In 1835, Jacob Harrell and his family left one of these early settlements and set up a camp in a new location. It was near the present site of the Congress Avenue bridge. This camp, then known as Waterloo, is the first documented settlement of the area that would come to be known as Austin. Shortly afterwards, in 1838, the Burleson family settled about three miles east of the original settlement of Waterloo, in the area that later became known as Govalle.

The word "Govalle" is of Swedish origin and stems from the Swedish immigration to Texas that occurred throughout the mid 1800s. One of the earliest of those Swedish immigrants was Swen Magnus who immigrated to Central Texas in the 1850s. He was a successful businessman who purchased large amounts of land. In East Austin Swen Magnus established his home and ranch. He named the ranch "Ga Valla" ('good grazing land').

Swen saw East Austin as a promising location to relocate Swedish families where a lack of food was creating difficult living conditions. In 1848 Swen arranged for 25 immigrants (mostly farm hands and maids) to move from their home community of Barkeryd, Sweden to Austin. Swen saw this immigration as an opportunity to bring Swedes to Texas to farm the land around Austin. Swen offered to finance the immigrant's transportation to Austin if they would work for him for one year. Over 90% of Swedes who came to Austin during this period (1867-1900s was the peak period) paid for their passage in this manner. ([www.swedishclub.org](http://www.swedishclub.org))

What is now known as the "Swedish Log Cabin" was actually built in the Govalle area by the Scotsman John J. Grumbles on 400 acres of land which was purchased by Swen Magnus in 1850. In 1854 Swen's uncle Gustav Palm, who was a clock maker, his wife and their family of nine children lived in this small cabin in Govalle.

Swedish Pioneer Cabin, built a century ago, is one of the best preserved log houses in the United States. Built on the Colorado River in the fertile Govalle ranchland, it was home to some of Texas' earliest Swedish immigrants until after the Civil War. The cabin was moved to Zilker Gardens in 1965 by the Texas Swedish Pioneers Association, which also collected the authentic pioneer furnishings on view inside the structure. It was dedicated on June 26, 1966. <http://www.zilker-garden.org/pioneer.html>



Other Swedes to settle in the Govalle area included Carl August Berkman, who came to the area in 1867. He worked for three years to pay of his ticket, then he leased land in Govalle for 4 years, before purchasing 27 acres for \$60 per acre in 1874. Carl August's son, Carl J. Berkman, lived on and cultivated the family farm in Govalle. Many of the early Swedes lived and worked in this valley along the Colorado River. In the Govalle area there were large plantations and mansions, which were run with slave labor before the Civil War. Many Swedes also worked on these plantations to pay for their passage to Texas.

Govalle's heritage as 'good grazing land' continued into the 20<sup>th</sup> century and beyond. Fertile areas near Del Valle and Govalle were used as truck gardens at the turn of the century and provided early Austinites with fresh produce. Existing vegetation may include grasses and scrub brush. Existing trees may consist of oaks, pecans, and some cedars. Pecans, oaks, and Texas ash are excellent selections for new landscapes. Some shrub choices include cherry laurel, Indian hawthorn, oleander, and Burford, Chinese, or yaupon holly (<http://www.greenbuilder.com/general/articles/AAS.xeri.html>). Recent times have seen the continuation of this utilization of the fertility of the area. The Friedrich family established a nursery on Shady Lane in 1925. Howard's Nursery also operated on Shady Lane near 7<sup>th</sup> for many years. Today Ted's Trees, Texas Trees, and Boggy Creek Farm still make use of this fertile ground.

## **Boggy Creek Farm<sup>2</sup>**

The Farmhouse at Boggy Creek Farm is thought to be one of the three oldest still-existing homes in Austin.

James and Elizabeth Smith, originally from North Carolina, settled at the Boggy Creek Farm site in February, 1838, according to a letter written in February, 1858 by their son, John Franklin Smith. At that time the



Colorado River Valley, east of Austin (then known as Waterloo), was covered with prairie grass and dotted by a few very large live oak trees, such as the one still shading the Boggy Creek Farmhouse today. "Buffalo grazed; the roar of panthers and the war whoops of the Indians was heard around." (Letter from John Franklin Smith to his cousin, Justina Rowzee, The John Scott Pickle Papers, Barker History Center.) First living in a cabin on the north edge of Montopolis, the family acquired the 50 acre homestead on Boggy Creek in 1839. The new family home was surrounded by a "picket fence" with portholes for defense, as described by John. When John was about 7 years old, he and his father narrowly escaped attack by Indians as they returned

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<sup>2</sup> Sources: \*Probate No. 78, Travis County Archives, Travis County Courthouse; \*John Scott Pickle Papers, Barker History Center, University of Texas campus; \*Northern Standard, Clarksville, Austin History Center; \*History of Travis County and Austin, 1839-1899, Mary Starr Barkley, Austin History Center; \*Deed Records, Travis County Courthouse. Compiled by: Larry Butler and Carol Ann Sayle, 3414 Lyons Road, Austin, TX 78702-3727, 512-926-4650. Information downloaded from <http://boggycreekfarm.com/>

home from the village of Austin, 2- 1/2 miles upstream on the Colorado River. John remembered being so scared that his "hairs stood on end."

In the 1840's, the village of Austin was a poor assortment of log cabins and simple plank houses. The Smiths were a family of means (worth \$40,000 in 1845, court appraisal, after J. Smith's death) and did much of their shopping in nearby Bastrop (a finer town than Austin), where they owned two pieces of property, including a house. The family owned hundreds of acres of farm land. James Smith was also active as a developer and was a partner in planning the town of Montopolis, which the partners hoped would overtake Austin in importance.

The Smiths raised many crops and operated a grist mill on the Colorado River. "There was diversification even then (1840); James Smith and the Hancock family, east of Austin, were growing wheat successfully...By 1843, the 30 acres of wheat at Smith's farm were yielding over 25 bushels to the acre." (History of Travis County and Austin, 1839-1899 by Mary Starr Barkley, p.257).

James and Elizabeth had three daughters, Mary Elizabeth Smith, Susan Antoinette Smith, and Caroline Amelia Smith, and a son, John Franklin Smith. James also had two sons by a previous marriage, Alfred Smith and James W. Smith. Alfred was a grown man by the time the family moved to Texas and lived in his own residence. Aside from farming, he supplemented his living by bringing back and reselling livestock from Mexico.

Mr. Smith met an untimely death at the hands of a "villainous overseer": "We learn that a fatal difficulty took place between Mr. James Smith, near Austin, and a young Mr. Baker, in which the former received the contents of a pistol of which he died on Saturday night last. (January 25, 1845). (Northern Standard, Clarksville). He was attended, in the 40 hours before death, by his doctor, Joseph Robertson, who bought the French Legation house and 21 acres formerly owned by the French Ambassador to the Republic of Texas, Alphonse Dubois de Saligny. Dr. Robertson also attended the birth of Elizabeth's last child, Susan, who was born in August, 8 months after her father's death (The charge for this delivery was \$25.) James Smith left a deathbed will, witnessed by Aaron Burleson, C.L. Wing and James H. Matthews. His coffin was built by Abner Cook, a carpenter who arrived in Austin in 1839, at the age of 25. Cook later became the architect and builder of the Governor's Mansion, the Neil Cochran and Governor Pease Mansions, and other 1850's era homes.

Soon after Mr. Smith's death, a lawsuit developed between Mrs. Smith and stepson Alfred over division of the family property. In his oral deathbed will, James gave Alfred 400 acres of land. Elizabeth claimed that he had no right to give so much of the total worth of the estate to Alfred, as she had brought more wealth to the marriage than had James, and there were 5 other children involved. Many records citing their differences survive in the Travis County Archives. Estate sales took place at the Farm and many famous old Austin names may be found on the inventory/sales lists (including Abner Cook and Martin Moore, who owned a grocery downtown and farmstead located on Sinclair Avenue at 49th.) Despite a challenging lawsuit filed in 1854 by second stepson James W. Smith (claiming he'd received less than a fair share of the properties), Elizabeth retained ownership of the homestead until she willed it to daughter Mary Elizabeth Smith Matthews in 1874. She died that year in her home on West 6th. Various of the children had farmed the place during the 30 years after James' death. Mary Elizabeth's son Eric Matthews inherited it on July 18, 1885. From that point ownership went as follows:

Eric almost immediately sold it to William M. Saunders, December 22, 1885, who on September 13, 1887 sold it to James H. Spence, who was a farmer and land agent with an office at 120 W. 6th. James Spence and his wife Mary M. Spence, on December 16, 1902, sold the property to Herman T. Siegmund. The Farm remained in the Siegmund Family (who either farmed it or rented it to other farmers), until daughter Bertha Siegmund Linscomb sold it September 19, 1979.

The property had gradually been subdivided and now consisted of only 5 acres. Don and Jeannie Wiginton, the new purchasers, owned the property until 1991. Larry Sayle and Carol Ann Butler bought the place September 25, 1992 and continue the restoration initiated by the Wigintons. Larry and Carol named the Farm, Boggy Creek Farm, in honor of the no-longer meandering creek that lies, forever encased in cement, behind the houses across Lyons Road. As a confirmation of the name choice, when the current owners took the concrete lid off of the 150-year old hand-dug well, they discovered, etched in script on the lid: "Boggy Creek".



### City Planning<sup>3</sup>

In July 1927, the Austin City Council hired the Dallas consulting firm Koch and Fowler to prepare a 20 year plan for roads, schools, parks, fire stations and other civic infrastructure. Koch and Fowler's plan was adopted by the City. The plan emphasized the importance of preserving Austin's natural beauty and open space.

In 1931 the City developed the first zoning map following the blueprint established by the 1928 plan. These maps reflected some racial basis for distributing land uses – these undertones are reflected in the plan's inclusion of land use descriptions such as "white residential".

A relatively common practice for urban planners in this period was to recommend the segregation of communities and to concentrate people of color and industrial uses in the less desirable parts of town. This practice appears to have influenced the initial land use pattern of Austin and the effects of this approach can still be seen in the distribution of land uses throughout the City. However, race was not the only determinant of where industrial zoning should be located. The presence of infrastructure such as railroad tracks in East Austin increased its viability as a location for industrial land uses.

The varied and incompatible pattern of land uses in the Govalle area, and other parts of East Austin, may also be traced back to the period of cumulative zoning. Cumulative zoning<sup>4</sup> is a

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<sup>3</sup> City of Austin Planning Project, Planning Function: Early Development, Community and Regional Planning Program, UT Austin, John Blunt, Christopher Frye, Brett Walker, [www.ar.utexas.edu/Courses/parmenter/gis/spring/austin/docu.../planningfunction.html](http://www.ar.utexas.edu/Courses/parmenter/gis/spring/austin/docu.../planningfunction.html)

zoning system that allows less intensive uses to be developed in any more intense zoning district. In a simple cumulative zoning system, the most restrictive type of district is residential. In this residential district, only residential uses are allowed. The second most restrictive district is commercial. In this commercial district, both commercial and residential uses are allowed. The least restrictive district is industrial. In industrial districts (which are common in Govalle), industrial, commercial and residential uses are allowed. A common effect of this approach to zoning was that on land zoned industrial, either industrial, commercial or residential uses may be developed. This permissive system resulted in residential and industrial uses being developed on adjacent tracts of land with the inevitable conflicts of noise, traffic, pollution, etc occurring at some point in the future. This pairing of incompatible uses remains the source of many of the land use conflicts that characterize parts of East Austin to this day.

### **Growth in the 20th Century and the Emergence of the Hispanic Community**

Halfway through the 20th century, Govalle was still the edge of town. IH-35 was a boulevard called East Avenue. Businesses in the area included florists, nurseries, groceries, vegetable farms, bottling companies, an iron works, a dairy, a drive-in movie theater, fuel storage, and warehouses. Many of these businesses were Hispanic-owned. Two rail lines ran through the neighborhood on property now owned by Capital Metro. Many industries took advantage of the transportation infrastructure and permissive zoning and located there.

By the 1940s, Hispanics comprised 11% of Austin's population, and most lived in East Austin, which was recommended for designation as a "Negro District" by the 1928 city plan. By the 1950s, many Hispanic families had moved to the Govalle area in particular. "The neighborhood was mostly Anglos before that," says long-time resident Johnny Limón, "and we were only the fourth Hispanic family to move there." Previously, many of the homes were rented out to servicemen stationed at Bergstrom Air Force Base, he says. At first, the Hispanic children suffered some harassment from neighborhood children, Limón recalls. However, that changed fast, he says, and the new residents became friends with the Anglo children there. The public schools were segregated until the mid 1950s--Hispanics and white children attended different schools than African-American children.

Policies of segregation contributed to the growth of the Hispanic community in Govalle and East Austin in general. Resident and activist Daniel Llanes says that people of color settled there because they were not able to buy property or own businesses in other parts of town due to redlining by insurance companies and banks. As the Hispanic community grew, white residents began to move out of Govalle, says Limon.

Boggy Creek often flooded the homes, streets, and yards of Govalle. Long-time resident Otto Friedrich remembers that a wetland with standing water and small fish was located at the site of today's Austin Community College Eastview Campus on Webberville Road. It was called the Fishbowl, according to long-time resident Jorge D. Guerra. Johnny Limón recalls being woken up during the middle of the night to flee his family's home during the big flood of 1961. According to Llanes, the City of Austin would not grant permits for property improvements in

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<sup>4</sup> Handbook on Land Use Laws for Texas Cities, Zoning and Platting, Texas Attorney General, 1997, p. 12

the area because of the flooding problem. At this time, the streets were gravel rather than paved, and there were few streetlights and no sidewalks.

By the 1960s and '70s, an entire community had emerged, Llanes says, and homes grew up around the industrial properties. According to Marie Rocha, who was born and raised in Govalle, it was one big neighborhood. Everyone went to the same public school and church, and everyone knew each other.

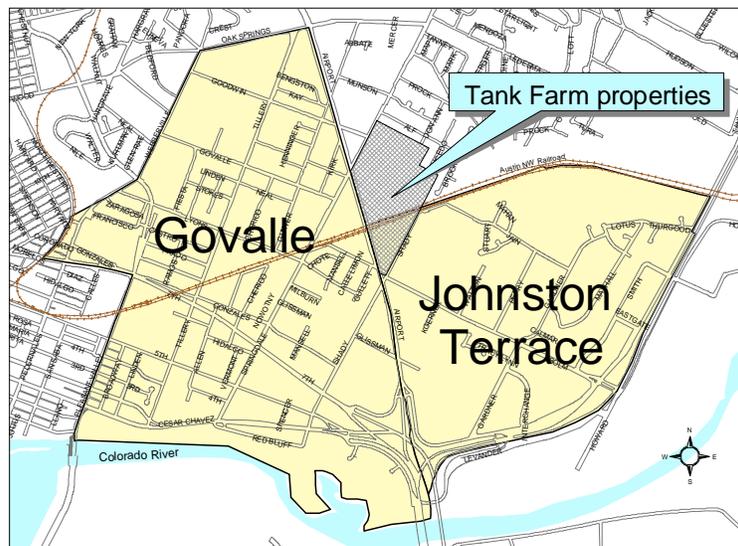
The Govalle area did not receive a lot of urban infrastructure improvements until the latter part of the 20th century despite its proximity to downtown. The streets were paved with curbs in the late 1960s and early 1970s, and sidewalks were installed on a few streets. After twenty years of planning, the City of Austin finally completed a flood control project along Boggy Creek in the early 1980s, and flooding in the area was virtually eliminated.

The community has remained primarily Hispanic, and many of the descendants of the early Hispanic residents have remained in the area and bought homes of their own. However, new people continue to move into the neighborhood, particularly Hispanic immigrants from countries other than Mexico. The neighborhood remains affordable, and there is still a lot of open space. Galvanized by the fight over the Tank Farm, today's residents of Govalle want to see proper development, improved city services and better code enforcement in the neighborhood they love to call home.

