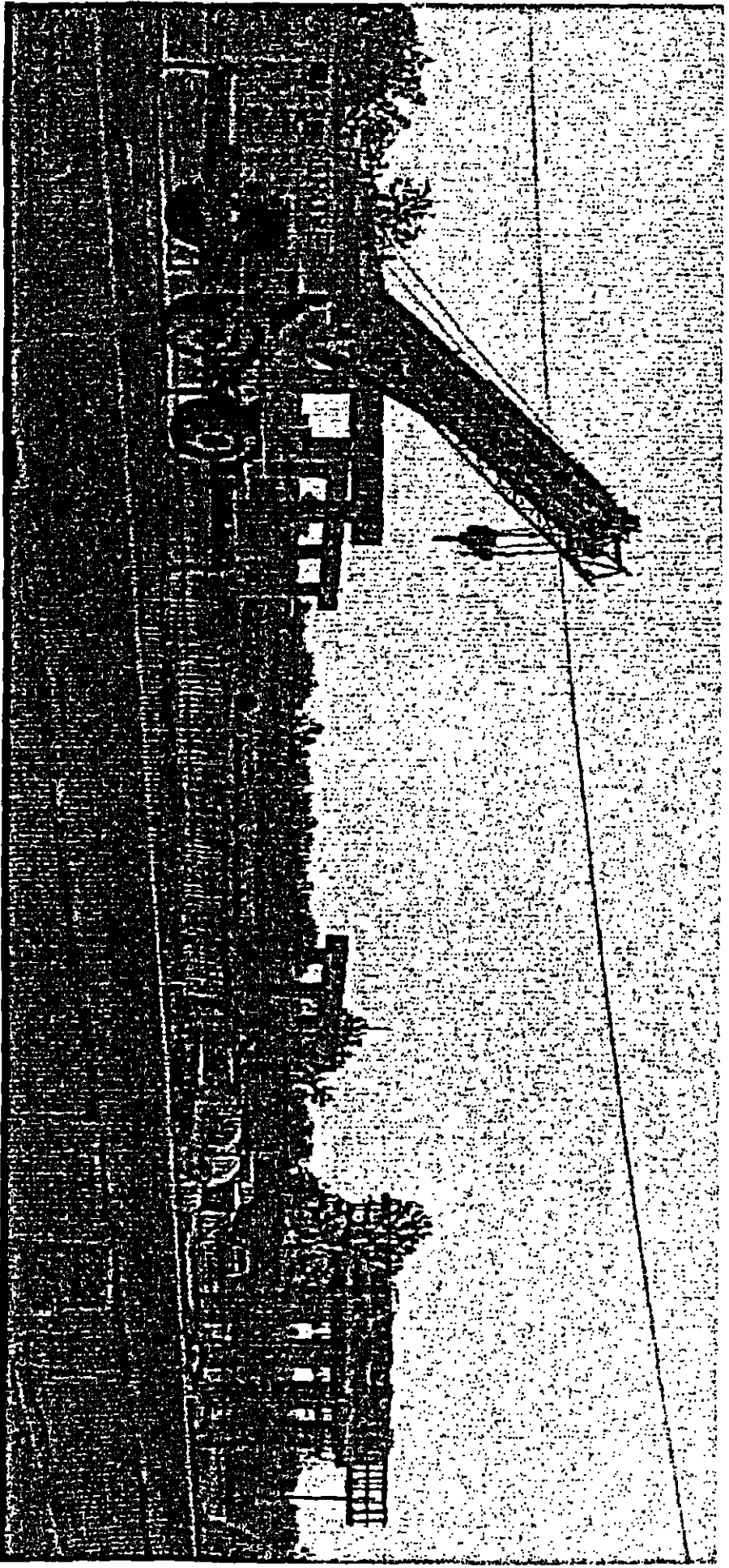


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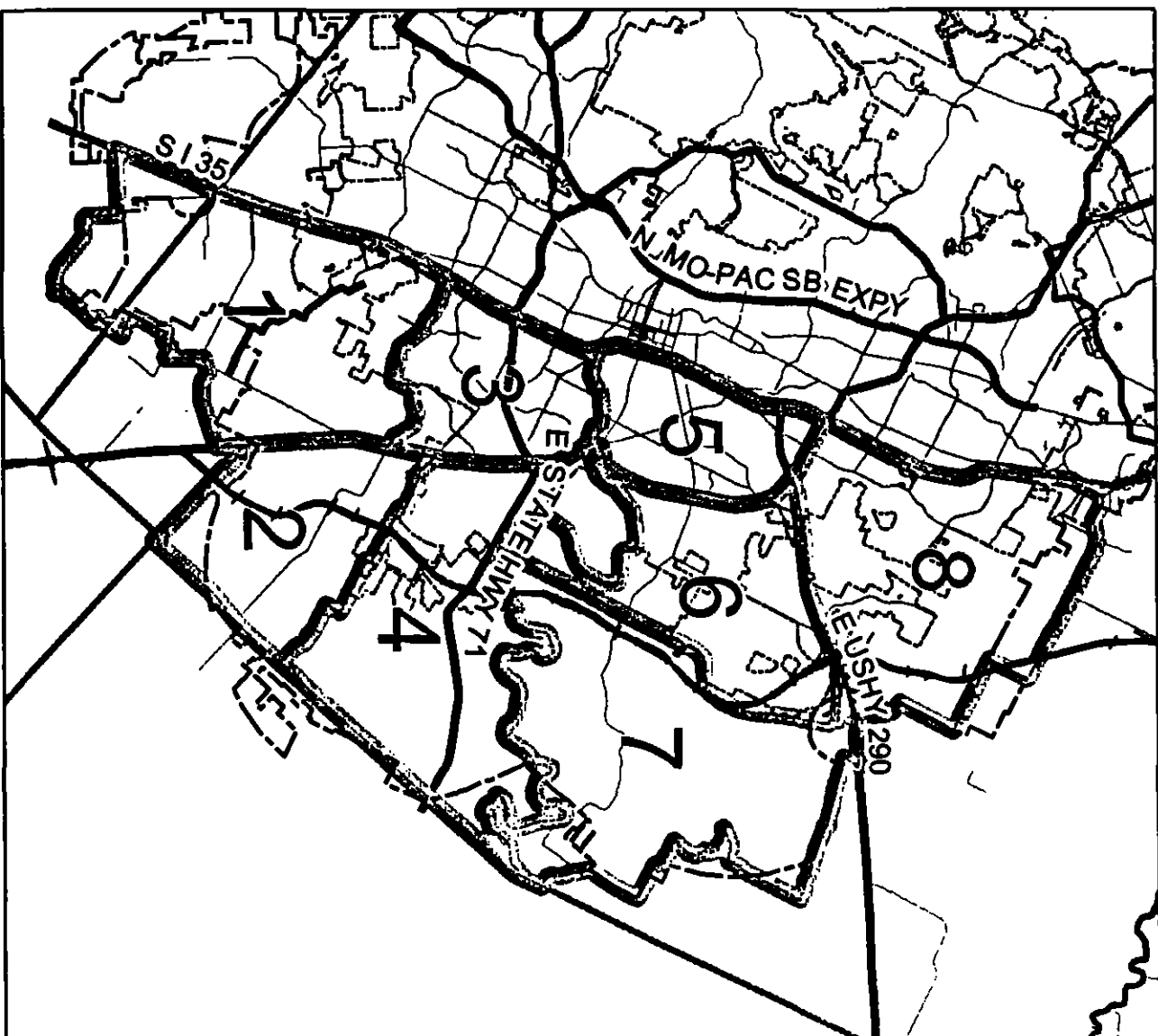
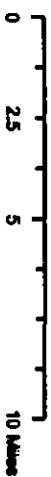
Land Development Suitability Assessment along SH 130 Corridor



