

Equitable Transit-Oriented Development

North Lamar Transit Center

Station Area Vision Plan

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PUBLIC REVIEW DRAFT



CapMetro

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“Building on the previous efforts, North Lamar and South Congress Transit Center Vision Plans have a unique opportunity to serve as active templates for transit and equitable development to come together in a way that is accessible, multi-modal, sustainable, and responsive to the changing needs of our customers and our community.”

Sharmila Mukherjee

EVP for Strategic Planning and Development, CapMetro

“The North Lamar and South Congress Transit Center Station Areas present exciting opportunities to envision areas around transit investments in ways that benefit both current and future residents by increasing access to job opportunities, making it easier to meet daily needs, and increasing housing options.”

Lauren Middleton-Pratt

Director of Planning, City of Austin

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Project Overview

Introduction

The Vision

Why North Lamar Transit Center (NLTC)?

Process and Engagement

Capital Metropolitan Transportation Authority (CapMetro) and the City of Austin are invested in equitable transit-oriented development (ETOD). ETOD strives to ensure that those with the greatest need for transit enhancements can also benefit from them. This typically includes people of color, low-income households, seniors, people with disabilities, and households with limited or no access to cars. Achieving equitable outcomes through ETOD requires a holistic approach to transit and other investments that considers and addresses how transit infrastructure intersects with housing affordability, small business interests, economic opportunity, education, health, and patterns of inequality embedded within social and economic systems. This ETOD station area vision plan is a starting point to shape an equitable outcome in the North Lamar Transit Center Station Area.







Introduction

The North Lamar Transit Center Station Area Vision Plan is grounded in the three-year planning and community engagement process that was the basis for the ETOD Policy Plan. The ETOD Policy Plan establishes goals and priorities for equitable transit-oriented development in Austin.

The North Lamar Transit Center (NLTC) Station Area Vision Plan (vision plan) captures the aspirations of the neighborhood’s current community members, transit riders, local business owners, the greater Austin community, people who visit the area, CapMetro, and the City of Austin, for transformative ETOD. As the owner and operator of public transit in Austin, CapMetro partnered with the City of Austin, the land use authority, to spearhead this vision plan to shape a future of equitable growth around the existing NLTC.

This vision plan, along with the South Congress Transit Center (SCTC) Station Area Vision Plan, are the first plans to be guided by the [ETOD Policy Plan](#) accepted by the Austin City Council on March 9, 2023. These station area plans will be attached to the Imagine Austin Plan and will provide policy-level guidance on regulations, programs, and investments in the station area. The NLTC Station Area Vision Plan supports six ETOD goals by recommending land use changes and transportation investments, reimagining the transit center, and implementing a variety of programs at the local and citywide levels.

Equitable Transit-Oriented Development Goals

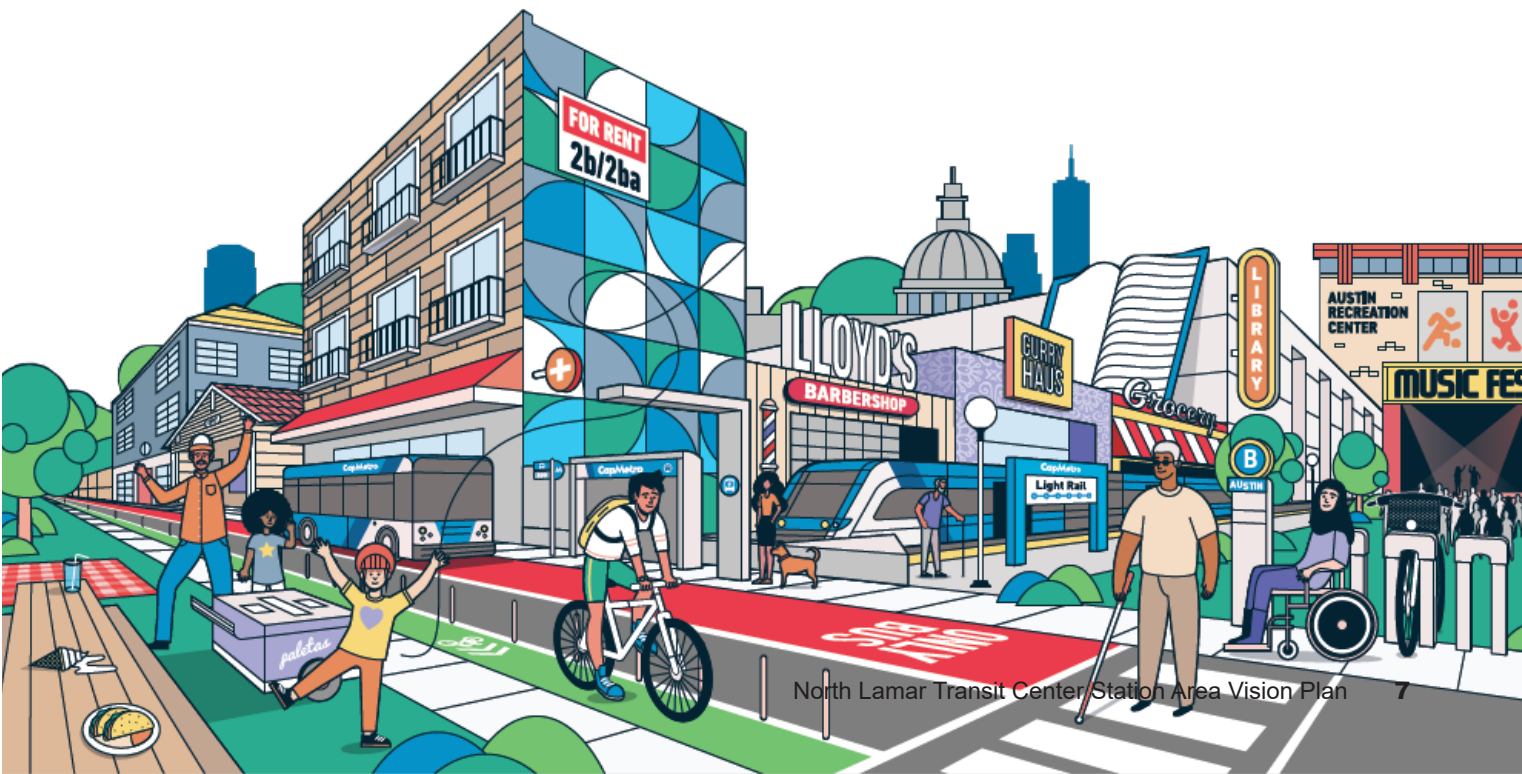
-  **Goal 1:** Enable all residents to benefit from safe, sustainable, and accessible transportation.
-  **Goal 2:** Help to close racial health and wealth gaps.
-  **Goal 3:** Preserve and increase housing opportunities that are affordable and attainable.
-  **Goal 4:** Expand access to high-quality jobs & career opportunities.
-  **Goal 5:** Support healthy neighborhoods that meet daily needs.
-  **Goal 6:** Expand Austin’s diverse cultural heritage and small, BIPOC (Black, Indigenous, and People of Color)- owned, and legacy businesses.