## Tank Farm

The fuel storage terminals known as the Tank Farm are an important and telling example of the problems that the Govalle and Johnston Terrace neighborhoods, and the rest of East Austin, have confronted regarding unwanted land uses and their potential for harm to the community and the environment.

The Tank Farm properties are located on a 52 acre property near the intersections of Airport Blvd with Springdale Road and Shady Lane. The following is a brief history of the site and the associated contamination:



- The six bulk petroleum storage facilities were built in East Austin in the late 1940s. At that time the area was largely undeveloped agricultural land, although some houses did exist nearby.

- For a number of years, local residents complained that the site was contaminating their environment and was the cause of a variety of illnesses.
- During 1981-1987, several gasoline spills were reported at the site. Spills were also caused by the rupture of a pipeline by a City contractor in 1988.
- Contamination was initially believed to be only on the oil company properties, but was clearly documented off-site in 1992. Contaminants are primarily gasoline, diesel and jet fuel. Specific compounds/chemicals are MTBE, benzene, lead, TPH and other fuel components.
- The State of Texas issued an order to assess and cleanup all contamination in 1992. Assessments and remediation began on oil company properties soon after.
- Fuel storage ended in 1993.
- There are 2 separate entities doing the assessment/cleanup, Citgo and all other oil companies, known together as the Former Terminal Operators (FTO's).
- Oil company properties were rezoned by City Council in the summer 1998 from industrial to commercial zoning.
- Limited off-site assessment was done through the mid and late 1990's and an assessment report (APAR) was submitted to the Texas Natural Resources Commission (TNRCC) in late 2000.
- In March 2001, the TNRCC rejected the 2000 assessment and ordered a more comprehensive assessment to include both off-site and on-site properties. That report was due June 30, 2002. (At the time of writing the assessment report is being reviewed).
- Today the former Chevron, Exxon and Texaco site have been sold and are not owned by an oil company. However, the oil companies retain the liability and responsibility for the contamination.

During the development of this Neighborhood Plan, neighbors have worked together to outline a vision for the future redevelopment and reuse of the Tank Farm site. That vision is included in the Land Use section of this plan. Neighborhood representatives are interested in working with the City and the Former Terminal Operators to see a safe, neighborhood-compatible use made of the site.

## Statistical Profile

### Population Growth

**Table 1: Total Population Change 1990-2000**

	Govalle	Johnston Terrace	Govalle/ Johnston Terrace	City of Austin Core
1990 Total Population	4,318	1,581	5,899	291,423
<b>2000 Total Population</b>	<b>4,643</b>	<b>1,838</b>	<b>6,481</b>	<b>356,013</b>
Number Change 1990-2000	325	257	583	64,590
% Change 1990-2000	7.5	16.25	9.9	22.1

Table 1 shows that:

The total population of the Govalle/Johnston Terrace Neighborhood Planning area increased by 583 people or 9.9% for the 1990-2000 period. This rate of increase was less than was experienced by the City of Austin core for the same period (22%).

The Govalle area experienced the largest numerical increase with 325 people, compared to the increase in Johnston Terrace at 257. However, in terms of percentage change the increase in population in Johnston Terrace was greater with 16.25%, compared to 7.5% for Govalle.

### Housing Units

**Table 2: Occupied Housing Units Change 1990-2000**

	Govalle	Johnston Terrace	Govalle/ Johnston Terrace	City of Austin Core
<b>Occupied Housing Units 1990</b>	1,194	413	1,607	123,729
<b>Occupied Housing Units 2000</b>	1,344	530	1,874	144,761
<b>Number Change 1990- 2000</b>	150	117	267	21,032
<b>% Change 1990-2000</b>	12.6	28.3	16.6	17.0

Table 2 shows that:

- Occupied housing units, for the period 1990-2000, have increased by 267 units or 16.6% for the Govalle/Johnston Terrace area. This percentage increase is consistent with the City of Austin core average of 17.0%.

- The largest percentage increase has occurred in Johnston Terrace with an increase of 28.3% from 1990 to 2000. This increase constituted 117 units, building on the relatively small base figure of 413 for 1990.

### Age Breakdown

**Figure 1: Age group comparison - Percentage of Total Population for Govalle/Johnston Terrace and City Urban Core**

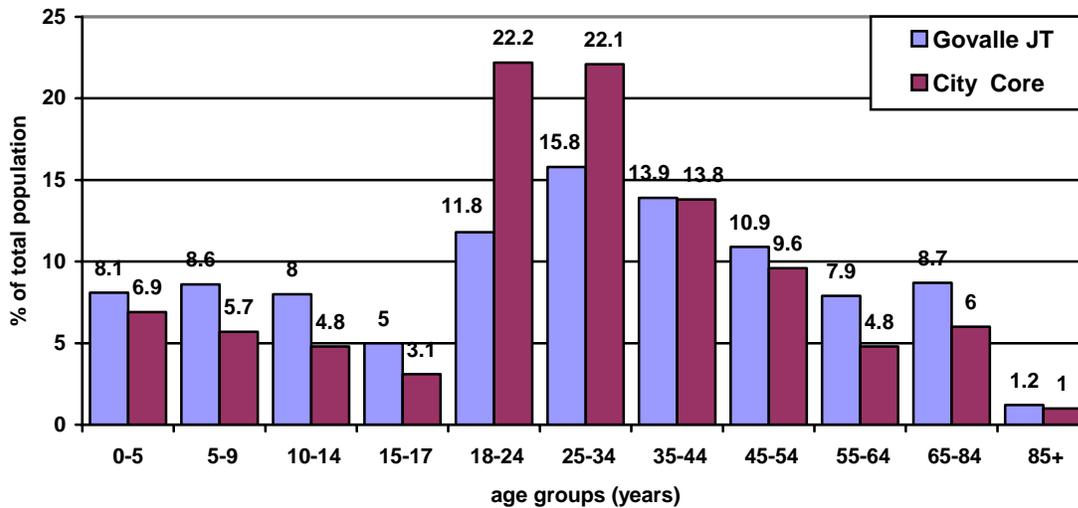


Figure 1 compares the percentage of the population in each age group for Govalle/Johnston Terrace and the City of Austin core. The graph shows:

- Govalle/Johnston Terrace (the lighter shaded bars in the graph) has higher proportions of people in both the younger (0-17 years) and older (45-85+) age groups.
- The largest discrepancies in the comparison between Govalle/Johnston Terrace and the City core are in the 18-24 years and 25-34 years age groups.

Part of this difference in the 18-34 year old age groups may be accounted for by the City core, and particularly Central Austin, being more influenced by the universities and by the recent dominance of high tech industries that have attracted workers in that age group. Govalle/Johnston Terrace may not be an area that large numbers of students, or high tech workers, have migrated to. Govalle/Johnston Terrace is a relatively stable area that has traditionally been a place for families and long-term residents, and has not been a place that has been as greatly influenced by fluctuating populations such as students.

## Ethnic Composition

Figure 2: Ethnicity Composition 2000 - Percentage Comparison between Govalle/Johnston Terrace and City of Austin Urban Core

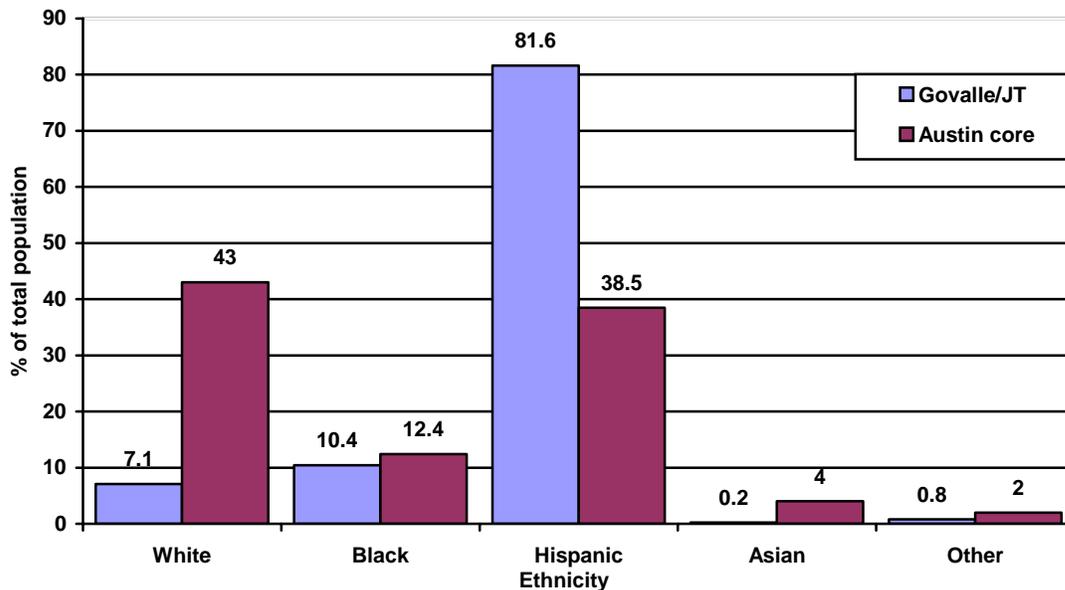


Figure 2 shows:

- The largest ethnicity group in Govalle/Johnston Terrace is Hispanic who make up 81.6% of the population. This is compared to a City core average of 38.5%. Hispanic is the only group in Govalle/Johnston Terrace that is above the Austin core average.
- By contrast the white population in Govalle/Johnston Terrace is 7.1%, compared to 43% for the City core.

These figures show the strength of the Hispanic community in Govalle/Johnston Terrace and show that this is an established Hispanic area of Austin. The majority of Govalle/Johnston Terrace residents are Hispanic and the area has maintained a Hispanic, family-oriented cultural flavor.

Hispanic in-migration into East Austin began around the time of the end of the Second World War, and as the next graph shows, the growth of the Hispanic community in this area is continuing.

Figure 3: Ethnic Composition Percentage Change 1990-2000 for Govalle/Johnston Terrace

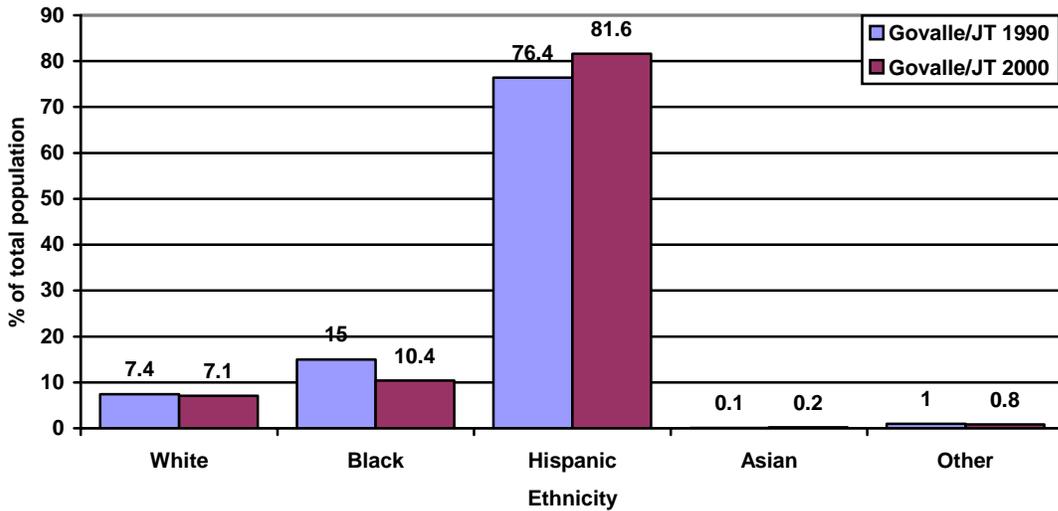


Figure 3 shows:

- The Hispanic population in Govalle/Johnston Terrace has actually increased in percentage terms over the 1990–2000 period. The Hispanic community has increased in real terms by 777 people for the 1990-2000 period.
- The Asian population has increased slightly from 0.1% to 0.2% of the population, a change in real terms of 6 people.
- Although declining in percentage terms the White population did increase slightly over the 1990-2000 period by 19.
- The other population groups (Black and Other) declined over the period in percentage and real terms. Blacks decreased from 15 to 10.4% (or a decrease of 210 people); and Other decreased from 1.0 to 0.8% (a decrease of 10 people).

Some concerns have been raised about increasing property values and the impacts of gentrification on the cultural character of East Austin. These figures for 1990–2000 suggest that, despite the existence of these forces, the Hispanic community in Govalle/Johnston Terrace is continuing to increase both numerically and as a proportion of the area's total population.

Income

**Table 3: Median Income Change 1990-2000**

	<b>1990 (\$)</b>	<b>2000 (\$)</b>
<b>Median Household Income</b>	22,057	30,440
<b>Median Family Income</b>	23,277	35,147

Table 3 shows:

- the increases in both median household and median family income that have occurred in the Govalle/Johnston Terrace Combined Planning Area over the 1990-2000 period.

Owner/Renter Occupation

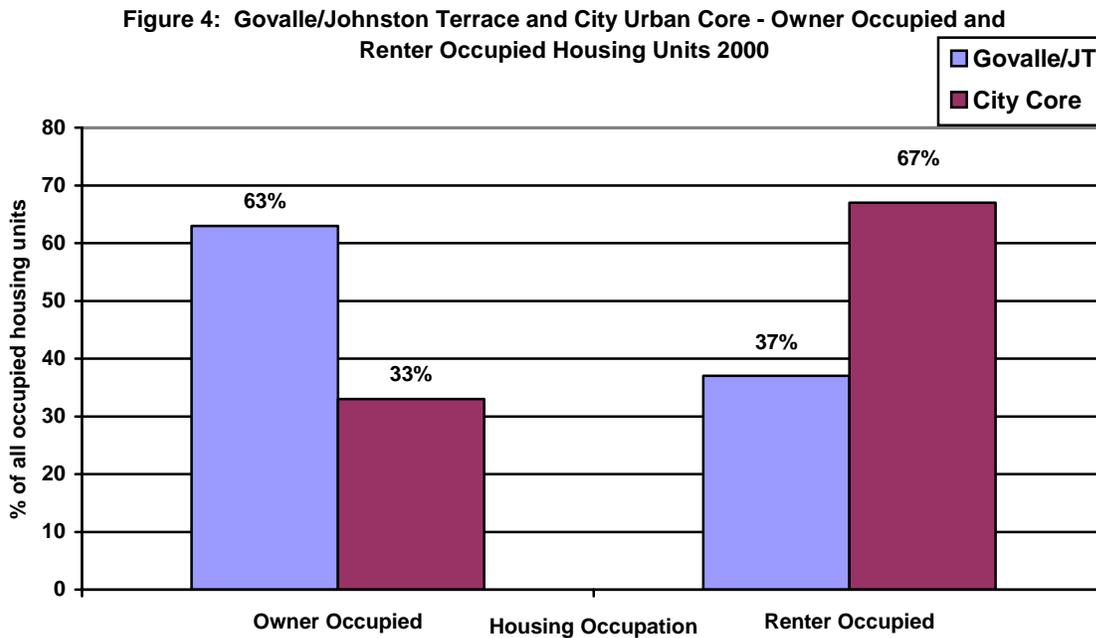


Figure 4 shows:

