

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 Rob-
inson 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 cafes, 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.

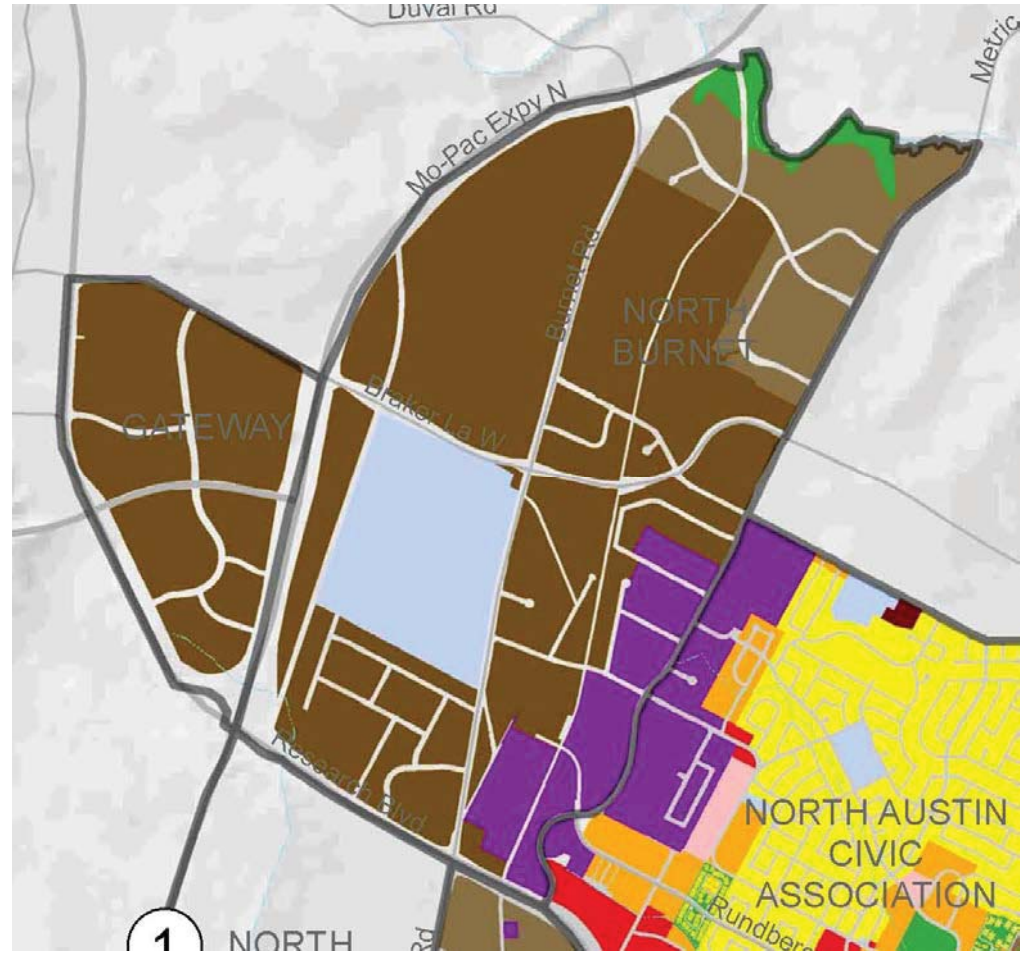
Job Centers

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 |
|--|---|

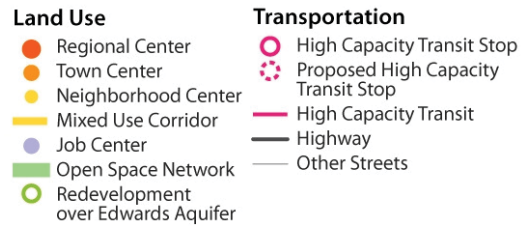
North Burnet / Gateway Regional Center



Growth Concept Map



Future Land Use Map



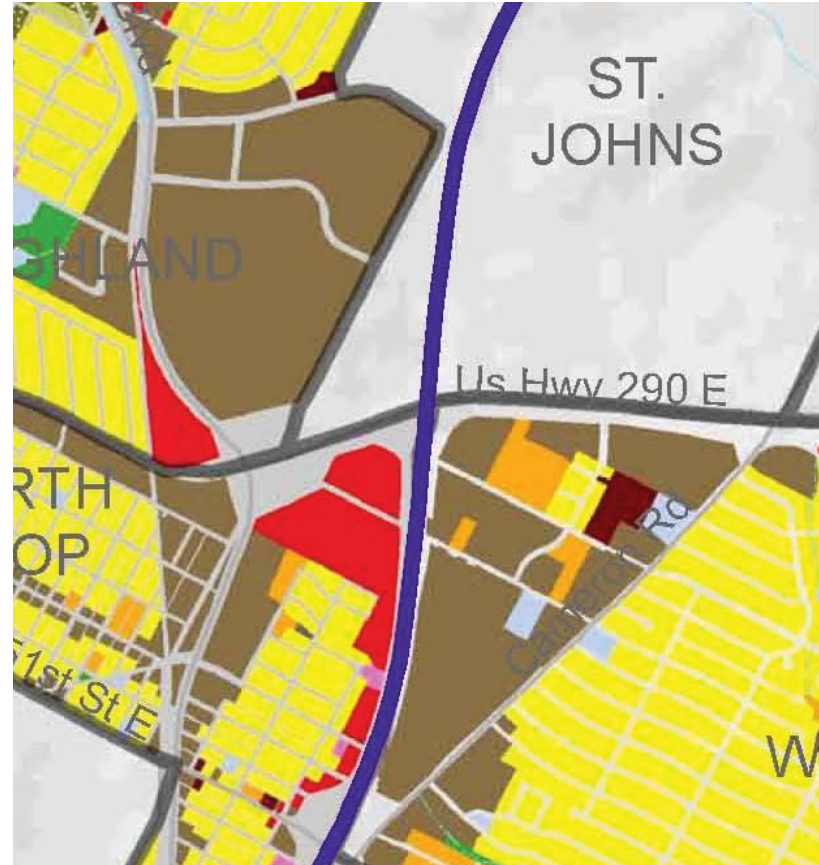
Crestview Station Town Center



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

