



COMPREHENSIVE PLAN REVISED

Adopted April 30, 2003
By the Lakeway City Council

Prior Edition
August 1999

Table of Contents



TABLE OF MAPS

Map 2-1, *Page 2-17(a)*
Oak Wilt Centers

Map 3-1 *Page 3-4 (a)*
Existing Zoning

Map 3-2, *Page 3-11 (a)*
Potential Annexation
Areas

Map 4-1, *Page 4-3 (a)*
Future Roadway
Network

Map 6-1, *Page 6-9 (a)*
Parks and Greenbelts

1	BACKGROUND AND BASIC ASSUMPTIONS
2	ENVIRONMENTAL CONSIDERATIONS
3	FUTURE LAND USE
4	TRANSPORTATION SYSTEMS
5	URBAN INFRASTRUCTURE
6	COMMUNITY FACILITIES AND PROGRAMS
7	HISTORICAL ELEMENTS
8	CULTURAL AND ARTISTIC ENRICHMENT
9	URBAN IMAGE
10	

Section

1

BACKGROUND AND BASIC ASSUMPTIONS

THE PLANNING PERIOD (1999-2015)

The Lakeway Comprehensive Plan is designed to provide goals, objectives and direction for the community for an approximate time frame of fifteen years. The Plan serves as a guide, informing decisions about land use, capital improvements, and future growth. In 2002 the City Council adopted the following Vision Statement and Mission Statements, which provide long range guidelines for future planning.

VISION STATEMENT

The City of Lakeway will continue to be a unique, prestigious, growth-managed community that will meet the needs of its citizens through the efforts of its local government and civic-minded volunteers, who will ensure a continued high quality of life by providing safe, secure neighborhoods, and cost effective, efficient government services.

MISSION STATEMENTS

- We will use our resources in a cost-effective manner to provide quality infrastructure, open space, recreational opportunities, and professional government services.
- We will maintain a secure environment for all citizens by carefully planning ingress and egress to the city and by providing a well-trained police force.
- We will continue to encourage, foster, develop and utilize a strong volunteer corps in many facets of city government.
- We will strive to ensure that all new development will compliment our desired quality of life and will be an asset to the community.
- We will work with local merchants to ensure that business development is mutually beneficial to the business interests and the quality of life in Lakeway.
- We will work with our neighboring municipalities to ensure local area growth is compatible with our objectives.

- We will attempt, where possible, to maintain natural physical buffers on our borders, in order to preserve the separate identity and character of Lakeway.
- We will ensure that RR 620 and other commercial corridors are developed in a manner that reflects the uniqueness, special character, and quality of life in the City of Lakeway.

With the work done on the 1999 Comprehensive Plan and this update, the City has tried to assure that the vision of the community expressed in the Comprehensive Plan reflects the needs and desires of the majority of the citizens. This document reflects the collective work of approximately 100 citizens serving on various boards and commissions. In addition, public input was collected during a community wide, town hall type meeting in the early spring of 2003. Although there were some differences of opinion, this document represents a general consensus of the participants. In the future, the City will continue to seek community involvement by:

- Providing for and promoting public participation in the development and amendment of the Comprehensive Plan in addition to regulations and policies implementing such plans.
- Encouraging the involvement of citizens in the planning process and ensuring coordination between our community and other jurisdictions resulting in complementary development.

Future land uses are based on the policies, goals and objectives as adopted by the City Council, resulting from input by the Zoning and Planning Commission and expressed by the Community at the beginning of the comprehensive planning process. Tools such as annexation, zoning and development ordinances, and a capital improvements plan are all used to implement the Comprehensive Plan.

Retirees continue to comprise a significant segment of the city's population, but, as illustrated in Table 1.1, a growing number consists of urban working families with children living at home. The current population distribution is very different from the City's early years, and the shift documented in this data is continuing.

Table 1.1: Population Change, 1990-2000

<i>Age Group</i>	<i>1990</i>	<i>2000</i>
19 and younger	22.9%	26.4%
20-24	2.9%	1.9%
25-44	32.2%	26.8%
45-54	10.3%	17.3%
55-64	12.3%	11.1%
65 and older	19.4%	16.5%

A recent study found that the Austin metro area population will likely double in the next twenty years. Many of these people will want to live outside of Austin. Lakeway's popularity among new residents will continue to grow, and careful planning is required to assure that the culture and character of the community are preserved.

GROWTH FACTORS

Projecting the future size of the City is necessary to establish the City's need for appropriate land use decisions, zoning, additional infrastructure, and new public service programs. The City Council determined that the number of residents in the base year of 1998 was 8,085. The population estimate for 2006 is 13,600, with further growth expected in the planning period.

One frequently-used method for projecting population growth uses the number of residential lots and the average household density. In the past, the accepted figure for average household density in Lakeway has been 2.7 persons per household. However, all other western Travis County districts are now using 3.2 for this ratio. This change reflects the demographic trend of the population in this area, which is growing younger as more residential development occurs.

Land in the City's Extraterritorial Jurisdiction (ETJ) consists of some undeveloped tracts, commercial development along RR 620, and established or developing neighborhoods scattered throughout. Development in the ETJ is expected to follow predictable patterns based on topography and the location of major thoroughfares.

This Plan has identified a number of general goals. These goals provide a basis for community planning, and are listed along with specific objectives in Sections 2 through 9. To maintain consistency and allow sufficient time for decisions to take effect, these general goals or guidelines should not be changed more often than every five years. However, as specific objectives are achieved, revision of the Plan may be required to continue progress toward the overall goals.

Section

2

**ENVIRONMENTAL
CONSIDERATIONS**

The natural physical environment of the area around the City places inherent constraints on the location and type of development within the City and its ETJ. There are pockets of land in and surrounding the City that are unsuitable for development. Considerable amounts of the undeveloped land in the ETJ are considered “problem” parcels where such factors as steep slopes and critical water quality areas make them unsuitable for traditional site plan design. In these cases, development regulations should permit innovative techniques to permit creative development designs without compromising essential environment issues in Lakeway.

GOAL 1: *THE CITY WILL SERVE AS A STEWARD OF THE ENVIRONMENT TO PROTECT CRITICAL AREAS, MAINTAIN WATER QUALITY, AND CONSERVE LAND, AIR, AND ENERGY RESOURCES BY ASSURING THAT PROPOSED DEVELOPMENT MEETS ENVIRONMENTAL STANDARDS AND REQUIREMENTS.*

Objectives:

- Where possible, ensure site design protects existing terrain, preserves vegetation and scenic views, and incorporates native shrubbery into landscape plans.
- Control development in sensitive/critical environmental areas.
- Ensure plant and wildlife habitat areas are protected in accordance with Federal and State requirements.
- Encourage sewer service to new construction and discourage individual septic systems.

- Carefully review new development plans for adherence to Federal, State and local air quality, water quality, and emission standards.
- Ensure that no new development is detrimental to air or water quality.

Lakeway's 2003 corporate city limits encompass approximately 9.8 square miles of land. The average elevation is about 800 feet above sea level, with steep slopes evident throughout the area. There are numerous cliff-like slopes along Lake Travis and slopes of up to forty percent in other areas of Lakeway.

The climate of the City is humid, subtropical, with short, mild winters and long, hot summers. Lakeway's varying terrain and its close proximity to Lake Travis, allow for a relatively slow, constant wind.

SOILS

The soil in Lakeway primarily consists of clay loam over limestone, stony clay or silty clay. Technically, these soil types are rarely known to be conducive to development because of high construction costs associated with site preparation. However, after primary construction is completed, there are few problems with property maintenance.

WASTE DISPOSAL AND WATER QUALITY

Proximity to lakes and streams is an important aspect to consider when building septic and/or sewer systems. At the present time, the water in Lake Travis is not being polluted. In fact, the Lower Colorado River Authority, as discussed in the *State of the City Report*, routinely gives the lake a comparatively high rating of "good". However, the septic tanks built in the 1960's and 1970's in the early years of the City's development plus those additional tanks resulting from new development may deteriorate over time, leading to possible lake contamination. In

addition, many of those systems built in earlier years were designed for part-time, older residents with no small children. Larger, full-time resident families put additional strains on older facilities.

Not only may these septic units be outdated, but the steep slopes and thin soil cover generally found in the area combine to limit the effectiveness of septic tank filtering. Shallow soils, such as those present in Lakeway, may be inadequate to filter wastewater from septic fields or runoff, and therefore contribute to the possibility of eventual pollution in nearby lakes. In addition, the type of clay found in all Lakeway soils poses some difficulty because of its contribution to high shrinkage and swelling rates, making the maintenance of sewers in the area a challenge. Furthermore, the soils present in the area have low permeability rates, resulting in slow percolation. This factor may adversely affect the efficiency of septic tanks in the City. (Refer to Section 5, Urban Infrastructure, for further detail).

The steep slopes and thin soil cover generally found in the area combine to limit the effectiveness of septic tank filtering.

The City has taken the first step in attempting to place control measures on potential wastewater problems. The *Development Ordinance* deals primarily with site development, but includes a stipulation that makes the developers of a particular site or area responsible for either on-site collection of wastewater, or proof of connection to city sewers. Further steps need to be taken to control this potential problem. The high initial cost of implementing such a system is likely to be much less than the eventual environmental costs the City may otherwise face.

FLOODPLAIN AREAS

There are several areas in Lakeway that are classified by the Federal Emergency Management Agency as part of the 100-year or 500-year floodplains. These areas generally are located directly adjacent to Lake Travis and along the creeks that run through the City.



Lakeway has chosen a proactive solution to problems associated with floodplains by limiting development in these areas. As a member of the Texas Colorado River Floodplain Coalition, Lakeway has access to a broad base of data and technical assistance that will enable the City to continue to pursue proactive solutions relating to floodplain issues.

AIR QUALITY

The Texas Commission on Environmental Quality has established sites throughout Texas to continuously monitor the level of ozone present in the air. Data applicable to the City of Lakeway is compiled at the Austin Northwest station. The Clean Air Act Amendments of 1970, identifies measures and programs to reduce ozone and other air pollutants.

As discussed in the *State of the City Report*, Lakeway's general public health, safety, and welfare, as they relate to air quality, can be measured by the station using monthly averages. None of the monthly averages calculated at the measurement site since 1998 have been above the limits established by the Environmental Protection Agency. Even though the area monitored by the Austin Northwest station has consistently attained satisfactory levels of ozone pollutants, the station does not truly measure the air quality in Lakeway.

Lakeway should remain aware of potential problems with new development that may lead to detrimental emissions in the area.

VEGETATION

Lakeway has an abundance of trees and plant life. Although the soils are shallow in depth, they are extremely fertile and support several species of native vegetation. The local government has acknowledged the importance of trees to the City and has protected them through the Development Ordinance which requires developers to demonstrate that trees of significant size have been incorporated into the landscape design of the development area.

GOAL 2: CONTROL THE DEER POPULATION.

Objectives:

- Continue to take measures to control the local deer population at or below 500 animals to ensure the health, safety, and the welfare of the citizenry.
- Remain informed on all technological advances and alternative methods for controlling urban deer populations.
- Inform citizens on ways to contribute to the management of the deer population.

THE DEER PROGRAM

Abnormally large deer populations in suburbs have become a common problem throughout the United States. Deer proliferate in suburban areas, which are void of natural predators and abundant with lush lawns and tasty landscape shrubs. Certainly there is some migration, but does tend to stay at home. With an annual growth rate of about 20% [which results from a birth rate nearing 40% reduced by a road kill rate of about 20%] it doesn't take long for a herd to reach unacceptably large numbers.

