TOD Priority Tool

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

Capital Metropolitan Transportation Authority | Austin, Texas
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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.

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.
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 county drive 24% 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.

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 others 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 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.

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

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.

Central Core stations are the most walkable and bikeable of the Typology categories, 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.

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)
- Auditorium 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

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.

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; high density employment, visitor and residential center.
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.

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)

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
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.

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.

Illustrative Examples

Aust: 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- and three-story buildings have retail, street-level offices, or apartments above. East-west light rail service is intersected by a major north-south bus route.

MetroRapid Route 801
- Rundberg
- Crestview
- Triangle
- SoCo
- Otterf

MetroRapid Route 803
- Crossroads
- Northcross
- Allandale
- Rosedale
- West 38th
- Lamar Square
- Brodie Oaks
- Westgate

MetroRail Red Line
- Kramer
- Crestview
- Highland
- MLK
- Plaza Saltillo

Typology System Map: TOD Village

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.

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

### Illustrative Examples

A 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.

### Neighborhood TOD Station Areas on MetroRapid Route 801

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

### Neighborhood TOD Station Areas on MetroRapid Route 803

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

### Neighborhood TOD Station Areas on MetroRail Red Line

The Red Line has no Neighborhood TOD stations.
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

### 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.
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

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.

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.

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.

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.

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, and 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.

<table>
<thead>
<tr>
<th>Place Typology</th>
<th>Unique Place Characteristics</th>
<th>Intensity: Combined Population and Employment</th>
<th>Average Population Density</th>
<th>Average Weekday Ridership (Boardings)</th>
</tr>
</thead>
</table>
| Central Core       | • Greater Austin’s primary urban center  
• Highest segment ridership  
• Highest density  
• Greatest diversity of land uses  
• Multi-purpose, seven-day destination | 20,000 per square mile                          | 15,000 per square mile (FTA High rating)  | 1,200+                                |
| Regional Hub       | • Emerging center of regional significance  
• High segment ridership  
• High density and diversity of land uses  
• Multi-purpose destination | 14,000 per square mile                          | 9,600-15,000 per square mile (FTA Medium-High rating) | 700+                                  |
| TOD Village        | • An urban crossroads  
• Node of moderate to high density amid lower-density surroundings  
• Diverse mix of land uses  
• Both a regional destination and a neighborhood service center | 8,000 per square mile                          | 5,765-9,599 per square mile (FTA Medium rating) | 400-750                               |
| Neighborhood TOD   | • A local node or concentration  
• Moderate density amid lower surroundings, but less contrast than previous categories  
• Neighborhood-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| • A predominant single-use destination or function  
• A potentially significant transit trip generator, but unlikely to support typical mixed-use TOD  
• Retail or other ancillary uses  
• As much walkability and sidewalk coverage as uses reasonably allow | N/A                                           | N/A                                         | N/A                                   |
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:

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

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:

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

<table>
<thead>
<tr>
<th>Readiness Stage</th>
<th>Composite Score Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long-Range</td>
<td>17-26</td>
</tr>
<tr>
<td>Emerging</td>
<td>27-36</td>
</tr>
<tr>
<td>Ready</td>
<td>37-45</td>
</tr>
<tr>
<td>Arrived</td>
<td>46-51</td>
</tr>
</tbody>
</table>

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.

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

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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Description</th>
<th>Scoring Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station Area Population Density</strong></td>
<td>Current population density, relative to the benchmark density for the station’s Place Typology category.</td>
<td>Low = 50% or less of projected population density Med = 50-75% of projected population density High = 75%+ of projected population density</td>
</tr>
<tr>
<td><strong>Station Area Employment Density</strong></td>
<td>Current employment density, relative to the benchmark density for the assigned Place Typology category.</td>
<td>Low = 50% or less of projected employment density Med = 50-75% of projected employment density High = 75%+ of projected employment density</td>
</tr>
<tr>
<td><strong>Development Activity</strong></td>
<td>A qualitative rating reflecting actual projects underway, recently completed, or substantially through the entitlement process.</td>
<td>Low = No projects reflective of Place Typology Med = 1-5 small/medium projects High = 5+ small/medium projects or 3+ large projects</td>
</tr>
<tr>
<td><strong>Residential Submarket Performance</strong></td>
<td>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.)</td>
<td>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</td>
</tr>
<tr>
<td><strong>Office Submarket Performance</strong></td>
<td>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.</td>
<td>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</td>
</tr>
</tbody>
</table>

New construction projects indicate positive market conditions for TOD.

The UT station areas enjoy high multimodal connectivity.

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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Description</th>
<th>Scoring Criteria</th>
</tr>
</thead>
</table>
| 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 lots  
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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Description</th>
<th>Scoring Criteria</th>
</tr>
</thead>
</table>
| **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 support 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.
### 3.4 Readiness Scorecard: MetroRapid Route 801

<table>
<thead>
<tr>
<th></th>
<th>NORTH</th>
<th>CENTRAL</th>
<th>SOUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Tech Ridge</td>
<td>North Lamar Transit Center</td>
<td>South Congress Transit Center</td>
</tr>
<tr>
<td></td>
<td>Chinatown</td>
<td>Crestview</td>
<td>St. Edward’s</td>
</tr>
<tr>
<td></td>
<td>Masterson</td>
<td>Brentwood</td>
<td>Little Texas</td>
</tr>
<tr>
<td></td>
<td>Rundberg</td>
<td>Triangle</td>
<td>Pleasant Hill</td>
</tr>
<tr>
<td>Readiness Score</td>
<td>Emerging</td>
<td>Ready</td>
<td>Southpark Meadows</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Emerging</td>
<td>Emerging</td>
<td></td>
</tr>
<tr>
<td>Market Strength</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
<tr>
<td>Land Availability</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
<tr>
<td>Government Support</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
</tbody>
</table>

### 3.5 Readiness Scorecard: MetroRapid Route 803

<table>
<thead>
<tr>
<th></th>
<th>NORTH</th>
<th>CENTRAL</th>
<th>SOUTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Domain</td>
<td>UT Stations</td>
<td>South Congress Transit Center</td>
</tr>
<tr>
<td></td>
<td>Domain</td>
<td>UT Stations</td>
<td>St. Edward’s</td>
</tr>
<tr>
<td></td>
<td>Domain</td>
<td>UT Stations</td>
<td>Little Texas</td>
</tr>
<tr>
<td>Readiness Score</td>
<td>Ready</td>
<td>Emerging</td>
<td>Pleasant Hill</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
<tr>
<td>Market Strength</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
<tr>
<td>Land Availability</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
<tr>
<td>Government Support</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
</tbody>
</table>
### 3.6 Readiness Scorecard: MetroRail Route 550 (Red Line)

<table>
<thead>
<tr>
<th>Readiness Score</th>
<th>NORTHWEST</th>
<th>NORTH</th>
<th>CENTRAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Leander</td>
<td>Lakeline</td>
<td>Howard</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Emerging</td>
<td>Emerging</td>
<td>Emerging</td>
</tr>
<tr>
<td>Market Strength</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
<tr>
<td>Land Availability</td>
<td>Medium</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>Government Support</td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
</tr>
</tbody>
</table>
### 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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Strategies to Increase Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily Ridership</td>
<td>Increase local activity in the station area: increase residential density; add and retain business establishments with high employment-per-square-foot density; and introduce visitor destinations with consistent draw power. Attract and retain ridership by maintaining reliable, frequent, and efficient service with pleasant station area amenities.</td>
</tr>
<tr>
<td>Labor Market Connectivity</td>
<td>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.</td>
</tr>
<tr>
<td>Walkshed Connectivity</td>
<td>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.</td>
</tr>
<tr>
<td>Bicycle Connectivity</td>
<td>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.</td>
</tr>
<tr>
<td>Highway Connectivity</td>
<td>Implement congestion mitigation strategies to manage traffic volumes and highway access.</td>
</tr>
</tbody>
</table>

#### 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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Strategies to Increase Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station Area Population Density</td>
<td>Focus medium to high density residential development projects in transit stations, including affordable housing as well as the “missing middle” of workforce housing and market-rate units affordable to middle-class households.</td>
</tr>
<tr>
<td>Station Area Employment Density</td>
<td>Focus medium to high employment economic development projects in transit station areas.</td>
</tr>
<tr>
<td>Development Activity</td>
<td>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 de-fragment infrastructure and site readiness costs.</td>
</tr>
<tr>
<td>Residential Submarket Performance</td>
<td>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.</td>
</tr>
<tr>
<td>Office Submarket Performance</td>
<td>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.</td>
</tr>
</tbody>
</table>

#### 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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Strategies to Increase Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developable Sites</td>
<td>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 permit development consistent with the Place Typology by-right are in place to anticipate its arrival.</td>
</tr>
<tr>
<td>Surface Parking</td>
<td>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.</td>
</tr>
<tr>
<td>Susceptible to Change</td>
<td>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.</td>
</tr>
<tr>
<td>Key Frontages and Corners</td>
<td>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.</td>
</tr>
</tbody>
</table>

Multimodal connectivity encourages high ridership.
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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Strategies to Increase Readiness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Entitlements</td>
<td>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.</td>
</tr>
<tr>
<td>District or Other Special Plans</td>
<td>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.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>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.</td>
</tr>
</tbody>
</table>

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 off) 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 CIVC database [http://www.austintexas.gov/GIS/CIVC/] 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.