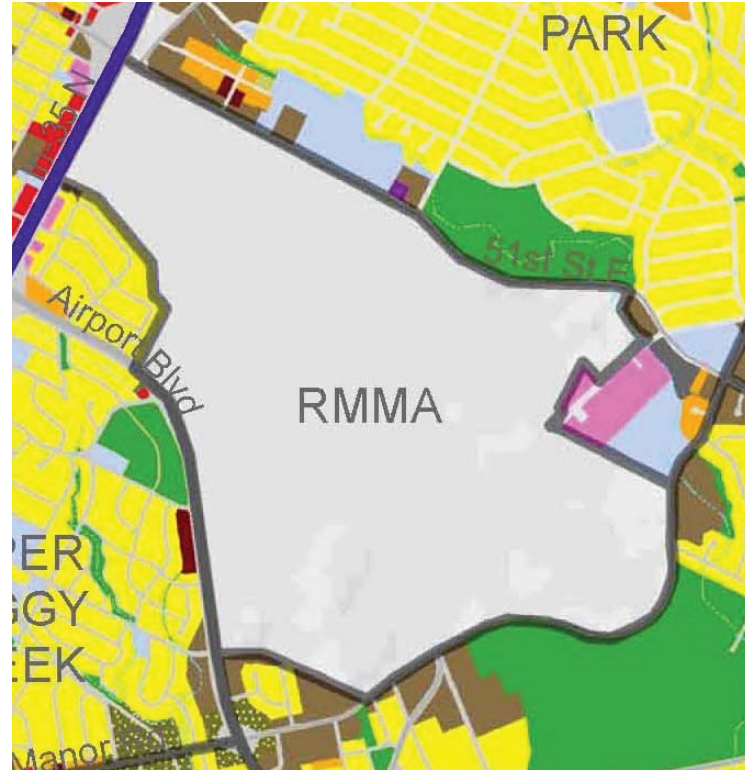


Future Land Use Map

- | | |
|--------------------------------|------------------------------|
| ■ 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 |
| ■ 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 | |

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



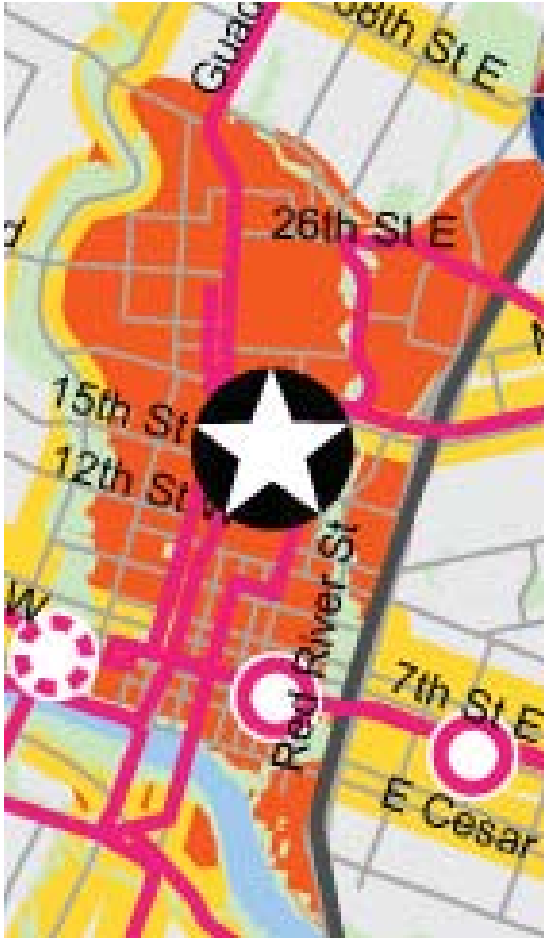
Future Land Use Map



- | | |
|--------------------------------------|---------------------------------------|
| 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 | |

