Austin Light Rail Phase 1

Final Environmental Impact Statement

Appendix E-3: Neighborhoods and Community Resources Technical Report

A T P

Contents

Figure

Attachments

Acronyms and Abbreviations

Term/Acronym	Definition
ATP	Austin Transit Partnership
CapMetro	Capital Metropolitan Transportation Authority
City	City of Austin
DEIS	Draft Environmental Impact Statement
ECHO	Ending Community Homelessness Coalition
EPA	U.S. Environmental Protection Agency
FEIS	Final Environmental Impact Statement
FTA	Federal Transit Administration
I-35	Interstate 35
MLK	Martin Luther King Jr.
ROD	Record of Decision
SH 71	State Highway 71
US 183	United States Highway 183
UT	University of Texas at Austin

1   Introduction

This technical report provides the basis of analysis included in the Draft Environmental Impact Statement (DEIS) and supports decisions made in the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). The analysis and references in this technical report remain unchanged from the DEIS except for technical updates. There are no changes to effects on neighborhoods and community resources from technical updates made since publication of the DEIS.

The Federal Transit Administration (FTA) and Austin Transit Partnership (ATP) are completing an environmental review of the Austin Light Rail Phase 1 Project (Project) in Austin, Texas. This neighborhoods and community resources technical report was prepared to support the Project's DEIS and FEIS/ROD in accordance with the National Environmental Policy Act and related laws and regulations. FTA and ATP are the Lead Agencies in the National Environmental Policy Act process.

The purpose of this neighborhoods and community resources technical report is to identify the potential effects of the Build Alternative and the Design Options with respect to neighborhood and community resources. Neighborhoods are defined either through the City of Austin (City) Neighborhood Planning program, by signage, by an association establishing the presence and desires of a particular community, or by the community feeling and association of the people residing there.

This technical report analyzes the Project's effect on:

- **Community cohesion.** Community cohesion reflects a variety of factors, including the degree to which people have a sense of belonging to their neighborhood or community; are connected by social, work, or other relationships; share values or a common vision for their community; or share other bonds linking individuals to one another or to their community. Community cohesion effects are assessed by determining potential disruption in the interaction among people and groups within a community, the use of community resources, residential stability, and the length of time residents have resided in the community.

- **Accessibility and mobility.** Mobility is defined by the potential for movement and the ability to get from one place to another. Accessibility relates to the ease of access to a destination. Accessibility and mobility may be affected when changes are made to the transportation network.

- **Community resources and services.** Community resources include community centers (e.g., childcare), entertainment centers, medical facilities, museums, parks, places of worship, and schools. Community services include emergency services (fire, police, medical) and social services (non-profit and government).

The Study Area considered for this assessment includes the area within a 0.5-mile buffer of the proposed alignment and facility locations. This report relies on information from other technical reports, including Land Use and Zoning (**FEIS Appendix E-2**), Socioeconomics (**FEIS Appendix E-4**), Transportation (**FEIS Appendix D**), Noise and Vibration (**FEIS Appendix I**), Visuals and Aesthetics (**FEIS Appendix E-5**), Safety and Security (**FEIS Appendix E-10**), and Section 6(f) Evaluation (**FEIS Appendix H**).

2   Regulatory Setting

The Council on Environmental Quality's Title 40 Code of Regulations Part 1502 contains regulatory requirements for describing the affected environment and environmental consequences for general resources, which include neighborhoods and community resources. For the Study Area, the City is responsible for neighborhood planning and regulations governing aspects of the community, such as land use, zoning, and development; building codes; traffic, and public safety and general welfare.

3   Methodology

This assessment compares the potential effects of the Build Alternative on neighborhoods and community resources in relation to the No Build Alternative and the Design Options. **Figure 1** identifies the neighborhoods that intersect with the 0.5-mile buffer on either side of the centerline of the proposed alignment. This Study Area was evaluated by reviewing aerial photography, U.S. Census Bureau 2018–2022 American Community Survey 5-year neighborhood demographics, neighborhood social and physical characteristics, community resources and travel patterns, and local planning documents to form a qualitative profile of the existing community against which to identify how the Project might disrupt or enhance community cohesion, access and mobility, and community resources.

Figure 1: Neighborhoods in the Study Area
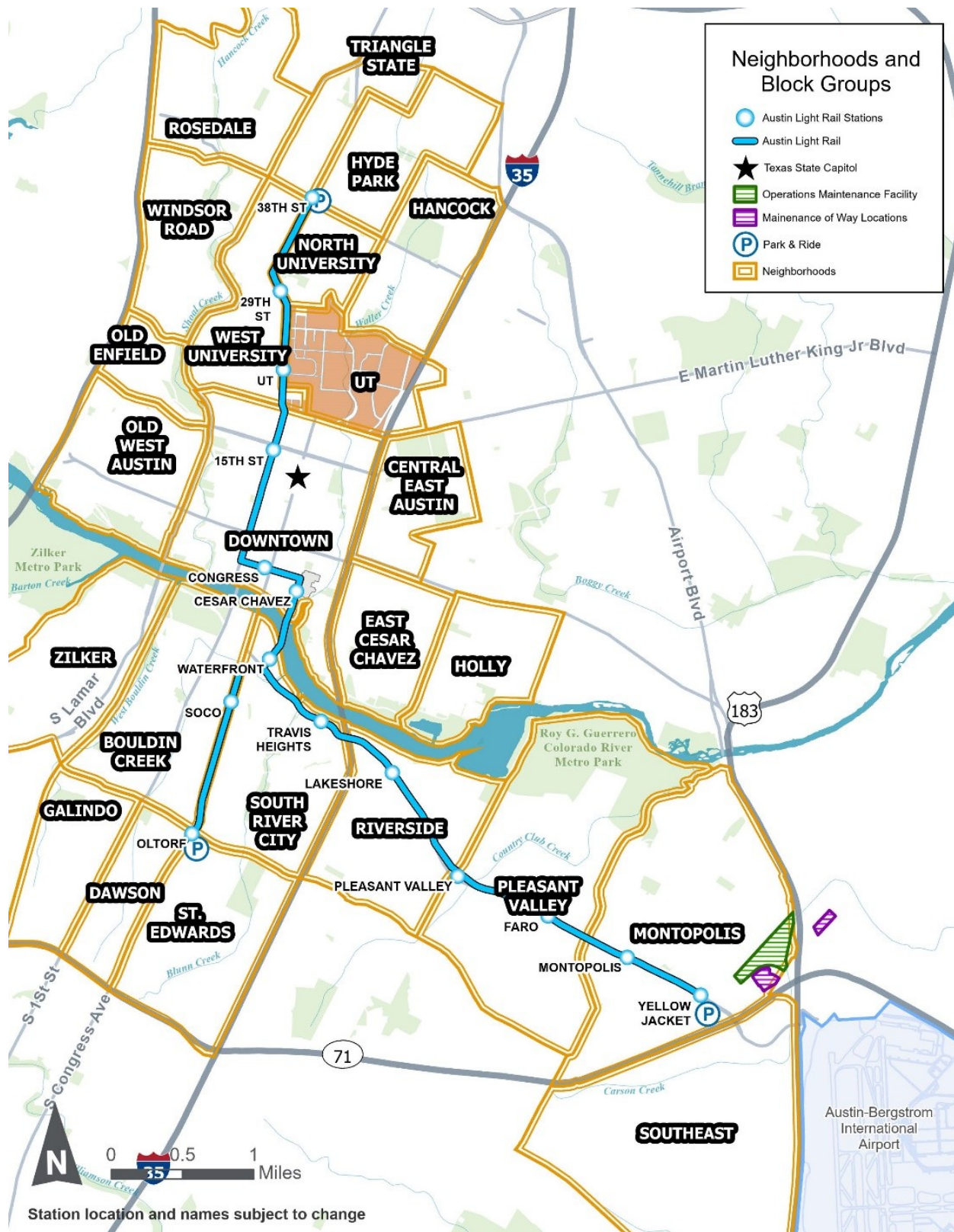
Source: City of Austin 2021a.

This technical report also used a quantitative analysis from the U.S. Environmental Protection Agency (EPA) National Walkability Index to evaluate how walkable each neighborhood is in the Study Area. This unique dataset assigns a score to each U.S. Census Bureau block group in the United States based on three variables: (1) intersection density, (2) proximity to transit stops, and (3) diversity of land uses (employment mix and employment and household mix). For each variable, block groups are compared with one another to give each a unique national ranking. Using these rankings, the index places block groups in 20 quantiles for each variable, 1 being the lowest and 20 being the highest. The average quantile score for each block group is then calculated using an EPA-designed weighing scheme. The index uses the following weighted formula:

$$\text{Final National Walkability Index score} = (w/3)+(x/3)+(y/6)+(z/6)$$

Where w = block group's ranked score for intersectional density

x = block group's ranked score for proximity to transit stops

y = block group's ranked score for employment mix

z = block group's ranked score for employment and household mix

Block groups that are less walkable have lower scores (closer to 1), and block groups that are more walkable have higher scores (closer to 20). To evaluate the walkability of each neighborhood in the Study Area, the range of National Walkability Index scores for each block group in a given neighborhood were used (EPA 2021). See **Attachment A, Table A-7** for scores of each block group in the Study Area.

In addition to Walkability Index, other transportation involved assessing total sidewalk coverage, greenways, and bike lanes rated by the City for high and medium comfort levels. High-comfort routes included protected bike lanes and quiet streets, while medium-comfort routes comprise a range of accommodations on roads with moderate traffic.

This assessment identifies community resources located within the Study Area, including community centers, places of worship, schools, daycare centers, libraries, emergency services, medical facilities, social services, and other areas of community importance; and compiles the number housing units within the Study Area.

4   Affected Environment

4.1   Community Characteristics

The City of Austin supports the development of neighborhood plans through a multi-year participatory process involving members of the community. Neighborhood boundaries are based on logical and efficient geographic areas that the City Council

approves and relies on neighborhood associations as boundaries, where possible. These neighborhood plans create a framework for the community to express their values, as well as prioritize and address issues of concern for their community. The Study Area intersects 24 neighborhoods, each of which is unique with its own distinct social history. There are 16 adopted plans that present a vision for neighborhoods within the Study Area.

Sections 4.1.1 through 4.1.24 describe each of the 24 neighborhoods based on demographics, social history, community resources, and current travel patterns.

4.1.1   Rosedale

The Rosedale neighborhood is located west of North Lamar Boulevard. Only a small part of eastern Rosedale is within the Study Area.