Study and Focus Areas

Legend

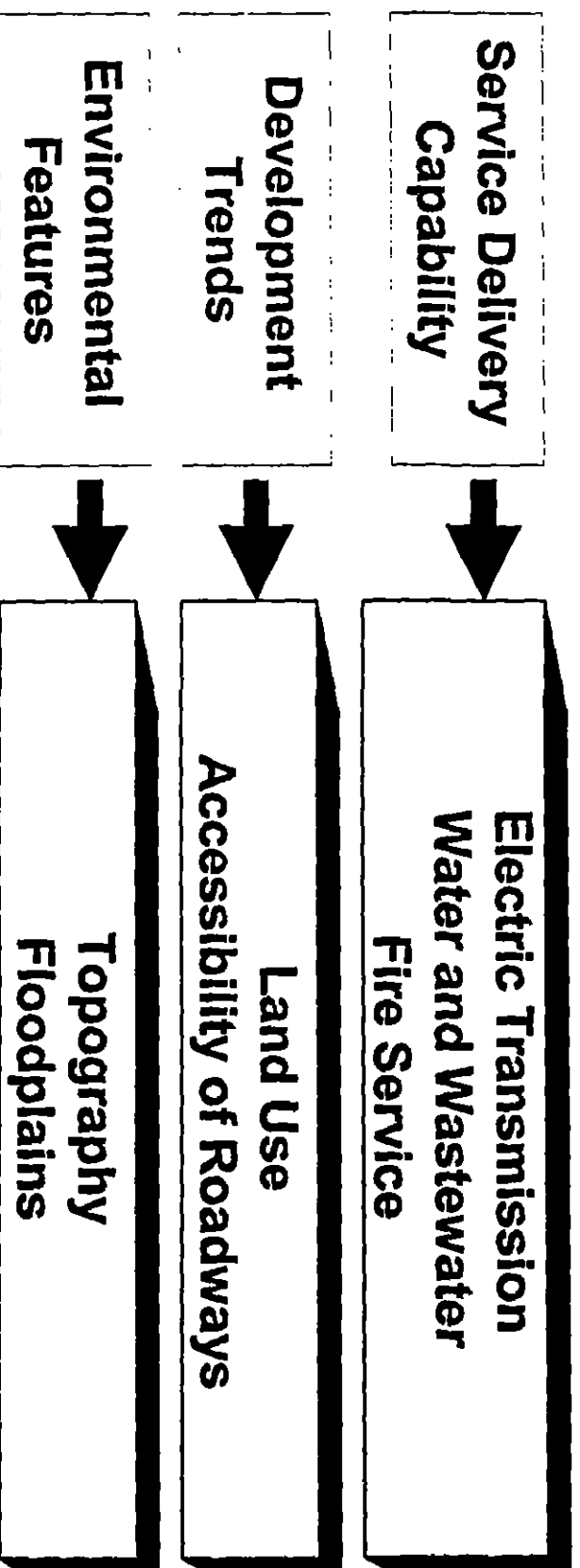
- Study Area Boundary**
Jurisdiction
———— Corporate Limits
----- Five Mile ETJ
———— SH 130
□ County Line



Goals

- Evaluate the growth potential of the Desired Development Zone and along SH 130 corridor.
- Actively plan for infrastructure development.
- Improve planning across jurisdictional lines and foster cooperation among multiple entities in the region.
- Attract development along the SH 130 corridor that includes basic industry, commercial, and residential uses.

Approach



Overview of the Study Area

- Study area encompasses 300 sq.miles of which about 175 sq.miles are in ETJ.
- Current City of Austin corporate limits: 292 sq. mi.
- Population of Study Area

<u>Population Statistics:</u>			
	City	ETJ	Study
	Portion	Only	Area
Year 2000	198,183	39,910	238,093
Estimated in 2005	230,825	50,930	281,755

- 31.3% of the land area is already developed;
- 17.9 % of the land has environmental constraints such as floodplains and steep slopes;
- 50.8% of the land area is undeveloped & unconstrained.

Ranking of Study Area Summary Table

Sub-district	Priority Area	Points to Highlight
8	High	<ul style="list-style-type: none"> • Located along growth corridor between Round Rock and Austin; • Estimated 12,000 new residents since 2000; • Several large employers (Dell, Samsung, Applied Materials); • Good east-west connections to SH 130: Parmer and proposed Howard Ln.; as well as adjacent to US 290/SH 130 interchange.
6	High	<ul style="list-style-type: none"> • Substantial commitment has been made on infrastructure with the Wild Horse development; • Adjacent to proposed US 290/SH 130 interchange; • Two rail lines (MOKAN and Giddings) could serve as potential rapid transit corridors; • Decker Power Plant is hub for several 138 KV transmission lines.
4	High	<ul style="list-style-type: none"> • Adjacent to proposed SH 71/SH 130 interchange; • Adjacent to Austin-Bergstrom International Airport (ABIA); • Proximity to existing City limits.
3	Medium	<ul style="list-style-type: none"> • Most of the sub-district is within existing City limits and receives City services; • 7 adopted neighborhood plans have been completed.

Ranking of Study Area Summary Table

Sub-district	Priority Area	Points to Highlight
5	Medium	<ul style="list-style-type: none"> • Most of the sub-district is within existing City limits and receives City services. • 11 adopted neighborhood plans have been completed. • 2 proposed Transit Oriented Districts.
1	Low	<ul style="list-style-type: none"> • Majority of sub-district is rural and not near existing water and wastewater infrastructure; • Majority of sub-district is outside of City's water CCN. • High rate of growth, but concentrated along I-35 corridor.
2	Low	<ul style="list-style-type: none"> • Majority of sub-district is rural and not near major water and wastewater infrastructure, but majority in City's CCN. • Low population growth.
7	Low	<ul style="list-style-type: none"> • Majority of sub-district is outside City's water CCN; • Distance from existing utility network; • Extensive flood plain along Decker Cr and Colorado R.

Comparison Table between a High and a Low priority Area

Sub-District 8 (High)	Sub-District 7 (Low)
40% in the City Limits	6% in the City Limits
Highest level of recent development	Lower level of development with scattered land use pattern
Major development sites located at US 290, Parmer Ln. and SH 130 triangle	Sub-district includes two incorporated cities: Manor and Webberville
The sub-district is adjacent to the existing utility network, making it easier to serve	60% of the area is difficult to serve with water and wastewater due to other jurisdictions and distance from existing network

Sub-district 8

Sub-district Eight Analysis

Legend

Zoning

CS, CS-1

IP, L.L.M.

Jurisdiction

City of Austin

- **Transmission Lines**

★ Fire Stations


Flood Plain

Potential Economic Development Adjacent to Elect. Transmission

www.Easy-Neutral

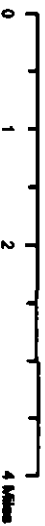
www.Difficult

Other Sites

www.Easy-Neutral

www.Difficult

Study Area Boundary



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Sub-district 8

Facts

- 40% is within the City Limits;
- 56% of land area is developable (16,896 acres or 26.4 sq. miles);
- School District: 40.9% Pflugenville; 51.0% Manor; 8.1% AISD;
- Highest level of recent development has occurred in this sub-district;
- Large amounts of vacant land within the city limits but most are approved PUDs, eg. Harris Branch, Pioneer Crossing.

Highlights of Sub-district 8

Positives

- Ideal location, mid-point between Round Rock and downtown Austin;
- Includes several large employers: Dell, Samsung, Applied Materials;
- There is still vacant developable land along IH-35. There is a TOD (Transit Oriented Development) planned for I-35 @ Parmer;
- In comparison with other sub-districts, there is good east-west connection-such as US 290 and Parmer Ln.;
- Major development sites at US 290, Parmer Ln, and SH 130 “Triangle.”

Negatives

- There are two privately owned landfills;
- There is significant flood and erosion threat to existing houses along Walnut Creek.

Sub-district 8

Evaluation of City Services

Water	Large portion of sub-district is in City's water CCN;
Wastewater	Majority of sub-district is in City's wastewater CCN.
Fire	Sub-district is adequately served with 3 AFD stations, but it would be difficult to meet response time in the eastern portion near SH 130.

Sub-district 8

Evaluation of City Services

Austin Energy	Existing and proposed 138 KV electric transmission lines provide power from Decker Power Plant. Proposed sub-station near SH 130 on the northern part of the sub-district.
Drainage	Flooding & erosion along Walnut Creek, particularly Chimney Hills Blvd. and Quiett Dr. There is a total of 22 buildings, both single family and multi-family, in the floodplain. There are 9 buildings (houses) threatened by stream bank erosion. Solution includes structure buy-out and stream bank stabilization, cost up to \$10 million. This project is in the County's current bond proposal for erosion.
Transportation Network	3 exit ramps proposed along SH 130: Parmer, Howard, and Wells Branch Pk. Public/private partnerships will be needed to extend Howard Ln. and Wells Branch Parkway to connect with SH 130.

Transportation Network

Sub-district 8

Road	Segments	Exists	2025	2030
FM 734/Parmer Ln. *	Dessau Rd. – SH 130	MAD 4	EXPY 6	MAD 6 (CS)
Wells Branch * Pkwy.	Dessau Rd. – Cameron Rd.	MNR 2/0	-	MAD 6
	Cameron Rd. – SH 130	-	-	MAD 6
Howard Ln. *	1 35 (N) – Dessau Rd.	MAD 4	-	MAD 4
	Dessau Rd. – Harris Branch Pkwy.			

* Represents connections with SH 130.