<table>
<thead>
<tr>
<th>TOD PLACE TYPOLOGY</th>
<th>TOD READINESS SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Core</td>
<td>Regional Hub</td>
</tr>
<tr>
<td>Tech Ridge</td>
<td>IT</td>
</tr>
<tr>
<td>Chinatown</td>
<td>RT</td>
</tr>
<tr>
<td>Masterson</td>
<td></td>
</tr>
<tr>
<td>Rundberg</td>
<td></td>
</tr>
<tr>
<td>North Lamar Transit Center</td>
<td></td>
</tr>
<tr>
<td>Crestview</td>
<td></td>
</tr>
<tr>
<td>Brentwood</td>
<td></td>
</tr>
<tr>
<td>Triangle</td>
<td></td>
</tr>
<tr>
<td>Hyde Park</td>
<td></td>
</tr>
<tr>
<td>UT Stations</td>
<td>ED</td>
</tr>
<tr>
<td>Dean Keeton</td>
<td></td>
</tr>
<tr>
<td>West Mall</td>
<td></td>
</tr>
<tr>
<td>Downtown Stations – North</td>
<td></td>
</tr>
<tr>
<td>Museum</td>
<td>ER</td>
</tr>
<tr>
<td>Capitol</td>
<td></td>
</tr>
<tr>
<td>Downtown Stations – South</td>
<td></td>
</tr>
<tr>
<td>Austin History Center</td>
<td>ER</td>
</tr>
<tr>
<td>Republic Square</td>
<td></td>
</tr>
<tr>
<td>Auditorium Shores</td>
<td>ER</td>
</tr>
<tr>
<td>SoCo</td>
<td></td>
</tr>
<tr>
<td>Oltorf</td>
<td>ED</td>
</tr>
<tr>
<td>St. Edward’s</td>
<td></td>
</tr>
<tr>
<td>South Congress Transit Center</td>
<td></td>
</tr>
<tr>
<td>Little Texas</td>
<td></td>
</tr>
<tr>
<td>Pleasant Hill</td>
<td></td>
</tr>
<tr>
<td>Southpark Meadows</td>
<td></td>
</tr>
</tbody>
</table>
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

Demographics
- Population (2010): 1,010
- Population (2040): 2,040
- Employment (2010): 1,460
- Employment (2040): 8,040
- Employment Density (2010): 1,800 emp / sq. mile
- Household (2010): 520
- Household (2040): 1,000
- Median HH Size (2010): 2.18
- Housing Units (2010): 750
- Affordable Housing (2013): 0
- Median HH Income (2010): $46,980
- Zero Car HH (2014): <10
- Senior Population Age 65+ (2010): 60

Tech Ridge Park & Ride | MetroRapid 801

<table>
<thead>
<tr>
<th>Segment</th>
<th>North</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service Open</td>
<td>2014</td>
</tr>
<tr>
<td>Target Weekday Ridership</td>
<td>600</td>
</tr>
<tr>
<td>Profile Date</td>
<td>2016</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FACTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connectivity</td>
</tr>
<tr>
<td>Market Strength</td>
</tr>
<tr>
<td>Availability</td>
</tr>
<tr>
<td>Government Support</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PLACE TYPOLOGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Hub</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>READING SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emerging</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>READING METRICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety and security</td>
</tr>
</tbody>
</table>
- Lighting needed in parking lots, along sidewalks, at crosswalks, at station
- Isolated, activate area

<table>
<thead>
<tr>
<th>NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streetscape improvements</td>
</tr>
</tbody>
</table>
- Increase walkability and bike/pedestrian access to shopping, office, and residential
- Clearly define proximity and paths to services, destinations through design

<table>
<thead>
<tr>
<th>(Re)development opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opportunity for development of 28 acres of undeveloped land owned by Capital Metro and within an enterprise zone</td>
</tr>
<tr>
<td>Surface parking could be redeveloped into structured parking within a dense, compact, mixed use development within a public/private venture</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATALYST PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects to be identified in future</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Station amenities</th>
</tr>
</thead>
</table>
- Transit center with activated space

<table>
<thead>
<tr>
<th>Other amenities</th>
</tr>
</thead>
</table>
- Low- and medium-density residential surrounding, commercial area
- Good access to I-35
- Wayfinding to note areas within a “10 minute walk”
- Public/placemaking/art opportunity
- Recreational space at water detention/retention area
- Potential for functional art
The predominant land uses in the ½ mile station area include: commercial, miscellaneous industrial, and undeveloped.

The ½ mile station area is estimated to contain 2.84 million built square feet.

Average population density in the ½ mile station area is 1,300 residents per square mile.

Average employment density in the ½ mile station area is 1,900 employees per square mile.
Tech Ridge Station | MetroRapid 801

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...
1. Chinatown Center
2. Marketplace Austin
3. 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

Demographics
- Population (2040): 5,610
- Employment (2010): 1,880
- Employment (2040): 6,200
- Employment Density (2010): 2,400 emp / sq. mile
- Households (2010): 1,290
- Households (2040): 1,860
- Housing Units (2010): 950
- Affordable Housing (2013): 0
- Median HH Income (2010): $42,290
- Zero Car HH (2014): 20
- Senior Population Age 65+ (2010): 220

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

Neighborhood TOD

Long-Term
- Connectivity: Low
- Market Strength: Medium
- Land Availability: Medium
- Government Support: Low

Safety and security
- Lighting needed in parking lots, along sidewalks, at crosswalks, at stations
- Physical connection to commercial businesses
- Streetscape improvements
- Major sidewalk improvements on both sides of North Lamar
- Define clear bike/pedestrian paths through parking lots (grid)
- Pedestrian crossing at Kramer Ln

Reconnect opportunities
- Redevlopment opportunity for strip commercial on west side North Lamar and east side of Lamar/north of Kramer Ln
- Setbacks and code requirements revisited to allow for more urban/suburban redevelopment

Catalyst Projects
- 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)
The predominant land uses in the ½ mile station area include single-family residential and commercial.

The ½ mile station area is estimated to contain 3.82 million built square feet.

Average population density in the ½ mile station area is 4,900 residents per square mile.

Average employment density in the ½ mile station area is 2,400 employees per square mile.
Storm drainage and disconnected sidewalk on east side of North Lamar Boulevard, facing northeast.

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

Chinatown Center on the west side of North Lamar Boulevard.

Kramer Lane, facing northwest.

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...**
1. The Exchange
2. InTown Suites
3. Marketplace Austin
4. North Austin Event Center
5. 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

**Demographics**

<table>
<thead>
<tr>
<th>Category</th>
<th>2010</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>6,670</td>
<td>8,420</td>
</tr>
<tr>
<td>Population Density (2010)</td>
<td>6,900</td>
<td>8,500</td>
</tr>
<tr>
<td>Employment (2010)</td>
<td>1,400</td>
<td>1,700</td>
</tr>
<tr>
<td>Employment Density (2010)</td>
<td>1,000</td>
<td>1,100</td>
</tr>
<tr>
<td>Households (2010)</td>
<td>2,100</td>
<td>2,400</td>
</tr>
<tr>
<td>Median HH Size (2010)</td>
<td>3.18</td>
<td>3.17</td>
</tr>
<tr>
<td>Housing Units (2010)</td>
<td>2,860</td>
<td></td>
</tr>
<tr>
<td>Affordable Housing (2013)</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td>Median HH Income (2010)</td>
<td>$32,310</td>
<td>$39,840</td>
</tr>
<tr>
<td>Zero Car HH (2014)</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Millennial Population Age 25-34 (2010)</td>
<td>1,750</td>
<td></td>
</tr>
<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>310</td>
<td></td>
</tr>
</tbody>
</table>

**Ridership/Service**

<table>
<thead>
<tr>
<th>Type</th>
<th>Weekday Ridership (April 2016)</th>
<th>Saturday Ridership (April 2016)</th>
<th>Sunday Ridership (April 2016)</th>
<th>Target Weekend Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>109 am / 94 off</td>
<td>66 am / 53 off</td>
<td>39 am / 38 off</td>
<td>220-550</td>
<td></td>
</tr>
<tr>
<td>Level of Service</td>
<td>15 min peak / 30 min off-peak</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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)