4.1.1.1   Social History Characteristics

The history of the Rosedale neighborhood in Austin, Texas, dates to the 1860s when it was used for farming and dairy. In the 1900s, it became home to four flower shops and nurseries. Most of the homes in Rosedale were built in the 1930s and 1940s. While the neighborhood is dominated by single-family residential homes, the portion of the neighborhood in the Study Area is mostly retail businesses adjacent to North Lamar Boulevard.

4.1.1.2   Population and Demographic Characteristics

The Rosedale neighborhood is home to approximately 4,619 residents. Households are split between 55 percent owned and 45 percent rented. The neighborhood has a diverse age distribution, with 15 percent under age 18, 30 percent aged 18 to 34, and 16 percent aged 65 and over. The neighborhood's median household income is $120,093. Two block groups do not contain any median income data. Approximately 10 percent of households have zero cars. Population 18 years and over with a disability is 9 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.1.3   Community Resources

A very small portion of the Rosedale neighborhood along North Lamar Boulevard is within the Study Area. There are no community resources within the Study Area.

This neighborhood has National Walkability Index scores ranging from 14.5 to 17.1 (EPA 2021). Rosedale has 1 mile of urban trails, 36 miles of sidewalk, and 7 miles of high- to medium-level bike lanes (City of Austin 2024). The neighborhood has 27 Capital Metropolitan Transportation Authority (CapMetro) bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Rosedale.

4.1.2   Triangle State

The Triangle State neighborhood is located primarily between North Lamar Boulevard and Guadalupe Street, where the two streets split just south of 51st Street. The other portion of the neighborhood is bounded by 38th Street (south), Rowena Avenue (east), and 51st Street (north).

4.1.2.1   Social History Characteristics

The neighborhood is mostly composed of campuses for various Texas state agencies, including Austin State Hospital and the University of Texas at Austin (UT) Berry M. Whitaker Sports Complex. Triangle State is a new, upscale, residential and commercial neighborhood in north central Austin. There are several large open green spaces suitable for families and a weekly farmers market. New and under-construction, mixed-use, and multi-family apartments are located at the northern end of the triangle outside of the Study Area.

4.1.2.2   Population and Demographic Characteristics

The Triangle State neighborhood is home to 1,511 residents with a substantial majority being renters at 86 percent. It is a young neighborhood with 51 percent of the population between the ages of 18 and 34. The median household income in the area is $79,527. Approximately 5 percent of households have zero cars. Population 18 years and over with a disability is 6 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.2.3   Community Facilities

The Triangle State neighborhood has two medical facilities and one social service within the Study Area.

Triangle State's Walkability Index scores range from 11 to 14.3 (EPA 2021). Triangle State has no urban trail, 6 miles of sidewalk, and 3 miles of bike lane (City of Austin 2024). There are 15 CapMetro bus stops and a park-and-ride facility with 200 parking spaces. See **Attachment A, Table A-7** for walkability data of each block group in Triangle State.

4.1.3   Hyde Park

The Hyde Park neighborhood is located east of Guadalupe Street. The other boundaries include 46th Street, Rowena Avenue, 51st Street, Red River Street, 45th Street, Duval Street, and 38th Street.

4.1.3.1   Social History Characteristics

Hyde Park dates back to its founding in 1891 when Monroe Shipe designed it as the City's first streetcar-suburb, intentionally situated away from the City center. Shipe's vision incorporated wide streets, continuous sidewalks, and a regular pattern of street

trees. Over a century later, Hyde Park's walkable streets, abundant shade, and architectural character define its unique appeal. Despite challenges like the loss of trolleys in the 1940s, post-World War II suburbanization, and increased demand for housing due to UT's growth, Hyde Park has remained a desirable and growing community. Neighborhood efforts, including the formation of the Hyde Park Neighborhood Association in 1974, have helped preserve its historic legacy, fostering renovation, restoration, and civic initiatives. The *Hyde Park Neighborhood Plan* was adopted on April 13, 2000 (City of Austin 2000a).

4.1.3.2   Population and Demographic Characteristics

Hyde Park has a population of 5,229 residents with 71 percent of the households being renters. The neighborhood is predominantly young with 60 percent of the population between the ages of 18 and 34. The median household income is $73,498. Approximately 13 percent of households have zero cars. Population 18 years and over with a disability is 6 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.3.3   Community Resources

Hyde Park neighborhood has six places of worship, one childcare center, one social service, and one school within the Study Area.

Hyde Park's National Walkability Index scores range from 11 to 18 (EPA 2021). Hyde Park has 1 mile of urban trail, 35 miles of sidewalk, and 4 miles of bike lane (City of Austin 2024). The neighborhood has 27 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Hyde Park.

4.1.4   Hancock

The Hancock neighborhood is located east of Hyde Park and the North University neighborhood. The boundaries of the neighborhood are 45th Street, Duval Street, Dean Keeton Street, and Interstate 35 (I-35).

4.1.4.1   Social History Characteristics

Settlement in this area began slowly in the late 19th century, with an 1887 map showing the Hancock region divided among multiple landowners. Notably, Susanna Dickinson, a survivor of the Battle of the Alamo, resided in the vicinity of 32nd and Duval Streets during this time. It was not until the early 20th century that formal subdivisions were planned for what is now the Hancock neighborhood. Lewis Hancock, who served as the mayor of Austin from 1895 to 1897, established the Austin Country Club and golf course in 1899. This country club suburb attracted families to the area, still located on the outskirts of town at the time. During the 1920s, restrictions were introduced in deeds to protect the residential nature of subdivisions in the neighborhood. Institutions and services, such as St. David's Hospital and Concordia Lutheran College, began moving northward into the suburbs. Commercial establishments also slowly emerged during this time, including the Cashway Bakery and Grocery. Prominent figures like J. Frank Dobie,

Edgar Perry, Sr., and Tom Miller chose to make this neighborhood their home. The Austin Country Club, which counted future President Lyndon B. Johnson among its members, was purchased by the City of Austin in 1946, becoming a public amenity. In 1963, part of the Hancock Golf Course was sold to Sears Corporation to fund other City recreation projects, leading to the construction of the Hancock Shopping Center. The Hancock neighborhood is part of the *Central Austin Combined Neighborhood Plan* that was adopted on August 26, 2004 (City of Austin 2004).

4.1.4.2   Population and Demographic Characteristics

Situated within the Central Austin Combined Neighborhood Planning Area, Hancock has a total population of 5,761 residents living in 3,153 households.

The neighborhood is predominantly composed of renters, making up 77 percent of the households. Hancock has a relatively youthful population, with 61 percent falling into the 18 to 34 age group. The median household income in the neighborhood is $91,083. Two block groups do not contain median income data. Approximately 15 percent of households have zero cars. Population 18 years and over with a disability is 10 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.4.3   Community Resources

The Hancock neighborhood has no community resources within the Study Area.

The Hancock neighborhood's Walkability Index scores range from 13.6 to 18.3 (EPA 2021). Hancock has no urban trail, 28 miles of sidewalk, and 4 miles of bike lane (City of Austin 2024). The neighborhood has 31 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Hancock.

4.1.5   Windsor Road

The Windsor Road neighborhood is located west of West University neighborhood. The boundaries of this neighborhood are 35th Street, North Lamar Boulevard, 24th Street, and Highway 1 (MoPac Expressway).

4.1.5.1   Social History Characteristics

Windsor Road, a historic neighborhood in north-central Austin dating back to the mid-20th century, features homes predominantly from the 1950s and 1960s of various sizes and styles. It shares a welcoming atmosphere with neighboring communities like Old Enfield and Bryker Woods, known for safety, abundant green spaces, and old-world charm. Residents, including seniors, empty-nesters, young professionals, and UT faculty, form a close-knit community. While the neighborhood offers limited local amenities, it benefits from nearby shopping and dining options, as well as easy access to downtown and the rest of the City via MoPac Expressway and Lamar Boulevard. The Windsor Road neighborhood is part of the *Central West Austin Combined Neighborhood Plan* (City of Austin 2010a).

4.1.5.2   Population and Demographic Characteristics

The Windsor Road neighborhood has the highest percent of household owners along with the highest median household income ($191,757) of the neighborhoods in the Study Area. The total population is 2,987. The neighborhood has the third highest percentage of residents between the ages of 35 and 49 at 25 percent compared to other neighborhoods in the Study Area, and almost zero no-car households. Population 18 years and over with a disability is 6 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.5.3   Community Resources

There are two parks and one medical facility within the Study Area.

Windsor Road National Walkability Index Scores range from 11.16 to 15.16. The southern region of the neighborhood is the ninth least walkable block group in the Study Area. The area is predominantly single-family homes with 100 percent of the community owning at least one car per household. This area is reliant mostly on personal vehicles for transportation but does have access to nine CapMetro bus stops. Windsor Road has 3 miles of urban trail, 30 miles of sidewalk, and 5 miles of bike lane (City of Austin 2024).

4.1.6   West University

The West University neighborhood is located west of Guadalupe Street. The other boundaries include 38th Street, Lamar Boulevard, and Martin Luther King (MLK) Jr. Boulevard. UT is located east of this neighborhood.

4.1.6.1   Social History Characteristics

The West University neighborhood has a long history that dates back 150 years. Many different types of people have lived there, including teachers, students, professionals, and politicians. The historic Neill-Cochran House and the Carrington House are notable buildings. UT has long-standing ties to the area thanks to the presence of numerous faculty and staff members. It also has a variety of businesses, including the Adams Extract Company and the Capital City Dairy. Politicians like Annie Webb Blanton, Ann Richards, and Senator Ralph W. Yarborough have all called the West University neighborhood home. A key component of the neighborhood's recreational scene is the Caswell Tennis Center.

Today, the neighborhood has a dense urban feel with multi-family housing targeted for university students as the primary land use in the neighborhood. There are many bars, restaurants, coffee shops, and parks. The tall buildings are generally located at least one block west of Guadalupe Street. Land uses adjacent to Guadalupe Street are mostly retail businesses. Single-family residential homes are located closer to North Lamar Boulevard and the Shoal Creek Greenbelt. The University Neighborhood Overlay is a district within the West University neighborhood that promotes high-density redevelopment west of the UT campus. The University Neighborhood Overlay is divided

into four subdistricts with a goal to protect character and create a pedestrian friendly environment in a densely populated area. The West University neighborhood is part of the *Central Austin Combined Neighborhood Plan* that was adopted on August 26, 2004 (City of Austin 2004).