Transportation Network

Sub-district 8

Road	Segments	Exists	2025	2030
Arterial A/ Travis County	Parmer Ln. –	-	MAD 4	MAD 4
FM 734/Parmer Ln. *	Dessau Rd. – Harris Branch Pkwy.	MAD 4	EXPY 6	MAD 6 (CS)
Braker Ln/ Blue Goose Rd.	Arterial A(Travis County)- Harris Branch Pkwy	MNR 2/0	MAD 4	MAD 4
Harris Branch Pkwy.	Wells Branch Pkwy. - Braker Ln.	MNR 2/ MAD 4	MAD 6	MAD 6
Sprinkle Rd.	Rundberg – Arterial A	MNR 2/0		
Rundberg Ln.	Tuscany Way- Arterial A	MNR 2/0	MAD 4	MAD 4

Sub-district 8

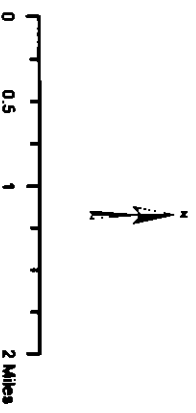
Recommendations

1. This area should be a high priority for future infrastructure investments and annexations as identified in red.
2. The City will set aside funds to complete the gap of Howard Ln. to connect with SH 130 contingent upon Travis Co. completing the section in their jurisdiction.
3. Wells Branch Parkway is the last ramp connection proposed along SH 130 in the COA ETJ. The City should encourage Travis County to complete this connection to SH 130.
4. The City should consider public/private partnership to plan the section of Wells Branch Pkwy., IH 35 to Heatherville, as Travis Co. pursues project implementation from Heatherville east to SH 130.
5. City should coordinate with TxDOT and CAMPO on Parmer Lane/FM 734 Corridor Study: interim construction upgrade to MAD 6 by TxDOT and possible ROW needed in future.

Sub-district Eight

Recommended for Annexation Study

- Legend**
- Study Area
 - Jurisdiction
 - City of Austin
 - Sub-district Boundary



Sub-district 6

Sub-district Six Analysis

Legend

Zoning

CS, CS-1

IP, LI, MI

Jurisdiction

City of Austin

Transmission Lines

Fire Stations

Flood Plain

Potential Economic Development

Adjacent to Elect. Transmission

www Easy - Neutral

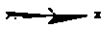
www Difficult

Other Sites

www Easy - Neutral

www Difficult

Study Area Boundary



Sub-district 6

Facts

- 58% is within the City Limits;
- 37% of land area can be developed (7,355 acres, 11.5 sq. miles);
- School District: 26.7% AISD; 57.8% Manor, 15.5% Del Valle;
- 3 wastewater treatment plants (Govalle, Walnut Creek, and Hornsby Bend).

Positives

- Sub-district contains Walter E. Long Metro Park;
- Decker Lake could be a magnet for future development;
- Several grassland preserves exist around Decker Lake;

Sub-district 6

Positives

- Location of a golf course along Decker Ln.
- There are two rail lines (MOKAN & Giddings lines) in the subdistrict that could serve as potential rapid transit corridors;
- FM 973 is an existing north/south arterial that is parallel to SH 130, however the development potential is low due to the difficulty of providing water and wastewater;
- West side of Decker Ln. just west of the power plant has properties that would be easy to serve with water and wastewater.
- Hwy 290 on the north side offers economic development opportunities;

Sub-district 6

Negatives

- Flooding and erosion from the Colorado River has severe impacts to land south of FM 969 (MLK) including existing residential subdivisions;
- Scattered land use patterns throughout the district.

Sub-district 6

Evaluation of City Services

Water	Vast majority of sub-district is in City's water CCN; Several areas are slated for infrastructure improvements.
Wastewater	Vast majority of sub-district is within City's wastewater CCN; Major City infrastructure proposed (Wild Horse Subregional WWTP).
Fire	One AFD station, but it would be difficult to meet response time in the eastern portion of the area.

Sub-district 6

Evaluation of City Services

Austin Energy	138 KV transmission lines radiate in several directions from Decker Power Plant including SH 130 corridor and FM 973.
Drainage	
Transportation Network	3 exit ramps are planned along SH 130: US 290, FM 973, and FM 969.

Sub-district 6 Transportation Network

<u>Road</u>	<u>Segments</u>	<u>Exists</u>	<u>2025</u>	<u>2030</u>
US 290 (E) *	Giles – FM 973	MAD 4	Toll Fwy 6	TOLL Fwy 6
FM 973 *	US 290 – FM 969	MNR 2	-	MAD 4
FM 969 *	FM 973 – SH 130	MAU 2	MAD 4	MAD 6

Sub-district 6 Transportation Network

Road	Segments	Exists	2025	2030
US 290 (E)	Giles –FM 3177	MAD 4	Toll Fwy 6	TOLL Fwy 6
	FM 3177–	MAD 4	Toll Fwy 6	TOLL Fwy 6
	FM 973			
Parmer / (FM 734)	US 290-SH 130	MAD 4	EXpy 6	MAD 6
Braker Ln	US 290(E) – Parmer	-	MAD 4	MAD 4
	Parmer-FM 973	-	MAD 4	MAD 4
FM 3177/ Decker Lk.	US 290 (E)- FM 969	MAU 4	MAU 4	MAU 4
Johnny Morris Rd.	US 290 (E)- Loyola Ln.	MNR 4/2MAD 4		MAD 4
Tuscany Way	US 290- Springdale Rd.	0/MNR 2MAD 4		MAD 4

Sub-district 6

Recommendations

1. This area should be a priority for future infrastructure investments and annexations because of its close proximity to the existing city, and good transportation connection with US 290.
2. Promote economic development on major properties near the intersection of US 290 & Decker Ln.
3. If annexed, City should explore public/private partnerships to plan with Travis Co. for implementation of the Braker Ln., Parmer Ln. and Decker Lake Rd. projects.

Sub-district 6

Recommendations

4. A good collector system is needed in this area in order to maximum capacity, improve circulation, and travel safety. However, this has extensive floodplain which would result in a costly arterial network.
5. Pursue federal funding of Trail system along Walnut Creek and Capital Metro rail line.

Sub-district Six

Recommended for Annexation Study

- Legend**
- Study Area
 - Jurisdiction
City of Austin
 - Sub-district Boundary

0 0.5 1 2 Miles



Sub-district 4

Sub-district Four Analysis

Legend

Zoning

- CS, CS-1
- IP, LI, MI

Jurisdiction

- City of Austin

- Transmission Lines

- Fire Stations

- Flood Plain

Potential Economic Development

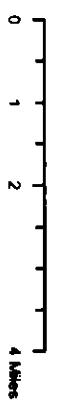
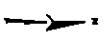
Adjacent to Elect. Transmission

- WWW Easy - Neutral
- WWW Difficult

Other Sites

- WWW Easy - Neutral
- WWW Difficult

Study Area Boundary



Sub-district 4

Facts

- Only 24% is within the City Limits;
- 44% of the land is developable (14, 289 acres, or 22.3 sq.miles);
- School District: 99.2% Del Valle, .8% AISD;
- Significant number of environmental sensitive areas south of Dry Creek, (grasslands, and wetlands);
- Includes Austin-Bergstrom International Airport (ABIA);
- The urbanized portion of Del Valle and the southeast buffer of the airport were brought into the City during the past seven years.

Sub-district 4

Positives

- High economic development potential west of SH 130; Inter-port Mixed use industrial park.
- Availability of affordable housing in area;
- Colorado River corridor offers potential future recreational opportunities;
- Existing recreational opportunities are: Onion Creek Preserve, and SE Metro Park. Airport Master Plan calls for a golf course;
- Hwy 71 offers excellent development opportunities, particularly near intersection of SH 130.

Sub-district 4

Negatives

- Approximately 69% of the area is difficult to serve for water & 44% of the area is difficult to provide wastewater;
- New residential development has occurred rapidly without support of commercial services;
- Broad floodplains along Colorado River & Onion Creek will likely limit future residential development;
- Many large scale gravel & quarry operations along the Colorado River;
- Most of the development north of the airport is impacted by the Airport Overlay Zone (Total area of the zone is 6,929 acres or 11 sq. miles).

Sub-district 4

Evaluation of City Services

Water	Large portion of sub-district is within City's CCN; Extension of service in Garfield WSC's water CCN is limited by rural water system.
Wastewater	Majority of sub-district is within City's wastewater CCN; Eastern portion of sub-district is not adjacent to system.
Fire	One AFD station making it difficult to serve the area of sub-district furthest from COA

Sub-district 4 Evaluation of City Services

Austin Energy	New Sandhill Power Plant adjacent to SH 130 and SH 71.
Drainage	Major flooding along Onion Creek east of FM 973 affecting Timber Creek Mobile Home Park. There are 100 mobile homes in the floodplain; Structure buy-out is the solution. The cost for buy-out would cost up to \$9 million. The buy-out may qualify for Federal cost share up to 65%. The County has included this area in its proposed bond package. Both Onion Creek and Colorado River have broad floodplains.
Transportation Network	SH 130 has two exit ramps: Burteson/Elroy & SH 71. Some of the arterial network is in place. However, significant upgrades are necessary to implement the 2030 plan. Travis Co. & CAMPO have added new planned arterials east of SH 130 in the CAMPO Mobility 2030 Plan.

