

ORDINANCE NO. 000413-63

**AN ORDINANCE AMENDING THE AUSTIN TOMORROW
COMPREHENSIVE PLAN BY ADOPTING THE HYDE PARK
NEIGHBORHOOD PLAN.**

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

PART 1. Findings.

- (A) In 1979, the City Council adopted the "Austin Tomorrow Comprehensive Plan."
- (B) The Austin Tomorrow Comprehensive Plan contemplated the adoption of neighborhood plans. Article X, Section 5 of the City Charter authorizes the City Council to adopt by ordinance additional elements of a comprehensive plan that are necessary or desirable to establish and implement policies for growth, development, and beautification, including neighborhood, community, or area-wide plans.
- (C) In October 1998, the Hyde Park neighborhood was selected to work with the City of Austin to complete a neighborhood plan. The Hyde Park Neighborhood Plan followed a process first outlined by the Citizens' Planning Committee in 1995, and refined by the Ad Hoc Neighborhood Planning Committee in 1996. City Council endorsed this approach for the neighborhood planning in a 1997 resolution. This process mandated representation of all of the stakeholders in the neighborhood and required active public outreach. During the planning process, the Hyde Park Neighborhood Planning Team gathered information and solicited public input through the following means:
 - (1) neighborhood planning team meetings;
 - (2) collection of existing data;
 - (3) neighborhood inventory;
 - (4) neighborhood survey;
 - (5) neighborhood newsletter;
 - (6) community-wide meetings; and
 - (7) neighborhood ballot.



Busstop on Guadalupe

Current bus stops are comprised of a Capital Metro sign which marks which route stops at the point of the sign. Some of the many stops in the area have a concrete area for awaiting riders to stand on, some have benches, a few have a covered waiting area. Many stops are comprised of only the Capital Metro sign.

Currently, the Capital Metropolitan Transportation Authority (Capital Metro) provides regular route service to the Hyde Park area via four routes—the North Lamar route (#1), the Woodrow route (#5), the Duval route (#7), Intramural Fields U.T. Shuttle route (IF), the Red River route (#15) and the Red River U.T. Shuttle route (RR).

Light rail planning has occurred for over ten years. Most of the scenarios include a critical piece of the system running up Guadalupe. Light rail is similar to the trolley system that allowed the development of the Hyde Park subdivision in the first place. An Austin-area (Capital Metro service area) referendum is currently planned for the Fall of 2000. In the event that light rail is approved, Hyde Park will want to participate in the station designs and other improvements necessary for a successful transit system. It is important that the light rail planning support and enhance existing pedestrian, businesses and residential uses.

- ◆ Bus service should be maintained to Hyde Park at current levels. Planning Principle: CMTA
- 43. Provide bus shelters at 39th/Guadalupe, 46th/Guadalupe in conjunction with Triangle development and at 43rd /Duval. Capital Metro Action Item
- ◆ Transit stops should incorporate amenities such as trashcans, benches and shelters that are useful to those who use public transportation. Planning Principle: CMTA

CHAPTER 5

Goal 5 : Protect and enhance the Guadalupe corridor and other commercial areas.

The revitalization of commercial buildings and historic shopping and service patterns in Hyde Park is important for the continued vitality of the neighborhood. **Most of the attention in this section is devoted to the Guadalupe corridor due to the neighborhood's planning work done in response to the light rail planning efforts and the development of State lands of the last few years.** All of the commercial sites of the neighborhood represent the remaining commercial sites from a time when there were tiny stores on many of the corners of Hyde Park. These commercial sites are important to the vitality of the neighborhood and are frequented by neighbors and visitors. The Guadalupe Corridor, once a highway to points north, serves not only the neighborhood but commuters and visitors as well. It also forms a boundary for the neighborhood and provides a location for businesses that appeal both to local residents and customers drawn from a larger area. *The district includes three blocks that are potentially eligible for recognition in the National Register. These blocks, 40th to 43rd Streets, have the traditional elements that encourage pedestrian activity and shopping: buildings built to the front property line with awnings over the sidewalk, glass storefronts and parking to the rear. This corridor is served by the North Lamar bus, which has the City's highest ridership. This corridor is in need of improvements for pedestrian and bicycle comfort and safety, support for its businesses and streetscape improvements. Creating a more uniform streetscape and minimizing the size and impact of driveways on the pedestrian is also desired. The following objectives address the concerns for continued neighborhood compatible commercial uses, especially as they relate to future development in the Guadalupe Corridor.*

Objective 5.1: Support the creation of specific **guidelines** to address commercially zoned property to remain compatible with the surrounding neighborhood.