4.1.6.2 Population and Demographic Characteristics

The West University neighborhood has a population of 15,046. Seven out of the 12 block groups do not contain median income data. The neighborhood also has a high percentage of renter households (90 percent). Additionally, the neighborhood has a notably young population, with 93 percent falling in the 18 to 34 age group. The median household income is $180,019, and 7 of the 13 block groups do not contain income data. In West University, 21 percent of households do not own a car, suggesting a need for alternative public transportation options. Population 18 years and over with a disability is 3 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.6.3 Community Resources

Almost the entire neighborhood falls within the Study Area; there are a total of 26 community resources in the Study Area. West University has 16 places of worship, 2 community service, 2 social services, 2 parks, 1 emergency service, 1 museum, 1 medical facility, and 1 childcare facility. See **Attachment B, Figure B-1**.

West University National Walkability Index Scores range from 13.6 to 18.3, and the northern portion of the neighborhood ties for the third most walkable region in the Study Area. West University has no urban trail, 33 miles of sidewalk, and 4 miles of bike lane (City of Austin 2024). Due to its predominant student population and academic institutions, walking and biking are popular modes of transportation for short trips to campus, nearby restaurants, and entertainment venues. Public transportation plays a substantial role in the area's travel patterns, connecting residents and students to other parts of Austin. West University has 22 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in West University.

4.1.7 North University

The North University neighborhood is located east of Guadalupe Street, adjacent to Hyde Park's southern border. The other boundaries for North University include 38th Street, Duval Street, San Jacinto Boulevard, and 27th Street.

4.1.7.1 Social History Characteristics

The social history of the North University neighborhood is steeped in historical significance dating back to the mid-19th century. Its origins trace back to a land grant awarded to Thomas Grey by Mirabeau B. Lamar, President of the Republic of Texas, in 1840. Lamar himself purchased land in the vicinity, and the first house north of Austin was built in 1842 near the intersection of 26th Street and University Avenue. The neighborhood's evolution saw the establishment of subdivisions, like Whitis Addition in

1871, and the preservation of historic structures, such as the Albert Buddington house from the 1860s. Notably, Aldridge Place, developed by Lewis Hancock in 1912, brought exclusive residences to the area, albeit with racial restrictions. Over time, the neighborhood faced shifts in housing demands, leading to the construction of garage apartments and two-story buildings. Preservation efforts exist to maintain the historical, diverse, and unique character of North University. The North University neighborhood is part of the *Central Austin Combined Neighborhood Plan* that was adopted on August 26, 2004 (City of Austin 2004).

4.1.7.2   Population and Demographic Characteristics

The North University neighborhood has a population of 4,519 with 78 percent of the population being between the ages of 18 and 34, which is the third youngest population in the Study Area. Most households rent (83 percent), and the area has the second lowest median household income of $50,194. One block group within the neighborhood does not contain median income data. Approximately 15 percent of households have zero cars. Population 18 years and over with a disability is 6 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.7.3   Community Facilities

The entire North University neighborhood, except for a tiny northeastern area, is included in the Study Area. North University contains three places of worship, two parks, one school, one emergency service, one social service, and one daycare center within the Study Area.

North University's National Walkability Index scores range from 13.6 to 17.8 (EPA 2021). The most walkable areas are those that border the UT campus. North University has 17 miles of urban trail, 4 miles of sidewalk, and 4 miles of bike lanes (City of Austin 2024). Walking and biking are popular modes of transportation for short trips to campus, nearby restaurants, and entertainment venues. Public transportation plays a substantial role in the area's travel patterns, connecting residents and students to other parts of Austin. North University has 18 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in North University.

4.1.8   UT

The UT neighborhood is located east of Guadalupe Street and south of the North University neighborhood. The boundaries are generally Guadalupe Street, 27th Street, Dean Keeton Street, Manor Road, Comal Street, and MLK Jr. Boulevard. The neighborhood includes the UT campus, which extends slightly east of I-35.

4.1.8.1   Social History Characteristics

The UT neighborhood has a history dating back to the 1880s. Initially an academic enclave, it has grown to become a diverse community centered around the UT campus. The university has played a pivotal role in the neighborhood's development, attracting scholars and researchers worldwide. Over time, the area has expanded with a mix of

historic and modern buildings. More than 52,000 students attend the university from across the county and internationally. Beyond academia, it serves as a cultural and entertainment hub with theaters, music venues, restaurants, and shops.

4.1.8.2   Population and Demographic Characteristics

The UT neighborhood has a population of 10,012 residents of which 100 percent are renters, making it the highest percentage of renters compared to other neighborhoods in the Study Area. The UT neighborhood is also the youngest in the Study Area with 97 percent of the population being between the ages of 18 and 34. The median household income is $30,000, and one out of two block groups within the neighborhood does not contain median income data. Approximately 20 percent of households have zero cars. Population 18 years and over with a disability is less than 1 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.8.3   Community Resources

Approximately half of the UT neighborhood is within the Study Area. Within the Study Area, the UT neighborhood has eight libraries, two places of worship, two museums, one community service, one childcare facility, and UT.

The UT neighborhood National Walkability Index scores range from 14.16 to 18.3 (EPA 2021). The western portion of the UT neighborhood ties for the third most walkable area within the Study Area. UT has no urban trail, 14 miles of sidewalk, and 5 miles of bike lanes (City of Austin 2024). This area is extremely bicycle- and pedestrian-friendly and has access to 40 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in the UT neighborhood.

4.1.9   Old Enfield

The Old Enfield neighborhood is located west of the West University neighborhood and North Lamar Boulevard. The boundaries of the neighborhood also include Enfield Road, MoPac Expressway, and Windsor Road.

4.1.9.1   Social History Characteristics

Old Enfield, positioned west of UT and north of Downtown Austin, is a historic neighborhood known for its older homes, ample green spaces, and convenient location. While providing a peaceful urban retreat, Old Enfield offers straightforward access to Downtown and South Austin via major roads like MoPac Expressway and Lamar Boulevard. Residents enjoy the natural surroundings of the Shoal Creek Greenbelt, which stretches into Pease Park, offering recreational opportunities like hiking, biking, and designated leash-free zones for dogs. Featured housing forms include colonial mansions, 1950s bungalows, and contemporary condos.

4.1.9.2   Population and Demographic Characteristics

Old Enfield has a population of 1,245 with 70 percent of households in the neighborhood owner occupied. It has the fourth highest median household income at $135,922 compared to other neighborhoods in the Study Area. Approximately 44 percent of households have zero cars. Population 18 years and over with a disability is 3 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.9.3   Community Resources

A very small portion of the Old Enfield neighborhood along North Lamar Boulevard is within the Study Area. There are no community resources within the Study Area.

Old Enfield National Walkability Index scores range from 12.1 to 15.5 (EPA 2021). Travel is heavily reliant on cars, and land use is predominantly single-family housing. Old Enfield has 1 mile of urban trail, 12 miles of sidewalk, and 2 miles of bike lanes (City of Austin 2024). The neighborhood has three CapMetro bus stops.

4.1.10   Old West Austin

The Old West Austin neighborhood is located west of downtown and south of Old Enfield. The boundaries are North Lamar Boulevard, Enfield Road, MoPac Expressway, and Lady Bird Lake (a dammed section of the Colorado River). Only a small part of this neighborhood along North Lamar Boulevard is within the Study Area.

4.1.10.1   Social History Characteristics

The Old West Austin neighborhood boasts a substantial heritage dating back to the mid-19th century. Originally encompassing a 320-acre land grant assigned to D.S. Parrish in 1841, it later came under the ownership of Governor Elisha Pease in 1859. Subsequently, Governor Pease's descendants began the Enfield subdivision in 1916, coining it as "The Place Beautiful" with its serene atmosphere. The adjacent Clarksville community was established in 1871 by Charles Clark. In this neighborhood, one can find remnants of the International and Great Northern Railroad's past significance and the legacy of beer gardens, such as the iconic Pressler Beer Garden. Furthermore, institutions like Mathews Elementary, Flower Hill, and the Confederate Home for Men, contributed to the area's historic fabric. Over the last few decades, Clarksville community has lost historic homes to construction of MoPac Expressway and redevelopment. The neighborhood's land use primarily comprises single-family residential properties, with a notable presence of multi-family, commercial, and industrial uses. Additionally, it features three key commercial corridors: North Lamar Boulevard, West 5th Street, and West 6th Street, reflecting its almost completely built-out status. The *Old West Austin Neighborhood Plan* was adopted on June 29, 2000 (City of Austin 2000b).

4.1.10.2   Population and Demographic Characteristics

Old West Austin has a population of 4,187 residents residing in 2,636 households of which most are rented (62 percent). The median household income is $82,432. There is one block group in the neighborhood that does not contain median income data. The neighborhood also has one of the highest percentage of adults 65 and over (18 percent) compared to other neighborhoods in the Study Area. Approximately 1 percent of households have zero cars. Population 18 years and over with a disability is 8 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.10.3   Community Resources

A very small portion of the Old West Austin neighborhood along North Lamar Boulevard is within the Study Area. There is one childcare facility within the Study Area.

Old West Austin National Walkability Index scores range from 14.1 to 18.1 (EPA 2021). Travel is reliant on cars, and land use is predominantly single-family housing. Old West Austin has 3 miles of urban trail, 29 miles of sidewalk, and 9 miles of bike lane (City of Austin 2024). The area has 12 CapMetro bus stops. Walking and biking are very accessible in the southern portion along Lady Bird Lake.

4.1.11   Downtown

The Downtown neighborhood is bounded by Lady Bird Lake to the south, North Lamar Boulevard to the west, MLK Jr. Boulevard to the north, and I-35 to the east.

4.1.11.1   Social History Characteristics

Downtown is a neighborhood with origins dating to the founding of Austin. The Downtown area grid was laid out in 1839 after the Republic of Texas established Austin as the capital of Texas. The 1839 Waller Plan established the City's blocks, street grid, four public squares, and Capitol Square. The first Capitol Building was a log cabin constructed in 1839. It was reconstructed in limestone in 1853, and the present pink granite Capitol building was constructed between 1882 and 1888 (Texas State Preservation Board 2022). The Capitol is the focal point of Downtown, as well as the City as a whole. As Downtown transformed into a modern central business district with many high-rise developments, Capitol View Corridor and Capitol Dominance Overlay legislation was enacted to preserve the views of the Capitol building.

Today, the Downtown neighborhood is a place where people live, work, and play. It has many attractions for special events, tourism, and celebrations, as well as cultural institutions and historic structures that are important to the identity of Austin. Many annual festivals, including South by Southwest, the Moontower Comedy Festival, the Texas Tribune Festival, the ATX Television Festival, and the Pecan Street Festival, occur in the Downtown neighborhood. Additionally, recurring events such as the Sustainable Food Center Farmer's Market and the Austin Marathon and Half-Marathon also occur in the Downtown neighborhood. Downtown serves as a gathering place for

Austin residents and, as such, is a special and unique neighborhood. The *Downtown Austin Plan* provided a vision and specific recommendations for Downtown and was adopted by City Council in December 2011 after a 3-year engagement effort involving the public, Downtown community members, and stakeholders (City of Austin 2011). The plan established priority actions for the next 10 years, including completion of the first phase of urban rail and providing permanent supportive housing. It envisioned Downtown as "economically vibrant, livable, walkable, mobile, inclusive, diverse, and culturally alive—while preserving authentic Austin character" (City of Austin 2011). For more information on the *Downtown Austin Plan*, see **FEIS Appendix E-2**.

