

LAMAR/JUSTIN TOD STATION AREA PLAN



City of Austin
Neighborhood Planning and Zoning Dept.
December 11, 2008



ACKNOWLEDGEMENTS

The City of Austin would like to thank the following 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.

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EXECUTIVE SUMMARY

LAMAR/JUSTIN TOD STATION AREA PLAN



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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.

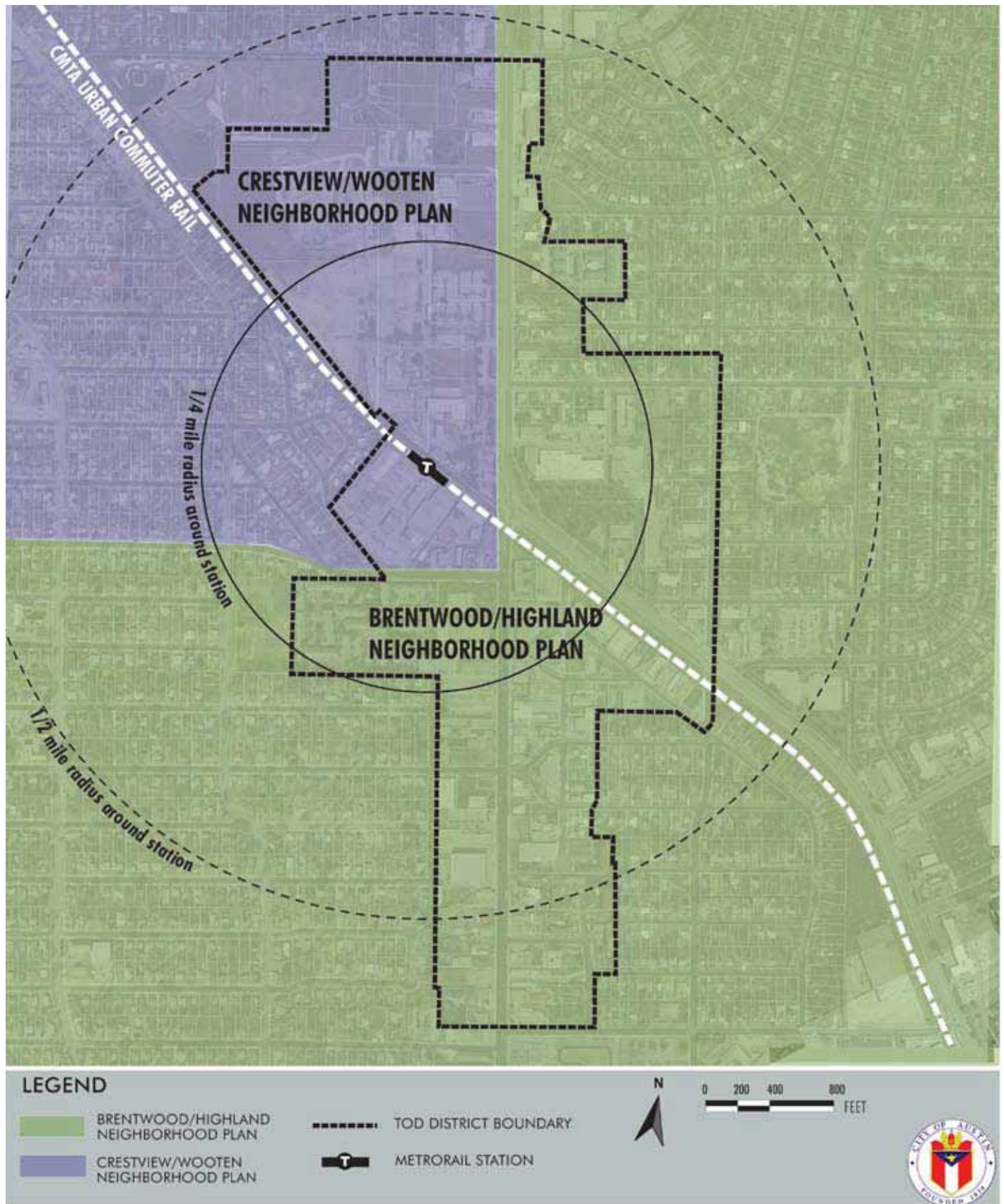


FIGURE ES.2: LOCATION MAP OF LAMAR/JUSTIN STATION AREA WITH OVERLAPPING NEIGHBORHOOD PLANNING AREAS

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.