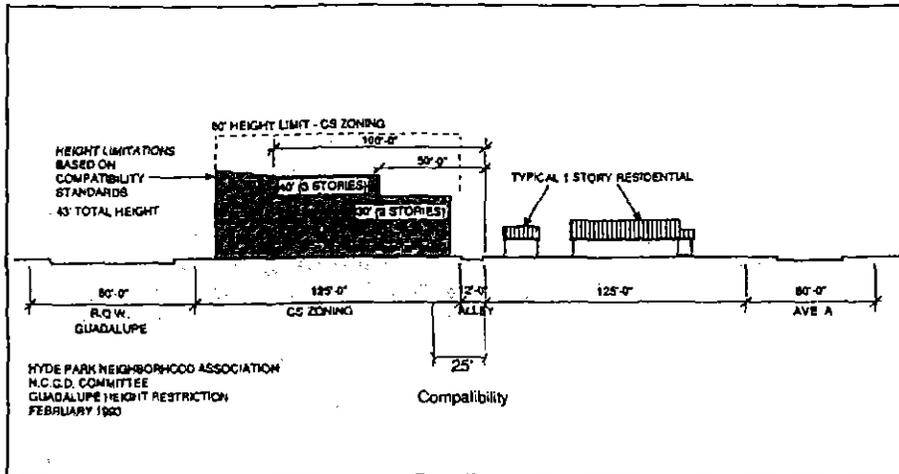
Objective 5.2: Structure and direct preservation and enhancement on Guadalupe Street through the establishment of a **development district for the Guadalupe Corridor.**

Objective 5.3: Promote a **system of transportation** along the Guadalupe Corridor which will serve commuter needs, support existing businesses and reduce negative auto impacts on residential area.

Objective 5.4: Maintain the historic relationship between Hyde Park and the **Austin State Hospital (ASH)**, an entity which has served many needs in the community.

Objective 5.5: Revive the **business district in the Guadalupe Corridor** as a pedestrian oriented promenade, which functions as a main street for the area.

Objective 5.6: Protect and enhance the streetscape patterns along the Guadalupe Corridor which are in keeping with the historic patterns, scale, and use patterns of Hyde Park.



Cross-section of Guadalupe under compatibility standards (Prepared by HPNA, 1993)

The Guadalupe Street corridor, and the properties that abut it, forms an important hub of community activity. A development district or "corridor plan" should be formed to direct preservation and implement changes in the area to ensure its vitality and compatibility with surrounding areas. All properties abutting Guadalupe from 38th Street to 51st Street should be under the joint and equal direction of the State of Texas, City of Austin, Capital Metro, and Hyde Park Neighborhood Association and should include critical participation of local merchants. It is important to coordinate work to establish historic buildings, design review standards and the NCCD with Guadalupe improvements.

50. Develop a corridor plan through the future Smart Growth corridor planning effort for the Guadalupe corridor including the following elements:

- a) include all stakeholders in planning process
- b) transportation enhancements
- c) land use, zoning, historic resources
- d) support local businesses
- e) State property

There are several areas of the streetscape environment that need attention in this work including: curb cut width, location of driveways, parking layouts, pedestrian crossings, bicycle lanes, transit stops, lighting as well as building orientation. City Action Item: PECSD, NPT, Capital Metro, State of Texas, HPNA

Through traffic has caused increased concern in inner city neighborhoods for safety for all transportation modes. A number of modes of transportation need to be addressed along the Guadalupe Corridor including public transportation/Light Rail (LRT); vehicular traffic; pedestrian traffic.

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- ◆ A determination for the implementation of light rail has not been made. If the referendum supports light rail, the following action item should be applied [NOTE: The following action item was adopted by the neighborhood in 1994 and should be revisited as a part of any future rail planning effort.]:

A light rail station and properly located tracks would both enhance pedestrian activity and the business and residential activities in the district. Important issues related to LRT in the Guadalupe Corridor include the following:

- a) Align tracks on the western edge of Guadalupe or interior to the Austin State Hospital property since a center alignment of the track would produce congestion and numerous safety and vehicular hazards. [The preference for the western alignment by the neighborhood is from an understanding in 1994 that a center alignment would prevent left turns into the neighborhood from Guadalupe due to a “curb-like” structure associated with the proposed center alignment. Improved technology and in-street rail may allow left turns across the rail at protected intersections. As noted above, additional planning work with the neighborhood, Capital Metro and the State will be needed in the event that the rail program moves forward.]
 - b) Acquire ROW from the State if needed to preserve the existing business district and access to Hyde Park along the eastern edge.
 - c) Reinforce LRT desirability by providing local shuttle routes for residents.
- Planning Principle: Capital Metro

- ◆ Promote greater use of public transportation by negotiation with major employers in the area (State offices, Seton, the PUD, etc.) to have shuttle plans and /or a program of assistance to ensure that the major portion of their employees use public transit. Reduce parking requirements/limits along the transit corridor and for major employers who commit to permanent support of their employees using public transit. Planning Principle: Capital Metro, major employers
- ◆ Design possible light rail stations and amenities to recognize and support the high percentage of bicycle use at transit stops. Planning Principle: Capital Metro, NPT, major employers
- ◆ Vehicular traffic should be reduced if possible to decrease congestion and make Guadalupe a pedestrian-friendly zone. Planning Principle: DRID, PWT
- ◆ Distribute through traffic on Lamar and Guadalupe recognizing that Guadalupe is a narrower street and more conducive to slower traffic and closer to a residential area than Lamar. Planning Principle: PWT, DRID
- ◆ Standardize parking requirements for office, retail and personal services to simplify permitting issues due to tenant turn-over. Planning Principle: DRID

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