

TOD Priority Tool

A Resource for Identifying TOD Opportunities to Support High-Capacity Transit



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1. THE TOD PRIORITY TOOL

Capital Metro is undertaking a system-wide initiative to encourage transit-oriented development (TOD) along its high-capacity MetroRapid and MetroRail transit corridors. TOD is an attractive, walkable, and sustainable development pattern, organized around high-capacity transit that can maximize Capital Metro's system ridership and provide Central Texas residents in the Greater Austin area with an array of housing choices, and convenient access to the region's jobs, services, campuses, and amenities.

This report, and the accompanying pages on Capital Metro's website, comprise the new TOD Priority Tool, which provides a foundation for planning and investment strategies around transit stations. The TOD Priority Tool seeks to:

- Examine the existing state of transit-oriented development along the Capital Metro system through careful research and analysis of each station.
- Establish a closer relationship between land use decisions and transit system efficiencies, improving both to increase ridership.
- Identify on-the-ground, station-specific implementation action items

The TOD Priority Tool is focused on areas within a half-mile radius around high-capacity transit stations on the MetroRapid and MetroRail system. The current version of the Tool provides information about MetroRapid 801 stations, and will add information about MetroRapid 803 and MetroRail stations later in 2016, with subsequent periodic updates planned.

Transit-Oriented Development Guide | 2016

A Resource Manual for Designing Good Urbanism



TOD allows communities to grow in a compact manner—building the tax base without increasing congestion.

1.1 Transit-Oriented Development

TOD is a form of city design that integrates walking and biking with buses and trains, through smaller block sizes, complete streets, compact development, shade, places to sit, buildings with shop fronts, and other people-friendly features.

TOD is not a building or a project. It's a comprehensive pattern of land use and development. Nor is it a universal, one-size-fits-all pattern; TOD can and does vary from setting to setting, with different mixes of land use; different levels of population, employment, and civic activity; and different scales of development.

1.2 Principles

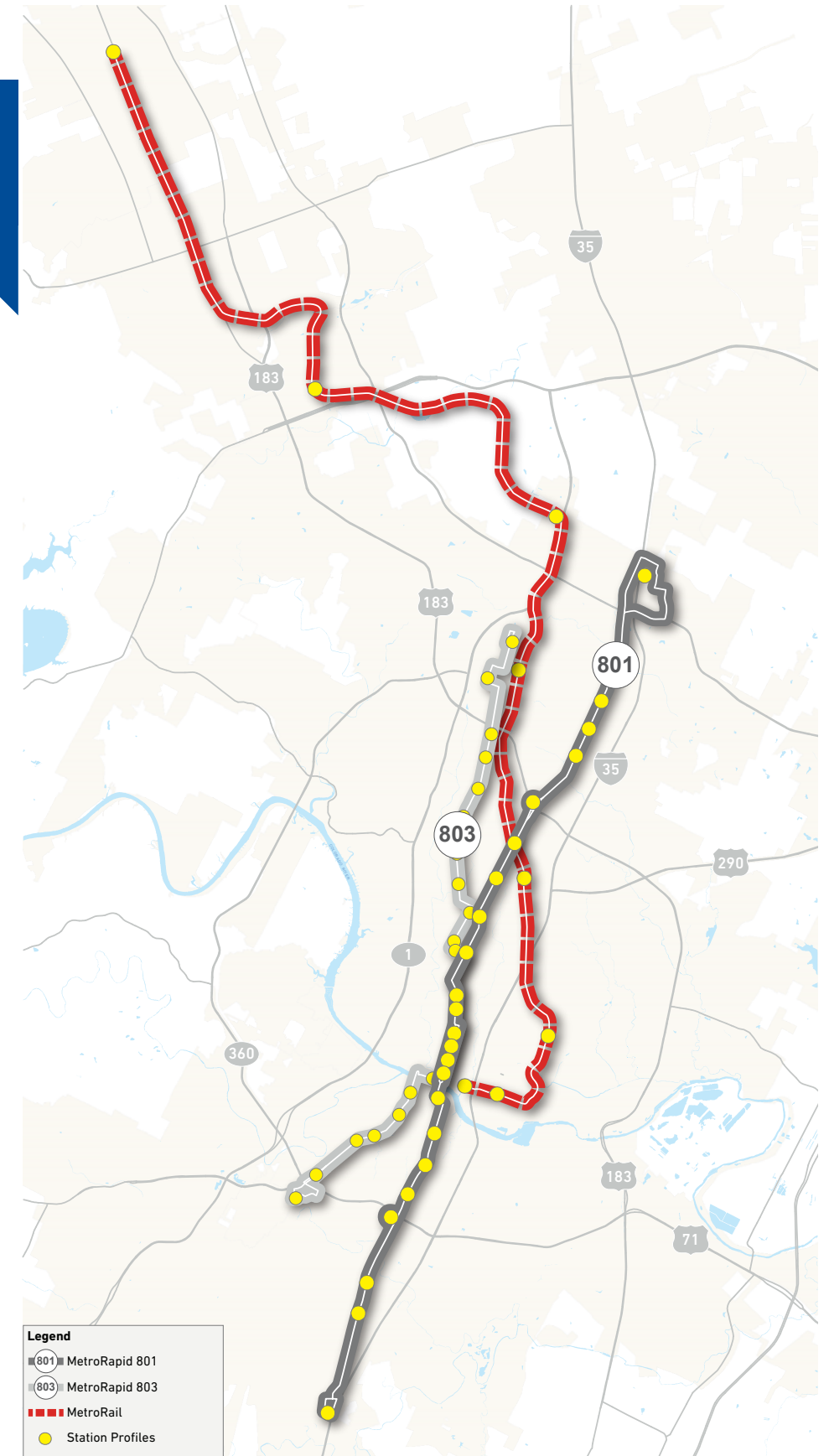
TOD is an urban design form that is less car-centered. Transit-oriented places attract people of all ages, incomes, and abilities. TOD can simplify daily life, saving people time and money, and providing them with options so they can choose where to live, work, play, and gather.

Removing barriers to TOD and improving multi-modal first- and last-mile connections around high-capacity transit stations makes transit a far more robust travel option, within both established neighborhoods and emerging areas.

While every place is different, successful TOD is typically a combination of four foundational principles, tailored to the place in question:

- **Compact and dense relative to its surroundings.** This allows more people to live, work, shop, or go to school within walking distance of a station.
- **A rich mix of land uses.** This creates "24/7" places, where people can walk from activity to activity. Mixed-use development also strengthens the link between transit and development, by combining transit origins and destinations and thereby allowing more efficient use of the system.
- **A great public realm.** Transit-oriented development is pedestrian-oriented development, with a grid of small, navigable blocks, sidewalks throughout, ample lighting and way-finding, active uses at street level, attractive amenities, and vibrant "third places"—informal gathering spots separate from home and work that foster interaction, like small plazas and coffee houses.
- **A new approach to parking.** TOD doesn't mean "no cars", but it often requires less dedicated parking. Parking is shared as much as possible and designed so as not to dominate the visual or pedestrian environment.

Capital Metro has developed a **Transit-Oriented Development Guide** that offers an "at a glance" resource guide and a collection of best practices; it provides further specifics on TOD planning principles. This guide is periodically updated as new tools and practices become available that apply well locally.



Overall System Map

Development at high-capacity transit stations and transit centers directly impacts the community by being well-designed, walkable, and transit-centered.

1.3 Benefits

Integrating transit service and land use to support vibrant neighborhoods provides a wide range of benefits for the entire Central Texas region as explained below:

1.3.1 Transit Keeps the Region Moving Forward

- The Austin-Round Rock Metropolitan Statistical Area (MSA) has a population of nearly 2 million people according to the U.S. Census Bureau, and has ranked the 16th largest gross domestic product per capita in the US in 2015.
- Enhanced transit links help build strong neighborhoods.
- Businesses can better retain employees by providing access to walkable urban environments, which has been noted as a key attractor for knowledge-talent.
- The creation of employment hubs within a network of places makes travel more efficient and consumes less land.
- Communities best served by transit produce far fewer transportation emissions.
- Residents of the most walkable areas of the country drive 26% fewer miles per day than those living in the most sprawling areas.
- Solid ridership on the existing high-capacity network provides a convincing case for expanding or enhancing service to growing areas.

1.3.2 TOD is Fiscally Prudent and Makes Good Planning Sense

- Residential property value near rapid transit out performs others from 12% to as much as 40% .
- Retail businesses in transit and pedestrian friendly areas enjoy sales far higher than those located elsewhere.
- A fair market return is expected on properties and improvements owned by Capital Metro.

1.3.3 Focus on Current and Potential Riders

- 80-90% of the workforce commuting from Capital Metro's northwest service area commutes daily into Austin and nearby cities.
- The transit patron's experience improves from great connections, conveniences, and services.
- Location efficiency is key to realizing true housing affordability. The average household spends 18% of their annual budget on transportation. Providing travel options beyond driving for commuting and errands can reduce this by one-half (9%).
- Living near reliable transit saves people up to \$10,000 a year on transportation costs.
 - Low-income residents near high capacity transit have access to more jobs.
 - Adults who walk, bicycle, and take transit have obesity rates three times lower than those who typically drive.

TOD capitalizes on existing stations by connecting people to regional employment and activity centers.

1.3.4 Driving into the Future

- Cities in Capital Metro's service area have a demonstrated willingness to partner for leveraging transit investment over the long term.
- TOD capitalizes on existing stations by connecting people to regional employment and activity centers.
- Using form-based code, flexibility and diversity of uses are encouraged.
- Neighborhoods with a variety of housing types offer choices to different ages, needs, and tastes.
- Bicycle and pedestrian connections are either planned or in place to enhance travel options and to connect properties to transit hubs.

1.4 Readiness

High-capacity transit service isn't the only ingredient needed for the areas around transit stations to become great transit-oriented communities. Capital Metro considers the following four dimensions when assessing the readiness of its station areas to attract successful TOD.

1.4.1 Connectivity

TOD requires high levels of multi-modal connectivity between the station and its surrounding neighborhoods. Frequent and reliable transit service is necessary, as is easy and safe movement along sidewalks and bikeways connecting to the station. Access to primary vehicular routes is also supportive of development, as is convenient access to the region's employment base and other activity centers.

1.4.2 Market Strength

Areas exhibiting strong real estate fundamentals are likely to evolve into TOD more quickly than those lacking density, development activity, and market performance. A strong resident and employment base provides a captive audience for transit, retail, and other uses. Development begets other development – successful "pioneering" real estate projects trigger additional projects, and investment in established neighborhoods encourages other owners to maintain their properties and look for opportunities for infill development or redevelopment.

1.4.3 Available Land

TOD is only possible to the extent that property is available, in parcels of practically developable size and shape. Some stations have plenty of open, developable land. Others, located in areas already developed, may provide opportunities carved out of places that are not immediately obvious: surface parking lots, publicly owned facilities, and underutilized or vacant properties ready for reuse. Such development is especially important at the corners and street frontages immediately around a transit station, where progress toward TOD (or lack of it) is highly visible.

1.4.4 Government Support

Supportive land use plans and regulations, as well as local infrastructure investment policies, profoundly affect the feasibility of TOD. Without the underlying zoning, subdivision regulations, land use plans, and other administrative tools in place, the market may not be able to implement the mix of uses, form, and scale characteristic of TOD by-right, or without special permissions and interventions. Likewise, how local government prioritizes and executes investments in civil infrastructure, such as street maintenance, sidewalk repair, bicycle paths, and provision of water and sewer, has a real influence on how and where development or redevelopment happens.

1.5 Who Makes TOD Happen?

This TOD Priority Tool is designed to be useful to many people across the Capital Metro service area who have a role or stake in making TOD happen.

1.5.1 Property or Business Owners in a Station Area



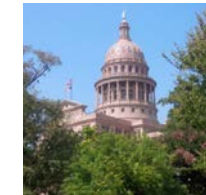
Residential and commercial property owners as well as business proprietors can use the TOD Priority Tool as a guide for making real estate decisions, renovating their homes or facilities, or opening or expanding their business. The station profiles in Chapter 5 of this report provide data and planning concepts for individual station areas that can help inform those decisions and communicate the TOD vision for each area from Capital Metro's perspective.

1.5.2 Developers or Builders



Developers or builders can use the TOD Priority Tool to get information on Capital Metro's TOD focus areas, obtain information on planned civil infrastructure projects, identify properties for new development, and leverage recommendations for public sector investments in station areas. Developers and builders are the ones who create the vibrant mix of uses necessary to enhance Austin's walkable, transit-supportive urban character.

1.5.3 Public Sector Stakeholders



Public sector stakeholders can use the TOD Priority Tool as a key input in prioritizing, funding, and implementing civil infrastructure and broader urban planning recommendations. Understanding the relationship of potential capital investments to TOD needs identified by Capital Metro can help direct finite resources to the most opportune areas. Relevant stakeholders include Capital Metro, the City of Austin and other cities in our service area, Travis County, Williamson County and the Capital Area Metropolitan Planning Organization, as well as federal and state agencies like the Federal Transit Administration, US Department of Transportation, and Texas Department of Transportation that provide funding and technical assistance.

1.5.4 The General Public



No one has a bigger stake in TOD than the general public, whose opportunity to choose where and how to live, and to commute more conveniently and affordably, depends on mixed-use development near high-capacity transit. The TOD Priority Tool is designed to convey a great deal of information about transit stations and their potential development in an accessible, engaging format, so that citizens and community organizations can participate in these decisions.

The transit patron's experience improves from great connections, conveniences, and services.

Typology is timeless— it reflects the ultimate vision for a station area

1.6 The TOD Priority Tool Framework

TOD is not a one-size-fits-all idea, and it doesn't happen overnight. Within Greater Austin, and even within a single premium transit corridor, TOD can occur in different shapes, sizes, and timeframes. A key feature of Capital Metro's Priority TOD Tool is an analytic framework that helps recognize how individual stations are alike, how they differ, and what they need to attract transit-oriented development. This framework consists of two distinct classification schemes: a **TOD Place Typology** that describes different kinds of station areas, and a **TOD Readiness Score** that evaluates how a given station area is progressing.

The **TOD Place Typology** sorts Capital Metro's transit stations into five categories differentiated by location, connectivity, land use, urban form, and intensity. A station's Typology category reflects its existing conditions as well as its future aspirational character. In that sense, the Typology is timeless – it reflects the ultimate vision for a station area, regardless of current conditions, and is not expected to change unless the community's vision for a neighborhood or district fundamentally changes. The purpose of the Typology is to establish consistent expectations for the long-term character of station-area development, supported by diverse public sector and community stakeholders. The **TOD Place Typology** is discussed in detail in Chapter 2.

The **TOD Readiness Score**, by contrast, measures how a station is doing relative to the full TOD potential implied by its Place Typology category. This score, which is scalar rather than categorical, is expected to change over time as conditions in a station area evolve. The purpose of the Readiness Score is two-fold: to identify the high-priority investments or other actions required to get the ball rolling in a given station area, and to set realistic expectations for the timeframe in which different stations are likely to achieve their TOD potential. The **TOD Readiness Score** is presented in Chapter 3.

The **TOD Place Typology** and **Readiness Score** are applied to the MetroRapid 801, MetroRapid 803, and MetroRail corridors in this report. The framework is developed to work equally well with any additional premium transit corridors that may be created in the future.

The core of the TOD Priority Tool is the compendium of station profiles, contained in Chapters 5, 6 and 7. These profiles inventory current conditions and provide a rich database for evaluating potential for TOD.

TOD presents Austin residents with vibrant options to live, work and play.



2. THE TOD PLACE TYPOLOGY

2.1 Introduction

Capital Metro’s TOD Place Typology includes five categories of TOD that reflect current and planned urban form in Capital Metro’s service area. They include:

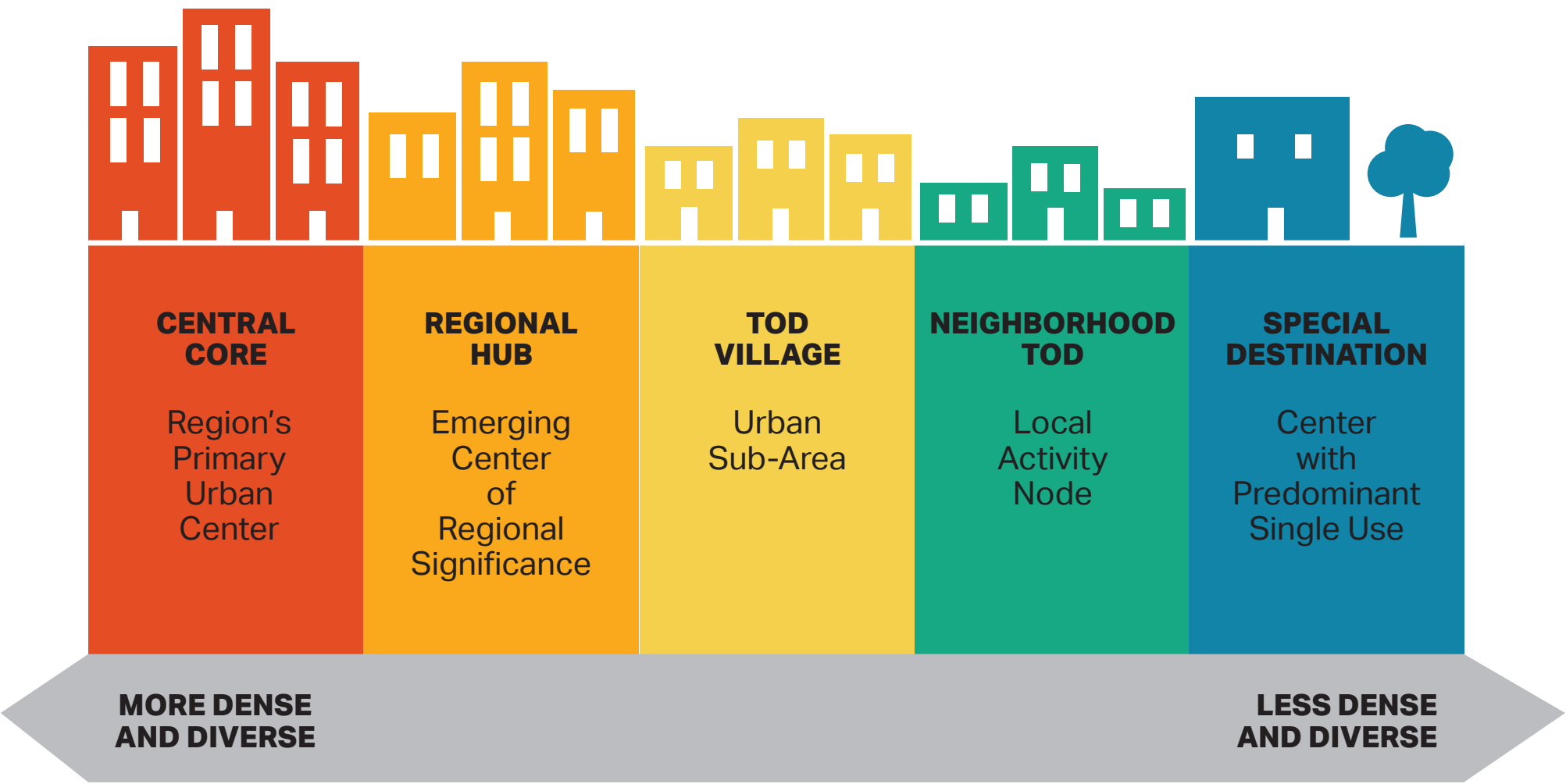
Central Core	Regional Hub	TOD Village	Neighborhood TOD	Special Destination
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In the section that follows, each Typology category is defined and explained. Each category is also illustrated by a photomontage sketch showing its composite characteristics, and by photographs of an example from Greater Austin and a parallel example from another transit system.

The categories are not hierarchical; TOD can take a variety of equally valid forms based on local conditions and preferences. In the sections that follow, each Typology category is defined and explained. Each category has been defined according to a set of qualitative and quantitative descriptors to assist with the station area assignments. For quantitative descriptors (such as population, employment and ridership), each Typology category has benchmark levels of performance against which current conditions are measured. Qualitative factors describe aspects of built form such as land use mix, function, and urban or aesthetic form, which are interpreted based on planners’ professional judgement. This approach, evaluating the combination of fundamental transit service characteristics plus the aspects of comfort, livability, activity and character, presents a well-rounded definition of great transit-served places to live, work and play. The typology definitions are both

descriptive and aspirational, which means that a given station area may demonstrate characteristics of the place category now, or may be envisioned as such a place in the future. Each category is also illustrated by a photomontage sketch showing generalized composite characteristics, and by photograph examples from the Capital Metro service area and from another North American transit system.

In addition to their TOD Place Typology category, some stations are also assigned an “overlay” designation that describes a key function or feature that influences their transit usage pattern, such as seasonal ridership, varied work shifts, or special peak-demand hours. These designations can be applied to stations of any Typology category.



2.2 PLACE TYPOLOGY CATEGORIES

2.2.1 Central Core

Central Core station areas are located in Greater Austin’s primary urban center, in and adjacent to downtown Austin and the University of Texas main campus. Compared to the other four place types, Central Core station areas are characterized by the greatest diversity and mix of land uses, the highest built densities, and the highest intensity of activity—that is, the combination of population and employment. In addition to students living on- and off-campus and a growing population of non-student households, the Central Core is home to destinations that together create a dynamic, multi-purpose, seven-day kind of place, with civic, business, cultural, recreational, and institutional attractions.

These stations feature the highest segment ridership in the Capital Metro system, and over time are expected to generate even greater ridership. The high transit usage reflects not only the numbers of people coming and going, but the fact that the mix of uses generates bi-directional demand—trips heading into and out of the core—connecting both north and south, during both daily commute periods, and on weekends as well. At the same time, Central Core station areas are the most walkable and bikeable of all the Typology categories, because so many diverse uses, and the stations that serve them, are close together and meet the sidewalk in an inviting way. This condition—high transit ridership, extensive walking and cycling—is typical of Central Core stations in many other transit cities.

Illustrative Examples

Photomontage sketch of a Central Core station area: highest densities and mix of uses, high employment and residential activity, significant streetscaping and urban design.



Austin: Republic Square Station: a shared MetroRapid 801 and 803 station. Intense development with vertical and horizontal mixed uses – a high density employment, visitor and residential center.



Downtown Sacramento, CA: K Street light rail stop. Downtown-scale buildings, an amenity-rich streetscape, a rich mix of land use, and frequent interfaces with connecting bus routes. This scene is one block from the State Capitol.



TOD Benchmarks

To achieve their full, aspirational TOD potential, Central Core station areas are expected to reach most or all of the following benchmarks:

- Combined intensity (residents plus jobs) of at least 20,000 per square mile
- Average population density of at least 15,000 people per square mile (which the Federal Transit Administration rates as “high” for transit-supportiveness)
- Average weekday ridership of at least 1,200
- Multi-modal connectivity
- TOD building form or public space on the street frontage or corners adjoining the station
- Full sidewalk coverage throughout the station area
- The fullest mix of land uses
- Vibrant public amenities
- “Third places”—neutral public gathering places separate from home and work

Central Core Stations on MetroRapid Route 801

The MetroRapid 801 corridor includes seven Central Core stations:

- UT stations (Dean Keeton and West Mall)
- North Downtown stations (Museum and Capitol)
- South Downtown Stations (Austin History Center and Republic Square)
- Audiorium Shores

Central Core Stations on MetroRapid Route 803

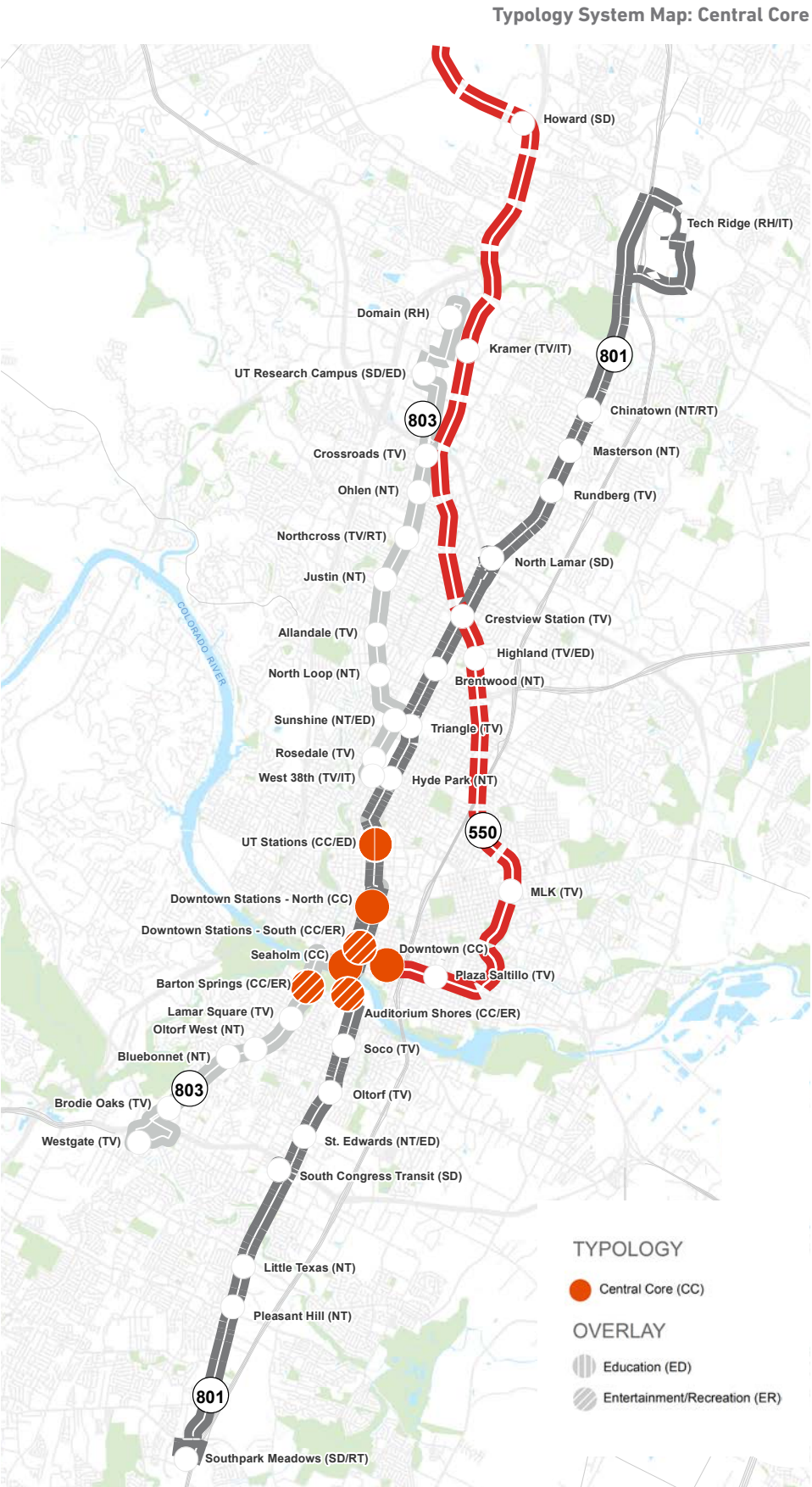
The MetroRapid 803 corridor includes two Central Core stations:

- Seaholm
- Barton Springs


Central Core Stations on MetroRail Red Line

The Red Line includes one Central Core station:

- Downtown



2.2.2 Regional Hub

 Regional Hub station areas are emerging centers of regional significance located outside the Central Core. They can be located in outlying city centers or other historically developed areas, or in newer development districts built in the automobile era. These station areas feature high densities and diverse mixes of land use, although at levels typically below those of the Central Core. They are multi-purpose destinations with relatively high segment ridership, but again, less than in the Central Core.

Regional Hub stations are in districts that might be described as “edge cities”. Typically located near regional highway interchanges, they are nonetheless planned mixed-use districts, with “complete streets” and walkable environments. As TOD places, Regional Hubs contrast with low-density, single-use developments such as shopping malls, business parks, and residential subdivisions.

Because of their peripheral location, Regional Hub stations may also serve as multi-modal portals into the transit system, with feeder bus connections and commuter park-and-ride facilities. Although their mixed-use composition generates bi-directional commuting demand, Regional Hubs at or near the end of their transit corridors lack the multi-directional ridership advantage of the Central Core.

TOD Benchmarks

To achieve their full, aspirational TOD potential, Regional Hub station areas are expected to reach most or all of the following benchmarks:

- Combined intensity (residents plus jobs) of at least 14,000 per square mile
- Average population density of 9,600-15,000 people per square mile (FTA “medium-high” transit-supportiveness)
- Average weekday ridership of at least 700
- Multi-modal connectivity
- TOD building form or public space on the street frontage or corners adjoining the station
- Full sidewalk coverage throughout the station area
- Mixed land uses
- Vibrant public amenities
- “Third places”—neutral public gathering places separate from home and work

Regional Hub Stations on MetroRapid Route 801

The MetroRapid 801 corridor has a single Regional Hub Station:

- Tech Ridge Park & Ride

Regional Hub Stations on MetroRapid Route 803

The MetroRapid 803 corridor has a single Regional Hub Station:

- Domain

Regional Hub Stations on MetroRail Red Line

The Red Line has two Regional Hub Stations:

- Leander
- Lakeline

Illustrative Examples

Photomontage sketch of a Regional Hub station area: high densities and diverse mix of uses, concentrated in smaller than Central Core but emerging area in prominence.



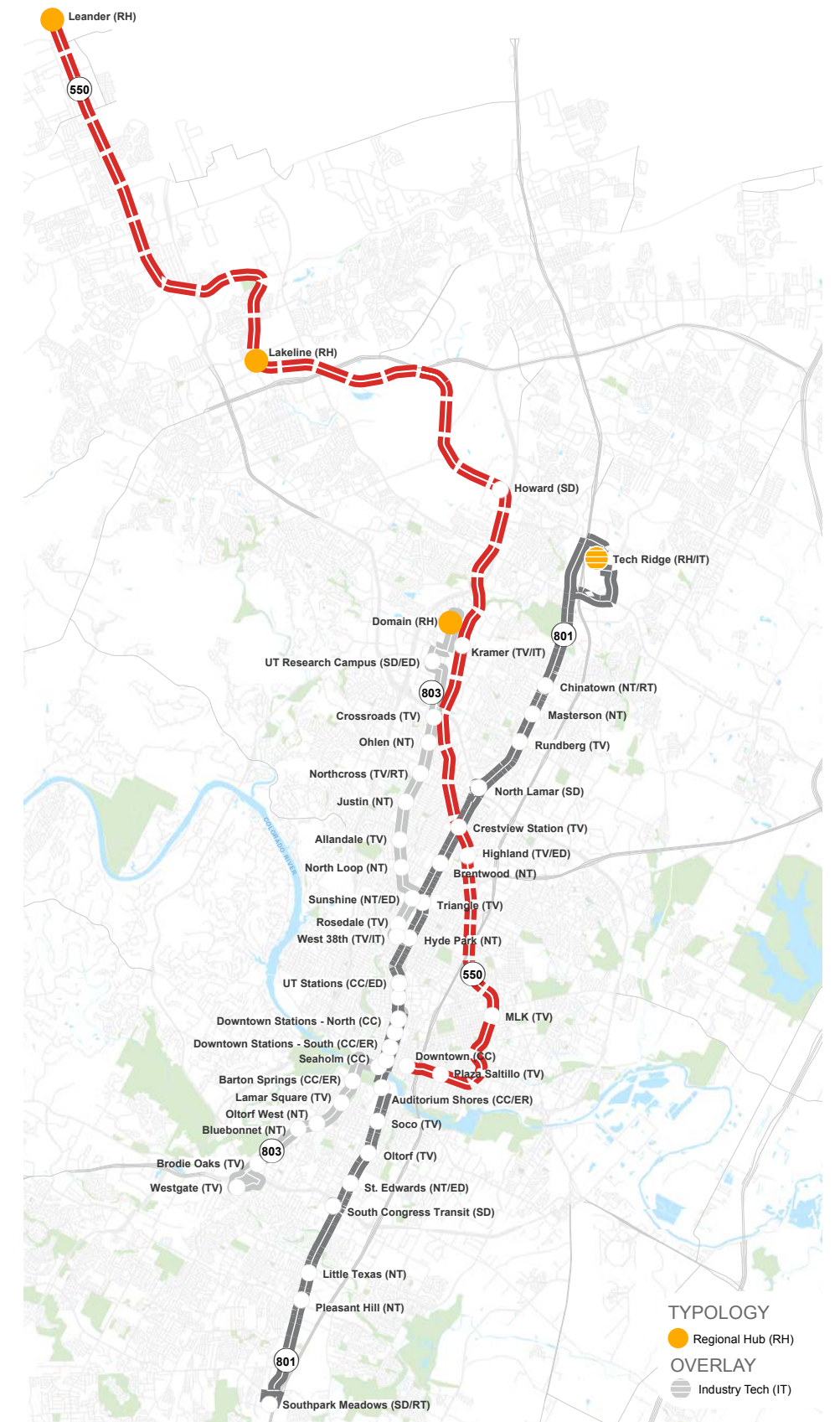
Austin: The Domain. While its location is defined by the nearby MOPAC Expressway, this large, mixed-use development district is also served by the MetroRapid 803 and by the Kramer MetroRail station. The development has an urbanist form.



Newmarket, Ontario: This historic, mixed-use city center is 25 miles from downtown Toronto, at the edge of the metropolitan area alongside the Highway 404 expressway. A designated Regional Centre, it is served by the “viva” bus rapid transit corridor and by GO commuter rail. (Image source: Regional Municipality of York, Ontario)



Typology System Map: Regional Hub



2.2.3 TOD Village

TOD Villages are focal points—mixed-use urban places with good, highly visible transit service. They are nodes of moderate- to high-density development, usually amid lower-density surroundings. TOD Villages feature a diverse core of land uses and attractions, although the outlying portions of a station area may be primarily residential, commercial, or institutional. These station areas often have a dual function, as regional destinations for entertainment, culture, or commerce, as well as everyday service centers for the surrounding neighborhood.

TOD Villages may be traditional town centers or newly developing areas. In Austin, they are likely to be located at key crossroads, where a north-south arterial corridor or rail line intersects a primary east-west cross-street. TOD Villages are multi-modal, particularly where local bus routes on the cross-streets connect with the premium transit service.

TOD Villages have a village or town center “feel”, with an organized grid block pattern of paths and streets and with stores, restaurants, and other active uses animating the sidewalk. The key corners and frontages have buildings or public amenities that contribute to the TOD Village composition. The station areas designated as TOD Villages are at different stages of evolution, but they have the location, connectivity, and development potential to achieve the scale and character described here.

TOD Benchmarks

To achieve their full, aspirational TOD potential, TOD Village station areas are expected to reach most or all of the following benchmarks:

- Combined intensity (residents plus jobs) of at least 8,000 per square mile
- Average population density of 5,760-9,599 people per square mile (FTA “medium” transit-supportiveness)
- Average weekday ridership of 400-750
- Multi-modal connectivity
- TOD building form or public space on the street frontage or corners adjoining the station
- Full sidewalk coverage throughout the station area
- Mixed land uses
- Vibrant public amenities
- “Third places”—neutral public gathering places separate from home and work

TOD Village Stations on MetroRapid Route 801

- Rundberg
- Crestview
- Triangle
- SoCo
- Oltorf

TOD Village Stations on MetroRapid Route 803

- Crossroads
- Northcross
- Allandale
- Rosedale
- West 38th
- Lamar Square
- Brodie Oaks
- Westgate

TOD Village Stations on MetroRail Red Line

- Kramer
- Crestview
- Highland
- MLK
- Plaza Saltillo

Illustrative Examples

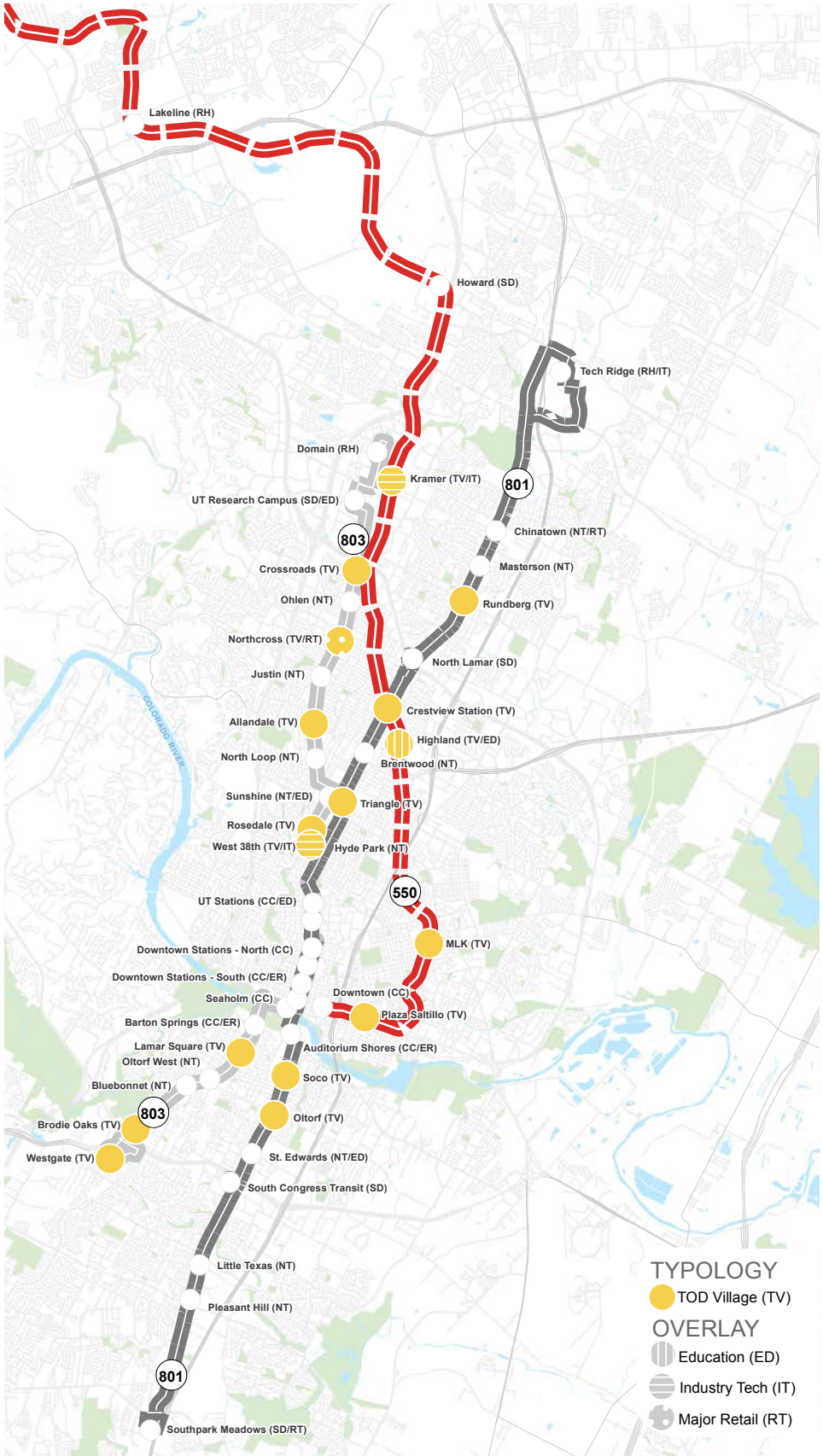
Photomontage sketch of a TOD Village station area: interesting mix of uses and moderate to high densities, unique character draws visitors from across the region.

Austin: The Triangle. This mixed-use development district features multi-family and commercial development, with street-level shops and restaurants and well-integrated open space. It is served by Triangle Station on the MetroRapid 801 and Sunshine Station on the MetroRapid 803.

Brookline, MA: Coolidge Corner. Brookline is a classic “streetcar suburb”, and Coolidge Corner is its village crossroads. One-, two-, and three-story buildings have retail at street level and offices or apartments above. East-west light rail service is intersected by a major north-south bus route.



Typology System Map: TOD Village



2.2.4 Neighborhood TOD

Neighborhood TOD station areas feature moderate density and scale at the core amid lower-density surroundings, but the contrast between the core and the rest of the station area may be less pronounced than in the previous typology categories. The station area is primarily residential, and land uses at the core may be multi-family residential or mixed. While there may be a regional commercial or institutional destination (as at Chinatown or St. Edwards), businesses are more typically at neighborhood scale, serving nearby and surrounding residential areas.

Neighborhood TOD stations on Capital Metro's premium transit corridors are situated at or near local crossroads, often with intersecting bus service. The Neighborhood TOD pattern of development can also be found on local bus routes. Good pedestrian and bicycle connectivity are critical ingredients, and a developed Neighborhood TOD district has full, universally accessible sidewalk coverage and safe, welcoming bicycle lanes leading to the station. The key corners and frontages have buildings or public amenities that contribute to the neighborhood composition. The station areas designated as Neighborhood TOD are at different stages of evolution, but they have the location and surrounding residential population to achieve the scale and character described here.

Illustrative Examples

Photomontage sketch of a Neighborhood TOD station area: Moderate density and mixed-use development, local focus and unique character.



Austin: Lamar Square Station. Development around the Lamar Square Station includes moderate density residential with easy neighborhood access to retail, shops and restaurants.



Cleveland, Ohio: Little Italy joint Red Line rail and BRT station. As with Austin, the Cleveland Health Line serves a diverse typology of stations; this stop on Mayfield Road is typical of Neighborhood TOD stations along the Health Line BRT corridor. Stations are located at neighborhood crossroads, characterized by single- and two-family homes and walkable corridors of local businesses.



TOD Benchmarks

To achieve their full, aspirational TOD potential, Neighborhood TOD station areas are expected to reach most or all of the following benchmarks:

- Combined intensity (residents plus jobs) of at least 4,000 per square mile
- Average population density of 2,561-5,759 people per square mile (FTA "medium-low" transit-supportiveness)
- Average weekday ridership of 350 – 550
- Multi-modal connectivity
- TOD building form or public space on the street frontage or corners adjoining the station
- Full sidewalk coverage throughout the station area
- Some mix of land uses
- Vibrant public amenities
- "Third places"—neutral public gathering places separate from home and work

Neighborhood TOD Stations on MetroRapid Route 801

The MetroRapid 801 corridor has seven Neighborhood TOD Stations:

- Chinatown
- Masterson
- Brentwood
- Hyde Park
- St. Edwards
- Little Texas
- Pleasant Hill

Neighborhood TOD Stations on MetroRapid Route 803

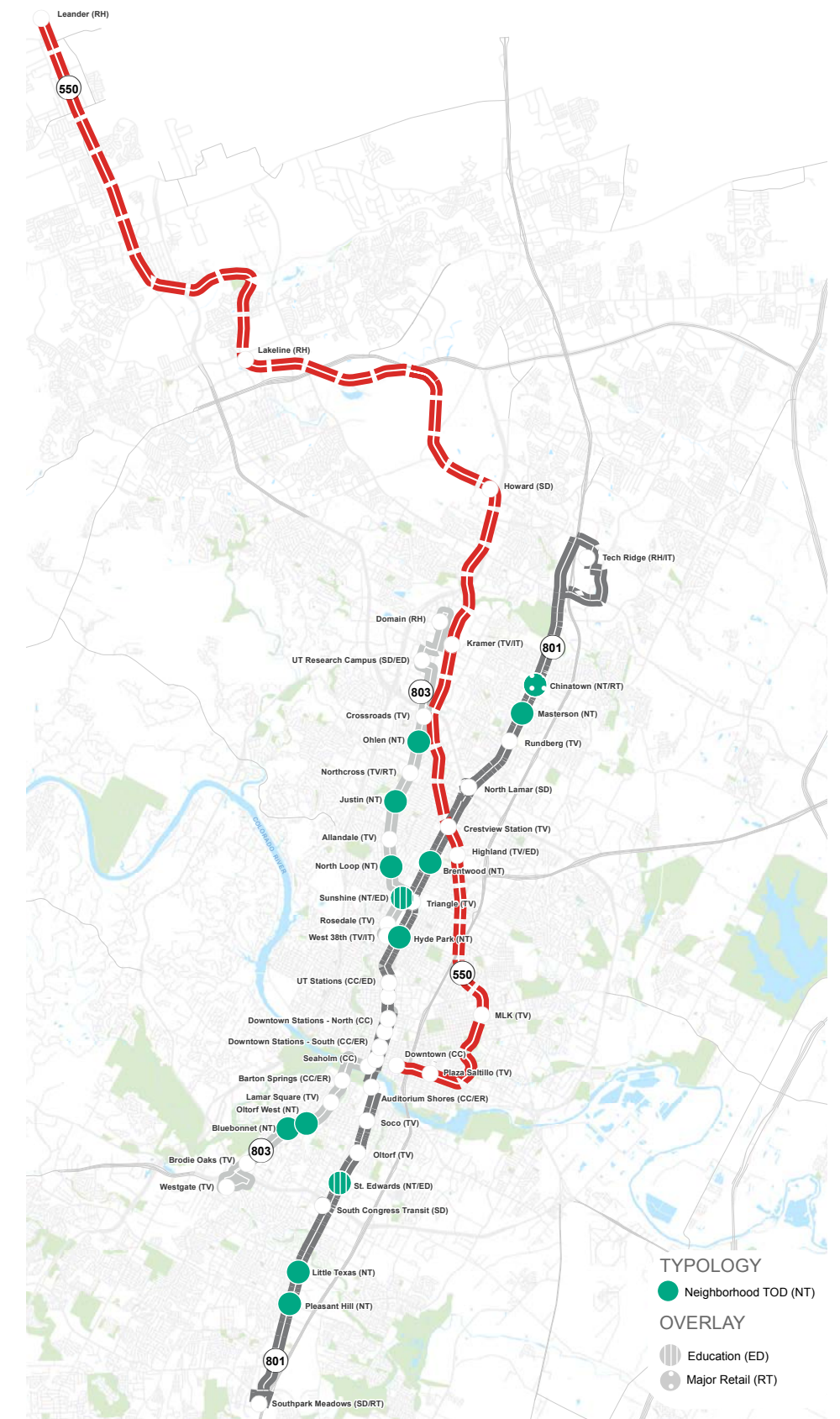
The MetroRapid 803 corridor has one Neighborhood TOD Station:

- Ohlen
- Justin
- North Loop
- Sunshine
- Oltorf West
- Bluebonnet

Neighborhood TOD Stations on MetroRail Red Line

The Red Line has no Neighborhood TOD Stations.

Typology System Map: Neighborhood TOD



2.2.5 Special Destination

A Special Destination station area is organized around a predominant single-use destination or function, such as a transportation center, academic or medical institution, shopping center, or entertainment venue. While these types of facilities are also found near Central Core, Regional Hub, TOD Village, and even Neighborhood TOD stations, in those cases they are part of a larger, mixed-use TOD composition. Where the use in question is the defining characteristic of the station, the Special Destination category is more descriptive and appropriate.

Special Destinations can be significant transit trip-generators, but because of their principal use, they are less likely to support an active, mixed-use TOD pattern of development. To realize their potential for transit use, these station areas should have safe, well-lighted pedestrian environments, with appropriate way-finding and amenities. Special Destinations whose dominant use is automobile-oriented retail may provide Capital Metro with weekday park-and-ride capacity.

TOD Benchmarks

Because of their particular land use characteristics, Special Destination station areas may have average population densities of less than 2,560 per square mile—lower than the benchmark for any other Typology category. To achieve the greatest transit use consistent with their function and location, Special Destination stations would be expected to achieve the following benchmarks:

- As much walkability and sidewalk coverage as the land uses reasonably allow
- Ancillary retail or other supportive uses
- Appropriate public amenities, as context permits

Special Destination Stations on MetroRapid Route 801

The MetroRapid 801 corridor has three Special Destination Stations:

- North Lamar Transit Center
- South Congress Transit Center
- South Park Meadows

Special Destination Stations on MetroRapid Route 803

The MetroRapid 803 corridor has one Special Destination Station:

- UT Research Campus

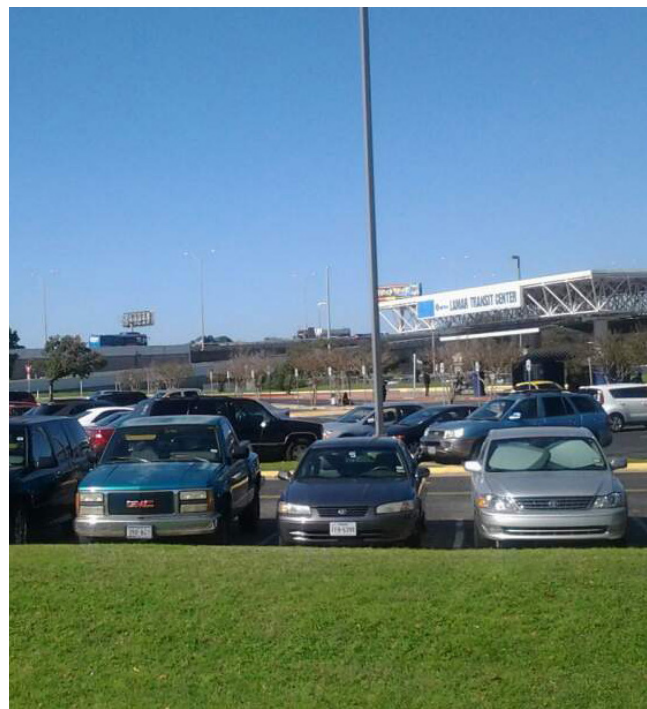
Special Destination Station on MetroRail Red Line

The Red Line has one Special Destination Station:

- Howard

Illustrative Examples

Austin: North Lamar Transit Center. This transit center provides park & ride access, numerous local bus connections and bicycle parking for local neighborhoods and commuters arriving on US 183.



Austin: South Congress Transit Center. This transit center provides numerous local bus connections, park & ride for commuters arriving on Ben White Boulevard, and bicycle parking. In addition to the station's multimodal transportation function, the station area is a notable employment center.



Houston: University of Houston Park-and-Ride. This station serves a dual purpose for the surrounding area: an access point for the University, and multimodal transfer point in Houston's transit network.



Typology System Map: Special Destination



2.3 Functional Overlays

In addition to their TOD Place Typology category, some stations are also assigned an “overlay” designation that describes a key function or feature that influences their transit usage pattern, i.e. seasonal ridership, varied work shifts, special peak-demand hours. These designations can be applied stations with any Typology categories. At present, there are four such overlay designations:

Education	Industry/Technology	Entertainment/Recreational	Major Retail
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2.3.1 Education

Station areas containing institutions such as a large university, college, or vocational campus are designated with an Education overlay. Activity at these anchors operates on an academic calendar, rather than a consistent 12-month calendar, and generates more off-peak and evening ridership than the majority of the transit system. These stations are noted with an “ED” following their Place Typology category.



The University of Texas main campus enrolls over 50,000 students and employs over 24,000 faculty and staff.

2.3.2 Industry/Technology

Station areas containing businesses or facilities with a significant concentration of jobs in industrial or technology fields are designated with an Industry/Technology overlay. Workers at these kinds of businesses often arrive and depart on set shifts or unconventional peak or off-peak hours. These stations are noted with an “IT” following their Place Typology category.



Institutions such as the Austin Heart Hospital attract many related businesses, resulting in an industry district.

2.3.3 Entertainment/Recreational

Stations with an Entertainment/Recreational overlay designation serve area-wide destinations such as stadiums, performing art venues, and regional parks or preserves. Patrons of these destinations typically travel on evenings and weekends and include local riders as well as visitors from out of town. These stations are noted with an “ER” designation following their Place Typology category.



The Republic Square station provides access to downtown Austin’s numerous visitor destinations and cultural venues.

2.3.4 Major Retail

Station areas containing large-scale, auto-oriented shopping destinations with extensive parking areas are designated with a Major Retail overlay. Customer ridership to these destinations is greatest during evenings and weekends, while workforce ridership is present during all shifts. These stations are noted with an “RT” designation following their Place Typology category.



The Domain is a master-planned development with a significant upscale retail center.

Unique activity patterns warrant application of a functional overlay designation.

2.4 Place Typology Map

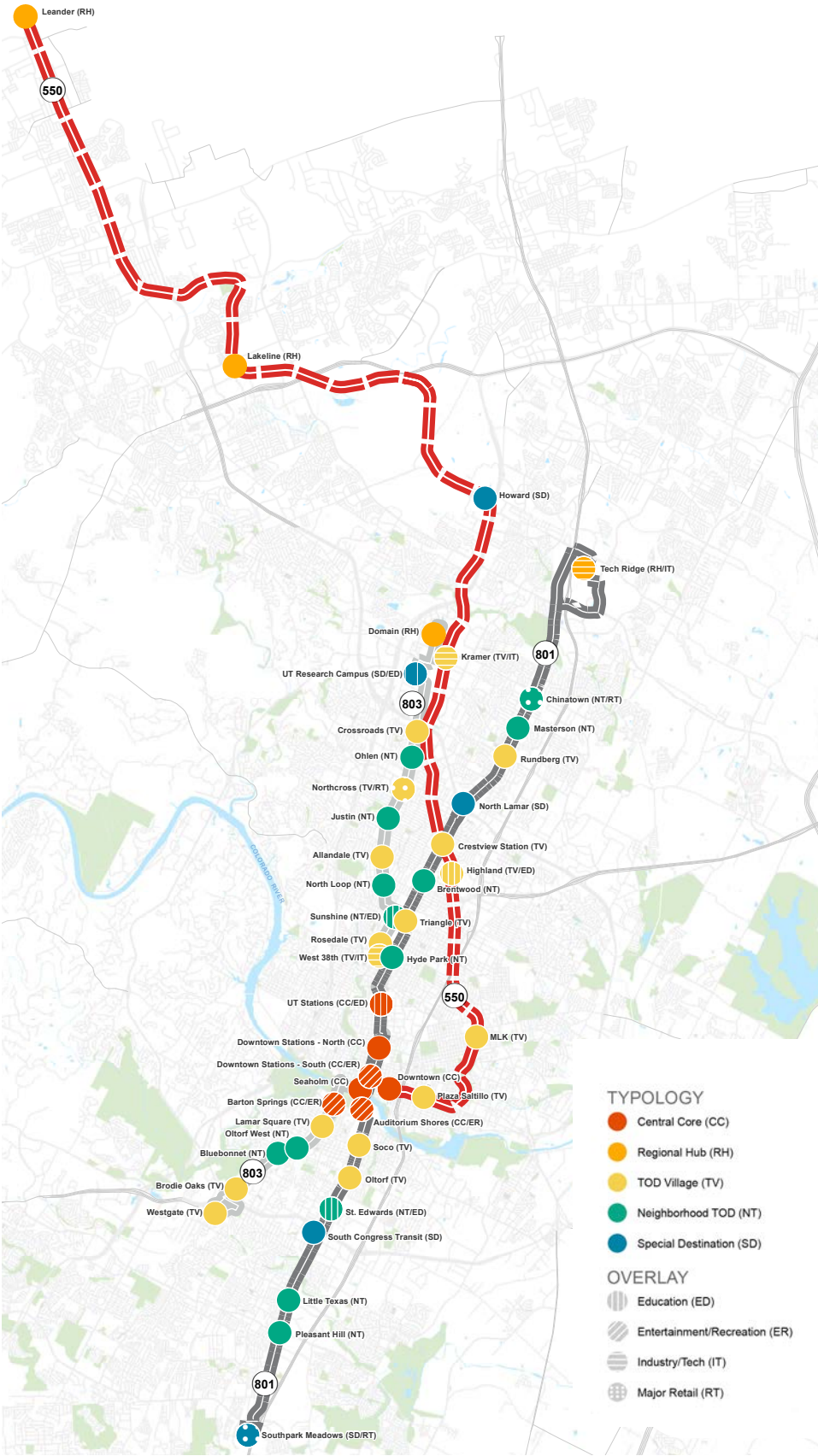
The Map at right shows the assignment of Place Typology categories to the MetroRapid 801, MetroRapid 803, an MetroRail stations.

2.5 Summary Chart

The table below summarizes unique and differentiating characteristics and benchmark metrics for each of the Capital Metro Place Typology categories.

Place Typology	Unique Place Characteristics	Intensity: Combined Population and Employment	Average Population Density	Average Weekday Ridership (Boardings)
Central Core	<ul style="list-style-type: none">Greater Austin's primary urban centerHighest segment ridershipHighest densityGreatest diversity of land usesMulti-purpose, seven-day destination	20,000 per square mile	15,000 per square mile (FTA High rating)	1,200+
Regional Hub	<ul style="list-style-type: none">Emerging center of regional significanceHigh segment ridershipHigh density and diversity of land usesMulti-purpose destination	14,000 per square mile	9,600-15,000 per square mile (FTA Medium-High rating)	700+
TOD Village	<ul style="list-style-type: none">An urban crossroadsNode of moderate to high density amid lower-density surroundingsDiverse mix of land usesBoth a regional destination and a neighborhood service center	8,000 per square mile	5,760-9,599 per square mile (FTA Medium rating)	400-750
Neighborhood TOD	<ul style="list-style-type: none">A local node or concentrationModerate density amid lower surroundings, but less contrast than previous categoriesNeighborhood-scale commercial uses support nearby residential	4,000 per square mile	2,561-5,759 per square mile (FTA Medium-Low rating)	350-550
Special Destination	<ul style="list-style-type: none">A predominant single-use destination or functionA potentially significant transit trip generator, but unlikely to support typical mixed-use TODRetail or other ancillary usesAs much walkability and sidewalk coverage as uses reasonably allow	N/A	N/A	N/A

Typology System Map: Summary



Typology System Map

3. TOD READINESS

Capital Metro has created a TOD Readiness Score that summarizes how far a station has progressed toward its full TOD potential and how far it has to go. Unlike the TOD Place Typology described in the previous section, a station's TOD Readiness Score can—and hopefully will—change over time, as conditions evolve and TOD takes hold in the market. The TOD Readiness Score has four levels, summarized in the graphic below. A station area that has attained few or none of its Place Typology characteristics receives a score of **“Long-Term”**—it has the longest way to go. At the other end of the scale, a station area that is already demonstrating TOD results consistent with its Place Typology character gets a score of **“Arrived”**. Those that are in between are either **“Emerging”** or **“Ready”**.

The Readiness Score is a composite of four Subscores, each representing a distinct dimension of TOD Readiness:

Connectivity	How well the station is connected to its surroundings and to other parts of the transportation network.
Market Strength	How the real estate market is performing in the station area.
Land Availability	The extent to which the station area has vacant and underutilized land which could be developed or redeveloped.
Government Support	The degree of to which the relevant jurisdictions provide planning, regulatory, and infrastructure support for TOD.

The methodology behind this scoring framework is described below.

3.1 Measurement System

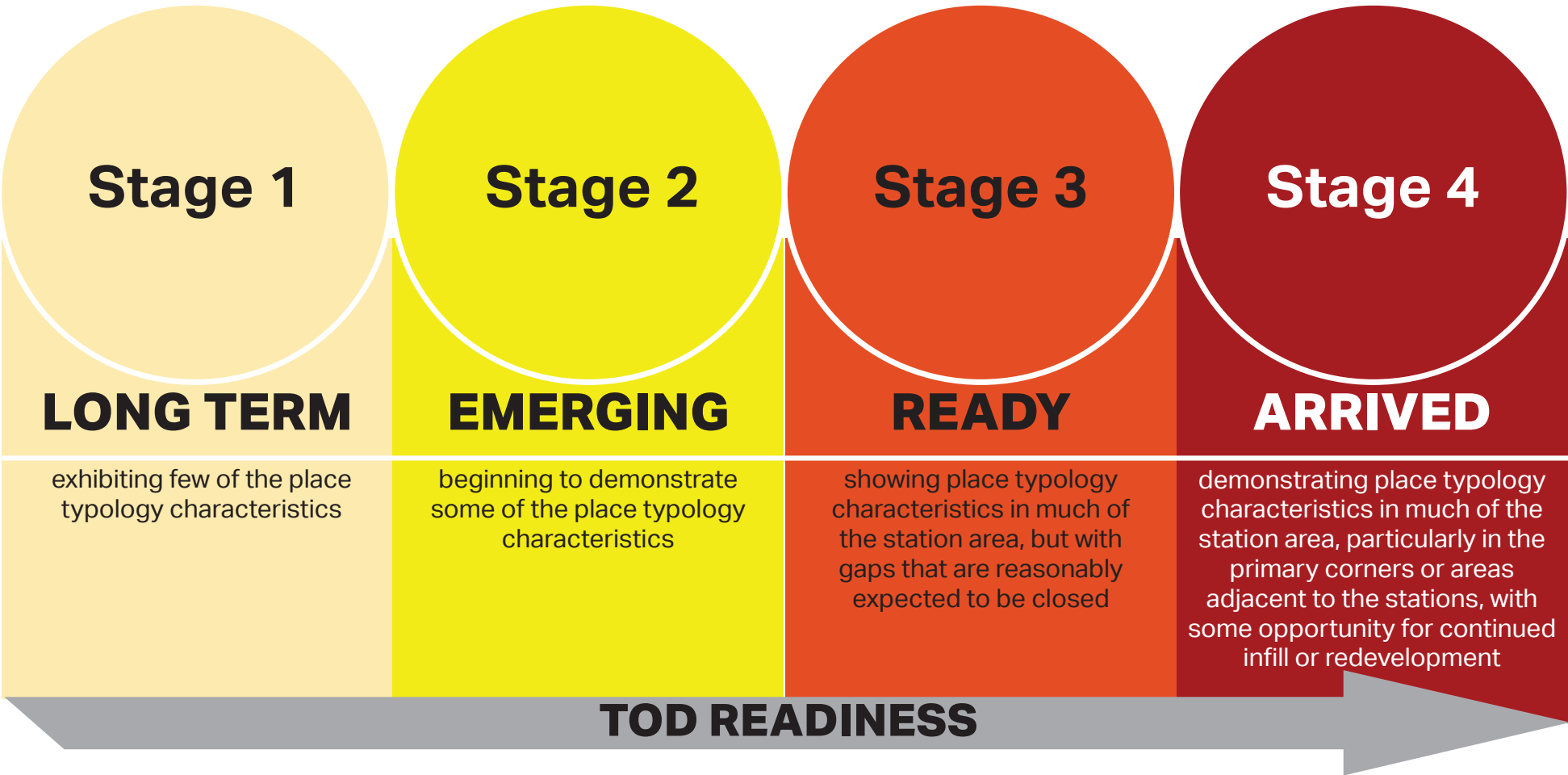
The Subscores for Connectivity, Market Strength, Land Availability, and Government Support are each derived from a “bundle” of individual metrics. These individual metrics, described in detail in Section 3.2 below, are scored “Low”, “Medium” or “High”; they are equally weighted and are combined to create their respective Subscores. This process is summarized as follows:

Subscore	Number of Metrics	Range of Scoring	Scoring Breakpoints
Connectivity	5	5-15	Low: 5-8 Medium: 9-12 High: 13-15
Market Strength	5	5-15	Low: 5-8 Medium: 9-12 High: 13-15
Land Availability	4	4-12	Low: 4-6 Medium: 7-9 High: 10-12
Government Support	3	3-9	Low: 3-4 Medium: 5-7 High: 8-9
Total for all Subscores	17	17-51	See following table

In all, 17 individual metrics are used. The final step of the process is to add them up, giving each station a total score ranging from 17 points (if it scored “Low” on all 17 metrics) to 51 points (if it scored “High” on all 17). This total is then converted to the composite TOD Readiness Score, using these breakpoints:

Readiness Stage	Composite Score Range
Long-Range	17-26
Emerging	27-36
Ready	37-45
Arrived	46-51

The TOD Readiness Score summarizes how far a station has progressed toward its full TOD potential and how far it has to go.



3.2 Individual Metrics

The set of individual metrics used to create each subscore is described in detail below, along with the criteria for assigning the Low, Medium, and High scores.

3.2.1 Connectivity

The Connectivity metrics address how well the transit station is connected to its half-mile station area and to other parts of the transportation network. Transit ridership is a measure of connectivity, as is a station area’s location on two or three premium transit lines as opposed to just one. Pedestrian and bicycle connectivity are well-established ingredients of TOD; convenience of access to the regional highway system is an important locational asset as well.

Metric	Description	Scoring Criteria
Daily Ridership	Current average weekday ridership. Measured against ridership targets for its assigned Place Typology category.	Low = <50% projected ridership for Place Typology category Med = 50-75% projected ridership High = > 75% projected ridership
Labor Market Connectivity	The FTA metric of jobs accessed within ½ mile of all stations reached by a one-seat ride. This metric gives extra credit to stations with multiple premium transit services, since they have one-seat access to jobs across both/all corridors.	Low = System employment less than 70,000 (FTA Low or Low-Medium rating) Medium = System employment 70,000 – 139,999 (FTA Medium rating) High = System employment 140,000+ (FTA High or Medium-High rating)
Walkshed Connectivity	Extent of continuous sidewalk presence. This metric also takes into account any major pedestrian barriers in addition to missing sidewalks, and addresses Americans with Disabilities Act (ADA) accessibility. Uses the Walkscore.com walk score metric (a third-party data provider with a patented quantitative algorithm), validated by professional judgment using station area maps.	Low = Major sidewalk gaps, major presence of poor condition; significant accessibility barriers Medium = Some gaps, some presence of poor condition; occasional accessibility barriers High = Few-to-zero gaps, little presence of poor condition; few-to-zero accessibility barriers
Bicycle Connectivity	Extent and comfort level of bicycle infrastructure. Uses the Walkscore.com bicycle score metric, validated by professional judgment using station area maps.	Low = Roads have low or Extremely Low comfort level Medium = Medium comfort level; bicycle racks High = High comfort level; B-Cycle; MetroBike station
Highway Connectivity	Qualitative assessment of highway network access to station; this favors stations adjoining a highway interchange or with direct cross-street access to one; stations with cross-streets connecting to multiple radial highways or major arterials especially if the cross-street is a major bus corridor.	Low = No access to highway interchange or radial/cross-town arterial within 1 mile Medium = Indirect access to highway interchange or major arterial within 1 mile High = Direct access to highway interchange, major arterial

Pedestrian and bicycle access to high capacity transit stations increases transit ridership and mobility within the station area.



3.2.2 Market Strength

The Market Strength metrics seek to quantify the capacity of the ½ mile station area to support TOD in the near term. This is achieved by evaluating three different types of variables: the existing population and employment density; actual development activity; and the performance of the residential and office real estate markets.

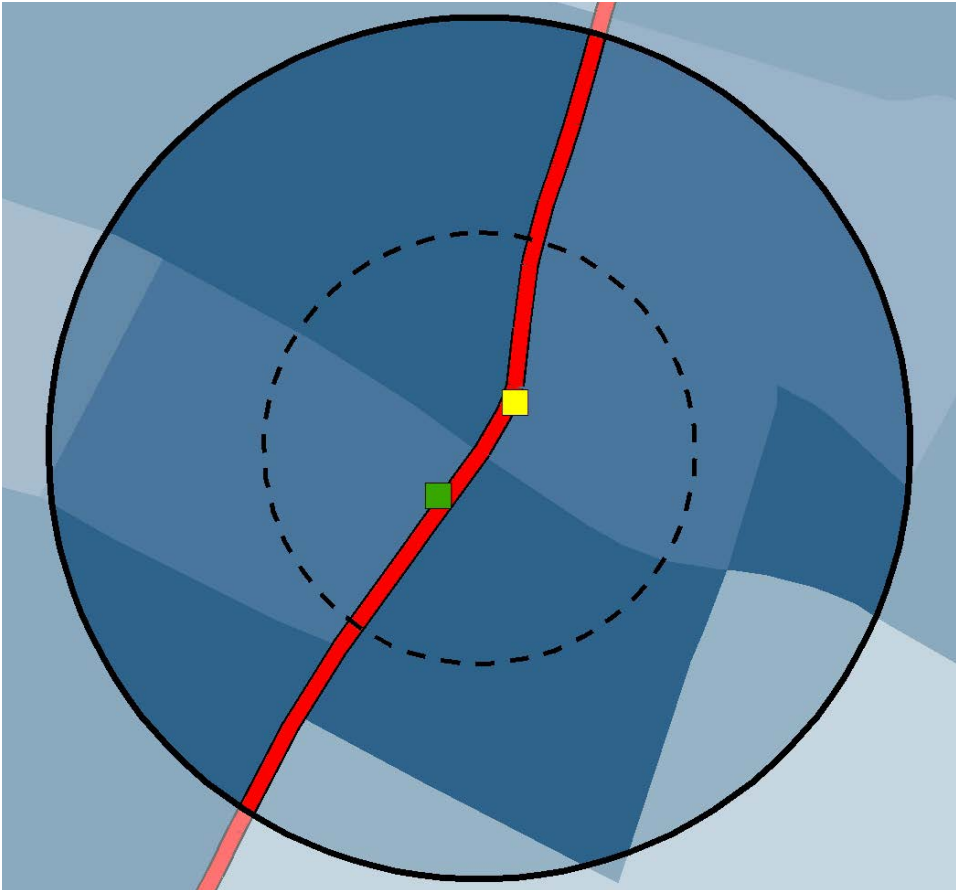
Metric	Description	Scoring Criteria
Station Area Population Density	Current population density, relative to the benchmark density for the station's Place Typology category.	Low = 50% or less of projected population density Med = 50-75% of projected population density High = 75%+ of projected population density
Station Area Employment Density	Current employment density, relative to the benchmark density for the assigned Place Typology category.	Low = 50% or less of projected employment density Med = 50-75% of projected employment density High = 75%+ of projected employment density
Development Activity	A qualitative rating reflecting actual projects underway, recently completed, or substantially through the entitlement process.	Low = No projects reflective of Place Typology Med = 1-5 small/medium projects High = 5+ small/medium projects or 3+ large projects
Residential Submarket Performance	Residential real estate sector performance. Average of vacancy rate, sale price, rental price, and absorption relative to supply, measured over five-years, compared to regional performance, from CoStar (a third-party real estate database.)	Low = Local rates 25% or worse than regional rates Med = equal to or within 25% of regional rates High = equal to or better than regional rates
Office Submarket Performance	Office commercial real estate sector performance. Average of vacancy rates, rental price, and absorption relative to supply, measured over five-years, compared to regional performance, from CoStar.	Low = Local rates 25% or worse than regional rates Med = equal to or within 25% of regional rates High = equal to or better than regional rates

The UT station areas enjoy high multimodal connectivity.



New construction projects indicate positive market conditions for TOD.

Population density in the Oltorf station meets the "High" benchmark for TOD Village stations.



3.2.3 Land Availability

The Land Availability metrics measure the physical envelope available for development or redevelopment within the ½ mile station by measuring obvious opportunities as well as creative possibilities to “find” sites in mature areas by spinning off underutilized portions of properties.

Metric	Description	Scoring Criteria
Developable Sites	Vacant or underutilized sites above 5 acres.	Low = No sites of significant size Med = 1-5 small/medium sites High = 2+ medium/large sites or 1 extra-large projects
Surface Parking	Prevalence of excess surface parking that could be redeveloped or intensified when market conditions allow	Low = No lots of significant size for a typology-appropriate development project Med = 1-5 small/medium lots High = 2+ medium/large lots or 1 extra-large lot
Susceptible to Change	Publicly owned (municipal, county, special district, or state) large contiguous land areas that could be intensified or developed. This includes public and government agency parking lots but excludes parks and historic campuses. Substantial sites owned by Capital Metro go in the High category.	Low = No sites of significant size contain a typology-appropriate development project Med = 1-5 small/medium sites High = 2+ medium/large sites or 1 extra-large projects; property owned by Capital Metro
Key Frontages and Corners	The extent to which frontages and corners defining the immediate station area are developed in TOD-consistent fashion (including public parks).	Low = Present on one or no corners around station Medium = Present on two or three corners around station High = Fully present on all 4 corners around station

A Parcels and Buildings map of the Rundberg station area suggests potential redevelopment of surplus land near the station.



At Tech Ridge, vacant property owned by Capital Metro is targeted for TOD.



3.2.4 Government Support

The Government Support metrics address the degree of support or compatibility of current policies, ordinances, and investment plans with the aspirational character of a station’s Place Typology category. Consistent public policy supports TOD, whereas weak or incompatible policies can deter TOD.

Metric	Description	Scoring Criteria
Land Use Entitlements	The extent to which land use controls such as zoning, subdivision ordinances, permitting requirements, design guidelines, etc., support TOD. Considerations include density, allowing mixed-use by-right, urban form elements, and flexibility on parking.	Low = Land use entitlements/ controls are more typical of suburban forms in terms of allowed mixed use, density, and parking guidance, even within ¼ mile of the transit station Medium = Land use entitlements/ controls within ¼ mile radius of the transit station reflect typical TOD, with decreasing compatibility out to the edge of the ½ mile station area High = Land use entitlements/ controls across the ½ mile station uniformly reflect typical TOD patterns in terms of allowed mixed use, density, and parking guidance
District or Other Special Plans	Presence of current and relevant plans (general, comprehensive, small area, corridor, etc.) that support outcomes consistent with the TOD Place Typology.	Low = There are no plans supporting TOD or emphasizing transit, or plans exist but advocate for low density land uses Medium = Plans indirectly or moderately support TOD or only in a subset of the station area High = Comprehensive, neighborhood, district or other small area plans directly and strongly supports TOD
Infrastructure	The degree to which basic civil and transportation infrastructure is in place to support development patterns consistent with the Place Typology; is not yet in place but is funded; or neither.	Low = Basic TOD infrastructure is mostly lacking and not planned Medium = Basic TOD infrastructure is somewhat lacking but improvements are planned High = Basic TOD infrastructure is present; additional improvements may be planned

Land use patterns around the south Downtown Station pair indicates high densities and a mix of uses.



Sidewalks, landscaping and bicycle lanes are municipal infrastructure investments in the MetroRapid 803 Northcross station area that improve pedestrian and bicycle access to the station and contribute to a more attractive station district.



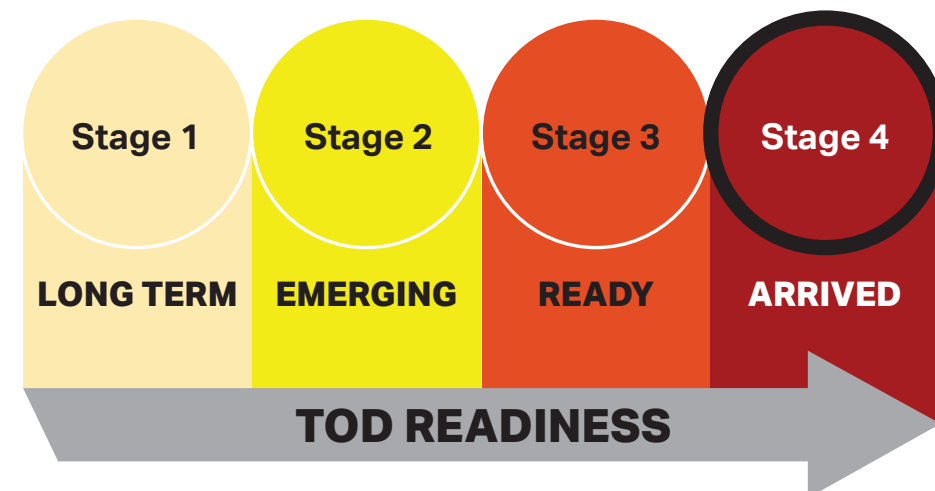
3.2.5 Stations with a Score of “Arrived”

To achieve an overall TOD Readiness Score of “Arrived,” a station is expected not only to come out at or near the high end of the composite metric scale described above, but also to meet certain pass/fail conditions:

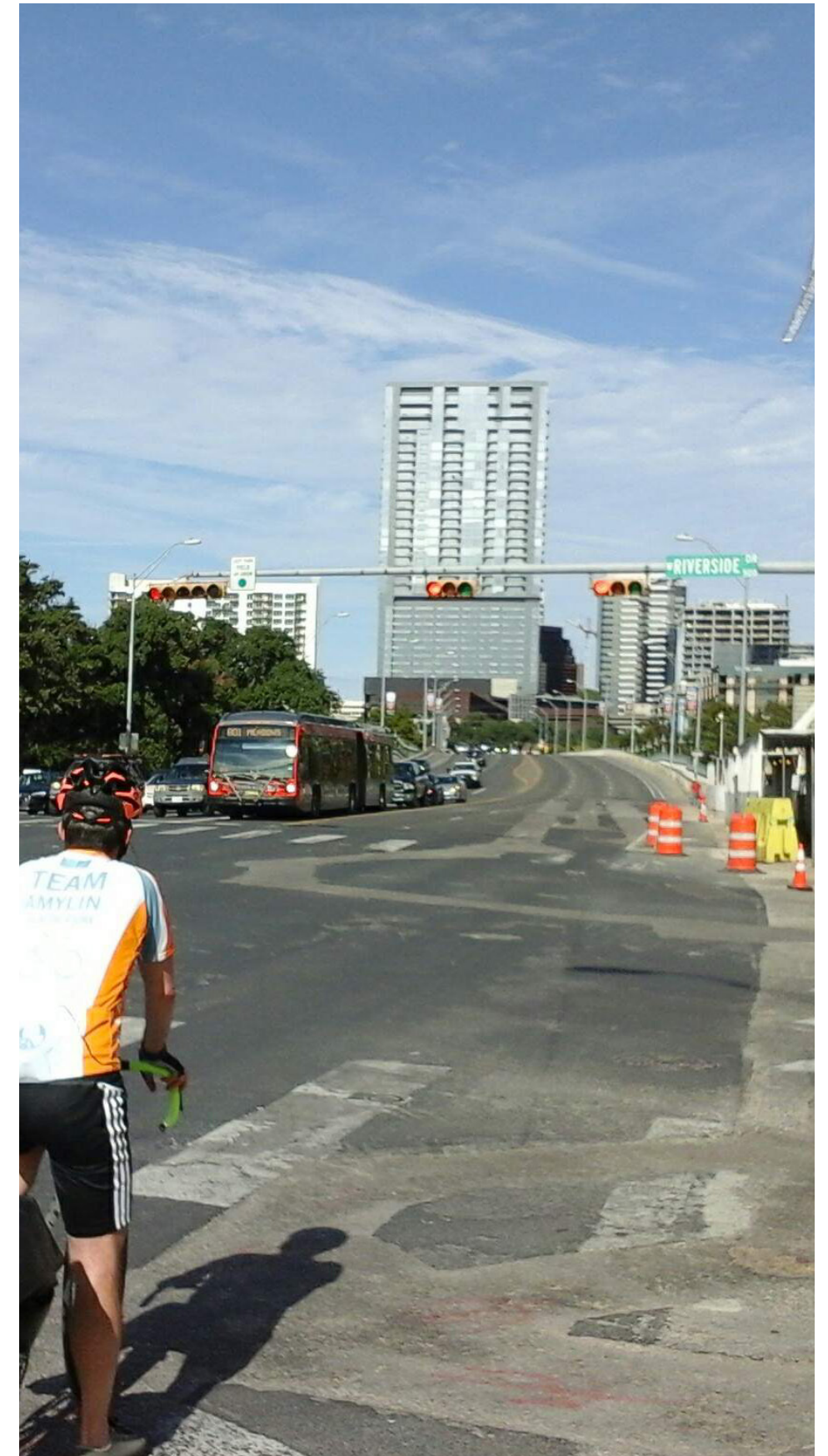
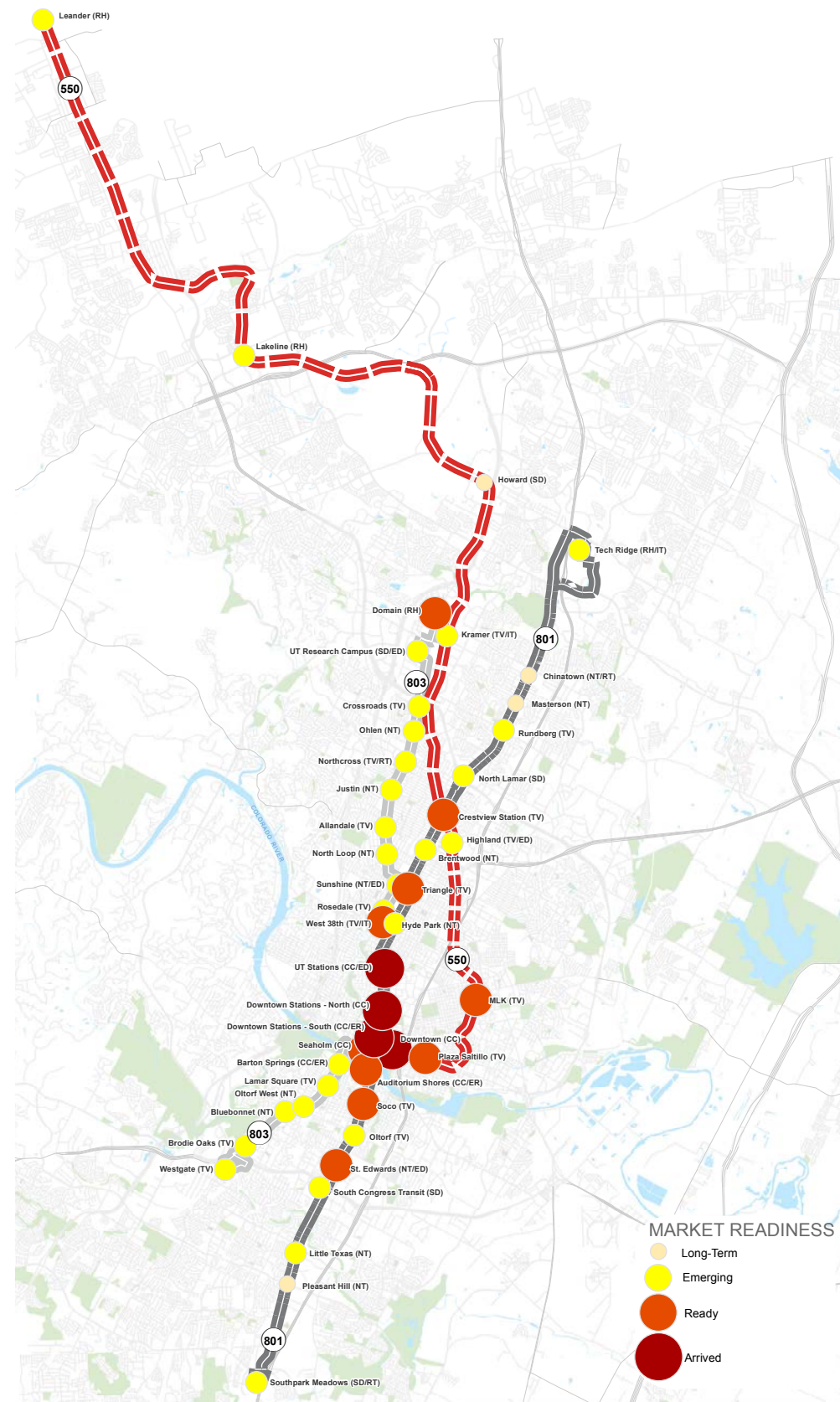
- It must have achieved 90% of its future intensity benchmark.
- It must have achieved 90% of its future ridership benchmark.
- It must have virtually 100% sidewalk coverage in the immediate station area and on the principal streets.
- It must score High on “Key Frontages and Corners”.

“Arrived” does not mean that a station area is “all done” from a TOD standpoint, or that there are no remaining infill, intensification, or upgrade opportunities. But in terms of intensity, ridership, and the physical hallmarks of sidewalks and the defining corners and frontages, the station area is in TOD condition now.

The UT station areas are mature and exhibit high achievement of Central Core typology characteristics.



3.3 Readiness Score Map









































3.4 Readiness Scorecard: MetroRapid Route 801

[illegible]

3.5 Readiness Scorecard: MetroRapid Route 803

[illegible]

3.6 Readiness Scorecard: MetroRail Route 550 (Red Line)

	NORTHWEST			NORTH			CENTRAL		
	Leander	Lakeline	Howard	Kramer	Crestview	Highland	MLK	Plaza Saltillo	Downtown
Readiness Score	Emerging	Emerging	Long-Term	Emerging	Ready	Emerging	Ready	Ready	Arrived
Connectivity									
Market Strength									
Land Availability									
Government Support									

4. IMPLEMENTATION

There are many locations across Capital Metro’s high-capacity transit network that are capable of producing vibrant transit-oriented development. The TOD Place Typology establishes the long-term vision for each station area. The TOD Readiness Score, along with its underlying Subscores and metrics, provides a marker of how closely a station area currently resembles its aspirational TOD potential, while highlighting those aspects of TOD Readiness that are lagging. By examining the Readiness Scores, stakeholders can identify and prioritize the unique combinations of capital and infrastructure investments, policy and regulatory changes, and development initiatives that can move the station area up the readiness scale. A general strategy is to focus, for each station, on those metrics with scores of Medium or Low. The end goal is not to increase the Readiness Score for its own sake, but to change the on-the-ground conditions underlying the score.

4.1 STRATEGIES TO INCREASE TOD READINESS

4.1.1 Connectivity

Improvements to station area Connectivity will improve physical access to and through a station area by all transportation modes, as well as increasing access to the potential pool of riders who might visit or use the station area.

Metric	Strategies to Increase Readiness
Daily Ridership	Increase local activity in the station area: increase residential density; add and retain business establishments with high employment-per-space patterns; and introduce visitor destinations with consistent drawing power. Attract and retain ridership by maintaining reliable, frequent, and efficient service with pleasant station area amenities.
Labor Market Connectivity	Focus business retention and job growth in station areas, and encourage multi-family residential development in those station areas served by more than one premium transit line.
Walkshed Connectivity	Maintain and improve pedestrian access to the station and within the station area: fill sidewalk gaps, address ADA compliance, and add streetscape amenities contributing to safety, comfort, and ease of movement.
Bicycle Connectivity	Maintain and improve bicycle access to the station and within the station area: provide bicycle parking and loading at stations; last-mile connectivity through bicycle share services; and fill route gaps with bicycle lanes or paths as appropriate to the roadway network for safety and ease of movement.
Highway Connectivity	Implement congestion mitigation strategies to manage traffic volumes and highway access.



Multimodal connectivity encourages high ridership.

4.1.2 Market Strength

Improvements to station area Market Strength will improve the fundamental conditions necessary for successful real estate development and competitive position relative to other areas within the Central Texas region.

Metric	Strategies to Increase Readiness
Station Area Population Density	Focus medium to high density residential development projects in transit station areas, including affordable housing as well as the “missing middle” of workforce housing and market-rate units affordable to middle-class households.
Station Area Employment Density	Focus medium to high employment economic development projects in transit station areas.
Development Activity	Ensure land entitlement ordinances and regulations that by-right permit TOD in the station area are in place to anticipate its arrival. Consider public incentives to defray infrastructure and site readiness costs
Residential Submarket Performance	External economic factors limit control over market strength. Public officials can work toward implementation of municipal and metropolitan policy goals in comprehensive, general, and regional plans, including public health, education, economic vitality, fiscal conditions, etc. Projects that accommodate a mix of land uses enhance ridership: residential, retail, office, cultural, civic and employment uses should synergize to promote inbound and outbound transit demand and a vibrant 24x7 environment.
Office Submarket Performance	External economic factors limit control over market strength. Public officials can work toward implementation of municipal and metropolitan policy goals in comprehensive, general and regional plans, including public health, education, economic vitality, fiscal conditions, etc. Projects that accommodate a mix of land uses enhance ridership: residential, retail, office, cultural, civic and employment uses should synergize to promote inbound and outbound transit demand and a vibrant 24x7 environment.



Excess land and surplus surface parking may present development opportunities.

4.1.3 Land Availability

Land is a finite resource, and the ability to increase the supply is limited, especially in mature developed areas. Opportunities lie in creative possibilities to “find” sites in mature areas by spinning off underutilized portions of developed properties, by assembling smaller parcels where appropriate to create more viable development blocks, and by setting the stage for transit-oriented reuse as properties turn over or station-area land values increase relative to the cost of improvements.

Metric	Strategies to Increase Readiness
Developable Sites	Implement neighborhood or small area concept or master plans to document the vision for the station area in the event that currently built-out parcels or buildings turn over for redevelopment. Ensure that land entitlement ordinances and regulations that permit development consistent with the Place Typology by-right are in place to anticipate its arrival.
Surface Parking	Implement neighborhood or small area concept or master plans to document the vision for the station area, anticipating that parking needs will change due to transit and that rising land values will justify structured parking to free up developable land. Ensure by-right land entitlement ordinances and regulations permit development consistent with the Place Typology.
Susceptible to Change	Implement neighborhood or small area concept or master plans to document the vision for the station area, in the event that current owners decide to lease or sell part or all of their properties. Ensure by-right land entitlement ordinances and regulations permit development consistent with the Place Typology. Public jurisdictions should adopt a policy of evaluating whether a publicly-owned parcel should be made available for private or joint development for TOD or retained for public or institutional use through a highest and best use analysis.
Key Frontages and Corners	When setting capital improvement plans, construction schedules and public financing strategies, prioritize infrastructure projects to best leverage TOD supportive development opportunities, public and private capital, and the transit station assets. Ensure by-right land entitlement ordinances and regulations permit development consistent with the Place Typology. Market properties closest to the station to prospective developers.



Predictable entitlement and permitting processes encourage and accelerate new development.

4.1.4 Government Support

Low and Medium Government Support metrics can be improved by changes to public policy, investment strategies, and administrative controls and processes, consistent with the aspirational vision of the TOD Place Typology.

Metric	Strategies to Increase Readiness
Land Use Entitlements	Ensure by-right land entitlement ordinances and regulations permit development consistent with the Place Typology. Provide technical assistance and incentives to defray or mitigate costs related to site complexities or expensive permitting requirements. Simplify permitting requirements.
District or Other Special Plans	Establish and implement station area plans consistent with the assigned Place Typology category, including land use, site concepts, scale and intensity of uses, civil and transportation infrastructure improvements, parking standards, and urban design and streetscape guidelines.
Infrastructure	When setting capital improvement plans, construction schedules and public financing strategies, prioritize infrastructure projects closest to transit stations to best leverage public and private capital and the transit station assets. Ensure public infrastructure investments improve connectivity and contribute to site redevelopment readiness.

4.2 Station Area Needs

In the course of developing the TOD Priority Tool, Capital Metro identified station-specific opportunities to improve the prospects for future TOD success. This was done through field investigations in each station area and an analysis of TOD place-making best practices from across North America. Station area needs are organized into six topical areas:

- **Safety and security** – amenities to increase safety (in actuality as well as perception of) through techniques such as improved lighting, signage, and placement and maintenance of infrastructure.
- **Streetscape improvements** – improvements to the aesthetics and function of the street experience for bicyclists and pedestrians, as well as vehicular movement around the transit station.
- **Development and redevelopment opportunities** – new construction, renovation, and revitalization of station area property.
- **Station amenities** – additions to the Capital Metro station facilities, such as shelters, seating, real-time information displays, and so forth.
- **Other amenities** –enhancements to the transit station and station area not captured above, to improve the vitality, quality of live, and navigation of the station area.
- **Public space / Placemaking / Arts** – enhancements to public spaces at the transit station and throughout the surrounding district that reinforce district character and identity of the neighborhood and take advantage of the regions’ innovative funding techniques.

Underlying all of the above, there is a need for TOD-supportive plans and regulations in each of the land use jurisdictions served by MetroRapid and MetroRail.

The applicability of these needs to the specific MetroRapid 801, MetroRapid 803, and MetroRail station areas is summarized in the individual station area profiles, found in Chapters 5-7.

Mixed-use developments at Lamar Square.



4.3 Station Area Catalyst Projects

Some of the civil infrastructure recommendations in the TOD Priority Tool are being addressed in the City of Austin’s Capital Improvement Program (CIP), funded through bond issues and other sources. The City’s publicly available CIVIC database (<http://www.austintexas.gov/GIS/CIVIC/>) lists funded projects that are in the planning or design stage, under construction, or in a post-construction phase. Refer to this website for the most current information on capital projects by the City of Austin. Capital projects underway by Capital Metro and other applicable jurisdictions are included within the individual station profiles, when available. Projects related to TOD Readiness at MetroRapid or MetroRail stations, or likely to impact transit ridership in general, are listed. These include discrete projects within a half-mile of any transit station, as well as certain citywide initiatives affecting station areas in general, such as ADA-compliant sidewalk improvements. Select lists of projects considered most relevant to improving TOD Readiness at each MetroRapid 801, MetroRapid 803, and MetroRail station are included as part of the individual station area profiles, also in Chapters 5-7.

Road reconstruction around Pleasant Hill Station.



5. DATA BOOK: METRORAPID 801

5.1 Summary Chart of Place Typology & TOD Readiness

The following chart displays, side-by-side, each MetroRapid 801 station's TOD Place Typology category and its composite TOD Readiness Score.

	TOD PLACE TYPOLOGY						TOD READINESS SCORE			
	Central Core	Regional Hub	TOD Village	Neighborhood TOD	Special Destination	Functional Overlay	Long Term	Emerging	Ready	Arrived
Tech Ridge		●				IT		●		
Chinatown				●		RT	●			
Masterson				●			●			
Rundberg			●					●		
North Lamar Transit Center					●			●		
Crestview			●						●	
Brentwood				●				●		
Triangle			●						●	
Hyde Park				●				●		
UT Stations Dean Keeton West Mall	●					ED				●
Downtown Stations – North Museum Capitol	●									●
Downtown Stations – South Austin History Center Republic Square	●					ER				●
Auditorium Shores	●					ER			●	
SoCo			●						●	
Oltorf			●					●		
St. Edward's				●		ED			●	
South Congress Transit Center					●			●		
Little Texas				●				●		
Pleasant Hill				●				●		
Southpark Meadows					●	RT		●		

Tech Ridge Park & Ride

Tech Ridge Park & Ride is the northern terminus of MetroRapid Route 801. Through its park and ride and feeder bus facilities, it is a major entry point into the Capital Metro system. The station is located just east of I-35, between Howard Lane and Parmer Lane. The half-mile station area includes light industrial and logistical facilities, multi-family development, a major public high school, and retail. Capital Metro owns 33 acres of land at the station, where a mixed-use cluster of residential, employment, and retail development is envisioned over time. "Imagine Austin" lists Tech Ridge as a neighborhood center; Austin's TOD ordinance defines it as a town center.

Station Features...

