

Proposed Connectivity

As previously noted, the NLTC Station Area has limited connectivity on several fronts. The NLTC Station Area Vision Plan seeks to address this through a series of improvements to the street network. A more robust, multi-modal street network with improved bicycle and pedestrian connections will allow community members and commuters to benefit from existing and future transit service more readily.

Recommended Actions:

- 1

Improve Powell Lane and extend it west across North Lamar Boulevard to US-183, creating a safe, multi-modal street connection to Anderson Square and the neighborhoods to the southwest. Powell Lane could act as the spine of the community that stitches together the fragmented quadrants of the station area. Powell Lane and Anderson Square shall have on-street parking and bicycle facilities.
- 2

Provide generous sidewalks along Anderson Square between Anderson Lane and US-183, and continue them on to Watson Street, for safe pedestrian access to North Austin Optimist Sportsplex, and other community uses. Refer to the adopted Sidewalk Plan and Bicycle Plan.
- 3

Improve the intersection of Morrow Drive and North Lamar Boulevard for better connectivity and safety for all modes. Enhance Morrow Drive as it transitions to Guadalupe Street and Northway Drive to reimagine it as a bike and pedestrian-friendly safe route to T.A. Brown Elementary School. Refer to the [City of Austin Public Works Safe Routes to School](#) report for recommended T.A. Brown Safe Routes.
- 4

Introduce safe, comfortable, and convenient bicycle and pedestrian infrastructure to connect Northcrest Boulevard with Georgian Drive across US-183. Refer to the adopted Bicycle Plan.
- 5

As redevelopment occurs, break up larger parcels with smaller multi-modal streets and crosswalks to have a more walkable, bikeable, and rollable neighborhood. Safe and pleasant accessibility choices that serve people of all ages and abilities are a critical need in the station area.

Legend

- NLTC Site Boundary
- North Lamar Multimodal Transit Complex
- CapMetro Red Line
- Improved Existing Street Corridors
- Potential Future Street Connections
- Bike/Ped Connection Only
- Existing Parks
- Street Level 1
- Street Level 2
- Street Level 3

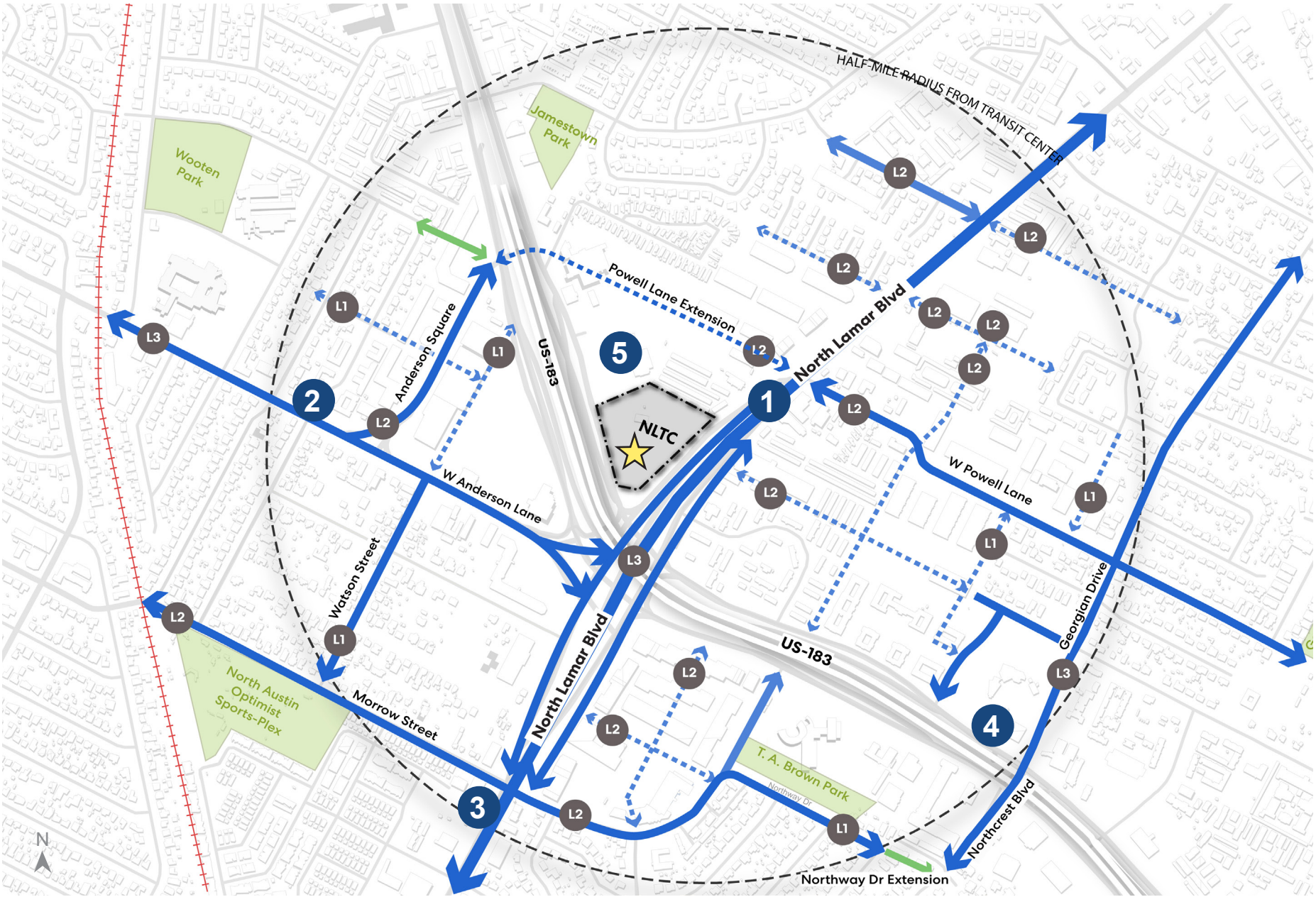


Figure 6: Proposed street connectivity

Proposed Open Space Network

A network of open spaces is critical to supporting health, wellness, and equitable outcomes for surrounding neighborhoods as they support physical activity, improve mental health, and encourage social interaction among community members. Though some park space exists within the station area, there are opportunities to bolster this network through creative strategies that invest in existing resources, create connections to nearby open spaces, and develop shaded streetscapes to improve the quality of life for community members.

