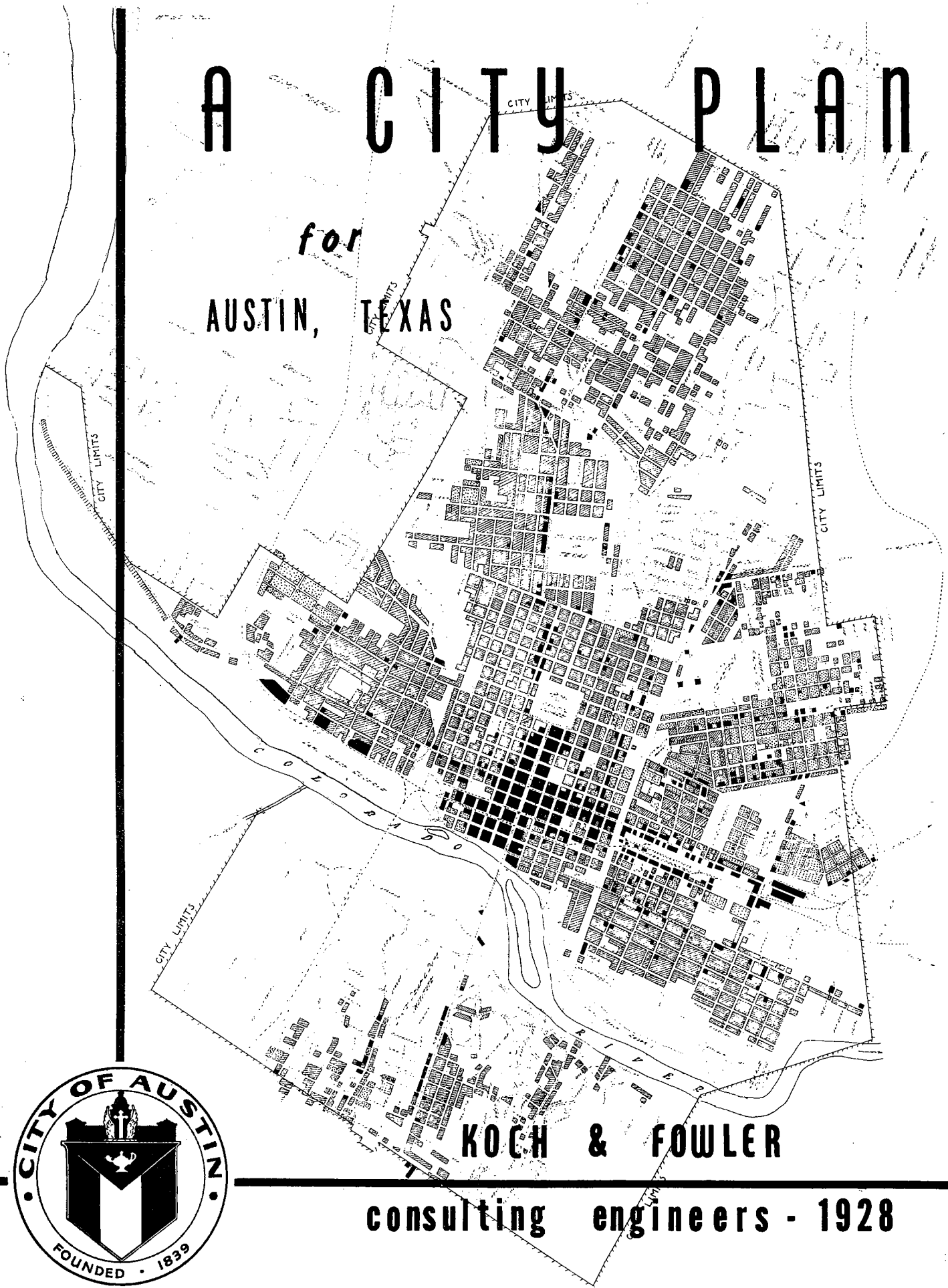


A CITY PLAN

for
AUSTIN, TEXAS



KOCH & FOWLER

consulting engineers - 1928

A CITY PLAN

for

AUSTIN, TEXAS

K O C H & F O W L E R

Consulting Engineers

1928

February

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Director of Planning

V.L. Mike Mahoney

1957

Chief of Advanced Planning

J.M. Finley

THE KOCH AND FOWLER REPORT
PREFACE TO SECOND PRINTING

The consulting firm of Koch and Fowler in 1927 prepared a City Plan for Austin, Texas. Community progress in the ensuing 30 years testifies to the plan's influence on policy decisions in both public and private enterprise.

Although the pattern of growth since 1927 has generally followed the Koch and Fowler proposals, the plan was not kept current with our rapidly changing city life. Several attempts during the 1940's to update the plan further accented the need for a program of continuous revision. A new City Charter adopted in 1953 established the Department of Planning and spelled out the duties of the City Planning Commission including the drafting and maintaining of a new city plan. Technical work on the new plan began in February, 1955, and was completed in October, 1956.

Since copies of the Koch and Fowler plan have not been available in recent years, this report is being reprinted to make possible its comparison with the current Austin Development Plan in terms of actual city development during the intervening period.

Original text of this report has not been altered, but all illustrations have been grouped at the end. This arrangement has been necessary because the mimeographed report omitted several illustrations and the photostat negatives no longer can be copied. The complete set of drawings has been reproduced from prints in the files of the Department of Planning and of the City Clerk.

Austin, Texas
February, 1957

V.L. Mike Mahoney
Director of Planning

KOCH AND FOWLER
Consulting Engineers
Dallas

January 14, 1928

Mr. Wm. T. Caswell, Chairman,
City Plan Commission,
Austin, Texas

Dear Sir:

We take pleasure in handing you herewith our formal report covering our recommendations for the City Plan of the City of Austin, which was prepared upon request of your Honorable City Planning Commission.

In presenting this report we wish to say that we have received a most hearty support and cooperation by the various citizens and the City Officials of Austin. We wish, particularly, to recognize and acknowledge the vital time and services of Mr. Wm. T. Caswell, Mr. Hugo Kuehne, and Mr. Gillespie Stady, all of whom have given liberally of their time and assistance in our work. We also wish to acknowledge the whole hearted support and assistance furnished by the City Manager, Mr. Adam R. Johnson, and the City Engineer, Mr. Orin E. Metcalfe, as well as many other City Officials.

It has been a genuine pleasure to work with men of this kind, and we feel that we would not be grateful if we did not express our appreciation for their valuable assistance.

We trust and hope that this report will be of inestimable value and of material assistance to the City Planning Commission of Austin in their efforts to build Austin in the proper manner.

Respectfully submitted,
KOCH AND FOWLER, Engineers,
By O. H. Koch.

OHK:jfe/isb

A CITY PLAN FOR AUSTIN, TEXAS

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A CITY PLAN FOR AUSTIN, TEXAS

In authorizing the preparation of a comprehensive city plan Austin has recognized the fact that the building of a modern, efficient city is more than a mere accident and that the best advantages are available only when a good city plan has been adopted, and a program provided which will suggest certain re-adjustments and the co-ordination of the future improvements. There are very few cities which are not now engaged in attempting to correct certain acute evils resulting from neglect, or lack of co-ordinate efforts. But in making such corrections, without the aid of a comprehensive city plan the corrections too often are but of a temporary nature, and each succeeding correction becomes more costly and difficult to accomplish.

During the past two years Austin has taken a step forward in the reorganization of its governmental administrative machinery. That the adoption of the City Manager form of government has been of inestimable value in the economic administration of its municipal affairs is very evident to the student who has studied the various improvements and accomplishments which have been wrought during the past few months. The present City Commission and City Officials have demonstrated their ability to carry on the municipal business of Austin in an efficient and business like manner. It is, therefore, only natural that they should recognize the importance of a complete city plan to enable them to continue their work efficiently and they should promptly take steps to obtain such a plan.

We have made a careful, first hand study of the various elements and characteristics of the City of Austin and the surrounding territory, and we are presenting herewith our report containing various plans and recommendations. We would like to call attention, however, that due to the impossibility of predicting accurately the future developments and conditions for any considerable time in the future, it is impractical to adopt a complete, fixed and rigid plan in all details. Such plans as are adopted must be capable of being adapted to changing conditions from time to time. While the practicability of these plans, in general, has been carefully examined and tested they are obviously not offered as final or construction plans that can be executed without further study and detailed revisions. These plans are intended to establish a policy and the character of growth and control in the improvements and expansion for the City of Austin and to serve as the basis for future work of the City Plan Commission.

The City of Austin is a very unique city. It has many unusual and extraordinary characteristics and advantages unto itself. These desirable characteristics should be preserved, featured, and capitalized to the fullest extent. Austin is the capital of the great state of Texas. It is the site of the most wonderful state capitol building in the United States. This feature should be the outstanding characteristic of the city, and the capitol building should be conspicuous and visible from all parts of the surrounding territory. It should predominate and other structures should be subordinated to it. Already, due to the absence of

any plan for expansion in an orderly fashion, the state has constructed an office building at the southeast corner of the capitol grounds, and other skyscrapers are threatening to be built on Congress Avenue, thereby shutting off the view of the capitol building from the south.

While Austin has some industrial development, the civic survey shows that industrial development will not be the controlling element that will build future Austin and determine its future character. On account of the location of the numerous state institutions, schools, and the State University in Austin, with the natural beauty of its topography and the unusual climate making it an ideal residential city, it is only natural that the chief characteristic of greater Austin will continue, as at present, essentially a cultural and educational center.

The location in and about Austin of the numerous State Institutions, as well as the University of Texas, creates a condition which is peculiar to Austin alone. This condition can be either an advantage or a serious disadvantage in the development of Austin, depending upon whether or not proper cooperation is secured between the State and Institution Officials and the City of Austin. It is strongly urged and recommended that the State Officials be invited and encouraged to confer with the City Plan Commission in regard to the general city plan at least in so far as it may affect the State Properties. An intelligent coordination of the plans to develop this state property with the general city plan will be of considerable advantage to all parties concerned. Your City Plan Engineers have conferred several times with University Officials and find them to be more than ready and willing to cooperate to the fullest extent. We feel that this same spirit of cooperation will be forthcoming from the other State Officials.

STREET PLAN

The most fundamental element of any city plan is its major street plan. The life and growth of the city depends upon the facility of the flow of traffic, and whenever any portion of the city becomes so congested that traffic cannot flow easily, then that section of the city will have reached its maximum value and it will begin to recede. This fact is illustrated time and again by what is known as the blighted districts of our cities; a condition which is costing millions to overcome in a number of cities. Traffic in the modern city is increasing in volume and importance and the recognition of the importance of its free circulation is often postponed until the congestion exists and the relief, if at all possible, is usually very difficult and expensive.

In our proposed major street plan for Austin we have endeavored to predict the future needs in streets and to suggest a program for their development. The City of Austin is very fortunate in that all of the streets in the downtown section were originally laid out eighty feet wide with Congress Avenue one hundred twenty feet. It was not quite so fortunate, however in regard to fitting the topography. In following out the rigid rectangular system of layout the topography was wholly ignored and this fact accounts for the unreasonable grades in some places thus making portions of some of the streets practically useless for traffic or business streets.

Outside of the original town, bounded by East Avenue, West Avenue, First Street, and nineteenth Street, there has been no real unified plan of subdivision. This fact accounts for the large number of objection-

able jogs and offsets and the nonuniformity in width of continuity of alignment of the streets. The location of the University of Texas Campus in the midst of the residential section; its unusual recent expansion across several important streets which necessitated the closing of those streets introduces further difficulties in the adoption of the ultimate city plan.

By referring to the present traffic flow diagram, Plate No. 1, it will be seen that the bulk of the traffic today is on Congress Avenue, Lavaca, and Guadalupe Streets. One reason so much of the traffic is concentrated upon Guadalupe Street is because it is the only paved street serving that territory. This chart also shows that a considerable bit of this traffic is being diverted to Rio Grande Street. The next streets in volume of present traffic are North Congress Avenue and Speedway. It can readily be seen that the closing up of Speedway by the University, through the campus, will certainly affect a great many people and will make necessary the use of alternate routes west of the University Campus in order to keep from throwing additional traffic on Guadalupe Street.

On Plate No. 2, is shown the present paved streets. Austin has been inactive in regard to paving its streets for a number of years and it is considerably behind on its paving requirements. This fact, of course, is responsible for considerable congestion which now exists on certain streets which were paved in the past. We have also prepared, in connection with our major street plan, a map showing the streets which are recommended to be paved and the order of their urgency. This recommendation should be of value to the City Commission in determining the amount of bonds to be voted upon for the next paving program.

In preparing the analysis of the street traffic problem we have considered the central business section at Seventh and Congress to be the main objective for the traffic. At the present time access to this area is limited from all directions. From the south, the Colorado River bridge, on Congress Avenue, is the only means of access; from the north, all traffic must jog around the capitol building; from the west, the Sixth Street bridge across Shoal Creek is the only opening; and from the east, Sixth Street again is the only available street. The opening of a diagonal street to the northwest and one to the northeast from the central business district is practically impossible, and certainly impractical on account of the topography, but by encouraging traffic from the northwest to come down Shoal Creek to Seventh and Sixth and from the northeast traffic to come down East Avenue and Waller Creek to Seventh and Sixth, this traffic can enter the business district from the east and west over several routes and relieve the north and south streets of some of this traffic and in this manner equalize the distribution of traffic on the streets in the business district.

In preparing our studies for the proposed major traffic plan we have kept in mind the fact that streets should be designed and built for the use which they are intended to serve. Streets whose principal function is to serve purely local uses are considered as local uses are considered as local residential streets, and will not affect the major traffic plan to any great extent. For such streets it is preferable that a minimum width of fifty feet be used, although in some instances it might be permissible to have a forty foot street where it does not exceed more than two blocks in length. On such streets which are fifty feet wide and not over four to

six blocks long between main thoroughfares or boulevards, a paving width of twenty-six feet is usually sufficient. Residential streets, however, which extend for a considerable length should not be less than sixty feet wide with a minimum paving width of thirty-six feet. Streets which are favorably located as desirable through traffic streets and extend for long distances connecting with the business district or connecting community centers will attract considerable traffic which does not originate from the residences along the street. This type of street which we choose to call trafficways or boulevards are the streets with which our major traffic plan is principally concerned. Extra width of paving should be provided, based upon the future probable requirements of such streets or boulevards. In determining the amount of such sufficient extra width, in addition to the extra volume of traffic, consideration should be given to the nature of such traffic as to whether it will be slow moving, fast moving, or mixed traffic and whether or not an appreciable amount of parking area must be provided.

The widths which are recommended in this report are intended to be the ultimate widths which will probably be required after the communities are built up. In a number of instances, the excess paving width will not be needed for some years and need not be supplied until needed but the widths recommended for future right-of-ways should be provided at the earliest possible moment to prevent the encroachment of buildings or other permanent construction which would make the acquisition thereof more difficult and costly at a later date. The paving of these streets can be handled in progressive stages using narrow widths at first and adding width as the necessity of same arises. This is essentially true of the streets near the City Limits and in the area beyond the present City Limits.

It is a fact that slower moving vehicles or trucks will set the pace for all types of traffic on a particular street. Heavy trucks with wide bodies on the same street with fast moving passenger cars usually create traffic confusion and add to the hazards of the street. Since the advent of the large number of passenger or fast moving motor vehicles in use at present, there is a marked tendency and justified desirability to classify traffic where possible. It is for this reason that we have designated some of the proposed trafficways as boulevards. We have assumed that certain streets which we call trafficways, for convenience, will continue to carry mixed traffic. Whereas on the streets which we classify as boulevards, it would be advisable to limit the traffic to fast moving or passenger vehicles. While the proposed boulevards are discussed in detail under the chapter headed "Parks and Boulevards," the principal boulevards which are essential to the general major street plan are shown on the same map with the trafficway streets. On the other hand, those boulevards whose chief purpose is the completion of the parkway system or are more in the nature of pleasure drives are shown upon the "Park and Boulevard Map". This explanation will account for the apparent duplication of some of the same streets on the two maps.

FIFTH STREET

An important fact shown by the traffic chart is the prominence and importance of Sixth Street. This Street has attracted a considerable volume of traffic with the development of the residential property on the west side of the city opposite the Colorado River Dam.

It is obvious that Sixth Street alone will not be able to handle the future traffic in this direction. The natural topography north of Sixth Street makes it impractical to open a parallel relief street on the north for over one-half mile. On the south of Sixth Street, however, Fifth Street could be extended and used at a reasonable expense. These two streets then together with the proposed Riverside Boulevard will be ample to serve this area. Fifth Street should not be less than eighty feet wide for its entire length.

