

Questions from Austin Neighborhoods Council for their March 27, 2013 General Meeting

1. Seven members of the LDC committee were picked by the City Council and four were selected by staff. Please detail what the experience, expertise and demographics were represented by the original seven member of the committee and what gaps these staff selections were intended to fill. Please be specific, such as to why staff made these selections.

See attached table of LDC Revision Advisory Group members.

2. The priority program teams seem to be running out in front of the LDC re-write process. Please explain how the priority program teams efforts will be coordinated with the LDC re-write process?

The distinctive benefit of a comprehensive plan is that it confronts big issues in a big-picture way. The purpose of organizing into priority program teams is to coordinate implementation efforts. These cross-department teams force issues to be discussed outside of their single issue silos.

The priority programs are:

1. Invest in a compact and connected Austin
2. Sustainably manage our water resources
3. Continue to grow Austin's economy by investing in our workforce, education systems, entrepreneurs, and local businesses
4. Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city
5. Grow and invest in Austin's creative economy
6. Develop and maintain household affordability throughout Austin
7. Create a Healthy Austin Program
8. Revise Austin's development regulations and processes to promote a compact and connected city

All priority program teams will be asked to provide input and feedback during each of the four steps to revise the Land Development Code, including Step 1 – Listening, Issue Identification, and Education. In addition, some of the priority program teams have subteams focused on regulations.

3. The IACP contains many wonderful ideas of which Sustainability, Affordability and Economic prosperity are often mentioned. Yet there are no clear definitions of what is meant by these terms nor are there any metrics established in the IACP to measure if we are moving in the right direction. Also the staff is now in the process of doing the first year annual report on the IACP process implementation. It is implied that the LDC re-write is to reflect the IACP, therefore what is happening with the annual report with regard to defining Sustainability, Affordability and Economic prosperity, what metrics are we going to use and how will all of this impact the LDC re-write effort?

Definitions are in Imagine Austin, Appendix C. Glossary

Page A-15. affordable housing - Dwelling units for sale or rent that are deemed affordable for lower or middle income households. It is also housing that does not create an economic burden for a household and allows residents to meet other basic needs on a sustainable basis.

Page A-20. housing affordability – The ability of a household to afford its housing and associated costs, including rent or mortgage, transportation, and utilities.

Page A-25. sustainability – Is a broad-based concept that is founded upon three overarching goals:

(1) prosperity and jobs; (2) conservation and the environment; and (3) community health, equity, and cultural vitality. In relation to urban planning it is development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Imagine Austin has complete community indications based on the vision principles that provide metrics for the City of Austin and its partners to measure success in achieving plan goals (page 224). In addition, each of the eight priority programs has their own metrics (Chapter 5).

See attached draft Indicators: Annual Report and Five Year Update

4. With regard to small area plans such as neighborhood plans, the adopted IACP calls for the re-write of the Land Development Code to "recognize, respect and reflect these carefully crafted compromises.." It further states that these small area plans were "crafted within the context of this (Current LDC) code" This refers to the current LDC's many site development provisions such as compatibility standards, impervious cover limits, setbacks and height restrictions. The IACP goes on to state that "the vision of the comprehensive plan can be achieved by retaining these protections and the approaches taken in the neighborhood and area plans." How do you see this being worked out considering the emphasis staff has placed on the new code with regard to the emphasis on a Form Base Code? How do you see these existing small area plans being "consistent" with the growth concept map that the LDC is supposed to help implement?

Staff is not emphasizing one code approach over another. The existing Land Development Code has different types of code elements including form-based, Euclidian and performance.

The Growth Concept Map is consistent with the adopted Neighborhood Plan Future Land Use Maps (FLUMs). See attached, Comparison of Imagine Austin Growth Concept Map with the composite Future Land Use Map. ftp://ftp.ci.austin.tx.us/GIS-Data/planning/compplan/iacp_flum-gcm-compare.pdf

Per the November 1, 2012 presentation to Council, these regulations are on the table for reconsideration, Regulations relating to...

- Procedures for review & approval
- Zoning
- Subdivisions
- Site Plans
- Drainage
- Transportation
- Environment
- Signs

As a point of reference, Mueller could not be built under the existing Land Development Code. The Mueller Planned Unit Development (PUD) took carefully crafted compromises and over 60 changes to the existing regulations to build the traditional neighborhood. These included changes to definitions, use regulations, zoning, site development, landscaping, subdivision, transportation, signs, drainage and environment, and the Capitol view corridor.

Public input to fix/change/revise the Land Development Code started at the kick-off to create a comprehensive plan in October 2009 and continued throughout the process.

Council Appointees for LDC Revision Advisory Group	
Name	Chris Bradford
Nominated by	Cole
Company	Coats Rose
Work	Real Estate, Land Use, Government Affairs & Banking Law
Affiliation/Organizations	Blog Austin Contrarian: I have always been interested in development and the economics of land-use regulations. Land-use regulations affect nearly every aspect of our lives, from how much we pay for rent, to how far we must travel to buy a cup of coffee or pair of shoes, to what our streets look like. The subject doesn't get the attention it deserves, except during highly-contentious zoning fights when people are often too emotional to think clearly.
Name	Jim Duncan
Nominated by	Morrison
Company	Duncan Associates
Work	Development Regulations, Impact Fees, Special Studies
Affiliation/Organizations	Directed planning and development programs for Austin, Texas; Hollywood, Florida; and Broward County, Florida; Instructor for APA's Training Service workshop on Sustainable Development Controls; served as national president of the American Planning Association and as president of its Florida chapter; a Fellow of the American Institute of Certified Planners; Board of Directors for Better Austin Today Political Action Committee;
Name	Will Herring
Nominated by	Leffingwell
Company	Herring & Irwin
Work	Law Firm
Affiliation/Organizations	Interned with PDR Current Planning Division; Law Clerk at Federal District Court for the Western District of Texas
Name	Jeff Jack
Nominated by	Tovo
Company	Jeff Jack Architect
Work	Architect
Affiliation/Organizations	Registered architect for 38 years, holds NCARB certification, has worked in cities across the country, and has been employed by large firms (70 employees) and smaller ones. He is currently a sole practitioner in a firm that works on both commercial and residential projects. He has participated in many land-use related task forces, including the Affordable Housing Task Force, Envision Central Texas, and the Central Texas Clean Air Force. He serves on the Board of Adjustment and as an ex officio member of the Planning Commission; Board of Directors for Better Austin Today Political Action Committee;

Council Appointees for LDC Revision Advisory Group	
Name	Melissa Neslund
Nominated by	Spelman
Company	Bury+Partners
Work	Engineering design, land planning and landscape architecture
Affiliation/Organizations	RECA, Chair of Austin Policy Issues Committee;
Name	Stephen Oliver
Nominated by	Riley
Company	OPA Design Studio
Work	Architecture, Urban Design and Community Planning
Affiliation/Organizations	Planning Commission; consultant for City of Austin's Transit Oriented Development Planning (TOD) efforts for the MLK, Lamar and Plaza Saltillo Station Area Master Plans and participating on the City of Austin PUD Ordinance Taskforce, Mueller Design Guidelines Taskforce, and in the City of Austin 3D Model Initiative. He focuses on contributing to the visioning of Austin through planning and architecture in his roles as Board President (2006-2007) of Presidential Glen Municipal Utility District, American Institute Architects Austin 2008 President (2008-09), Regional and Community Design Chair (2007-08), Urban Land Institute (ULI), Austin Foundation for Architecture, and Ex-Officio Director 2008 International Code Council (ICC); LEED AP accreditation
Name	Brian Reis, P.E.
Nominated by	Martinez
Company	RPS Espey
Work	Engineering services
Affiliation/Organizations	Experience in civil engineering design and water resources planning; Chair of Oak Hill Neighborhood Contact Team; developed and maintained the water quality protection plan and monitoring program for the 4,000 acre Barton Creek Development west of Austin; project manager for the design team for the Waller Creek Tunnel Project; conducted numerous floodplain restudies in FEMA Region VI (including Travis County) as part of FEMA's Floodplain Map Modernization Program; project manager and chief hydrologist on the studies of Shoal Creek, Waller Creek and Williamson Creek; consultant on City of San Marcos Stormwater Technical Manual, comprehensive plan, water quality protection planning studies and assisting in the development of revisions to the City of San Marcos' Land Development Code with respect to drainage and water quality.