What is Equitable Transit-Oriented Development?

Transit-oriented development (TOD) encourages compact, mixed-use projects centered around effective public transit. While this approach improves upon lower-density, auto-centric alternatives, TODs historically have not distributed benefits equally and have adversely impacted the quality of life for BIPOC (Black, Indigenous, and people of color) populations, as well as low-income communities and small businesses in Austin. Successful TOD can lead to an increase in property values, disproportionately burdening existing community members and small businesses in the area, and leading to the displacement of low-income households, small businesses, and communities of color. In response, the City of Austin, CapMetro, and the community have adopted an equitable TOD (ETOD) approach. ETOD seeks to go beyond a “Do No Harm” philosophy by generating fair outcomes that aim to deliver market-feasible community benefits. The intent is to ensure that all community members, particularly historically marginalized communities, can thrive and enjoy the advantages of complete communities and transit connectivity. Furthermore, ETOD emphasizes that transit infrastructure and policy interventions create

Purpose of the Station Area Vision Plan

The purpose of this station area vision plan is to provide a comprehensive and strategic framework for developing and enhancing the half-mile radius area surrounding the transit station, and the transit station itself. A half-mile radius is used because that distance is approximately a 10-minute walk, bike, or roll from the station. In anticipation of the implementation of Project Connect—an expansion of the transit network encompassing light rail, rapid bus, and commuter rail—it is critical to envision the future of the NLTC and its role as a multimodal transportation hub. The vision plan addresses the area’s unique characteristics and offers tailored solutions that foster equity, sustainability, vibrancy, and connectivity in the communities surrounding the station. The station area vision plan follows community-driven priorities determined through robust engagement facilitated by CapMetro and the City of Austin, ensuring that community voices actively contribute to shaping the future of the neighborhoods surrounding the NLTC. These conversations were guided by resident knowledge of the neighborhoods, realistic market projections, and an understanding of the planning process required to implement ETOD.



Supporting Equitable Outcomes

The North Lamar Transit Center Station Area Vision Plan provides a framework for applying land use regulations and transportation investments in concert with other policy tools to support equitable transit-oriented development. The City, CapMetro, and the Austin Transit Partnership (ATP), are committed to implementing multiple policy tools within the NLTC Station Area and across the Project Connect System that will help support the vision of equitable transit-oriented development as the station area and transit system evolves. These policy tools, as outlined in the [ETOD Policy Plan](#), are envisioned to be applied to the station area.

Leveraging Publicly Owned Land

This vision plan includes a high-level concept plan for the future redevelopment of the CapMetro-owned NLTC site. CapMetro will use this concept as a starting point for property-specific planning and design activities that will occur on the site over the years ahead. As part of the redevelopment process, CapMetro is committed to exploring approaches that provide additional equitable community benefits, such as affordable housing and retail space, publicly available open space, and improved transit amenities, while continuing to serve its purpose as a transit hub. CapMetro anticipates conducting a market analysis, establishing key goals for the site, and presenting housing affordability targets, in mid-2025.

Investing in Affordable Housing and Displacement Prevention

When Austin voters approved funding of Project Connect in 2020, they also approved 300 million dollars in support of displacement prevention initiatives. The City of Austin Housing Department has partnered with the Austin Transit Partnership to expend this funding on land acquisition, housing development assistance, and anti-displacement solutions along the Project Connect System:

- **Land Acquisition and Affordable Housing Development Assistance**
Project Connect’s anti-displacement funding supplements other sources of affordable housing funding to support direct land acquisitions as well as the Rental Housing Development Assistance and Ownership Housing Development Assistance Programs. Several apartment complexes that provide lower-income housing in the nearby Highland neighborhood have already been acquired to be preserved as income-restricted affordable housing, and new multi-family projects are planned to be developed.
- **Community Initiated Solutions**
The Community Initiated Solutions (CIS) program empowers local organizations to propose programs that reduce residential displacement and create economic mobility opportunities for vulnerable communities along Project Connect corridors. As Austin’s transit system expands, these funds are critical to expanding access to stable housing and transit for low-income communities. As of September 2024, a little over \$18 million has been awarded to thirteen partners committed to preventing displacement of historically marginalized individuals by stabilizing tenants, preserving homeownership, or providing pathways to economic mobility. Several of these organizations already work with vulnerable communities in the NLTC area.

Since the program was launched in 2023, over 98,000 families that have been vulnerable to displacement have been engaged through outreach and educational events, and over 1,000 households received direct financial assistance. The CIS program has also contributed to the Community Land Trust accelerator program, homeowner support programs offered by Del Valle Community Coalition and Life Anew, and workforce training from Goodwill, to mention some.

Incentivizing Community Benefits

In May 2024, Council created and applied a new zoning tool known as the ETOD Overlay along the Phase 1 Light Rail Line and priority extensions. This tool includes a Density Bonus that allows participating property owners to increase the density of their projects in exchange for providing affordable housing. Work is underway to engage the public and develop a similar zoning tool that could be applied to other Project Connect station areas, including the North Lamar Transit Center Station Area in the future. The new tool could be used to encourage the development of affordable housing and potentially other community benefits including space for childcare, small business, and creative and cultural spaces. In addition, the Economic Development Department is working on additional economic incentives designed to support the protection and enhancement of legacy small businesses and cultural spaces that are described in more detail in the ETOD Policy Toolkit.

Requiring Sensitive Redevelopment

The draft Future Land Use Map included in the vision plan has been consciously designed to build on community assets, including existing affordable housing and small business ecosystem, and is intended to support careful consideration of land use changes over time while supporting new development. To protect communities and enhance their awareness of proposed land use changes within their neighborhoods, staff will prepare a companion code amendment, outlining the future process for amending the Future Land Use Map once it is adopted. This amendment will require property-specific notice and community engagement, ensuring that community members have the opportunity to voice their opinions and participate in the public hearings before a Future Land Use Map amendment could move forward to City Council for consideration.

The ETOD Overlay, applied along the Phase 1 Light Rail Line and its priority extensions, includes redevelopment requirements that mandate property owners who participate in the density bonus to replace certain existing on-site affordable housing and commercial spaces. It is anticipated that any similar tool that is designed to apply to other Project Connect station areas would include similar requirements to ensure community needs are met.

Metrics for Success

To evaluate the impact of existing policies, programs, and investments designed to prevent resident displacement, the Housing Department is collaborating with the community to create Key Performance Indicators (KPIs). Once these metrics are defined, they will facilitate monitoring the City’s progress and support data-driven decisions related to resource distribution, policy modifications, and project prioritization. By involving the community in the development of these KPIs, and presenting the findings in a public database, the City aims to provide transparency regarding the considerations and efforts underway to address community needs.