Recommended Actions:

- 1** Improve street connectivity by creating a “green loop” of tree-lined, comfortable, well-lit, and safe bicycle and pedestrian paths. These streets function as open spaces that promote active living in the station area.
- 2** Ensure public access to parks within or just outside the half-mile radius by all community members. Improve existing parks with new features, programmed areas, and amenities like vendor areas, kids’ play areas, jogging trails, outdoor gym equipment, courts, water fountains, and dog parks.
- 3** Incorporate green infrastructure, in existing and future streets, and future parks. Green infrastructure such as bioswales, rain gardens, constructed wetlands, and permeable pavements use natural systems to detain and filter stormwater runoff.
- 4** Integrate small public open spaces like pocket parks, “pocket forests,” and community gardens where possible, to increase access to nature, reduce heat island effect, and improve air quality.
- 5** Provide opportunities for local art installations, murals, and space for cultural activities and events in the existing parks to celebrate diversity, engage the community, and strengthen its identity.

Legend

- NLTC Site Boundary
- Future North Lamar Multimodal Transit Complex
- CapMetro Red Line
- Improved Existing Street Corridors
- Potential Future Street Connections
- Existing Parks
- Proposed Urban Trails Project

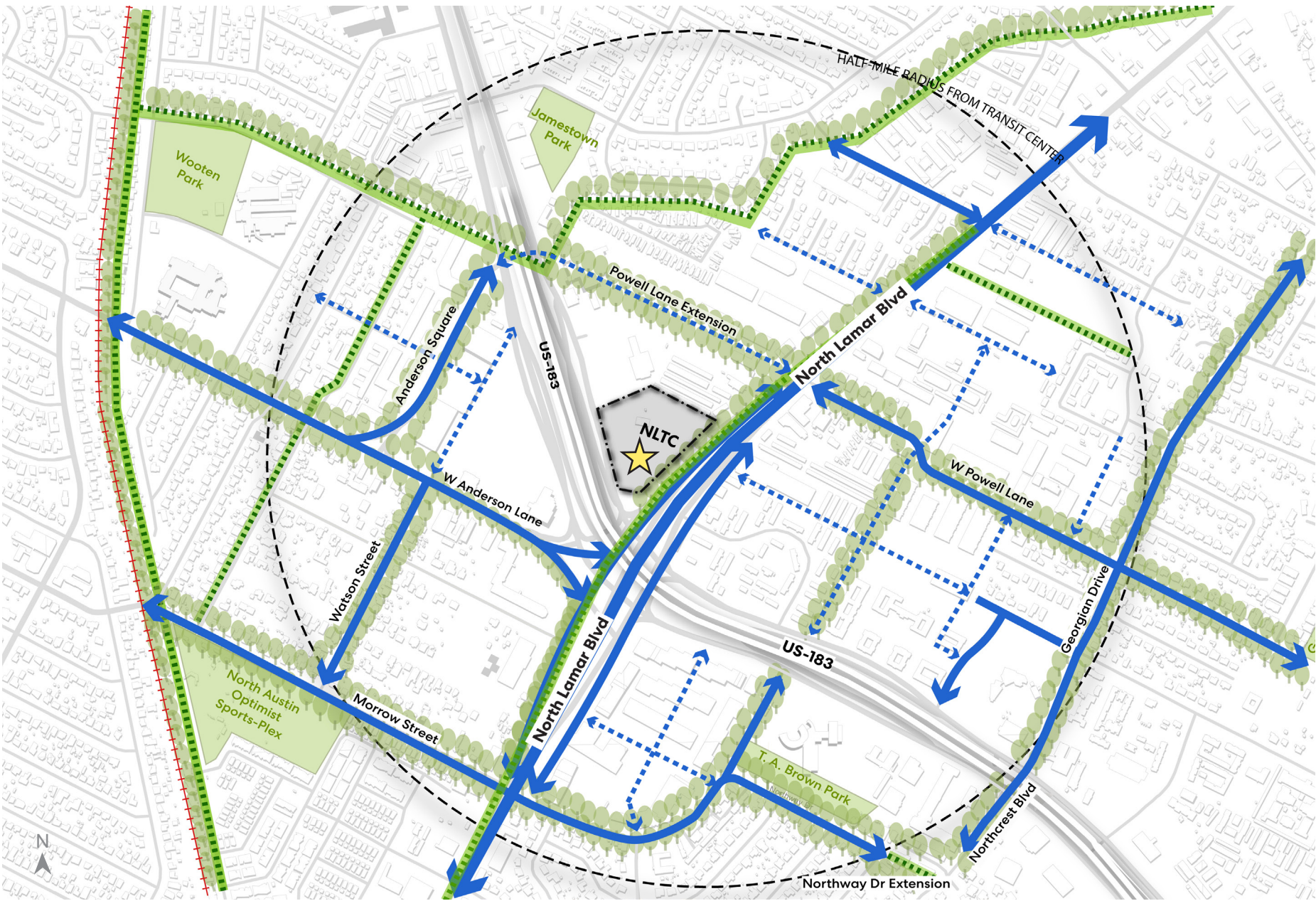


Figure 7: Proposed open space network

Development Character Districts

New development within the NLTC Station Area must help achieve the ETOD goals. The development character districts described here provide a vision for a complete community that can create additional mixed-income housing at different scales, as well as neighborhood commercial spaces, employment opportunities, and community services and amenities. Existing community members of the neighborhood, including those in income-restricted and naturally occurring affordable housing can benefit from new neighborhood services and amenities that come with new development. The development character districts intentionally exclude all single-family parcels to protect the current housing stock.