4.1.11.2 Population and Demographic Characteristics

According to data from the U.S. Census Bureau, Downtown is the second most populous neighborhood in the Study Area with a total population of 13,968 people and has the largest number of households of all neighborhoods in the Study Area. The total number of households is substantially high due to a prevalence of one- to two-person households, high-rise apartments, and condominium buildings as the dominant residential land uses in the area. Additionally, approximately 59 percent of Downtown households are renters. The Downtown neighborhood has the third highest median household income of $145,400 compared to other neighborhoods in the Study Area. Three block groups do not contain median household income data. Approximately 11 percent of households have zero cars. Population 18 years and over with a disability is 9 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.11.3 Community Resources

Downtown has more community resources than any other neighborhood. Within the Study Area, Downtown has 16 places of worship, 16 parks, 15 social services, 11 community services, 12 museums, 6 schools, 6 medical facilities, 4 libraries, 4 childcare facilities, and 3 emergency services. Many statewide organizations have headquarters in Downtown Austin. Those considered community resources include the headquarters of the Texas Department of Housing and Community Affairs and the headquarters of the state's Workforce Investment Act Program.

Many buildings associated with local government are also located in the Downtown neighborhood. These include City Hall and the headquarters of the Austin Police Department. It is also a hub of entertainment with many live music venues, bars, restaurants, theaters, and night clubs. Within the realm of cultural activities, Downtown contains two art museums (The Contemporary Austin and Mexic-Arte Museum), a specialty museum (Museum of the Weird), a cultural center (Emma S. Barrientos Mexican American Cultural Center), and Ballet Austin, which is in the top 15 largest classical ballet companies in the United States (Ballet Austin 2023). Downtown also contains the Waller Creek Boathouse, which is a recreation facility owned by the City of Austin Parks and Recreation Department. The boathouse is along Lady Bird Lake and provides watersport rentals, fitness classes, and a cafe. See **Attachment B, Figure B-1** for more details on community resources.

Downtown's National Walkability Index scores range from 16.3 to 18.8 (EPA 2021). Downtown is the most walkable and transit-accessible neighborhood in Austin, with 78 CapMetro bus stops. The terminus of the Red Line commuter rail, which connects Leander and Downtown, is located at the Austin Convention Center. Downtown has 7 miles of urban trail, 67 miles of sidewalk, and 20 miles of bike lanes (City of Austin 2024). Downtown's walkability is reflected in its density of amenities and through its network of sidewalks and signaled crosswalks. Downtown is also very bikeable. Many streets in Downtown have bike lanes. Despite Downtown's high level of walkability, only approximately 11 percent of Downtown households are zero-car households (U.S. Census Bureau 2020). In 2013, the City of Austin removed mandated parking minimums in the central business district, which roughly coincides with the Downtown geographic boundaries.. See **Attachment A, Table A-7** for walkability data of each block group in Downtown.

4.1.12   Central East Austin

The boundaries of the Central East Austin neighborhood are generally I-35 to the west, East MLK Jr. Boulevard to the north, Chicon Street to the east, and East 7th Street to the south. Only a small portion of the Central East Austin neighborhood falls within the Study Area.

4.1.12.1   Social History Characteristics

In the late 1990s, the City designated Central East Austin as the "desired development zone" as it worked to restrict development in environmentally sensitive areas (Phillips 2018). The desired development zone is where the City wanted to direct future growth. Such regulations steered developers to the area, spurring development and redevelopment of the Central East Austin neighborhood.

The City of Austin adopted the *Central East Austin Neighborhood Plan* in December 2001 after a year-long public engagement and planning process with neighborhood associations, churches, businesses, property owners, and stakeholders. The plan's vision for the neighborhood involved creating "an environment where needed revitalization can proceed unhindered while still protecting the opportunities and assets enjoyed by longtime and current residents of the neighborhoods" (City of Austin 2001a). Goals of the plan included improved transit access within Central East Austin and to the rest of Austin and promoting new development for a mix of uses that respect and enhance the residential neighborhoods of Central East Austin (City of Austin 2001a).

4.1.12.2   Population and Demographic Characteristics

The Central East Austin neighborhood has a median household income of approximately $105,079. One block group does not contain median household income data. Approximately 18 percent of the total households in the neighborhood do not have access to a vehicle. Population 18 years and over with a disability is 11 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.12.3   Community Resources

Only a small portion of the Central East Austin neighborhood falls within the Study Area. Within this area is one social service. See **Attachment B, Figure B-1** for more details on community resources.

Central East Austin's National Walkability Index scores range from 17.8 to 19.3 (EPA 2021). Central East Austin has no urban trail, 37 miles of sidewalk, and 4 miles of bike lanes (City of Austin 2024). Central East Austin is one of the most walkable neighborhoods within the Study Area. This neighborhood has less sidewalk connectivity than the Downtown neighborhood, but car traffic levels are lower, which increases safety for pedestrians. Less car traffic also benefits the neighborhood's cyclists. The neighborhood has 31 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Central East Austin.

4.1.13   East Cesar Chavez

The East Cesar Chavez neighborhood is bounded by Lady Bird Lake to the south, I-35 to the west, East 7th Street to the north, and Chicon Street to the east.

4.1.13.1   Social History Characteristics

The East Cesar Chavez neighborhood was one of the first neighborhoods in Austin, established circa 1928. After the Emancipation Proclamation, formerly enslaved people created a settlement in the area. The settlement was called Masonville or Masontown after Sam and Raiford Mason, two brothers who bought the first property in the area in 1867 (Smyrl 1995). Over the decades, the area has diversified and transitioned from a majority Black neighborhood to a majority Hispanic/Latino neighborhood, while also becoming an industrial hub for the City due to less restrictive zoning in the area.

The City of Austin adopted the neighborhood plan for East Cesar Chavez in May 1999, after extensive collaboration with residents, businesses, property owners, and City staff. *The East Cesar Chavez Neighborhood Plan* provided the neighborhood's vision and goals for a variety of topics, including land use, zoning, and neighborhood character, transportation and traffic, and housing. One of the visions for the neighborhood is to reduce the barrier effect of I-35 and build stronger connections between the East Cesar Chavez and Downtown neighborhoods. The plan states, "The neighborhood envisions open spaces, plazas and marketplaces that contribute to friendly street activity," and one of the goals of the plan is to "improve and promote mass transit service in the neighborhood as an alternative to cars" (City of Austin 1999).

Additionally, the Plaza Saltillo Transit-Oriented Development (TOD) District is located primarily in the East Cesar Chavez neighborhood and is located around the Plaza Saltillo Station on the Red Line, which opened in 2009. *The East Cesar Chavez Neighborhood Plan* informed much of the Plaza Saltillo vision, which was formally adopted in the *Plaza Saltillo TOD Station Area Plan* in 2008 after many years of community involvement (City of Austin 2008). *The Regulating Plan for the Plaza Saltillo TOD Station Area Plan* divides Plaza Stillo into five TOD subdistricts, designating

standards for denser, mixed-use development around the transit station and involves provisions for housing (City of Austin 2009). For more information on the *Plaza Saltillo TOD Station Area Plan* (City of Austin 2008), see **FEIS Appendix E-2**.

4.1.13.2   Population and Demographic Characteristics

The East Cesar Chavez neighborhood has a population of 3,532 residents. The median household income of $76,498. One block group does not contain median household income. Approximately 13 percent of the total population in the neighborhood is 65 years old or older. This is due in part to the presence of the Rebekah Baines Johnson Center, a housing complex and nursing home for senior citizens. Of the total households in the East Cesar Chavez neighborhood, 26 percent do not have access to a vehicle, which is the highest proportion of zero-car households of all the neighborhoods in the Study Area. This could be an indication of both low-income households as well as non-car commuters due to the proximity to downtown. Population 18 years and over with a disability is 10 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.13.3   Community Resources

Twelve East Cesar Chavez community resources are located within the Study Area. These facilities are separated from the Build Alternative by I-35 and by Lady Bird Lake. There are four schools, two places of worship, two social services, two parks, one library, and one medical facility. See **Attachment B, Figure B-1** for more details on community resources.

East Cesar Chavez's National Walkability Index scores range from 14.5 to 19.3 (EPA 2021). East Cesar Chavez has 2 miles of urban trail, 27 miles of sidewalk, and 7 miles of bike lanes (City of Austin 2024). East Cesar Chavez is one of the most walkable neighborhoods in the Study Area. This can be partially attributed to the absence of major thoroughfares and the presence of sidewalks on both sides of every street. East Cesar Chavez is very bike friendly. This neighborhood is flat, has many nearby amenities, and has a strong network of bike infrastructure, including the Lady Bird Lake Hike-and-Bike Trail. The neighborhood has 23 CapMetro bus stops; the Red Line runs through the East Cesar Chavez neighborhood. As mentioned in the demographics section above, the neighborhood has the highest percentage of zero-car households of any other neighborhood within the Study Area, further emphasizing non-vehicle travel in the neighborhood. See **Attachment A, Table A-7** for walkability data of each block group in East Cesar Chavez.

4.1.14   Holly

The Holly neighborhood is bounded by Lady Bird Lake to the south, Chicon Street to the west, East 7th Street to the north, and Pleasant Valley Road to the east. Only a small portion of the Holly neighborhood is within the Study Area.

4.1.14.1   Social History Characteristics

The Holly Street Power Plant constructed in the Holly neighborhood in 1958 was in operation until 2007 when it was closed due to complaints from both Holly and East Cesar Chavez residents. The City began demolishing the facility in 2011, with plans to redevelop and rehabilitate the contaminated site to turn it into parkland (City of Austin 2012). The revitalization of the neighborhood, as well as the visibility of such annual attractions as the Hot Sauce Festival, Austin Ice Cream Festival, and Texas Craft Brewers Festival hosted at Fiesta Gardens, has increased the neighborhood's reputation and driven property values up.

