

## **Lamar Blvd./Justin Lane TOD Station Area Plan – City Council April 24, 2008**

### **Items included in this packet:**

- I.** A summary sheet of the Lamar Blvd./Justin Lane Station Area Plan rezoning case and the corresponding neighborhood plan amendment cases;
- II.** A record of the Planning Commission Action taken on April 8, 2008;
- III.** A resolution submitted by the Crestview Neighborhood Association;
- IV.** A letter written to the Planning Commission from Katrina Daniel of the Highland Neighborhood Association;
- V.** A resolution from the Brentwood Neighborhood Planning Contact Team;
- VI.** A map of publicly owned land;
- VII.** To view an electronic version of the Draft Lamar Blvd./Justin Lane Station Area Plan and all of the appendices go to:  
[http://www.ci.austin.tx.us/planning/tod/lamarjustin\\_sap\\_activities.htm](http://www.ci.austin.tx.us/planning/tod/lamarjustin_sap_activities.htm)

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### Station Area Plan Zoning Case

C14-2008-0030

#### *Zoning Case Details*

The zoning case that has been filed is City initiated. It will enact the Lamar Blvd./Justin Lane Station Area Plan and change the base district zoning for all properties within the boundaries of the Station Area to TOD zoning. The Station Area Plan includes a Regulating Plan, which specifies the development and design standards applicable to all properties within the boundaries of the planning area.

### Neighborhood Plan Amendments

- NPA-2008-0017.01 (Crestview/Wooten Combined Neighborhood Plan; only the Crestview Planning Area overlaps the TOD District)
- NPA-2008-0018.01 (Brentwood/Highland Combined Neighborhood Plan; both the Brentwood and Highland Planning Areas overlap the TOD District)

#### *Neighborhood Plan Amendment Details*

The plan amendment cases that have been filed are City initiated. They will amend neighborhood plans to do two things:

1. All properties within the Station Area Plan will have a future land use designation of Transit Oriented Development to clearly distinguish these properties on Future Land Use Maps (FLUMs). The Station Area Plans look at all of these properties in an integrated and holistic manner, so they should be designated on the FLUM as a unit even though there are multiple properties and property owners within the Station Area boundaries.
2. The main chapters of the Lamar/Justin Station Area Plan will be included in each of the neighborhood plans being amended.

### Comments sent in response to the legal notice

1. *Brad Smith – 1910 W. St. Johns Ave, 78757*  
In favor - I live in the Crestview Neighborhood and I support the proposed Lamar Blvd./Justin Lane Station Area TOD Plan. This area of the City is in great need of redevelopment and mass transportation and pedestrian-oriented development.
2. *Dennis McDaniel – 6929 Airport Blvd. (Highland Village)*  
In favor - Neighborhood meetings were very successful and inclusive. The Lamar/Airport intersection needs to be pedestrian safe and friendly.

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### **LAMAR BLVD./JUSTIN LANE DRAFT STATION AREA PLAN PLANNING COMMISSION ACTION**

**Motion: The Planning Commission voted unanimously to approve the Draft Lamar Blvd./Justin Lane Station Area Plan and associated amendments to the Brentwood/Highland and Crestview/Wooten Combined Neighborhood Plans as presented by Staff with the following amendments:**

1. Consider the dedication of public open space on the Austin Energy site and that other parkland be provided in and/or near the TOD District through parkland dedication funds;
2. Establish a Working Group to implement the Station Area Plan as soon as possible;
3. Ask staff to investigate methods of funding the proposed capital improvements to the Lamar Blvd./Airport Blvd. intersection;
4. Ask staff to study the potential of a parking benefit district where on-street parking fees are used to fund future capital improvements to the intersection of Airport Blvd. and Lamar Blvd;
5. Ask staff to examine methods of improving overall east-west movement along Lamar Blvd. between Koenig Lane and Anderson Lane with a goal of dispersing traffic load; and
6. Strongly recommend that the City Council:
  - a. Establish a clear and firm plan to help developers achieve the 25% affordability goal in the TOD Ordinance using the tools presented by the affordable housing consultant, Diana McIver and Associates;
  - b. Consider amending the scoring process for the allocation of affordable housing bond funds so that projects in TOD Districts are prioritized;
  - c. Designate CIP funds to infrastructure improvement projects within and connecting to the TOD Districts;
  - d. Prioritize fee-in-lieu funds generated from a development bonus in the TOD District for future expenditure within the TOD;
  - e. In order for a project that wishes to take advantage of a development bonus to be approved for the fee-in-lieu option, the Director of the Neighborhood Housing and Community Development Department should work with the Community Development Commission to determine if a fee-in-lieu should be approved.