Sub-district 4

Transportation Network

Road	Segments	Exists	2025	2030
SH 71 *	US 183-Spirit of TX Spirit of TX to Bastrop Cty	MAD 4	Toll Fwy6	Toll Fwy6
Burleson- Elroy *	US 183- FM 973	MAU 4	MAD 4	MAD 4
	FM 973-SH 130	MNR 2	MAD 4	MAD 4
	SH 130- Ross	MNR 2	MAU 4	MAU 4

Sub-district 4

Transportation Network

Road	Segments	Exists	2025	2030
SH 71	US183-Spirit of TX Spirit of TX to Bastrop Cty	MAD 4	Toll Fwy6	Toll Fwy6
FM 973	SH 71-Pearce	MAU 2	MAD 6	MAD 6
Pearce	FM 973- Ross	MNR 2	MAD 4	MAD 4
Burleson- Elroy	US 183- FM 973	MAU 4	MAD 4	MAD 4
	FM 973-SH 130	MNR 2	MAD 4	MAD 4
Four Daughters	SH 130- Ross	MNR 2	MAU 4	MAU 4
Ross	SH 71-Pearce	MNR2	MAD 4	MAD 4
Wolf				

Sub-district 4

Recommendations

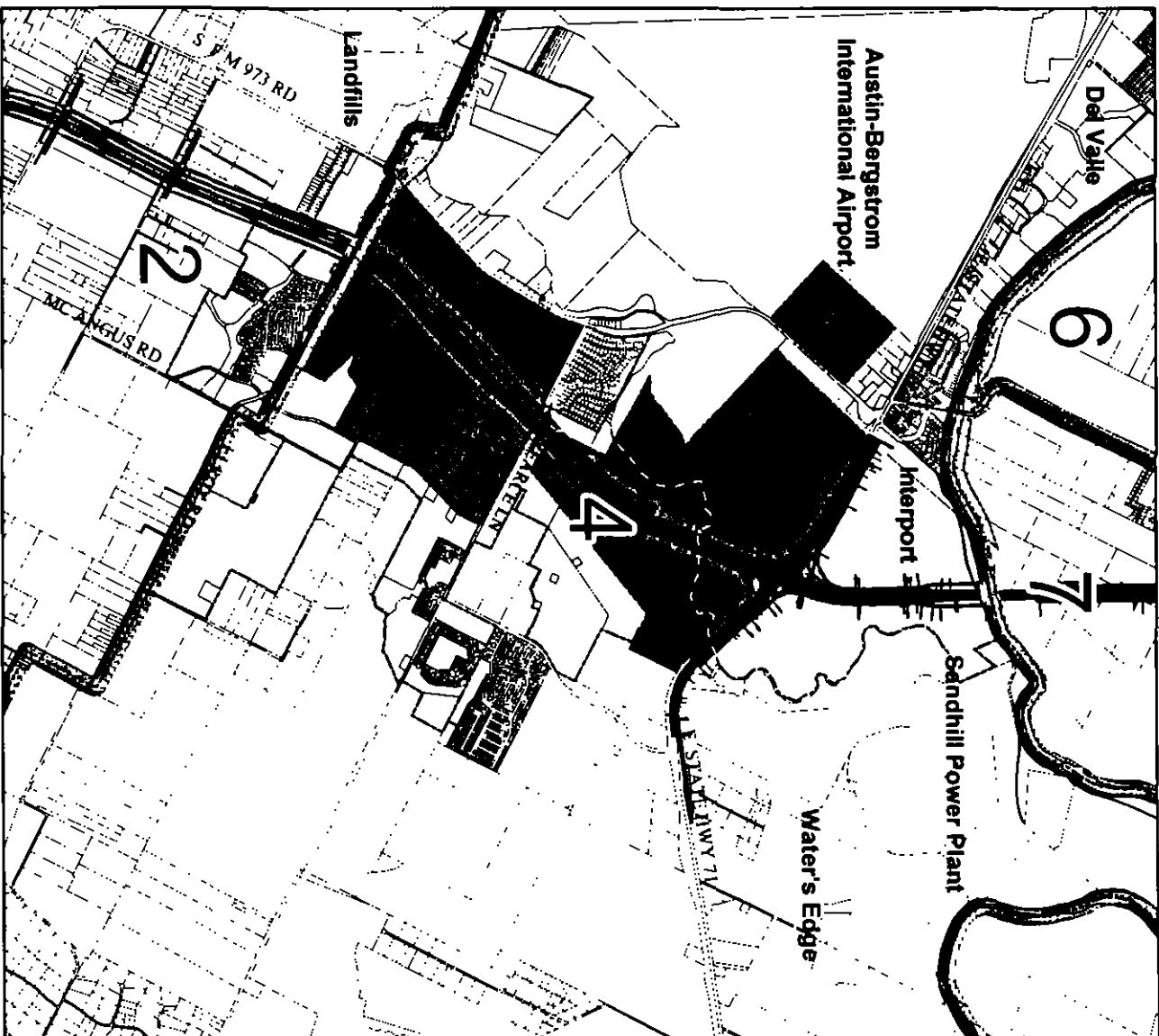
1. This area should be a high priority for future infrastructure investments and annexations because of its close proximity to the existing city limits, and ABIA.
2. If annexed, City, in cooperation with Travis County, should explore public/private partnerships to plan for Burleson/Elroy, US 183 to FM 973, a primary east-west connection to link SH 71, US 183 and SH 130. Will complement Travis County's existing bond project west of FM 973.
3. City should assess the need for additional fire station to serve this area.

Recommended for Annexation Study

Study Area



City of Austin





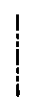




Overall Recommendations

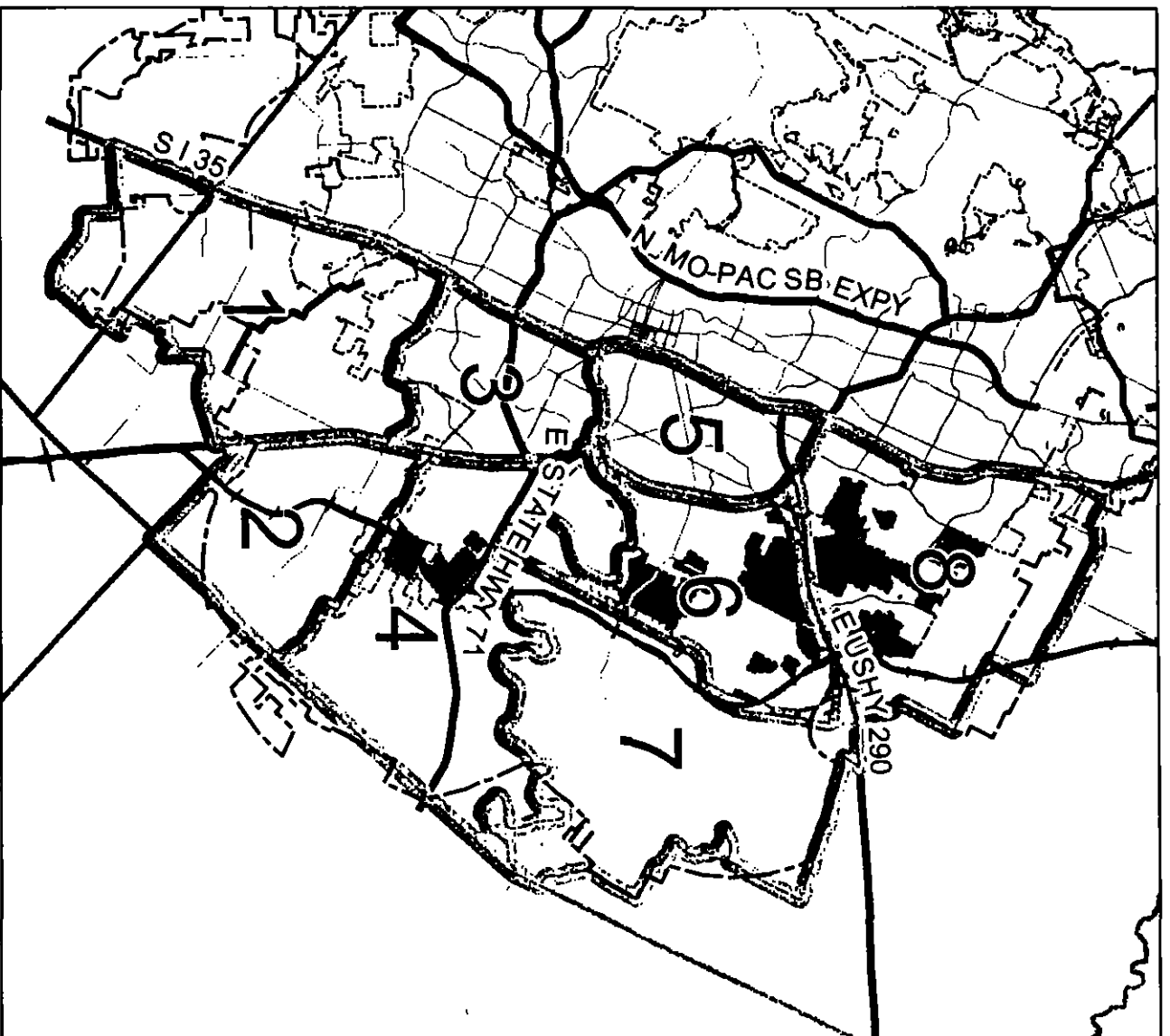
1. Work on an annexation plan to bring areas identified in sub-districts 8, 6 & 4 into the city along with a land use & zoning plan.
2. Complete a more detailed analysis of these areas to determine adequacy of infrastructure;
3. Have the Economic Development Department market these areas for future industrial, commercial and residential developments;
4. Continue to explore public/private partnerships to plan for arterial extensions to provide access to SH 130 through the AMATP process.

