

LAMAR/JUSTIN TOD STATION AREA PLAN



DRAFT REPORT MARCH 2008



PREPARED BY: PB PLACEMAKING FOR THE CITY OF AUSTIN NEIGHBORHOOD
PLANNING AND ZONING DEPARTMENT



ACKNOWLEDGEMENTS

The City of Austin would like to thank the following individuals for their contribution to the Lamar/Justin Transit-Oriented Development (TOD) Station Area Plan:

All participants in the planning process who live, work, and own or rent property in and around the Lamar/Justin TOD District.

Other interested individuals who came to learn about transit-oriented development and give feedback on this citywide initiative.

Individuals and groups who are dedicated to promoting affordable housing throughout Austin.

The members of the technical advisory group who dedicated time to learning about TOD concepts, attended public meetings, and reviewed and gave feedback on the Station Area Plan throughout the planning process.

Other City staff members who made themselves available to answer technical questions and provide information on specific topics related to the Plan.

Thanks to the Thompson Conference Center, Old Koenig Lane Christian Church, and the First Unitarian Universalist Church for providing meeting space.

TABLE OF CONTENTS

ES	Executive Summary	1
1	Chapter 1 - TOD Principles and Planning Policy	15
2	Chapter 2 - Lamar/Justin TOD Station Area Plan	27
3	Chapter 3 - Implementation	61



EXECUTIVE SUMMARY

LAMAR/JUSTIN TOD STATION AREA PLAN



LAMAR/JUSTIN TOD STATION AREA PLAN

EXECUTIVE SUMMARY

INTRODUCTION

The first Capital MetroRail line is under construction with passenger service scheduled to begin at the end of 2008. The 32-mile Red Line will connect downtown Austin to Leander on existing rail tracks with nine initial stations planned. The City, in support of the Capital Metro “All Systems Go!” Long Range Transit Plan, initiated a broad public engagement effort to develop station area plans around several of these future MetroRail stops. The first station areas to undergo the station area planning process were N. Lamar Boulevard/Justin Lane (Lamar/Justin), Martin Luther King Jr. Boulevard (MLK), and Plaza Saltillo.

New development that takes advantage of its location near transit is often referred to as “Transit-Oriented Development” (or TOD), and it is an important part of the City’s goal to manage growth in ways that reduce reliance on automobile use, promote transit use, walking and biking, and create lively and safe areas around transit stations. The City of Austin developed the TOD station area plans to leverage this significant public transit investment to achieve these broad community goals.

To realize these benefits, the City first adopted a TOD Ordinance, which identified specific station area boundaries, interim land use and design requirements, and a commitment to develop station area plans. Planning for the Lamar/Justin TOD District was begun in February 2007 by a team of consultants led by PB Americas. Public education and involvement meetings were held over the course of the next ten months to draft a plan that incorporated TOD principles and best practices and was shaped by the community input gathered throughout the planning process. The planning work was integrated with a professional assessment of market conditions and finance, affordable housing, and basic public infrastructure facility needs. The plan includes recommendations for open space, street and other infrastructure improvements, and affordable housing and is intended to guide future development and the provision of public improvements.

The implementation strategy describes a variety of key actions that will contribute to the successful redevelopment of the station area. The responsibilities for implementation not only rest with the City, but its agency partners, development community, and citizens. A primary element of the implementation program is the Lamar/Justin Station Area Regulating Plan. It is based on *Subchapter E: Design Standards and Mixed Use of the Austin Land Development Code*, which applies citywide. The Regulating Plan provides development standards tailored to the context of the Lamar/Justin Station Area and the vision articulated in this Plan.

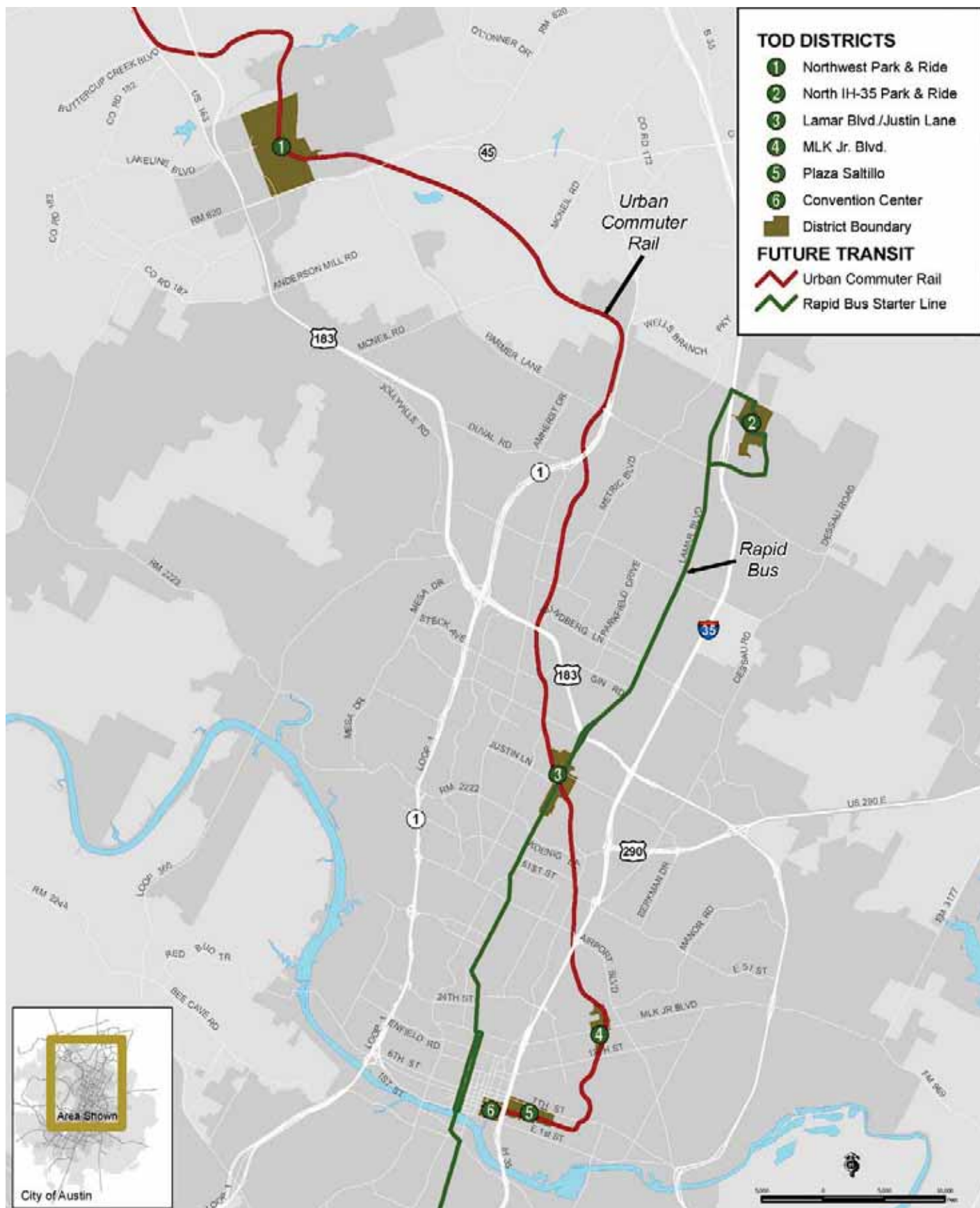


FIGURE ES.1: TRANSIT ORIENTED DEVELOPMENT (TOD) DISTRICTS

The Lamar/Justin Station Area was identified in the TOD Ordinance to include the area generally bounded by Grover Avenue, Guadalupe Street, Morrow Street, and Denson Drive, including properties with mixed use, commercial, or office zoning and/or a similar designation on a Neighborhood Plan Future Land Use Map (FLUM). It includes portions of three Neighborhood Planning Areas: Crestview, Brentwood, and Highland.

PLAN ORGANIZATION

The consultant team, informed by community input throughout the planning process, developed the Lamar/Justin TOD Station Area Plan, which:

- Followed transit-oriented design principles and Austin planning policy as described in Chapter 1;
- Is summarized below and described in more detail in Chapter 2;
- Includes an implementation strategy described in Chapter 3;
- Featured an inclusive public involvement process as described in Appendix A; and
- Utilized background information and studies presented in the Appendices.

PLAN SUMMARY

The Lamar/Justin TOD Station Area Plan includes three primary elements:

- **Land Use and Design Concept Plan**, which describes the desired land uses and development characteristics in the TOD.
- **Circulation Concept Plan**, which identifies the functional and design elements for streets and walkways.
- **Open Space and Trails Concept Plan**, which describes the important open space components of the TOD.