City Manager Appointees for LDC Revision Advisory Group

Name	Mandy De Mayo
Company	De Mayo Associates
Work	Affordable Housing and Development Consulting
Affiliation/Organizations	Household affordability, development
Name	Stephen Delgado, P.E.
Company	Texas Engineering Solutions
Work	Civil engineering, site development
Affiliation/Organizations	Vice President of the Austin Contractors and Engineers Associations of Austin (ACEA) and Chairperson of the DSMBR Subcommittee, Real Estate Council of Austin (RECA)
Name	Beverly Silas
Company	Beverly Silas & Associates
Work	Public Affairs Outside the Box
Affiliation/Organizations	Served as interim program director for Leadership Texas; founding CEO for Envision Central Texas; director of communications and public strategies with HBMG; president and chief executive officer with Concept Development & Planning; Capital Metropolitan Transportation Authority (Cap Metro) board of directors; American Public Transportation Association (APTA) board of directors; AISD Public Education Foundation board of directors; Texas Methodist Foundation board of directors; City of Austin Bond Oversight Committee. Previous service includes: Austin Community College board of trustees; Austin Community Foundation board of governors; Austin Area Urban League board of directors; Downtown Austin Alliance board of directors; Mary Lee Foundation board of directors; Austin Junior Forum advisory board
Name	Dave Sullivan
Company	University of Texas at Austin
Work	Center for Energy and Environmental Resources
Affiliation/Organizations	City of Austin Planning Commission, Bond Oversight Committee, Live Music Task Force, Ann Richards School PTA, Old West Austin Neighborhood Assoc. member & past board member, Air & Waste Management Association, American Statistical Association, Texas Bicycle Coalition; boards of directors of Housing Works, Central Texas CNU, Austin Creative Alliance, and Bike Austin; former board member for Austin Sierra Club, Save Barton Creek Association

Imagine Austin

Indicators: Annual Report and Five Year Update

draft March 2013



Process for Selecting Indicators

As the purpose of selecting indicators is to determine the appropriate measures for the annual report and five-year evaluation, it is critical to measure the progress toward meeting the objectives of Imagine Austin. The objectives will be implemented through the eight priority programs. The indicators must address tangible and meaningful outcomes such as quality of service and usage as well as other performance measures. It is also important to state the need to use a manageable number of indicators for the annual report. This is necessary not only for managing City of Austin resources but also to provide the public with a clear sense of progress. Many other indicators are tracked by the City of Austin, the Community Action Network and other organizations. For those indicators not chosen, we will include these indicators in the appendix and identify where to find them.

The indicators listed below were carefully chosen based on:

- the relevance to the priority programs
- the overall relevance in terms of committing resources to accomplish the outcome that is measured by the indicator
- information that can be used by planners and others when faced with decisions about the community
- whether it provides a gauge of what is happening locally
- whether significant changes would be seen annually or some longer time frame
- whether it is measurable and achievable
- reliable and consistent sources

The selection process is consistent with professionally accepted methods of indicator selection, including selection recommendations provided by the Community Action Network. Please note that for indicators that rely on outside data sources may not always be available.

Staff met with all Priority Program Teams to reach agreement over the selection of indicators for each program based on the above criteria. The following list reflects professional judgment regarding the appropriate indicators to be reported in the annual and 5-year reports.

The priority programs have been grouped by related topic because this provides a more complete way of “telling the story” of how the priority programs are achieving the desired outcomes.

The Selected Indicators

1. Connected: Compact and Walkable

Priority Programs: #1: Invest in a compact and connected Austin and #8: Revise Austin's development regulations and processes to promote a compact and connected city

The purpose of these priority programs is to help Austinites have their daily needs within a short distance of their homes and work; thus becoming more compact and connected.

Combined, these priority programs look at the effects of investing in transportation and capital infrastructure as well as land use regulations on non-vehicular travel such as walking, bicycling and transit as well as creating compact places.

These priority programs recognize the relationship between land use and transportation; thus the indicators must show how this relationship is working.

Recommended Indicators for Annual Report:

- Annual Unlinked Transit Passenger Trips
- Vehicle miles traveled (VMT)
- Transportation System Total Annual Delay
- Developed land area
- Development within activity centers and corridors

Recommended Indicators for Five-Year Update:

- Percent of trips by biking/walking
- Annual trips per capita
- Percent of total population increase between centers and corridors and ETJ
- Percent of total jobs increase between centers and corridors and ETJ
- Ratio of Jobs to Housing
- Percentage of street frontage with sidewalk
- Bicycle lane miles and percentage of streets
- Intersection Density

2. Green: Sustainable Water and Integrating Nature with the City

Priority Programs: #2: Sustainably manage our water resources and #4: Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city

These priority programs focus on managing, conserving, and enhancing water supply and quality as well as our green infrastructure including rivers, creeks, floodplains, parks, urban

forests, and urban trails for environmental, recreational, and transportation functions. Both programs attempt to improve the connection between the environment and people.

The selected indicators were chosen because they focus on important environmental features related to water supply and green infrastructure.

Recommended Indicators for Annual Report:

- Water consumption (total water used and per capita residential)
- Average daily water use
- Residential average daily water usage
- Environmental Integrity Index
- Development within Edwards Aquifer Zones
- Development within 100 year floodplain
- Percent of waste stream diverted from landfills

Recommended Indicators for Five-Year Update:

- Impervious cover
- Parkland
- Amount of Permanently Preserved Land by Category
- Tree Canopy
- Residential units within ½ mile of park or accessible open space

3. Vibrant: Creative Economy and Flourishing Workforce

Priority Programs: # 3: Continue to grow Austin’s economy by investing in our workforce, education systems, entrepreneurs, and local businesses and #5: Grow and invest in Austin’s creative economy

Both of these priority programs focus on economic vitality through increasing job opportunities and income, workforce development, attracting businesses, and retaining and growing local business including Austin’s live music, festivals, theater, film, digital media, and new creative art forms. They identify the need to partner with businesses, education institutions and non-profits to meet the needs of the workforce and business including education, space, and financial resources. The indicators shown below were chosen because they reflect economic and education conditions.

Recommended Indicators for Annual Report:

- High-School Graduation Rate
- Percentage of High School Students that are College Ready
- Percentage of graduates enrolled in college directly after high school
- Employment rate
- Tax revenue
- Small business growth

Recommended Indicators for Five-Year Update:

- Employment rate and average income
- Residents with undergraduate and graduate degrees
- Total non-profit arts revenue per capita
- Creative industries businesses per 100,000 population
- Overall participation in arts and culture activities

4. Livable: Healthy and Affordable

Priority Programs: #7: Create a Healthy Austin Program and #6: Develop and maintain household affordability throughout Austin

Summary: Of the priority program groupings, these two do not group as neatly as well as the others. One commonality is that both programs seek to address the needs of lower income groups. The programs look at how regulations and investment can promote health and affordability. These priority programs focus on:

- improving health such as through active lifestyles and access to healthy food and health care
- addressing household affordability such as mortgage, rent and utilities and promoting the development and preservation of affordable housing.

Recommended Indicators for Annual Report:

- Median housing value
- Median gross rent
- Vacancy rate
- Median income
- Number of affordable residential units funded
- Homeless count
- Percent of population that participates in physical activities

Recommended Indicators for Five-Year Update:

- Cost burdened residential units
- Households with children
- Rates of disease, obesity, tobacco use
- Percent of residents with health care coverage
- Community gardens

Comparison of Imagine Austin Growth Concept Map with the composite Future Land Use Map

The following pages provide a comparison of each feature in the Imagine Austin Growth Concept Map with the equivalent area from the composite Future Land Use Map (combined across multiple neighborhood plans, where necessary).

PLEASE NOTE: Where the Comprehensive Plan Committee of Planning Commission has given staff direction to change the Growth Concept Map has been noted on the appropriate page. However, we do not yet have a revised map.

RENAMING “MIXED USE CORRIDOR”

In addition to specific map changes, the Committee also directed staff to rename the Mixed Use Corridor feature. A final name has not yet been selected, and this document does not yet reflect the change.

DRAFT REVISED

Growth Concept Map Definitions

The Growth Concept Map illustrates, in general terms, how Austin should grow over the next 30 years. Instead of the sprawling development of previous decades, the map presents a different choice. It is based on a series of activity centers that will accommodate future population and job growth—compact and walkable mixed-use centers, corridors, and job centers.