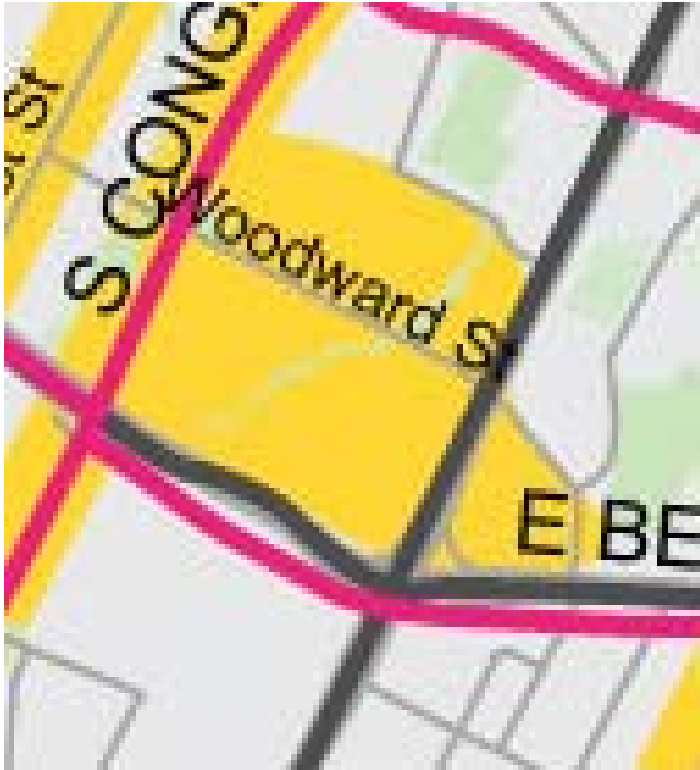


Future Land Use Map

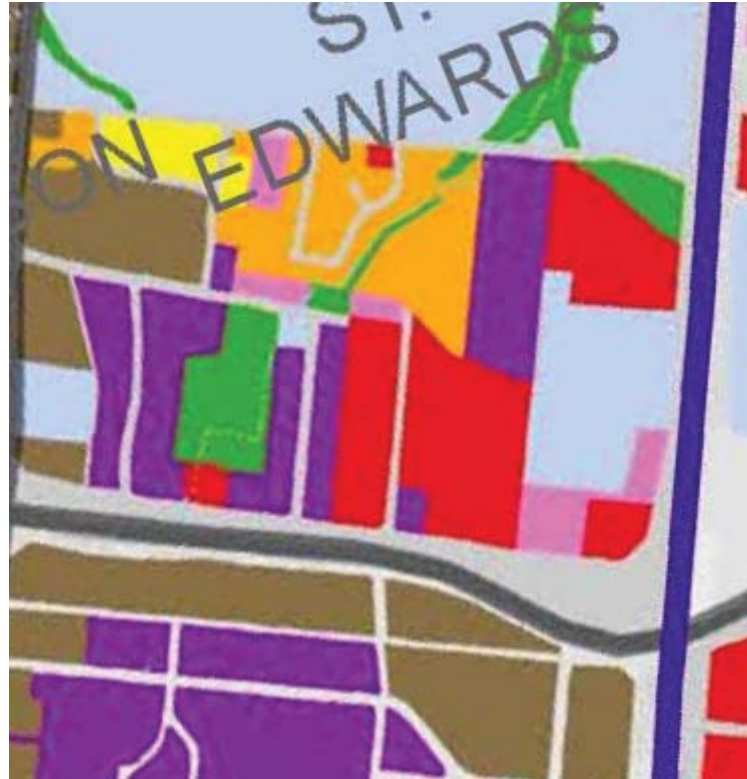
- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed 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



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 |
| ■ 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 | |