The concept plan maps and summary of the key elements are presented on the following pages.

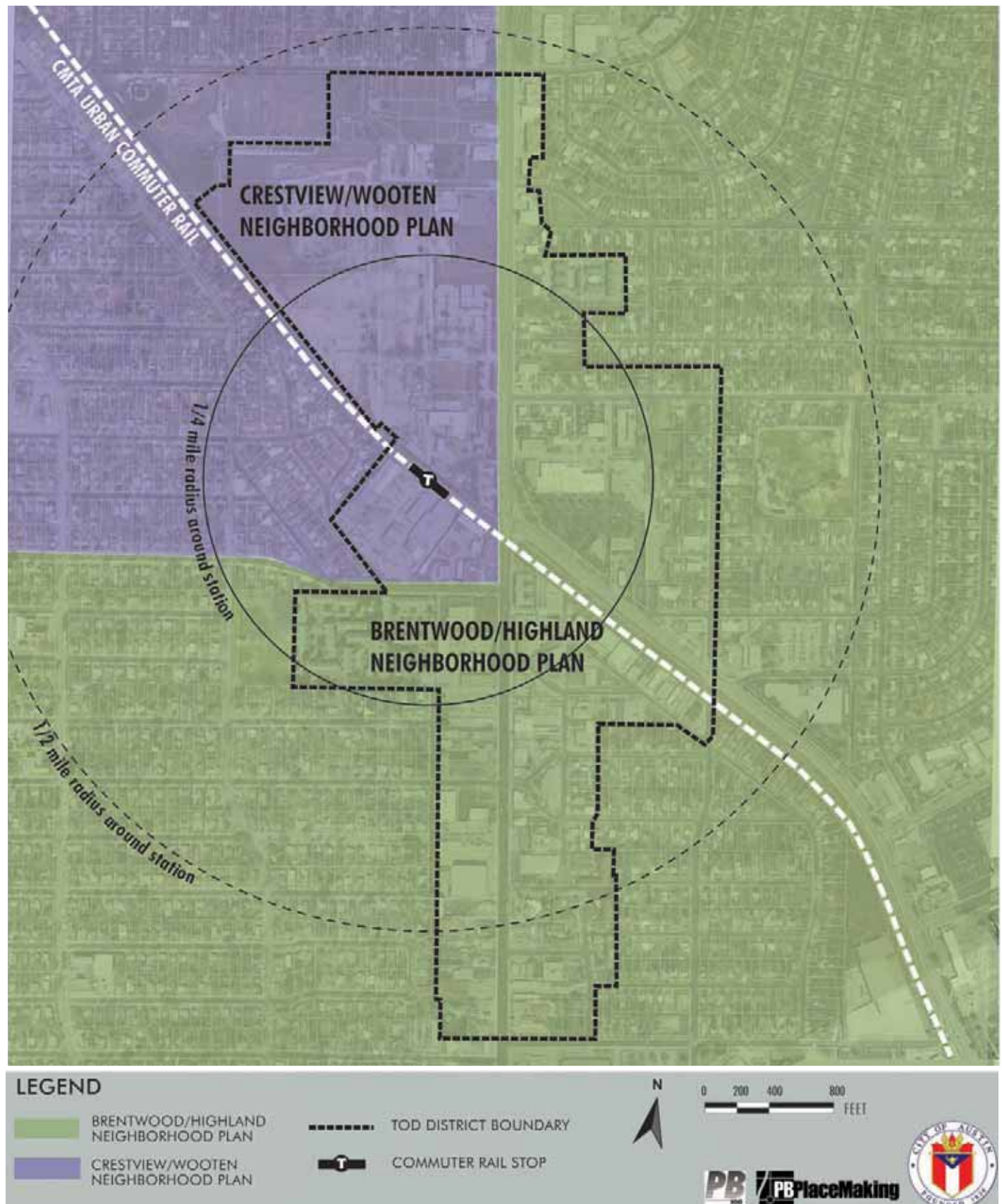
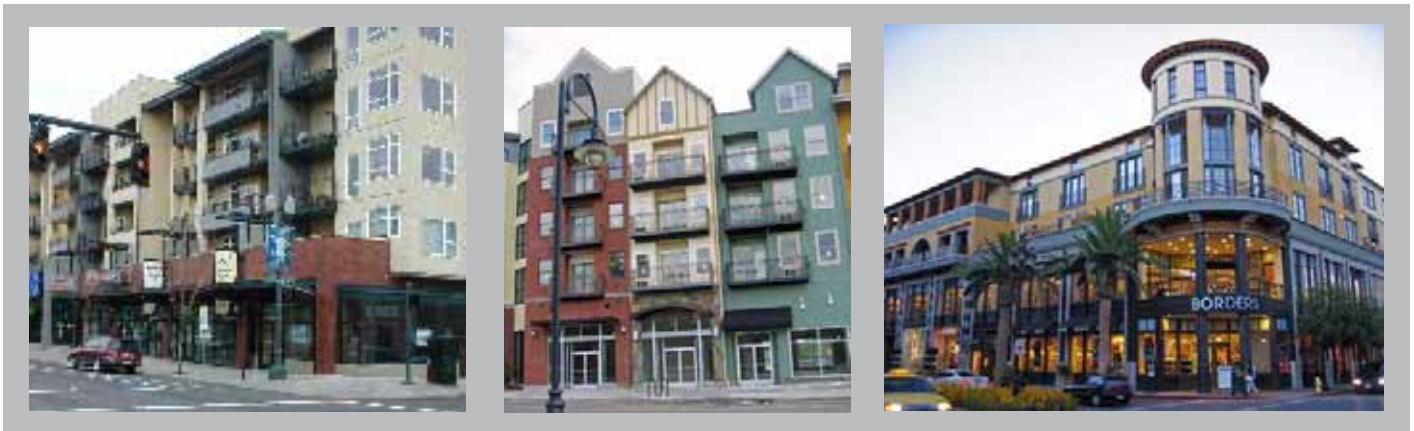


FIGURE ES.2: LOCATION MAP OF LAMAR/JUSTIN STATION AREA WITH OVERLAPPING NEIGHBORHOOD PLANNING AREAS

LAND USE AND DESIGN CONCEPT PLAN

The Land Use and Design Concept for the Lamar/Justin Station Area Plan includes five land use designations:

- **TOD Mixed-Use.** These areas are located in the closest proximity to transit and are intended to become neighborhood centers. This is the highest density designation, which encourages urban-style development including active ground floor uses with commercial, office, or residential uses on the upper floors. Residential densities may exceed 45 units per acre if a specific level of affordable housing is provided and a moderate height bonus may be granted if additional affordable housing is provided (with total building height maximum of 60 feet).



- **Corridor Mixed-Use.** This allows a slightly broader mix of uses compared to TOD Mixed-Use. These properties are farther from the transit station and have less of an urban character compared to TOD Mixed-Use. Normal residential densities may reach 45 units per acre and additional density may be permitted when affordable housing is provided. Mixed uses are encouraged either within the same building or on the same site, but they are not required. A range of development types could occur in this Subdistrict such as office buildings, apartments, or condominiums.



- **Live/Work Flex.** This encourages ground floor business activity with residential units on the upper floors. Depending on the environment the live/work subdistrict is located within, residential uses may be required with non-residential uses optional. Residential densities may reach 45 units per acre, and additional density may be permitted when affordable housing is provided. Development within the subdistrict could include a mix of uses or residential only development such as rowhouses, apartments, or condominiums.



- **High Density Residential.** High Density Residential is intended to be the most intensely developed residential zone. The buildings are urban in their character, located near the street with entrances oriented to them and parking out of sight. Most parking is intended to be tucked under the buildings or structured. Residential densities may reach 45 units per acre and additional density may be permitted when affordable housing is provided. Commercial uses are not permitted in this zone and uses could include apartments and condominiums.



- **Medium Density Residential.** This designation is found outside of the mixed-use areas and is intended to provide a transition into the surrounding neighborhoods. Residential densities range from 17 to 45 units per acre. Development in this subdistrict could include rowhouses, apartments, and condominiums.

