

WATERFRONT OVERLAY
TASK FORCE FINAL REPORT
APPENDICES
(18 DEC 2008)

Appendix A
List of Illustrations

All of these illustrations, some in a larger format, are available at

<http://www.ci.austin.tx.us/council/wotf.htm>

1. Key Map of the Overall District
2. Sub-district Maps
3. Diagram Code and Reorganized Code Comparison
4. Chart of Sub-district Issues Matrix
5. Snap Shots of a view from the 3D Modeling
6. Map of the parkland in the WO District
7. Zoning Map of land in the WO District
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10. Proposed Boardwalk Map
11. Brackenridge Tract Map and University owned land parcels
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All of these illustrations, some in a larger format, are available at

<http://www.ci.austin.tx.us/council/wotf.htm>

Illustration 1:
Key Map of the Overall District

Town Lake Waterfront Overlay

Legend

Setbacks

- Primary
- Secondary

Overlay Districts

- 1 Balcones Rock Cliff
- 2 Zilker Park
- 3 Butler Shores
- 4 Auditorium Shores
- 5 South Shore Central
- 6 Travis Heights
- 7 East Riverside
- 8 South Lakeshore
- 9 Montopolis River Terrace
- 10 Red Bluff
- 11 Festival Beach
- 12 Rainey Street
- 13 North Shore Central
- 14 City Hall
- 15 Lamar
- 16 University/Deep Eddy

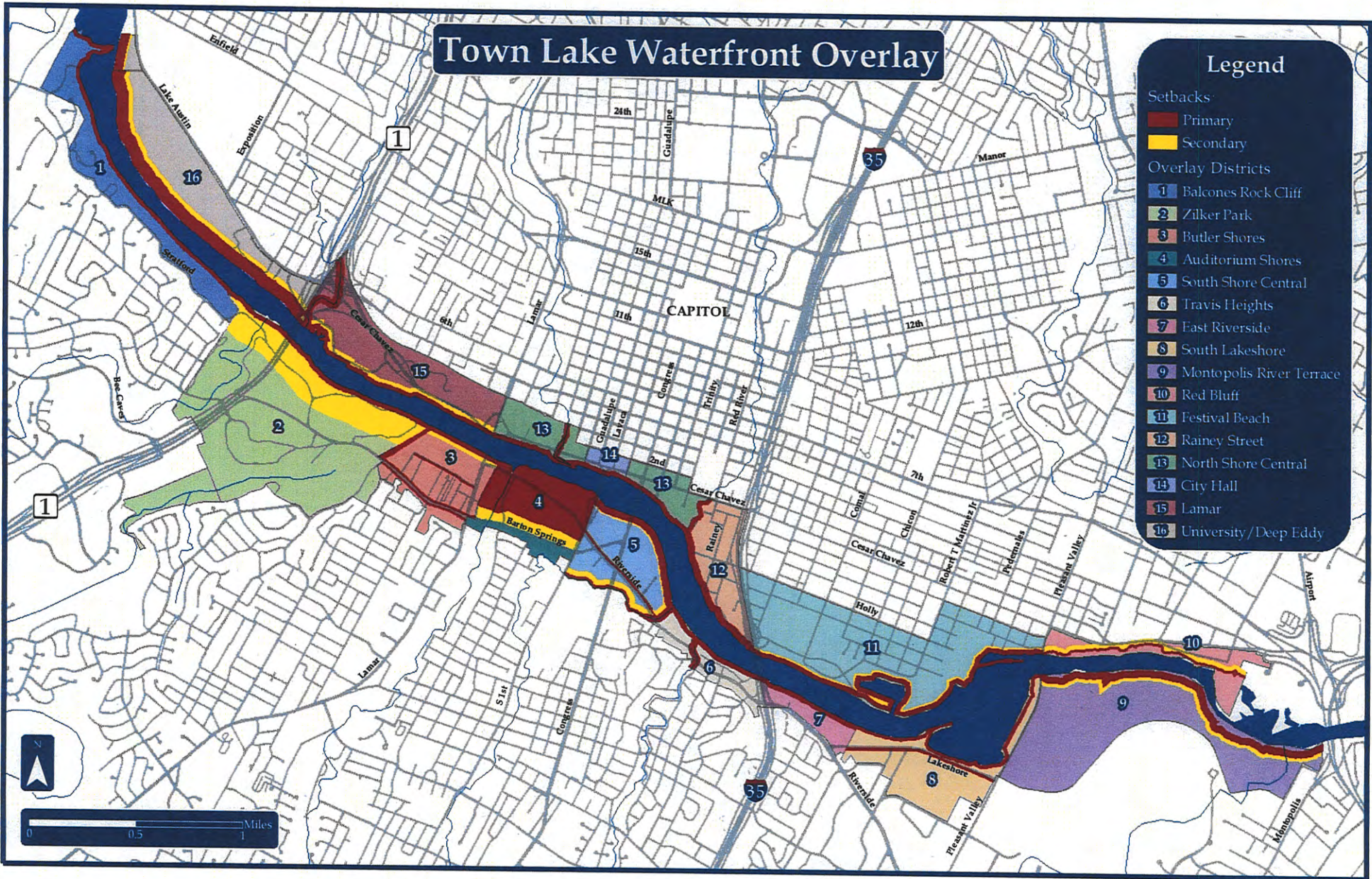
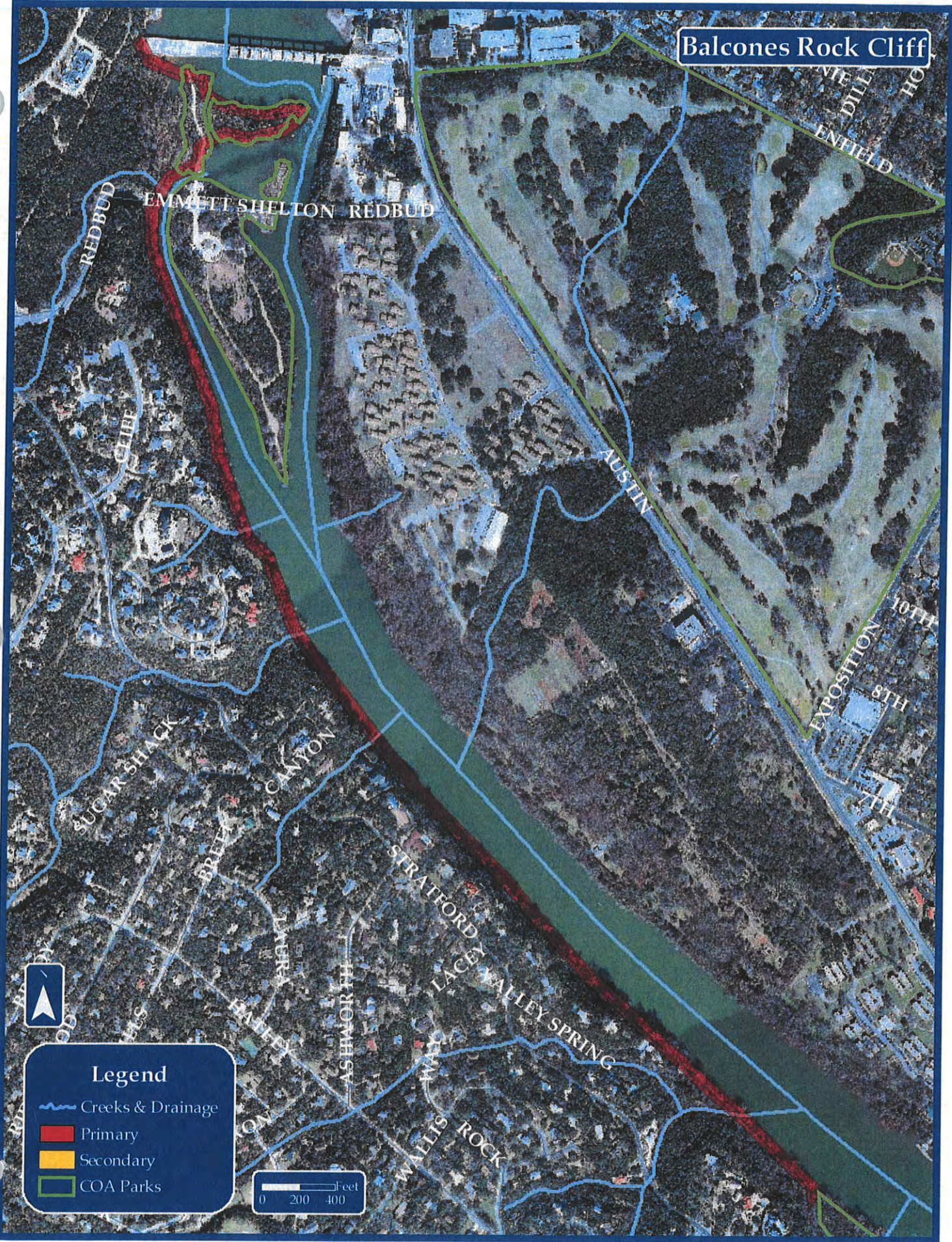
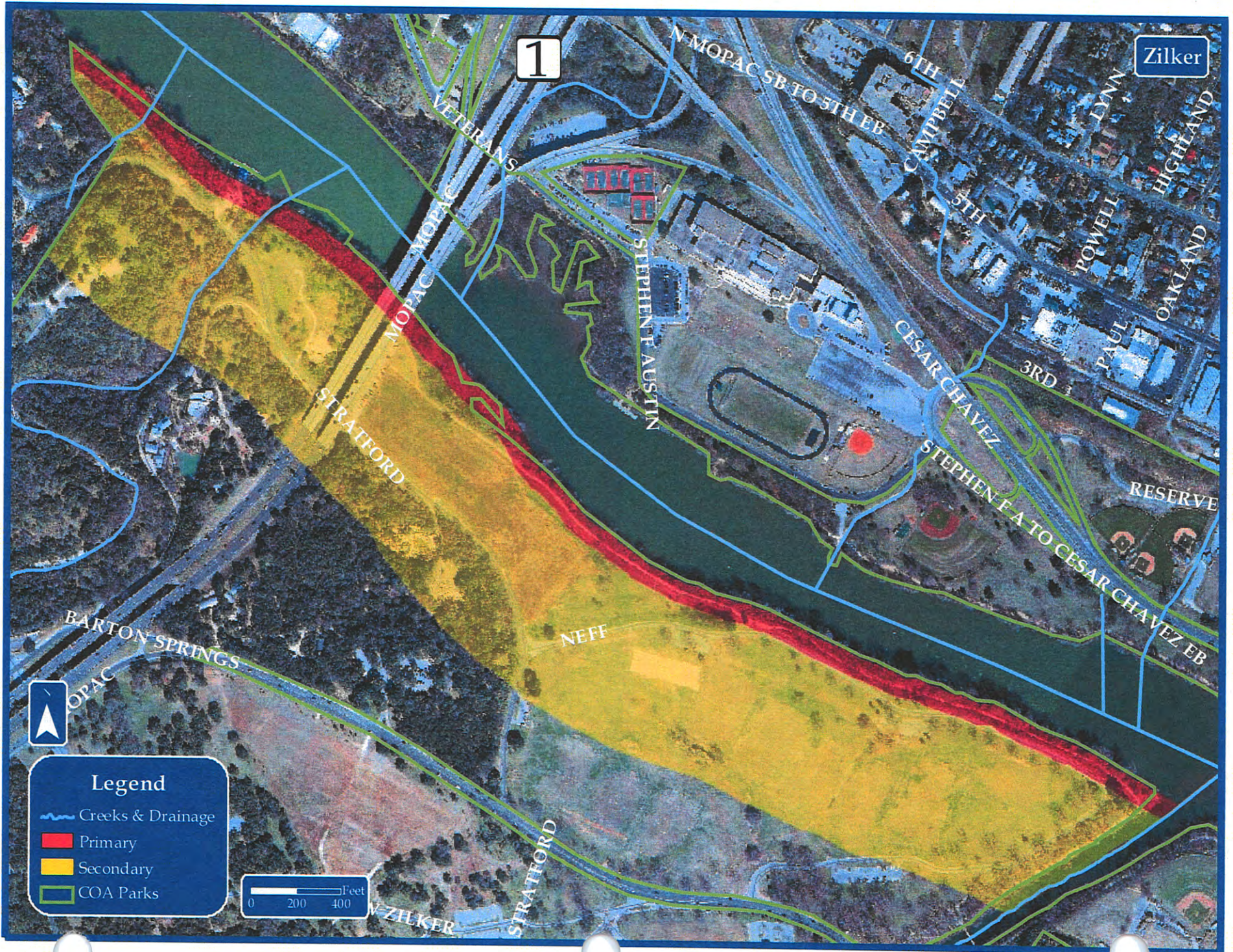


Illustration 2
Sub-district Maps

Balcones Rock Cliff





1

Zilker

Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks



MOPAC
BARTON SPRINGS

VETERANS
MOPAC
MOPAC

STRATFORD

NEFF

STEPHEN F. AUSTIN

N MOPAC SB TO 5TH EB

6TH
CAMPBELL

5TH

CESAR CHAVEZ

3RD

STEPHEN F. A TO CESAR CHAVEZ EB

RESERVE

POWELL

PAUL

LYNN

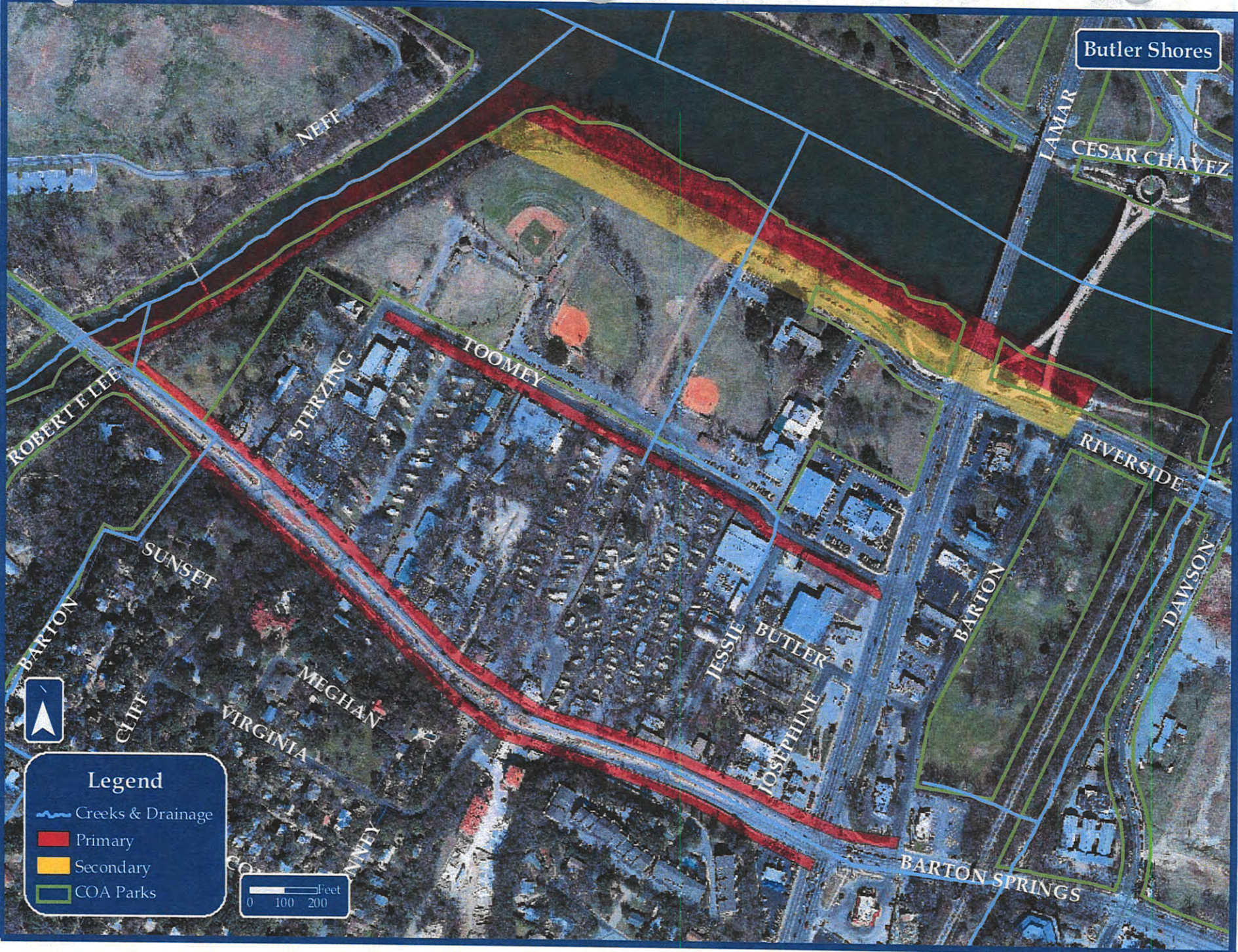
HIGHLAND

OAKLAND

ZILKER

STRATFORD

Butler Shores

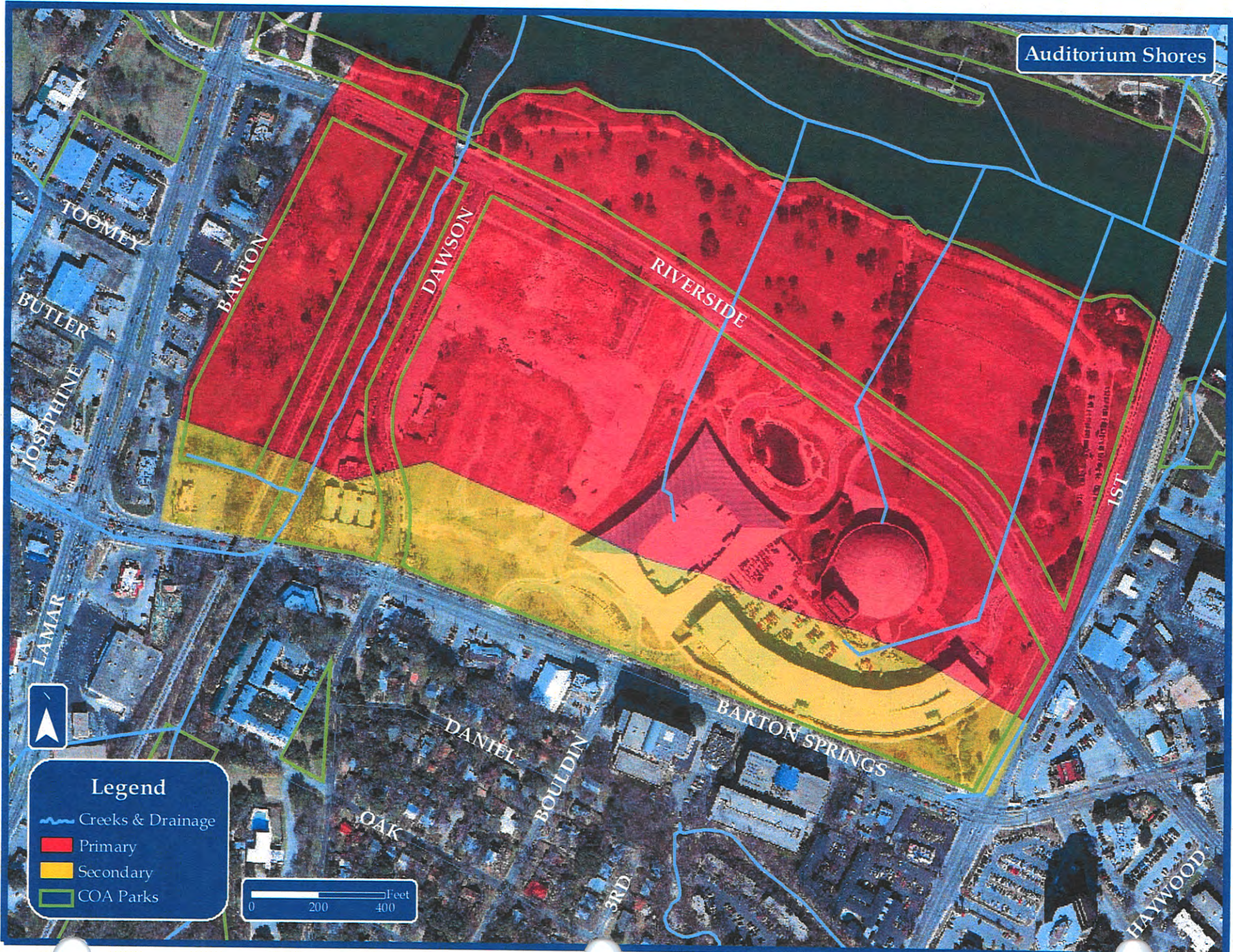


Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks



Auditorium Shores

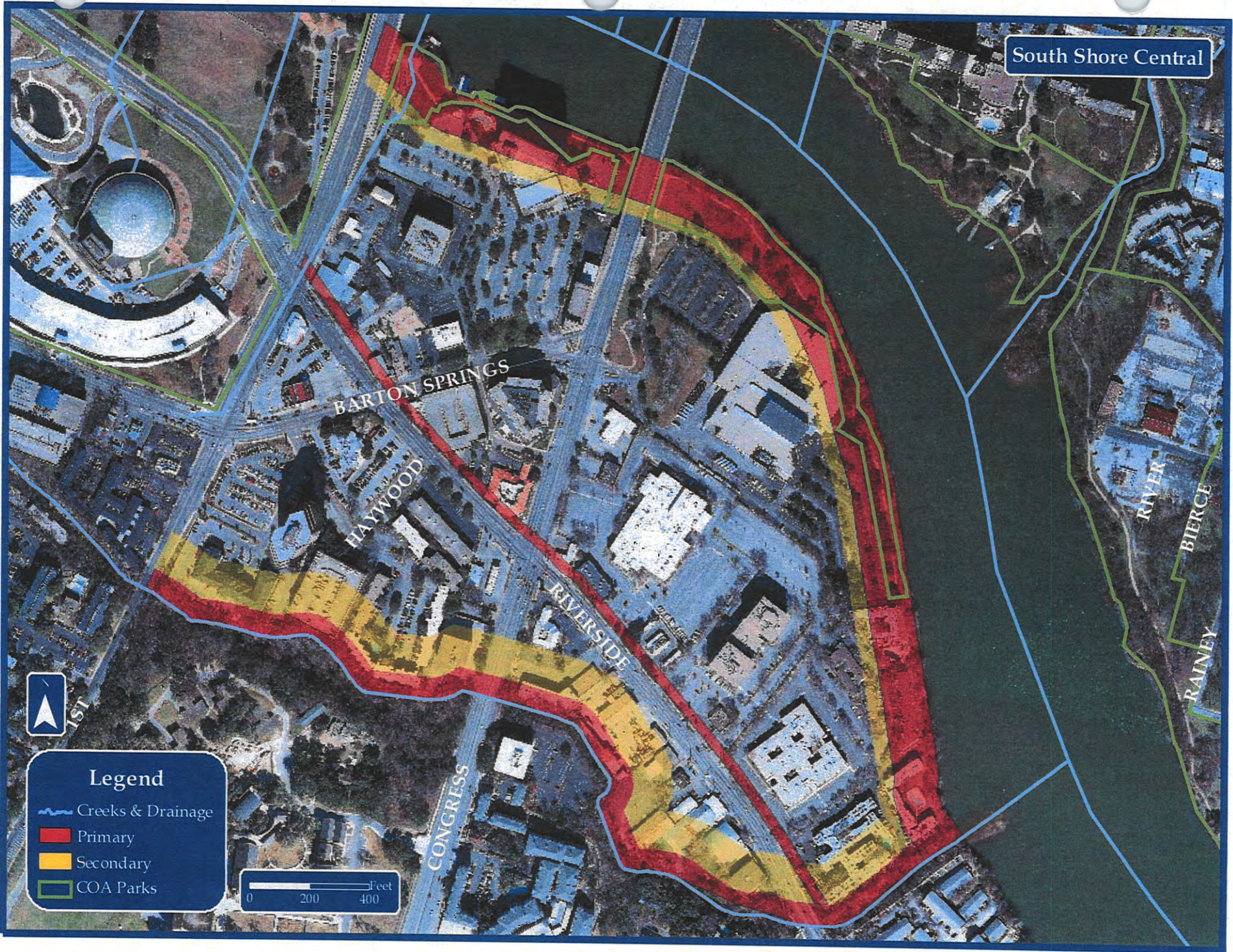


Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks



South Shore Central



Legend

-  Creeks & Drainage
-  Primary
-  Secondary
-  COA Parks



Travis Heights



Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks



East Riverside



S IH 35 NB TO FLORES

35

35

35

NVA

S

CHICO

HERNANDEZ SR

EDGECLIFF

RIVERSIDE

MANLOVE

INGLEWOOD

SUMMIT EAST RIVERSIDE



Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks





Red Bluff



Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks



Montopolis/River Terrace



Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks





Festival Beach

35

35

35

35



Legend

- Creeks & Drainage
- Primary
- Secondary
- COA Parks



TAYLOR

NAVASOTA

LAMBIE

WALLER

HOLLY

CHALMERS

WILLOW

CHICON

CESAR CHAVEZ

2ND

CORTA

3RD

SABA

ANTHONY

ROBERT T MARTINEZ JR

MILDRED

CLARA

JULIUS PEDERNALES

LLANO

COMAL

HASKELL

LYNN

GARDEN

EAST HERNANDEZ SR

SALINA

RIVERVIEW

BERGMAN

MANLOVE

AMIT

RIVERSIDE

LAKESHORE

ARENA

CREEK

TINNIN FORD

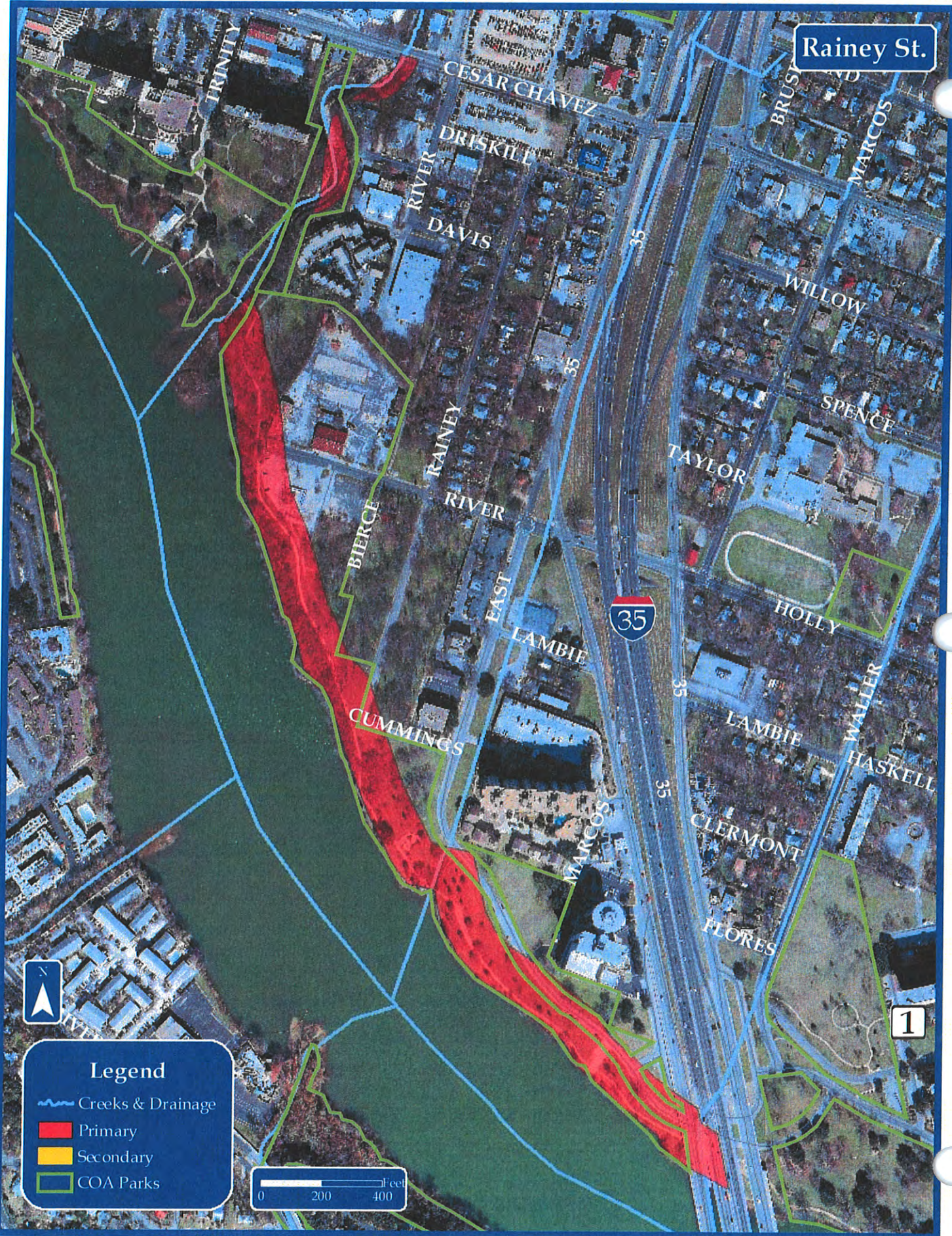
PLEASANT VALLEY

LUPINE

VALE

PER

Rainey St.



Legend

-  Creeks & Drainage
-  Primary
-  Secondary
-  COA Parks



1

North Shore Central



Legend

-  Creeks & Drainage
-  Primary
-  Secondary
-  COA Parks



City Hall

ANTONIO

CESAR CHAVEZ

GUADALUPE





LAVACA

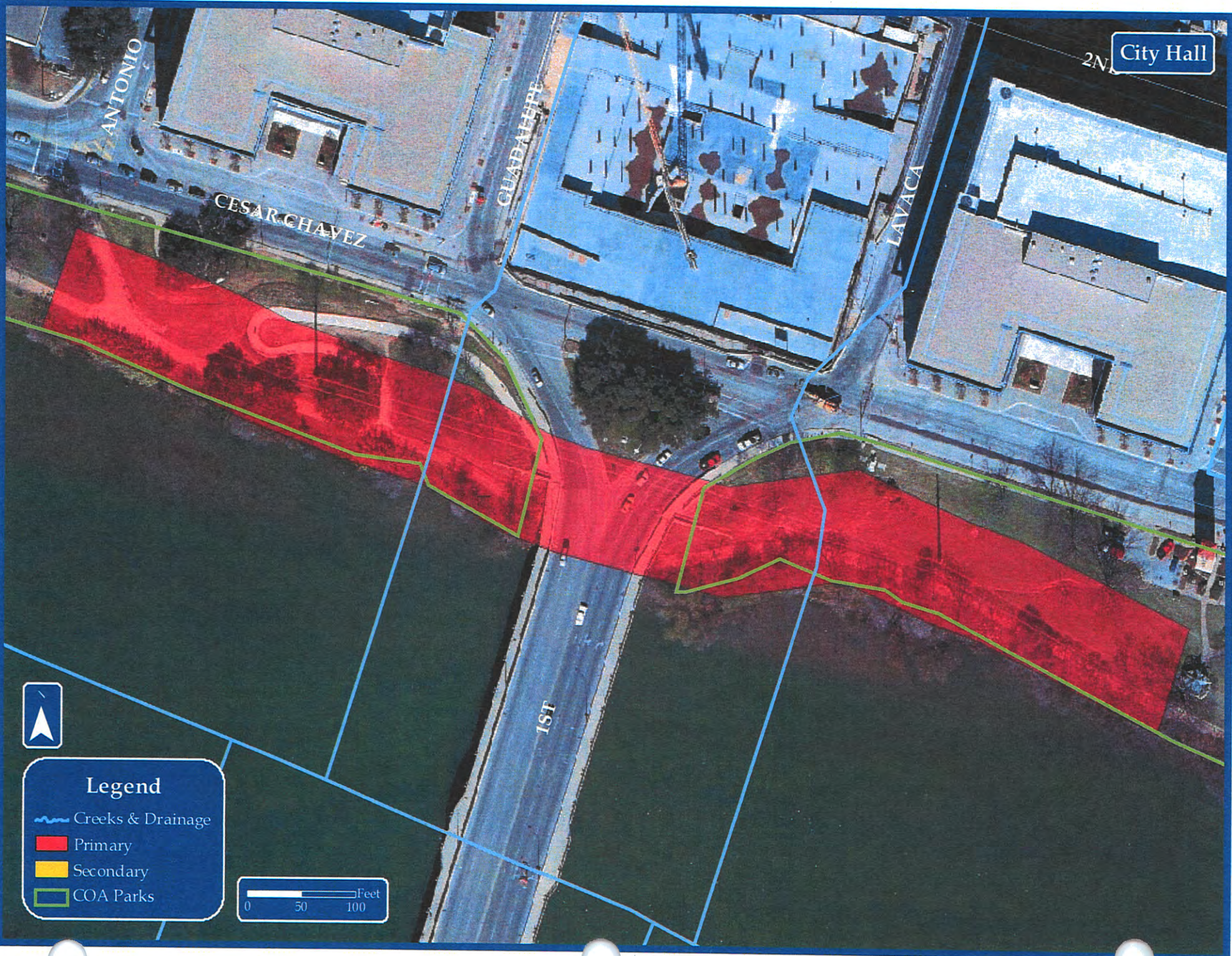
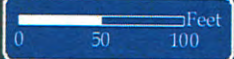
2N

1ST



Legend

-  Creeks & Drainage
-  Primary
-  Secondary
-  COA Parks



Lamar Beach



Legend

-  Creeks & Drainage
-  Primary
-  Secondary
-  COA Parks



University/Deep Eddy



Legend

-  Creeks & Drainage
-  Primary
-  Secondary
-  COA Parks



1

Illustration 3
Diagram Code and Reorganized Code Comparison

1986 Waterfront Overlay Combining District

Current Code based on 1999 Re-write

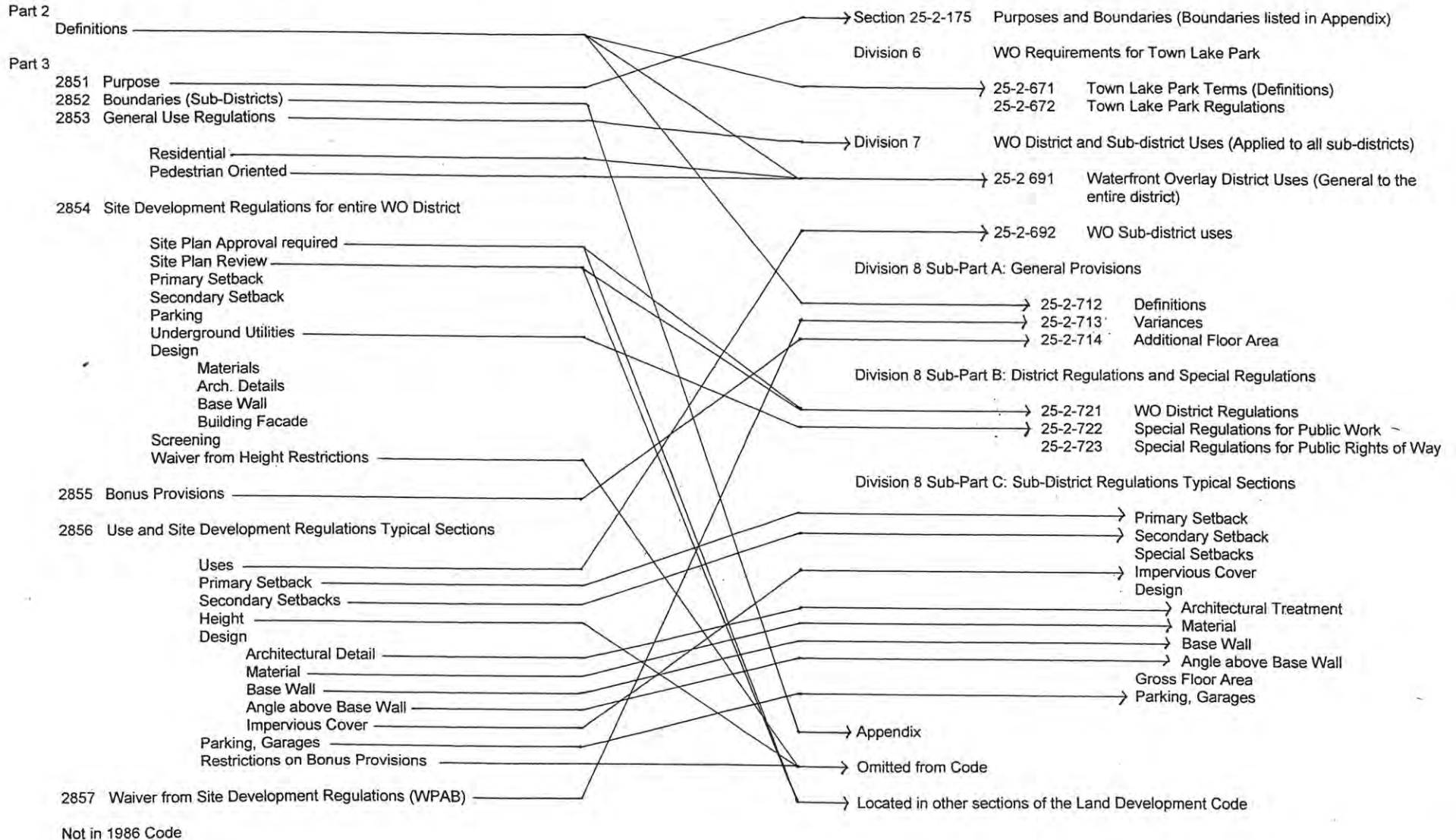


Illustration 4:
Chart of Sub-district Issues Matrix

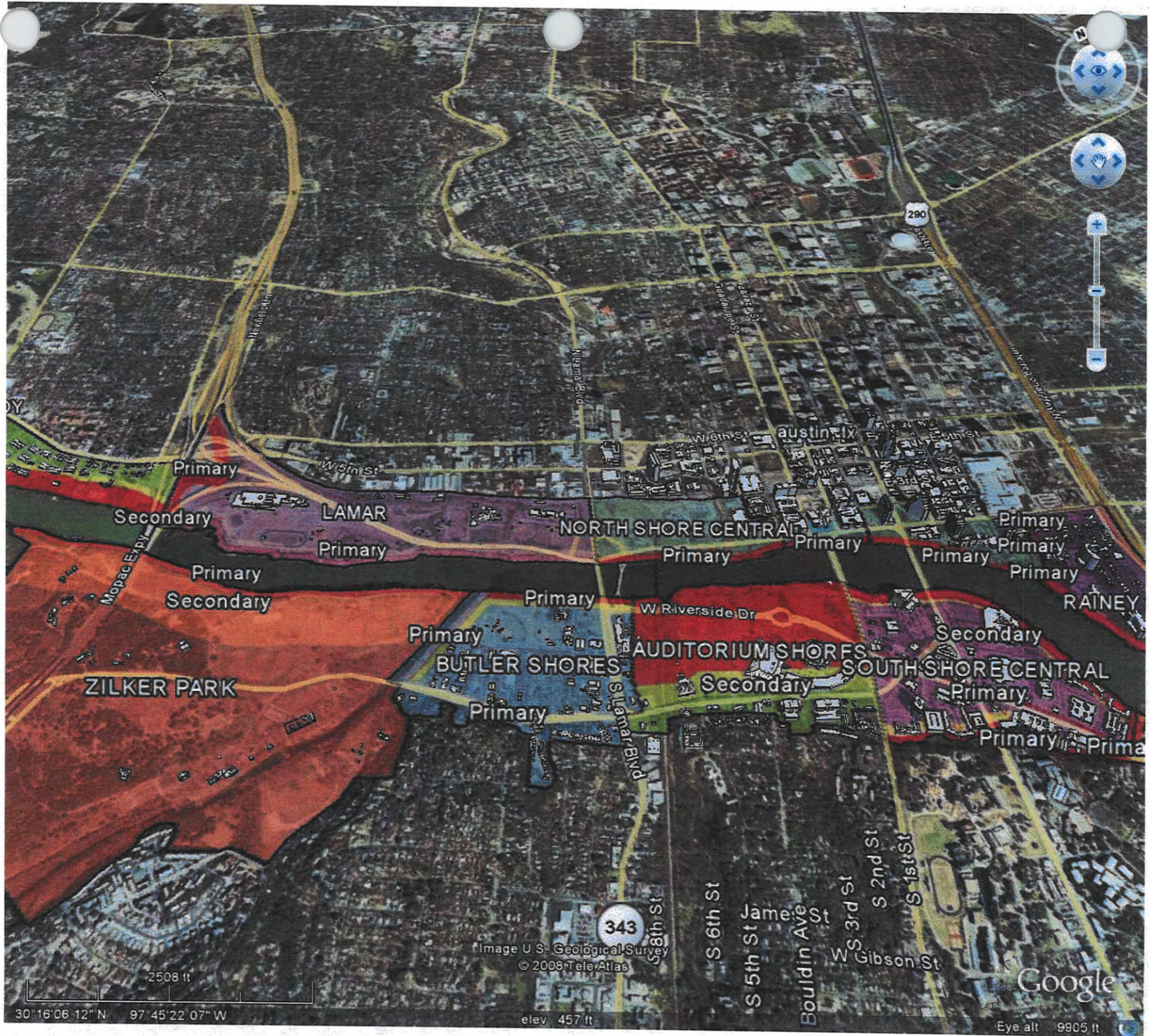
Waterfront Overlay Subdistricts - Ambiguities and Inconsistancies - DRAFT

	1 - Balcones Rock Cliff	2 - Zilker Park	3 - Butler Shores	4 - Auditorium Shores	5 - South Shore Central	6 - Travis Heights	7 - East Riverside	8 - South Lakeshore	9 - Montopolis / River Terrace	10 - Red Bluff - complete	11 - Festival Beach	12 - Rainey Street	13 - North Shore Central	14 - City Hall	15 - Lamar	16 - University / Deep Eddy
Boundaries		X							X	X	X	X	X	X		
Primary Setback	X		X		X				X	X				X		X
Secondary Setback		X			X				X	X						X
Uses		X	X		X				X	X		X	X	X		
Height	X		X	X	X	X	X	X	X	X	X	X		X		X
Impervious Cover		X						X	X	X						X
Floor to Area Ratio										X		X				X
Design Guidelines										X		X	X	X		
Parking Guidelines										X			X	X		
Compatibility										X						
Building Materials	X			X	X	X							X	X		
Basewalls					X	X							X	X		
Bonus Provisions	X		X		X	X	X									X
Other Issues				X				X								

X = an ambiguity or inconsistency between the 1986 waterfront overlay and current City code.

Illustration 5

Snap Shots of a view from the 3D Modeling



2508 ft
30° 16' 06.12" N 97° 45' 22.07" W
elev. 457 ft

Image U.S. Geological Survey
© 2008 Tele Atlas

Google

Eye alt 9905 ft

ZILKER PARK

BUTLER SHORES

LAMAR

NORTH SHORE CENTRAL

AUDITORIUM SHORES

SOUTH SHORE CENTRAL

RAINEY

290

343

James Ave

Bouldin Ave

W Gibson St

S 6th St

S 5th St

S 3rd St

S 2nd St

S 1st St

S 8th St

S Lamar Blvd

W Riverside Dr

austin tx

W 9th St

W 5th St

Primary

Secondary

Primary

Secondary

Primary

Primary

Primary

Primary

Primary

Primary

Primary

Primary

Primary

Primary

Secondary

Secondary

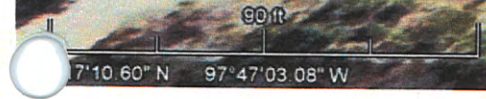
Primary

Primary

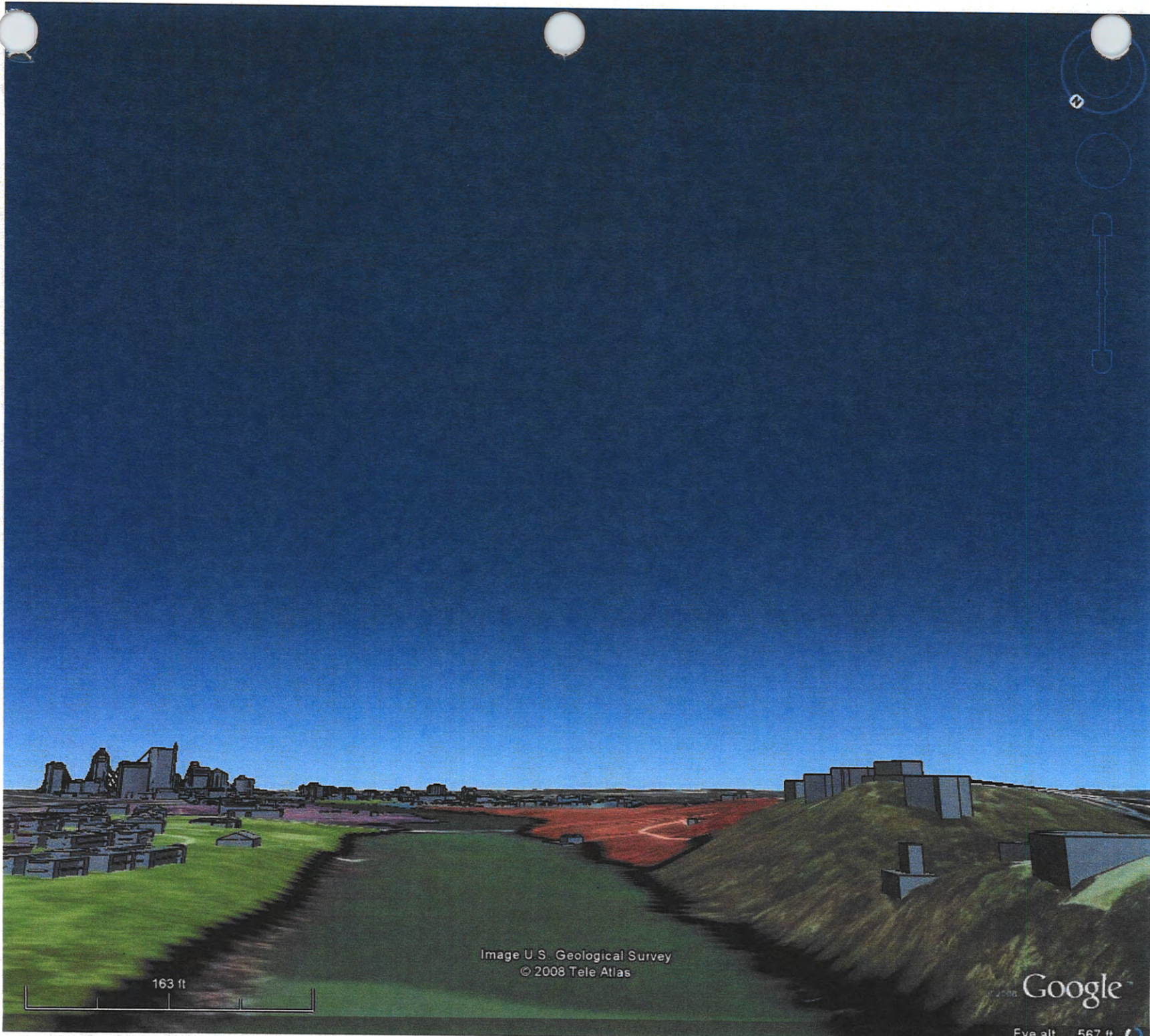
Primary



Image U.S. Geological Survey
©2008 Tele Atlas



Eye alt 615



163 ft

Image U.S. Geological Survey
© 2008 Tele Atlas

Google

Eye alt 567 ft

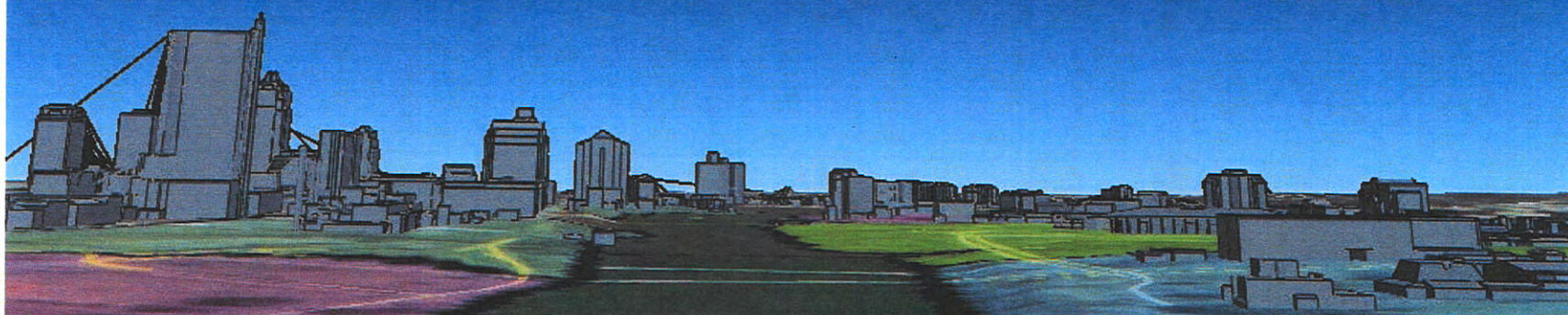


Image U.S. Geological Survey
© 2008 Tele Atlas

143 ft

©2008 Google

Eye alt 548

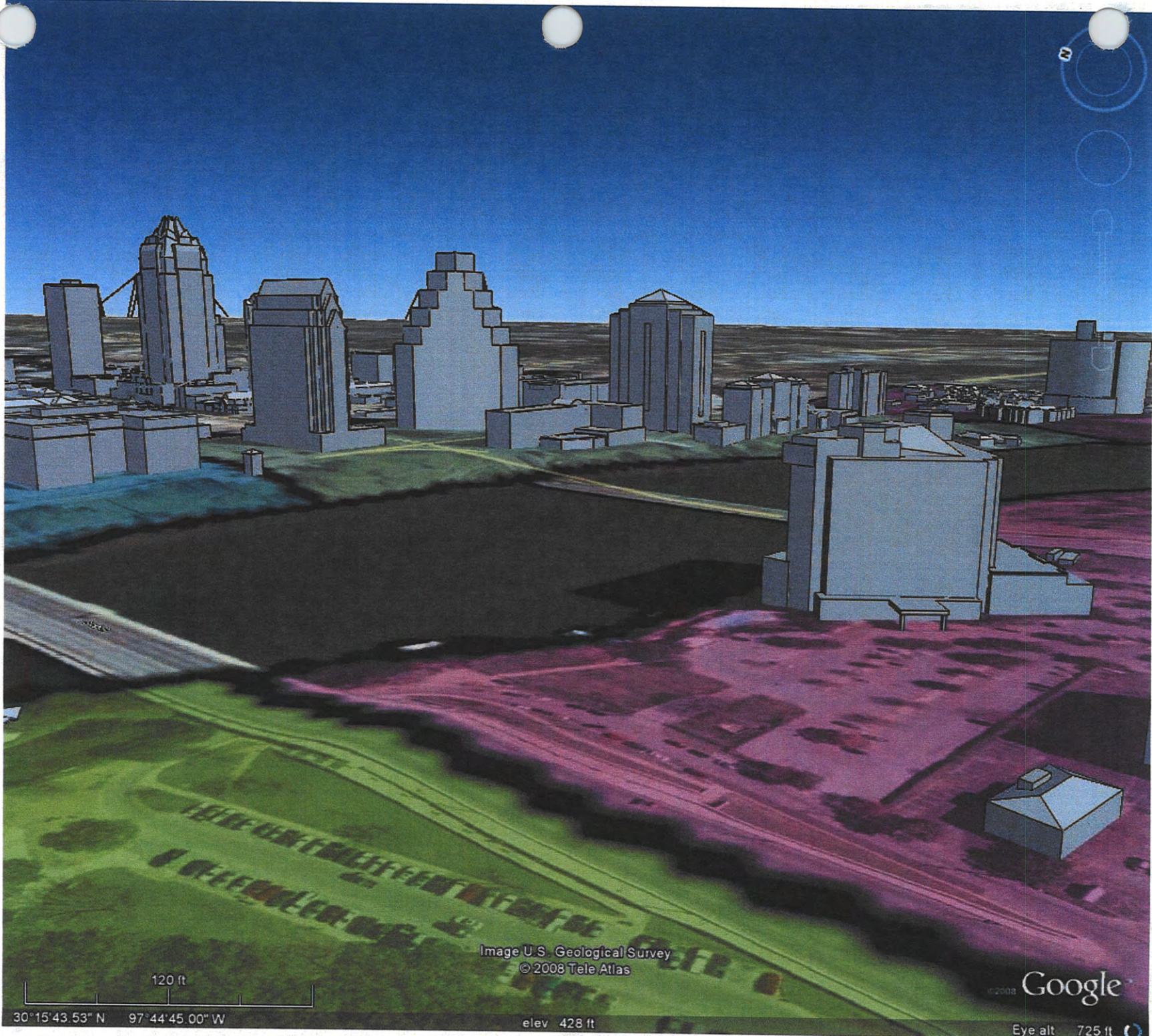


Image U.S. Geological Survey
© 2008 Tele Atlas

120 ft
30°15'43.53" N 97°44'45.00" W

elev 428 ft

© 2008 Google

Eye alt 725 ft

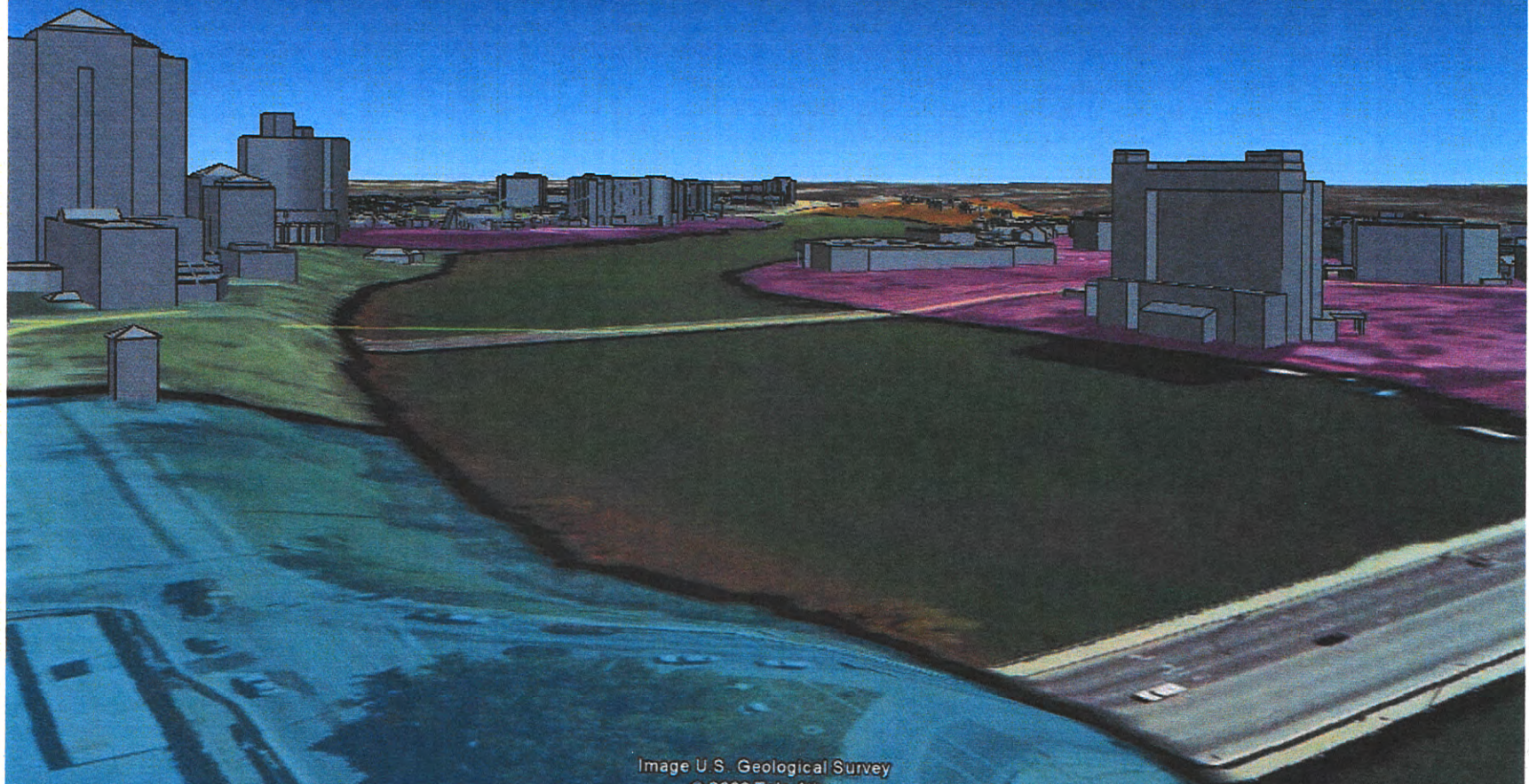


Image U.S. Geological Survey
© 2008 Tele Atlas

70 ft
33°52.13' N 97°43'09.29" W

elev. ft

Mar 2003

Google
Eye alt 590

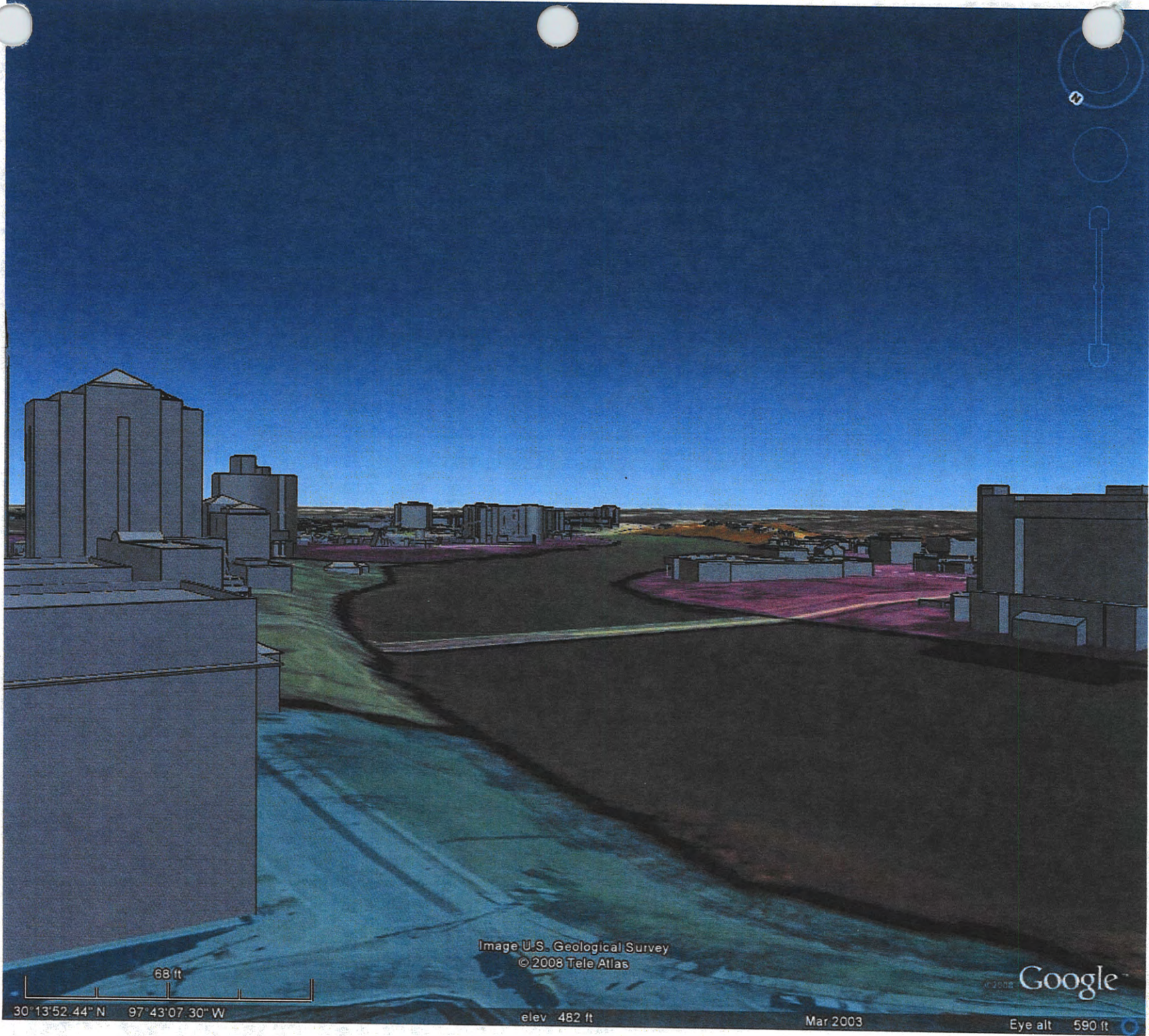


Image U.S. Geological Survey
© 2008 Tele Atlas

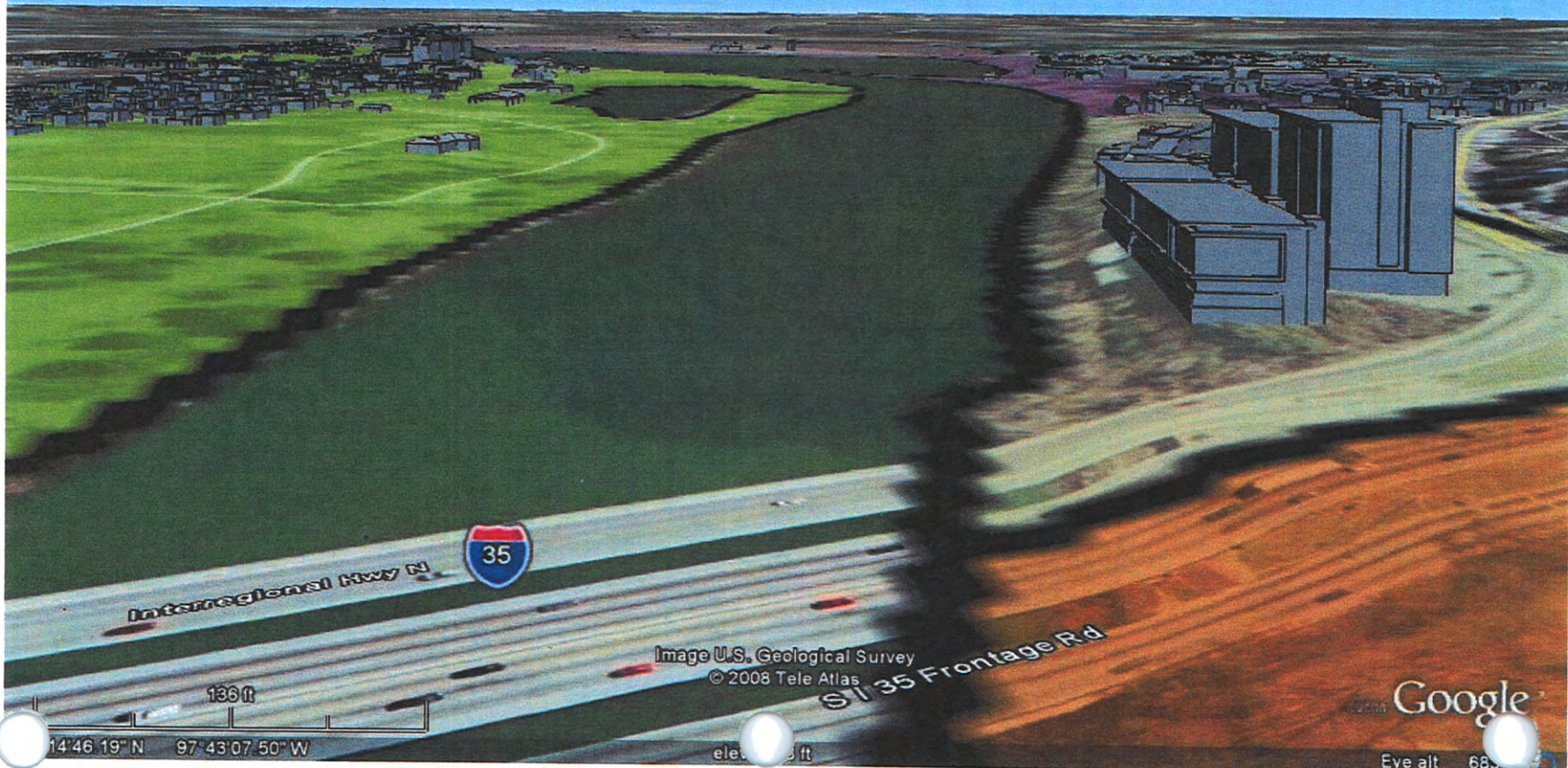
68 ft
30° 13' 52.44" N 97° 43' 07.30" W

elev 482 ft

Mar 2003

Google

Eye alt 590 ft



Interregional Hwy N



Image U.S. Geological Survey
© 2008 Tele Atlas

S 11 35 Frontage Rd

136 ft

46° 19' N 97° 43' 07.50" W

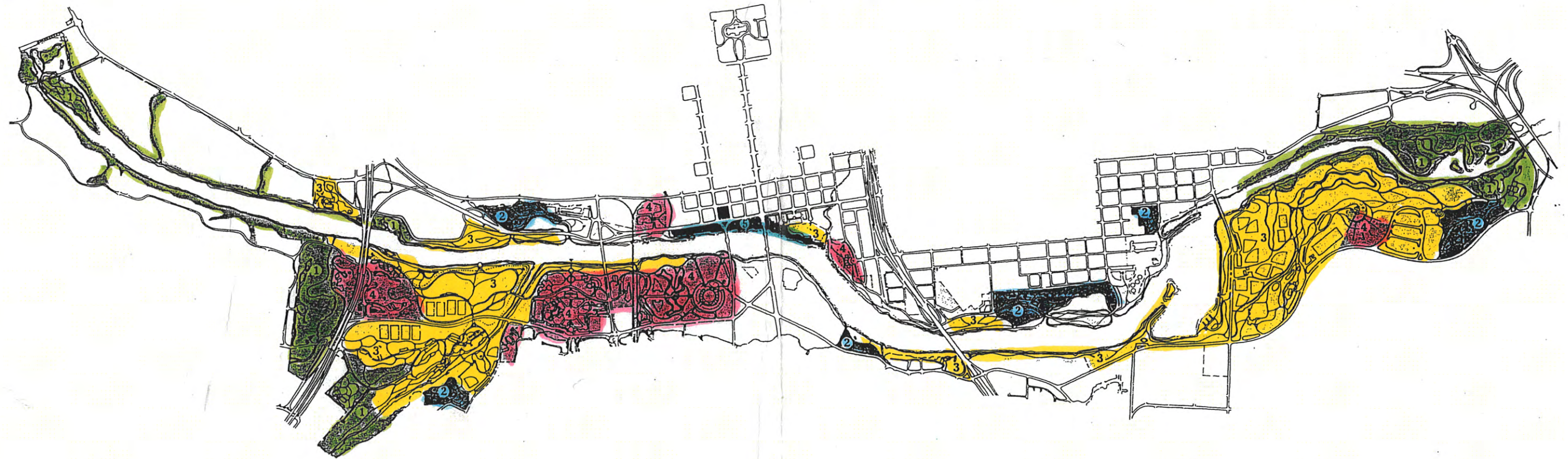
ele. 5000 ft

Google

Eye alt 685 ft

Illustration 6:
Map of the parkland in the WO District

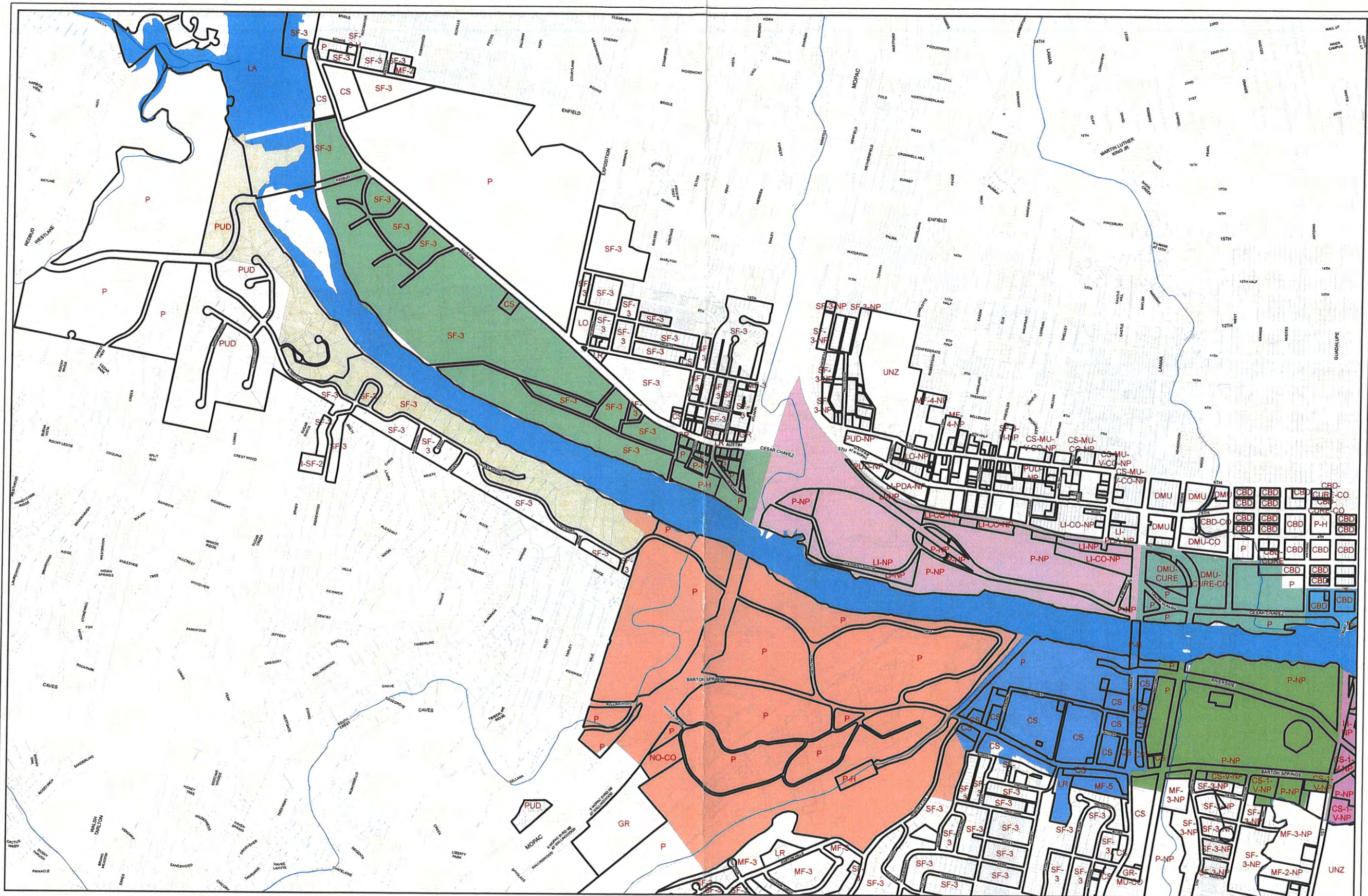
Plan Concept: Five Park Types



Existing Parkland

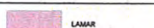











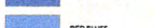

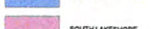
- 1 The Preserve
- 2 The Neighborhood Park
- 3 The Community Park
- 4 The Cultural Park
- 5 The Urban Waterfront

**Illustration 7:
Zoning Map of land in the WO District**



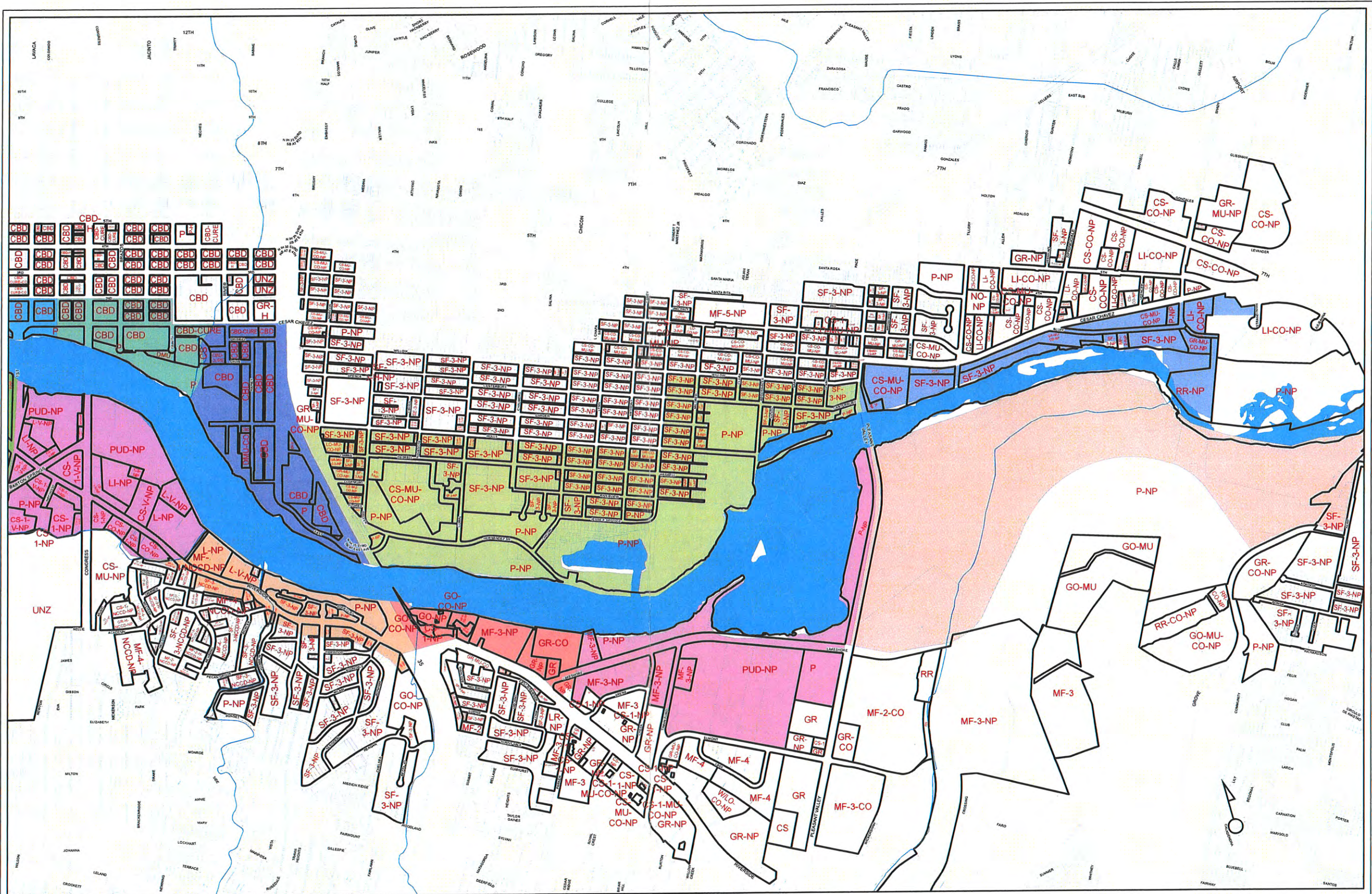
Waterfront Overlay District and Zoning Districts West Downtown


CITY OF AUSTIN
 NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

	ALDITORUM SHORES		LAMAR		SOUTH SHORE CENTRAL
	BALCONES ROCK CLIFF		MONTEPOLI RIVER TERRACE		TRAVIS HEIGHTS
	BUTLER SHORES		NORTH SHORE CENTRAL		UNIVERSITY/DEEP EDDY
	CITY HALL		RAINEY STREET		ZILKER PARK
	EAST RIVERSIDE		RED BLUFF		
	FESTIVAL BEACH		SOUTHLAKESHORE		

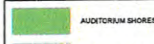












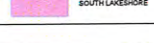


Created May 14, 2008
 waterfront_overlay_zoning_west.mxd
 1 inch = 400 feet

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. This map has been produced by the City of Austin Neighborhood Planning & Zoning Department for the sole purpose of facilitating neighborhood planning. It should not be referred to as an official source of land use or zoning and is not warranted for any other use. No warranty is made regarding its accuracy or completeness.



Waterfront Overlay District and Zoning Districts East Downtown

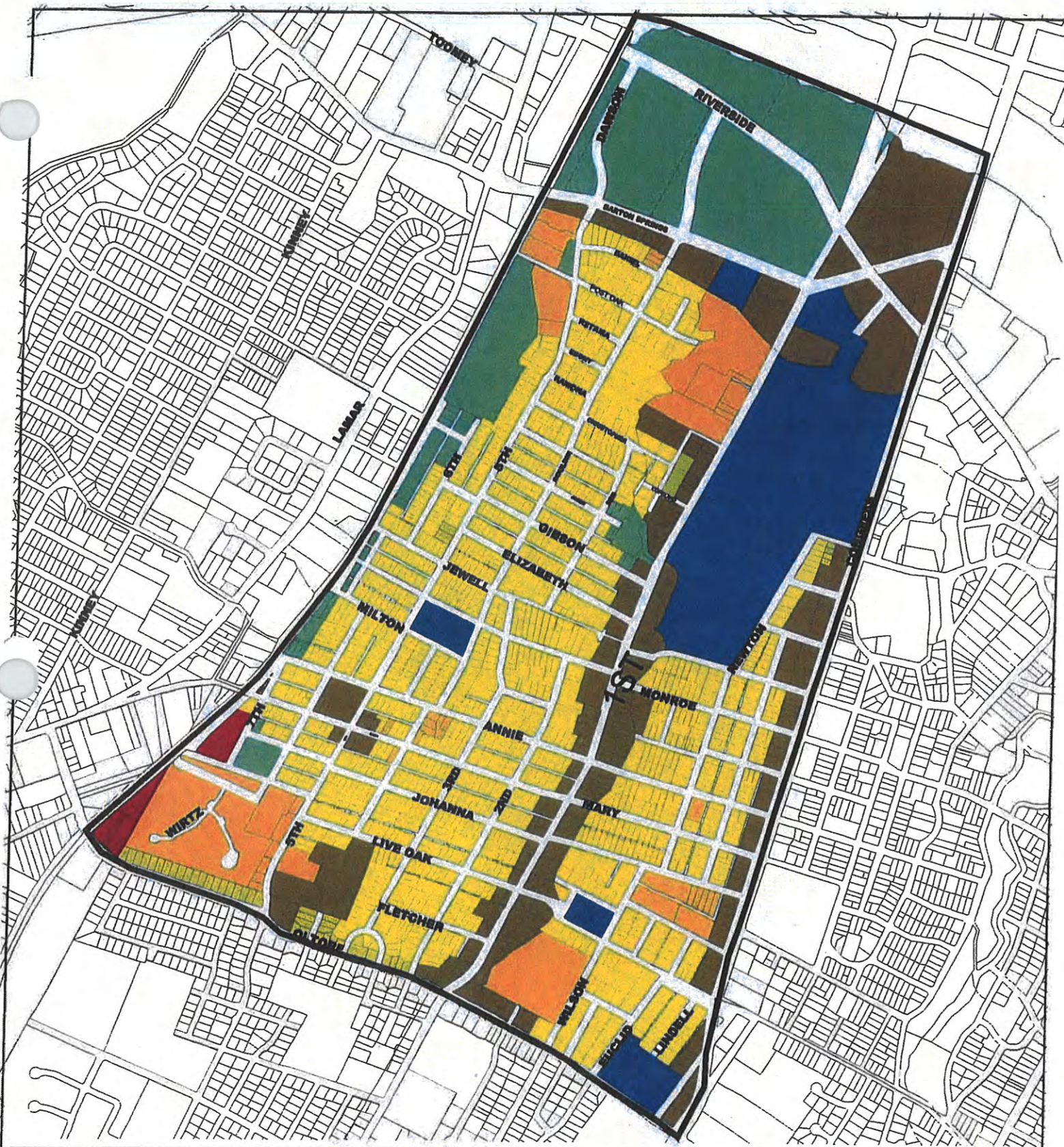
 CITY OF AUSTIN
NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

	AUDITORIUM SHORES		LAMAR		SOUTH SHORE CENTRAL
	BALCONES ROCK CLIFF		MONTOPULVIN RIVER TERRACE		TRAVIS HEIGHTS
	BUTLER SHORES		NORTH SHORE CENTRAL		UNIVERSITY/DEEP EDDY
	CITY HALL		RAINEY STREET		ZILKER PARK
	EAST RIVERSIDE		RED BLUFF		
	FESTIVAL BEACH		SOUTH LAKESHORE		

Created May 14, 2008
waterfront_overlay_zoning_east.mxd
1 inch = 400 feet

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. This map has been produced by the City of Austin Neighborhood Planning & Zoning Department for the sole purpose of facilitating neighborhood planning. It should not be referred to as an official source of land use or zoning and is not warranted for any other use. No warranty is made regarding its accuracy or completeness.

Illustration 8:
Land Use Maps of all adopted neighborhood plans
with land within the WO District



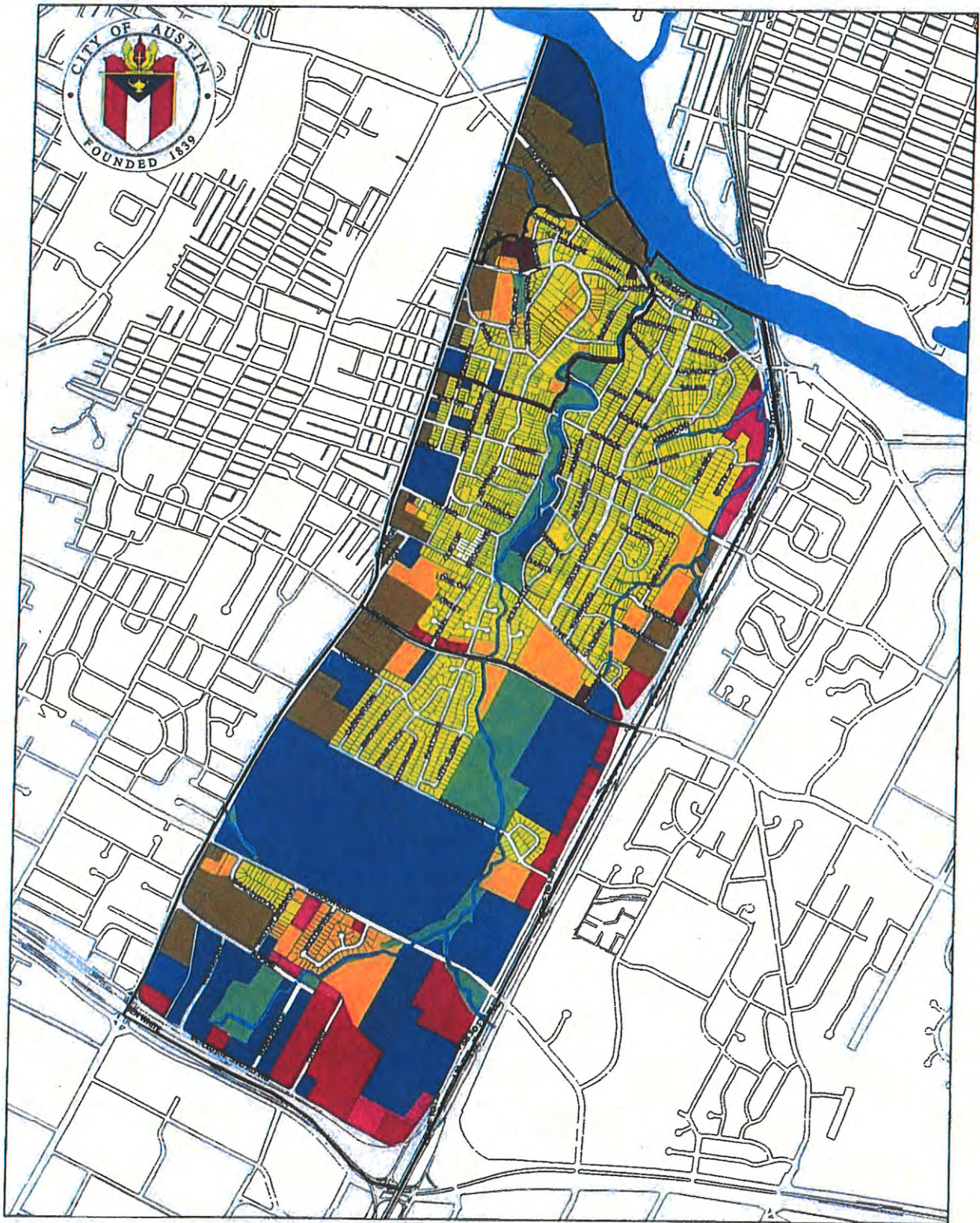
Bouldin Creek Neighborhood Planning Area Future Land Use Map

Neighborhood Planning and
Zoning Department
March 2002

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

- | | | | |
|---|---------------------------------|---|------------|
|  | Single-Family |  | Mixed Use |
|  | Higher-Density
Single-Family |  | Civic |
|  | Multifamily |  | Open Space |
|  | Commercial | | |





Greater South River City Neighborhood Planning Area Future Land Use Map

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

0 625 1,250 2,500 3,750 5,000 Feet



Legend

100 Single-family	400 Office
111 Higher-Density Single Family	430 Mixed Use/Office
130 Mixed Residential	500 Industry
200 Multi-family	560 Major Impact Facility
300 Commercial	600 Civic
330 Mixed Use	700 Open Space
350 Warehouse/Limited Office	Creek

EAST RIVERSIDE/OLTORF COMBINED NEIGHBORHOOD PLAN
Future Land Use Map
Adoption Date: November 16, 2006
Updated: March 22, 2007

Conduct a focused corridor study for East Riverside Drive. Refer to Objective 3.2 of the Plan for recommendations.

Properties with diagonal lines are located within the Waterfront Overlay and are designated as mixed use due to the allowance of both residential and pedestrian-oriented commercial uses.

Mixed Use developments are desired along the south side of East Riverside Drive. Refer to Section Four of the Plan titled "Future Land Use" and "Riverside Drive" for desired development patterns.

Maintain a "hard edge" between the traditional single-family neighborhoods (designated in bright yellow) and all adjacent properties with more intense uses along the H-35 corridor.

Preserve commercial uses along both sides of Oltorf Street.

Property is owned by Austin Community College and is excluded from the East Riverside/Oltorf Combined Neighborhood Plan.

NOTE: Land uses designated on this map are not intended to denote the underlying zoning district.

Maintain affordable multifamily housing for seniors.

Maintain a "hard edge" between the traditional single-family neighborhoods (designated in bright yellow) and all adjacent properties with more intense uses.

Maintain a "hard edge" between the traditional single-family neighborhoods (designated in bright yellow) and all adjacent properties with more intense uses.

Maintain industrial campus style development.


Legend

- Creeks
- Withdrawn—Possible Future Core Transit Corridor
- Withdrawn for Future Consideration
- Rural Residential
- Single-family
- Higher-Density Single Family
- Multi-family
- Commercial
- Mixed Use
- Office
- Mixed Use/Office
- Industry
- Civic
- Open Space
- Transportation
- Utilities
- Excluded from Neighborhood Plan
- Mixed Use Building and/or Neighborhood Urban Center

0 600 1,000 2,000 3,000 4,000 5,000 Feet

This map has been produced by the City of Austin Neighborhood Planning & Zoning Department for the sole purpose of facilitating neighborhood planning. It should not be referred to as an official source of land use or zoning and is not warranted for any other use. No warranty is made regarding its accuracy or completeness.

September 14, 2006
 Modified November 19, 2007



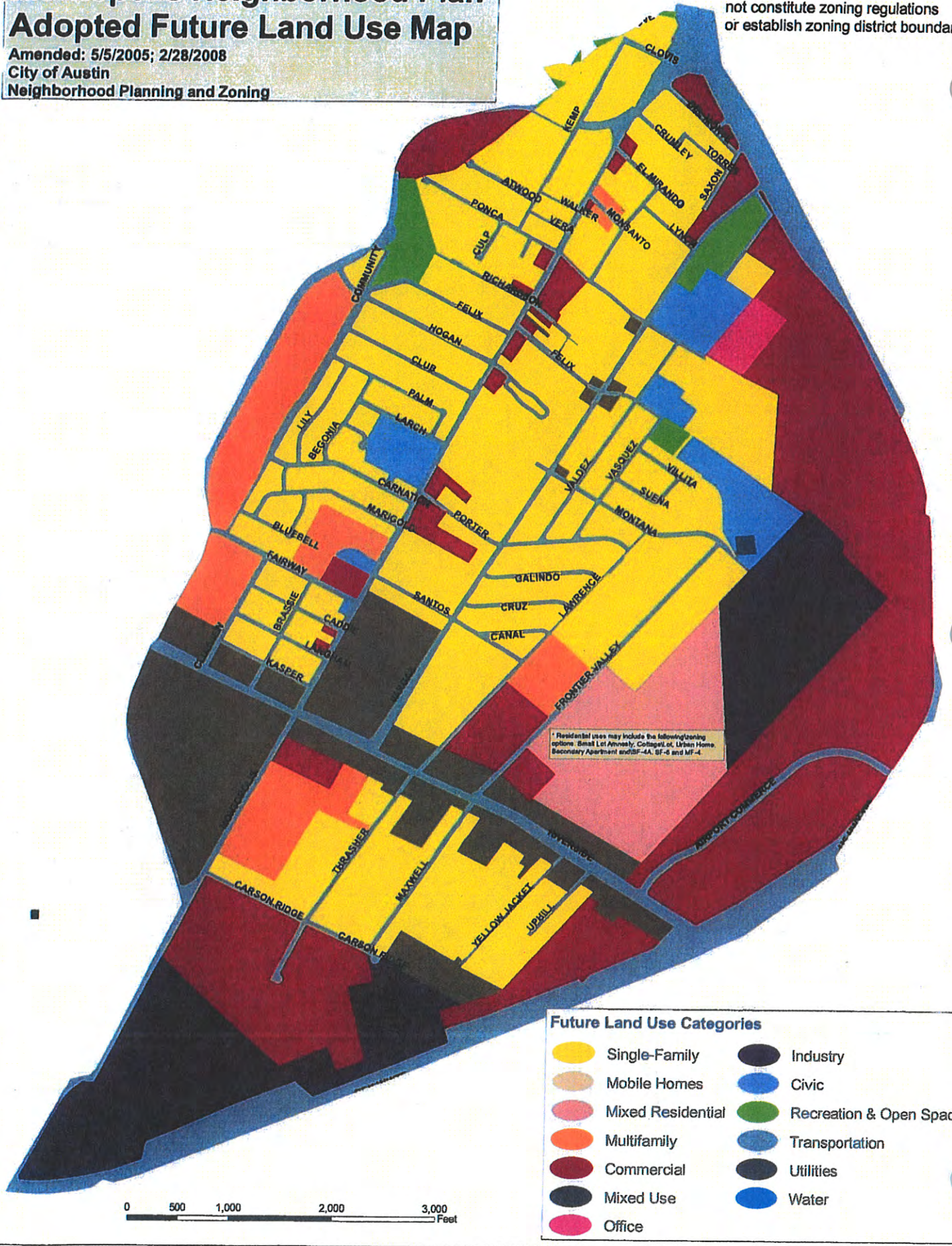
Montopolis Neighborhood Plan Adopted Future Land Use Map

Amended: 5/5/2005; 2/28/2008














City of Austin

Neighborhood Planning and Zoning

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



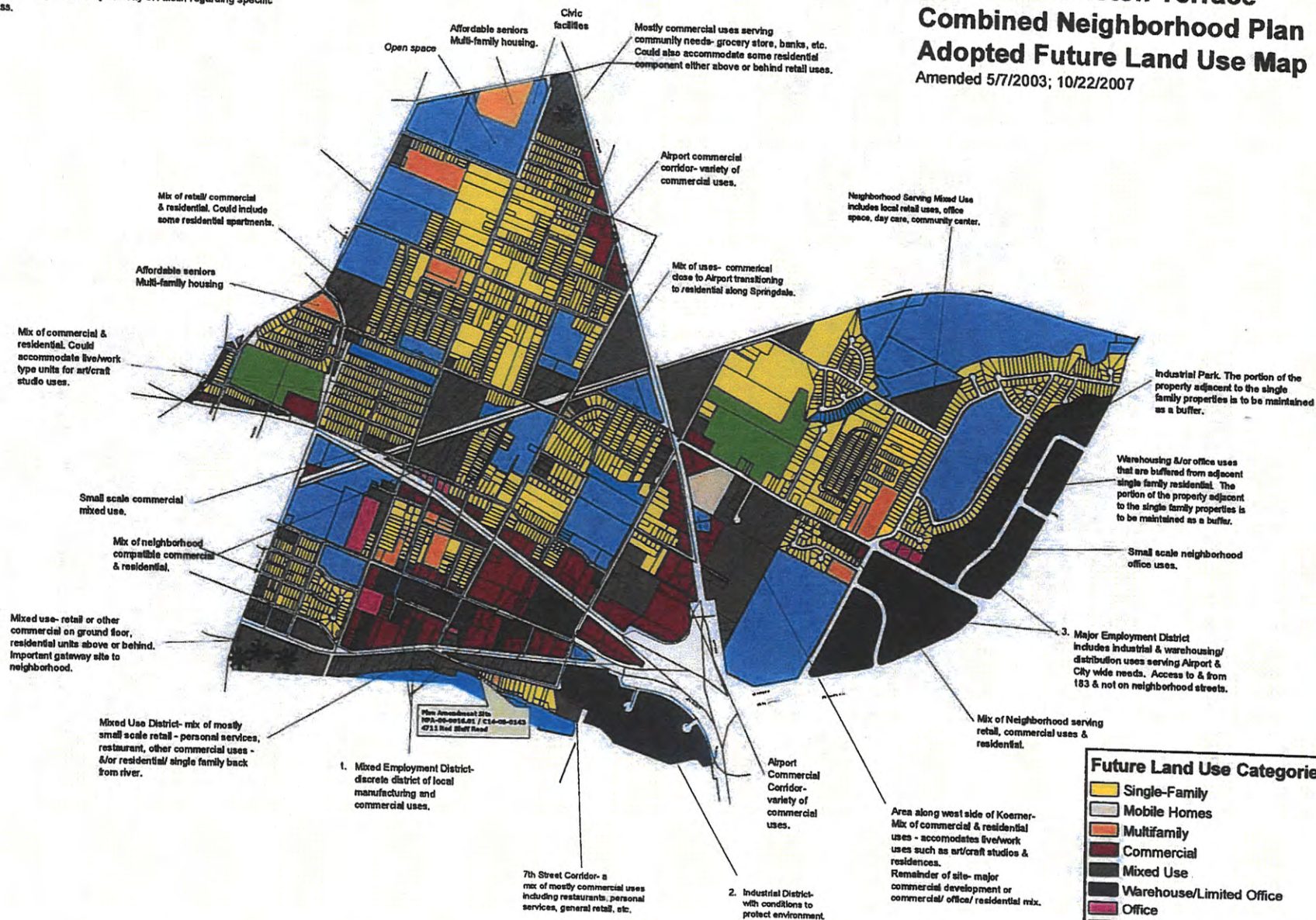
Future Land Use Categories

- | | |
|---|---|
|  Single-Family |  Industry |
|  Mobile Homes |  Civic |
|  Mixed Residential |  Recreation & Open Space |
|  Multifamily |  Transportation |
|  Commercial |  Utilities |
|  Mixed Use |  Water |
|  Office | |

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. This map has been produced by the City of Austin for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Govalle/ Johnston Terrace Combined Neighborhood Plan Adopted Future Land Use Map

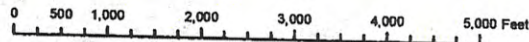
Amended 5/7/2003; 10/22/2007



Future Land Use Categories

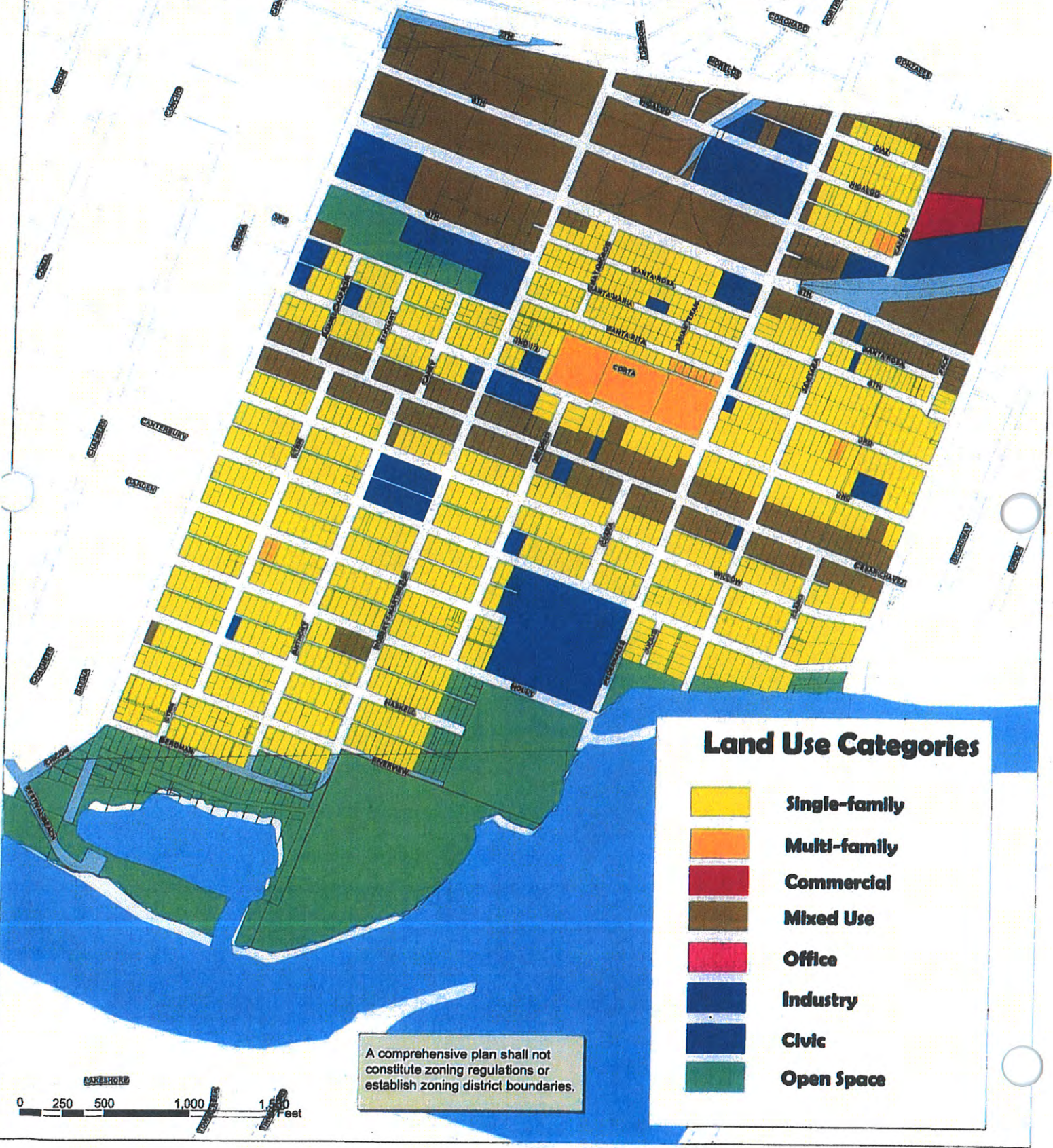
- Single-Family
- Mobile Homes
- Multifamily
- Commercial
- Mixed Use
- Warehouse/Limited Office
- Office
- Industry
- Civic
- Recreation & Open Space
- Water
- Mixed Use Building
- * Neighborhood Urban Center

Legend



Plan Amendment 200
NPA-00-0016.01 / C14-00-0143
©11 Red Staff Head

Holly Neighborhood Planning Area Future Land Use Map Updated: September 8, 2003



Land Use Categories

- Single-family**
- Multi-family**
- Commercial**
- Mixed Use**
- Office**
- Industry**
- Civic**
- Open Space**

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





**East César Chávez
Neighborhood Plan
Future Land Use Plan**



PECS
Neighborhood Planning
Plotted: May 1999
Adopted by Ordinance: May 13, 1999

○ Neighborhood Gateway

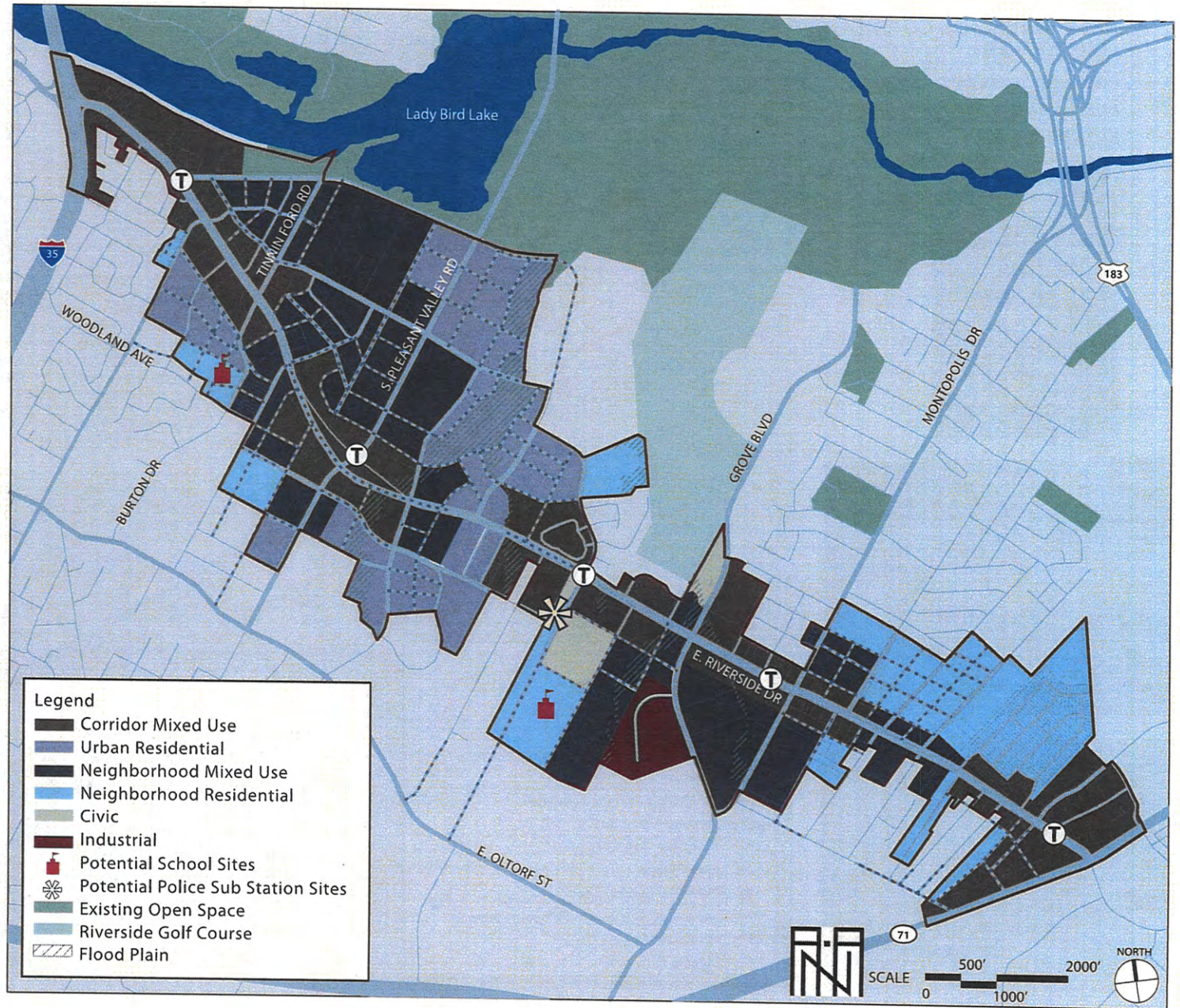
A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

- Multi-Family
- Mixed Use
- Residential
- Openspace
- Civic
- Historic District

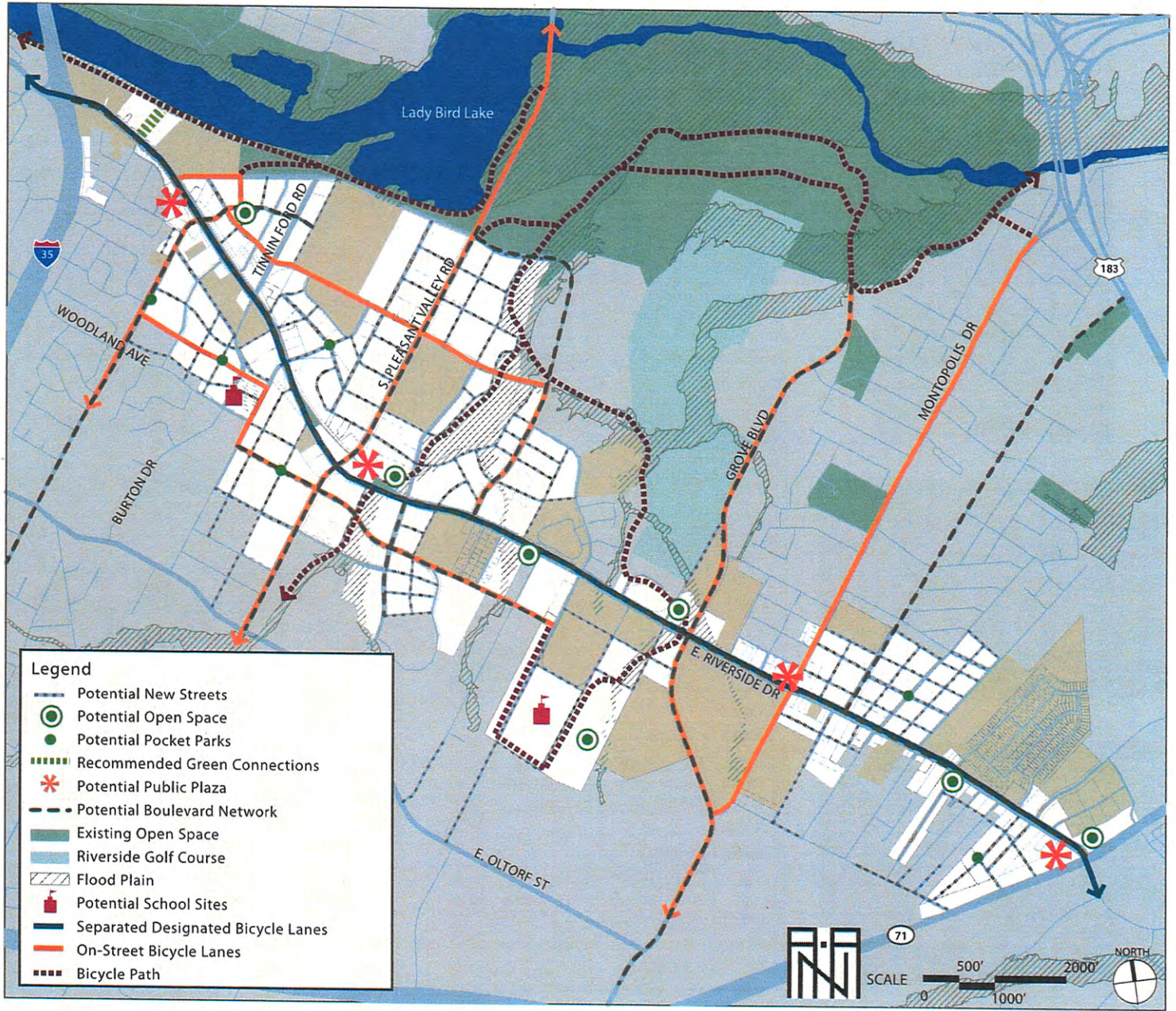


**Illustration 9:
East Riverside Drive Corridor Study Map**

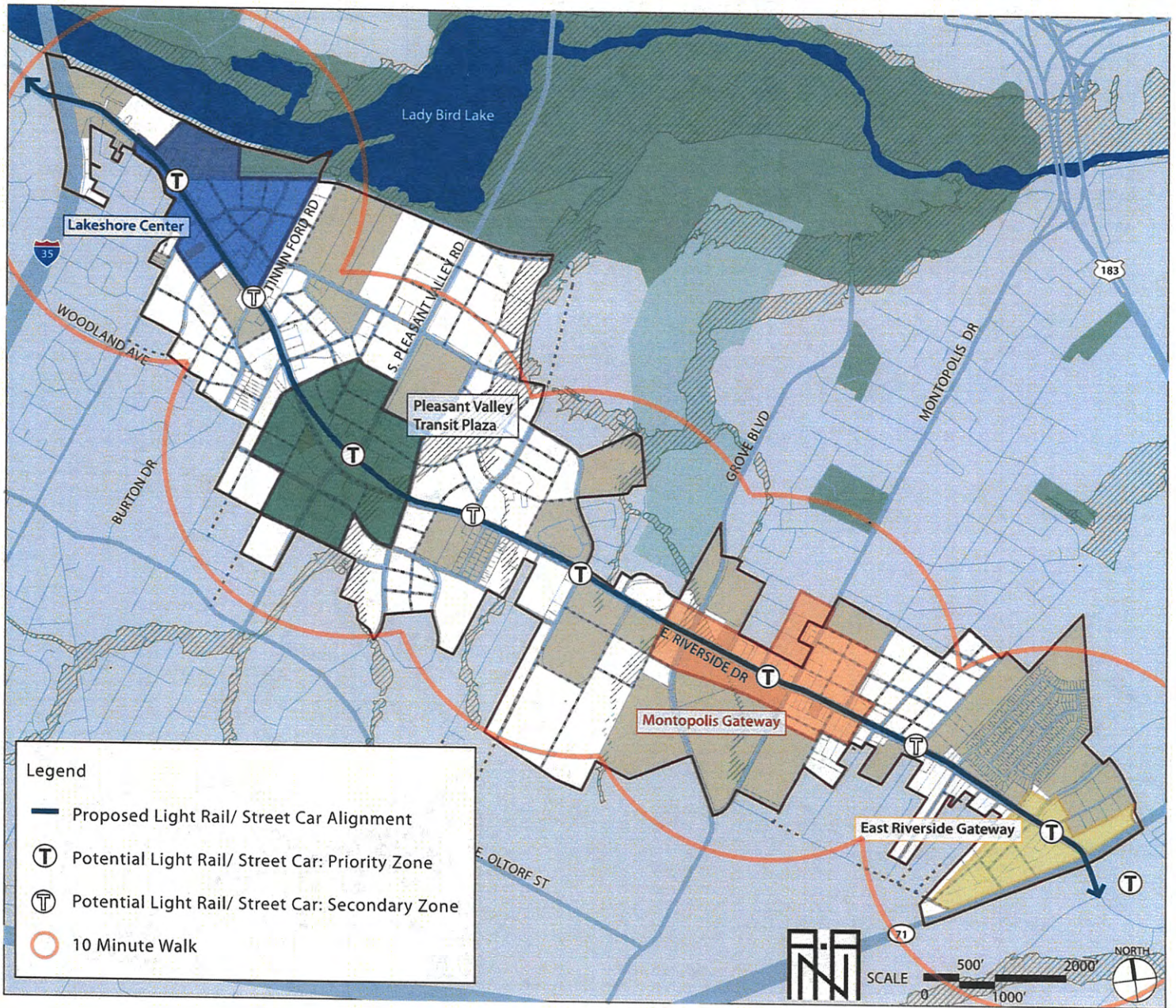
**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
Potential Land Use Districts



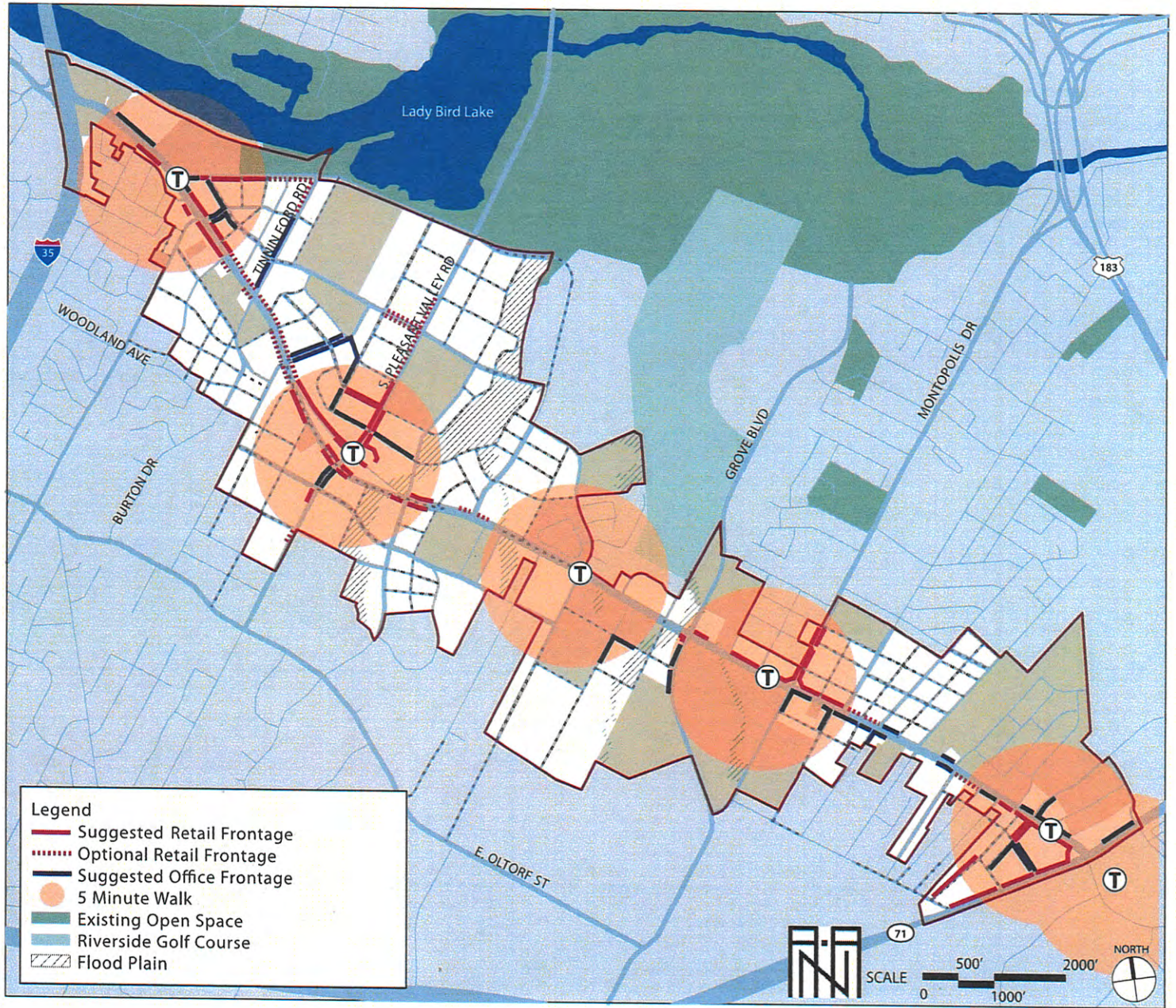
**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
Potential Street Network,
Boulevard, Open Space, and
Bicycle Plan



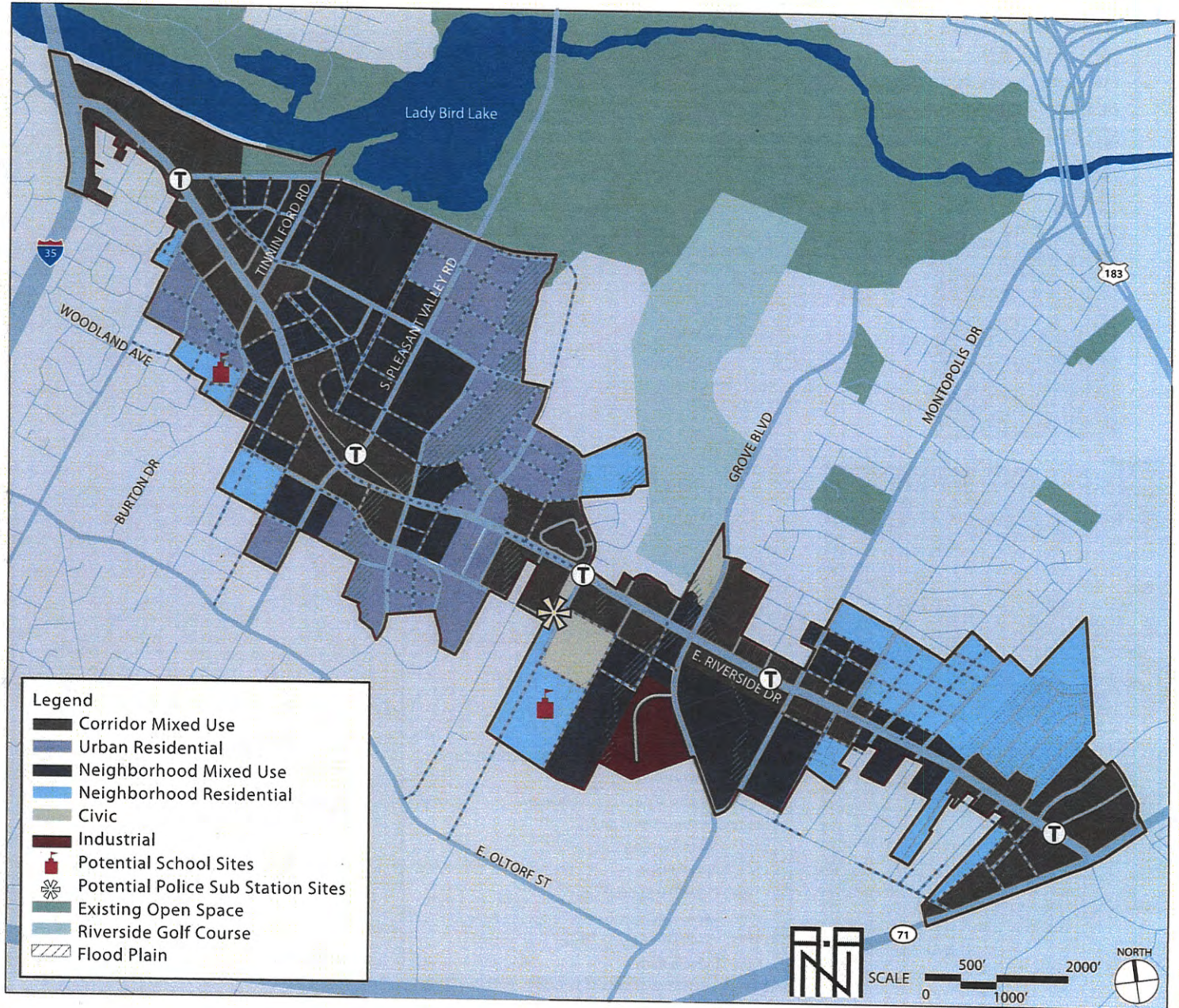
**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
Potential Transit Alignment and
'Hubs' of the Corridor



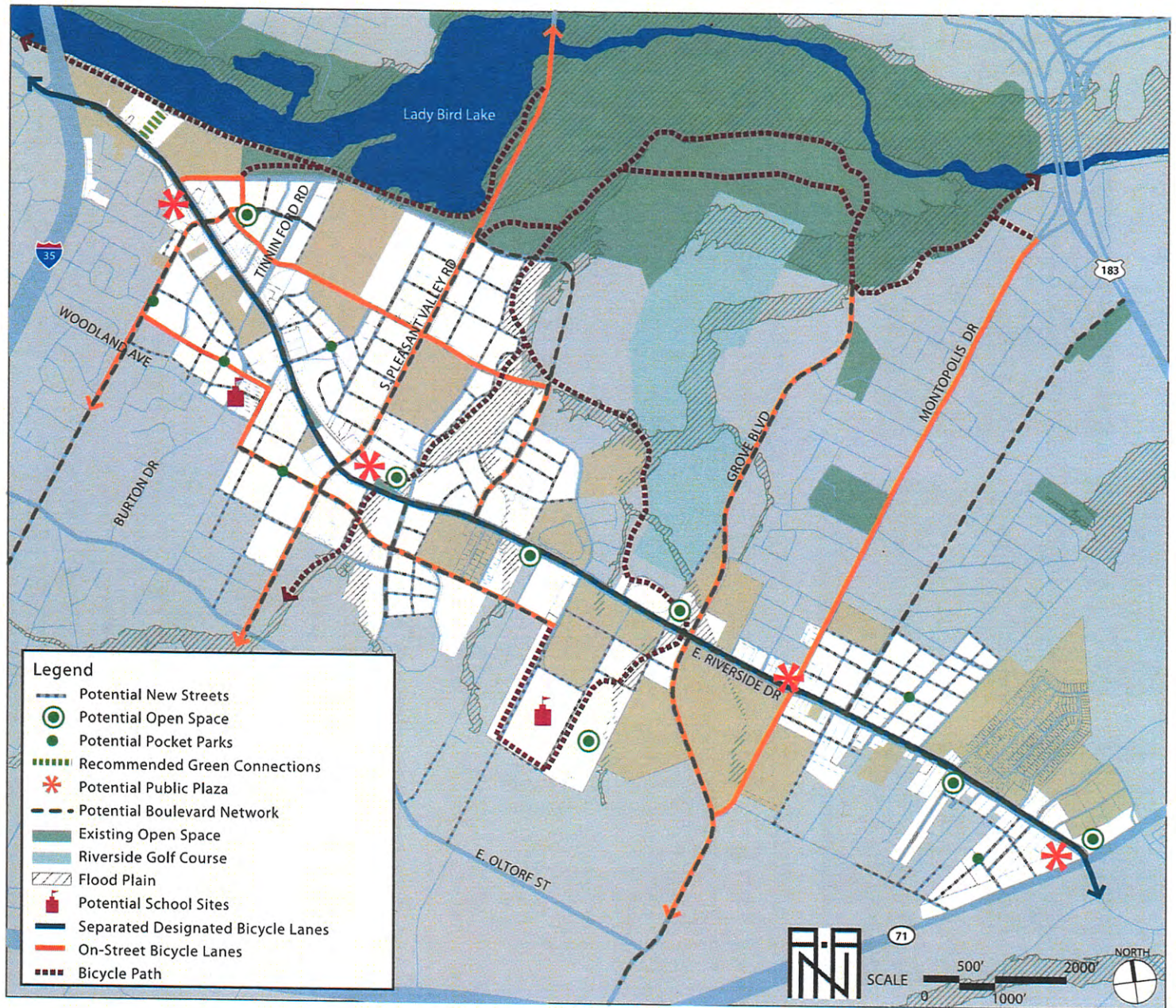
**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
*Potential Commercial and
Retail Frontages*



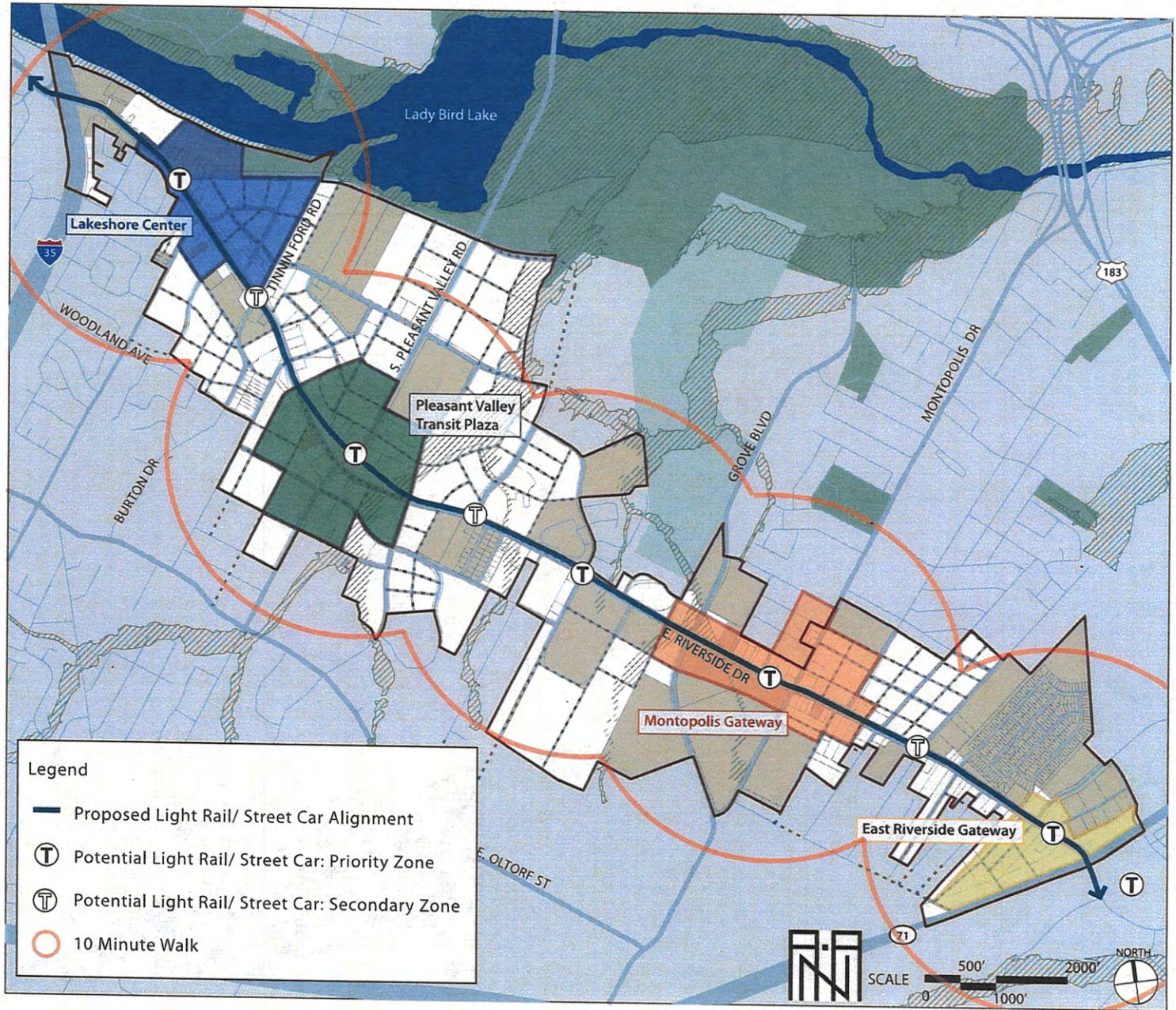
**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
Potential Land Use Districts



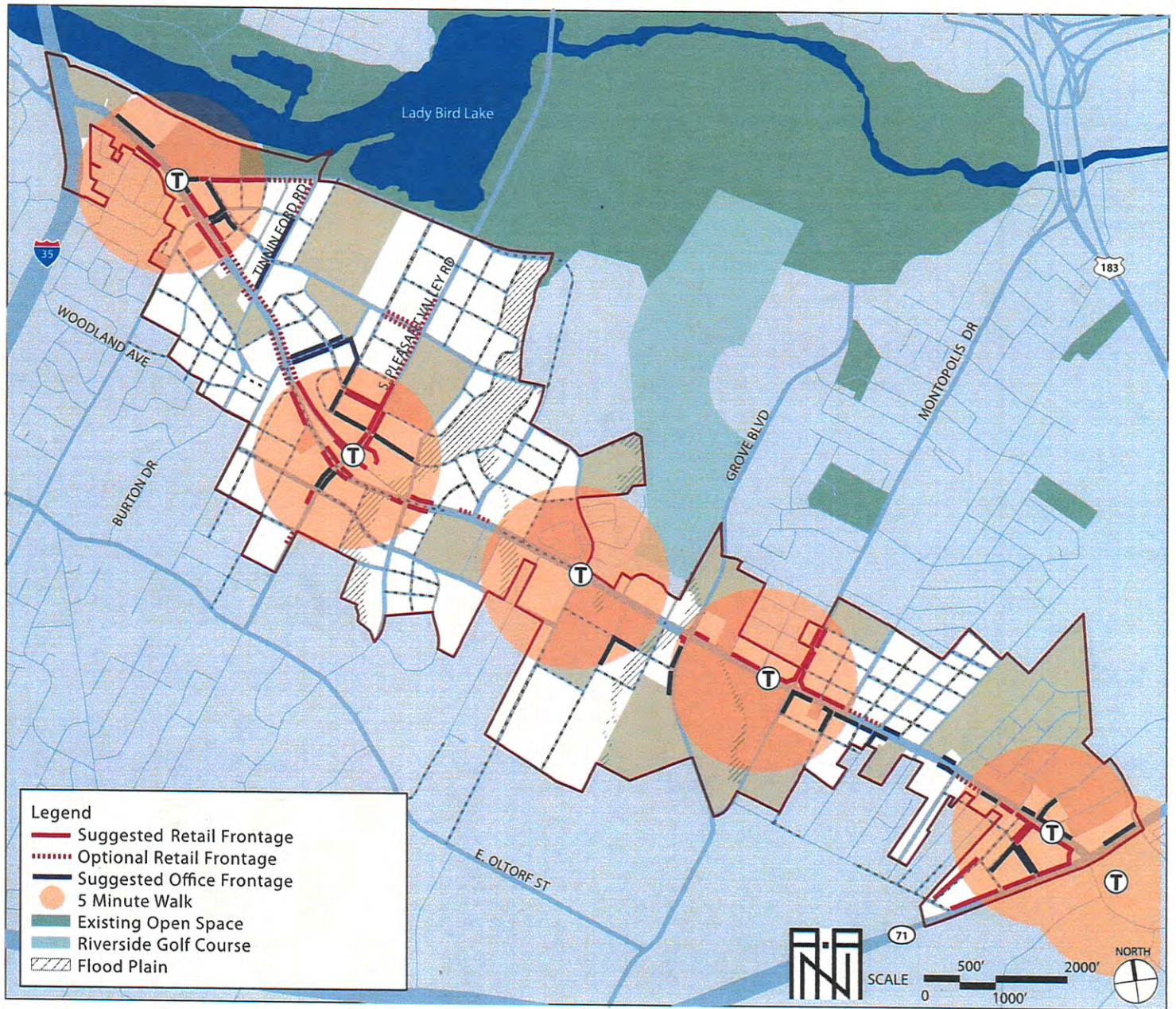
**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
*Potential Street Network,
Boulevard, Open Space, and
Bicycle Plan*



**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
Potential Transit Alignment and
'Hubs' of the Corridor



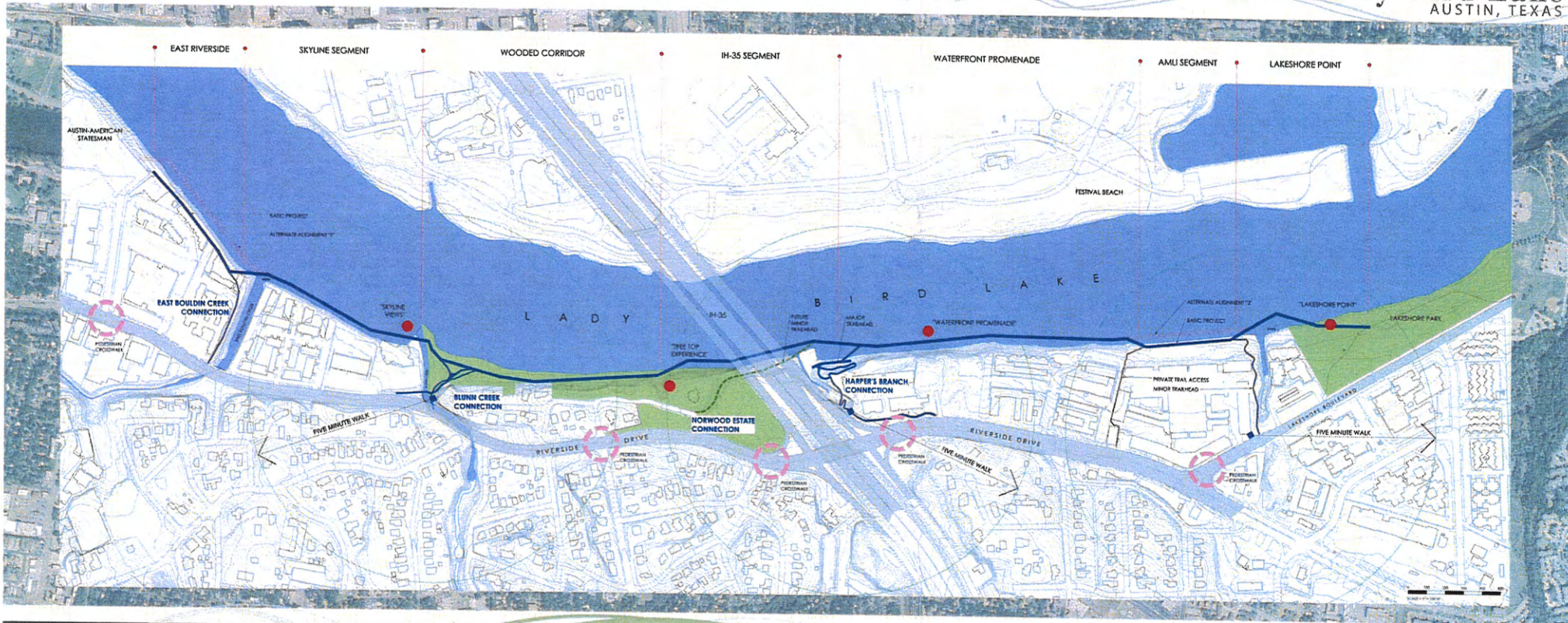
**EAST RIVERSIDE CORRIDOR
MASTER PLAN**
*Potential Commercial and
Retail Frontages*



**Illustration 10:
Proposed Boardwalk Map**

Proposed Boardwalk Trail at Lady Bird Lake

AUSTIN, TEXAS



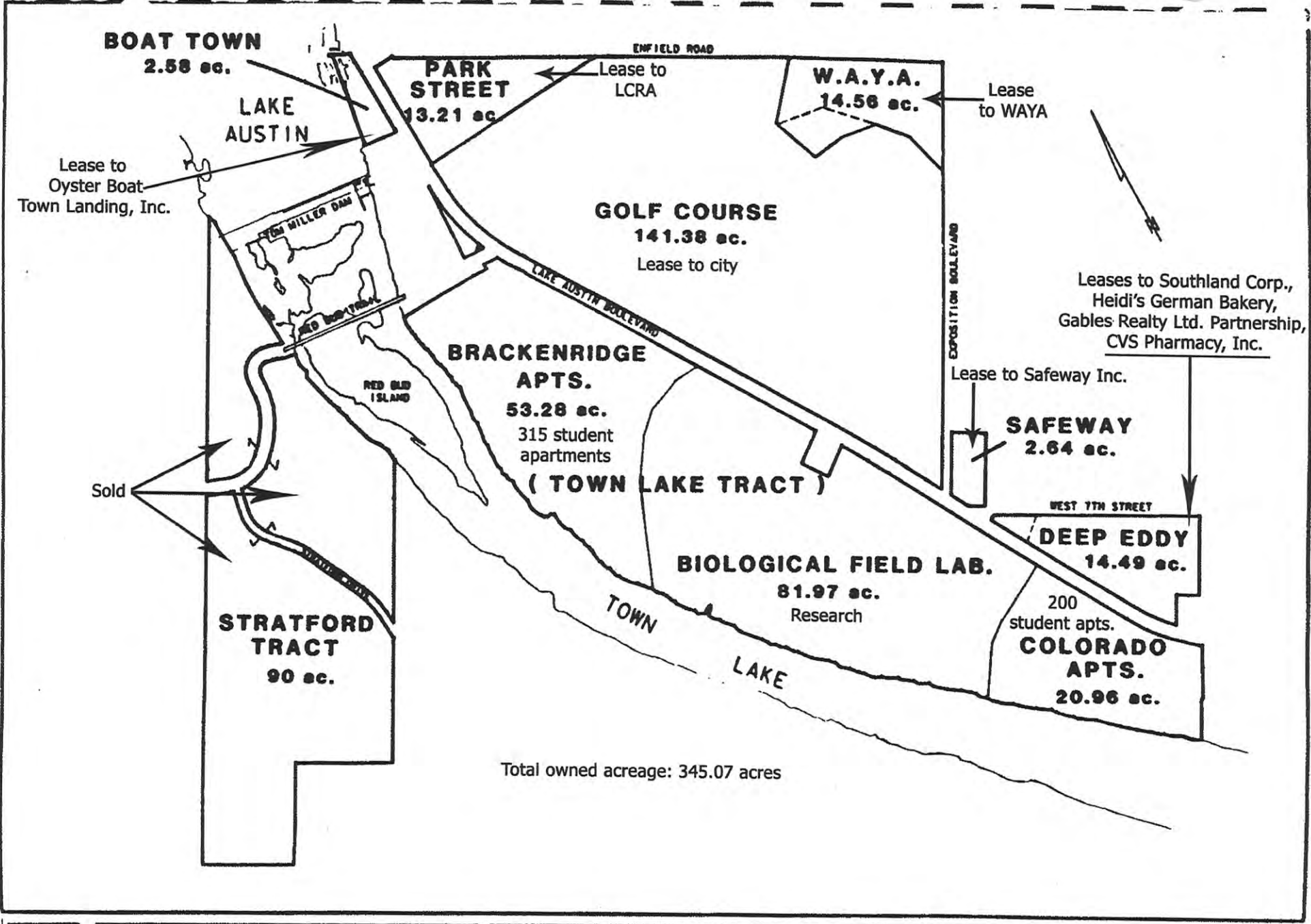
CONCEPT PLAN
10 November 2008



Austin
Parks and
Recreation

JACOBS

**Illustration 11:
Brackenridge Tract Map and University owned
land parcels**



Total owned acreage: 345.07 acres



Lichter/Jameson & Associates, Inc.
1111 RIVERSIDE DRIVE, SUITE 1000, AUSTIN, TEXAS 78701-1000
 512/476-0000 FAX 512/476-0001

**UNIVERSITY OF TEXAS
 BRACKENRIDGE TRACT**

DATE	DATE	DESCRIPTION	BY

Illustration 12:
Park Map

TOWN LAKE HIKE AND BIKE TRAIL



YOU ARE HERE

The hike and bike trails connect via city sidewalks on the south shore of Town Lake east and west of I-35.

