

APPENDIX F
RELEVANT PLANS
AND POLICIES

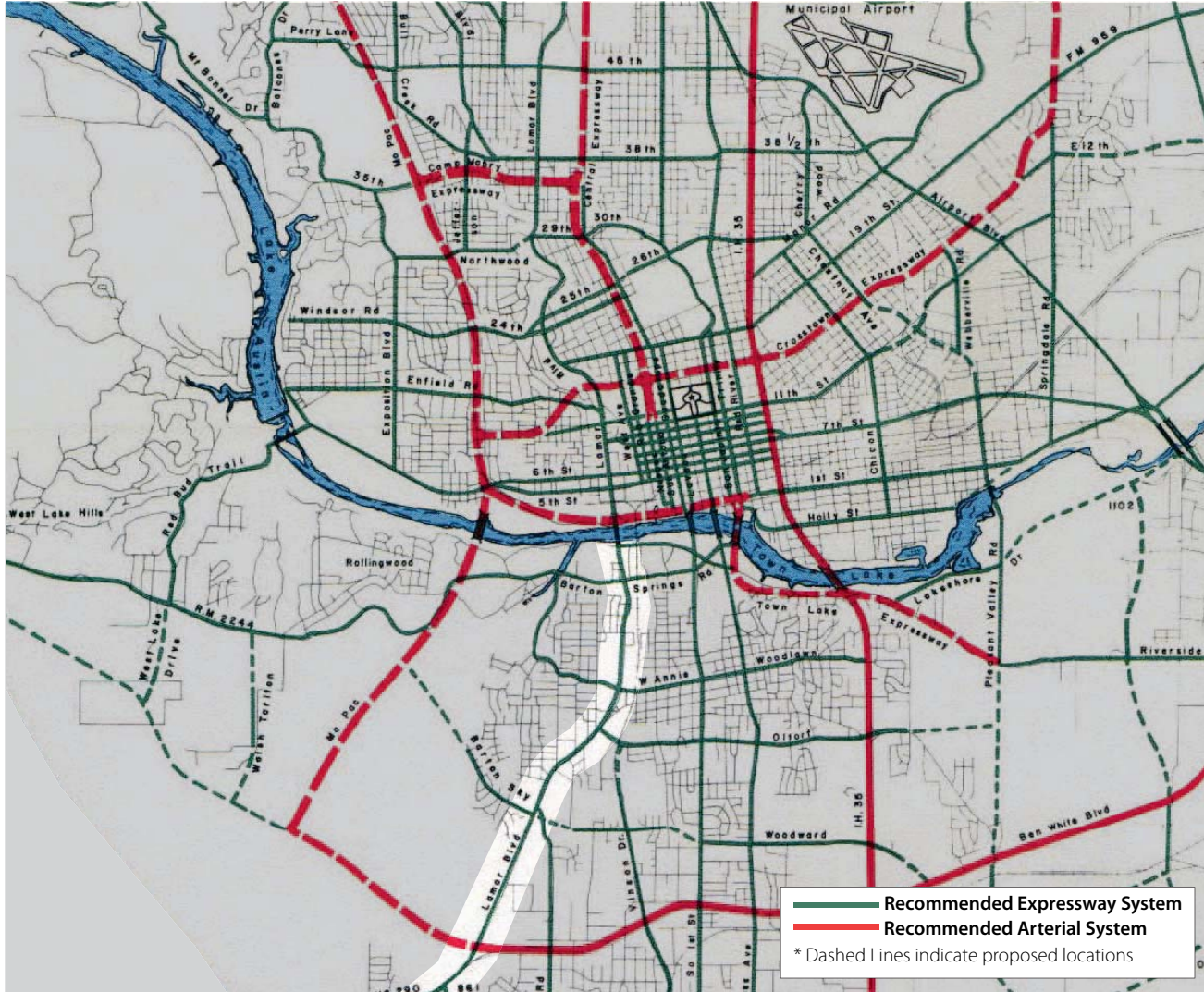


IMAGINE AUSTON

COMPREHENSIVE PLAN
Vibrant. Livable. Connected

SOUTH LAMAR CORRIDOR STUDY

REVIEW OF EXISTING PLANS AND POLICIES



Map from City of Austin Transportation Plan, 1962 - 1982

Prepared by McCann Adams Studio
for HDR and the City of Austin

Draft: January 22, 2015

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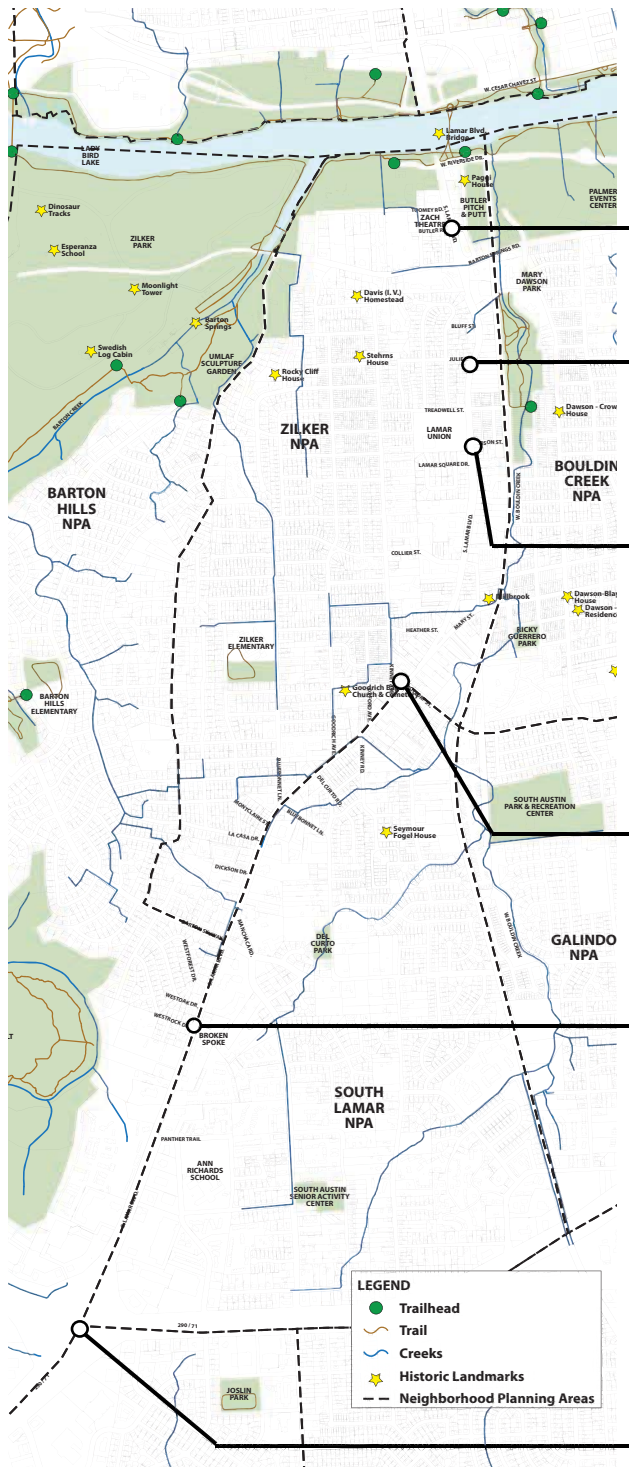
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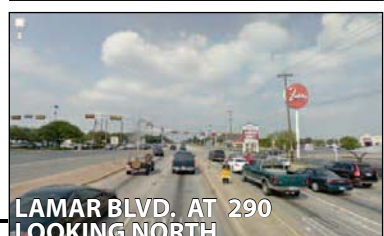
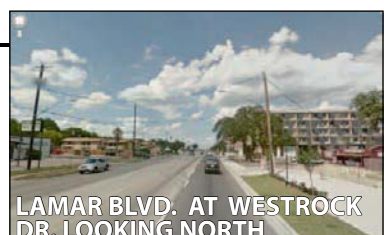
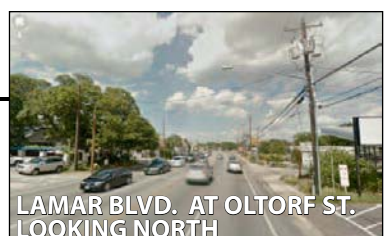
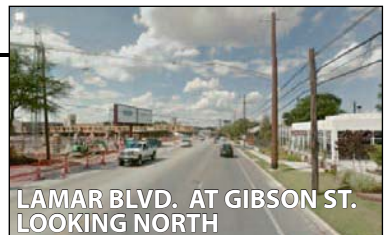
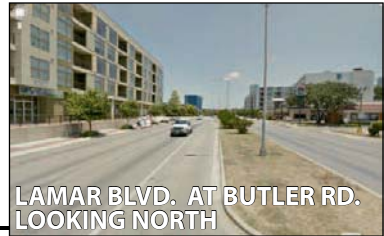
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Plan of Study Area



INTRODUCTION

This report provides a review of existing policies and plans that currently guide transportation improvements, new development, environmental conservation and cultural enrichment within the **South Lamar Corridor Study** area in Austin, Texas. The Study Area is the segment of South Lamar Boulevard between Lady Bird Lake and Ben White Boulevard (SH 71/US 290). The intent of the report is to summarize relevant policies, plans and recommendations that may influence the vision and implementation of strategies for improving transportation, economic development and quality of life within this corridor.



Lamar Plaza (1960s)

TRANSPORTATION-RELATED POLICIES AND PLANS

VEHICULAR ROADWAY PLANNING

The CAMPO Plan

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization (MPO) for Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties. CAMPO coordinates regional transportation planning with counties, cities, Capital Metropolitan Transportation Authority (CMTA), Capital Area Rural Transportation System (CARTS), Central Texas Regional Mobility Authority (CTRMA), and the Texas Department of Transportation (TxDOT). The CAMPO 2035 Long Range Transportation Plan is the active long-range plan for the greater Austin area. It establishes a vision, plan and implementation strategy for developing a comprehensive multi-modal transportation system by 2035. The plan anticipates funding constraints and provides a framework for supporting regional air quality, preserving natural resources and fostering social equity. The plan has been amended since its adoption due to change in transportation demand and funding sources. It will continue to be amended until the final amendment cycle in 2015, and then all new changes will then be incorporated into the CAMPO 2040 Plan.