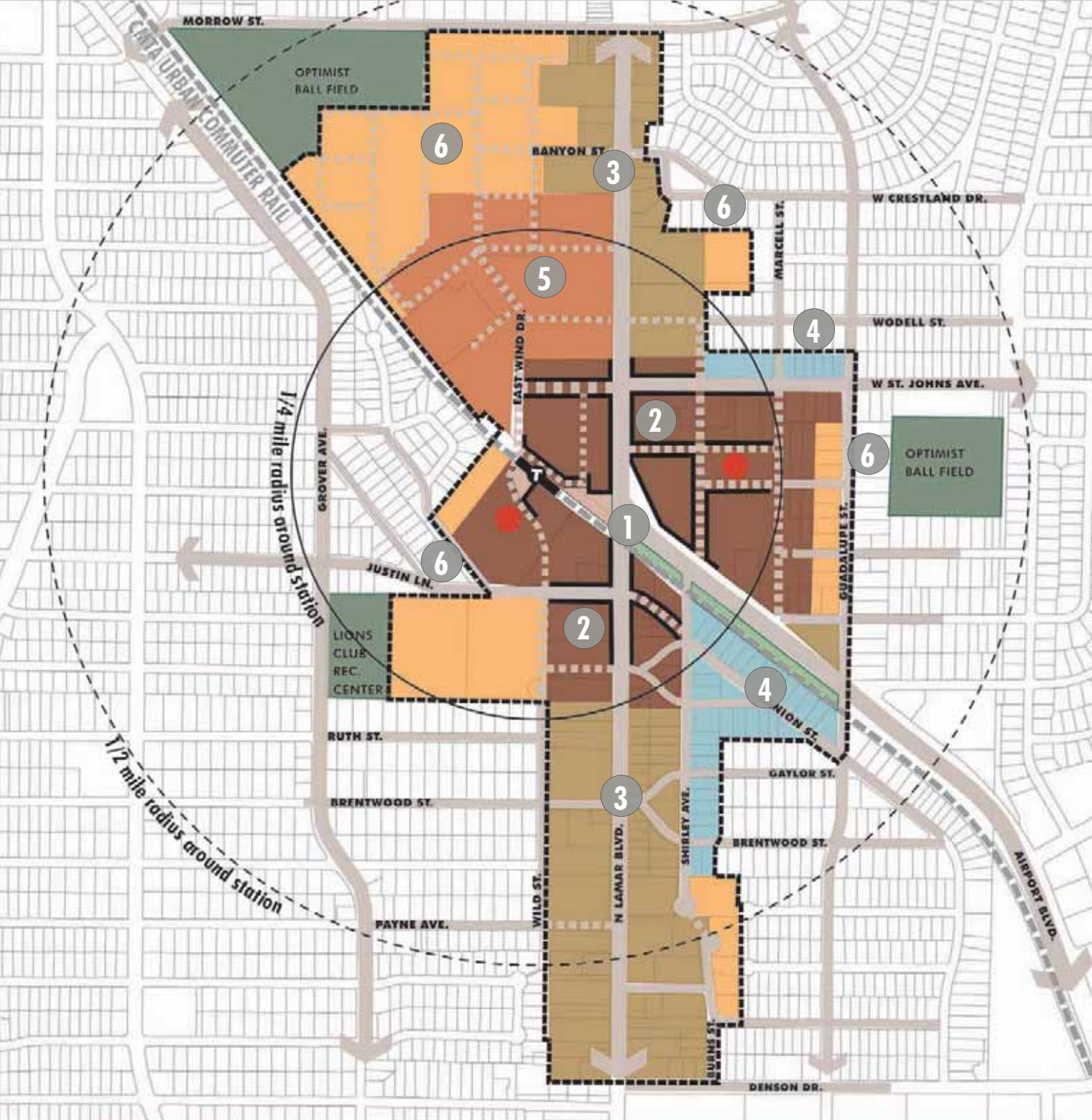


LAND USE AND DESIGN CONCEPT PLAN

The Land Use and Design Concept Plan includes the following primary elements:

1. **High density mixed-use development** concentrated near the Capital Metro Rail Station and intersection of Airport and Lamar Blvds. This would be the center and primary pedestrian activity area in the Station Area.
2. **Active edges**, which create a more lively and pleasant pedestrian environment by requiring that buildings along specific street frontages be built up to the sidewalk with the ground floor designed to accommodate active business uses. The active edge designation is only used with the TOD Mixed-Use designation.
3. **Corridor mixed-use development** that allows a wide array of uses and more moderate urban form than the TOD Mixed-Use core. These areas extend north and south from the station area along Lamar Blvd.
4. **Live/work uses** where small businesses would be allowed in conjunction with residential units. This is in response to neighborhood support for this type of use and for creating a transition between the higher density core and the lower density neighborhoods surrounding it. The live/work locations are on the east side of Lamar Blvd. along Canion Street and W. St. Johns Avenue. The live/work subdistrict on W. St. Johns Ave. is intended to be primarily a residential or mixed use area, providing a transition to the single-family homes to the north. The live/work subdistrict along Canion and Shirley Streets, in the near term is expected to remain predominantly a commercial area with opportunity to evolve into a more residential or mixed use area.
5. **High density residential** uses immediately northwest of the rail station.
6. **Medium density residential** uses along several station area edges to provide a transition between the higher density core and the existing neighborhoods.

LAND USE AND DESIGN CONCEPT PLAN



LEGEND

- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- TOD MIXED USE (showing active frontages)
- CORRIDOR MIXED USE
- LIVE/WORK FLEX
- PRIVATE OPEN SPACE
- POTENTIAL OPEN SPACE
- EXISTING STREETS
- POTENTIAL STREETS
- TOD DISTRICT BOUNDARY
- COMMUTER RAIL STOP
- TRANSIT PLAZA



0 200 400 800 FEET

PB PBPlaceMaking

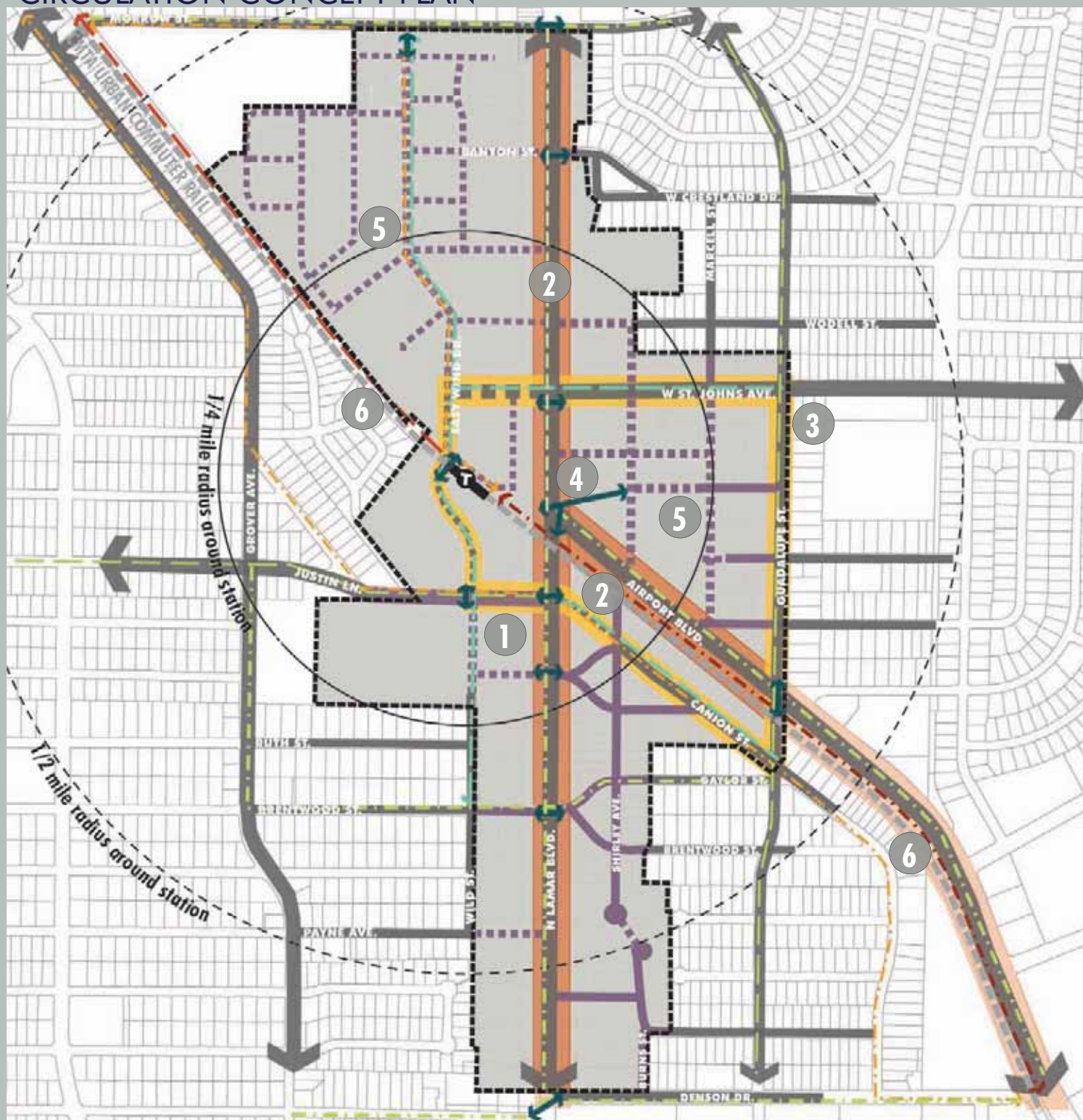


CIRCULATION CONCEPT PLAN

The Circulation Concept Plan for the Lamar/Justin Station Area Plan includes the following primary elements:

