

North Lamar Transit Center Station Area Vision Plan - Planning Commission (PC) Amendments and Staff Responses

No.	Planning Commission Amendment	Staff Recommendation	Staff Response	Text Changes
WG1	On FLUM, expand Neighborhood Transition Zone to include remaining sites within NLTC ½ mile boundary, excluding open space and existing land use.	Not recommended	<p>Staff does not recommend expanding the geography covered by the Neighborhood Transition designation. In addition to triggering additional notifications and NPA amendments, the boundaries were deliberately drawn to focus primarily on existing commercial sites for a number of reasons:</p> <ul style="list-style-type: none">• Focusing on these areas will ensure that we focus on the larger sites that are most likely to redevelop.• Existing single family zoned sites are already covered by several significant land use reforms that will allow an incremental increase in transit supportive densities and development of missing middle housing in these areas over time through the HOME amendments that were adopted in 2023 and 2024, and the citywide modification to eliminate parking minimums, as well as site plan lite amendments.• The feedback received from the community throughout the process included a desire to focus on the core area around the transit center.• Staff is trying to manage displacement pressures with the proposal, and the broader upzoning of residential properties could create displacement pressure for the existing community.	General recommendation. No changes were made to the PC Recommended Draft.
WG2	Facilitate access to the North Lamar Transit Center with improved connectivity from the Transit Center northbound to Powell Lane extension and eastbound across North Lamar with a separate bicycle and pedestrian bridge, aligning with proposed Austin Light Rail plans, and add a note regarding ASMP alignment.	Recommended	<p>Staff coordinated with TPW to identify additional east-west and north-south multimodal connections.</p> <p>For the second recommendation, staff concurs with the Planning Commission to add a note to the Proposed Connectivity Map regarding the need for ASMP alignment.</p>	Incorporated into the PC Recommended Draft.
WG3	Request staff to provide an update within six months to share next steps to bring base zones within ETOD into compliance with vision plans.	Policy/Programmatic/ Future Action	Staff is working to create additional zoning tools, including ETOD Overlay Phase 2 and potential new mixed-use zones, and will work to initiate rezoning of the station areas within the next 12-24 months once new tools are available. In the meantime, property owners would be able to initiate property-specific rezonings consistent with the new FLUM. Staff supports providing a status update within 6 months.	General recommendation. No changes were made to the PC Recommended Draft.

WG4 5/22/2025	Prohibit new auto-oriented uses (consistent with uses prohibited in DBETOD) within ETOD areas.	Recommended	Staff recommends adding the following note to the Future Land Use Map: “Consider prohibition of auto-oriented uses during rezoning.”	Incorporated into the PC Recommended Draft.
F. Maxwell	Include the City’s Urban Design Guidelines in projects within Station Area Vision Plans.	Policy/Programmatic/ Future Action	Staff will explore the options for applying design guidelines in ETOD station areas during the update of the Urban Design Guidelines.	General recommendation. No changes were made to the PC Recommended Draft.
A. Azhar	Ensure that future maps associated with the NLTC Station Area identify parcels with existing income-restricted affordable housing, mobile homes, and places of worship.	Recommended	Staff recommends labeling parcels with existing income-restricted affordable housing, mobile homes, and places of worship as we develop future maps of the areas.	General recommendation. No changes were made to the PC Recommended Draft.

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.
- 6

Integrate all transportation connections and improvements identified in this vision plan into the Austin Strategic Mobility Plan (ASMP).