- Digital real-time information
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (20 spaces)
- MetroBike Shelter (24 spaces)
- Park and ride (476 spaces)

System Connections...

- MetroExpress: 135, 935
- Local bus: 1, 243, 275, 392
- Capital Area Rural Transit (CARTS)
- Last mile: none

Access to...

1. Central Transportation Systems, Inc.
2. The Shops at Tech Ridge
3. Villas Tech Ridge, The Bridge at Center Ridge
4. Pearson Inc, HID Global, Dell Parmer South Campus, GM

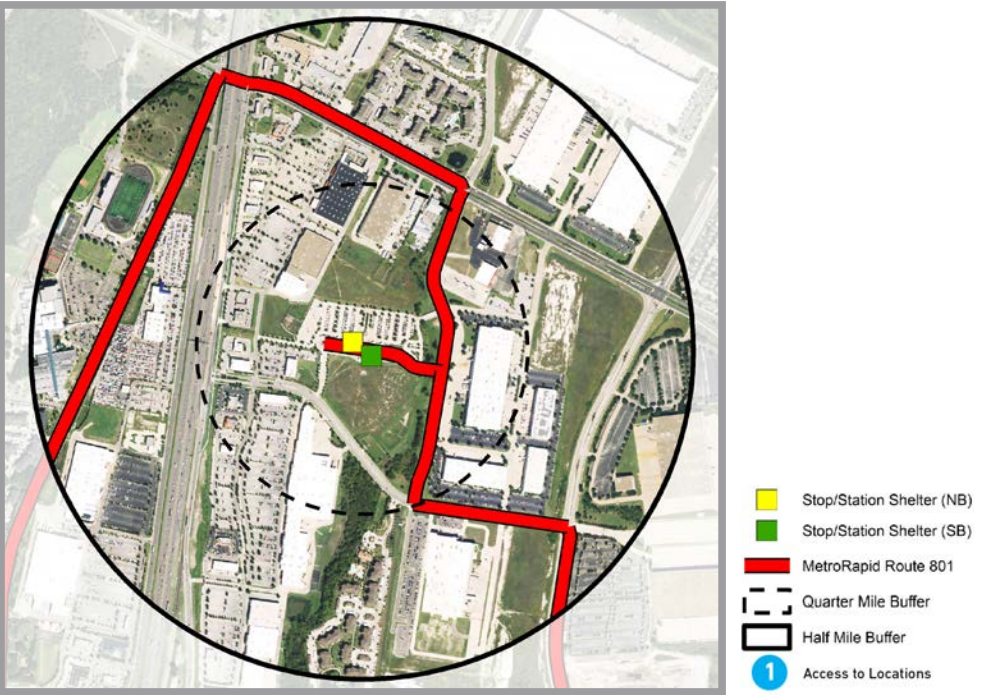
Missing Elements...

- Destination services
- Compact mixed use development
- Wayfinding
- Public realm improvements
- Pedestrian and bicycle connections and crossings



Ridership/Service

Weekday Ridership (April 2016)	469 on / 462 off
Saturday Ridership (April 2016)	259 on / 241 off
Sunday Ridership (April 2016)	148 on / 152 off
Target Weekday Ridership	600 on
Level of Service	12 min peak/20 min off-peak



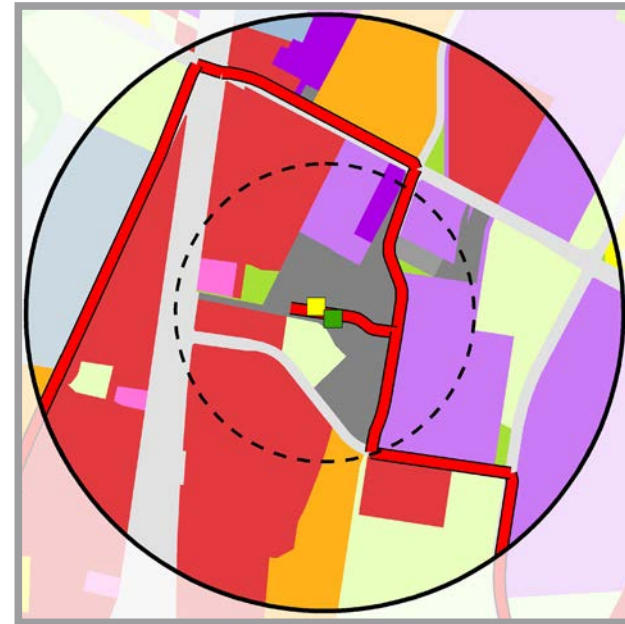
Demographics

Population (2010)	1,010
Population (2040)	2,090
Population Density (2010)	1,300 ppl / sq. mile
Employment (2010)	1,460
Employment (2040)	8,040
Employment Density (2010)	1,900 emp / sq. mile
Households (2010)	520
Households (2040)	1,000
Median HH Size (2010)	1.98
Housing Units (2010)	750
Affordable Housing (2013)	0
Median HH Income (2010)	\$46,980
Zero Car HH (2014)	<10
Millennial Population Age 25-34 (2010)	400
Senior Population Age 65+ (2010)	60

Tech Ridge Park & Ride | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	600
	Profile Date	2016
PLACE TYPOLOGY	Regional Hub	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Low
	Availability	Medium
	Government Support	Medium
NEEDS	Safety and security <ul style="list-style-type: none">▪ Lighting needed in parking lots, along sidewalks, at crosswalks, at station▪ Isolated, activate area Streetscape improvements <ul style="list-style-type: none">▪ Increase walkability and bike/pedestrian access to shopping, office, and residential▪ Clearly define proximity and paths to services, destinations through design (Re)development opportunities <ul style="list-style-type: none">▪ Opportunity for development of 28 acres of undeveloped land owned by Capital Metro and within an enterprise zone▪ Surface parking could be redeveloped into structured parking within a dense, compact, mixed use development within a public/private venture	
	Station amenities <ul style="list-style-type: none">▪ Transit center with activated space Other amenities <ul style="list-style-type: none">▪ Low- and medium-density residential surrounding, commercial area▪ Good access to IH-35▪ Wayfinding to note areas within a "10 minute walk" Public/placemaking/art opportunity <ul style="list-style-type: none">▪ Recreational space at water detention/retention area▪ Potential for functional art	
	▪ Projects to be identified in future	
CATALYST PROJECTS		

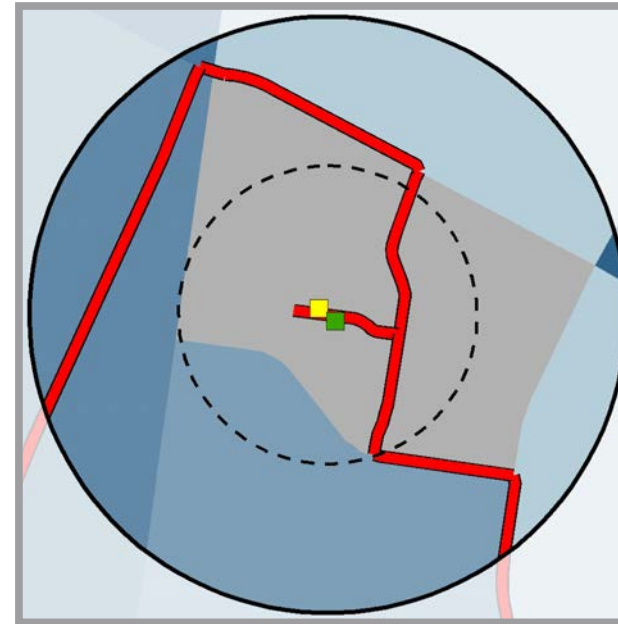
Land Use



The predominant land uses in the 1/2 mile station area include: commercial, miscellaneous industrial, and undeveloped.



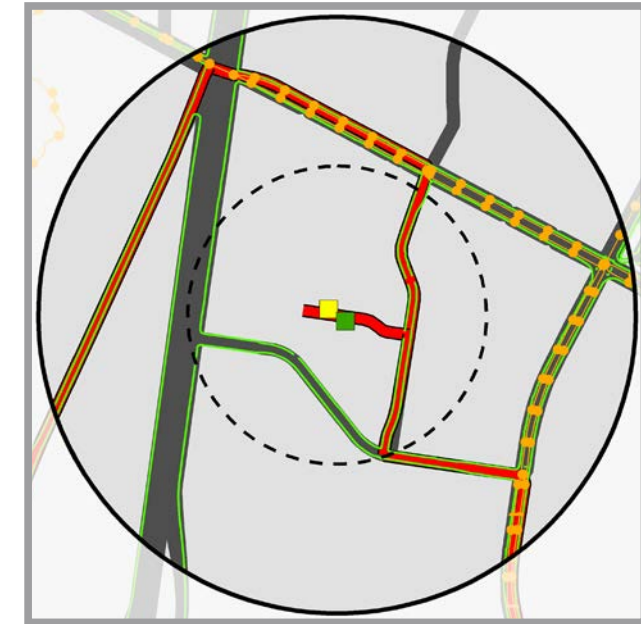
Population Density



Average population density in the 1/2 mile station area is 1,300 residents per square mile..



Infrastructure-Roads



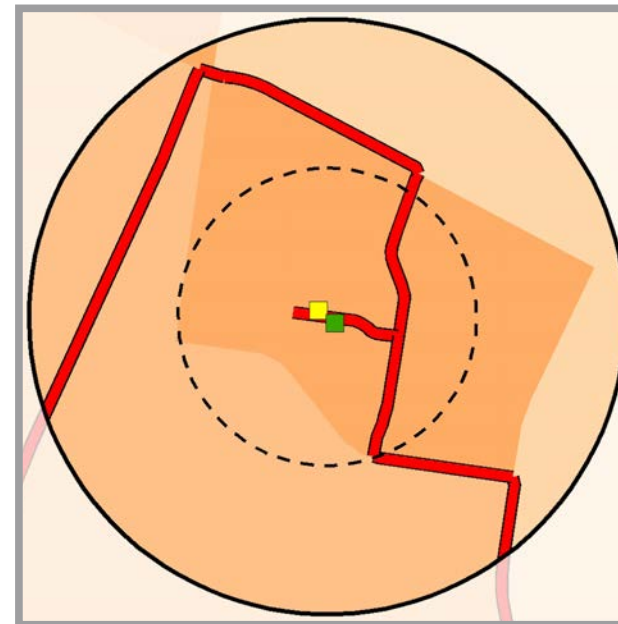
Parcels and Buildings



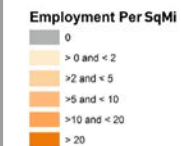
The 1/2 mile station area is estimated to contain 2.84 million built square feet.



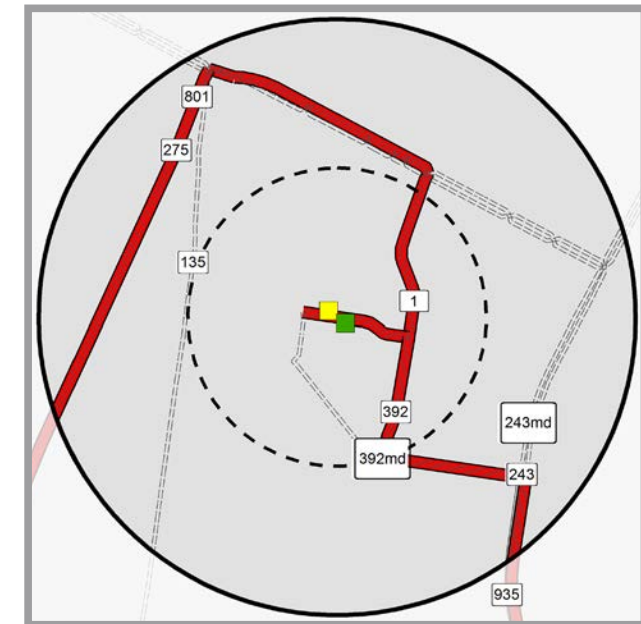
Employment Density



Average employment density in the 1/2 mile station area is 1,900 employees per square mile.



Infrastructure-Transit





MetroRapid Southbound Stop



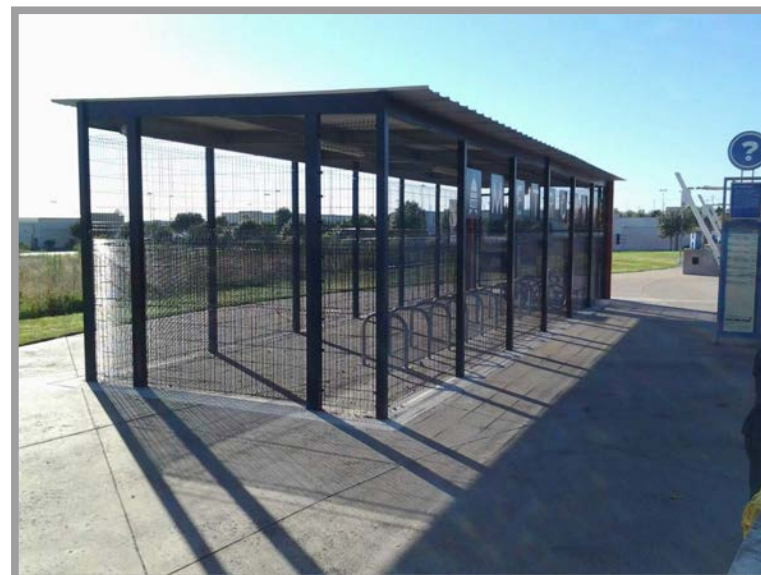
Clock Tower



Center Ridge Drive entrance to Park & Ride



West Park & Ride Lot



MetroBike Shelter



Undeveloped land and detention owned by Capital Metro

Chinatown Station

Chinatown Station is located on the northern segment of the MetroRapid 801 corridor, at the intersection of North Lamar Boulevard and Braker Lane. The anchor retail east of the station area is a thriving shopping center, suburban in nature and separated from the station. The street system is sprawling, with few good connections for cycling or people traveling by foot. The other nearby areas are characterized by strip commercial properties. The interior blocks are primarily single-family detached residential. "Imagine Austin" refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- Local bus: 275, 392
- Last mile: none

Access to...

- Chinatown Center
- Marketplace Austin
- North Austin Event Center

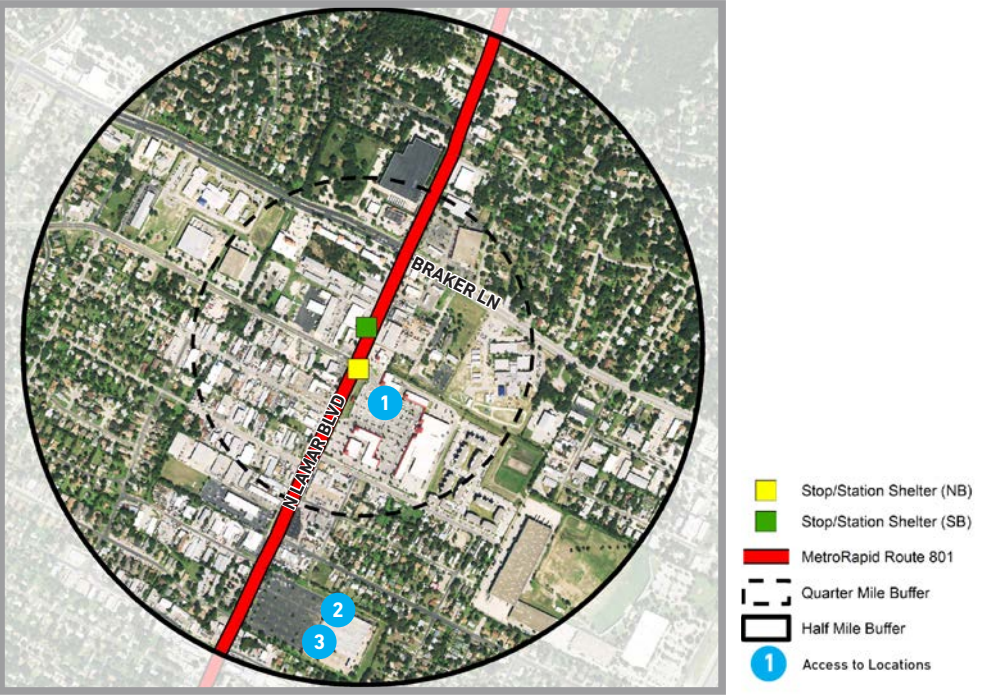
Missing Elements...

- Compact mixed-use development
- Grid streets, sidewalks, and paths
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections and crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	121 on / 103 off
Saturday Ridership (April 2016)	64 on / 62 off
Sunday Ridership (April 2016)	47 on / 41 off
Target Weekday Ridership	320-480 on
Level of Service	15 min peak/30 min off-peak



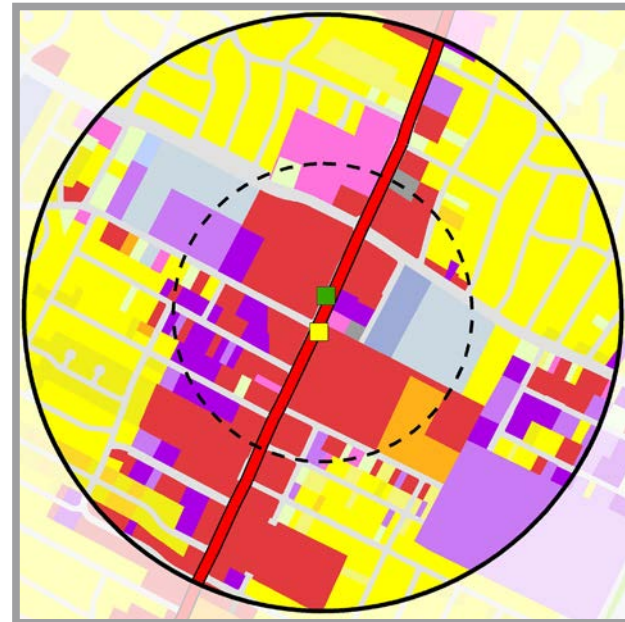
Demographics

Population (2010)	3,820
Population (2040)	5,610
Population Density (2010)	4,900 ppl / sq. mile
Employment (2010)	1,880
Employment (2040)	6,200
Employment Density (2010)	2,400 emp / sq. mile
Households (2010)	1,290
Households (2040)	1,860
Median HH Size (2010)	3.05
Housing Units (2010)	950
Affordable Housing (2013)	0
Median HH Income (2010)	\$42,290
Zero Car HH (2014)	20
Millennial Population Age 25-34 (2010)	500
Senior Population Age 65+ (2010)	220

Chinatown Station | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	320-480
	Profile Date	2016
PLACE TYPOLOGY	Neighborhood TOD	
READINESS SCORE	Long-Term	
READINESS METRICS	Connectivity	Low
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low
NEEDS	Safety and security <ul style="list-style-type: none">Lighting needed in parking lots, along sidewalks, at crosswalks, at stationsPhysical connection to commercial businesses	
	Streetscape improvements <ul style="list-style-type: none">Major sidewalk improvements on both sides of North LamarDefine clear bike/pedestrian paths through parking lots (grid)Pedestrian crossing at Kramer LnBuffer/physical separation for bike lanesReduce setback requirement so development occurs closer to right-of-way line	
	(Re)development opportunities <ul style="list-style-type: none">Redevelopment opportunity for strip commercial on west side north Lamar and east side of Lamar/north of Kramer LaneSetbacks and code requirements revisited	
	Other amenities <ul style="list-style-type: none">Low- to medium-density residential, commercial areasSt. Marks Wildflower MeadowWayfinding to note areas within a "10 minute walk"	
CATALYST PROJECTS	Station amenities <ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale streetlights neededInfill opportunity for Chinatown plaza	
	Public/placemaking/art opportunity <ul style="list-style-type: none">Limited placemaking opportunityPotential for functional art, existing art at Chinatown plazaSafe design	
	<ul style="list-style-type: none">North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)2012 Bond ADA Sidewalks - Street and Bridge (Public Works)N Lamar-Parmer to 183 Sidewalk (Public Works)Wastewater Relay And Spot Rehab (Water)	

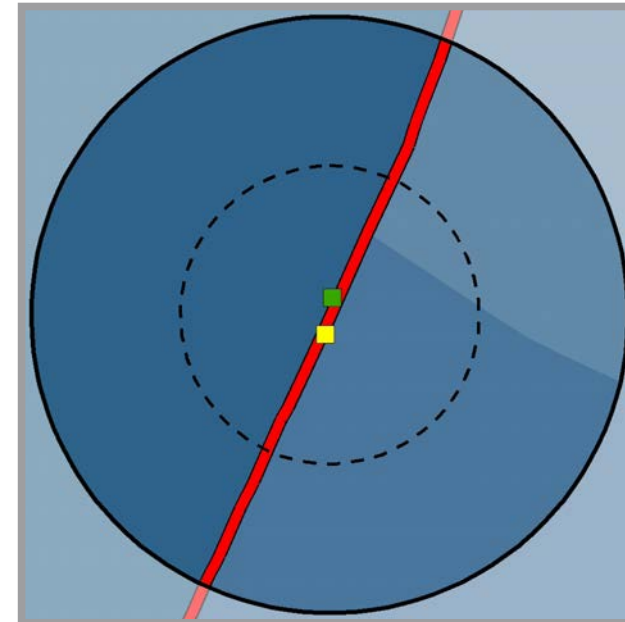
Land Use



The predominant land uses in the 1/2 mile station area include: single-family residential and commercial.



Population Density



Average population density in the 1/2 mile station area is 4,900 residents per square mile.



Infrastructure-Roads



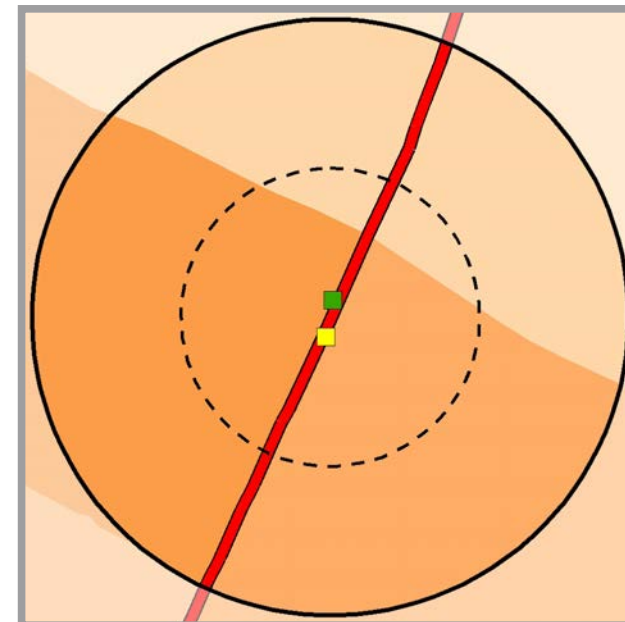
Parcels and Buildings



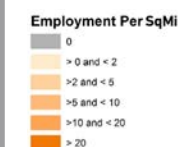
The 1/2 mile station area is estimated to contain 3.82 million built square feet.



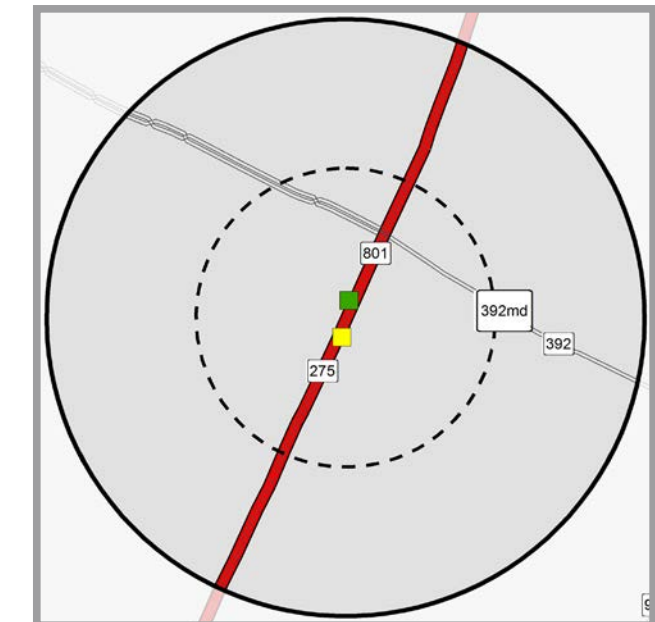
Employment Density



Average employment density in the 1/2 mile station area is 2,400 employees per square mile.



Infrastructure-Transit

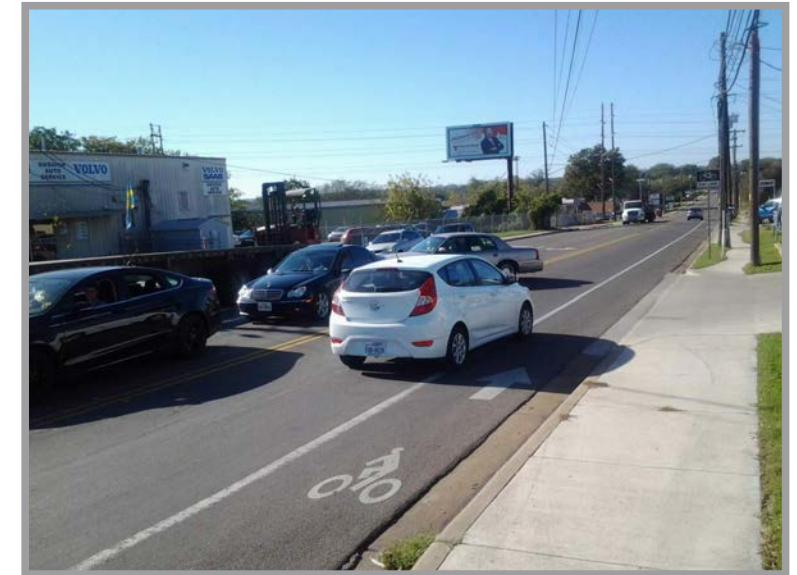




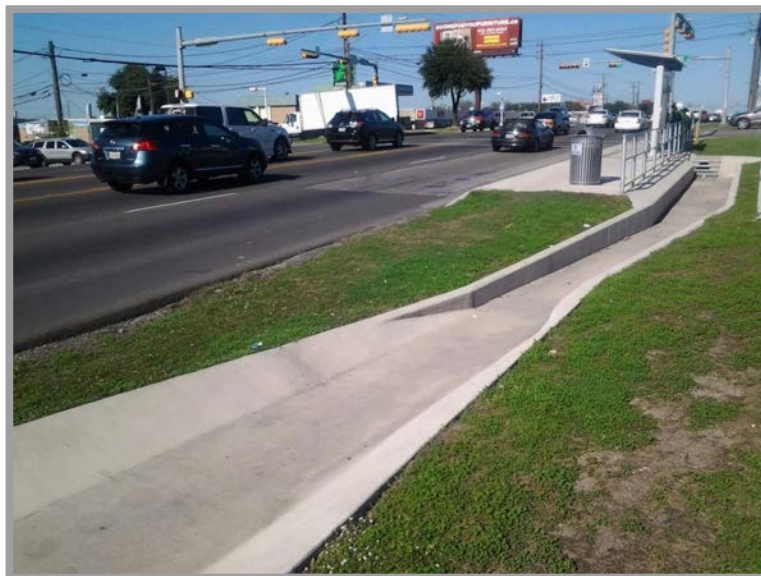
Chinatown Center on the west side of North Lamar Boulevard



Lack of pedestrian crossing and sidewalk on east side of North Lamar Boulevard



Kramer Lane, facing northwest



Storm drainage and dscontiguous sidewalk on east side of North Lamar Boulevard, facing northeast



North Lamar Boulevard, facing southwest



Strip commercial on east side of North Lamar Boulevard

Masterson Station

Masterson Station is located on North Lamar Boulevard at the intersection with Masterson Pass. The northbound station platform is located at The Exchange, an active commercial center. The frontage on North Lamar consists largely of strip commercial, transitioning industrial, and automotive service uses, with interrupted sidewalk coverage. A short distance north of the station on North Lamar is a roughly 10-acre site consisting of a mostly vacant mall and its parking lot. Low-rise apartment complexes are found on both sides of North Lamar, generally set behind the strip commercial frontage. Farther from the station, the interior blocks are largely suburban/rural in character, with detached single-family homes and a fragmented street network. "Imagine Austin" refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- Local bus: 275
- Last Mile: none

Access to...

- The Exchange
- InTown Suites
- Marketplace Austin
- North Austin Event Center
- Sterling Village Apartments

Missing Elements...

- Compact, mixed-use development
- Pedestrian and bicycle connections and improved crossings
- Public realm improvements, including sidewalks, shade, pedestrian-scale lighting, street furniture



Maps ▾ Photos ▾

Ridership/Service

Weekday Ridership (April 2016)	109 on / 94 off
Saturday Ridership (April 2016)	66 on / 53 off
Sunday Ridership (April 2016)	39 on / 38 off
Target Weekday Ridership	220-550 on
Level of Service	15 min peak /30 min off-peak



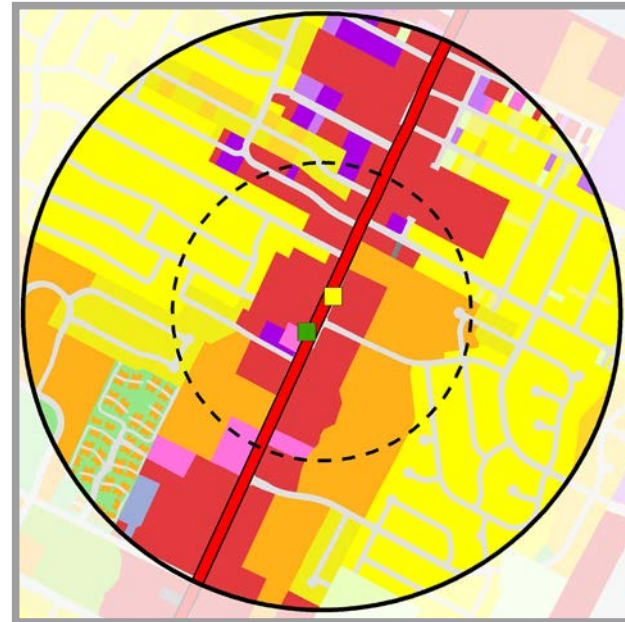
Demographics

Population (2010)	6,670
Population (2040)	8,420
Population Density (2010)	8,500 ppl / sq. mile
Employment (2010)	1,640
Employment (2040)	5,290
Employment Density (2010)	2,100 emp / sq. mile
Households (2010)	2,170
Households (2040)	2,690
Median HH Size (2010)	3.18
Housing Units (2010)	2,860
Affordable Housing (2013)	0
Median HH Income (2010)	\$32,310
Zero Car HH (2014)	20
Millennial Population Age 25-34 (2010)	1,750
Senior Population Age 65+ (2010)	310

Masterson Station | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	220-550
	Profile Date	2016
PLACE TYPOLOGY	Neighborhood TOD	
READINESS SCORE	Long-Term	
READINESS METRICS	Connectivity	Low
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">Lighting in parking lots, along sidewalks, crosswalks, stationsAttention to international populations with varied languages and multiple shifts</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">Pedestrian scale lightingFilling gaps and missing sidewalksIncreased buffer between the station and vehicle lanesRedesign/rework pedestrian crosswalk button near SB stationImproved crossing and signal timing at Masterson PassPedestrian and bicycle connections between residential and commercial servicesMid-block crossingsReduced setback requirement to allow development closer to right-of-way line</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">Long-term potential for redevelopment on east side of North Lamar Boulevard between Ken Street and Neans Drive</div> <div><div>Station amenities</div><ul style="list-style-type: none">Shade: trees or shade structure (especially at SB station)Pedestrian scale streetlightsEnhanced visibility</div> <div><div>Other amenities</div><ul style="list-style-type: none">Low- and medium-density residential, commercial areaWayfinding to note areas within a "10 minute walk"</div> <div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">Limited placemaking opportunityPotential for functional artSafe design</div>	
CATALYST PROJECTS	<ul style="list-style-type: none">2012 Bond ADA Sidewalks - Street and Bridge (Public Works)N Lamar-Parmer to 183 Sidewalk (Public Works)North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)	

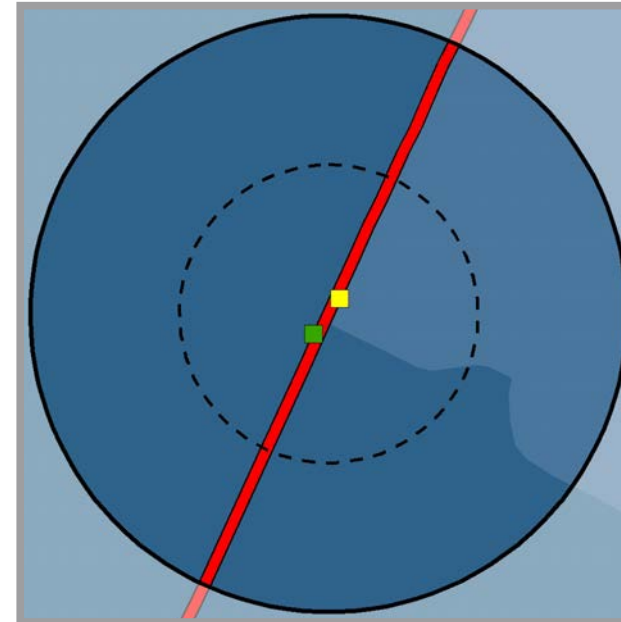
Land Use



The predominant land uses in the ½ mile station area include: single family residential, commercial, and apartment/condo.



Population Density



Average population density in the ½ mile station area is 8,500 residents per square mile.



Infrastructure-Roads



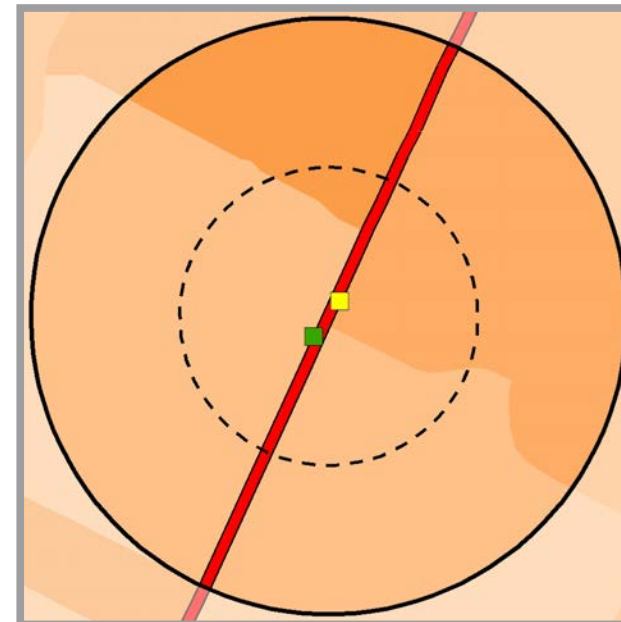
Parcels and Buildings



The ½ mile station area is estimated to contain 4.54 million built square feet.



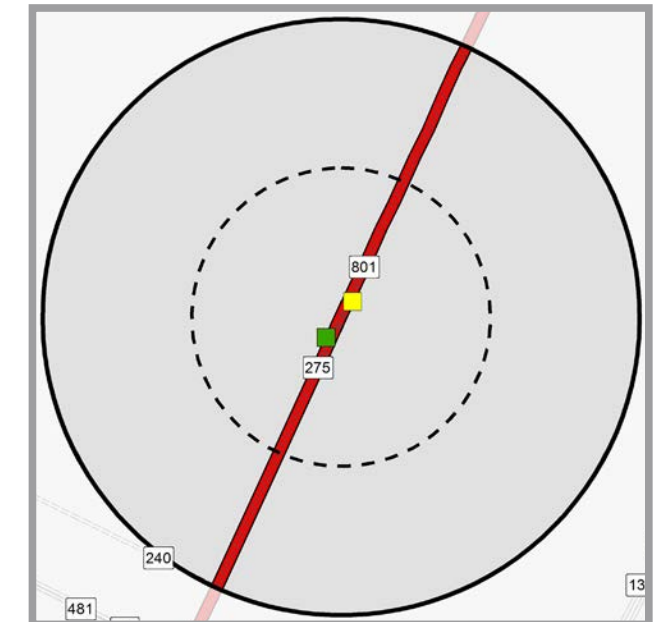
Employment Density



Average employment density in the ½ mile station area is 2,100 employees per square mile.



Infrastructure-Transit

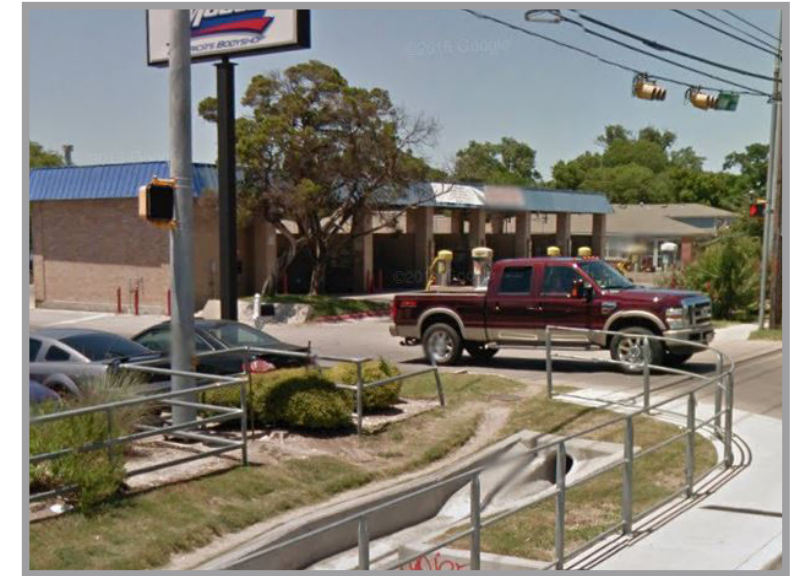




The Exchange commercial and office complex on east side of North Lamar Boulevard



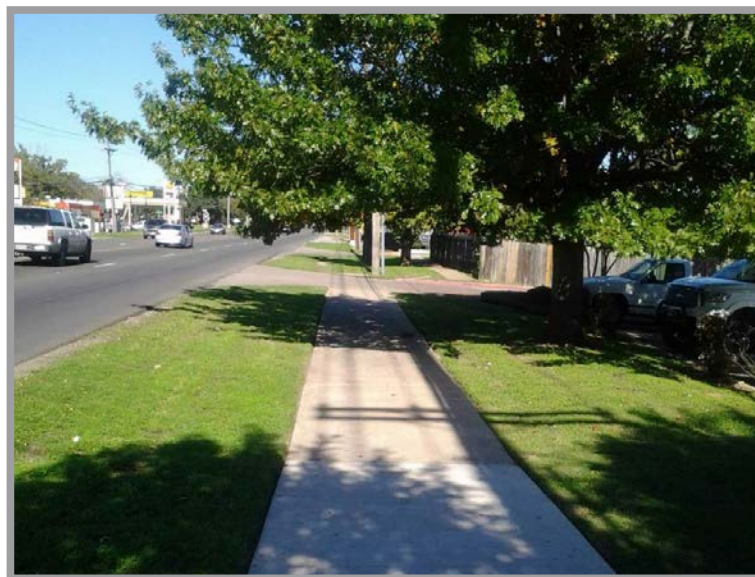
East-west crosswalk at the intersection of North Lamar Boulevard and Masterson Pass, facing northwest



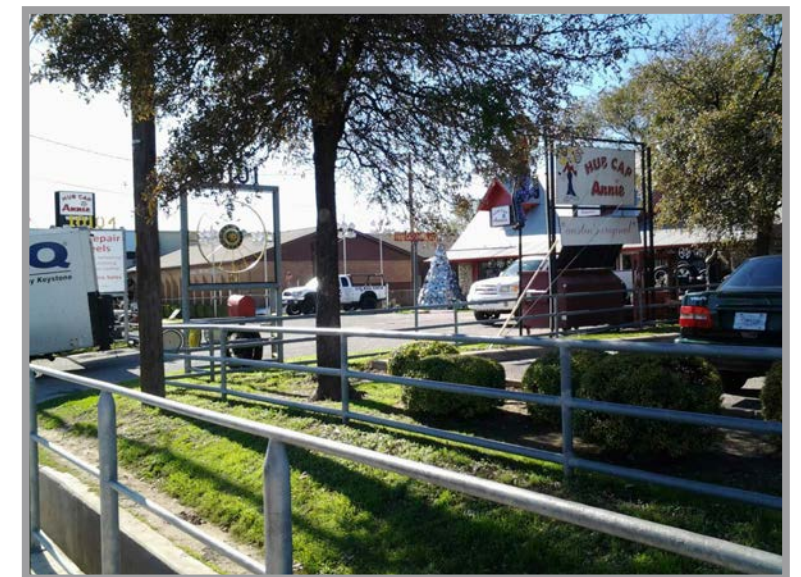
Storm drainage and inaccessible pedestrian push-to-walk button at the intersection of North Lamar Boulevard and Masterson Pass



North Lamar Boulevard, facing southwest



Sidewalk along east side of North Lamar Boulevard, facing northeast



Strip commercial on west side of North Lamar Boulevard

Rundberg Station

Rundberg Station is located on North Lamar Boulevard at the intersection with West Rundberg Lane, which connects to I-35. Important community destinations are within walking distance of the station to the east, and the City of Austin/YMCA North Austin Community Center to the west. From the station northward, North Lamar Boulevard—including all four quadrants of its intersection with West Rundberg Lane—is dominated by strip commercial and automotive uses, with intermittent sidewalk coverage. South of the station, the North Lamar frontage becomes a mix of commercial and residential, including both single- and multi-family. The interior blocks of the station area consist primarily of single-family homes. “Imagine Austin” refers to this area as an activity corridor node, and it is also designated as a neighborhood center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- Local bus: 1, 142, 240, 275, 325, 481
- Last Mile: none

Access to...

1. City of Austin/YMCA North Austin Community Center
2. Little Walnut Creek Library
3. H-E-B Grocery Store
4. Northgate Shopping Center

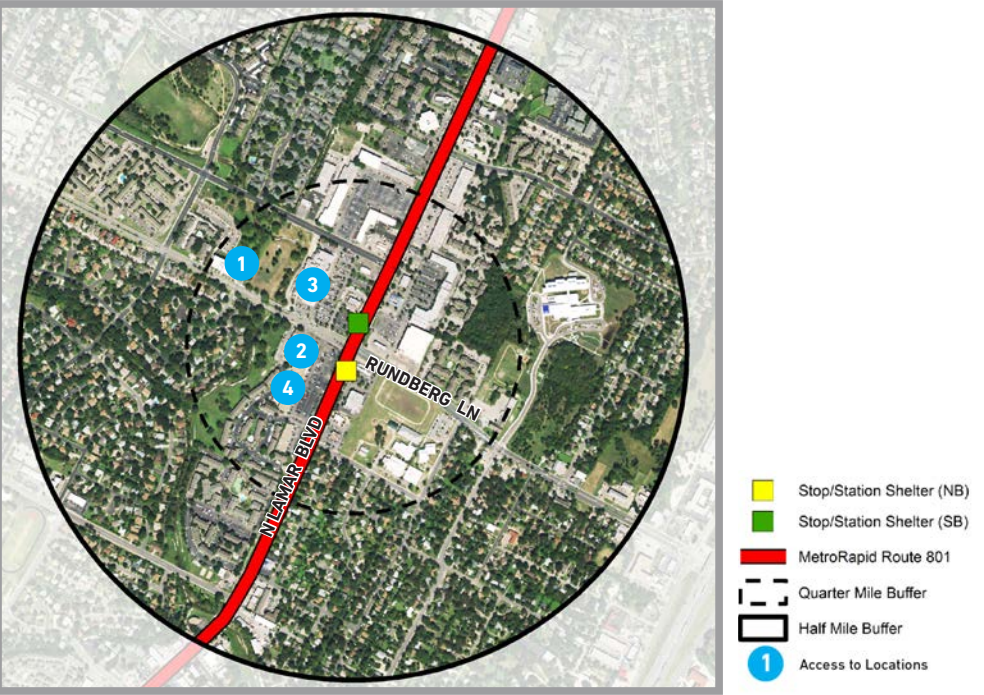
Missing Elements...

- Compact, mixed-use development
- Improved sidewalks and paths
- Pedestrian and bicycle connections and crossings
- Public realm improvements, including shade, pedestrian-scale lighting, and street furniture



Ridership/Service

Weekday Ridership (April 2016)	222 on / 210 off
Saturday Ridership (April 2016)	154 on / 143 off
Sunday Ridership (April 2016)	105 on / 103 off
Target Weekday Ridership	420-690 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	8,080
Population (2040)	9,800
Population Density (2010)	10,300 ppl / sq. mile
Employment (2010)	1,250
Employment (2040)	3,910
Employment Density (2010)	1,600 emp / sq. mile
Households (2010)	2,560
Households (2040)	3,050
Median HH Size (2010)	3.2
Housing Units (2010)	2,870
Affordable Housing (2013)	0
Median HH Income (2010)	\$32,710
Zero Car HH (2014)	30
Millennial Population Age 25-34 (2010)	1,730
Senior Population Age 65+ (2010)	330

Rundberg Station | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	420-690
	Profile Date	2016

PLACE TYPOLOGY TOD Village

READINESS SCORE Emerging

READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low

NEEDS	Safety and security <ul style="list-style-type: none">▪ Lighting in parking lots, along sidewalks, and at station▪ Wayfinding to H-E-B, YMCA, local services▪ Attention to international populations with varied languages and multiple shift work	(Re)development opportunities <ul style="list-style-type: none">▪ Redevelopment potential of strip commercial at all four corners of intersection▪ Mobility information and service resource
	Streetscape improvements <ul style="list-style-type: none">▪ Protected bike lane on North Lamar▪ Restriped crosswalks, minimize curb cuts▪ Pedestrian scale lighting, particularly near crossings▪ Shade: canopy trees▪ Traffic calming: high-volume/high-speed traffic intersection needs enhanced pedestrian crosswalks, e.g. elevated pedestrian crossings or other mechanisms	Station amenities <ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian scale streetlights
		Other amenities <ul style="list-style-type: none">▪ Connectivity to parks and low-density residential▪ Wayfinding to note areas within a “10 minute walk”
		Public/placemaking/art opportunity <ul style="list-style-type: none">▪ Possible “third place” and/or potential for functional art▪ Safe design

CATALYST PROJECTS	▪ 2012 Bond ADA Sidewalks - Street and Bridge (Public Works)
	▪ N Lamar-Parmer to 183 Sidewalk (Public Works)
	▪ North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
	▪ Little Walnut Creek - Creek flood hazard reduction from Metric to Rutland (Watershed Protection)
	▪ Little Walnut Creek - Jamestown Channel (Thurmond St to Confluence) (Watershed Protection)

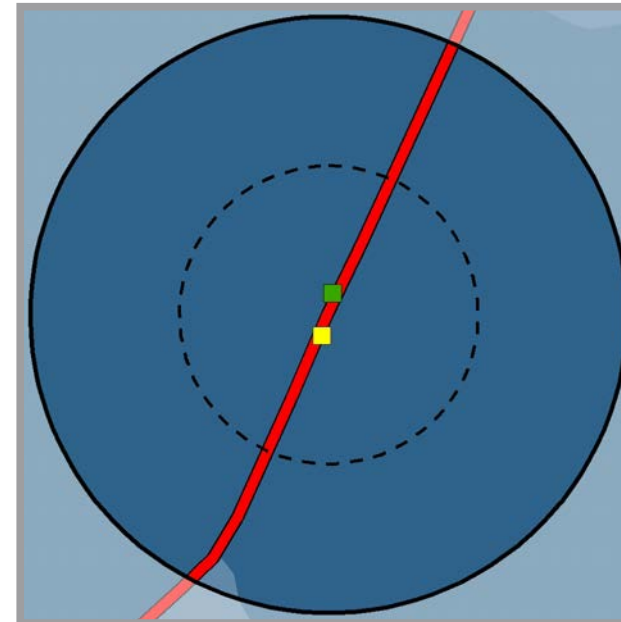
Land Use



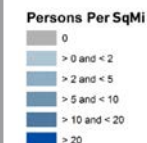
The predominant land uses in the 1/2 mile station area include: single family residential, apartment/condo, and commercial.



Population Density



Average population density in the 1/2 mile station area is 10,300 residents per square mile.



Infrastructure-Roads



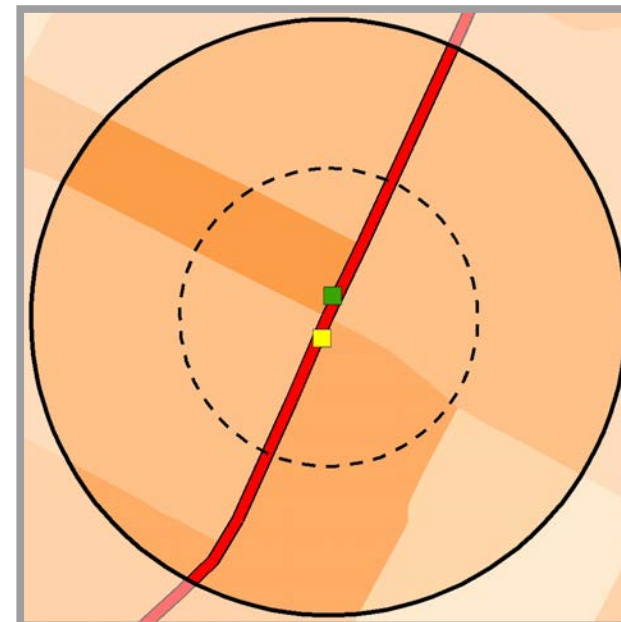
Parcels and Buildings



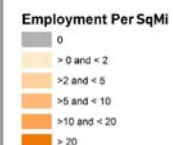
The 1/2 mile station area is estimated to contain 3.83 million built square feet.



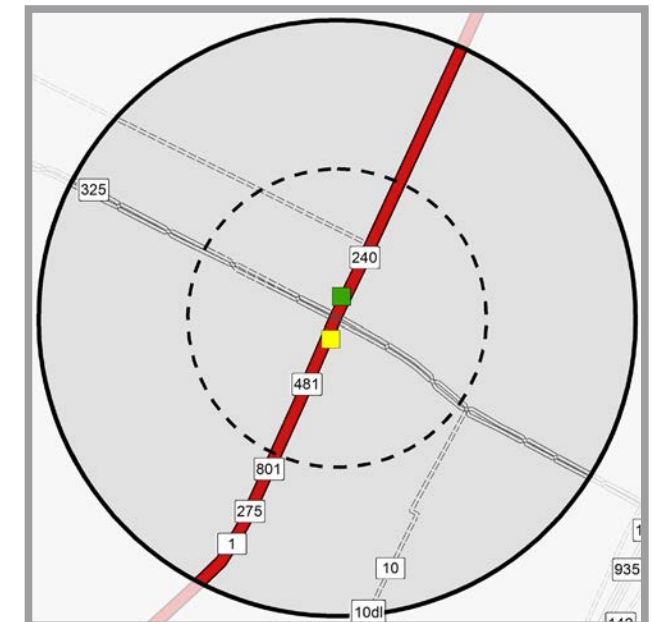
Employment Density



Average employment density in the 1/2 mile station area is 1,600 employees per square mile.



Infrastructure-Transit

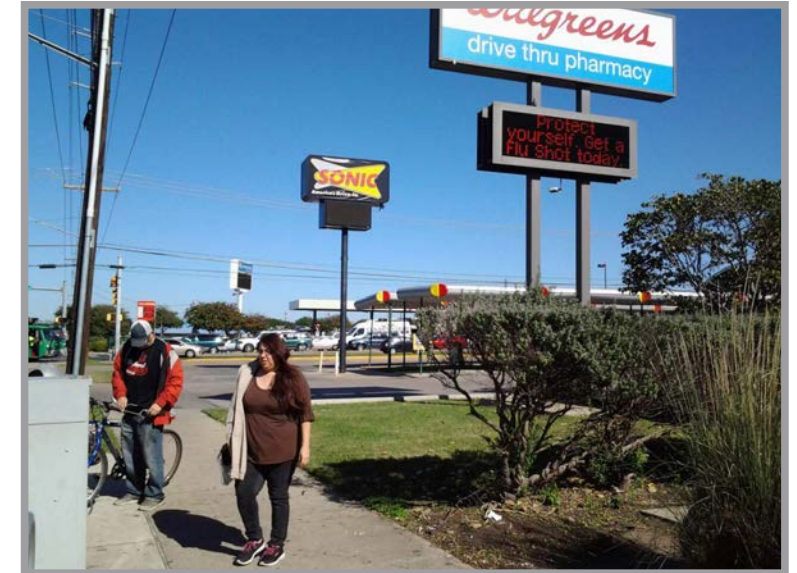




North Lamar Boulevard, facing northeast, with H-E-B grocery store on far left



Discontinuous sidewalk along east side of North Lamar Boulevard, facing southwest and showing entrance to Sonic Drive-In



Sonic Drive-In and Walgreens on east side of North Lamar Boulevard



Northgate Shopping Center on west side of North Lamar Boulevard



Shared lane on West Rundberg Lane, facing east



Crosswalk at the intersection of North Lamar Boulevard and West Rundberg Lane, facing northwest

North Lamar Transit Center

The North Lamar Transit Center is located at the intersection of North Lamar Boulevard and US 183 and its frontage road, and West Anderson Lane. This hub connects the MetroRapid 801 service with several MetroBus routes; it also provides park & ride spaces, readily accessible from US 183 and to downtown. This station area includes strip retail, services, storage units, automobile dealerships, and expansive parking lots. A garden apartment development is located east of the station, and the Thurmond Heights public housing complex is to the north. Pedestrian and bicycle connectivity is weak, due to the grade-separated frontage roads and fragmented sidewalks. The Transit Center is within nominal walking distance of the single-family neighborhood southwest of the intersection, but the route beneath the US 183 overpass is uninviting. "Imagine Austin" lists this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (16)
- Park & ride (268 spaces)

System Connections...

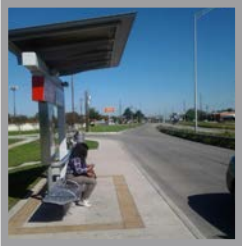
- Local bus: 1, 240, 275, 300, 323, 350, 383
- Last Mile: none

Access to...

1. Thurmond Heights Public Housing
2. Concordia University - North Lamar Center
3. Executive Suites at Lamar Towers

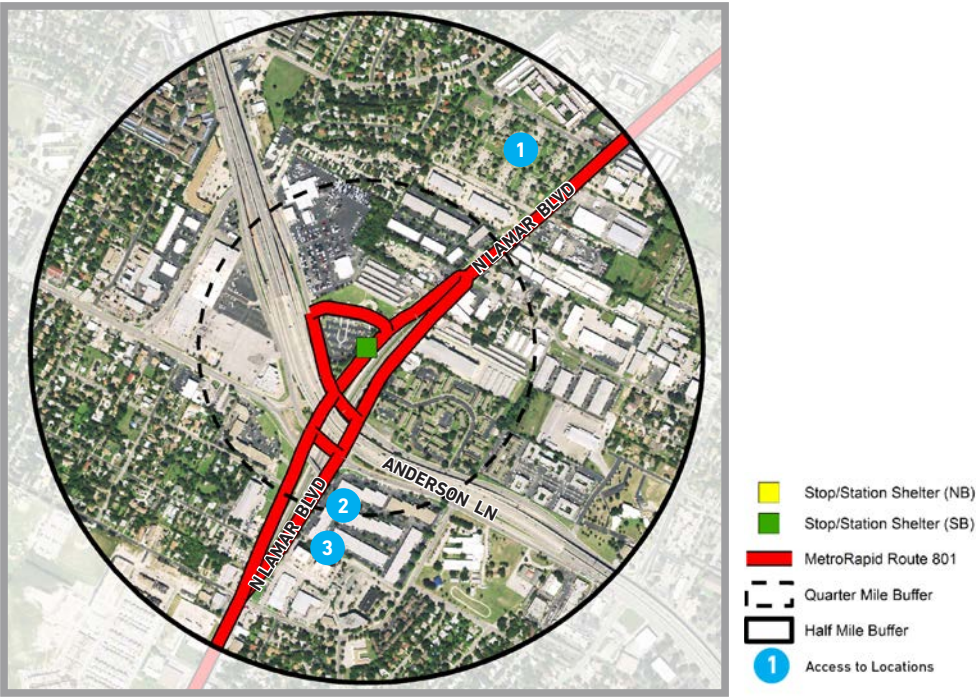
Missing Elements / Opportunities...

- Dense, compact mixed-use development
- Grid streets, paths and sidewalks
- Pedestrian and bicycle connections and crossings
- Wayfinding
- Public realm improvements
- "Third place" gathering spots



Ridership/Service

Weekday Ridership (April 2016)	275 on / 276 off
Saturday Ridership (April 2016)	114 on / 117 off
Sunday Ridership (April 2016)	91 on / 90 off
Target Weekday Ridership	900 on
Level of Service	15 min peak / 30 min off-peak



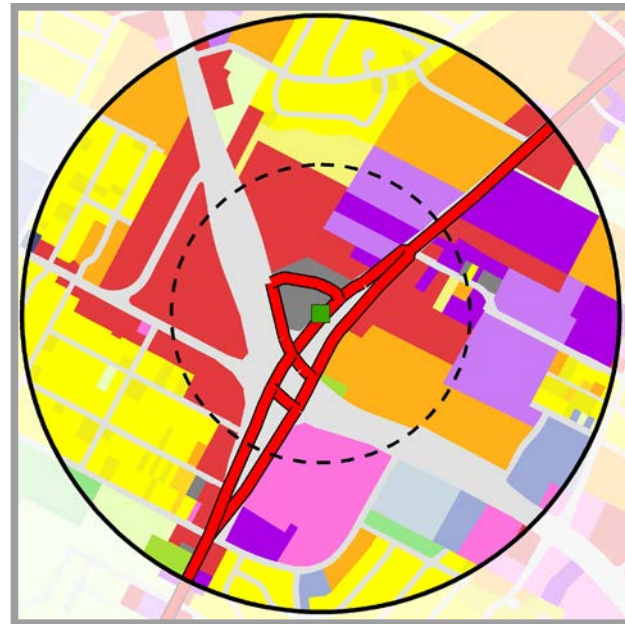
Demographics

Population (2010)	4,900
Population (2040)	8,130
Population Density (2010)	6,200 ppl / sq. mile
Employment (2010)	2,210
Employment (2040)	8,520
Employment Density (2010)	2,800 emp / sq. mile
Households (2010)	1,810
Households (2040)	3,010
Median HH Size (2010)	2.6
Housing Units (2010)	1,980
Affordable Housing (2013)	0
Median HH Income (2010)	\$32,960
Zero Car HH (2014)	10
Millennial Population Age 25-34 (2010)	940
Senior Population Age 65+ (2010)	280

N. Lamar Transit Center | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	900
	Profile Date	2016
PLACE TYPOLOGY	Special Destination	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">▪ Additional lighting in parking lots, along streets and sidewalks, at crosswalks, and at bike racks▪ Enhanced active security presence and activation of surrounding areas</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">▪ Enhanced, high visibility pedestrian/bike route crossing at North Lamar at US 183▪ Pedestrian-scale lighting▪ Mid-block crossing at North Lamar/Powell Lane intersection, a divided six-lane highway</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">▪ Redesign of the North Lamar Transit Center, to include a mix of uses with enhanced connectivity to the area through a variety of travel modes, and increasing visibility and functionality of the transit, possibly through public-private partnership</div>	
	<div><div>Station amenities</div><ul style="list-style-type: none">▪ Pedestrian-scale streetlights▪ Additional shade▪ Increased visibility and security with "eyes on the street"▪ Secure protected bike racks▪ Transit center, activated spaces, vending</div> <div><div>Other amenities</div><ul style="list-style-type: none">▪ Low- and medium-density residential, elementary school, park▪ Wayfinding to note areas within "10 minute walk"</div> <div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">▪ No or limited placemaking opportunity▪ Potential for functional art▪ Safe design</div>	
CATALYST PROJECTS	<ul style="list-style-type: none">▪ North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)▪ Morrow and Gault Water & Wastewater Line Renewal (Water)	

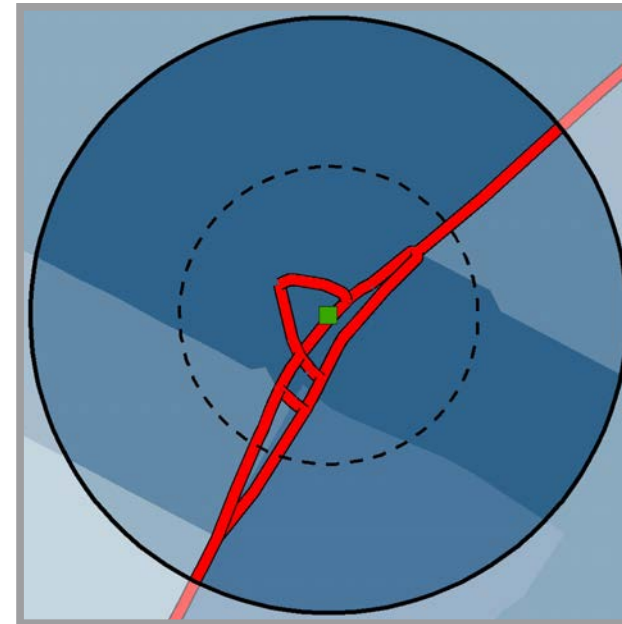
Land Use



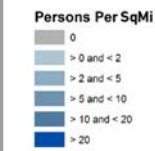
The predominant land uses in the 1/2 mile station area include: streets and roads, commercial, single family residential, and apartment/condo.



Population Density



Average population density in the 1/2 mile station area is 6,200 residents per square mile.



Infrastructure-Roads



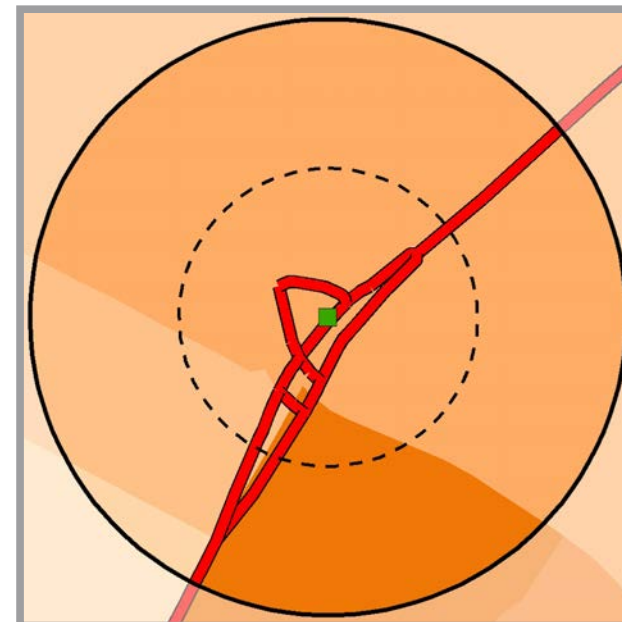
Parcels and Buildings



The 1/2 mile station area is estimated to contain 4.12 million built square feet.



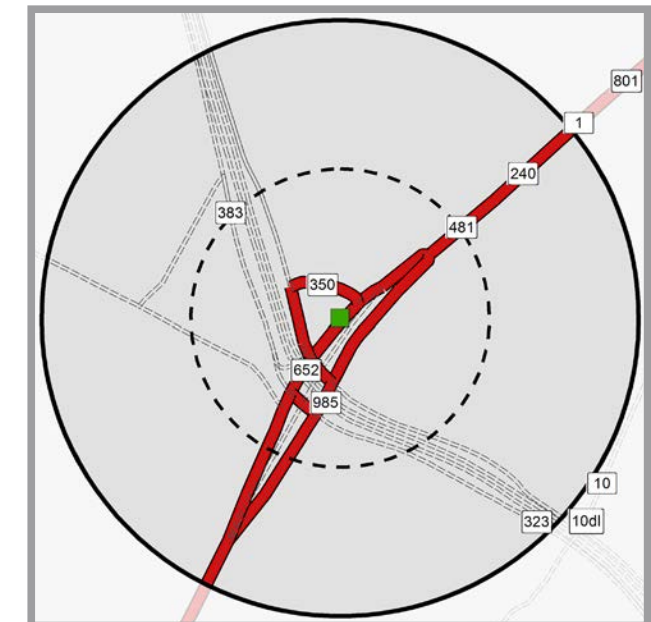
Employment Density



Average employment density in the 1/2 mile station area is 2,800 employees per square mile.

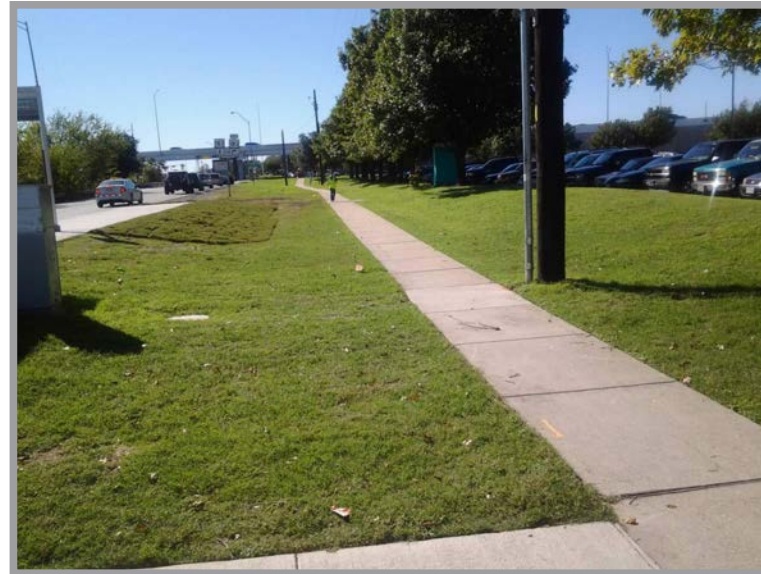


Infrastructure-Transit





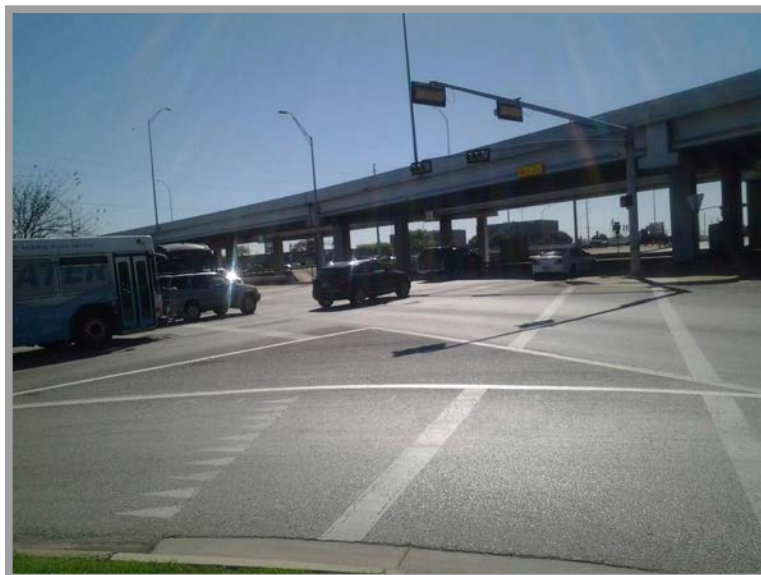
North Lamar Boulevard, facing northeast, and Public Storage, far right



Sidewalk along the west side of North Lamar Boulevard, facing southwest



Parking lot at the North Lamar Transit Center



Crosswalk at the intersection of West Anderson Lane and North Lamar Boulevard, facing southwest



West Side of North Lamar Boulevard, facing southwest



Santa Maria Village Apartments, east side of North Lamar Boulevard

Crestview Station

Crestview Station is located at the intersection of North Lamar Boulevard and Airport Boulevard. It is also served by MetroRail. The northwest quadrant of the station area is undergoing large-scale mixed-use transit-oriented development, with multi-family buildings that include live/work units, and office and retail facing North Lamar. The other nearby areas are characterized by strip commercial and industrial properties, including Highland Village, an underutilized shopping center. The interior blocks are primarily single family detached residential. “Imagine Austin” lists Crestview Station as a town center; Austin’s TOD ordinance lists it as a neighborhood center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (20)

System Connections...

- MetroRail
- Local bus: 1, 300, 350
- Last Mile: Car2Go Area

Access to...

1. Midtown Commons Phases 1 & 2
2. Highland Village
3. Crestview/Highland Trail
4. Emerging medium-density residential

Missing Elements / Opportunities...

- Mixed-use redevelopment of strip commercial and industrial sites
- Pedestrian and bicycle connections and improved crossings
- Public realm improvements, including shade, pedestrian-scale lighting, street furniture
- Wayfinding

Ridership/Service

Weekday Ridership (April 2016)	204 on / 190 off
Saturday Ridership (April 2016)	91 on / 83 off
Sunday Ridership (April 2016)	59 on / 59 off
Target Weekday Ridership	380-490 on
Level of Service	15 min peak / 30 min off-peak



Demographics

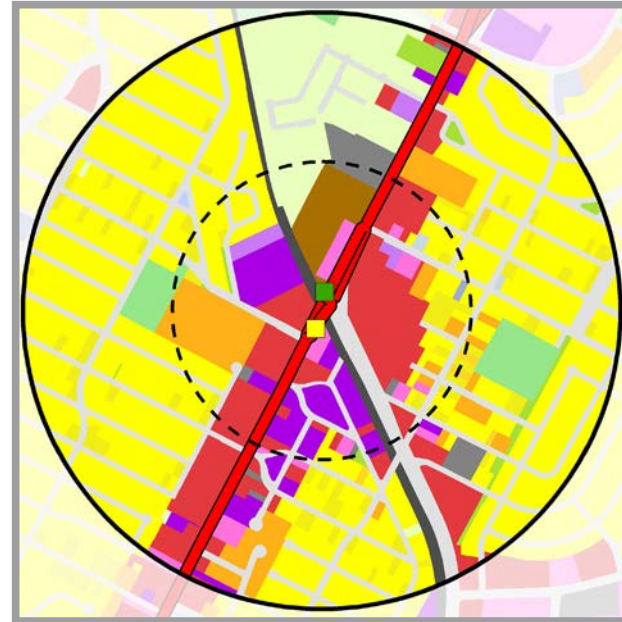
Population (2010)	3,400
Population (2040)	5,450
Population Density (2010)	4,300 ppl / sq. mile
Employment (2010)	2,480
Employment (2040)	4,230
Employment Density (2010)	3,200 emp / sq. mile
Households (2010)	1,690
Households (2040)	3,020
Median HH Size (2010)	1.97
Housing Units (2010)	1,890
Affordable Housing (2013)	63
Median HH Income (2010)	\$43,960
Zero Car HH (2014)	50
Millennial Population Age 25-34 (2010)	800
Senior Population Age 65+ (2010)	260

Crestview Station | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	380-490
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Medium
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">▪ Lighting needed on sidewalks and to illuminate crosswalks at North Lamar Boulevard and Airport Boulevard</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">▪ Intersection improvements to better facilitate all travel modes, e.g. eliminate free right turn movements at North Lamar and Airport Boulevard▪ Bike/pedestrian connections on east side of North Lamar▪ Sidewalk repair, at driveways, utility barriers, gaps▪ Pedestria-scale lighting on sidewalks leading to station and at crossings▪ Shade trees▪ Buffer between sidewalk and vehicle lanes▪ Improved bike access and track crossings▪ Traffic calming, increasing pedestrian/bike safety at crossings</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">▪ Redevelopment in east, south, southeast quadrants▪ Redevelopment of publicly-owned property, other properties adjacent to station▪ Infill at nearby shopping centers</div> <div><div>Station amenities</div><ul style="list-style-type: none">▪ Shade trees</div> <div><div>Other amenities</div><ul style="list-style-type: none">▪ Continuance of pedestrian/ bicycle trail from Crestview Station to Morrow St▪ Wayfinding to note areas within a “10 minute walk”</div> <div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">▪ Placemaking opportunities▪ Potential for other functional art▪ Potential for collaboration between private/public interests▪ Safe design</div>	
CATALYST PROJECTS	<ul style="list-style-type: none">▪ Justin Lane Reconstruction from Burnet to Lamar (Public Works)▪ Reznicek Field Water Quality Retrofit (Watershed Protection)	



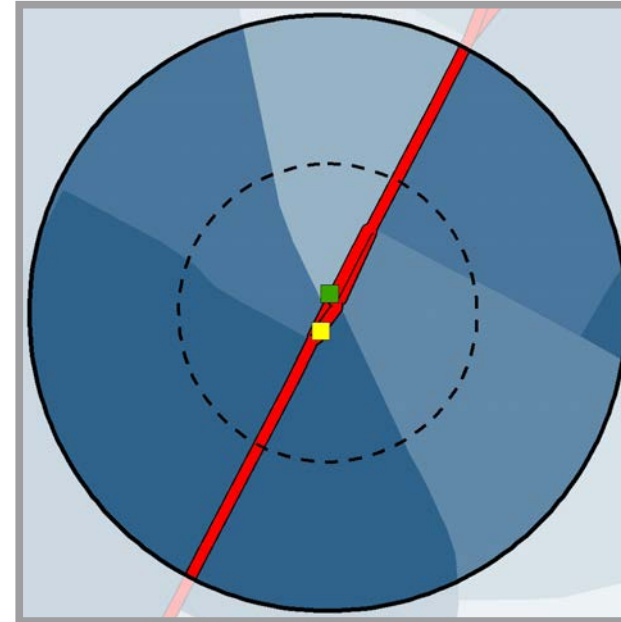
Land Use



The predominant land uses in the 1/2 mile station area include: single family residential, commercial, and undeveloped.



Population Density



Average population density in the 1/2 mile station area is 4,300 residents per square mile.



Infrastructure-Roads



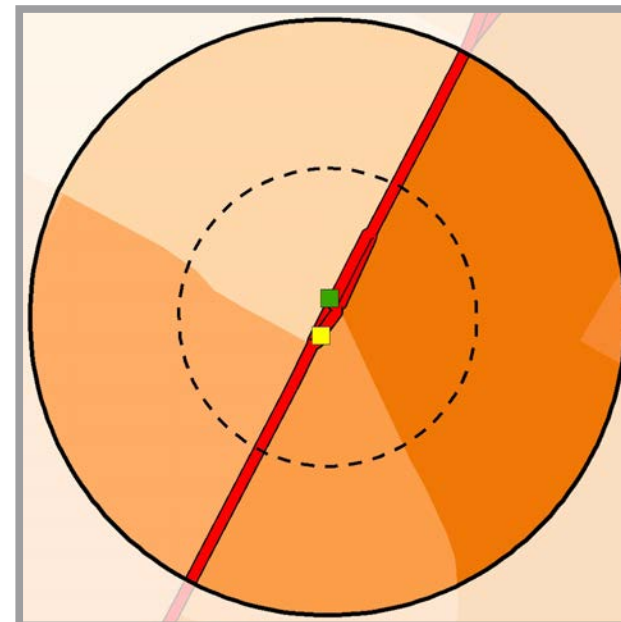
Parcels and Buildings



The 1/2 mile station area is estimated to contain 4.03 million built square feet.



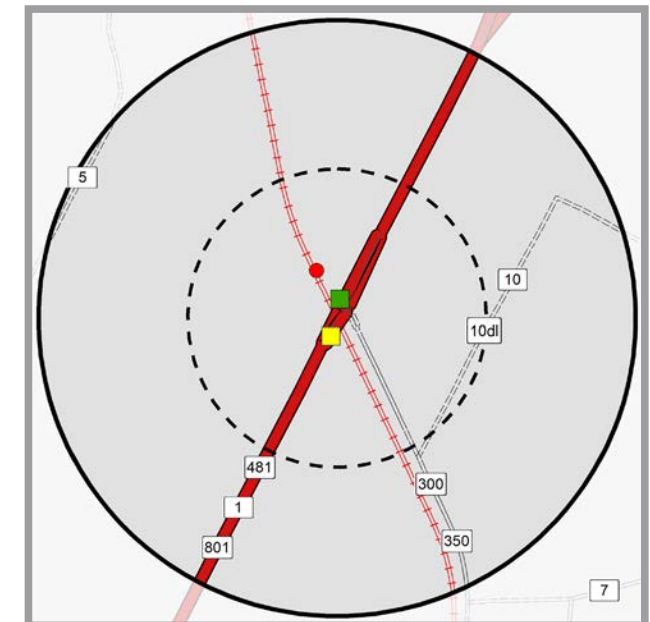
Employment Density



Average employment density in the 1/2 mile station area is 3,200 employees per square mile.



Infrastructure-Transit

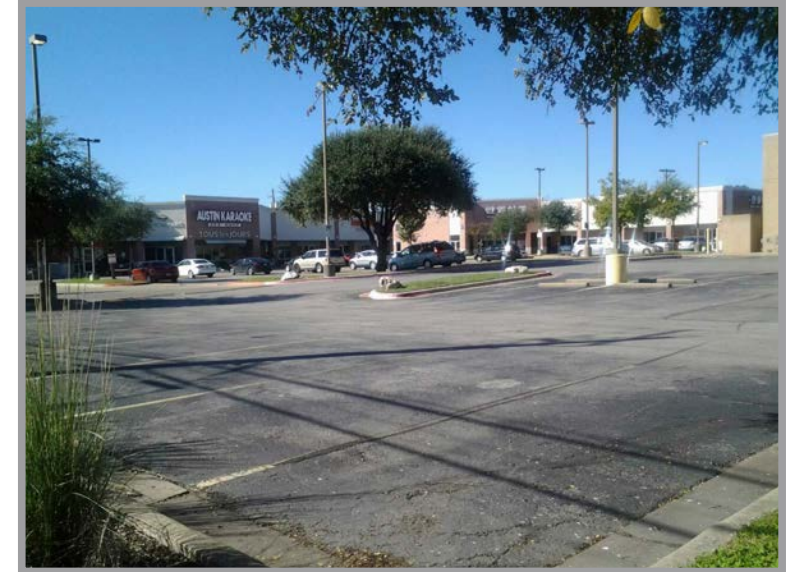




Midtown Commons, from MetroRail platform



Auto-oriented commercial, north view of west side of North Lamar Boulevard at Justin Lane



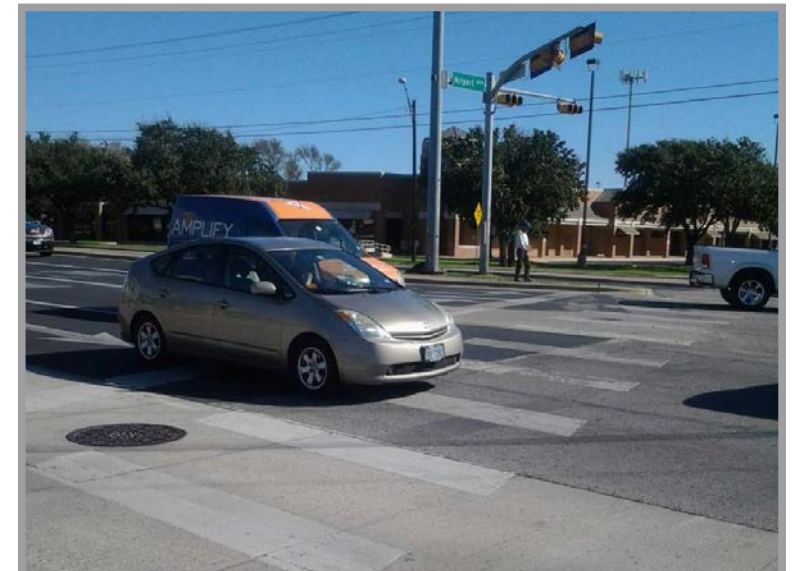
Neighborhood retail center, southeast of North Lamar Boulevard and Airport Boulevard



MetroRail crossing, east side of North Lamar Boulevard



Highland Village shopping center east of station



Pedestrian crossing on North Lamar Boulevard at Airport Boulevard

Brentwood Station

Brentwood Station is located on North Lamar Boulevard, at its intersection with Koenig Lane. The station's northeast quadrant is dominated by the Texas Department of Public Safety campus. Aside from the Public Safety campus, the North Lamar frontage consists primarily of low-density retail and service uses. Although sidewalks are in place continually along North Lamar Boulevard in this area, uneven topography and a proliferation of curb cuts inhibits pedestrian and bicycle travel. The close proximity of school and government offices present pedestrian safety challenges, especially those crossing busy streets to access the station. In the southern part of the station area, multi-story residential development, fronting directly on the street, has begun to emerge. The interior blocks of the station area consist primarily of detached single-family homes. "Imagine Austin" refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

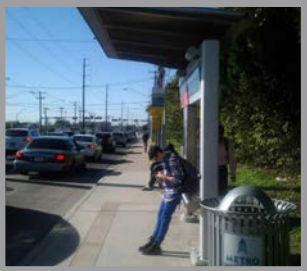
- Local bus: 1, 320, 481
- Last mile: Car2Go (south of Koenig Lane)

Access to...

- DPS North Lamar
- Texas Department of Public Safety
- Lamar Business Park

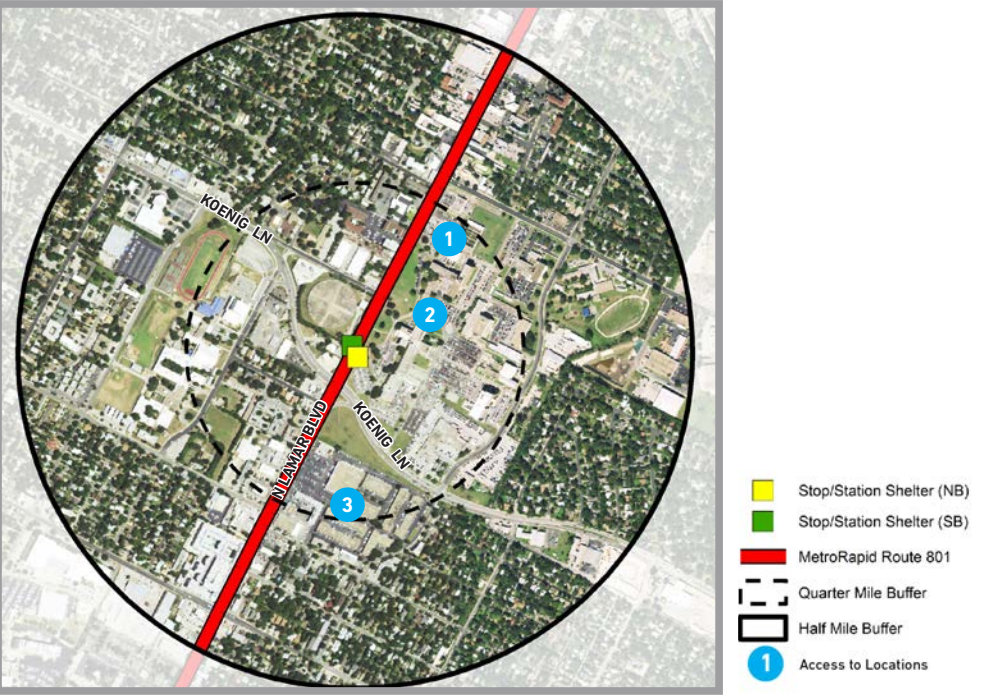
Missing Elements / Opportunities...

- Compact mixed-use development
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	175 on / 182 off
Saturday Ridership (April 2016)	64 on / 64 off
Sunday Ridership (April 2016)	47 on / 43 off
Target Weekday Ridership	390-640 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	3,430
Population (2040)	5,260
Population Density (2010)	4,400 ppl / sq. mile
Employment (2010)	5,620
Employment (2040)	7,480
Employment Density (2010)	7,200 emp / sq. mile
Households (2010)	1,860
Households (2040)	2,870
Median HH Size (2010)	1.87
Housing Units (2010)	2,180
Affordable Housing (2013)	0
Median HH Income (2010)	\$38,620
Zero Car HH (2014)	50
Millennial Population Age 25-34 (2010)	1,110
Senior Population Age 65+ (2010)	210

Brentwood Station | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	390-640
	Profile Date	2016

Neighborhood TOD

Emerging

READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Medium

NEEDS	Safety and security <ul style="list-style-type: none">Lighting in parking lots, along sidewalks, at crosswalks and at stationsEnhanced safety/visibility for pedestrian paths and bicycle routes	(Re)development opportunities <ul style="list-style-type: none">Infill development on lots or buildings on west and east side of North Lamar Blvd
	Streetscape improvements <ul style="list-style-type: none">Enhance area crosswalks with pedestrian-scale improvements, e.g., striping at Koenig Lane/Sunshine Drive intersection; crosswalk at North Lamar/Koenig Lane intersection; improved refuge island (ADA)Pedestrian scale lightingShadeImproved sidewalks on North Lamar BoulevardSafety enhancements at North Lamar/Koenig Lane intersection (e.g., traffic calming, bulb-outs)Crosswalk for students at Stark Lane/Sunshine Drive	Station amenities <ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale streetlights
		Other amenities <ul style="list-style-type: none">Wayfinding to note areas within a "10 minute walk"
		Public/placemaking/art opportunity <ul style="list-style-type: none">Limited placemaking opportunityPotential for functional artSafe design

CATALYST PROJECTS	<ul style="list-style-type: none">Citywide riparian restoration projects (Watershed Protection)Nelray and Evans Utility Improvements (Water)North Austin Reservoir & Pump Station (Water)
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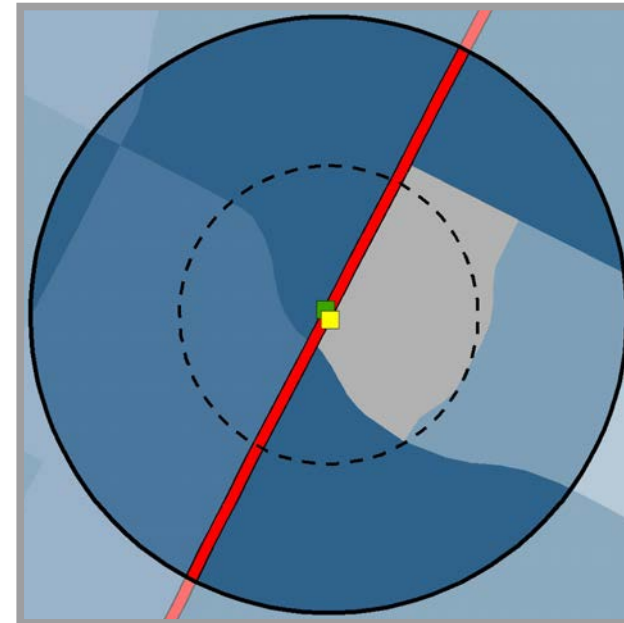
Land Use



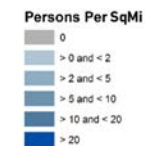
The predominant land uses in the 1/2 mile station area include: single family residential, government services, and commercial.



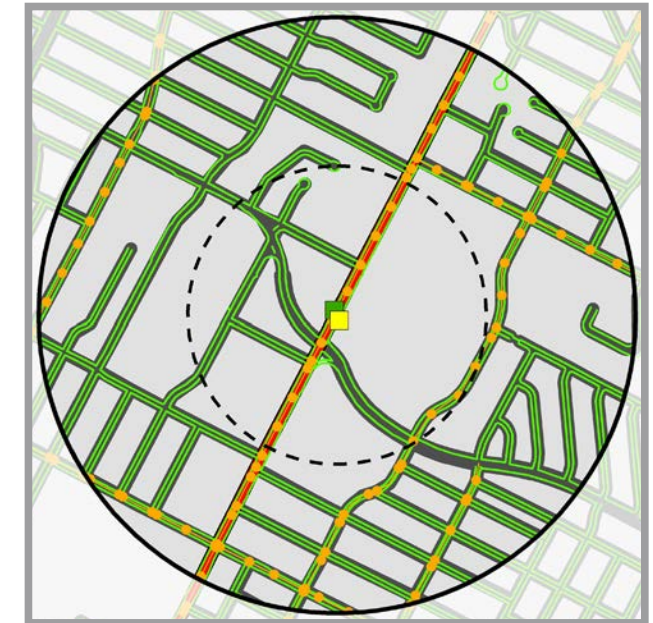
Population Density



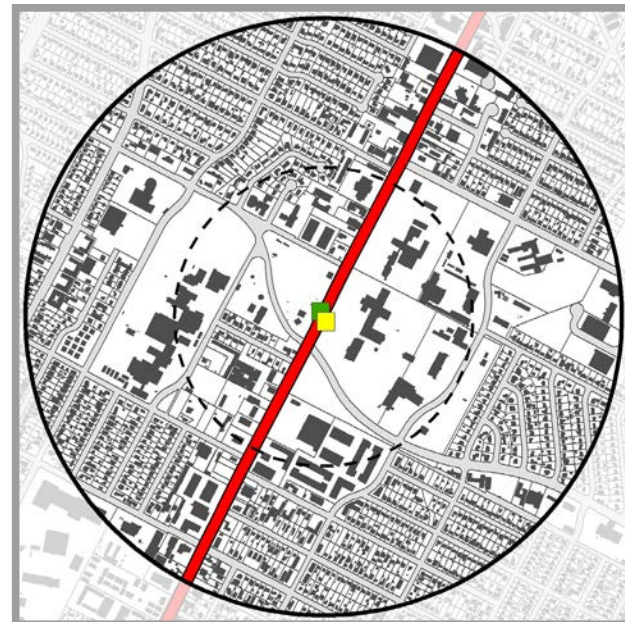
Average population density in the 1/2 mile station area is 4,400 residents per square mile.



Infrastructure-Roads



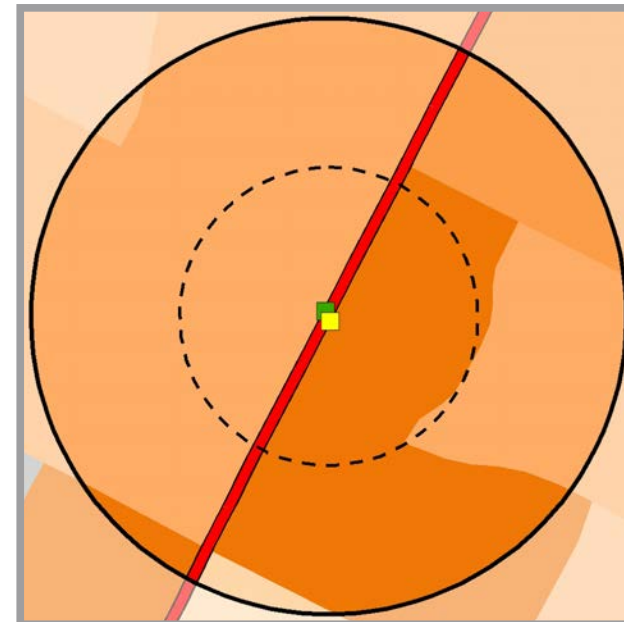
Parcels and Buildings



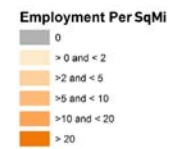
The 1/2 mile station area is estimated to contain 4.30 million built square feet.



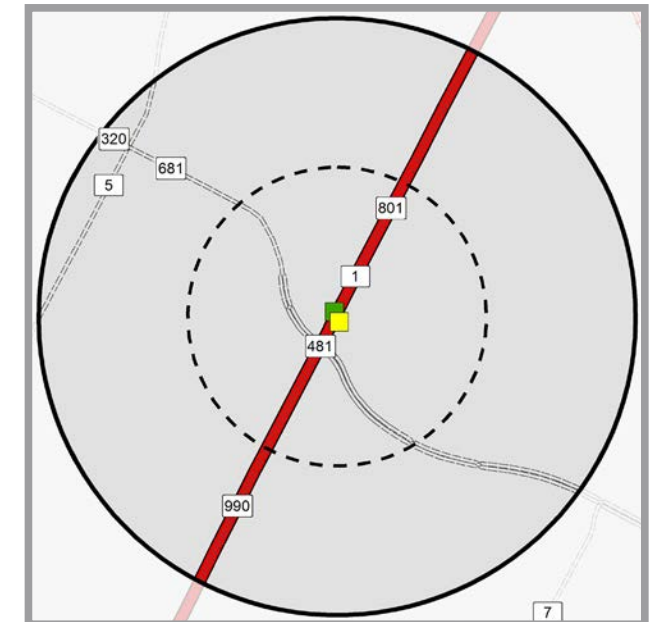
Employment Density



Average employment density in the 1/2 mile station area is 7,200 employees per square mile.



Infrastructure-Transit





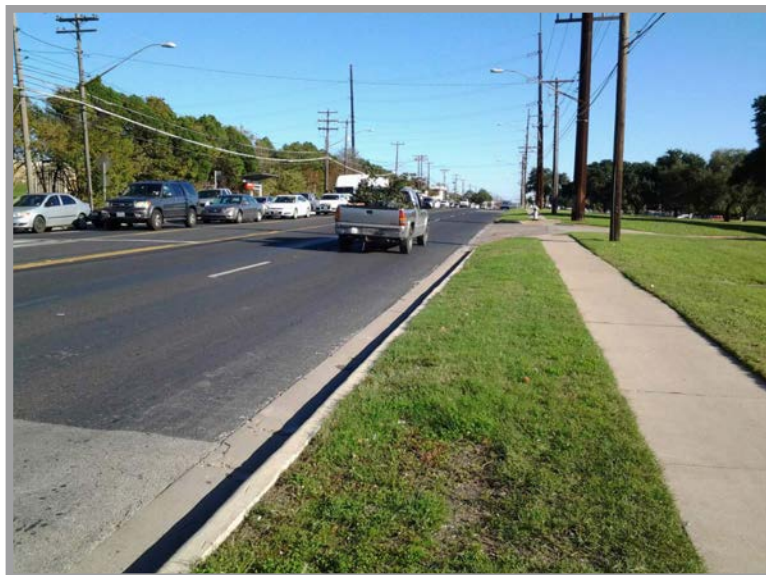
McCallum High School students crossing the intersection of North Lamar Boulevard and West Koenig Lane, facing west



Triangle Commons Park



Texas Department of Public Safety on east side of North Lamar Boulevard



North Lamar Boulevard, facing north



North-South Crosswalk on the west side of North Lamar Boulevard at its intersection with West Koenig Lane, facing southwest



McCallum Arts Center on the west side of Sunshine Drive

Triangle Station

The Triangle is an emerging high-density development district, defined by North Lamar Boulevard, West Guadalupe Street, and West 45th Street. Its mixed-use character is both horizontal and vertical. Several mid-rise buildings have retail at sidewalk level and apartments above, with structured parking wrapped within the project that includes park & ride spaces. The MetroRapid 801 Triangle Station is located on the east side of the development, which is also served by the MetroRapid 803 Sunshine Station on the west side. The Triangle is surrounded by State of Texas and other health facilities. Surface parking areas, including a large lot on West Guadalupe opposite Triangle Station, provide opportunities for future infill. The station area provides extensive open space, including Triangle Park, the UT Intramural Fields, and Sunshine Community Gardens. Single-family neighborhoods are located on the east and west edges of the station area. “Imagine Austin” refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Park & ride spaces (200)
- Free bike racks (2)

System Connections...