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 | |

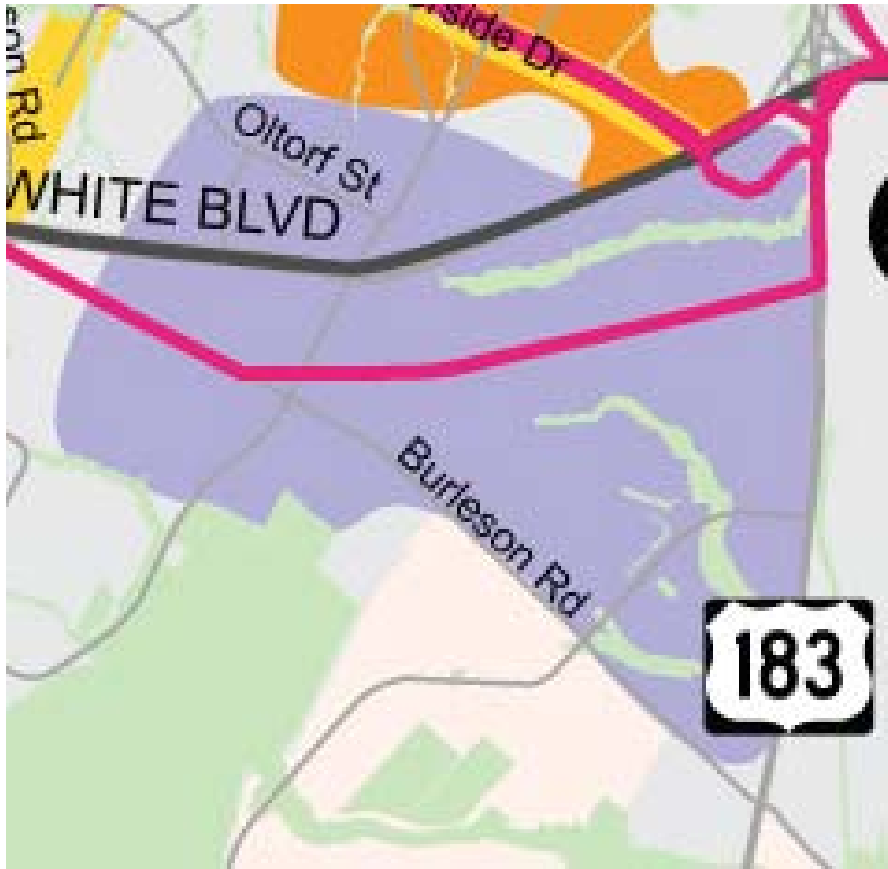


Future Land Use Map

- | | |
|--------------------------------|------------------------------|
| — 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 | |

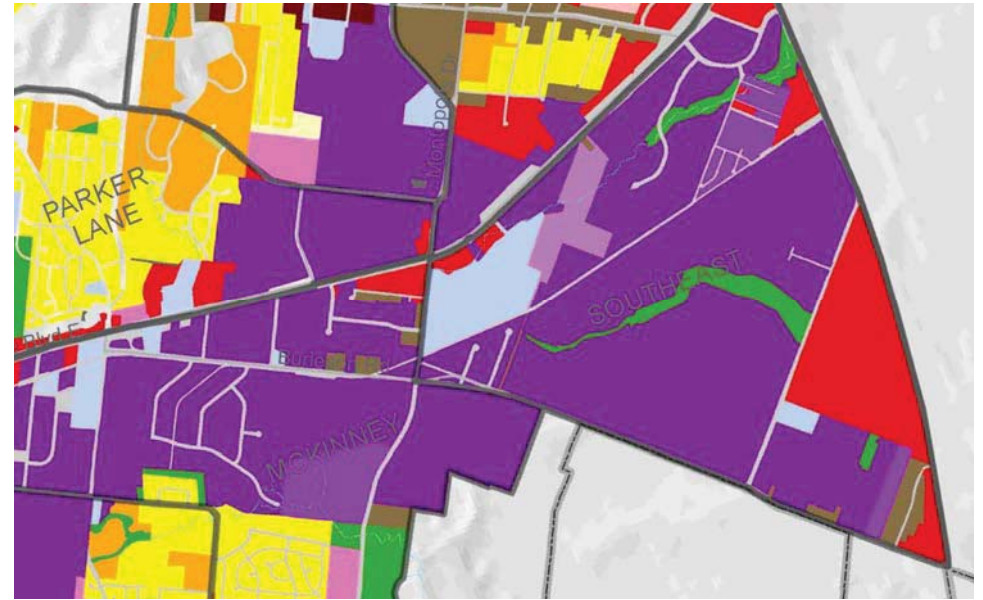
Oak Hill

Town Center



Growth Concept Map

- | | |