1. **An integrated street and pathway network** to provide efficient and safe travel for all modes of transportation and multiple travel options to help disperse traffic.
2. **TOD Core Transit Corridor** design standards for Airport and Lamar Blvds., which require wider sidewalks and enhanced pedestrian facilities to support existing and planned transit service and redevelopment activity.
3. **TOD Pedestrian Priority Streets**, which are also required to have enhanced pedestrian facilities because they will serve as the primary pedestrian routes in the station area. W. St. Johns Avenue, Easy Wind Drive, Justin Lane (between Easy Wind and Lamar), Canion Street, and Guadalupe Street are so designated. This pedestrian street network is intended to improve pedestrian circulation in and around the Station Area.
4. **Improved pedestrian connections** across Lamar and Airport Blvds. to improve pedestrian safety, convenience, and efficient access to all parts of the Station Area.
5. **New TOD Local Streets** to provide convenient circulation for all modes within the Station Area.
6. **Rails with Trails** pathway along the Capital Metro rail line as a key pedestrian and bicycle connection through the Station Area.
7. **On-street bicycle facilities** to encourage bike riding and make it safe and efficient to ride around and through the Station Area.

CIRCULATION CONCEPT PLAN



LEGEND

- | | | | |
|--|---|--|---|
| | EXISTING STREETS | | EXISTING BIKE LANES |
| | TOD CORE TRANSIT STREETS | | RECOMMENDED BIKE FACILITY IN AUSTIN BIKE PLAN |
| | TOD PEDESTRIAN PRIORITY STREETS | | RECOMMENDED ADDITIONAL BIKE FACILITY |
| | TOD LOCAL STREETS | | PLANNED OFF-STREET BIKE FACILITY |
| | POTENTIAL TOD LOCAL STREETS | | POTENTIAL 'RAILS WITH TRAILS' ROUTE |
| | POTENTIAL NEW STREETS | | (Easement Required) |
| | DESIGN STANDARDS CORE TRANSIT/FUTURE CORE TRANSIT STREETS | | (Alternate on-street alignments) |
| | PEDESTRIAN CONNECTIONS | | TOD DISTRICT BOUNDARY |
| | | | COMMUTER RAIL STOP |



OPEN SPACE AND TRAILS CONCEPT PLAN

The Open Space and Trails Concept Plan for the Lamar/Justin Station Area Plan includes the following primary elements:

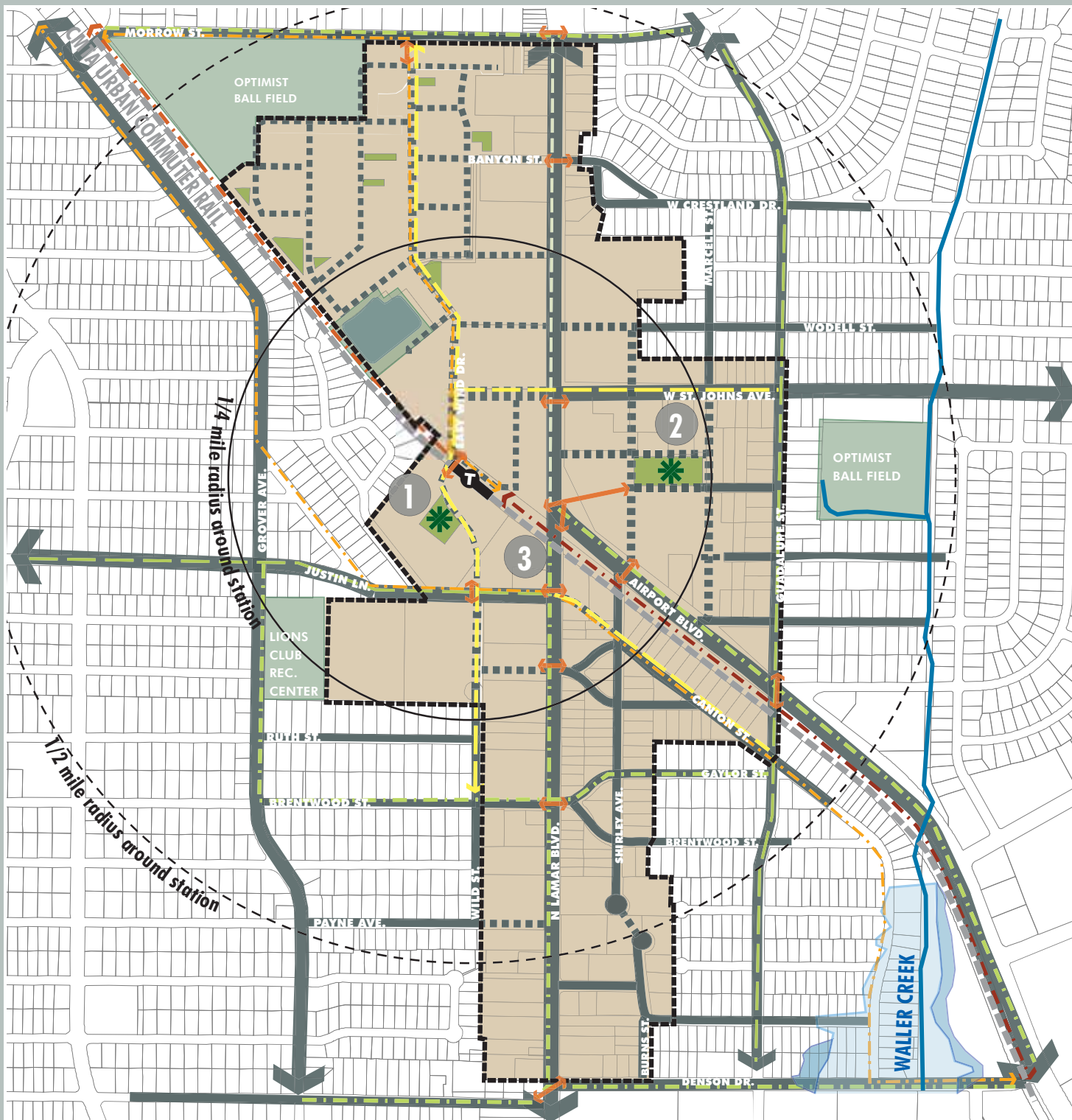
1. **Pocket park** recommended to the south of the rail station to provide convenient active recreation opportunities for local residents. The park is recommended to be a minimum of one-half acre.
2. **Pocket park** recommended when the Highland Village site (northeast of the Lamar/Airport intersection) redevelops. The park is recommended to be a minimum of one-half acre.
3. **A Rails with Trails pathway** is recommended along the Capital Metro rail line that could serve both recreational and functional transportation needs. Many residents that live in the area would prefer a continuous pathway along the rail line; because the rail right-of-way is currently insufficient to provide the trail, some on-street alignment options have been provided.

IMPLEMENTATION

Chapter 3 Implementation describes a variety of important steps the City, its agency partners, and development community should take to realize the full potential of the Station Area:

- **Planning and Administration.** The critical element is the formation of an inter-agency working group and designated staff to oversee all implementation activities.
- **Transit-Oriented Development Catalyst Projects.** Catalyst projects, both public infrastructure and private development, will be necessary to stimulate market and development interest in the station area.
- **Circulation and Streets.** Street improvements, including pedestrian facilities and amenities, can have a dramatic positive impact upon a place's identity and can create the framework for creating a truly transit-oriented development that is less auto-dependent.
- **Open Space and Trails.** Building upon the natural resources in the area, integration of the Parks and Recreation Department in planning and development review decisions, and creation of usable open spaces are essential.
- **Supporting Infrastructure.** Key public-private investments will need to be made to support the development proposed.