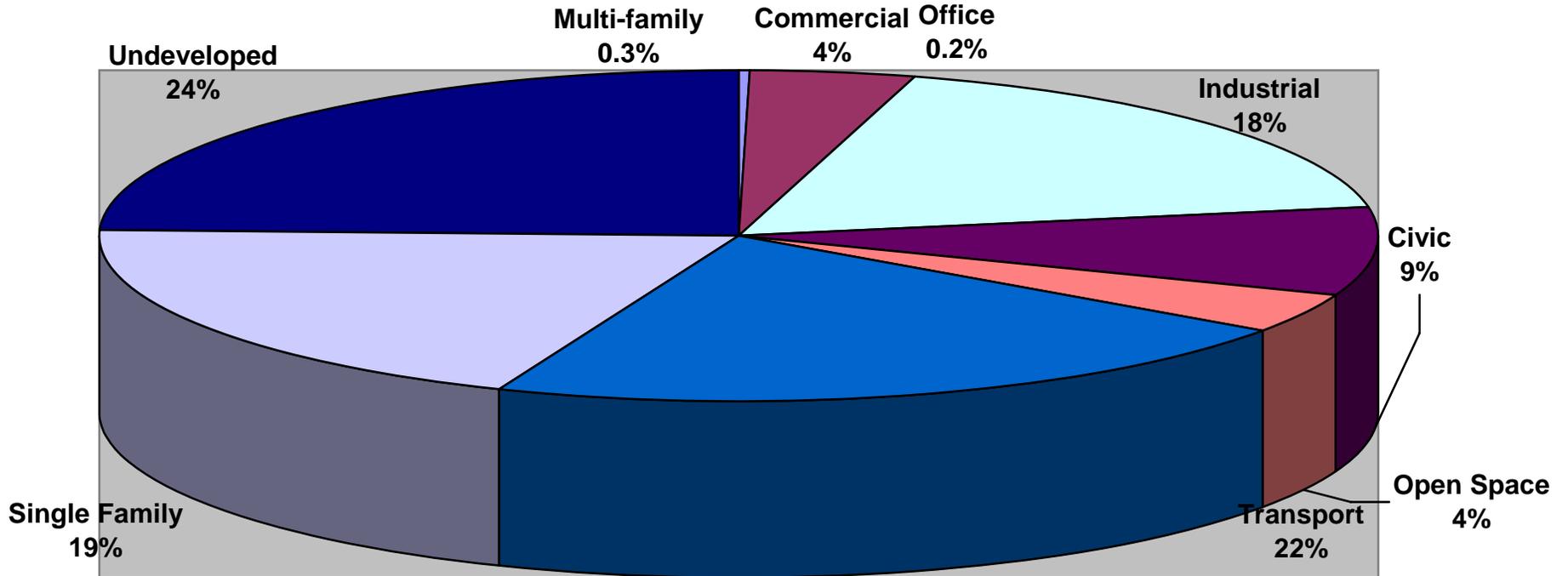
- Govalle/Johnston Terrace has 63% of all occupied units being owner occupied, and 37% renter occupied. The graph shows that the trends in ownership in Govalle/Johnston Terrace are almost reverse of the city-wide trends.

Govalle/Johnston Terrace is a stable, owner-occupied area. Owner-occupied housing was identified as an important community value by participants in this planning process.

The graphs and tables that follow show the land use figures for Govalle/Johnston Terrace.

Creating a varied but balanced pattern of land uses has been a major focus of this plan. Compatibility of adjacent land uses has been identified as a high priority. The Land Use section of this plan provides more detail on the current pattern of land use, and the proposed future land use for the Govalle/Johnston Terrace Neighborhood Planning Area.

Figure 5: Govalle/Johnston Terrace Neighborhood Planning Area – Current Land Use



		Single Family	Mobile Home	Multi-family	Comm ercial	Office	Industr ial	Civic	Open Space	Transport	Undeveloped	Water	TOTAL
<b>Govalle</b>	acres	220.2	0	5.15	63.15	2.9	161.85	64.9	36.81	221.91	224.65	8.34	1009.88
	%	21.8%	0.0%	0.5%	6.3%	0.3%	16.0%	6.4%	3.6%	22.0%	22.3%	0.8%	
<b>Johnston Terrace</b>	acres	91.57	6.41	0	2.79	0	120.98	75.11	26.98	126.03	171.83	0	628.5
	%	14.6%	1.0%	0.0%	0.4%	0.0%	19.3%	12.0%	4.3%	20.1%	27.3%	0.0%	
<b>Govalle/Johnston Terrace</b>	acres	311.77	6.41	5.15	65.94	2.9	282.83	140.01	63.79	347.94	396.48	8.34	1638.38
	%	19.0%	0.4%	0.3%	4.0%	0.2%	17.3%	8.5%	3.9%	21.2%	24.2%	0.5%	
<b>City Urban Core*</b>	%	27.5%	0.5%	6.3%	6.6%	2.9%	6.1%	7.2%	5.3%	20.8%	16.2%	0.1%	

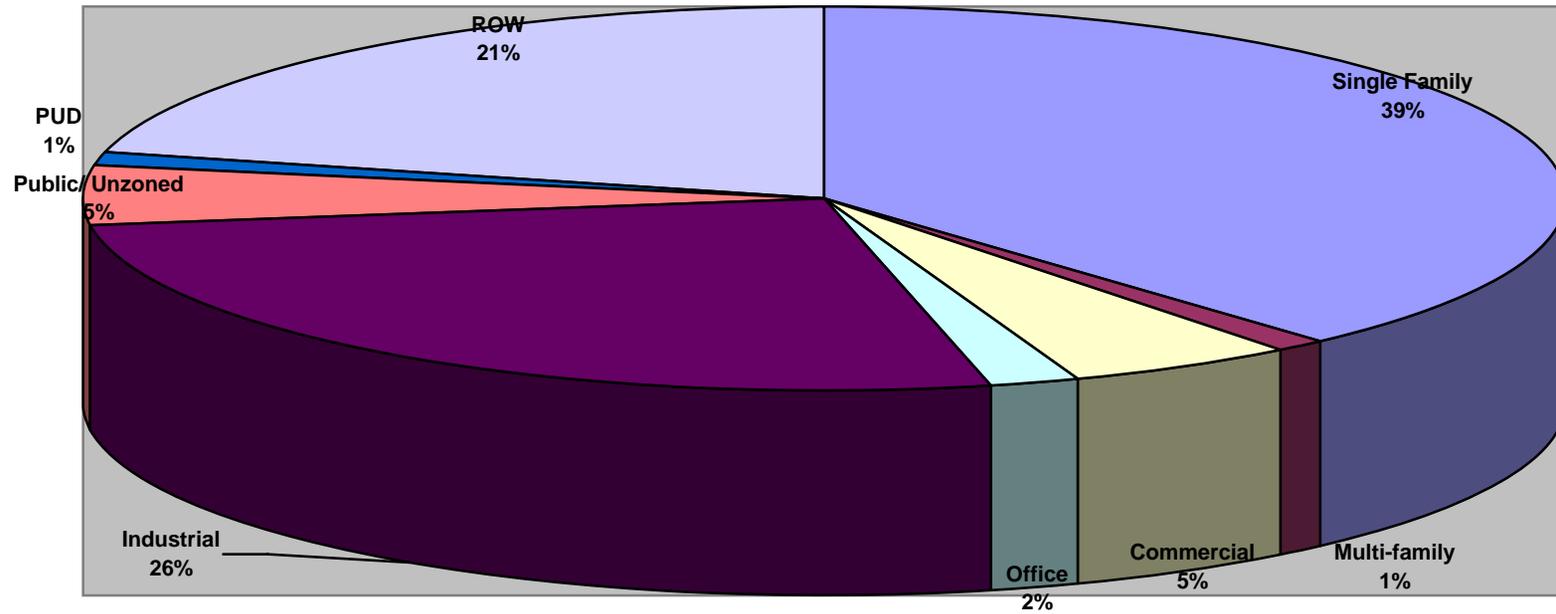
Figure 5 (previous page) shows the current land use composition of Govalle/Johnston Terrace and compares this to the City Urban Core<sup>5</sup>:

- 17.3% (or 282.83 acres) of the land area of Govalle/Johnston Terrace is used for industrial purposes. This is more than 2 ½ times the average of the City Urban Core which has 6.1%
- 24.2% (or 396.48 acres) of the Govalle/Johnston Terrace Combined Area is undeveloped. This is compared to 16.2% for the urban core.
- 19.0% (or 311.77 acres) of the Govalle/Johnston Terrace Combined Area is used for single family. This is compared to 27.5% for the urban core.
- 0.3% (or 5.15 acres) of Govalle/Johnston Terrace is used for multi-family. This is compared to 6.3% for City Urban Core neighborhoods.

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<sup>5</sup> City Urban Core refers to the area bounded by Braker Lane to the north, US 183/Ed Bluestein and Dessau Road/Cameron Road to the east, Stassney Lane to the south, and MOPAC/Loop 1 to the west.

Figure 6: Govalle/Johnston Terrace Neighborhood Planning Area – Current Zoning



		Single Family	Multi-family	Commercial	Office	Industrial	Public/Unz	PUD	ROW	Total
<b>Govalle</b>	acres	296.33	6.22	62.76	36.02	281.18	87.1	12.74	221.56	1009.87
	%	29.34%	0.62%	6.21	3.57%	27.84%	8.62%	1.26%	21.94%	
<b>Johnston Terrace</b>	acres	327.55	8.78	22.98	2.57	139.06	1.5	0	126.06	628.5
	%	52.12%	1.40%	3.66%	0.41%	22.13%	0.24%	0	20.00%	
<b>Govalle/Johnston Terrace</b>	acres	623.88	15	85.74	38.59	420.24	88.6	12.74	347.62	1638.37
	%	<b>38%</b>	<b>1%</b>	<b>5%</b>	<b>2%</b>	<b>26%</b>	<b>5%</b>	<b>1%</b>	<b>21%</b>	
<b>City Urban Core</b>	%	35.70%	6.75%	12.52%	2.54%	10.94%	8.25%	0.67%	19.20%	

Figure 6 shows:

- 26% (or 420.4 acres) of the land area of Govalle/Johnston Terrace is zoned industrial. This is approximately 2 ½ times the average of the City Urban Core which has 10.9%
- 5% (or 85.74 acres) of Govalle/Johnston Terrace is zoned commercial. This is compared to 12.52% for City Urban Core neighborhoods
- 38.0% (or 623.88 acres) of the Govalle/Johnston Terrace Combined Area is zoned single family. This is compared to 35.7% for the urban core
- 1% (or 15 acres) of Govalle/Johnston Terrace is zoned multi-family. This is compared to 6.75% for City Urban Core neighborhoods.

## Land Use

The Govalle/Johnston Terrace Combined Planning Area has a varied and often conflicting pattern of land use. These uses range from single family neighborhoods with stately street trees to a diversity of industrial uses. The industrial uses themselves include small scale art studios, ceramics workshops, and microbreweries; as well as gasoline storage facilities and scrap yards. A key challenge of this Combined Planning Area is maintaining a varied land use pattern that allows a diversity of living, working, and commercial activities; while also promoting compatibility and preserving single family residential areas. The conflicting pattern of land use in the Govalle area is a long standing one that has its origins in decisions that were made in the early to middle parts of last century.

From the 1940s and 1950s, many of the City's most unwanted land uses were directed towards East Austin. Uses that have utilized the industrial zoning that was concentrated in East Austin include a number of gasoline storage facilities, a major power plant, a number of recycling plants, and other forms of industry that store hazardous materials.

As was alluded to in the History section of this plan, environmental racism is thought to have been a factor in the concentration of industrial uses in East Austin – the 1928 City Plan displayed overt racial references as the basis for land use decisions. The concentration of industrial uses in the Govalle/Johnston Terrace area may also have been influenced by less discriminatory motives such as the presence of rail lines in the area that were seen as key infrastructure for industrial development.

The varied and incompatible pattern of land uses in the Govalle area, and other parts of East Austin, may also be traced back to the period of cumulative zoning. Cumulative zoning is a zoning system that allows less intensive uses to be developed in any more intense zoning district<sup>1</sup>. In a simple cumulative zoning system, the most restrictive type of district is residential. In this residential district, only residential uses are allowed. The second most restrictive district is commercial. In this commercial district, both commercial and residential uses are allowed. The least restrictive district is industrial.

In industrial districts (which are common in Govalle), either industrial, commercial and residential uses are allowed.



A Govalle property owner in front of her single family house on Vermont St that was zoned industrial.

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<sup>1</sup> Handbook on Land Use Laws for Texas Cities, Zoning and Platting, Texas Attorney General, 1997, p. 12

This permissive system resulted in residential and industrial uses being developed on adjacent tracts of land with the inevitable conflicts of noise, traffic, pollution, and odor occurring at some point in the future. This pairing of incompatible uses remains the source of many of the land use conflicts that characterize parts of East Austin to this day.

Perhaps the most obvious example of this pattern of conflicting land use in this Combined Planning Area is the location of industrial zoning adjacent to schools in the Govalle area. Within the Govalle Neighborhood Planning Area there are 4 Elementary Schools. 3 of these schools had industrial zoning either abutting the school or directly across the road. This is a zoning mismatch that is unique to Govalle (or at least to East Austin). This situation is not found, nor would it be tolerated, by residents in other parts of the City.



The storage of hazardous materials in some industrial uses is a concern for many residents of Govalle/Johnston Terrace.

While many incompatible uses have utilized the industrial zoning, so have some less noxious and more compatible uses. These uses include small manufacturing firms like family-owned sausage companies, tofu manufacturers, micro-breweries, ceramics and clay studios (see photograph at right), and more recently uses such as Meals on Wheels and More. These smaller scale industrial uses have generally been considered to have contributed to the character of the neighborhood and have also provided a critical local employment base.



The mosaic of land uses has also been influenced by, and contributed to, the cultural character of the neighborhood. Many small backyard type businesses have developed in this area, as has occurred in other parts of East Austin. These uses range from small Snow Cone stands to larger, and less compatible, uses such as automotive repair or vehicle storage. Some neighbors consider these uses to be part of the cultural flavor of the neighborhood and a testimony to the history of the area, others consider them to be nuisances that should no longer be tolerated.