The high-density mixed-use development character centers on Powell Lane and its extension, creating a transit-friendly environment. It includes high-density residential development near Anderson Lane and US-183, featuring diverse amenities for day and night activities to promote safety and community presence. This would not necessarily preclude moderate-density or employment focused development but is meant to allow the highest density and widest range of uses.

The moderate-density mixed-use development character flows from the high-density mixed-use area, supporting the adjacent residential development within this vicinity. This character is meant to complement existing residential development in the area, including income-restricted housing, with a focus on maintaining and enhancing the community resources and providing additional neighborhood amenities and services.

The employment focus development character is designated around existing light industrial and small business areas to promote workforce development and employment opportunities for nearby community members and commuters. This development character may contain uses that are less complementary to housing, including businesses that produce, repair, and deliver goods.

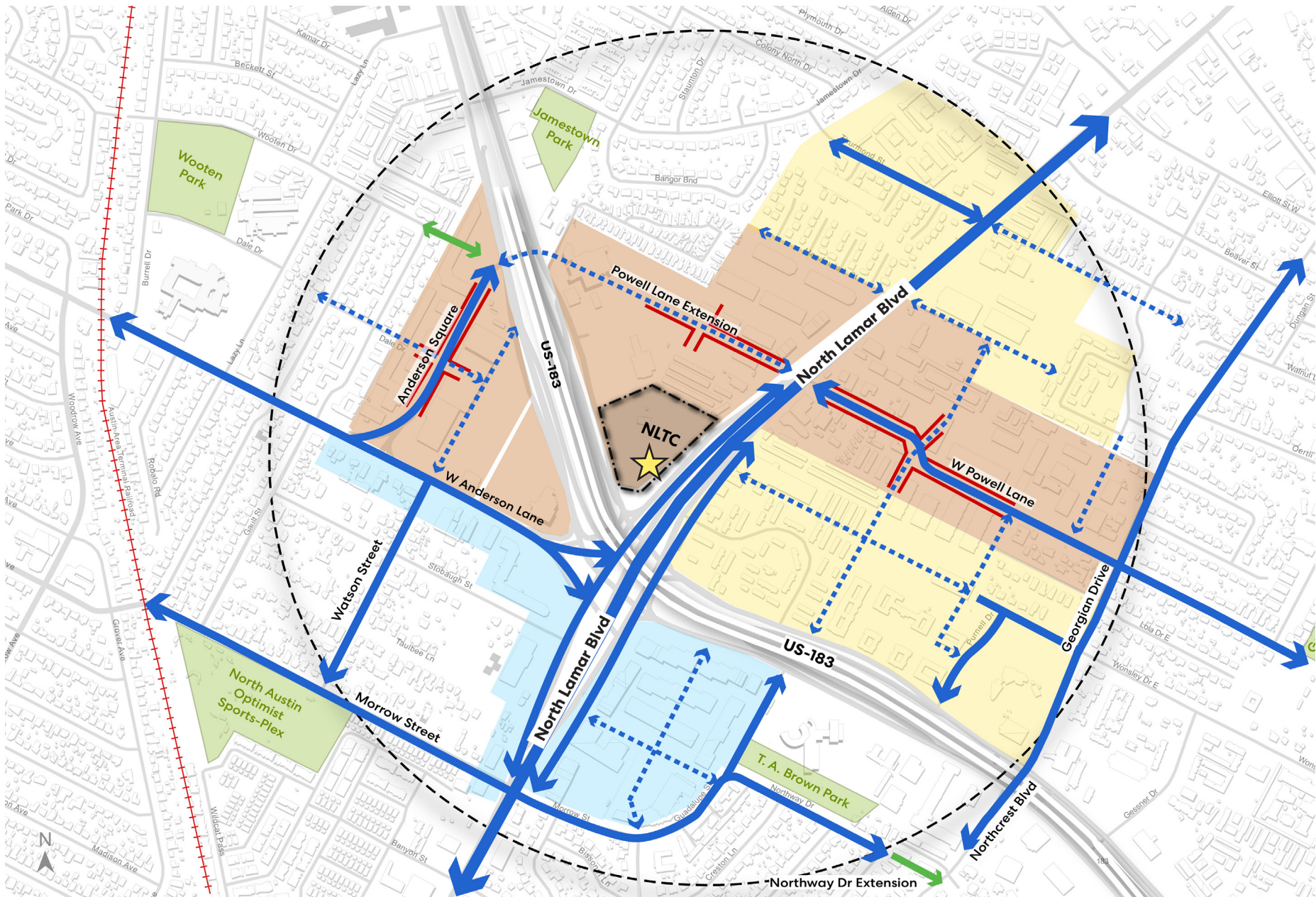
Development along Powell Lane and Anderson Square should encourage active storefronts and community-facing uses at ground level to create a vibrant streetscape and capitalize on placemaking opportunities along these key transit and mobility corridors.

Legend

- NLTC Site Boundary
- Future North Lamar Multimodal Transit Complex
- CapMetro Red Line
- Improved Existing Street Corridors
- Potential Future Street
- Bike/Ped Connection Only
- Existing Parks

Development Character

- High-Density Mixed-Use
- Moderate-Density Mixed-Use
- Employment Focus
- Ground Level Storefronts



The development character districts are further elaborated in the following pages.