The CAMPO Centers Concept: Historically, CAMPO has developed long-range transportation plans based on past growth trends. However the 2035 Plan was developed with the assumption that we may no longer be able to afford to invest in major regional infrastructure as we have in the past. Numerous national studies have shown that higher-density, mixed use development that is oriented around public transportation can yield greater economic development with lower ongoing public expense by increasing transit ridership and reducing vehicle miles traveled on the regional roadway system. Over the last several decades regional transportation planning bodies around the country have had success encouraging movement toward such development patterns through various initiatives.

The CAMPO 2035 Regional Transportation Plan assumes that the region will work toward implementation of a network of higher-density, mixed-use centers oriented around the transportation investments included in the Plan. Imagine Austin, the City's comprehensive plan (2012), is also based on the notion of "compact and connected". Imagine Austin further develops the concept of land use integration with transportation in its focus on developing key "activity centers and corridors". (See Imagine Austin summary below.)

The CAMPO Plan aims to locate about one-third of all the regional population (housing) and employment (jobs) within each of its 37 designated "centers" in an effort to achieve a jobs-housing balance, where people live in closer proximity to their work, schools and services.

South Lamar Study Area: The South Lamar corridor falls between the "small" (0.5-mile diameter) "South Austin Station" located along the Union Pacific

Railroad several miles south of SH 71/Ben White Boulevard and the “large” (2-mile diameter) “Central Austin” center. Both centers contain planned LSTAR intercity passenger rail stations and the Central Austin center contains three MetroRail stations, which are discussed below. The South Lamar corridor will tie directly into these two significant passenger rail networks.

South Lamar is classified as a four-lane major arterial divided roadway in the CAMPO Plan. CAMPO’s 2035 Regional Public Transportation System Map specifies that an inter-modal facility be located at the intersection of SH 71. It also specifies that the entire length of South Lamar within the study area receive Rapid Bus service, which has recently been implemented by Capital Metro.

The 2035 Priority Bicycle Corridors Map designates the entire South Lamar study segment as either a “high” or “medium priority” bicycle corridor.

The entire South Lamar corridor is designated as “high priority” on CAMPO’s Priority Pedestrian District Map.

The following improvements are recommended in the 2035 Plan and in the Transportation Improvement Program (TIP).

- Provide a priority lane for buses or implement other strategies to increase person throughput in the South Lamar/MLK corridor.
- Implement Rapid Bus along South Lamar and MLK connecting Westgate, Downtown, and SH 130.

Austin’s Strategic Mobility Plan (ASMP)

On June 26, 2014, the Austin City Council unanimously endorsed the 2014 Austin Strategic Mobility Plan (ASMP) which includes recommendations for funding significant regional roadway projects and the Riverside-Downtown-Highland route for urban rail. The 2014 ASMP highlights the importance of leveraging the City of Austin’s transportation investments by working with regional partners to address large, significant infrastructure projects throughout the region to meet the needs of a growing, highly urbanized Austin.

Part of the Plan includes a 9.5-mile urban rail route that was endorsed by the Project Connect Central Corridor Citizens Advisory Group and the Capital Metro Board in June 2014. The route includes 16 stations connecting the East Riverside Drive and Highland redevelopment areas to major destinations, including Downtown Austin, the State Capitol Complex, Lady Bird Lake, the Convention Center, the University of Texas campus and stadium, the new Dell Medical School and Hancock Center. This investment is projected to take about 10,000 cars off the roadway every weekday. Voters however, did not support a bond proposal to secure funding for the urban rail on the November 4, 2014 ballot.

The ASMP also identifies projects aimed at addressing congestion in the I-35 Corridor, including a series of frontage road and interchange improvements at Riverside, Oltorf, Stassney and William Cannon. These changes will make room

for additional travel lanes on the I-35 roadway and improve east-west access for bicycles, pedestrians and autos.

A new Regional Transportation Management Center, focused initially on the I-35 corridor, is included in the ASMP plan to better manage peak hour traffic flow, construction activities, crash and weather related diversions and traveler information systems with state of the art technology. (This center is not currently funded.

Other key elements of the 2104 ASMP include a feasibility analysis on extending rail to Austin Bergstrom International Airport to provide faster access to the airport, multi-modal Corridor Development plans for Loop 360, RM 620, RM 2222, Parmer Lane, and RM 1826, as well as several high capacity transit analysis and corridor development programs that are intended to provide high capacity transit to areas such as the Mueller District, West Austin and South Austin, via major corridors such as Airport Way, MoPac and South Lamar, respectively. The 2014 Austin Strategic Mobility Plan recommends funding up to \$1 billion in total projects, however, this now not currently funded.

The study segment of South Lamar is designated as a “project of regional significance” as part of the Regional Safety and Mobility Corridor Development Programs. Additionally, the South Lamar study area segment is identified as part of an alignment for a future phase of Urban Rail.

TRANSIT PLANNING

Project Connect

Project Connect is the proposal for Central Texas’ high-capacity transit system. This multi-agency planning effort began in 2012 to analyze several key regional transportation corridors in order to identify those of highest priority and to recommend alignments and technologies for such high-capacity transit. The North Corridor and the Central Corridor were identified as priorities. The South Lamar study area falls entirely within the Central Corridor and is deemed the “SoLa” sub-corridor. Central Corridor partners include Capital Metro, CAMPO, Lone Star Rail District (LSTAR), the City of Austin and the Central Corridor Advisory Group.

Proposed Urban Rail Plan: As part of the 2014 Austin Strategic Mobility Plan and following action on behalf of the Capital Metro Board of Directors and Central Corridor Advisory Group (CCAG), the Austin City Council endorsed the Project Connect - Central Corridor Urban Rail Locally Preferred Alternative (LPA) during their June 26, 2014 meeting. “Prop 1” failed however, so the LPA will not be moving forward at this time.

The South Lamar Corridor is identified as a second or later phase of the Urban Rail Plan and its implementation would be subject to another voter referendum.

LSTAR: Also part of the Project Connect Plan are plans for a new regional rail line called LSTAR which is being developed by the Lone Star Rail District. Running just east and parallel to the South Lamar corridor is the existing Union Pacific Railroad-owned corridor, where Amtrak runs service and where the LSTAR intercity

passenger rail service between Georgetown and San Antonio is proposed. There are 16 stations proposed, five of which will be in Austin. The closest stops on this line would be at the Seaholm District, located in the southwestern quadrant of Downtown Austin, just north of the study area across from Lady Bird Lake and at Slaughter Lane a few miles south of the study area.

Capital Metro’s All Systems Go! and ServicePlan2020

Capital Metro’s 2025 long-range transit plan is called All Systems Go! and seeks to expand premium transit service to address the rapidly growing population and employment of the local transit agency’s service area over the next 20 years. This plan identified the study area segment of South Lamar as a bus rapid transit line, to be equipped with more “high-tech” and higher-capacity buses with signal pre-emption capability, frequent headways, faster service and stations equipped with real-time arrival technology.

In 2009, Capital Metro conducted a comprehensive operations analysis of the existing fixed route bus system and developed the ServicePlan2020, a 10-year plan to improve bus service and implement elements of All Systems Go! Specific goals of ServicePlan2020 included:

- Improving route directness and system connectivity
- Increasing ridership, and
- Increasing cost effectiveness of bus operations



Excerpt of Capital Metro Bus Routes (2014)

MetroRapid and Frequent Service Corridors: One of the final recommendations in the Service Plan 2020 is to implement a network of frequent bus routes throughout the urbanized area and to improve the MetroRapid Infrastructure, including transit signal priority, stations, shelters, bus lanes and new terminal locations. The Burnet/South Lamar or Route 803 is one of these bus rapid transit routes with five stops within the South Lamar study area of this second of the newly-implemented MetroRapid lines. These stops are called:

- Barton Springs Lamar Square Oltorf West
- Bluebonnet • Brodie Oaks •

(The last stop on the line is Westgate and is located at the Westgate Shopping Mall, just south of the Study Area.) The previous page shows an excerpt from Capital Metro’s current bus route map showing the routes and stops in the Study Area.