|--------------------------------------|---------------------------------------|
| Land Use | Transportation |
| ● 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 | |

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

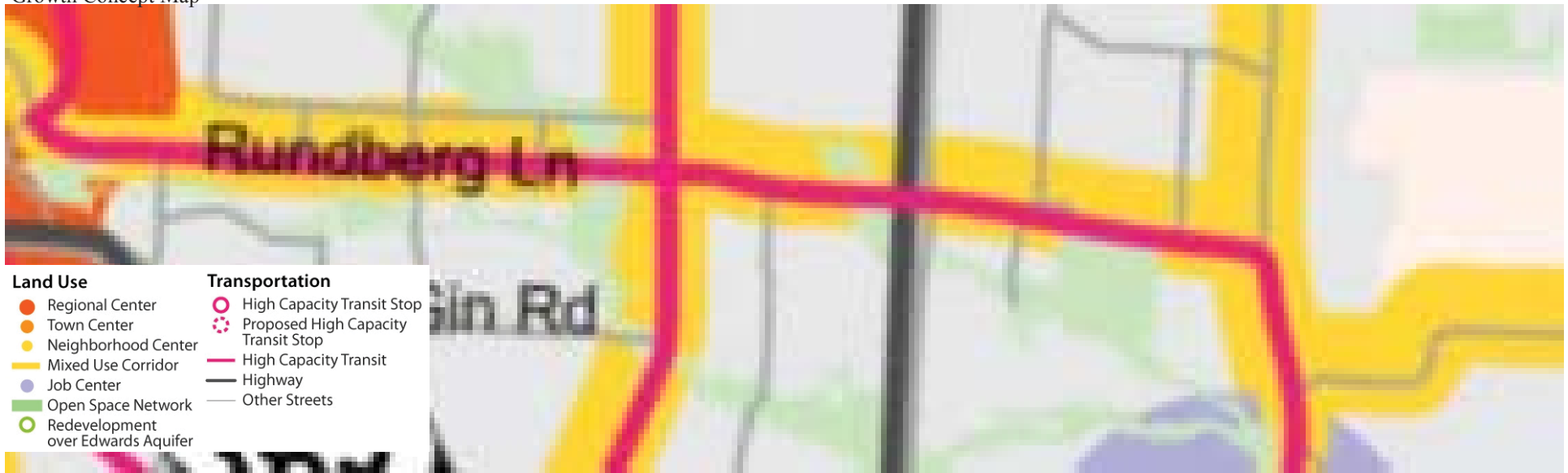
- Regional Center
- Town Center
- Neighborhood Center
- Mixed Use Corridor
- Job Center
- Open Space Network
- Redevelopment over Edwards Aquifer