Guadalupe Street

Guadalupe Street, today, is next in importance to Congress Avenue. It is the main highway to the north and carries a great deal of through traffic. It is also the business street, serving the University locally, and will always continue to be a very important business street as well as a trafficway. The retail business along the University Campus naturally causes considerable parking which makes the street less desirable for through traffic and its capacity for traffic is now being taxed.

It is recommended that Guadalupe Street be paved from First Street to Nineteenth Street, fifty-six feet wide; that the jog at Nineteenth Street be eliminated by cutting through the corner at Nineteenth Street; that a width of one hundred feet which it now has from Nineteenth Street to Twenty-fourth Street be continued to Twenty-ninth Street; that the streetcar tracks north of Twenty-Ninth Street be moved to the center of the street. North of Forty-fifth Street, Guadalupe Street should be

opened and extended with a full width of one hundred feet to a point where it can be deflected diagonally to intersect the present Taylor and Dallas Highway, thereby eliminating two very objectionable jogs in the highway at Forty-fifth Street.

Nueces Street

Paralleling Guadalupe Street, we are recommending the establishment of a boulevard on Nueces Street. This street, while it should be protected against trucks and slow moving vehicles and is classed as a boulevard, will naturally relieve Guadalupe Street of a considerable portion of fast moving vehicles. Beginning at the north side of the Colorado River, we recommend that Nueces Boulevard be made one hundred ten feet wide to Nineteenth Street. From Nineteenth to Twenty-fourth Street we recommend that the Boulevard be divided and that Nueces be used for south bound traffic and San Antonio Street be used for north bound traffic. We recommend that these sections of the boulevard be made seventy feet wide. The shallow depth of the building lots in this section makes the widening to one hundred ten feet of either of these streets very expensive and impractical and jogs at Nineteenth and Twenty-fourth Streets would still have to be considered. For these reasons we are recommending the use of the two streets as one-way streets for these sections. Continuing north from Twenty-fourth Street, we recommend a width of one hundred ten feet crossing Guadalupe at Twenty-ninth Street, and continuing north to connect at the south end of what is now called Hemphill Place in Aldridge Place. Continuing north from the north end of Hemphill Place at Thirty-Third Street, a new street is recommended cutting through the long blocks to Thirty-ninth connecting with the south end of Avenue "B" in Hyde Park and extending along Avenue "B" north to the City Limits.

We are recommending a width of one hundred ten feet on this street for several reasons. First, using it as a boulevard street it will be reserved for high speed passenger cars; it is more essential that the intersections of the cross streets be made as wide as possible for visibility of traffic crossing the street. Also, since this street is a part of the boulevard system, it is very desirable that such parking area for lawn and trees be provided back of the curbs. It would be highly desirable on a boulevard street of this nature to provide a double row of trees between the curb and the lot lines and the extra width, if uniform, down the entire street would add greatly to the appearance of the streets. This extra width would call for a widening of fifteen feet on each side from Fifth to Nineteenth Street. It would not be at all expensive. The lots on this street are deep enough so that this fifteen feet cut off the front would still have sufficient depth for residential construction, and the damages to the property would be more than offset by the benefits accruing due to the improvements.

SHOAL CREEK DRIVE

We are recommending also an important traffic thoroughfare up the Shoal Creek Valley. This proposed roadway will start at Seventh and West Avenue and follow the low, even grade line of Shoal Creek Valley in a northeasterly direction and will act as an interceptor for numerous other radial trafficways which will feed in through the proposed residence areas between the present western City Limits and the Colorado River.

This important thoroughfare will form an important link in the Park and Boulevard System to be recommended, but at the same time, will serve a very unusual and important arterial highway feeder into the lower business area; and while it will not draw very much traffic from that portion of the city between Shoal Creek and the University south of Twenty-ninth Street, we feel that a considerable amount of the residential traffic north of Twenty-ninth Street will be served on both sides of Shoal Creek. This roadway should be so located as to eliminate all unnecessary sharp turns and steep grades, and in such a location that it can ultimately be paved to a width of fifty-six feet excepting in such sections where it will be deemed advisable to split the roadway into two forks, one on either side of the Creek.

SAN JACINTO STREET

The traffic from the north central residential section at the present time is concentrated on Speedway, which splits the present University Campus property. The plans for the ultimate development of the University Campus contemplate the closing of this street. University officials have indicated, however, that they would be favorable to providing a boulevard or trafficway, along the banks of Waller Creek through the Campus, and that this location can be worked into their ultimate development plans to the best advantage. At the north end of the University Campus Waller Creek splits into two forks; one fork tending in a northeasterly direction and the other bending practically due west around an unusually interesting hill. The location of Waller

Creek in this fork is what would be Twenty-ninth Street if it were opened. This prong of the Creek intercepts, practically at right angles, the proposed new Nueces Boulevard, University Avenue, and Duval Street, all three of which are very important trafficways feeding from the north. It is only natural that the traffic coming south on these streets, as they approach this hill which starts in at Twenty-ninth Street should deflect along the direction of the drainage around the base of the hill. We have taken advantage of this natural condition and are recommending a roadway along the banks of Waller Creek.

Beginning at Nueces Street Boulevard, crossing University Avenue, connecting with the south end of Duval Street and continuing along the bank of Waller Creek south through the University Campus to its southern boundary on Nineteenth Street, this prong of the roadway will connect up with the north end of San Jacinto Street. Another prong will follow the banks of Waller Creek diagonally into Red River Street at Twelfth Street. San Jacinto Street should be paved from Seventh Street to Nineteenth Street--fifty six feet wide, and the roadway through the University Campus along the Waller Creek banks should be so located that it can be ultimately paved fifty-six feet wide, its entire length. This trafficway will permit the traffic from north Austin to reach the business district without the necessity of jogging around the State Capitol Building.

EAST AVENUE

East Avenue at the present has a right-of-way two hundred feet wide from the north bank of the Colorado River to Nineteenth Street. Only a portion of this right-of-way has been improved and used as a roadway at the present time. The landscape advantages of this street are very interesting and it should form an important part of the Park and Boulevard System. It's development should be worth while from that standpoint alone. By a glance at the major street plan map one sees very clearly that East Avenue is destined to be the backbone for all traffic in the eastern portion of the City, and somewhat the same way as the Shoal Creek Driveway serves the west side. Eleventh Street, Rosewood Avenue, Twelfth Street, Nineteenth Street and Twenty-second Street, all important traffic thoroughfares, radiate from East Avenue, as well as do the numerous minor residential streets which feed into East Avenue.

East Avenue from Nineteenth Street on north is the most favorably located, from the standpoint of grades, than any other street in that direction, therefore, it will be favored as a radial arterial highway for the entire northeast section of Austin. By developing East Avenue so it will be a desirable trafficway, we assist in carrying the northeast traffic down East Avenue and feed it into the business district from the east side, thus leaving the north and south streets such as San Jacinto, Red River, Guadalupe and Lavaca, to handle the traffic from the north portion of the City into the business district from the north.

East Avenue should be developed from the River north to Nineteenth Street as a double trafficway with a park center, with the possible exception of the area opposite the Sam Huston Normal School, where the topography is rugged and it will be impractical to build a double roadway where a single wider roadway should be built. From Nineteenth Street on north, we have also a street car track to consider. The width of this street from this point north should be not less than one hundred feet. This width should be maintained well beyond the City Limits.

RED RIVER STREET

Red River Street is one of the present trafficways from Northeast Austin, and is being used very extensively. It should ultimately be paved fifty-six feet wide from First Street to Nineteenth Street, and forty-feet wide from Nineteenth Street to the City Limits. This street is not favorably located in regard to grades from Nineteenth Street north and will never be as important as East Avenue. A seventy foot right-of-way would, however, be provided through the full length of this street.

University Avenue, in the Hyde Park neighborhood, is an eighty foot street. On the south end, however, from about Thirty-first to Thirty-fourth Street, it is only sixty feet wide. This street should be widened to a uniform eighty feet from Twenty-ninth Street north to the City Limits.

DUVAL STREET

Duval Street extends from Twenty-ninth Street north to and beyond the City Limits and is destined to be a very important traffic-way. Steps should immediately be taken to assure a width of one hundred feet for this street for its entire length.

UPPER GEORGETOWN ROAD

The upper Georgetown Road is favorably located as a diagonal thoroughfare, and should be developed as such. It should be continued down Oakwood Avenue with an eighty foot minimum width to connect with the Shoal Creek Drive at Twenty-ninth Street.

MANOR ROAD

The Manor Road is one of the principal street highways, and its importance can easily be recognized, especially in the development of the area east of Austin. This road should be designated as a principal trafficway and its minimum width fixed at eighty feet.

ROSEWOOD AND SIXTH STREETS

These streets are well located and will serve east Austin as main traffic thoroughfares. They should be established as eighty foot streets.

ELEVENTH STREET

Eleventh Street, from East Avenue to Rosewood Street, should be seventy feet wide and from Rosewood to Chicon Street should be sixty feet wide.

SEVENTH STREET

Seventh Street, with an additional bridge across Shoal Creek at the westerly extension of Seventh Street and some adjustments in widening Seventh Street at the intersection of San Antonio Street can be made a very valuable business street through the entire City as far east as Chicon Street. At Chicon Street, Seventh Street deflects to the south around the base of a hill, and then is projected in a northeasterly direction and is known as the Webberville Road. If this street is established eighty feet wide throughout the entire length it will, in time, become an important business thoroughfare relieving the necessity of widening Sixth Street--which is but one block to the south.

The possibility of relieving Sixth Street east of East Avenue by using Fifth Street, is practically eliminated on account of the presence of the railroad tracks in Fifth Street. While there are one or two places on Seventh Street which might appear to be undesirable because of grades, we have gone over this street very carefully and find that these grades can be adjusted so that a very satisfactory street can be obtained.

COMAL AND CHICON STREETS

In the eastern part of Austin we have designated two parallel streets namely, Comal and Chicon Streets which we consider logical belt line streets for east Austin. They should be maintained at a minimum width of seventy feet and the jogs at First Street and Rosewood Street

should be eliminated. These streets will permit traffic to have access from the north portion of Austin to the industrial areas without the necessity of passing through the central business district.

SOUTH CONGRESS AVENUE

South Congress Avenue is, of course, the principal thoroughfare for South Austin at this time. Its width is ample, but a considerable fill will be necessary opposite the Deaf and Dumb Institute to make its full width available. On the south end of Congress Avenue, at the City Limits, there exists a very undesirable jog of one and one-half blocks. This jog should be eliminated by extending South Congress Avenue through LaPrelle Place to a diagonal connection with the San Antonio highway.

FREDERICKSBURG ROAD - SOUTH FIRST STREET

These two streets are practically the only available thoroughfares serving southwest Austin, and they should ultimately be widened to a minimum of eighty feet.

BARTON SPRINGS ROAD - RIVERSIDE DRIVE

The Barton Springs Road and Riverside Drive will serve as the ultimate interceptors for traffic from South Austin, and they should be established at not less than eighty feet wide, and where possible, some of the sharp curves existing should be eliminated.

TRAVIS HEIGHTS BOULEVARD

This Boulevard is the principal trafficway for that section of Austin known as Travis Heights. While it is now important and carries a car line, the future extensions of Austin to the south will throw further burden upon this trafficway, and it should be maintained not less than eighty feet wide. When the bridge, which is recommended across the Colorado River on East Avenue, has been constructed, Travis Heights Boulevard will relieve Congress Avenue of considerable traffic from the southeast.

RIO GRANDE STREET

Rio Grande Street, at present, is paved from Sixth Street to Nineteenth Street, forty feet wide. It also contains a street car track. This width is insufficient for a moving lane of traffic between the street car and a parked car and the street should ultimately be paved forty-six feet wide. We do not recommend that this be done, however, until the re-paving of this street is considered desirable. From Nineteenth Street north to Twenty-ninth Street--it is now paved thirty feet wide. This width will probably suffice for a time but provisions should be made to secure the assurance of an ultimate right-of-way width of seventy feet so that it can ultimately be paved forty-six feet wide.

WEST LYNN STREET

West Lynn Street, at present, from Sixth Street north for several blocks is but forty feet wide. This street is one of the major traffic streets for this area and it should ultimately be paved at least forty-six feet. We recommend that immediate steps be taken to secure a right-of-way width of seventy feet on this street.

PARKS AND BOULEVARDS

Parks and Boulevards are considered, by a great many people, as being more of a luxury than a necessity. This impression, on the part of those who are responsible for the development, usually responsible for the postponement of serious consideration of the parks and boulevards. In a fast growing city there are so many demands made upon the authorities for other apparently more elementary and necessary features; so the natural result is that the parks and boulevards are usually neglected.

As a matter of fact, however, play grounds and recreation facilities are as much a necessity to the health and happiness of people as are its schools, sewer systems, water supply, pavements and drainage. The essential purpose of parks and similar facilities are being recognized more and more as being necessary for recreational purposes.

The word "recreation" in its popular sense is generally accepted to mean amusement or having a "good time". We are using the word more in the sense of re-creation or renewing, or recreating the health, energy, and morale of the citizens and consider the enjoyment and pleasure more as a by-product. There is no question but that proper recreation has for any community a most important relationship to its production, the condition of its people, their well being and prosperity.

The growth of the city gradually calls for more intensive utilization of space. Vacant areas are gradually absorbed and occupied, and often areas wholly unsuited for residential purposes are occupied by residences. Natural beauty of topography and other features are sacrificed because there is no apparent immediate need or proposed use of same. When congested conditions and unsanitary living conditions force the recognition of the need for open spaces and recreation, the best location for such facilities have been preempted, and the reclamation for recreational purposes becomes very different and expensive. This being the case, and the location of such facilities being very important features in regard to their efficiency, no city plans would be complete or even comprehensive which did not make ample provision for such facilities.

In our study and proposed plan for a park and boulevard system for Austin, we have constantly considered the problem from a utility standpoint, and while recognizing the desirability of aesthetic advantages to be available in a park and boulevard system, we have endeavored to make the aesthetic part of the program more of a secondary consideration. The boulevards and parkways which are recommended have for their primary purposes their utility as a traffic-way and means of transportation. The fact that some of them border creeks and ravines, does not necessarily mean that they were located primarily on account of the natural scenery, but rather on account of the natural grades available and the fact that such ground is usually more unsuited for residential purposes. For instance, as has been pointed out before in this report, the Shoal Creek Driveway will be one of the most important thoroughfares in the City of Austin. It will afford a more direct route from northwest Austin to the center of the City than any other street. It will traverse low lying property wholly unsuited for residential purposes and will make available for recreational purposes other large areas of low lying land which are unsuited for residential development. The parking of the banks of Shoal Creek and Waller Creek will insure storm water drainage facilities

at a minimum expense which would be tremendous if it were attempted to handle this water in storm sewers.

For the purpose of our study we have adopted the following arbitrary classification of parks as to size, and use in practice. This classification cannot be applied or interpreted too rigidly since topography affects the type of development which may be provided; also the available spaces within the present City limits are often limited on account of other conditions.

The first type of park which we will consider is usually called "Play Grounds". These play grounds should contain an area from six to ten acres and should be spaced throughout the City at such intervals that no child will need to walk more than one-half mile to reach one. These play grounds should be chosen with special regard to their location so that, for instance, the children will not have to cross railroad tracks or other dangerous hazards in reaching them. The improvements on these play grounds should be designed for intensively supervised play for children between the ages of six and twelve years. A very desirable method of providing this type of play ground is to extend the school grounds sufficiently to care for the play ground area. This has an advantage in that the supervised play can be handled by the school authorities.

The next type of park to be considered might be called a "Play-field". These play-fields should contain from five to fifteen acres and may be spaced considerably farther apart. These play grounds should be chosen with more regard to their natural development and should be designed for recreation and sports for the larger children for such games as football, baseball, tennis, et cetra.

"Neighborhood Parks" comprising from two to fifteen acres should be provided in various portions of the city. These parks should be developed as intimate community and recreational areas. They should be easily accessible and within walking distance of every person in the city--not more than one-half mile, if possible. The extensive usefulness of neighborhood parks makes their design a more serious problem. The design should reflect in a measure, the nature of their surroundings. The construction of automobile driveways through these parks should be discouraged. However, these parks should be readily accessible by means of drives and boulevards. There should be ample sidewalks, interesting shrubbery, flowers, trees, and lawns and other features which would make the park inviting as a place for rest and recreation.

In addition to the above parks, play grounds, and play-fields the city should provide several large outlying natural parks of some fifty to two-hundred acres. The extent of these parks should be chosen

for their natural advantages, and should be made accessible throughout by a series of driveways, and general treatment should be naturalistic nature. They should preserve, for the city dweller, as much natural topography and scenery as is possible. Often it is practical to include, in the boundaries of these larger parks, such facilities as the play grounds and play-fields above referred to.