TRAIL USE AND ETIQUETTE

- > Bicycles shall yield to joggers and walkers. Joggers shall yield to walkers. All users shall yield to the disabled.
- > Bicycles shall be operated in a safe manner at speeds not to exceed 10 mph.
- > When passing or approaching on-coming trail users, slow down and stay to the right.
- > No motorized vehicles allowed on Trail.
- > Group users should not be more than two abreast when this action will impede other traffic on the trail.

PET GUARDIANS

- > Pick up after your pets. It helps keep parks clean and improves water quality in Austin's creeks. There are Mutt Mitt boxes filled with plastic gloves for picking up and disposing of pet waste in many locations along the trail.
- > Austin's leash ordinance requires dogs to be on a leash no longer than 6 feet.

LEGEND

- ★ GRADE EXCEEDS 8%
97.5% of trail is 0 - 8% grade
2.5% of trail is greater than 8% grade
- TRAILS
- SIDE WALK
- WORKOUT STATIONS
- WATER FOUNTAINS
- PICNIC TABLES
- RESTROOMS
- PHONES
- POINTS OF INTEREST
- CITY OF AUSTIN PARKLAND
- SCHOOLS

Trail Miles round-trip	Mopac	Pflugger Bridge	South 1st	Congress	I-35	Longhorn Dam
Mopac		2.9	4.1	4.5	6.9	10.1
Pflugger Bridge	2.9		1.5	1.9	4.3	7.5
South 1st	4.1	1.5		0.8	3.1	6.4
Congress	4.5	1.9	0.8		2.8	6
I-35	6.9	4.3	3.1	2.8		4
Longhorn Dam	10.1	7.5	6.4	6	4	

Appendix B

List of related Ordinances

The following adopted ordinances relate to the Waterfront Overlay

- [Ordinance Extending Task Force Action Plan \(No. 20081016-034\)](#)
- [Ordinance Establishing Task Force \(No. 20080327-039\)](#)
- [Resolution Establishing Task Force \(No. 20071129-042\)](#)
- [Ordinance Reinstating the Ability to Appeal Variances to the Waterfront Overlay to City Council \(No. 20070607-096\)](#)
- [Commercial Design Standards Ordinance \(No. 20060831-068\)](#)
- [Ordinance Abolishing the Town Lake Waterfront Overlay Advisory Board \(No. 20060622-015\)](#)
- [Ordinance Modifying the Rainey Street Subdistrict \(No. 20050407-063\)](#)
- [Ordinance Related to Off-Street Parking and Loading Requirements \(No. 031120-44\)](#)
- [Ordinance Related to Community Events \(No. 990902-57\)](#)
- [Ordinance Creating the City Hall Subdistrict \(No. 990715-115\)](#)
- ["Plain Language Rewrite" Ordinance \(No. 990225-70\(b\) - Part 1\)](#)
- ["Plain Language Rewrite" Ordinance \(No. 990225-70\(b\) - Part 2\)](#)
- ["Plain Language Rewrite" Ordinance \(No. 990225-70\(b\) - Part 3\)](#)
- ["Plain Language Rewrite" Ordinance \(No. 990225-70\(b\) - Part 5\)](#)
- [Ordinance Renaming Departments and Changing References to those Departments \(No. 980114-B\)](#)
- [Ordinance Adopting the Town Lake Comprehensive Plan \(No. 890126-P\)](#)
- [Ordinance Related to Procedures and Requirements for Applications Associated with Zoning, Subdivision, and Land Development\(No. 880804-I\)](#)
- [Ordinance Creating the Modern Land Development Code\(No. 880414-J\)](#)
- [Ordinance Amending the Boundary of the Red Bluff Sub-district \(No. 860904-X\)](#)
- [Ordinance Establishing the Waterfront Overlay \(No. 860717-Z\)](#)
- [Ordinance Prohibiting the Issuance or Approval of Building Permits within the Town Lake Corridor Area for 30 Days \(No. 851031-L\)](#)
- [1984 Zoning Code Conversion Ordinance \(No. 840301-S\)](#)

Copies of these ordinance are available at:

<http://www.ci.austin.tx.us/council/wotf.htm>

Copies of other ordinance may be located through the

City of Austin Clerk

Public Records Access - On-line Document Search

<http://www.cityofaustin.org/edims/search.cfm>

ORDINANCE NO. 20081016-034

AN ORDINANCE AMENDING ORDINANCE NO. 2008327-039 TO EXTEND THE ACTION PLAN FOR THE WATERFRONT OVERLAY TASK FORCE.

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

PART 1. Part 2 (*Creation, Powers and Duties*), Subsection (B) of Ordinance No 2008327-039 is amended to read

- (B) Consistent with recommendations of the Neighborhood Planning and Zoning Department, the council adopts following action plan for the Waterfront Overlay Task Force

March -
April 2008

Identify and contact list of Task Force members appointed by the City Council.

April 2008

Convene Task Force kick-off meeting and establish a work plan

May-~~August~~
November 2008

Conduct Task Force meetings

~~September~~
December 2008

Prepare a Waterfront Overlay Task Force Report, including recommended changes, ~~for public review and~~ provide to Council

~~November &
December 2008]~~
January &
February 2009

Board and Commission review and possible action

~~January]~~
March &
April 2009

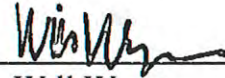
City Council public hearings and possible action

PART 2. This ordinance takes effect on October 27, 2008.

PASSED AND APPROVED


October 16 _____, 2008

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§
§



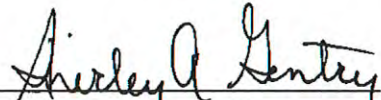
Will Wynn
Mayor

APPROVED:



David Allan Smith
City Attorney

ATTEST:



Shirley A. Gentry
City Clerk

ORDINANCE NO. 20080327-039

AN ORDINANCE CREATING THE WATERFRONT OVERLAY TASK FORCE AND WAIVING THE REQUIREMENTS OF CITY CODE SECTIONS 2-7-63 AND 2-7-64.

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

PART 1. Findings.

The city council finds that:

- (A) The City of Austin recognized Lady Bird Lake as a treasured resource in the heart of Austin by adopting the citizen led Waterfront Overlay Ordinance to protect Lady Bird Lake's water quality and scenic assets;
- (B) It is imperative to neighborhood residents, property owners, and city staff that the substantive and procedural requirements of the ordinance be clear and unambiguous;
- (C) In order to evaluate potential inconsistencies and ambiguities, the city council passed Resolution No. 20071129-042 on November 29, 2007, directing the city manager to establish a Waterfront Overlay Taskforce to include members from relevant city boards and commissions, neighborhood advocates and members of the development community, as well as a task force action plan; and
- (D) In accordance with the council's direction, the Neighborhood Planning and Zoning Department issued a memorandum on February 19, 2008, with recommendations regarding the membership of the Waterfront Overlay Task Force and a proposed action plan.

PART 2. Creation, Duties, and Resources.

- (A) The Waterfront Overlay Task Force is created. Consistent with recommendations of the Neighborhood Planning and Zoning Department, the Task Force shall consist of 15 members to be appointed by the city council from the following categories:

a representative from the following boards and commissions:

Parks and Recreation Board;

Planning Commission;
Design Commission;
Downtown Commission;
Environmental Board;

a representative from Save Town Lake;

a representative from the Town Lake Trails Foundation;

a representative from the Real Estate Council of Austin; and

Council appointed representatives from City registered neighborhood organizations whose boundaries abut Lady Bird Lake, and business property owners that own property within the Waterfront Overlay combining district.

- (B) Consistent with recommendations of the Neighborhood Planning and Zoning Department, the council adopts following action plan for the Waterfront Overlay Task Force:

March –

April 2008: Identify and contact list of Task Force members appointed by the City Council.

April 2008: Convene Task Force kick-off meeting and establish a work plan.

May-August 2008: Conduct Task Force meetings.

September 2008: Prepare a Waterfront Overlay Task Force Report, including recommended changes, for public review.

November &

December 2008: Board and Commission review and possible action.

January 2009: City Council public hearings and possible action.

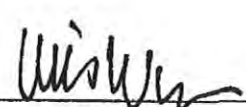

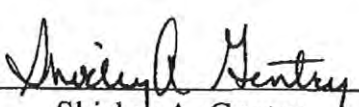
- (C) The city manager is directed to provide necessary resources and technical assistance to the Waterfront Overlay Task Force.
- (D) The Waterfront Overlay Task Force is subject to City Code Sections 2-1-43 (*Meeting Requirements*) and 2-1-44 (*Meeting Procedures*).

(E) The Task Force shall dissolve on the later of one year from the effective date of this ordinance or the date on which the Waterfront Overlay Task Force Report is made available for public review.

PART 3. The council waives the requirements of City Code Sections 2-7-63 (*Prohibition on Conflict of Interest*) and 2-7-64 (*Disclosure of Conflict of Interest*) for the Waterfront Overlay Taskforce.

PART 4. This ordinance takes effect on April 7, 2008.

PASSED AND APPROVED

_____ March 27, 2008	§ § §	_____  Will Wynn Mayor
APPROVED:  _____ David Allan Smith City Attorney	ATTEST:  _____ Shirley A. Gentry City Clerk	

ORDINANCE NO. 20070607-096

**AN ORDINANCE AMENDING SECTION 25-2-713 OF THE CITY CODE
RELATING TO A VARIANCE FROM REQUIREMENTS OF THE
WATERFRONT OVERLAY DISTRICT.**

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

PART 1. Section 25-2-713(B) (*Variances*) of the City Code is amended to read:

(B) An [~~For the City Hall subdistrict, an~~] interested party may appeal the Land Use Commission's grant or denial of a variance under Subsection (A) to the council.

PART 2. This ordinance takes effect on June 18, 2007.

PASSED AND APPROVED

_____ June 7 _____, 2007

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§
§

Will Wynn
Mayor

APPROVED:

David Allan Smith
City Attorney

ATTEST:

Shirley A. Gentry
City Clerk

ORDINANCE NO. 20060831-068

AN ORDINANCE AMENDING SECTION 14-11-43 OF THE CITY CODE RELATING TO LICENSE AGREEMENTS; AMENDING SECTION 25-2-32 OF THE CITY CODE RELATING TO ZONING DISTRICTS AND MAP CODES; REPEALING AND REPLACING SECTION 25-2-172 OF THE CITY CODE RELATING TO MIXED USE DISTRICTS; ADDING SECTION 25-2-812 TO THE CITY CODE RELATING TO DRIVE-THROUGH FACILITIES; ADDING SECTION 25-2-813 TO THE CITY CODE RELATING TO SERVICE STATION USES; AMENDING CHAPTER 25-2 OF THE CITY CODE TO ADD SUBCHAPTER E RELATING TO DESIGN STANDARDS AND MIXED USES; AMENDING SECTION 25-6-478 RELATING TO REDUCED PARKING IN CERTAIN GEOGRAPHIC AREAS; AMENDING SECTION 25-8-63 OF THE CITY CODE RELATING TO IMPERVIOUS COVER CALCULATIONS; AND REPEALING SECTIONS 25-2-442, 25-2-646, AND 25-2-647 OF THE CITY CODE RELATING TO MIXED USE COMBINING DISTRICTS.

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

PART 1. Section 14-11-43 (*Annual Fee*) of the City Code is amended to amend Subsections (A) and (F) to read:

- (A) Except as provided in Subsections (C), ~~and~~ (E), and (F) and Section 14-11-46 (*Waiver for Subterranean Tunnel*), the holder of an approved license agreement shall pay the City an annual license fee.
- (F) The city manager shall waive an annual license fee if the city manager determines that:
 - (1) the license agreement ~~[relates to property zoned central business (CBD) or downtown mixed use (DMU) and]~~ authorizes landscaping, overhead pedestrian cover, or a roof drain on adjacent public property; and
 - (2) the overhead cover, if any, is provided by a projection from a building, including a balcony or awning, or an arcade that is open to the street.

PART 2. Section 25-2-32(F) (*Zoning Districts And Map Codes*) of the City Code is amended to add the following district and map code and renumber the remaining districts and map codes accordingly:

or buyer, the owner/family, corporation, or buyer may rebuild the building to match its existing site configuration, even though that configuration may not fully comply with the building location standards of this Subchapter. In such cases, new sidewalks must be provided that comply with the sidewalk (but not the building location) requirements of Section 2.2 of this Subchapter unless compliance is impracticable due to site constraints, in the determination of the Director. In addition, the rebuilt building must comply with the standards in Article 3, *Building Design Standards*, of this Subchapter, and also Subchapter G, *Landscaping Regulations*, and Chapter 25-10, *Signs*.

C. Exemption for Downtown Sidewalks

Development on all streets in the downtown area is exempt from the sidewalk and supplemental zone standards of Section 2.2. of this Subchapter, and instead is encouraged to comply with the sidewalk standards of the Great Streets Development Program. Development on all streets in the downtown area is subject to all other applicable provisions of this Subchapter except the sidewalk standards.

D. Exemption for Small Interior Lots

Development on interior lots with 65 feet or less of frontage on the principal street and with vehicular access only from the principal street is exempt from the building location requirements of Sections 2.2.2 and 2.2.3. of this Subchapter.

1.2.4. Conflicting Provisions

- A. If the provisions of this Subchapter are inconsistent with provisions found in other adopted codes, ordinances, or regulations of the City of Austin not listed in Subsection B. below, this Subchapter shall control unless otherwise expressly provided.
- B. The following provisions supersede the requirements of this Subchapter to the extent of conflict:
1. The following provisions of Chapter 25-2:
 - a. Subchapter C, Article 3 (*Additional Requirements for Certain Districts*);
 - b. Subchapter C, Article 4 (*Additional Requirements for Certain Uses*);
 - c. Subchapter C, Article 10 (*Compatibility Standards*);
 - d. Provisions applicable to the Hill Country Roadways; and
 2. Regulations applicable to a:
 - a. Barton Springs Zone overlay district;
 - b. Conditional overlay (CO) combining district;
 - c. Central urban redevelopment (CURE) combining district;
 - d. Neighborhood conservation (NC) combining district;
 - e. Neighborhood plan (NP) combining district;
 - f. Planned development area (PDA) combining district;
 - g. Planned unit development (PUD) district; or

- h. Waterfront overlay (WO) district (except that the redevelopment provisions of this Subchapter in Sections 2.3.1, *Internal Circulation Systems for Large Sites*, and 4.3., *Vertical Mixed Use Buildings*, shall apply to the WO district).

1.2.5. Accessibility

Accessibility, integration and inclusion of people with disabilities are fundamental components of our vision for the future of the City of Austin. This subchapter is not intended to supersede any applicable state or federal accessibility statutes and regulations. Administration and enforcement of this subchapter shall comply with all such statutes and regulations.

1.2.6. State and Federal Facilities

Compliance with the standards of this Subchapter at all state and federal facilities is encouraged.

1.3. REVIEW PROCESS

1.3.1. Standards Applicable During Site Plan Review

The standards contained in the following sections of this Subchapter shall be applied in the normal review process for site plans as set forth in Chapter 25-5 of the Austin Code:

- A. Section 2.2, *Relationship of Buildings to Streets and Walkways*,
- B. Section 2.3, *Connectivity*,
- C. Section 2.4, *Parking*,
- D. Section 2.5, *Exterior Lighting (for fixtures not affixed to buildings)*,
- E. Section 2.6, *Screening of Equipment and Utilities (for fixtures not affixed to buildings)*,
- F. Section 2.7, *Private Common Open Space and Pedestrian Amenities*, and
- G. Article 4, *Mixed Use*.

In addition to meeting the review criteria specified in Chapter 25-5, each site plan application shall evidence compliance with the standards listed above.

1.3.2. Standards Applicable During Building Permit Review

The standards contained in the following sections of this Subchapter shall be applied in the normal review process for building permits as set forth in Chapter 25-11 of the Austin Code:

- A. Section 2.5, *Exterior Lighting (for fixtures affixed to buildings)*,

COMMENTARY: MIXED USE DEVELOPMENT IN AUSTIN GENERALLY

The City of Austin allows and encourages the development of mixed use projects. Mixed use development integrates two or more land uses, such as residential and commercial, with a strong pedestrian orientation. Requirements and standards for mixed use development appear in various places throughout the Austin City Code.

Zoning Districts in which Mixed Use is Allowed and Encouraged

The following districts are intended primarily for mixed use development and are described more fully in Section 4.2 below:

- Mixed Use Combining District (Section 4.2.1);
- Vertical Mixed Use Overlay District (Section 4.2.2).

Mixed use development also is allowed in other Austin zoning districts. Some of these districts are listed below and are described more fully in the referenced sections of the Austin Code. This list is not exhaustive, but rather is intended to illustrate the range of districts in which mixed use development is allowed.

- Central Business (CBD) (Section 25-2-100);
- Central Urban Redevelopment (CURE) (Section 25-2-163);
- Downtown Mixed Use (DMU) (Section 25-2-101);
- Planned Development Area (PDA) (Section 25-2-174);
- Planned Unit Development (Section 25-2-144);
- Traditional Neighborhood Development (25-2-Section 146);
- Transit Oriented Development (Section 25-2-147);
- Waterfront Overlay (WO) (Section 25-2-175); and
- University Neighborhood Overlay (UNO) (Section 25-2-178).

Types of Mixed Use Development

Within the districts that allow mixed use development, uses may be combined either vertically in the same building, or horizontally in multiple buildings, or through a combination of the two, depending on the standards of the district.

Vertical mixed use is allowed in two building types: the Vertical Mixed Use (VMU) Building and the Neighborhood Mixed Use (NMU) Building. Standards for VMU buildings are in Section 4.3. below, and standards for NMU buildings are in Subchapter D, Article 6.

Horizontal mixed use is the mixing of uses in a development project, though not necessarily in the same building. Horizontal mixed use is allowed and encouraged in Austin so long as each of the proposed uses is allowed within the applicable zoning district and the development meets all applicable requirements of the Austin Code.

ORDINANCE NO. 20060622-015

AN ORDINANCE AMENDING CHAPTER 2-1 OF THE CITY CODE TO REPEAL ARTICLES RELATING TO INACTIVE BOARDS AND COMMISSIONS; AND ABOLISHING CERTAIN INACTIVE ADVISORY GROUPS.

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

PART 1. Chapter 2-1 of the City Code (*Boards and Commissions*) is amended to repeal the following articles to abolish inactive boards and commissions:

- Article 7. Austin INET Authority;
- Article 12. Bond Oversight Committee;
- Article 15. Central City Entertainment Center Board;
- Article 21. Convention and Visitors Commission;
- Article 24. Economic Development Commission; and
- Article 39. One-Stop Labor Center Advisory Board.

PART 2. The Council abolishes the Green Building Task Force, created by Resolution 981022-55, Ordinance No. 990304-56, and Ordinance No. 000420-43.

PART 3. The Council abolishes the Census 2000 Complete Count Committee, created by Resolution 990211-26 and Ordinance No. 990304-53.

PART 4. The Council abolishes the inactive boards and commissions created by the following resolutions:

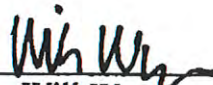
- | | |
|--------------------------|---|
| Resolution No. 971106-24 | Downtown Development Advisory Group; |
| Resolution No. 000113-59 | Equity Steering Commission; |
| Resolution No. 000127-61 | Town Lake Waterfront Overlay Advisory Board; |
| | and |
| Resolution No. 010405-34 | Boards and Commissions Process Review Task Force. |

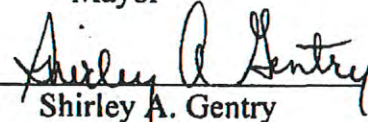
PART 5. This ordinance takes effect on July 3, 2006.

PASSED AND APPROVED

_____ June 22 _____, 2006

APPROVED 
David Allan Smith
City Attorney

§
§
§ _____ 
Will Wynn
Mayor

ATTEST: _____ 
Shirley A. Gentry
City Clerk

ORDINANCE NO. 20050407-063

**AN ORDINANCE AMENDING SECTION 25-2-739 OF THE CITY CODE
RELATING TO THE RAINEY STREET SUBDISTRICT OF THE
WATERFRONT OVERLAY COMBINING DISTRICT.**

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

PART 1. Section 25-2-739 of the City Code is amended to add a new Subsection (C) to read

- (C) This subsection applies to property zoned central business district (CBD) after April 17, 2005
 - (1) For a building located on Red River Street from Cesar Chavez Street to Driskill Street or River Street from I-35 to River Street's western terminus, the development must have sidewalks not less than ten feet wide along the street frontage
 - (2) For a residential or mixed-use building, the maximum building height is 40 feet. This limitation does not apply if at least five percent of the dwelling units on the site are available to house persons whose household income is less than 80 percent of the median income in the Austin statistical metropolitan area, as determined by the director of the Neighborhood Housing and Community Development Office
 - (3) A use with a drive-in service is prohibited
 - (4) The permitted floor-to-area ratio is 12 to 1 if the building height limitation of 40 feet prescribed by Paragraph (2) does not apply and the development cumulates at least 65 points, as described in this paragraph
 - (a) The development qualifies for 10 points if:
 - (i) at least 10 percent of the gross floor area of the development is used for a residential use, and
 - (ii) at least 10 percent of the gross floor area of the development is used for a nonresidential use
 - (b) The development qualifies for 15 points if the development complies with this paragraph

- (i) Street lights must be installed along the street frontage. The street lights may not be closer together than 88 feet and may not be farther apart than 112 feet.
 - (ii) Conduit for traffic signals and street lighting must be installed along the street frontage. The conduit and its installation must comply with the City's criteria manuals.
 - (iii) Shade trees must be installed along the street frontage. The trees may not be closer together than 22 feet and may not be farther apart than 30 feet. The trees must be Class A trees, as described in the City's criteria manuals.
 - (iv) Benches must be installed along the street frontage. Two benches for each 150 feet of street frontage are required.
 - (v) Trash receptacles must be installed along the street frontage. One trash receptacle for each street adjoining the development is required.
 - (vi) The director shall determine the placement of the street lights, conduit, shade trees, benches, and trash receptacles. Only products approved by the director may be used. The director shall by rule promulgate a list of approved products.
- (c) The development qualifies for 10 points if
- (i) for a non-residential or mixed-use building
 - 1. along not less than 75 percent of the building's street frontage, for a building depth of not less than 20 feet the minimum distance between the finished ground floor of the building and the structural portion of the ceiling is 15 feet, and
 - 2. for a ground level wall that faces a public street, not less than 50 percent of the wall area that is between two and ten feet above grade is constructed of glass with a visible transmittance rating of 0.6 or higher, or
 - (ii) for a residential building, each ground floor dwelling unit has its principal entrance facing and opening onto the street.
- (d) The development qualifies for five points if at least 10 percent of the development is used for a plaza, square, park, green, or other similar open space.

(e) The development qualifies for five points if

- (i) the parking is underground,
- (ii) the parking is located in an interior court, or
- (iii) the parking is located in an above-ground parking structure, and
 - 1 the headlights of automobiles in the parking structure are not directly visible from an adjacent building or a building across a street, other than an alley, and
 - 2 automobiles in the parking structure are screened from public view, and
- (iv) for a parking garage within 50 feet of a public street other than an alley
 - 1 each floor must be flat, except for access ramps between floors,
 - 2 the minimum distance between a floor and the structural portion of the ceiling is eight feet, and
 - 3 the minimum distance between adjacent floors is ten feet

(f) The development qualifies for five points if the development complies with this paragraph

- (i) For a building adjacent to a historically significant structure, as determined in accordance with Subsection (C)(4)(j), the adjacent portions of the building above the second story are stepped back not less than 15 feet
- (ii) Each building has an entrance on each street on which it has frontage
- (iii) Each primary building entrance is architecturally differentiated from the entrances to the building's street level businesses, if any

(g) The development qualifies for

- (i) five points if each building achieves at least a two star rating under the Austin Green Building program, as prescribed by a rule adopted in accordance with Chapter 1-2 (*Adoption of Rules*), or

(ii) 10 points if each building achieves at least a three star rating under the Austin Green Building program

(h) The development qualifies for five points if the development improves street or pedestrian connectivity in the Rainey Street subdistrict. The improvement must be in addition to a sidewalk or street improvement that is already required by this title

(i) The development qualifies for 10 points if the development is located along Rainey Street or River Street and each building has

(i) a minimum front setback of ten feet, and

(ii) a base wall with a maximum height of 45 feet and a building setback of not less than 15 feet at the top of the base wall

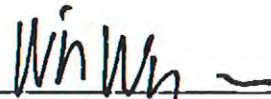
(j) The development qualifies for five points for each historically significant structure that is preserved on-site or relocated to a site within the Rainey Street subdistrict, up to a maximum of 25 points. A structure is historically significant if the City's historic preservation officer determines that the structure contributes to the historic character of the Rainey Street National Historic Register District

PART 2. This ordinance takes effect on April 18, 2005

PASSED AND APPROVED

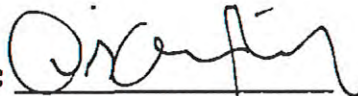
_____ April 7 _____, 2005

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§
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Will Wynn
Mayor

APPROVED:



David Allan Smith
City Attorney

ATTEST:



Shirley A. Brown
City Clerk

ORDINANCE NO. 031120-44

AN ORDINANCE AMENDING CHAPTERS 25-2 AND 25-6 OF THE CITY CODE RELATING TO OFF-STREET PARKING AND LOADING REQUIREMENTS.

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

PART 1. Section 25-2-558 of the City Code is amended to delete Paragraph (M)(3) and renumber the remaining paragraphs accordingly.

PART 2. Section 25-2-773 of the City Code is amended to delete Subsections (C) and (D) and renumber the remaining subsection accordingly.

PART 3. Section 25-2-784 of the City Code is amended to delete Subsection (A) and renumber the remaining subsections accordingly.

PART 4. Section 25-2-805 of the City Code is amended to delete Paragraph (A)(12).

PART 5. Section 25-2-901 of the City Code is amended to delete Subsection (B) and renumber the remaining subsections accordingly.

PART 6. Section 25-2-1176 of the City Code is amended to delete Paragraph (G)(2) and renumber the remaining paragraphs accordingly.

PART 7. Section 25-2-1205(7) of the City Code is amended to read:

- (7) ~~At [A park must provide a minimum of 2.1 off-street parking spaces for each dwelling unit, at]~~ least one parking space ~~[of which]~~ must be located on each ~~[the]~~ mobile home space. A required ~~[An]~~ off-street parking space that is not located on a mobile home space may be located in a common parking area. Common parking areas shall be located throughout the park to provide reasonable and convenient access to all mobile home spaces.

PART 8. Section 25-2-1463 of the City Code is amended to delete Subsection (F).

PART 9. Section 25-6-472(A) of the City Code is amended to read:

- (A) Except as provided in Section ~~[Sections]~~ 25-6-473 (*Modification Of Parking Requirement*) ~~[and 25-6-474 (Parking For Industrial Use)]~~, a parking facility for a use must comply with the requirements in Appendix A (*Tables Of Off-Street Parking And Loading Requirements*).

PART 10. Sections 25-6-474, 25-6-476, and 25-6-479 of the City Code are repealed and the remaining sections renumbered accordingly.

PART 11. Chapter 25-6 of the City Code is amended to add new sections 25-6-477, 25-6-478, and 25-6-479 to read:

§ 25-6-477 BICYCLE PARKING.

- (A) In this section, "bicycle" includes a motorized bicycle.
- (B) An off-street parking facility for bicycles as prescribed in Appendix A (*Tables Of Off-Street Parking And Loading Requirements*) must be provided for each use on a site.
- (C) A required bicycle space must comply with the requirements of the Transportation Criteria Manual.
- (D) The location of an off-street bicycle parking facility must:
 - (1) be as convenient to building entrances as the motor vehicle parking facility; and
 - (2) not interfere with pedestrian traffic.
- (E) A provision of this article that is applicable to off-street motor vehicle parking also applies to bicycle parking, unless the provision conflicts with this section.
- (F) The director of the Transportation, Planning, and Sustainability Department may waive a requirement relating to the number or type of bicycle spaces or approve an alternate method of compliance after considering the characteristics of the use, the site, and the surrounding area. A waiver may not reduce the number of required bicycle spaces to less than two.

§ 25-6-478 REDUCED PARKING IN CERTAIN GEOGRAPHIC AREAS.

- (A) Except as provided in Subsection (B), this section applies in the area bounded by:
 - (1) Highway 183 from Loop 360 to Highway 71;
 - (2) Highway 71 from Highway 183 to Loop 1;
 - (3) Loop 1 from Highway 71 to Lake Austin;
 - (4) Lake Austin from Loop 1 to Dry Creek;
 - (5) Dry Creek from Lake Austin to Ranch Road 2222;

- (6) Ranch Road 2222 from Dry Creek to Mesa Drive;
- (7) a line parallel to and 200 feet west of Mesa Drive from Ranch Road 2222 to Jollyville Road;
- (8) Jollyville Road from Mesa Drive to Loop 360; and
- (9) Loop 360 from Jollyville Road to Highway 183.

(B) This section does not apply:

- (1) to property in a central business (CBD) district or downtown mixed use (DMU) district;
- (2) to a commercial, industrial, or civic use in a traditional neighborhood (TN) district;
- (3) to a corner store special use; neighborhood mixed use building special use; commercial, industrial, or civic use portion of a neighborhood urban center special use; or commercial or civic use portion of a residential infill special use; or
- (4) if the off-street parking requirement has been modified under Section 25-6-473 (*Modification Of Parking Requirement*) or Section 25-6-476 (*Parking For Mixed-Use Developments*).

(C) The minimum off-street parking requirement is 80 percent of that prescribed by Appendix A (*Tables Of Off-Street Parking And Loading Requirements*).

PART 12. Section 25-6-501(C) of the City Code is amended to read:

- (C) An off-site parking facility and the use that it serves may not be not more than 1,000 [~~500~~] feet apart, measured from the nearest off-site parking space to the nearest public entrance of the use that the parking facility serves. The distance measured:
- (1) assumes that between adjacent intersections with traffic control signals, pedestrians cross at a marked crosswalk; and
 - (2) does not cross private property unless access is authorized by the affected property owner.

PART 13. Section 25-6-591(A) of the City Code is amended to read:

- (A) In a central business district (CBD) or a downtown mixed use (DMU) zoning district:

- (1) off-street parking is not required for a use occupying a designated historic landmark or located in an existing building in a designated historic district;
- (2) off-street parking is not required for a use occupying less than 6,000 square feet of floor space in a structure that existed on April 7, 1997;
- (3) except as provided in Subsections (A)(4) and (B), the minimum parking facility requirement is 20 percent of the number of parking spaces required by Appendix A (*Tables Of Off-Street Parking And Loading Requirements*) and the maximum parking facility requirement is 60 percent of the number of parking spaces required by Appendix A (*Tables Of Off-Street Parking And Loading Requirements*); and
- (4) a parking facility for a residential use must provide at least 60 [80] percent of the number of parking spaces required by Appendix A (*Tables Of Off-Street Parking And Loading Requirements*);
- (5) except as provided in Subsections (C) and (D), a parking garage must be separated from an adjacent street by a pedestrian-oriented use described in Section 25-2-691 (*Waterfront Overlay (WO) District Uses*) that fronts on the street at the ground level;
- (6) a curb cut for a garage access must have a width of 30 feet or less; and
- (7) at the intersection of sidewalk and parking access lane, ten degree cones of vision are required.

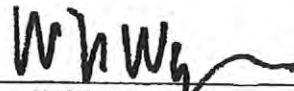
PART 14. Chapter 25-6 of the City Code is amended to repeal Appendix A and replace it with a new Appendix A, which is attached to this ordinance and incorporated by reference.

PART 15. This ordinance takes effect on December 1, 2003.

PASSED AND APPROVED

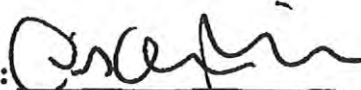
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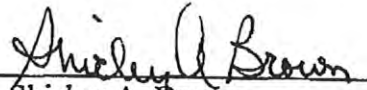
Will Wynn
Mayor

APPROVED:



David Allan Smith
City Attorney

ATTEST:



Shirley A. Brown
City Clerk

ORDINANCE NO. 990902-57

AN ORDINANCE AMENDING TITLE 25 OF THE CITY CODE RELATING TO A COMMUNITY EVENTS USE.

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

PART 1. Section 25-2-6 of the City Code is amended to add the following use description in alphabetical order and renumber the remaining descriptions accordingly:

COMMUNITY EVENTS use is a use described in Local Government Code Chapter 334 as permitted for an "approved venue project", except for a hotel, zoological park, museum, or aquarium. The use includes the sale of alcoholic beverages.

PART 2. The table in Subsection 25-2-491(C) of the City Code is amended to add "community events" as a civic use, place a reference to endnote "8" in all zoning district columns at the intersection with the "community events" row, and add an endnote "8" to read as follows:

8 Refer to Section 25-2-841 (*Community Events Use*).

PART 3. Subsection 25-2-625(A) of the City Code is amended to read as follows:

(A) This section applies in a public (P) district, except for a community events use.

PART 4. Section 25-2-672 of the City Code is amended to add a new Subsection (G) to read as follows:

(G) This section does not apply to a community events use.

PART 5. Subsection 25-2-691(A) of the City Code is amended to read as follows:

(A) This section applies to the waterfront overlay (WO) district, except for a community events use.

PART 6. Subsection 25-2-692(G) of the City Code is amended to read as follows:

(G) This subsection applies to the Auditorium Shores subdistrict, except for a community events use.

- (1) Not less than 50 percent of the net usable floor area of the ground level of a structure adjacent to Town Lake must be used for pedestrian-oriented uses. The Planning Commission may allow an applicant up to five years from the date a certificate of occupancy is issued to comply with this requirement.
- (2) Use of the area between the primary setback line and the secondary setback line is limited to:
 - (a) cultural services;
 - (b) day care services;
 - (c) park and recreation services;
 - (d) food sales; and
 - (e) restaurant (limited).

PART 7. Subsection 25-2-711(B) of the City Code is amended to read as follows:

- (B) The requirements of this division do not apply to:
- (1) a community events use; or
 - (2) the construction or reconstruction of existing or proposed development for which:
 - (a) ~~{(1)}~~ a building permit was issued before July 18, 1986;
 - (b) ~~{(2)}~~ a certificate of occupancy was issued before July 18, 1986;
 - (c) ~~{(3)}~~ a site plan was approved before July 17, 1986, including a phased project or a special permit site plan;
 - (d) ~~{(4)}~~ a site plan was filed with the City before July 17, 1986 as a condition of zoning, and the site plan was previously approved by the Council or Town Lake Task Force; or
 - (e) ~~{(5)}~~ building plans were filed with the City before July 17, 1986.

PART 8. Chapter 25-2 of the City Code is amended to add a new Section 25-2-841 to read as follows:

§ 25-2-841 COMMUNITY EVENTS USE.

- (A) This section applies to a community events use.
- (B) A community events use is permitted only on City-owned land located within the area bounded on the north by the southern right-of-way of Riverside Drive, on the east by the western right-of-way of South First Street, on the south by the northern right-of-way of Barton Springs Road, and on the west by a line 1,500 feet west of and parallel to the western right-of-way of South First Street.
- (C) Council approval is required for a site plan for a community events use. Approval of a site plan:
 - (1) establishes the site development regulations; and
 - (2) waives regulations that are inconsistent with the site plan, if any.
- (D) A public hearing is required for each site plan considered under this section. The director shall give notice of the public hearing in accordance with Section 25-1-132(C) (*Notice Of Public Hearing*).

PART 9. The Council waives the requirements of Sections 2-2-3 and 2-2-7 of the City Code for this ordinance.

PART 10. This ordinance takes effect on September 13, 1999.

PASSED AND APPROVED

_____ §
September 2, 1999 § Kirk Watson
Kirk Watson
Mayor

APPROVED: Andrew Martin ATTEST: Shirley A. Brown
Andrew Martin Shirley A. Brown
City Attorney City Clerk

PAM

ORDINANCE NO. 99-0225-70 (b)

AN ORDINANCE REPEALING TITLE 13 OF THE CITY CODE AND REPLACING IT WITH A NEW TITLE 25 RELATING TO LAND DEVELOPMENT; REPEALING TITLE 1 OF THE CITY CODE AND REPLACING IT WITH A NEW TITLE 1 RELATING TO GENERAL CODE PROVISIONS AND RULE ADOPTION; AMENDING CHAPTER 2-4 OF THE CITY CODE TO ADD A NEW ARTICLE 41 RELATING TO THE HISTORIC LANDMARK COMMISSION, ADD A NEW ARTICLE 42 RELATING TO THE BOARD OF ADJUSTMENT, ADD A NEW ARTICLE 43 RELATING TO THE SIGN REVIEW BOARD, ADD A NEW ARTICLE 44 RELATING TO THE SIGN CONTROL BOARD, AND ADD A NEW ARTICLE 45 RELATING TO THE IMPACT FEE ADVISORY COMMITTEE; AMENDING TITLE 15 OF THE CITY CODE TO ADD A NEW CHAPTER 15-12 RELATING TO USE OF RIGHT-OF-WAY; AND READOPTING OFFENSES AND PROVIDING PENALTIES.

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

PART 1. The purpose of this ordinance is to make the law encompassed by the Land Development Code more accessible and understandable by:

- (1) rearranging the law in a more logical order;
- (2) employing a format and numbering system designed to facilitate citation of the law and to accommodate future expansion of the law;
- (3) eliminating repealed, duplicative, unconstitutional, expired, executed, or other ineffective provisions; and
- (4) restating the law in modern American English to the greatest extent possible.

PART 2. Title 13 of the City Code is repealed and replaced by a new Title 25 to read as follows:

**CHAPTER 25-2
ZONING**

**SUBCHAPTER A
ZONING USES, DISTRICTS, AND MAP;
DISTRICT DESIGNATIONS**

ARTICLE 1: ZONING USES

§ 25-2-1 USE CLASSIFICATIONS.

This article describes and classifies uses in the zoning jurisdiction. The major use categories are residential, commercial, industrial, civic, and agricultural.

Source: Sections 13-2-2 through 13-2-6.

§ 25-2-2 DETERMINATION OF USE CLASSIFICATION.

- (A) The building official shall determine the appropriate use classification for an existing or proposed use or activity.
- (B) In making a determination under this section, the building official shall consider the characteristics of the proposed use and the similarities, if any, of the use to other classified uses.
- (C) An interested party may appeal a determination of the building official under this section to the Board of Adjustment.
- (D) The building official shall notify the Planning Commission of the filing of an appeal within 30 days of the filing, and of the disposition of the appeal within 30 days of disposition.
- (E) The building official shall maintain a list of determinations made under this section.

Source: Section 13-2-7.

(3)	neighborhood conservation combining	NC
(4)	planned development area	PDA
(5)	waterfront overlay	WO
(6)	mixed use	MU
(7)	Capitol view corridor	CVC
(8)	Capitol dominance	CD
(9)	Congress Avenue	CA
(10)	East Sixth / Pecan Street	PS
(11)	downtown parks	DP
(12)	downtown creeks	DC
(13)	convention center	CC

Source: Section 13-2-21.

§ 25-2-33 HIERARCHY OF BASE DISTRICTS.

- (A) The residential, commercial, and industrial base districts in Subsections (B), (C), and (D) of Section 25-2-32 (*Zoning Districts And Map Codes*) are arranged in a hierarchy that begins with the LA base district as the most restrictive district and ends with the LI base district as the least restrictive district.
- (B) A combining district is classified in the hierarchy of zoning districts according to the base district with which the combining district is combined.
- (C) Special purpose base districts are not included in the hierarchy described in this section.

Source: Section 13-2-25.

§ 25-2-175

WATERFRONT OVERLAY (WO) DISTRICT PURPOSE AND BOUNDARIES.

- (A) The purpose of the waterfront overlay (WO) district is to promote the harmonious interaction and transition between urban development and the park land and shoreline of Town Lake and the Colorado River.
- (B) The WO district applies to all property in its boundaries.
- (C) The boundaries of the WO district are identified in Appendix B of this chapter.

Source: Section 13-2-160(a).

ARTICLE 3: ZONING MAP

§ 25-2-191

ZONING MAP.

- (A) The boundaries of all zoning districts are depicted on the zoning map. The zoning map is incorporated by reference into this section.
- (B) The city clerk shall maintain in the City's files the original zoning map and all zoning map amendments. The director and the building official shall retain a copy of the current zoning map.
- (C) The zoning map may be divided into sections or include a supplemental map.

Source: Section 13-2-22.

§ 25-2-192

DETERMINATION OF DISTRICT BOUNDARIES.

- (A) If a site is divided by a zoning district boundary, the regulations of each zoning district apply to the portion of the site located in that zoning district.
- (B) The boundary of a zoning district shown on the zoning map is determined in accordance with this subsection.
 - (1) If a zoning district boundary is shown as approximately following a street, alley, or property boundary, the zoning district boundary coincides with the street, alley, or property boundary.

- (1) Surface parking lots, curb cuts, and unscreened garage openings are prohibited.
 - (2) The Planning Commission may waive the prohibition of this subsection after determining that:
 - (a) compliance with the prohibition is impractical;
 - (b) the proposed project will not unreasonably impair pedestrian or vehicular movement; and
 - (c) adequate precautions have been made for public safety, convenience, and the aesthetic values of the combining district.
- (C) In the PS combining district:
- (1) a structure may not exceed a height of 45 feet; and
 - (2) an exterior sign must comply with the standards adopted by the Landmark Commission for the Sixth Street Historic District.
- (D) In the DP combining district, a structure may not exceed a height of 120 feet.
- (E) In the DC combining district:
- (1) a structure may not exceed a height of 60 feet; and
 - (2) storage, trash collection, loading, and associated facilities must be screened from view from a creek.

Source: Section 13-2-717.

§ 25-2-644

CONVENTION CENTER (CC) COMBINING DISTRICT REGULATIONS.

- (A) Commercial off-street parking is prohibited in the convention center (CC) combining district east of IH-35.
- (B) This subsection applies in the CC combining district to development for which an application for approval of commercial off-street parking is filed after November 18, 1990.

- (1) A commercial off-street parking use must be contained entirely within a structure and be screened.
- (2) A commercial off-site parking use must be separated at ground level from an adjacent street by an enclosed space designed for a pedestrian-oriented use described in Section 25-2-691 (*Waterfront Overlay (WO) District Uses*).
- (3) For a site that is less than one city block in length on a side, the Planning Commission may waive the requirement of this subsection after determining that:
 - (a) compliance with the regulation is physically impractical; or
 - (b) the proposed project is located in an area that is not pedestrian-oriented.

Source: Sections 13-2-230.1 and 13-2-718.

§ 25-2-645 EAST AUSTIN (EA) OVERLAY DISTRICT USE RESTRICTIONS.

- (A) In the East Austin (EA) overlay district, Subsection (B) applies to a use if:
 - (1) the use is located in a general commercial services, commercial - liquor sales, or limited industrial services base district; and
 - (2) one of the following conditions exist:
 - (a) 20 percent or more of the area within 500 feet of the property boundary is used or zoned for residential uses; or
 - (b) an educational facility, religious assembly, public park, public playground, or licensed day care center is located within 1000 feet of the property boundary.
- (B) The following are conditional uses:
 - (1) agricultural sales and services, except nurseries;
 - (2) basic industry;

**DIVISION 6: WATERFRONT OVERLAY DISTRICT REQUIREMENTS
FOR TOWN LAKE PARK**

§ 25-2-671 TOWN LAKE PARK TERMS.

In Section 25-2-672 (*Town Lake Park Regulations*):

- (1) **COMMUNITY PARK** means a portion of Town Lake Park that is intended for city wide use and designed to accommodate large numbers of people involved in a variety of activities. The following areas in Town Lake Park are community parks:
 - (a) tracts S-1, S-2, S-3A, S-4, S-6, S-7, S-8, S-9, N-1, N-2, N-3, N-4, N-5A, N-6, N-7, N-8, N-9, N-10, N-11, N-15, N-16A, and N-17A on the park classification map;
 - (b) park land in the area bounded on the north by the Colorado River, on the west by Pleasant Valley Road, on the south by the proposed extension of Lakeshore Boulevard, and on the east by the crest of the bluff of Country Club Creek;
 - (c) park land in the area bounded on the north by Lake Austin Boulevard, on the south by Town Lake, on the east by the MoPac Freeway, and on the west by the extension of the western boundary of Eilers Park;
 - (d) the Holly Street Power Plant, when its current use ceases and it is dedicated as park land; and
 - (e) park land within 50 feet of the shoreline of Town Lake.
- (2) **CULTURAL PARK** means a portion of Town Lake Park that is intended for cultural facilities, including museums, botanical gardens, and performance areas. The following areas in Town Lake Park are cultural parks:
 - (a) tracts S-2D, S-3, S-4A, S-5, S-5A, S-5B, and S-5C on the park classification map;

- (b) park land in the area bounded on the east by Dawson Road, on the west by Lamar Boulevard, on the south by Barton Springs Road, and on the north by Riverside Drive;
 - (c) park land in the area bounded on the north by Town Lake, on the south by Barton Springs Road, Barton Boulevard, and the westward extension of Linscomb Avenue, on the east by Lamar Boulevard, and on the west by Robert E. Lee Road and the hike and bike trail;
 - (d) park land north of the intersection of River Street and Bierce Street, known as the City of Austin Street and Bridge Yard; and
 - (e) the Seaholm Power Plant and the Green Water Treatment Plant, including the water intake structures, when the current uses cease and the plants are dedicated as park land.
- (3) **NEIGHBORHOOD PARK** means a portion of Town Lake Park that is small, informal, is less intensely used than the developed areas of Town Lake Park, and serves adjacent neighborhoods. The following areas in Town Lake Park are neighborhood parks:
- (a) tracts S-2A, S-10, N-5, N-16, and N-17 on the Park Classification Map;
 - (b) park land in the area bounded on the north by Town Lake, on the west by East Bouldin Creek, on the east by Blunn Creek, and on the south by Riverside Drive; and
 - (c) park land in the area bounded on the north by the Colorado River, on the east by Montopolis Drive, on the south by the extension of Grove Boulevard, and on the west by the crest of the bluff of Country Club Creek.
- (4) **PARK CLASSIFICATION MAP** means the map that is on file with the Parks and Recreation Department and that is Exhibit "B" to Ordinance No. 890126-P.
- (5) **NATURAL AREA** means that portion of Town Lake Park that is preserved as a natural environment with limited human activity. The following areas in Town Lake Park are natural areas:

- (a) tracts W-1, S-2B, S-2C, N-3A, and N-18 on the Park Classification Map;
 - (b) park land located between the Colorado River shoreline and the crest of the bluff north of the Colorado River, from Longhorn Dam to U.S. 183 (Montopolis Bridge); and
 - (c) park land northeast of Town Lake from Tom Miller Dam to the west boundary of Eilers Park and southwest of Town Lake from Tom Miller Dam to the Austin Nature Center.
- (6) TOWN LAKE PARK PLAN means the Town Lake Park Plan adopted by Ordinance No. 890126-P.
 - (7) TOWN LAKE PARK means all the dedicated park land in the waterfront overlay zoning district.
 - (8) URBAN WATERFRONT means that portion of Town Lake Park that is adjacent to high-density urban development. Tracts N-12, N-13, and N-14 on the park classification map are urban waterfront areas.

Source: Section 13-2-228.1.

§ 25-2-672 TOWN LAKE PARK REGULATIONS.

- (A) Development of a natural area described in Section 25-2-671 (*Town Lake Park Terms*) is limited to:
 - (1) nature trails with interpretive signs and facilities;
 - (2) surface parking with pervious material;
 - (3) maintenance and improvement of environmental quality, including fencing and wildlife and vegetation management; and
 - (4) general park support and maintenance.
- (B) Development of a neighborhood park described in Section 25-2-671 (*Town Lake Park Terms*) is limited to:
 - (1) walking, exercise, and bicycle trails;

- (2) surface parking and access roads;
 - (3) picnic facilities;
 - (4) general neighborhood park uses, including playing fields, ball courts, swimming pools, and playscapes;
 - (5) concessions primarily serving an adjacent neighborhood, including food vending, bicycle rentals, and sports equipment rentals;
 - (6) cultural facilities primarily serving an adjacent neighborhood;
 - (7) maintenance and improvement of environmental quality, including stream bank stabilization, fencing, and wildlife and vegetation management; and
 - (8) general park support and maintenance.
- (C) Development of a community park described in Section 25-2-671 (*Town Lake Park Terms*) is limited to:
- (1) development permitted in a neighborhood park;
 - (2) municipal swimming pools and associated facilities;
 - (3) concessions designed to attract individuals from throughout the city, including boat rentals, food vending, dining facilities, special sports facilities, and special recreational facilities;
 - (4) surface parking and parking structures;
 - (5) performance and special events facilities;
 - (6) specialized facilities, including facilities that serve the handicapped, private nonprofit recreational facilities that serve the general public, and private park enhancement facilities;
 - (7) an internal park road system, with grade-separated intersections if required;
 - (8) athletic facilities, including multipurpose sports fields and exercise courses;

- (9) maintenance and improvement of environmental quality, including stream bank stabilization, fencing, and wildlife and vegetation management; and
 - (10) general park support and maintenance.
- (D) Development of a cultural park described in Section 25-2-671 (*Town Lake Park Terms*) is limited to:
- (1) cultural facilities and special event and performance areas;
 - (2) parking structures and limited surface parking;
 - (3) concessions that are designed to attract people from throughout the city, that are mobile, temporary, or located in a building described in the Town Lake Park Plan, and that require a small amount of space, including pushcarts selling food or flowers, temporary vending stands for special events, and museum gift shops;
 - (4) walking, exercise, and bicycle paths;
 - (5) an internal park transportation system;
 - (6) maintenance and improvement of environmental quality, including stream bank stabilization, fencing, and wildlife and vegetation management; and
 - (7) general park support and maintenance.
- (E) Development of an urban waterfront described in Section 25-2-671 (*Town Lake Park Terms*) is limited to:
- (1) plazas for performances and special events;
 - (2) wide sidewalks for walking, exercising, and bicycle riding;
 - (3) concessions that are designed to attract people from throughout the city, are mobile, temporary, or located in a building described in the Town Lake Park Plan, and require a small amount of space, including pushcarts selling food or flowers, temporary vending stands for special events, and museum gift shops;

- (4) rowing facilities, boathouses, and similar water-related activities;
 - (5) maintenance and improvement of environmental quality, including stream bank stabilization, fencing, and wildlife and vegetation management; and
 - (6) general park support and maintenance.
- (F) Development of an area of Town Lake Park not included in a natural area, neighborhood park, community park, cultural park, or urban waterfront described in Section 25-2-671 (*Town Lake Park Terms*) is limited to:
- (1) walking, exercise, and bicycle trails;
 - (2) picnic facilities;
 - (3) surface parking of pervious material and park access roads; and
 - (4) general park support and maintenance.

Source: Section 13-2-228.1.

DIVISION 7: WATERFRONT OVERLAY DISTRICT AND SUBDISTRICT USES

§ 25-2-691 WATERFRONT OVERLAY (WO) DISTRICT USES.

- (A) This section applies to the waterfront overlay (WO) district.
- (B) A residential use that is permitted in an MF-6 or more restrictive base district is also permitted in an NO or less restrictive base district.
- (C) A pedestrian-oriented use is a use that serves the public by providing goods or services and includes:
 - (1) art and craft studio (limited);
 - (2) cocktail lounge;

- (3) consumer convenience services;
 - (4) cultural services;
 - (5) day care services (limited, general, or commercial);
 - (6) food sales;
 - (7) general retail sales (convenience or general);
 - (8) park and recreation services;
 - (9) residential uses;
 - (10) restaurant (limited or general); and
 - (11) other uses as determined by the Planning Commission.
- (D) Pedestrian oriented uses in an MF-1 or less restrictive base district:
- (1) are permitted on the ground floor of a structure; and
 - (2) may be permitted by the Planning Commission above the ground floor of a structure.
- (E) A determination by the Planning Commission under Subsection (D)(2) may be appealed to the Council.

Source: Section 13-2-228.

§ 25-2-692 WATERFRONT OVERLAY (WO) SUBDISTRICT USES.

- (A) This subsection applies to the University / Deep Eddy subdistrict.
- (1) The following uses are prohibited:
 - (a) automotive rentals;
 - (b) automotive repair services;
 - (c) automotive sales;

- (d) automotive washing;
- (e) commercial off-street parking; and
- (f) a use with a drive-in service.

(2) The following are conditional uses:

- (a) hotel-motel;
- (b) service station;
- (c) local utility services.

(B) In the North Shore Central subdistrict, not less than 50 percent of the net usable floor area of the ground level of a structure adjacent to Town Lake must be used for pedestrian-oriented uses. The Planning Commission may allow an applicant up to five years from the date a certificate of occupancy is issued to comply with this requirement.

(C) This subsection applies to the Red Bluff subdistrict.

(1) The following uses are prohibited:

- (a) light manufacturing;
- (b) basic industry;
- (c) stockyards;
- (d) laundry services; and
- (e) resource extraction.

(2) The following are conditional uses:

- (a) automotive rentals;
- (b) automotive repair services;
- (c) automotive sales;

- (d) automotive washing;
- (e) commercial off-street parking;
- (f) a use with a drive-in service; and
- (g) warehousing and distribution.

(D) This subsection applies to the East Riverside subdistrict.

(1) The following uses are prohibited:

- (a) automotive rentals;
- (b) automotive repair services;
- (c) automotive sales;
- (d) automotive washing;
- (e) basic industry;
- (f) commercial off-street parking;
- (g) a use with a drive-in service;
- (h) laundry services;
- (i) light manufacturing;
- (j) stockyards; and
- (k) warehousing and distribution.

(2) The following are conditional uses:

- (a) hotel-motel;
- (b) service station; and
- (c) local utility service.

(E) This subsection applies to the Travis Heights subdistrict.

(1) The following uses are prohibited:

- (a) automotive rentals;**
- (b) automotive repair services;**
- (c) automotive sales;**
- (d) automotive washing;**
- (e) basic industry;**
- (f) commercial off-street parking;**
- (g) laundry services;**
- (h) light manufacturing;**
- (i) stockyards; and**
- (j) warehousing and distribution.**

(2) The following are conditional uses:

- (a) hotel-motel;**
- (b) service station; and**
- (c) local utility service.**

(F) In the South Shore Central subdistrict, not less than 50 percent of the net usable floor area of the ground level of a structure adjacent to Town Lake must be used for pedestrian-oriented uses. The Planning Commission may allow an applicant up to five years from the date a certificate of occupancy is issued to comply with this requirement.

(G) This subsection applies to the Auditorium Shores subdistrict.

(1) Not less than 50 percent of the net usable floor area of the ground level of a structure adjacent to Town Lake must be used for

pedestrian-oriented uses. The Planning Commission may allow an applicant up to five years from the date a certificate of occupancy is issued to comply with this requirement.

- (2) Use of the area between the primary setback line and the secondary setback line is limited to:
 - (a) cultural services;
 - (b) day care services;
 - (c) park and recreation services;
 - (d) food sales; and
 - (e) restaurant (limited).

- (H) In the Butler Shores subdistrict, not less than 50 percent of the net usable floor area of the ground level of a structure adjacent to Town Lake must be used for pedestrian-oriented uses. The Planning Commission may allow an applicant up to five years from the date a certificate of occupancy is issued to comply with this requirement.

- (I) Use of the Zilker Park subdistrict is limited to park-related structures.

Source: Section 13-2-229.

DIVISION 8: WATERFRONT OVERLAY DISTRICT AND SUBDISTRICT DEVELOPMENT REGULATIONS

SUBPART A: GENERAL PROVISIONS

§ 25-2-711 APPLICABILITY.

- (A) This division applies in the waterfront overlay (WO) combining district.
- (B) The requirements of this division do not apply to the construction or reconstruction of existing or proposed development for which:

- (1) a building permit was issued before July 18, 1986;
 - (2) a certificate of occupancy was issued before July 18, 1986;
 - (3) a site plan was approved before July 17, 1986, including a phased project or a special permit site plan;
 - (4) a site plan was filed with the City before July 17, 1986 as a condition of zoning, and the site plan was previously approved by the Council or Town Lake Task Force; or
 - (5) building plans were filed with the City before July 17, 1986.
- (C) The requirements of this division supersede the other provisions of this title, to the extent of conflict.

Source: Sections 13-2-700 and 13-2-701.

§ 25-2-712 DEFINITIONS.

In this part:

- (1) **BASEWALL** means the vertical surface of a building beginning at the finished grade up to a level defined by a setback or an architectural treatment, including a cornice line or similar projection or demarcation, that visually separates the base of the building from the upper portion of the building.
- (2) **PRIMARY SETBACK AREA** means the area between a primary setback line and the centerline of an identified creek, the shoreline of Town Lake, the shoreline of the Colorado River, or the boundary of an identified street, as applicable.
- (3) **PRIMARY SETBACK LINE** means a line that is a prescribed distance from and parallel to the centerline of an identified creek, the shoreline of Town Lake, the shoreline of the Colorado River, or the boundary of an identified street, as applicable.
- (4) **SECONDARY SETBACK AREA** means the area between a primary setback line and a secondary setback line.

- (5) **SECONDARY SETBACK LINE** means a line that is a prescribed distance from and parallel to a primary setback line.

Source: Section 13-2-1.

§ 25-2-713 VARIANCES.

The Planning Commission may grant a variance from the requirements of Sections 25-2-692 (*Waterfront Overlay (WO) Subdistrict Uses*), 25-2-721 (*Waterfront Overlay (WO) Combining District Regulations*), or Subpart C (*Subdistrict Regulations*) after determining that:

- (1) the proposed project and variance are consistent with the goals and policies of the Town Lake Corridor Study, including environmental protection, aesthetic enhancement, and traffic; and
- (2) the variance is the minimum required by the peculiarities of the tract.

Source: Section 13-2-704.

§ 25-2-714 ADDITIONAL FLOOR AREA.

- (A) In the WO combining district, a structure may exceed the maximum floor area permitted in the base district as provided by this section.
- (1) Additional floor area under Subsection (B) is limited to 60 percent of the base district maximum.
 - (2) Additional floor area under Subsection (C), (D), (E), (F), (G), (H), or (I) is limited to 20 percent of the base district maximum.
 - (3) Total additional floor area under this section is limited to 60 percent of the base district maximum.
- (B) For a structure in a neighborhood office (NO) or less restrictive base district, floor area for a residential use is permitted in addition to the maximum floor area otherwise permitted.
- (C) For a structure in a multifamily residence limited density (MF-1) or less restrictive base district, floor area for pedestrian-oriented uses is permitted in addition to the maximum floor area otherwise permitted, if the pedestrian-oriented uses are on the ground floor of the structure and have unimpeded

public access from a public right-of-way or park land. The pedestrian-oriented uses required under Sections 25-2-692 (*Waterfront Overlay (WO) Subdistrict Uses*) and Subpart C (*Subdistrict Regulations*) are excluded from the additional floor area permitted under this subsection.

- (D) Except in the North Shore Central subdistrict:
- (1) an additional one-half square foot of gross floor area is permitted for each one square foot of gross floor area of a parking structure that is above grade; and
 - (2) an additional one square foot of gross floor area is permitted for each one square foot of a parking structure that is below grade.
- (E) Additional gross floor area is permitted for each existing Category A tree, as determined by the Watershed Protection Department's tree evaluation system, that is either left undisturbed or transplanted under the supervision of the city arborist.
- (1) A tree is considered undisturbed under this subsection if the area within a circle centered on the trunk with a circumference equal to the largest horizontal circumference of the tree's crown is undisturbed.
 - (2) A tree may be transplanted off-site if the Planning Commission determines that the character of the site is preserved and approves the transplanting.
 - (3) The permitted additional gross floor area is calculated by multiplying the undisturbed area described in Subsection (E)(1) by the base district height limitation and dividing the product by 12.
- (F) Additional gross floor area is permitted for land or an easement dedicated to the City for public access to Town Lake or the Colorado River. The additional gross floor area is calculated by multiplying the square footage of the access area by the height limitation applicable to the property and dividing the product by 12.
- (G) Additional gross floor area is permitted for land that is restricted to create a side yard or restricted public access to Town Lake, the Colorado River, or a creek. The additional gross floor area is calculated by multiplying the square footage of the restricted area by the height limitation applicable to the property and dividing the product by 12.

- (H) An additional one square foot of gross floor area is permitted for each one square foot of area restricted to create a scenic vista of Town Lake, the Colorado River, or a creek.
- (I) For a proposal to develop less than the maximum allowable impervious cover, an additional one square foot of gross floor area is permitted for each one square foot of impervious cover less than the allowable maximum.

Source: Section 13-2-703.

SUBPART B: DISTRICT REGULATIONS; SPECIAL REGULATIONS

§ 25-2-721 WATERFRONT OVERLAY (WO) COMBINING DISTRICT REGULATIONS.

- (A) This subsection provides requirements for review and approval of site plans.
 - (1) Approval of a site plan by the Planning Commission is required if an applicant requests a waiver from a requirement of this part under Section 25-2-713 (*Variances*).
 - (2) Review of a site plan by the Director of the Parks and Recreation Department is required before the site plan may be approved. The Director of the Parks and Recreation Department shall determine:
 - (a) whether the site plan is compatible with adopted park design guidelines; and
 - (b) if significant historic, cultural, or archaeological sites are located on the property.
- (B) In a primary setback area:
 - (1) except as otherwise provided in this subsection, parking areas and structures are prohibited; and
 - (2) park facilities, including picnic tables, observation decks, trails, gazebos, and pavilions, are permitted if:

- (a) the park facilities are located on public park land; and
 - (b) the impervious cover does not exceed 15 percent.
- (C) In a secondary setback area:
 - (1) fountains, patios, terraces, outdoor restaurants, and similar uses are permitted; and
 - (2) impervious cover may not exceed 30 percent.
- (D) This subsection provides requirements for parking areas.
 - (1) Surface parking:
 - (a) must be placed along roadways, if practicable; and
 - (b) must be screened from views from Town Lake, the Colorado River, park land, and the creeks named in this part.
 - (2) A parking structure that is above grade:
 - (a) must be on a pedestrian scale and either architecturally integrated with the associated building or screened from views from Town Lake, the Colorado River, park land, and the creeks named in this part; and
 - (b) if it is adjacent to Town Lake, the Colorado River, park land, or a creek named in this part, it must incorporate pedestrian oriented uses at ground level.
 - (3) Setback requirements do not apply to a parking structure that is completely below grade.
- (E) This subsection provides design standards for buildings.
 - (1) Exterior mirrored glass and glare producing glass surface building materials are prohibited.
 - (2) For a building that exceeds a height of 45 feet, a distinctive building top is required. Distinctive building tops include cornices, steeped parapets, hipped roofs, mansard roofs, stepped terraces, and domes.

To the extent required to comply with the requirements of Section 17-2-292(E) (*Rules For Heli-Facilities*), a flat roof is permitted.

- (3) For a building that fronts on Town Lake, Shoal Creek, or Waller Creek, that adjoins public park land or Town Lake, or that is across a street from public park land, a building base wall is required. The base wall may not exceed a height of 45 feet.
- (4) A building facade may not extend horizontally in an unbroken line for more than 160 feet.
- (F) Underground utility service is required, unless otherwise determined by the utility provider.
- (G) Trash receptacles, air conditioning or heating equipment, utility meters, loading areas, and external storage must be screened from public view.

Source: Section 13-2-700.

§ 25-2-722 SPECIAL REGULATIONS FOR PUBLIC WORKS.

- (A) Development of public works in Town Lake Park, including utility construction, flood control channels, and bridge improvements, must be consistent with the Town Lake Park Plan.
- (B) The Watershed Protection Department shall review an application for development of public works in Town Lake Park and shall work with the Parks and Recreation Department to implement applicable recommendations by the Comprehensive Watershed Ordinance Task Force that were approved by the Council on May 22, 1986.
- (C) The Environmental Board shall review a project if the Director of the Watershed Protection Department determines that the project offers an opportunity for a major urban water quality retrofit. If Planning Commission review is required, the Environmental Board shall forward its comments to the Planning Commission.

Source: Section 13-2-700.1.

SPECIAL REGULATIONS FOR PUBLIC RIGHTS-OF-WAY.

- (A) For a right-of-way described in Subsection (B), development of the right-of-way, including street, sidewalk, and drainage construction, must be compatible with the development of adjacent park land and consistent with the Town Lake Park Plan. Factors to be considered in determining consistency with the Town Lake Park Plan include park land access, road alignment, utility placement, sidewalk design, railing design, sign design and placement, landscaping, and stormwater filtration.

- (B) Subsection (A) applies to:
 - (1) public rights-of-way within or adjoining the boundaries of the WO combining district, including public rights-of-way for streets designated in the Transportation Plan;
 - (2) Trinity Street, from Cesar Chavez Street to Fifth Street; and
 - (3) Guadalupe Street and Lavaca Street, from Cesar Chavez Street to Fifth Street.

- (C) For a street described in Subsection (D), streetscape improvements that are consistent with the Town Lake Park Plan are required. A streetscape improvement is an improvement to a public right-of-way, and includes sidewalks, trees, light fixtures, signs, and furniture.

- (D) Subsection (C) applies to:
 - (1) Barton Springs Road, from Congress Avenue to MoPac Freeway;
 - (2) Cesar Chavez Street, from MoPac Freeway to IH-35;
 - (3) Congress Avenue, from Riverside Drive to First Street;
 - (4) Grove Boulevard, from Pleasant Valley Road to Montopolis Drive;
 - (5) Guadalupe Street, from Cesar Chavez Street to Fifth Street;
 - (6) Lakeshore Boulevard, from Riverside Drive to Montopolis Drive;
 - (7) Lamar Boulevard, from the Union Pacific railroad overpass to Barton Springs Road;

- (8) Lavaca Street, from Cesar Chavez Street to Fifth Street;
- (9) South First Street, from Town Lake to Barton Springs Road; and
- (10) Trinity Street, from Cesar Chavez Street to Fifth Street.

Source: Section 13-2-700.2.

SUBPART C: SUBDISTRICT REGULATIONS

§ 25-2-731 AUDITORIUM SHORES SUBDISTRICT REGULATIONS.

- (A) This section applies in the Auditorium Shores subdistrict of the WO combining district.
- (B) The primary setback line is located 1,200 feet landward from the Town Lake shoreline.
- (C) The secondary setback line is the northern boundary of public right-of-way of Barton Springs Road.
- (D) This subsection applies to a nonresidential use in a building adjacent to park land adjoining Town Lake.
 - (1) For a ground level wall that is visible from park land or a public right-of-way that adjoins park land, at least 60 percent of the wall area that is between 2 and 10 feet above grade must be constructed of clear or lightly tinted glass. The glass must allow pedestrians a view of the interior of the building.
 - (2) Entryways or architectural detailing is required to break the continuity of nontransparent basewalls.
- (E) The maximum gross floor area at ground level is:
 - (1) for a structure in the primary setback area, 2,000 square feet; and
 - (2) for a structure in the secondary setback area, 75,000 square feet.

Source: Section 13-2-702(l).

§ 25-2-732 BALCONES ROCK CLIFF SUBDISTRICT REGULATIONS.

- (A) This section applies in the Balcones Rock Cliff subdistrict of the WO combining district.
- (B) The primary setback line is located:
 - (1) 75 feet landward from Town Lake shoreline; or
 - (2) 50 feet landward from the Town Lake shoreline, for a single-family lot platted before July 17, 1986 that is either zoned RR or at least 20,000 square feet in size.
- (C) For an area not included in a primary setback area or a secondary setback area, the maximum impervious cover is 30 percent.
- (D) For the exterior of a building visible from park land adjacent to Town Lake, natural building materials are required.
- (E) For the portion of a structure that is visible from the Town Lake shoreline, at least 75 percent of the structure at grade level must be screened with trees and shrubs native to the Balcones Cliff subdistrict and approved by the city arborist.

Source: Section 13-2-702(o).

§ 25-2-733 BUTLER SHORES SUBDISTRICT REGULATIONS.

- (A) This section applies in the Butler Shores subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 100 feet landward from the Town Lake shoreline;
 - (2) 35 feet south of the southern boundary of Toomey Road;
 - (3) 35 feet south of the southern boundary of Barton Springs Road;

- (4) 35 feet north of the northern boundary of Barton Springs Road; and
 - (5) 100 feet from the Barton Creek centerline.
- (C) The secondary setback line is located 100 feet from the primary setback line of Town Lake.
- (D) Impervious cover is prohibited on land with a gradient that exceeds 25 percent.
- (E) This subsection applies to a nonresidential use in a building adjacent to park land adjoining Town Lake.
- (1) For a ground level wall that is visible from park land or a public right-of-way that adjoins park land, at least 60 percent of the wall area that is between 2 and 10 feet above grade must be constructed of clear or lightly tinted glass. The glass must allow pedestrians a view of the interior of the building.
 - (2) *Entryways or architectural detailing is required to break the continuity of nontransparent basewalls.*
 - (3) Except for transparent glass required by this subsection, natural building materials are required for an exterior surface visible from park land adjacent to Town Lake.
- (F) For a structure on property adjacent to and oriented toward Barton Springs Road, a building basewall is required, with a maximum height of:
- (1) 45 feet, if north of Barton Springs Road; or
 - (2) 35 feet, if south of Barton Springs Road.
- (G) That portion of a structure built above the basewall and oriented towards Barton Springs Road must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from the line parallel to and away from the surface of Barton Springs Road.

Source: Section 13-2-702(m).

§ 25-2-734

EAST RIVERSIDE SUBDISTRICT REGULATIONS.

- (A) This section applies in the East Riverside subdistrict of the WO combining district.
- (B) The primary setback line is located 100 feet landward from the Town Lake shoreline.
- (C) For an area not included in a primary setback area or a secondary setback area, the maximum impervious cover is 50 percent.

Source: Section 13-2-702(i).

§ 25-2-735

FESTIVAL BEACH SUBDISTRICT REGULATIONS.

- (A) This section applies in the Festival Beach subdistrict of the WO combining district.
- (B) The primary setback line is located 100 feet landward from the Town Lake shoreline.
- (C) The secondary setback line is located 50 feet landward from the primary setback line.
- (D) For an area not included in a primary setback area or a secondary setback area, the maximum impervious cover is 40 percent.

Source: Section 13-2-702(e).

§ 25-2-736

LAMAR SUBDISTRICT REGULATIONS.

- (A) This section applies in the Lamar subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 100 feet landward from the Town Lake shoreline; and
 - (2) 90 feet from the Johnson Creek centerline.
- (C) The secondary setback line is located 100 feet landward from the primary setback line that is parallel to the Town Lake shoreline.

- (D) For a structure located within 140 feet of the Johnson Creek centerline, the maximum height is 35 feet.
- (E) A parking area located at or above grade is prohibited, except for a parking area for buses, van pooling, the handicapped, or public access to park land.
- (F) A garage access point or curb cut is prohibited if the pattern or alignment of the surrounding, existing sidewalks would be disrupted.

Source: Section 13-2-702(b).

§ 25-2-737 MONTOPOLIS / RIVER TERRACE SUBDISTRICT REGULATIONS.

- (A) This section applies in the Montopolis / Riverside Terrace subdistrict of the WO combining district.
- (B) The primary setback line is located 150 feet landward from the 430 foot contour line along the Colorado River.
- (C) The secondary setback line is located 100 feet landward from the primary setback line.

Source: Section 13-2-702(g).

§ 25-2-738 NORTH SHORE CENTRAL SUBDISTRICT REGULATIONS.

- (A) This subsection applies in the North Shore Central subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 100 feet landward from the Town Lake shoreline;
 - (2) 60 feet from the Shoal Creek centerline; and
 - (3) 50 feet from the Waller Creek centerline.
- (C) A parking area located at or above grade is prohibited, except for a parking area for buses, van pooling, taxis, delivery services, commercial loading, public transportation, the handicapped, or public access to park land.

- (D) The location of a garage access point or curb cut must minimize the disruption of pedestrian traffic on existing sidewalks.
- (E) A structure must fit within an envelope delineated by a 70 degree angle starting at a line 45 feet above the property boundary line nearest Town Lake, Shoal Creek, or Waller Creek, with the base of the angle being a horizontal plane extending from the line parallel to and away from the surface of Town Lake, Shoal Creek, or Waller Creek.
- (F) This subsection applies to a nonresidential use in a building adjacent to Town Lake.
 - (1) For a ground level wall that is visible from park land or a public right-of-way that adjoins park land, at least 60 percent of the wall area that is between 2 and 10 feet above grade must be constructed of clear or lightly tinted glass. The glass must allow pedestrians a view of the interior of the building.
 - (2) Entry ways or architectural detailing is required to break the continuity of nontransparent basewalls.
 - (3) Except for transparent glass required by this subsection, natural building materials are required for an exterior surface visible from park land adjacent to Town Lake.
- (G) A building may not be constructed within 80 feet of the existing east curb line of Congress Avenue south of First Street.

Source: Section 13-2-702(c).

§ 25-2-739 RAINEY STREET SUBDISTRICT REGULATIONS.

- (A) This section applies in the Rainey Street subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 150 feet landward from the Town Lake shoreline; and
 - (2) 50 feet from the Waller Creek centerline.

Source: Section 13-2-702(d).

§ 25-2-740

RED BLUFF SUBDISTRICT REGULATIONS.

- (A) This section applies in the Red Bluff subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 40 feet from the 450 foot contour line, from Pleasant Valley road to the extension of Shady Lane; and
 - (2) 40 feet from the 440 foot contour line from the extension of Shady Lane to US 183.
- (C) A secondary setback line is located 110 feet from the corresponding primary setback line.
- (D) For the exterior of a building adjacent to Town Lake, natural building materials are required on the exterior surface.

Source: Section 13-2-702(f).

§ 25-2-741

SOUTH LAKESHORE SUBDISTRICT REGULATIONS.

- (A) This section applies in the South Lakeshore subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 65 feet landward from the Town Lake shoreline; and
 - (2) 50 feet south of Lakeshore Boulevard.

Source: Section 13-2-702(h).

§ 25-2-742

SOUTH SHORE CENTRAL SUBDISTRICT REGULATIONS.

- (A) This section applies in the South Shore Central subdistrict of the WO combining district.
- (B) The primary setback lines are located:

- (1) 150 feet landward from the Town Lake shoreline;
 - (2) 80 feet from the East Bouldin Creek centerline; and
 - (3) 35 feet north of the northern public right-of-way boundary of Riverside Drive.
- (C) The secondary setback lines are located:
- (1) 50 feet landward from the primary setback line parallel to the Town Lake shoreline; and
 - (2) 130 feet from the primary setback line parallel to the East Bouldin Creek centerline.
- (D) This subsection applies to a nonresidential use in a building adjacent to park land adjoining Town Lake.
- (1) For a ground level wall that is visible from park land or a public right-of-way that adjoins park land, at least 60 percent of the wall area that is between 2 and 10 feet above grade must be constructed of clear or lightly tinted glass. The glass must allow pedestrians a view of the interior of the building.
 - (2) Entryways or architectural detailing is required to break the continuity of nontransparent basewalls.
 - (3) Except for transparent glass required by this subsection, natural building materials are required for an exterior surface visible from park land adjacent to Town Lake.
- (E) For a structure property adjacent to and oriented toward Riverside Drive, a building basewall is required, with a maximum height of:
- (1) 45 feet, if north of Riverside Drive; or
 - (2) 35 feet, if south of Riverside Drive.
- (F) That portion of a structure built above the basewall and oriented toward Riverside Drive must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the basewall with the base of the angle

being a horizontal plane extending from the line parallel to and away from the surface of Riverside Drive.

Source: Section 13-2-702(k).

§ 25-2-743 TRAVIS HEIGHTS SUBDISTRICT REGULATIONS.

- (A) This section applies in the Travis Heights subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 100 feet landward from the Town Lake shoreline;
 - (2) 80 feet from the East Bouldin Creek centerline; and
 - (3) 80 feet from the Blunn Creek centerline.
- (C) Section 25-2-714 (*Additional Floor Area*) applies only to structures located between Bouldin and Blunn Creeks.
- (D) For an area not included in a primary setback area or a secondary setback area, the maximum impervious cover is 50 percent.

Source: Section 13-2-702(j).

§ 25-2-744 UNIVERSITY / DEEP EDDY SUBDISTRICT REGULATIONS.

- (A) This section applies in the University / Deep Eddy subdistrict of the WO combining district.
- (B) The primary setback lines are located:
 - (1) 200 feet landward from the Town Lake shoreline, between Tom Miller Dam and Red Bud Trail; and
 - (2) 300 feet landward from the Town Lake shoreline, between Red Bud Trail and MoPac Boulevard.
- (C) The secondary setback lines are located:

- (1) 50 feet landward from the primary setback line, between Tom Miller Dam and Red Bud Trail; and
 - (2) 100 feet landward from the primary setback line, between Red Bud Trail and MoPac Boulevard.
- (D) For a primary setback area, a secondary setback area, or an area within 50 feet of a secondary setback line:
- (1) the maximum building height is 35 feet; and
 - (2) the floor to area ratio may not be increased under Section 25-2-714 (*Additional Floor Area*).
- (E) For an area not included in a primary setback area or a secondary setback area, the maximum impervious cover is 40 percent.

Source: Section 13-2-702(a).

§ 25-2-745 ZILKER PARK SUBDISTRICT REGULATIONS.

- (A) This section applies in the Zilker Park subdistrict of the WO combining district.
- (B) The primary setback line is located 100 feet landward from the Town Lake shoreline.
- (C) The secondary setback line is located 700 feet landward from the primary setback line.
- (D) For an area not included in a primary setback area or a secondary setback area, the maximum impervious cover is 40 percent.

Source: Section 13-2-702(n).

ARTICLE 4: ADDITIONAL REQUIREMENTS FOR CERTAIN USES

DIVISION 1: RESIDENTIAL USES

§ 25-2-771 SINGLE-FAMILY RESIDENTIAL LOT SIZE IN MULTIFAMILY DISTRICTS.

The minimum lot area for a single-family residential use in a multifamily district is 5,750 square feet.

Source: Section 13-2-252.

§ 25-2-772 SINGLE-FAMILY ATTACHED RESIDENTIAL USE.

- (A) For a single-family attached residential use, the base zoning district regulations are superseded by the requirements of this section.
- (B) For a single-family residential use:
 - (1) minimum site area is 7,000 square feet;
 - (2) minimum lot area is 3,000 square feet; and
 - (3) minimum lot width, for a distance of 25 feet measured from the front property line, is:
 - (a) 25 feet; or
 - (b) on a cul-de-sac or curved street, 20 feet.
- (C) A lot may not contain more than one dwelling unit.
- (D) A site must contain two attached dwelling units.
- (E) Building coverage may not exceed 40 percent of the site.
- (F) Impervious cover may not exceed 45 percent of the site.

APPENDIX B
BOUNDARIES OF THE WATERFRONT OVERLAY DISTRICT

The Waterfront Overlay district includes the property located in the following subdistricts:

- (1) University/Deep Eddy subdistrict, which includes the property bounded by Lake Austin Boulevard on the north, the Town Lake shoreline on the south, MoPac Boulevard on the east, and Tom Miller Dam on the west;
- (2) Lamar subdistrict, which includes the property bounded by the Missouri Pacific rail lines on the north, the Town Lake shoreline on the south, Lamar Boulevard on the east, and MoPac Boulevard on the west;
- (3) North Shore Central subdistrict, which includes the property bounded by the Town Lake shoreline on the south, Waller Creek on the east, Lamar Boulevard on the west, and the Missouri Pacific rail lines from Lamar Boulevard to Nueces Street, then easterly along Second Street to Waller Creek on the north;
- (4) Rainey Street subdistrict, which includes the property bounded by First Street on the north, the Town Lake shoreline on the south, IH-35 on the east, and Waller Creek on the west;
- (5) Festival Beach subdistrict, which includes the property bounded by the Town Lake shoreline on the south, Pleasant Valley Road on the east, IH-35 on the west, and Holly Street from IH-35 to Canadian Street, then north on Canadian Street to Willow Street, then east on Willow Street to Pleasant Valley Road on the north;
- (6) Red Bluff subdistrict, which 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;

- (7) Montopolis/River Terrace subdistrict, which includes the property bounded by the Colorado river shoreline on the north, the extension of Lakeshore Boulevard on the south, Highway 183 on the east, and Pleasant Valley Road on the west;
- (8) South Lakeshore subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 16, 1986, that abut the south public right-of-way of South Lakeshore Boulevard on the south, Pleasant Valley Road on the east, and the extension of Parker Lane on the west;
- (9) East Riverside subdistrict, which includes the property bounded by the Town Lake shoreline on the north, Riverside Drive on the south, the extension of Parker Lane on the east, and IH-35 on the west;
- (10) Travis Heights subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of East Riverside Drive on the south, IH-35 on the east, and East Bouldin Creek on the west;
- (11) South Shore Central subdistrict, which includes the property bounded by the Town Lake shoreline on the north, East Bouldin Creek on the south and east, and South First Street on the west;
- (12) Auditorium Shores subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of Barton Springs Road on the south, South First Street on the east, and Lee Barton Drive on the west;
- (13) Butler Shores Subdivision which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of Barton Springs Road on the south, Lee Barton Drive on the east, and the centerline of Barton Creek on the west;
- (14) Zilker Park subdistrict, which includes the property located within the boundaries of Zilker Park; and

- (15) Balcones Rock Cliff subdistrict, which includes the property bounded by the Town Lake shoreline on the north, Stratford Drive and Bee Creek Preserve on the south, Zilker Park on the east, and Tom Miller Dam on the west.

Source: Section 13-2-160(b).

ORDINANCE NO. 990902-57

AN ORDINANCE AMENDING TITLE 25 OF THE CITY CODE RELATING TO A COMMUNITY EVENTS USE.

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

PART 1. Section 25-2-6 of the City Code is amended to add the following use description in alphabetical order and renumber the remaining descriptions accordingly:

COMMUNITY EVENTS use is a use described in Local Government Code Chapter 334 as permitted for an "approved venue project", except for a hotel, zoological park, museum, or aquarium. The use includes the sale of alcoholic beverages.

PART 2. The table in Subsection 25-2-491(C) of the City Code is amended to add "community events" as a civic use, place a reference to endnote "8" in all zoning district columns at the intersection with the "community events" row, and add an endnote "8" to read as follows:

8 Refer to Section 25-2-841 (*Community Events Use*).

PART 3. Subsection 25-2-625(A) of the City Code is amended to read as follows:

(A) This section applies in a public (P) district, except for a community events use.

PART 4. Section 25-2-672 of the City Code is amended to add a new Subsection (G) to read as follows:

(G) This section does not apply to a community events use.

PART 5. Subsection 25-2-691(A) of the City Code is amended to read as follows:

(A) This section applies to the waterfront overlay (WO) district, except for a community events use.

PART 6. Subsection 25-2-692(G) of the City Code is amended to read as follows:

(G) This subsection applies to the Auditorium Shores subdistrict, except for a community events use.

- (1) Not less than 50 percent of the net usable floor area of the ground level of a structure adjacent to Town Lake must be used for pedestrian-oriented uses. The Planning Commission may allow an applicant up to five years from the date a certificate of occupancy is issued to comply with this requirement.
- (2) Use of the area between the primary setback line and the secondary setback line is limited to:
 - (a) cultural services;
 - (b) day care services;
 - (c) park and recreation services;
 - (d) food sales; and
 - (e) restaurant (limited).

PART 7. Subsection 25-2-711(B) of the City Code is amended to read as follows:

- (B) The requirements of this division do not apply to:
- (1) a community events use; or
 - (2) the construction or reconstruction of existing or proposed development for which:
 - (a) ~~1~~ a building permit was issued before July 18, 1986;
 - (b) ~~2~~ a certificate of occupancy was issued before July 18, 1986;
 - (c) ~~3~~ a site plan was approved before July 17, 1986, including a phased project or a special permit site plan;
 - (d) ~~4~~ a site plan was filed with the City before July 17, 1986 as a condition of zoning, and the site plan was previously approved by the Council or Town Lake Task Force; or
 - (e) ~~5~~ building plans were filed with the City before July 17, 1986.

PART 8. Chapter 25-2 of the City Code is amended to add a new Section 25-2-841 to read as follows:

§ 25-2-841 COMMUNITY EVENTS USE.

- (A) This section applies to a community events use.
- (B) A community events use is permitted only on City-owned land located within the area bounded on the north by the southern right-of-way of Riverside Drive, on the east by the western right-of-way of South First Street, on the south by the northern right-of-way of Barton Springs Road, and on the west by a line 1,500 feet west of and parallel to the western right-of-way of South First Street.
- (C) Council approval is required for a site plan for a community events use. Approval of a site plan:
 - (1) establishes the site development regulations; and
 - (2) waives regulations that are inconsistent with the site plan, if any.
- (D) A public hearing is required for each site plan considered under this section. The director shall give notice of the public hearing in accordance with Section 25-1-132(C) (*Notice Of Public Hearing*).

PART 9. The Council waives the requirements of Sections 2-2-3 and 2-2-7 of the City Code for this ordinance.

PART 10. This ordinance takes effect on September 13, 1999.

PASSED AND APPROVED

September 2, 1999

§
§
§



Kirk Watson
Mayor

APPROVED:



Andrew Martin
City Attorney

ATTEST:



Shirley A. Brown
City Clerk

ARTICLE 4: ADDITIONAL REQUIREMENTS FOR CERTAIN USES

DIVISION 1: RESIDENTIAL USES

§ 25-2-771 SINGLE-FAMILY RESIDENTIAL LOT SIZE IN MULTIFAMILY DISTRICTS.

The minimum lot area for a single-family residential use in a multifamily district is 5,750 square feet.

Source: Section 13-2-252.

§ 25-2-772 SINGLE-FAMILY ATTACHED RESIDENTIAL USE.

- (A) For a single-family attached residential use, the base zoning district regulations are superseded by the requirements of this section.
- (B) For a single-family residential use:
 - (1) minimum site area is 7,000 square feet;
 - (2) minimum lot area is 3,000 square feet; and
 - (3) minimum lot width, for a distance of 25 feet measured from the front property line, is:
 - (a) 25 feet; or
 - (b) on a cul-de-sac or curved street, 20 feet.
- (C) A lot may not contain more than one dwelling unit.
- (D) A site must contain two attached dwelling units.
- (E) Building coverage may not exceed 40 percent of the site.
- (F) Impervious cover may not exceed 45 percent of the site.

APPENDIX B
BOUNDARIES OF THE WATERFRONT OVERLAY DISTRICT

The Waterfront Overlay district includes the property located in the following subdistricts:

- (1) University/Deep Eddy subdistrict, which includes the property bounded by Lake Austin Boulevard on the north, the Town Lake shoreline on the south, MoPac Boulevard on the east, and Tom Miller Dam on the west;
- (2) Lamar subdistrict, which includes the property bounded by the Missouri Pacific rail lines on the north, the Town Lake shoreline on the south, Lamar Boulevard on the east, and MoPac Boulevard on the west;
- (3) North Shore Central subdistrict, which includes the property bounded by the Town Lake shoreline on the south, Waller Creek on the east, Lamar Boulevard on the west, and the Missouri Pacific rail lines from Lamar Boulevard to Nueces Street, then easterly along Second Street to Waller Creek on the north;
- (4) Rainey Street subdistrict, which includes the property bounded by First Street on the north, the Town Lake shoreline on the south, IH-35 on the east, and Waller Creek on the west;
- (5) Festival Beach subdistrict, which includes the property bounded by the Town Lake shoreline on the south, Pleasant Valley Road on the east, IH-35 on the west, and Holly Street from IH-35 to Canadian Street, then north on Canadian Street to Willow Street, then east on Willow Street to Pleasant Valley Road on the north;
- (6) Red Bluff subdistrict, which 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;

- (7) Montopolis/River Terrace subdistrict, which includes the property bounded by the Colorado river shoreline on the north, the extension of Lakeshore Boulevard on the south, Highway 183 on the east, and Pleasant Valley Road on the west;
- (8) South Lakeshore subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 16, 1986, that abut the south public right-of-way of South Lakeshore Boulevard on the south, Pleasant Valley Road on the east, and the extension of Parker Lane on the west;
- (9) East Riverside subdistrict, which includes the property bounded by the Town Lake shoreline on the north, Riverside Drive on the south, the extension of Parker Lane on the east, and IH-35 on the west;
- (10) Travis Heights subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of East Riverside Drive on the south, IH-35 on the east, and East Bouldin Creek on the west;
- (11) South Shore Central subdistrict, which includes the property bounded by the Town Lake shoreline on the north, East Bouldin Creek on the south and east, and South First Street on the west;
- (12) Auditorium Shores subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of Barton Springs Road on the south, South First Street on the east, and Lee Barton Drive on the west;
- (13) Butler Shores Subdivision which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of Barton Springs Road on the south, Lee Barton Drive on the east, and the centerline of Barton Creek on the west;
- (14) Zilker Park subdistrict, which includes the property located within the boundaries of Zilker Park; and

- (15) Balcones Rock Cliff subdistrict, which includes the property bounded by the Town Lake shoreline on the north, Stratford Drive and Bee Creek Preserve on the south, Zilker Park on the east, and Tom Miller Dam on the west.

Source: Section 13-2-160(b).

**CHAPTER 25-6
TRANSPORTATION**

ARTICLE 1: GENERAL PROVISIONS

§ 25-6-1 DEFINITIONS

§ 25-6-2 DRIVEWAY APPROACHES DESCRIBED

**ARTICLE 2: RESERVATION AND DEDICATION
OF RIGHT-OF-WAY**

DIVISION 1: GENERAL PROVISIONS

§ 25-6-21 APPLICABILITY

§ 25-6-22 ESTABLISHING BUILDING LINES

**DIVISION 2: RESERVATION AND
DEDICATION OF RIGHT-OF-WAY**

§ 25-6-51 RESERVATION OF RIGHT-OF-WAY

**§ 25-6-52 CONSTRUCTING A STRUCTURE OR IMPROVEMENT IN
RIGHT-OF-WAY PROHIBITED**

§ 25-6-53 MEASURING SETBACKS

§ 25-6-54 ALIGNMENT

§ 25-6-55 DEDICATION OF RIGHT-OF-WAY

**§ 25-6-56 AGREEMENT FOR TEMPORARY USE OF RESERVED
RIGHT-OF-WAY**

- (2) off-street parking is not required for a use occupying less than 6,000 square feet of floor space in a structure that existed on April 7, 1997;
 - (3) except as provided in Subsections (A)(4) and (B), the minimum parking facility requirement is 20 percent of the number of parking spaces required by Appendix A (*Tables Of Off-Street Parking And Loading Requirements*) and the maximum parking facility requirement is 60 percent of the number of parking spaces required by Appendix A (*Tables Of Off-Street Parking And Loading Requirements*); and
 - (4) a parking facility for a residential use must provide at least 80 percent of the number of parking spaces required by Appendix A (*Tables Of Off-Street Parking And Loading Requirements*);
 - (5) an open parking garage must be screened along a street frontage;
 - (6) an enclosed parking garage must be separated from an adjacent street by a pedestrian-oriented use described in Section 25-2-691 (*Waterfront Overlay (WO) District Uses*) that fronts on the street at the ground level;
 - (7) a curb cut for a garage access must have a width of 30 feet or less; and
 - (8) at the intersection of sidewalk and parking access lane, ten degree cones of vision are required.
- (B) The number of parking spaces allowed under Subsection (A)(3) may be increased:
- (1) by the director if all parking spaces are contained in a parking structure; or
 - (2) by the Planning Commission if the criteria in Section 25-6-501(D) (*Off-Site Parking Allowed*) are satisfied.
- (C) The Planning Commission may waive the requirement of Subsection (A)(6) during the site plan review process based on the criteria in Section 25-6-501(D) (*Off-Site Parking Allowed*). An area for which the requirement is not waived must be screened.

Source: Section 13-5-106 (a) and (b).

ORDINANCE NO. 990715-115

**AN ORDINANCE AMENDING CHAPTER 25-2 OF THE CITY CODE
RELATING TO THE WATERFRONT OVERLAY DISTRICT.**

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

PART 1. Chapter 25-2, Appendix B of the City Code is amended to read as follows:

**APPENDIX B
BOUNDARIES OF THE WATERFRONT OVERLAY DISTRICT**

The Waterfront Overlay district includes the property located in the following subdistricts:

- (1) University / Deep Eddy subdistrict, which includes the property bounded by Lake Austin Boulevard on the north, the Town Lake shoreline on the south, MoPac Boulevard on the east, and Tom Miller Dam on the west;
- (2) Lamar subdistrict, which includes the property bounded by the Missouri Pacific rail lines on the north, the Town Lake shoreline on the south, Lamar Boulevard on the east, and MoPac Boulevard on the west;
- (3) North Shore Central subdistrict, which includes the property within the following boundaries:
 - (a) Eastern Area: beginning at the intersection of Cesar Chavez Street and Waller Creek, south along Waller Creek to Town Lake, west along Town Lake to a point due south of Colorado Street, north to and along Colorado Street to Second Street, east along Second Street to Trinity Street, south along Trinity Street to Cesar Chavez Street, and east along Cesar Chavez Street to the point of beginning; and
 - (b) Western Area: beginning at the intersection of the Town Lake shoreline and Lamar Boulevard, north along Lamar Boulevard

to the Missouri Pacific rail lines, east along the Missouri Pacific rail lines to Nueces Street, south and east along Nueces Street to San Antonio Street, south along San Antonio Street to Cesar Chavez Street, due south to the Town Lake shoreline, and west along the Town Lake shoreline to the point of beginning [bounded by the Town Lake shoreline on the south, Waller Creek on the east, Lamar Boulevard on the west, and the Missouri Pacific rail lines from Lamar Boulevard to Nueces Street, then easterly along Second Street to Waller Creek on the north];

- (4) Rainey Street subdistrict, which includes the property bounded by First Street on the north, the Town Lake shoreline on the south, IH-35 on the east, and Waller Creek on the west;
- (5) Festival Beach subdistrict, which includes the property bounded by the Town Lake shoreline on the south, Pleasant Valley Road on the east, IH-35 on the west, and Holly Street from IH-35 to Canadian Street, then north on Canadian Street to Willow Street, then east on Willow Street to Pleasant Valley Road on the north;
- (6) Red Bluff subdistrict, which 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;
- (7) Montopolis/River Terrace subdistrict, which includes the property bounded by the Colorado river shoreline on the north, the extension of Lakeshore Boulevard on the south, Highway 183 on the east, and Pleasant Valley Road on the west;
- (8) South Lakeshore subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 16, 1986, that abut the south public right-of-way of South Lakeshore Boulevard on the south, Pleasant Valley Road on the east, and the extension of Parker Lane on the west;

- (9) East Riverside subdistrict, which includes the property bounded by the Town Lake shoreline on the north, Riverside Drive on the south, the extension of Parker Lane on the east, and IH-35 on the west;
- (10) Travis Heights subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of East Riverside Drive on the south, IH-35 on the east, and East Bouldin Creek on the west;
- (11) South Shore Central subdistrict, which includes the property bounded by the Town Lake shoreline on the north, East Bouldin Creek on the south and east, and South First Street on the west;
- (12) Auditorium Shores subdistrict, which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of Barton Springs Road on the south, South First Street on the east, and Lee Barton Drive on the west;
- (13) Butler Shores Subdivision which includes the property bounded by the Town Lake shoreline on the north, the various and respective southern boundaries of all legal lots existing as of July 17, 1986, that abut the south public right-of-way of Barton Springs Road on the south, Lee Barton Drive on the east, and the centerline of Barton Creek on the west;
- (14) Zilker Park subdistrict, which includes the property located within the boundaries of Zilker Park; {and}
- (15) Balcones Rock Cliff subdistrict, which includes the property bounded by the Town Lake shoreline on the north, Stratford Drive and Bee Creek Preserve on the south, Zilker Park on the east, and Tom Miller Dam on the west; and [-]
- (16) City Hall subdistrict, which includes the property bounded on the south by the Town Lake shoreline, on the north by Second Street, on the east by Colorado Street and a line extending south from Colorado Street to Town Lake, and on the west by San Antonio Street and a line extending south from San Antonio Street to Town Lake.

PART 2. Subsection 25-2-691(E) of the City Code is amended to read as follows:

- (E) A determination by the Planning Commission under Subsection (D)(1) may be appealed to Council. For the City Hall subdistrict, a determination by the Planning Commission under Subsection (C)(11) may be appealed to Council.

PART 3. Section 25-2-692 of the City Code is amended to add a new Subsection (J) to read as follows:

(J) In the City Hall subdistrict, at least 50 percent of the net usable floor area of the ground level of a structure adjacent to Town Lake must be used for pedestrian-oriented uses. The Planning Commission may allow an applicant up to five years from the date a certificate of occupancy is issued to comply with this requirement. This requirement does not apply to a building used by the City for a governmental function.

PART 4. Section 25-2-713 of the City Code is amended to read as follows:

§ 25-2-713 VARIANCES.

(A) The Planning Commission may grant a variance from the requirements of Sections 25-2-692 (*Waterfront Overlay (WO) Subdistrict Uses*), 25-2-721 (*Waterfront Overlay (WO) Combining District Regulations*), or Subpart C (*Subdistrict Regulations*) after determining that:

- (1) the proposed project and variance are consistent with the goals and policies of the Town Lake Corridor Study, including environmental protection, aesthetic enhancement, and traffic; and
- (2) the variance is the minimum required by the peculiarities of the tract.

(B) For the City Hall subdistrict, an interested party may appeal the Planning Commission's grant or denial of a variance under Subsection (A) to the Council.

PART 5. Subsection 27-2-721(E) of the City Code is amended to read as follows:

- (E) This subsection provides design standards for buildings.
- (1) Exterior mirrored glass and glare producing glass surface building materials are prohibited.

- (2) Except in the City Hall subdistrict, ~~For a building that exceeds a height of 45 feet,~~ a distinctive building top is required for a building that exceeds a height of 45 feet. Distinctive building tops include cornices, steeped parapets, hipped roofs, mansard roofs, stepped terraces, and domes. To the extent required to comply with the requirements of Section 17-2-292(E) (*Rules For Heli-Facilities*), a flat roof is permitted.
- (3) Except in the City Hall subdistrict, ~~For~~ a building base wall is required for a building that fronts on Town Lake, Shoal Creek, or Waller Creek, that adjoins public park land or Town Lake, or that is across a street from public park land, ~~a building base wall is required.~~ The base wall may not exceed a height of 45 feet.
- (4) A building facade may not extend horizontally in an unbroken line for more than 160 feet.

PART 6. Chapter 25-2 is amended to add a new Section 25-2-746 to read as follows:

§ 25-2-746 CITY HALL SUBDISTRICT REGULATIONS.

- (A) This section applies in the City Hall subdistrict of the WO combining district.
- (B) The primary setback line is located 100 feet landward from the Town Lake shoreline.
- (C) A surface parking area located at or above grade is prohibited, except for a parking area for buses, van pooling, taxis, delivery services, commercial loading, public transportation, the handicapped, or public access to park land.
- (D) The location of a garage access point or curb cut must minimize the disruption of pedestrian traffic on existing sidewalks.
- (E) A structure:
 - (1) must fit within an envelope delineated by a 70 degree angle starting at a line 45 feet above the property boundary line nearest Town Lake, with the base of the angle being a horizontal plane extending from the line parallel to and away from the surface of Town Lake; or
 - (2) may not exceed a height of 100 feet.

(F) This subsection applies to a nonresidential use in a building adjacent to Town Lake.

- (1) For a ground level wall that is visible from park land or a public right-of-way that adjoins park land, at least 60 percent of the wall area that is between 2 and 10 feet above grade must be constructed of clear or lightly tinted glass. The glass must allow pedestrians a view of the interior of the building.
- (2) Entry ways or architectural detailing is required to break the continuity of nontransparent basewalls.
- (3) Except for transparent glass required by this subsection, natural building materials are required for an exterior surface visible from park land adjacent to Town Lake.

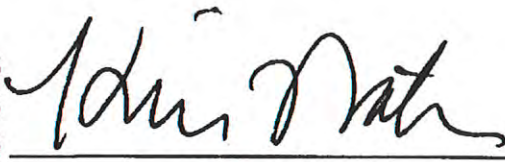
PART 7. The Council waives the requirements of Sections 2-2-3 and 2-2-7 of the City Code for this ordinance.

PART 8. This ordinance takes effect on July 26, 1999.

PASSED AND APPROVED

July 15, 1999

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§



Kirk Watson
Mayor

APPROVED:



Andrew Martin
City Attorney

ATTEST:



Shirley A. Brown
City Clerk

ORDINANCE NO. 980114-B

AN ORDINANCE AMENDING THE CITY CODE TO RENAME CERTAIN DEPARTMENTS AND CHANGING REFERENCES TO AND DUTIES OF THOSE DEPARTMENTS; AND AMENDING CHAPTER 14-3 TO CONFORM TO CHANGES IN ADMINISTRATION OF THE CHAPTER.

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

PART 1. Section 1-1-2(A) of the City Code is amended to amend the following definitions to read as follows:

§ 1-1-2 DEFINITIONS AND RULES OF CONSTRUCTION.

BUILDING OFFICIAL means the person or persons appointed by the City Manager to manage review of building plans, building inspections, building permits, Uniform Building Code determinations, as well as Building Code issues, processes and amendments. [~~Director of the Planning and Development Department and his duly authorized inspectors and assistants~~].

PART 2. Section 1-1-2 of the City Code is amended to add a new subsection (C) to read as follows:

§ 1-1-2 DEFINITIONS AND RULES OF CONSTRUCTION.

(C) In this Code, designation of a particular City Department means the designated Department or its successor, as determined by the City Manager.

PART 3. Section 2-4-176(F) of the City Code is amended to read as follows:

§ 2-4-176 ARCHITECTURAL EXCELLENCE AWARD PROGRAM.

(F) The Development Review and Inspection Department [of Planning and Development] shall provide staff support and assistance to the Commission.

PART 74. Section 13-2-595(b) of the City Code is amended to read as follows:

§ 13-2-595 IMPERVIOUS COVER CALCULATIONS.

- (b) Impervious cover credit shall not be given for permeable or interlocking pavers or for existing impervious cover; provided, however, that a maximum of 20% credit may be given when permeable pavers are approved by the Watershed Protection Department [~~of Environmental and Conservation Services~~] in accordance with Section [§] 13-7-17 (Innovative Management Practices) for recharge enhancement purposes.

PART 75. Section 13-2-617 of the City Code is amended to read as follows:

§ 13-2-617 HELI-FACILITIES.

The establishment of heli-facilities or operations of a helicopter from a ground or elevated site within the planning jurisdiction of the City [city] shall be in accordance with the requirements of Chapter 17-2 [~~9-11~~] of this Code [~~of Ordinances~~]. Elevated heliports are required for certain new development as provided in Chapter 17-2 [~~9-11~~].

PART 76. Sections 13-2-619(b), (c), and (d) of the City Code are amended to read as follows:

§ 13-2-619 WAIVER FOR A PUBLIC SCHOOL FACILITY.

- (b) The Director of the Watershed Protection Department [~~Environmental and Conservation Services Department~~] may waive or modify any requirement established by Article V (Water Quality Related Intensities) of Chapter 13-2 (Land Use) or by Chapter 13-7 (Environmental Protection and Management) and otherwise applicable to the construction of a specific educational facility.
- (c) Except for those requirements that may be waived or modified only under subsection (b), the Director [~~of the Planning and Development Department~~] may waive or modify any requirement established by the Land Development Code and otherwise applicable to the construction of a specific educational facility.

- (d) A waiver or modification to a requirement of this Land Development Code is authorized under this section only if the [appropriate] Director, of either the Watershed Protection Department or the Development Review and Inspection Department, whichever is appropriate, determines that:
- (1) Due to the peculiar configuration, topography, or location of the site, strict compliance with the requirement to be waived or modified is impossible, or would result in an unreasonable hardship to the independent school district; or
 - (2) Strict compliance with the requirement to be waived or modified would conflict with specific educational policies established by the board of trustees of the independent school district; and
 - (3) The waiver or modification is the minimum necessary to provide the relief required under paragraph [subsection] (1) or (2) of this subsection [herein]; and
 - (4) The educational facility, as constructed and used with the waiver or modification, will not have a substantial and adverse impact on nearby property or residents, or on the public infrastructure installed or proposed to serve the facility and nearby property.

PART 77. Sections 13-2-700(1), (2), (3), and (10) are amended to read as follows:

§ 13-2-700 SITE DEVELOPMENT REGULATIONS APPLICABLE TO ALL SUBDISTRICTS IN THE WATERFRONT OVERLAY COMBINING DISTRICT.

- (1) *Site plan approval required.* A site plan shall be submitted in accordance with the requirements outlined in the appropriate technical manual. Each site plan for property within the Waterfront Overlay Combining district shall be reviewed by the Director of the Parks and Recreation Department, or his or her designee, before its approval to determine, if applicable, its compatibility with adopted park design guidelines and to determine the existence and significance of historic, cultural, or archaeological sites located on the property subject to the site plan. [~~Any site plan submitted shall also be distributed to the Waterfront Planning Advisory Board for its comments.~~] If an applicant requests a waiver from any provision of the WO Waterfront

Overlay Combining district ordinance or if the administrative approval or denial of said site plan is appealed, such site plan shall be reviewed and acted upon by the Planning Commission [~~Waterfront Planning Advisory Board~~]. The applicant shall file a request for waiver or appeal with the Development Review and Inspection Department [~~of Planning and Development~~].

- (2) *Primary setback.* No surface or above ground parking area, structure or portion of a structure may be located on any land between the Primary Setback Line and the centerline of a creek for which a Primary Setback Line has been established, the shoreline of Town Lake, or the shoreline of the Colorado River; provided, however, that this provision shall not apply to park related facilities including, without limitation, picnic tables, observation decks, trails, gazebos, pavilions, or similar amenities located on land dedicated or used for public park purposes, restricted to a maximum impervious cover of 15%. This maximum percentage may be increased as determined by the Planning Commission [~~Waterfront Planning Advisory Board~~] when justification for such increase is shown by the Parks and Recreation Department, or his designee. Said allowance or increase shall be handled by application for waiver submitted to the Development Review and Inspection Department [~~Waterfront Planning Advisory Board~~].
- (3) *Secondary setback.* A transition zone shall be provided which allows for, but is not limited to, the construction of fountains, patios, terraces, outdoor restaurants or similar amenities. Impervious cover on land between the Primary Setback Line and the Secondary Setback Line, in subdistricts where a Secondary Setback Line has been defined, is restricted to a maximum of 30%. This maximum percentage may be increased only as determined by the Planning Commission [~~Waterfront Planning Advisory Board~~] when justification for such increase is shown by the applicant. Said allowance or increase shall be handled by application for waiver submitted to the Development Review and Inspection Department [~~Waterfront Planning Advisory Board~~].
- (10) *Waiver from height restrictions imposed by the compatibility standards.* Notwithstanding any other provisions of this chapter to the contrary, development within the WO Waterfront Overlay Combining district which is designed to reduce impervious surfaces and building bulk, or to preserve trees which may not otherwise be preserved, may receive a waiver from height restrictions imposed by the compatibility standards pursuant to the procedures set for in Section [§] 13-2-739 [~~after a review and recommendation on the waiver request by the Waterfront Planning Advisory~~

~~Board~~]. Such a waiver may not exceed the height limits established in the WO Waterfront Overlay Combining district.

PART 78. Section 13-2-700.1(b) of the City Code is amended to read as follows:

§ 13-2-700.1 SITE DEVELOPMENT REGULATIONS FOR PUBLIC WORKS IN THE WO DISTRICT.

- (b) Notwithstanding any otherwise applicable exemption provided by Section [§] 13-2-502, development of public works within Town Lake Park must include sedimentation/filtration basins if required by Section [§] 13-7-18. The Watershed Protection Department [~~Environmental and Conservation Services Department~~] shall review applications for development of public works within Town Lake Park and shall work with the Parks and Recreation Department to implement applicable recommendations included in the 14 recommendations of the Comprehensive Watershed Ordinance Task Force approved by the City Council on May 22, 1986. Any project which, in the opinion of the Director of the Watershed Protection Department [~~Environmental and Conservation Services Department~~], offers an opportunity for major urban water quality retrofit shall be presented to the Environmental Board for review, [~~and any recommendation of the Environmental Board on such project shall be forwarded to the Waterfront Planning Advisory Board~~]. If necessary, comments of the [~~both~~] board [~~boards~~] shall be sent to the Planning Commission.

PART 79. Sections 13-2-701(4) and (5) of the City Code are amended to read as follows:

§ 13-2-701 EXEMPTIONS FROM THE WO WATERFRONT OVERLAY COMBINING DISTRICT.

- (4) A site plan has been filed before July 17, 1986, with the Development Review and Inspection Department [~~of Planning and Development~~] as a condition of zoning as approved previously by Council or has been reviewed and approved by the Town Lake Task Force as a condition of zoning, with any comments from the Task Force being forwarded to the Council for consideration; or
- (5) Building plans and specifications have been submitted to the Development Review and Inspection Department [~~Building Inspection Department~~] for review and said review has been substantially completed before July 17, 1986.

PART 80. Section 13-2-703(4) of the City Code is amended to read as follows:

§ 13-2-703 BONUS PROVISIONS ALLOWED IN WO WATERFRONT OVERLAY COMBINING DISTRICT.

- (4) *Tree preservation.* A bonus of additional gross floor area shall be allowed for every square foot of area within the undisturbed outer dripline of an existing tree classified as a Category A tree by the tree evaluation system of the Watershed Protection Department [~~of Planning and Development~~] which is left undisturbed or is transplanted under the direction, authorization and supervision of the City Arborist on the site or at such other location that will preserve the character of the existing site and is approved by the Planning Commission [~~Waterfront Planning Advisory Board~~]. The additional gross floor area granted as a bonus under this subsection is calculated by multiplying the total area of such undisturbed dripline by the height limitation(s) applicable to the property and dividing the result by 12. A tree shall not be considered to be undisturbed unless the area within a circle centered on the trunk and with a circumference equal to the largest horizontal circumference of the tree's crown is left in an undisturbed state.

PART 81. Sections 13-2-704(a) and (b) of the City Code are amended to read as follows:

§ 13-2-704 VARIANCES [~~WAIVERS~~] FROM SITE DEVELOPMENT REGULATIONS IN THE WO WATERFRONT OVERLAY COMBINING DISTRICT.

- (a) To facilitate flexible planning and the most appropriate development of a site, the Planning Commission [~~Waterfront Planning Advisory Board~~] may approve or recommend, as set forth below and in accordance with the procedures in Chapter 13-1, a variance [~~waiver~~] from the strict application of any site development regulation imposed by Section [§] 13-2-229, Section [§] 13-2-700, or Section [§] 13-2-702 to the minimum extent required by the peculiarities of a specific tract; provided, however, that no variance [~~waiver~~] may be approved hereunder to permit construction of a structure which would exceed a height limitation established in the WO Waterfront Overlay district. The applicant for a variance [~~waiver~~] shall have the burden of demonstrating that the proposed project, with the variance [~~waiver~~] granted and with respect to environmental protection, aesthetic enhancement, traffic,

and other considerations, is consistent with the goals and policy recommendations contained in the Town Lake Corridor Study. ~~[No waiver shall be considered by the Waterfront Planning Advisory Board without first holding a public hearing on the application for a waiver. Notice of the date, time, and place of the public hearing on an application for a waiver shall be given in accordance with § 13-1-200(b).]~~

- ~~[(b) Any waiver approved by the Waterfront Planning Advisory Board for a proposed development where a site plan must be approved by the Commission or Council even in the absence of an appeal of the waiver shall be construed to be a recommendation for the waiver, and the waiver shall not be deemed to be approved until approved by the Commission or Council. The grant or denial of any waiver by the Waterfront Planning Advisory Board may be appealed to the Planning Commission by any interested person and the decision of the Planning Commission may be appealed by an interested person to the Council.]~~

PART 82. Section 13-2-711(a) of the City Code is amended to amend the definition of "Transferable Development Rights" to read as follows:

§ 13-2-711 TRANSFER OF DEVELOPMENT RIGHTS FROM WITHIN A CAPITOL VIEW CORRIDOR COMBINING DISTRICT.

TRANSFERABLE DEVELOPMENT RIGHTS means development rights expressed in square feet of gross floor area and computed by subtracting the maximum potential gross floor area of a building located wholly or partially in a CVC combining district and designed to conform with these zoning regulations from the gross floor area otherwise permissible in the underlying district, as certified by the Director ~~[of the Department of Planning and Development]~~ pursuant to this section.

PART 83. Section 13-2-711(b) of the City Code is amended to read as follows:

§ 13-2-711 TRANSFER OF DEVELOPMENT RIGHTS FROM WITHIN A CAPITOL VIEW CORRIDOR COMBINING DISTRICT.

- (b) The Director ~~[of the Department of Planning and Development]~~ shall maintain a master file of certified Transferable Development Rights from each donor lot established pursuant to the procedures set forth in Ord.

ORDINANCE NO. 890126 - P

AN ORDINANCE ADOPTING THE TOWN LAKE PARK COMPREHENSIVE PLAN; AMENDING CHAPTER 10-4 (PARKS AND RECREATION) AND TITLE XIII (LAND DEVELOPMENT CODE) OF THE AUSTIN CITY CODE OF 1981 TO REQUIRE DEVELOPMENT OF DEDICATED PARK LAND OR PUBLIC RIGHT-OF-WAY WITHIN THE TOWN LAKE CORRIDOR TO COMPLY WITH THE TOWN LAKE PARK COMPREHENSIVE PLAN; WAIVING THE REQUIREMENT OF SEC. 2-2-3 OF THE AUSTIN CITY CODE OF 1981 THAT ORDINANCES BE READ ON THREE SEPARATE DAYS; AND PROVIDING AN EFFECTIVE DATE.

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

PART 1. Pursuant to Section 5, Article X of the Austin City Charter, the Town Lake Park Comprehensive Plan, attached as Exhibit "A" and as further amended by Exhibit "A-1" (collectively, the "Town Lake Park Plan"), is adopted as an element of the Comprehensive Plan. Exhibit "A" and Exhibit "A-1" to this ordinance are incorporated as if fully set forth in this PART 1. The Town Lake Park Plan is the community plan adopted to establish and implement policies for the growth, development, and beautification of property located in the Town Lake Corridor and owned or acquired by the City of Austin for park purposes or for use as public right-of-way. The Town Lake Park Plan does not apply to property owned by persons or entities other than the City of Austin.

PART 2. The Planning Commission shall not act to recommend a proposed amendment to the Town Lake Park Plan until it has received recommendations on the proposed amendment from the Waterfront Planning Advisory Board and the Parks and Recreation Board. If the proposed amendment would affect property on the north shore of Town Lake between Lamar Boulevard and IH-35, the Planning Commission shall not act to recommend the proposed amendment until it has also received the recommendation of the Downtown Commission. Each board considering a proposed amendment to the Town Lake Park Plan shall hold a public hearing before acting on its recommendation. The City Council shall not amend the Town Lake Park Plan until it has held a public hearing and received recommendations on the proposed amendment from the Planning Commission, the Waterfront Planning Advisory Board, the Parks and Recreation Board, and the Downtown Commission (if the Planning Commission was required to receive a recommendation from the Downtown Commission).

PART 3. Section 13-1-605 (Notice of Application) in Article IX (Site Plan Procedures), Chapter 13-1 (Land Development Procedures) of the Austin City Code of 1981 is amended by numbering the existing paragraph as subsection (a), and by adding a new subsection (b), as follows:

(b) Notice of the filing of an application for site plan approval for development subject to the Town Lake Park Plan (pursuant to Sec. 13-2-228.1, 13-2-700.1, or 13-2-700.2) shall be forwarded by the Director to the Waterfront Planning Advisory Board no later than 14 days after acceptance of the application.

PART 4. Article III (Uses Authorized in Zoning Districts), Chapter 13-2 (Land Use) of the Austin City Code of 1981 is amended by adding a new Section 13-2-228.1, as follows:

Sec. 13-2-228.1 USE REGULATIONS FOR CERTAIN AREAS OF THE P DISTRICT IN COMBINATION WITH THE WO DISTRICT

(a) In this section, and unless the context otherwise requires:

Bluff has the meaning defined in Sec. 13-7-3.

Community Park means dedicated park land in Town Lake Park planned for city-wide use and designed to accommodate large numbers of people involved in a wide variety of activities. A Community Park consists predominantly of open meadow with some tree cover, but also may provide specific locations for a variety of more intensive, specialized activities and seasonal special events. The following areas of Town Lake Park are classified as Community Parks:

- (1) Tracts S-1, S-2, S-3A, S-4, S-6, S-7, S-8, S-9, N-1, N-2, N-3, N-4, N-5A, N-6, N-7, N-8, N-9, N-10, N-11, N-15, N-16A, and N-17A on the Park Classification Map.
- (2) Dedicated park land in the area bounded on the north by the Colorado River, on the west by Pleasant Valley Road, on the south by the proposed extension of Lakeshore Boulevard, and on the east by the crest of the bluff of Country Club Creek.
- (3) Dedicated park land in the area bounded on the north by Lake Austin Boulevard, on the south by Town Lake, on the east by the MoPac Freeway (Loop 1), and on the west by the extension of the western boundary of Eilers Park.
- (4) The Holly Street Power Plant, when its current use ceases and it is dedicated as park land.
- (5) Dedicated park land within 50 feet of the shoreline of Town Lake.

Crest of the bluff has the meaning defined in Sec. 13-7-3.

Cultural Park means dedicated park land in Town Lake Park planned for the location of cultural facilities (such as museums, botanical gardens, and performance areas). The following areas of Town Lake Park are classified as Cultural Parks:

- (1) Tracts S-2D, S-3, S-4A, S-5, S-5A, S-5B, and S-5C on the Park Classification Map.
- (2) Dedicated park land in the area bounded on the east by Dawson Road, on the west by Lamar Boulevard, on the south by Barton Springs Road, and by Riverside Drive on the north.

- (3) Dedicated park land in the area bounded on the north by Town Lake, on the south by Barton Springs Road, and by Barton Boulevard and the westward extension of Linscomb Avenue, on the east by Lamar Boulevard, and on the west by Robert E. Lee Road and the existing hike and bike trail.
- (4) Dedicated park land north of the intersection of River Street and Bierce Street, known as the City of Austin Street and Bridge Yard.
- (5) The Seaholm Power Plant and the Green Water Treatment Plant (and its intake structures), when the current use of the respective plants ceases, and when dedicated as park land.

Dedicated park land means land dedicated for park purposes by deed or by ordinance and under the control and management of the City for such park purposes, and specifically including land dedicated for park purposes after the effective date of this ordinance.

Neighborhood Park means dedicated park land in Town Lake Park serving adjacent neighborhoods. A Neighborhood Park is usually small and informal; it is intended to provide an area of less intensive activity between more intensively developed areas of Town Lake Park and adjacent neighborhoods. The following areas of Town Lake Park are classified as Neighborhood Parks:

- (1) Tracts S-2A, S-10, N-5, N-16, and N-17 on the Park Classification Map.
- (2) Dedicated park land in the area bounded on the north by Town Lake, on the west by East Bouldin Creek, on the east by Blunn Creek, and on the south by Riverside Drive.
- (3) Dedicated park land in the area bounded on the north by the Colorado River, on the the east by Montopolis Drive, on the south by the extension of Grove Boulevard, and on the west by the crest of the bluff of Country Club Creek.

Park Classification Map means and refers to the map on file with the Parks and Recreation Department, a reduced copy of which is attached as Exhibit "B" to this ordinance and incorporated as if fully set forth in this definition.

Natural Area means dedicated park land in Town Lake Park reserved for the primary benefit of the natural environment, with limited human activity and nearly total retention of the natural landscape. In this section, "Natural Area" refers to the lowest density park type described as "The Preserve" in the Town Lake Park Plan. The following areas of Town Lake Park are classified as Natural Area:

- (1) Tracts W-1, S-2B, S-2C, N-3A, and N-18 on the Park Classification Map.

- (2) Dedicated park land located between the Colorado River shoreline and the crest of the bluff north of the Colorado River, from Longhorn Dam to U.S. 183 (Montopolis Bridge).
- (3) Dedicated park land generally north or east of Town Lake from Tom Miller Dam to the west boundary of Eilers Park; and generally west or south of Town Lake from Tom Miller Dam to the Austin Nature Center.

Town Lake Park Plan means and refers to the Town Lake Park Plan adopted by this ordinance.

Town Lake Corridor means the territory within the boundaries of the Waterfront Overlay combining district, as established by Sec. 13-2-160.

Town Lake Park means, collectively, all the dedicated park land in the Town Lake Corridor.

Urban Waterfront means dedicated park land in Town Lake Park adjacent to high-density urban development. The Urban Waterfront consists of that part of the north shore of Town Lake between Shoal Creek and Waller Creek, identified as Tracts N-12, N-13, and N-14 on the Park Classification Map.

(b) This section applies to the following territory included in the Town Lake Park Plan:

- (1) all dedicated park land and adjacent bodies of water in the Town Lake Corridor;
- (2) all public rights-of-way within and abutting the boundaries of the Town Lake Corridor;
- (3) public right-of-way for Trinity Street, from East First Street to East Fifth Street; and
- (4) public right-of-way for Guadalupe Street and Lavaca Street, from West First Street to West Fifth Street.

(c) Development of areas of Town Lake Park classified as Natural Area is restricted to development for the following uses:

- (1) nature trails with interpretive signs and facilities;
- (2) surface parking, using only pervious material;
- (3) activities required to maintain and improve environmental quality, including without limitation fencing, and wildlife and vegetation management;
- (4) general park support and maintenance activities.

(d) Development of areas of Town Lake Park classified as a Neighborhood Park is restricted to development for the following uses:

- (1) walking, exercise, and bicycle trails;
- (2) surface parking and access roads;
- (3) picnic facilities;
- (4) general neighborhood park uses, including without limitation playing fields, ball courts, swimming pools, and playscapes;
- (5) concessions primarily serving the adjacent neighborhoods, including without limitation food vending, bicycle rentals, and sports equipment rentals (such as volleyball equipment or softball equipment);
- (6) cultural facilities primarily serving the adjacent neighborhood;
- (7) general park support and maintenance activities; and
- (8) activities required to maintain and improve environmental quality, including without limitation bank stabilization, fencing, and wildlife and vegetation management.

(e) Development of areas of Town Lake Park classified as a Community Park is restricted to development for the following uses:

- (1) any use permitted in a Neighborhood Park;
- (2) municipal swimming pools and associated facilities;
- (3) concessions designed to attract individuals from throughout the City, including without limitation boat rentals, food vending, dining facilities, special sports facilities (such as driving ranges), and special recreational facilities, (such as a miniature train);
- (4) limited surface parking, with a preference given to parking structures;
- (5) performances and special events;
- (6) specialized facilities, including without limitation facilities serving the handicapped or others with special requirements due to physical impairments, private nonprofit recreational facilities serving the general public (such as the YMCA), and private park-enhancement facilities (such as the Texas Botanical Garden);

- (7) internal park road system, with grade-separated intersections as needed to reduce conflict between park users and traffic on adjacent non-park roads;
- (8) general park support and maintenance activities;
- (9) activities required to maintain and improve environmental quality, including without limitation bank stabilization, fencing, and wildlife and vegetation management; and
- (10) athletic facilities, including without limitation multipurpose sports fields and exercise courses.

(f) Development of areas of Town Lake Park classified as a Cultural Park is restricted to development for the following uses:

- (1) cultural facilities, special events, and performance areas;
- (2) parking structures, with limited surface parking available;
- (3) concessions designed to attract individuals from throughout the City and which require little space in which to operate, including without limitation pushcarts selling food or flowers, temporary vending stands associated with special events, and gift shops associated with museums. Concessions must be mobile, temporary, or located in a building described in the Town Lake Park Plan.
- (4) walking, exercise, and bicycle paths;
- (5) internal park transportation system;
- (6) general park support and maintenance activities; and
- (7) activities required to maintain and improve environmental quality, including without limitation bank stabilization, fencing, and wildlife and vegetation management.

(g) Development of areas of Town Lake Park classified as Urban Waterfront is restricted to development for the following uses:

- (1) plaza areas to be used for performances and special events;
- (2) wide sidewalks for walking, exercising, and bicycle riding;
- (3) general park support and maintenance activities;
- (4) activities required to maintain and improve environmental quality, including without limitation bank stabilization, fencing, and wildlife and vegetation management;
- (5) concessions designed to attract individuals from throughout the City and which require little space in which to operate, including without limitation pushcarts selling food or

flowers, temporary vending stands associated with special events, and gift shops associated with museums. Concessions must be mobile, temporary, or located in a building described in the Town Lake Park Plan.

(6) rowing facilities, boathouse, or other similar water-based activities.

(h) Development of areas of Town Lake Park not otherwise classified in this section is restricted to development for the following uses:

- (1) walking, exercise, and bicycle trails;
- (2) picnic facilities;
- (3) surface parking of pervious material and park access roads;
- (4) general park support and maintenance activities.

PART 5. Article VI (Site Development Regulations), Chapter 13-2 (Land Use) of the Austin City Code of 1981 is amended by adding a new Section 13-2-700.1, as follows:

Sec. 13-2-700.1 SITE DEVELOPMENT REGULATIONS FOR PUBLIC WORKS IN THE WO DISTRICT

(a) All development of public works within Town Lake Park, including without limitation utility construction, flood control channels, and bridge improvements, shall be consistent with the Town Lake Park Plan.

(b) Notwithstanding any otherwise applicable exemption provided by Sec. 13-2-502, development of public works within Town Lake Park must include sedimentation/filtration basins if required by Sec. 13-7-18. The Department of Environmental Protection shall review applications for development of public works within Town Lake Park and shall work with the Parks and Recreation Department to implement applicable recommendations included in the 14 recommendations of the Comprehensive Watershed Ordinance Task Force approved by the City Council on May 22, 1986. Any project which, in the opinion of the Director of the Department of Environmental Protection, offers an opportunity for major urban water quality retrofit shall be presented to the Environmental Board for review, and any recommendation of the Environmental Board on such project shall be forwarded to the Waterfront Planning Advisory Board. If necessary, comments of both boards shall be sent to the Planning Commission.

PART 6. Article VI (Site Development Regulations), Chapter 13-2 (Land Use) of the Austin City Code of 1981 is amended by adding a new Section 13-2-700.2, as follows:

Sec. 13-2-700.2

SITE DEVELOPMENT REGULATIONS FOR PUBLIC
RIGHT-OF-WAY ABUTTING THE WO DISTRICT OR
INCLUDED IN THE TOWN LAKE PARK PLAN

(a) This section implements certain provisions of the Town Lake Park Plan and applies to development of the following public right-of-way:

- (1) all public rights-of-way within and abutting the boundaries of the Town Lake Corridor, as that term is defined in Section 13-2-228.1, specifically including public rights-of-way for streets designated in the Roadway Plan;
- (2) all streets and roads within Town Lake Park;
- (3) public right-of-way for Trinity Street, from East First Street to East Fifth Street; and
- (4) public right-of-way for Guadalupe Street and Lavaca Street, from West First Street to West Fifth Street.

(b) Development of improvements in public rights-of-way, including without limitation construction of new streets, relocation of existing streets, pavement widening, and sidewalk or drainage improvements, shall be compatible with the development of the adjacent park land and shall be consistent with the Town Lake Park Plan. Design factors to be considered in determining consistency with the Town Lake Park Plan include without limitation access to park land, road alignment, utility placement, sidewalks, railings, sign design and placement, planting, and filtration of storm runoff.

(c) For purposes of this section, a "streetscape" is a special improvement made to the public right-of-way which includes without limitation widening sidewalks, planting trees, or installing special lighting fixtures, signs, or street furniture. Subject to standard procedures for approval and funding of a Capital Improvement Project or funding through other sources, streetscapes consistent with the Town Lake Park Plan shall be developed on each of the following public street rights-of-way:

- (1) West First Street, from Congress Avenue to the MoPac Freeway (Loop 1);
- (2) East First Street, from Congress Avenue to IH-35;
- (3) Trinity Street, from East First Street to East Fifth Street;
- (4) Guadalupe Street, from West First Street to West Fifth Street;
- (5) Lavaca Street, from West First Street to West Fifth Street;
- (6) Barton Springs Road, from Congress Avenue to the MoPac Freeway (Loop 1);
- (7) Lamar Boulevard, from the Southern Pacific railroad overpass to Barton Springs Road;
- (8) South First Street, from Town Lake to Barton Springs Road;

- (9) Lakeshore Boulevard, from Riverside Drive to Pleasant Valley Road;
- (10) Congress Avenue, from Riverside Drive to First Street;
- (11) Grove Boulevard, from Pleasant Valley Road to Montopolis Drive; and
- (12) Lakeshore Drive, from Pleasant Valley Road to Montopolis Drive.

PART 7. Chapter 10-4 (Parks and Recreation) of the Austin City Code of 1981 is amended by adding a new Article III, as follows:

ARTICLE III. TOWN LAKE PARK

Sec. 10-4-50 DEFINITIONS

In this Article, and unless the context otherwise requires:

Use agreement or management agreement means an agreement between the City and another person authorizing that person to develop and maintain dedicated park land in Town Lake Park for public recreational purposes, according to plans approved by the City of Austin.

Concession means a privately operated business on park land serving park users, authorized by the City in accordance with applicable ordinance requirements. Types of businesses operated as concessions may include without limitation food and beverage stands, boat rentals, excursion boats, boating lessons, bicycle rentals, and pushcarts.

Dedicated park land means land dedicated for park purposes by deed or by ordinance and under the control and management of the City for such park purposes, and specifically including land dedicated for park purposes after the effective date of this ordinance.

Town Lake Park Plan means and refers to the Town Lake Park Plan adopted by ordinance.

Town Lake Corridor means the territory within the boundaries of the Waterfront Overlay combining district, as established by Sec. 13-2-160.

Town Lake Park means, collectively, all the dedicated park land in the Town Lake Corridor.

Sec. 10-4-51 USE AGREEMENTS, MANAGEMENT AGREEMENTS, AND RESERVATIONS OF TOWN LAKE PARK

(a) The Parks and Recreation Board and the Waterfront Planning Advisory Board shall review all proposed use agreements, management agreements, and proposed reservations of park land in Town Lake Park for future development by private persons or entities, and shall make recommendations to the Director of the

Parks and Recreation Department, the City Manager, or the City Council, as appropriate, concerning such agreements.

(b) This section does not alter the terms of any existing use agreements or management agreements concerning Town Lake Park.

Sec. 10-4-52 BOATING CONCESSIONS

Four areas have been established in Town Lake Park for various boating activities. These areas, and the types of concessions appropriate to each area, are as follows:

- (1) Central Town Lake means Town Lake from Congress Avenue to Lamar Boulevard. Boating concessions permitted in Central Town Lake are restricted to rental of boats which require little or no skill to operate, such as paddleboat rentals, as well as permanent moorings for excursion boats.
- (2) East Town Lake means Town Lake from Congress Avenue to Longhorn Dam. Boating concessions permitted in East Town Lake are restricted to recreational rowing concessions, including without limitation canoes, racing shells, and rowboats. Sailboat rental is permitted only in the basin immediately upstream from the Longhorn Dam. Landings for excursion boats, but not permanent moorings, may be authorized in East Town Lake.
- (3) West Town Lake means Town Lake from Lamar Boulevard to the Tom Miller Dam. Boating concessions permitted in West Town Lake are restricted to recreational rowing concessions, including without limitation canoes, racing shells, and rowboats. Landings for excursion boats, but not permanent moorings, may be authorized in West Town Lake.
- (4) Colorado River means the Colorado River from the Longhorn Dam to U.S. 183 (Montopolis Bridge). Boating concessions permitted in the Colorado River area are restricted to recreational rowing concessions. The boats rented must be able to handle swiftly flowing water and fluctuating water levels. Boats rented may include without limitation rowboats, fishing boats, and johnboats.

Sec. 10-4-53 CONCESSIONS REVIEW PROCESS

(a) The Parks and Recreation Department shall present an annual report, in October, to a joint meeting of the Waterfront Planning Advisory Board and the Parks and Recreation Board. This report shall also be provided to the Environmental Board. The report shall include the number and names of concessions operating in Town Lake Park, as well as detailed statements of revenues, expenses, and operations for each concession, the number of boats rented on Town Lake, and a discussion of any environmental or

other problems which exist regarding the concessions. The Waterfront Planning Advisory Board, Parks and Recreation Board, and Environmental Board shall, within 30 days of receipt of the report, make recommendations to the City Council regarding appropriate concessions in Town Lake Park, the status of the existing concessions, and the advisability of issuing a request for proposal for concessions in Town Lake Park.

(b) One representative each from the Waterfront Planning Advisory Board, the Parks and Recreation Board, the Environmental Board, and the Design Commission may serve as members of the evaluation team to evaluate proposals received in response to the annual request for proposals for concessions in Town Lake Park. The recommendations of this evaluation team shall be sent to the City Council.

Sec. 10-4-54 RELOCATION OF ORGANIZED ATHLETIC USES

The Town Lake Park Plan designates certain existing organized athletic uses for relocation after alternate locations have been identified and users have been consulted about the adequacy of such alternate locations. These uses shall be relocated only after replacement locations have been developed in compliance with the Town Lake Park Plan.

Sec. 10-4-55 MUNICIPAL IMPROVEMENT ORGANIZATIONS

The Town Lake Park Plan proposes creation of municipal improvement organizations with the general ability to develop land in Town Lake Park. Creation of such an organization shall require passage of an ordinance by the City Council. Any such proposed ordinance shall be reviewed by the Waterfront Planning Advisory Board, the Parks and Recreation Board, and the Planning Commission. The recommendations of these boards and commissions shall be submitted to the City Council.

Sec. 10-4-56 FUNDING PRIORITIES

Priorities for City funding of development projects in and acquisition of land for Town Lake Park shall be determined through the established procedures of the Capital Improvements Program, in accordance with a priority plan for Town Lake Park, developed by the Waterfront Planning Advisory Board and the Parks and Recreation Department, and submitted to the Parks and Recreation Board for recommendations.

Sec. 10-4-57 WATER QUALITY

A plan to protect and improve the water quality in Town Lake should be proposed by the Environmental Board in conjunction with the Planning Commission. The Waterfront Planning Advisory

Board and the Parks and Recreation Board will participate in the development of that plan should it require changes to the Town Lake Park Plan.

PART 8. The requirement of Sec. 2-2-3 of the Austin City Code of 1981 that this ordinance be read on three separate days is waived by the affirmative vote of five members of the City Council to pass this ordinance through more than one reading on a single vote.

PART 9. This ordinance shall be effective ten days after the date of its final passage.


PASSED AND APPROVED:

January 26, 1989

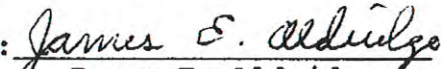
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Lee Cooke
Mayor

APPROVED:


Iris J. Jones
Acting City Attorney

ATTEST:


James E. Aldridge
City Clerk

AMENDMENTS TO THE TOWN LAKE PARK COMPREHENSIVE PLAN
ATTACHED AS EXHIBIT "A"

The Town Lake Park Comprehensive Plan attached as Exhibit "A" to this ordinance is amended by the following provisions, which shall control over any inconsistent provisions established or implied in Exhibit "A":

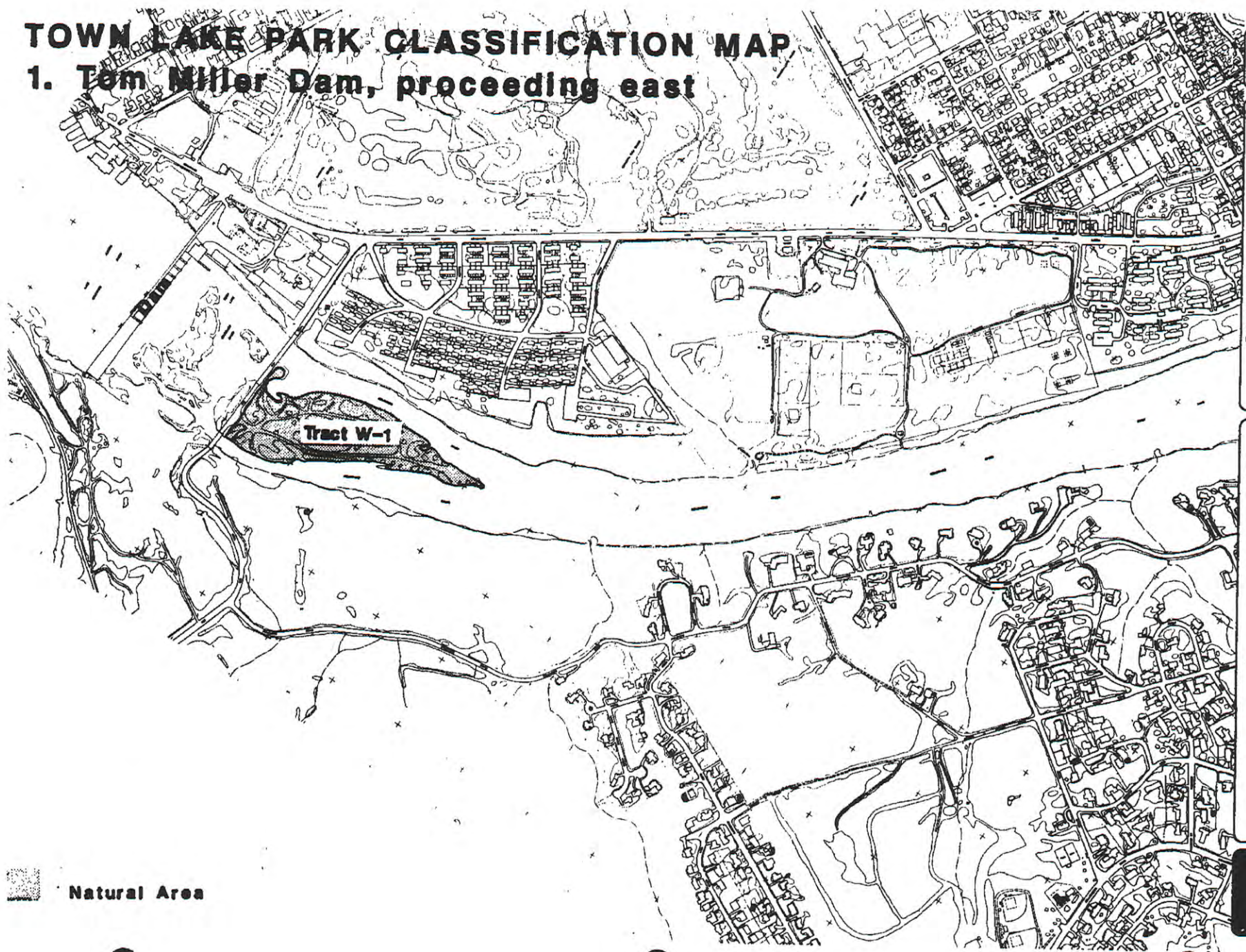
- (1) The proposed lagoon on the north side of West First Street is eliminated.
- (2) Some of the retrofitting features of the 14 recommendations of the Comprehensive Watershed Ordinance Task Force approved by the City Council on May 22, 1986, shall be incorporated into the remaining lagoon sites.
- (3) Existing athletic fields shall not be removed until alternate locations have been identified and users have been consulted about the adequacy of such alternate locations.
- (4) There shall be no attempt by the City of Austin or a municipal improvements corporation to develop any of the "Pecan Gardens" property until a thorough environmental impact study is completed and submitted to the City Council analyzing and detailing the environmental impact of the proposed Pecan Gardens development. The environmental impact study shall analyze the potential water, air, and noise pollution resulting from the proposed development. The study shall particularly evaluate the potential runoff impact on Barton Creek's already environmentally sensitive status. The impact of motor traffic related to the proposed location of parking facilities in the Pecan Gardens shall be evaluated. The prospective cost of acquiring the Pecan Gardens properties, based on present appraised values, shall be determined, as shall the estimated cost of the development proposed in the Town Lake Park Plan.
- (5) No part of the Town Lake Park Plan affecting Barton Creek shall be implemented unless there is an affirmative finding by the City Council based on an environmental impact study that such implementation will not adversely affect the shoreline or waters of Barton Creek.
- (6) Inclusion of the "Pecan Gardens" does not commit the City to develop this facility but merely acknowledges that this is the most appropriate place for this development. References to any specific number of eating establishments, specialty shops, exhibition spaces, and amusement/entertainment features are deleted. Limitations shall be placed on the use of high amplification equipment so that the use of this area remains sensitive to adjacent neighborhoods.