OPEN SPACE AND TRAILS CONCEPT PLAN



LEGEND

- | | | | |
|---|----------------------------------|---|--|
|  | EXISTING STREETS |  | PEDESTRIAN CONNECTIONS |
|  | POTENTIAL STREETS |  | RECOMMENDED BIKE FACILITY
IN AUSTIN BIKE PLAN |
|  | PRIVATE OPEN SPACE |  | ADDITIONAL RECOMMENDED BIKE FACILITY |
|  | POCKET PARK (MIN 0.5 ACRES) |  | POTENTIAL 'RAILS WITH TRAILS' ROUTE |
|  | 100 YEAR FLOODPLAIN |  | Easement Required |
|  | 500 YEAR FLOODPLAIN |  | Alternate on-street alignments |
|  | EXISTING BIKE LANES |  | TOD DISTRICT BOUNDARY |
|  | PLANNED OFF-STREET BIKE FACILITY |  | COMMUTER RAIL STOP |





CHAPTER 1

TOD PRINCIPLES AND PLANNING POLICY





WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?

TOD is a strategy available to help manage growth and improve the quality of life in Central Texas. TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns.

TOD seeks to align transit investments with a community's vision for how it wants to grow, creating "livable" mixed-use, denser, walkable "transit villages." A successful TOD will reinforce both the community and the transit system.

In general, people living and working in TODs are more likely to walk, use transit, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the "average" household. At an individual station, TOD can increase ridership by 20 to 40 percent and even cause significant change at a regional level. People who live in a TOD are five times more likely to commute by transit than other residents. Locations next to transit can enjoy increases in land values over 50 percent in comparison to locations away from transit stops.

"Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."

California Department of Transportation TOD Study Technical Advisory Committee, January 2002.

TOD DESIGN PRINCIPLES

The City of Austin Neighborhood Planning and Zoning Department prepared a TOD Guidebook to create a shared understanding of TOD and also to identify the major design principles and factors for success. Transit-oriented development may be summarized by using four key principles, which define the essential characteristics of all successful TODs:

1. **Greater density than community average**
2. **A mix of uses**
3. **Quality pedestrian environment**
4. **A defined center**

These four principles directly influence the land use, circulation, and design concepts of the Austin station area planning as well as the Regulating Plan elements that support it.

A common thread running through the TOD principles is the importance of establishing a unique neighborhood identity that is memorable. Improvements in public spaces, ranging from civic buildings, plazas, and streets to street signs, light fixtures and standards, specific street tree species, and pedestrian area paving materials can be used to create a unique sense of place for different city neighborhoods. Austin has many historic and emerging areas that are known for their physical character and design sensibilities. The TOD is intended to enhance the character of the overall area and the neighborhood plans that the Lamar/Justin Station Area is a part of will be very informative in this regard.

1. Orenco Station. Hillsboro, OR
2. Addison Circle. Dallas, TX
3. Biscayne Blvd. Miami, FL

1. Greater Density than the Community Average

A key ingredient for walkable communities and support for transit is having sufficient residential densities to reduce walking distances between residences and other destinations, including commercial services, schools, parks, and transit. The following elements contribute to appropriate density for transit supportive land uses:

- Densities that are higher than the community norm are located within $\frac{1}{4}$ to $\frac{1}{2}$ mile of transit.
- Structured parking is used rather than surface lots in higher density areas.
- Site design for major projects allows for the intensification of densities over time.

Although one may read about desired density numbers based on ridership levels needed to support certain types of transit service, there is not one standard density level appropriate and suitable for TOD. What is critical is that the development and transit are linked and that it is convenient and safe for pedestrians to move throughout the TOD. This can be accomplished through a well designed environment that addresses density, convenience, and safety (i.e. a very dense yet poorly designed development is not a successful TOD).



1



2



3



1. Vancouver, B.C.
2. Santana Row. San Jose, CA

2. A Mix of Uses

One of the most visually distinguishable features of a TOD is the active streetscape, which is oriented towards pedestrians. A mix of uses is required to create multiple destinations around the transit station, which helps to generate pedestrian traffic. An active, lively environment can change the perception of distances, making destinations seem shorter and more walkable. A transit-supportive environment includes a mixture of residential, commercial, service, employment, and public uses making many trips between destinations shorter and more walkable. In addition:

- First floor uses are “active” and oriented to serve pedestrians.
- Multiple compatible uses are permitted within buildings near transit.
- A mix of uses generating pedestrian traffic is concentrated within walking distance ($\frac{1}{4}$ to $\frac{1}{2}$ mile) of transit.
- Auto-oriented uses, such as service stations and drive-through facilities, are limited or prohibited near transit.



3. Quality Pedestrian Environment

Vibrant communities, with or without transit, are always convenient and comfortable places for pedestrians. There are a number of components that contribute to a quality pedestrian environment:

- Buildings and primary entrances are sited and oriented to be easily accessible from the street.
- Buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment.
- Amenities, such as storefront windows, awnings, architectural features, lighting, and landscaping, are provided to help create a comfortable pedestrian environment along and between buildings.
- The site layout and building design allow direct pedestrian movements between transit, mixed land uses, and surrounding areas.
- Most of the parking is located to the side or to the rear of the buildings.
- Sidewalks are present along site frontages, which connect to sidewalks and streets on adjacent and nearby properties.
- Street patterns are based on an interconnected grid system that simplifies access for all modes.
- Pedestrian routes are buffered from fast-moving traffic and expanses of parking.
- Trees sheltering streets and sidewalks are provided along with pedestrian-scale lighting.
- Buildings and parks are used to provide a focal point or anchor for key areas or intersections.
- Secure and convenient bicycle parking is available.

1. New York City, NY
2. City Place. West Palm, FL
3. Ft. Lauderdale, FL
4. Orenco Station. Hillsboro, OR



2



3



1



4

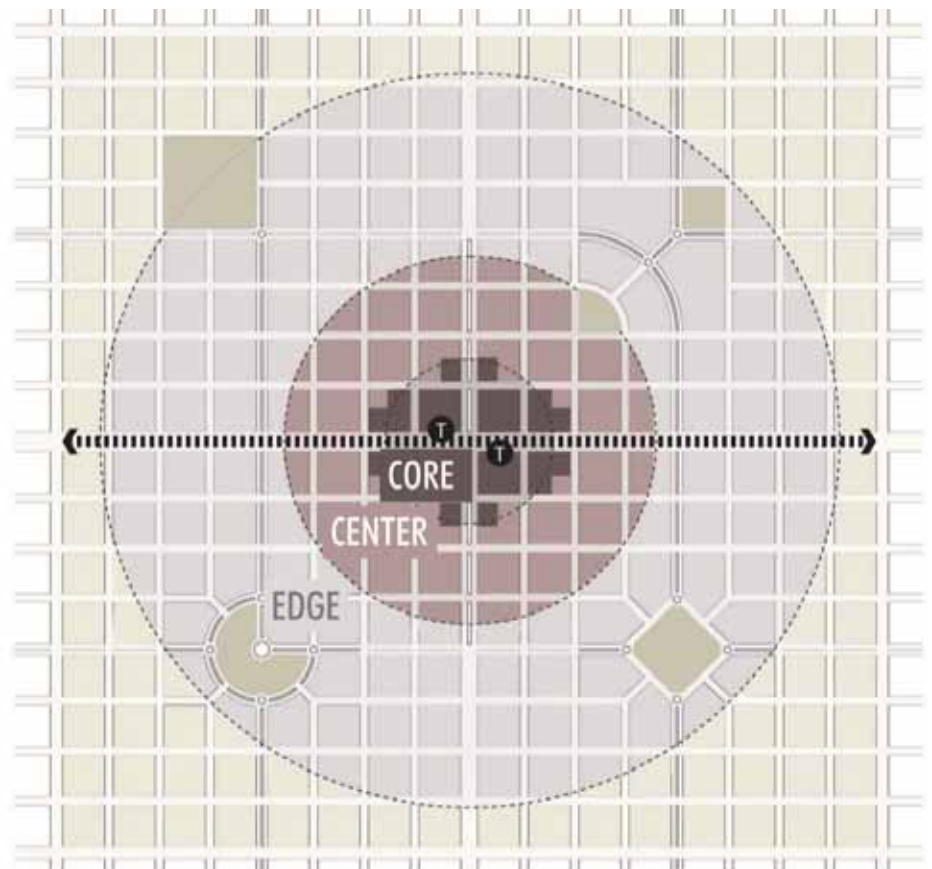


1. Birkdale Village, Charlotte, NC
2. Clarendon, Arlington, VA
3. Addison Circle, Dallas, TX
4. Core Center Edge Diagram - Illustrates development patterns in a TOD

4. A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area. Having different zones with distinct characteristics also helps to create a sense of place. This sense of place may be created by including at least several of the following attributes:

- The density and buildings are highest in the core near the transit station, moderating somewhat in the center that is within $\frac{1}{4}$ mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately $\frac{1}{2}$ mile from the station.
- Buildings are located closer to the street and are typically taller than the surrounding area.
- Buildings are primarily oriented to the street with windows and main entrances.
- Parking is less predominant, being located to the rear and in parking structures. Parking requirements are reduced in close proximity to transit, compared to the norm.
- Sidewalks are wider than in lower density areas, and offer pedestrian amenities, such as street trees, benches, kiosks, and plazas.



