Building up South Congress Avenue

New uses proposed for longtime industrial corridor

By Joe Olivieri

Several projects are in the works along South Congress Avenue south of Ben White Boulevard; if completed, they stand to change the corridor from an industrial hub to a more mixed-use area featuring housing and retail options.

TDI Real Estate is building Jefferson South Congress, a 352-unit apartment complex expected to open in late 2015.

6400 South Congress LLC is finishing construction of three buildings for retail and restaurant uses at 6501 S. Congress Ave.

Other residential and commercial ventures are awaiting approval from the city of Austin.

On Oct. 23, Austin City Council will review St. Elmo's Market and Lofts, a more than $100 million project that would include up to 200 condominiums, parking, a food market, music venue and hotel.

Meritage Homes has submitted plans to build Dittmar Condominiums: 50 units at 7400 S. Congress Ave.

Residents to weigh in on $1 billion rail, road bond

By Amy Denney

Austin Mayor Lee Leffingwell has said solving the region’s transportation crisis requires a big solution. On Nov. 4 voters will decide on that big solution: a $1 billion plan for the city’s first urban rail line and other regional road projects.

Proposition 1 asks voters to authorize the city to sell $600 million in bonds to fund a 9.5-mile urban rail line running from East Riverside Drive through the city’s core to The University of Texas and ending at Austin Community College’s Highland campus.

If approved rail would be operational by 2022.

The route is part of the Project Connect regional transportation plan that was the result of the work of the Transit Working Group led by Leffingwell.

“Everybody [who] comes into the core of the city benefits whether or not they ride rail because somebody’s going to be riding rail, and that means fewer cars,” said Martha Smiley, who sat on the Project Connect Central Corridor Advisory Group to assist the mayor with choosing the route.

Starting construction on the urban rail route is contingent upon two factors: the city securing a $600 million match from the Federal Transit Administration for rail and securing $400 million for road projects. The latter would be achieved by the city selling $400 million in nonvoter-approved state highway bonds.

Funding the $1 billion plan would require increasing the city’s debt service property tax rate by 6.25 cents. The resulting increase on a taxpayer’s bill with a $200,000 home value would be $217 annually, according to city analysis.

Southwest Austin coffee options grow

New locally-owned establishments aim to elevate area caffeine scene

By Kelli Weldon

Husband-and-wife team James and Sandy Hughes said opening Sunset Valley coffee shop Stouthaus Coffee Pub was a longtime dream, and there was a need in the neighborhood.

“We were tired of going downtown or on the other side of [Hwy.] 290 to get really great coffee,” Sandy Hughes said.

Soon after its September opening, residents were stopping by the shop for espresso drinks.

Within the past few months several new Southwest Austin establishments have opened, bringing more craft coffee options to a previously limited landscape in terms of swanky spaces and direct-trade espresso drinks, James Hughes said.

Patika Coffee LLC, which has operated a trailer in Central Austin since 2010, opened its first brick-and-mortar location in late September on South Lamar Boulevard. The location has patio space and makes its own baked goods.

Owner Andy Wigginton said new vendors in the area are focusing on high-quality coffee.

“In the industry they are calling it ‘third wave’ places,” he said. “It’s about really paying more attention to the whole process of where your beans are coming from, who is roasting them, are they roasting them well and consistently, and then once they get into the shops’ hands, are they brewing them correctly?”

Radio Coffee & Beer co-owner Jack Wilson said he worked in the industry in Seattle before returning to Austin and opening Radio Coffee on Manchaca Road in June.
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FROM THE EDITOR

Stop me if you’ve heard this one.

Once upon a time, Austin was cool, man. Willie Nelson might play guitar on your front lawn, you could rent a one-bedroom apartment for $11.95 a month and there were only 17 cars in the entire city.

Then, one night in 1992, 500,000 Californians arrived in Central Texas and parked their SUVs on MoPac. Condos and apartments instantly sprung up, evicting beloved businesses and all available vacant lots.

Today 800 new festivals open their tent flaps each weekend, and walking on the sidewalk is only possible north of Olotf Street from 3–4 a.m. on weekdays. It’s not the same, man.

I, for one, never bought into the idea that the best time to be in Austin was just before I got here. In the four years I have been here, I have seen incredible new projects pop up on a monthly basis.

My front-page article in this issue looks at the latest front for redevelopment: the South Congress Avenue corridor south of Ben White Boulevard. Developers are planning projects along the road, upon which Capital Metro has routed one of its new MetroRapid bus lines.

Some local businesses are trying to get ahead of the curve to ensure the future is at least a little weird. By growing up around the new developments, these businesses can tap into a customer base of new Austinites who are searching for Willie and the $11.95 rent. Experts predict Central Texas is going to keep on growing. Let’s make the future into a great story.

Joe Olivieri
EDITOR
jolivieri@impactnews.com
When RECA, the Downtown Austin Alliance, the Chamber of Commerce, CapMetro, David Butts & the Mayor all endorsed the highly deceptive $1 Billion Rail (and Roads?) bonds...

...something began to smell.

Same old story...
Downtown wins. Our neighborhoods get nothing. Again.

And...
The proposed rail system will actually increase congestion.

Worse...
It will be a financial trainwreck for Austin.

Vote **NO**
on City of Austin Prop 1 and avoid a Billion dollar* disaster.

*The Statesman's Ben Wear wrote that it could ultimately cost “well above $6 billion”: It’s a colossal amount of cash for a preposterously stupid idea which does nothing good for the vast majority of Austinites and their neighborhoods. No sensible person, liberal or conservative, would vote for it.
Getting approval for such a clearly bad idea has forced rich downtown business interests to fund a $1 million ad campaign to try and convince voters the train is actually a great idea...They must think we’re really dumb.

Rail needs density.
Buses don’t.
Austin is one of the least dense major cities in the United States.
Go figure.

- **Much higher taxes, an even less affordable Austin.** The Rail bonds will raise property taxes by more than $100 per each $100,000 in valuation. You do the math. Bummer!

- **More congestion, not less.** Ben Wear wrote that rail lines will take away from us miles of automobile lanes and hundreds of parking spaces. Supporters call it a “Transportation” bond, but a lot of the “roadwork” is to accommodate the rail. Not much new pavement in these bonds.

- **Wipes out future AAA bonds.** It will use up all $1 billion of Austin’s AAA (low interest) bond capacity, requiring high interest bonds for new fire stations, parks, libraries, sidewalks or road improvements...an astonishingly dumb move.

- **A trail of false promises.** Despite pie-in-the-sky claims, this money-sucking Rail won’t ease traffic congestion and does nothing good for our city and the vast majority of Austinites.

**Vote NO on City of Austin Prop 1**
Save Austin from the Downtown Money Train.
**Now Open**

1. **Armadillo Mobile Canning** opened in early fall, co-owner Curt Ivy said. Headquartered at 4825 Weidemar Lane, Unit 200, the business serves local breweries, including Twisted X Brewing Co. and Infamous Brewing Co. 512-565-9951. [www.armadillomobilecanning.com](http://www.armadillomobilecanning.com)

2. Strength coach Jon Chacon opened **Austin Performance Fitness** at 4315 S. First St., Unit M, on Aug. 18. The gym offers an all-ages strength boot camp as well as one-on-one and small-group personal training. 206-661-4320. [www.atxpf.com](http://www.atxpf.com)


4. **Evans Dermatology Partners** began accepting patients at its second Austin-area office at 3508 S. Lamar Blvd., Ste. 300, on Oct. 15, according to the practice. The skin clinic offers the same medical, cosmetic and pediatric services as its original location at 9701 Brodie Lane, Ste. A-106. 512-280-3939. [www.evans-dermatology.com](http://www.evans-dermatology.com)

5. **Famsa Loans** opened Sept. 4 at 512 Stassney Lane, Ste. 110. The business offers cash loans. 512-407-6140. [http://famsa.us/](http://famsa.us)

6. **Food truck Hummus Cuisine** opened at the Native South Food Park, 10106 Manchaca Road, in September. The truck sells Mediterranean and Lebanese food options. 512-412-1229. [www.facebook.com/pages/hummus-cuisine/716832865030749](http://www.facebook.com/pages/hummus-cuisine/716832865030749)

7. **NurturMe** moved into offices at 3401 S. Lamar Blvd., Ste. 3135, in mid-August. The business sells organic baby food and all-natural toddler snacks online and at retailers throughout the country. 512-326-2223. [www.nurturme.com](http://www.nurturme.com)

8. **NXNW Restaurant and Brewery** held a soft opening for its Parkside Village location at 5701 Slaughter Lane, Bldg. D, on Sept. 25. Menu items include pork chops, crab cakes and chocolate truffles. 512-520-8121. [www.nxnwbrew.com](http://www.nxnwbrew.com)

9. **Patika Coffee** opened a brick-and-mortar location at 2159 S. Lamar Blvd. on Sept. 26, owner Andy Wigginton said. The location serves a variety of espresso drinks and brewed coffee options as well as house-made pastries such as scones and muffins. 512-535-3955. [www.patikacoffee.com](http://www.patikacoffee.com), Twitter: @patikacoffee

10. **Pure Nails** opened Sept. 1 at 3401 S. Lamar Blvd., Ste. 3133. The salon offers nail treatments and special events. 512-383-8357. [www.purenailsaustin.com](http://www.purenailsaustin.com)

11. **Pizza restaurant St. Philip** opened Oct. 2 at 4715 S. Lamar Blvd. in Sunset Valley, according to the company. The business, owned by the team behind Austin restaurants Uchi and Uchiko, sells meatballs, pastries, soft-serve ice cream and sandwiches. 512-358-7445. [www.stpaustin.com](http://www.stpaustin.com)

12. Joseph Butler and Michael Campbell opened **SoCo Homebrew** at 4930 S. Congress Ave., Ste. 307, in mid-August, Butler said. The store sells grain, yeast, hops, supplies and equipment for making beer, wine and kombucha. SoCo

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A Civitas Senior Healthcare Community
Homebrew also carries wine kits and cheese cultures. 512-428-6564. www.socohomebrew.com

13 South 1st Grocery Store opened in August at 7814 S. First St. The convenience store sells snacks and drinks among its offerings.

14 Owners Sandy and James Hughes opened Stouthaus Coffee Pub in mid-September at 4715 S. Lamar Blvd., Ste. 102, in Sunset Valley. The business, which offers catering for weddings and private events, sells espresso-based drinks made with locally roasted, direct-trade coffee beans as well as local and national craft beers. Pastries and tacos from local vendors are also available. 512-721-0030. www.stouthauscoffee.com

15 Toastie’s Sub Shop opened a location at 3419 S. Lamar Blvd. under The 704 Apartments in mid-September. 512-441-8500. www.ilovetoasties.com


Coming Soon

17 A Dunkin Donuts location is expected to open at 401 Slaughter Lane in late January, said Dale Mulvey, one of the partners in the project. www.dunkindonuts.com

18 H-E-B will begin work on a new grocery store at the intersection of I-35 and Slaughter Lane in late 2015 to early 2016, according to the company. www.heb.com

19 Denise Roberts will open furniture and home goods store Love Ding at The Manchac, 10420–10516 Manchaca Road, in late October. The store will sell new furniture and midcentury modern pieces purchased from estate sales. 512-774-7595. www.withlovedfromding.com

20 Michi Ramen will open a new restaurant at 3005 S. Lamar Blvd., Ste. D-114. The traditional Japanese noodle restaurant has no official timeline for opening. When completed, the South Lamar location will be the second area location. www.michiramen.com www.facebook.com/michiramen

21 River Rock Dental Family will open a location at 5115 S. Lamar Blvd., according to the project’s contractor. Construction was slated to start in mid-October and is expected to be completed in about 100 days. 855-512-7625. www.riverrockdentalfamily.com

22 South Congress Plaza’s owners signed three businesses to the new development at 6501 S. Congress Ave, Tribeca Co. President Jon Strelec said, “Billie Jean’s Bar/Restaurant, Sun Loan Co. and Froco Fresh/Frozen will open by spring 2015. 512-657-0717. www.tribecacompany.com

23 The city of Austin has approved a site plan for Zion Rest Missionary Baptist Church to build new facilities across the street from its existing 3326 Paisano Trail location. Church Trustee Chairman Gilson Westbrook said the first phase will be a fellowship hall, followed by a chapel. 512-892-8880. www.zionrestmbc.org

Relocations

24 Dennis Lane’s practice, Lane Chiropractic & Rehabilitation, moved from The Shops at Arbor Trails, 4301 W. William Cannon Dr., to 3401 S. Lamar Blvd., Ste. 3137, on Aug. 16. 512-949-3636. www.lanechiroandrehab.com

25 Star Perfumes will move from South First Street to 730 W. Stassney Lane on Nov. 1. The store will also change its name to 512 Clothing and Perfumes. 512-383-1777. www.512clothandperfumes.com