- MetroRapid: 803
- Local bus: 1, 481, 656, 681, 990
- Last Mile: Car2Go area

Access to...

1. The Triangle
2. Texas Health & Human Services Commission headquarters
3. Texas Department of Aging & Disability Services
4. Texas School for the Blind
5. Sunshine Community Gardens

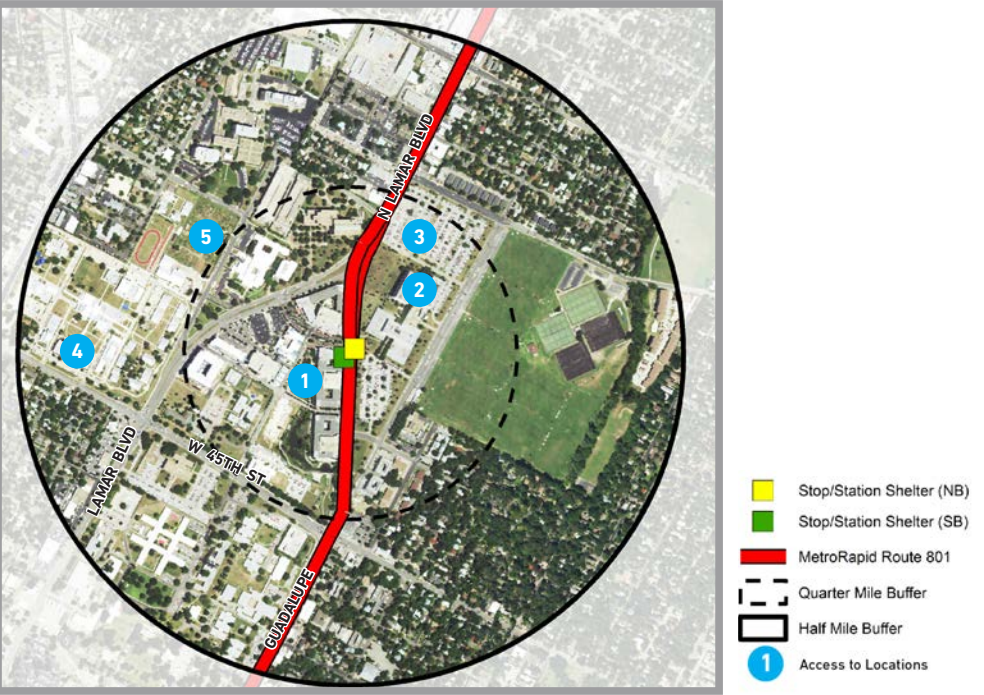
Missing Elements / Opportunities...

- Compact, mixed-use development
- Grid streets, sidewalks and paths
- Public realm improvements, including pedestrian-scale lighting
- Pedestrian and bicycle connections and crossings



Ridership/Service

Weekday Ridership (April 2016)	367 on / 389 off
Saturday Ridership (April 2016)	116 on / 91 off
Sunday Ridership (April 2016)	68 on / 66 off
Target Weekday Ridership	600-1,270 on
Level of Service	15 min peak / 30 min off-peak



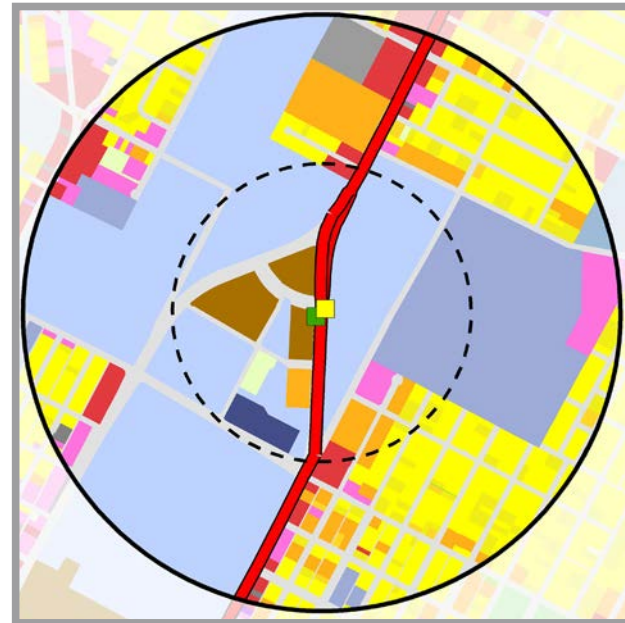
Demographics

Population (2010)	4,070
Population (2040)	6,690
Population Density (2010)	5,200 ppl / sq. mile
Employment (2010)	14,430
Employment (2040)	16,130
Employment Density (2010)	18,400 emp / sq. mile
Households (2010)	2,330
Households (2040)	3,790
Median HH Size (2010)	1.74
Housing Units (2010)	2,030
Affordable Housing (2013)	0
Median HH Income (2010)	\$31,480
Zero Car HH (2014)	<10
Millennial Population Age 25-34 (2010)	990
Senior Population Age 65+ (2010)	110

Triangle Station | MetroRapid 801

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	600-1,270
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Medium
NEEDS	Safety and security	<ul style="list-style-type: none">▪ Lighting in parking lots, along sidewalks, at crosswalks and at stations▪ Wayfinding to services and civic buildings, Capital Metro park & ride
	Streetscape improvements	<ul style="list-style-type: none">▪ Pedestrian crossing and bicycle lane near the Texas School for the Blind and Visually Impaired (Activated Hybrid Beacon)▪ Enhanced bicycle safety on West Guadalupe, e.g. bike lane buffer
	Station amenities	<ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian-scale streetlights to supplement those around station
	(Re)Development opportunities	<ul style="list-style-type: none">▪ Wayfinding to note areas within a “10 minute walk”▪ Public/placemaking/art opportunity▪ Placemaking opportunity east of Guadalupe St▪ Potential for functional art▪ Safe design
CATALYST PROJECTS	ADA Sidewalk & Ramp Improvements Group #17 City-Wide (Public Works)	
	ADA Sidewalks Group 15 (Public Works)	
	Wastewater Collection System Replacement Lines Group B (Water)	

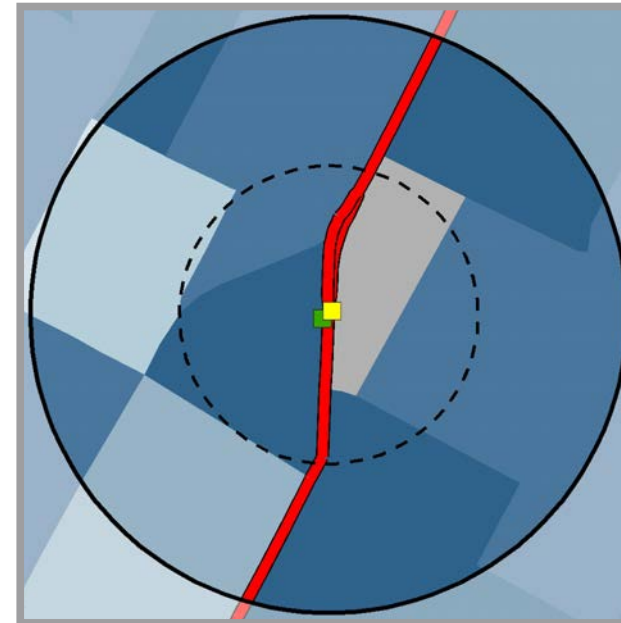
Land Use



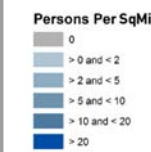
The predominant land uses in the 1/2 mile station area include: government services, single-family residential, and meeting/assembly.



Population Density



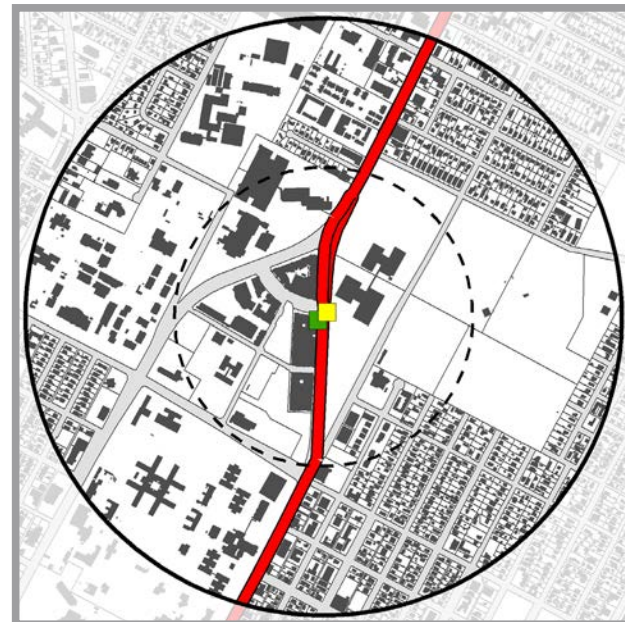
Average population density in the 1/2 mile station area is 5,200 residents per square mile.



Infrastructure-Roads



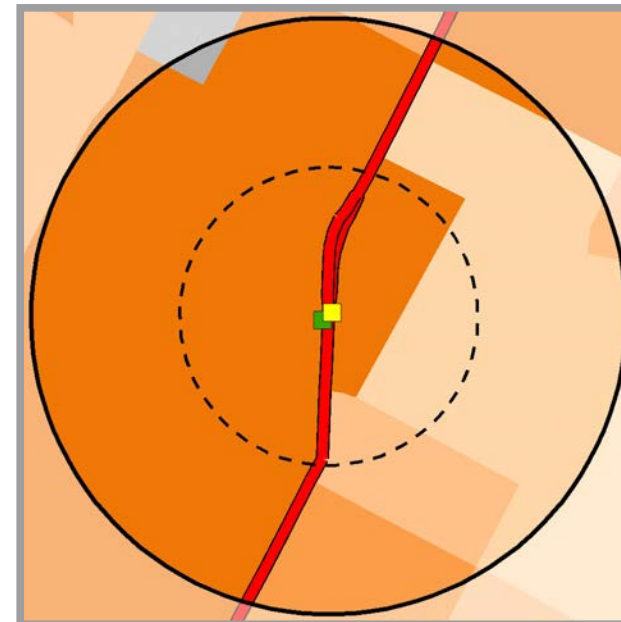
Parcels and Buildings



The 1/2 mile station area is estimated to contain 4,00 million built square feet.



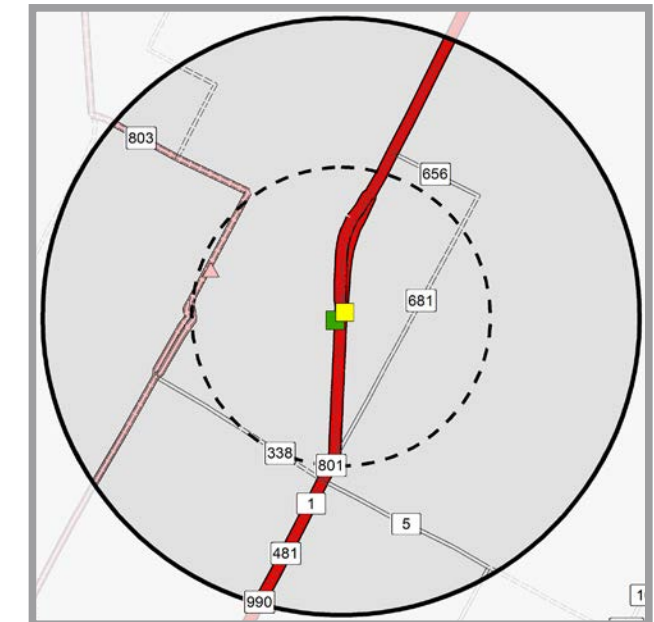
Employment Density



Average employment density in the 1/2 mile station area is 18,400 employees per square mile.



Infrastructure-Transit





Retail with on-street parking on along West 47th Street, looking south



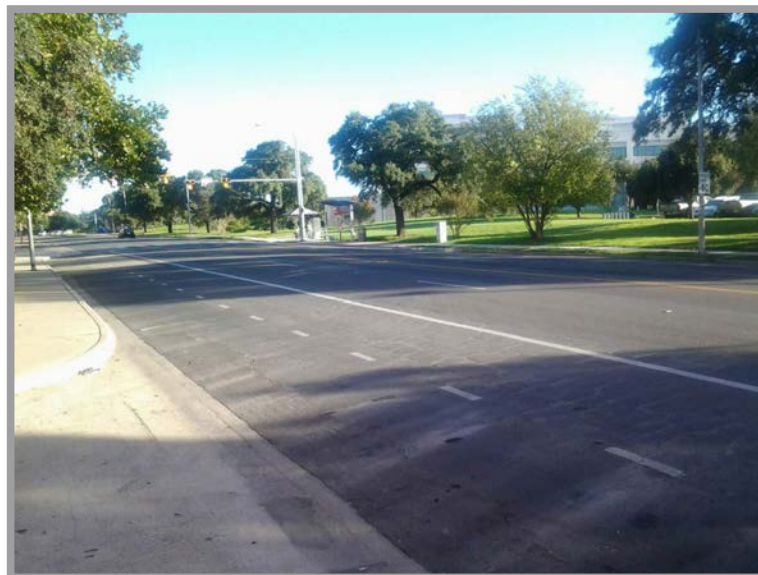
Playground at Triangle Commons Park



The Triangle mixed-use development on West 47th Street, looking east to Guadalupe Street



Texas Department of Aging and Disability Services on 51st Street



West Guadalupe Street, looking north



Bike Lane along Guadalupe Street, looking south

Hyde Park Station

Hyde Park Station is located on Guadalupe Street, near its intersection with West 39th Street. East of the station are the historic residential neighborhoods of Hyde Park (Austin’s first streetcar suburb) and North University. These neighborhoods consist primarily of small-lot single-family homes, with some multi-family development and larger Institutional destinations. West of the station are two distinctly different land use patterns. The 85-acre campus of Austin State Hospital occupies most of the Guadalupe frontage, with a principal pedestrian entrance near the station. The area south of the hospital grounds, along West 38th Street, has emerged as the Central Park mixed-use area, with multi-family housing, the new Heart Hospital of Austin, medical offices, shops, a supermarket, and open space. This area west of the Hyde Park Station is also served by two MetroRapid 803 stations, West 38th and Rosedale. “Imagine Austin” refers to this area as an activity corridor node.

Station Features...

- Digital Real Time Display, Arrivals/Departures
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- Local bus: 1, 3, 19, 481, 990
- MetroRapid: 803
- Last Mile: Car2Go area

Access to...

1. Natural Grocers
2. Central Market / Central Park
3. Gables Central Park Apartments
4. Heart Hospital of Austin
5. Medical Science Center

Missing Elements...

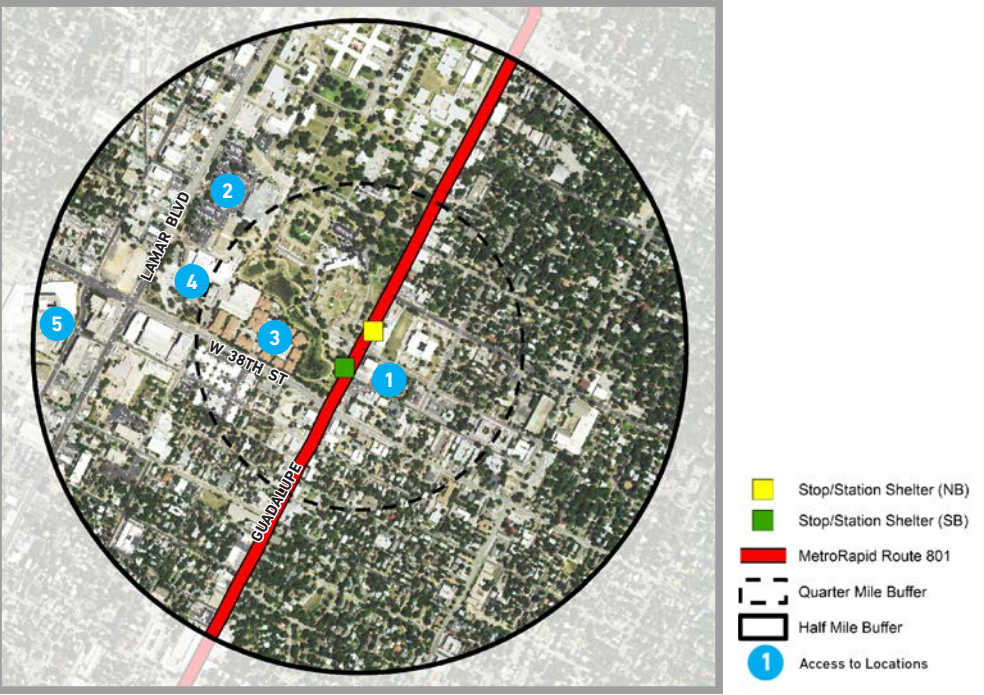
- Compact mixed-use development
- Paths and sidewalks
- Improved public realm that includes, shade, pedestrian-scale lighting, street furniture
- Pedestrian and bicycle connections and crossings
- Wayfinding



Maps ▼ Photos ▼

Ridership/Service

Weekday Ridership (April 2016)	166 on / 199 off
Saturday Ridership (April 2016)	75 on / 79 off
Sunday Ridership (April 2016)	64 on / 68 off
Target Weekday Ridership	290-660 on
Level of Service	15 min peak / 30 min off-peak



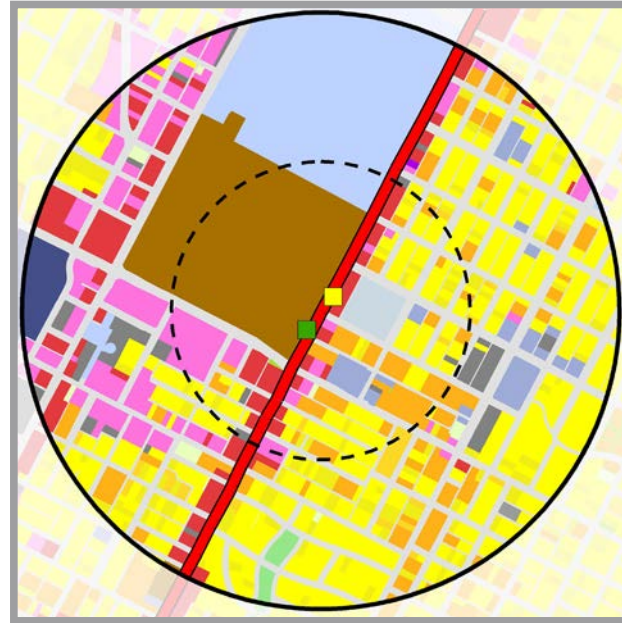
Demographics

Population (2010)	4,900
Population (2040)	6,840
Population Density (2010)	6,200 ppl / sq. mile
Employment (2010)	7,920
Employment (2040)	9,420
Employment Density (2010)	10,100 emp / sq. mile
Households (2010)	2,970
Households (2040)	4,100
Median HH Size (2010)	1.67
Housing Units (2010)	3,210
Affordable Housing (2013)	0
Median HH Income (2010)	\$32,470
Zero Car HH (2014)	20
Millennial Population Age 25-34 (2010)	1,440
Senior Population Age 65+ (2010)	170

Hyde Park Station | MetroRapid 801

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	290-660
	Profile Date	2016
PLACE TYPOLOGY	Neighborhood TOD	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Low
	Government Support	Medium
NEEDS	Safety and security	(Re)development opportunities
	Lighting in parking lots, along sidewalks, at crosswalks, at stations	Redevelopment on West 38th St indicates market potential
	Wayfinding to Austin Heart Hospital, Central Park, medical centers	Limited availability of infill, redevelopment
	Streetscape improvements	Station amenities
	Sidewalk improvements along West 38th Street	Shade: trees or shade structure
	Mid-block crossings at King Street or Ronson Street and at 39th Street	Pedestria-scale lighting
	Separation for bike lanes	Other amenities
	Enhanced crosswalks/ pedestrian safety along West 38th St	Wayfinding to note areas within a “10 minute walk”
	Enhanced crosswalks at intersection of Guadalupe Street/West 38th Street, e.g. pedestrian scale lighting, reduce turning conflicts	Public/placemaking/art opportunity
	Sidewalk improvements on Guadalupe Street to clear accessibility barriers (ADA)	Limited placemaking opportunity
		Potential for functional art to connect to Central Park
		Safe design
CATALYST PROJECTS	2012 Bond ADA Sidewalks - Street and Bridge (Public Works)	
	ADA Sidewalk & Ramp Improvements Group #17 City-Wide (Public Works)	

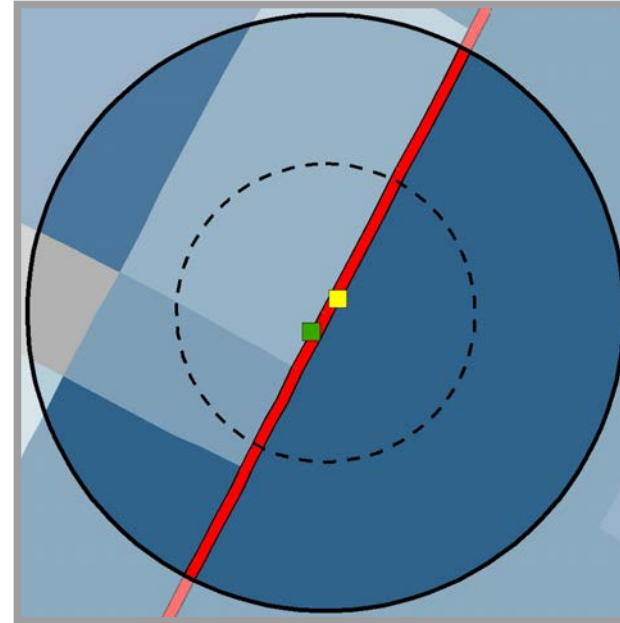
Land Use



The predominant land uses in the 1/2 mile station area include: streets and roads, single family residential, mixed use, and government services.



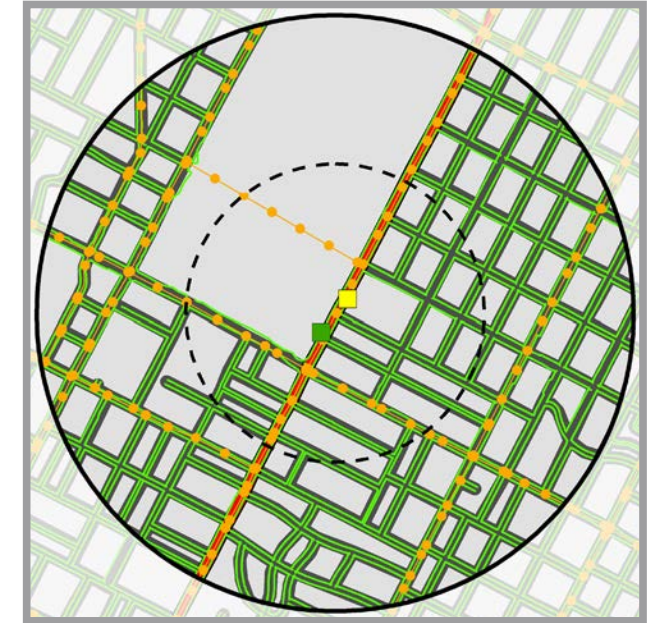
Population Density



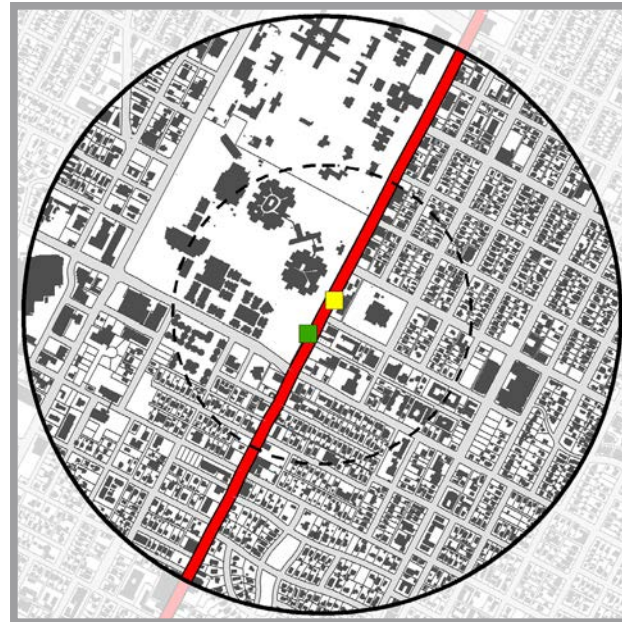
Average population density in the 1/2 mile station area is 6,200 residents per square mile.



Infrastructure-Roads



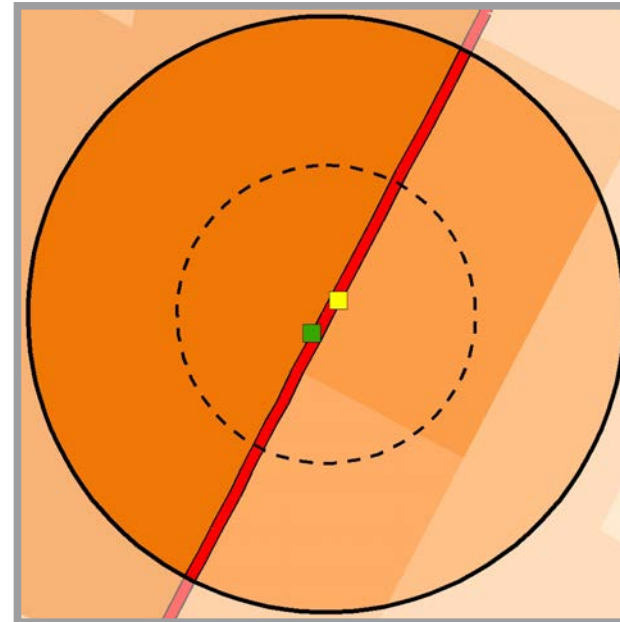
Parcels and Buildings



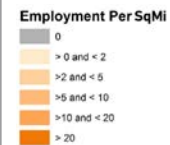
The 1/2 mile station area is estimated to contain 5.11 million built square mile.



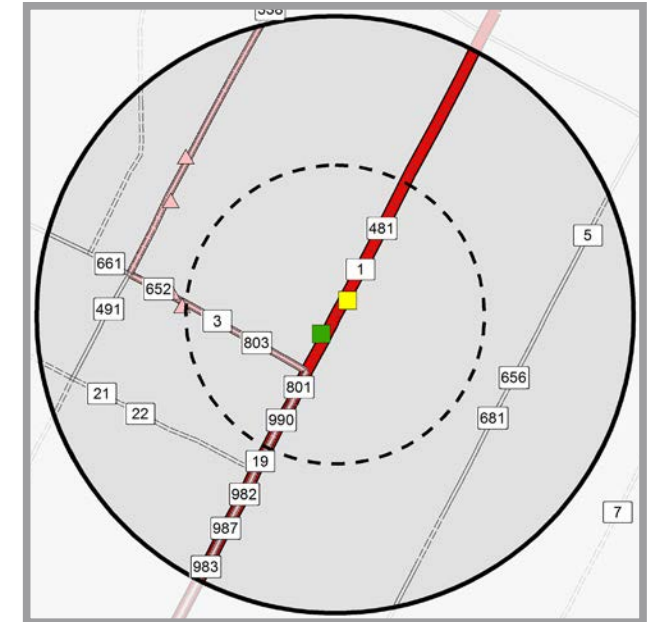
Employment Density



Average employment density in the 1/2 mile station area is 10,100 employees per square mile.



Infrastructure-Transit





Gables Central Park Apartments on West 38th Street, looking northwest



Bike lane along West 38th Street, looking northwest (Austin State Hospital in background, far left)



Intersection of Guadalupe Street and West 38th Street



Central Park



Guadalupe Street, looking southwest



Pioneer Bank under construction on West 38th Street

UT Stations

The University of Texas main campus is served by two stations located a quarter-mile apart on Guadalupe Street, between 22nd and 26th Streets: UT/Dean Keeton Station and UT/West Mall Station. Both are served by the MetroRapid 801 and 803 lines. Given their proximity, these two stations are best understood as a single station area. The historic core of the UT campus is located east of Guadalupe, while the west side is occupied by campus-related retail and services. West Campus is located northwest of UT/Dean Keeton Station, and the University's new business school is under construction south of UT/West Mall Station.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroExpress: 983, 987, 990
- Local bus: 1,3,5,19,410,481,640, 982
- UT Shuttle: 661
- Last mile: B-Cycle, Car2Go area

Access to...

1. University of Texas main campus
2. Austin Presbyterian Seminary
3. Blanton Museum of Art
4. Harry Ransom Center
5. Texas Union Theater
6. University Co-Op

Missing Elements...

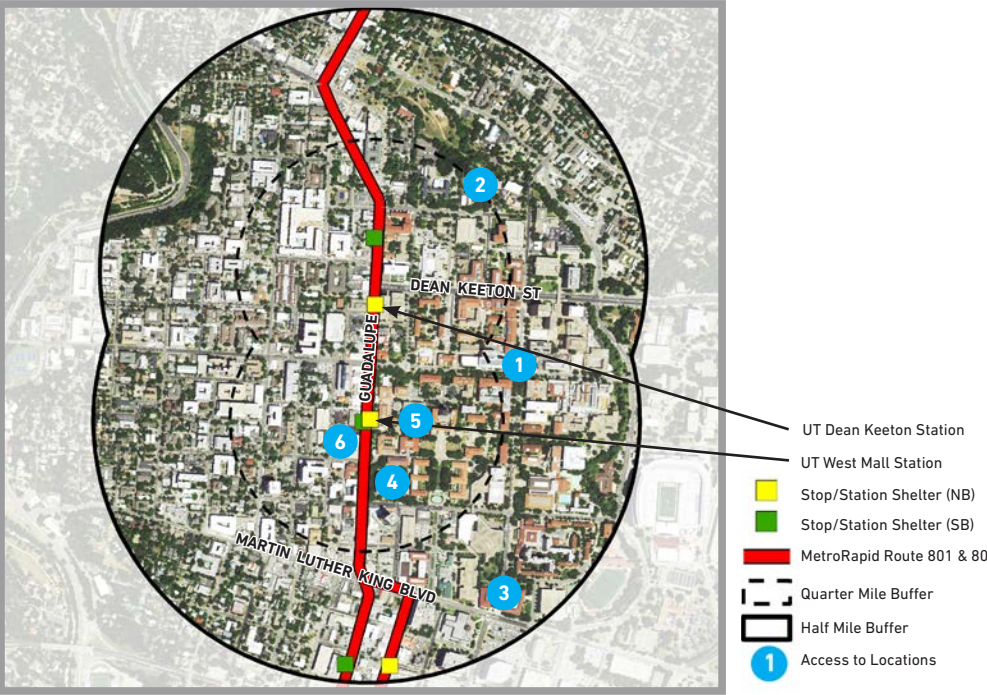
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting and sidewalk repair
- Pedestrian and bicycle improved connections and crossings
- Wayfinding
- "Third place" gathering spots



Maps ▾ Photos ▾

Ridership/Service

	801	803
Weekday Ridership (April 2016)	1,180 on / 1,140 off	807 on / 712 off
Saturday Ridership (April 2016)	413 on / 361 off	313 on / 314 off
Sunday Ridership (April 2016)	267 on / 277 off	212 on / 199 off
Target Weekday Ridership	1,450 on	900 on
Level of Service	15 min peak / 30 min off-peak	15 min peak / 30 min off-peak



Demographics

Population (2010)	12,030
Population (2040)	19,340
Population Density (2010)	11,300 ppl / sq. mile
Employment (2010)	23,610
Employment (2040)	31,370
Employment Density (2010)	22,100 emp / sq. mile
Households (2010)	5,960
Households (2040)	9,560
Median HH Size (2010)	1.93
Housing Units (2010)	6,090
Affordable Housing (2013)	93
Median HH Income (2010)	\$15,460
Zero Car HH (2014)	40
Millennial Population Age 25-34 (2010)	1,250
Senior Population Age 65+ (2010)	90

UT Stations | MetroRapid 801/803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	2,350
	Profile Date	2016

PLACE TYPOLOGY	Central Core
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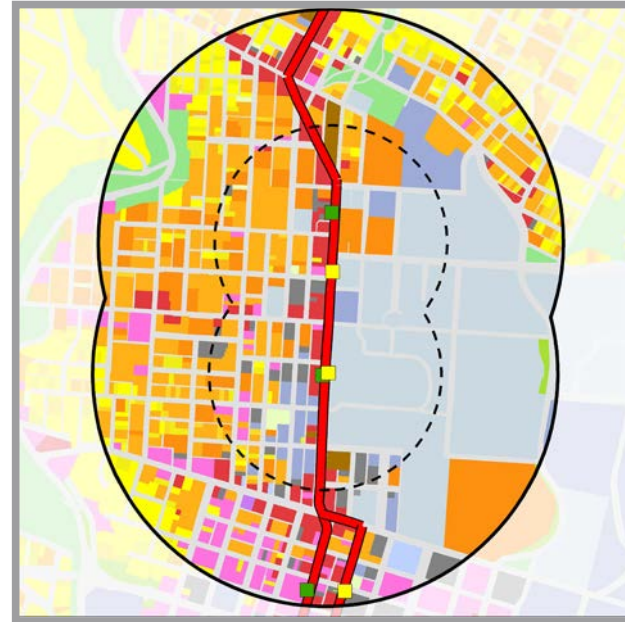
READINESS SCORE	Arrived
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READINESS METRICS	Connectivity	High
	Market Strength	Medium
	Land Availability	Medium
	Government Support	High

NEEDS	Safety and security <ul style="list-style-type: none">▪ Additional lighting in parking lots, along streets and sidewalks and at stations▪ Wayfinding to key UT buildings and West Campus areas▪ Active security presence early am/late pm	
	Streetscape improvements <ul style="list-style-type: none">▪ Repair, clear utility barriers from sidewalks▪ Enhance faded bike lanes and crosswalks▪ Upgrade city bike racks▪ Define area and access paths with lighting▪ Traffic calming on Guadalupe Street▪ Traffic System Management needed (e.g. transit lane)▪ Emergency traffic management	
	(Re)development opportunities <ul style="list-style-type: none">▪ Infill for commercial, retail frontage near Dean Keeton	
	Station amenities <ul style="list-style-type: none">▪ Shade: trees or shade structure, e.g., shop awnings▪ Pedestrian-scale streetlights▪ Decorative fencing with lean bars to define station and pedestrian paths Other amenities <ul style="list-style-type: none">▪ Wayfinding to note areas within a "10 minute walk" Public/placemaking/art opportunity <ul style="list-style-type: none">▪ Activate existing "third place" plaza at 24th St with lighting, place enhancement and programming▪ Maintenance of planters on Guadalupe Street: potential partnership opportunity with private owners▪ Potential for public, private partnerships▪ Safe design	

CATALYST PROJECTS	<ul style="list-style-type: none">▪ ADA Sidewalks - 2012 Bond and Group 17 (Public Works)▪ Rio Grande St. Reconstruction and Utility Adjustment from 24th to 29th St. (Public Works)▪ Various Shoal and Waller Creek projects
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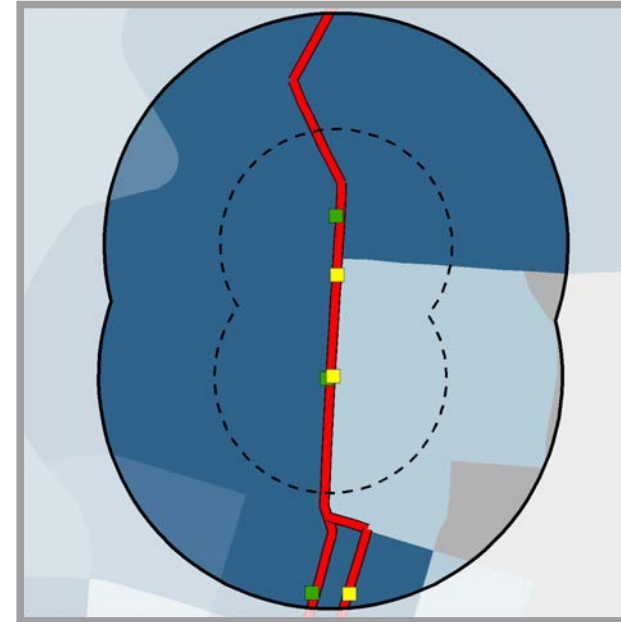
Land Use



The predominant land uses in the ½ mile station area include: streets and roads, educational, apartment/condo, and group quarters.



Population Density



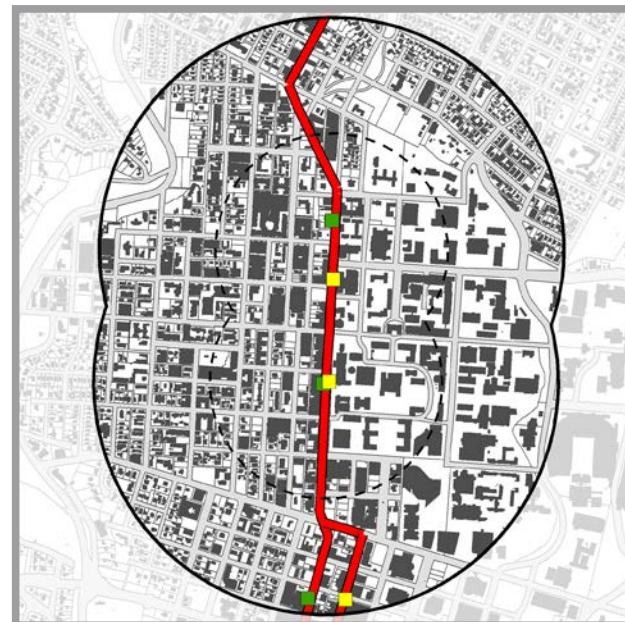
Average population density in the ½ mile station cluster area is 11,300 residents per square mile.



Infrastructure-Roads



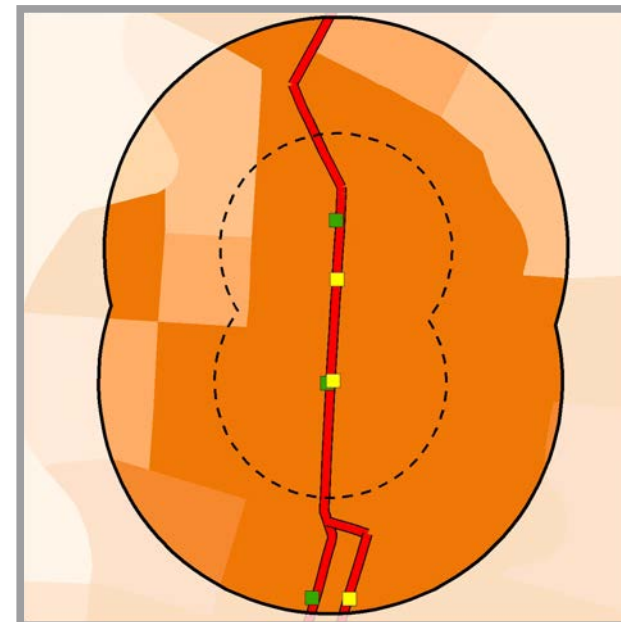
Parcels and Buildings



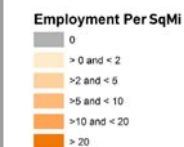
The ½ mile station cluster area is estimated to contain 8.89 million built square feet



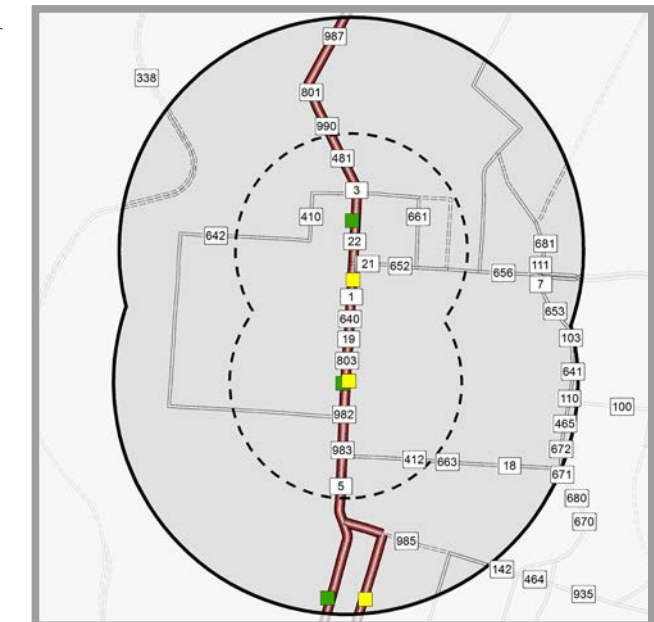
Employment Density



Average employment density in the ½ mile station cluster area is 22,100 employees per square mile..



Infrastructure-Transit





Protected bike lane with bicycle parking near station platform



The University of Texas



Guadalupe Street retail, east side of street



B-Cycle Station



Renaissance Market Plaza – flexible use space



Sidewalk view of Guadalupe Street near station platform

Downtown Stations - North

The northern portion of downtown Austin is served by two MetroRapid stations, roughly three-tenths of a mile apart: Museum Station at West 17th Street, and Capitol Station at West 12th / 13th Streets. The northbound platforms are on Lavaca Street, the southbound platforms a block west on Guadalupe Street. These stations are served by both the MetroRapid 801 and MetroRapid 803 lines. They are within the Uptown/Capitol District of the "Downtown Austin Plan", with an easy walk to the State Capitol, other state offices and institutions and museums. ACC Rio Grande Campus is a quarter-mile walk to the west. In general, the half-mile surrounding these stations is mostly built out with transit-supportive densities and uses. However, east of Lavaca Street there are several surface parking lots which could accommodate future infill development. The interior blocks to the west are a mix of small offices and single-family homes, many historic. "Imagine Austin" lists this area as a Regional Center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroExpress: 935, 982, 983, 985, 987, 990
- Local bus: 1, 2, 3, 5, 6, 7, 10, 17, 19, 20, 30, 37, 103, 110, 481
- Last mile: B-cycle Stations, Car2Go area

Access to...

1. Texas State Capitol Complex
2. Bullock Texas History Museum
3. Austin Community College
4. Doubletree Suites Hotel
5. State Office Complex
6. United Methodist Church

Missing Elements / Opportunities...

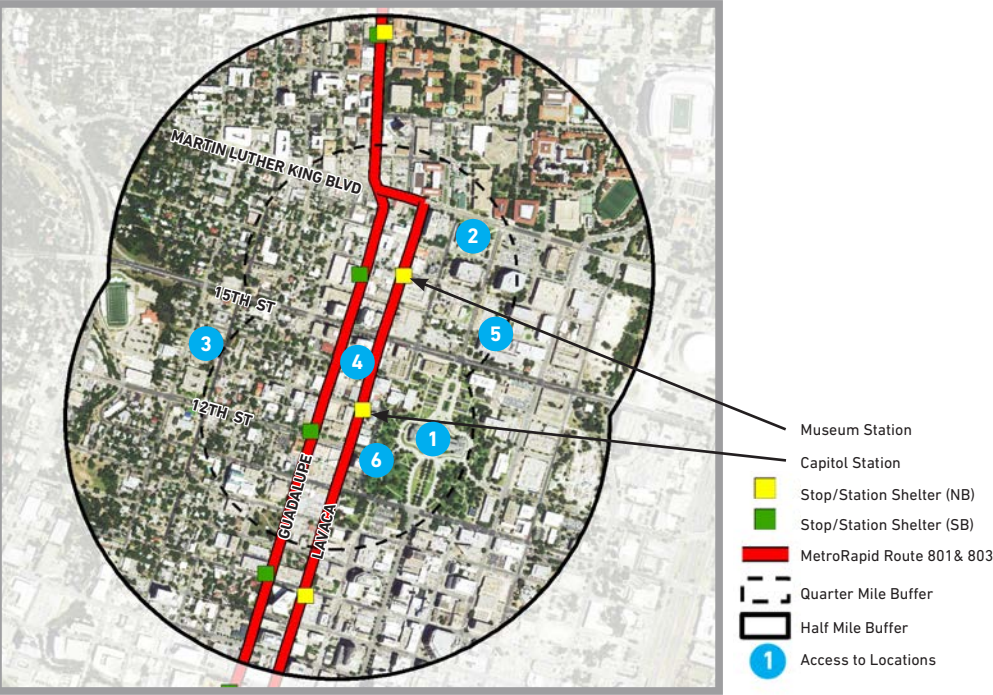
- Public realm improvements, including pedestrian-scale lighting, street furniture, sidewalk repair
- Pedestrian and bicycle connections
- Wayfinding



Maps ▼ Photos ▼

Ridership/Service

	801	803
Weekday Ridership (April 2016)	262 on / 275 off	169 on / 172 off
Saturday Ridership (April 2016)	96 on / 98 off	49 on / 51 off
Sunday Ridership (April 2016)	49 on / 55 off	36 on / 36 off
Target Weekday Ridership	380 on	180 on
Level of Service	15 min peak / 30 min off-peak	15 min peak / 30 min off-peak



Demographics

Population (2010)	3,160
Population (2040)	9,920
Population Density (2010)	3,000 ppl / sq. mile
Employment (2010)	44,050
Employment (2040)	44,720
Employment Density (2010)	41,200 emp / sq. mile
Households (2010)	1,840
Households (2040)	5,530
Median HH Size (2010)	1.58
Housing Units (2010)	2,740
Affordable Housing (2013)	84
Median HH Income (2010)	\$60,130
Zero Car HH (2014)	29
Millennial Population Age 25-34 (2010)	1,000
Senior Population Age 65+ (2010)	190

Downtown Stations N | MetroRapid 801/803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	560
	Profile Date	2016
PLACE TYPOLOGY	Central Core	
READINESS SCORE	Arrived	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	High
NEEDS	Safety and security <ul style="list-style-type: none">▪ Lighting in parking lots, along streets and sidewalks, and at stations▪ Wayfinding to ACC Rio Grande, Bob Bullock History Museum, Capital Complex, Governor's Mansion, civic buildings	
	Streetscape improvements <ul style="list-style-type: none">▪ Pedestrian-scale lighting▪ Bicycle parking▪ Clear path connections, possible green lanes▪ Resurface/restripe Lavaca Street▪ Sidewalk improvements on Lavaca and Guadalupe Streets▪ Repair crosswalk at Lavaca Street/West 13th Street intersection, clear path▪ Physical separation of NB bike lane▪ Bike lane improvements along Guadalupe Street	
	(Re)development opportunities <ul style="list-style-type: none">▪ Traffic calming, enhanced crosswalks to improve pedestrian and bike safety▪ Guadalupe Street/West 12th Street intersection improvements (ADA)▪ Drainage repairs at SB station at Guadalupe Street and 12th Street▪ Utility/signs in sidewalk	
	Station amenities <ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian-scale streetlights	
CATALYST PROJECTS	Other amenities <ul style="list-style-type: none">▪ Wayfinding to note areas within a "10 minute walk"	
	Public/placemaking/art opportunity <ul style="list-style-type: none">▪ Limited potential▪ Potential for functional art▪ Safe design	
	<ul style="list-style-type: none">▪ Various sidewalk, streetscape, and road reconstruction/repavement projects▪ Various water, wastewater, stormwater management projects▪ Various Shoal and Waller Creek projects	

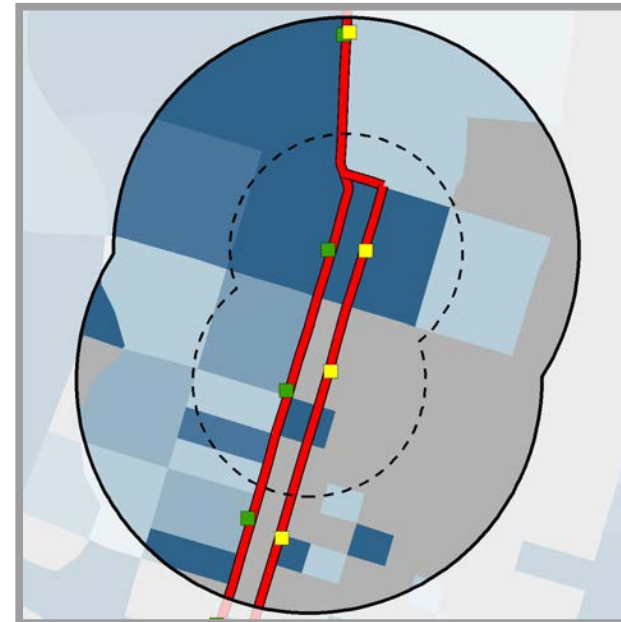
Land Use



The predominant land uses in the 1/2 mile station area include: streets and roads, offices, and educational.



Population Density



Average population density in the 1/2 mile station area is 3,000 residents per square mile.



Infrastructure-Roads



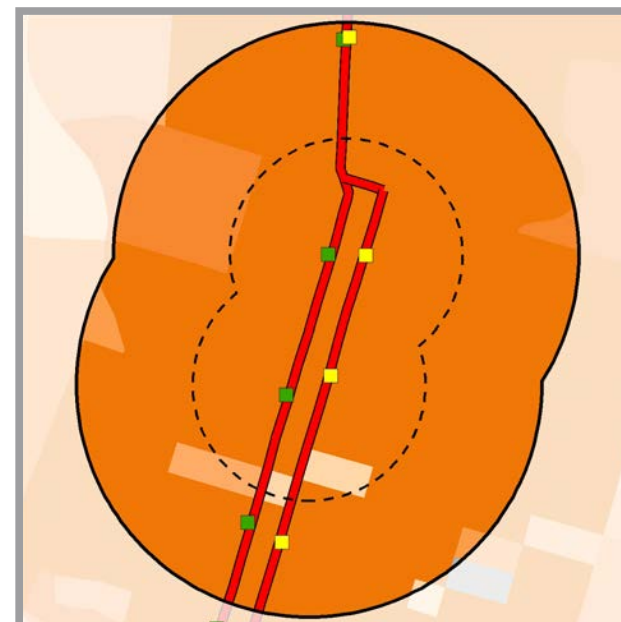
Parcels and Buildings



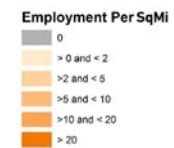
The 1/2 mile station cluster area is estimated to contain 7.86 million built square feet.



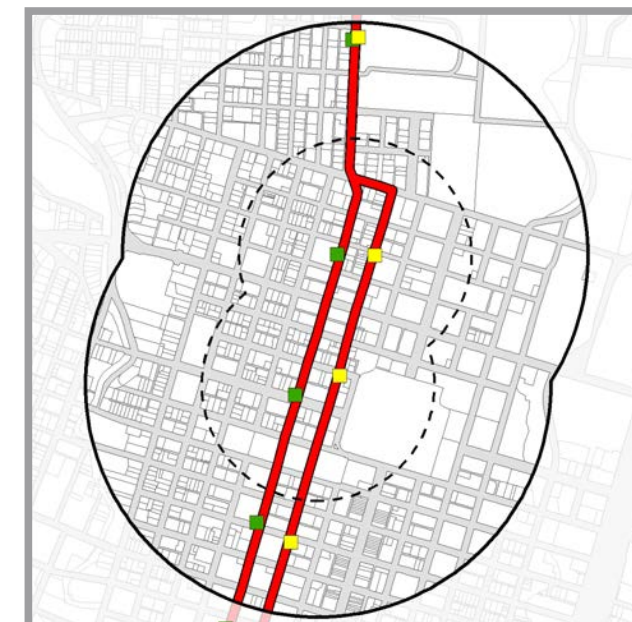
Employment Density



Average employment density in the 1/2 mile station cluster area is 41,200 employees per square mile.

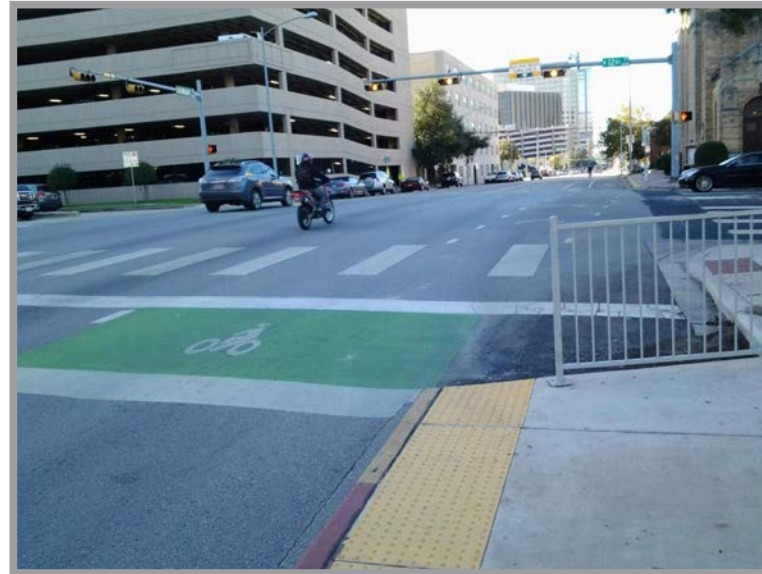


Infrastructure-Transit





West 13th Street (Goodman Building, far left), looking east



Guadalupe Street, looking south



Crosswalk at the intersection of Guadalupe Street and College Avenue, looking west



Sidewalk on west side of Guadalupe Street, looking north



Shops on Lavaca Street, looking southwest



Mixed-use parking garage on Lavaca Street with studio space on ground floor

Downtown Stations - South

The southern portion of downtown Austin is served by two MetroRapid stations a quarter-mile apart: Austin History Center Station at West 8th Street, and Republic Square Station at West 4th Street. The northbound platforms are on Lavaca Street, the southbound platforms a block west on Guadalupe Street. These stations are served by both the MetroRapid 801 and MetroRapid 803 lines, and the MetroRail Red Line's Downtown Station is within walking distance. They are part of the Core/Waterfront District in the "Downtown Austin Plan". These stations serve City Hall; numerous cultural, performing arts, and public park destinations; the financial district; the Sixth Street Historic District; the Warehouse District; and the riverfront. In general, the half-mile surrounding these stations is built out with transit-supportive densities and uses. However, east of Lavaca Street there are several surface parking lots which could accommodate future infill development. The interior blocks to the west are a mixture of small offices and single-family homes, many of which are historic. "Imagine Austin" lists this area as a regional center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroRail
- MetroExpress: 935, 970, 982, 983, 985, 987, 990
- Local bus: 1, 2, 3, 5, 6, 7, 10, 17, 19, 20, 21, 22, 30, 37, 103, 110, 111, 127, 142, 171, 483, 484, 486
- Last mile: B-cycle Stations, Car2Go area

Access to...

- Austin History Center
- Austin City Hall
- Sixth Street Historic District
- Travis County Courthouse
- Woolridge Square
- US Federal Courthouse

Missing Elements / Opportunities...

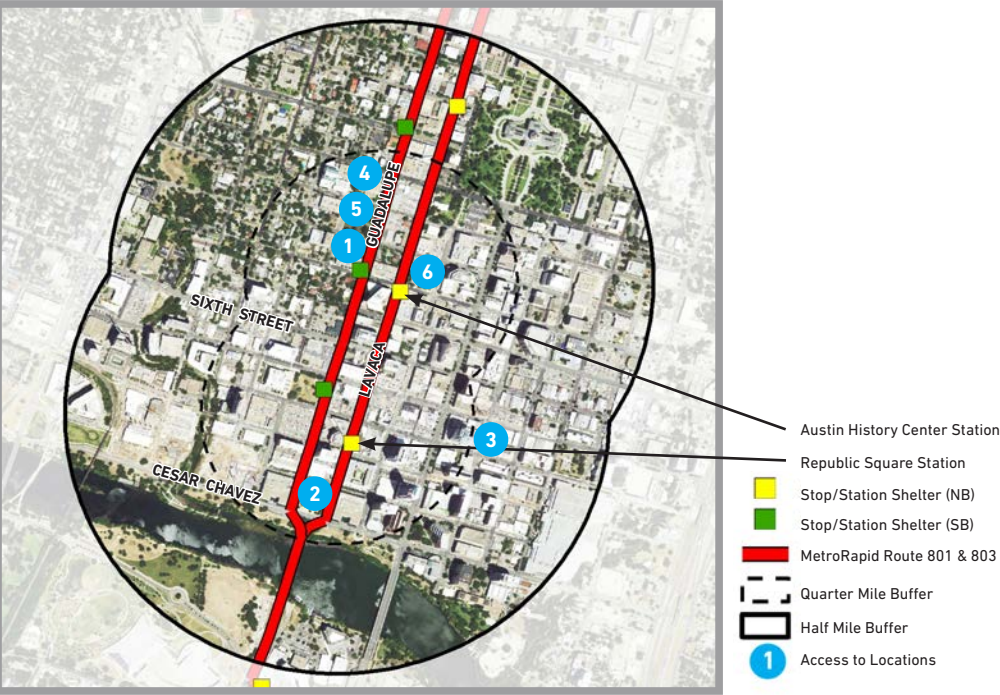
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle improved connections
- Infill compact development
- Wayfinding



Maps ▾ Photos ▾

Ridership/Service

	801	803
Weekday Ridership (April 2016)	673 on / 663 off	472 on / 491 off
Saturday Ridership (April 2016)	357 on / 436 off	242 on / 260 off
Sunday Ridership (April 2016)	249 on / 244 off	140 on / 127 off
Target WeekdayRidership	880 on	525 on
Level of Service	15 min peak / 30 min off-peak	15 min peak / 30 min off-peak



Demographics

Population (2010)	3,550
Population (2040)	19,100
Population Density (2010)	3,400 ppl / sq. mile
Employment (2010)	44,720
Employment (2040)	66,130
Employment Density (2010)	42,600 emp / sq. mile
Households (2010)	2,527
Households (2040)	10,920
Median HH Size (2010)	1.45
Housing Units (2010)	3,050
Affordable Housing (2013)	164
Median HH Income (2010)	\$71,630
Zero Car HH (2014)	27
Millennial Population Age 25-34 (2010)	1,560
Senior Population Age 65+ (2010)	210

Downtown Stations S | MetroRapid 801/803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	1,405
	Profile Date	2016
PLACE TYPOLOGY	Central Core	
READINESS SCORE	Arrived	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	High
NEEDS	Safety and security	<ul style="list-style-type: none">Lighting in parking lots, along sidewalks, Lance Armstrong Bikeway and at stationsWayfinding to civic buildings and tourist destinationsPedestrian-scale lighting
	Streetscape improvements	<ul style="list-style-type: none">Sidewalk improvements along portions of Lavaca StEnhance, refresh crosswalks at Lavaca St/4th StCrosswalk and sidewalk improvements at points along Lavaca St and Guadalupe StTraffic calming to reduce conflicts and improve bicycle safetyRework bicycle parking for visibility and safety (SB station)
	Station amenities	<ul style="list-style-type: none">Shade: trees or shade structurePedestrian-scale streetlights (especially at SB station)Decorative fencing and landscaping bedsBike corrals/parking
	Other amenities	<ul style="list-style-type: none">Wayfinding to note areas within a "10 minute walk"
CATALYST PROJECTS	(Re)development opportunities	<ul style="list-style-type: none">Redevelopment at Guadalupe Street / West 4th StreetActivate former main library after the new library opensBuilt-out: limited other infill
	Public/placemaking/art opportunity	<ul style="list-style-type: none">Activate Republic Square, Austin History Center as centerpiecesPotential for functional artDecorative lighting or street bannersSafe design
	ADA Sidewalks Group 15 (Public Works)	
	Congress Ave Streetscape Improvements - Preliminary Design and Eng.	
CATALYST PROJECTS	Various Austin Convention Center projects	
	New Central Library	
	Austin History Center Interior and Exterior Improvements	
	Various park, plaza and promenade projects	

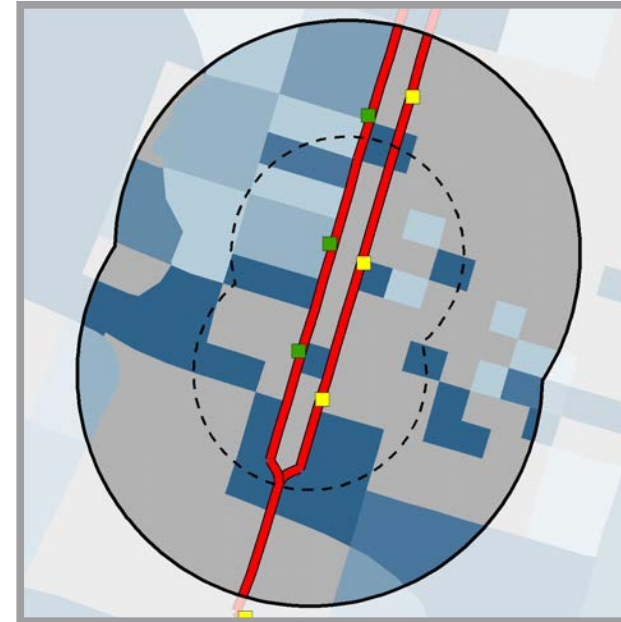
Land Use



The predominant land uses in the ½ mile station area include: streets and roads, office, commercial, and parks/greenbelts.



Population Density



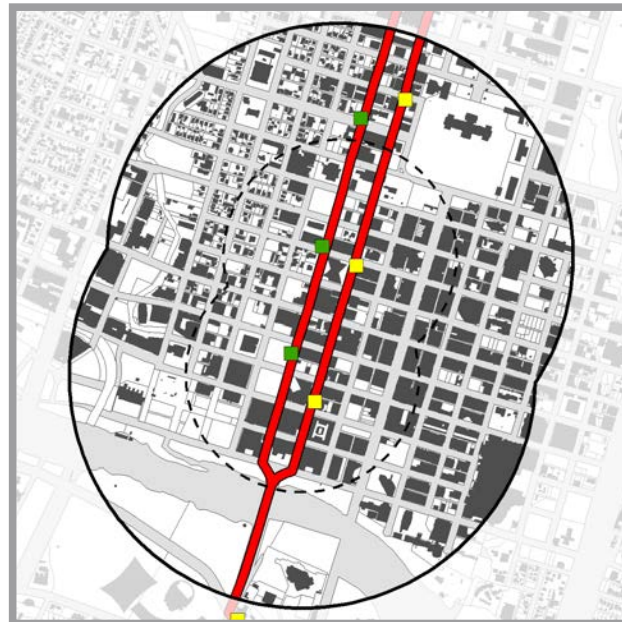
Average population density in the ½ mile station cluster area is 3,400 residents per square mile.



Infrastructure-Roads



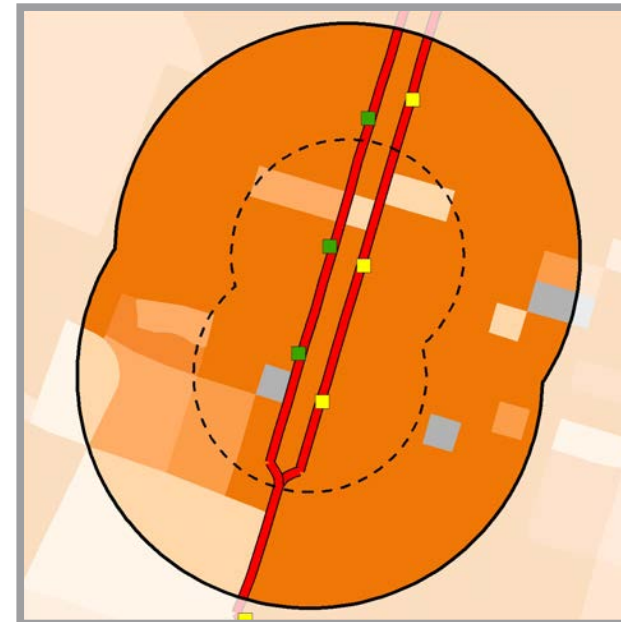
Parcels and Buildings



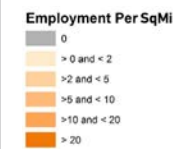
The ½ mile station cluster area is estimated to contain 7.57 million built square feet.



Employment Density



Average employment density in the ½ mile station cluster area is 42,600 employees per square mile.



Infrastructure-Transit





Bike lane on Guadalupe Street



Wooldridge Square on Guadalupe Street at 10th Street



Parking garage at the intersection of Lavaca Street and 9th Street



Skyline view of downtown Austin from the intersection of Guadalupe Street and West 3rd Street (Violet Crown Cinema District and other surrounding commercial and residential mixed-use; high-rise office space)



Lance Armstrong bikeway on West 3rd Street, facing west



Sidewalk along east side of West 3rd Street, facing west

Auditorium Shores Station

Auditorium Shores Station is located just south of Lady Bird Lake, connected to downtown by the Congress Avenue and First Street Bridges. It serves a cluster of cultural and recreational destinations, including Auditorium Shores Park, the Long Center for Performing Arts, and the Palmer Events Center. Two hotels and a high-rise residential development have been built north of the station. To the east, within walking distance, are key employment centers: the City of Austin, Austin American-Statesman and the Texas Department of Transportation. To the south is the Texas School for the Deaf. The City of Austin’s 2014 “South Shore Central Master Plan”, which covers the area east of the First Street Bridge, seeks to enhance the waterfront pedestrian and bicycle network and encourage strategic development. One such opportunity is the large triangular lot immediately south of the station. “Imagine Austin” refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroExpress: 935, 985, 987
- Local bus: 1, 7,10, 20, 30, 110, 142, 483, 486,
- Other last mile: B-Cycle Stations, Car2Go area

Access to...

1. Auditorium Shores
2. Long Center for the Performing Arts
3. Palmer Events Center
4. The Catherine Apartments
5. Hyatt Regency Hotel
6. One Texas Center

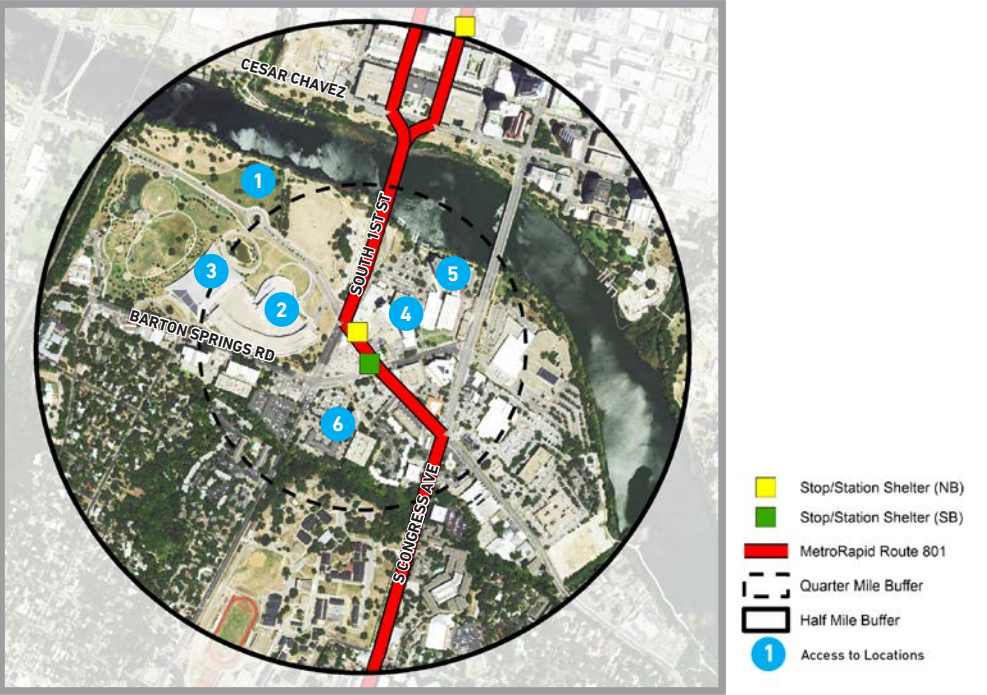
Missing Elements...

- Dense, compact mixed-use development
- Public realm improvements, including shade, pedestrian-scale lighting, street furniture, and sidewalk improvements
- Safe design, including high visibility at crossings for events
- Pedestrian and bicycle improved connections and crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	111 on / 116 off
Saturday Ridership (April 2016)	66 on / 83 off
Sunday Ridership (April 2016)	42 on / 42 off
Target Weekday Ridership	250 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	2,810
Population (2040)	8,030
Population Density (2010)	3,600 ppl / sq. mile
Employment (2010)	11,360
Employment (2040)	14,610
Employment Density (2010)	14,500 emp / sq. mile
Households (2010)	1,830
Households (2040)	4,550
Median HH Size (2010)	1.6
Housing Units (2010)	2,150
Affordable Housing (2013)	0
Median HH Income (2010)	\$52,510
Zero Car HH (2014)	40
Millennial Population Age 25-34 (2010)	1,210
Senior Population Age 65+ (2010)	150

Auditorium Shores | MetroRapid 801

FACTS

Segment	Central
Service Open	2014
Target Weekday Ridership	250
Profile Date	2016

PLACE TYPOLOGY

Central Core

READINESS SCORE

Ready

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	High

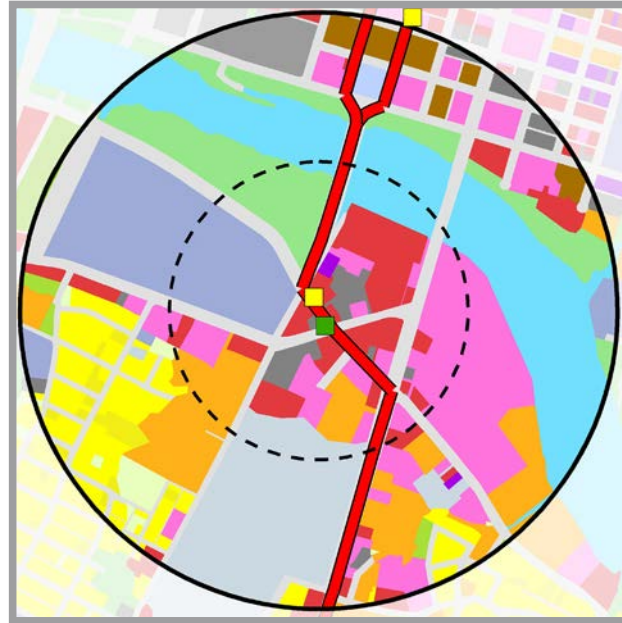
CATALYST PROJECTS

- Safety and security**
 - Additional lighting needed in parking lots, along sidewalks, and at stations
 - Wayfinding to nearby attractions and transportation routes
 - Crosswalk enhancement, pedestrian scale lighting
- Streetscape improvements**
 - Bicycle/pedestrian improvements to access 1st Street Bridge
 - Widen sidewalks, improve crosswalks
 - Widen bike lanes on Barton Springs Road and traffic flow management
 - Address dangerous blind right turn from Barton Springs Road eastbound onto Riverside Drive eastbound
 - Bike lanes on Riverside Drive
- (Re)development opportunities**
 - Redevelopment of adjacent triangle parcel
 - Austin American-Statesman potential redevelopment
 - City of Austin southside redevelopment project
- Station amenities**
 - Shade
 - Pedestrian-scale lighting
- Other amenities**
 - Wayfinding to note areas within a “10 minute walk”
- Public/Placemaking/Art Opportunity**
 - Limited placemaking opportunity
 - Functional art, e.g., bookend to bat sculpture at South Congress Ave
 - Safe design

CATALYST PROJECTS

- Various street reconstruction and utility proejects
- Various park, promenade and trail projects
- Various Austin Lakes aquatic plant control and restoration projects

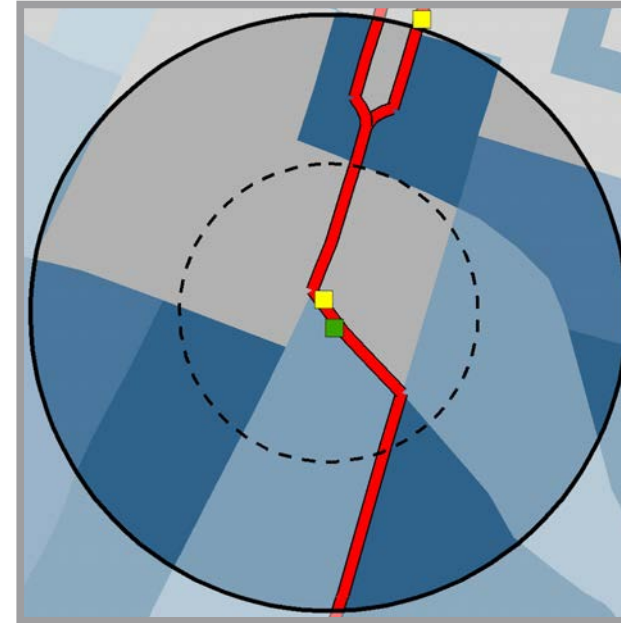
Land Use



The predominant land uses in the ½ mile station area include: streets and roads, water, and office.



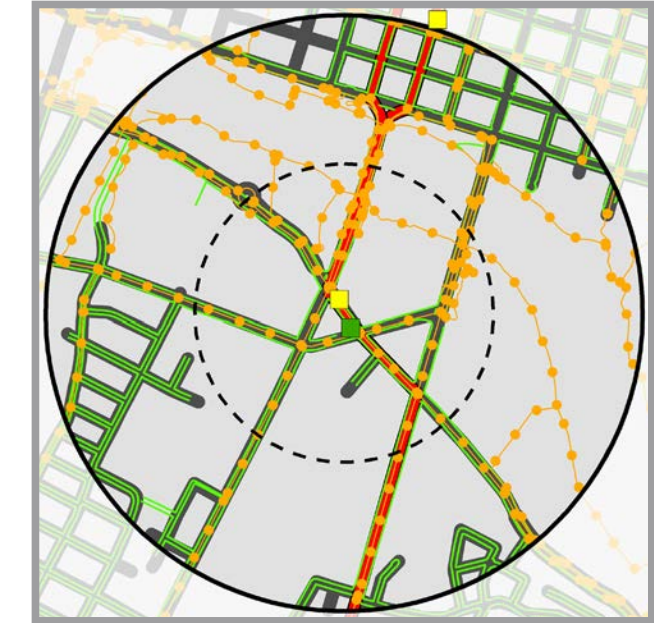
Population Density



Average population density in the ½ mile station area is 3,600 residents per square mile.



Infrastructure-Roads



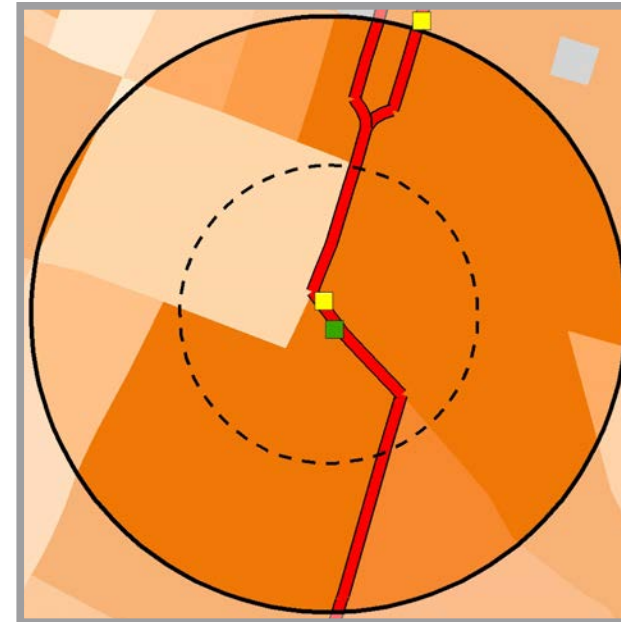
Parcels and Buildings



The ½ mile station area is estimated to contain 3.46 million built square feet.



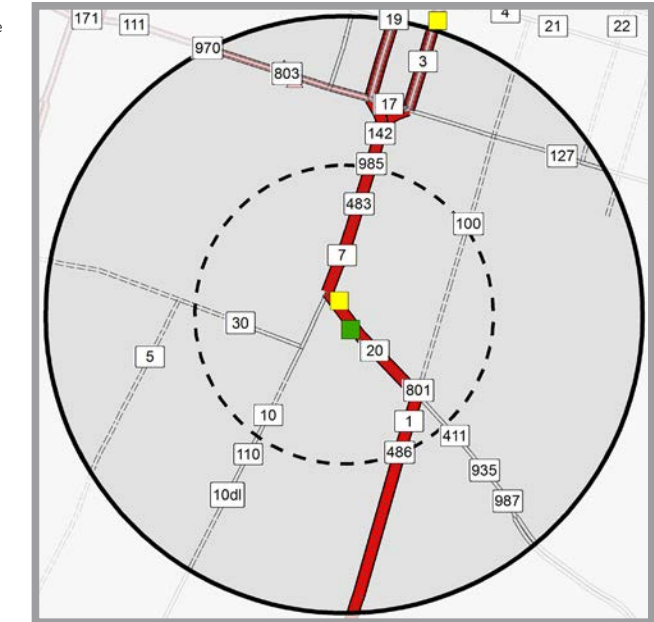
Employment Density



Average employment density in the ½ mile station area is 14,500 employees per square mile.



Infrastructure-Transit





Long Center for the Performing Arts on Riverside Drive



One Texas Center on Barton Springs Road



422 at the Lake apartments under construction on Riverside Drive (Catherine Apartments, far right)



Large underutilized triangle property on Riverside Drive



Bike lane and Austin B-Cycle Station on Barton Springs Road, facing west



Intersection of West Riverside Drive and South 1st Street, facing north

SoCo Station

SoCo Station is located on South Congress Avenue at its intersections with Elizabeth Street (northbound platform) and Monroe Street (southbound). The South Congress frontage is occupied primarily by community-scale retail, sevicees and entertainment. A new mid-rise residential loft development with street-level retail on South Congress is located in the southeast quadrant of the station area. The expansive campus of the State of Texas School for the Deaf is located to the north and to the west of the station. The interior blocks of the station area are largely residential, including residential courts and accessory dwellings, and some of which are historic. "Imagine Austin" refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- Local bus: 1, 486
- Last mile: B-Cycle; Car2Go area

Access to...

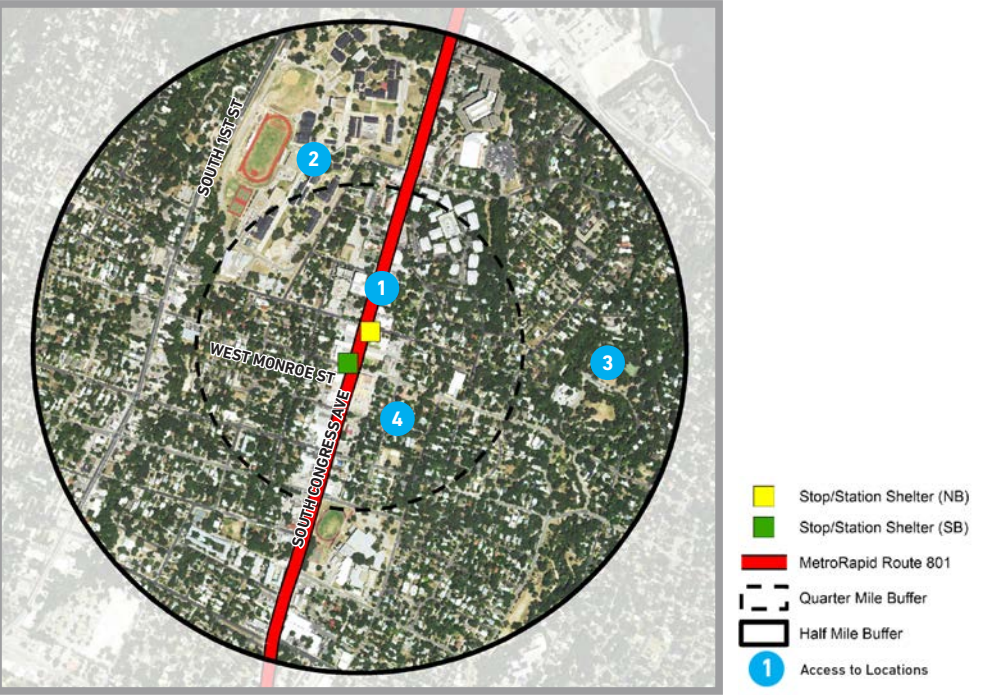
- SoCo entertainment district
- State of Texas School for the Deaf
- Little Stacy Park
- Emerging medium-density residential

Missing Elements...

- Compact, mixed-use Infill and development
- Pedestrian and bicycle improved connections
- Public realm improvements, including shade, pedestrian-scale lighting, street furniture
- "Third place" gathering spots
- Wayfinding

Ridership/Service

Weekday Ridership (April 2016)	105 on / 123 off
Saturday Ridership (April 2016)	111 on / 117 off
Sunday Ridership (April 2016)	59 on / 63 off
Target Weekday Ridership	290-660 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	3,930
Population (2040)	5,430
Population Density (2010)	5,000 ppl / sq. mile
Employment (2010)	4,960
Employment (2040)	6,550
Employment Density (2010)	6,300 empl / sq. mile
Households (2010)	2,170
Households (2040)	2,980
Median HH Size (2010)	1.81
Housing Units (2010)	2,280
Affordable Housing (2013)	0
Median HH Income (2010)	\$59,900
Zero Car HH (2014)	30
Millennial Population Age 25-34 (2010)	1,110
Senior Population Age 65+ (2010)	270

SoCo Station | MetroRapid 801

FACTS	Segment	South
	Service Open	2014
	Target Weekday Ridership	290-660
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	Medium
	Market Strength	High
	Land Availability	Low
	Government Support	Medium
NEEDS	Safety and security <ul style="list-style-type: none">Lighting in parking lots, along sidewalks and stationsWayfinding to Texas School for the Deaf Streetscape improvements <ul style="list-style-type: none">Sidewalk repairs on South Congress AvenueWiden sidewalks in certain locationsMitigate utility obstructions in middle of sidewalkBike lane on east side of South Congress Avenue, currently only on west sideBike parking corrals in public areasEnhanced visual cues at crosswalks, e.g. lighting in pavementTraffic calming, e.g., landscaped median, streetscape enhancements, building awnings, decorative lighting, street banners (Re)development opportunities <ul style="list-style-type: none">Little Stacy Neighborhood Park-General Park Improvements (Parks and Recreation)	
	Built-out: limited remaining infill potential	
	Station amenities <ul style="list-style-type: none">Pedestrian-scale streetlights, particularly at crosswalksShade: trees or shade structureAdditional bicycle parking	
	Other amenities <ul style="list-style-type: none">Wayfinding to note areas within a "10 minute walk" Public/placemaking/art opportunity <ul style="list-style-type: none">Possible "third place" and/or potential for functional artSafe design	
CATALYST PROJECTS		



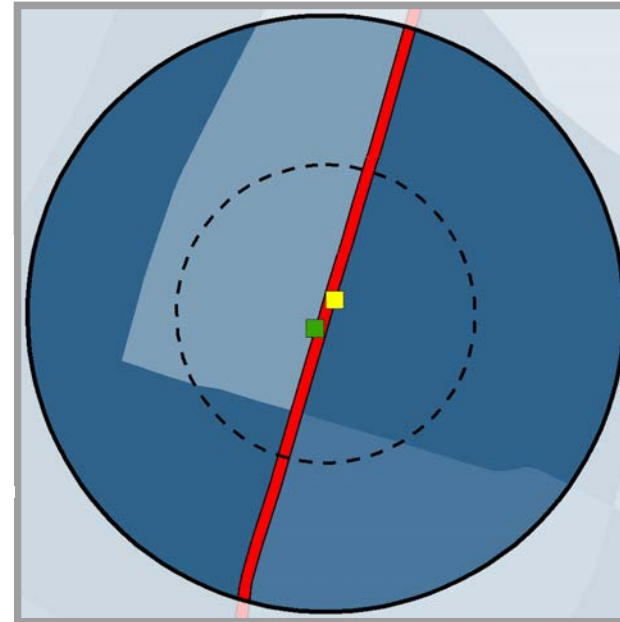
Land Use



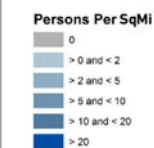
The predominant land uses in the 1/2 mile station area include: single family residential, streets and roads, and educational.



Population Density



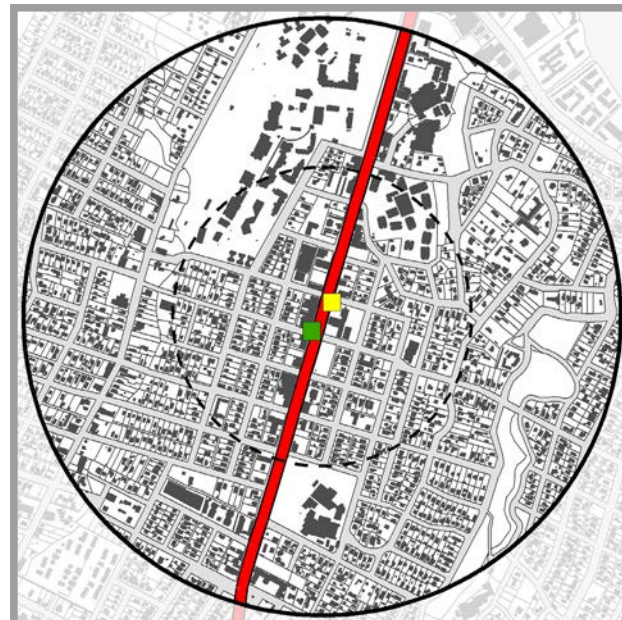
Average population density in the 1/2 mile station area is 5,000 residents per square mile.



Infrastructure-Roads



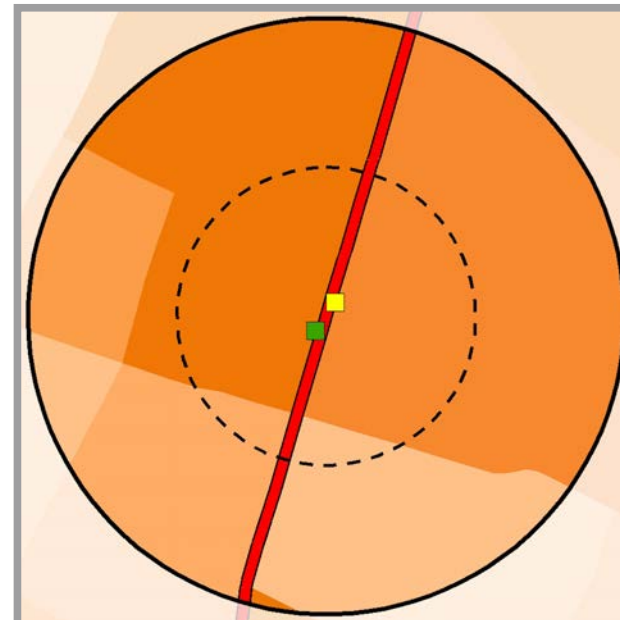
Parcels and Buildings



The 1/2 mile station area is estimated to contain 4.00 million built square feet.



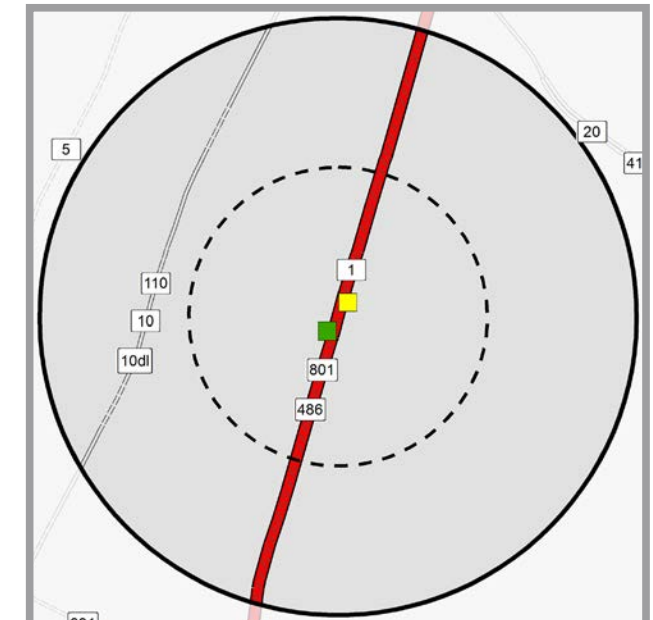
Employment Density



Average employment density in the 1/2 mile station area is 6,300 employees per square mile.



Infrastructure-Transit





Traffic along South Congress Street



Sidewalk view of South Congress entertainment district



Güero's Oak Garden



Hopdoddy Burger Bar and 04 mixed-use lofts



Food Trailer Park



Milton Street murals

Oltorf Station

Oltorf Station is located at the strategic intersection of South Congress Avenue and Oltorf Street. Oltorf runs east-west across south Austin, connecting South Congress Avenue to I-35, South 1st Street, and South Lamar Boulevard. At the station intersection, three of the four quadrants are occupied by one-story retail centers and associated surface parking, presenting a long-term opportunity for intensification as market forces evolve. The Oltorf station area contains at least a half-dozen significant multi-family developments, including both new and established projects. There are single-family residential areas in all four quadrants. "Imagine Austin" refers to this area as an activity corridor node .

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- Local bus: 331, 486
- Last Mile: Car2Go area

Access to...

1. Twin Oaks Shopping Center
2. H-E-B Grocery Store
3. WIC Clinic South Austin
4. Travis County Youth Center and Leadership Academy
5. Gardner Betts Juvenile Center
6. The District at SoCo

Missing Elements...

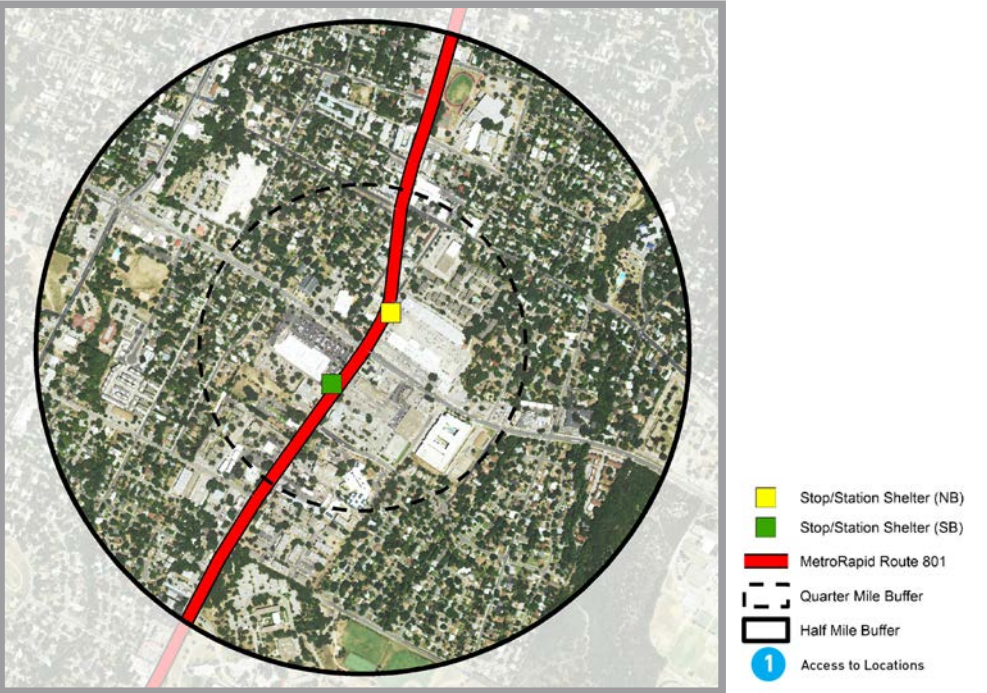
- Compact, mixed-use development
- Grid streets, paths and sidewalks
- Public realm improvements, including shade, pedestrian-scale lighting, street furniture
- Pedestrian and bicycle connections and crossings
- "Third place" gathering spots
- Wayfinding



Maps ▼ Photos ▼

Ridership/Service

Weekday Ridership (April 2016)	227 on / 226 off
Saturday Ridership (April 2016)	127 on / 122 off
Sunday Ridership (April 2016)	86 on / 91 off
Target Weekday Ridership	420-540 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	4,220
Population (2040)	6,090
Population Density (2010)	5,400 ppl / sq. mile
Employment (2010)	2,520
Employment (2040)	4,560
Employment Density (2010)	3,200 emp / sq. mile
Households (2010)	2,000
Households (2040)	2,883
Median HH Size (2010)	2.08
Housing Units (2010)	2,040
Affordable Housing (2013)	0
Median HH Income (2010)	\$56,500
Zero Car HH (2014)	20
Millennial Population Age 25-34 (2010)	880
Senior Population Age 65+ (2010)	330

Oltorf Station | MetroRapid 801

FACTS	Segment	South
	Service Open	2014
	Target Weekday Ridership	420-540
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Low
	Government Support	Medium
NEEDS	<div><div>Safety and security<ul style="list-style-type: none">▪ Lighting in parking lots, along South Congress Ave, sidewalks and at stations▪ Wayfinding to H-E-B, SoCo District▪ Attention to international populations with varied languages and multiple shift work</div><div>Streetscape improvements<ul style="list-style-type: none">▪ Physical separation of SB bike lane▪ Improvements to E-W crosswalk at South Congress Ave/Oltorf Street intersection▪ Traffic calming, a high-volume, high-speed traffic intersection; enhanced pedestrian crosswalks and lighting, e.g., elevated pedestrian crossings</div><div>(Re)development opportunities<ul style="list-style-type: none">▪ Strip commercial centers on east side of South Congress Ave▪ Possible new H-E-B at northeast corner of Oltorf and South Congress Ave</div></div>	
	<div><div>Station amenities<ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian-scale streetlights</div><div>Other amenities<ul style="list-style-type: none">▪ Connectivity to parks and low-density residential, pedestrian connection from station to business through enhanced routes, private school▪ Wayfinding to note areas within a "10 minute walk"</div><div>Public/placemaking/art opportunity<ul style="list-style-type: none">▪ Possible "third place" and/or potential for functional art▪ Safe design</div></div>	
	<div><div>Public/placemaking/art opportunity<ul style="list-style-type: none">▪ Possible "third place" and/or potential for functional art▪ Safe design</div></div>	
	<div><div>Public/placemaking/art opportunity<ul style="list-style-type: none">▪ Possible "third place" and/or potential for functional art▪ Safe design</div></div>	
CATALYST PROJECTS	<div><div><ul style="list-style-type: none">▪ Projects to be identified in future</div></div>	

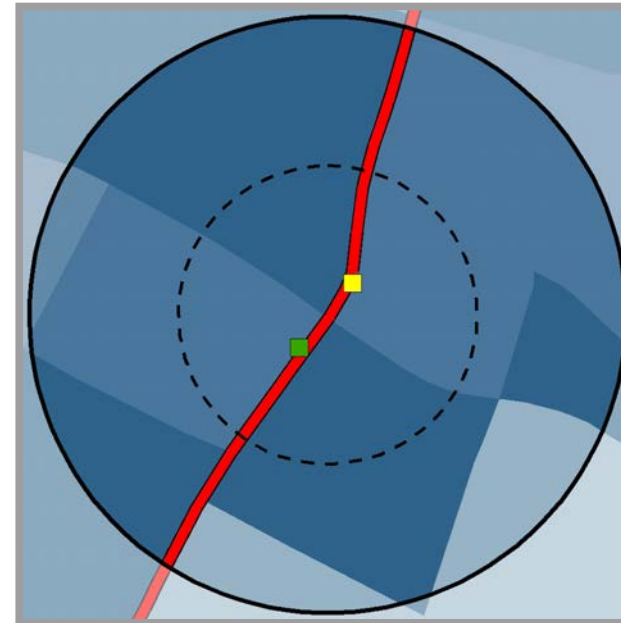
Land Use



The predominant land uses in the 1/2 mile station area include: single family residential, commercial, and apartment/condo.



