

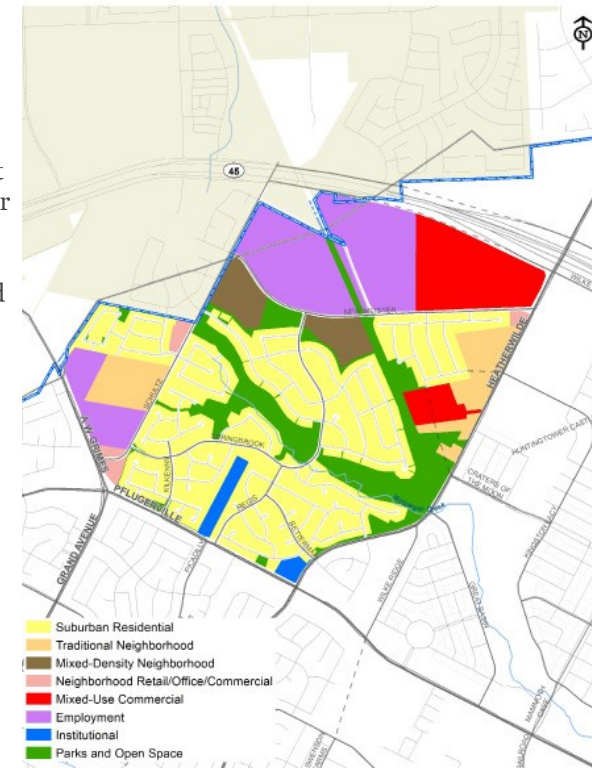
ASPIRATIONAL ACTIONS

- Increase access to parks, open space and trails, with safety enhancements such as lighting along trails and streets feeding into the trail system.
- Consider incorporating enhanced pedestrian and bicycle infrastructure along key collectors and arterials, focused on the level of comfort accessible for most people in Pflugerville. Heatherwilde Boulevard, A.W. Grimes Boulevard and Pflugerville Parkway warrant focus for this recommendation.
- Improve sidewalk connectivity and quality within the neighborhoods.
- Increased variety of housing options and types, with undeveloped areas along Heatherwilde Boulevard providing a strong opportunity with potential for some mixed-use integration. Proximity to public open space and existing infrastructure makes denser development and mixed-use particularly advantageous.
- Improve aesthetic impression along SH 45 from Schultz Lane to Heatherwilde Boulevard as a key entry, working with TXDOT to develop enhancements and create a visual improvement incentive program for businesses along the corridor. Continue to collaborate with TXDOT and Round Rock to extend access roads from Schultz Lane to Heatherwilde Boulevard along SH 45, improving economic potential and mobility in the area. The construction of the access roads was approved with the 2020 Transportation Bond projects.

- Improve the aesthetic impression along A.W. Grimes Boulevard using a visual improvement incentive program for businesses along the corridor.
- Further develop Wilbarger Creek's trail system connections as an opportunity to create unique, exciting experiences at different parks along the route. Consider wayfinding to entice users to the next park, and also to direct them to other destinations such as shopping areas and schools to reinforce the potential for trails as transportation rather than just recreation.

UPPER WESTSIDE DISTRICT

Map 8.3. Upper Westside District



This district is heavily shaped by the Wilbarger Creek headwaters area, creating a green network that supports trails and access to a variety of recreational areas beyond the District. The area is primarily residential, with most being single-family detached with denser residential types near key collector and arterial roads. The defining characteristic is Gilleland Creek and the open spaces along it, providing a green network. It is comprised primarily of established residential neighborhoods as well as older industrial areas, with several key roadway connections. The northern edge of the District has begun taking new forms due to SH-45 and its logistical opportunities, though some of its potential has been limited by inconsistent frontage roads.