**Masterson Station | MetroRapid 801**

**Facts**
- Service Open: 2014
- Target Weekend Ridership: 220-550
- Profile Date: 2016

**Place Typology**

**Neighborhood TOD**

**Long-Term**

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>Low</th>
<th>Market Strength</th>
<th>Medium</th>
<th>Land Availability</th>
<th>Medium</th>
<th>Government Support</th>
<th>Low</th>
</tr>
</thead>
</table>

**NEEDS**

**Safety and security**
- Lighting in parking lots, along sidewalks, crosswalks, stations
- Attention to international populations with varied languages and multiple shifts

**Streetscapes improvements**
- Pedestrian scale lighting
- Filling gaps and missing sidewalks
- Increased buffer between the station and vehicle lanes
- Redesign/rework pedestrian crosswalk button near SB station
- Improved crossing and signal timing at Masterson Pass
- Pedestrian and bicycle connections between residential and commercial services
- Mid-block crossings
- Reduced setback requirement to allow development closer to right-of-way line

**Re)development opportunities**
- Long-term potential for redevelopment on east side of North Lamar Boulevard between Ken Street and Neans Drive

**Station amenities**
- Shade: trees or shade structure (especially at SB station)
- Pedestrian scale streetlights
- Enhanced visibility

**Other amenities**
- Low- and medium-density residential, commercial area
- Wayfinding to note areas within a "10 minute walk"
- Public/placemaking opportunities
- Limited placemaking opportunity
- Potential for functional art
- Safe design
Average employment density in the ½ mile station area is 2,100 employees per square mile.

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

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

The predominant land uses in the ½ mile station area include single family residential, commercial, and apartment condominums.
North Lamar Boulevard, facing southwest

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

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

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

Demographics
- Population (2010): 8,080
- Employment (2010): 1,250
- Employment Density (2010): 2,860 emp / sq mile
- Households (2010): 2,540
- 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
- Senior Population Age 65+ (2010): 330

Safety and security
- 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

Streetscape improvements
- 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

(Re)development opportunities
- Redevelopment potential of strip commercial at all four corners of intersection
- Mobility information and service resource

Station amenities
- Shade: trees or shade structure
- Pedestrian scale streetlights

Other amenities
- Connectivity to parks and low-density residential
- Wayfinding to note areas within a “10 minute walk”

Public/placemaking/art opportunity
- 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 Sidewalks (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)
Average employment density in the ½ mile station area is 1,600 employees per square mile.

Average population density in the ½ mile station area is 10,300 residents per square mile.

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

The ½ mile station area is estimated to contain 3.83 million built square feet.

Rundberg Station | MetroRapid 801
Crosswalk at the intersection of North Lamar Boulevard and West Rundberg Lane, facing northwest

Shared lane on West Rundberg Lane, facing east

Northgate Shopping Center on east side of North Lamar Boulevard

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

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

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

Demographics

<table>
<thead>
<tr>
<th>Metric</th>
<th>2010</th>
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<td>Population</td>
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<td>Population Density (2010)</td>
<td>6,200 ppl / sq. mile</td>
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<tr>
<td>Employment</td>
<td>2,210</td>
<td>3,010</td>
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<td>Employment Density (2010)</td>
<td>2,800 emp / sq. mile</td>
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<td>Households</td>
<td>1,810</td>
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<td>2.8</td>
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<tr>
<td>Median HH Income (2010)</td>
<td>$32,960</td>
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<td>Zero Car HH (2014)</td>
<td>10</td>
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<tr>
<td>Millennial Population Age 25-34 (2010)</td>
<td>940</td>
<td>940</td>
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<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>280</td>
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Station amenities
- Additional lighting in parking lots, along streets and sidewalks, at crosswalks, and at bike racks
- Enhanced active safety presence and activation of surrounding areas

Streetscape improvements
- 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

Re/development opportunities
- 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

Safety and security
- Additional lighting in parking lots, along streets and sidewalks, at crosswalks, and at bike racks
- Enhanced active safety presence and activation of surrounding areas

Other amenities
- Low- and medium-density residential, elementary school, park
- Wayfinding to note areas within “10 minutes walk”

North Lamar Transit Center

 Ridership/Service

<table>
<thead>
<tr>
<th>Day Type</th>
<th>Ridership (2014)</th>
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</thead>
<tbody>
<tr>
<td>Weekday Ridership (April 2014)</td>
<td>275 on / 276 off</td>
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<tr>
<td>Saturday Ridership (April 2014)</td>
<td>114 on / 117 off</td>
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<tr>
<td>Sunday Ridership (April 2014)</td>
<td>91 on / 90 off</td>
</tr>
<tr>
<td>Target Weekday Ridership</td>
<td>900 on</td>
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<tr>
<td>Level of Service</td>
<td>15 min peak / 30 min off-peak</td>
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</table>

CATALYST PROJECTS
- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
- Morrow and Gault Water & Wastewater Line Renewal (Water)
Average employment density in the ½ mile station area is 2,800 employees per square mile.

Average population density in the ½ mile station area is 6,200 residents per square mile.

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

The ½ mile station area is estimated to contain 4.12 million built square feet.

The ½ mile station area is estimated to contain 5.12 million built square feet.
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

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

N. Lamar Transit Center Station | MetroRapid 801
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

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
- Households (2010): 1,670
- 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
- Senior Population Age 65+ (2010): 240

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

Crestview Station | MetroRapid 801

**FACTS**
- Service Open: 2014
- Target Weekday Ridership: 380-490
- Profile Date: 2016

**PLACE TYPOLOGY**
- TOD Village

**READINESS SCORE**
- Connectivity: Medium
- Market Strength: Medium
- Land Availability: Medium
- Government Support: Medium

**NEEDS**
- Safety and security
  - Lighting needed on sidewalks and to illuminate crosswalks at North Lamar Boulevard and Airport Boulevard
- Streetscape improvements
  - 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
- (Re)development opportunities
  - Redevelopment in east, south, southeast quadrants
  - Redevelopment of publicly-owned property, other properties adjacent to station
  - Infill at nearby shopping centers
- Station amenities
  - Shade trees
- Other amenities
  - Continuance of pedestrian/bicycle trail from Crestview Station to Morrow St
  - Wayfinding to note areas within a “10 minute walk”
- Public/placemaking/art opportunity
  - Placemaking opportunities
  - Potential for other functional art
  - Potential for collaboration between private/public interests
- Safe design

**CATALYST PROJECTS**
- Justin Lane Reconstruction from Burnet to Lamar (Public Works)
- Reznicek Field Water Quality Retrofit (Watershed Protection)
Average employment density in the ½ mile station area is 3,000 employees per square mile.
MetroRail crossing, east side of North Lamar Boulevard

Highland Village shopping center east of station

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

Midtown Commons, from MetroRail platform

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

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...
1. DPS North Lamar
2. Texas Department of Public Safety
3. 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

Demographics
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<td>Employment Density</td>
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<td>Senior Population Age</td>
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Ridership/Service
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<th>RiderShip/Service</th>
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<td>Saturday Ridership (April 2016)</td>
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<tr>
<td></td>
<td>Sunday Ridership (April 2016)</td>
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<tr>
<td>Level of Service</td>
<td>15 min peak / 30 min off-peak</td>
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Safety and security
- Lighting in parking lots, along sidewalks, at crosswalks and at stations
- Enhanced safety/visibility for pedestrian paths and bicycle routes

Street improvements
- 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 lighting
- Shade
- Improved sidewalks on North Lamar Boulevard
- Safety enhancements at North Lamar/Koenig Lane intersection (e.g., traffic calming, bulb-outs)
- Crosswalk for students at Stark Lane/Sunshine Drive

CATALYST PROJECTS
- Citywide riparian restoration projects (Watershed Protection)
- Nelray and Evans Utility Improvements (Water)
- North Austin Reservoir & Pump Station (Water)
Average employment density in the ¼ mile station area is 7,200 employees per square mile.

Average population density in the ¼ mile station area is 4,400 residents per square mile.