Plan Integration

The NLTC Station Area Vision Plan (vision plan) captures the aspirations of the neighborhood’s current community members, transit riders, local business owners, the greater Austin community, people who visit the area, CapMetro, and the City of Austin, for transformative ETOD. As the owner and operator of public transit in Austin, CapMetro partnered with the City of Austin, the land use authority, to spearhead this vision plan to shape a future of equitable growth around the existing NLTC.

This vision plan, along with the South Congress Transit Center (SCTC) Station Area Vision Plan, are the first plans to be guided by the [ETOD Policy Plan](#) accepted by the Austin City Council on March 9, 2023. These station area plans will be attached to the Imagine Austin Comprehensive Plan and will provide policy-level guidance on regulations, programs, and investments in the station area. The NLTC Station Area Vision Plan supports six ETOD goals by recommending land use changes and transportation investments, reimagining the transit center, and calling for a variety of programs at the local and citywide levels.

The Imagine Austin Comprehensive Plan is a 30-year growth and development plan that guides the City’s decision-making to help make sure Austin is well-positioned to be a beacon of sustainability, equity, and economic opportunity. Imagine Austin is the foundation for different City programs and plans, including this station area vision plan. Among its many goals, Imagine Austin promotes a robust transportation network, economic growth, and environmental sustainability to meet the diverse needs of our community members. Guided by it, this vision plan identifies North Lamar Boulevard and Anderson Lane as Mixed-Use Corridors, with North Lamar also indicated as a High-Capacity Transit corridor. The SCTC Station Area Vision Plan supports the objectives of the Imagine Austin Plan and provides recommendations on those corridors that can increase access to public transit and ensure that opportunities are equitable and within reach for all community members.

The Austin Strategic Mobility Plan (ASMP) serves as the transportation element of Imagine Austin. The ASMP outlines planned roadways and bike lanes, as well as infrastructure investments needed across different modes of transportation, and generally supports a goal of shifting 50% of all trips to non-automobile modes of transportation including public transit. The NLTC Station Area Vision Plan proposes dense, mixed-use developments, and a range of transportation options oriented to public transit that will help the City meet the goals of the ASMP.

Implementation of the NLTC will require connectivity and access improvements in the station area. The ASMP will need to be amended to include proposed street connections for the City to require the necessary right of way and develop more specific plans for the construction of the new street connections in the future. Other important amendments to the street network include upgrading the street level of Anderson Square and Wonsley Drive from L1 to L2. Typically, Level 1 streets give access to residential areas, whereas Level 2 streets connect Level 1 streets to broader roads and carry higher volumes of traffic. Additionally, this vision plan works with the Urban Trails Plan which seeks to provide community members with safe and comfortable access to natural areas, such as trails and parks.

The NLTC Station Area Vision Plan supports the Project Connect Transit Vision by planning for the CapMetro-owned transit center and broader station area to support equitable transit-oriented development. Equitable transit-oriented development maximizes public transit accessibility, supports transit ridership, and ensures that the transit system serves existing community members, in particular those who are vulnerable to displacement. The Crestview Station, which serves as the northern terminus of a priority extension of Austin Light Rail Phase 1, is a one-mile walk south of the NLTC. The transit center is at currently envisioned to continue as a transit hub that serves as a MetroRapid Line station with high ridership,

but light rail could be extended to the transit center in the future.

The NLTC Station Area Vision Plan is being coordinated with Project Connect and CapMetro to ensure that the redevelopment of the transit center and future transit services around the station areas are responsive to community needs. The vision plan plays a key role in a larger policy framework supporting a future where transportation options are varied, accessible, and integrated into the everyday lives of the Austin community members.



The Vision

Connecting transit, jobs, housing, and daily life.

Creating opportunities for community members of diverse backgrounds and means.

Generating equitable outcomes for the Austin community.



Why NLTC?

The NLTC is a key asset for the CapMetro transit system. At 6.1 acres, it currently functions as a major bus transfer center for some of Austin’s most popular bus routes (801, 1, 323, 350, 383, and 481). Today, most of the parcel is reserved for an underutilized park-and-ride lot. CapMetro believes there is a major opportunity to reimagine NLTC in a way that not only serves transit purposes as it does today, but delivers a transit-integrated project that meets additional community needs and ETOD goals by providing a richer mix of services, housing, and job opportunities that are accessible to a wider segment of the community.

Recognizing NLTC’s potential, CapMetro aims to redevelop it to meet the community’s evolving needs and establish it as a forward-looking multimodal transit hub for the future Project Connect light rail extension (see Figure 1 below). These transit and neighborhood functions can be knitted together in a walkable, urban environment to support the broader station area vision of a well-connected, transit-supportive, and equitable neighborhood.

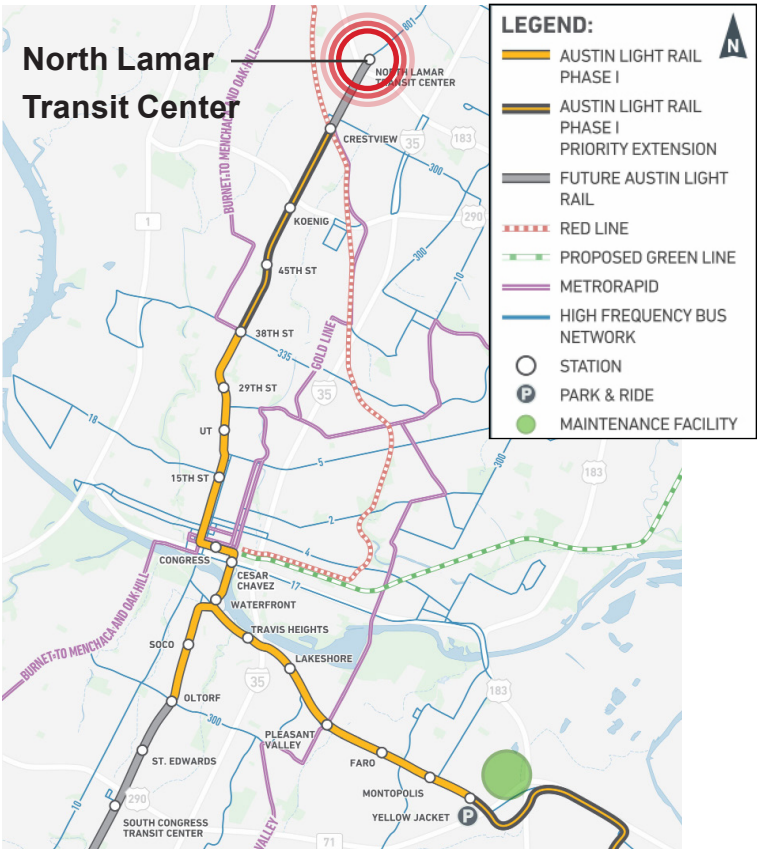


Figure 1: Project Connect Map
Credit: Austin Transit Partnership (ATP)