Unfortunately, damage to landscapes and gardens is only a small part of the deer problem. Over browsing of the greenbelts and forested areas of the community has all but eliminated the habitat of other animal species, such as forest understory birds, not to mention the disappearance of hardwood saplings which will be needed in the future to replace today's mature trees.

Of greater concern, however, is the danger deer pose to community motorists. National statistics indicate deer are struck by (or run into) motor vehicles more than a million times a year, causing more than \$1 billion in damage. Over one hundred people are killed annually in these accidents, making deer more deadly to humans than sharks, alligators, bears and rattlesnakes combined.

The Lakeway Deer Control Committee

By 1997, the deer population in Lakeway had grown to an estimated 2,600 animals, nearly five times what would be considered a reasonable maximum density for an area of this size. In May of that year, in a special non-binding referendum regarding City policy on deer control, 86% of those who voted (which was more than 40% of those eligible) said the Lakeway deer population needs to be controlled. Unfortunately, there was little consensus as to how that control should be achieved.

In the summer of 1999, the Lakeway City Council commissioned a Lakeway Deer Control Committee (LDCC) to look into methods of control. The Committee's charter is to research and analyze available data, consult with experts, and recommend to the City Council methods for stabilizing, then reducing the deer population to an acceptable number. The City and its Committee are dedicated to the premise that these control methods be safe, humane, effective and affordable.

Determination of the "acceptable" number of deer in Lakeway is a subjective matter. The primary criteria are: health and safety of both deer and residents; cost to the City and to residents for deer-related damage to public and private property, and to related costs for maintenance. These are tempered by the desire of many Lakeway homeowners to retain a resident deer population for esthetic value. The committee believes the acceptable number to be approximately 500 deer.

Since 1999, the LDCC has conducted an annual census of the deer population and collected data on live and dead deer removal in order to create a mathematical model of the City's deer population (see Figure 1). Deer management activities of other communities, both in Texas and across the nation, have been researched and analyzed. Experts have been brought in to conduct seminars to apprise the City and its residents of ways to deal with the problem.

Possible Solutions

Certainly it is possible – even desirable – for humans and deer to live in harmony with one another in Lakeway. The key is managing the population so the deer do not eat themselves out of house and home or become an unacceptable safety threat on City roadways. Several possibilities for achieving this have been (or are being) examined in communities throughout the United States, some of which have been applied in areas much like Lakeway. These remedies include fencing, fertility control, doe sterilization, trap and relocation, trap & euthanize and sharp shooting.

Fencing

An eight-foot high continuous, encircling fence will effectively stem any migratory flow into or out of a community and is a remedy championed by the Texas Parks & Wildlife Department (TP&W). Without gates or cattle guards, however, deer can simply enter or leave on roadways. While fencing theoretically would help to contain this problem, research by the LDCC indicates local overpopulation is entirely, for all practical purposes, the result of unchecked local reproduction rather than inward migration. The only indication of migration found by the LDCC was that of young bucks leaving the City.

Fertility Control

Fertility control in deer seems like a logical and humane solution, but is not one void of problems. Immuno-contraception holds promise for controlled environments, but the challenge of darting the same does with two inoculations three to six weeks apart in a 6273-acre area such as Lakeway is more akin to “mission impossible.” To be effective, these must be followed by annual boosters during the fall mating season. Immuno-contraception is also expensive – somewhere between \$500 to \$1600 during the lifetime of a doe.

Surgical Sterilization of Does

Tubaligation of a fraction of the doe population is a more effective and assured approach for birth control. It is expected to be less costly and would be a

permanent surgical procedure which can be performed in the field. This technique is now being implemented by the Milwaukee (WI) County Zoo and the community of Highland Park, IL. LDCC is monitoring the results of surgical sterilization in an in-situ urban applied program. As yet, TP&W has not given approval to any birth control method. The surgical sterilization alternative is one that holds some promise, offering cost savings, as well as citizen's acceptance, enhanced safety and some effectiveness.

Trap & Relocate

This option entails capturing the deer and relocating them to another area with a wildlife management plan which has been approved by TP&W. Relocation must be done periodically, preferably every year, in order to maintain the targeted population. Costs for trapping and relocation are affected by how far the deer must be moved, but generally range from \$75 - \$100 per animal.

Trap & Euthanize

When there are no relocation sites available, trap and euthanize may be a viable option. After capture, deer are transported to an off site location where they are euthanized. The meat is made available to an area charity, such as the Capital Area Food Bank. Cost per animal with this procedure may be similar to the trap and relocate option, owing to the additional cost of processing the venison.

Sharpshooting

This final option has proven successful in many areas, but is a difficult sell because of a perceived safety issue combined with the fact that it too must be exercised periodically. In fact, communities that have used a sharpshooter report no incidents to suggest there is a safety problem. When trap and relocate opportunities appeared unavailable in late 2000, Lakeway obtained a depredation permit from TP&W to allow sharpshooting. Public opinion was tested in a non-binding referendum on the use of lethal means for controlling our deer population. After a heated campaign, the measure passed by 0.7% of the votes cast.

Measures Taken to Date and Future Outlook for Relocation

Lakeway's efforts to control its deer population are shown in Figure 2. In total, since 1999, 1,613 deer have been removed through trap and relocation permits, including 768 relocated to ranches in Mexico in the 2000 –2001 season through an arrangement between TP&W and entities in Mexico. TP&W continues to hold a depredation permit application since 2001, which has never been issued.

Although there are numerous Central Texas ranches that have requested deer, TP&W's stringent requirements for wildlife management plans have made it impossible for all but a few to qualify. Further, TP&W's questionable concern about the spread of Chronic Wasting Disease appears poised to impede any and all trap and relocate programs for the near term.

City of Lakeway Resolution #2002-09-16-2

In September 2002, the Lakeway City Council voted to provide the following guidance for the Deer Control Committee:

- Trap and transport continues to be the primary means to control Lakeway's deer population.
- Depredation will be considered as a means of deer population control only if trap and transport becomes unavailable.
- The Committee should continue taking its annual census as a basis to determine the Lakeway deer population and to monitor the effectiveness of deer control measures.
- The Committee should assist the Mayor and City Manager in the solicitation and search for release sites for relocation of Lakeway deer.
- The City Council endorses the goal set by the Committee to reduce and maintain the Lakeway deer population to 500 or less animals.
- The Deer Control Committee should continue to monitor and report the progress of current urban deer research programs to determine the viability of surgical sterilization of does as a means to control Lakeway's deer population.

LDCC Seminars and Other Recommendations

The Deer Control Committee should continue to sponsor urban deer control seminars both as a focal point for communication and coordination with other affected communities in the area, as well as to inform citizens of important issues and developments in urban deer management.

The LDCC recommends that the City of Lakeway, in coordination with sister cities with similar problems, lobby the state legislature to bring about changes in Texas State law on animal control within city limits. Incorporated cities should be empowered to manage and control health, safety and welfare concerns impacted by wild, as well as domestic animals. The white tail deer is not an endangered species, and, if it were, it is illogical to suggest that replenishment of the global population should be accomplished by nurturing these animals in urban settings.

THE URBAN FOREST

Unlike some wind-swept cities in other parts of the state, Lakeway is blessed with a lush natural woodland. Lovely mature trees frame homes, shading them from the summer heat. Natural greenbelts wind through the city, absorbing carbon dioxide and providing fresh oxygen. Tree roots anchor thin topsoil, reducing erosion and slowing storm water runoff. Trees do more than create a beautiful backdrop for homes. They are essential to the continued health of our community.

Unfortunately, in recent decades, the health of our forest has been challenged. Increasing development and a devastating oak wilt epidemic are taking their toll. Mature trees are an asset, but they can also be a liability when decay sets in. Natural greenbelts could place residents at risk for catastrophic wildfires. In order to reap the benefits of increased forest health and safety over time, a program of regular monitoring and maintenance is essential.

Challenges:

- Preservation of exceptional trees
- Replenishing the forest
- Increasing species diversity
- Increased fire danger in greenbelts
- Hazard trees
- Oak wilt

Tree Preservation

GOAL 3: *PROTECT AND PRESERVE EXCEPTIONAL TREES
THREATENED BY DEVELOPMENT.*

Objectives:

- Continue to enforce tree protection ordinances
- Continue to educate builders and developers on the importance of protecting trees throughout the entire construction process.

Many of the live oaks in the Lakeway area are estimated to be over 100 years old. Some may date back to days of the Texas Revolution. The preservation of these exceptional trees is an important priority. In the current Building and Development Ordinances, most hardwoods larger than 16 inches are classified as Protected Trees. In 2002, smaller rare species, including the Texas Madrone, were included in the classification.

Although some removals are unavoidable, every effort is made to save exceptional trees by reworking plans early during the plan review process. Protected Trees may not be removed without a Tree Removal Permit issued by the City. Plans to save trees are wasted if the builders and developers fail to provide proper tree protection. The City must continuously monitor construction projects to ensure that our exceptional trees are properly protected from beginning to end.

Replenishing the Forest/Increasing Species Diversity

GOAL 4: *REPLENISH THE URBAN FOREST AND INCREASE SPECIES DIVERSITY BY REPLANTING WITH A VARIETY OF WELL-ADAPTED TREES.*

Objectives:

- Continue to encourage and support the “Friends of the Parks”, the Garden Club and other tree planting organizations.
- Involve the public in seedling giveaways, tree planting events and Arbor Day celebrations.
- Educate property owners on the benefits of planting trees on their own property.
- Continue to emphasize planting oak wilt resistant, drought tolerant species.

The urban forest must be renewed as well as preserved. Although Hill Country live oaks are thankfully long lived, many are unavoidably sacrificed to development. Others succumb to construction damage, disease and other stressors. Young trees should be planted to replace those which will eventually die or be removed. The native juniper-oak forest is unfortunately low in species diversity, a situation which sets the stage for a devastating insect or disease outbreak like oak wilt.

Fortunately, in 1996 an energetic volunteer group took the lead in tree planting in our City parks and street medians. The volunteer organization, “Friends of the Parks”, has increased the diversity of the urban forest by planting and caring for new trees in the medians of Lakeway Boulevard and Lohman’s Crossing Road. They planted a grove of well-adapted trees in City Park and have worked diligently to clear junipers which crowd out most other natives. The hours of labor from these strong willed visionaries will pay off in years to come.

Increased Fire Danger in Greenbelts

GOAL 5: *REDUCE THE THREAT OF WILDFIRE IN THE GREENBELTS.*

Objectives:

- Consider reduction of fuel loading by removal of woody debris.
- Educate property owners living along the greenbelts on the importance of creating defensible space around their homes.
- Coordinate with TCESD #6 on water sources, firefighter access points, equipment for fire line construction and evacuation routes.
- Prohibit smoking in greenbelts.

Greenbelts are managed primarily as preserves, some with recreational trails. Trees along the trails are pruned for access, but all other trees are left in their natural state. Dead trees are left to lie. Unfortunately, this so-called “natural state” is not really natural for this area.

Before white settlers arrived on the scene, periodic wildfires burned through the hills, clearing out dead wood and underbrush. Frequent low intensity fires trimmed the lower branches of junipers, creating trees which were straight-stemmed and tall. The forest floor was cleaned of debris without substantial damage to the trees.