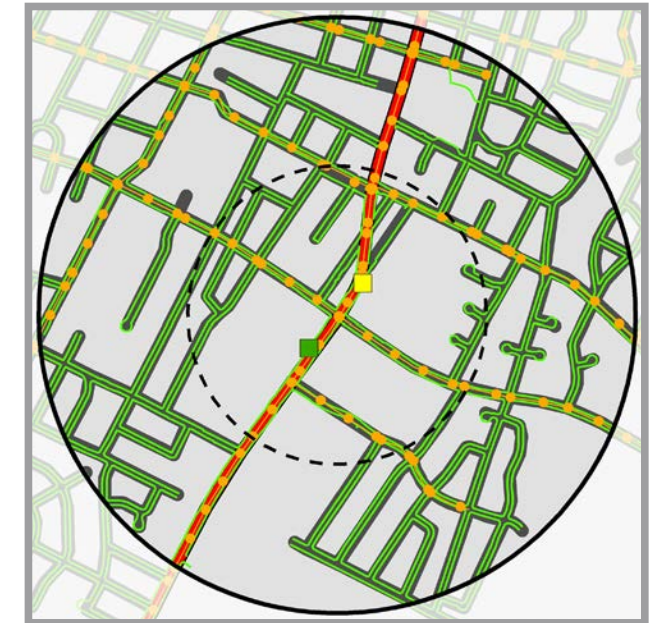
Population Density



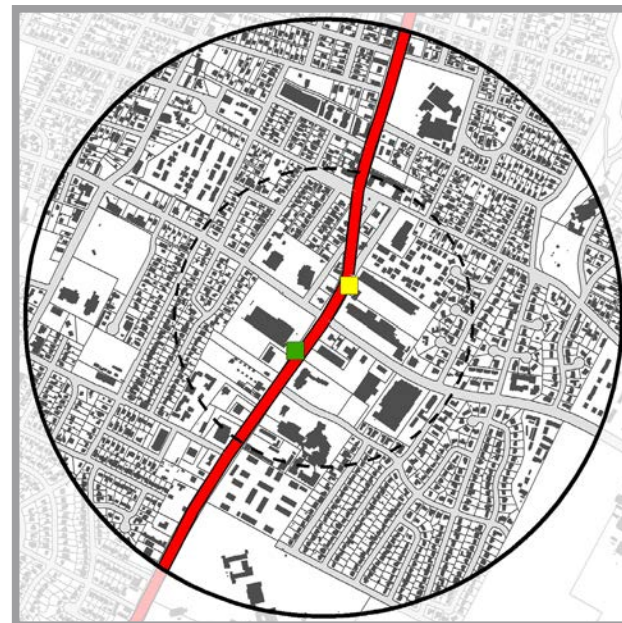
Average population density in the 1/2 mile station area is 5,400 residents per square mile.



Infrastructure-Roads



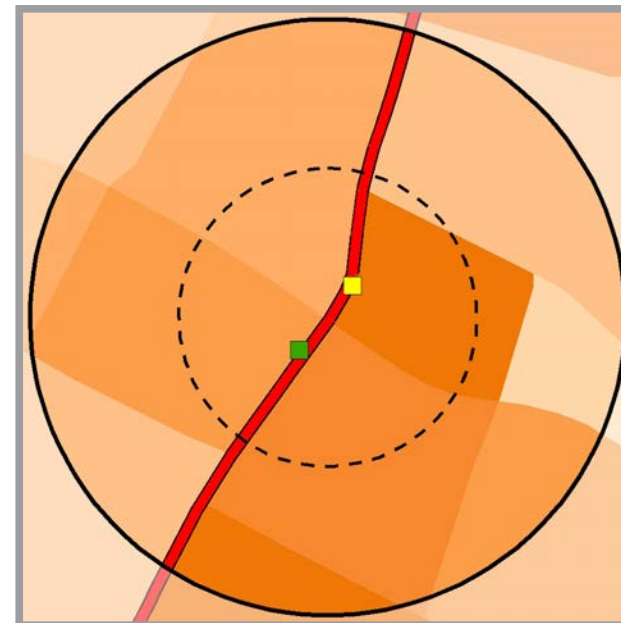
Parcels and Buildings



The 1/2 mile station area is estimated to contain 4.12 million built square feet.



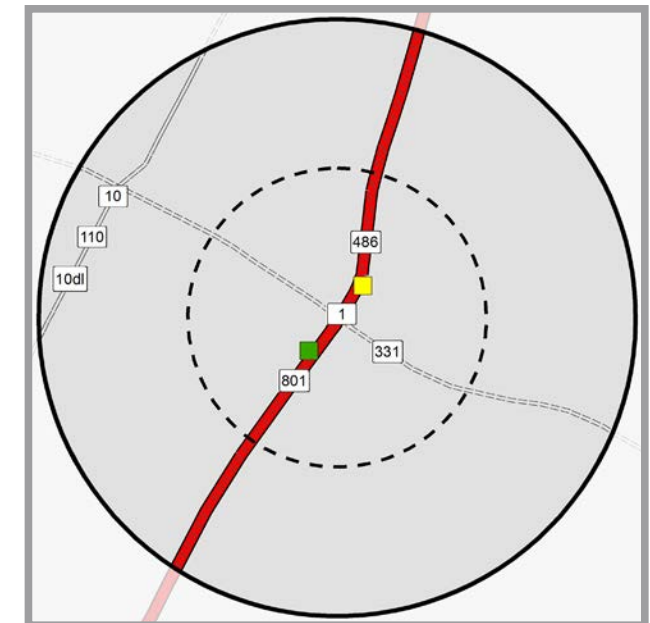
Employment Density



Average employment density in the 1/2 mile station area is 3,200 employees per square mile.



Infrastructure-Transit





H-E-B grocery store on west side of South Congress Avenue



South Congress Avenue, facing northeast



Twin Oaks Shopping Center, east side of South Congress Avenue



St. Ignatius Martyr Catholic Church and School on West Oltorf Street



Sidewalk along east side of South Congress Avenue



Crosswalk at the intersection of South Congress Avenue and West Oltorf Street

St. Edward's Station

St. Edward's Station is located on South Congress Avenue at its intersection with Lightsey Road and Woodward Street. Its entire northeast quadrant is the St. Edward's University campus. Mid- to low-level multi-family residential adjacent to the campus transitions to single-family detached residential. The southeast quadrant includes the Penn Field business park, a former airport redeveloped to an art, design and entertainment destination. A quarter-mile south of the station is Berkshire SoCo, a new mid-rise loft apartment development with shops and restaurants at street level that occupies 600 feet along South Congress. Underutilized suburban-style centers on Ben White Boulevard may present redevelopment opportunity. The west side of South Congress has a variety of low-density strip commercial uses. Just to its west is a mix of single-family and multi-family residential, some of it new. "Imagine Austin" lists St. Edward's as a neighborhood center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

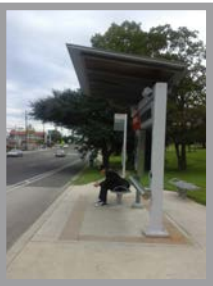
- Local bus: 1, 228, 486
- Last Mile: Car2Go area

Access to...

1. St. Edward's University
2. Berkshire SoCo
3. Penn Field business park
4. Reliant Rehabilitation Hospital

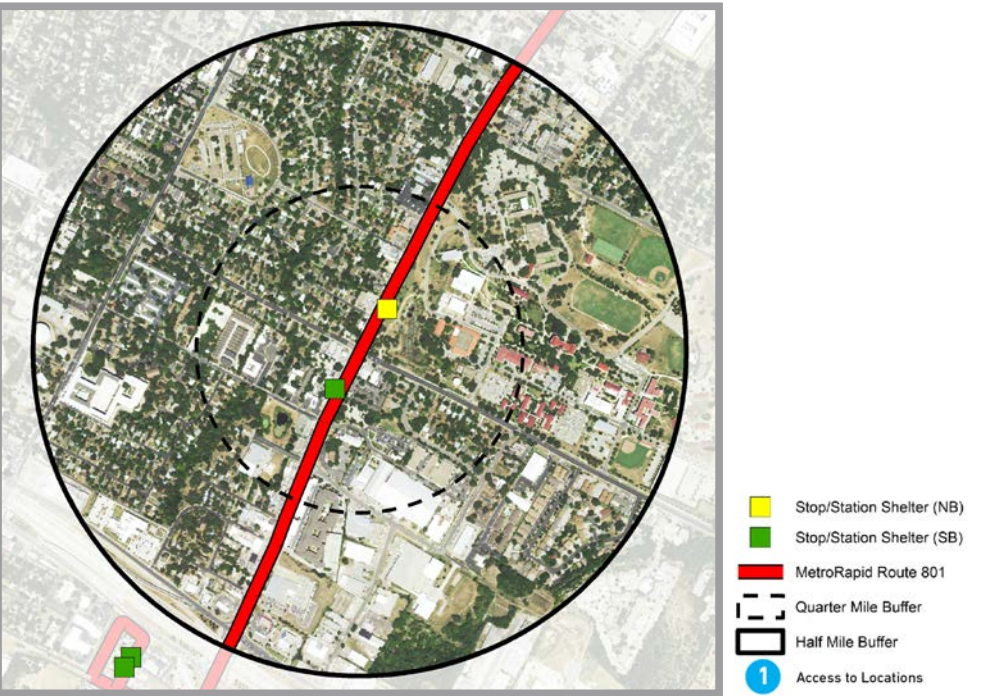
Missing Elements...

- Grid streets, paths and sidewalks
- Compact, mixed-use development
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian and bicycle enhanced connections and crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	163 on / 146 off
Saturday Ridership (April 2016)	99 on / 72 off
Sunday Ridership (April 2016)	79 on / 63 off
Target Weekday Ridership	410-520 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	3,810
Population (2040)	6,130
Population Density (2010)	4,900 ppl / sq. mile
Employment (2010)	2,930
Employment (2040)	6,750
Employment Density (2010)	3,700 emp / sq. mile
Households (2010)	1,860
Households (2040)	3,030
Median HH Size (2010)	2.02
Housing Units (2010)	1,990
Affordable Housing (2013)	0
Median HH Income (2010)	\$40,970
Zero Car HH (2014)	<10
Millennial Population Age 25-34 (2010)	1,030
Senior Population Age 65+ (2010)	270

St. Edward's Station | MetroRapid 801

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	410-520
Profile Date	2016

PLACE TYPOLOGY

Neighborhood TOD

READINESS SCORE

Ready

READINESS METRICS

Connectivity	Medium
Market Strength	High
Land Availability	Low
Government Support	Medium

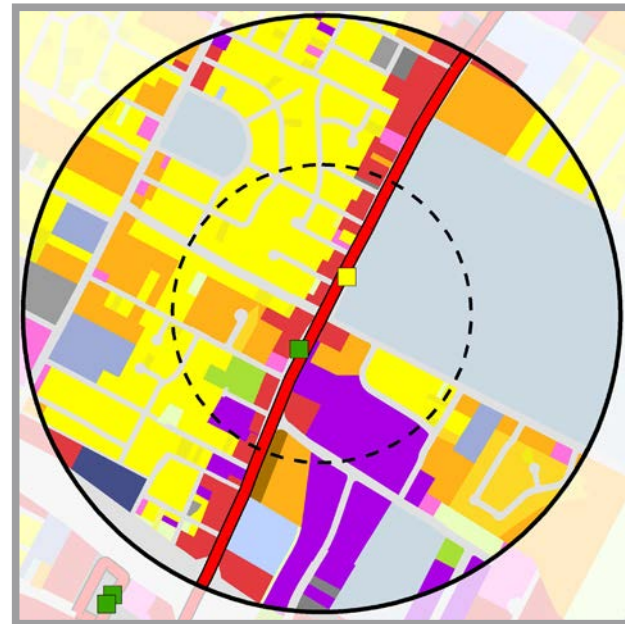
NEEDS

- Safety and security**
 - Additional lighting at crosswalks, on sidewalks, South Congress Avenue and stations
 - Wayfinding to St. Edward's, Penn Field development, SoCo District
- Streetscape improvements**
 - Pedestrian refuge island at crosswalk South Congress Ave/Coleman Street intersection
 - Enhanced crosswalk at South Congress Avenue/Coleman Street, e.g., bulb-out, refresh paint
 - Improve pedestrian trail at St. Edward's University near Frederick Street
 - Bike lanes along South Congress Avenue, physical separation desirable
 - Improvements to Lightsey Road, pedestrian/bicycle network
- Improvements to sidewalks on South Congress Avenue near Lightsey Road
 - Traffic calming, e.g., landscaped median
- (Re)development opportunities**
 - Opportunity for redevelopment, perhaps historical
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian-scale streetlights
- Other amenities**
 - Wayfinding to note areas within a "10 minute walk"
- Public/placemaking/art opportunity**
 - Limited placemaking opportunities
 - Potential for functional art
 - Safe design

CATALYST PROJECTS

- ADA Sidewalk & Ramp Improvements Group #17 City-Wide (Public Works)
- South Service Center HVAC Rehab (Water)

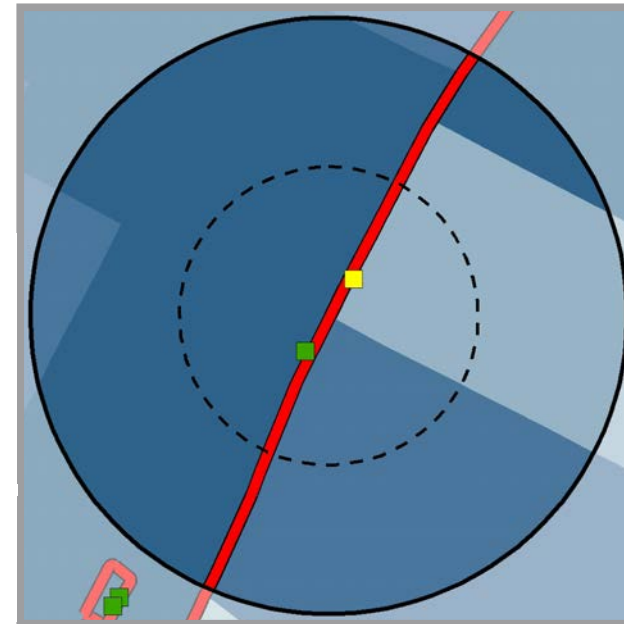
Land Use



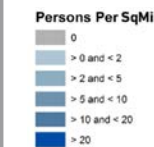
The predominant land uses in the 1/2 mile station area include: educational, single family residential, and apartment/condo.



Population Density



Average population density in the 1/2 mile station area is 4,900 residents per square mile.



Infrastructure-Roads



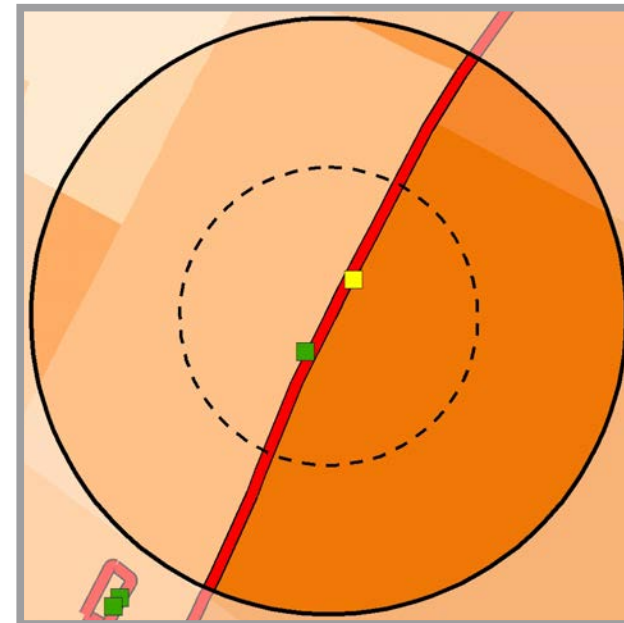
Parcels and Buildings



The 1/2 mile station area is estimated to contain 3.79 million built square feet.



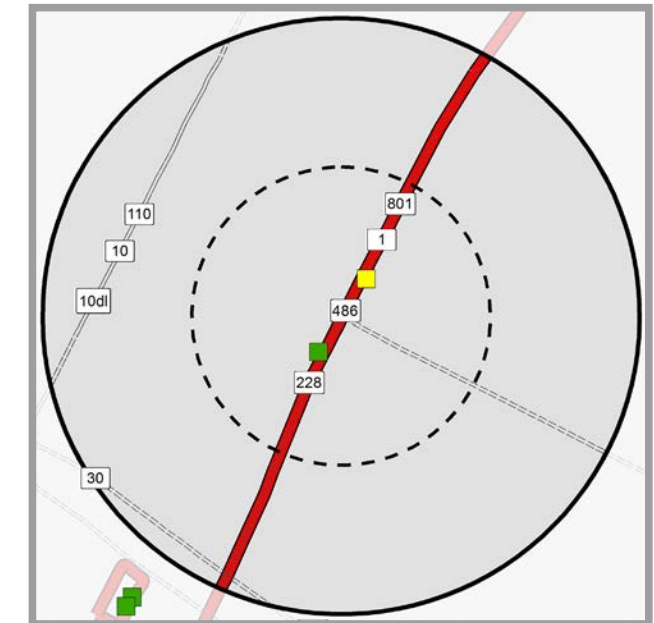
Employment Density



Average employment density in the 1/2 mile station area is 3,700 employees per square mile.



Infrastructure-Transit





Shops @ SoCo, mixed-use residential and commercial



Bike lane along South Congress Avenue, looking southwest



St. Edward's University, facing northwest



Crosswalk with pedestrian-activated signals on South Congress Avenue at Coleman Street at the university entrance



Entry to Penn Field Business Park



Minimal access control points to stand-alone and strip retail along South Congress Avenue, looking southwest

S Congress Transit Center

The South Congress Transit Center is located just west of South Congress Avenue, along the south frontage road of Ben White Boulevard (Route 71 / US 290). Parking is for vanpool only, with plans to expand to Park & Ride. This hub connects the MetroRapid 801 service with several local MetroBus routes. North of Ben White, the station area includes the Berkshire SoCo mixed-use development and the US Post Office. The quadrant southeast of Ben White consists entirely of commercial, industrial, and logistical businesses, with mixed use development in progress. The southwest quadrant, by contrast, contains a large residential neighborhood along West St. Elmo Street, including several apartment complexes as well as single-family homes. One-half mile west is St. David's Medical Center, a general hospital, surrounded by associated medical offices. The Bergstrom railroad tracks offer a possible future east/west transit connection. Imagine Austin refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- MetroRideShare vanpool parking spaces (32)
- Free bike racks (32 spaces)
- MetroBike shelter (24 spaces)

System Connections...

- Local bus: 1, 30, 228, 300
- Last Mile: Car2Go Service area

Access to...

1. Salvation Army Store
2. Ben White Business Park
3. St. David's Medical Center

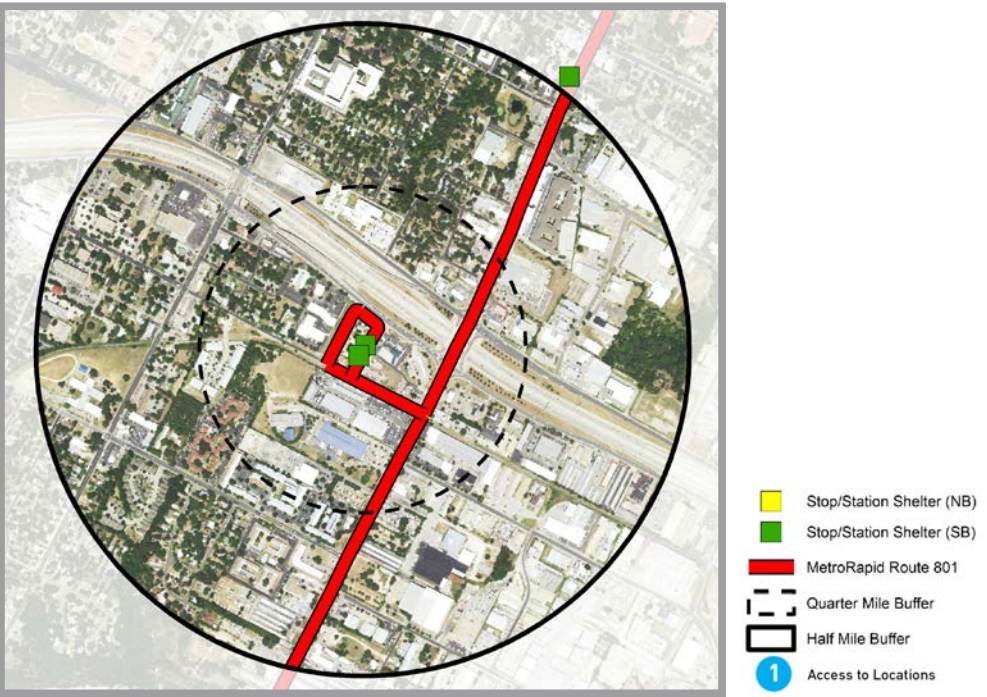
Missing Elements...

- Grid streets, paths and sidewalks
- Public realm improvements, including shade, pedestrian-scale lighting, and sidewalks on South Congress Avenue and Ben White Boulevard
- Pedestrian and bicycle connections and crossings
- Compact mixed-use development
- Signage and wayfinding



Ridership/Service

Weekday Ridership (April 2016)	202 on / 202 off
Saturday Ridership (April 2016)	112 on / 107 off
Sunday Ridership (April 2016)	76 on / 67 off
Target Weekday Ridership	560 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	3,210
Population (2040)	5,990
Population Density (2010)	4,100 ppl / sq. mile
Employment (2010)	3,030
Employment (2040)	9,710
Employment Density (2010)	3,900 emp / sq. mile
Households (2010)	1,430
Households (2040)	2,620
Median HH Size (2010)	2.23
Housing Units (2010)	1,670
Affordable Housing (2013)	0
Median HH Income (2010)	\$39,100
Zero Car HH (2014)	<10
Millennial Population Age 25-34 (2010)	910
Senior Population Age 65+ (2010)	180

S Congress Transit Center | MetroRapid 801

FACTS	Segment	South
	Service Open	2014
	Target Weekday Ridership	560
	Profile Date	2016

PLACE
TYPOLOGY

Special Destination

READINESS
SCORE

Emerging

READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low

NEEDS

- Safety and Security

 - Lighting in parking lots, along sidewalks, and at stations
 - Wayfinding to St. David's Hospital
 - Activate area

Streetscape improvements

 - Crosswalk improvements
 - Bike lane along Radam Lane
 - Improved bicycle/pedestrian connection across US 290/US 71/Ben White Boulevard

(Re)development opportunities

 - Union Pacific railway right of way
 - Vacant lots offer opportunity to connect with St. Elmo PUD - market potential in the area
- Station amenities

 - Additional parking
 - Shade: trees or shade structure
 - Pedestrian-scale streetlights
 - Gated courtyard with benches/vending
 - Transit center, activated space

Other amenities

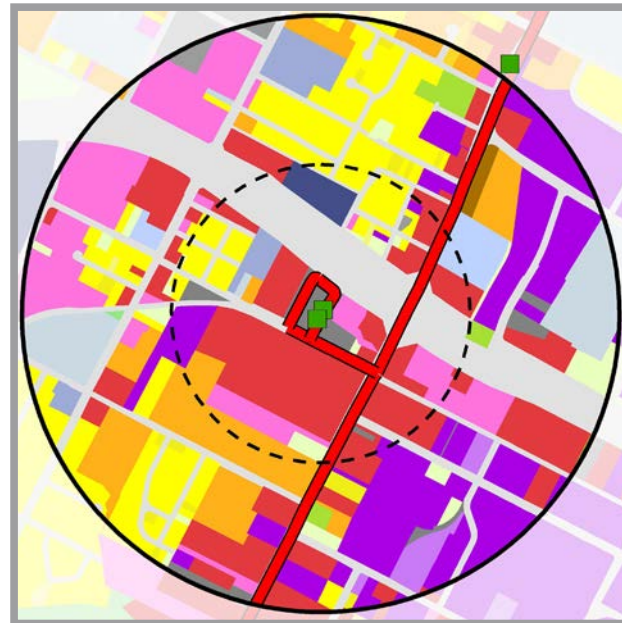
 - Wayfinding to note areas within a "10 minute walk"

Public/placemaking/art opportunity

 - Limited placemaking opportunity
 - Potential for functional art

- CATALYST
PROJECTS
- ADA Sidewalk & Ramp Improvements Group #17 City-Wide (Public Works)
 - ADA Sidewalks Group #15 (Public Works)

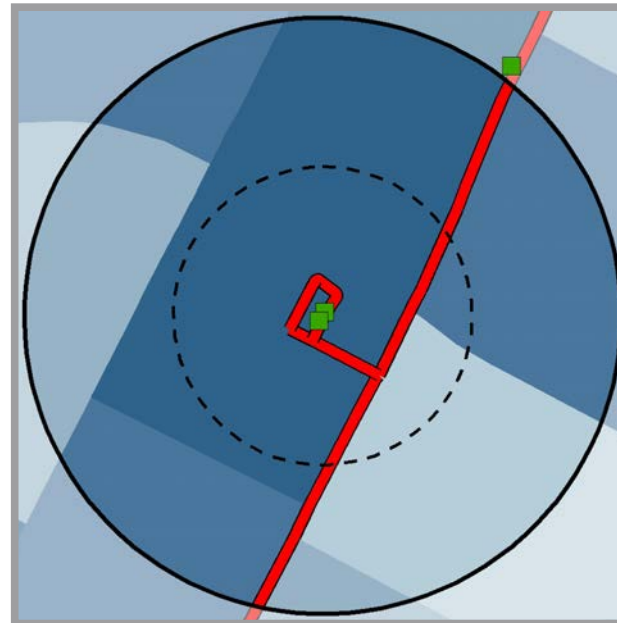
Land Use



The predominant land uses in the 1/2 mile station area include: streets and roads, commercial, warehousing, and single family residential.



Population Density



Average population density in the 1/2 mile station area is 4,100 residents per square mile.



Infrastructure-Roads



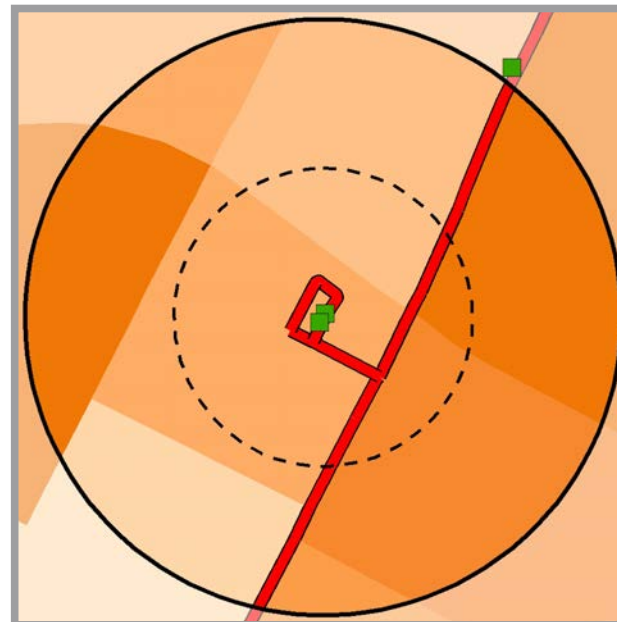
Parcels and Buildings



The 1/2 mile station area is estimated to contain 4.22 million built square feet.



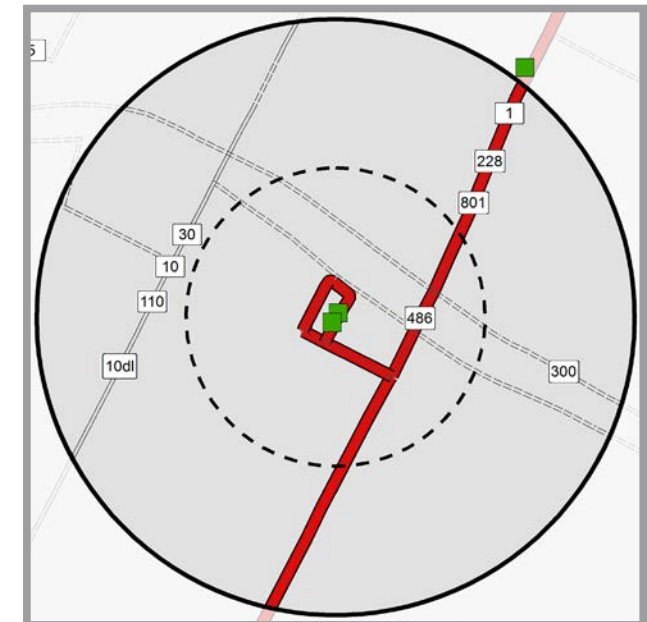
Employment Density



Average employment density in the 1/2 mile station area is 3,900 employees per square mile.



Infrastructure-Transit





Plaza at the South Congress Transit Center



Parking lot on east side of the South Congress Transit Center



South Bend Center on Radam Lane



Pedestrian crossing at the South Congress Transit Center exit to Radam Lane



Bike lane along west side of Radam Lane, looking west



Bergstrom rail corridor

Little Texas Station

Little Texas Station is located on South Congress Avenue at its intersections with Little Texas Lane and Stassney Lane. Stassney Lane provides east-west connections to I-35, South First Street, and Manchaca Road. All four corners of the South Congress/Stassney intersection are occupied by stand-alone retail uses and surface parking, representing opportunities for future intensification as market forces evolve. Multi-family development has begun to occur on South Congress, but several vacant and underutilized parcels remain, and sidewalk coverage is limited. Off South Congress Avenue, the station is surrounded by residential neighborhoods. To the east, these neighborhoods consist of five mid-rise apartment complexes. West of South Congress, the neighborhoods are single-family. "Imagine Austin" refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks

System Connections...

- Local bus: 1, 311
- Last Mile: Car2Go Service area

Access to...

- WIC Far South
- Austin City Lights Apartments
- SoCo Apartments
- Regal Cinemas Metropolitan 14

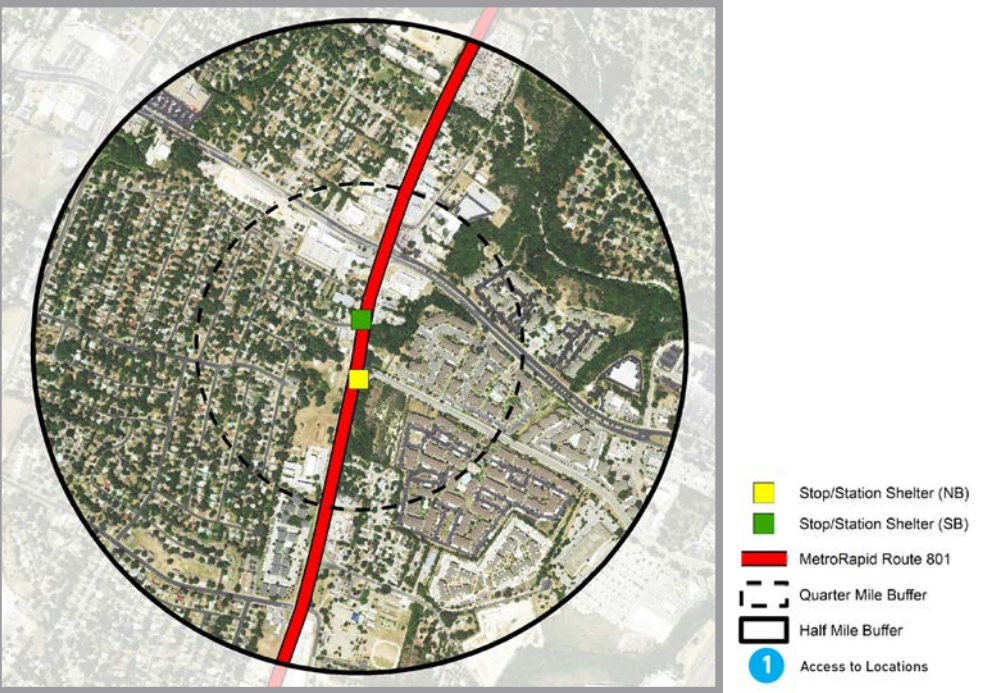
Missing Elements...

- Compact mixed-use development
- Grid streets, paths and sidewalks
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections and crossings



Ridership/Service

Weekday Ridership (April 2016)	114 on / 116 off
Saturday Ridership (April 2016)	59 on / 55 off
Sunday Ridership (April 2016)	49 on / 45 off
Target Weekday Ridership	340-550 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	4,130
Population (2040)	6,040
Population Density (2010)	5,300 ppl / sq. mile
Employment (2010)	1,230
Employment (2040)	5,660
Employment Density (2010)	1,600 / sq. mile
Households (2010)	1,800
Households (2040)	2,670
Median HH Size (2010)	2.27
Housing Units (2010)	2,060
Affordable Housing (2013)	0
Median HH Income (2010)	\$46,010
Zero Car HH (2014)	50
Millennial Population Age 25-34 (2010)	1,060
Senior Population Age 65+ (2010)	280

Little Texas Station | MetroRapid 801

FACTS

Segment	South
Service Open	2014
Target Weekday Ridership	340-550
Profile Date	2016

PLACE TYPOLOGY

Neighborhood TOD

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Low

NEEDS

- Safety and security**
 - Pedestrian-scale lighting along sidewalks, South Congress Avenue, stations
- Streetscape improvements**
 - Potential mid-block crossing on Little Texas Lane
 - Little Texas Lane improvements
 - Sidewalk improvements on both sides of South Congress Avenue, pedestrian refuge island and wide crossing at Ainsworth Street
 - Widen sidewalks along Little Texas Lane and west side of South Congress Avenue
 - Bike lane on South Congress Avenue
 - Bike lane east of intersection at Slaughter Lane
 - Pedestrian/ traffic calming on Stassney Lane
 - Eliminate free right turn lanes
- (Re)development opportunities**
 - Vacant lots at South Congress Avenue/Little Texas Lane
- West side of South Congress Avenue near East Stassney Lane
 - South Congress Avenue/ Sandra Street
 - Skybridge Lofts (new) indicates market potential
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian-scale streetlights
 - Permanent stations with completion of South Congress Ave
- Other amenities**
 - Wayfinding to note areas within a "10 minute walk"
- Public/placemaking/art opportunity**
 - Limited placemaking opportunities
 - Retain significant trees through development
 - Potential for functional art
 - Safe design

CATALYST PROJECTS

- ADA Sidewalks Group #15 (Public Works)
- Williamson Creek Wastewater Interceptor (Water)
- Williamson Creek Home Buyouts (Watershed Protection)

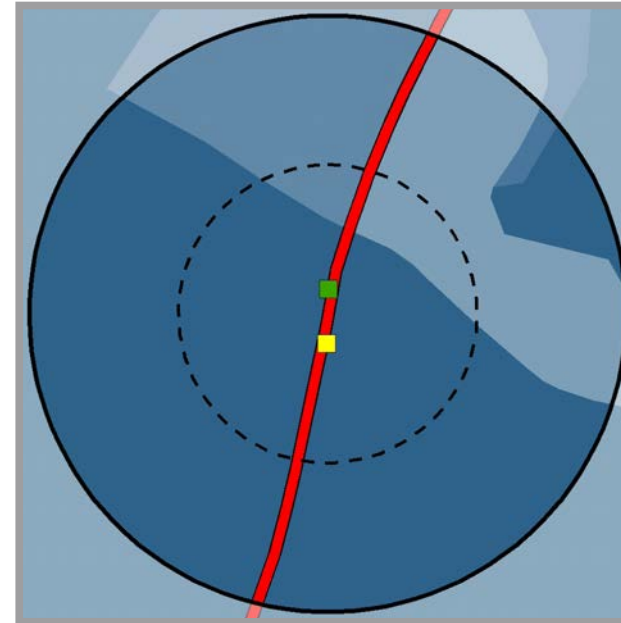
Land Use



The predominant land uses in the 1/2 mile station area include: single family residential, apartment/condo, and commercial.



Population Density



Average population density in the 1/2 mile station area is 5,300 residents per square mile.



Infrastructure-Roads



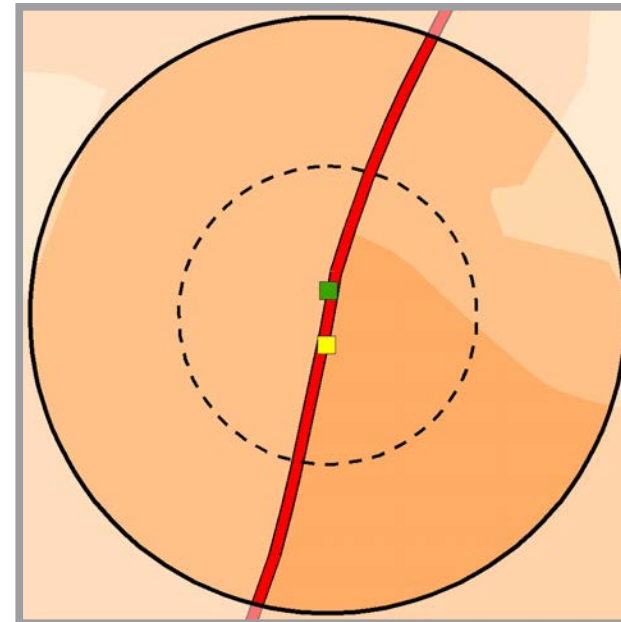
Parcels and Buildings



The 1/2 mile station area is estimated to contain 3.46 million built square feet.



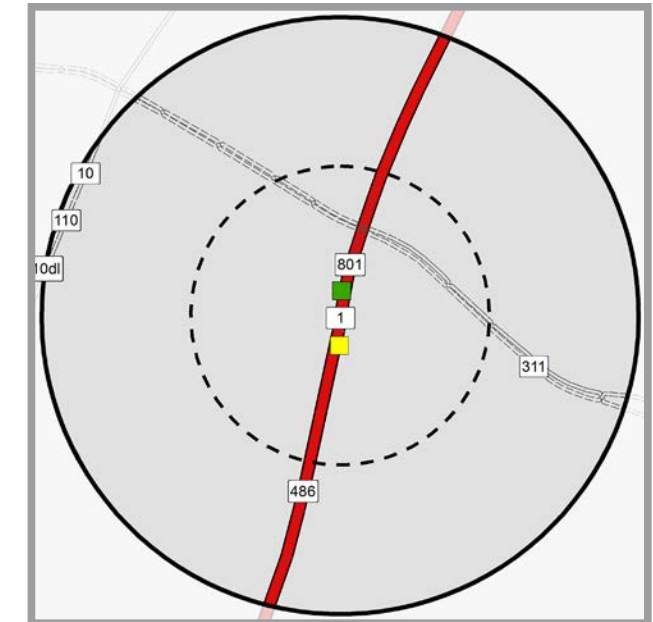
Employment Density



Average employment density in the 1/2 mile station area is 1,600 employees per square mile.



Infrastructure-Transit





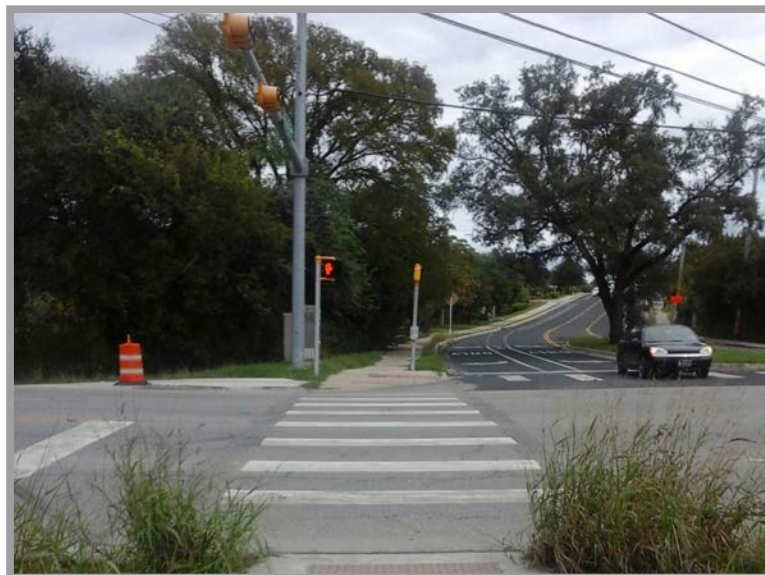
Strip commercial on east side of South Congress Avenue



Sidewalk on west side of South Congress Avenue, looking south



Austin City Lights apartments on Little Texas Lane



Crosswalk at the intersection of South Congress Avenue and Little Texas Lane



Single-family residential along Sandra Street



South Congress Avenue, looking south

Pleasant Hill Station

Pleasant Hill Station is located on South Congress Avenue at its intersection with William Cannon Drive, which connects to I-35, South First Street, and Manchaca Road. All four corners of the station intersection are occupied by low-density retail uses and surface parking, presenting an opportunity for future intensification and infill as market forces evolve. Three multi-family developments extend eastward along William Cannon Drive. The residential neighborhoods west of the station are mostly single-family detached. "Imagine Austin" refers to this area as an activity corridor node.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- Local bus: 1, 201, 333, 486
- Last Mile: none

Access to...

- Austin Public Library, Pleasant Hill branch
- Cannon Square
- Four Corners Shopping Center
- Hunterwood Apartments

Missing Elements...

- Compact mixed-use development
- Grid streets, improved sidewalks and paths
- Pedestrian and bicycle connections and crossings
- Public realm improvements that include shade, pedestrian-scale lighting, street furniture
- Wayfinding



Maps ▼ Photos ▼

Ridership/Service

Weekday Ridership (April 2016)	111 on / 24 off
Saturday Ridership (April 2016)	68 on / 24 off
Sunday Ridership (April 2016)	42 on / 14 off
Target Weekday Ridership	400-520 on
Level of Service	15 min peak / 30 min off-peak



Demographics

Population (2010)	4,340
Population (2040)	6,900
Population Density (2010)	5,500 ppl / sq. mile
Employment (2010)	1,230
Employment (2040)	5,890
Employment Density (2010)	1,600 emp / sq. mile
Households (2010)	1,880
Households (2040)	3,110
Median HH Size (2010)	2.33
Housing Units (2010)	1670
Affordable Housing (2013)	0
Median HH Income (2010)	\$37,800
Zero Car HH (2014)	10
Millennial Population Age 25-34 (2010)	860
Senior Population Age 65+ (2010)	240

Pleasant Hill Station | MetroRapid 801

FACTS	Segment	South
	Service Open	2014
	Target Weekday Ridership	400-520
	Profile Date	2016

PLACE TYPOLOGY	Neighborhood TOD
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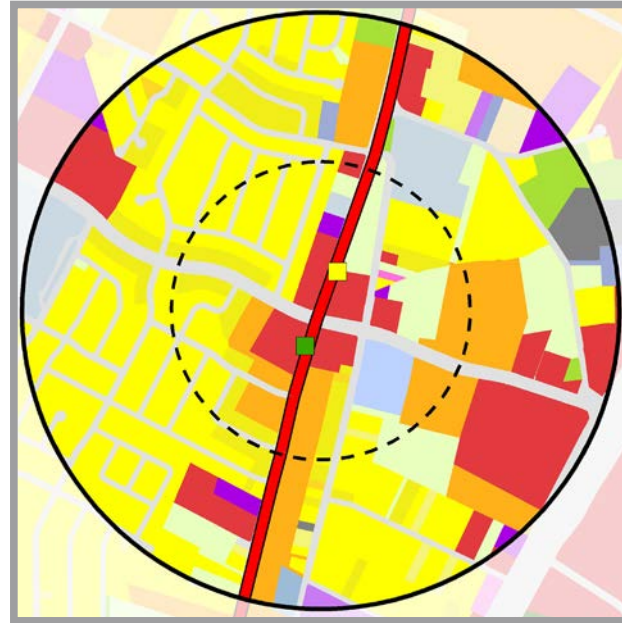
READINESS SCORE	Emerging
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READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low

NEEDS	Safety and security <ul style="list-style-type: none">Lighting along sidewalks, South Congress Avenue, stationsRemove utilities in sidewalk (accessibility barrier)	(Re)development opportunities <ul style="list-style-type: none">Infill and redevelopment
	Streetscape improvements <ul style="list-style-type: none">Crosswalks, refuge island at South Congress Avenue/ William Cannon DriveRepair obstructions and discontinuous sidewalk on west side of South Congress AvenueAdd sidewalk on east side of South Congress Avenue (new roadway lane)Bike lanes on South Congress Avenue, William Cannon DriveTraffic calming (e.g., bulb outs, eliminating free right turn lanes, continental crossings)	Station amenities <ul style="list-style-type: none">Shade: trees or shade structurePedestrian-scale streetlightsPermanent stations with completion of South Congress Avenue
		Other amenities <ul style="list-style-type: none">Wayfinding to note areas within a "10 minute walk"
		Public/placemaking/art opportunity <ul style="list-style-type: none">Limited placemaking opportunitiesRetain significant trees through developmentPotential for functional artSafe design

CATALYST PROJECTS	<ul style="list-style-type: none">Pleasant Hill Branch Library Roof Replacement and HVAC Upgrade (Austin Public Library)TxDOT - IH 35 Water Line Relocation (Water)
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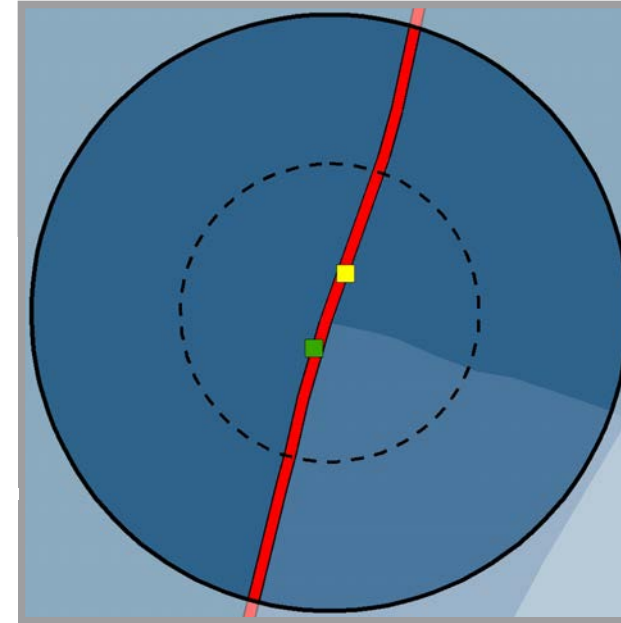
Land Use



The predominant land uses in the 1/2 mile station area include: single family residential, commercial, and apartment/condo.



Population Density



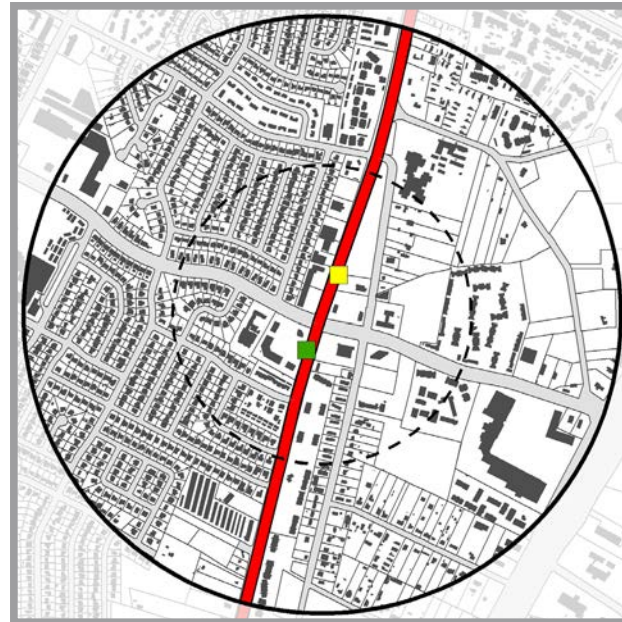
Average population density in the 1/2 mile station area is 5,500 residents per square mile.



Infrastructure-Roads



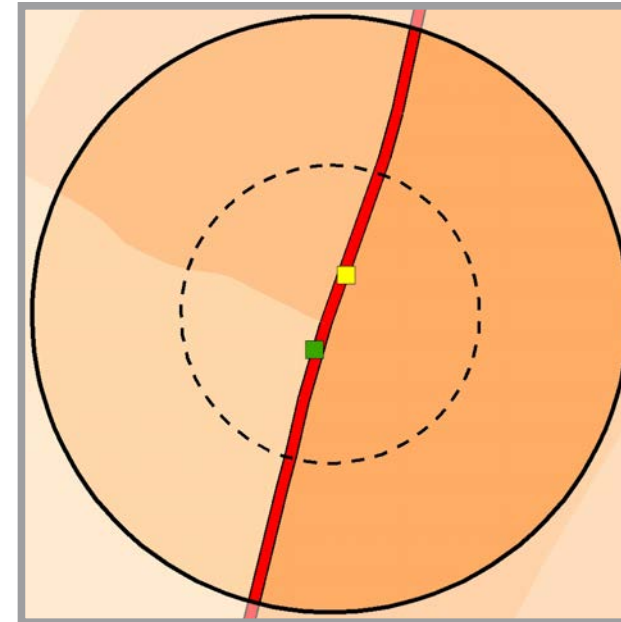
Parcels and Buildings



The 1/2 mile station area is estimated to contain 3.54 million built square feet.



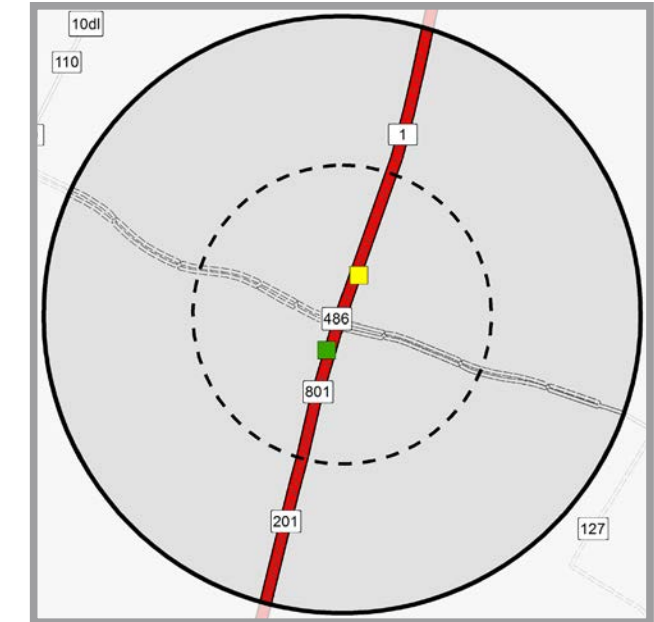
Employment Density



Average employment density in the 1/2 mile station area is 1,600 employees per square mile.



Infrastructure-Transit





Cannon Square commercial strip center with abundant surface parking



Sidewalk in poor condition on west side of South Congress Avenue



Road construction on South Congress Avenue, looking northeast



Intersection of South Congress Avenue and East William Cannon Drive



Single-family residential along Sandra Street



South Congress Avenue looking southeast to Centennial Place Apartments

Southpark Meadows Station

Southpark Meadows Station is the southern terminus of the MetroRapid 801 line. This station is located in the southwest quadrant of the interchange of Interstate 35 and Slaughter Lane, in the center of a shopping center complex. Capital Metro currently leases 75 spaces for Park & Ride. This station is served by several MetroBus routes that provide additional connectivity. The dominant land use is the extensive surface parking associated with these retail facilities; over time, market forces might encourage redevelopment with structured parking within the large shopping center. West of the retail complex within the half-mile station area, are single-family homes, with access the shopping area and the station via Taft Lane. Pedestrian and bicycle connectivity is very challenging. Imagine Austin lists Southpark Meadows as a town center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)
- Park & Ride (75 spaces)

System Connections...

- Local bus: 3, 10, 201
- Last Mile: none

Access to...

1. Southpark Meadows shopping center
2. Estates at Southpark Meadows

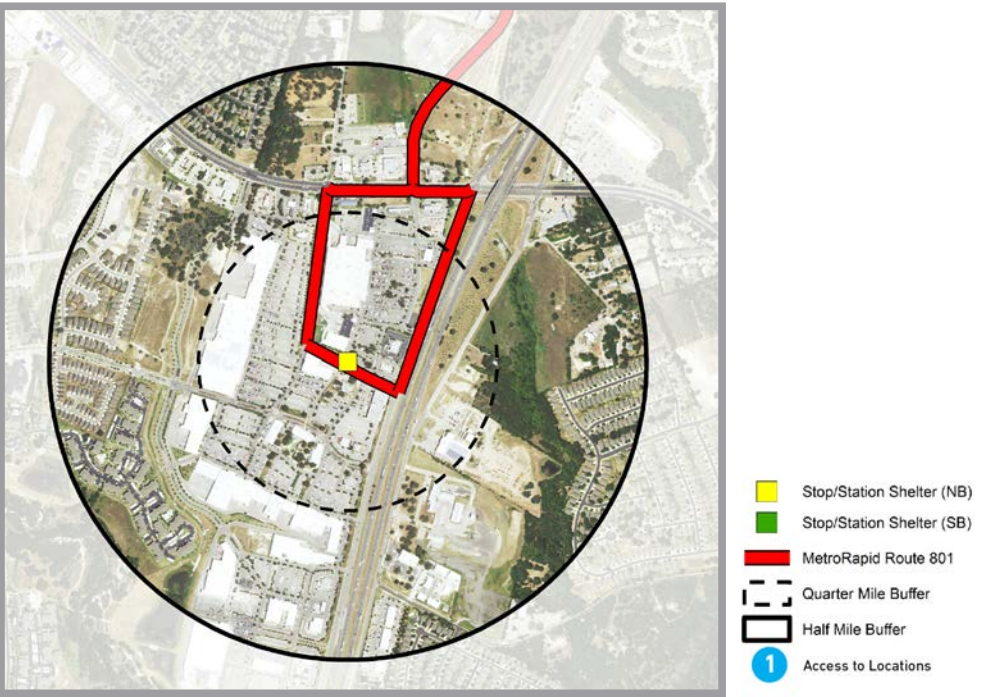
Missing Elements / Opportunities...

- Dense, compact mixed-use development
- Grid streets, sidewalks, and bike paths
- Pedestrian and bicycle connections and crossings
- Public realm improvements, including shade, pedestrian-scale lighting, street furniture
- Safe design, including high visibility



Ridership/Service

Weekday Ridership (April 2016)	360 on / 370 off
Saturday Ridership (April 2016)	242 on / 243 off
Sunday Ridership (April 2016)	150 on / 143 off
Target Weekday Ridership	460 on
Level of Service	15 min peak / 30 min off-peak



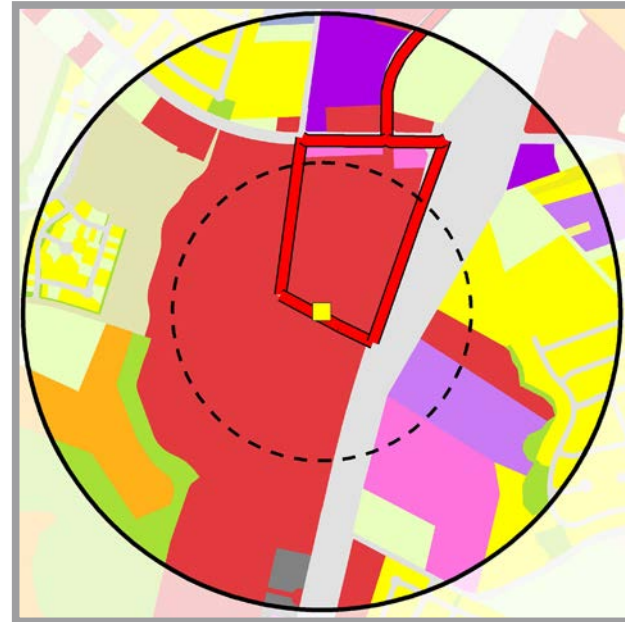
Demographics

Population (2010)	1,970
Population (2040)	3,020
Population Density (2010)	2,500 ppl / sq. mile
Employment (2010)	2,130
Employment (2040)	5,400
Employment Density (2010)	2,700 emp / sq. mile
Households (2010)	880
Households (2040)	1,310
Median HH Size (2010)	1.75
Housing Units (2010)	1,050
Affordable Housing (2013)	0
Median HH Income (2010)	\$38,940
Zero Car HH (2014)	10
Millennial Population Age 25-34 (2010)	620
Senior Population Age 65+ (2010)	70

Southpark Meadows | MetroRapid 801

FACTS	Segment	South
	Service Open	2014
	Target Weekday Ridership	460
	Profile Date	2016
PLACE TYPOLOGY	Special Destination	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low
NEEDS	Safety and Security	(Re)development opportunities
	▪ Lighting needed along sidewalks, at stations	▪ Infill potential for remote parking
	▪ Relocated pedestrian crossing away from IH 35 frontage road	Station amenities
	▪ Enhanced wayfinding and paths with high visibility crossings to key destinations: the "third places", including the play area 1/4 mile south of the station	▪ Shade: trees or shade structure
NEEDS	Streetscape improvements	Other amenities
	▪ Widen sidewalks; some debris apparent	▪ Wayfinding to note areas within a "10 minute walk"
	▪ North-south continental crosswalk on Turk Lane near IH-35 intersection	Public/placemaking/art opportunity
	▪ Potential mid-block crossing near station	▪ Enhance existing play area
CATALYST PROJECTS	▪ Restripe shopping center entrance by Steak n' Shake	▪ Potential for functional art
	▪ Addition of bike lane on Turk Lane	▪ Safe design
	▪ Projects to be identified in future	

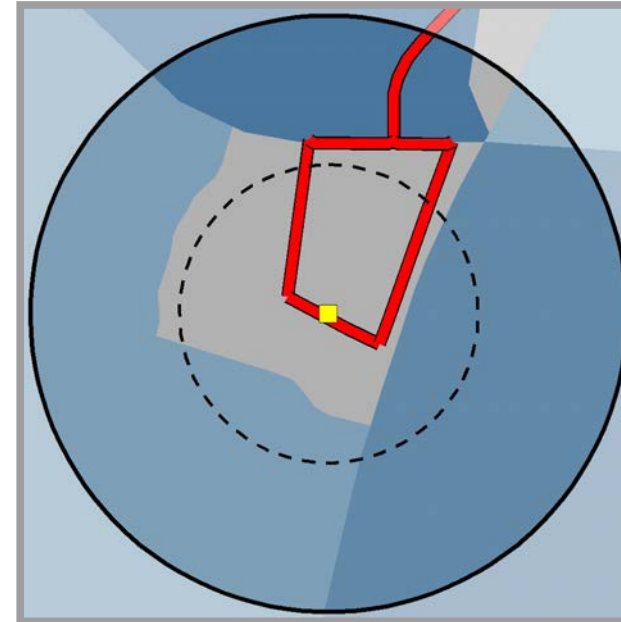
Land Use



The predominant land uses in the 1/2 mile station area include: commercial, single family residential, and undeveloped.



Population Density



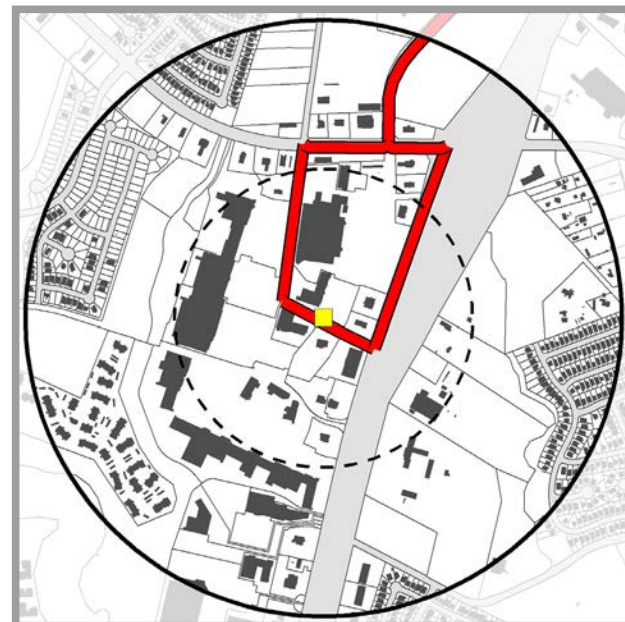
Average population density in the 1/2 mile station area is 2,500 residents per square miles.



Infrastructure-Roads



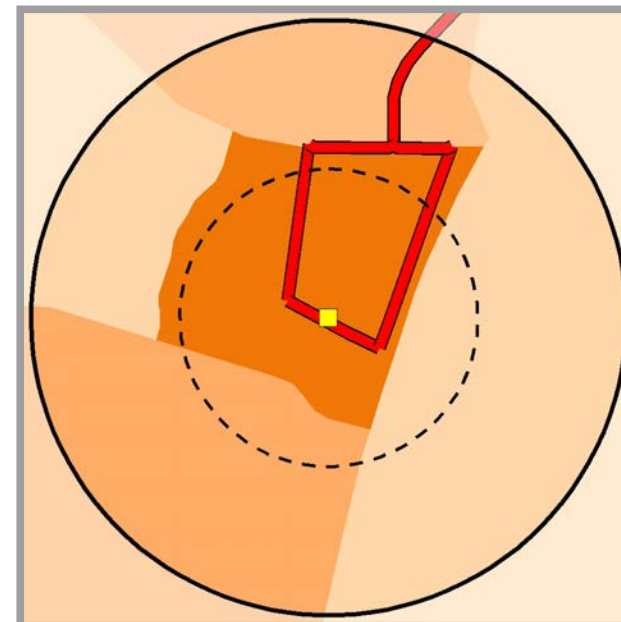
Parcels and Buildings



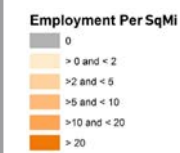
The 1/2 mile station area is estimated to contain 2.41 million built square feet.



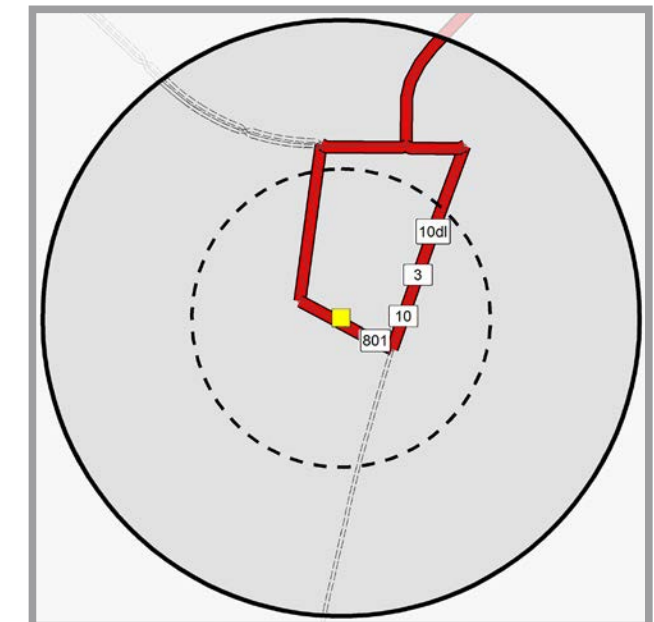
Employment Density



Average employment density in the 1/2 mile station area is 2,700 employees per square miles.



Infrastructure-Transit





Large format retail with parking (PetSmart)



Sidewalk along Turk Lane near MetroRapid station



Sidewalk at intersection of Turk Lane and Interstate 35



Large format retail with parking (Rooms to Go)



Sidewalk along Interstate 35 frontage road



Parking at retail complex near Serrano's outlet

5.3 SUMMARY DATA CHARTS

5.3.1 Station Area Metrics Matrix
MetroRapid Route 801

	NORTH								CENTRAL					SOUTH						
	Tech Ridge	Chinatown	Masterson	Rundberg	North Lamar Transit Center	Crestview	Brentwood	Triangle	Hyde Park	UT Stations	Downtown Stations - North	Downtown Stations - South	Auditorium Shores	SoCo	Oltorf	St. Edward's	South Congress Transit Center	Little Texas	Pleasant Hill	Southpark Meadows
Demographics																				
Population (2010)	1,010	3,820	6,670	8,080	4,900	3,400	3,430	4,070	4,900	12,030	3,160	3,550	2,810	3,930	4,220	3,810	3,210	4,130	4,340	1,970
Population (2040)	2,090	5,610	8,420	9,800	8,130	5,450	5,260	6,690	6,840	19,340	9,920	19,100	8,030	5,430	6,090	6,130	5,990	6,040	6,900	3,020
Population Growth (Avg Ann, 2010-2040)	2.5%	1.3%	0.8%	0.6%	1.7%	1.6%	1.4%	1.7%	1.1%	1.6%	3.9%	5.8%	3.6%	1.1%	1.2%	1.6%	2.1%	1.3%	1.6%	1.4%
Population Density (2010) (per square mile)	1,300	4,900	8,500	10,300	6,200	4,300	4,400	5,200	6,200	11,300	3,000	3,400	3,600	5,000	5,400	4,900	4,100	5,300	5,500	2,500
Population Density (2040) (per square mile)	2,700	7,100	10,700	12,500	10,400	6,900	6,700	8,500	8,700	18,100	9,300	18,200	10,200	6,900	7,800	7,800	7,600	7,700	8,800	3,800
Employment (2010)	1,460	1,880	1,640	1,250	2,210	2,480	5,620	14,430	7,920	23,610	44,050	44,720	11,360	4,960	2,520	2,930	3,030	1,230	1,230	2,130
Employment (2040)	8,040	6,200	5,290	3,910	8,520	4,230	7,480	16,130	9,420	31,370	58,260	66,130	14,610	6,550	4,560	6,750	9,710	5,660	5,890	5,400
Employment Growth (Avg Ann, 2010-2040)	5.9%	4.1%	4.0%	3.9%	4.6%	1.8%	1.0%	0.4%	0.6%	1.0%	0.9%	1.3%	0.8%	0.9%	2.0%	2.8%	4.0%	5.2%	5.4%	3.1%
Employment Density (2010) (per square mile)	1,900	2,400	2,100	1,600	2,800	3,200	7,200	18,400	10,100	22,100	41,200	42,600	14,500	6,300	3,200	3,700	3,900	1,600	1,600	2,700
Employment Density (2040) (per square mile)	10,200	7,900	6,700	5,000	10,900	5,400	9,500	20,500	12,000	29,400	54,400	63,000	18,600	8,300	5,800	8,600	12,400	7,200	7,500	6,900
Employment on Transit Network (2010)	130,460	130,460	130,460	130,460	130,460	146,502	130,460	130,460	130,460	170,439	170,439	170,439	130,460	130,460	130,460	130,460	130,460	130,460	130,460	130,460
Combined People (2010)	2,470	5,700	8,310	9,330	7,110	5,880	9,050	18,500	12,820	35,640	47,210	48,270	14,170	8,890	6,740	6,740	6,240	5,360	5,570	4,100
Combined Density (2010) (per square mile)	3,100	7,300	10,600	11,900	9,100	7,500	11,500	23,600	16,300	33,400	44,100	46,000	18,100	11,300	8,600	8,600	7,900	6,800	7,100	5,200
Households and Housing																				
Households (2010)	520	1,290	2,170	2,560	1,810	1,690	1,860	2,330.0	2,970	5,960	1,840	2,527	1,830	2,170	2,000	1,860	1,430	1,800	1,880	880
Households (2040)	1,000	1,860	2,690	3,050	3,010	3,020	2,870	3,790	4,100	9,560	5,530	10,920	4,550	2,980	2,830	3,030	2,620	2,670	3,110	1,310
Household Growth (Avg Ann, 2010-2040)	2.2%	1.2%	0.7%	0.6%	1.7%	2.0%	1.5%	1.6%	1.1%	1.6%	3.7%	5.0%	3.1%	1.1%	1.2%	1.6%	2.0%	1.3%	1.7%	1.3%
Median Household Size (2010)	1.98	3.05	3.18	3.2	2.6	1.97	1.87	1.74	1.67	1.93	1.58	1.45	1.6	1.81	2.08	2.02	2.23	2.27	2.33	1.75
Median Household Income (2010)	\$46,980	\$42,290	\$32,310	\$32,710	\$32,960	\$43,960	\$38,620	\$31,480	\$32,470	\$15,460	\$60,130	\$71,630	\$52,510	\$59,900	\$56,500	\$40,970	\$39,100	\$46,010	\$37,800	\$38,940
Housing Units (2010)	750	950	2,860	2,870	1,980	1,890	2,180	2,030	3,210	6,090	2,740	3,050	2,150	2,280	2,040	1,990	1,670	2,060	1,670	1,050
Housing Density (2010) (per acre)	1.5	1.9	5.7	5.7	3.9	3.8	4.3	4.0	6.4	8.9	4.0	4.5	4.3	4.5	4.1	4.0	3.3	4.1	3.3	2.1
Transit Ridership/Service (801)																				
Average Weekday Ridership (April 2016)	469	121	109	222	275	204	175	367	166	1,180	262	673	111	105	227	163	202	114	111	360
Target Ridership (future)	600	320-480	220-550	420-690	900	380-490	390-640	600-1270	290-660	1,450	380	880	250	290-660	420-540	410-520	560	340-550	400-520	460

5.3.2 Station Area Land Use Distribution

NORTH															
Tech Ridge		Chinatown		Masterson		Rundberg		North Lamar Transit Center		Crestview		Brentwood		Triangle	
Commercial	31.1%	Single Family	29.3%	Single Family	31.5%	Single Family	28.0%	Commercial	17.0%	Single Family	38.2%	Single Family	29.8%	Government Services	36.4%
Miscellaneous Industrial	11.9%	Commercial	21.5%	Commercial	19.5%	Apt/Condo	18.5%	Single Family	17.0%	Commercial	10.7%	Government Services	12.1%	Single Family	14.9%
Undeveloped	11.8%	Manufacturing	5.8%	Apartment/Condo	15.9%	Commercial	13.7%	Apartment/Condo	13.4%	Undeveloped	7.4%	Commercial	10.0%	Meeting/Assembly	12.9%
Apartment/Condo	7.8%	Warehousing	4.8%	Duplexes	7.0%	Undeveloped	6.4%	Warehousing	6.3%	Apartment/Condo	5.0%	Educational	7.0%	Apartment/Condo	5.3%
Manufacturing	6.1%	Educational	4.5%	Parks/Greenbelts	1.8%	Parks/Greenbelts	4.3%	Office	5.4%	Duplexes	4.1%	Apartment/Condo	5.2%	Commercial	3.2%
Transportation Facilities	5.5%	Duplexes	3.5%	Warehousing	1.7%	Duplexes	4.2%	Manufacturing	4.8%	Warehousing	4.0%	Office	4.7%	Office	3.2%
Educational	5.5%	Office	3.4%	Office	1.5%	Common Areas	2.4%	Meeting/Assembly	2.4%	Parks/Greenbelts	2.5%	Utilities	3.0%	Duplexes	3.2%
Warehousing	1.8%	Undeveloped	2.3%	Three/Fourplex	1.3%	Educational	2.3%	Undeveloped	2.4%	Mixed Use	1.7%	Duplexes	2.7%	Mixed Use	2.2%
Common Areas	0.8%	Miscellaneous Industrial	1.9%	Undeveloped	1.1%	Office	2.0%	Duplexes	2.3%	Railroad Facilities	1.7%	Parks/Greenbelts	2.5%	Utilities	1.1%
Parking	0.8%	Mobile Homes	1.8%	Mobile Homes	0.8%	Meeting/Assembly	1.2%	Miscellaneous Industrial	1.6%	Parking	1.6%	Meeting/Assembly	1.5%	Hospitals	0.7%
Office	0.7%	Apartment/Condo	1.8%	Miscellaneous Industrial	0.6%	Parking	0.2%	Mobile Homes	1.6%	Office	1.5%	Warehousing	1.2%	Undeveloped	0.5%
Cemeteries	0.4%	Meeting/Assembly	1.0%	Meeting/Assembly	0.5%	Cultural Services	0.2%	Educational	1.5%	Common Areas	1.1%	Common Areas	1.2%	Cemetaries	0.4%
Utilities	0.4%	Three/Fourplex	0.7%	Manufacturing	0.1%			Transportation Facilities	1.2%	Manufacturing	0.5%	Manufacturing	0.8%	Three/Fourplex	0.3%
Single Family	0.1%	Utilities	0.3%	Parking	<0.1%			Parks/Greenbelts	0.7%	Three/Fourplex	0.3%	Undeveloped	0.5%	Parking	0.1%
		Government Services	0.2%					Common Areas	0.5%	Miscellaneous Industrial	0.1%	Three/Fourplex	0.5%	Retirement Housing	0.1%
		Parking	0.0%					Parking	0.3%	Educational	0.1%	Retirement Housing	0.1%	Common Areas	0.1%
								Three/Fourplex	0.3%	Meeting/Assembly	0.1%	Parking	0.1%		
								Hospitals	0.1%	Government Services	0.0%				
Streets and Roads	15.3%	Streets and Roads	17.3%	Streets and Roads	16.6%	Streets and Roads	16.5%	Streets and Roads	21.5%	Streets and Roads	19.7%	Streets and Roads	17.2%	Streets and Roads	15.4%

CENTRAL									
Hyde Park		UT Stations		Downtown Stations – North		Downtown Stations - South		Auditorium Shores	
Single Family	21.2%	Educational	21.3%	Office	22.7%	Office	21.0%	Water	14.7%
Mixed Use	11.5%	Apt/Condo	15.1%	Educational	7.8%	Commercial	8.8%	Office	12.9%
Government Services	11.4%	Group Quarters	9.3%	Parking	6.4%	Parks/Greenbelts	8.0%	Meeting and Assembly	9.5%
Office	7.0%	Single Family	5.2%	Meeting and Assembly	5.4%	Water	6.9%	Educational	9.1%
Apartment/Condo	6.5%	Commercial	5.0%	Commercial	4.7%	Parking	5.6%	Apartment/Condo	8.6%
Commercial	5.5%	Office	4.0%	Group Quarters	4.5%	Government Services	4.3%	Parks/Greenbelts	7.8%
Duplexes	4.2%	Meeting/Assembly	3.8%	Government Services	4.3%	Apartment/Condo	3.1%	Commercial	6.5%
Parking	2.1%	Parks/Greenbelts	2.8%	Apartment/Condo	3.9%	Meeting and Assembly	2.8%	Single Family	5.7%
Meeting/Assembly	1.5%	Parking	2.5%	Parks/Greenbelts	3.0%	Utilities	2.6%	Parking	2.0%
Hospitals	1.2%	Duplexes	2.0%	Single Family	2.7%	Mixed Use	1.7%	Mixed Use	1.7%
Educational	0.9%	Three/Fourplex	1.0%	Duplexes	0.6%	Educational	0.9%	Utilities	1.6%
Three/Fourplex	0.7%	Mixed Use	0.6%	Three/Fourplex	0.5%	Warehousing	0.7%	Undeveloped	1.0%
Cultural Services	0.5%	Government Services	0.4%	Common Areas	0.5%	Single Family	0.6%	Duplexes	0.9%
Parks/Greenbelts	0.4%	Undeveloped	0.4%	Undeveloped	0.4%	Three/Fourplex	0.2%	Common Areas	0.5%
Undeveloped	0.4%	Common Areas	0.2%	Mixed Use	0.4%	Undeveloped	0.1%	Cultural Services	0.5%
Retirement Housing	0.3%	Miscellaneous Industrial	0.1%	Miscellaneous Industrial	0.1%	Duplexes	0.1%	Government	0.4%
Utilities	0.1%	Cultural Services	<0.1%	Warehousing	<0.1%	Railroad Facilities	<0.1%	Services	0.2%
Warehousing	<0.1%	Utilities	<0.1%	Utilities	<0.1%	Cultural Services	<0.1%	Warehousing	0.1%
Common Areas	<0.1%					Common Areas	<0.1%	Golf Courses	
Streets and Roads	24.5%	Streets and Roads	26.1%	Streets and Roads	32.2%	Streets and Roads	32.7%	Streets and Roads	16.6%

SOUTH													
SoCo		Oltorf		St. Edwards		South Congress Transit Center		Little Texas		Pleasant Hill		Southpark Meadows	
Single Family	35.0%	Single Family	33.8%	Educational	24.4%	Commercial	17.6%	Single Family	29.8%	Single Family	32.9%	Commercial	34.3%
Educational	13.2%	Commercial	11.7%	Single Family	22.9%	Warehousing	13.1%	Apartment/Condo	18.9%	Commercial	12.1%	Single Family	13.8%
Apt/Condo	6.2%	Apartment/Condo	10.5%	Apt/Condo	10.3%	Single Family	12.2%	Commercial	11.1%	Apt/Condo	11.3%	Undeveloped	8.5%
Commercial	5.4%	Educational	6.6%	Warehousing	7.6%	Office	9.7%	Undeveloped	5.5%	Undeveloped	7.4%	Office	5.5%
Duplexes	3.8%	Parks/Greenbelts	4.3%	Commercial	5.4%	Apt/Condo	8.5%	Parks/Greenbelts	3.7%	Duplexes	6.5%	Agricultural	5.5%
Parks/Greenbelts	3.7%	Duplexes	3.1%	Meeting/Assembly	2.4%	Educational	4.0%	Duplexes	2.8%	Educational	3.7%	Common Areas	4.0%
Office	2.4%	Government Services	2.9%	Three/Fourplex	2.3%	Undeveloped	2.1%	Educational	2.2%	Mobile Homes	1.9%	Apartment/Condo	3.9%
Meeting/Assembly	1.8%	Office	2.1%	Office	1.3%	Meeting/Assembly	2.0%	Common Areas	2.1%	Common Areas	1.7%	Miscellaneous Industrial	3.7%
Undeveloped	1.3%	Meeting/Assembly	2.0%	Government Services	1.2%	Government Services	1.4%	Office	1.9%	Government. Services	1.2%	Warehousing	3.1%
Three/Fourplex	0.6%	Undeveloped	0.7%	Duplexes	1.1%	Manufacturing	1.1%	Mobile Homes	1.8%	Parking	1.2%	Parking	0.6%
Parking	0.6%	Parking	0.6%	Undeveloped	1.1%	Parking	1.0%	Warehousing	1.4%	Warehousing	1.1%	Manufacturing	0.5%
Common Areas	0.5%	Common Areas	0.5%	Utilities	1.0%	Transportation Facilities	1.0%	Meeting/Assembly	0.7%	Meeting/Assembly	0.7%	Duplexes	0.2%
Warehousing	0.4%	Group Quarters	0.4%	Hospitals	0.8%	Common Areas	0.9%	Large-lot SF	0.6%	Large-lot SF	0.6%	Meeting/Assembly	0.2%
Group Quarters	0.4%	Warehousing	0.3%	Common Areas	0.8%	Duplexes	0.9%	Government Services	0.3%	Cemeteries	0.3%	Mobile Homes	0.1%
Retirement Housing	0.2%	Retirement Housing	0.2%	Parking	0.4%	Hospitals	0.8%	Miscellaneous Industrial	0.2%	Manufacturing	0.2%		
Government Services	0.1%	Utilities	0.2%	Mixed Use	0.4%	Utilities	0.5%	Parking	0.1%	Miscellaneous Industrial	0.2%		
		Three/Fourplex	0.1%	Mobile Homes	0.1%	Mixed Use	0.4%			Three/Fourplex	0.2%		
						Mobile Homes	0.1%			Office	0.1%		
						Three/Fourplex	0.1%						
						Parks/Greenbelts	0.1%						
Streets and Roads	24.4%	Streets and Roads	20.0%	Streets and Roads	16.6%	Streets and Roads	22.5%	Streets and Roads	17.1%	Streets and Roads	16.9%	Streets and Roads	16.1%

6. DATA BOOK: METRORAPID 803

6.1 Summary Chart of Place Typology & TOD Readiness

The following chart displays, side-by-side, each MetroRapid 801 station's TOD Place Typology category and its composite TOD Readiness Score.

	TOD PLACE TYPOLOGY						TOD READINESS SCORE			
	Central Core	Regional Hub	TOD Village	Neighborhood TOD	Special Destination	Functional Overlay	Long Term	Emerging	Ready	Arrived
Domain		<div></div>			<div></div>				<div></div>	
UT Research Campus					<div></div>	ED		<div></div>		
Crossroads			<div></div>					<div></div>		
Ohlen				<div></div>				<div></div>		
Northcross			<div></div>			RT		<div></div>		
Justin				<div></div>				<div></div>		
Allandale			<div></div>					<div></div>		
North Loop				<div></div>				<div></div>		
Sunshine				<div></div>		ED		<div></div>		
Rosedale			<div></div>					<div></div>		
West 38th			<div></div>			IT			<div></div>	
Seaholm	<div></div>								<div></div>	
Barton Springs	<div></div>					ER		<div></div>		
Lamar Square			<div></div>					<div></div>		
Oltorf West				<div></div>				<div></div>		
Bluebonnet				<div></div>				<div></div>		
Brodie Oaks			<div></div>					<div></div>		
Westgate			<div></div>					<div></div>		

Domain Station

Domain Station is located one block west of North Lamar Boulevard, situated on Alterra Parkway just north of Esperanza Crossing. The heart of the Domain market area is immediately west, with the new Rock Rose entertainment district. The station is situated in a growing center of high-density and mixed-use development that includes restaurants, retail, multiple corporate offices, and luxury multi-family residential. Significant development is happening east of the station as part of the North Burnet/Gateway area, including the IBM/Broadmoor campus, which will be composed of 2-4 million square feet of office, hotel, multi-family residential, and retail space. East of IBM, Charles Swab is expanding to include space for roughly 3,000 employees. Imagine Austin designates this area as a Regional Center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 240, 392, 466
- Other last mile: none

Access to...

1. The Domain
2. Amazon
3. Le Cordon Bleu College of Culinary Art
4. IBM
5. Charles Schwab

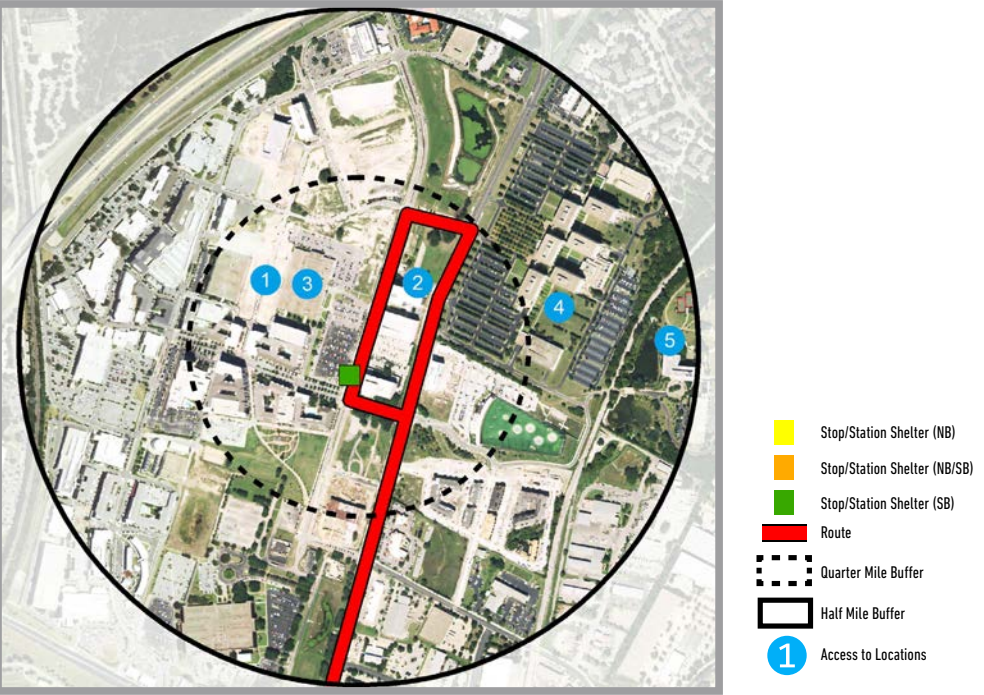
Missing Elements...

- Public realm improvements, include pedestrian-scale lighting leading to and on Burnet Road
- Pedestrian and bicycle connections from Burnet Road
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	313 on / 297 off
Saturday Ridership (April 2016)	229 on / 219 off
Sunday Ridership (April 2016)	167 on / 166 off
Target Weekday Ridership	1,100-1,550 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	1,190
Population (2040)	5,790
Population Density (2010)	1,500 ppl / sq. mile
Employment (2010)	6,500
Employment (2040)	17,820
Employment Density (2010)	8,300 emp / sq. mile
Households (2010)	763
Households (2040)	4,396
Median HH Size (2010)	1.58
Housing Units (2010)	680
Affordable Housing (2013)	0
Median HH Income (2010)	\$52,200
Zero Car HH (2014)	0
Millennial Population Age 25-34 (2010)	370
Senior Population Age 65+ (2010)	20

Domain Station | MetroRapid 803

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	1,100-1,550
Profile Date	2016

PLACE TYPOLOGY

Regional Hub

READINESS SCORE

Ready

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Medium

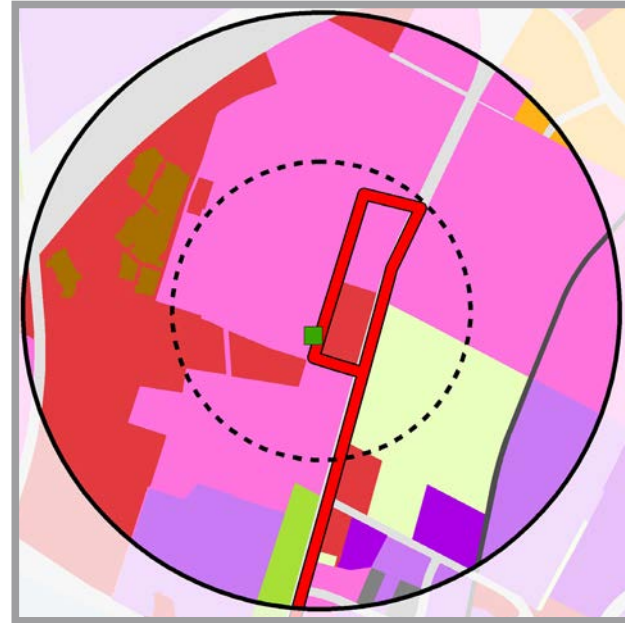
NEEDS

- Safety and security**
 - Lighting needed to illuminate crosswalks.
 - Enhanced safety, visibility for pedestrian paths and bicycle routes
- Streetscape improvements**
 - Intersection improvements to better facilitate all travel modes on Burnet Road leading onto Esperanza Drive
 - Traffic calming, increasing pedestrian/bike safety at crossing on Burnet Road
 - Burnet Road curbed sidewalk separated from travel lanes, pedestrian-scale and street lighting; bike lanes
 - Palm Way has no sidewalk, lighting
- (Re)development opportunities**
 - New, high-density mixed-use development in all quadrants underway
 - Structure parking provided
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian scale lighting
- Other amenities**
 - Wayfinding to note areas within a “10 minute walk” and orient user
 - Bicycle network wayfinding; bicycle parking
- Public/placemaking/art opportunity**
 - Safe design

CATALYST PROJECTS

- ADA Sidewalk & Ramp Improvements 2011 Group 12 City-wide (Public Works)
- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)

Land Use

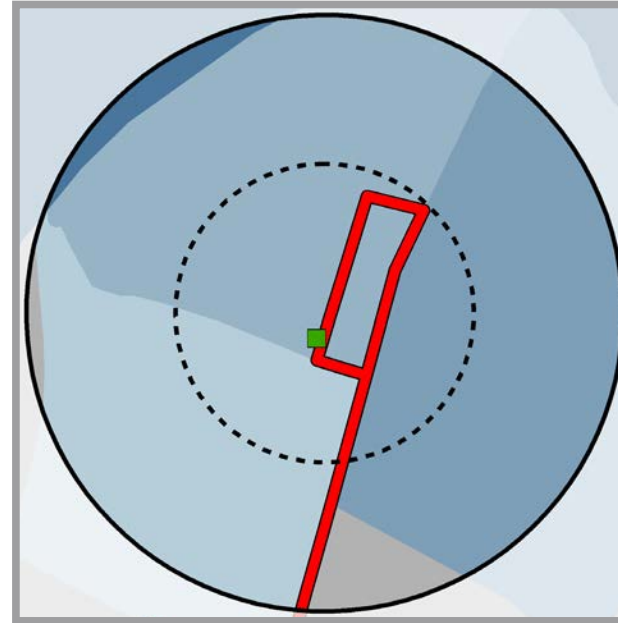


The predominant land uses in the 1/2 mile station area include: office, commercial, streets and roads, and undeveloped.

Land Use








	Agricultural		Miscellaneous Industrial
	Apartment/Condo		Mixed Use
	Aviation Facilities		Mobile Homes
	Campgrounds		Office
	Cemeteries		Parking
	Commercial		Parks/Greenbelts
	Common Areas		Preserves
	Cultural Services		Railroad Facilities
	Duplexes		Resource Extraction (Mining)
	Educational		Retirement Housing
	Golf Courses		Semi-institutional Housing
	Government Services		Single Family
	Group Quarters		Streets & Roads
	Hospitals		Threeplex/Fourplex
	Landfills		Transportation Facilities
	Large-lot Single Family		Undeveloped
	Manufacturing		Utilities
	Marinas		Warehousing
	Meeting & Assembly		Water

Population Density










Average population density in the 1/2 mile station area is 1,500 residents per square mile.

Persons Per SqMi

	0
	0 and <1
	1 and <2
	2 and <3
	3 and <4
	4 and <5
	5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	Route
	Sidewalk
	Street

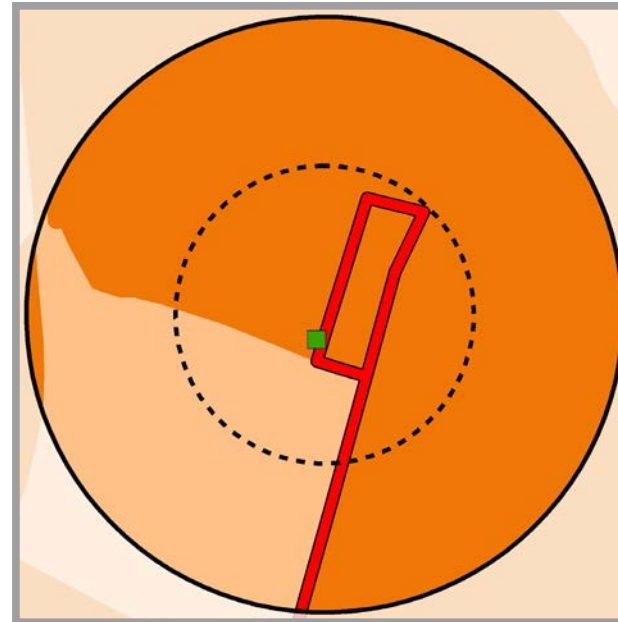
Parcels and Buildings



The 1/2 mile station area is estimated to contain 2.72 million built square feet.








	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

Employment Density

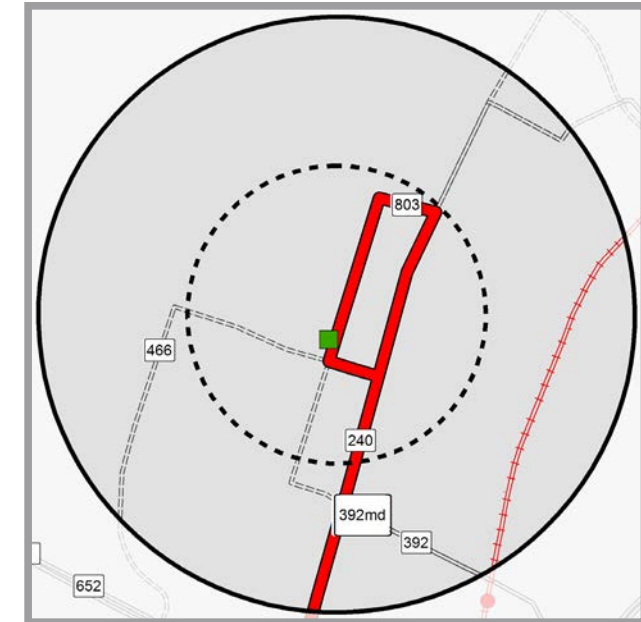








Average employment density in the 1/2 mile station area is 8,300 employees per square mile.

