

A Case Study of the
Cedar Park Town Center-Regulating Plan & Urban Code

By Robert Folzenlogen
LAND 646
Spring 05



Table of Contents

I. Project Description	2
II. Context	7
III. Site Analysis	8
IV. Project History & Genesis	10
V. Design/Development Process	10
VI. Program Elements	11
VII. Management	16
VIII. Analysis	16
IX. References	20

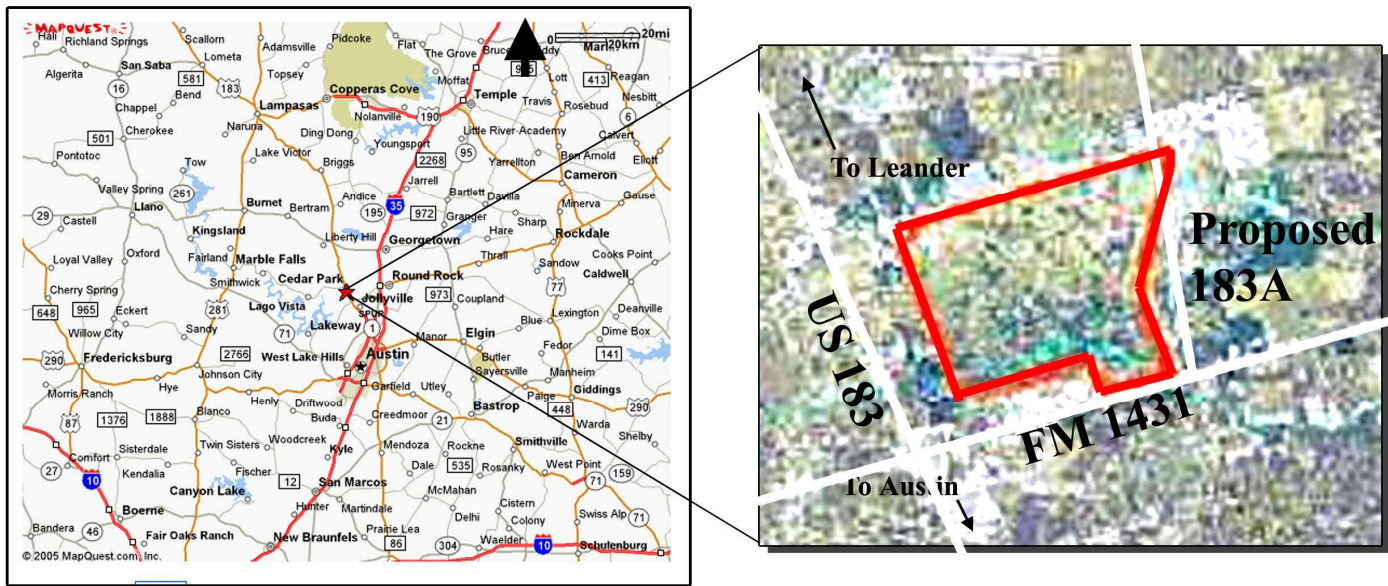
I. Project Description

The Cedar Park Town Center-Regulating Plan & Urban Code project was initiated in 1997 and completed in 1998 as a Framework Plan for managing positive growth within the rapidly growing city of Cedar Park. It was to be the final stage of the cities Comprehensive Plan. This Framework Plan, led by the Land Design Studio (LDS) of Austin, Texas, was awarded a Texas Chapter ASLA Planning & Analysis Merit Award in 2002.

Since the adoption of the LDS Framework Plan in 1998, several events have occurred that have led to the significantly different design/development plans currently being implemented. Such events include changes in city officials, changes in regional transportation infrastructure around the site, and changes in the regulating plan itself to meet an evolving market. However, despite such changes, the original concepts remain intact and are still largely supported by the community and city officials as guidelines for the development of a Cedar Park town center.

Specific Location

Cedar Park is located 20 miles Northeast of Austin in Williamson County, 90 miles East of San Antonio, and 160 miles west of Dallas, Texas. The site for the proposed Town Center is nestled within 400 acres of undeveloped land lying on the North side of FM 1431 and just East of US 183 at Discovery Blvd.