Our recommendations for the provision of the various links in the park system in Austin are shown on the map marked Plate No. 4. The play grounds, as mentions above, are, as a rule, near present or proposed schools, or are in the nature of enlargement of present school grounds. On Plate No. 13 we show the location of the proposed play grounds.

The only "play-fields" which are at present available in Austin is the property adjoining the Caswell Gymnasium. This property, now owned by the school board, at the west of the High School Building, is the nearest approach to a play-field. This property should be enlarged and improved as a real play-field. Other play-fields as shown on Plate No. 4 are suggested.

The only "neighborhood parks" which Austin has at present are the three "squares in the original town site". These parks have been made very attractive and their unusually well kept condition is very gratifying in that it can be taken as a criterion that other parks will be properly maintained and cared for. As beauty spots and breathing spaces, they are certainly worth while, and those under whose

care they are at present, are to be complimented upon the well kept manner in which they are maintained. From a real utility point of view, however, Wooldridge Park is the only one which is really efficient, outside of the aesthetic value. We are recommending a number of locations for additional neighborhood parks of various sizes and characters. These locations are not intended to be specific in each case, but will have to vary to suit the local conditions such as ability to acquire, purchase price, et cetera. We have chosen these locations, sometimes on account of natural topography and other locations particularly because the spacing requires a park in that vicinity.

Pease Park has been owned by the City for some time, but has not been developed and used to any great extent. This is a wonderful property and should be promptly developed and provision made for its maintenance. It should be developed as one of the series of neighborhood parks recommended along the Shoal Creek Valley.

In the matter of large parks Austin is very fortunate in having available for its use, a large tract of land of five hundred acres owned by the State of Texas in the western portion of the City near the Colorado River Dam. Negotiations are now under way between the City of Austin and State Authorities to establish a natural aboretum on this five hundred acre tract. The municipal golf links are now located thereon. This tract will afford an unusual opportunity for a wonderful outlying park for the City of Austin. The city is also fortunate in the possession of Barton Springs Park. This is a tract of thirty-seven and thirty-one

one hundredths acres upon which considerable improvement has already been made and for which future improvement plans have been adopted by the present City Council with the idea of installing such improvements immediately. This park should be enlarged on the east by the acquisition of the property remaining between the present property and the rock bluff. The proposed improvements for the development of Barton Springs Park are shown on Plate No. 5 of this report. This is a sample of what can be accomplished in similar parks throughout the city.

Important property ~~which~~ is available to the City of Austin for park development is the Colorado River Banks. A considerable area of the Colorado River banks, especially on the north side of the river, is now owned by the State of Texas and provisions should immediately be made for its acquisition by the City of Austin, so that this property can be developed into one large park and a system of beautification can be started. One feature of this particular park should be a prominent river front drive, or boulevard, through the entire city, connected up on either end with the proposed boulevard system. Several neighborhood parks should be developed throughout this park to serve the adjoining territory as local neighborhood parks and community centers.

We have already mentioned the Waller Creek Driveway, which will provide a convenient avenue for traffic from the northeast portion of Austin to the business district, and on south to the Colorado River Drive. The completion of this drive will entail the acquisition of certain cheap property along the banks of Waller Creek from Eighth Street

to Nineteenth Street. Most of the property which will be needed is at present occupied by very unsightly and unsanitary shacks inhabited by negroes. With these buildings removed to provide for the trafficway, most of the remaining property will be of a substantial and more desirable type. The construction of this driveway, and reclamation of the banks of this creek, will make the remaining property very desirable and will increase its value many times the cost of the acquisition of the necessary property to complete the project.

Continuing north from Nineteenth Street to Twenty-sixth Street this proposed parkway will pass through the University Campus which, in itself when developed, will be in the nature of a large park. Continuing north from Twenty-sixth Street this parkway will split into two ~~prongs~~; one continuing in a northwesterly direction and connecting up with the proposed thoroughfares of Duval Street and University Avenue; the other continuing in a northeasterly direction through practically undeveloped areas, which should offer no practical resistance because of existing improvements, on north to the vicinity of Forty Third Street at which point the valley branches out into a plane area. This area has very poor drainage facilities at present, and is unsuited for residential property, but on account of its natural timber growth is very well adapted for a neighborhood park. By referring to Plate No. 4 it will be seen that we are recommending a neighborhood park in this vicinity, taking advantage also of the

location of the Elizabeth Ney Memorial Studio. This is a historical feature which should be preserved for Austin's future posterity, and the park would make a most suitable setting for this historical studio.

The name of Elizabeth Ney has come to have historical significance of international character. It is recorded in the art histories of both Europe and America as one of the outstanding woman sculptors of her time. The building, and example of Spanish Architecture should be recognized by the City of Austin.

Attention is called to the fact that the parkway at about Thirtieth Street passes a very interesting tract of land which is covered with a wonderful grove of forest trees. This particular tract of land should also be acquired and preserved and developed as a neighborhood park. It is perhaps one of the most interesting and beautiful pieces of natural "woods" in Austin.

On the western side of Austin, in a very favorable location lies Shoal Creek Valley. It is flanked on either side by high bluffs, and very desirable residential property. Between the bluffs, however, in varying widths are considerable low lands which are not particularly desirable for residential use. We are recommending that the low lands of this valley be acquired for a large park. It would be very desirable to acquire sufficient property on either side of this valley to control the nature of developments of the bluff front properties. Most of the property in this valley is, at present, considered very cheap, and should be acquired for a reasonable figure.

A great deal of it can probably be acquired by donation since it is practically all owned by large property owners whose property extends over the bluff, and would be benefitted materially by the development of this park. The area recommended to be included in this park is such as to provide space for a golf course and a number of other features necessary in the play-field parks. It will afford an excellent opportunity to develop within this large park, a series of neighborhood parks properly spaced to serve a large portion of the City. The possibilities of developing this property are practically unlimited, and it should be acquired before the property valuation increases and makes its acquisition difficult.

Austin is also fortunate in having a tract of land in the eastern portion of the city whose real value has probably never been appreciated by very many people. What is known as East Avenue, a strip of land two hundred feet wide extending from Nineteenth Street to the Colorado River, has possibilities of a parkway which are exceptional. At the present time this parkway, on account of its rugged topography in some portions, and its smooth level contour in others, makes it possible to develop a most interesting and valuable parkway. It has been pointed out that it is a very important trafficway interceptor for all of east Austin, and when the developments are extended south to the river and a viaduct is constructed across the river, it will intercept the present Travis Heights Boulevard and will also make connection with a proposed parkway continuing south up the Travis Heights Creek, through

Travis Heights and ultimately connect with the present San Antonio highway. This connection will enable tourists to by-pass the business district of Austin, and continue to the north and northeast over a beautiful parkway, without the inconvenience of passing through the business district. It will also enable the residents in the Travis Heights area to reach the business district and other portions of northeast Austin in a more direct manner. It will tend to relieve the congestion on the Congress Avenue viaduct as well as the congestion on the approaches of same.

At sometime in the future, depending upon the growth and development of the district, a neighborhood park should be provided in the vicinity of Johanna Street and Annie Street between South First and Newton Streets. This park would be ideally located to serve a considerable area of residential property. The land should be acquired while it is yet reasonably priced and before the natural growth of timber and other features are destroyed. It can now be acquired in a block large enough to make a worthwhile park, whereas if development takes place it may be impossible to secure a suitable size area without considerable difficulty.

Similarly, we are recommending the ultimate establishment of a neighborhood park in the vicinity of Eleventh and Twelfth Streets just east of the I & G N Railroad. This property, while it adjoins the City Limits, is well located to serve as a neighborhood park for this area in the future. The topography is very rough and is at present occupied by

the cheapest type of negro shacks, whereas the property immediately adjoining is more valuable and can eventually be residential property of the highest order. The acquisition of this property for park purposes, and the removal of the present type of development, will increase the value of the surrounding property many times the cost of the acquisition thereof.

Another neighborhood park which we consider very essential is in an area which there are now no facilities for a neighborhood park, and which is not accessible to any of the proposed neighborhood parks in the neighborhood of Eleventh and Chicon Streets. This park is recommended to be developed as a negro "neighborhood" park. The location is very favorable for the proposed negro district and the value of the land at the present time is very low.

One of the most interesting historical spots in Austin is the old French Embassy. This building, it is claimed, is the only building ever erected by a foreign country on American Soil. The building erected in 1840 is, of course, in a poor physical condition and it is questionable whether the building itself could be preserved for any length of time, but it would be desirable for the City of Austin to commemorate the site of this building, and to perpetuate the historical spot. We feel that no better way would be possible than to acquire the ground surrounding this site and to convert the same into a small neighborhood park.

There is an area of low lying property just south of Aldridge Addition and just north of Twenty-ninth Street between Guadalupe Street and the Speedway which is wholly unsuited for residential uses. This ground has been platted into residential lots but no building has taken place. It is in the midst of the high class resident area and if developed for residential purposes would naturally be used for a cheap inferior type of residences. This ground is flat and poorly drained and would not be desirable for use as residential property. It should be acquired at a very reasonable figure and the entire area should be converted into a large neighborhood park. This park, when properly developed, would be one of the most useful and convenient parks of the city. We strongly urge that this property be acquired in as large a tract as is possible for park purposes.

RECOMMENDED LAND SUBDIVISION RULES

The proper control of the subdivision of land for future urban use is very important from the standpoint of the city plan in that many mistakes can be avoided and costly changes in the future can be prevented. The last legislature passed a law giving the City Plan Commission authority to approve plats of proposed subdivisions before they can be filed for record. In order that the City Plan Commission can intelligently approve or disapprove such plans, it is essential that the general city plan be thoroughly kept in mind, and that the City Plan Commission adopt certain rules and regulations covering the subdivision of property in order that the City Plan Commission's rules and decisions be legal and binding. They must, of course, not be arbitrary and discriminatory. Similar property must be treated in a similar manner and any unusual deviation must be substantiated by the general plan for the district. We are recommending herewith certain rules and regulations covering the general subject of laying out subdivisions.

The information in regard to ultimate plans, and the general rules relating to the subdivision of land, should be public information and available to all prospective subdividers to enable them to intelligently prepare their proposed subdivisions for submission to the City Plan Commission.

The owner of the land to be subdivided should submit two copies of a preliminary subdivision plan to the City Plan Commission or its engineer, before submission of the final plan. The preliminary plans should be drawn to a scale of one hundred feet to the inch or larger. They should show the location of the property with

respect to the adjoining property, the width of and location of abutting streets, alleys, building lines and similar effects, and the names of all the adjoining subdivisions. They should show the location of existing water and sewer mains, and other important natural features. The maps should show the contours of the ground of not less than two feet intervals. They should show proposed layout together with general dimensions of streets, lots, blocks, building lines, et cetera. This preliminary plan will enable the City Planning Engineer to check over the plan and point out, to the owner, the probable objections which might be raised by the City Plan Commission when submitted for approval.

The arrangement of streets should make provision for the continuation of the principal existing streets, major thoroughfares, and boulevards in adjoining additions in so far as they may be necessary for proper requirements and to conform with the adopted City Plan for that area. In general, the major streets should be of a width at least as great as the minimum set out and adopted by the City Plan Commission in the general plan for the district, and in no case should they be less than the minimum set out below on streets and alleys. Arrangements should be such as to provide opportunity for access and use by adjoining property owners, and all continuous streets should bear the same name throughout. The minimum width for minor residential streets should be fifty feet except that in cases where the topography or special conditions make a street of less width

more practical. When adjoining undeveloped property, the City Plan Commission may accept the dedication of one-half of a street.

The minimum width of any alley should be fifteen feet. Where alleys are not provided, easements of not less than five feet in width should be provided on each side of all rear lot lines, or ten feet wide on the rear of one tier of lots abutting, and on side lines where necessary for poles, wires, conduits, storm and sanitary sewers, gas, water mains, or other appurtenances. Easements of a greater width may be required along lines or across lots where necessary for the extension of sewer mains or similar utilities. Easements should provide a sufficient width for all natural drainage of storm water flow.

Blocks in the residential district should preferably be not longer than one thousand feet between the street lines. In blocks which are over seven hundred fifty between street lines, cross walks of not less than ten feet in width should be conveniently provided near center of the block. The general practice, so far as possible should be that the side lines of lots shall be right angles to the street upon which the lot faces. The minimum dimensions for residential lots should be fifty feet in width and one hundred feet in depth, and in no case should a rectangular or irregular shaped lot be platted containing less than five thousand square feet without special permission from the City Plan Commission. Corner lots should have extra widths sufficient to permit the maintenance of adequate building lines on both front and sides. In normal cases the width required should be

not less than the amount of the established building line on the side street plus the minimum buildable width and side yard requirements as determined by the zoning ordinance. Lots on larger street intersections and at all other points likely to be dangerous shall have a radius of not less than fifteen feet at the street corner. It is recommended that all changes in direction and turns, excepting at street corners be made with a liberal curve rather than sharp angles.

The building lines should be shown on all lots and they should be not less than required by the zoning ordinance for similar property in subdivided property.

Due consideration should be given to the dedication of suitable sites for schools, parks and playgrounds. Such provisions should be indicated on the preliminary plan in order that it may be determined when and in such manner these areas will be dedicated to the city.

The final plan which will be submitted for approval should be made from an accurate survey, and drawn on tracing cloth. Three blue prints or white print copies of the final plan should be submitted to the City Plan Commission. The final plan should show the boundaries of property, the lines of all proposed streets, alleys and other proposed features intended to be dedicated to the public use. All lot lines, and the lines and widths of all adjoining streets and alleys should be shown. The lots and blocks should be suitably dimensioned. The building lines and easements should be shown and determined by measurements. Suitable monuments should be established and property referenced to the plans. The plans should show the title by which the subdivision is

to be recorded, together with the name of the owner and the engineer responsible for the design. The entire plan should be zoned in conformity with the standard zoning practice of the City of Austin, and where such property lies outside the City Limits the zoning provisions should be incorporated in the dedication of the plat and filed therewith. The final plan should be accompanied by a certificate of title showing the ownership, and a suitable dedication of the streets, alleys, parks, et cetera, which are to be dedicated to the public.

AVIATION FIELD

The importance of the railroad transportation system of the United States is well known to all, and history has shown that those towns that did not take advantage of securing a trunk line railroad have never amounted to very much. At the present time commercial aviation is in its infancy and the various air routes are being established. It is very essential that the City of Austin make suitable preparations for encouraging the establishment of aviation routes through Austin. The best way to accomplish this is to provide suitable, convenient air ports. Austin has, at present, two privately owned air ports located at some distance from the City of Austin. These air ports, so long as they are privately owned and operated, cannot be developed to as a sufficient state of efficiency as they should be compared to the possibility of a municipal air port. This municipal airport should be located nearer the City of Austin, and should be easy of access.

As a result of our studies on this phase of the problem, we have decided to recommend the location of an airport on the south bank of the Colorado River between Congress Avenue and the I & G N Railroad. There is considerable area of comparatively high ground just north of the Barton Springs Road which would be suitable for an airport. This location would be easy to recognize from the air, and it would be convenient of access to the downtown district of Austin. It would be convenient for the air mail delivery to the Post Office. We recommend that the City acquire the entire tract of land between the I & G N Railroad and the northern extension of First Street from the Barton Springs Road north to the river. The north part of this tract of land is low lying and at times subject to overflow. This portion of the property can be parked and used for a large playfield for such as baseball and football fields. It should be sodded with Bermuda Grass. An occasional flood would not injure it for the use of a play-field during the flood period.

CIVIC CENTERS

We have already referred to the fact that the chief architectural feature in the City of Austin should be the State Capitol Building and we feel that this building should predominate the entire section of the City. We have also referred to the tendency and practice of building office buildings for state official use surrounding the Capitol Building. It is our recommendation that this group of buildings, which will no doubt be necessary for the various activities of the State Government, should be grouped in a more dignified, artistic and convenient manner.

The state business buildings groups should be planned on a more comprehensive scale in order to preserve the dignity and aesthetic nature which the capitol building demands.

Our studies in regard to this matter have led us to recommend that the State consider the acquisition of all the property between the present capitol building and Fifteenth Street from San Jacinto Street to Lavaca; that this area be included in the campus surrounding the capitol building and studies be made for the proper spacing of future office buildings in this area. A proper plan of this type will insure a desirable setting for the group of capitol buildings, and will add to the dignity and aesthetic appearance of the State Capitol Building. We have recommended that Fifteenth Street be made a boulevard and, with this boulevard as a northern boundary of the capitol grounds, the group of buildings could be made as beautiful and interesting from the north as the present location is from the south.