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September 10, 2007

### **Crestview Neighborhood Association (CAN) Resolution on TOD Planning**

Based on the results of the CNA survey conducted during the neighborhood planning process where 90% of the 400 respondents recommended no more than 700 additional residential units, based on the lack of known infrastructure such as roadways, utilities, parks, libraries and schools to meet the needs of higher density, and based on the need to evaluate the effects of currently planned projects prior to moving blindly forward, we hereby make the following recommendations to the city of Austin regarding TOD development within the Crestview neighborhood:

1. That any residential development within the TOD will be capped at 20 units per acre.
2. That building height be limited to two stories or, where appropriate, to three stories.
3. That access to the Crestview Station development be limited to Lamar Blvd. and that no roadways connect Crestview Station to Morrow Street, Justin Lane or any other neighborhood street. Any vehicular connectivity between Crestview and Crestview Station opens both areas of the neighborhood to non-residential cut-through traffic.
4. That the intersection at Justin and Lamar remain a “T” intersection, with Airport Blvd. continuing to intersect Lamar Blvd. north of Justin Lane as it does today and that no street east of Lamar be created to extend Justin Lane east of Lamar Blvd.
5. That a permanent pedestrian walkway be established along or adjacent to the Capital Metro right-of-way for use by area residents. This would improve pedestrian connectivity to the commuter rail station.
6. That publicly-accessible parkland acreage be designated within the Crestview TOD boundaries to help offset the current total absence of parkland in the Crestview neighborhood, specially the entire acreage of the city-owned property on Ryan Street.

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Dear Planning Commissioners:

Thank you for your time in considering my comments. First, I would like to commend staff on their extensive work with the community in developing the station area plan. They took great pains to involve area residents, incorporate our comments, answer our questions, and keep us informed of the plan's progress. We're lucky to have the smart and dedicated staff that we have in our Planning department. Special thanks to Sonya Lopez too. I know she had a lot of help from her team and consultants, but she always takes the time to patiently answer our questions and tries hard to meet our needs.

The Lamar Blvd./Justin Lane Station Area Plan reflects an exciting time for our north central neighborhood as what was once an industrial and suburban area takes a more urban form. This plan is terrific and the hard work that went into it shows. Overwhelmingly, I am in favor of the plan as written. I'd like to take a minute to emphasize a few points that I believe are critical to the success of this and perhaps any transit oriented development.

**1) Pedestrian and bicycle friendliness.** Key to ensuring the success of this new district is ensuring that people can move easily from one area of the development to another safely. As the report indicates, Lamar and Airport Boulevards pose a significant risk to pedestrians and bicyclists. The plan lays out an approach to slowing down the traffic that goes through the Airport/Lamar intersection by "T-ing" it off and creating a landscaped median and other features that will go a long way to improving safety. These features and either elimination of the free right turns or using pedestrian controlled free right turns as recommended in the plan are essential to maximizing the potential of this new district.

This plan may pose some challenges for Capital Metro or the public works department, but the various entities with a stake in this intersection must work together to solve the problem of its safety. This plan is the best I've seen yet.