BENEFITS OF TOD

By implementing TOD and coordinating investment in transportation and land use projects, communities can make significant progress toward improving their quality of life. The extent to which this progress is made depends largely on the type and quality of transit service available as well as the primary characteristics of the TOD. Ten major benefits from TOD are:

- 1. Providing mobility choices.** By creating “activity nodes” linked by transit, TOD provides much needed mobility, including options for young people, the elderly and people who do not own cars or prefer not to drive.
- 2. Increasing public safety.** By creating active places, which are busy through the day and evening and providing “eyes on the street”, TOD helps increase safety for pedestrians, transit users, and many others.
- 3. Increasing transit ridership.** TOD improves the efficiency and effectiveness of transit service investments by increasing the use of transit near stations by 20 to 40 percent, and up to five percent overall at the regional level.
- 4. Reducing rates of vehicle miles traveled (VMT).** Vehicle travel has been increasing faster than population growth. TOD can lower annual household rates of driving by 20 to 40 percent for those living, working, and/or shopping within transit station areas. Recent research shows that automobile ownership in TOD is approximately one-half the national average.
- 5. Increasing disposable household income.** Housing and transportation are the first and second largest household expenses, respectively. TOD can effectively increase disposable income by reducing the need for more than one car and reducing driving costs, saving households \$3,000-4,000 per year.
- 6. Reducing air pollution and energy consumption rates.** By providing safe and easy pedestrian access to transit, TOD can lower rates of air pollution and energy consumption. TOD can also reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year per household.
- 7. Helping protect existing single-family neighborhoods.** TOD directs higher density development to appropriate areas near transit, thereby reducing pressure to build higher density development adjacent to existing single-family neighborhoods.
- 8. Playing a role in economic development.** TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods and to enhance tax revenues for local jurisdictions.
- 9. Contributing to more affordable housing.** TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. It was recently estimated that housing costs for land and structures can be significantly reduced through more compact growth patterns.
- 10. Decreasing local infrastructure costs.** Depending on local circumstances, TOD can help reduce infrastructure costs (such as for water, sewage, and roads) to local governments and property owners by up to 25 percent through more compact and infill development.



AUSTIN'S TOD POLICY CONTEXT

The Transit-Oriented Development Ordinance

Station area plans are influenced by existing plans and policies adopted by the Austin City Council. Most important is the Transit-Oriented Development Ordinance adopted by the City Council in May 2005. The ordinance established a two-phased implementation process for TOD districts. The first phase, now completed, accomplished the following:

- Created four TOD types and designated a TOD type for each of the stations;
- Developed TOD districts around the stations to delineate between areas appropriate for redevelopment and established neighborhoods that would be protected;
- Created a TOD overlay zoning district for each station area;
- Adopted interim development regulations relating to use, site development standards, and parking as part of the TOD overlay zone; and
- Established a station area planning process.

The second phase involves the creation of station area plans that, when adopted, will replace the interim TOD Ordinance regulations. The Lamar/Justin Area is designated as a Neighborhood Center TOD. This type of TOD is located at the commercial center of a neighborhood(s).

The TOD Ordinance requires a housing affordability analysis and feasibility review as part of all station area plans, which describes potential strategies for achieving specified affordable housing goals. A housing affordability analysis was undertaken concurrent with the station area planning described in this report, and the Executive Summary can be found in Chapter 3.

City of Austin Design Standards

In addition to the TOD Ordinance, the Austin City Council amended the City's *Land Development Code* in 2006 to add *Subchapter E: Design Standards and Mixed Use*. This portion of the *Land Development Code*, which applies city-wide, includes design standards, which "aim to strengthen Austin's unique character and help buildings to better function in Austin's environment." The majority of the design standards are based upon several defined roadway types to help ensure a cohesive development pattern along city streets, and reduce the inconsistent development form that can be the product of various zoning districts, which abut them. Subchapter E includes standards for site development, building design, and mixed-use.



1. Neighborhood Plans around the Lamar/Justin TOD district.
2. Crestview/Wooten Neighborhood Plan.

As a first step towards implementing the Lamar/Justin TOD Station Area Plan, a Regulating Plan was developed with a specific set of land use and urban design standards. As Subchapter E shares many of the land use and design objectives of TOD, such as creating a more enriching pedestrian environment and ensuring that buildings relate better to the street, it provided the foundation for the specific standards in the Lamar/Justin Station Area. The Lamar/JustinTOD Station Area standards in the Regulating Plan are tailored to help implement the land use, circulation, and urban design elements of the station area plan and replace the citywide Subchapter E standards within the TOD District.

Existing Land Use and Zoning

The planning area is characterized by a variety of low intensity commercial and employment uses located along Airport and N. Lamar Blvds. Concentrations of residential development are found primarily west of Lamar Blvd. and north and east of the Airport/Lamar intersection. The existing zoning is predominantly commercial mixed-use with a mixed-use future land use designation in corresponding neighborhood plans.

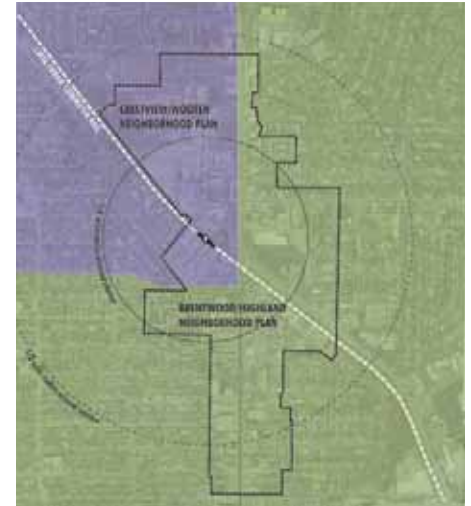
Neighborhood Plans

Surrounding the Lamar/Justin TOD Station Area are several neighborhoods that form three separate neighborhood planning areas. The three neighborhood planning areas that intersect the Lamar/Justin Station Area and specific goals of each plan that relate to transit-oriented development are highlighted below:

The Crestview/Wooten Neighborhood Plan has 13 goals, which relate to this plan (only the Crestview Planning Area overlaps the TOD Station Area):

Land Use

- Goal 1 – Maintain and enhance the single family residential areas as well as existing community facilities and institutions in the Crestview and Wooten neighborhoods.
- Goal 2 – Preserve and enhance existing neighborhood friendly businesses and encourage neighborhood friendly ones in appropriate locations.
- Goal 3 – Any new development or redevelopment should respect and complement the single family character of the neighborhood.
- Goal 5 – Promote enhancement of major corridors by encouraging better quality and a mix of neighborhood serving development and redevelopment and discouraging strip development.





1. Crestview/Wooten Neighborhood Plan.

1



Transportation

- Goal 1 – Increase alternatives to driving by improving routes and facilities, access for pedestrians, bicycles, and public transportation.
- Goal 2 – Preserve and improve routes for pedestrians, bicycles, and public transportation.
- Goal 3 – Maintain a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major corridors and preserving and enhancing neighborhood-friendly streets.
- Goal 4 – Provide safe accessible routes for residents of all mobility levels.
- Goal 5 – Encourage the use of major corridors by all traffic generated outside the neighborhood, and discourage that traffic from using interior streets.
- Goal 6 – Provide better connections between corridors to reduce neighborhood cut through traffic.
- Goal 7 – Maintain each neighborhood's and each individual's freedom to choose or oppose rapid transit, but plan for the possibility

Urban Design

- Goal 2 – Ensure compatibility and encourage a complementary relationship between adjacent land uses.
- Goal 3 – Enhance and enliven the streetscape.