Fire suppression has allowed woody debris to build up and brush to grow tall. Increased fuel-loading feeds a hotter fire which is carried into the tree crowns by the tall brush. High fuel loading and ladder fuels in unmanaged natural areas are responsible for the catastrophic wildfires we now see in national parks and forests.

Lakeway has extensive greenbelts which wind through residential areas. Many of these are on steep slopes which are particularly vulnerable to fast moving fires. Plans are necessary to protect against fires in these areas.

Hazard Tree Identification

GOAL 6: *REDUCE THE RISK OF INJURY DUE TO FAILURE
OF HAZARD TREES IN PUBLIC AREAS.*

Objectives:

- Rate all trees in high traffic areas on City property using a hazard tree rating system.
- Develop a long-term plan for the removal of high-risk trees.

Hazard trees are trees in high traffic locations which could fail due to structural defects or damage. There are many mature Spanish and live oaks in the City with visible signs of decay. The presence of decay does not automatically cause a tree to be classified as a Hazard Tree, but the risk level should be determined by a trained professional.

The City should evaluate all trees lining the trails in our City Park and greenbelts which could pose a threat to our residents. Using a standard hazard tree rating system, the City should determine which tree removals are of the highest priority. These removals should then be scheduled over the next several years.

Oak Wilt

GOAL 7: *CONTROL THE SPREAD OF ESTABLISHED OAK WILT
CENTERS BY INSTALLING TRENCHES AND REDUCE THE
INCIDENCE OF NEW OAK WILT CENTERS WITH PROVEN
PREVENTION PRACTICES.*

Objectives:

- Contain existing oak wilt centers that can be trenched.
- Focus on prevention of future oak wilt centers by vigorously enforcing our Diseased Tree Ordinance and tree protection codes.
- React swiftly to contain breakouts.
- Continue to communicate with the homeowners who are impacted by

oak wilt.

- Encourage replanting with oak wilt resistant species.

Oak wilt suppression continues to be a high priority. The City's oak wilt program received a boost in 2001 with a three year grant from the Texas Forest Service. With a full time forester on board, we are now moving forward with a program of prevention, public information and trenching projects.

As of January 2003, seventeen oak wilt centers (see Map 2-1) have been identified inside the Lakeway city limits:

- 8 oak wilt centers have been contained by trenches.
- 4 are candidates for trenching.
- 3 will be monitored.
- 2 will not be trenched.

The City should continue to install oak wilt trenches at a rate of one or two per year as the budget permits. The City must continue to monitor the previous trenches for breakouts (spots where the oak wilt crosses the trench and is no longer contained). If a breakout does occur, the City should move swiftly to contain it while the breakout is still small.

The value of prevention can not be quantified, but it is undoubtedly the most cost effective component of the oak wilt program. Citizens are vitally interested in protecting their own trees, so most are already practicing safe pruning practices. New oak wilt centers are often born at construction sites, so communication with builders and developers is critical. Enforcement of the Diseased Tree Ordinance and the tree protection codes in the Building and Development Ordinances will undoubtedly pay off in the future.

The City can only manage oak wilt, not control it completely. However, with vigilance and hard work, the City should be able to reduce the level of oak wilt to manageable levels. If the City contains the oak wilt centers that already exist,

continues to push the message of prevention, and reacts quickly to future outbreaks, it should be able to minimize the future impact of the disease.

Section

3

FUTURE LAND USE

FUTURE LAND USE PLAN

Land use planning is a natural process of orderly evolution. The purpose of the Land Use Plan is to create a systematic means to determine Lakeway's future development patterns.

The Future Land Use Plan for Lakeway is not the City's zoning map. The Future Land Use Plan is conceptual and is created to serve as a guide for future land use decisions. The purpose of the Future Land Use Plan is to help create the overall framework from which detailed decisions can be made by the City department responsible for implementing the various components of the Plan.

The Future Land Use Plan is a long-term strategy that provides a guide for improvement and development of Lakeway for a fifteen to twenty year period. The Plan is written in response to the needs and desires of Lakeway citizens and is designed to ensure that the nature and character of Lakeway is maintained. The Plan should be used by the Lakeway Zoning and Planning Commission and the City Council as a guide in evaluating public and private development proposals. It should also serve as a basis for future changes to existing zoning and development ordinances. The Plan will be useful to future developers by providing some insight into likely City decisions on proposed developments within the City and the Extraterritorial Jurisdiction (ETJ).

This section considers the following land uses: general long-range land use policies, future land-use recommendations for residential, commercial, and park development in Lakeway, guidelines for annexation, and future housing needs.

LAND USE

GOAL 1: *MAINTAIN THE DEVELOPMENT OF LOW-DENSITY RESIDENTIAL
NEIGHBORHOODS AS THE PRIMARY LAND USE CATEGORY IN LAKEWAY.*

Objectives:

- Discourage multi-family, high-density residential development.
- Maintain a constant surveillance to ensure that large, new residential developments will be adequately served by streets, utilities, schools, parks, greenbelts, City services, and other community facilities.
- Discourage residential land uses in areas of high noise levels and high traffic density.
- Control home-based business enterprises through strict application of the special use permit process outlined in the Zoning Ordinance.
- Evaluate new residential uses in terms of infrastructure improvements including efforts to minimize traffic congestion.

GOAL 2: *ENSURE THAT ALL NEW COMMERCIAL DEVELOPMENTS ARE IN GENERAL AGREEMENT WITH THE COMPREHENSIVE PLAN, PROVIDING A HARMONIOUS PATTERN OF DEVELOPMENT.*

Objectives:

- Carefully evaluate all commercial development to ensure a balance between the impact on affected residents and the overall benefit to the community.
- Locate new commercial development near existing commercial areas or in specific nodes, or central gathering spaces, which are compatible with the neighborhood.
- Discourage commercial development that may cause serious traffic problems unless the impact can be mitigated through project engineering to the satisfaction of the City Council.
- Discourage proliferation of communications towers within the City. When towers are necessary, require the least obtrusive design such as stealth configurations or designs that blend into the landscape.
- Ensure that development, zoning, building and sign ordinances are structured to meet the Mission Statements.

GOAL 3: *PROVIDE OLDER LAKEWAY RESIDENTS WITH QUALITY RETIREMENT LIVING OPTIONS SO THAT THEY CAN LIVE THE BALANCE OF THEIR LIVES IN LAKEWAY.*

Objective:

- Encourage and support development of retirement living areas featuring independent living dwellings integrated with assisted living and/or nursing facilities.

GOAL 4: *ENCOURAGE MAINTENANCE OF CURRENT LAND USE PATTERNS TO ENSURE CONSISTENCY BETWEEN CURRENT LAND USE AND FUTURE DEVELOPMENTS IN THE ETJ.*

Objectives:

- Encourage low-density residential development.
- Discourage high-density residential development.
- While recognizing the rights of individuals to use and develop private property in the ETJ, encourage compliance with the City’s development and building ordinances for new construction in order to accommodate future annexation if desired.
- Carefully evaluate medium-density residential development proposals for consistency with existing land use patterns.

GENERAL LONG-RANGE LAND USE DISCUSSION

General long-range development patterns are designed to provide the framework for specific recommendations regarding proposed future development. The citizens of Lakeway have expressed a desire to maintain existing land use patterns. Further, they wish to encourage unique, low-density, high quality residential development as the dominant land use to protect the distinctive character of Lakeway. Low-density residential development is the preferred land use, but does not preclude other uses, such as medium or high-density residential, commercial, etc. These higher-density and non-residential uses should be located so that they complement existing and planned low-density residential development.

The City will continue to encourage land use policies that promote protection of natural resources and high quality design, and that limit stress factors such as noise, air pollution, and traffic congestion. Map 3.1 illustrates the zoned land uses in Lakeway. Table 3.1 shows the existing land use categories and the total acreage for each. Map 3.1 and Table 3.1 are updated as necessary to conform to the current Zoning Map. Future land use in Lakeway is illustrated on Map 3-2. This conceptual tool represents the forward application of the Goals and Objectives identified in Section 3.

Table 3.1: Existing Land Use

<i>Land Use Category</i>	<i>Zoning Districts</i>	<i>Acres</i>	<i>% of Total</i>	<i># of Units</i>
Low-density Residential	R-1, R-1*, R-6	2,012	34%	
Medium-density Residential	R-2, R-3, R-4	342	6%	
High-density Residential	R-5, R-7, R-8	261	<1%	
Commercial	C-1, C-2, HM	537	9%	
Mixed-Use	PUD	119	2%	
Public, Churches, Schools	GUI	683	11%	
Public Parks & Greenbelts	P-1, GB	656	11%	
Recreational	REC, M, AV	538	9%	
Agricultural	AG	63	1%	
<i>Additional uses not listed include private parks and public rights-of-way.</i>				
Total City Limits				
ETJ				
Total City & ETJ		11,301		

Note: The data for this table is forthcoming.

RESIDENTIAL LAND USE DISCUSSION

Lakeway is unique in many ways. One of its most important characteristics is the continued emphasis on large-lot, low-density residential development. Low-density residential land use is characterized by single-family units having an average density of 3 units or less per acre. Low-density residential land use is Lakeway's preferred type of development, and should be encouraged both within the City limits and in the ETJ.

Medium-density residential uses in Lakeway include single-family homes on smaller lots, garden/patio homes, and duplexes with an average density of 3 to 5 units per acre. Medium-density residential land use should be encouraged as a transition between commercial and residential districts, and in areas where topography severely limits the amount of developable land.

Lakeway's high-density residential use consists of condominiums and apartment complexes with an average density exceeding 5 units per acre. Traffic impact and service infrastructure analysis indicates there is little capacity for further development of high-density units within the City limits. Therefore, future high-density development should be discouraged or limited to mixed-use areas along the main commercial portion of RR 620, in keeping with the City's stated goal of maintaining low-density residential neighborhoods as the primary land use in Lakeway.

In response to market forces, many developers prefer to incorporate gated communities, deed restrictions, covenants, and home-owners' associations (HOAs) in large-scale master planned communities.

Gated residential areas are not conducive to the development of a sense of the larger community. They tend to reflect a desire for privacy which results in enclaves where residents identify with immediate neighbors, but may not identify with or participate in the larger community of Lakeway. The proliferation of isolated neighborhoods within the City is counter to Lakeway's stated Vision and Mission Statements. In order to promote integration and the sense of community, new gated communities are no longer permitted.

Effectively incorporating master-planned communities into the City requires intense cooperation between elected officials, City staff, and developers. It is imperative that developers of master-planned communities share the City's vision. Deed restrictions, covenants and HOAs can be useful in

promulgating preferred development standards and funding neighborhood facilities such as community centers and parks. However, the City's preference is that zoning, development, and building be controlled by ordinances that are uniformly applied, and that any new facilities be open to the community as a whole.

Increasing traffic is a major concern for the City in terms of safety, air quality, and adequacy of roads and streets. Traffic impact, therefore, has become a primary consideration when contemplating new development. Transportation concerns are discussed further in Section 4, Transportation Systems.

COMMERCIAL LAND USE DISCUSSION

Land zoned for commercial use in Lakeway consists of retail facilities, office/business centers, and light industrial activity. The major commercial district is located along RR 620. Most future commercial development should be located in this corridor, but encouraging a small amount of neighborhood commercial development will be beneficial as the City grows. Larger tracts with frontage on major arterials may be developed as Planned Unit Developments, which allows mixed uses and can provide an attractive transition between low-density residential and commercial uses.