Employment Per SqMi

	0
	0 and <1
	1 and <2
	2 and <3
	3 and <4
	4 and <5
	5 and <42

Infrastructure-Transit



	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



Mixed-Use Residential and Commercial on Alterra Parkway looking north toward the station



Landscaped medians and uniform signage on Esperanza Crossing



In the Domain, looking east toward Alterra Parkway



Construction is underway surrounding the station on Alterra Parkway and also on Esperanza Crossing



The Westin at the Domain is an easy walk on Esperanza, south of the station



The pedestrian infrastructure, just east of Domain Marketplace

UT Research Campus Station

UT Research Campus station is located in the center of the University of Texas's JJ Pickle Research Campus. The campus is home to several research departments and laboratories for geology, computer technology, engineering, archaeology, and physics, among others. Outside the campus, a mix of manufacturing and showrooms, service retail, a few fast food restaurants, and government offices line this portion of Burnet Road. The Domain is north on West Braker Lane. The Shops at Arbor Walk are to the west, but not accessible as the Union Pacific railroad tracks and a high wall prohibit access. JJ Pickle is well-maintained with wide boulevards, sidewalks, and green space, though facilities are spread out. Access to Burnet Road and West Braker Lane is limited; these roads are high-speed arterials with limited sidewalks, bike infrastructure, and have virtually no shade. Pedestrian crosswalks on Burnet Road are not present at all signals. Businesses are spread out and have large driveways. These issues present access concerns for pedestrians and bicyclists.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 240, 383, 392, 466
- Other last mile: Car2Go area (campus only)

Access to...

- J.J. Pickle Research Campus/UTA
- The Domain
- Texas Association of Local Health Officials

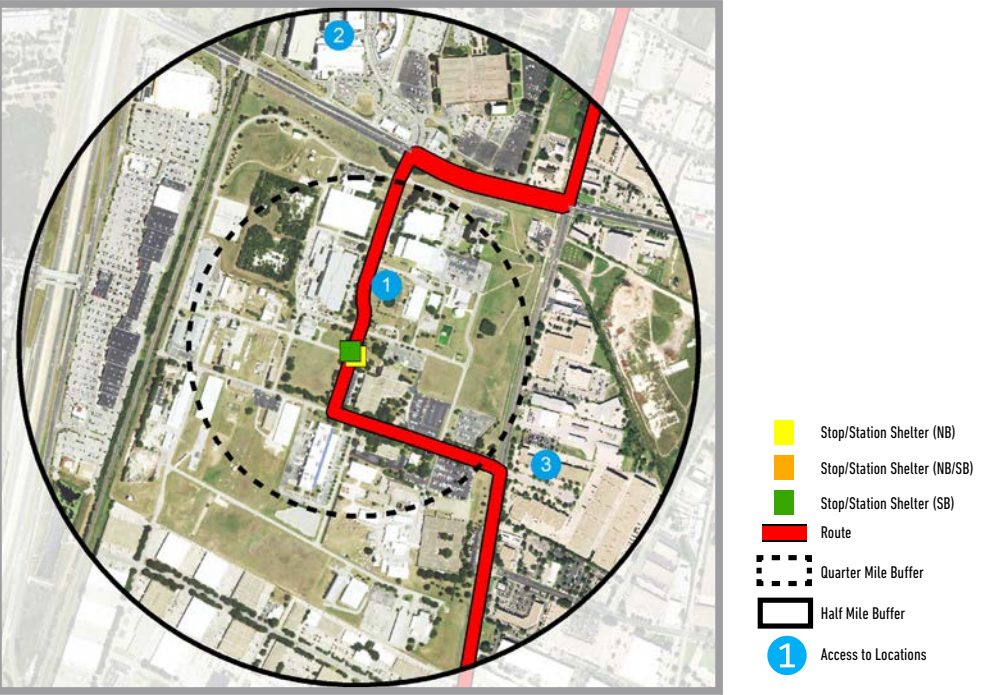
Missing Elements...

- Compact mixed-use development
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	126 on / 131 off
Saturday Ridership (April 2016)	18 on / 23 off
Sunday Ridership (April 2016)	24 on / 44 off
Target Weekday Ridership	125-150 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	100
Population (2040)	1,320
Population Density (2010)	100 ppl / sq. mile
Employment (2010)	4,430
Employment (2040)	15,140
Employment Density (2010)	5,600 emp / sq. mile
Households (2010)	74
Households (2040)	680
Median HH Size (2010)	0.97
Housing Units (2010)	560
Affordable Housing (2013)	0
Median HH Income (2010)	\$37,900
Zero Car HH (2014)	0
Millennial Population Age 25-34 (2010)	300
Senior Population Age 65+ (2010)	10

UT Research Campus Station | MetroRapid 803

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	125-150
Profile Date	2016

PLACE TYPOLOGY

Special Destination

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Medium

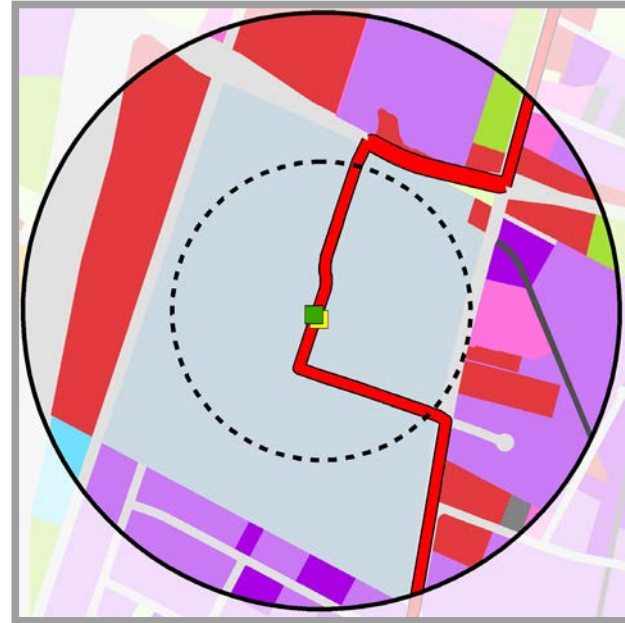
NEEDS

- Safety and security**
 - Lighting needed on sidewalks and to illuminate crosswalks on Burnet Road and Braker Lane
 - Enhanced lighting on campus for safety, visibility for pedestrian paths and bicycle routes
- Streetscape improvements**
 - Intersection improvements on Burnet Road and Braker Lane to better facilitate all travel modes
 - Pedestrian-scale lighting on all sidewalks leading to station and at crossings, on campus and on connecting streets
 - Shade trees
 - Improved bicycle access leading to the campus
 - Traffic calming, increasing pedestrian/bike safety at crossings leading into campus
- (Re)development opportunities**
 - Redevelopment potential east of campus, currently warehouse showroom, industrial
 - Infill potential on campus (internal only)
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian-scale lighting, especially southbound
 - Improved pedestrian and bicycle connections (NB)
- Other amenities**
 - Wayfinding to note areas within a "10 minute walk", nearby services within walk from campus
- Public/placemaking/art opportunity**
 - Limited placemaking opportunity (internal use only)

CATALYST PROJECTS

- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)

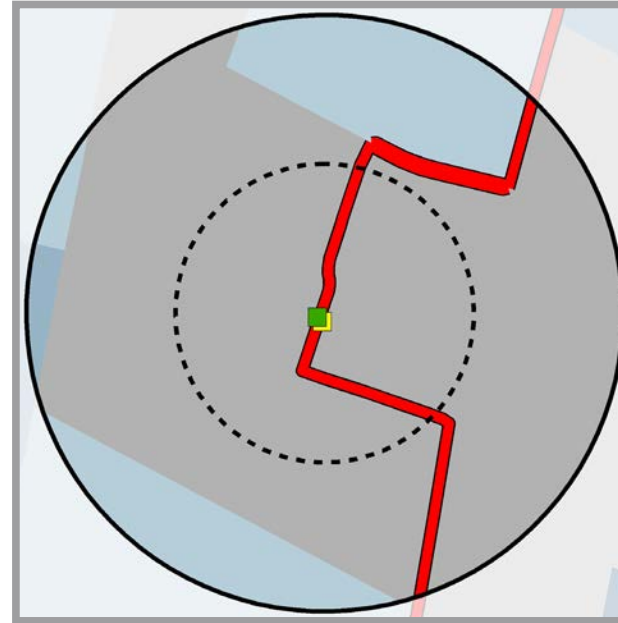
Land Use



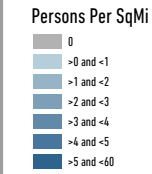
The predominant land uses in the ½ mile station area include: educational, commercial, manufacturing, and streets and roads.



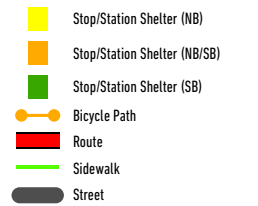
Population Density



Average population density in the ½ mile station area is 100 residents per square mile.



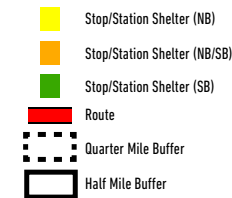
Infrastructure-Roads



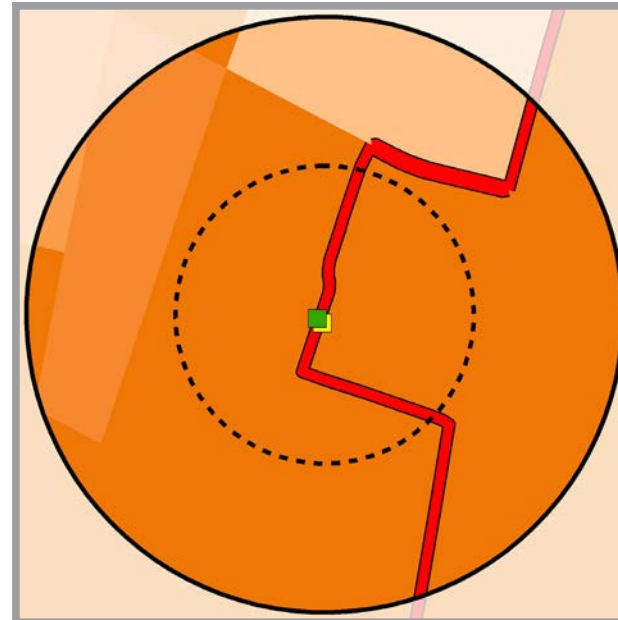
Parcels and Buildings



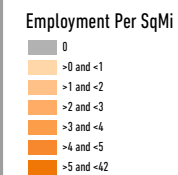
The ½ mile station area is estimated to contain 3.57 million built square feet.



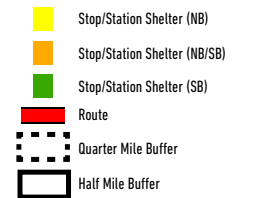
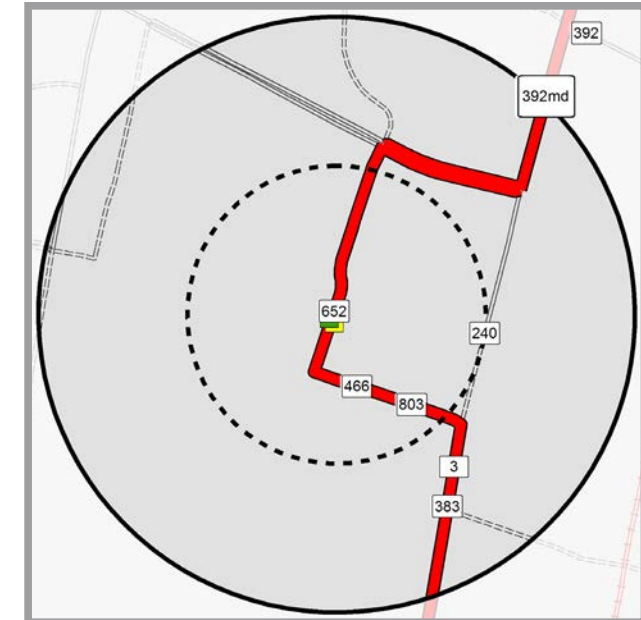
Employment Density



Average employment density in the ½ mile station area is 5,600 employees per square mile.



Infrastructure-Transit





Interior campus looking east



Commons Learning Center



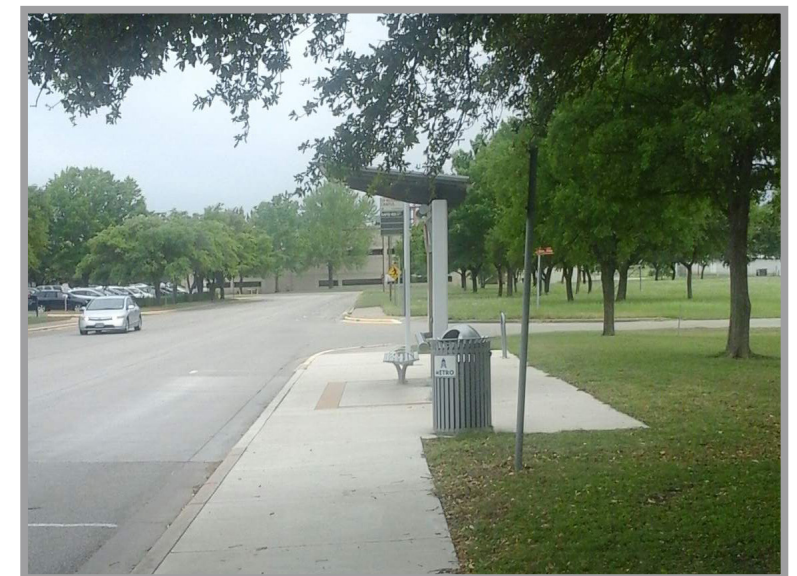
Interior campus



UT Research station (NB) looking south



Interior campus looking south



UT Research station (SB) looking south

Crossroads Station

Crossroads Station is located just south of Research Boulevard (US 183) on Burnet Road. The area is dominated by shopping centers with restaurants, retail, and surface parking lots on large blocks. The interior blocks of this suburban area are single-family detached residential, with some multi-family residential. Neighborhood elementary and middle schools are nearby. With the close proximity of Research Boulevard and its frontage roads, there is a rapid transition from a high-speed highway corridor to a multimodal corridor. On Burnet Road, the station area includes bike lanes, sidewalks, and some shading; however, the walking distances between vendors, the multiple, expansive driveways, and large blocks call for improved connections for pedestrians and bicyclists.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 383
- Other last mile: none

Access to...

- Crossroads Center
- Highland Lanes
- Furniture Row
- Cavender's Boot City

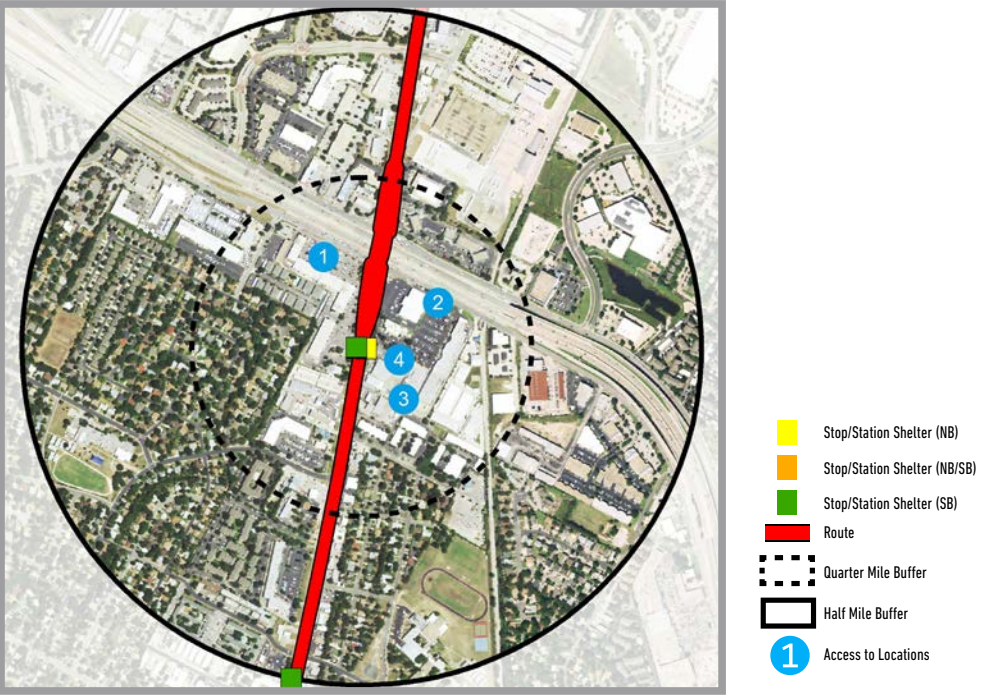
Missing Elements...

- Compact use mix
- Pedestrian and bicycle connections and enhanced crossings
- Shade (NB)
- Public realm improvements, including pedestrian scale lighting
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	45 on / 48 off
Saturday Ridership (April 2016)	31 on / 32 off
Sunday Ridership (April 2016)	22 on / 16 off
Target Weekday Ridership	100-490 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,310
Population (2040)	4,290
Population Density (2010)	4,200 ppl / sq. mile
Employment (2010)	4,250
Employment (2040)	11,920
Employment Density (2010)	5,400 emp / sq. mile
Households (2010)	1,522
Households (2040)	1,920
Median HH Size (2010)	1.98
Housing Units (2010)	1,980
Affordable Housing (2013)	14
Median HH Income (2010)	\$50,300
Zero Car HH (2014)	15
Millennial Population Age 25-34 (2010)	970
Senior Population Age 65+ (2010)	220

Crossroads Station | MetroRapid 803

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	100-490
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Low

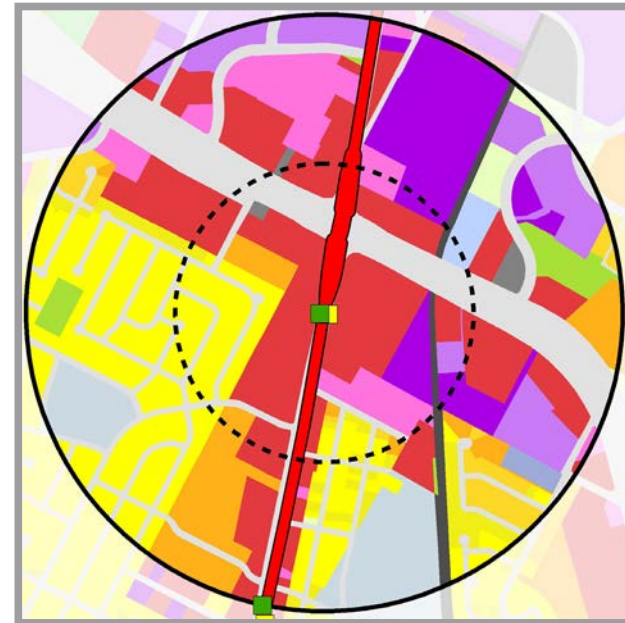
NEEDS

- Safety and security**
 - Lighting needed on sidewalks
 - Pedestrian-activated signal suggested to connect northbound and southbound stops for am/pm trips
 - Enhanced safety, visibility for pedestrian paths and bicycle routes
- Streetscape improvements**
 - Intersection improvements to better facilitate all travel modes
 - No crosswalk currently exists within ¼ mile of the station pair
 - Improve bicycle/pedestrian connections on Burnet Road to enable/encourage foot/bike travel
 - Pedestrian-scale lighting on sidewalk leading to station and at crossings (including mid-block)
 - Shade trees on east side of Burnet Road
 - Sidewalk missing north of southbound stop
 - Traffic calming, enhanced refuge island, for pedestrian/ bike safety at crossing
- (Re)development opportunities**
 - Redevelopment potential within viable, active area
 - Redevelopment of publicly-owned property, other properties adjacent to station
 - Infill within large surface parking areas, shared parking, driveway consolidation
- Station amenities**
 - Shade: trees or shade structure (NB)
 - Relocate bike rack from behind sign
 - Pedestrian- scale lighting, especially at northbound stop
- Other amenities**
 - Define safe bicycle paths through shopping areas to access commercial/retail and connect to neighborhoods (soft grid)
 - Wayfinding to note areas within a “10 minute walk”
- Public/placemaking/art opportunity**
 - Potential for functional art
 - Potential for collaboration between private/public interests
 - Safe design

CATALYST PROJECTS

- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)

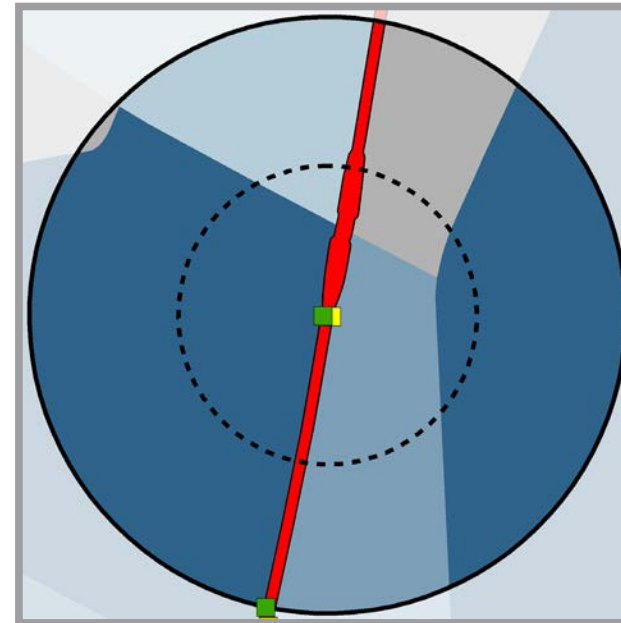
Land Use



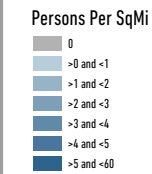
The predominant land uses in the ½ mile station area include: commercial, streets and roads, single family residential, and warehousing.



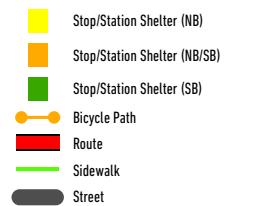
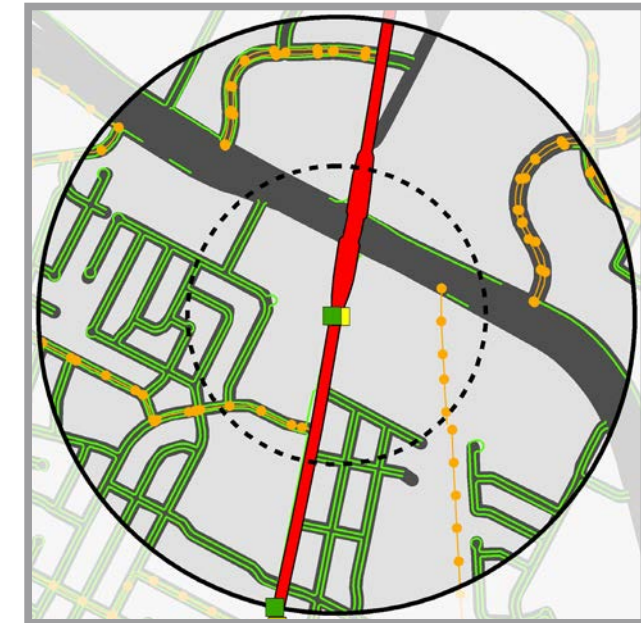
Population Density



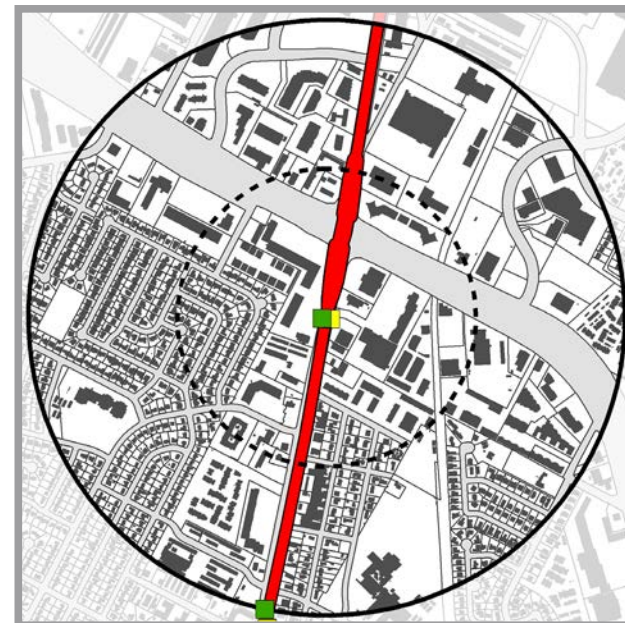
Average population density in the ½ mile station area is 4,200 residents per square mile.



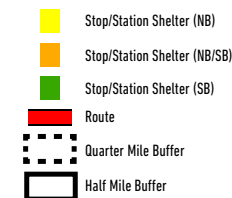
Infrastructure-Roads



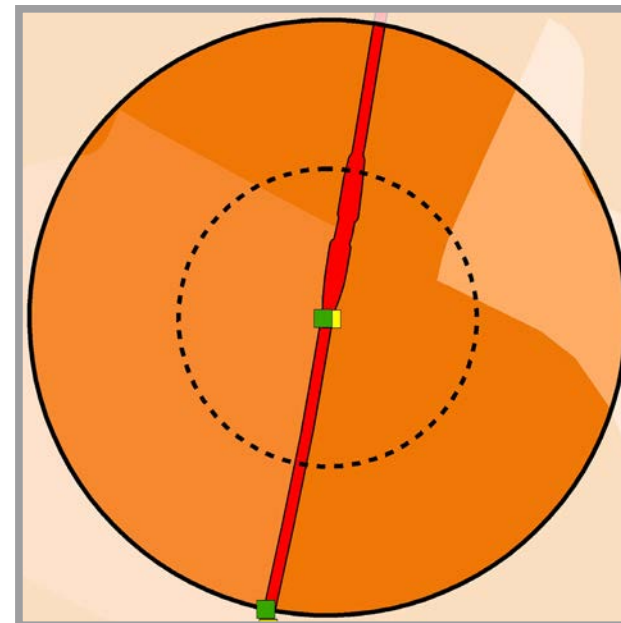
Parcels and Buildings



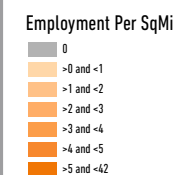
The ½ mile station area is estimated to contain 4.40 million built square feet.



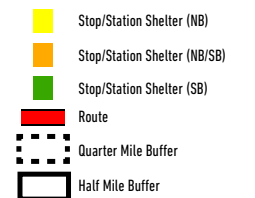
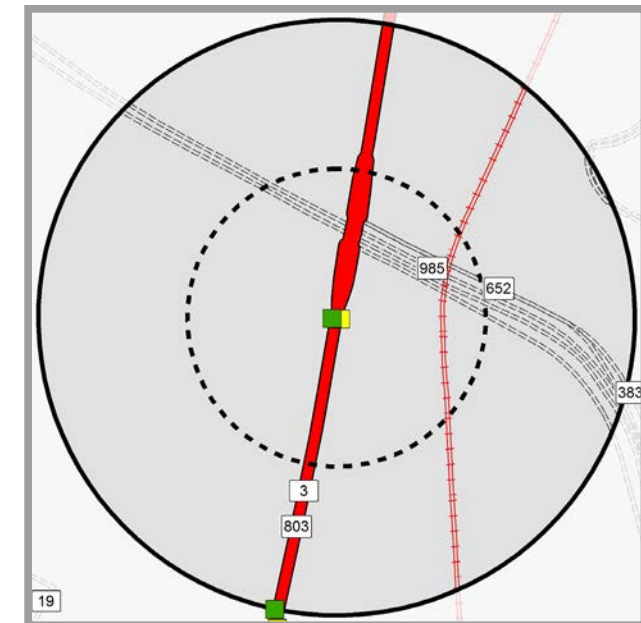
Employment Density



Average employment density in the ½ mile station area is 5,400 employees per square mile.



Infrastructure-Transit





Looking east from Burnet Road to suburban shopping, very auto-centric



Southbound station (behind gold car) reveals pedestrian crossing challenge



Comfortable station (SB), at shopping center with stores, eateries, services



Station (NB) on far left, lacks connections with suburban shopping form



New sidewalk, planted area, bike lane, and new street trees, looking south



Traffic is transitioning from Research Boulevard

Ohlen Station

Ohlen Station is located at the intersection of Burnet Road and Ohlen Road. Characterized by a suburban development pattern, the area is comprised of shallow commercial lots containing strip retail, restaurants, office space, and auto dealerships along Burnet Road. Two-story multi-family is prevalent west of Burnet Road, halfway to Shoal Creek Boulevard, where it becomes single-family detached residential. East of Burnet Road is single-family detached residential backing to the commercial frontage properties. Public elementary and middle schools are nearby. Shade trees are significantly missing; the neighborhood association planted small street trees all along the north Burnet Road segment in 2014. The auto-centric nature of the station area, distance between uses, and discontinuous sidewalks present challenges to pedestrian and bicyclist access. Bike lanes are present along portions of the station area.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 19, 325
- Other last mile: none

Access to...

- Shu Shu's Asian Cuisine
- Dairy Queen
- Austin Sports Connection
- North Village Public Library
- Costume World

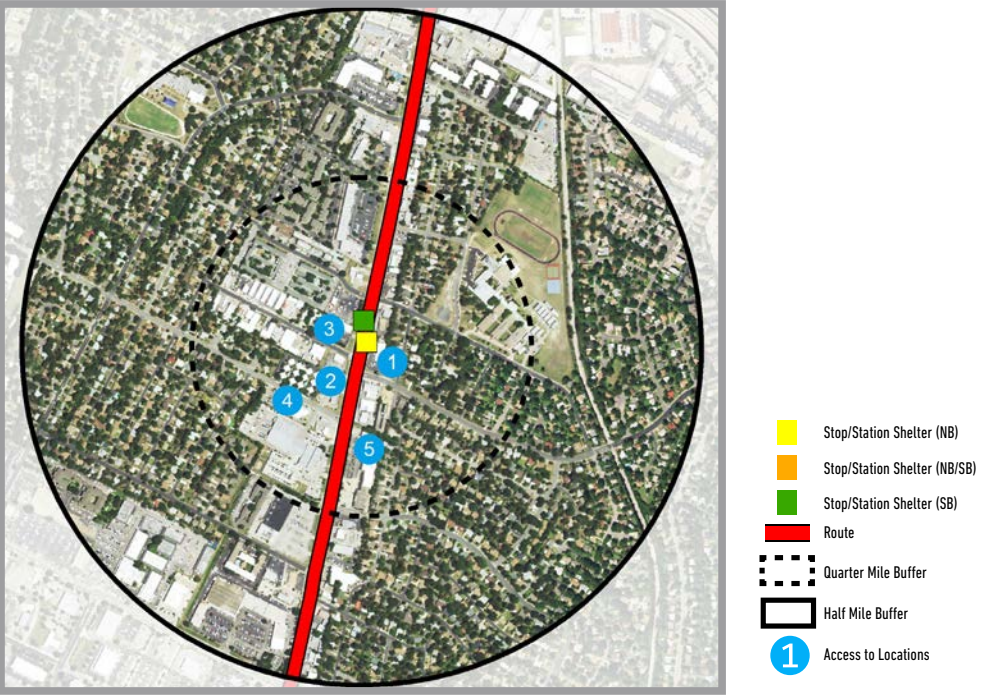
Missing Elements...

- Compact mixed-use development
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian, bicycle connections and enhanced crossings



Ridership/Service

Weekday Ridership (April 2016)	73 on / 76 off
Saturday Ridership (April 2016)	86 on / 70 off
Sunday Ridership (April 2016)	17 on / 20 off
Target Weekday Ridership	130-420 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,630
Population (2040)	5,270
Population Density (2010)	4,600 ppl / sq. mile
Employment (2010)	4,520
Employment (2040)	8,710
Employment Density (2010)	5,800 emp / sq. mile
Households (2010)	1,776
Households (2040)	2,677
Median HH Size (2010)	1.95
Housing Units (2010)	1,960
Affordable Housing (2013)	105
Median HH Income (2010)	\$49,500
Zero Car HH (2014)	22
Millennial Population Age 25-34 (2010)	900
Senior Population Age 65+ (2010)	410

Ohlen Station | MetroRapid 803

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	130-420
Profile Date	2016

PLACE TYPOLOGY

Neighborhood TOD

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Low
Government Support	Low

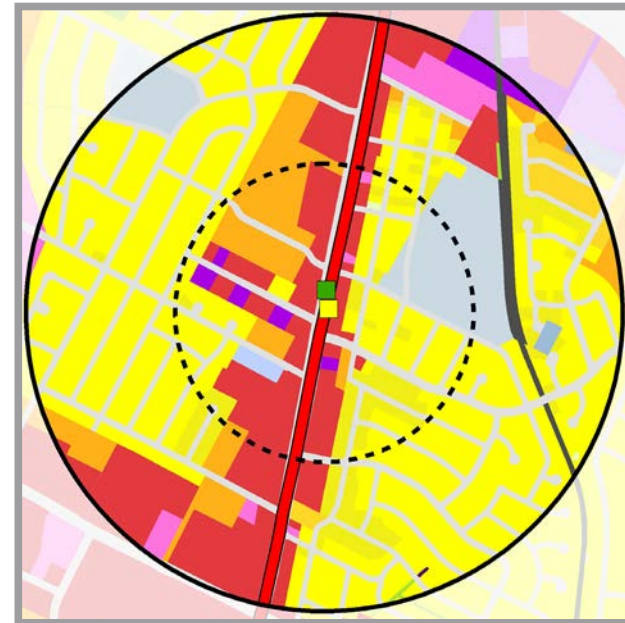
NEEDS

Safety and security <ul style="list-style-type: none">Lighting needed on sidewalks and to illuminate people in crosswalksEnhanced safety, visibility for pedestrian paths and bicycle routes"Eyes on the street" can be improved with buildings that are near/open to the street and that activate travel by foot and/or bicycle	(Re)development opportunities <ul style="list-style-type: none">Redevelopment/infill potential possible; empty lots, vacant propertiesStrip mall with no parkingHighly auto-centric development on shallow lots; surface paving property line to property line with opportunities for improved accessibility through transitional development that includes foot travelEstablished single family and medium-density apartment preservation, can benefit from services
Streetscape improvements <ul style="list-style-type: none">Bike/pedestrian connections, marked crosswalks and possibly pedestrian signalsSidewalk repairsRefresh crossing paintPedestrian-scale lighting on sidewalk leading to station and at crossingsShade trees at corners to enhance crossings and offer shade until small trees can offer functionalityBuffer between sidewalk and vehicle lanesNo crosswalk, signals on Buell Ave which is overly wideWide street right-of-way, large concrete areas left from early driveways, etcTraffic calming, consolidating driveways to increase pedestrian/ bicycle safety	Station amenities <ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale lighting Other amenities <ul style="list-style-type: none">Continuance of pedestrian/bicycle trailWayfinding to note areas within a "10 minute walk" Public/placemaking/art opportunity <ul style="list-style-type: none">Limited placemaking opportunityPotential for other functional artPotential for collaboration between private/public interestsSafe design

CATALYST PROJECTS

- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
- Morrow and Gault Water & Wastewater Line Renewal (Austin Water)

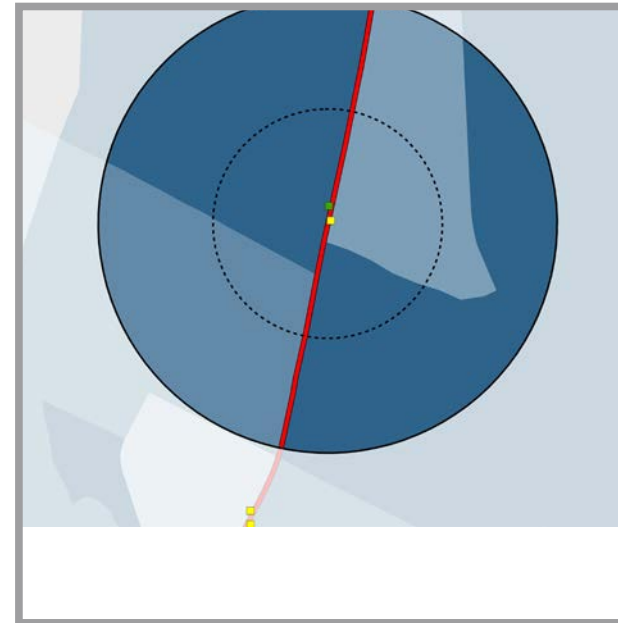
Land Use



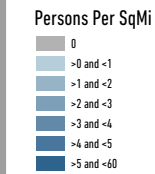
The predominant land uses in the ½ mile station area include: single family residential, streets and roads, commercial, and apartment/condo.



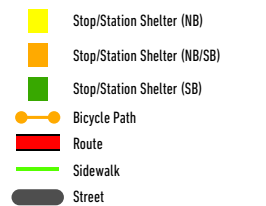
Population Density



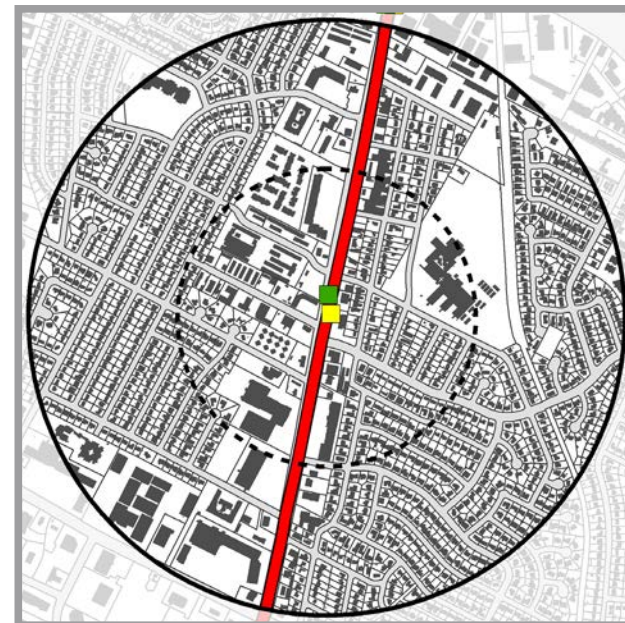
Average population density in the ½ mile station area is 4,600 residents per square mile.



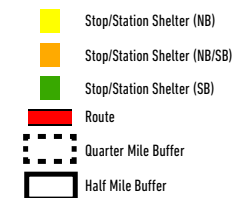
Infrastructure-Roads



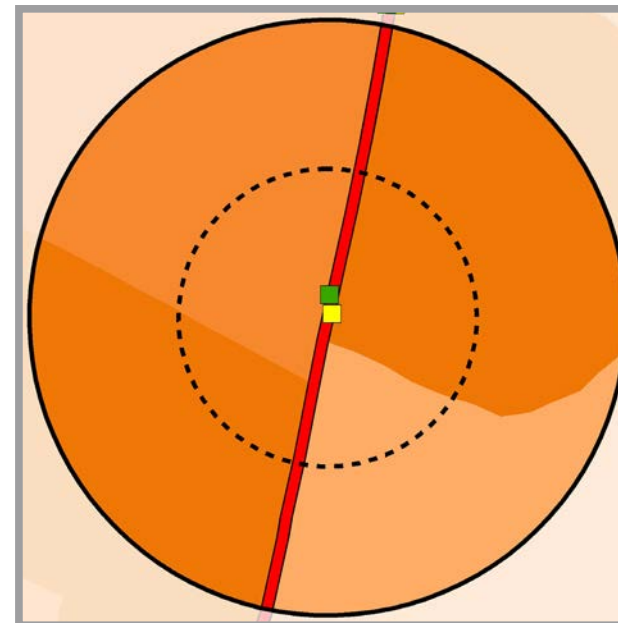
Parcels and Buildings



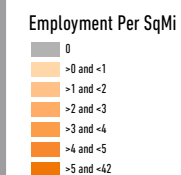
The ½ mile station area is estimated to contain 4.84 million built square feet.



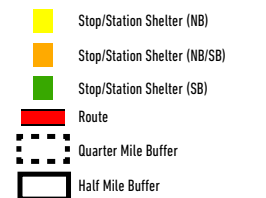
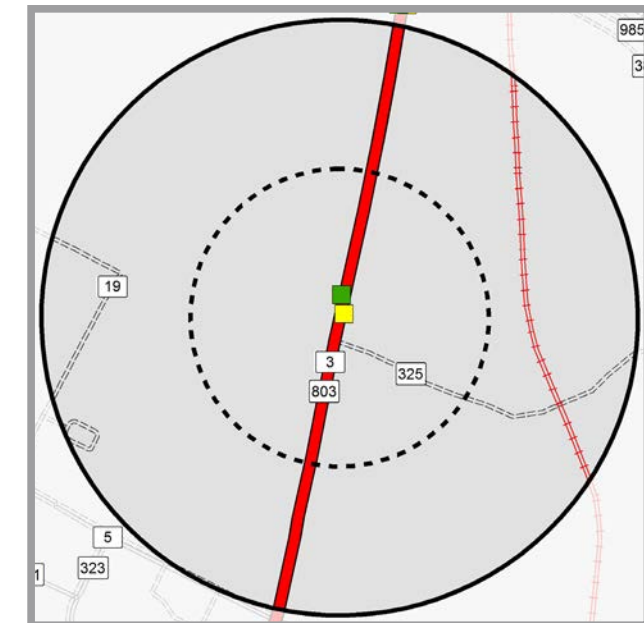
Employment Density



Average employment density in the ½ mile station area is 5,800 employees per square mile.



Infrastructure-Transit





Looking north, the right-of-way may provide an opportunity for redevelopment



Frontage properties on east side of Burnet Road



Looking south at station (NB), there is no crosswalk to connect to station across.



Looking west at station (NB)



Concrete pad on Burnet Road at Ohlen Road, looking southwest



East at the station (SB) fronting Burnet Road

Northcross Station

Northcross Station is located on Burnet Road just south of West Anderson Lane. The station area is suburban and contains a mixture of large commercial shopping centers with restaurants, retail, and entertainment venues; strip commercial; drive-in restaurants; and 2-3 story multi-family residential properties. Single-family detached residential is prevalent behind the retail corners and frontages, with churches, public and private schools. The area has been undergoing significant redevelopment, mostly restoration. Traffic is heavy in this area and development is auto-centric, sprawling, and disconnected. These challenges make travel by bicycle or by foot difficult. A pedestrian-activated hybrid beacon (PHB) was installed in 2015 across Burnet Road at the station, well-used it is a significant enhancement to the area. Imagine Austin designates this area as a Neighborhood Center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

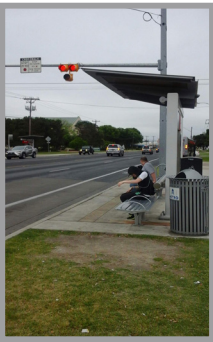
- MetroBus 3, 5, 19, 323, 325
- Other last mile: none

Access to...

- West Anderson Plaza
- Northcross Mall and Shopping Center
- North Village Public Library
- St Louis King of France Catholic Church

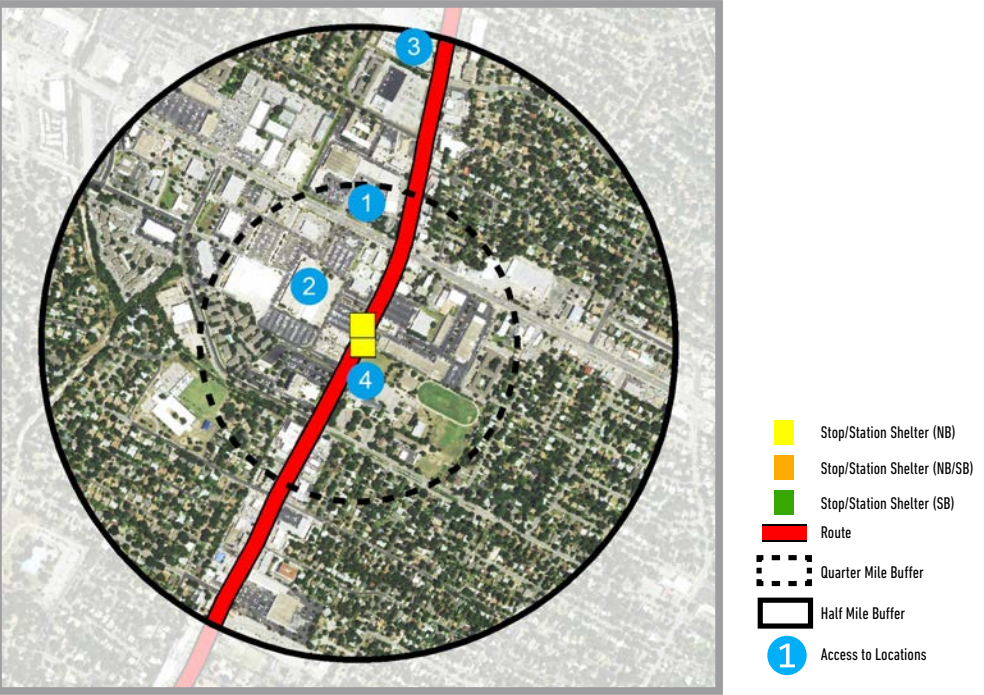
Missing Elements...

- Compact mixed-use development
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections, continuity
- Improved porosity; designated bikeways in commercial properties
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	144 on / 136 off
Saturday Ridership (April 2016)	73 on / 61 off
Sunday Ridership (April 2016)	65 on / 58 off
Target Weekday Ridership	240-320 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,240
Population (2040)	4,240
Population Density (2010)	4,100 ppl / sq. mile
Employment (2010)	3,170
Employment (2040)	6,110
Employment Density (2010)	4,000 emp / sq. mile
Households (2010)	1,671
Households (2040)	2,244
Median HH Size (2010)	1.98
Housing Units (2010)	1,770
Affordable Housing (2013)	115
Median HH Income (2010)	\$51,600
Zero Car HH (2014)	17
Millennial Population Age 25-34 (2010)	700
Senior Population Age 65+ (2010)	520

Northcross Station | MetroRapid 803

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	240-320
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Low
Government Support	Low

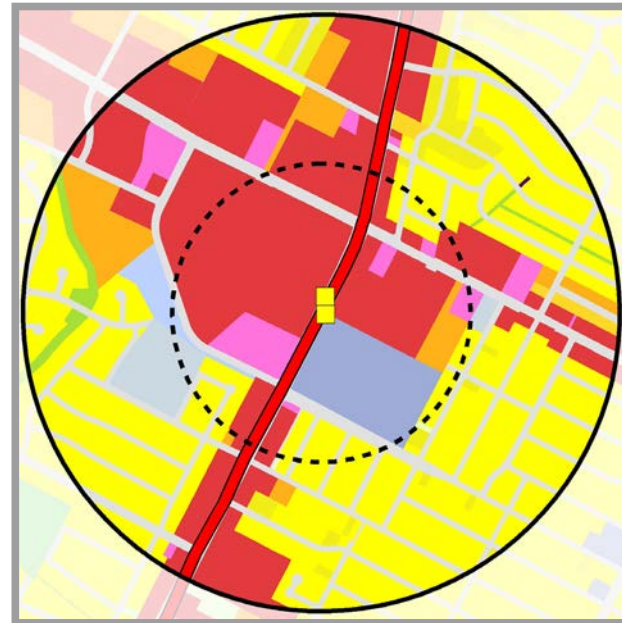
NEEDS

Safety and security <ul style="list-style-type: none">Lighting needed on sidewalks and to illuminate people in crosswalksEnhanced safety visibility for pedestrian paths and bicycle routesDesignated pathways for bicyclist circulation in parking areas (Northcross)"Eyes on the street" is enhanced with buildings that open to the street and activities that promote foot travel	signal for pedestrians);the area is heavily auto-centric
Streetscape improvements <ul style="list-style-type: none">Intersection improvements to better facilitate all travel modesBike/pedestrian connectionsPedestrian-scale lighting on sidewalks leading to station and at crossingsShade treesTraffic calming, increasing pedestrian/bike safety at crossingImproved pedestrian and bicycle travel within commercial areas and between a four quadrants at the intersection of Burnet Road and Anderson Mill Road (recalibrate	(Re)development opportunities <ul style="list-style-type: none">New redevelopment/restoration surrounding former mall demonstrates potentialInfill opportunities within nearby shopping centers (east), large surface parking areasGood street connectivity to/ within neighborhoods nearby, strong grid support services nearbyBuildings that address the frontages and encourage pedestrian travel, enhance the area as a destination Station amenities <ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale lighting Other amenities <ul style="list-style-type: none">Wayfinding to note areas within a "10 minute walk" Public/placemaking/art opportunity <ul style="list-style-type: none">Limited placemaking opportunityPotential for other functional artPotential for collaboration between private/public interestsSafe design

CATALYST PROJECTS

- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)

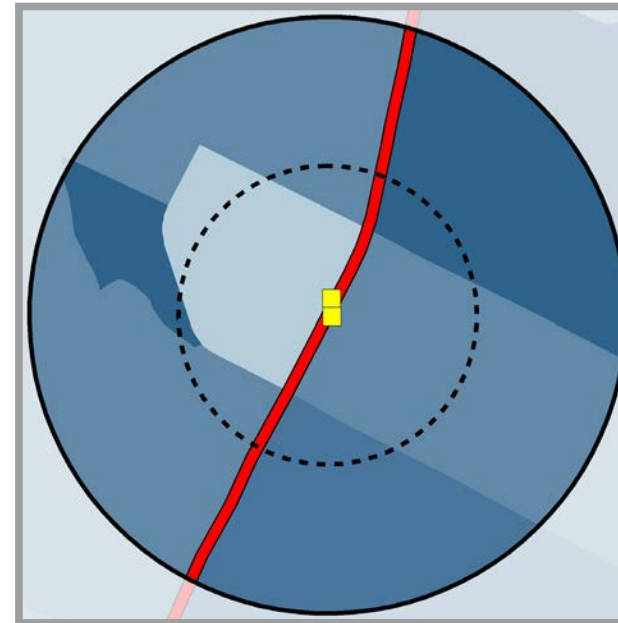
Land Use



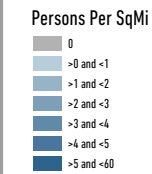
The predominant land uses in the ½ mile station area include: single family residential, commercial, and streets and roads.



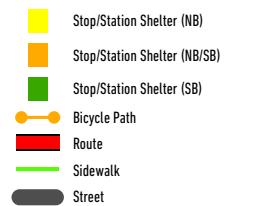
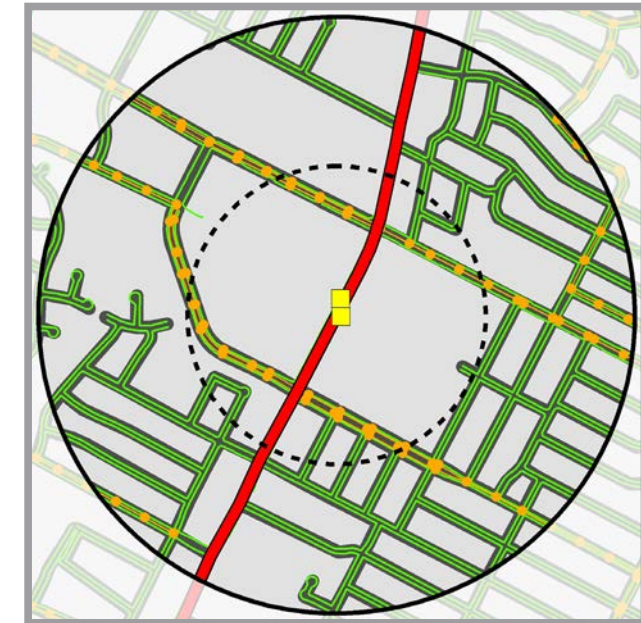
Population Density



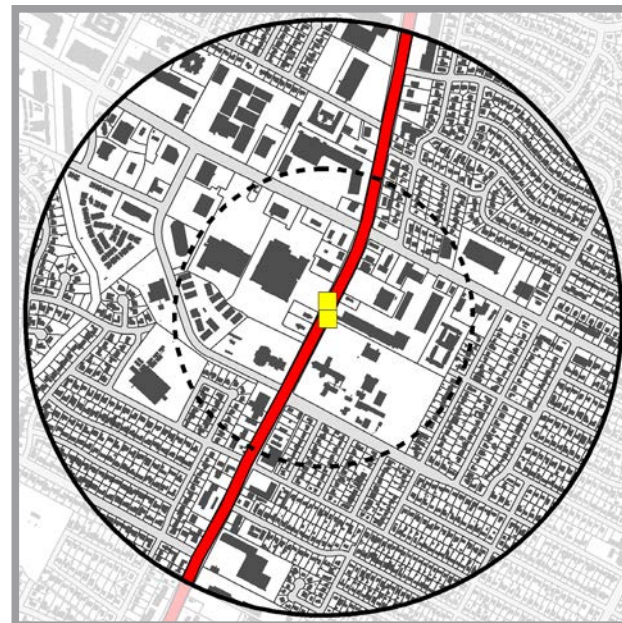
Average population density in the ½ mile station area is 4,100 residents per square mile.



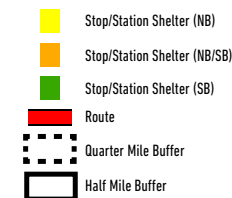
Infrastructure-Roads



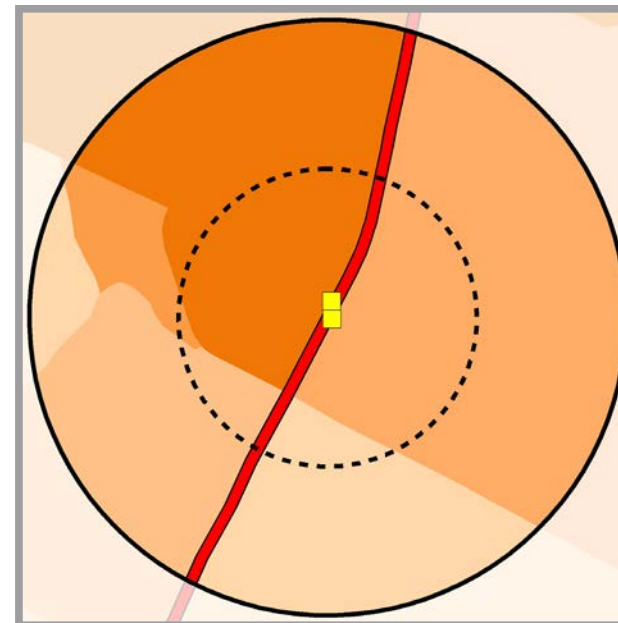
Parcels and Buildings



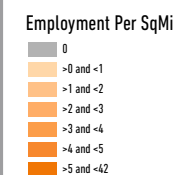
The ½ mile station area is estimated to contain 4.80 million built square feet.



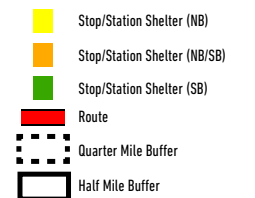
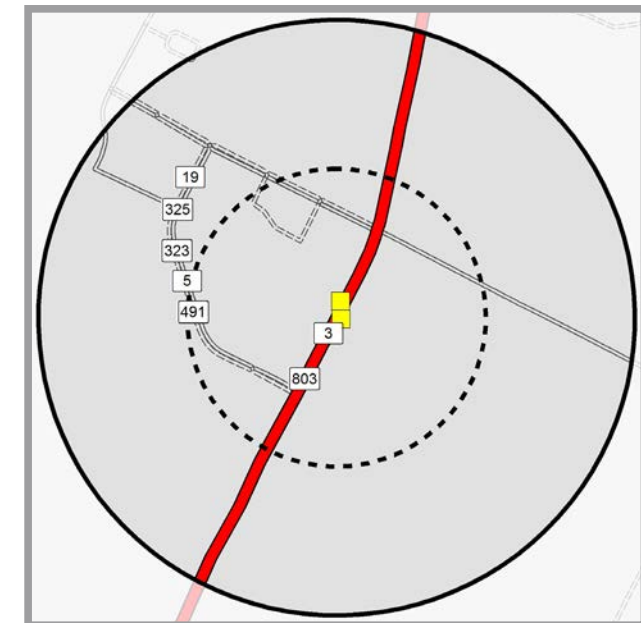
Employment Density



Average employment density in the ½ mile station area is 4,800 employees per square mile.



Infrastructure-Transit





Mid-block Pedestrian-activated Hybrid Beacon crossing at stations



Northcross Mall and pads fronting Burnet Road



Texas Department of Aging and Disability Services on 51st Street



Street Parking on West 37th Street with store fronts, Looking South



Looking south, east side of Burnet Road toward station (NB)



Looking east, shopping is perpendicular from Burnet Road, connecting on Anderson Lane east of the corner, wrapping behind Bassett, other properties

Justin Station

Justin Station is located at the intersection of Burnet Road and Justin Lane. The station has access to recent redevelopment with restaurants, mixed-use multifamily residential. The area has a suburban form, characterized by strip retail, auto dealerships. Beyond the frontage properties, west and east of the station, single-family detached residential dominates, though lots are generally small. Neighborhoods are well defined, with an elementary school, churches, and parks. Though bike lanes are present along this portion of Burnet Road, the distance between businesses, discontinuous and poor sidewalks, multiple driveways make travel by bicycle or foot difficult and undesirable. Absence of crosswalks or signage on Burnet Lane impedes access.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3
- Other last mile: none

Access to...

- Burnet Marketplace
- Yard Bar
- Brentwood Park
- Northwest Park

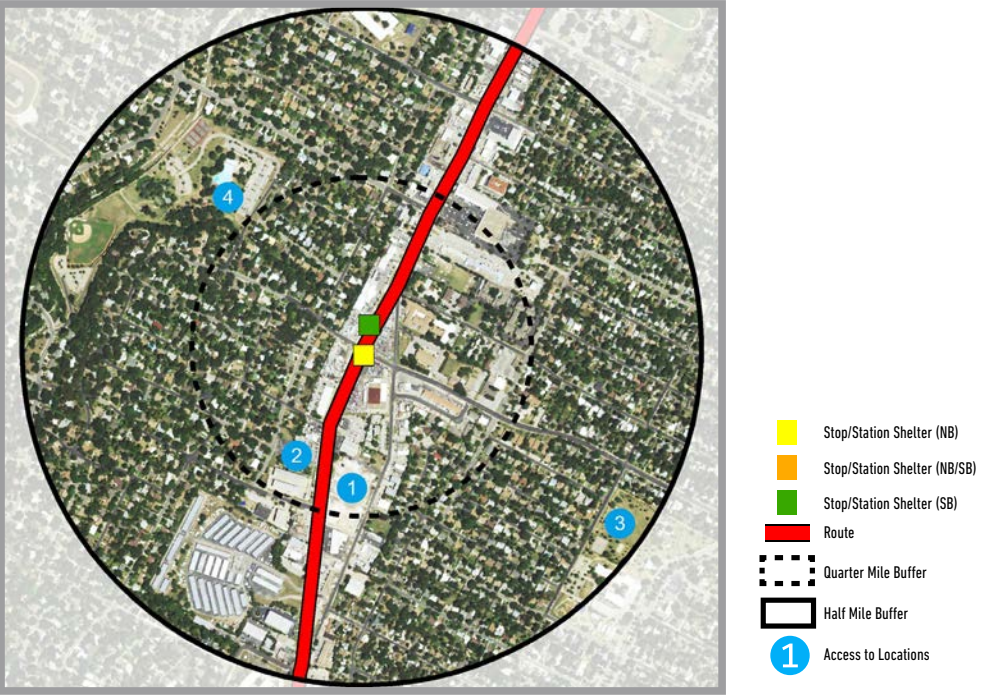
Missing Elements...

- Compact mixed-use development
- Public realm improvements including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections, enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	45 on / 43 off
Saturday Ridership (April 2016)	19 on / 21 off
Sunday Ridership (April 2016)	15 on / 18 off
Target Weekday Ridership	80-190 on
Level of Service	15 min peak/30 min off-peak



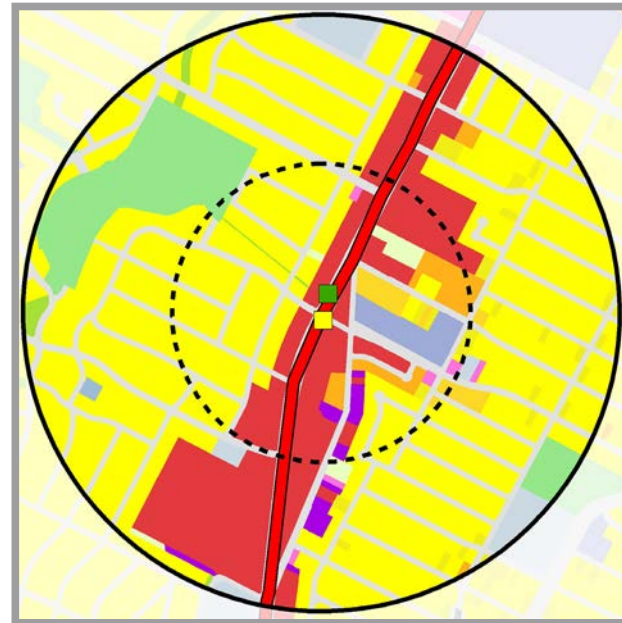
Demographics

Population (2010)	2,920
Population (2040)	4,200
Population Density (2010)	3,700 ppl / sq. mile
Employment (2010)	920
Employment (2040)	2,080
Employment Density (2010)	1,200 emp / sq. mile
Households (2010)	1,405
Households (2040)	1,956
Median HH Size (2010)	2.09
Housing Units (2010)	1,520
Affordable Housing (2013)	0
Median HH Income (2010)	\$67,600
Zero Car HH (2014)	21
Millennial Population Age 25-34 (2010)	500
Senior Population Age 65+ (2010)	420

Justin Station | MetroRapid 803

FACTS	Segment	North
	Service Open	2014
	Target Weekday Ridership	80-190
	Profile Date	2016
PLACE TYPOLOGY	Neighborhood TOD	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Low
	Government Support	Low
NEEDS	Safety and security <ul style="list-style-type: none">Lighting needed on sidewalks and to directly illuminate crosswalks, making foot traffic visibleEnhanced safety visibility for pedestrian paths and bicycle routes"Eyes on the street", bringing buildings near and open to the street would enhance safety	
	Streetscape improvements <ul style="list-style-type: none">Intersection improvements to better facilitate all travel modesBurnet Road at Pegram Avenue, replace crossing, align sidewalks, ramps, appears to be not ADA compliantBike/pedestrian connections, crossings/ramps needed across Burnet LaneSidewalk widening, filling in gaps for connectivityPedestrian-scale lighting on sidewalk leading to station and to enhance crossingsShade trees: Larger trees at corners could enhance	
	(Re)development opportunities <ul style="list-style-type: none">New mixed-use, commercial redevelopment in the area demonstrates potentialRedevelopment potentialInfill opportunitiesAuto-centric development inhibits safety, travel/access by foot or by bicycle	
	Station amenities <ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale lighting Other amenities <ul style="list-style-type: none">Wayfinding to note areas within a "10 minute walk" Public/placemaking/art opportunity <ul style="list-style-type: none">Potential for functional artPotential for collaboration between private/public interestsSafe design	
CATALYST PROJECTS	<ul style="list-style-type: none">North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)Justin Lane from Burnet to Lamar (Public Works)East Allandale White Rock Neighborhood Water System Renewal (Austin Water)RA - Misc Water Rehab 2010-11 Phase B – CRS (Austin Water)SHL - Northwest Park Regional Stormwater Pond (ID 1454) Heavy Maintenance (Watershed Protection)	

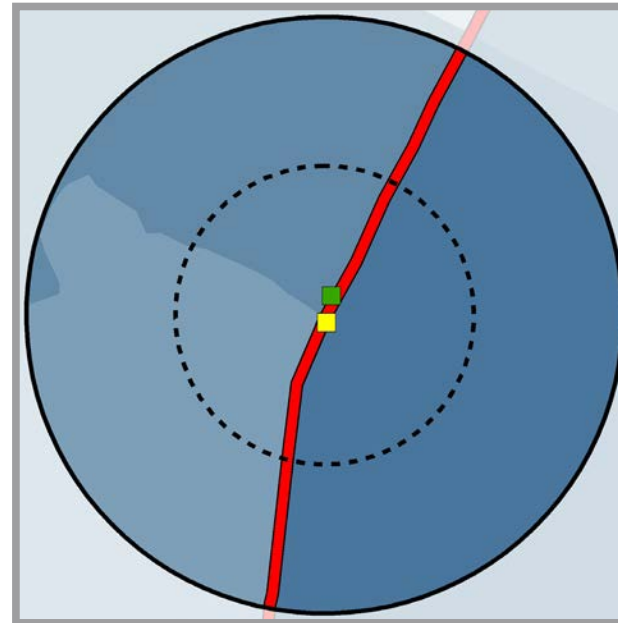
Land Use










The predominant land uses in the ½ mile station area include: single family residential, streets and roads, commercial, and parks/greenbelts.

Land Use	
	Agricultural
	Apartment/Condo
	Aviation Facilities
	Campgrounds
	Cemeteries
	Commercial
	Common Areas
	Cultural Services
	Duplexes
	Educational
	Golf Courses
	Government Services
	Group Quarters
	Hospitals
	Landfills
	Large-lot Single Family
	Manufacturing
	Marinas
	Meeting & Assembly
	Miscellaneous Industrial
	Mixed Use
	Mobile Homes
	Office
	Parking
	Parks/Greenbelts
	Preserves
	Railroad Facilities
	Resource Extraction (Mining)
	Retirement Housing
	Semi-institutional Housing
	Single Family
	Streets & Roads
	Threeplex/Fourplex
	Transportation Facilities
	Undeveloped
	Utilities
	Warehousing
	Water

Population Density










Average population density in the ½ mile station area is 3,700 residents per square mile.

Persons Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	Route
	Sidewalk
	Street

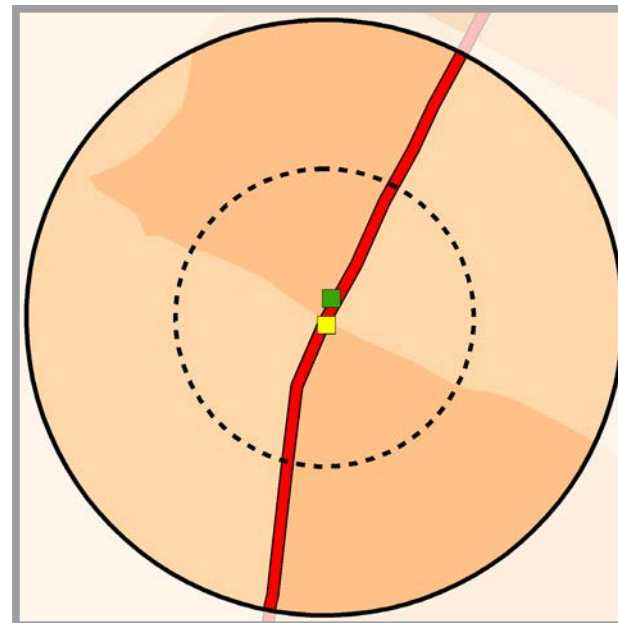
Parcels and Buildings










The ½ mile station area is estimated to contain 4.34 million built square feet.

	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

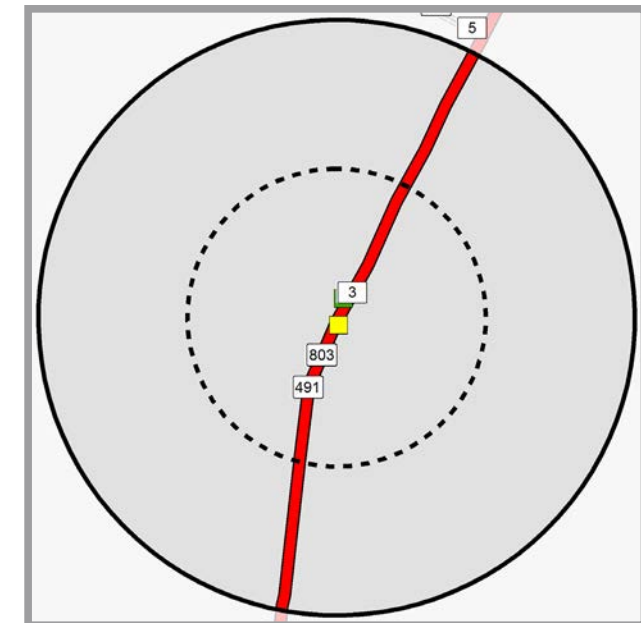
Employment Density









Average employment density in the ½ mile station area is 1,200 employees per square mile.

Employment Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <42

Infrastructure-Transit



	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



Looking east on Justin Lane, single-family neighborhoods, churches, schools



Burnet Road at Justin Lane looking north, suburban development form



Looking north with sidewalks, small trees, no building interface



Looking south, bike lanes, sidewalks, small trees, street fronts on Burnet Road



New development closed off to street, reducing perception of safety



Just south of Justin Lane, strip commercial fronts street, with little permeability

Allandale Station

Allandale station is located on Burnet Road just south of West Koenig Lane. The station area is suburban, with retail shopping centers along Burnet Road, a middle school on the north, and strip commercial retail along West Koenig Lane. Commercial lots fronting Burnet Road are generally very shallow, with single-family backing directly to them, particularly west. The area consists of established single-family residential neighborhoods with churches, support services, and neighborhood schools. Development here is auto-centric with limited pedestrian/bicycle connectivity. Businesses are spread out with large driveway cutouts and no bike lanes, and there is no shade relief, making travel by bicycle or foot difficult and undesirable.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 320
- Other last mile: Car2Go area

Access to...

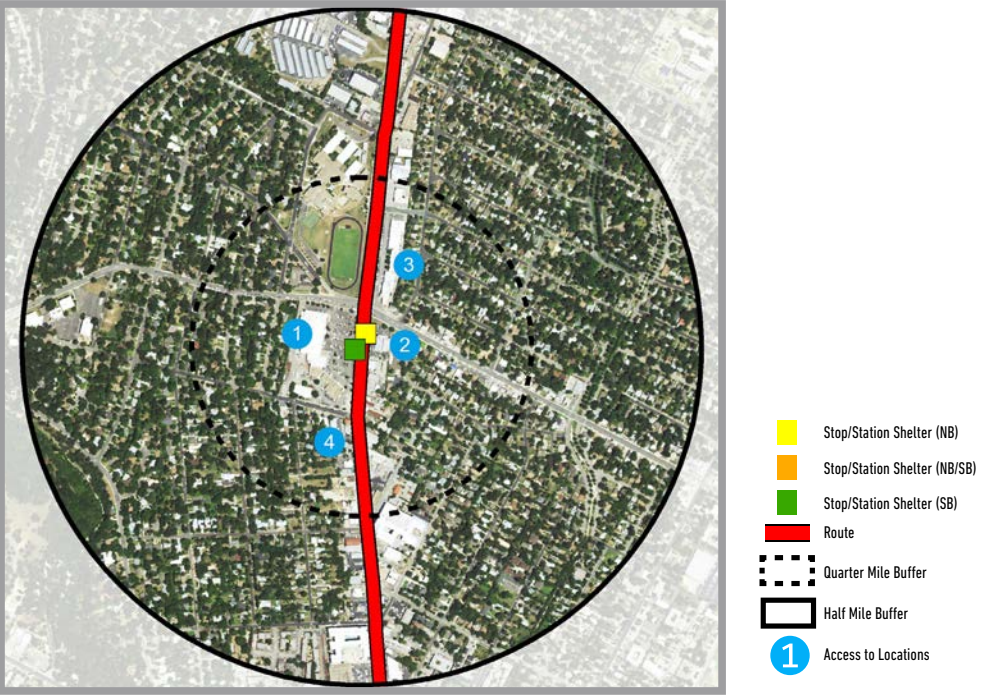
- Allandale Center/HEB
- Walgreens
- Northwest Center
- North Austin Animal Hospital

Missing Elements...

- Compact use mix
- Public realm improvements, need for shade, pedestrian-scale lighting
- Pedestrian/bicycle connections and enhanced crossings
- Grid streets or bikeways; increasing porosity for neighborhood access to services
- Wayfinding

Ridership/Service

Weekday Ridership (April 2016)	116 on / 121 off
Saturday Ridership (April 2016)	84 on / 82 off
Sunday Ridership (April 2016)	55 on / 59 off
Target Weekday Ridership	190-240 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,500
Population (2040)	5,470
Population Density (2010)	4,500 ppl / sq. mile
Employment (2010)	1,330
Employment (2040)	2,240
Employment Density (2010)	1,700 emp / sq. mile
Households (2010)	1,856
Households (2040)	2,839
Median HH Size (2010)	1.90
Housing Units (2010)	2,030
Affordable Housing (2013)	0
Median HH Income (2010)	\$75,500
Zero Car HH (2014)	64
Millennial Population Age 25-34 (2010)	770
Senior Population Age 65+ (2010)	330

Allandale Station | MetroRapid 803

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	190-240
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Emerging

READINESS METRICS

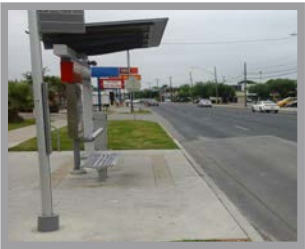
Connectivity	Medium
Market Strength	Medium
Land Availability	Low
Government Support	Low

NEEDS

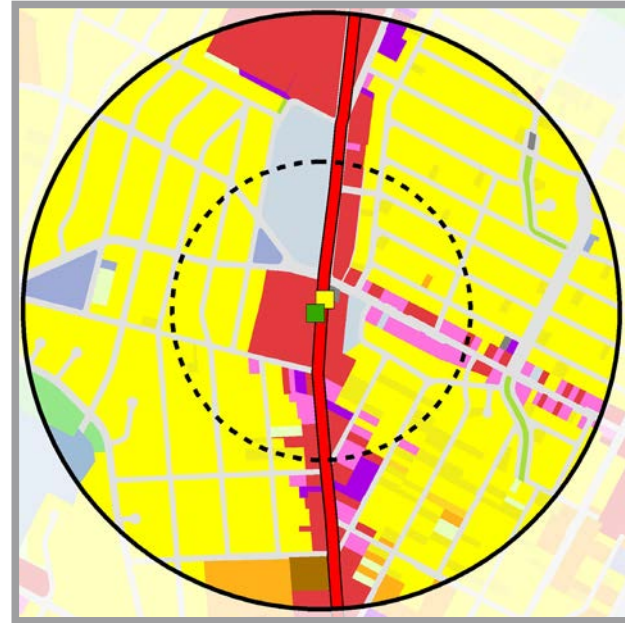
- Safety and security**
 - Lighting needed on sidewalks and to illuminate crosswalks.
 - Enhanced safety, visibility for pedestrian paths and bicycle routes
- Streetscape improvements**
 - Intersection improvements to better facilitate all travel modes
 - Bike/pedestrian connections
 - Pedestrian-scale lighting on sidewalk leading to station and at crossings
 - Shade trees (NB)
 - Traffic calming, eliminating free rights and increasing pedestrian/bike safety at crossings
 - Elimination/consolidation of driveways, particularly east side of Burnet Road, reducing conflicts
- (Re)development opportunities**
 - Redevelopment potential in vacant properties nearby,
- shared parking opportunities**
 - Redevelopment of publicly-owned property, other properties adjacent to station
 - Improving porosity between frontage commercial and residential within the neighborhoods to encourage foot/bike travel
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian scale lighting
- Other amenities**
 - Continuance of pedestrian/bicycle trail
 - Wayfinding to note areas within a "10 minute walk"
- Public/placemaking/art opportunity**
 - Limited placemaking opportunity
 - Potential for other functional art
 - Potential for collaboration between private/public interests
 - Safe design

CATALYST PROJECTS

- ADA Sidewalk & Ramp Improvements 2011 Group 12 City-wide (Public Works)
- NW Brentwood - Karen and Payne Area - Neighborhood Water System Upgrades (Austin Water)
- Shoal Creek Arroyo Seco Stream Restoration (Watershed Protection)
- Arroyo Seco Cycle Track (Public Works)
- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)



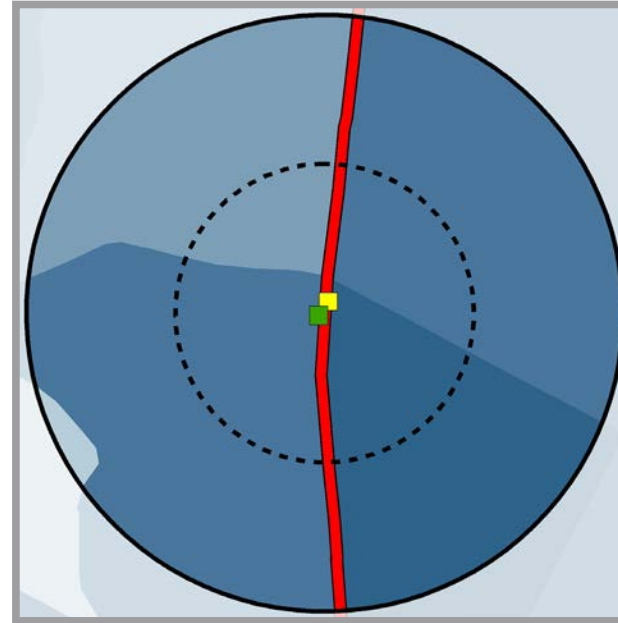
Land Use



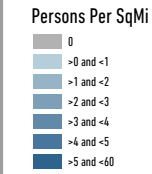
The predominant land uses in the ½ mile station area include: single family residential, streets and roads, and commercial.



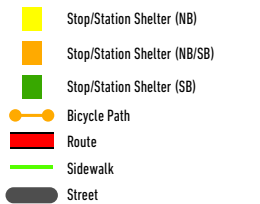
Population Density



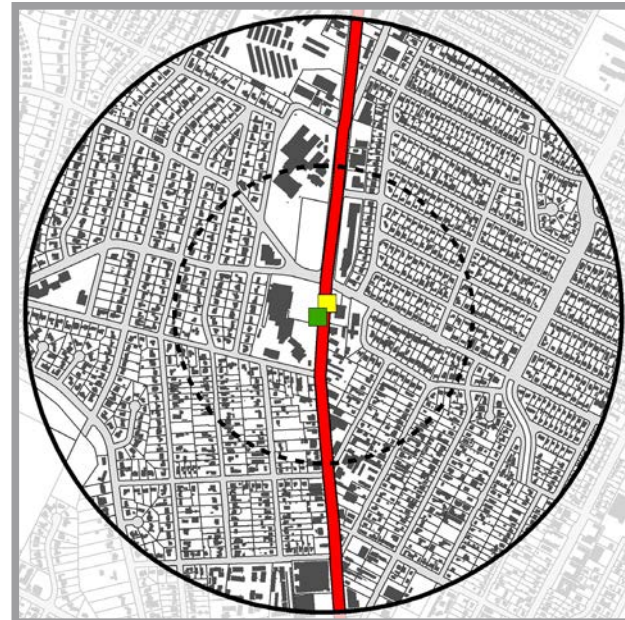
Average population density in the ½ mile station area is 4,500 residents per square mile.



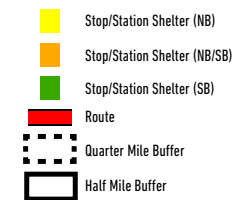
Infrastructure-Roads



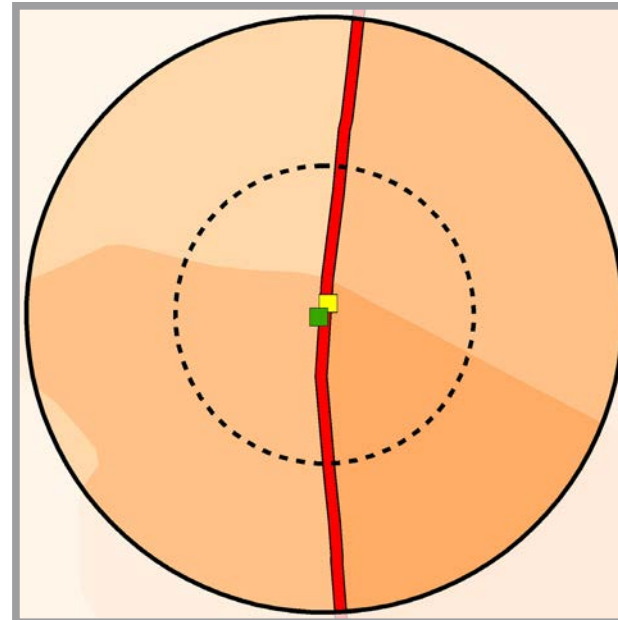
Parcels and Buildings



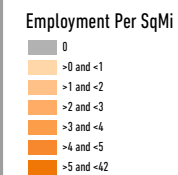
The ½ mile station area is estimated to contain 4.23 million built square feet.



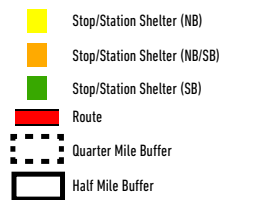
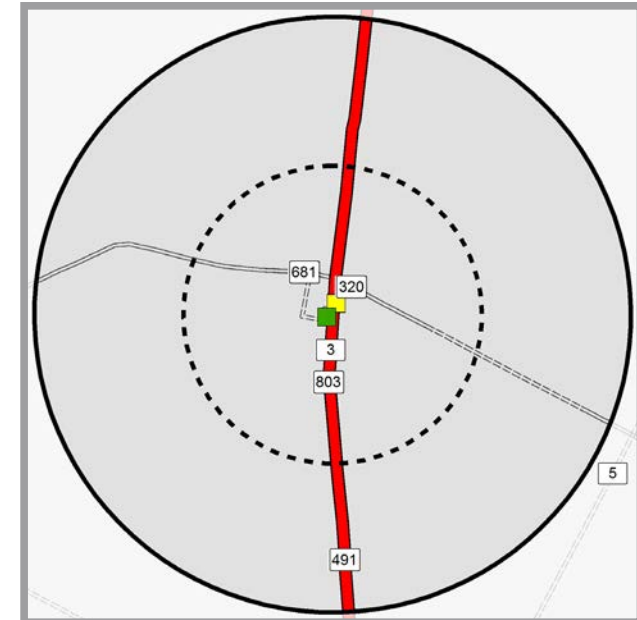
Employment Density



Average employment density in the ½ mile station area is 1,700 employees per square mile.



Infrastructure-Transit





Streetscape looking south on Burnet Road



Driveway access/egress into HEB at Allandale Center



Lamar Middle School at Koenig Lane and North Burnet Road, looking north



Sidewalks at corner with Walgreen's, looking north from station



Looking south from the corner, the landscape ends



Wide driveways, no shade, one-story buildings line Burnet Road

North Loop Station

North Loop Station is located on Burnet Road near North Loop Boulevard. The station area includes retail strip development, shopping centers with restaurants and retail. Two-story multi-family apartments are predominant uses behind the retail frontages, with interior small lot single-family detached residential. New and redeveloped properties include the AMLI 5350 mixed-use apartments, Monkey Nest Coffee, Lucy's Fried Chicken, Hat Creek Burger Company, and Savers Thrift Store. Burnet Road is heavily trafficked and has limited bike and pedestrian connections within the station area.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting

System Connections...

- MetroBus 3
- Other last mile: Car2Go area

Access to...

- AMLI 5350
- CVS Pharmacy
- Yarborough Public Library
- Burnet Crossing

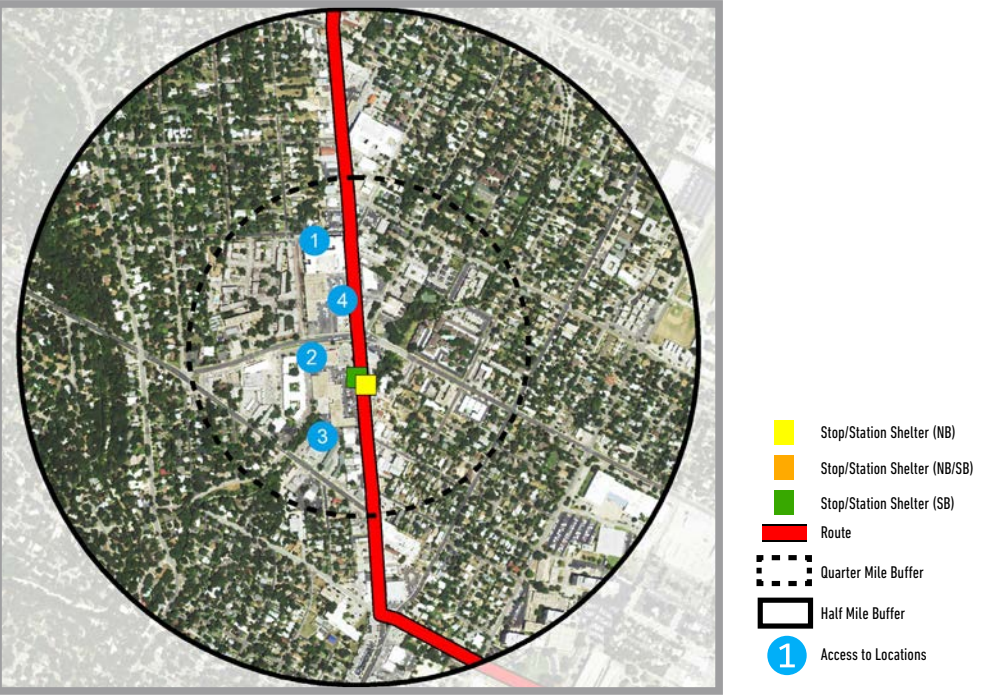
Missing Elements...

- Compact mixed-use development
- Pedestrian crossing repair
- Public realm improvements including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections, system improvements
- Improved porosity, smaller street grids, paths
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	171 on / 166 off
Saturday Ridership (April 2016)	47 on / 42 off
Sunday Ridership (April 2016)	44 on / 49 off
Target Weekday Ridership	250-350 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,870
Population (2040)	5,930
Population Density (2010)	4,900 ppl / sq. mile
Employment (2010)	4,210
Employment (2040)	5,530
Employment Density (2010)	5,400 emp / sq. mile
Households (2010)	2,182
Households (2040)	3,334
Median HH Size (2010)	1.76
Housing Units (2010)	2,580
Affordable Housing (2013)	130
Median HH Income (2010)	\$67,900
Zero Car HH (2014)	71
Millennial Population Age 25-34 (2010)	1,060
Senior Population Age 65+ (2010)	370

North Loop Station | MetroRapid 803

FACTS

Segment	North
Service Open	2014
Target Weekday Ridership	250-350
Profile Date	2016

PLACE TYPOLOGY

Neighborhood TOD

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	High
Land Availability	Low
Government Support	Low

NEEDS

- Safety and security**
 - Lighting needed on sidewalks and to illuminate crosswalks
 - Enhanced safety visibility for pedestrian paths and bicycle routes
 - Enhance 'eyes on the street' with building fronts at the street
- Streetscape improvements**
 - Intersection improvements to better facilitate all travel modes
 - Bike lanes are not present on Burnet Road, Jeff Davis Avenue
 - North Loop Boulevard bike lane restriping
 - Pedestrian network is discontinuous and in poor repair
 - Crossing at Burnet Road and North Loop Boulevard (N/S) is dark with crossing pavers is disrepair; recommend eliminate free-right turns
 - Pedestrian-scale lighting on sidewalk leading to station and at crossings
 - Shade trees needed
 - Enhance pedestrian refuge island on Burnet Road at West North Loop Boulevard
- (Re)development opportunities**
 - New mixed-use development in the area indicates market potential
 - Redevelopment/infill potential in east, west quadrants
 - Strip commercial has on-street angle parking, multiple wide driveways that inhibits walking
 - Vacant properties may be transitioning, large parking areas have potential for better utility
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian-scale lighting
 - Street furniture
- Other amenities**
 - Continuance of pedestrian/ bicycle trail
 - Wayfinding to note areas within a "10 minute walk"
- Public/placemaking/art opportunity**
 - Potential for other functional art
 - Safe design

CATALYST PROJECTS

- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
- Shoal Creek - Hancock Trib (Watershed Protection)
- Brentwood Drainage Improvements (Watershed Protection)
- Yarborough Branch Library Renovation (Austin Public Library)
- SE Allandale Neighborhood Water and Wastewater Improvements (Austin Water)

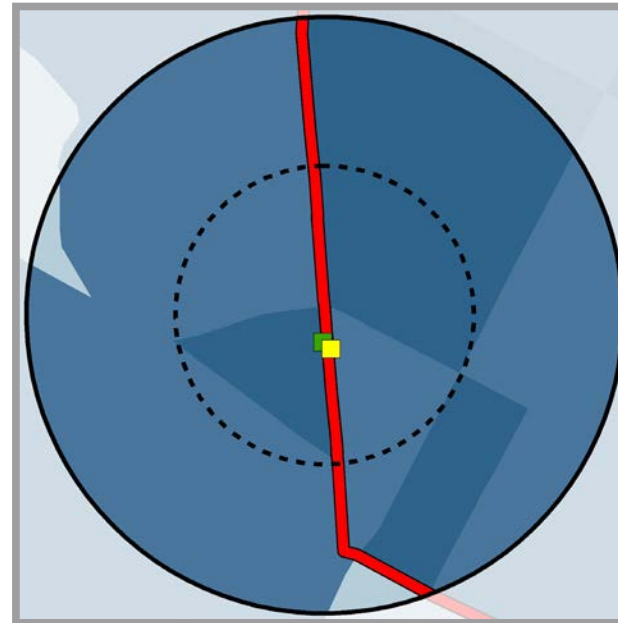
Land Use



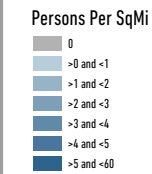
The predominant land uses in the 1/2 mile station area include: single family residential, streets and roads, commercial, and apartment/condo.



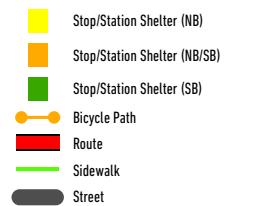
Population Density



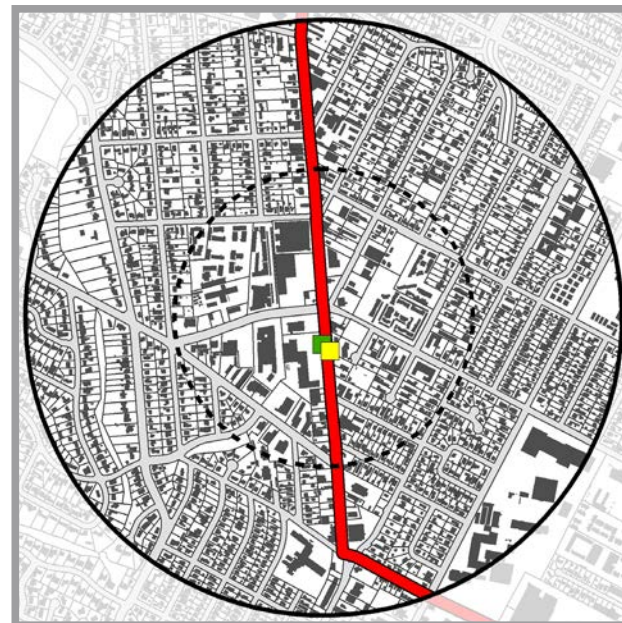
Average population density in the 1/2 mile station area is 4,900 residents per square mile.



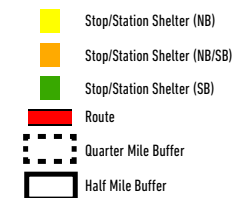
Infrastructure-Roads



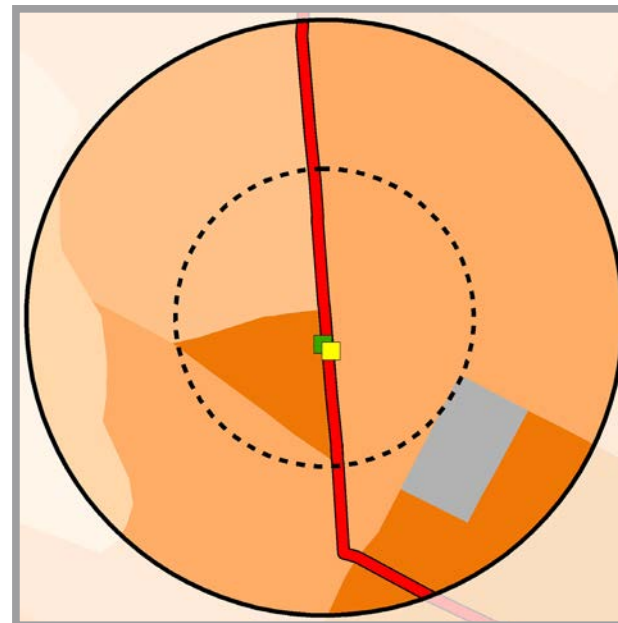
Parcels and Buildings



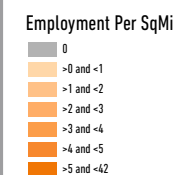
The 1/2 mile station area is estimated to contain 4.57 million built square feet.