BICYCLE AND PEDESTRIAN PLANNING

City of Austin’s Bicycle Master Plan and Urban Trails Master Plan

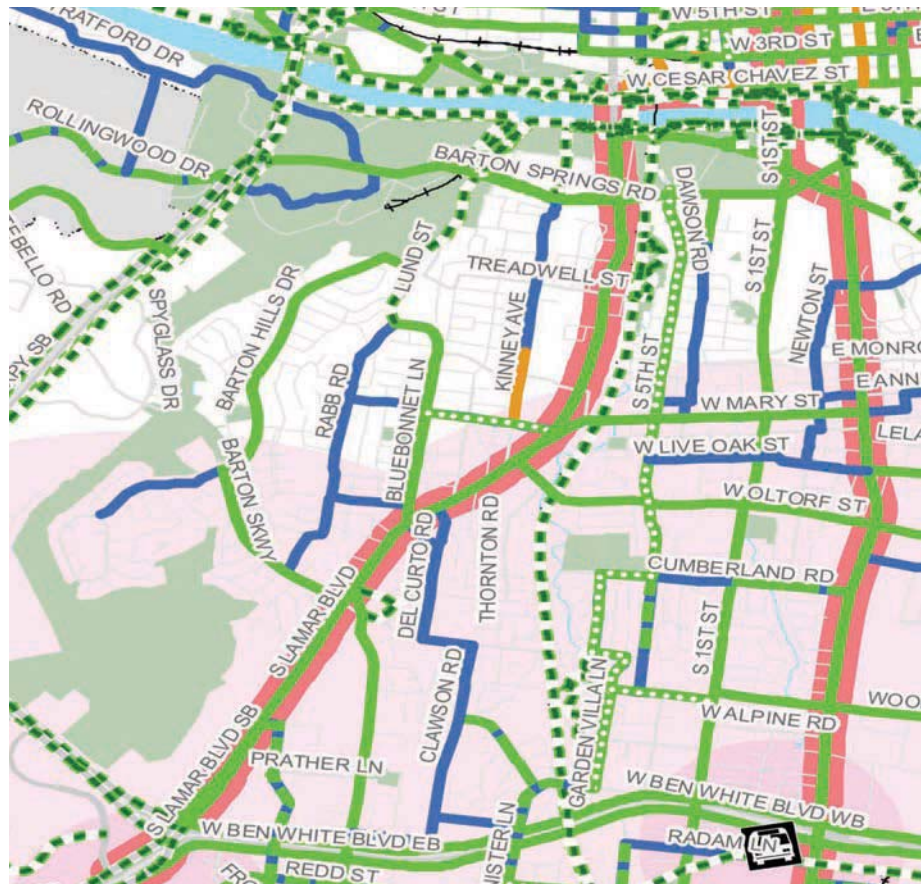
The 2014 Bicycle Master Plan Update and the Urban Trails Master Plan were both recently adopted by City Council. The Bicycle Master Plan incorporates elements of the Imagine Austin Comprehensive Plan by proposing the creation of a connected and protected active transportation network that will provide additional transportation options for Austin residents and visitors. The Plan’s overarching goals are to significantly increase bicycle use and improve bicycle safety throughout Austin. These two strategies are projected to have positive impacts not just for bicyclists, but for the community at large. These impacts include improved traffic congestion, public health, economic development, affordability, sustainability and quality of life.

The Bicycle Master Plan and Urban Trails Master Plan together set forth a connected and protected, “all ages and all abilities”, active transportation network of connected trails and on-street bikeways throughout Austin. Sometimes called “multi-use” or “shared-use” paths, Urban Trails are used by bicyclists, scooter-riders skateboarders, walkers, joggers and others for both recreation and transportation purposes. The purpose of the Urban Trails Master Plan is to evaluate trail opportunities and policy changes to support a city-wide network of Urban Trails.

The Austin City Council adopted the Bicycle Master Plan in November 2014. The Plan implements elements of the Imagine Austin Comprehensive Plan by creating a connected and protected active transportation network that will provide additional transportation options for Austin residents and visitors. The Bicycle Master Plan and Urban Trails Master Plan complement one other to:

- Connect our city with a network of trails and cycle tracks.
- Attract users regardless of age or ability.
- Reduce vehicular congestion.
- Help increase bicycle safety and ridership.
- Enhance connections to green spaces.
- Maximize the contribution of bicycling to Austin’s quality of life.

In the Bicycle Master Plan Update, South Lamar is shown to be a corridor plan with “all ages and all abilities” bicycle facilities, otherwise known as protected lanes or “cycle tracks” – therefore prioritizing its importance for design and implementation. Below is an excerpt of the Update which shows urban trails (green line with black dashed line), on-street facilities (green line), priority transit corridors (thick red underline) and stations (bus symbol) will interact/connect.



**Austin's 2014 Bicycle Master Plan
Complete Bicycle Facility Recommendations**

-  Protected Bicycle Lane
-  Trails (Urban Trail, SUPs, Other Trails)*
-  Quiet Street
-  Buffered Bike Lane
-  Bike Lane
-  Wide Shoulder
-  Shared Lane
-  High Capacity Transit Stations
-  High Capacity Transit Lines

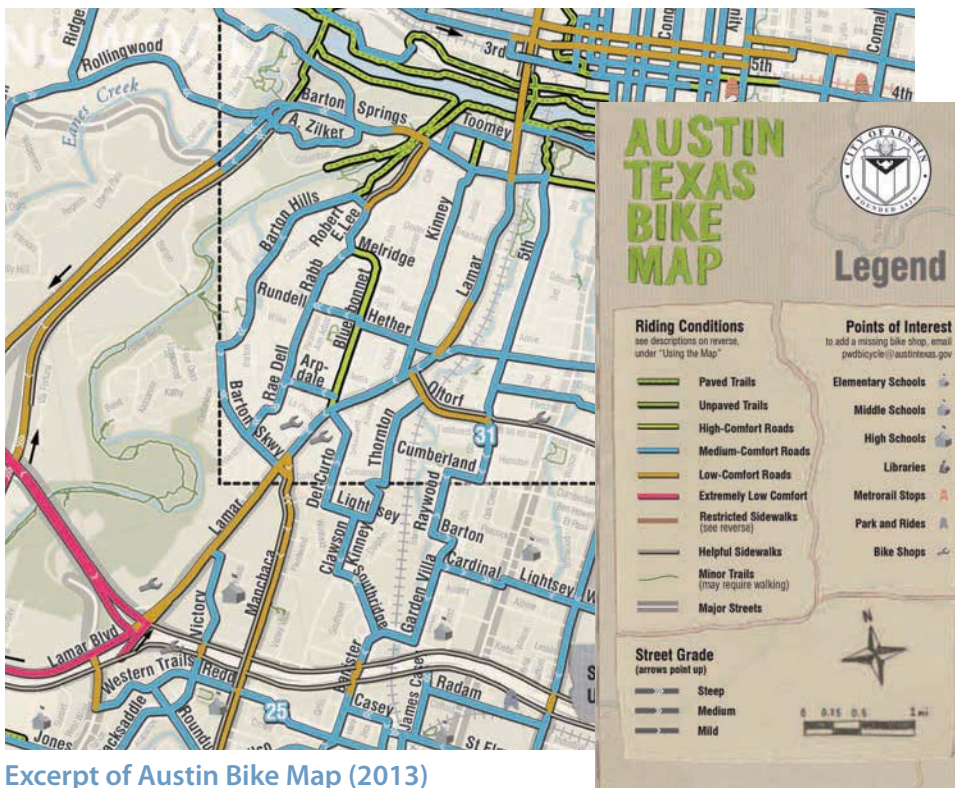


Excerpt of Austin Bicycle Master Plan (2014)

The Update is consistent with what was proposed for South Lamar during the ThinkBike charrette, conducted by the Dutch Bicycling Embassy in Austin in October 2012. This two-day work session brought together stakeholders, transportation planners and City officials to study the possibility of developing an “all ages all abilities” network of safe bicycle facilities that would create a viable, “short-trip” network, promote public health, reduce vehicle trips and improve congestion in the central city. ThinkBike focused particularly on how to make the South Lamar Corridor a bike-friendly, green street.

The **Austin Bike Map** (below) classes various segments of South Lamar as either a “Medium Comfort” or “Low Comfort” route, with “Medium Steep” grades.

The mixed-use Lamar Union project at the southwest corner of South Lamar Boulevard and Treadwell Street is installing cycle tracks along this street frontage, providing an early implementation of the cycle tracks concept for the Boulevard.



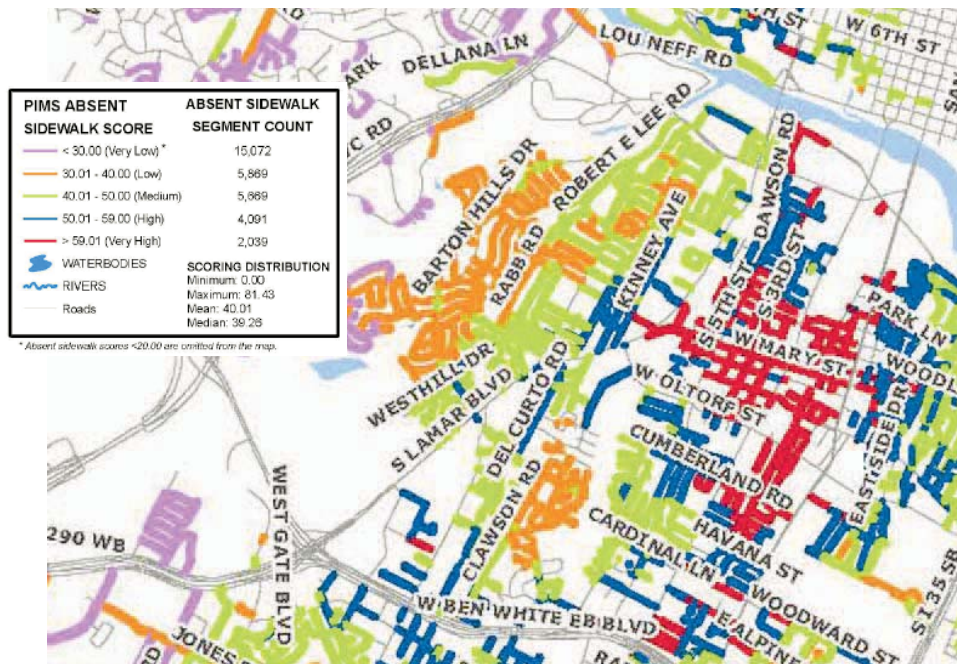
Excerpt of Austin Bike Map (2013)

City of Austin Sidewalk Master Plan

The Sidewalk Master Plan provides guidance on creating an accessible and walkable city and allows for prioritization and planning of future sidewalk projects and associated funding improving connectivity. It also provides a foundation for associated City initiatives that involve the pedestrian realm.

An important tool in the Sidewalk Master Plan is the “Absent Sidewalk Prioritization Matrix”, which defines priorities for implementing needed sidewalks. Additionally, public health data is incorporated into the Matrix, consistent with national trends in city planning that look at the effect of the built environment on public health.

As shown below, "high" and/or "very high" priority segments in the Study Area include and are adjacent to the intersection of West Mary Street and South Lamar, but these are not on South Lamar proper.