Historically, revenue from ad valorem taxes has comprised the largest portion of the City's annual budget. As the commercial sector grows, the portion of the budget that is attributable to sales tax increases proportionately, and the mix of revenues becomes more balanced. Thus, appropriate commercial development along major thoroughfares and in thoughtfully located commercial nodes will be encouraged.

ANNEXATION

Annexation is a process that enables a City to extend its boundaries to incorporate land within its extraterritorial jurisdiction (ETJ). Upon annexation, the City is empowered to apply its regulatory powers, such as zoning ordinances and building codes, to newly incorporated areas, thus allowing for better management of development in those areas. In addition, the City can use annexation as a tool to provide protection against undesired development and to manage commercial growth. Annexation

is desirable for the property owners in the ETJ because the City must then provide them with municipal services and voting privileges.

Lakeway should use annexation as a tool to control growth and development on the exteriors of its boundaries, and to accommodate future population growth in the area. Additionally, it can be used by the City to attain public facilities and environmentally sensitive areas that require protection.

The annexation process is a collaborative effort involving the City Council, the Zoning and Planning Commission, City staff, members of the development community, and residents of the area to be annexed.

The first step in the process is derived from the City's Future Land Use Map. This map illustrates the preferred land use for all land within the City's corporate limits and ETJ. Evaluation of these areas will be conducted by Staff, carefully analyzing the proposed use, site characteristics, contiguous uses, transportation and services impact, and whether the annexation is consistent with the Goals and Objectives established in the Comprehensive Plan.

Staff will provide a written report and recommendation to the Zoning and Planning Commission. The Zoning and Planning Commission will then consider the information carefully, invite and consider public comment, deliberate, and recommend a course of action to the City Council.

ANNEXATION POLICY

Lakeway's ETJ includes both developed and undeveloped areas. The City maintains a list of Potential Annexation Areas, and the best use for those areas is identified on Map 3-2, Future Land Use. Within the framework of State law, the City is able to evaluate, unilaterally annex, and zone the undeveloped areas in its ETJ. Decisions regarding the annexation of undeveloped areas will be made after consideration of several factors, including provision of City and utility services, the need for regulatory authority to manage development, and the degree to which extending the boundaries is complementary to the rest of the City.

Developed areas in the ETJ require an additional level of analysis and a different approach. Lakeway does not provide water, wastewater or electric utility services, but the City does provide street

services. The development and maintenance of transportation routes is very expensive. In areas of potential annexation where the road infrastructure is substandard, the City must carefully weigh the associated costs against the benefit of annexation. In a developed area that is being considered for annexation, the mix of land uses should be consistent with the preferred pattern of development identified in this Plan.

Populated areas are provided some protection against unwelcome annexation by law. The City will evaluate the populated areas in the ETJ and determine which qualify as potential annexation areas. The City will then file a Municipal Annexation Plan with the State of Texas, identifying those areas as targets for a three-year annexation process. This process is regulated in the *Texas Local Government Code*, Section 43-052.

GOAL 5: *ALL LAND IN THE CITY'S ETJ SHALL BE EVALUATED FOR ANNEXATION POTENTIAL.*

Objectives:

- Identify areas that are undesirable for annexation.
- Identify potential annexation areas that are undeveloped and appropriate for unilateral annexation.
- Identify potential annexation areas that are developed and appropriate for inclusion in the City's Municipal Annexation Plan.
- Adopt an official annexation policy.
- File a Municipal Annexation Plan identifying the areas targeted for a three-year annexation process, in accordance with Texas State Law.

HOUSING

GOAL 6: *ENSURE CONTINUED HIGH QUALITY HOUSING STANDARDS TO MEET THE GROWING NEEDS OF THE HOUSING MARKET IN LAKEWAY.*

Objectives:

- Encourage the development of single-family homes.
- Carefully evaluate variance requests to ensure strict compliance with City building ordinances.

- Maintain an active Building Commission composed of resident volunteers.

GOAL 7: *CONTINUE TO ENSURE THAT THE QUALITY OF HOUSING IN LAKEWAY IS WELL MAINTAINED, IN ORDER TO PRESERVE THE CHARACTER AND APPEARANCE OF LAKEWAY NEIGHBORHOODS.*

Objectives:

- Enforce the City’s standards for property maintenance, including vacant lots.
- Establish a neighborhood monitoring program to ensure that homes are maintained in compliance with City standards.

HOUSING INVENTORY

Because Lakeway is a relatively young community, it has few housing condition problems and the majority of homes in Lakeway are in excellent condition. Although the City’s housing conditions do not currently pose a significant problem, lack of regular maintenance will reflect neglect over time, and will contribute negatively to the aesthetics and image of the community. The City should continue to address this issue to ensure that housing is well maintained in the future. This can be accomplished through promoting and enforcing minimum standards of property maintenance.

Section

4

**TRANSPORTATION
SYSTEMS**

The purpose of the transportation section of the Plan is to make recommendations to help solve existing circulation and access problems, as well as to identify future transportation needs resulting from increasing development. An efficient network of roads, streets, and recreation lanes will be an important issue in Lakeway over the next fifteen years. Ensuring a high degree of mobility, accessibility, and safety should be the top priority for the future transportation network. Due to Lakeway's status as a predominately residential community, streets should carry people safely and efficiently through the City, while also providing pleasant opportunities for bicycling and walking. An updated and well-planned transportation environment will determine the level of mobility and quality of life of Lakeway residents.

GOAL 1: MAINTAIN AND UPGRADE LAKEWAY'S ROADWAY INFRASTRUCTURE TO PROVIDE BETTER VEHICULAR ACCESS, SAFETY, AND CIRCULATION.

Objectives:

- Continue to evaluate key roadways and roadway intersections within the City so that neighborhood access, traffic circulation, and vehicular/pedestrian safety can be enhanced.
- Promote ease of travel through the residential sectors of the City while respecting the character of these areas.
- Establish an access management policy along RR 620.

GOAL 2: PLAY AN ACTIVE ROLE IN PLANNING FOR AND CONTINUE TO SUPPORT ANY TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT), CAPITAL AREA REGIONAL TRANSPORTATION PLANNING ORGANIZATION (CARTPO), THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO), AND

TRAVIS COUNTY TRANSPORTATION INITIATIVES TO IMPROVE ROADWAY SYSTEMS THAT DIRECTLY AFFECT LAKEWAY RESIDENTS.

Objectives:

- Working through CARTPO, CAMPO, and TxDOT, assist in the planning and programming of necessary roadway improvements on State Highway 71 from Oak Hill to the Pedernales River.
- Working through CARTPO, CAMPO and TxDOT, assist in the planning and programming of necessary roadway improvements on RR 620, showing special concern for making improvements to the intersection with SH 71.
- Working with Travis County, ensure the timely completion of the County bond project that would build a new road from the Flintrock Subdivision area south to SH 71.
- At the completion of this County bond project, consider joining with Travis County and the Village of the Hills in making improvements to Serene Hills Drive.
- Working through TxDOT, ensure all plans for new commercial development on RR 620 within the City provide the necessary controls to promote traffic safety and efficient vehicular circulation.

Issues

The following issues concern the roadway network and its ability to accommodate all types of traffic safely and efficiently. As local and regional growth continues, Lakeway will need to address these issues:

- Traffic generated by growth in developing areas of the extra-territorial jurisdiction will affect access and circulation in the City.
- Increasing development and traffic on RR 620 will increase the need for traffic management policies.
- Roadways and roadway intersections within the City may be in need of additional traffic control measures.

- Non-motorized transportation facilities need to link all areas of the City.

Roadway System Recommendations

Map 4.1 displays the future roadway network of Lakeway. The current roadway system in Lakeway adequately serves the present volume of daily traffic. However, as development pressures continue, Lakeway will need to ensure that the roadway system will be able to meet the increasing traffic demands that are brought upon by this development. The following sections discuss the issues of roadway improvements, traffic control measures, roadway functional classifications, and access management.

Access

Because of Lakeway's proximity to Lake Travis, increasing local and regional development, and the limited configuration of the regional roadway system, it is essential that Lakeway ensure planned projects to provide other entry corridor(s) leading into the residential sections of the City are completed.

Currently, there are two main entry corridors that most Lakeway residents rely upon in order to gain access into the residential portions of the City: Lakeway Boulevard and Lohman's Crossing Road. Based upon Lakeway's projected build-out, as shown in the Comprehensive Plan (See Map 3.2 - Annexation), locally generated traffic would be expected to increase by an estimated 25% by 2015. This additional traffic will affect the ability of Lakeway Boulevard and Lohman's Crossing Road to provide safe and efficient access to the residential sections of the City.

To relieve increasing traffic pressures on Lakeway Boulevard and Lohman's Crossing Road, it is recommended that Lakeway work towards the following roadway network improvements:



*Lakeway Boulevard and
Lohman's Crossing
Intersection*

- Two access corridors through the southern portion of the existing ETJ that would link up to both State Highway 71 and Bee Creek Road.
- Through Travis County , work to improve Serene Hills and Flint Rock Road.
- Consider the extension of Clubhouse Drive to Clara Van.

Southern Access Corridor

Provision of a main access corridor through the southern portion of the existing ETJ should be a priority project for Lakeway. The City should press for early completion of the Travis County bond project to build a new road connecting the City and the Flint Rock Subdivision area south to State Highway 71. As development occurs in the Lakeway Highlands area, the City should ensure the establishment of a minor arterial that would link Lakeway Boulevard with Bee Creek Road (See Map 4.1). These north/south access corridors would provide efficient access to future development, as well as to the existing portions of the City. More importantly, these corridors would link the City to State Highway 71, thereby bypassing Lakeway Boulevard, Lohman's Crossing Road, RR 620, and the Village of Bee Cave.

Serene Hills/Flint Rock Road Improvements

The City should also work with developers and Travis County to provide additional access to RR 620 and to facilitate the improvement of the Serene Hills-Flint Rock Road corridor (See Map 4.1). These improvements could take the form of additional roadway shoulder width and intersection and driveway realignments.

Clubhouse Drive Extension

As development occurs to the north of the City, Lakeway should study the possibility of requiring the extension of Clubhouse Drive to Clara Van (See Map

4.1). This extension would provide an additional north-south access corridor and would reduce traffic volumes on Lakeway Boulevard.

Traffic Control Measures

Due to the predominately residential character of Lakeway, traffic control measures should be continuously improved in order to maintain a safe and pleasant community. Additional traffic control measures needed in Lakeway may include traffic signals, intersection redesign, four way stop signs, and lower speed limits.