SH 130

Study and Priority Areas

Legend

-  Study Area Boundary
-  Corporate Limits
- Jurisdiction**
-  Corporate Limits
-  Five Mile ETJ
-  SH 130
-  Priority Areas
-  County Line



Next Step

Council needs to direct the City Manager to pursue annexation of the priority areas recommended by staff.

Sub-district 3

Sub-district Three Analysis

Legend

Zoning

CS, CS-1

IP, LI, MI

Jurisdiction

City of Austin

• Transmission Lines

★ Fire Stations

/// Flood Plain

Potential Economic Development

Adjacent to Elect. Transmission

WWW Easy - Neutral

WWW Difficult

Other Sites

WWW Easy - Neutral

WWW Difficult

Study Area Boundary



0 0.5 1 2 Miles



Sub-district 3

Facts

- 89% of area is within the City Limits;
- 29% of the land is developable (3,810 acres, or 6 sq.miles);
- School District: 41.4% AISD, 58.6% Del Valle;
- Has a unique mixture of highly urbanized & under developed land.

Sub-district 3

Positives

- Recreational and open space is abundant: McKinney Falls, Colorado River, SE Soccer fields, 3 public golf courses;
- Can accommodate new large scale development and higher density re-development which are supported by the 7 adopted neighborhood plans;
- Location of several large employers: Tokyo Electron, AMD, Sematech;
- Has several entry corridors leading from the airport: Riverside, Hwy 71 & US 183.

Negatives

- Severe drainage problems associated with the Montopolis Tributary of Carson Creek causing flooding for residential and commercial properties.

Sub-district 3

Evaluation of City Services

Water	Sub-district largely developed and served by the City.
Wastewater	Sub-district largely developed and served by the City.
Fire	3 AFD stations exist
Austin Energy	Service is available
Drainage	Flooding of the Montopolis Tributary of Carson Creek affects large tracks of commercial and residential properties
Transportation Network	Not adjacent to the SH 130 corridor

Sub-district 3

Transportation Network

Road	Segments	Exists	2025	2030
US 183	Colorado River to SH 71	MAD 6	Toll Fwy 8	Toll Fwy 8
	SH 71 to Onion Ck.	MAD 4	FWY 6	MAD 6
SH 71	IH-35 to US 183	MAD 6	Toll Fwy 6	Toll Fwy 6
William Cannon	IH-35 to McKinney Falls	MAD 6/MAU 2	MAD 6	MAD 6
	McKinney F. to FM 812	MNR2/0	MAD 6	MAD 6

Sub-district 3

Recommendations

1. Complete the gap in Pleasant Valley Road between Ben White and St. Elmo. Funding is already allocated for this project. Pleasant Valley Road functions as an alternative north/south roadway to IH-35.
2. Continue an active policy of right-of-way acquisition for W. Cannon extension to SH 130. W. Cannon will be a major east-west connection from the urban core to US 183 and SH 130.

Sub-district 5

Sub-district Five Analysis

Legend

Zoning

CS, CS-1

IP, LI, MI

Jurisdiction

City of Austin

Transmission Lines

Fire Stations

Flood Plain

Potential Economic Development
Adjacent to Elect. Transmission

WWW Easy - Neutral

WWW Difficult

Other Sites

WWW Easy - Neutral

WWW Difficult

Study Area Boundary



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Map No. 1000
Scale: 1 inch = 1 mile
Date: 10/1/70

Sub-district 5

Facts

- 100% of area is within the City Limits;
- 15% of land area is developable (1,735 acres or 2.7 sq. miles);
- School District: 99.6% AISD, .4% Manor;
- Most development will be infill or redevelopment;
- Significant undeveloped land along US 183.

Sub-district 5

Positives

- Mueller is the most significant redevelopment project in the sub-district (709 acres);
- Contains 11 adopted neighborhood plans: Chestnut, East Cesar Chavez, Rosewood, Central East Austin, Holly, Upper Boggy Creek, East MLK combined and Govalle/Johnston Terrace Neighborhood Plans with adopted visions and recommendations;
- Can accommodate infill development and higher density re-development which are supported by neighborhood plans;
- Two TODs (Transit Oriented Developments) are planned for the area.

Negatives

- Many of the neighborhoods are experiencing gentrification.

Sub-district 5 **Evaluation of City Services**

Water	Sub-district largely developed and served by the City; Major investments planned for RMMA; Aging infrastructure requires rehabilitation.
Wastewater	Sub-district largely developed and served by the City; Major investments planned for RMMA.
Fire	5 AFD stations in the sub-district.

Sub-district 5 Evaluation of City Services

Austin Energy	Fully served.
Drainage	Localized flooding problems as a result of infill development. The problem will need to be addressed through City funding or by a community facilities contract.
Transportation Network	Is not near SH 130 corridor.

Sub-district 5

Transportation Network

Road	Segments	Exists	2025	2030
US 183	US 290 to E. 7th	MAD 4	Toll Fwy 6	Toll Fwy 6
US 290	IH-35 (N) to US 183	FWY 4	FWY 6	FWY 6
FM 969 MLK	IH-35 to Airport	MAU 4	MAU 4	MAU 4
	Airport to Perez	MAD 4	MAD 4	MAD 4
	Perez to	MAU 4	MAD 4	MAD 4
	Springdale			
	Springdale to	MAU 4	MAD 4	MAD 4
	US 183			
	US 183 to	MAD 4	MAD 4	MAD 4
	Johnny Morris			
	Johnny Morris to	MAD 4	MAD 6	MAD 6
	Decker			
	Decker to	MAU 4	MAD 6	MAD 6
	FM 973			

Sub-district 5

Recommendations

1. **Protect existing neighborhoods while enhancing the existing transportation capacity.**
2. **Develop a collector system that supplements the existing arterial connections.**
3. **Promote alternative modes of transportation such as Rapid Bus and rail.**

Sub-district 1

Sub-district One Analysis

Legend

Zoning

- CS, CS-1
- IP, LI, MI

Jurisdiction

- City of Austin

- Transmission Lines

- Fire Stations

- Flood Plain

- Potential Economic Development

- Adjacent to Elect. Transmission

- WWW Easy - Neutral

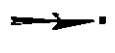
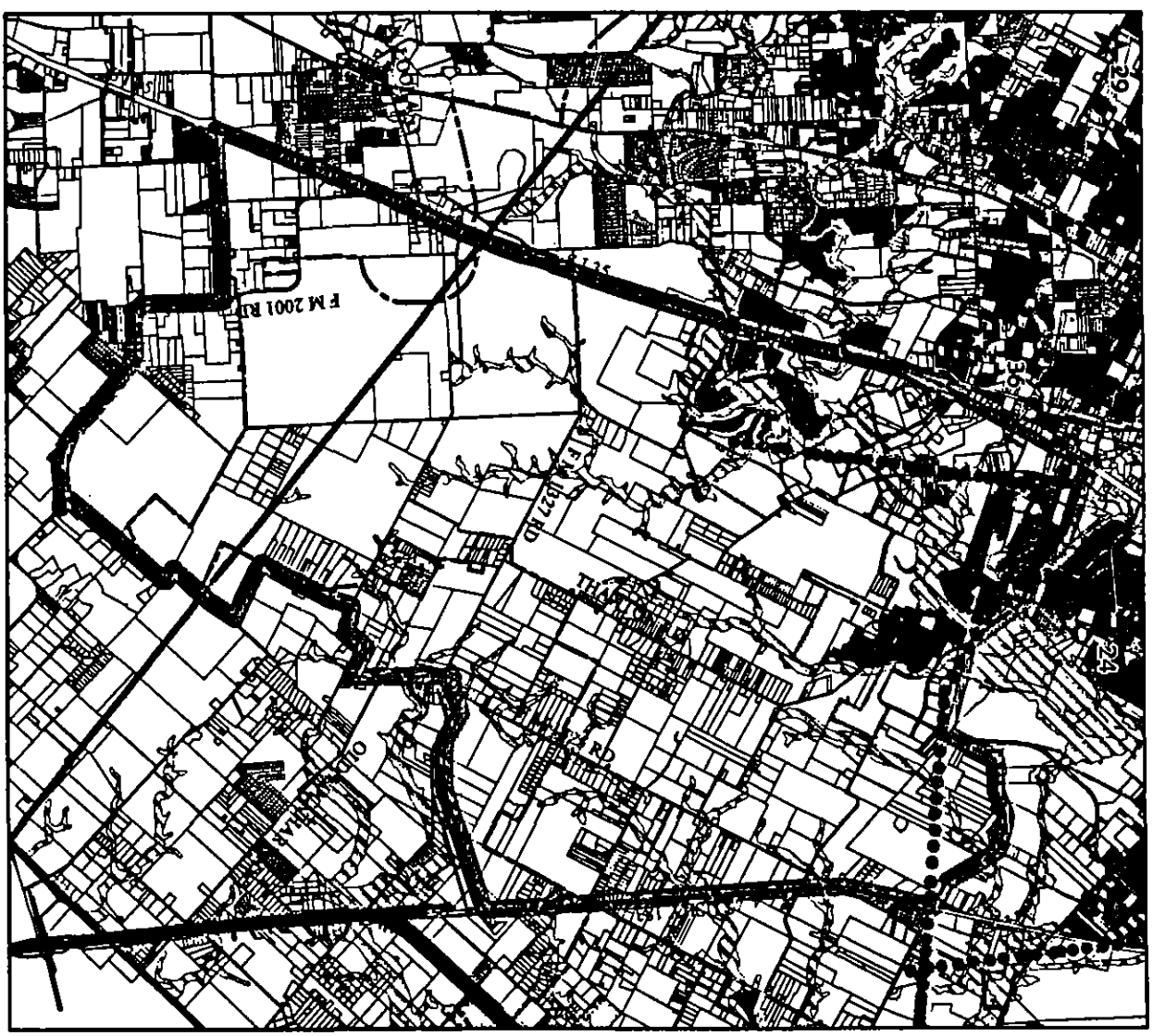
- WWW Difficult