The mixed-use centers and corridors are where many Austinites will live their lives—reside, work, shop, access services, people watch, recreate, and hang out. Within these centers and corridors, the design of buildings, the overall scale of the built environment, and the design and availability of parks and gathering spaces will indicate that these are places for people of all ages. They will be walkable, bikable, and connected to one another, the rest of the city, and the region by transit, bicycle routes and lanes, and trails. Although there are similarities between centers and corridors, there are important differences. Depending on its location and type, a center it is likely to be focused around one or more major transit stops. Around these stops is where the greatest density of people and activity will likely be located. Surrounding these dense hubs, centers will feature a mix of retail, offices, open space and parks, public uses such as libraries and government offices, and a variety of housing options. Because of

their generally compact nature, it will be a quick trip to travel from one side of a center to the other by foot, bicycle, transit, or automobile. The character of the centers will vary depending on their location and scale. There are three types of mixed-use centers—*regional*, *town*, and *neighborhood*.

While a corridor may feature the same variety of uses as a center, its linear nature spreads uses along the roadway. Walking may be suitable for shorter trips; however, longer ones along a corridor can be made by bicycling, transit, or automobile. Just as there are different types of centers, a corridor’s character will depend upon a number of variables such as road width, volume of traffic, the configurations and sizes of lots, and the variety and scale of uses. Along different segments of these corridors there will be multi-story mixed-use building, apartment buildings of varying sizes and scales, shops, public uses, offices, as well as townhouses, rowhouses, duplexes, and single-family houses.

Although most people will work in mixed-use centers and along corridors, there will be a need for businesses and industries not readily compatible with residential or environmentally-sensitive areas. To accommodate these businesses, a number of job centers are distributed across the map.

The Growth Concept Map and the activity center categories are conceptual and provide a vision for future growth; however, the categories are not parcel-specific, nor do they carry the legal

weight of zoning designations or other land use regulations.

Besides the centers and corridor development categories, the Growth Concept Map includes a number of other features to provide a framework for other aspects of Austin’s future. It provides direction as to how development will occur outside the centers and corridors, illustrates an expanded open space network, and points to how people will move about the city and the region.

Regional Centers

Regional centers are the most urban places in the region. These centers are and will become the retail, cultural, recreational, and entertainment destinations for Central Texas. These are the places where the greatest density of people and jobs and the tallest buildings in the region will be located. Housing in regional centers will mostly consist of low to high-rise apartments, mixed-use buildings, rowhouses, and townhouses. However, other housing types may be included depending on the location and character of the center and can include single-family neighborhoods.

The densities, buildings heights, and the overall character of a center will depend on its location. The central regional center encompassing Downtown, the University of Texas, the Concordia University redevelopment, and West Campus is the most urban. It includes low to high-rise residential and office buildings; local, state, and federal government office buildings; the Texas State Capitol building; cultural offerings and

several entertainment districts; shopping; and single-family neighborhoods. Other, future regional centers, like Robinson Ranch or the southern one at the intersection of toll road State Highway 45 and Interstate 35 will likely have a dense central hub surrounded by well-connected but lower density development. Regional centers such as the one focused at Highland Mall and the North Burnett/Gateway Planning Area will be dense, urban places, but with generally shorter buildings than downtown, but with greater overall densities than will be at Robinson Ranch.

Regional centers will range in size between approximately 25,000-45,000 people and 5,000-25,000 jobs.

Town Centers

Although less intense than a regional centers, town centers are also where many people will live and work. Town Centers will have large and small employers, although fewer than found in most regional centers. These employers will have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. The buildings found in a regional center will range in range from one to three-story houses, duplexes, townhouses, and rowhouses, to low to midrise apartment, mixed use, and office buildings. These centers will also be important hubs in the transit system.

The Mueller redevelopment in Central Austin is an example of an emerging town center. Presently at Mueller, there are local and regional-serving retail establishments, the Dell Children's Medical Center of Central Texas, Seton Healthcare Family offices, and upon

build-out there is expected to be 4.2 million nonresidential square feet that will include retail, offices, medial space, and film production.

Town centers will range in size between approximately 10,000-30,000 people and 5,000-20,000 jobs.

Neighborhood Centers

The smallest and least intense of the three mixed-use centers are neighborhood centers. As with the regional and town centers, neighborhood centers are walkable, bikable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. Unlike the other two centers, these will have a more local focus.

There may be major employers within a neighborhood center; but more likely, the types of businesses and services found will serve the center and the surrounding communities—doctors and dentists, shops, branch libraries, dry cleaners, hair salons, coffee shops, restaurants, and the like. People living within this type of center will reside in mixed-use buildings, smaller apartment buildings, townhouses, rowhouses, duplexes, and single-family houses.

Neighborhood centers range in size between approximately 5,000-10,000 people and 2,500-7,500 jobs.

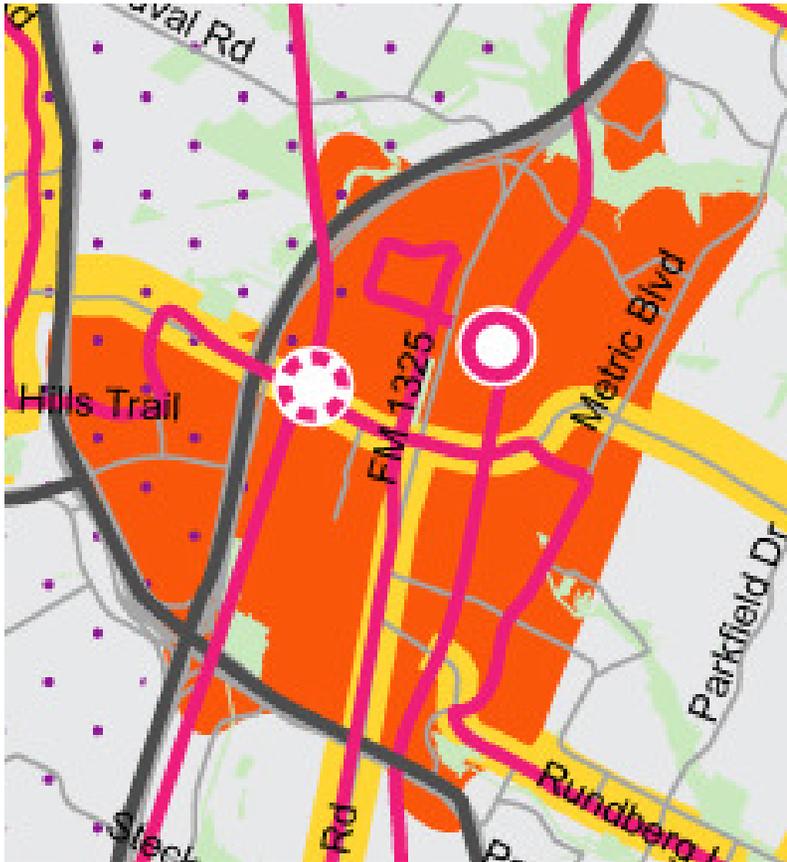
Corridors

Corridors have a dual nature. They are the connections that link many mixed-use centers to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by the variety of activities and types of build-

ings located along the roadway—shopping, restaurants and cafés, parks, schools, single-family houses and duplexes, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors there will be both large and small redevelopment sites. Depending on local conditions, these redevelopment opportunities may either be contiguous, clustered, or intermittent along a corridor. Other corridors may have fewer redevelopment opportunities, but have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to another, such as a service station becoming a restaurant or store or an obsolete retail building being divided into several storefronts.