**2) Connectivity.** This new development and district cannot be considered in isolation of the surrounding community. Rather it must be integrated with roadways that allow for the free and easy movement of traffic throughout. Already, one community's objection to the coming changes has caused traffic routing that does not make sense in an urban setting. Currently, traffic cannot travel east onto Morrow from south Lamar or even from the east segment of Morrow. Likewise, in Crestview's neighborhood plan, the 1,000 trip limit on Morrow means that people who live in or visit the new Crestview development will not be able to exit onto Morrow to travel west. Rather all of the traffic must exit east onto Lamar, even when ultimately traveling west. These sorts of decisions satisfy a handful of residents at the expense of many others and do not serve the community well.

I urge you to reconsider the traffic restrictions on Morrow and address residents' concerns in a way that better serves the community. Perhaps traffic calming would offer a compromise that would better meet the needs of the area, instead of the specific needs of a few households.

**3) Affordability.** Perhaps more than any other TOD currently under consideration, the Lamar/Justin planning area presents opportunities for affordability. For the MLK and Plaza Saltillo stations, high-land values have made affordable housing nearly unreachable. However, here, five miles from downtown and on both a rail and rapid bus line, land values provide an opportunity for affordability that would make anyone feel like they live downtown. Obviously,

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these opportunities won't last long and are diminishing even at this moment as the property values rapidly increase.

**4) Implementation.** Any idea is only as good as our ability to make it real. Creating a working group of various public entities, such as the city and Capital Metro along with residents and business owners is a terrific strategy for making this plan take shape. As many of us know, it is difficult enough to get our city planning and public works departments to work together, much less when separately funded entities have a stake in a project. These various entities must work together and using a work group is a good strategy for making that happen.

**5) Other things I love about the plan!** I'm also particularly excited to see some of the more creative ideas in the plan that will provide new assets to our community. For example, Rails with Trails, new proposed parks like the one in Highland Village (can we have a pool!?!?), live/work areas on Canion and west St. Johns.....all great!

Katrina Daniel  
Highland Neighborhood Association



## **Brentwood Neighborhood Planning Contact Team**

### **LAMAR BLVD./JUSTIN LANE STATION AREA PLAN PROPOSED BRENTWOOD NEIGHBORHOOD PLAN AMENDMENT (NPA-2008-0018.01) BNPCT RECOMMENDATION**

**The Brentwood Neighborhood Planning Contact Team voted unanimously to approve the Draft Lamar Blvd./Justin Lane Station Area Plan and associated amendments to the Brentwood/Highland Combined Neighborhood Plan as presented by COA Staff with the following amendments:**