## Land Use Goals

**Goal 1:**                    **Adjacent land uses should be compatible.** (Sector Plan)<sup>2</sup>

Key Principles:            Address the “over-zoning” of properties in the Govalle/Johnston Terrace Neighborhood Planning Area. (Sector Plan and modified by Gov/JT)

Non-residential development should not adversely affect existing businesses or neighborhoods, either by increases in traffic, noise, pollutants, or other safety hazards. (Sector Plan)

**Goal 2:**                    **Preserve and protect current and future single-family neighborhoods.** (Gov/JT)

Key Principles:            Initiate appropriate rezoning to preserve and protect established and planned single-family neighborhoods. (Gov/JT)

Encourage higher density residential developments to locate near major intersections, and in locations that minimize conflicts with lower density single-family neighborhoods. (Sector Plan)

Encourage higher density non-residential land uses to locate near major intersections and in industrial districts/business parks. (Sector Plan)

**Goal 3:**                    **Develop a balanced and varied pattern of land use.** (Sector Plan)

Key Principles:            Provide a balance of land use and zoning for people to both live and work in the area. (Gov/JT)

Encourage mixed use so that residential uses are allowed on some commercial properties. (Gov/JT)

Provide opportunities for land uses that serve the needs of daily life (live, work, play, shop) in a convenient and walkable environment. (Gov/JT)

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<sup>2</sup> “Sector Plan” references goals or objectives that originated in the Sector 8 Plan. “Gov/JT” references goals or objectives that have been newly added through the Govalle/Johnston Terrace Neighborhood Planning process

**Goal 4:**                    **Create and preserve a sense of “human scale” to the built environment of the neighborhood.** (Gov/JT)

Key Principles:            Ensure that new development and redevelopment respects the existing scale and character of the planning area. (Gov/JT)



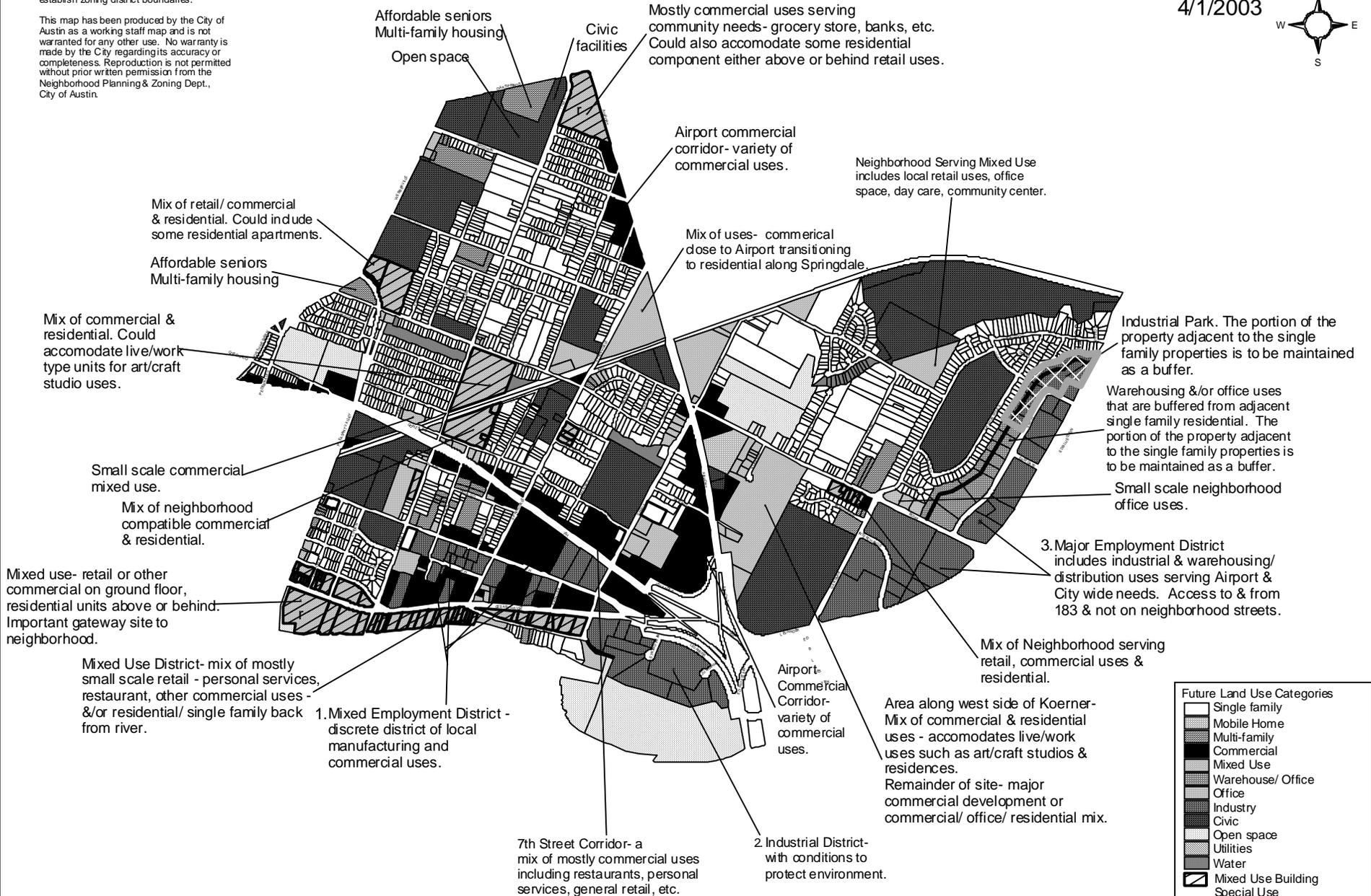
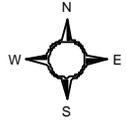
A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

This map has been produced by the City of Austin as a working staff map and is not warranted for any other use. No warranty is made by the City regarding its accuracy or completeness. Reproduction is not permitted without prior written permission from the Neighborhood Planning & Zoning Dept., City of Austin.

2805 E. 5th Street, 405 Tillery, 730 & 777 Shady Lane and 821 Gunter not included in Neighborhood Plan per City Council action on 3/27/2003.

# Govalle/ Johnston Terrace Combined Neighborhood Planning Area Adopted Future Land Use Map

4/1/2003



Future Land Use Categories	
[Pattern]	Single family
[Pattern]	Mobile Home
[Pattern]	Multi-family
[Pattern]	Commercial
[Pattern]	Mixed Use
[Pattern]	Warehouse/ Office
[Pattern]	Office
[Pattern]	Industry
[Pattern]	Civic
[Pattern]	Open space
[Pattern]	Utilities
[Pattern]	Water
[Pattern]	Mixed Use Building
[Pattern]	Special Use
[Pattern]	Neighborhood Urban Center
[Pattern]	Special Use

## Additional explanatory notes for Future Land Use Map

The Future Land Use Map (FLUM) incorporates the plan's main land use goals and principles and displays them in a spatial format. The text below describes in more detail how the land use goals have been transformed onto the map. The key goals driving the distribution of land uses shown on the FLUM are:

- Adjacent land uses should be compatible
- Preservation and protection of single family neighborhoods
- Development of a balanced and varied pattern of land use, and
- Creation and preservation of a sense of human scale i.e. smaller, scale, neighborhood compatible uses.

The FLUM includes the following key areas:

Mixed Employment District (ref to number 1 on map): The Mixed Employment District creates a discrete district of light industrial and commercial uses that is separated from single family uses by roadways and the use of less intensive commercial areas as transitions. In this district additional use restrictions are also used to limit the permitted uses to the smaller scale, less intense, and more compatible uses. Uses that are encouraged in this area include art and craft studios, micro-breweries, and neighborhood-scale manufacturing firms. These uses should be small-scale, locally owned and operated, do not store large volumes of hazardous materials, nor generate large amounts of traffic. They are not uses that emit offensive odors, nor create a lot of noise. These uses are clean and are compatible with the surrounding neighborhoods.

The high proportion of industrial land use in the Sector is also viewed with concern. Industrial land uses are considered to be appropriate in selected areas only. Existing industrial zoning needs to be reassessed ... alternative non-residential land uses should be encouraged. (Sector Plan 8, p. 30)

Industrial Districts (ref to numbers 2 and 3 on map): Industrial uses are located on Levander, south of East César Chávez. This is an area that is isolated from residential areas and allows truck traffic ready access to US 183.

The other industrial district is on US 183 itself. This location is also considered suitable for industrial uses as it is on this major roadway allowing ready transportation access. Lower intensity warehouse/office uses are recommended as a buffer on the western side of Smith Road (ref to number 3 on map) forming a transition between the industrial on US 183 and the residential on Arthur Stiles.

The preservation of some industrial uses in both Mixed Employment and the Other Industrial Districts is reflective of the plan's key planning principles to:

- Provide a balance of land use and zoning for people to both live and work in the area

- Provide opportunities for land uses that serve the needs of daily life – including work
- Encourage the development of a diversity of neighborhood-oriented businesses and employment
- Develop diverse economic and employment opportunities
- Encourage higher density, non-residential uses to locate near major intersections and in industrial districts/business parks, and
- Non-residential development should not adversely affect existing businesses or neighborhoods, either by increases in traffic, noise, pollutants, or other safety hazards.

Major land use issues concern the encroachment of high density residential and non-residential land uses upon single-family neighborhoods. The Sector also perceives an excess of industrial land use in the sector and is concerned about the problems that this can create. (Sector Plan 8, p. 26)

Commercial Corridors: Major commercial corridors such as East 7<sup>th</sup> St and Airport Boulevard are recommended as commercial corridors on the FLUM. These roadways are major thoroughfares where a variety of commercial uses are considered appropriate. Where these commercial properties abut single family residential uses to their rear, restrictions are recommended to ensure compatibility with the residential neighborhoods.

The encouragement of commercial corridors is reflective of the plan's key planning principles to:

- Encourage the development of a diversity of neighborhood-oriented businesses and employment
- Develop diverse economic and employment opportunities
- Provide a balance of land use and zoning for people to both live and work in the area
- Provide opportunities for land uses that serve the needs of daily life (live, work, play, shop) in a convenient and walkable environment, and
- Non-residential development should not adversely affect existing businesses or neighborhoods, either by increases in traffic, noise, pollutants, or other safety hazards.

#### Balanced Use

Development within the Sector should include a balance of uses, affording the opportunity to reside, shop, work and play within the Sector. This balance is intended to foster a well integrated community with an equitable distribution of the costs and benefits of development. (Sector Plan 8, p. 23)

Mixed Use Development: The southern side of East César Chávez is recommended as a mixed use area where commercial, retail or office uses occupy ground floors and residential uses are located above or behind. This area is also foreseen as a mixed use

area where small scale commercial uses are interspersed with residential uses, including the existing single family homes. The northern side of 7<sup>th</sup> St between Pleasant Valley and Tillery is also recommended as an area for neighborhood scale, mixed use buildings.

The intersection of East César Chávez and Pleasant Valley is an area where the neighborhood would like to encourage quality redevelopment. This area is encouraged through this plan to become an important gateway to the neighborhood. It is recommended as a mixed use node with commercial or office on the ground floor and residential units above or behind. This is an area that quality urban design is required to reinforce the importance of this gateway intersection. Any future development should be of an appropriate scale and be compatible with the neighborhood.

Throughout the interior of the Planning Area, there are also a number of larger sites that are recommended for mixed use development. Some of these areas, such as the former Mrs Bairds' Bakery site, were once used for industrial purposes, but are recommended in this plan for mixed use development. Mixes of neighborhood-compatible commercial/retail/office and a variety of housing types are seen as appropriate for these locations. As these properties are mostly located close to single family housing, and/or schools, restrictions on the types of uses are also recommended in order to promote compatibility.

The encouragement of mixed use development is reflective of the plan's key planning principles to:

- Encourage mixed use so that residential uses are allowed on some commercial properties
- Provide a balance of land use and zoning for people to both live and work in the area, and
- Provide opportunities for land uses that serve the needs of daily life (live, work, play, shop) in a convenient and walkable environment

Single Family Neighborhoods: The preservation of single family neighborhoods is an important priority in this Neighborhood Plan. This FLUM endorses the neighborhoods' desires that established single family neighborhoods in the interior of the planning area be protected from encroachment of incompatible non-residential uses.

Planning principles that support the importance of single family neighborhoods include:

- Preserve and protect current and future single-family neighborhoods
- Initiate appropriate rezonings to preserve and protect established and planned single-family neighborhoods
- Provide a diverse range of housing opportunities for all stages of life and income levels, and
- Encourage the development of affordable single-family and multi-family units on vacant tracts in established neighborhoods.

### Stable Neighborhoods

Existing residential neighborhoods are an important resource for the city. Infill and redevelopment should occur only at levels which preserve and enhance existing neighborhoods. New residential areas should be designed to promote long-term attractiveness and stability. (Sector Plan 8, p. 23)

These neighborhoods are an integral part of the community. Protecting them from the encroachment of incompatible land uses, providing diverse housing opportunities, and maintaining an affordable, stable, and well-cared for housing stock are important issues in this sector. (Sector Plan 8, p. 27)

Multi-Family Developments: Multi-Family land uses are recommended mostly in two different kinds of locations in this planning area. Firstly multi-family is recommended on tracts located closer to the periphery of the neighborhood such as on Pleasant Valley and Oak Springs roads. Another significant use of multi-family recommended on this FLUM are on larger tracts that are adjacent to single family uses, but are currently used for more intensive land uses such as industrial or commercial. This plan recommends multi-family uses on these tracts to promote compatibility, as well as greater housing opportunities.

The encouragement of multi-family development in select locations is reflective of the plan's key planning principles to:

- Encourage higher density residential developments to locate near major intersections, and in locations that minimize conflicts with lower density single-family neighborhoods
- Provide a diverse range of housing opportunities for all stages of life and income levels, and
- Encourage the development of affordable single-family and multi-family units on vacant tracts in established neighborhoods.

Civic: A large amount of land in the Combined Planning Area is used for civic purposes. These properties are dispersed throughout both Govalle and Johnston Terrace. The section of this part of the plan titled "Future Use of Vacant Properties" includes more specific desires of the neighborhood regarding the future uses of these public sites.

## Existing Land Use Comparison

Land Use	Existing Land Use		Proposed Land Use	
	Acres	%	Acres	%
Single Family	344	21%	417	25%
Mobile Home	7	0%	6	0%
Multi-Family	7	0%	32	2%
Commercial	119	7%	81	5%
Office	11	1%	11	1%
Warehousing/ Office	0	0%	31	2%
Mixed Use	0	0%	165	10%
Industrial	264	16%	156	9%
Civic/Open Space	285	17%	379	23%
Transportation/ ROW	356	22%	356	22%
Utilities	1	0%	2	0%
Water	3	0%	13	1%
Vacant	256	15%	0	0%
Total	1653	100%	1648	100%

\*Note Some discrepancies exist between total acreage and land use totals due to unknown uses or rounding error.

The table above shows existing land use by broad land use category, and compares it to proposed land use based on the Future Land Use Map.

Major features of this table include:

- an increase in Single Family land use from 344 acres (21%) to 417 acres (25%). This is compared to an urban core<sup>3</sup> average of 27%
- an increase in Multi-Family land use 7 acres (less than 1%) to 32 acres (2%). This is compared to an urban core average of 7%
- a decrease in commercial from 119 acres (7%) to 81 acres (6%). This is compared to an urban core average of 7%. Note that much of the decrease in commercial is due to the increase in the mixed use category where a large amount of commercial property is changing from straight commercial to commercial mixed use.
- an increase in Mixed Use from 0 acres to 165 acres (10%)
- an increase in Warehouse/Limited Office land use from 0 acres to 31 acres (2%)
- a decrease in Industrial from 264 acres (16%) to 156 acres (9%). This is compared to an urban core average of 8%.

<sup>3</sup> City Urban Core refers to the area bounded by Braker Lane to the north, US 183/Ed Bluestein and Dessau Road/Cameron Road to the east, Stassney Lane to the south, and MOPAC/Loop 1 to the west.

## **General Land Use Principles for Industrial and Commercial Zoned Properties in Govalle/Johnston Terrace**

1. Confine Limited Industrial uses to defined districts. These are the Mixed Employment District (marked as 1 on the map); the Levander District (marked as 2 on the map); and the US 183 District (marked as 3 on the map).
2. Do not recommend industrial uses either adjacent to or across the road from single family residential or schools.
3. Use roadways and/or commercial or office uses as a buffer between residential and industrial.
4. For industrial uses in the Mixed Employment District limit the industrial uses to prohibit the more incompatible – basic industry, recycling center, scrap and salvage etc.
5. For properties outside the defined industrial districts with industrial zoning rezone to a commercial district or to the least intensive zoning district that accommodates the current use.
6. When intensive and potentially incompatible commercial land uses are recommended abutting single family residential, use a conditional overlay on the commercial property similar to the East Austin Overlay.