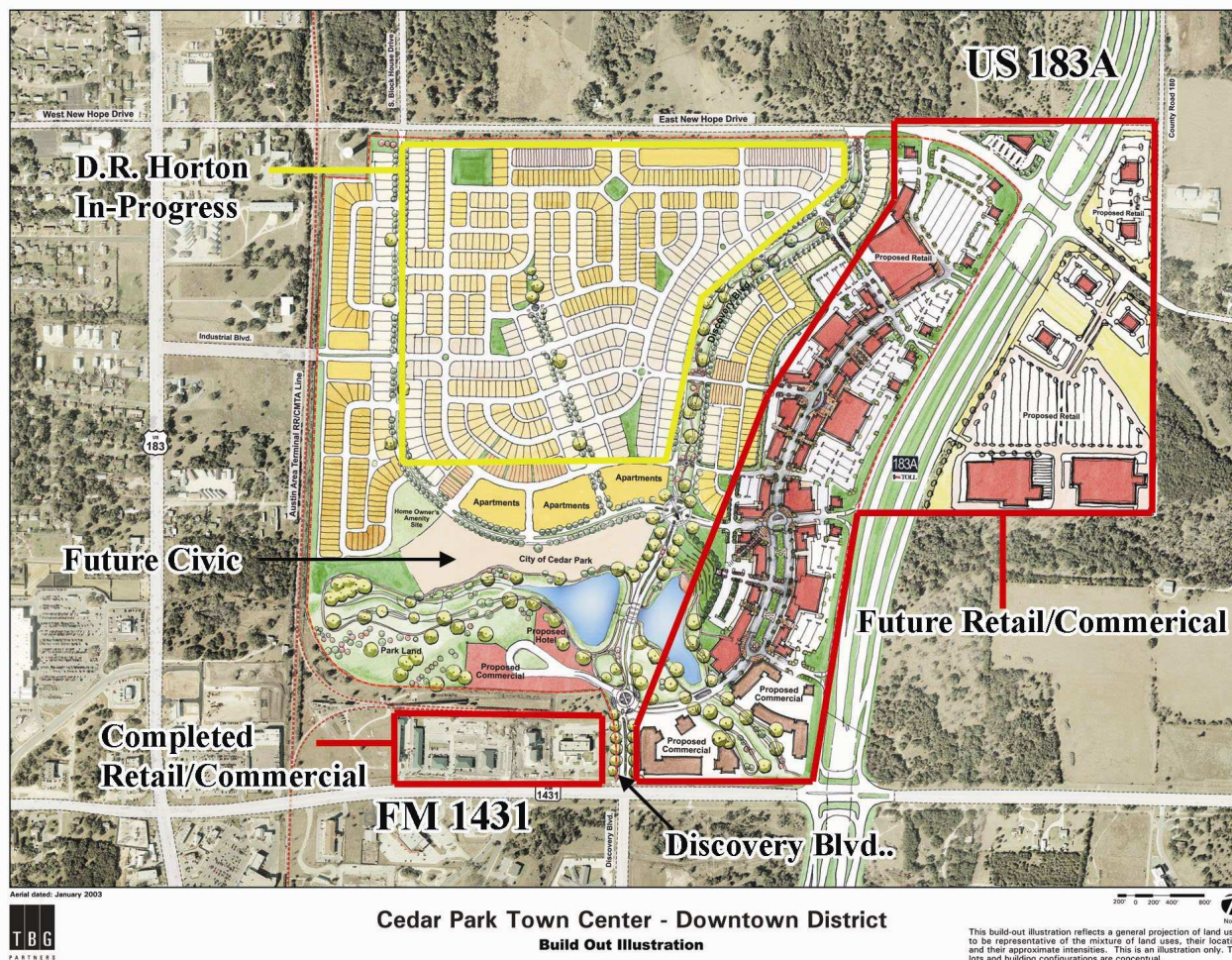
Location Map

Date Designed/Planned

The original LDS Framework Plan and Urban Code was completed in 1998. At this time the guidelines of the plan were approved and funding was decided upon. However, the regulating plan for the designated acreage was redesigned in 2003 and again in 2004. Most of the guidelines of the Framework Plan have been adopted, but much has been left up to individual developments within the designated acreage as per the Downtown District Urban Code actually in use today.

Construction Completed

The original Framework Plan (including a Regulating Plan and Urban Code) was completed and adopted in 1998. Discovery Blvd, the main entry and transportation corridor into the site, was completed in 2004. The original Framework Plan had Discovery Blvd. terminating at the commercial/retail fronting FM 1431 and another main entry and transportation corridor coming off of FM 1431 and dissecting the entire site (*see Program Elements – Regulating Plan* for original plan). The latter did not consider the now approved US 183A highway to the East of the site. Due to TxDOT regulations, the curb-cut distance between the LDS proposed main entry and the new US 183A would not have been met and therefore the proposed Framework Plan entry was eliminated and combined with Discovery Blvd. Making Discovery Blvd. the main entry and site access was a major reason for the changes in the Regulating Plan over the past seven years.