- (7) Plans for the Performance Pavilion in the Colorado River Park shall be deferred until the expansion of Lakeshore Drive between Pleasant Valley Road and Montopolis Drive is completed and traffic studies indicate that access to parking adjacent to the Performance Pavilion will accommodate the projected traffic volumes. Acoustical technology must be incorporated in the design and use of the Performance Pavilion so that it does not become a nuisance for surrounding neighborhoods.
- (8) No particular priority or phasing of actions necessary for implementation of the Town Lake Park Plan is adopted. The Director of the Parks and Recreation Department shall consult with park users and the various affected boards and commissions for the establishment of priorities.
- (9) Existing open areas utilized for kite flying, soccer, softball, kickball, and other sports activities shall not be planted with trees; but trees may be planted in other open areas to provide shade.
- (10) In order to keep the trains, pool, and playscape accessible to automobiles during off-peak hours, the number of parking spaces on the south side of Barton Springs Road shall not be diminished.
- (11) Implementation of the Town Lake Park Plan is to include specific opportunities for minority entrepreneurship east of IH-35.
- (12) In order to receive private contributions, a Town Lake Park Trust Fund shall be established at the earliest possible time.
- (13) The Town Lake Park Alliance is recognized for its work in promoting this vision for Austin's future. The preservation and enhancement of creeks and waterways was the City's Bicentennial gift to the nation.
- (14) The Environmental Board shall have the opportunity to review the Town Lake Park Plan concerning water quality, native habitat, and other impacts upon Town Lake such as dredging.
- (15) Riverside Drive (as it goes through Town Lake Park) shall not be abandoned until Barton Springs Road is upgraded to handle extra traffic.
- (16) In the interest of maintaining a good working relationship with the University of Texas in achieving the goals and objectives of the Town Lake Park Plan, and since the University has offered to "work with the City to the end of

including walks, parkways, trails, open spaces and the like into its land plan, and to help achieve the goals and objectives of the plan," inclusion of the Brackenridge Tract in the Town Lake Park Plan is deferred pending the results of further cooperative efforts between the City and the University of Texas.

TOWN LAKE PARK CLASSIFICATION MAP

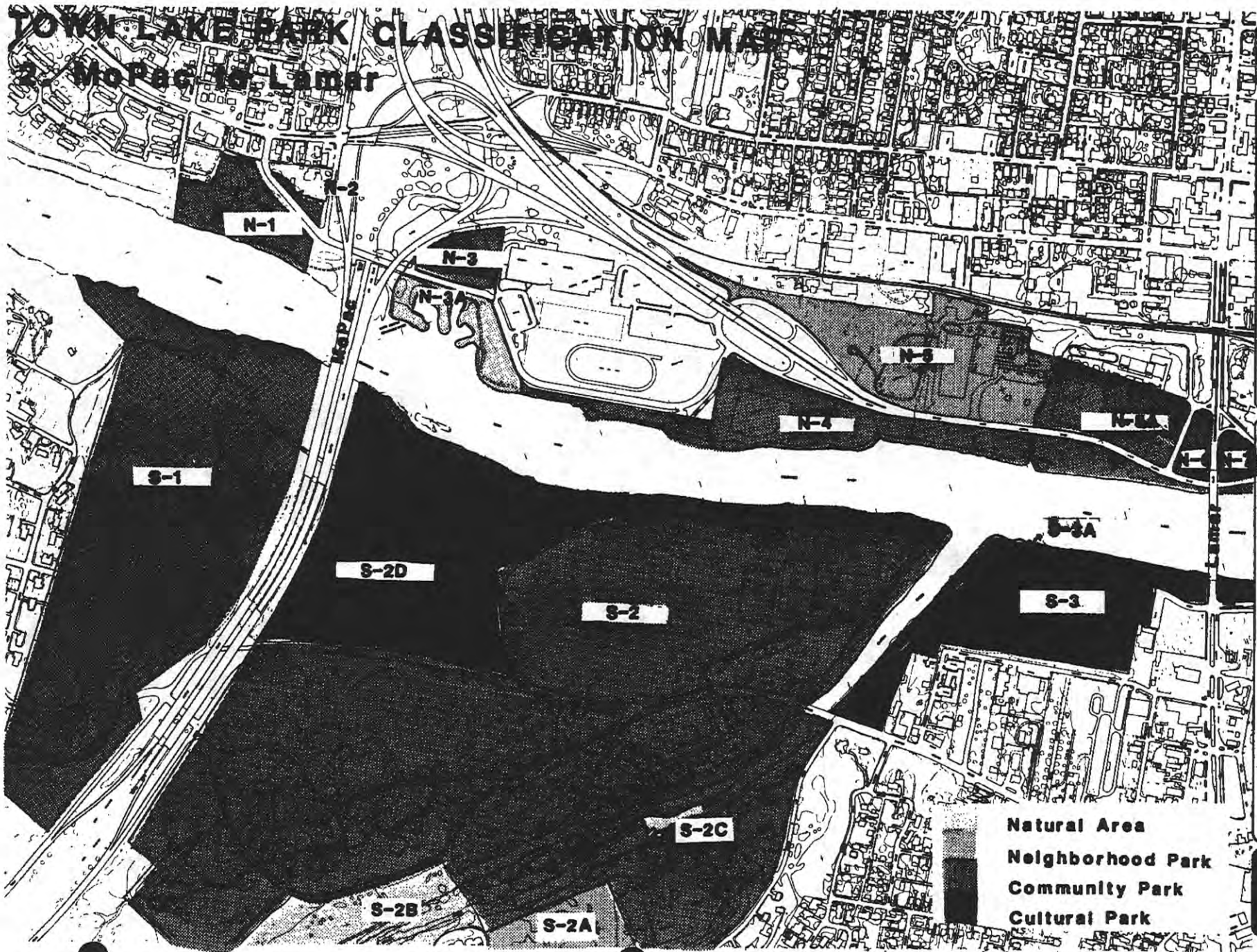
1. Tom Miller Dam, proceeding east

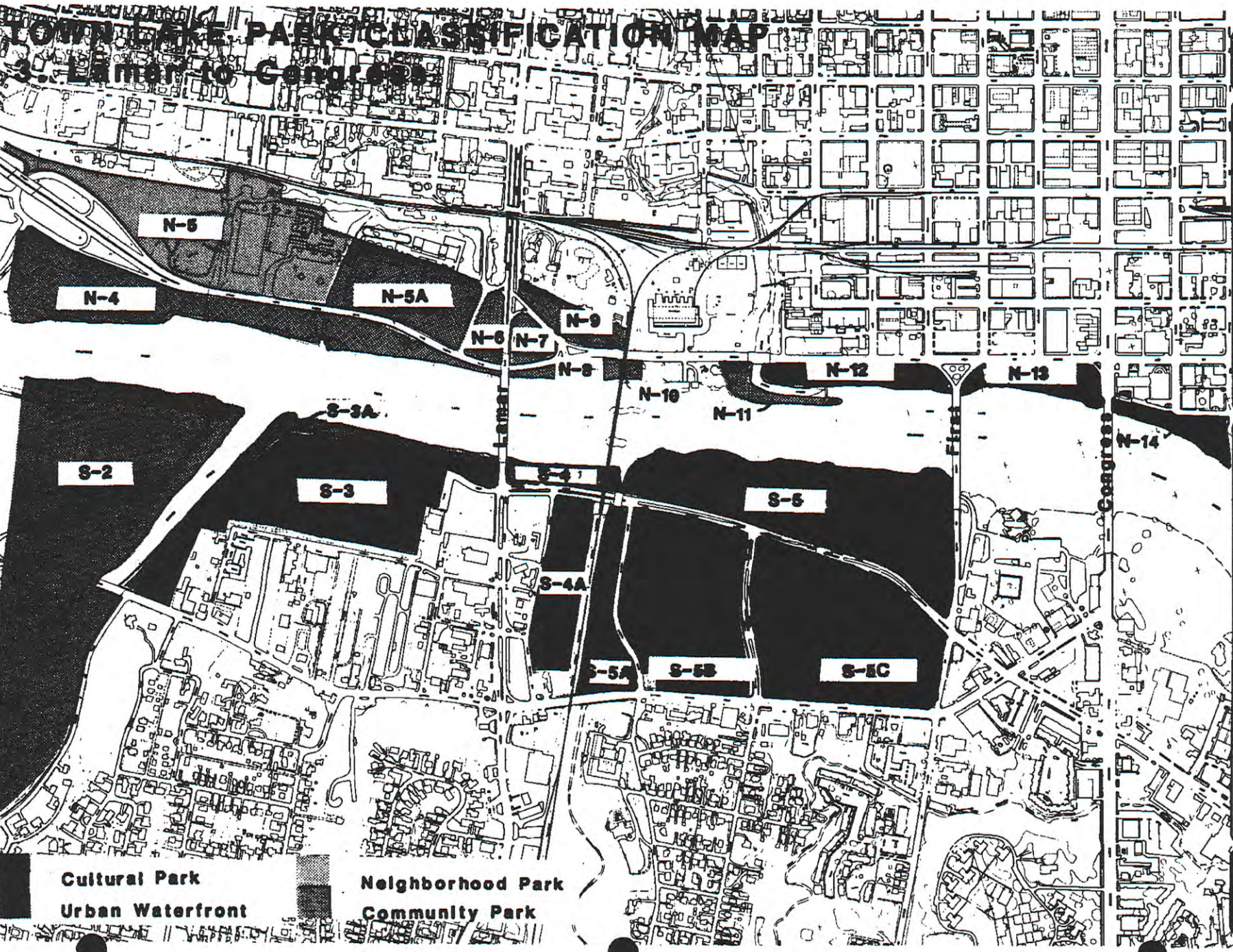


 Natural Area

1
CITY OF AUSTIN
Exhibit B

TOWN LAKE CORRIDOR





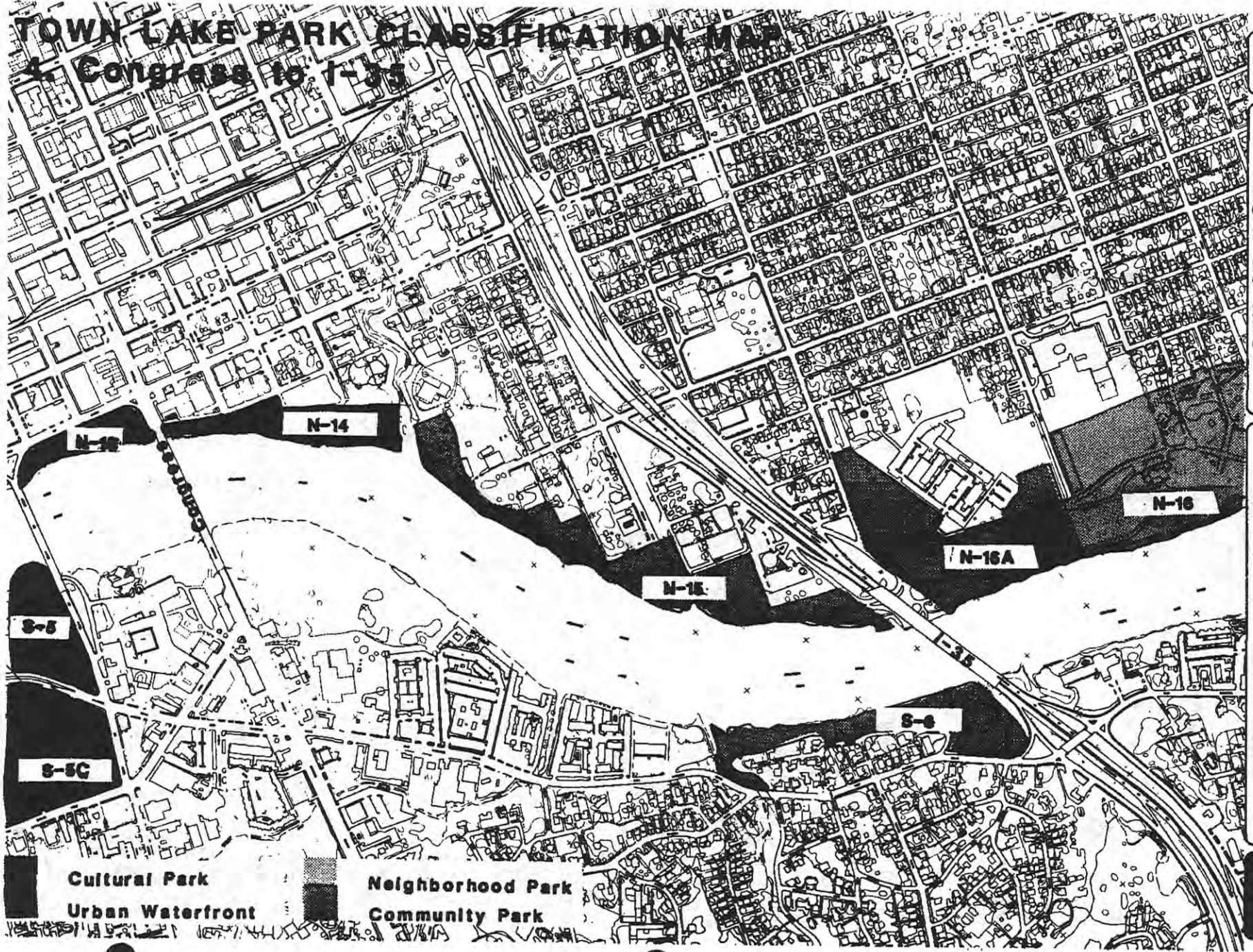
TOWN LAKE PARK CLASSIFICATION MAP

CONGRUOUS TO 7-35

4

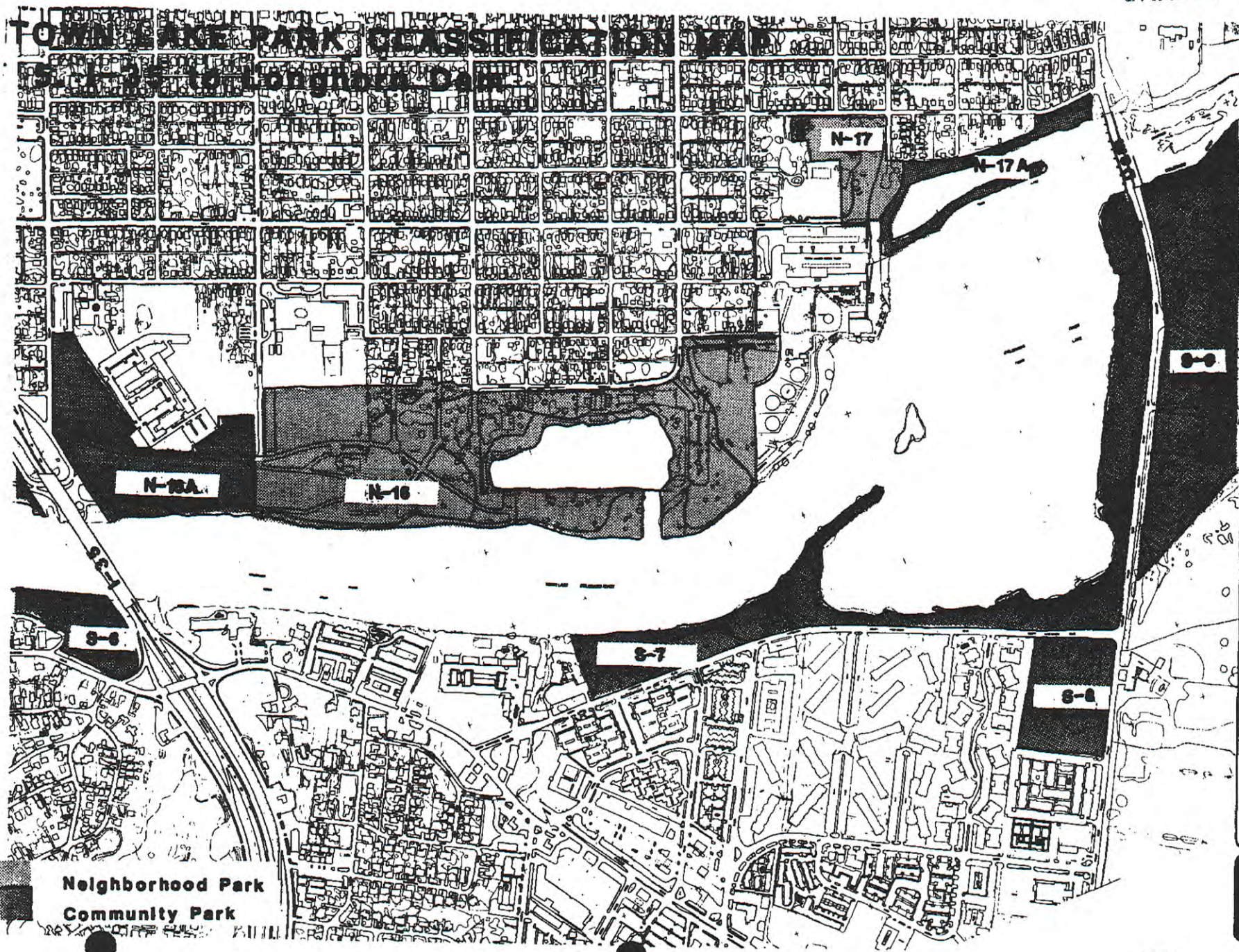
CITY OF AUSTIN
Exhibit B

TOWN LAKE CORRIDOR



Cultural Park
Urban Waterfront

Neighborhood Park
Community Park



5

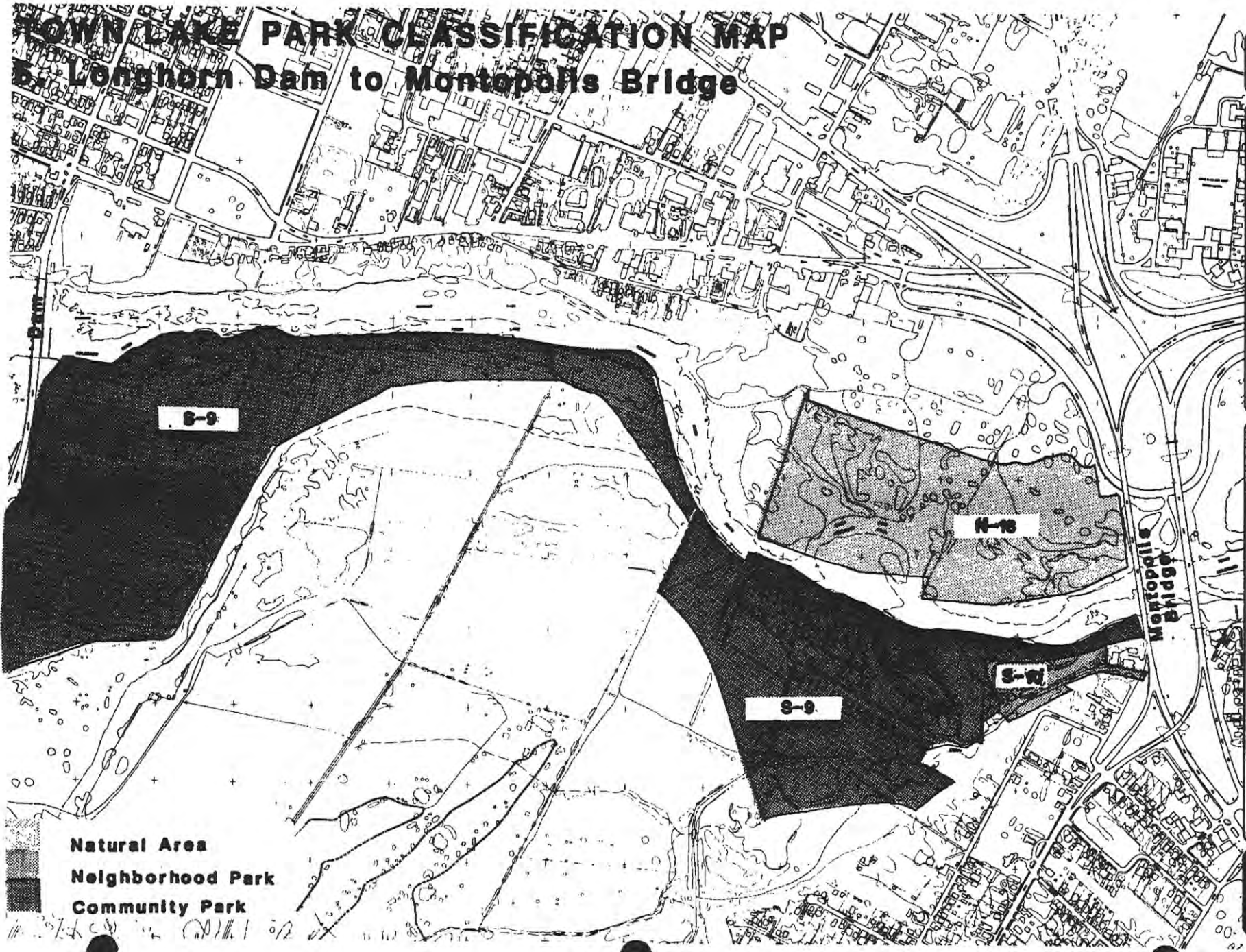
CITY OF AUSTIN
Exhibit B

TOWN LAKE CORRIDOR



Neighborhood Park
Community Park

TOWN LAKE PARK CLASSIFICATION MAP From Longhorn Dam to Montopolis Bridge



Natural Area
 Neighborhood Park
 Community Park

6

CITY OF AUSTIN
EXHIBIT

TOWN LAKE CORRIDOR

DUE TO THE LENGTH OF THE TOWN LAKE PARK COMPREHENSIVE PLAN,
EXHIBIT "A", ORIGINAL HAS BEEN FILED IN CITY CLERK'S OFFICE.

Austin City Council

Frank C. Cooksey
Mayer

John Trevino, Jr.
Mayer Pro Tem

Council Members

Max Nofziger

Smoot Carl-Mitchell

Sally Shipman

George Humphrey

Charles E. Urdy

John Ware
Acting City Manager

Libby Watson
Assistant City Manager

Charles Jordan
Director, Parks and Recreation Department

A report of a study conducted by:

Johnson, Johnson & Roy/inc.

and

Lawrence W. Speck Associates, Inc.

with

Glass Environmental Consultants, Inc.

Hakyon Ltd.

Project for Public Spaces, Inc.

Dr. Sandra Rosenbloom

Brochure Design by SmithTaylor Design, Dallas, Texas



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TOWN LAKE COMPREHENSIVE PLAN

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TOWN LAKE COMPREHENSIVE PLAN

ACKNOWLEDGMENTS

Preparation of the "Town Lake Comprehensive Plan" would not have been possible without the cooperation and assistance of many. It is very much a product of teamwork and reflects contributions made by many departments, agencies, business organizations, neighborhood associations, groups and individuals through sector meetings, neighborhood discussions, organizational meetings, individual conversations and public meetings. While it is infeasible to list all of them here, the Consultant Team wishes to recognize the AustinPlan sectors within the Corridor, the Waterfront Planning Advisory Board, the Downtown Commission, and the neighborhood associations who gave considerable time and effort to the Plan's preparation and review.

We wish to express special thanks to the Parks and Recreation Department, its Board, Director, Staff and the Town Lake Coordinator for their invaluable guidance and patient cooperation throughout the entire study process.

Johnson Johnson & Roy/inc.

Lawrence W. Speck Associates

5 December 1987

INTRODUCTION

The Town Lake Comprehensive Plan is a continuation of a longstanding effort on the part of the citizens of Austin to enhance and develop scenic parks and waterways in the heart of their city. This planning effort is intended to extend the insightful and successful visions of many generations of Austinites who have seen the Colorado River and Town Lake as a powerful nurturing feature for the city.

The site of Austin was selected in 1839 for its "front upon the Colorado River". The Edwin Waller plan which followed that selection oriented the city strongly to the river, with the spine of Congress Avenue linking the Capitol on its hill above with the scenic and important river below. Austin's identity as the "River City" acknowledges the importance of this physical symbol to the life of the community. Yet, because the Colorado is unnavigable, Austin's utilization of the river has never been commercially oriented. The river's prime attractions have always been scenic.

For more than half a century Austinites have invested an impressive quantity of energy and resources in maintaining and improving this outstanding natural feature which is their heritage. Beginning with the donation of Zilker Park in the early 1930's, Austin has made a commitment to creating a happy marriage of river and parklands in the heart of the city.

The first generation of this effort centered on the important confluence of Barton Creek and the Colorado River and included the creation of Barton Springs Pool, extensive clearing for picnic and recreation spaces, and construction of buildings, amphitheaters, outlooks, retaining walls, paths, and park furniture throughout Zilker Park. Stone for construction by the Civilian Conservation Corps was quarried in the park, including the site of the present Austin Nature Center west of MOPAC. The Zilker clubhouse, the rifle range and the overlook at the far western edge of Zilker Park are remnants of this era, as are the many crumbled ruins of picnic areas spread among the underbrush that now pervades the area.

The second generation of enhancement of the Town Lake area contributed a series of important engineering improvements initiated in the 1950s and culminated by the completion of Longhorn Dam in 1960. Prior to that time the Colorado River was seriously flood-prone. Mud-flats along its banks could not be developed because of seasonally fluctuating water levels and the threat

of floods. Clay quarries along the river's edge had been allowed to mar its natural beauty. At great expense and after much investment of civic effort, Longhorn Dam contained and created Town Lake -- a stable, scenic body of water whose banks could be improved with some dependability against catastrophic destruction by flood.

A third generation of Town Lake activism took on the task of enhancing those newly created banks. In the 1960s and early 1970s citizens like Roberta Crenshaw, Jeanette Fish, and Lady Bird Johnson spearheaded a movement which created the Hike and Bike Trail along Town Lake, planted thousands of trees and shrubs and installed extensive park furnishings. The marshalling of both public and private funds for this effort is particularly impressive as is the legacy we enjoy today of flowering peaches and crapemyrtles which have become a signature element for the district.

It is difficult to imagine Austin without such important symbols of the city as Barton Springs Pool, the Hike and Bike Trail and Town Lake itself. And yet, without the dedication and investment of these three generations, none of these important "natural" amenities of Austin would exist. While the potential for Town Lake Park was contributed by Mother Nature, many of the features Austinites treasure most today were achieved only through considerable civic investment of energy and resources.

Unfortunately, over the last decade that investment has dwindled noticeable. Recent years have not seen the same kind of visionary leap forward for Town Lake which marked the past three generations. The city has grown enormously over the past ten years and the use of Town Lake and its adjacent parklands has multiplied again and again during the period. While public support for the parks and Town Lake has remained strong, no new ambitious programs have been forwarded to take this valuable resource the next step in its enhancement.

In 1985 the Town Lake Task Force was established by the City Council of Austin to address the issue of improvements to Town Lake. The Task Force initiated a broad new view of the area which, when developed, was to be an agenda for this generation's contribution to Town Lake. For the first time, the Task Force envisioned the whole of Town Lake, from Tom Miller Dam on the west to Montopolis Bridge on the east, as a collection of waterways and open spaces which could become a Town Lake Park system. The product of their effort, *Town Lake Corridor Study*, identified community goals and stated policies for future development and appearance of the waterfront.

A specific Action Priority stated within *Town Lake Corridor Study* called for "a long range comprehensive plan for the Corridor addressing both the native edge and water edge." Responding in May, 1986, the City through its Parks and Recreation Department (PARC) retained Johnson Johnson & Roy/inc. and Lawrence W. Speck Associates, Inc. to prepare the Town Lake Comprehensive Plan. Other members of the team included Halcyon, Ltd., Project for Public Spaces, Inc., Dr. Sandra Rosenbloom and Glass Environmental Consultants, Inc.

The report that follows is the result of an eighteen month period of creative planning and design through an intensive community participation process. Well over one hundred neighborhood meetings, interviews, group discussions and consultations have provided valuable input into the Plan. In addition, four city-wide public meetings were held to receive ideas, review recommendations and verify decisions. The product gives new significance to Town Lake's role in Austin's future; it is an interpretation of the community's aspirations into a physical plan and strategy to guide public and private actions along this exceptional resource.

The Plan is presented in several parts. The first, Baseline Situation, establishes the basis of the Plan through descriptions of the natural and cultural environment that exists in the Corridor and patterns of present park usage together with economic perceptions and citizen attitudes toward future development. The original reports and raw data from which these conclusions are drawn are contained in a separate appendix volume, as are numerous technical memorandums produced throughout the study. The second part, Plan Concept, presents guiding principles and the design concept for Town Lake Park, which combines features selected from several options. Recommendations pertaining to parkland expansion, land use and urban design for areas adjacent to the park are also stated. The physical plan for Town Lake Park is described in detail in the third section, Plan Description, and a strategy for its implementation is outlined in the fourth and final part, Implementation Strategy.

BASELINE SITUATION

Land Use

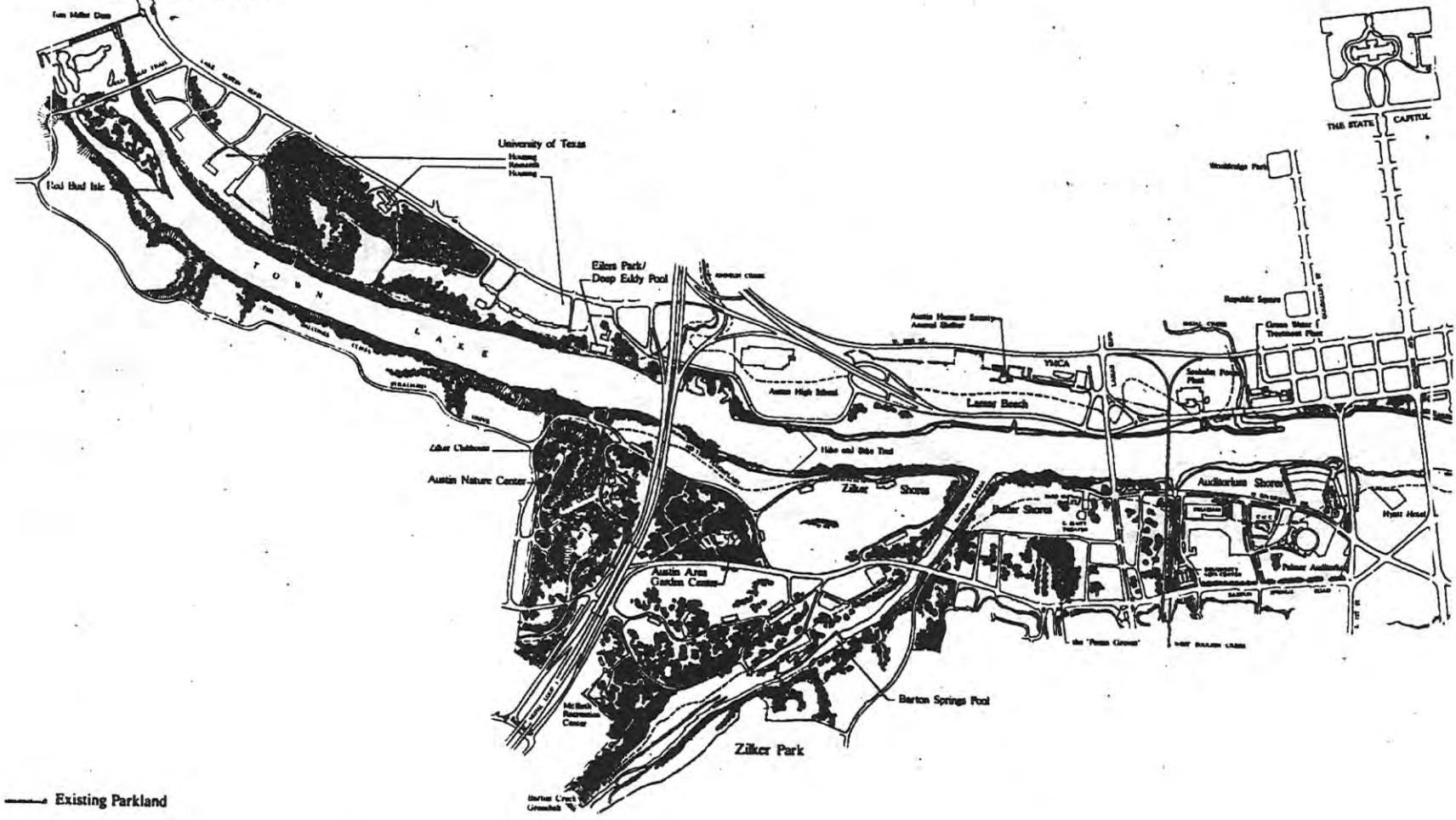
A wide range of varied land uses occur within the Town Lake Corridor exhibiting varying degrees of compatibility with each other and surrounding uses.

The Corridor contains a total of approximately 1900 acres. Dedicated parkland - land which must be used for park purposes and which cannot be sold, leased, traded or alienated without a public referendum - makes up the largest single category of use, with approximately 815 acres occurring adjacent to the lake. The largest and most heavily used park is Zilker Park on the south shore, which includes the Austin Nature Center and the Zilker Botanical Gardens. Other large contiguous park areas include Lamar Beach, Butler Shores, Auditorium Shores, Festival Beach, and Krieg Field. Between these larger parks, a number of smaller parcels form an incomplete linkage system of smaller waterfront parks. The Corridor is anchored with parkland at its east and west ends, respectively, by Colorado River Park and Red Bud Isle. Several major centers of recreational and social activity occur within the parklands, including the Zilker Clubhouse, Deep Eddy Swimming Pool, Barton Springs Swimming Pool, and Fiesta Gardens. Three major public utility sites - Seaholm Power Plant, Green Water Treatment Plant and the Holly Street Power Plant - have been recently dedicated as parkland and are slated for park use when their current uses end.

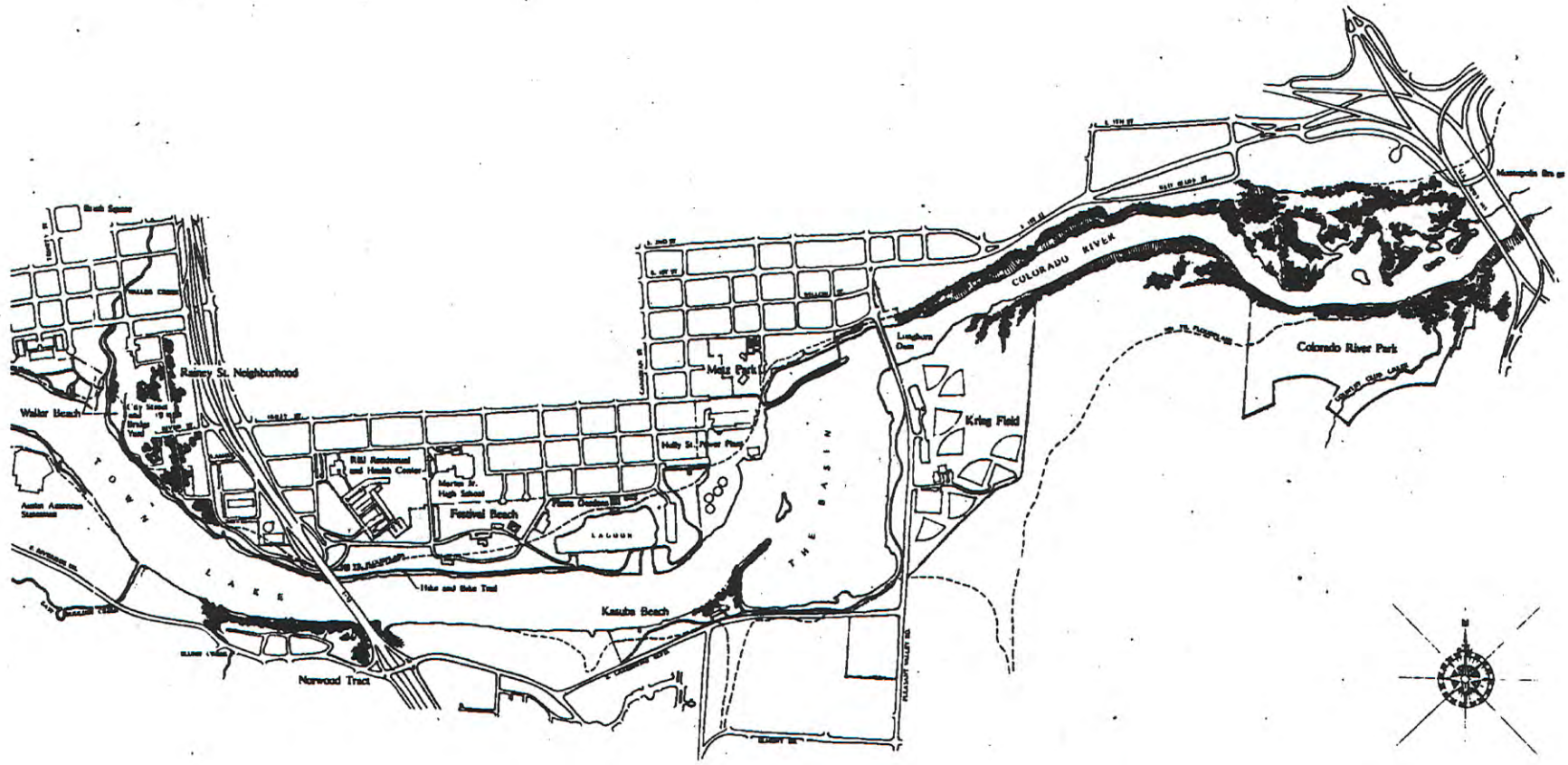
The parks within the study area proper are linked to the larger context of the city's neighborhoods and extended park system by linear greenbelt parks associated with Shoal, Waller, Barton, Johnson, and Blunn Creeks. The Hike and Bike Trail which links these greenbelts with Town Lake provides access to much of the lake's parklands. Its potential as a recreational experience is limited, however, by major gaps in the system, most notably from the Austin American-Statesman site to Kasuba Beach, and by a limited number of lake crossings.

Publicly owned lands which are not dedicated parkland comprise approximately 180 acres of the study area. Many of these sites present opportunities for enhancing their relationships to adjacent parkland or for redevelopment with a more sympathetic view towards waterfront park com-

Town Lake Corridor
Existing Conditions



Existing Parkland



PLANNING PARK
 Johnson Johnson

Planning Department
 City of Denver
 1700 Broadway
 Denver, Colorado



11

89-01-267

TOWN
LAKE
PARK

COMPREHENSIVE PLAN

EXHIBIT "A"

patibility. These sites include Austin High School, City Street and Bridge Yard, Rebekah Baines Johnson Residential and Health Center (EMS Administration), Martin Junior High School, and the LCRA offices near Tom Miller Dam.

Institutional uses comprise 246 acres of the study area. The highly scenic and environmentally sensitive shoreline owned by the University of Texas is currently inaccessible to the general public. These lands, part of a larger parcel known as the Brackenridge Tract, are currently used by the University for married student housing and for the University of Texas Brackenridge Research Center. Public access to this shoreline could provide opportunities for nature study and for viewing the most scenic reaches of the lake. Another significant institutional facility is the YMCA, a recreation-oriented institution that is particularly compatible with adjacent parklands.

Office and commercial uses make up 198 acres of the study area. The commercial core of Austin, including the southern end of the Central Business District, exerts a profound visual impact on the heart of Town Lake and provides a significant number of daytime park users. Perhaps the greatest visual impact on the Corridor is produced by a number of high-rise hotels near the shore in the commercial district, including the Sheraton Crest Inn, the Hyatt Hotel, the Four Seasons Hotel and the Holiday Inn.

Occupying 96 acres of the study area, light industrial uses occur primarily in the urban core and east of Longhorn Dam. The most significant of these are the Austin American-Statesman on the south shore, a number of underutilized industrial sites immediately below Longhorn Dam on the north shore and the new Superior Dairy site near Montopolis Bridge.

Scattered throughout the study area are 353 acres of residential uses, including single family, multi-family and trailer parks. The Rainey Street neighborhood is an historic district whose unique character and proximity to Town Lake and the CBD give it special potential for redevelopment and/or revitalization. Trailer parks occupy the "pecan groves", a stand of 400-plus magnificent pecan trees strategically located between the Zilker Park/Barton Creek area and the 54 acre Palmer Auditorium site. Along Stratford Drive, large homes overlooking Town Lake have a significant visual impact on the scenic Balcones rock cliffs. Across the lake, University of Texas married student housing is sited on the north shore. The Towers of Town Lake and the Rebekah Baines Johnson Residential Center are two high rise residential buildings on the north shore. Nearby, the East Aus-

tin residential area shares a common boundary with parkland for several blocks. Numerous apartment complexes are located along the south shore between the Austin American Statesman site and Kasuba Beach, near the northernmost fringe of the Travis Heights neighborhood along East Riverside Drive. In addition to these specific areas, existing neighborhoods surround the Town Lake Corridor, and opportunities to provide more residential development - especially affordable housing - are being sought by neighborhood organizations and planning advocates in East Austin and the Central Business District.

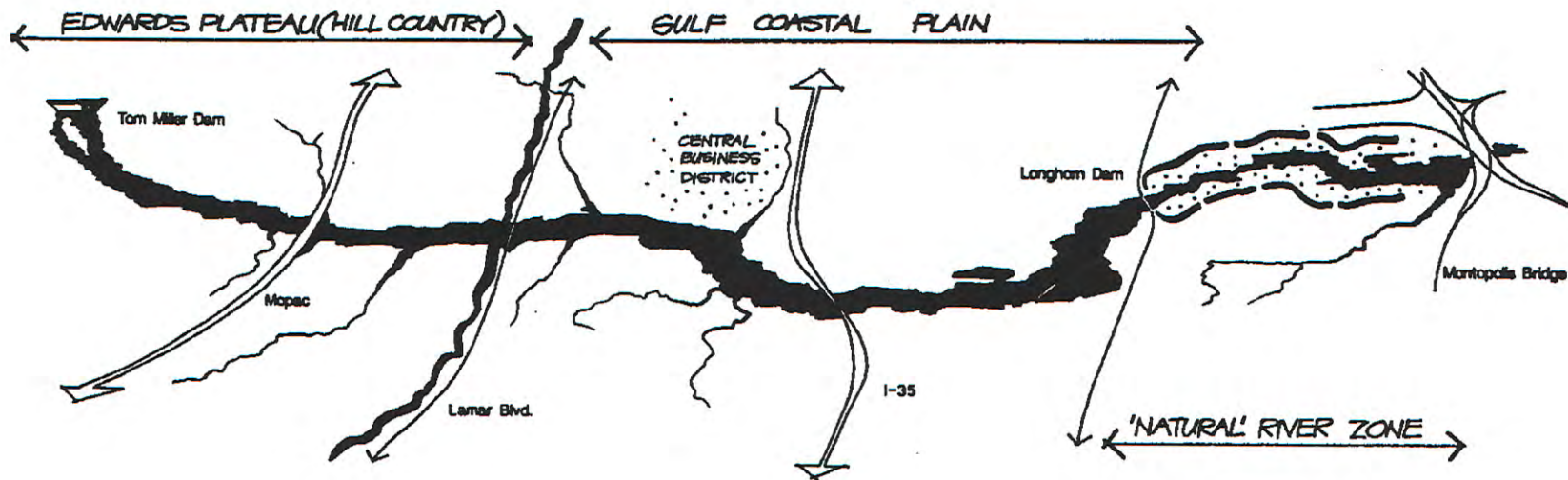
Natural Features

Town Lake occurs within the transition of two major distinct physiographic zones. Those lands west of a line which runs roughly along Lamar Boulevard occur in the Edwards Plateau, a hilly region whose dominant landscape characteristics include thick, predominantly native vegetation, dramatic topography, thin, poor soils and exposed rock. Those lands east of the line occur in the Gulf Coastal Plain, characterized by broad, gentle slopes, deeper soils and (within the Corridor) predominantly introduced vegetation. Additionally, the river bottoms east of Longhorn Dam (the Colorado River zone) exhibit a third distinct landscape image, due primarily to the fact that here the river is free flowing. This special area is characterized by native riparian vegetation, steep bluffs, gravel shoals and clear, shallow water. Natural landscape features dominate the character of much of the Edwards Plateau and Colorado River zones at the western and eastern ends of the study area, respectively.

A comprehensive listing of natural resources found within the study area is included in the *Town Lake Corridor Study*. Many of the Corridor's natural features, however, are particularly noteworthy with regard to park and land use planning decisions and urban design alternatives, and are described in the following paragraphs.

Nine major creeks connect with Town Lake and the Colorado River within the study area, six of which carry greenbelt status and are accessible by trails. Barton Creek is an ecologically significant canyon accessed by an eight mile nature trail and greenbelt. Blunn Creek, the most ecologically intact of the urban creeks, forms the structure of a linear park with recreation and trail facilities. East and West Bouldin Creeks, two highly urbanized creeks, primarily serve drainage functions. Within the Austin Nature Center, Dry Creek exhibits an interesting escarpment. Across Town Lake

Baseline Situation:



Physiographic Zones within the Town Lake Corridor

with a marsh at its mouth, Johnson Creek is an urbanized greenbelt furnished with a Hike and Bike Trail. The model for the city's greenbelt system, Shoal Creek, extends from Town Lake to 38th Street. East of downtown, a walkway along Waller Creek extends to Waterloo Park and Symphony Square. Country Club Creek occurs below Longhorn Dam in the Colorado River zone of the study area.

The size, relative isolation and scenic surroundings of Red Bud Isle, an island at the far west end of the Corridor, make it a unique recreational resource to be protected and enhanced. Nearby, the Balcones rock cliffs extend from Tom Miller Dam to Zilker Park along the lake's south shore, representing an invaluable scenic resource worthy of protection. The cliffs are listed on an inventory of Significant Natural Areas of Texas by the Texas Parks and Wildlife Department. Some shallow caves occur near the north end of the cliffs.

Many areas of significant vegetation occur throughout the Corridor. The heaviest concentrations of vegetation are found west of MOPAC, with a well-preserved forest of the pecan-elm association occurring on the University of Texas' Brackenridge Research Center. Very large cypress trees occur along the shoreline, with particularly noteworthy specimens in and near Zilker Park. The "pecan groves" area and the concentration of hardwoods in the Rainey Street neighborhood represent significant stands of urban vegetation worthy of preservation. Shoreline vegetation, particularly at the eight creek confluences, serves important ecological functions such as shoreline stabilization and waterfowl nesting habitat, and should receive special attention during consideration of design alternatives.

Significant urban wildlife habitats within the Corridor include the University of Texas Brackenridge Research Center, the small marsh at the mouth of Johnson Creek, and the "natural" Colorado River zone downstream from Longhorn Dam. These areas present opportunities for the establishment of preservation zones.

The Colorado River zone between Longhorn Dam and Montopolis Bridge is characterized by clear shallow waters, coves, islands, sand and gravel bars and steep limestone bluffs. Much of this area is highly scenic and provides excellent wildlife foraging. It should also be considered for preservation.

Visual Features

The great diversity of land uses and landscape features within the study area produces a truly varied visual context. The largely natural character of the west end and the Montopolis area stand in stark contrast to the urbanized zone from Shoal Creek to I-35. Between these two extremes are transitional zones, generally soft in character and which reflect the images of the varied land uses along the shoreline, including large areas of passive parkland. The most significant visual issues within these zones relate to views of Town Lake, or lack thereof, and views to the State Capitol.

Views to the lake from its surrounding parks vary from unrestricted to severely limited. Broad, open views of the lake are offered along Festival Beach, Waller Beach, Auditorium Shores, and much of the Lamar Beach/Shoal Creek area. Conversely, views to the lake are almost completely blocked by shoreline vegetation at Eilers Park, Zilker Park, Butler Shores and at several gazebos, presumably built for lake viewing. Many opportunities exist to create a pleasing visual relationship with the lake through selective clearing of volunteer growth, greatly enhancing the aesthetic experience offered by these areas.

Linear views of the lake are very good from the six vehicular bridges and Longhorn Dam. Of particular note is the strong visual relationship between the Congress Avenue bridge and the City Street and Bridge Yard area near Waller Creek. This site offers an opportunity to provide a special architectural terminus for the western end of the visual axis created by Town Lake's longest reach. Also noteworthy are the exceptional views from the pedestrian bridge beneath MOPAC and the panoramic views from the shoreline across the wide lake area west of Longhorn Dam.

Views to the State Capitol Building are abundant within the study area. Seven viewlines are protected by ordinance, five others are not. The strongest visual axis within the study area is Congress Avenue, connecting the capitol with Town Lake. Exceptional capitol/skyline views coincide with unique park development opportunities at the Norwood Tract and Colorado River Park.

Park Character

The approximately 815 acres of parkland within the Corridor represent a very wide range of landscape character, from the largely natural character of Red Bud Isle to the more urban charac-

ter of East Shoal Beach, to the traditional metropolitan park character of Zilker Park. The parks and their surroundings boast several areas of exceptional scenic quality, including the ruggedly beautiful reach west of MOPAC, Barton Creek and the Barton Springs Pool area, the downtown lakefront near Buford Tower, the Norwood Tract and the lower Colorado River zone near Montopolis Bridge. During the spring, much of the lakefront is awash with color from flowering peach trees, while seasonal color beds near downtown and wildflower trails concentrated in the Lamar Beach area add beauty and seasonal interest to these areas.

Between these visual "high points" are long stretches of passive open space occasionally punctuated by gazebos, landings, benches and other facilities. These areas are generally pleasant and pastoral in character, yet primarily singular in use and visually monotonous. The dominance of these stretches of unremarkable park development led one local architect interviewed to describe Town Lake Park as having the quality of "too much sameness".

The parks themselves currently bear little resemblance to a continuous, unified system of waterfront parks, having been largely developed and maintained over the years as individual entities. In addition, the parklands host a number of municipal offices and other facilities which have little or no relationship to the parks, contributing to an overall sense of ambiguity. These include PARD offices and maintenance yards, fire department offices and training center, and an animal shelter. These facilities, though public in a technical sense, house day-to-day operations which are neither parkland nor waterfront dependent, and in this sense intrude upon highly prized waterfront parkland.

Large areas of privately owned land along Town Lake interrupt the continuity of the shoreline parks and contribute to the lack of a consistent image on the lakefront, as is evidenced by citizens confessing confusion as to which areas of lakefront are public and which are not. Such areas extend from Tom Miller Dam to Eilers Park and Austin Nature Center, from South First Street to Kasuba Beach on the south shore, and downstream from Longhorn Dam.

Lack of a consistent park image is evidenced by the fact that many people in Austin are not aware that various parts of the park, such as Festival Beach or Eilers Park, are part of the Town Lake Park system. The lack of a consistent image may relate to several factors. One is signage. Some of the signs in the park say Town Lake, others do not. Another factor is the design of the park structures. Because many of the buildings, gazebos, and other structures were built at different times with

no consistent design or style, they appear to be separate units rather than part of an overall scheme. This is also true with the bridges that span Town Lake. Treated similarly, the bridges could visually help to establish a more unified image for the park.

The initial inventory of the Town Lake Corridor uncovered numerous valuable and scenic pieces of land which are designated as parkland but which are underutilized given their amenity and the overuse of other park areas. The northern frontage of Town Lake from Austin High School to Lamar Boulevard, for example, is a prime piece of lakefront which is currently little appreciated or used. Occupied by singular-use playing fields and the Austin Humane Society Animal Shelter, this is potentially one of the most beautiful areas along the lake. Its nearness to downtown and west Austin neighborhoods adds potential as does the adjacent location of the YMCA. Reducing the role of First Street as a major traffic carrier would give even greater promise for this area in the future.

Similarly, the stretch of parkland between Barton Springs Pool and Robert E. Lee Road is also underutilized. Adjacent to the most beautiful and well-developed part of Zilker Park, it is dominated by barren ball fields and disorganized parking. Numerous other areas within the Corridor provide similar opportunities for dramatic redevelopment, including Butler Shores, Kasuba Beach, and Festival Beach.

Park Use

The character of a park, to a great extent, is determined by the people who use it. By understanding how a park is used before it is redesigned or improvements made, park planners and managers can avoid repeating past design and management mistakes and can optimize use in the future.

Within the context of previous studies and as part of the analysis needed to develop a comprehensive plan for the park, information concerning the people who currently use and manage Town Lake Park was collected during June and July of 1986, and was supplemented by data collected during January and February 1987. In order to understand how different areas in the park were used, the location of people in the park was recorded at several different times of day and week. The age, gender, race and size of group was also recorded to define more clearly what type of people use the park. To understand what people do in the park, the type of activity they were engaged in was ob-

served and recorded; the use of the lake itself was based on boat rental figures. In order to understand park users' perceptions about the park and to identify problems and needed improvements, short interviews with park users were conducted.

PARD staff concerns were also identified. In workshop sessions with the Town Lake Management, Technical and Ex-Officio Teams, issues such as vehicle and pedestrian circulation, security, landscape and building maintenance, programs and events, and information and signage were discussed. All data concerning park use was collected in a cooperative effort between the consulting team, Urban Park Rangers, and PARD project staff. Together these observations, which are recorded in detail in the appendix volume of the Plan, provided a good understanding of who uses the park, what areas are or are not used, and what types of activities people pursue in the park.

The typical park user could be described as a white, young adult male. Forty-eight percent of the park users were between the ages of 18 and 34, 26% were 35 to 65 and 16% were 6 to 17 years old. Only 3% were over 65 and 7% were under 6 years of age. Only 29% of the park users were female. (Research has shown that women are more particular about the public spaces they use, largely due to heightened concerns over safety and the availability of washrooms). Overall 48% of those observed were white, 31% were Hispanic and 13% were Black.

The majority of people who use Town Lake Park during summer months are in areas surrounding the pools at Barton Springs and Deep Eddy. For example, on a typical weekend afternoon at 3:00 PM, there are 2,300 to 3,300 people at the two pools, which constitutes approximately 80% to 85% of the people who are in the park overall at that time.

Within the rest of the park, certain areas are consistently more heavily used than others. These include the shoreline along the lower Colorado River (where people fish) and under the MOPAC bridge (a staging area for joggers). The least used areas in the park are the Kasuba Beach area, the north shore of the lake between the MOPAC bridge and the First Street bridge, and the shoreline adjacent to Zilker Park.

The numbers of people who use the Hike and Bike Trail account for over half the use of the park overall. The most heavily used sections of the Hike and Bike Trail are from the MOPAC bridge to the First Street bridge on both sides of the lake. These sections, at times, had up to ten

times as many people using them as did the other sections. Fifty-seven percent of the trail users were jogging, 35% were walking or strolling. Ten percent were on bicycles, most of whom seemed to use the trail as a route to and from school rather than for recreational riding.

In the rest of the park (excluding the pools), relaxing (sitting, socializing, sunbathing) was the most common activity (19%), and fishing was second (13%). Other activities included snacking or picnicking (8%) and playing (4%, which includes both children and adults).

Although the use of the Hike and Bike Trail is heaviest before 9:00 AM and after 5:00 PM, use of the other park areas varies little over the course of the day. The Hike and Bike Trail is used as heavily on weekends as on weekdays. In the rest of the park, there are nearly twice as many people on weekends as on weekdays. This increased weekend use was especially apparent in Eilers Park, along the shores of the lower Colorado River and on the lake. For example, there are typically 40 to 50 canoes rented at Zilker Park on a weekday, while 375 to 400 are rented on a typical weekend. During winter months, user numbers well significantly during sunny periods; freezing or near freezing temperatures do not hinder active users if the sky is clear by early morning. After dark users tend to be trysters, strollers and transients seeking food and shelter.

Problems that were identified by park users concerned maintenance and management issues (litter, trail conditions, restroom maintenance), design issues (inadequate parking, not enough restrooms and trash cans, poor lighting at night) and conflicts with other park users (mostly transients and dogs). The major improvements that people suggested concerned a variety of design improvements - primarily that more restrooms and trash cans were needed. Other suggestions concerned maintenance issues such as the need to pick up litter more often and for better trail maintenance. A complete list of reported problems and suggested improvements is listed in the appendix volume of the Plan.

Analysis of the park use data revealed several major issues and led to a number of recommendations for their resolution. For example, while areas such as Barton Springs in Zilker Park and Deep Eddy in Eilers Park are centers of activity, there are few other areas that provide the combination of services and amenities that attract a broad range of people to use them. Currently few children or older people use the park. Many park areas are or are perceived to be inaccessible due to factors such as the lack of convenient parking and boat landing areas. Overgrown underbrush has visual-

ly obscured many parts of the lake from the shore and the trail. People feel unsafe using areas in the park that are isolated from public view.

In order to reduce the overcrowding of some park areas, encourage use in other areas, and to attract children and older people to the park, additional activity centers in a few specific areas should be developed. Potential sites for these activity centers are areas that already have some activity but lack the full range of services and amenities to attract people on a regular basis. Auditorium Shores, Festival Beach, Buford Tower and South Lakeshore are examples.

The Hike and Bike Trail, which is one of the most heavily used facilities in the park, is too narrow in many places to accommodate joggers, bikers, and walkers. In addition, the trail is not continuous, particularly where it intersects the bridges that cross Town Lake. In other areas, city and park roads inhibit people from crossing between areas in the park, or between adjacent neighborhoods and the park. The trail should be divided in some areas so that there is one path for bikes and another for walking and jogging. Continuous loops for both should be developed with easy access onto and over all bridges. Better staging areas should be developed for joggers, and underbrush along isolated trails should be selectively cleared. The bridges that span the lake should be redesigned to have wider pedestrian sidewalks, decorative railings and pedestrian lighting fixtures.

Few cities in the country have an urban park of the size and stature of Town Lake Park. Even fewer have a program designed to meet the intensive management needs that such a park requires. Issues such as security, maintenance, the planning of programs and events, traffic and parking, concession management and marketing and the provision of adequate signage and information all require continuous management and funding. In order to more effectively implement the recommendations that will be made as part of the comprehensive plan, a separate park administrator's office should be established to manage Town Lake Park. ✓

Water Quality and Hydrology

Town Lake is a riverine reservoir with a surface area of approximately 500 acres and an average depth of seven feet. As the lowermost link in a chain of seven Highland Lakes, the water quality and flow regime is strongly influenced by releases from upstream lakes. An annual average

flow of 1376 cubic feet per second (cfs) is released from Lake Austin into Town Lake. At this rate of inflow, the average retention time of water in Town Lake is approximately two days.

The other principal sources of inflow to Town Lake are nine creeks which drain an area of 162 square miles. The largest tributary, Barton Creek, has a drainage area of 125 square miles, 77% of the total drainage area associated with creeks. While Barton Creek is predominantly rural at this time, the remaining eight creeks drain areas which are predominantly urbanized. The largest is Shoal Creek with a drainage area of 13 square miles, at least twice as large as the drainage area of any of the other urban creeks. The annual average inflow from tributary creeks is estimated to be 112 cfs, approximately 8% of the total annual inflow to Town Lake.

Categories of potentially desirable uses investigated for Town Lake included fishing, non-contact recreation (recreational pursuits not involving a significant risk of water ingestion, such as fishing and boating), contact recreation (activities involving a significant risk of water ingestion, such as swimming and water skiing), drinking water supply, and power plant cooling. Several groups of water quality parameters were identified as being important to maintaining the ability of the lake to support these uses. Control of pathogenic contaminants and toxic materials is important in waters used for contact recreation and water supply because of potential public health effects. High levels of degradable organics can decrease dissolved oxygen levels and adversely impact aquatic life and thereby affect the use of the lake for fishing. Excessive concentrations of inorganic salts can interfere with the use of the waters for industrial purposes. Control of nutrients and solids is important in maintaining the use of the lake for noncontact recreation, since excessive levels of these parameters can create aesthetically objectionable conditions.

The water quality evaluations in this report were conducted in July of 1986; detailed findings and raw data are included in the appendix volume of the Plan. The evaluations are based on previous studies and historical data collected by a number of agencies and organizations. A detailed evaluation of this data was conducted to document historical and existing water quality characteristics of Town Lake and of the Colorado River immediately below Longhorn Dam.

The data were analyzed to determine the existence of any significant trends with regard to depth, base flow versus wet weather conditions, seasonal fluctuations, spatial variations, and changes over time. No trends related to depth were identified, and none would be expected given the

shallow depth of Town Lake and the short retention time. Analysis of base flow versus wet weather conditions reflected the impact of storm events on the quality of the lake. Concentrations of runoff-generated pollutants such as phosphorus, suspended solids, and fecal coliform were somewhat higher in wet weather conditions; however, these relationships were much more pronounced in the tributaries than in Town Lake itself. The tributaries also exhibited increased concentrations of biochemical oxygen demand (BOD) and nitrogen during wet weather conditions.

Seasonal fluctuations were most noticeable in the counts of fecal coliform. Counts tend to be highest in the spring and fall during the two peak rainfall seasons in this region.

Spatial trends in coliform counts were observed in relation to the location of the monitoring station. Lower coliform counts occurred in the upstream portions of the lake, above the confluence of Barton and Shoal creeks with Town Lake. No other parameters exhibited significant spatial trends.

A possible trend was identified for decreasing dissolved oxygen concentrations over time. However, not enough data were available to confirm this observation.

Water quality analysis indicated that Town Lake is suitable for all of the potentially desirable uses except contact recreation. Criteria for fecal coliform counts were exceeded, particularly at downstream stations during the warmer months of the year. The study identified no limitations at the time for uses of the lake waters for fishing, noncontact recreation, drinking water supply and industrial activities, though ongoing studies are being conducted by others.

Transportation Issues

Overview

Land uses and their relative densities have a profound impact on the capacity of a transportation system to serve its users efficiently. Similarly, public uses of park land and one's perception of that use as a positive or negative experience is greatly influenced by the manner in which people move to and through the area in private vehicles, on public transportation, as bicyclists or as pedestrians. Major streets and highways provide an organizing 'skeleton' or infrastructure for

development. They create strong edges but can also obstruct pedestrian movement and the efficient use of outdoor space.

The transportation infrastructure serving the Town Lake Corridor displays all of these characteristics. It provides the means by which most Austinites experience the Corridor most often. Town Lake is crossed no less than seven times within the study area by north/south vehicular arterials including Red Bud Trail, MOPAC Loop 1, Lamar Boulevard, South First Street on Drake Bridge, Congress Avenue, Interstate Highway 35, and Pleasant Valley Road over Longhorn Dam. Also, the Montopolis Bridge carries U.S. Highway 183 over the Colorado River at the east end of the study area. Major east/west roadways roughly define the northern limits of the study area including Lake Austin Boulevard, West 3rd Street, Holly Street, Willow Street, and East 5th Street. Other major roadways north of the lake include West and East First Street and park roads such as Festival Beach Drive. Major roadways south of the lake include Stratford Drive, Barton Springs Road, West Riverside Drive, East Riverside Drive and South Lakeshore Boulevard.

In addition to major vehicular ways, the study area is served by the Town Lake Hike and Bike Trail system, a major pedestrian and bicycle facility whose effectiveness is limited by major gaps in the system and bridge crossings that are too few and/or too narrow.

Public transit in the study area includes Capitol Metro bus service and the 'Dillo', a motorized trolley. While no rail transit currently exists, Austinplan Sector One has proposed a light rail corridor through their district along Guadalupe Street and across the Drake Street Bridge. Interest was also expressed by some Austinplan sectors adjacent to the lake in a wheeled shuttle system to serve all of Town Lake Park.

Key Issues

Within this larger context, a number of key issues focus upon more localized aspects of the transportation system, such as individual streets or intersections. Some are being addressed in detail as parts of ongoing studies by others; all have a direct influence on land use planning and design in the Town Lake Corridor.

The first key issue is the division of Zilker Park by Barton Springs Road. The portion of Barton Springs Road which bisects Zilker Park currently serves as the only major east/west connection south of the lake between MOPAC and the downtown bridges. It also is the primary access to attractions such as the Barton Springs Pool, Zilker Botanical Gardens and numerous sports fields and picnic sites. Via Stratford Drive which it intersects at the heart of the park, it provides access to the Austin Nature Center and the pedestrian bridge beneath MOPAC. Presently, no safe means exist for pedestrians to safely cross Barton Springs Road at any point within Zilker Park. Experiencing the park's full range of opportunities on foot can be a risky, if not life-threatening, proposition. The park is distinctly divided by the road into northern and southern 'sub-parks', and park users are forced to resort to their automobiles as the safest means of moving from one to the other. This creates more vehicular traffic in the park, resulting in yet more vehicle/pedestrian conflict. Well-designed grade-separated crossings over Barton Springs Road would alleviate this conflict and allow the full potential of Zilker Park to be realized.

Another key issue involves the intersection of Riverside Drive and Barton Springs Road, known locally as the 'X'. This juncture is at the heart of a confusing series of intersections produced by South First Street, Congress Avenue, Riverside Drive and Barton Springs Road. The resulting five skewed intersections and the visual clutter associated with the surrounding commercial development can be described as chaotic at best. The 'X' arguably serves the positive function of interrupting what might otherwise be a continuous east/west route between I-35 and MOPAC Boulevard in the proximity of several residential areas. This discontinuity might be accommodated without its attendant disorientation and visual chaos through better directional signage, design controls on private signage, and street tree planting.

A third key issue involves the need to provide better physical and visual access to Town Lake through a more continuous park road system around the lake. A major gap occurs south of the Colorado River east of Longhorn Dam. On the north, vistas from Red Bluff Street would add a new dimension to experiencing the valley. Visual contact with the lake from Lake Austin Boulevard and East Riverside Drive would enhance people's awareness of the park. Between downtown and East Austin, improved connections from East First Street to Festival Beach Drive and Canadian Street would eliminate conflict between park users and neighborhood residents.

In addition to these key issues, a number of transportation related activities are currently being planned, discussed, or are underway in the Town Lake Corridor and will require continued coordination. A detailed list and discussion of these appears in the appendix volume of the Plan.

Economic Stakeholder Analysis

This analysis represents the first step toward developing an outlook, a strategy, and tools that will lead toward an economically feasible and politically acceptable revitalization strategy for the Town Lake Corridor. Successful preservation and development must earn the support of key stakeholder groups and attract their direct participation. The ability to capture the study area's potential ultimately requires a development strategy that promotes multi-sector stakeholder partnerships/interactions, is comprehensive in its scope, and allows all participants to share in both the risks and rewards. The catalyst for partnerships is based on identifying areas of mutual interest, and then targeting "doable" projects that enjoy market support and interested, public/private investment coalitions. Accordingly, information was gathered through interviews to identify problems to be addressed, resources that each party could bring to bear on those problems, and structures needed for partnership initiatives.

The issues surrounding preservation and development of Town Lake are both varied and complex. Physically, Town Lake extends through such a large portion of Austin that a number of sub-zone users and interest groups can legitimately claim a portion of the study area as their "turf". The Corridor contains several neighborhoods ranging from affluent to underprivileged. The dimension and visual sweep of the lake make it one of the most recognizable and important "image givers" to the entire city of Austin. Yet, its image is greatly fragmented by individual interests related to individual areas of the lake, rather than as parts of a greater whole. As one stakeholder said, "Town Lake is Austin's center, but the lake itself has no symbolic or functional focus."

The single point of consensus among all stakeholders interviewed was that Town Lake's future is critical to the quality of life in Austin. Beyond that, widely divergent opinions were expressed as to how best enhance, protect, and preserve the Town Lake Corridor as the heart of the community. Major issues identified in the interviews, conducted in the summer of 1986, related to pro-development vs. anti-development sentiments, the role that the City of Austin should play as a partner in development, the need for more downtown housing, Austin's development climate, the

significance of the proposed convention center and its site, and the need for more animation of Town Lake with "people places".

Distinctions within these issues are indicative of the lack of a single, clear community vision for Town Lake. The stakeholder analysis suggests that in place of a unified community vision there are many site-specific or single-issue visions concerning Town Lake, that all of these visions do not agree, and that the policy and planning directions determined by the City of Austin in the near future will set the course for the entire Town Lake Corridor.

How, where, and whether Town Lake should be developed at all is central to all the other issues. Opinions about sites in the central portion of the study area, from the Lamar Boulevard bridge to the I-35 bridge, are the most polarized. While some desire concentrated mixed-use development on both shores, others seek to maintain and expand Town Lake Parkland as a greenbelt running through the city with an emphasis on nature and wildlife conservation. Both groups believe their goals are the correct ones for the symbolic center of Town Lake, and both seem to believe the other represents an extremist position. The two groups are in substantial agreement about other parts of Town Lake's development.

The City of Austin regards Town Lake as its urban centerpiece and a major contributor to the city's quality of life, and sees the need to improve recreational, cultural, scenic and economic opportunities in the Corridor. Several issues concern the City. Zoning, land uses and urban design need to be more sensitive to ecological, recreational and sociocultural needs of the waterfront. The increased pace and scale of development in the recent past has created access, traffic and parking-related problems that require resolution in context with potential land use changes in the Corridor. The quilt-like pattern of land ownership in the Corridor has created a conflicting assortment of land uses and led to recent efforts by the city to gain additional control of strategic sites. The inconsistent level of water quality, considered a threat to Town Lake's scenic and recreational values, will require additional effort to insure that development standards and runoff controls are environmentally sufficient. The city's ability and willingness to commit its resources toward these ends will greatly affect the formation and feasibility of the improvement strategy.

Downtown-oriented housing for professionals, employees, and students was perceived to be a strong need by almost all sectors interviewed. Neighborhood group representatives called for

affordable housing on or near Town Lake. Preservation of the Rainey Street neighborhood as a residential historic district for low-to-moderate income persons was also discussed as more desirable than high density development on that site. Housing adjacent to downtown was viewed as a highly desirable use to improve the safety and security along Town Lake and to help make downtown a 24-hour environment. In addition to the potential employee and student markets, the growing elderly population and empty-nesters were mentioned as logical residents who would support retail/restaurant/service businesses, and would avail themselves of the cultural and recreational facilities along the lake.

The slow-down of Austin's recent explosive growth will have an impact on the City's ability to attract private sector participation in Town Lake's development, although some believe that the slower pace will encourage better projects. Overall, the private sector's perspective of Town Lake's development and enhancement potential is ambivalent, ranging from negative to optimistic, provided certain actions, such as site clearance and construction of infrastructure improvements in selected areas, were taken by the City. In the absence of an overall, coherent strategy supported by a City/community coalition, land owners thought that the area on both sides of Town Lake was too volatile politically and too unstable economically. A large mixed-use project, such as the proposed convention center, with a critical mass capable of generating development momentum was supported as an appropriate waterfront land use. An officially adopted plan would provide what several land owners called "a sense of confidence and predictability" for the area and would facilitate greater private interest in it.

The idea that Austin's arts/cultural/museum facilities should be centralized in a district along both sides of Town Lake is widely shared. Possible new facilities suggested include a childrens' museum, aquarium, planetarium, science museum, educational/learning center, performing arts pavilion, amphitheater, Mexican-American heritage center, riverwalk along Shoal Creek, festival retail project or museum in the Seaholm Power Plant building, and a Texas Music Museum. Some expressed doubt that so many cultural facilities are possible anywhere in Austin, given the population, the lack of major corporations which would subsidize so many projects, and increasing demands on City funds. Although ideas varied about where and how many of these facilities would be placed along Town Lake, there was consensus that recreational uses other than Hike and Bike Trails, picnicking, and open spaces are needed and that the logical area for the grouping is within the central zone of the Corridor. Several people thought that rowing would be a pleasant attraction for viewers on both shores of Town Lake.

All major stakeholder groups feel that an essential prerequisite for enhancement in the quality of the Town Lake Corridor is to have more land placed under the aegis of PARD. Recent efforts and initiatives to assemble additional land is regarded as a way to protect the City's and public's options for the future. The majority of the stakeholders, particularly the City and the private sector, contended that the Town Lake Corridor warrants being a special planning district with an independent commission. In order to prevent political groups or potentially volatile issues from hindering prospective improvements and enhancement programs, the comprehensive planning process must continue to involve neighborhood groups and incorporate their concerns into the development strategy.

Conclusion

Austinites rightfully regard Town Lake as the "heart and soul" of Austin, a ribbon of scenic beauty, quiet pleasure and recreational opportunity in the heart of their city. As such it is a major contributor to the city's quality of life, but one with potential yet to be fully realized. While there is apparent disagreement as to the best means to realize this potential in specific areas, there appears to be a surprising degree of consensus on some broader issues. These areas of consensus, combined with the consultant's findings through the inventory and analysis process and the visions and ambitions of the community for what Town Lake can be, form a solid foundation for the formulation of a conceptual plan.

It is generally felt, for example, that a key to enhancement of the quality of the Town Lake Corridor is the dedication of more parkland in strategic areas. Presently, the Town Lake parklands and the image of the total Corridor suffer from a lack of continuity and an inconsistent character. Parklands are surrounded and interrupted by a mix of land uses of varying compatibility and are occasionally intruded upon by public uses whose relationships to the parks are dubious at best. The resulting ambiguous character of the parkland is magnified by the lack of a strong design ethic in the development of the parks themselves. This is evidenced by a lack of defined entrances, edges, and park road treatments, as well as by the lack of a consistent design vocabulary for the park's architecture, path systems, shoreline treatments, furniture items and plant material.

Existing amenities, it is felt, should be enhanced and expanded, including Hike and Bike Trail extensions and crossings, additional concessions and more shade. More vitality should be given

to the parks with additional "people places" including cultural arts and museum facilities. Shoreline activities and access to the water, especially in the central, downtown zone of the Corridor, are also desired.

It is generally felt that current land uses do not reflect the fullest potential of the Corridor, that new development should be scaled for human use and create a positive synergy between it and adjacent parklands. Opportunities to enhance the relationship of existing compatible land uses to the parks should be capitalized upon. Housing, especially for moderate to low income families, should be considered for future development.

While major roadways through parklands serve a positive function in providing a pleasant visual experience for motorists, heavy crosstown traffic through parks should be discouraged, and major pedestrian/vehicular conflicts should be resolved. Roadways and pedestrian paths should make the lake more accessible physically and visually, and the possibility of a shuttle transit system for Town Lake parklands should be explored. Protection of Town Lake's water quality and the unique environmental and visual features of the valley should be paramount in the evaluation of development and conservation alternatives.

Finally, and perhaps most importantly, continued dialogue of public participation and feedback throughout the planning and design process is crucial to the Plan's credibility and relevance, and to enhance its chances for ultimate acceptance and successful implementation.

PLAN CONCEPT

A Vision for Town Lake Park

Input from both neighborhood and business sources emphasized the need to maintain a dominant parklike sensibility through the Town Lake Corridor. The Town Lake Comprehensive Plan recognizes and embraces these views as a springboard for a new vision of Town Lake Park.

Town Lake, at the heart of the city, should project beauty, serenity, and naturalness. It should be the garden focus of more intensively developed districts which adjoin it. There are very few cities in the United States which have such an opportunity to remain "green" in their core, and there are very few cities for whom such a strong physical gesture would be more in keeping with the sentiments of the population.

This, of course, should not preclude extensive activity of varying intensities along the Town Lake frontage. Cultural, recreational, and even commercial events should enliven the Corridor, but they can and should be injected at a density and with a design sensitivity that always keeps them in a park setting. A concert facility can be a large, obtrusive building surrounded by parking or it can be nestled into the topography, veiled in vegetation, and served by parking out of the public view. A museum can be monumental, dominating, and urban in character, or it can be gently set like a jewel in the natural landscape. A ballfield cluster can be simply an efficient facility dominated visually by signs, light standards, and bleachers, or it can be interwoven with vegetation and topography so as not only to provide additional shade and amenity to participants but also to reduce visual intrusion into the landscape. Buildings and other physical gestures in the Town Lake Corridor must be made *integral and sympathetic with the landscape.*

Private development adjacent to Town Lake parklands should also take visual cues from the natural environment. Building massing should demur to open spaces, avoiding clashes of scale. Building materials, colors, and textures should be sympathetic to landscape materials, colors, and textures. Compatible functions, especially those relating to recreation and public service activities, should be oriented toward parklands and open spaces.

The goal of both public and private development should be to create continuity in the entire Corridor area so that the lake frontage from Tom Miller Dam to Montopolis Bridge seems like one great park, gently inhabited to greater or lesser degrees by both public and private activities. Within the district there should be great variations from almost totally undisturbed and natural to an urbane and refined park character. The "green" quality should, however, always be dominant.

Design will be the paramount issue in accomplishing these goals; design of both public and private improvement, design of both landscape and building elements. Structures placed along Town Lake should not be generic in character. Insofar as is possible, they should be particular to Austin and Town Lake. The sort of bench or light standard which might be appropriate in an urban plaza would not be appropriate in Town Lake Park. There should be a distinctiveness which gives a special sense of place and cohesiveness to the Corridor parklands.

Five Park Types

The rich diversity of environmental and cultural conditions surrounding Town Lake suggest that this vision of Town Lake Park could be not one, but many parks, offering a very wide range of activities and experiences. This concept is strengthened by the diversity of the needs, aspirations and visions of Austinites for Town Lake:

- * The desire to maintain a more natural character in the lake's unspoiled areas; to preserve the best of its natural features.
- * To provide, where appropriate, for neighborhood cultural expression and recreational needs.
- * To better accommodate existing uses within the parks while providing a richer array of activities and experiences for all age groups, interests and abilities.
- * To accommodate cultural activities and events in the beautiful setting of the Town Lake parklands.

** To create a mutually beneficial, synergistic relationship between Town Lake and the downtown area.*

In response to these issues and natural conditions, five park types are proposed to occur along Town Lake. Each of them makes a special contribution toward the range of activities which should occur in this, the richest and most extensive urban open space in the city. Each type also carries with it physical implications which will keep the Town Lake district varied and diverse in character.

The Preserve - The lowest density park type is reserved for large areas of natural topography and native vegetation where human activity is limited, and the near total retention of natural landscape is appropriate. Because Town Lake is man-made and the impoundment of the Colorado River has, in itself, altered the natural landscape, preservation as an idea cannot be applied compulsively. There are, however, significant areas in the study district which merit preservation or restoration of more natural conditions.

The cliffs and bluffs which rise from Town Lake, for example, eloquently bespeak the time-formed geology of the region. Occasional springs can be found emanating from their limestone strata. These natural edges form a dramatic and appropriate backdrop for the water course itself.

Isolated pockets of land such as Red Bud Isle and the north shore of the free-flowing Colorado River just west of Montopolis Bridge offer opportunities for districts apart from the city which surrounds them, wild areas in strong contrast to the tamed urban landscape. These areas should remain dominated by tangles of native vegetation. Their rugged rock outcroppings should not be softened for human use. They should stand as reminders of the physical character that was here before human settlement.

Preserve districts should nurture both vegetation and wildlife which cannot occur in more "civilized" areas of Town Lake Park. Native grasses and undergrowth would be encouraged. Animal habitats, particularly waterfowl nesting areas, would be protected.

This notion of preservation does not preclude human use in the Preserve districts, but implies restrictions on that use. Nature trails might be introduced but would likely be elevated or other-

wise designed to be as unobtrusive as possible. Numbers of users would be limited and perhaps even controlled by adjacent interpretive facilities, adding an educational dimension to the Preserve.

Austinites are proud of the beauty of the central Texas Hill Country which their city occupies. The growth of the city has, perhaps necessarily, compromised some of that natural beauty. It is important, however, to keep some small areas sacrosanct to maintain reminders of the native beauty of the region.

The Neighborhood Park - The second park type is in response to Town Lake Park's proximities to a number of the city's longstanding residential neighborhoods. Town Lake Park should be seen as belonging to the whole city, but it should also transform itself occasionally to become an adjunct and transition to the neighborhoods which border it. The people who live in Montopolis, East Austin, Travis Heights, the Barton Springs areas, Old West Austin and Tarrytown should be able to stake a special claim to portions of Town Lake Park.

These park areas would include neighborhood oriented amenities such as informal ball fields and courts, places for birthday parties, church picnics, festivals, and other such neighborhood gatherings. There should be playgrounds, strolling paths and picnic pavilions. Activities should be able to be informal and casual -- a pick-up game of basketball as opposed to tournament play.

Access to these parks should not preclude use by outsiders but should be clearly oriented to neighborhood users. Neighborhood Parks should be somewhat tucked away. Their scale should be intimate, with their emphasis on individuals and small groups rather than on massive gatherings.

Austin is proud of its fine neighborhoods. The neighborhoods adjacent to Town Lake are among the strongest and most livable in the city. The Neighborhood Parks within Town Lake Park should both draw character from those neighborhoods and also give back amenities which could strengthen and help maintain their desirability for the future.

The Community Park - The largest quantity of land in Town Lake Park will be devoted to Community Parks, districts with traditional park activities oriented to the entire Austin community. This park type is a focal element in most great cities, both in America and abroad.

The Community Park is the great outdoor living room of the city. It is a focus for recreation and outdoor activity. It is a place for large-scale sports and games, a place for jogging, walking, strolling and exercise. The scale of the Community Park, necessarily large to accommodate larger groups of people, requires extensive contiguous areas.

The Community Park is dominantly a green place, although the demands of sports, recreation, picnicking, and other gatherings require durable surface treatment. It is, therefore, largely planned and landscaped rather than simply natural. Colorful and lavish gardens can often accent its beauty.

The Community Park requires services such as restrooms, food kiosks, security control and recreation concessions, and good management is a key to their success.

The best example of a Community Park in Austin currently is Zilker Park. Its mixture of sports, recreation, picnicking, informal gatherings and special happenings such as a ride on the train or the annual Christmas tree exemplify the kinds of things that should happen in a Community Park. Enhancing and extending Community Parks in Town Lake Park would help reduce overuse, would give greater geographical distribution and easier accessibility and would provide a much greater range of places and events.

The Cultural Park - Many great cities have found a compatibility between cultural institutions such as museums, theaters and concert halls, and the graciousness of a natural park setting. Places to view art or theater or to hear music have a similar pace and ambiance as places for strolling, picnicking, and enjoying nature. Groups have been established in Austin to plan futures for a number of cultural institutions, including the Botanical Gardens, Children's Museum, Science Museum, Discovery Hall, Planetarium and Music Museum, which would greatly enhance the quality of life in the city. The Cultural Park would be a home for these activities.

The Cultural Park must be, predominantly, a park. It is a green space first and foremost. The facilities which inhabit it must have an architectural character compatible with and perhaps even subservient to the park. The Kimball Museum in Fort Worth serves as an excellent example of a significant cultural institution which complements and enhances its park-like surroundings. Whereas the Community Park is largely oriented toward recreation and would be generally informal in charac-

ter, the Cultural Park would be a quieter, probably somewhat more axial or formal place. There might be reflecting pools, allees of trees, gardens and amphitheaters that might appear too structured in the Community Park.

The definition of "cultural" should extend beyond institutions and include places for eating and talking, and informal as well as formal musical entertainment. There should be activities for children as well as adults. The Cultural Park should be a garden of active delights with places to see and experience, things to do and watch.

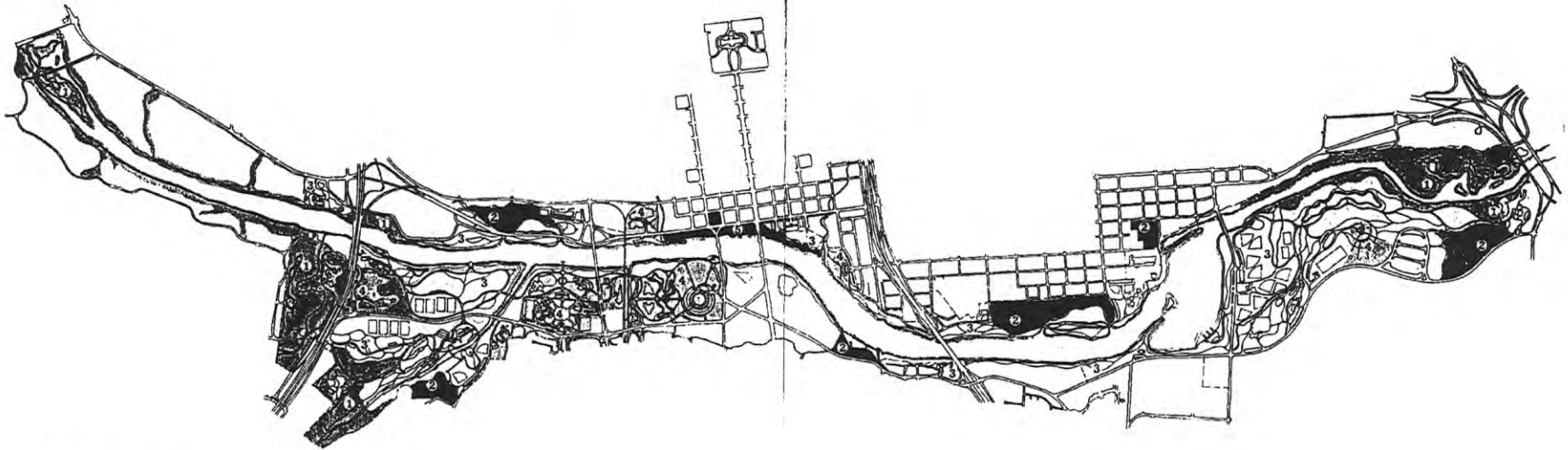
The Urban Waterfront - The final park type which should find appropriate application in Town Lake Park deals with the juxtaposition of city and open space. The Urban Waterfront would be the point at which high density urban development meets greenery and lake. There is an appealing tension in many cities between hard and soft, dense and sparse, man-made and natural where high density development stands in contrast to soft, lush natural spaces. The Urban Waterfront of Town Lake Park should revel in these contrasts. It should be notably green and parklike in contrast to the buildings and streets of the city itself but capable of handling very heavy use because of its closeness to a large number of users.

The Urban Waterfront should contain promenades and overlooks and be scenic and well kept. It should have some limited areas for group activities but should be largely available for casual activities like walking, lunching in the park, sitting and reading a newspaper.

The Urban Waterfront is a springboard for making the ambiance of Town Lake Park permeate the city. Through the creeks and tree-lined streets, the softness and graciousness of Town Lake Park should extend into downtown. Landscape and water features deep within the city should signal a connection to Town Lake, drawing particularly on activity centers such as East Sixth Street and making the obvious connections between these centers and Town Lake Park.

The locations of the five park zones within the Corridor are dictated to a large degree by the Corridor's diverse environmental conditions, landscape characters and existing development patterns. In most cases, distinct boundaries do not exist between adjacent zones, so that their characters might blend to a degree, each borrowing from the other as appropriate. Within the framework

Plan Concept: Five Park Types



Existing Parkland

- 1 The Preserve
- 2 The Neighborhood Park
- 3 The Community Park
- 4 The Cultural Park
- 5 The Urban Waterfront

of the five park zones, more specific recommendations and ideas are developed into a master plan for Town Lake Park.

Parkland Expansions

In several locations around the perimeter of Town Lake, expansion of the existing parkland will facilitate the introduction of new activities, provide continuity to the park and provide space at critical locations for specific park needs.

The largest addition to Town Lake Park recommended in the Comprehensive Plan is a 210 acre expansion of the existing Colorado River Park westward to Krieg Field and southward from the south shore of the Colorado River to an alignment proposed for South Lakeshore Boulevard between Pleasant Valley Road and Montopolis Drive. Predominantly floodplain, the proposed addition specifically includes sufficient land above the floodplain to accommodate construction of permanent structures and improvements. The combined area will fill the need for a large, metropolitan-scale park at the east end of the Corridor.

The second largest land area recommended for inclusion in Town Lake Park is the zone north of Barton Springs Road between Barton Creek and the Missouri Pacific Railroad bridge. Called Pecan Gardens in the Plan, the acquisition is intended to be developed as a Tivoli Gardens-like family entertainment center which will physically and functionally complement the recreational facilities of Zilker Park and the proposed cultural activity of Auditorium Shores. Portions of this area, Butler Shores and PARD headquarters, are already parkland; others like Zachary Scott Theater Center are City-owned properties. Because commercial activity, such as dining and entertainment, is integral to the Pecan Gardens concept, the pattern of public ownership need not include private land where its development is compatible with the overall concept. Specifically, parcels abutting the intersection of Barton Springs Road and South Lamar Boulevard and some frontage properties to the west along Barton Springs Road offer opportunity for private enterprise to benefit mutually with public development in immediate proximity to each other. The limited depth of developable land south of Barton Springs Road, the desire to protect the vegetated slopes rising from the road, and the opportunity to extend the landscape character of Zilker Park eastward along the roadway suggest the incorporation into the park area of available parcels south of Barton Springs Road.

The several creeks entering Town Lake have a special significance to the urban form of Austin. Most of them (Shoal, Waller, Johnson, West Bouldin) meet the lake as parkland. Because East Bouldin and Blunn Creeks do not currently enjoy this status, the Plan recommends the acquisition of lands about their mouths. Their close proximity to each other further suggests combining their expression on Town Lake into a single land parcel to serve in part as a Neighborhood Park for the residential areas linked to it via the creek corridors.

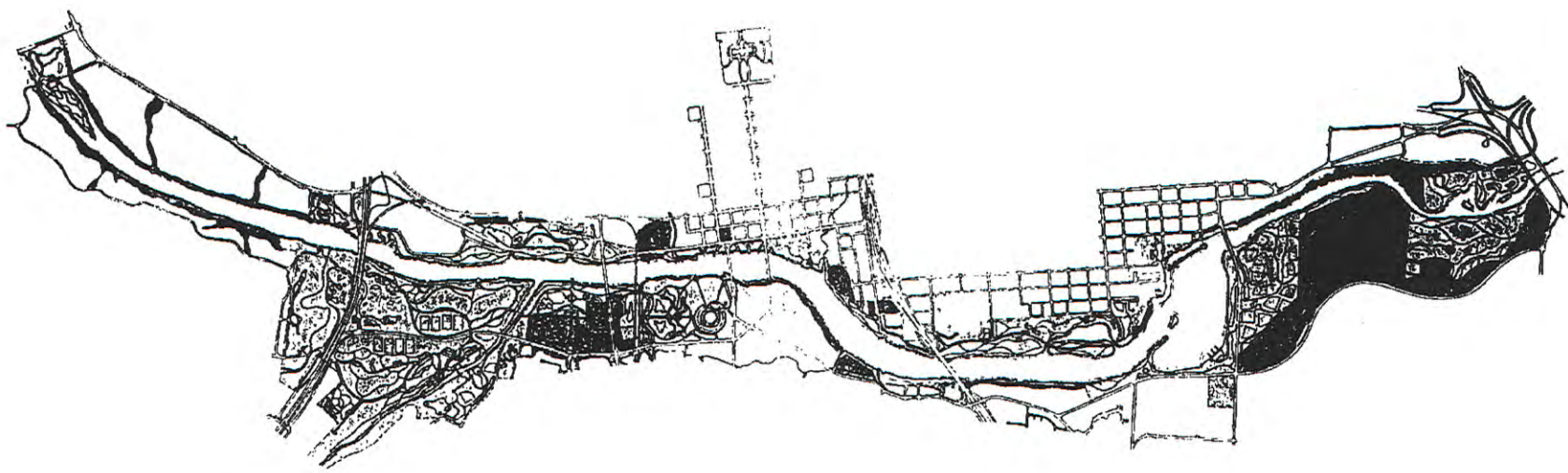
Linear extensions of parkland along the lake's south shore west of East Bouldin Creek to Auditorium Shores and east of Blunn Creek to Kasuba Beach will provide continuity of public access and completion of the trail systems. Segments are already in place at the Hyatt Hotel and Austin American Statesman; others can be in the form of dedicated easements or parkland acquisition.

Similarly on the north shore, an easement along the floodplain of the University of Texas' Brackenridge Tract will make possible the introduction of a nature trail connection between Eilers Park and Red Bud Isle. A parallel parkway setback on the south side of Lake Austin Boulevard is recommended for a hike-and-bike route. Pedestrian connections between the two trails are also suggested along natural landscape corridors.

Expansion of Eilers Park to Lake Austin Boulevard will significantly increase the visibility of the park facilities to the public. Together with the inclusion into the park of contiguous City-owned property presently used for maintenance operations, the additional land will accommodate needs for more parking and recreational facilities.

Another City-owned maintenance operation, the Street and Bridge Yard in the Rainey Street area, will be better used as parkland than for its present function. The site's situation high above Town Lake at the eastern end of its longest reach offers dramatic views and unparalleled opportunity for a public cultural/recreational use. Inclusion of one-half block of lower Rainey Street, already cleared of homes, will round out the parkland's borders and enhance its access to the surrounding neighborhood. A separate parcel nearby, bounded by Lambie Street, River Ave. and the I-35 service road is recommended to be public open space to enhance the visual quality of the freeway access into downtown.

Parkland Expansions



Existing Parkland
Proposed Expansions

One recreational experience rare in Town Lake Park is the ability to enjoy wide panoramic vistas of the Colorado River Valley and perceive its regional scale and character. A vantage point affording this opportunity is located along the south side of Red Bluff Street. Acquisition of available parcels for parkland will enable the development of overlooks and picnic facilities. A walking trail will give access down to the proposed Preserve district on the valley floor.

One parcel currently City-owned and housing PARD maintenance functions is suggested for possible disposal to aid the acquisition of more favorable properties. Its location at the southwest intersection of Pleasant Valley Road and S. Lakeshore Boulevard suggests its appropriateness for providing parking needed in this area for park users. If accommodated here, however, safe pedestrian crossings across two heavily trafficked streets will need to be provided.

Land Use

In addition to parcels recommended to be acquired for parkland use, several areas are recommended for future new uses. All of them are contiguous to the park and are proposed for uses that can better benefit from this adjacency.

The area generally bounded by Pleasant Valley Road, East First Street, Shady Lane and the top of the bluffs along the north side of the Colorado River is a dramatic site bordering proposed parkland and offering panoramic views of the Colorado River Valley. These attributes make it an excellent candidate for parkside multi-family living, a use which Austinplan sector representatives and neighborhood groups have targeted as necessary and desirable for East Austin. Similar use is proposed north of East First Street to East Second east of Linden and to East Fifth between Springdale and Spencer. Convenience retail to serve the neighborhood is proposed at the southeast corner of East First Street and Pleasant Valley Road.

The unique location of the Rainey Street neighborhood, enjoying proximity to downtown and Town Lake and shaded with mature trees, deserves special sensitivity in its future planning. Careful redevelopment into mixed uses, featuring small scale shops and offices combined with residential living, is recommended. Commercial use along the neighborhood's north and east edges will remain and, at a smaller, more intimate scale, should animate the edge of Waller Creek. Once

substantial redevelopment has been accomplished, the addition of a cultural/recreational center on adjacent parkland will form a compatible neighbor.

The existing City-owned parcel at the southwest corner of Pleasant Valley Road and S. Lakeshore Drive, if not converted from PARD maintenance center to parking facilities for park visitors, is suggested to be a retail corner backed up with multi-family residential similar in scale to the surrounding neighborhood.

Urban Design

Town Lake Park is an integral part of the larger community, a central feature whose influence will, appropriately, extend beyond its perimeter. Several guidelines are proposed to enhance its relationship with adjacent land uses, and to firmly fit Town Lake Park into its urban context.

Nine creeks emptying into Town Lake within the Corridor offer excellent opportunity to extend the park deep into the neighborhoods that surround it. The effectiveness of this type of extension is already evident along the green valleys of Barton Creek, Blunn Creek, Johnson Creek and reaches of Shoal and Waller Creeks. Future development along the creeks should build on these examples and utilize the natural features as amenities. Development along lower Shoal, Waller and E. Bouldin Creeks, for example, should include ground floor restaurant/retail activities that open up to the creek environment and provide as much public assessibility to it as is feasible. Urban residential development, a priority land use, should capture the creek character to enhance the quality of life of its residents.

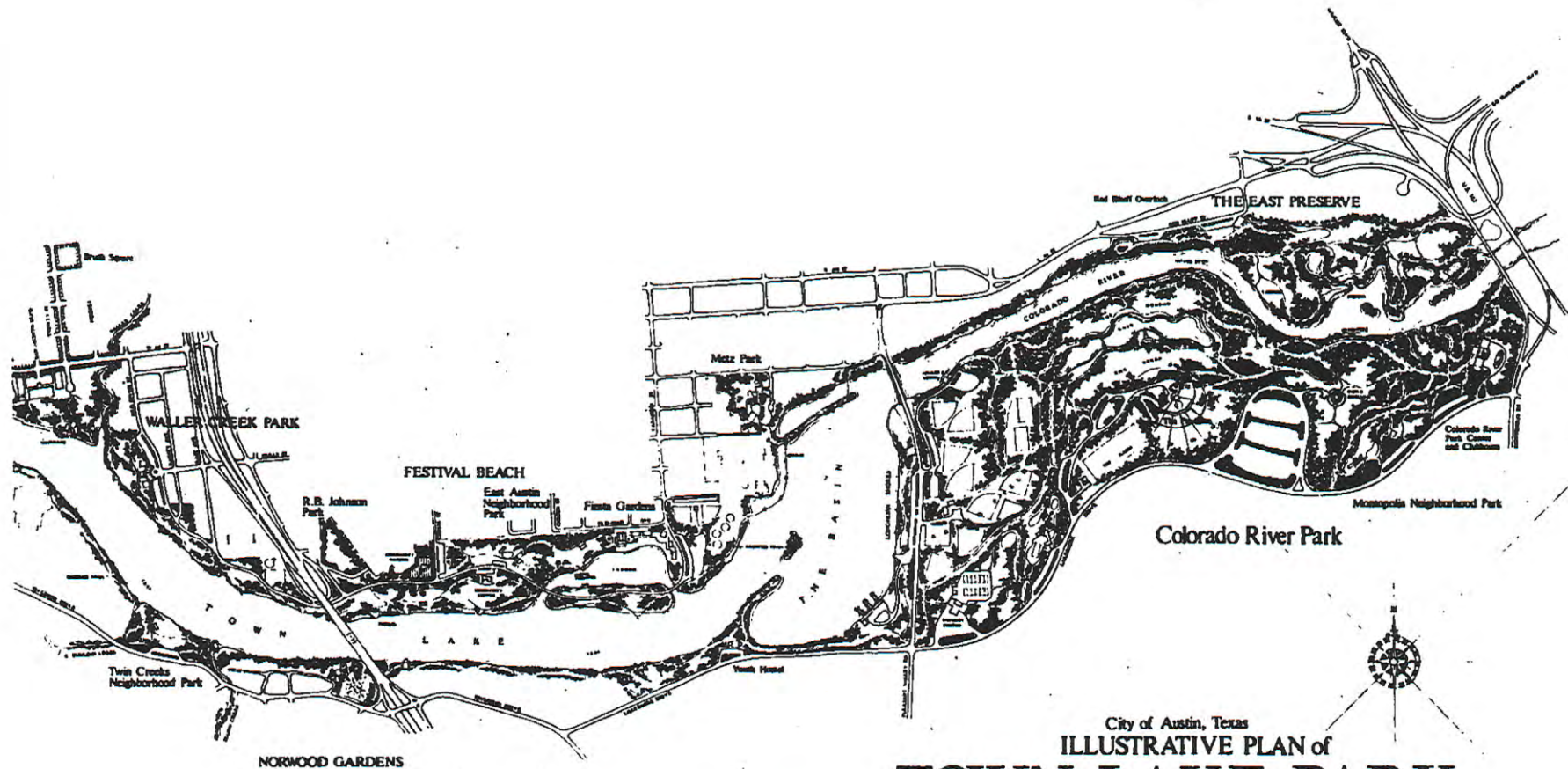
Similarly, wherever private lands abut Town Lake Park, their development should feature the aesthetic advantages of the relationship and realize the opportunities it affords. The park and contiguous development should respond fully to each other and form an effective bond of shared values. Wherever possible, the interface should be open, allowing physical and/or visual access between the two, each a good neighbor to the other. Service areas and parking lots must be effectively screened from park views with plant material or fencing facing the park. Parking structures should not front on the park unless their ground floor provides amenities to park users, such as recreation or refreshment, and/or their design incorporates special architectural or landscape features that complement the park environment. Runoff of surface drainage from parking areas must be contained on-

site and not allowed to enter the parkland without effective filtration. Site and security lighting must not spill over into park property and sources of parking garage lighting should not be visible from within Town Lake Park. Noises originating on adjacent properties should be limited to levels that will not intrude on people's enjoyment of the parklands. Signage addressing the park should be limited to the name of on-site individual enterprises offering services or products directly relevant to the use and enjoyment of the park.

The park and public lands must reciprocate and, similarly, be good neighbors to private development. Service yards, parking, lighting and noise associated with park activities and operations should meet similar criteria to mitigate potential detrimental impacts upon adjacent private development.

Town Lake Park should also influence off-site public urban design, particularly in relation to the Urban Waterfront and downtown. First Street, between Shoal and Waller Creeks, should be landscaped as a promenade with wide sidewalks, large shade trees and special lighting and furniture on both the north and south sides. Overlook belvederes should extend toward Town Lake on the south. At the head of Drake Bridge, the block bordered by Guadalupe/Lavaca and First/Second Streets should be a city square, landscaped so as to extend the park into the city and form a green keystone, locking the two together. Along Guadalupe and Trinity Streets, a special streetscape character should be introduced so as to extend Town Lake Park's influence deep into downtown, connecting with Republic Square and Wooldridge Park on the west and with Brush Square on the east.

The bridges that cross Town Lake, particularly the Congress Avenue, Drake and Lamar Street bridges, should be retrofitted with wider pedestrian sidewalks and overlooks. Special lighting standards should be installed to extend their urban design quality and the significance of Town Lake into the evening hours.

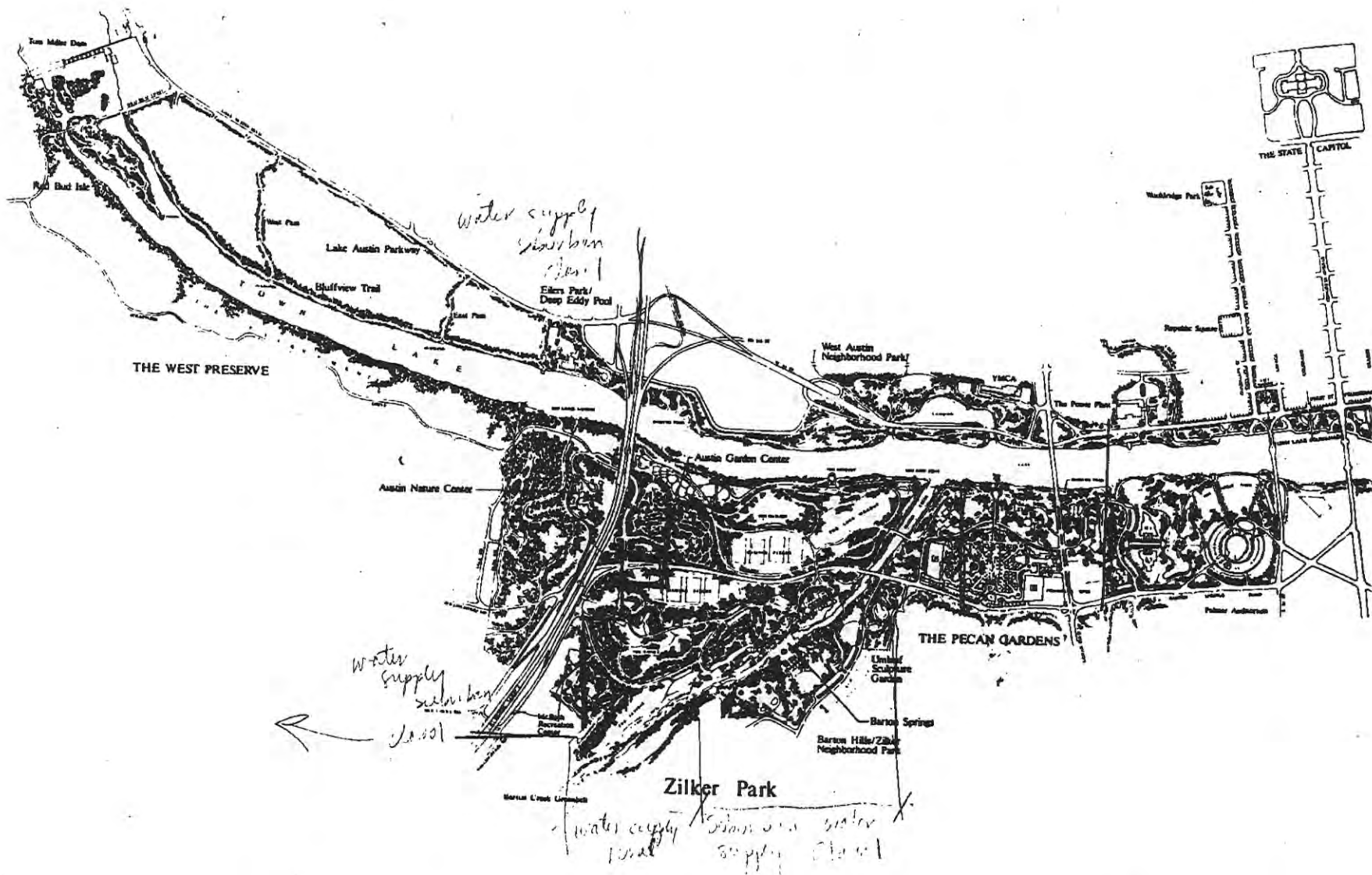


Legend

City of Austin, Texas
 ILLUSTRATIVE PLAN of
TOWN LAKE PARK

Johnson Johnson and Roy, Inc.
 Lawrence W. Speck Associates Inc.
 November 10, 1987





PLAN DESCRIPTION

Mopac to Drake Bridge

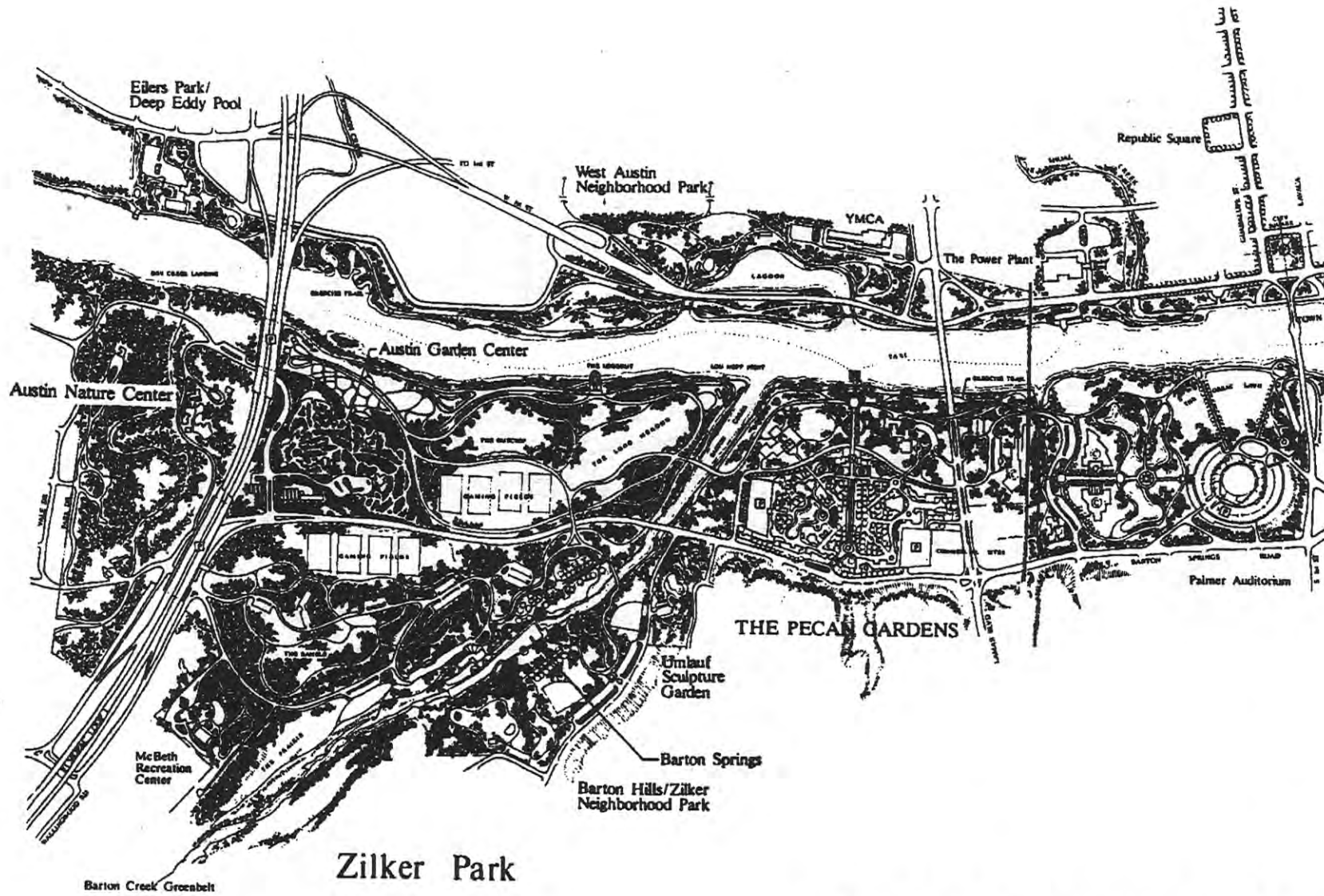
South Shore - An Overview

The principle of maximizing benefits of separate resources through their complementary combination forms the basis of the concept of "packaging" Zilker Park with the proposed Pecan Gardens and the 54 acre/Auditorium Shores parcel. Each adds value to the others through their inter-relationship.

Zilker Park is oriented to recreational pursuits and features the outstanding attraction of Barton Springs Pool. The park also includes the interpretive facilities of the Austin Nature Center and Zilker Botanical Garden. These will be complemented and reinforced in Town Lake Park by museums and cultural facilities to be clustered near Palmer Auditorium. The Tivoli Gardens-like family entertainment and dining garden proposed to be introduced at the Pecan Gardens will add yet another dimension of recreational experience. In concert, they will offer a unique opportunity for the citizens of Austin to sample recreational and cultural experiences of singular or richly varied natures - all within the heart of their community.

To strengthen these interrelationships, the Town Lake Comprehensive Plan addresses circulation and parking for this area systematically. Parking structures are introduced at each end of the combined area in two locations: under the MOPAC bridge on the west and encircling Palmer Auditorium on the east. Both facilities are intended to provide park-and-ride access to downtown during the office day and serve recreational, cultural and entertainment activity in the park during the evening and on weekends. To complement the park environment, they are designed to be terraced and landscaped to produce a "hanging garden" effect. Additional parking is accommodated in structures at the Pecan Gardens and, in small numbers for emergency, convenience and mobility-impaired needs, on surface lots at each major facility.

A wheeled shuttle transit system, or tram, is proposed to travel over designated routes within the park to link the parking structures to major recreational, cultural and entertainment destinations. The tram itself will add still another dimension to the park experience, providing comfort-



MOPAC to Drake Bridge



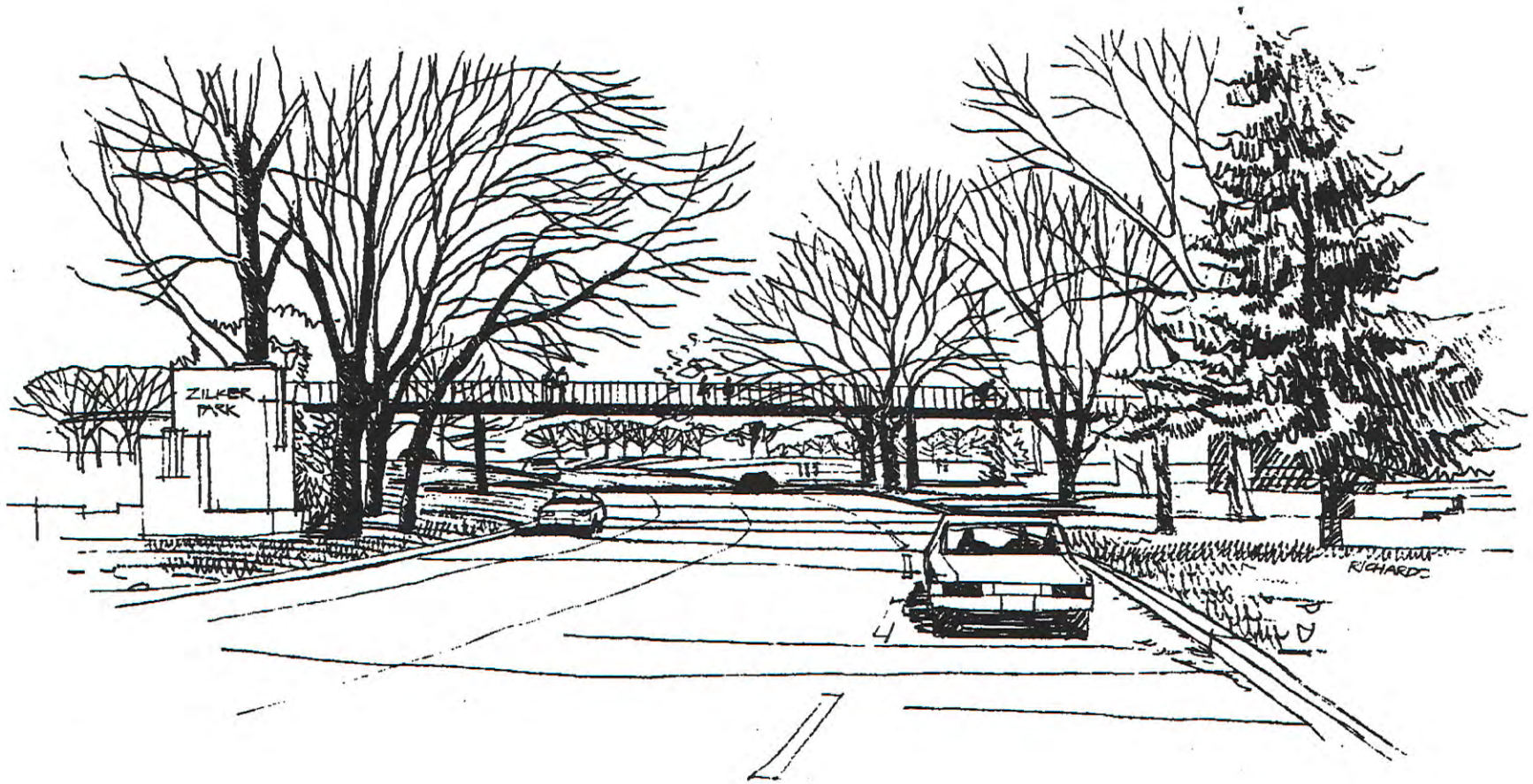
Tram in the Community Park

able, scenic transit between destinations as distant as the Austin Nature Center, Barton Springs Pool and Auditorium Shores. It will substantially reduce the need for adjacent parking at popular attractions, and its interface with "Dillo" and Capital Metro bus service will make public transit a viable means of getting to the park. Finally, while possibly requiring additional time and presenting some inconvenience in reaching specific park sites, the tram with its supporting systems will protect the landscape quality of the park from otherwise inevitable obliteration by paved surfaces to satisfy ever-increasing demands for parking.

Barton Springs Road provides vehicle access to all of the proposed parking structures and major facilities at Auditorium Shores, Pecan Gardens and Zilker Park. Its route through Zilker Park has historically endangered pedestrians moving between the north and south sections of the park. After discarding removal alternatives because of the lack of east/west arterials south of Town Lake, the Plan addressed this serious problem in three ways. By replacing many scattered parking lots with the proposed parking structures and tram service, the need to cross the road on foot from available parking to another destination is reduced. By eliminating all curb cuts for Barton Springs Road within Zilker Park, the confusion of traffic turns and crossings is minimized and the safety of occasional pedestrian movement across the road is thereby enhanced. Thirdly, by introducing a graceful bridge over Barton Springs Road west of Barton Creek, a safe crossing of pedestrians, bicyclists and the tram is provided. Designed to blend with the contour and landscape of the site, the proposed bridge is viewed as a dramatic gateway to Zilker Park for west bound traffic and to central city Austin for those traveling east. A similar pedestrian/tram bridge is proposed to span Lamar Boulevard near Town Lake, linking the Pecan Gardens with Auditorium Shores.

Existing drives within Zilker Park north of Barton Springs Road are proposed to be removed in favor of more pedestrian activity and a greener landscape. The entrance to the Zilker Botanical Garden from Barton Springs Road is moved westward, almost to MOPAC.

Except for vistas to be enjoyed while driving through Zilker Park on Barton Springs Road, auto traffic in the park is restricted to a loop in the park's southern half. Comprised of existing road segments with access/egress via Columbus Drive from the MOPAC service roads, the loop presents the most wooded and rolling terrain for park rides and offers table-side parking for picnickers. Along its circumference, it provides access to McBeth Recreation Center, Barton Springs Pool and soccer fields. Short vehicular drives penetrate the Pecan Gardens and Auditorium Shores as well.



Pedestrian bridge at Barton Springs Road

The park roads, the tramway and some segments of the path system are intended to double as bicycle routes through Zilker Park, Pecan Gardens and Auditorium Shores.

The exercise trail, a proposed modification of the Hike and Bike Trail system, travels through Zilker Park to Auditorium Shores on its route between MOPAC and Longhorn Dam. It remains, generally, in its present configuration.

The final component within the hierarchical circulation system is an extensive pattern of strolling paths which will wander through the entire park. Always shaped to the surface of the earth, aligned so as to present interesting and attractive vistas, and provided with abundant tree shade and park furnishings, the pathways will offer park strollers opportunities to get "out of the fast lane" away from the joggers and bicyclists.

Austin Nature Center and Zilker Botanical Garden

Projected increases in use planned for the Austin Nature Center and Zilker Botanical Garden create the opportunity for an activity anchor in the northwest quadrant of Zilker Park. Mutual benefits can be derived from the sharing of a combined entrance drive and parking facilities.

The Town Lake Comprehensive Plan proposes no alteration of the recently completed Master Plan for the Austin Nature Center; rather, it endorses and incorporates its general recommendations.

Just as the new buildings currently under construction at the Nature Center will reorient that facility toward Town Lake with vehicular access from parking under MOPAC, the Botanical Garden will be similarly reoriented to an entry point at the northwest corner of its site. A new road between Barton Springs Road and the northern parking area under MOPAC will be the major vehicular entry to parking for both the Nature Center and the Botanical Garden. Its construction will allow the closing of both the existing park road north of the Botanical Garden and the existing entrance drive, removing two very dangerous intersections on Barton Springs Road. In addition, the Botanical Garden will gain a more gracious and integral connection to Town Lake.

The secured, most intensively developed portions of the Botanical Garden will inhabit the higher ground, with all major structures related to the gardens located there. The flatter, more open area along Town Lake will be utilized for exhibits that do not require fenced security. Because this area was previously filled haphazardly with organic material, it is less suitable for permanent, capital-intensive development. As everywhere along Town Lake, large structures should be avoided near the water's edge.

The existing Garden Center building will be retained along with its sensitively sited parking area. Its access will be reoriented, from Barton Springs Road to the new drive parallel to MOPAC. The use of the existing building will be maintained largely for garden club functions. The xeriscape garden, Japanese garden, and rose garden will function as a core from which others can grow.

The existing parking area beneath MOPAC will be redeveloped into a more efficient and attractive facility. Should future parking needs warrant, a second level of parking is proposed to be constructed beneath the bridge between Stratmore Drive and the lake. The two levels combined will accommodate 600 cars. Like a similar structure proposed to park 1200 vehicles beneath MOPAC at Columbus Drive, this structure is designed to be terraced and landscaped to complement its surroundings.

This activity anchor in the northwest corner of Zilker Park will gain vitality, not only from the Nature Center and Botanical Garden, but also from several concessions. A boat concession will give recreational water access to the western part of Town Lake with its scenic bluffs and springs. Limited food concessions, perhaps in conjunction with the Botanical Garden, will be located in a scenic spot with views to Town Lake, downtown and the gardens.

A water-taxi will stop here and link this activity node to several others along the lake. This area will also be an entry point for the tram system that will connect to all parts of Zilker Park, the Pecan Gardens and the Cultural Park at Auditorium Shores. Also, the Zilker Eagle's train route will be extended to connect with the tram station to give an alternate, kid-oriented connection between this activity center and Barton Springs Pool.

McBeth Recreation Center

Located on a wooded hilltop in the southernmost regions of Zilker Park, McBeth Recreation Center is a specialized facility for mobility-impaired persons. Its remoteness will be mitigated somewhat through its proximity to the new park entrance and parking facilities proposed at Columbus Drive in the Plan. Increased visibility through selective clearing and directional signage and accessibility via tram will integrate the Center more fully into Zilker Park and enhance its significance within the larger Town Lake Park system.

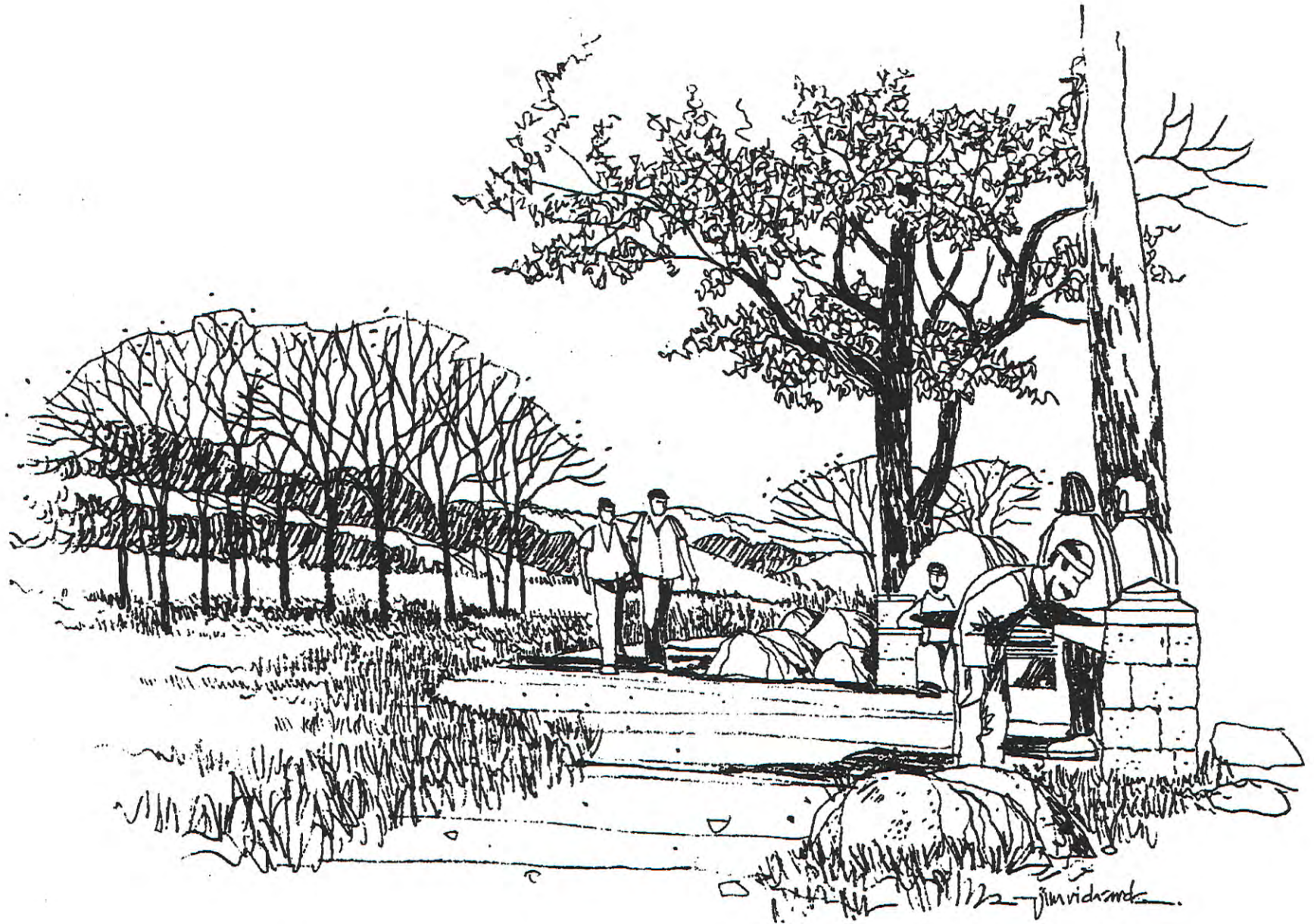
Improvements proposed for McBeth Recreation Center include a covered swimming pool, more on-site parking (restricted to the handicapped) a wheelchair accessible playscape and an outdoor basketball court. The pool structure, playscape and basketball court are to be sited on the edges of the existing lawn area, saving this open space for its passive recreational and scenic value. A hard-surfaced trail system with grades and surfaces designed to accommodate wheelchair athletes will weave through the dense woods and along a dramatic rock outcropping. The trail will also facilitate wheelchair access to and from Barton Springs Pool.

Central Zilker

With the Austin Nature Center, Zilker Botanical Garden, McBeth Recreation Center and Barton Springs Pool as a ring of activities around its edges, Central Zilker is more open and less intensely developed than its perimeter. Generally focused to the north upon Town Lake, the area is bisected by Barton Springs Road but united visually through its landscape and physically by the proposed pedestrian/tram bridge.

Within its southern segment, picnicking, sight-seeing and strolling are the predominant activities. These leisure activities are especially suited to the rolling terrain and heavy woods and are less threatening than other uses might be to the natural environment featured here.

Open fields for soccer flank the south and north sides of Barton Springs Road as it travels through Zilker Park. Other outdoor "rooms" formed by the proposed tree massing provide unstructured open space necessary to accommodate any number of pleasurable passive social and recreational activities within their scenic meadows and wooded edges. Some, such as the one immediately



Strolling path in central Zilker Park

north of the rock outcropping in the north central zone of Zilker Park, will act as outdoor theatres for occasional low-amplification concerts and plays. A portable stage with acoustical shell that is easily erected and dismantled is proposed to be moved to sites such as this, Auditorium Shores and others throughout Town Lake Park to extend the cultural/entertainment programs along its entire corridor and to avoid turf deterioration from overuse of any single location.

The Hillside Theatre's accommodating topography, solar orientation, tall shade trees and location in one of the most scenic areas of Zilker Park have all helped to produce a tradition of outdoor theatrical performances on this site cherished by many Austinites. The Plan recommends its renovation with more accommodating stage and support spaces, making it one of many available outdoor performance sites.

The Zilker Eagle Railroad, long a favorite attraction for children, is proposed to remain, though with an extended route and minor alignment revisions. To eliminate the potential hazard that exists where the train travels through the children's playscape, the Plan proposes to reroute the tracks to a parallel route immediately east of their present location, skirting the east edge of the playscape, proposed restaurant and lawn/court game areas. Passing under the proposed pedestrian/tram bridge and through its existing crossing beneath Barton Springs Road, it will continue northward along its present alignment and eventually terminate at the parking structure proposed below MOPAC at Town Lake. This revised alignment will offer extensive views of Town Lake and the Austin skyline to the train's riders while retaining its fortuitous relationships to the existing playscape, concessions, and Barton Springs Pool.

The plateau of the Central Zilker area continues northward to the shore of Town Lake, approaching it at an elevation 35 feet above the water. While physical access to the shore is limited to Lou Neff Point, visual access is afforded with vistas to and over the lake from within the park as well as from trails paralleling the water's edge at this higher elevation. Occasional overlooks are sited at opportune locations for panoramic viewing.

Barton Springs Pool Area

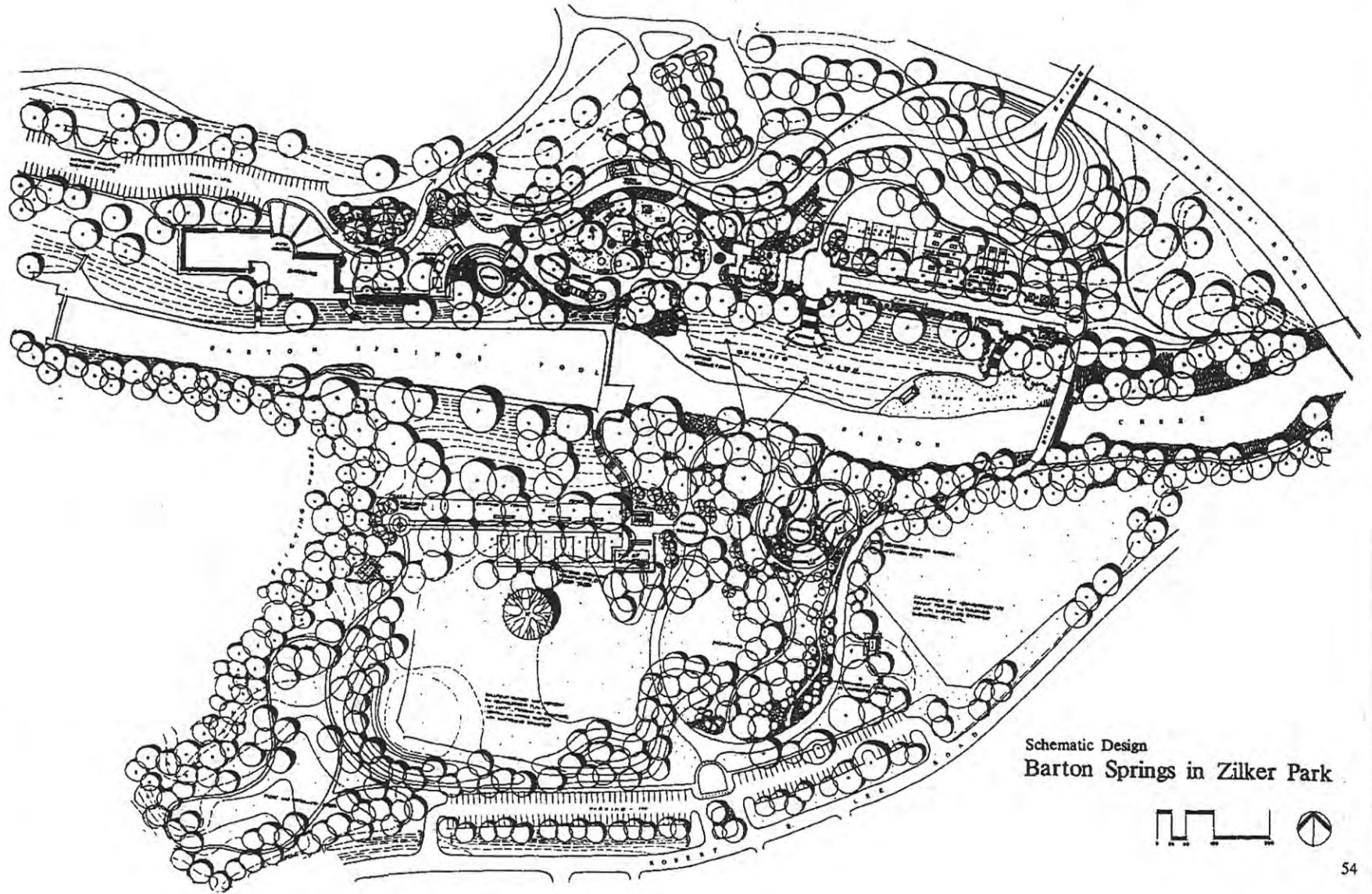
Historically the most frequented site in Zilker Park, Barton Springs Pool is a rare and exciting recreational attraction. Its cool, spring-fed water offers welcome relief from Austin's warm

summer temperatures. Sensitive to the creek valley among stone ledges and pecan trees that characterize central Texas' Hill Country, perhaps its only shortcoming is its limited size. The pool's popularity exceeds its capacity both for swimming and "rafting" in the water and for pool-side sunbathing and people-watching on shore. While environmental factors preclude expansion of the pool itself, an unfenced sunning lawn is proposed to be extended downstream from the pool along the north shore of the creek. A pedestrian/tram bridge at the far end of the expanded lawn will link the two sides together and facilitate additional access to the pool area from the east side of the creek.

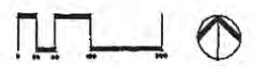
The arrival area to the Bathhouse is proposed to remain in its basic existing configuration but enhanced in its character. The forecourt between the building and the concession stand will be partially surfaced with stone, furnished with seating, lighting and signage elements, and shaded with additional tree cover.

A small restaurant concession featuring an outdoor dining terrace with views to the sunning lawn and Barton Creek is suggested to occupy the present caretaker's home north of the pool. Opening this structure and its immediate surroundings to public activity will better utilize its attractive qualities and introduce alternative food service for visitors. The existing playscape immediately adjacent to the proposed restaurant is to be retrofitted with new, improved and safer apparatus. New lawn/court games such as sand volleyball, horseshoes, and outdoor table tennis will occupy the open space on the opposite, north, side of the building. The existing maintenance facility which presently occupies this site is proposed to be relocated from the heart of the park to parkland immediately west of MOPAC and south of Rollingwood Drive.

A promenade formed by a dramatic, formal alle' of existing pecan trees extends north-eastward from the proposed restaurant and separates the lawn/court game area on one side from the new sunning lawn along Barton Creek on the other. Lined with benches and outdoor game tables, its terminus is the springboard for the proposed pedestrian/tram bridge over Barton Springs Road, the Zilker tram turnaround and a new bridge across the creek. The Group Picnic area will remain in its present location, with some tables repositioned to accommodate the realignment of the Zilker Eagle tracks. The canoe concession will be near at hand as well. The new bridge will provide access for pedestrians, bicyclists and the park tram to the land area east of the creek. Viewed from the opposite direction, it will open up access to the remainder of Zilker Park from new entrance facilities consisting of reorganized parking, the tram turnaround and a redesigned pool entrance. The restored Sunken Gardens are to be incorporated in the entrance design as a feature with lush plantings, seating and



Schematic Design
Barton Springs in Zilker Park



strolling paths. Most of the remaining land area east of Barton Springs Pool is designated in the Plan as a Neighborhood Park for the Barton Hills/Zilker residents. As such, it will be redesigned as scenic open space with wooded edges and outfitted with facilities for family picnicking, childrens' play and field recreation.

The Pecan Gardens

One of the most ambitious and exciting new proposals in the Comprehensive Plan involves extensive redevelopment of the area bounded by Barton Creek on the west, Town Lake on the north, Lamar Boulevard on the east, and Barton Springs Road on the south. Located at the confluence of the two most scenic waterways in the study area and at the intersection of north-south and east-west vehicular arteries, this district offers unique and important opportunities. The presence of what is commonly referred to as the "Pecan Grove", an extensive, mature grid of beautiful pecan trees, adds additional impetus for careful development here.

The area is currently a mixture of public and private land uses. Public uses in the area include Butler Shores, (one of the most beautiful stretches of lake frontage in the Corridor), Zachary Scott Theatre, PARD headquarters, a transportation department maintenance facility and several sports fields. Left to market forces, the area will be significantly redeveloped in the next economic cycle. The Town Lake Comprehensive Plan proposes to combine public goals with private enterprise to the mutual benefit of both through the establishment of a master plan and joint public/private development of the Pecan Gardens.

This proposal has three major goals. One is to establish a critical connection between Zilker Park to the west of the district and the newly dedicated 54 acres of parkland and Auditorium Shores to the east. This connection will establish a two-mile long lakeside park on the south shore of Town Lake and bring together a broad range of park types (from Preserve to Cultural Park) and park activities (from hiking and nature trails to museums and performance places). The series of parks, all interconnected by trams, bike paths and pedestrian trails, will provide the mix of recreational resources that have proven to be important and valuable assets in the other livable American cities.