Referring to the matter of a municipal civic center it would also be desirable to provide for a civic center for the municipal activities of the City of Austin, as well as the civic center for the State activities of the government. Travis County will soon erect a new court house building. It would be very desirable from the standpoint of the City Plan if provisions could be made at this time so that the erection of this court house could be a unit in the future municipal civic center for Austin. It is very desirable from the standpoint of convenience to have the court house and city hall, as well as the post office and other

official public buildings, in close proximity to each other. We have made several studies with this problem in mind, and wish to recommend that our first choice for such civic center would be the area embraced between Colorado Street and Brazos Street from Third Street south to the River. This site, at present, is considered reasonably priced property. It has many advantages, and could be developed into a wonderful civic center. It is far enough removed from the state group above referred to so that neither one would detract from the other. It is in a location in which a union station could be incorporated. It is easily accessible via Congress Avenue and while it is a block removed from the present business district it would not be long until the business district would join up with it. Situated on the north bank of the Colorado River with the broad open space to the south, the grounds can be successfully landscaped and the buildings could be given a very favorable setting. This site has one apparent disadvantage in that the switch track on Fourth Street makes this area more of a warehouse district, but we feel that, with this civic center as a feature at this point and the bank of the Colorado River beautified, the property between Third Street and the present business district will become more valuable as a retail business district than it could ever be as a wholesale or warehouse district.

The public library is often included in the municipal civic center group. In the case of Austin, however, a very beautiful and desirable site has been secured overlooking Wooldridge Park. It

would be our recommendation that the library be located on the present site overlooking Wooldridge Park and not included in the civic center district. Considerable discussion has taken place in Austin as to combining a municipal auditorium with a library building on the present library site. This combination, we feel, would be absolutely out of place. There is no reason or community interest in the two projects which would justify their combination and we feel that each one would be a detriment to the other if they were combined. The location of the present library site is wholly unsuited for an auditorium of any appreciable size. The streets surrounding the site practically all have excessive grades, and the parking space for automobiles is very limited. The municipal auditorium should be well located in the proposed municipal civic center where it could have the advantage of parking space and ample space for ingress and egress as well as better facilities in the way of street car transportation.

Another group of buildings which is very important in the city plan of Austin is the educational center comprising the University of Texas. The acquisition of additional ground for the expansion of the campus and improvement of same will create an entirely different condition in this vicinity. The actual improvements and developments on the campus will be carried out by the State of Texas, but the proper approaches and other conditions surrounding the campus must be considered in the City plan. At the present time, the main building of the University is built upon the axis of a very beautiful boulevard known as University Boulevard. It is one hundred twenty feet wide and very

beautifully parked for several blocks. It ends abruptly at Nineteenth Street and the approach at this point is very uninviting. This University Boulevard, if extended in a straight line along the prolongation of the present boulevard to Fifteenth Street, would center upon the dome of the Capitol Building and the main building of the University. It would provide a magnificent avenue tying up the University with the State group and furnish an entrance to the University which would be more in keeping with the dignity and importance of the institution. This connection on first blush would seem very costly, but upon examining the map it would be found that only two blocks of property are really damaged to any great extent from Nineteenth Street to Fifteenth Street. For the remainder of the distance outside of these two blocks, the greater portion of the extension will be in the present Colorado Street area.

TRANSPORTATION

STEAM RAILWAYS: - In studying the local conditions at Austin in regard to the steam railway situation, we find that the present condition of the railway tracks does not seriously affect the general plan at this time. There are, however, a few minor features which are objectionable, and which will continue to become more objectionable and more serious as the city grows and develops. The final adjustment of the railway facilities of Austin will be much more difficult and expensive to accomplish as time goes on, and since the adjustment of the steam railway tracks and facilities must naturally be accomplished in easy stages with the least expense on the part of the railways and the city, it is

very essential that plans be made far in advance of the actual accomplishment for the eventual solution of this problem.

It is for this reason that we wish to submit herewith a report pointing out some of the features which will probably cause trouble in the future, and to suggest a tentative study of a proposed plan with the hope that the matter will be taken up seriously and worked out through the cooperation of the railways and other interests involved. With the limited information at hand, and the numerous interests involved, we feel sure that this suggestion will have to be modified, and details worked out more carefully before the final plans can be adopted.

A glance at the map showing the present retail business district shows that the retail business district area extends from Eleventh Street down Congress Avenue to Fifth Street where it spreads out east and west. It does not extend south of Fifth Street on account of the existence of the switch tracks and railway property. The business cannot extend north on account of the capitol grounds. It is slow to widen out to the northeast and northwest on account of the rugged topography and steep grades, and is blocked on the south by the railway tracks. This shows the expansion of business in a shoe string fashion east and west along Sixth Street, and shows some business in the neighborhood of Tenth and Guadalupe Street which area is not highly desirable for retail business property because of the steep grades of the streets. There is a large section of highly desirable, potential retail business property south of Fifth Street, and we have blocks on either side of Congress Avenue which

if it were available, would provide for expansion of the business district in a natural way. The property values on Congress Avenue going south from Sixth Street drop² very abruptly at Fifth Street and continue to decrease as the river is approached. There is a considerable area of this property south of Third Street which is practically a blighted district, and will remain so, so long as it is cut off from the main business district by the present railway barrier. Austin cannot afford to have its retail business district throttled by the presence of an obstruction of this nature; and while it may not appear, at this time, to be serious, it will be a very great inconvenience and serious disadvantage for the Austin of tomorrow. Guadalupe Street, Lavaca Street, Colorado Street, Brazos Street, San Jacinto Street and Trinity Street are all important potential business streets, but are at present terminated, as far as their use is concerned, at Fifth Street. It should be made possible for these streets to extend south all the way to First Street and they should ultimately be available for retail business.

Congress Avenue is a wonderful street, and the axis upon which the state capitol is built. Upon approaching Austin from the south it is necessary, on passing over the Colorado River Bridge, to pass through four or five blocks of very unattractive and neglected looking buildings, practically a blighted district, aside from the dangers attendant upon the grade crossings at Third and Fourth Streets. It is very doubtful if Congress Avenue of the future, through this district, would develop in the way that would be fitting to match up with the

remainder of the street north of Fifth Street.

The removal of these tracks from West to East Avenue may seem to be a very huge task as pointed out above. However, if this movement is attempted in a progressive sort of way it will be surprising how much can be accomplished in a few years. We realize that there are certain warehouses and other industries being served by this track in this area, but we also insist that if the removal of these industries are undertaken in a progressive manner over a period of years the value of the land reclaimed will far exceed any portion of the cost of the removal; and the city, in addition to providing for a normal expansion of the business district, will reap considerable tax revenue from the increased value. One needs only to compare the present value of property one block below Third Street with the present value one block above Fifth Street. The reason for this difference in value is apparent, and it is only natural that if the reason is removed the value will increase.

The present arrangement of two separate railway stations on opposite sides of Congress Avenue is, of course, very convenient, and the advantage gained in having a union station would not be so very great, though it would be better. At the present time the railways are using city's property and have appropriated the full width of Third Street for their station yards, to the detriment of the adjoining property owners. The use of this street for station yards in the past has not been serious because the city has not had urgent need for this particular

street for the purpose for which it was first provided, but before long this additional street space will be needed.

In making provisions for handling street traffic, both for the business district and for the thoroughfares and trafficways, it is very essential to consider the removal of all obstacles which are imposed.

The City of Austin, in expanding to the west, will have to cross the I & G N Railroad main line in a number of places. In expanding to the east, it will have to cross the H & T C lines in a number of places. To provide suitable grade crossing eliminations on such an expanse of railway tracks completely encircling the city, will cost a considerable sum of money. In our studies for the proposed recommendation for the steam railways, we have tried to suggest a scheme which would make the number of crossings a minimum.

At the present time the H & T C Railway and the I & G N Railway are parallel, and only a short distance apart, about five miles north of the present City Limits. From this point they diverge. The I & G N passes to the west of the City Limits and the H & T C passes to the east of the City Limits. When the H & T C reaches Fifth Street it is joined by two other railways coming in from the east. The route of the present H & T C Railway passes through a wide, low area just north of Fifth Street which is well adapted and suitable for an industrial area. The I & G N Railway passes on the west side of the City through property which is not suited for industrial development,

and through an area which is being absorbed at the present time as a high class residential area.

We are recommending that a connection be built somewhere about five miles north of the city to permit the I & G N trains to pass over to the H & T C tracks and use these tracks into the city; that a union station be provided somewhere in the neighborhood of Fifth Street just east of East Avenue; that another connection be built beginning at Fifth and Perdenales Street crossing south over the river; thence in a southeasterly direction to a connection with the present I & G N tracks somewhere in the neighborhood where the present spur track to the Woodward Body Works is located. This will permit the operation of through freight trains on both the M K & T and the I & G N without the necessity of passing through the business district of Austin. It will make available to all the railways the new proposed industrial district north of Fifth Street as well as the area south of Fifth Street between East Avenue and Perdenales Street; and will furnish a desirable freight terminal location somewhere in this district.

The location of the union station on the east side of East Avenue will provide a very desirable site for a union station fronting on East Avenue, a broad wonderful thoroughfare. By referring to the major traffic map, Plate No. 3, it will be seen that it is readily accessible to all points of the city without the necessity of passing through the congested business district.

It is recommended that the I & G N tracks be removed from the junction above referred to, five miles north of the city to a point south of Fifth Street. The present I & G N tracks serving the industries on the north bank of the Colorado River west of Congress Avenue could remain for a while to serve its industries until they could be moved to the new industrial district.

When these industries, which are now comparatively few in number, have been removed, the remainder of the track of the I & G N track should be taken up and the present I & G N bridge across the Colorado River could be used for a highway crossing, another feature which will in a few years become a necessity. The present right-of-way of the I & G N where the tracks would be removed would provide another ideal and highly desirable boulevard or trafficway serving this section of the city. The use of the present I & G N bridge as a highway bridge would make an ideal connection to the south end of the Shoal Creek trafficway and connect up the city on the opposite side of the river.

This plan in a general way, if carried out, would reclaim the entire area from East Avenue west to Shoal Creek and would permit the proper and fullest development of this area in connection with the proposed civic center and retail business district.

STREET RAILWAYS: - The street railway situation in Austin is typical of a great many street railway systems in the United States in cities of this size. While the studies from a city planning standpoint of the future of street railway systems are primarily concerned with

the physical location and operation of the cars, instead of the financial and organization set-up, the ability to finance the construction of new lines and the ability to properly maintain present lines, and to keep pace with the growth of the city with the developments, has a considerable bearing upon the plans for the ultimate system. The street railway industry at the present time is passing through a very radical and critical period. The introduction of the motor bus lines and their extensive use appears to some people to be threatening to displace the street car. The experience in other cities along this line has shown that the operation of motor busses in competition with the street car has usually been disastrous to both. Experience has shown, however, that where motor busses have been used to supplement the street car much better results have been obtained. In order to assure proper city development the transit facilities should keep ahead of, or at least abreast of the city's growth. As a general rule, outlying extensions of a street car line or a bus line has to build up the territory it serves before it will earn a reasonable income on its investment. During that period other older established lines will have to make up the deficiency. The bus lines in this instance, if operated by the street railway company, can be co-ordinated with the existing lines. On Plate No. 9 we show the distribution of the present street car lines and the proposed extensions. These extensions will in some cases mean bus routes and may be replaced by car routes when the economies justify it. It will be noted that two small sections of the present tracks are recommended to be abandoned.

ZONING

At the last session of the Texas Legislature an enabling act was passed, permitting cities to control the nature of their growth through zoning. This method of safeguarding the property owners, and the control of the nature of the growth of the city has become very popular throughout the United States during the past few years. In framing their ordinances in such a manner that they would not be declared unconstitutional by the courts. We have, today, a wealth of court decisions which are tending to uphold the principle of zoning as applied to city building.

A zoning ordinance, to be constitutional, must be based upon the police power of the city. Its requirements must be comprehensive, and similar conditions must be treated in similar manner. The zoning plan must cover the entire city, and must be the result of comprehensive studies and intelligent regulations. The zoning ordinance must be based primarily upon the principle of public safety and public health rather than upon any purely aesthetic consideration. Experience has shown that where a zoning ordinance is based upon the safety and health of the community and is broad and comprehensive in its requirements, there is very little chance of its being declared unconstitutional.

We have made, with the co-operation of the Austin City Zoning Commission, a comprehensive zoning plan for the City of Austin and we have prepared a suggested zoning ordinance to conform with such zoning plans. This suggested zoning ordinance has been delivered to the City

Attorney and he is at present drafting the same into proper legal form to comply with the specific state laws regarding same.

Included in this report, Plate No. 11 and No. 12, are maps showing the various recommended zoning districts. These maps have been prepared after numerous conferences with your official Zoning Commission and they represent the joint recommendation of your Zoning Commission and the City Plan Engineers as a basis for holding public hearings on same.

The map on Plate No. 11 shows five different types of USE Districts. The map is designated as the Use District Map. The various districts are limited in that certain uses of buildings in each district are prohibited, but all property in the same type of district may have the same type of use. The detail "Use" restriction and the general requirements for each are set out fully in the proposed ordinance. In general, however, the "A" Residential District is limited to the following uses:

1. One family dwellings
2. Two family dwellings
3. Churches
4. Schools
5. Libraries
6. Farming and truck gardeing

The "B" Residential Districts are limited to the following uses:

1. Any use permitted in the "A" Residential District
2. Apartment houses
3. Hotels
4. Private clubs
5. Fraternities
6. Boarding and lodging houses
7. Hospitals
8. Educational institutions

9. Nurseries and greenhouses
10. Public garages (for storage purposes only)

The "C" Commercial District is limited to the following:

1. Any use permitted in the "B" Residential District and a number of other retail business houses.

The "D" Industrial District is limited to any use in the "C" Commercial District and for a number of other industrial uses not particularly offensive.

The "E" Unrestricted District is limited to any use permitted in the "D" Industrial District and in addition a number of slightly objectionable industrial uses and excepts only those uses which have been declared a nuisance in any court of record or which are in conflict with any ordinance of the city regulating nuisances.

The map on Plate No. 12 is known as the Height and Area District Map. The city is divided into four distinct zones for the regulation of the height of buildings to be erected, and the area of the property to be used.

In the "A" Height and Area District no building shall be erected to exceed thirty-five feet in height, and shall have a rear yard with a minimum depth of twenty-five feet and a side yard on each side of the building not less than five feet. The building shall be set back not less than thirty feet from the front property line, and a minimum number of square feet of lot must be provided for each family occupying the building.

The "B" Height and Area District does not permit the erection of a building higher than forty-five feet. The rear yard shall have a depth of not less than twenty-five feet and the side yards shall be not less than five feet wide and the set back shall be not less than thirty feet from the front line of the property.

The "C" Height and Area District will permit the erection of a building to a maximum of ninety feet in height; and provides a minimum rear yard of not less than twenty-five feet and a side yard of not less than six feet on each side and a set back of not less than thirty feet from the front of the property.

The "D" Height and Area District provides for a maximum height of ninety feet, a rear yard of not less than ten feet with no requirements for a set back from the front.

These requirements are all similar for similar districts of similar conditions, but a number of exceptions are recommended in the general rules which are to be applied by the zoning commission uniformly throughout each district.

SCHOOLS

Our studies in regard to the location of the various grade schools in Austin show that the present sites for school buildings are very well located. A glance at the map on Plate No. 13 shows that practically the entire city is now being served with the present schools so that very small areas are located more than one-half mile from a grade school. This statement is true except for an area in the neighborhood

of Thirty-fourth Street and Red River Street, and in the area of State Street east of Oakwood Avenue. Provision has been made for a school site on Thirty-fourth Street near Red River Street. On map, Plate No. 13, will be found our recommendations for the approximate location of future school sites. These locations have been recommended with particular view to their location as to accessibility and convenience for the area to be served.

Under chapter headed "Parks and Play Grounds" we have recommended that play grounds be provided over the entire city in locations which do not require any child to travel more than one-half mile in reaching a play ground. We also recommend that these play grounds be provided, where possible, in connection with the school grounds. The population which these proposed play grounds will serve corresponds practically with the same population which is served by the schools. We are, therefore, recommending, as shown on the Plate No. 13, the expansion of the various school grounds to provide such play grounds.