Figure 8: Proposed development character areas

MAPS AND ILLUSTRATIONS DISCLAIMER

The maps and illustrations in this vision plan are aspirational and serve as a tool for visualizing and understanding proposed actions. However, this vision plan is a planning guide and should not be regarded as a guarantee of infrastructure improvements. Adherence to the following provisions is important to ensure that any future development complies with current regulations:

- Before moving forward with any of the recommendations presented in the open space network, and connectivity maps, a feasibility study may be required to assess the viability of implementing the proposed improvements.
- Proposed actions and other elements of the vision plan are subject to change contingent on new development, infrastructure improvements, modifications in zoning, and infrastructure regulations. Property owners and developers shall consult on all applicable city and state regulations to understand the limitations that may apply to any future development.
- The analysis underlying the connectivity map is based on several assumptions, including proposed changes in land use and projected growth. Deviations from these assumptions may affect the relevance and applicability of the connectivity maps.
- Users of the maps provided in this vision plan are encouraged to verify the most current information regarding local regulations before making any planning decisions. As such, these maps serve as a guide, and should not replace official regulations or supersede adopted maps.

High-Density Mixed-Use

High-density mixed-use development features a blend of residential and commercial spaces. This type of development is typically very active, with an abundance of residences catering to a mix of income levels, often over 100 homes per acre. The ground level is designed to provide stores, services, and amenities to meet every day needs of community members.



Atlanta Beltline, Atlanta ▶



▲ Atlanta Beltline, Atlanta



▲ Marine Gateway, Vancouver

Marine Gateway, Vancouver ▼



Case Study

Marine Gateway, Vancouver

Marine Gateway is a high-density mixed-use transit-oriented development that integrates two major transit hubs (Marine Drive Station on the Canada Line and the South Vancouver Bus Loop exchange). It is an example for sustainable city-building, and a complete community around a transit facility that serves as the heart of the community. With multi-story residential, office, retail, and entertainment buildings it prioritizes a pedestrian environment, a vibrant and amenity-rich ground floor, and hosts community events like the art market at its public transit plaza.

Marine Gateway is an exemplary sustainable community helping to reduce climate change through measures like, district energy geo-exchange heating and cooling systems, active stormwater control and extensive green roofs that create micro-habitats.

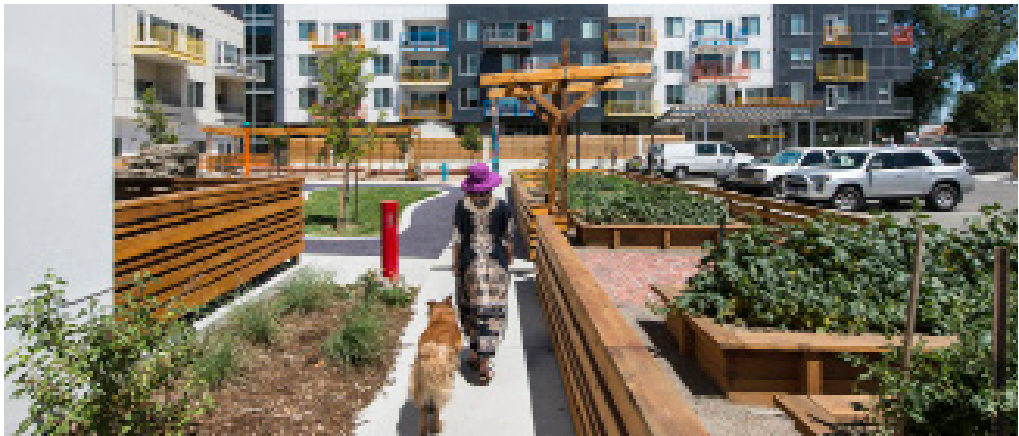


Moderate-Density Mixed-Use

Moderate-density mixed-use development primarily consists of housing, with approximately 60 or more homes per acre. Despite the higher density, it maintains a balanced sense of space and calm. The ground level often includes small stores or community spaces, promoting a shared sense of togetherness, and there are designated areas for outdoor gatherings.



Mariposa District, Denver ▶



Mariposa District, Denver ▼



▲ Ivy Station, Culver City



▲ Ivy Station, Culver City

Case Study Fruitvale Village, Oakland

Fruitvale Village in Oakland, California is a 4-acre mixed use, mixed-income, transit-oriented development located at the Fruitvale Bay Area Rapid Transit (BART) station which is also an Alameda-Contra Costa County Transit bus hub.

Developed by the Unity Council, a local non-profit community development corporation, the project mixes market-rate apartments with affordable units. The ground floor of Fruitvale Village houses locally owned retail spaces, while the second floor offers office spaces for important community resources and organizations. It houses a high school which is a pathway school for first-generation college-bound for career pathways in public and community health. Other uses include a seniors' center, a Head Start child development center, a City of Oakland public library, and a health clinic that provides linguistically and culturally appropriate care to patients regardless of their ability to pay.



Employment Focus

Employment focused development consists primarily of non-residential spaces that create opportunities for local small businesses, employment, skills training, and production, repair, and craft oriented industrial spaces. This type of development is intended to support economic activity and job opportunities within the community.

100 Hooper, San Francisco



100 Hooper, San Francisco



The Hatchery, Chicago



The Hatchery, Chicago

Case Study

The Hatchery, Chicago

The Hatchery in Chicago is strategically located right outside Kedzie station along the “L” rapid transit system, for ease of access for the community near and far. It enables local entrepreneurs to build and grow successful food and beverage businesses and provides job training and placement programs, which in turn creates sustainable economic growth and new job opportunities.

It is a 3.2-acre site which consists of shared and private kitchens and classrooms, business incubators, food storage, offices for non-profit organizations, and a large farmers market.