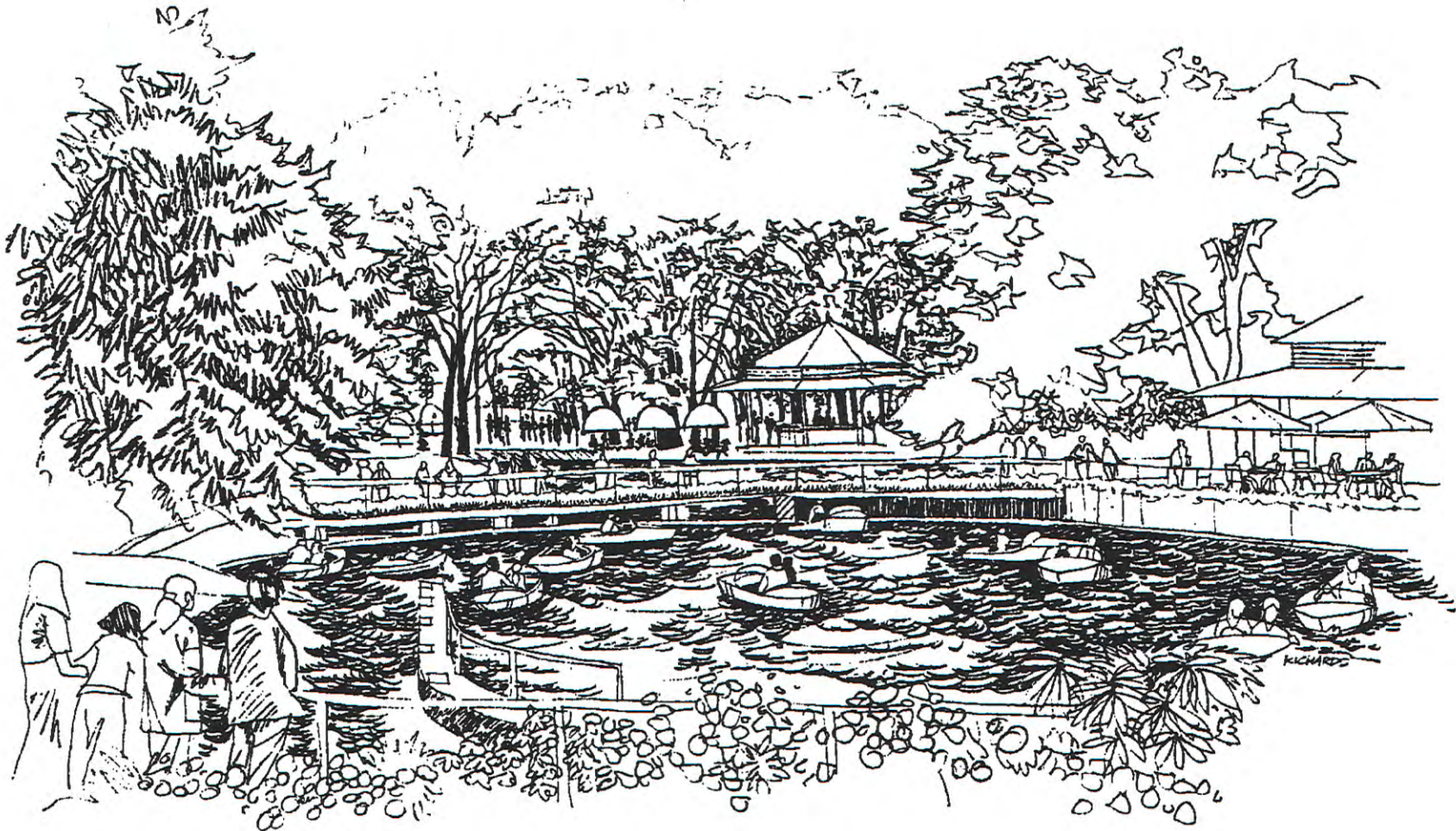
The second goal of the Pecan Gardens is to establish an area close to Town Lake where festive, intensive activity can occur without adversely impacting the serenity and beauty of park areas

already treasured by Austinites. Although in the public participation phases of the study many citizens advocated the presence of restaurants, places for regular entertainment and family-oriented amusements in the Corridor, existing park land was almost universally deemed inappropriate for these purposes. The Pecan Gardens area already has a good start at addressing such needs. Zachary Scott Theatre offers the only permanent performance stage currently in the Corridor. The theatre's plans for expanding existing facilities present opportunities for extending their influence. There are already a large number of existing establishments in the area. Although most of these have no supportive relationships to each other or to the park, several could, with minor alteration, become an early core for the new concept. More than any other area in the Corridor, this one offers opportunities for the vital spontaneous eating/entertainment/amusement district that many citizens have envisioned.

The third goal of the Pecan Gardens is to preserve the existing pecan groves, to make them more available for public enjoyment and to encourage compatible private development in this important stretch of Town Lake frontage. Pecan trees are a characteristic and highly-valued natural feature of Austin. This grove, one of the most extensive and beautiful in the region, would take decades to replicate. Along with the regular row of pecan trees that borders Barton Springs Road to the east (near Palmer Auditorium) and to the west (through part of Zilker Park), these uniform pecan stands will offer a distinctive signature for Town Lake Park. When stripped of the competitive visual noise around them, they will give Barton Springs Road a strong park-like character and will extend that character in an appropriate gesture north toward Town Lake.

With the pecan groves as its central visual focus, the Pecan Gardens will be a collection of 20-25 eating establishments ranging from fine restaurants to informal eateries, 8-10 specialty shops, 2-3 exhibition spaces, 20 or so amusement/entertainment features and participatory education areas especially for children. Several performance places accommodating music, dance and theatre range in size from 250 seats to a 2500 seat outdoor concert facility. The setting of the Pecan Gardens will be landscape-dominated with lagoons and floral displays which, along with the grand promenades between the rows of pecan trees, will give a lush and lively feeling to the place.

A major ceremonial axis will extend from a "front door" on Barton Springs Road through the Pecan Gardens to a water-taxi stop on Town Lake. Eateries, performance places and museums will surround the central pecan grove. Except for the Parks and Recreation Building and the existing Zachary Scott Theatre, most of the buildings in the Pecan Gardens will be held back from the lake frontage, allowing the natural bank to make a transition from the lively Pecan Gardens to the



Amusements area in the Pecan Gardens

more peaceful lake edge. The Zachary Scott Theatre will remain and possibly expand on its existing site. Assuming the possible future relocation of PARD offices to a municipal office complex or other public facility, the Parks and Recreation Building would become a candidate for adaptive reuse as a cultural facility. Parking for the Pecan Gardens will be located at southeast and southwest corners of the parcel (initially on grade, eventually in parking structures) with access off both Barton Springs Road and Lamar Boulevard.

The Pecan Gardens will play an important part in extending the role of Town Lake Park to evening and nighttime uses as well as daytime ones. Dramatic and festive lighting -- particularly emphasizing the pecan trees -- will make it as beautiful at night as it is during the day.

The Pecan Gardens will become an important attraction in Austin's developing tourism industry as well as a popular attraction for its own citizens. There are no comparable developments in Texas that mix a scenic environment, entertainment, restaurants and family-oriented institutions in this way. The San Antonio River Walk contains scenic and restaurant elements but has always been constrained by its downtown location in adding other potentially complementary elements. Six Flags Over Texas and Astroworld address the family-oriented amusement elements of this proposal with some entertainment, but their isolation and their overtly commercial rather than public character again put them in a different category. The nature of the Pecan Gardens is designed to reflect a particular quality of Austin as a city. Its focus on the pecan groves, its limited scale, its integration with adjacent parks and Town Lake, and its orientation to music and performance will all make the Pecan Gardens unique to Austin. It will provide a particular amenity that visitors cannot find in their own home towns and that will evoke special memories of Austin.

Auditorium Shores

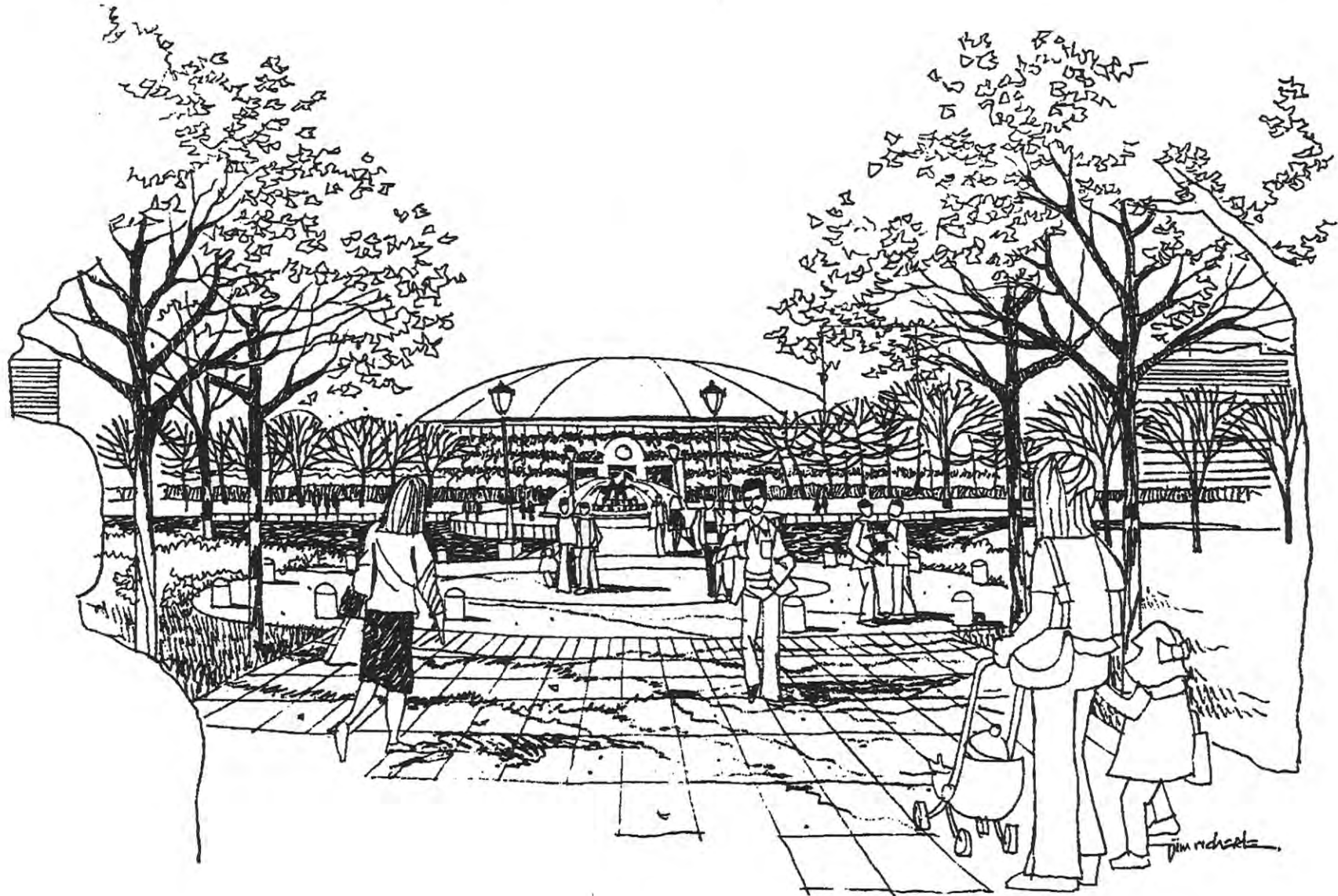
Auditorium Shores, including the recently dedicated 54 acres of contiguous parkland, is proposed to be a focus of Austin's cultural and interpretive facilities. This Cultural Park is envisioned as a setting for the placement of individual institutions united in their goals to enrich the cultural resources of the community. It will also accommodate outdoor assemblies for special events, such as the traditional Fourth of July concert and similar gatherings. Removal of the deteriorated retaining walls and their replacement with new topsoil and irrigation will improve the site's ability to accommodate occasional large crowds without extensive turf damage. To mitigate potential impacts

upon adjacent neighborhoods, enforceable policies regarding special events will need to restrict parking on residential streets, limit noise levels through acoustic technology, set acceptable curfew times and provide neighborhood security.

Palmer Auditorium, the area's most visible feature, will complement the cultural focus with performances, shows and events. Its parking, currently spread over most of the landscape, will be collected and accommodated in a gracefully terraced and richly landscaped structure surrounding all but the lake side of the auditorium. Riverside Drive is proposed to be vacated and its alignment abandoned through the site. The present road will terminate into the new parking structure. While a traffic impact analysis of this improvement is recommended, preliminary indications from the City's transportation department reveal no major concerns with the change. The open lawn that welcomes the lake environment up to the auditorium will be renovated and its existing oak-lined edges reinforced with additional plantings.

Sites for future museums and/or theatres are suggested on the west side of the Cultural Park, in an area currently occupied by the Coliseum and Dougherty Art Center. A park road links the sites together, providing convenience parking, and continues under the railroad bridge to additional sites facing Lamar Boulevard.

Between the cultural institutions and Palmer Auditorium, a lagoon is introduced to enhance the museum settings, afford additional recreational opportunity and mitigate the site's micro climate. As importantly, the lagoon will extend the visual perception of Town Lake nearer to Barton Springs Road to incorporate its significance into views of downtown's skyline from this significant artery. The lagoon's curving form is designed to give the visual impression of a much larger body of water. It is crossed twice by lighted bridges, graceful and refined in their design character. One of the bridges is proposed to incorporate the East Bouldin Creek flood bypass structure into its structural design, using this potentially formidable site constraint to advantage. Portions of the lagoon area adjacent to the museums are intended to exhibit intimate landscape details, such as colorful planting beds and finely crafted paving details, not found anywhere else in Town Lake Park but frequently associated with cultural park character. A wide promenade formed by an alle' of trees west of the lagoon reinforces the park's more formal character, forming a strong visual axis terminated by a large sculptural fountain east of the lagoon. The fountain also serves as a dramatic visual focal point for visitors entering the park from the proposed parking structure at Palmer Auditorium.



The Cultural Park at Auditorium Shores

Prior to any significant park development of the 54 acres around Palmer Auditorium, the approximately 2000 on-grade parking spaces which currently dominate the site must be replaced. Parking accommodations of this scale are necessary to service the auditorium and are currently well-utilized for park-and-ride and for Auditorium Shores special events parking as well. The Plan envisions this parking facility, the subject of a separate schematic design study, as one of two major parking anchors which would be served by trams, giving access to the large park system which will stretch from South First Street to MOPAC with a minimum of intermediate on-site parking.

The parking facility is designed to achieve construction economy, visual unobtrusiveness, and ease of access from the multiple functions it must serve. A relatively high water table and occupied easements across the site make an underground facility uneconomical and infeasible. The enormous bulk of the required space would create an unfortunate visual intrusion into the new park if configured as a conventional multi-story rectilinear garage. The proposed solution compliments the geometry of the auditorium and blends with existing topography to create a structure which not only minimizes its own impact but which also softens the scale of Palmer Auditorium in relation to the park.

The new facility wraps rings of parking around three-quarters of the full circle of the auditorium. The remaining one-quarter of the building's face is open to views of Auditorium Shores, Town Lake and downtown. A court at the existing podium level fills the 80 foot wide space between the garage and auditorium. The arc of mature trees ringing the north and east sides of the building will remain to occupy the center of the court which will be available for outdoor display, receptions and events.

Parking is located on four levels. The lowest level at about the same grade as the existing surface parking contains three concentric rings of double-loaded parking lanes. All of the rings are covered and are lit and ventilated by continuous light wells at the perimeter. This level, entered from Barton Springs Road, also accommodates a double height service access leading to an existing loading area which has been enlarged significantly to allow more space for service vehicle turn-around and parking of tall or oversized equipment. Covered bus and "Dillo" access and drop-off areas are in the double-height portion of this level as well.

The second level of the facility likewise has three concentric rings of parking, two covered and one open. Entered directly from both Barton Springs Road and South First Street, its grade is approximately the same as the existing podium around the auditorium. This level accommodates a double height service access which leads to the exiting stage loading dock and connects to the court between the parking structure and the auditorium to facilitate the display of very large items such as boats or cars.

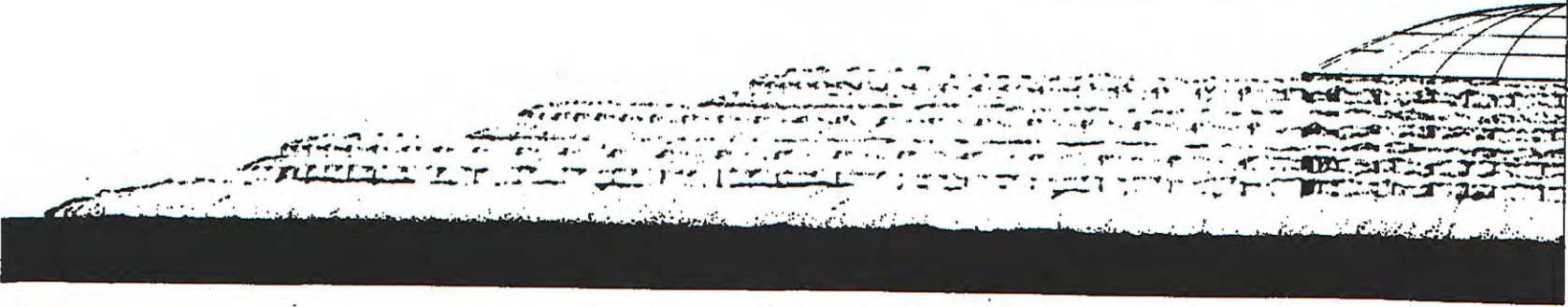
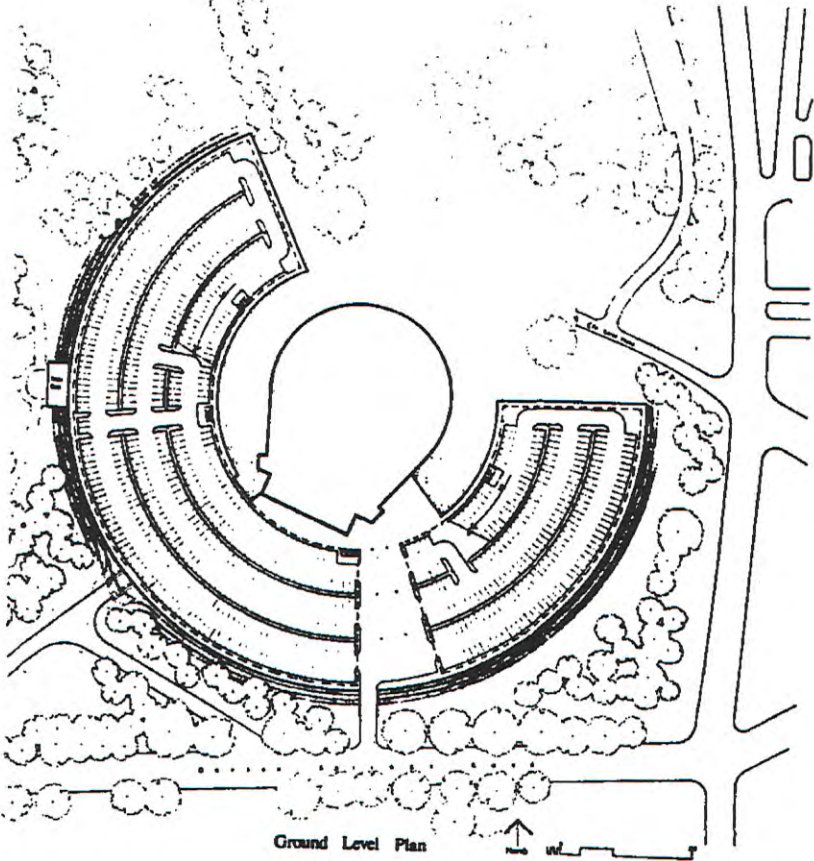
The third level of parking is terraced back from the lower two and contains only two rings of parking -- one covered and one open. The fourth level continues that pattern of terracing with one uncovered ring of parking. Four stair/elevator cores bring pedestrians down from the third and fourth levels to the courtyard where they can conveniently enter the auditorium or move through the courtyard to events on Auditorium Shores.

Vehicular movement through the facility is all two-way with continuous access to all parking spaces from each of the entrances and all other parking spaces. There are no "dead-end" parking areas. Vertical transitions are made via ramps with 5% grades.

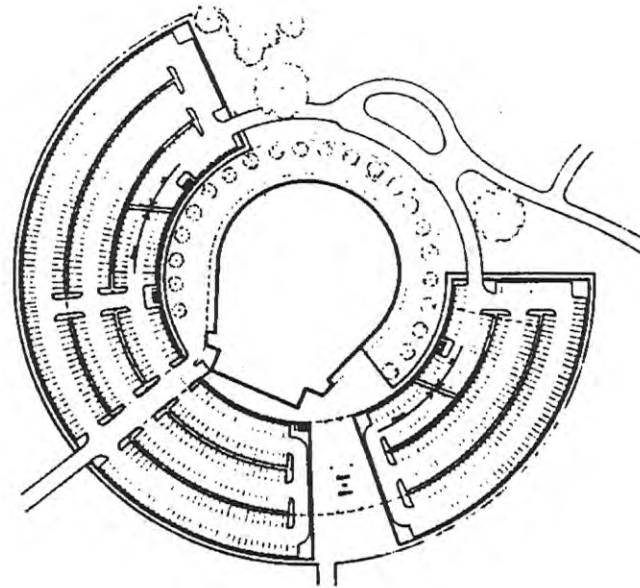
From the exterior the facility will be a "non-building". The first level will be tucked behind an earth berm which will extend existing topographical conditions. The upper levels, as they terrace back, will be sheathed in a web of vegetation to create a "hanging gardens" effect surrounding and softening the auditorium. With a minimum of soil area, an automatically regulated watering system, and a carefully selected plant material, the structure will be more "park" than "parking garage" in appearance. In addition, the vined trellises will shade parked cars from Austin's hot summer sun.

This proposal converts a potentially obtrusive site necessity into a feature which will actually enhance the character of the park. The new structure and its vegetation will be a visually exciting element with terraces giving richness to the ground plain and flowering vines adding color and seasonal variability. The impact of the large, unrelieved vertical surfaces of Palmer Auditorium (especially the massive brick fly-loft) will be significantly mitigated.

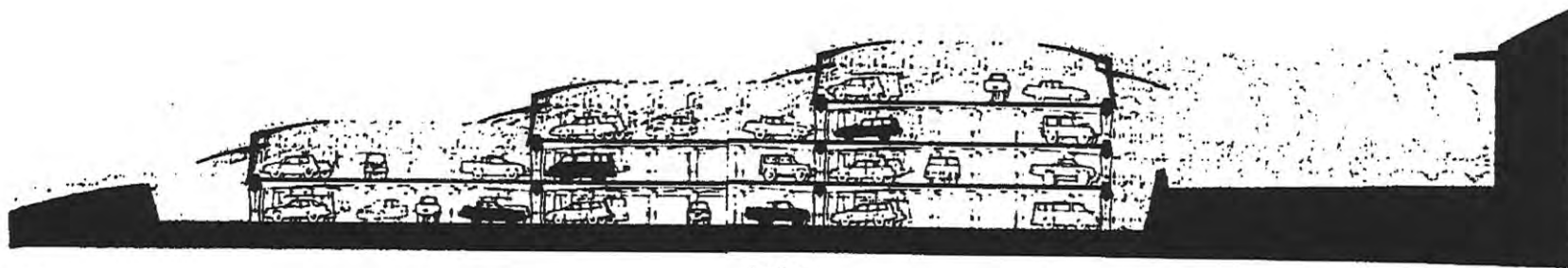
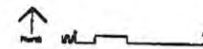
Parking Structure: Palmer Auditorium



Parking Structure: Palmer Auditorium



Second Level Plan



Section

The availability of convenient, pleasantly lit and pedestrian-scaled parking in the midst of the park will make the park itself more available, not only for park users, but also for use by commuters using park-and-ride facilities.

North Shore: Lamar Boulevard to Shoal Creek

The City-owned power generation facility offers two long-range potentials for increased recreational/social activity in the Town Lake Corridor when its power generation functions are replaced through the construction of new plants in other locations. The main building, a formidable structure, encloses large-volumed spaces adaptable to other, more publicly-accessible uses. Large enough to accommodate a festival market, food market, museum or theatre, its nearness to downtown and to Town Lake suggest that it be converted into an activity center complementary to the area. In the event that the railroad is eventually abandoned, utilization of the railroad bridges to gain pedestrian/tram access to and from the cultural, entertainment and recreational activities on the south side of Town Lake will warrant investigation.

Additionally, the building south of W. First Street that houses the cooling water intake for the power plant is ideally situated for conversion to lakeside dining. Site limitations will require valet or remote parking served by special transit. If parking were to be located at the main power plant across the street, a signalized pedestrian crossing will be needed. A water taxi stop will give additional access.

Adaptive reuse of the power plant and intake structures for cultural/entertainment and dining facilities will potentially encourage compatible private development along the lower reach of Shoal Creek as it approaches Town Lake. Ideally, development of this zone of downtown will include residential living.

West Austin and Lamar Beach

The marshy outlet of Johnson Creek immediately east of the MOPAC bridge creates a desirable habitat for wildlife that is worthy of preservation. Accordingly, the path system will be maintained close to the high school access drive to avoid any conflict or impact.



The open, flat fields of Austin High School and their shallow elevation above the lake level suggest their appropriateness for occasional, off school season events, such as neighborhood bazaars or arts and crafts fairs oriented to activity on the lake. The lakeside itself will be enhanced with additional landscaping and possibly provided with a boat rental concession.

In anticipation of an alternative access route to downtown from MOPAC, the Plan assumes no significant increase in traffic volumes, and no pavement widening, of W. First Street. It recommends its disengagement from MOPAC in favor of an alternative route. If connected solely to Lake Austin Boulevard, W. First Street then functions as a secondary access and as part of the circumferential park road around Town Lake.

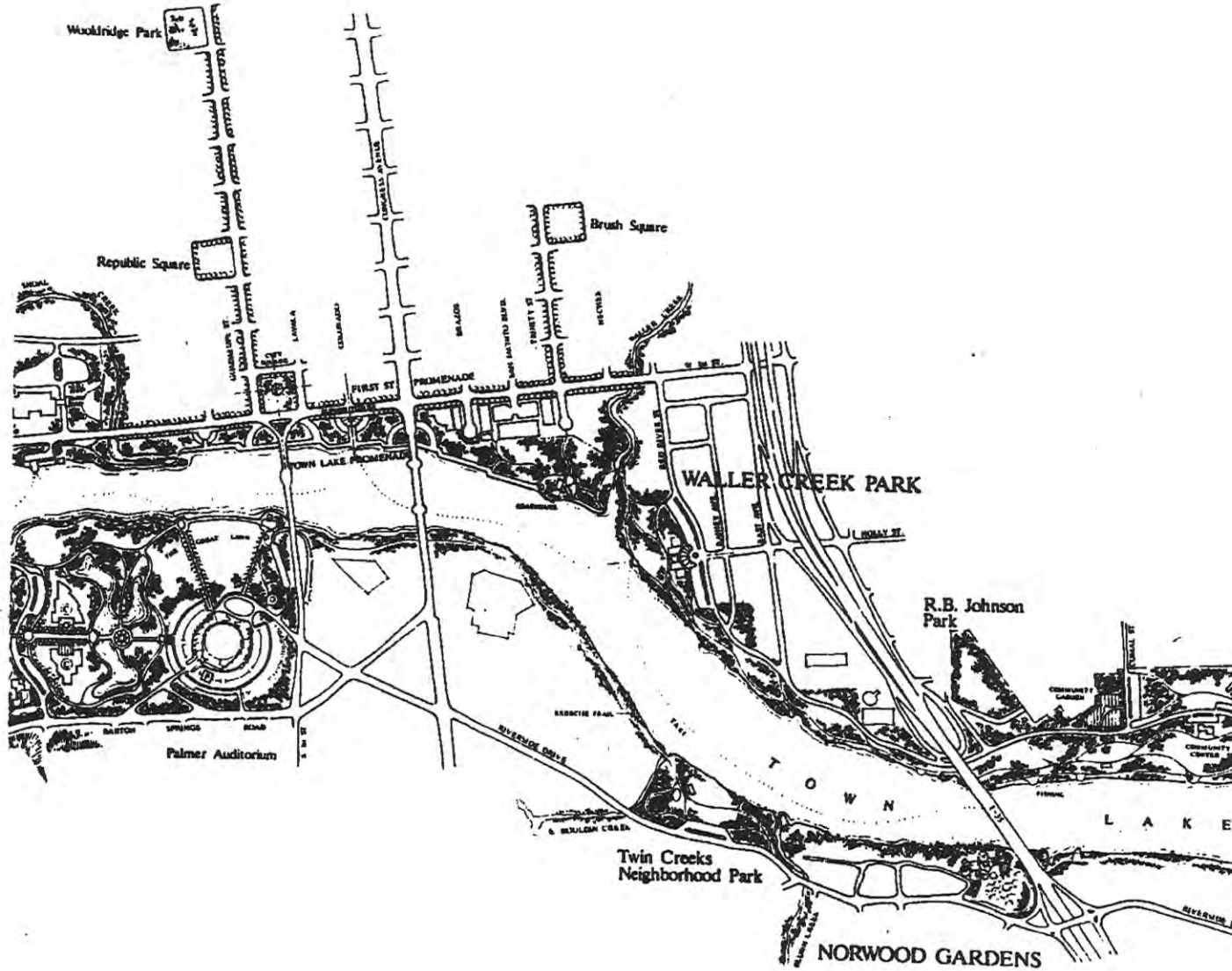
Assuming these future conditions and, further, that safe pedestrian access from West Austin neighborhoods will be incorporated into the alternative access road's construction, that portion of Town Lake Park north of W. First Street will be largely devoted to Neighborhood Park use. Its actual development will need to await the suitable replacement of existing ball fields in a new location and relocation of the Austin Humane Society Animal Shelter. An off-stream lagoon, similar in size to the one at Festival Beach, will provide opportunities for fishing and model-boat sailing and will buffer Neighborhood Park activities from the street traffic and the lakeside Community Park immediately to the south on Lamar Beach. Canals connecting both ends of the lagoon to Town Lake will facilitate water quality and cleansing action.

The YMCA just west of Lamar Boulevard offers recreational facilities and activities that are very complementary to the park. Integration of the two through a major "front yard" open space, strong path system connections and the careful location of conveniences that can serve both constituents, such as food concessions and community bulletin boards, will enhance this fortuitous relationship.

Drake Bridge to Interstate 35

South Shore/Drake Bridge to E. Bouldin Creek

Continuity of public access along the shores of Town Lake will require the acquisition of easements or public ownership of properties along the shoreline. Certain properties, most notably



Drake Bridge to Interstate 35

the Hyatt Hotel and the Austin American Statesman, have provided for the Hike and Bike Trail to continue along the lakeside. The Hyatt Hotel has also responded to its frontage on a public resource by providing facilities and amenities for passers-by. Boating concessions in the vicinity add to the life and vitality of the waterfront.

In areas where public access is not already accommodated, public easements or ownership should be secured in the future. In addition to the embankment along the lake's edge, a nominal dimension of fifty feet back from the edge of the embankment is recommended to accommodate the exercise trail and strolling paths. Detailed on-site observation may vary the dimensions according to natural and built features. Occasional rest stops and overlooks will punctuate the path alignment and landscaping will enhance its character. Access between the path and adjacent private development is encouraged.

Twin Creeks Park

The proximity of E. Bouldin Creek and Blunn Creek as they enter Town Lake lend special significance to the land area between them. Blunn Creek is already a circulation conduit leading residents to Town Lake from neighborhoods sharing its upstream park system. It requires only a functional pedestrian underpass at Riverside Drive and a terminus at the lake's edge to realize its full potential. Parallel improvement of E. Bouldin Creek south of Riverside Drive, perhaps more commercially developed with creekside patio dining and comparable development, will serve neighborhoods further west. Their merged juncture at Town Lake is an appropriate focus for public parkland. Improvements will include provision for neighborhood picnicking, recreation and play and substantial landscaping.

Norwood Estate

Recently acquired by the City of Austin for use as parkland, the Norwood Estate occupies a promontory which offers one of the most dramatic views of Town Lake and downtown Austin available in the city. Located at the critical intersection of Town Lake and IH-35, the site is one of the most visible in the Corridor.

The house, built by one of Austin's most prominent citizens of the 1920's, originally stood toward the center of its grounds, surrounded by gardens over-looking the swimming pool below and to the east. Although not old enough to qualify as "historic", it is a fine example of the bungalow style which was prevalent in Austin in the early part of the century.

Several years ago, the house was moved to the perimeter of the site and has not been used since. A group of citizens in the adjacent Travis Heights neighborhood has begun a movement to raise funds to move the house back to its original site and to rehabilitate it. The Town Lake Comprehensive Plan supports its relocation and rehabilitation as a small meeting/gathering facility much like the popular Zilker Clubhouse. Activities will be limited to those that can be accommodated in the modest sized space of the house and adjoining porches and terraces. Limited parking for such gatherings will be located unobtrusively among the large trees in a low draw to the east of the pool.

The pool itself will also be rehabilitated. Fed by natural warm springs, the pool could be an attractive amenity for general public use, but its high visibility and accessibility create the potential for significant overuse. Opportunities will be sought to open the pool for limited use only -- perhaps for off-season swimmers, seniors or for therapeutic swimming. In any event, its scenic qualities will contribute to the character of the grounds. Fencing and other accommodations necessary to make the private pool usable for more public purposes will be complementary or unobtrusive.

The development of the Norwood Estate will restore the qualities of the original estate -- its spaciousness, its grace and its orientation to the water and the city. Although its location adjacent to the highest traffic carrier in Austin may tempt more intense usage, acknowledgment of the site's small size and its vulnerable scale must prevail. Its development must maintain compatibility with the adjacent residential neighborhood and avoid extensive vehicular access.

North Shore: Rainey Street Area

The Rainey Street neighborhood has been the focus of considerable attention in the past decade, most notably for efforts to preserve its historic character and its Mexican-American legacy. Despite these considerable efforts, this once-thriving neighborhood has experienced physical deterioration. Only 36 houses, fewer than half of which are owner-occupied, remain in the neigh-

borhood today. South of River Street, the land is virtually vacant except for large stands of mature pecan trees.

Significantly, the Rainey Street Neighborhood Association has recently abandoned its preservation stance in favor of redevelopment at a higher intensity. The Town Lake Comprehensive Plan endorses this position and recommends careful redevelopment into mixed uses featuring small scale shops and offices combined with residential living. Commercial activity should animate the edge of Waller Creek, and the mature trees that shade the neighborhood should be protected so that they continue to dominate the character of the area.

All the land south of River Street is proposed to be acquired and dedicated as parkland to protect its pecan forest and enhance the neighborhood. Similarly, the City's Street and Bridge Yard will be better used as parkland than for its present function. The site's situation high above Town Lake offers dramatic vistas up the river.

After the neighborhood redevelopment patterns are established, a cultural facility in the park will expand this site's unique assets. A facility that might profit from its relationship to Sixth Street, a short distance away, by way of Waller Creek, and from the splendid views up the lake to the west would be most appropriate.

A park road linking Red River Street, lower Rainey Street and Waterfront Street continuing under I-35 will take full advantage of the dramatic views and add to the pleasure of a scenic park drive.

The Urban Waterfront

Originally conceived to be the capitol city of Texas from perspectives viewed from the Colorado River near what would become Congress Avenue, downtown Austin's relationship to the water deserves special significance. The City's history, both in the past and more recently, has produced notable urban design features worthy of mention and emulation. Buford Tower's landmark stature lends a special quality to the edge of downtown as it meets the waterfront. Nearby, public ownership of the "square" at the head of Drake Bridge offers the city the potential to "receive" Town Lake Park and, through it, the broader community in a welcoming gesture with strong landscape

design and an architectural or sculptural focal point. Immediately west of Congress Avenue, the streetscape character on the north side of W. First Street extends the landscape/pedestrian values of the park across the traffic artery and effectively knits the visual character of downtown and parkland together. The dramatic, civic scale of the Congress Avenue streetscape improvements further forge this linkage. On the east side of Congress Avenue the integration of private development with public use, resulting in added public lakeside amenities, serves as an example of the concept of joint public/private partnerships that deserves continued application and refinement.

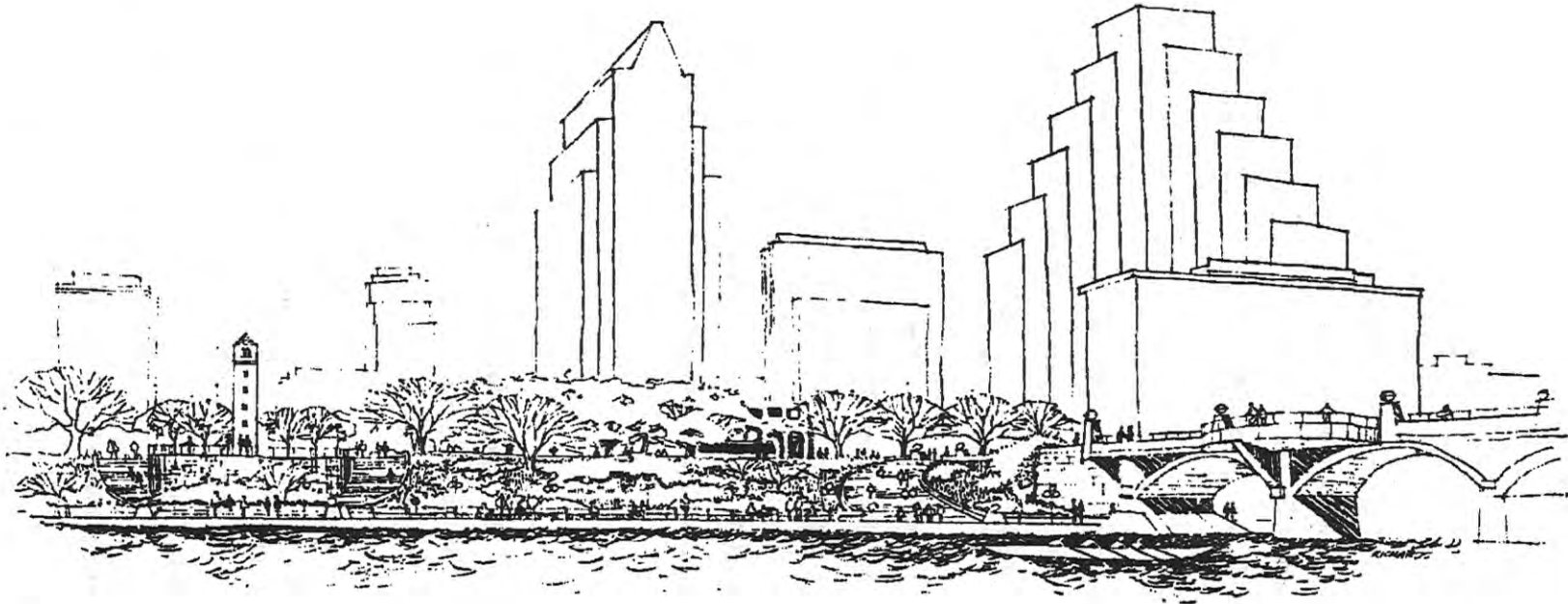
Building on these assets, the Plan proposes a singular urban character for that portion of the lakefront between Shoal Creek and Waller Creek. First Street throughout this reach is viewed as a civic promenade flanked with wide tree-shaded sidewalks on both sides and furnished with special lighting, pavement and furniture. A similar though more modest streetscape character will penetrate perpendicularly into downtown along Guadalupe and Trinity Streets.

The sidewalk on the south (park) side of the First Street Promenade will be punctuated with belvederes, semi-circular pedestrian terraces extending into the parkland at its upper (First Street) level and bordered with low stone walls topped with ornamental iron railings and ornate lighting fixtures. The largest of the belvederes will wrap around Buford Tower, creating a major gathering place and overlook, and descend via curving stone steps on either side to a lower promenade along the water. Other stairway connections between the two levels are at the northern bridgeheads of S. First Street and Congress Avenue. These will be more generous in their dimension with broad treads and shallow risers fitted into the hillside; their design and orientation will encourage sitting, lunching and small gatherings.

The Town Lake Promenade, at the lower level, will be a wide pedestrian walkway immediately along the water's edge and just above the lake's high water elevation. Benches along the inside edge, lighting and other furniture designed especially for the Urban Waterfront will furnish the area; a water taxi landing will animate the waterfront and provide transport to other stops. New trees will supplement the existing landscape, providing shade and enframing vistas of Town Lake. Together, the two levels of promenade will accommodate street performers, artists, food vendors, strolling and people-watching, as well as provide "main floor" and "balcony" observation of performances that could be presented on stages floating on Town Lake.



First Street Promenade



Interstate 35 to The Basin

South Shore

Public access along the lakeshore is proposed as necessary to continue the exercise trail and strolling paths between I-35 and Pleasant Valley Road. At the west end, connections will be made to the sidewalk on the I-35 bridge deck and to a pedestrian walkway below the bridge along the lake's south shore. The existing hotel at the bridge head is a potential water taxi stop.

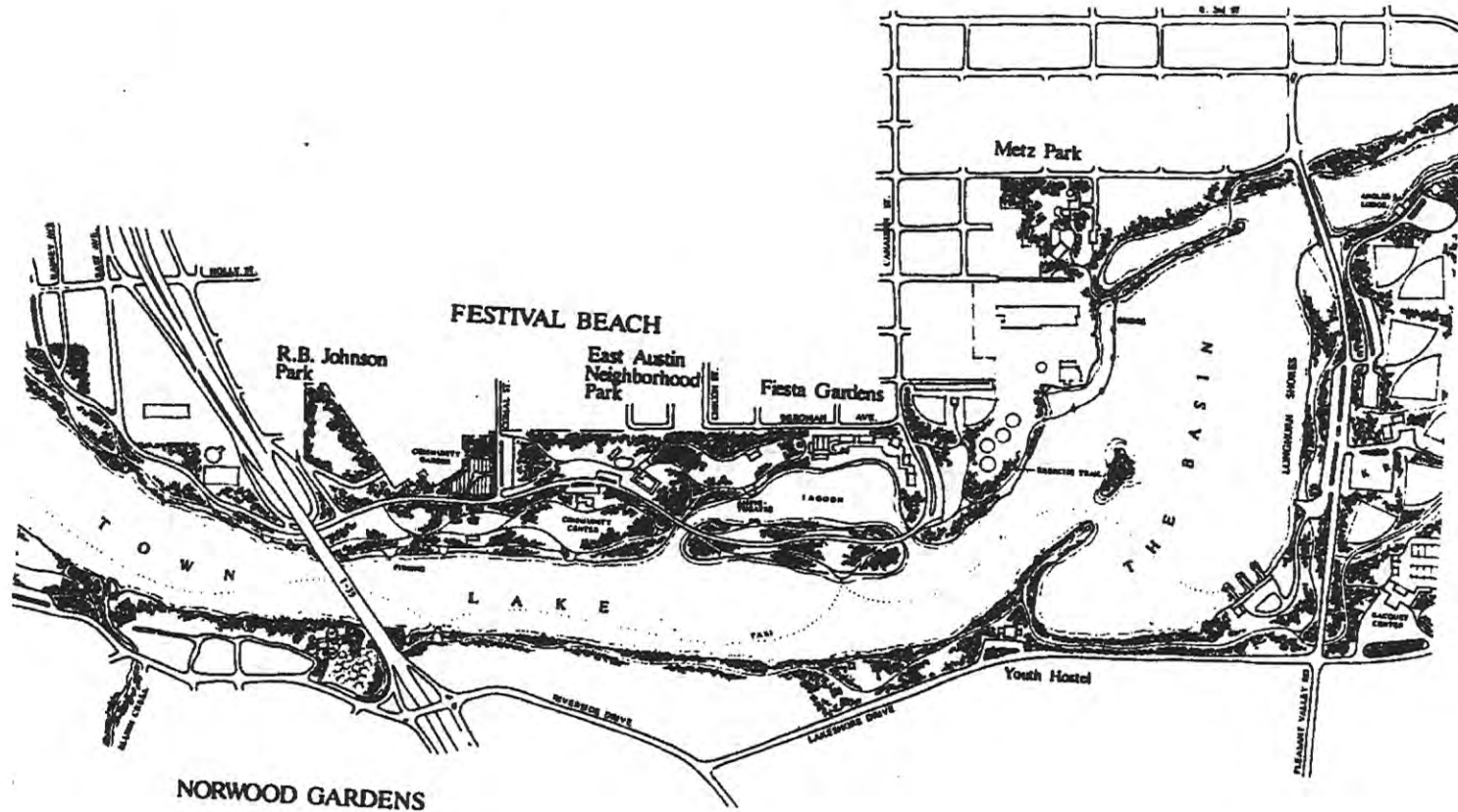
A nominal easement/acquisition dimension of fifty feet back from the embankment to the lake is suggested to accommodate the path systems; detailed on-site observations of natural and built features will vary the dimensions along the way. Landscaping will mitigate occasional impacts between public and private uses; access between the two is encouraged whenever feasible.

At the east end, the parkland expands outward from the lake's edge to Lakeshore Drive at Kasuba Beach. The American Youth Hostel Association is currently negotiating to convert the former private swimming facility on this site to a youth hostel. Preliminary observations of the structural condition of the swimming facility, more recently a storage facility for skulls, dictates a thorough structural inspection prior to its adaption to a hostel or any other permanent public use. This area is a probable candidate for a concession facility on the lake.

The Basin

Originally dredged for soil to construct the dike at Longhorn Dam, the Basin forms the broadest area of water surface on Town Lake. Because it is positioned off-stream from the Colorado River channel, it is free from underwater currents occasioned by the release of upstream water from Tom Miller Dam.

Its expansive dimensions and safer hydrologic conditions suggest the Basin's appropriateness for small boat sailing. This will add a dimension of water-based recreation to Town Lake, one of the oft-repeated objectives of the citizens. Accordingly, the Plan proposes to locate a sailing facility, possibly privately operated, at the Basin's southeast corner near the intersection of Lakeshore Drive and Pleasant Valley Road. The shallow water depth in the Basin will require additional dredg-



Interstate 35 to the Basin

ing to realize the potential of this recreational feature. Desirable depth would be dependent upon the type of craft to be used; however, a minimum depth of five feet with a gradual transition to a sandy shoreline would be required for even the smallest sailboats. Additionally, a system of roped buoys should separate the Basin proper from the main river channel and Longhorn Dam. All boating on Town Lake is to be limited by type and activity according to boating statutes currently in force.

Longhorn Shores, between the Basin's east shore and Pleasant Valley Road, will continue to accommodate parking in a reconfigured pattern. Park amenities conducive to picnicking and passive play as well as strolling paths and shade trees will augment the existing exercise trail through the area.

North Shore: Festival Beach/Fiesta Gardens

At intervals along the Corridor, Town Lake Park touches established neighborhoods. This relationship is especially strong at Fiesta Gardens and Festival Beach. For block after block, neighborhood houses share a common border with the park. These houses are often within easy earshot of heavily-used park amenities such as picnic pavilions, parking lots and an extremely popular swimming pool. In some cases, the most convenient automobile access to these amenities is through otherwise quiet residential streets. Park planning, development and operational decisions inevitably affect the neighborhood's quality of life. Unfortunately, past experience has shown that even the best intentions to improve the park can increase noise, traffic and security problems to the detriment of nearby residents if all factors are not fully considered.

Recognizing this unique interrelationship, the Town Lake Comprehensive Plan recommends an overriding park policy of thoroughly involving residents and community leaders in the planning and administration process for Fiesta Gardens and Festival Beach. This policy is proposed to acknowledge the park's special obligation to work diligently toward safeguarding its vulnerable neighbors. If used to best advantage, this policy can tap neighborhoods as valuable sources for identifying subtle park use patterns and offering relevant suggestions.

Security, an issue identified by the neighborhood adjoining Festival Beach/Fiesta Gardens, deserves priority attention. Public intoxication, dangerous driving and aggressive, boisterous behavior have become serious concerns to neighborhood residents and the many park users alike.

Without reliable control of inappropriate behavior, efforts toward physical improvement will likely be rebuffed as being irrelevant to this more pressing concern. The Plan proposes that security be addressed with a commitment to diligent police protection along with a number of strategic physical interventions. In addition, the Plan proposes a long-range policy of coupling the planning, design and construction of park improvements with carefully considered strategies for resolving attendant security implications.

Since most park users arrive by car, improved traffic control is an important ingredient of a safer park and neighborhood environment. The Plan proposes, for example, that the east end of the park drive be disconnected from Chicon Street where park access cuts deeply through the established neighborhood. Instead, it will enter the park at Canadian and continue across the peninsula between the lagoon and Town Lake. This more southerly path will offer a relaxing, scenic drive with broad views of the water and eliminate the conflict between park traffic and activity. This rerouting will also facilitate the eventual removal of the existing parking lot at Chicon and Bergman, a source of neighborhood irritation. A desirable site for the eventual relocation of displaced houses from elsewhere in the city, it should be secured and lighted in the interim.

Similarly, the cul-de-sacs Chalmers and Saldana, often used as parking areas for nearby picnic pavilions and playscape equipment, are proposed to be removed and the two roads joined together. To discourage its use as a route to the park amenities, the path of the connecting road should lie as far to the north as possible, and a fence should be erected to limit park access to pedestrians. A policy limiting parking on the streets should be established with the help of the nearby residents and future amenities should be oriented toward the main park road to further discourage access through the neighborhood.

Lighting is another security issue identified by the neighborhood to discourage loud nighttime gatherings that occasionally erupt into aggressive behavior. The Plan endorses the neighborhood's recommendation for lighting parking lots and other activity zones. Coupled with a well-enforced curfew, lighting will help discourage inappropriate behavior in the park.

The neighborhood has been a valuable source of planning for Festival Beach and Fiesta Gardens for more than a few years. Many of the Town Lake Comprehensive Plan recommendations for the area are drawn from this neighborhood planning process and the East Town Lake Com-

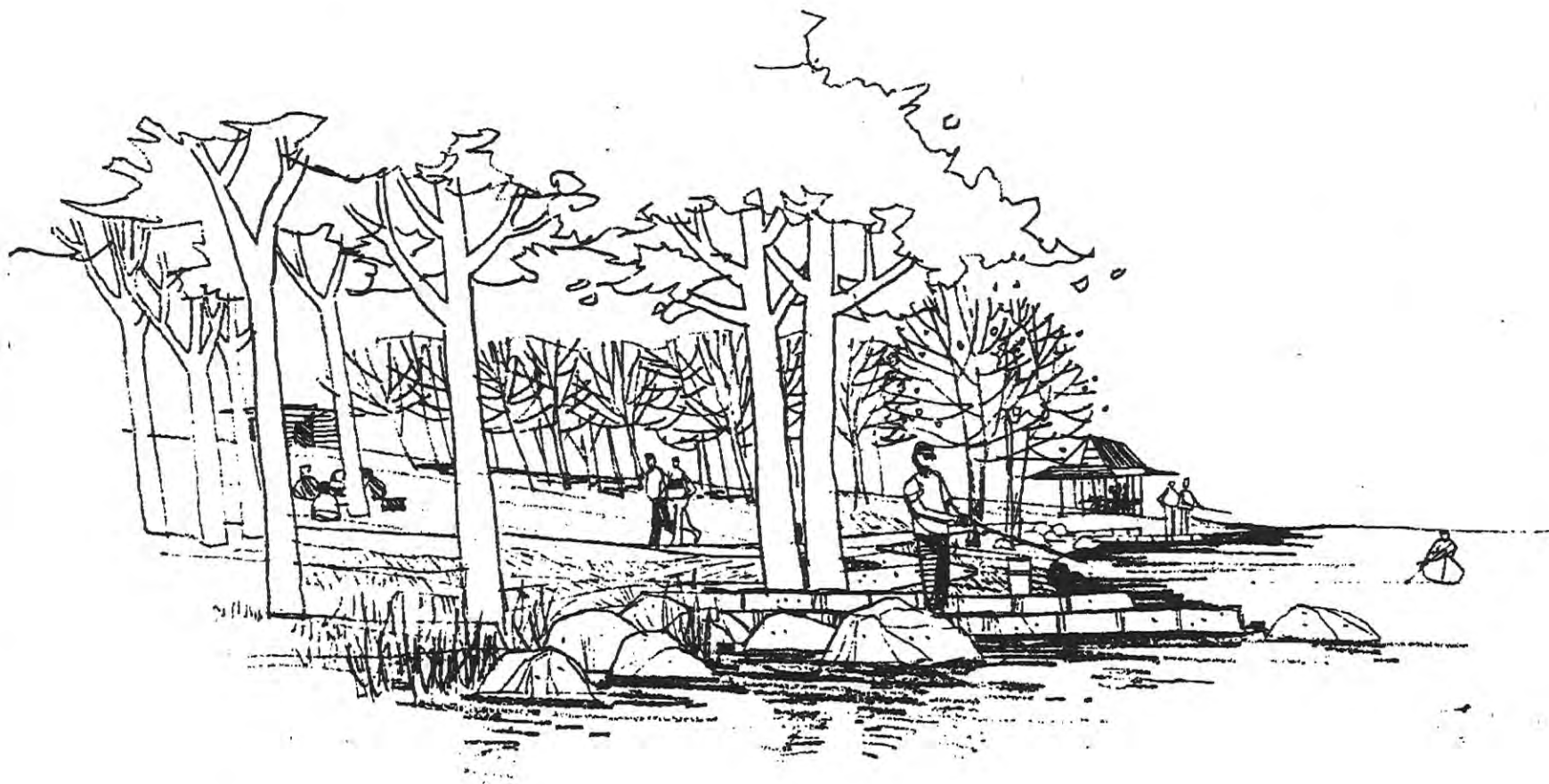
munity/Fiesta Gardens Area Neighborhood Plan of 1984. Accordingly, the Plan designates the Fiesta Gardens complex as a Neighborhood Park facility where neighborhood activities such as industrial arts programs, seniors programs, or children's arts programs can be accommodated. The entry to the complex will be relocated to the east toward Canadian Street. As expansion needs warrant, Fiesta Gardens will be extended along the east end of the lagoon in a scale and character compatible with the neighborhood.

Changes proposed to be made around the lagoon include dismantling the bleachers to make way for outdoor eating areas, picturesque planting and easier access to the lagoon. A grassy slope on the lagoon's west bank will be adapted to an outdoor amphitheater for cultural events and performances to take place with the lagoon as a backdrop.

Fishing, a popular recreational activity in this part of the park, is often hampered by dense water grasses at the shoreline. Accordingly, a fishing pier will be added on the lagoon. To improve the water quality in the lagoon generally, a new channel will be cut on the upstream side and the existing channel downstream will be realigned. Together with some dredging and shoreline modification, the configuration will enhance water circulation, eliminate stagnation and make the lagoon suitable for fishing, recreational boating and other water-related activities.

To completely affect the transition to a Neighborhood Park complex, the chainlink fence securing the grounds will be removed or modified to permit increased neighborhood accessibility consistent with security. Currently a source of neighborhood irritation, the existing fence protects facilities from vandalism. An attractive fence enclosing the most sensitive portions of the building complex designed so that generous gates are kept open most times will provide necessary security after curfew and for special occasions, but leave the area open to the neighborhood most of the time.

Anchored on the east by the building complex on the lagoon and extending west to include the Martin Pool and the Fire Marshall's office, the Neighborhood Park will be the site of a host of special amenities specific to the community. An enlarged Martin Pool with an added wading pool, expanded playscape equipment and additional picnic pavilions, barbecue facilities and public restrooms will enhance this area. The Fire Marshal's building is proposed to eventually be converted to a community center.



Shoreline character: Festival Beach

While the Fiesta Gardens Neighborhood Park will be the area of most concentrated activity, the entire area from the Metz peninsula to I-35 will be developed for pastoral park enjoyment. Clusters of park benches, drinking fountains, and picnic tables will be available along meandering paths. Public restrooms, a much-needed addition, will be available in sufficient number to encourage all-day park visits without interruption. Abundant tree plantings will ensure a pattern of dense shade to complement the hot open spaces.

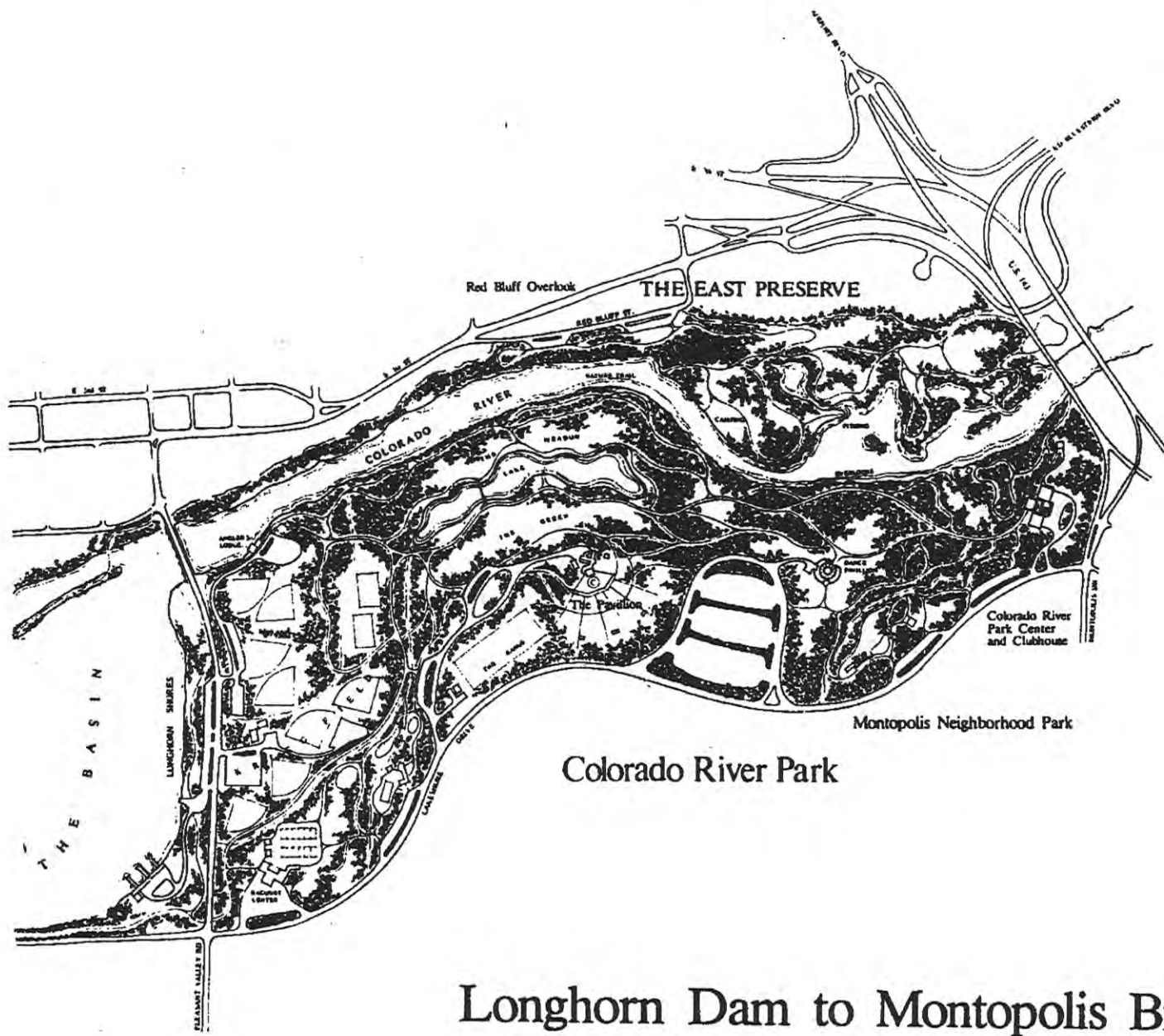
The exercise trail will be rerouted to the lake side of the power plant via a curving steel bridge over the water to link Festival Beach and Fiesta Gardens to the Metz peninsula and the rest of the trail loop from MOPAC to the Longhorn Dam.

The shoreline itself will be a place for strolling, fishing or informal gathering and, in some places, scenic driving. Free of buildings and other high activity that might otherwise interrupt its pastoral character, it will occasionally be punctuated by fishing outcrops. When seen from the south shore or from I-35, the shoreline will appear green and natural, reinforcing the beauty of the lake itself.

Longhorn Dam to Montopolis Bridge

Colorado River Park/Krieg Field

The largest single effort in terms of land acquisition and capital investments for improvements proposed in the Town Lake Comprehensive Plan is the development of the Colorado River Park at the east end of the Corridor. The area along the south shore of the free-flowing Colorado River between Longhorn Dam and Montopolis Bridge is unique in the Corridor in several ways. As the only stretch of the river that remains a natural waterway, its banks, floodplains, vegetation and wildlife exhibit a more native character than the upstream, dammed portion of the river. This area is also relatively less developed than other portions of the Corridor. Major roads have never been cut to facilitate development east of Pleasant Valley Road and north of Riverside Drive. Land in the area currently dedicated as parkland includes Krieg Field and undeveloped or underutilized acreage such as the existing Colorado River Park (31 acres on the south shore immediately west of Montopolis bridge) and the south bank of the Colorado River between it and Krieg Field.



Longhorn Dam to Montopolis Bridge

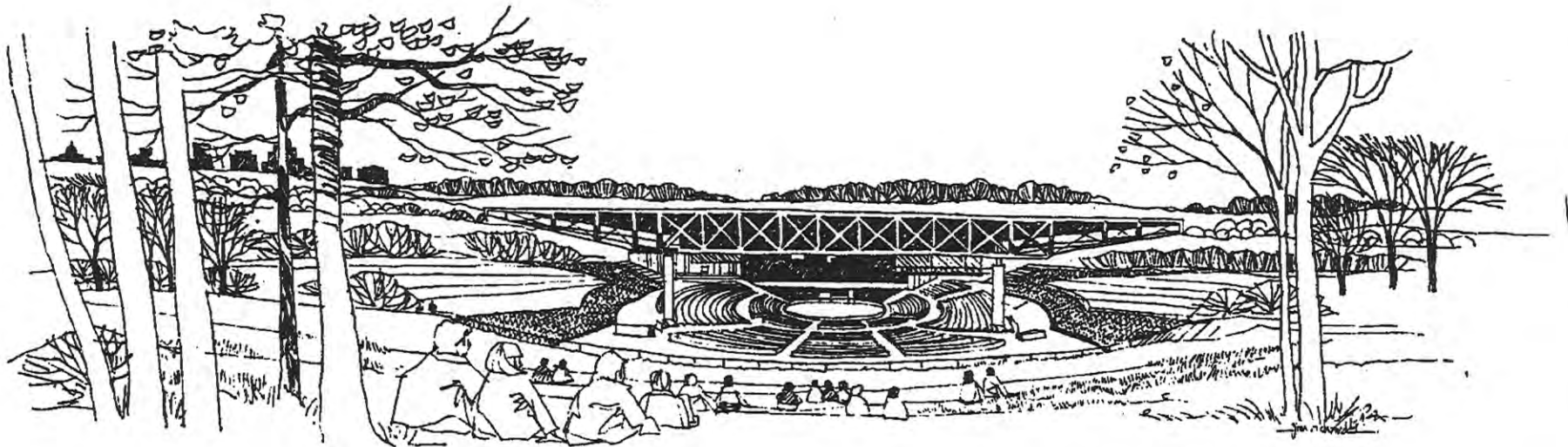
This proposal for a new Colorado River Park expands existing city property through the acquisition of significant new holdings to create a major metropolitan park at the east end of the Corridor that will be comparable in scale and its scope of activities to Zilker Park. Just as Zilker Park has been available to grow with Austin and meet its expanding cultural and recreational needs over the last fifty years, so the Colorado River Park will be available to meet such needs for the next fifty years of the city's future. Like its western counterpart, Colorado River Park will incorporate a broad range of park types, from Preserve to Cultural Park, and accommodate a wide range of activities from nature trails and paths to large gatherings for performances.

The extension of Lakeshore Drive between Pleasant Valley Road and Montopolis Drive is critical to the development of the Colorado River Park. Once this road is established as a major east/west route, the park will have excellent access from I-35 on the west and US 183 on the east.

Such accessibility will be particularly important to the success of the Performance Pavilion, proposed to accommodate city-wide indoor/outdoor theater and musical events. Modeled after similar successful facilities such as Wolf Trap outside Washington, D.C., the pavilion will contain 4,500 - 6,000 seats under shelter and 7,000 - 10,000 seats on an amphitheater lawn. The position of the pavilion in the park is based on locating optimum slopes for amphitheater seating and on finding a location where the audience can look beyond the performance stage to dramatic views of the downtown skyline available from Colorado River Park. Although sheltered seating areas and the stage area will need to be secured at other than performance times, the amphitheater lawn, restrooms, and concession kiosks can be used for informal, everyday park use as well as for performance use.

Two kinds of parking will be provided for the Performance Pavilion. Permanent paved parking areas for 1400 - 1600 cars will accommodate about the same crowd as the covered portion of the Performance Pavilion. These parking areas will be centrally located in the park so as to serve as fully as possible the general parking needs of Colorado River Park as well as performance parking. They are configured to penetrate deep into the park toward the scenic meadows and trails in the floodplain area beside the river below.

To meet the needs of the largest performances in the pavilion, approximately 2000 temporary overflow parking spaces will be arranged on a large, open field. When it is not required for parking, the field will be occupied by a golf driving range. Particularly well-suited to this shared use



Site character: Performance pavilion in Colorado River Park

because soil compaction or rutting are not as serious as they would be to playing fields, the driving range will also provide a source of revenue.

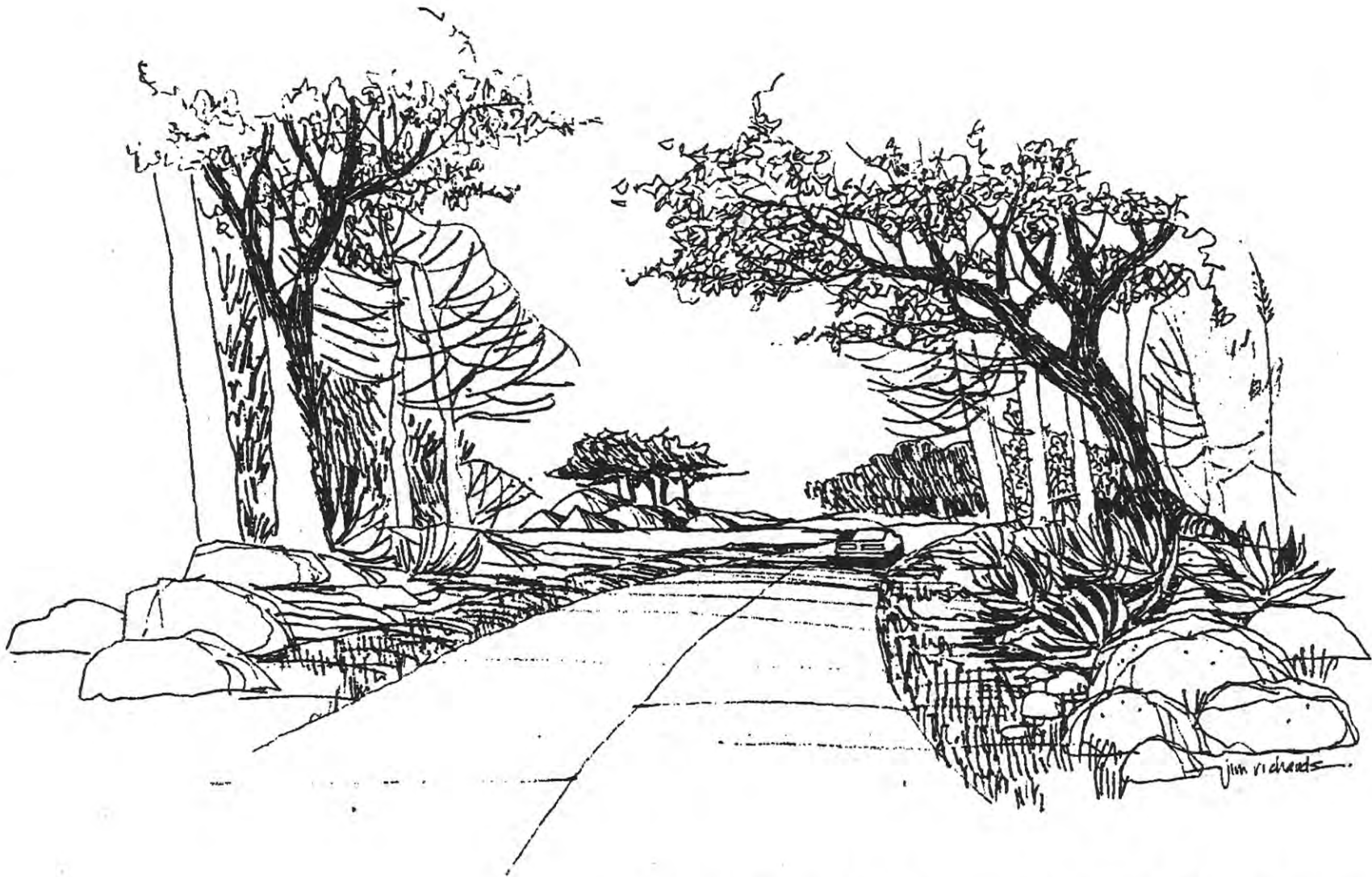
All existing baseball diamonds at Krieg Field will remain in their current configuration. Extensive landscaping will be initiated to transform the visual character of the site to a gentler, more parklike environment. Trees will shroud light poles, backstops, fences and bleachers and give welcome shade and a cooler ambient temperature for the comfort of both players and spectators.

New facilities to be added near Krieg Field include an Angler's Lodge near Longhorn Dam where fishermen already gather. This will be a modest facility with a small meeting room, supplies shop, and restrooms for use by various organizations but especially dedicated to anglers. Information about fishing in the river and Town Lake will be posted here.

South of Krieg Field on the extended Lakeshore Drive, a Health and Fitness Center will serve a purpose similar to the YMCA at the west end of Town Lake and, perhaps, be similarly managed independent of the City. Programming of the facility is more detailed than the scope of this study allows, but might include tennis courts, basketball courts, racquetball and squash courts, weight and exercise rooms, and a swimming pool.

A large area of the Colorado River Park occupying the high, heavily-vegetated bluff in the southeast portion of the park will be dedicated to general recreational needs. Blessed with many large, beautiful trees and spectacular views to the northwest toward downtown, the area is ideally suited for informal park gatherings like picnicking and church and family gatherings. The area will be generously populated with barbecue pits, tables, benches, picnic pavilions, a playscape and games areas for activities such as basketball, volleyball and frisbee.

Several special facilities have been requested by citizen groups for this area. At the west end of the bluff, where the views are particularly dramatic, an open-air dancing facility is planned for festivals and other special occasions. Large events may use the adjacent Performance Pavilion as well, and parking will be convenient for sizable crowds. At least one meeting/recreational facility will be located in this part of Colorado River Park.



Park drive character: Colorado River Park

A portion of Colorado River Park adjacent to the Montopolis neighborhood will be designated a Neighborhood Park. Partially separated from the larger park by existing creeks and topographical change, this more modest-sized area will have facilities programmed and scaled more to the needs of the immediate community than to the city at large. In this way, it will parallel other portions of Town Lake Park dedicated for use by the East Austin, West Austin, Travis Heights, and Barton Hills neighborhoods where they abut the park.

The East Preserve

The entire lowlands area and bluffs on the north side of the Colorado River east of Longhorn Dam to the Montopolis Bridge is designated as a Preserve in the Town Lake Comprehensive Plan. The East Preserve will match the similar conservation of wild areas occurring at the west end of the Corridor upstream from MOPAC to Red Bud Isle.

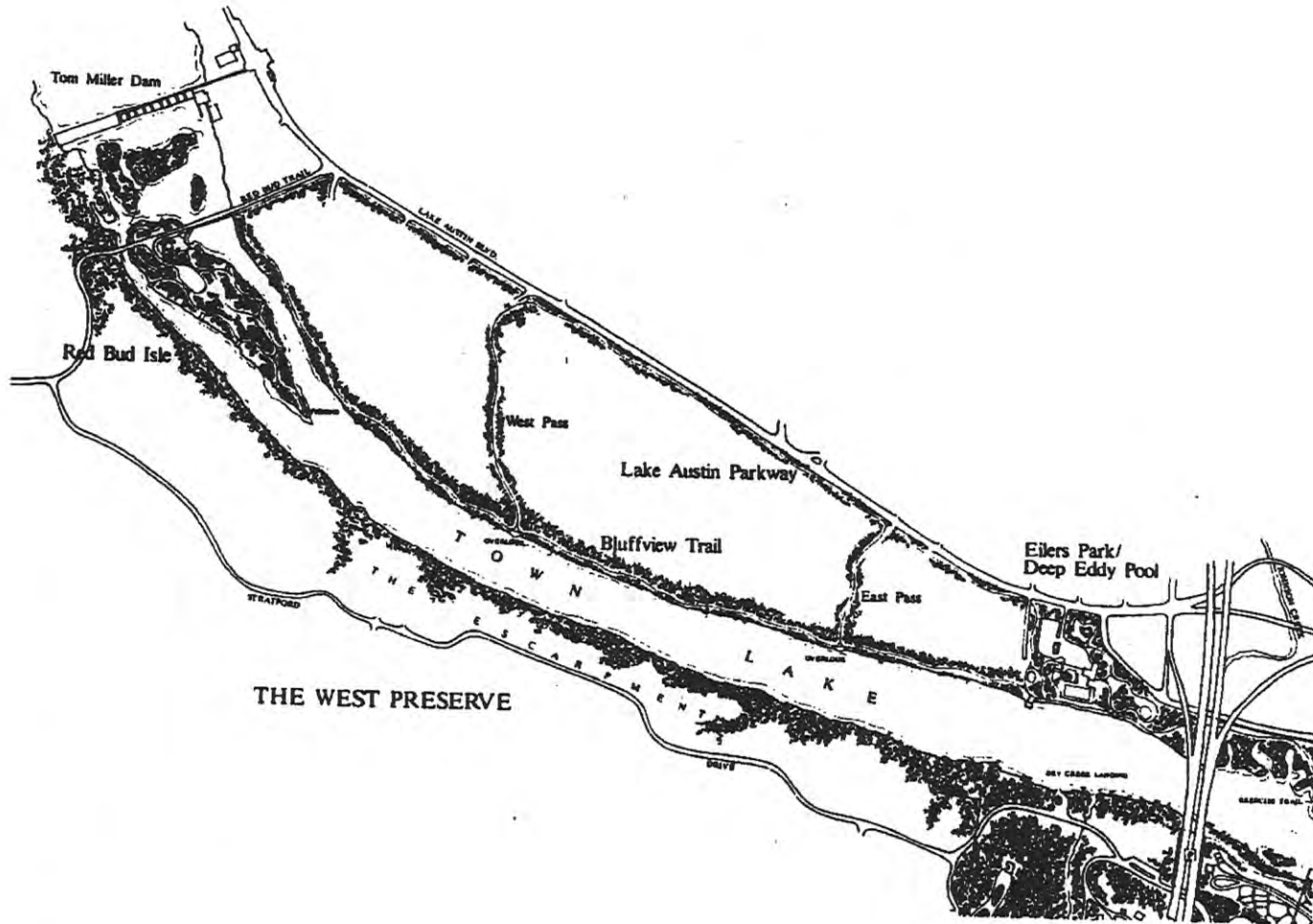
Much of the land in the East Preserve was recently donated to the City and is in the river's floodplain. The land is cut irregularly by rivulets and has been extensively excavated. Although far from being in a native state, the area's lack of development gives it a scenic and even dramatic character. Exceptional vistas of the entire river valley are experienced from the bluffs that form its north edge.

Access to the East Preserve will be limited to nature trails and fishermen's paths from parking areas under Montopolis Bridge and from an overlook park on the south side of Red Bluff Trail. Wildlife and water fowl will be nurtured in the preserve and native river-bottom vegetation typical to central Texas will be interpreted. Man-made scars will be healed so as to restore a wild and natural feeling to the area. The beauty of the free-flowing Colorado River will be the primary asset of this extension of the Colorado River Park.

Tom Miller Dam to Mopac

Eilers Park/Deep Eddy

Presently well-concealed behind commercial uses fronting on Lake Austin Boulevard, Eilers Park and Deep Eddy deserve improved access and visibility. Accordingly, the Plan proposes



Tom Miller Dam to MOPAC

that the commercial properties be acquired as they become available and the park expanded accordingly. Additional expansion will replace the adjacent City maintenance yard. The expanded area will allow for needed additional parking and concession activity to supplement the existing swimming, recreation and play facilities. A water taxi stop will give additional access from the lake side.

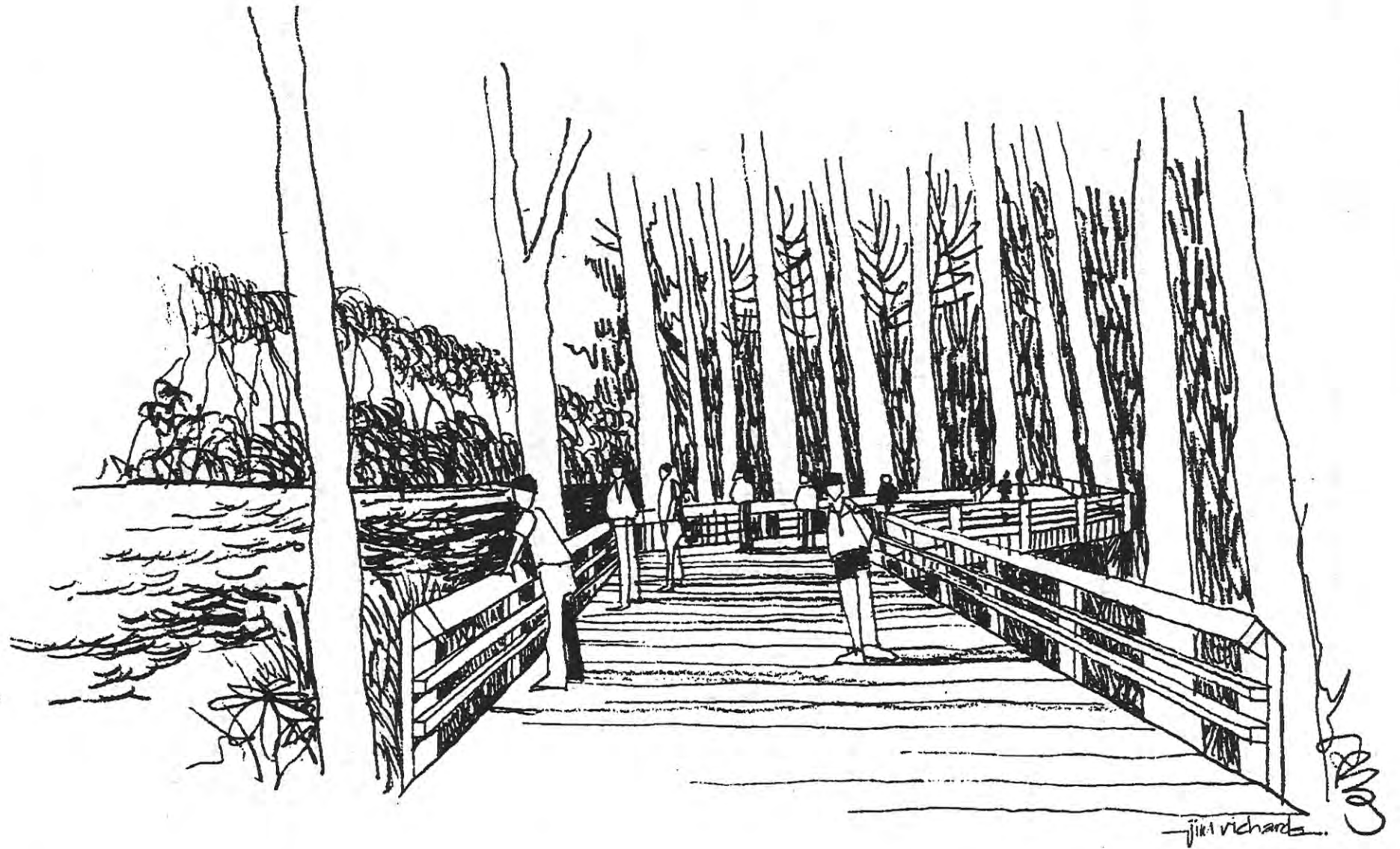
The West Preserve

The steepness of the south shore bluffs and the occasional flood inundations of Red Bud Isle have protected the rugged, untamed qualities of the natural landscape in the westernmost reach of Town Lake between Tom Miller Dam and the MOPAC bridge. The sense of wilderness that prevails here has been greatly abetted by minimal development of the University of Texas' Brackenridge Tract along the north shore. The quiet outdoor biological research activity occupying the large central section of the property adds to the area's emphasis on nature.

Red Bud Isle will remain predominantly natural in character to serve the community's expressed desires for a sense of wild landscape in these unspoiled areas. With uses limited to fishing and picnicking, overcrowding of its resources will be controlled by limiting parking to small, pervious stalls along the island's central ridgeline. No conveniences or furnishings are planned. Ultimately, an aerial bridge across the lake is recommended to replace the existing low-water crossing and further isolate Red Bud Isle as a wilderness area.

Similarly, the bluffs along the lake's south shore are to be preserved in their natural condition with no access accommodation provided.

Preservation of the north shore, and to a large degree the entire reach, will be dependent upon the future of the Brackenridge Tract. Continuation of the University's research and low-rise residential uses will serve the environmental quality of the zone best. In any event, public access along the lake shore on land in the floodplain will provide for pedestrian access to Red Bud Isle from Eilers Park. In keeping with the natural setting and respectful of the biological research needs, circulation will be limited to a nature trail, elevated above the ground as necessary to avoid damage to the environment or interruptions of research. Occasional overlooks will frame views of the lake and the wooded bluffs rising dramatically from its south shore. The overlooks also serve to punctuate



Boardwalk in the West Preserve

the nature trail's intersection with two other potential paths following natural drainage ways down the slope from Lake Austin Boulevard.

A greenway setback proposed along the south side of Lakeshore Boulevard will accommodate a trail for hikers and bicyclists and provide a landscape foreground for abutting uses.

Circulation

Currently, Town Lake enjoys only one system of circulation. Even though it is not as yet complete, Town Lake's Hike and Bike Trail is an extremely popular and attractive facility, a model coveted by other communities. Roadways might be mentioned as a second existing system since automobile access is provided to most areas of the park; however, because access to the park is generally a secondary function of the existing public streets and roads, they cannot be said to compose a park road system. In general, visual and physical access to parkland is inadequate and trafficways impact parkland adversely (e.g. Barton Springs Road in Zilker Park) more frequently than they contribute to its enhancement.

The Town Lake Comprehensive Plan proposes an hierarchal circulation system composed of six modes: vehicular, public tram, exercise trails, bikeways, strolling paths and water taxi. While some may overlap or coincide on occasion, (most notably, all systems will occasionally share space with bicycles), each is conceived as an integral system.

Vehicular circulation

Modifications to the existing street pattern, combined with some park expansion, will provide greater opportunity to experience Town Lake Park from the car in a "ride around the park". Beginning at Congress Avenue and First Street, the route proceeds eastward on the proposed First Street Promenade to a right turn onto Red River Street, which is proposed to be modified in alignment to flow into lower Rainey Street and Waterfront Street. After passing below I-35, an intersection reconfiguration will favor easy movement into the park road through Festival Beach. To eliminate park traffic impact on Bergman Street, the park road will bend around the south side of the lagoon at Fiesta Gardens and continue via Canadian Street to the East First and East Second couplet.

A turnoff onto Red Bluff Street from East First Street will provide dramatic vistas of the Colorado River Park.

After crossing over Montopolis Bridge, the park route will continue on the proposed extension of Lakeshore Boulevard with visual and physical access to the park along its entire length to Pleasant Valley Road and beyond to Kasuba Beach. The route will continue on Riverside Drive past the Norwood Gardens and Twin Creeks Park to Barton Springs Road. From Barton Springs Road, a roadway loop into Auditorium Shores and around to Lamar Boulevard will provide access to museum sites. From South Lamar Boulevard to MOPAC, existing or proposed parkland consumes both sides of Barton Springs Road, from the foot of the bluffs south of the road northward to Town Lake. Another drive loop through the southern half of Zilker Park gives access to picnic areas and to Barton Springs Pool. Other existing roads have been removed from Auditorium Shores and Zilker Park to enhance park quality and eliminate pedestrian conflict.

Stratford Drive, Red Bud Trail and Lake Austin Boulevard continue the park route to MOPAC where the Plan proposes to disengage West First Street from MOPAC in favor of an alternative access route to downtown. This will allow the park route to continue on West First Street through the Lamar Beach area and along the First Street Promenade to Congress Avenue.

Parking

Parking in Town Lake Park is proposed to be more concentrated than in the past and shared wherever possible with other, non-park users. The park's proximity to office and retail centers that predominantly utilize daytime/workday parking facilities affords the opportunity to extend that usage into evening and weekend hours for park visitors. Opportunities that arise to avoid or minimize the use of parkland for parking through off-site or structured parking facilities should be captured. Small lots for handicapped, short-term convenience and off-hour parking will, of course, be provided at each destination point in the park.

In general, the Preserve areas will be provided with only limited surface parking lots positioned near their entrances so as to minimize their impact on the environment. Where appropriate, the surface will be pervious to prevent storm water runoff and environmental degradation.

Parking will also be limited to small surface lots at Neighborhood Parks. Pedestrian access to these will be emphasized through enhancement of walks and trails.

The Urban Waterfront will depend entirely upon off-site parking provided by nearby public and private facilities.

Community Parks will be furnished with parking lots at individual destinations within them. The exception to this is Zilker Park which, together with the Pecan Gardens and the Cultural Park at Auditorium Shores, will depend largely on parking structures served by the park tram system to distribute visitors throughout these areas. Structures below the MOPAC bridge on the west end and Palmer Auditorium at the east end are favorably sited for downtown park-and-ride transit use. The latter structure will encircle all but the lakefront side of the auditorium and will feature stepped terraces draped with vinery so as to blend into the green landscape of the Cultural Park. Two other parking structures flanking the Pecan Gardens are to be joint public/private facilities to serve private development as well as park users in the area.

Tramway

A transport system will distribute visitors to destinations in Zilker Park, Pecan Gardens and Auditorium Shores from the parking structures at the east and west ends of the zone. To travel along its own surfaced right-of-way, the system will employ powered tractor units followed by one or two unpowered trailers. To be recreational in appearance, the vehicles will be open sided with passengers entering along the entire side directly into each row of bench seats. Route configurations will serve all attractions in the Corridor between Palmer Auditorium and Austin Nature Center.

Exercise Trail

As popular as the existing Town Lake Hike and Bike Trail is, overcrowding caused by its multiple use by joggers, bicyclists and strollers produces confusion, conflict and occasional danger. Accordingly, the Plan proposes to separate these different users wherever feasible. Removing the bicyclists and strollers from the Hike and Bike Trail will free it for its primary intended purpose, exercise walking and jogging. Distance markers, rest stops, drinking fountains and showers will furnish the trail.

Bikeways

The speed at which bicycles frequently travel in the park suggests that they be allocated accommodations separate from pedestrianways. Within Zilker Park, Pecan Gardens and Auditorium Shores, the tramway will double as bikeway. Its paved surface and greater width will assure greater safety and comfort.

Elsewhere throughout Town Lake Park, bicyclists will share rights-of-way with automobiles, joggers and walkers as required by site-specific circumstances. Bikeways will be outfitted with parking racks at popular destinations and rest stops.

Strolling Paths

The most pervasive circulation system to be developed throughout Town Lake Park, strolling paths will lead visitors from point to point along a relaxed, meandering course that touches nature more fully than the other systems and presents a variety of vistas. Moving along the edges of open fields, through shady woods and abundantly furnished with benches, shelters, drinking fountains and amenities, the strolling paths will provide an entirely new and enjoyable dimension to experiencing Town Lake Park.

Water Taxi

As the activities and destination facilities proposed within and along Town Lake Park are more fully realized, the variety of the attractions will generate a desire for alternative access between them. The experience of travelling from one feature to another by boat rather than by car will become an attraction in its own right.

While a water taxi system is flexible and can be readily adapted to changing conditions over time, stops are envisioned at destinations such as Town Lake Promenade, Auditorium Shores, Pecan Gardens, Zilker Park and Fiesta Gardens.

IMPLEMENTATION PROGRAM

The Town Lake Comprehensive Plan presents a vision of the outstanding recreational and aesthetic opportunities that exist within the central corridor of Austin. Because it is comprehensive, the scope of these recommendations is broad and wide-ranging. Because it is visionary, it looks beyond present day constraints and sets a course for the future. Its ultimate realization will be dependent upon the actions and commitments of more than one generation of Austinites.

Yet, if the opportunities for improved civic beauty and increased quality of life delineated in the Plan are to be available to the next generation of Austin's citizens, initial steps, such as acquisition or control of available key sites, will need to be taken immediately. The dynamic nature of the city and of the Town Lake Corridor could produce change that could otherwise preclude the Plan's eventual implementation.

Investment in the Plan's implementation should represent Town Lake Park's significance to Austin as a community of citizens and to the individual businesses, institutions, organizations and people who enjoy its benefits. Multiple sources of funding are necessary. The Plan, which seeks to minimize public costs, generate revenues, attract private investment and encourage contributions, includes several significant public/private joint venture opportunities.

Accordingly, the implementation program for Town Lake Park has been structured so that responsibilities can be shared by the City of Austin and the private sector over a long period of time. As with any complex publicly or privately-based development program, it includes a combination of financing tools and incentives with proper vehicles to manage them, an appropriate organizational approach, and an imaginative physical master plan which can be carried out incrementally. Although some elements should be addressed by the City and private leaders in the immediate future, other activities may be inappropriate or infeasible until some later time, perhaps as distant as 15 to 30 years. A central theme is that a special organizational structure must be set up and maintained to provide credibility and follow-through for the Town Lake Comprehensive Plan over the long term.

Organizational Structure

A new, non-profit charitable organization should be established to complement Austin's Parks and Recreation Department. Through the organization's governing board, the City and its Parks and Recreation Department will have a "partner vehicle" to provide funding, receive contributions, and manage (or negotiate for management) several key elements of the Town Lake Comprehensive Plan's implementation program over the next three decades.

The concept of establishing quasi-public organizations to supplement the activities of local government is well established in the United States. The federal government has determined that the range of services provided by tax-exempt or charitable organizations is sufficiently significant to warrant exclusion from tax liability under the Internal Revenue Code. Of seven categories of exempt-purpose organizations allowed under Section 501(c)(3) of the Tax Code, research suggests that the "Charitable Organization" designation is the most appropriate for a new umbrella organization for the Town Lake Park implementation program. A charitable group is defined as one that erects or maintains public buildings, monuments, or works and which lessen the burden of government. More specifically, the program could be organized under the regulations affecting a category of charitable organizations called "Municipal Improvements Corporations", defined as non-profit corporations proposed to be formed to effect certain improvements to municipally-owned property. As described by the Federal Tax Code, the corporation would be non-taxable where: "all of the capital stock of the corporation is issued to the City in exchange for a lease on the property, the lease to provide that at the end of its term or as soon as the indebtedness of the corporation is retired by it, or when the City assumes or discharges the outstanding debt of the corporation, whichever occurs first, the City would become absolute owner of the improvements. Funds necessary to make the improvements would be borrowed on debenture notes by the corporation, secured by a pledge of the net revenues from rentals of the approved property, and the debt would be liquidated from the proceeds of operations over a period approximately the length of the lease."

Establishment of a Municipal Improvements Corporation for the implementation of Town Lake Park will provide a number of advantages. First, the corporation could engage in joint venture efforts, partnerships and lease arrangements with outside parties, all governed by a legally mandated Board of Directors. Since the City of Austin would hold all of the capital stock of the corporation and would eventually own outright all of the improvements made by the corporation on municipally-owned property, the City would stand to benefit by the existence and performance of the corpora-

tion. Second, the non-profit charitable status of the Town Lake Municipal Improvements Corporation would provide credibility for the organization, since its purpose is to carry out the Town Lake Plan without acting as a private business venture. Third, the organization could, through its capacity to generate and receive revenues dedicated to implementation of the Park's plan, take on specific projects in the Town Lake Corridor contingent on the ability of the City's Parks and Recreation Department to partially or wholly underwrite those projects. Finally, because the nature and sources of potential funds for carrying out the Town Lake Comprehensive Plan fall largely outside existing financial mechanisms in the Parks and Recreation Department budget, the Municipal Improvements Corporation could serve as the City's charitable "umbrella organization" to receive and administer funding from these diverse sources.

The Town Lake Municipal Improvements Corporation must have a clearly stated charitable purpose and must be incorporated as a non-profit organization under the Texas Non-profit Corporation Act. It is critical that, at the time of incorporation, its charitable purpose be defined as creating a broad range of recreational opportunities for the residents of Austin. Further, it should be stated that the proposed improvements, such as the Pecan Gardens and Performance Pavilion, would be highly improbable without a strong degree of City and charitable organizational ownership necessary to make the projects workable.

The Corporation must have a Board of Directors of at least 15 members for legal incorporation. Terms of Board membership should be staggered so that reappointments occur on a schedule separate from municipal elections and City budgeting periods. Staggered terms will provide an inherent consistency of operating procedure and policy that will be vital in carrying out the Town Lake Park implementation program over a long period of time. Members should be selected for their insight as to the value of Town Lake for the entire city of Austin and should represent specific areas of expertise, experience, and enthusiasm for Town Lake's Comprehensive Plan. Because the private sector fundraising component will represent a substantial portion of financing available for elements of the Plan, it is critical that a strong relationship be established with Austin's corporate leadership and local, regional and national charitable foundations and private benefactors. Board representation should include a cross-section of Austin's local, state and national leaders. The Board must also include broad contact and implementational liaison with neighborhood groups whose areas of concern are affected by future improvements proposed in the Town Lake Comprehensive Plan. Through the personal stature of Board members, the Town Lake Municipal Improvements Corporation will be established as a "blue ribbon" organization, dedicated to the enhancement and improvement of the

Town Lake Corridor. Because the Municipal Improvements Corporation must be seen by the public as an independent group, its Board must be viewed as strictly bi-partisan and non-political. To succeed, the Corporation must establish itself as a strong force in the Austin area. This will be accomplished through the status and credibility of its Board members and by initiating achievable activities in the early years of its operation.

Because the tax laws governing this type of organization were radically changed in 1986 and technical corrections for the Tax Reform Act of 1986 are currently being written, it is critical that the concept of establishing a Municipal Improvements Corporation receive thorough legal review to assure its appropriateness and refine its specific application.

Funding Program

Through the Municipal Improvement Corporation's organizational structure, and because the City of Austin will own all of the stock in the charitable organization, a strong partnership opportunity will exist between the two to encourage investment, job creation and special project funding to implement the Town Lake Plan. Because the Plan is comprehensive and its implementation staged over a 25 to 30 year time period, flexibility of funding programs will be necessary to respond to economic cycles, changes in the Austin development community, and the inevitable expansion of the city's population. As Austin grows, Town Lake Park will become more precious and valuable to the entire community.

Tax-exempt status combined with flexibility and long-term policy stability in carrying out the vision of the Plan will make the Municipal Improvements Corporation the logical "partnership vehicle" to work with the City of Austin in seeing that the Plan's goals are met. As a charitable organization benefiting the city, it will be legally empowered to implement funding actions in each of four recommended categories for the Town Lake program: public bonds, public funding sources, private sector fund raising, and public/private partnerships, each of which is described with specific applications in the paragraphs that follow. The funding programs are diverse in their scale and appropriateness, logical uses, and processes necessary to carry them out. Opportunities for application of the funding sources will change over time. At certain points, it may be prudent to emphasize one or more while de-emphasizing others. If economic conditions and public support warrant, it may also be possible to utilize all four funding sources simultaneously.

Public Bonds

Tax Exempt Bonds: As a 501(c)(3) charitable organization with bonding capacity, the Municipal Improvements Corporation will be exempt from the allocation cap based on population on the amount of public bonds that the State of Texas can offer. Because the Corporation will serve a public benefit, the "ultimate use" of its bonds should allow them to be tax-exempt, despite the fact that in some private operators may manage for-profit enterprises in Corporation-owned facilities.

The tax exempt bonds should most logically be used to construct facilities on City-owned land to be leased and operated by others. The Internal Revenue Service requires that uses in the buildings reinforce the nonprofit purpose of the project. The bonds are recommended to be used to build restaurants and other attractions at the Pecan Gardens and the Performance Pavilion and its ancillary structures, with the revenues produced by these facilities applied to the bond payment obligations. This financing structure offers the advantage that private operators could pay lower rents over a long term and not have the financial burden of a conventionally-financed restaurant or entertainment facility to carry against their revenues. The overriding "public benefit" that justifies issuance of tax-exempt bonds is the improvement in recreational offering available in Town Lake Park.

General Obligation Bonds: Backed by the full faith and credit of the issuing city, GO bonds have been used by city governments for a variety of capital improvements such as roads and pedestrian ways, sewer and water projects, and other municipal facilities. Although Austin's bond rating has followed the recent downward economic cycle of the region, it is certain to improve to an extent that additional General Obligation Bonds can be floated for local capital improvements.

To the extent possible, GO bonds should provide those services and utilities that will not directly generate revenues in the same way that facilities funded by tax exempt bonds will. Roadways, parking facilities, pedestrian paths, renovation of existing park facilities and development of additional recreational opportunities in the Town Lake Corridor are all logical uses for GO bond expenditures. Utilities and below-ground improvements which will be necessary for development of revenue-producing facilities should also be funded by GO bonds to the extent possible in order to reduce the tax-exempt bond obligation and resulting rent rates for licensed operators in leasing those facilities.

Public Funding Sources

Acquisition of key sites is the most important initial use for public funding since land ownership by the City will trigger opportunities for the Municipal Improvement Corporation to begin its work. Unless the land is City-owned, the funding capacity of the Corporation cannot be used. If the Pecan Gardens and Performance Pavilion are to be carried out by the Municipal Improvement Corporation, their designated sites must first be acquired by the City. And, once developed, recreational facilities and areas must be maintained to a high standard to both protect the initial investment and continue to attract users. Because private sources are less prone to fund on-going maintenance and operations costs than specific project development, a higher priority should be given to obtaining public sector funding for these maintenance and operations expenditures.

A number of public funding sources exist that may potentially aid in the implementation of Town Lake Park. All of these sources should be explored and as many as possible incorporated into the implementation program.

City of Austin Departmental Funds: To the extent that broad-based citizen support for Town Lake Park becomes apparent, City Council could translate such support into increased Parks and Recreation Department budget allocations to implement the Plan. Other departments, such as Public Works, should assist in the Corridor's development by undertaking specific plan objectives such as street revisions and additions. Because several of the facilities proposed for the Corridor, such as the Pecan Gardens and Cultural Park, will serve to enhance the city's tourist and visitor potential, funding from the new organization responsible for visitor and convention business in the city should also be included.

As the "crown jewel" in Austin's park system, Town Lake is a symbol of the quality of life that attracts residents, business, and industry to the city. Accordingly, it could be designated by the City as a "receiving zone" for development fees for projects located elsewhere in the community. This concept of linkage, in which fees for development in one location are used to benefit another area, has frequently been used for the creation of low and moderate income housing and other public facilities. While the addition of another development fee must be carefully weighed against what are already considered to be unusually stringent development regulations and extractions, the decla-

ration of Town Lake as a receiving zone for business and industrial location fees could offer a potential long-term funding source for the City.

Capital Metro: The transit authority can meet the needs of commuters and advance the implementation of the Town Lake Comprehensive Plan by undertaking the construction of the parking structures at Palmer Auditorium and under MOPAC. Shuttle service from these park-and-ride facilities will ease congestion in the central city. After serving commuter needs during the weekday, the parking structures will offer convenient access to park attractions in the evening and on weekends.

Lower Colorado River Authority: Since Town Lake is a link in the larger Colorado River system controlled by the LCRA, their participation in funding improvements such as water quality improvement and, potentially, recreational enhancement should be invited.

The University of Texas: UT-Austin represents one of the largest single land owners along Town Lake. Any opportunities for joint-venture or shared-cost programs which will benefit both the University and the city as a whole should be explored. The wildlife sanctuary aspects of the Preserve area on the upper reaches of Town Lake, public access along the lakeshore, and scenic easements are opportunities for cooperative discussion between the City and the University.

State Government: As the State's Capital City, Austin should pursue the possibility of special legislatively appropriated State funds for development of Town Lake facilities as an extension of the city's already established attractions for visiting school groups, clubs and associations and other constituent groups from across Texas. Current economic conditions in the state, combined with unprecedented budget deficits caused by the region's economic downturn, suggest that this approach may be more timely at a later date. But as Texas' prosperity returns and state revenues increase, Town Lake should be viewed as a statewide amenity that beautifies and enhances the State's Capital.

Federal Programs: Federal funds available to cities for recreational development programs have been reduced from previous levels. Nevertheless, the Bureau of Outdoor Recreation (BOR), the U.S. Department of Interior, the Army Corps of Engineers and the National Endowment for the Arts, through its Design Arts Program, all conduct studies, engineering analyses and, in some cases, capital improvements programs which might be incorporated into Town Lake Park's implementa-

tion as additional funding sources. An early task of the Municipal Improvement Corporation should be to survey the funding programs of these and other Federal agencies to determine which are specifically appropriate and available for Town Lake Park.

Community Associations: While Austin's community associations will not represent a large dollar share of the potential funding for the Town Lake implementation program, their participation is important. The commitment of funds by neighborhood associations and other charitable groups for particular items or projects in the Corridor will increase the sense of pride, ownership and demonstrate "public" support for the implementation plan. At this scale of potential funding contribution, a "buy-a-bench" program or landscape contribution designated for a particular location could serve as a model, much like the already established Memorial Planting program along Town Lake and special exhibits of the Zilker Botanical Garden. The willingness and enthusiasm with which neighborhood associations have participated in the Town Lake master planning process is an indication of their commitment and interest. They should be offered opportunities to sponsor specific projects adjacent to their neighborhoods and be recognized for their contributions. Issuance of an annual "wish list" of needed public amenities available for sponsorship by individuals and groups has proven to be particularly useful as a focal point in organizational annual membership and funding campaigns.

Private Sector Fund Raising

Funds from private sources will be critical to the implementation of the Town Lake Comprehensive Plan. Highly visible projects such as illuminating the bridges over Town Lake, constructing park structures and providing park furniture will be attractive to private giving. A fund within the Town Lake Municipal Improvements Corporation should be established to receive private contributions, both unrestricted and dedicated, from several sources.

Charitable Foundations: While many foundations have strict giving limitations and confine their contributions to a particular type of charity, many others have less structured giving programs which could become funding sources for elements of the Plan. Foundations tend to make gifts on a project-specific basis and are frequently less willing to contribute for on-going operating expenses or maintenance costs. Because foundations like to encourage public participation, their gifts are often given on a matching basis with a challenge to the general public to match their con-

tribution according to a stated formula. Austin is the home of several small and medium sized private foundations that will understand both the need for and the benefit of their possible contributions to the Town Lake Park improvement program. The Municipal Improvements Corporation should research, prepare, submit, receive and monitor grants from private foundations.

Corporate Contributions: Whether branches of regional or national companies or locally owned, businesses and corporations frequently support public interest projects like Town Lake Park. Motivated in part by the public relations benefits of participating in funding programs, they view their contributions both as an indication of their company's commitment to the city's well being and as a form of marketing. A number of potential highly visible components of the Plan may be attractive to corporate contributing including specific elements such as light fixtures, benches, fountains, and other items of park furniture, as well as larger scale projects such as buildings, endowment funds for seasonal landscape changes and any other large capital cost items.

Individual and Family Giving: The Memorial Planting program along Town Lake, often cited as an example of private support for a public amenity, should be expanded to include the entire Town Lake Park and to offer opportunities for bequests and memorial gifts in addition to landscape elements. Another source of private giving, Family Foundations are required by law to give away substantial portions of income annually. These foundations are frequently overlooked as potential funding sources due to lack of visibility and public awareness.

Public/Private Partnerships

Investment Opportunities: The greatest opportunity for attracting private participation and investment in the Town Lake Corridor, particularly for focal projects such as the Performance Pavilion, Pecan Gardens, and the expanded vendor program, is represented by the structure of the Town Lake Municipal Improvements Corporation. As described earlier, the Corporation can finance and serve as "landlord" to private operators who will manage and operate attractions, entertainment facilities and other revenue-producing uses in specific locations throughout the park. As a nonprofit organization, it offers opportunities for private investors to ground-lease sites and build and occupy their own facilities, or operate facilities built and leased to them by the Corporation. Assuming City ownership of key land parcels for the Pecan Gardens and Performance Pavilion, tax-exempt bonds phased according to an incremental development program could be used to finance construction of

all or part of these facilities. Revenue sources could come from ground leases, percentage of gate fees on sales and facility rentals.

For attractions such as the Performance Pavilion, the City could structure an operating contract with the manager to share in gate receipts. And, similar to shopping center leases that include a "base rent" and a percentage of sales over specified break-even points, leases in the Pecan Gardens area could be structured to include a percentage of sales to keep base rents lower. Through the Corporation's bonding capacity, structures could be built for restaurants, entertainment facilities, and other vendors within the Pecan Gardens and at other selected locations in the park and leased to private operators. Lease payments would be used to "backstop" the bonds' indebtedness until retirement at which time the facility will become the property of the City. This approach will lower the occupancy costs for restaurateurs and entertainment operators, reduce their risks and encourage them to locate in the park.

Parking facilities, both parking structures and surface lots to serve Town Lake Park, could be financed and constructed by the Municipal Improvements Corporation or a municipal parking authority. Management of the facilities should be by private parking operators unless assumed by the City. Particularly at the Performance Pavilion, parking could represent a very high return on investment given the relatively low cost of constructing surface and lawn parking and the levels of attendance anticipated at performances.

Elsewhere in the United States, performance facilities are frequently constructed as public amenities and managed privately by contract. Management includes scheduling performances, contracting with artists, maintaining and operating the facility and, in some cases, operating food and beverage services, parking, and ticket sales. Applied to the Town Lake Park Performance Pavilion, the contracted operator would be required to pay an annual fee to the City for the exclusive right to operate a publicly-owned facility. While the profits for entertainment management can be substantial, the risks involved are also great and are best left to private management companies.

Contract Service Providers should be managed by the Municipal Improvement Corporation in exchange for licensee fees and a percentage of sales or profits from vending. While it is not anticipated that vendor programs will generate substantial amounts of income, an expanded Contract

Service Providers program, outlined in the appendix volume of the Plan, will serve to animate areas of Town Lake and should provide enough revenue to the Corporation to cover management costs.

Phasing

Assignment of the Plan's components into phases is based upon several factors. The Short-term Phase, for example, includes actions that are fundamental to the mechanics of carrying out the Plan's objectives. It sets the stage for the Plan's implementation and protects options for future decisions. In addition, it includes improvements that were assigned high priority in the community participation process.

The second, or Mid-term Phase, builds upon the first and includes priority improvements whose implementation is dependent upon prior, initial phase action. Similarly, its components include steps necessary to facilitate improvements proposed in subsequent phases of implementation. Specific improvements of secondary status are also included.

Improvements assigned to the final, Long-term Phase are those whose cost or complexity exceed opportunity for earlier implementation. Others, while lower in priority than their predecessors, are nevertheless important components of the total plan.

The planning strategy is primarily a logical order of sequential steps over time, each phase building upon the last and preparing for the next. Because it is premised upon present-day resources and constraints, it proposes no specific time period within which any or all phases are expected to be completed. In the event that the economy improves significantly or external funding sources become available, the schedule could be accelerated. If, however, other needs or priorities consume limited resources, the process will be slower. What is important is the accomplishment of specific steps in time to protect the opportunities they offer for the future.

Phase One/Short Term

- **Adopt Town Lake Comprehensive Plan**
- **Establish Town Lake Municipal Improvements Corporation**
- **Begin acquisition of new Town Lake Park properties as available**
- **Install comprehensive Contract Service Providers vending program**
- **Initiate tree planting program and irrigation improvements**
- **Begin installation of unified signage/graphics system**
- **Install illumination on Congress Avenue Bridge**
- **Construct parking structure at Palmer Auditorium**
- **Vacate Riverside Drive west of S. Lamar Blvd./construct Museum Drive**
- **Install Cultural Park landscape**
- **Install traffic and security improvements at Festival Beach**
- **Install landscape improvements at RBJ Park**
- **Remove fencing from Fiesta Gardens**
- **Construct pedestrian/tram bridge over Barton Creek south of Barton Springs Road**
- **Expand and improve surface parking under MOPAC**
- **Begin Zilker Botanical Garden improvements**
- **Install McBeth Recreation Center improvements**
- **Convert City Street and Bridge Yard to parkland**
- **Begin development of East Preserve in Colorado River Park**
- **Complete exercise trail loop between MOPAC and Longhorn Dam**
- **Begin construction of bicycle and strolling paths**
- **Begin installation of park structures, furniture and lighting**

Phase Two/Mid Term

- Continue acquisition of Town Lake Park properties as available
- Start Pecan Gardens development
- Continue tree planting program and irrigation improvements
- Continue installation of park structures, furniture and lighting
- Begin development of Neighborhood Parks
- Connect Red River Street to Festival Beach Drive under IH-35
- Develop neighborhood/cultural facilities at Fiesta Gardens
- Extend S. Lakeshore Blvd. to Montopolis Drive
- Develop Performance Pavilion at Colorado River Park
- Construct site improvements in Barton Springs area of Zilker Park
- Construct pedestrian/tram bridge over Barton Springs Road
- Construct parking structures under MOPAC
- Develop activity anchor at northwest corner of Zilker Park
- Begin development of Urban Waterfront with First Street Promenade
- Expand Eilers Park/Deep Eddy
- Install nature trail from Eilers Park to Red Bud Isle
- Develop Norwood Gardens

Phase Three/Long Term

- Complete acquisition of Town Lake Park properties
- Complete development of Colorado River Park
- Complete Festival Beach/Fiesta Gardens improvements
- Complete development of Neighborhood Parks

-
- Complete development of the Urban Waterfront
 - Install streetscape improvements along Guadalupe and Trinity Streets
 - Install Red Bud Isle site improvements
 - Develop the Basin for small boating at east end of Town Lake
 - Develop Columbus Drive entrance into Zilker Park
 - Remove existing roads/parking lots in Zilker Park per plan
 - Construct pedestrian/tram bridge over S. Lamar Blvd
 - Construct tram path and install tram service
 - Complete Zilker Park improvements
 - Complete Pecan Gardens development
 - Install water taxi service
 - Complete bicycle and strolling path systems
 - Complete installation of park structures, furniture and lighting
 - Complete tree planting program and irrigation improvements

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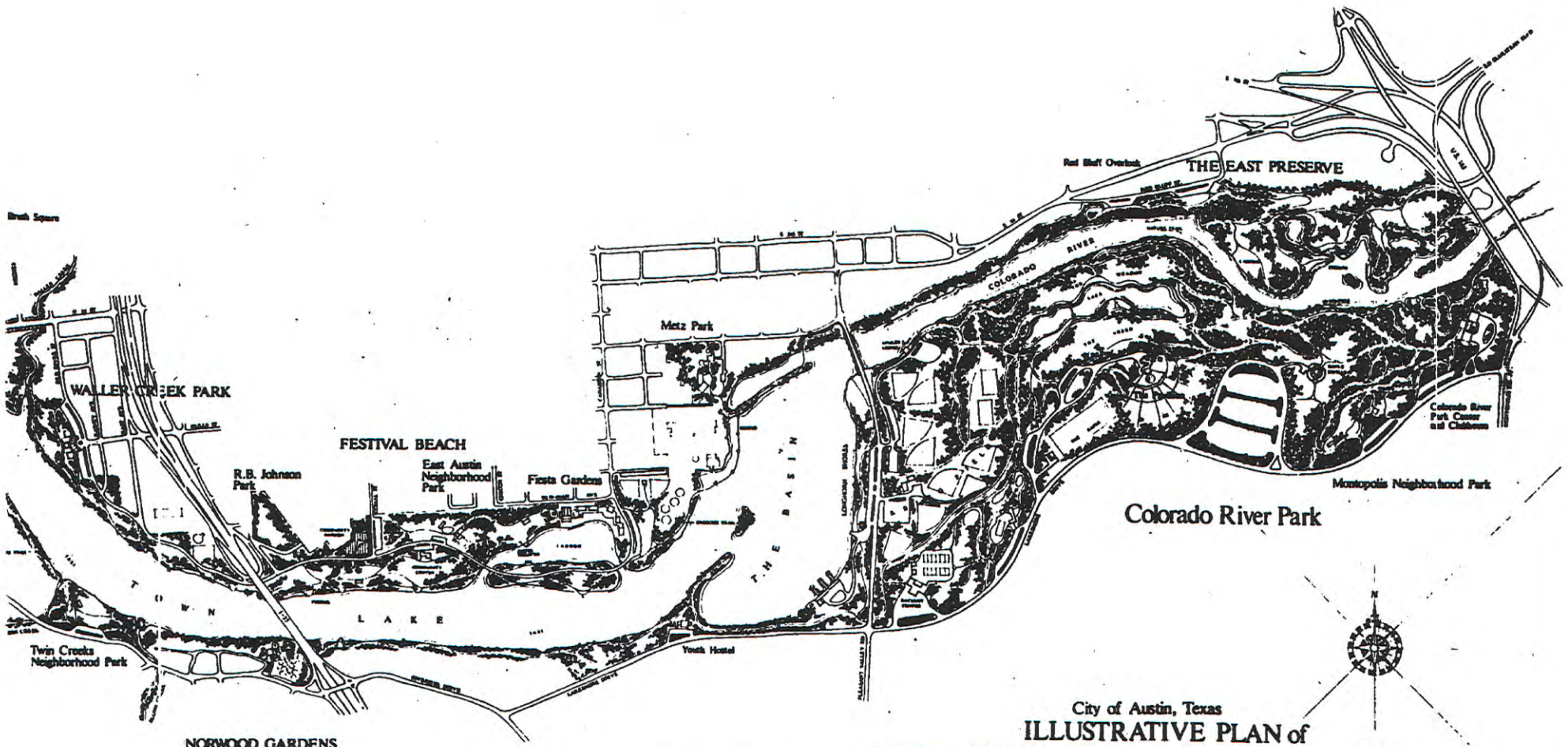
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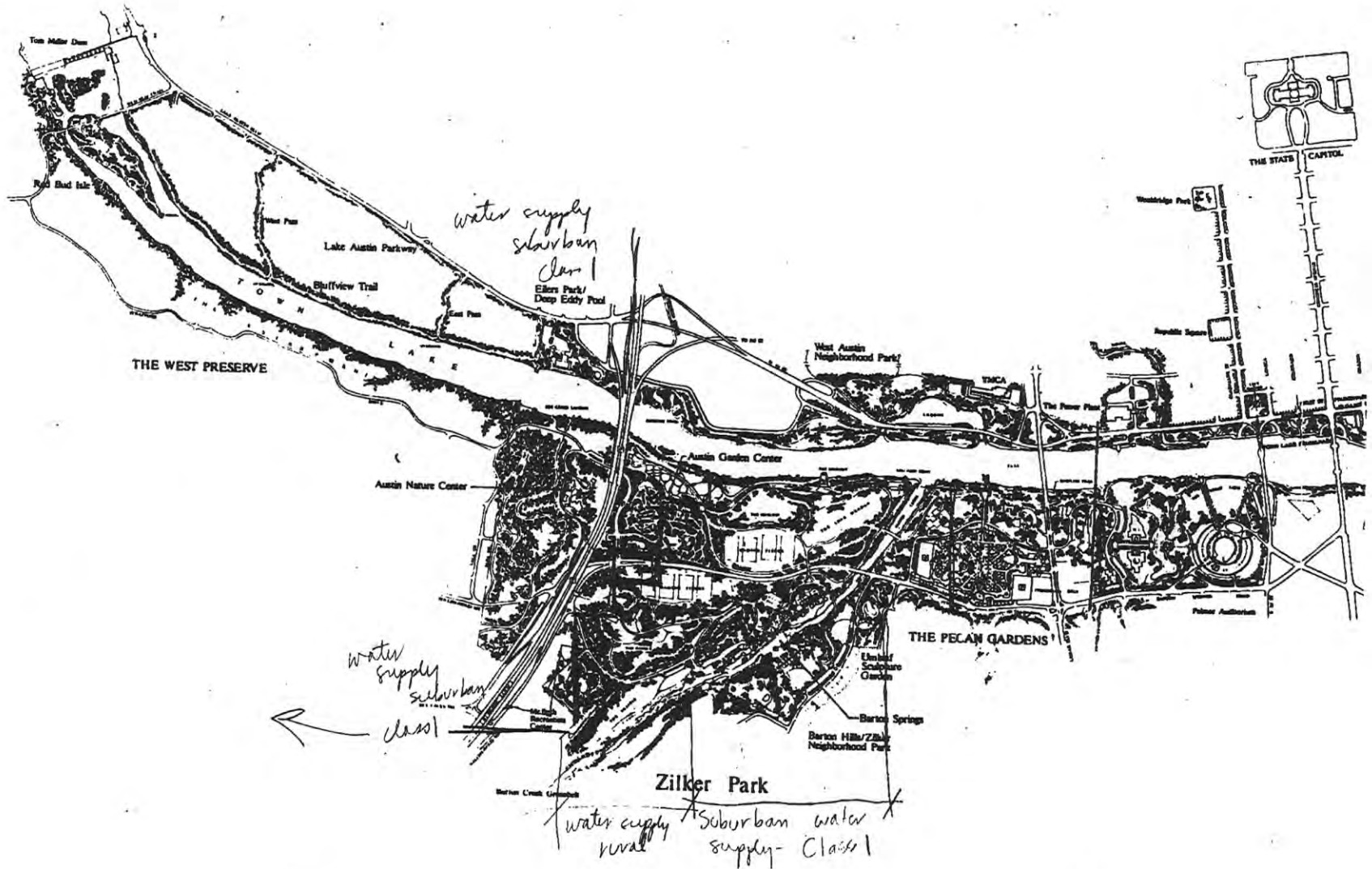


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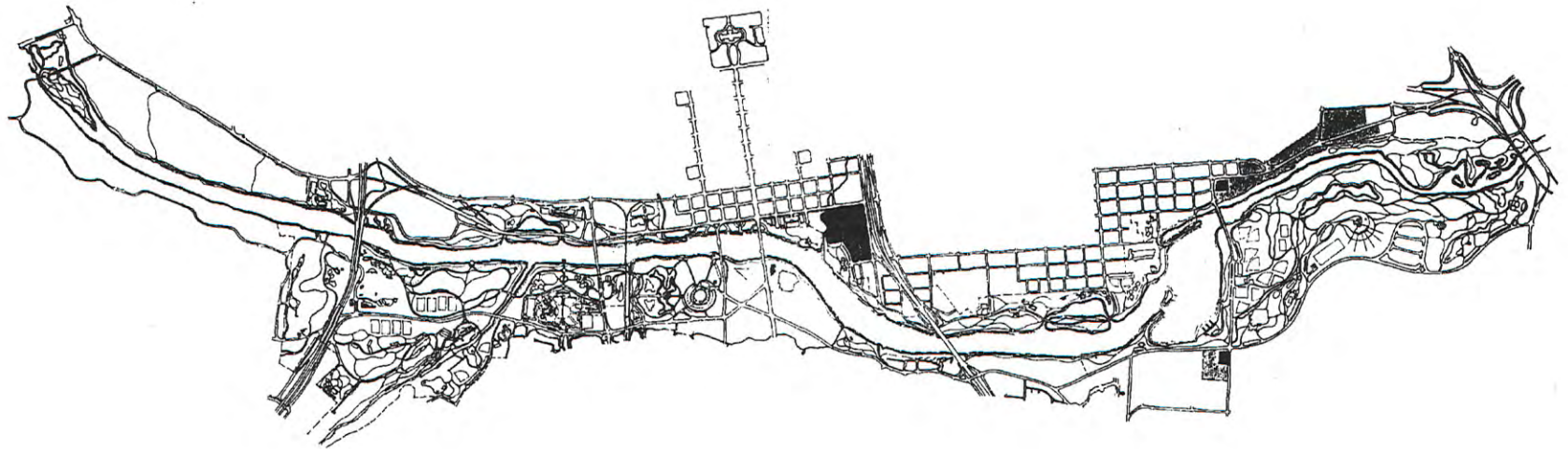
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TOWN LAKE PARK




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 November 10, 1987

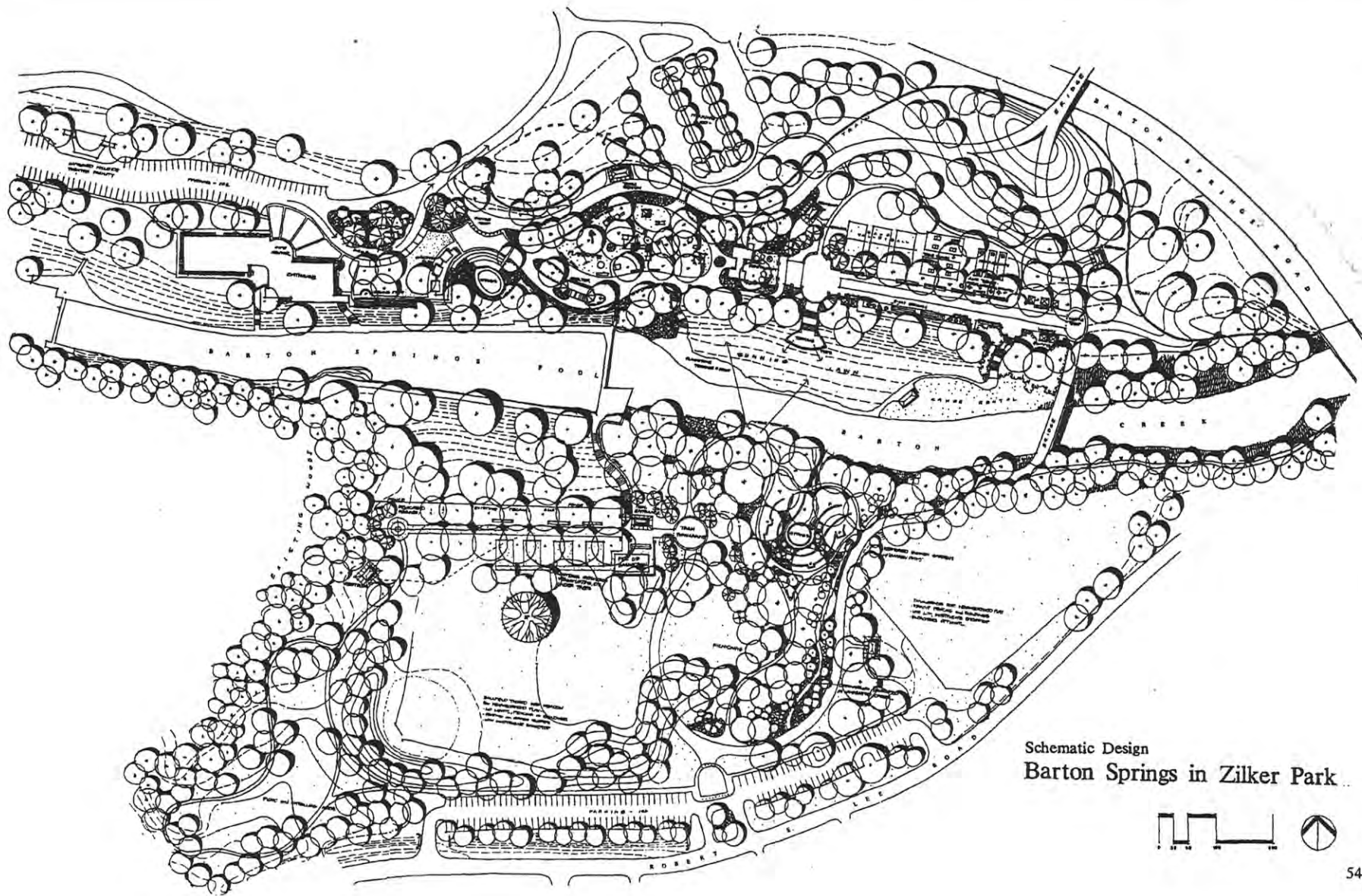




New Land Use Opportunities



-  Mixed Use Development
-  Multi-Family Residential
-  Neighborhood Retail



Schematic Design
 Barton Springs in Zilker Park



AFFIDAVIT OF PUBLICATION

THE STATE OF TEXAS
COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared:

James R. Frizzell

Classified Advertising Agent of the Austin American-Statesman, a daily newspaper published in said County and State, who being duly sworn by me, states that the attached advertisement was published in said newspaper on the following dates, to wit:

February 15th, 1989

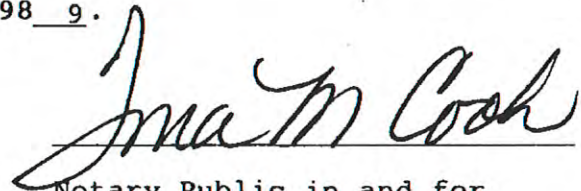
and that the attached is a true copy of said advertisement.



SWORN AND SUBSCRIBED TO BEFORE ME, this the 18th

Day of September A.D. 1989.

ORDINANCE NO. 890126-P
AN ORDINANCE ADOPTING THE
TOWN LAKE PARK COMPREHENSIVE
PLAN, AMENDING CHAPTER 40-4
(PARKS AND RECREATION) AND TITLE
XII (LAND DEVELOPMENT CODE) OF
THE AUSTIN CITY CODE OF 1981 TO
REQUIRE DEVELOPMENT OF DEDICAT-
ED PARK LAND OR PUBLIC RIGHT-OF-
WAY WITHIN THE TOWN LAKE
CORRIDOR TO COMPLY WITH THE
TOWN LAKE PARK COMPREHENSIVE
PLAN, WAIVING THE REQUIREMENT
OF SEC. 2-2-3 OF THE AUSTIN CITY
CODE OF 1981 THAT ORDINANCES
BE READ ON THREE SEPARATE DAYS,
AND PROVIDING AN EFFECTIVE DATE.
Mayor Leo Cook,
Austin, Texas



Notary Public in and for
TRAVIS COUNTY, TEXAS

Tina M. Cook

(Type or Print Name of Notary)

10/20/90

(My Commission Expires:)

ORDINANCE NO. 880804-I

AN ORDINANCE AMENDING CHAPTER 13-1 (LAND DEVELOPMENT PROCEDURES) OF THE AUSTIN CITY CODE OF 1981; AMENDING VARIOUS PROVISIONS OF CHAPTER 13-1 RELATING TO PROCEDURES AND REQUIREMENTS FOR CONSIDERATION AND APPROVAL OF CERTAIN APPLICATIONS FILED IN CONNECTION WITH ZONING, SUBDIVISION, OR LAND DEVELOPMENT; AMENDING VARIOUS SECTIONS TO ENSURE CONSISTENCY WITHIN THE LAND DEVELOPMENT CODE; AND PROVIDING AN EFFECTIVE DATE.

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

PART 1. Chapter 13-1 (Land Development Procedures) of the Austin City Code of 1981 is amended to read as follows, beginning on the following page:

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Industrial Base Districts

IP	Industrial Park
MI	Major Industry
LI	Limited Industrial Services
R&D	Research and Development

Special Purpose Base Districts

DR	Development Reserve
AV	Aviation Services
AG	Agricultural
PUD	Planned Unit Development
P	Public

Combining Districts

H	Historic Landmark
CO	Conditional Overlay
NCC	Neighborhood Conservation Combining
PDA	Planned Development Area
WO	Waterfront Overlay
MU	Mixed Use
CVC	Capitol View Corridor
CD	Capitol Dominance
CA	Congress Avenue
PS	East Sixth/Pecan Street
DP	Downtown Parks
DC	Downtown Creeks

Throughout this Land Development Code, a district may be referred to by its Map Code designation.

Sec. 13-2-22 ADOPTION OF ZONING MAP

- (a) Boundaries of all zoning districts shall be shown on the Zoning Map of the City of Austin, Texas. The Zoning Map, together with all legends, symbols, notations, references, district boundaries, and other information thereon, is incorporated by reference into this section as if fully set forth herein.
- (b) The Zoning Map and a record of all amendments thereto shall be kept on file with the City Clerk and shall constitute the original record. A copy of the currently effective Zoning Map shall also be kept by the Director of the Office of Land Development Services and the Building Official. Changes in the boundaries of any district reflected on the Zoning Map.
- (c) The Zoning Map may be prepared in sections as required to adequately portray the boundaries of districts. The Zoning Map may include supplemental zoning maps as required to portray street classifications, boundaries of areas subject to specific limitations or exceptions, or such other information as may be required by this Chapter.

Sec. 13-2-153 ALLOWABLE MODIFICATIONS IN A PDA COMBINING DISTRICT

The following modifications to regulations otherwise applicable in the base district may be included in an ordinance establishing a PDA combining district:

- (1) Modifications to permitted and conditional uses authorized in the base district.
- (2) Modifications to site development regulations applicable in the base district. The compatibility standards of Article VI, Division 4, Part A shall not be modified.
- (3) Modifications to off-street parking and loading regulations, sign regulations, principal roadway area regulations, and landscaping and screening regulations applicable within the base district(s).

Sec. 13-2-154 EXISTING PLANNED DEVELOPMENT AREAS

A Planned Development Area approved under procedures applicable before January 1, 1985, is deemed to be a Planned Development Area combining districts, and shall be governed by regulations and requirements previously applicable. Previously existing Planned Development Areas shall be shown on the Zoning Map as Planned Development Area combining districts.

Sec. 13-2-155 through 13-2-159 RESERVED

Reserved for future expansion

PART E. Waterfront Overlay Combining District**Sec. 13-2-160 PURPOSE AND BOUNDARIES OF THE WO WATERFRONT OVERLAY COMBINING DISTRICT**

- (a) The WO Waterfront Overlay combining district was one of the recommendations contained in the Town Lake Corridor Study adopted by the City Council on October 24, 1985, and is intended to reflect the goals and policies set forth in that study. The district is designed and intended to provide a more harmonious interaction and transition between urban development and the park land and shoreline of Town Lake and the Colorado River. The WO combining district is combined with existing and future base districts established for properties located within its boundaries.
- (b) The WO combining district consists of all property located within the respective boundaries of the 15 subdistricts defined and set forth below:
 - (1) University/Deep Eddy subdistrict: All property bounded by Lake Austin Boulevard on the north; the Town Lake shoreline on the south; MoPac Boulevard on the east; and Tom Miller Dam on the west.
 - (2) Lamar subdistrict: All property bounded by the Missouri Pacific rail lines on the north; the Town Lake shoreline on the south; Lamar Boulevard on the east; and MoPac Boulevard on the west.

- (3) **North Shore Central subdistrict:** All property bounded by the Missouri Pacific rail lines from Lamar Boulevard to Nueces Street, thence easterly along Second Street to Waller Creek as the northern boundary of the subdistrict; the Town Lake shoreline on the south; Waller Creek on the east; and Lamar Boulevard on the west.
- (4) **Rainey Street subdistrict:** All property bounded by First Street on the north; the Town Lake shoreline on the south; IH-35 on the east; and Waller Creek on the west.
- (5) **Festival Beach subdistrict:** All property bounded on the north by Holly Street from IH-35 to Canadian Street, then north on Canadian Street to Willow Street, then east on Willow Street to Pleasant Valley Road; the Town Lake shoreline on the south; Pleasant Valley Road on the east; and IH-35 on the west.
- (6) **Red Bluff subdistrict:** All 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; **SAVE AND EXCEPT** that portion of the land included within and 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.
- (7) **Montopolis/River Terrace subdistrict:** All property bounded by the Colorado river shoreline on the north; the extension of Lakeshore Boulevard on the south; Highway 183 on the east; and Pleasant Valley Road on the west.
- (8) **South Lakeshore subdistrict:** All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 16, 1986, which abut the south public right-of-way of South Lakeshore Boulevard on the south; Pleasant Valley Road on the east; and the extension of Parker Lane on the west.
- (9) **East Riverside subdistrict:** All property bounded by the Town Lake shoreline on the north; Riverside Drive on the south; the extension of Parker Lane on the east; and IH-35 on the west.
- (10) **Travis Heights subdistrict:** All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 17, 1986, which abut the south public right-of-way of East Riverside Drive on the south; IH-35 on the east; and East Bouldin Creek on the west.
- (11) **South Shore Central subdistrict:** All property bounded by the Town Lake shoreline on the north; East Bouldin Creek on the south and east; and South First Street on the west.
- (12) **Auditorium Shores subdistrict:** All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 17, 1986, which abut the south public right-of-way of Barton Springs Road on the south; South First Street on the east; and Lee Barton Drive on the west.
- (13) **Butler Shores Subdivision:** All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 17, 1986, which abut the south public right-of-way of Barton Springs Road on the south; Lee Barton Drive on the east; and the centerline of Barton Creek on the west.
- (14) **Zilker Park subdistrict:** All land located within the boundaries of Zilker Park.

- (15) **Balcones Rock Cliff subdistrict:** All property bounded by the Town Lake shoreline on the north; Stratford Drive and Bee Creek Preserve on the south; Zilker Park on the east; and Tom Miller Dam on the west.

Sec. 13-2-161 through 13-2-164 **RESERVED**

Reserved for future expansion

PART F. Mixed Use Combining District

Sec. 13-2-165 **PURPOSE OF THE MU MIXED USE COMBINING DISTRICT**

The MU Mixed Use combining district is intended for combination with selected base districts, in order to permit any combination of office, retail, commercial, and residential uses within a single development. The MU combining district is intended for use in combination with the NO base district only when its use will further the purposes and intent of the NO base district.

Sec. 13-2-166 **APPLICABILITY OF THE MU COMBINING DISTRICT**

The MU combining district may only be applied in combination with one of the following base districts:

- (1) NO Neighborhood Office
- (2) LO Limited Office
- (3) GO General Office
- (4) LR Neighborhood Commercial
- (5) CR Community Commercial
- (6) CS General Commercial Services
- (7) CS-1 Commercial Liquor Sales

Sec. 13-2-167 through 13-2-169 **RESERVED**

Reserved for future expansion

PART G. Downtown Overlay Combining Districts

Sec. 13-2-170 **PURPOSE OF THE DOWNTOWN OVERLAY COMBINING DISTRICTS**

The Downtown Overlay combining districts are intended for combination with the CBD and DMU base districts in order to protect and enhance identified unique features of downtown Austin and peripheral areas.

Sec. 13-2-171 **PURPOSE AND BOUNDARIES OF THE CD CAPITOL DOMINANCE COMBINING DISTRICT**

- (1) **Aviation Facilities**
- (2) **Aviation-related Commercial and Industrial activities requiring direct access to airport facilities or to aviation services, such as assembly and sale of aircraft, air frames, air craft engines, aircraft parts and associated components, radios and navigational equipment, and similar products and services.**
- (3) **Commercial and Industrial activities providing services to airport customers and to aviation-related uses, including passenger terminal facilities, air freight services, auto service stations and car rental agencies, restaurants, lounges, convenience shopping, banking services, personal services, hotels and motels, and uses and services of a similar nature.**
- (4) **Activities and uses of an agricultural, recreational, or open space nature located within clear zones, approach areas, or other lands reserved for future airport operations or related services.**
- (5) **Communication Service Facilities.**

Sec. 13-2-227 ADDITIONAL PERMITTED USES IN THE P DISTRICT

Permitted uses include any activity of a governmental, civic, public service, or public institutional nature. Such activities may include residential uses conducted in association with educational, military, medical, or similar public uses; may include commercial or industrial uses conducted accessory to or in support of a primary public use on the same site; and may include agricultural uses or an interim use of the site.

Sec. 13-2-228 GENERAL USE REGULATIONS IN THE WO DISTRICT

To the extent that regulations established for the use of property located within the Waterfront Overlay combining district are inconsistent with regulations established by a particular base district or other provisions of the Code, these regulations are controlling. However, unless a use is specifically prohibited in any subdistrict, all uses otherwise permitted are permitted in any given base district. The following standards apply to all uses of land in the WO Waterfront Overlay combining district:

- (1) **Residential:** Any residential use permitted in an MF-6 or more restrictive base district is permitted in an NO or less restrictive base district.
- (2) **Pedestrian-oriented:** A pedestrian-oriented use means a use which serves the public by providing goods or services including without limitation the following:
 - (A) **Art and Craft Studio (Limited)**
 Cocktail Lounge
 Consumer Convenience Services
 Cultural Services
 Day Care Services (Limited, General, or Commercial)
 Food Sales
 General Retail Sales (Convenience or General)
 Park and Recreation Services
 Any Residential Use
 Restaurant (Limited or General)
 - (B) **Any other use which provides a good or service to the public, as determined and permitted by the Waterfront Planning Advisory Board.**

In an MF-1 or less restrictive base district, pedestrian-oriented uses are permitted when such uses are located on the ground floor of a structure. Such pedestrian-oriented uses may be permitted on above ground floors of a structure if permitted by the Waterfront Planning Advisory Board, or by the Planning Commission or the Council on appeal or otherwise.

Sec. 13-2-229 USE REGULATIONS IN PARTICULAR WO OVERLAY SUBDISTRICTS

(a) University/Deep Eddy subdistrict uses:

(1) The following uses are not permitted:

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing
Commercial Off-Street parking
Any use with a Drive-In Service

(2) The following uses may be authorized by the Planning Commission using the Conditional Use procedures set forth in Chapter 13-1:

Hotel-Motel
Service Station
Local Utility Service

(b) North Shore Central subdistrict uses:

(1) A minimum of 50% of the net usable floor area on the ground level of a structure abutting Town Lake shall be used for pedestrian-oriented uses. Any applicant may request approval of phasing plan by the Waterfront Planning Advisory Board, to permit the expansion or phasing of pedestrian-oriented uses within a period not to exceed five years from the date a certificate of occupancy is issued.

(c) Red Bluff subdistrict uses:

(1) The following uses are not permitted:

Light Manufacturing
Basic Industry
Stockyards
Laundry Services
Resource Extraction

(2) The following uses may be authorized by the Planning Commission using the Conditional Use procedures set forth in Chapter 13-1:

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing
Commercial Off-Street Parking
Drive-In Services
Warehousing and Distribution

(d) East Riverside subdistrict uses:

(1) The following uses are not permitted:

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing
Basic Industry
Commercial Off-Street Parking
Drive-In Services
Laundry Services
Light Manufacturing
Stockyards
Warehousing and Distribution

(2) The following uses may be authorized by the Planning Commission using the Conditional Use procedures set forth in Chapter 13-1:

Hotel-Motel
Service Station
Local Utility Service

(e) Travis Heights subdistrict uses:

(1) The following uses are not permitted:

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing
Basic Industry
Commercial Off-Street Parking
Laundry Services
Light Manufacturing
Stockyards
Warehousing and Distribution

(2) The following uses may be authorized by the Planning Commission using the Conditional Use procedures set forth in Chapter 13-1:

Hotel-Motel
Service Station
Local Utility Service

(f) South Shore Central subdistrict uses:

(1) A minimum of 50% of the net usable floor area on the ground level of a structure fronting and adjacent to park land on Town Lake shall be used for pedestrian-oriented uses. Any applicant may request approval of a phasing plan by the Waterfront Planning Advisory Board to permit the expansion or phasing of pedestrian-oriented uses within a period not to exceed five years from the date a certificate of occupancy is issued.