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

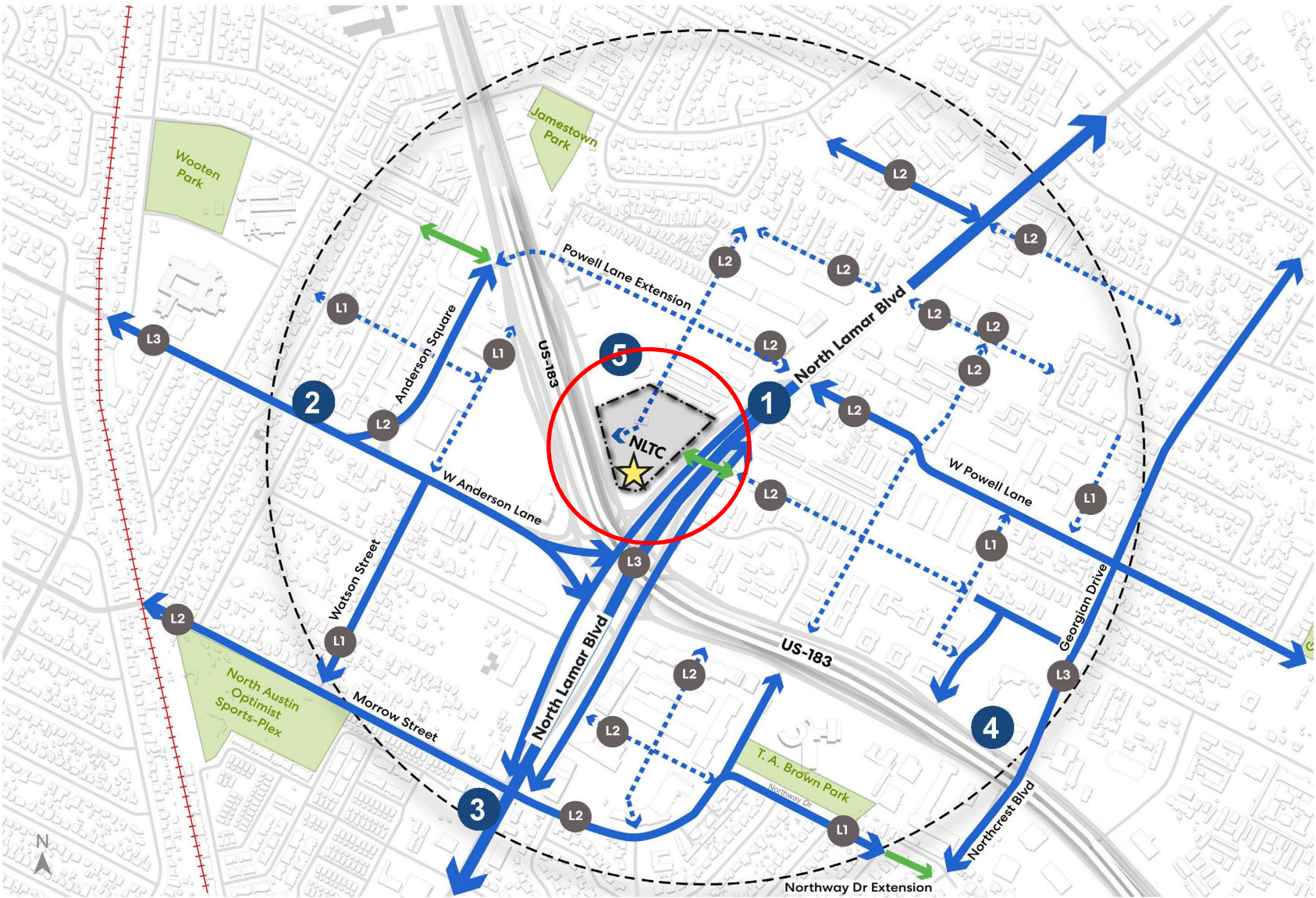


Figure 6: Proposed street connectivity

The station area is carved roughly into four quadrants, separated by North Lamar Boulevard and US-183. The first four recommendations seek to improve the connectivity across these physical barriers, forming a modified loop that stitches the four quadrants together. Beyond this primary improvement to circulation within the station area, further recommendations seek to increase secondary connections with neighborhood streets or pedestrian access within blocks. The intent is to deliver a robust and accessible network that fosters healthy living for people of all abilities.