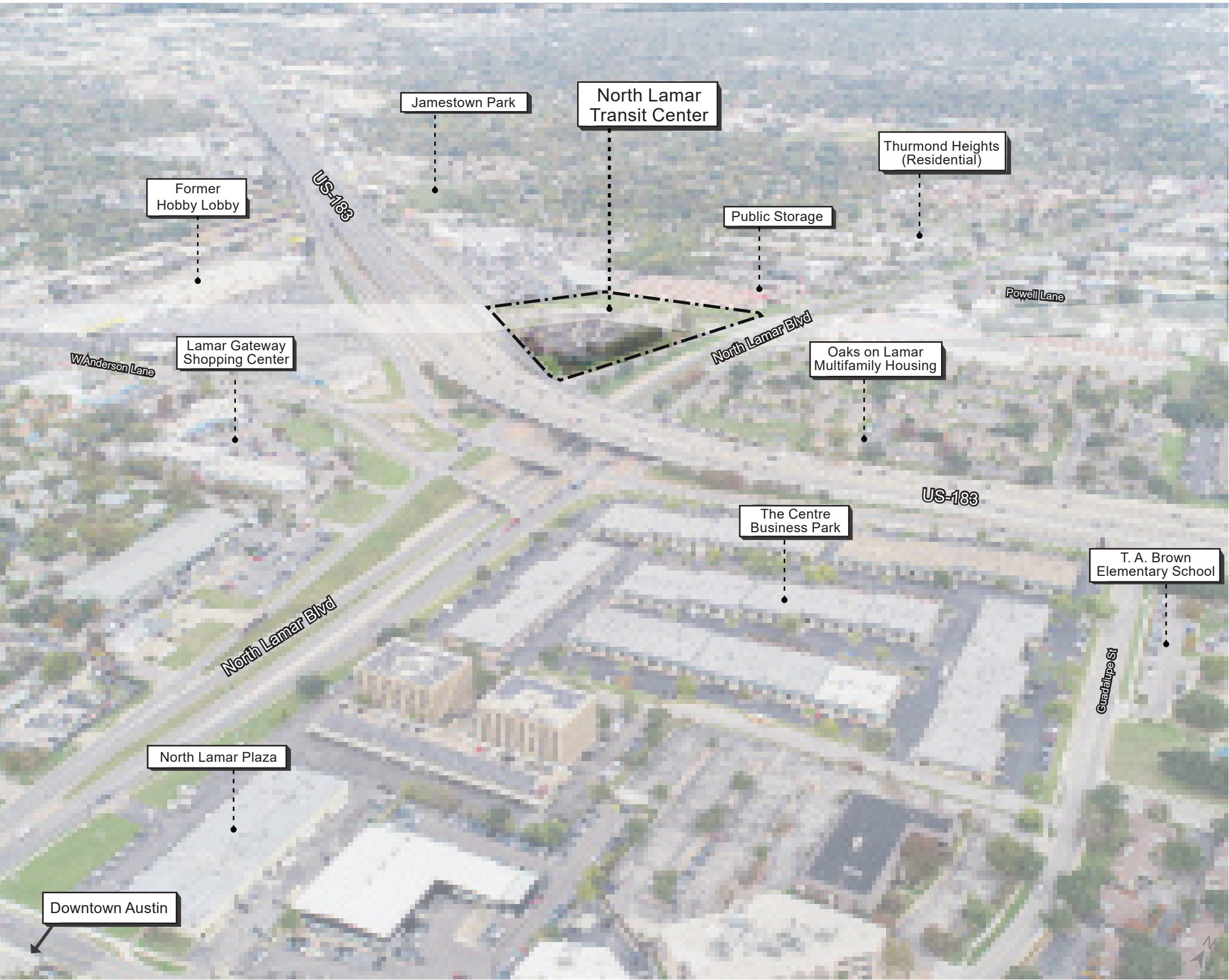


Figure 2: North Lamar Transit Center Station Area

Process and Engagement

Achieving equity in TOD requires intentional, meaningful, and inclusive community engagement. The main goal of community engagement throughout ETOD planning is to involve historically underrepresented community members, compensating them for their time and knowledge when possible. In line with the extensive ETOD engagement process and lessons learned that preceded the vision plan development, CapMetro and the City of Austin led a robust, inclusive community engagement effort to understand the needs, priorities, and aspirations of the community in the NLTC Station Area.

A key lesson learned during the ETOD engagement preceding the vision plan is that it took multiple engagement strategies to reach Austin’s diverse communities. The vision plan outreach effort included a variety of input platforms to ensure voices not often heard through traditional engagement forums were reached. The engagement strategies implemented included online surveys, an in-person community workshop in the station area, compensated focus group meetings with targeted participation, tabling events, and neighborhood business walks to better understand the local lived experience in the station area

and community members’ aspirations for the future. CapMetro also hired Community Connectors, a diverse, engaged, and compensated group of grassroots community members who helped us reach their networks. The priority for the vision plan engagement was to capture feedback from people who live, work, visit, and ride the buses in the neighborhood and incorporate that feedback as a foundation to guide and influence the vision plan development.

The first and second rounds of engagement for the vision plan took place in Spring and Fall 2023. In Spring 2023, we asked the community to tell us about the unique characteristics and needs of the NLTC Station Area including mapping existing community assets, areas for improvement, and community needs. In Fall 2023, we asked the community to respond to specific options for improving the area’s street grid and connectivity, and open spaces as well as scenarios for future development. The metrics on the next page are a snapshot of the combined outreach efforts.



7094	Postcards mailed in the Spring and Fall of 2023
425	Flyers distributed
5	Languages used for engagement outreach
2	Online surveys
314	Survey responses
187	Local businesses visited
13	One-hour focus groups held
10	Tabling events
2	In-person four-hour public workshops at nearby public elementary schools
4	Virtual public workshops

**Combined statistics for NLTC and SCTC Station Area community engagement efforts undertaken during the Spring and Fall of 2023.*

I love being in the park, so I want to know how it can be made easier to get there.

There needs to be an easy way to get from North Lamar Transit Center to the Crestview Station.

I think it is a good idea to have parks and trails around. I think it is good for the environment and us citizens.

I feel like this blend of residential and commercial is a draw to bring people in to use the transit system, rather than just it being residential. Make it more of a destination.

Surveys

To inform the NLTC Station Area Vision Plan, two online surveys were hosted, one in Spring 2023 and the second in Fall 2023, to engage area community members, transit riders, people who visit the area, and the greater Austin community. Responses from the first survey helped us understand important community characteristics that should be preserved and celebrated and helped identify the community’s aspirations for future improvements. Responses to the second survey helped further refine the recommendations proposed in this vision plan. While the first survey relied on a Google translate feature for additional languages, the second survey was translated into Spanish, Mandarin, Chinese, Arabic, and Vietnamese.