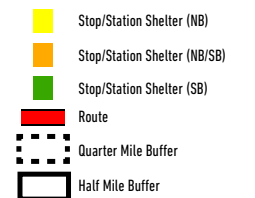
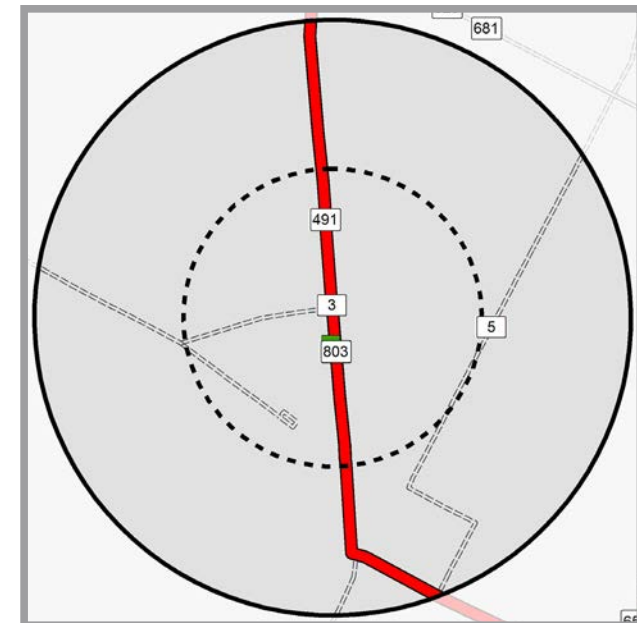
Employment Density



Average employment density in the 1/2 mile station area is 5,400 employees per square mile.



Infrastructure-Transit





Small commercial lots front Burnet Road, station is at Savers sign far left



Strip commercial, surface parking, there is no transition for the residential



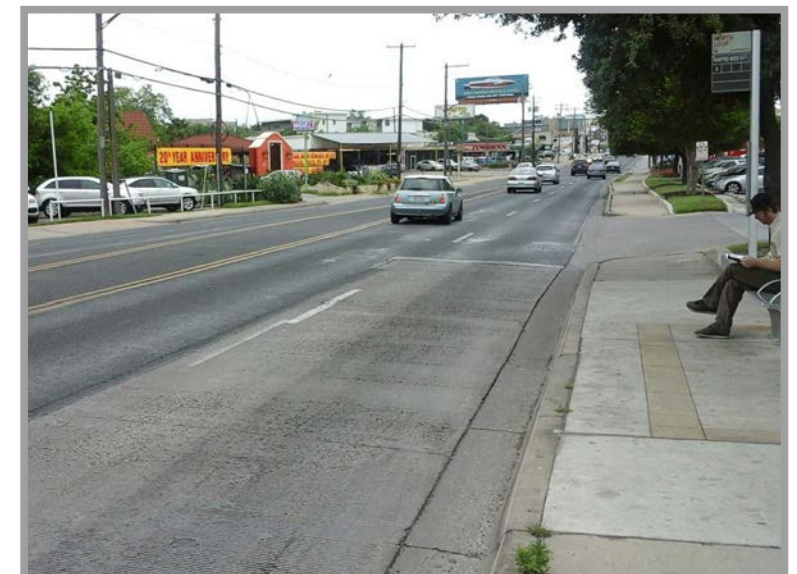
At station (SB) looking south, sidewalks, shade on west, one-story strip centers



Looking south from station (NB), vacant parking lots have potential for infill



Looking west from station (SB), small center with surface parking next to new mixed use (Amli) parking structure



Looking north on Burnet Road, new mixed-use interfaces with the street

Sunshine Station

Sunshine Station is located on Sunshine Drive, between 45th/North Lamar Boulevard and 49th Street, just northwest of the nearby Triangle mixed-use development. The station area includes restaurants, retail, and shops both in the Triangle and along Burnet Road. It offers direct access to a number of facilities serving the visually impaired, such as the Criss Cole Rehabilitation Center and the Department of Assistive and Rehabilitative Services. The station stops adjacent to the community gardens and is accessible from nearby single-family and multi-family residential, neighborhood schools, a number of government and health facilities, and park connections. Pedestrian-activated hybrid beacons and well-marked crosswalks enhance walkability in the area.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

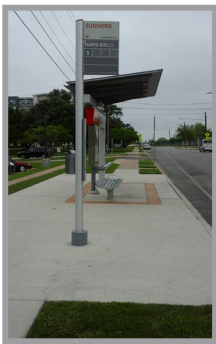
- MetroBus 1, 3, 5, 338, 481, 656, 990
- Other last mile: Car2Go area

Access to...

- Texas Department of Aging and Disability
- Central Texas Rehabilitation Hospital
- Texas School for the Blind and Visually Impaired
- Sunshine Community Gardens
- The Triangle

Missing Elements...

- Compact mixed-use development
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	112 on / 135 off
Saturday Ridership (April 2016)	43 on / 59 off
Sunday Ridership (April 2016)	28 on / 33 off
Target Weekday Ridership	190-760 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,450
Population (2040)	6,040
Population Density (2010)	4,500 ppl / sq. mile
Employment (2010)	15,530
Employment (2040)	17,300
Employment Density (2010)	19,800 emp / sq. mile
Households (2010)	1,943
Households (2040)	3,311
Median HH Size (2010)	1.82
Housing Units (2010)	1,760
Affordable Housing (2013)	0
Median HH Income (2010)	\$37,900
Zero Car HH (2014)	9
Millennial Population Age 25-34 (2010)	800
Senior Population Age 65+ (2010)	150

Sunshine Station | MetroRapid 803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	190-760
	Profile Date	2016
PLACE TYPOLOGY	Neighborhood TOD	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low
NEEDS	<div><div>Safety and security<ul style="list-style-type: none">Enhanced safety visibility for sidewalks and bicycle routesEvening of sidewalk gradesImproving 'eyes on the street' by encouraging buildings to fronts on the streetRecommend adding traffic signal at Wildcat Run/Sunshine Drive (E/W) with refreshed crosswalk paintExisting Pedestrian-Activated Hybrid Beacon</div><div>Streetscape improvements<ul style="list-style-type: none">Intersection improvements to better facilitate all travel modesBike/pedestrian connectionsSidewalk repairPedestrian-scale lighting on sidewalk leading to station and at crossingsShade treesBuffer between sidewalk and vehicle lanesImproved bike access and track crossingsTraffic calming, increasing pedestrian/bike safety at crossing</div></div>	<div><div>(Re)development opportunities<ul style="list-style-type: none">Redevelopment of publicly-owned property, other properties adjacent to stationPotential opportunities for Infill or densification within the area to improve connectivityPotential sharing parking opportunities</div><div>Station amenities<ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale lighting</div><div>Other amenities<ul style="list-style-type: none">Continuance of pedestrian/ bicycle trailWayfinding to note areas within a "10 minute walk"</div><div>Public/placemaking/art opportunity<ul style="list-style-type: none">Limited placemaking opportunityPotential for other functional artPotential for collaboration between private/public interestsSafe design</div></div>
	<div><div>CATALYST PROJECTS<ul style="list-style-type: none">Guadalupe St from 24th St to 42nd St -Bicycle Facilities (Austin Transportation)North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)Nelray and Evans Utility Improvements (Austin Water)</div></div>	

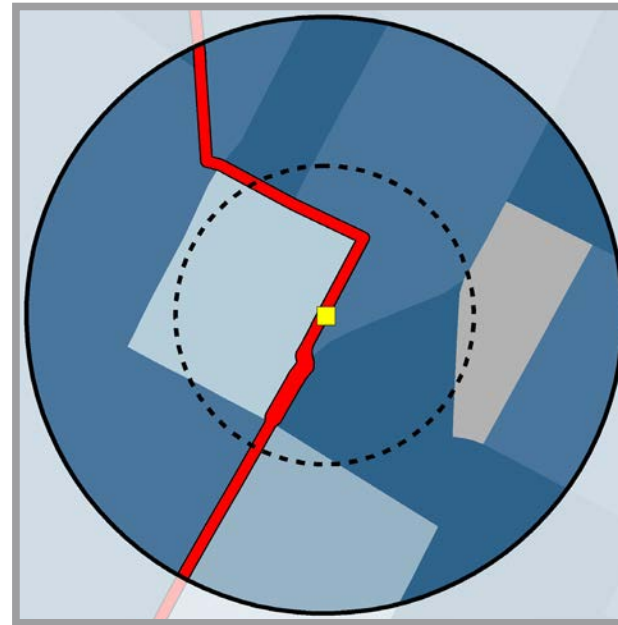
Land Use



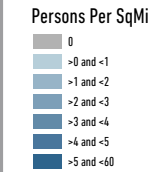
The predominant land uses in the ½ mile station area include: government services, single family residential, streets and roads, and meeting and assembly.



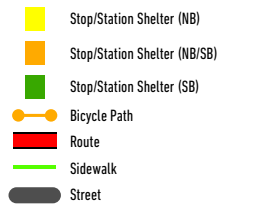
Population Density



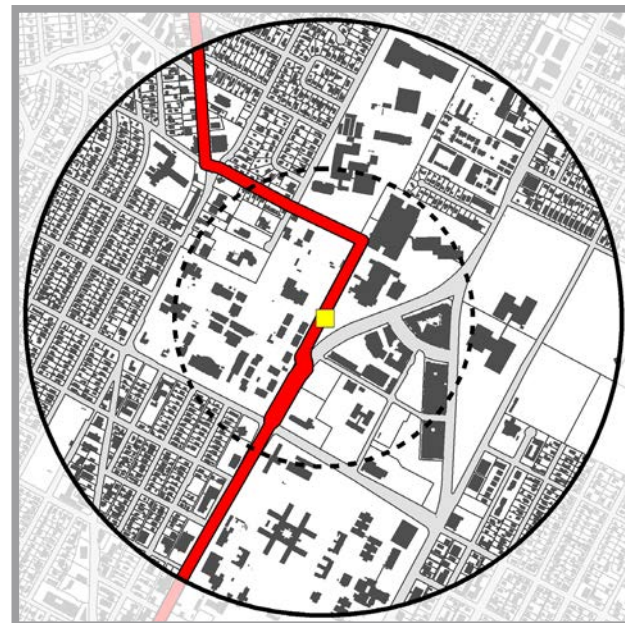
Average population density in the ½ mile station area is 4,500 residents per square mile.



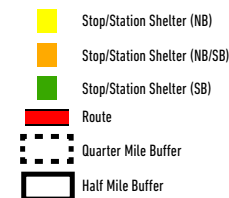
Infrastructure-Roads



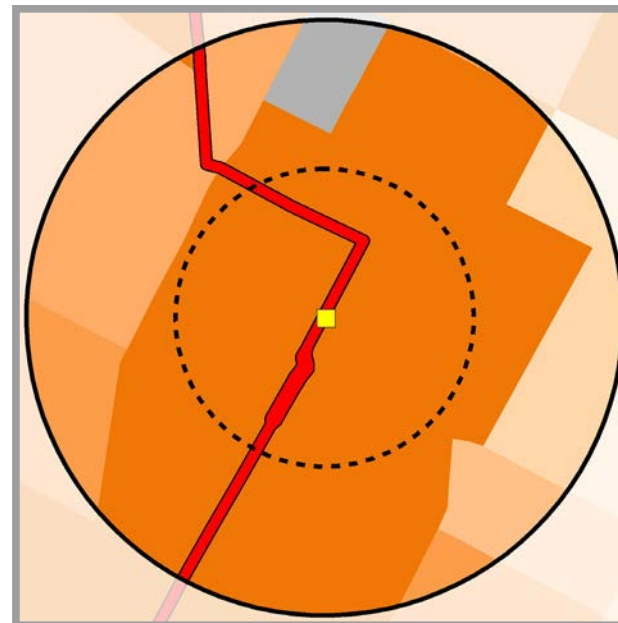
Parcels and Buildings



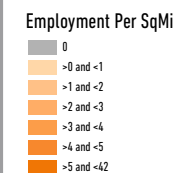
The ½ mile station area is estimated to contain 4.44 million built square feet.



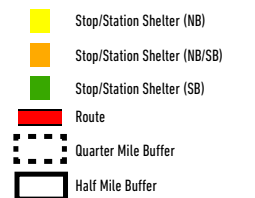
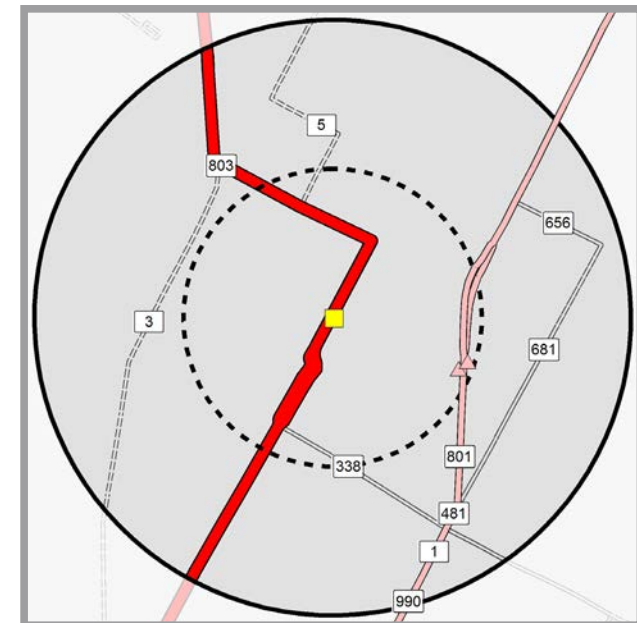
Employment Density



Average employment density in the ½ mile station area is 19,800 employees per square mile.



Infrastructure-Transit





Mixed-Use residential, retail, and services at the Triangle on West 37th Street



Looking south to the Triangle from Sunshine Drive, Criss Cole Rehabilitation Center parking on the left



Looking east from Sunshine station (NB) toward the Triangle



The Austin Community Gardens on Sunshine Drive at the station (SB)



Looking south on Sunshine Drive, Texas School for the Blind



Looking north on Sunshine Drive

Rosedale Station

Rosedale Station is located on North Lamar Boulevard near West 40th Street. The station area lies within a large complex of medical facilities including two hospitals and a myriad of specialty physicians. Two major state public health facilities in the area include the Austin State Hospital and the Texas Health and Human Services Commission. Retail shops, restaurants, serve this very active area, which includes a large full-service grocery store with outdoor eating, playground, and live music. Across the green is multi-family residential. The area beyond the medical facilities and shopping consists mostly of low-to-medium single-family detached residential, with a few townhomes. Numerous driveway cuts and uneven grading in the areas immediately west of the station inhibit travel by foot or bike.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 19, 21, 22, 338, 491, 982, 983, 987
- Other last mile: Car2Go area

Access to...

- Central Market
- Heart Hospital of Austin
- Seton Medical Center
- Seton Shoal Creek Hospital
- Blood and Tissue Center of Central Texas
- Peoples Pharmacy

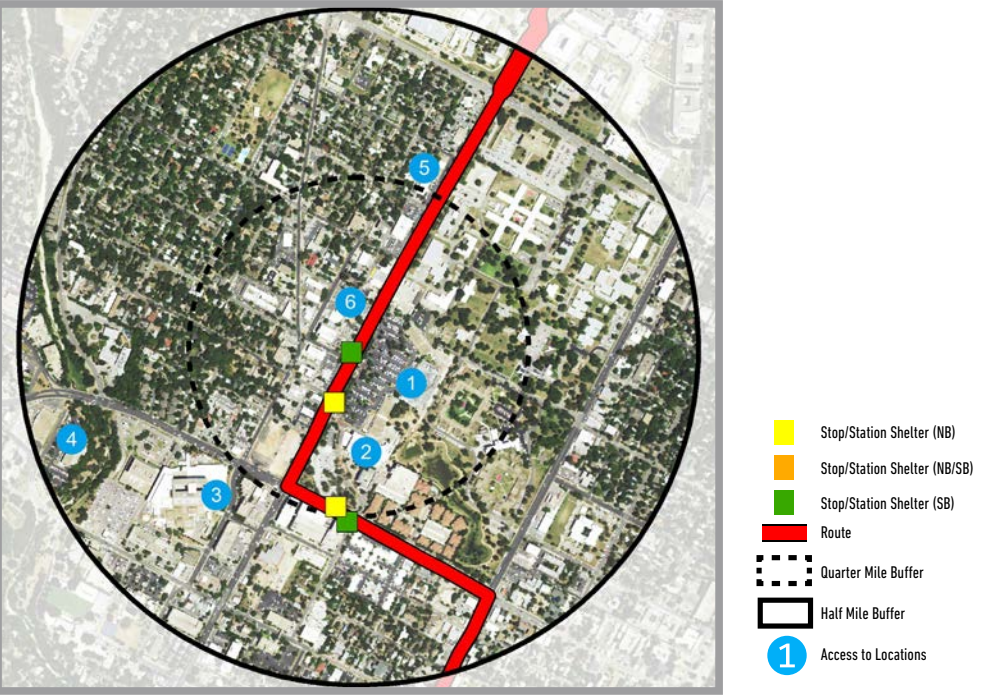
Missing Elements...

- Compact use mix (some infill)
- Enhanced public realm, including shade, pedestrian-scale lighting, street furniture
- Pedestrian and bicycle connections and enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	73 on / 72 off
Saturday Ridership (April 2016)	37 on / 29 off
Sunday Ridership (April 2016)	39 on / 35 off
Target Weekday Ridership	100-560 on
Level of Service	15 min peak/30 min off-peak



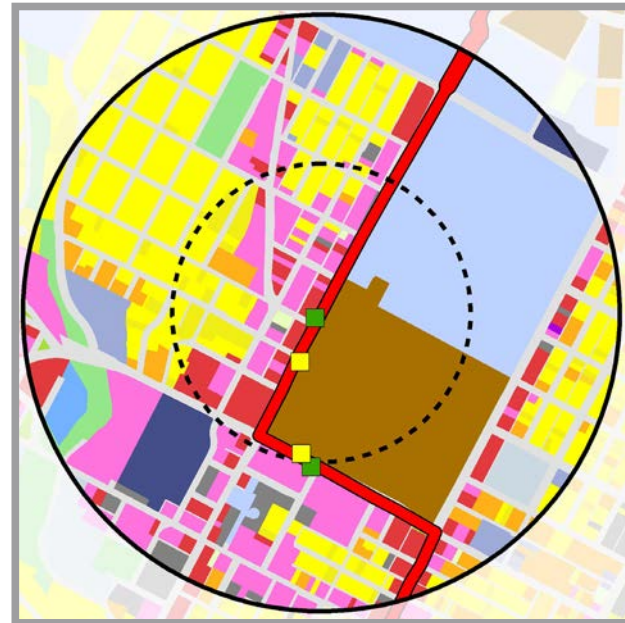
Demographics

Population (2010)	2,980
Population (2040)	5,340
Population Density (2010)	3,800 ppl / sq. mile
Employment (2010)	11,440
Employment (2040)	13,140
Employment Density (2010)	14,600 emp / sq. mile
Households (2010)	1,727
Households (2040)	3,020
Median HH Size (2010)	1.70
Housing Units (2010)	2,000
Affordable Housing (2013)	20
Median HH Income (2010)	\$40,300
Zero Car HH (2014)	16
Millennial Population Age 25-34 (2010)	850
Senior Population Age 65+ (2010)	160

Rosedale Station | MetroRapid 803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	100-560
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Low
	Market Strength	Medium
	Land Availability	Low
	Government Support	Low
NEEDS	Safety and security	<ul style="list-style-type: none">Lighting needed on sidewalks and to illuminate crosswalksEnhanced safety visibility for pedestrian paths and bicycle routes
	Streetscape improvements	<ul style="list-style-type: none">Intersection improvements to better facilitate all travel modesBike connections improved along North Lamar BoulevardPedestrian crossing enhancements at Central Market drive/ West 40th Street and North Lamar BoulevardPedestrian-scale lighting on sidewalk leading to station and at crossingsShade trees needed on west side of North Lamar BoulevardImproved bike access and crossings, consistent pathTraffic calming, increasing pedestrian/bike safety at crossing
	(Re)development opportunities	<ul style="list-style-type: none">Infill and redevelopment in west quadrant feasibleRedevelopment of publicly-owned property, other properties adjacent to stationStrip retail driveways merged for safer bicycle and foot travel in the area.
	Station amenities	<ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale lighting
CATALYST PROJECTS	Other amenities	<ul style="list-style-type: none">Continuance of pedestrian/ bicycle trailWayfinding to note areas within a "10 minute walk"
	Public/placemaking/art opportunity	<ul style="list-style-type: none">Limited placemaking opportunityPotential for other functional artPotential for collaboration between private/public interestsSafe design
	<ul style="list-style-type: none">Guadalupe St from 24th St to 42nd St -Bicycle Facilities (Austin Transportation)North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)Marathon Blvd, 42nd, 45th Streets Water Line Replacement (Austin Water)Ramsey Neighborhood Park - Preliminary Design and Phased Improvements (Parks and Recreation)Shoal Creek - Ridgelea Storm Drain Improvements (Watershed Protection)	

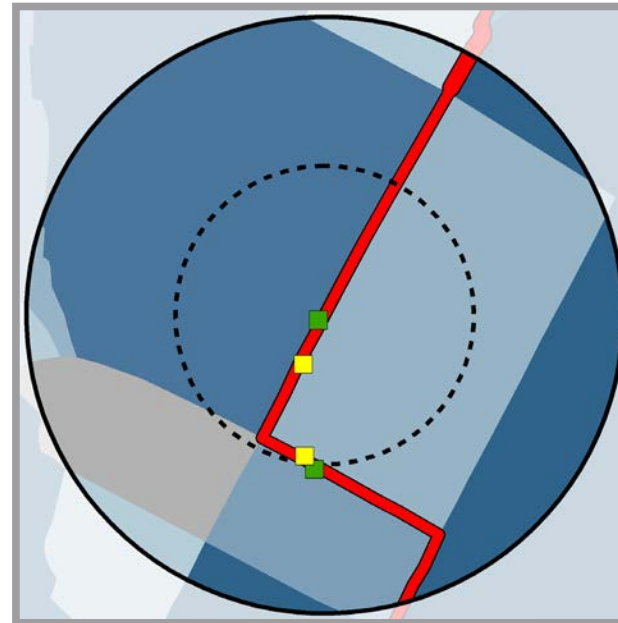
Land Use



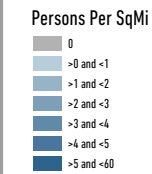
The predominant land uses in the 1/2 mile station area include: streets and roads, government services, single family residential, office, and mixed use.



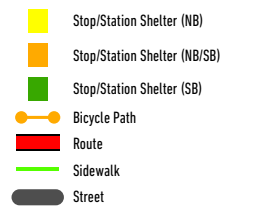
Population Density



Average population density in the 1/2 mile station area is 3,800 residents per square mile.



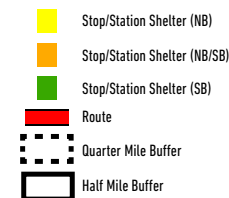
Infrastructure-Roads



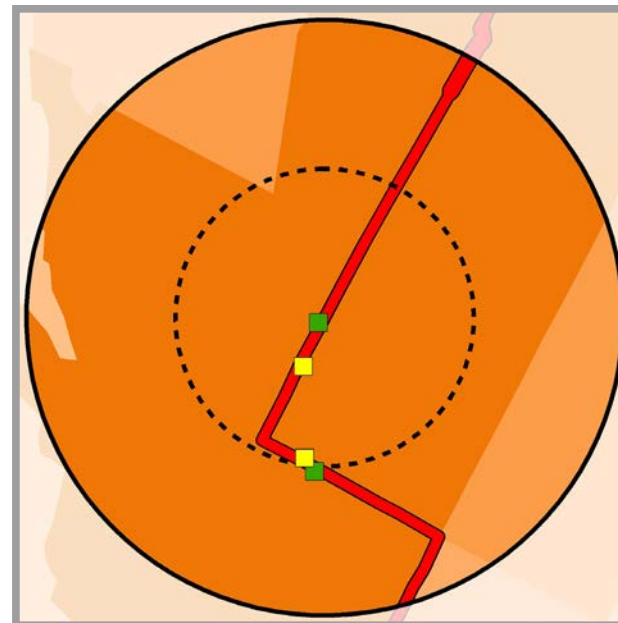
Parcels and Buildings



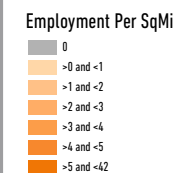
The 1/2 mile station area is estimated to contain 4.77 million built square feet.



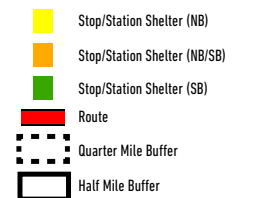
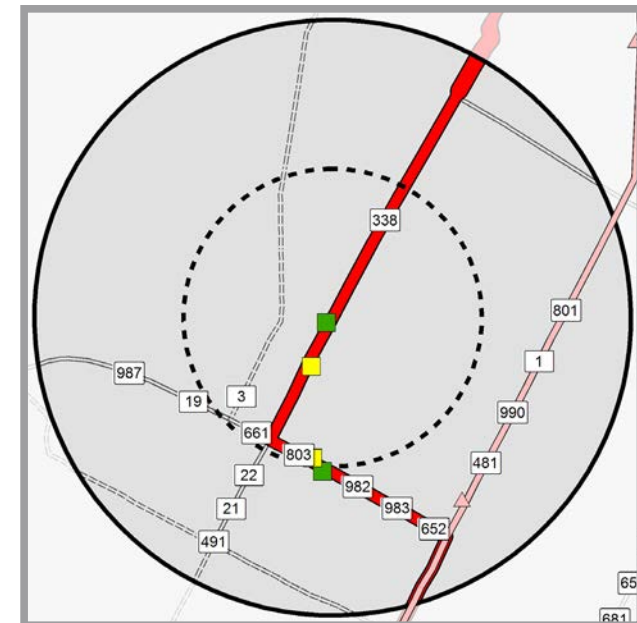
Employment Density



Average employment density in the 1/2 mile station area is 14,600 employees per square mile.



Infrastructure-Transit





Central Market is one element of a mixed-use development at the station



Playground at Central Market adjoins Central Park, Gables apartments, Austin Heart Hospital, shopping and services



Zingers Hardware is at the south end of Central Market shopping, next to the Austin Heart Hospital



A row of restaurants is located across the entry to Central Market on West 40th Street, one block east of Medical Parkway that becomes Burnet Road north



Looking east, West 40th Street is on the far left, Taco Shack is backed by medical offices and specialists



West frontage on North Lamar Boulevard, Looking north toward W 45th Street

West 38th Station

West 38th Station is located on West 38th Street, east of North Lamar Boulevard at the entry to Austin Heart Hospital. The station is within a collection of medical services, specialists, and hospitals including Seton Medical Center. Restaurants and a variety of retail is located close by, with higher density redevelopment on North Lamar Boulevard and on West 38th Street in this area. Single-family, both detached and attached, and multi-family residential is nearby, both new and well established with public and private schools, and good bike and trail connections. Common areas near the station include Central Park, Shoal Creek Trail, and Seider Springs Greenbelt.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 19, 21, 22, 338, 491, 982, 983, 987
- Other last mile: Car2Go area

Access to...

- Austin Radiology Center
- Seton Medical Center
- Austin Oral Maxillofacial Surgery Center
- Heart Hospital of Austin
- Central Market
- 38th Street Pharmacy

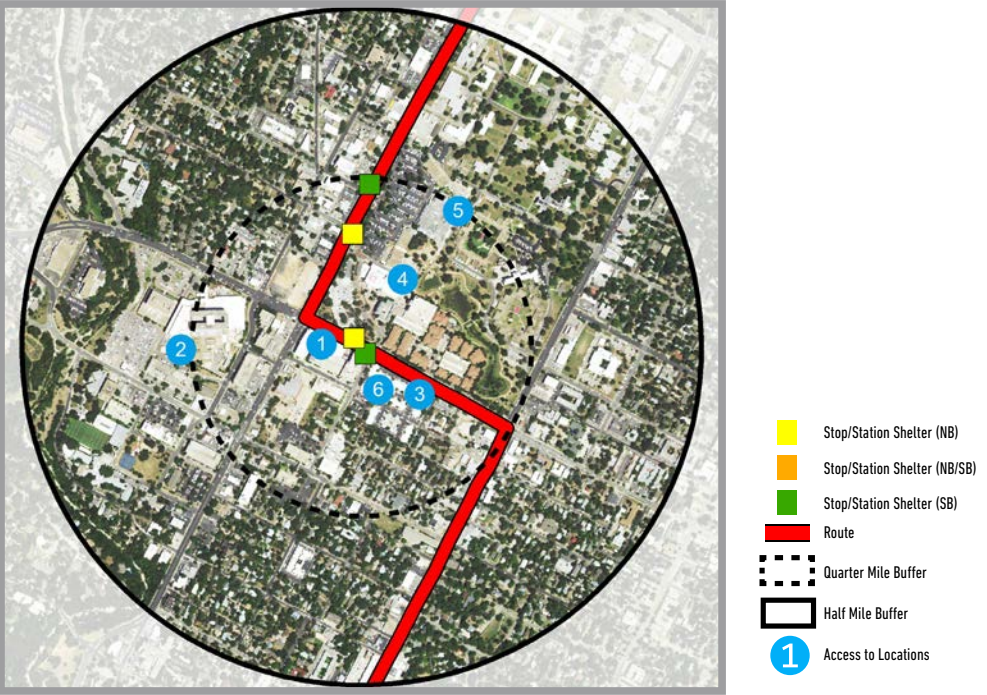
Missing Elements...

- Compact mixed-use development
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	96 on / 122 off
Saturday Ridership (April 2016)	32 on / 49 off
Sunday Ridership (April 2016)	16 on / 27 off
Target Weekday Ridership	130-570 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,540
Population (2040)	5,810
Population Density (2010)	4,500 ppl / sq. mile
Employment (2010)	10,470
Employment (2040)	13,010
Employment Density (2010)	13,300 emp / sq. mile
Households (2010)	2,090
Households (2040)	3,310
Median HH Size (2010)	1.66
Housing Units (2010)	2,440
Affordable Housing (2013)	0
Median HH Income (2010)	\$31,700
Zero Car HH (2014)	27
Millennial Population Age 25-34 (2010)	1,020
Senior Population Age 65+ (2010)	160

West 38th Station | MetroRapid 803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	130-570
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Medium
NEEDS	Safety and security	<ul style="list-style-type: none">Lighting needed on sidewalks and to illuminate crosswalksEnhanced safety visibility for pedestrian paths and bicycle routes
	Streetscape improvements	<ul style="list-style-type: none">Intersection improvements to better facilitate all travel modesBike/pedestrian connectionsPedestrian-scale lighting on sidewalk leading to station and at crossingsImproved bike access recommended with enhanced crossingsTraffic calming, increasing pedestrian/bike safety at 38th crossing
	Station amenities	<ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale lighting
	Other amenities	<ul style="list-style-type: none">Pedestrian network is good near station areas/bicycle trailWayfinding to note areas within a "10 minute walk"Mix of structured and surface accessory parking serves the area
CATALYST PROJECTS	(Re)development opportunities	
	<ul style="list-style-type: none">New redevelopment in east and west quadrants indicates significant potentialSome redevelopment, infill potential remains	
CATALYST PROJECTS	Public/placemaking/art opportunity	
	<ul style="list-style-type: none">Potential for other functional artPotential for collaboration between private/public interestsSafe design	
CATALYST PROJECTS	Shoal Creek Restoration - 15th to 28th Streets (Watershed Protection)	
	Guadalupe St from 24th St to 42nd St -Bicycle Facilities (Austin Transportation)	

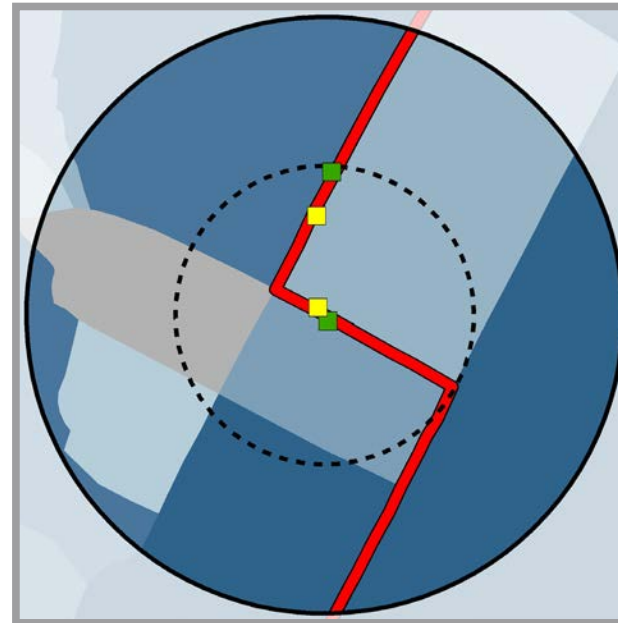
Land Use



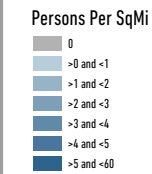
The predominant land uses in the 1/2 mile station area include: streets and roads, single family residential, mixed use, and office.



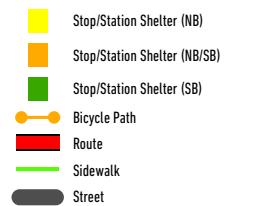
Population Density



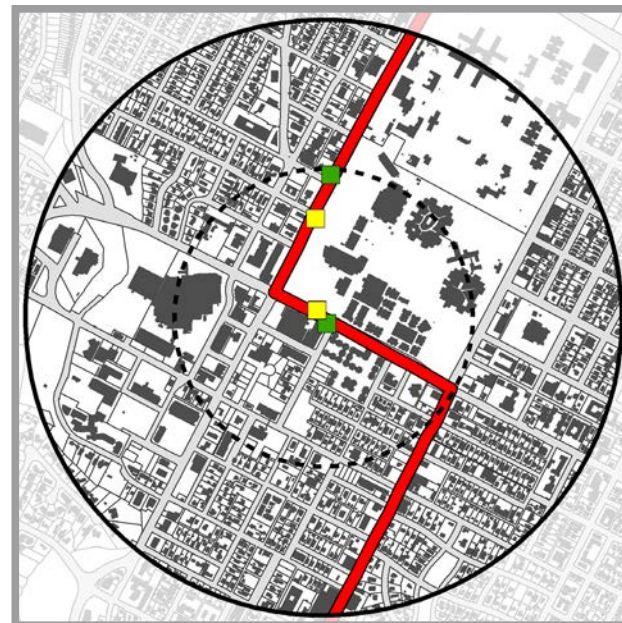
Average population density in the 1/2 mile station area is 4,500 residents per square mile.



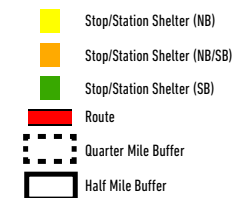
Infrastructure-Roads



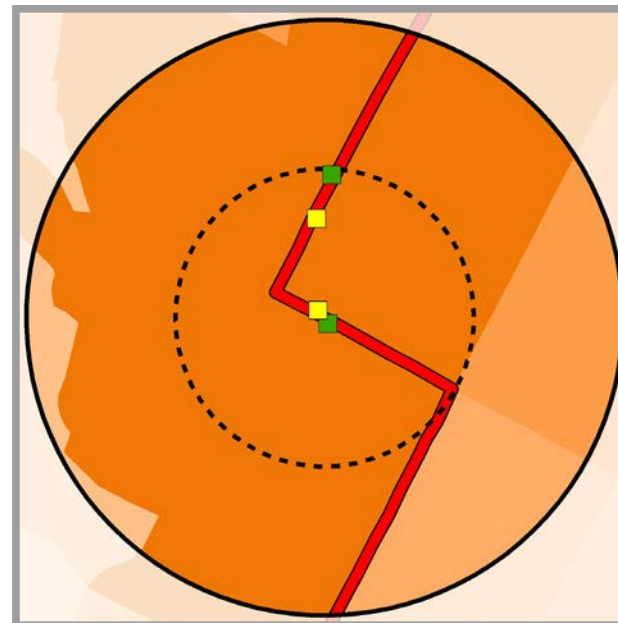
Parcels and Buildings



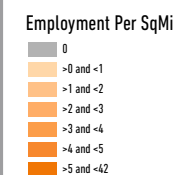
The 1/2 mile station area is estimated to contain 4.86 million built square feet.



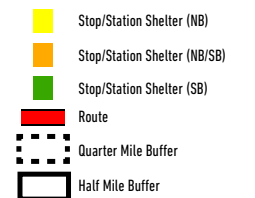
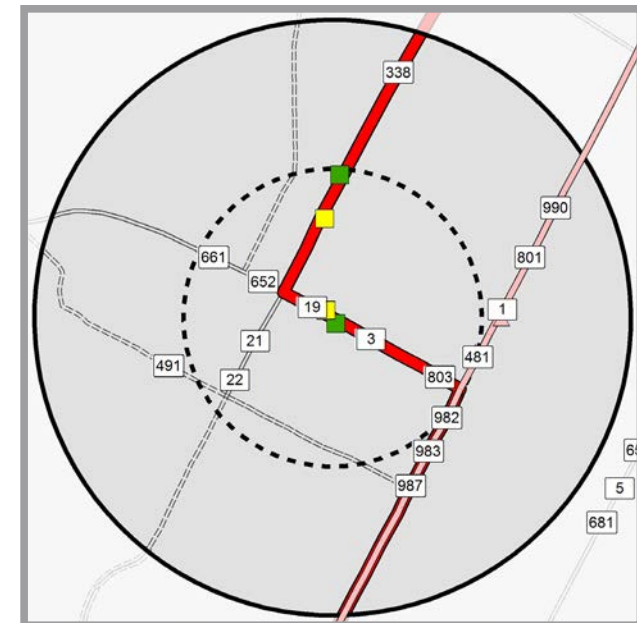
Employment Density



Average employment density in the 1/2 mile station area is 13,300 employees per square mile.



Infrastructure-Transit





Austin Heart Hospital and medical center, West 38th Street, looking north



Looking north from West 38th (EB) Station



Shops and services on West 38th Street



Medical Plaza at station (WB) with structured parking



Looking southeast on West 38th Street from the corner of North Lamar Boulevard transitioning to medical offices on the way to Seton Hospital



Looking south down North Lamar Boulevard to West 38th Street, east side

Seaholm Station

Seaholm Station is located on the north side of Lady Bird Lake on West Cesar Chavez Street at 3rd Street. The *Downtown Austin Plan* places it in the Lower Shoal Creek District. Across from the station, the eco-friendly mixed-use Seaholm District redevelopment is underway, which includes a mix of office space, high-rise condos, retail shopping, restaurants, the main public library, and meeting space; all surrounding a dramatic and accessible plaza. This area has experienced explosive growth and is easily accessible to dense and walkable developments, which including restaurants, high-rise mixed-use condominiums, retail, entertainment, hotels, corporate offices, cultural venues, and parks and trail connections.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

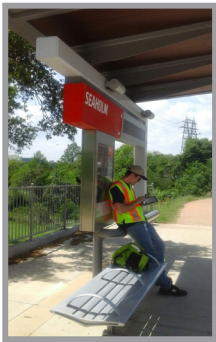
- MetroBus 3, 111, 171
- Other last mile: B-Cycle Stations, Car2Go area

Access to...

1. Austin Public Library
2. Lady Bird Lake and Bike Trail
3. Page Southerland Page
4. Mellow Johnnie's Bike Shop
5. ACL Live at the Moody Theater
6. Ballet Austin

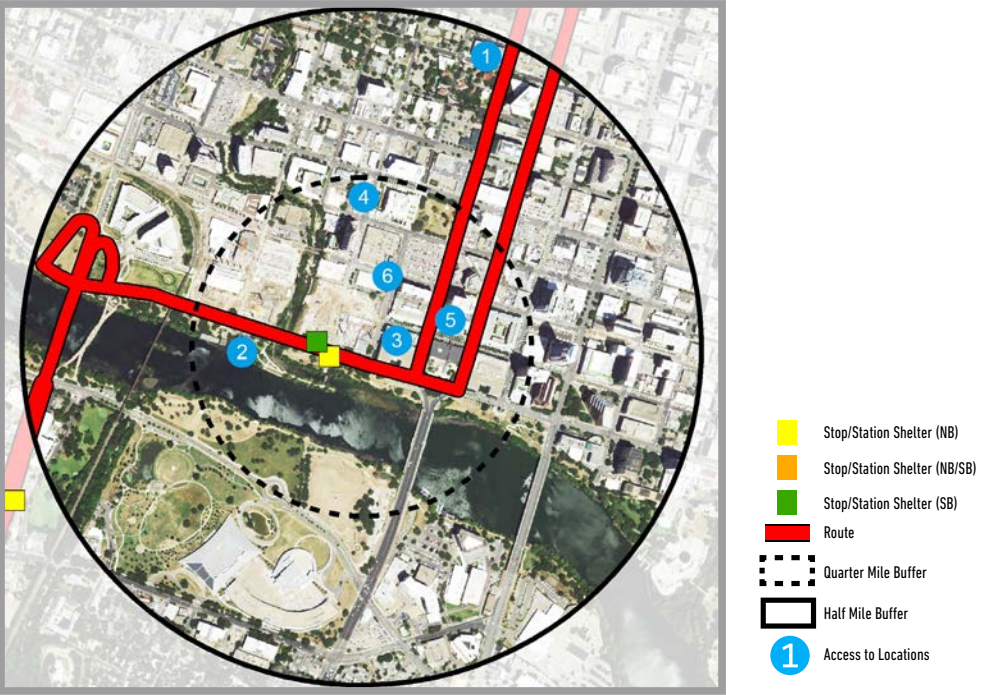
Missing Elements...

- Pedestrian-scale lighting
- Pedestrian and bicycle enhanced crossing on Cesar Chavez at 3rd Street.
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	24 on / 15 off
Saturday Ridership (April 2016)	61 on / 53 off
Sunday Ridership (April 2016)	5 on / 7 off
Target Weekday Ridership	690-1,820 on
Level of Service	15 min peak/30 min off-peak



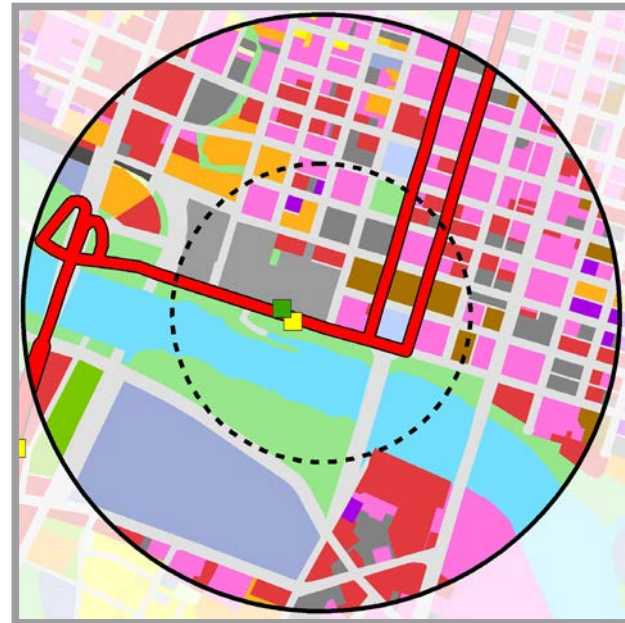
Demographics

Population (2010)	3,310
Population (2040)	16,330
Population Density (2010)	4,200 ppl / sq. mile
Employment (2010)	23,600
Employment (2040)	40,150
Employment Density (2010)	30,100 emp / sq. mile
Households (2010)	2,344
Households (2040)	9,615
Median HH Size (2010)	1.48
Housing Units (2010)	2,170
Affordable Housing (2013)	0
Median HH Income (2010)	\$78,600
Zero Car HH (2014)	29
Millennial Population Age 25-34 (2010)	1,120
Senior Population Age 65+ (2010)	140

Seaholm Station | MetroRapid 803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	690-1,820
	Profile Date	2016
PLACE TYPOLOGY	Central Core	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Medium
NEEDS	Safety and security	<ul style="list-style-type: none">▪ Lighting needed on sidewalks and to illuminate crosswalks▪ May want to consider in-pavement lighting▪ Enhanced safety visibility for pedestrian paths and bicycle routes
	Streetscape improvements	<ul style="list-style-type: none">▪ Intersection improvements to better facilitate all travel modes▪ Pedestrian-scale lighting on sidewalk leading to station and at crossings▪ Hike and Bike Trail (Lady Bird Lake) lighting near station▪ Sidewalks with shade, pedestrian-scale lighting recommended on both sides of Cesar Chavez Street▪ Traffic calming, increasing pedestrian/bike safety at crossing
	(Re)development opportunities	<ul style="list-style-type: none">▪ New development underway as part of the Seaholm project: publicly-owned property▪ New development and redevelopment of properties underway nearby
	Station amenities	<ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian scale lighting
CATALYST PROJECTS	Other amenities	<ul style="list-style-type: none">▪ Continuance of pedestrian/bicycle trail▪ Wayfinding to note areas within a "10 minute walk"▪ Wayfinding map of trail and connections to trail nearby
	Public/placemaking/art opportunity	<ul style="list-style-type: none">▪ Limited placemaking opportunity▪ Potential for other functional art▪ Potential for collaboration between private/public interests▪ Safe design
	<ul style="list-style-type: none">▪ Various Shoal Creek projects▪ Various road reconstruction/repavement, pedestrian and bicycle infrastructure enhancement projects▪ Various park, trail, plaza, and promenade projects▪ Seaholm Power Plant Rehabilitation (Economic Development) and New Central Library (Austin Public Library)▪ Austin Lakes Shoreline Restoration (Watershed Protection)	

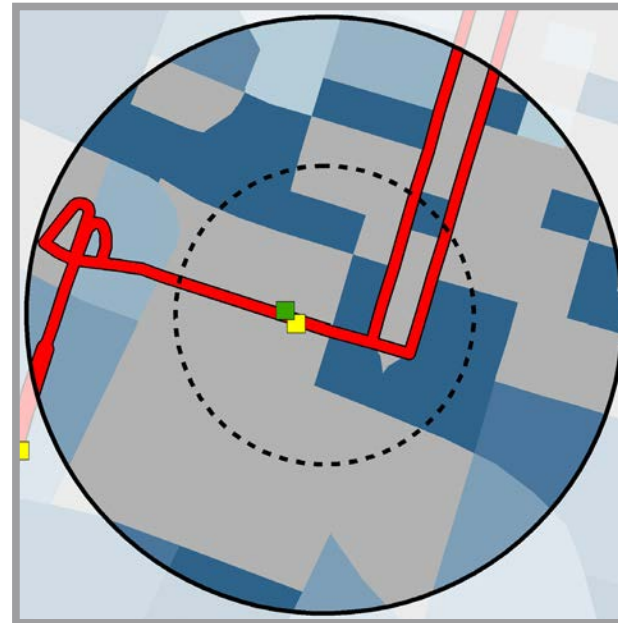
Land Use



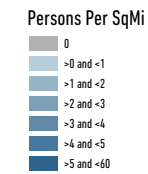
The predominant land uses in the 1/2 mile station area include: streets and roads, office, water, commercial, parks/greenbelts, and meeting and assembly.



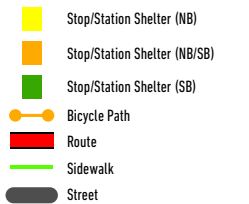
Population Density



Average population density in the 1/2 mile station area is 4,200 residents per square mile.



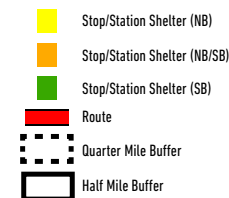
Infrastructure-Roads



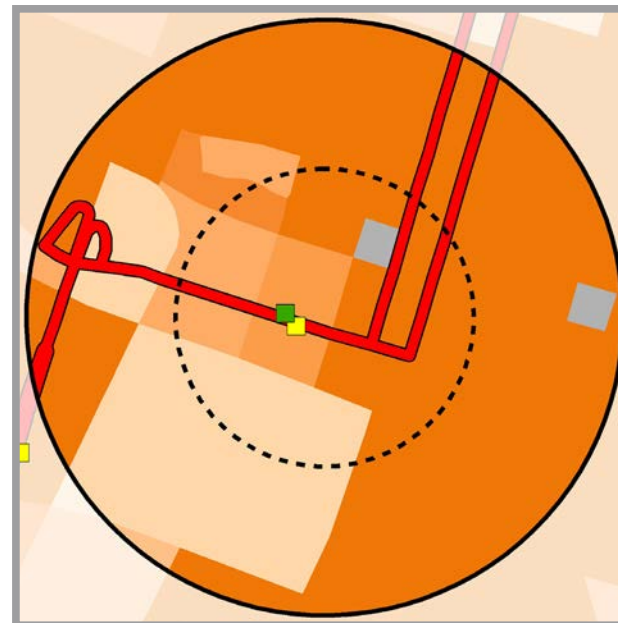
Parcels and Buildings



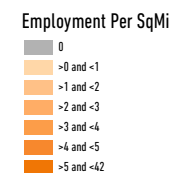
The 1/2 mile station area is estimated to contain 4.54 million built square feet.



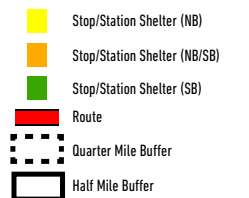
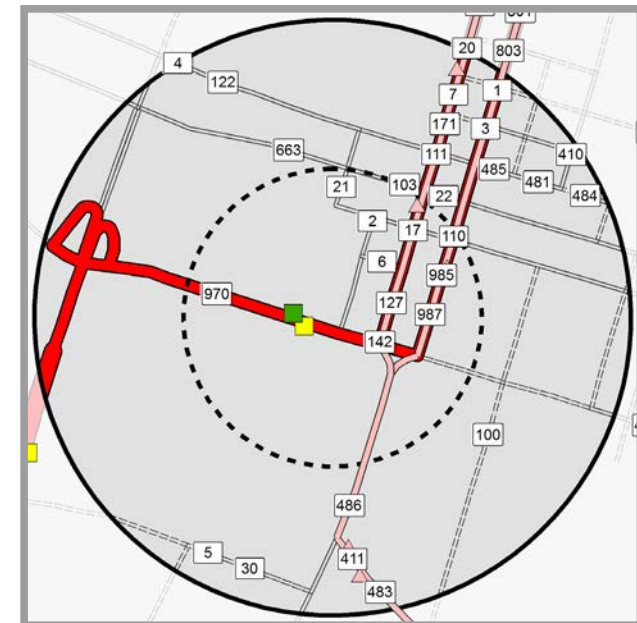
Employment Density



Average employment density in the 1/2 mile station area is 30,100 employees per square mile.



Infrastructure-Transit





Mixed-use residential, office, retail, looking west along Cesar Chavez Street



Across from the station, the Seaholm District is undergoing major construction



The Austin Central Library is a public anchor within the new Seaholm District



East on Cesar Chavez Street to Congress Avenue



On 3rd Street just north of the station, nearby residential, restaurants and businesses in historic buildings and new ones



Seaholm Station provides direct access to Lady Bird Lake and the trail

Barton Springs Station

Barton Springs station is just south of Lady Bird Lake on South Lamar Boulevard at Barton Springs Road. The area is characterized by a rich mix of cultural venues and restaurants, with park and trail connections. Retail uses are located within shallow strip commercial frontages on North Lamar, new mixed-use multi-family apartments have come fairly recently, with multi-family and detached single-family residential behind the commercial businesses. South Lamar Boulevard continues to experience significant infill and development; the station area is just west of the South Central Waterfront Initiative redevelopment area. Porosity is limited on the east due to the Union Pacific rail right-of-way.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

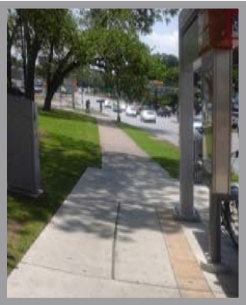
- MetroBus 3, 30, 338, 484
- Other last mile: B-Cycle Stations, Car2Go area

Access to...

1. Anne and Roy Butler Hike and Bike Trail
2. Dougherty Arts Center
3. Butler Park/Auditorium Shores
4. Zach and Topfer Theatres
5. Palmer Events Center
6. Peter Pan Golf

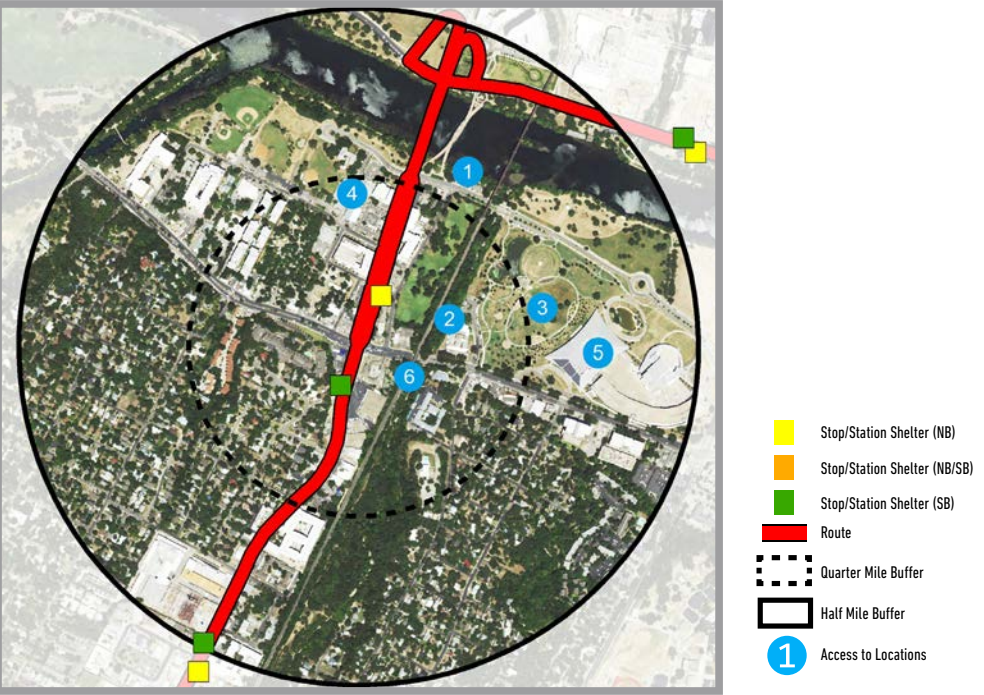
Missing Elements...

- Dense, compact mix of uses
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhances crossings
- Sidewalk improvements
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	59 on / 49 off
Saturday Ridership (April 2016)	52 on / 51 off
Sunday Ridership (April 2016)	39 on / 26 off
Target Weekday Ridership	200-460 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	2,600
Population (2040)	7,300
Population Density (2010)	3,300 ppl / sq. mile
Employment (2010)	3,760
Employment (2040)	5,330
Employment Density (2010)	4,800 emp / sq. mile
Households (2010)	1,511
Households (2040)	4,452
Median HH Size (2010)	1.74
Housing Units (2010)	1,970
Affordable Housing (2013)	21
Median HH Income (2010)	\$76,900
Zero Car HH (2014)	21
Millennial Population Age 25-34 (2010)	810
Senior Population Age 65+ (2010)	170

Barton Springs Station | MetroRapid 803

FACTS

Segment	Central
Service Open	2014
Target Weekday Ridership	200-460
Profile Date	2016

PLACE TYPOLOGY

Central Core

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Medium

NEEDS

Safety and security <ul style="list-style-type: none">▪ Lighting needed on sidewalks and to illuminate crosswalks▪ Enhanced safety, visibility for pedestrian paths and bicycle routes▪ Pedestrian refuge recommended across South Lamar Boulevard at Barton Springs Road▪ Encourage 'eyes on the street' with developments that address street frontage▪ Recommend a crosswalk on Butler Road	<ul style="list-style-type: none">▪ Traffic calming, increasing pedestrian/bike safety at crossing (Re)development opportunities <ul style="list-style-type: none">▪ New development, redevelopment demonstrated strong potential for more infill▪ Some small homes and buildings have been converted into commercial Station amenities <ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian scale lighting Other amenities <ul style="list-style-type: none">▪ Shade: trees or shade structure along South Lamar Boulevard, Butler Road▪ Wayfinding to note areas within a "10 minute walk" Public/placemaking/art opportunity <ul style="list-style-type: none">▪ Potential for other functional art▪ Potential for collaboration between private/public interests▪ Safe design
Streetscape improvements <ul style="list-style-type: none">▪ Intersection improvements to better facilitate all travel modes▪ Barton Springs Road has unprotected bike lanes; South Lamar Boulevard bike lanes are narrow, with heavy traffic▪ Pedestrian-scale lighting on sidewalk and at crossings▪ Shade trees▪ Buffer between sidewalk and vehicle lanes▪ Improved bike access and track crossings	

CATALYST PROJECTS

- Dougherty Arts Center - Co-Developed Facility (Parks and Recreation)
- Barton Springs Rd. Bridge over Barton Creek (Public Works)
- Town Lake Metro Park - Alliance Children's Garden (Parks and Recreation)
- PEC Improvements and Upgrades (Austin Convention Center)
- West Bouldin Creek Greenbelt - Trailhead Improvements (Parks and Recreation)

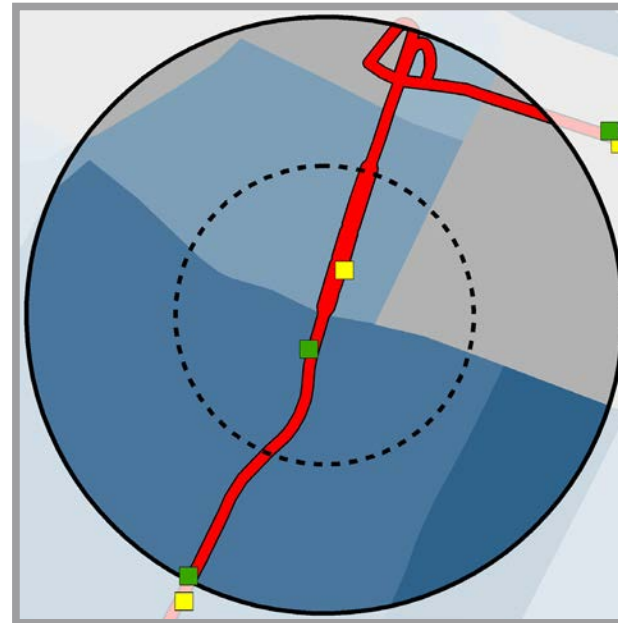
Land Use










The predominant land uses in the ½ mile station area include: single family residential, streets and roads, parks/greenbelts, meeting and assembly, and water.

Land Use	
	Agricultural
	Apartment/Condo
	Aviation Facilities
	Campgrounds
	Cemeteries
	Commercial
	Common Areas
	Cultural Services
	Duplexes
	Educational
	Golf Courses
	Government Services
	Group Quarters
	Hospitals
	Landfills
	Large-lot Single Family
	Manufacturing
	Marinas
	Meeting & Assembly
	Miscellaneous Industrial
	Mixed Use
	Mobile Homes
	Office
	Parking
	Parks/Greenbelts
	Preserves
	Railroad Facilities
	Resource Extraction (Mining)
	Retirement Housing
	Semi-institutional Housing
	Single Family
	Streets & Roads
	Threeplex/Fourplex
	Transportation Facilities
	Undeveloped
	Utilities
	Warehousing
	Water

Population Density










Average population density in the ½ mile station area is 3,300 residents per square mile.

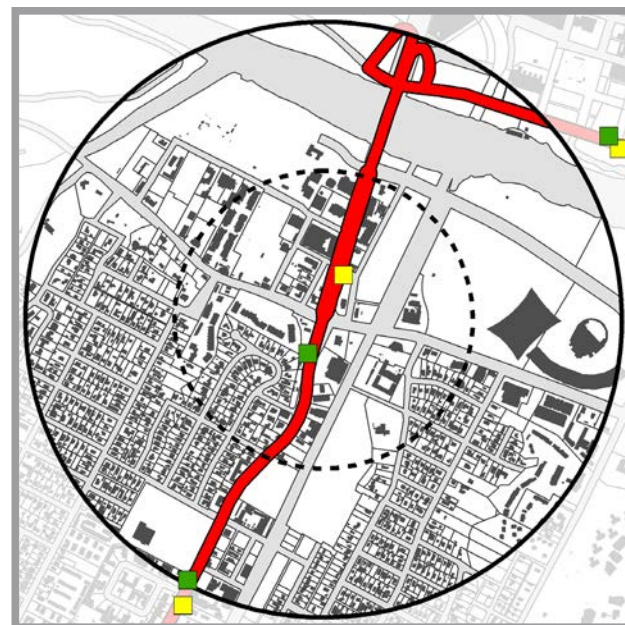
Persons Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	Route
	Sidewalk
	Street

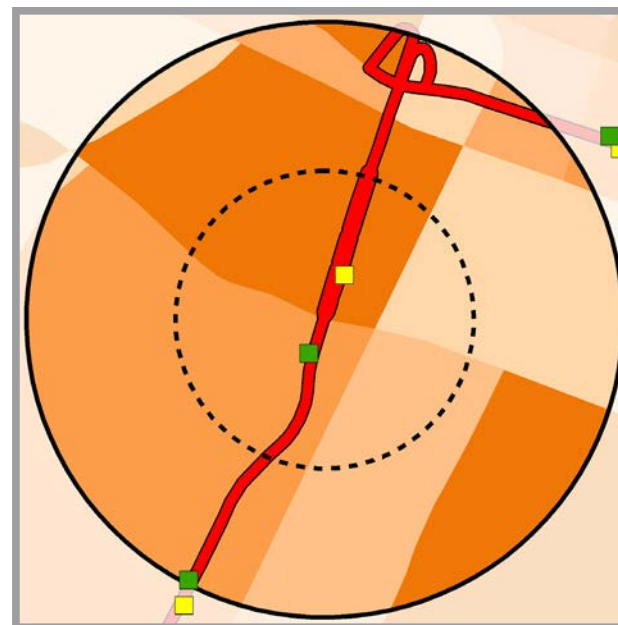
Parcels and Buildings










The ½ mile station area is estimated to contain 2.71 million built square feet.

	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

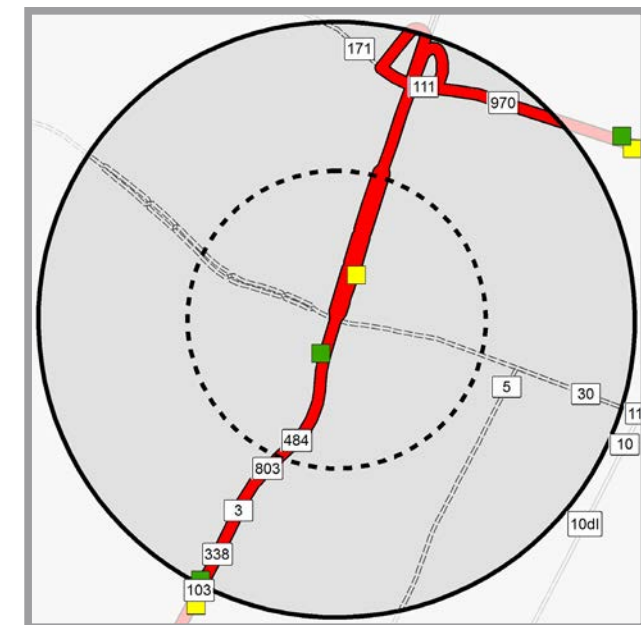
Employment Density









Average employment density in the ½ mile station area is 4,800 employees per square mile.

Employment Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <42

Infrastructure-Transit



	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



Creative restoration/reuse on South Lamar Boulevard, looking south at Barton Springs Road



Streetscape on Barton Springs Road calls for shade, build-to setbacks



The area is heavily used by pedestrians and bicyclists, though auto-centric



New mixed use development with higher density apartments, looking west



High canopy trees within compact development can improve connections



A look north toward Lady Bird Lake shows the streetscape north of the station.

Lamar Square Station

Lamar Square Station is located on South Lamar Boulevard near West Gibson Street. This station area is undergoing infill and redevelopment, including the mixed-use Lamar Union, Post South Lamar, and Gibson Flats projects. New businesses and residences have added shade, sidewalks, and landscaping, bringing a more vibrant streetscape to these spaces. Established auto shops, strip commercial, small shops line the frontage. The interior blocks to the west of the station area is layered with multi-family then single-family detached residential. Eastward, past shallow frontage lots, lies the Union Pacific rail right-of-way and West Bouldin Creek, separating the station from single-family residential found there.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 338, 484
- Other last mile: Car2Go area

Access to...

1. Austin-Travis County Integral Care
2. Alamo Draft House
3. Mary Lee Foundation
4. Saxon Pub
5. South Austin Museum of Popular Culture Center

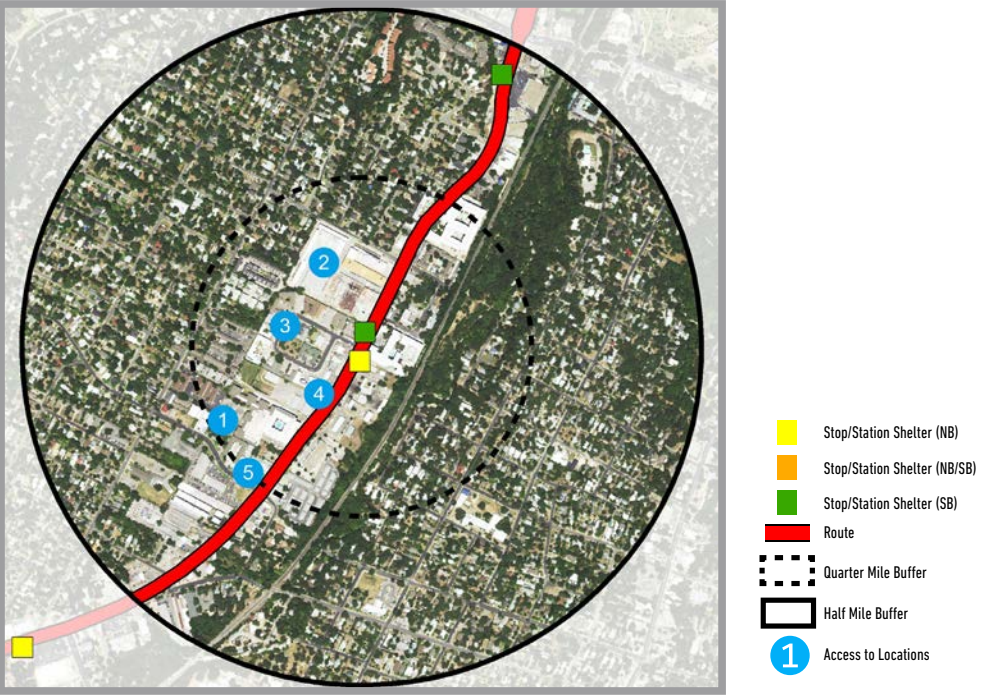
Missing Elements...

- Dense, compact mix of uses
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Improved penetrability into neighborhoods; grid streets/paths
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	85 on / 88 off
Saturday Ridership (April 2016)	24 on / 25 off
Sunday Ridership (April 2016)	35 on / 40 off
Target Weekday Ridership	230-450 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,980
Population (2040)	8,220
Population Density (2010)	5,100 ppl / sq. mile
Employment (2010)	3,130
Employment (2040)	4,270
Employment Density (2010)	4,000 emp / sq. mile
Households (2010)	2,085
Households (2040)	4,441
Median HH Size (2010)	1.84
Housing Units (2010)	2,220
Affordable Housing (2013)	166
Median HH Income (2010)	\$78,400
Zero Car HH (2014)	7
Millennial Population Age 25-34 (2010)	980
Senior Population Age 65+ (2010)	270

Lamar Square Station | MetroRapid 803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	230-450
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Low
	Government Support	Low
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">▪ Lighting needed on sidewalks and to illuminate crosswalks.▪ Enhanced safety visibility for pedestrian paths and bicycle routes▪ Pedestrian-activated Hybrid Beacon recommended</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">▪ Intersection improvements to better facilitate all travel modes, refresh crosswalks▪ Bike lanes are narrow and adjacent to heavy traffic▪ Driveways should be narrow with minimal returns a practical to secure safe foot travel▪ Pedestrian-scale lighting on sidewalks leading to stations and at crossings▪ Shade trees needed south of stations▪ Buffer between sidewalk and vehicle lanes, sidewalks leveled and curbed from vehicular lanes▪ Traffic calming, increasing pedestrian/bike safety at crossing</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">▪ Area is a mix of new mixed use construction that indicates strong infill potential▪ There are several smaller strip centers and independent buildings▪ Designation area is emerging with strong Infill potential, perhaps with shared and/or structured parking▪ Pedestrian and bicycle connections, grid needed to connect neighborhoods and multiple apartment complexes to transit and services on South Lamar Boulevard</div> <div><div>Station amenities</div><ul style="list-style-type: none">▪ Shade: trees or shade structure (NB)▪ Pedestrian scale street lights</div> <div><div>Other amenities</div><ul style="list-style-type: none">▪ Wayfinding to note areas within a “10 minute walk”</div> <div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">▪ Limited placemaking opportunity▪ Potential for other functional art▪ Potential for collaboration between private/public interests▪ Safe design</div>	
	<div>CATALYST PROJECTS</div> <ul style="list-style-type: none">▪ Wastewater Collection System Replacement Lines Group B (Austin Water)	

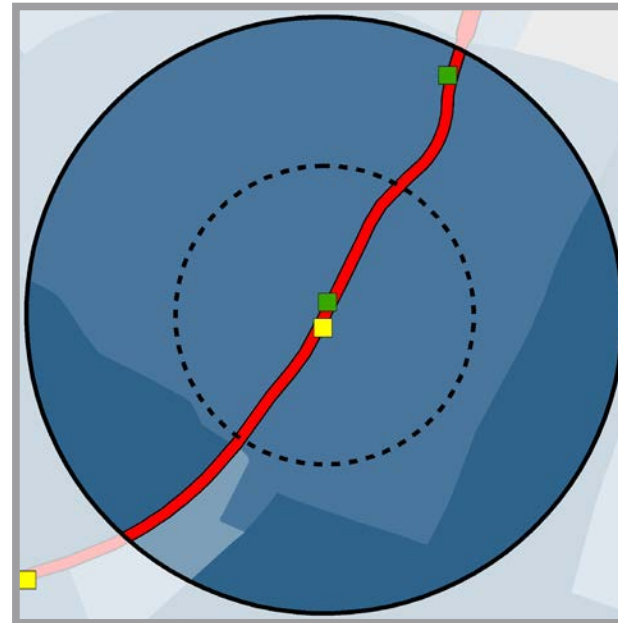
Land Use










The predominant land uses in the ½ mile station area include: single family residential, streets and roads, commercial, and apartment/condo.

Land Use	
	Agricultural
	Apartment/Condo
	Aviation Facilities
	Campgrounds
	Cemeteries
	Commercial
	Common Areas
	Cultural Services
	Duplexes
	Educational
	Golf Courses
	Government Services
	Group Quarters
	Hospitals
	Landfills
	Large-lot Single Family
	Manufacturing
	Marinas
	Meeting & Assembly
	Miscellaneous Industrial
	Mixed Use
	Mobile Homes
	Office
	Parking
	Parks/Greenbelts
	Preserves
	Railroad Facilities
	Resource Extraction (Mining)
	Retirement Housing
	Semi-institutional Housing
	Single Family
	Streets & Roads
	Threeplex/Fourplex
	Transportation Facilities
	Undeveloped
	Utilities
	Warehousing
	Water

Population Density










Average population density in the ½ mile station area is 5,100 residents per square mile.

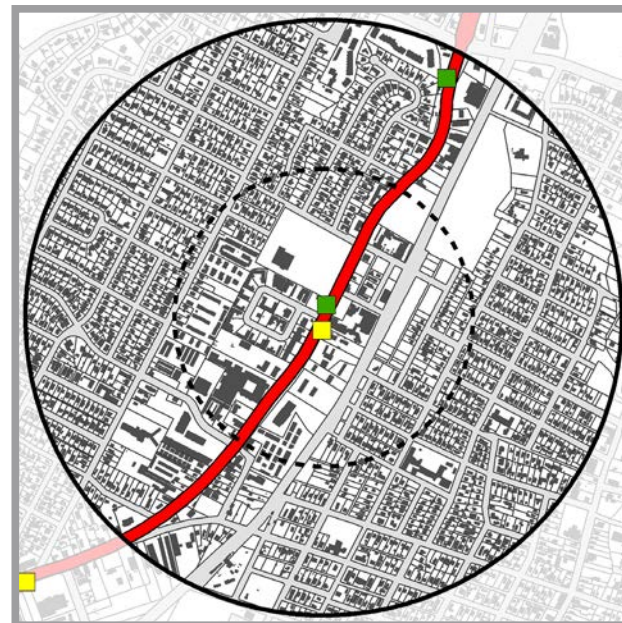
Persons Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	Route
	Sidewalk
	Street

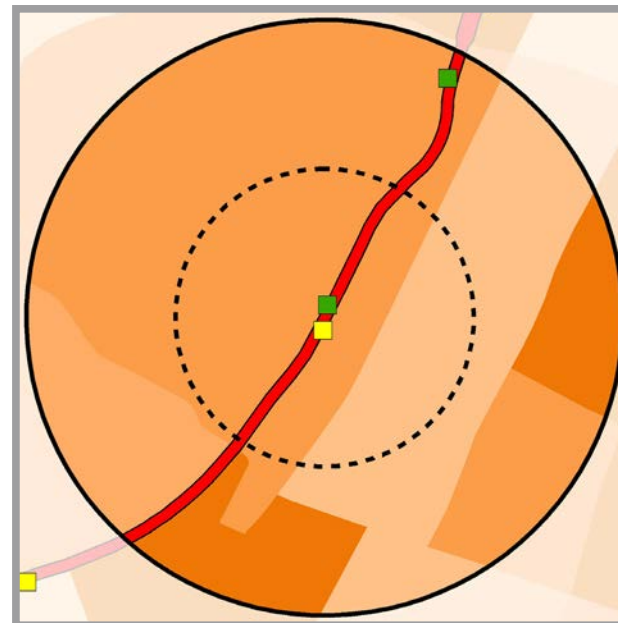
Parcels and Buildings










The ½ mile station area is estimated to contain 4.17 million built square feet.

	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

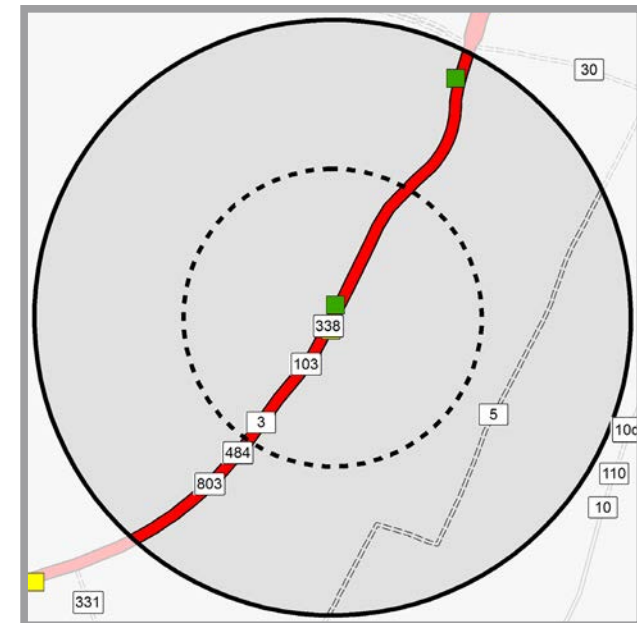
Employment Density









Average employment density in the ½ mile station area is 4,000 employees per square mile.

Employment Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <42

Infrastructure-Transit



	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



New mixed-use commercial, residential at Lamar Square, with existing uses



Lamar Square mixed-use includes multifamily, with street front restaurants



South of the station wide driveway throats interrupt pedestrian infrastructure



On-street parking is offered on adjacent streets, blending with adjacent uses



Alamo Drafthouse at Lamar is the anchor, and structured parking is included



Looking south to Gibson Flats mixed-use with enhanced street front businesses

Oltorf West Station

Oltorf West Station is located on South Lamar Boulevard at Oltorf Street. The area is low-medium density and eclectic, with a mix of single-family residential housing types (e.g. townhomes, detached), multi-family residential, restaurants, retail, schools, commercial buildings, and animal clinics. Lots fronting South Lamar Boulevard, particularly on the east side are very shallow. Neighborhoods nearby are close to local schools and a large branch library. The area has recently gained several restaurants and bars in mostly restored buildings. Wide driveways, inconsistent sidewalks and bike lanes, and poor crossings make walking or biking undesirable. Common areas near the station include South Austin Park and Ricky Guerrero Park.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 331, 338, 484
- Other last mile: Car2Go area

Access to...

- CVS Pharmacy
- Aviary
- Austin-Travis County Integral Care
- South Austin Recreation Center
- Twin Oaks Public Library

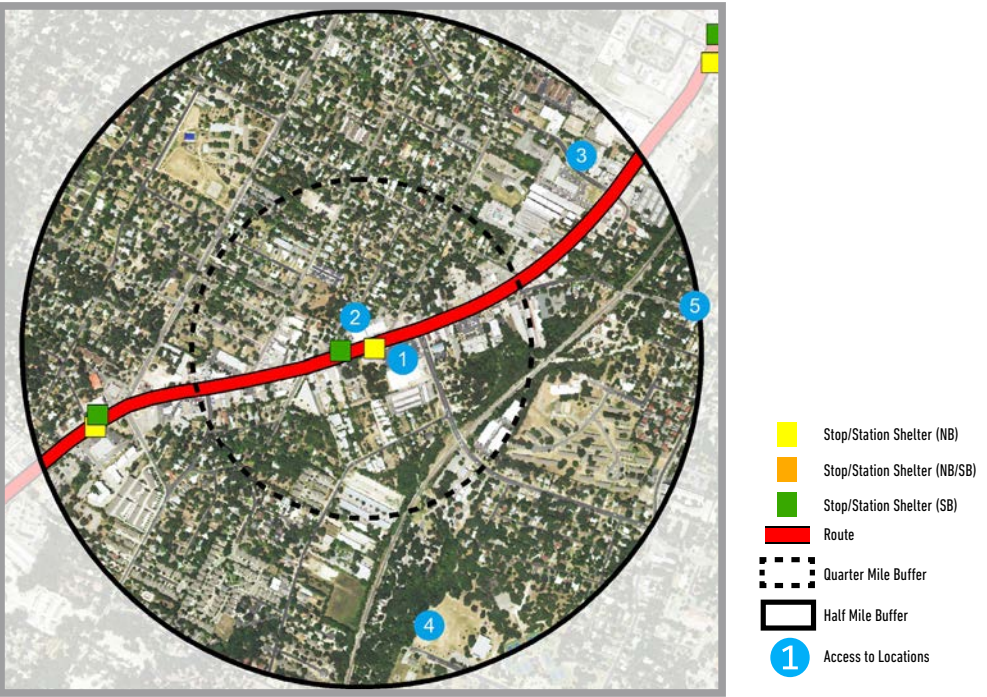
Missing Elements...

- Dense, compact mix of uses
- Enhanced public realm, including shade, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Grid streets, bikeway grids
- Minimize driveway cuts, approach widths
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	47 on / 53 off
Saturday Ridership (April 2016)	38 on / 38 off
Sunday Ridership (April 2016)	19 on / 21 off
Target Weekday Ridership	100-360 on
Level of Service	15 min peak/30 min off-peak



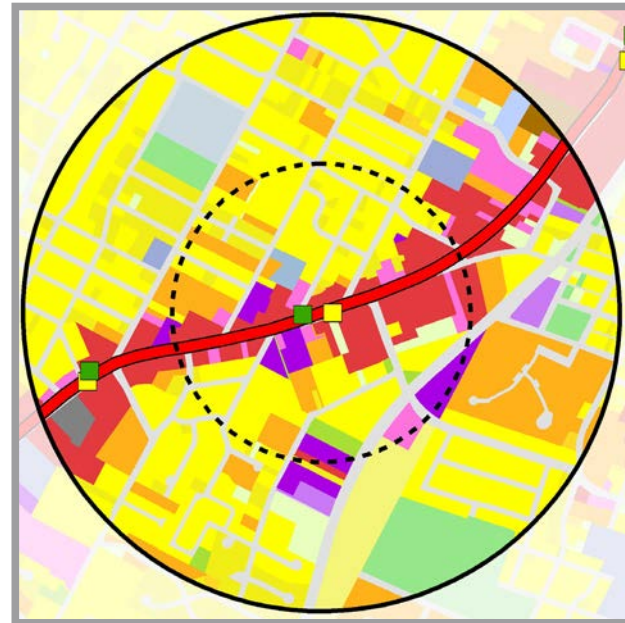
Demographics

Population (2010)	4,270
Population (2040)	8,120
Population Density (2010)	5,400 ppl / sq. mile
Employment (2010)	2,060
Employment (2040)	3,640
Employment Density (2010)	2,600 emp / sq. mile
Households (2010)	2,062
Households (2040)	3,959
Median HH Size (2010)	1.98
Housing Units (2010)	2,230
Affordable Housing (2013)	423
Median HH Income (2010)	\$49,500
Zero Car HH (2014)	13
Millennial Population Age 25-34 (2010)	1,140
Senior Population Age 65+ (2010)	270

Oltorf West Station | MetroRapid 803

FACTS	Segment	Central
	Service Open	2014
	Target Weekday Ridership	100-360
	Profile Date	2016
PLACE TYPOLOGY	Neighborhood TOD	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Low
	Market Strength	High
	Land Availability	Medium
	Government Support	Medium
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">Lighting needed in parking areas, on sidewalks and to illuminate crosswalks.Enhanced ‘eyes on the street’ encouraged by development open to the street front</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">Intersection improvements needed to better facilitate all travel modesBike lanes are narrow; adjacent to high volume/speed traffic on South Lamar BoulevardBike lane, added street lighting needed on West Oltorf Street (moderate traffic volumes)Pedestrian-scale lighting on sidewalk leading to station and at enhanced crossingsShade trees, sidewalks with curbs, barrier-freeBuffer between sidewalk and vehicle lanes, particularly at South Lamar Boulevard and West Oltorf Street intersections to define the modes/spacesTraffic calming, increasing pedestrian/bike safety at crossing</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">Redevelopment of publicly-owned property, other properties adjacent to stationInfill and/or redevelopment potential; e.g.strip commercial with shared parking, under-utilized lotNew (re)development occurring south of the station areaOxford Ave: Single family homes have converted to office uses, with wide sidewalks and good lighting</div> <div><div>Station amenities</div><ul style="list-style-type: none">Shade: trees or shade structurePedestrian scale lighting</div> <div><div>Other amenities</div><ul style="list-style-type: none">Pedestrian-Activated Hybrid Beacon exists at station across South Lamar BoulevardWayfinding to note areas within a “10 minute walk”</div> <div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">Limited placemaking opportunityPotential for other functional artPotential for collaboration between private/public interestsSafe design</div>	
CATALYST PROJECTS	<ul style="list-style-type: none">Rail/Street Crossing Supplemental Safety Measures (Austin Transportation)Ricky Guerrero Pocket Park - General Park Improvements (Parks & Recreation)	

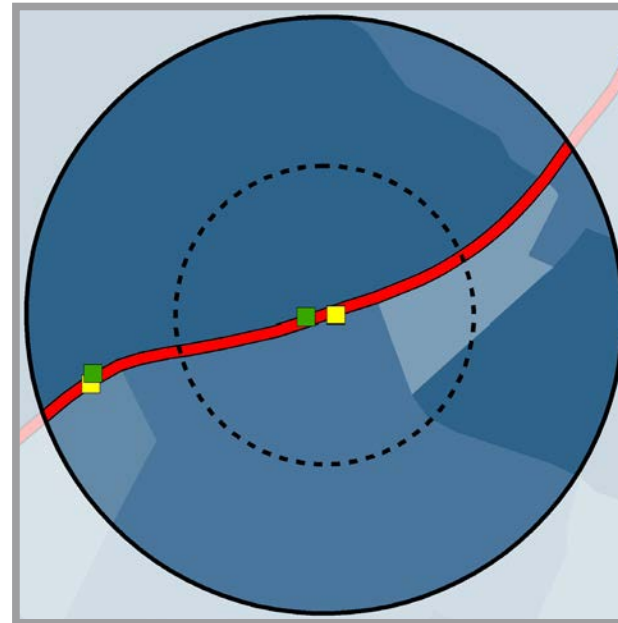
Land Use



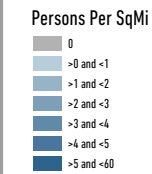
The predominant land uses in the ½ mile station area include: single family residential, streets and roads, apartment/condo, and commercial.



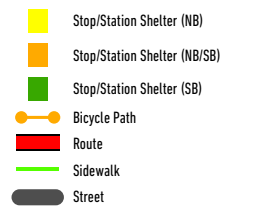
Population Density



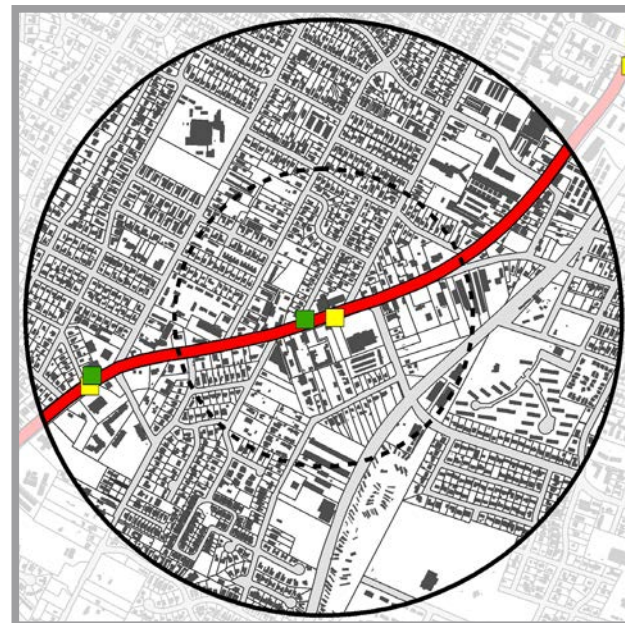
Average population density in the ½ mile station area is 5,400 residents per square mile.



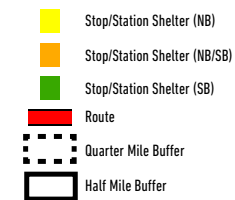
Infrastructure-Roads



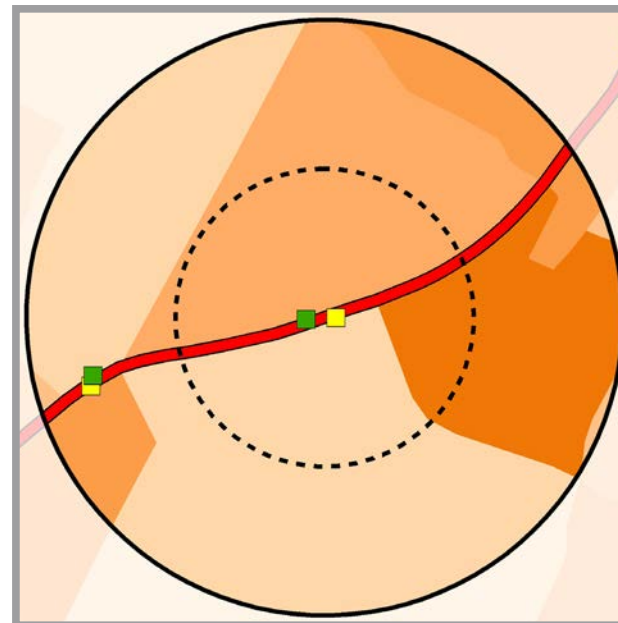
Parcels and Buildings



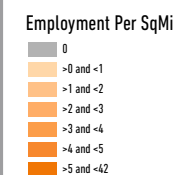
The ½ mile station area is estimated to contain 4.20 million built square feet.



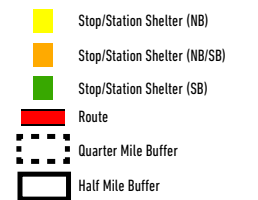
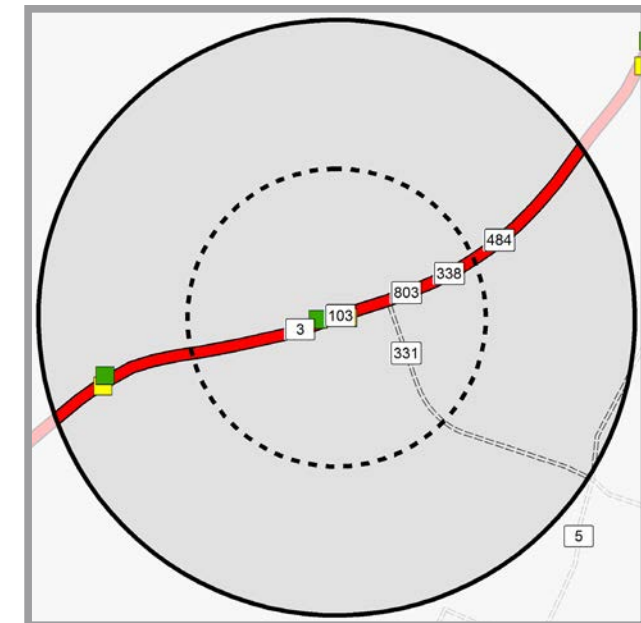
Employment Density



Average employment density in the ½ mile station area is 2,600 employees per square mile.



Infrastructure-Transit





Looking east, new restaurants, services, shops at Oxford Lane address the street and offers attractive access to the neighborhood by foot and bike



Looking south, new development is underway, with Walden Park apartments in the trees to the south



Traveling south, absence of curbs, wide drives inhibit foot traffic



Looking north toward downtown, large parking lot at Oltorf, small buildings



Walden Park apartments, looking east into the complex



South of Walden Park, redevelopment includes new eateries, shops, services

Bluebonnet Station

Bluebonnet Station is located on South Lamar Boulevard at Montclair Drive, south of Bluebonnet Drive. Nearby businesses include Anna’s Toy Depot and Gour dough’s Public House. Largely an area of suburban, detached single-family residential, there are also single-family detached homes, townhomes and condominiums, and some multi-family residential. Small offices, retail, and several restaurants are nearby, with local schools. West of the station at the intersection of South Lamar Boulevard and Manchaca Road, a new mixed use/multifamily development is under construction. Del Curto Park is nearby.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 3, 331, 338, 484
- Other last mile: B-Cycle Stations, Car2Go area

Access to...

1. Walgreens
2. Bluebonnet Animal Hospital
3. Faith United Methodist Church
4. Balfour Beatty Construction
5. Matt’s Famous El Rancho

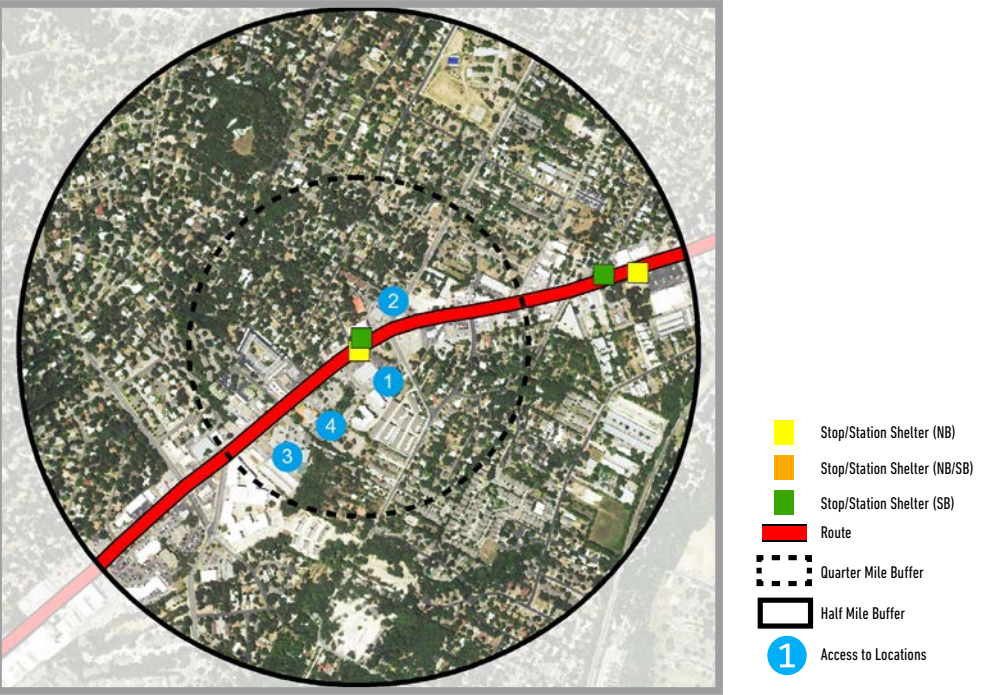
Missing Elements...