The predominant land uses in the ¼ mile station area include single family residential, government services, and commercial.
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

Demographics
- Population (2010): 4,070
- Population (2040): 6,690
- 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
- Senior Population Age 65+ (2010): 110

Triangle Station | MetroRapid 801

<table>
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<th>Segment</th>
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<tr>
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<td>Target Weekday Ridership</td>
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<td>Profile Date</td>
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PLACE TYPOLOGY
TOD Village

READINESS SCORE
Ready

CONNECTIVITY
Medium

MARKET STRENGTH
Medium

LAND AVAILABILITY
Medium

GOVERNMENT SUPPORT
Medium

SAFETY AND SECURITY
- Lighting in parking lots, along sidewalks, at crosswalks and at stations
- Wayfinding to services and civic buildings, Capital Metro park & ride
- Streetscape improvements
  - 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
  - Shade: trees or shade structures
  - Pedestrian-scale streetlights to supplement those around station
  - 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

NEEDS
- Redevelopment opportunities
  - Reuse of excess capacity on UT Intramural fields and civic spaces
  - Potential conversion of surface parking to structured east of the station to maximize land use

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)
Average employment density in the ½ mile station area is 18,400 employees per square mile.

Average population density in the ½ mile station area is 5,200 residents per square mile.

The predominant land use in the ½ mile station area includes government services, single-family residential, and meeting/assembly.
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

Demographics
- Population (2010): 4,900
- Population (2040): 6,840
- 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
- Zero Car HH (2014): 20
- 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
Emerging

**READESS METRICS**
- Connectivity: Medium
- Market Strength: Medium
- Land Availability: Low
- Government Support: Medium

**NEEDS**
- Safety and security: Lighting in parking lots, along sidewalks, at crosswalks, at stations
- Wayfinding to Austin Heart Hospital, Central Park, medical centers
- Streetscape improvements: Sidewalk improvements along West 38th Street
- Mid-block crossings at King Street or Ronson Street and at 39th Street
- Separation for bike lanes
- Enhanced crosswalks / pedestrian safety along West 38th Street
- Separation for bike lanes
- Enhanced crosswalks at intersection of Guadalupe Street/West 38th Street, e.g., pedestrian scale lighting, reduce turning conflicts
- Sidewalk improvements on Guadalupe Street to clear accessibility barriers (ADA)

**READESS SCORE**
- Connectivity: Medium
- Market Strength: Medium
- Land Availability: Low
- Government Support: Medium

**CATALYST PROJECTS**
- 2012 Bond ADA Sidewalks - Street and Bridge (Public Works)
- ADA Sidewalk & Ramp Improvements Group #17 City-Wide (Public Works)
The predominant land uses in the ½ mile station area include: streets and roads, single family residential, mixed use, and government services.

The ½ mile station area is estimated to contain 5.11 million built square mile.

Average employment density in the ½ mile station area is 10,100 employees per square mile.

Average population density in the ½ mile station area is 6,200 residents per square mile.
Central Park Guadalupe Street, looking southwest

Pioneer Bank under construction on West 38th Street

Hyde Park Station | MetroRapid 801

Intersection of Guadalupe Street and West 38th Street

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

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

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
- MetroExpress: 983, 987, 990

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

Demographics

Population (2010): 12,030
Population (2040): 19,340
Employment (2040): 31,370
Employment Density (2010): 22,100 emp / sq. mile
Households (2010): 5,960
Households (2040): 9,540
Median HH Size (2010): 1.93
Housing Units (2010): 6,090
Affordable Housing (2013): 93
Median HH Income (2010): $15,440
Zero Car HH (2014): 40
Millennial Population Age 25-34 (2010): 1,250
Senior Population Age 65+ (2010): 90

UT Stations | MetroRapid 801/803

<table>
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<tr>
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<tbody>
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<td>2,350</td>
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<td>Profile Date</td>
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</table>

Central Core

Safety and security
- 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

Street scape improvements
- 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

Other amenities
- Wayfinding to note areas within a “10 minute walk”
- Public/Placemaking/opportunity
- 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

NEEDS

Station amenities
- Shade: trees or shade structure, e.g., shop awnings
- Pedestrian-scale streetlights
- Decorative fencing with lean bars to define station and pedestrian paths

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

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

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

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

Renaissance Market Plaza – flexible use space

Sidewalk view of Guadalupe Street near station platform

Protected bike lane with bicycle parking near station platform

The University of Texas

Guadalupe Street retail, east side of street
Wayfinding

Pedestrian and bicycle connections

Public realm improvements, including pedestrian-scale lighting, street furniture, and signage...
Average population density in the ½ mile station cluster area is 3,000 residents per square mile.

Average employment density in the ½ mile station cluster area is 41,200 employees per square mile.

Average employment density in the ½ mile station cluster area is 5,126 employees per square mile.
West 13th Street (Goodman Building, far left), looking west
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
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
- MetroRail System Connections...
- MetroRapid Route 801 & 803
- Stop/Station Shelter (SB)
- Republic Square Station
- Austin History Center Station
- Woolridge Square
- Travis County Courthouse
- US Federal Courthouse
- Sixth Street Historic District
- Austin City Hall
- Austin History Center Interior and Exterior Improvements
- New Central Library
- Various Austin Convention Center projects
- Congress Ave Streetscape Improvements - Preliminary Design and Eng.
- Various Austin Convention Center projects
- ADA Sidewalks Group 15 (Public Works)
- Safe design

**Access to...**
1. Austin History Center
2. Austin City Hall
3. Sixth Street Historic District
4. Travis County Courthouse
5. Woolridge Square
6. 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
- Streetview and sidewalk improvements along portions of Lavaca St and Guadalupe St
- Enhance, refresh crosswalks at Lavaca St/4th St
- Crosswalk and sidewalk improvements at points along Lavaca St and Guadalupe St
- Traffic calming to reduce conflicts and improve bicycle safety
- Rework bicycle parking for visibility and safety (SB station)
- Wayfinding to note areas within a “10 minute walk”
- Public/placemaking/art opportunity
- Activate Republic Square, Austin History Center as centerpieces
- Potential for functional art
- Decorative lighting or street banners
- Shade: trees or shade structure
- Pedestrian-scale streetlights (especially at SB station)
- Decorative fencing and landscaping beds
- Bike corrals/parking
- Redevelopment at Guadalupe Street / West 4th Street
- Activate former main library after the new library opens
- Built-out: limited other infill
- Redevelopment opportunities
- Bike corrals/parking
- Safe design

**Demographics**
- Population Density (2010): 19,100
- Employment (2010): 2,572
- Employment Density (2010): 42,600 emp / sq. mile
- Households (2010): 1,435
- Median HH Size (2010): 2.9
- Housing Units (2010): 3,050
- Median HH Income (2010): $57,630
- Zero Car HH (2014): 27
- Senior Population Age 65+ (2010): 210

**Ridership/Service**
- Weekday Ridership (April 2016): 673 on / 663 off
- Saturday Ridership (April 2016): 357 on / 436 off
- Sunday Ridership (April 2016): 249 on / 244 off
- Target Weekly Ridership: 880 on / 525 off

**NEEDS**
- Safety and security
- Wayfinding to civic buildings and tourist destinations
- Pedestrian-scale lighting

**READINESS METRICS**
- Target Weekday Ridership: 1,405
- Profile Date: 2016

**CATALYST PROJECTS**
- ADA Sidewalks Group 15 (Public Works)
- Various Austin Convention Center projects
- New Central Library
- Austin History Center Interior and Exterior Improvements
- Various park, plaza and promenade projects
Average employment density in the ½ mile station cluster area is 42,600 employees per square mile.

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

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

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

Downtown Stations - South | MetroRapid 801
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

Bike lane on Guadalupe Street

Wooldridge Square on Guadalupe Street at 10th Street

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

Downtown Stations - South | MetroRapid 801
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/Map/Lighting
- Free bike racks (2)

**System Connections...**
- MetroRapid: 935, 985, 987
- Local bus: 1, 7, 10, 11, 110, 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

**Demographics**
- Population (2010): 2,810
- Population (2040): 8,030
- 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): 2,150
- Median HH Income (2010): $52,510
- Zero Car HH (2014): 40
- Senior Population Age 65+ (2010): 150
The predominant land uses in the ½ mile station area include: streets and roads, water, and office.

