

ORDINANCE NO. 20161013-025

AN ORDINANCE AMENDING ORDINANCE NO. 20081211-096, WHICH ADOPTED THE OAK HILL COMBINED NEIGHBORHOOD PLAN AS AN ELEMENT OF THE IMAGINE AUSTIN COMPREHENSIVE PLAN, TO ADD AND REMOVE TEXT TO THE PLAN.

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

PART 1. Ordinance No. 20081211-096 adopted the Oak Hill Combined Neighborhood Plan as an element of the Imagine Austin Comprehensive Plan.

PART 2. Ordinance No. 20081211-096 is amended, pursuant to File NPA-2016-0025.02 at the Planning and Zoning Department, to add and remove text to Exhibit A (The Oak Hill Combined Neighborhood Plan) of the ordinance, for revisions to Chapter 5: Public Utilities and Development Patterns and Chapter 7: Transportation and Infrastructure.

PART 3. The text in Chapter 5, under the heading "City of Austin Programs", at Pages 61-62, is amended to read as follows:

City of Austin Programs

Runoff is mitigated for new construction on a site-by-site basis. Each proposed development must go through a development review process; water quality and flood detention controls or alternatives are required by the Land Development Code and related criteria manuals. Private developers hire licensed engineers to apply City regulations to their particular site. City codes state that new development cannot exacerbate flooding conditions within the city; all runoff from new development must be managed.

In many watershed areas, developers can choose between providing storage facilities for stormwater on their own property or contributing 'fee in lieu' toward the City's Regional Stormwater Management Program (RSMP). The RSMP was created in 1984 and allows developers to save the expense of constructing and maintaining their own detention facility. The RSMP uses a watershed-level approach to plan for flood control. Staff design and choose appropriate locations for regional detention facilities, such as the Oak Hill Regional Stormwater Detention Facility.

The RSMP also rebuilds retention facilities, enlarges and channelizes waterways, improves conveyance structures, and manages voluntary property buyouts. In Oak Hill, the City maintains the Scenic Brook regional pond and the Dick Nichols Park Regional Pond, which is built into the Kincheon Branch of Williamson Creek.

As private drainage facilities multiply (Figure 5-10), many municipalities, including Austin, are studying ways to ensure that privately maintained drainage facilities continue to function properly. Malfunctioning detention and water quality structures contribute to localized flooding, stream erosion, and contamination of surface and groundwater.

According to Phase 1 of the Watershed Protection Master Plan (see Chapter 4), the Williamson Creek watershed and parts of the Barton Springs Zone are high priority areas for Austin. These are areas where “watershed protection goals and objectives are not currently being met or are not expected to be met in the future.” City hydrologists and engineers are studying the best ways to retrofit existing drainage facilities and will recommend what kinds of facilities should be constructed in new areas. Implement regional solutions that mitigate flooding along all creeks and tributaries and in all areas of Oak Hill, including by constructing flood control structures in the upper Gaines Creek watershed that will mitigate creek flooding and overland sheet flooding that affects the Oak Park and Oak Acres neighborhoods; and implement flood control measures or structures that will mitigate flooding, including along Williamson Creek in the Westcreek area, and along Sycamore Creek upstream of Travis Country.

PART 4. The text in Chapter 7, under the heading “Goals, Objectives and Recommendations”, at Pages 98-101, is amended to read as follows:

Goals, Objectives and Recommendations

7.A. Coordinate with appropriate entities to provide safe access across major thoroughfares and alleviate cut-through traffic on already overburdened neighborhood streets.

7.A.1

Find ways to slow and control traffic on roadways to provide overall safety for automobile drivers, pedestrians, and cyclists.

7.A.1a — Stakeholders expressed the need for a center turn lane on State Highway 71 from Scenic Brook to Silvermine for vehicular traffic to access the neighborhoods south of the State Highway 71.

7.A.1b — Provide safe, continuous sidewalks and bicycle lanes separated from vehicular traffic along U.S. Highway 290 to the “Y”. (S1 & B1)

7.A.1.c — Provide safe crosswalks (as overpasses or underpasses where possible) where U.S. Highway 290 intersects with Patton Ranch, William Cannon, Westcreek and Industrial Oaks. (C1- C4)

7.A.1d — Improve the commuter bike routes along Loop 1. (B2)

7.A.1e — Provide separated bike lanes along Southwest Parkway. (B3)

7.A.1f — Some community members want to see Thomas Springs Road widened to safely accommodate higher vehicular traffic. However, some stakeholders do not support widening this road in order to protect the quality of life of residents in communities surrounding Thomas Springs Road. Also, some community members want pedestrian traffic to be adequately addressed along the roadway before widening Thomas Springs Road.

7.A.1g — Add a marked pedestrian crosswalk across Brush Country Road at the intersection with One Oak Road.

7.A.1h — Widen Wier Hills Road and conduct proper maintenance such as striping the street and filling in pot holes.

7.B. Provide inter-connectivity among parks, public services, and destinations in and beyond Oak Hill.

7.B.1

Encourage pedestrian mobility by additional (separated) sidewalks and bicycle paths along major roadways.