Focus Groups

Thirteen one-hour focus groups were held across the Spring and Fall engagement periods with specific sessions held in Spanish and with an American Sign Language interpreter. The purpose of the focus groups was to:

1. Connect with and receive feedback from priority populations (BIPOC, Spanish-speaking, and low-income community members), users of the transit centers, neighborhood community groups and organizations, and local businesses.
2. Share with focus group members CapMetro’s ETOD study goals, station evaluation criteria, best practices, and existing conditions.
3. Provide a forum to explicitly discuss potential future improvements and development in the NLTC Station Area.
4. Build trust and demonstrate transparency around ETOD.

The focus groups were hosted as virtual Zoom meetings. The interactive presentations were displayed on Google Jamboard slides where the assigned notetaker would live capture participants feedback by applying virtual “sticky notes” throughout the discussion. Each participant received a \$50 HEB e-gift card within 24 hours of the focus group concluding. All text and content were translated to Spanish for the Spanish-speaking focus groups.



Community Workshop

To inform the NLTC Station Area Vision Plan, five community workshops were held, four virtually in Spring 2023 and one in-person in Fall 2023. For the virtual workshops, American Sign Language and Spanish interpretation were provided. The project team provided an overview of ETOD planning to date, explained the purpose of the vision plan, and shared the existing conditions of the station area. The project team then led an open discussion with attendees that included live notetaking on Google Jamboards. The in-person workshop was held at T.A. Brown Elementary School near the NLTC. Attendees had the opportunity to provide feedback on both station areas at the workshops. The project team provided illustrative boards showing potential station area improvements and future development scenarios for the community to respond to. The in-person workshop provided high-quality feedback and a deep level of discussion. The average time a community member spent discussing the materials and providing feedback to staff was over an hour. Workshop attendees were mostly individuals who lived or worked in the neighborhood, the intended engagement demographic.



Station and Business Walks

Project Connect team and members of the Community Connectors knocked on the doors of 70 businesses within half-mile radius of the NLTC in order to invite feedback via survey, public workshops, or email. These business walks reached out to a diverse community, from mom-and-pop stores to national retailers. Postcards and flyers were also mailed as part of the extended communication process.

Station Tabling

The CapMetro engagement team tabled at different locations within the NLTC Station Area such as at the Oaks on Lamar, an affordable housing development, and the transit center itself, during morning and evening rush hours. This engaged a far more diverse set of respondents, ensuring transit riders, including unhoused Austinites, had a chance to inform this work as it progressed.



02

Station Area Overview

Neighborhood Snapshot

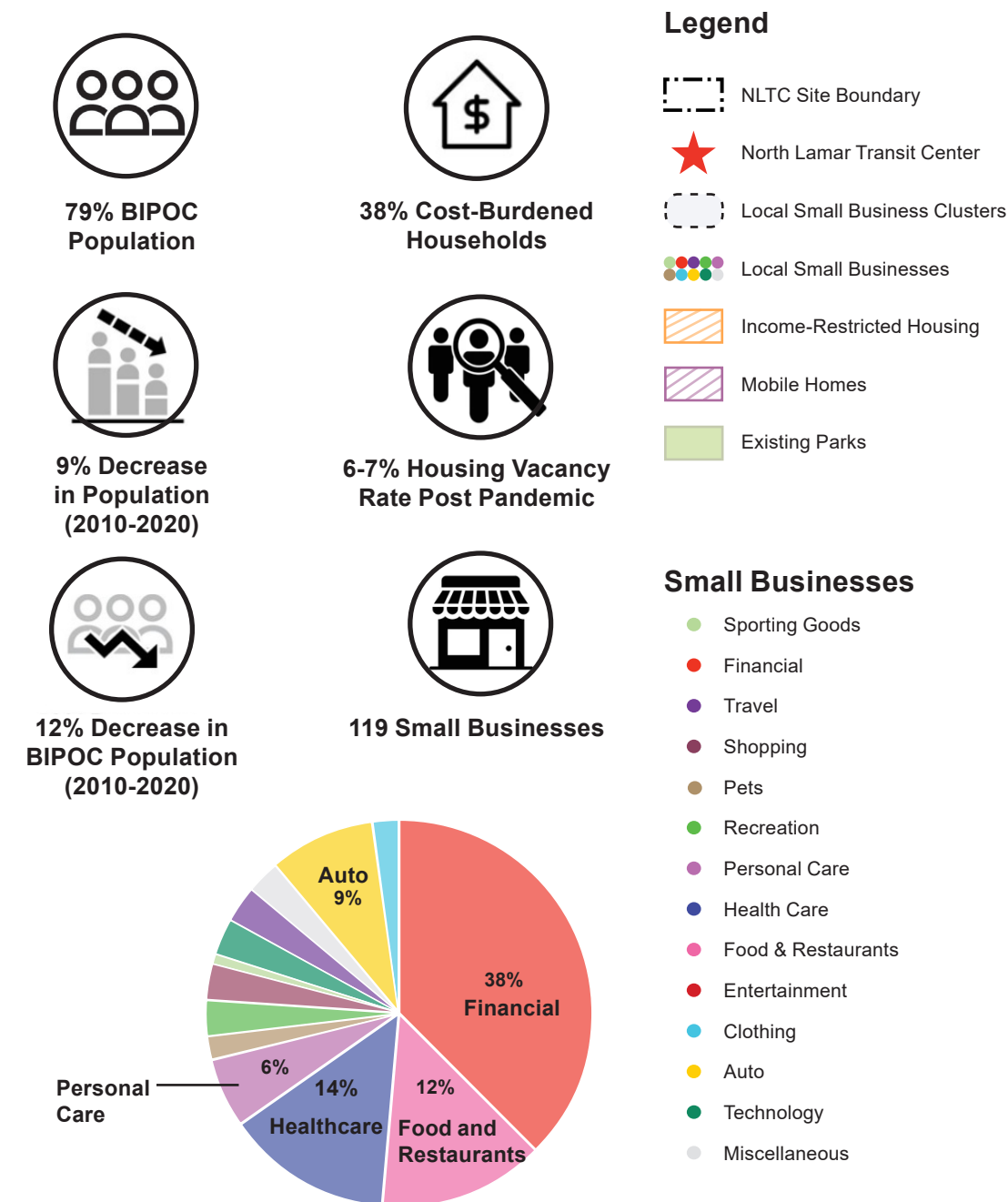
Existing Connectivity

Existing Land Use

The NLTC Station Area is within reasonable bus and bike distance to major regional job centers, the Austin Community College Highland Campus, and the amenity-rich Crestview Crossing shopping center. The transit center serves the community with several frequent bus routes. There is a varied mix of land uses within the station area. Despite its strengths the station area remains challenging to navigate for pedestrians and drivers, and it's vastly underserved considering its potential to be a cohesive community. Large parcels of commercial and light industrial uses sit alongside Highway US-183 running east-west and a trenched North Lamar Boulevard running north-south. US-183 stands as an infrastructure barrier that divides the station area into four quadrants, making it difficult to navigate, and isolating community members of this area. The car-dominant infrastructure pattern, lack of safe walking and bicycling connectivity, older housing stock, and lack of open space and grocery stores all stack up against the potential of this culturally-rich, racially diverse, and enterprising community.