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



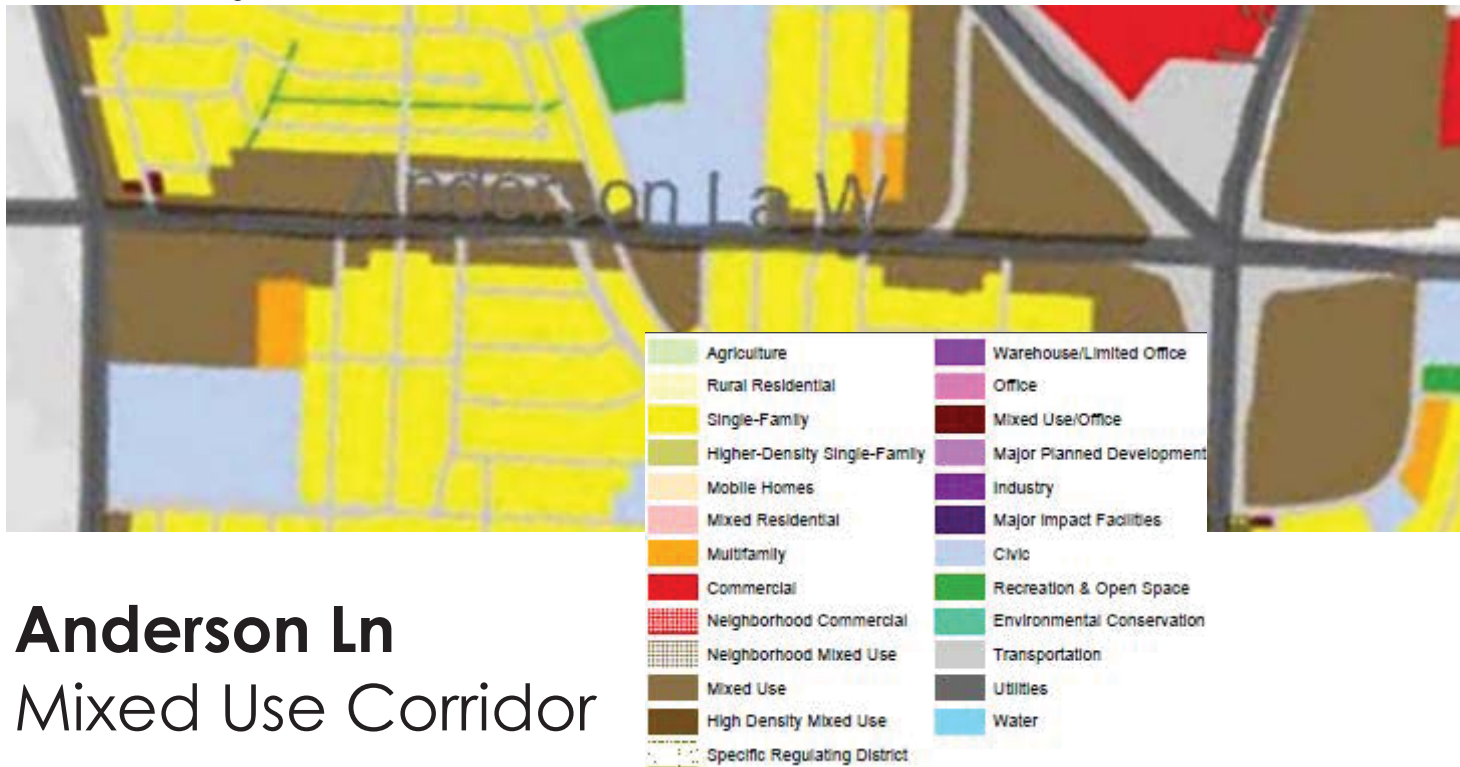
Future Land Use Map

Rundberg Ln Mixed Use Corridor

Growth Concept Map



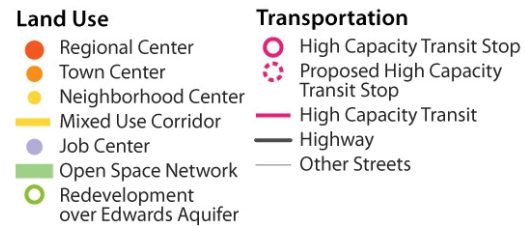
Future Land Use Map



Growth Concept Map

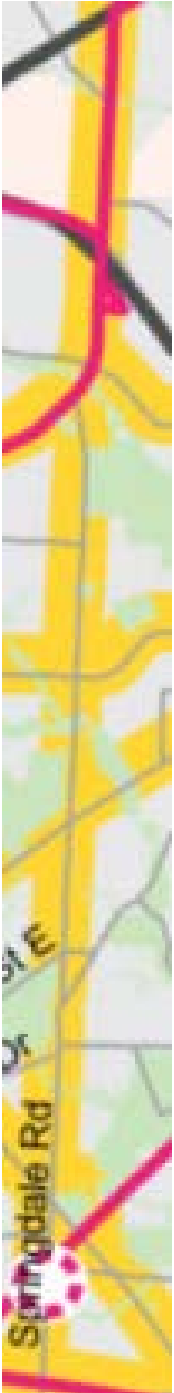


Future Land Use Map



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

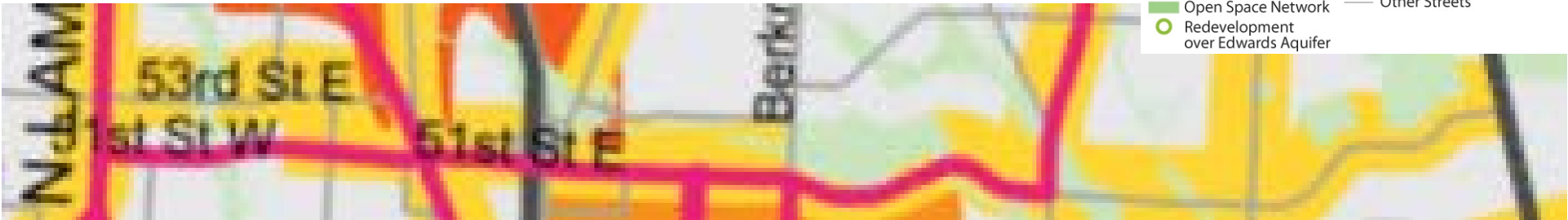
- Regional Center
- Town Center
- Neighborhood Center
- Mixed Use Corridor
- Job Center
- Open Space Network
- Redevelopment over Edwards Aquifer