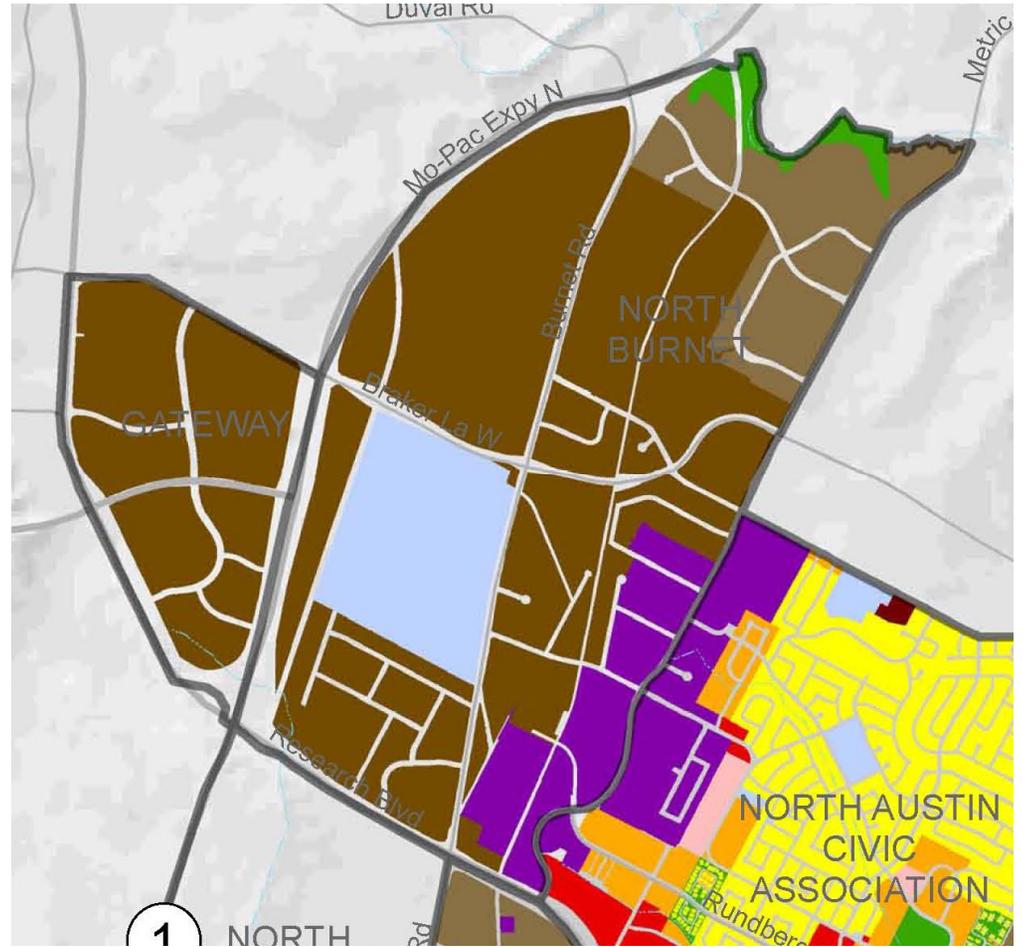
Job Centers

Job centers accommodate those types of businesses not well-suited for residential or environmentally-sensitive areas. These centers are also located to take advantage of existing transportation infrastructure such as arterial roadways, freeways, and the Austin Bergstrom International Airport. Job centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics. While these many of these centers are currently best served by car, the Growth Concept Map offers transportation choices such as light rail and bus rapid transit to increase commuter options.



Growth Concept Map

- | | |
|---|--|
| Land Use | Transportation |
| <ul style="list-style-type: none"> ● Regional Center ● Town Center ● Neighborhood Center — Mixed Use Corridor ● Job Center — Open Space Network ○ Redevelopment over Edwards Aquifer | <ul style="list-style-type: none"> ○ High Capacity Transit Stop ○ Proposed High Capacity Transit Stop — High Capacity Transit — Highway — Other Streets |



Future Land Use Map

- | | |
|--|---|
| <ul style="list-style-type: none"> ■ Agriculture ■ Rural Residential ■ Single-Family ■ Higher-Density Single-Family ■ Mobile Homes ■ Mixed Residential ■ Multifamily ■ Commercial ■ Neighborhood Commercial ■ Neighborhood Mixed Use ■ Mixed Use ■ High Density Mixed Use ■ Specific Regulating District | <ul style="list-style-type: none"> ■ Warehouse/Limited Office ■ Office ■ Mixed Use/Office ■ Major Planned Development ■ Industry ■ Major Impact Facilities ■ Civic ■ Recreation & Open Space ■ Environmental Conservation ■ Transportation ■ Utilities ■ Water |
|--|---|

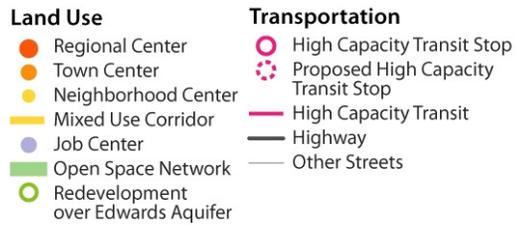
North Burnet / Gateway Regional Center



Growth Concept Map



Future Land Use Map



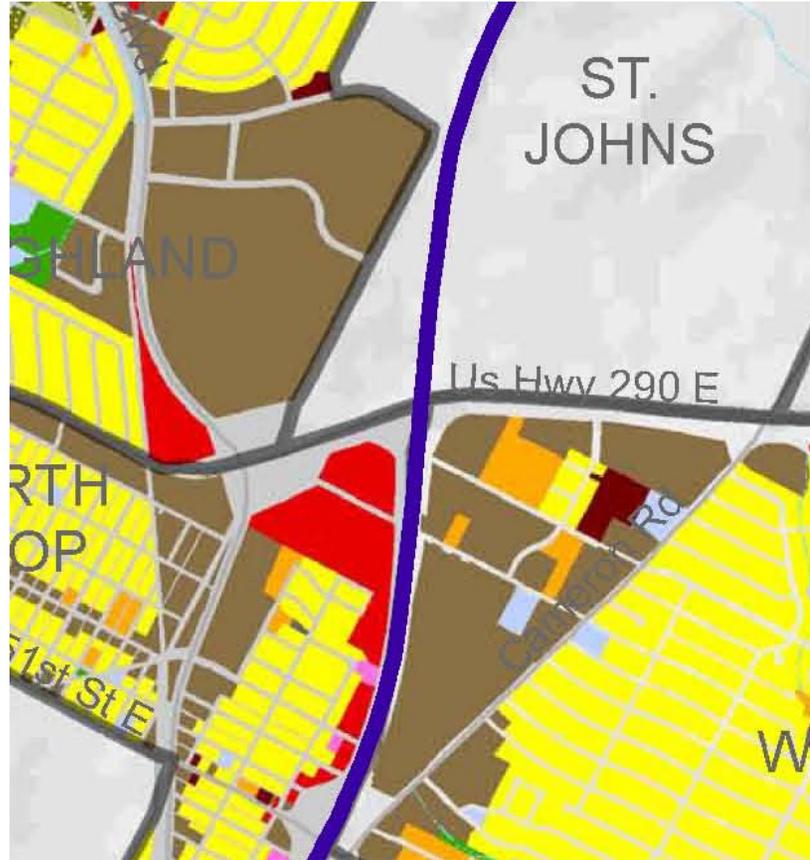
Crestview Station Town Center



Growth Concept Map

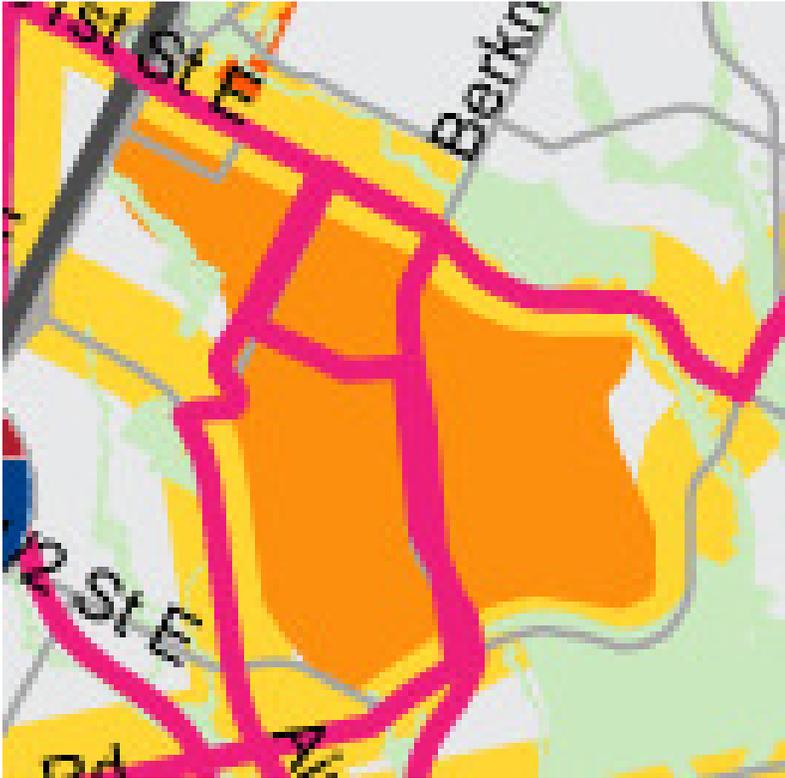
- | | |
|--------------------------------------|---------------------------------------|
| Land Use | Transportation |
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ○ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