Neighborhood Snapshot

The NLTC Station Area is home to people from many backgrounds, with nearly 80% of the community members belonging to BIPOC (Black, Indigenous, and People of Color) populations. However, both the total population and the BIPOC share of the population decreased between 2010 and 2020. Although there are income-restricted and naturally-occurring affordable housing in the area, many households are experiencing financial strain, spending more than 30% of their income on housing-related costs. Notably, no new housing has been constructed in this area in approximately 40 years.



The station area boasts a diverse range of small businesses, which collectively contribute to the local economy and serve neighborhood community members. The Centre Business Park offers neighborhood services and amenities that include financial centers, a Texas Office for Refugees, healthcare facilities, and places of worship that serve as community anchors.

Small businesses like violin shops, barbershops, shoe stores, and Korean BBQ joints are valuable resources and amenities in the existing community. The small business clusters along Anderson Lane and North Lamar Boulevard in particular feature a variety of ethnic restaurants, bars, and entertainment establishments that draw the larger Austin community to this neighborhood. For equitable growth, it is important to nurture and strengthen the NLTC Station Area's multi-cultural identity.

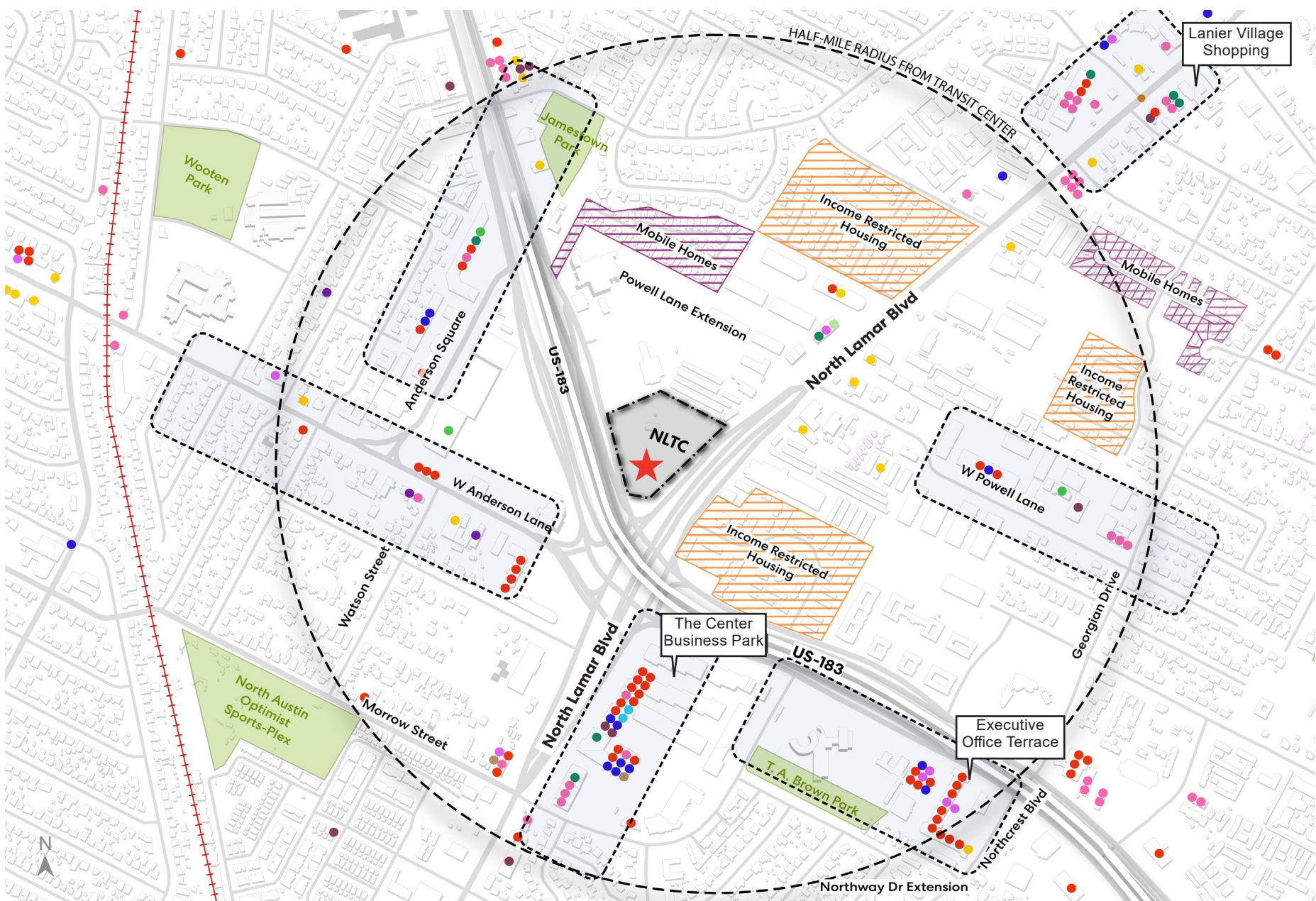


Figure 3: Neighborhood snapshot

Existing Connectivity

The NLTC Station Area is significantly impacted by the intersection of US-183 and North Lamar Boulevard, with the elevated and sunken portions of the roadways creating imposing physical barriers. These two major roadways were built to facilitate high vehicle speeds and include a series of frontage roads and onramps that negatively impact the pedestrian experience by reducing connectivity between neighborhoods. The lack of shade for pedestrians has created additional barriers that affect the comfort, safety, and overall experience of community members navigating the station area. Today, community members face difficult, unsafe crossings, and an overall unfriendly street experience.

Existing Street Conditions

- 1** US-183 creates a physical barrier along its length that inhibits the connection between the northeast section of the station area and the southwest portion.
- 2** US-183, West Anderson Lane and North Lamar Boulevard form an intersection with three tiers of roadways (sunken, surface, and elevated). This contributes to uncomfortable conditions for bicyclists and pedestrians and makes it hard to access the nearby transit center except by automobile.
- 3** NLTC can be accessed only via North Lamar Boulevard or Research Boulevard, both of which lack sufficient pedestrian crossings and are inhospitable for cyclists.
- 4** Even where physical crossings and signalized intersections do exist along US-183, they can be intimidating and uncomfortable to navigate, particularly for individuals with limited mobility.
- 5** The large parcels occupied by commercial and industrial uses like auto dealerships, self-storage facilities, and big box stores generally include large surface parking lots. These sizable areas also limit street connectivity and pedestrian access.
- 6** A lack of nearby safe crossings across North Lamar Boulevard encourages high-risk pedestrian crossings.