The following roadway intersections are major traffic nodes that experience significant traffic volumes during peak hours. In order to ensure proper vehicular interaction, the City should periodically conduct an intersection analysis at the following locations, which will help determine if future traffic control measures or intersection realignments are needed:

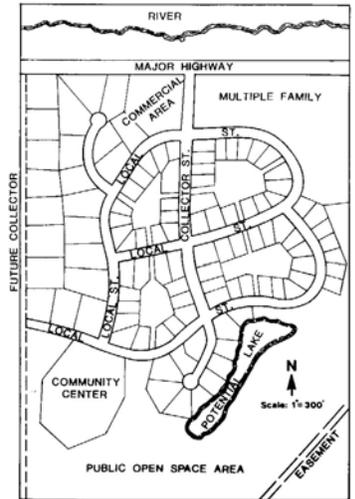
- RR 620 (as development dictates)
- Lohman's Crossing Road/Sailmaster
- Lohman's Crossing Road/ Hurst Creek Road/Challenger
- Lakeway Boulevard/Lakeway Drive
- RR 620/Clara Van
- RR 620/Gebron
- Lohman's Spur/Lohman's Crossing Road

Currently, traffic speeds in Lakeway are 30 miles per hour (mph) on the majority of streets, and recent citizen survey results indicate that this is an appropriate speed limit for residential sections of the City. The speed limit on RR 620 is currently 50 - 55 mph. The City should work with the Texas Department of Transportation (TxDOT) to help preserve the safety and efficient flow of traffic along this roadway and to press for future additional vehicle speed reductions.

Due to the predominately residential character of Lakeway, traffic control measures should be continuously improved in order to maintain a safe and pleasant community.

Roadway Functional Classification¹

The functional classification of Lakeway’s roadway system is an important element in planning a balanced transportation system. By classifying the roadway system according to acceptable levels of service, accessibility, mobility, and safety can be enhanced among existing and future land uses. The concepts associated with roadway classification systems are visually outlined in the figure to the right.



Currently, Lakeway has its own roadway classification standards that are outlined in the City’s Development Ordinance. In order to provide continuity and clarification between existing and future roadway networks, these classification standards should be altered slightly so that they correspond with nationally recognized terminology. To classify the existing and future roadway network under these recognized standards, each street was examined according to its current land use characteristics and level of traffic. The recommended functional classification system based on this analysis includes the following: Principal Arterials, Minor Arterials, Residential Collectors, Commercial Collectors, and Local Streets.

Principal Arterials

Principal arterials provide the highest level of service in cities. The purpose of all principal arterials is to accommodate continuous, high volumes of traffic that connect major traffic generators within and outside of the city. Principal arterials are typically designed with five travel lanes, accommodate major access points, and have a minimal number of signalized intersections.

Minor Arterials

Minor arterials carry less traffic than principal arterials. Their main functions are to collect traffic from collectors and local streets, and to provide movement to the principal arterials. Typically, minor arterials have four travel lanes with speeds ranging from 30 to 35 miles per hour.

Residential Collectors

Residential collector streets collect and distribute traffic between local neighborhood streets and minor arterials. Their main purpose is to provide direct access to residential neighborhoods. It is common for residential collectors to have two lanes and low travel speeds.

Commercial Collectors

Commercial collectors provide direct access to commercial developments from local streets. They generally carry low-speed traffic on two travel lanes.

Local Streets

The most extensive part of the roadway system is made up of local streets. These streets provide direct access to residential land uses, and primarily serve passenger cars, bicyclists, and pedestrians. Local streets are typically short in length, and have low traffic volumes and slow travel speeds.

The following outline classifies the existing and future roadways in Lakeway in accordance to this functional classification system:

Principal Arterial

- RR 620

Minor Arterials

- Lakeway Boulevard
- Lohman's Crossing Road
- SH 71 Access Corridors (future)

Residential Collectors

- Hurst Creek Road
- Sailmaster
- Challenger
- Duck Lake Drive
- Gebron Drive

- Debba Drive
- Flint Rock Road (future)
- Serene Hills Drive (future)
- Lohman's Spur

Commercial Collectors

- Lakeway Drive
- Stewart Road
- Clara Van
- Lake Estates Drive (future)

Local Streets

- All other streets in Lakeway are considered local streets

Access Management

Principal arterials such as RR 620 are designed to accommodate continuous, high volumes of traffic, and have a minimum number of access points. However, as development continues along RR 620, an increasing number of individual business curb cuts will line the roadway. This situation will inhibit the efficient movement of traffic, and will result in congestion and unsafe traffic conditions. To prevent this situation, it is recommended that Lakeway work with the Texas Department of Transportation (TxDOT) and Travis County in establishing an access management policy. This access management policy should focus on the following:

- Establish minimum separation distances between driveways
- Require shared access for new developments
- Restrict the number of driveways on existing and future land parcels
- Relate driveway design to roadway travel speeds and traffic volumes

The proper implementation of this access management policy will ensure efficient, high-speed movement of vehicles, while preserving the safety and character of the RR 620 corridor.

It is recommended that Lakeway work with the Texas Department of Transportation (TxDOT) and Travis County in establishing an access management policy.

GOAL 3: CONTINUE TO EXPAND NON-MOTORIZED TRANSPORTATION OPPORTUNITIES.

Objectives:

- Build a city-wide network of interconnected sidewalks, trails, and recreational lanes.
- Provide safe non-motorized access to schools, shopping centers, parks and recreation facilities.
- Require new residential subdivisions to be built with sidewalks and connect with existing sidewalks where possible.

Non-motorized Transportation

A non-motorized transportation component is a significant part of the future transportation system in Lakeway. According to the 2000 U.S. Census, Lakeway has grown to a city of over 8,000 individuals. Within the City's population, 26.4 % are ages 19 and under, 52.1% are ages 20-59 years, and 21.5% are ages 60 and over. With this growth, especially at the school-age children level, it is increasingly important to provide facilities that create a safe and convenient environment for bicyclists and pedestrians. This non-motorized transportation environment creates a more livable community by allowing citizens safe access to schools, recreation facilities, neighborhood stores, and parks while reducing the amount of short automobile trips (less than one mile) and cutting the number of fossil fuel emissions. The focus of this section of the plan encourages the continued development of non-motorized transportation facilities for transportation and recreational purposes.

In order to provide an efficient system for pedestrians and bicyclists, Lakeway should establish an interconnected citywide network of these facilities. The continued development of this network would include a system of new sidewalks and paths that connect to the existing sidewalks, paths and recreation lanes. Linking residential land uses with recreational, educational, and commercial areas is a top priority when developing this network. To ensure continuity between existing and future development, Lakeway should require all new

development and capital improvement projects to provide sidewalks where appropriate. The provision of bicycle parking facilities should also be addressed in developmental regulations. Proper design standards are an important element to an efficient network of recreation lanes. Design features for the recreation lanes should conform to standards set forth by the American Association of State Highway and Transportation Officials (AASHTO) and the Institute of Transportation Engineers (ITE). The AASHTO publication, *Guide for the Development of Bicycle Facilities 2*, and the ITE publication, *Review of Planning Guidelines and Design Standards for Bicycle Facilities 3*, include specifications for on-road bicycle facility planning, design, and maintenance.

Pedestrian Circulation

Lakeway should create a continuous network of sidewalks by encouraging the development of sidewalks within portions of the existing street system and along all new roadway improvements. Sidewalks that link neighborhoods to activity centers such as schools, shopping centers, and parks will promote pedestrian traffic within the City, and are a top priority in the planning of this network. The ability to develop such a network may be difficult, however, because most streets within the City currently lack sidewalk facilities. These large gaps in the sidewalk system are significant barriers to pedestrian-oriented travel. Lakeway can prevent future unfriendly pedestrian environments by continuing to require all new development and capital improvement projects to construct sidewalks and pedestrian-oriented amenities. All new pedestrian improvements in Lakeway need to be designed according to proper design specifications, such as those specified by the Americans with Disabilities Act (ADA). These specifications require all public and private developments to provide access to those people with limited mobility. Pedestrian crosswalks at intersections should include curb cuts with sloped access to streets and at grade crossings.

Recommended Non-Motorized Transportation System

The recommended plan is shown on Map 4.2. The following improvements and additions to the existing network will help establish a community-wide system of

recreation lanes, sidewalks and paths that connect residential areas with recreational, educational, and commercial areas.

Recommended Improvements (sidewalks unless otherwise noted):

- Lakeway Dr. from Lakeway Blvd. to existing sidewalk at Cross Creek
- Lakeway Blvd. from Lakeway Dr. to Lohman's Crossing Rd.
- Lakeway Blvd. from Lohman's Crossing Rd. to Golf Crest Ln.
(sidewalk or path).
- Flamingo Blvd. from Lakeway Blvd. to Dragon and east to Lakeway Dr.
with optional segment to Dragon Park via Dasher and Eagle.
- Lohman's Crossing Rd. from Lakeway Blvd. to Hurst Creek Rd.
(separate from existing recreation lane).
- Morning Cloud from Hurst Creek Rd. to Challenger
- Challenger from Hurst Creek Rd. to Morning Cloud
- Connection of recreation lanes on Duck Lake Dr.
- The City should develop this system with participation from neighborhood groups and City planning staff in order to determine the exact configuration of the network, design specifications for each segment, and implementation priorities. To ensure continuity between existing and future development, Lakeway should require all new development and capital improvement projects to provide sidewalks where appropriate.

Air Transportation

Air transportation in Lakeway is served through the Lakeway Airpark. The Airpark is a privately owned public use airfield, accommodating propeller and small jet aircraft during daylight hours. It is primarily used by residents and non-residents for commuting and recreational purposes. For commercial passenger needs, service is provided in nearby Austin.

The Airpark currently prohibits commercial passenger service, and has taken measures that will keep capacity down to an acceptable level. Due to its location in the heart of Lakeway, these measures should help to preserve the character and quality of life of the neighborhoods that surround the Airpark.

Transit Service

Although currently not needed, Lakeway should periodically evaluate the need for a community shuttle program that could provide fixed route access to various locations within the City, such as the Activity Center, City Hall, Lakeway Inn, the RR 620 commercial corridor, the Yaupon and Live Oak golf courses, and City Parks.

References

- 1 Stover, Vergil G. and Frank J. Koepke. *Transportation and Land Development*. Institute of Transportation Engineers. Prentice Hall, Englewood Cliffs: New Jersey, 1988.
- 2 American Association of State Highway and Transportation Officials. *Guide for the Development of Bicycle Facilities*. Washington D.C.: American Association of State Highway and Transportation Officials. 1991.
- 3 Institute of Transportation Engineers. *Review of Planning Guidelines and Design Standards for Bicycle Facilities*. Washington D.C.: Institute of Transportation Engineers. 1997.

Section

5

URBAN INFRASTRUCTURE

Lakeway's urban infrastructure system is unique in the sense that the City does not provide water, wastewater, or electric services. Instead, Lakeway has established primary relationships with the water and wastewater service providers, private waste collectors, and electric service providers to meet the urban infrastructure needs. Because of these relationships, it is the intent of this plan to ensure that these services will continue to meet the needs of Lakeway.

Water Services

GOAL 1: MAINTAIN A QUALITY RELATIONSHIP WITH THE MUNICIPAL UTILITY AND WATER CONTROL IMPROVEMENT DISTRICTS THAT PROVIDE WATER SERVICE TO THE CITY OF LAKEWAY IN ORDER TO ENSURE CONSISTENT, EXCELLENT SERVICE.

Currently, the City of Lakeway does not provide water utilities to its citizens. Water utility services are provided to the residences and businesses of Lakeway by the Lakeway Municipal Utility District, the Travis County Water Control and Improvement District #17, and the Hurst Creek Municipal Utility District. Future development in the southwestern portions of Lakeway's ETJ will incorporate the development of three new water districts: Travis County MUD #s 11, 12 and 13. In order to ensure superior water utility service in Lakeway, the City should facilitate and maintain quality relationships with all of these water utility service providers.