Highland Mall Regional Center

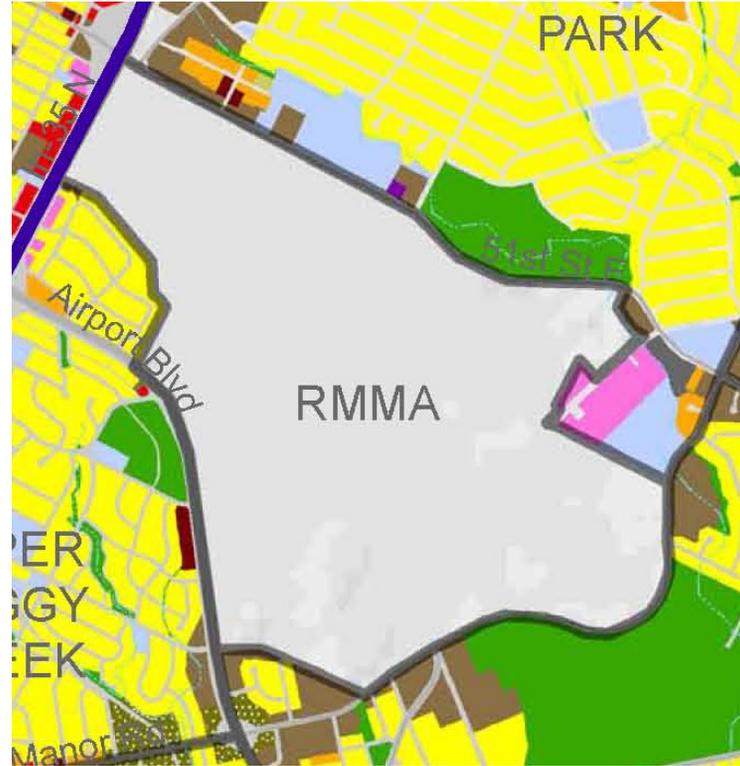


Future Land Use Map

- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ■ Specific Regulating District | |



Growth Concept Map

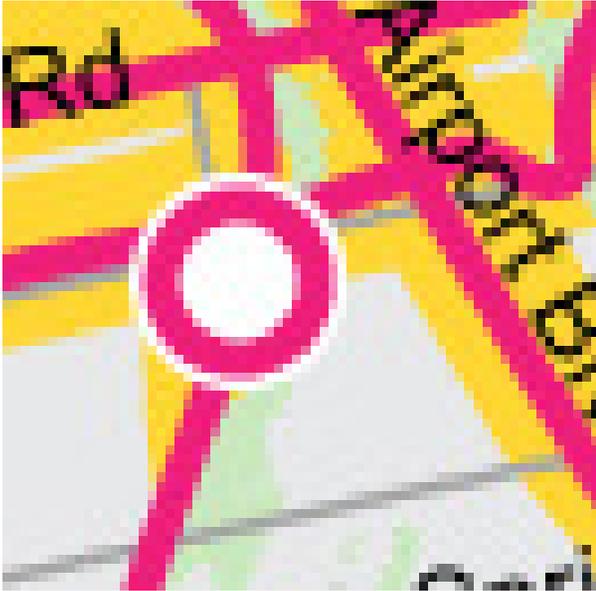


Future Land Use Map

- | | |
|--------------------------------------|---------------------------------------|
| Land Use | Transportation |
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ⊛ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
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| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ⋯ Specific Regulating District | |

Mueller Neighborhood Town Center



Growth Concept Map



Future Land Use Map

	Agriculture		Warehouse/Limited Office
	Rural Residential		Office
	Single-Family		Mixed Use/Office
	Higher-Density Single-Family		Major Planned Development
	Mobile Homes		Industry
	Mixed Residential		Major Impact Facilities
	Multifamily		Civic
	Commercial		Recreation & Open Space
	Neighborhood Commercial		Environmental Conservation
	Neighborhood Mixed Use		Transportation
	Mixed Use		Utilities
	High Density Mixed Use		Water
	Specific Regulating District		

Land Use	Transportation		
	Regional Center		High Capacity Transit Stop
	Town Center		Proposed High Capacity Transit Stop
	Neighborhood Center		High Capacity Transit
	Mixed Use Corridor		Highway
	Job Center		Other Streets
	Open Space Network		
	Redevelopment over Edwards Aquifer		

MLK Station

Town Center & Transit Stop



Growth Concept Map



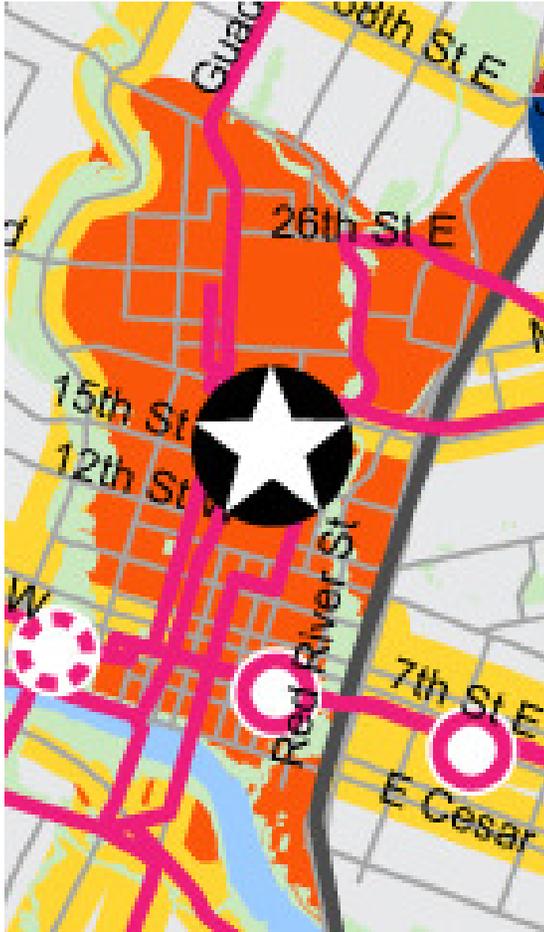
Future Land Use Map



- | Land Use | Transportation |
|--------------------------------------|---------------------------------------|
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ○ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

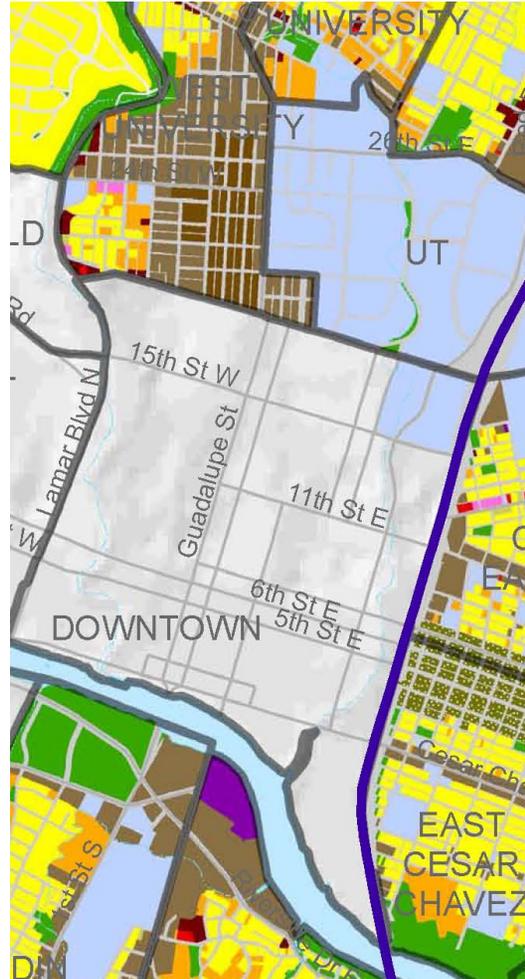
Plaza Saltillo

Neighborhood Center & Transit Stop



Growth Concept Map

- | Land Use | Transportation |
|--------------------------------------|---------------------------------------|
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ○ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | ○ High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |



Future Land Use Map

- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| — Specific Regulating District | |

NOTE: Direction from Comprehensive Plan Committee (1/23):
 Redraw the Downtown Regional Center to exclude the single-family areas identified in the Future Land Use Map above. Include an additional map with a detail view of the Downtown Regional Center to highlight all of the plans it touches and to identify the Judges Hill district within the Downtown Plan.