Legend

- NLTC Site Boundary
- North Lamar Transit Center
- CapMetro Red Line
- High-Risk Pedestrian Crossings
- Physical Barriers
- Walking Distance Between Intersections
- Streets
- Parks
- 5-minute Walkshed
- 10-minute Walkshed

Long blocks and limited street connections along these roadways and within portions of the neighborhoods allow few opportunities for pedestrians or vehicles to connect without having to maneuver circuitous travel paths along major, high-speed thoroughfares. As the diagram below shows, these connectivity issues dramatically impact the distance a person can travel within a 5- or 10-minute walk or roll (walkshed). The issues created by the disconnected and sometimes unsafe physical environment, make it difficult for people to access transit, services, open spaces, and other daily needs within the station area.

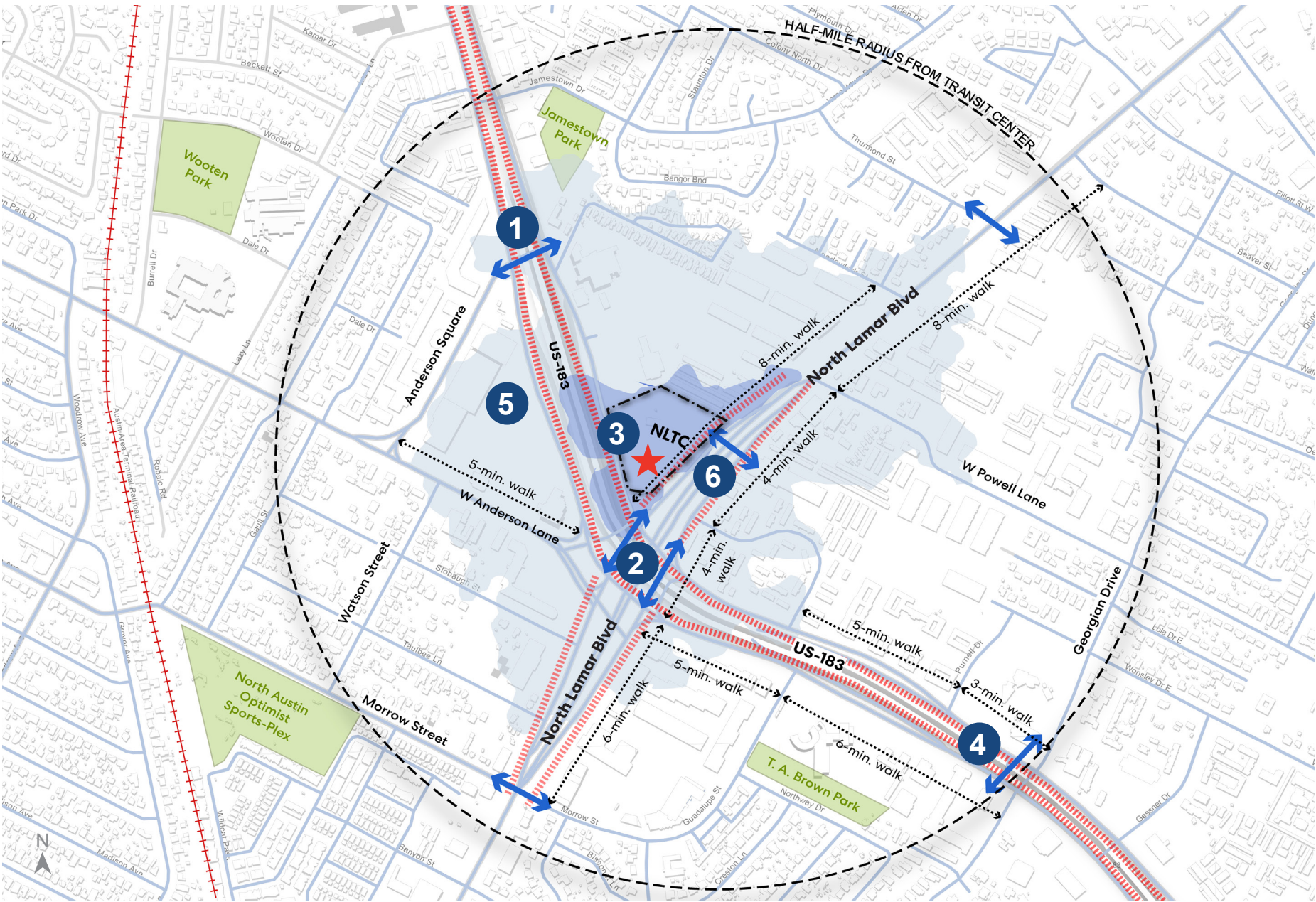


Figure 4: Existing connectivity



Limited pedestrian accessibility to the transit center



Broken street connections due to the US-183 and North Lamar Boulevard



The NLTC Station Area is characterized by challenging pedestrian and bicycling conditions, hindering access to the transit center and other nearby amenities.



Inhospitable pedestrian connections



Disconnected sidewalks and intrusive infrastructure

Existing Land Use

The station area is characterized by large industrial and commercial parcels, particularly in proximity to the NLTC itself. Multifamily housing is also a key component of the land use mix, which includes both income-restricted units (Oaks on Lamar, Palms on Lamar and Thurmond Heights for seniors) and forms of naturally occurring affordable housing like clusters of mobile home communities. Single-family homes are generally indicated in white along the periphery of the half-mile radius in the adjacent graphic.

Land Uses:

Commercial: The predominant commercial land use surrounding the NLTC is characterized by a significant presence of auto dealerships and repair shops, self-storage facilities, local neighborhood businesses, and big box retail. Much of the commercial landscape is dominated by extensive surface parking lots.

Industrial: Benefiting from its proximity to US-183, the NLTC Station Area prominently features industrial land use as the second-largest category. This includes small manufacturing, trucking and distribution, and various light industrial activities. These sites are also developed with large expanses of pavement to facilitate significant truck and car movement.

Transportation Facility: This is a CapMetro-owned parcel with a standalone bus transit center and a large surface park-and-ride lot.

Residential: Residential land use is significantly fragmented within the station area. The multifamily developments, including income-restricted housing, are isolated between major roadway infrastructure and industrial land uses in some cases. Two communities within the station area are occupied by mobile homes—a form of naturally-occurring affordable housing.

Open Space: Parks and natural areas are limited within the station area. Jamestown Park and T.A. Brown Park at the elementary school are the only parks within the half-mile radius of the NLTC. Jamestown Park has a deficit of programming and basic facilities. The lack of public open space and tree cover and shade along public pathways creates a challenging environment and can exacerbate health inequities for community members around the NLTC.