Transportation

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

Springdale Rd Mixed Use Corridor

Growth Concept Map

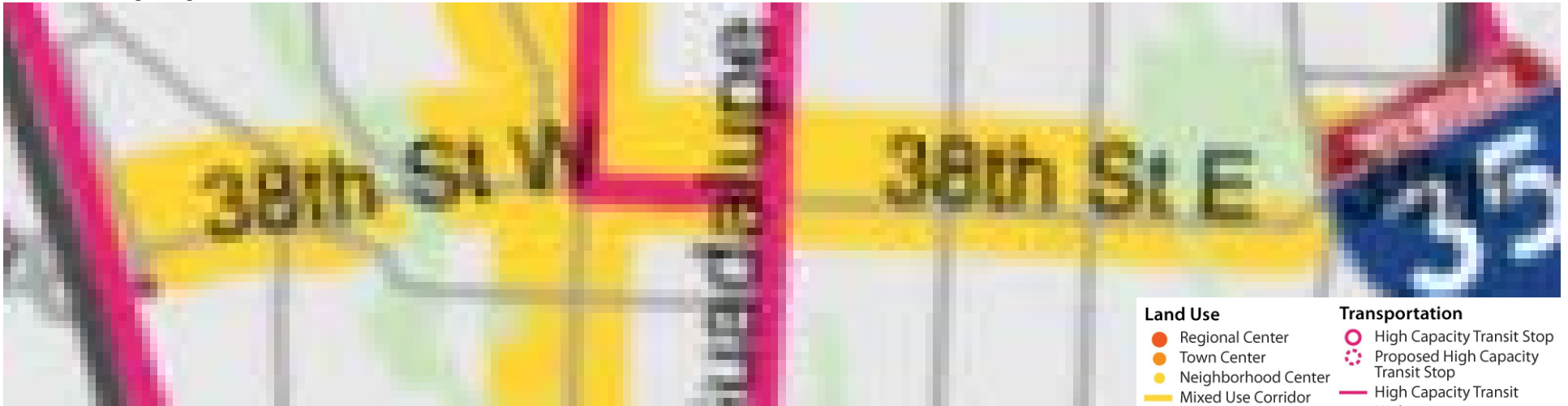


Future Land Use Map



51st & 53rd Sts Mixed Use Corridor

Growth Concept Map



Future Land Use Map



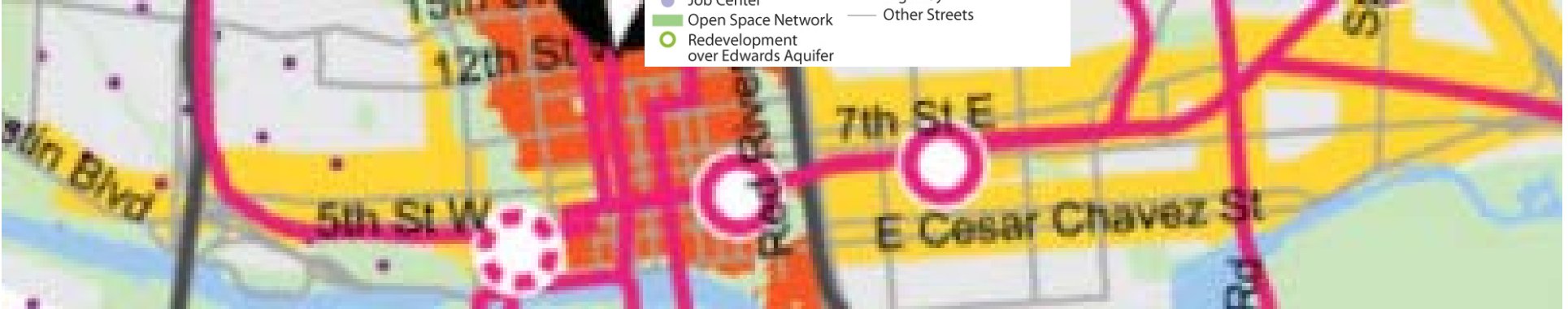
NOTE: Direction from Comprehensive Plan Committee (1/23):
Redraw this corridor to extend from MoPac to Speedway.

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



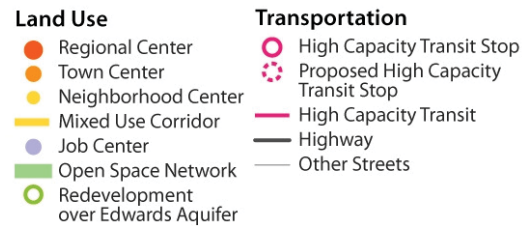
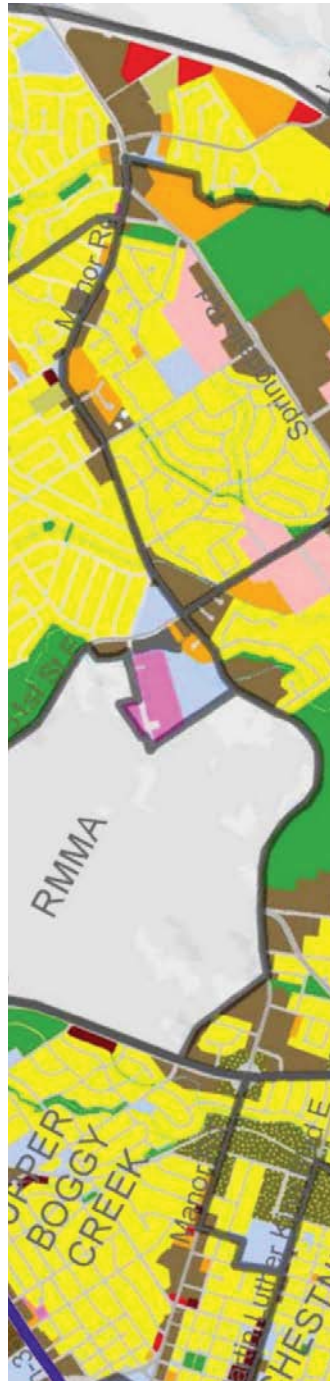
- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed 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