Current Framework Plan

Work on the lake (and detention), hike and bike trails, and Phase I of the D.R. Horton single-family development is currently in progress. The later lies within 108 acres of the designated 400 acres and is labeled “D.R. Horton In-Progress” in the current plan above. Additionally, although not part of the Town Center 400 acres, approximately 10 acres of retail shops and offices has been built along FM 1431 up to the Discovery Blvd. entry and the Southern edge of the 400 acres (*see Completed Retail Commercial in plan above*).

The “Future Retail/Commercial” is a recently designed component of the plan. This area was originally designed to be a mixed-use extension of the area labeled “D.R. Horton In-Progress” above. Due to the desire of the city to capture the traffic using 183A (to be completed in 2007), the residential product component of the

site was shrunk and the retail/commercial plans were expanded along this corridor. Future plans for the 183A corridor include retail, commercial, and perhaps multi-family housing. Additionally, the city believes that this may be a good location for a multi-purpose civic center, particularly if a transit station is built connecting this area to Leander (just north) and Austin (to the South).



Town Center Entry – Discovery Blvd.



Hike & Bike Along Lake (East Side of Discovery)



Detention/Lake (West Side of Discovery)



Retail/Commercial Along FM 1431

Although certainly not by strict TND (Traditional Neighborhood Development) and New Urbanism standards, D.R. Horton has implemented an iteration of the original TND-influenced guidelines that made up the Regulating Plan and Urban Code. For example, front porches are a standard with their single-family homes

along relatively narrow (for Texas suburb standards) local streets with on-street parking. Other elements include alleys, roundabouts, housing cluster parks, and a clock tower helping to establish a sense of identity as well as direct way-finding to/from the residential community along Discovery Blvd.



Front Porches



On-Street Parking



Alley



Roundabout



Residential Cluster Park



Clock Tower

Size

As mentioned, the original Town Center Plan utilizes a designated 400 (primarily privately owned) acres. The current D.R. Horton “Cedar Park Town Center: *The Classic American Destination*” residential development includes plans for 5.8 million square feet within its 108 acres. This includes 1300 homes and 32 acres devoted to the new lake, hike and bike paths, and other open spaces. Other not yet designed components in and around the D.R. Horton development include a city hall, retail, two hotels, and four office structures.

Project Members

The Cedar Park Town Center-Regulating Plan & Urban Code was facilitated by the Landscape Architecture firm Land Design Studio, based in Austin, Texas. The client was the City of Cedar Park. However, with the City Council, Land Design Studio utilized numerous citizen workshops to assist in defining the vision for the future of the town center.

Since the original Framework Plan completed in 1998, master planning was also conducted by TBG Partners, another Austin, Texas based firm. Sean Compton of TBG has continuously been involved with the City over the past two years to adjust the Regulating Plan to changing market demands and developer products.

According to city officials, TBG was chosen by the primary land owner (developer). It is not clear why LDS was not instead used to update the Regulating Plan. The exclusive developer of the Town Center is D.R. Horton. However, the private land was originally sold to Continental Homes, which was bought out by Milburn Development, which was then bought out by D.R. Horton. In addition to working closely with TBG, D.R. Horton has utilized Architect H. Jerde for designing the current single-family residential portion of the site. It is not known who will be used to design/develop future portions of the site.

II. Context

Given that the city is just minutes from the north shore of Lake Travis and along the US 183 corridor to the Texas Hill Country, much of the traffic through the city is not attributed to Cedar Park residents. It is a major stopping point on the way to Lake Travis along FM 1431 and other Hill Country residential communities and recreation spots to the North. For example, continuing along US 183 north/east leads to Leander, Bastrop, and other small communities known for bed and breakfast tourist locations. Additionally, heading West on FM 1431 leads to Lago Vista, Marble Falls, and eventually the upper chain of lakes connecting the Lower Colorado River Basin.

FM 1431 and US 183 are also major thoroughfares for residents in and around Williamson County who commute to North Austin, Round Rock and Georgetown. The heart of all this activity, particularly before the Town Center development, is at the intersection of FM 1431 and US 183. As shown in the pictures below, this intersection is comprised of a “mom and pop” hardware store, fast food restaurants, gas stations, and two strip malls anchored by large grocery stores. The residential areas of the community are spread throughout an approximate 5 mile radius up and down US 183 and FM 1431.



US 183 & FM 1431 Intersection (Looking West)

US 183 & FM 1431 Intersection (Looking North)

Over the past 15 years Cedar Park has experienced incredible growth as a “bedroom community” of Austin in addition to being a major service junction for neighboring communities. With a population of 5,161 in 1990, 26,049 in 2000, and an estimated 35,176 in 2003, the city now ranks fourth among the nation’s fastest growing areas with populations of 10,000-50,000. The service area in 2003 included 52,490 residents. As stated by the Land Design Studio consultants, like many “bedroom communities,” the physical result of such rapid growth has resulted in unattractive strip centers with sprawling parking lots along the major transportation routes. The overriding result is that there is little sense of community identity and no place to call the “town center.” This is largely the driving factor which led to the Town Center-Regulating Plan & Urban Code project as the next stage of the Comprehensive Plan.