Excerpt of Austin Sidewalk Master Plan (2008)

COMPREHENSIVE AND NEIGHBORHOOD PLANNING-RELATED POLICIES AND PLANS

The Imagine Austin Comprehensive Plan (IACP) and the Complete Streets Policy

Imagine Austin – Corridor Goals and Objectives (2012): Imagine Austin was adopted as Austin’s Comprehensive Plan in June 2012. The Plan provides a collective vision for what Austinites want their city to be, and then outlines eight “priority programs” to help transform that vision into reality. These eight priority programs are:

1. Invest in a compact and connected Austin.
2. Sustainably manage our water resources.
3. Continue to grow Austin’s economy by investing in our workforce, education systems, entrepreneurs, and local businesses.
4. Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city.
5. Grow and invest in Austin’s creative economy.
6. Develop and maintain household affordability throughout Austin.
7. Create a Healthy Austin Program.
8. Revise Austin’s development regulations and processes to promote a compact and connected city.

In addition to the priority programs, Imagine Austin’s Growth Concept Map illustrates the desired manner the City would like to accommodate new residents, jobs, open space and transportation infrastructure over the next 30 years. The map assembles compact and walk-able activity centers and corridors - one of which is South Lamar - and coordinates them with future transportation improvements. When combined, the Growth Concept Map and the eight priority programs provide specific goals and objectives for how a corridor or center should perform.

Complete Streets Policy (2014): In June 2014, Austin City Council adopted a Complete Streets Policy that supports safe, efficient and convenient mobility for all roadway users - regardless of age or ability. The policy outlines eight principles to guide all transportation planning, design, maintenance and funding decisions, as well as all capital improvement projects that affect roadway elements and the right-of-way. Per the Policy, Complete Streets:

1. Serve all users and modes.
2. Require connected travel networks.
3. Are beautiful, interesting and comfortable places for people.
4. Require best-practice design criteria and context-sensitive approaches.
5. Protect Austin’s sustainability and environment.
6. Include all roadways and all projects and phases.
7. Are the work of all City departments.
8. Require appropriate performance measures.

The following are principles and goals for key transportation corridors such as South Lamar, as promoted in the Imagine Austin Comprehensive Plan (IACP) and the Complete Streets Policy - as summarized and referenced below by the Urban Design Office staff of City of Austin's Planning and Development Review Department:

Mobility

- Complete communities that serve all ages and abilities with amenities and services that are easily accessible...address traffic congestion. (Complete Streets)
- Reduce per capita car use with new development. (IACP)
- Pedestrian friendly, increase walking with new development. (IACP)
- Bike friendly, increase biking with new development. (IACP)
- Transit friendly, increase transit use with new development. (IACP)
- Reduce walking distance to transit and destinations. (IACP)
- Connected travel networks. (Complete Streets)

Infrastructure

- Green infrastructure. (IACP, Complete Streets)
- Sustainable water use. (IACP)
- All public and private projects that affect or occur in the ROW shall adhere to the Complete Streets policy. (Complete Streets)

Urban Design

- Character zones with urban design recommendations. (Complete Streets)
- Achieve safety and comfort. (IACP)
- Beautiful, interesting and comfortable places for people. (Complete Streets)

Land Use

- Intensity corresponds to available transit. (IACP)
- Intensity corresponds to available public space. (IACP)
- Intensity corresponds to available walkable destinations. (IACP)
- Variety of land uses. (IACP)

Parks and Public Facilities

- Draw people outdoors. (IACP)
- Incentivize green infrastructure and public spaces in new (re)development. (IACP)

Economic Development

- Additional jobs. (IACP)

Housing

- Provide additional housing. (IACP)
- Preserve existing affordable housing. (IACP)
- Provide new affordable housing. (IACP)

Subchapter E of the City of Austin Land Development Code

Subchapter E of Austin’s Land Development Code sets out urban design and building standards for non-single-family residential buildings and streetscapes - in part to improve pedestrian accessibility and connectivity to sites relative to the type of street along which they are located. For example, due to the importance of South Lamar as a transit spine, it is classified as a “Core Transit Corridor”. Consequently, all adjacent public or private projects must incorporate the highest level of pedestrian and transit user access and comfort. A proposed site development along a “Core Transit Corridor” must provide a 15-foot wide sidewalk and landscape zone, with a minimum of a seven-foot wide sidewalk and an eight-foot wide curb-side planting zone with street trees planted at roughly thirty-foot intervals. Such design is intended to provide the pedestrian with shade and protection from moving vehicles. The curb-side zone also allows for street furnishings such as lighting fixtures, transit shelters, benches and trash receptacles. There is also an “Alternative Compliance Process” that addresses less typical sites that may have existing conditions and constraints, such as the presence of overhead or underground utility lines, shallow lots, topographic constraints, existing trees, etc.

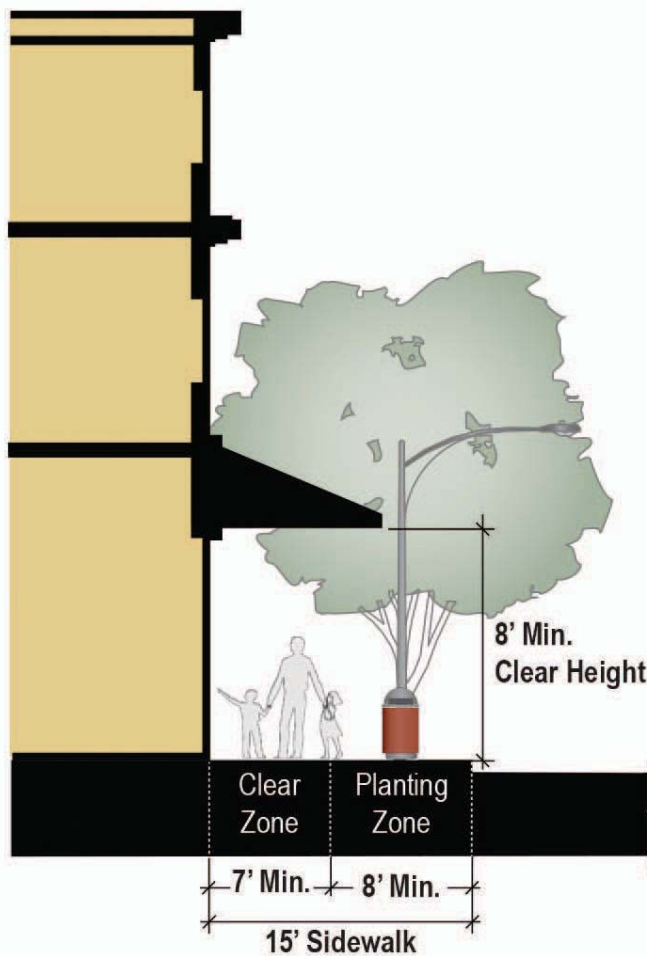
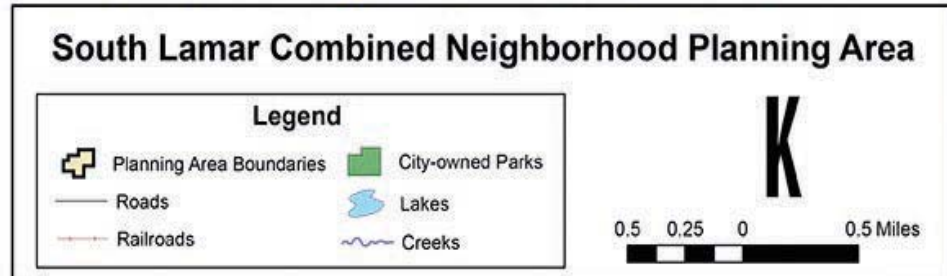
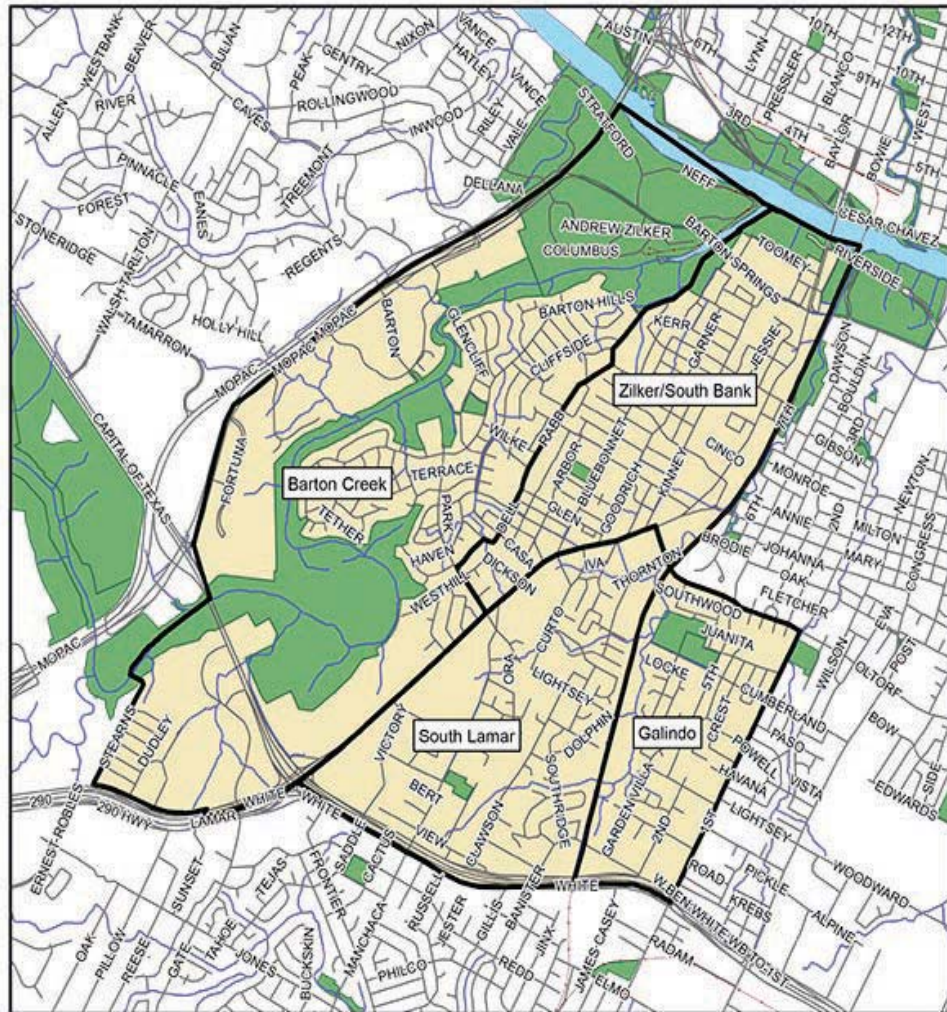