26 A State Farm Insurance agency moved from South Congress Avenue to 9811 S. 1-35, Ste. 120, in August. 512-851-2539. www.statefarm.com

Expansions

27 Tribe Comics & Games moved from 2919 Manchaca Road, Ste. 102, to 3005 S. Lamar Blvd., Ste. D-113, on Aug. 2. 512-693-4300. www.tribecag.com

School Notes

28 Students at Bowie High School, 4103 W. Slaughter Lane, learned about real-world applications of science, technology, engineering and math careers Sept. 16 as part of Mazda’s Racing Accelerates Creative Education program. www.austinisd.org

29 Reuben’s Wine and Spirits closed at 4358 S. Congress Ave in June. Twin Liquors, which owns Reuben’s, is expanding its nearby 107 W. Stassney Lane location. www.twinliquors.com

Closings

30 Brite Ideas Hydroponics & Organics, located at 4201 S. Congress Ave., Ste. 310, purchased Third Coast Horticulture at 7010 Burnet Road, Ste. A, in July, according to the company. 512-444-2100. www.bhydro.com

31 Wholesale commercial bakery Hearthstone Baking Co. completed work on its kitchen at 4201 S. Congress Ave, Ste. 110, in August, owner Jeff DeSouza said. The bakery, which has been in the works for several years, bakes bread, rolls and buns among its products. 512-539-0509. www.hearthstonebaking.com

32 Strange Brew Austin Coffee will renovate its backyard patio area, double the size of the 5326 Manchaca Road restaurant’s main coffee bar, and add a green room for performers behind the stage at the Strange Brew Lounge Side music venue, South Austin Ventures LLC President Shane Widner said. Widner said the company planned to file permits in October and begin work on the changes by December. 512-828-7636. www.strangebrewaustin.com

33 Barre3 Austin will change its name to 512 Clothing and Perfumes and move in November.

34 From left: Owners Tara Heaver, Kim Miller and Aurora Jones opened Barre3 Austin in October.

35 Star Perfumes will change its name to 512 Clothing and Perfumes and move in November.
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**TRANSPORTATION UPDATES**

Major projects in the area

1. **Turn lanes**
   - The Texas Department of Transportation added dual left-turn lanes in three locations on a 1.1-mile stretch of Hwy. 290. The new lanes are located at the road’s intersections with RM 1826, Convict Hill Road and at the Austin Community College Pinnacle campus. TxDOT also added a center turn lane between RM 1826 and Convict Hill.
   - **Timeline:** May 2013–late September 2014
   - **Cost:** $4.6 million
   - **Funding sources:** City of Austin, TxDOT

2. **Behind schedule: Bicycle/pedestrian bridge on Loop 1**
   - TxDOT will construct a new bicycle and pedestrian bridge on MoPac over Loop 360 from Tuscan Terrace to Barton Creek. The contractor is Austin Filter Systems Inc. The project was slated to begin in December, but according to TxDOT the project has been delayed because of issues with the drill shafts for the project.
   - **Timeline:** Environmental study expected to be completed in 2016
   - **Cost:** TBD
   - **Funding sources:** TBD

3. **Spring Valley Road realignment**
   - Travis County is realigning Spring Valley Road at its intersections with Circle Drive and Hwy. 290. The utility relocation stage is complete, and construction began Sept. 25.
   - **Timeline:** Sept. 2014–spring 2015
   - **Cost:** About $500,000
   - **Funding sources:** Travis County 2011 bond funds

4. **Behind schedule: Davis Lane improvements**
   - The city of Austin is adding a new section of Davis Lane from Corran Ferry Drive to Brodie Lane and realigning Davis and Brodie lanes to ease traffic congestion at the intersection. The city’s contractor is installing the remaining storm drain and will pave the last segment. Traffic controls have shifted to the area just west of the fire station on Davis Lane, and eastbound travel on Deer Lane beginning from Ampezo Trail is detoured through Iriona Bend to Coastal Bend. The project was scheduled to end in October but has been pushed back.
   - **Timeline:** October 2014
   - **Cost:** About $1 million
   - **Funding sources:** Design by Travis County, construction by TxDOT

5. **Oak Hill Parkway**
   - Based on resident feedback, a project team is refining two concepts as part of the ongoing environmental study known as Oak Hill Parkway on potential solutions to bring traffic relief to the intersection of Hwy. 71 and Hwy. 290. The Central Texas Regional Mobility Authority began the Context Sensitive Solutions planning process by hosting a workshop Oct. 9 and an online survey at www.oakhillparkway.com until Oct. 24.
   - **Timeline:** Environmental study expected to be completed in 2016
   - **Cost:** TBD
   - **Funding sources:** TBD

6. **Frate Barker Road widening**
   - The project will widen the road to a four-lane section from east of Brodie Lane to Manchaca Road with a continuous center left-turn lane. The utility relocation stage will be completed in October.
   - **Timeline:** February 2014–late 2015
   - **Cost:** About $7 million for construction
   - **Funding sources:** Travis County, TxDOT

7. **FM 1626 in Travis County**
   - The project will rebuild FM 1626 from Brodie Lane to Manchaca Road, widening it from a two-lane road to a five-lane highway with shoulders, curbs, gutters and sidewalks.
   - **Timeline:** The project is in its design phase, which is about 40 percent complete.
   - **Cost:** $12 million
   - **Funding sources:** Design by Travis County, construction by TxDOT

8. **MoPac environmental study at Slaughter Lane/La Crosse Avenue**
   - An environmental study is underway for possible improvements on MoPac at Slaughter Lane and La Crosse Avenue. For each of the intersections with MoPac, there are three proposed options: one involving building a MoPac overpass over the main road, another involving adding an underpass and one no-build option. The Mobility Authority plans to present an underpass design in which MoPac will go under Slaughter and LaCrosse to the community early next year.
   - **Timeline:** The study began in May 2013 and is anticipated to take two to three years to complete.
   - **Cost:** TBD
   - **Funding sources:** MoPac

Recently completed: Intersection improvements on W. Hwy. 290

- **1** Turn lanes
  - The Texas Department of Transportation added dual left-turn lanes in three locations on a 1.1-mile stretch of Hwy. 290. The new lanes are located at the road’s intersections with RM 1826, Convict Hill Road and at the Austin Community College Pinnacle campus. TxDOT also added a center turn lane between RM 1826 and Convict Hill.
  - **Timeline:** August 2013–November 2014
  - **Cost:** $4.4 million
  - **Funding sources:** City of Austin 2000 transportation mobility improvement bonds and Austin Water Utility.

- **2** Behind schedule: Bicycle/pedestrian bridge on Loop 1
  - TxDOT will construct a new bicycle and pedestrian bridge on MoPac over Loop 360 from Tuscan Terrace to Barton Creek. The contractor is Austin Filter Systems Inc. The project was slated to begin in December, but according to TxDOT the project has been delayed because of issues with the drill shafts for the project.
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  - **Timeline:** October 2014
  - **Cost:** About $1 million
  - **Funding sources:** Design by Travis County, construction by TxDOT

- **5** Oak Hill Parkway
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  - **Timeline:** Environmental study expected to be completed in 2016
  - **Cost:** TBD
  - **Funding sources:** TBD

- **6** Frate Barker Road widening
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  - **Timeline:** February 2014–late 2015
  - **Cost:** About $7 million for construction
  - **Funding sources:** Travis County, TxDOT

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- **8** MoPac environmental study at Slaughter Lane/La Crosse Avenue
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  - **Timeline:** The study began in May 2013 and is anticipated to take two to three years to complete.
  - **Cost:** TBD
  - **Funding sources:** MoPac
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Realty Austin Citywide Open House
Sunday, November 2nd, 2014
Expert: Austin selling fewer homes to first-time buyers, but that may change

By Kelli Weldon
The residential real estate economy was the focus of a presentation Eldon Rude, founder of local market research and consulting firm 360° Real Estate Analytics, gave to members of the Oak Hill Business and Professional Association on Oct. 2.

He explained that although national consumer confidence levels are at their strongest since the recession, Austin is not selling as many homes to first-time homebuyers as it has in past real estate cycles.

“I look out and see the biggest oppor-
tunity in terms of housing being in those [below-$200,000] price points. … Some of the large-level builders are beginning to aggressively move into that space around the country, and I think we will see that more and more in Austin,” he said.

Most of that growth will likely take place away from the city center, he said.

During the past year, the U.S. economy has added about 3 million jobs, with 1 in 8 of those jobs being created in Texas, Rude said.

“We are in an amazing period in Texas in terms of our economy,” he said.

He noted Austin has seen strong popu-
lization growth.

“When those people move here, they’ve got to live somewhere.”

— Eldon Rude, 360° Real Estate Analytics Founder

Residents seek details on city of Austin’s Williamson Creek buyouts

By Kelli Weldon
Some Williamson Creek–area residents west of I-35 may be affected by City Council’s Sept. 9 approval of spending $78 million on home buyouts in flood-prone areas such as near Onion Creek, according to city documents.

Residents recently formed the William-
son Creek Neighborhood Preservation group for residents of areas affected by flooding. Fairview Estates resident Kelly Davis-Burns said. A flood struck the area on the night of Oct. 12, 2013.

“It was a tremendous storm, but it wasn’t until early on that Sunday morn-
ing … that I got a look at what was hap-
ening,” Davis-Burns said.

About eight homes on Heartwood Drive between Stassney Lane and St. Elmo Road had flood damage, she said. Residents moved back into their homes after a few months, but some residents are now facing potential buyouts.

In May, Austin councilman Mike Mar-
tinez sponsored a resolution regarding options to address flood concerns. City staff identified buyouts as the “most ec
conomically feasible option” for at least 72 homes in the Radam Circle, Heartwood Drive and Meadow Circle Drive area in the 25-year Williamson Creek floodplain. It would cost about $18 million to purchase those homes, according to the resolution passed in May.

That could affect several Williamson Creek–area homes, including some the floods did not hit, Davis-Burns said.

City staff estimated the $78 million would require a tax rate increase of $0.006 per $100 of taxable city property value beginning in fiscal year 2016. Resi-
dents would see an $11.79 increase per year for a median-valued home in prop-
erty taxes starting in fiscal year 2015–16.

Locals want options, Davis-Burns said.

“We don’t want to leave our neighbor-
hood,” she said.
Ballot measure aims to drive road funding

By Brett Thorne

A proposition on the Nov. 4 ballot aims to help repair the state’s ailing highway system, including heavily traveled Central Texas roads such as I-35.

“We’ve got enough work [on I-35] to last a lifetime,” said Will Conley, chairman of the Capital Area Metropolitan Planning Organization, which is responsible for coordinating transportation projects in Central Texas. “It’s all of the above. It’s adding lanes. It’s redesigning ingress and egress for higher levels of safety and mobility. It’s a combination of small to large projects and everything in between.”

Proposition 1 would amend the Texas Constitution to divert some of the taxes paid by the state’s oil and gas companies to the State Highway Fund, which helps fund the Texas Department of Transportation. The state comptroller’s most recent estimate pegs TxDOT’s potential windfall from the proposition’s passage at about $1.7 billion in the first year alone.

Currently 75 percent of the severance tax—essentially a production tax paid by oil and gas companies—goes to the state’s Economic Stabilization Fund, also known as the Rainy Day Fund. If Prop. 1 passes, 37.5 percent of the tax would continue to go to the Rainy Day Fund, and 37.5 percent of the tax would go to the SHF. The remaining 25 percent would help fund the state’s education system.

The revenue would come without raising taxes and would have an assortment of strings attached, including a provision barring the money from being used for construction of toll roads and a mandate for TxDOT to identify $100 million of cost savings.

Scott Haywood, a spokesman for Move Texas Forward, an organization created by former TxDOT commissioners dedicated to lobbying for increased funding for Texas roads, said the measure would help TxDOT bridge its estimated $5 billion annual shortfall for maintaining existing roads and paying down its debt.

How we got here

Haywood said most of the state’s transportation revenue sources have remained steady since the early 1990s, but costs and congestion have soared.

Currently 20 cents of every gallon of gas purchased in Texas goes toward the state’s fuel tax. Of that amount, 5 cents helps fund the state’s education system, and 15 cents goes toward the SHF. The fund is also bolstered by the state’s vehicle registration fee, among other sources.

In 2012 the fuel tax provided $2.3 billion for the SHF.

Since the early 1990s, the cost of building roads has doubled, Haywood said.

In 2013, the average fuel economy of cars sold in America reached an all-time high of 24.9 miles per gallon, according to a study by the University of Michigan Transportation Institute.

As fuel economy improves, drivers use less fuel, pay less in fuel taxes and contribute less to the SHF.