- Dense, compact mix of uses
- Public realm improvements, needed shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle connections and crossings, particularly at Montclair Drive



Ridership/Service

Weekday Ridership (April 2016)	64 on / 57 off
Saturday Ridership (April 2016)	30 on / 23 off
Sunday Ridership (April 2016)	23 on / 20 off
Target Weekday Ridership	140-320 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	3,980
Population (2040)	7,950
Population Density (2010)	5,100 ppl / sq. mile
Employment (2010)	1,200
Employment (2040)	2,480
Employment Density (2010)	1,500 emp / sq. mile
Households (2010)	2,092
Households (2040)	4,165
Median HH Size (2010)	1.91
Housing Units (2010)	2,130
Affordable Housing (2013)	80
Median HH Income (2010)	\$59,400
Zero Car HH (2014)	1
Millennial Population Age 25-34 (2010)	1,120
Senior Population Age 65+ (2010)	270

Bluebonnet Station | MetroRapid 803

FACTS

Segment	Central
Service Open	2014
Target Weekday Ridership	140-320
Profile Date	2016

PLACE TYPOLOGY

Neighborhood TOD

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Low
Government Support	Low

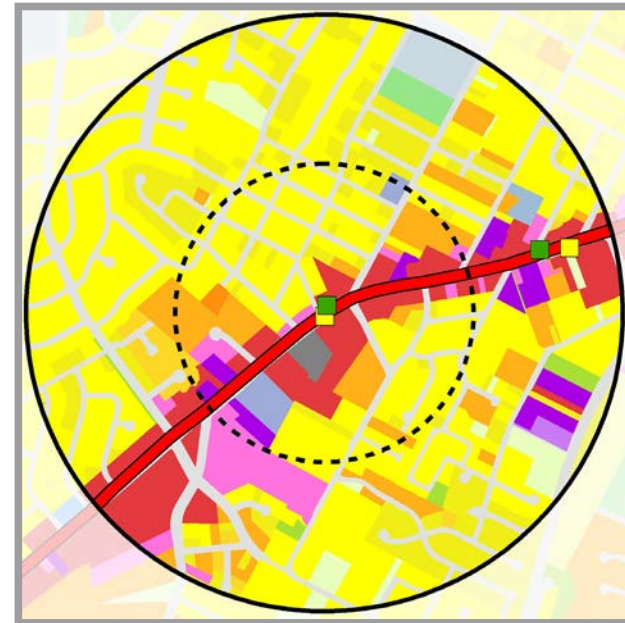
NEEDS

- Safety and security**
 - South Lamar Blvd/Bluebonnet Ln (N/S): Left turn traffic from Bluebonnet given green turn arrow during pedestrian crossing phase
 - Enhanced visibility for pedestrian paths and bicycle routes
 - Improved ‘eyes on the street’ needed surrounding station area (SB)
- Streetscape improvements**
 - South Lamar Boulevard at Bluebonnet Lane: Complicated high speed intersection:
 - Intersection improvements, traffic calming needed to better facilitate all travel modes
 - Pedestrian-scale lighting on sidewalk leading to station and at crossings (NB & SB)
 - South Lamar Boulevard (SB): long driveway to parking lot leaves pedestrians exposed to high speed roadway and turning traffic
- (Re)development opportunities**
 - Some infill opportunities east, south, southeast quadrants
 - Redevelopment of publicly-owned property, other properties adjacent to station
 - Infill at nearby shopping centers
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian scale lighting
- Other amenities**
 - Wayfinding to note areas within a “10 minute walk”
- Public/placemaking/art opportunity**
 - Potential for other functional art
 - Safe design

CATALYST PROJECTS

- South Lamar Blvd. Corridor Development Program (Public Works)
- Manchaca Rd from William Cannon Dr to S Lamar Blvd (Austin Transportation)
- Barton Creek Plaza Lift Station Downstream Improvements (Austin Water)
- W. Bouldin Creek - Del Curto Storm Drain Improvements (Watershed Protection)

Land Use

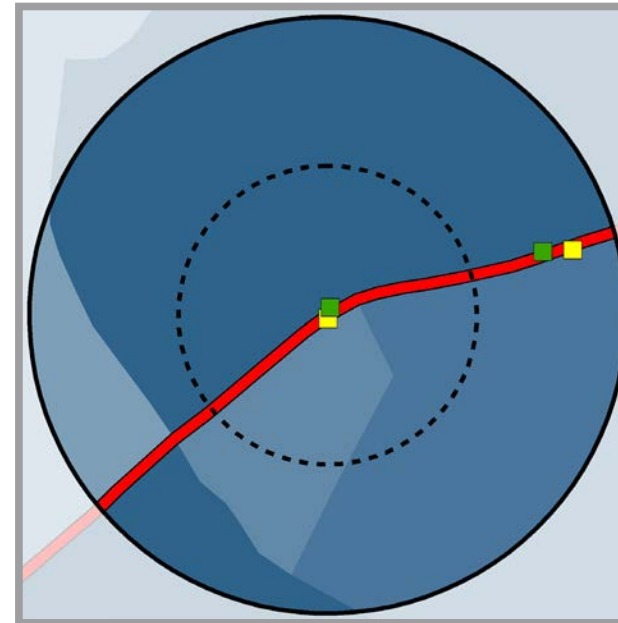


The predominant land uses in the 1/2 mile station area include: single family residential, streets and roads, duplexes, commercial, and apartment/condo.

Land Use


	Agricultural		Miscellaneous Industrial
	Apartment/Condo		Mixed Use
	Aviation Facilities		Mobile Homes
	Campgrounds		Office
	Cemeteries		Parking
	Commercial		Parks/Greenbelts
	Common Areas		Preserves
	Cultural Services		Railroad Facilities
	Duplexes		Resource Extraction (Mining)
	Educational		Retirement Housing
	Government Services		Semi-institutional Housing
	Group Quarters		Single Family
	Hospitals		Streets & Roads
	Landfills		Threeplex/Fourplex
	Large-lot Single Family		Transportation Facilities
	Manufacturing		Undeveloped
	Marinas		Utilities
	Meeting & Assembly		Warehousing
			Water

Population Density










Average population density in the 1/2 mile station area is 5,100 residents per square mile.

Persons Per SqMi

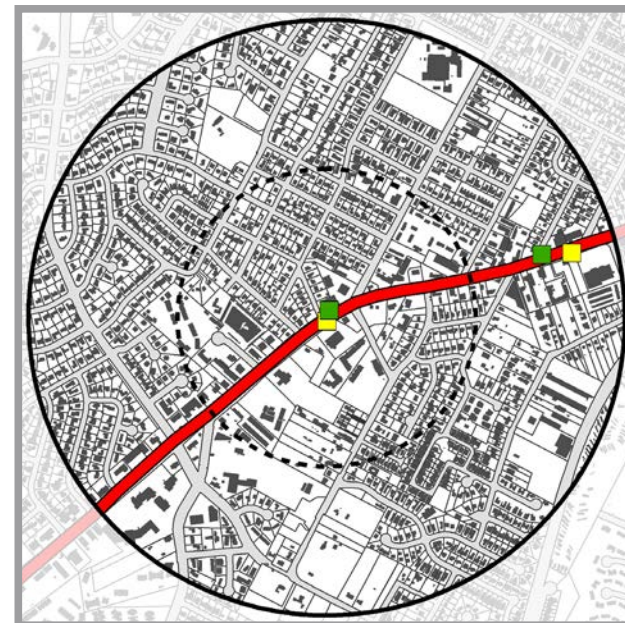
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	Route
	Sidewalk
	Street

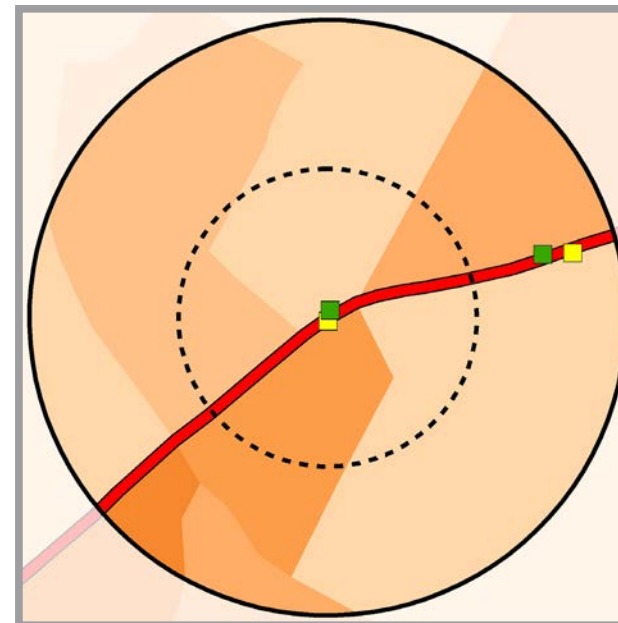
Parcels and Buildings



The 1/2 mile station area is estimated to contain 3.98 million built square feet.








	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

Employment Density

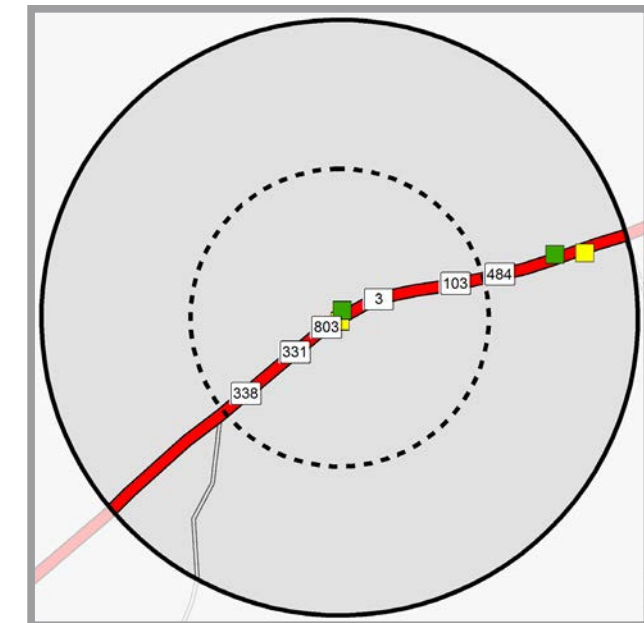








Average employment density in the 1/2 mile station area is 1,500 employees per square mile.

Employment Per SqMi

	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <42

Infrastructure-Transit



	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



Looking west, local streets with shade, low speeds connect people to transit



The area is redeveloping, and infill is changing the character of frontages



Pedestrian-activated hybrid beacons allow for safe pedestrian crossings



This portion of South Lamar reflects suburban, auto-centric design



Aging infrastructure reflects rural, suburban character that doesn't fit the area



Location of the station and nearby bakery

Brodie Oaks Station

Brodie Oaks is located on South Lamar Boulevard at the entrance to Brodie Oaks and Brodie Oaks II Shopping Centers on the west, and clusters of shops and services to the east. South Capital of Texas Highway lies southwest of the station area; this station serves primarily the shopping centers and adjacent multi-family apartments; a mix of low density uses is east of the station but within walking distance, including condominiums and detached single-family residential neighborhood medical services, public schools, small offices, and churches are nearby. The adjacent shopping is characterized by large areas of surface parking having limited shade, with a mix of retail and restaurants. Imagine Austin designates this area as an Activity Center for redevelopment in Sensitive Environmental Areas.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

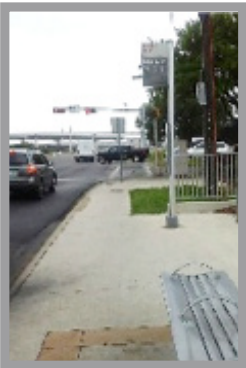
- MetroBus 3, 331, 338, 484
- Other last mile: B-Cycle Stations, Car2Go area

Access to...

- Brodie Oaks, Brodie Oaks II Shopping Centers
- Sprouts Farmer's Market
- LA Fitness
- Target
- Wheatsville Co-op
- Broken Spoke

Missing Elements...

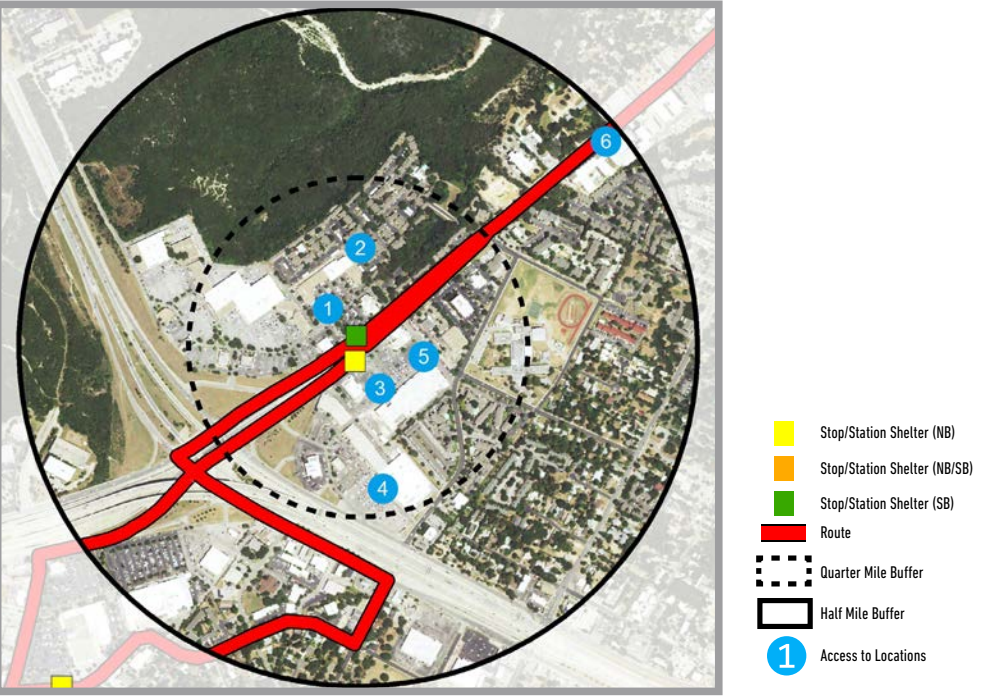
- Compact, mixed-use development
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Sidewalk improvements
- Wayfinding



Maps ▼ Photos ▼

Ridership/Service

Weekday Ridership (April 2016)	115 on / 122 off
Saturday Ridership (April 2016)	54 on / 52 off
Sunday Ridership (April 2016)	40 on / 36 off
Target Weekday Ridership	220-380 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	2,850
Population (2040)	5,600
Population Density (2010)	3,600 ppl / sq. mile
Employment (2010)	3,830
Employment (2040)	6,920
Employment Density (2010)	4,900 emp / sq. mile
Households (2010)	1,728
Households (2040)	3,378
Median HH Size (2010)	1.60
Housing Units (2010)	1,920
Affordable Housing (2013)	256
Median HH Income (2010)	\$53,500
Zero Car HH (2014)	4
Millennial Population Age 25-34 (2010)	860
Senior Population Age 65+ (2010)	260

Brodie Oaks Station | MetroRapid 803

FACTS

Segment	South
Service Open	2014
Target Weekday Ridership	220-380
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Low

NEEDS

- Safety and security**
 - 'Dark sky' lighting needed on sidewalks and to illuminate crosswalks
 - Enhanced safety visibility for pedestrian paths and bicycle routes
 - Synchronize signals to include pedestrian walk times
 - Sidewalk ramps, grades (SB); no raised bulbs for blind pedestrians
- Streetscape improvements**
 - Intersection improvements to better facilitate all travel modes
 - Bike/pedestrian connections
 - Sidewalk repair
 - Pedestrian-scale lighting on sidewalks leading to station and at crossings
 - Shade trees, street furniture
 - Buffer between sidewalk and vehicle lanes
 - Improved bike access with enhanced presence of multimodal operations
 - Enhanced refuge area, bulb-outs, enhanced crosswalk
- (Re)development opportunities**
 - Redevelopment potential in east quadrant
 - Redevelopment/infill at nearby shopping centers
 - Potential shared parking/ converting surface to structured
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian scale lighting
- Other amenities**
 - Wayfinding to note areas within a "10 minute walk"
 - Clear pedestrian/bike connections/paths within the large parking areas of centers
- Public/placemaking/art opportunity**
 - Limited placemaking opportunity
 - Potential for functional art
 - Potential for collaboration between private/public interests
 - Safe design

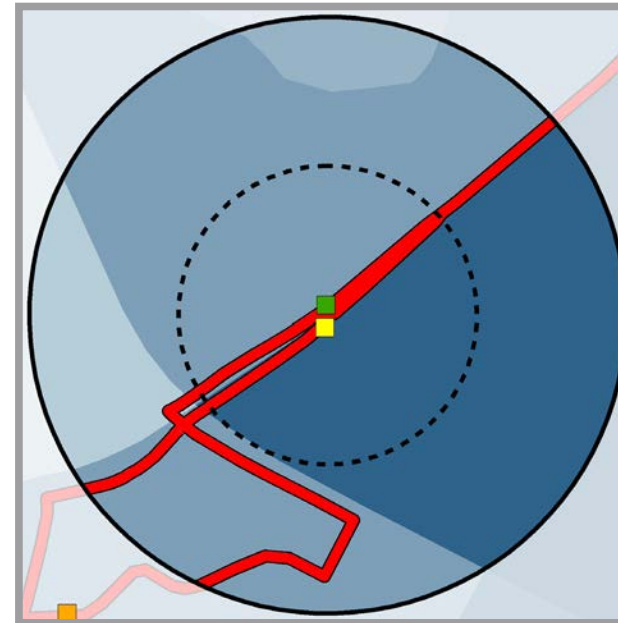
CATALYST PROJECTS

- South Austin Senior Activity Center - Restroom Building Addition (Parks & Recreation)

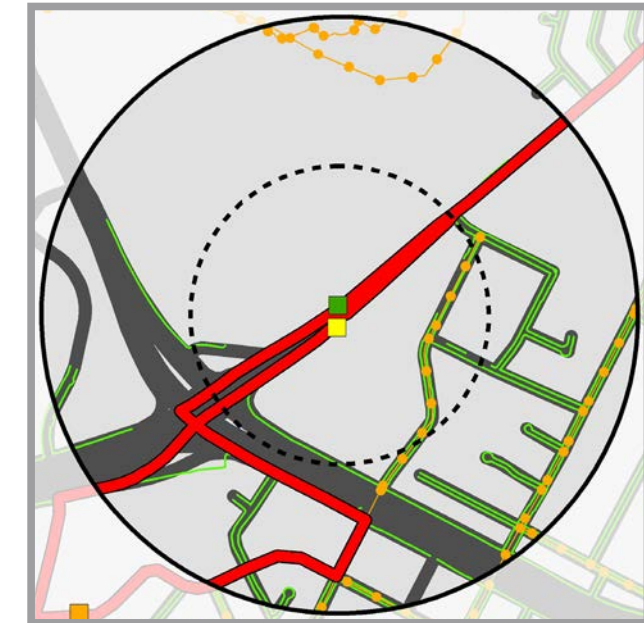
Land Use



Population Density



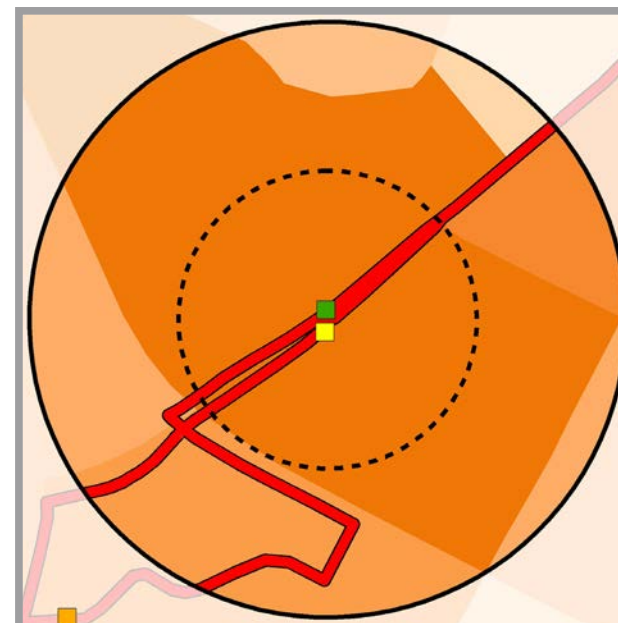
Infrastructure-Roads



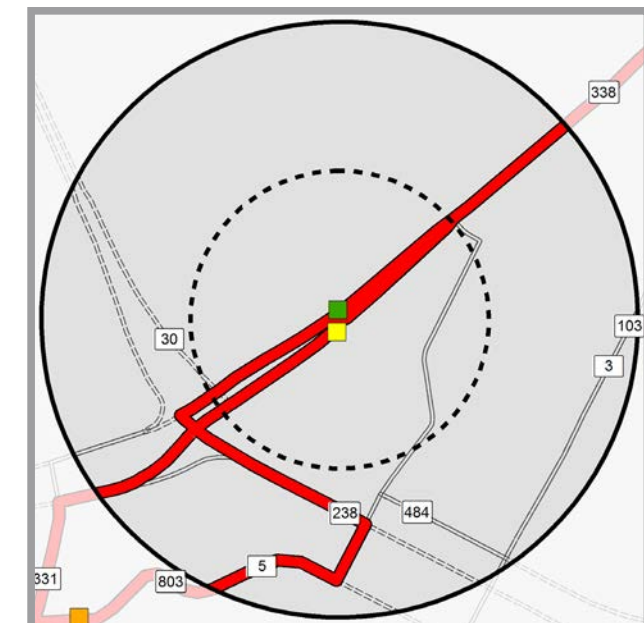
Parcels and Buildings



Employment Density



Infrastructure-Transit





Pedestrian ramp, infrastructure bends to driveway approach, drainage



Crosswalks span seven lanes, making crossing uncomfortable



Looking south on South Lamar, rural/suburban conditions are auto-centric



Looking south to SH 71 (Ben White), large parking areas, no shade



Looking west from the station, Brodie Oaks II has large surface parking, with trees that reduce radiant heat and offer a more walkable environment



Brodie Oaks I was on the edge of town, with large parking areas, no shade

Westgate Station

Westgate Station is located on the back side of Westgate Mall on Western Trails Boulevard at Sagebrush Trail. The station is east of US 290 (South Lamar), just off of Westgate Boulevard, at Westgate Cinema Theatres. From US 71 (Ben White), it is accessed from Pack Saddle Pass. The anchor use is the redeveloped Westgate Mall, containing a full service, specialty grocery store and large collection of shops, restaurants, and cinema complex. Businesses in the station area include a variety of uses in strip office parks that include independent office space, offices services, and health clinics. There are multi-family residential areas that transition from retail office into established areas consisting of single-family detached residences, with public schools. The station area has good shade and sidewalks. However, parking separates the sidewalks from building fronts, resulting in isolated walk space.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (2)

System Connections...

- MetroBus 5, 30, 238, 311, 338

Access to...

1. Regal Cinemas Westgate 11
2. Central Market
3. South Austin Medical Clinic
4. Allergies and Asthma Clinic
5. Austin Telco Federal Credit Union

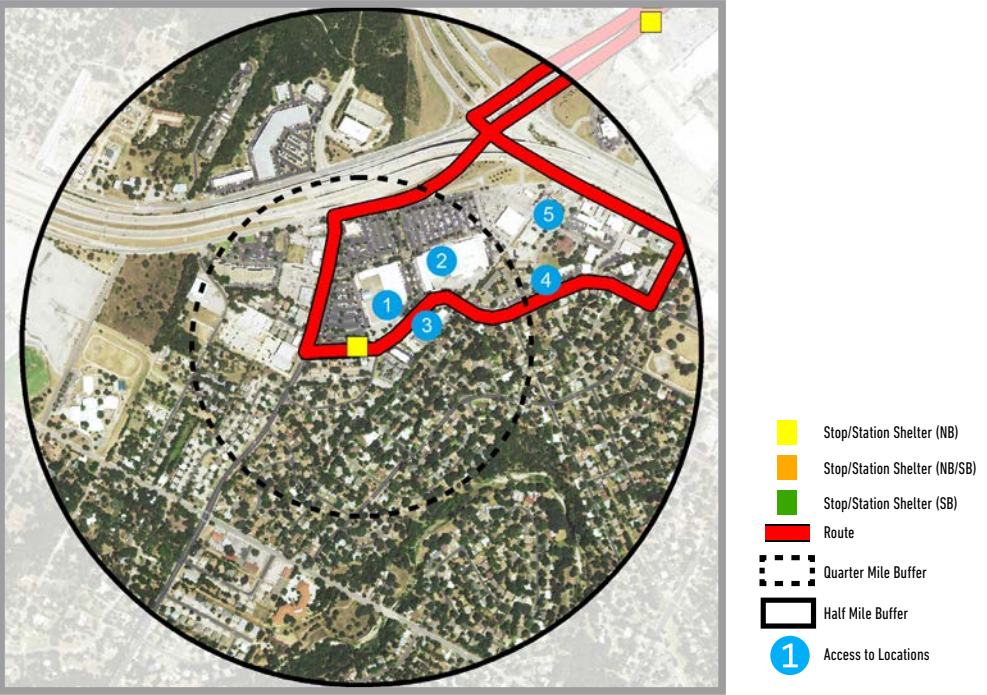
Missing Elements...

- Dense, compact mix of uses
- Pedestrian-scale lighting
- Ped/bike enhanced connections and crossings
- Grid streets
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	268 on / 271 off
Saturday Ridership (April 2016)	137 on / 126 off
Sunday Ridership (April 2016)	92 on / 89 off
Target Weekday Ridership	560-690 on
Level of Service	15 min peak/30 min off-peak



Demographics

Population (2010)	1,980
Population (2040)	3,640
Population Density (2010)	2,500 ppl / sq. mile
Employment (2010)	2,270
Employment (2040)	3,960
Employment Density (2010)	2,900 emp / sq. mile
Households (2010)	924
Households (2040)	1,759
Median HH Size (2010)	2.10
Housing Units (2010)	970
Affordable Housing (2013)	198
Median HH Income (2010)	\$58,600
Zero Car HH (2014)	0
Millennial Population Age 25-34 (2010)	330
Senior Population Age 65+ (2010)	380

Westgate Station | MetroRapid 803

FACTS	Segment	South
	Service Open	2014
	Target Weekday Ridership	560-690
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">▪ 'Dark Sky' lighting needed to illuminate parking connections and crosswalks▪ Enhanced safety visibility for pedestrian paths and bicycle routes▪ Development that offers more 'eyes on the street'</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">▪ Intersection improvements to better facilitate all travel modes▪ Bicycle connections, no bike lanes on West Gate Boulevard, Western Trails Boulevard, or Sagebrush Trail▪ Improved sidewalks on Westgate Boulevard▪ Pedestrian-scale lighting at pedestrian crossing: Western Trails Boulevard at Westgate Boulevard▪ Traffic calming, increasing pedestrian/bicycle safety at stations</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">▪ Surface parking potential in shared/structured parking▪ Redevelopment of strip commercial▪ Infill at nearby shopping centers</div> <div><div>Station amenities</div><ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian scale lighting</div> <div><div>Other amenities</div><ul style="list-style-type: none">▪ Continuance of pedestrian/ bicycle trail▪ Wayfinding to note areas within a "10 minute walk"</div> <div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">▪ Potential for other functional art▪ Potential for collaboration between private/public interests▪ Safe design</div>	
CATALYST PROJECTS	<ul style="list-style-type: none">▪ WMS Creek Flood Hazard Mitigation Study: Cherry Creek to S. Congress (Watershed Protection)	

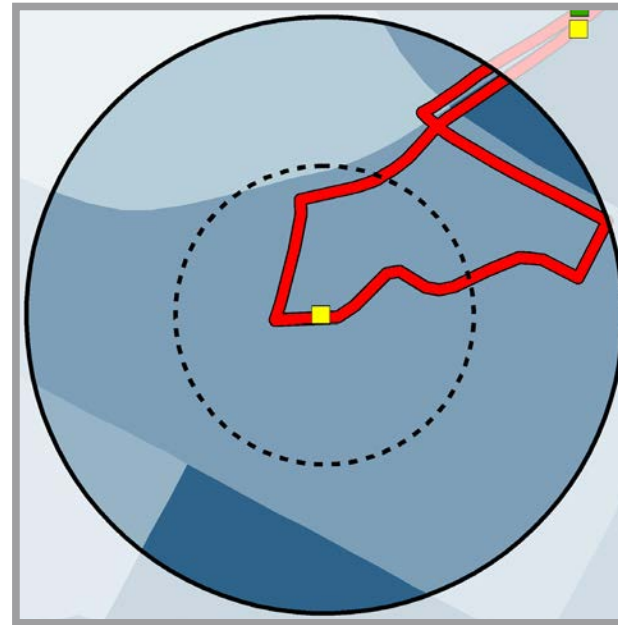
Land Use



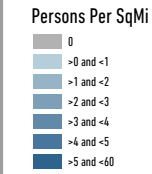
The predominant land uses in the 1/2 mile station area include: single family residential, streets and roads, and commercial.



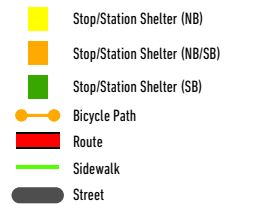
Population Density



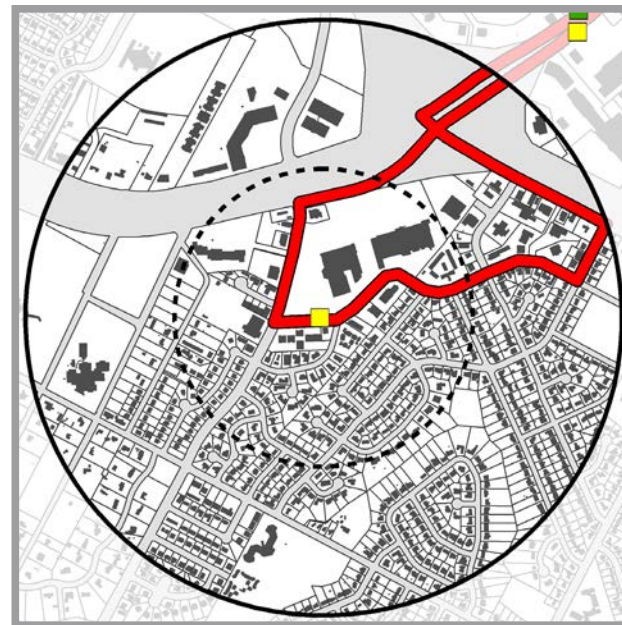
Average population density in the 1/2 mile station area is 2,500 residents per square mile.



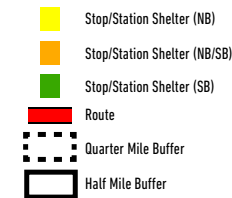
Infrastructure-Roads



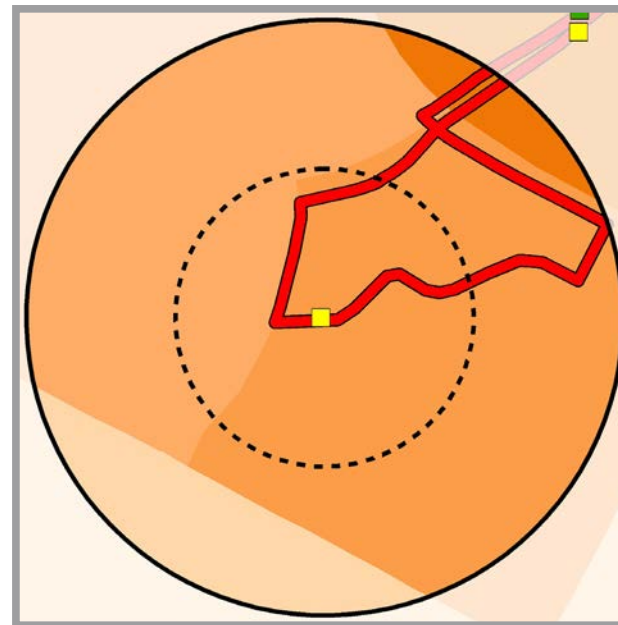
Parcels and Buildings



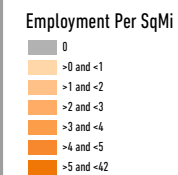
The 1/2 mile station area is estimated to contain 2.77 million built square feet.



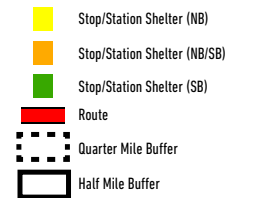
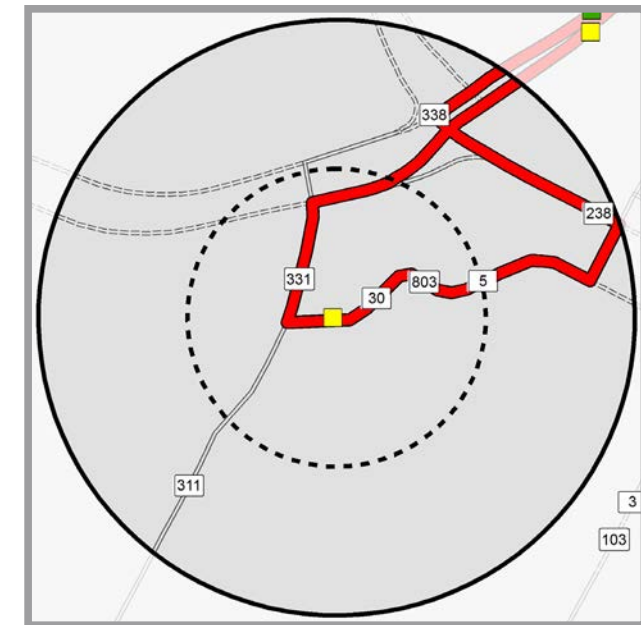
Employment Density



Average employment density in the 1/2 mile station area is 2,900 employees per square mile.



Infrastructure-Transit





Westlake Boulevard station (SB) adjacent to the Westlake Cinema



East entrance of the Westgate Mall, main entry from South Lamar Boulevard



Looking east from Westlake Boulevard, east side at Westgate station



Looking east on Westlake Boulevard, a mix of multifamily, offices, and medical transitions to predominately single-family detached suburban residential



Medical centers line Westgate Boulevard from Pack Saddle Pass to Westgate Boulevard



East side of Western Trails Blvd across from Westgate Mall

6.3 Summary Data Charts

6.3.1 Station Area Metrics Matrix
MetroRapid Route 803

	NORTH								CENTRAL										SOUTH		
	Domain	UT Research Campus	Crossroads	Ohlen	Northcross	Justin	Allandale	North Loop	Sunshine	Rosedale	West 38th	UT Stations	Downtown Stations - North	Downtown Stations - South	Seaholm	Barton Springs	Lamar Square	Oltorf West	Bluebonnet	Brodie Oaks	Westgate
Demographics																					
Population (2010)	1,190	100	3,310	3,630	3,240	2,920	3,500	3,870	3,540	2,980	3,540	12,030	3,160	3,550	3,310	2,600	3,980	4,270	3,980	2,850	1,980
Population (2040)	5,790	1,320	4,290	5,270	4,240	4,200	5,470	5,930	6,040	5,340	5,810	19,340	9,920	19,100	16,330	7,300	8,220	8,120	7,950	5,600	3,640
Population Growth (Avg Ann, 2010-2040)	5.4%	9.0%	0.9%	1.3%	0.9%	1.2%	1.5%	1.4%	1.8%	2.0%	1.7%	1.6%	3.9%	5.8%	5.5%	3.5%	2.4%	2.2%	2.3%	2.3%	2.1%
Population Density (2010) (per square mile)	1,500	100	4,200	4,600	4,100	3,700	4,500	4,900	4,500	3,800	4,500	11,300	3,000	3,400	4,200	3,300	5,100	5,400	5,100	3,600	2,500
Population Density (2040) (per square mile)	7,400	1,700	5,500	6,700	5,400	5,400	7,000	7,600	7,700	6,800	7,400	18,100	9,300	18,200	20,800	9,300	10,500	10,300	10,100	7,100	4,600
Employment (2010)	6,500	4,430	4,250	4,520	3,170	920	1,330	4,210	15,530	11,440	10,470	23,610	44,050	44,720	23,600	3,760	3,130	2,060	1,200	3,830	2,270
Employment (2040)	17,820	15,140	11,920	8,710	6,110	2,080	2,240	5,530	17,300	13,140	13,010	31,370	58,260	66,130	40,150	5,330	4,270	3,640	2,480	6,920	3,960
Employment Growth (Avg Ann, 2010-2040)	3.4%	4.2%	3.5%	2.2%	2.2%	2.8%	1.8%	0.9%	0.4%	0.5%	0.7%	1.0%	0.9%	1.3%	1.8%	1.2%	1.0%	1.9%	2.4%	2.0%	1.9%
Employment Density (2010) (per square mile)	8,300	5,600	5,400	5,800	4,000	1,200	1,700	5,400	19,800	14,600	13,300	22,100	41,200	42,600	30,100	4,800	4,000	2,600	1,500	4,900	2,900
Employment Density (2040) (per square mile)	22,700	19,300	15,200	11,100	7,800	2,700	2,900	7,000	22,000	16,700	16,600	29,400	54,400	63,000	51,200	6,800	5,400	4,600	3,200	8,800	5,000
Employment on Transit Network (2010)	146,691	146,691	121,069	121,069	121,069	121,069	121,069	121,069	121,069	121,069	121,069	170,439	170,439	170,439	121,069	121,069	121,069	121,069	121,069	121,069	121,069
Combined People (2010)	7,690	4,530	7,560	8,150	6,410	3,840	4,830	8,080	19,070	14,420	14,010	35,640	47,210	48,270	26,910	6,360	7,110	6,330	5,180	6,680	4,250
Combined Density (2010) (per square mile)	9,800	5,800	9,600	10,400	8,200	4,900	6,200	10,300	24,300	18,400	17,900	33,400	44,100	46,000	34,300	8,100	9,100	8,100	6,600	8,500	5,400
Households and Housing																					
Households (2010)	763	74	1,522	1,776	1,671	1,405	1,856	2,182	1,943	1,727	2,090	5,960	1,840	2,527	2,344	1,511	2,085	2,062	2,092	1,728	924
Households (2040)	4,396	680	1,920	2,677	2,244	1,956	2,839	3,334	3,311	3,020	3,310	9,560	5,530	10,920	9,615	4,452	4,441	3,959	4,165	3,378	1,759
Household Growth (Avg Ann, 2010-2040)	6.0%	7.7%	0.8%	1.4%	1.0%	1.1%	1.4%	1.4%	1.8%	1.9%	1.5%	1.6%	3.7%	5.0%	4.8%	3.7%	2.6%	2.2%	2.3%	2.3%	2.2%
Median Household Size (2010)	1.58	0.97	1.98	1.95	1.98	2.09	1.90	1.76	1.82	1.70	1.66	1.93	1.58	1.45	1.48	1.74	1.84	1.98	1.91	1.60	2.10
Median Household Income (2010)	\$52,200	\$37,900	\$50,300	\$49,500	\$51,600	\$67,600	\$75,500	\$67,900	\$37,900	\$40,300	\$31,700	\$15,460	\$60,130	\$71,630	\$78,600	\$76,900	\$78,400	\$49,500	\$59,400	\$53,500	\$58,600
Housing Units (2010)	680	560	1,980	1,960	1,770	1,520	2,030	2,580	1,760	2,000	2,440	6,090	2,740	3,050	2,170	1,970	2,220	2,230	2,130	1,920	970
Housing Density (2010) (per acre)	1.4	1.1	3.9	3.9	3.5	3.0	4.0	5.1	3.5	4.0	4.9	8.9	4.0	4.5	4.3	3.9	4.4	4.4	4.2	3.8	1.9
Transit Ridership/Service (803)																					
Average Weekday Ridership (April 2016)	313	126	45	73	144	45	116	171	112	73	96	807	169	472	24	59	85	47	64	115	268
Target Ridership (future)	1,100-1,550	125-150	100-490	130-420	240-320	80-190	190-240	250-350	190-760	100-560	130-570	900	180	525	690-1,820	200-460	230-450	100-360	140-320	220-380	560-690

6.3.2 Station Area Land Use Distribution

NORTH

[illegible]

CENTRAL

Sunshine		Rosedale		West 38th		Seaholm		Barton Springs		Lamar Square		Oltorf West		Bluebonnet	
Government Services	38.17%	Streets and Roads	21.24%	Streets and Roads	21.74%	Streets and Roads	29.01%	Single Family	20.08%	Single Family	42.10%	Single Family	33.32%	Single Family	39.40%
Single Family	16.97%	Government Services	17.03%	Single Family	17.43%	Office	13.81%	Streets and Roads	19.77%	Streets and Roads	23.70%	Streets and Roads	19.30%	Streets and Roads	19.10%
Streets and Roads	16.92%	Single Family	16.36%	Mixed Use	11.73%	Water	11.68%	Parks/Greenbelts	16.26%	Commercial	9.29%	Apartment/Condo	10.82%	Duplexes	10.96%
Meeting and Assembly	6.06%	Office	12.01%	Office	11.03%	Commercial	10.39%	Meeting and Assembly	9.38%	Apartment/Condo	6.30%	Commercial	9.24%	Commercial	8.64%
Commercial	4.63%	Mixed Use	11.49%	Government Services	8.35%	Parks/Greenbelts	9.97%	Water	8.44%	Parks/Greenbelts	4.53%	Duplexes	7.22%	Apartment/Condo	7.19%
Apartment/Condo	4.35%	Commercial	5.92%	Commercial	6.43%	Meeting and Assembly	9.28%	Commercial	8.20%	Duplexes	3.53%	Parks/Greenbelts	4.44%	Office	3.53%
Office	4.31%	Apartment/Condo	2.83%	Apartment/Condo	5.11%	Parking	4.70%	Apartment/Condo	5.52%	Undeveloped	2.84%	Office	2.74%	Undeveloped	2.40%
Mixed Use	2.20%	Hospitals	2.62%	Duplexes	3.84%	Utilities	3.49%	Office	2.98%	Office	2.25%	Mobile Homes	2.72%	Warehousing	2.30%
Duplexes	2.00%	Parks/Greenbelts	2.43%	Parks/Greenbelts	3.26%	Apartment/Condo	3.17%	Duplexes	2.57%	Meeting and Assembly	1.35%	Warehousing	2.36%	Threeplex/Fourplex	1.38%
Utilities	1.05%	Duplexes	2.39%	Educational	2.72%	Mixed Use	1.81%	Undeveloped	1.86%	Mixed Use	0.80%	Undeveloped	2.09%	Educational	1.20%
Educational	1.00%	Meeting and Assembly	1.76%	Parking	2.38%	Golf Courses	0.88%	Golf Courses	1.24%	Educational	0.60%	Educational	1.50%	Meeting and Assembly	0.86%
Hospitals	0.73%	Parking	1.68%	Hospitals	2.34%	Government Services	0.73%	Mixed Use	1.23%	Warehousing	0.51%	Meeting and Assembly	0.80%	Parks/Greenbelts	0.79%
Parks/Greenbelts	0.56%	Educational	0.90%	Meeting and Assembly	1.25%	Warehousing	0.59%	Mobile Homes	0.65%	Government Services	0.46%	Miscellaneous Industrial	0.72%	Common Areas	0.72%
Undeveloped	0.55%	Semi-institutional Housing	0.67%	Semi-institutional Housing	0.67%	Railroad Facilities	0.19%	Warehousing	0.54%	Miscellaneous Industrial	0.43%	Common Areas	0.64%	Parking	0.44%
Parking	0.29%	Cultural Services	0.36%	Cultural Services	0.52%	Single Family	0.13%	Parking	0.52%	Cultural Services	0.40%	Government Services	0.45%	Cemetaries	0.32%
Threeplex/Fourplex	0.11%	Undeveloped	0.18%	Threeplex/Fourplex	0.38%	Undeveloped	0.08%	Common Areas	0.32%	Parking	0.30%	Parking	0.44%	Mobile Homes	0.32%
Retirement Housing	0.08%	Common Areas	0.06%	Undeveloped	0.33%	Threeplex/Fourplex	0.07%	Educational	0.21%	Threeplex/Fourplex	0.21%	Threeplex/Fourplex	0.34%	Miscellaneous Industrial	0.29%
Miscellaneous Industrial	0.02%	Threeplex/Fourplex	0.04%	Retirement Housing	0.32%	Cultural Services	0.01%	Threeplex/Fourplex	0.11%	Manufacturing	0.15%	Cemetaries	0.32%	Group Quarters	0.18%
Common Areas	0.00%	Warehousing	0.04%	Common Areas	0.15%			Utilities	0.11%	Common Areas	0.13%	Mixed Use	0.29%		
				Warehousing	0.04%			Government Services	0.01%	Retirement Housing	0.13%	Manufacturing	0.15%		

SOUTH

Brodie Oaks		Westgate	
Streets and Roads	22.92%	Single Family	28.63%
Commercial	20.02%	Streets and Roads	26.32%
Apartment/Condo	16.02%	Commercial	13.13%
Preserves	15.96%	Office	5.99%
Office	8.25%	Retirement Housing	4.07%
Single Family	7.50%	Apartment/Condo	3.00%
Parks/Greenbelts	4.19%	Threeplex/Fourplex	2.89%
Educational	2.88%	Government Services	2.66%
Duplexes	1.39%	Educational	2.63%
Parking	0.24%	Duplexes	2.42%
Government Services	0.23%	Undeveloped	2.11%
Group Quarters	0.17%	Meeting and Assembly	1.66%
Warehousing	0.10%	Preserves	1.66%
Undeveloped	0.10%	Utilities	1.52%
Common Areas	0.03%	Parks/Greenbelts	0.82%
		Parking	0.27%
		Warehousing	0.27%
		Semi-institutional Housing	0.09%

Leander Station

Leander Station includes a Park & Ride and is located at the northwest terminus of the Red Line. It is at the intersection of US 183 and Metro Drive, on 14 acres owned by Capital Metro. Just north of Old Town, the station is in close proximity to the HEB Plus! Center, restaurants, and shops. Single-family and multi-family residential properties are nearby. It is the center of planned transit-oriented development (TOD) in Leander; the City has development incentives in place. Leander Station and 50 acres of privately-owned land are both approved for mixed use retail, office, multi-family residential, public areas, structured parking. Austin Community College (ACC)-San Gabriel Campus is in design/construction on 100 acres adjoining the station to the east, and is expected to open in 2018. The City of Leander, beginning work in 2017, will extend Metro Drive to Mel Mathis Boulevard, and East Street north to Hero Way. The Standard is extending a hike/bike trail from the apartment and ACC Campus to Leander Station in the flood plain. Capital Metro is connecting Leander Station to ACC with a pedestrian/bike bridge connection to Mel Mathis Boulevard.

Station Features...

- Shelter/Benches/Destination map/Lighting
- 635 Parking spaces
- Free Bike racks (34)

System Connections...

- MetroExpress 983, 985, 987

Access to...

- HEB Plus!
- ACC-San Gabriel Campus(under construction)
- The Standard Apartments
- St. David's ER (under construction)

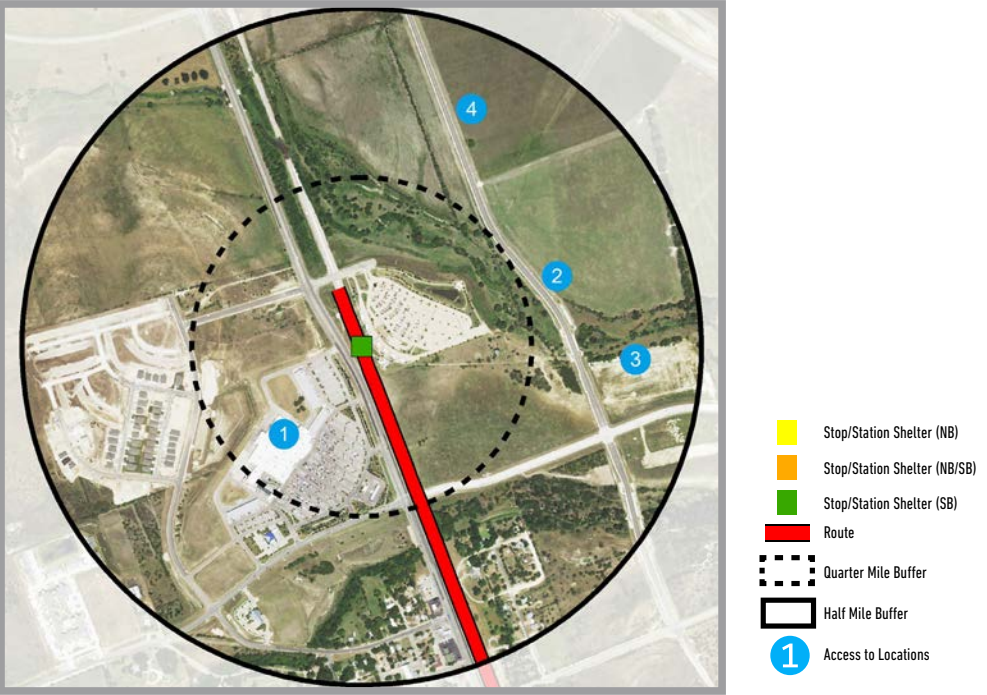
Missing Elements...

- Compact mixed-use development
- Enhanced public realm, with shade, pedestrian-scale lighting
- Pedestrian signals, crossing over tracks
- Pedestrian and bicycle connections and crossings



Ridership/Service

Weekday Ridership (April 2016)	248 on / 215 off
Saturday Ridership (April 2016)	None
Sunday Ridership (April 2016)	None
Target Weekday Ridership	800 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	810
Population (2040)	5,200
Population Density (2010)	1,000 ppl / sq. mile
Employment (2010)	170
Employment (2040)	5,070
Employment Density (2010)	200 emp / sq. mile
Households (2010)	260
Households (2040)	2,156
Median HH Size (2010)	2.98
Housing Units (2010)	270
Affordable Housing (2013)	0
Median HH Income (2010)	\$50,400
Zero Car HH (2014)	0
Millennial Population Age 25-34 (2010)	180
Senior Population Age 65+ (2010)	30

Leander Station | MetroRail Red Line 550

FACTS	Segment	Northwest
	Service Open	2010
	Target Weekday Ridership	800
	Profile Date	2016
PLACE TYPOLOGY	Regional Hub	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Low
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Medium
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">Lighting needed on sidewalks and to illuminate crosswalksEnhanced safety visibility for pedestrian paths and bicycle routes</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">Intersection improvements to better facilitate all travel modesBike/pedestrian connections along the street networksSidewalk repairPedestrian-scale lighting on sidewalk leading to station and at crossingsShade trees between the station platform and US 183Buffer between sidewalk and vehicle lanesImproved bike access and track crossingsTraffic calming, increasing pedestrian/bike safety at crossing: noting right turns from US 183.</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">New developments recently opened and/or underway indicates potential</div>	
	<div><div>Safety and security</div><ul style="list-style-type: none">Development opportunities in all quadrantsRedevelopment of publicly-owned propertyInfill near nearby shopping centers</div> <div><div>Station amenities</div><ul style="list-style-type: none">"Eyes on the street" is improved with building fronts that open to activityPedestrian scale lighting</div> <div><div>Other amenities</div><ul style="list-style-type: none">Defining pedestrian and bicycle paths around and within nearby, auto-centric areas for increasing safety/connections for all travel modesWayfinding to note areas within a "10 minute walk"</div>	
	<div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">Limited placemaking opportunityPotential for other functional artPotential for collaboration between private/public interestsSafe design</div>	
	<div><div>CATALYST PROJECTS</div><ul style="list-style-type: none">Leander Trail (Capital Metro)Leander SmartCode (www.leandertx.gov/tod/page/smartcode)Metro Drive SmartCodeMetro Drive extension to Mel Mathis Boulevard</div>	

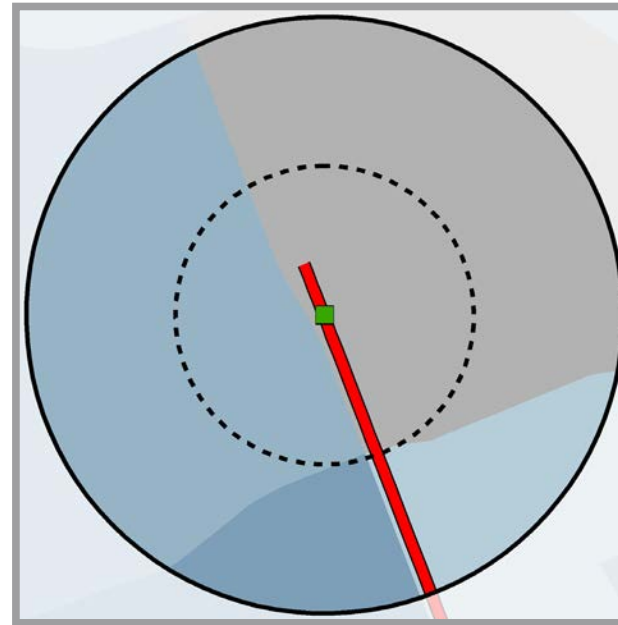
Land Use



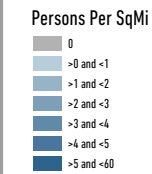
The predominant land uses in the 1/2 mile station area include: agricultural, undeveloped, streets and roads, commercial.



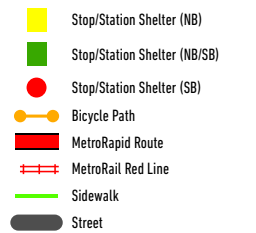
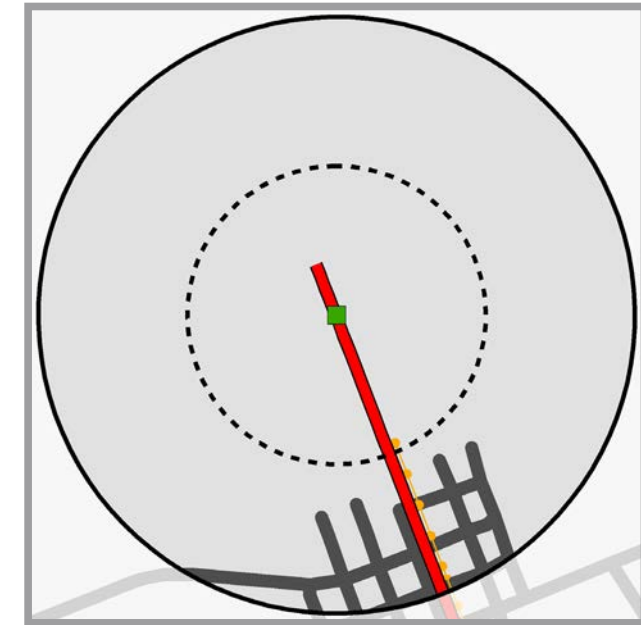
Population Density



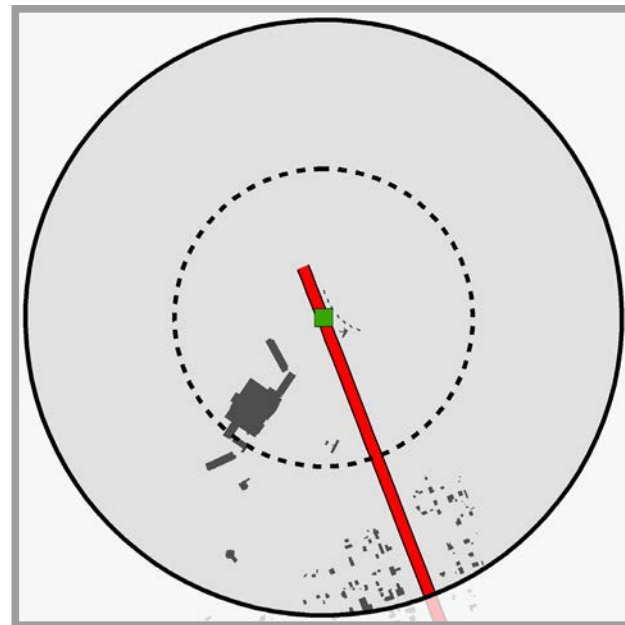
Average population density in the 1/2 mile station area is 1,000 residents per square mile.



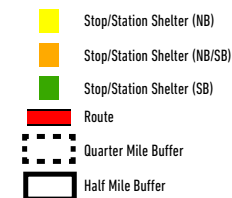
Infrastructure-Roads



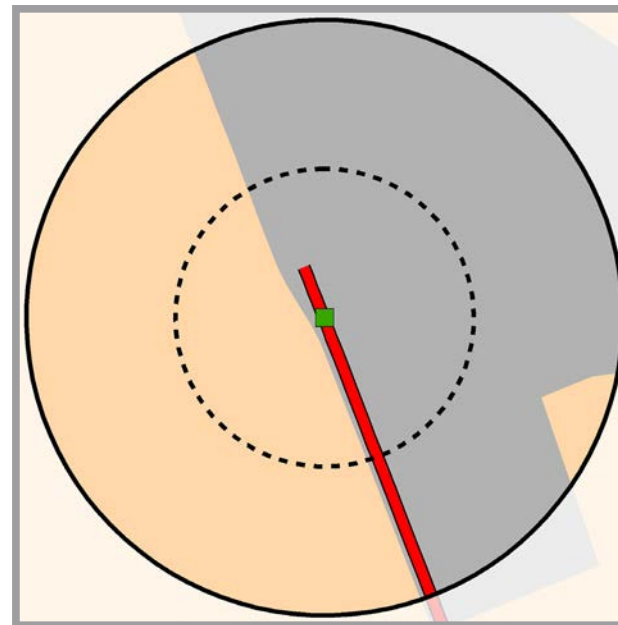
Parcels and Buildings



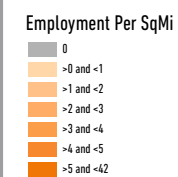
The 1/2 mile station area is estimated to contain 353.20 million built square feet.



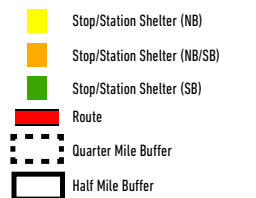
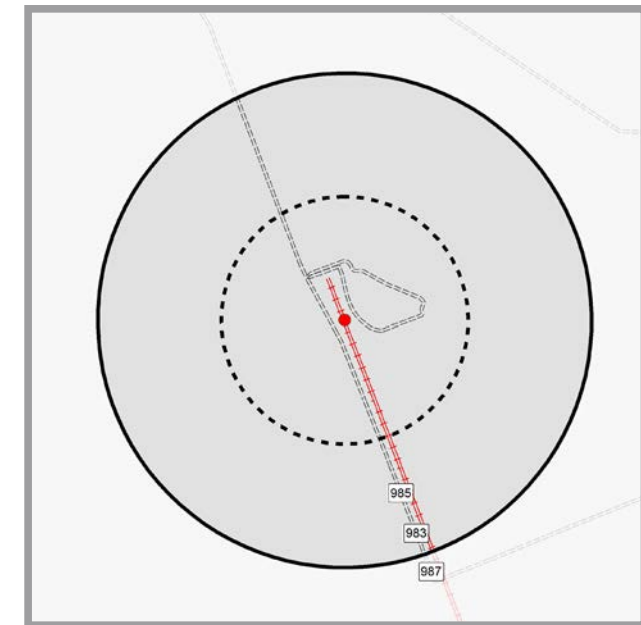
Employment Density



Average employment density in the 1/2 mile station area is 200 employees per square mile.



Infrastructure-Transit





Leander MetroRail Station and Park & Ride, looking north toward Metro Drive



Terminal at Leander MetroRail Station includes a pavilion



Looking south from the bus bays toward vacant land. Capital Metro land ends at the fence line.



Looking south from the rail platform toward Hero Way



Park & Ride area looking east from bus lanes toward future ACC site just past tree line



HEB Plus! Marketplace on east side of US 183 opposite Leander MetroRail Station, looking east

Lakeline Station

Lakeline MetroRail Station is the northernmost station in Austin, and includes a park & ride on 20 acres owned by Capital Metro. Located between Lakeline Boulevard and Lakeline Mall Drive, its main entry is on Lyndhurst Street. The station includes a stage one center platform (stage two will double the length). It is east of Lakeline Mall, three retail powers centers, and will be a major activity hub; particularly with the introduction of reverse express buses and the planned rail expansion. Historically a high growth corridor, it attracts commerce and new residents. Round Rock and Leander ISDs serve this area. Avery Ranch, Anderson Mill are nearby. As part of a State PUD, entitlements have the potential for high density TOD. Within the ½ mile walk, the mix of apartments, condominiums, townhomes, cottages, and detached single-family offers low-to-moderate-to-high price points. A highly active, urban mixed-use redevelopment at the station will be the unifying nexus for activity in the area. Imagine Austin designates this area as a Regional Center.

Station Features...

- 12 bus bays (6 active)
- Shelters/Benches/Destination map/Lighting
- 485 Parking spaces (+400-2017)
- Capital Metro MetroBike Shelter (24 spaces, air)
- Free bike racks (38)

System Connections...

- Express Bus 983, 985, 987
- MetroBus 122, 214, 383
- CARTS

Access to...

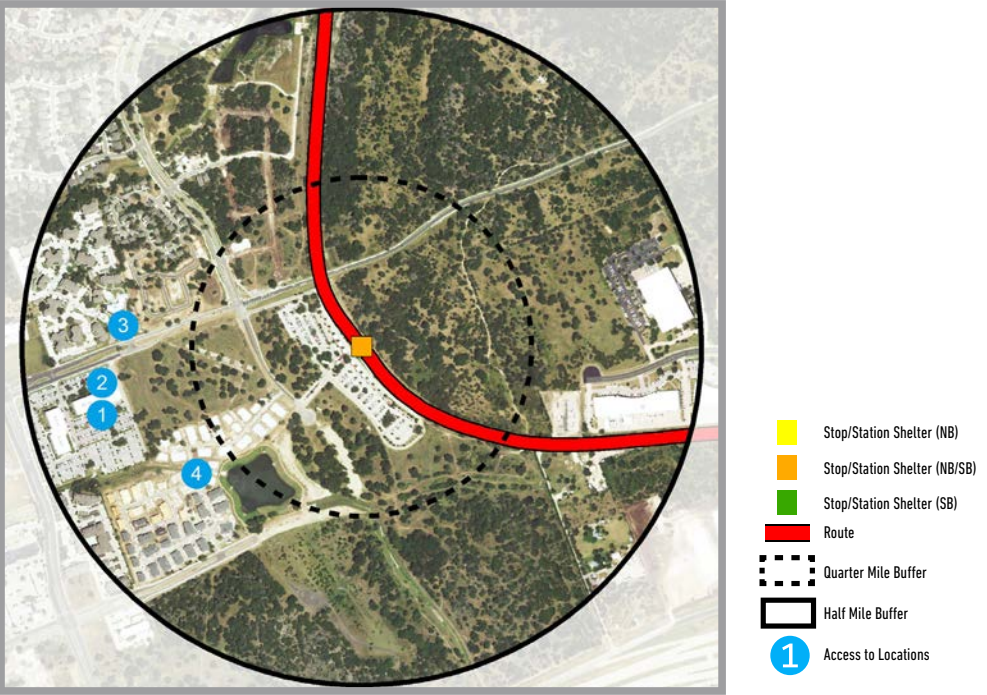
- Nvidia Corporation
- PCM Logistics
- Indigo Apartments
- The Mansions at Lakeline

Missing Elements...

- Infill opportunities for compact mixed-uses
- Pedestrian-scale lighting
- Pedestrian and bicycle enhanced connections and crossings

Ridership/Service

Weekday Ridership (April 2016)	573 on / 535 off
Saturday Ridership (April 2016)	271 on / 251 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	1,120 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	650
Population (2040)	3,240
Population Density (2010)	800 ppl / sq. mile
Employment (2010)	480
Employment (2040)	5,910
Employment Density (2010)	600 emp / sq. mile
Households (2010)	334
Households (2040)	1,794
Median HH Size (2010)	1.99
Housing Units (2010)	510
Affordable Housing (2013)	0
Median HH Income (2010)	\$61,400
Zero Car HH (2014)	2
Millennial Population Age 25-34 (2010)	280
Senior Population Age 65+ (2010)	20

Lakeline Station | MetroRail Red Line 550

FACTS

Segment	Northwest
Service Open	2010
Target Weekday Ridership	1,120
Profile Date	2016

PLACE TYPOLOGY

Regional Hub

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	High
Government Support	Medium

NEEDS

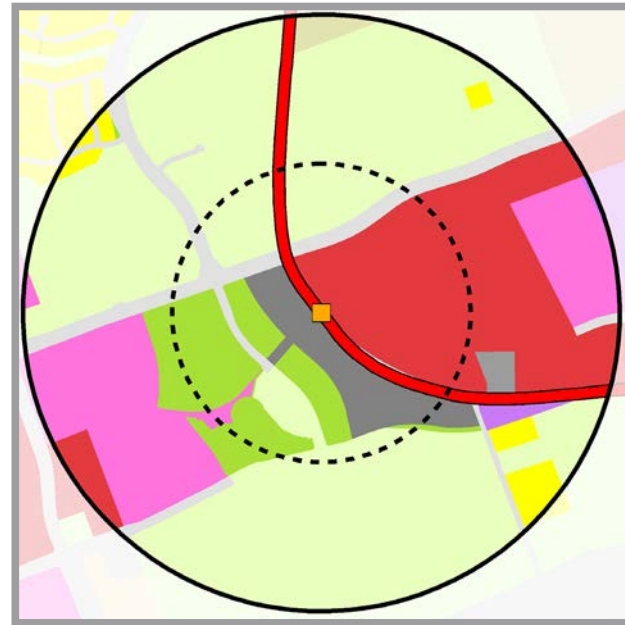
- Safety and security**
 - Refresh and illuminate crosswalks, especially on Lakeline Boulevard and at Lyndhurst Street
 - Enhanced safety visibility for pedestrian paths and bicycle routes
 - Wayfinding for pedestrians/ bicyclists within the area
- Streetscape improvements**
 - Lyndhurst Street is half- built: the other half will be completed with development of the frontage
 - Lakeline Boulevard is half-built from Lake Creek Parkway east of the station. City of Austin construction schedule will determine completion of the roadway, with sidewalks, bike lanes
 - Bike/pedestrian connections need completion; notice of terminus on Lakeline Boulevard (EB)
 - Pedestrian-scale lighting on sidewalks leading to station and at crossings
 - Improved bike access and track crossings on Lakeline Boulevard
- (Re)development opportunities**
 - Significant medium density development surrounding station indicates potential
 - Undeveloped land east, northeast quadrants, and adjacent to the station
 - Redevelopment of publicly-owned property adjacent to station
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian-scale lighting
- Other amenities**
 - Directions to Brushy Creek Regional Bike Trail, connections
 - Wayfinding to note areas within a “10 minute walk”
- Public/placemaking/art opportunity**
 - Placemaking opportunity
 - Potential for other functional art
 - Potential for collaboration between private/public interests
 - Safe design

CATALYST PROJECTS

- Lakeline Additional Parking (Capital Metro)
- Lakeline Bus Bay Relocation (Capital Metro)
- Lakeline Park and Ride Exit Improvements (Capital Metro)
- Leander Rehabilitation PUD (State of Texas)



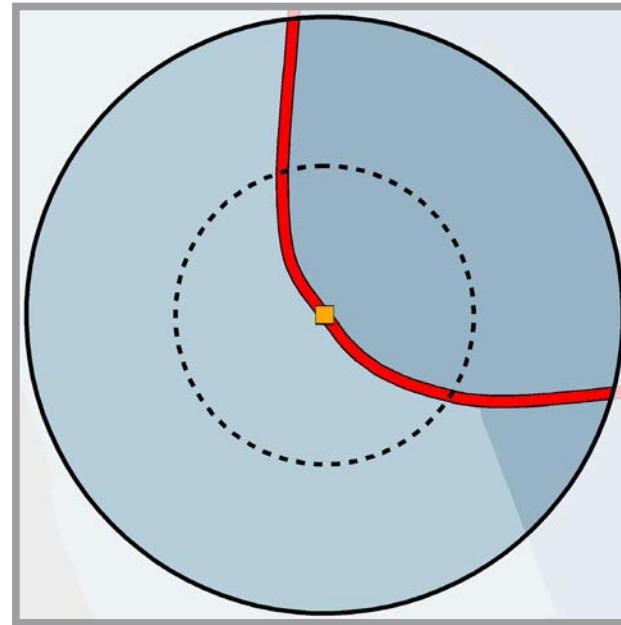
Land Use










The predominant land uses in the ½ mile station area include: undeveloped, commercial, and office.

Land Use	
	Agricultural
	Apartment/Condo
	Aviation Facilities
	Campgrounds
	Cemeteries
	Commercial
	Common Areas
	Cultural Services
	Duplexes
	Educational
	Golf Courses
	Government Services
	Group Quarters
	Hospitals
	Landfills
	Large-lot Single Family
	Manufacturing
	Marinas
	Meeting & Assembly
	Miscellaneous Industrial
	Mixed Use
	Mobile Homes
	Office
	Parking
	Parks/Greenbelts
	Preserves
	Railroad Facilities
	Resource Extraction (Mining)
	Retirement Housing
	Semi-institutional Housing
	Single Family
	Streets & Roads
	Threeplex/Fourplex
	Transportation Facilities
	Undeveloped
	Utilities
	Warehousing
	Water

Population Density











Average population density in the ½ mile station area is 800 residents per square mile.

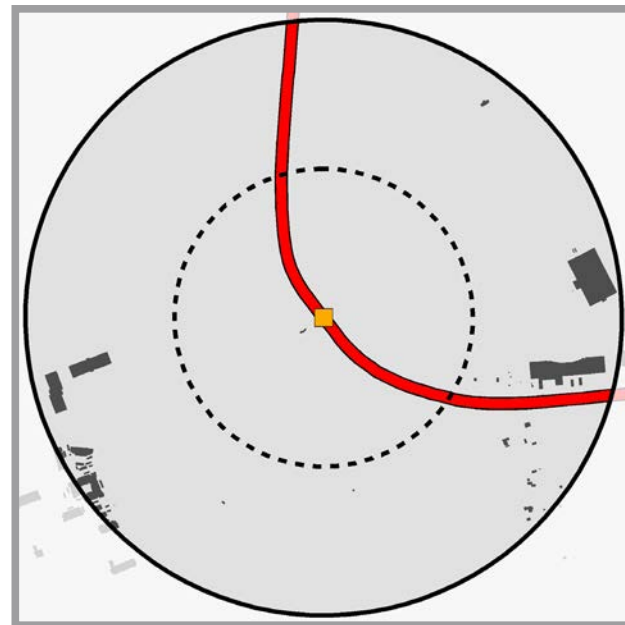
Persons Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	MetroRapid Route
	MetroRail Red Line
	Sidewalk
	Street

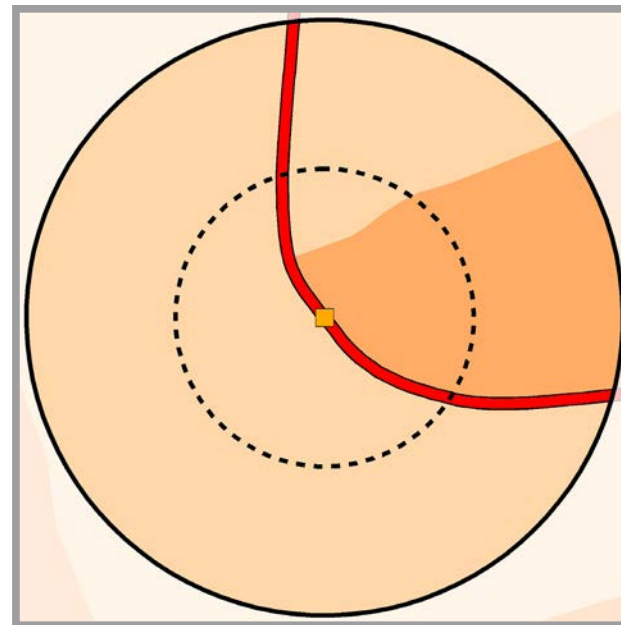
Parcels and Buildings










The ½ mile station area is estimated to contain 411.90 million built square feet.

	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

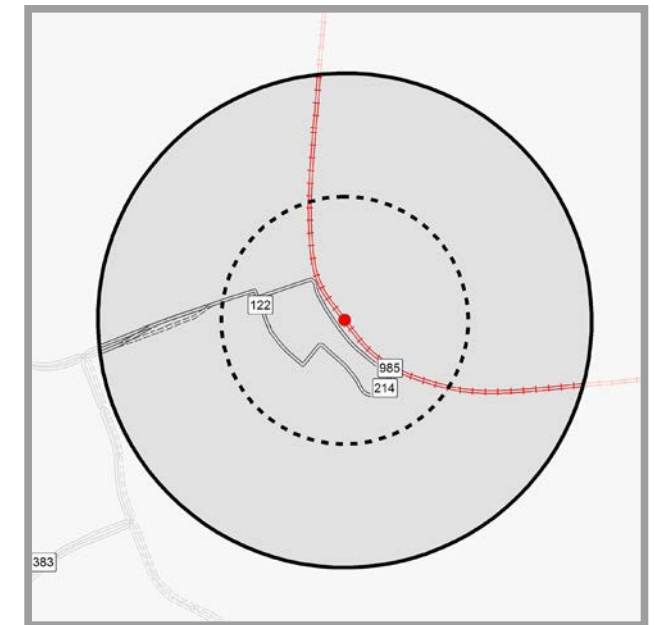
Employment Density









Average employment density in the ½ mile station area is 600 employees per square mile.

Employment Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <42

Infrastructure-Transit



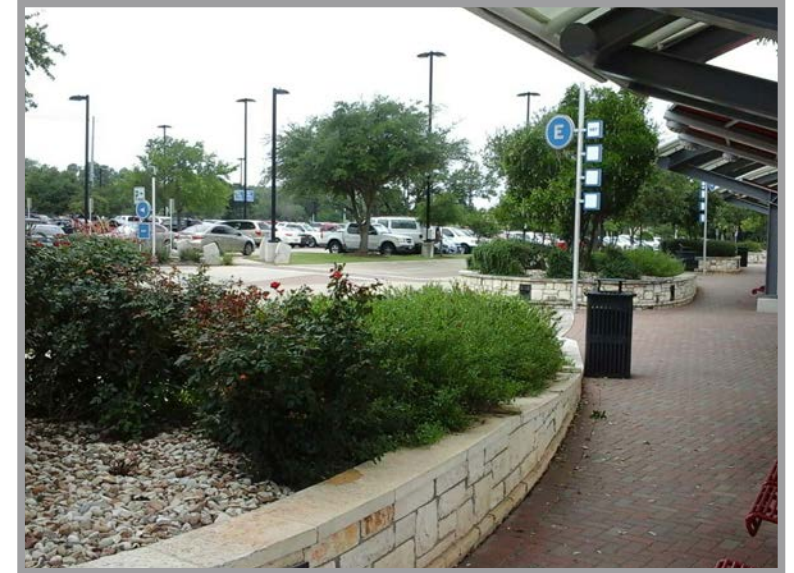
	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



Terminal at Lakeline MetroRail Station



Looking north from terminal through bus bays, to platform and open land



Lakeline MetroRail Station and Park& Ride, looking north toward Lakeline Boulevard



Looking south on Lyndhurst Street at Lakeline Boulevard, toward entry



Bike Lane along Guadalupe Street, Looking South



Multifamily (Presidio Phase 1) on the southwest corner of Lyndhurst Street and Lakeline Mall Drive

Howard Station

Howard Station is located at the southwest corner of the intersection of Loop 1 (Mopac) and West Howard Lane. The station has a stage one center platform (stage two will double the length) and is a park & ride facility, owned by Capital Metro, on six acres. Nearby office complexes, small shopping centers, and single and multi-family residential, are not connected to the station because of their nature. The area is attractive for development; however is constrained due to the tracks, the highways, flood plain and the active quarry owned by the Robinson family. The development in place is sprawling and auto-centric; the area lacks pedestrian and bicycle infrastructure, in part because of the number of different jurisdictions, TxDOT, Travis County, and City of Austin whose boundaries merge at this location.

Station Features...

- Digital real time information display
- Shelter/Benches/Destination map/Lighting
- Parking spaces (200)(+78-2017)
- Free bike racks (18)

System Connections...

- MetroBus 243

Access to...

1. Hospira
2. Market at Wells Branch
3. Ashton Woods
4. Northtech Business Center

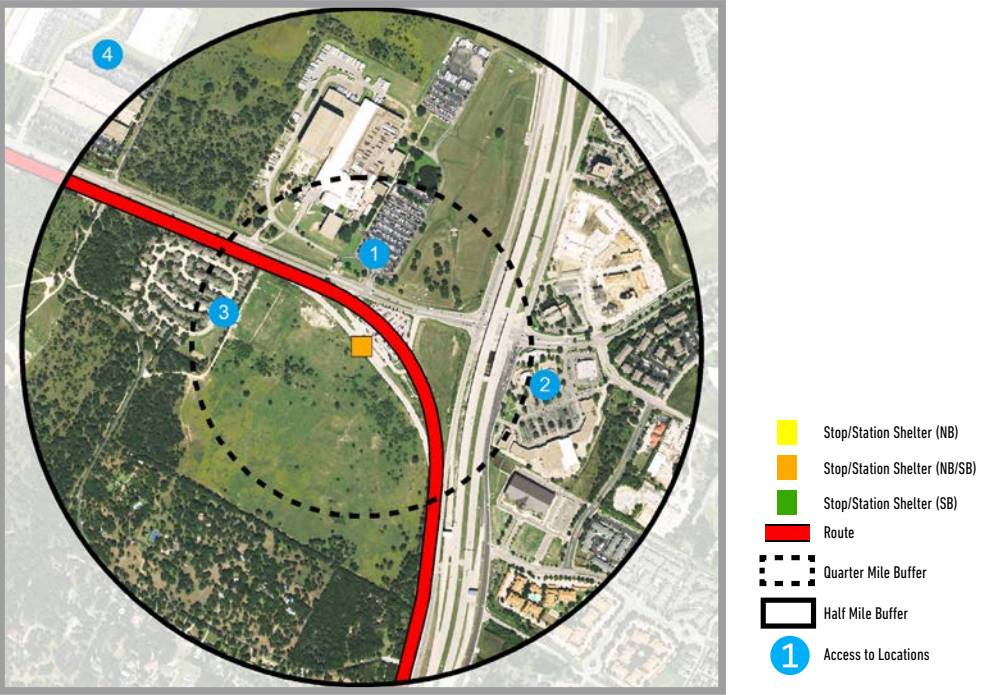
Missing Elements...

- Compact mix
- Paths/sidewalks
- Shade, pedestrian-scale lighting
- Enhanced public realm
- Ped/bike enhanced connections and crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	486 on / 442 off
Saturday Ridership (April 2016)	120 on / 96 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	920 on
Level of Service	30 min peak/60 min off-peak



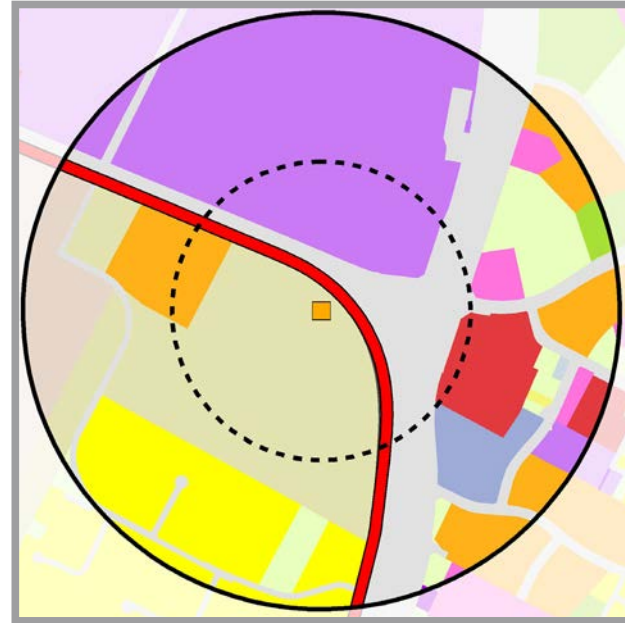
Demographics

Population (2010)	1,290
Population (2040)	3,820
Population Density (2010)	1,600 ppl / sq. mile
Employment (2010)	1,040
Employment (2040)	2,530
Employment Density (2010)	1,300 emp / sq. mile
Households (2010)	614
Households (2040)	1,706
Median HH Size (2010)	2.35
Housing Units (2010)	580
Affordable Housing (2013)	240
Median HH Income (2010)	\$91,800
Zero Car HH (2014)	2
Millennial Population Age 25-34 (2010)	270
Senior Population Age 65+ (2010)	90

Howard Station | MetroRail Red Line 550

FACTS	Segment	Northwest
	Service Open	2010
	Target Weekday Ridership	920
	Profile Date	2016
PLACE TYPOLOGY	Special Destination	
READINESS SCORE	Emerging	
READINESS METRICS	Connectivity	Low
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Low
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">▪ Lighting needed on sidewalks and to illuminate crosswalks at drive entries and within the interior▪ Eliminate or illuminate free right turn lanes at the intersection of Howard Lane and Loop 1 (MoPac) to enhance traffic calming and improve the right-of-way and visibility of pedestrians and bicycles▪ Enhanced safety visibility of pedestrian paths and bicycle routes through wayfinding, reflectors, and lighting</div>	
	<div><div>(Re)development opportunities</div><ul style="list-style-type: none">▪ Undeveloped land south of station, with access from Parmer Lane and Loop 1 (MoPac) access road (SB)▪ Limited potential of publicly-owned property, adjacent to station▪ Infill potential at nearby shopping centers east of Loop 1 (MoPac)</div>	
	<div><div>Station amenities</div><ul style="list-style-type: none">▪ Pedestrian scale lighting▪ “Eyes on the street” limited potential from adjacent properties</div>	
	<div><div>Streetscape improvements</div><ul style="list-style-type: none">▪ Intersection improvements to better facilitate all travel modes▪ Bike/pedestrian connections▪ Sidewalk widening, with a buffer between the sidewalk and the vehicle lanes▪ Pedestrian-scale lighting on sidewalk leading to station and at crossings▪ Shade trees▪ Traffic calming, increasing pedestrian/bike visibility, safety at crossings</div>	
CATALYST PROJECTS	<div><div>Other amenities</div><ul style="list-style-type: none">▪ Continuance of pedestrian/ bicycle lane on Howard Lane (Austin) through intersection (TxDOT)▪ Wayfinding to note services, areas within a “10 minute walk”</div>	
	<div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">▪ Limited potential for functional art▪ Potential for collaboration between private/public interests▪ Safe design</div>	
	<div><ul style="list-style-type: none">▪ Walnut Creek - McNeil Dr Crossing Upgrade (Watershed Protection)▪ Howard Lane Parking Spaces (Capital Metro)</div>	

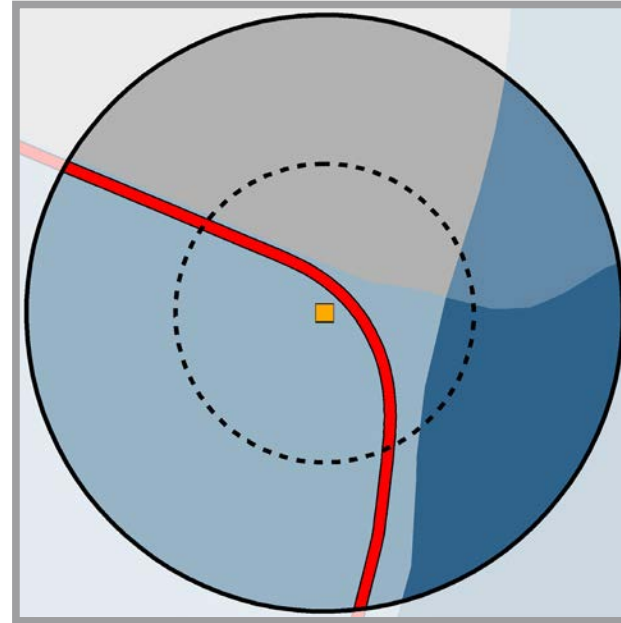
Land Use










The predominant land uses in the ½ mile station area include: manufacturing, agricultural, streets and roads, single family, and apartment/condo.

Land Use	
	Agricultural
	Apartment/Condo
	Aviation Facilities
	Campgrounds
	Cemeteries
	Commercial
	Common Areas
	Cultural Services
	Duplexes
	Educational
	Golf Courses
	Government Services
	Group Quarters
	Hospitals
	Landfills
	Large-lot Single Family
	Manufacturing
	Marinas
	Meeting & Assembly
	Miscellaneous Industrial
	Mixed Use
	Mobile Homes
	Office
	Parking
	Parks/Greenbelts
	Preserves
	Railroad Facilities
	Resource Extraction (Mining)
	Retirement Housing
	Semi-institutional Housing
	Single Family
	Streets & Roads
	Threeplex/Fourplex
	Transportation Facilities
	Undeveloped
	Utilities
	Warehousing
	Water

Population Density











Average population density in the ½ mile station area is 1,600 residents per square mile.

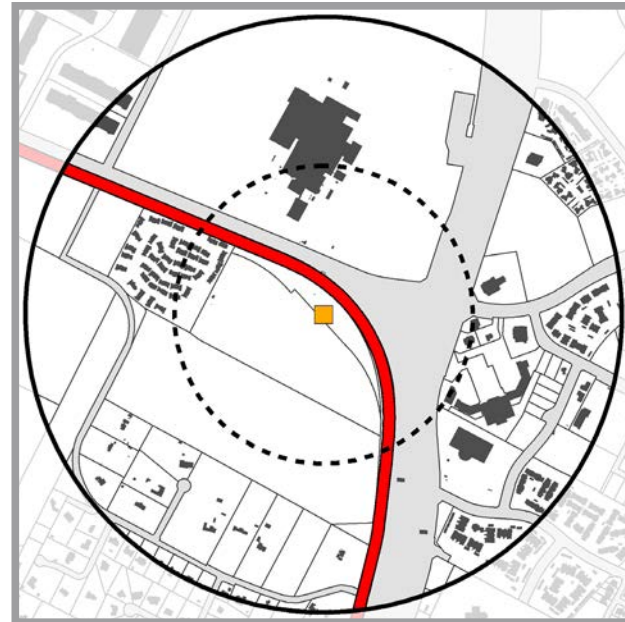
Persons Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	MetroRapid Route
	MetroRail Red Line
	Sidewalk
	Street

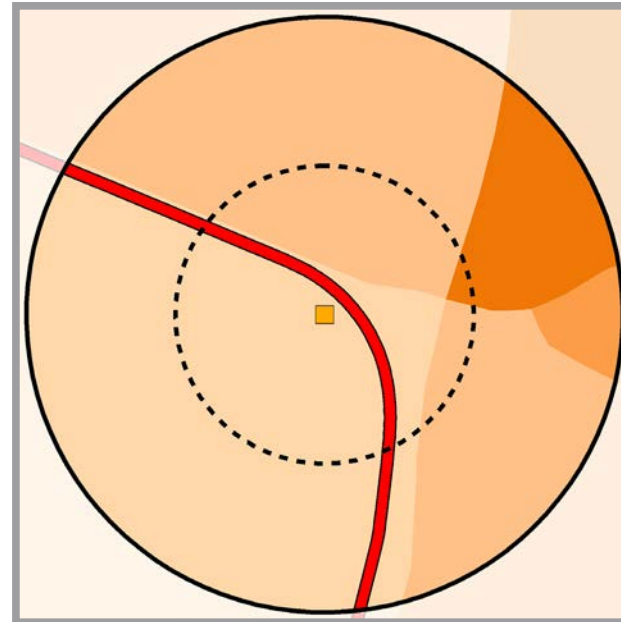
Parcels and Buildings










The ½ mile station area is estimated to contain 1.40 million built square feet.

	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

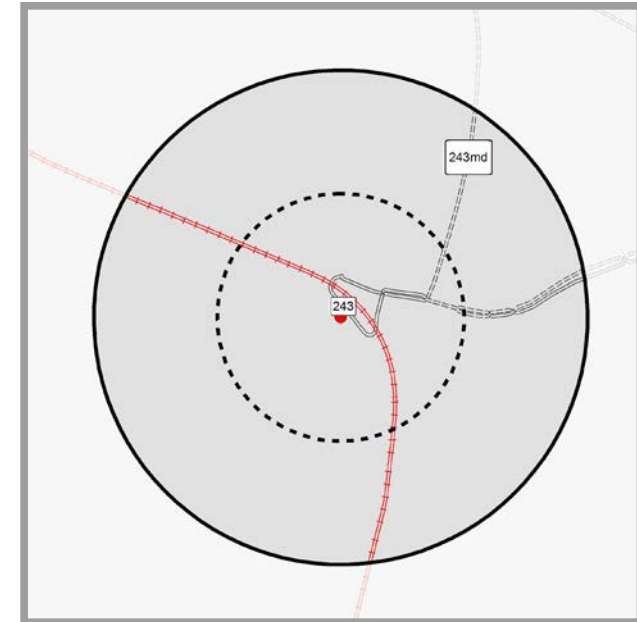
Employment Density









Average employment density in the ½ mile station area is 1,300 employees per square mile.

Employment Per SqMi	
	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <42

Infrastructure-Transit



	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



Overlooking Park & Ride from the platform, Loop 1 (MoPac), Wells Branch



Looking east, Loop 1 (MoPac) with Wells Branch on opposite side



Looking northeast, TxDOT detention area, with the interchange of Howard Lane and Loop 1 (MoPac)



On the platform looking west, no land use connections from west or south



Research and development on Howard Lane opposite entry into Park & Ride



Howard Lane in front of the station

Kramer Station

Kramer MetroRail Station is located between Kramer Lane and Braker Lane. It has split stage one platforms (stage two will double the length). This area is in transition, redeveloping from industrial warehouses and utility storage yards, to consumer-oriented uses; shopping, entertainment venues, government offices, and services. The Domain is just west of the station, the JJ Pickle Research Campus to its south, and the IBM Campus is north of the station. East of the station are established low density multi-family apartment complexes and suburban single-family detached residences. It is in the City of Austin's North Burnet/Gateway planning area, which encourages transit-oriented development through generous land use entitlements. High density, mixed use projects are anticipated in the area of the station. The City has built good bikeway connections along Kramer Lane, however intermodal connectivity to surrounding activity centers remains limited.

Station Features...

- Digital real time display
- Shelter/Benches/Destination map/Lighting
- Capital Metro MetroBike Shelter (24 spaces, air)
- 10 Bike racks

System Connections...

- MetroBus 240, 392, 466

Access to...

- IBM
- Charles Schwab
- Austin Energy
- Topgolf
- Circle Brewing Co.

Missing Elements...

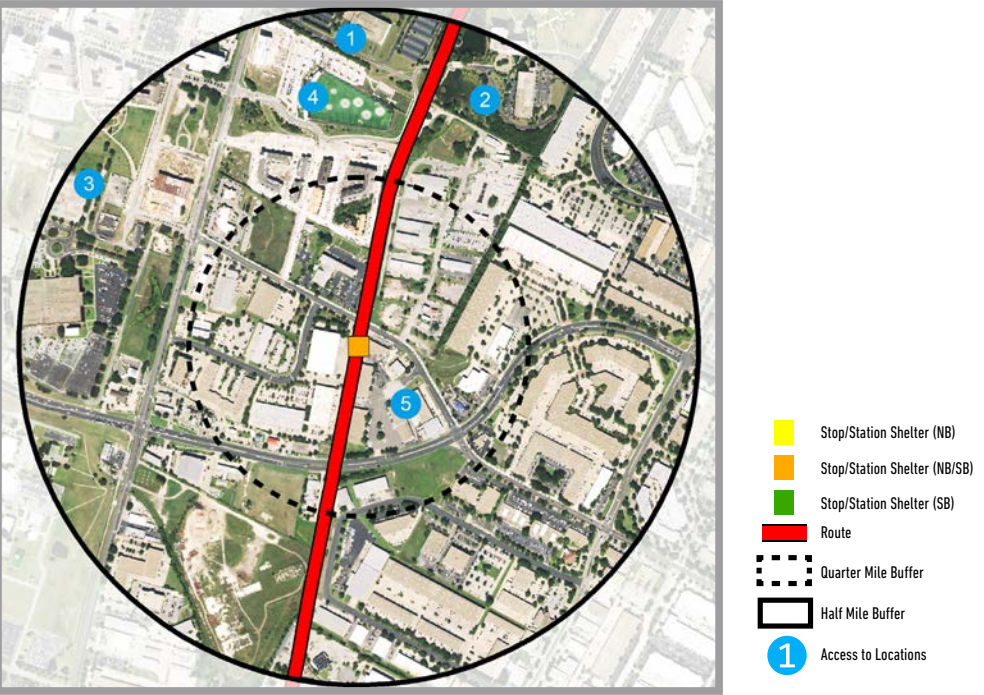
- Mixed-use infill and redevelopment
- Public realm improvements, including shade, street furniture, pedestrian-scale lighting
- Pedestrian and bicycle connections and enhanced crossings
- Street grids or pedestrian/bikeway paths
- Wayfinding



Maps ▾ Photos ▾

Ridership/Service

Weekday Ridership (April 2016)	263 on / 262 off
Saturday Ridership (April 2016)	100 on / 74 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	1,930 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	800
Population (2040)	2,130
Population Density (2010)	1,000 ppl / sq. mile
Employment (2010)	6,420
Employment (2040)	20,190
Employment Density (2010)	8,200 emp / sq. mile
Households (2010)	423
Households (2040)	1,118
Median HH Size (2010)	1.82
Housing Units (2010)	920
Affordable Housing (2013)	0
Median HH Income (2010)	\$46,600
Zero Car HH (2014)	0
Millennial Population Age 25-34 (2010)	550
Senior Population Age 65+ (2010)	40

Kramer Station | MetroRail Red Line 550

FACTS

Segment	North
Service Open	2010
Target Weekday Ridership	1,930
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Low
Market Strength	Medium
Land Availability	Medium
Government Support	Medium

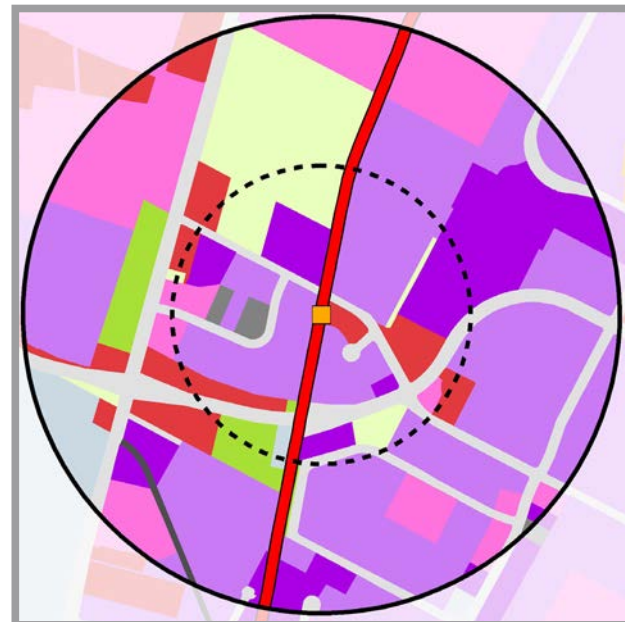
NEEDS

- Safety and security**
 - Lighting needed on sidewalks and to illuminate crosswalks
 - Enhanced safety visibility for pedestrian paths and bicycle routes
 - "Eyes on the street" can be significantly improved with buildings that open to the station
- Streetscape improvements**
 - Mid-block crossing needed on Kramer Lane to access buses/station with correct ramp placement
 - Bike/pedestrian connections have gaps
 - Confusing merge signal; 3 to 4 lane
 - Pedestrian-scale lighting on sidewalk leading to station and at crossings
 - Shade trees
 - Buffer between sidewalk and vehicle lanes
 - Improved bike access and track crossings
 - Traffic calming, increasing pedestrian/bike safety at crossing
- (Re)development opportunities**
 - Opportunities in all quadrants: strip commercial, warehouses appear to be in stages of transition
 - Redevelopment potential of publicly-owned property adjacent to station
 - Infill potential within vacant land areas
- Station amenities**
 - Shade: trees or other shade from west sun
- Other amenities**
 - Continuance of pedestrian/bicycle trail
 - Wayfinding to note areas within a "10 minute walk"
- Public/placemaking/art opportunity**
 - Limited potential for functional art
 - Potential for collaboration between private/public interests
 - Safe design

CATALYST PROJECTS

- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
- North Service Center Improvements Program (Thru FY16) (Austin Water)
- North Burnet/Gateway plan

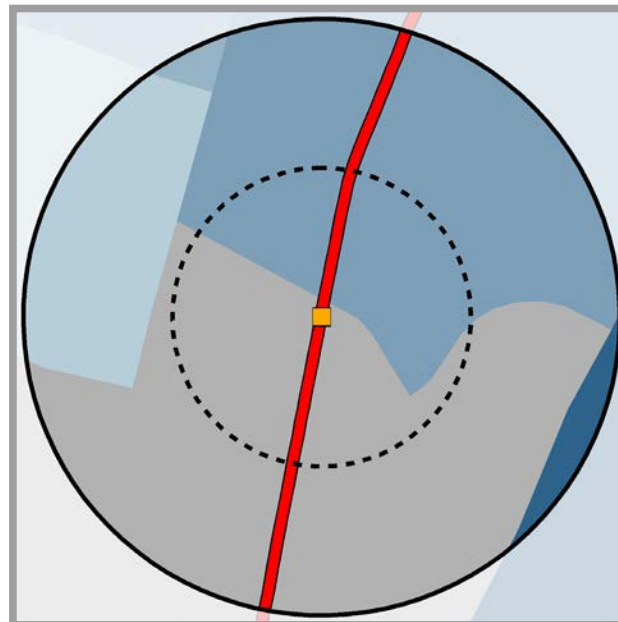
Land Use



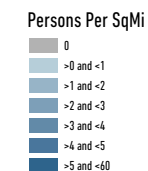
The predominant land uses in the ½ mile station area include: manufacturing, office, streets and roads, warehousing, and miscellaneous industrial.