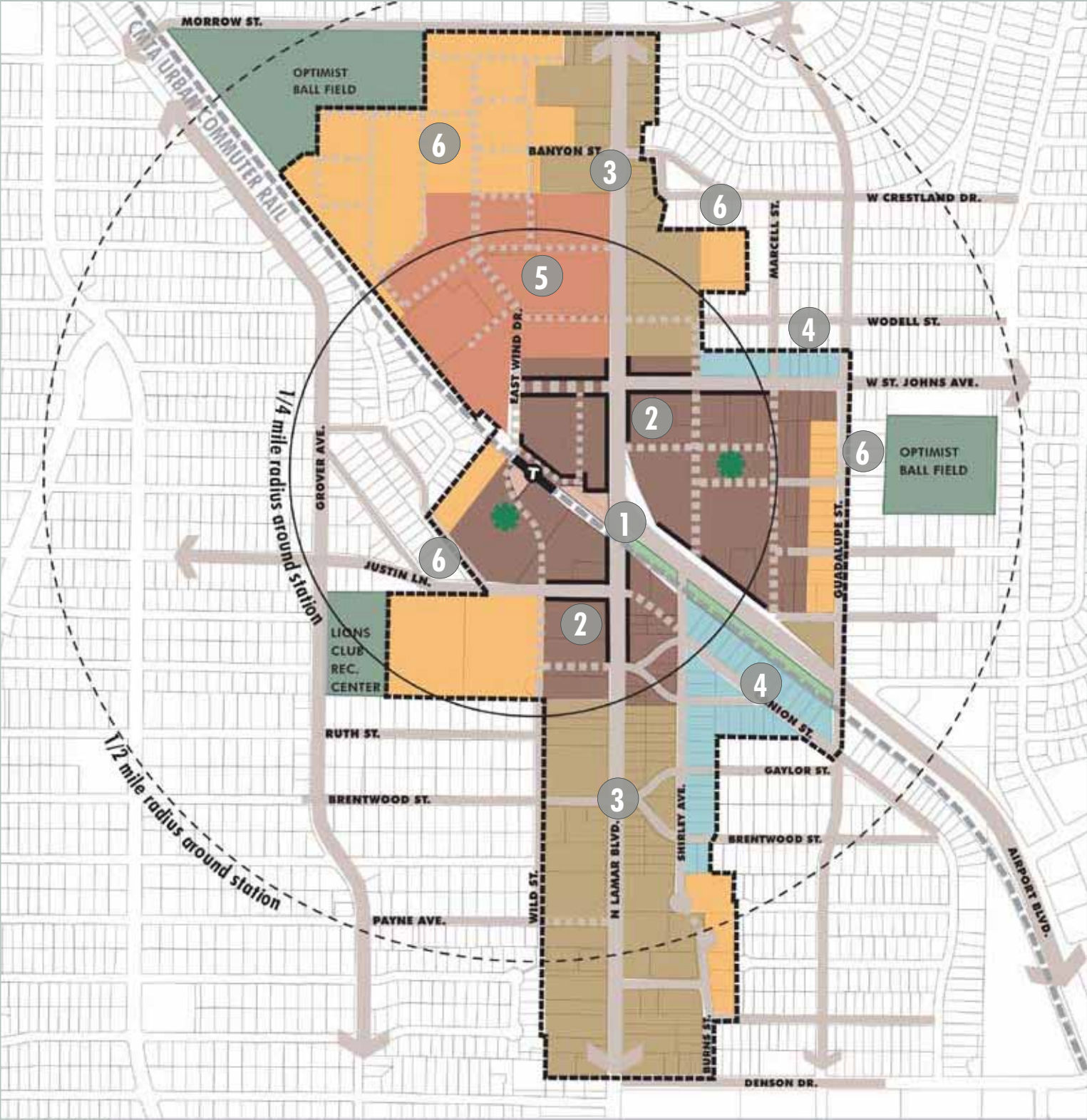


LAND USE AND DESIGN CONCEPT PLAN

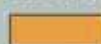



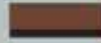

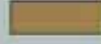

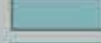

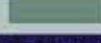

The Land Use and Design Concept Plan includes the following primary elements:

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 |  POTENTIAL PARKLAND |
|  HIGH DENSITY RESIDENTIAL |  EXISTING STREETS |
|  TOD MIXED USE (showing active frontages) |  POTENTIAL STREETS / BIKE-PED CONNECTION |
|  CORRIDOR MIXED USE |  TOD DISTRICT BOUNDARY |
|  LIVE/WORK FLEX |  METRORAIL STATION |
|  PRIVATE OPEN SPACE |  TRANSIT PLAZA |