7.B.1a — Community members want to see FM 1826 from U.S. Highway 290 to Slaughter widened from a two lane to a four lane divided with sidewalks and bicycle lanes. They feel that this improvement would accommodate the increasing pedestrian and vehicular traffic caused by the school, hospital and many residential communities located along FM 1826. (S2 & B2)

7.B.1b — Encourage pedestrian/cyclist access to businesses along the Oak Hill hike and bike trail network.

7.C. Ensure and create safe and pedestrian and bike corridors across major highways and throughout the neighborhood that connect to commercial centers and public parks and resources.

7.C.1

Create additional sidewalks to ensure safe pedestrian passage to areas around Oak Hill: in a way that will not increase flooding on nearby properties, and so as to not adversely affect adjacent property owners' existing entitlements.

7.C.1a — Oak Meadow from Silverdale to Scenic Brook. (S3)

7.C.1b — South Brook from Oak Meadow to Scenic Brook (partial sidewalk). (S4)

7.C.1c — South west side of Circle Drive from Thomas Springs Road to Mowinkle. (S5)

7.C.1d — Both side of Silvermine to State Highway 71. (S6)

7.C.1e — Scenic Brook from ~~South Brook Drive~~ west of Silvermine Drive to U.S. Highway 290 State Highway 71.

7.C.1f — State Highway 71 from County Office to Capital Metro bus connections at the "Y". (S8)

7.C.1g — Old Bee Caves Road from Fletcher Lane to U.S. Highway 290. (S9)

7.C.1h — Southwest Parkway from Loop 1/MoPac to William Cannon Drive. (S10)

7.C.1i — Fletcher Lane from Old Bee Caves Road to State Highway 71. (S11)

7.C.1j — Patton Ranch Road from West U.S. Highway 290/State Highway 71 to Vega Avenue constructed so as to not to restrict egress from the Oak Park neighborhood.

7.C.1k — Convict Hill Road between Brush Country Road and Woodcreek Road.

7.C.1l — Southview Road starting at West U.S. Highway 290.

7C.1m — Complete sidewalk along Oak Meadow Drive between South Brook Drive and West U.S. Highway 290.

7.C.1n — Wier Hills Road from Old Bee Caves Road to Rialto Boulevard.

7.C.1o — Along the north side of West U.S. Highway 290 from Circle Drive to State Highway 71.

7.C.2

Create bike lanes or corridors to provide safe, alternative transportation options in Oak Hill. (Note: Bike lane recommendations are not ranked in priority order.)

7.C.2a — Brush Country Road from Summerset Trail to Convict Hill. (B5)

7.C.2b — Patton Ranch and Vega. (B6)

7.C.2c — William Cannon from Southwest Parkway to U.S. Highway 290. (B7)

7.C.2d — Old Bee Caves Road from the “Y” to Thomas Springs Road. (B8)

7.C.2e — Thomas Springs Rd from Circle Drive to State Highway 71. (B9)

7.C.2f — Along State Highway 71 from the “Y” to Thomas Springs Road. (B10)

7.C.2g — Create bike and pedestrian access from Southwest Parkway to Industrial Oaks Blvd.

7.C.2h — Barton Creek Greenbelt at Loop 1 to the “Y”.

7.C.2i — Wier Hills Road from Old Bee Caves Road to Rialto Boulevard.

7.D. Provide managed connectivity between various neighborhoods while maintaining the quiet enjoyment of neighborhoods.

7.D.1

Improve existing vehicular traffic and safety by conducting traffic calming studies to provide overall safety for automobile drivers, pedestrians and bicyclists.

7.D.1a – Perform a traffic calming study for McCarty Lane. (TC1)

7.D.1b – Perform a traffic calming study on Silvermine. (TC2)

7.D.1c – Perform a traffic calming study for the Travis County West neighborhood. (TC3)

7.D.1d – Perform a traffic calming study on Sunset Ridge. (TC4)

7.D.1e – Perform a traffic calming study on Travis Cook Road. (TC5)

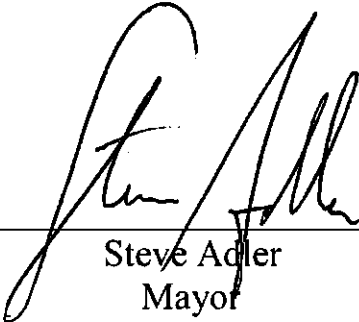
7.D.1f – Perform a traffic calming study on Old Bee Caves Road between West State Highway 71 and West U.S. Highway 290.

PART 5. This ordinance takes effect on October 24, 2016.

PASSED AND APPROVED


October 13, 2016

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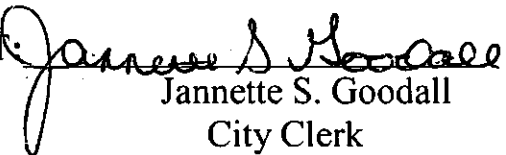
Steve Adler
Mayor

APPROVED:



Anne L. Morgan
City Attorney

ATTEST:



Jannette S. Goodall
City Clerk