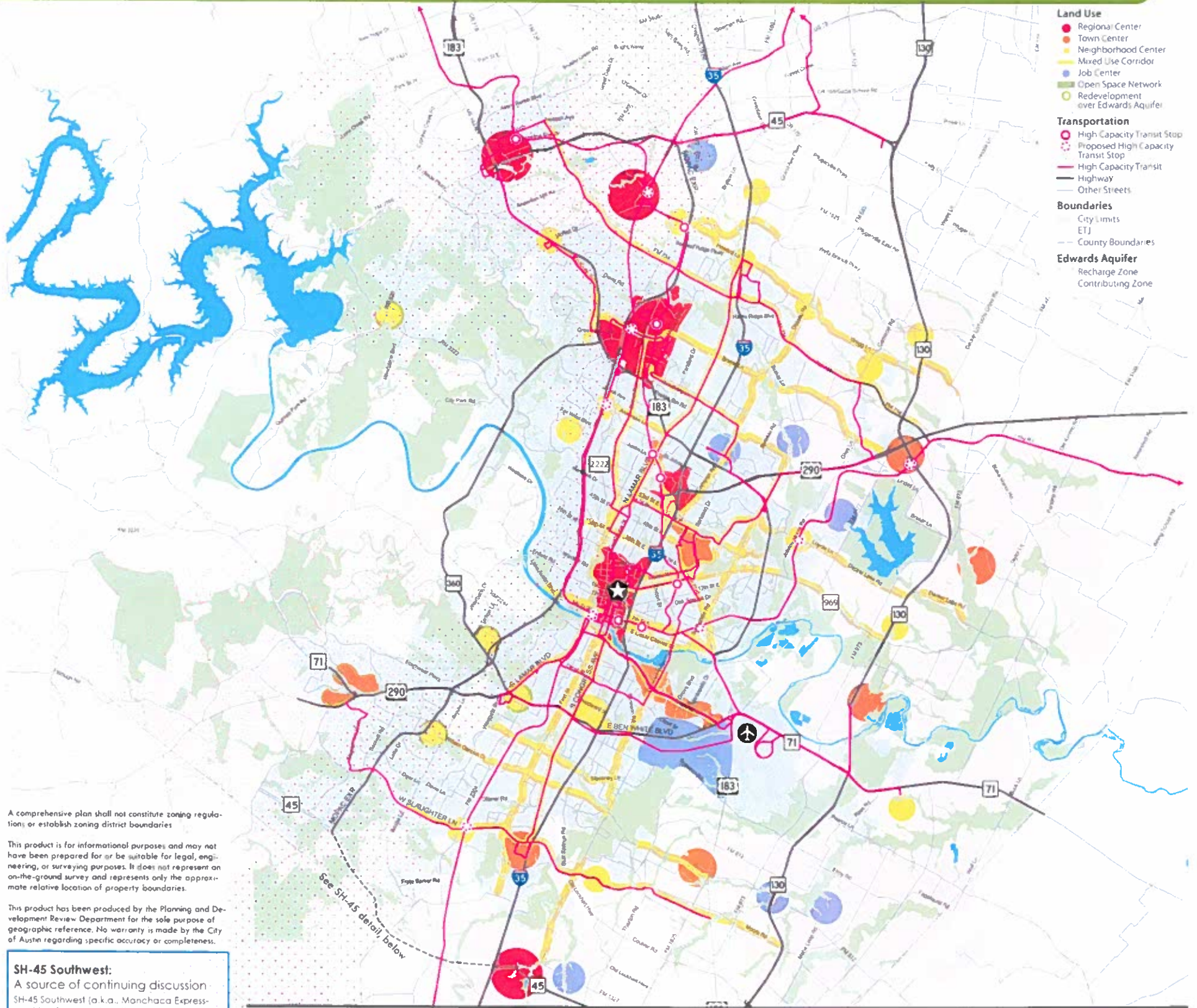


# Growth Concept Map



A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by the Planning and Development Review Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

## SH-45 Southwest:

A source of continuing discussion

SH-45 Southwest (a.k.a., Manchaca Expressway) has been and continues to be a subject of great interest and dialogue in Austin, both with respect to mobility issues and concerns about potential impacts to sensitive environmental resources. The segment of the project from South Loop 1 to FM 1626 will soon be evaluated through National Environmental Policy Act, which by federal law requires an examination of all alternatives, including not constructing the project ("no-build"). Including SH-45 Southwest on this map is not intended to represent a position on which alternative is selected. If an alternative other than no-build is selected, this plan recommends designing the roadway to be attractive and to meet the City's objectives of non-degradation of water quality in the Barton Springs Zone of the Edwards Aquifer. In particular, if the project is built, it should be a roadway design identified as the locally preferred alternative in the results of the Central Texas Regional Mobility Authority Environmental Assessment/ Environmental Impact Statement, should avoid impacts to critical environmental features, and should incorporate advanced stormwater quality and spill containment controls to achieve a non-degradation level of environmental protection.