III. Site Analysis

History

Until 1882, Cedar Park was a community called Running Brushy, named after the Running Brushy Spring. The community began to take root in 1871 when George Cluck made a cattle drive up the Chisholm Trail and purchased the land containing the Running Brushy Spring. The Cluck ranch and home became the nucleus for the community with the development of a post office in 1874, and then the completion of the Northwestern Railroad from Austin to Burnet that ran through the Cluck Ranch. As part of the agreement with the Cluck Ranch, the railroad company changed the name from Running Brushy to Brueggerhoof (the name of a railroad official partner). In 1887 Emmett Cluck, son of George and Harriet Cluck, renamed the community Cedar Park after the park-like surroundings of the ranch. In 1892 George Cluck sold the railroad company a lot next to the railroad that included a deed for a park and nursery. For years this park was a gathering place for the local community, as well as Austin residents who would frequently travel to Cedar Park for Sunday picnics.

From the 1890s to around 1970 cedar posts and limestone were the major economic byproducts of the Cedar Park community. These resources provided a major economic boost to the community while feeding the construction needs of the growing city of Austin. Excavations during this time led to the discovery of Indian mounds as well as the famed fossilized skeleton of “LeAnn, the Leanderthal Lady.”

Due to pressures from Austin residents wanting to live outside their bustling city, the Cluck Ranch began developing houses in the 1960s. On February 24, 1973, Cedar Park citizens voted to incorporate. When the population reached 5,000 in 1987 the residents voted to become Home Rule.

Demographics

There is an estimated 13,683 households (72.8% owned) in Cedar Park with a median home price of \$153,000. The estimated median household income is \$64,563 with an employed labor force of 5,613. Such population-to-work force ratios suggest that many of the residents of the city commute to Austin and other area labor markets rather than work locally. The ethnic make up of the city is largely white with 73%, then Hispanics at 14%, and the rest African American and Asian. As for the adult age population, around 40% are between the ages of 25 and 44, and only around 20% are 45 and older. It is therefore evident that this is not necessarily a retirement community like many neighboring Austin sub-developments. Most of the major employers of the town are service companies, but many of its residents commute to the large high tech companies in Austin and Roundrock.

Services

Transportation

In addition to the major roads discussed above, Cedar Park is just a couple of miles north of RM 620 and W. Parmer Lane, both major transportation routes leading to Austin area businesses and communities. Austin-Bergstrom International Airport is the closest major airport about an hour and a half away. One major amenity is the Austin Area Terminal Railroad, which has a station just outside the Town Center site. This is home to the Hill Country Flyer historical locomotive, as well as the proposed station for a transit system linking Leander (just North of Cedar Park) and downtown Austin. The Hill Country Flyer locomotive was just recently rebuilt and will start tours again later this summer. It will travel to South Austin and Leander. If implemented, the same rail system will provide transit services from Leander to the Austin Convention Center located in downtown Austin.

Utilities

All electric, water and waste services are provided for locally.

City Government

The local government is of the Council/Manager type, with 6 council members and one mayor. The total number of city employees, including police and fire, is 294.

Education

The city is serviced by the Leander ISD with 24 campuses. In addition to being within an hour's drive time to The University of Texas, St. Edwards, and Southwestern University in Georgetown, the city is fortunate to have a local branch of the Austin Community College.

Healthcare

There are 17 hospitals within a 30 mile radius for a total of 2,232 beds.

Environment

The average annual precipitation in the area is 34 inches with a median January temperature of 39 degrees and July temperature of 96 degrees. Although about 45 minutes away from the Barton Creek conservation greenbelt that weaves through Austin, there are 30 local city parks, 12 golf courses within 20 miles, and 10 State parks within 50 miles (mostly heading West on FM 1431).

Cedar Park lies in the Edwards Plateau ecoregion of Texas. The Town Center site itself is relatively flat and just east of the true Hill Country canyons and crenulations that many use to describe the Edwards Plateau. Consequently, most of the site is likely considered an upland of this region and therefore made of dark calcareous clays and clay loams with an overlay of gravel and stones. The site in its original condition also contained a running creek that ran east to West. It has now been completely dug out and is the basis for the detention/recreation waterway.

While there are approximately 186 species of trees capable of being found in this area, the site itself is largely a mixture of *Quercus fusiformis*, *Quercus texana*, *Ulmus crassifolia* and *Juniperus ashei*. Small flowering trees naturally occurring on the site include *Diospyros texana*, *Cercis canadensis* and *Sophora secundiflora*.