Future Land Use Map

The Future Land Use Map (FLUM) is a parcel-level land use map illustrating how each place in the NLTC Station Area should evolve or be preserved to support the vision. It is the plan’s primary land use decision-making tool and balances the community’s needs, objectives, and priorities, while supporting ETOD in the area. Although it guides land use decisions, the FLUM is not a zoning map. When used for land use decisions, it should be used in conjunction with other plan elements to guide decisions about proposed zoning cases and the design and application of new development regulations.

*Previously adopted neighborhood plans include Future Land Use Maps that govern portions of the station area. The NLTC Future Land Use Map shall take precedence over the land use within the station area in the event of a conflict.

TOD Mixed-Use will include the highest level of development activity, ideally with a mix of ground floor commercial or other active uses with residential, commercial, and/or office uses on the upper floors.

Mixed-Use Industrial will include low impact industrial uses with added options for retail, office, and attached multi-family residential development.

Neighborhood Transition will include a variety of building sizes such as multifamily, duplexes, townhomes, or small-scale offices and commercial buildings. It serves as a transition between less intense single-family and more intense mixed-use, or commercial buildings.

The future land use map also indicates areas within ½ mile of the transit center that will continue to be governed by the Future Land Use Map contained within a previously adopted neighborhood plan for the area.

**The base zoning districts that are consistent with each category are further elaborated on the following pages.*

Legend

NLTC Site Boundary

Future North Lamar Multimodal Transit Complex

Existing Income-Restricted Housing

Mobile Homes

Development Character

TOD Mixed-Use

Mixed-Use Industrial

Neighborhood Transition

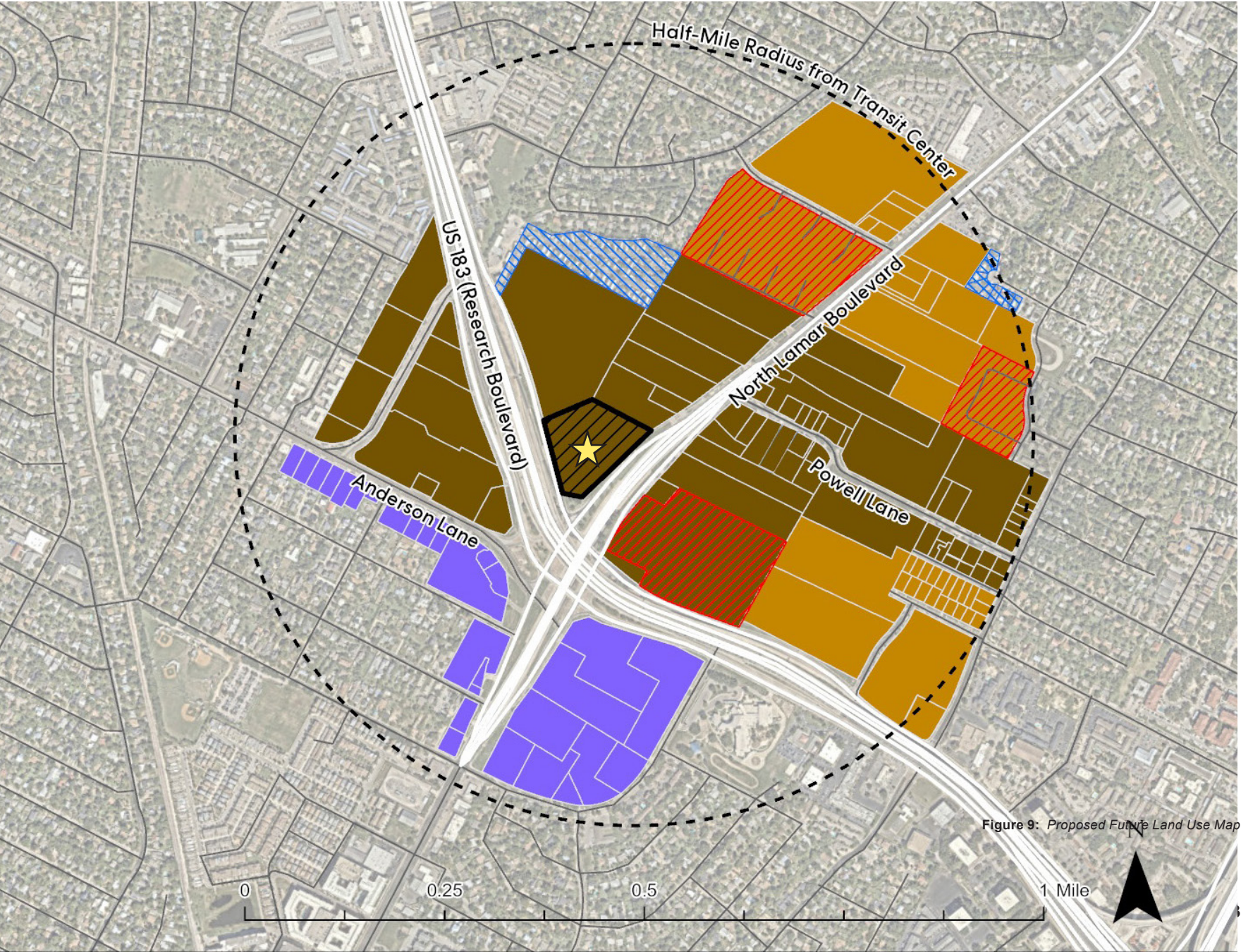


Figure 9: Proposed Future Land Use Map

Future Land Use Map

Consistent Base Zone Districts

	TOD Mixed-Use	Mixed-Use Industrial	Neighborhood Transition
SF-5			SF-5
SF-6			SF-6
MF-1			MF-1
MF-2			MF-2
MF-3			MF-3
MF-4	MF-4		MF-4
MF-5	MF-5		
MF-6	MF-6		
MH			MH
NO		NO	NO
LO		LO	LO
LR		LR	LR
GO	GO	GO	
GR	GR	GR	
CS	CS	CS	
CS-1	CS-1	CS-1	
CH	CH	CH	
LI		LI	
IP		IP	
W/LO		W/LO	
R&D		R&D	
P	P	P	P
PUD	PUD	PUD	PUD

Additional combining districts and density bonus programs may be applied when regulatory requirements and procedures are met. To participate, applicants must submit a rezoning application.