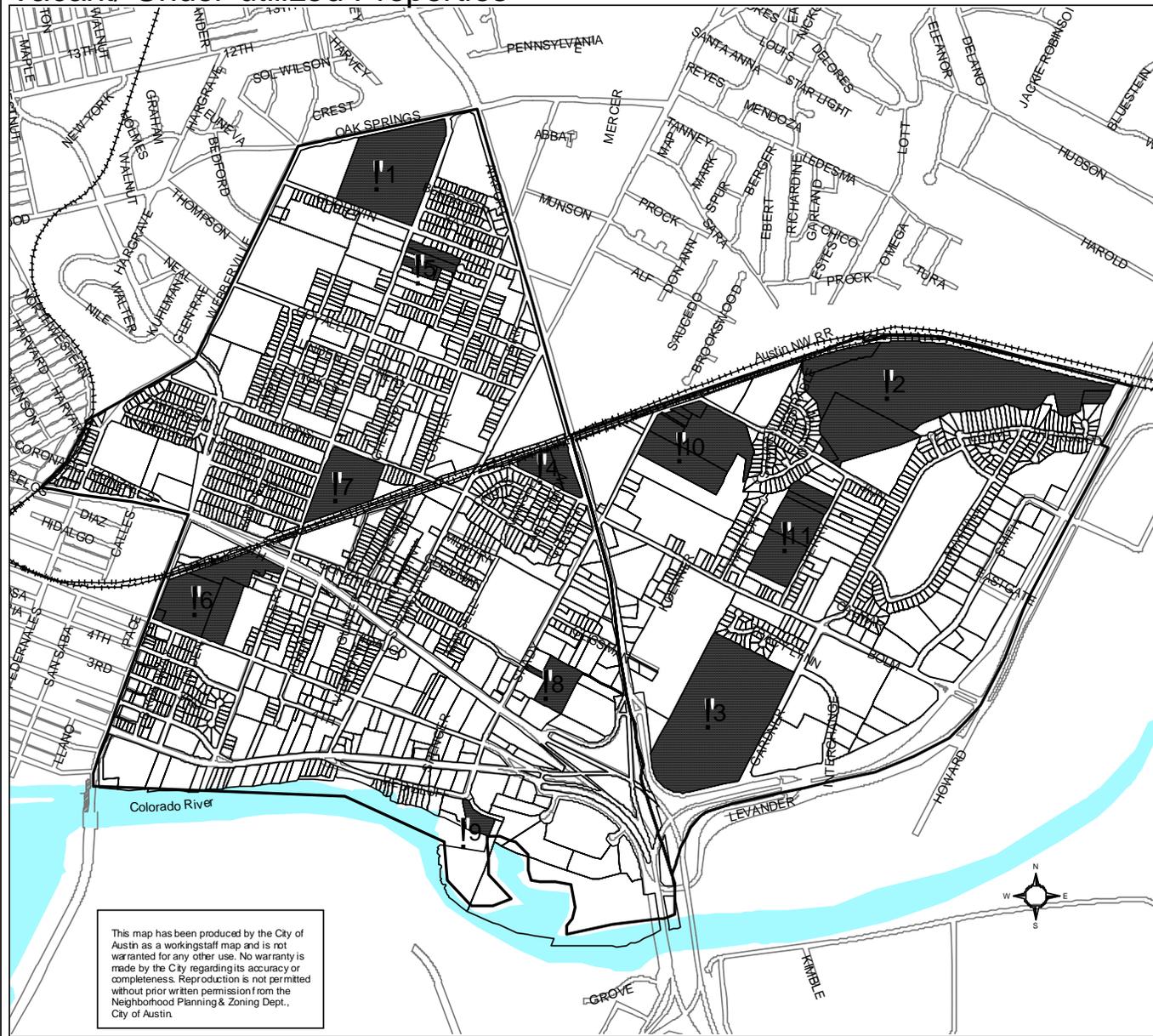
## **Future Use of Vacant or Under-Utilized Properties**

In the Govalle/Johnston Terrace area there is some room for future development and reuse of properties that are currently vacant or under-utilized.

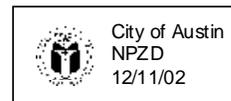
Many of the vacant or underutilized properties are publicly owned. The neighborhood has expressed interest in the use of publicly owned land within the Govalle/Johnston Terrace Neighborhood Planning Area. Generally speaking the neighborhood supports the preservation of open space in the neighborhood. The neighborhood supports limitations on further development on these properties and the preservation of as much open space as possible. The neighborhood also supports larger vacant properties being linked as part of a pedestrian and bicycle network that allows safe, non-automobile travel between these areas and also allows residents from other areas (such as east of US 183) to access parks, trails and other places within Govalle/Johnston Terrace.

This plan encourages the following uses on these publicly owned properties. The plan also makes recommendations for some of the vacant private properties in the area.

# Govalle/ Johnston Terrace Combined Neighborhood Planning Area Vacant/ Under-utilized Properties



- ① Oak Springs
- ② City of Austin owned and south of railway line and west of 183
- ③ Former Texas State School of the Deaf Property (now owned by the City of Austin)
- ④ Former BFI Recycling Center Site on Bolm Rd.
- ⑤ Pecan Grove on Tillery
- ⑥ Capital Metro Site at 5th and Pleasant Valley
- ⑦ Mrs Bairds
- ⑧ Old Nursery on Shady Lane
- ⑨ Red Bluff and Shady Lane - Northern bank of Colorado River
- ⑩ Jain and Shady Lane
- ⑪ Perry Road



## Public Lands

### **Oak Springs - Southern part of City owned land at Oak Springs off Goodwin Ave.**

The number one priority for this site is environmental protection and maintenance of the regional detention pond.

Neighborhood representatives raised concerns about any future development of this site as this area still functions as a water retention area. If some form of development is considered in the future, this Neighborhood Plan recommends that appropriate studies be conducted to assess whether the site is “flood-safe”



and whether it may still be needed to serve as a water retention facility.

If future studies reveal that some part of this site may not function as a detention pond, and may be appropriate for development, this Neighborhood Plan supports the construction of single-family homes for this location. Neighborhood representatives expressed a preference for single-family homes that were affordable for local working families. The neighborhood clarified that (beyond the construction of the Oak Springs Villas Seniors Housing development on the northern part of the site, immediately east of the library) they do not support further multi-family development at this site.

Part of this site (near Tillery) was previously for soccer fields. This use may be appropriate in the future if appropriate environmental safeguards are taken and also if off-street parking is provided.

### **City of Austin owned land south of railway line and west of 183**

This Neighborhood Plan supports the preservation of this area as open space. This area is classified as Priority Woodland and the neighborhood supports its preservation.

Neighborhood representatives also support the idea of developing a trail system through this area, if it can be done without threatening the environment. There are currently proposals for a trail along the northern side of the rail line. Representatives in this planning process would like to see linkages made between that trail and the Johnston Terrace neighborhood including Johnston High School. It is envisioned that this trail system could link residents in neighborhoods east of 183 to Govalle Park and other destinations.

This Neighborhood Plan emphasizes the importance of creating a linked network of trails throughout East Austin that would link areas east of 183 to the Cross Town Bikeway and a future Boggy Creek Trail. Linkages between local parks and schools to this system of trails were also seen as important.



This area may also be appropriate for some form of park space. Neighbors report that the picnic tables in Govalle Park fill quickly on weekends and that this property south of the railway line may be an appropriate location for more picnic areas with tables and amenities. This recommendation is again balanced with the priority of environmental protection for this area.

### **Former Texas State School of the Deaf Property (now owned by City of Austin)**

This property is now owned by the City of Austin through the Health and Human Services Department. A large portion of the northern part of this site is affected by a power line that runs through the property. This power line constitutes a significant impediment to development of this part of the property.

Neighborhood stakeholders suggested that if it was possible to re-route these power lines that this site might be appropriate for residential development. Residential development that was affordable and available to local families is supported by this plan.

If it is not possible to re-route the power line, other suggestions for this property were recreational uses including:

- Playing fields – since the cessation of the soccer on the “informal” field at Oak Springs, there is a lack of places for soccer in this area. A baseball diamond was also mentioned as another form of playing field that would be appropriate;
- Small walking trail;
- Playground.

## Former BFI Recycling Center Site on Bolm Road just west of Airport Blvd

This site has a history of incompatibility in this neighborhood. Critical issues in any future use of the property are compatibility with the Gardens Neighborhood and low traffic impact that includes little or no truck traffic.



As this is now City owned property possible uses include administrative offices. The neighborhood also encourages the incorporation of a community room into the office development that will be accessible to local community groups.

Future plans for the site should include improved landscaping and design elements that ensure the site is better integrated and more compatible with the adjacent residential areas.

This site should also be considered as part of any future redevelopment initiative that occurs with Tank Farm site.

## Pecan Grove on Tillery

The preservation of trees is an important aspect of any redevelopment of this property. If tree preservation is possible, this Neighborhood Plan supports the development of single family housing on this site. Neighbors have a preference for detached, single family, owner-occupied, affordable homes. Neighborhood stakeholders also expressed the preference that if these affordable homes are constructed that local residents be given priority for access to them.



## Capital Metro Site at 5<sup>th</sup> and Pleasant Valley

The neighborhood realizes that Capital Metro has a significant investment in this property and is unlikely to leave it in the near future. However, the neighborhood has identified several measures that they believe could help to mitigate some of the impacts of this site on the neighborhood. These include:

- not leaving the buses running idle for so long – creates noise and pollution problems
- provide additional parking for employees so that employees are no longer parking on nearby residential streets.

If Capital Metro were to ever re-locate and this site was to become available for reuse/redevelopment. This plan supports a commercial/mixed use development with the commercial uses centered along Pleasant Valley and some low intensity commercial or mixed use development along 5<sup>th</sup>. Any future redevelopment of the site should take into consideration re-integration of this site into the neighborhood, and the provision of affordable housing.



Any future relocation of this Capital Metro facility would also create opportunities for the re-use of adjacent sites. One example of this is the property immediately to Capital Metro's east. The current Capital Metro use and its associated noise and fumes renders the adjacent properties largely unsuitable for residential development. However, if Capital Metro were to relocate or to significantly modify its use of the site then there is potential for this adjacent site to develop as a more mixed use development that incorporates commercial, office, and residential uses.

## Privately Owned Properties

### **Property at south eastern corner of Pleasant Valley and César Chávez**

This intersection is seen as an important gateway. For that reason, quality development is encouraged here. The vision for the future use of this area is a mixed use, neighborhood center with retail on the ground floor and offices above. Residential uses may also be part of the upper floors or positioned behind the street front commercial. Future development should be designed in a way that encourages greater pedestrian activity. High quality design standards should be used to reinforce this location as an important gateway to this area.



### **Vacant property at north eastern corner of Pleasant Valley and Webberville**

This currently vacant property is envisioned as developing into a small mixed use center with commercial (office and retail) on ground floors closest to Pleasant Valley, Lyons and Webberville, with residential uses above or behind.

Any development of this site should be required to ensure the protection of the creek tributary that runs along the border of this property.



### **Former Mrs Bairds Bakery site on Tillery just south of Lyons**

Small scale art and craft studios, or offices, are encouraged as future uses on this site. Live/work units would also be appropriate on this site.



### **Old Nursery on Shady Lane just north of East 7<sup>th</sup> St**

This property is recommended as a commercial/mixed use area.

Medium density multi-family development is also encouraged on this site. A multi-family development on this site, in close proximity to Allan Elementary School, is seen as complementary.

Any future redevelopment of this site should also focus on tree preservation and site design should incorporate tree preservation as a key goal.



### **Red Bluff and Shady Lane – Northern bank of Colorado River**

Low scale, low impact commercial or office development is recommended for this property. Residential uses are also encouraged on this site. Any development of this property should respect the environmental qualities of the site particularly the proximity to the river and the existing trees.

### **Jain and Shady Lane**

This area is seen as developing as a single family residential area. Any redevelopment of this site is dependent on appropriate clean up of the contamination caused by the Tank Farm site.

### **Perry Road**

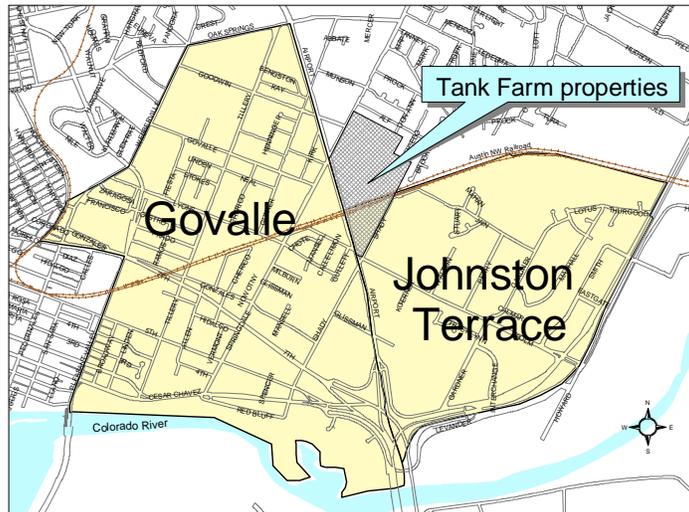
This area is recommended as smaller lot residential development. High quality design standards are encouraged for this site with styles that are reflective of local housing including front porches and houses that address the street.

## Tank Farm Properties<sup>4</sup>

This plan's vision for the future<sup>5</sup> of these properties is as follows.

### Core Values

- Turn something that has negatively impacted the environment and the community into something that enhances and is compatible with the surrounding communities
- Proper environmental clean up with the highest possible clean up standards and continuous, independent monitoring occurring on the site.
- Future plans for the site's reuse should recognize the site's history and the impacts it has had on the surrounding neighborhoods.



### Desired Future Uses

- Mix of retail, commercial, office, civic, residential, cultural and open space uses.
- The uses should be targeted to the needs of the surrounding neighborhoods, and be compatible with those neighborhoods.
- The site should be developed as a part of the community – perhaps even a focal point for community activity and community building.

#### Commercial uses

- Clothing stores, a small scale cinema, locally owned restaurants, cafes, a grocery store, ice cream parlor, general retail, and a small-scale shopping center.
- Doctors, dentists, medical offices; as well as other general office space.
- There is a preference for small businesses; and minority owned businesses should be encouraged.

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<sup>4</sup> More specific recommendations for the future land use of the Tank Farm site will be discussed as part of a series of meeting between the property owners, former terminal operators, and neighborhood representatives.

<sup>5</sup> This vision is an ideal future scenario, it is understood that further environmental studies and economic feasibility studies will need to be undertaken to identify the most appropriate and practical future uses for the site.

#### Civic uses

- Community service uses can help the site to return something positive to the community
- Multipurpose center that could serve as both a recreational, community and health center, day care, adult education, job training, and job placement services.

#### Residential uses

- Low density housing that caters to a range of income levels.
- Housing should be priced at a level that local people can afford.
- Neighborhood representatives expressed a strong preference for single family houses that are compatible with existing neighborhoods.
- Housing should be located away from noise and other hazards such as the busy roadways like Airport Blvd.

#### Open Space uses

- Green space, pocket parks and plazas.
- Open spaces should be designed so that they are safe, comfortable and interesting to the pedestrian. These spaces should have high levels of surveillance and supervision and be well-lit.
- Open spaces should be linked together by trails and pathways and their connection should encourage walking and enable users of the site to meet each other.

### **Site Design**

Site design should focus on integration with the surrounding neighborhoods. The site should have a pedestrian focus, and local people should be able to walk or bike to the site using local pedestrian and bicycle pathways. The design quality of the site should be of a high standard, and should focus on creating safe and well-lit areas where a variety of people of all ages can use the site for large parts of the day and evening.

The general concept of the site layout for the Tank Farm is based on the following basic principles:

- Retail uses (as well as some medical services) should be located closer to the arterial roadways of Airport and perhaps also on Springdale in locations with higher visibility and easier access.
- Office uses should also be located in areas with reasonable levels of access. Civic buildings and public gathering places require important locations throughout the site to reinforce community identity and local culture
- Low density residential uses and open space should be used to transition to the established surrounding single-family neighborhoods.
- Open space will be both aesthetically pleasing and functional, and will serve a critical linking within the site, and to the Boggy Creek trail and Govalle Park.

The site design should incorporate low impact development design and efforts should be made to have as little impervious cover on the site as possible.

