

# Imagine Austin draft plan

Corrections to be incorporated after 1st reading

## Improvements to readability/usability

- Change font (see attachment 1)
- Re-arrange best practices included in chapter 4 (see attachment 2)
- Improve graphic quality of legends
- Improve graphic quality of map shown on Dove Springs spread (p.82-83)
- Introduce icons for Vision themes (see attachment 3)
- Re-arrange sidebars included in priority programs (see attachment 4)
- Include horizontal lines in table of building blocks and plan elements (p.87)
- Replace grey boxes with photos

## Corrections

- Appendix D: reflect PC's changes to Centers in Environmentally Sensitive Areas; include entry for neighborhood center at Lamar & Rundberg
- Growth concept map series: reflect changes to Centers in Environmentally Sensitive Areas in maps 4.1 - 4.4
- Open space corrections (remove ...)
- Figure 4.6: Combined Future Land Use Map: update to include St. John/Coronado Hills FLUM
- p59, last bullet: Correct "19% of Travis County residents who needed to see a doctor could not at some point because of cost." The figure should be 17%.
- Figure 4.11 (in list of maps and figures and on p.150): change title to "Walkable Access to Parks"
- p174, Manage water resources, related city initiatives: Change "Austin Water Utility Master Plan" to "Austin Water Utility strategic infrastructure plan"

## Edits

- p.41, What Does It Mean?, first bullet, third sentence: change "has been slow" to "have been slow"
- p.83, "A Community Speaks," 1st bullet: Delete first colon and make "In" lower-case.
- Throughout: Capitalize "Land Development Code".
- p. 192, "Segregation in Austin," 3rd sentence: Include "ran" between "blacks and Hispanics" and "businesses, churches, and schools..."
- p200, 4th paragraph: replace "principles" with "policies."

# ATTACHMENT 1: New font

## A Vision for Austin's Future

As it approaches its 200<sup>th</sup> anniversary, Austin is a beacon of sustainability, social equity and economic opportunity; where diversity and creativity are celebrated; where community needs and values are recognized; where leadership comes from its citizens and where the necessities of life are affordable and accessible to all.

**Austin's greatest asset is its people: passionate about our city, committed to its improvement, and determined to see this vision become a reality.**

Through the process of comprehensive planning and the preparation, adoption and implementation of a comprehensive plan, the city intends to preserve, promote, protect and improve the public health, safety, comfort, order, appearance, convenience and general welfare; prevent the overcrowding of land and avoid undue concentration or diffusion of population or land uses; facilitate the adequate and efficient provision of transportation, water, wastewater, schools, parks, recreational facilities, housing and other facilities and services; and conserve, develop, utilize and protect natural resources.

Article X. Planning; Charter of the City of Austin, Texas



Image: City of Austin

# ATTACHMENT 2: Revised best practices format

## BUILDINGBLOCK1 | Land Use and Transportation

**LUT P8.** Develop land development regulations and standards that are clear and predictable and support the intent and goals of the Imagine Austin Comprehensive Plan.

**LUT P9.** Develop and maintain a consistent method for allocating costs associated with development.

**LUT P10.** Direct housing and employment growth to activity centers and corridors, and preserving and integrating existing affordable housing where possible.

**LUT P11.** Promote complete street design that includes features such as traffic calming elements, street trees, wide sidewalks, and pedestrian, bicycle, and transit access throughout Austin, considering the safety needs of people of all ages and abilities.

**LUT P12.** Achieve the goals of area transit plans through effective planning, sufficient funding, and continued partnerships between the City of Austin, Capital Metro, and other area transportation providers.

**LUT P13.** Coordinate with area school districts in the placement of schools and facilities.

**LUT P14.** Promote safer routes to schools for students of all ages.

**LUT P15.** Incorporate provisions for bicycles and pedestrians into all roads such as freeways, toll roads, arterial roadways, and to and from transit stations and stops, and major activity centers.

**LUT P16.** Educate the public on the long range need for commitment to a community fully served by a range of transportation options and the benefits of each one.

"Build new neighborhoods where grocery stores, shopping and dining options, and community services (such as post offices, libraries, healthcare, government offices) are easily accessed from nearby neighborhoods via bicycle and pedestrian traffic. Limit 'sprawl' and commutes all over town to access these types of services."

Community Forum Series #1  
Participant

### BEST PRACTICE: COMPLETE STREETS POLICIES

In the US, 28 percent of all trips are less than a mile. While many people are willing to walk or bike short distances, there are few places where it is safe and enjoyable. Complete streets seek to remedy this situation by making it safe and inviting for all users to share public roads. Complete streets should accommodate, but also encourage people to use alternative modes of transportation.

The complete street movement is growing as cities and states across the nation adopt policies and design guidelines. The National Complete Street Coalition provides resources including model state legislation. A policy must routinely "design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation." Cities and states are adopting legislation and design guidelines for streets. There is no one-size fits all design. Each street will vary based on the local context and need. In this Portland, Oregon image, buses, cars, bicyclists, and pedestrians are safely accommodated.

Reference: National Complete Street Coalition; Complete Streets in NJ, Alan M. Voorhees Transportation Center at Rutgers University, August 2010, [www.njbikeped.org](http://www.njbikeped.org); National Complete Streets Coalition; Image: Portland, Oregon; Kimley-Horn Associates.