IV. Project History & Genesis

Since the mid-1980's, citizens and developers of Cedar Park have recognized the need for a planned town center. The town center would act as a focal point for public facilities, recreation, entertainment and shopping. Additionally, the town center would help create a sense of identity for Cedar Park as a self-contained community rather than a suburb of Austin. In addition to the concept of a town center, city officials at the time had knowledge of and believed in the benefits of "traditional neighborhood development (TND)." Elements of TNDs that were part of the early vision include mixed-use development, well-connected pedestrian-friendly environments, and preservation of the natural beauty of the site. It was and is still believed that such elements benefit the desire to attract and retain residents and employers in addition to creating a sense of identity and place.

Fortunately, an undeveloped 400 acre tract remained just east of the busy FM 1431 and US 183 intersections when the project was conceptualized. It wasn't until 1987 that the City decided to step back and see how they could grow this energy into a central focal area away from the busy intersection. It was at this point that the Land Design Studio (LDS) consulting team was brought in to complete the cities Comprehensive Plan with a town center regulating plan and set of guidelines for developing a pedestrian friendly, mixed-use town center. LDS was chosen because they had designed a successful PUD project within the area, but even more so because they had a known reputation for designing with TND principles (namely New Urbanism).

According to Gary Bellomy, the Principal Landscape Architect for LDS, an enthusiastic and forward thinking agenda was quickly created with the newly appointed Mayor and City Council. For example, it was stated by the city officials that the results must be, "...a-political and everlasting." The city was at a crossroads and needed to determine if they were going to continue as a "bedroom community" or as an attractive, self-sufficient community with strong growth management principles.

V. Design/Development Process

With what seemed to be a fairly aggressive team of City officials and the various consultants (mentioned above), LDS acted as the primary consultant for creating a roadmap that institutionalized the common goal of a downtown Cedar Park. The process for creating the final product was led by an incredible amount of public

participation, including several citizen workshops that helped further define the vision, objectives and program. Other participatory input came from a Town Team, Development team, and the City of Cedar Park Planning Staff.

As mentioned above, the output of this process was a Regulating Plan (i.e. master plan concept) and set of Urban Codes for defining and managing growth for the Town Center. This plan and guidelines were approved in 1998. However, these guidelines are just that, guides, and not necessarily regulations. Letting the Regulating Plan “flow” with the market was also another guiding principal to this process and program. Consequently, the Regulating Plan itself has drastically changed although the Urban Code concepts (discussed below in Program) themselves remain driving principles. In addition to the entry and main transportation requirements that could not be met by the approved plan, changes occurred because of the product desired by the developer who bought much of the land just after the plan was approved.

For several years the actual Town Center acreage sat undeveloped, but ownership for it remained the same. Luckily, D.R. Horton also recognized the benefits (namely for attracting and retaining residents) of the TND-driven principles that defined the 1998 plan and therefore has continued to support even while the land was left undeveloped. This latter point is key to the success of the project today. Rather than rush in and “just build something” because a plan was approved, the developer and community waited for the market to further define the need before starting the project.

VI. Program Elements

The original Regulating Plan approved by the city in 1998 and led by LDS was organized around the following program elements (*note: all descriptions and renderings are from Land Design Studio and were captured at <http://aslatx.tamu.edu>*):



Downtown Village

The most dense and urban part of the development. It will be a vibrant mixture of retail, civic, office, entertainment and residential uses.



Residential Villages

In addition to the Downtown Village, Cedar Park's Town Center features two residential villages. Unlike the Downtown Village, both of the residential villages are primarily single-family homes with a higher density mixed-use Neighborhood center at the core. All of the homes in each residential village are within a five-minute walk from the activity of the Neighborhood Center.



Town Square

At the heart of Cedar Park's Town Center is a classic town square, a public open space fronting an important civic building (such as a Town Hall), as well as a diverse collection of shops, offices, and apartments. The Town Square is to be formally planted and will feature a fountain and sculpture. It will be left open for community gatherings. At the end of the square is a site renewed for a prominent public building such as a Town Hall that symbolically asserts the importance of community institutions.



Main Street

Inspired by traditional main streets in small Texas towns like Fredericksburg and Georgetown, Cedar Park's Town Center will feature a vibrant main street that caters to pedestrians while accommodating automobile traffic. Cedar Park's main street is designed for shopping and commerce with small scale buildings fronting the street.



Riverwalk Amphitheatre

Just beyond the Town Hall is the Riverwalk Amphitheatre, a hillside theater within the heart of downtown. The amphitheatre will feature regularly programmed special events including outdoor concerts, children's entertainment, community theater and movies. The Amphitheatre provides an important place for Cedar Park citizens to gather and fosters a sense of community. Regular programming of entertainment events within the Downtown Village will help attract shoppers to nearby downtown businesses.