Illustration from City of Austin’s Subchapter E (2012)

South Lamar Combined Neighborhood Plan

The entire South Lamar Corridor study area is within one, large combined neighborhood planning area comprised by four neighborhood plan areas, listed below, along with their corresponding neighborhood associations:

- Zilker/South Bank (Zilker Neighborhood Association - ZNA)
- Barton Hills (Barton Hills Neighborhood Association - BHNA)
- South Lamar (South Lamar Neighborhood Association - SLNA)
- Galindo (Galindo Elementary Neighborhood Association - GENA)



Excerpt of South Lamar Combined Neighborhood Planning Area, City of Austin (2011)

All but the Galindo Neighborhood Plan area border the South Lamar Corridor Study area segment. The South Lamar Combined Neighborhood Planning Area began the neighborhood planning process led by the City of Austin several years ago. This process was suspended, however, and there is currently no date set to reconvene the process. There is an active group called the South Lamar Neighborhood Association (SLNA) comprised of residents and property owners that track an array of quality of life issues, such as new developments, park improvements, CodeNEXT and various City Council initiatives. SLNA put forward the South Lamar Mitigation Plan resolution that was adopted by City Council in 2014 and summarized below.

As no neighborhood plan exists in the study areas, we reviewed the neighborhood association websites and some of the readily-available documents from neighborhood initiatives to understand some of the key concerns relevant to the South Lamar corridor.

South Lamar Neighborhood Association and South Lamar Mitigation Plan Resolution (2014)

In May 2014, Austin City Council passed Resolution No. 20140501-042 directing the City Manager to develop a plan to mitigate the effects of infill development in the South Lamar Neighborhood and other parts of Austin experiencing development pressure. In October 2014, City staff submitted a set of recommendations to Council that address the localized flooding and transportation issues within the South Lamar Neighborhood, as well as broad tools to manage the effects of redevelopment and infill development occurring citywide. Recommendations include:

1. Complete the 2013 watershed study and expand the scope to identify and prioritize roadway upgrades that will improve the drainage system.
2. Expand the scope of the South Lamar Corridor study to create a multi-modal thoroughfare plan that dedicates land for roadway improvements at early stages of the development process.
3. Assemble a cross-departmental working group to identify code provisions and development processes in the Land Development Code that are related to and affected by infill and urban redevelopment. The review should identify necessary process changes, code amendments and resource implications.
4. Assemble a cross-departmental working group to identify additional revenue sources for financing infrastructure improvements.
5. Review the lists of recommended code amendments proposed by the interdepartmental working groups and identify which should be made in advance of CodeNEXT and which should be addressed by the CodeNEXT process.

In November 2014 the City Council approved this plan for implementation.

Barton Hills Neighborhood Association (BHNA)

From the website bartonhills.org: "Barton Hills is a small residential community nestled among the hills of south Austin along beautiful Barton Creek. Learn about our neighborhood's colorful history. The Barton Hills Neighborhood Association is dedicated to preserving the special nature of our community, with an active membership that stays in touch with other neighborhood associations, community groups, and each other. The BHNA is active in city issues, environmental concerns, traffic problems, and neighborhood improvements, as well as other community matters."



2014 Fourth of July Parade on Barton Hills Drive



A 2-way cycle track created within the existing curb-to-curb area of Bluebonnet Lane, gives safe access to Zilker Elementary School.

Some of the key concerns and initiatives are:

- caring for the **Barton Creek Greenbelt**,
- improving the safety, walk-ability and bike-ability of **Barton Hills Drive**, and
- implementing the newly adopted Barton Hills Community Park Master Plan.

Zilker Neighborhood Association (ZNA)

From the website zilkerneighborhood.org: *“The Zilker Neighborhood Association (ZNA) was established over thirty years ago with the mission of protecting the character of our neighborhood and enhancing the quality of life for all of our residents. ZNA is a volunteer organization that works to ensure appropriate code enforcement, resolve traffic safety issues, maintain our historic and cultural resources, protect our environment and ensure that our neighborhood’s interests are heard at City Hall.”*

ZNA’s Mobility Committee: *“The Zilker Neighborhood is blessed with wonderful proximity to downtown, but that brings thousands of commuters down our boulevards each day who also overflow onto side streets. Nevertheless, there are many things we can do in terms of:*

- *Land use and development that incorporates mobility*
- *Better sidewalks and an enhanced pedestrian experience*
- *Bicycling*
- *Responsible parking policies and enforcement*
- *Efficient intersections*
- *Mass transit options and connectivity to the larger transportation grid*
- *Ride sharing*

The Mobility Committee is partnering with another neighborhood organization, WABUCY (Walk-Bus-Cycle), to work with City traffic engineers in developing a Lamar Corridor Study, which hopefully will lead to a Lamar Corridor Plan. The goal of the plans is to reconstruct South Lamar Boulevard and other major nearby streets to better incorporate the functions listed above and still continue as an artery to downtown.”

Traffic Calming: The ZNA has been promoting and implementing traffic calming in their neighborhood for some time. They have performed traffic counts between 1998 and 2003 to track existing traffic calming, traffic speed, volume counts and traffic turning movement counts.

ZNA’s Sidewalk Plan and SNLA’s Safe Routes to School Grant Application: This plan was last updated in 2009 and lists first, second and third tier priority improvements related to critical new sidewalk needs, “Safe Routes to School” sidewalk needs and upgrades to existing sidewalks and bike lanes. This and the SLNA’s Safe Routes to School grant application map highlight the importance of improving the pedestrian crossings at the following intersections, from north to south, with Bluebonnet Lane being the highest priority of these:

- *Kinney Avenue*
- *Treadwell*
- *Barton Hills Drive*
- *Oxford*
- *Goodrich*
- *Bluebonnet Lane*
- *La Casa*

In addition, ZNA’s Sidewalk Plan highlights the need to improve the sidewalks along the two-block segment of South Lamar between Bluff and Treadwell streets.

Wabucy Zilker: As stated above, “Wabucy Zilker” is a group of neighbors organized to increase walking, bus riding, and cycling for transportation and to advocate for related infrastructure improvements in the Zilker/South Lamar area.



Image from WABUCY facebook page (2014)

Galindo Elementary Neighborhood Association (GENA)

From the website gena.org: *“The Galindo Elementary neighborhood is a wonderful gem nestled in the heart of South Austin. The boundaries are Oltorf Street on the North, Ben White on the South, the Union Pacific Railway on the West and South First Street on the East. The purpose of the Association is to seek to improve the quality of life in the neighborhood in matters such as land use, traffic control, social functions, environmental protection, public services, and other matters of neighborhood concern.”*

During the (now suspended) South Austin Combined Neighborhood Plan process, GENA worked to establish its own vision and goals - shown below per their website:

- *“Maintain neighborhood diversity and preserve single-family housing (infill options) while maintaining housing affordability.*
- *Provide more parks and open space via trails, greenbelt and recreation areas.*
- *Sidewalks and bike lane improvements with increased transit options. Speeding traffic and cut-through traffic are also an issue.*
- *Redevelopment of Oltorf and South First will emphasize neighborhood services and include residential and mixed use residential and commercial development.”*

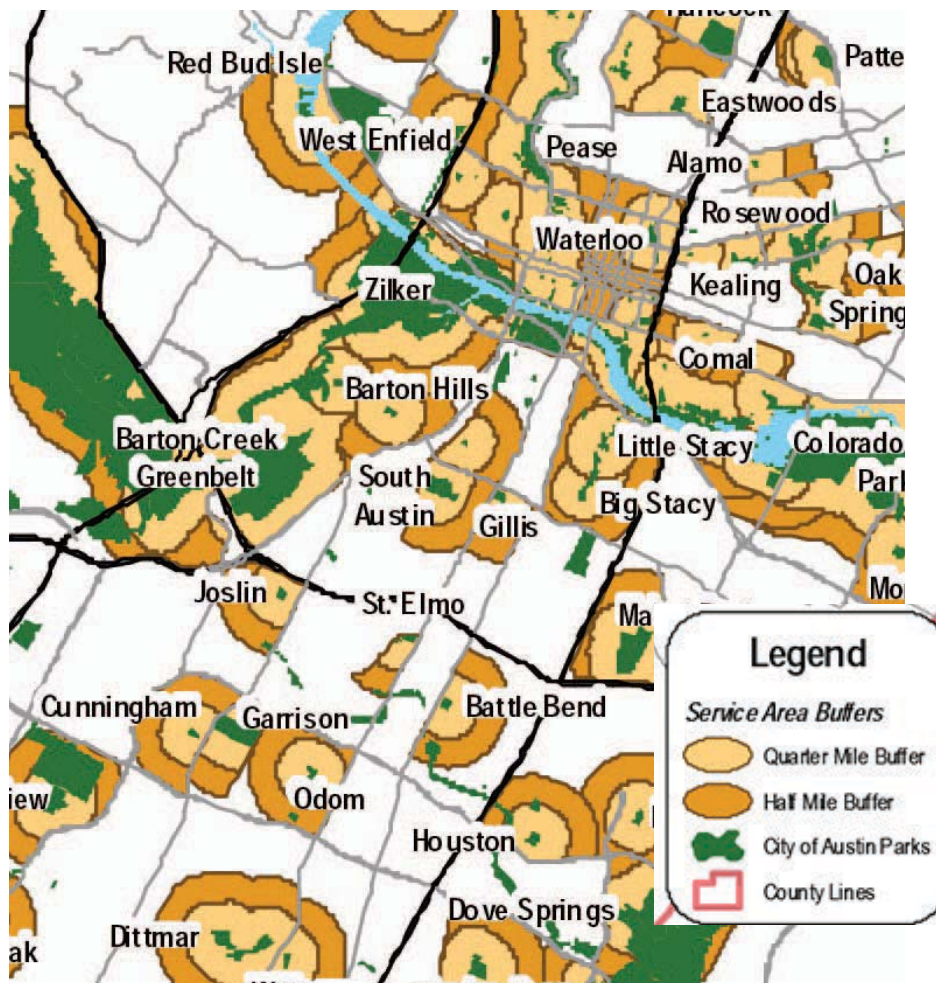
School quality, environmental quality and floodplain issues are also noted as key concerns.