The City of Austin adopted the *Holly Neighborhood Plan* in December 2001 after extensive community engagement efforts, including neighborhood surveys, community workshops, and an open house to present the initiative and gather information from the community. The plan states that the key issues of importance for the neighborhood "revolve around maintaining desirable, avoiding the prospects of gentrification, responding to the increasing encroachment of businesses into the residential areas, and traffic issues" (City of Austin 2001b). Population and Demographic Characteristics

The Holly neighborhood has a population of 2,486 residents. The median household income is $88,751. One block group does not contain median income data. Approximately 21 percent of residents in the neighborhood are 65 years old or older, which is the second highest proportion of elderly residents of all neighborhoods in the Study Area. Approximately, 16 percent of the people over the age of 18 in the neighborhood have a disability, which is the highest proportion of residents with disabilities compared to other neighborhoods in the Study Area. The Holly neighborhood also has a high proportion of zero-car households of all neighborhoods in the Study Area at approximately 16 percent of all households in the neighborhood. Population 18 years and over with a disability is 16 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.14.2   Community Resources

There is one park located within the Study Area in this neighborhood.

Holly's National Walkability Index scores range from 15 to 17.5 (EPA 2021). The Holly neighborhood is a very walkable and bikeable neighborhood. Holly has 3 miles of urban trail, 26 miles of sidewalk, and 6 miles of bike lanes (City of Austin 2024). This neighborhood is flat, has many nearby amenities, and has a strong network of bicycle infrastructure, including the Lady Bird Lake Hike-and-Bike Trail. Holly has 17 CapMetro bus stops and the Red Line passes through the neighborhood but does not make a stop within its boundaries. See **Attachment A, Table A-7** for walkability data of each block group in Holly.

4.1.15   Zilker

The Zilker neighborhood is bounded by Lady Bird Lake to the north, the Union Pacific Railroad to the east, South Lamar Street to the south, and Rabb Road to the west.

4.1.15.1   Social History Characteristics

In 1826, Benjamin Rush Milam got a contract to bring 300 families to settle between the Guadalupe River and Colorado River, north of the San Antonio Road. In 1835, the Mexican government gave land titles to 53 settlers in the original Milam Colony. The Zilker neighborhood is on land from two of these original grants, one in the east owned by Issac Decker and one in the west owned by Henry P. Hill. These two pieces of land covered a large part of South Austin, from the Colorado River to Ben White Boulevard (Highway 290/71) and I-35 to Walsh-Tarlton Lane (Zilker Neighborhood Association 2023). Zilker Park, a famous landmark, hosts events like the Austin City Limits Music Festival, emphasizing its music and outdoor focus. Residents include both families and young professionals. Old and new homes can be found, showcasing the neighborhood's heritage and change over time.

4.1.15.2   Population and Demographic Characteristics

The Zilker neighborhood is home to approximately 9,148 residents living in 5,064 households. Most residents, approximately 60 percent, are renters. The largest percentage of the population is between ages 18 and 34 (38 percent). Zilker neighborhood has a median household income of $144,692. Approximately 7 percent of households have zero cars. Population 18 years and over with a disability is 5 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.15.3   Community Resources

Only a small portion of the Zilker neighborhood falls within the Study Area. There are no community resources within the Study Area.

Zilker National Walkability Index scores range from 15 to 17.5 (EPA 2021). The Zilker neighborhood is a very walkable and bikeable neighborhood. Zilker has 1 mile of urban trail, 38 miles of sidewalk, and 7 miles of bike lane (City of Austin 2024). The neighborhood, has many nearby amenities and has a strong network of bicycle infrastructure, including the Zilker Park trails along with a paved trail running parallel to MoPac Expressway. Zilker has 25 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Zilker.

4.1.16   Bouldin Creek

The Bouldin Creek neighborhood is bounded by Lady Bird Lake to the north, the Union Pacific Railroad to the west, Oltorf Street to the south, and South Congress Avenue to the east.

4.1.16.1   Social History Characteristics

The Bouldin Creek neighborhood was one of Austin's first suburbs. During the neighborhood's rapid growth period in the 1920s through the 1940s, Bouldin Creek originally catered to a diverse population of Black and Hispanic/Latino residents due to

the low cost of the land. The frequent flooding of the Colorado River (before dams and other flood control measures were put in place) kept land prices low. The Texas School for the Deaf was established in the neighborhood in 1856 and remains the largest institution in the Bouldin Creek neighborhood today (City of Austin 2002a).

The neighborhood contains two major commercial corridors: South First Street and South Congress Avenue. The revitalization of these commercial corridors has changed the area dramatically in recent decades, resulting in higher property values, increased development, and changing demographics. Additionally, the neighborhood contains Auditorium Shores, which has hosted many annual festivals such as the Austin Food and Wine Festival, Austin Reggae Festival, and the 4th of July Fireworks and Symphony.

The City of Austin adopted the *Bouldin Creek Neighborhood Plan* in May 2002 following a 17-month development process with City staff, residents, property owners, business owners, and representatives of area institutions. Select goals and objectives of the plan included maintaining South Congress as a "pedestrian oriented 'destination' boulevard while preserving the adjacent residential area," and promoting the incorporation of housing into proposed developments and encouraging mass transit in the area of the Bouldin Creek Neighborhood (City of Austin 2002a).

Additionally, the Bouldin Creek neighborhood contains the western portion of the South Central Waterfront area, which has begun an initiative to redevelop over the next 20 years. The City Council adopted the *South Central Waterfront Vision Framework Plan* in June 2016. The plan sets a path to create a districtwide network of connected green streets, parks, trails, and public open spaces. (City of Austin 2016). For more information on the *South Central Waterfront Vision Framework Plan*, see **FEIS Appendix E-2**.

4.1.16.2   Population and Demographic Characteristics

The Bouldin Creek neighborhood has a population of 6,111 residents. Approximately 35 percent of the households in the neighborhood are owner occupied. The median household income is $93,036. Additionally, 17 percent of all households do not own a vehicle. Approximately 6 percent of the population over the age of 18 has a disability (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.16.3   Community Resources

Within the Study Area, Bouldin Creek has four places of worship, six parks, two social services, two schools, two community service facilities, and one childcare facility. See **Attachment B, Figure B-1** for more details on community resources.

Bouldin Creek's National Walkability Index scores range from 15.5 to 20 (EPA 2021). Bouldin Creek is the only neighborhood in the Study Area containing a block group with

the highest score of 20 on the National Walkability Index. Bouldin Creek has 3 miles of urban trail, 37 miles of sidewalk, and 9 miles of bike lanes (City of Austin 2024). The neighborhood has both high-traffic thoroughfares and low-traffic, single-family residential zones. Bouldin Creek residents benefit from the proximity of amenities and extensive bicycle and pedestrian infrastructure, such as the Lady Bird Lake Hike-and-Bike Trail and the bike lanes and sidewalks along South Congress Avenue. The neighborhood has 44 CapMetro bus stops. However, as mentioned previously, Bouldin Creek has very few households that do not have access to a car, which points to the reliance on automobiles despite the high walkability of the neighborhood. See **Attachment A, Table A-7** for walkability data of each block group in Bouldin Creek.

4.1.17   Galindo

The Galindo neighborhood is located west of the Dawson neighborhood. The boundaries are Oltorf Street, South 1st Street, Ben White Boulevard, and the Union Pacific Railroad corridor.

4.1.17.1   Social History Characteristics

The Galindo neighborhood dates back to the 1950s. It still retains its original character, but new developments are modernizing the neighborhood. The Galindo neighborhood is mostly single-family residential homes. Multi-family apartments and condominiums are scattered throughout the neighborhood. This is a mostly residential community that includes the South Austin Park and Recreation Center, which provides outdoor opportunities and recreation.

4.1.17.2   Population and Demographic Characteristics

The Galindo neighborhood has a population of 5,081 residents. Most households are renters (66 percent). It is a predominantly young area with residents aged 18 to 34 making up 37 percent of the population. The median household income is $79,490. Approximately 4 percent of households have zero cars. Population 18 years and over with a disability is 11 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.17.3   Community Resources

Only a small portion of the Galindo neighborhood falls within the Study Area. There is one daycare within the Study Area.

Galindo's National Walkability Index scores range from 14.3 to 17.1 (EPA 2021). Galindo has no urban trail, 19 miles of sidewalk, and 2 miles of bike lanes (City of Austin 2024). Galindo has both high-traffic thoroughfares and low-traffic, single-family residential zones. This area is reliant mostly on personal vehicles for transportation but does have access to 25 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Galindo neighborhood.

4.1.18   Dawson

The Dawson neighborhood is bounded by Oltorf Street to the north, 1st Street to the west, State Highway 71 (SH 71) to the south, and South Congress Avenue to the east.

4.1.18.1   Social History Characteristics

The Dawson neighborhood is a mixed-use neighborhood distinguished by major commercial corridors on South 1st Street and South Congress Avenue. The neighborhood has many older homes from the 1950s and a close-knit community, but it is attracting new residents due to its convenient location. The neighborhood is just the West of St. Edward's University and just south of popular shops and restaurants on South Congress. Major goals of the *Dawson Neighborhood Plan* include, character preservation, improved safety, reduced crime, business development, public transportation, and improved green spaces (City of Austin 1998).

4.1.18.2   Population and Demographic Characteristics

The Dawson neighborhood has a population of 3,191 residents. The median household income for the neighborhood is $102,680. Most households are renters (65 percent). It is a predominantly young area with residents aged 18 to 34 making up 48 percent of the population. Approximately 4 percent of households have zero cars. Population 18 years and over with a disability is 7 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.18.3   Community Resources

About one-third of the Dawson neighborhood is within the Study Area. Within the Study Area, there are two places of worship, one park, and one child care facility.

Dawson's National Walkability Index scores range from 13.1 to 16 (EPA 2021). Dawson has no urban trail, 16 miles of sidewalk, and 2 miles of bike lanes (City of Austin 2024). Dawson exhibits a mix of high-traffic main roads and single-family residential areas. The neighborhood has 16 CapMetro bus stops. Dawson was designed to be cyclist and pedestrian friendly, but only 3 percent of households do not own a car, indicating a reliance on automobiles within the community. See **Attachment A, Table A-7** for walkability data of each block group in this neighborhood.

4.1.19   St. Edwards

The St. Edwards neighborhood is located east of South Congress Avenue and south of the South River City neighborhood. The other boundaries include Oltorf Street, I-35, and Ben White Boulevard.

4.1.19.1   Social History Characteristics

This neighborhood is primarily residential homes on tree-lined streets that surround St. Edward's University. Many local shops and restaurants are walkable. Single-family

residential uses are located mostly north of the university. Multi-family land uses are also located near the university and adjacent to South Congress Avenue. The southern areas near Ben White Boulevard include more light industrial land uses. St. Edward's University was founded in 1877 when south Austin was primarily farmland. Today, more than 3,500 students attend the university. The neighborhood is known for its young population and proximity to the restaurants and shops along South Congress Avenue.