Figure 10: Consistent Base Zone Districts for Land Use Map

04

North Lamar Transit Center Concept Plan

A Vision for Transformation

A Reimagined Transit Center at NLTC

A Community-Serving Mix of Uses for NLTC

Sustainable and Resilient NLTC

The redevelopment of the CapMetro-owned North Lamar Transit Center land is intended to transform the single-function transit center that exists today into an urban transit-integrated community. It is a bold vision to deliver a well-functioning multi-modal transit hub that provides seamless connectivity and an enhanced user experience across diverse mobility modes while anchoring a mixed-use, mixed-income, vibrant and livable community. Opportunities for diverse housing options, employment choices, retail space for locally owned businesses, community organizations, and neighborhood services and amenities are envisioned at this transit center.

The NLTC will develop into its new role in the transit system beginning as a bus transfer center, providing housing and services to the neighborhood with immediate access to the transit facilities, while riders will have new amenities to support their journeys. Eventually NLTC will also serve light rail transit riders as future extensions are built.

A Vision for Transformation

The NLTC presently functions as a stand-alone transit facility, wedged at the intersection of US-183 and North Lamar Boulevard. It supports six current bus routes (1, 323, 350, 383, 481 and 801) including one rapid bus. The transit center is limited by its immediate surroundings, notably the imposing roadway infrastructure that bounds it on two of its three sides.

The 6.1-acre site is designed today to facilitate bus movement and easy access to these routes via transfer or park-and-ride connections, and functions well in this capacity. Currently, however, the NLTC offers limited amenities to transit users, nearby community members, or workers in terms of open space, amenities, services, or retail opportunities.



North Lamar Transit Center street view



Figure 11: North Lamar Transit Center aerial

A Reimagined Transit Center at NLTC

The NLTC site concept plan has proposed a transformed future for the CapMetro property that would serve as a catalyst for equitable transit-oriented development throughout the station area. This concept is intended to serve as a starting point for specific future engagement and design work to be done by CapMetro. The current bus circulation for both north-south and east-west routes maximize right-turn flow efficiency. The reimagined transit center maintains this flow with ingress from Research Boulevard and egress on North Lamar Boulevard. Existing and future bus routes, however, are proposed to be routed along multi-functional transit plazas that are pedestrian friendly with several amenities for transit riders, creating an attractive public realm along vibrant urban blocks.

The transit plaza located at the northeast corner of the property is designed for:

- High visibility from North Lamar Boulevard,
- Convenient and intuitive transfer between buses, and
- Ease of operation for CapMetro bus operators.

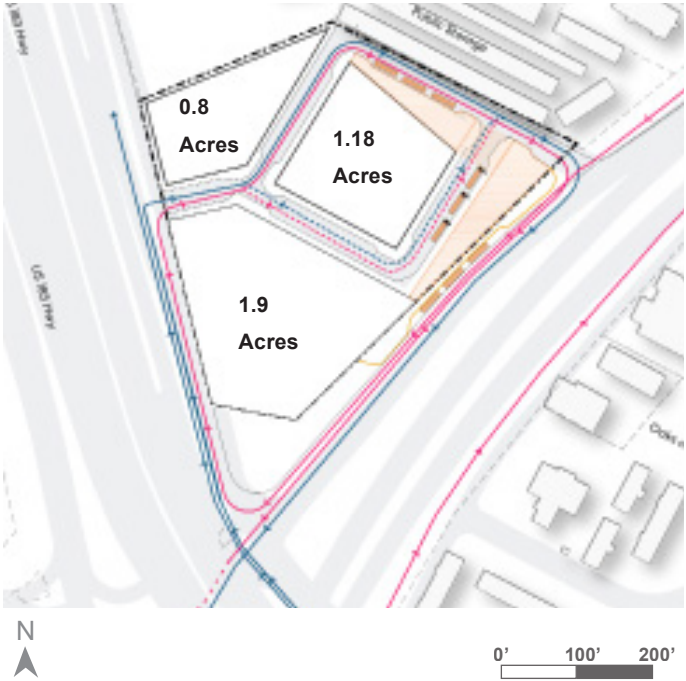


Figure 12: The graphic illustrates the site circulation and street design for CapMetro owned North Lamar Transit Center site