ENVIRONMENTAL-RELATED POLICIES AND PLANS

Parks and Recreation Long Range Plan

The City of Austin Parks and Recreation Department (PAR) Long Range Plan for Land, Facilities, and Programs (LRP) functions as a guide for the future growth and development of Austin's parks and recreation system. The LRP provides recommendations for greenway and parkland acquisition, park development, park renovations and master planning. Included in the LRP planning process was a needs assessment that evaluated what facilities are most needed and desired by Austin citizens. A gap analysis then determined what areas in the City are under-served by park facilities, thereby creating gaps in the park system.

One of the recommendations to address gaps in the system is to shift the focus of parkland acquisition toward rising inner-city needs and to explore the potential of pocket parks to meet those needs. The LRP also recommends continued development of existing parks that fall within the City's under-served areas, one of which is the Del Curto Neighborhood Park located a quarter-mile east of the South Lamar Corridor. The PAR Gap Analysis Map (below) shows where the PAR LRP may impact the South Lamar Corridor.



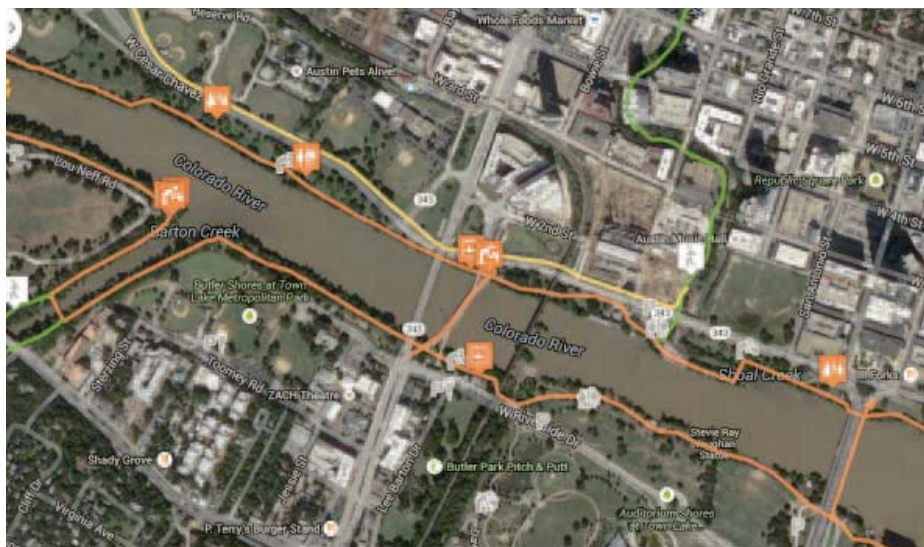
Parks Service Area Gap Analysis Map, City of Austin (2011)

The Ann and Roy Butler Hike-and-Bike Trail

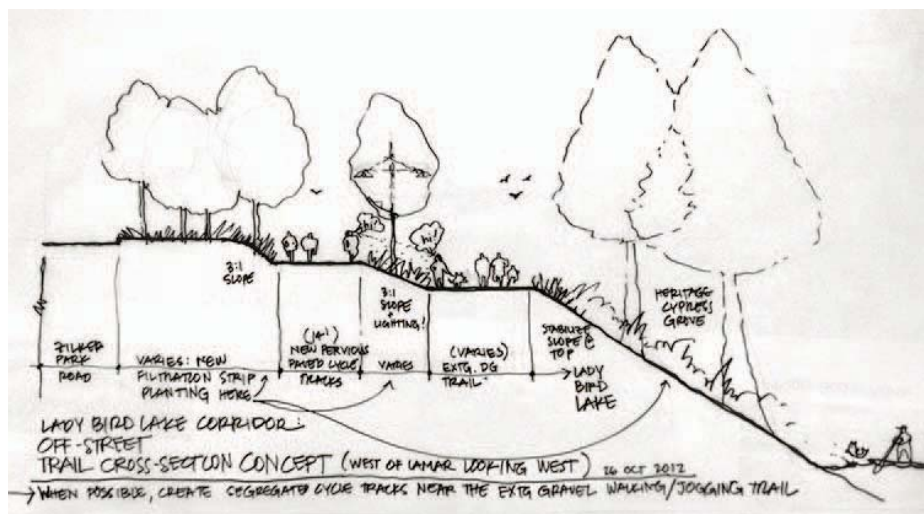
In the heart of Austin is the Ann and Roy Butler Hike-and-Bike Trail at Lady Bird Lake. The trail is a 10-mile urban path that meanders along the water's edge and passes by skyscrapers, neighborhoods, ball fields and cultural attractions. With the completion of the Boardwalk portion of the Trail in June 2014, the 1.3-mile gap along the south shore has been closed and the Trail now serves Austin as a major transportation route for our growing urban core.

With more than 1.5 million visits a year, the 10-mile trail is Austin's most recognized and popular recreational area. The Ann and Roy Butler Hike-and-Bike Trail, named for a former Austin mayor and his wife, is a natural gem in the heart of Austin.

The creation of a second, parallel for the Trail was recommended as part of the ThinkBike charrette described above.



Butler Hike-and-Bike Trail near the Study Area, Google Maps (2014)



Sketch of potential second parallel for the Butler Hike-and-Bike Trail, ThinkBike Charrette (2012)

The Trail Foundation

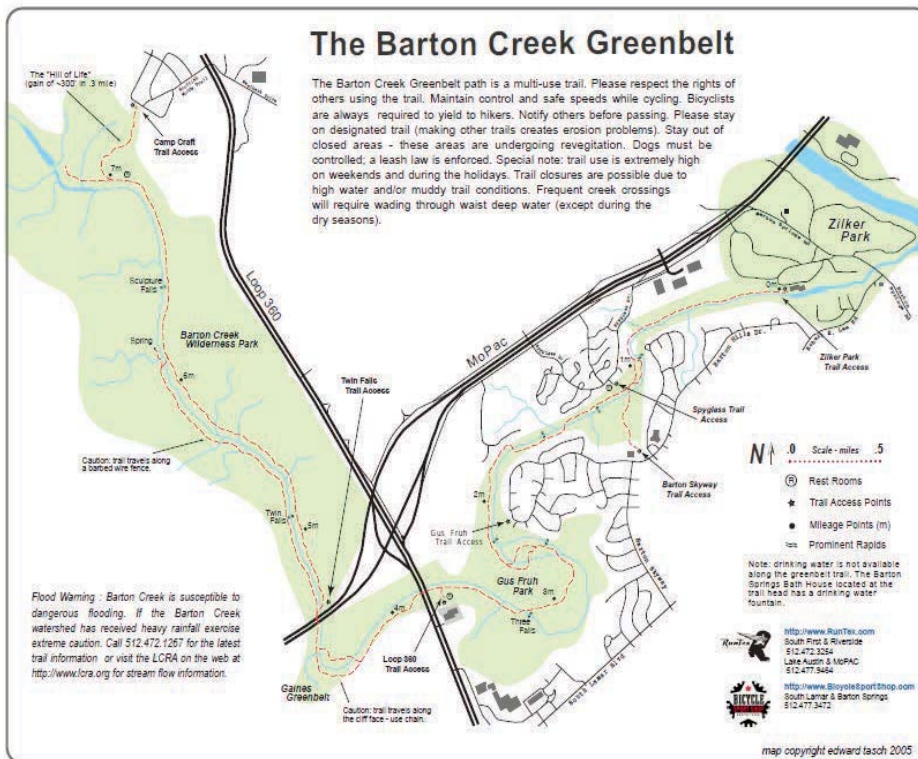
Per its website, The Trail Foundation (TTF) is a non-profit “dedicated to protecting and enhancing the Ann and Roy Butler Hike-and-Bike Trail at Lady Bird Lake. We work in cooperation with the Austin Parks and Recreation Department to close the gap between what the City provides and what the Trail deserves.”

TTF’s “Healthy Trees for the Trail” Program:

This ongoing program restores and helps diversify the woodlands habitat of the Lady Bird Lake ecosystem while protecting the health of the trees along the Trail for future generations. Over the last 40 years, the introduction of non-native plant species combined with the urbanization of this area has resulted in an ecosystem with diminishing biodiversity. Without natural controls such as floods and fire, woodlands such as those found along the Trail can lose their beauty and functionality as native habitat. Introduced plants are spreading along the Trail, crowding out native species important to birds and other wildlife for food and shelter. Aggressive grapevines break tops and limbs of trees and shade out large native specimen trees that help make the Trail a special place.

The Barton Creek Greenbelt

The Barton Creek Greenbelt is a 7.25-mile stretch of public parkland that is managed by the City of Austin Parks and Recreation Department. It is considered one of the finest hiking trails in Texas. The Greenbelt begins at Zilker Park and extends north/northeast, culminating at “the Hill of Life,” near the Woods of Westlake subdivision. Popular locations include Twin Falls, Campbell’s Hole, the Flats, Gus Fruh and Sculpture Falls.



Barton Creek Greenbelt, Edward Tasch (2005)

The Greenbelt consists of three segments: the Lower Greenbelt, the Upper Greenbelt and the Barton Creek Wilderness Park, and it is abundant with limestone cliffs, trees, and shallow bodies of water. Due to the Greenbelt's diverse landscape, it is a popular venue for locals and outdoor enthusiasts. Its varied topography makes it ideal for rock climbing, hiking and biking. During periods of heavy rainfall, the Greenbelt provides opportunities for swimming, kayaking and tubing.