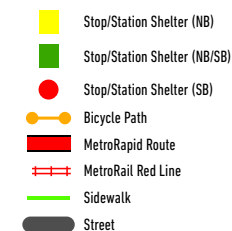
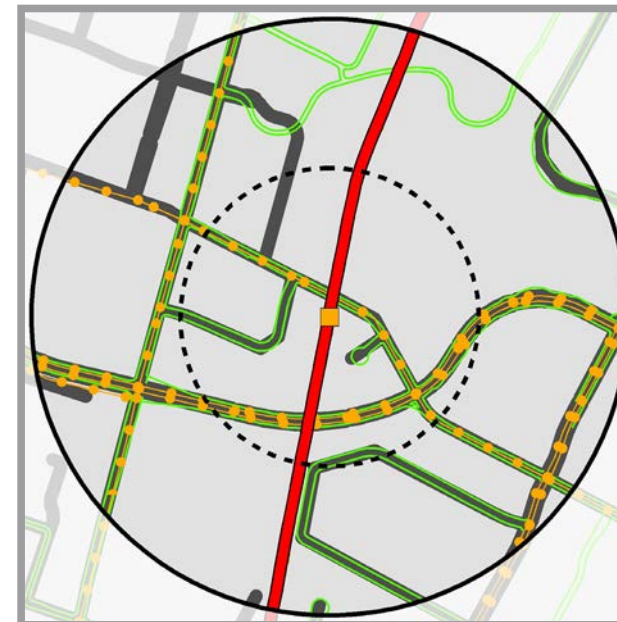
Population Density



Average population density in the ½ mile station area is 1,000 residents per square mile.



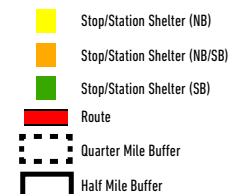
Infrastructure-Roads



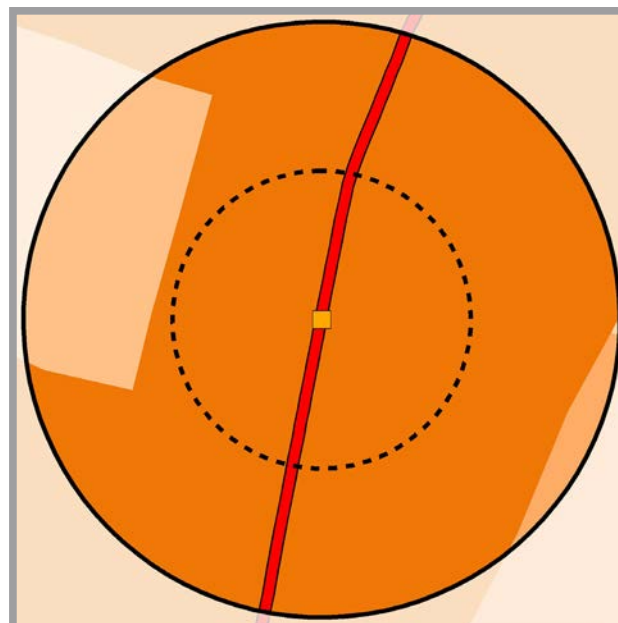
Parcels and Buildings



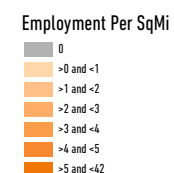
The ½ mile station area is estimated to contain 3.37million built square feet.



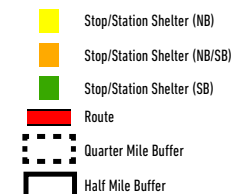
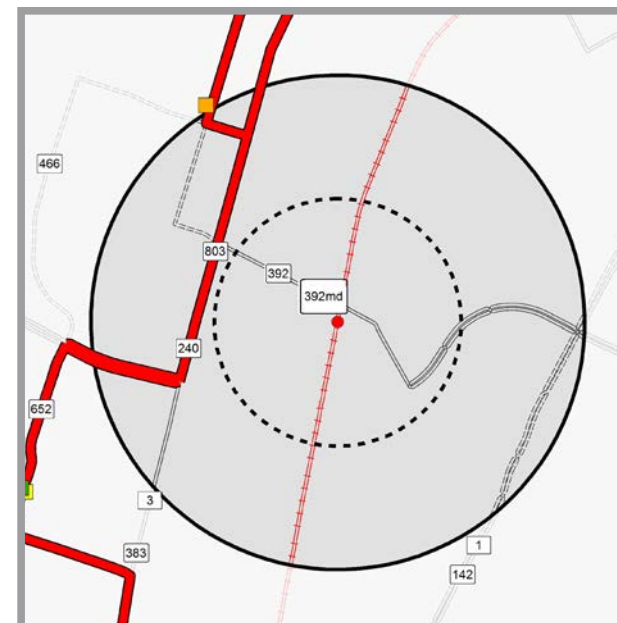
Employment Density



Average employment density in the ½ mile station area is 8,200 employees per square mile.



Infrastructure-Transit





Warehouse/showroom lease space on east side of platform



Warehouse/shipping on west side of platform



Looking west, toward the Domain, on Kramer Lane



Austin Energy offices across Kramer Lane from the platform, new apartments to the north with Top Golf



Austin Energy equipment storage across Kramer Lane from station (east side)



Kramer Lane looking east, warehouse/shipping on right, new bikeway (left)

Crestview Station

Crestview MetroRail Station is located on the northern segment of the MetroRail Red Line, between Justin Lane and Easy Wind Drive, west of the intersection of North Lamar Boulevard and Airport Boulevard. The station adjoins the plaza of Midtown Commons. It has a stage one center platform (will be doubled in length in stage two); there is no direct access from the south. There is a direct connection to MetroRapid 801. Adjacent to the station is Midtown Commons, a large-scale mixed-use development of a transit-oriented nature, with structured parking in multi-family buildings that include live/work units, grocery, restaurants, personal services, and with office and retail fronting on North Lamar Boulevard. Phase 4 is planned for construction soon. Highland Village shopping center is just east. South has strip commercial and industrial properties fronting North Lamar Boulevard. The interior blocks, with some multi-family residential, are primarily small lot single-family detached residential with access to parks, churches, schools. Imagine Austin designates this area as a Town Center; Austin’s TOD ordinance defines it as a Neighborhood Center.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Free bike racks (10)

System Connections...

- MetroRapid 801
- MetroBus 1, 300, 350

Access to...

1. Midtown Commons: Phases 1-3 (of 4)
2. Highland Village
3. Crestview/Highland Trail

Missing Elements...

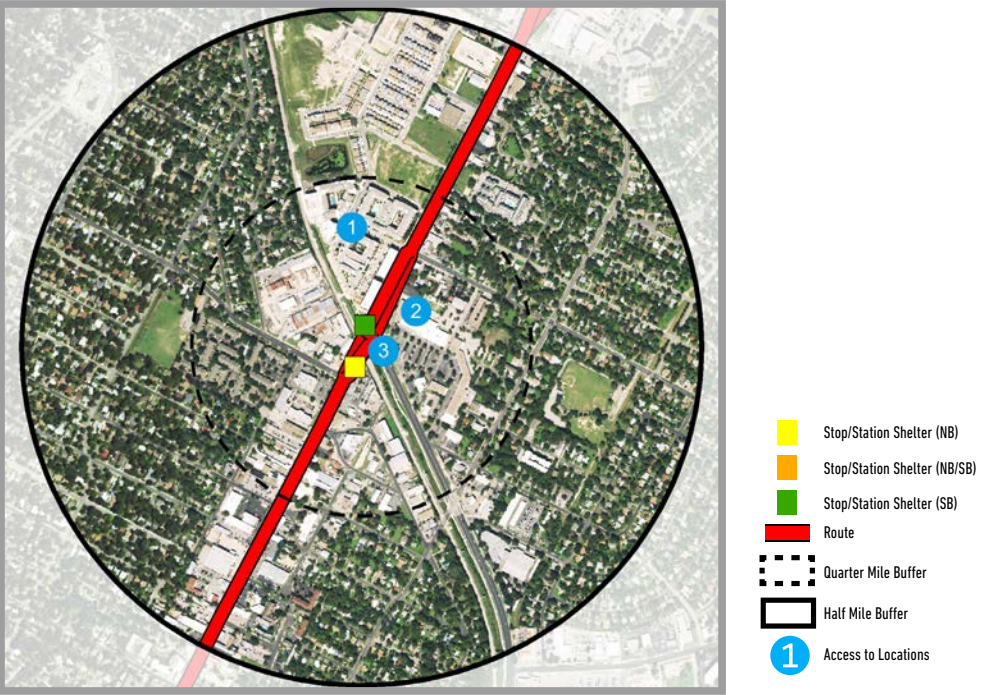
- Compact mixed-use development south and east of platform
- Public realm improvements, including shade, pedestrian-scale lighting for access, street furniture
- Pedestrian and bicycle connections west, south, east
- Wayfinding



Maps ▾ Photos ▾

Ridership/Service

Weekday Ridership (April 2016)	154 on / 149 off
Saturday Ridership (April 2016)	125 on / 113 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	1,070 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	3,400
Population (2040)	5,450
Population Density (2010)	4,300 ppl / sq. mile
Employment (2010)	2,480
Employment (2040)	4,230
Employment Density (2010)	3,200 emp / sq. mile
Households (2010)	1,690
Households (2040)	3,020
Median HH Size (2010)	1.97
Housing Units (2010)	1,890
Affordable Housing (2013)	63
Median HH Income (2010)	\$43,960
Zero Car HH (2014)	50
Millennial Population Age 25-34 (2010)	800
Senior Population Age 65+ (2010)	260

Crestview Station | MetroRail Red Line 550

FACTS

Segment	North
Service Open	2010
Target Weekday Ridership	1,070
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Ready

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Medium

NEEDS

- Safety and security**
 - Lighting needed on sidewalks and to directly illuminate crosswalks and crosswalk landings, particularly on Lamar Boulevard and Airport Boulevard
 - Enhanced safety visibility for pedestrian paths and bicycle routes
 - Traffic calming needed at the intersection of North Lamar Boulevard and Airport Boulevard
- (Re)development opportunities**
 - Potential exists in east, south, southeast quadrants
 - Redevelopment of publicly-owned property, other properties adjacent to station
 - Possible Infill opportunity within nearby shopping centers
- Station amenities**
 - Shade: trees or shade structure
- Streetscape improvements**
 - Intersection improvements to better facilitate all travel modes, eliminate free right turn lanes
 - Bike/pedestrian connections limited to north, northwest, south
 - Sidewalks, shade trees needed on North Lamar Boulevard
 - Pedestrian-scale lighting on sidewalk leading to the plaza
 - Improved bike access and track crossings
 - Refuge islands for pedestrians,
- Other amenities**
 - Continuance of pedestrian/bicycle trail
 - Wayfinding to note areas within a “10 minute walk”
- Public/placemaking/art opportunity**
 - Placemaking opportunity
 - Potential for other functional art
 - Potential for collaboration between private/public interests
 - Safe design

CATALYST PROJECTS

- Arroyo Seco Water Line Improvements (Austin Water)
- Brentwood Drainage Improvements (Watershed Protection)
- Morrow and Gault Water & Wastewater Line Renewal (Austin Water)
- ADA Sidewalk and Ramp Improvements Group #17 City Wide (Public Works)
- Arroyo Seco Cycle Track (Public Works)

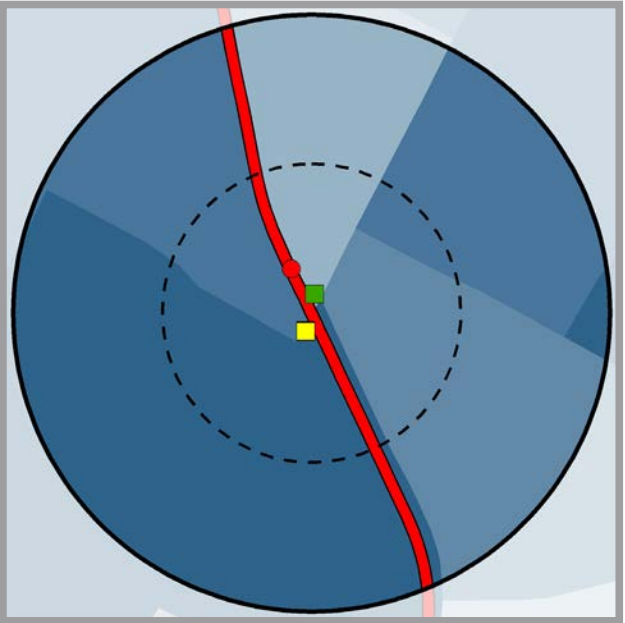
Land Use



The predominant land uses in the 1/2 mile station area include: single family residential, streets and roads, and commercial.

- Land Use**
- | | |
|-------------------------|------------------------------|
| Agricultural | Miscellaneous Industrial |
| Apartment/Condo | Mixed Use |
| Aviation Facilities | Mobile Homes |
| Campgrounds | Office |
| Cemeteries | Parking |
| Commercial | Parks/Greenbelts |
| Common Areas | Preserves |
| Cultural Services | Railroad Facilities |
| Duplexes | Resource Extraction (Mining) |
| Educational | Retirement Housing |
| Golf Courses | Semi-institutional Housing |
| Government Services | Single Family |
| Group Quarters | Streets & Roads |
| Hospitals | Threeplex/Fourplex |
| Landfills | Transportation Facilities |
| Large-lot Single Family | Undeveloped |
| Manufacturing | Utilities |
| Marinas | Warehousing |
| Meeting & Assembly | Water |

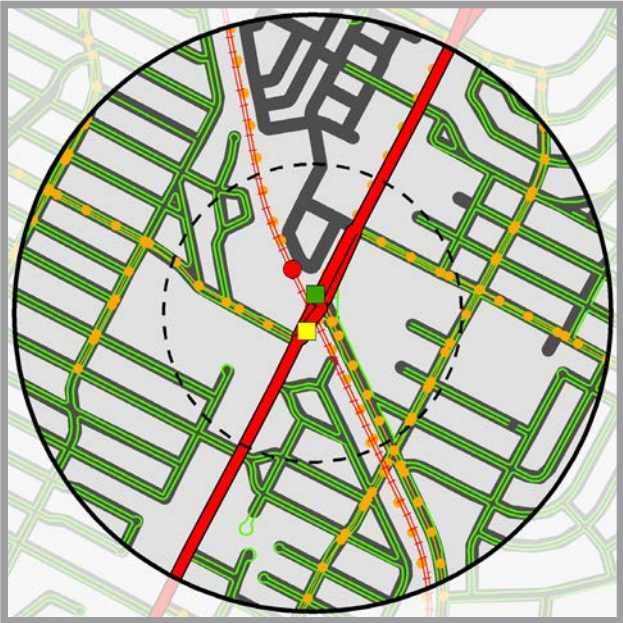
Population Density



Average population density in the 1/2 mile station area is 4,500 residents per square mile.

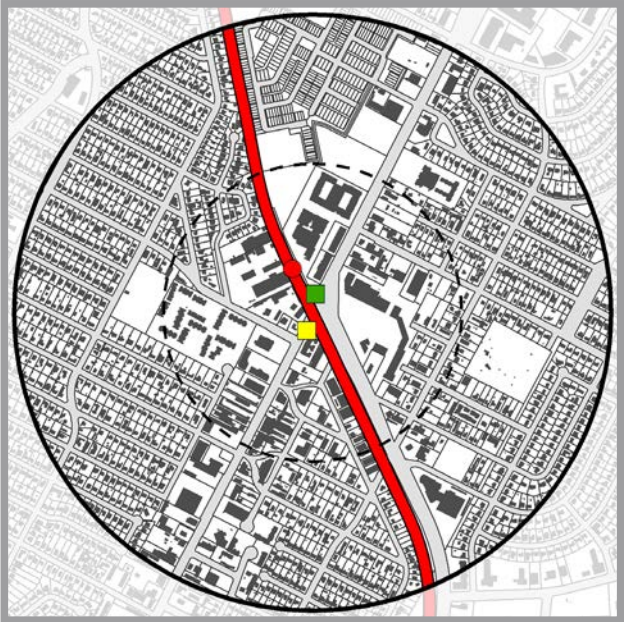
- Persons Per SqMi**
- | | |
|--|------------|
| | 0 |
| | >0 and <1 |
| | >1 and <2 |
| | >2 and <3 |
| | >3 and <4 |
| | >4 and <5 |
| | >5 and <60 |

Infrastructure-Roads



- Stop/Station Shelter (NB)
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Bicycle Path
- MetroRapid Route
- MetroRail Red Line
- Sidewalk
- Street

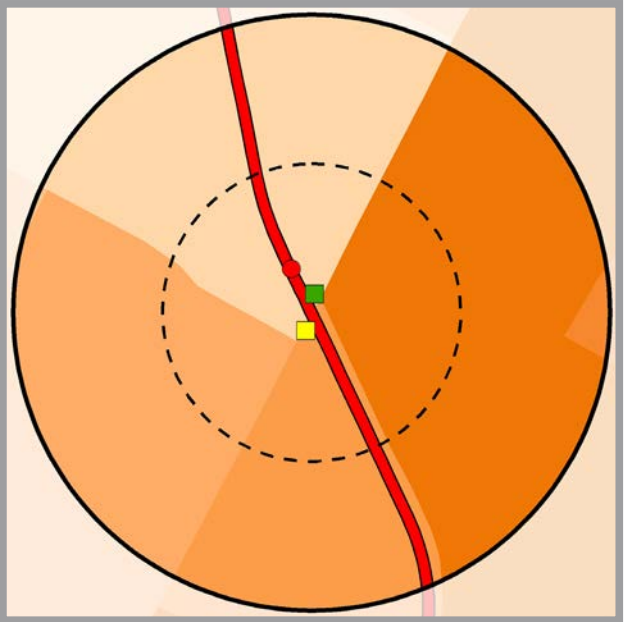
Parcels and Buildings



The 1/2 mile station area is estimated to contain 4.23 million built square feet.

- Stop/Station Shelter (NB)
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Route
- Quarter Mile Buffer
- Half Mile Buffer

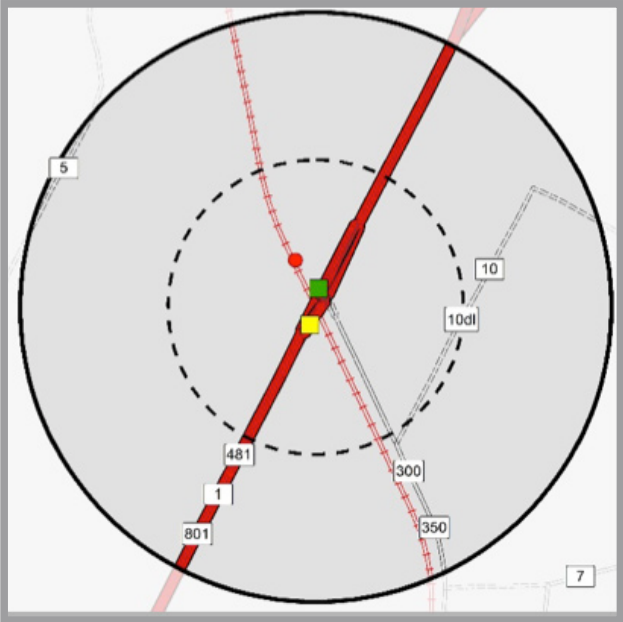
Employment Density



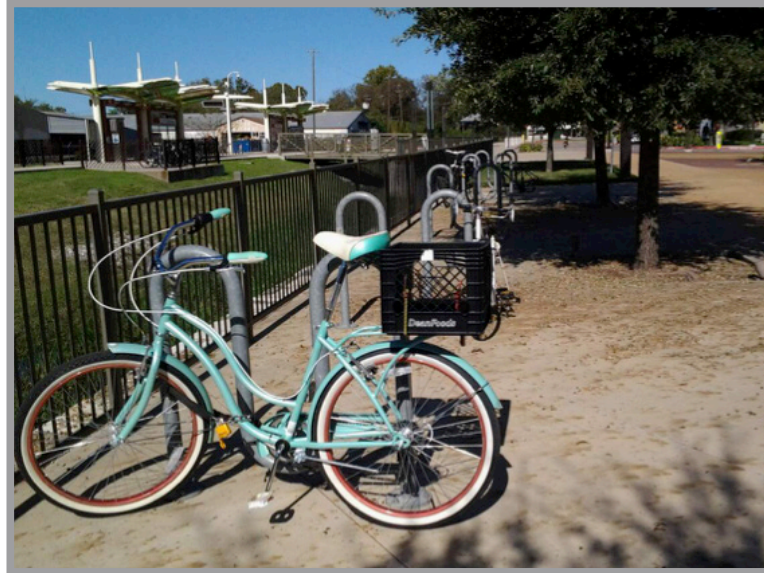
Average employment density in the 1/2 mile station area is 1,700 employees per square mile.

- Employment Per SqMi**
- | | |
|--|------------|
| | 0 |
| | >0 and <1 |
| | >1 and <2 |
| | >2 and <3 |
| | >3 and <4 |
| | >4 and <5 |
| | >5 and <42 |

Infrastructure-Transit



- Stop/Station Shelter (NB)
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Route
- Quarter Mile Buffer
- Half Mile Buffer



Crestview MetroRail Station from the MetroRapid station at the plaza



Restaurants, offices, personal services, live/work address the plaza



Midtown Commons Phase II on Easy Wind Drive at the MetroRail station



On-street on North Lamar Boulevard, looking south



At Justin Lane, looking northwest shows North Lamar Boulevard, Midtown



East side of North Lamar Boulevard, Looking east from Crestview Station

Highland Station

Highland MetroRail Station is located at the intersection of Airport Boulevard and West Highland Mall Boulevard. It is a center platform, stage one (stage two will double in length). There is a significant redevelopment of the former Highland Mall (1971-2014) underway, a joint project of Austin Community College (ACC) and Red Leaf Properties, LLC. The start of the Red Leaf Properties project is under construction. Outside this project's boundaries, the area consists of government offices, warehouses, and strip commercial. Internally, there is some low-density multi-family residential, with mostly single-family residential on small lots, local schools, churches. The auto-centric nature of heavily trafficked Airport Boulevard, numerous driveways and free right-turn lanes, impedes pedestrian and bicyclist accessibility. The Crestview/Highland trail provides a connection to adjoining neighborhoods and transit stops along Airport Boulevard to the north. Imagine Austin designates this area as a Regional Center.

Station Features...

- Digital real time information display
- Shelter/benches/Destination map/Lighting
- Capital Metro MetroBike Shelter (24 spaces, air)
- Free bike racks (8)

System Connections...

- MetroBus 7, 10, 300, 320, 350

Access to...

- ACC-Highland Campus Phases 1 & 2
- Red Leaf/Highland Development (Proposed)
- Texas Department of Public Safety
- Auguste Escoffier School of Culinary Arts
- Workforce Solutions Capital Area-North

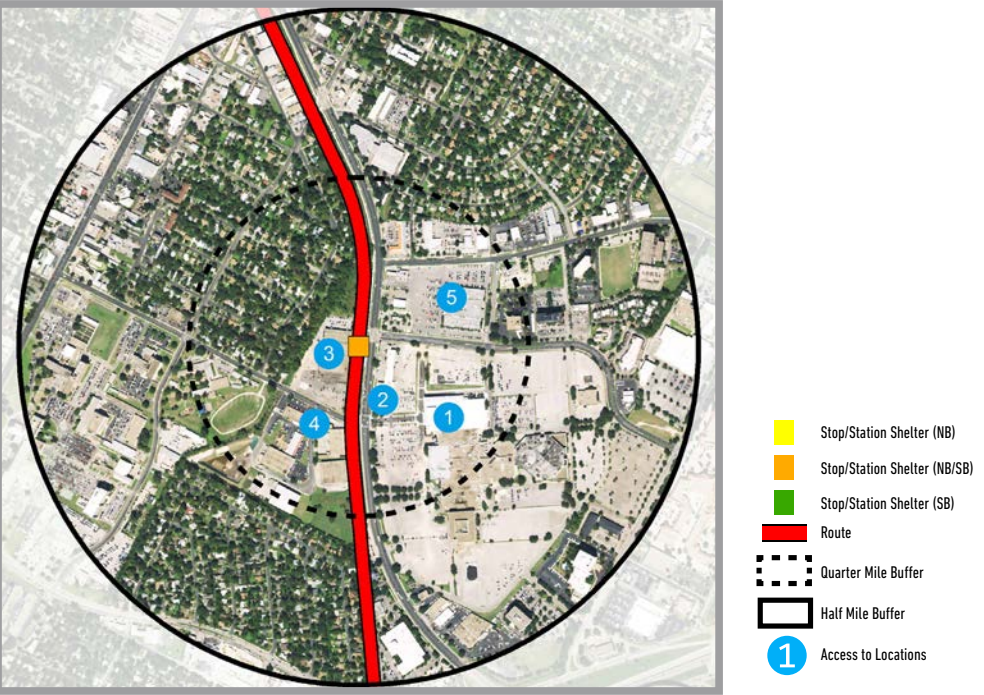
Missing Elements...

- Compact, mixed-use redevelopment
- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian and bicycle enhanced connections and crossings



Ridership/Service

Weekday Ridership (April 2016)	142 on / 142 off
Saturday Ridership (April 2016)	29 on / 25 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	1,370 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	2,060
Population (2040)	5,050
Population Density (2010)	2,600 ppl / sq. mile
Employment (2010)	5,880
Employment (2040)	10,010
Employment Density (2010)	7,500 emp / sq. mile
Households (2010)	942
Households (2040)	1,970
Median HH Size (2010)	2.24
Housing Units (2010)	1,000
Affordable Housing (2013)	62
Median HH Income (2010)	\$38,500
Zero Car HH (2014)	27
Millennial Population Age 25-34 (2010)	490
Senior Population Age 65+ (2010)	150

Highland Station | MetroRail Red Line 550

FACTS

Segment	North
Service Open	2010
Target Weekday Ridership	1,370
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Medium

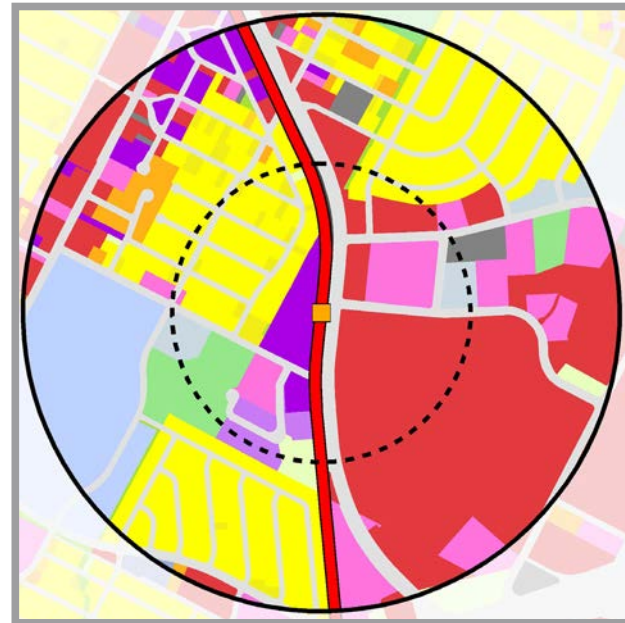
NEEDS

- Safety and security**
 - Lighting needed on sidewalks and to directly illuminate crosswalks crossing Airport Boulevard
 - Enhanced safety and visibility of crosswalks at Airport Boulevard and Highland Mall Drive, Denson Drive
 - Traffic calming of high speed traffic on Airport Boulevard
 - "Eyes on the street" added from development south/west of the railroad tracks, and from the north/east of Airport Boulevard will significantly increase the safety of the corridor
- (Re)development opportunities**
 - Redevelopment opportunities in east, southeast quadrants
 - Redevelopment of publicly-owned property, other properties adjacent to station
 - Infill/redevelopment potential within large surface parking areas, nearby strip centers, warehouses
 - Shared parking opportunities within structured parking
 - Very auto-centric, low density development limits transit connectivity to/from/within potential hub
- Station amenities**
 - Shade: trees or shade structure
 - Pedestrian scale lighting
 - Street furniture
- Other amenities**
 - Continuance of pedestrian/ bicycle trail south to Middle Fiskville Road
 - Wayfinding to note areas within a "10 minute walk" to connect to ACC
- Public/placemaking/art opportunity**
 - Potential for other functional art
 - Potential for collaboration between private/public interests
 - Safe design
- Streetscape improvements**
 - Intersection improvements to better facilitate all travel modes
 - Pedestrian-scale lighting on sidewalk leading to station and at crossings
 - Shade trees
 - Buffer between sidewalk and vehicle lanes
 - Improved bike lanes along Airport Boulevard
 - Traffic calming, increasing pedestrian/bike safety at crossing

CATALYST PROJECTS

- 2012 Bond ADA Sidewalks - Street and Bridge (Public Works)
- Tannehill-Airport Blvd/Highland Mall Regional Ponds (Watershed Protection)

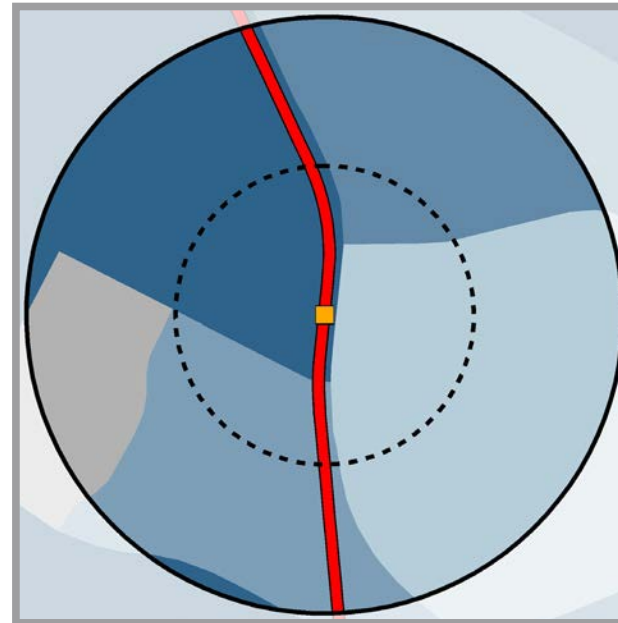
Land Use



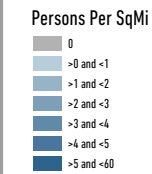
The predominant land uses in the 1/2 mile station area include: commercial, single family residential, streets and roads, government services, and office.



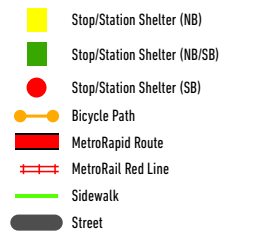
Population Density



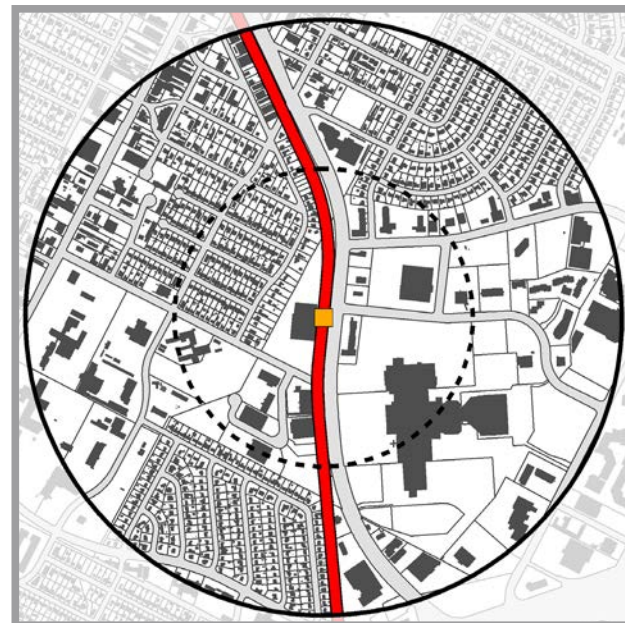
Average population density in the 1/2 mile station area is 2,600 residents per square mile.



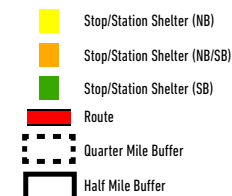
Infrastructure-Roads



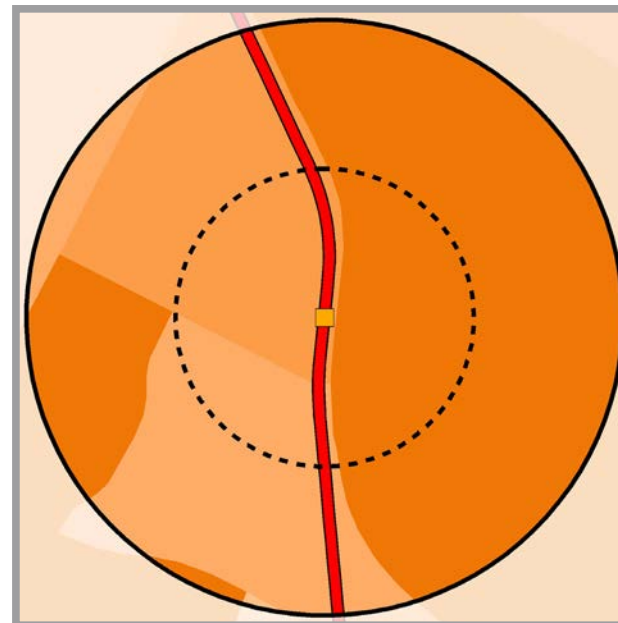
Parcels and Buildings



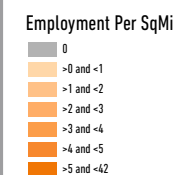
The 1/2 mile station area is estimated to contain 4.08 million built square feet.



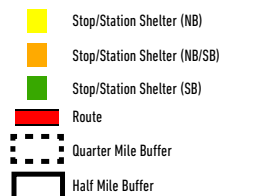
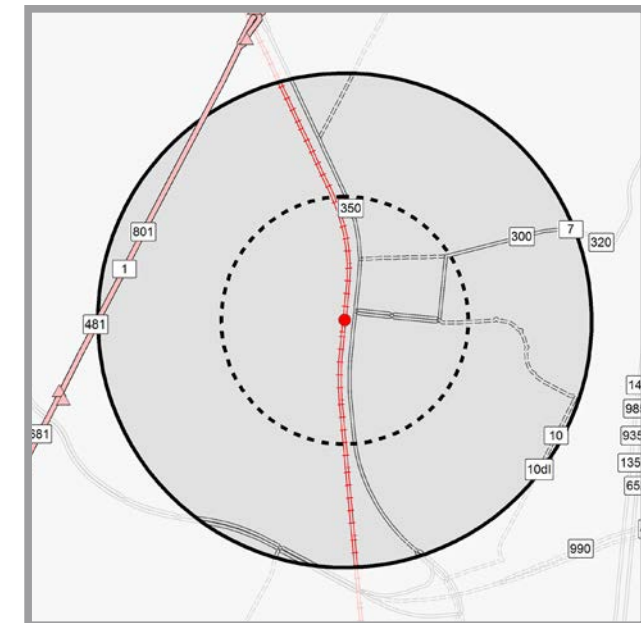
Employment Density



Average employment density in the 1/2 mile station area is 7,500 employees per square mile.



Infrastructure-Transit





Looking northwest from the station platform, residential left behind trees, linear open space north of the station platform



Looking west from the platform, land use is predominantly warehouse space



South from Highland Mall Drive, ACC-Highland Phase I



MetroBike Shelter with Crestview/Highland pedestrian/bike trail



Looking south from Highland Mall Drive, across Airport Boulevard from station



Looking east down north side of Highland Mall Drive

MLK Jr. Station

MLK Jr. MetroRail Station at the intersection of Alexander Avenue and East 17th Street in central east Austin. The station has a stage one center platform (stage two will double in length), and feeder buses connect riders to University of Texas and the Capitol Complex. This station is the main stop serving the University of Texas and the State Capitol complex. The station is near a collection of non-profit services in the historic Chestnut neighborhood. A mixed-use/multifamily community and retirement village are under construction and a mixed-use creative office development is planned near the station. The area is located close to art galleries, education centers, multi-family residential, rehabilitation centers, restaurants, and entertainment venues. It is surrounded by small lot single-family detached residential, with local schools and churches nearby. Completion of the Upper Boggy Creek Trail is scheduled for 2017. *Imagine Austin* designates this area as a Neighborhood Center; Austin's TOD ordinance defines it as a Neighborhood Center.

Station Features...

- Digital real time information display
- Shelter/Benches/Destination map/Lighting
- Capital Metro MetroBike Shelter (24 spaces, air)
- Free bike racks (8)

System Connections...

- MetroBus 18, 464, 465

Access to...

1. Creative Action
2. PeopleFund
3. M Station Apartments
4. Center 61
5. Sustainable Food Center

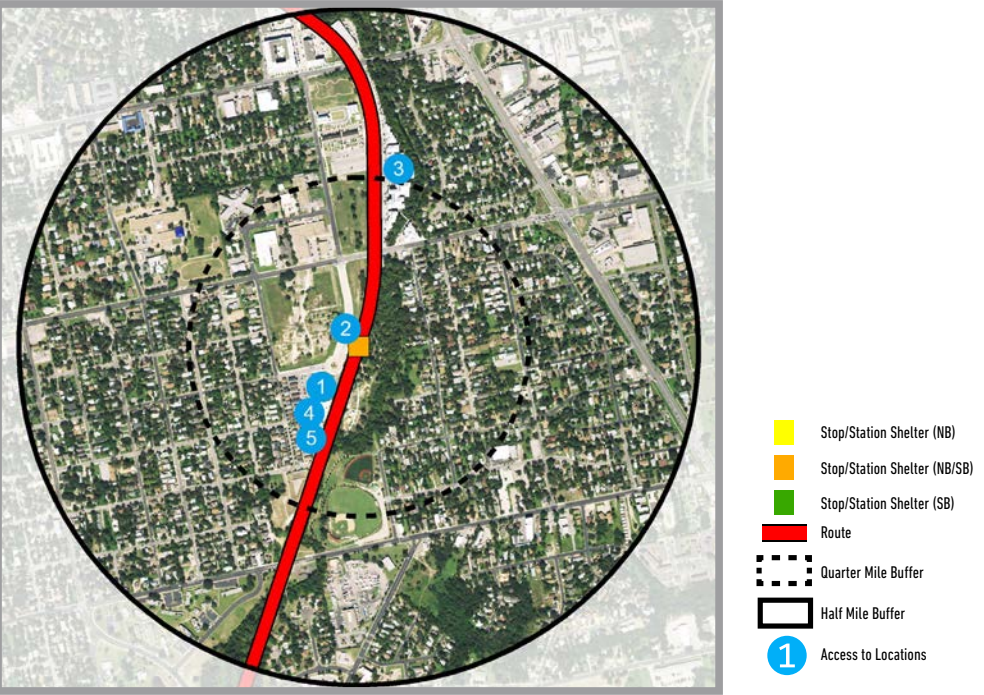
Missing Elements...

- Shade, pedestrian-scale lighting
- Public realm improvements, including shade, street furniture, and pedestrian-scaled lighting
- Pedestrian and bicycle connections and enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	240 on / 272 off
Saturday Ridership (April 2016)	44 on / 43 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	580 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	3,550
Population (2040)	8,460
Population Density (2010)	4,500 ppl / sq. mile
Employment (2010)	830
Employment (2040)	2,060
Employment Density (2010)	1,100 emp / sq. mile
Households (2010)	1,562
Households (2040)	3,688
Median HH Size (2010)	2.35
Housing Units (2010)	1,640
Affordable Housing (2013)	199
Median HH Income (2010)	\$37,400
Zero Car HH (2014)	55
Millennial Population Age 25-34 (2010)	920
Senior Population Age 65+ (2010)	480

MLK Jr. Station | MetroRail Red Line 550

FACTS

Segment	Central
Service Open	2010
Target Weekday Ridership	580
Profile Date	2016

PLACE TYPOLOGY

TOD Village

READINESS SCORE

Emerging

READINESS METRICS

Connectivity	Medium
Market Strength	Medium
Land Availability	Medium
Government Support	Medium

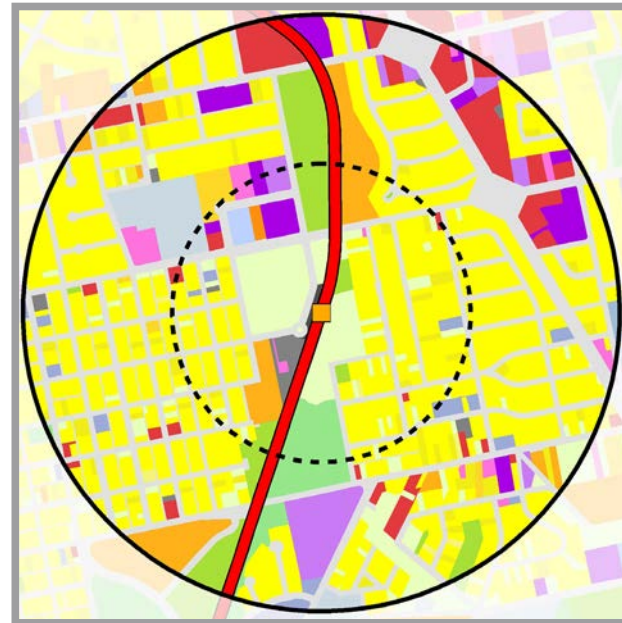
NEEDS

Safety and security <ul style="list-style-type: none">▪ Lighting needed on sidewalks and pavement illumination of crosswalks at MLK Jr. Boulevard▪ Enhanced safety visibility for pedestrian paths and bicycle routes▪ Enhancements to bring more “eyes on the street” to the community garden area▪ More activity at/overlooking the MetroRail platform area▪ With completion of construction on the west side of Alexander, midblock crossing may be needed	(Re)development opportunities <ul style="list-style-type: none">▪ Redevelopment in north, west quadrants underway indicates potential in the area▪ Infill potential within vacant properties remain▪ Housing preservation within the station area
Streetscape improvements <ul style="list-style-type: none">▪ Intersection improvements, all ways, to improve safety for all travel modes at Alexander Avenue, MLK Jr. Boulevard▪ Bike/pedestrian connections▪ Shade trees along Alexander Avenue▪ Traffic calming, increasing pedestrian/bike safety at track crossing on MLK Jr. Boulevard	Station amenities <ul style="list-style-type: none">▪ Pedestrian scale lighting▪ Shade: Trees or shade structure near Alexander Avenue▪ Street furniture Other amenities <ul style="list-style-type: none">▪ Continuance of pedestrian/ bicycle trail: Upper Boggy Creek Trail in 2017▪ Wayfinding to note areas within a “10 minute walk” Public/placemaking/art opportunity <ul style="list-style-type: none">▪ Limited placemaking opportunity▪ Potential for other functional art▪ Potential for collaboration between private/public interests▪ Safe design

CATALYST PROJECTS

- Austin Heights Neighborhood Water System Upgrades (Austin Water)
- Group 21 - Residential and Collector Streets Central East (North) (Public Works)
- BOG - MLK-TOD Stormdrain Improvements Phase 1 (Watershed Protection)
- MLK Jr. Blvd. Station Area Plan & Regulating Plan (Planning and Zoning)

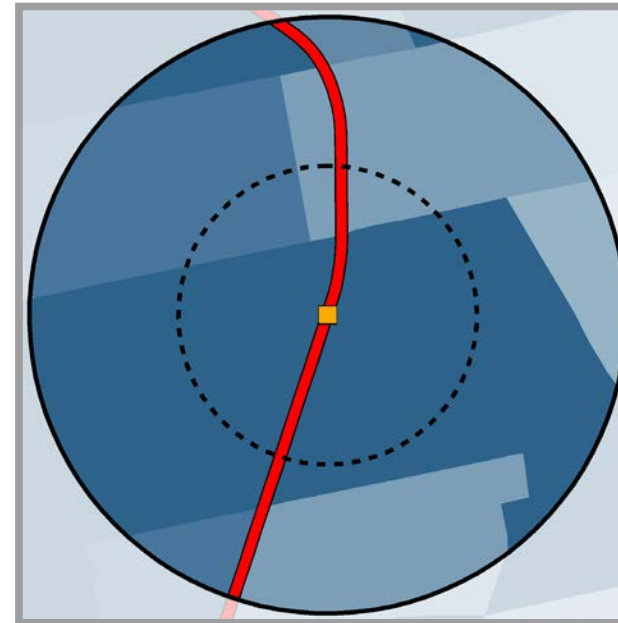
Land Use



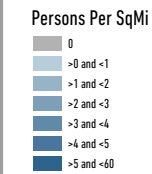
The predominant land uses in the ½ mile station area include: single family residential, streets and roads, and undeveloped.



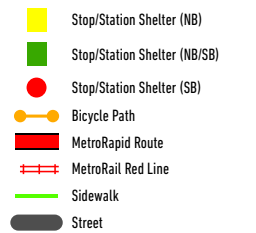
Population Density



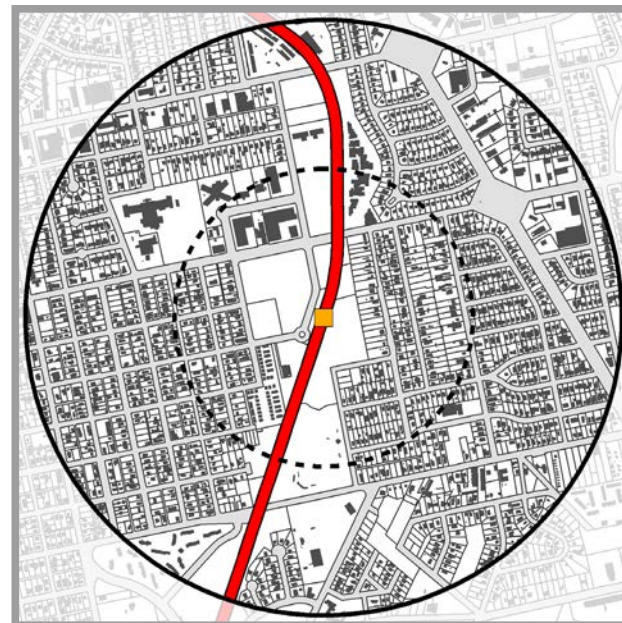
Average population density in the ½ mile station area is 4,500 residents per square mile.



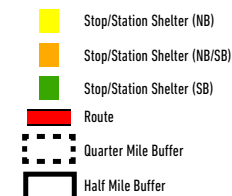
Infrastructure-Roads



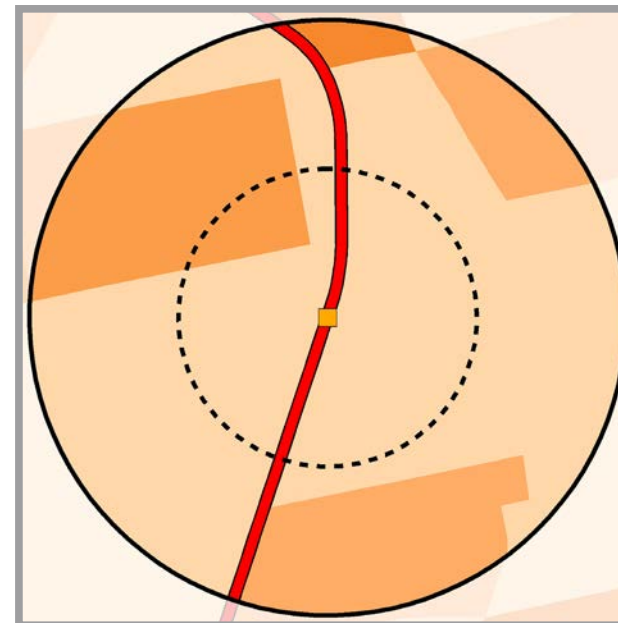
Parcels and Buildings



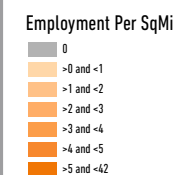
The ½ mile station area is estimated to contain 3.23 million built square feet.



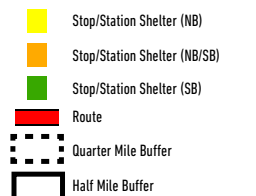
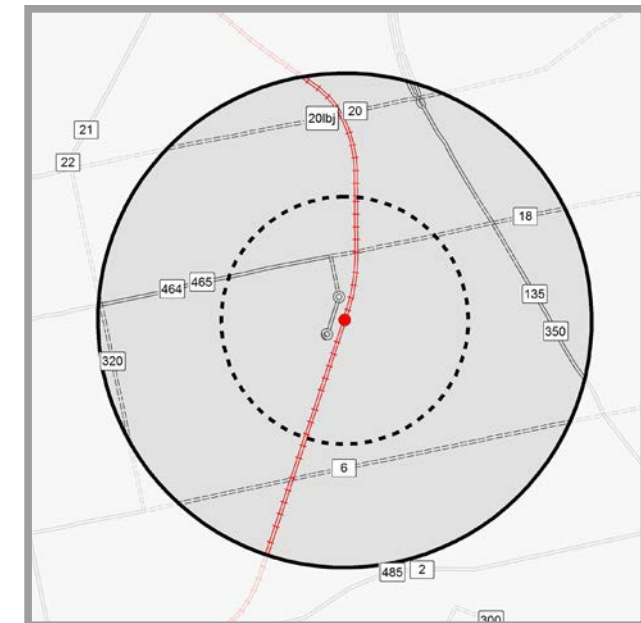
Employment Density



Average employment density in the ½ mile station area is 1,100 employees per square mile.



Infrastructure-Transit





MLK Jr MetroRail Station is home to a variety of non-profit businesses and services, including PeopleFund, Chestnut Commons is pictured on the left



Roundabout at MLK Jr. Station with PeopleFund and Chestnut Commons



Mixed-use development, townhomes, and senior living is under construction on Alexander Street, 17th Street, and MLK Jr Boulevard at the station



M Station is an affordable housing community that includes day care, training, and more



Established and new detached single-family residences within a ½ mile walk



The Sustainable Food Center includes a community garden on Upper Boggy Creek Trail at the station, which continues north to the Mueller Development

Plaza Saltillo Station

Plaza Saltillo Station is located at the southwest corner of East 5th Street and Comal Street on one acre owned by Capital Metro. This station has a stage one, split platform (stage two will double the length). It is situated within a culturally rich area that has experienced rapid growth that has an eclectic mix of small businesses, artists, and new enterprises as the downtown area expands east. Capital Metro owns 10 acres, west of the station to IH 35, it is developing with the Endeavor Real Estate Group, with plans for dense mixed-uses, including offices, retail, restaurants, and apartments and paseos. The residential component will designate 25% for affordable housing, one-half reserved for seniors. Other new projects nearby include live/work condominium units and street level commercial spaces. Imagine Austin designates this area as a Neighborhood Center; Austin's TOD ordinance defines it as a Neighborhood Center.

Station Features...

- Digital real time information display
- Shelter/Benches/Destination map/Lighting
- Capital Metro MetroBike Shelter (26 spaces, air)
- Free bike racks (24)

System Connections...

- MetroBus 4, 17, 320

Access to...

- DiverseArts Culture Works
- CommUnityCare
- Huston-Tillotson University
- Eastside Station
- The Arnold

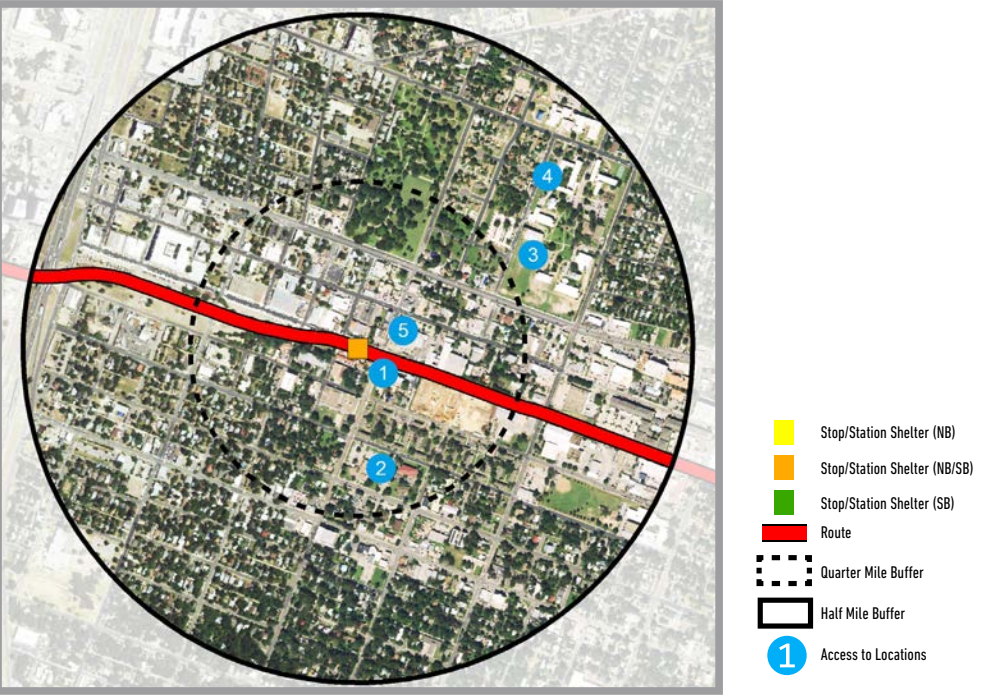
Missing Elements...

- Public Realm Improvements, including shade, pedestrian-scale lighting
- Activated plaza
- Pedestrian and bicycle connections and enhanced crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	104 on / 117 off
Saturday Ridership (April 2016)	53 on / 68 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	1,350 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	3,730
Population (2040)	8,740
Population Density (2010)	4,800 ppl / sq. mile
Employment (2010)	3,230
Employment (2040)	6,010
Employment Density (2010)	4,100 emp / sq. mile
Households (2010)	1,574
Households (2040)	3,844
Median HH Size (2010)	2.25
Housing Units (2010)	1,670
Affordable Housing (2013)	537
Median HH Income (2010)	\$45,100
Zero Car HH (2014)	67
Millennial Population Age 25-34 (2010)	880
Senior Population Age 65+ (2010)	330

Plaza Saltillo Station | MetroRail Red Line 550

FACTS	Segment	Central
	Service Open	2010
	Target Weekday Ridership	1,350
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	Medium
	Market Strength	Medium
	Land Availability	Medium
	Government Support	Medium
NEEDS	<div><div>Safety and security</div><ul style="list-style-type: none">Improved lighting on sidewalks along Comal and Onion StreetsProvide crosswalks where missing and enhance existing onesPedestrian-scale lighting directed to illuminate crosswalks, reflectorsActivate structures within the adjacent plaza to eliminate dark, unsafe areasIncrease in "eyes on the street" needed from the plaza and from now vacant properties on East 6th and 5th StreetsStandard street termination signage and barricade needed at Onion Street south side of East 5th Street</div> <div><div>Streetscape improvements</div><ul style="list-style-type: none">Intersection improvements to better facilitate all travel modesSidewalk repair, replacement, and infill between gaps with proper ramp placementPedestrian-scale lighting on sidewalks leading to station and at crossingsShade trees on 5th Street north side</div> <div><div>Station amenities</div><ul style="list-style-type: none">Improved bike access and track crossings</div> <div><div>(Re)development opportunities</div><ul style="list-style-type: none">Redevelopment potential of warehousing in the areaOpportunity for shared parking, infrastructure improvements, lighting in parking areas neededHousing preservation interspersed with housing infill potential</div> <div><div>Station amenities</div><ul style="list-style-type: none">Pedestrian scale lighting in plaza during hours of operation with activated plaza</div> <div><div>Other amenities</div><ul style="list-style-type: none">Continuance of pedestrian/bicycle trailWayfinding to note areas within a "10 minute walk"</div> <div><div>Public/placemaking/art opportunity</div><ul style="list-style-type: none">Significant placemaking opportunityPotential for other functional artPotential for collaboration between private/public interestsSafe design</div>	
CATALYST PROJECTS	<ul style="list-style-type: none">Comal Pocket Park and Oswaldo A.B. Cantu Pan-Am Neighborhood Park - General Park Improvements (Parks and Recreation)Various water and stormwater management projectsSaltillo Crossings and Signals (Capital Metro)Plaza Saltillo Station Area Plan & Regulating Plan (Planning and Zoning)	

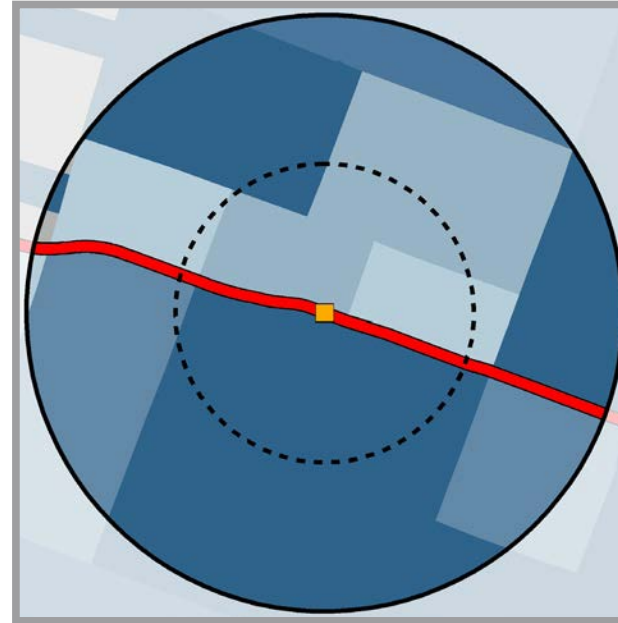
Land Use



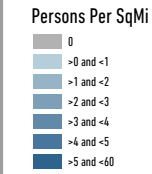
The predominant land uses in the ½ mile station area include: streets and roads, and single family residential.



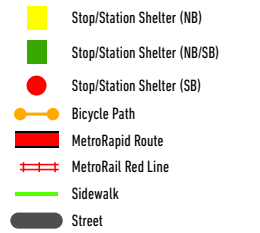
Population Density



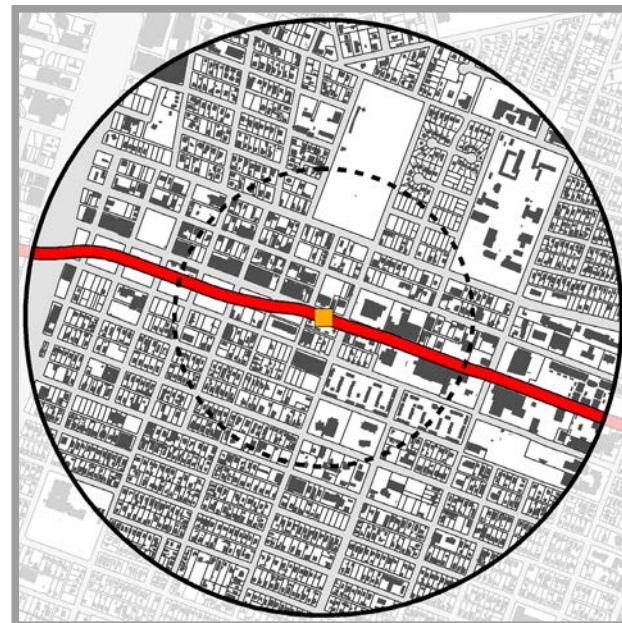
Average population density in the ½ mile station area is 4,800 residents per square mile.



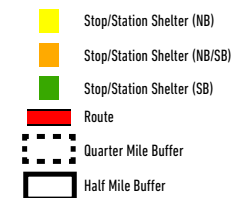
Infrastructure-Roads



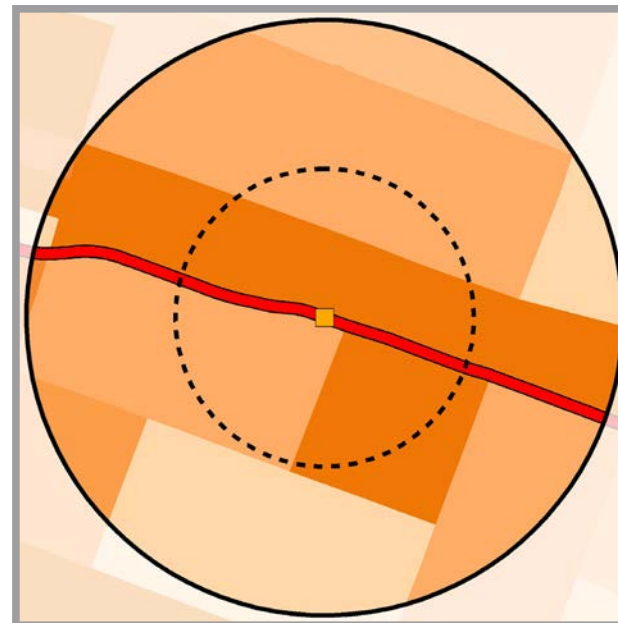
Parcels and Buildings



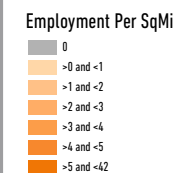
The ½ mile station area is estimated to contain 3.40 million built square feet.



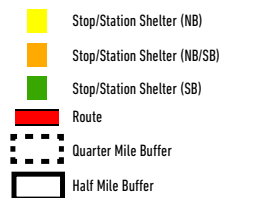
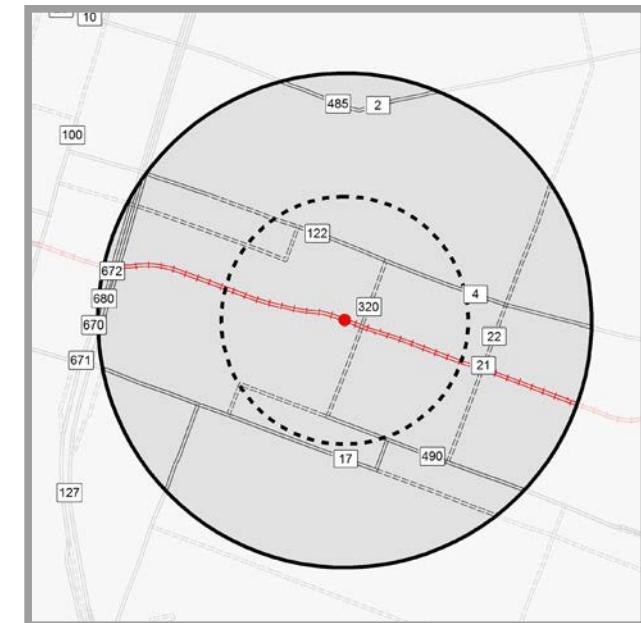
Employment Density



Average employment density in the ½ mile station area is 4,100 employees per square mile.



Infrastructure-Transit





Plaza Saltillo Station is named for the adjoining plaza and the City of Saltillo, Mexico, an Austin Sister City, built in 1997



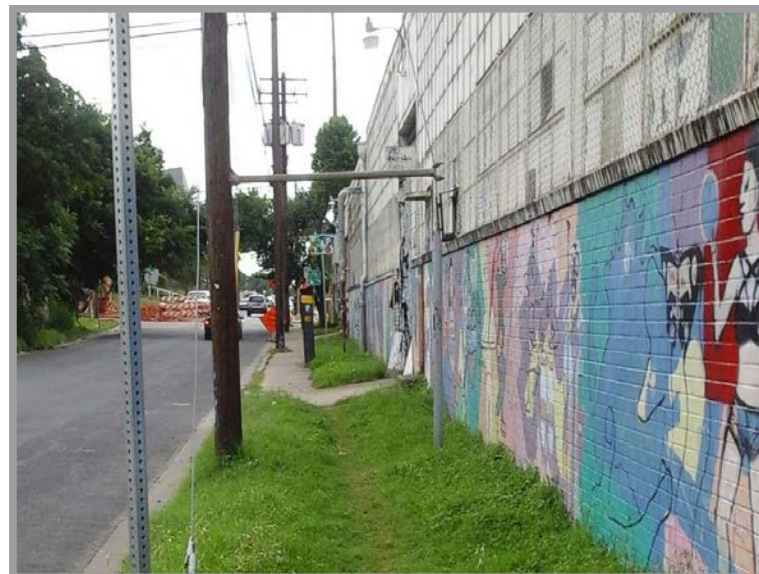
The gazebo at Plaza Saltillo looking east to the Saltillo Lofts, a mix of salons, small businesses, and multifamily on Comal Street



New, mixed use development surrounds the station area, this one on East 6th Street and Comal, The Arnold, includes offices, retail, and multi-family



Looking north from East 5th Street and Comal Street, popular eateries and bars near the station area in existing and restored buildings



Onion Street and 4th Street, looking east with opportunities for connectivity



Peddler's Bike Shop, other small businesses located near the station

Downtown Station

Downtown MetroRail Station is the south terminus of the 32 mile Red Line, on East 4th Street from Trinity Street to Red River Street. The station provides direct access to the central business district, entertainment districts, and the Waller Creek district. The rail station of 2016 is temporary; the permanent MetroRail station will open in 2018. Improvements will include a pedestrian plaza to improve the safety and environment at the station, with three tracks to accommodate the increase in trains and their frequency. The station will include a center platform and a side platform. Imagine Austin designates this area as a regional center; Austin’s TOD ordinance defines it as a Downtown TOD. The Downtown Austin Plan shows the station bounded by the Core Waterfront and Waller Creek Districts.

Station Features...

- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Adjacent facilities have free bike racks

System Connections...

- MetroBus 4, 21/22, 100

Access to...

1. Austin Hilton
2. Convention Center
3. Brush Square Historical Park
4. Marriott Residence Inn
5. East 6th Street
6. Frost Bank Financial Center

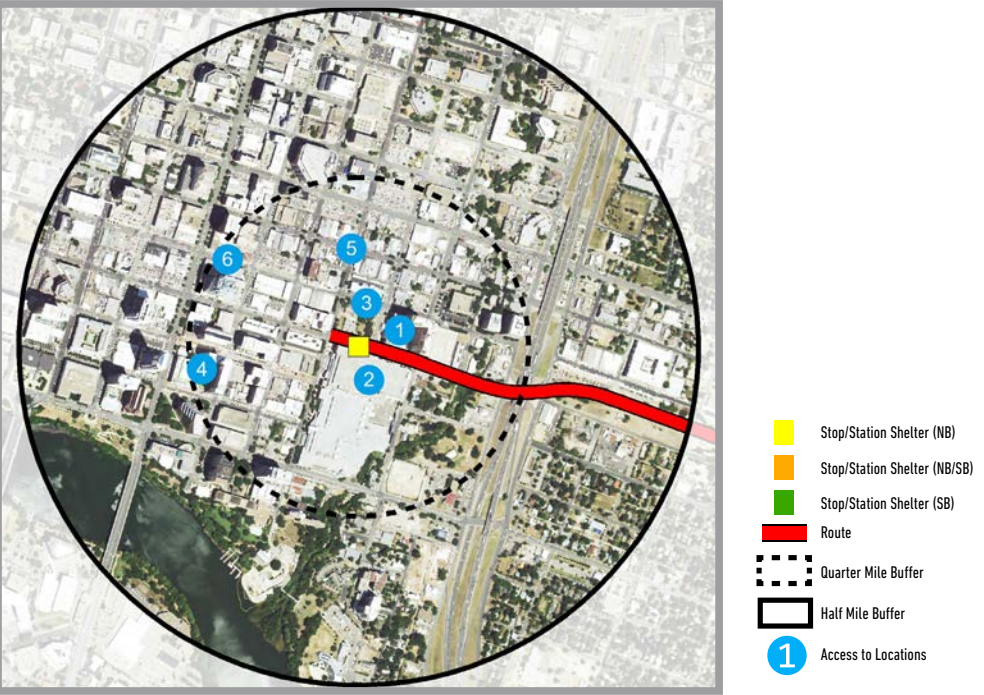
Missing Elements...

- Public realm improvements, including shade, pedestrian-scale lighting
- Pedestrian mall/waiting area, street furniture
- Pedestrian and bicycle enhanced connections and crossings
- Wayfinding



Ridership/Service

Weekday Ridership (April 2016)	1,035 on / 1,073 off
Saturday Ridership (April 2016)	417 on / 484 off
Sunday Ridership (April 2016)	None
Target Weekday Ridership	1,860 on
Level of Service	30 min peak/60 min off-peak



Demographics

Population (2010)	2,480
Population (2040)	11,820
Population Density (2010)	3,200 ppl / sq. mile
Employment (2010)	35,290
Employment (2040)	48,170
Employment Density (2010)	45,000 emp / sq. mile
Households (2010)	1,628
Households (2040)	6,639
Median HH Size (2010)	1.59
Housing Units (2010)	2,580
Affordable Housing (2013)	190
Median HH Income (2010)	\$52,800
Zero Car HH (2014)	28
Millennial Population Age 25-34 (2010)	1,330
Senior Population Age 65+ (2010)	250

Downtown Station | MetroRail Red Line 550

FACTS	Segment	Central
	Service Open	2010
	Target Weekday Ridership	1,860
	Profile Date	2016
PLACE TYPOLOGY	Central Core	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	High
	Market Strength	Medium
	Land Availability	High
	Government Support	High
NEEDS	<div><div>Safety and security<ul style="list-style-type: none">▪ Lighting, surface refinements needed to illuminate crosswalks▪ Enhanced safety, visibility for pedestrian paths and bicycle routes▪ Improved “Eyes on the street” with activity and businesses that open to it</div><div>Streetscape improvements<ul style="list-style-type: none">▪ Intersection improvements to better facilitate all travel modes▪ Bike/pedestrian connections redesigned to reduce conflicts▪ Pedestrian-scale lighting directed onto sidewalks leading to station and at crossings▪ Improved bike access and track crossings▪ Traffic calming, wayfinding for public parking, proper circulation for tourism▪ Provisions for secure bicycle parking</div><div>(Re)development opportunities<ul style="list-style-type: none">▪ Potential redevelopment in east, west quadrants within vacant</div></div> <div><div>or historic buildings, surface parking</div><div><ul style="list-style-type: none">▪ Redevelopment of publicly-owned property to restore public square▪ Infill at nearby shopping centers</div><div>Station amenities<ul style="list-style-type: none">▪ Shade: trees or shade structure▪ Pedestrian scale lighting▪ Reduce or eliminate conflicts between travel modes</div><div>Other amenities<ul style="list-style-type: none">▪ Continuance of pedestrian/bicycle trail▪ Wayfinding to note areas within a “10 minute walk”</div><div>Public/placemaking/art opportunity<ul style="list-style-type: none">▪ Significant placemaking opportunity▪ Potential for other functional art▪ Potential for collaboration between private/public interests▪ Safe design</div></div>	
	<div><div>Various sidewalk and streetscape reconstruction/repavement projects</div><div>Waller Creek Tunnel Facility Maintenance and Improvements (Watershed Protection)</div><div>Various crossing improvements</div><div>Waller Creek District - Sabine St. Promenade (Watershed Protection)</div><div>Downtown Station Improvements Funded by TXDOT (Capital Metro)</div></div>	

Land Use

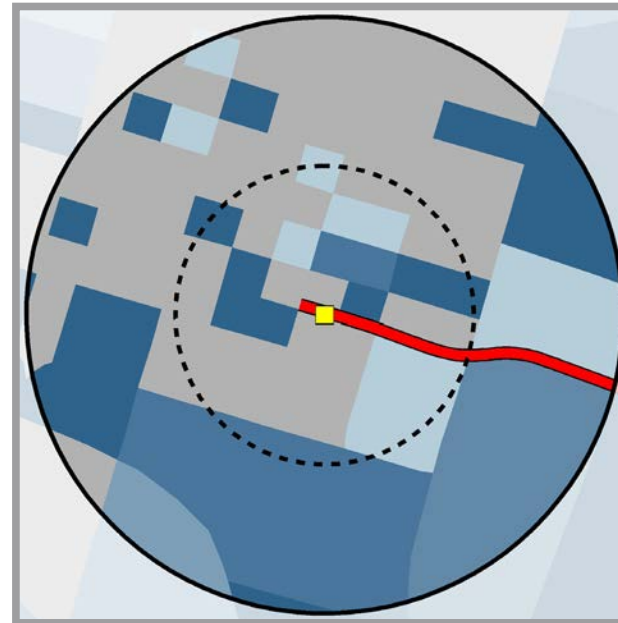


The predominant land uses in the 1/2 mile station area include: streets and roads, office and commercial.

Land Use




	Agricultural		Miscellaneous Industrial
	Apartment/Condo		Mixed Use
	Aviation Facilities		Mobile Homes
	Campgrounds		Office
	Cemeteries		Parking
	Commercial		Parks/Greenbelts
	Common Areas		Preserves
	Cultural Services		Railroad Facilities
	Duplexes		Resource Extraction (Mining)
	Educational		Retirement Housing
	Golf Courses		Semi-institutional Housing
	Government Services		Single Family
	Group Quarters		Streets & Roads
	Hospitals		Threeplex/Fourplex
	Landfills		Transportation Facilities
	Large-lot Single Family		Undeveloped
	Manufacturing		Utilities
	Marinas		Warehousing
	Meeting & Assembly		Water

Population Density

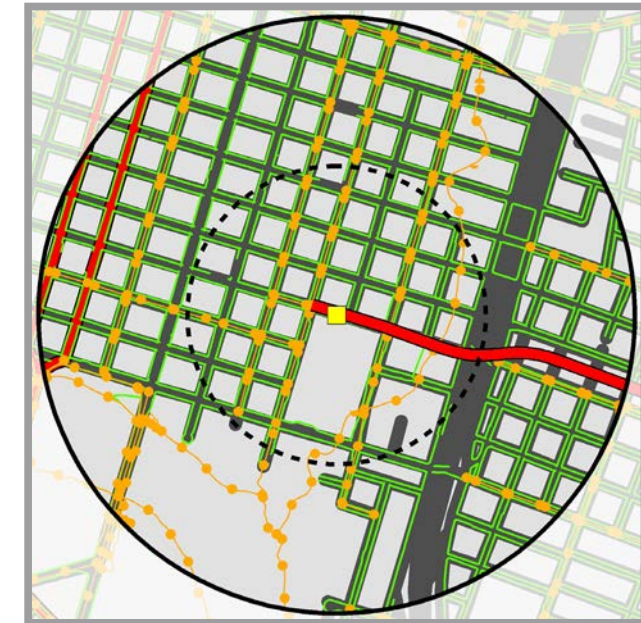










Average population density in the 1/2 mile station area is 3,200 residents per square mile.

Persons Per SqMi

	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <60

Infrastructure-Roads









	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Bicycle Path
	MetroRapid Route
	MetroRail Red Line
	Sidewalk
	Street

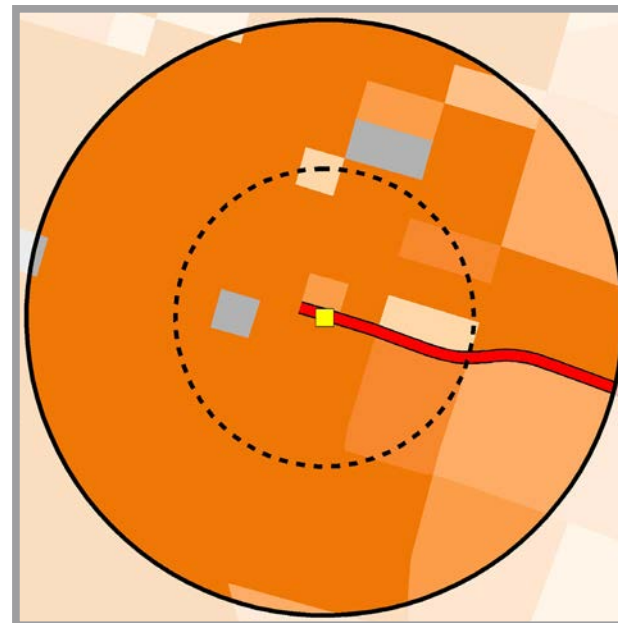
Parcels and Buildings



The 1/2 mile station area is estimated to contain 5.87 million built square feet.







	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer

Employment Density

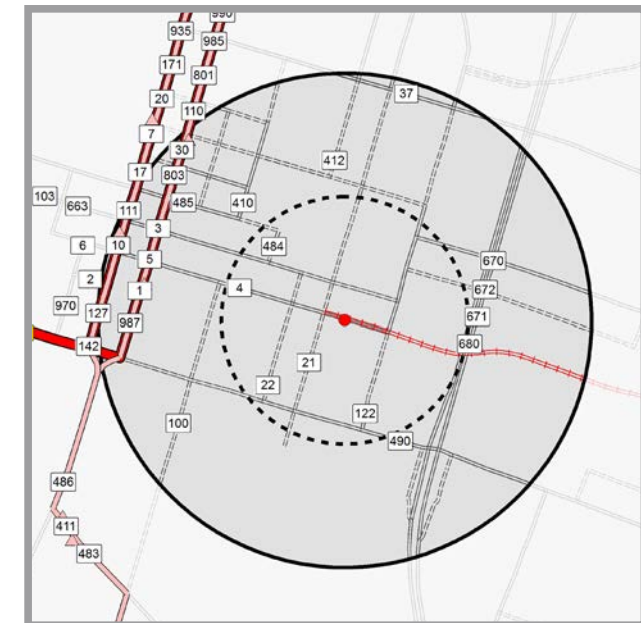








Average employment density in the 1/2 mile station area is 45,000 employees per square mile.

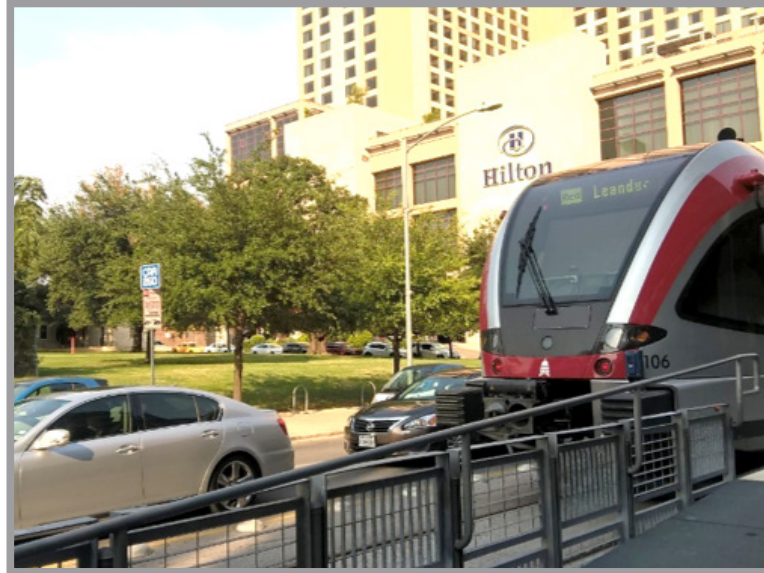
Employment Per SqMi

	0
	>0 and <1
	>1 and <2
	>2 and <3
	>3 and <4
	>4 and <5
	>5 and <42

Infrastructure-Transit



	Stop/Station Shelter (NB)
	Stop/Station Shelter (NB/SB)
	Stop/Station Shelter (SB)
	Route
	Quarter Mile Buffer
	Half Mile Buffer



The temporary Downtown MetroRail Station adjacent to Brush Square, Hilton



Looking west down East 4th Street toward Congress Avenue



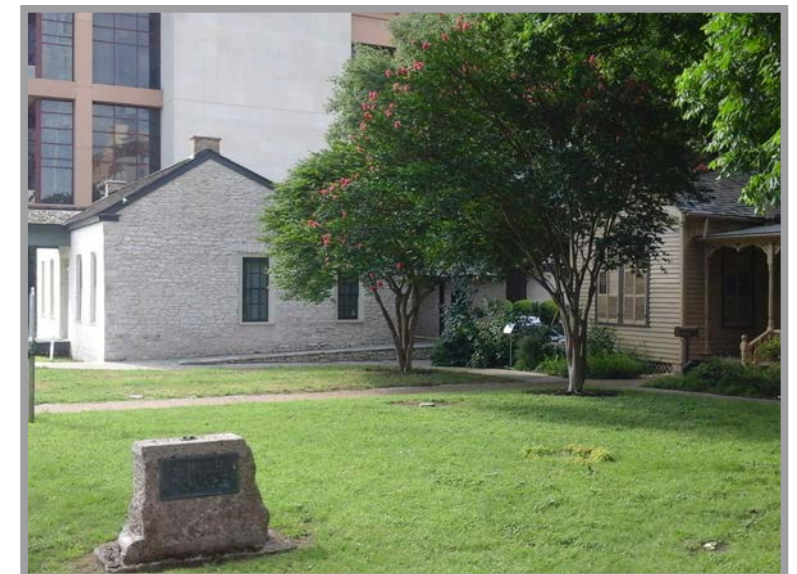
East side of Trinity Street with memorial stars of local artists, philanthropists



Looking South on Trinity Street at the Convention Center



Looking north on East 4th Street, Fire Department parking on Brush Square



West Guadalupe Street, Looking North

7.3 Summary Data Charts

7.3.1 Station Area Metrics Matrix
MetroRail Red Line

	Northwest			North			Central		
	Leander	Lakeline	Howard	Kramer	Crestview	Highland	MLK	Plaza Saltillo	Downtown
Demographics									
Population (2010)	810	650	1,290	800	3,400	2,060	3,550	3,730	2,480
Population (2040)	5,200	3,240	3,820	2,130	5,450	5,050	8,460	8,740	11,820
Population Growth (Avg Ann, 2010-2040)	6.4%	5.5%	3.7%	3.3%	1.6%	3.0%	2.9%	2.9%	5.3%
Population Density (2010) (per square mile)	1,000	800	1,600	1,000	4,300	2,600	4,500	4,800	3,200
Population Density (2040) (per square mile)	6,600	4,100	4,900	2,700	6,900	6,400	10,800	11,100	15,100
Employment (2010)	170	480	1,040	6,420	2,480	5,880	830	3,230	35,290
Employment (2040)	5,070	5,910	2,530	20,190	4,230	10,010	2,060	6,010	48,170
Employment Growth (Avg Ann, 2010-2040)	12.0%	8.7%	3.0%	3.9%	1.8%	1.8%	3.1%	2.1%	1.0%
Employment Density (2010) (per square mile)	200	600	1,300	8,200	3,200	7,500	1,100	4,100	45,000
Employment Density (2040) (per square mile)	6,500	7,500	3,200	25,700	5,400	12,800	2,600	7,700	61,400
Employment on Transit Network (2010)	55,837	55,837	55,837	55,837	146,502	55,837	55,837	109,405	109,405
Combined People (2010)	980	1,130	2,330	7,220	5,880	7,940	4,380	6,960	37,770
Combined Density (2010) (per square mile)	1,200	1,400	3,000	9,200	7,500	10,100	5,600	8,900	48,100
Households and Housing									
Households (2010)	260	334	614	423	1,690	942	1,562	1,574	1,628
Households (2040)	2,156	1,794	1,706	1,118	3,020	1,970	3,688	3,844	6,639
Household Growth (Avg Ann, 2010-2040)	7.3%	5.8%	3.5%	3.3%	2.0%	2.5%	2.9%	3.0%	4.8%
Median Household Size (2010)	2.98	1.99	2.35	1.82	1.97	2.24	2.35	2.25	1.59
Median Household Income (2010)	\$50,400	\$61,400	\$91,800	\$46,600	\$43,960	\$38,500	\$37,400	\$45,100	\$52,800
Housing Units (2010)	270	510	580	920	1,890	1,000	1,640	1,670	2,580
Housing Density (2010) (per acre)	0.5	1.0	1.2	1.8	3.8	2.0	3.3	3.3	5.1
Transit Ridership/Service (Red Line)									
Average Weekday Ridership (April 2016)	248	573	486	263	154	142	240	104	1,035
Target Ridership (future)	800	1,120	920	1,930	1,070	1,370	580	1,350	1,860

7.3.2 Station Area Land Use Distribution

NORTHWEST

Leander		Lakeline		Howard	
Agricultural	35.20%	Undeveloped	49.40%	Manufacturing	24.89%
Undeveloped	33.28%	Commercial	16.90%	Agricultural	19.85%
Streets and Roads	14.55%	Office	11.57%	Streets and Roads	17.44%
Commercial	10.21%	Streets and Roads	7.26%	Single Family	9.63%
Single Family	4.31%	Common Areas	7.15%	Apartment/Condo	7.85%
Parks/Greenbelts	2.20%	Transportation Facilities	4.14%	Undeveloped	5.03%
Apartment/Condo	0.30%	Single Family	1.88%	Resource Extraction	4.24%
Unknown	0.05%	Agricultural	0.71%	Commercial	3.79%
Mobile Homes	0.03%	Utilities	0.50%	Railroad Facilities	2.65%
Duplexes	0.02%	Miscellaneous Industrial	0.45%	Meeting and Assembly	2.25%
		Manufacturing	0.10%	Office	1.75%
				Common Areas	0.50%
				Educational	0.09%
				Mobile Homes	0.09%
				Warehousing	0.01%

NORTH

Kramer		Highland	
Manufacturing	28.65%	Commerical	26.96%
Office	14.50%	Single Family	22.19%
Streets and Roads	11.53%	Streets and Roads	16.75%
Warehousing	11.10%	Government Services	8.05%
Miscellaneous Industrial	11.10%	Office	7.89%
Undeveloped	9.63%	Warehousing	4.03%
Commercial	6.09%	Parks/Greenbelts	3.29%
Common Areas	3.08%	Educational	1.76%
Educational	2.26%	Apartment/Condo	1.74%
Railroad Facilites	1.51%	Duplexes	1.74%
Parking	0.60%	Railroad Facilities	1.67%
		Manufacturing	1.19%
		Parking	1.15%
		Undeveloped	1.01%
		Common Areas	0.48%
		Threeplex/Fourplex	0.12%
		Meeting and Assembly	0.04%

CENTRAL

MLK, Jr		Plaza Saltillo		Downtown	
Single Family	38.46%	Streets and Roads	30.07%	Streets and Roads	37.92%
Streets and Roads	23.17%	Single Family	24.42%	Office	13.91%
Undeveloped	7.01%	Commercial	5.57%	Commercial	9.33%
Commercial	4.83%	Warehousing	5.50%	Water	6.73%
Common Areas	4.23%	Educational	5.30%	Parking	5.75%
Apartment/Condo	4.17%	Office	4.96%	Parks/Greenbelts	4.34%
Warehousing	2.66%	Undeveloped	4.81%	Meeting and Assembly	4.17%
Parks/Greenbelts	2.57%	Cemetaries	3.42%	Single Family	4.03%
Duplexes	2.49%	Apartment/Condo	2.61%	Mixed Use	2.60%
Educational	2.15%	Meeting and Assembly	2.30%	Undeveloped	2.11%
Miscellaneous Industrial	1.97%	Manufacturing	2.11%	Warehousing	2.09%
Railroad Facilities	1.46%	Railroad Facilities	1.99%	Apartment/Condo	1.91%
Meeting and Assembly	1.09%	Government Services	1.44%	Government Services	1.74%
Office	1.08%	Duplexes	1.32%	Cultural Services	1.33%
Parking	0.79%	Parks/Greenbelts	1.19%	Railroad Facilities	1.19%
Retirement Housing	0.60%	Mixed Use	1.11%	Miscellaneous Industrial	0.52%
Manufacturing	0.45%	Parking	0.59%	Duplexes	0.19%
Government Services	0.28%	Miscellaneous Industrial	0.58%	Common Areas	0.13%
Mobile Homes	0.24%	Threeplex/Fourplex	0.25%	Threeplex/Fourplex	0.07%
Group Quarters	0.14%	Transportation Facilities	0.17%	Educational	0.00%
Cemetaries	0.12%	Cultural Services	0.14%		
Threeplex/Fourplex	0.08%	Group Quarters	0.09%		
		Mobile Homes	0.09%		
		Common Areas	0.05%		

8. DATA SOURCES

8.1 BENEFITS OF TOD

8.1.1 Benefits of TOD

To make the case that promoting TOD is a wise policy position and benefits a range of stakeholders, Capital Metro researched a diverse set of statistics that are included in Chapter 1.

8.1.2 Station Area Descriptors and Place Typology Framework Inputs

The station profiles in the TOD Priority Tool are not intended to contain an exhaustive catalogue of land use, demographic, infrastructure and other physical data points, but rather present an informative selection of key information that describe the station area, and define opportunities for community development that will not only provide benefits to Capital Metro’s transit service by increasing ridership but also benefit from current and potentially increased transit service levels.

The methodology for developing the station profiles included the following activities:

- Fieldwork by project team members, including documentation of key station area features using a mobile GIS application;
- Preparation of GIS maps to illustrate select features;
- Compilation of quantitative planning metrics describing socio-economic, real estate, planning and infrastructure characteristics; and
- Assessment of qualitative design characteristics.

The profile pages contain a set of quantitative metrics. A larger set of metrics was used to inform the subsequent typology framework, categorization, and assessment activities.

Metric	Source
Population (2010)	CAMPO
Population (2040)	CAMPO
Population Density	Calculated using CAMPO data
Employment (2010)	CAMPO
Employment (2040)	CAMPO
Employment Density	Calculated using CAMPO data
Households (2010)	CAMPO
Households (2040)	CAMPO
Median HH Size (2015)	Calculated using CAMPO data
Housing Units (2010)	Census 2010 Summary File 1
Affordable Housing (2013)	City of Austin
Median HH Income(2010)	Calculated using CAMPO data
Group Quarters (2010)	Census 2010 Summary File 1
Millennial Population	Census 2010 Summary File 1
Age 25-34 (2010)	Census 2010 Summary File 1
Senior Population	Census 2010 Summary File 1
Age 65+ (2010)	Census 2010 Summary File 1
Zero Car Households	Census American Community Survey 2014
MetroRapid Ridership (2016 and Long Range Targets)	Capital Metro
Land Use	City of Austin

The profiles also include a set of maps illustrating various spatial aspects of the station areas, with legends, and in some cases, summary data points related to the maps. The station areas are ½ mile radii around a station platform pair, representing a typically comfortable 10-15 minute walk shed. A ¼ mile radius is also drawn for perspective, demarcating the closer, typically more intensive TOD zone around a station. The table below identifies the GIS and other source data for maps included in the profiles.

Metric	Source
Aerial Map	United States Department of Agriculture, National Agriculture Imagery Program
Destinations of Note on Aerial Map	Capital Metro, Google Maps
Land Use	City of Austin
Parcels and Building Footprints	City of Austin
Population Density (2010)	CAMPO
Employment Density (2010)	CAMPO
Transportation Infrastructure	City of Austin
Transit Infrastructure	Capital Metro

Finally, photographs illustrating the character of the station areas are presented. These show key features, destinations of note, opportunities for enhancement, and more, to acquaint the user of the TOD Priority Tool and report with the station area. Unless otherwise noted, photographs were taken by the project team or Capital Metro staff as part of this study.

8.1.3 Readiness Metrics

The framework for calculating the readiness score for each station area included evaluation of many of the metrics described in the previous section, as well as review of several additional data points. The table below identifies the source of these input data.

Metric	Source
Labor Market Connectivity: Employment on Transit Network (2010)	Calculated using CAMPO data
Walkshed Connectivity	Walkscore.com City of Austin, Sidewalk Master Plan
Bicycle Connectivity	Walkscore.com City of Austin, Bicycle Map
Development Activity	City of Austin
Residential Real Estate Performance	CoStar
Office Real Estate Performance	CoStar
Developable Sites: Vacant and Underutilized Properties	City of Austin CAPCOG
Susceptible to Change: Public Ownership	City of Austin Travis County State of Texas

8.1.4 Implementation: Capital Projects

The City of Austin’s publicly available CIVIC database (<http://www.austintexas.gov/GIS/CIVIC/>) lists funded projects that are in the planning or design stage, under construction, or in a post-construction phase. Capital projects by Capital Metro and/or other jurisdictions are included when applicable. A selection of key Capital projects planned for the high-capacity transit stations (both as stand-alone projects or city-wide programs) that may contribute to improvement in a station area’s readiness for TOD are noted on the station area profiles.



**Capital Metro Transportation Authority
Strategic Planning and Development/TOD
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TOD@capmetro.org**