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

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

The ½ mile station area is estimated to contain 3.46 million built square feet.
Large underutilized triangle property on Riverside Drive

One Texas Center on Barton Springs Road

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

Long Center for the Performing Arts 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

Auditorium Shores | MetroRapid 801
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, services 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...
1. SoCo entertainment district
2. State of Texas School for the Deaf
3. Little Stacy Park
4. 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

Demographics
- Population (2040): 4,430
- Population Density (2010): 5,010 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): 2,992
- Median HH Size: 1.87
- Housing Units (2010): 2,280
- Affordable Housing (2013): 0
- Median HH Income (2010): $59,900
- Zero Car HH (2014): 30
- Senior Population Age 65+ (2010): 270

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

Safety and security
- Lighting in parking lots, along sidewalks and stations
- Wayfinding to Texas School for the Deaf

Streetscape improvements
- Sidewalk repairs on South Congress Avenue
- Widen sidewalks in certain locations
- Mitigate utility obstructions in middle of sidewalk
- Bike lane on east side of South Congress Avenue, currently only on west side
- Bike parking corrals in public areas
- Enhanced visual cues at crosswalks, e.g., lighting in pavement
- Traffic calming, e.g., landscaped median, streetscape enhancements, building awnings, decorative lighting, street banners

(Re)development opportunities
- Little Stacy Neighborhood Park-General Park Improvements (Parks and Recreation)

Maps Photos

SoCo Station | MetroRapid 801

<table>
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<tr>
<th>Segment</th>
<th>South</th>
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<tbody>
<tr>
<td>Service Open</td>
<td>2014</td>
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<tr>
<td>Target Weekday Ridership</td>
<td>290-660</td>
</tr>
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<td>Profile Date</td>
<td>2016</td>
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PLACE TYPOLOGY

TOD Village

READINESS SCORE

Ready

CONNECTIVITY
- Medium

MARKET STRENGTH
- High

LAND AVAILABILITY
- Low

GOVERNMENT SUPPORT
- Medium

NEEDS

- Built-out: limited remaining infill potential
- Station amenities
  - Pedestrian-scale streetlights, particularly at crosswalks
  - Shade: trees or shade structure
  - Additional bicycle parking
- Other amenities
  - Wayfinding to note areas within a “10 minute walk”

PUBLIC/PLACEMAKING/ART OPPORTUNITY
- Possible “third place” and/or potential for functional art
- Safe design

CATALYST PROJECTS
- Little Stacy Neighborhood Park-General Park Improvements (Parks and Recreation)
The predominant land uses in the ½ mile station area include: single family residential, streets and roads, and education.

The ½ mile station area is estimated to contain 4.00 million built square feet.

Average employment density in the ½ mile station area is 6,300 employees per square mile.

Average population density in the ½ mile station area is 5,000 residents per square mile.

The ½ mile station area is estimated to contain 80 million built square feet.

Average employment density in the ½ mile station area is 4,300 employees per square mile.

The predominant land uses in the ½ mile station area include: single family residential, streets and roads, and education.
Traffic along South Congress Street

Sidewalk view of South Congress entertainment district

Güero's Oak Garden

Hopdoddy Burger Bar and Da 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. Travis County Youth Center and Leadership Academy
4. Gardner Betts Juvenile Center
5. 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

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) 8,090
- Population Density (2010) 5,400 ppl / sq. mile
- Employment (2010) 2,520
- Employment (2040) 4,560
- Employment Density (2010) 2.08
- Households (2010) 2,000
- Households (2040) 3,883
- Median HH Size (2010) 2.38
- Housing Units (2010) 2,040
- Affordable Housing (2013) 0
- Median HH Income (2010) $56,500
- Zero Car HH (2014) 20
- 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
- Safety and security
  - 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
- Streetscape improvements
  - Physical separation of SB bike lane
  - Improvements to E-W crosswalk at South Congress Ave/Oltorf Street intersection
  - Traffic calming, high-volume, high-speed traffic intersection; enhanced pedestrian crosswalks and lighting, e.g., elevated pedestrian crossings
- Public realm improvements, including shade, pedestrian-scale lighting, street furniture
- Pedestrian and bicycle connections and crossings
- “Third place” gathering spots
- Wayfinding

CATALYST PROJECTS
- Projects to be identified in future

Oltorf Station is an activity corridor node with a long-term opportunity for intensification as market forces evolve. The station area contains a half-dozen significant multi-family developments, including both new and established projects. Single-family residential areas are present in all four quadrants, and there is a significant opportunity for mixed-use development. The station is served by local and last-mile bus services, and there is a Capital Metro MetroRapid service. The station area is in the TOD Village category with an Emerging readiness score. Safety and security improvements, streetscape improvements, and public realm improvements are needed to enhance the area's potential as a mixed-use development site.
The predominant land uses in the ½ mile station area include: single family residential, commercial, and apartment/condo. The ½ mile station area is estimated to contain 4.12 million built square feet. Average employment density in the ½ mile station area is 3,200 employees per square mile. Average population density in the ½ mile station area is 5,400 residents per square mile.

**Oltorf Station | MetroRapid 801**
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

**Demographics**

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<th>2010</th>
<th>2040</th>
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<td>Population</td>
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<td>Employment</td>
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<td>Employment Density</td>
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<td>Household Size</td>
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<td>Median HH Income</td>
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**Ridership/Service**

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<th>Weekday Ridership (April 2016)</th>
<th>Saturday Ridership (April 2016)</th>
<th>Sunday Ridership (April 2016)</th>
<th>Target Weekday Ridership</th>
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<tr>
<td>163 on / 146 off</td>
<td>99 on / 72 off</td>
<td>79 on / 63 off</td>
<td>410-520 on</td>
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**Safety and security**
- Additional lighting at crosswalks, 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 Avenue/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

**Other amenities**
- Wayfinding to note areas within a “10 minute walk”
- 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)
The predominant land uses in the ½ mile station area include educational, single family residential, and apartment/condo.

The ½ mile station area is estimated to contain 3.79 million built square feet.

Average employment density in the ½ mile station area is 3,700 employees per square mile.

Average population density in the ½ mile station area is 4,900 residents per square mile.
Crosswalk with pedestrian-activated signals on South Congress Avenue at Coleman Street at the university entrance

Bike lane along South Congress Avenue, looking southwest

St. Edward's University, facing northwest

Shops @ SoCo, mixed-use residential and commercial

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

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) | 1,450 |
| Households (2040) | 2,620 |
| Median HH Size (2010) | 2.33 |
| Housing Units (2010) | 1,670 |
| Affordable Housing (2013) | 0 |
| Median HH Income (2010) | $39,100 |
| Zero Car HH (2014) | <10 |
| Senior Population Age 65+ (2010) | 180 |

CONNECTIVITY

Market Strength
Land Availability
Government Support

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

REDEVELOPMENT OPPORTUNITIES

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

CONNECTIVITY

Market Strength
Land Availability
Government Support

SAFETY AND SECURITY

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

STREETSCAPE IMPROVEMENTS

- Crosswalk improvements
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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

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

The ½ mile station area is estimated to contain 4.22 million built square feet.

Average employment density in the ½ mile station area is 3,900 employees per square mile.

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

The ½ mile station area is estimated to contain 2.2 million built square feet.
Pedestrian crossing at the South Congress Transit Center exit to Radam Lane

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...
1. WIC Far South
2. Austin City Lights Apartments
3. SoCo Apartments
4. Regal Cinemas Metropolitian 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

Demographics
- Population (2010): 4,130
- Employment (2010): 1,230
- Household (2010): 1,405
- Median HH Income (2010): $46,010

Montway stations, along sidewalks, South Congress Avenue, stations
• Street 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

NEEDS

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)

PLACE TYPOLOGY

NEIGHBORHOOD TOD

CONNECTIVITY

Government Support

Low

Market Strength

Medium

Land Availability

Medium

READINESS SCORE

Emerging

READINESS METRICS

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

FACTS

Segment

South

Service Open

2014

Target Weekday Ridership

340-550

Profile Date

2016
The predominant land uses in the ½ mile station area include single family residential, apartment/condo, and commercial.

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

Average employment density in the ½ mile station area is 1,600 employees per square mile.

Average population density in the ½ mile station area is 5,300 residents per square mile.

The ½ mile station area is estimated to contain 3.66 million built square feet.
Crosswalk at the intersection of South Congress Avenue and Little Texas Lane

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

Little Texas Station | MetroRapid 801

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 Manor 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...
1. Austin Public Library, Pleasant Hill branch
2. Cannon Square
3. Four Corners Shopping Center
4. 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

Demographics
<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>4,340</td>
<td>6,910</td>
</tr>
<tr>
<td>Employment</td>
<td>1,230</td>
<td>5,890</td>
</tr>
<tr>
<td>Median HH Size</td>
<td>3,110</td>
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<tr>
<td>Housing Units</td>
<td>1,600</td>
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</tr>
<tr>
<td>Affordable</td>
<td>0</td>
<td></td>
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<tr>
<td>Median HH Income</td>
<td>$37,800</td>
<td></td>
</tr>
<tr>
<td>Zero Car</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Senior Pop. Age 65+</td>
<td>240</td>
<td></td>
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</table>

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

The ½-mile station area is estimated to contain 3.54 million built square feet.

Average employment density in the ½-mile station area is 1,600 employees per square mile.