Although the Greenbelt is in close proximity to the South Lamar Boulevard corridor, there are no points of contact visible from the Boulevard.



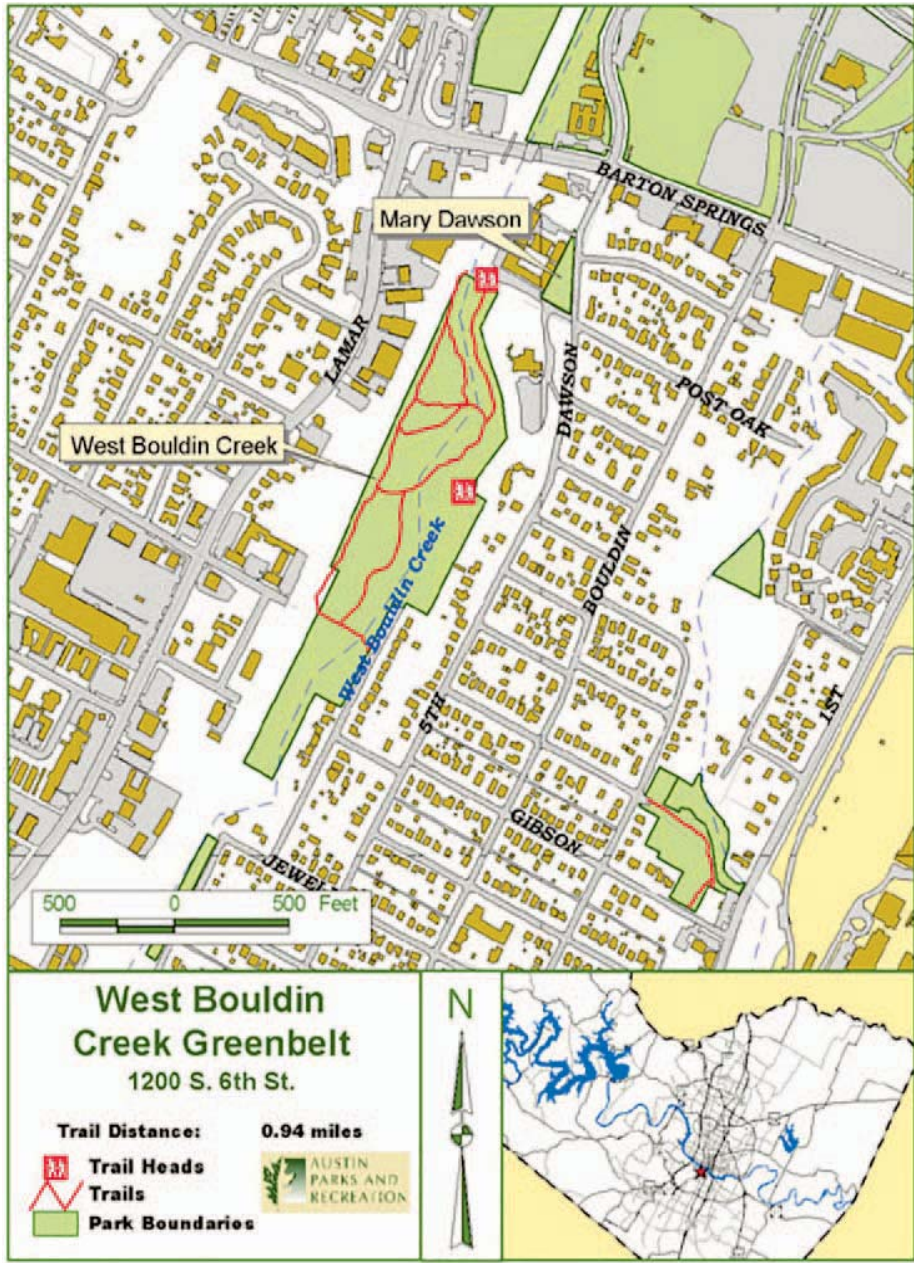
Engineering and design is underway for the City's new bicycle and pedestrian bridge crossing Barton Creek next to MoPac.

The West Bouldin Creek Greenbelt

The West Bouldin Creek Greenbelt is a 54-acre north-south stretch of public parkland that is managed by the City of Austin Parks and Recreation Department. The Greenbelt (map shown on following page) is located west of South Lamar Boulevard, just south of Barton Springs Drive and follows the active Union Pacific Rail Road Freight Line. The Greenbelt is approximately a mile long and features several heavily vegetated hiking trails. Trailheads are located at 1200 South 6th Street and 1151 Post Oak Street. Although the Greenbelt is located within one-half-mile of South Lamar Boulevard, there are no direct connections or signage linking it to the Boulevard.



West Bouldin Creek Greenbelt Trailhead at 1151 Post Oak Street.



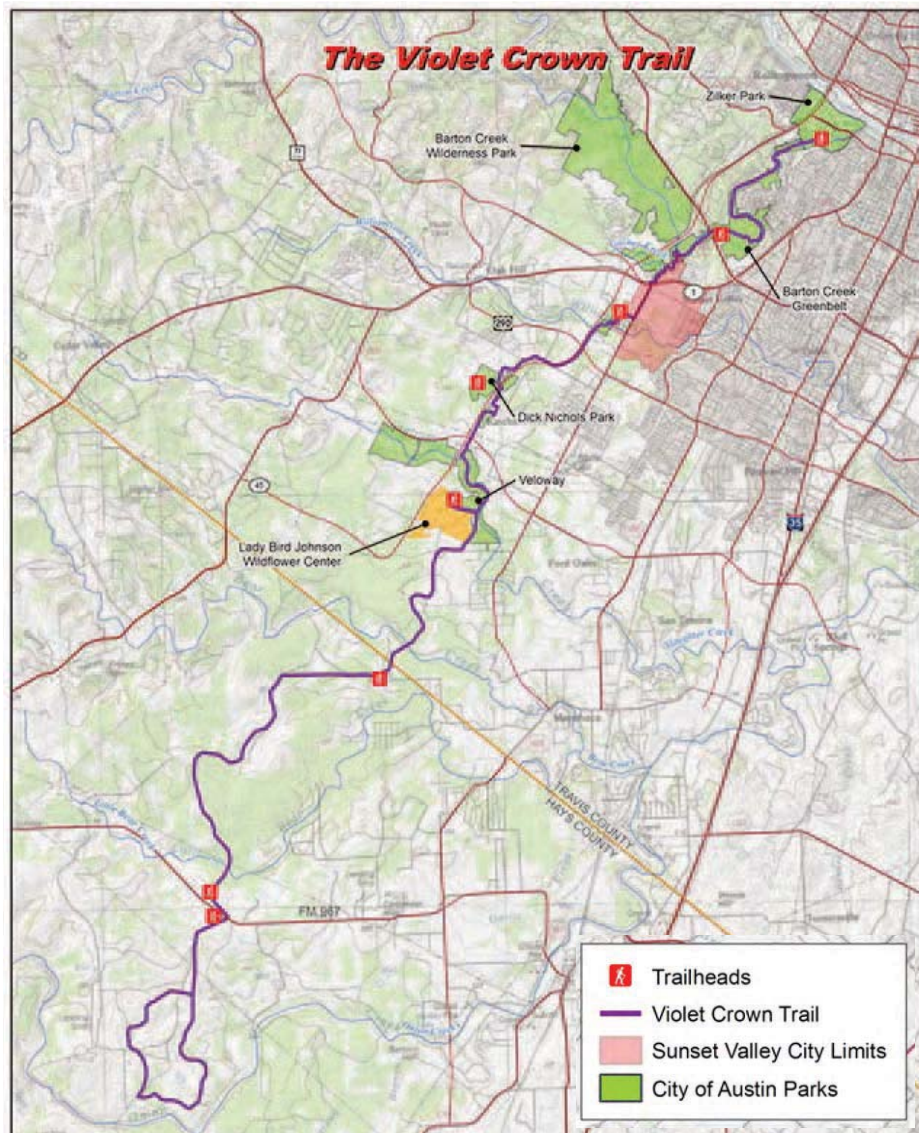
West Bouldin Creek Greenbelt, City of Austin Parks and Recreation Department

The Violet Crown Trail

The Hill Country Conservancy has partnered with the City of Austin and other organizations to realize this new regional trail system. Once completed, the Trail will begin at Barton Springs Pool in Zilker Park and wind more than 30 miles south into Hays County. It is planned to connect scenic open areas, Austin neighborhoods, shopping venues, libraries, and public parks. It will also pass by destinations such as Lady Bird Johnson Wildflower Center, Dick Nichols Park, and the Veloway near the Circle C neighborhood, and will have a variety of surfaces ranging from urban sidewalks to relatively smooth crushed granite to rougher terrain sections in the Barton Creek Greenbelt near the South Lamar Corridor.

Phase one is now complete, running from Zilker Park to the southernmost point in the Barton Creek Greenbelt near the intersection of Mopac/Loop 1 and Ben White Boulevard/US 290. The last mile to Ben White Boulevard will be completed once permits are approved to cross a portion of the Balcones Canyonlands Preserve. From there, the Violet Crown Trail will continue down Brodie Lane through Dick Nichols Park, the Lady Bird Johnson Wildflower Center and on to Onion Creek in northern Hays County.

In 1890, the Austin Daily Statesman printed an article that referenced “the City of the Violet Crown.” In 1894, O. Henry wrote about Austin, referring to it as the City of the Violet Crown in an article in the original Rolling Stone. This unique name conveys a sense of place and is rooted in local history. Some say the term comes from the site of the western sky when it has a purple cast over the hills at sunset, appearing like a violet crown over the hills. This atmospheric phenomenon has a technical name – the Belt of Venus.