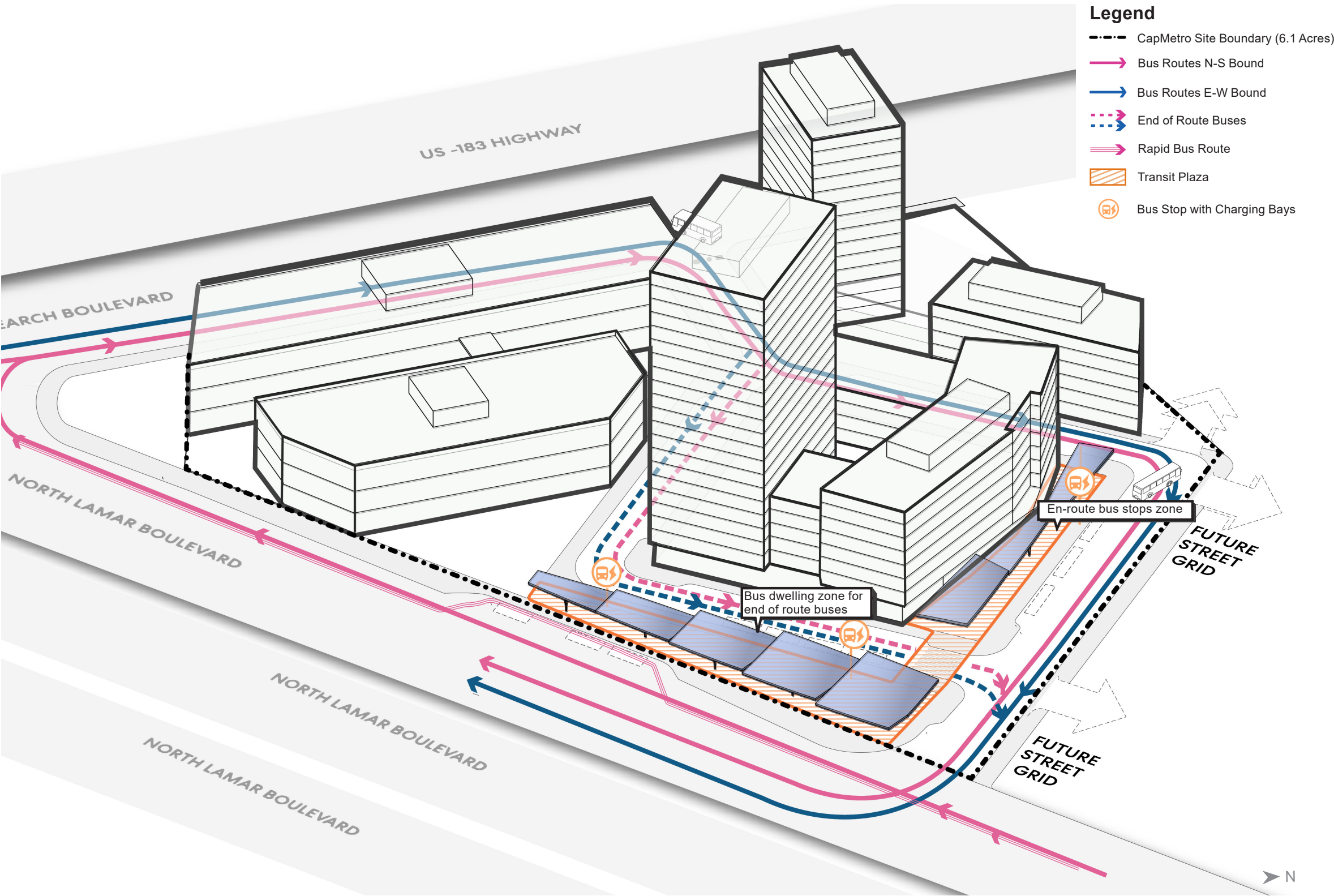


Figure 13: A reimagined transit center

Configured as an 'L' shaped zone, the arm of the plaza along North Lamar Boulevard consolidates boarding and alighting for the 801 rapid bus that remains along the edge of the site at North Lamar Boulevard, while providing bus bays for layover and charging for end of route buses to load and offload passengers on the site's interior curbside. This zone will have abundant transit station amenities under an attractive transit shelter. The second arm of the transit plaza is within clear sight and perpendicular to North Lamar boulevard along a vibrant ground-floor urban block, serving mid-route bus boarding and exiting for seamless transfers.

The creation of an urban block pattern on the CapMetro site aims to enable future street connectivity across surrounding parcels. This would help promote future development that complements the vision for the CapMetro property. It initiates a street network that will facilitate flexibility in connecting to future light rail transit service irrespective of the platform location. The design here could connect to a potential light rail platform location located within the sunken portion of North Lamar Boulevard immediately adjacent to the site, or the bus transit center could evolve and relocate further north if that were to emerge as the preferred option.

Beyond facilitating an improved transit experience this design unlocks the parcel for valuable development, bringing a wide mix of uses to the CapMetro owned property and enabling people to live and work near transit.



Figure 14: A reimagined transit center

A Community-Serving Mix of Uses for NLTC

Public input prioritized affordable housing options, workforce opportunities, and a mix of ground floor uses including services like health clinics and childcare, as well as retail like grocery stores and small local shops. Transit riders also highlighted the need for amenities such as public bathrooms and transit navigation kiosks. This proposed redevelopment concept incorporates community feedback into the vision, showing how these uses might coexist. Mixed-income residences and affordable small business rental spaces help to ensure there are opportunities for all in this transit-oriented development.

The conceptual site is planned for three high-intensity mixed-use development blocks. The two blocks to the north contain mixed-income, mixed-use buildings which are envisioned to contain a variety of residential unit types available to people of different means and household sizes. These blocks would be designed to offer shared underground public parking to serve community members, commuters, and businesses. The building on the northeast parcel integrates directly with the transit plaza, where the most active ground floor uses are envisioned within the site. These spaces could support restaurants, a grocery store, a CapMetro amenities center and support facilities for CapMetro workers.

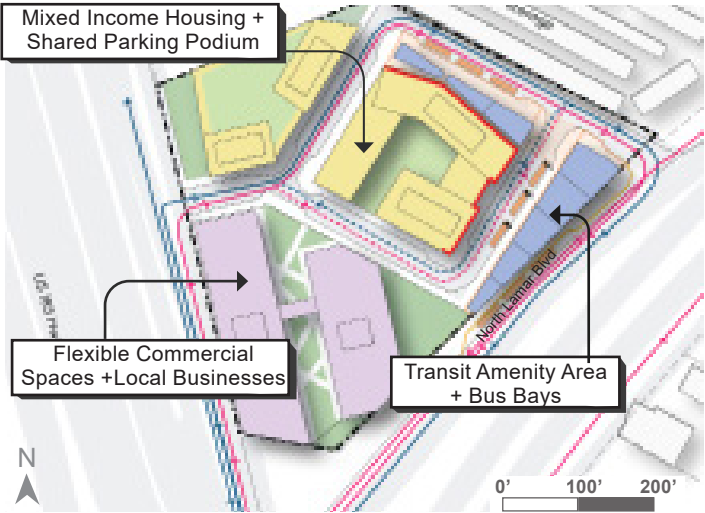


Figure 15: Calibrated mix of uses for a complete community

The conceptual design will evolve and adapt with community collaboration during the future development process.