As an example of the possibilities we would call your attention to a map on Plate No. 14, whereon we recommend the enlargement of Palm School Grounds for a neighborhood play ground. At present Waller Creek cuts across private property and just south of Third Street has just practically destroyed East Avenue; and then it cuts back west in Second Street and continues across First Street to the river. The Palm School Grounds at present contains one block and the greater portion of said

block is covered by the school building. The property immediately north of Palm School, on account of being isolated and cut up by Waller Creek, is very cheap property, and in a neglected state. However, this block contains quite a few wonderful trees. The block to the west of Palm School, excepting for its frontage on First Street, is also very cheap property and will remain so as long as Waller Creek is permitted to continue in its present condition. It is our recommendation that these tracts of land be acquired by the city, and that the course of Waller Creek be straightened. The excavated material can be used to fill up the channel over the abandoned area. Second Street from Red River to East Avenue and Sabine Street from First to Third could be vacated and this entire tract converted into a very desirable neighborhood play ground.

Similarly the grade school located at Eleventh and East Avenue occupies one small block of property, and the block immediately south and the one-half block immediately west are cut up by Waller Creek. By crossing Sabine Street from Ninth to Eleventh and closing Tenth Street from Red River to East Avenue and straightening Waller Creek through this area, a wonderful neighborhood play ground site can be claimed from property which is now very low in value and, in its present condition, is a menace to health of the neighborhood. These two incidents are cited as examples of which it is easily possible to provide the necessary land for the recommended neighborhood play grounds.

The high school located at Twelfth and Rio Grande Streets, we have pointed out heretofore, has a nucleus for a play-field just west of the school grounds. We have already recommended in this report

that this play-field be enlarged and developed to provide for a modern play-field. We also recommend that other play-fields be established in various part of the city. If it is the intention of the school board to provide additional high schools, such play-fields should preferably be located at, or adjacent to, these high schools.

There has been considerable talk in Austin, as well as other cities, in regard to the race segregation problem. This problem cannot be solved legally under any zoning law known to us at present. Practically all attempts of such have been proven unconstitutional.

In our studies in Austin we have found that the negroes are present in small numbers, in practically all sections of the city, excepting the area just east of East Avenue and south of the City Cemetery. This area seems to be all negro population. It is our recommendation that the nearest approach to the solution of the race segregation problem will be the recommendation of this district as a negro district; and that all the facilities and conveniences be provided the negroes in this district, as an incentive to draw the negro population to this area. This will eliminate the necessity of duplication of white and black schools, white and black parks, and other duplicate facilities for this area. We are recommending that sufficient area be acquired adjoining the negro high school to provide adequate space for a complete negro play-field in connection with the negro high school. We further recommend that the negro schools in this area be provided with ample and adequate play ground space and facilities similar to the white schools of the city.

A careful study of the city plan for the outlying districts such as shown on Plate No. 15, will enable the school board to anticipate its needs and make desirable locations for future school sites, and should enable them to acquire these sites, together with ample and adequate areas for the play grounds and school grounds for the future at a reasonable cost.

REGIONAL PLAN

We have made a careful study of the region immediately adjoining, and within five miles of the present city limits. While the major portion of the city plan herein described deals principally with that area inside the City Limits, we have continually kept in mind the fact that the present City Limits line is only temporary. The interests of the city extend far beyond this imaginary line. The limits will be extended from time to time so that in all of our studies we have not considered the City Limits as being boundaries of any project. This is evident in the location of parks, fire stations, et cetera, several of which are located very near the present City Limits line. Our plans and recommendations, therefore, are based upon studies which extend five miles beyond the present City Limits line. The territory covered in this area is shown on the map. Plate No. 15, upon which we have shown a complete system of proposed major traffic thoroughfares and a park and boulevard system. It will be seen that the plans for this area have been worked out without any particular reference to the present City Limits line.

This study, showing the location of the various trafficways, boulevards, and parks must of necessity be general in its nature. The exact location of these facilities will have to be worked out from time to time as the topographic information and other features are made available. It will serve as a guide to future property owners in subdividing their property, and to the City Plan Commission in its study for approval of proposed plats. It will enable the Park Board to anticipate suitable locations and proper spacing for future parks and boulevards. No attempt has been made to designate the location of play grounds, schools or neighborhood parks for the reason that this will depend a great deal upon the character and detail development of each area.

Among other natural conditions with which Austin is favored are the many available scenic driveways within a short driving distance of the city, and the interesting natural features which are easily available. The parkway system for Austin should be augmented by proper boulevards and scenic driveways to make easily accessible such natural topographic features as Bull Creek; Perdenales River -- a typical mountain stream; Hamilton Pool, which is reputed to be the crater of an extinct volcano; West Cave, and Mount Bonnell, from the top of which a most gorgeous panorama can be viewed. The driveway on top of Mount Bonnell is very interesting and is included in the regional plan. Some of the other features mentioned are farther from the city, but the driveways contemplated can be extended to make them all a part of the ultimate parkway and boulevard scheme.

CEMETERIES

The present city cemetery, located in the eastern part of the city, is being rapidly surrounded by residential constructions and the present available space for burials is being rapidly exhausted. The possibility of expanding the present cemetery grounds is undesirable for several reasons. The value of the land necessary to increase the size of the present cemetery is too great. The presence of a cemetery in the residential sections is not to be desired.

We are recommending that a new cemetery site be acquired by the city in the location shown on the regional map, Plate No. 15, about one mile east of the present cemetery. This area is well suited for cemetery purposes and lies adjoining a proposed large park so that the cemetery ground could be blended into a natural park.

We recommend that a liberal amount of land be acquired so that a modern park cemetery can be laid out and developed. We further recommend that the plans be worked out so that the cemetery would be operated on a perpetual care basis. This can be done by setting aside a portion of the sale price of the lots on a trust fund, provisions being made for the permanent maintenance of such. We would like to see a cemetery laid out with ample driveways and spacious lots so that in the future it could be maintained and would also continue to be a beautiful park, to be admired by posterity, rather than a series of graves and tombstones to be fenced in, abandoned and forgotten after the space has been filled.

FIRE STATIONS

The location of fire stations throughout the City has a very distinct bearing upon the city plan. A few years ago the location of fire stations, and their distance from one another, was determined on the basis of horse drawn equipment. The equipment today being all motorized, can cover greater distances and will permit further spacing of stations. This fact, however, makes it necessary that such stations be located with reference to the major thoroughfares so that the equipment can reach all parts of the city as quickly as possible. It is preferable to locate such stations at the intersection of two or more radial thoroughfares wherever possible.

The zoning plans for the city are also very important in assisting to establish the location of fire stations, and will enable the authorities to provide suitable equipment for such stations, depending upon the type of construction and buildings to be protected.

The present business district is being served by one fire-station, located on Eight Street, one-half block west of Congress Avenue. This one station will not be adequate to serve the business district of Austin, and provisions should be made for an ultimate location of at least two more fire stations to serve the business district. One of these stations will probably be found necessary within a very short time. The second can be postponed several years. The present fire station on Eighth Street is not ideally located. When the two ultimate stations are taken into account; the very objectionable

steep grade on the street on which this station fronts would also make a new location for a permanent fire station much to be desired. We are recommending that when the removal of this station is practical, and seriously considered, that a location for same be sought in the neighborhood of Eleventh and San Jacinto Streets.

It is further recommended that another station site be acquired in the vicinity of Sixth and Red River Streets. This station should be provided in the not far distant future.

The third station which we recommend to serve the business area should be located in the vicinity of Brazos Street and First Street. The construction of this station can probably be deferred for several years. Its importance and usefulness will be more obvious and essential when the civic center has been established, and the railroad tracks have been removed from Third and Fourth Streets. In east Austin there is, at present, a fire station on Waller Street and First Street; also one on Lydia Street near Eleventh Street. These two stations are very well located and are recommended to be retained, with the possible exception that the one on Lydia Street might be moved to the corner of Lydia and Eleventh, or at the junction of Eleventh and Rosewood Streets, if convenient.

Another station is recommended on First Street near Perdenales Street, to be built in the future.

We understand that a site for a new station has been obtained near the intersection of East Avenue and Manor Road. This location is very desirable and this station should be build immediately.

Another location for a fire station should be secured on Eleventh in the neighborhood of the present east City Limits. The immediate necessity for the construction of this building is not pressing.

There is, at present, a station on Lavaca between Sixteenth and Seventeenth Streets. We feel that the Usefulness of this station will be very much increased if it were moved to a point on Nineteenth near the intersection of Guadalupe Street. We would not recommend the immediate removal of this station, but would suggest that in the correction of the present jog in Guadalupe Street at Nineteenth Street, the City might profitably secure a fire station site in the adjustment due to the correction of the jog, so that when the station on Lavaca Street has served its usefulness, or when it would be desirable to move same, it could then be located as recommended.

There is , at present, a fire station on Guadalupe Street at Thirtieth Street. This location is one block removed from the important junction of several major traffic streets. It is an old building and we are recommending the removal of this station to some point which would be adjacent to the intersection of Guadalupe Street and Sycamore Street or Twenty-ninth Street. By referring to the traffic map

it is easy to see that this location is more accessible to all portions of the territory to be served.

There should be built, immediately, another fire station in the vicinity of Thirty-first Street and Speedway. This area is well built up at present without adequate fire station protection.

Provisions should be made for the ultimate location of a fire station on East Avenue near its intersection with Thirty-ninth Street.

There is, at present, a fire station located on Blanco Street near Eleventh Street. This station serves a distinct need in this neighborhood, but we feel that ultimately a better location to serve this area would be in the neighborhood of West Lynn and Eleventh Streets. This new location will better space the fire stations to serve a greater area. This change of location would not be necessary for several years, however.

There is another fire station on South Congress near Annie Street. This station is very well located and we recommend that it be retained in its present location.

Three other proposed locations are designated on the map as desirable future locations for South Austin, none of which, with the exception of Travis Heights Boulevard, and River Side Drive, are very urgent at this time.

Several other future locations are noted on the map in West Austin west of the present City Limits, as being the most desirable location for stations for those areas when they are needed.

CONCLUSION

This City Plan Report deals with many matters and problems, and is a comprehensive plan covering a program of improvements to extend over a period of many years. The order in which the improvements are made is not of serious consequence. The important thing is that each shall be done in such a manner as to fit properly into its place in the general plan. Some matters, of course, for one reason or another, are of more immediate importance; while the immediate accomplishment of other is less urgent.

The careful preparation of any city plan, and its adoption by the authorities, does not automatically serve as a panacea for all municipal ills. The plan, itself, is to be considered more as an intelligent basis upon which the future activities of the city's growth should be predicated; and the success of same will depend very materially upon the intelligent detail planning and execution of the various elements; and the unification of efforts on the part of the officials responsible for the actual improvements.

The city plan, to be successful, must first be widely understood and appreciated by the citizens of Austin in general. Popular appreciation and support will accomplish more than the most vigorous enforcement of a plan adopted by law without a thorough understanding on the part of the citizenship. The cooperation of all the city's various interests must be secured through an intimate acquaintanceship with the plan and the purposes thereof. We, therefore, recommend that

one of the first steps to be taken is to thoroughly inform and advise the public of the general plans to be undertaken.

The city plan is not a spectacular thing per se, and cannot be expected to continually arouse public agitation and enthusiastic support unless it is thoroughly understood, and continually placed before the public by means of regular and periodical information regarding the purposes and progress made in that direction. If the plan is to continue to be effective and productive, it must be kept free from political manipulations by selfish interests. To accomplish this it must have the support of a well qualified and interested sponsor, The City Plan Commission and the City Engineer should make it their duty and objective to keep the city plan of Austin up to date, and alive in the thoughts and activities of the various interests which are building the city.

One of the most useful and important duties of the City Planning Commission in the gradual development of this plan, will be to assist in the selection of sites for the numerous semi-public buildings such as churches, hospitals, institutions, and the like, and the continual urge and advice that a high-type of actual development be maintained. We wish to call particular attention to the matter of construction of bridges which are so often built without particular reference to their architectural appearances. The City Plan Commission through its intimate knowledge of the location of future parks, parkways, et cetera, should use its influence to secure proper architectural

considerations in the construction of bridges on such structures, especially where they pass through parks, parkways, and other public property. On Plate No. 17 is shown a suggestion for an ornamental type of a concrete bridge which is recommended for the proposed crossing of Shoal Creek on Twenty-fourth Street. It would be criminal to build an ugly steel structure at this point which will undoubtedly be practically in the center of one of the most beautiful parks in the City of Austin. Particular attention to features of this kind will enable the City to acquire structures which will be actually desirable and attractive at a very little extra cost, instead of having structures which may later prove very expensive to correct.

The present City Commission of Austin, fortunately, is heartily in accord with the execution of a proper City Plan. It is upon the City Commission where the actual responsibility for the execution of the plan really rests. If the City Commission ignores the recommendations of the City Planning Commission, and does not follow out the general principles of the City Plan, it will be extremely difficult to secure the lasting benefits which are available. It should be recognized obligation of the City Commission, City Manager, and City Engineer to see that their various actions are in full accord with the City Plan. It should be remembered that the City Plan is of greater consequence than the fortunes of any individual or administration. No City Official should so forget his obligations to his city or his office as to allow personal considerations to take precedence over the larger

aspects of the city's welfare. Through proper co-operation between the City Plan Commission and other officials, and through thoroughness of consideration on all subjects, where differences of opinion arise, and where fair-mindedness prevails, satisfactory accomplishments will be possible.

Possibly some of the recommendations herein will, at first, appear to some people to be extravagant or impossible of accomplishment. Usually this apparent impossibility is due to the matter of finance. These apparently insurmountable objections oftentimes develop to be comparatively simple upon a careful study and analysis of the possibilities. In city planning it is well to keep in mind the old axiom "Where there is a will, there is a way". Through the control of new land subdivisions, especially in the planning of new areas, it will be possible to accomplish many desired conditions in the City Plan without material cost. Proper street widths can be secured through dedication, and to a limited extent, play grounds, parks, and public building sites may often be secured by donation or at a negligible cost. It is in the readjustment of developed property where the greater expense is incurred. There are numerous ways in which this expense may be defrayed or apportioned in a manner that will make the adjustment thoroughly practical.

It is not recommended that city-wide bond issues be employed proniscuously in accomplishing these necessities; but that an equitable method of assessing the benefited property owners be worked out in each particular instance, so that all interests affected be permitted to bear their pro rata cost of such improvements.

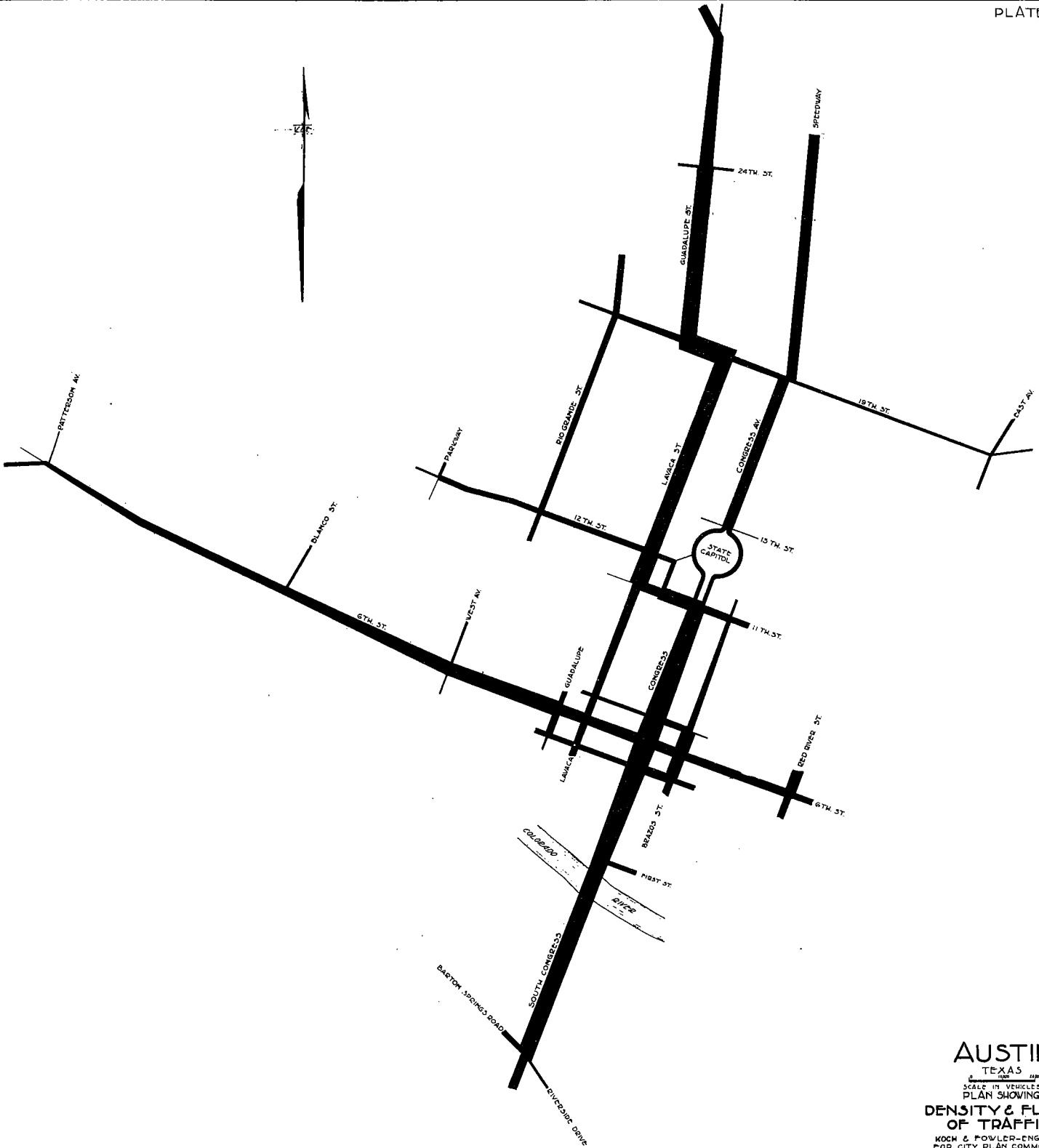
Attention is called to the changing conditions and many things which were considered extravagant and impossible in the past are now considered ordinary necessities and common-place in the routine of a city's development.