Sanitary Sewer Service

GOAL 2: *MAINTAIN A QUALITY RELATIONSHIP WITH THE MUNICIPAL UTILITY AND WATER CONTROL IMPROVEMENT DISTRICTS THAT PROVIDE SANITARY SEWER SERVICE TO THE CITY OF LAKEWAY IN ORDER TO ENSURE CONSISTENT, EXCELLENT SERVICE.*

The City currently does not provide sanitary sewer services. These services are instead provided by the Lakeway Municipal Utility District, the Hurst Creek Municipal Utility District, and the Water Control and Improvement District #17. As with water services, future development in the southwestern portions of Lakeway’s ETJ will incorporate the development of three new utility districts: Travis County MUD #s 11, 12 and 13. In order to ensure superior sanitary sewer service in Lakeway, the City should facilitate and maintain quality relationships with all of these sanitary sewer service providers.

Approximately one-half of Lakeway residents currently rely on septic systems for sanitary waste removal. Due to environmental issues regarding soil conditions and the proximity of Lake Travis, septic systems in these regions may pose future health, safety, and welfare concerns. (Refer to Section 2, Environmental Considerations, for further detail). In the event that negative environmental issues arise, the City should proactively assist the residents in the development of a plausible solution.

Approximately one-half of Lakeway residents currently rely on septic systems for sanitary waste removal.

GOAL 3: *PLAY A LEADERSHIP ROLE IN PROVIDING ASSISTANCE TO AFFECTED RESIDENTS, SHOULD THEY DECIDE TO PURSUE INSTALLATION OF SANITARY SEWERS IN THEIR AREAS OF LAKEWAY, AND TAKE A PROACTIVE ROLE SHOULD ENVIRONMENTAL ISSUES ARISE REGARDING LAKE TRAVIS THAT COULD HARM PROPERTY VALUES.*

GOAL 4: ENSURE THE PROVISION OF ADEQUATE SOLID WASTE COLLECTION AND RECYCLING SERVICE TO RESIDENTS.

Objectives:

- Monitor waste collection techniques in order to ensure safe and effective operations.
- Continue to utilize and conduct public awareness programs of local recycling efforts.
- Continue to promote and implement the Lakeway Spring Clean-up Program.
- Continue to promote and participate in all area Household Hazardous Waste collection events.

GOAL 5: ENSURE ACCURATE BILLING PROCEDURES ARE IN PLACE.

Objectives:

- Conduct regular route audits.
- Install customer-friendly payment options to promote prompt remittance.

The City of Lakeway currently provides solid waste collection services to the residences of Lakeway through a contract with IESI TX Corp. In order to ensure superior solid waste collection service in Lakeway, the City should maintain and develop quality relationships with IESI TX Corp. and other service providers as required. The City should monitor collection techniques and guarantee safe and effective collection operations. Additionally, Lakeway should endeavor to maintain public awareness of local recycling programs, including the annual pickup of Christmas trees and the monthly brush recycling service implemented in spring 2003. Lakeway should continue to support the annual Lakeway Spring Clean-up Program and continue to promote and participate in all area Hazardous Waste collection events.

Lakeway should endeavor to maintain public awareness of local recycling programs, including the annual pickup of Christmas trees and the monthly brush recycling service implemented in Spring 2003.

The City of Lakeway currently handles solid waste/recycling billing in-house. Routes audits should be conducted on a regular basis to ensure that all residents who are receiving service are being billed and are making timely payments. Customer-friendly payment options – such as the ability to make payments via credit card or electronically on-line – should be researched and implemented if cost effective. Consideration should be given to offering new on-line service enrollment.

Electric Utilities

GOAL 6: *MAINTAIN A QUALITY RELATIONSHIP WITH THE PEDERNALES ELECTRIC COOPERATIVE AND AUSTIN ENERGY IN ORDER TO ENSURE CONSISTENT, EXCELLENT SERVICE.*

The City of Lakeway does not provide electric utilities to its residents. Instead, these services are provided to residences and businesses by the City of Austin Electric Utility and the Pedernales Electric Cooperative. To ensure superior electric utility service in Lakeway, the City should facilitate and maintain quality relationships with both of these electric service providers.

Stormwater Management

GOAL 7: *MAINTAIN AND CONTINUE TO UPGRADE LAKEWAY'S STORMWATER DRAINAGE SYSTEM WHILE RESPONDING TO PROBLEM AREAS CREATED BY RAINFALL EVENTS.*

GOAL 8: *ENSURE THE PROVISION OF ADEQUATE STORMWATER DRAINAGE SYSTEMS IN NEWLY DEVELOPED AREAS.*

GOAL 9: *MONITOR THE IMPACT OF NEW DEVELOPMENT ON EXISTING STORMWATER SYSTEMS AND REACT TO EMERGING PROBLEMS WITH ENGINEERING STUDIES LEADING TO FISCALLY RESPONSIBLE SOLUTIONS.*

Due to periodic heavy rainfall in the area, an efficient stormwater drainage system is an important component of Lakeway's infrastructure. Lakeway should continue to maintain and upgrade the stormwater channels and street-side drainage systems in the existing portions of the City.

The impact of new development on the stormwater drainage of existing neighborhoods should be closely monitored. Where additional development is occurring, the City should continue to ensure the provision of an adequate stormwater drainage system, as required by the Development Ordinance.

Section

6

COMMUNITY FACILITIES AND PROGRAMS

Lakeway has had tremendous success in its development of community facilities and programs. The civic pride, concern, and support exhibited by the citizens of Lakeway ensure the achievement of a high quality of life in the City. The municipal government and the members of the community must continue to work together to preserve this quality of life by maintaining a strong commitment to the provision of excellent community facilities and park and recreation services. The following section identifies comprehensive steps the City should employ, with the intent to ensure its future success.

City Government

GOAL 1: TAKE ACTION TO PROVIDE A MORE CENTRALIZED AND FUNCTIONAL MUNICIPAL GOVERNMENT CENTER.

Objective:

- Develop and implement a municipal facilities acquisition/upgrade plan to meet current and long-range space requirements.

GOAL 2: ENSURE QUALITY CITY SERVICES FOR THE COMMUNITY OF LAKEWAY.

Objectives:

- Develop and implement a continuing education program for all City staff members encompassing all areas of municipal management and services as they apply to the City of Lakeway.
- Monitor citizen feedback through various mechanisms such as surveys, town hall meetings and comments made to Staff or Council.

GOAL 3: *MAINTAIN, UPGRADE AND IMPLEMENT, WHEN APPROPRIATE, THE CURRENT DETAILED COMMUNITY EMERGENCY ACTION PLAN.*

GOAL 4: *RE-ENERGIZE THE CITY'S OUTREACH TO ENCOURAGE RESIDENTS TO SERVE IN THE MANY IMPORTANT VOLUNTEER POSITIONS WITHIN MUNICIPAL GOVERNMENT.*

Objectives:

- Make use of City sponsored events and local civic organizations to encourage volunteerism.
- Develop, circulate and maintain questionnaires which indicate residents' backgrounds and interests in volunteering for the City.

The City of Lakeway continues to grow, thus making it necessary for the community to evaluate current and future municipal government facility needs. As a high priority, it is imperative that the City develop and execute a capital improvement plan designed to meet current and future facility requirements. This plan should specifically address necessary facility, staffing, and equipment upgrades for all municipal functions. It should also identify locations for any additional municipal facilities.



Lakeway City Hall

City Hall is the symbol of municipal government in Lakeway, and should remain either at its current site or at another central location. In order to accommodate the space requirements of the City departments, a comprehensive facilities plan is needed. Relocation of the Lakeway Police and Public Works Department to new facilities may be necessary. Suitable locations should be determined should the City decide to relocate these services.

Lakeway should consider implementing a continuing education program for City staff and leadership to promote continued government

The City should develop and maintain a plan designed to meet current and future facility requirements.

excellence. The program should be designed to encompass all areas of municipal management and services as they apply to the City of Lakeway. A budgeting mechanism should also be included to encourage Lakeway civic leaders and City staff members to attend various planning and public management conferences throughout the state and nation. The overall objective is to ensure that quality City services will continue to be provided for the Lakeway community.

Public Safety

Police Protection

GOAL 5: *CONTINUE TO PROVIDE EXCELLENT POLICE PROTECTION, ENHANCING THE QUALITY OF LIFE THROUGH THE PRESERVATION OF PEACE AND SAFETY IN LAKEWAY.*

Objectives:

- Continue to support the 911 system.
- Continue to provide “close patrol” services in order to enhance and ensure safety and security.
- Examine current staffing requirements in relation to the state standard number of police officers per capita, and make staffing adjustments as required.
- Examine the current and future police facility and equipment requirements. Develop and implement a plan to accommodate the required facilities and upgrades.
- Educate citizens by providing crime prevention and awareness programs.
- Develop and implement a plan to improve relations with area teenagers.
- Provide continuing education for members of the Lakeway police force in order to ensure that they are trained to deal with a variety of crime-related situations.

- Develop, implement, and update five-year police protection service plans for the community.

Future growth in Lakeway will facilitate a need for additional police services. The City should periodically review its law enforcement personnel to ensure that state standards for number of police officers per capita are met. Along with the examination of staffing requirements, the City should develop a capital improvement plan that will provide for upgrades of police facilities, staffing, and equipment.

Because crime prevention is an important issue for the citizens of Lakeway, the City should continue to use and update, as necessary, its five-year police protection services plan for the growing community. This plan should call for continued support for the 911 system, community education programs, and continued education programs for law enforcement personnel. In order to enhance and ensure safety and security, Lakeway should continue to provide “close-patrol” services to residents. The overall objective is to ensure continued excellent police protection, and to enhance the quality of life in the Lakeway community through the preservation of peace and safety.

Fire Protection

GOAL 6: *MAINTAIN A QUALITY RELATIONSHIP WITH TRAVIS COUNTY EMERGENCY SERVICES DISTRICT #6 IN ORDER TO ENSURE EXCELLENT FIRE PROTECTION, FIRE PREVENTION, AND EMERGENCY MEDICAL SERVICES.*

Objectives:

- Continue to support the 911 system.
- Encourage the teaching of first aid and fire prevention programs in the Lake Travis Independent School District.

The City of Lakeway does not provide its own fire protection services. To maintain high standards of fire protection in the City, Lakeway should review and continue to use the International Fire Code for all existing structures and future developments. The City should also consider working with the Lake Travis Independent School District to encourage the implementation of first aid and fire prevention programs through Emergency Services District #6. In addition, Lakeway should endeavor to maintain a quality relationship with the Travis County Emergency Services District #6. It should also provide continued support for the existing 911 system to ensure excellent fire prevention, fire protection, and emergency medical services in the community.

Lakeway should review and continue to use the Uniform Fire Code for all existing structures and future developments.

Education

GOAL 7: DEVELOP AND MAINTAIN A QUALITY RELATIONSHIP WITH THE LAKE TRAVIS INDEPENDENT SCHOOL DISTRICT.

Objectives:

- Continue support for the Community Education Program.
- Continue support for the Community Library.
- Identify means of improving the availability of library resources to Lakeway residents.
- Continue support for the School Resource Officer Program.
- Encourage Lake Travis Independent School District swim team use of the City's swim center.
- Look for opportunities to share facilities in order to enhance local area community events.
- Initiate public awareness programs concerning the educational resources and programs available in Lakeway.
- Ensure traffic concerns are addressed during plan reviews for all new school projects.