Downtown Regional Center & Transit Stops



Growth Concept Map

- | Land Use | Transportation |
|--------------------------------------|---------------------------------------|
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ⊛ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

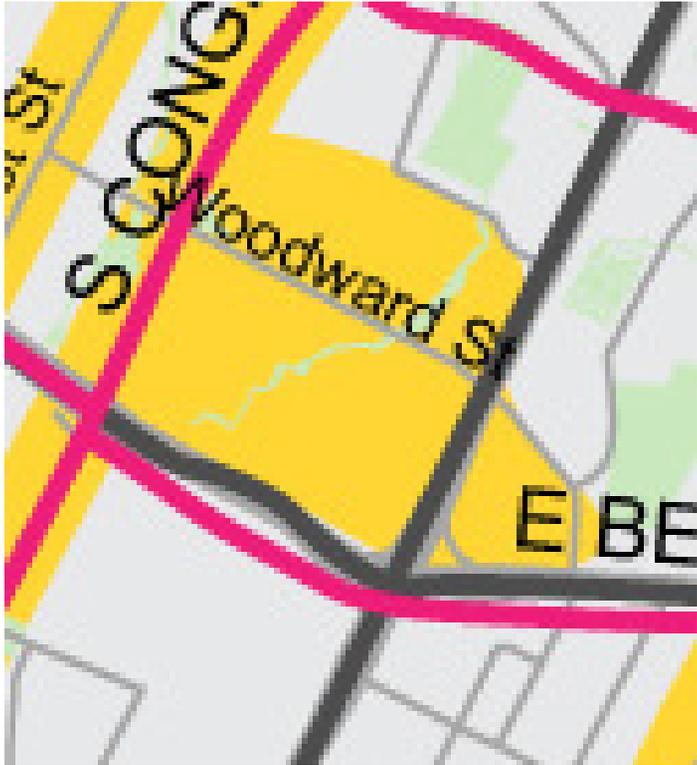


Future Land Use Map

- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ■ Specific Regulating District | |

Riverside Corridor

Town Center & Mixed Use Corridor



Growth Concept Map

- | | |
|---|--|
| Land Use | Transportation |
| <ul style="list-style-type: none"> ● Regional Center ● Town Center ● Neighborhood Center — Mixed Use Corridor ● Job Center — Open Space Network ○ Redevelopment over Edwards Aquifer | <ul style="list-style-type: none"> ○ High Capacity Transit Stop ○ Proposed High Capacity Transit Stop — High Capacity Transit — Highway — Other Streets |



Future Land Use Map

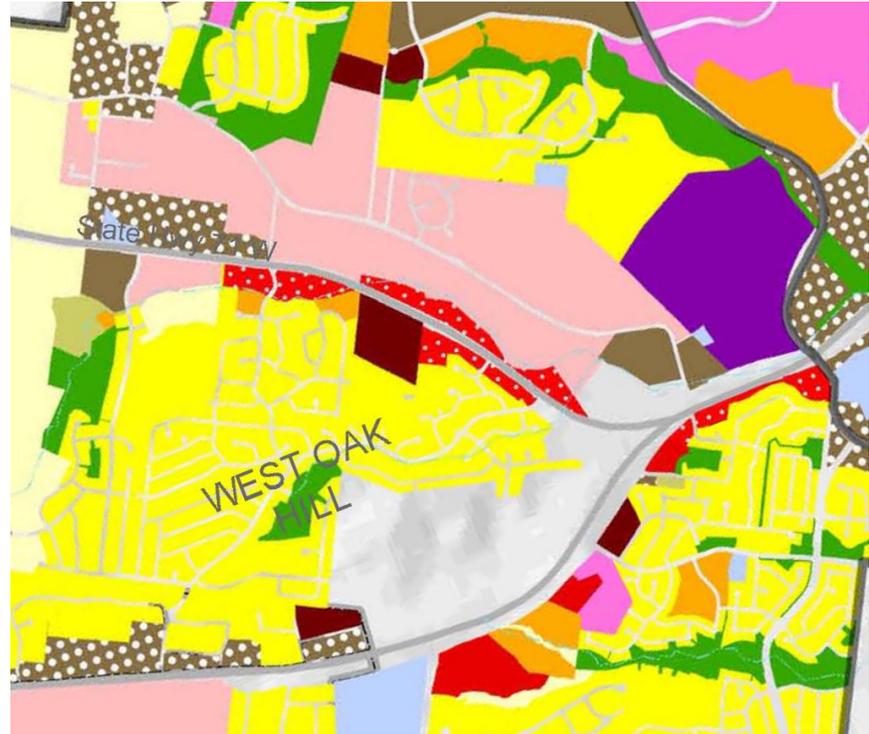
- | | |
|---|--|
| <ul style="list-style-type: none"> ■ Agriculture ■ Rural Residential ■ Single-Family ■ Higher-Density Single-Family ■ Mobile Homes ■ Mixed Residential ■ Multifamily ■ Commercial ■ Neighborhood Commercial ■ Neighborhood Mixed Use ■ Mixed Use ■ High Density Mixed Use ■ Specific Regulating District | <ul style="list-style-type: none"> ■ Warehouse/Limited Office ■ Office ■ Mixed Use/Office ■ Major Planned Development ■ Industry ■ Major Impact Facilities ■ Civic ■ Recreation & Open Space ■ Environmental Conservation ■ Transportation ■ Utilities ■ Water |
|---|--|

St. Edwards Center Neighborhood Center



Growth Concept Map

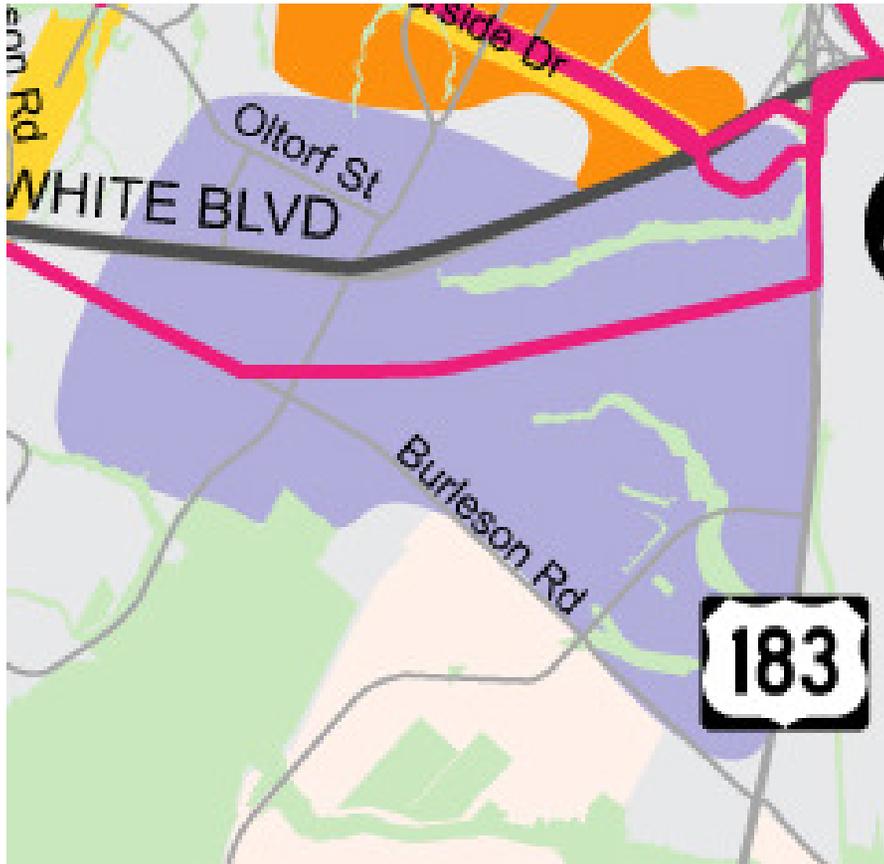
- | | |
|--------------------------------------|---------------------------------------|
| Land Use | Transportation |
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ○ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |



Future Land Use Map

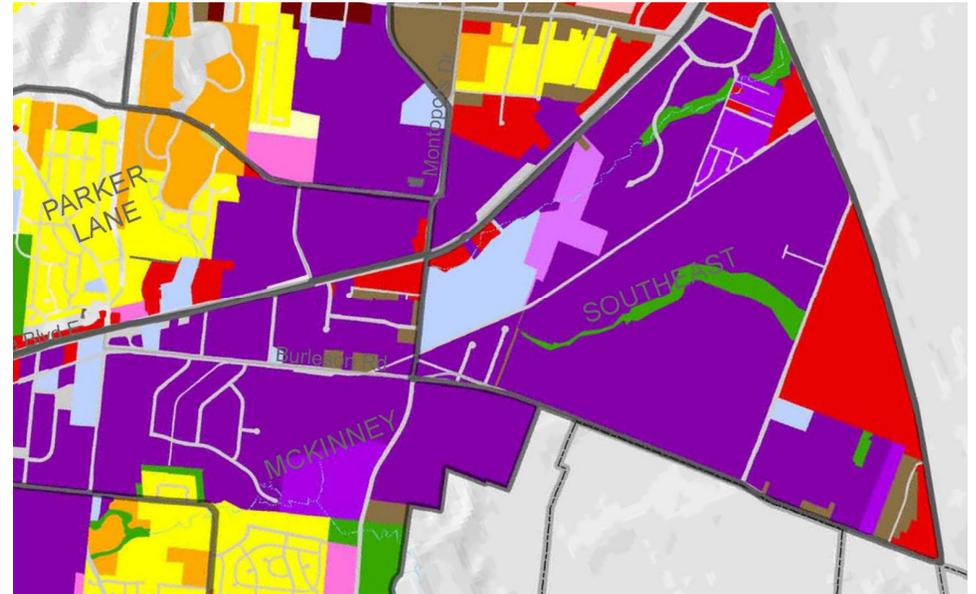
- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ■ Specific Regulating District | |