(g) Auditorium Shores subdistrict uses:

- (1) A minimum of 50% of the net usable floor area on the ground level of a structure abutting Barton Springs Boulevard shall be used for pedestrian-oriented uses. Any applicant may request approval of a phasing plan by the Waterfront Planning Advisory Board to permit the expansion or phasing of pedestrian-oriented areas within a period not to exceed five years from the date a certificate of occupancy is issued.
- (2) No uses other than the following are permitted between the primary setback line and the secondary setback line:
 - Cultural Services
 - Day Care Services
 - Park and Recreational Services
 - Food Sales
 - Restaurants (Limited)
- (h) Butler Shores subdistrict uses:
 - (1) A minimum of 50% of the net usable floor area on the ground level of a structure abutting Barton Springs Boulevard shall be used for pedestrian-oriented uses. Any applicant may request approval of a phasing plan by the Waterfront Planning Advisory Board to permit the expansion or phasing of pedestrian-oriented areas within a period not to exceed five years from the date a certificate of occupancy is issued.
 - (i) Zilker Park subdistrict uses:
 - (1) Park related structures only.

Sec. 13-2-230 PERMITTED USES IN THE MU COMBINING DISTRICT

The following uses are permitted:

- (1) Residential Uses:
 - Townhouse Residential
 - Multifamily Residential
 - Single-family residential
 - Duplex Residential
 - Group Residential
- (2) Commercial Uses permitted in the base district.
- (3) Civic Uses:
 - Group Homes, Class I (Limited)
 - Group Homes, Class I (General)
 - Group Homes, Class II
 - Other Civic Uses permitted in the base district.

Sec. 13-2-231 USES AUTHORIZED IN A PUD PLANNED UNIT DEVELOPMENT DISTRICT

Uses authorized in a PUD Planned Unit Development district are those identified on the site plan approved by the Council in connection with the creation of the PUD.

Sec. 13-2-684 EXISTING PLANNED UNIT DEVELOPMENTS

PUDs approved under procedures applicable before March 1, 1984 shall be deemed to be PUD districts, and shall be governed by regulations and requirements previously applicable. Previously existing PUDs shall be shown on the Zoning Map as PUD districts.

Sec. 13-2-685 through 13-2-699 RESERVED

Reserved for future expansion

DIVISION 3. Site Development Requirements in Combining Districts

PART A. Additional Requirements in the Waterfront Overlay Combining District

**Sec. 13-2-700 SITE DEVELOPMENT REGULATIONS APPLICABLE TO ALL
SUBDISTRICTS IN THE WATERFRONT OVERLAY COMBINING
DISTRICT**

To the extent regulations for the development of property in the WO combining district are inconsistent with regulations established by a particular base district or other provisions of the Code, these regulations shall be controlling; provided, however, that development of property within a CVC combining district or the CA combining district shall comply with the respective height restrictions of those combining districts, and with the compatibility standards in Article VI, Division 4, Part A unless a waiver is approved. The following apply to all development in the WO Waterfront Overlay combining district:

- (1) **Site Plan Approval Required:** A site plan shall be submitted in accordance with the requirements outlined in the appropriate Technical Manual. Each site plan for property within the Waterfront Overlay Combining district shall be reviewed by the Director of the Parks and Recreation Department, or his or her designee, before its approval to determine, if applicable, its compatibility with adopted park design guidelines and to determine the existence and significance of historic, cultural, or archaeological sites located on the property subject to the site plan. Any site plan submitted shall also be distributed to the Waterfront Planning Advisory Board for its comments. If an applicant requests a waiver from any provision of the WO Waterfront Overlay Combining district ordinance or if the administrative approval or denial of said site plan is appealed, such site plan shall be reviewed and acted upon by the Waterfront Planning Advisory Board. The applicant shall file a request for waiver or appeal with the Office of Land Development Services

- (2) **Primary Setback:** No surface or above ground parking area, structure or portion of a structure may be located on any land between the Primary Setback Line and the centerline of a creek for which a Primary Setback Line has been established, the shoreline of Town Lake, or the shoreline of the Colorado River; provided, however, that this provision shall not apply to park related facilities including, without limitation, picnic tables, observation decks, trails, gazebos, pavilions, or similar amenities located on land dedicated or used for public park purposes, restricted to a maximum impervious cover of 15%. This maximum percentage may be increased as determined by the Waterfront Planning Advisory Board when justification for such increase is shown by the Parks and Recreation Department, or its designee. Said allowance or increase shall be handled by application for waiver submitted to the Waterfront Planning Advisory Board.

- (3) **Secondary Setback:** A transition zone shall be provided which allows for, but is not limited to, the construction of fountains, patios, terraces, outdoor restaurants or similar amenities. Impervious cover on land between the Primary Setback Line and the Secondary Setback Line, in subdistricts where a Secondary Setback Line has been defined, is restricted to a maximum of 30%. This maximum percentage may be increased only as determined by the Waterfront Planning Advisory Board when justification for such increase is shown by the applicant. Said allowance or increase shall be handled by application for waiver submitted to the Waterfront Planning Advisory Board.
- (4) **Surface parking should not be visible from Town Lake, the Colorado River, park land, or any creek referenced in this ordinance.** Surface parking should be oriented along the roadways and the view screened. This screening shall include dense massing of trees or shrubs, other wall or vegetative screening or berms. Topographic changes shall be considered in reviewing this provision. A median of not less than ten feet in width, containing trees, shrubs or berms shall be placed between each parking bay. A "parking bay" is defined as a parking area serviced by one drive and back-up space. This may include a single bay, with two rows of parking and a common drive. Alternative compliance may be allowed as provided by Sec. 13-7-65.
- (5) **Parking structures above grade shall be creatively integrated architecturally with the building or thoroughly screened from Town Lake, the Colorado River, the park land or any creek.** The parking structure shall maintain the same building setback as required in the base zone, provided it is architecturally integrated with the other structures and has a pedestrian scale. Parking structures which abut Town Lake, the Colorado River, park land or a creek shall have a facade which incorporates pedestrian oriented uses at the grade level.
- (6) **Sub-terrain parking structures which are totally below grade can occur anywhere within the property line of a base district.**
- (7) **All utilities shall be located underground unless otherwise required by the utility providing the service.**
- (8) **Design:**
 - (A) **Exterior mirrored glass or glare producing glass surface building materials are prohibited.**
 - (B) **Distinctive building tops shall be required for buildings exceeding 45 feet in height. Distinctive building tops include without limitation cornices, stepped parapets, hipped roofs, mansard roofs, stepped terraces, domes and other forms of multifaced sculptural tops. To the minimal extent required to comply with the provisions of Sec. 9-11-202 of the Code, a flat roof shall be permitted.**
 - (C) **Basewall definition shall be required for buildings fronting Town Lake, Shoal Creek, and Waller Creek. Basewalls shall not exceed a height (as defined by an upper level setback or architectural definition) of more than 45 feet. Basewalls are required on buildings abutting public park land or the Town Lake shoreline. Property separated from park land solely by public right-of-way shall be deemed to abut park land.**
 - (D) **Building Facade: No facade of a building shall exceed an unbroken horizontal dimension of 160 feet.**

- (9) **Screening Requirements:** Trash receptacles, air conditioning and heating equipment, utility meters, loading areas, and external storage shall be screened from public view.
- (10) **Waiver from Height Restrictions Imposed by the Compatibility Standards:** Notwithstanding any other provisions of this Chapter to the contrary, development within the WO Waterfront Overlay Combining district which is designed to reduce impervious surfaces and building bulk, or to preserve trees which may not otherwise be preserved, may receive a waiver from height restrictions imposed by the compatibility standards pursuant to the procedures set forth in Sec. 13-2-739, after a review and recommendation on the waiver request by the Waterfront Planning Advisory Board. Such a waiver may not exceed the height limits established in the WO Waterfront Overlay Combining district.

Sec. 13-2-701 EXEMPTIONS FROM THE WO WATERFRONT OVERLAY COMBINING DISTRICT

The provisions of this Part A concerning the WO Waterfront Overlay combining district shall not apply to the construction or reconstruction of any existing or proposed development for which:

- (1) A valid building permit existed on July 17, 1986; or
- (2) A certificate of occupancy had been issued on or before July 17, 1986; or
- (3) A site plan has been approved before July 17, 1986, including plans for phased development projects or special permit site plans; provided, however, any approved site plan, special permit site plan, or plan for a phased development project shall only be exempt from the terms of this Chapter until the expiration or lapse of approval of the site plan; or
- (4) A site plan has been filed before July 17, 1986, with the Office of Land Development Services as a condition of zoning as approved previously by Council or has been reviewed and approved by the Town Lake Task Force as a condition of zoning, with any comments from the Task Force being forwarded to the Council for consideration; or
- (5) Building plans and specifications have been submitted to the Building Inspection Department for review and said review has been substantially completed before July 17, 1986.
- (6) Refer to Chapter 13-1 for additional exemption provision.

Sec. 13-2-702 SITE DEVELOPMENT REGULATIONS FOR SUBDISTRICTS OF THE WO WATERFRONT OVERLAY COMBINING DISTRICT

- (a) **University/Deep Eddy Subdistrict:**
 - (1) **Primary Setback Lines:**
 - (A) 200 feet from the Town Lake shoreline between Tom Miller Dam and Red Bud Trail
 - (B) 300 feet from the Town Lake shoreline between Red Bud Trail and MoPac Boulevard

- (2) **Secondary Setback Lines:**
 - (A) 50 feet between Tom Miller Dam and Red Bud Trail
 - (B) 100 feet between Red Bud Trail and MoPac Boulevard
- (3) **Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.**
- (4) **Impervious Cover: Maximum coverage, 40% of lot area not included in a Primary or Secondary Setback Line**
- (5) **Restrictions on use of bonus provisions: Bonus provisions shall not be used to increase height above 35 feet or FAR for any structure or portion thereof located between the Town Lake shoreline and a line parallel to and 50 landward from a secondary setback line.**
- (b) **Lamar Subdistrict:**
 - (1) **Primary Setback Lines:**
 - (A) 100 feet from the Town Lake shoreline
 - (B) 90 feet from the Johnson Creek centerline
 - (2) **Secondary Setback Line:**

100 feet from the Primary Setback Line parallel to the Town Lake shoreline
 - (3) **Height:**
 - (A) **Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.**
 - (B) **For structures located within 50 feet from the Primary Setback Line parallel to the Johnson Creek centerline, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.**
 - (4) **Parking:**
 - (A) **No parking space or area shall be constructed at grade except for parking spaces restricted for use by buses, van pooling, the handicapped, and for public access to park land as provided in subsections (4), (5), or (6) of Sec. 13-2-700.**
 - (B) **Garage access points and curb cuts are prohibited where the pattern and alignment of the surrounding, existing sidewalks would be disrupted.**
- (c) **North Shore Central Subdistrict**
 - (1) **Primary Setback Lines:**
 - (A) 100 feet from the Town Lake shoreline
 - (B) 60 feet from the Shoal Creek centerline
 - (C) 50 feet from the Waller Creek centerline

(2) Parking:

(A) No parking space or area shall be constructed at grade except for parking spaces or areas restricted for use by buses, van pooling, taxis, delivery service or commercial loading zones, other public transportation system, the handicapped, and for public access to park land or as permitted pursuant to subsections (5) or (6) of Sec. 13-2-700.

(B) Garage access points and curb cuts shall be located to minimize the disruption of pedestrian traffic on existing sidewalks.

(C) No above grade parking facility may be located within 250 feet from the shoreline of Town Lake except as provided in subsections (5) or (6) of Sec. 13-2-700.

(3) Design:

(A) Structures abutting and oriented towards Town Lake, Shoal Creek, or Waller Creek shall have a base wall with a maximum height of 45 feet. That portion of the structure built above the base wall oriented towards Town Lake, Shoal Creek, or Waller Creek shall be designed to fit within an envelope defined by a 70 degree angle starting at a line 45 feet above the property boundary line nearest Town Lake, Shoal Creek, or Waller Creek, with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Town Lake, Shoal Creek, or Waller Creek.

(B) A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.

(4) Congress Avenue Setback:

No building may be constructed within 80 feet of the existing east curb line of Congress Avenue south of First Street.

(d) Rainey Street Subdistrict

(1) Primary Setback Lines:

(A) 150 feet from the Town Lake shoreline

(B) 50 feet from the Waller Creek centerline

(e) Festival Beach Subdistrict

(1) Primary Setback Line:

100 feet from the Town Lake shoreline

(2) Secondary Setback Line:

50 feet from the Primary Setback Line

(3) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(4) Impervious Cover:

Maximum coverage, 40% of lot area not included in a Primary or Secondary Setback Line

(f) Red Bluff Subdistrict

(1) Primary Setback Lines:

(A) 40 feet from the 450 foot contour line from Pleasant Valley road to the extension of Shady Lane

(B) 40 feet from the 440 foot contour line from the extension of Shady Lane to US 183

(2) Secondary Setback Line:

110 feet from the Primary Setback Lines

(3) Height:

For structures located between a Primary Setback Line and a Secondary Setback Line, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.

(4) Design:

All exterior surface building materials visible from park land adjacent to town lake shall be natural building materials.

(g) Montopolis/River Terrace Subdistrict

(1) Primary Setback Lines:

150 feet from the 430 foot contour line along the Colorado River

(2) Secondary Setback Line:

100 feet from the primary setback line parallel to the 430 foot contour line along the Colorado River

(3) Height:

For structures located between the primary setback line parallel to the 430 foot contour line along the Colorado River and the secondary setback line, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(h) South Lakeshore Subdistrict

(1) Primary Setback Lines:

- (A) 65 feet from the Town Lake shoreline
- (B) 50 feet south of Lakeshore Boulevard
- (2) Height:
Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.
- (i) East Riverside Subdistrict
 - (1) Primary Setback Line:
100 feet from the Town Lake shoreline
 - (2) Height:
Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 96 feet.
 - (3) Impervious Cover:
Maximum coverage, 50% of lot area not included in a Primary or Secondary Setback Line
- (j) Travis Heights Subdistrict
 - (1) Primary Setback Lines:
 - (A) 100 feet from the Town Lake shoreline
 - (B) 80 feet from the East Bouldin Creek centerline
 - (C) 80 feet from the Blunn Creek centerline
 - (2) Height:
Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 45 feet for structures located between the Town Lake shoreline and Riverside Drive and 60 feet elsewhere in the subdistrict.
 - (3) Impervious Cover:
Maximum coverage, 50% of lot area not included in a Primary or Secondary Setback Line
 - (4) Restrictions on Use of Bonus Provisions:
Bonus provisions shall be allowed only for structures located between Bouldin and Blunn Creeks.
- (k) South Shore Central Subdistrict
 - (1) Primary Setback Lines:
 - (A) 150 feet from the Town Lake shoreline

- (B) 80 feet from the East Bouldin Creek centerline
- (C) 35 feet from the northern public right-of-way boundary of Riverside Drive
- (2) **Secondary Setback Lines:**
 - (A) 50 feet from the Primary Setback Line parallel to the Town Lake shoreline
 - (B) 50 feet from the Primary Setback Line parallel to the East Bouldin Creek centerline
- (3) **Height:**
 - (A) For structures between the Primary Setback Lines and Secondary Setback Lines parallel to the town Lake shoreline and the East Bouldin Creek centerline, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.
 - (B) For structures south of Riverside Drive between South Congress Avenue and East Bouldin Creek, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 45 feet.
 - (C) Notwithstanding subsection (B) above, for structures within 100 feet of the right-of-way of South Congress Avenue or South First Street, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.
- (4) **Design:**
 - (A) A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.
 - (B) Structures located on property abutting and oriented towards the public right-of-way of Riverside Drive shall have a basewall with a maximum height of 45 feet if north of Riverside Drive and a basewall with a maximum height of 35 feet if south of Riverside Drive. That portion of a structure built above the basewall and oriented towards Riverside Drive shall be designed to fit within an envelope defined by a 70 degree angle starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Riverside Drive.
- (5) **Restrictions on use of Bonus Provisions:**
 - (A) Bonus provisions shall not be used to increase height above 96 feet.
- (I) **Auditorium Shores Subdistrict**
 - (1) **Primary Setback Line:**
 - 1,200 feet from the Town Lake shoreline

(2) **Secondary Setback Line:**

Northern boundary of public right-of-way of Barton Springs Road

(3) **Height:**

(A) For structures located between the Town Lake shoreline and the Primary Setback Line, Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 25 feet.

(B) For structures located between the Primary Setback Line and Secondary Setback Line, Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(4) **Design:**

A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Gross floor area at grade level for any structure located between the Town Lake shoreline and the Primary Setback Line shall be a maximum of 2,000 square feet. Gross floor area at grade level for any structure located between the Primary Setback Line and the Secondary Setback Line shall be a maximum of 75,000 square feet.

(m) **Butler Shores Subdistrict**

(1) **Primary Setback Lines:**

(A) 100 feet from the Town Lake shoreline

(B) 35 feet from the southern boundary of the public right-of-way of Toomey Road

(C) 35 feet from the public right-of-way of Barton Springs Road

(D) 100 feet from the Barton Creek centerline

(2) **Secondary Setback Line:**

100 feet from Primary Setback Line of Town Lake and parallel to the Town Lake shoreline.

(3) **Height:**

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 96 feet for structures located north of Barton Springs Road and 60 feet for structures located south of Barton Springs Road.

(4) **Design:**

(A) Impervious cover is prohibited on slopes greater than 25%.

(B) A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-transparent base wall shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.

(C) Structures located on property abutting and oriented towards the public right-of-way of Barton Springs Road shall have a basewall with a maximum height of 45 feet if north of Barton Springs Road and a basewall with a minimum height of 35 feet if south of Barton Springs Road. That portion of a structure built above the basewall and oriented towards Barton Springs Road shall be designed to fit within an envelope defined by a 70 degree angle starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Barton Springs Road.

(n) Zilker Park Subdistrict

(1) Primary Setback Line:

100 feet from the Town Lake shoreline

(2) Secondary Setback Line:

700 feet from the Primary Setback Line

(3) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 45 feet

(4) Impervious Cover:

Maximum coverage, 40% of lot area not included in a Primary or Secondary Setback Line

(o) Balcones Rock Cliff Subdistrict

(1) Primary Setback Line:

(A) 75 feet from Town Lake shoreline

(B) 50 feet from the Town Lake shoreline in the case of those single-family legal lots platted before July 17, 1986; provided, however, these lots are either (i) zoned RR; or (ii) a minimum of 20,000 square feet in size. This setback shall be a standard imposed and may be waived as provided in Sec. 13-2-704 herein. This provision shall not apply to stairs or other pedestrian access.

(2) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.

(3) Impervious Cover:

Maximum coverage, 30% of lot area not included in a Primary or Secondary Setback Line

(4) Design:

(A) All exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.

(B) Where structures will be exposed to view from either Town Lake shoreline, a mix of trees and shrubs native to the Balcones Cliff Subdistrict and approved by the City Arborist shall be planted to screen at least 75% of the structure at grade level otherwise so exposed to view.

Sec. 13-2-703 BONUS PROVISIONS ALLOWED IN WO WATERFRONT OVERLAY COMBINING DISTRICT

Any one or more of the following bonus provisions may be used to exceed the maximum Floor to Area Ratio ("FAR") of a base district and height limitation of a base district for additional FAR, height, or both. Total additional FAR from the use of bonus provisions shall not exceed 60% of the maximum FAR otherwise allowed. No single bonus provision, with the exception of the Residential Use bonus defined in subsection (a) below, shall be used to exceed 20% of the maximum FAR otherwise allowed; provided, however, that bonus provisions may be used in any amount necessary to construct a building designed to comply with FAR and height restrictions authorized by the base district (without reference to the WO combining district) but not achievable in the particular subdistrict without the use of bonus provisions. No bonus provision may be used to exceed a height limitation imposed by the Capitol View Corridor combining district, the CA Congress Avenue combining district, or the maximum height permitted in a WO subdistrict.

- (1) Residential Use: Floor area designed and intended exclusively for a residential use permitted in an MF-6 or more restrictive base district shall be authorized in addition to the maximum FAR permitted in an NO or less restrictive base district.
- (2) Pedestrian Oriented Uses: Floor area designed and intended exclusively for pedestrian oriented uses located on the ground floor with unimpeded public access from public right-of-way or park land shall be authorized in addition to the maximum FAR permitted in an MF-1 or less restrictive base district. Pedestrian oriented uses required by Sec. 13-2-229 and Sec. 13-2-702 shall not be included in bonus FAR or height authorized under this subsection.
- (3) Parking Structures: An additional one-half square foot of gross floor area may be allowed for each square foot of gross floor area of a parking structure constructed above grade. An additional one foot of gross floor area may be allowed for each square foot of gross floor area of a parking structure provided below grade. For purposes of this section, a "parking structure" shall mean a parking facility built above or excavated below grade. No bonus for above grade parking structures shall be allowed for development in the North Shore Central subdistrict.
- (4) Tree Preservation: A bonus of additional gross floor area shall be allowed for every square foot of area within the undisturbed outer dripline of an existing tree classified as a Category A tree by the tree evaluation system of the Office of Land Development Services which is left undisturbed or is transplanted under the direction, authorization and supervision of the City Arborist on the site or at such other location that will preserve the character of the existing site and is approved by the Waterfront Planning Advisory Board. The additional gross floor area granted as a

bonus under this subsection is calculated by multiplying the total area of such undisturbed dripline by the height limitation(s) applicable to the property and dividing the result by 12. A tree shall not be considered to be undisturbed unless the area within a circle centered on the trunk and with a circumference equal to the largest horizontal circumference of the tree's crown is left in an undisturbed state.

- (5) **Public Access Dedications:** A bonus for every square foot of area dedicated to the City for purposes of providing public access, side yard easements or trail easements to Town Lake or the Colorado River, shall be allowed. The additional gross floor area granted a bonus under this subsection is calculated by multiplying the total area of such public access or easement by the height limitation(s) applicable to the property and dividing the result by 12.
- (6) **Restrictions for Public Access:** A bonus for every square foot of area restricted to create side yards or restricted public access to Town Lake, the Colorado River, or a creek shall be allowed. The additional gross floor area granted a bonus under this subsection is calculated by multiplying the total area of such scenic vista, side yard visibility or restricted area by the height limitation(s) applicable to the property and dividing the result by 12.
- (7) **Restrictions for Scenic Vistas:** a bonus of one additional square foot of gross floor area may be allowed for each square foot of area restricted to create scenic vistas to Town Lake, the Colorado River or a creek.
- (8) **Impervious Cover:** For every square foot of area that represents a reduction of the maximum impervious cover otherwise permitted, an additional square foot of gross floor area shall be allowed.

Sec. 13-2-704 WAIVERS FROM SITE DEVELOPMENT REGULATIONS IN THE WO WATERFRONT OVERLAY COMBINING DISTRICT

(a) To facilitate flexible planning and the most appropriate development of a site, the Waterfront Planning Advisory Board may approve or recommend, as set forth below, a waiver from the strict application of any site development regulation imposed by Sec. 13-2-229, Sec. 13-2-700, or Sec. 13-2-702 to the minimum extent required by the peculiarities of a specific tract; provided, however, that no waiver may be approved hereunder to permit construction of a structure which would exceed a height limitation established in the WO Waterfront Overlay district. The applicant for a waiver shall have the burden of demonstrating that the proposed project, with the waiver granted and with respect to environmental protection, aesthetic enhancement, traffic, and other considerations, is consistent with the goals and policy recommendations contained in the Town Lake Corridor Study. No waiver shall be considered by the Waterfront Planning Advisory Board without first holding a public hearing on the application for a waiver. Notice of the date, time, and place of a public hearing on an application for a waiver shall be given in accordance with Sec. 13-1-200(b).

(b) Any waiver approved by the Waterfront Planning Advisory Board for a proposed development where a site plan must be approved by the Commission or Council even in the absence of an appeal of the waiver shall be construed to be a recommendation for the waiver, and the waiver shall not be deemed to be approved until approved by the Commission or Council. The grant or denial of any waiver by the Waterfront Planning Advisory Board may be appealed to the Planning Commission by any interested person and the decision of the Planning Commission may be appealed by any interested person to the Council.

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Sec. 13-2-153 ALLOWABLE MODIFICATIONS IN A PDA COMBINING DISTRICT

The following modifications to regulations otherwise applicable in the base district may be included in an ordinance establishing a PDA combining district:

- (1) Modifications to permitted and conditional uses authorized in the base district.
- (2) Modifications to site development regulations applicable in the base district. The compatibility standards of Article VI, Division 4, Part A shall not be modified.
- (3) Modifications to off-street parking and loading regulations, sign regulations, principal roadway area regulations, and landscaping and screening regulations applicable within the base district(s).

Sec. 13-2-154 EXISTING PLANNED DEVELOPMENT AREAS

A Planned Development Area approved under procedures applicable before January 1, 1985, is deemed to be a Planned Development Area combining districts, and shall be governed by regulations and requirements previously applicable. Previously existing Planned Development Areas shall be shown on the Zoning Map as Planned Development Area combining districts.

Sec. 13-2-155 through 13-2-159 RESERVED

Reserved for future expansion

PART E. Waterfront Overlay Combining District

Sec. 13-2-160 PURPOSE AND BOUNDARIES OF THE WO WATERFRONT OVERLAY COMBINING DISTRICT

- (a) The WO Waterfront Overlay combining district was one of the recommendations contained in the Town Lake Corridor Study adopted by the City Council on October 24, 1985, and is intended to reflect the goals and policies set forth in that study. The district is designed and intended to provide a more harmonious interaction and transition between urban development and the park land and shoreline of Town Lake and the Colorado River. The WO combining district is combined with existing and future base districts established for properties located within its boundaries.
- (b) The WO combining district consists of all property located within the respective boundaries of the 15 subdistricts defined and set forth below:
 - (1) University/Deep Eddy subdistrict: All property bounded by Lake Austin Boulevard on the north; the Town Lake shoreline on the south; MoPac Boulevard on the east; and Tom Miller Dam on the west.

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- (2) Lamar subdistrict: All property bounded by the Missouri Pacific rail lines on the north; the Town Lake shoreline on the south; Lamar Boulevard on the east; and MoPac Boulevard on the west.
- (3) North Shore Central subdistrict: All property bounded by the Missouri Pacific rail lines from Lamar Boulevard to Nueces Street, thence easterly along Second Street to Waller Creek as the northern boundary of the subdistrict; the Town Lake shoreline on the south; Waller Creek on the east; and Lamar Boulevard on the west.
- (4) Rainey Street subdistrict: All property bounded by First Street on the north; the Town Lake shoreline on the south; IH-35 on the east; and Waller Creek on the west.
- (5) Festival Beach subdistrict: All property bounded on the north by Holly Street from IH-35 to Canadian Street, then north on Canadian Street to Willow Street, then east on Willow Street to Pleasant Valley Road; the Town Lake shoreline on the south; Pleasant Valley Road on the east; and IH-35 on the west.
- (6) Red Bluff subdistrict: All 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; SAVE AND EXCEPT that portion of the land included within and 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.
- (7) Montopolis/River Terrace subdistrict: All property bounded by the Colorado river shoreline on the north; the extension of Lakeshore Boulevard on the south; Highway 183 on the east; and Pleasant Valley Road on the west.
- (8) South Lakeshore subdistrict: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 16, 1986, which abut the south public right-of-way of South Lakeshore Boulevard on the south; Pleasant Valley Road on the east; and the extension of Parker Lane on the west.
- (9) East Riverside subdistrict: All property bounded by the Town Lake shoreline on the north; Riverside Drive on the south; the extension of Parker Lane on the east; and IH-35 on the west.
- (10) Travis Heights subdistrict: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 17, 1986, which abut the south public right-of-way of East Riverside Drive on the south; IH-35 on the east; and East Bouldin Creek on the west.
- (11) South Shore Central subdistrict: All property bounded by the Town Lake shoreline on the north; East Bouldin Creek on the south and east; and South First Street on the west.

- (12) Auditorium Shores subdistrict: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 17, 1986, which abut the south public right-of-way of Barton Springs Road on the south; South First Street on the east; and Lee Barton Drive on the west.
- (13) Butler Shores Subdivision: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of July 17, 1986, which abut the south public right-of-way of Barton Springs Road on the south; Lee Barton Drive on the east; and the centerline of Barton Creek on the west.
- (14) Zilker Park subdistrict: All land located within the boundaries of Zilker Park.
- (15) Balcones Rock Cliff subdistrict: All property bounded by the Town Lake shoreline on the north; Stratford Drive and Bee Creek Preserve on the south; Zilker Park on the east; and Tom Miller Dam on the west.

Sec. 13-2-161 through 13-2-164 **RESERVED**

Reserved for future expansion

PART F. Mixed Use Combining District

Sec. 13-2-165 PURPOSE OF THE MU MIXED USE COMBINING DISTRICT

The MU Mixed Use combining district is intended for combination with selected base districts, in order to permit any combination of office, retail, commercial, and residential uses within a single development. The MU combining district is intended for use in combination with the NO base district only when its use will further the purposes and intent of the NO base district.

Sec. 13-2-166 APPLICABILITY OF THE MU COMBINING DISTRICT

The MU combining district may only be applied in combination with one of the following base districts:

- (1) NO Neighborhood Office
- (2) LO Limited Office
- (3) GO General Office
- (4) LR Neighborhood Commercial
- (5) CR Community Commercial
- (6) CS General Commercial Services
- (7) CS-1 Commercial Liquor Sales

Sec. 13-2-226 ADDITIONAL PERMITTED AND CONDITIONAL USES IN THE AV DISTRICT

The following activities and uses are allowable within the Aviation Services district. When located on property in public ownership, such activities and uses are permitted uses. When located on property in private ownership, such activities and uses are conditional uses, and may be allowed pursuant to Chapter 13-1:

- (1) Aviation Facilities
- (2) Aviation-related Commercial and Industrial activities requiring direct access to airport facilities or to aviation services, such as assembly and sale of aircraft, air frames, air craft engines, aircraft parts and associated components, radios and navigational equipment, and similar products and services.
- (3) Commercial and Industrial activities providing services to airport customers and to aviation-related uses, including passenger terminal facilities, air freight services, auto service stations and car rental agencies, restaurants, lounges, convenience shopping, banking services, personal services, hotels and motels, and uses and services of a similar nature.
- (4) Activities and uses of an agricultural, recreational, or open space nature located within clear zones, approach areas, or other lands reserved for future airport operations or related services.
- (5) Communication Service Facilities.

Sec. 13-2-227 ADDITIONAL PERMITTED USES IN THE P DISTRICT

Permitted uses include any activity of a governmental, civic, public service, or public institutional nature. Such activities may include residential uses conducted in association with educational, military, medical, or similar public uses; may include commercial or industrial uses conducted accessory to or in support of a primary public use on the same site; and may include agricultural uses or an interim use of the site.

Sec. 13-2-228 GENERAL USE REGULATIONS IN THE WO DISTRICT

To the extent that regulations established for the use of property located within the Waterfront Overlay combining district are inconsistent with regulations established by a particular base district or other provisions of the Code, these regulations are controlling. However, unless a use is specifically prohibited in any subdistrict, all uses otherwise permitted are permitted in any given base district. The following standards apply to all uses of land in the WO Waterfront Overlay combining district:

- (1) Residential: Any residential use permitted in an MF-6 or more restrictive base district is permitted in an NO or less restrictive base district.

DIVISION 3. Site Development Requirements in Combining Districts

PART A. Additional Requirements in the Waterfront Overlay Combining District

Sec. 13-2-700 SITE DEVELOPMENT REGULATIONS APPLICABLE TO ALL SUBDISTRICTS IN THE WATERFRONT OVERLAY COMBINING DISTRICT

To the extent regulations for the development of property in the WO combining district are inconsistent with regulations established by a particular base district or other provisions of the Code, these regulations shall be controlling; provided, however, that development of property within a CVC combining district or the CA combining district shall comply with the respective height restrictions of those combining districts, and with the compatibility standards in Article VI, Division 4, Part A unless a waiver is approved. The following apply to all development in the WO Waterfront Overlay combining district:

- (1) **Site Plan Approval Required:** A site plan shall be submitted in accordance with the requirements outlined in the appropriate Technical Manual. Each site plan for property within the Waterfront Overlay Combining district shall be reviewed by the Director of the Parks and Recreation Department, or his or her designee, before its approval to determine, if applicable, its compatibility with adopted park design guidelines and to determine the existence and significance of historic, cultural, or archaeological sites located on the property subject to the site plan. Any site plan submitted shall also be distributed to the Waterfront Planning Advisory Board for its comments. If an applicant requests a waiver from any provision of the WO Waterfront Overlay Combining district ordinance or if the administrative approval or denial of said site plan is appealed, such site plan shall be reviewed and acted upon by the Waterfront Planning Advisory Board. The applicant shall file a request for waiver or appeal with the Office of Land Development Services
- (2) **Primary Setback:** No surface or above ground parking area, structure or portion of a structure may be located on any land between the Primary Setback Line and the centerline of a creek for which a Primary Setback Line has been established, the shoreline of Town Lake, or the shoreline of the Colorado River; provided, however, that this provision shall not apply to park related facilities including, without limitation, picnic tables, observation decks, trails, gazebos, pavilions, or similar amenities located on land dedicated or used for public park purposes, restricted to a maximum impervious cover of 15%. This maximum percentage may be increased as determined by the Waterfront Planning Advisory Board when justification for such increase is shown by the Parks and Recreation Department, or its designee. Said allowance or increase shall be handled by application for waiver submitted to the Waterfront Planning Advisory Board.
- (3) **Secondary Setback:** A transition zone shall be provided which allows for, but is not limited to, the construction of fountains, patios, terraces, outdoor restaurants or similar amenities. Impervious cover on land between the

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Primary Setback Line and the Secondary Setback Line, in subdistricts where a Secondary Setback Line has been defined, is restricted to a maximum of 30%. This maximum percentage may be increased only as determined by the Waterfront Planning Advisory Board when justification for such increase is shown by the applicant. Said allowance or increase shall be handled by application for waiver submitted to the Waterfront Planning Advisory Board.

- (4) Surface parking should not be visible from Town Lake, the Colorado River, park land, or any creek referenced in this ordinance. Surface parking should be oriented along the roadways and the view screened. This screening shall include dense massing of trees or shrubs, other wall or vegetative screening or berms. Topographic changes shall be considered in reviewing this provision. A median of not less than ten feet in width, containing trees, shrubs or berms shall be placed between each parking bay. A "parking bay" is defined as a parking area serviced by one drive and back-up space. This may include a single bay, with two rows of parking and a common drive. Alternative compliance may be allowed as provided by Sec. 13-7-65.
- (5) Parking structures above grade shall be creatively integrated architecturally with the building or thoroughly screened from Town Lake, the Colorado River, the park land or any creek. The parking structure shall maintain the same building setback as required in the base zone, provided it is architecturally integrated with the other structures and has a pedestrian scale. Parking structures which abut Town Lake, the Colorado River, park land or a creek shall have a facade which incorporates pedestrian oriented uses at the grade level.
- (6) Sub-terrain parking structures which are totally below grade can occur anywhere within the property line of a base district.
- (7) All utilities shall be located underground unless otherwise required by the utility providing the service.
- (6) Design:
 - (A) Exterior mirrored glass or glare producing glass surface building materials are prohibited.
 - (B) Distinctive building tops shall be required for buildings exceeding 45 feet in height. Distinctive building tops include without limitation cornices, steeped parapets, hipped roofs, mansard roofs, stepped terraces, domes and other forms of multifaced sculptural tops. To the minimal extent required to comply with the provisions of Sec. 9-11-202 of the Code, a flat roof shall be permitted.
 - (C) Basewall definition shall be required for buildings fronting Town Lake, Shoal Creek, and Waller Creek. Basewalls shall not exceed a height (as defined by an upper level setback or architectural definition) of more than 45 feet. Basewalls are required on buildings abutting public park land or the Town Lake shoreline. Property separated from park land solely by public right-of-way shall be deemed to abut park land.

- (D) **Building Facade:** No facade of a building shall exceed an unbroken horizontal dimension of 160 feet.
- (7) **Screening Requirements:** Trash receptacles, air conditioning and heating equipment, utility meters, loading areas, and external storage shall be screened from public view.
- (8) **Waiver from Height Restrictions Imposed by the Compatibility Standards:** Notwithstanding any other provisions of this Chapter to the contrary, development within the WO Waterfront Overlay Combining district which is designed to reduce impervious surfaces and building bulk, or to preserve trees which may not otherwise be preserved, may receive a waiver from height restrictions imposed by the compatibility standards pursuant to the procedures set forth in Sec. 13-2-739, after a review and recommendation on the waiver request by the Waterfront Planning Advisory Board. Such a waiver may not exceed the height limits established in the WO Waterfront Overlay Combining district.

**Sec. 13-2-701 EXEMPTIONS FROM THE WO WATERFRONT OVERLAY
COMBINING DISTRICT**

The provisions of this Part A concerning the WO Waterfront Overlay combining district shall not apply to the construction or reconstruction of any existing or proposed development for which:

- (1) A valid building permit existed on July 17, 1986; or
- (2) A certificate of occupancy had been issued on or before July 17, 1986; or
- (3) A site plan has been approved before July 17, 1986, including plans for phased development projects or special permit site plans; provided, however, any approved site plan, special permit site plan, or plan for a phased development project shall only be exempt from the terms of this Chapter until the expiration or lapse of approval of the site plan; or
- (4) A site plan has been filed before July 17, 1986, with the Office of Land Development Services as a condition of zoning as approved previously by Council or has been reviewed and approved by the Town Lake Task Force as a condition of zoning, with any comments from the Task Force being forwarded to the Council for consideration; or
- (5) Building plans and specifications have been submitted to the Building Inspection Department for review and said review has been substantially completed before July 17, 1986.
- (6) Refer to Chapter 13-1 for additional exemption provision.

**Sec. 13-2-702 SITE DEVELOPMENT REGULATIONS FOR SUBDISTRICTS OF
THE WO WATERFRONT OVERLAY COMBINING DISTRICT**

(a) University/Deep Eddy Subdistrict:

(1) Primary Setback Lines:

(A) 200 feet from the Town Lake shoreline between Tom Miller Dam and Red Bud Trail

(B) 300 feet from the Town Lake shoreline between Red Bud Trail and MoPac Boulevard

(2) Secondary Setback Lines:

(A) 50 feet between Tom Miller Dam and Red Bud Trail

(B) 100 feet between Red Bud Trail and MoPac Boulevard

(3) Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(4) Impervious Cover: Maximum coverage, 40% of lot area not included in a Primary or Secondary Setback Line

(5) Restrictions on use of bonus provisions:

(A) Bonus provisions shall not be used to increase height above 35 feet or FAR for any structure or portion thereof located between the Town Lake shoreline and a line parallel to and 50 landward from a secondary setback line.

(b) Lamar Subdistrict:

(1) Primary Setback Lines:

(A) 100 feet from the Town Lake shoreline

(B) 90 feet from the Johnson Creek centerline

(2) Secondary Setback Line:

100 feet from the Primary Setback Line parallel to the Town Lake shoreline

(3) Height:

(A) Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(B) For structures located within 50 feet from the Primary Setback Line parallel to the Johnson Creek centerline, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.

(4) **Parking:**

(A) No parking space or area shall be constructed at grade except for parking spaces restricted for use by buses, van pooling, the handicapped, and for public access to park land as provided in subsections (4), (5), or (6) of Sec. 13-2-700.

(B) Garage access points and curb cuts are prohibited where the pattern and alignment of the surrounding, existing sidewalks would be disrupted.

(c) **North Shore Central Subdistrict**

(1) **Primary Setback Lines:**

(A) 100 feet from the Town Lake shoreline

(B) 60 feet from the Shoal Creek centerline

(C) 50 feet from the Waller Creek centerline

(2) **Parking:**

(A) No parking space or area shall be constructed at grade except for parking spaces or areas restricted for use by buses, van pooling, taxis, delivery service or commercial loading zones, other public transportation system, the handicapped, and for public access to park land or as permitted pursuant to subsections (5) or (6) of Sec. 13-2-700.

(B) Garage access points and curb cuts shall be located to minimize the disruption of pedestrian traffic on existing sidewalks.

(C) No above grade parking facility may be located within 250 feet from the shoreline of Town Lake except as provided in subsections (5) or (6) of Sec. 13-2-700.

(3) **Design:**

(A) Structures abutting and oriented towards Town Lake, Shoal Creek, or Waller Creek shall have a base wall with a maximum height of 45 feet. That portion of the structure built above the base wall oriented towards Town Lake, Shoal Creek, or Waller Creek shall be designed to fit within an envelope defined by a 70 degree angle starting at a line 45 feet above the property boundary line nearest Town Lake, Shoal Creek, or Waller Creek, with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Town Lake, Shoal Creek, or Waller Creek.

(B) A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-

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transparent base walls shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.

(4) **Congress Avenue Setback:**

No building may be constructed within 80 feet of the existing east curb line of Congress Avenue south of First Street.

(d) **Rainey Street Subdistrict**

(1) **Primary Setback Lines:**

(A) 150 feet from the Town Lake shoreline

(B) 50 feet from the Waller Creek centerline

(e) **Festival Beach Subdistrict**

(1) **Primary Setback Line:**

100 feet from the Town Lake shoreline

(2) **Secondary Setback Line:**

50 feet from the Primary Setback Line

(3) **Height:**

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(4) **Impervious Cover:**

Maximum coverage, 40% of lot area not included in a Primary or Secondary Setback Line

(f) **Red Bluff Subdistrict**

(1) **Primary Setback Lines:**

(A) 40 feet from the 450 foot contour line from Pleasant Valley road to the extension of Shady Lane

(B) 40 feet from the 440 foot contour line from the extension of Shady Lane to US 183

(2) **Secondary Setback Line:**

110 feet from the Primary Setback Lines

(3) **Height:**

For structures located between a Primary Setback Line and a Secondary Setback Line, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.

(4) Design:

All exterior surface building materials visible from park land adjacent to town lake shall be natural building materials.

(g) Montopolis/River Terrace Subdistrict

(1) Primary Setback Lines:

150 feet from the 430 foot contour line along the Colorado River

(2) Secondary Setback Line:

100 feet from the primary setback line parallel to the 430 foot contour line along the Colorado River

(3) Height:

For structures located between the primary setback line parallel to the 430 foot contour line along the Colorado River and the secondary setback line, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(h) South Lakeshore Subdistrict

(1) Primary Setback Lines:

(A) 65 feet from the Town Lake shoreline

(B) 50 feet south of Lakeshore Boulevard

(2) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(i) East Riverside Subdistrict

(1) Primary Setback Line:

100 feet from the Town Lake shoreline

(2) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 96 feet.

(3) Impervious Cover:

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Maximum coverage, 50% of lot area not included in a Primary or Secondary Setback Line

(j) Travis Heights Subdistrict

(1) Primary Setback Lines:

- (A) 100 feet from the Town Lake shoreline
- (B) 80 feet from the East Bouldin Creek centerline
- (C) 80 feet from the Blunn Creek centerline

(2) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 45 feet for structures located between the Town Lake shoreline and Riverside Drive and 60 feet elsewhere in the subdistrict.

(3) Impervious Cover:

Maximum coverage, 50% of lot area not included in a Primary or Secondary Setback Line

(4) Restrictions on Use of Bonus Provisions:

Bonus provisions shall be allowed only for structures located between Bouldin and Blunn Creeks.

(k) South Shore Central Subdistrict

(1) Primary Setback Lines:

- (A) 150 feet from the Town Lake shoreline
- (B) 80 feet from the East Bouldin Creek centerline
- (C) 35 feet from the northern public right-of-way boundary of Riverside Drive

(2) Secondary Setback Lines:

- (A) 50 feet from the Primary Setback Line parallel to the Town Lake shoreline
- (B) 50 feet from the Primary Setback Line parallel to the East Bouldin Creek centerline

(3) Height:

(A) For structures between the Primary Setback Lines and Secondary Setback Lines parallel to the town Lake shoreline and the East Bouldin Creek centerline, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.

(B) For structures south of Riverside Drive between South Congress Avenue and East Bouldin Creek, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 45 feet.

(C) Notwithstanding subsection (B) above, for structures within 100 feet of the right-of-way of South Congress Avenue or South First Street, height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(4) Design:

(A) A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.

(B) Structures located on property abutting and oriented towards the public right-of-way of Riverside Drive shall have a base wall with a maximum height of 45 feet if north of Riverside Drive and a base wall with a maximum height of 35 feet if south of Riverside Drive. That portion of a structure built above the base wall and oriented towards Riverside Drive shall be designed to fit within an envelope defined by a 70 degree angle starting at a line along the top of the base wall with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Riverside Drive.

(5) Restrictions on use of Bonus Provisions:

(A) Bonus provisions shall not be used to increase height above 96 feet.

(1) Auditorium Shores Subdistrict

(1) Primary Setback Line:

1,200 feet from the Town Lake shoreline

(2) Secondary Setback Line:

Northern boundary of public right-of-way of Barton Springs Road

(3) Height:

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(A) For structures located between the Town Lake shoreline and the Primary Setback Line, Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 25 feet.

(B) For structures located between the Primary Setback Line and Secondary Setback Line, Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 60 feet.

(4) Design:

A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Gross floor area at grade level for any structure located between the Town Lake shoreline and the Primary Setback Line shall be a maximum of 2,000 square feet. Gross floor area at grade level for any structure located between the Primary Setback Line and the Secondary Setback Line shall be a maximum of 75,000 square feet.

(m) Butler Shores Subdistrict

(1) Primary Setback Lines:

(A) 100 feet from the Town Lake shoreline

(B) 35 feet from the southern boundary of the public right-of-way of Toomey Road

(C) 35 feet from the public right-of-way of Barton Springs Road

(D) 100 feet from the Barton Creek centerline

(2) Secondary Setback Line:

100 feet from Primary Setback Line of Town Lake and parallel to the Town Lake shoreline.

(3) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 96 feet for structures located north of Barton Springs Road and 60 feet for structures located south of Barton Springs Road.

(4) Design:

(A) Impervious cover is prohibited on slopes greater than 25%.

(B) A minimum of 60% of the ground level walls for all nonresidential uses in buildings abutting park land adjacent to Town Lake, when such walls are visible from park land or the public right-of-way abutting park land, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet above grade to ten feet above grade. Non-transparent base wall shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.

(C) Structures located on property abutting and oriented towards the public right-of-way of Barton Springs Road shall have a base wall with a maximum height of 45 feet if north of Barton Springs Road and a base wall with a minimum height of 35 feet if south of Barton Springs Road. That portion of a structure built above the base wall and oriented towards Barton Springs Road shall be designed to fit within an envelope defined by a 70 degree angle starting at a line along the top of the base wall with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Barton Springs Road.

(n) Zilker Park Subdistrict

(1) Primary Setback Line:

100 feet from the Town Lake shoreline

(2) Secondary Setback Line:

700 feet from the Primary Setback Line

(3) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 45 feet

(4) Impervious Cover:

Maximum coverage, 40% of lot area not included in a Primary or Secondary Setback Line

(o) Balcones Rock Cliff Subdistrict

(1) Primary Setback Line:

(A) 75 feet from Town Lake shoreline

(B) 50 feet from the Town Lake shoreline in the case of those single-family legal lots platted before July 17, 1986; provided, however, these lots are either (i) zoned RR; or (ii) a minimum of 20,000 square feet in size. This setback shall be a standard imposed and may be waived as provided in Sec.

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13-2-704 herein. This provision shall not apply to stairs or other pedestrian access.

(2) Height:

Height restrictions imposed by the applicable base district may be increased pursuant to Sec. 13-2-703 to a maximum height of 35 feet.

(3) Impervious Cover:

Maximum coverage, 30% of lot area not included in a Primary or Secondary Setback Line

(4) Design:

(A) All exterior surface building materials visible from park land adjacent to Town Lake shall be natural building materials.

(B) Where structures will be exposed to view from either Town Lake shoreline, a mix of trees and shrubs native to the Balcones Cliff Subdistrict and approved by the City Arborist shall be planted to screen at least 75% of the structure at grade level otherwise so exposed to view.

Sec. 13-2-703 BONUS PROVISIONS ALLOWED IN WO WATERFRONT OVERLAY COMBINING DISTRICT

Any one or more of the following bonus provisions may be used to exceed the maximum Floor to Area Ratio ("FAR") of a base district and height limitation of a base district for additional FAR, height, or both. Total additional FAR from the use of bonus provisions shall not exceed 60% of the maximum FAR otherwise allowed. No single bonus provision, with the exception of the Residential Use bonus defined in subsection (a) below, shall be used to exceed 20% of the maximum FAR otherwise allowed; provided, however, that bonus provisions may be used in any amount necessary to construct a building designed to comply with FAR and height restrictions authorized by the base district (without reference to the WO combining district) but not achievable in the particular subdistrict without the use of bonus provisions. No bonus provision may be used to exceed a height limitation imposed by the Capitol View Corridor combining district, the CA Congress Avenue combining district, or the maximum height permitted in a WO subdistrict.

- (1) Residential Use: Floor area designed and intended exclusively for a residential use permitted in an MF-6 or more restrictive base district shall be authorized in addition to the maximum FAR permitted in an NO or less restrictive base district.
- (2) Pedestrian Oriented Uses: Floor area designed and intended exclusively for pedestrian oriented uses located on the ground floor with unimpeded public access from public right-of-way or park land shall be authorized in addition to the maximum FAR permitted in an MF-1 or less restrictive base district. Pedestrian oriented uses required by Sec. 13-2-229 and Sec. 13-2-702 shall not be included in bonus FAR or height authorized under this subsection.

- (3) **Parking Structures:** An additional one-half square foot of gross floor area may be allowed for each square foot of gross floor area of a parking structure constructed above grade. An additional one foot of gross floor area may be allowed for each square foot of gross floor area of a parking structure provided below grade. For purposes of this section, a "parking structure" shall mean a parking facility built above or excavated below grade. No bonus for above grade parking structures shall be allowed for development in the North Shore Central subdistrict.
- (4) **Tree Preservation:** A bonus of additional gross floor area shall be allowed for every square foot of area within the undisturbed outer dripline of an existing tree classified as a Category A tree by the tree evaluation system of the Office of Land Development Services which is left undisturbed or is transplanted under the direction, authorization and supervision of the City Arborist on the site or at such other location that will preserve the character of the existing site and is approved by the Waterfront Planning Advisory Board. The additional gross floor area granted as a bonus under this subsection is calculated by multiplying the total area of such undisturbed dripline by the height limitation(s) applicable to the property and dividing the result by 12. A tree shall not be considered to be undisturbed unless the area within a circle centered on the trunk and with a circumference equal to the largest horizontal circumference of the tree's crown is left in an undisturbed state.
- (5) **Public Access Dedications:** A bonus for every square foot of area dedicated to the City for purposes of providing public access, side yard easements or trail easements to Town Lake or the Colorado River, shall be allowed. The additional gross floor area granted a bonus under this subsection is calculated by multiplying the total area of such public access or easement by the height limitation(s) applicable to the property and dividing the result by 12.
- (6) **Restrictions for Public Access:** A bonus for every square foot of area restricted to create side yards or restricted public access to Town Lake, the Colorado River, or a creek shall be allowed. The additional gross floor area granted a bonus under this subsection is calculated by multiplying the total area of such scenic vista, side yard visibility or restricted area by the height limitation(s) applicable to the property and dividing the result by 12.
- (7) **Restrictions for Scenic Vistas:** a bonus of one additional square foot of gross floor area may be allowed for each square foot of area restricted to create scenic vistas to Town Lake, the Colorado River or a creek.
- (8) **Impervious Cover:** For every square foot of area that represents a reduction of the maximum impervious cover otherwise permitted, an additional square foot of gross floor area shall be allowed.

Sec. 13-2-704

¶
**WAIVERS FROM SITE DEVELOPMENT REGULATIONS IN THE
WO WATERFRONT OVERLAY COMBINING DISTRICT**

- (a) To facilitate flexible planning and the most appropriate development of a site, the Waterfront Planning Advisory Board may approve or recommend, as set

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forth below, a waiver from the strict application of any site development regulation imposed by Sec. 13-2-229, Sec. 13-2-700, or Sec. 13-2-702 to the minimum extent required by the peculiarities of a specific tract; provided, however, that no waiver may be approved hereunder to permit construction of a structure which would exceed a height limitation established in the WO Waterfront Overlay district. The applicant for a waiver shall have the burden of demonstrating that the proposed project, with the waiver granted and with respect to environmental protection, aesthetic enhancement, traffic, and other considerations, is consistent with the goals and policy recommendations contained in the Town Lake Corridor Study. No waiver shall be considered by the Waterfront Planning Advisory Board without first holding a public hearing on the application for a waiver. Notice of the date, time, and place of a public hearing on an application for a waiver shall be given in accordance with Sec. 13-1-200(b).

(b) Any waiver approved by the Waterfront Planning Advisory Board for a proposed development where a site plan must be approved by the Commission or Council even in the absence of an appeal of the waiver shall be construed to be a recommendation for the waiver, and the waiver shall not be deemed to be approved until approved by the Commission or Council. The grant or denial of any waiver by the Waterfront Planning Advisory Board may be appealed to the Planning Commission by any interested person and the decision of the Planning Commission may be appealed by any interested person to the Council.

Sec. 13-2-705 through 13-2-709 **RESERVED**

Reserved for future expansion

PART B. Additional Requirements in the Capitol View Corridor Combining District

Sec. 13-2-710 SITE DEVELOPMENT REGULATIONS FOR THE CVC DISTRICT

(a) Site development regulations for the CVC Capitol View Corridor combining district shall be those regulations specified for the base district(s), with the addition of the following height limit which shall govern unless the height limit specified for the base district is more restrictive.

(b) No structure shall exceed the maximum height allowable under the following Capitol View Preservation Height Calculation Formula:

[Formula appears on the following page]

ORDINANCE NO. 860904-X

AN ORDINANCE AMENDING CHAPTER 13-2A (REVISED ZONING REGULATIONS) OF THE AUSTIN CITY CODE OF 1981; AMENDING SECTION 13-2A-2852 THEREOF TO REVISE THE BOUNDARIES OF THE RED BLUFF SUBDISTRICT OF THE WATERFRONT OVERLAY COMBINING DISTRICT; PROVIDING FOR SEVERABILITY; SUSPENDING THE RULE REQUIRING THAT ORDINANCES BE READ ON THREE SEPARATE DAYS; AND DECLARING AN EMERGENCY.

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

PART 1. That the paragraph of Section 13-2A-2852 of the Austin City Code of 1981 that defines the boundaries of the Red Bluff subdistrict of the Waterfront Overlay Combining District be, and hereby is, amended to read as follows:

Red Bluff Subdistrict: All property bounded by East First Street on the north; the Colorado River shoreline on the south; Highway 183 on the east; and Pleasant Valley Road on the west; SAVE AND EXCEPT that portion of the land included within and 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, which was not conveyed to the City of Austin for park purposes by deed recorded at Vol. 9544, Page 63, of the Deed Records of Travis County, Texas.

PART 2. That if any provision, section, subsection, sentence, clause or phrase of this ordinance, or the application of same to any person or set of circumstances, is for any reason held to be unconstitutional, void, or in any other manner invalid, the validity of the remaining portions of this ordinance shall not be affected thereby, it being the intent of the City Council in adopting this ordinance that no portion hereof, or any provisions or regulations contained herein, shall become inoperative or fail by reason of any unconstitutionality or invalidity of any other portion hereof; and accordingly all provisions of this ordinance are declared to be severable for that purpose.

PART 3. That the requirement imposed by Section 2-2-3 of the Austin City Code of 1981 that this ordinance be read on three (3) separate days shall be, and hereby is, waived by the affirmative vote of five (5) members of the City Council to pass this ordinance through more than one reading on a single vote.

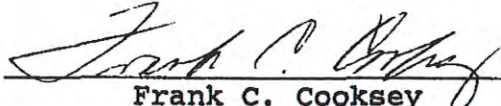
PART 4. WHEREAS, the City Council finds that an emergency is apparent for the immediate preservation of order, health, safety, and the general welfare of the public, which emergency requires that this ordinance become effective immediately upon its passage; therefore, this ordinance shall become effective

immediately upon its passage as provided by the Charter of the City of Austin.

PASSED AND APPROVED:

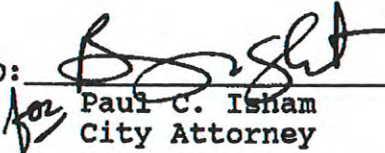
September 4, 1986

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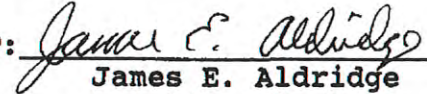


Frank C. Cooksey
Mayor

APPROVED:


for Paul C. Isham
City Attorney

ATTEST:



James E. Aldridge
City Clerk

04SEP86
(J-5)
:afm
Emergency
redbluff.ord

AMENDED BY ORDINANCE

NO. 860904-XORDINANCE NO. 86 0717-Z

AN ORDINANCE AMENDING CHAPTER 13-2A (REVISED ZONING REGULATIONS) OF THE AUSTIN CITY CODE OF 1981; ADDING SECTIONS 13-2A-2850 THROUGH 13-2A-2857 TO ESTABLISH A "WO" WATERFRONT OVERLAY COMBINING DISTRICT FOR PROPERTY NEAR TOWN LAKE AND THE COLORADO RIVER SOUTH OF LONGHORN DAM; FIXING BOUNDARIES AND ESTABLISHING REGULATIONS FOR THE WATERFRONT OVERLAY COMBINING DISTRICT AND THE VARIOUS SUBDISTRICTS WITHIN SUCH COMBINING DISTRICT; REPEALING SECTIONS 13-2A-2940 THROUGH 13-2A-2944 ESTABLISHING A TLZ TOWN LAKE ZONE; PROVIDING FOR SEVERABILITY; WAIVING THE RULE REQUIRING THREE READINGS OF ORDINANCES; AND DECLARING AN EMERGENCY.

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

PART 1. That Section 13-2A-2020 of the Austin City Code of 1981 be, and it hereby is, amended by inserting the following Map Code, Combining District, and Section Number between the "PDA" Planned Development Area Combining District and the "MU" Mixed Use Combining District listed therein:

<u>Map Code</u>	<u>Combining District</u>	<u>Section Number</u>
WO	Waterfront Overlay Combining District	2850

PART 2. That Sections 13-2A-1100 through 13-2A-1499 of Chapter 13-2A of the Austin City Code of 1981 be, and hereby are, amended by the addition of the following definitions, reading and numbered as follows:

1170.1 BASEWALL

The vertical surface of a building beginning at the finished grade up to a level defined by a setback or an architectural treatment such as a cornice line or similar projection or demarcation, which visually separates the base of a building from the upper portion of the building.

1179 CENTERLINE

A line equidistant from the existing topographically defined channel boundaries of a creek or waterway. If not readily discernible, the channel boundaries shall be deemed to be, first, the low flow line, or, second, the boundaries of the two (2) year flood plain.

1190.1 DRIPLINE OF TREE

A vertical line extending from the outermost portion of the tree canopy to the ground.

1269 MIRRORED GLASS

Mirrored glass is any glass with a reflectivity index of greater than twenty percent (20%).

1276 NATURAL BUILDING MATERIALS

Exterior building materials such as wood, stone, brick, granite, or other materials (such as textured concrete) with a similar appearance to wood, stone, brick, or granite, when such materials are either unfinished or are finished in colors and tints which are generally natural to the material and are not intrusive to the surrounding natural environment.

1301.1 PEDESTRIAN ORIENTED USE

Uses which serve the public by providing goods or services including, but not limited to, the following are hereby defined as a pedestrian oriented use:

- Art and Craft Studio (Limited)
- Cocktail Lounge
- Consumer Convenience Services
- Cultural Services
- Day Care Services (Limited, General, or Commercial)
- Food Sales
- General Retail Sales (Convenience or General)
- Park and Recreation Services
- Any Residential Use
- Restaurant (Limited or General)

Any other use which provides a good or service to the public as determined and permitted by the Waterfront Planning Advisory Board.

1304.1 PRIMARY SETBACK LINE

The Primary Setback Line is a line parallel to and measured landward from the centerline of a creek or the shoreline of Town Lake or the Colorado River.

1329.1 SECONDARY SETBACK LINE

The Secondary Setback Line is a line parallel to and measured landward from the Primary Setback Line.

1332.1 SHORELINE

The shoreline of Town Lake is the four hundred twenty-nine (429) foot contour line, said contour line being the normal mean water level of Town Lake. The shoreline of the Colorado River below Longhorn Dam is deemed to be the contour line set forth in each subdistrict. The shoreline location may also be a line determined by the Waterfront Planning Advisory Board upon request by the owner of any property affected by such determination. It is the intent of this ordinance that the shoreline will continue from bank to bank generally parallel with Town Lake and the confluence of any and all creeks entering Town Lake.

PART 3. That Chapter 13-2A of the Austin City Code of 1981 be, and hereby is, amended by the addition of the following Sections 13-2A-2850 through 13-2A-2857, reading and numbered as follows:

2850 WO WATERFRONT OVERLAY COMBINING DISTRICT

2851 PURPOSE

Adoption of the Waterfront Overlay Combining District is one of the recommendations contained in the Town Lake Corridor Study adopted by the City Council on October 24, 1985, and is intended to reflect the goals and policies set forth in the Town Lake Corridor Study. The district is designed and intended to provide a more harmonious interaction and transition between urban development and the parkland and shoreline of Town Lake and the Colorado River. The Waterfront Overlay Combining District is combined with existing and future base districts established for properties located within its boundaries and shall become effective on the date of final passage of this ordinance.

2851.1 EXEMPTIONS

The provisions set forth in this ordinance shall not apply to the construction or reconstruction of any existing or proposed development for which:

- (1) a valid building permit exists; or
- (2) a certificate of occupancy has been issued; or

- (3) a site plan has been approved, including plans for phased development projects or special permit site plans; or
- (4) a site plan has been filed with the Office of Land Development Services as a condition of zoning as approved previously by Council or has been reviewed and approved by the Town Lake Task Force as a condition of zoning, with any comments from the Task Force being forwarded to the Mayor and/or Council for consideration;
- (5) building plans and specifications have been submitted to the Building Inspection Department for review and said review has been substantially completed prior to the effective date of this ordinance.

Provided, however, any approved site plan, special permit site plan, or plan for a phased development project pursuant to subsection (3) above shall only be exempt from the terms of this ordinance until the expiration or lapse of approval of said site plan.

2852

BOUNDARIES

The Waterfront Overlay Combining District consists of all property located within the respective boundaries of the fifteen (15) subdistricts defined and set forth below:

University/Deep Eddy Subdistrict: All property bounded by Lake Austin Boulevard on the north; the Town Lake shoreline on the south; Mopac Boulevard on the east; and Tom Miller Dam on the west.

Lamar Subdistrict: All property bounded by the Missouri Pacific rail lines on the north; the Town Lake shoreline on the south; Lamar Boulevard on the east; and Mopac Boulevard on the west.

North Shore Central Subdistrict: All property bounded by the Missouri Pacific rail lines from Lamar Boulevard to Nueces Street, thence south on Nueces Street to Second Street, thence easterly along Second Street to Waller Creek as the northern boundary of the subdistrict; the Town Lake shoreline on the south; Waller Creek on the east; and Lamar Boulevard on the west.

Rainey Street Subdistrict: All property bounded by First Street on the north; the Town Lake shoreline on the south; IH-35 on the east; and Waller Creek on the west.

Festival Beach Subdistrict: All property bounded on the north by Holly Street from IH-35 to Canadian Street, then north on Canadian Street to Willow Street, then east on Willow Street to Pleasant Valley Road; the Town Lake shoreline on the south; Pleasant Valley Road on the east; and IH-35 on the west.

Red Bluff Subdistrict: All property bounded by East First Street on the north; the Colorado River shoreline on the south; Highway 183 on the east; and Pleasant Valley Road on the west.

Montopolis/River Terrace Subdistrict: All property bounded by the Colorado River shoreline on the north; the extension of Lakeshore Boulevard on the south; Highway 183 on the east; and Pleasant Valley Road on the west.

South Lakeshore Subdistrict: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of the date of this ordinance which abut the south public right-of-way of South Lakeshore Boulevard on the south; Pleasant Valley Road on the east; and the extension of Parker Lane on the west.

East Riverside Subdistrict: All property bounded by the Town Lake shoreline on the north; Riverside Drive on the south; the extension of Parker Lane on the east; and IH-35 on the west.

Travis Heights Subdistrict: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of the date of this ordinance which abut the south public right-of-way of East Riverside Drive on the south; IH-35 on the east; and East Bouldin Creek on the west.

South Shore Central Subdistrict: All property bounded by the Town Lake shoreline on the north; East Bouldin Creek on the south and east; and South First Street on the west.

Auditorium Shores Subdistrict: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots existing as of the date of this ordinance which abut the south public right-of-way of Barton Springs Road on the south; South First Street on the east; and Lee Barton Drive on the west.

Butler Shores Subdistrict: All property bounded by the Town Lake shoreline on the north; the various and respective southern boundaries of all legal lots

existing as of the date of this ordinance which abut the south public right-of-way of Barton Springs Road on the south; Lee Barton Drive on the east; and the centerline of Barton Creek on the west.

Zilker Park Subdistrict: All land located within the boundaries of Zilker Park.

Balcones Rock Cliff Subdistrict: All property bounded by the Town Lake shoreline on the north; Stratford Drive and Bee Creek Preserve on the south; Zilker Park on the east; and Tom Miller Dam on the west.

2853

GENERAL USE REGULATIONS

To the extent that regulations established for the use of property located within the Waterfront Overlay Combining District are inconsistent with regulations established by a particular base district or other provisions of the Code, these regulations shall be controlling. However, unless a use is specifically prohibited in any subdistrict, all uses otherwise permitted shall continue to be permitted in any given base district. The following standards apply to all uses of land in the WO Waterfront Overlay Combining District:

- a. Residential: Any residential use permitted in an MF-6 Multi Family Residence (Highest Density) or more restrictive base district is permitted in an NO Neighborhood Office or less restrictive base district.
- b. Pedestrian Oriented: In MF-1 Multifamily Residence (Limited Density) or less restrictive base districts, pedestrian oriented uses shall be permitted when such uses are located on the ground floor of a structure. Such pedestrian oriented uses may be permitted on above ground floors of a structure if permitted by the Water-front Planning Advisory Board, or by the Planning Commission or the City Council on appeal or otherwise.

2854

SITE DEVELOPMENT REGULATIONS APPLICABLE TO ALL SUB-DISTRICTS

To the extent that regulations established for the development of property located within the Waterfront Overlay Combining District are inconsistent with regulations established by a particular base district or other provisions of the Code, these regulations shall be controlling; provided, however, that development of property within a Capitol View Corridor Overlay

Zone or the CAZ Congress Avenue Zone shall comply with the height restrictions imposed by Sections 2829 or 2924, respectively, and development of property subject to the Compatibility Standards shall comply with the Compatibility Standards unless a waiver is approved. The following standards apply to all development in the WO Waterfront Overlay Combining District:

- a. Site Plan Approval Required: No building permit to construct or certificate of occupancy to occupy any structure located within the WO Waterfront Overlay Combining District shall be issued except in accordance with a site plan which demonstrates compliance with these WO Waterfront Overlay Combining District regulations and all other applicable ordinances. No site plan shall be required for a single family residence of thirty-five hundred (3500) gross square feet or less. Site plans shall be approved in accordance with the procedures outlined in Sections 6100 through 6199 or Sections 6200 through 6299, as applicable. In addition, each site plan required by this section shall be reviewed by the Director of the Parks and Recreation Department, or his or her designee, prior to its approval to determine, if applicable, its compatibility with adopted park design guidelines and to determine the existence and significance of historic, cultural, or archeological sites located on the property subject to the site plan. Any site plan submitted shall also be distributed to the Waterfront Planning Advisory Board for its comments. Said comments shall be returned to the Office of Land Development Services and considered by that office in its administrative review of the site plan. If an applicant requests a waiver from any provision of the WO Waterfront Overlay Combining District ordinance or if the administrative approval or denial of said site plan is appealed, such site plan shall be reviewed and acted upon by the Waterfront Planning Advisory Board. The applicant shall file a request for waiver or appeal with the Office of Land Development Services and deliver a copy of same to the Waterfront Planning Advisory Board. The Waterfront Planning Advisory Board shall consider and act on said request at its next scheduled meeting after the expiration of fifteen (15) days from the date of receipt. The Board shall forward its recommendation and findings to the Planning Commission or City Council, as appropriate. The decision of the Waterfront Planning Advisory Board may be appealed to the Planning Commission and City Council. Any appeal filed by any person under this section shall be filed in accordance with the dates and times

prescribed in Section 6100 through 6199 and 6200 through 6299, as applicable, or as provided in Section 2857 of this ordinance.

b. WO Waterfront Overlay Combining District Site Plan Review: Site plans for property located in the WO Waterfront Overlay Combining District submitted pursuant to this subsection or in accordance with any other requirement for site plan review imposed by ordinance shall include all information required by Section 6130 and other applicable ordinances, plus information reasonably required to determine compliance with these WO Waterfront Overlay Combining District regulations, including the following:

1. the boundaries and location of all Primary Setback Lines and Secondary Setback Lines and a computation of the gross square feet and percentage of site contained respectively within the Primary Setback Lines, the Secondary Setback Lines, and the total site;
2. the delineation of areas eligible for bonus FAR and height and the calculation of bonus FAR and height for which the development qualifies pursuant to Section 2855;
3. Location and designation of proposed uses on the ground floor.
4. A statement of the net usable floor area of the ground floor of each proposed structure and the respective percentage, if any, of proposed pedestrian uses on said ground floor. If an applicant is unable to comply with the 50% requirement for pedestrian-oriented use on the ground floor in any subdistrict where same is required, the applicant shall still submit a site plan which reflects such proposed area on the site plan, but may request a phasing of this requirement by the Waterfront Planning Advisory Board at the time said site plan is reviewed. The applicant shall submit to the Waterfront Planning Advisory Board a proposed phasing plan demonstrating the adaptability of said structure to such pedestrian-oriented use. Said projected phasing shall not extend beyond a period of (5) years from the date a certificate of occupancy is issued for said structure. The grant or approval of said phasing shall be noted on the site plan;

5. architectural presentations of the exterior of buildings (including proposed building materials and, where required, the percentage of clear or lightly tinted glass used for ground floor walls) sufficient to demonstrate compliance with regulations governing the design of structures located in the WO Waterfront Overlay Combining District;
 6. any proposed alterations to the shoreline of Town Lake, the Colorado River, or any creek;
 7. a description of any culturally or archaeologically significant building, structure, or site located on the property, specifically including without limitation sites identified by the Texas Antiquities Committee of the Texas Historical Commission, if known to the applicant.
- c. Primary Setback: No surface or above ground parking area, structure or portion of a structure may be located on any land between the Primary Setback Line and the centerline of a creek for which a Primary Setback Line has been established, the shoreline of Town Lake, or the shoreline of the Colorado River; provided, however, that this provision shall not apply to park related facilities including, without limitation, picnic tables, observation decks, trails, gazebos, pavilions, or similar amenities located on land dedicated or used for public park purposes, restricted to a maximum impervious cover of fifteen percent (15%). This maximum percentage may be increased as determined by the Waterfront Planning Advisory Board when justification for such increase is shown by the Parks and Recreation Department, or its designee. Said allowance or increase shall be handled by application for waiver submitted to the Waterfront Planning Advisory Board.
- d. Secondary Setback: A transition zone shall be provided which allows for, but is not limited to, the construction of fountains, patios, terraces, outdoor restaurants or similar amenities. Impervious cover on land between the Primary Setback Line and the Secondary Setback Line, in subdistricts where a Secondary Setback Line has been defined, is restricted to a maximum of thirty percent (30%). This maximum percentage may be increased only as determined by the Waterfront Planning Advisory Board when justification for such increase is shown by the applicant. Said allowance or increase shall be handled by applica-

tion for waiver submitted to the Waterfront Planning Advisory Board.

e. Parking:

1. Surface parking should not be visible from Town Lake, the Colorado River, parkland, and/or any creek referenced in this ordinance. Surface parking should be oriented along the roadways and the view screened. This screening shall include dense massing of trees or shrubs, other wall or vegetative screening or berms. Topographic changes shall be considered in reviewing this provision. A median of not less than ten feet (10') in width, containing trees, shrubs or berms shall be placed between each parking bay. A "parking bay" is defined as a parking area serviced by one drive and back-up space. This may include a single bay, with two rows of parking and a common drive. Alternative compliance may be allowed as provided by section 5635.
2. Parking structures above grade shall be creatively integrated architecturally with the building and/or thoroughly screened from Town Lake, the Colorado River, the parkland and/or any creek. The parking structure shall maintain the same building setback as required in the base zone, provided it is architecturally integrated with the other structures and has a pedestrian scale. Parking structures which abut Town Lake, the Colorado River, parkland and/or a creek shall have a facade which incorporates pedestrian oriented uses at the grade level.
3. Sub-terrain parking structures, which are totally below grade can occur anywhere within the property line of a base district.

f. Underground Utilities: All utilities shall be located underground unless otherwise required by the utility providing the service.

g. Design:

1. Exterior mirrored glass or glare producing glass surface building materials are prohibited.
2. Distinctive building tops shall be required for buildings exceeding forty-five (45) feet in height. Distinctive building tops include

without limitation cornices, steeped parapets, hipped roofs, mansard roofs, stepped terraces, domes and other forms of multi-faced sculptural tops. To the minimal extent required to comply with the provisions of Section 9-11-202 of the Austin City Code of 1981, a flat roof shall be permitted.

3. Basewall definition shall be required for buildings fronting Town Lake, Shoal Creek, and Waller Creek. Basewalls shall not exceed a height (as defined by an upper level setback or architectural definition) of more than forty-five (45) feet. Basewalls are required on buildings abutting public parkland or the Town Lake shoreline. Property separated from parkland solely by public right-of-way shall be deemed to abut parkland.
4. Building Facade: No facade of a building shall exceed an unbroken horizontal dimension of one hundred sixty (160) feet.
- h. Screening Requirements: Trash receptacles, air conditioning and heating equipment, utility meters, loading areas, and external storage shall be screened from public view.
- i. Waiver from Height Restrictions Imposed by the Compatibility Standards: Notwithstanding any other provisions of this Chapter to the contrary, development within the WO Waterfront Overlay Combining District which is designed to reduce impervious surfaces and building bulk, or to preserve trees which may not otherwise be preserved, may receive a waiver from height restrictions imposed by the Compatibility Standards pursuant to the procedures set forth in Section 4740, after a review and recommendation on the waiver request by the Waterfront Planning Advisory Board. Such a waiver may not exceed the height limits established in the WO Waterfront Overlay Combining District.

2855

BONUS PROVISIONS

Any one or more of the following bonus provisions may be used to exceed the maximum Floor to Area Ratio ("FAR") of a base district and height limitation of a base district for additional FAR, height, or both. Total additional FAR from the use of bonus provisions shall not exceed sixty percent (60%) of the maximum FAR otherwise allowed. No single bonus provision, with the

exception of the Residential Use bonus defined in subsection (a) below, shall be used to exceed twenty percent (20%) of the maximum FAR otherwise allowed; provided, however, that bonus provisions may be used in any amount necessary to construct a building designed to comply with FAR and height restrictions authorized by the base zoning district (without reference to the WO Waterfront Overlay Combining District) but not achievable in the particular subdistrict without the use of bonus provisions. No bonus provision may be used to exceed a height limitation imposed by a Capitol View Corridor, the CAZ Congress Avenue Zone, or the maximum height permitted in a WO subdistrict.

- a. Residential Use: Floor area designed and intended exclusively for a residential use permitted in an MF-6 or more restrictive base district shall be authorized in addition to the maximum FAR permitted in an NO Neighborhood Office or less restrictive base district.
- b. Pedestrian Oriented Uses: Floor area designed and intended exclusively for pedestrian oriented uses located on the ground floor with unimpeded public access from public right-of-way or parkland shall be authorized in addition to the maximum FAR permitted in an MF-1 Multi-Family Residence (Limited Density) or less restrictive base district. Pedestrian oriented uses required by Section 2856 shall not be included in bonus FAR or height authorized under this subsection.
- c. Parking Structures: An additional one-half (0.5) square foot of gross floor area may be allowed for each square foot of gross floor area of a parking structure constructed above grade. An additional one (1) square foot of gross floor area may be allowed for each square foot of gross floor area of a parking structure provided below grade. For purposes of this section, a "parking structure" shall mean a parking facility built above or excavated below grade. No bonus for above grade parking structures shall be allowed for development in the North Shore Central subdistrict.
- d. Tree Preservation: A bonus of additional gross floor area shall be allowed for every square foot of area within the undisturbed outer dripline of an existing tree classified as a Category A tree by the tree evaluation system of the Office of Land Development Services which is left undisturbed or is , transplanted, under the direction, authorization and supervision of the City Arborist on the site or at such other location that will preserve the character of the existing site and is

approved by the Waterfront Planning Advisory Board. The additional gross floor area granted as a bonus under this subsection is calculated by multiplying the total area of such undisturbed dripline by the height limitation(s) applicable to the property and dividing the result by twelve (12). A tree shall not be considered to be undisturbed unless the area within a circle centered on the trunk and with a circumference equal to the largest horizontal circumference of the tree's crown is left in an undisturbed state.

- e. Public Access Dedications: A bonus for every square foot of area dedicated to the City for purposes of providing public access, side yard easements or trail easements to Town Lake or the Colorado River, shall be allowed. The additional gross floor area granted a bonus under this subsection is calculated by multiplying the total area of such public access or easement by the height limitation(s) applicable to the property and dividing the result by twelve (12).
- f. Restrictions for Public Access: A bonus for every square foot of area restricted to create or side yards or restricted public access to Town Lake, the Colorado River or a creek shall be allowed. The additional gross floor area granted a bonus under this subsection is calculated by multiplying the total area of such scenic vista, side yard visibility or restricted area by the height limitation(s) applicable to the property and dividing the result by twelve (12).
- g. Restrictions for Scenic Vistas: A bonus of one (1) additional square foot of gross floor area may be allowed for each square foot of area restricted to create scenic vistas to Town Lake, the Colorado River or a creek.
- h. Impervious Cover: For every square foot of area that represents a reduction of the maximum impervious cover otherwise permitted, an additional square foot of gross floor area shall be allowed.

2856

USE AND SITE DEVELOPMENT REGULATIONS FOR SUBDISTRICTS

a. University/Deep Eddy Subdistrict:1. Uses:

A. The following uses are not permitted:

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing
Commercial Off-Street Parking
Any use with a Drive-In Service

- B. The following uses may be allowed, subject to the Conditional Use Procedures set forth in Sections 6200 through 6299:

Hotel-Motel
Service Station
Local Utility Service

2. Primary Setback Lines:

- A. Two hundred (200) feet from the Town Lake shoreline between Tom Miller Dam and Red Bud Trail
- B. Three hundred (300) feet from the Town Lake shoreline between Red Bud Trail and Mopac Boulevard

3. Secondary Setback Lines:

- A. Fifty (50) feet between Tom Miller Dam and Red Bud Trail
- B. One hundred (100) feet between Red Bud Trail and Mopac Boulevard

4. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of sixty (60) feet.

5. Impervious Cover: Maximum coverage, forty percent (40%) of lot area not included in a Primary or Secondary Setback Line

6. Restrictions On Use of Bonus Provisions:

- A. Bonus provisions shall not be used to increase height above thirty-five (35) feet or FAR for any structure or portion thereof located between the Town Lake shoreline and a line parallel to and fifty feet (50) landward from a Secondary Setback Line.

b. Lamar Subdistrict

1. Primary Setback Lines:

- A. One hundred (100) feet from the Town Lake shoreline
- B. Ninety (90) feet from the Johnson Creek centerline

2. Secondary Setback Line:

- A. One hundred (100) feet from the Primary Setback Line parallel to the Town Lake shoreline

3. Height:

- A. Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of sixty (60) feet.
- B. For structures located within fifty (50) feet from the Primary Setback Line parallel to the Johnson Creek centerline, height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of thirty-five (35) feet.

4. Parking:

- A. No parking space or area shall be constructed at grade except for parking spaces restricted for use by buses, van pooling, the handicapped, and for public access to parkland as provided in Section 2854(e).
- B. Garage access points and curb cuts are prohibited where the pattern and alignment of the surrounding, existing sidewalks would be disrupted.

c. North Shore Central Subdistrict

1. Uses:

- A. A minimum of fifty percent (50%) of the net usable floor area on the ground level of a structure abutting Town Lake shall be used for pedestrian oriented uses. Any applicant may request approval of phasing plan by the Water-

front Planning Advisory Board, to permit the expansion or phasing of pedestrian oriented uses within a period not exceeding five (5) years from the date a certificate of occupancy is issued.

2. Primary Setback Lines:

- A. One Hundred (100) feet from the Town Lake shoreline
- B. Sixty (60) feet from the Shoal Creek centerline
- C. Fifty (50) feet from the Waller Creek centerline

3. Parking:

- A. No parking space or area shall be constructed at grade except for parking spaces or areas restricted for use by buses, van pooling, taxis, delivery service or commercial loading zones, other public transportation system, the handicapped, and for public access to parkland or as permitted pursuant to Section 2854(e)(2) and (3).
- B. Garage access points and curb cuts shall be located to minimize the disruption of pedestrian traffic on existing sidewalks.
- C. No above grade parking facility may be located within two hundred fifty (250) feet from the shoreline of Town Lake except as provided in Section 2854(e)(2) and (3).

4. Design:

- A. Structures abutting and oriented towards Town Lake, Shoal Creek, or Waller Creek shall have a base wall with a maximum height of forty-five (45). That portion of the structure built above the base wall oriented towards Town Lake, Shoal Creek, or Waller Creek shall be designed to fit within an envelope defined by a seventy degree (70°) angle starting at a line forty-five (45) feet above the property boundary line nearest Town Lake, Shoal Creek, or Waller Creek, with the base of the angle being a

horizontal plane extending from said line parallel to and away from the surface of Town Lake, Shoal Creek, or Waller Creek.

- B. A minimum of sixty percent (60%) of the ground level walls for all nonresidential uses in buildings abutting parkland adjacent to Town Lake, when such walls are visible from parkland or the public right-of-way abutting parkland, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two (2) feet above grade to ten (10) feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from parkland adjacent to Town Lake shall be natural building materials as defined in Section 1276.

5. Congress Avenue Set Back:

No building may be constructed within eighty (80) feet of the existing east curb line of Congress Avenue south of First Street.

d. Rainey Street Subdistrict

1. Primary Setback Lines:

- A. One Hundred Fifty (150) feet from the Town Lake shoreline
- B. Fifty (50) feet from the Waller Creek centerline

e. Festival Beach Subdistrict

1. Primary Setback Line:

- A. One hundred (100) feet from the Town Lake shoreline

2. Secondary Setback Line:

- A. Fifty (50) feet from the Primary Setback Line

3. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of sixty (60) feet.
4. Impervious Cover: Maximum coverage, forty percent (40%) of lot area not included in a Primary or Secondary Setback Line

f. Red Bluff Subdistrict

1. Uses:

A. The following uses are not permitted:

Light Manufacturing
Basic Industry
Stockyards
Laundry Services
Resource Extraction

B. The following uses may be allowed, subject to the Conditional Use Procedures set forth in Sections 6200 through 6299:

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing
Commercial Off-Street Parking
Drive-In Services
Warehousing and Distribution

2. Primary Setback Lines:

- A. Forty (40) feet from the 450 foot contour line from Pleasant Valley Road to the extension of Shady Lane
- B. Forty (40) feet from the 440 foot contour line from the extension of Shady Lane to U.S. Highway 183

3. Secondary Setback Line:

- A. One hundred ten (110) feet from the Primary Setback Lines

4. Height: For structures located between a Primary Setback Line and a Secondary Setback Line, height restrictions imposed by the applicable

base district may be increased pursuant to Section 2855 to a maximum height of thirty-five (35) feet.

5. Design: All exterior surface building materials visible from parkland adjacent to Town Lake shall be natural building materials as defined in Section 1276.

g. Montopolis/River Terrace Subdistrict

1. Primary Setback Lines:

- A. One Hundred Fifty (150) feet from the 430 foot contour line along the Colorado River

2. Secondary Setback Line:

- A. One hundred (100) feet from the Primary Setback Line parallel to the 430 foot contour line along the Colorado River

3. Height: For structures located between the Primary Setback Line parallel to the 430 foot contour line along the Colorado River and the Secondary Setback Line, height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of sixty (60) feet.

h. South Lakeshore Subdistrict

1. Primary Setback Lines:

- A. Sixty-five (65) feet from the Town Lake shoreline
- B. Fifty (50) feet south of Lakeshore Boulevard

2. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of sixty (60) feet.

i. East Riverside Subdistrict

1. Uses:

A. The following uses are not permitted:

- Automotive Rentals
- Automotive Repair Services
- Automotive Sales
- Automotive Washing
- Basic Industry
- Commercial Off-Street Parking
- Drive-In Services
- Laundry Services
- Light Manufacturing
- Stockyards
- Warehousing and Distribution

B. The following uses may be allowed, subject to the Conditional Use Procedures set forth in Sections 6200 through 6299:

- Hotel-Motel
- Service Station
- Local Utility Service

2. Primary Setback Line:

A. One hundred (100) feet from the Town Lake shoreline

3. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of ninety-six (96) feet.

4. Impervious Cover: Maximum coverage, fifty percent (50%) of lot area not included in a Primary or Secondary Setback Line

j. Travis Heights Subdistrict

1. Use:

A. The following uses are not permitted:

- Automotive Rentals
- Automotive Repair Services
- Automotive Sales
- Automotive Washing
- Basic Industry
- Commercial Off-Street Parking
- Laundry Services
- Light Manufacturing
- Stockyards
- Warehousing and Distribution

- B. The following uses may be allowed, subject to the Conditional Use Procedures set forth in Sections 6200 through 6299:

Hotel-Motel
Service Station
Local Utility Service

2. Primary Setback Lines:

- A. One hundred (100) feet from the Town Lake shoreline
- B. Eighty (80) feet from the East Bouldin Creek centerline
- C. Eighty (80) feet from the Blunn Creek centerline

3. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of forty-five (45) feet for structures located between the Town Lake shoreline and Riverside Drive and sixty (60) feet elsewhere in the subdistrict.

4. Impervious Cover: Maximum coverage, fifty percent (50%) of lot area not included in a Primary or Secondary Setback Line

5. Restrictions On Use of Bonus Provisions:

- A. Bonus provisions shall be allowed only for structures located between Bouldin and Blunn Creeks.

k. South Shore Central Subdistrict

1. Uses:

- A. A minimum of fifty percent (50%) of the net usable floor area on the ground level of a structure fronting and adjacent to parkland on Town Lake shall be used for pedestrian oriented uses. Any applicant may request approval of a phasing plan by the Waterfront Planning Advisory Board, to permit the expansion or phasing of pedestrian-oriented uses within a period not exceeding five (5) years pursuant to Section 2854(b)(4).

2. Primary Setback Lines:

- A. One hundred fifty (150) feet from the Town Lake shoreline
- B. Eighty (80) feet from the East Bouldin Creek centerline
- C. Thirty-five (35) feet from the northern public right-of-way boundary of Riverside Drive

3. Secondary Setback Lines:

- A. Fifty (50) feet from the Primary Setback Line parallel to the Town Lake shoreline
- B. Fifty (50) feet from the Primary Setback Line parallel to the East Bouldin Creek centerline

4. Height:

- A. For structures between the Primary Setback Lines and Secondary Setback Lines parallel to the Town Lake shoreline and the East Bouldin Creek centerline, height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of thirty-five (35) feet.
- B. For structures south of Riverside Drive between South Congress Avenue and East Bouldin Creek, height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of forty-five (45) feet.
- C. Notwithstanding subsection (B) above, for structures within one hundred (100) feet of the right-of-way of South Congress Avenue or South First Street, height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of sixty (60) feet.

5. Design:

- A. A minimum of sixty percent (60%) of the ground level walls for all nonresidential uses in buildings abutting parkland

adjacent to Town Lake, when such walls are visible from parkland or the public right-of-way abutting parkland, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two (2) feet above grade to ten (10) feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from parkland adjacent to Town Lake shall be natural building materials as defined in Section 1276.

- B. Structures located on property abutting and oriented towards the public right-of-way of Riverside Drive shall have a base wall with a maximum height of forty-five (45) feet if north of Riverside Drive and a base wall with a maximum height of thirty-five (35) feet if south of Riverside Drive. That portion of a structure built above the base wall and oriented towards Riverside Drive shall be designed to fit within an envelope defined by a seventy degree (70°) angle starting at a line along the top of the base wall with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Riverside Drive.

6. Restrictions On Use of Bonus Provisions:

- A. Bonus provisions shall not be used to increase height above ninety-six (96) feet.

1. Auditorium Shores Subdistrict

1. Uses:

- A. A minimum of fifty percent (50%) of the net usable floor area on the ground level of a structure abutting Barton Springs Boulevard shall be used for pedestrian oriented uses. Any applicant may request approval of a phasing plan by the Waterfront Planning Advisory Board to permit the expansion or phasing of pedestrian-oriented areas within a

period not exceeding five (5) years pursuant to Section 2854(b)(4).

- B. No uses other than the following shall be permitted between the Primary Setback Line and the Secondary Setback Line:

Cultural Services
Day Care Services
Park and Recreational Services
Food Sales
Restaurants (Limited)

2. Primary Setback Line:

- A. One thousand two hundred feet (1,200') from the Town Lake shoreline

3. Secondary Setback Line:

- A. Northern boundary of public right-of-way of Barton Springs Road

4. Height:

- A. For structures located between the Town Lake shoreline and the Primary Setback Line, Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of twenty-five feet (25').
- B. For structures located between the Primary Setback Line and the Secondary Setback Line, Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of sixty feet (60').

5. Design:

A minimum of sixty percent (60%) of the ground level walls for all nonresidential uses in buildings abutting parkland adjacent to Town Lake, when such walls are visible from parkland or the public right-of-way abutting parkland, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two feet (2') above grade to ten (10) feet above grade. Non-transparent base walls shall be

broken up via entry ways or architectural detailing. Gross floor area at grade level for any structure located between the Town Lake shoreline and the Primary Setback Line shall be a maximum of two thousand (2,000) square feet. Gross floor area at grade level for any structure located between the Primary Setback Line and the Secondary Setback Line shall be a maximum of seventy-five thousand (75,000) square feet.

m. Butler Shores Subdistrict

1. Uses:

A. A minimum of fifty percent (50%) of the net usable floor area on the ground level of a structure abutting Barton Springs Boulevard shall be used for pedestrian oriented uses. Any applicant may request approval of a phasing plan by the Waterfront Planning Advisory Board to permit the expansion or phasing of pedestrian-oriented areas within a period not exceeding five (5) years pursuant to Section 2854(b)(4).

2. Primary Setback Lines:

- A. One hundred (100) feet from the Town Lake shoreline
- B. Thirty-five (35) feet from the southern boundary of the public right-of-way of Toomey Road
- C. Thirty-five (35) feet the public right-of-way of Barton Springs Road
- D. One hundred (100) feet from the Barton Creek centerline

3. Secondary Setback Line:

A. One hundred (100) feet from Primary Setback Line of Town Lake and parallel to the Town Lake shoreline.

4. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of ninety-six (96) feet for structures located north of Barton Springs Road and sixty (60) feet for structures

located south of Barton Springs Road.

5. Design:

- A. Impervious cover is prohibited on slopes greater than twenty-five percent (25%).
- B. A minimum of sixty percent (60%) of the ground level walls for all nonresidential uses in buildings abutting parkland adjacent to Town Lake, when such walls are visible from parkland or the public right-of-way abutting parkland, shall be clear or lightly tinted glass sufficiently transparent to provide pedestrians with views into the interiors of the building. This requirement shall apply to the wall measured from two (2) feet above grade to ten (10) feet above grade. Non-transparent base walls shall be broken up via entry ways or architectural detailing. Except for transparent glass required by this subsection, all exterior surface building materials visible from parkland adjacent to Town Lake shall be natural building materials as defined in Section 1276.
- C. Structures located on property abutting and oriented towards the public right-of-way of Barton Springs Road shall have a basewall with a maximum height of forty-five (45) feet if north of Barton Springs Road and a basewall with a maximum height of thirty-five (35) feet if south of Barton Springs Road. That portion of a structure built above the basewall and oriented towards Barton Springs Road shall be designed to fit within an envelope defined by a seventy degree (70°) angle starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from said line parallel to and away from the surface of Barton Springs Road.

n. Zilker Park Subdistrict

- 1. Use: Park related structures only.
- 2. Primary Setback Line:

- A. One hundred (100) feet from the Town Lake shoreline
- 3. Secondary Setback Line:
 - A. Seven hundred (700) feet from the Primary Setback Line
- 4. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of forty-five (45) feet
- 5. Impervious Cover: Maximum coverage, forty percent (40%) of lot area not included in a Primary or Secondary Setback Line
- o. Balcones Rock Cliff Subdistrict
 - 1. Primary Setback Line:
 - A. Seventy-five (75) feet from Town Lake shoreline
 - B. Fifty feet (50') from the Town Lake shoreline in the case of those single family legal lots platted prior to the date of this ordinance. Provided, however, said lot shall be either (1) zoned RR; or (2) a minimum of twenty-thousand (20,000) square feet in size. This setback shall be a standard imposed and may be waived as provided in Section 2857 herein. This provision shall not apply to stairs or other pedestrian access.
 - 2. Height: Height restrictions imposed by the applicable base district may be increased pursuant to Section 2855 to a maximum height of thirty-five (35) feet.
 - 3. Impervious Cover: Maximum coverage, thirty percent (30%) of lot area not included in a Primary or Secondary Setback Line
 - 4. Design:
 - A. All exterior surface building materials visible from parkland adjacent to Town

Lake shall be natural building materials as defined in Section 1276.

- B. Where structures will be exposed to view from either Town Lake shoreline, a mix of trees and shrubs native to the Balcones Cliff Subdistrict and approved by the City Arborist, shall be planted to screen at least seventy-five percent (75%) of the structure at grade level otherwise so exposed to view.

2857

WAIVERS FROM SITE DEVELOPMENT REGULATIONS

To facilitate flexible planning and the most appropriate development of a site, the Waterfront Planning Advisory Board may approve or recommend, as set forth below, a waiver from the strict application of any site development regulation imposed by Section 2854 or Section 2856 to the minimum extent required by the peculiarities of a specific tract; provided, however, that no waiver may be approved hereunder to permit construction of a structure which would exceed a height limitation established in the WO Waterfront Overlay district. The applicant for a waiver shall have the burden of demonstrating that the proposed project, with the waiver granted and with respect to environmental protection, aesthetic enhancement, traffic and other considerations, is consistent with the goals and policy recommendations contained in the Town Lake Corridor Study. No waiver shall be considered by the Waterfront Planning Advisory Board without first holding a public hearing on the application for a waiver. Notice of the date, time, and place of a public hearing on an application for a waiver shall be given by:

- a. publication in a newspaper of general circulation, at least 15 days prior to the date of the hearing;
- b. by mail to the applicant, at least 15 days prior to the date of the hearing;
- c. by mail to the owner of each site within 300 feet of the subject property, at least 15 days prior to the date of the hearing; and
- d. by mail to any registered neighborhood organization having a potential interest in the waiver request, at least 15 days prior to the date of the hearing.

Any waiver approved by the Waterfront Planning Advisory Board for a proposed development where a site plan must be approved by the Planning Commission or City Council

even in the absence of an appeal of the waiver shall be construed to be a recommendation for the waiver, and the waiver shall not be deemed to be approved until approved by the Planning Commission or City Council. The grant or denial of any waiver by the Waterfront Planning Advisory Board may be appealed to the Planning Commission by any person aggrieved by the decision, and the decision of the Planning Commission may be appealed by any person aggrieved to the City Council. On an appeal, and after a public hearing on such appeal with notice given in the manner set forth above, the Planning Commission or City Council, as applicable, may approve or deny the waiver, or may approve the waiver with modifications or subject to conditions. Written notice of an appeal of a decision by the Waterfront Planning Advisory Board, specifically identifying the basis of the appeal, shall be filed with the Director of the Office of Land Development Services on or before ten (10) days following that decision; and written notice of an appeal of a decision by the Planning Commission, specifically identifying the basis of the appeal, shall be filed with the City Clerk on or before ten (10) days following that decision.

PART 4. That Sections 13-2A-2940 through 13-2A-2944 of the Austin City Code of 1981 be, and hereby are, repealed; and that all references to the Combining District known as the TLZ Town Lake Zone be, and hereby are, deleted from all other sections of Chapter 13-2A of the Austin City Code of 1981.

PART 5. That Section 13-2A-6125 of the Austin City Code of 1981 be, and hereby is, amended by the addition of the following subsection (j), as follows:

j. Waterfront Overlay Combining District (Section 2850)

PART 6. If any provision, section, subsection, sentence, clause or phrase of this ordinance, or the application of same to any person or set of circumstances is for any reason held to be unconstitutional, void, or invalid, the invalidity of the remaining portions of this ordinance shall not be affected thereby, it being the intent of the City Council in adopting this ordinance that no portion therefor provisions, or regulations contained herein, shall become inoperative or fail by reason of any unconstitutionality of any other portion hereof and all provisions of this ordinance are declared to be severable for that purpose.

PART 7. That the requirement imposed by Section 2-2-3 of the Austin City Code of 1981 that this ordinance be read on three (3) separate days shall be, and hereby is, waived by the affirmative

vote of five (5) members of the City Council to pass this ordinance through more than one reading on a single vote.

PART 8. WHEREAS, the City Council finds that an emergency is apparent for the immediate preservation of order, health, safety and the general welfare of the public, which emergency requires that this ordinance become effective immediately upon its passage; therefore, this ordinance shall become effective immediately upon its passage as provided by the Charter of the City of Austin.


PASSED AND APPROVED

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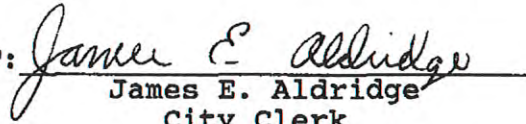
July 17, 1986


Frank C. Cooksey
Mayor

APPROVED:


Paul C. Isham
City Attorney

ATTEST:


James E. Aldridge
City Clerk

10JUL86
(D-1-d)
AFM/bh:la
TOWNLAKE.-OR

ORDINANCE NO. 85 1031-L

AN ORDINANCE AMENDING ORDINANCE AMENDING ORDINANCE NO. 850502-V, AS AMENDED, TO EXTEND THE TOWN LAKE INTERIM DEVELOPMENT CONTROLS FOR THIRTY DAYS; SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS; AND DECLARING AN EMERGENCY.

WHEREAS, on May 2, 1985, the City Council adopted Ordinance No. 850502-V prohibiting the issuance or approval of building permits, site plans, special permits and zoning changes for property within the Town Lake Corridor area pending a land use study of the area; and,

WHEREAS, the ordinance expired on October 25, 1985; and,

WHEREAS, the Town Lake Task Force has been charged with the responsibility for completing the study relating to a waterfront overlay zone; and,

WHEREAS, the Council wishes to extend the moratorium to maintain the status quo in the area pending completion of the study and review process; Now Therefore,

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

PART 1. That PART 3 of Ordinance No. 850502-V, as amended, be and is hereby amended to read as follows:

PART 3. That no application for any zoning change or special permit shall be accepted for processing on any property located within the Town Lake Corridor which abuts or is contiguous to the lakefront or city parkland for thirty days from the effective date of this ordinance.

PART 2. That PART 4 of Ordinance No. 850502-V, as amended, be and is hereby amended to read as follows:

PART 4. That the Building Official shall not issue a building permit to construct a building or structure on land located in the Town Lake Corridor which abuts or is contiguous to the lakefront or city parkland until 30 days after the effective date of this ordinance, unless the building permit conforms to a site plan approved by the City Council on or after December 2, 1984 or any administratively approved modifications to such site plan.

PART 3. That PART 5 of Ordinance No. 050502-V, as amended, be and is hereby amended to read as follows:

PART 5. That in the event the Town Lake Area Study is completed and reviewed prior to 30 days from

the effective date of this ordinance, the City Council may shorten the effective period of this ordinance.

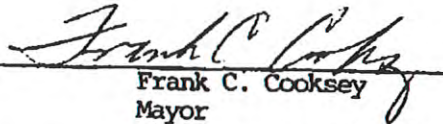
PART 4. That the application of the Austin-Travis County Humane Society for construction of an education and administration building within the study area be exempt from the provisions of this ordinance.

PART 5. WHEREAS, an emergency is apparent because the Town Lake Interim Development Controls expired on October 25, and it is necessary to preserve the status quo pending final recommendations and review by the Council, which emergency is apparent for the immediate preservation of order, health, safety and general welfare of the public, and which emergency requires the suspension of the rule providing for the reading of an ordinance on three separate days, and requires that this ordinance become effective immediately upon its passage; therefore, the rule requiring the reading on three separate days is hereby suspended and this ordinance shall become effective immediately upon its passage as provided by the Charter of the City of Austin.

PASSED AND APPROVED:

October 31, 1985


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§
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Frank C. Cooksey
Mayor

APPROVED:


Paul C. Isham
City Attorney

ATTEST:


James E. Aldridge
City Clerk

TM/saf
town lake extend ord

ORDINANCE NO. 840301-S

AN ORDINANCE ADOPTING A NEW CHAPTER 13-2A (REVISED ZONING REGULATIONS) OF THE AUSTIN CITY CODE OF 1981; SUPERSEDING CHAPTER 13-2 OF SAID CODE; PROVIDING FOR THE EFFECTIVE DATE OF THE REVISED ZONING REGULATIONS; PROVIDING FOR PROCEDURES FOR TRANSLATING THE ZONING CLASSIFICATIONS OF ALL PROPERTIES IN AUSTIN TO CLASSIFICATIONS UNDER THE REVISED ZONING REGULATIONS; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

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

PART 1. That a new Chapter 13-2A (Revised Zoning Regulations) be and is hereby added to the Austin City Code of 1981, a copy of which is attached hereto and made a part hereof as Exhibit "A".

PART 2. That said Chapter 13-2A shall supersede the present Chapter 13-2 (Zoning) of the City Code in the manner which is prescribed in said Chapter 13-2A.

PART 3. That said Chapter 13-2A shall become effective on January 1, 1985.

PART 4. That prior to the January 1, 1985 effective date of said Chapter 13-2A, the Planning Commission and City Council shall conduct the hearings prescribed by Tex. Rev. Civ. Stat. Ann., Art. 1011f and 1011d, respectively, after due notice as called for by said statutes, for the purpose of translating the zoning classifications of all properties in Austin to classifications under the revised zoning regulations of said Chapter 13-2A in accordance with the translation table attached hereto and made a part hereof as Exhibit "B".

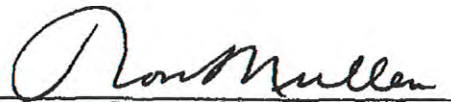
PART 5. If any provision, section, subsection, sentence, clause or phrase of this ordinance, or the application of same to any person or set of circumstances is for any reason held to be unconstitutional, void, or invalid, the validity of the remaining portions of this ordinance shall not be affected thereby, it being the intent of the City Council in adopting this ordinance that no portion thereof or provisions, or regulations contained herein, shall become inoperative or fail by reason of any unconstitutionality of any other portion hereof and all provisions of this ordinance are declared to be severable for that purpose.

PART 6. Whereas an emergency exists concerning the safe, orderly and healthful growth and development of the City, and such emergency requires that this Ordinance become effective immediately upon its passage in order to assure the immediate preservation of the public peace, health, safety and general welfare ; therefore, this Ordinance shall become effective immediately upon its passage, as provided by the Charter of the City of Austin. Provided however, that this emergency clause provides for the effective date of this adopting Ordinance, but shall not be construed to mean that Chapter 13-2A shall be in effect prior to January 1, 1985.


PASSED AND ADOPTED

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March 1, 1984


Ron Mullen
Mayor

APPROVED:


Paul C. Isham
City Attorney

ATTEST:


James E. Aldridge
City Clerk

JMN:saf

City of Austin

AUSTIN CITY COUNCIL

Ron Mullen
Mayor

John Trevino, Jr.
Mayor Pro-Tem

Mark Rose
Roger Duncan
Sally Shipman
Mark E. Spaeth
Charles E. Urdy

ACTING CITY MANAGER
Jorge Carrasco



CHAPTER 13-2A
(REVISED ZONING REGULATIONS)
CODE OF THE CITY OF AUSTIN, TEXAS

SUMMARY OF CURRENT & PROPOSED ZONING	
<p>This is a summary of Permitted Uses in the Current and Proposed zoning ordinances. Locate the current zoning in the left-hand column. Then follow the arrow across to the right-hand column to find the proposed zoning. Only examples of permitted uses have been listed. Conditional uses which require additional review are not listed. Please refer to the appropriate zoning ordinance for additional uses and requirements. Explanatory notes at bottom of last page.</p>	
CURRENT ZONING	PROPOSED ZONING
LA LAKE AUSTIN RESIDENCE (all H&A districts) Single Family Dwelling. (Min. Lot: 1 acre)	→ LA LAKE AUSTIN RESIDENCE DISTRICT Height: 35 ft. Single Family Dwelling. (Min. Lot: 1 acre)
SR SUBURBAN RESIDENCE (1st H&A) Single Family Dwelling. (Min. Lot: 1 acre)	→ RR RURAL RESIDENCE DISTRICT Height: 35 feet. Single Family Dwelling. (Min. Lot: 1 acre)
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→ SF-1 SINGLE FAMILY RESIDENCE (LARGE LOT) Hgt: 35 ft. Single Family Dwelling. (Min. Lot: 10,000 sq. ft.)
AA RESIDENCE (1st H&A, 2nd H&A) Single Family Dwelling. (Min. Lot: 5,750 sq. ft.)	→ SF-2 SINGLE FAMILY RESIDENCE (STD. LOT) Hgt. 35 ft.) Single Family Dwelling. (Min. Lot: 5,750 sq. ft.)
A RESIDENCE (all H&A districts) Any use permitted in "AA", Single Family Dwelling, Duplex. (Min. Lot: 5,750 sq. ft.)	→ SF-3 FAMILY RESIDENCE Height: 35 ft. Single Family Dwelling, Duplex (Min. Lot: 5,750 sq. ft.)
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→ SF-4 SINGLE FAMILY RESIDENCE (SMALL LOT) Hgt. 35 ft. Single Family Dwelling (Min. Lot: 3,600 sq. ft.)
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→ SF-5 URBAN FAMILY RESIDENCE Height: 35 ft. Single Family Dwelling, Duplex, Townhouses, and Condominiums. (Min. Lot: 5,750 sq. ft.)
A-2 CONDOMINIUM RESIDENCE (1st H&A) Any use permitted in "A" and Condominiums. (Min. Lot: 14,000 sq. ft.)	→ SF-6 TOWNHOUSE AND CONDOMINIUM RESIDENCE Hgt: 35 ft. Single Family Dwelling, Duplex, Two Family Dwellings (See Note 1), Townhouses, Condominiums. (Min. Lot: 5,750 sq. ft.)
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→ MF-1 MULTI-FAMILY RESIDENCE (LMT'D DENSITY) Hgt: 40 ft. Single Family Dwelling, Duplex, Two Family Dwellings (See Note 1), Townhouses, Apts. Up to 17 U.P.A. (Min. Lot: 8,000 sq. ft.)
BB RESIDENCE (1st H&A, 6th H&A) Any use permitted in "A", Apartments. 22-27 U.P.A.	→ MF-2 MULTI-FAMILY RESIDENCE (LOW DENSITY) Hgt: 40 ft. Single-Family Dwelling, Duplex, Two Family Dwellings (See Note 1), Townhouses, Apts. Up to 23 U.P.A. (Min. Lot: 8,000 sq. ft.)
BB RESIDENCE (2nd H&A, 5th H&A) Any use permitted in "A", Apartments. 29-36 U.P.A.	→ MF-3 MULTI-FAMILY RESIDENCE (MED. DENSITY) Hgt: 40 ft. Single Family Dwelling, Duplex, Two Family Dwellings (See Note 1), Townhouses, Apts. Up to 36 U.P.A. (Min. Lot: 8,000 sq. ft.)
B RESIDENCE (1st H&A) Any use permitted in "BB", Apartments. 34-67 U.P.A.	
BB RESIDENCE (3rd H&A) Any use permitted in "A", Apartments. 40-54 U.P.A.	
B RESIDENCE (6th H&A) 40-54 U.P.A. RESIDENCE (2nd, 5th H&A) 54-67 U.P.A. Any use permitted in "BB", Apartments.	→ MF-4 MULTI-FAMILY RESIDENCE (MOD.-HIGH DENSITY) Hgt: 60 ft. Single Family Dwelling, Duplex, Two Family Dwellings (See Note 1), Townhouses Apts. Up to 54 U.P.A. (Min. Lot: 8,000 sq. ft.)
BB RESIDENCE (4th H&A) Any use permitted in "A", Apartments. 54-67 U.P.A.	
B RESIDENCE (3rd H&A) 72-96 U.P.A. RESIDENCE (4th H&A) 87-116 U.P.A. Any use permitted in "BB", Apartments	→ MF-5 MULTI-FAMILY RESIDENCE (HIGH DENSITY) Hgt: 60 ft. Single Family Dwelling, Duplex, Two Family Dwellings (See Note 1), Townhouses, Apts. Up to 54 U.P.A. (Min. Lot: 8,000 sq. ft.)
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→ MF-6 MULTI-FAMILY RESIDENCE (HIGHEST DENSITY) Hgt: 90 ft. Single Family Dwelling, Duplex, Two Family Dwellings (See Note 1), Townhouses, Apts. Unlimited Density. (Min. Lot: 8,000 sq. ft.)
MH MOBILE HOME (1st H&A)	→ MH MOBILE HOME RESIDENCE Height: 35 ft. Mobile Home Residential

CURRENT ZONING		PROPOSED ZONING	
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→	NO	NEIGHBORHOOD OFFICE Height: 2 stories or 35 feet. Small, Professional Offices compatible with existing neighborhoods.
O-1 OFFICE DISTRICT (all H&A districts) Any use permitted in "O" except apartments.	→	LO	LIMITED OFFICE Height: 40 feet Office use predominantly serving neighborhood or community needs, e.g., Professional, semi-professional and Medical Offices.
O OFFICE (1st H&A) Any use permitted in "B", and Professional, Medical, and semi-professional offices.	→	GO	GENERAL OFFICE Height: 60 ft. ² Offices and selected commercial uses predominantly serving community and city-wide needs, e.g., Medical or Professional Offices.
LR LOCAL RETAIL (all H&A districts) Any use permitted in "O", and local retail uses, e.g., grocery store, cafe, service station, variety store, bank, bakery	→	LR	NEIGHBORHOOD COMMERCIAL Height: 40 feet Shopping facilities that provide limited business service and office facilities to the residents of the neighborhood, e.g., Consumer Repair Services, food sales, Pet Services.
GR GENERAL RETAIL (all H&A districts) Any use permitted in "LR", and general retail uses, e.g., ambulance service, restaurant, auto repair, car wash, garage, department store, sale of new or used cars.	→	GR	COMMUNITY COMMERCIAL Height: 60 ft. ² Offices or commercial uses serving neighborhoods and community needs, including unified and individually developed shopping centers or commercial sites, e.g., Service Stations, Funeral Services.
L LAKE DISTRICT Any use permitted in "LR", subject to special permit review.	→	L	LAKE COMMERCIAL Height: 200 feet Any combination of office, retail, commercial, and residential uses within a single development. For application to areas in close proximity to Town Lake.
NO EQUIVALENT IN CURRENT ORDINANCE For application to areas zoned 4th H&A under current ordinance which are in the Core Area map. (See attached map.)	→	CBD	CENTRAL BUSINESS DISTRICT Height: <u> </u> ³ Uses intended for the core area of AUSTIN, including residential use types and a wide variety of offices and commercial activities.
NO EQUIVALENT IN CURRENT ORDINANCE For application to areas zoned 3rd H&A under current ordinance which are in the Core Area map. (See attached map.)	→	DMU	DOWNTOWN MIXED USE Height: 120 feet Uses intended for application to areas on the periphery of the CBD, permitting a wide variety of uses compatible with downtown Austin and allowing intermediate densities as a transition from the commercial core to surrounding densities.
C COMMERCIAL (all H&A districts) All uses permitted in "GR", and commercial uses, e.g., offices, banks, bakeries, pawn shops, refrigeration storage, warehouses for durable goods.	→	CS	COMMERCIAL SERVICES Height: 60 ft. ² Commercial or industrial activities which typically have operating characteristics or traffic service requirements generally incompatible with offices, retail shopping or residential development, e.g., equipment sales, vehicle storage, construction or service sales, custom manufacturing.
C-1 COMMERCIAL (all H&A districts) Any use permitted in "C", and liquor store.	→	CS-1	COMMERCIAL-LIQUOR SALES Height: 60 ft. ² Liquor Sales is added to the permitted uses of the CS District, above; Cocktail Lounges are conditional uses.
C-2 COMMERCIAL (all H&A districts) Any use permitted in "C-1", and cocktail lounge.	→	CH	COMMERCIAL HIGHWAY Height: 120 ft. ² Uses intended predominately for major mixed use developments of a service nature which typically have operating characteristics requiring location at the intersection of state maintained highways, excluding scenic arterials.
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→	IP	INDUSTRIAL PARK Height: 60 ft. ² Limited commercial services, research and development, administrative facilities, and manufacturing uses that can meet high development and performance standards, typically located on large sites or in planned industrial parks, e.g., Administrative or Business Offices, Research Services, and Light Manufacturing.
ISM property locally known as 11400 Burnet Road and Data General property locally known as 2706 Montopolis Drive	→	MI	MAJOR INDUSTRIAL is intended for commercial services, research and development, administrative facilities, and manufacturing uses that are typically located on large sites of 60 acres or more, planned for major industrial development.

CURRENT ZONING		PROPOSED ZONING																			
DL LIGHT INDUSTRIAL (all H&A districts) Any use permitted in "C", and manufacturing uses which are within a building or screened, e.g., lumberyards, storage yards, clothes manufacturing.	→	LI LIMITED INDUSTRIAL SERVICES Height: 60 ft. ² Commercial services, Basic and Limited Manufacturing, and Warehousing and Distribution																			
D INDUSTRIAL (all H&A districts) All uses permitted in "C", and commercial and industrial uses, e.g., candle or gas manufacturing, stock yards.																					
E HEAVY INDUSTRIAL (all H&A districts) All uses permitted in "D" and heavy industrial uses, e.g., Petroleum refining.																					
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→	AG AGRICULTURAL DISTRICT Height: 60 ft. ² Stables, Animal and Crop Production, and Support Housing, on sites of 10 acres or more which preserve open space and valuable farming lands.																			
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→	DR DEVELOPMENT RESERVE Height: 35 ft. Intended to prevent premature land uses or land development for which adequate public services and facilities are unavailable. Minimum lots of 10 acres. Uses include Single Family Residential, Farming, or Ranching Production.																			
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→	P PUBLIC DISTRICT Height: -- 3 Land owned by Federal, State, County or City governments.																			
AV AVIATION (all H&A districts) Uses directly associated with municipal aviation activities.	→	AV AVIATION SERVICES Height: -- 3 Uses are limited to aviation activities, business, and services dependent upon direct access to airport facilities.																			
PUD P.U.D. PLANNED UNIT DEVELOPMENT (all H&A) Planned Unit Development allows for cluster development and alternative design standards.	→	PUD P.U.D. PLANNED UNIT DEVELOPMENT Height: -- 3 Planned Unit Development allows for cluster development and alternate design standards.																			
OVERLAY DISTRICTS																					
These designations may be used in addition to base zoning classifications.																					
H HISTORIC Zoned as an Historic Landmark by the City of Austin.	→	H HISTORIC Same as in the current ordinance.																			
PRA P.R.A. PRINCIPAL ROADWAY AREA Specific site plan requirements must be satisfied, relating to driveways, signs, and landscaping along designated roads.	→	PRA P.R.A. PRINCIPAL ROADWAY AREA																			
NO EQUIVALENT IN CURRENT ORDINANCE	→	<table border="0"> <tr> <td>CDZ</td> <td>CAPITOL DOMINANCE ZONE</td> <td>SECTION 2915</td> </tr> <tr> <td>CAZ</td> <td>CONGRESS AVENUE ZONE</td> <td>SECTION 2920</td> </tr> <tr> <td>PSZ</td> <td>E. SIXTH/PECAN STREET ZONE</td> <td>SECTION 2925</td> </tr> <tr> <td>DPZ</td> <td>DOWNTOWN PARKS ZONE</td> <td>SECTION 2930</td> </tr> <tr> <td>DCZ</td> <td>DOWNTOWN CREEKS ZONE</td> <td>SECTION 2935</td> </tr> <tr> <td>TLZ</td> <td>TOWN LAKE ZONE</td> <td>SECTION 2940</td> </tr> </table>	CDZ	CAPITOL DOMINANCE ZONE	SECTION 2915	CAZ	CONGRESS AVENUE ZONE	SECTION 2920	PSZ	E. SIXTH/PECAN STREET ZONE	SECTION 2925	DPZ	DOWNTOWN PARKS ZONE	SECTION 2930	DCZ	DOWNTOWN CREEKS ZONE	SECTION 2935	TLZ	TOWN LAKE ZONE	SECTION 2940	
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DPZ	DOWNTOWN PARKS ZONE	SECTION 2930																			
DCZ	DOWNTOWN CREEKS ZONE	SECTION 2935																			
TLZ	TOWN LAKE ZONE	SECTION 2940																			
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→	MU MIXED USE COMBINING DISTRICT Application with selected base districts to permit combinations of office, retail, commercial, and residential uses within a single development.																			
NO EQUIVALENT IN CURRENT ZONING ORDINANCE	→	PDA P.D.A. PLANNED DEVELOPMENT AREA Designation of commercial or industrial planned development areas which have been annexed.																			
SYMBOLS AND NOTES																					
<u>Building Height Limitations</u>		<u>Abbreviations</u>																			
1st and 6th H&A = 35 feet		U.P.A. = Units per acre																			
2nd and 5th H&A = 60 feet		e.g. = for example																			
3rd H&A = 120 feet		sq. ft. = square feet																			
4th H&A = 200 feet		H&A = Height & Area;																			
		H&A districts regulate height, bulk and density.																			
<u>Interim Zoning (I)</u>		<u>Notes</u>																			
Simply refer to the designation following the "I;" for IAA refer to AA, for IO to D, etc.		1 Two Family Residential allows two separate structures on a single lot.																			
		2 Height may be limited when adjacent to more restrictive districts.																			
		3 Height not specified. See the proposed ordinance for details.																			

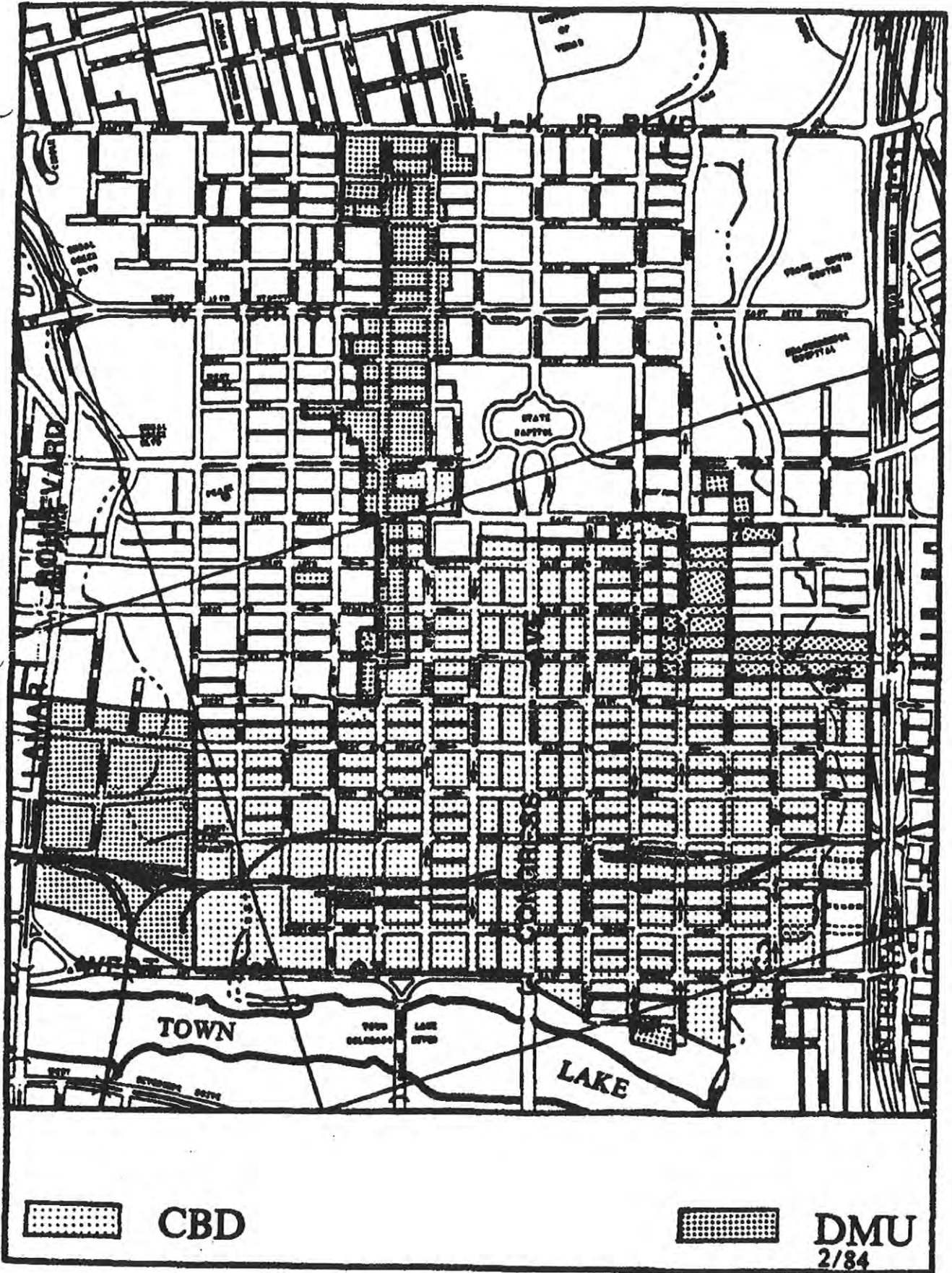


EXHIBIT "B"

Appendix C

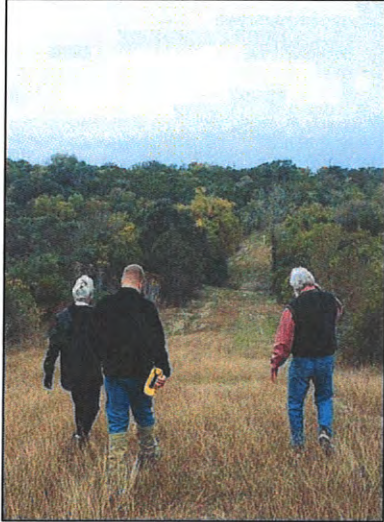
List of relevant Neighborhood Plans

The following adopted neighborhood plans are covered in part by the Waterfront Overlay:

- East Riverside / Oltorf Combined Neighborhood Plan
- Greater South River City Combined Neighborhood Plan
- Bouldin Creek Neighborhood Plan
- South Lamar Combined Neighborhood Plan (Not Adopted)
- Central West Austin Combined Neighborhood Plan (Not Adopted)
- Old West Austin Neighborhood Plan
- Downtown Neighborhood Plan
- East Cesar Chavez Neighborhood Plan
- Holly Neighborhood Plan
- Govalle Neighborhood Plan

More information on these and other neighborhood plans is available at

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



**The East
Riverside/Oltorf
Combined
Neighborhood Plan**

Parker Lane
~
Pleasant Valley
~
Riverside



November 16, 2006

East Riverside/Oltorf Combined Neighborhood Plan



The East Riverside/Oltorf Combined Neighborhood Plan

An Amendment to the
City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5
Section 5-21
Exhibit A

November 16, 2006

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East Riverside/Oltorf Combined Neighborhood Plan



CITY COUNCIL

Mayor Will Wynn

Mayor Pro Tem Betty Dunkerly

CITY COUNCIL MEMBERS

Sheryl Cole

Jennifer Kim

Lee Leffingwell

Mike Martinez

Brewster McCracken

CITY MANAGER

Toby Futrell

ASSISTANT CITY MANAGER

Laura Huffman

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Greg Guernsey, Director

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

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

Acknowledgements

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Austin Community College – Riverside Campus

Austin Public Library – Ruiz Branch

Holy Trinity Episcopal Church

Linder Elementary School

Prince of Peace Lutheran Church

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List of Abbreviations

City Departments and Programs:

APD – Austin Police Department
AMATP – Austin Metropolitan Area Transportation Plan
CAMPO – Capital Area Metropolitan Planning Organization
CIP – Capital Improvement Program
COA – City of Austin
KAB – Keep Austin Beautiful
NPZD – Neighborhood Planning and Zoning Department
PARD – Parks and Recreation Department
PW – Public Works Department
SWS – Solid Waste Services Department
TSHA – Texas Student Housing Authority
WPDR – Watershed Protection and Development Review

Other Abbreviations:

ACC – Austin Community College
CEF – Critical Environmental Feature
CIP – Capital Improvement Project
CCC – Country Club Creek
AMD – Advanced Micro Devices
FLUM – Future Land Use Map
G/CRP – Guerrero Colorado River Park
MF - Multifamily
MU – Mixed Use (Combining District)
MUB – Mixed Use Building Special Use
NPCT – Neighborhood Planning Contact Team
NPA – Neighborhood Planning Area
NPCD – Neighborhood Plan Combining District
NUC – Neighborhood Urban Center Special Use
Obj. – Objective
R - Recommendation
ROW – Right-of-Way
SF – Single Family
TX Dot – Texas Department of Transportation

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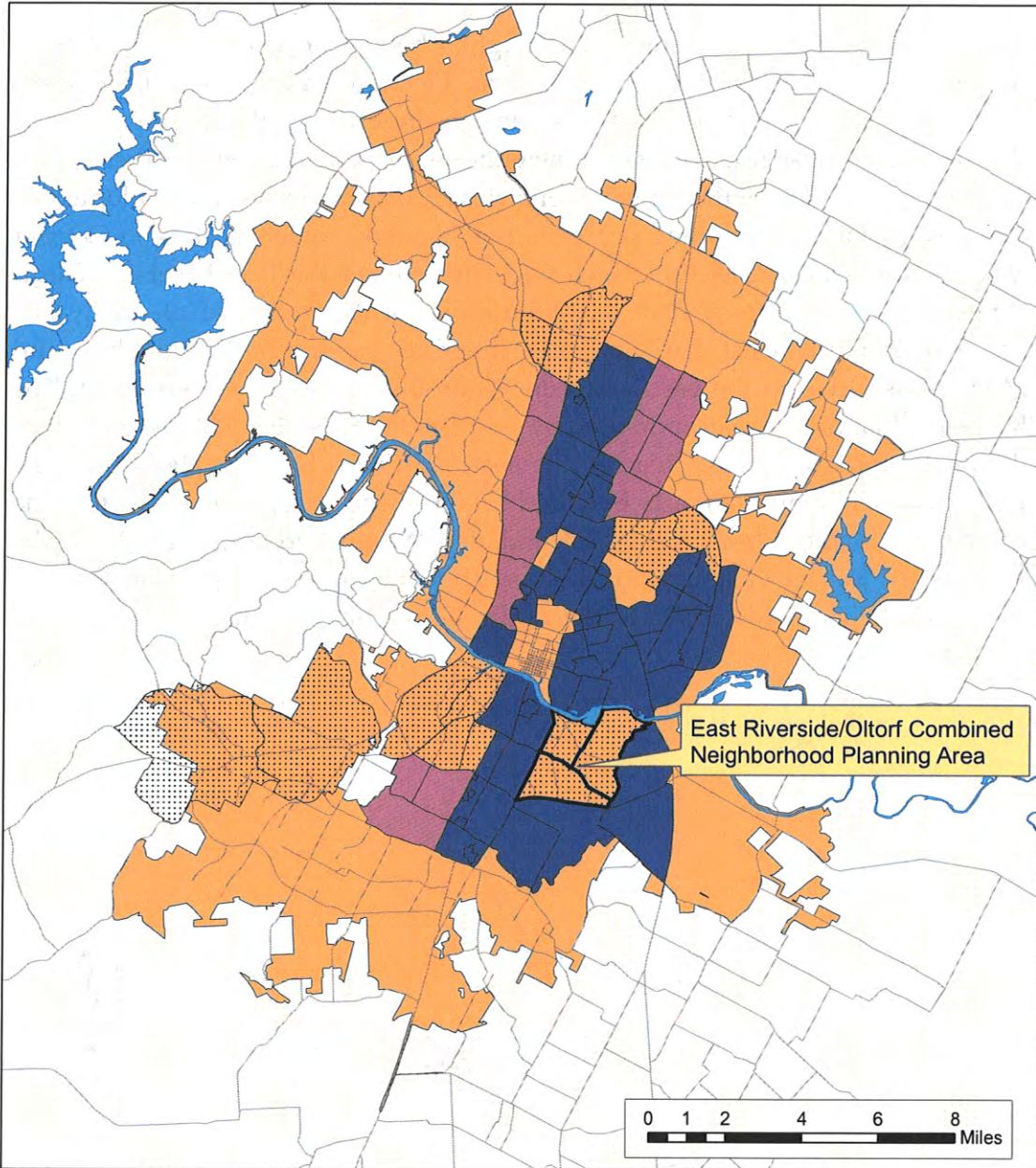
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Map 1: Urban Core Map



City of Austin City Limits and Urban Core Neighborhood Planning Areas



City of Austin
Neighborhood Planning &
Zoning Department
Updated 8/1/06



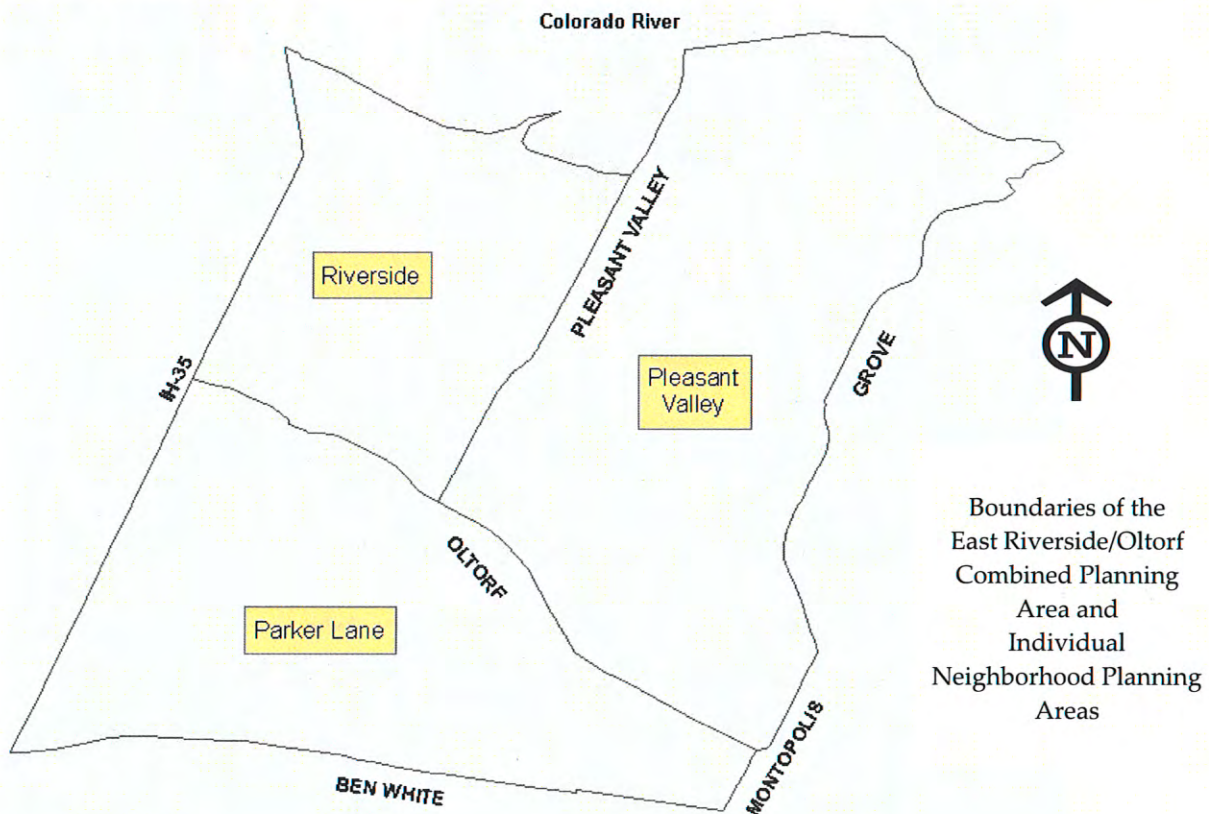
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- APPROVED WITH ZONING
- FUTURE PLANNING AREA
- PLAN IN PROGRESS
- CITY OF AUSTIN FULL PURPOSE JURISDICTION

1. Introduction

Neighborhood Plan Geography

The East Riverside/Oltorf Combined Neighborhood Plan is comprised of three planning areas: Riverside, Parker Lane and Pleasant Valley. These three areas were selected by the Austin City Council to undergo neighborhood planning during the 2003-04 fiscal year; the neighborhood plan created for these three areas is an update of the Austin Tomorrow Comprehensive Plan adopted in 1980. Neighborhood planning staff held the first stakeholder meeting in October 2003 for this planning effort, which was later named the East Riverside/Oltorf Combined Neighborhood Plan. The boundaries of the combined planning area are: IH-35 to the west, the Colorado River to the north, Grove Blvd. and Montopolis Drive to the east, and Ben White Blvd./Hwy 71 to the south. The Riverside Planning Area is bounded by IH-35 to the west, the Colorado River to the north, Pleasant Valley Road to the east and Oltorf Street to the south. The Parker Lane Planning Area is bounded IH-35 to the west, Oltorf Street to the north, Montopolis Road to the east and Ben White Blvd./Highway 71 to the south. The Pleasant Valley Planning Area is bounded by Pleasant Valley Road to the west, the Colorado River to the north, Grove Blvd. to the east and Oltorf Street to the south.



The purpose of the neighborhood plan is to create a long-range vision for the entire area that will guide future development and improve the quality of life by making recommendations that treat themes such as land use, zoning, transportation and urban design. Zoning discussions were also a major component of the neighborhood planning process as zoning is the tool used to implement the vision established in the future land use map. Adopted rezonings are reflected in the zoning ordinances that accompany this neighborhood plan. The voluntary urban design guidelines have been included to encourage quality development projects that reflect the desires of the people in this community. Throughout the three year planning process there were many steps and numerous meetings were held. The following provides a description of the process to which many stakeholders within these planning areas dedicated their time and energy.

The Neighborhood Planning Process

Initial Stakeholders Meeting

The first public meeting of the planning process, which took place in October, 2003, was targeted to neighborhood association leaders and other key stakeholders in the area. City staff made a presentation about the neighborhood planning process and asked for suggestions from attendees about how to enhance participation in the process.

Initial Survey

In October, 2003, all residents, property owners, and business owners in the combined Neighborhood Planning Area (NPA) were invited by mail to participate in the online Initial Survey. Surveys were also made available at several neighborhood pick-up locations and through neighborhood association presidents.

The Initial Survey asked respondents to identify the assets and challenges in the area, specify where they think new businesses or residential uses should be located, and indicate their preferences regarding Special Use Options and the placement of new sidewalks. The results of the survey are included in Appendix B. The Vision Survey asked respondents to choose the statements that most reflect their vision for the future of the community. Priority responses were incorporated into the vision and goal statements of this Plan on pages 10-11.

A total of 18,276 survey letters were mailed. Approximately 10% of these letters were returned or were duplicates. The response rate for the remaining survey letters was about 2%.

Community Workshop

In December 2003, a Community Workshop was held at Advanced Micro Devices. All residents, property owners, and business owners were invited, and 41 people attended. The purpose of this workshop was to identify the assets and strengths of the neighborhood and those aspects of the neighborhood that need improvement. Participants took part in a map-based exercise called Strengths, Opportunities, and Challenges. The results of this exercise are included in Appendix E.

Services Forum

There are many concerns that come up during the neighborhood planning process that are considered to be daily operational issues, which city departments respond to on a regular basis. As a result, a forum was held at the beginning of the process so that stakeholders could voice their concerns related to such problems as overgrown weeds on vacant lots, potholes, street light malfunctions, etc. Representatives from several city departments attended the forum and received commentary regarding such issues. The services forum was also an opportunity for stakeholders in the planning process to select their preferred name for the combined planning area, which was the East Riverside/Oltorf Combined Neighborhood Plan.

Student Outreach – UT Focus Group

With the assistance of University of Texas at Austin student Sarah Price, city staff conducted a focus group with UT students in March, 2004, to identify issues of particular interest to students living in the planning area. The meeting attendees participated in an activity similar to the Strengths, Opportunities, and Challenges exercise.

Land Use Meetings

From February through April of 2004, planning area stakeholders attended three land use focus groups and a land use wrap-up meeting. At these meetings, participants brainstormed alternative land uses



Field Work with Staff and Stakeholders

for the tracts identified as opportunities or challenges at the Community Workshop. Staff then presented three scenarios based on the brainstorming activity; the scenarios varied in the amount of change proposed. After further discussion by participants, staff developed a single draft future land use map to use as the basis for zoning discussions. This future land use map was modified somewhat during the zoning meetings as communications continued and/or new information was discovered.

Riverside Drive Property Owner Meeting

In response to the tremendous interest in the future redevelopment of Riverside Drive, staff invited property owners along Riverside Drive between IH-35 and Pleasant Valley Road to a targeted meeting in June 2004. Meeting attendees were asked to describe their vision for the future of Riverside Drive and ways that the City could encourage quality redevelopment along the corridor. Many spoke about their desire to expand their own businesses or encourage redevelopment in the area that is safer, more attractive, and more accessible to various modes of transportation. Increased code enforcement, financial incentives, and improved transportation facilities were cited as ways to encourage quality redevelopment.

Initial Zoning Meetings

Planning area stakeholders began discussing possible rezoning recommendations beginning in August through September 2004. One meeting was held for each of the three planning areas within the combined planning area. At each meeting, staff presented a set of proposed zoning changes based on the draft future land use map and NPZD zoning principles. Meeting attendees separated into smaller groups to discuss the recommendations in a round-robin format. Staff recorded input on the proposed zoning changes and made note of new recommendations made by the small groups.