Average population density in the ½-mile station area is 5,500 residents per square mile.
Intersection of South Congress Avenue and East William Cannon Drive

Sidewalk in poor condition on west side of South Congress Avenue

Road construction on South Congress Avenue, looking northeast

Cannon Square commercial strip center with abundant surface parking

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

Demographics
- Population (2010): 1,970
- Population (2040): 3,020
- Employment (2010): 2,130
- Employment Density (2010): 5,400
- Household (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
- Senior Population Age 65+ (2010): 70

Ridership/Service
- Weekday Ridership (April 2016): 360 on / 370 off
- Saturday Ridership (April 2016): 242 on / 243 off
- Sunday Ridership (April 2016): 158 off / 143 off
- Target Weekday Ridership: 460
- Level of Service: 15 min peak / 30 min off-peak

Southpark Meadows | MetroRapid 801

**FACTS**

| Segment | South | Service Open | 2014 | Target Weekday Ridership | 460 | Profile Date | 2016 |

**PLACE TYPOLOGY**

**Special Destination**

**READINESS SCORE**

| Connectivity | Medium |
| Land Availability | Medium |
| Government Support | Low |

**REDEVELOPMENT OPPORTUNITIES**

- Infill potential for remote parking

**NEEDS**

- Lighting needed along sidewalks, at stations
- Relocated pedestrian crossing away from IH 35 frontage road
- 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
- Streetscape improvements
- Widen sidewalks; some debris apparent
- North-south continental crosswalk on Turk Lane near IH-35 intersection
- Potential mid-block crossing near station
- Reroute shopping center entrance by Steak n’ Shake
- Addition of bike lane on Turk Lane
- Pedestrian-scale streetlights
- Shade: trees or shade structure

**PUBLIC/PLACEMAKING/ART OPPORTUNITIES**

- Enhance existing play area
- Potential for functional art
- Safe design

**CATALYST PROJECTS**

- Projects to be identified in future

**TARGET WEEKDAY RIDERSHIP**

<table>
<thead>
<tr>
<th>Segment</th>
<th>South</th>
<th>Year</th>
<th>Ridership</th>
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<tbody>
<tr>
<td>South</td>
<td>2014</td>
<td>360 on / 370 off</td>
<td></td>
</tr>
<tr>
<td>South</td>
<td>2016</td>
<td>242 on / 243 off</td>
<td></td>
</tr>
<tr>
<td>South</td>
<td>2018</td>
<td>158 off / 143 off</td>
<td></td>
</tr>
<tr>
<td>South</td>
<td>2020</td>
<td>460 off</td>
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**PROFILE DATE**

- 2014
- 2016

**PLACE TYPOLOGY**

- Emerging

**Reading Ready Metrics**

<table>
<thead>
<tr>
<th>PLACE TYPOLOGY</th>
<th>Southpark Meadows</th>
<th>MetroRapid 801</th>
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<tr>
<td>NEEDS</td>
<td>Special Destination</td>
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<tr>
<td>READINESS METRICS</td>
<td>Medium</td>
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<tr>
<td>READINESS SCORE</td>
<td>Low</td>
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**SUCCESSES & CHALLENGES**

- Challenges: Limited off-street connectivity within a 10 min walk
- Opportunities: Enhance pedestrian and bicycle connectivity

**PUBLIC ENGAGEMENT**

- Engage with the community to identify potential projects

**COMMUNITY ENGAGEMENT**

- Host community meetings to gather input

**PROJECTED IMPACTS**

- Increase ridership
- Enhance pedestrian and bicycle connectivity

**SUSTAINABILITY IMPACTS**

- Reduce carbon emissions
- Increase energy efficiency
Average employment density in the ½ mile station area is 2,700 employees per square mile.

Average population density in the ½ mile station area is 2,500 residents per square mile.

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

The ½ mile station area is estimated to contain 2.41 million built square feet.
Large format retail with parking (PetSmart)

Sidewalk along Turk Lane near MetroRapid station

Large format retail with parking (Rooms to Go)

Sidewalk at intersection of Turk Lane and Interstate 35

Parking at retail complex near Serrano’s outlet

Sidewalk along Interstate 35 frontage road
### 5.3 SUMMARY DATA CHARTS

#### 5.3.1 Station Area Metrics Matrix

**MetroRapid Route 801**

**NORTH**

- **Tech Ridge**
- **Chinaireen**
- **Masteron**
- **Rundberg**
- **North Lamar**
- **Transit Center**
- **Crestview**
- **Brentwood**
- **Triangle**
- **Hyde Park**

**CENTRAL**

- **UT Stations**
  - **North**
  - **South**

**SOUTH**

- **Auditorium Shores**
- **SoCo**
- **Oltorf**
- **St. Edward’s**
- **South Congress**
- **Transit Center**
- **Little Texas**
- **Pleasant Hill**
- **Southpark**
- **Meadows**

#### Demographics

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<thead>
<tr>
<th>Category</th>
<th>North</th>
<th>Central</th>
<th>South</th>
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</thead>
<tbody>
<tr>
<td>Population (2010)</td>
<td>1,060</td>
<td>1,090</td>
<td>6,670</td>
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<tr>
<td>Population (2040)</td>
<td>2,090</td>
<td>5,610</td>
<td>8,420</td>
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<td>Population Growth (Avg Ann, 2010-2040)</td>
<td>2.5%</td>
<td>1.3%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Population Density (2010) per square mile</td>
<td>1,300</td>
<td>4,900</td>
<td>8,500</td>
</tr>
<tr>
<td>Population Density (2040) per square mile</td>
<td>2,700</td>
<td>5,290</td>
<td>10,700</td>
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</table>

#### Population Growth (population growth rate, avg ann, 2010-2040)

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<tr>
<th>Category</th>
<th>North</th>
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<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment (2010)</td>
<td>1,460</td>
<td>1,250</td>
<td>5,620</td>
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<td>Employment (2040)</td>
<td>8,040</td>
<td>4,230</td>
<td>14,430</td>
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<td>Employment Growth (Avg Ann, 2010-2040)</td>
<td>5.9%</td>
<td>4.1%</td>
<td>1.8%</td>
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<tr>
<td>Employment Density (2010) per square mile</td>
<td>1,900</td>
<td>2,430</td>
<td>7,200</td>
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<tr>
<td>Employment Density (2040) per square mile</td>
<td>10,200</td>
<td>7,900</td>
<td>20,500</td>
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#### Employment Growth (employment growth rate, avg ann, 2010-2040)

<table>
<thead>
<tr>
<th>Category</th>
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<th>South</th>
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</thead>
<tbody>
<tr>
<td>Household and Housing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Households (2010)</td>
<td>520</td>
<td>1,290</td>
<td>6,700</td>
</tr>
<tr>
<td>Households (2040)</td>
<td>1,000</td>
<td>2,690</td>
<td>10,900</td>
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<td>Household Growth (Avg Ann, 2010-2040)</td>
<td>2.2%</td>
<td>1.7%</td>
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<tr>
<td>Median Household Size (2010)</td>
<td>1.98</td>
<td>2.6</td>
<td>3.18</td>
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<tr>
<td>Median Household Income (2010)</td>
<td>$44,980</td>
<td>$32,310</td>
<td>$83,940</td>
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#### Housing Units (2010)

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<th>Category</th>
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<th>Central</th>
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<tbody>
<tr>
<td>Housing Units (2010)</td>
<td>750</td>
<td>950</td>
<td>2,690</td>
</tr>
<tr>
<td>Household Density (2010) per acre</td>
<td>1.9</td>
<td>5.7</td>
<td>1.9</td>
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</table>

#### Transit Ridership/Service (801)

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<th>Category</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Ridership (April 2016)</td>
<td>464</td>
<td>121</td>
<td>109</td>
</tr>
<tr>
<td>Target Ridership (future)</td>
<td>460</td>
<td>320-480</td>
<td>420-690</td>
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</table>
### 5.3.2 Station Area Land Use Distribution