Oak Hill Town Center



Growth Concept Map

- | | |
|---|--|
| Land Use | Transportation |
| <ul style="list-style-type: none"> ● Regional Center ● Town Center ● Neighborhood Center ■ Mixed Use Corridor ■ Job Center ■ Open Space Network ○ Redevelopment over Edwards Aquifer | <ul style="list-style-type: none"> ○ High Capacity Transit Stop ○ Proposed High Capacity Transit Stop — High Capacity Transit — Highway — Other Streets |



Future Land Use Map

- | | |
|---|--|
| <ul style="list-style-type: none"> ■ Agriculture ■ Rural Residential ■ Single-Family ■ Higher-Density Single-Family ■ Mobile Homes ■ Mixed Residential ■ Multifamily ■ Commercial ■ Neighborhood Commercial ■ Neighborhood Mixed Use ■ Mixed Use ■ High Density Mixed Use ■ Specific Regulating District | <ul style="list-style-type: none"> ■ Warehouse/Limited Office ■ Office ■ Mixed Use/Office ■ Major Planned Development ■ Industry ■ Major Impact Facilities ■ Civic ■ Recreation & Open Space ■ Environmental Conservation ■ Transportation ■ Utilities ■ Water |
|---|--|

Southeast Job Center

Job Center

Growth Concept Map



Future Land Use Map



Land Use

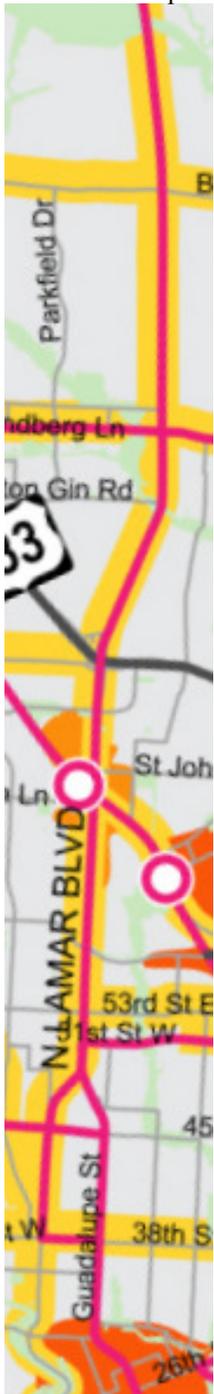
- Regional Center
- Town Center
- Neighborhood Center
- Mixed Use Corridor
- Job Center
- Open Space Network
- Redevelopment over Edwards Aquifer

Transportation

- High Capacity Transit Stop
- Proposed High Capacity Transit Stop
- High Capacity Transit
- Highway
- Other Streets

Burnet Road Mixed Use Corridor

Growth Concept Map



Future Land Use Map



Land Use

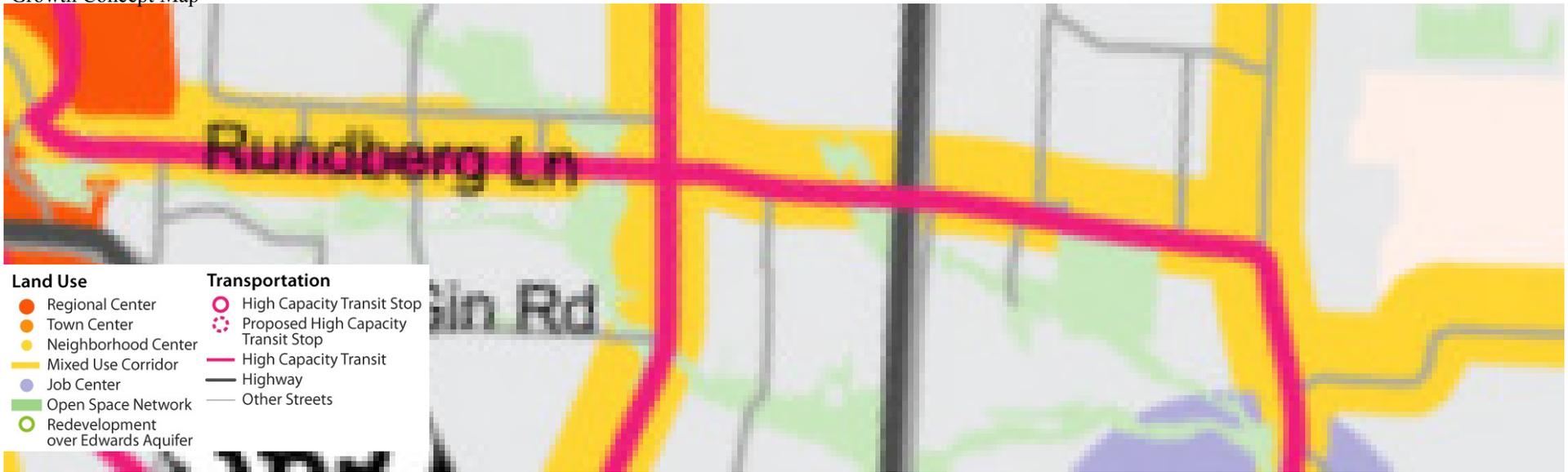
- Regional Center
- Town Center
- Neighborhood Center
- Mixed Use Corridor
- Job Center
- Open Space Network
- Redevelopment over Edwards Aquifer

Transportation

- High Capacity Transit Stop
- Proposed High Capacity Transit Stop
- High Capacity Transit
- Highway
- Other Streets

North Lamar Blvd Mixed Use Corridor

Growth Concept Map



Future Land Use Map

Rundberg Ln Mixed Use Corridor

Growth Concept Map



Future Land Use Map

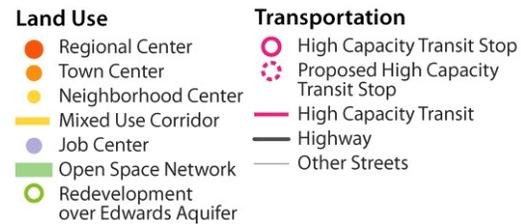


Anderson Ln Mixed Use Corridor

Growth Concept Map



Future Land Use Map



Cameron Rd Mixed Use Corridor

Growth Concept Map



Future Land Use Map



	Agriculture		Warehouse/Limited Office
	Rural Residential		Office
	Single-Family		Mixed Use/Office
	Higher-Density Single-Family		Major Planned Development
	Mobile Homes		Industry
	Mixed Residential		Major Impact Facilities
	Multifamily		Civic
	Commercial		Recreation & Open Space
	Neighborhood Commercial		Environmental Conservation
	Neighborhood Mixed Use		Transportation
	Mixed Use		Utilities
	High Density Mixed Use		Water
	Specific Regulating District		

Land Use	Transportation	
		High Capacity Transit Stop
		Proposed High Capacity Transit Stop
		High Capacity Transit
		Highway
		Other Streets

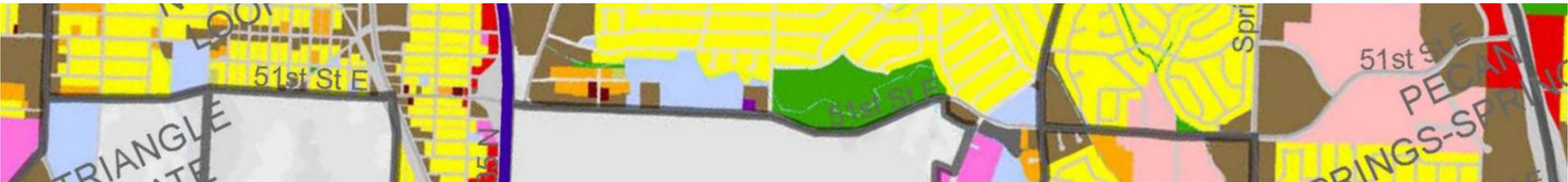
Springdale Rd Mixed Use Corridor

Growth Concept Map



- | | |
|--------------------------------------|---------------------------------------|
| Land Use | Transportation |
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ⊛ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