- Other Sites

- WWW Easy - Neutral

- WWW Difficult

- Study Area Boundary



Sub-district 1

Facts

- Only 15% is within the City Limits;
- 68% of the land is developable (22,279 acres, or 35 sq.miles);
- School District: 26% AISD, 39% Del Valle, 35% Hays Consolidated.

Positives

- Offers excellent access to IH-35, SH 130, US 183 and proposed SH 45 SE;
- The southwest portion offers greater potential for economic development because of its great access and limited constraints;
- Upscale residential development with golf course, (Onion Creek).

Sub-district 1

Negatives

- Approximately 80% of the area is difficult to serve with water & 71% is difficult to serve with wastewater due to rural service providers, topography , and distance to existing infrastructure;
- Current location of the Texas Disposal System landfill
- Extensive floodplains along Onion Creek.

Sub-district 1

Evaluation of City Services

Water	Majority of sub-district is outside of City's water CCN, but is rural and not near existing infrastructure; Extension of water service in Creedmoor-Maha WSC's CCN area limited by rural water system.
Wastewater	Majority of sub-district is located within City's wastewater CCN, but is largely undeveloped;
Fire	No AFD or Emergency Service Districts (ESD) stations. Only volunteer service.

Sub-district 1

Evaluation of City Services

Austin Energy	Junction of SH 130 w/ US 183 is outside service area
Transportation Network	Pursue partnerships opportunities between the City & Travis County to plan for the extensions of Pleasant Valley, Slaughter Ln. and William Cannon as priority arterials.

Sub-district 1 Transportation Network

Road	Segments	Exists	2025	2030
US 183	FM 812 to, SH130	MAD 4	Fwy 6	MAD 6
Wm. Cannon	IH- 35 to	MAD 6/	MAD 6	MAD 6
	McKinney Falls	MAU 2		
	McKinney Falls	MNR 2/0	MAD 6	MAD 6
	to FM 812			
Slaughter Ln	IH 35 to Bluff Springs	MAD 6/4	MAD 6	MAD 6
	Bluff Springs to US 183	--	MAD 6	MAD 6
Bluff Springs	Wm. Cannon to Slaughter	MNR 2	MAD 4	MAD 4
Old Lockhart Rd	Slaughter Ln to US 183	MNR 2	MNR 2	MNR2

Sub-district 1

Recommendations

1. As growth continues to expand, the City should develop additional means to ensure that the sub-district is provided with water service in accordance with City design criteria including fire flow sufficient for fire protection.
2. Continue to annex along the IH-35 corridor as development occurs.
3. Where feasible require right-of-way for the extension of Slaughter Ln. and W. Cannon as they will connect with SH 130 in the future.
4. Develop a collector street network system that is well coordinated with the existing and future planned arterials in the district.
5. Consider public/private partnerships with Travis County to plan for the extension of Slaughter Ln. to US 183.

Sub-district 2

Sub-district Two Analysis

Legend

Zoning

CS, CS-1

IP, LI, MI

Jurisdiction

City of Austin

Transmission Lines

Fire Stations

Flood Plain

Potential Economic Development

Adjacent to Elect. Transmission

WWW Easy - Neutral

WWW Difficult

Other Sites

WWW Easy - Neutral

WWW Difficult

Study Area Boundary



Sub-district 2

Facts

- Only 3% is within the City Limits;
- 64% of the land is developable (11,086 acres, or 17 sq. miles);
- School District: 100% in Del Valle;
- Pipeline ordinance and the existence of the Airport Overlay Zone can have a major impact on limiting future residential development (Airport Overlay Zone is 6,929 acres, or 11 sq. miles).

Positives

- Good economic development potential south of the airport, and along US 183 and near intersection with SH 45 SE.

Sub-district 2

Negatives

- Approximately 92% of the area is difficult to provide water & 75% is difficult to provide wastewater due to distance from City infrastructure;
- Airport noise is high, closed land fills and petroleum pipelines offer significant hazards for residential development, especially south of the airport.

Sub-district 2

Evaluation of City Services

Water	Majority of sub-district is inside of City's water CCN, but is rural and not near major infrastructure; Existing City water system, acquired through rural water providers, requires general upgrading to municipal standards.
Wastewater	Majority of sub-district is located within City's wastewater CCN, but is largely undeveloped.
Fire	No AFD or ESD stations; only volunteer service

Sub-district 2

Evaluation of City Services

Austin Energy	Proposed Linda vista sub-station located on southern edge of ABIA
Drainage	Thouroughbred Farms subdivision in Dry Creek floodplain
Transportation Network	Access will be provided to SH 130 at Slaughter Ln. & FM 812. However major investment are needed to extend Slaughter Ln. and FM 812.

Sub-district 2 Transportation Network

Road	Segments	Exists	2025	2030
US 183	Slaughter to	MAD 4	FWY 6	MAD 6
	SH 130			
FM 812	US 183 to			
	FM 973	MAU 4	MAU 4	MAD 4
Slaughter Ln	US 183 to			
	FM 973	---	MAD 6	MAD 6
(Moore Rd)	FM 973 to	MNR 2	MAD 6	MAD 6
	SH 130			
Old Lockhart Rd	FM 1625-US183	MNR 2	MNR 2	MNR 2
	US 183-SH 21	MNR 2	MNR 2	MNR2
Schriber Rd	Maha Lp – Evelyn	MNR 2	MNR 2	MNR 2
Maha Loop	Elroy- FM 812	-	MNR 2	MNR 2
	Slaughter- Maha Lp	MNR 2/0	MNR 2	MNR 2

Sub-district 2 Recommendation

Continue to work with CAMPO, Travis County, and TXDOT on making FM 812 a high priority for the future connection of US 183 and SH 130.

Sub-district 7

Sub-district Seven Analysis

Legend

Zoning

CS, CS-1

IP, LI, MI

Jurisdiction

City of Austin

• Transmission Lines

★ Fire Stations

▨ Flood Plain

Potential Economic Development

Adjacent to Elect. Transmission

WWW Easy - Neutral

WWW Difficult

Other Sites

WWW Easy - Neutral

WWW Difficult

Study Area Boundary



0 0.5 1 2 Miles



Sub-district 7

Facts

- Less than 1% is within the City Limits;
- 58% of land area can be developed (20,093 acres or 31.4 sq. miles);
- School District: 68.2% Del Valle; 31.8% Manor;
- Most of the residential development is scattered throughout the area;
- Sub-district includes two incorporated cities: Manor and Webberville;
- Significant number of priority & other woodlands on the eastern edge.

Sub-district 7

Negatives

- 57% of the area is difficult to serve with water and 60% of the area is difficult to serve with wastewater due to not being in the COA water CCN.

Sub-district 7 **Evaluation of City Services**

Water	<p>Majority of sub-district is outside of City's water CCN and not near major infrastructure;</p> <p>Water service east of SH 130 provided by Manville WSC, Aqua Texas, or Hornsby Bend Utilities.</p> <p>Extension of water service in Manville WSC's CCN area limited by rural water system.</p>
Wastewater	<p>No existing City wastewater customers; Small portion of sub-district is included within City's wastewater CCN;</p> <p>Hornsby Bend Utilities and Aqua Texas, Inc. provide majority of sub-district wastewater service;</p> <p>Major City infrastructure proposed (Northeast Subregional WWTP).</p>

Sub-district 7 **Evaluation of City Services**

Fire	No AFD stations. Two volunteer services #12 (Manor) and #4. AFD can only respond along US 290.
Austin Energy	Existing 138 KV transmission line along SH 130; Proposed sub-station on Taylor Ln. north of FM 969.
Drainage	Decker Creek floodplain experiences flooding.
Transportation Network	One ramp proposed off SH 130: FM 969. Expanding FM 969 will be required to meet 2030 plan.