The Lake Travis Independent School District is the primary educational resource supporting the Lakeway community. It is imperative that the

City develop and maintain the highest quality relationship possible with the school district. This can be achieved partly through the continued support for the Community Education Program, the Community Library, and the participation of volunteers from the Lakeway community. The City should also continue support for the School Resource Officer Program. In addition, the City should encourage the District's swim team's use of the new Swim Center and look for other opportunities to share facilities to enhance local area community events. Finally, the City should endeavor to provide educational opportunities for all segments of the Lakeway population by initiating public awareness programs about the educational resources and services available.

A past survey of the Lakeway community indicated substantial support for the development of a Lakeway Community Library/Learning Center that is separate from the library facility located at the Lake Travis High School. The City should determine citizen interest in a municipal library and develop a project, if so desired.

Health Services

GOAL 8: *SUPPORT QUALITY HEALTH SERVICES FOR THE CITIZENS OF LAKEWAY.*

Objectives:

- Encourage provision of a 24-hour medical service facility in Lakeway.
- Encourage provision of a full service hospital in or near Lakeway.
- In order to provide a greater variety of medical specialties, whenever possible, encourage doctors and clinics to relocate to Lakeway.
- Conduct annual Health Fairs, to disseminate useful health information and to provide low costs medical checks or tests from medical professionals.

Lakeway should address specific health needs of citizens in the community. The City is an avid supporter of the existing quality health services. However, with the exception of the emergency medical services provided by the Travis County Emergency Services District #6, there are no 24-hour medical services or facilities in Lakeway.

Starflight emergency helicopter services are available from Austin 24-hours a day. There are seven hospitals within a 25-mile radius of Lakeway. Depending upon traffic, individual travel time to any of these facilities from Lakeway ranges from approximately 20 minutes to 60 minutes. Access to existing full service medical facilities is adequate, but a lack of local 24-hour medical services and facilities could become problematic in the future. The City should actively encourage and support any plans that would fulfill this health services need in Lakeway.

The City should continue to conduct annual health fairs to disseminate useful health information and to provide low cost medical checks or tests from medical professionals.

Parks and Recreation

GOAL 9: *MAINTAIN AND UPGRADE THE QUALITY OF EXISTING PARKS AND GREENBELTS FOR THE ENJOYMENT OF LAKEWAY CITIZENS.*

Objectives:

- Develop and annually update a plan for park beautification/improvements, new or improved walkways, and installation of trail markers and signage to identify trees and plants.
- Develop and maintain one and three year plans for addition, replacement or improvement of equipment such as lighting, trash receptacles, restroom facilities, benches, exercise and playground equipment for parks and sports venues.

- Assist Friends of the Parks, the Lakeway Garden Club and similar volunteer organizations in their efforts to maintain and improve City parklands consistent with Parks and Recreation guidelines and goals.

GOAL 10: *PROVIDE QUALITY INDOOR AND OUTDOOR RECREATIONAL OPPORTUNITIES.*

Objectives:

- Promote indoor and outdoor recreational programs which utilize the City's existing recreational facilities including the Activity Center, City parks and greenbelts and Swim Center.
- Support the full development and utilization of the Lakeway Swim Center by:
 1. Working with the Swim Center staff to ensure that a variety of aquatic programs are offered; such as swim lessons, swim leagues and aquatic fitness classes.
 2. Working with the Swim Center staff to develop annual publicity plans to promote the programs and schedule of events at the Swim Center.
 3. Providing for the addition of additional facilities such as a shade arbor, picnic pavilion and playscape at the Swim Center Park.
- Support the Staff and Advisory Committee of the Activity Center in order to maximize the quantity and quality of programs offered to the community.
- Explore citizen interest in a municipal library and pursue implementation as appropriate.
- Ensure any municipal facilities expansion program provides sufficient administrative offices for the Parks and Recreational Director and projected staff.
- Encourage collaboration between recreation and health services providers to enhance the quality of life of residents through sponsorship of programs focusing on healthful lifestyles, exercise and mental and physical well being.

- Support multigenerational programs and activities that promote relationships between youth, adults and elderly citizens and which emphasize recreational, physical, artistic and cultural activities.
- Develop and implement programs involving youth and adult sports activities.
- Support the annual Parks Day, Wilderness Run and similar programs sponsored by Friends of the Parks.
- Develop programs that facilitate volunteer and service opportunities for young people and retired adults or those seeking part-time work/service opportunities.
- Facilitate ease of access to community activity areas including parks, greenbelts, the Activity Center and the Swim Center.

GOAL 11: *ENSURE THAT ALL LAKEWAY PARKS AND RECREATIONAL FACILITIES AND ACTIVITIES GIVE FULL CONSIDERATION TO SAFETY AND SECURITY.*

GOAL 12: *WORK WITH LAKEWAY CITY PLANNERS TO ENSURE THAT LAND AVAILABLE FOR FUTURE PARKS AND GREENBELTS IS DEVELOPED ON A TIMELY BASIS, CONSISTENT WITH AVAILABLE RESOURCES, COMMUNITY NEEDS, AND TOPOGRAPHICAL LIMITATIONS.*

Parks and Greenbelts

One of the City's main attractions is the abundance of land optimally suited for parks, recreation, and open space (see Map 6-1). As noted in Section 3, Future Land Use, Lakeway currently has 224 acres of existing parkland and open space. The National Recreation and Park Association (NRPA) recommends an allocation of 6.25 to 10.5 acres of park

land/open space per 1000 persons. Lakeway's parkland allocation currently exceeds the NRPA standard, at approximately 25 acres per 1000 residents. Realistically, the population of the City could grow to approximately 36,000 residents before existing parks and open space acreage falls below the NRPA standard. However, Lakeway is very proud of its excellent parks and open space system, and is highly encouraged to continue the development of this program.

According to the NRPA, quality of life is dependent upon an ecologically sustainable and aesthetically pleasing physical environment. In order to enhance Lakeway's park and recreation system, the City should develop and implement a five-year plan designed to improve its existing parks and provide connectivity between these parks, the greenbelts, and any future park development. The plan should continue to incorporate provisions requiring land developers to participate in future parkland development/reclamation programs. To provide land or funds for future park and recreation land use, the City should also consider implementing a municipal land-banking program that will allow for one of two primary means of allocation of land for parks:

1. The initiation of land purchases conducive to park or greenbelt development described in the five-year park improvement plan.
2. The initiation of a private land donation or the creation of a municipal escrow fund for monetary donations.

(Refer to Section 3, Future Land Use, for further detail).

Park and Greenbelt Maintenance

The NRPA recommends that park sites should represent exemplary stewardship, i.e. they have the ability to inform and encourage visitors to act responsibly towards environmental maintenance and reform. Lakeway has a sincere dedication to the maintenance of the City's parks

and open space system. As such, the City should encourage uniform sign usage, and develop a system for the incremental installation of park facilities, equipment, and amenities such as lighting, vegetation, trash receptacles, irrigation systems, benches, and exercise fitness stations. Additionally, the City should consider the following policies promoted by the NRPA to maintain Lakeway's parks and recreation program:

- Advocate public policies and management practices that will ensure long term sustainable recreational use and environmental integrity.
- Establish cooperative relationships with public agencies and other private organizations having mutual interests in improving the physical integrity of park and recreation resources.
- Promote park and recreation systems as a means to maintain and improve the quality of the environment, including biodiversity.
- Promote public recreation uses that sustain the physical environment and minimize human impact on natural resources, specifically, Lakeway's greenbelt system.

Recreation Programs

In order to enhance the use of the existing and future recreational facilities in Lakeway, the City should develop a greater variety of indoor and outdoor recreation programs. These programs should utilize the City's excellent recreation facilities, including the Activity Center and the Swim Center which will open in 2003. To achieve quality recreation programs for young people and adults, the municipal government should develop a detailed plan that addresses both indoor and outdoor recreational needs. The recreation programs should be developed in accordance with the guidelines established by the National Recreation and Park Association (NRPA).

The City should develop a greater variety of indoor and outdoor recreation programs.

The NRPA reports that less than one-third of elementary school-aged children participate in some form of physical exercise during the day, and up to 40% of children ages five to eight exhibit at least one heart

disease risk factor. Based on this information, the NRPA recommends the development of recreation systems that can offer multi-dimensional and community oriented approaches designed to reach youths, and can provide early, pro-active recreation in a non-coercive environment. An additional benefit of providing recreation programs for Lakeway's youth is to build and reinforce leadership, self-respect, and community involvement, while discouraging delinquency, substance abuse, and other dangerous behavior. To ensure success, NRPA encourages the pursuit of collaboration between public agencies and private entities to promote public park and recreation programs as an integral part of child and youth development. The City should pursue such relationships with regional and/or national youth recreation programs in full support of this goal.

In addition to the development of youth programs, the NRPA advocates the development of recreational programs for adults. The NRPA notes that high quality, accessible recreation programs can help alleviate many physical and emotional stresses, while contributing dramatically to the quality of life of adults in the community. The implementation of recreation and senior services/programs will help meet various needs and interests of the adult and elderly populations in the City. A community adult recreation program in Lakeway should attempt to achieve the following objectives provided by the NRPA:

- Encourage collaboration between recreation and health services providers to maximize the quality of life for Lakeway residents.
- Support multigenerational programs and activities that will promote meaningful, continuous relationships between the youth, adults, and elderly citizens of Lakeway.
- Emphasize the importance of recreation, physical activity, and artistic/cultural activities, and promote healthy lifestyles for the citizens of Lakeway.
- Support policies and programs facilitating volunteer and service opportunities for Lakeway adults, including full-time, part-time and periodic work opportunities.

Lakeway should also consider developing and implementing the following:

- Community day camp programs
- Sports leagues

Section

7

HISTORICAL ELEMENTS

Historical and cultural resources contribute significantly to a community's character and spirit. Although Lakeway is a relatively young community, it lies within a region that is rich in culture and history. The preservation, protection, and promotion of the City's history is important in educating current and future generations on the heritage and culture of our community. This section discusses the preservation and protection of Lakeway's history.

Lakeway Historical Society - The Past

As a relatively young community, Lakeway has few historical structures. However, residents of the community took a strong initiative, through the Lakeway Historical Society (LHS), to preserve and promote the history and historical sites of Lakeway. LHS collected, documented, and catalogued numerous documents, photographs and memorabilia relevant to the history of Lakeway. The Lakeway Historical Society also helped promote the City's history through the creation of 18 local historical markers donated by Lakeway citizens at significant sites throughout Lakeway. The LHS also sponsored, designed and caused to be constructed the "Spirit of Freedom" Monument in recognition of citizens who participated in World War II, the Korean, and Vietnam Wars.

Heritage Commission Established in 2002

In order to assure that the preservation efforts of the Lakeway Historical Society, Inc. are vigorously perpetuated, the City of Lakeway Heritage Commission was created in 2002. Property (2.01 acres) and funds accumulated by the Lakeway Historical Society were turned over to the City. The property, home of the Spirit of Freedom Monument, was named Heritage Park by the City of Lakeway. The funds (\$120,000) were placed in a special account to be used only to partially fund a new Heritage Center specially designed to preserve and protect documents, photographs, historical research and display historical elements from time to time.

GOAL 1: *PRESERVE AND PROTECT HISTORICAL DOCUMENTS, PHOTOGRAPHS AND MEMORABILIA THAT CHRONICLE LAKEWAY HISTORY.*

Objectives:

- Encourage and support the development of a new Heritage Center in Heritage Park.
- Support employment of a part-time archivist to keep files up to date.
- Promote understanding of and appreciation for Lakeway history.