According to a 2007 study commissioned by TxDOT entitled “Accounting for Fuel Efficiency in Texas Fuel Tax Revenue Estimations,” the department could lose out on $86 billion in fuel tax collections because of assumed increases in the fuel efficiency of vehicles between 2007 and 2031. To overcome that deficit, the study found TxDOT would need to raise the state fuel tax 665 percent to $1.53 per gallon of gas.
To keep up with the state’s growth, Texas voters approved bond debt issuance for road infrastructure in 2001, 2003 and 2007 totaling $17 billion, Haywood said.

In all, stagnating revenue sources and mounting debt has left the state with a cash-strapped department, he said.

If Prop. 1 passes, TxDOT must identify $100 million of savings. It is not clear how those savings will be identified, though.

“TxDOT is continuing to look at opportunities set forth in [the Prop. 1 legislation] that will fulfill this legislative requirement,” TxDOT spokesman Mark Cross said in an email. “We are working with divisions within the agency to identify cost-saving measures.”

The Legislature

After legislators voted 124-2 in August 2013 to put Prop. 1 on this November’s ballot, Gov. Rick Perry praised lawmakers for moving the state “closer to securing a strong economy well into the future by providing more resources for building and maintaining a transportation system that will keep our economy growing and our population moving.”

State Rep. Jason Isaac, R-Dripping Springs, said when legislators voted last year to put the proposition on this November’s ballot, most experts estimated it would generate about $800 million for roads in its first year.

But because of growth in the state’s energy sector, those estimates have more than doubled in the past year.

“I think we’re going to continue to see that kind of success for the foreseeable future,” Isaac said. “The next 10 to 20 years, as our energy sector plays out, I think we’re primed to get even more money going directly to roads [if Prop. 1 passes].”

For every gallon of gas a driver purchases in Texas, 18.4 cents pays the federal fuel tax, which supports roads, and 20 cents pays the state fuel tax. Of the 20 cent tax, 15 cents goes to the State Highway Fund and 5 cents goes to the state education system.

In 2013 the average fuel economy of cars sold in the U.S. reached an all-time high of 24.9 miles per gallon, according to a study by the University of Michigan Transportation Institute. As fuel economy improves, drivers are using less fuel, paying less in fuel taxes and, therefore, contributing less to the SHF.

According to the Legislative Budget Board, the biggest revenue sources for the SHF are the motor fuels tax and federal funds. Fees for driver’s licenses and vehicle registrations also help pay for roads and road debt.

Prop. 1 would divert about $1.7 billion in oil and gas production taxes from the Rainy Day Fund in its first year alone. Even if Prop. 1 is approved, the Texas Comptroller’s Office estimates the fund will have about $8 billion in it by fall 2015.

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Travis County plans for new growth
Project strives to create blueprint for unincorporated areas

By Leslee Bassman

According to proponents of Travis County’s Land, Water and Transportation Plan, or LWTP, the county is projected to grow to roughly 1.5 million people in the next 20 years, with many of them residing in unincorporated areas. As the area’s population increases, so will the demand for county services. Travis County staffers said they are hoping their plan will provide the blueprint needed to put the region’s governmental resources and infrastructure ahead of the game.

The LWTP focuses exclusively on the future of the unincorporated areas of Travis County.

Nearly two-thirds of Travis County land and 20 percent of its population are located in unincorporated areas outside city limits, falling under the jurisdiction of the Travis County Commissioners Court, said Wendy Scaperotta, the county’s Transportation and Natural Resources Department project manager.

Compared with the jurisdiction that municipalities have over land located within their borders, Travis County is more limited when governing its unincorporated property.

A city in Travis County can enact ordinances that do not conflict with state law—such as preventing a developer from building a quarry next to a school, said Steven Manilla, county executive for the Travis County TNR. However, the unincorporated areas of the county must work within the boundaries set by the state, he said.

That is where the proposed plan comes in, Manilla said. “We’ll have something in place to guide [Travis County’s] budget decisions, bond referendums and [prioritize] which projects are on the list that go before voters,” he said.

The LWTP will also provide a framework for the county’s policies and legislative agenda, Manilla said. The Commissioners Court is set to vote on the plan in early December, he said.

Incorporating activity centers

The Capital Area Metropolitan Planning Organization created the idea of local activity centers—mixed-use developments in which residents can work, live and play in the same area, Manilla said. Activity centers are connected through transportation corridors—arterial roads accessed by cars, mass transit, bikes or pedestrians, he said.

“Our plan will not resolve the issue of crossing the Balcones Canyonlands Preserve with roadways. What it will do is help to avoid that from happening in the future.”

—Steven Manilla, TNR county executive

The LWTP focuses on developing communities in the county’s unincorporated area using these activity centers and transportation corridors. The plan predicts this model will improve traffic congestion, benefit the environment, lessen government spending on infrastructure, reduce commuter costs and improve the quality of life for residents.

“There’s been an elementary shift in our community’s needs,” Manilla said. “Up to the time CAMPO created its 2035 plan, [Travis County] development occurred through sprawl, and vehicles were encouraged as the type of transportation. Previous plans did not give weight to walking or biking, which are better for the environment.”

He said older subdivisions were planned with less mobility, making it more tedious and expensive for residents to get around. “[The county] wanted more connectivity within subdivisions and from one subdivision to another,” Manilla said.

Moving forward in Travis County

If the LWTP passes, Travis County commissioners will consider transportation corridors and activity centers to be a priority in developing its unincorporated areas.

“Three issues are driving the need for the LWTP—people, cars and development,” Travis County TNR Planner Charlie Watts said in September.

The plan emphasizes two corridors in particular—SH 130 and RR 620.

Most new development in Travis County’s unincorporated area is occurring along the SH 130 corridor in the east, Watts said.

Some of the developments in the SH 130 corridor are new residential subdivisions with large mixed-use centers, Manilla said. These communities have development agreements, and many have roadway partnerships that provide connectivity to an activity center, he said.

A comprehensive bike and pedestrian trail system—connecting transportation and conservation corridors—can be developed along the SH 130 corridor, he said.

“It is expected that the choice of low-density, single-family housing will continue to be available but so will the...
mixed-use, compact, walkable developments that are being planned and built by developers in the SH 130 growth corridor,” the plan says.

“Travis County has tools to persuade developers to design their communities along preferred corridors,” Watts said. “We can leverage infrastructure and investments with developers either through possible public/private partnerships, developer agreements and such,” Watts said. “And we can incentivize with employers located in these areas and also possibly provide tax abatements if that’s determined necessary.”

Western Travis County limited

The RR 620 corridor specified in the LWTP includes the areas around RR 2222, Hwy. 71 and Bee Caves Road.

Endangered species habitats and topography limit new transportation corridor development in the western part of the county, Watts said. Therefore, the LWTP will focus on the area’s current roadway network, or corridors, to connect with activity centers, he said.

“In western Travis County we’re having to use the existing transportation system—RR 620, RR 2222, Hwy. 71, Bee Caves Road—to make those connections,” he said.

According to the LWTP, about 25 percent of all unincorporated land in western Travis County is designated as conservation land as opposed to only 2 percent in eastern Travis County.

The plan states that behind the conservation has been to protect endangered species habitats, all of which are in western Travis County. Since improvements to the western road corridors are limited, the quality of life for residents has been impacted, the plan states.

“Our plan will not resolve the issue of crossing the Balcones Canyonlands Preserve with roadways,” Manilla said. “What it will do is help to [prevent] that from happening in the future.”

The LWTP says western activity centers need improvements to all modes of transportation—car, bike, transit and pedestrian—along RR 620 and its connector roadways.

“The purpose of the conservation portion of the LWTP is to provide a framework for balancing conservation and development,” Scaperotta said.

She said the plan’s priorities include the Pedernales River in southwest Travis County.

For more information visit impactnews.com
Cruz talks collaboration during State of the District
Interim superintendent discusses rising graduation rates and budget challenges Oct. 6

By Joe Olivieri
Austin ISD interim Superintendent Paul Cruz emphasized the community’s role in supporting education during his 2014 State of the District address.

“As a community we are developing the talents of our future workforce,” Cruz told civic leaders at The University of Texas’ Eitter-Harbin Alumni Center on Oct. 6. “We are preparing Austin’s future civic and business leaders, artists and musicians, engineers, imagineers and educators. When Austin comes together as a community, I know we will be able to ensure all Austin children have access to the quality education they deserve.”

Cruz highlighted students’ achievements and the district’s partnerships with local businesses and nonprofits. He also discussed the challenges AISD faces.

AISD graduation rates are at an all-time high of 84.1 percent for the class of 2013, he said. All student subgroups have graduation rates greater than 80 percent.

The district’s board of trustees approved starting every AISD ninth-grade student on the Distinguished Level of Achievement plan—the most rigorous graduation plan offered in Texas, Cruz said.

“When asked which plan would be best for students, trustees moved quickly and decisively with one guiding principle: We are AISD, Austin’s school district, and we choose rigor,” he said.

The district’s efforts to increase attendance rates have yielded more than $5 million in state funding, he said. Cruz called on the district to address head-on its upcoming challenges, such as enrollment, recruiting and retaining teachers and staff members, and budget issues.

Housing trends, birth rates and population changes will contribute to lower enrollment in the future, he said.

“When asked which plan would be best for students, trustees moved quickly and decisively with one guiding principle: We are AISD, Austin’s school district, and we choose rigor,” he said.

Sixty-two percent of AISD students, or roughly 53,000 students, come from economically disadvantaged households, Cruz reported.

Meanwhile the district is seeing more of its property tax revenue going to the state. This fiscal year AISD expects to pay $175 million to the state because of the current school funding formula.

“When Austin taxpayers see their property taxes increase, many assume that this translates into more money for our schools. That’s not so for AISD. That’s not the reality,” he said.

Cruz also touched on new AISD initiatives, such as the Creative Learning Initiative, Social and Emotional Learning programs, and Community Schools approach.

“We are working hard to address these challenges, and we know we don’t have all of the answers,” he said. “We know we will need to come together as a community to develop collaborative solutions.

“And we’ll be looking to many of you in this room, our community partners, to be part of these conversations.”

Ken Zarifis, president of local teachers union Education Austin, said he was encouraged by Cruz’s theme of community.

“I don’t believe it’s just words with Dr. Cruz,” he said. “I really believe it’s his desire to take action [and] engage the community in decisions that impact our schools.”
ISD mulls new public comment format

New name, online registration among ideas discussed Oct. 13

By Kelli Weldon

The Austin ISD board of trustees could change the way it hears comments from members of the community at board meetings.

At an Oct. 13 work session, trustees discussed updating the citizens communication process with the goal of increasing effectiveness.

Trustee Gina Hinojosa said the board’s ad hoc Community Engagement Committee received feedback about the current process, including a concern that the name “citizens communication” could exclude some members of the community because of their citizenship status. Hinojosa said the board could change the name to “public comment” instead.

Trustees also discussed other changes, such as allowing members of the public to sign up to speak by phone and online.

A few trustees, including Jayme Mathias, said they were unsure whether adding a phone sign-up system would be the best way to improve accessibility.

“I like the idea of making it more accessible, but then the question becomes: ‘How do we do that?”’ he said.

Board President Vincent Torres suggested moving the registration time to an hour before the meeting. Currently speakers must sign up in person on the day of the meeting starting at 7:45 a.m., and the limit is 30 speakers.

Trustee Robert Schneider suggested a lottery system in which names would be drawn at random rather than a first-come, first-served registration process.

Other options identified by the committee included increasing each speaker’s time from two to three minutes, using the board’s comment Web page to solicit input on issues in advance of board action, and adding opportunities for residents communication at board dialogue or work session meetings.

Superintendent forum planned

Public to question finalists

By Kelli Weldon

Community members will have the chance to ask Austin ISD superintendent candidates questions at a public forum later this year, according to the district.

At its Sept. 22 meeting, the AISD board of trustees advised staff to set up the forum. The school district has been seeking a new superintendent since Meria Carstarphen left AISD in April to lead Atlanta Public Schools.

The board approved setting an Oct. 20 deadline for superintendent applications, and trustees are preparing for the selection process.

Board President Vincent Torres said Sept. 22 the board will conduct preliminary, private, in-person interviews with candidates and choose two or three finalists who will be invited to a public forum.

After some discussion trustees said there will be no interview committee. Instead, at the public forum members of the community will be able to ask questions using note cards and a microphone, Torres said.

“I really think we need to see how these candidates perform in a pressure situation, because they will be under pressure.”

—Ann Teich, Austin ISD board trustee

Gary Ray, president of executive search firm Ray & Associates, said the company has a list of about 40 questions from stakeholder groups, so AISD could use those as well.

Trustee Ann Teich said it is important to ask hopefuls questions they did not prepare for to see how they react.

“I really think we need to see how these candidates perform in a pressure situation, because they will be under pressure,” Teich said.

After the forum the board will meet privately, talk with Ray & Associates and conduct follow-up interviews with candidates.