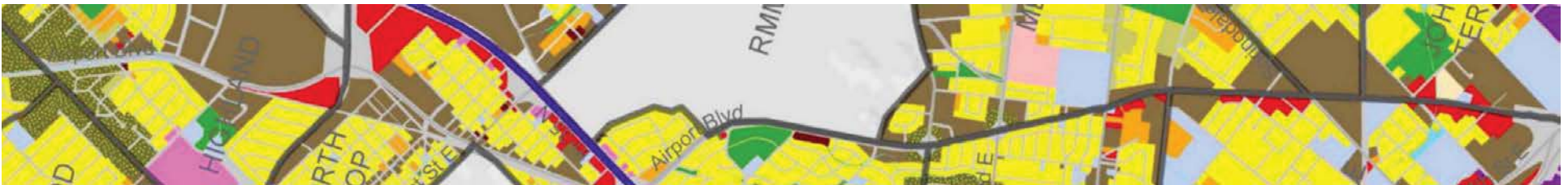
Manor Rd Mixed Use Corridor

- | 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

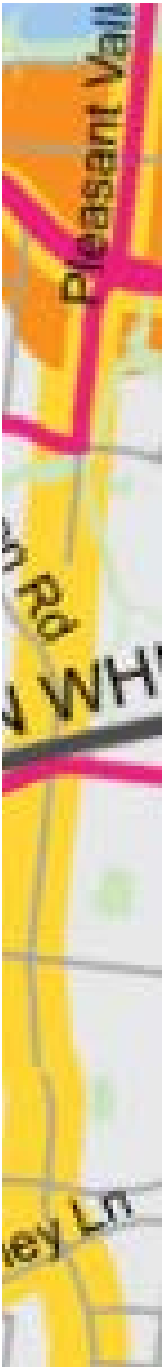


- | | |
|--------------------------------|------------------------------|
| ■ Agriculture | ■ Warehouse/Limited Office |
| ■ Rural Residential | ■ Office |
| ■ Single-Family | ■ Mixed Use/Office |
| ■ Higher-Density Single-Family | ■ Major Planned Development |
| ■ Mobile Homes | ■ Industry |
| ■ Mixed 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 | |

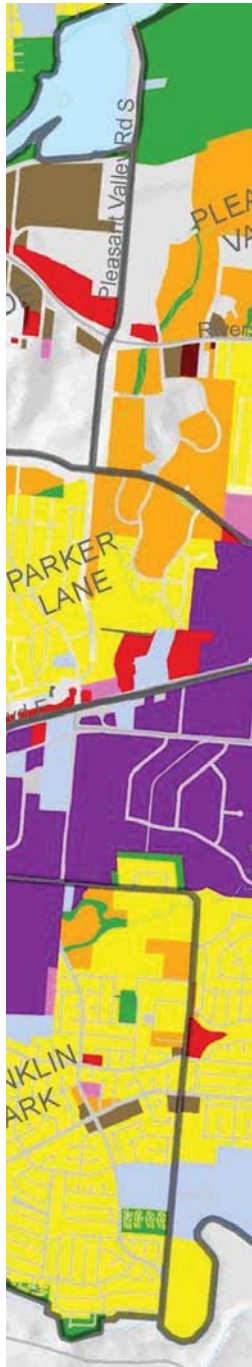
Airport Blvd

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

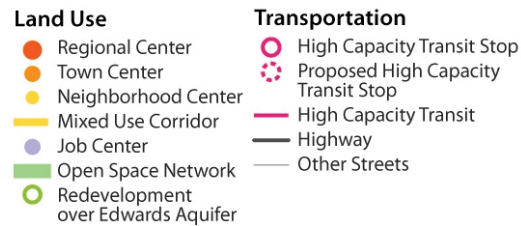
- High Capacity Transit Stop
- Proposed High Capacity Transit Stop
- High Capacity Transit
- Highway
- Other Streets

Pleasant Valley Rd Mixed Use Corridor

Growth Concept Map

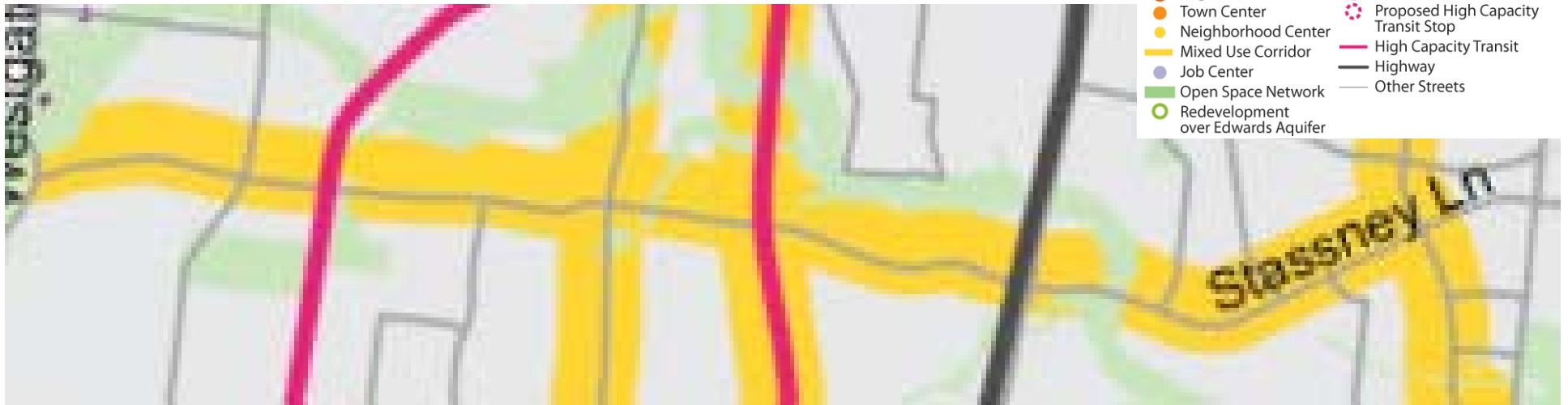


Future Land Use Map



S 1st St and S Congress Ave Mixed Use Corridors

Growth Concept Map



Future Land Use Map



Stassney Ln 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 | |

Martin Luther King Jr Blvd Mixed Use Corridor