## **Social Aspects**

The site should contribute to the social fabric of the community by providing:

- Opportunities for the interaction of local people of all ages
- Employment for area residents – particularly career jobs for the local community
- Needed services within the local community.

## **Environmental Aspects**

- The site should be cleaned to the highest possible standards
- In recognition of the recent history of the site the property should be developed to incorporate the highest quality environmental standards and include (sustainable, renewable) energy efficient and low impact development standards such as on-site water retention. Green Building principles should be incorporated into any future development.
- The portion of the site in the floodplain could be utilized as a bio-retention facility similar to the water garden that has been established behind Central Market in Central Austin.
- Creek improvements and restoration of the native vegetation on the site (including Pecan trees) should form a major component of the environmental, and aesthetic, enhancement of the site.

## **Bars and Cocktail Lounges**

The Govalle Neighborhood Planning group has purposely not recommended any additional CS-1 zoning in the planning area. This has been a very conscious choice taken by a cross-section of stakeholders in the area. Those stakeholders involved in the Neighborhood Planning process feel strongly that the Govalle/Johnston Terrace Neighborhood Planning Area currently has an adequate number of establishments that sell alcohol and that the community would not benefit from any more of these types of CS-1 uses.

## **Waterfront Overlay**

The Waterfront Overlay (WO) Combining District applies in the Govalle/Johnston Terrace Neighborhood Planning Area. Section 25-2-175 of the City of Austin Land Development Code defines the purpose of the WO Combining District as "to promote the harmonious interaction and transition between urban development and the park land and shoreline of Town Lake and the Colorado River". This plan does not override this overlay, and incorporates its condition where appropriate.

There WO Combining District sub-district that exists within the Planning Area boundaries is the Red Bluff Sub-district. This sub-district includes the property bounded by East First Street on the north, the Colorado River shoreline on the south, US 183 on the east, and Pleasant Valley Road on the west, except the portion of the property described as Lots 1 through 11 of the Bridgeview Business and Industrial Plaza subdivision, as shown on the plat recorded in Volume 77, pages 361-363, of the Plat Records of Travis County, Texas.

The City of Austin Land Development Code should be referenced for more information about this sub-district.

## Land Use Actions

- 1.1 Confine industrial uses to discrete districts that are separated and buffered from single-family residential uses.
- 1.2 For the industrial uses that are shown on the Future Land Use Map as in the “Mixed Employment District”, use a conditional overlay to prohibit the more intensive and incompatible industrial uses.
- 1.3 For situations where single-family residential uses abut the more intensive commercial uses, use a conditional overlay to provide similar protection to the residential uses as occurred under the East Austin Overlay.
- 1.4 Use conditional overlays to limit the more incompatible uses, especially for those non-residential zoned properties that are located off major roadways, and are in the residential interior of the neighborhood.
- 1.5 Encourage the development of quality “gateway” type development in the neighborhood such as in the area around the intersection of Pleasant Valley and East César Chávez.
- 1.6 Facilitate partnerships between neighborhood groups and property owners regarding the redevelopment and reuse of the Tank Farm site.
- 1.7 Apply Mixed Use Building (Smart Growth) and Neighborhood Urban Center (Smart Growth) to selected commercial properties in the combined planning area.
- 1.8 Permit small lot amnesty for existing legal lots (2,500 square feet or greater) to allow new or reconstructed homes on lots that are currently too small to be built on legally.
- 1.9 Review the Limited Industrial (LI) zoning district and assess the feasibility of establishing a new district that would allow smaller scale uses such as Art and Craft Studio in base districts other than LI.

# Housing

**Goal 5:** **Maintain an affordable and stable housing stock.** (Sector Plan)

Key Principles: Provide a diverse range of housing opportunities for all stages of life and income levels. (Sector Plan and modified by Gov/JT)

Increase home ownership opportunities. (Sector Plan)

Encourage the development of affordable single-family and multi-family units on vacant tracts in established neighborhoods. (Sector Plan)

**Goal 6:** **Foster and protect existing neighborhoods.** (Sector Plan)

Key Principles: Increase code enforcement related to housing quality and use in the neighborhood. (Gov/JT)

(Goal 2 under Land Use also addresses the protection and preservation of existing neighborhoods).

**Goal 7:** **Rehabilitate existing deteriorating housing stock.** (Sector Plan)

Key Principles: Provide information to the community about home improvements and energy efficiency. (Gov/JT)

**Goal 8:** **Increase opportunities for people to live in close proximity to daily needs such as shopping and transportation.** (Gov/JT)

Housing: Housing issues are number one in this Sector, especially the need for affordable infill housing and for multi-family housing units. The existence of an affordable and stable housing stock; provision of a diverse range of housing types in order to achieve home ownership; adoption of strict housing/building code enforcement, and development of programs in rehabilitation; and the preservation of existing neighborhoods are all priority issues here. (Sector Plan 8, p. 26)

## **Housing Actions**

- 2.1 Conduct a first-time homebuyer workshop in the neighborhood.
- 2.2 Develop and promote a housing rehab guide with information on City, County, State and Non-Profit resources.
- 2.3 Promote Govalle/Johnston Terrace as a target neighborhood for the organization Hands-on Housing and for the City's "Raise the Roof" program.
- 2.4 Promote public programs available for home improvements and encourage the neighborhood to identify homes in need.
- 2.5 Provide information to the community of low Interest Loans for home repair.

The Plan allows consideration of rezoning of any undeveloped land within or adjacent to the neighborhood for residential uses (SF or MF).

## Transportation

**Goal 9:**                    **The transportation network should be safe, accessible and attractive to pedestrians, bicycles, and vehicles.** (Gov/JT)

Key Principles:            Improve the pedestrian and bicycle infrastructure in the neighborhood. (Gov/JT)

Traffic control measures should be implemented to minimize traffic impact on neighborhoods; on neighborhood commercial corridors; and to maintain a safe pedestrian environment. (Sector Plan)

Protect residential areas from impacts of through traffic and large trucks. (Gov/JT)

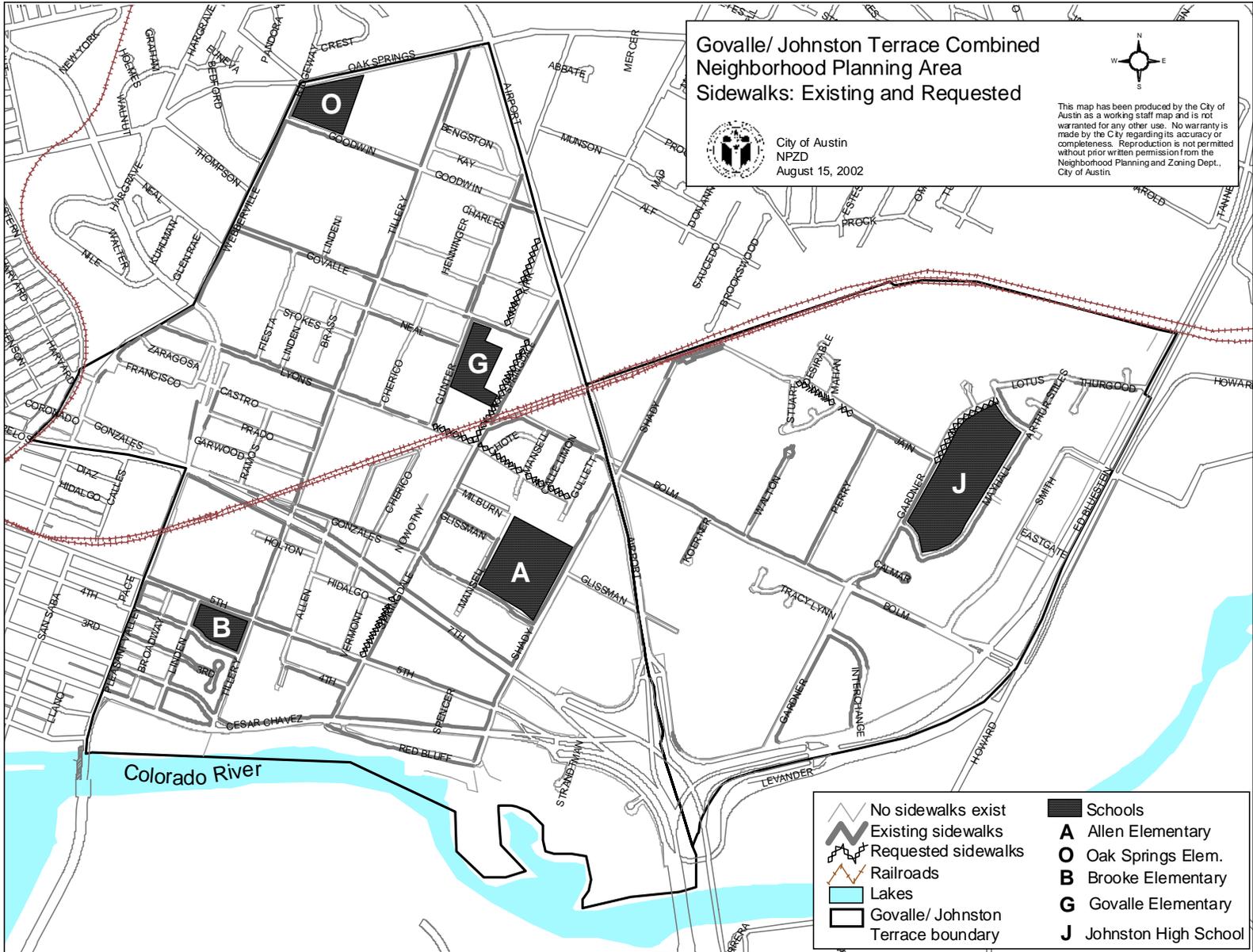
**Goal 10:**                    **Provide access to, from and through the neighborhood by providing a neighborhood-friendly system of transportation.** (Gov/JT)

Key Principles:            Enhance the pedestrian and bicycle network in the neighborhood and ensure linkages to the broader network of pedestrian and bicycle pathways. (Gov/JT)

Improve the safety, comfort and efficiency of mass transit in the area. (Gov/JT)

Transit corridors should be easily accessed by planning area residents, and accessible to planning area employment centers. (Sector Plan)

Proposed transit corridors should be complementary to the form, function, and character of the planning area. (Gov/JT)



Connectivity is an issue within the area. The planning area is dissected by the railroad and by the channelized Boggy Creek. Major roadways such as Airport Boulevard and 7<sup>th</sup> Street also bisect the planning area. The roadway system is anchored by US 183, Airport Boulevard, East 7<sup>th</sup> Street, and César Chávez.

Pedestrian and bicycle pathways like this bridge over Boggy Creek near Allan Elementary School help to improve the connectivity of the neighborhood



Due to the planning area's central location, its positioning between downtown and the airport, its connection with crossings over the Colorado River, and the presence of major roadways such as Airport Boulevard, US 183 and East 7<sup>th</sup> St, the Govalle/Johnston Terrace area is a through route for traffic generated outside the area.

The East 7<sup>th</sup> Street Corridor Planning Project has been taking place concurrently with the Govalle/Johnston Terrace Combined Neighborhood Planning process. Although the 7<sup>th</sup> St project covers the whole of East 7<sup>th</sup> Street from Airport to I-35 it does make recommendations on the stretch of East 7<sup>th</sup> that is in the Govalle area. The following images show suggestions for streetscape improvements for that portion of the roadway in the Govalle planning area.

East 7<sup>th</sup> near Springdale (looking east) - Before



After



**7<sup>th</sup> Street Bridge – Before**



**After**



# City of Austin 2025 Austin Metropolitan Area Transportation Plan

## US HWY 183/Ed Bluestein

- Includes US HWY 183/Ed Bluestein from East 7<sup>th</sup> Street to the Colorado River
- Existing 1997: MAD 6
- AMATP 2025 Planned: FWY 8
- Sufficient ROW exists
- Low environmental sensitivity area
- Segment is part of Austin Bicycle Plan (wide curb accommodations)

## Airport Blvd./State Highway 111

- Includes Airport Blvd./SH 111 from Oak Springs to US HWY 183
- Existing 1997: MAD 4
- AMATP 2025 Planned: MAD 6
- Sufficient ROW exists
- Low environmental sensitivity area
- Segment is part of Austin Bicycle Plan (bike lanes) and part of the CAMPO Bicycle Route System

## East Cesar Chavez/East 1<sup>st</sup> Street

- Includes East Cesar Chavez/East 1<sup>st</sup> Street from Pleasant Valley Road to East 7<sup>th</sup> Street
- Existing 1997: MNR 2/4
- AMATP 2025 Planned: MNR 4
- Sufficient ROW exists
- Low environmental sensitivity area
- Segment is part of Austin Bicycle Plan (wide curb accommodations)

## Pleasant Valley Road

- Includes Pleasant Valley Road from East 7<sup>th</sup> Street to East Cesar Chavez
- Existing 1997: MAU 4
- AMATP 2025 Planned: MAU 4
- Low environmental sensitivity area
- Segment is part of Austin Bicycle Plan (shoulder accommodations) and part of the CAMPO Bicycle Route System

## Springdale Road

- Includes Springdale Road from Airport Blvd. to East Cesar Chavez
- Existing 1997: MAU 4
- AMATP 2025 Planned: MAU 4
- Low environmental sensitivity area
- Segment is part of Austin Bicycle Plan (bike lanes) and part of the CAMPO Bicycle Route System

## **East 7<sup>th</sup> Street**

- Includes East 7<sup>th</sup> Street from Northwestern Street to Airport Blvd.
- Existing 1997: MAD/MAU 4
- AMATP 2025 Planned: MAD 4
- Sufficient ROW exists
- Low environmental sensitivity area
- Segment is part of Austin Bicycle Plan (bike lanes) and part of the CAMPO Bicycle Route System

### **Key to Roadway Classifications:**

ROW= Right of way

FWY = Freeway

MAD= Major Arterial Divided

MAU= Major Arterial Undivided

MNR= Minor Arterial

- The number after the roadway classification indicates the number of lanes. A "MAD" designates a roadway divided either by a raised median, flush center left turn lane, or a central drainage ditch. The choice of one or the other is to be made in the roadway design and construction process.

## **Transportation Actions**

### **Sidewalks**

- 3.1 Construct the following priority residential sidewalks in the Govalle Neighborhood:
  - Lyons - Gunter to Gullet
  - Kirk (West Side) - Airport to Govalle Elementary
- 3.2 Construct the following priority residential sidewalks in the Johnston Terrace Neighborhood
  - Gardner – Jain Lane to Lotus (possible school safety funding)
  - Jain Lane – Stuart to Perry Road (possible school safety funding)
- 3.3 Construct the following arterial sidewalks in the planning area, and explore the possibility of including these streets in a safe route to school proposal:
  - Springdale Road
  - West Side, Govalle to Lyons
  - West Side, 7<sup>th</sup> Street to Cesar Chavez
- 3.4 Construct a sidewalk on the northern side of Cesar Chavez from Pleasant Valley to Tillery.
- 3.5 Request that TxDot install sidewalks on Airport Blvd. before and after the bridge, and plant street trees on the west side of Airport Blvd.
- 3.6 Create safe routes to school especially for the kids from Johnston Terrace that walk to Allan Elementary.
- 3.7 Ensure that all sidewalks comply with ADA, and that all necessary ramps are installed.

### **Bike Lanes**

- 3.8 Keep “no parking” on both sides of Springdale adjacent to the bike lanes between 7<sup>th</sup> Street and Airport Blvd. And where parking is already prohibited adjacent to bike lanes add additional “no parking” signs.
- 3.9 Re-Stripe Tillery for bike lanes where the lines have faded and prohibit parking adjacent to the bike lanes. Also, if possible include Tillery as a route in the Bike Plan.
- 3.10 Use the Boggy Creek trail through Govalle Park as a bike route to Johnston High School.