4.1.19.2   Population and Demographic Characteristics

The St. Edwards neighborhood has median household income of $66,199. Additionally, it has a population of 5,388 residents predominantly between the ages of 18 and 34 (60 percent). The neighborhood has 2,370 households and 90 percent of the households are renters. Approximately 12 percent of households have zero cars. Population 18 years and over with a disability is 5 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.19.3   Community Resources

About one-fourth of the St. Edwards neighborhood is within the Study Area. Within the Study Area, there is one community service, one park, and one place of worship.

St. Edwards National Walkability Index scores range from 13.8 to 16.5 (EPA 2021). St. Edwards has 1 mile of urban trail, 16 miles of sidewalk, and 3 miles of bike lanes (City of Austin 2024). The neighborhood exhibits a mix of high-traffic main roads and single-family residential areas. The neighborhood has 11 CapMetro bus stops. St. Edwards is very cyclist and pedestrian friendly and residents are in proximity to the restaurant and shopping scene along South Congress Avenue. See **Attachment A, Table A-7** for walkability data of each block group in St. Edwards.

4.1.20   South River City (Travis Heights)

The South River City neighborhood is bounded by Lady Bird Lake to the north, South Congress Avenue to the west, Oltorf Street to the south, and I-35 to the east.

4.1.20.1   Social History Characteristics

Similar to the Bouldin Creek neighborhood, the South River City neighborhood was also affected by flooding of the Colorado River for many decades before the City implemented flood control measures. However, by the late 19th century, the area was developing with housing subdivisions and the beginnings of South Congress Avenue as a commercial strip. The housing subdivisions were promoted as "upscale, owner-occupied, 'garden suburbs'" (City of Austin 2005). Travis Heights, a subdivision named for its location on the hills and bluffs, was developed primarily in the early 20th century and was one of the most widely advertised subdivisions of its time. The subdivision included a range of lot sizes for single-family homes and prohibited multi-family and commercial uses by way of deed restrictions (City of Austin 2005). The South River City neighborhood is frequently called Travis Heights today due to the prominence of the

subdivision. A public park now known as Stacy Park was also developed during this time to serve as a major recreational area for residents of the adjacent subdivisions.

Also, similar to the Bouldin Creek neighborhood, the revitalization of the South Congress Avenue commercial corridor has changed the South River City neighborhood dramatically in recent decades, resulting in higher property values and increased development. However, the area is still largely a single-family residential area. Additionally, the South River City neighborhood includes the eastern portion of the South Central Waterfront area. This area is currently undergoing redevelopment to feature green streets, parks, trails, public open spaces, and housing developments.

The South River City neighborhood created a combined neighborhood plan with the St. Edwards neighborhood, which is located just to the south of the South River City neighborhood and is largely dominated by the St. Edward's University campus. The *Greater South River City Combined Neighborhood Plan* was adopted in September 2005 after a 2-year neighborhood planning process. The plan's vision was to "preserve, protect, and improve the quality and diversity of residential life in the Greater South River City neighborhood and support the success of institutions and locally owned businesses" (City of Austin 2005). Some of the goals and objectives detailed in the plan included preserving housing affordability and increasing the diversity of housing types, constructing sidewalks on Riverside Drive, improving the accessibility of public transit, and promoting multi-modal approaches to improve mobility (City of Austin 2005).

4.1.20.2   Population and Demographic Characteristics

The South River City neighborhood has a population of 5,272 residents. The neighborhood has a median household income of approximately $85,582. One block group does not contain median household income. Additionally, approximately 14 percent of South River City residents are 65 years old or older, and 9 percent of households are without a vehicle. Population 18 years and over with a disability is 9 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.20.3   Community Resources

Within the Study Area, South River City contains nine parks, four places of worship, three social service, three childcare, two schools, and two emergency services.

South River City's National Walkability Index scores range from 9.6 to 16.3 (EPA 2021). South River City has 4 miles of urban trail, 39 miles of sidewalk, and 8 miles of bike lanes (City of Austin 2024). This neighborhood is very hilly but has some bike lanes and does not have heavy car traffic outside of the three major thoroughfares: East Riverside Boulevard, South Congress Avenue, and Oltorf Street. South River City has 19 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in South River City.

4.1.21   Riverside

The Riverside neighborhood is bounded by Lady Bird Lake to the north, I-35 to the west, Oltorf Street to the south, and South Pleasant Valley Road to the east.

4.1.21.1   Social History Characteristics

The Riverside neighborhood was almost entirely undeveloped or agricultural crop land until the late 1950s when I-35 was constructed. The area continued to develop through the 1960s and 1970s while the City annexed portions of the neighborhood into the Austin city limits. By 1976, the entire Riverside neighborhood was annexed by the City (City of Austin 2006). During this time, developers and UT officials began working together to construct off-campus housing for university students in the neighborhood (Gaar 2018). Multi-family housing, particularly geared toward students, continued developing in the neighborhood from the 1980s to today. In recent years, the area has seen major investment and redevelopment, including a locally iconic music venue, Emo's, relocating to the Riverside neighborhood, as well as new luxury apartment complexes constructed near the lakeside.

The Riverside neighborhood created a combined neighborhood plan with the Pleasant Valley and Parker Lane neighborhoods, which are located directly east and south of the Riverside neighborhood. The City of Austin adopted the *East Riverside/Oltorf Combined Neighborhood Plan* in November 2006 after a 3-year neighborhood planning process. The plan's vision was to "preserve and improve the quality of life in our residential neighborhoods, honor the cultural diversity of our residents, be good stewards of the natural environment, support the success of our locally owned businesses and major employers, and build and maintain a strong sense of community" (City of Austin 2006). The plan also called for the development of the Riverside Drive corridor as a more mixed-use, transit-oriented neighborhood. Accordingly, the City of Austin adopted the *East Riverside Corridor Master Plan* in February 2010. The vision of the *East Riverside Corridor Master Plan* was for the area to redevelop the existing low-density, auto-oriented commercial uses into an urban mixed-use neighborhood designed around future transit which accommodates multi-modal travel (City of Austin 2010b). The *Regulating Plan for the East Riverside Corridor Zoning District* also proposes development bonuses in the areas around proposed transit stops in exchange for specified community benefits. (City of Austin 2013). For more information on the *East Riverside Corridor Master Plan* (City of Austin 2010b), see **FEIS Appendix E-2**.

4.1.21.2   Population and Demographic Characteristics

The Riverside neighborhood has a population of approximately 12,512 people. Additionally, the neighborhood is made up of approximately 7,428 households, which is the second largest number of households of all neighborhoods in the Study Area. The Riverside neighborhood has median household income of $71,809. Approximately 90 percent of households in the neighborhood are renter-occupied housing. This is due to large multi-family residential developments and apartment complexes that cater primarily to students in the area. Approximately 9 percent of households have zero cars.

Population 18 years and over with a disability is 7 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.21.3   Community Resources

Within the Study Area, the Riverside neighborhood has three parks, two social services, one school, one place of worship, and one medical facility. See **Attachment B, Figure B-1** for more details on community resources.

Riverside's National Walkability Index scores range from 8 to 15.6 (EPA 2021). Riverside has 2 miles of urban trail, 26 miles of sidewalk, and 6 miles of bike lane (City of Austin 2024). While the major corridor of East Riverside Drive is lined with many commercial and civic amenities, the quality of the pedestrian environment varies across the corridor, with frequent driveways, lack of street trees, and long distances between pedestrian crossings, in certain sections, affecting pedestrian comfort and safety. The neighborhood has 36 CapMetro bus stops. The area is largely auto oriented with many driveways and cross streets tying into East Riverside Drive. See **Attachment A, Table A-7** for walkability data of each block group in Riverside.

4.1.22   Pleasant Valley

The Pleasant Valley neighborhood is bounded by Lady Bird Lake to the north, South Pleasant Valley Road to the west, Oltorf Street to the south, and Grove Boulevard to the east.

4.1.22.1   Social History Characteristics

Similar to the Riverside neighborhood, the Pleasant Valley neighborhood was mostly undeveloped until the late 1950s. The Austin Country Club moved from its Hancock location to the neighborhood in 1949 and remains a major amenity for the neighborhood today as the now-public Riverside Golf Course. In the late 1980s, the Austin Community College Riverside campus was constructed in the neighborhood, along with large-scale industrial developments such as SEMATECH and the Tokyo Electron U.S. headquarters. Today, the neighborhood is mostly made up of multi-family housing complexes that house many students and lower income families, and the 400-acre Roy G. Guerrero Park, which opened in July 2013 (City of Austin 2006).

As described in the Riverside neighborhood section, the Pleasant Valley neighborhood created a combined neighborhood plan with the Riverside and Parker Lane neighborhoods, which are located directly west and south of the Riverside neighborhood. The City of Austin adopted the *East Riverside/Oltorf Combined Neighborhood Plan* in November 2006 after a 3-year neighborhood planning process. Some of the plan's priority issues are to enhance bicycle and pedestrian mobility and "create lively, inviting, attractive, and safe commercial and office street environments" (City of Austin 2006).

4.1.22.2　Population and Demographic Characteristics

Pleasant Valley neighborhood has a population of approximately 13,825 people. Additionally, the neighborhood contains approximately 6,210 households, which is the third largest number of households compared to other neighborhoods in the Study Area. Approximately 90 percent of households in the neighborhood are renter-occupied housing. Pleasant Valley has a median household income of $66,199. Approximately 12 percent of households have zero cars. Population 18 years and over with a disability is 12 percent (U.S. Census Bureau 2020). More detailed demographic data are provided in **Attachment A**.

4.1.22.3　Community Resources

Within the Study Area, Pleasant Valley contains one social service facility, one emergency service facility, one school, one library, and one park. See **Attachment B, Figure B-1** for more details on community resources.

Pleasant Valley's National Walkability Index scores range from 6.6 to 13.8 (EPA 2021). Pleasant Valley has 6 miles of urban trail, 16 miles of sidewalk, and 10 miles of bike lane (City of Austin 2024). While this neighborhood is flat and has nearby amenities, it has a weak network of bike infrastructure outside of the shared-use paths located in Roy G. Guerrero Park. The three major arterials of Pleasant Valley are East Riverside Drive, Grove Boulevard, and South Pleasant Valley Road. All other streets in the neighborhood feed into one of these three roads. All three of these roads have continuous sidewalks on each side; however, there are no bike lanes on these roads. The poor walkability scores are due to lower intersection density and proximity to transit stops. The neighborhood has 41 CapMetro bus stops but it is largely auto oriented with many driveways and cross streets tying into the major arterials. See **Attachment A, Table A-7** for walkability data of each block group in Pleasant Valley.