0 200 400 800 FEET

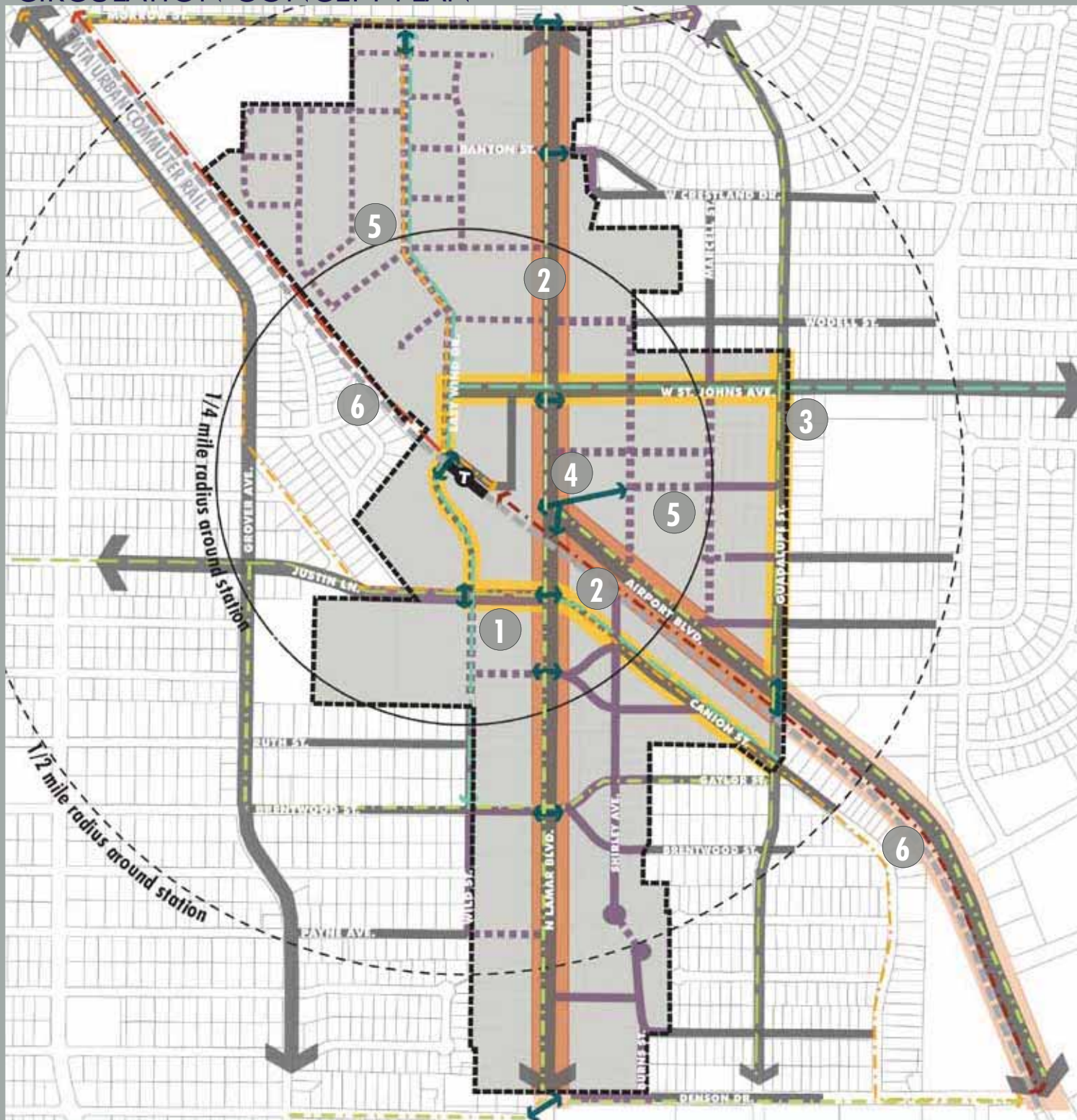


CIRCULATION CONCEPT PLAN

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

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

0 200 400 800 FEET



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:

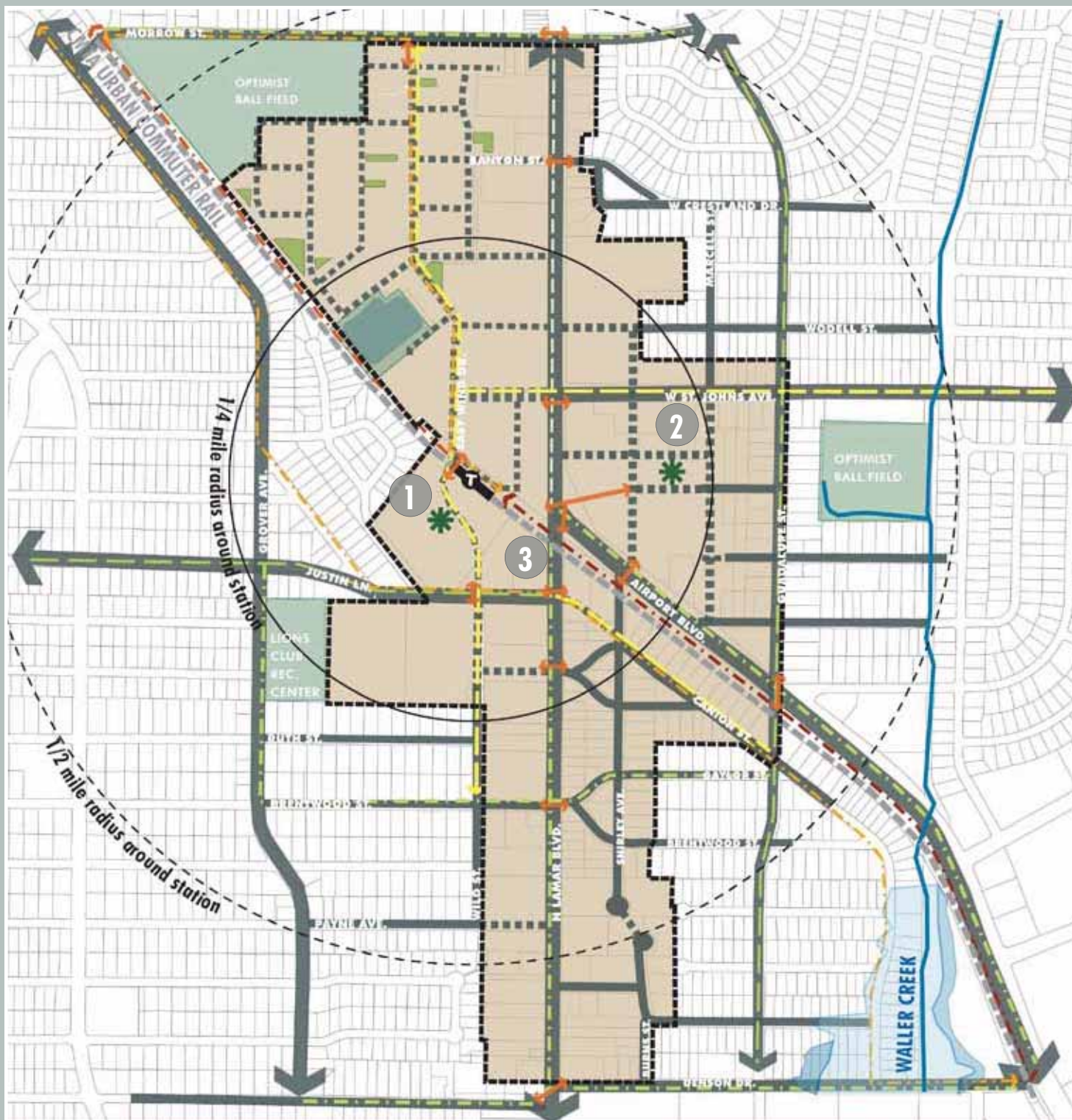
1. **Pocket park** recommended to the south of the rail station to provide convenient active recreation opportunities for local residents. The park is recommended to be a minimum of one-half acre.
2. **Pocket park** recommended when the Highland Village site (northeast of the Lamar/Airport intersection) 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