Sub-district 7 Transportation Network

Road	Segments	Exists	2025	2030
US 290 (E)	FM 973 to Bastrop County	MAD 4	EXPY 6	FWY 6
FM 973	US 290 (E) to FM 969	MNR 2	MAD 4	MAD 4
	FM 969 to SH 71 (E)	MNR 2	MAD 6	MAD 6
FM 969	FM 973 to SH 130 (S)	MAU 2	MAD 4	MAD 6
Blake-Manor	FM 973 –Taylor	MNR 2	MAD 4	MAD 4
Littig Rd	FM 973-Kimbro	MNR 2	MAD 4	MAD 4
Loyola Ln	FM 973- Gilbert	-	MAD 4	MAD 4
Taylor Ln	Blake-Manor to FM 969	MNR 2	MAD 4	MAD 4

Sub-district 7

Recommendation

Encourage a multi-jurisdictional effort to evaluate a collector plan to enhance circulation, travel capacity and safety, while providing connectivity to Travis Co. arterials added recently in the CAMPO Mobility 2030 Plan.

Appendix

- A-1 Development Indicators.
- A-2 Environmental Indicators.
- A-3 Infrastructure Availability and Development Potential.
- A-4 Transportation costs.
- A-5 Sub-district 4 roadway improvements.
- A-6 Sub-district 6 roadway improvements.
- A-7 Sub-district 8 roadway improvements.
- A-8 Definition of Terms

Data sorted by Sub-district A-1

Development Indicators									
Sub-district	Total Acres	Percent Inside Full or Limited City Limits	Year 2000 Population	Current Population Estimate Jan 1, 2005	Housing Starts Jan 1, 2005	Percent of Total ¹ Land Area that is Developed	Percent of ² Total Land Area that is Undeveloped and Constrained	Percent of ² Total Land Area that is Undeveloped and Unconstrained	
1	32,747	14.7%	16,563	25,589	2,904	20.3%	11.7%	68.0%	
2	17,177	3.0%	4,779	5,591	246	21.6%	13.8%	64.5%	
3	13,212	88.8%	62,964	70,791	3,888	50.0%	21.2%	28.8%	
4	32,321	24.3%	9,763	13,077	872	34.6%	15.7%	49.7%	
5	11,836	100.0%	80,266	83,897	1,571	76.7%	8.6%	14.7%	
6	19,911	57.8%	14,508	18,800	1,521	34.8%	25.9%	35.0%	
7	34,633	0.2%	5,350	7,540	626	16.3%	25.7%	58.0%	
8	30,147	39.6%	43,900	56,470	5,149	34.5%	9.5%	46.0%	
Totals	191,985	31.4%	238,093	281,755	16,777	31.3%	17.9%	50.8%	
Notes and Methodology:									
1. Developed land estimate based on 2003 Land Use Inventory.									
2. Constrained and unconstrained land estimate based FEMA flood plain boundaries, City of Austin Sleep Shores Survey, parks and preserves. Excludes developed land.									

Data sorted by Sub-district

A-2

Environmental Indicators						
Sub-district	Proportion of Residential Development in the Floodplain	Challenge to Storm Drain System	Rural Roadway Crossings Problematic Due to Floodplains	Soils Have High Potential for Erosion	Streambank Erosion Potential	Critical Environmental Features
1	1.7%	Small	Yes	Yes	Yes	Waterfowl habitat, woodlands
2	1.0%	Small	Yes	Yes	Yes	Grasslands
3	5.2%	Medium	Yes	Yes	Yes	Woodlands, springs
4	2.0%	Small	Yes	Yes	Yes	Woodlands, springs
5	2.6%	High	No	Yes	Yes	Springs
6	0.6%	Small	Yes	Yes	Yes	Woodlands, springs
7	0.8%	Small	Yes	Yes	Yes	Woodlands
8	0.5%	Small-Medium	Yes	Yes	Yes	Woodlands
Totals	1.7%					
Notes and Methodology:						
1. Property was counted if its counterpart fell in 100 year floodplain						

Data sorted by Sub-district

A-3

Infrastructure Availability and Development Potential									
Sub-district	Portion of Subdistrict within the Full Purpose City Limits, Water COA, or Served by COA Water	Portion of Subdistrict within the Full Purpose City Limits, Wastewater COA, or Served by COA Wastewater	Portion of Subdistrict Difficult to Provide Water Service	Portion of Subdistrict Difficult to Provide Wastewater Service	Current Level of Residential Development	Current Level of Commercial Development	Residential Development Potential	Commercial Development Potential	
1	25%	67%	80%	71%	Medium	Low	Medium	Medium	
2	73%	87%	92%	75%	Low	Low	Low	Low	
3	100%	100%	3%	1%	High	Medium	Medium	Medium	
4	100%	100%	9%	1%	Medium	Medium	Medium	Low	
5	100%	100%	57%	60%	Low	Low	Medium	Low	
6	67%	87%	51%	30%	High	Medium	High	High	
7	12%	42%	57%	60%	Low	Low	Medium	Low	
Totals	54%	77%	51%	47%					
Notes and Methodology:									

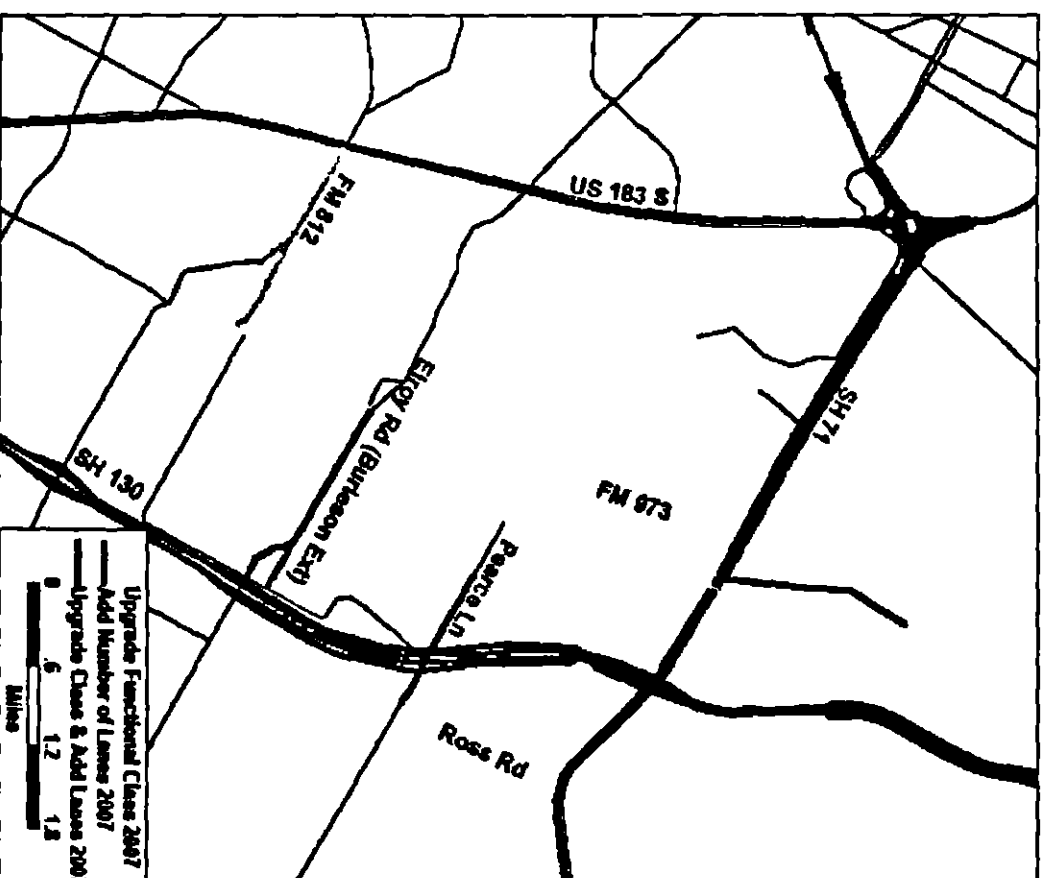
Projected Roadway Costs

A-4

Roadway	COA Project Costs	State Project Costs
SH 130 (Phase 1 IH 35 (N) to US 183 (S))		\$861,000,000 4-lane Toll Parkway; includes expansion to 6 lanes & interchanges upgrades at IH-35, US 290, SH 71, and US 183 (S)
Sub-district 4	\$6,900,000	\$15,187,000
Sub-district 6	\$15,322,000	\$130,050,000
Sub-district 8	\$13,137,000	\$8,400,000