GOAL 2: *MAINTAIN AND SAFEGUARD THE SPIRIT OF FREEDOM MONUMENT AND ADD ADDITIONAL WALLS TO IT AS NEEDED.*

GOAL 3: *SPONSOR THE VETERANS DAY CELEBRATION AND THE QUARTER CENTURY CLUB ANNUAL EVENTS.*

Future Direction

Heritage Park

In the year 2000, the land known now as Heritage Park was deeded from the Lakeway Historical Society, Inc., to the City of Lakeway with the provision that the land “may only be used, developed or improved to:

1. Further the collection, preservation, storage, and display of Lakeway historical items;
2. Be a repository for official and historical records regarding the geographical area of Lakeway;
3. Develop a pride in Lakeway’s heritage, growth, and development;
4. Educate youth and adults about Lakeway’s historical significance;
5. Promote Lakeway’s historical sites and legends; and
6. Reasonably further the purposes set forth in items 1 through 5 listed above.”

New Heritage Center

The Historical Society accumulated approximately \$120,000 toward the construction of a new Heritage Center. These funds are set aside to be used as part of the total cost of constructing a new Heritage Center in Heritage Park. The temperature and humidity controlled environment inherent in this new facility is a critical element in preserving Lakeway historical documents and pictures.

The center would be used to preserve and promote Lakeway’s past, and would be accessible to all Lakeway residents. It would include archival storage, display areas, and a meeting or lecture room. Documents, books, information on historical markers, and pictures relating to Lakeway and its history would all be documented and catalogued within the facility.

“Spirit of Freedom” Memorial

Weather and other natural elements require that the Monument and grounds be maintained. The City of Lakeway Parks and Recreation Department is responsible for seeing that required maintenance is performed as needed.



The Spirit of Freedom Monument honors Lakeway citizens who have defended our Nation. It may be appropriate, within the timeframe of this Comprehensive Plan, to add a new wall or walls in order to continue to fulfill the Monument’s intended purpose.

This priceless Monument in Heritage Park is in an “exposed” setting, and therefore very vulnerable to vandalism. A new Heritage Center or combined facility in Heritage Park, by virtue of the increased lighting and people-presence, would reduce exposure to vandalism.

Preservation Activities

The archival process should continue in an orderly manner, making sure that all documents and pictures are collected, catalogued, and filed in an orderly manner. From time to time this activity requires professional help and the facilities to accommodate such assistance.

Archived documents and pictures are currently at risk, both in terms of physical protection and environmental degradation. Preservation of our Lakeway history is dependent on a new Heritage Center, otherwise all historical documents must be moved to some other temperature and humidity controlled storage facility.

Section

8

**CULTURAL AND ARTISTIC
ENRICHMENT**

The visual and performing arts are an important aspect of the cultural enrichment and the quality of life in any community. In Lakeway, the naturally beautiful surroundings lend themselves to a creative atmosphere that would be perfect for hosting such events as arts, drama, and music festivals. Art is viewed in our community not as peripheral to civic activity, but as an evolving stimulant to our creative and economic potential. This section discusses the development of cultural and artistic programs in Lakeway.

GOAL: *ENCOURAGE, DEVELOP, AND PROMOTE THE PRESENTATION, PERFORMANCE, CREATION, AND EXHIBITION OF THE VISUAL AND PERFORMING ARTS.*

Objectives: Visual Arts

- Produce, or encourage and assist other organizations to produce, public displays of paintings, sculptures, ceramics, topiaries, photographs, films, graphics, and other forms of visual arts.
- Produce, or encourage and assist other organizations to produce, arts education programs for citizens of all ages.
- Establish a “Public Art Project” identifying desirable objects and locations for permanent art displays to be purchased with private or corporate donations to the community. Examples: Statuary garden in the Lakeway Blvd. esplanade, graphics for water towers, paintings for public buildings.
- Encourage the establishment of a gallery for permanent and evolving displays of the works of local artists. This could be in the form of a privately funded artist co-op gallery or a private and public funded museum.
- Publicize visual arts activities through various media, including a comprehensive monthly Arts Calendar.

Objectives: Performing Arts

Music

- Produce, or encourage and assist other organizations to produce, public performances that entertain and educate by exposing the community to musical forms not usually found in commercial venues in the community.
- Ensure maintenance of the City's concert piano.
- Encourage and assist the expansion of music education opportunities to serve citizens of all ages.

Drama

- Produce, or encourage and assist other organizations to produce, public performances that entertain and stimulate intellectual consideration of factors affecting our lives.
- Produce, or encourage and assist other organizations to produce, educational programs to improve participation in and appreciation of dramatic arts.

Dance and Other Performing Arts

- Produce, or encourage and assist other organizations to produce, public performances that entertain and educate by exposing the community to dance and other performing arts not usually found in commercial venues in the community.
- Publicize performing arts activities through various media, including a comprehensive monthly Arts Calendar.

Performing Arts Facilities

- Make recommendations to the Parks and Recreation Department regarding performing arts facilities and equipment.

The City can promote the stated objectives by encouraging and producing visual and performing arts programs. The Arts Committee may produce art exhibits,

theatrical events, concerts, arts education programs, and may encourage other groups engaged in such activities. The Council, City Staff and Committees may call upon the Arts Committee for assistance when planning public events, establishing building and zoning requirements, designing or redesigning or redesigning public property, or any other activity involving artistic considerations. Assistance by the Arts Committee may include review and recommendations, referral to performing and visual artists, and coordinated action in implementing plans and events.

The Arts Committee may actively support events such as the Bluebonnet Bash Fine Arts Show produced by the Lake Travis Arts League and/or choose to produce art exhibits and festivals within the community. The Annual Lakeway Photo Fest, began in 2002, is an example of such events. Numerous benefits to the community would be achieved by events that draw favorable attention to the quality of life in Lakeway. This effort may involve the use of fundraisers, advertisements for sponsors, and advertisements for the events.

The Arts Committee may join with other organizations, such as the Parks and Recreation Commission or the Lakeway Heritage Commission in promoting events that artistically celebrate the life in Lakeway. Any City facility, including the Activity Center and the City Park, may be used for Arts Committee events or for those events it supports and sanctions. Consideration should also be given to obtaining permission and using school and commercial facilities for displays and events.

Section

9

URBAN IMAGE

A city's aesthetic appearance influences how it is perceived by both residents and visitors. Lakeway has managed to preserve its natural beauty and small-town character, two characteristics that greatly contribute to the high quality of life enjoyed by the City's residents. The following section discusses the urban image issues of Lakeway that will be important in the future.

GOAL 1: PROVIDE AESTHETICALLY PLEASING GATEWAYS INTO THE COMMUNITY.

Objectives:

- Promote community involvement in creating design options for City gateways.
- Landscape gateways to enhance their aesthetic impact.
- Create a unique identity through gateways and other City monuments.

GOAL 2: MAINTAIN AND IMPROVE THE GENERAL IMAGE OF THE CITY.

Objectives:

- Landscape all major transportation routes throughout the City.
- Control and improve the appearance of utility lines and other infrastructure facilities.

GOAL 3: ENHANCE THE SENSE OF COMMUNITY THROUGH THE USE OF A UNIFORM SIGN DESIGN SYSTEM THAT IS COMPATIBLE WITH EXISTING STANDARDS FOR TRAFFIC CONTROL DEVICES.

Objectives:

- Systematically replace all residential street name signs as they deteriorate with street name signs bearing the City of Lakeway logo and blue color.
- Ensure that newly developed or annexed areas of the City use the standard Lakeway street name signs, logo and color.

GOAL 4: ENHANCE THE SENSE OF COMMUNITY THROUGH THE USE OF DISTINCTIVE ARCHITECTURAL DESIGN IN COMMERCIAL AND PUBLIC PROPERTY.

Objectives:

- Encourage and control when possible, the aesthetic look of commercial and public property to promote the longstanding image of Lakeway as an upscale “Hill Country lake resort” community.
- Encourage intensive landscaping to buffer and enhance the appearance of commercial and public facilities.
- Encourage structures of building materials that are similar and compatible to surrounding establishments in the City and which promote the distinctive Lakeway “Hill Country look”.

Gateways

Gateways are established at the entrance of a community to give visitors and residents a sense of arrival, as well as enhance the area’s unique identity. The *State of the City Report* explained that gateways are an important visual component of a City because they convey a sense of local pride and create a lasting first impression for visitors. Lakeway should establish gateways at all of its entrances, and should recognize that additional gateways may be necessary with future growth.



Lakeway Boulevard and Lohman's Crossing Road are the two main transportation routes into the primary residential areas of the City. A gateway has been established at the intersection of Lakeway Boulevard and RR 620, and it serves as a positive aesthetic statement. However, as shown in the *State of the City Report*, there is a need for a similar gateway along Lohman's Crossing Road.

Lakeway citizens should be involved in the decision-making process of creating gateways. The City might encourage community involvement in this process by hosting a design workshop or a City-wide contest. Requesting citizen participation and approval of the entrances into their community would not only enhance their sense of civic pride, but will also allow them to create their own sense of place.

General Image

Community appearance plays a crucial role in the development of a city by creating and enhancing the perceived overall image of the community. Lakeway should be aware of the importance of aesthetics in shaping visitors' and residents' opinions of the City. Presently, Lakeway remains an aesthetically pleasing residential city. The City has achieved this by enforcing regulations and ordinances that directly relate to Lakeway's visual image. For example, landscaping is encouraged along all major transportation routes and around all major intersections throughout the City. This creates a nice visual image for drivers, bicyclists, and pedestrians in the community. Lakeway should continue this trend, and should make it a consistent element of the City.

Lakeway should be aware of the importance of aesthetics in shaping visitors' and residents' opinions of the City.

Although Lakeway's overall urban image is excellent, the City should consider addressing the issue of overhead utility lines and substations to improve its appearance. As mentioned in the *State of the City Report*, these infrastructure components are clearly visible within the City, and although necessary, create a harsh, cluttered look. Landscaping and vegetation

should continue to be placed around utility substations to soften their appearance and hide them from view.

Numerous cities in Texas are now engaged in the practice of burying utility lines, and Lakeway should consider this option, as well. This approach may be somewhat problematic because the City does not directly provide its citizens with utility services. (Refer to Section 5, Urban Infrastructure, for further detail). Lakeway would most likely have to establish an agreement with the utility service providers in order to have these lines buried, and initial costs may be high. However, these costs would be heavily outweighed by the positive aesthetic benefits the City would gain.

Signage

Signs can visually enhance and positively influence a community's character if they are well designed and carefully located. Lakeway has recognized the potential problems inherent in signage, and has enacted sign ordinances controlling height and landscaping to ensure that signs do not negatively impact the aesthetics of the City. Lakeway should actively enforce such controls, and should maintain its awareness of the number and size of commercial signs allowed. This is particularly important along RR 620, the main commercial area of the City. Lakeway's requirement of landscaping around such commercial signs helps control what otherwise could be an unattractive influence on the City's image.

Street signs located in the various residential areas of Lakeway are not uniformly designed, thus creating a distinction between the old and new areas of the City and a lack of solidarity. Newer residential street signs are enhanced with a Lakeway City symbol. Making this symbol a consistent element of all street signs throughout the City would help create a sense of community pride and cohesion.