Zoning Survey

During the month of October, in order to get feedback on the zoning proposals that came out of the initial zoning meetings for each of the three planning areas and to ensure that owners of properties proposed for rezoning were aware of the planning process, city staff distributed a survey about the zoning recommendations. All owners of properties proposed for rezoning and all of the participants in the planning process to date were mailed a survey asking for their preferred zoning for the identified tracts.

Mixed Use Meeting

Land use discussions resulted in the designation of certain properties as possibly appropriate for a mixture of uses on the future land use map. As such, at the beginning of October a meeting was held to discuss how mixed-use could be incorporated into the zoning element of the neighborhood plan for this area. An explanation of the mixed-use combining district and the different mixed-use special options was provided and discussion centered on how mixed-use could be tailored so that it was appropriate for this particular area of the city.

Special Use Infill Options Meeting

Prior to the next round of zoning discussions, a meeting was held in mid-November 2004 to present and get feedback on special development tools that are available for selection through the neighborhood planning process. An education session was first held so that participants were aware of the background and purpose of the Infill Options as well as the use and design details that are specific to each Option. The appropriateness of the area-wide Options (Secondary Apartment, Small Lot Amnesty and Corner Store) was discussed in detail for the three planning areas at this meeting. The desirability of site-specific Options (Urban Home, Cottage Lot, Neighborhood Urban Center, Residential Infill and Mixed Use Building) was addressed at subsequent meetings when specific properties were under discussion.

Post-Survey Zoning Meetings

After the zoning survey responses were tabulated, area stakeholders met to discuss the survey results in six meetings, two for each planning area. Staff presented its rezoning recommendations and the results from the zoning survey and assisted the meeting stakeholders in identifying tracts where a majority of stakeholders supported an alternative recommendation to the staff recommendation.



Parker Lane Zoning Meeting

Parks, Trails, Open Space and Environment Meeting

In late March a meeting was held at the Daniel Ruiz Library to discuss parks and open space issues within the planning area. Sarah Campbell from the Parks and Recreation Department attended the meeting along with neighborhood planning staff to assist with the presentation and answer questions. The main topics covered included:

- Sharing the recent site plan for the Colorado River Park.
- Discussing the ongoing remediation efforts at Mabel Davis Park, brainstorming possible infrastructure improvements and prioritizing future park improvements/enhancements.
- Discussing the possibility of putting small neighborhood greens within the planning area.
- Presenting the work that has been done by the Southeast Austin Trails and Greenways Alliance, a group formed out of this neighborhood planning process, to plan a trail network along Country Club Creek that would connect with the Town Lake Hike and Bike Trail.
- Reviewing the goals, objectives and recommendations that had been generated at that point from survey information and comments at previous meetings; feedback was solicited and recorded.

Transportation Meeting

A meeting to talk about transportation concerns was held in early April 2005 at the AMD Campus. The purpose of this meeting was to identify transportation issues within the three neighborhood planning areas so that specific recommendations could be drafted for the Plan. Discussion and brainstorming among the groups focused on the topics of roads, public transit, bicycle and pedestrian issues. Representatives from each small group shared their group's discussion with the larger audience to maintain a comprehensive view of transportation needs in the entire area. At the conclusion of the meeting, each participant had the opportunity to specify their sidewalk priorities, determined by planning area, utilizing a dot voting procedure so that the Public Works Department will have clear information regarding neighborhood stakeholder sidewalk preferences.

Voluntary Urban Design Guidelines and Design Tools Meeting

In mid-April 2005 neighborhood planning stakeholders attended a meeting to discuss the design tools that are available for selection through the neighborhood planning process in addition to the elements that should be included in the urban design section of the plan. First the details of the three design tools were presented. Afterwards, participants discussed the pros and cons of each Tool and

then dot voted to determine which of them should apply to each NPA. Staff then presented a draft of voluntary guidelines for residential and industrial development based on issues and ideas from the initial survey and previous meetings. Meeting time focused on selecting elements to include in the guidelines that pertain to commercial, office and mixed-use corridors, since the redevelopment of such streets as Riverside Drive is highly desired by both residents and business owners.

Departmental Review Process

After all of the focus group meetings were conducted, draft recommendations were created in response to stakeholder feedback. These recommendations were forwarded to and reviewed by implementing departments. Those items that are supported by the relevant department are included in the body of the plan since those are most likely to be implemented in the future and have the support, but perhaps not immediate funding, of responsible departments. Those that are not supported by the implementing department are documented in Appendix A along with the departmental comments.

Neighborhood Plan Contact Team Meetings

Prior to the presentation of this Neighborhood Plan to the Planning Commission and City Council, an interim Neighborhood Planning Contact Team was created in June 2005 comprised of individuals who will uphold the vision and goals of the plan. This group will be the steward of the plan's recommendations and tasked with monitoring their implementation. An initial meeting was held by planning staff in mid-May to introduce the role and responsibilities of a neighborhood plan contact team and explain the criteria involved in its formation. A second meeting was held at the end of June to define more clearly the structure of the Team and its organization.

Open House and Final Survey

The purpose of the open house was to present the draft East Riverside/Oltorf Neighborhood Plan and receive feedback on the elements of the Plan prior to its presentation to the Planning Commission. For stakeholders unable to attend the open house, a survey was made available online and at the local library, or mailed out upon request, asking for their input on the key issues in the Plan. The survey also asked questions about the level of satisfaction with the neighborhood planning process and ways to improve it. The same survey was distributed at the open house for those individuals who were able to attend. Final Survey results can be found in Appendix F.



Open House at Daniel Ruiz Library

STANDING COMMITTEES

Advisory Committee

Throughout the planning process, a self-selected Advisory Committee met regularly with city staff to reflect on the successes and challenges of previous neighborhood planning meetings and to plan for upcoming meetings. The Advisory Committee provided important feedback to city staff on how and when to organize meetings in order to maximize interest and participation. At the end of the planning process the members of the Advisory Committee, who are also members of the interim Neighborhood Planning Contact Team, were called upon to decide upon new development proposals that were presented prior to the ratification of the plan by City Council.

Southeast Austin Trails & Greenways Alliance

Approximately six months into the planning process, a group of stakeholders concerned about creeks in the area and interested in developing trails formed a working group. The group's primary mission was to create a trail along Country Club Creek that would connect to the Town Lake Hike and Bike Trail. The group met periodically to strategize, conduct site assessments, organize clean-up events and promote the trail concept among neighborhood property owners and residents.

Neighborhood Plan Contact Team (NPCT)

Purpose, Roles and Responsibilities of the Contact Team

A Neighborhood Planning Contact Team (NPCT) is a group of individuals that upholds the vision and goals of their neighborhood plan and is the steward of the plan; this group will work towards the implementation of the plan's recommendations. The NPCT is a group that will officially respond to plan amendment requests by stating its position on the proposals. The Team may initiate amendments to their neighborhood plan at any time and also has some authority to determine when plan amendment applications by others may be filed. Refer to Appendix D on for more information about the Neighborhood Plan Contact Team.

The NPCT shall include at least one representative from each of the following groups:

- Property owners
- Non-property owner residents (i.e. renters)
- Business owners
- Neighborhood associations

East Riverside/Oltorf Neighborhood Plan Interim Contact Team Members (June 2005)

Carl Braun	Tim Mahoney
Dawn Cizmar	Jean Mather
Barb Fox	Michael May
Gayle Goff	Judy Price
Alison Hart	John Rath
Toni House	Bryan Smith
Fred Krebs	Jim Temple
Linda Land	Linda Watkins
Jan Long	Malcolm Yeatts

Vision and Goals

Vision

We who live, work and own property in the East Riverside/Oltorf Area wish to preserve and improve the quality of life in our residential neighborhoods, honor the cultural diversity of our residents, be good stewards of the natural environment, support the success of our locally owned businesses and major employers, and build and maintain a strong sense of community.

Goals

1. Preserve and enhance the character of existing residential neighborhoods.
2. Increase home ownership opportunities that are compatible with surrounding properties.
3. Improve the appearance, vitality and safety of existing commercial corridors and community amenities and encourage quality urban design and form that ensures adequate transition between commercial properties and adjacent residential neighborhoods.
4. Encourage a balanced mix of residential, civic, commercial, office and other land uses without adversely affecting adjacent residential neighborhoods.
5. Enhance the transportation network to allow residents and visitors to get around safely and efficiently by foot, bicycle, automobile and public transit.
6. Protect and enhance the Town Lake Waterfront as well as creek areas and other natural amenities.
7. Preserve and enhance existing parks, the 18-hole Riverside Golf Course and other open spaces and create opportunities for additional public open space.
8. Provide affordable housing opportunities through redevelopment of existing multifamily developments.

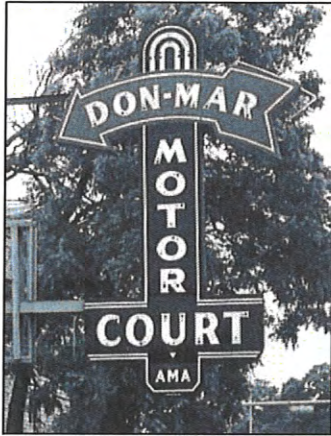
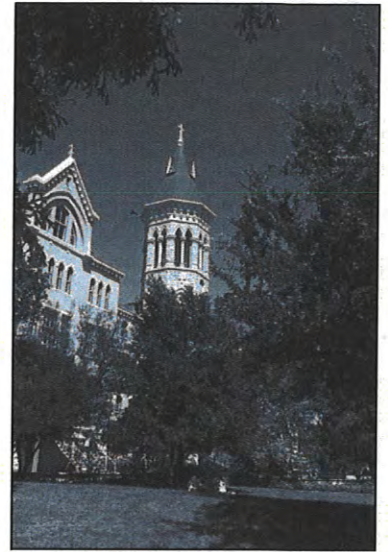
9. Create interesting, lively, inviting, attractive, safe and comfortable non-residential environments that will encourage walking, biking and transit use and be appealing to passing motorists.
10. Create convenient and accessible parking areas that do not dominate the environment and provide safe interaction between vehicles and pedestrians.
11. Encourage urban design strategies for single-family neighborhoods that preserve, complement and enhance existing character.
12. Promote multifamily structures that relate well to the surrounding environment, utilize a variety of building forms, have a thoughtful parking scheme, provide public open space and include a variety of appropriate landscape options.
13. Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

Priority Issues

The top priority issues for the East Riverside/Oltorf Combined Neighborhood Plan were determined by the results of the Final Survey.

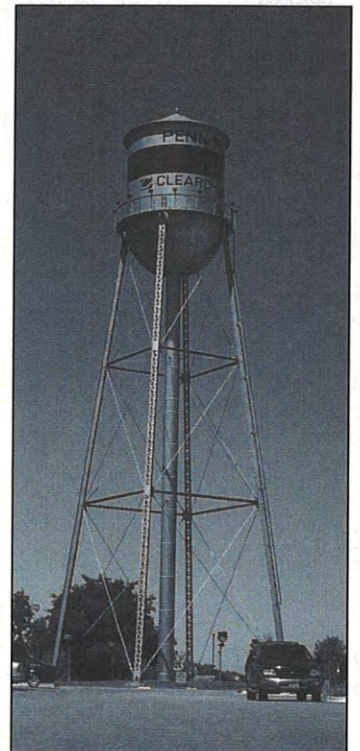
1. Preserve the natural character of and access to the Town Lake Waterfront.
2. Encourage pedestrian and bike friendly neighborhoods.
3. Improve the appearance of retail corridors and preserve downtown views.
4. Preserve and enhance the character of existing residential neighborhoods.
5. Identify and protect all critical environmental features.
6. Eliminate the gaps in the Town Hike & Bike Trail system.
7. Protect creek areas from development.
8. Create lively, inviting, attractive and safe commercial and office street environments.
8. Preserve, maintain and enhance existing parks.
9. Create opportunities for small neighborhood parks.
10. Maintain and improve the appearance of creek areas and the water quality of creeks.





**The Greater South
River City
Combined
Neighborhood
Plan**

**South River City
&
St. Edward's Neighborhoods**



September 2005

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The Greater South River City Combined Neighborhood Plan

South River City and St. Edward's Neighborhood
Planning Areas



An Amendment to the City of Austin's
Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5
Section 22
Exhibit

September 29, 2005

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CITY COUNCIL

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Mayor Pro Tem Danny Thomas

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Laura Huffman

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director

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By adopting the plan, the City Council demonstrates the City's commitment to the implementation of the plan.

However, approval of the plan does not legally obligate the City to implement any particular action item, nor does adoption of the plan begin the implementation of any item.

The implementation of every action item will require separate and 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 Budget
- Capital Improvement Projects
- Other Agencies and Organizations
- Direct Neighborhood Action

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The following volunteers served as members of the Advisory Committee and dedicated countless hours to the development of this plan. Without their deep, tireless commitment to the vitality of their neighborhood, this plan would not have been possible:

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Grace United Methodist Church
South River City Citizens Neighborhood Association*
St. Edward's University
Travis High School

*To find current contact information for the neighborhood association within the planning area, contact the Public Information Office at 974-2220 or go to www.cityofaustin.org (select "Community Registry" under the Select a Service pull-down menu.)

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Lead Neighborhood Planning Staff were:

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Curt Shaw, Austin Independent School District

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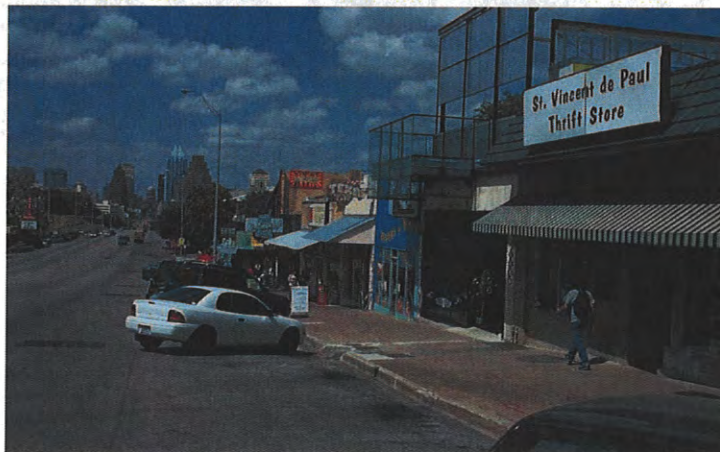
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Introduction

Just south of Town Lake, across the river from downtown, you will find a community replete with uniqueness, character, sense of place, and passion for home and business. In this community you will find a neighborhood rich with historic homes, a vibrant South Congress Avenue, the natural beauty of the Blunn Creek Preserve, the grandeur of the Main Building at St. Edward's University, and a community of residents and business owners dedicated to making this neighborhood thrive and flourish.



Blunn Creek (NPZD staff)



South Congress Businesses (NPZD photo)

Yet, this neighborhood is like many other communities in the urban core struggling to define itself in an ever-changing City encountering tremendous growth. Residents struggle to maintain the character of their neighborhood against growing redevelopment pressures. South Congress is once again in

transition as rising rents and change in consumer attitudes threaten the very thing that has contributed to the uniqueness of South Austin – small, eclectic, locally-owned businesses. The banks of Blunn Creek – a creek with the largest amount of preserved riparian area of any urban creek in Austin – have been eroding in recent years due to increased upstream development and inadequate detention controls.

This is the Greater South River City Combined Neighborhood.

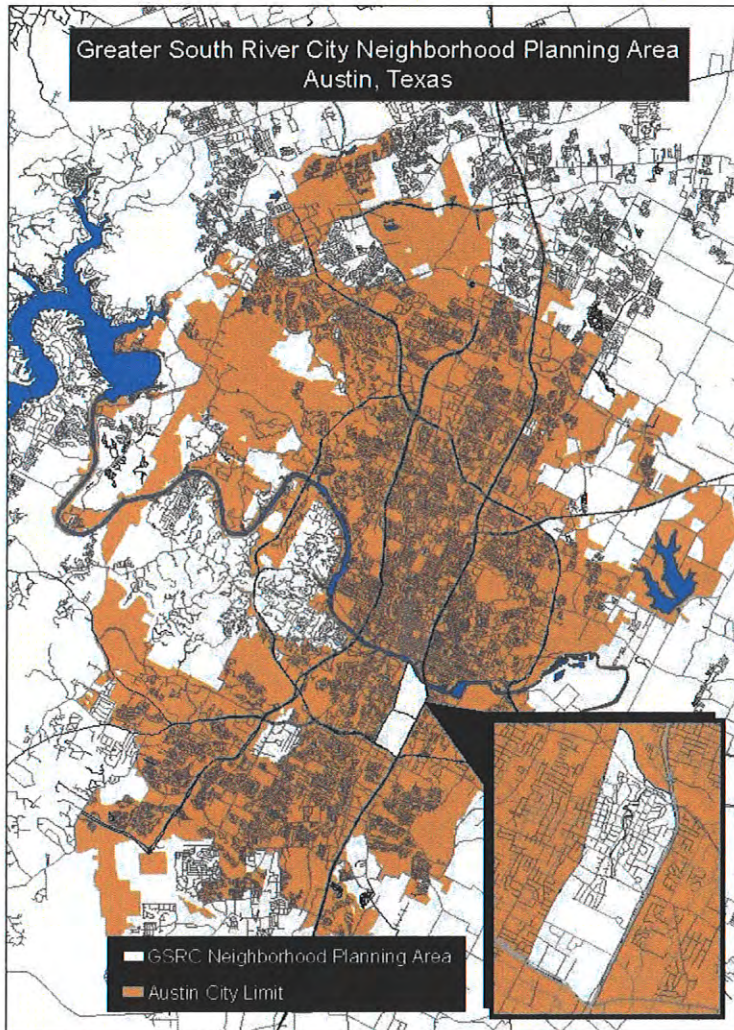


FIGURE 1.1: Greater South River City Neighborhood

The Greater South River City Neighborhood Planning Area is located just south of Town Lake in the heart of central Austin. The planning area is approximately 1,500 acres and represents 3% of the Urban Core and less than 1% of the total area of the City of Austin.

For well over 1½ years, the City’s neighborhood planning staff worked with stakeholders who lived, worked, or owned property in the neighborhood – including residents, business owners, representatives from institutions – in developing a plan for how the neighborhood will grow into the future.

The Greater South River City (GSRC) Combined Neighborhood planning process was initiated on November 6, 2003 by City Council resolution and completed on September X, 2005.

GSRC is comprised of two neighborhood planning areas: South River City and St. Edwards. The boundaries of the entire area are Town Lake on the north, Interstate Highway 35 South on the east, Ben White Boulevard on the south and South Congress on the west. Both areas were planned and reviewed as one unit.

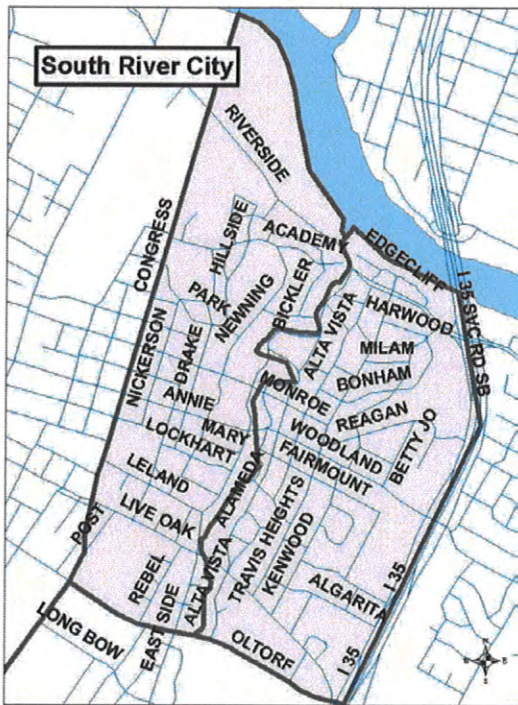


FIGURE 1.2: South River City Neighborhood

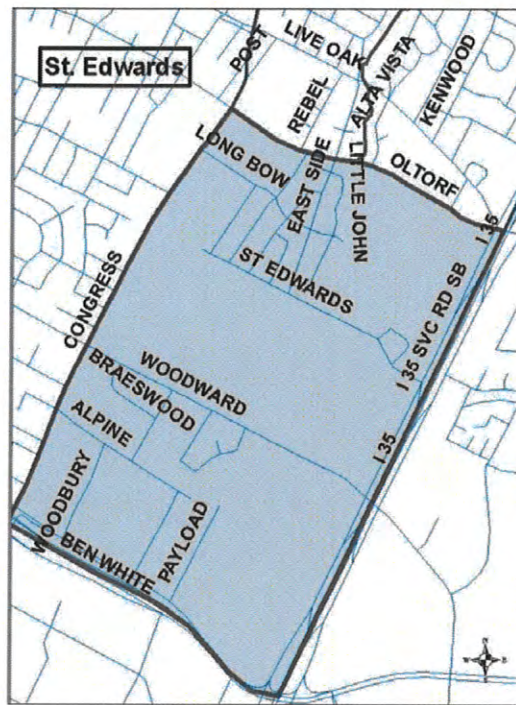


FIGURE 1.3: St. Edward's Neighborhood

Three associations represent GSRC: South River City Citizens (SRCC), the South Austin Commercial Alliance (SACA) and the Avenue Merchants.

The GSRC plan focuses on six areas: land use, transportation, urban design, zoning, creeks and the environment, and parks and open space. Each component with the exception of zoning is described in greater detail in this document. The rezonings were processed in conjunction with the neighborhood plan and are reflected in a separate ordinance.

Vision and Goals

The vision describes how the community ought to grow and what it should look like in the near and distant future.

The goals are general statements that encapsulate the community's desired outcome of the neighborhood plan. In a subsequent chapter of this plan, the goals are described in greater detail through a series of objectives and recommendation. The plan's objectives and action items are measurable and state which department or primary party is responsible for implementing a recommendation.

Vision

As responsible trustees, preserve, protect, and improve the quality and diversity of residential life in the Greater South River City neighborhood and support the success of institutions and locally owned businesses.

Goals

1. Maintain the historic fabric and respect the established neighborhood character and natural assets.
2. Identify and develop criteria for the interface between residences and commercial development.
3. Identify and develop criteria for density that result in a net benefit to the neighborhood.
4. Enhance the transportation network to allow residents to walk, bike, roll, ride, and drive safely.
5. Protect and enhance creeks, greenbelts and watershed systems.
6. Preserve and enhance the natural beauty, open spaces, and air quality of the neighborhood.
7. Improve safety and reduce crime.
8. Foster a locale where each person has the greatest possible opportunity to pursue individual, family and community goals—whether academic, economic, cultural, artistic, athletic, recreational, or spiritual.

Top Ten Planning Priorities

The top ten planning priorities were determined by results from the final survey. See Appendix B for a complete record of the final survey results.

1. New construction and remodeling should be built in proportion to surrounding homes. This includes limiting height, massing, and maintaining appropriate setbacks.
2. Encourage a bicycle and pedestrian friendly neighborhood.
3. Limit industrial activities in the neighborhood to protect the creeks, environment, and nearby homes.
4. Protect and clean the creeks in the neighborhood.
5. Minimize impact on residential areas by providing adequate parking, landscaping, and other buffers against noise, lighting, and garbage.
6. Protect and enhance the Blunn Creek Greenbelt.
7. Protect historic resources such as buildings, bridges, and gateways.
8. Make the neighborhood a safer place to live with less crime.
9. Make the shopping centers at the corner of Congress Avenue and Oltorf Street more walkable neighborhood centers.
10. Monitor for the spread of oak wilt and implement additional strategies as needed.



Bouldin Creek Neighborhood Plan

2000



CITY COUNCIL

Gus Garcia
Mayor

Jackie Goodman
Mayor Pro Tem

COUNCIL MEMBERS

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Beverly Griffith
Daryl Slusher
Danny Thomas
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NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director



Planning Team Mission

To preserve, protect and improve the quality of current and future residential life of the Bouldin Creek Neighborhood and to support the success of existing and future locally owned business by creating a proactive neighborhood plan.

Acknowledgements:

The following individuals attended regular meetings to help develop the Bouldin Creek Neighborhood Plan and guide the planning process:

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Wayne Ledford
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Maverick
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Helen Snook
Cory Walton
Steffen Waltz

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*South Austin Community Health Center (City of Austin Health and Human Services Department)
Bouldin Creek Coffeehouse
Austin Lyric Opera
St. Ignatius Catholic Church*



Abbreviations

AE – Austin Energy
ANC – Austin Neighborhoods Council
APD – Austin Police Department
BCNA – Bouldin Creek Neighborhood Association
BCNPT – Bouldin Creek Neighborhood Planning Team
CMTA – Capital Metro Transportation Authority
NPZD – Neighborhood Planning and Zoning Department
PARD – Parks and Recreation Department
PWD – Public Works Department
SCC – South Central Coalition
TPSD – Transportation Planning and Sustainability Department
W/WW – Water and Wastewater Department
WPDR – Watershed Protection and Development Review Dept.

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Bouldin Creek Neighborhood Planning Area

City of Austin
Neighborhood Planning
and Zoning Department
January 2002



Figure 1: Bouldin Creek Neighborhood Planning Area Boundaries

Planning Process

At the direction of the Austin City Council, Neighborhood Planning staff began working in the Bouldin Creek Neighborhood in October 2000. Following a kickoff meeting, staff, residents, property owners, business owners, and representatives of area institutions have been attending meetings and developing the plan for seventeen months. These goals, objectives, and action items were developed at numerous Bouldin Creek Neighborhood Planning Team meetings.



Meetings –

- Biweekly Planning Team meetings held on Monday evenings, 6:30 pm to 8:00 pm, from October 2000 to March 2002. Approximate attendance: 20 persons, including two to three staff persons. Over 450 different stakeholders have attended a Planning Team meeting or returned a survey.
- Community Forum held October 2001 at One Texas Center, 505 Barton Springs Rd., to solicit citizen input on the draft plan in progress.

Stakeholders/ Active Participants –

- Anyone who owns or rents property in the neighborhood (resident, business owner, property owner) is defined as a stakeholder.
- Participation from S. 1st and Congress Avenue business owners.
- Participation from the Bouldin Creek Neighborhood Association.

Outreach –

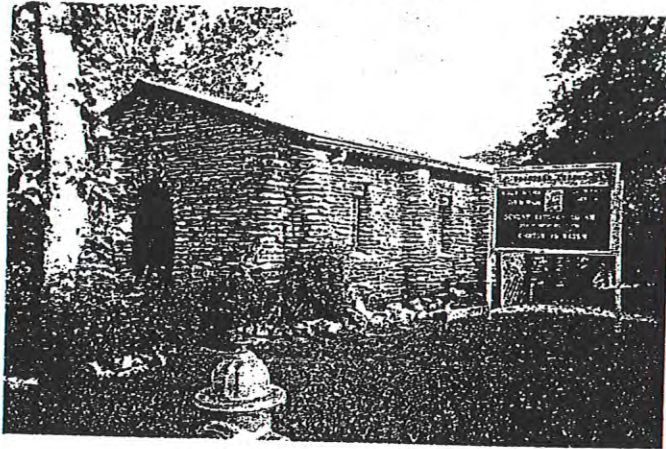
- Mass mailings (master list includes all residents, property owners, businesses in Bouldin)
- Advertisement for Planning Process, October 2000.

- Neighborhood survey mailed April 2001.
- Flyer advertising community forum mailed and hand delivered September 2001.
- Summary plan with comment form mailed January 2002.
- Interest List Mailings: periodic meeting reminders sent to Planning Team meeting and workshop attendees, in addition to names of persons who contacted staff via phone or email.
- Initial Survey Response Rate: Over 20% of residents and property owners responded to the neighborhood survey.
- Final Draft Comment Form Response Rate: 10.3%
- Approve by the City Planning Commission March 27 2002.
- Adopted by City Council May 23, 2002.

Bouldin Creek Neighborhood History

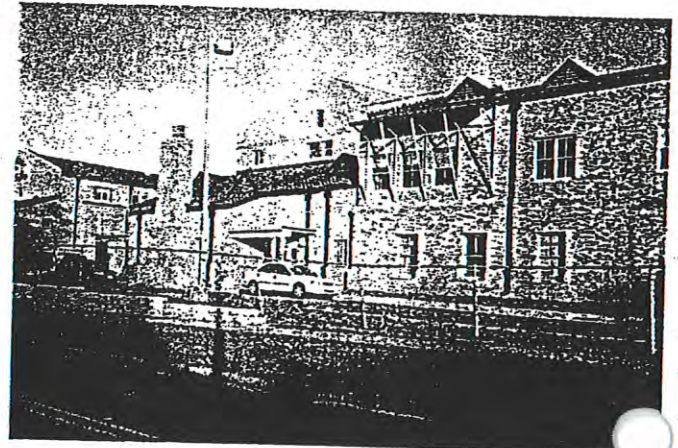
One of Austin's oldest, Bouldin Creek neighborhood dates to the turn of the century, with most of its growth occurring in the 1920s and 1930s. It was home to one of Austin's most famous voices, the late speaker, writer, and first amendment rights activist John Henry Faulk. His boyhood residence, the landmark 1894 Victorian mansion of Dr. E.W. Herndon, is now occupied by Green Pastures Restaurant on W. Live Oak St.

Before post-war damming and flood control, real estate south of the river was cheap. This was partially due to frequent Colorado River flooding, which often left residents and businesses stranded from downtown. As a result, many black families made their homes in the Bouldin neighborhood. Today, this early ethnic diversity is visible at the 1916 St. Anne African Methodist Episcopal Church, 1711 Newton Street, and the nearby Goodwill Baptist Church, 1700 Newton.



In the 1940s a small Hispanic settlement began to blossom, following the establishment of the San Juan Catholic Church at the corner of West Mary and South Third streets. The stone mission-style church still stands, offering Western Orthodox services, including an annual blessing service for animals.

The neighborhood's largest institutional resident is the Texas School for the Deaf. Established in 1856, the school's 65-acre campus stretches between South Congress and South First Street and from Barton Springs Road to Elizabeth Street. The original school building was demolished in 1956. An ambitious expansion and renovation program began at the school in 1992 and continues today.



Bouldin Family

There is very little information available through local sources regarding James Bouldin (I), although it is known that he was born in Henry County, Virginia in 1796. The Colonel married Malinda Saunders in 1825, also born in Virginia, and they had five children: James E. (II), Mary V., Constance, Ann Elizabeth and David W. The family moved to Missouri in 1832, and then came to Austin about twenty years later. At least, James (II) and Ann Elizabeth stayed behind in Missouri. Upon arriving in Austin in the early 1850s, Colonel Bouldin began to acquire a considerable amount of property, most of which was originally part of the Isaac Decker League in South Austin. Eventually he owned property from the river south to almost William Cannon Drive. The Bouldins had a large plantation; many African-Americans who worked on this and other nearby plantations continued to live in the area after emancipation, establishing churches and their own viable community.

Bouldin Subdivision and Home

After the Colonel died in 1876, David W., the only son remaining in Austin, managed the Bouldin estate. Local records indicate that David W. lived in a large residence on family land (at an unknown date) at a site that is now occupied by Becker Elementary School (corner of W. Milton and Bouldin Avenue). David W. died in the early 1890s (probably 1893), and the Bouldin descendants then began subdividing and selling off family lands. The family subdivided Bouldin Addition, roughly bound by what is now East Bouldin Creek on the east, the UP railroad tracks on the west, West Elizabeth on the north, and West Live Oak Street to the south in 1894. The family homestead was located in the middle of the subdivision on land now occupied by Becker Elementary School. Also subdivided by the Bouldin Family in 1894 was South Heights, comprising largely what is now the Gibson Street area.

House at 1312 W. 10th Street (Moved to 615 W. Mary in 1998)

County deed, tax and occupancy records all indicate that the house at 1312 West 10th Street was built by the Bouldin family as a residence for Arthur Bouldin Terrell, grandson of Col. James Edward Bouldin.

The family apparently built a house for Arthur Bouldin Terrell, grandson of Colonel James Bouldin, at what is now 1312 South First Street, c.1894. Arthur was the youngest of five children born to Ann Elizabeth Bouldin (born 1828; died in Austin in 1860) and Alexander Watkins Terrell (born 1827), a prominent district judge (1857-1863) and state senator (1876-1884), representative of the U.S. house of representative (1891-1892; and 1903-1905) who also served as minister to Turkey under President Grover Cleveland (1893-1897).

Arthur Bouldin Terrell and his wife Mary sold the house and associated .52 acres of property to Winston D. Miller in November of 1895 (perhaps because he married). In the deed conveying the property to Mr. Miller, Arthur states that he

and his wife were occupying this land as a homestead. In 1895, the county valued the .52-acre property at \$500 and assessed taxes from Arthur for the property as well as for two horses and a carriage. Arthur and his wife apparently moved to town after the house and associated property was sold. No mechanic's lien was found to document the construction of the house, although the deed, tax and occupancy records all indicate that Arthur Bouldin Terrell was living at this address.

In 1896, the Bouldin family sold the land immediately west and north of the .52-acre tract to Southern Building and Loan Association who then subdivided the property into South Heights Addition. The .52-acre tract changed hands numerous times from 1911 to 1924. The house at 1310 was built c. 1909. The small board-and-batten, modified L-plan cottage has served as a rental house for most of its existence.

The house at 1312 South First Street remains as one of the oldest (and perhaps the oldest) surviving house located on lands owned and sub-divided by the Bouldin family. Numerous L-plan cottages were built in the early 1900s in the Bouldin and South Heights Addition, but most of these have been heavily modified. The house at 1312 South First Street, with its original wood-frame windows and wood siding, remains as one of the most intact, historic L-plan houses surviving in the immediate South First Street area.

The house at 1312 South First Street is also the only known house surviving in Austin directly associated with James Bouldin or his immediate family. The large Bouldin family home, which was located at the present site of Becker Elementary School, has been gone for at least seventy years.

While the site at 1312 South First Street has changed over the years, the house survives as a significant artifact from late 19th century life in the Bouldin Creek area.

South First Street -- Grocery Stores

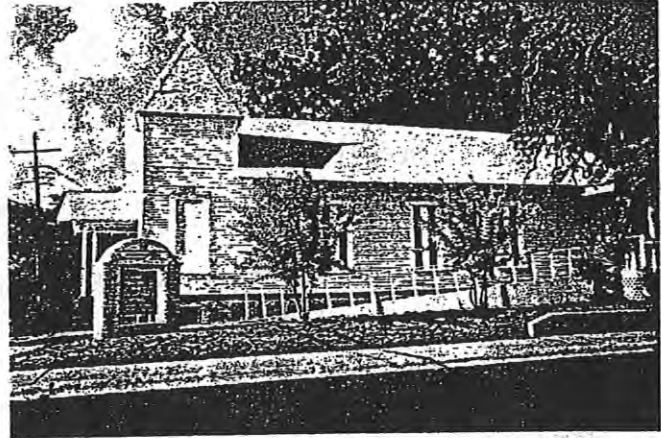
South First Street has historically served as a major north to south corridor, accommodating traffic to South Heights Addition, Bouldin Addition, the State School for the Deaf and other communities to the south of Austin. During the 1920s through 1950s, numerous retail services – such as grocery stores – operated on South First Street and were interspersed between residential uses. City directories indicate that there were a dozen or more family-operated grocery stores on South First Street in the 1920s and 1930s. After World War II, however, the consolidated grocery store drove most of the smaller family groceries out of business.

By 1928, Edgar L. Blum and his wife Mattie were living at 1312 South First Street and running a grocery store out of an adjacent commercial building (now demolished) located just south of the house at 1314 South First Street (sitting on the corner of West Elizabeth and South First Street facing onto South First

Street). In 1930, the Blum's purchased the .52-acre tract of property. They continued to occupy the house at 1312 S. First Street. Edgar L. Blum worked as a barber downtown for many years while Mattie operated the store. The Blum's raised two children in the house: Dorothy and William.

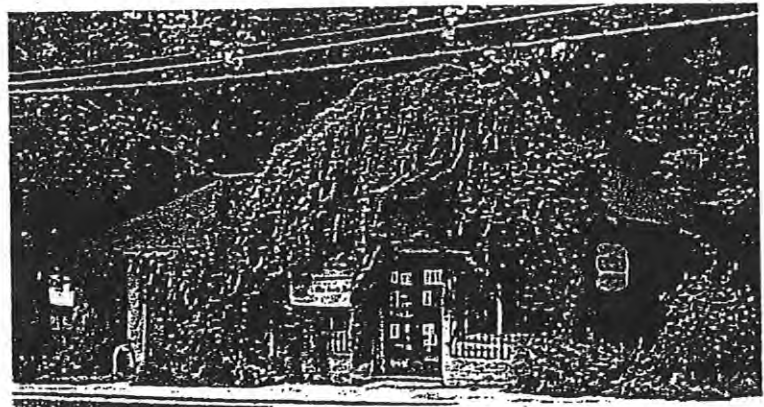
Neighborhood's Brackenridge area included South Austin's first Black-owned businesses

The portion of today's Bouldin Creek neighborhood between South Congress Avenue and South First Street, from the Texas School for the Deaf to Oltorf Street was known as the Brackenridge neighborhood, named for the elementary school of the same name, which has since been razed.



Census data suggests that this area was primarily a black neighborhood up until about the 1940's. The 1900, 1910 and 1920 Census shows an almost 100 percent black make-up with black seamstresses, laborers, masons, and business people living in Brackenridge. Several black churches still stand in the area and have loyal followings.

The building now housing the Herb Bar, 200 West Mary Street at Eva, was built by Mr. Robert S. Stanley and served as a general store from the turn of the century until the 1930's. Stanley's second wife, Jennie, ran the store. The Stanleys were one of the first African American families to have their own small business in South Austin.



Robert Stanley built the Historic Stone Stanley House at 1811 Newton Street at West Mary in 1895 with help from his brothers. It is one of the few homes in South Austin with a basement. The house was heated with four potbelly stoves and had no electricity until the 1920's. The Stanelys raised many children, stepchildren and grandchildren here.

Top Ten Neighborhood Priorities

1. Complete the West Bouldin Creek Greenbelt and Hike and Bike Trail.
2. Construct a sidewalk on S. 5th/Dawson Street.
3. Continue working to solve problems with noise and light pollution, dumpsters, zoning code enforcement, parking enforcement, and sight lines at intersections.
4. Preserve City-owned lands along East Bouldin Creek as a natural greenbelt preserve.
5. Continue development of the West Bouldin Creek Greenbelt to provide continuous access between Barton Springs Road and Oltorf Street.
6. Add new standards for development on S. 1st Street.
7. Determine the possibility of constructing trash and particle barriers where storm sewers drain to the creeks.
8. Provide incentives for new affordable housing.
9. Secure manhole covers to prevent unauthorized access.
10. Explore alternative materials to concrete for constructing sidewalks.

Old West Austin



Neighborhood Plan

City of Austin

Planning, Environmental and Conservation Services Department

For more information, contact:

Steve Barney, City of Austin Neighborhood Planning, 499-6389

Mark Stine, Old West Austin Neighborhood, 472-4113



The Old West Austin Neighborhood Plan

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

The Austin Tomorrow Comprehensive Plan
Chapter 5
Section 5-6
Exhibit A

June 29, 2000



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Mayor

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Mayor Pro Tem

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Dave Sullivan
Frederika Tausch
Veryan Thompson
Evan Williams
Denise Younger

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Mark Stine (center), Chair of the Neighborhood Planning Team during the development of the plan, talks with Patricia and Joseph Bauer-Slate at the Open House at Mathews Elementary.

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Meeting Space: The Neighborhood Planning Team would like to give special thanks to the individuals and institutions that were willing to provide meeting space to the Neighborhood Planning Team for team meetings and community meetings held during the planning process:

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Patricia Bauer-Slate, Sweetish Hill Bakery

St. Luke's United Methodist Church

The Stine Family

Mathews Elementary

The following City of Austin staff members from the Planning, Environmental, and Conservation Services Department assisted in the completion of the Old West Austin Neighborhood Plan:

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Ryan Robinson, City Demographer
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Paul Frank, Senior GIS/Land Use Planner
Laura Watkins, GIS/Land Use Planner

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 Old West Austin Neighborhood Planning Team and to the City's Neighborhood Planning staff. Their input and support are greatly appreciated.

For more information about the Neighborhood Planning process, contact the City of Austin Neighborhood Planning Office:

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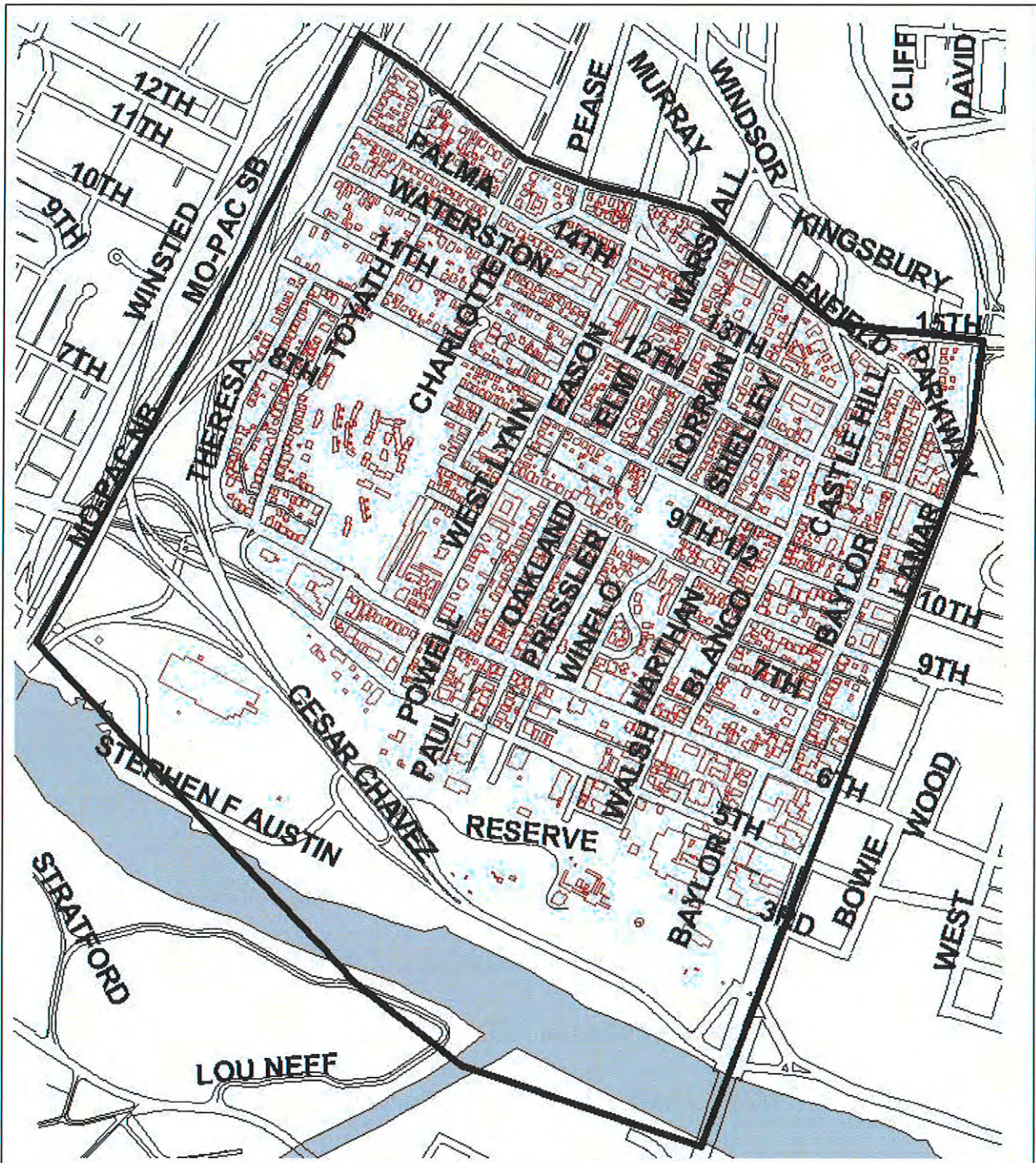
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Old West Austin Neighborhood
 Planning Area
 Base Map

PECO BD
 Neighborhood Planning
 June 2000

-  Building Footprints (1997)
-  Neighborhood Planning Area Boundary
-  Streets

Chapter I. Executive Summary

The Old West Austin Neighborhood Planning Team (composed of neighborhood residents, property owners, and business owners) worked with City staff from May 1999 – June 2000 to develop a neighborhood plan to address land use and zoning, transportation, parks and greenspaces, and historic preservation / urban design. The plan contains broad goals and objectives, as well as particular actions to achieve those goals. The following provides a brief description of the Old West Austin Neighborhood, the Neighborhood Planning process, and the goals of the Old West Austin Neighborhood Plan.

The Old West Austin Neighborhood

The Old West Austin Neighborhood is located in West Austin, west of Lamar Boulevard, east of the MoPac Expressway, north of Town Lake, and south of Enfield Road. (See page **XXXX** for a map of the planning area.)

Old West Austin is one of the City's oldest neighborhoods. It contains a number of houses that are more than 100 years old, some of which are designated historic landmarks. The neighborhood also includes the Clarksville National Register Historic District, whose boundaries are shown on page **XXXX**.

Commercial and office uses are concentrated on Lamar, 5th Street, 6th Street, and West Lynn. The West Lynn area between 10th and 13th Streets is home to a number of businesses such as Nau's Drugstore to which many residents often walk. A few existing industrial uses are located between 5th and 6th Streets. Some residential structures are now used as offices, especially on 5th Street, 6th Street, and Baylor.

Other neighborhood landmarks include the Union Pacific Railroad, the Town Lake Animal Center, a section of the Town Lake Park, Austin High School, YMCA, a section of the Johnson Creek Greenbelt, Mathews Elementary, and the former Texas Military Institute (now known as simply as "the Castle").

Neighborhood Planning Process

The Old West Austin Neighborhood Plan followed a process first outlined by the Ad Hoc Neighborhood Planning Committee in 1996. City Council endorsed this approach for neighborhood planning in a 1997 resolution. On October 22, 1998, City Council selected the Old West Austin Neighborhood to receive full staff support to develop a neighborhood plan. The neighborhood signed a Memorandum of Understanding with the City of Austin on June 14, 1999 to begin the planning process.

The Old West Austin neighborhood established a diverse Neighborhood Planning Team that included homeowners, renters, businesses, developers, and non-profit organizations. The Neighborhood Planning Team posted flyers in the neighborhood to advertise the planning process and to invite people to get involved, and also put information on the planning process in the Old West Austin Neighborhood Association newsletter. Meetings were held twice monthly.

During the planning process, the Old West Austin Neighborhood Planning Team, assisted by the City's Neighborhood Planning staff, gathered information and solicited input through a variety of means. Community outreach involved a Neighborhood Planning Open House for area businesses; surveying the neighborhood residents, businesses and property owners; forming committees to assist in writing the plan; holding a Neighborhood Planning Workshop to solicit additional ideas; and providing an opportunity for all stakeholders to vote on the plan.

Final plan recommendations were the result of the neighborhood's input through the survey, regular meetings, committee meetings, and community meetings. Ninety-four percent of the residents, businesses, and property owners responding to the ballot, approved the final plan recommendations in a neighborhood referendum. City Departments and Planning Commission also reviewed these recommendations. The Austin City Council adopted the Old West Austin Neighborhood Plan by ordinance as an amendment to the City of Austin's Comprehensive Plan on June 29, 2000.

Old West Austin Neighborhood Vision

The Old West Austin Neighborhood Planning Team seeks to **maintain the neighborhood's diversity** of residents, incomes, and housing types. The neighborhood began with the historic Black settlement of the Clarksville area, followed by subsequent Anglo and Hispanic groups. The University of Texas Gateway Apartments houses a large foreign community of graduate students and their families, representing dozens of countries and cultures. A significant number of young newcomers populate the neighborhood, while many other neighborhoods have been residents for many decades. This diversity is crucial to the neighborhood.

Maintaining diversity will mean finding ways to **promote construction of moderately-priced housing**. To this end, the Neighborhood Planning Team recommends allowing compatible infill development within the neighborhood (new garage apartments and second units, and the use of existing small lots). Also, the Old West Austin Neighborhood Planning Team looks forward to working with developers and with the City's Neighborhood Housing and Community Development Office to promote inclusion of SMART Housing units (Safe, Moderately Priced, Accessible, Mixed-income, and Transit-oriented) in new developments.

This area's residents value its neighborhood-oriented shops, and would like to see this pattern continue. The Old West Austin Neighborhood Planning Team **promotes a mix of residential and commercial development** south of 6th Street, along Lamar and West Lynn. At the same time, the Neighborhood Planning Team wants to limit commercial intrusions into the residential core of the neighborhood.

Of equal importance is **preserving the livability of the neighborhood**. Old West Austin is a traditional mixed-use residential neighborhood with high pedestrian traffic to neighborhood-oriented businesses as well as to parks and open space. The neighborhood plan contains actions to increase pedestrian and bicycle safety, improve mobility, create more attractive streets, and provide adequate parking. It also recommends park and greenspace improvements.

Finally, the planning team also seeks to **protect and enhance the unique historic identity of Old West Austin**. Many of the neighborhood's structures were built at or before the turn of the century. While some of these buildings are designated historic landmarks, many potentially historic buildings are unprotected. The Neighborhood Planning Team would like to encourage the preservation of the neighborhood's older buildings, as well as the construction of new buildings and additions that respect the prevailing character of the neighborhood.

Neighborhood Plan Goals

The Old West Austin Neighborhood Plan includes the following thirteen goals:

- 1.** Encourage mixed uses.
- 2.** Protect the character of the neighborhood.
- 3.** Maintain social and economic diversity of residents.
- 4.** Provide safe movement for all modes throughout neighborhood.
- 5.** Accessibility - provide access to, from, and through the neighborhood for all residents.
- 6.** Circulation - allow neighborhood streets to function for circulation, while calming cut-through traffic.
- 7.** Mobility - provide for movement of through traffic into and out of downtown.
- 8.** Aesthetics – create attractive, pedestrian-friendly public spaces in the neighborhood.
- 9.** Provide adequate parking for neighborhood's residents and businesses.
- 10.** Reduce traffic noise.
- 11.** Improve existing parks and increase recreational amenities in the neighborhood.
- 12.** Preserve and improve green space.
- 13.** Preserve and enhance the unique historic identity of the neighborhood.

The Neighborhood Plan details the objectives that support these general goals and specific action items to implement these goals and objectives. The successful adoption and implementation of this plan will help ensure that the Old West Austin neighborhood is a strong neighborhood that provides a variety of housing and shopping, is pedestrian friendly, and where its families can feel safe and proud of their neighborhood.

Critical Development Issues

Prior to beginning the formal neighborhood planning process, the Old West Austin Neighborhood Planning Team identified several critical development issues that threatened the neighborhood and served as the starting point for developing their neighborhood plan.

Zoning and land use issues. Commercial intrusion into the residential areas of the neighborhood is a concern. Zoning enforcement of businesses in residential areas operating in violation of the Home Occupation Ordinance is also an issue. In developing the plan, the neighborhood sought to develop appropriate infill standards to protect the residential and historical character of the neighborhood.

Transportation issues. Cut through traffic and speeding traffic within the neighborhood have been issues (these problems were addressed separately by the Traffic Calming Program of the Public Works and Transportation Department, which selected Old West Austin as a Traffic Calming Area). Development projects planned at the 5th/6th and Lamar area could bring more traffic into the neighborhood. Most of the neighborhood's streets lack sidewalks on one or both sides. The planning team was also interested in establishing better bicycle connections within the neighborhood.

Parks and Greenspace issues. The neighborhood is well-served by parks and greenspaces, but would like to see these areas improved.

Historic Preservation issues. The neighborhood's historic buildings are threatened by demolition and by out-of-character renovations. The neighborhood wants to work with property owners to protect the neighborhood's historic resources.

History of the Old West Austin Neighborhood¹

The Old West Austin Neighborhood can look back to the mid-nineteenth century for examples of its residential character and variety. The 320-acre land grant which eventually became the Enfield area was assigned to D.S. Parrish on April 5, 1841 by the Republic of Texas under the administration of Mirabeau B. Lamar. In 1859 Governor Elisha Pease bought the estate and its accompanying residence at 6 Niles Road for \$15,000. In 1916, when Governor Pease's descendants began subdividing his estate, they named the new neighborhood "Enfield" in honor of the former governor's Connecticut hometown.

Advertisers and realtors of the day said, "Better Babies, Better Homes, Better Move to Enfield." In similar booster rhetoric, Enfield was described as "the Place Beautiful" with "no dust, yet the summer breezes sweeping up the gorge of Pease Park from the south and east, making this the coolest place in summer. Here one is removed from the noises of the City, yet a ten minute walk or three minute drive brings him to the City's business district." Decades later, today's residents point to similar advantages, even if it is in different language.

Another story can be found along the western border of this historically rich neighborhood. Clarksville, the first Black freedomtown west of the Mississippi River, lies from Tenth Street to the south side of Waterston and from the west side of West Lynn to the MoPac right of way. The origin of the Black settlement dates back to 1865 when Governor Pease granted several of his slaves a portion of land for "good and faithful service." The residents date their settlement from 1871 when a freedman named Charles Clark purchased two acres of land from General N.J. Shelley, in hopes of starting a community for freed slaves.

Over the years Clarksville grew into a nicely sized, quietly cozy, and closely-knit neighborhood. In the last three decades that neighborhood, like the Enfield area to the north and other turn-of-the-century subdivisions of West Austin, has undergone several changes in its landscape and demography. These changes have been a result of both "outside" interest in the neighborhood and renewed concern by longtime residents. The most significant change was the expansion of the MoPac

Enfield and Clarksville are but two examples of the evolution, variety, and heritage of Old West Austin. The Raymond Plateau, which stretches from Town Lake north to 7th Street and from Lamar Boulevard west to Blanco, was first subdivided in 1885. The Silliman Addition, between Blanco and Lamar on the west and east respectively and from 9th north to 12th Street, was platted in 1895. Duval Heights, in the eastern part of the neighborhood, and Westridge, in Clarksville to the west, came into being in 1909 and 1910. The Enfield subdivision began in 1916. Relatively "young" subdivisions within the neighborhood such as Terrace Park, Shelley Heights, and Pressler are of 1935 vintage but "old" compared to most of Austin's areas.

¹ Adapted from the 1983 Old West Austin Neighborhood Plan Preliminary Draft.

Some Historic Buildings and Sites in the Old West Austin Neighborhood

In 1876 the International and Great Northern Railroad came to Austin. In 1956 it became the Missouri and Pacific Railroad and its tracks are still in use today by Amtrak Passenger trains and by cargo trains. In its past, the railroad offered the people of Austin links to cities such as Chicago, Louisville, Washington and New York. All the 'modern' improvements of the time such as Pullman Sleeper cars and travel "without change of cars".

If one wasn't travelling, the social centers of Austin often were in the Beer Gardens. Paul Pressler owned one of the first of the famous beer gardens. In operation prior to 1897, Pressler Beer Garden was located near present day West Sixth street and Pressler meet. It was built in connection with the Pressler brewery and boasted a bandstand and shade trees and stretched all the way to the river.



Near present day 5th and Lamar is Tips Engine Works. It was founded in 1899 and moved to its present location in 1909. For many years Tips supplied engines, gas meter covers, structural support beams for downtown buildings such as the Driskill Hotel, the city library at 9th and Guadalupe (now the history center).



In 1889, the Texas Confederate Home for Men was established where the present day University Housing is located on West Sixth. After the Civil War, the Union Soldiers were provided pensions and care, but the Confederate Soldiers were left to fend for themselves. Through a large community effort, the John B. Hood Camp of Veterans in conjunction with the Albert Sidney Johnston Chapter of the Daughters of the Confederacy raised funds that enabled them to build several brick cottages for Confederated soldiers. Capt. Ben McCullough was superintended of the home around 1912 and lived there with his wife who was the widow of

R.C. Barton. Mrs. McCullough's granddaughter remembers visiting the home and being fascinated by the wires that existed between the dining room and the cabins. These wires allowed the blind veterans to hook their walking canes on them and safely navigate around the grounds. In 1920 Hobby Memorial Hospital was completed and with dwindling numbers of Veterans in residence, the 48th Legislature decided that it was appropriate to transfer mental patients to the Confederate Home.

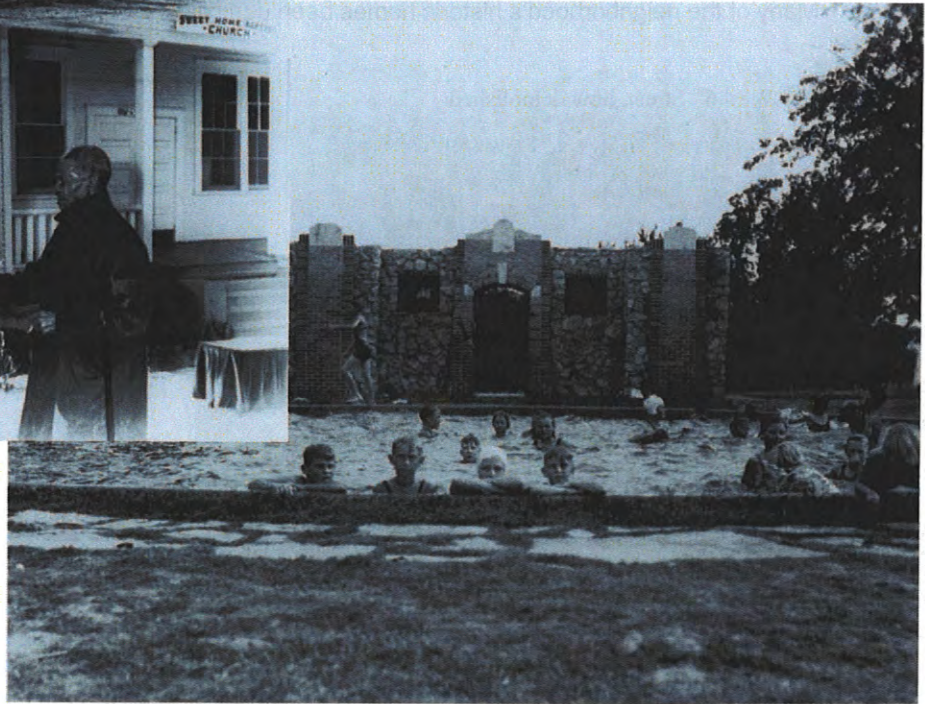
Mathews Elementary was built in 1915 and named after a former school board member W.J. Mathews. By June of 1917, Mathews had 190 students and 5 teachers. In the spring of 2000 the school became part of the National Registry of historic sites.



Clarksville was settled in 1871 by Charles Clark. The land was originally part of the Pease Estate and it was sold or given to Clark after Emancipation. By 1875 resident Elias Mays was representing the African-American community in the legislature to ensure that they continued to have the rights given them after the war. The Sweet Home Missionary Baptist Church was first built in 1882 and the present home of the church was built in 1935. Clarksville became a Texas Historical site in 1973.



West Austin Park was the original site of the Clarksville Jazz Festival (now held in Pease Park). And the park has long been a place for the residents of the neighborhood to swim or enjoy a nice day in the park.



Flower Hill, was built in 1877 by Richard Kelly Smoot, pastor of the First Southern Presbyterian Church from 1876 until his death in 1905. He designed the house himself and used his study as a classroom for the Austin School of Theology. He trained 44 ministers before closing the school in 1895. Legend has it the William Sydney Porter (O Henry) and Athol Estes were married by Smoot at his house in 1887. In recent years, Miss Jane Smoot has resided in the house built by her grandfather. She has donated the mansion to the

Heritage Society of Austin. The house, built of handmade bricks, has fourteen rooms, four hallways, four porches, seven fireplaces, two bathrooms, and a cellar on its ten acre grounds.

A moonlight tower still stands at 12th and Blanco . They have been in operation for over 100 years. They have only been turned off twice during that time. Once in 1905 the towers were off for a week due to a dispute between the city council and the water and light commission. The second was in 1973 during the energy crisis.

Many of the neighborhood's historic homes been demolished. Two are shown here.

910 West 6th Street, now demolished.



Walter Caldwell Home, 1009 W. 6th Street. Photo taken 1903. Now demolished.



Existing Conditions

The Old West Austin Neighborhood contains single family residential as well as a variety of multi-family, office, commercial and industrial uses. The dominant land use in the neighborhood is residential, with approximately 36% of the total land use identified as single-family residential. Most homes in the area were constructed 60 to 90 years ago and the majority of the single-family lots are at least 5,750 square feet in size. The neighborhood is also home to 13 apartment complexes with 20 or more units, and 19 apartment complexes with 10-19 units. The neighborhood also includes three principal commercial corridors - Lamar Boulevard, 5th Street, 6th Street, and a few industrial uses located south of 5th Street. The neighborhood is almost completely built out with approximately 2% of the land identified as undeveloped.

LAND USE	ACRES	PERCENTAGE
Single-family	150	36%
Multi-family	72	17%
Commercial	38	9%
Office	24	6%
Undeveloped	7	2%
Industrial	14	3%
Civic / Educational	16	4%
Open Space	95	23%
Total	416	100%

Table 1: Old West Austin Neighborhood Land Use Breakdown (excluding roads)

In 1990, there were approximately 2607 housing units accommodating the neighborhood's 4569 residents. Renter occupancy was 73% of the total occupied housing, significantly higher than the overall City of Austin percentage of 59%.

1990 HOUSING OCCUPANCY STATUS				
	Old West Austin		Austin - Citywide	
HOUSING OCCUPANCY	# of units	% of total units	# of units	% of total units
Occupied	2379	91%	192,148	89%
Vacant	228	9%	24,906	11%
TENURE	# of units	% of total units	# of units	% of total units
Owner occupied	469	18%	77,794	41%
Renter Occupied	1910	73%	94,174	59%
TOTAL HOUSING UNITS	2607		217,054	
TOTAL HOUSEHOLDS	2314		192,148	
PERSONS PER HOUSEHOLD	1.97		2.33	

Table 2: Housing Occupancy (1990 U.S. Census)

Old West Austin - 1990 Neighborhood Ethnicity			
	Neighborhood		Austin
Anglo	3480	76%	62%
Hispanic	581	13%	23%
African American	130	3%	12%
Asian or Pacific Islander	354	8%	3%
Other / Multiple Ethnicities	24	1%	1%
Total Persons	4569		465,622

Table 3: Neighborhood Ethnicity (1990 U.S. Census)

Old West Austin - 2000 Neighborhood Ethnicity			
	Neighborhood		Austin
Anglo	3276	75%	53%
Hispanic	501	12%	31%
African American	134	3%	10%
Asian or Pacific Islander	345	8%	5%
Other / Multiple Ethnicities	24	1%	2%
Total Persons	4348		656,562

Table 4: Neighborhood Ethnicity (2000 U.S. Census)

Top Ten Neighborhood Planning Priorities

Although the neighborhood would like to see all parts of the plan implemented, certain issues are considered to be of greater importance. The Old West Austin Neighborhood Planning Team has identified some of the issues of highest priority to the neighborhood. The following elements of the plan are Old West Austin's Top Ten Neighborhood Priorities:

1. Encourage mixed uses by applying the special use "Mixed Use Building" to commercial areas of the neighborhood, as specified in the plan. Allow garage apartments and "Small Lot Amnesty."
2. Construct requested sidewalks. Identify missing ADA ramps on other neighborhood streets and work with ADAPT and Public Works to prioritize for future installation.
3. Support property owners' pursuit of local historic districts (especially Clarksville and W. 6th.)
4. Extend hours for wading pools in West Austin Park and Mary Baylor (Clarksville) Park.
5. Install stoplights on W. 5th and 6th Streets.
6. Establish safe route to Austin High School and to Town Lake by restoring old Union Pacific Underpass or building new underpass at Pressler.
7. Have a zoning inspector available to spend up to 8 hours per week in the neighborhood.
8. Develop recommended (voluntary) design standards for new construction or remodeling in the neighborhood.
9. In the space presently occupied by the skate park at West Austin Park, establish a children's sand area and a community garden (or xeriscape garden).
10. Remodel lighting in West Austin Park to reduce glare.



The East César Chávez Neighborhood Plan

May 1999



The East César Chávez Neighborhood Plan

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

The Austin Tomorrow Comprehensive Plan

Chapter 5

Section 5-2

Exhibit A

May 13, 1999

Acknowledgements

The following individuals served on the East César Chávez Neighborhood Planning Leadership Team:

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Cover design: César Chávez Mural at Martin Junior High School painted by students from Samantha Scribner and Suzanne Troops' Art Classes. Completed in May of 1995.

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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 East César Chávez Planning Leadership Team and to the City's Neighborhood Planning staff. Their input and support are greatly appreciated.

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- Appendix G:** Final Community Meeting Report
- Appendix H:** Neighborhood Referendum Ballot
- Appendix I:** Ballot Results
- Appendix J:** Neighborhood Plan Adoption Ordinance 990513-70
- Appendix K:** University of Texas Transportation Study Lighting Map

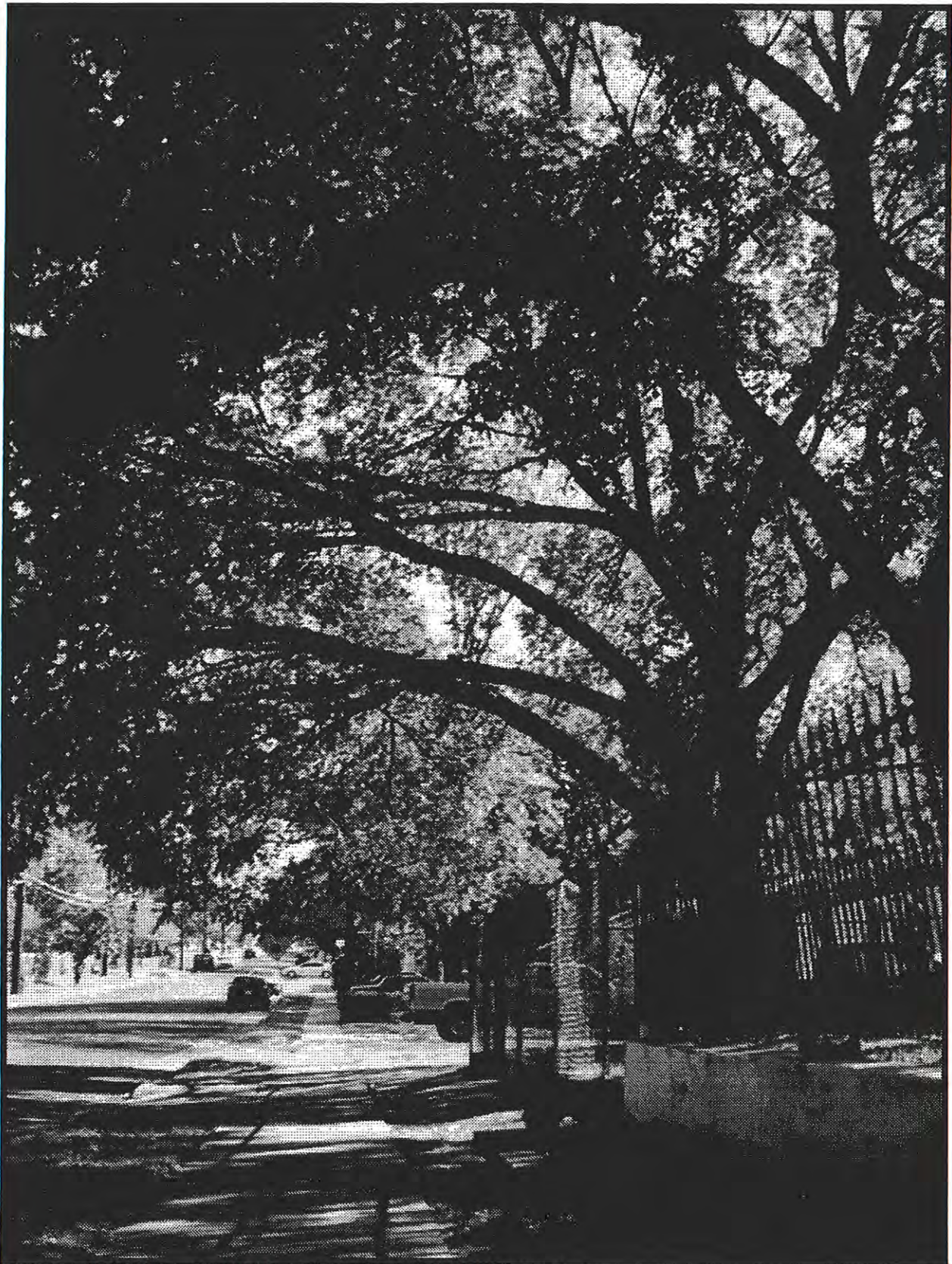


Figure 1: Urban Forest of the East César Chávez Neighborhood

Chapter I. Executive Summary

The East César Chávez Neighborhood Plan is the result of an extensive collaborative effort between neighborhood residents, businesses and property owners with support of city staff. The plan contains broad goals and objectives, as well as particular actions to achieve those goals. This executive summary briefly describes the East César Chávez Neighborhood, the neighborhood planning process and the goals of the East César Chávez Neighborhood Plan.

The East César Chávez Neighborhood

The East César Chávez Neighborhood is located adjacent to downtown in central east Austin, Texas. The neighborhood is a stable, mixed-use area characterized by strong family values and a rich Hispanic and culturally diverse history. The neighborhood planning area boundaries include the alley between 6th and 7th Streets to the north, Chicón to the east, Town Lake to the south and Interstate 35 to the west (see Figure 3: Neighborhood Boundary Map). The dominant land use in the East César Chávez Neighborhood is residential, with approximately 60% of the total land use identified as single-family residential. The majority of the residential area is located south of César Chávez and includes the Willow-Spence Historic District, one of Austin's few historic districts listed in the National Historic Register. The neighborhood has two principal commercial corridors, César Chávez and 6th Street, as well as commercial uses located along the IH-35 access road (see Figure 2: Current Land Use with Zoning overlay Map).

The East César Chávez Neighborhood believes it is possible to build a strong, healthy, clean and safe neighborhood with a strong sense of its culture and history where its families can continue to grow and prosper. The Neighborhood wants to remain a place where people sit on their front porches and wave to their neighbors or lend a helping hand, and where working people, the elderly and young families can afford to live. It hopes to be a neighborhood that nourishes and supports all types of people, from artists to day laborers, from the elderly to newborns. The goal of the Neighborhood Plan is to guide future development, protect the existing neighborhood residents and businesses and to provide opportunities to improve the quality of life for everyone in the neighborhood.

Neighborhood Planning Process

The East César Chávez Neighborhood Plan followed a process first outlined by the Ad Hoc Neighborhood Planning Committee in 1996. City Council endorsed this approach for neighborhood planning in a 1997 resolution. In June of 1997, the East César Chávez Neighborhood was one of 15 neighborhoods that submitted an application to take part in the City of Austin's Pilot Neighborhood Planning Project. On August 21, the Austin City Council selected the East César Chávez Neighborhood as one of three neighborhoods to participate in the Pilot Neighborhood Planning Project. The neighborhood signed a Memorandum of Understanding with the City of Austin on January 8, 1998 to begin the planning process.

The East César Chávez Neighborhood established a diverse Neighborhood Planning Leadership Team that included homeowners, renters, neighborhood associations, businesses and non-profit organizations. The Leadership Team held regular twice monthly meetings that were advertised and open to the entire neighborhood. They also instituted a comprehensive community outreach plan that attempted to involve everyone with an interest in the neighborhood.

During the planning process, the East César Chávez Neighborhood Planning Leadership Team, assisted by the City's Neighborhood Planning staff, gathered information and solicited input through a variety of means. Community outreach involved distributing a neighborhood newsletter, surveying the neighborhood residents, businesses and property owners, forming committees to assist in writing the plan, holding community meetings to solicit additional ideas and providing an opportunity for the neighborhood to vote on the plan.

Final plan recommendations were the result of the neighborhood's input through the survey, community meetings, committee meetings and voting. These recommendations were reviewed by the neighborhood, representatives of the Austin Real Estate Council, City Departments, Planning Commission and the City Council. The final plan recommendations were approved by the residents, businesses, employees and property owners in a neighborhood referendum.

Neighborhood Plan Goals

The East César Chávez Neighborhood Plan includes the following goals:

1. **Provide zoning for a mix of business and residential land uses in commercial areas.**
2. **Ensure that new structures, renovations and businesses are compatible with the neighborhood.**
3. **Create and preserve physical features and activities to reinforce our neighborhood's cultural identity and history.**
4. **Improve vehicle, bicycle and pedestrian traffic safety on neighborhood streets.**
5. **Make better use of Fourth-Fifth Street rail corridor.**
6. **Improve and promote mass transit service in the neighborhood.**
7. **Establish a housing education and outreach program to preserve and rehabilitate existing housing.**
8. **Preserve and increase the number of homeowners in the neighborhood.**
9. **Preserve and enhance neighborhood trees, green spaces, trails, gardens, existing parks and recreational facilities.**
10. **Reduce trash in our neighborhood.**
11. **Educate neighbors about environmental issues.**
12. **Attract or develop businesses that serve essential neighborhood needs.**
13. **Reduce crime, arson and violence in our neighborhood by increasing programs.**
14. **Coordinate and promote health and human services programs in the neighborhood.**
15. **Provide quality, equitable and attainable educational opportunities for youth and adults in the neighborhood.**
16. **Provide opportunities for cultural arts, recreation and leisure activities.**

The neighborhood plan details the objectives that support these general goals and specific action items to implement these goals and objectives. The successful adoption and implementation of this plan will help ensure that the East César Chávez Neighborhood is a strong neighborhood that provides a variety of housing and employment opportunities where its families can grow and prosper and where its rich culture and history can be celebrated.



Figure 2: Current Land Use with Zoning Overlay Map

Chapter II. Introduction

The East César Chávez Neighborhood

The East César Chávez Neighborhood is located adjacent to downtown in central east Austin, Texas. The neighborhood is a stable, mixed-use area characterized by strong family values and a culturally diverse and rich Hispanic history. The neighborhood planning area boundaries include the alley between 6th and 7th Streets to the north, Chicón to the east, Town Lake to the south and Interstate 35 to the west.

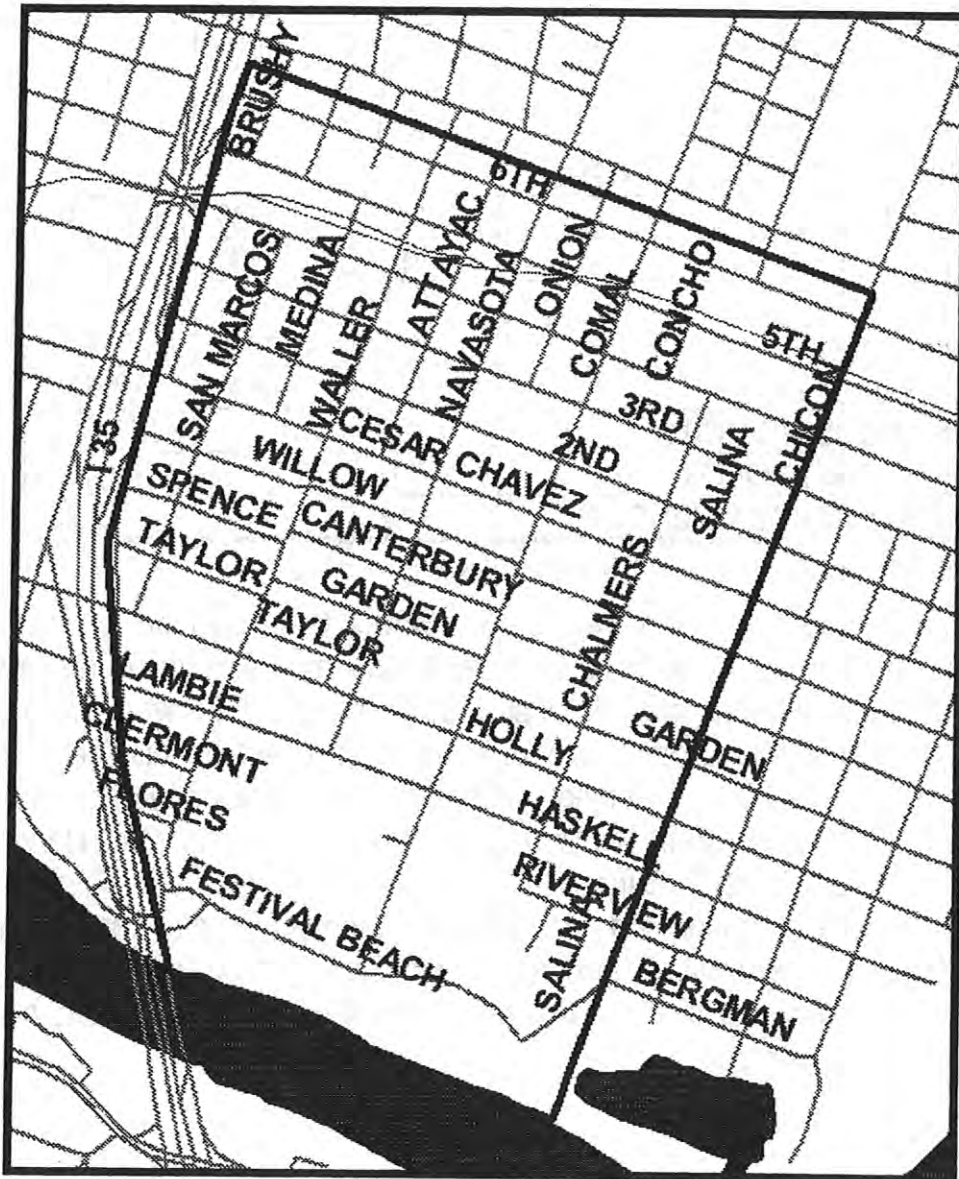


Figure 3: Neighborhood Boundary Map

The population of the neighborhood is approximately 3,879, which translates into about 1,303 households with 2.98 persons per household. The ethnicity of the East César Chávez Neighborhood is predominately Hispanic, consisting of 83% of the total population. Eighty-nine percent of the total available housing is occupied and 34% of the total housing is owner occupied.¹

East César Chávez Neighborhood Demographics²				
	Neighborhood		Austin	
ETHNICITY				
Hispanic	3,225	83%	23%	
Anglo	444	11%	62%	
African-American	179	5%	12%	
Other	31	1%	3%	
TOTAL PERSONS	3,879		465,622	
HOUSING OCCUPANCY STATUS				
Occupied	1,303	89%	192,148	89%
Vacant	156	11%	24,906	11%
TENURE				
Owner Occupied	443	34%	77,974	41%
Renter Occupied	860	66%	94,174	59%
TOTAL HOUSING UNITS	1,459		217,054	
TOTAL HOUSEHOLDS	1,303		192,148	
PERSONS PER HOUSEHOLD	2.98		2.33	

Table 1: Neighborhood Demographics (1990 U.S. Census)

The dominant land use in the East César Chávez Neighborhood is residential, with approximately 60% of the total land use identified as single-family residential. The majority of the residential area is located south of César Chávez and includes the Willow-Spence Historic District, one of Austin's few historic districts listed in the National Historic Register. The neighborhood has two principal commercial corridors, César Chávez and 6th Street, as well as commercial uses located along the IH-35 access road (see Figure 2: Current Land Use and Zoning Overlay Map). Important landmarks of the neighborhood are Sánchez Elementary and Martin Junior High Schools; the Terrazas Branch Public Library; the East Austin Health & Human Services Neighborhood Clinic that also houses the Police Neighborhood Center; and the Fire Department Headquarters.

¹ 1990 United States Census Data

² See Appendix A: Neighborhood Demographics

Critical Development Issues

In 1997, the East César Chávez Neighborhood Planning Leadership Team was established for the purpose of developing a neighborhood plan. The Leadership Team included homeowners, tenants, neighborhood associations, businesses and non-profit organizations. In August of 1997, the East César Chávez Neighborhood was selected to be one of the first neighborhoods to participate in the City of Austin's Neighborhood Planning Pilot Project. In their application for participation in the Neighborhood Planning Project, the neighborhood identified five critical development issues that threatened the neighborhood and made them a good candidate for a neighborhood plan.

1. **The residential and historic character of the neighborhood is threatened.** The opening of the Austin Convention Center, increasing downtown development and rapidly rising property values city-wide have made the neighborhood a target of speculators and commercial and industrial interests that threaten historic homes and the residential character of the neighborhood.
2. **The need for more affordable housing and increased ownership by residents.** There is a very real need to create, renovate and maintain affordable housing for people with limited resources and increase the number of residents who own their own homes (including the children and grandchildren of long-time residents).
3. **Major development is proposed or underway that represents the potential for major change.** A number of projects, including the proposal for light rail along the 4th-5th Street corridor, the increase in downtown development and the opening of the new Austin-Bergstrom Airport, threaten to change the character of the neighborhood. Increases in traffic and in property taxes are of major concern to the neighborhood.
4. **Zoning and land use issues.** Zoning in the area often does not reflect the actual use of the property. In some locations, property zoned commercial or light industrial are actually occupied by single-family residences. Lack of zoning protection encourages the razing of these houses. In other cases, zoning restrictions have prevented current residents from expanding or rebuilding their homes because they were located on commercial or industrial zoned property. The neighborhood would like to see a shift from industrial and commercial uses that are incompatible with residential uses to less intense more compatible uses.
5. **Crime and safety concerns.** The neighborhood recognizes efforts by the City and the police department to address crime and safety concerns. The residents want to continue to address the problems of gangs, drugs and other crime.

Guiding Principles

As they worked to identify common goals and neighborhood priorities, the Leadership Team and community members identified key elements shared across all sections of the plan. The following elements were identified as principals that express the values and goals of the East César Chávez Neighborhood and guide its plans for the future:

Access	Housing
Accessibility	Infrastructure
Affordability	Interdependence
Awareness	Justice
Beautification	Mixed Uses
Collaboration & Partnership	Opportunity
Compatibility	Outreach
Conservation	Ownership
Cultural Integrity	Participation
Diversity of Land Use	Preserve & Protect Neighborhood
Economic Vitality	Quality of Life
Education	Recycling & Reuse
Environmental Sustainability	Rehabilitation
Friendly to Bicycles	Safety
Friendly to Pedestrians	Self-determination & Respect
Gardens & Greenspace	Sense of History
Gradient of Density	Unique Character
Health	Vibrant Activity

Top Ten Neighborhood Planning Priorities

Although the neighborhood would like to see all parts of the plan carried out, certain issues are of critical and immediate importance. In order to ensure that the neighborhood's true priorities were represented in the plan, the Leadership Team identified the issues with the highest priority according to feedback obtained at community workshops and from ballots returned by stakeholders in the community. The following elements of the plan are priorities that the neighborhood would like to begin working on immediately:

- 1. Construct a right turn lane and make other improvements on César Chávez including but not limited to historic light posts, landscaping and trees, and sidewalks.**
- 2. Help residents fix older homes and build new ones. Provide opportunities for more residents to own their own home.**
- 3. Prepare study on the neighborhood impacts of light rail on the neighborhood.**
- 4. Rezone commercial and industrial zoned properties to mixed-use: especially along the commercial corridors and the RBJ site.**
- 5. Construct Gateways into the neighborhood at 6th, 4th-5th, César Chávez and Holly Streets at the intersections with IH-35.**
- 6. Plant trees and develop pocket parks.**
- 7. Upgrade the electric, water and wastewater utility infrastructure.**
- 8. Identify and help residents access existing social service and educational programs.**
- 9. Reduce the neighborhood school drop-out rate and increase the quality of educational programs in schools and day-care centers, as well as after-school programs.**
- 10. Resurface alleys and increase lighting on dark alleys and streets to deter crime.**

Vision for the Neighborhood

The neighborhood believes it is possible to build a strong, healthy, clean and safe neighborhood with a strong sense of its history, its cultural heritage, and the physical beauty of its homes, gardens and trees, where its families can continue to grow and prosper. It wants to remain a place where people sit on their front porches and wave to their neighbors or lend a helping hand, and where working people, the elderly and young families can afford to live. It hopes to be a neighborhood that nourishes and supports all types of people, from artists to day laborers, from the elderly to newborns.

The neighborhood would like to see more housing available for its families, especially its elderly and young families. It is willing to absorb some increase in density to accommodate these needs, so long as the neighborhood keeps its character. It would like to see infill in vacant lots to increase housing. It wants to remain a traditional neighborhood, with small stores that serve the neighborhood within walking distance. It would like to increase safety and security, especially in alleys and other dark areas of the neighborhood.



Figure 4: Typical Neighborhood Wood Frame Home

The Rebekah Baines Johnson Building (RBJ), located on the shores of Town Lake, was built in partnership with the City of Austin when a federal fish hatchery closed at that



location. The facilities at RBJ were constructed with the assistance of the Federal Housing Administration in the early 1970s. The RBJ Center is composed of two separate facilities, a 168-bed nursing home and a 250-unit apartment tower. The RBJ tower includes efficiency and one-bedroom apartments and provides much needed senior citizen housing. The annex, next to the residential tower, provides an array of health care services. The neighborhood would like to ensure the continued use of the RBJ complex for senior housing and is willing to negotiate with the owners of the property to include some new retail services on the RBJ property that would also serve the neighborhood.

Figure 5: Rebekah Baines Johnson Building

The neighborhood envisions commercial corridors that are safe and pedestrian-friendly. They hope these corridors will include mixed-use residential, commercial and civic elements that are compatible with the neighborhood, are economically and environmentally sustainable and are conducive to a blend of vibrant economic activity and quality of life.



Figure 6: Pedestrian Friendly Commercial

They envision open spaces, plazas and market places that contribute to friendly street activity. Ideally, they would like to see a chain of plazas stretching from East to West across downtown. They hope to see the rail corridor developed in ways that do not pollute the environment or threaten public health or safety.



Figure 7: Interstate 35 Separating the Neighborhood from Downtown

Residents would like to see the barrier effect of IH-35 reduced, and stronger connections made between the East César Chávez Neighborhood and downtown. Buffering could minimize noise impact, and better landscaping could improve the aesthetic appeal of the IH-35 corridor.



Figure 8: The Park at Town Lake

The neighborhood wants to preserve its unique waterfront treasure, Festival Beach Park. It is one of the most sparkling jewels on Town Lake's "green necklace," originally envisioned by Ladybird Johnson. This lovely park's beauty, openness, serenity and natural character should be preserved while enlivening the area with more pedestrian activity, more amenities, and better facilities to serve neighborhood residents.



Figure 9: Family Picnic in a Neighborhood Park

The neighborhood values the health and well being of its residents, young or old. It hopes to improve residents' access to health and human services, many of which are already available, but are unknown to residents who qualify for them. The neighborhood would like to work toward reducing the incidence of diseases that reduce our quality of life, such as diabetes, cancer and heart disease, which are epidemic. Neighbors would like to see more preventive programs that offer opportunities for individual growth, family development and healthy living. Such programs could help redirect youth and others who might be drawn toward alcohol, drugs or gangs.

East César Chávez neighbors would like to have opportunities to increase their quality and enjoyment of life through learning, recreation and cultural arts. They would like to see diverse programs that provide opportunities for adults, youth and children to build

skills, learn about culture, develop creativity, gather with neighbors, enjoy nature, relax and play. The natural resources of the East César Chávez Neighborhood should be protected and preserved in ways that assure public health and safety and reaffirm our connection to the Earth.

The neighborhood hopes to provide safe transportation options for pedestrians, cyclists, motorists and mass transit users. While encouraging mobility in the neighborhood, it would like to discourage the use of neighborhood streets as “cut through” short cuts and thoroughfares. It would like to exclude trucks from its residential streets and see that this prohibition is enforced.

The neighborhood envisions becoming more economically self-sufficient, which can happen if businesses and residents work together to create jobs and make services available, keeping assets working within the community, to mutual benefit. Its goal is to create a community where people can gain work that supports them and makes the best use of their individual skills and talents. The neighborhood envisions economic development that will include and benefit neighborhood residents, such as projects that offer space and support for locally owned small businesses.

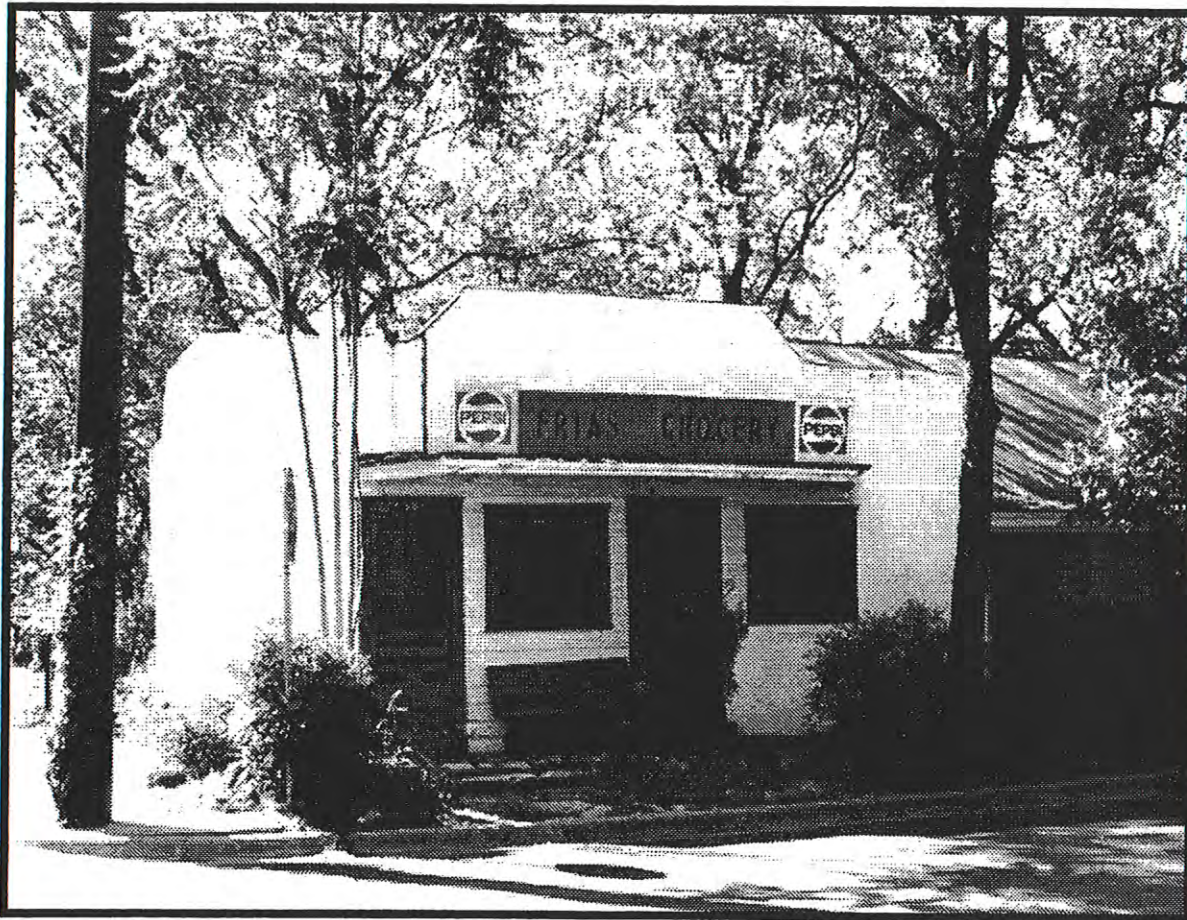


Figure 10: Frias Grocery

In many ways, the neighborhood's vision is similar to ideas and principles embodied in Austin's Traditional Neighborhood District ordinance and in its recent SmartGrowth initiative. Remarkably, these ideas and principles have been part of this neighborhood ever since it was built: compatibility of residences, commercial and public buildings; mixed residential and retail uses, such as stores with residences above; a vital and friendly street life; businesses which serve neighborhood residents and residents that support local businesses.

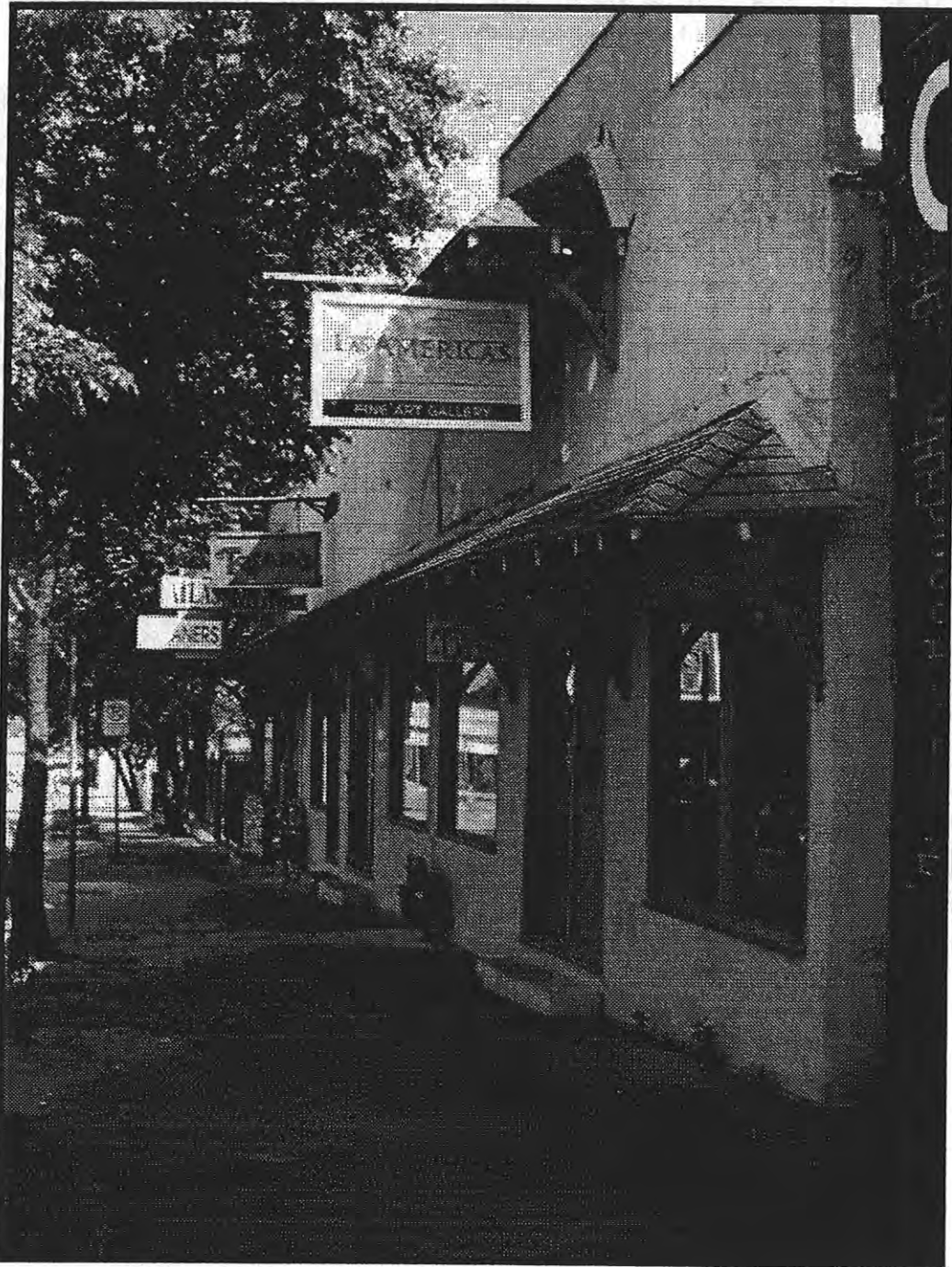


Figure 11: East 6th Street Streetscape and Small Businesses

In fact, when the entire area was surveyed and the Willow-Spence Streets Historic District was nominated for inclusion in the National Register of Historic Places, it was specifically described as “an unusually intact neighborhood of residences and compatible commercial and public buildings.... In a city where specific functions and services have been segregated from one another, [it] is a rare example of a neighborhood in which homes, businesses, and churches are fully integrated and architecturally compatible.” The neighborhood hopes, perhaps, in the twenty-first century to fulfill this original vision while embracing the cultural identity and unique character it has evolved in the past hundred years.



Figure 12: Historic Residential Structure now Offices of LOC Consultants

Holly Neighborhood Plan



An amendment to the City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5

Section 5-10

Exhibit A



City Council

Gus Garcia
Mayor

Jackie Goodman
Mayor Pro Tem

Council Members

Raul Alvarez
Beverly Griffith
Daryl Slusher
Danny Thomas
Will Wynn

City Manager

Jesus Garza

Assistant City Manager

Lisa Gordon

Neighborhood Planning & Zoning Department

Alice Glasco, Director

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.

Holly Neighborhood Plan

December 13, 2001

Roster of Neighborhood Planning Team members

Eric Anderson
David Black
Sarah Breur
Lorelei Bela Brown
Kathleen Card
Louis Castillo
John Corry
Frances Coyle
Maggie De Santo
Sam De Santo
Robert Donley
Gavino Fernandez (CHAIR)
Vicky Gomez
Paul Hernandez
Darla Johnson
Morgan Knicely
Sara Koeninger
Andrew Long
Ted Krause
Rosemary Ledesma
Tony Martinez
Tim Mateer
Maria Luisa Mendoza
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Steven Rossiter 974-2598, steven.rossiter@ci.austin.tx.us

Holly Chair: Gavino Fernandez 477-4013

Introduction

The Holly Neighborhood has a long history of advocating for the betterment of their community. This Neighborhood Plan provides another forum for the neighborhood to express its concerns and opinions about the future of their neighborhood. One of the main concerns in Holly is closing the Holly Power Plant. Other key issues revolve around maintaining desirable, affordable housing, avoiding the prospects of gentrification, responding to the increasing encroachment of businesses into the residential areas, and traffic issues. This plan attempts to address some of these issues through creating future land use and transportation plans.

Neighborhood Planning

History of Planning Efforts

- Various associations have been advocates for the neighborhood over the years.
- The City of Austin Neighborhood Planning Program kicked off the Neighborhood Planning effort in the Holly Planning area in March 2000.
- Neighborhood Survey was mailed out to residents, non-resident property owners and businesses in September 2000
- Two community workshops were conducted in March and April of 2001.
- Final Surveys sent out in June 2001.
- August 2001 - "Open House" to provide additional assistance in filling out the survey as well as answer any questions the community might have.

Outreach Efforts

○ February 2000 – **Mail out to all property owners, tenants and other stakeholders for kick-off meeting.**

- **March 2000** – Mail out to all property owners, tenants and other stakeholders informing them of the first organizing meeting. Flyers were distributed around the neighborhood to get more people to participate on the Neighborhood Planning Team
- **April 2000 to Present** - Mail out reminders for *regular NPT meetings to interest list* which included businesses and other stakeholders that expressed any interest in the process.
- **May 2000** – Consensus Building topic session held for entire planning area & East Austin Neighborhoods.
- **June 2000** – Land Use, Zoning & SMART Housing topic session held for entire planning area & East Austin Neighborhoods.

○ June - July 2000 - **Flyers with quotes from Neighborhood Planning Team members were prepared and given to NPT members to distribute in the neighborhood and display at area businesses.**

- **June - July 2000** - Flyers regarding regular Neighborhood Planning Team meetings were inserted into church bulletins
- **July 2000** – Transportation topic session held for entire planning area & East Austin Neighborhoods.
- **August 2000** - Radio announcement (paid for by Austin Energy) in Spanish and English regarding filling out survey and neighborhood planning efforts.
- **August 2000** – Urban Design/Neighborhood Character topic sessions held for entire planning area & East Austin Neighborhoods.
- **September 2000** – Mail out to all property owners, tenants and other stakeholders for neighborhood wide survey; some additional surveys were taken door to door.

- **November 2000** - Mail out to all property owners, tenants and other stakeholders for a Land Use Work session was sent out
- **February 2001 - Mail out to all property owners, tenants and other stakeholders for Holly Community Workshop (February 21); additional flyers were distributed within church bulletins and other key institutions in the neighborhood.**
- **February 2001 – Worked with Zavala Elementary Campus Advisory Council to formulate transportation recommendations.**
- **March 2001** - Mail out to all property owners, tenants and other stakeholders for 2nd Holly Community Workshop (April 7th)
- **March 2001** – Targeted mail out to all stakeholders who’s properties would be rezoned.
- **April 2001** – Targeted Business Owner Meeting for the ECC corridor
- **June 2001** – Mail out to all property owners, tenants and other stakeholders the Holly Neighborhood Plan final survey.
- **August 2001** – Extended final survey date to in effort to receive additional community input; Conducted an Open House to assist stakeholders in filling out the final survey and answer any questions/concerns.

Stakeholder Involvement

- Residents
- Neighborhood Associations
- Business owners
- Non-resident property owners
- Institutions (Metz Elementary, Zavala Elementary)

Top Ten Action Items

1. The neighborhood planning team endorses the closure of the Holly Power Plant at the time when reserve energy capacity becomes available to begin instituting the phased closure of the power plant.
2. With the \$20,000 allocation for an adopted neighborhood plan, the neighborhood requests that these funds be dedicated to the Cepeda Library branch and be used for the purpose of purchasing Spanish-English books, publishing software, and additional resources such as Braille texts and cassettes for the hearing and visually impaired.
3. Increase assistance for home repairs near the Holly Power Plant especially for roof and foundation repairs.
4. Rezone GR zoned property within the Residential District at Robert T. Martinez and Holly with a CO-Conditional overlay to allow existing uses, restrict height to 30' and restrict other uses incompatible with the Residential District.
5. Develop the appropriate infrastructure for South Side of E. 5th Street (Pedernales to Chicon) to include the following: sidewalk, curb and gutter and potential street repairs/realignment
6. Participation by representatives of the Holly Neighborhood Planning Team should be included during the development of station locations and alignment of future rail lines in the event of an approved rail referendum.
7. Preserve land for single-family homes in Residential District through the future land use plan.
8. Permit small lot amnesty for single family lots currently under 5750 square feet in order to allow new or reconstruction of houses on lots previously too small to build on. (neighborhood-wide, primarily applicable to Residential District).
9. Encourage synchronization of lights along Pleasant Valley from East César Chávez to 7th Street. New left turn at Pleasant Valley & 7th has improved traffic movement, however the timing at peak hours

seems to be slightly off particularly for northbound traffic. The intersection at César Chávez & Pleasant Valley is becoming more congested.

10. Install signage to encourage and indicate desired route for truck traffic leading to 7th Street at the following locations: Robert T. Martinez (if intersection improvements at 7th Street are created to address turn movements for trucks)

Govalle/ Johnston Terrace Combined Neighborhood Plan

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

March 2003

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, 2003



CITY COUNCIL

Mayor Gus Garcia

Mayor Pro Tem Jackie Goodman

CITY COUNCIL MEMBERS

Raul Alvarez
Betty Dunkerley
Daryl Slusher
Danny Thomas
Will Wynn

CITY MANAGER

Toby Futrell

ASSISTANT CITY MANAGER

Lisa Y. Gordon

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director

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:

Joe Acosta	Chris Fanuel	Reed Murray
Susana Almanza	Eliza Fanuel	Don Painter
Lee Roy Anderson	Otto Friedrich	Beth Pickett
Ben Astran	Javier Garza	Kellie Ramirez
Tom Atkinson	Connie A. Gonzales	Phillip Rangel
Connie Baez	Joe Gonzales	Janie Rangel
Edwin Baez	Rosa Gonzales	Veronica Rivera
Peter Barlin	Jorge Guerra	Marie Rocha
Joyce Bolton	Sylvia Herrera	Dionicio Sanchez
Dolores Burton	Johnny Limon	Rosa Santis
David Buttress	Daniel Llanes	Art Schoelig
Tina Carrillo	Ted Lopez	Jaime Torres
John Carrizales	Mary Lopez	Bertha Williams
David Cater	Emily Lott	Tommy R. Williams
Patty Cater	Jim McMurtry	Joshephine Zamarripa
Kevin Childs	Jose Muniz	

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 (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

Lead Neighborhood Planning Staff for this plan were:

Annick Beaudet, Zoning Planner
Brian Block, Neighborhood Planner
Susan Daniels, Urban Designer
Lisa Kocich, Neighborhood Planner

Steven Rossiter, Neighborhood Planner
Ricardo Soliz, Neighborhood Planning
Manager

Other NPZD staff that lent assistance and support for this Plan include:

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Eddie Washington, Marketing Rep.
Kathleen Welder, Neighborhood Planner
Scott Whiteman, Neighborhood Planner
Alex Zwarun, Neighborhood Planner

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:

Roberto Gonzalez, Capital Metropolitan Planning Organization
Mary Helen McClure, Capital Metropolitan Planning Organization
Patricia Guajardo, Capital Metropolitan Planning Organization

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:

Neighborhood Planning and Zoning Department
City of Austin
P.O. Box 1088
Austin, TX 78767
Phone: 512.974.7668
Fax: 512.974.6054

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ORDINANCE NO. 000113-48

AN ORDINANCE ESTABLISHING INITIAL PERMANENT ZONING AND CHANGING THE ZONING MAP ACCOMPANYING CHAPTER 25-2 OF THE CITY CODE AS FOLLOWS:

A 19.77 ACRE TRACT OF LAND CONSISTING OF 2 PARCELS OF LAND OUT OF THE HENRY RHODES SURVEY NO. 5, ABSTRACT NO. 522, WILLIAMSON COUNTY, FROM INTERIM RURAL RESIDENCE (I-RR) DISTRICT TO TOWNHOUSE & CONDOMINIUM RESIDENCE-CONDITIONAL OVERLAY (SF-6-CO) COMBINING DISTRICT, LOCALLY KNOWN AS 7100-7104 MCNEIL DRIVE IN THE CITY OF AUSTIN, WILLIAMSON COUNTY, TEXAS.

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

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to change the base district from Interim Rural Residence (I-RR) district to Townhouse & Condominium Residence-Conditional Overlay (SF-6-CO) combining district on the property described in File C14-98-0158, as follows:

Parcel 1: A 9.94 acre tract of land out of the Henry Rhodes Survey No. 5, Abstract No. 522, in Williamson County, Texas, the tract of land being more particularly described by metes and bounds in Exhibit "A" incorporated into this ordinance,

Parcel 2: A 9.8349 acre tract of land out of the Henry Rhodes Survey No. 5, Abstract No. 522, in Williamson County, Texas, the tract of land being more particularly described by metes and bounds in Exhibit "B" incorporated into this ordinance, (the "Property")

locally known as 7100-7104 McNeil Drive, in the City of Austin, Williamson County, Texas, and as more particularly identified in the map attached as Exhibit "C".

PART 2. The Property within the boundaries of the conditional overlay combining district established by this ordinance is subject to the following conditions:

1. There shall be no vehicular access from the Property to Lobelia Drive. Vehicular access to the Property shall be from other adjacent public streets or through other adjacent property.

2. A structure, building, or portion of a structure or building shall not be constructed maintained within 25 feet of the northern and eastern boundary lines of the Property which abuts the following:
 - a) Lots 1, 15, 16, and 17, Block "I", and Lot 10, Block "M", Los Indios Phase B Subdivision, a subdivision in Williamson County, according to the map or plat of record in Cabinet F, Page 120, Official Records of Williamson County.
 - b) The Lobelia Drive right-of-way.
3. Improvements permitted within this 25 foot setback shall be limited to drainage underground utility improvements, a perimeter jogging trail, or those improvements that may be otherwise required by the City of Austin or specifically authorized in the ordinance.
4. Duplex development is prohibited on the Property.

Except as specifically restricted under this ordinance, the Property may be developed and used in accordance with the regulations established for the Townhouse & Condominium Residential (SF-6) base district and other applicable requirements of the City Code.

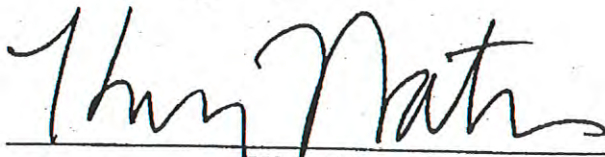
PART 3. The Council waives the requirements of Section 2-2-3, 2-2-5, and 2-2-7 of the City Code for this ordinance.

PART 4. This ordinance takes effect on January 24, 2000.


PASSED AND APPROVED

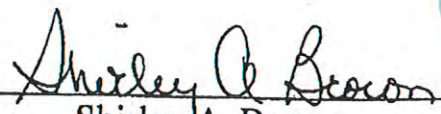
January 13, 2000

§
§
§



Kirk Watson
Mayor

APPROVED: 
Andrew Martin
City Attorney

ATTEST: 
Shirley A. Brown
City Clerk

Road Tract
Mid-American Properties, Inc.
9.94 Acres

FN 5644 (RLM)
July 22, 1997
SRI Job No. 18864-01
SRI Plat No. 18864-01

A DESCRIPTION OF A 9.94 ACRE TRACT OF LAND OUT OF THE HENRY RHODES SURVEY NO. 5, ABSTRACT NO. 522, IN WILLIAMSON COUNTY, TEXAS; BEING ALL OF THAT CERTAIN 9.94 ACRE TRACT OF LAND DESCRIBED IN A DEED TO MID-AMERICAN PROPERTIES, INC. AS RECORDED IN VOLUME 2877, PAGE 117 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS; SAID 9.94 ACRE TRACT OF LAND AS SHOWN ON SRI PLAT NO. 18864-01, BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 1/2-inch iron rod found in concrete in the north right-of-way line of McNeil Road, being the southwest corner of Lot 11, Block "M" of Los Indios Phase "B", a subdivision recorded in Cabinet F, Slides 120-122 of the Plat Records of Williamson County, Texas, same being also the east line of said 9.94 acre tract, for the southeast corner hereof;

THENCE, over and across said 9.94 acre tract, the north right-of-way line of said McNeil Road, S 70° 12' 19" W, a distance of 149.75 feet to a 1/2-inch iron rod found in a west of said 9.94 acre tract, being also the southeast corner of a 9.8349 acre tract of land described in a deed to D. R. Stephens and Co., recorded in Volume 1829, page 305 of the Official Records of Williamson County, Texas, for the most southerly southwest corner hereof;

THENCE, with the east line of said 9.8349 acre tract being also a west line of said 9.94 acre tract, N 18° 53' 16" W, a distance of 706.93 feet to an iron pipe found at the northeast corner of said 9.8349 acres, for an interior or ell corner hereof;

THENCE, with a south line of said 9.94 acre tract, being also the north line of said 9.8349 acre tract, S 71° 10' 29" W, a distance of 603.14 feet to an iron pipe found at the most westerly southwest corner of said 9.94 acre tract, also being the northwest corner of said 9.8349 acre tract, and being in the east line of Lot 24, Block I, Los Indios Phase "A", a subdivision recorded in Cabinet E, Slide 227 of the Plat Records of Williamson County, Texas;

THENCE, with the most westerly west line of said 9.94 acre tract, being also the east line of said Lot 24, N 17° 39' 42" W, a distance of 435.50 feet to a 1/2-inch iron rod found in concrete at the northwest corner of said 9.94 acre tract and hereof;

THENCE, with the north line of said 9.94 acre tract, being also the south line of Lot 1, The Groves of Los Indios, a subdivision recorded in Cabinet G, Slide 190 of the Plat Records of Williamson County, Texas, and the south line of Lots 17 and 16, Block "I", of said Los Indios Phase "B", N 71° 14' 16" E, a distance of 746.75 feet to a 1/2-inch iron rod found in concrete at the northeast corner of said 9.94 acre tract and hereof, being the common rear corner of Lots 15 and 16, Block "I" of said Los Indios Phase "B";

THENCE with the west line of said Los Indios Phase "B", being the east line of said 9.94 acre tract, S 18° 43' 37" E, a distance of 1138.93 feet to THE POINT OF BEGINNING and containing 9.94 acres of land.

THE STATE OF TEXAS §
 § KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF TRAVIS §

That I, John Strawbridge, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and that the property described herein was determined by a survey made by Michael R. Hatcher, R.P.L.S. No. 4259 on the ground during October 1990 and updated during July 1997 under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas this the 23rd day of July, 1997.
A.D.

Survey Resources, Inc.
P.O. Box 162690
Austin, Texas 78716-2690



John Strawbridge
John Strawbridge
Registered Professional Land Surveyor
No. 4283 - State of Texas

EXHIBIT A

FIELD NOTES

230876

Vol. 2647 PAGE 0085

BEING a 9.8349 acre tract of land out of the ^{Merly and Sons Survey,} Abstract No. 322, in Williamson County, Texas, and being ^{that} ~~part~~ ^{of} ~~the~~ ^{same} tract of land conveyed to Richa Walden by deed recorded in Volume 794, Page 94, of the Deed Records of Williamson County, Texas, said tract of land being more particularly described as follows:

BEGINNING at a concrete monument found in the west line of the subject tract, said concrete monument being the northeast corner of the Mc's Subdivision, found in Cabinet B, Slide 237, of the Williamson County Plat Records; thence along the west line of the herein described tract and being the east line of the San Felipe Green Subdivision, found in Cabinet X, Slide No. 215 of the Williamson County Plat Records, the following four (4) courses and distances:

- 1.) N 16° 38' 26" W, a distance of 32.80 feet to a nail found in a tree;
- 2.) N 20° 16' 50" W, a distance of 143.16 feet to a nail found in a tree;
- 3.) N 11° 13' 00" W, a distance of 12.19 feet to a nail found in a tree;
- 4.) N 19° 39' 47" W, a distance of 173.83 feet to an iron pipe found for the northeast corner of said San Felipe Green Subdivision;

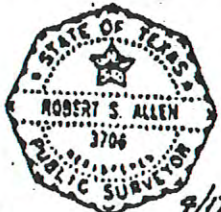
THENCE, N 18° 30' 28" W, along said west line and being the east line of Los Indios Phase A Subdivision found in Cabinet E, Slides 227 - 233, Williamson County Plat Records, a distance of 42.82 feet to an iron pipe found for the northwest corner of the herein described tract;

THENCE, W 71° 00' 00" E, along the north line of the herein described tract a distance of 603.48 feet to an iron rod found for the northeast corner of the herein described tract;

THENCE, S 19° 00' 42" E, along the east line of the herein described tract a distance of 707.21 feet to a 4" iron rod set for the southeast corner, said iron rod being the northeast corner of the right-of-way acquired by Williamson County, Texas in the Right-of-Way Deed filed in Volume 1642, Page 603, of the Deed Records of Williamson County, Texas;

THENCE, along the south line of the herein described tract also being the north right-of-way line of McNeil Road, S 70° 03' 37" W, a distance of 399.29 feet to an iron rod set for the southwest corner of the herein described tract and also being the northwest corner of the previously mentioned right-of-way parcel acquired by Williamson County, Texas and the southeast corner of the Mc's Subdivision;

THENCE, along the west line of the herein described tract being the east line of said Mc's Subdivision, N 19° 26' 51" W, a distance of 310.63 feet to the **PLACE OF BEGINNING**. Said described tract contains 428,608.74 square feet and 9.8349 acres of land, more or less.



CUNNINGHAM-GRAVES, INC.
Robert S. Allen
Robert S. Allen
Registered Public Surveyor No. 3706

RSa:sn
CGI Project No. 400-0001-0000

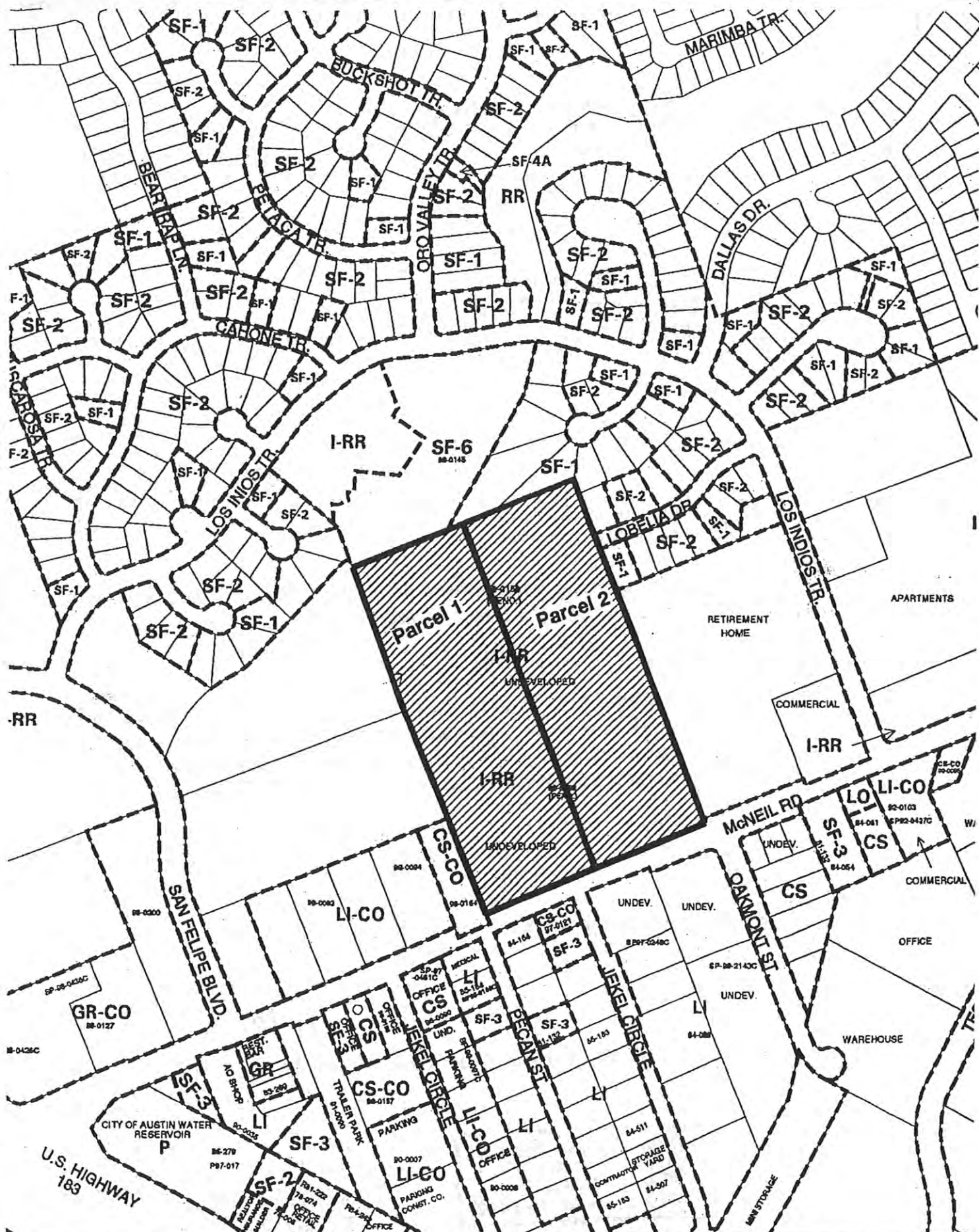
THE STATE OF TEXAS
COUNTY OF WILLIAMSON
I, *Robert S. Allen*, do hereby certify that this document was FILED and RECORDED in the Official Public Records of Williamson County, Texas on the date and time stamped above.

Doc# : 943849
Rec. # 10-20
Date : 10-20-89
Time : 11:21 AM
Filed & Recorded at
COUNTY CLERK
OF WILLIAMSON
COUNTY, TEXAS
11/11/89

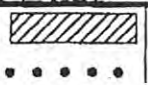


EXHIBIT

EXHIBIT B



SUBJECT TRACT
 PENDING CASE



ZONING EXHIBIT C

CITY REFER

Austin American-Statesman

PO#: 00011348
Ad ID#: 1KM400300
Acct#: 5124992499
Account Name: CITY CLERKS OFFICE

CITY CLERKS OFFICE
PO BOX 1088
AUSTIN, TX 78767

AFFIDAVIT OF PUBLICATION

THE STATE OF TEXAS
COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis,
State of Texas, on this day personally appeared:

Debi J Delk

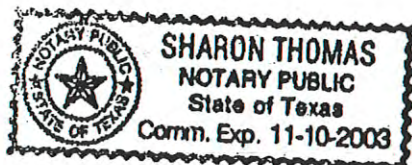
Classified Advertising Agent of the Austin American-Statesman, a daily newspaper
published in said County and State that is generally circulated in Travis, Hays, Burnet
and Williamson Counties, who being duly sworn by me, states that the attached
advertisement was published in said newspaper on the following dates, to wit:

First Published:	1/22/00	Last Published:	1/22/00
Times Published:	1	Classification:	9980
Lines:	19	Cost:	\$63.46

and that the attached is a true copy of said advertisement.

Debi J Delk

SWORN AND SUBSCRIBED TO BEFORE ME, this the 24th day of Jan 2000



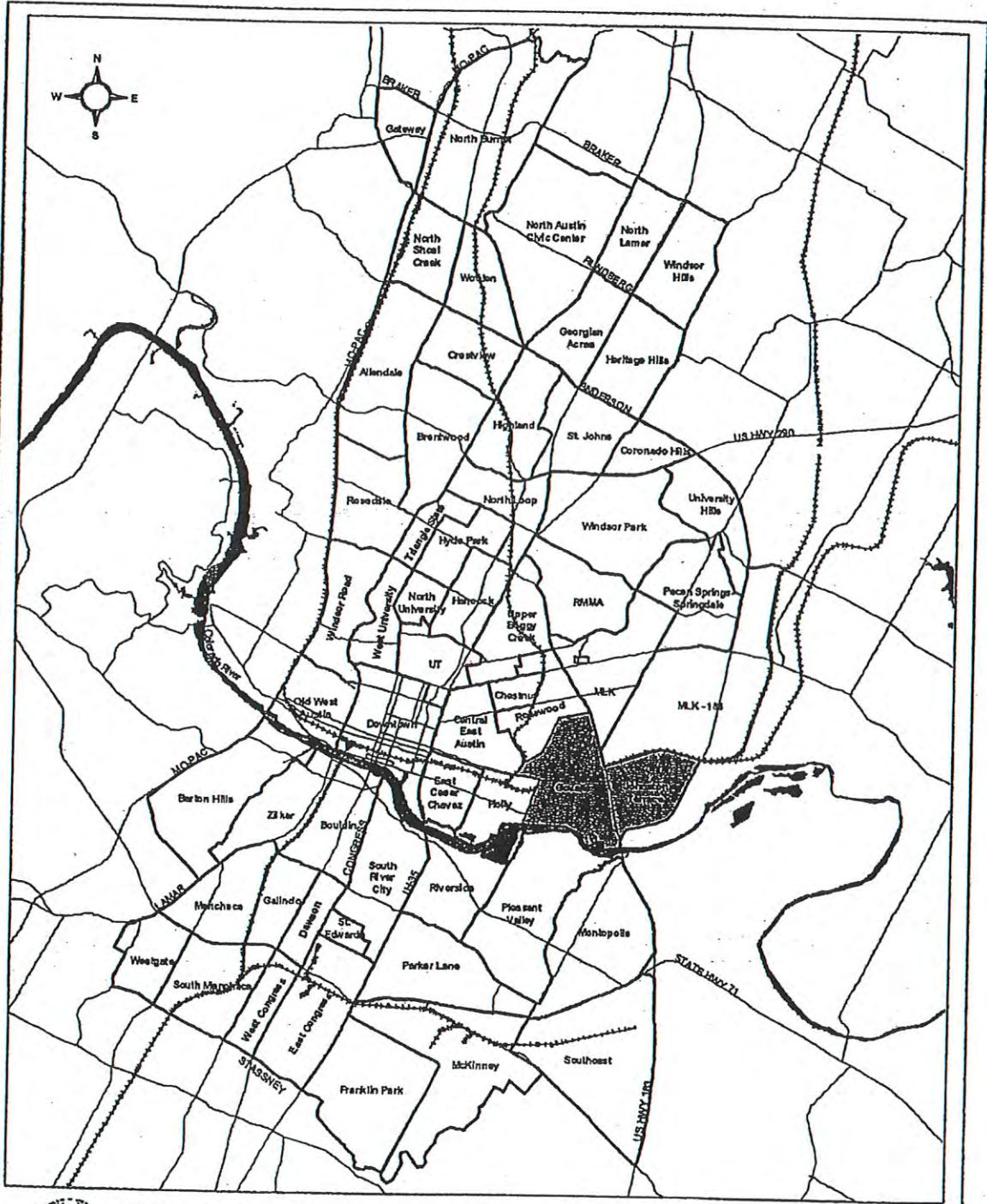
Sharon Thomas
Notary Public in and for
TRAVIS COUNTY, TEXAS

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CHANGING THE ZC
COMPANYING CH
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List of Tables and Maps

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



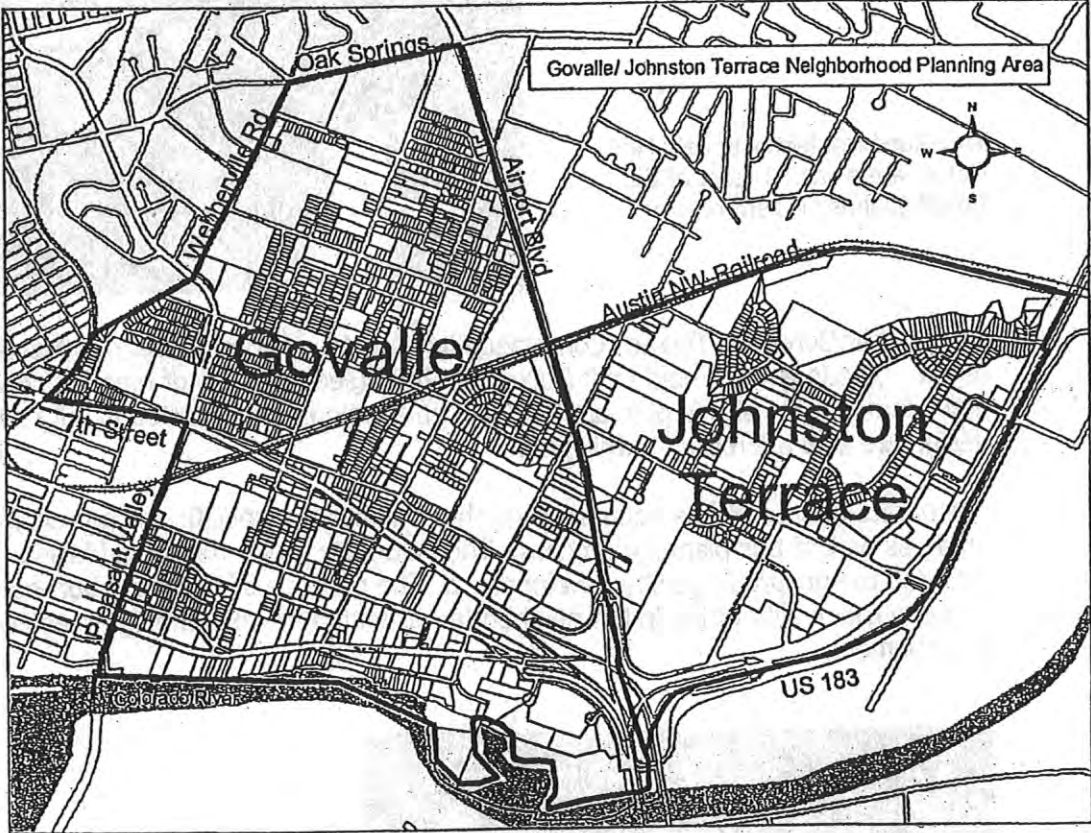
City of Austin
Neighborhood Planning Areas in the Urban Core

Introduction

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

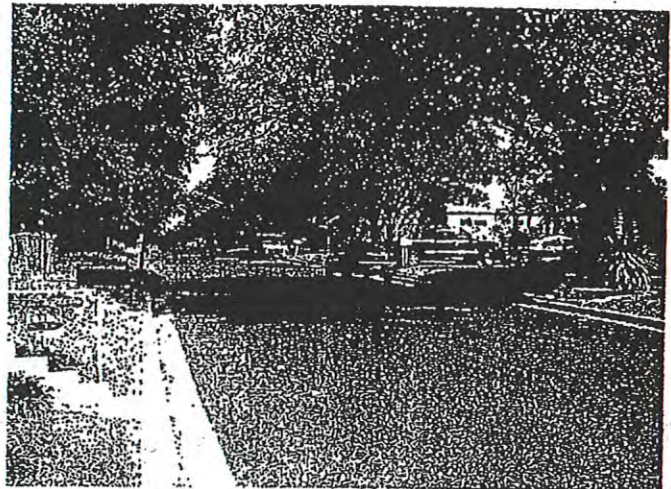
- Pleasant Valley and Webberville Roads to the west
- Oak Springs, Airport and the Austin and Northwestern railroad to the north
- US 183 to the east, and
- the Colorado River to the south.

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



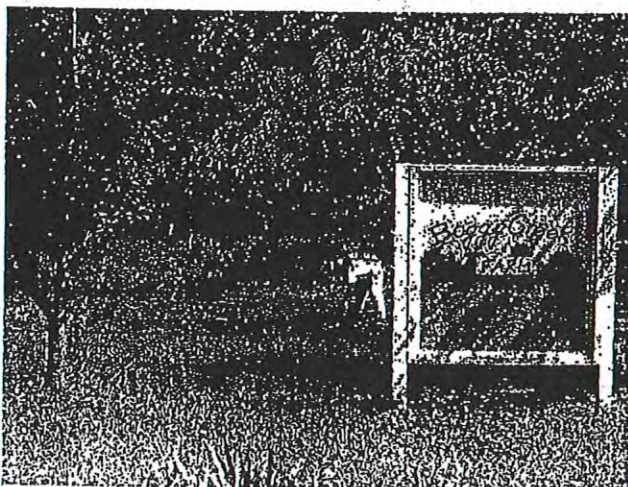
Govalle/Johnston Terrace is a combined planning area composed of the Govalle and Johnston Terrace Neighborhood Planning Areas. Both Planning Areas were reviewed and planned as one unit and all registered neighborhood groups, residents, property and business owners, and non-resident property owners were 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 (PECS) 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 recommending 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:

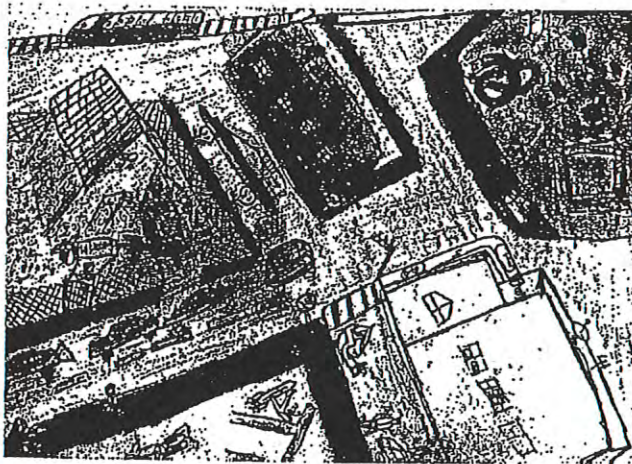
- a survey distributed to every household, business, and non-resident property owner
- a community workshop held in March 2002 that every household, business and non-resident property owner was invited to
- flyers distributed to parents through local Elementary Schools
- placing of posters and other 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 2nd Workshop. This entry is by Abel Alcanaz, 5th 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).

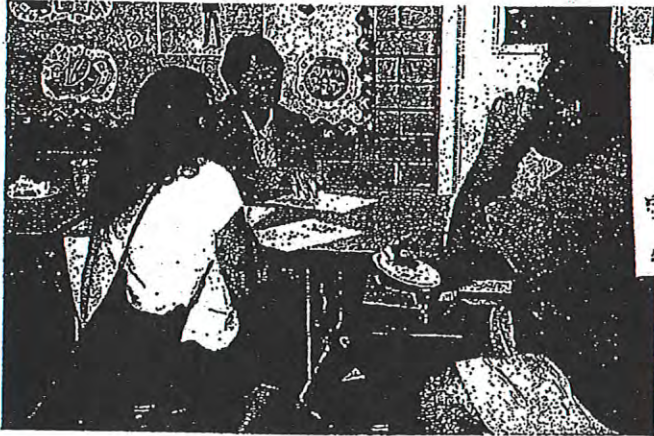
Future Land Use Meetings (May and June, 2002): During these two meetings different future land use scenarios based on the Sector Plan were presented. Stakeholders discussed and decided upon a preferred Future Land Use Map (FLUM) for the Govalle/Johnston Terrace area. (The Future Land Use Map is in the 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 20th community workshop.

Photo courtesy of Susana Almanza



Food at the November 20th 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
05/01/02	<i>Family Elder Care Project</i>	<i>Oak Springs Library</i>	27
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
06/19/02	<i>Update on Oak Springs Villas Project</i>	<i>Oak Springs Library</i>	3
06/25/02	Zoning Task Group	Parque Zaragosa	25
07/09/02	Zoning Task Group 2	One Texas Center	35
07/23/02	Zoning – Property Owner Notification	Parque Zaragosa	59
07/30/02	Tank Farm Workshop 2	Oak Springs Library	18
08/07/02	Transportation	ACC Eastview	7
08/08/02	<i>E. 7th St Banquet Hall Meeting</i>	<i>One Texas Center</i>	19
08/23/02	Rezoning – Outstanding Parcels	Parque Zaragosa	44
09/05/02	<i>E. 7th St Banquet Hall 2</i>	<i>Allan Elementary</i>	30
09/10/02	Conditional Overlays	Parque Zaragosa	18
09/18/02	Neighborhood Forum	Brooke Elementary	21
09/24/02	Conditional Overlays and Vacant/Public Land	Brooke Elementary	23
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	42
12/04/02	Finalizing the Plan	Brooke Elementary	27

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

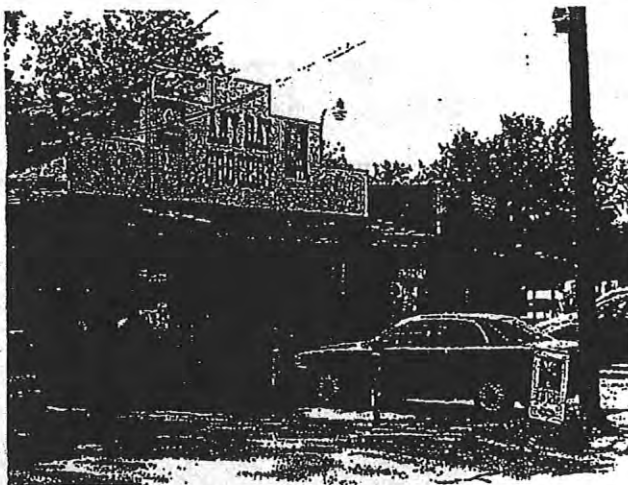
The Govalle/Johnston Terrace Neighborhood will be an affordable, family-oriented neighborhood with a strong sense of community and a place where people want and are able to live their entire life.



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.

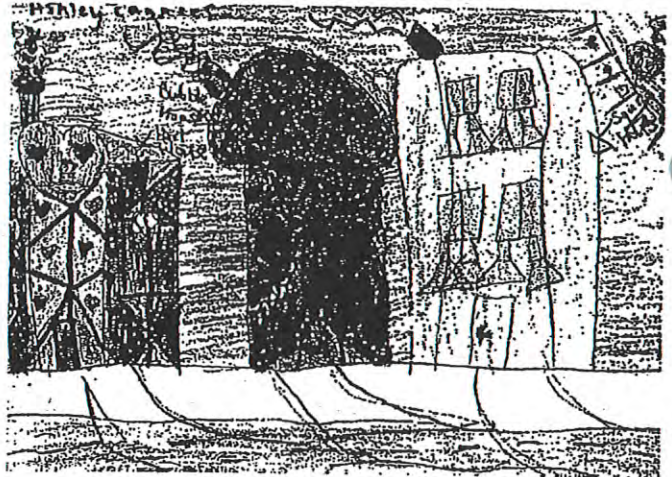


Community Values and Characteristics

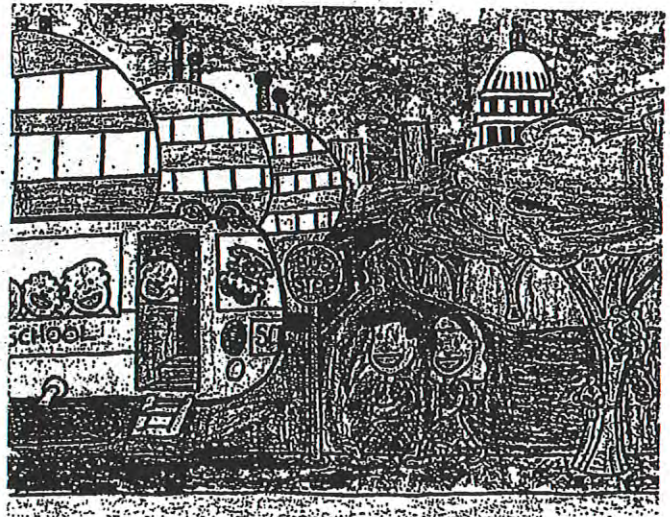
When asked, at the March 2 workshop, to identify the neighborhood characteristics that were most important to them, the largest responses were:

- 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, 3rd grade at Brooke Elementary School.



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



Goals

Land Use

- Goal 1:** Adjacent land uses should be compatible. (Sector Plan)¹
- 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)

¹ "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

Montopolis Neighborhood Plan

An amendment to the City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5

Section 5-7

Exhibit A



City Council

Kirk Watson
Mayor

Jackie Goodman
Mayor Pro Tem

Council Members

Raul Alvarez
Beverly Griffith
Daryl Slusher
Danny Thomas
Will Wynn

City Manager
Jesus Garza

Assistant City Manager
Lisa Gordon

Neighborhood Planning & Zoning Department
Alice Glasco, Director

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 plan, but does not obligate the City to implement individual plan recommendations.

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The Montopolis Neighborhood

The Montopolis community was originally settled as a separate community on the outskirts of Austin, surrounded by open fields which helped preserve the identity of the area. The feeling of isolation in Montopolis is enhanced by the general street pattern. Vargas Rd. and Montopolis Dr. run the entire length of the neighborhood and offer the only obvious access to the area. An observer has the feeling of being in a distinct community with clear points of entry.

Prior to annexation by the City, the subdivision of land was conducted informally. This resulted in lots of unwieldy shape and size in several areas, most notably between Montopolis Dr. and Vargas Rd. The pattern of areas subdivided after annexation tends to be much more like the remainder of the city.