**NORTH**

<table>
<thead>
<tr>
<th>Tech Ridge</th>
<th>Chinatown</th>
<th>Masterson</th>
<th>Rundberg</th>
<th>North Lamar Transit Center</th>
<th>Crestview</th>
<th>Brentwood</th>
<th>Triangle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>31.1%</td>
<td>29.3%</td>
<td>31.5%</td>
<td>Commercial</td>
<td>28.0%</td>
<td>Commercial</td>
<td>17.0%</td>
</tr>
<tr>
<td>Mixed Use/Industrial</td>
<td>11.9%</td>
<td>Commercial</td>
<td>21.5%</td>
<td>Commercial</td>
<td>18.5%</td>
<td>Single Family</td>
<td>17.0%</td>
</tr>
<tr>
<td>Undeveloped</td>
<td>11.8%</td>
<td>Manufacturing</td>
<td>5.8%</td>
<td>Commercial</td>
<td>13.7%</td>
<td>Apartment/Condo</td>
<td>13.4%</td>
</tr>
<tr>
<td>Apartment/Condo</td>
<td>7.8%</td>
<td>Warehousing</td>
<td>4.8%</td>
<td>Duplexes</td>
<td>4.4%</td>
<td>Warehousing</td>
<td>6.3%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>6.1%</td>
<td>Educational</td>
<td>4.5%</td>
<td>Parks/Greenbelts</td>
<td>4.3%</td>
<td>Office</td>
<td>5.4%</td>
</tr>
<tr>
<td>Transportation Facilities</td>
<td>5.5%</td>
<td>Warehousing</td>
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<td>Duplexes</td>
<td>4.2%</td>
<td>Manufacturing</td>
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<td>Educational</td>
<td>5.5%</td>
<td>Office</td>
<td>3.4%</td>
<td>Office</td>
<td>1.5%</td>
<td>Common Areas</td>
<td>2.4%</td>
</tr>
<tr>
<td>Warehousing</td>
<td>1.8%</td>
<td>Undeveloped</td>
<td>2.3%</td>
<td>Three/Fourplex</td>
<td>2.3%</td>
<td>Educational</td>
<td>2.3%</td>
</tr>
<tr>
<td>Common Areas</td>
<td>0.8%</td>
<td>Miscellaneous Industrial</td>
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<td>Office</td>
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<td>Duplexes</td>
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<tr>
<td>Parking</td>
<td>0.8%</td>
<td>Mobile Homes</td>
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<td>Apartment/Condo</td>
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<td>Miscellaneous Industrial</td>
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<td>Parking</td>
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<tr>
<td>Cemeteries</td>
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<td>Meeting/Assembly</td>
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<td>Meeting/Assembly</td>
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<td>Cultural Services</td>
<td>0.2%</td>
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<tr>
<td>Utilities</td>
<td>0.4%</td>
<td>Three/Fourplex</td>
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<td>Manufacturing</td>
<td>0.1%</td>
<td>Parks/Greenbelts</td>
<td>0.7%</td>
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<tr>
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<td>Parking</td>
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<td>Group Quarters</td>
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<td>Parking</td>
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<td>Parking</td>
<td>0.3%</td>
</tr>
<tr>
<td>Streets and Roads</td>
<td>15.3%</td>
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<td>17.3%</td>
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<td>16.6%</td>
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**CENTRAL**

<table>
<thead>
<tr>
<th>Hyde Park</th>
<th>UT Stations</th>
<th>Downtown Stations – North</th>
<th>Downtown Stations – South</th>
<th>Auditorium Shores</th>
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<tr>
<td>Single Family</td>
<td>21.2%</td>
<td>Educational</td>
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<td>Office</td>
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<tr>
<td>Mixed Use</td>
<td>11.5%</td>
<td>Apt/Condo</td>
<td>15.1%</td>
<td>Educational</td>
</tr>
<tr>
<td>Government Services</td>
<td>11.4%</td>
<td>Group Quarters</td>
<td>8.9%</td>
<td>Parking</td>
</tr>
<tr>
<td>Office</td>
<td>7.0%</td>
<td>Single Family</td>
<td>5.2%</td>
<td>Meeting and Assembly</td>
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<td>5.0%</td>
<td>Parking</td>
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<tr>
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<td>Office</td>
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<td>Group Quarters</td>
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<td>Duplexes</td>
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<td>Meeting/Assembly</td>
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<td>Government Services</td>
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<td>Parks/Greenbelts</td>
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<td>Apartment/Condo</td>
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<tr>
<td>Meeting/Assembly</td>
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<td>Parking</td>
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<td>Three/Fourplex</td>
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<td>Duplexes</td>
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<tr>
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<td>Cultural Services</td>
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<td>Government Services</td>
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<td>Common Areas</td>
</tr>
<tr>
<td>Parks/Greenbelts</td>
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<td>Undeveloped</td>
<td>0.4%</td>
<td>Three/Fourplex</td>
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<td>Retirement Housing</td>
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<tr>
<td>Utilities</td>
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<td>Cultural Services</td>
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<td>Warehousing</td>
</tr>
<tr>
<td>Warehousing</td>
<td>&lt;0.1%</td>
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<td>Common Areas</td>
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<tr>
<td>Streets and Roads</td>
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<td>Streets and Roads</td>
<td>26.1%</td>
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### SOUTH

<table>
<thead>
<tr>
<th>SoCo</th>
<th>Oltorf</th>
<th>St. Edwards</th>
<th>South Congress Transit Center</th>
<th>Little Texas</th>
<th>Pleasant Hill</th>
<th>Southpark Meadows</th>
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<tbody>
<tr>
<td>Single Family</td>
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<td>Single Family</td>
<td>33.8%</td>
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<td>Commercial</td>
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<td>Apt/Condo</td>
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<td>10.5%</td>
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<tr>
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<td>5.9%</td>
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<tr>
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<td>3.7%</td>
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<td>Government Services</td>
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<td>2.8%</td>
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<tr>
<td>Three/Fourplex</td>
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<td>Duplexes</td>
<td>2.0%</td>
<td>Government Services</td>
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<td>1.9%</td>
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<td>Mobile Homes</td>
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<td>Streets and Roads</td>
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<td>Streets and Roads</td>
<td>20.0%</td>
<td>Streets and Roads</td>
<td>16.6%</td>
<td>Streets and Roads</td>
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### Streets and Roads

- SoCo: 24.4%
- Oltorf: 20.0%
- St. Edwards: 16.6%
- South Congress Transit Center: 16.1%
- Little Texas: 17.1%
- Pleasant Hill: 16.9%
- Southpark Meadows: 16.1%

### Percentages

- 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%
### 6.1 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.

<table>
<thead>
<tr>
<th>TOD PLACE TYPOLOGY</th>
<th>TOD READINESS SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Core</td>
<td>Regional Hub</td>
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<tr>
<td>UT Research Campus</td>
<td>ED</td>
</tr>
<tr>
<td>Crossroads</td>
<td></td>
</tr>
<tr>
<td>Ohlen</td>
<td></td>
</tr>
<tr>
<td>Northcross</td>
<td>RT</td>
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<tr>
<td>Justin</td>
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<tr>
<td>Allandale</td>
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<td>North Loop</td>
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<td>Sunshine</td>
<td>ED</td>
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<td>Rosedale</td>
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<td>West 38th</td>
<td>IT</td>
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<tr>
<td>Seaholm</td>
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<tr>
<td>Barton Springs</td>
<td>ER</td>
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<tr>
<td>Lamar Square</td>
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<tr>
<td>Oltorf West</td>
<td></td>
</tr>
<tr>
<td>Bluebonnet</td>
<td></td>
</tr>
<tr>
<td>Brodie Oaks</td>
<td></td>
</tr>
<tr>
<td>Westgate</td>
<td></td>
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</table>
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 Schwab 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

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

Demographics
- Population (2010): 1,190
- Population (2040): 5,790
- Employment (2010): 1,500
- Employment (2040): 6,500
- Household (2010): 763
- Household (2040): 4,396
- Median HH Size (2010): 1.56
- Housing Units (2010): 680
- Affordable Housing (2013): 0
- Median HH Income (2010): $52,200
- Zero Car HH (2014): 0
- Senior Population Age 65+ (2010): 20
Land Use

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

Population Density

Average population density in the ½ mile station area is 1,800 residents per square mile.

Infrastructure-Roads

Average employment density in the ½ mile station area is 6,000 employees per square mile.

Domain Station | MetroRapid 803

Parcels and Buildings

The ½ mile station area is estimated to contain 2,720 million built square feet.

Employment Density

Average employment density in the ½ mile station area is 6,000 employees per square mile.

Infrastructure-Transit

Employment Per SqMi

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
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- 56
- 57
- 58
- 59
- 60

Persons Per SqM

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
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- 60
Mixed-Use Residential and Commercial on Alterra Parkway looking north toward the station

Landscaped medians and uniform signage on Esperanza Crossing

The pedestrian infrastructure, just east of Domain Marketplace

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
UT Research Campus Station

UT Research Campus station is located in the center of the University of Texas’s J.J. 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. J.J. Pickle is well-maintained with wide boulevards, sidewalks, and green space, though facillities 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 crossings 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...
1. J.J. Pickle Research Campus/UTA
2. The Domain
3. 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

Demographics

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
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<td>Population (2010)</td>
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<td>Population (2040)</td>
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<td>Senior Population Age 65+ (2010)</td>
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Ridership/Service

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<th>Value</th>
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<tr>
<td>Weekday Ridership (April 2016)</td>
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<tr>
<td>Saturday Ridership (April 2016)</td>
<td>18 on / 23 off</td>
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<tr>
<td>Sunday Ridership (April 2016)</td>
<td>24 on / 44 off</td>
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<tr>
<td>Target Weekday Ridership</td>
<td>125-150</td>
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<tr>
<td>Level of Service</td>
<td>15 min peak/30 min off-peak</td>
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</tbody>
</table>

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**
  - Connectivity: Medium
  - Market Strength: Medium
  - Land Availability: Medium
  - Government Support: Medium

**READINESS METRICS**

**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

**CATALYST PROJECTS**
- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
The predominant land uses in the ½ mile circle include educational institutions, commercial activities, and streets and sidewalks.