Trustees did not finalize dates, but AISD’s timeline indicates the board will conduct a forum between Dec. 4 and 7.

More information is available at www.austinisd.org/superintendent-search.

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**City leaders revisit SH 45 SW in new report**

**AUSTIN** City Council discussed a staff report on transportation and environmental topics related to SH 45 SW during its Sept. 30 work session. If built, the long-proposed roadway would connect MoPac to FM 1626 in Hays County.

The report covered alternatives, traffic studies, projected traffic volumes and the roadway’s effects on MoPac.

It also detailed environmental studies’ findings, geological features that may be affected by the road and the differences between the state and federal environmental review process.

The report’s findings included that the state and federal environmental review processes are comparable, but have differences in oversight and interaction with the U.S. Fish and Wildlife Service. During the discussion council members asked staff follow-up questions and were apprehensive about the project. Council members expressed interest in a follow-up discussion.

In May the council approved a motion stating SH 45 SW should not be part of regional transportation plans.

**City Council legalizes rideshare services**

**AUSTIN** After a year-and-a-half-long battle, ridesharing services such as Uber and Lyft can now operate legally in Austin.

The ordinance passed by Austin City Council on Oct. 16 requires transportation network companies, or TNCs, which use smartphone apps to connect drivers and passengers, to have insurance for injury or accidents. Drivers must also be at least 21 years old, have a valid driver’s license and pass a background check.

Taxi cab supporters fought the measure, but taxi representatives said they are not opposed to the competition. They argue ridesharing services should be regulated the same way as cab companies under existing city laws.

**County updates deal with Shady Hollow**

**TRAVIS COUNTY** Commissioners Court approved an update of the interlocal agreement between the county’s Precinct 3 constable and the Shady Hollow Municipal Utility District during its Oct. 7 meeting.

The constable’s office provides law enforcement, including neighborhood patrols and traffic controls, in the district. The constable’s office also collects traffic fines.

The district agreed to pay the constable's office $9,017.66 per month for its services. Shady Hollow MUD approved the agreement Sept. 11.

The court approved the agreement as part of the meeting’s consent agenda.

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**Meetings**

- **Austin City Council**
  Meets most Thursdays at 10 a.m.
  Meeting temporarily at 700 Lavaca St.
  www.austintexas.gov/departments/city-council

- **Sunset Valley City Council**
  Meets Nov. 11 at 6 p.m.
  Sunset Valley City Hall, 3205 Jones Road
  512-892-1383 • www.sunsetvalley.org

- **Travis County Commissioners Court**
  Meets Tuesdays at 9 a.m.
  700 Lavaca St., Austin
  www.co.travis.tx.us/commissioners_court

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**CITY & COUNTY**

News from Austin and Travis County

Compiled by Jennifer Curington and Joe Olivieri
It’s open enrollment time for your health insurance plan. If you are an Austin Independent School District employee, you have an important decision to make. A choice that will affect the health of you and your family. Which is why you should insist that St. David’s is part of your health plan. St. David’s has the quality doctors and facilities to deliver the very best care to you and your family. Better health is a choice. Choose a plan with St. David’s physicians and hospitals.

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- St. David’s North Austin Medical Center
- St. David’s South Austin Medical Center
- Heart Hospital of Austin
- St. David’s 24/7 Emergency Center - Bastrop
- St. David’s 24/7 Emergency Center - Bee Cave
- St. David’s 24/7 Emergency Center - Pflugerville

**Williamson County Locations**
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- St. David’s Georgetown Hospital
- St. David’s 24/7 Emergency Center - Cedar Park

St. David’s HealthCare
stdavids.com
Experts: Addressing basic needs vital for Austin’s public health

By Amy Denney

Caring for the health of a community involves addressing residents’ basic needs such as access to quality employment, healthier food and affordable housing. “All in all, our work together is to create a healthy community, which is the goal of health care—how to help individuals lead healthier lives,” said Christie Garbe, vice president and chief strategy officer at Central Health, Travis County’s health care district.

Garbe said helping people lead healthier lives could aid some of those challenges. She said the city has control of some economic issues with its Imagine Austin plan, the vision for how the city will develop and grow. “We all need to work together to prevent the need for [health care] in first place,” she said. “That’s done through social health services and using the health care system and its most expensive parts as little as possible.”

Seton Healthcare Family CEO Jesus Garza said a community needs to ensure economic opportunity for all citizens and maintain a quality education system. Without access to basic needs, quality of life erodes, he said. “Health is only a piece,” Garza said. “Health is about access. It’s about getting people the ability to get care when they need it at the right time at the right place. If cities aren’t paying attention to [public] safety, you begin to create an unhealthy community.”

Carlos Rivera, director of the Austin/Travis County Health and Human Services Department, said statistics paint a picture of two Austins: Travis County ranks eighth in the state for the health of its residents, but many of them are obese or do not have health care. “We rely on our leaders to form partnerships to move forward and share goals to get to bottom of why we have these two cities,” he said.

No. 10 fittest city in the U.S.

18% of Travis County residents live below the poverty threshold.

No. 26% of Austin children live in poverty.

35% of low-income children in Travis County are overweight or obese.

36% of residents spend more than 1/3 of income on housing.

19% report they have poor mental health.

18.1% in Travis, 14.7% in Williamson counties lack access to enough healthy food.

14% are smokers.

Sources: One Voice Central Texas, 2012 American Community Survey

Sources: Community Advancement Network Community Dashboard, Feeding America

Tell us what you think.
Comment at impactnews.com
The Nov. 4 general election will be Austin’s first under the new 10-1 single-member district system. Each voter will vote for a candidate to represent his or her area on city council, as well as a mayor to represent the entire city.

To avoid a runoff, a candidate must capture a majority, or more than 50 percent, of the vote. With the sheer number of candidates running in each district, a runoff election in most districts in December seems likely, according to Travis County.

Voters who are registered to vote in the Nov. 4 general election may also vote in the Dec. 16 runoff election. Voters who were not registered to participate in the general election have until Nov. 17 to become registered to be eligible to vote in the runoff.

The top two vote-getters from the general election move on to the runoff election. Early voting takes place Dec. 1–12. Voters may apply to vote by mail from Oct. 16 through Dec. 5.

The runoff election will have fewer races on the ballot than the general election and will require fewer voting centers. To find local voting centers, visit www.traviscountyclerk.org.

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Dental Hygienist

KAREN E. FRAZER, DDS
I’m running for mayor because I love this city. It’s doing great things, but I’m really concerned. I think Austin is at a tipping point. I think we need to do a better job of sharing growth, of doing government in a deliberate and thoughtful way, and we need to leverage the new communities and new leaders that will be sitting at the council table for the first time.

I decided to run for mayor because I think that Austin is booming, and we’ve gotten there from collaborative efforts of business, government, neighborhoods, and the nonprofit sector, and I have been a part of collaborative leadership and as we move to a 10-district system with the mayor at-large it will be important to have a mayor that has a record of collaborative leadership.

After being on the council since 2006 and being a firefighter in Austin for 13 years, I thought it was the next logical opportunity with the current mayor’s term limited. We’re going to this newest form of government with 10 Council members elected from districts, and at least nine of those will be brand new. I think my experience certainly makes me well-qualified to serve as mayor.

I think the big issues are affordability, growing and making a strong middle class, and the small businesses in this community, education and water. I think the big issues are affordability, growing and making a strong middle class, and the small businesses in this community, education and water. I think the big issues are affordability, growing and making a strong middle class, and the small businesses in this community, education and water. I think the big issues are affordability, growing and making a strong middle class, and the small businesses in this community, education and water.

Affordability is a big challenge. I led the effort to pass the affordable housing bonds after they failed at the ballot the first time by going out to the community and gathering stakeholders and working with them to give the citizens information.

I think the biggest issue we face is making sure the middle class in our community has the strongest voice possible in the mayor’s office so that every decision that Council makes is geared with an eye toward how it’s going to impact the middle class, who I think to a certain extent feel like they’ve lost their voice at City Hall.

The affordability issue and overreach of City Council. The cost of living will increase here because of the rail tax bond, and that’s why I don’t support it. I want the 20 percent homestead exemption now instead of four years from now. I see myself as the most fiscally conservative out of those running for mayor.

I considered myself moderate, I will listen to both sides of the aisle. Another challenge will be bringing people together under the 10-1 system, finding their strengths and helping them work together.

I think we need to think about other ways to help the taxpayers not only get a better value for government, but we have to reduce some of the costs. I think we need to think about other ways to help the taxpayers not only get a better value for government, but we have to reduce some of the costs. I think we need to think about other ways to help the taxpayers not only get a better value for government, but we have to reduce some of the costs.

We need to go forward in a new way and reinvest how we do government in a deliberative and thoughtful way. I think the biggest challenge will be that all measure of gravity and inertia will be trying to pull us back into doing things the way we’ve always done them because that’s what we know, and we need to do better than that.

I think the biggest [challenges are] improving affordability, working on transportation issues— I think we need both roads and rail for a comprehensive package—and we have to have to make sure we have an adequate and clean water supply. We have to maintain and do all that while giving careful attention to our environmental values.

What do you see as your biggest challenge if elected mayor?

If you ask every citizen what their issues are, that’s what they believe should be the mayor’s biggest challenge. I’ve learned that we certainly have priorities, but there are many issues that our community expects us to address. I think the new Council is going to provide an opportunity for very healthy and robust policy conversations and debates.

Bringing fiscally conservative principles to City Hall, and I think moderate people like me are best-suited to do that. Since I consider myself moderate, I will listen to both sides of the aisle. Another challenge will be bringing people together under the 1-10 system, finding their strengths and helping them work together.

Selling my program [of developing the outer ring of Austin] because most of the development in recent years and decades has been focused on growth in the downtown area. I’m all for preserving our historical and entertainment district and the look and feel of Austin. I like to say ‘low rises, cool streets’ downtown.
ELECTION Q&A

**LIBERTARIAN**

CORY BRUNER

“I believe in the cause of liberty, fiscal responsibility and fighting back against government corruption,” according to the candidate’s Twitter page. www.cory4congress.com Twitter: @cory4congress

**DEMOCRAT**

LLOYD DOGGETT*

Lloyd Doggett currently represents District 35. He is a former Texas state senator and former Texas Supreme Court justice. www.voteldoggett.com

**REPUBLICAN**

SUSAN NARVAIZ

Susan Narvaiz is the president and CEO of consulting firm Core Strategies Inc. She is a former mayor of San Marcos and a former chairwoman of the Capital Area Council of Governments. www.susanforcongress.com

**GREEN**

KAT SWIFT

Kat Swift is the co-chairwoman of the Green Party of Texas. She served as co-facilitator for the Clean Money San Antonio campaign and spent 20 years in business administration. www.votekat.org

**ELECTION GUIDE 2014**

**U.S. REPRESENTATIVE, DISTRICT 35**

Texas Congressional District 35 stretches along I-35 from San Antonio to Austin, according to federal documents. The 503.77-square-mile district touches parts of Bastrop, Bexar, Caldwell, Comal, Hays and Travis counties.

In 2010 there were 698,488 people living in District 35, or 1,176.4 people per square mile, according to the most recent U.S. Census Bureau data. That year District 35 had 261,609 housing units. Owner-occupied dwellings made up 53.1 percent of units, and renter-occupied dwellings made up 46.9 percent.

The 503.77-square-mile district touches parts of Bastrop, Bexar, Caldwell, Comal, Hays and Travis counties.

Congressional District 35 was created during redistricting following the 2010 census. U.S. Rep. Lloyd Doggett, a Democrat, represents the district and is running for re-election. He faces Libertarian Cory Bruner, Republican Susan Narvaiz and Green Party candidate Kat Swift. Bruner did not respond to repeated requests for information before press time.

**RACE SUMMARY**

Congressional District 35 was created during redistricting following the 2010 census. U.S. Rep. Lloyd Doggett, a Democrat, represents the district and is running for re-election. He faces Libertarian Cory Bruner, Republican Susan Narvaiz and Green Party candidate Kat Swift. Bruner did not respond to repeated requests for information before press time.

**VOTER RESOURCES**

- www.sos.state.tx.us/elections/candidates/index.shtml
- www.traviscountyclerk.org/eclerk/Content.do?code=Elections
- www.co.hays.tx.us/elections.aspx

**What are your top issues?**

N/A

Whether better education, retirement security, comprehensive immigration reform, tax fairness or equal pay for equal work, I am working to improve opportunity. I successfully offered the More Education tax credit that provides students and their families with a tax cut of up to $10,000 over four years as reimbursement for tuition and other higher education expenses.