Central Park and Town Commons

Adjacent to the bustling shops and businesses of the Downtown is a lively recreational park. Central Park will eventually be anchored by a multi-purpose Community Center for community meetings, recreational activities, and other community services. Hike and bike trails will straddle a meandering creek that also functions as a series of water quality wet ponds. Shady park pavilions provide pleasant places to take in the view. The Town Commons will include jogging trails and a small lake. It will be fronted by a hotel, the Town Hall, offices and housing.



Townhouse Streets

Within Cedar Park's Town Center are streets lined with apartment buildings, townhouses, and small lot houses. A higher density of residents living in the Town Center will help make the area livelier and safer, as well as help to support nearby shops.



Residential Streets

Within easy walking distance of the vibrant Town Center are single family homes of varying sizes and design. All will feature generous front porches as prescribed by the Urban Code Frontage Types. All of the residential streets will be lined with shade trees and continuous sidewalks. The residential streets in Cedar Park's Town Center draw upon the traditions of old style neighborhoods like Austin's Hyde Park and Tarrytown.



These renderings depict many elements that were used to define the Urban Code, which, in addition to zoning codes, defined standards for Frontage Design, Street Types, Open Space Standards, Public Landscape Standards, and Parking Standards.

VII. Management

Management of the Regulating Plan and Urban Code began with its approval by the city in 1987. However, as mentioned, the fact that it was a “regulating” plan and set of “guidelines” has led to many deviations from the original plan. Regardless, the concepts in the original plan have continued to be a managing guide to growth over the years. This is somewhat surprising given the change in command of city officials since 1998, but less surprising when one looks at the fact the same developer (albeit with different names from merges and acquisitions) has owned over a hundred acres of the site since the original plan was approved.

In addition to the support of the community, city officials, and the developer, it seems as though the current alignment to the original concepts is driven by a close team made up of the city, D.R. Horton, and TBG. The sense I get from the City is that these three constituents are dedicated to “tweaking” the plans to meet market needs while still holding on to the original concept. In fact, the City repeatedly highlighted how TBG never says, “no we can not do that...,” to product requirements of the developer, but instead creatively comes up with solutions that meet market needs, city needs, and developer needs.

As for the Urban Code itself, it was adopted and to this day makes up the majority of the Downtown District Code that guides site development. However, ordinance articles are often vague enough to be flexible and frequently left up to the city Director of Planning as to whether not they will be strictly followed. For example, the Utilities General Standards states that new utility lines will be buried unless, “...the Director waives this requirement.” The flexibility of the ordinances therefore puts more pressure on the City officials at the time of development and the developer itself to manage the growth according to the agreed to Town Center principles.

VIII. Analysis

Usage

Given that the only completed section of the plan is single-family housing, it is difficult to analyze the project as a true “Town Center.” However, looking back at the site as a whole, its “usage” began with the retail/commercial along FM 1431, then the entry and completion of Discovery Blvd., and then the D.R. Horton residential project in progress. As noted, the retention/detention system, including a series of ponds and hike and bike trails, is under construction and can be considered the next stage of the Town Center framework.

It is speculated by D.R. Horton sales representatives that mixed-use development could occur along this waterway, including the originally proposed concept of a City Hall anchor. However, according to the city, if and when this will happen is up to the market and city need. Although it was unclear why, a series of municipal buildings (including Municipal Courts and a school) has been located south of FM 1431 and of the Town Center site rather than on the city owned property within the Town Center acreage.

As for the D.R. Horton residential development, things seem to be going well. There are dozens of houses (and the underlying infrastructure) in progress and on a sunny afternoon, dozens of house-buyers touring the neighborhood. The next stage of usage analysis will come when the lake-hike and bike system is completed and how it relates to the FM 1431 retail frontage and D.R. Horton residences. Additionally, it will be interesting to

see if there is some pedestrian connection between these amenities and residences and the Hill Country Flyer tourist train station.

Criticism & Limitations

Throughout this case study I have spoke of the “success” of the project. It is likely that, when compared to the original TND-driven plan and guidelines set forth by Land Design Studio, some may argue that the Town Center has not been successfully implemented. I am calling the project thus far successful more as a defense to what could have happened. Central Texas has “lost” many energetic Hill Country towns because they did not stop, step back, and put some management principles in place for managing growth. Many of these towns lie along major transportation corridors and or incredible natural settings and are likely to continue (as Cedar Park would have) as service streetscapes with residents sprawling in all directions.

