

**APPENDIX A**

**PROPOSED AMENDMENTS TO THE**

**IMAGINE AUSTIN COMPREHENSIVE PLAN**

---

The following amendments are proposed to Chapter 4, “Shaping Austin: Building the Complete Community,” of the Imagine Austin Comprehensive Plan (hereafter “Comprehensive Plan”), adopted by Ordinance No. 20120614-058, as amended.

**1. Map Amendments**

Amend the Comprehensive Plan to:

- Add new “Figure 4.5 Transition Area Land Use Designation,” attached as Appendix A-1, following “Figure 4.4 Roadway Networks” (p. 102); and
  - Renumber existing Figures 4.5 through 4.11 (pp. 103-166) accordingly.
- 

**2. Text Amendments**

The following amendments include only those sections of the Comprehensive Plan that are specifically amended and exclude existing text boxes, diagrams, or other sections not specifically amended.

---

**A. Description of the Growth Concept Map and Map Series.** Amend pages 96-98 of the Comprehensive Plan to:

1. Renumber “Figure 4.5” to “Figure 4.6”
2. Add the following new language at page 96, immediately above the heading “The Growth Concept Map”:

In response to Council direction provided on May 2, 2019, the city developed proposed “transition areas” along corridors and transit priority networks. Consistent with the goal of increasing the supply of housing accessible to transit and expanding the range of available housing choices to include more “missing middle” options, the transition areas are intended to facilitate house-scale multi-unit residential development that is compatible with existing single-family uses. The Transition Area Land Use Designation (Figure 4.5) depicts the location of the transition areas.

In a broad sense, the designation of transition areas are a culmination of an extensive public process that began in 2013 and continued through adoption of the city’s new Land Development Code in 2020. In their specific configurations, however, the transition area designations are the result of land use planning conducted in 2019 and a public process that included numerous public meetings, town halls, design

sessions, and open houses, as well as formal public hearings before the Planning Commission and City Council.

3. Add the following new language to the bulleted list titled “The Growth Concept Map,” immediately below the existing language “Provides convenient access to jobs and employment centers”:

**• Expands available housing choices to include more house-scale multi-unit residential options that are available to a broader range of income levels than single-family uses**

4. Add the following new language below the section entitled “Figure 4.4 Roadway Networks” and renumber the following section, entitled “Figure 4.5 Growth Concept Map”, as Figure 4.6:

#### Figure 4.5 Transition Area Land Use Designation

The “transition area” land use designation shown in Figure 4.5 serves two purposes. First, by identifying areas appropriate for “house-scale” multi-unit residential development, it seeks to moderately increase residential density in areas along corridors that are accessible to transit and multi-modal transportation options. Second, it seeks to provide a greater range of multi-unit housing choices that are accessible to a broader range of income levels than traditional single-family homes, while ensuring that the new residential units are compatible in scale with existing patterns single-family development.

The transition areas designated in Figure 4.5 further *Imagine Austin’s* related land use and transportation goals, in a manner consistent with the character and context of established single-family neighborhoods. Transition areas are anchored to corridors that are well-suited to “house-scale” multi-unit residential development, sometimes called “missing middle” housing. New development within transition areas should consist predominantly of multi-unit projects that include three to ten residential units consistent in character with existing single-family uses.

As the name implies, transition areas are a bridge between existing single-family neighborhoods and areas directly fronting corridors where development is typically characterized by greater residential densities and a broader range of uses. While encompassing only two percent of the city’s total land area, the close proximity of transition areas to corridors ensures that they will increase the viability of transit options by providing a larger and more concentrated rider base. Additionally, because homes that share walls or land with other residential units are generally less expensive than traditional single-family structures, transition areas will foster diverse housing options available to a broader range of income levels.

To the extent that development within transition areas can economically support affordable housing, higher densities should be available only through voluntary participation in a density bonus program. The number of units allowed “by right,” versus only through a density bonus, should be carefully calibrated to maximize increases in the supply of affordable housing consistent with goals established by the Austin Strategic Housing Blueprint.

The transition areas designated in Figure 4.5 supplement and supersede future land use maps specific to particular areas. However, application of transition area zones outside areas designated in Figure 4.5 must be consistent with any applicable small-area plan and future land use map. Likewise, other than

zones allowing house-scale and multi-unit residential, the zones applied within the transition area must also be consistent with any applicable small-area plan and future land use map.

As required for all elements of *Imagine Austin*, transition areas designated by the Growth Concept Map should be evaluated every five years to assess the degree to which transition areas are furthering the objectives described above and to consider potential changes to the existing designations. In the interim, procedures required to amend any applicable small-area plan must be followed to extend or re-designate the existing transition areas shown in Figure 4.5.