1. Brentwood/Highland Neighborhood Plan.

The Brentwood/Highland Neighborhood Plan has 10 goals, which relate to this plan (both of these Planning Areas overlap the Lamar/Justin Station Area):

Land Use

- Goal 3 – Encourage a mixture of compatible and appropriately scaled business and residential land uses in the neighborhood and mixed-use development on major corridors to enhance this diversity.
- Goal 4 – Preserve locally owned small businesses and encourage new ones that are walkable and serve the needs of the neighborhood.
- Goal 5 – Focus higher density uses and mixed-use development on major corridors and enhance the corridors by adding incentives for creative, aesthetically pleasing, pedestrian-friendly development.
- Goal 6 – Improve affordability of home-ownership and rental properties.

Transportation

- Goal 1 – Maintain a traffic pattern that provides easy access to destinations, while keeping through-traffic off of interior streets, by creating safe and efficient corridors and arterials.
- Goal 2 – Create a bicycle and pedestrian network that is safe and accessible for people of all ages and mobility levels, by improving routes and facilities for walkers and cyclists.
- Goal 3 – Provide public transit options and accessibility.

Parks, Open Space, and Environment

- Goal 1 – Preserve and enhance existing parks, green spaces, and recreation facilities and add new parks and green spaces to ensure that all areas of the neighborhood have a park or green space nearby.

Urban Design and Historic Preservation Goals

- Goal 1 – Preserve the diversity, character and scale of homes in the neighborhood by encouraging renovations and new development to be compatible with existing homes.
- Goal 2 – Improve the appearance of major corridors by reducing and improving signage, improving lighting, and adding trees, landscaping and public art.

The above neighborhood plans will be amended when the Lamar/Justin TOD Station Area Plan is adopted by the City Council to reflect the most recent planning effort that has occurred for the properties within the Lamar/Justin TOD District.





CHAPTER 2

THE LAMAR/JUSTIN STATION AREA PLAN



The Vision for the Lamar/Justin Station Area in 2020...

The Lamar/Justin Station Area is a thriving urban center with a distinctly neighborhood feel that reflects the character of the surrounding community. Heavy traffic still travels through the area, but it does not overshadow the built environment and drivers know when they enter the TOD district they are traveling through a distinct place.



The intersection of Lamar and Airport Blvds. has been transformed. Even though Lamar and Airport Boulevards remain important routes from a regional perspective, drivers are aware that as they pass through the TOD the space is shared with pedestrians and bicyclists and that it is a place that people are enjoying and not just passing through. Gone is the wide “Y” intersection that allowed cars to travel north on Airport Boulevard at highway speeds. The intersection is shaped more like a “T” with raised crosswalks, signals at all appropriate locations for pedestrian and cyclists to safely cross, and narrower right turning lanes to calm speeds. Landscaping and district markers have been added, contributing greatly to the aesthetic appeal of the intersection.

New buildings on either side of the Lamar/Airport Blvd. intersection are built to frame the street and reach heights of five to six stories. The Highland Village site has been redeveloped with a new public street running through the center of the site and mixed-use buildings oriented to both the new street and Lamar Boulevard. Heights step down the further away one gets from the Lamar/Airport intersection, buildings relate well to the street, and off-street parking is screened from view.



Several improvements have been made to improve connectivity through the Station Area. Residents can now walk, bicycle, and drive to the rail station or a local coffee shop or restaurant in the center of the TOD without traveling on the major arterials. The secondary street network has been designed to accommodate these local trips while discouraging through-traffic with traffic calming and other streetscape improvements. Residents can also reach the station or just get some exercise by walking on a new multi-use path built along the rail corridor that connects to a larger trail network to the northwest and southeast of the area.



Pocket and linear parks, street trees, and other green elements are interspersed among the new development to soften the edges, to integrate the natural with the built environment, and to provide places for TOD and TOD-adjacent residents to recreate. The TOD contains an open space or plaza that is appropriate for community gatherings like a Farmer's Market. The area has a distinct urban feel without feeling too dense or crowded.





CREATING THE LAMAR/JUSTIN TOD STATION AREA PLAN

THE DESIGN CHALLENGE

Walking around the Lamar/Justin Station Area, one enormous design challenge is obvious to any observer. The area is bisected by two major arterials, Lamar and Airport Blvds., which act as urban speedways bisecting the district. Not only does the width of the two streets make it a challenge to create a thriving center, the speeds along some portions of the streets degrade pedestrian safety and inhibit any kind of street life.

Another challenge related to the street network is the lack of local connectivity through the district for vehicular and pedestrian trips. This means that all trips – even very short local trips – must use Lamar and Airport Blvds. which further contributes to congestion problems in the area. There are virtually no connections that parallel Lamar and Airport Blvds., which would allow residents to walk, bicycle, or drive without navigating these major arterials.

The overwhelming design challenge is to repair the streets, unite both halves of the Station Area, and lay the foundation for better circulation throughout the TOD District. Without solving the traffic challenge, this TOD District as a whole will never become integrated and connected, and will develop into a series of commercial and residential pods adjacent to busy arterials without safe and convenient access to the rail station.

The other design challenge is the amount of commercial zoning already permitted along Lamar Blvd. that extends north and south of the station. It will be difficult to focus development at the area closest to the station and create a critical mass of activity to create a true center when the abundant commercial zoning bleeds energy away from the center.

THE VISION

The Lamar/Justin Station Area Plan will lay the foundation for achieving the Lamar/Justin Station Area vision and realize the mixed-use environment and atmosphere desired in neighborhood plans. The Vision Statement on the previous pages was crafted from the major themes discussed during the public workshops.



EXISTING LAND USE AND ZONING

Currently, the majority of the Lamar/Justin Station Area is characterized by a variety of commercial and employment uses located along Airport and Lamar Blvds. with several warehouse and auto-oriented services along Lamar Blvd. There is very little residential development within the TOD District but there is some multifamily development east of Lamar and some lower density residential along the west side of Guadalupe and on the north side of W. St. Johns. The only sizable tract of land that is left undeveloped is the former Huntsman property occupying the triangle of land northeast of the Lamar/Airport intersection. This property is currently under development and will provide a variety of mixed-use and residential options oriented around the MetroRail station.

As a result of the various neighborhood planning processes that have occurred in the recent past, the vast majority of the properties within the Lamar/Justin TOD District have commercial mixed-use zoning. The majority of the land was also designated as mixed-use during neighborhood planning. Single-family residential is the predominant land use surrounding the TOD District. There is currently no public open space within or immediately around the TOD District.

STATION AREA PLAN SUMMARY

The Land Use and Design Concept Plan encourages the creation of a high activity mixed-use center around the MetroRail Station near the Lamar/Airport intersection. This area is intended to have the highest level of pedestrian orientation in the District, taking full advantage of the transit services offered by the MetroRail Station. Creating a higher density, mixed-use center near the station with improved circulation for all transportation modes throughout the Station Area are the key elements of the plan.





1. LAND USE AND DESIGN CONCEPT PLAN

Using TOD principles and public comments and ideas, TOD land use subdistricts were developed to define the basic land use and urban design character of the Lamar/Justin Station Area. Much of the District continues to be designated for mixed-use development to allow for a variety of uses to occur throughout. To complement the land uses within the Station Area, circulation and open space elements were also developed. These three basic components for this Station Area Plan are summarized on the following pages.

Land Use SubDistricts

The Land Use and Design Concept Plan consists of two types of zones – mixed-use and residential. Much of the land in the central portion surrounding the station is designated mixed-use with the intent of establishing a community center. This core area is intended to have the greatest density and mix of uses. Less intense commercial development is envisioned to the north and south of the station along Lamar Blvd. The remaining portion of the Station Area is comprised of live/work flex and residential zones, which are designed to provide a transition with the surrounding residential neighborhoods.