Legend

- NLTC Site Boundary
- North Lamar Transit Center
- CapMetro Red Line
- Commercial Land Use
- Industrial Land Use
- Transportation Facility
- Civic Land Use
- Multifamily Housing
- Income-Restricted Housing
- Mobile Homes
- Parks

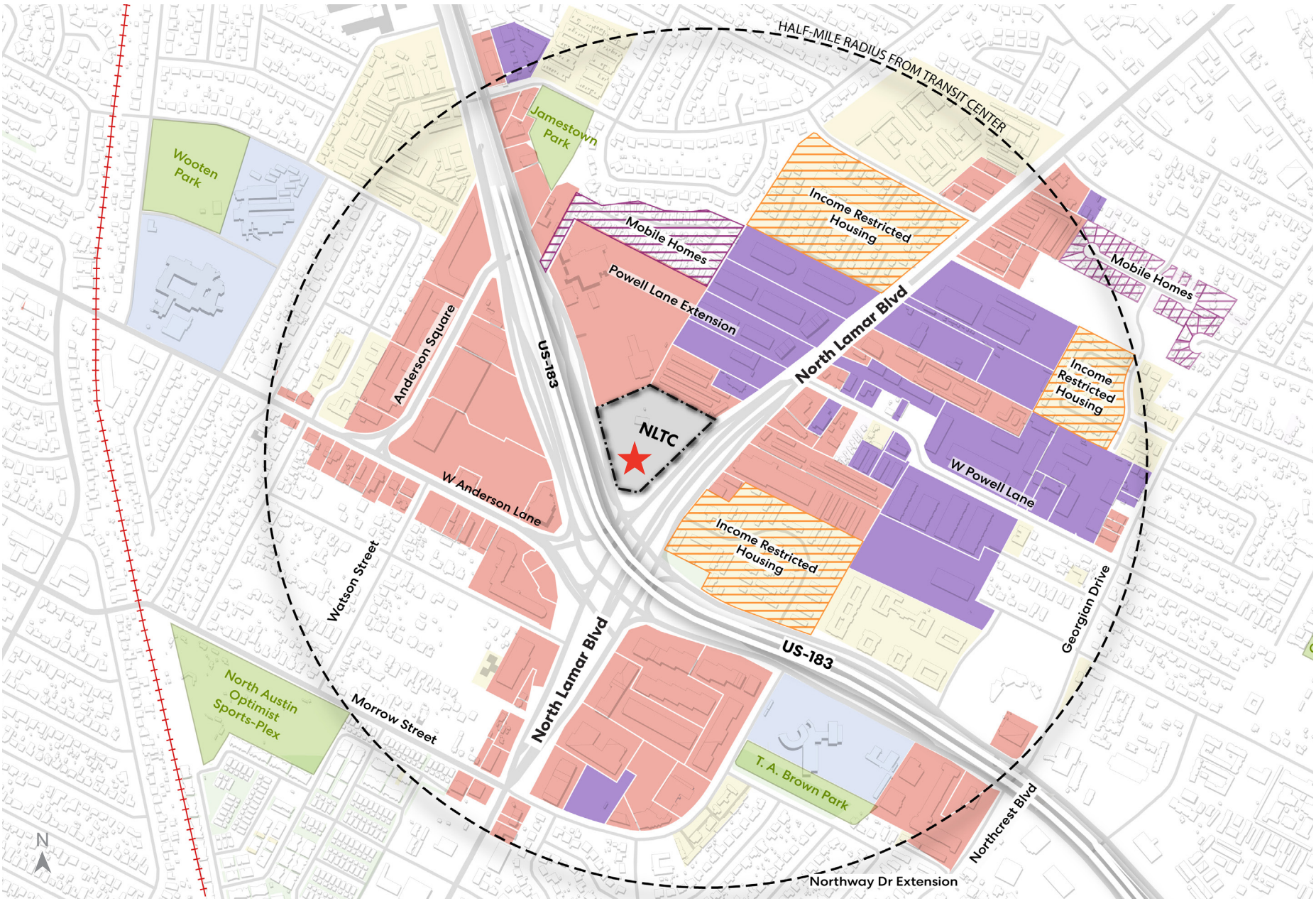


Figure 5: Existing land use



Self-storage facility near the transit center



Auto-dealerships and repair outlets



Oaks on Lamar Apartments

The NLTC Station Area has a significant presence of auto dealers and mechanics, big-box retail, light manufacturing, and self-storage. Many homes can be found in the area too, many of them affordable apartments or mobile homes. Schools, houses of worship, and small parks have a large presence in the community.



Big box retailers



The Centre Business Park

03

Station Area Vision

Vision Statement

Proposed Connectivity

Proposed Open Space Network

Development Character Districts

Future Land Use Map

The vision for the NLTC Station Area is focused on a set of strategies that seeks to address future connectivity, open space, and the development character to create a more transit-supportive fabric. The vision paints a future that overcomes obstacles identified in the station area overview and promotes equity goals by enabling current and future community members to benefit from transit and infrastructure investments, and access opportunities within the neighborhood.

The vision is intended to inform future implementation of regulations, investments, and programs within the area.

Vision Statement

VISION STATEMENT

The NLTC Station Area is envisioned to evolve into a vibrant mixed-use, mixed-income community with convenient access to public transit and other amenities, while putting in place strategies that can help existing community members and businesses thrive. The station area will build upon a redesigned NLTC, and include affordable housing, local job opportunities, and essential community services, all within a pedestrian-friendly landscape. By leveraging its strategic location and connectivity to major regional destinations, this area will enable a range of cultural, social, and economic interactions that enhance the quality of life for all community members. This station area will serve as a model for equitable transportation and community integration, creating a sustainable and diverse environment where all communities can prosper together.

ETOD GOALS

The NLTC Station Area Vision Plan calls for implementation of the six Equitable Transit-Oriented Development Goals within the station area:

- 1 Enable all residents to benefit from safe, sustainable, and accessible transportation.
- 2 Help close racial health and wealth gaps.
- 3 Preserve and increase housing opportunities that are affordable and attainable.
- 4 Expand access to high-quality jobs and career opportunities.
- 5 Support healthy neighborhoods that meet daily needs.
- 6 Expand Austin’s diverse cultural heritage and small, BIPOC-owned, and legacy businesses.

ETOD TYPOLOGY

The ETOD Policy Plan categorizes the NLTC Station Area as a station where the focus should be on policies that **Enhance** protection for low-income households and communities of color while ensuring affordability through sensitive development. This classification aims to set priorities for adoption of policy tools that prioritize protections for community members vulnerable to or experiencing displacement as redevelopment occurs. The suggested ETOD Policy Tools to support this station area are detailed in Chapter 5 (Implementation: ETOD Policy Tools) and include tools that support the preservation of existing affordable housing, tenant protections for existing renters, workforce development and community capacity building, and enhanced community benefits for existing community members as development occurs.

Please refer to the city’s [ETOD Policy Plan](#) for a detailed description of the ETOD Typologies and the ETOD Goals.

ETOD Typology NLTC Station Area

Enhance protection for low-income households and communities of color while ensuring affordability through sensitive development.

More Residents Today / Vulnerable to or Experiencing Displacement / Rapid Change

This station areas is already home to many people and have high population/job growth compared to other station areas, and pressures exist that could displace low-income households and communities of color if we are not careful. ETOD efforts should take advantage of the change occurring today to protect existing community members at risk of displacement, preserve existing affordable housing units, and increase access as needed to services, and opportunities that enable community members to thrive.