Support our armed forces

Encourage energy independence for North America

Reduce regulation to allow the private sector to create more and better-paying jobs

Defend the border and reform immigration

Control federal spending

Pass three constitutional amendments: require Congress to pass balanced budget, allow voluntary prayer in public schools, give states the right to protect the unborn

Vote integrity and electoral reform: Approval voting; hand-counted paper ballots; public funding of campaigns and elections; elimination of straight-ticket voting; binding “none of the above” option in all races; nationally standardize ballot access

Single-payer health care: include medical school training reform; removing pharmaceutical control of health care; and incorporating wellness, nutrition and complementary medicine

Socio-economic inequality: Guaranteed income (provide a base income for citizens to become active citizens and thereby reduce welfare bureaucracy)

**What is the biggest issue facing District 35 right now?**

N/A

We live in a great place, which the federal government can help or hinder. The do-nothing Republican-controlled Congress refuses to approve a long-term transportation bill to improve the safety of our roads and reduce commute times. Inaction also delays raising the minimum wage or combating global warming, where Central Texas is ready to lead in exploiting renewable energy alternatives and [creating] jobs. Our veterans deserve care equal to their sacrifice for our nation.

Under-representation in Washington is a major issue. For example the oil and gas industry is booming here in Texas at an unprecedented rate, and it is being stymied by regulations that have been supported by our current sitting congressman. His voting record shows that he is of Washington and supports even more regulations here at home. On this issue alone he votes to keep energy costs high and crushes job creation. We need a representative that will listen and vote for Texas families and their well-being.

Corporate control of public resources—e.g., elections, water—privatization and large city theft of other counties’ water supplies; and elected officials

*Incumbent*
ELECTION GUIDE

Southwest Austin Edition • October 2014

What qualifications do you bring to the position of Travis County judge?

To keep Travis County livable—that means living within our budget. I will provide strong, positive, innovative leadership to lower the tax bite, improve transportation, and grow business that offers prosperity to all levels and types of work. I will work closely with city and state government to fight rising taxes and ensure that we are informed and well-represented in transportation and business development endeavors. I will communicate with the community concerning issues [and] seeking solutions to keep Travis County livable.

Why are you running for Travis County judge?

Our goals in Travis County are urgent. We must protect our environment and ensure corporations pay their fair share so that we can invest in workers and transportation options and ensure our middle class has a fair shot. I understand how county government works, how it can help people and why it matters. I want to put my 15-year track record of fighting for the public’s interest to work as the first woman County Judge.

What issues are most important to you?

The top three are water, transportation and affordability. We must reach agreements with nearby counties and cities to allocate our limited water supply. We must provide a transportation network of roads, rails and trails so that we arrive on time at a reasonable cost. We must increase government productivity and efficiency, tax fairly, encourage businesses to pay living wages and put affordable transportation in reach of affordable housing.

What improvements would you bring to Travis County?

Travis County government was recently tagged as ‘dysfunctional.’ A sea of turmoil requires a steady, experienced hand on the tiller pulling neither left nor right. In this race, with over 30 years of military and private-sector management and experience in high-tech and defense industries, I am the only candidate qualified to reform the way Travis County does business. I will push for efficiency and transparency—responsiveness and accountability.

How would you address future growth in Travis County?

The Commissioners Court can leverage its permitting power to steer growth, encouraging development that demonstrates a sustainable water supply and available transit; contributes to a mix of uses, sidewalks and green spaces; and collaborates with school districts and emergency services districts. Development in areas where the water, transportation or emergency service capacity is inadequate should be discouraged.

ELECTION Q&A: TRAVIS COUNTY JUDGE

DEMOCRAT

SARAH ECKHARDT

Eckhardt worked in the County Attorney’s office before becoming the Travis County Commissioner for Precinct 2. She stepped down after announcing her campaign for judge in the spring.

www.saraheckhardt.com

REPUBLICAN

MIKE McNAMARA

McNamara has worked in the defense industry for 30 years. He is a UT–Austin grad and fourth generation Austinite.

www.votemcnamara.com

LIBERTARIAN

RICHARD PERKINS

Perkins has a bachelor’s degree in chemical engineering from UT–Austen. He has worked in the private industry for more than 20 years. He is a native Texan.

www.perkins2014.com

Taxes, transportation, affordability and prosperity—these three issues are impacting every citizen in the county regardless of income or locale. The rising cost of living in Travis County must be met by standing against raising taxes and for prudent budgetary priorities. Traffic is a public safety issue requiring immediate action to complete a comprehensive plan to relieve inner-city congestion and improve suburban roadways. Careful budgeting will aid in lowering everyone’s financial burden. Recruiting businesses and ensuring they prosper provides prosperity to all.

Fixing our transportation network is our primary need at the moment and can be accomplished by increasing high occupancy vehicle lanes, shared vehicles and new express roadways. [We need to] stop the arrest and detention of persons charged with victimless crimes. Building flood runoff basins to capture floodwaters and clearing debris from creeks and tributaries before a severe rain is critical. We need a leader with problem-solving skills and less political appetite. Stop government handouts to companies moving to our area.

I would propose hiring a county manager to be responsible for coordination of the county departments and programs and to recommend programs that are dysfunctional be eliminated or merged into others. I’d like an external review of county properties with the idea of reducing the amount of real estate owned by the county in the central business district. I would work with CMAP to develop an aggressive 10-year plan for new transportation networks in our region.

We must plan for a 50 percent to 100 percent increase in people coming to Travis County in the next 15 years. We must build the supporting infrastructure. The county has little authority over land-use issues. I propose encouraging the formation of villages or townships in several unincorporated areas of Travis County where the residents could develop their own best land-use priorities based on their own goals and plans for their future.
Compiled by David Barer, Joe Olivieri, Scott Thomas and Kelli Weldon

**GOVERNOR**

*Governor* The governor serves as the chief executive of Texas and can serve an unlimited number of four-year terms. The governor offers policy recommendations and may introduce bills, and is also responsible for appointing state board and commission members.

Greg Abbott, R

Wendy R. Davis, D

*Who represents me?* To find out who your elected officials are, visit www.fyi.legis.state.tx.us

**LIEUTENANT GOVERNOR**

*Lieutenant Governor* The lieutenant governor of Texas is elected on a separate ticket from the governor. The lieutenant governor serves as president of the State Senate and is responsible for establishing committees and appointing members.

Dan Patrick, R

Leticia Van de Putte, D

Robert D. Butler, L

Chandrakantha Courtney, G

**COMMISSIONER OF AGRICULTURE**

The agriculture commissioner manages consumer protection, agriculture, healthy living and economic development programs. The commissioner is elected to four-year terms. Commissioner Todd Staples is not seeking re-election in 2014.

Sid Miller, R

Jim Hagan, D

David (Rocky) Palmquist, L

Kenneth Kendrick, G

**RAILROAD COMMISSIONER**

Three commissioners are elected to six-year terms. A railroad commissioner has policy- and rule-making responsibilities for the commission, which, despite its name, no longer oversees Texas railroads. The commission now regulates the following:

- Exploration and production of oil and natural gas
- Compressed natural gas safety
- Pipeline safety
- Surface mining
- Gas utilities
- Liquefied petroleum gas
- Liquefied natural gas.

**STATEWIDE**

**U.S. Senate**

Texas’ two U.S. senators each serve staggered, six-year terms with no term limits. Ted Cruz—whose seat is not up for election until 2016—has been in office since 2012. The second seat has been held by John Cornyn since 2002.

John Cornyn*, R

David M. Alameel, D

Rebecca Paddock, L

Emily “Spicybrown” Sanchez, G

**Comptroller of Public Accounts**

The comptroller is responsible for managing the state’s finances by acting as its tax collector, accountant and treasurer. The comptroller is elected to four-year terms. Comptroller Susan Combs is not seeking re-election in 2014.

Susan Combs, R

**COMMISSIONER OF LAND OFFICE**

The land commissioner manages state assets, investments and mineral rights and also chairs numerous boards and commissions. The commissioner is elected to four-year terms. Commissioner Jerry Patterson is not seeking re-election in 2014.

Jerry Patterson, R

**COMMERCIAL LOAN OFFICE**

The commercial loan commissioner reviews and approves loan applications. The commissioner is elected to four-year terms. Commissioner Brian France is not seeking re-election in 2014.

Brian France, R

**ATTORNEY GENERAL**

The attorney general is responsible for defending the state’s constitution, representing the state in court and approving public bond issues. Attorney General Greg Abbott is running for governor in 2014.

Ken Paxton, R

Sam Houston, D

Jamie Balandia, L

Jamar Osborne, G

**DISTRICT ATTORNEY**

The district attorney is elected to four-year terms. The district attorney prosecutes all criminal cases in Texas and may introduce bills, and is also responsible for maintaining the state’s representation on the ballot or in this guide but can be voted for by writing the candidate’s name in the write-in candidate space.

* - Incumbent; D - Democrat; G - Green Party; L - Libertarian; R - Republican; write-in candidates will not appear on

**TRAVIS COUNTY**

**COUNTY COURT AT LAW**

Judge No. 1, Unexpired Term

Donna Howard*, D

Ben Sanders, R

Emily “Spicybrown” Sanchez, G

**COUNTY CLERK**

Delores Ortega Carter*, D

*Judge No. 4, Unexpired Term

Jamie Balagia, L

Guy Herman*, R

County Judge

Mike McNamara, R

Sarah Eckhardt, D

Richard Perkins, L

**COUNTY PROBATE COURT JUDGE**

Guy Herman*, R

**COUNTY MENTAL HEALTH AUTHORITY COMMISSIONER**

Mike Bugg, R

**COUNTY TREASURER**

Dolores Ortiga Carter*, D

Mike Bugg, L

**COUNTY CLERK**

Dana DeBeauvoir*, D

Michael M. Holt, D

William E. Stout Jr., G

**DISTRICT CLERK**

Velva L. Price, D

Kevin Pick, L

**DISTRICT JUDGE**

Judge No. 2, Place 7

Kevin Patrick Yeara, R

Quanah Parker, L

Judith Sanders-Castro, G

**TRAVIS COUNTY**

**COUNTY COURT AT LAW**

Judge No. 1

Todd Wong, D

**COUNTY COURT AT LAW**

Judge No. 2

Eric Montgomery Shepperd*, D

**COUNTY COURT AT LAW**

Judge No. 3

John Lipscombe*, D

**COUNTY COURT AT LAW**

Judge No. 4

Mike Denton*, D

**COUNTY COURT AT LAW**

Judge No. 5

Nancy Hohengarten*, D

**COUNTY COURT AT LAW**

Judge No. 6

Brandy Mueller*, D

**COUNTY COURT AT LAW**

Judge No. 7

Elisabeth Earle*, R

**COUNTY PROBATE COURT JUDGE**

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**COUNTY CLERK**

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William E. Stout Jr., G

**DISTRICT CLERK**

Velva L. Price, D

Kevin Pick, L
### Texas Voter Turnout

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Turnout</th>
<th>Total Registered</th>
<th>Source</th>
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<tr>
<td>2012</td>
<td>58.6%</td>
<td>13,646,226</td>
<td>Texas Secretary of State’s Office</td>
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<tr>
<td>2010</td>
<td>37.6%</td>
<td>13,269,233</td>
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<tr>
<td>2008</td>
<td>59.5%</td>
<td>13,575,062</td>
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<td>2006</td>
<td>33.6%</td>
<td>13,074,279</td>
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<tr>
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<td>56.6%</td>
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<td>2002</td>
<td>38.2%</td>
<td>12,563,499</td>
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*For November elections*

### Texas Registered Voters

<table>
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<tr>
<th>Year</th>
<th>Total Registered</th>
<th>Total Voting Age Population</th>
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<tr>
<td>2012</td>
<td>74.7% 18,279,737</td>
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<tr>
<td>2010</td>
<td>70.8% 18,789,238</td>
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<td>2008</td>
<td>76.5% 17,735,442</td>
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<td>76.6% 16,636,742</td>
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<td>81.3% 16,071,153</td>
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<td>2002</td>
<td>81%  15,514,289</td>
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*For November elections*

### Austin Community College

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<th>Year</th>
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### Austin City Council

#### District 2

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### Austin ISD

#### Trustee, Place 6

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### Austin Mayor

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### AUSTIN CITY COUNCIL

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### AUSTIN MAYOR

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### Austin School Board

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### Travis County

**Early Voting Locations**

**Travis County**

Area early voting locations include:

- Fiesta Mart Stassney, 5510 S. 1-35
- H-E-B South Congress, 2400 S. Congress Ave.
- Randall’s Ben White, 2025 W. Ben White Blvd.
- Randall’s Brodie and Slaughter, 9911 Brodie Lane
- Randall’s South MoPac and William Cannon, 6600 S. MoPac

A complete list of locations may be found at www.traviscountyelections.org.