Mixed-Use Designations

There are three types of mixed-use designations in the plan:

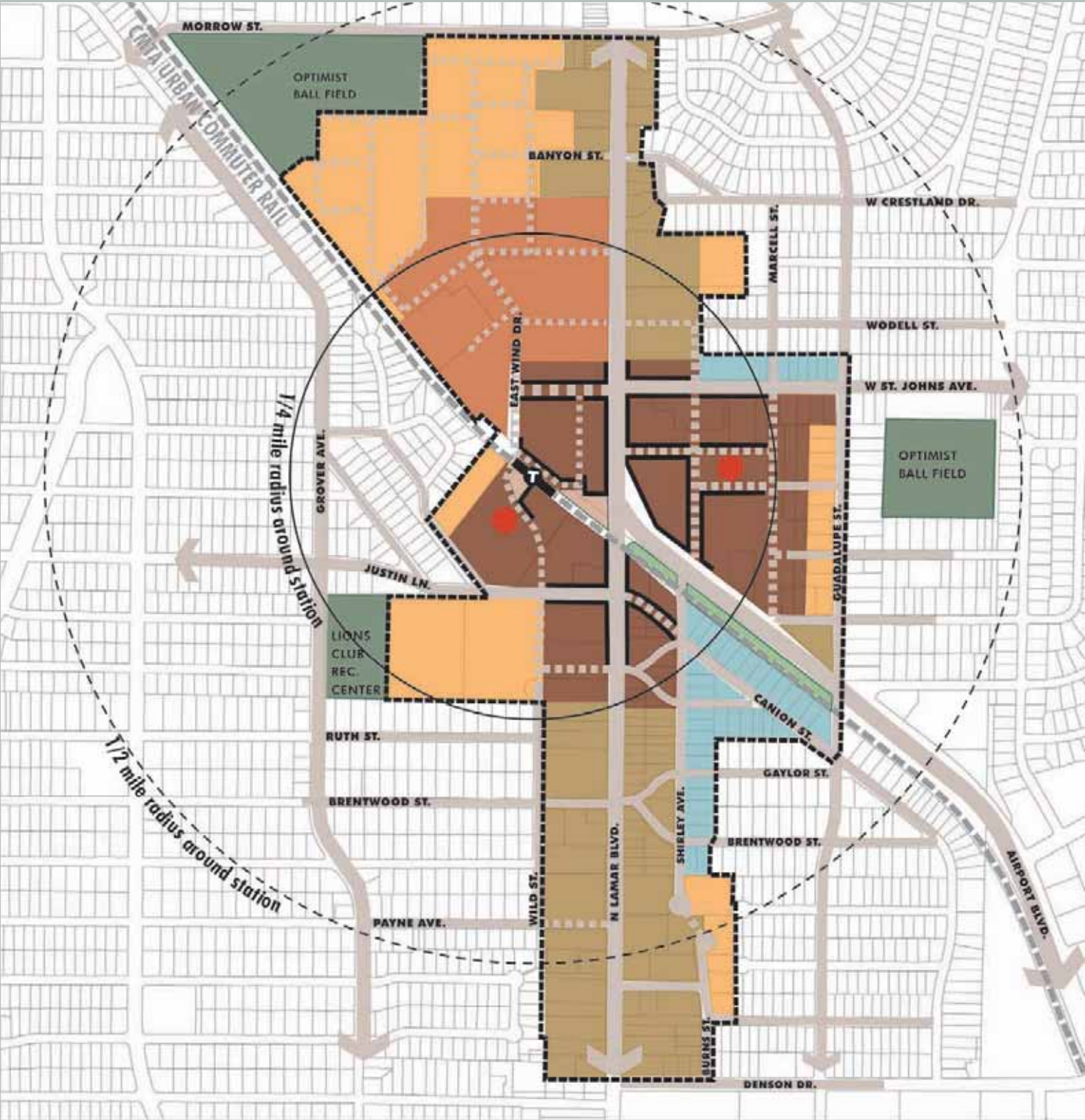
- TOD Mixed-Use
- Corridor Mixed-Use
- Live/Work Flex

Residential Designations

Residential uses are concentrated in the northwest portion of the Station Area and along some of its eastern and western edges. They are intended to provide needed housing and allow a better transition with bordering single family residential areas, and recognize that certain properties are located on lower activity streets that do not have the level of visibility generally desired by retail and commercial development. There are two types of residential designations in the plan:

- High Density Residential
- Medium Density Residential

LAND USE AND DESIGN CONCEPT PLAN



LEGEND

- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- TOD MIXED USE (showing active frontages)
- CORRIDOR MIXED USE
- LIVE/WORK FLEX
- PRIVATE OPEN SPACE

- POTENTIAL OPEN SPACE
- EXISTING STREETS
- POTENTIAL STREETS
- TOD DISTRICT BOUNDARY
- COMMUTER RAIL STOP
- TRANSIT PLAZA

N



0 200 400 800 FEET



TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

1. TOD Mixed Use Zones
2. Corridor Mixed Use Zones
3. Live/Work Flex Zones

TOD Mixed-Use

TOD Mixed-Use is the most intensely developed land use subdistrict and will typically be expressed as high density residential over active ground floor uses, such as retail or office. This land use designation is concentrated near transit stations and along major streets, generally located near the center of a TOD and along major 'spines' that lead to it. In this Plan, TOD Mixed-Use is concentrated in the center of the TOD District near the rail station and the Lamar/Airport intersection. The intent of the land use plan is to focus most activity and building intensity at this location to create a distinct and active center in the Station Area.

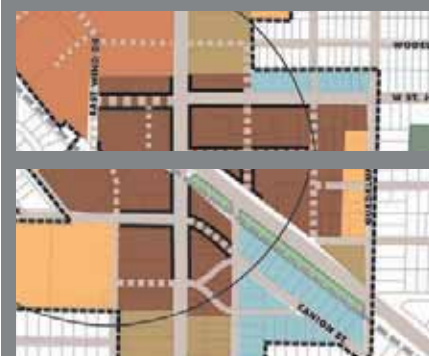
Corridor Mixed-Use

Corridor Mixed-Use allows a similar, but slightly broader, mix of uses as the TOD Mixed-Use district. Active ground floor uses or a mix of uses in one development are encouraged, but not required. Retail, office, and higher density residential development are all permitted. This zone is located on major streets farther away from the transit station. In this Plan, Corridor Mixed-Use areas are located along Lamar Blvd. north and south of the TOD Mixed Use center. These areas already have extensive commercial activities. As sites redevelop, the Regulating Plan will require new buildings to build up to the sidewalk and orient to the Lamar and Airport corridors with parking located behind and/or to the sides of buildings.

Live/Work Flex

The plan includes Live/Work Flex, which is another form of mixed-use zoning. Ideally in a live/work zone, working and living activities are co-located so that they can be performed in the same building. The classic example of live/work is an artist loft where the code allows the resident to perform a light or custom manufacturing use on site with living space above. In this plan, the Live/Work Flex is concentrated in the southeast edge of the district along Canion Street and Shirley Avenue where commercial and industrial uses currently predominate. This Live/Work Flex subdistrict could retain some of the character of the current commercial uses while accommodating residential as well.

Live/Work Flex is also provided along the north side of W. St. Johns Avenue to recognize the mixed use character that was desired in the Highland Neighborhood Plan and to serve as a transition between the TOD Mixed-Use center to the south and the surrounding single family neighborhood to the north.



TOD Mixed-Use



Example: Three or four stories of residential units (condos or apartments) above ground floor retail (cafes, coffee shops, boutiques).

Corridor Mixed-Use



Example: A small-format grocery store that is built up to the sidewalk with parking located behind the building.

Live/Work Flex



Example: A three story rowhouse with the ground floor used as an artist studio and retail space.

1. High Density Residential Zones
2. Medium Density Residential Zones

High Density Residential

High Density Residential is located north of the station and west of Lamar Blvd. It is generally consistent with the Crestview Station project just north of the MetroRail stop and with the TOD principle of locating the highest densities close (i.e., within ¼ mile) to transit. This subdistrict lies just outside of the TOD Mixed Use center to provide residential activity in close proximity to the rail stop and services that locate near it and along Lamar Blvd. This subdistrict is ideal for condominium and apartment type development.

Medium Density Residential

Medium Density Residential lies outside of the mixed-use areas (which are typically high density residential atop retail), and the medium density designation provides a wide range for many housing types including attached row houses, condominiums, and apartment buildings. Commercial uses are not permitted in this zone. It provides a transition between the higher density uses in the central portion of the station area and the low density neighborhoods surrounding it. In this Plan, Medium Density Residential is located in the northwest corner of the Crestview Station development beyond the higher density development occurring within the ¼ mile radius of the rail stop, and stepping down to the single-family residences on Morrow St. Medium Density Residential also applies to several other parcels located along the eastern and western edges of the TOD station planning area.

Planning for Families and Seniors

A desire was expressed by some charrette participants to provide senior and family housing within the Lamar/Justin Station Area. Future development can accommodate the needs of the elderly and households with children by thinking carefully about their space and recreational needs. Projects that provide a variety of unit types and sizes are more likely to attract families and seniors. Units with two or more bedrooms will be able to accommodate a family that desires to live in a more urban TOD community. Open space should be provided that can meet the needs of these different user groups. Projects that include day care services will potentially enable parents to walk to drop their children off or work in close proximity to their child's day care facility. The integration of residences, daily community services, and employment in a TOD, in addition to creating safe routes for pedestrians and cyclists, is essential to its success.



High Density Residential



Example: A four story wood-frame condo building built atop a concrete podium with tuck-under parking.

Medium Density Residential



Example: A three story apartment building with surface parking.