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- LEGEND**
- EXISTING STREETS
 - POTENTIAL STREETS
 - PRIVATE OPEN SPACE
 - POTENTIAL PARK/OPEN SPACE
 - 100 YEAR FLOODPLAIN
 - 500 YEAR FLOODPLAIN
 - EXISTING BIKE LANES
 - PLANNED OFF-STREET BIKE FACILITY
 - PEDESTRIAN CONNECTIONS
 - RECOMMENDED BIKE FACILITY IN AUSTIN BIKE PLAN
 - ADDITIONAL RECOMMENDED BIKE FACILITY
 - POTENTIAL 'RAILS WITH TRAILS' ROUTE
 - Easement Required
 - Alternate on-street alignments
 - TOD DISTRICT BOUNDARY
 - METRORAIL STATION





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).



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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.

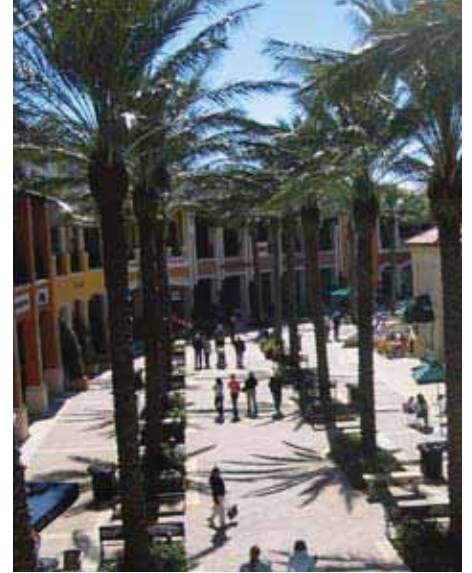