### Election Day Voting Locations

**Travis County**

Travis County voters are allowed to vote on Election Day at any polling location in Travis County. Area voting locations include:

- ACC Pinnacle campus, 7748 W. Hwy. 290
- ACC South Austin campus, 1820 W. Stassney Lane
- Akins High School, 10701 S. First St.
- Bailey Middle School, 4020 Lost Oasis Hollow
- Bedichek Middle School, 6800 Bill Hughes Road
- Bowie High School, 4103 W. Slaughter Lane
- Casey Elementary School, 9400 Texas Oaks Drive
- Clayton Elementary School, 7525 La Crosse Ave.
- Covington Middle School, 3700 Conceal Hill Road
- Cowan Elementary School, 2817 Kendall Drive
- Cunningham Elementary School, 2300 Berkeley Ave.
- Galindo Elementary School, 3800 S. Second St.
- Kiker Elementary School, 5913 La Crosse Ave.
- Manchaca United Methodist Church, 1011 FM 1626
- Mills Elementary School, 6291 Davis Lane
- Oak Hill Fire Department No. 301, 9211 Circle Drive
- Oak Hill Primitive Baptist Church, 11408 RM 1826
- Odom Elementary School, 1010 Turtle Creek Blvd.
- Randall’s Ben White, 2025 W. Ben White Blvd.
- Randall’s Brodie and Slaughter, 9911 Brodie Lane
- Randall’s South MoPac, and William Cannon, 6600 S. MoPac
- Science and Health Resource Center, 305 N. Bluff Dr.
- Shepherd of the Hills Presbyterian Church, 5226 W. William Cannon Drive
- Small Middle School, 4801 Monterey Oaks Blvd.
- Southwest Church of Christ, 8900 Manchaca Road
- St. Elmo Elementary School, 610 W. St. Elmo Road
- St. John’s Lutheran Church, 409 W. Ben White Blvd.
- Sunset Valley City Hall, 3205 Jones Road, Sunset Valley
- Texas Oaks Baptist Church, 9910 Blilbrook Place
- Travis County HDA Office, 4594 Travis County Circle
- Villages Amenities Center, 12000 Galitting Gun Lane
- Western Hills Church of Christ, 5211 Parkwood Drive
- West Rural Community Center, 8655 W. Hwy. 71 Ste A
- Wheatsville Food Co-Op, 4001 S. Lamar Blvd.
- Will Hampton Branch Library, 5125 Convict Hill Road
- Williams Elementary School, 500 Maro St.

This list is not comprehensive. For a complete list of polling locations, go to www.traviscountyelections.org.
ST. GABRIEL’S OPEN HOUSE
Tuesday, Nov. 4th 8:30 a.m. - 10:30 a.m.
Children are welcome!

ST. GABRIEL’S CATHOLIC SCHOOL
Junior K-8 | All Faiths Welcome
www.sgs-austin.org
512-327-7755

25 through 26
Texas Book Festival
Sarah Bird, Douglas Brinkley and Richard Linklater are among the participating authors. Free parking is located at Granger Parking Garage at 12th and Guadalupe streets. 10 a.m. (Saturday), 11 a.m. (Sunday). Free. Texas State Capitol grounds near 11th Street and South Congress Avenue. 512-477-4055.
www.texasbookfestival.org

22 through 25
Fall Festival and Haunted Hayride
The Manchaca Optimist Youth Sports Complex hosts the third annual event, which features carnival games, bounce houses, arts and crafts, and refreshments. The event also includes a “not-so-scary” hayride before dark and a “scare-your-pants-off” hayride after dark. 6 p.m. Free (admission), $5 (hayride), $25 (20 tickets for carnival games). Manchaca Optimist Youth Sports Complex, 2145 FM 1626.
www.moysc.org

25
Harmony Carnival
Food, music, a fire truck, a DJ, face painting, henna tattoos, a cake walk, a raffle and a bounce house are featured at the event. The carnival also features games that cost between $1 and $2 worth of tickets, with proceeds supporting art, music and community programs for adults with developmental disabilities. 5–9 p.m. Free (admission), $1 (per game ticket). The Austin Harmony Project, 1806 W. Stassney Lane, Ste. 106. 512-394-5394.
www.theaustinharmonyproject.org

25
Hill Country Alliance 2014
Rainwater Revival
The annual festival returns to Dripping Springs with presentations from rainwater collectors and product vendors, food for sale and live music. 10 a.m. Free. Dripping Springs Ranch Park, 29401 RR 12, Dripping Springs. 512-479-9426.
www.rainwaterrevival.com

26
Bethany Lutheran Church Fall Festival
Pony rides, bounce houses, trick or treating and a petting zoo are scheduled. 3 p.m. (event begins), 6-30 p.m. (Remedy Drive concert) Free. Bethany Lutheran Church, 3701 Slaughter Lane. 512-292-8778.
www.blcms.org/pumpkin

November
02
Run by the Creek 5K/10K
Pioneer Bank and the Dripping Springs Running Club present the event. Race packets can be picked up at Rogue Running, 410 Pressler St., Austin, from 11:30 a.m.–5 p.m. Oct. 31 and at Pioneer Bank Dripping Springs from 9 a.m.–1 p.m. Nov. 1. 6:30 a.m. (registration), 8 a.m. (race begins), 10:30 a.m. (awards). $35 (5K), $45 (10K). 195 Roger Hanks Parkway, Dripping Springs.
http://runbythecreek.com/about

04
Election day in Travis County
Voters can cast ballots regarding statewide officials and ballot questions, the city of Austin’s $1 billion road and road bond, a bond from Austin Community College and Austin City Council candidates. 7 a.m.–7 p.m. Free. Locations vary. www.traviscountyclerk.org

November through December
Wurstfest
The German festival includes live music, dancing, carnival rides, games and food as well as Texas and German domestic beers. The festival offers foods such as sausages, funnel cakes and shrimp on a stick and other German dishes. Tickets may be purchased at the gate or in advance on the website. 5–9:30 p.m. (Saturday), 11 a.m.–12:30 p.m. (Sun.). $10. Wurstfest Association, 178 Landapark Drive, New Braunfels.

07 through 09
Fun Fun Fun Fest
Performers Judas Priest, Nas and Modest Mouse headline the ninth year of the annual music festival. Girl Talk, Wiz Khalifa and Neutral Milk Hotel also perform. $86 (one-day pass), $195 (three-day pass), $450 (ultimate smooth pass). Auditorium Shores, 800 W. Riverside Drive. www.funfunfunfest.com. Twitter: @funfunfunfest

Compiled by Joe Olivieri

ST. GABRIEL’S CATHOLIC SCHOOL
Junior K-8 | All Faiths Welcome
www.sgs-austin.org
512-327-7755

28 FEATURES

24 through Nov. 2
Austin Beer Week
Some of the city’s most prominent bars, brewpubs, breweries and restaurants host events in support of craft brewing during the fifth annual event. Times and locations vary. Costs vary by event. www.austinbeerweek.com. Twitter: @austinbeerweek

31 through Nov. 2
2014 United States Grand Prix
Circuit of The Americas hosts the American leg of the Federation International de L’Automobile Formula 1 World Championship. Team Mercedes heads into the event in first place. $139 (bleacher seating), $249 (general admission). 2 p.m. Circuit of The Americas, 9201 Circuit of The Americas Blvd. 512-301-6800.

08
23rd Annual Austin Powwow and American Indian Heritage Festival
Great Promise for American Indians and the Native American Parents’ Committee present the event, which includes dancing, drumming, storytelling, flute playing and food for sale. 9 a.m. (event begins), 9 a.m.–9 p.m. (Indian market); 10 a.m. (dancing begins); 10 a.m. – 1 p.m. and 6 p.m. (grand entries dance). Free (American Indians and children younger than age 10), $5 (at the gate). Toney Burger Center, 3200 Jones Road. 512-371-0628.
www.austinpowwow.net

15
29th annual craft show and sale
The Manchaca United Methodist Church Craft Group hosts the event. All crafts are handmade, and items include seasonal Thanksgiving and Christmas decorations, children’s clothes and kitchen crafts. Proceeds benefit the church and local nonprofits. 9 a.m.–4 p.m. (Sat.), 10–10:30 a.m. and 12:15–1:30 p.m. (Sun.) Free. Manchaca United Methodist Church, 1011 FM 1626. 512-282-7274.
www.manachaumc.org

23
Wine & Swine Pig Roast
The Austin Food & Wine Alliance hosts the fourth annual event. More than 23 chefs—including Andrew Wiseheart (Contigo Austin), Angel Begay (Trace), Jason Stude (Congress), Ben Runkle and Bryan Butler (Salt & Time Butcher Shop and Salumeria), and John Bates (Noble Sandwich Co.)—prepare dishes for the event. A curated selection of wines accompanies the dishes. 1 p.m. $85 (admission when ordered online), $100 (admission at the door). Star Hill Ranch, 1500 Hamilton Pool Road. www.austinfoodwinealliance.org/wine-swine.
info@austinfoodwinealliance.org

Online Calendar
Find more or submit Southwest Austin events at impactnews.com/swa-calendar

To have Southwest Austin events considered for the print edition, they must be submitted online by the second Friday of the month.

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austinfamily readers poll
FAVORITE
2014
Favorite Private School

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November
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31 through Nov. 2
2014 United States Grand Prix
Navidad Farms Pecans
Retailer touts local pecans, gift options

By Kelli Weldon

For Navidad Farms Pecans owner Jeanne Roe, October marks the start of pecan-selling season and her busiest time of year.

Roe said customers wait until each fall for so-called “new crop” pecans. “Rather than going to Costco or getting them in a pinch, [customers] will make a different kind of pie,” she said.

Navidad Farms is a store offering a variety of gifts and other food products—jellies, candy, coffee beans, hot sauce, balsamic vinegar and oil, to name a few—but Roe said most customers clamor for the store’s pecans by the pound and in gift bags, tins and baskets.

“Pecans are still our focus and always will be,” she said.

Navidad Farms’ original owners, Dr. Tom Vandivier and his son Tom, grew their own pecans in an orchard near the Navidad River. The business opened in 1989 and included a shelling plant with a small store at the current Navidad Farms location. Roe, who had previously worked as a waitress, joined the company in November 1998. She said she saw the potential to expand the retail side to include more products.

“We were fairly limited on what we had because it was so small, and I could just see a need for a place like this,” she said.

Roe bought the store in January 1999 and shifted the focus to retail, transforming the former shelling plant to the store it is today. Her sister, Renee Roe-Berry, is the store’s manager.

The company no longer grows its own pecans. For several years, Navidad Farms’ pecans have come from three or four Texas growers in cities such as Bastrop, Smithville and San Saba, Roe said.

With a Christmas room and gift room, the store also stocks Texas-themed souvenirs such as mugs, T-shirts, keychains and ornaments.

Navidad Farms also ships products and offers complimentary coffee to shoppers during its busy season, which lasts from October to December, Roe said.

Roe said the best part of her job is getting to know her customers, many of whom love to shop locally and have become her close personal friends throughout the years. “Our customers bring us baked goods,” she said. “They genuinely want us to stay in business.”

Locally owned Navidad Farms Pecans offers its signature nuts in a variety of bags, tins and gift baskets.

A few pecan options

Navidad Farms sells pecans in a variety of forms, from shelled pecan halves for $11.95 per pound and chopped pieces for baking at $10.95 per pound to flavored pecans by the pound in tins and gift baskets.

Owner Jeanne Roe said smaller tins cost about $14, and the store’s largest gift basket costs about $100. She noted flavored pecans are also available in 4-ounce, 8-ounce and 16-ounce gift bags.

Sweet and savory flavors include:
• Amaretto chocolate
• Butterscotch
• Cajun
• Chocolate
• Chocolate toffee
• Cinnamon
• Dark chocolate
• Honey toasted
• Praline*
• Sugar-free chocolate
• White chocolate

*Praline-coated pecans feature a butter and brown sugar mixture and are different from pralines.

Facts and figures

“Shelled” refers to pecans with the outer shells removed

25,000 pounds approximate amount of pecans Navidad Farms sells each year

25 years since Navidad Farms first opened

15+ varieties of salsa in the store

5–7 years before a tree will start producing pecans

50+ varieties of jelly in the store

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512-358-6111

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1211 W. 6th Street
512-430-8466

CENTRAL
2012 W. Koenig Lane
512-452-6202

Ph# 866.437.2165

3994 W. Hwy. 290
512-288-1196

www.navidadfarms.com

Twitter: @navidadfarms

Hours: Mon.–Sat. 10 a.m.–5 p.m., Sun. 11 a.m.–5 p.m.

(Closed on Thanksgiving and Christmas)

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(Closed on Thanksgiving and Christmas)
DINING

The Park on South Lamar
Sports bar hosts bingo, karaoke, local events

By Kelli Weldon

Customers come to The Park on South Lamar to watch sports and socialize, but the restaurant’s menu ranges from expected bar food fare such as Buffalo wings to more substantial steaks, craft pizzas and grilled entrees, General Manager Eric Dunahoe said.