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

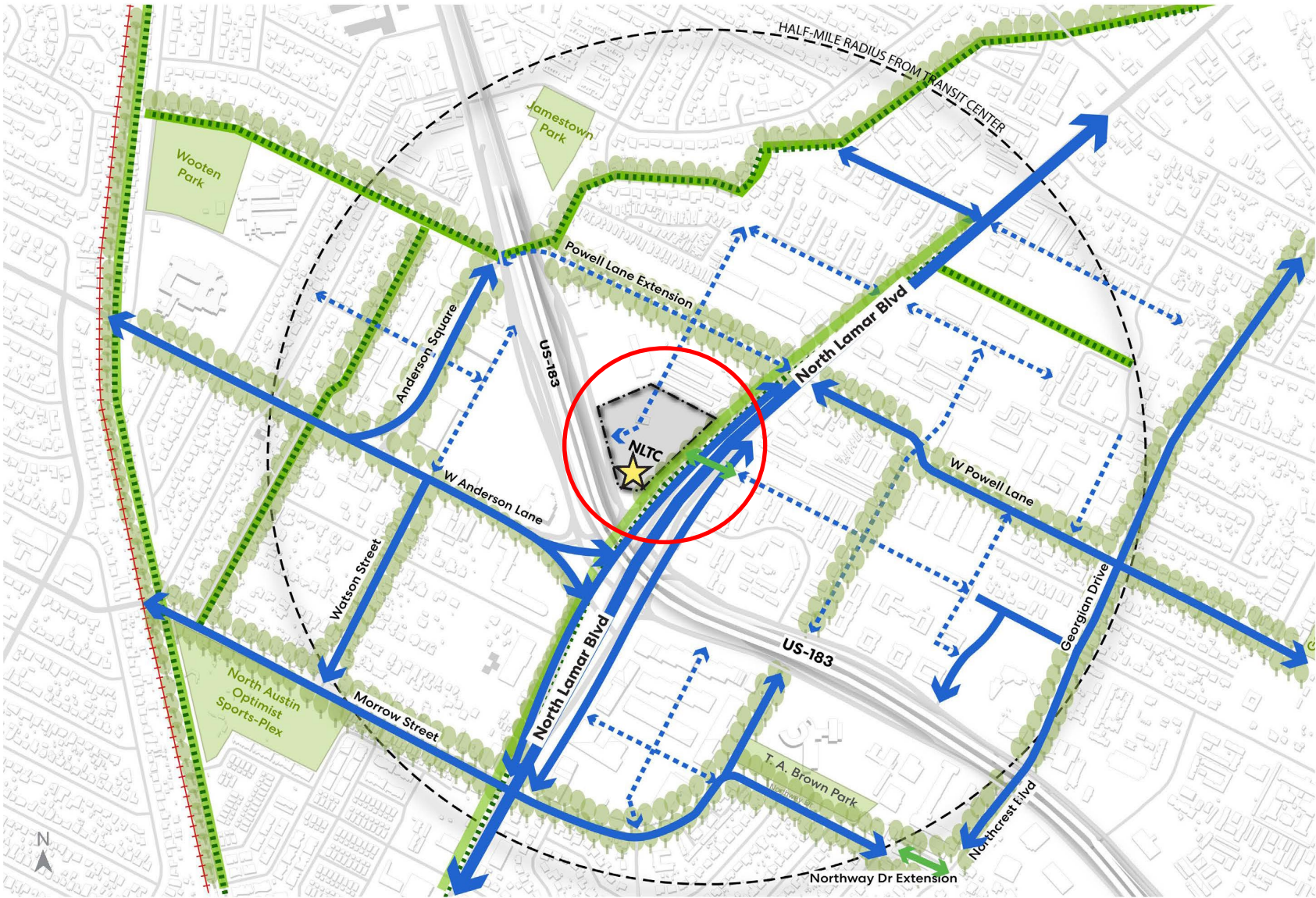


Figure 7: Proposed open space network

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.