In conclusion, we would urge that your City Plan, when adopted, be zealously guarded and closely followed, subject to intelligent adjustments due to changing conditions; that the public be kept fully informed, at all times, in regard to the general plan, and that the improvements be carried out with a real vision of the future with the recognition that the City of Austin is to endure and grow for a long time and that through a short-sighted vision on our part, posterity will be faced with difficult and more unsurmountable problems than we have had in the past.

LIST OF ILLUSTRATIONS

Plate	Title
*1	Density and Flow of Traffic
2	Street Paving
3	Proposed Major Streets
4	Park and Boulevard System
5	Development of Barton Springs Park
6	Recommended Street Development
7	Suggested University Boulevard Extension
*8	Suggested Grouping of Transportation Facilities
*9	Population Density and Transit Facilities
10	Present Use of Property
11	Zoning Use Districts
*12	Zoning Height and Area
13	Present and Proposed Schools and Playground Areas
14	Proposed Playground - Palm School
*15	Outer Boulevard Parkway and Major Street System
*16	Fire Stations
*17	Population Curve



* These plates were not included in the mimeographed publication of the original report.



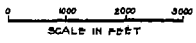
AUSTIN
 TEXAS
 SCALE IN VEHICLES
 PLAN SHOWING
DENSITY & FLOW
 OF TRAFFIC
 MOHR & FOWLER-ENGINEERS
 FOR CITY PLAN COMMISSION
 1927



LEGEND

-  EXISTING PAVEMENT.
-  PROPOSED PAVING OF FIRST IMPORTANCE.

AUSTIN TEXAS



SCALE IN FEET
 PLAN SHOWING
STREET PAVING
 KOCH & FOWLER-ENGINEERS
 FOR CITY PLAN COMMISSION
 1927



LEGEND

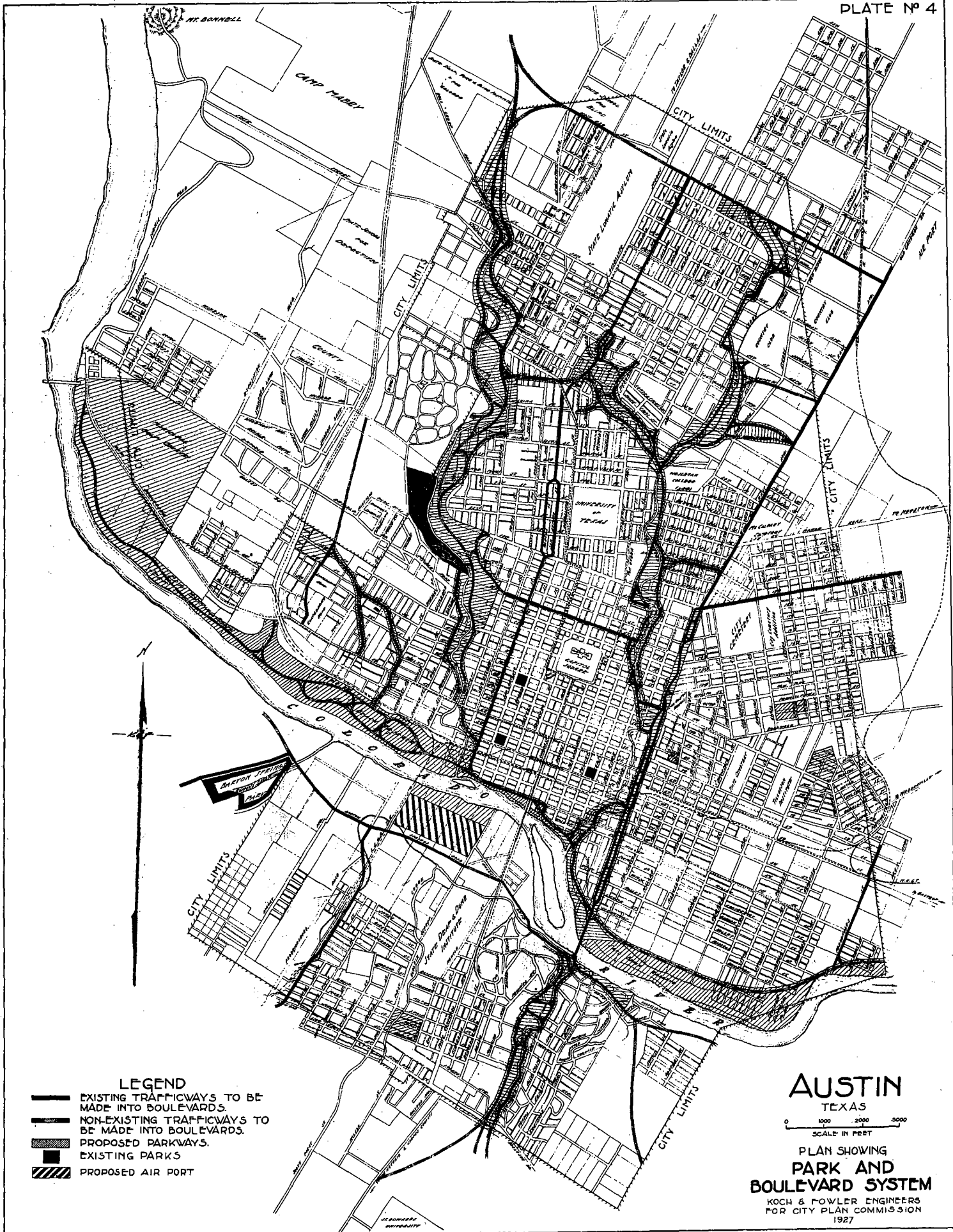
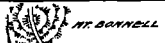
- MAJOR THOROUGHFARES
- - - PROPOSED MAJOR THOROUGHFARES
- BOULEVARDS TO BE USED AS MAJOR THOROUGHFARES
- PROPOSED BOULEVARDS TO BE USED AS MAJOR THOROUGHFARES

AUSTIN TEXAS






0' 1000' 2000' 3000'
SCALE IN FEET

PLAN SHOWING PROPOSED MAJOR STREETS

KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



LEGEND

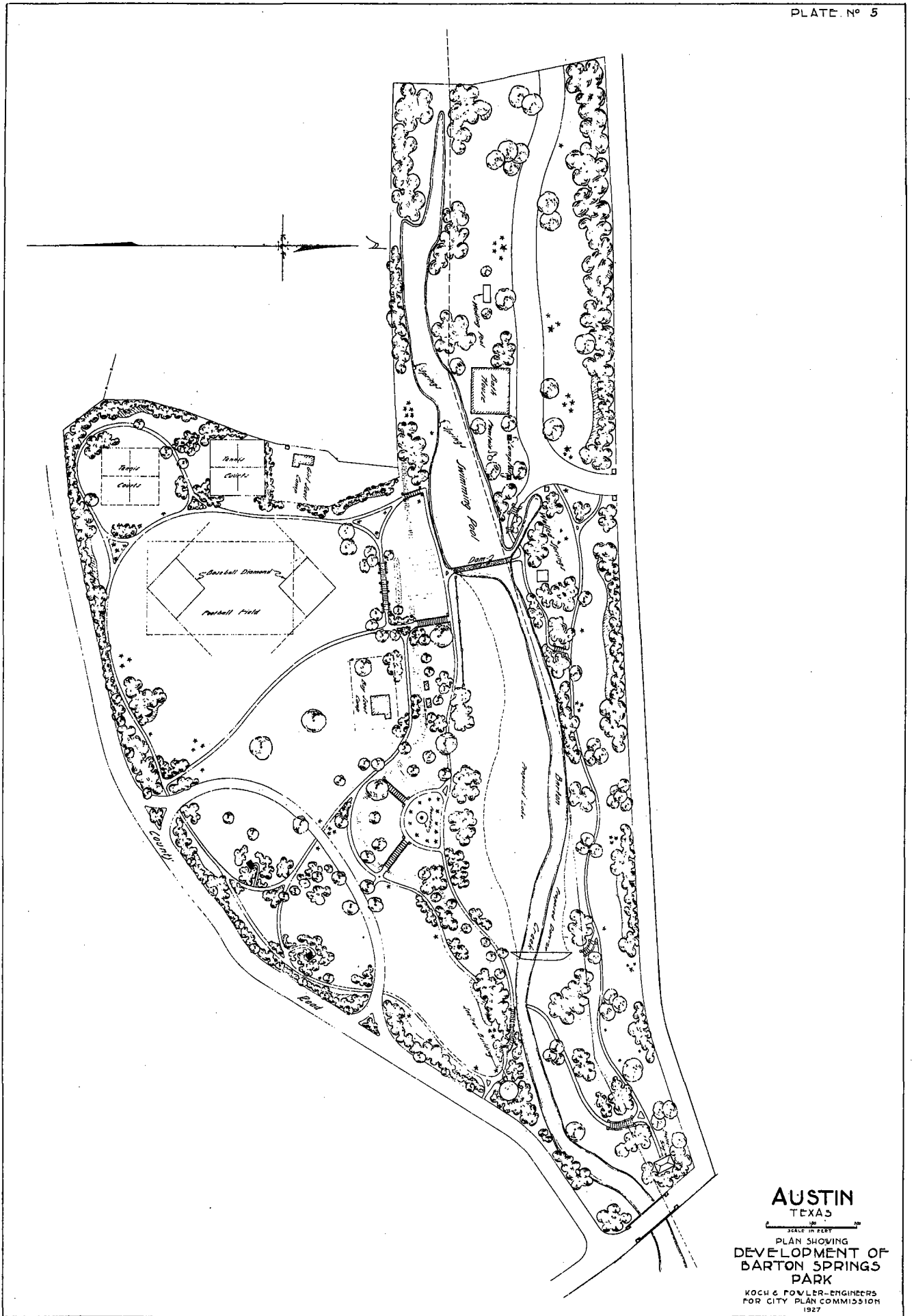
-  EXISTING TRAFFICWAYS TO BE MADE INTO BOULEVARDS.
-  NON-EXISTING TRAFFICWAYS TO BE MADE INTO BOULEVARDS.
-  PROPOSED PARKWAYS.
-  EXISTING PARKS
-  PROPOSED AIR PORT

AUSTIN TEXAS

0 1000 2000 3000
SCALE IN FEET

PLAN SHOWING
PARK AND
BOULEVARD SYSTEM

KOCH & FOWLER ENGINEERS
FOR CITY PLAN COMMISSION
1927

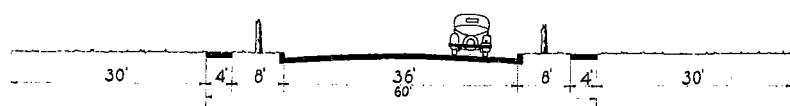
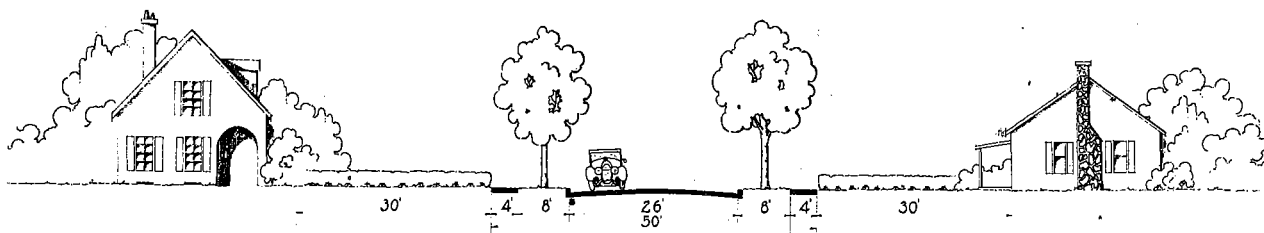


AUSTIN
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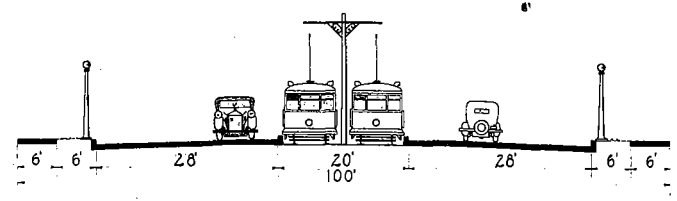
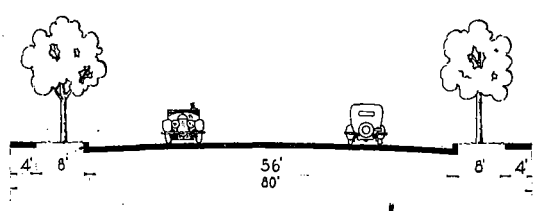
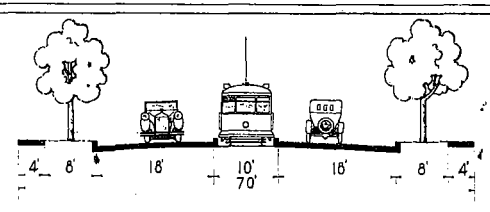
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PLAN SHOWING
**DEVELOPMENT OF
BARTON SPRINGS
PARK**

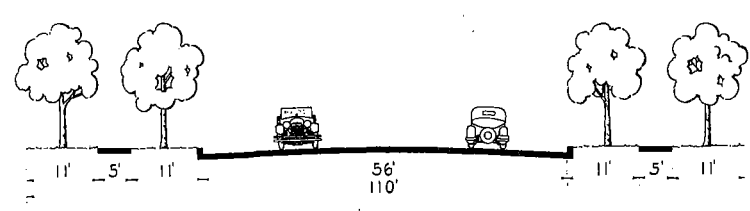
KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