The restaurant’s slogan is “Good sports, good food”—a sentiment Dunahoe said illustrates the company’s commitment to making sure customers are happy. “We try to really offer something for everyone,” he said.

Sandwiches, as well as sliders and mini beef and pork pastor tacos, are popular, he said. The restaurant offers a few salads, including the Park Salad ($8), made with a spring mix, candied walnuts, feta cheese, dried cranberries and red onion with balsamic dressing. Other options include the Triple Grilled Cheese BLT ($9), smoked brisket quesadillas ($10), Thai chicken satay ($8), and Cinnamon Toast Crunch fried ice cream ($6).

The South Lamar location seats about 460 people and features an indoor dining area, a private room for events, a non-smoking patio and a smoking patio.

The bar offers bingo on Tuesdays at 9:30 p.m. and gong karaoke on Wednesdays at 10 p.m. In gong karaoke, everyone that goes up to sing gets a shot of alcohol, Dunahoe said. Audience members hold up signs that say either “Sing” or “Gong” to rate the performance of each singer; if everyone holds up “Gong” signs then the singer must get off the stage.

“It’s not mean-spirited,” he said, adding that goes up to sing gets a shot of alcohol, Dunahoe said. Audience members hold up signs that say either “Sing” or “Gong” to rate the performance of each singer; if everyone holds up “Gong” signs then the singer must get off the stage.

On Sundays, The Park offers a $16 brunch buffet starting at 11 a.m. with $1 mimosas until 2 p.m., Dunahoe said. There are five different flavors of mimosa, he added.

“‘There’s always something going on here,’” Dunahoe said. “It’s not just the same thing every day.”

Paving the way

General Manager Eric Dunahoe said the Van Delden family established the restaurant’s concept about seven years ago with its Union Park restaurant on West Sixth Street in Austin and Sawyer Park location in Houston.

The family closed those locations and opened The Park at The Domain in May 2011. The South Lamar location opened in March 2014, and the company might expand with other Austin-area locations in the future, Dunahoe said.

Entree options

The Texas Ribeye ($26) is topped with fried onions and served with a side of Loaded Mashed Potatoes.

The El Juanito Burger features sautéed jalapenos, habanero jack cheese and chipotle mayonnaise. Burgers can be made with a beef patty ($11), vegetarian patty ($10) or chicken ($9).

Cornflake chicken tacos ($11) include fried chicken, cole slaw, mango-chile cream sauce and come with rice and “drunken beans” made with jalapeno sausage and Shiner Bock beer.

Drink destination

Beverages at The Park include the Rock Coconut Mojito ($8), made with Rock Coconut Bacardi, watermelon pieces, mint and lime juice; and The Sangria Fizz ($9), made with prosecco, elderflower liqueur, muddled strawberries and an orange slice. The restaurant also offers wine and beers, including some local brands.

Happy hour at The Park is Mon.–Fri. 4–8 p.m.

Specials include:
• $2.50 domestic drafts
• $2.50 domestic bottles
• $5 skinny margaritas
• $5 appetizers on Mondays, Thursdays and Fridays
• $5 a la carte burgers on Tuesdays
• $5 personal pizzas on Wednesdays

Dining specials

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The Park on South Lamar
4024 S. Lamar Blvd.
512-731-2077
www.thepark.us
Hours: 11 a.m.–2 a.m. daily

39th Annual
Settlement Home for Children
Charity Garage & Estate Sale
Palmer Events Center, 900 Barton Springs Road
Preview Party: Thurs., Nov. 6 at 7 p.m.
Be the first to shop among all of the great items available.
(Purchase tickets in advance online at www.settlementhome.org)
General Sale Days:
Friday, Nov. 7 - Sunday, Nov. 9 10 a.m. - 5 p.m.
FREE parking on general sale days.
Massive inventory of items!
More information at www.settlementhome.org
or (512) 836-2150
All proceeds benefit The Settlement Home for Children

New Patient Special
$129 includes complete exam, x-rays + FREE home whitening kit
*special does not include dental cleaning

Take $300 off invisalign
The Clear Alternative to Braces
Expires 11/25/2014
South Congress

Continued from 11

Charlie Coleman, president of Meritage’s Austin division, said developers are interested in the area because of its easy access to I-35 and local job centers.

“The price points up north are so high,” he said. “That’s part of the attraction to Southwest Austin. It’s still growing, it’s still in Austin and for now, land is at a price that’s affordable.”

In January, Capital Metro included the corridor as part of its first MetroRapid bus route, which connects Southpark Meadows to Tech Ridge in North Austin.

“It’s one of the busiest corridors,” Capital Metro spokeswoman Melissa Ayala said. “There is a lot of growth and ridership demand there.”

That demand has caught business owners’ attention.

Dallas-based firm Groundfloor Development, is proposing St. Elmo’s Market and Lofts. The project required a zoning change to allow apartments, which the Austin Planning Commission granted Sept. 23.

Groundfloor founder Brandon Bolin said the residential component is essential to the project, adding industrial is no longer the highest and best use for the land.

Bolin said St. Elmo Market is modeled after Madrid’s El Mercado de San Miguel, a historic marketplace that includes local food vendors, shopping and live music.

“Maybe we’ll have a charcuterie shop, a bakery, a coffee roaster and a cheese purveyor. We may have a brewpub [and] a produce section. ...” he said. “It’s a food hall and market. There’ll be shared seating. It’s very much a social experience. We want to make it part of what makes Austin cool.”

The market would be built in what is now a furniture warehouse, and Bolin said he plans to retain the building’s exposed trusses and pipes in the new space.

In a letter to the Planning Commission, resident Elaine Martinez wrote that discussions included increased traffic and how the St. Elmo’s project would affect the community’s character.

Resident group South Congress Combined Neighborhood Contact Team endorsed the plan.

“We as a neighborhood contact team agreed that it’s just beneficial for the area,” team member Jeff Madden said. “[There’s] the convenience factor—being able to walk or bike there. The idea of going to pick up a coffee or a loaf of fresh-baked bread [from a market vendor] is exactly what we want as a neighborhood.”

St. Elmo’s Market and Lofts

113 Industrial Blvd., 4323 S. Congress Ave., 4300 block of Willow Springs Road

Developer: Groundfloor Development

Status: Austin City Council to review project Oct. 23

Timeline: If approved, opening in late 2016/early 2017

Details: The developer proposes building up to 200 condominiums, local food market, parking garage, boutique hotel and music venue.

South Urban Lofts

4361 S. Congress Ave.

Developer: South Urban Lofts Ltd.

Status: Site plan under review

Timeline: Construction may start this year

Details: The 2.69-acre site could house retail and condominiums.

Jefferson South Congress

5100 S. Congress Ave.

Developer: TDI Real Estate

Status: Under construction

Timeline: Clubhouse will open in September 2015, first units will open in November 2015 and the last units will open in March 2016

Details: The company is building a $50 million, 352-unit apartment community with a pool, clubhouse and parking on 16 acres.

South Congress Plaza

6501 S. Congress Ave.

Developer: 6400 South Congress LLC

Status: Finishing construction and preleasing

Timeline: First businesses open by spring 2015

Details: Billie Jean’s, Froco Fresh/Frozen and Sun Loan Co. have signed leases so far.

Dittmar Condominiums

7400 S. Congress Ave.

Developer: Meritage Homes

Status: Seeking city of Austin approval

Timeline: Construction slated for first quarter of 2015

Details: 50 condominiums

H-E-B

Slaughter Lane and I-35

Developer: H-E-B

Status: Land purchased

Timeline: Construction may begin late 2015-early 2016

Details: H-E-B has tentative plans to begin work on the new grocery store next year.

Sources:
6400 S. Congress LLC, Groundfloor Development, H-E-B, Meritage Homes, South Urban Lofts Ltd., TDI Real Estate

COMPIL ED BY JOE OLIVIERI // DESIGNED BY ERIN MURRAY
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Coffee

Continued from page 1

“Specialty coffee is definitely in South Austin now, but everyone has their own take on it,” he said.

Radio Coffee primarily serves Stumptown Coffee, which pays farm workers more than fair trade prices and works to improve farm communities’ infrastructure, he said.

“There’s a lot more care put into the actual preparation of the coffee,” he said. “It’s not like, ‘Get it out as quickly as possible’—there’s a whole presentation that goes into it.

Radio Coffee shares property with local trailer Veracruz All-Natural Tacos and sells food from local companies such as East Side Pies, Moonlight Bakery and Sugar Mama’s Bakeshop.

Wigginton said in his classification system there is good coffee, “drinkable” coffee and bad coffee. Patika uses coffee from Curve Coffee, which recently opened its own coffee bar on East Sixth Street.

“I think that coffee is one of those trends that as more people are exposed to better quality, it’s really hard to go back,” Wigginton said.

Location is key

Casey Livingston, who said he grew up in Southwest Austin, opened prepared-foods concept Independence Fine Foods on Slaughter Lane in August. Independence offers Curve Coffee espresso drinks, he said.

His brother Sloan Livingston, a managing partner, said young people are migrating south out of Central Austin neighborhoods.

“You have families who get more square footage out here for a home. ... And they want all the amenities that you can get downtown; that’s why you have people who are receptive to craft coffee,” he said.

The Sound Gallery owner Marc Campbell said the shop opened in February on South Congress Avenue and sells vintage stereo equipment and vinyl. The store also has a coffee bar. A former coffee shop owner, Campbell said he wanted to incorporate it in his new venture.

Catering to locals is a goal for Opera Cafe & Coffeehouse, owner Aliya Amanzholova said. “The European-style cafe opened this summer in the former White Rabbit space. She said the business offers Italian-made Illy coffee as well as lunch and desserts.

Area newcomer Lucky Lab Coffee Co. embraced commuters by opening its first location. Amanzholova said she hopes to welcome another shop to the area.

Other shops have opened or will soon open in South Austin. Seventh Flag Coffeehouse opened in June at 1504 S. First St., and another Austin shop, Caffe Mediici, plans to expand to South Lamar Boulevard next to the renovated Alamo Drafthouse Cinema location.

Amanzholova said she hopes to welcome more specialty coffee options to South Central Austin.

“The more the merrier,” she said.
Many supporters and opponents of the $1 billion plan agree a multimodal approach is necessary for aiding traffic congestion. They disagree on the means to the end.

“While we must have an extensive rail transit system throughout the state one day,” said Lyndon Henry, a rail advocate and transportation planning consultant. “In order to get there we have to spend our dollars wisely. We can’t be spending huge amounts of money and soaking up the oxygen, so to speak, with one project. We’re not going to be able to afford to extend the [system] throughout the city like we need to.”

Urban rail basics

Urban rail is a combination of streetcars and light rail. Unlike MetroRail—a commuter rail line with its own grade-separated tracks—urban rail would operate in the street. Urban rail Project Lead Kyle Keahey said rail would be in its own guideway and separated from vehicle traffic with a curb.

Keahey said the system would be powered by overhead power lines and would not require crossing gates to travel through traffic signals. Trains would not block intersections and take no longer than a bus to get through a traffic signal.

“What we want to be able to do is to establish priority for the [rail cars]” Keahey said. “That means we have to tinker with the [traffic] signal system to give them that priority.”

Urban rail would operate in the existing median on Riverside Drive. On Trinity Street one lane of traffic and parking would be eliminated. Keahey said garage access to buildings would be preserved, but planners have not determined if rail would run in the center of the road or on either side. On Red River Street, Keahey said the city has less right of way for operation, and rail might have to share lanes with vehicles.

The total cost for the urban rail plan is $1.38 billion in 2020 dollars. If the city and FTA each allocate $600 million, nearly $200 million of the project would remain unfunded. To make up the difference, Keahey said the city could reduce the scope of the project, identify other funding sources or reduce costs through value engineering.

“We haven’t trimmed costs,” he said. “We’ve been very careful in making sure we didn’t underestimate our costs.”

Location, location, location

Henry, a former Capital Metro board member, represents the Our Rail political action committee of transit supporters who support an alternative urban rail route on North Lamar Boulevard and Guadalupe Street. This route is similar to the failed light rail plan from 2000.

He said the proposed route included in Prop. 1 misses the third-densest residential community in the state—West Campus. Many communities and businesses along Guadalupe/Lamar already support rail in that corridor and spent years studying it and implementing rail into neighborhood plans.

“We have a responsibility to those neighborhoods and all those residents who don’t just put out time, effort and brain power into all this but their hopes,” he said. “… We want to put that back together.”

Smiley said rail advocates should be supportive of any transit solution that aims to aid congestion, and she has concerns about Our Rail’s claim of bringing a new plan to voters in two or three years if Prop. 1 fails.

“If we could agree that this is the first segment of a system that [eventually] will be built to include Guadalupe/Lamar, then we can begin today,” she said. “We’d be a lot closer to the result they want than we will be if this fails and we have to start over.”