3. Quality Pedestrian Environment

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



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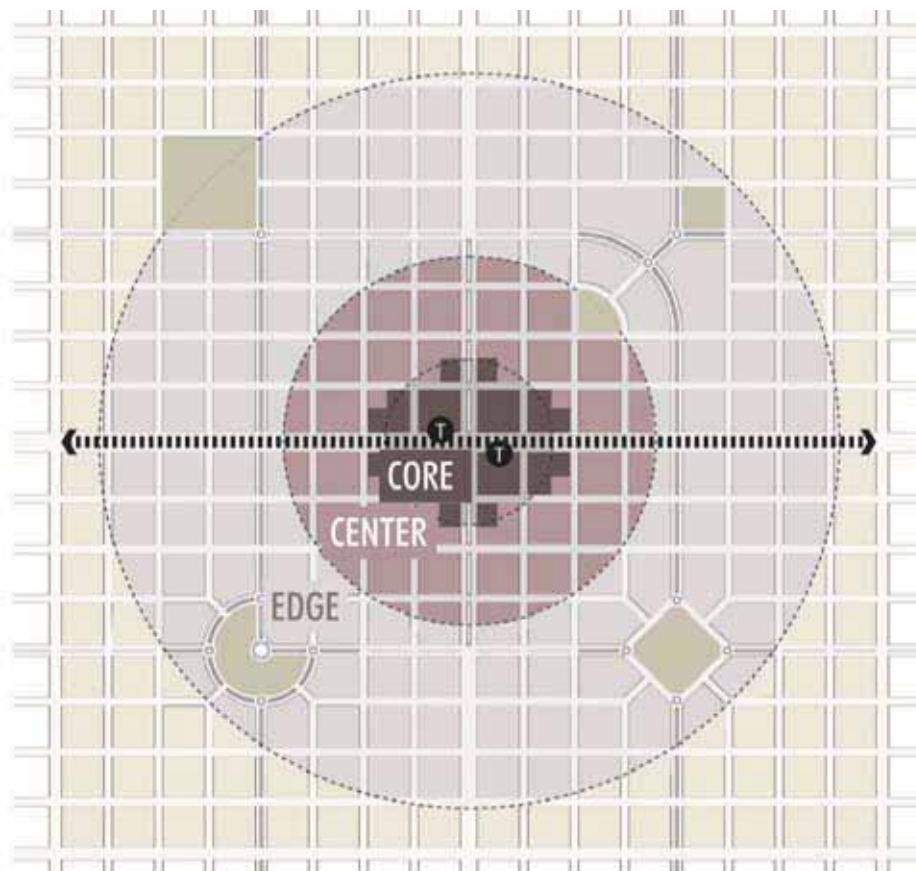


1. Birkdale Village, Charlotte, NC
2. Clarendon, Arlington, VA
3. Addison Circle, Dallas, TX
4. Core Center Edge Diagram - Illustrates development patterns in a TOD

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.

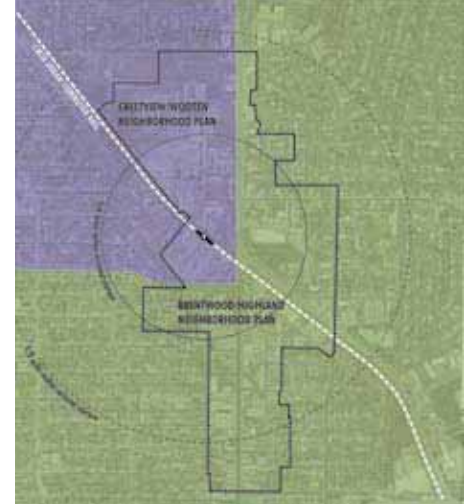
Neighborhood Plans

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

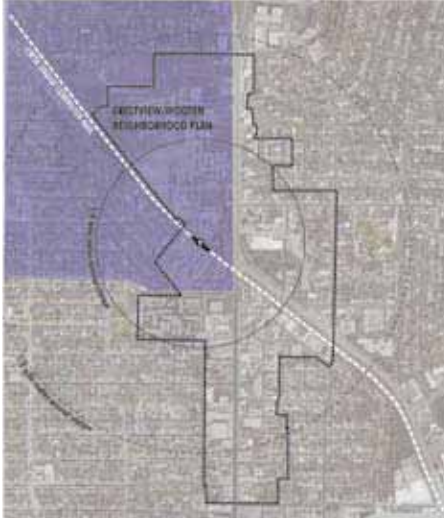


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1. Crestview/Wooten Neighborhood Plan.

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.