While the Town Center has been slow to develop, the original plans and guidelines have continued to be supported and have at least stopped random growth and site development. Additionally, continuing to evolve the original plan has helped move the “heart” of the city away from the FM 1431 and US 183 intersection and concentrate it on a large parcel of land that can be managed from scratch. However, what the flexible plan and Urban Code has left behind and what it presents for the future is not without its limitations in a perfect world. Some of those criticisms and limitations include:

- An opportunity for anchoring the “Town Center” was missed when the new Municipal Courts building was located south of FM 1431 and not within the Town Center parcel owned by the city. Therefore, once one enters the Town Center entry along Discovery, you do not necessarily feel a sense of community unless you are a resident of the D.R. Horton housing project. This may change once the proposed Main Street (intersecting at Clock Tower and running along lake system) is built and if there is public access to parks and trails along the lake.
- Currently, the D.R. Horton development includes single-family housing only. The only chance to include medium-high density housing (and therefore lower-income residents of Cedar Park) is if it is included in the newly designed acreage to the East of the D.R. Horton site. Inclusion of the entire community is needed if a true Town Center is going to come to fruition.
- Along the same lines as above, the land uses have been segregated in the recent plans and therefore connectivity between the different functions (civic, recreational, residential, commercial/retail) is not likely to be met. Again, the integration of these uses is dependent on how the transit system, FM 1431 retail frontage, D.R. Horton residential, lake system, and new development plays out.
- Other key anchoring elements that have not been realized are a central park and the multi-purpose civic center. It is possible that the lake system could act as a central park, and it is possible that a civic center will have some connection with the new development to the Northeast.

Generalizable Features & Lessons

Again, as a combatant to the strip center development that drew most of the energy to US 183, I view the plan as successful. Specific elements and lessons of the entire exercise since 1997 that I consider successful include:

Process & Planning

- The public participation in 1987, led by LDS, was key to defining, implementing and drawing consensus for a Town Center vision. I am certain that not doing so would have led to more completely random development as citizens, developers and city positions changed over the years.

- LDS' articulation of and value for TND principles as an output to the above is another defining element. While I do not know what all transpired, I get a sense from LDS's ASLA award submission that they helped to "sell" these principles by referring to local examples (e.g. Austin's Hyde Park, Fredericksburg) that Cedar Park residents could relate to.
- Pushing through the adoption of the Urban Code (largely based on TND principles) in 1998 certainly helped solidify the likelihood that the Town Center would be realized despite the lapse in development time over the years. This output from the LDS exercise could have easily just been a shelved consulting exercise.

Design/Development

- There seems to be a very cohesive design/planning team in place comprised the city, D.R. Horton, and TBG. As mentioned above, the city thinks very highly of the ability of this team to solve problems balancing developer needs with the Town Center regulations and local market. It seems as though these stakeholders really do work as a team rather than as a developer using a designer to battle city ordinances.
- Having one developer, D.R. Horton, with exclusive rights to the residential zone of the plan has its benefits. Over the years, while development was dormant, sections of the residential zone could have been sold off. Having one developer with a particular product line helps control the "flavor and identity" of housing.
- As with having one developer, the flexibility of the Regulating Plan and Urban Code of course has limitations. For example, there is only one product line of houses, and that line does not currently have varying levels of density. However, the plan's flexibility has allowed the city and developer to respond to the market rather than just build something and hope that it is occupied. I have to believe that letting the FM 1431 retail/commercial and now the US 183A corridor (including the proposed transit stop and civic center along) drive the residential market was a good idea.

