City of Austin
Centers & Corridors Density Projections

Colby Wallis

Centers & Corridors	89 square miles

Centers & Corridors less Job Centers	62.6 square miles

Imagine Austin COA Growth Concept by 2039	610,000	610,000	610,000	610,000	610,000	610,000	610,000	610,000
Development / Redevelopment of those square miles	100%	90%	80%	70%	60%	50%	40%	30%
Square Miles of Centers & Corridors	62.6	56.34	50.08	43.82	37.56	31.3	25.04	18.78
Density per square mile based on % of redevelopment in those areas and projected residents	9,744.41	10,827.12	12,180.51	13,920.58	16,240.68	19,488.82	24,361.02	32,481.36

New York[6]	27,012 / sq mile	36%	40%	45%	52%	60%	72%	90%	120%
Chicago	11,842 / sq mile	82%	91%	103%	118%	137%	165%	206%	274%
Philadelphia[8]	11,379 / sq mile	86%	95%	107%	122%	143%	171%	214%	285%
Los Angeles	8,092 / sq mile	120%	134%	151%	172%	201%	241%	301%	401%
San Jose	5,359 / sq mile	182%	202%	227%	260%	303%	364%	455%	606%
San Diego	4,020 / sq mile	242%	269%	303%	346%	404%	485%	606%	808%
Dallas	3,518 / sq mile	277%	308%	346%	396%	462%	554%	692%	923%
Houston[7]	3,501 / sq mile	278%	309%	348%	398%	464%	557%	696%	928%
Austin	3,358 / sq mile	290%	322%	363%	415%	484%	580%	725%	967%
San Antonio	2,880 / sq mile	338%	376%	423%	483%	564%	677%	846%	1128%
Phoenix	2,798 / sq mile	348%	387%	435%	498%	580%	697%	871%	1161%

Calculation Assumptions

- GIS square mileage calculations assume centers to be the following (Austin downtown is 1.5 square miles – Lake to MLK & S Lamar to I-35:
  - 2 sq mi – Regional Center
  - 1 sq mi – Town Center
  - ½ sq mi – Neighborhood Center
- Width of corridor at 400 ft on either side

Development Assumptions

- Compatibility height restrictions would need to be lifted throughout centers and corridors to met density projections per square mile
- Corridors will have highest level of entitlements. This will increase land cost
- Larger density equals larger structures. Larger structures require more expensive construction methods such as concrete structures instead of wood framed structures

Affordability Assumptions

- Increased development expenditures:
  - Higher land cost along corridors due to higher entitlements
  - Higher construction expenses due to construction types needed
  - Increased development fees
  - Higher construction costs due to watershed mitigation
  - Parking requirements per occupant / unit increase construction costs

  Results lead a tendency to prevent the creation of affordable housing