Future Land Use Map



- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ■ Specific Regulating District | |

51st & 53rd Sts Mixed Use Corridor

Growth Concept Map



Future Land Use Map



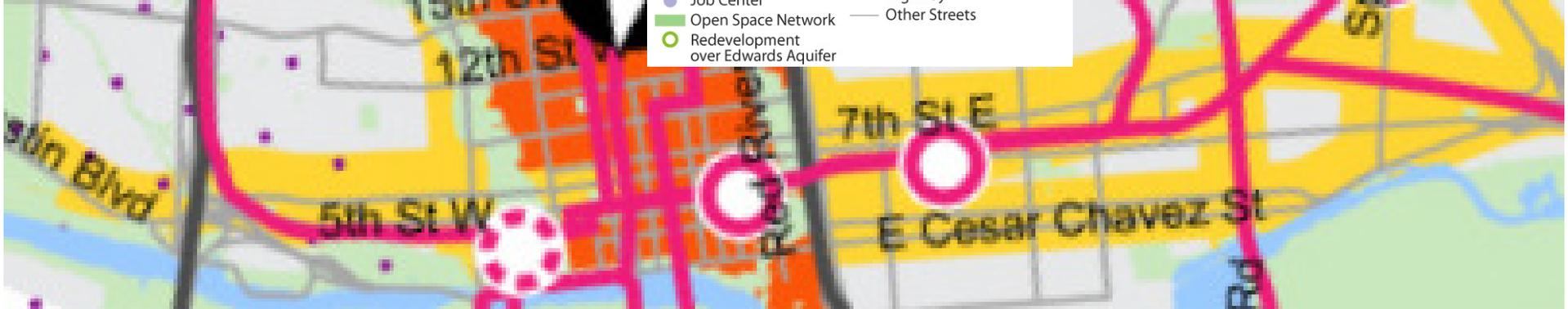
NOTE: Direction from Comprehensive Plan Committee (1/23):
Redraw this corridor to extend from MoPac to Speedway.



35th, 38th, 38th 1/2 Sts Mixed Use Corridor

- | | |
|--------------------------------------|---------------------------------------|
| Land Use | Transportation |
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ○ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

Growth Concept Map



Future Land Use Map



- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ■ Specific Regulating District | |

Lake Austin Blvd, W 5th & W 6th St, E Cesar Chavez St, E 7th St Mixed Use Corridors

Growth Concept Map



Future Land Use Map



	Agriculture		Warehouse/Limited Office
	Rural Residential		Office
	Single-Family		Mixed Use/Office
	Higher-Density Single-Family		Major Planned Development
	Mobile Homes		Industry
	Mixed Residential		Major Impact Facilities
	Multifamily		Civic
	Commercial		Recreation & Open Space
	Neighborhood Commercial		Environmental Conservation
	Neighborhood Mixed Use		Transportation
	Mixed Use		Utilities
	High Density Mixed Use		Water
	Specific Regulating District		

Land Use

- Regional Center
- Town Center
- Neighborhood Center
- Mixed Use Corridor
- Job Center
- Open Space Network
- Redevelopment over Edwards Aquifer

Transportation

- High Capacity Transit Stop
- Proposed High Capacity Transit Stop
- High Capacity Transit
- Highway
- Other Streets

Manor Rd Mixed Use Corridor

- | Land Use | Transportation |
|--------------------------------------|---------------------------------------|
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ⊛ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

Growth Concept Map



Future Land Use Map



- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ■ Specific Regulating District | |

Airport Blvd

Mixed Use Corridor

Growth Concept Map



Future Land Use Map



	Agriculture		Warehouse/Limited Office
	Rural Residential		Office
	Single-Family		Mixed Use/Office
	Higher-Density Single-Family		Major Planned Development
	Mobile Homes		Industry
	Mixed Residential		Major Impact Facilities
	Multifamily		Civic
	Commercial		Recreation & Open Space
	Neighborhood Commercial		Environmental Conservation
	Neighborhood Mixed Use		Transportation
	Mixed Use		Utilities
	High Density Mixed Use		Water
	Specific Regulating District		

Land Use

- Regional Center
- Town Center
- Neighborhood Center
- Mixed Use Corridor
- Job Center
- Open Space Network
- Redevelopment over Edwards Aquifer

Transportation

- High Capacity Transit Stop
- Proposed High Capacity Transit Stop
- High Capacity Transit
- Highway
- Other Streets

Pleasant Valley Rd Mixed Use Corridor

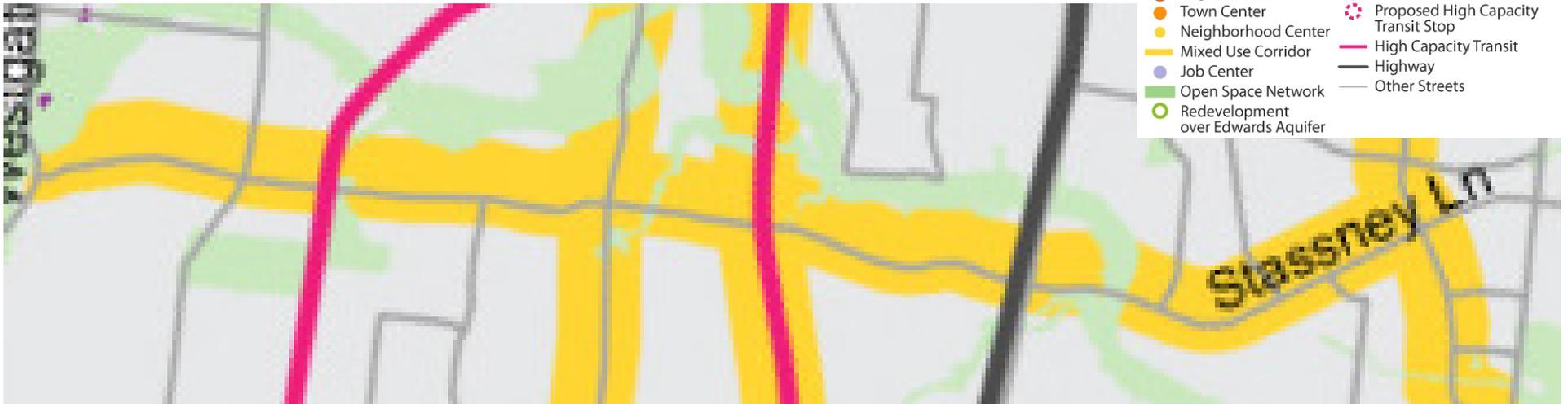
Growth Concept Map



Future Land Use Map



Growth Concept Map



Future Land Use Map



Stassney Ln Mixed Use Corridor

Light green rectangle	Agriculture	Purple rectangle	Warehouse/Limited Office
Yellow rectangle	Rural Residential	Pink rectangle	Office
Bright yellow rectangle	Single-Family	Dark red rectangle	Mixed Use/Office
Olive green rectangle	Higher-Density Single-Family	Purple rectangle	Major Planned Development
Light orange rectangle	Mobile Homes	Dark purple rectangle	Industry
Pink rectangle	Mixed Residential	Dark purple rectangle	Major Impact Facilities
Orange rectangle	Multifamily	Light blue rectangle	Civic
Red rectangle	Commercial	Green rectangle	Recreation & Open Space
Red grid pattern	Neighborhood Commercial	Cyan rectangle	Environmental Conservation
Grey grid pattern	Neighborhood Mixed Use	Grey rectangle	Transportation
Brown rectangle	Mixed Use	Dark grey rectangle	Utilities
Dark brown rectangle	High Density Mixed Use	Light blue rectangle	Water
Dotted pattern	Specific Regulating District		

Growth Concept Map



- | Land Use | Transportation |
|--------------------------------------|---------------------------------------|
| ● Regional Center | ○ High Capacity Transit Stop |
| ● Town Center | ⊛ Proposed High Capacity Transit Stop |
| ● Neighborhood Center | — High Capacity Transit |
| — Mixed Use Corridor | — Highway |
| ● Job Center | — Other Streets |
| — Open Space Network | |
| ○ Redevelopment over Edwards Aquifer | |

Future Land Use Map



- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed Residential | ■ Major Impact Facilities |
| ■ Multifamily | ■ Civic |
| ■ Commercial | ■ Recreation & Open Space |
| ■ Neighborhood Commercial | ■ Environmental Conservation |
| ■ Neighborhood Mixed Use | ■ Transportation |
| ■ Mixed Use | ■ Utilities |
| ■ High Density Mixed Use | ■ Water |
| ■ Specific Regulating District | |

Martin Luther King Jr Blvd Mixed Use Corridor