Early planning studies of the Montopolis neighborhood envisioned the area as being eventually built out as single-family with commercial uses limited to highway commercial on U.S. 183 and a few neighborhood convenience nodes.

In contrast, the 1985 Montopolis Area Study recommended a future land use pattern that would accommodate industrial expansion occurring in the area and which recognized the impacts of noise from nearby Bergstrom Air Force Base. The eastern edge of the study area, contains a mix of single-family, industrial and commercial zoning.

Today, as Austin makes its metamorphosis into a metropolitan region covering five counties, Montopolis is becoming less isolated. Although few major projects have been completed in the study area over the last ten years, there is a steady and increasing level of activity to the west and southwest. Development projects stimulated by the construction of Austin-Bergstrom Airport will undoubtedly create additional impacts over the next few years.

Major parkland acquisition along the Colorado River and the ACC Riverside campus forms a partial buffer against intensive multi-family and commercial development along Pleasant Valley Rd. In contrast, no natural buffer exists between the Montopolis neighborhood and the growing industrial area along Ben White Blvd. Certain sites within the Montopolis study area and adjacent to it along the freeways have the potential for non-residential development. The proximity of the airport and freeways makes these areas appropriate for some non-residential development. As sites with direct access to the emerging freeway system become rare, however, other large undeveloped tracts may be considered as potential sites for non-residential development.

Neighborhood Planning Process

Stakeholder Involvement

The Montopolis Neighborhood Plan is the result of multiple planning and organizing efforts by neighborhood stakeholders with the City of Austin and the University of Texas. The Montopolis Planning process began with authorization from the Austin City Council to the University of Texas to create a conceptual land use plan to serve as a framework for more specific land use recommendations.

Upon completion of the University of Texas Land Use Study, the City of Austin began working with neighborhood stakeholders (May 2000) to build upon the University of Texas land use study as well as to identify transportation and urban design issues.

Regular bi-monthly meetings were held on the first and third Wednesdays in the community from May 2000 to March 2001. The Montopolis Recreation Center and Dolores Catholic Church served as meeting grounds for the process. The culmination of the planning efforts took place with two major community workshops. The first was held in September of 2000 and the second one was held in March of 2001. The purpose of the workshop were to refine recommendations on the proposed action items in the plan as well as to educate and involve new and existing stakeholders to the process.

Neighborhood Planning Team

The Montopolis Neighborhood Planning Team was representative of all stakeholders in the neighborhood. These stakeholders included: residents, non-resident property owners, business owners, renters, schools, non-profit organizations and other business institutions. Although over 130 participants contributed to the development of the plan, the following individuals attended at least 50% of all Neighborhood Planning Team meetings and as a result constituted the primary planning team.

Myrtle Bashara
Jim Crockett
Mary Eichner
Brad Joiner
Linda Watkins
Florence Ponziano
John Stratton
Kimberle Hatcher
Susana Almanza
Richard Castillo
Estella Fabian
Margie Garza
Clementine Mims

Community Outreach

- Community Workshops: Three community workshops were held for the Montopolis Neighborhood Planning Area (5/23-25/00, 10/30/00 & 3/24/01). The last of these meetings in March allowed the community to identify opportunities for housing as well as familiarize all stakeholders with the final plan.
- Institutional Involvement: The Neighborhood Planning Team worked with existing institutions including various neighborhood associations, Austin Community College, Dolores Catholic Church, Allison Elementary and Advanced Micro Devices.
- Additional Neighborhood Input Opportunities:
In December, 2000 a draft neighborhood plan was mailed to all residents and property owners in the neighborhood along with a form to provide feed back and to indicate their level of support for the plan. **Feedback Results**: The overall response rate to the feedback form was 6%. Of those responding to the ballot, 89% of the residents and 88% of business and non-resident property owners supported the neighborhood plan. This feedback form also identified those areas where further discussion was needed.

Montopolis Meeting Schedule

Montopolis NPT Meeting or <i>Community-Wide Notifications</i>	Attendance/Purpose
August 7, 2001 @PC	Finalized rezoning recommendations
July 31, 2001 @ PC	Rezoning Continued to 8/7/01
July 17, 2001 @ PC	Continued to 7/31/01
Dual Notice of Planning Commission Hearing & City Council Hearing	(June 2001)
June 19, 2001 @ PC	Postponed to 7/17/01
May 22, 2001 @ PC	Postponed to 6/19/01
May 1, 2001 @ PC	Presentation to Planning Commission
Dual Notice of Planning Commission Hearing & City Council Hearing	(April 2001)
April 5, 2001	40
March 24, 2001	58
March 15, 2001	18
Notice for March 25 Workshop	*
March 8, 2001	29
<i>Updated of NPT Action</i>	*
January 23, 2001	30
January 4, 2001	24
Feedback Form/Ballot	*
October 25, 2000	44
September 30, 2000	26
September 27, 2000	18
Notice for September 30 Workshop	*
September 13, 2000	39
August 30, 2000	11
August 16, 2000	24
August 2, 2000	17
July 13, 2000	17
June 29, 2000	15
June 22, 2000	19
June 15, 2000	18
May 23-25, 2000	54
<i>Notice of First meetings in May</i>	*

Neighborhood Plan Goals

The following Goals are the broadest statements about what the Montopolis Neighborhood Plan seeks to accomplish. These Goals are then expanded with more defined Objectives. The Objectives are then supported by specific, measurable Actions. It is the *Action Items* which will describe the specific steps for the implementation of the Montopolis Neighborhood Plan.

LAND USE

Goal 1: Improve the Quality of Life in Montopolis through Land Use and Zoning Decisions.

Goal 2: Create Homes for all Stages of Life within Montopolis.

TRANSPORTATION

Goal 3: Improve Transportation Safety in Montopolis.

Goal 4: Improve Transportation Connections within Montopolis and to the rest of Austin.

URBAN DESIGN

Goal 5: Respect the Diverse Character of the Montopolis Neighborhood.

Goal 6: Enhance and Enliven the Streetscape.

Goal 7: Ensure Compatibility and Encourage a Complimentary Relationship Between Adjacent Land Uses.

Appendix D
Town Lake Corridor Study

A full copy of the Town Lake Corridor Study is available at

<http://www.ci.austin.tx.us/council/wotf.htm>

TOWN LAKE CORRIDOR STUDY



Austin City Council

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MAYOR PRO TEM

John Treviño, Jr.

COUNCIL MEMBERS

Mark Rose

Smoot Carl-Mitchell

Sally Shipman

George Humphrey

Dr. Charles Urdy

CITY MANAGER

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Cynthia Valadez

Susan Frost

Regan Gammon

Jackie Goodman

Kathryn Kennedy

Department of Parks and Recreation

Charles Jordan, Director

Office of Land Development Services

James Duncan

Town Lake Corridor Study

including a portion of the Colorado River

prepared by the

Town Lake Task Force

**Austin, Texas
October 1985**

Task Force Preface: A Labor of Love

"The river is a temptress, subtly beguiling. She works her magic in a quiet way, patiently capturing the hearts of her admirers, making them lovers and permitting no escape."

—Anonymous Greek Poet
Third Century B.C.

If ever "labor of love" rang true, it rings true now as the single best term to describe the accelerated, four-month process of researching, assembling, reviewing and writing the Town Lake Corridor Study. Not only the members of the Town Lake Task Force, not only the city staff supporting the task force, but scores of citizens from all over Austin—bankers, artists, builders, lawyers, architects and environmentalists—have given enormously of time and effort to produce this document. Why? Because, with few exceptions, they love Town Lake as the grand and perishable resource it is; they recognize the threat of poorly managed development along its shores; and they are determined, as are the members of the current City Council, to have for Austin the showcase urban waterway of the entire southwest: "A place of beauty, dignity and pleasure."

Virtually all of the participants in this study, this labor of love, have shared the sense of urgency that moved the Council to declare a moratorium on Town Lake construction and appoint the task force in June of this year. That sense of urgency transformed the task force from an ordinary group of citizen advisors to a hard-driving team of semi-professional, quasi-fanatic, utterly dedicated waterfront planners. Not just once or twice a week did we convene, but three and four times, occasionally five, to review the data supplied by staff, to be further tutored in planning methods, to cruise Town Lake and walk its banks, to design a public opinion survey and hear the suggestions of more than 100 fellow citizens who came to observe and work with us.

Certain details linger in the mind like coals still burning in the hearth at dawn. David Reed, the superlative planner for the Parks Department who coordinated our research and wrote the majority of this draft, smiles at us with weary eyes when we ask if the staff can bring its maps to yet another extra meeting: "you bet," he says. Toni Lenz, our staff secretary, dashes into the meeting room with an armload of transcripts that she has spent a full day typing. Roy Mann, our resident waterfront planning expert, patiently answers another question about building heights and greenbelt strategies on exemplary waterways in Boston and Paris. Dan Drentlaw, on loan to the task force from the city's Office of Land Development Services, repeats for the seventh time the difference between an "overlay zone" and a "zoning change." Marsha Reid, a parks Department staffer who gathered data on the Colorado River, quietly informs us of the damage she has found on a recent canoe trip below a sewage-tainted river; she tries but fails to conceal her indignation.

Besides inspired staff support, we were treated to special help from a variety of special people in the private sector. Lady Bird Johnson served us coffee as she voiced her concerns for the future of Town Lake. Captain Jerry Snodgrass, owner of the Lone Star Riverboat, twice provided us the

use of his paddlewheeler at no expense. Keith Zimmerman, coordinator of the Coalition of People Places, spent many hours helping us plan for cultural facilities in the Town Lake Corridor. Carlos Arce, the president of NuStats, Inc., put aside other business demands and drove his staff at breakneck speed to deliver a first-rate public opinion survey in less than three weeks. Reg Todd, president of Downtown Austin Partners, helped raise the money to fund that survey. Other friends in the downtown business community, paced by Doug Fike, James Turner, Bill Bingham and Jim Nix, proffered invaluable guidance as members of our Business Advisory Group. Alfred Stanley of the Sierra Club heightened our awareness of major ecological features in the Corridor. And Roberta Crenshaw, the uncontested *grande dame* of Town Lake protection and beautification, drilled us thoroughly on the 30-year history of efforts like ours, warning us that previous plans—particularly a 1968 "Town Lake Comprehensive Plan"—have died on the shelf for want of action.

Still other friends and lovers of Town Lake, too numerous to list here, have made our marathon a collaborative effort in the best sense of the term—a collective and marvelous "labor of love." To them, to the City Council and the people of Austin, the members of the Town Lake Corridor Task Force commit the results of that labor.

For the Town Lake Task Force,



Ray Reece, Chairman

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Inventory and Analysis of Existing Conditions
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INTRODUCTION

Background

The legacy of Town Lake beautification and efforts to preserve the shoreline are well regarded as a classic example of a City's commitment to its waterfront. Pre-eminent is the outstanding hike and bike trail, part of the National Recreation Trails System, which excels in providing public access to the waters edge. A hallmark of the project has been the vision and dedication of countless individuals to maximize and preserve scenic and recreational values.

Many citizens believed the legacy was strained, if not threatened, when a number of events seemed to converge in 1984. Proposed improvements to the lower downtown transportation system were viewed by some as potentially sealing off the waterfront; plans for high density projects and tall buildings appeared unregulated and unguided; a proposed convention center polarized the community in a referendum; neighborhoods began to respond to downtown development pressures; parkland along the shoreline was recognized as not formally dedicated and not immune to impact or conversion; urban runoff created unsightly conditions on the lake surface; and an overloaded sewage treatment system was polluting the Colorado River downstream.

Several new community groups emerged in the midst of controversy—the Town Lake Park Alliance, Friends of the Parks, the Coalition for People Places, and the Clear, Clean Colorado River Association. The City Council responded by dedicating all parkland along the lake, including land formerly known as the "Sand Beach Reserve". Until then, these lands functioned "for public purposes" as de-

scribed in the conveyance from the State of Texas to the City of Austin in 1945.

In the spring of 1985, a quality of life report sponsored by the Austin Chamber of Commerce and prepared by SRI International, called for development of Town Lake into a "Great Park" along the lines of Golden Gate Park or Central Park.

In early summer, the Parks and Recreation Department proposed a renewal of the Town Lake vision, outlining a program for basic restoration of existing park facilities and for comprehensive planning of both the urban edge and the waters edge. The City Council subsequently appropriated \$2.5 million for restoration and planning, and created a Town Lake Development Task Force in June, 1985 to initiate the program.

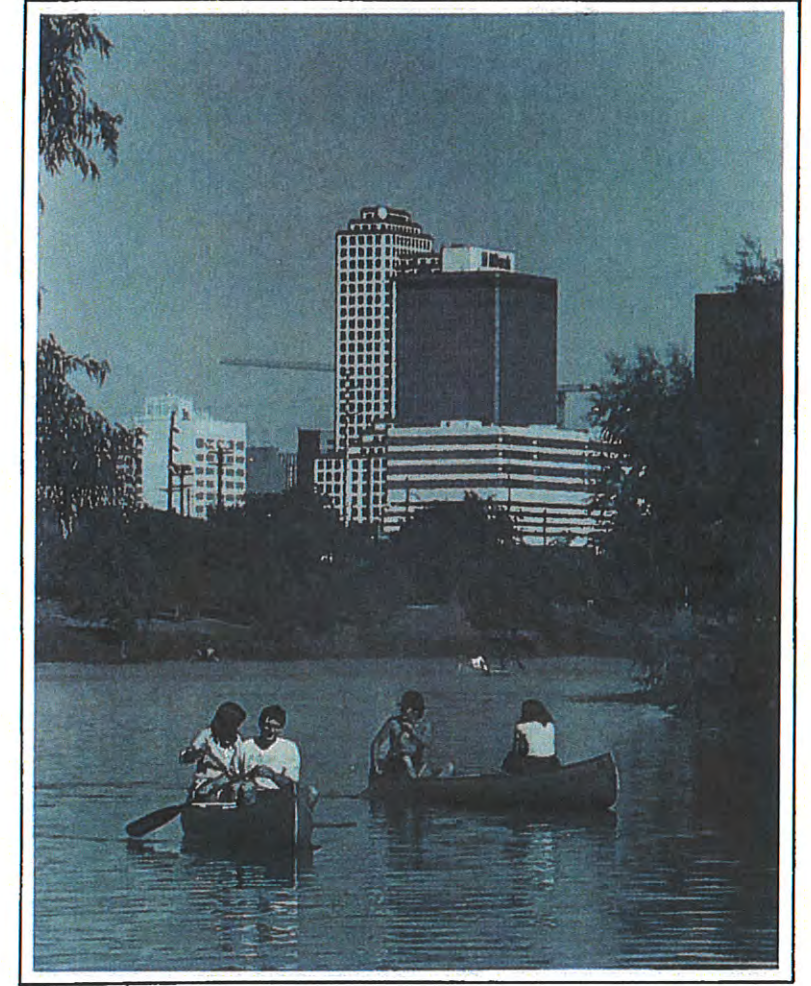
Purpose and Objectives

By Council directive, the Town Lake Task Force and staff were charged with preparing a Town Lake Corridor Study, which focused on the following objectives:

1. to determine the City's goals for Town Lake and the Colorado River;
2. to document methods by which the City controls, enhances, plans and directs activities in the Town Lake and the Colorado River Corridor;
3. and to develop a framework for future development and appearance of the waterfront.

It was recognized that the report could not represent a comprehensive plan, but would provide initial, benchmark planning and policy development for the Corridor.

A ninety day moratorium was placed on development 1000 feet on each side of the lake from Tom Miller Dam to Longhorn Dam, and on each bank of the Colorado River from



Longhorn Dam to the confluence with Walnut Creek. The Task Force redefined the study boundaries to include a "contributing" zone outside the 1000 foot critical zone. This area was further divided into six planning sub-zones for the lake, and three subzones for the river. Areas outside the zone were also recognized as important considerations in conducting the study.

Staff from the Office of Land Development Services and the Parks and Recreation Department collaborated with the Task Force in conducting the study and preparing this document, assisted by a technical committee of staff from other departments and state agencies.

Town Lake Planning

The City's master plan in 1928 showed the creeks and Colorado riverbanks as a greenbelt system. Thirty years later in response to construction of Longhorn Dam, the *Austin Development Plan* also showed the creeks and waterways as proposed greenspace. The plan called for "cooperative private and public development to preserve and enhance the potential values created by the lake," and recommended "definite plans for and development controls along Town Lake before development occurs."

In 1968, a *Town Lake Comprehensive Development Plan* emerged, providing initiative for

an extraordinary community response to implementation. Importantly, however, this planning effort generated a physical plan for public waterfront development without land use policy guidelines, development controls and public-private cooperation strategies recommended in the 1961 City master plan. It may be concluded, therefore, that this plan resulted in a splendid public revitalization of the waters edge, while the urban edge has been shaped concurrently in a largely unguided and uncontrolled fashion.

Austin's Bicentennial gift to the nation—a bold plan to preserve and enhance its creeks and waterways—stimulated further public commitment to expand the central park, Town Lake, into quadrants of the City by connecting the creek corridors. Significantly, this plan recognized urban form-shaping potential of the creeks, as well as other functions including pedestrian connections.

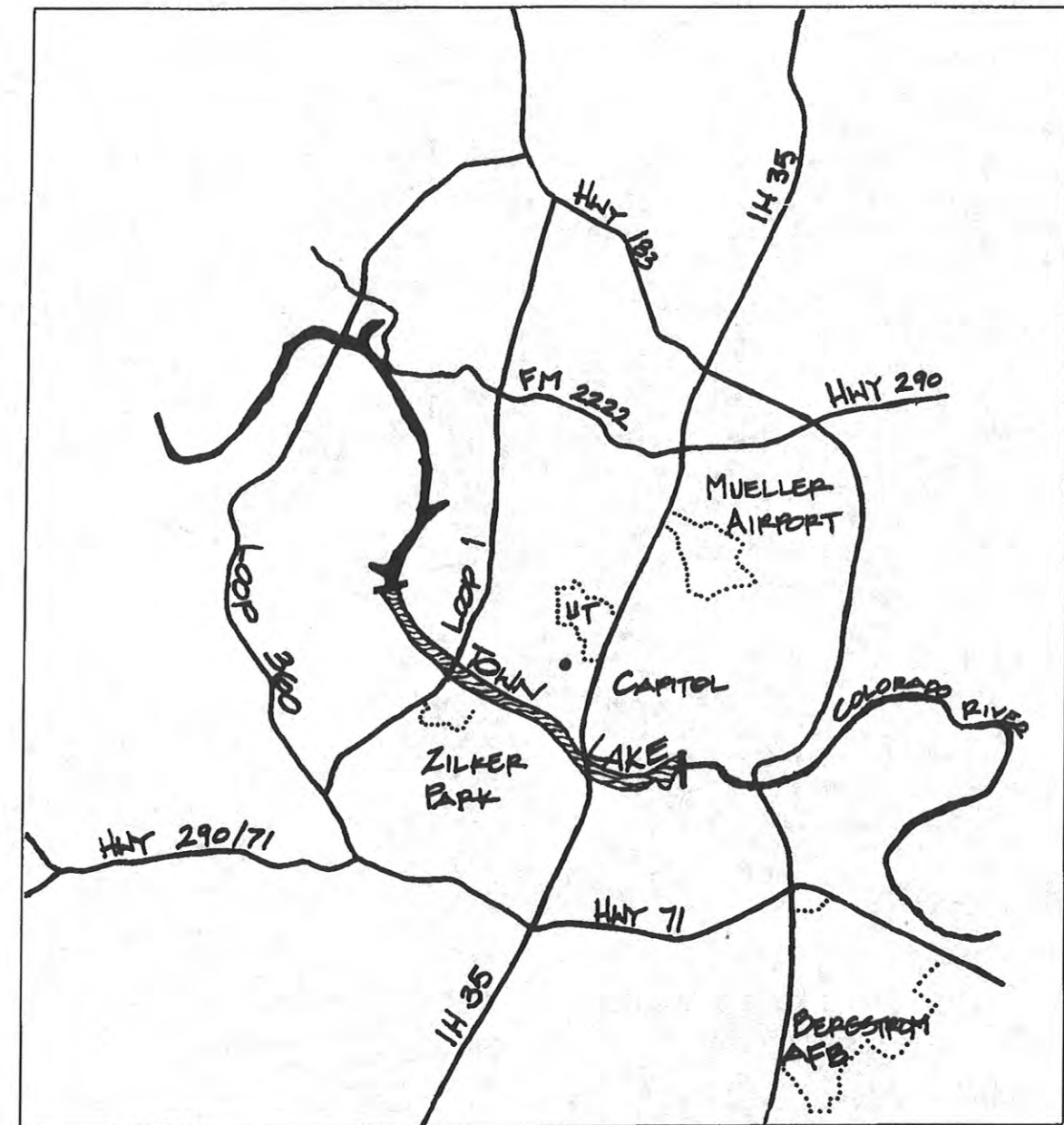
The 1980 *Austin Tomorrow Comprehensive Plan* included one reference to Town Lake, a policy to “extend lake zoning to areas along Town Lake that are not currently covered by such a zoning classification”. Five years later, despite a recent revision of the City's zoning ordinance, no special zoning exists for most of the lakeshore.

The 1981 Parks and Recreation Master Plan recognized the Town Lake waterfront as a major focal point of the City:

“While the legacy of Town Lake continues to provide outstanding scenic and recreational opportunities, increased emphasis should provide more public benefit, including the Colorado River downstream. Especially in light of increased private development and downtown revitalization, improved performance zoning and accelerated comprehensive planning will be necessary to achieve compatibility and vitality.”

Examining these planning efforts spanning over fifty years, it becomes clear that Austin has treasured the Town Lake area for its natural, scenic and recreational values. On the other hand, it is only recently that the public has recognized the scenic and recreational values of the Colorado River downstream.

It is apparent that Austin is searching for a more optimum planning mechanism to guide land use in a manner that will assure a balance and appropriate mixing of public and private development. A goal of the Town Lake Corridor Study is to assist in the search for more advanced planning methodology; to maximize social, economic and recreational benefits in the heart of the city, and to thereby assist in maintaining the quality of life in Austin.



Part 1: Town Lake



INVENTORY AND ANALYSIS OF EXISTING CONDITIONS— TOWN LAKE

A resource inventory and analysis was conducted during the summer of 1985 by staff and the Town Lake Task Force to examine existing conditions of the Town Lake Corridor. The purpose of this effort was to gather as much information as possible within a short period of time, draw conclusions and identify issues, and provide a basis for developing goals and policy recommendations for future public and private decisions. It is important to recognize that such an overall assessment has not been made since the *Town Lake Comprehensive Plan* was developed in 1968.

This assessment does not represent a comprehensive evaluation of the Corridor. In fact, a major objective was to identify gaps in the information base, thereby concentrating on major issues and problems as a framework for immediate strengthening of land use policy. In addition, this effort represents an initiative for future comprehensive planning.

Criteria for conducting the assessment were focused on waterfront compatibility standards and existing resource values in the Corridor.

Physical Context

Town Lake is one of the most dramatic natural resources in the City of Austin, centrally located south of the Central Business District

and stretching six miles from dam to dam on the Colorado River.

The Town Lake waterfront is unique, created by impoundment only 25 years ago, ringed by parkland along its banks, and yet without the encumbrances of a working waterfront and associated land use problems of warehouses, railroads and factories that impact older cities. Sewage treatment facilities are located below the reservoir.

For the most part it is a constant level lake and therefore presents no major constraints to shoreline use and development, although awareness of flood plain elevations is required because of the potential for flood control release.

Its central location and proximity to inner city neighborhoods, to parks and greenbelts, downtown, and the State Capitol, provide a magnificent opportunity to create a Great Central Park as the centerpiece for innovative urban design in a rapidly growing and changing metropolitan area.

To accomplish such a goal, however, requires an understanding of the complexity of the Corridor: linear shape of the lake in the heart of the city, intensification of a vibrant downtown, protection of adjacent neighborhoods, need for adequate transportation, preservation of open space values, maintaining water quality, and the demand for appropriate, di-

verse recreation experiences. Special expertise of a multi-disciplinary nature will be required to appropriately address these dynamics.

Land Use/Zoning/ Circulation

Land use and zoning patterns in the Town Lake Corridor generally do not reflect sensitivity to the scenic, recreational and economic values of the waterfront. A grid street design creates the predominant fabric for development. The lake itself does little to influence and guide land use resulting in defensive attempts to protect the lake, its vast parklands and neighborhoods. A vague and weak lake overlay zone covers only lower downtown on the north bank. Existing zoning generally favors densities that are too high and land uses that are not appropriate for a waterfront environment. Clearly, land use is influenced by the market place without the benefit of comprehensive urban design and an attendant guidance system.

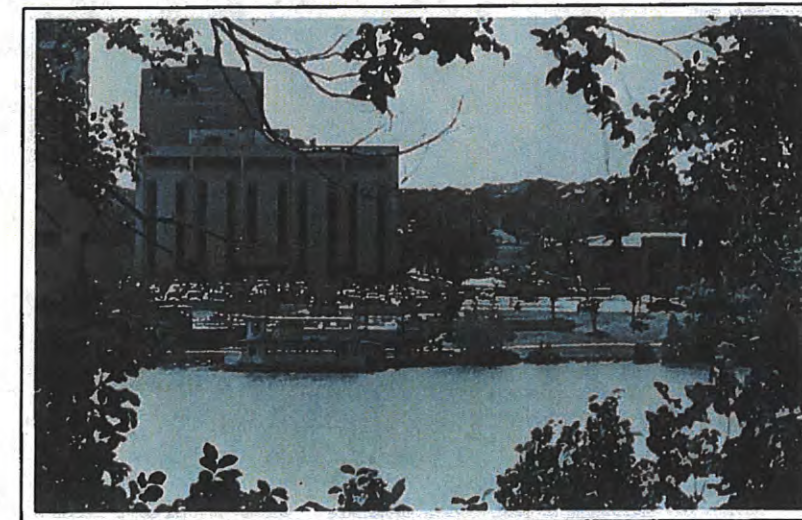
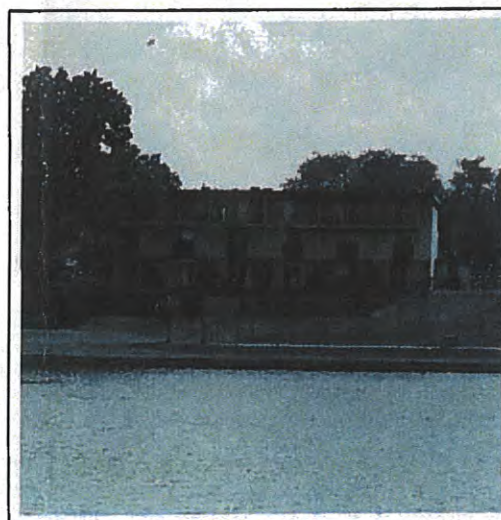
Land Use Patterns—The Town Lake Corridor has a pattern of both public and private land uses. The Corridor contains a total of ap-

proximately 1997 acres. Of this, 1125 acres or 56 percent is in public ownership. Approximately 754 acres or 38 percent of the Corridor is in the form of parkland.

Major public uses located on the north shore include the University of Texas property which consists of a research laboratory and student housing. Three power plants are also located on the north shore. Zilker Park represents a significant public use area on the south shore.

The private/commercial uses along the waters edge are predominantly residential, restaurant, hotel and office. Large hotels and office complexes are concentrated downtown and just south of downtown across Town Lake.

The urban edge—where privately-owned land meets parkland or lakeshore streets is undergoing rapid change and development. The lower downtown area has begun a redevelopment embroidery that includes high rise office towers and hotels, condominiums, and the proposed City Hall public/private complex. Development pressures are also evident in the Rainey Neighborhood, on the Balcones rock cliffs, and along the south shore including Barton Springs Road and Riverside Drive areas adjacent to South Austin neighborhoods. Siting of a recently proposed civic and





convention center has become a polarizing issue between park preservationists and the development community based on concerns for compatibility, traffic and development spinoff that might impact neighborhoods.

Land Use Suitability—Suitability analysis of an urban waterfront requires application of land use principles to determine if development is in harmony and sympathy with the lake environment. Criteria used for this study focused on waterfront-dependent, waterfront-related and pedestrian oriented land use objectives.

Much of the land use in the Town Lake Corridor can be described as singular, monotonous and unexciting. Little encouragement or direction has been given to achieve a design framework for appropriate waterfront animation (active edge), contextual architectural style, and pedestrian orientation of buildings. Given the present trend, office buildings and surface parking could ultimately dominate the landscape, creating an even more harsh environment for the pedestrian. Conspicuously absent are civic and cultural facilities that are found in great waterfront cities.

Misfits include parking garages, surface parking and service docks along the shoreline; apartments, hotels and associated amenities only a few feet from the waters edge; land uses which are not waterfront dependent (offices); homes perched on the edge of the Balcones rock cliffs, and building design that is not sympathetic with the lake context.

Other land uses are strikingly out of place: the Street and Bridge Yard, single-purpose ballfields, a major newspaper complex, mobile homes, warehousing and manufacturing, outdoor storage at the Holly Power Plant and other locations, a mix of unrelated uses between Barton Creek and South Lamar Boulevard, strip commercial development on South

Lamar, a high school complex and an animal shelter.

The largest undeveloped waterfront and natural area, the University of Texas Biological Research Lab, is off-limits to the public. There is also speculation that the valuable property is being eyed by University officials as a means of generating revenue.

Land occupied by the auditorium and coliseum does not reflect high standards for a public waterfront. Extensive surface parking, lack of landscaping, and the haphazard use of a portion of the land is apparent.

Opportunities to correct many of these deficiencies will arise as both redevelopment and new development respond to a highly valued and dynamic lake environment. For example, landowners in the Rainey neighborhood appeared to be less interested in neighborhood preservation and more inclined to participate in downtown development.

Circulation—An increase in traffic generated by new development both inside and outside the Corridor is creating the potential for major circulation problems and conflicts. While north-south traffic flows along four arterials and two freeways, east-west traffic is constrained by lack of a major thoroughfare in the central city connecting those freeways. Of particular concern is the likelihood of proposals that will recommend multi-lane roadways on one or both sides of the lake that could severely impact the Town Lake waterfront and other public open spaces in the Corridor. A need is apparent for comprehensive planning that would address a number of complex issues including preservation of public access to the waterfront, pedestrian access throughout the Corridor, neighborhood impact, parking and impact on parks and creeks. A number of transportation studies and capital improvement projects are addressing roadway problems and bridge cross-

ings, but these appear to be taking place without the benefit of comprehensive land use planning for both downtown and the Town Lake Corridor.

In 1968, prior to construction of MoPac, the Parks Board expressed concern that an east-west thoroughfare might seal off the waterfront from downtown. Today, those fears are well-founded because West First Street is a major barrier and poses design constraints for the new City Hall mixed use project and other developments to develop suitable connections with the waterfront.

Approved Town Lake Transportation Improvements

- E. Riverside Drive**—realignment East of I-35
- Congress Avenue**—completion of beautification plan
- Grove Boulevard**—new roadway to U.S. 183
- S. First Street**—reconstruction of Drake Bridge to six lanes
- Downtown E/W Arterial**—study siting for major downtown aerial and traffic issues
- First Street—Third Street**—new arterial E/W pair; defeated in 1985 referendum
- Barton Springs Road**—reconstruction of intersection to Robert E. Lee; improvements to Barton Springs Road
- Lamar Boulevard/Bridge**—reconstruction to six lanes
- Robert E. Lee Road**—reconstruction to four lanes
- CBD Street Improvements**—street reconstruction
- W. First Bridge at Shoal Creek**—bank stabilization and channel work

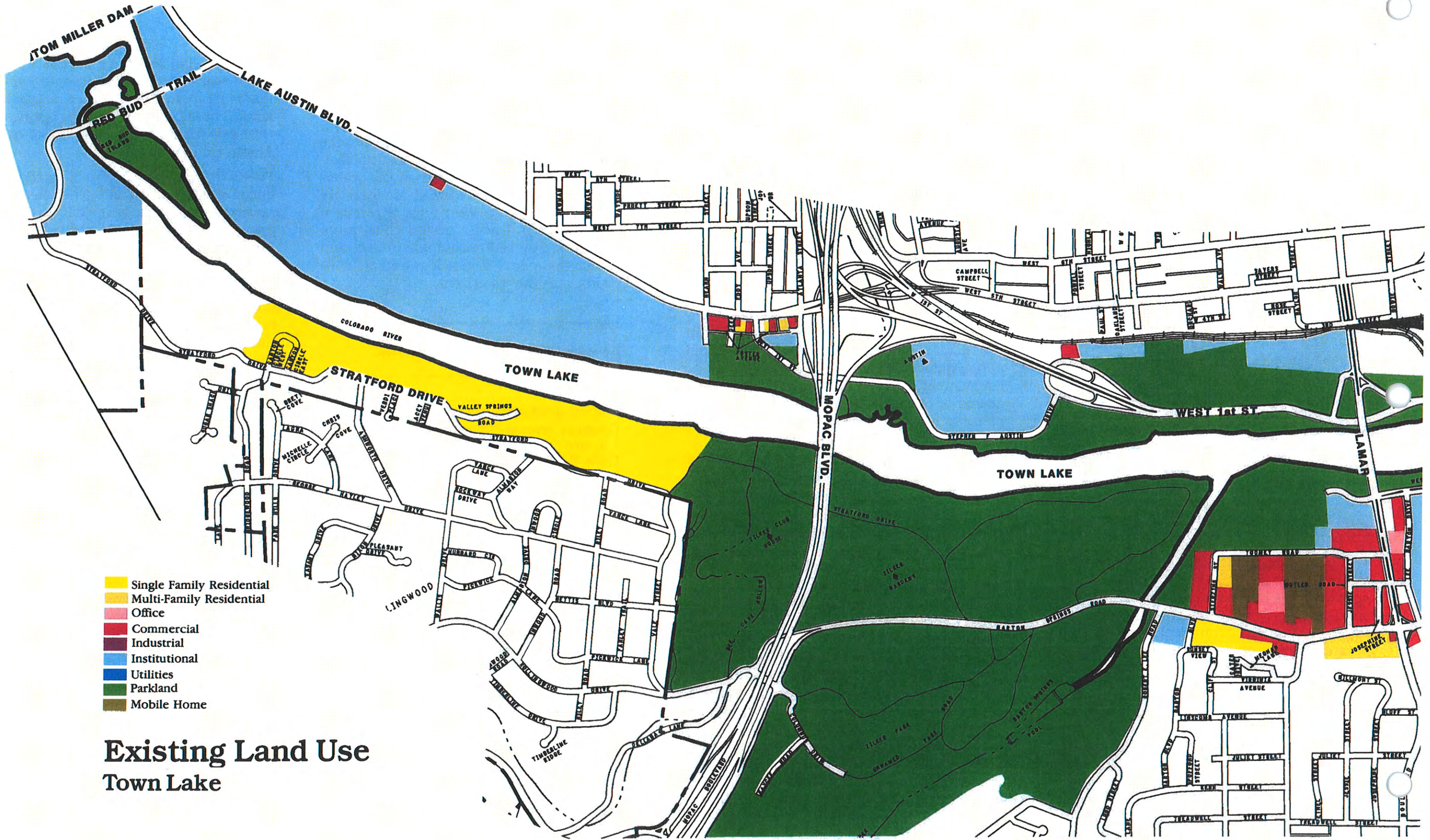
Source: *Urban Transportation Department*

Four principal roadways were recently designated scenic arterials in recognition of their relationship to the lake and adjacent parkland. These include Barton Springs Road, Riverside Drive, West First Street and Lake Austin Boulevard.

Presently vehicular access is predominantly linear along Town Lake. The lateral access, however, is not as well defined and legible even though there are 25 public parking lots, including areas underneath the MoPac and IH-35 bridges.

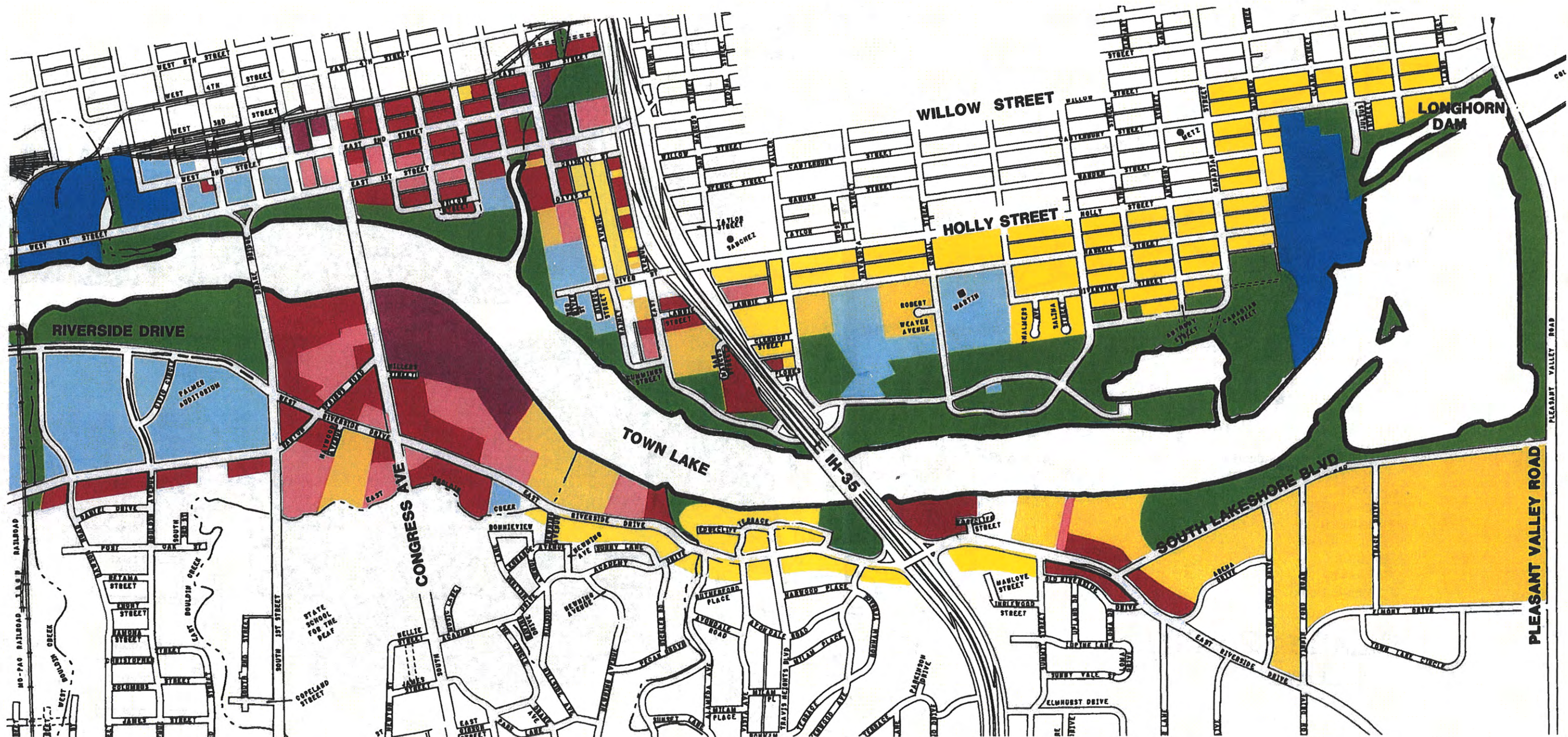
Inaccessible areas of Town Lake include the Balcones rock cliffs and the opposite shoreline, approximately one mile of shoreline on the south shore east of Congress Avenue, and the Holly Power Plant shoreline. Otherwise the 8.2 mile trail system provides excellent pedestrian and bicycle access; it was designated part of the National Trail System in 1975.

Pedestrian access and ramp connections are excellent at MoPac, fair at Congress Avenue and IH-35, unsafe and poor at the Lamar and First Street Bridges. No use is made of the water surface as a people mover and only one paddleboat provides regularly scheduled sightseeing tours. Bus service and a motorized trolley service for downtown provides a generally good transit system in the corridor.



- Single Family Residential
- Multi-Family Residential
- Office
- Commercial
- Industrial
- Institutional
- Utilities
- Parkland
- Mobile Home

Existing Land Use
Town Lake



MO-PAC RAILROAD

STATE SCHOOL FOR THE DEAF

COPELAND STREET

SOUTH 1ST STREET

CONGRESS AVE

STATE SCHOOL FOR THE DEAF

SOUTH 1ST STREET

CONGRESS AVE

SOUTH 1ST STREET

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CONGRESS AVE

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SOUTH 1ST STREET

CONGRESS AVE

TOWN LAKE

IH-35

WILLOW STREET

HOLLY STREET

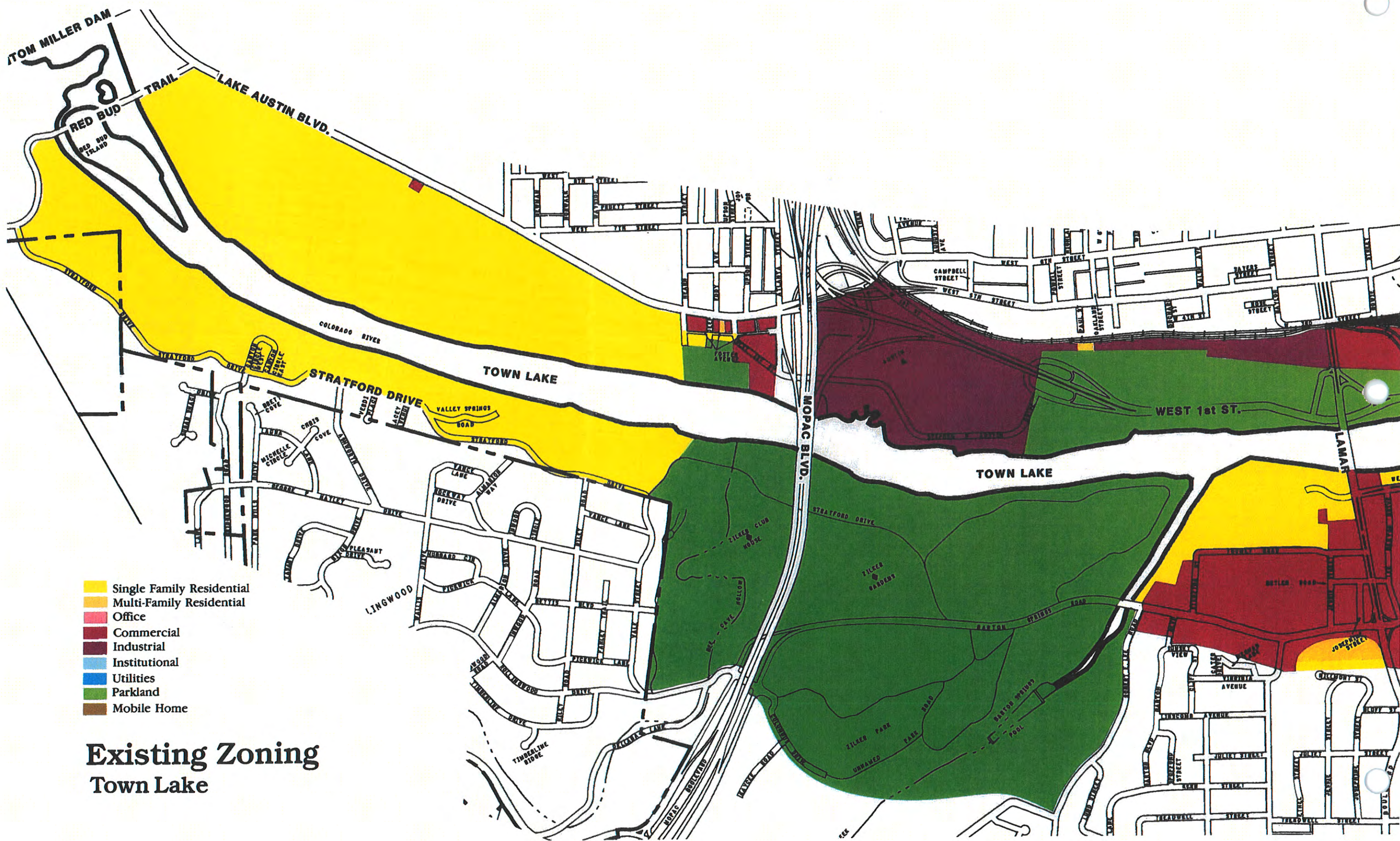
RIVERSIDE DRIVE

PALMER AUDITORIUM

LONGHORN DAM

SOUTH LAKESHORE BLVD

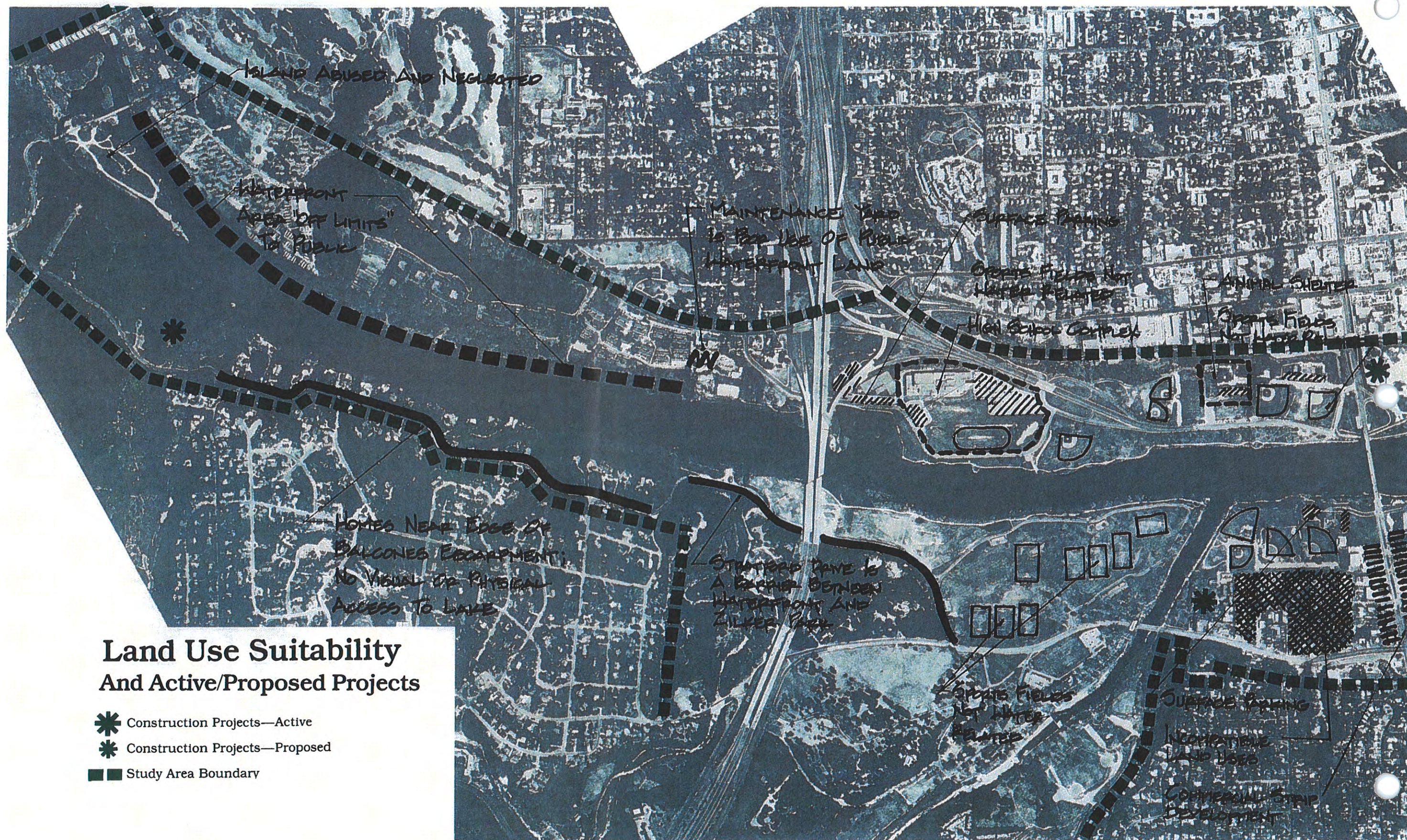
PLEASANT VALLEY ROAD



- Single Family Residential
- Multi-Family Residential
- Office
- Commercial
- Industrial
- Institutional
- Utilities
- Parkland
- Mobile Home

Existing Zoning Town Lake





Land Use Suitability And Active/Proposed Projects

- ✱ Construction Projects—Active
- ✱ Construction Projects—Proposed
- ▣ Study Area Boundary



PARKING GARAGE ON WATERFRONT

VISUAL CONTACT AND ACCESS TO LAKE RESTRICTED

STORAGE/WAREHOUSING ON WATERFRONT AT HOLLY POWER PLANT

SURFACE PARKING

MAINTENANCE YARD POOR USE OF PUBLIC WATERFRONT LAND

PARKING GARAGE ON WATERFRONT

SURFACE PARKING

SURFACE PARKING

POORLY DESIGNED PUBLIC WATERFRONT FACILITIES

INDUSTRIAL USE NOT WATERFRONT DEPENDENT

CONFUSING AREA NO PUBLIC ACCESS TO WATERFRONT

HOTEL ON WATER'S EDGE

HOTEL CLOSE TO WATER'S EDGE

OFFICES NOT WATERFRONT RELATED

APARTMENTS NBLOCK PUBLIC ACCESS

SURFACE PARKING

Parklands and Creeks

Parkland along Town Lake and its interconnecting greenbelts on six of the eight creeks represent a strategic open space framework for guiding and shaping the form of urban development, and for creating an integrated mix of recreation, business, entertainment and housing.

The full significance of growth shaping and waterfront recreation values is yet to be realized, but a window of opportunity exists to capitalize on rapid and dramatic change now occurring in the Corridor. Timing is critical, for some major decisions may be irreversible. Two recent purchases of parkland and support for renewal of public waterfront facilities demonstrate a strong commitment to a Central Park system legacy.

Parks, Recreation and Cultural Facilities on Town Lake

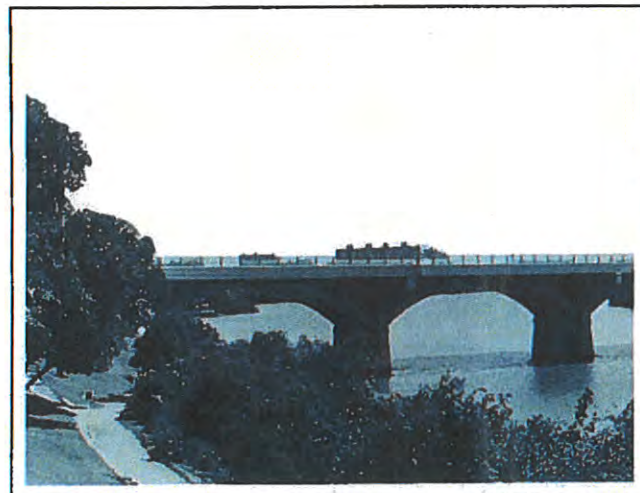
Auditorium Shores Amphitheater
 Austin Area Garden Center
 Austin High Tennis Center
 Austin Nature Center
 Boat Ramps (4)
 Canoe and Sailboat Rental
 Coliseum
 Eilers Park-Deep Eddy Pool
 Fiesta Gardens
 Martin Pool/School Park
 Metz Park-Pool-Recreation Center
 Palmer Auditorium
 Pitch and Putt Golf Course
 Sports Fields (13)
 Zachary Scott Theater
 Zilker Park-Barton Springs Pool
 Zilker Clubhouse/Overlook
 Zilker Hillside Theater

Source: Parks and Recreation Department

Parklands—The design theme established in the original 1968 *Town Lake Comprehensive Plan* called for development of a place of “quiet beauty, dignity and pleasure”. Activity nodes were designated for six beaches on the north bank and five shores on the south bank, connected by a system of linear open spaces and the major creeks.

Quantitatively, the inventory of parklands and facilities is substantial; dedicated parkland adjacent to the lake comprises 754 acres. The extensive trail system, large and small park nodes, passive open space areas, swimming facilities, observation points, landings, and other facilities constitute an impressive public investment in the Corridor. Concessions provide opportunities for renting canoes, sailboats, and electric-powered boats.

Qualitatively, deficiencies are apparent. A lack of waterfront facilities is most obvious: no fishing piers, few boat launching and picnic areas, no lighting, and no well-facilitated outdoor performing area. Basic facilities are at a premium—shade, drinking fountains, restrooms and pavilions. Infra-structure repair is required due to wear and age, which is currently being addressed through a restoration plan and a recent appropriation of \$2,000,000 from the City’s general fund.



Paid concerts and special events have created ill-will in the community because of exclusionary use (fences) and high environmental impact, suggesting a need for clearly stated goals and policies for appropriate public uses of the water and shoreline.

The present irrigation system is inadequate, not fully automated nor water conserving and uses potable water. Turf is not healthy due to poor soils and high compaction. Much of the landscape material is water dependent and not indigenous to the area, although a limited attempt has been made to introduce wildflowers to the north shore.

No integrated management program for both natural and intensive use areas is employed to achieve multiple objectives of ecological maintenance and park attractiveness. The result is either over-grooming of shoreline vegetation which frequently results in noxious weeds and undesirables introduced into the park landscape, or ignored areas that become overgrown, block views and collect litter. High impact maintenance and park police vehicles contribute substantially to soil compaction.

The design context of Town Lake parkland is not well defined and understood; therefore some plantings, use of building materials, architecture and signage lack continuity and “sense of place”. Waterfront design emphasis is on the trail system which perpetuates domination by joggers.

Multiple use waterfront objectives are not met at Fiesta Gardens (fencing); sports fields are singular in use along West First Street, at Butler Shores east of Barton Creek and in Zilker Park.

Problems of legibility, continuity and organization of the vast parklands and public facilities have resulted from a lack of comprehensive planning and design to keep pace with increasing use and diverse recreation interests. Management response may be described

more as reactive to external pressures and impacts than proactive to community needs.

Approved Town Lake Parks Improvements

Austin Nature Center	complete Phase II including exhibit pavilion, pond improvements, nature trails
Bouldin Creeks	land acquisition of Greenbelt
Colorado River	land acquisition below Longhorn Dam
Festival Beach	expand parking; new restrooms
Fiesta Gardens	basic upgrading based on neighborhood site plan to improve use
RBJ Park	new recreational and waterfront facilities for seniors and disabled
Shoal Creek Town Lake	complete flood repairs basic restoration of park facilities; comprehensive planning
Waller Creek	complete landscape beautification; lighting; irrigation
Zilker Park	major park renovation to upgrade park

Source: Parks and Recreation Department

Creeks—A hallmark of the Austin park system has been recognition of the abundant scenic, recreational and growth-shaping values of the creeks connecting with Town Lake. Six of the eight creeks carry greenbelt status and are accessible by trail and vary widely in character—from dramatic and pristine Barton Creek to the linear park on Blunn Creek and the more urbanized Waller Creek Walkway. Significant resource values of the creek landscapes include springs, pools, shelter coves, bluffs and typically the most interesting urban vegetation. A total of 23 miles of greenbelts

trail is available to the public from Town Lake providing a basis for excellent linkage to neighborhoods and downtown. An acquisition program is designed to acquire greenbelts on both East and West Bouldin Creeks but progress is slow due to land costs and urban development impacts.

Despite considerable public investment on these urban creeks, they are subject to a lax land use guidance system and therefore do not capitalize on their full potential as open space connectors to Town Lake and as form-shapers of urban development. Exemplary is the Waller Creek Walkway, a splendid concept of public creek beautification as a catalyst for mixed use redevelopment, but resulting in a disjointed arrangement of hotels, offices, con-

Town Lake Creeks and Functions

Barton Creek	an ecologically significant canyon accessed by a nine mile nature trail and greenbelt
Blunn Creek	the most ecologically intact urban creek; linear park, recreation facilities and trail
Bouldin Creeks	highly urbanized creeks, primarily drainage functions
Dry Creek	unique creek traversing Austin Nature Center site; interesting escarpment
Johnson Creek	urbanized greenbelt with hike and bike trail; marsh at mouth
Shoal Creek	1948 citizen-generated trail provided model for city's greenbelt system; extends from Town Lake to 38th Street
Waller Creek	lower creek beautified as a walkway to stimulate downtown mixed use development; Waterloo Park and Symphony Square are anchors; traverses University campus

Source: Parks and Recreation Department

dominiums and restaurants. A weak creek overlay zone does not require urban design regulations for set-back, height limitations and architectural control.

Of even more critical nature, storm water flows create severe bank erosion problems, carry litter and debris to the lake, and contribute to extensive deposits of sediment in the floodways and at the mouths of the creeks. Conflicts in the design of flood control and bank stabilization efforts are evident, as city agencies independently address multiple objectives of recreation and drainage. Other utilitarian functions of urban government impact the creek and lake environment. For example, large sewer vents on West Bouldin Creek and Pleasant Valley Road create noxious odors along the lake.

The mouths of the creeks, where water meets water, have strategic gateway/anchor potential for neighborhoods and the downtown area. Only Shoal Creek and Barton Creek make positive statements in this regard. Roadway improvements for East Riverside Drive do not include design for connecting the Blunn Creek hike and bike trail to Town Lake.

The complexity of issues related to the Town Lake creeks suggests a need for a more comprehensive information base for intelligent public and private decisions in the Corridor.

Visual Context

The visual image of the ten mile Town Lake waterfront varies considerably. However, there is a consistent theme of "open" and "built" space, of "hard" and "soft" edges.

The most scenic portion of the lake is on the west end, offering the most enticing views of the Balcones rock cliffs, the natural opposite shoreline and the Hill Country. However, viewpoints of this area are limited because of a lack of public access.

Seven viewpoints of the State Capitol in or along the waterfront are protected by ordinance; five others have been identified but are not protected by legislation. The strongest visual axis is tree-lined Congress Avenue, connecting the Capitol with Town Lake.

Views of the lake are offered along Festival Beach, Waller Beach, South Lakeshore Boulevard and West First Street. Linear views of the lake are best from the six bridges and Longhorn Dam, with the most spectacular views offered from the pedestrian bridge suspended beneath MoPac. The widest part of the reservoir near Longhorn Dam creates panoramas of water shoreline and urban landscape. A dramatic view of the Colorado River is possible at Longhorn Dam but access is limited and the views are constricted.

Excellent views of the downtown skyline are possible from West Riverside Drive, Lakeshore Boulevard, the rock cliffs in the Stratford neighborhood, and the Zilker Park Clubhouse.

Views of the lake are blocked in several locations by buildings, notably Austin High School, high rise condominiums and hotels, the Holly Power Plant, office buildings and apartments. Visual contact with the lake is also severely restricted in four areas: an illegible and confusing area on the south shore from the First Street Bridge to South Lakeshore Boulevard, along East First Street including the Rainey Neighborhood, along the Balcones rock cliffs, and the shoreline owned by the University of Texas.

The creek corridors offer lateral, soft edge corridors, but only Barton Creek rates high as visually accessible and of a scenic quality to generate positive image and identification. The views from both the Barton Springs Road bridge and the pedestrian bridge are outstanding.

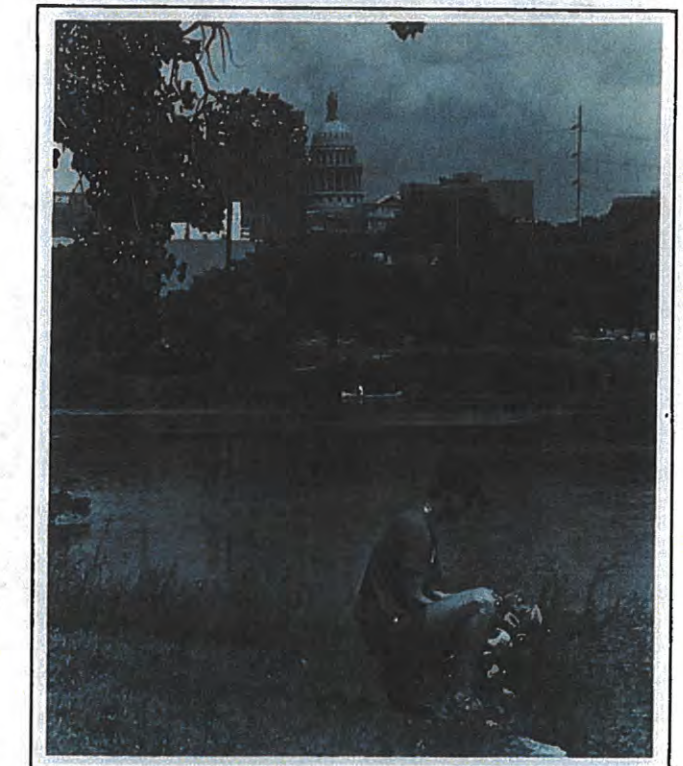
Gateways to the lake along the major north-

south roadways do not represent high quality visual characteristics, although the Parks and Recreation Department has recently developed several colorful horticulture displays in traffic islands and medians, and along the waterfront.

A proliferation of traffic signs, exposed utility and traffic control apparatus and overhead transmission cables clutter and detract from the visual quality of the Corridor. The unpainted MoPac railroad bridge is also a visual distraction.

Robert E. Lee Road is an especially scenic drive along Barton Creek, but roadway misfits (barriers) and advertising signs from a nearby sports field do little to enhance the visual image. Few parkways, boulevards or specially landscaped roadways exist in the Corridor.

Unlike older waterfronts, few landmarks of architectural significance add legibility and visual structure to the waterfront. Exceptions





Capitol View Corridors

Protected Views

Pleasant Valley at Lakeshore Boulevard
Lakeshore Boulevard—Longhorn Shores
Lamar Bridge
Lou Neff Point/Barton Creek Pedestrian
Bridge
MoPac Bridge
Zilker Clubhouse
Red Bud Trail

Views Not Protected

Montopolis Drive/Bridge
Northcliffe/Norwood Park
W. Side Lamar Bridge (trail)
Barton Creek Pedestrian Bridge East
Stratford Drive in Zilker Park
Grove Park (Colorado River Park)
Krieg Complex

Source: *Office of Land Development Services*

are the graceful arches of the Lamar and Congress Avenue bridges, and the restored Buford Fire Tower. The auditorium, coliseum, and utility plants are reference points but have little visual quality as civic buildings.

This brief summary analysis of visual characteristics of the Corridor leads to the conclusion that a more complete understanding of visual elements is required to provide a basis for urban design guidelines and policies. It is also apparent that the City itself could provide leadership in upgrading and enhancing the visual quality by adopting more sensitive design standards.

Water Quality

Because Town Lake is the lower reservoir in a chain of seven Highland Lakes, an awareness of its relationship to the overall lake system is essential. Most of the water in Town Lake comes from Lake Austin, which in turn origi-

nates from Lake Travis. Therefore, maintenance of water quality in both Lake Travis and Lake Austin is crucial to the health of Town Lake. Water quality in Town Lake in future years will depend in large part on the effectiveness of water quality management programs for the upper lakes developed by State water officials, the Lower Colorado River Authority and the City of Austin.

As a recipient of water from upper reservoirs, water quality in Town Lake is of good quality and is relatively unpolluted. As a recipient of the creeks which drain much of Austin, Rollingwood and West Lake Hills, however, water quality is poor after storm runoff and therefore becomes the greatest detriment to the lakes as potential risks to human health and aquatic life. Typically debris, floats and styrofoam cups provide visual evidence of the problem, negative public response, and high maintenance costs. Urban storm water components include a long list of pollutants, which if left unchecked could reduce substantially the recreation and aesthetic value of the lake, and could increase sedimentation and nutrient loading.

Common Run-Off Pollutants

Dust and dirt
Street refuse and sidewalk sweepings
Discarded debris, litter, oil, anti-freeze
Building and demolition wastes
Industrial and vehicular emissions
Petroleum leakage from automobiles
Asbestos from brake linings
Particulates from tire treads
Household and lawn refuse
Fecal droppings from pets
Sanitary sewer leakage
Septic system overflows and failures
Fertilizers, pesticides and herbicides
Fumigants

Source: *Lake Austin Growth Management Plan*

Watershed protection strategies are in place for Lake Austin and Lake Travis. However, watershed and waterway development regulations for the Town Lake drainage have inadequate development standards and runoff control measures. There are no comprehensive measures for water treatment and filtering to reduce pollutant concentrations in Town Lake. New development projects connect to existing storm sewers which either empty into area creeks or directly into Town Lake.

Town Lake Drainage Projects

Approved:

Johnson Creek Improvements and Bypass
Lower Shoal Creek Flood Control
East Bouldin Creek Improvements
Waller Creek Flood Improvements and Bypass

Proposed:

Shoal Creek Bypass

Source: *Public Works Department*

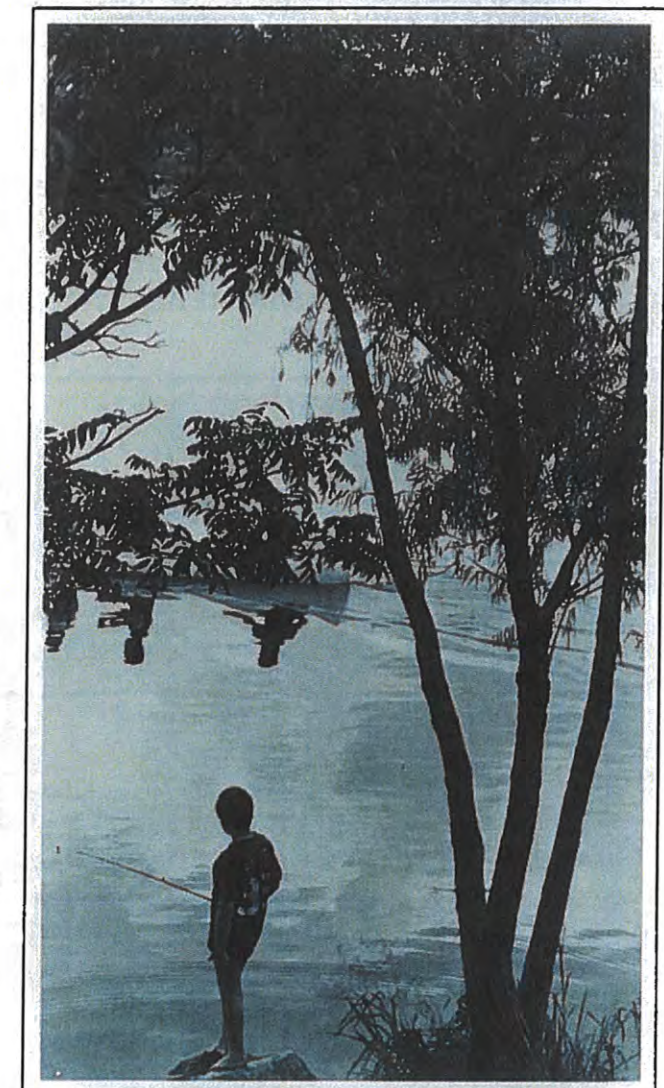
According to a recent federal study of urban runoff, limited data on toxic materials such as pesticides and heavy metals indicate that few of these materials are detectable in the waters of Lake Austin and Town Lake. However, it is noted that these pollutants may well have accumulated in the sediments and may have gone undetected. Further, water samples may not have coincided with runoff events.

A study conducted recently by the Austin-Travis County Health Department showed common game fish in Town Lake have not been significantly tainted by pesticide residues and are safe to eat. However, the public is cautioned not to consume carp and shad, which contain unsafe levels of DDT and Chlordane. The use of DDT was banned in 1972, but the chemical remains for many years; Chlordane is commonly used for termite control. These chemicals and other

household products including discarded oil and antifreeze are carried to Town Lake through storm drains.

It can be concluded that the City should pursue practical methods of retrofitting existing development and requiring more stringent development and disposal standards if the quality of water in Town Lake is to be maintained for recreational purposes.

Furthermore, because of the complex urban hydrology of the lake and its creeks, a more comprehensive study is required to develop a sound strategy for protecting water quality.



Natural and Cultural Resources

Rivers and streams and their flood plains have generally been found to contain the better representations of a community's natural and cultural values. Many of these values were inundated by impoundment of the Colorado River which created Town Lake, and by removal or alteration as a part of development in the flood plain. Nevertheless, the Town Lake area can be described as a rich environmental corridor having abundant resource values.

Natural Resources—The most dramatic feature of Town Lake is its location within the transition zone of two geographic provinces, the Edwards Plateau (Hill Country) and the Gulf Coastal Plain (Blackland Prairie). These two distinct regions are responsible for a wide diversity of resource values in the Corridor. It has also been stated that the greatest diversity of native vegetation in Travis County oc-



curred along the flood plains of the Colorado River and the major creeks, and that cultural values (both prehistoric and historic) are likely more plentiful in the river valley and along its tributaries.

Lamar Boulevard is the dividing line between the two major provinces: landscape features to the west are characteristic of the Hill Country, and those to the east represent prairie qualities. Several shore landforms provide significant variety and contrast: the Balcones rock cliffs, alluvial bluffs, park slope edges, swampy edges, a lagoon, eight creek confluences, three islands and three peninsulas. The Balcones rock cliffs are listed on an inventory of "Significant Natural Areas of Texas", developed by the Texas Parks and

Environmentally Sensitive Areas in Town Lake Area

Bluff above Barton Creek at Robert E. Lee Road
Limestone bluffs, south shore of Town Lake below Tom Miller Dam

Both sides of Red Bud Trail

Red Bud Island

North shore Town Lake below Red Bud Trail (Brackenridge Tract)

Lower Blunn Creek from Town Lake to Live Oak Avenue

Entire Shoal Creek area and floodplain

Area southwest of intersection of Barton Springs Road and Dawson Road

Mouth of Johnson Creek

South bank of Town Lake from Dry Creek to Bouldin Creek

Barton Creek, east bank from Town Lake to Barton Springs Pool

Small roadside area at W. First and Lake Austin Boulevard

Source: *Travis County Audubon Society*

Wildlife Department. These cliffs extend from Tom Miller Dam to Zilker Park; a lower bluff extends from Barton Creek to IH-35. Twelve areas in the corridor are on the list of environmentally sensitive areas, as reported by the Travis County Audubon Society.

The best concentration of vegetation is found in the western zone. The only true forest, a pecan-elm association occurs in the Brackenridge tract and is well preserved. Very large cypress trees are found along the shoreline, and Zilker Park preserves mature live oak and juniper trees. A large stand of mature hardwoods (primarily pecans) is found in an area along Barton Springs Road extending east of Barton Creek and west of Lamar Boulevard. No comparable stands of flood plain hardwoods still exist along the Colorado River within the city limits of Austin.

The western area along Town Lake also contains a number of uncommon plant species. Mormon Tea, on the cliffs below Stratford Drive, is at the eastern edge of its range. The Anaqua tree on the north bank of Town Lake is at the northern extremity of its range.

Vegetation in the central portion of the lake has been largely introduced and includes flowering trees, Cypress and Golden Raintree. The significant concentration of hardwood trees in the Rainey Neighborhood is an important natural resource for the downtown area. Throughout the remainder of the lake environment, a mixture of hardwoods and oaks can be found, with concentrations along the bluffs near Riverside Drive and IH-35 and in the peninsula areas to the east.

Since the time the artificial lake was created, both introduced and natural vegetation has emerged along the shoreline. Aquatic vegetation including rushes, elephant ears, water lilies, and cattails provides a healthy diversity and balance of plant species.

Vegetation along the creeks has been largely disturbed by urban development, although the mouths of the creeks are the most well preserved since they are the least accessible. Creek vegetation at the mouths has also become more lush since they serve as back water extensions of the lake.

The woodlands along the creeks and the lakeshore provide excellent cover for migratory and wintering birds and a small population of nesting species. Wood ducks nest on Red Bud Isle. The most unusual feature of the Colorado River Basin is the migration of some coastal waterfowl such as the Yellow-Crowned Night Heron and Cormorant. The aquatic environment also provides an excellent habitat for turtles of all sizes.

A marsh-like water zone at the mouth of Johnson Creek is an important nesting area for ducks and the Green Heron. The lake provides a natural ecological corridor for many native bird species, including songbirds, owls, kingfishers, hummingbirds, and cliff swallows. A colony of naturalized Monk Parakeets has been observed near Zilker Park.

Many smaller mammals tolerant of man are still found along the lake. The Congress Avenue bridge structure is the seasonal home to a sizeable colony of Mexican Free-Tail Bats. Nutria, naturalized transplants from South America, live along the upper wooded stretch of the shoreline. Open fields on the southern bank are marked by the numerous burrow openings of Mexican Ground Squirrel.

According to the Texas Parks and Wildlife Department, Town Lake supports an excellent fishery. The most common game fish are sunfish and channel catfish; other common fish include bass, crappie and perch. A 1972 report indicated that Town Lake supports a relatively wide diversity of species with no apparent changes in species composition.



EDWARDS PLATEAU
(HILL COUNTRY)

GULF COASTAL PLAIN
(BLACKLAND PRAIRIE)

Land Forms
Town Lake

Red Bud Island
Alluvial Bluffs
Dawson's Rock Cliffs

Shanty Dunes
Low Alluvial Bluffs

Peninsula

Peninsula
Pine Island Dunes
Some Rock Islands

Cultural Resources—The Colorado River and its vast drainage system was the focal point for cultural activity during both the historic and prehistoric period. The presence of water, food, and vegetation were attractions for ancient animals, prehistoric man, Indian cultures and the first settlers.

Fifteen archaeological sites have been recorded in the Town Lake Corridor. According to the Texas Historical Commission, the Town Lake area never has been systematically surveyed. It is highly probable that numerous additional sites would be discovered through such a survey. Of the sites recorded, thirteen are prehistoric including human burials, rock shelters, middens, a kiln and stone quarry. They are distributed equally along the lakeshore. Site conditions are unknown, except for one site that has been destroyed. Because of the frequency of flooding and the overflow of alluvial material, it is likely that many archaeological resources have been preserved over time.

Recent construction has unearthed a number of prehistoric mammals. According to paleontologists, there is a high probability that more and better preserved fossils may be encountered during excavation in the future, especially in the river valley.

The architectural history of Austin is unique, reflecting the various periods of economic development and growth throughout the city as well as the state of Texas. The paramount event in the growth of the city was the placement of the Capitol building due north of the Colorado River. Using the river as a base to Congress Avenue, the remainder of the central city was laid out on a classical grid pattern. Much of the land along the Town Lake Corridor was never originally platted; it was reserved for the flood plain areas of the Colorado River. As a result, many of the structures within the boundaries of the study are rela-

tively young in age compared with the remainder of the city.

Within the boundaries of the Corridor, approximately 500 structures have been identified as built prior to 1935. Approximately 30% of those structures were given a number one research priority, with their ages ranging from the late 1800's to 1915. Within the Town Lake Study Area, several National Register Districts have been promulgated by the Texas Historical Commission (THC). The one district which is adopted by THC, the Congress Avenue District, covers an area from the State Capitol building to Town Lake from alleyway to alleyway. Several other areas within the study boundaries have been designated for potential district status but have not yet been finalized by the Secretary of Interior. These areas are: the Rainey Neighborhood which comprises structures along Rainey Street in the southeastern area of the downtown area, and the East Austin Area Multiple Resources District which includes an area south of Martin Luther King Jr. Boulevard to Town Lake. The Multiple Resource District includes two National Register Districts which are not within the boundaries of the Town Lake Study Area. Issuance of any permit within the National Register Districts requires review and comment from the Historic Landmark Commission as to the appropriateness of the proposed projects.

Other notable structures within the study area are located west of the downtown area and to a limited extent south of the lake. Within this area is perhaps the oldest structure in Austin, the Paggi House, located in the 200 block of Lee Barton Drive. This structure was built prior to the Civil War and is significant to Austin as one of the earliest remaining Greek Revival Homes in the city. The house was built outside the old town site of Austin, along the road that crossed Barton Creek and approached the Colorado River. As

a result, the structure was important to travelers in the area. Other structures in the area of note are many of the City of Austin structures located along the northern shore of Town Lake, namely the Schnieder Store Building along West Second, the Seaholm Power Plant along West First, and the Kitchen Memorial Chimes (Buford Firetower) in the 200 block of West First Street.

No survey has been made of historical sites or structures located on Town Lake parkland, and little or no interpretation is provided by the Parks Department. The Zilker moonlight tower, historic structures in Zilker Park, Deep Eddy Pool, the urban creeks, and the remnant brick factory tower are a few of the more well known historic sites and structures on the lake. Barton Springs Pool has been nominated for national historic designation.

Infrastructure

Three water treatment plants, the Govalle Wastewater Treatment Plant, and seven lift stations constitute the major utility service to

the Town Lake Corridor. The wastewater collection system in the Town Lake Corridor collects wastewater from twenty-four drainage basins.

According to the Water and Wastewater Department, with completion of current improvements, the water system should adequately serve the Town Lake Corridor for future development. Wastewater capacity also believed to be sufficient for existing a future development, although re-evaluation lift stations and equipment on both sides Town Lake is necessary.

The communities of Rollingwood and West Lake Hills are primarily using septic systems and therefore have the potential for impacting water quality of Lake Austin and Town Lake.

Approved Town Lake Water and Wastewater Projects

Water

- Green Water Treatment Plant Improvements
- Green Water Treatment Plant Transmission Main (South and North)
- Ullrich Water Treatment Plant Expansion
- Riverside Transmission Main

Wastewater

- West Bouldin Creek Relief Interceptor
- South Austin Outfall
- Canterbury Lift Station Improvements

Source: *Water and Wastewater Department*

GOALS AND POLICY RECOMMENDATIONS

GOALS—values, mission statements,
desired results
POLICIES—guidelines for action
to achieve goals

Two research methods and a public hearing provided a basis for developing goals and policy recommendations for the Town Lake Corridor. A scientific sampling of Austin residents generated statistically representative information concerning citizen values, perceptions and opinions related to Town Lake. Inventory and analysis of existing conditions in the Corridor provided a framework for identifying issues and concerns. A public hearing attracted 100 citizens, 19 of which provided testimony. Taken together, this information is believed to be adequate for goal formulation and policy development.

It is recognized that this benchmark study is only the initial phase of comprehensive planning for the Corridor. It becomes readily apparent that there are large gaps in the information base to provide specific planning recommendations. Moreover, because of the scale of the study area including both critical and contributing zones, and because problems and issues are complex and multi-dimensional, more systematic and in-depth planning is required. Nonetheless, this effort is important as an overall framework for short range decision-making and future planning.

Town Lake Survey

By telephone, 1,226 Austin residents were surveyed in August 1985 to obtain opinions regarding awareness, use and future development of the Town Lake area. More intensive interviews were conducted with 225 park users and 101 non-users.

Summarizing the results of the study, these conclusions can be drawn:

1. Austinites have a narrow definition of the geographic definition of Town Lake; the majority consider it to be smaller than it is.
2. Austinites are very much aware of the facilities and activities available on Town Lake.
3. Users and non-users have positive images of Town Lake.
4. Most popular activities include (in rank order):
 - (1) relaxing at the waterfront or nearby restaurant and bar
 - (2) fitness/exercise
 - (3) group activities (soccer, frisbee, picnics)
 - (4) water activities
5. Majority of both users and non-users give "good" ratings for Town Lake features.
6. Worst ratings are given for water cleanliness and availability of restrooms.
7. Non-users rank low the following:
 - (1) shore access
 - (2) security and safety
 - (3) sports and fitness activities

8. Users and non-users overwhelmingly support:

- (1) more parks and open space
- (2) completion of the hike and bike trail

9. Users and non-users oppose more tall buildings on the shoreline.

10. Austinites endorse:

- (1) more boat rentals
- (2) children's museum
- (3) performing arts center
- (4) science museum

Town Lake Survey—Highlights

Awareness and Use

- Austinites have a geographically narrow definition of the Town Lake area. One-third do not know where it begins or ends. Of those that reported boundaries for Town Lake, only 28% defined Town Lake from Miller to Longhorn dams (the actual geographic parameters).
- Austinites in all parts of the city and of all ages are very much aware of facilities and activities available in the Town Lake area.
- The most popular Town Lake activities are just relaxing at the waterfront or nearby restaurant or bar (55%), followed by fitness/exercise (45%), group activities like soccer, frisbee and picnics (45%), and water activities (28%).

Image of Town Lake

- User and non-users alike have generally positive images of Town Lake. Key differences are: non-users are much more likely to perceive Town Lake as "overcrowded," "bustling," "dirty," "dangerous" or "not safe."

Ratings of Town Lake Features

- The majority of both users and non-users give "good" ratings to the following Town Lake features: scenic beauty, tourist attractions, sports and fitness activities, entertainment activities and access to the shore. The worst feature ratings are given to cleanliness of water and availability of restrooms.
- Non-users are more negative than users regarding shore access, security and safety, and sports and fitness activities.

Changes For the Future of Town Lake

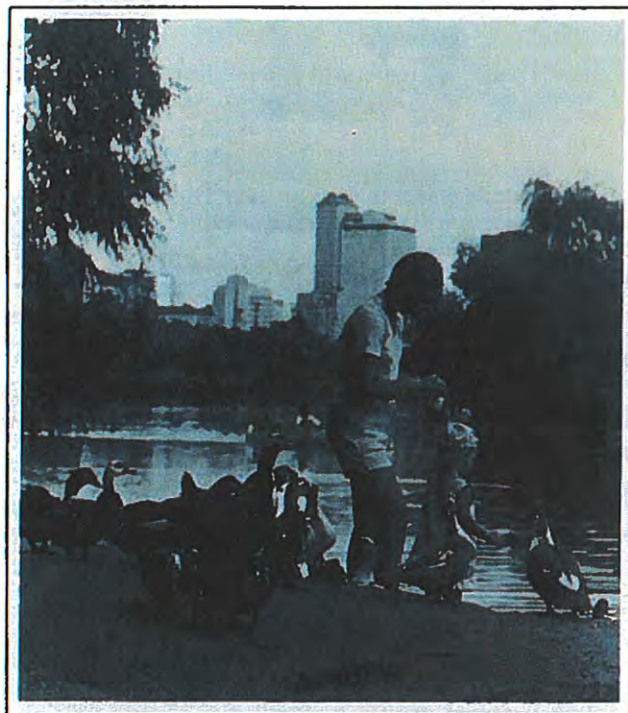
- Half of the 326 persons interviewed indicated support for additional public facilities. The most strongly endorsed were more boat rentals, a children's museum, a performing arts center and a science museum.
- Town Lake users and non-users alike overwhelmingly support more parks and open space (97%), and completion of the hike & bike trail (98%). They oppose more tall buildings on the shoreline (92%).
- Considerable disagreement exists on the addition of waterfront cafes and restaurants.
- Similar disagreement exists with regard to the building of a civic and convention center in the Town Lake area. Two-thirds of the on-site users are opposed. In the representative sample of city residents, however, Town Lake users favor the civic/convention center by (53.6% to 46.7%), while non-users are slightly against it (51% to 49%). Among both groups of users, opponents feel more strongly than proponents.
- Extrapolating from the sample statistics to the whole city, the civic/convention center in the Town Lake area is supported by 50.4% and opposed by 49.6%. When intensity of opinion is considered, 29% strongly oppose and 24% strongly support this development on Town Lake.

Source: NuStats, Inc "Austin's Town Lake: A Study of Public Opinion Regarding Awareness, Use and Future Development." 1985.

Disagreement exists with regard to the building of a civic and convention center, dividing Austinites "dead even". When intensity of opinion is examined, 29% strongly oppose and 24% support this controversial development in the Town Lake area.

From the survey it can also be concluded that the Town Lake area is perceived as a valuable Austin resource, for which change necessitates careful consideration. However, the most disputed issue appears to be access to the lake, not development:

"This is easily demonstrated by the overwhelming support for a children's museum, a performing arts center, cultural facilities and a science museum in the Town Lake area—all of which necessitates 'development'. Conversely, obscuring the view of the lake by having tall buildings on the shoreline may be perceived as making the lake less accessible to Austin residents, and therefore overwhelming opposed" (NuStats, Inc., 1985).



This survey suggests the most significant aspect of the controversy over development may be more the images that individuals attribute to private developers rather than actual buildings taking place in the Town Lake area. In this regard, the central core of Town Lake is especially treasured, and future decisions—public and private—should be especially sensitive to perception of public access as related to future development.

Goals and Policies

The goals and policies which follow represent an effort to describe a "personality" for Town Lake. In this context the goals represent values, mission statements, or desired results. The policies should be viewed as guidelines for action to achieve the goals.

WATER QUALITY

GOAL 1.00 Protect and improve the water quality of Town Lake to achieve the highest possible standards.

Policy 1.01 Establish a City commitment to develop more sophisticated, innovative and effective programs for filtering and treating urban run-off, particularly the "first flush" in new development. Encourage regional detention and filtration for flood and pollution control.

Policy 1.02 Acquire more complete information on pollutants and pollutant loading in both Lake Austin and Town Lake.

Policy 1.03 Establish water quality imperatives and time frames for achieving improved water quality standards.

Policy 1.04 Encourage a greenbelt area along the waters edge to allow for overland flow and filtration of runoff.

Policy 1.05 For polluting land uses (e.g. automotive), require filters and traps to avoid further contamination of Town Lake; prohibit uses in the future which can potentially generate pollutants.

Policy 1.06 Strengthen development standards and construction methods by improving erosion control, sedimentation and re-vegetation regulations; require regular inspection.

Policy 1.07 Require higher standards for City erosion control projects to serve as a model for the development industry.

Policy 1.08 Improve water's edge maintenance of the public greenbelt; avoid use of herbicides and pesticides; initiate a specific maintenance program for natural areas.

Policy 1.09 Develop specific standards for maintenance of shoreline vegetation and erosion control geared to intensity of use and physical characteristics.

Policy 1.10 Recognize in all shoreline development decisions the potential hazards associated with flood release; coordinate policy development with assistance from the Lower Colorado River Authority.

Policy 1.11 Develop an innovative litter control program for the waterfront including a comprehensive public education campaign, examination of maintenance practices, and applying technology for filtering and/or screening debris on the creeks.

LAND USE

GOAL 2.00 Create superior planning, design and mixing of land uses that are waterfront dependent or waterfront-related, and sympathetic to the water's edge of the Town Lake Corridor and the urban creeks.

Policy 2.01 Establish Town Lake and the urban creeks as the catalyst for development and adopting an innovative, comprehensive land use plan and urban design framework for central city.

Policy 2.02 Require people-oriented activities on the ground and second levels of buildings; encourage development to focus on the festive retail market to promote entertainment, recreational, retail, cultural and food service activities.

Policy 2.03 Encourage development that is diverse, intimate, full of surprises, and creates maximum opportunity to walk and linger.

Policy 2.04 Designate critical areas of the Corridor as Comprehensive Planning Districts to be planned, designed and developed based on specially formulated criteria to capitalize on unique opportunities.

Policy 2.05 Focus land use guidance on the quality of urban design rather than floor area ratios and height controls.

Policy 2.06 Immediately develop a program for development incentives such as waiving capital recovery fees and density bonuses based on capital expenditures for projects which provide public amenities (pedestrian facilities, hike and bike trails, shelters, re

stops, etc.) or excell in some other manner; do not include uses such as cinemas and restaurants in FAR calculations.

Policy 2.07 Recapture waterfront values as redevelopment of existing projects takes place.

Policy 2.08 Develop a municipal purchase and lease-back program to encourage housing, cultural, educational and other appropriate land uses in the Corridor.

Policy 2.09 Encourage and provide incentives for a variety of housing opportunities in the Corridor, accessible to all income groups.

GOAL 3.00 Require all city land uses, construction projects, programs and operations to achieve the highest degree of compatibility with Town Lake.

Policy 3.01 Place a moratorium on all major roadway and public works improvements until a comprehensive plan is developed for the corridor.

Policy 3.02 Require participation of the Parks and Recreation Department in the design of all Public Works projects affecting Town Lake and the urban creeks.

Policy 3.03 Require non-park public land to meet specific landscaping and compatibility standards for Town Lake.

Policy 3.04 Eliminate uses from public waterfront lands that are not compatible or waterfront dependent (Humane Society facility, Street and Bridge yard, Fire Marshall's Office, and youth sports fields).

Policy 3.05 Place all existing and future electric transmission lines underground when feasible.

Policy 3.06 Assure that all bridge improvements maximize opportunities to enhance pedestrian connections to the trail system; maintain aesthetic values of bridge arches.

Policy 3.07 Remove or minimize noxious odors from sewer vents at West Bouldin Creek and Pleasant Valley Road on Town Lake.

GOAL 4.00 Foster a cooperative atmosphere in the corridor for the City, neighborhoods, and private landowners to work jointly to realize potential of the waterfront.

Policy 4.01 Form a lakefront Waterfront Advisory Commission composed of property owners, public agencies, non-profit institutions and citizen groups to coordinate development interests and exchange information and participate in comprehensive planning. Create a Town Lake Waterfront Office for a clearinghouse of information.

Policy 4.02 Assure waterfront design is sensitive to existing neighborhoods and allows for extensive citizen review.

Policy 4.03 Consider forming a Waterfront Design Review Board to provide advisory and technical assistance to the City Council and development community to achieve design integrity of all major projects.

Policy 4.04 Encourage the development of public/private and non-profit partnerships to achieve mutual goals and objectives, sensitive to optimizing the public interest.

Policy 4.05 Assure a major public funding commitment to the waterfront as a catalyst for appropriate private development response.

Policy 4.06 Consider a revolving area improvement fund for private developments above a specified size; use fund for public improvements such as walkways, bikeways and park amenities.

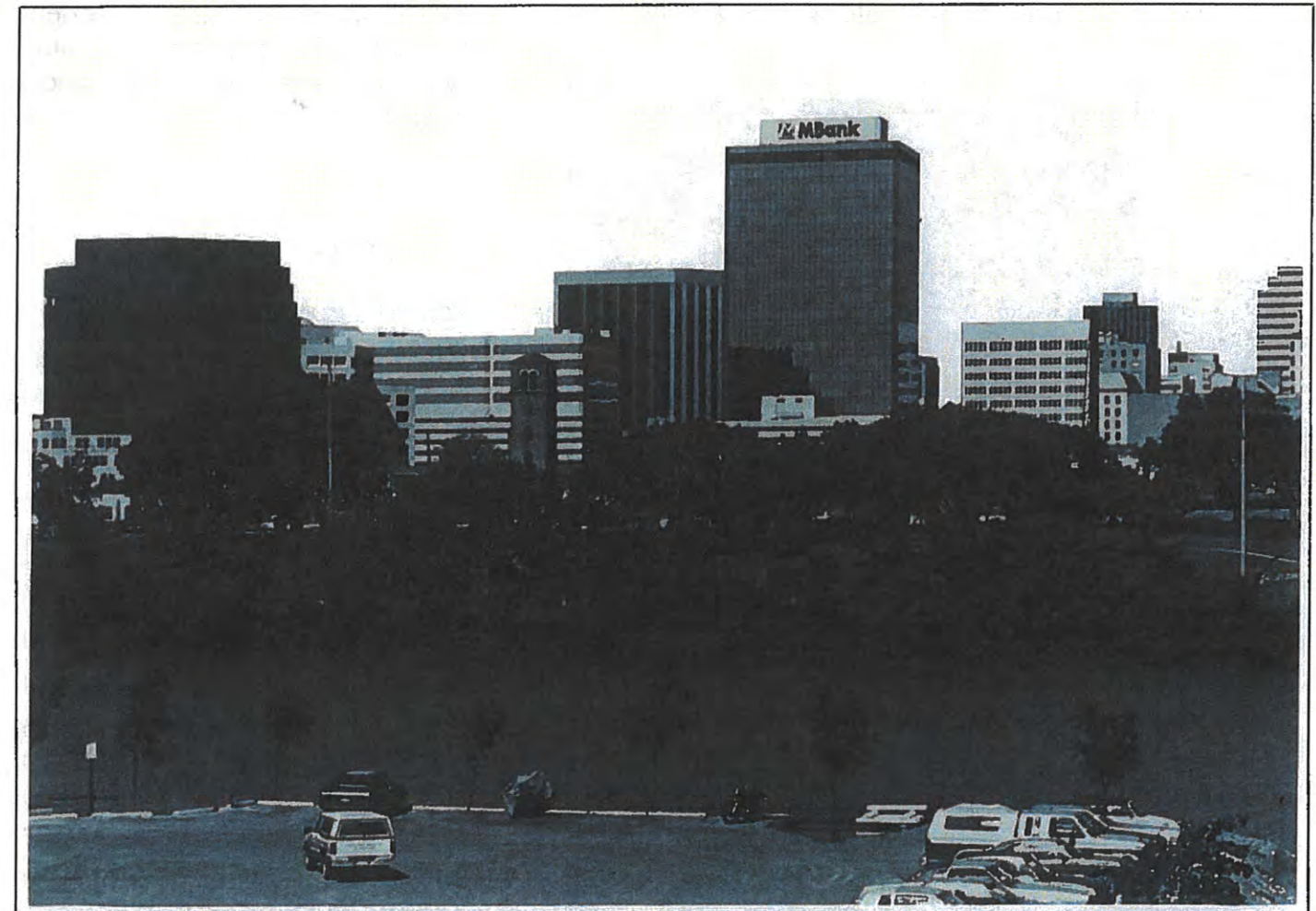
Policy 4.07 Require large developments to provide infrastructure capability information; deny permits, lower density or share in upgrading infrastructure when appropriate.

Policy 4.08 Explore innovative revenue generating programs that can assist in financing public commitment to corridor amenities; assure public interest is maximized.

Zoning

GOAL 5.00 Improve zoning in the Town Lake Corridor and along the urban creeks to achieve maximum pedestrian scale, highest degree of land use compatibility, and extraordinary urban design.

Policy 5.01 Develop a model zoning framework for the Corridor to achieve maximum social, cultural, economic and environmental compatibility within the urban design context.

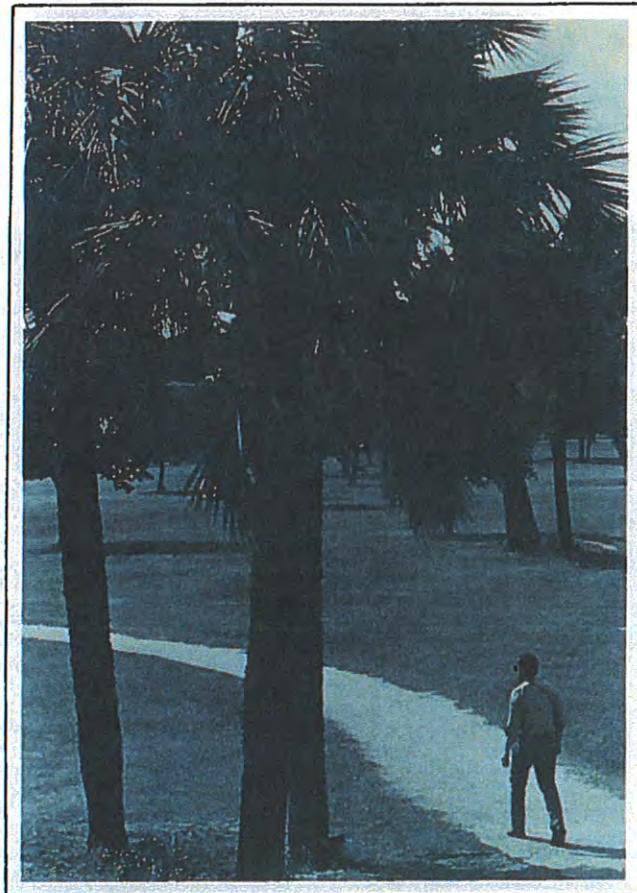


Policy 5.02 Immediately amend the existing zoning ordinance to develop waterfront-dependent and waterfront-related land use standards, design requirements and performance standards for the water's edge and urban edge.

Policy 5.03 Eliminate all industrial zoning from the Corridor with appropriate down-zoning; remove all other permitted uses that are not compatible with the waterfront.

Policy 5.04 Designate "P" (Public) zoning for all parkland and public land in the Corridor.

Policy 5.05 With assistance of the urban design community, develop design guidelines for private projects along the water's edge,



adjacent to the public edge and in the urban edge as a framework for sensitive development.

Policy 5.06 Insure that all water's edge development treats the waterfront as the front edge for purposes of building orientation.

Policy 5.07 Provide incentives for increasing residential uses in the Corridor such as additional floor area allowance or transfer of development rights, sensitive to goals of reasonable height, density, view corridors, natural values and need for mixed use.

Policy 5.08 Assure that the largest undeveloped tract of land owned by the University of Texas remains compatible with the Town Lake waterfront; zone "P" (Public); immediately negotiate a long term joint use agreement for public access along the shoreline.

Access

GOAL 6.00 Provide maximum visual and physical access to the waterfront; encourage pedestrian access to and use of the corridor.

Policy 6.01 Identify appropriate view corridors and develop and implement a plan for protection and enhancement; add Capitol View Corridors not now protected by ordinance.

Policy 6.02 Develop and implement a City initiated plan for streetscape development and amenities to encourage pedestrianism along the scenic arterials and appropriate streets. Consider information stops, drinking fountains, shelters, public restrooms, bicycle

racks, jogging lockers and upgraded traffic controls/signs.

Policy 6.03 Establish design guidelines for all major roadways in the corridor to become parkways with landscaped medians or tree-lined streets.

Policy 6.04 Protect open panoramic views of the waterfront by limiting building heights and prohibiting buildings from blocking views.

Policy 6.05 Design street ends to relate to the waterfront.

Policy 6.06 Encourage land uses which reduce dependency on the automobile.

Policy 6.07 Encourage land uses which are of a pedestrian scale and which are pedestrian oriented.

Policy 6.08 Prohibit surface automobile parking on the banks of Town Lake, discourage surface parking in the Corridor; locate parking structures underground whenever possible; require pedestrian uses for ground level of all parking structures.

Policy 6.09 Study feasibility of City-owned revenue-producing parking structures.

Policy 6.10 Improve public transit in the corridor; study the feasibility of developing a trolley system monorail or similar fixed rail system for recreational pleasure and people-moving.

Policy 6.11 Develop a plan for water taxis for sightseeing and people-moving throughout the corridor; consider measures to preserve serenity and dignity of the lake environment.

Policy 6.12 Develop a transportation plan

with Town Lake, its waterfront and neighborhoods serving as the focal point and base fabric; assure maximum public access to the water's edge in all roadway design.

Policy 6.13 Award density bonuses for projects which underwrite capital/operational expenses to expand transit routes, or provide pedestrian/bicycle amenities.

Policy 6.14 Provide adequate boat ramp for emergency access to water.

Policy 6.15 Re-evaluate fire access policies for large structures on the lake.

Parklands

GOAL 7.00 Establish Town Lake as a Great Central Park, serving as a centerpiece for the Austin Park System.

Policy 7.01 Develop a long range comprehensive plan and funding program to rejuvenate the waterfront and develop a strong waterfront image.

Policy 7.02 Reaffirm the original design theme of Town Lake ("a place for beauty, dignity and pleasure") as a framework for policy development, waterfront design, management and use.

Policy 7.03 Develop appropriate public use and management policies for the water surface and water's edge; discontinue inappropriate uses such as ski tournaments and single purpose ballfields.

Policy 7.04 Expand opportunities for public waterfront uses such as fishing, quiet boating, picnicking, sitting, and walking

consider funding a community boat house to promote rowing, canoeing and sailing.

Policy 7.05 Expand the hike and bike trail system around the lake; secure public access easements where required.

Policy 7.06 Improve the legibility, image and understanding of the Town Lake Corridor by initiating a unique sign system, logo and public awareness program.

Policy 7.07 Develop an appropriate and well-formulated concession program for the waterfront including services for food, boat rentals, and sightseeing tours.

Policy 7.08 Initiate a lighting program both for illumination and aesthetic purposes.

Policy 7.09 Exercise sensitivity in the siting and design of a civic-convention center, with special attention to relationship with the waterfront, massing and intensity, traffic, and neighborhood impact.

GOAL 8.00 Demonstrate a commitment to pursuit of excellence in waterfront design and development, using superior materials and sophisticated management to create a quality water's edge for all citizens.

Policy 8.01 Provide for a variety of suitable opportunities in keeping with the design theme of Town Lake, especially for users with disabling conditions.

Policy 8.02 Manage the Town Lake waterfront as a showcase of the park system by developing an integrated, innovative manage-

ment plan that moves the Parks Department from routine grounds maintenance to sophisticated resource management.

Policy 8.03 Encourage maximum pedestrian use of the Corridor; encourage 24-hour use where appropriate, and where security can be provided.

Policy 8.04 Upgrade the basic public facilities and infrastructure of the waterfront, especially the irrigation system and turf management program; provide more restrooms and drinking fountains.

Policy 8.05 Demonstrate in all public actions the principles of water and energy conservation, serving as a model for the community through such practices as use of native plant materials and innovative irrigation.

Policy 8.06 Develop design guidelines for all future public waterfront facilities to maintain high standards and contribute to the image and personality of the corridor.

GOAL 9.00 Establish a spiritual as well as a physical relationship between the community and the waterfront; enable citizens to develop a stronger waterfront ethic.

Policy 9.01 Organize and promote innovative participant programs for the water surface and water's edge such as water instruction, appropriate special events and waterfront celebrations.

Policy 9.02 Determine constraints to use of the water surface for appropriate recreation activities including study of currents, water quality, weed growth and other hazards.

GOAL 10.00 Create a rich and varied cultural environment in the Corridor, geared to all age groups, cultural/educational expressions and interests.

Policy 10.01 Create a cultural arts district to encourage a superlative blend of cultural facilities with special taxing authority; for a mixed public/private development; facilities might include a planetarium, children's museum, music museum, and science museum.

Policy 10.02 Encourage development of cultural facilities and institutions in the Corridor that are well designed and have correct location, massing and intensity scaled to the dimensions and character of the waterfront.

Policy 10.03 Encourage loan and placement of public-owned sculpture or other artwork within the Corridor; also encourage the City to acquire art and use parkland as sites for performing arts.

Policy 10.04 Develop a plan for an all-purpose outdoor performing arts center oriented to the waterfront.

Policy 10.05 Reconsider current policies of the bed tax and broaden application to include more diverse cultural and educational programs.

GOAL 11.00 Acquire additional parkland and open space along Town Lake and the urban creeks.

Policy 11.01 Acquire public access easements where private land blocks lateral pedestrian access to the waterfront.

Policy 11.02 Develop a strategic plan for acquiring and preserving unique resource features and open space areas in the corridor, emphasizing innovative acquisition methods such as transfer of development rights, life estates and bargain sales.

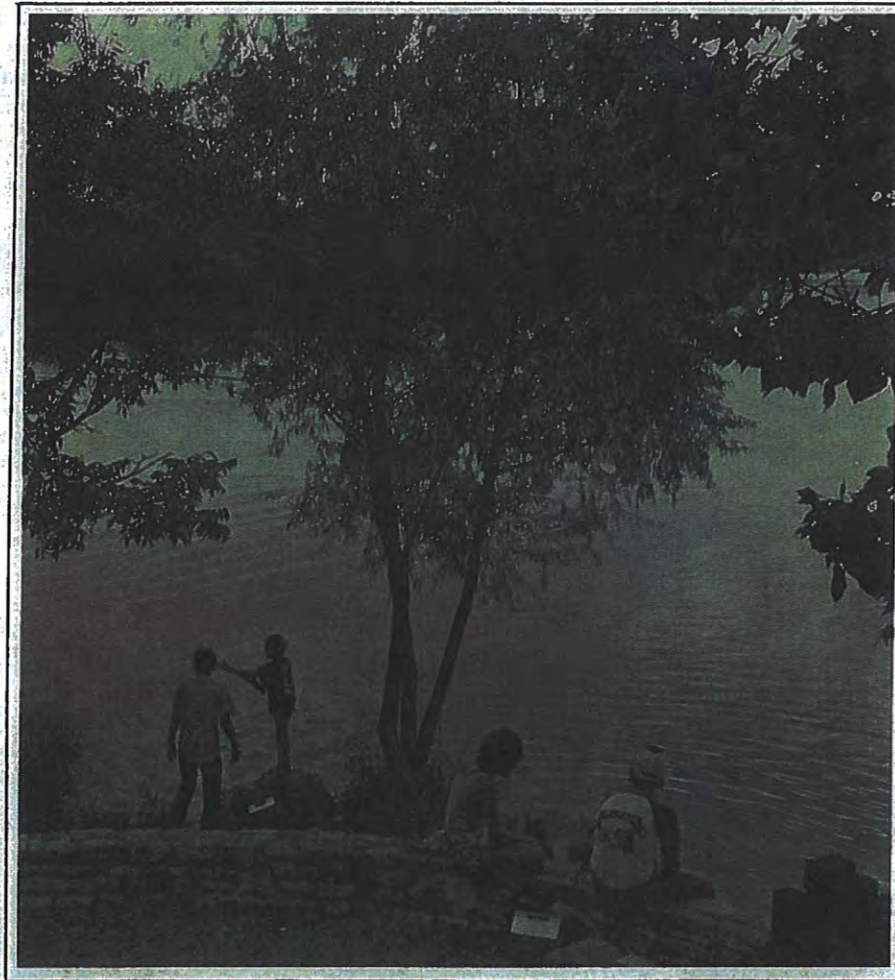
Policy 11.03 Review and assess all current lease agreements which allow private/private nonprofit use of public lands on Town Lake.

Policy 11.04 Prohibit sale of public land in the Town Lake Corridor, except where land trades or cash sales advance park and recreational goals.

Policy 11.05 Pursue more aggressively the acquisition of greenbelts on East and West Bouldin Creeks.

Policy 11.06 In appropriate situations, use City purchase and leaseback to regain public control of the water's edge and ultimately convert to open space.





Creeks

GOAL 12.00 Recognize full potential of the Town Lake creeks as open space connectors, form-shapers of urban development, and focal points for lively pedestrian-oriented mixed use.

Policy 12.01 Develop updated comprehensive plans for Shoal and Waller Creek corridors, including improvements to the existing overlay zone to include design regulations.

Policy 12.02 Improve the connections, image, pedestrian-orientation and gateway potential of the mouths of all creeks, especially Blunn, Shoal, Waller, Dry and the Bouldin creeks.

Policy 12.03 Develop a comprehensive information base concerning urban hydrology, and develop a strategic plan for addressing multiple objectives of recreation, drainage, erosion control and bank stabilization.

Policy 12.04 Require multi-disciplinary involvement of the Public Works and Parks Departments in creek maintenance, planning and design.

Policy 12.05 Fund and implement Phase II of the City's plan for beautifying and improving pedestrian access to Lower Waller Creek.

Policy 12.06 Encourage mixed use development focused on recreational, cultural, residential, entertainment and festive retail uses.

Policy 12.07 Develop and implement a plan for reducing runoff pollution including incentives for property owners to install grease traps, filters and screens; use proven design strategies for retrofitting existing development and review the waterway development guidelines which currently do not require stormwater treatment.

Policy 12.08 Develop a comprehensive public awareness program to educate homeowners on how their actions and their use of household products relate to Town Lake water quality; consider a central collection program for disposing of household toxic wastes.

Natural and Cultural Resources

GOAL 13.00 Protect, enhance and interpret the landforms and natural and cultural values of the Town Lake Corridor.

Policy 13.01 Conduct a more complete survey of all cultural and natural values of the Corridor: record location, significance, condition and recommend protection requirements.

Policy 13.02 Require environmental impact studies and mitigation measures for all new development in the Corridor where natural values and landforms have been identified.

Policy 13.03 Develop a city program for creative interpretation and management of natural and cultural values on public property to create public interest, awareness and protection strategies.

Policy 13.04 Maintain the natural shoreline and bluffs along the waterfront, except for necessary stabilization or appropriate waterfront uses as identified in specified development zones.

Policy 13.05 Develop an urban forest management plan for protective maintenance of trees in the Corridor.

Policy 13.06 Require professional archaeologists to monitor major construction projects when excavation is conducted.

Policy 13.07 Encourage the preservation, rehabilitation and reuse of historic structures.

Policy 13.08 Encourage new development to maintain Austin's architectural heritage and to assure compatibility.

Policy 13.09 Assemble a complete history of the beautification of Town Lake, including oral histories and files; locate in the Austin History Center; require routine updating.



Capitol Views

- Protected View
- ▨ Unprotected View



Town Lake Subzones

TOWN LAKE SUBZONES: ANALYSIS AND RECOMMENDATIONS

This section of the report includes a more detailed analysis of five subzones of the lake corridor. General goals developed for the Corridor have been cross-referenced, and specific recommended actions developed for each subzone. The boundaries of each subzone were drawn to reflect both the critical 1000 foot zone identified by the moratorium ordinance, and a larger zone which contributes in some way to activity in the Town Lake Corridor.

Subzone 1 Stratford/ University

Existing Conditions

Land Use—This area is bounded by Tom Miller Dam on the west, Lake Austin Boulevard on the north, MoPac on the east and Stratford Drive on the south. Generally, this area is heavily vegetated, consists of steep slopes and is developed at a relatively low intensity considering its proximity to downtown Austin. The high bluffs along the south shore provide a particularly scenic visual amenity from Town Lake. Several houses are located near the edge of the bluffs, but for the most part the south shore is vacant land.

The north shore of this area is owned primarily by the University of Texas, and is used as a biological research center and for mar-

ried student housing. The housing is not oriented towards the lake and is isolated in terms of visual and physical access. The north shore near the MoPac/Lake Austin Boulevard interchange consists of convenience commercial and restaurants which service the neighborhood to the north. Eilers Park and Deep Eddy Pool are located south of this commercial area and represents the only public access to the lake on the north shore of the Stratford/University area. A city owned storage and maintenance compound is located west of and adjacent to Eilers Park.

The Stratford/University area consists of approximately 350 acres.

Stratford/University Land Use Summary

Use	Acres	%
Single Family	60.7	17.3
Multi-family	.2	.1
Office	.2	.1
Commercial	.9	.3
Institutional	229.0	65.3
Parkland	21.5	6.1
Vacant	26.1	7.4
Roads/ROW	11.9	3.4
Total	350.5	100.0

Source: Office of Land Development Services

Zoning—The majority of the area is zoned SF-3 which allows single family dwellings. The small commercial area near the MoPac/Lake Austin Blvd. interchange includes GR (General Retail) and CS (Commercial Service) zoning. These are intense zone districts that are roadway oriented rather than neighborhood-related.

Access—Public access to the waterfront is limited to Eilers Park and Red Bud Isle. Visual access to the lake is limited due to the heavy vegetation and privately owned steep slopes. However, views from the lake to surrounding properties afford excellent views to what appears as an undeveloped and pristine area.

Parkland—Eilers Park and popular Deep Eddy Pool function as an important gateway park, within close proximity to MoPac. However, an illegible entrance from Lake Austin Boulevard and an overcrowded parking lot make access difficult. Visual and physical access to the waterfront is poor. The existing park maintenance compound and storage area are not compatible with this prime waterfront area; if removed, this area could provide room to expand this small park. Red Bud Isle has excellent recreation potential but is neglected and unimproved.

Special Opportunities—The small commercial area west of the MoPac/Lake Austin Boulevard interchange provides retail conve-

nience goods and services, and food service opportunities to both the surrounding neighborhood and users of Eilers Park. Thus, there is a focus of activity in and identity for the area. Most existing businesses utilize retrofitted homes and are of a scale compatible with the pedestrian.

Recommended Action

Land Use (Goals 2.00; 3.00; 5.00; 6.00; 13.00)

Action 1.01 Preserve the low density single family residential neighborhood in the Stratford Drive area.

Action 1.02 Establish a Neighborhood Conservation Combining District to help define appropriate land uses and densities for the neighborhood adjacent to Eilers Park.

Action 1.03 Upgrade and improve Red Bud Isle as a fishing and picnic area; protect natural values; reduce automobile impact.

Action 1.04 Require building controls to protect uniqueness of the Balcones Rock Cliffs, including no alteration to the face and crest of the bluff, and protection of lines of sight from Town Lake (no visible structures from Town Lake).

Action 1.05 Encourage consolidation of properties to reduce number of curb cuts.



Subzone 2 Zilker/Austin High School

Existing Conditions

Land Use—The north shore of this area is bounded by MoPac on the west, the Missouri Pacific railroad lines on the north, and Lamar Boulevard on the east. The southern shore includes Zilker Park. This subzone consists primarily of public uses, including Austin High School, athletic fields, the animal shelter, the Y.M.C.A. and the Amtrak station.

The Zilker/Austin High School area contains approximately 574 acres.

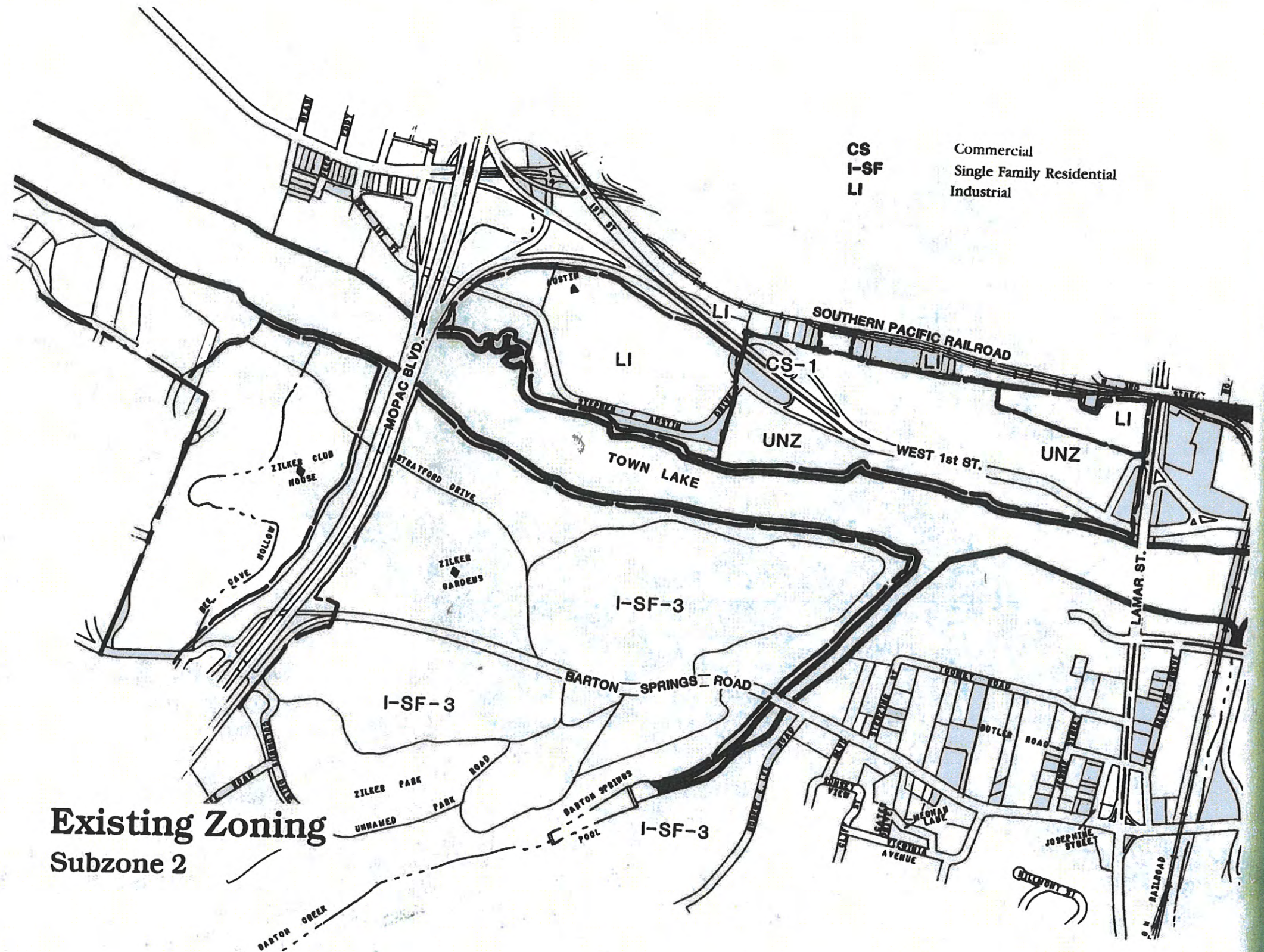
**Zilker/Austin High School
Land Use Summary**

Use	Acres	%
Commercial	1.9	.3
Institutional	38.0	6.6
Parkland	493.1	85.9
Roads/ROW	41.1	7.2
Total	574.1	100.0

Source: Office of Land Development Services

Zoning—The majority of this area is zoned P (Public) and is owned by the City. However, there are some commercial and industrial zoned parcels south of the Missouri Pacific railroad lines. Of particular concern is a parcel adjacent to and west of Lamar Boulevard which is zoned LI (Light Industrial). Uses which are more compatible with Town Lake and the parkland should be considered.

Access—Physical and visual access to the shoreline is excellent in this area, although West First Street acts as a barrier in this part of the waterfront. Two creeks in the area, Bar-



**Existing Zoning
Subzone 2**



ton and Johnson, connect well with the lake; access is difficult across Barton Springs Road and is a barrier to the south shore of Zilker Park. There is also poor pedestrian access to the waterfront from old West Austin.

Parkland —The bulk of Town Lake parkland is located in this area, not only because of Zilker Park but also because this subzone includes the largest tract of parkland on the south shore of the lake. Zilker Park does not orient well to the waterfront nor does the north shore, especially the single purpose ballfields and the animal shelter. Dry Creek does not currently provide good connection with the Austin Nature Center and Town Lake, nor does the Garden Center. Proposed expansion of the latter facilities and a renovation program for Zilker Park provide excellent opportunities to recapture public waterfront and recreation amenities.

Recommended Action

Land Use (Goal 3.00)

Action 2.01 Relocate the animal shelter with full assistance of the city to allow for more waterfront related public use of the area; disallow additional construction or alteration of the shelter prior to removal.

Action 2.02 Re-evaluate use of the sports field complex on West First Street applying criteria of design integrity, multiple use and waterfront relationship.

Zoning (Goal 5.00)

Action 2.03 Consider downzoning of properties along the Southern Pacific railroad from LI (Light Industrial) to a more compatible zone district, such as multi-family, office or retail.

Action 2.04 Create a new Waterfront Overlay Zone geared to the special characteristics of this development zone.

Access (Goals 6.00, 7.00)

Action 2.05 Provide pedestrian connection and safety across Barton Springs Road in Zilker Park; investigate a full range of alternatives including access under the Barton Creek bridge, reducing speed limits, and lowering the road to allow for at surface pedestrian access.

Action 2.06 Improve waterfront orientation and physical access to Town Lake from Zilker Park and the Nature Center at Dry Creek; support plans for public access improvements including realignment of Stratford Drive to enhance the park environment.

Action 2.07 Develop a gateway and parkway concept including signage, landscaping and amenities along Barton Springs Road entering and traversing Zilker Park to emphasize the park environment and subdue the automobile impact.

Subzone 3 Barton Springs Road/Riverside Drive

Existing Conditions

Land Use—This area is located on the south shore of Town Lake and is bounded by Barton Creek on the west, Barton Springs Road and Riverside Drive east of their intersection on the south, and East Bouldin Creek on the east. This boundary includes all properties adjacent to Barton Springs Road and Riverside Drive.

Various public and commercial uses occur in this area, the majority of which are entertain-

ment related. Several restaurants and public cultural and entertainment facilities are located in this area. Public and cultural uses include Dougherty Arts Center, Auditorium Shores Amphitheater and Zachary Scott Theatre. Recreational oriented businesses such as Butler Park Pitch and Putt and a miniature golf facility also exist in the area. A mobile home park is located south of Barton Springs Road near Town Lake.

The area east of South First Street is a confusing mix of office, commercial and hotel development which does not relate well to the waterfront.

The City's Transportation facility on Toomey Road and a number of businesses with storage yards are non-compatible land uses in the subzone.

Hotels in the area include the Hyatt, Embassy Suites, and Two Texas Center which provide a combined capacity of 1066 rooms. The Campanile del Mar, a dense mixed use project is proposed at the northeast corner of Congress Avenue and Riverside Drive and is projected to have a capacity of 450 rooms, making a total of 1,516 rooms in this area. This figure is high when compared to the 741 rooms built or under construction in the downtown area.

Residential development is primarily limited to multi-family development along the south side of Barton Springs Road near its intersections with South First Street and Lamar Boulevard. A 13 acre mobile home park, known as the Pecan Grove, is located south of Barton Springs Road between Barton Creek and Lamar Boulevard. An impressive stand of mature pecan trees exists in this area.

The Barton Springs Road area serves as the "gateway" to Zilker Park, and special consideration should be given to the scenic qualities of this area.

The Barton Springs/Riverside Drive area contains approximately 325 acres; 63 acres or 19.3% of this subzone is in surface parking lots, a very high percentage considering the relatively high property values in area. The large surface parking lots associated with Palmer Auditorium, the Austin American-Statesman building, and the Hyatt Hotel account for a significant portion of the impervious surface in this area.

Barton Springs Road/Riverside Drive Land Use Summary

Use	Acres	%
Single Family	4.7	1.4
Multi-family	19.8	6.1
Mobile Home	13.4	4.1
Office	16.0	4.9
Commercial	78.7	24.2
Institutional	51.8	15.9
Parkland	76.3	23.5
Vacant	10.6	3.3
Road/ROW	53.9	16.6
Total	325.2	100.0

Source: Office of Land Development Services

Zoning—This area consists almost entirely of CS (Commercial Service), and LI (Light Industrial) zoning, which is not appropriate for the area. Uses allowed in these zone districts include automotive rentals, automotive sales, automotive washing, construction sales and service, equipment sales, funeral services, manufacturing, vehicle storage and warehousing.

These uses are not conducive to enhancing the surrounding parkland along Town Lake and Zilker Park and create a barrier to the pedestrian and surrounding neighborhoods of Town Lake. They also provide little or no services or conveniences to surrounding neighborhoods.

Access—Parkland and a lateral trail system from Barton Creek to South First Street make access to the shoreline excellent. However, accessibility to the shoreline is inadequate between South 1st Street to East Bouldin Creek due to private ownership and no pedestrian orientation of existing buildings.

Parkland—Parkland and public land in this area is very strategic because of its location in the central lake zone, near the downtown area, and adjacent to neighborhoods. It also has historically provided an important civic function due to Auditorium Shores and cultural facilities in the area. Some uses are not compatible with the waterfront (sports fields), and special events have highly impacted the outdoor amphitheater site. The entire area is in need of re-evaluation and re-design to become more functional, attractive and waterfront related. Any change in use of this area must be carefully considered and based on superior urban design.

Special Opportunities

Barton Springs—The Barton Springs area represents one of the few locations in Austin where an opportunity exists to create a mixed use, pedestrian oriented community in a parklike setting. As the gateway to Zilker Park, special efforts could improve the visual environment with landscaped medians, sidewalks, and underground utilities. Safer pedestrian crossings and consolidation of curb cuts would improve the area.

The pedestrian character of this area could be improved by providing compatible but relatively high density residential development in close proximity to commercial services and entertainment facilities. Mixed use would discourage automobile use and lessen the need for street widening and increased parking areas. Large office complexes, industrial uses and highway oriented commercial uses are not appropriate for this area.

Palmer Auditorium/Coliseum—The public area occupied by the Coliseum and Auditorium consists of approximately 54 acres bounded by Lamar Boulevard, Barton Springs Road, and South First Street. A large portion of this tract is used for surface parking, making it unattractive and unsuitable as waterfront land. The area has excellent potential for waterfront-related uses although Riverside Drive creates a barrier. Proximity to the Central Business District, Auditorium Shores and nearby hotels and restaurants represents an excellent opportunity for creating a pedestrian-oriented multiple use zone as the centerpiece of Town Lake. It is also apparent that Austinites identify more readily with this core area of Town Lake, and additional public facilities (museums, planetarium, etc.) might be considered. The central location near Town Lake combined with excellent views to downtown, require that this area be used to provide the maximum benefit to the people of Austin.

South First Street/Congress Avenue—The area bounded by South First Street and Congress Avenue has undergone rapid changes in recent years to uses dominated by office and hotels at intensities comparable to those occurring in the Central Business District. It is quite common for development intensities to occur in the range of Floor-to-Area Ratio's of 1.0 to 1.0 up to 3.0 to 1.0. Listed below are representative intensities for development in this area:

Examples of Intensities in Subzone 3

Building	Location	Site Area	Floor Area	Ratio
One & (Two*Tx Centers)	505 Barton Springs	329,884	465,000	1.40
Hyatt Inn	208 Barton Springs	322,344	332,455	1.03
721 Barton Springs*		103,063	123,382	1.20
801 Barton Springs		78,408	172,250	2.20
American-Statesman	116 E. Riverside	563,536	316,875	.56
Riverside Square	150 E. Riverside	156,811	212,000	1.35
Campanile del Mar*	101 S. Congress	257,875	878,427	3.42
Embassy Suites	301 S. Congress	100,623	205,415	2.04

*Proposed

Potential compatibility problems related to both visual and traffic problems should be addressed before this intensity of development continues. Design standards for buildings and parking areas, and improved mass transit to the area should be investigated.

Recommended Action

Land Use (Goals 2.00, 3.00, 4.00)

Action 3.01 Zone P (Public) and establish a Comprehensive Planning District for the 54 acre auditorium/coliseum site; develop a plan for this tract to become the centerpiece of the Town Lake park system and a model of superior design for pedestrian scale, festive waterfront recreation and cultural, entertainment and open space uses, with the following guidelines:

1. The design for the 54 acre tract shall have as a goal at least 60% open space to be dedicated parkland; the justification is to preserve views, achieve pedestrian scale, establish a rich park landscape, and create dignity and tranquility.
2. The 54 acre-site should be more appropriately connected with Auditorium Shores and the Town Lake waterfront; consider evaluating closure of Riverside Drive, Dawson Road and Bouldin Avenue to improve connections and expansion of open space.
3. Buffer and landscape the site to achieve highest aesthetic and noise attenuation standards.
4. No funds from any source should be expended for enlarging the surface parking area.

5. Explore joint City-Capital Metro funding for a shared underground parking facility incorporating goals and policies recommended in this report.

6. Encourage public-private partnerships or other innovative mechanisms to insure that surrounding properties are developed or re-developed in a manner that is public and pedestrian-oriented, of a density and scale that relates well to the plan for this site, buffers the surrounding neighborhoods, preserves views, and encourages residential and neighborhood retail uses.

Action 3.02 Encourage the most creative combination of mixed use in this zone, focused on pedestrian-oriented mixed use including residential, commercial, and cultural uses achieving maximum integration with the park and lakeshore environment.

Action 3.03 Establish synergistic residential/commercial uses that relate to the lake, surrounding parkland and resource values of this zone by encouraging creative public-private partnerships.

Action 3.04 Establish a comprehensive planning district for the extraordinary amenity values of the Barton Springs Road/Toomey Road area; create a synergistic public/private partnership to achieve a park-dominated mixed use pattern of cultural, residential and commercial/office development.

Action 3.05 Explore a full range of alternatives for public preservation of the pecan grove on Barton Springs Road, including land trades, development transfers, purchase or combinations thereof.

Action 3.06 Relocate the Transportation Department maintenance facility on Toomey Road.

Action 3.07 Re-evaluate use of the sports fields at Butler Shores and Disch Field, applying criteria of design integrity, multiple use and waterfront relationship.

Action 3.08 Incorporate recommendations of the Fairview Neighborhood Conservation Combining district along East Riverside Drive to help define appropriate land uses and densities and preserve natural attributes of the bluffs; eliminate curb cuts to provide maximum safety.

Action 3.09 Discourage surface parking to: (1) decrease impervious cover, (2) provide more land for park or public use; and (3) improve the visual environment.

Zoning (Goal 5.00)

Action 3.10 Expand boundaries of the Town Lake Overlay Zone to the south shoreline and establish new criteria for land use to be compatible with Town Lake.

Action 3.11 Amend and expand the Lake Commercial zone district to reflect more appropriate intensities.

Action 3.12 Remove currently permitted land uses from the zoning district that are not compatible in the Corridor.

Action 3.13 Establish a consistent alignment of building setbacks and height; develop a coherent building pattern.

Action 3.14 Discourage roadway oriented uses such as service stations, car lots, drive-thru restaurants, and banks.

Action 3.15 Encourage residential and retail/commercial uses along Barton Springs Road and Riverside Drive east of South First Street that serve the adjoining neighborhood, or are related to the recreational opportunities of Zilker Park and Town Lake.

Action 3.16 Adopt guidelines from the Downtown Mixed Use Study for parking; re-

quire structured parking, preferably underground; include guidelines for landscaping and first floor retail uses to preserve the street scene.

Action 3.17 Require transparent display windows along the sidewalk, and retail and restaurant use on ground levels.

Action 3.18 Encourage structures that are of a compatible scale with the pedestrian.

Action 3.19 Prohibit outside storage.

Access (Goal 6.00)

Action 3.20 Improve the pedestrian environment of this zone, particularly along Barton Springs Road and east of Congress Avenue on Riverside Drive.

Action 3.21 Provide detached sidewalks with landscaping between the curb and sidewalk along Barton Springs Road, Lamar Boulevard and Riverside Drive.

Action 3.22 Provide a median, landscaped with native vegetation, along Barton Springs Road and East Riverside Drive.

Action 3.23 Locate parking areas away from sidewalks and behind structures so they are not visible to pedestrians.

Action 3.24 Provide safe pedestrian access across Lamar Boulevard to connect the parkland located on either side of Lamar; improve pedestrian access across the Lamar Boulevard, South First Street and Congress Avenue Bridges.

Action 3.25 Improve lateral access to the waterfront between S. First Street and S. Bouldin Creek by obtaining public land or access easements.

Subzone 4 Downtown

Existing Conditions

Land Use—The Downtown area is located north of Town Lake and bounded by Lamar Boulevard on the west, the Southern Pacific railroad tracks on the north, and IH-35 on the east.

This area consists primarily of office, hotels and warehousing, with an occasional restaurant or retail store. Presently, two hotels, the Sheraton Crest and the Holiday Inn exist downtown and provide a capacity of 443 rooms. The Four Seasons hotel is proposed on East First Street and will have 308 rooms.

Residential development consists of the Rainey Street neighborhood and some multi-family developments. The Rainey Street neighborhood includes two blocks of old single family structures located on Rainey Street between Driskill Street and River Street. This neighborhood has been nominated as a candidate for the National Register of Historic Places; the hardwood trees are a significant greenspace in the downtown area.

Three major multi-family developments, the Towers of Town Lake, the Villas of Town Lake, and the Railyard Apartments are located in the eastern portion of downtown. Lakeview Apartments, located on Town Lake at Waller Creek, is a high rise residential facility for senior citizens. These developments provide an opportunity for people to walk to work, thereby reducing traffic.

The Downtown area consists of approximately 232 acres; 19.3 acres or 8.3% is in use as surface parking.

Zoning—The downtown area is zoned CBD (Central Business District) and DMU (Downtown Mixed Use) with the exception of the Rainey Street neighborhood near IH-35 and

Town Lake, which consists of various commercial, office, and residential zoning districts. The rezoning of property near the Rainey Street neighborhood to commercial and office has lessened the viability of this area remaining a single family neighborhood.

Downtown Land Use Summary

Use	Acres	%
Single Family	10.0	4.3
Multi-family	11.2	4.8
Office	10.9	4.7
Commercial	34.7	15.1
Industrial	2.8	1.2
Institutional	12.6	5.4
Parkland	46.3	20.0
Vacant	20.8	9.0
Roads/ROW	60.7	26.2
Utilities	18.0	7.8
Total	231.80	100.00

Source: Office of Land Development Services

Access—West 1st Street provides a major barrier to the parkland along Town Lake due to high traffic volumes. West 1st Street is located on the crest of a fairly steep bluff, and thus provides excellent views to Town Lake. Parkland east of Congress becomes impacted by adjacent land uses and is not visually accessible.

Parkland—Parkland in this area comprises a relatively thin strip on the north shore sandwiched between North Lamar Boulevard and South First Street, and below the Rainey Neighborhood. Shoal and Waller Creeks provide outstanding opportunities as gateway anchors into the Central Business District but are impacted by adjacent development and have no design controls to accomplish these functions. The Waller Creek Walkway project has been a catalyst for a strong redevelopment program, but delayed public

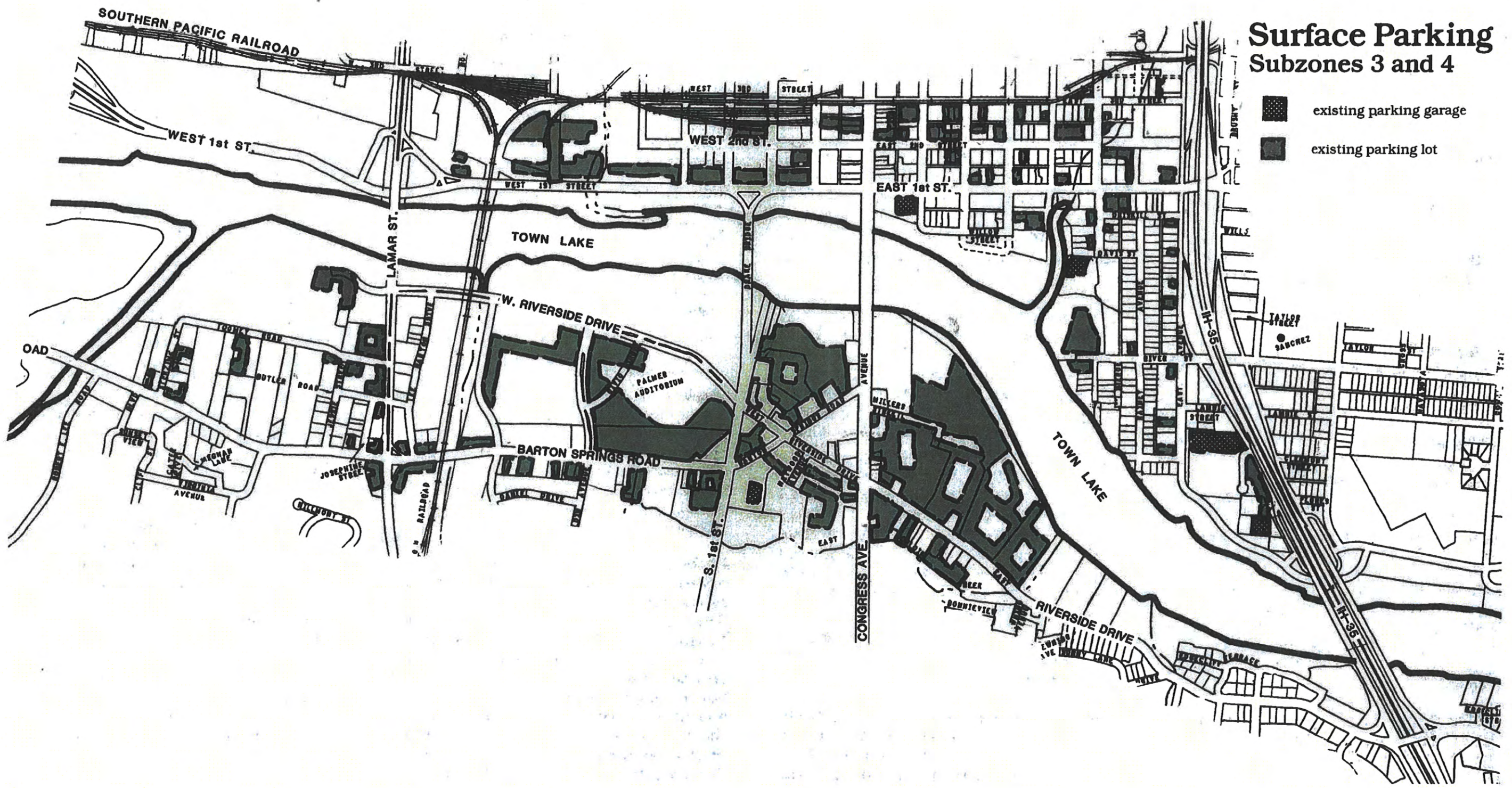
efforts to control floodwater and complete beautification objectives are hindering full realization of the potential. The Shoal Creek peninsula offers excellent waterfront contact and lake viewing.

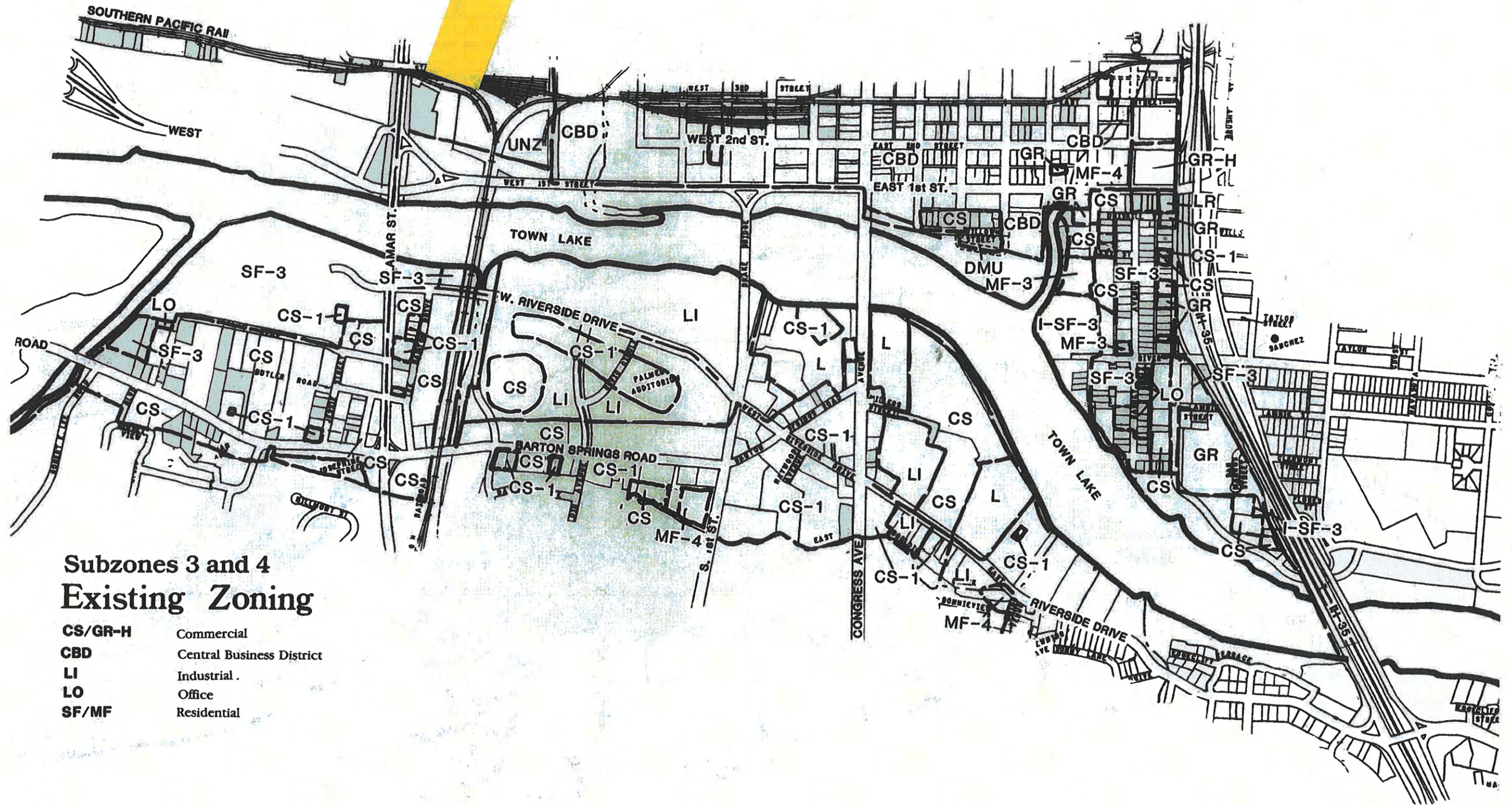
Special Opportunities

Shoal and Waller Creeks—Historically, Shoal and Waller Creeks have formed the western and eastern boundaries of downtown Austin. Presently, these creeks are underutilized as focal points for pedestrian activity and as primary linkages from downtown to Town Lake. These creeks have excellent potential as open space connectors, form-shapers and focal points for lively pedestrian-oriented mixed use.