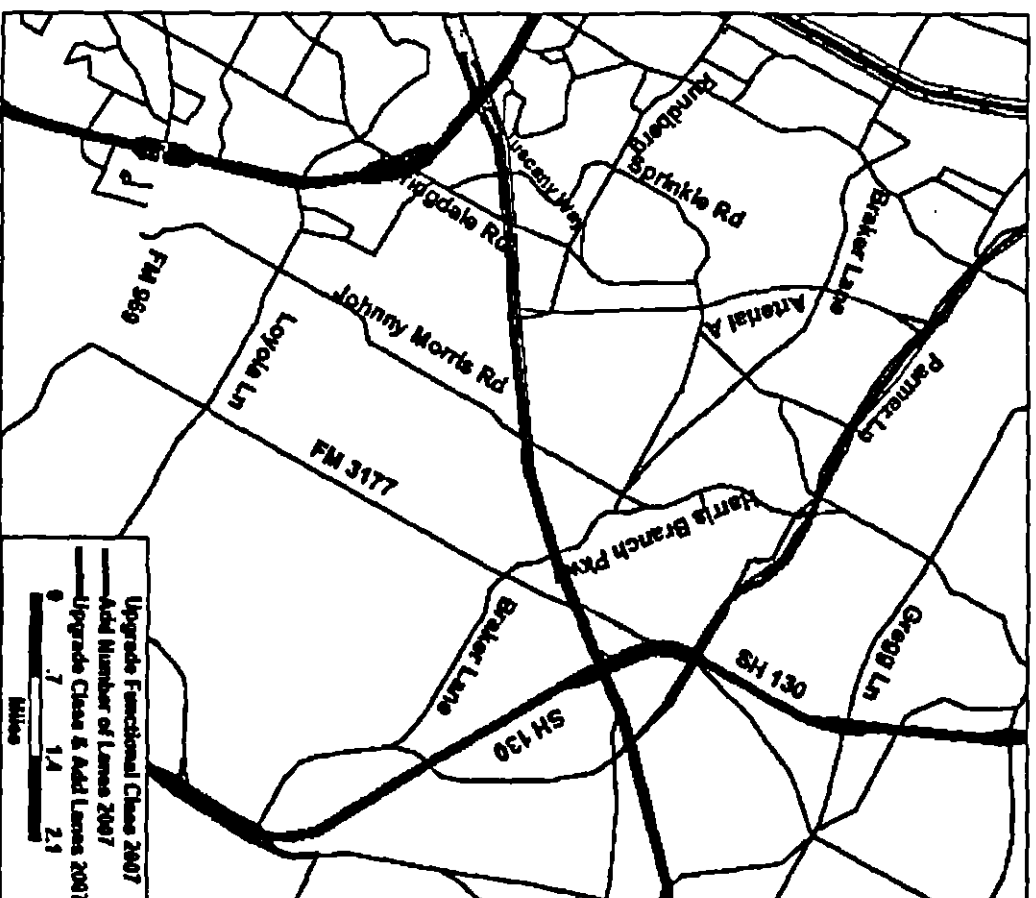
➤ **Sub-District Four Interest Area Projects and Costs: A-5**

- Contains SH 71 on State System, and recommended CAMPO Mobility 2030 Plan calls for interim safety and capacity improvements and Corridor Study, FM 973 to Bastrop County
- Some local jurisdiction commitment of funds for Pearce Lane, Burleson/Elroy Rd. and Ross Road (see SD 4 Map); State funds for FM 812.
- City, in cooperation with Travis County, should investigate feasibility of upgrading Burleson/Elroy, US 183 to FM 973, a primary east-west connection to link SH 71, US 183 and SH 130.
- Most projects are 4-lane Major Divided Arterials and will require more ROW, not included in the cost estimates. Ranks lowest of Sub-Districts in terms of preliminary planning-level costs for City in the interest areas



➤ **Sub-District Six Interest Area Projects and Costs: A-6**

- Contains US 290 (E), 6-Lane Toll Freeway, that comprises approximately \$130,050,000. Additional ROW will be needed and the local jurisdictions' cost is not known.
- Lack of near-term roadway funding (see SD 6 & 8 Map), however Co. has some potential bond projects in area: Braker, Parmer, Decker Lake Rd. Aside from US 183 and SH 130, State funding is committed for a section of FM 969
- City should set a high priority to work with TxDOT and County on extension of FM 969 by participation in ROW acquisition
- Like SD Four, most projects are 4-lane Major Divided Arterials and will require more ROW, not included in the cost estimates. Ranks approximately the same as SD 8 in terms of preliminary planning-level cost for City in the interest areas.



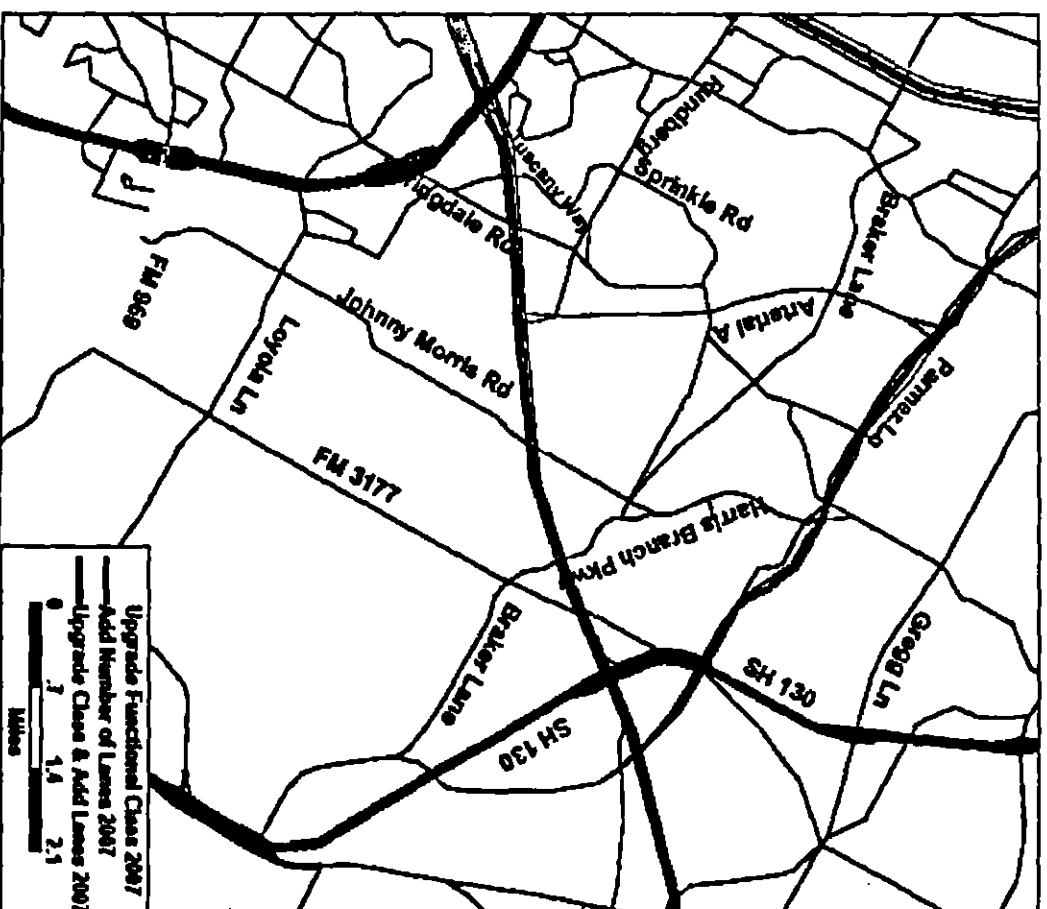
Sub-District Eight Interest Area Projects and Costs: A-7

FM 734, on State System, north of US 290 exists as 4-lane Divided Arterial. TxDOT has committed approximately \$8.4 million to construct 6-lane divided roadway, and CAMPO Mobility 2030 calls for Corridor Study. ROW beyond existing 200-feet may be needed; local jurisdictions' cost is not known at this time.

Lack of near-term roadway funding (see SD 6 & 8 Map). Aside from SH 130, State funding is committed for a section of Parmer Lane. Possible future Co. bond projects and city/County request for federal STP MM match funds through CAMPO

City should set a medium to high priority for planning & construction of two roadways: Braker Ln. will link IH 35 with Harris Branch Parkway: Howard Ln. should be established as the City's highest construction priority, in cooperation with Travis County, connect IH 35 with SH 130.

Like the other SDs, most projects are 4-lane Major Divided Arterials, with the notable exception of Harris Branch Parkway (6-lane Divided Arterial), and will require more ROW, not included in the cost estimates. Ranks approximately the same as SD 6 in terms of preliminary planning-level cost for City in the interest areas.



Definition of Terms

- **Land that is constrained-based on floodplains and steep slopes.**
- **CCN- Certificate of Convenience and Necessity.**
- **MNR 2- a 2 lane Minor Arterial Roadway.**
- **MAU 4- a 4 lane Major Arterial Undivided Roadway.**
- **MAD 4- a 4 lane Major Arterial Divided Roadway.**
- **MAD 6- a 6 lane Major Arterial Divided Roadway.**
- **W & WW- Water and Wastewater.**