She said planners studied several high-capacity transit corridors and sought the best plan to submit to the FTA. Because Capital Metro received $38.1 million for MetroRapid buses in the Guadalupe/Lamar corridor, she said FTA officials indicated it likely would not fund rail for the same corridor.

“Why would we double up on one corridor at the expense of other corridors that need that kind of service?” she said.

Scott Morris with Our Rail disputes this and said a Capital Metro memo indicates if the city reassessed its transit priorities on the corridor, the FTA would consider funding other options. He said Lamar is also one of the most congested roadways in the city and cannot be ignored any longer.

“Light rail [provides] very localized congestion relief,” he said. “When the outlying areas say they have lost connection to their downtown … they’re not saying rail is not the answer. What they’re saying is this rail package is not the answer.”

Morris said it is the wrong plan to submit to the FTA because it speculates on economic development and passes through 1.6 miles of tax-exempt land near UT and the Capitol.

Transit options

Not everyone will use the urban rail line, but supporters say having transit options is necessary. Ted Siff, president of the Austin Environmental Democrats, said the club endorsed Prop. 1 as well as city bonds in 2010 and 2012 for transportation improvements such as roads and sidewalks.

“What’s reflective of the club’s support of all three of these is the real issue of getting more choice to the individual user in a number of ways,” he said.

From a business perspective, Silicon Labs CEO Tyson Tuttle said the city needs more transportation options.

“As people come here it’s just continued to get more and more congested,” he said. “That’s why you need different options and different modes to give people … besides just sitting in your car.”

Patrick Goetz with grass-roots urbanist group AURA said the organization supports less-costly transit options such as expanding the city’s bus system and allowing for greater density near transit corridors to build ridership.

“Rail is never going to reduce congestion,” he said.
If voters approve spending $600 million on an urban rail route, the city would be required to secure $400 million in funding, likely by selling bonds, for significant regional road projects and corridor studies. City Council approved the 2014 Strategic Mobility Plan on June 26, and in that plan are the projects the city would fund using the road bonds.

**The roads most traveled**

![Map of urban rail routes](image)

**I-35 at Olfor, Stassney and William Cannon: $90 million**
The three overpasses would be rebuilt with U-turn lanes and additional room for a new lane to be constructed on I-35 called the Future Transportation Corridor. The FTC would provide one new lane of traffic in each direction, although the type of lane—such as general-purpose, HOV or tolled—has not been determined. The city would partner with 1xDOT on the project.

**Hwy. 71 connectors to ABIA: $81.5 million; future urban rail extension: $34 million**
The Hwy. 71 direct connectors would allow for faster access into Austin-Bergstrom International Airport and provide relief to the interchange at US 183. The first project would require rebuilding the US 183 interchange with a new grade-separated overpass at Riverside Drive to accommodate a future urban rail extension to ABIA.

**Corridor studies, safety improvements: $36 million**
Corridor studies on Loop 360, RM 620, RM 2222, Parmer Lane and RM 1826 would look for options to improve congestion with short-, mid- and long-term solutions. Any safety issues such as adding additional turn lanes or medians or making signal modifications could also be implemented. The community would be involved in developing solutions. Some projects could be constructed, and others could require additional funding for environmental work.

**Lamar Boulevard: $5 million**
A corridor study—primarily between US 183 and Lady Bird Lake—focuses on congestion and safety improvements, and the possibility of an urban rail extension or other forms of high-capacity transit.

**High-capacity transit corridor studies: $3.5 million**
The city would also study where to expand high-capacity transit, such as urban rail or rapid buses, to the Mueller development, East Austin, the Seaholm development, and to South and Southwest Austin. Areas of study in the south could include South Congress Avenue, Oak Hill, Circle C, MoPac and South Lamar Boulevard. Studies would identify what mobility, traffic safety, bike and pedestrian improvements are needed.

**Riverside Drive at I-35: $120 million**
The project would build new access ramps and construct circulation and distribution lanes. These lanes would allow drivers to access downtown streets by exiting the I-35 main lanes and passing under the bridge at Riverside to avoid the traffic signal. The Riverside overpass would also be reconstructed to accommodate urban rail, although this is a minor piece of the construction project.

“If it’s disingenuous to say that it will. What rail does is give you transportation choices.”

**Affordability**
Mandy De Mayo—executive director of HousingWorks Austin, a research, policy, advocacy and education organization—said there is a clear link between transit and housing.

“[Transit] opens the door for more intentional location of affordable housing rather than just taking advantage of whatever site comes up for sale,” she said. “If we’re really being intentional about where we’re locating affordable housing, [it needs to be] in proximity to transit.”

De Mayo said urban rail would allow the city to realize the Imagine Austin comprehensive plan that envisions compacted and connected communities where people of all income levels live in proximity to work, play and school. Although HWAs board unanimously endorsed the urban rail plan because of opportunities for new affordable housing, it recognized some voters could struggle to pay additional taxes while not receiving any direct benefit.

“It’s part of the city’s infrastructure, just like schools and parks,” De Mayo said, adding affordable housing and transportation are critical to the city’s infrastructure.

Roger Falk of advocacy group Travis County Taxpayers Union said the proposed plan is better for developers than residents.

“Rail-based development is [largely] a product of taxpayer giveaways,” he said. “...What happens to people who have been living here and are priced out of area?”

**Roads most traveled**
Falk also takes issue with Prop. 1, paying for road projects on state highways. He said the city also should not spend money to identify where the traffic is but on specific solutions for RM 620, RM 2222 and Loop 360.

“[The city is] not turning a shovel of dirt. I ask people all the time, … and most people don’t know [that],” he said.

He added that repayment on the $400 million worth of road bonds would be expensive. Falk said repayment is a two-to-one cost meaning for every $1 the city borrows, it pays $2. Robert Spillar, director of the city of Austin’s Transportation Department, said the city sees itself as a partner in providing solutions for regional traffic congestion. He said the $400 million plan features keystone projects that could lead to other funding opportunities for construction.

“We don’t want this region to be in a position where we’re not ready to go to construction on major regionally significant projects,” he said.
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City of Austin’s $1 billion rail/road bond would increase homeowners’ tax bills

By Amy Denney

Austin voters will decide on a $1 billion rail and road bond Nov. 4 that would raise homeowners’ taxes by hundreds of dollars.

To pay off the $1 billion bond, the city would need to increase the debt service property tax rate by 6.25 cents, said Deputy Chief Financial Officer Greg Canally. The average annual cost to a homeowner with a $200,000 home would be $217.

“The debt service tax rate, currently at 11.23 cents, is part of the city’s overall tax rate of 48.09 cents per $100 of property valuation. It pays for the city’s debt, such as paying off bonds, Canally said. The city still has $315 million worth of bonds to issue from bond programs approved in 2006, 2012 and 2013, but those will not affect the tax rate, Canally said.

“If we were to issue any [new authorized] bonds it would require a tax rate increase above our current rate,” he said. “That’s what we mean by our bond rate capacity.”

The official bond language asks voters to approve selling $600 million in bonds for road projects. The total $1 billion package would increase the debt service tax rate by 6.25 cents from 11.23 cents to 17.48 cents per $100 valuation. The effect on homeowners’ tax bills will be $217 annually for a $200,000 home.

The city would sell an additional $400 million in bonds for the rail project. If approved the city would sell $400 million worth of nonvoter-approved state highway bonds and repay the bonds through the debt service tax rate. The first increase to the debt service tax rate would occur in late 2015 with increases of about 1 cent every year for six years. Multiyear projects require selling the bonds over several years, he said.

“With big capital projects, it takes a long time to build them, whether it’s a building or urban rail system,” Canally said.

Sources: City of Austin, HousingWorks Austin, Travis County Bee

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Nearby attractions include Austin Zoo and Animal Sanctuary, Lady Bird Johnson Wildflower Center, the Hill Country Galleria and the area’s numerous breweries and wineries.

**Recent listings**

**304 Dry Creek Road**
- 3 Bedroom / 2 Bath
- 2,273 sq. ft.
- $280,000
- Agent: Jeremy Frost
- Keller Williams Realty

**116 Firefall Lane**
- 4 Bedroom / 3 Bath
- 2,553 sq. ft.
- $378,690
- Agent: Earl Price
- Team Price Real Estate

**228 Open Sky Road**
- 6 Bedroom / 4.5 Bath
- 4,957 sq. ft.
- $550,000
- Agent: Stacie O’Grady
- Mallach and Company

**816 Wild Rose Drive**
- 3 Bedroom / 2 Bath
- 1,800 sq. ft.
- $299,900
- Agent: Earl Price
- Team Price Real Estate

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**FEATURED NEIGHBORHOOD**

**Highpointe**

**Build-out year:** Not built out

**Builders include:** Buffington Homes, Scott Felder Homes, Standard Pacific Homes, Wilshire Homes

**Square footage:** 1,800–4,957

**Home values:** $280,000–$550,000

**HOA dues (estimated):** $480 annually

**Schools:** Dripping Springs elementary, middle, and high schools

**Amenities:** Community amenity center, swimming pools, fitness center, outdoor pavilion

**Property taxes (in dollars):**
- Dripping Springs ISD: 1.5200
- Hays County MUD No. 5: 0.9000
- Hays County: 0.4252
- Hays County ESD No. 6: 0.0795
- Hays County Special Road District: 0.0438
- North Hays County ESD No. 1: 0.0348

**Total (per $100 value):** 2.9933

**Neighborhood market data provided by**
Marc Warshawsky
Realty Austin
Southwest Austin Market Manager
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<td>Hollow at Slaughter Creek</td>
<td>9944 Wading Pool Path</td>
<td>3br/2ba</td>
<td>$289,000</td>
<td>1,880</td>
<td>Ryanne Vaughan</td>
<td>Keller Williams</td>
<td>512-619-5034</td>
</tr>
<tr>
<td>Sage Meadow</td>
<td>9624 Beechnut Drive</td>
<td>3br/2ba</td>
<td>$239,000</td>
<td>1,700</td>
<td>Jerry Castillo</td>
<td>REMAX Capital City II</td>
<td>512-751-0386</td>
</tr>
<tr>
<td>Circle C Ranch</td>
<td>9500 Argyle Drive</td>
<td>6br/3ba</td>
<td>$499,900</td>
<td>3,421</td>
<td>Patricia Smith</td>
<td>Keller Williams</td>
<td>512-637-8277</td>
</tr>
<tr>
<td>Deer Park at Maple Run</td>
<td>8508 Axis Drive</td>
<td>4br/2ba</td>
<td>$334,900</td>
<td>2,543</td>
<td>Kroll Williams</td>
<td>Keller Williams</td>
<td>512-206-0060</td>
</tr>
<tr>
<td>Heights at Loma Vista</td>
<td>7116 Via Dono Drive</td>
<td>4br/3ba</td>
<td>$450,000</td>
<td>2,854</td>
<td>Courtney Oldham</td>
<td>Keller Williams</td>
<td>512-809-5495</td>
</tr>
<tr>
<td>Legend Oaks</td>
<td>6430 Ira Ingram Drive</td>
<td>3br/2ba</td>
<td>$429,997</td>
<td>3,023</td>
<td>Ricky Cain</td>
<td>Keller Williams</td>
<td>512-794-6601</td>
</tr>
<tr>
<td>Maple Run</td>
<td>8509 Copano Drive</td>
<td>3br/2ba</td>
<td>$299,900</td>
<td>2,071</td>
<td>Adam Walker</td>
<td>Realty Austin</td>
<td>512-280-7653</td>
</tr>
<tr>
<td>Maple Run</td>
<td>8900 Teresina Drive</td>
<td>3br/2ba</td>
<td>$257,000</td>
<td>1,509</td>
<td>Deana James</td>
<td>Keller Williams</td>
<td>512-775-8730</td>
</tr>
<tr>
<td>Village at Western Oaks</td>
<td>8014 Doe Meadow Drive</td>
<td>4br/2ba</td>
<td>$260,000</td>
<td>2,001</td>
<td>Mary Lynne Gibbs</td>
<td>Keller Williams–Lake Travis</td>
<td>512-421-2403</td>
</tr>
<tr>
<td>Village at Western Oaks</td>
<td>5805 Fitchwood Lane</td>
<td>4br/2ba</td>
<td>$320,000</td>
<td>1,830</td>
<td>Gary Gentry</td>
<td>Keller Williams</td>
<td>512-794-6728</td>
</tr>
</tbody>
</table>

*Residential real estate listings added to the market between 10/4/14 and 10/15/14 were provided by the Austin Board of Realtors, www.abor.com. Although every effort has been made to ensure the timeliness and accuracy of this listing, Community Impact Newspaper assumes no liability for errors or omissions. Contact the property’s agent or seller for the most current information.*
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