- 3.11 Improve the safety and accessibility of the Bike Route on Pleasant Valley between Cesar Chavez and 7<sup>th</sup> Street.
- 3.12 Improve access for cyclists (and pedestrians) between the proposed Lance Armstrong Cross Town Bikeway and the Town Lake Hike/Bike Trail.
- 3.13 Support the construction of a bike path along Boggy Creek that would also provide links to the Cross Town Bikeway.



Sections of the right of way along Boggy Creek could be used for an bike path. This section is near Allan Elementary School.

- 3.14 As part of the above recommendation, or separately, investigate ways to improve bicycle and pedestrian crossing of César Chávez and Pleasant Valley Road.

### **Other Transportation Issues**

- 3.15 Prohibit Trucks on Bolm Road between Airport and Gardner
- 3.16 Improve the Cesar Chavez/Pleasant Valley intersection by studying the intersection and recommending and implementing any necessary improvements. During the study determine if adding a left turn lane on Pleasant Valley is warranted<sup>1</sup>.
- 3.17 When the former Tank Farm site gets redeveloped, consider extending Jain Lane through the site to improve connectivity for the Johnston Terrace neighborhood.

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<sup>1</sup> Under existing conditions preliminary studies have shown that major improvements to this intersection are not currently warranted. Right of way limitations and the need to encroach on private property make substantial improvements to this intersection prohibitive at this time. However, this intersection will be continued to be monitored and this action item remains in the plan as an indication of the plan's long term intent for this intersection.

- 3.18 Conduct a traffic calming study for the Govalle/Johnston Terrace Combined Neighborhood Planning Area.

### **Public Transit**

- 3.19 Clean up the bus stop at the intersection of Springdale and Airport.
- 3.20 Re-instate service on Cesar Chavez between Pleasant Valley and Airport, and continuing up Shady Lane.<sup>2</sup>
- 3.21 Increase the frequency of bus service in the area.
- 3.22 Install storage bins on buses for strollers etc. as per the PODER Transportation report.<sup>3</sup>
- 3.23 Install a bus shelter at the Airport/Bolm bus stop.<sup>4</sup>
- 3.24 Develop a Park and Ride transfer station south of the River off Hwy 71 to give drivers the opportunity to get out of their cars before they enter the central city. This could help reduce traffic congestion.<sup>5</sup>
- 3.25 Inform residents of the van pool program, and other Capital Metro programs by distributing information and handouts to the neighborhood planning contact list.

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<sup>2</sup> Capital Metro would not look to extend service to this area. Areas east of Pleasant Valley Rd. along E. 1st and Shady Lane, as requested, show very sparse densities. A realignment of this route could displace approximately 1000 current daily passengers of service on Route 17.

<sup>3</sup> Capital Metro have not studied the possibility fully of having storage facilities in a bus. When we have briefly reviewed the matter, we find that we may have to remove seating to accommodate storage facilities. We find that the amount of times a bus may utilize storage bins will be less than the need to remove seats.

<sup>4</sup> Capital Metro have considered improving the northbound, southeast corner bus stop; however, this is within Tx DOT right of way, which would require prior authorization. Also, there are open driveways to local businesses that have to be closed. In addition, there are drainage issues that would require extensive engineering to resolve. Based on our data and standards, this area does not warrant any more than benches at this time.

<sup>5</sup> Under the 5 Year Service Plan, Capital Metro is planning the development of several Park and Rides. These will be concentrated along IH 35, MoPac And US 183. Hwy 71 may be considered in the future development should Residential development increase to the same level around IH 35, MoPac And US 183. Future population density is not predicted along the Hwy 71 corridor.

## Services and Infrastructure Goals

**Goal 22:** **Foster a genuine community of neighbors of every age and background.** (Gov/JT)

Key Principles: Increase awareness of the neighborhood's resources. (Gov/JT)

Educate neighbors about how to interact with the city. (Gov/JT)

Develop expand and promote youth and senior services and activities. (Gov/JT)

Develop a stronger health network for residents in the planning area and promote existing programs. (Gov/JT)

**Goal 23:** **Improve public safety.** (Gov/JT)

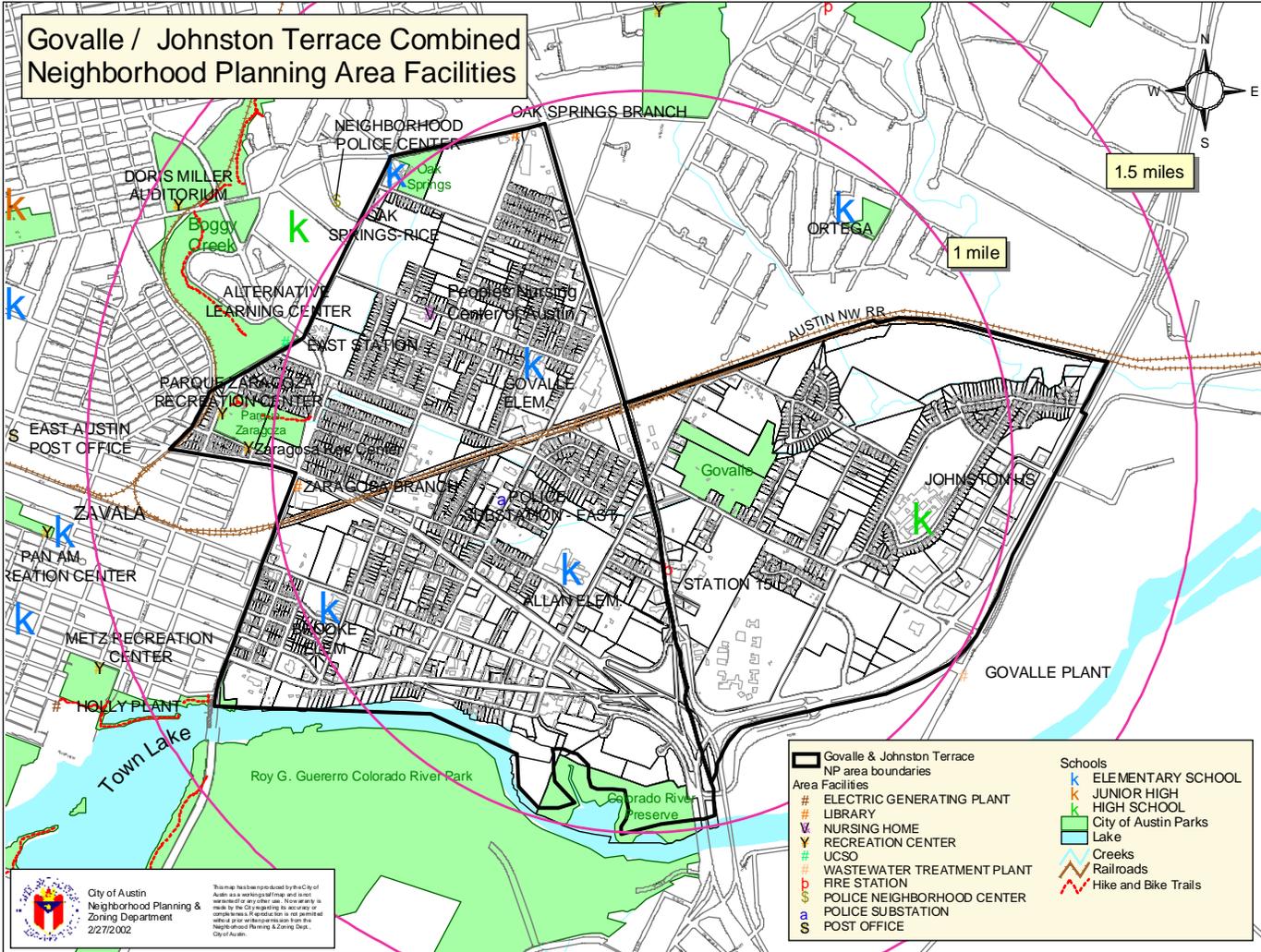
Key Principles: Address criminal activity in the neighborhood and promote public safety. (Gov/JT)

Improve public safety by ensuring that the neighborhood has adequate lighting. (Gov/JT)

**Goal 24:** **Improve private and public property in the neighborhood.** (Gov/JT)

Key Principles: Protect and enhance the neighborhood through code enforcement and property maintenance. (Gov/JT)

Improve the response to code violation reports. (Gov/JT)



## Services and Infrastructure Actions

- 4.1: Inform residents of services through a Health and Human Services campaign that includes publishing a bilingual directory of existing services in the neighborhood.
- 4.2 Promote the programs and services at the Rosewood-Zaragosa Community Center.
- 4.3 Provide senior (and possibly youth) health services at a location East of Airport Blvd. This could be accomplished either by building a new facility or using an existing or planned facility such as, Johnston High School (after hours and on weekends), the Redeveloped Tank Farm Site, and the Southwest Key Development.
- 4.4 APD should designate one of their Commander's Forum meetings to issues related to the Govalle/Johnston Terrace Planning Area within the next 12 months
- 4.5 Work with APD's Office of Community Liaison to educate the immigrant community on crime prevention
- 4.6 Create and promote crime prevention and personal safety programs targeted specifically for seniors
- 4.7 Organize a community safety forum in the neighborhood
- 4.8 Implement a walking beat in the neighborhood, or if that is not possible implement a bicycle patrol.
- 4.9 Add lighting on Tillery under the 7th Street Bridge
- 4.10 NPZD's Code Enforcement Division should do a one-day sweep of the planning area to identify vacant sub-standard buildings
- 4.11 Utilize APD's volunteer tagging program to recruit and train a pool of volunteers to identify abandoned vehicles in the neighborhood.
- 4.12 Conduct regular Neighborhood Clean Ups with Keep Austin Beautiful
- 4.13 Start and maintain an Adopt-A-Street program in the neighborhood
- 4.14 Create a way of recognizing neighbors who are doing a good job of making their yard beautiful
- 4.15 Expand the open container ban to extend over the whole of the Govalle/Johnston Terrace Combined Neighborhood Planning Area.

## Parks and Recreation Action Items

**Goal 15:**            **Protect and enhance existing parks, recreational facilities, and open spaces.** (Sector Plan)

Key Principles:        Achieve and maintain a healthy, sustainable, robust, functional, and aesthetically beautiful parks and green space system within the planning area. (Gov/JT)

Create and invest in more public open space, including parks (including pocket parks) and other forms of green space. (Gov/JT)

Establish and maintain equity in the distribution of funds for parks and public facilities. (Sector Plan)

Preserve and enhance existing parks and recreational facilities. (Sector Plan)

**Goal 16:**            **Ensure that parks are safe places that are welcoming to families.** (Gov/JT)

**Goal 17:**            **Provide opportunities for cultural arts, recreation and leisure activities/services for all ages.** (Gov/JT)

**Goals 18:**           **Design public facilities and open spaces that serve as community gathering places.** (Gov/JT)

Parks and Recreation/Public Facilities: The issues of concern here are acquisition of new parkland and designation of greenbelts; maintenance and upgrading of existing parks; equity in the distribution of funds for public facilities for all the areas of the city; and adopting standards for the allocation and distribution of public facilities within the city. (Sector Plan 8, p. 27)

Govalle Park is a well-used park by neighborhood residents. This plan encourages measures to ensure that this park continues to be a popular and safe place for local families. During popular times the facilities at this park (tables, grills etc.) are difficult to access.



### **Park Actions**

- 5.1 Build a hike and bike trail connecting Walnut Creek to Govalle Park
- 5.2 Utilize the City-owned land between the railroad tracks and Boggy Creek as parkland and open space, and work with the community to create a plan for the site.
- 5.3 Install additional picnic tables and grills in Govalle Park
- 5.4 Increase park police patrols
- 5.5 Provide senior and youth recreational activities at a location East of Airport Blvd. This could be accomplished either by building a new facility or using an existing or planned facility such as, Johnston High School (after hours and on weekends), the redeveloped Tank Farm Site, and the Southwest Key Development.

# Environment<sup>1</sup>

The environmental characteristics of the Govalle/Johnston Terrace area have been formed by a combination of past geological events, existing biological resources, and the effects of urbanization on these existing features. Early agricultural activities and urban development have altered many of the natural characteristics of the area. However, some remnants of natural habitats and environmental features worthy of preservation still exist. The most notable of these are the Colorado River and the associated floodplain and habitat areas, and priority woodland west of 183 and south of the railroad. The map on page 77 shows the Critical Environmental Features of the area.

Environmental concerns and constraints to development in the area include the decreasing presence of remnant natural features, increased run off due to urban development, and the 100 year floodplain of the Colorado River and the non-channelized segments of Boggy Creek.

Govalle/Johnston Terrace is located in the Colorado River Terraces, which is one of four subdivisions in the Austin area. The physical geography of the area is characterized by the floodplains of the Colorado River and lower Boggy Creek. The area contains important water resources including the Colorado River, Boggy Creek, and the alluvial and terrace aquifer.

The plains surrounding the Colorado River have rich deep soils. The broad floodplain of the Colorado River (no longer part of the active floodplain) encompassed an area south of a terrace line that is bounded approximately by East 7<sup>th</sup> Street, Webberville Road, and Oak Springs Drive. This original floodplain probably supported a rich and diverse woodland of pecan, elm, ash and other large trees with an understory of vines and shrubs, interspersed with open grassy areas.

Primarily considered as a water and recreation resource, the Colorado River also provides habitat for aquatic life, native wildlife species, and many types of waterfowl.

Boggy Creek flows east across the area until entering the river, east of US183. The creek primarily carries surface run-off, although some spring flow can occur along certain stretches. The Boggy Creek Channelization Project was commenced during the 1980s and was completed in 1992. Flooding problems throughout the 1960s and 1970s was the impetus for this project. Elected representatives, responding to concerns raised about the flooding problems, obtained



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<sup>1</sup> Much of this introductory environmental information is from the Sector 8 Plan.

funding during the 1980s for the channelization project to be completed by the Army Corps of Engineers.