Site Development

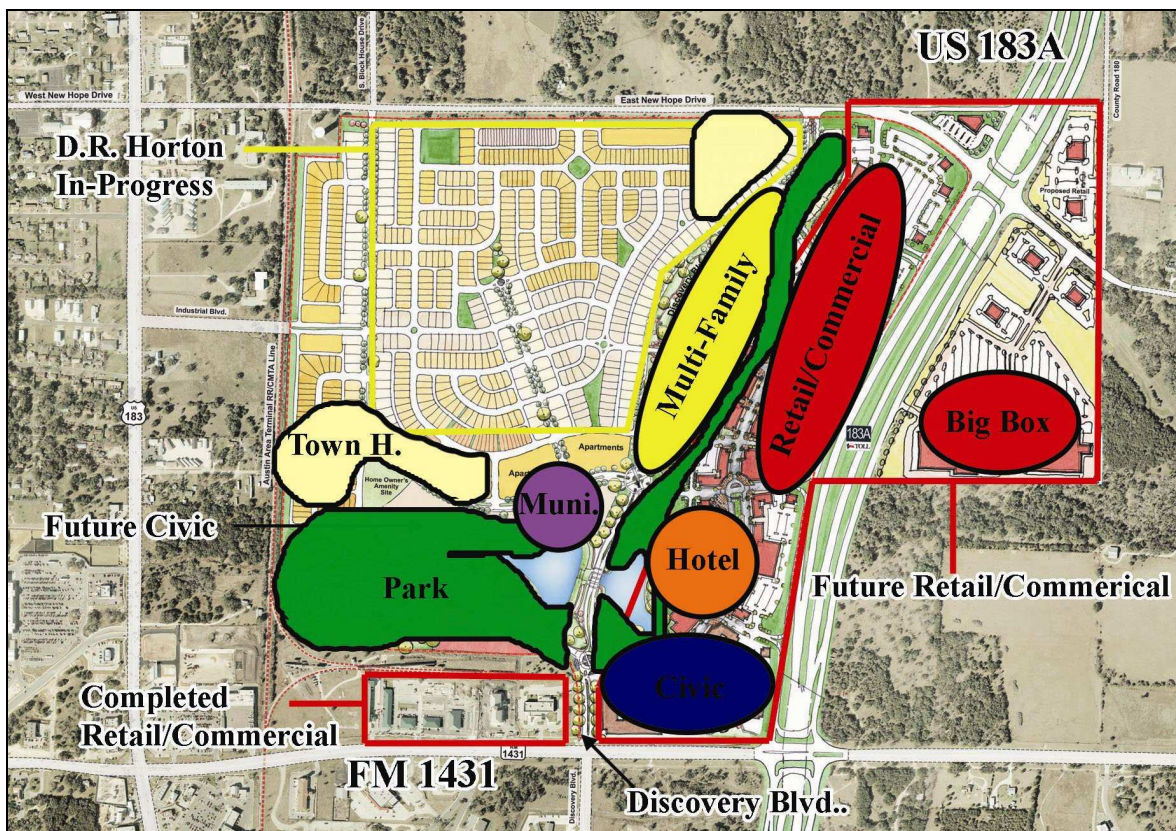
- Although flexible and somewhat open ended in some instances, the Downtown District Code (driven largely by LDS's Urban Codes) provides a framework for meeting the original Town Center goals of a mixed-use, pedestrian friendly community center. Again, while not strictly New Urbanism, elements influenced by the ordinances that can be viewed today include:
 1. Connected sidewalks with landscaped street buffers.
 2. Limited retail frontage parking with primary parking in rear.
 3. Architectural and landscape materials somewhat in line with local context.
 4. Icons for way-finding and "sense of place."
 5. A main boulevard with a landscaped median.
 6. Front porches, alleys and clustered parks for community interaction and recreation.
 7. Short walking distance from D.R. Horton houses to hike and bike as well as the FM 1431 retail/commercial.

Future Issues/Plans & Suggestions

As previously mentioned, the realization of a true Town Center is largely dependant on how current uses are connected and what happens to the development along the US 183A corridor scheduled to be completed in 2007. It is also dependant on what other amenities and/or focal points are developed as anchors to the site. Without well-connected development that draws the entire community in, the Town Center will simply be D.R.

Horton residences with the rest of the community stopping at the entrance along FM 1431. Some suggestions for truly developing a Town Center include:

- A City Hall (labeled *Muni.* below) in the “Future Civic” area currently owned by the city and identified on the “Construction Completed” regulating plan currently in use.
- Multi-family housing along the east side of Discovery with mixed-retail/commercial extending to the US 183A corridor.
- A transit stop and multi-purpose Civic Center at the corner of FM 1431 and US 183A with access from US 183A.
- A Hotel to the East of Discovery that has access to the Civic Center and Retail/Commercial along US 183A.
- A Central Park fronting the City Hall. This would include the lake and be connected to the Hotel, multi-purpose Civic Center, and act as a buffer and trail system between Multi-Family Housing along Discovery and the US 183A Retail/Commercial.



A Proposed Plan

IX. References

1. Land Design Studio Project Award Introduction
 - a. <http://archweb.tamu.edu/aslatx/projects/02/02cptc>
2. Interviews
 - a. Garry Bellomy, Founder & Principal - Land Design Studio
 - b. Brent Baker, Landscape Architect - Land Design Studio
 - c. Duane Smith, Director – Cedar Park Planning & Community Development
 - d. Jolinda Lee Marshall, Cedar Park Development Planner
 - e. Brief with D.R. Horton Home Sales Person
3. Francis, M. *A Case Study Method for Landscape Architecture*. Landscape Journal 20:1-01
4. Additional History and Context of Cedar Park
 - a. <http://www.ci.cedar-park.tx.us/index.asp>
 - b. http://www.geocities.com/boy_scout_troop_158_cedar_park.htm
 - c. <http://www.tsha.utexas.edu/handbook/online/articles/view/cc/hgc5.html>