## Redevelopment over the Edwards Aquifer

Five Centers are located over the recharge or contributing zones of the South Edwards Aquifer or in a water supply watershed. Redevelopment on these centers should improve retention and water quality feeding into the aquifer or drinking water sources. These centers should also be carefully evaluated to fit within their infrastructure and environmental context. See also Strategic Direction LUT 20: "Ensure that redevelopment in the Edwards Aquifer's recharge and contributing zones maintains the recharge of the aquifer."

## Growth Concept Map Definitions

### Regional Centers

Regional centers are the major urban hubs of the region. They have the highest employment and residential densities, are highly walkable, provide bicycle infrastructure, support high-capacity transit, and provide a full range of employment opportunities. Some regional centers are entirely urban, like Downtown, while others, like Robinson Ranch or the southern center at the intersection of IH 35 and SH 45 will likely have urban cores surrounded by well-connected but lower density development. Regional centers range in size between approximately 25,000-45,000 new people and 5,000-25,000 new jobs.

### Town Centers

Town centers are less dense than regional centers and include a mix of commercial and residential uses that support high-capacity transit. Residential uses include townhouses, rowhouses, and apartments, as well as single-family houses. First-floor commercial uses, offices, and community serving retail make up the core of the town center. The Mueller redevelopment is a local example of a town center. Town centers are accessible by transit, walking, and biking, and include public plazas or open space. Town centers range in size between approximately 10,000-30,000 new people and 5,000-20,000 new jobs.

### Neighborhood Centers

Neighborhood Centers are highly walkable, bikeable, and support transit, but are less dense and have more local focus than town centers. They have community-serving retail and services that include a variety of mostly small businesses such as dry cleaners, hair salons, coffee shops, and restaurants, along with moderately dense housing types, such as small-lot single-family, duplexes, townhouses, apartments, and mixed-use buildings. Neighborhood centers are concentrated on several blocks or around one or two intersections. Neighborhood centers range in size between approximately 5,000-10,000 new people and 2,500-7,500 new jobs.

### Mixed-Use Corridors

Mixed-use corridors are a reflection of the both land uses along a roadway as well as the available transportation options. They extend along a linear corridor and link different parts of Austin. Their land uses are varied, and can include a wide mix such as retail, parks, schools, houses, apartments, and offices. In existing neighborhoods, mixed-use corridors include areas for redevelopment, which may either be continuous or link together a series of smaller redevelopment opportunities. Mixed-use corridors should be pedestrian and bicycle-friendly and provide a framework for future transit service or improvements. Mixed-use corridors such as South Congress Avenue or North Lamar Boulevard will extend along a linear corridor either continuously or linking smaller pockets of denser development or redevelopment. The number of employees working and people living along a Mixed-Use Corridor will vary depending upon the character of the corridor as well as the surrounding area.

### Job Centers

Job centers consist mostly of office and industrial uses. Development can occur at a range of scales, depending on zoning and neighborhood plans. Job centers include major employers (e.g., IBM in north Austin) and industrial uses such as warehouses, offices, and manufacturing that are not compatible with residential areas. While these centers are currently best served by car, the Growth Concept Map increases public transit options (e.g., light rail, bus rapid transit) to shift the reliance away from the automobile.

### Open Space Network

The open space network includes existing and proposed open space (e.g., parks, greenways, nature preserves) as well as environmentally sensitive land (e.g., floodplains and steep slopes).

### High Capacity Transit and Transit Stops

High capacity transit and transit stops include the existing Capital MetroRail red line and stops and planned transit routes and stops. High capacity transit includes regional rail, commuter rail, urban rail, and bus rapid transit. Regular bus routes are not illustrated on the Growth Concept Map.

### Highways and Other Streets

Highways and other streets consist of existing roads, planned extensions, capacity improvements (e.g., additional travel lane), and complete streets improvements (e.g., wider sidewalks, bike lanes).

### Other Development within City Limits

While most new development will be directed to centers and corridors, development will happen in other areas within the city limits. Infill development can occur as redevelopment of obsolete office, retail, or residential sites or as new development on vacant land within largely developed areas. The type of infill housing will vary with site locations and development regulations and include a broad range of single-family houses, duplexes, secondary apartments, townhouses, row houses, and smaller scaled apartments. New commercial, office, larger apartments, and institutional uses such as schools and churches, may also be located in areas outside of centers and corridors. New development should be designed to be sensitive to and complement the context of where it is to be built. In addition, it should be connected by sidewalks and bicycle lanes to existing and planned developments, and be served by transit. Land within city limits may also remain in agricultural production or as large-lot single-family houses, become part of the planned open space network, or remain vacant for future development.

### Other Development within the Austin Extraterritorial Jurisdiction

The extraterritorial jurisdiction is the unincorporated land within five miles of Austin's present city boundary that is not within the extraterritorial jurisdiction of another city. It is where only Austin is authorized to annex land. In addition, City of Austin regulates land subdivision and can plan for areas outside of city limits, but it does not control zoning. Wherever possible, new development in the extraterritorial jurisdiction should be directed to centers and corridors designated on the Growth Concept Map, or occur in or adjacent to areas of existing development. In addition, it should, when and where feasible, be connected by transit, sidewalks, and bicycle lanes to existing and planned development.

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