## ATTACHMENT 3:

### Replace Complete Communities Matrix with Vision icons

#### Complete Communities matrix (current draft):

##### LIVABLE

- Healthy & Safe Communities
- Housing Diversity and Affordability
- Access to Community Amenities
- Quality Design / Distinctive Character
- Preservation of Crucial Resources

##### MOBILE AND INTERCONNECTED

- Range of Transportation Options
- Multimodal Connectivity
- Accessible Community Centers

##### VALUES AND RESPECTS PEOPLE

- Access to Community Services
- Employment, Food, and Housing Options
- Community/Civic Engagement
- Responsive/Accountable Government

##### PROSPEROUS

- Diverse Business Opportunities
- Technological Innovation
- Education/Skills Development

##### EDUCATED

- Learning Opportunities for All Ages
- Community Partnerships with Schools
- Relationships with Higher Learning

##### CREATIVE

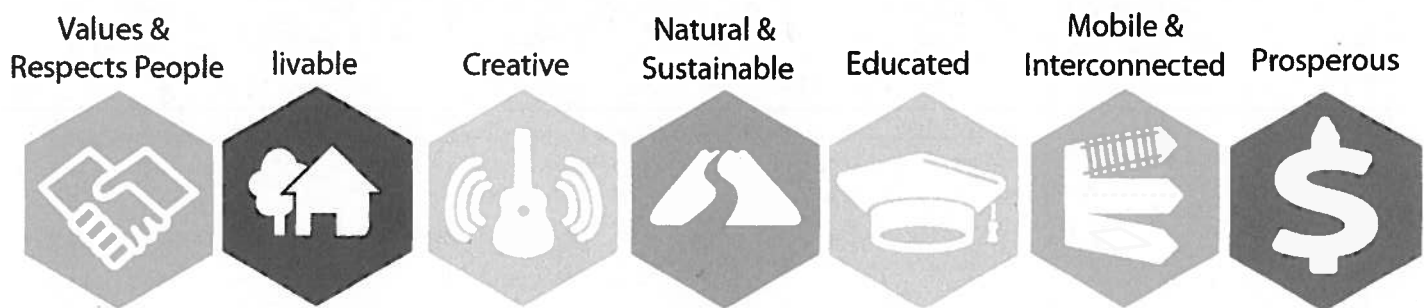
- Vibrant Cultural Events/Programs
- Support for Arts/Cultural Activities

##### NATURAL AND SUSTAINABLE

- Sustainable, Compact, and Walkable Development
- Resource Conservation/Efficiency
- Extensive Green Infrastructure

#### Vision icons (draft):

##### Imagine Austin / Citywide:



**DRAFT**

# ATTACHMENT 4: Sidebars to be revised

## GOALS

Improve Public Health.

Rates of disease, obesity, tobacco use by ethnicity and income

## GOALS

Improve opportunities for active lifestyles.

Miles of walking / biking trails

## GOALS

Improve nutrition and food access.

Units within 1/4 and 1/2 mile of a grocery store or farm to consumer location

Enrollment numbers in, and/or dollars from, federal food and nutrition assistance programs.

## GOALS

Strengthen local food system.

Number of farmers markets/stands, healthy food carts

Number and acreage of community gardens, plots, and local farms

## GOALS

Improve access to healthcare.

Percent of residents with access to health care coverage

Percent of residents not able to see a doctor in the past year due to cost

fits awkwardly on some pages

- Support and expand farm direct programs (such as farm-to-work and farm-to-school) that link local farmers and food vendors to consumers.
- Expand the market for local food producers by connecting them to hunger-relief organizations, community institutions, restaurants, and retail food markets.

4. Increase the number of tobacco-free environments including outdoor areas, worksites, schools, and multi-unit housing to reduce exposure to secondhand smoke.

5. Encourage use of public land for community gardens.

6. Encourage successful formation and patronage of healthy-food retail establishments, such as farmers markets, community supported agriculture, corner and neighborhood stores, and supermarkets, throughout the city—with emphasis placed on underserved areas.

### ONGOING AND LONG TERM (3+ YEARS)

7. Implement joint use agreements for public facilities to be used by residents for recreation and physical activity.

8. Expand urban farms and community gardens.

9. Promote community connectivity through complete streets design for new developments and integrate into redesign plans for existing developments.

10. Increase the safety and amenities of parks, trails, playgrounds, bike paths, and recreation centers.

• Invest in a compact and connected Austin. Investing in accessible walking and biking networks and open space will provide residents increased opportunities for outdoor exercise as part of their daily routines.

• Revise Austin's development regulations and processes to promote a compact and connected city. The revised code will include standards and guidelines to make walking and biking safer and more attractive for residents. Through improved land use, transportation, and urban design, Austin's places can contribute to healthy lifestyles by encouraging walkable communities, parks and open space, and recreation.

• Use green infrastructure to protect environmentally sensitive areas, integrate nature into the city, and include opportunities for community gardens and urban farms.

### RELATED CITY INITIATIVES

- Healthy Austin Code
- African American Quality of Life Study
- Hispanic Quality of Life Initiative
- Bicycle Master Plan
- Pedestrian Master Plan