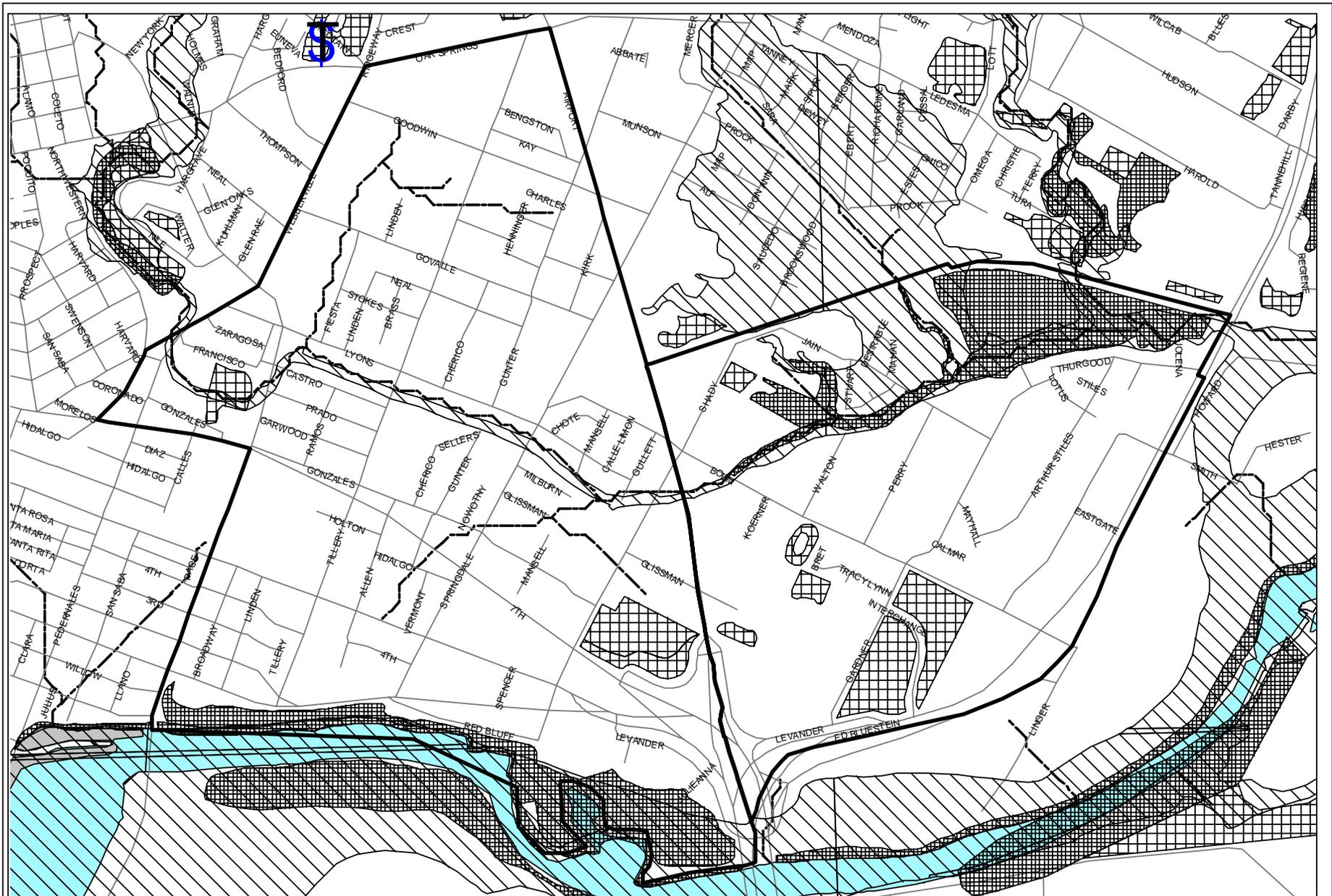
The "Oak Springs Marsh" (immediately east of Oak Springs Elementary School) was once the single most important wildlife area in East Austin. This marsh was eliminated by channelization.

Groundwater is found in the alluvium and terrace deposits (primarily unconsolidated sand, gravel, and silt) in the floodplain areas along lower portions of the creeks, as well as along the terrace deposits of the Colorado River. The Govalle/Johnston Terrace area is within the recharge area for the groundwater body known as the alluvial and terrace aquifer.

Although undisturbed mature forests are rare in the developed areas of East Austin, there are areas in the natural floodplain of the river and the creeks in the area that are considered "priority woodlands". "Priority woodlands" are the oldest and most mature woodlands which are least disturbed from their natural condition.

Section 25-2-671 of the City of Austin Land Development Code defines the parkland located between the Colorado River shoreline and the crest of the bluff north of the Colorado River, from Longhorn Dam to US 183 (Montopolis Bridge) as a Natural Area. A Natural Area "means that portion of Town Lake Park that is preserved as a natural environment with limited human activity".

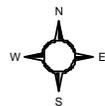
Since the Colorado River, Town Lake, Boggy Creek, and priority woodlands are a part of (the Sector) the plan should be sensitive to the natural environment and incorporate these natural resources into the urban fabric. Development should occur in location and at intensities that preserve and enhance the city's environmental, historic, and cultural resources. (Sector Plan 8, p. 23)



Govalle/ Johnston Terrace Combined Neighborhood Planning Area  
 Critical Environmental Features



City of Austin  
 NPZD  
 12/11/02



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- Planning area boundary
- 100 Year Flood Plain
- Spring
- Priority Woodlands
- Other Significant Woodlands
- Wetland
- Creeks

## Environmental Goals

**Goal 19:** **Improve the environmental quality of the neighborhood.**  
(Gov/JT)

Key Principles: Preserve, protect and enhance the natural environment (watershed systems, wetlands, natural springs, trees, green spaces, gardens, open spaces, and sensitive areas). (Gov/JT)

Educate all stakeholders (neighbors, businesses and City departments) about environmental issues. (Gov/JT)

Promote sound ecological practices. (Gov/JT)

Address the current environmental problems and ensure effective continued monitoring of the Tank Farm site. (Gov/JT)

### Action items

- 6.1 Conduct a creek improvement project to remove the houses from the floodplain in the lower part of the Tannehill Branch Creek
- 6.2 Conduct regular creek clean ups with Keep Austin Beautiful
- 6.3 Work with Watershed Protection to establish a program to monitor the creeks and assist with clean ups (eg. Creek Watch Groups)
- 6.4 Improve drainage near the intersection of 7<sup>th</sup> and Springdale (more details to come from Rudy Muniz)



Small tributary of Boggy Creek that runs behind Allan Elementary School

## Economic Development

**Goal 20:** **Improve the business climate in the neighborhood.**  
(Gov/JT)

Key Principles: Assist small and minority owned businesses ... (Gov/JT)

Work with local schools to ensure the continued provision of quality education and the improvement of employment skills for the neighborhood's youth. (Gov/JT)

**Goals 21:** **Protect and encourage development of a diversity of neighborhood-oriented businesses and employment.**  
(Sector Plan)

Key Principles: Find a balance between planning area resident's skills and job availability, also provide job training and employment outreach programs. (Sector Plan)

Develop diverse economic and employment opportunities. (Sector Plan)

Maintain social and economic diversity of residents. (Gov/JT)

### Economic Development Actions

7.1 Promote organizations and programs that provide loans to small local businesses including:

- Austin Community Development Corporation
- Accion Texas
- Business Investment Growth (BIG)

7.2 Promote organizations and programs that provide training to small local businesses including:

- ACC's Small Business Development Center
- Texas Center for Women's Business Enterprise

7.3 Promote the Minority or Women Owned Business Certification (M/WBE) through the City's Department of Small and Minority Owned Business Resources (DSMBR).

## **Implementation**

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

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

### **City Boards, Commissions and Staff**

The numerous boards and commissions of the City will look to the Govalle/Johnston Terrace Combined Neighborhood Plan when they need guidance about the neighborhood. The Parks and Recreation Board will have a guide available stating the neighborhood's priorities for parks and open space. The Planning Commission will already know if a proposed zoning change in Govalle/Johnston Terrace would be appropriate and supported by the residents and businesses of the neighborhood. Additionally, City staff will use the plan as a guidance document for review of projects and programs.

### **Department Budgets**

Each year every City department puts together a budget that states the department's priorities for the coming year. By bringing the strengths and desires of the neighborhood to the attention of City departments, the Govalle/Johnston Terrace Combined Neighborhood Plan will help them prioritize those projects that help safeguard the neighborhood's assets while addressing its needs.

### **Capital Improvement Projects**

There may be issues in the neighborhood that require a major capital expenditure. In these instances the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long-term interests of the neighborhood.

### **Other Agencies and Organizations**

Other agencies and organizations outside City government will play a key role in the implementation of the Govalle/Johnston Terrace Combined Neighborhood Plan. As these agencies look for public input, the Govalle/Johnston Terrace Combined Neighborhood Plan will be available as a clearly articulated vision of the direction the neighborhood desires to go.

## **Direct Neighborhood Action**

Some of the elements of the Govalle/Johnston Terrace Combined Neighborhood Plan will be implemented by direct neighborhood action, possibly with some City support. Tree plantings and creek clean-ups are a few examples of projects that might best be coordinated by the neighborhood.

## **Implementation Schedule and Tracking**

The implementation of the Govalle/Johnston Terrace Combined Neighborhood Plan will be monitored. Some items are expected to be completed quickly. For others, especially those items that need additional funding, it may be harder to schedule a firm completion date. Nevertheless, the status of every item proposed in the Govalle/Johnston Terrace Combined Neighborhood Plan, the status will be tracked. The Govalle/Johnston Terrace Combined Neighborhood Plan Implementation Tracking Chart provides an easy way to check the status of the implementation of the plan. For each action proposed in the plan, the chart lists the contact, the estimated cost, the current status and comments that include the next needed action. A check date, if not a completion date, will be set for each item. This tracking chart will be updated regularly as more information becomes available and as the status of projects change. The Tracking Chart will be available upon request from the City of Austin, Neighborhood Planning staff.

## **Updating the Govalle/Johnston Terrace Neighborhood Plan**

Neighborhoods are dynamic. To be effective, a neighborhood plan must be periodically updated to reflect changes in the neighborhood. The Govalle/Johnston Terrace Combined Neighborhood Plan will undergo regular review. The Neighborhood Planning Team will conduct this review, updating the status of the action items and considering additions or amendments. The Neighborhood Planning Team may also designate subcommittees to assist in this review however, just as the full Team represents the diverse interests of the neighborhood, the updating subcommittee should include representatives of homeowner, renters, businesses and non-resident property owners. Over time, a neighborhood plan may need more changes to stay current than would be appropriate for a small subcommittee to make. How often this will be necessary depends on how much the conditions have changed in the neighborhood. Overall, it seems that a neighborhood plan, with any needed changes, should be re-approved and re-adopted every 5-7 years.

# GOVALLE-JOHNSTON TERRACE NEIGHBORHOOD PLANNING AREAS

## Voluntary Design Guidelines for Residential Districts

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

- **Guideline 1.1:** Houses should be set back from the street a distance similar to the setback of most of the houses on the street, with native (xeriscaped) landscaping areas in front of the houses.
- **Guideline 1.2:** Existing trees in front yards and along the street should be preserved and protected and additional trees planted to create a continuous canopy of cooling shade over the street and sidewalks.
- **Guideline 1.3:** Friendly fences or hedges along the front property line, and the side yards in front of the house are low enough to see over the top (less than 4 feet) or made of a see-through material to avoid creating a walled-off appearance.



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



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



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

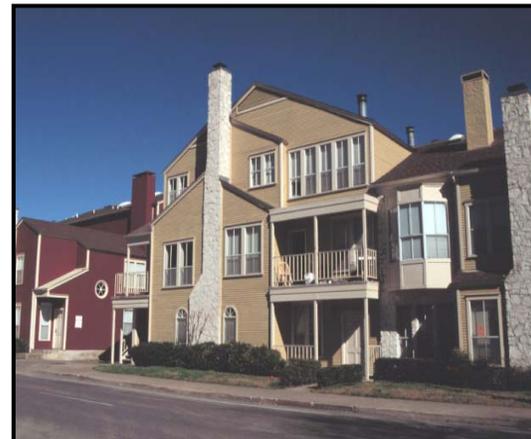
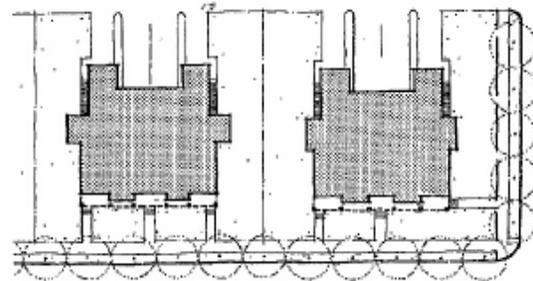


**OBJECTIVE 2:** Design multi-family residential projects to be compatible with adjacent single-family areas.

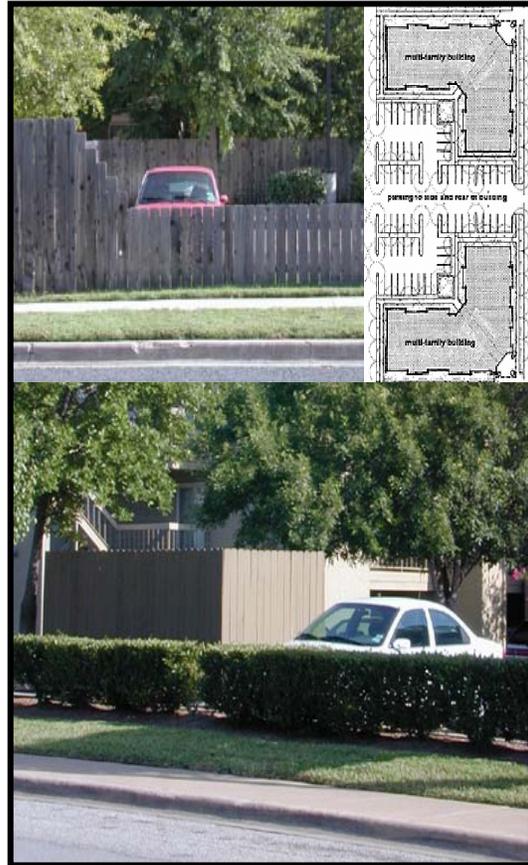
- **Guideline 2.1:** Multi-family buildings less than 100 feet in width on any street-facing side are more in keeping with the scale of the neighborhood. Building facades that express the interior organization of suites or structural bays relate better to the scale of single-family houses.



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



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



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



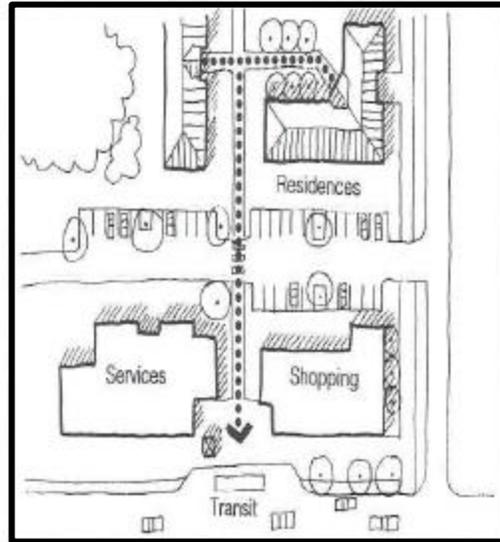
# GOVALLE-JOHNSTON TERRACE NEIGHBORHOOD PLANNING AREAS

## Voluntary Design Guidelines for Commercial Districts

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

**Guideline 1.1:** Commercial developments near residential districts are encouraged to provide direct pedestrian access to their properties. Vehicular access is discouraged to minimize cut through traffic on residential streets.

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



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

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



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



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



Photos of screened mechanical equipment courtesy of Carol Barrett

# GOVALLE-JOHNSTON TERRACE NEIGHBORHOOD PLANNING AREAS

## Voluntary Design Guidelines for Industrial Districts

**Industrial Districts have made up a significant portion of Govalle-Johnston Terrace. While they are a source of employment and economic development for the area, they have a significant impact on the visual character of the community.**

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

**Guideline 1.1:** Landscaped buffers should be used to screen unattractive activities from the street and adjacent non-industrial districts.

**Guideline 1.2:** Landscaped buffers along street frontages should include shaded sidewalks or trails.

**Guideline 1.3:** Where inhabited portions of buildings exist (such as office and lunch rooms) they are encouraged to face the street, and have windows and doors directly accessible to the street.

**Guideline 1.4:** Parking and shipping/receiving areas should be treated to the same standard as commercial districts.



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

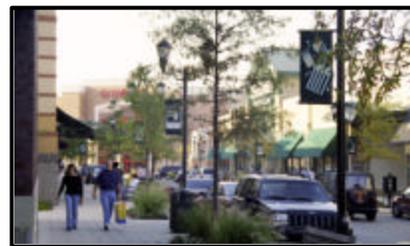


**Guideline 2.1:** The visual identity of neighborhood parks should be reinforced by distinctive tree plantings, defined entryways and signage.



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

**Guideline 3.1:** The intersections of Airport Blvd at Oak Springs, Springdale and 183 are important gateways into the neighborhood planning area. Attention is needed to create a special environment that sets a higher standard for the area. Other Gateways include Pleasant Valley at both Cesar Chavez and 7<sup>th</sup> Street.



**Guideline 3.2:** Provide pedestrian and bicycle access to and through these gateways where possible.



Possible Streetscape & Gateway improvements  
Airport Blvd. at Oak Springs