RESIDENTIAL STREETS



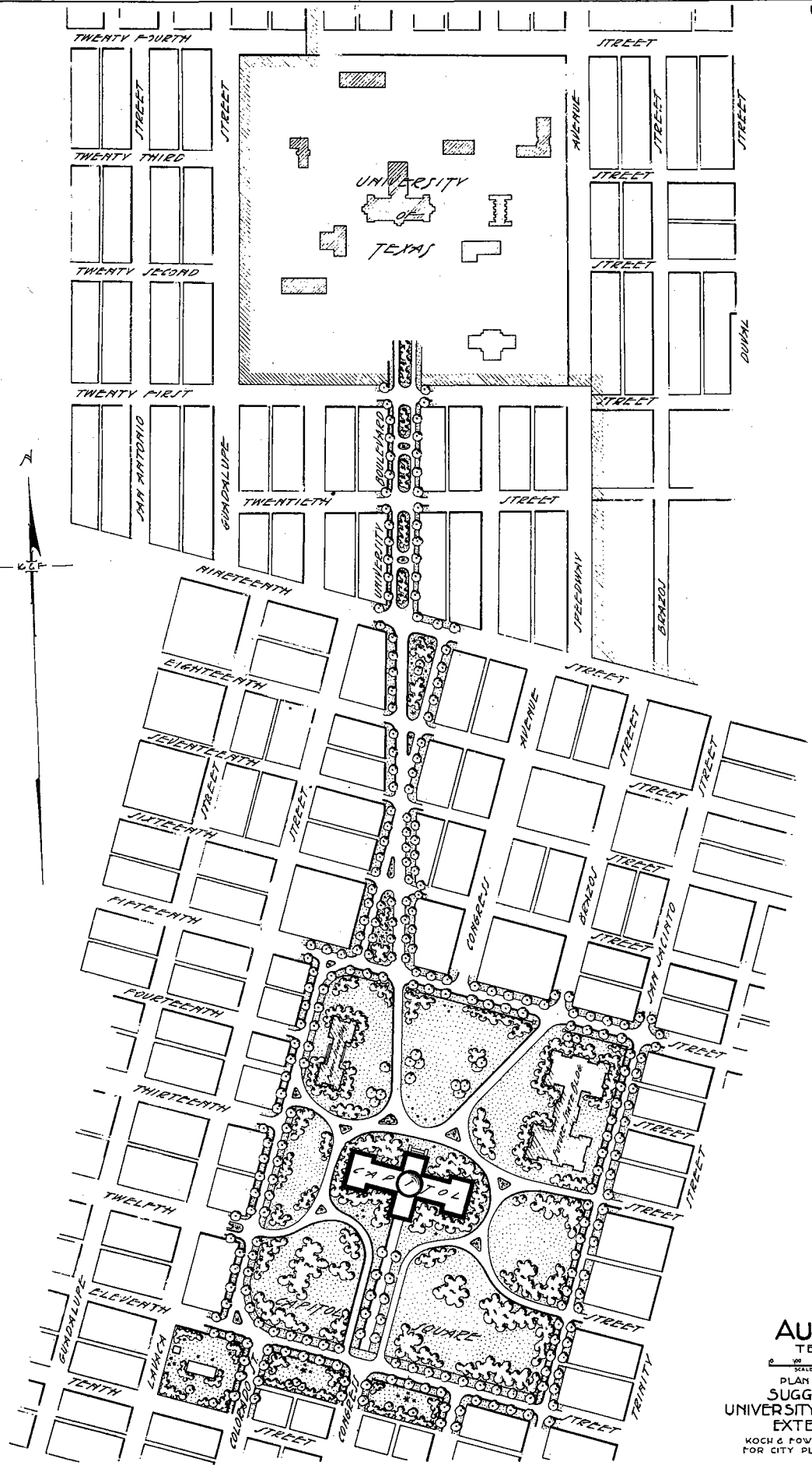
MAJOR STREETS



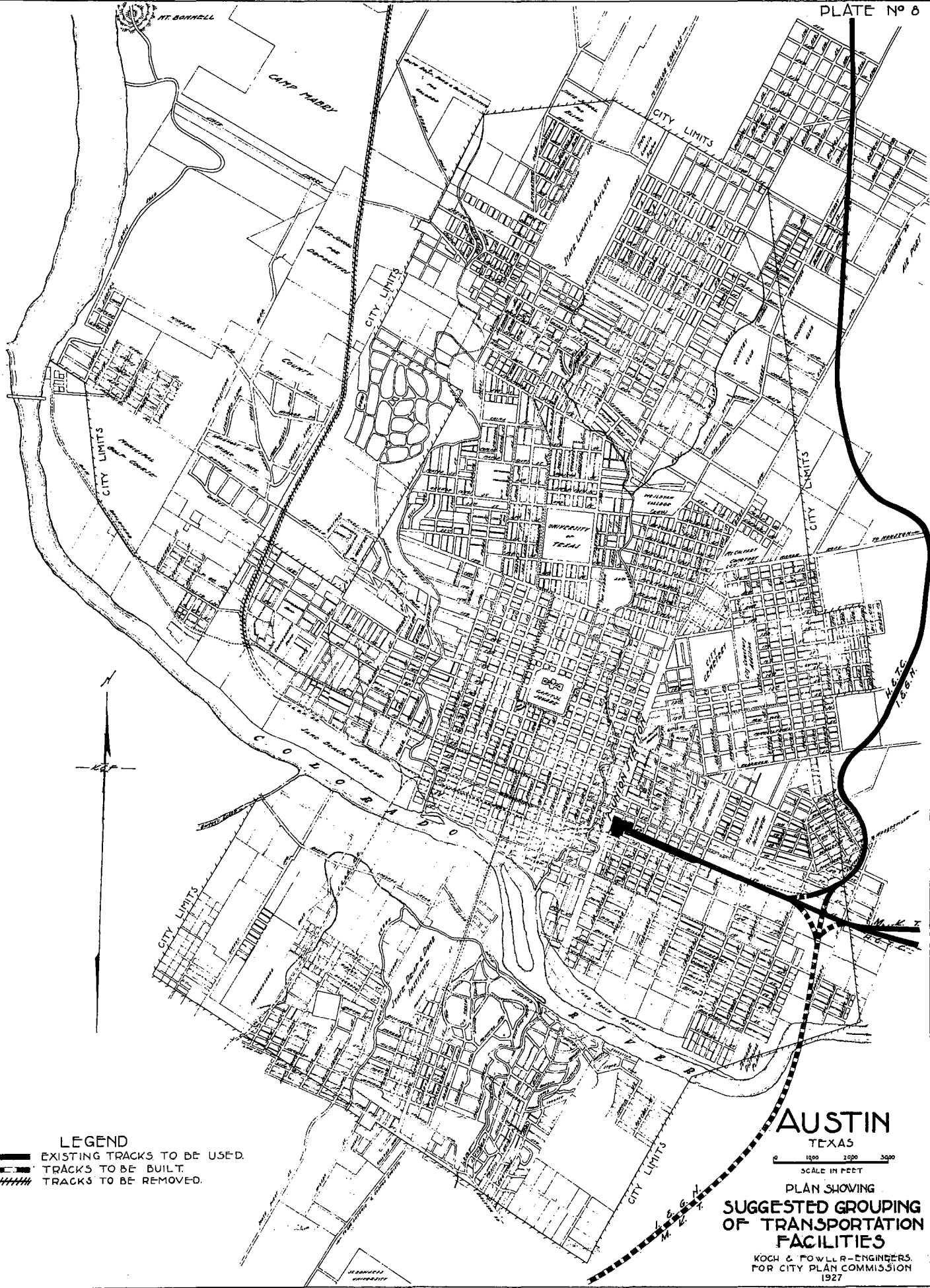
BOULEVARDS

AUSTIN
TEXAS
SCALE IN FEET

PLAN SHOWING
RECOMMENDED STREET
DEVELOPMENT
KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



AUSTIN
 TEXAS
 SCALE IN FEET
 PLAN SHOWING
 SUGGESTED
 UNIVERSITY BOULEVARD
 EXTENSION
 KOCH & FOWLER-ENGINEERS
 FOR CITY PLAN COMMISSION
 1927



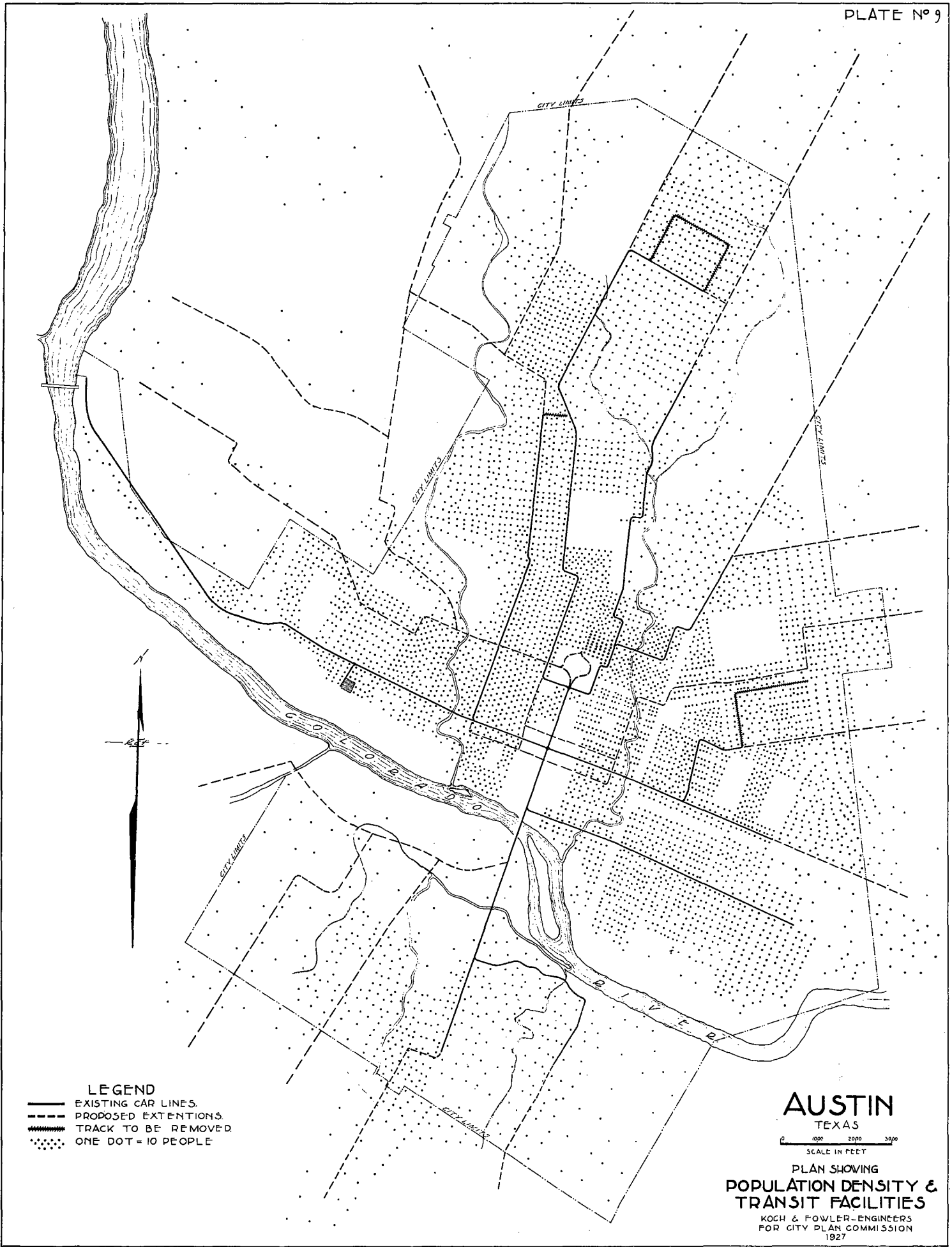
LEGEND
 ——— EXISTING TRACKS TO BE USED.
 - - - - TRACKS TO BE BUILT.
 // // // TRACKS TO BE REMOVED.

AUSTIN
 TEXAS

0 1000 2000 3000
 SCALE IN FEET

PLAN SHOWING
**SUGGESTED GROUPING
 OF TRANSPORTATION
 FACILITIES**

KOCH & FOWLER-ENGINEERS.
 FOR CITY PLAN COMMISSION
 1927



LEGEND
 ——— EXISTING CAR LINES.
 - - - - - PROPOSED EXTENTIONS.
 ▨▨▨▨▨ TRACK TO BE REMOVED.
 ····· ONE DOT = 10 PEOPLE

AUSTIN
 TEXAS

0 1000 2000 3000
 SCALE IN FEET

PLAN SHOWING
**POPULATION DENSITY &
 TRANSIT FACILITIES**
 KOCH & FOWLER-ENGINEERS
 FOR CITY PLAN COMMISSION
 1927



LEGEND

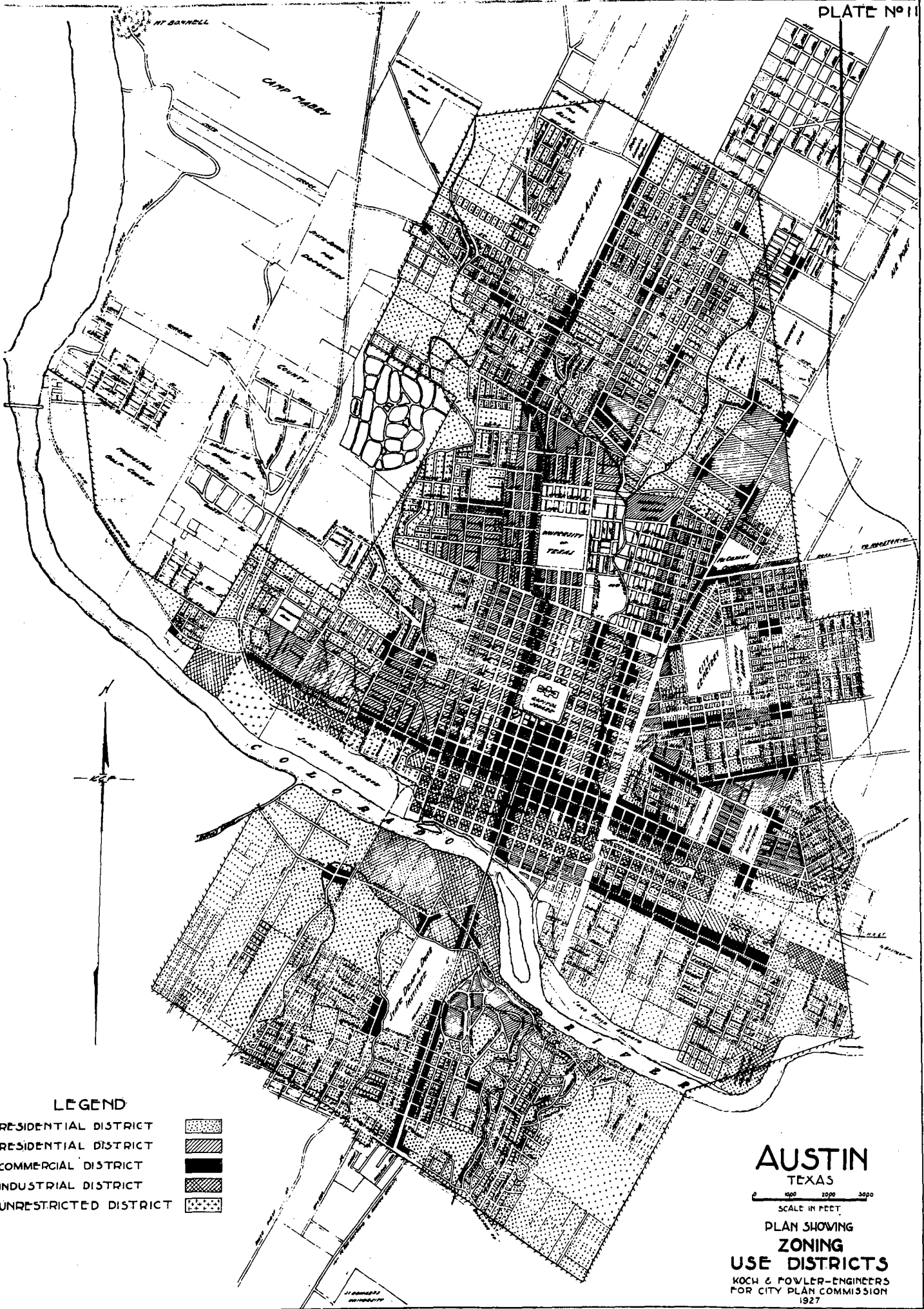
- BUSINESS PROPERTY.
- ▨ WHITE RESIDENTIAL PROPERTY
- ▤ MISCELLANEOUS RESIDENTIAL PROPERTY.