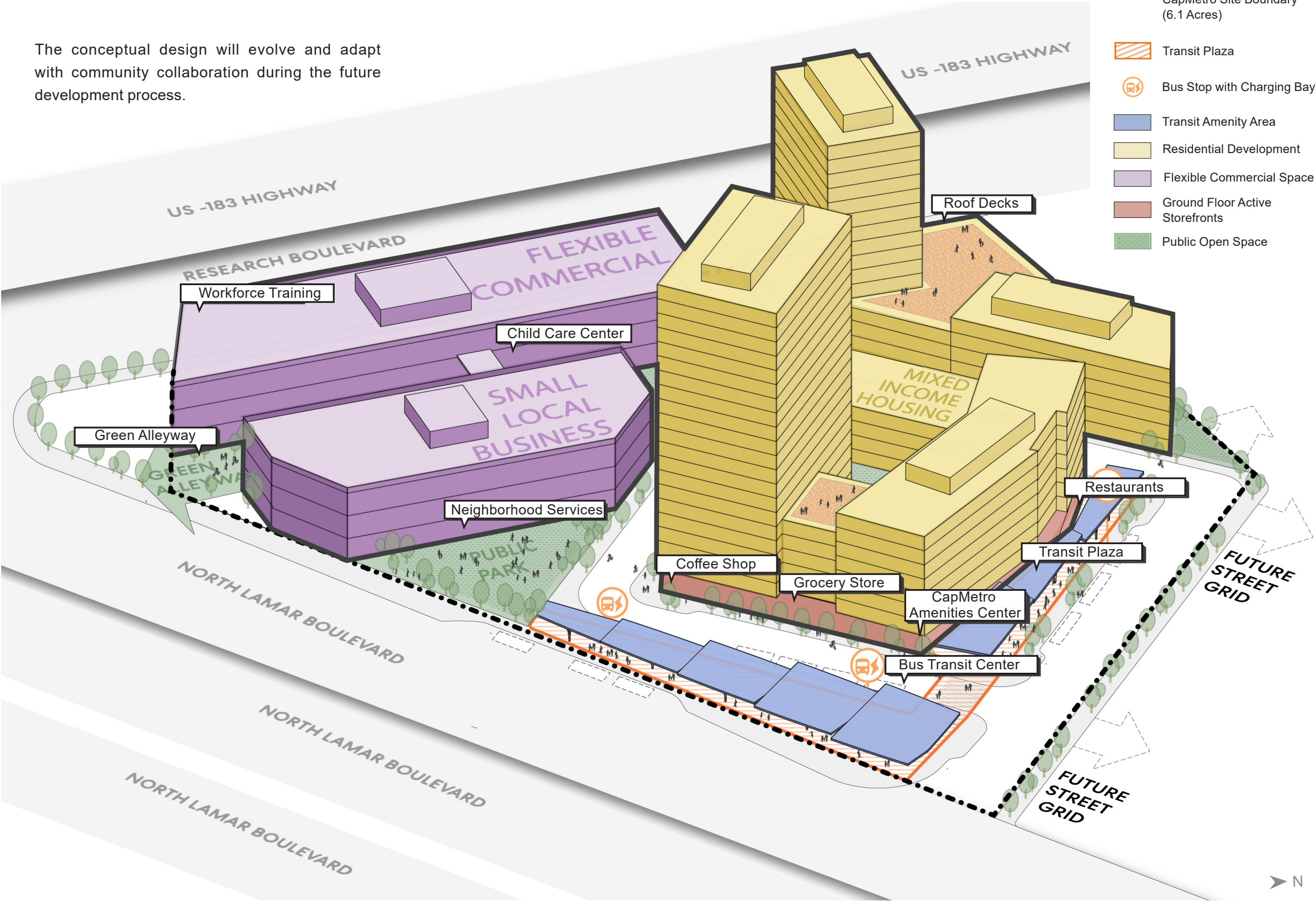


Figure 16: A vibrant, walkable, transit-integrated urban environment



The southern development parcel, bounded by North Lamar Boulevard and US-183, is intended as a pair of flexible commercial buildings, separated by a landscaped courtyard which is shaded by the buildings and sheltered from US-183. The triangular green space adjacent to the transit plaza functions as a public open space for the development.

The commercial buildings (as represented in the illustration) are shown with a lower height but larger footprint and width than the residential buildings to allow for flexible configuration. These buildings may include spaces that support small local businesses such as co-working spaces, incubation spaces, and leasable storefront or office space at a scale appropriate to these types of tenants. Additionally, partnering with small business support or skills training providers on site could contribute to the upward mobility of the workforce population in the area.

In designing these buildings, it is important to achieve a strong component of affordability in this development and create housing choices that support people at different stages of life and families of different sizes. Housing options could also include specific accommodations for targeted groups such as seniors, artists, the public workforce, or other groups of workers to facilitate equitable community outcomes. Specific targets for the unit mix and affordability will need to be set by CapMetro and informed by further study as this project moves forward.



Figure 17: An inclusive, multi-tenant, flexible commercial and light industrial space that promotes local, small entrepreneurs