Rainey Street—The Rainey Street Neighborhood has special potential because of its personality, historic structures, shade trees and ambience, and location near downtown, Town Lake and IH-35. A public owned storage yard is not currently compatible, but could become the catalyst for joint public/private development to create mixed use development.

West 1st Street—West 1st Street functions as a physical and visual barrier to Town Lake. Reducing the importance of West 1st Street as an east-west connection through downtown should be considered to improve the connections of the Municipal Office Complex and the rest of Downtown to Town Lake. There is a need for development along West 1st Street to be designed to define a coherent and consistent building pattern and pedestrian oriented street. Panoramic views to the lake can best be achieved by focusing pedestrian activity at the street level. If development along West 1st Street focused outward to surrounding blocks, pedestrians could be invited and interblock connections accomplished.



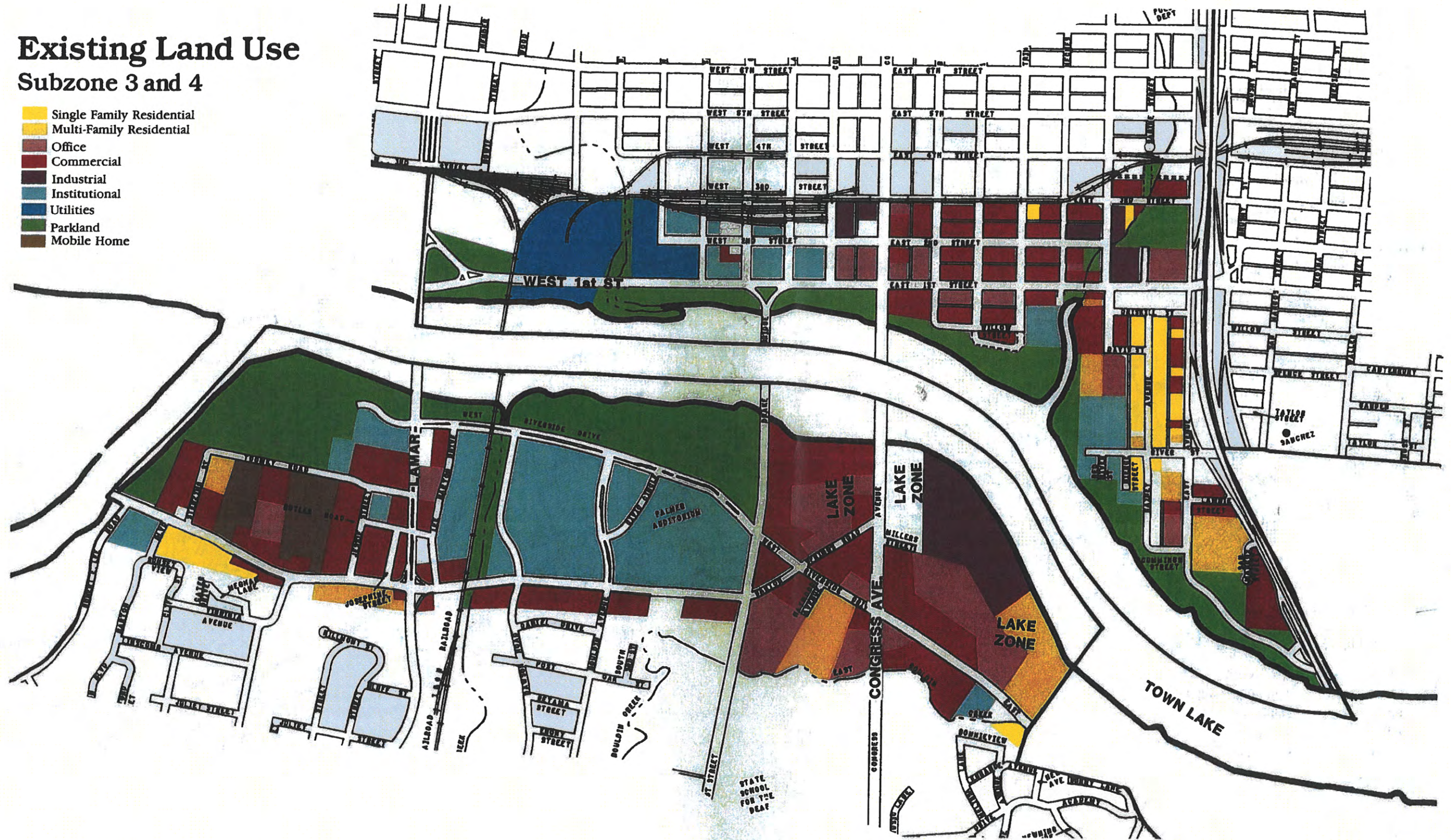


**Subzones 3 and 4
Existing Zoning**

- CS/GR-H** Commercial
- CBD** Central Business District
- LI** Industrial
- LO** Office
- SF/MF** Residential

Existing Land Use Subzone 3 and 4

- Single Family Residential
- Multi-Family Residential
- Office
- Commercial
- Industrial
- Institutional
- Utilities
- Parkland
- Mobile Home



Recommended Action

Land Use (Goals 2.00, 3.00, 4.00)

Action 4.01 Immediately designate the Rainey Street zone as a Comprehensive Planning District creating a joint public/private venture to establish a primarily residential mixed use development including recreational, cultural and retail/commercial uses that are oriented to and compatible with the Town Lake waterfront.

Action 4.02 Relocate the Street and Bridge Yard, insuring this significant public tract is available for public use in the Rainey project; encourage land trade to achieve optimum balance of lakefront-greenbelt space.

Action 4.03 Immediately take measures for the preservation, rehabilitation and reuse of historic structures.

Action 4.04 Encourage residential development downtown by providing incentives such as floor area bonuses, transfer of development rights, and waiving capital recovery fees.

Action 4.05 Establish First Street as a special pedestrian dominated zone, with landscaping, medians, and retail use at street level, and connections provided to the waterfront whenever possible.

Zoning (Goal 5.00)

Action 4.06 Develop design guidelines to establish a coherent urban form, compatible with the pedestrian.

Action 4.07 Expand boundaries of the Town Lake Overlay Zone and establish new criteria for land use to be compatible with Town Lake.

Action 4.08 Amend the Lake Commercial zone district to reflect more reasonable building intensities.

Action 4.09 Remove currently permitted land uses from the zoning district that are not compatible with the Corridor.

Action 4.10 Strengthen the creek overlay zone with new criteria to reflect requirements

of setback, pedestrian orientation, and architectural guidelines.

Access (Goal 6.00)

Action 4.11 Pedestrian tunnels and skybridges should be allowed only when:

1. Significant views are not blocked.
2. Topographic or other functional conditions require pedestrian circulation above or below the street when an unsafe or congested condition exists at street level.
3. Direct physical and visual access to tunnel and skybridge can be provided to adjacent sidewalks, open spaces, or public places.
4. Grade separation will not reduce or detract from a reasonable level of pedestrian activity along the street.

Action 4.12 Develop a parking plan for downtown and the waterfront which fosters short term parking for retail and recreation purposes, and long term parking confined to appropriate structures away from pedestrian zones and the lake.

Subzone 5 East Riverside/South Lakeshore/Festival Beach

Existing Conditions

Land Use—The north shore, (Festival Beach), is bounded by IH-35 on the west, Pleasant Valley Road on the east, and on the north by Holly Street from IH-35 to Canadian Street, north on Canadian Street to Canterbury, east on Canterbury to Mildred, north on Mildred to Willow, then east on Willow to Pleasant Valley Road.

The south shore is bounded by Bouldin Creek on the west, Pleasant Valley Road on the east, and on the south along and including all adja-

cent properties of East Riverside and South Lakeshore.

East Riverside/South Lakeshore/Festival Beach Land Use Summary

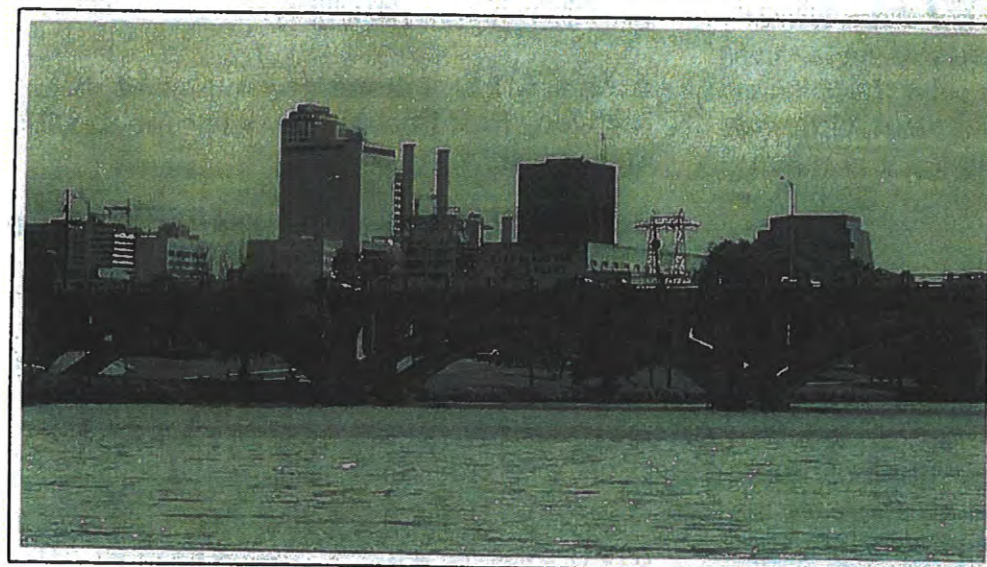
Use	Acres	%
Single Family	131.2	25.5
Multi-family	101.5	19.7
Office	9.8	1.9
Commercial	16.0	3.1
Utility	23.1	4.5
Institutional	39.4	7.6
Parkland	117.2	22.7
Vacant	12.2	2.4
Roads/ROW	64.9	12.6
Total	515.3	100.0

Source: Office of Land Development Services

The Festival Beach area consists of single family uses and large amount of public use along the shoreline. Public uses consist of the Rebekah Baines Johnson Residential Center, Sam L. Martin Jr. High School, Fiesta Gardens, Metz Park, the Holly Power Plant, and the Fire Marshall's Office.

The homes in this area were built in the late 1800's and early 1900's. The neighborhood consists of low to moderate income residences.

The south shore along East Riverside Drive contains some parkland, but for the most part is in residential use. This neighborhood, Travis Heights, also contains old single family structures and a moderate income area. A portion of Travis Heights, located between Riverside Drive and Town Lake, is likely to undergo development pressures for more intense land uses similar to those occurring to the west along Riverside Drive.



This south shore along South Lakeshore Boulevard contains some service and convenience oriented commercial development and several multi-family developments located extremely close to the shoreline, making public access difficult. Redevelopment of many of these projects is likely due to the number of projects currently for sale. Parking lots are also located close to the shoreline, causing high amounts of runoff to flow into Town Lake.

Zoning—This area is zoned for single family (SF-3), multi-family (MF-3), and various commercial (GR and CS) and office (NO and LO) districts. Uses are primarily residential in character; office or commercial uses should therefore be oriented to serve the local community. The area north of Riverside Drive between Bouldin and Blunn Creeks is zoned LI (Light Industrial) and is not compatible with the surrounding area. Down-zoning to districts more compatible with the surrounding neighborhoods should be considered. Neighborhood (NO) and local retail (LR) are more appropriate for these areas.

Access—Generally, visual and physical access to the waterfront is good in this area due to the relatively large amount of parkland. Fiesta Gardens may provide excellent access to the waterfront in the future but is presently not utilized fully because it is closed and fenced off from public use.

Access could be improved along the south shore near Travis Heights between Bouldin Creek and the Norwood property, which is located just east of IH-35. Connection to the Blunn Creek linear park and greenbelt could be provided when Riverside Drive is realigned. Public access easements are needed where apartments prevent access along South Lakeshore Boulevard. Although public access at IH-35 exists, it is not visible and legible to the public.

Parkland—This portion of the Town Lake park system offers variety and substantial opportunities for waterfront recreation. Expansive open space along Festival Beach, two peninsulas, a lagoon and plaza at Fiesta Gardens, scenic Blunn Creek greenbelt, and East Bouldin Creek constitute excellent resource values and amenities.

The East Town Lake neighborhood has developed with parks and recreation staff a plan for improved and more compatible use of the Fiesta Gardens-Festival Beach area; the Council has also approved a proposal for renovating the Fiesta Gardens complex as a Mexican American Cultural Center to reflect the heritage of the community. This neighborhood strongly desires input to planning decisions in this area of Town Lake.

The Fire Marshall's Office is an encroachment on parkland and the Holly Power Plant also violates waterfront standards with storage materials and parking.

The Blunn Creek greenbelt does not currently connect with Town Lake; East Bouldin Creek is privately owned and could also provide excellent connection to the neighborhood. The Travis Heights neighborhood actively seeks input to park planning decisions.

Recent acquisition of the Norwood Tract at IH-35 and East Riverside Drive represents a significant addition to the public shoreline, as does the acquisition of land adjacent to the south peninsula. These additions can assist in completing the trail system and can provide waterfront amenities.

The south shoreline between West Bouldin Creek and the sailboat rental facility on South Lakeshore Boulevard represents a major gap in the trail system.

Special Opportunities—Fiesta Gardens and the lagoon represent excellent potential

for recreational and cultural benefits. Working with the neighborhood, the considerable public investment in the area could be re-oriented to multiple use for the neighborhood and community at large.

Multi-family housing on the south shore is offered for sale, providing an opportunity for the city to intervene and recapture the waterfront, and perhaps retaining housing stock in the Corridor.

Recommended Action

Land Use (Goals 2.00, 3.00, 4.00)

Action 5.01 Incorporate recommendations of the Fairview Park Neighborhood Conservation Combining District, encourage residential use and historic preservation.

Action 5.02 Implement the East Town Lake Citizens/Fiesta Gardens Plan to become a cultural arts center/museum and improved recreational resource. Reorient activities to benefit the neighborhood and community; involve East Austin neighborhood association in decisions; remove fences.

Action 5.03 The Holly Power Plant should be better maintained to reduce visual impacts. Painting the facility a color that blends with the surrounding environment, cleaning up of storage areas, landscaping and removing parking along the waterfront should be considered.

Action 5.04 Preserve the low density, residential land use of the Travis Heights neighborhood, particularly that portion north of Riverside Drive.

Action 5.05 Consider acquisition of multi-family apartments on the south shore for interim low income housing and public access,

and for eventual conversion to public open space.

Action 5.06 Consider conversion of Fire Marshall's Office to a more appropriate use such as a group pavilion; open public restrooms at ground level.

Zoning (Goal 5.00)

Action 5.07 Downzone areas now zoned Light Industrial to a more compatible zone district such as NO (Neighborhood Office) or LR (Local Retail).

Action 5.08 Create a new Waterfront Overlay Zone with design criteria geared to special characteristics of this development zone.

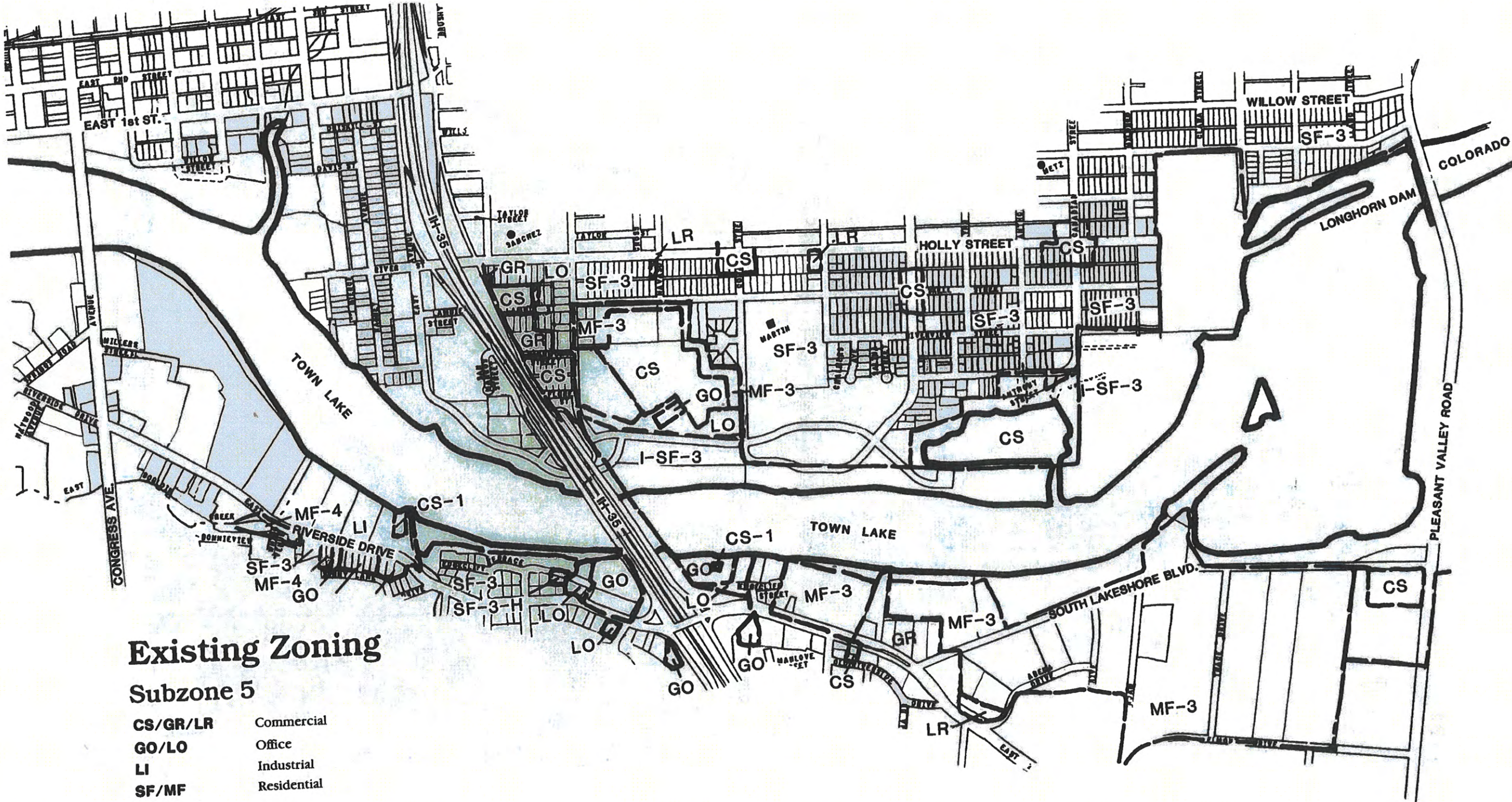
Access (Goal 6.00)

Action 5.09 Extend the hike and bike trail along the south shore from Bouldin Creek easterly past IH-35.

Action 5.10 Revise current plans for East Riverside Drive realignment to extend the Blunn Creek Greenbelt to Town Lake. Involve neighborhood in decisions.

Action 5.11 Pursue acquisition of greenbelt along East Bouldin Creek to connect with Town Lake.

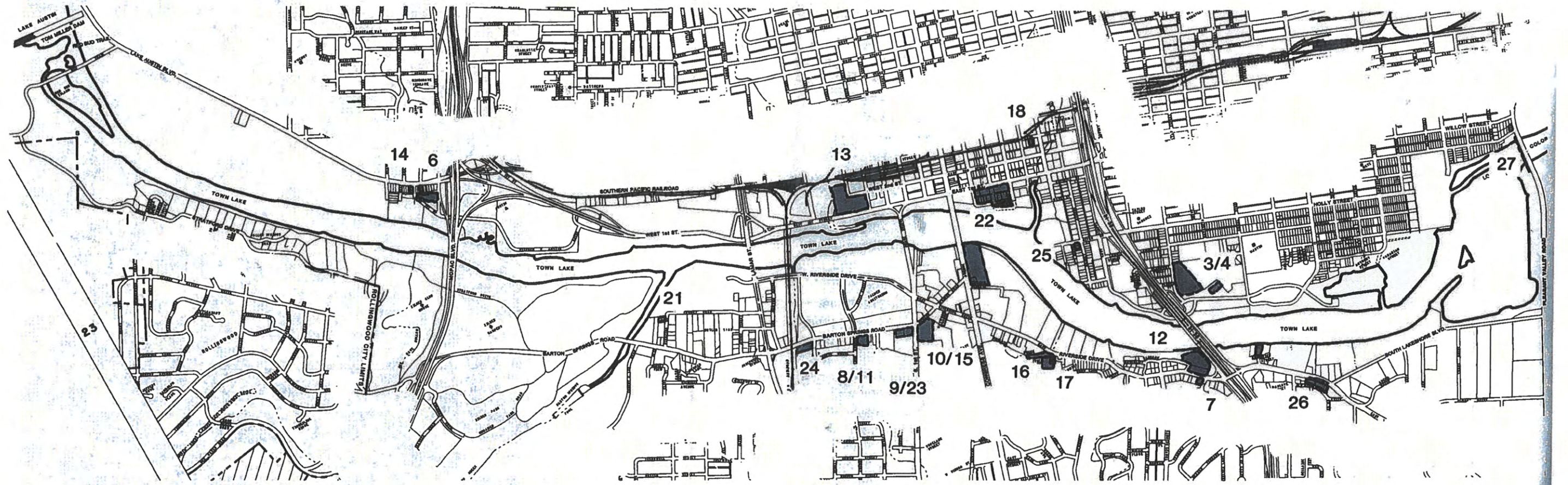
Action 5.12 Develop a plan for Norwood Tract and RBJ site as gateway parks to provide public access and orientation to the waterfront; involve neighborhoods.



Existing Zoning

Subzone 5

- CS/GR/LR Commercial
- GO/LO Office
- LI Industrial
- SF/MF Residential



Zoning History

Town Lake

**ZONING HISTORY
Sub Areas A-E**

Case No.	Acreage	Sub Area	PC	Action CC	Ord.	Requested Zoning	Granted Zoning or Other Action
1 C14p-81-013	1.9	C	-	-	-	Special Permit	Withdrawn (42 unit apt.)
2 C14-81-052	1.9	C	-	-	-	L, 3rd	Administrative dismissal
3 C14p-81-085	9.1	E	x	-	-	Special Permit	EMS station and offices; dental clinic
4 C14-81-135	9.1	D	x	x	x	O-1 & O, 3rd; A, 1st	O, 1st & O, 3rd; AA, 1st
5 C14-81-219	97.0	C	x	x	x	A, A-H, B, BB & C-1, 1st	A, A-H, B, BB & C-1, 1st
6 C14p-82-021	1.8	B	-	-	-	Special Permit	Withdrawn
7 C14-82-034	5.0	C	-	-	-	B, 3rd	Withdrawn
8 C14-82-054	0.7	C	-	-	-	GR, 2nd	Withdrawn
9 C14-82-055	2.4	C	-	-	-	C-2, 3rd & GR, 2nd	Withdrawn
10 C14-83-005	7.6	C	x	-	-	C-2, 4th	withdrawn
11 C14-83-016	0.7	C	x	x	x	C-2, 2nd & O, 2nd	C-2, 2nd & O, 2nd with restrictive covenant
12 C14p-83-017	3.1	C	x	-	-	Special Permit	Apartments (80 units)
13 C14p-83-070	6.9	D	x	-	-	Special Permit	CIP improvements to Green Water Treatment Plant
14 C14-83-143	0.1	B	x	x	x	O-1, 1st	O-1, 1st
15 C14-83-144	7.6	C	x	x	x	C-2, 2nd	C-2, 2nd
16 C14n-84-006	0.8	C	x	-	-	Inter-City App.	Apartments (11 units)
17 C14n-84-007	0.6	C	x	-	-	Inner-City App.	Condominium (14 units)
18 C14p-84-062	0.1	D	x	-	-	Special Permit	Mixed-beverage bar with 10 seats
19 C14p-84-106	1.0	C	x	x	-	Special Permit	152-seat Restaurant/Bar dedication
20 C14-84-235	0.5	C	x	x	-	O, 1st	postponed indef.
22 C14-84-354	1.6	D	x	x	-	C, 4th	C, 4th subj. to meeting conditions
23 C14-84-428	1.0	C	x	x	x	C-2, 2nd	C-2, 2nd
25 C14-84-473	0.2	C	x	x	-	O, 2nd	O, 1st pending site plan approval and ROW dedication
26 C14-85-003	0.4	E	x	x	-	GR	GR, pending restrictive covenant
27 C14-85-112	0.2	E	-	-	-	LR	Withdrawn

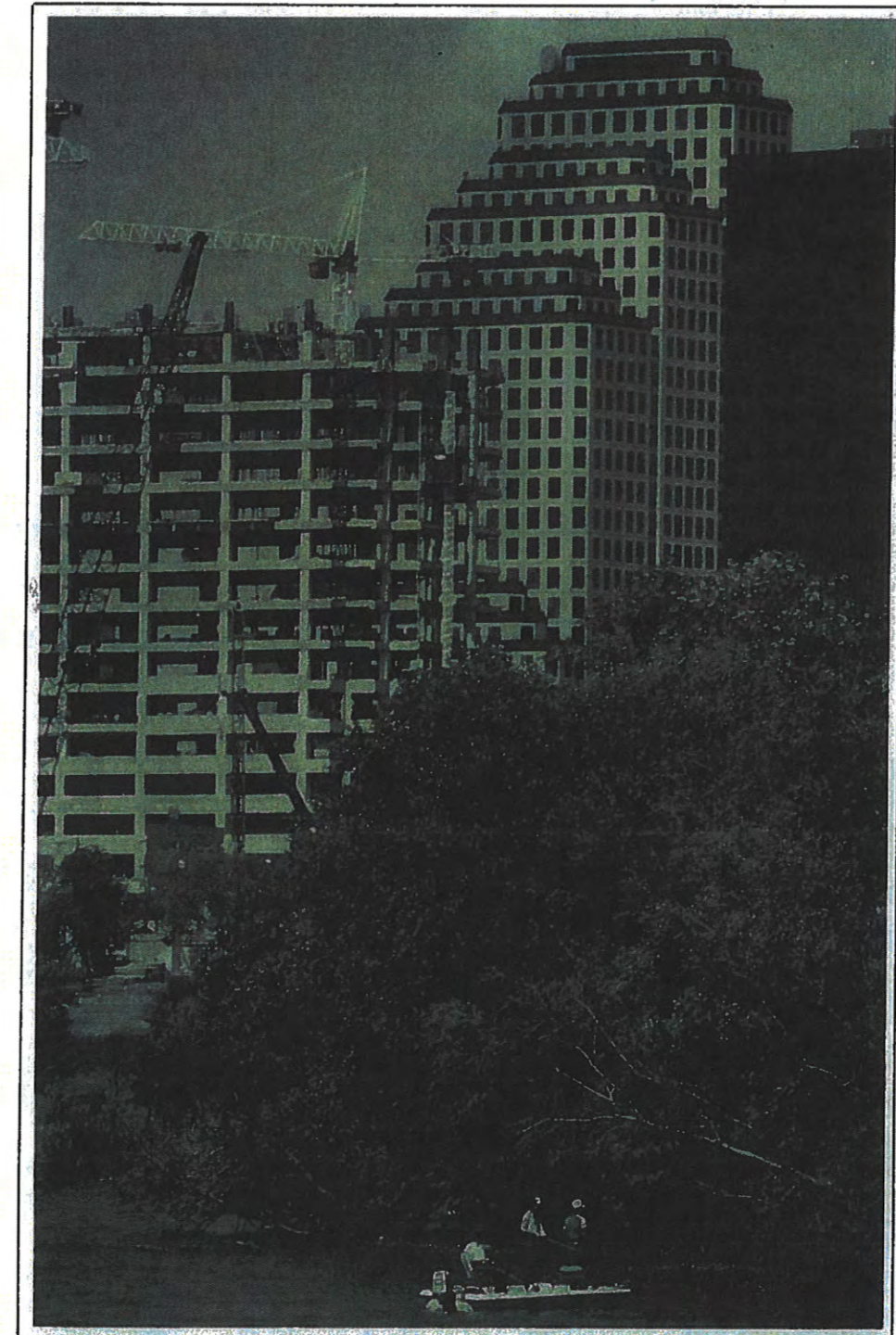


Photo by Larry Kolvoord

Appendix E
South Shore Study

A full copy of the South Shore Study is available at
<http://www.ci.austin.tx.us/council/wotf.htm>



Austin Town Lake Corridor

SOUTH SHORE CENTRAL/TRAVIS HEIGHTS DEVELOPMENT STANDARDS

FINAL DRAFT • MAY 2000

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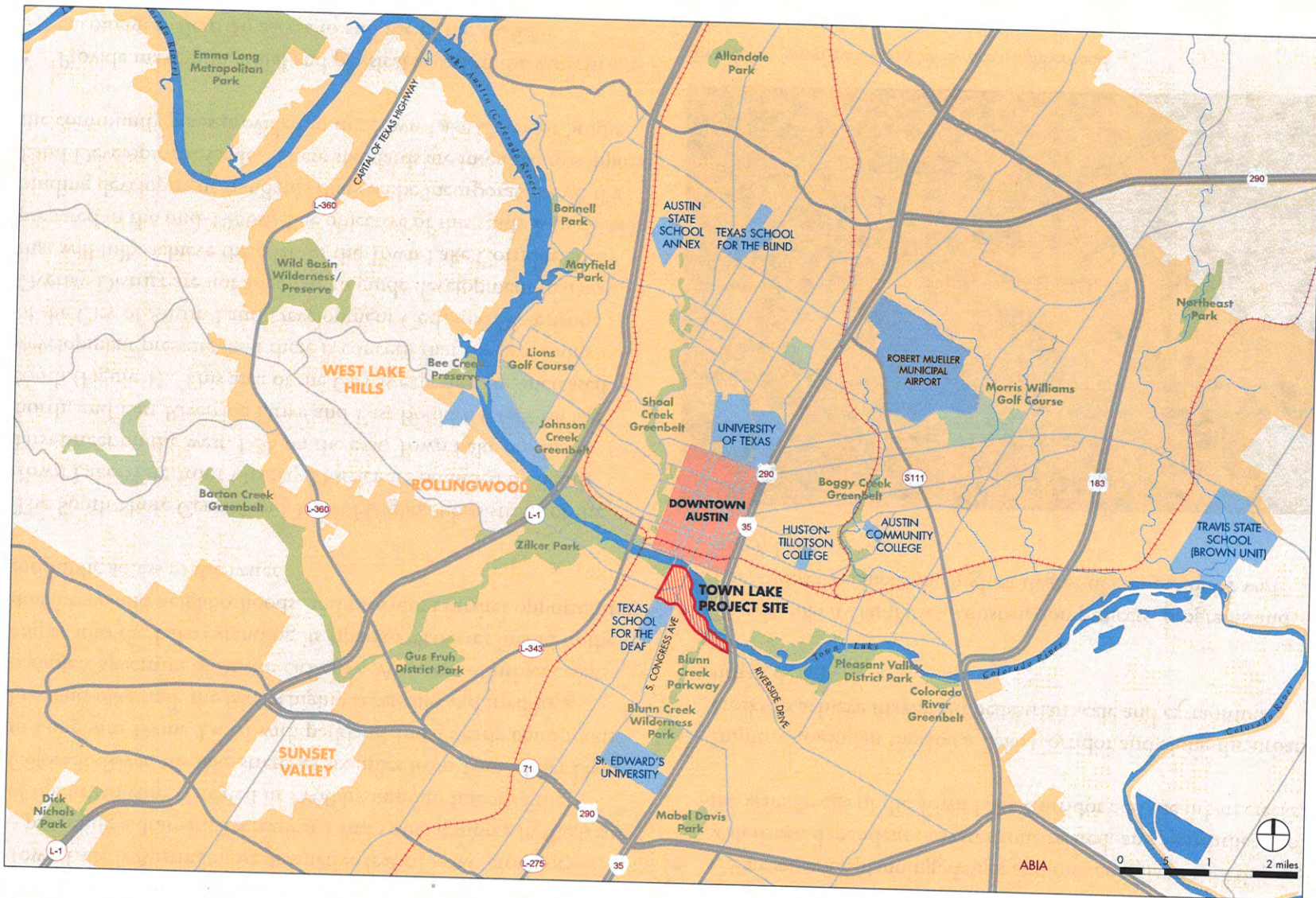


FIGURE 1
Regional Context

1. BACKGROUND

Town Lake is Austin’s most distinctive feature – its “crown jewel” – providing a dramatic recreational and visual resource in the heart of the urban core. Created in 1960 by impoundment of the Colorado River, the lake stretches six miles from Tom Miller Dam to Longhorn Dam. Lined with parkland and a nearly continuous hike and bike trail, the lake is highly accessible and used by a complete spectrum of Austin citizenry. A system of urban creeks empty into the Lake extending its riparian character inland to the downtown and neighborhoods, and providing further opportunities for public access to the water.

The South Shore Central and Travis Heights sub-districts of the Town Lake Waterfront Overlay District are bounded by South First Street on the west, I-35 on the east, Town Lake on the north, and East Riverside Drive and East Bouldin Creek on the south (Figure 1). This area of the City is experiencing increased development pressure, and there is concern that the provisions of the City of Austin Land Development Code and Waterfront Overlay District are not adequate to guide development in a way that will fully achieve the goals of the Town Lake Corridor Study prepared in the mid-1980s. The objective of this study is to develop binding development standards that can be incorporated into the Land Development Code. These standards are intended to support the community goals provided in the Town Lake Corridor Study:

- Provide maximum visual and physical access to the waterfront; encourage pedestrian access to and use of the corridor.

- Create superior planning, design and mixing of land uses that are waterfront dependent or waterfront-related, and sympathetic to the water’s edge of the Town Lake Corridor and the urban creeks.
- Improve zoning in the Town Lake Corridor and along the urban creeks to achieve maximum pedestrian scale and extraordinary urban design.
- Require all city land uses, construction projects, programs and operations to achieve the highest degree of compatibility with Town Lake.



Town Lake viewed from Edgecliff Terrace neighborhood.

- Foster a cooperative atmosphere in the corridor for the City, neighborhoods, and private landowners to work jointly to realize the potential for the waterfront.

Study Process

The City of Austin commissioned ROMA Design Group to work with the 16-member Town Lake Waterfront Advisory Board over a period of three months to develop a regulatory strategy for this key area of the City. The Advisory Board, appointed by the City Council, is made up of a diverse cross section of interests, including several property owners, representatives from the adjoining Travis Heights and South Congress neighborhoods, developers, parks advocates, and design professionals.

An initial workshop was conducted in March 2000 with the Advisory Board to discuss existing conditions and characteristics of the study area as well as issues and opportunities associated with future development. A second workshop was held in early April to present initial concepts and strategies. In addition to meeting with the Advisory Board, the consultants interviewed numerous key stakeholders and professionals to gain a better understanding of the area's dynamics. This report describes the findings and recommendations to date, incorporating input received from the Advisory Board.

2. EXISTING CONDITIONS

Land Uses and Urban Design Characteristics

The South Central Shore and Travis Heights sub-districts of the Town Lake Corridor are characterized by a highly incoherent and fragmented pattern of land uses and development (Figure 2). By virtue of its historic location in the Colorado River's flood plain, this portion of the City did not develop the same levels of public infrastructure as the downtown and adjacent neighborhoods. With the improvement of Town Lake and the reduction of flooding, the area was perceived, in the 1970s, as a natural extension of the downtown. Major projects including several State office buildings and hotels were developed. Unlike the downtown, however, the area lacked a strong public framework of streets and public spaces that could organize and structure development.

The resulting pattern is one of large superblocks with an almost random assembly of land uses, building types and parking lots (Figure 3). Much of the area is underutilized with one to two story buildings set in large parking areas, with little relationship to the surrounding streets. Other parcels contain significant buildings (e.g., the TexDot office buildings and One Texas Center along Riverside Drive, and the Hyatt along Barton Springs Road) but are separated from the street by fronting single story commercial buildings. Multi-family residential buildings are located in the area – concentrated primarily along the shoreline in the vicinity of Blunn and East Bouldin Creeks – but there is no sense of neighborhood cohesion or identity. The Edgecliff Terrace

neighborhood east of Blunn Creek, on the other hand, sits high atop a bluff overlooking the lake, and is a strong and established enclave of single family homes.

Shoreline Public Access and Open Space

Since much of the development in this sub-area pre-dated the Town Lake Waterfront Overlay District implemented in the late 1980s, there is a significant length of shoreline that is inaccessible to the public. Apartment and condominium projects abut the waterfront along East Riverside Drive, interrupting the ten mile-long hike



The sub-district's development pattern is one of large blocks and an almost random assembly of land uses, building types and parking lots.

and bike trail that runs along the shore of the lake. This interruption is compounded by the natural topography of the Edgecliff Terrace neighborhood, which has precluded public access along the shoreline in spite of the fact that the City maintains significant ownership of the bluff and Norwood Park immediately west of I-35.

The remainder of the shoreline within this sub-area is held in private ownership. Easements established adjacent to the American Statesman and Hyatt Hotel complexes have assured public access along these portions of the shoreline. The waterfront in front of the American Statesman building has also become a popular open space and gathering area to view the bats beneath the Congress

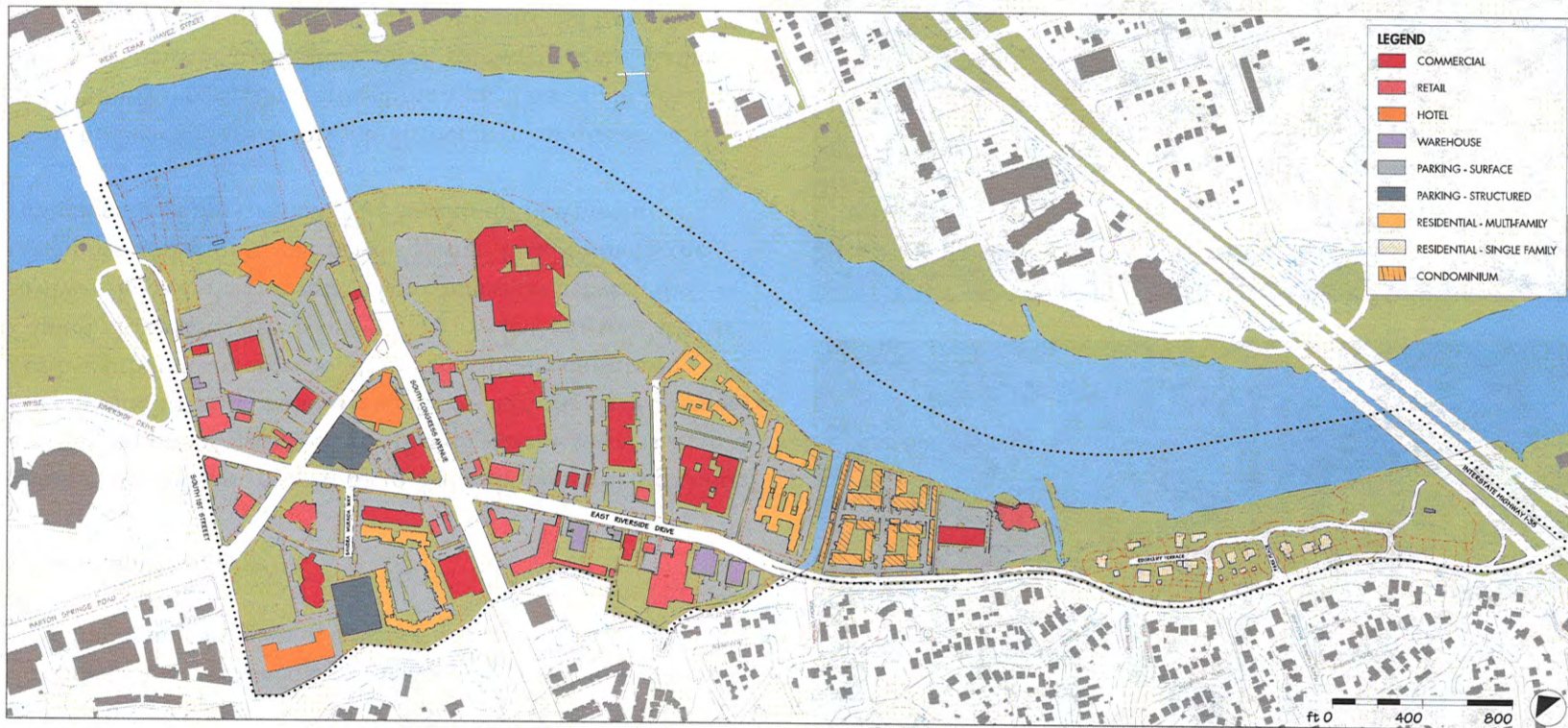


FIGURE 2
Land Use and Development Pattern

Avenue bridge. This open space is owned and maintained by the Statesman. Apart from Norwood Park, there is no public open space within this reach of the Town Lake Corridor. However, the 72-acre Town Lake Park is located immediately west of the area, and serves as an important city-wide open space resource.

Circulation Pattern

Because of its historic propensity to flood, the South Shore Central area has few public streets. Those that do traverse the area serve as key citywide arterials. South Congress Avenue, the city's ceremonial north-south link connects South Austin with the downtown and Capitol. Riverside Drive is one of the city's few east-west arterial roadway linkages that provides a key connection between the downtown and airport, and Barton Springs Road connects the western parts of the City and MoPac with the downtown.

As such, the roadways of this sub-district have historically served to expeditiously move traffic through the area. There is no distinctive identity or sense of arrival along these "gateway" streets. Rather, "strip" commercial uses with frequent curb cuts and fronting parking lots create a cluttered and confused visual environment. Furthermore the convergence of the arterials in an "X" pattern between South Congress and South First Streets compounds this confusion and disorientation.

This roadway pattern and the lack of a parallel system of streets to carry local traffic contributes to peak hour traffic congestion within the sub-district. During the morning commute, northbound traffic



Upper: Existing residential development interrupts the ten-miles of hike and bike trail along Town Lake. Lower: The waterfront open space adjacent to the American Statesman has become a popular gathering place to view the bats beneath the Congress Avenue bridge.

backs up along South First Street and eastbound traffic is delayed along Barton Springs Road within the “X”. During the afternoon commute, there is significant congestion (i.e., unacceptable levels of service “E” and F”) at the Congress Avenue/Riverside Drive intersection, and unacceptable levels of congestion along segments of Barton Springs Road and South First Street.

Land Ownership and Susceptibility to Change

The South Shore Central area includes a seemingly random pattern of parcelization, with numerous large properties interspersed with much smaller ones, further contributing to the lack of cohesion within the area. Smaller parcels – many less than an acre in

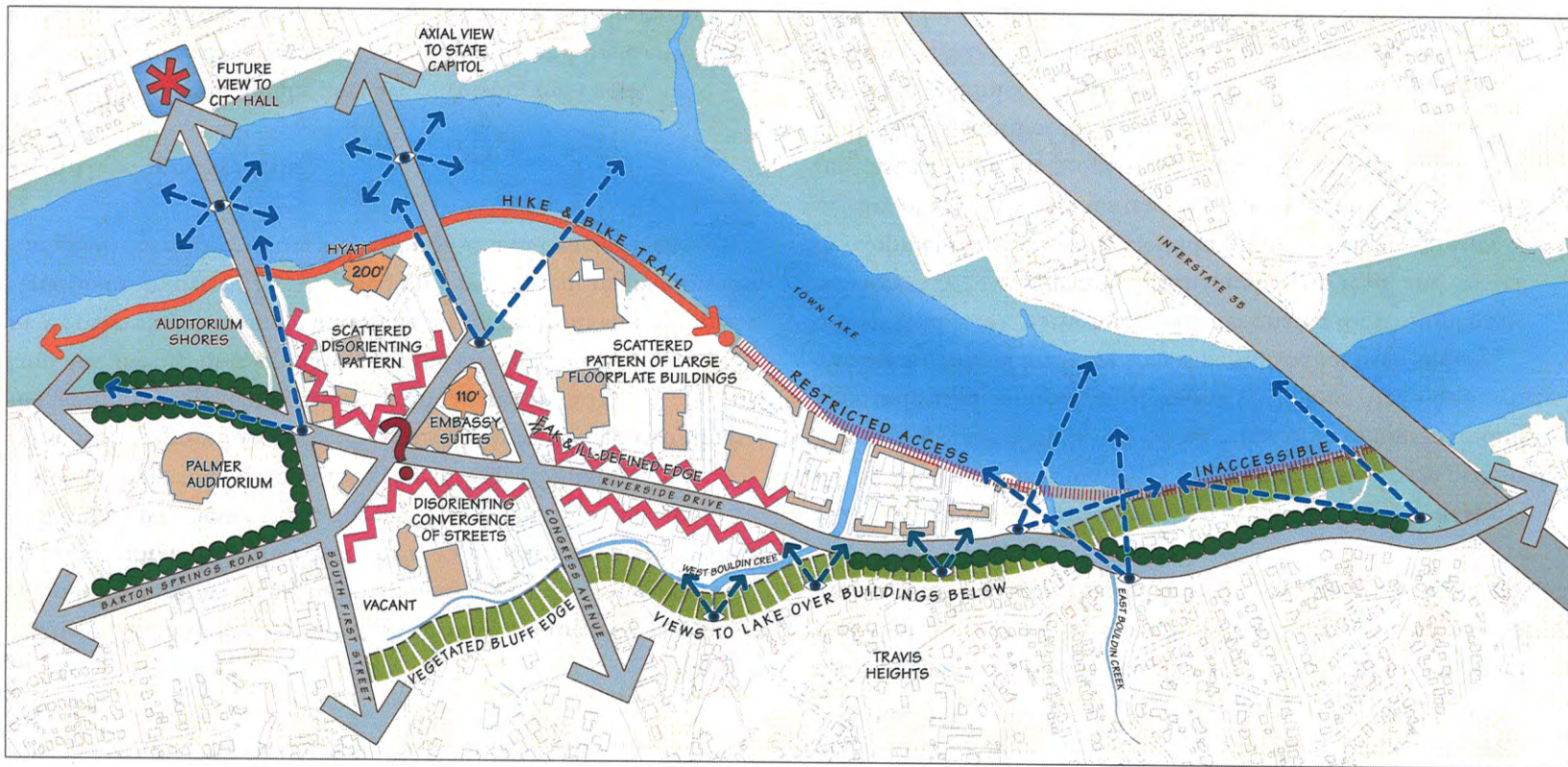


FIGURE 3
Urban Design Characteristics and Visual Structure

size – are typically concentrated along the major arterials (e.g., South Congress Avenue) while some of the largest parcels (e.g., Hyatt, American Statesman) have little frontage or exposure to adjacent streets.

Figure 4 describes the pattern of ownership and the relative value of building improvements to the underlying land. Using Travis Central Appraisal District data, the map indicates properties where buildings have a lesser value than the land (0 to .99 ratio), those which have up to two times the value (1.0 to 1.99 ratio), and those with improvements that have a value greater than two times the land. As suggested by the map, the increasing value of land and the age of the buildings in the area are combining to make redevelopment more and more attractive from an economic standpoint, underscoring the need for development regulations that can guide development toward responsible and beneficial change.

Land Development Code

As with all property within the City of Austin, the Land Development Code governs the uses, intensity and basic envelope of development within the area. Overlaying this development code is the Waterfront Overlay Zone, which specifically addresses the relationship of development to Town Lake and the urban creeks leading to it. The Land Development Code sets forth land use designations, intensities, heights and coverage, while the Waterfront Overlay Zone describes specific use, setback, and stepback provisions related to the shoreline.

As shown in Figure 5, many of the land use designations pertaining to the area are not consistent with the actual uses that exist on the land, or with the mixture of waterfront compatible uses that the 1985 Town Lake Corridor Study promoted. The land use designations represent individual zoning decisions over a long period of time, and a “patchwork” of conflicting intentions, that only contribute to the chaotic development pattern of the area.

Major properties are still zoned Limited Industrial (LI) in spite of the residential or commercial developments that have occurred. These properties allow a very broad range of land uses including light industrial, at moderate densities (1.0 Floor Area Ratio, where one square foot of building area is permitted for each square foot of land area). Other tracts are designated for Commercial Services (CS), a designation which allows strip retail and service development as well as office buildings and hotels at a greater density of 2.0 FAR. Other tracts within the South Shore Central sub-district (e.g., the properties around the Hyatt Hotel and the Garwald site south of the Statesman) are designated as “Lake” (L), which permits a mixture of urban uses with very high densities of 8.0 FAR. The American Statesman property is governed by a Planned Unit Development (PUD) which provides a maximum intensity of 0.73 FAR and specific provisions related to the expansion of the newspaper’s production and administrative facilities. The Edgecliff Terrace neighborhood is designated as Single Family residential (SF).

Figure 6 describes the heights permitted by these land use designations, as well as the setback provisions of the Waterfront Overlay Zone

(WOZ). As shown, heights are limited to 35 feet in the Edgecliff neighborhood, and range from 60 feet (for the CS and LI land use designations) to as much as 200 feet for the Lake (L) designation. Development on the Statesman property is permitted to a height of 96 feet, as per the provisions of the Planned Unit Development.

The Waterfront Overlay Zone

The intent of the Waterfront Overlay Zone is to ensure that new development along Town Lake and the urban creek system preserves the natural and riparian qualities, extends the sense of greenery and open space, establishes a continuous system of public access, and results in a pedestrian-friendly and public-spirited environment.

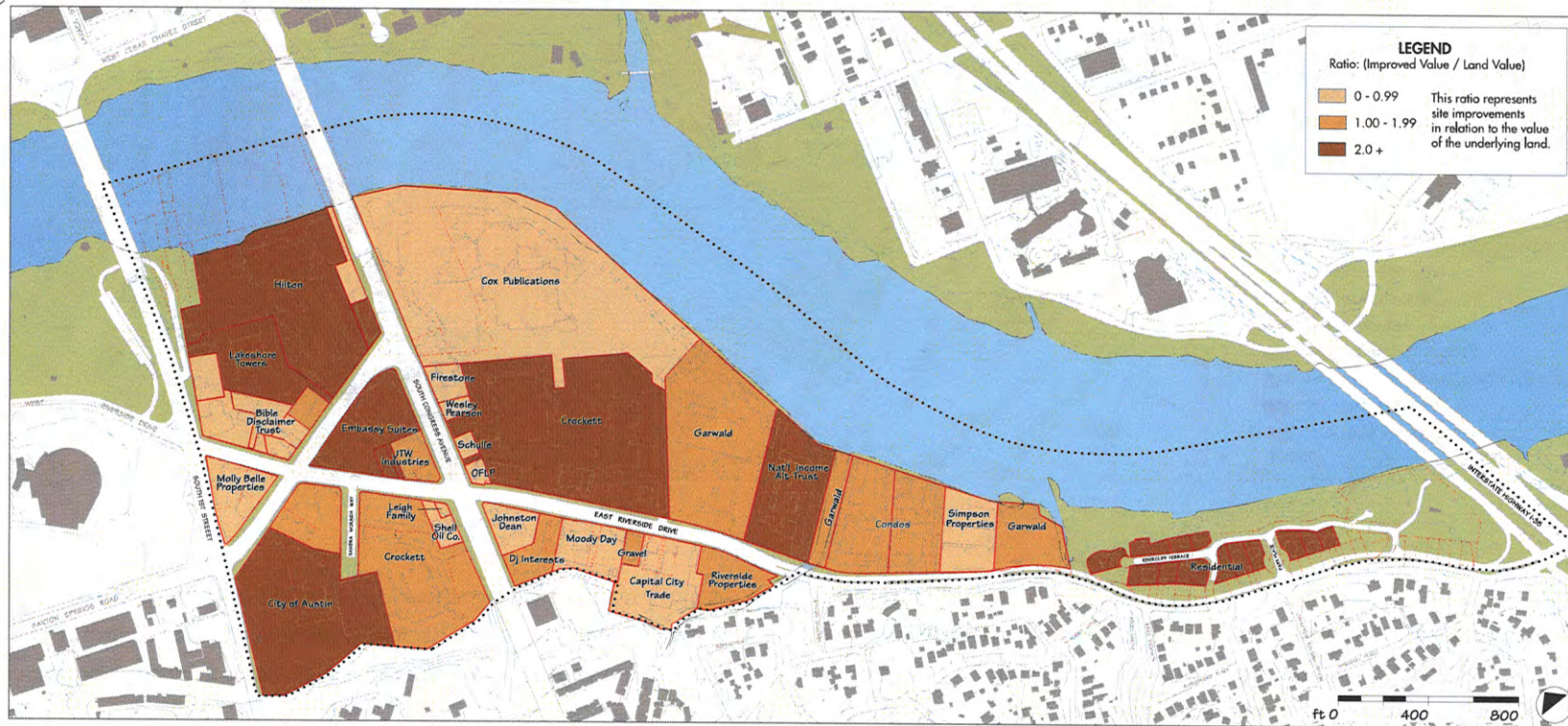


FIGURE 4
Ownership

The WOZ establishes a primary and secondary setback for much of the Town Lake and East Bouldin Creek shorelines.

Setbacks: Primary setbacks are intended to establish open space and public access immediately adjacent to Town Lake or one of the urban creeks. No parking is permitted in these areas, and

only minor park-related structures are allowed. Impervious cover is limited to a maximum of 15%. Secondary setbacks create a transition zone that promote waterfront-oriented outdoor activities including fountains, patios, terraces and outdoor restaurants. Maximum impervious cover within the secondary setback area is permitted to 30%.

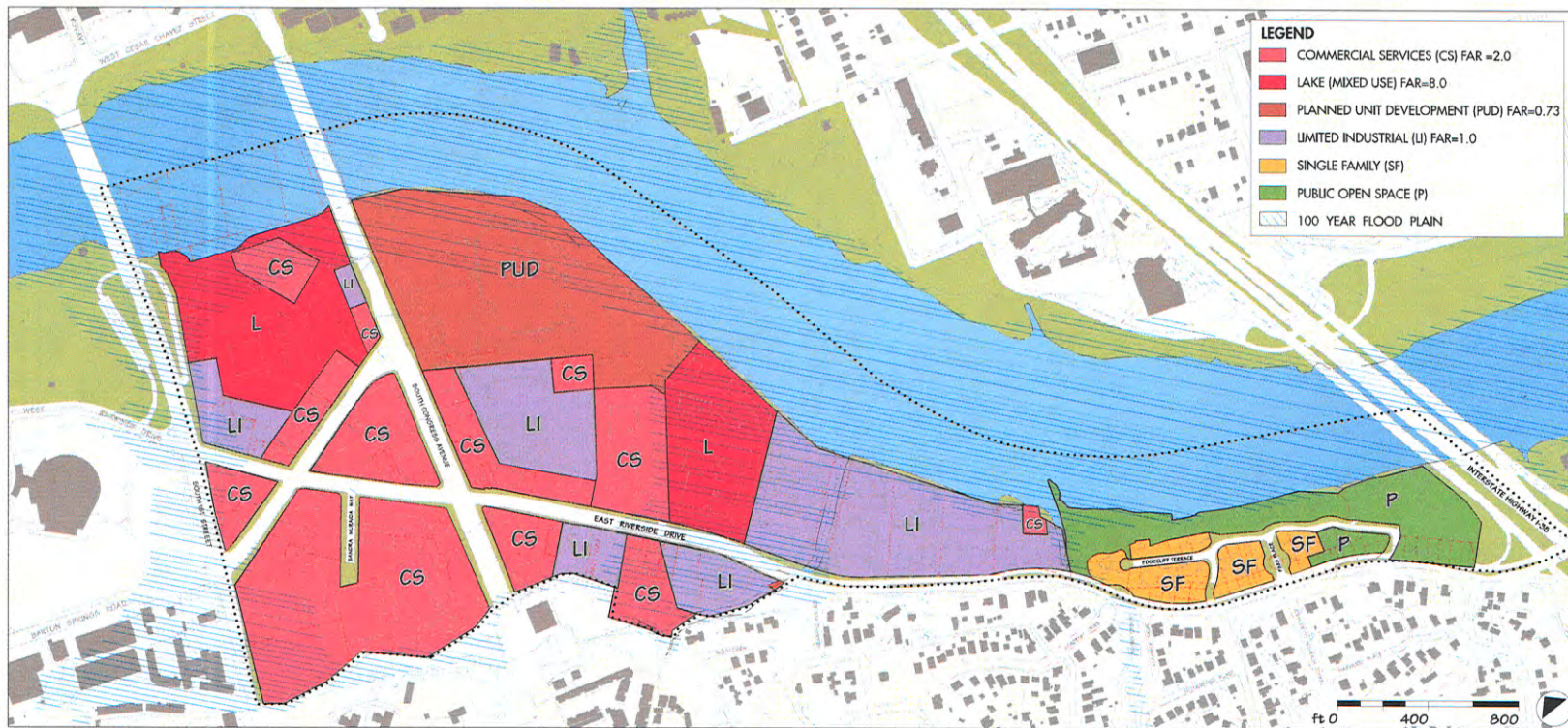
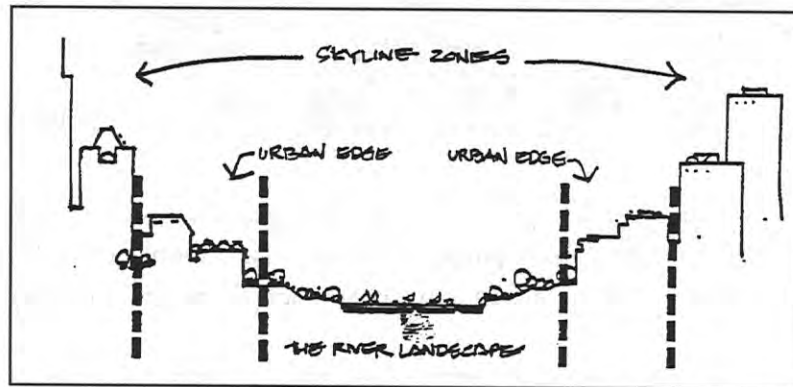


FIGURE 5
Existing Land Use Regulations

Along the majority of the South Shore Central sub-district, a total setback of 200 feet is required from the Town Lake shoreline: 150 feet as a primary setback and an additional 50 feet as a secondary setback (Figure 7). East of East Bouldin Creek, the setback from the shoreline edge is reduced to a 100 foot primary setback; no secondary setback is imposed. The intention of these setbacks is to require private property owners in any redevelopment of their properties to extend the sense of greenery and public open space that exists on other reaches of the Town Lake Corridor through the district.

The WOZ also dictates setbacks from East Bouldin and Blunn Creeks, to promote the protection of these urban watersheds, and to make possible public access in the future. Along both Blunn and East Bouldin Creeks, north of East Riverside Drive, the setback requirement is 80 feet from the centerline of the creek. South of



The Town Lake Corridor Study calls for buildings to step down in scale to the waterfront.

Riverside Drive, the WOZ requires a total of 210 feet of setback from the centerline of East Bouldin Creek: 80 feet as a primary setback and 130 feet as a secondary setback.

Uses: The WOZ imposes use requirements in some subdistricts to promote an active public environment. Within the South Shore Central subdistrict, the ordinance requires that a minimum of 50% of the net usable floor area of the ground level of a structure fronting and adjacent to Town Lake be used for pedestrian-oriented uses (i.e., any use which serves the public by providing goods or services including arts and craft studios, restaurants, consumer convenience services, food sales, and any residential use.) Within the Travis Heights subdistrict, non-compatible uses (e.g., automotive repair and sales, industrial, warehousing, etc.) are specifically prohibited.

Stepbacks: The Town Lake Corridor Study calls for buildings to step down in scale toward the waterfront to create a natural "bowl" effect. This intent manifests itself within the WOZ, which stipulates a maximum height of 35 feet within secondary setback areas, but there are no other height restrictions within the South Shore Central subdistrict that would require a stepping down; for instance properties with a Lake (L) land use designation could construct a 200 foot tall building against the secondary setback line (Figure 7). The WOZ does require a stepback of 70 degrees from the right of way of East Riverside Drive above a "base wall" height of 45 feet on the north side and 35 feet on the south side of the street.

In addition to the setback, use and stepback provisions, the WOZ provides key urban design standards that affect the public environment along the waterfront including:

Parking: Surface parking is required to be out of predominant public view from Town Lake, the parkland associated with it, or any creek referenced in the ordinance; rather the ordinance

requires surface parking to be oriented along the roadways and the views screened with landscaping. Structured parking is required to be integrated architecturally within buildings, screened from predominant public view, designed to promote a pedestrian scale, and include active ground level uses if oriented to Town Lake or an urban creek.

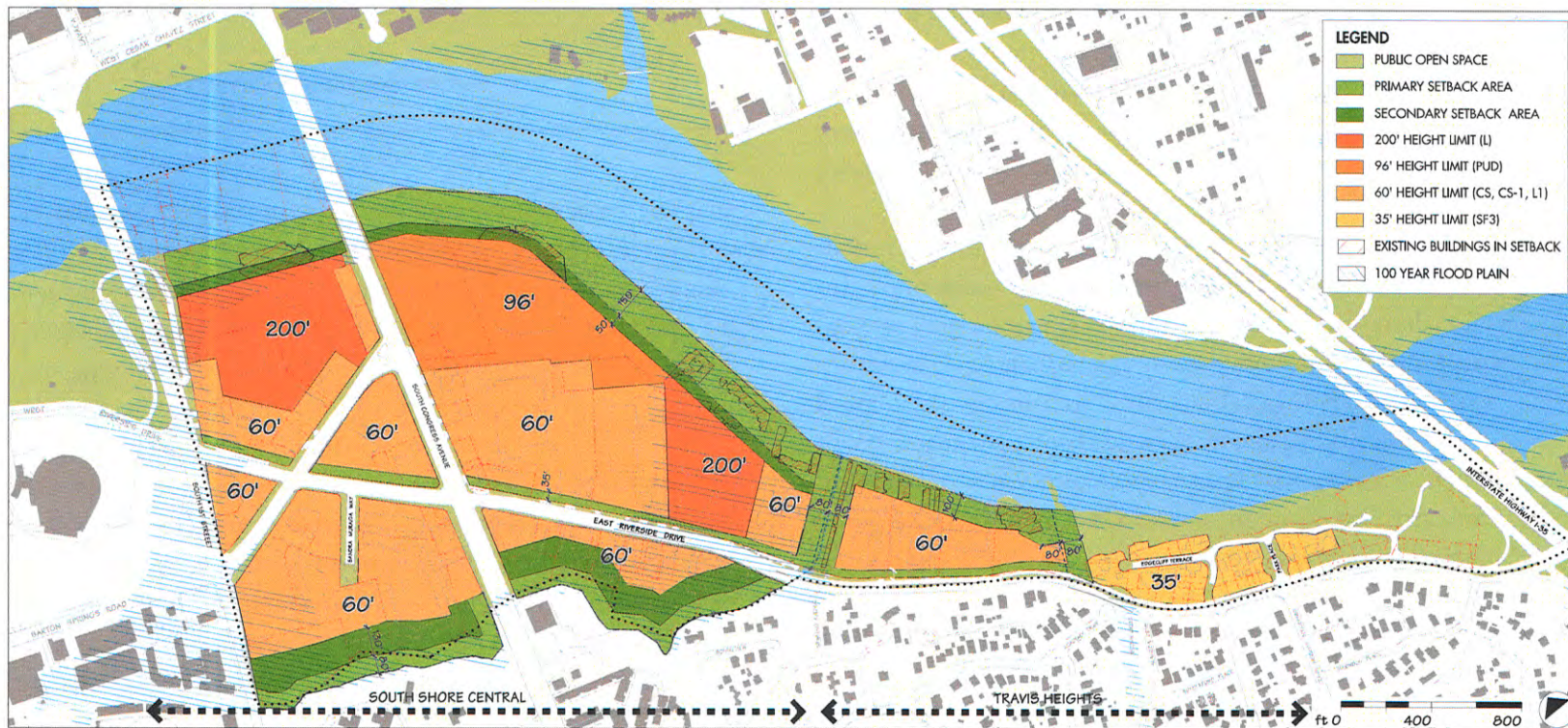


FIGURE 6
Maximum Height and Required Setbacks

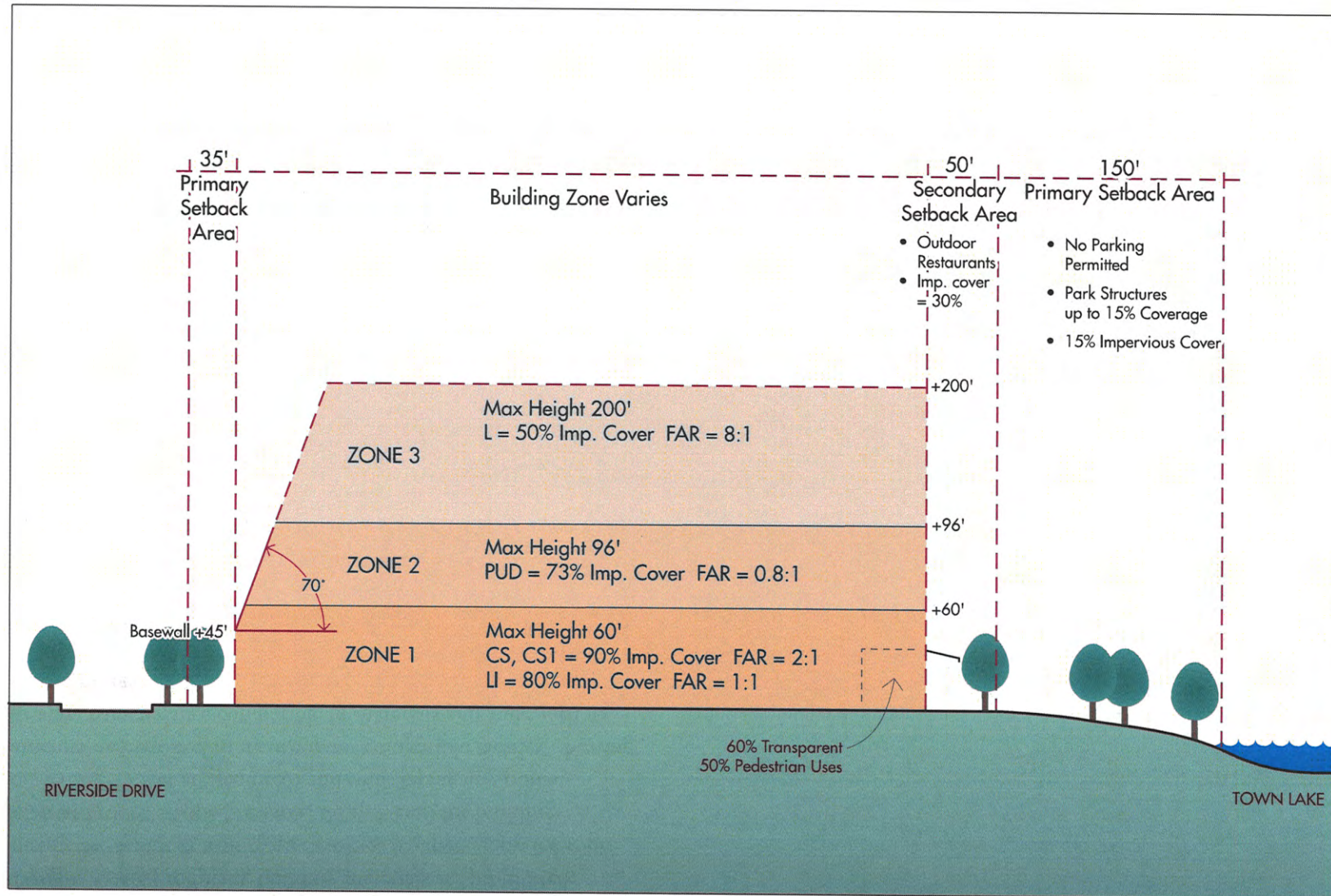


FIGURE 7
Waterfront Overlay Zone/South Shore Central Height, Setbacks and Intensity

Utilities: are required to be undergrounded.

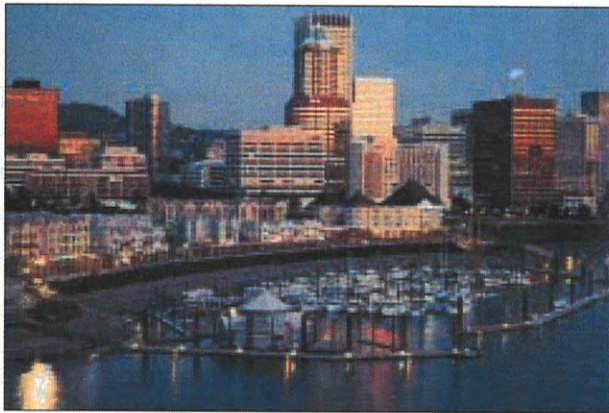
Design: Glare producing building materials are prohibited; distinctive building tops (e.g., cornices, parapets, hippped roofs, mansard roofs, stepped terraces, domes, etc.) for buildings exceeding 45 feet are required; and walls facing any public amenity are required to incorporate “compatible facades” bearing design characteristics compatible in materials and scale with its surroundings.



Continuous public access and open space along the shoreline.



A mixture of uses that activate the waterfront.



Development that steps down in scale to the waterfront.



Streets that contribute to a sense of place.

The opportunity is to promote new development that reinforces and enhances the amenity of Town Lake, and that creates a mixed-use waterfront district complementary and compatible with both the downtown on the north and the neighborhoods to the south.

3. SUMMARY OF KEY FINDINGS AND RECOMMENDATIONS

The South Shore Central sub-district of the Town Lake Corridor provides a great opportunity for the City of Austin. The underutilized and aging nature of the area makes it prime for redevelopment and revitalization; the opportunity is to promote new development that reinforces and enhances the amenity of Town Lake, and that creates a mixed-use waterfront district complementary and compatible with both the downtown on the north and the neighborhoods to the south. The community has clearly stated that this sub-district should be viewed as a transitional area rather than an extension of the downtown. Such redevelopment and intensification is consistent with the Town Lake Corridor Study, as well as the City's current policies for "Smart Growth". However, there are two principal impediments to the realization of this vision:

- Existing development regulations are inadequate to encourage the orderly redevelopment of this reach of the Town Lake Corridor; and
- There is a lack of public infrastructure to serve as a strong framework within which development intensification can occur.

More specifically:

- The land use designations of the Land Development Code need to be updated to reflect existing land uses and the mixture of waterfront-compatible uses envisioned by the Town Lake Corridor Study.

- Regulations related to density and height need to be re-evaluated and additional urban design provisions related to building orientation developed to ensure that new development creates a more cohesive urban district.
- The use and setback provisions of the Waterfront Overlay Zone need to be revised to provide more flexibility and to encourage the redevelopment of aging properties that are impeding public access along the shoreline and creekfronts.
- The building setback requirements of the WOZ need to be reconsidered so that they more accurately reflect the intent of the Town Lake Corridor Study for a stepping down of development toward the waterfront.
- Incentives should be established to promote intensification, subject to the cooperation of adjoining property owners to contribute to the area's "public framework" of shoreline access, open space, shared parking facilities, and additional public and private streets.
- Streetscape standards should be developed for the major arterials within the area to promote a more cohesive and legible urban district.

It is recommended that two-tiers of development standards be established for the South Shore Central subdistrict and the portion of the Travis Heights subdistrict west of Blunn Creek. No changes are recommended for the Edgecliff Terrace neighborhood east of Blunn Creek. These two tiers include:

Base Zoning that clearly sets forth the allowable uses, intensity, height, setbacks, stepbacks, coverage and urban design requirements for all properties; and

Redevelopment Area Zoning that allows for intensification (i.e., height and density) subject to specific conditions aimed at achieving clear public objectives related to shoreline access, open space, circulation, parking, etc.

In addition to the development standards, it is recommended that Streetscape Standards be established for each of the major arterials that traverse the area. The remainder of this report provides recommended base and redevelopment area zoning standards, as well as conceptual streetscape standards.

4. BASE ZONING DEVELOPMENT STANDARDS

The base zoning development standards are intended to update the land use designations of the Land Development Code, as well as the use, setback, stepback and design provisions of the Waterfront Overlay Zone. The intent is to simplify the regulations to provide property owners and developers with a clearer idea of the preconditions to development, and, as appropriate to offer more flexibility to achieve the basic public objectives for the area.

Land Use: The existing underlying land use designations should be replaced with a single Mixed Use (MU) designation, allowing for commercial office, retail, hotel, and residential uses. The final ordinance should establish a comprehensive list of permitted and conditional uses. The PUD designation on the American Statesman property should remain unchanged (Figure 8).

Intensity: Whereas current standards permit a range of intensities from a Floor Area Ratio (FAR) of 1.0 to 8.0, it is recommended that the base development standards impose a single intensity not to exceed 1.0 FAR for the entire area. This intensity is appropriate, absent the introduction of additional infrastructure and coordination of adjacent properties. Additional density should be provided subject to area-specific conditions for intensification provided below.

Waterfront Setbacks: The primary and secondary setback provisions for this portion of the Town Lake Corridor should be replaced with minimum and average setbacks, to allow more flexibility in achieving the intent of continuous public access and open space

along the waterfront. Average setbacks would be calculated by the setback along the entire frontage of the property. More specifically:

- Along Town Lake between South First Street and the easternmost edge of the American Statesman property, an overall average setback of 200 feet should be established, with a minimum setback of 100 feet. A public access easement of 80 feet along the shoreline should be imposed (Figure 9).
- East of the American Statesman to Blunn Creek, development should adhere to an overall average setback of 120 feet with a



Setback provisions will ensure continuous public access and open space along Town Lake.

minimum setback of 80 feet. A public access easement of 50 feet along the shoreline is recommended (Figure 10).

- Along East Bouldin and Blunn Creeks, development should set back from the centerline of the creek by 100 feet, notwithstanding provisions of the Critical Water Quality Zone which shall prevail. A 50 foot wide public access easement should be established within this setback area (Figure 11).

- Within waterfront setback areas, no parking or structures (other than park-related facilities) will be permitted.

Streetfront Setbacks: Setbacks should also be established along key streetfronts to achieve the streetscape development standards discussed below. More specifically:

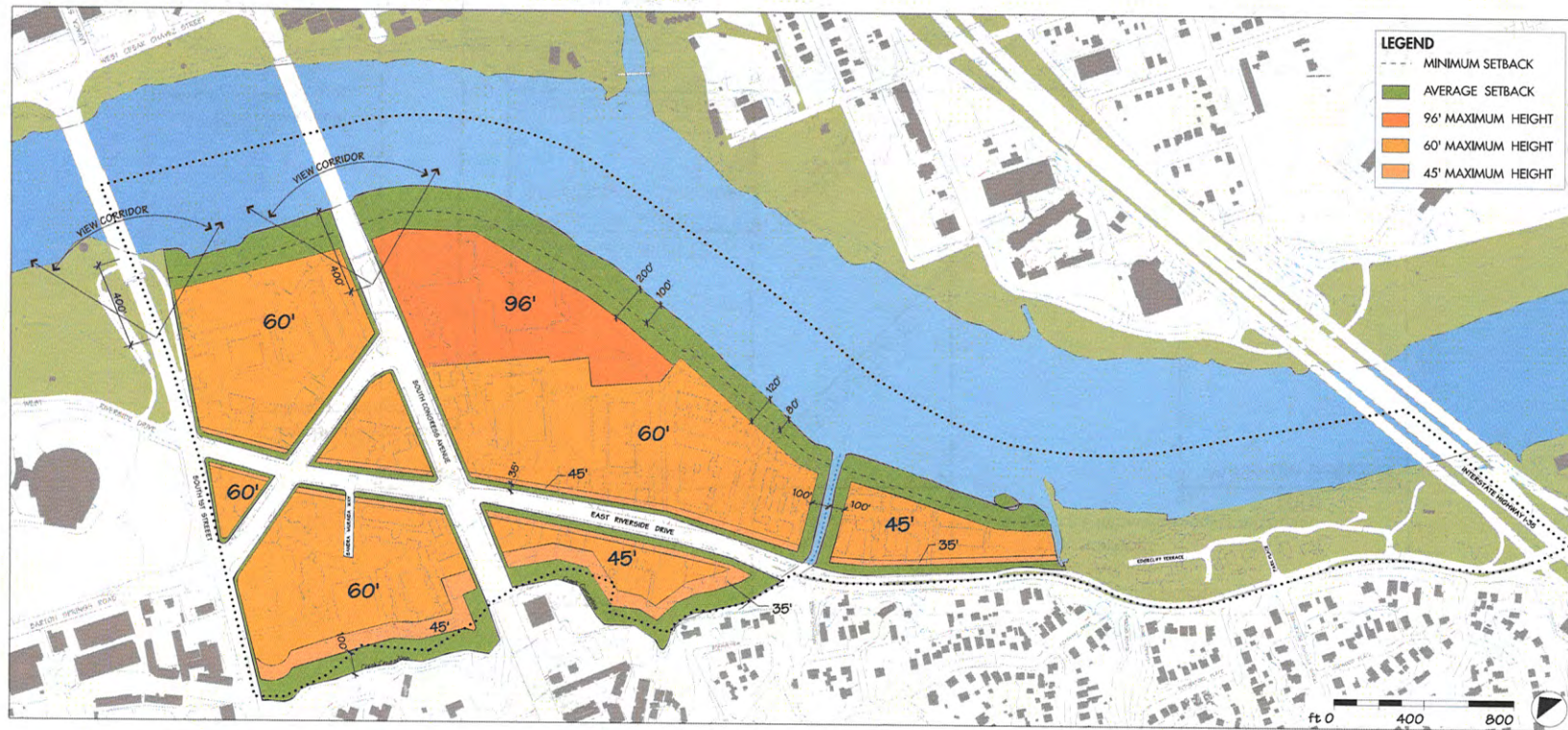


FIGURE 8
Base Zoning: Setbacks and Height

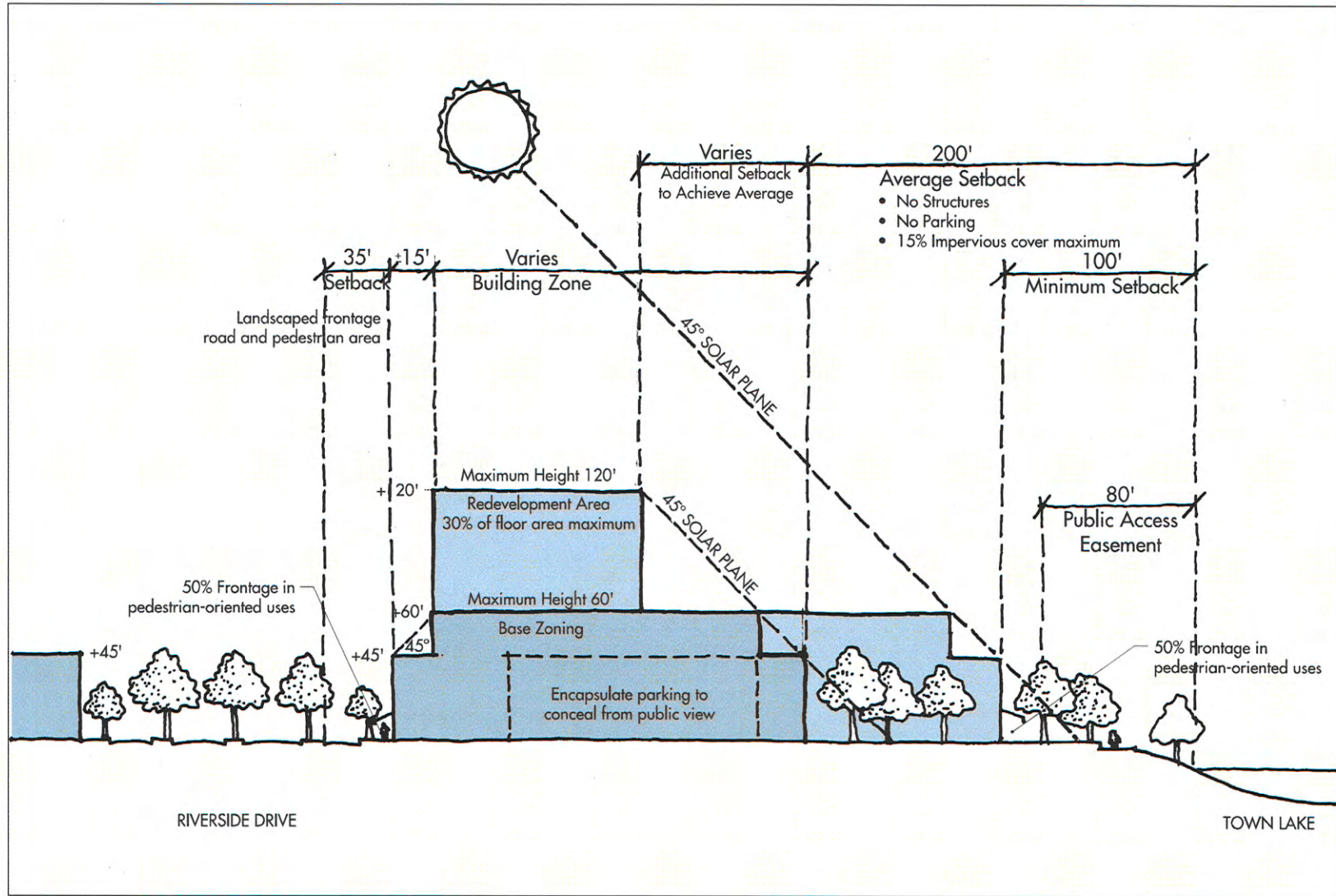


FIGURE 9
Height, Massing and Setbacks: Base Zoning/Redevelopment Area 2

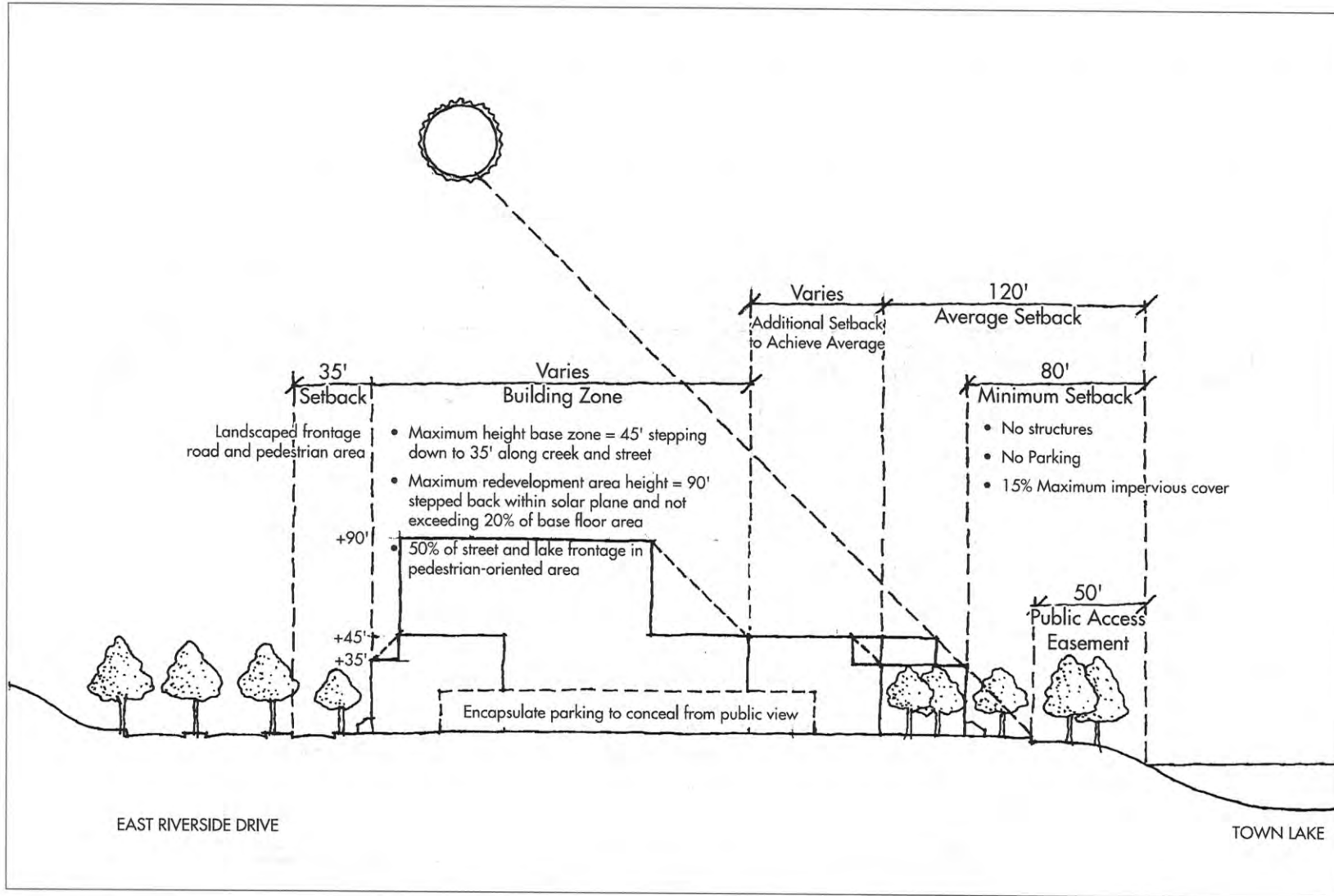


FIGURE 10
 Height, Massing and Setbacks: Base Zoning/Between East Bouldin and Blunn Creeks

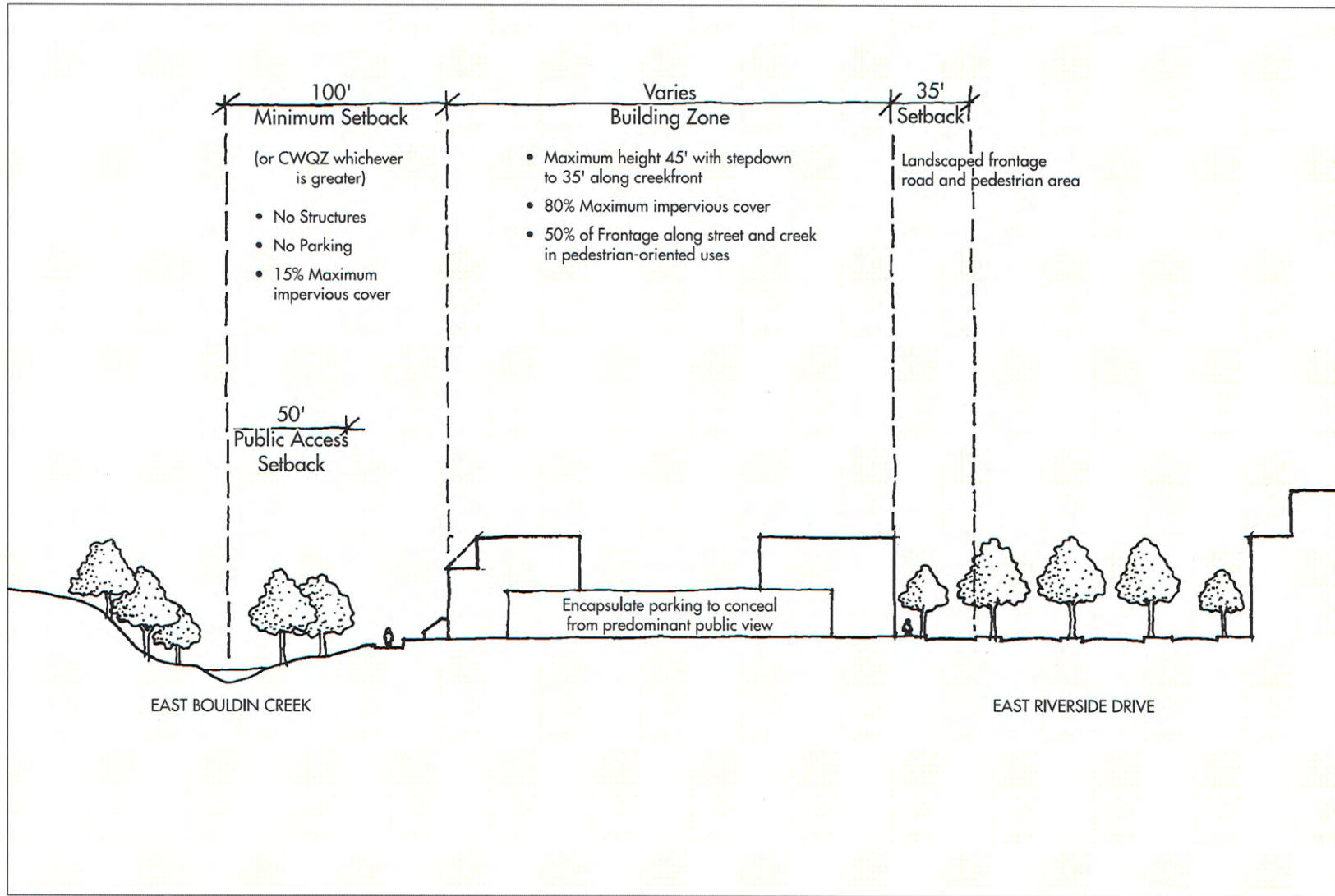
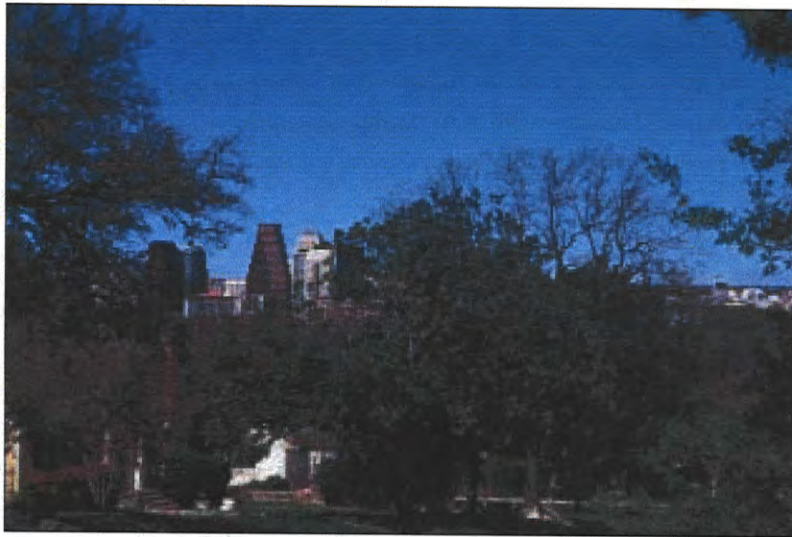


FIGURE 11
Height Massing and Setbacks: East Bouldin Creek Along South of Riverside Drive

- Along East Riverside Drive (east of Congress Avenue) development should be set back from the property line by 35 feet to facilitate the creation of a frontage boulevard that provides vehicular and pedestrian access as well as generous landscaping.
- Along Riverside Drive (west of Congress Avenue), Barton Springs Road, South Congress Avenue and South First Street development should be set back from the property line by 10 feet to create a generous sidewalk width suitable for promenading, outdoor retail and café extensions.

View Corridors: As shown in Figure 8, development along South Congress Avenue and South First Street shall be set back at a 45



Height limits are designed to preserve key neighborhood views to downtown.

degree angle from the street to create a panoramic view to Town Lake from the respective bridge approaches (400 feet back from the shoreline).

Impervious Cover: Within waterfront setbacks, maximum impervious cover should be limited to 15%. Within the remainder of the property, a maximum impervious cover of 80% is recommended.

Maximum Height: As shown in Figure 8, development under the provisions of the base zoning should not exceed:

- 45 feet east of East Bouldin Creek, and south of East Riverside Drive east of South Congress Avenue.
- 60 feet for the remainder of the area, with the exception of the American Statesman PUD which is permitted to a maximum height of 96 feet, as per the existing PUD.

Height shall be measured from the street-front sidewalk elevation. Additional height should be permitted subject to area-specific conditions for intensification provided below.

Stepbacks: Stepbacks are aimed at creating appropriate scale relationships along key public spaces and streets. To this end:

- All development facing Town Lake should be limited to a maximum height of 45 feet west of Bouldin Creek and 35 feet east of Bouldin Creek, with development above this height stepping back within a 45 degree angle that preserves solar access to the shoreline, and creates a scale transition to the waterfront.

- All development facing Blunn or East Bouldin Creeks should be limited to a maximum height of 35 feet with development above this height stepped back at an angle of 45 degrees.
- Development facing public streets should be limited to a maximum height of 45 feet with development above this height stepped back within a 45 degree angle to the maximum base zoning height. An exception to this stepback up to 30% of the frontage should be allowed at corners, street termini, entries, etc. to promote architectural variation.

Treatment of Parking and Service Areas: Parking and service/loading facilities should be designed to limit visual or physical impacts on the waterfront environment or the pedestrian realm. More specifically:

- Surface parking lots should be screened from predominant public view with buildings and landscaping and should be located away from waterfront setback areas and from public street fronts, in order to promote an active pedestrian environment. Parking lots should include perimeter landscaping as well as a generous canopy of trees within it; one tree for each four cars is recommended.
- Structured parking garages should be encapsulated and/or architecturally integrated within buildings to reduce their effect on the public environment.

- Loading and service areas should be located away from waterfront setbacks and public streets, and screened from predominant public view.

Active Ground Level Uses and Treatment: It is recommended that active ground level uses be required along the waterfront and street edges of the district. Rather than dictating minimum floor area (as in the existing WOZ), a percentage of frontage is recommended as a more appropriate measure. More specifically:

- At least 50% of buildings fronting Town Lake and the creekfronts within the area should be developed with viable pedestrian-oriented uses as defined in the existing Waterfront Overlay Zone.



At least 50% of buildings fronting Town Lake should be developed with viable pedestrian-oriented uses.

- Along East Riverside Drive (east of Congress Avenue), 50% of the streetfront should be devoted to pedestrian-oriented uses.
- West of South Congress Avenue, 75% of the streetfront should be developed in pedestrian-oriented uses.

The treatment of active ground level frontages should be public in nature to promote pedestrian activity, and be characterized by the following:

- Primary access provided along public streets and waterfront frontages.



Residential entries at the frequent intervals can contribute to active and public-oriented streetfronts.

- Residential entries, stoops and/or porches at frequent intervals not to exceed 50 feet, and with the ground floor of residential use not to exceed 60 inches above grade;
- Storefront glazing that provides transparency and visibility between building interiors and the pedestrian realm; and/or
- Outdoor terraces, cafes, and public-oriented seating areas no more than 36 inches above grade, and with minimal enclosure.

Non-active frontages should be broken up with building entries, changes in building plane, and with architectural detailing that promotes visual interest and variety.



Buildings should be articulated both in the horizontal and vertical planes to promote architectural interest and a pedestrian scale.

Architectural Treatments: Buildings should be articulated both in the horizontal and vertical planes to promote architectural interest and an appropriate pedestrian scale along waterfront and streetfront setbacks. More specifically:

- Fenestration on upper levels should be inset from the building wall and varied. The use of projecting balconies, loggias, bay windows, and other scale-giving devices (e.g., beltcourses, moldings, etc.) is encouraged.
- Roofs should be articulated with decorative parapets, cornices, sloping roofs, and at appropriate points (e.g., corners, visual termini, entryways, etc.) with special marking devices, such as gables, cupolas, towers, etc.

5. REDEVELOPMENT AREA ZONING

Further intensification beyond that described in the Base Zoning Development Standards is appropriate and desirable if such intensification results in improved area infrastructure, shoreline access, open space, pedestrian amenities, improved vehicular circulation, and/or shared parking. To this end, it is recommended that a series of four Redevelopment Areas be established within the project area (Figure 12) to achieve specific objectives and to overcome existing deficiencies. To facilitate redevelopment and intensification within these areas, higher levels of cooperation between adjacent property owners and the City of Austin will be required. It is recommended that the City establish streamlined procedures to assist property owners to realize redevelopment objectives.

The following provides a description of the four redevelopment areas and the specific conditions for intensification. Portions of the study area not included as redevelopment areas (i.e., the Embassy Suites block which is largely built out, and the block south of East Riverside Drive and east of South Congress Avenue, which is not recommended for further intensification) would be governed solely by the Base Zoning Development Standards described above.

Redevelopment Area One: Residential Lakefront

Boundaries: Town Lake on the north, East Riverside Drive on the south, the American Statesman property on the west and Blunn Creek on the east.

Redevelopment Goal: Provide for the revitalization and redevelopment of existing housing to create a mixed-use neighborhood with continuous public access along Town Lake.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 90 feet (base zoning height: 45 feet);
- Intensity to a maximum Floor Area Ratio of 2.0 or 80 dwelling units per acre (base zoning intensity: 1.0 FAR).

Conditions for Intensification: The above intensification will be permitted within this redevelopment area subject to the following conditions:

- A coordinated plan, schedule and implementation program including financing provisions shall be developed and executed in conjunction with all waterfront property owners within this redevelopment area to assure realization of continuous shoreline access, open space and waterfront setbacks as provided in the Base Zoning Development Standards described above.
- Buildings above the allowed base zoning height of 45 feet shall be stepped back from the water's edge and maintained within a 45 degree solar plane to avoid shading of setback areas (Figure

10). Buildings above 45 feet shall be dispersed to avoid the creation of monolithic walls and to promote an interesting and varied silhouette. No more than 20% of the total building footprint should be above the base height; individual building floorplates above the base height should not exceed 15,000 gross square feet (Figure 10).

- An internal street should be created west of East Bouldin Creek to limit curb cut access to East Riverside Drive, and to provide for vehicular and pedestrian circulation within the new neighborhood. As shown in Figure 12, this street could be aligned along existing driveways and/or property lines, and configured in a manner to promote views and access to Town Lake.
- Streetscape improvements shall be implemented adjacent to any new development along East Riverside Drive.
- A traffic impact analysis shall be undertaken to determine the effects and mitigations for any intensification of development.

Redevelopment Area Two: Statesman/Crockett Parcels

Boundaries: Town Lake on the north, East Riverside Drive on the south, the American Statesman property on the east and South Congress Avenue on the west.

Redevelopment Goal: Provide for the coordinated intensification and redevelopment of these properties to create a cohesive mixed-use waterfront-oriented district.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 120 feet (base zoning height: 60 feet);
- Intensity to a maximum Floor Area Ratio of 2.0. (base zoning intensity: 1.0 FAR).

Conditions for Intensification: The above intensification will be permitted within this redevelopment area subject to the following conditions:

- A plan and implementation program that reduces the effects of American Statesman parking facilities on the Town Lake waterfront, as described in the approved Planned Unit Development. Strategies to be employed could include shared parking with adjacent property owners and/or encapsulated structures as per the provisions of the Base Zoning Development Standards. The plan shall achieve the design and setback provisions described in the Base Zoning Development Standards, and result in significant open space and access improvements along the shoreline.
- Internal streets should be created along existing driveways to provide vehicular and pedestrian circulation within the area, and to reduce the traffic and access burdens on South Congress Avenue and East Riverside Drive. As shown in Figure 12, it is recommended that an east-west street be created along the

American Statesman/Crockett property lines, and between the existing TexDOT office buildings, to facilitate internal access to new parking facilities and to create views and pedestrian access to Town Lake.

- Buildings above the allowed base zoning height shall be stepped back from the water's edge and maintained within a

45 degree solar plane to avoid shading of setback areas (Figure 9). Buildings above 60 feet shall be dispersed to avoid the creation of monolithic walls and to promote an interesting and varied silhouette. No more than 30% of the total building footprint shall be above a 60 foot base height; individual building floorplates above the base height shall not exceed 30,000 gross square feet.

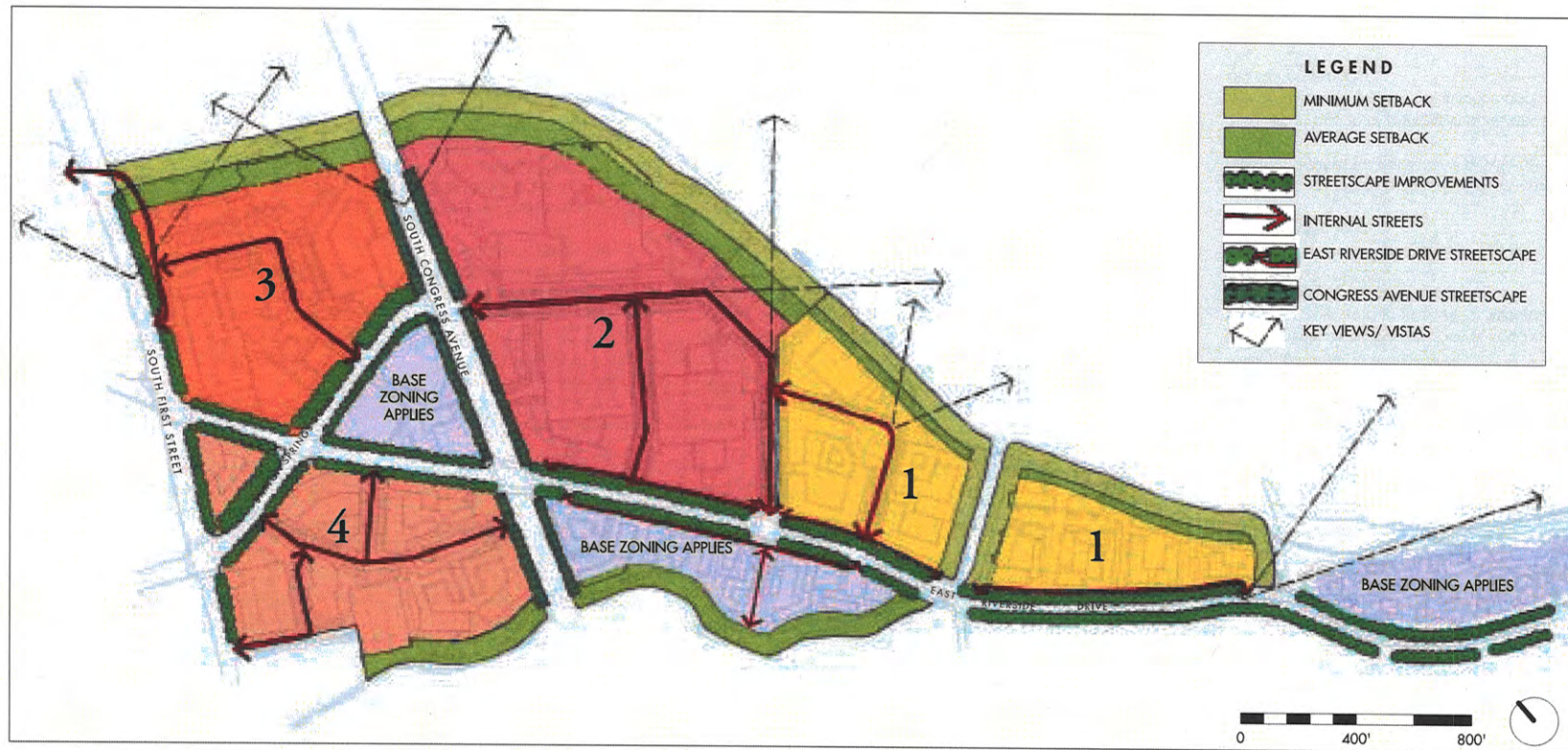


FIGURE 12
Proposed Redevelopment Area Development Standards and Conditions

**REDEVELOPMENT AREA 1:
RESIDENTIAL LAKEFRONT**

Redevelopment Goal: Provide for the revitalization and redevelopment of existing housing to create a mixed-use neighborhood with continuous public access along Town Lake.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 90 feet (base zoning height: 45 feet);
- Intensity to a maximum Floor Area Ratio of 2.0 or 80 dwelling units per acre (base zoning intensity: 1.0 FAR).

Conditions for Intensification:

- A coordinated plan, schedule and implementation program including financing provisions to assure continuous shoreline access, open space and waterfront setbacks as provided in the Base Zoning Development Standards.
- Buildings above the allowed base zoning height of 45 feet stepped back from the water's edge and maintained within a 45 degree solar plane. No more than 20% of the total building footprint permitted above base height; individual building floorplates above the base height not to exceed 15,000 gross square feet.
- Internal street east of East Bouldin Creek to limit curb cut access to East Riverside Drive, and to provide for vehicular and pedestrian circulation within the new neighborhood.
- Streetscape improvements implemented adjacent to any new development along East Riverside Drive.
- Traffic Impact Analysis.

**REDEVELOPMENT AREA 2:
STATESMAN/CROCKETT PARCELS**

Redevelopment Goal: Provide for the coordinated intensification and redevelopment of these properties to create a cohesive mixed-use waterfront-oriented district.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 120 feet (base zoning height: 60 feet);
- Intensity to a maximum Floor Area Ratio of 2.0. (base zoning intensity: 1.0 FAR).

Conditions for Intensification:

- Plan and implementation program that reduces the effects of American Statesman parking facilities on the Town Lake waterfront (e.g shared parking with adjacent property owners and/or encapsulated structures as per the provisions of the Base Zoning Development Standards).
- Internal streets along existing driveways to provide vehicular and pedestrian circulation within the area, and to create public views and pedestrian access to Town Lake.
- Buildings above the allowed base zoning height stepped back from the water's edge and maintained within a 45 degree solar plane. No more than 30% of the total building footprint above base height; individual building floorplates above the base height not to exceed 30,000 gross square feet.
- Buildings above 45 feet stepped back from Congress Avenue by at least 15 feet (in addition to the 10 foot setback) to create street wall and "frame" for the Capitol view.
- Streetscape improvements implemented adjacent to any new development along East Riverside Drive or South Congress Avenue.
- Traffic Impact Analysis.

**REDEVELOPMENT AREA 3:
HYATT/LAKESHORE TOWER BLOCK**

Redevelopment Goal: Provide for the coordinated intensification, infill and redevelopment of these properties to create a more cohesive mixed-use district that creates a complementary edge to Town Lake Park.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 120 feet (base zoning height: 60 feet);
- Intensity to a maximum Floor Area Ratio of 2.0. (base zoning intensity: 1.0 FAR).

Conditions for Intensification:

- Internal street within Hyatt property connecting to Barton Springs Road at the approximate mid-point between South First Street and South Congress Avenue (i.e., the existing driveway entrance to the hotel). Other curb cuts along Riverside Drive and Barton Springs Road will be closed.
- Buildings above the allowed base zoning height stepped back from the water's edge and maintained within a 45 degree solar plane. No more than 30% of the total building footprint permitted above base height; individual building floorplates above the base height not to exceed 30,000 gross square feet.
- Buildings above 45 feet stepped back from Congress Avenue by at least 15 feet (in addition to the 10 foot setback) to create a street wall and "frame" for the Capitol view.
- South First Street frontage as strong civic edge to Town Lake Park.
- Streetscape improvements implemented adjacent to any new development along South Congress Avenue, Barton Springs Road, South First Street, and Riverside Drive.
- Traffic Impact Analysis.

**REDEVELOPMENT AREA 4:
ONE TEXAS CENTER BLOCK**

Redevelopment Goal: Provide for the coordinated intensification and redevelopment of these properties to create a strong civic edge to Town Lake Park and a more cohesive mixed-use fabric of development.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 90 feet (base zoning height: 60 feet);
- Intensity to a maximum Floor Area Ratio of 2.0. (base zoning intensity: 1.0 FAR).

Conditions for Intensification:

- Internal streets to reduce traffic access requirements along Barton Springs Road and Riverside Drive, and to provide for internal pedestrian and vehicular circulation.
- South First Street frontage as strong civic edge to Town Lake.
- Shared parking approach that optimizes parking facilities for public and private use.
- Minimization of parking impacts on Triangle Block through encapsulation and off-site shared parking.
- Buildings above 45 feet stepped back from Congress Avenue by at least 15 feet to create a street wall and "frame" for the Capitol view.
- Streetscape improvements implemented adjacent to any new development along East Riverside Drive or South Congress Avenue.
- Public access and open space improvements implemented adjacent to any new development fronting East Bouldin Creek.
- Traffic Impact Analysis.

- Buildings above 45 feet shall be stepped back from Congress Avenue by at least 15 feet (in addition to the 10 foot setback) to create a distinct street wall along this important ceremonial axis and to provide an appropriate “frame” for the Capitol view (Figure 12).
- Streetscape improvements shall be implemented adjacent to any new development along Riverside Drive or South Congress Avenue.
- A traffic impact analysis shall be undertaken to determine the effects and mitigations for any intensification of development.

Redevelopment Area Three: Hyatt/Lakeshore Tower Block

Boundaries: Town Lake on the north, Riverside Drive and Barton Springs Road on the south, South Congress Avenue on the east and South First Street on the west.

Redevelopment Goal: Provide for the coordinated intensification, infill and redevelopment of these properties to create a more cohesive mixed-use district that creates a complementary edge to Town Lake Park.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 120 feet (base zoning height: 60 feet);

- Intensity to a maximum Floor Area Ratio of 2.0. (base zoning intensity: 1.0 FAR).

Conditions for Intensification: The above intensification will be permitted within this redevelopment area subject to the following conditions:

- Intensified development will be accessed from an internal street within the Hyatt property connecting to Barton Springs Road at the approximate mid-point between South First Street and South Congress Avenue (i.e., the existing driveway entrance to the hotel). Other curb cuts along Riverside Drive and Barton Springs Road will be closed. As shown in Figure 12, it is recommended that this street be aligned along existing driveways within the Hyatt site, and that it connect to the South First Street frontage road leading to Town Lake Park beneath the bridge structure.
- Buildings above the allowed base zoning height shall be stepped back from the water’s edge and maintained within a 45 degree solar plane to avoid shading of setback areas. Buildings above 60 feet shall be dispersed to avoid the creation of monolithic walls and to promote an interesting and varied silhouette. No more than 30% of the total building footprint shall be above a 60 foot base height; individual building floorplates above the base height should not exceed 30,000 gross square feet.
- Buildings above 45 feet should be stepped back from Congress Avenue by at least 15 feet (in addition to the 10 foot setback)



Congress Avenue from East Bouldin Creek looking to Capitol.



Congress Avenue looking north to Capitol from the intersection of Riverside Drive.

FIGURE 13
Congress Avenue Proposed Maximum Building Envelope (120 ft) Under Redevelopment Area Zoning

to create a distinct street wall along this important ceremonial axis and to provide an appropriate “frame” for the Capitol view (Figure 13).

- The South First Street frontage is designed as a strong civic edge to Town Lake Park with a clearly articulated building base of approximately 45 feet in height, an upper building mass of up to 120 feet, with distinctive roof treatments.
- Streetscape improvements shall be implemented adjacent to any new development along South Congress Avenue, Barton Springs Road, South First Street, and Riverside Drive.
- A traffic impact analysis shall be undertaken to determine the effects and mitigations for any intensification of development.

Redevelopment Area Four:

One Texas Center Block/Triangle Block

Boundaries: The triangular block defined by South First Street, Riverside Drive and Barton Springs Road; and the One Texas Center block defined by South First Street on the west, Barton Springs Road and Riverside Drive on the north, South Congress Avenue on the east, and East Bouldin Creek on the south.

Redevelopment Goal: Provide for the coordinated intensification and redevelopment of these properties to create a strong civic edge to Town Lake Park and a more cohesive mixed-use fabric of development.

Allowed Intensification: Subject to the conditions described below, intensification will be permitted as follows:

- Building heights to a maximum of 90 feet (base zoning height: 60 feet);
- Intensity to a maximum Floor Area Ratio of 2.0, or 80 dwelling units/acre (base zoning intensity: 1.0 FAR). Note: the 2.0 FAR can be applied to the vacant portion of the City of Austin’s land-holdings within this area.

Conditions for Intensification: The above intensification will be permitted within this redevelopment area subject to the following conditions:

- For development south of Riverside Drive and Barton Springs Road, internal roadway linkages are made along public and/or private streets. As shown on Figure 12, the western portion of the block currently owned by the City of Austin should provide internal streets connecting Riverside Drive with South First Street and Barton Springs Road. Development on the eastern portion of the block should provide an internal roadway linkage parallel with Riverside Drive, connecting to Barton Springs Road.
- For development of the Triangle Block, no internal streets are required; however the visual impact of any parking on this block should be minimized through encapsulation and through shared parking arrangements with other redevelopment area properties.

- The South First Street frontage on the triangular block is designed as a strong civic edge to Town Lake Park with a clearly articulated building base of approximately 45 feet in height, an upper building mass of up to 90 feet, and distinctive architectural treatments that contribute to more legible urban fabric.
- A shared parking approach that to the maximum extent practicable optimizes the use of parking facilities for public and private uses, within the design provisions of the Base Zoning Development Standards. Parking structures should be accessible and convenient for public use by Town Lake Park users and patrons of the performing arts center.
- Buildings above 45 feet should be stepped back from Congress Avenue by at least 15 feet to create a distinct street wall along this important ceremonial axis and to provide an appropriate “frame” for the Capitol view.
- Streetscape improvements should be implemented adjacent to any new development along East Riverside Drive or South Congress Avenue.
- Public access and open space improvements are implemented adjacent to any new development fronting East Bouldin Creek.
- A traffic impact analysis should be undertaken to determine the effects and mitigations for any intensification of development.

6. PRELIMINARY STREETSCAPE STANDARDS

The streets which traverse the study area significantly affect the visual structure of the district, and the pedestrian and motorist experience. Their current configuration renders a barren and inhospitable visual environment dominated by the automobile. Key objectives for their improvement include:

- The enhancement of the area's overall identity and legibility as an important gateway to the city;
- The addition of street trees and landscaping that will provide greenery and shade and an appropriate pedestrian scale for residents, employees and visitors to the district; and
- The promotion of multi-modal streets that serve transit and that comfortably accommodate pedestrians and bicyclists, as well as vehicles.

The following describes preliminary design concepts for each of the streets within the area:

Riverside Drive East of South Congress Avenue

This segment of Riverside Drive is envisioned as a grand urban boulevard providing an important gateway to the center city and a key linkage to Austin Bergstrom International Airport. The right-of-way is approximately 90 feet in width, and is characterized by frequent curb cuts, fronting parking lots, marginal sidewalks,

and little landscaping. As shown in Figure 14, preliminary recommendations include:

- Reduction of travel lane widths within the roadway to accommodate landscaping and other travel modes within the right-of-way, and in so doing to “calm” traffic as it moves through the area.
- Class II bike lanes be provided along the curbside edges of the street;



Riverside Drive frontage roads and continuous landscaping will create a more hospitable pedestrian environment and a suitable setting for intensification.

- A 12.5 foot wide landscaped parkway and sidewalk be established along the sides of the street to establish a more hospitable and safe pedestrian zone;
- Medians to define left turn pockets at designated intersections along the street to reduce free-turning traffic, and to provide additional landscaping opportunities along the center of the street.

Within the 35 foot setback areas described in the Base Zoning Development Standards, a 20 foot wide frontage road and 15 foot sidewalk is recommended to provide convenient access to individual fronting properties, and to offer a transition in scale and buffer from the automobile intensive roadway. This frontage road would support either residential or commercial fronting uses, and create an attractive pedestrian scaled zone.

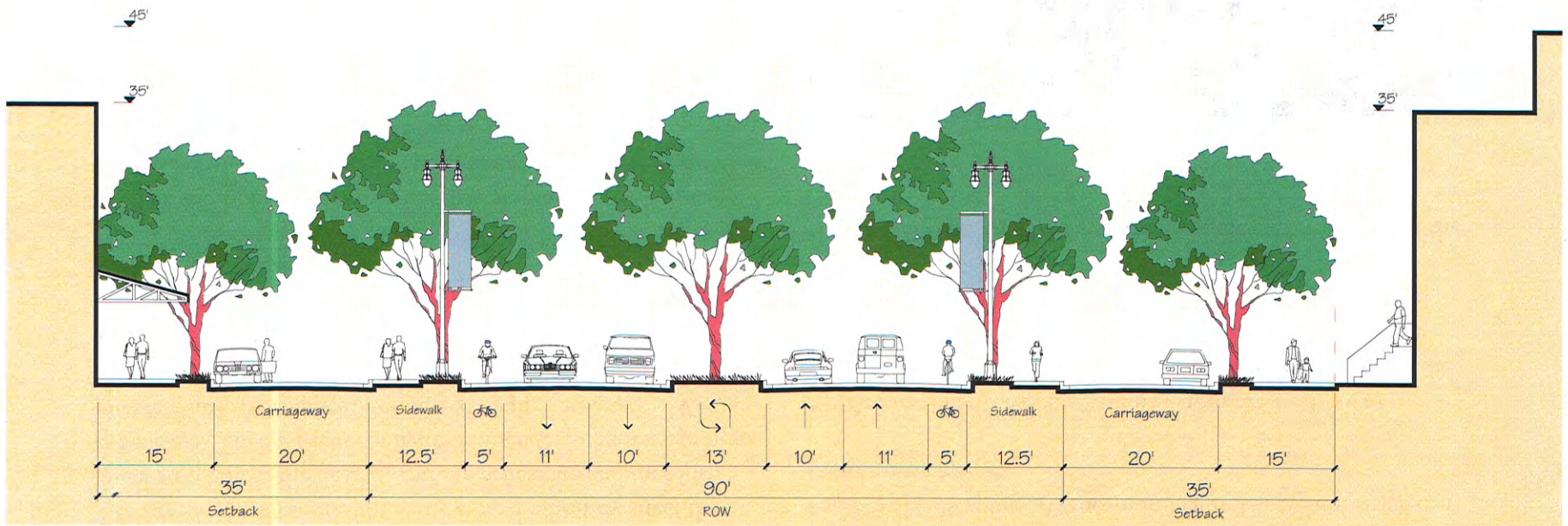


FIGURE 14
Riverside Drive East of Congress Avenue

Riverside Drive West of South Congress Avenue

West of Congress Avenue, Riverside Drive is envisioned as a more urban street, with development fronting the street and contributing to an active pedestrian environment (Figure 15). As such, the street would be the same configuration as the eastern portion, but instead of the frontage roads, a broad sidewalk and parkway strip of approxi-

mately 25 feet is proposed. This is achieved through the required 10 foot setback described in the Base Zoning Development Standards.

South Congress Avenue

South Congress Avenue is envisioned as an extension of the City's principal ceremonial street leading to the Capitol. While it must

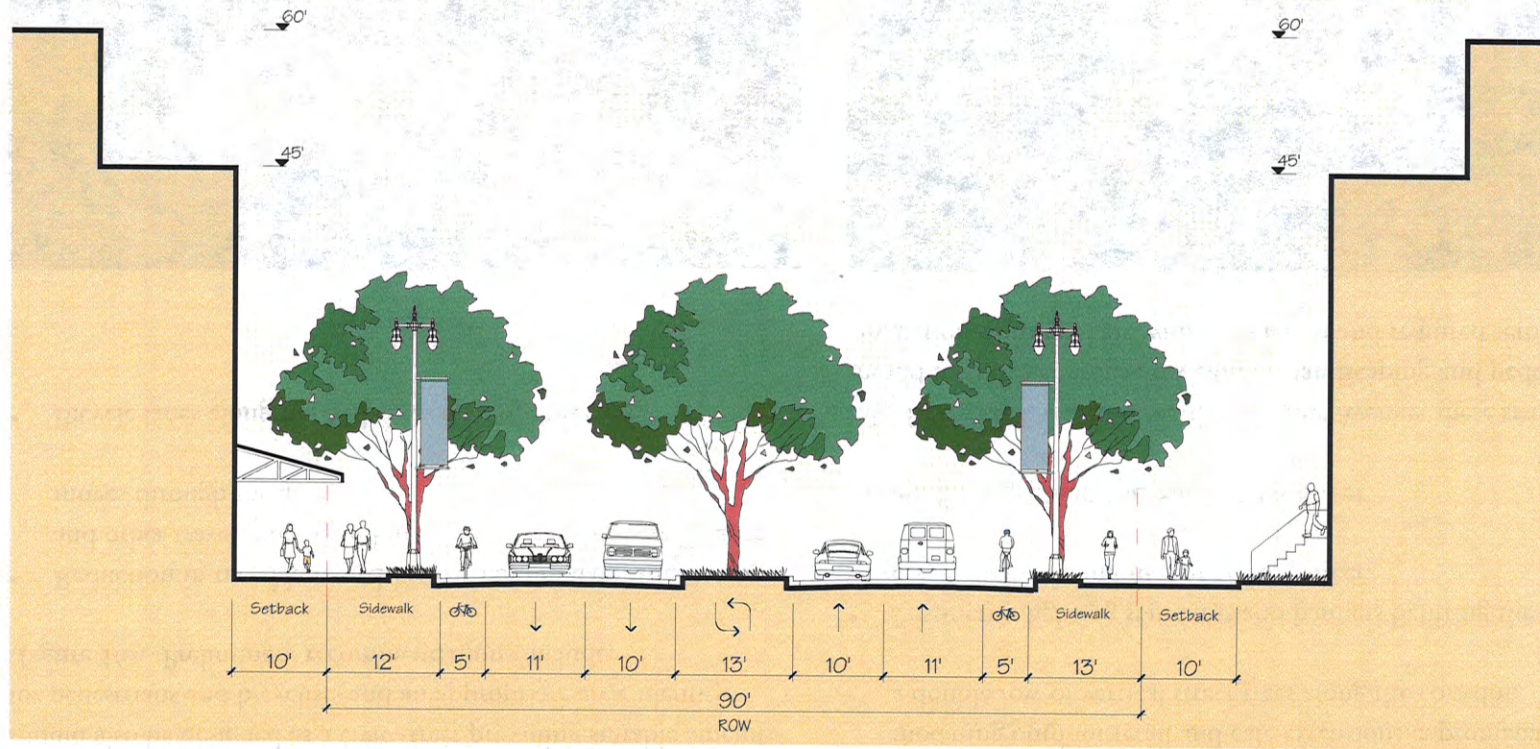
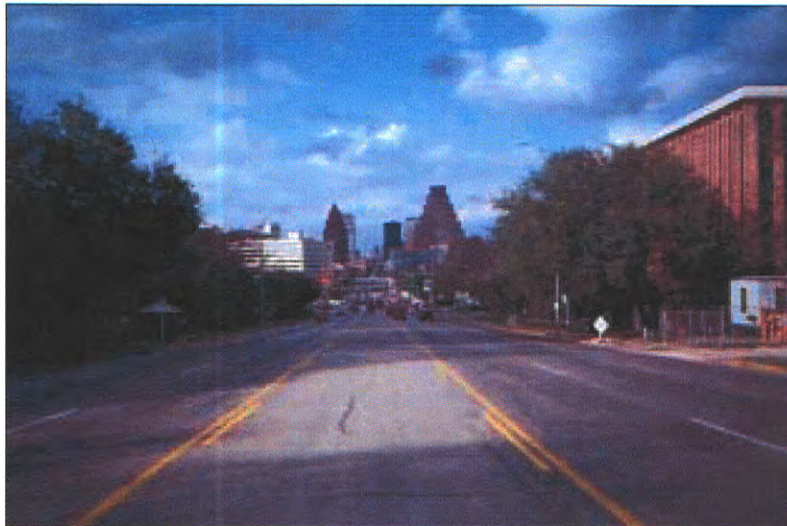


FIGURE 15
Riverside Drive West of Congress Avenue

carry a significant amount of traffic (i.e., three lanes in each direction, with turning lanes at intersections), the 110 foot right-of-way should also be designed as a civic street providing suitable amenity for pedestrians and bicyclists and an appropriate civic identity (Figure 16). Preliminary recommendations include:

- Reduction in travel lane widths to accommodate landscaping and other travel modes, and in so doing to “calm” traffic as it moves through the area.
- Bicycle lanes along the curbside edges of the street.



South Congress Avenue Should be reinforced as the City's principal civic and ceremonial street.

- Creation of a broad sidewalk and parkway of approximately 27 feet (including the 10 foot required setback) capable of accommodating outdoor retail and café extensions, a promenade, and a double row of vertical street trees along the corridor.
- Distinctive lighting standards and banners befitting the ceremonial role and identity of the street.

Barton Springs Road and South First Street

Like Riverside Drive and South Congress Avenue, these streets should include generous provision for landscaping and pedestrian circulation, through lane width reduction and required setbacks.



The landscaped character of Barton Springs Road as it passes through Zilker and Town Lake Parks should be extended eastward to South Congress Avenue.

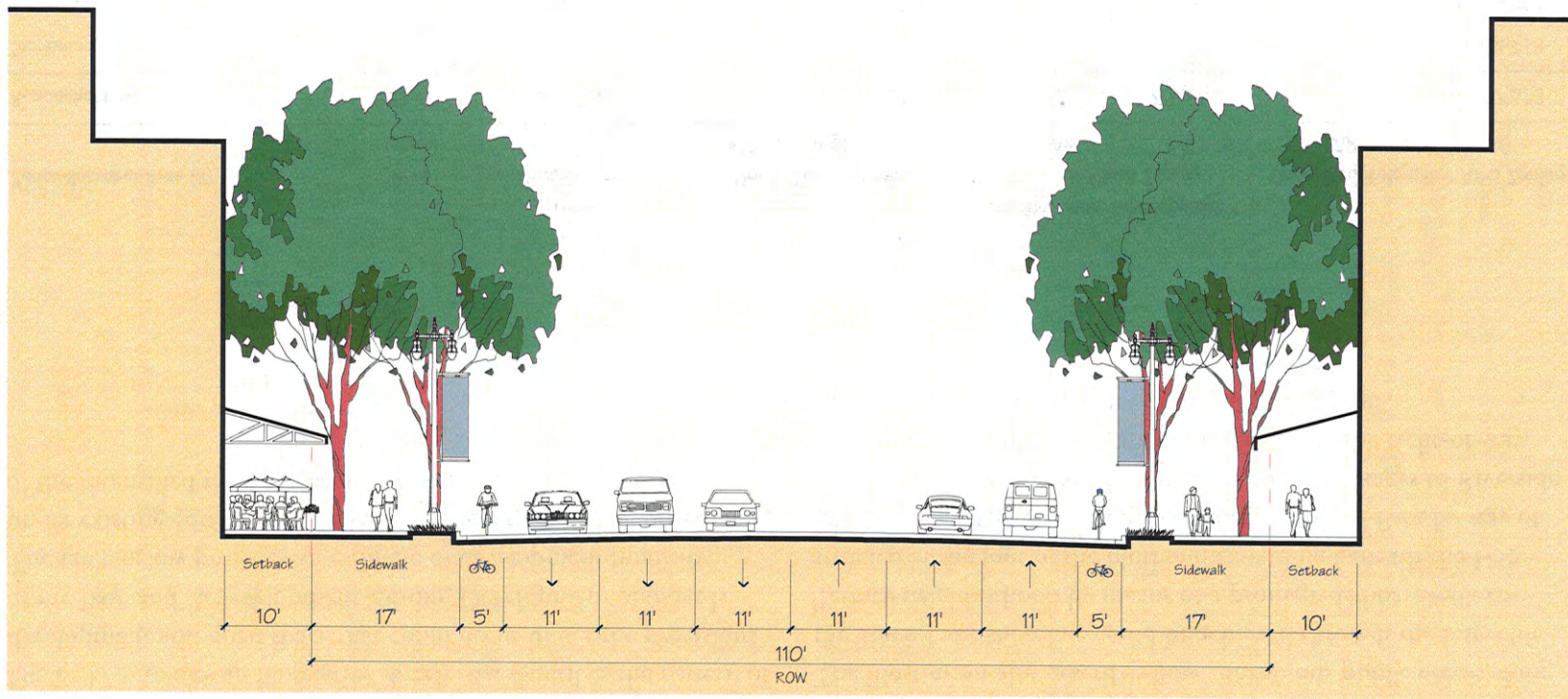


FIGURE 16
 South Congress Avenue (Mid-Block Condition)

7. ILLUSTRATIVE SKETCH CONCEPT

Figure 17 provides an illustrative sketch that describes the pattern of development and open space that could occur under the provisions of the Base and Redevelopment Zoning Development Standards. The table below provides an estimate of development intensity under existing conditions, the base zoning, and with the provisions of the intensified redevelopment areas.

The illustration also describes how continuous public access along the Town Lake shoreline could be achieved through the Edgecliff Terrace neighborhood by means of a promenade boardwalk constructed at the foot of the bluff and extending beneath the I-35 freeway. A pedestrian connection from Norwood Park by way of ramped trails could also be created to provide linkages to Riverside Drive. Since these improvements are in the public right-of-way, they would need to be achieved by public funding.

Redevelopment Area (#)	Area (acres)	Existing Development (sf)	Under Current Zoning		Maximum Development Under Base Zoning		Under Redevelopment Area Zoning	
			Allowable FAR (avg)	(sf)	FAR	(sf)	FAR	(sf)
Residential Lakefront (1)	22.47	454,068	0.9	880,933	1.0	978,814	2.0	1,957,628
Statesman/Crockett Parcels (2)	12.68	302,614	1.5	828,539	1.0	552,359	2.0	1,104,718
In PUD	18.86	241,485	0.73	599,661	1.0	821,453	2.0	1,642,906
Hyatt/Lakeshore Tower Block (3)	15.75	442,877	2.86	1,962,009	1.0	686,017	2.0	1,372,034
One Texas Center/Triangle Block (4)	14.97	489,599	2.0	1,304,308	1.0	652,154	2.0	1,304,308
Embassy Suites Block	3.65	238,374	2.0	317,760	1.0	158,880	1.0	158,880
South of Riverside, East of Congress	7.11	54,790	1.7	523,780	1.0	309,929	1.0	309,929
Totals	95.48	2,223,807		6,416,988		4,159,606		7,850,403

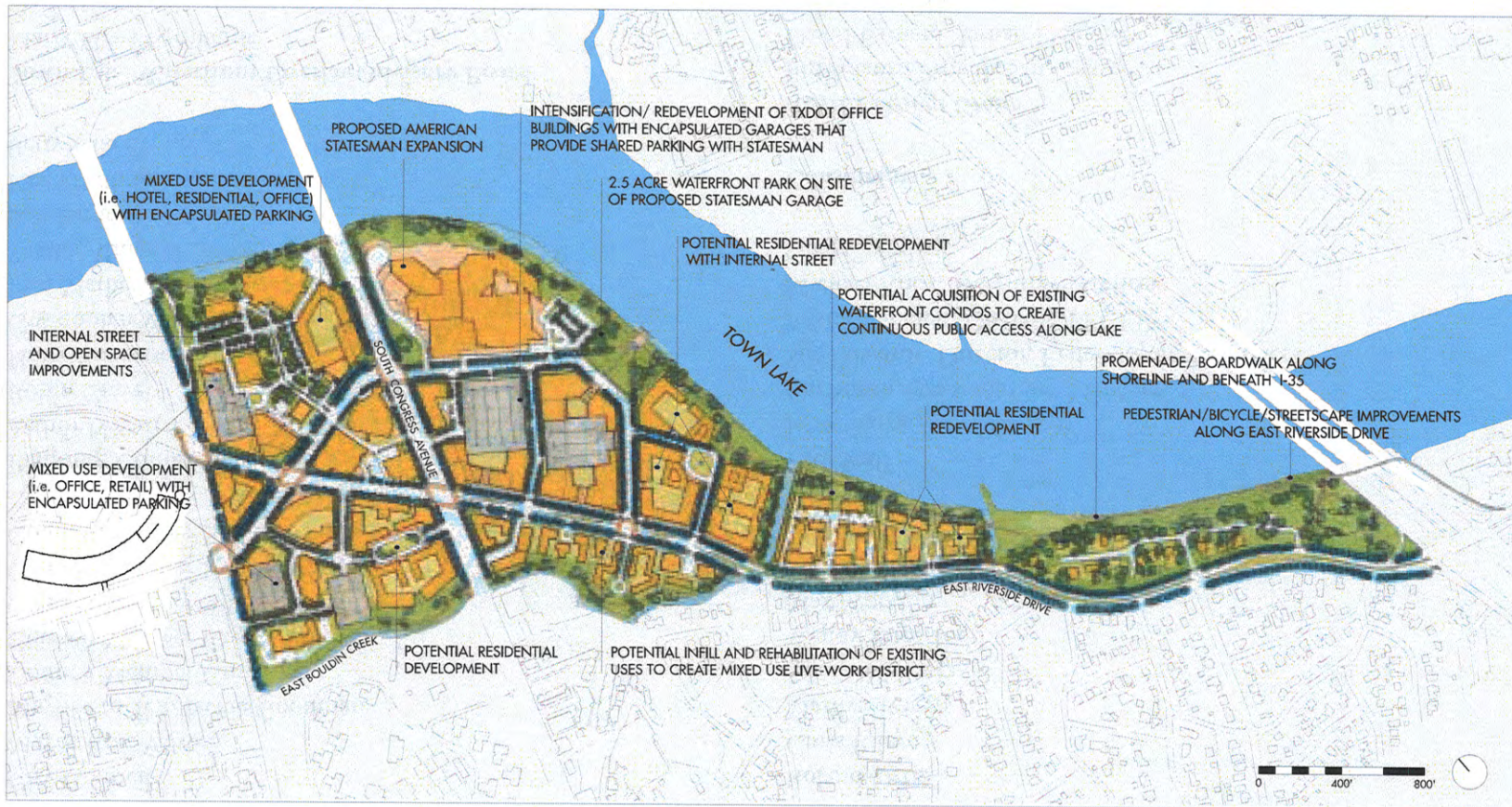


FIGURE 17
Illustrative Sketch Concept

ACKNOWLEDGEMENTS

City Council

Mayor Kirk Watson
Mayor Pro Tem Jackie Goodman
Council Member Gus Garcia
Council Member Beverly Griffith
Council Member Willie Lewis
Council Member Daryl Slusher
Council Member Bill Spelman

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Appendix F
WOTF Meeting Minutes

The meeting minutes of the Waterfront Overlay members are available at

<http://www.ci.austin.tx.us/council/wotf.htm>

Appendix H

Appendix H – Minority Report

CONCURRING RECOMMENDATION IN SUPPORT OF THE TASK FORCE FINAL REPORT

We, the undersigned Task Force Members, submit this Concurring Recommendation to the Council. We support the report issued by the Task Force but wish to emphasize the following points.

PROTECT AND ENHANCE THE WATERFRONT FOR THE PUBLIC

First, we join the overwhelming consensus of the Task Force in striving to protect and enhance the waterfront of Lady Bird Lake and the Colorado River. Like many before us (See the Town Lake Corridor Study and the Town Lake Park Comprehensive Plan), *we prioritize in equal measure the following: 1) the preservation of green space along the waterfront, 2) the increase of public access to the waterfront, and 3) the enhancement of amenities along the waterfront which serve the public good.*

REINSTATE 1986 ORDINANCE PROVISIONS

Second, we join the majority in recommending to Council with minor modification reinstatement of the following aspects of the original 1986 waterfront overlay ordinance: 1) reinstatement of height limits within certain subdistricts; 2) reinstatement of a Waterfront Planning Advisory Board, whose role will be to promote the priorities above; and 3) reinstatement of the use of Bonus Provisions to provide development entitlements to private property owners in exchange for substantial community benefits.

IMPROVE BONUS PROVISION METHODOLOGY FOR SUBSTANTIAL COMMUNITY BENEFITS

Third, we recommend that Council direct Staff to draft a Bonus Provision Methodology that improves upon the provisions of the 1986 ordinance consistent with the above priorities, as well as includes new provisions to encourage the following additional community benefits: improving lake ecology, creating view sheds, promoting ultra sustainable building practices, and increasing affordable housing.

Further, we ask Council to measure all variance requests and Planned Unit Developments (PUDs) against our stated priorities and in context of

the new Bonus Provision Methodology. Because we cannot be certain about which regulations or incentives will result in the community benefits we all want, we can envision variance of one or more proscriptions of the ordinance after a full public debate.

FUTURE PLANNING

Fourth, we agree that the 1985 Town Lake Corridor Study is still the backbone of corridor planning to date; however, that study suggested the need for a comprehensive planning program for future development and expansion of the public waterfront. Because this was never accomplished and because this Task Force is recommending expansion of the overlay eastward, we recommend that Council initiate a comprehensive master plan update to the 85 Corridor Study. This comprehensive plan should include all current citizens along with renowned economists, financial analysts, and urban planners. The outcome of this process would capture the current uniqueness of each sub-district and result in a new set of development parameters.

CONCLUSION

It is clear to us that while many citizens of Austin can cherish and enjoy one of the best central parks in the country, so much more is possible even necessary. The ordinances in place and those that came before have fallen short of mandating or creating enough incentive for many property owners on or near the waterfront to 1) allow access to complete our hike and bike trail in the center of our City; 2) convert their parking lots and outmoded buildings into sustainable buildings with pedestrian- and waterfront-oriented uses surrounded by green space; 3) provide public access easements to the waterfront so that neighborhoods near the lake, like Travis Heights and South River City, can have safe and easy bike and pedestrian access to it; 4) improve and expand waterfront amenities eastward as the City grows; and 5) increase affordable housing near the waterfront so that more families have easy access to it.

We hope our recommendations will help move Austin further toward a mix of tranquil and vibrant spaces where people of every socioeconomic status can enjoy their right as citizens to miles and miles of this precious public waterfront that is the heart of our city.

Michael N. Casias

Jay Reddy

Dale D Glover