Violet Crown Trail Map, Hill Country Conservancy (2010)

Watershed Protection Master Plan

The Watershed Protection Master Plan is the City of Austin’s strategic plan that manages erosion, flood, and water quality problems. One of the most relevant programs to our study area is the Sustainable Stormwater Solutions Program, which designs, implements and evaluates engineered systems that reduce pollution in Austin’s creeks, lakes and aquifers. The program seeks to use stormwater as a resource rather than as a waste product. In the early 1980s, due to rising concerns about non-point source pollution associated with urban development, the City of Austin began requiring new development to provide stormwater Best Management Practices (BMPs).



Barton Creek is a major recreational and environmental asset located in the Edwards Aquifer, where Austin gets its drinking water.

The study area is in a portion of both the Barton Creek (to the west) and the West Bouldin Creek (to the east) watersheds and the City of Austin conducts frequent Environmental Integrity assessments in this area. The West Bouldin Creek Watershed is considered to have a “fair” to “good”, as scored in the City’s Watershed Environmental Integrity Index. The much larger Barton Creek Watershed is considered “very good”.

On the map entitled “CIP Projects for Fiscal Year 2015”, only one project within the study area is identified: Project 31: West Bouldin Creek - Del Curto Storm Drain Improvements. This Capital Improvement Project (CIP) will improve area storm drains along the South Lamar corridor, focusing primarily north of Barton Skyway and south of Hether/West Mary. The project is listed as “ongoing” in the City of Austin’s 2015 appropriations. The South Lamar corridor plan should acknowledge this project in its recommendations.

ARTS, HISTORY AND CULTURE-RELATED POLICIES AND PLANS

CreateAustin Cultural Master Plan

The CreateAustin Cultural Master Plan charts a course for the development of Austin's cultural development over the next 10 years. Its purpose is to identify Austin's cultural and creative assets and challenges and establish a framework for establishing a "culture of creativity" within the City through the year 2017. Implementation of the plan involves public/private collaboration, defining strategies for community-wide implementation. Although there are no specific recommendations within the Plan for the South Lamar Corridor, the following more general recommendations are noteworthy:

- *"Congestion and lack of transportation options are restricting access to Austin's cultural venues and activity."*
- *"Infrastructure support such as parking, sidewalks, lighting, and transportation is needed for existing arts/culture venues."*
- *"Increasing traffic congestion and lack of transportation alternatives will increasingly impact access to and use of cultural venues is an issue that was often brought up in community and Leadership Council meetings."*



Saxon Pub, Image by Jarrod Henderson, (2010)

- *"Include artists as part of the City's projects' Design Teams, along with architects and design professionals, to work collaboratively on overall concepts for buildings, landscapes, utilities, transportation structures or major planning projects."*
- *"Create infrastructure and schedules for better transportation connections to and among cultural venues: special buses, streetcars, 'Dillos, added routes and service; free shuttling for festivals, districts, and tours; infrastructure and signage that encourage biking and walking and promote safety."*
- *"New transportation technology solutions should be applied to improve access to cultural venues as they come on line. There is also an opportunity to incorporate artist-designed signage, banners or artwork that can be integrated into pedestrian corridors to help orient pedestrians and act as navigational landmarks."*
- *"Improve transportation access to cultural activities. Outcomes should be added to routes and services provided along with the incorporation of artist-designed signage, banners or artwork."*

South Lamar Historic Resources

There are 17 City of Austin Historic Landmarks within one-half mile of the South Lamar Corridor, per 2014 City of Austin GIS data. (see map on the following page.)

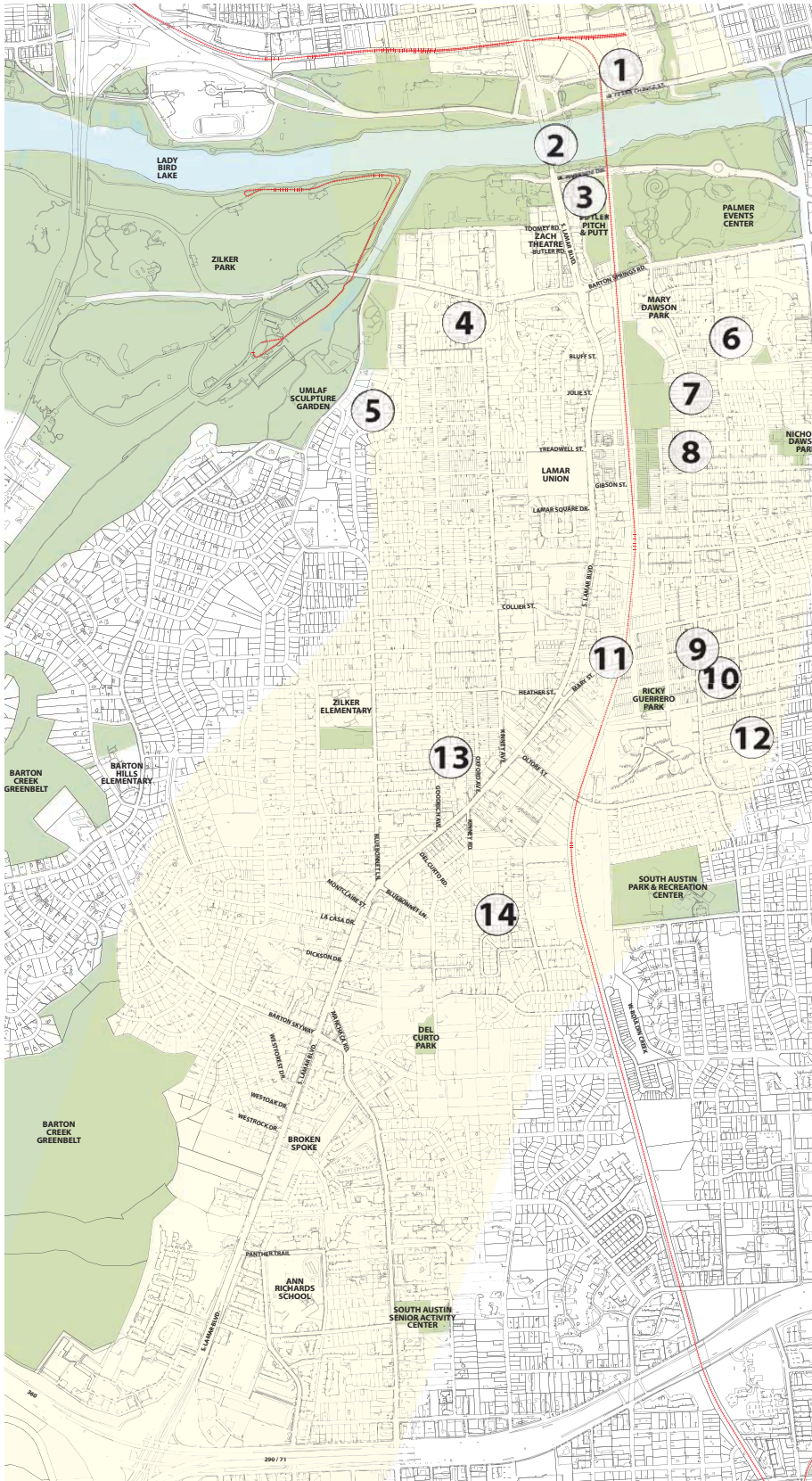
1. *Seaholm Power Plant - 800 Cesar Chavez St.*
2. *Lamar Boulevard Bridge* - 101 Lamar Blvd.*
3. *Paggi House* - 200 Lee Barton Dr.*
4. *Davis (I.V.) Homestead – 1610 Virginia St.*
5. *Rocky Cliff House – 802 Barton Blvd.*
6. *Woody House – 709 Bouldin Ave.*
7. *Leffingwell House*
8. *Dawson-Crow House – 1200 S. 5th St.*
9. *Dawson-Blaylock House – 1001 W. Mary St.*
10. *Dawson-Robbins Residence – 1912 S. 5th St.*
11. *Millbrook – 1803 Evergreen Ave.*
12. *Green Pastures* - 811 W. Live Oak St.*
13. *Goodrich Baptist Church & Cemetery – 2107 Goodrich Ave.*
14. *Seymour Fogel House* - 2411 Kinney Rd.*

* Also listed on the National Register of Historic Places.

Funding has been allocated to update the City of Austin’s Cultural Resources Survey, which was last updated in 1984. An updated Cultural Resources Survey will provide the groundwork for the identification of other historic resources along the South Lamar corridor, such as the Broken Spoke.



Broken Spoke



City of Austin designated Historic Landmarks within one-half-mile of the South Lamar Corridor, City of Austin GIS data (2014)

South Austin Popular Culture Center

This community center is located at 1516-B South Lamar, in the heart of its shopping and entertainment district. From the website southpop.com:

"Founded in 2004 as a community art collective, The South Austin Popular Culture Center (SouthPop) became a 501(c)3 non-profit arts organization in 2006 and is dedicated to being a world class archive and repository of Austin music related art and ephemera... Through exhibitions and educational programs, the Center presents an archive that is recognized as a center of research, supporting scholarship and publications that further the cultural evolution of Austin.

SouthPop's mission is to collect, conserve, exhibit, and interpret Austin art, design, music, and culture of the past 50 years and make that history accessible to local, national, and international audiences.... The South Austin Popular Culture Center seeks to create a dialogue between the established and the counter-culture, the past and present, in an environment that is responsive to the issues of the Austin music art scene. The Center serves a public that ranges from scholars to senior citizens to young people; giving ownership and understanding of Austin's popular culture to those who create, consume, and define it.

As SouthPop enters into its tenth exhibit season, the Center has begun to outgrow its humble beginnings. Originally a small collection of privately owned posters, SouthPop now maintains a collection of over 3,000 physical objects of various formats, and a digital archive of over 10,000 images, photographs, sound and video files. Paid memberships have grown to over 100. In 2013, SouthPop's economic impact was calculated by the Americans for the Arts system to total over \$715,000, contributing \$35,000 to local government revenue, and \$40,000 to the state of Texas."



Memorial Wall for Austinites, at the South Austin Popular Culture Center, "who have contributed to keeping Austin weird,"