AUSTIN
TEXAS






0 1000 2000 3000
SCALE IN FEET

PLAN SHOWING
PRESENT USE
OF PROPERTY

KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



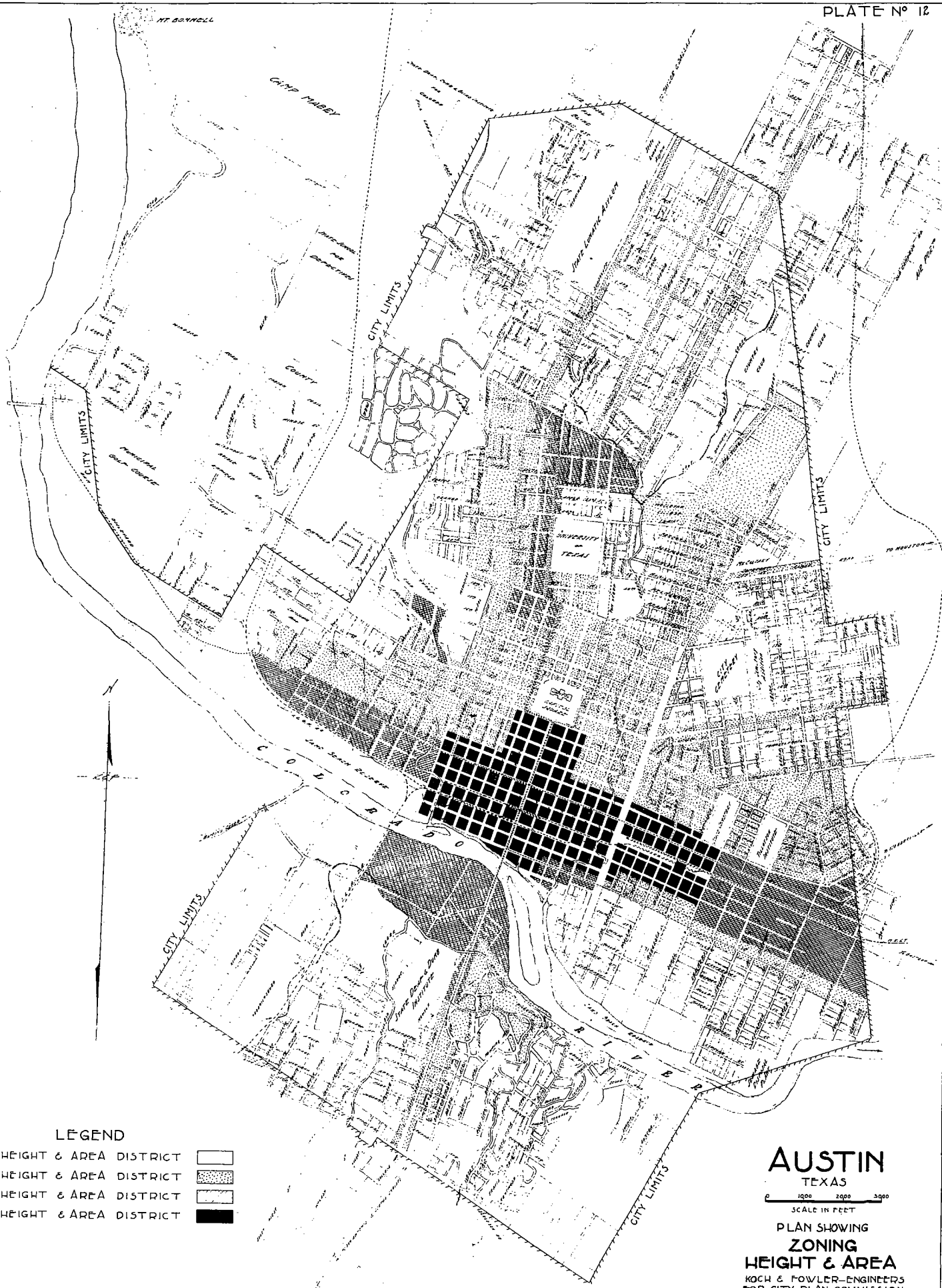
LEGEND

- 'A' RESIDENTIAL DISTRICT 
- 'B' RESIDENTIAL DISTRICT 
- 'C' COMMERCIAL DISTRICT 
- 'D' INDUSTRIAL DISTRICT 
- 'E' UNRESTRICTED DISTRICT 





AUSTIN TEXAS

SCALE IN FEET
0 100 200 300

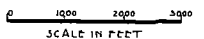
PLAN SHOWING
ZONING
USE DISTRICTS
KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



LEGEND

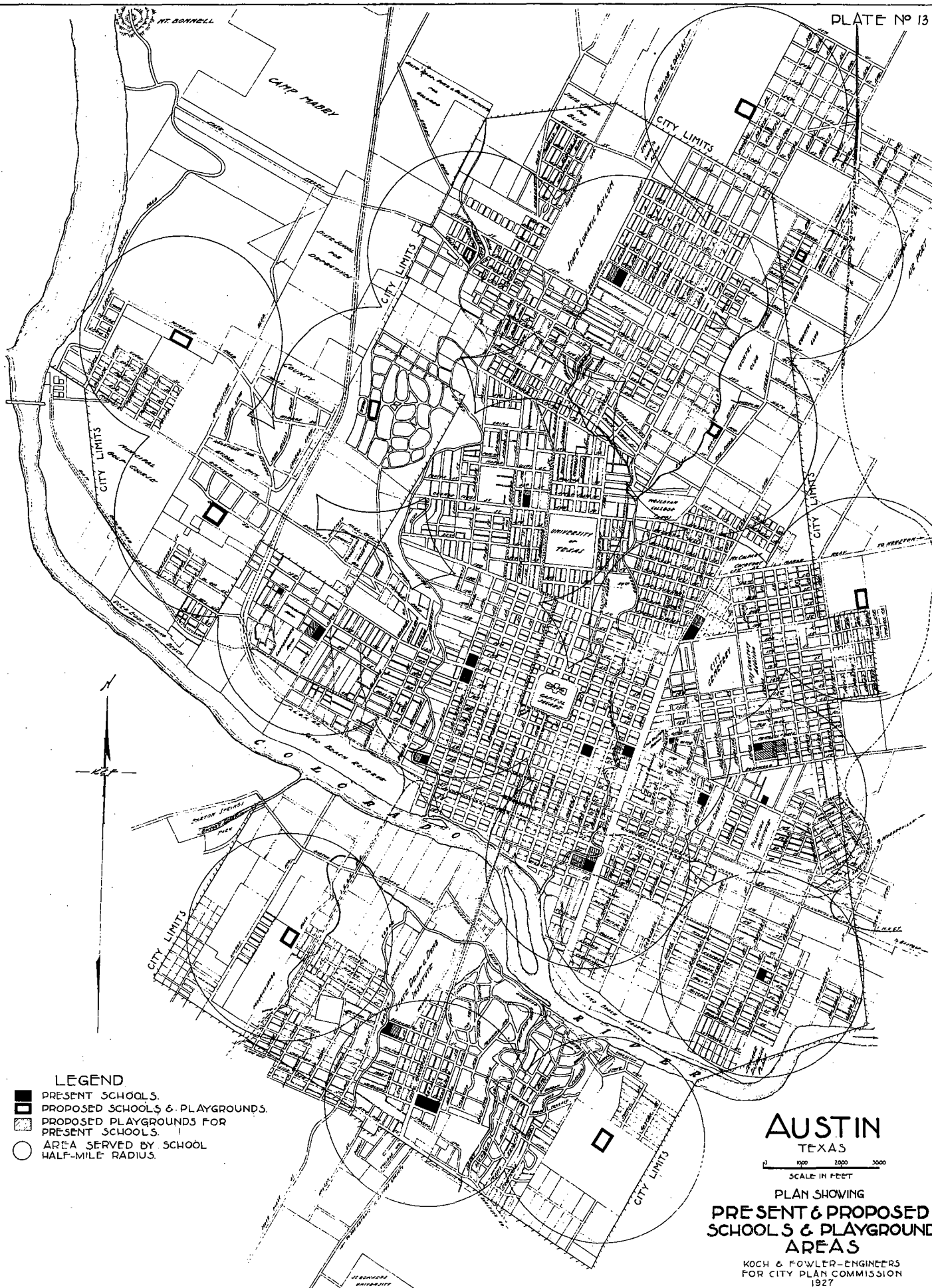
- 'A' HEIGHT & AREA DISTRICT 
- 'B' HEIGHT & AREA DISTRICT 
- 'C' HEIGHT & AREA DISTRICT 
- 'D' HEIGHT & AREA DISTRICT 

AUSTIN
TEXAS



SCALE IN FEET

PLAN SHOWING
ZONING
HEIGHT & AREA
KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



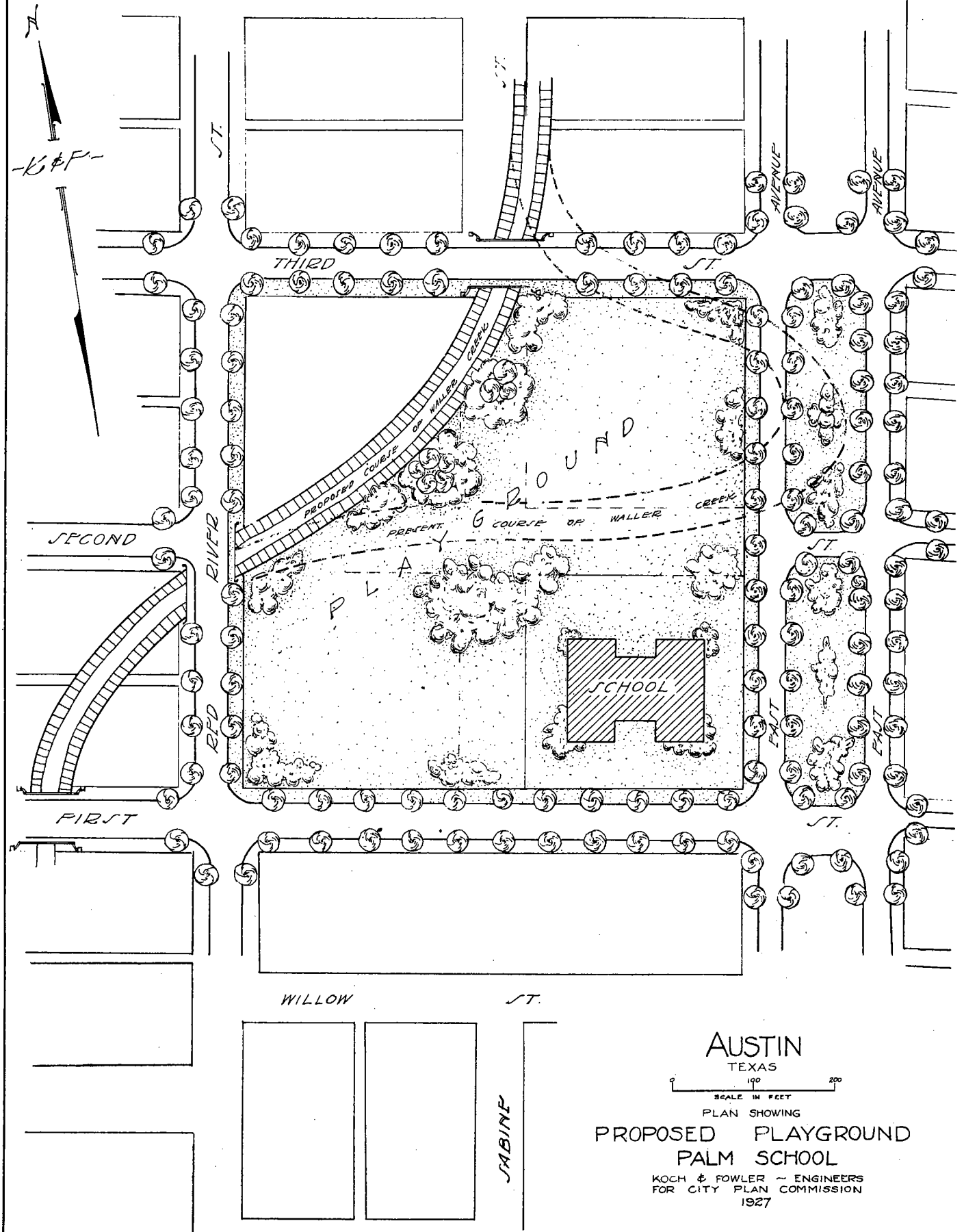
- LEGEND**
- PRESENT SCHOOLS.
 - PROPOSED SCHOOLS & PLAYGROUNDS.
 - ▨ PROPOSED PLAYGROUNDS FOR PRESENT SCHOOLS.
 - AREA SERVED BY SCHOOL HALF-MILE RADIUS.

AUSTIN
TEXAS

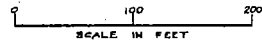
SCALE IN FEET
0 1000 2000 3000

**PLAN SHOWING
PRESENT & PROPOSED
SCHOOLS & PLAYGROUND
AREAS**

KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



AUSTIN
TEXAS



SCALE IN FEET
PLAN SHOWING
PROPOSED PLAYGROUND
PALM SCHOOL

KOCH & FOWLER - ENGINEERS
FOR CITY PLAN COMMISSION
1927



- PROPOSED PARKS
- PROPOSED CEMETERY
- EXISTING MAJOR THOROUGHFARES
- PROPOSED MAJOR THOROUGHFARES
- EXISTING BOULEVARDS
- PROPOSED BOULEVARDS
- EXISTING ROADS

AUSTIN
TEXAS

SCALE IN FEET

PLAN SHOWING
OUTER BOULEVARD
PARKWAY &
MAJOR STREET SYSTEM.

KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



LEGEND

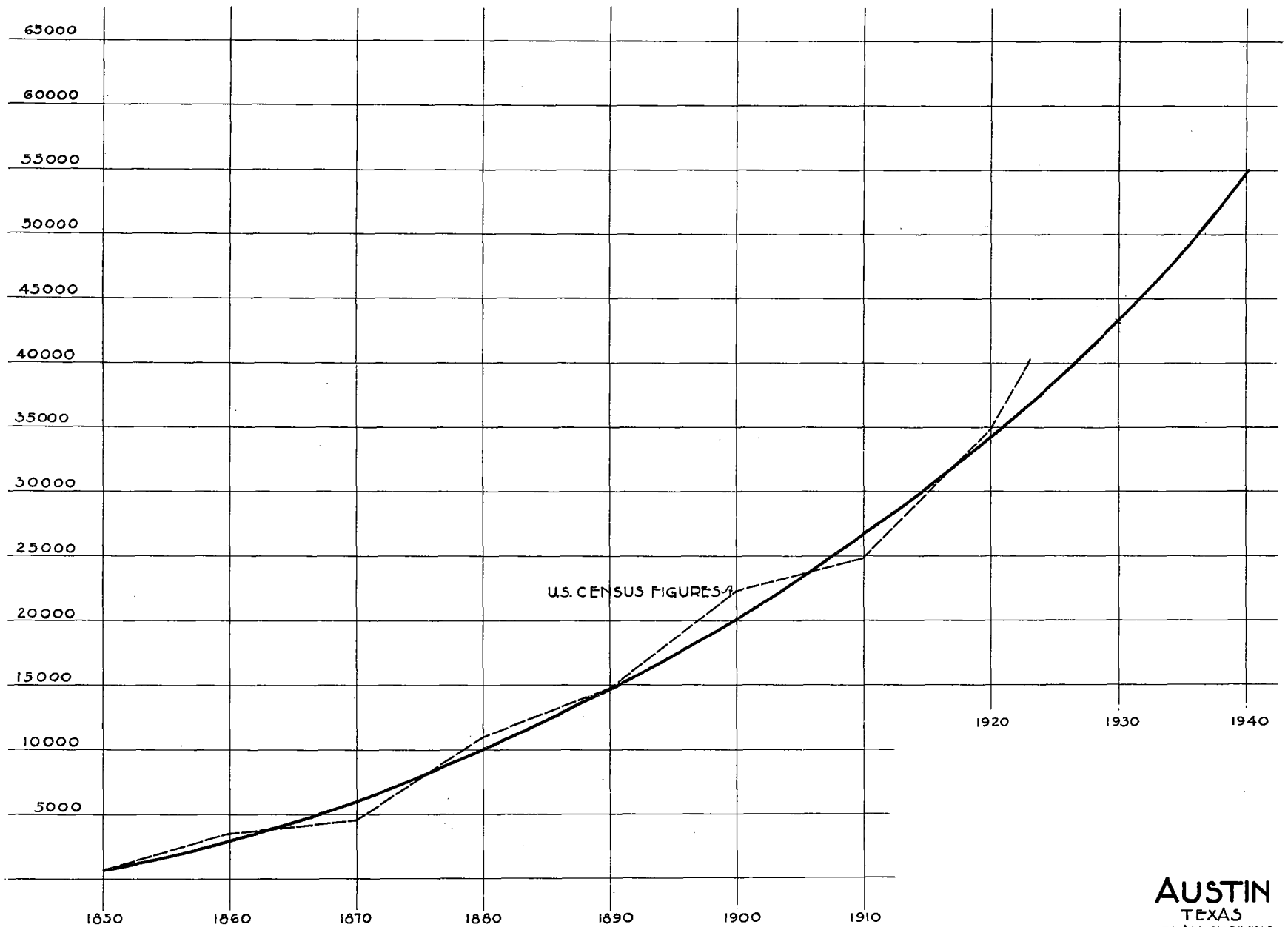
- PRESENT STATIONS TO REMAIN
- PRESENT STATIONS TO BE REMOVED
- PROPOSED STATIONS TO BE BUILT AT ONCE
- × PROPOSED STATIONS TO BE BUILT AS NEEDED

AUSTIN TEXAS

SCALE IN FEET
0' 1000' 2000' 3000'

PLAN SHOWING
FIRE STATIONS

KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927



AUSTIN
TEXAS
PLAN SHOWING
POPULATION CURVE
KOCH & FOWLER-ENGINEERS
FOR CITY PLAN COMMISSION
1927