4.1.23　Montopolis

The Montopolis neighborhood is bounded by Lady Bird Lake to the north, Grove Boulevard to the west, SH 71/Ben White Boulevard to the south, and U.S. Highway 183 (US 183) to the east.

4.1.23.1　Social History Characteristics

Before the City of Austin was established, the Montopolis neighborhood was settled and named for its location on top of a hill (Smyrl 2016). Montopolis began in the 1830s as a settlement at a popular crossing of the Colorado River. After the Emancipation Proclamation, the area gained a freedman's community known as Burditt's Prairie, and later, more residents moved to the area to farm the land given the fertile soil and modest land prices (Barnes 2018). As Dr. Fred McGhee writes, "the African American legacy of Montopolis is reflected in such institutions as St. Edward's Baptist Church, the oldest Black Baptist church still in operation in Travis County, and the Burditt Prairie Cemetery, which is the final resting place of the enslaved African Americans owned by local planter Jesse F. Burditt and their descendants" (McGhee 2014). In the early

20th century, Mexican immigrants began moving to the Montopolis neighborhood (McGhee 2014). The area remained a small community separate from Austin until the 1950s, when the City began annexing portions of the Montopolis neighborhood. Montopolis was fully annexed by the City in the 1970s (Curbed 2020).

The City of Austin adopted the *Montopolis Neighborhood Plan* in September 2001 after over a year of working and meeting with local stakeholders and the community. The goals of the plan center around land use, transportation, and urban design. Additionally, the plan states that "if the Light Rail referendum passes, encourage Capital Metro to build a light rail station in the neighborhood so that residents can utilize its services and so that the route does not serve as a cut-through route to the airport" (City of Austin 2001c). The plan also advocates for enhanced access to transit centers for cyclists and pedestrian in residential areas.

4.1.23.2   Population and Demographic Characteristics

The Montopolis neighborhood has a population of 10,635. The median household income for the neighborhood is $48,952. Approximately 26 percent of Montopolis residents are under the age of 18, which is the second highest proportion of children of any neighborhood in the Study Area. Approximately 7 percent of households have zero cars. Population 18 years and over with a disability is 10 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.23.3   Community Resources

Montopolis contains four places of worship, three parks, two schools, three social services, and one medical facility within the Study Area. See **Attachment B, Figure B-1** for more details on community resources.

The Montopolis National Walkability Index scores range from 8.5 to 13.8 (EPA 2021). Montopolis has 4 miles of urban trail, 44 miles of sidewalk, and 5 miles of bike lanes (City of Austin 2024). Montopolis has a higher density of intersections in its residential streets than other neighborhoods in southeast Austin. This allows cyclists and pedestrians to move throughout the area without relying on dangerous thoroughfares. However, the Montopolis residential area is geographically isolated from the commercial areas of the neighborhood, which are concentrated along the major roads of East Riverside Drive and the frontage roads of SH 71 and US 183, all of which are designed mainly for vehicle traffic (rather than pedestrians). Nine percent of households have zero cars. The neighborhood has 34 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Montopolis.

4.1.24   Southeast

The Southeast neighborhood is bounded by SH 71/Ben White Boulevard to the north, Montopolis Drive to the west, Burleson Road to the south, and US 183 to the east.

4.1.24.1   Social History Characteristics

For much of the Southeast neighborhood's early history, the area was mostly rural and used primarily for agriculture. In 1942, just to the east of the Southeast neighborhood, the Del Valle Army Air Base (now the Austin-Bergstrom International Airport) began construction for use by the U.S. Air Force to train pilots to fight in World War II. Military families moved to the area just east of the Southeast neighborhood, and growth continued over the next decade. In 1960, the Ben White Boulevard and US 183 interchange began construction, which created the current boundaries for the neighborhood.

The Southeast neighborhood created a combined neighborhood plan with the Franklin Park and McKinney neighborhoods, which are located directly west of the Southeast neighborhood. The City of Austin adopted the *Southeast Combined Neighborhood Plan* in October 2002 after a year-long neighborhood planning process. Some of the goals of the plan were to provide opportunities for mixed-use developments and a balance of mixed-income housing options, and to support the needs of the airport and commuters (City of Austin 2002b).

4.1.24.2   Population and Demographic Characteristics

The Southeast neighborhood has a population of 4,976 residents. Approximately 98 percent of households in the Southeast neighborhood are owner occupied, which sets it apart from the other neighborhoods in the Study Area. The median household income for the neighborhood is $73,741. Approximately 30 percent of Southeast residents are under the age of 18, which is the highest proportion of children of all neighborhoods in the Study Area, pointing to a large population of families with children in the neighborhood. Approximately zero percent of households have zero cars. Population 18 years and over with a disability is 10 percent (U.S. Census Bureau 2020). Demographic summary tables are provided in **Attachment A**.

4.1.24.3   Community Resources

The Southeast neighborhood contains two places of worship within the Study Area. See **Attachment B, Figure B-1** for more details on community resources.

Southeast has a National Walkability Index score of 14.6 to 18.3 (EPA 2021). Southeast has 2 miles of urban trails, 34 miles of sidewalks, and no bike lanes (City of Austin 2024). Only a small section of the northern portion of the neighborhood is within the Study Area, and most of the urban trail and sidewalks are outside the Study Area on the south side of the neighborhood. This fairly high score does not reflect the experience of walking in this car-dominated area, and it is probably because EPA's methodology does not take into account the presence or absence of sidewalk infrastructure. Most of this neighborhood is industrial and designed primarily for automobiles. The neighborhood has very little bike infrastructure and has few nearby amenities. Of all the neighborhoods within the Study Area, the Southeast neighborhood has the smallest percentage of households without access to a vehicle, which further emphasizes the

prominence of automobile travel in the neighborhood. The neighborhood has 12 CapMetro bus stops. See **Attachment A, Table A-7** for walkability data of each block group in Southeast.

4.2   Unhoused Community

The Ending Community Homelessness Coalition (ECHO) is a local organization that coordinates the annual count to track and report data on Austin's unhoused population. On January 28, 2023, more than 700 volunteers conducted an in-person count across 74 geographic areas. According to their analysis, approximately 2,374 people in the Austin area are unsheltered and experiencing homelessness (ECHO 2023). These numbers are derived from a model; an in-person count could have produced higher reports. The last in-person count was conducted in 2020 and documented 2,506 people (ECHO 2023). An increase in protective lodging and permanent supportive housing options may have resulted in this decrease in the homeless population.

On May 1, 2021, the City's Proposition B was approved, making it a criminal offense to camp in public areas (City of Austin 2021b). According to the 2023 count conducted by ECHO, the downtown area experienced a 35.2 percent decrease in unhoused populations while other districts experienced an increase. Several unhoused encampments were observed in the Study Area during various field investigations. Housing for the unhoused populations has been increasing over the last few years. The City and its partners have added more emergency shelter beds to address the growing unhoused population, and the City and its partners are building more than 1,200 new units of housing for people experiencing homelessness. Some of these units are already completed and leasing, and the remainder will be gradually finished by December 2027.

5   Environmental Consequences

5.1   No Build Alternative

The No Build Alternative includes the existing transportation network and proposed improvements included in Capital Area Metropolitan Planning Organization (CAMPO) *2045 Regional Transportation Plan* (2024) except for the Project. Under the No Build Alternative, the rate of development in the neighborhoods with adopted land use plans would continue to depend on economic conditions and accessibility within the corridor. While projects like CapMetro Express Bus, Rapid Bus, and Commuter Rail are assumed to be built under this alternative, the neighborhoods would fall short of fulfilling the comprehensive vision outlined in their plans. These visions include high-capacity transit, multimodal improvements, and denser, mixed-use development, which are essential to meeting the community's long-term objectives. Under the No Build Alternative, the expected increase in population and employment would heighten the need for additional community resources and services. Congestion would also increase because the existing roadway network and planned roadway improvements would not have the capacity to accommodate the growth. The Riverside, Pleasant Valley, and

Montopolis neighborhoods would likely experience greater impacts from the No Build Alternative because they have more available space for growth.

5.2   Build Alternative and Design Options

5.2.1   Operational (Long-Term) Effects

The Project would positively affect neighborhood quality by improving transportation access, reliability, and connections to activity centers. Neighborhoods (particularly those near the stations) would experience improved access, residential infill, employment growth and greater patronage of local businesses. The majority of effects on neighborhoods and community resources would occur along the edges of neighborhoods and include the removal of mature vegetation and some existing land use, and construction of transit facilities. The guideway itself and the operations and maintenance facility, stations, and park-and-rides would affect views for some people depending on the location and conditions. The Project is not expected to affect or increase the unhoused community population. Additionally, there would be negative operational effects such as traffic diverting from transit/bike/pedestrian-only corridors to adjacent streets, increased noise levels, and temporary disruptions to pedestrian facilities.

5.2.1.1   Community Cohesion

The Project would improve the public realm (publicly accessible spaces) by providing additional locations where people naturally interact, such as sidewalks, bicycle lanes, and light rail station areas. The Project supports plans in many neighborhoods that seek to form cohesive neighborhoods. As a result, the Project would have an overall positive effect on community cohesion in the Study Area. The Project would not separate or isolate neighborhoods because it would be constructed primarily within right-of-way already designated for transportation use and the Project would include pedestrian and bicycle access supported by pedestrian cross lights, signage, and striping. Neighborhoods to the south of Lady Bird Lake would be connected to Downtown Austin and areas north via pedestrian, bicycle, and light rail infrastructure that would facilitate community cohesion throughout the City. ATP would develop a public art program to support local arts within the implementation of the Project.

As detailed in **FEIS Appendix I**, projected noise level increases meet the threshold of "moderate impact" in some locations but would not interfere with the ability of people to converse. ATP is evaluating measures to mitigate the effects on noise, and select mitigation measures are identified in the FEIS/ROD.

The operations and maintenance facility would be built on a 62-acre site at the southwest edge of the Montopolis neighborhood. The site is currently occupied by industrial businesses and buffered by major roadways to the west and south. The design of the facility would include landscaping and architectural elements to minimize potential visual and aesthetic effects on residents in the adjacent neighborhood (see **FEIS Appendix E-5**). The acquisition of property for the three park-and-ride facilities

and construction of at-grade parking lots would not disrupt the neighborhood's community cohesion and would align with the goals of the neighborhood master plan.