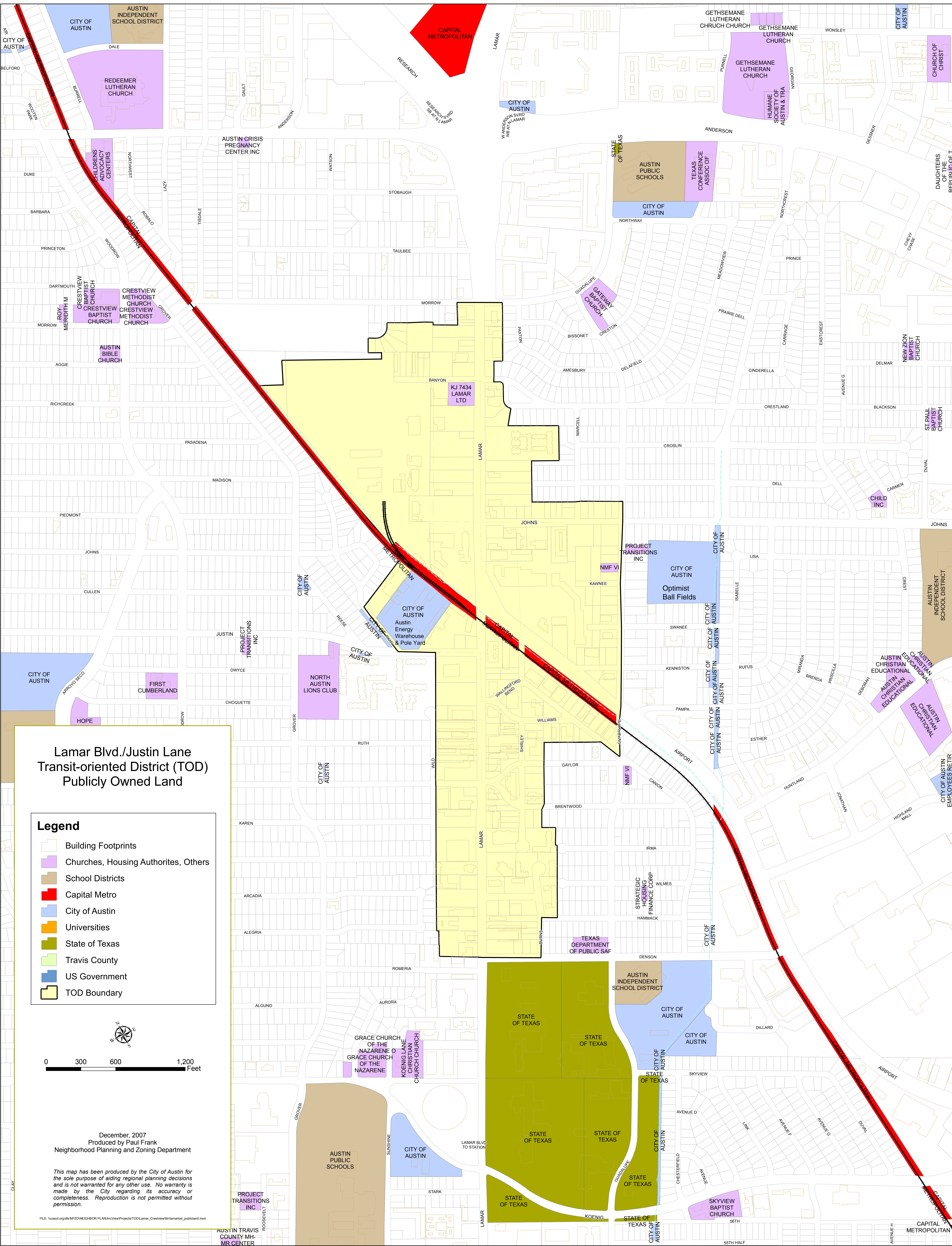
1. The City shall review localized flooding and erosion along the Grover Channel (and adjacent areas) and vigorously fund and implement strategies to mitigate these safety and welfare issues prior to any redevelopment within the TOD district;
2. The City shall be required to develop, vigorously fund and implement pedestrian and bike pathways connecting to existing single family pathways within the adjacent neighborhoods;
3. The City shall be required to use it's resources to create within the public ROW pedestrian-friendly and infrastructure improvements to include: TOD-style sidewalks, removals of signage, addition of street trees, installation of underground utilities, street lighting of a style that enhances the street character and that protects sky trespass along TOD district on North Lamar/Airport and connecting feeder streets;
4. No light from new or existing developments in the TOD be allowed to "trespass" onto existing single family residences in the adjacent neighborhoods;
5. Billboards shall be removed and no new billboards will be allowed to be built or relocated to the TOD district;
6. No direct vehicular access shall be allowed from TOD developments onto the streets of the existing single family residences in the adjacent neighborhoods;
7. Utilities (eg. Power and Telephone lines) shall be installed underground to improve the overall aesthetic character of the TOD area and the City shall vigorously fund and implement programs to relocate existing utilities to underground as well; and,
8. The City shall convert the public ROW along Arroyo Seco (from Woodrow to North Loop) to parkland, and subsequently fund and develop pedestrian paths, erosion control projects, landscape enhancement, etc.

\_\_\_\_\_  
Richard Brock, BNPCT Chair

\_\_\_\_\_  
Date

4/16/08





# Lamar Blvd./Justin Lane Transit-oriented District (TOD) Publicly Owned Land

## Legend

- Building Footprints
- Churches, Housing Authorities, Others
- School Districts
- Capital Metro
- City of Austin
- Universities
- State of Texas
- Travis County
- US Government
- TOD Boundary



0 300 600 1,200 Feet

December, 2007  
Produced by Paul Frank  
Neighborhood Planning and Zoning Department

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