There would be nominal differences between the Build Alternative and the Design Options with respect to community cohesion. The addition of the Wooldridge Station would provide Downtown Austin with an additional public realm improvement. Compared to the Build Alternative, the combination of the Faro and Montopolis stations into a single station at Grove Boulevard would support plans for one of the four activity "Hubs" on East Riverside Drive identified in the *East Riverside Corridor Master Plan* (City of Austin 2010b). Compared to the Build Alternative, the Design Option that includes center-running bicycle and pedestrian lanes on East Riverside Drive would provide an enhanced experience for bicyclists and pedestrians due to the separation from vehicular traffic. Compared to the Design Option that extends the bridge over Lady Bird Lake and includes an elevated Waterfront Station, the at-grade station under the Build Alternative would support a more cohesive station area that is better connected to surrounding land use.

5.2.1.2   Access and Mobility

The Project would improve mobility in the Study Area by offering alternative and improved modes of travel that are safe, reliable, and efficient. The three park-and-rides would provide access to the light rail system for those who cannot walk to a station. ATP is currently analyzing both new and relocated bus stop locations to provide close connections to the proposed light rail stations. ATP is also evaluating changes to the current local bus routes and service, and the Project is being designed to facilitate the multi-modal connections. The Project includes roadway reconfiguration that would change localized travel patterns. Due to a high level of pedestrian activity on Guadalupe Street, a light rail/pedestrian corridor would be established between 29th and 27th Streets, with vehicular access restricted by signage, traffic control devices, and/or curbs. Emergency vehicle access would be accommodated. On Guadalupe Street between 27th Street and 22nd Street (southbound) / 21st Street (northbound), a transit-only corridor would be established.

The effects of these changes and planned changes to the existing bus network are described in **FEIS Appendix D**. The Project would remove some on-street parking, making it more difficult for customers to access community resources and businesses by car.

The light rail service would provide travelers a mode choice that is not hindered by general congestion experienced along the corridor. Access to community resources and services would be maintained in all neighborhoods. The Project would improve mobility for people who take transit and those who walk and bike. The improvements would provide a more comfortable and well-connected travel experience. Design standards would be applied at intersections, at proposed station areas, and along the proposed alignment with the goal of improving transportation safety for those accessing transit and other trip types. Improved mobility options would help to reduce car dependency

and congestion, while also increasing neighborhoods' accessibility to community resources.

5.2.1.3   Community Resources and Services

ATP does not anticipate permanent or long-term noise, vibration, or visual effects on any of the 246 community resources identified in the Study Area (see **FEIS Appendix I** and **FEIS Appendix E-5**). The Project would displace one community resource: the Waller Creek Boathouse, a facility located on City parkland on the north shore of Lady Bird Lake, which offers a club house and water-related recreation. The facility would be acquired under the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 United States Code 4601 et seq.), and parkland of at least equal value, location, and usefulness to the affected area would be created in Austin (see **FEIS Appendix H** and **FEIS Appendix E-4**). Overall net benefits to community resources are anticipated due to the improved transit access and enhanced mobility provided by the Build Alternative and each of the Design Options.

5.2.2   Construction-Related (Short-Term) Effects

Construction activities would temporarily affect neighborhood quality in nearby areas. The presence and movement of equipment and materials, clearing and exposure of soils, introduction of lights for nighttime work, and general changes in viewed landscape during facility construction would result from construction activities. Temporary increases in noise, dust, and traffic congestion would occur along the corridor and at staging areas. There would be short-term effects on users of parkland and the Ann and Roy Butler Hike and Bike Trail. Adjacent neighborhoods may experience increased difficulty accessing community centers and residential, commercial, and office properties because of road or lane closures. However, ATP would maintain access to private properties and community resources and minimize any barriers to social interaction through best practices and adherence to a Construction Management Plan. ATP would coordinate detours with the City and obtain appropriate permits for use of local roadways.

6   References

Ballet Austin. 2023. *Our Story*. Accessed September 3, 2021.
https://balletaustin.org/about/our-story/.

Barnes, Michael. 2018. "Older than Austin, Montopolis opens up its history." *Austin American-Statesman*. September 25. Accessed June 7, 2021.
https://www.statesman.com/news/20160924/older-than-austin-montopolis-opens-up-its-history.

Capital Area Metropolitan Planning Organization. 2024. *2045 Regional Transportation Plan*. Adopted May 4, 2020. Updated May 2024. Accessed July 2024.
https://www.campotexas.org/regional-transportation-plans/2045-plan/.

City of Austin. 1998. *Dawson Neighborhood Plan*. Adopted August 27, 1998. Accessed January 25, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/08_Dawson/dawson-np.pdf.

City of Austin. 1999. *The East Cesar Chavez Neighborhood Plan*. Adopted May 13, 1999. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/09_EastCesarChavez/ecc-np.pdf.

City of Austin. 2000a. *Hyde Park Neighborhood Plan*. Adopted April 13, 2000. Accessed January 9, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/16_HydePark/hydepark-np.pdf.

City of Austin. 2000b. *Old West Austin Neighborhood Plan*. Adopted June 29, 2000. Accessed January 19, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/24_OldWestAustin/owa-np.pdf.

City of Austin. 2001a. *Central East Austin Neighborhood Plan*. Adopted December 13, 2001. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/04_CentralEastAustin/cea-np.pdf.

City of Austin. 2001b. *Holly Neighborhood Plan*. Adopted December 2001. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/15_Holly/holly-np.pdf.

City of Austin. 2001c. *Montopolis Neighborhood Plan*. Adopted September 27, 2001. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/17_Montopolis/montopolis-np.pdf.

City of Austin. 2002a. *Bouldin Creek Neighborhood Plan*. Adopted May 23, 2002. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/01_BouldinCreek/bouldin-np.pdf.

City of Austin. 2002b. *Southeast Combined Neighborhood Plan*. Adopted October 10, 2002. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/29_SoutheastCombined/southeast-np.pdf.

City of Austin. 2004. *Central Austin Combined Neighborhood Plan*. Adopted August 26, 2004. Accessed January 9, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/03_CentralAustinCombined/ca-combined-np.pdf.

City of Austin. 2005. *Greater South River City Combined Neighborhood Plan*. Adopted September 29, 2005. Accessed January 19, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/13_GreaterSouthRiverCity/gsrc-np.pdf.

City of Austin. 2006. *East Riverside/Oltorf Combined Neighborhood Plan*. Adopted November 16, 2006. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/11_EastRiverside-OltorfCombined/eroc-np.pdf.

City of Austin. 2008. *Plaza Saltillo TOD Station Area Plan*. Accessed January 18, 2024. https://austintexas.gov/sites/default/files/files/Planning/Urban_Design/Plaza_Saltillo_Final_SAP_Lo_Res.pdf.

City of Austin. 2009. *Regulating Plan for the Plaza Saltillo TOD Station Area Plan (SAP)*. Accessed January 18 , 2024. https://www.austintexas.gov/sites/default/files/files/Development_Services/plaza_saltillo_regplan.pdf.

City of Austin. 2010a. *Central West Austin Neighborhood Plan.* Adopted September 2010. Accessed January 9, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Adopted%20Neighborhood%20Planning%20Areas/05_CentralWestAustinCombined/cwa-combined-np.pdf.

City of Austin. 2010b. *East Riverside Corridor Master Plan*. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Planning/erc_final.pdf.

City of Austin. 2011. *Downtown Austin Plan*. Adopted December 8, 2011. Accessed January 18, 2024. http://www.austintexas.gov/page/downtown-austin-plan.

City of Austin. 2013. *Regulating Plan for the East Riverside Corridor Zoning District.* Adopted May 9, 2013. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Urban%20Design/ERC_Regulating_Plan_December2023.pdf.

City of Austin. 2016. *South Central Waterfront Vision Framework Plan*. Adopted June 16, 2016. Accessed January 18, 2024. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/South%20Central%20Waterfront/2016%20South%20Central%20Waterfront%20Vision%20Framework.pdf.

City of Austin. 2017. *Austin Strategic Housing Blueprint*. Accessed September 3, 2021. https://www.austintexas.gov/sites/default/files/files/StrategicHousingBlueprint_Final_September_2017.pdf.

City of Austin. 2021a. *Adopted Neighborhood Planning Areas*. Accessed January 18, 2024. http://www.austintexas.gov/page/adopted-neighborhood-planning-areas-0.

City of Austin. 2021b. *Proposition B and Homeless in Austin*. Accessed July 8, 2021. http://www.austintexas.gov/propb-homeless.

Curbed. 2020. "How Austin neighborhoods got their names: From Mueller to Montopolis." April 29. Accessed January 19, 2024. https://austin.curbed.com/2020/4/29/21241567/austin-neighborhood-names-history.

ECHO. 2023. Point in Time Count 2023. May. Accessed January 18, 2023.https://www.austinecho.org/wp-content/uploads/2021/12/Point-in-Time-Presentation_Report-2023_FINAL.pdf.

EPA. 2021. *National Walkability Index*. Accessed January 18, 2024. https://catalog.data.gov/dataset/walkability-index1\.

Gaar, Brian. 2018. "New H-E-B on East Riverside being tailored for diverse neighborhood." *Austin American-Statesman*. September 26. Accessed January 18, 2023. https://www.statesman.com/story/business/2012/09/01/new-h-e-b-on-east-riverside-being-tailored-for-diverse-neighborhood/9948818007/.

McGhee, Fred L. 2014. *Austin's Montopolis Neighborhood*. Charleston: Arcadia Publishing.

Phillips, Alberta. 2018. "Phillips: How an environmental deal led to Austin's gentrification." *Austin American-Statesman*. September 25. Accessed May 28, 2021. https://www.statesman.com/news/20171117/phillips-how-an-environmental-deal-led-to-austins-gentrification.

Smyrl, Vivian Elizabeth. 1995. "Masontown, TX." *Texas State Historical Association Handbook of Texas*. April 1. Accessed May 28, 2021. https://www.tshaonline.org/handbook/entries/masontown-tx.

Smyrl, Vivian Elizabeth. 2016. "Montopolis, TX." *Texas State Historical Association Handbook of Texas*. Accessed June 7, 2021. https://www.tshaonline.org/handbook/entries/montopolis-tx.

Texas State Preservation Board. 2022 *Capitol History*. Accessed January 18, 2024. https://tspb.texas.gov/prop/tc/tc-history/history/index.html.

U.S. Census Bureau. 2020. 2018–2022 American Community 5-Year Estimates. Tables B01003, B25009, B03002, B19013, B03002, B25044. Accessed January 9, 2024. https://data.census.gov.

Zilker Neighborhood Association. 2023. *Zilker Neighborhood History*. Accessed January 25, 2024. https://zilkerneighborhood.org/history.shtml.

Attachment A. Neighborhood Tables

Attachment B. Large-Format Figures

Figure B-1: Community Resources

Figure B-2: Census Block Groups and Neighborhoods