Population Density

Average population density in the ½ mile circle area is 500 residents per square mile.

Infrastructure-Roads

Average employment density in the ½ mile circle area is 640 employees per square mile.
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...
1. Crossroads Center
2. Highland Lanes
3. Furniture Row
4. 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
Employment (2010) 2,750
Employment (2040) 11,920
Employment Density (2010) 5,600 emp / sq. mile
Households (2010) 1,522
Households (2040) 1,920
Median HH Size (2010) 1.78
Median HH Size (2040) 1.8
Housing Units (2010) 1,980
Housing Units (2040) 5,600
Affordable Housing (2013) 14
Median HH Income (2010) $50,300
Zero Car HH (2014) 18
Millenial Population Age 25-34 (2010) 970
Senior Population Age 65+ (2010) 220

Traffic calming, enhanced
Potential for functional art
Pedestrian- scale lighting, especially at northbound stop
(Re)development opportunities
Potential for collaboration between private/public interests
Safe design

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

Station Amenities
- Pedestrian-scale lighting, on sidewalk leading to station and at crossings (including mid-block)
- Shade trees on east side of Burnet Road
- 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

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

- The predominant land uses in the 1/4 mile station area are schools, commercial, streets and roads,single family residential, and parks.

Population Density

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

Infrastructure-Roads

- Access to Locations:
  - Half Mile Buffer
  - Quarter Mile Buffer
  - Street
  - Route

- Utility Lines:
  - Power Lines
  - Water
  - Sidewalk

- Parcels and Buildings

- Employment Density

- Average employment density in the 1/4 mile station area is 5,400 employees per square mile.

Infrastructure-Transit

- Crossroads Station | MetroRapid 803

- Employment Per SqMi
  - Employment Per SqMi
  - Employment Per SqMi
  - Employment Per SqMi

- Persons Per SqMi

- Land Use Population Density Infrastructure-Roads

- Crossroads Station | MetroRapid 803

- Employment Density

- Average employment density in the 1/4 mile station area is 5,400 employees per square mile.
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...
1. Shu Shu’s Asian Cuisine
2. Dairy Queen
3. Austin Sports Connection
4. North Village Public Library
5. Costume World

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

Pedestrian, bicycle connections and enhanced crossings

Compact mixed-use development

Missing Elements...

5. Other last mile: none

Access to...
1. Shu Shu’s Asian Cuisine
2. Dairy Queen
3. Austin Sports Connection
4. North Village Public Library
5. Costume World

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

Demographics

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<td>Employment Density (2010)</td>
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<td>Households (2010)</td>
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<tr>
<td>Millennial Population Age 25-34 (2010)</td>
<td>920</td>
</tr>
<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>410</td>
</tr>
</tbody>
</table>

Safety and security
- Lighting needed on sidewalks and to illuminate people in crosswalks
- Enhanced 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

Streetscape improvements
- Bike/pedestrian connections, marked crosswalks and possibly pedestrian signals
- Sidewalk repairs
- Refresh crossing paint
- Pedestrian-scale lighting on sidewalk leading to station and at crossings
- Shade trees at corners to enhance crossings and other shade until small trees can offer functionality
- Buffer between sidewalk and vehicle lanes
- No crosswalk, signals on Buell Ave which is overly wide
- Wide street right-of-way, large concrete areas left from early driveways, etc
- Traffic calming, consolidating driveways to increase pedestrian/bicycle safety

Other amenities
- Continuation of pedestrian/bicycle trail
- Wayfinding to note areas within a “10 minute walk”

Public/placemaking opportunity
- Limited placemaking opportunity
- Potential for other functional art
- Potential for collaboration between private/public interests
- Safe design

CATALYST PROJECTS
- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
- Morrow and Guadalupe & Wastewater Line Renewal (Austin Water)
The predominant land uses in the TOD station area include single-family residential, offices, and retail, commercial, and apartment buildings.

**Population Density**

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

**Employment Density**

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

**Infrastructure-Roads**

The half-mile station area is estimated to contain 645 traffic signal and pedestrian signals.

**Infrastructure-Transit**

The half-mile station area is estimated to contain 367 stops and 18 transit shelters.
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.

Looking south at station (SB) fronting Burnet Road.

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/Domain Mapping/Lighting
- Free bike racks (2)

System Connections...
- MetroBus 3, 5, 19, 323, 325
- System Connections...
- Shelter/Bench/Destination Map/Lighting
- Digital real-time information display
- Enhanced safety visibility for pedestrian paths and bicycle routes
- Designated 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

Enhanced pedestrian safety visibility for bicycle paths

Street improvements to sidewalks leading to station and at crossings

Traffic calming, increasing pedestrian/bike safety at crossings

Improved pedestrian and bicycle travel within commercial areas and between a four quadrants at the intersection of Burnet Road and Anderson Mill Road (re-calibrate signal for pedestrians). The area is heavily auto-centric

(Re)development opportunities
- New redevelopment/restoration surrounding former mall demonstrates potential
- Infill opportunities within nearby shopping centers (east), large surface parking areas
- Good street connectivity to/ within neighborhoods nearby, strong grid support services, nearby
- Buildings that address the frontages and encourage pedestrian travel, enhance the area as a destination

Station amenities
- Shaded trees or shade structure
- Pedestrian scale lighting

Public/placemaking/art opportunity
- Limited placemaking opportunity
- Potential for collaboration between private/public interests
- Safe design

Catalyst Projects
- North Lamar Blvd and Burnel Rd Corridor Improvements (Public Works)

Demographics
- Population (2040): 4,240
- Population Density (2010): 4,100 pps 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
- Median HH Size (2040): 2.24
- Housing Units (2010): 2,244
- Housing Units (2040): 3,240
- Affordable Housing (2013): 115
- Median HH Income (2010): $53,600
- Median HH Income (2014): $51,600
- Zero Car HH (2014): 17
- Senior Population Age 65+ (2010): 520

Northcross Station | MetroRapid 803

<table>
<thead>
<tr>
<th>FACTS</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Service Open</td>
<td>North</td>
</tr>
<tr>
<td>Target Weekday Ridership</td>
<td>240-320</td>
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<td>Profile Date</td>
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<table>
<thead>
<tr>
<th>PLACE TYPOLOGY</th>
<th>TOD Village</th>
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<tr>
<td>READINESS SCORE</td>
<td>Emerging</td>
</tr>
<tr>
<td>Connectivty</td>
<td>Medium</td>
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<tr>
<td>Market Strength</td>
<td>Medium</td>
</tr>
<tr>
<td>Land Availability</td>
<td>Low</td>
</tr>
<tr>
<td>Government Support</td>
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<table>
<thead>
<tr>
<th>NEEDS</th>
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<tbody>
<tr>
<td>Safety and security</td>
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<tr>
<td>Lighting needed on sidewalks and to illuminate people in crosswalks</td>
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</tr>
<tr>
<td>Enhanced safety visibility for pedestrian paths and bicycle routes</td>
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<tr>
<td>Designated pathways for bicyclist circulation in parking areas (Northcross)</td>
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<table>
<thead>
<tr>
<th>Streetscape improvements</th>
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<tbody>
<tr>
<td>Intersection improvements to better facilitate all travel modes</td>
<td></td>
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<tr>
<td>Bikel pedestrian connections</td>
<td></td>
</tr>
<tr>
<td>Pedestrian-scale lighting on sidewalks leading to station and at crossings</td>
<td></td>
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<tr>
<td>Shaded trees</td>
<td></td>
</tr>
<tr>
<td>Traffic calming, increasing pedestrian/bike safety at crossings</td>
<td></td>
</tr>
<tr>
<td>Improved pedestrian and bicycle travel within commercial areas and between a four quadrants at the intersection of Burnet Road and Anderson Mill Road (re-calibrate signal for pedestrians)</td>
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<table>
<thead>
<tr>
<th>CATALYST PROJECTS</th>
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</thead>
<tbody>
<tr>
<td>North Lamar Blvd and Burnel Rd Corridor Improvements (Public Works)</td>
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</table>
**Land Use**

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

- Marinas
- Manufacturing
- Landfills
- Hospitals
- Golf Courses
- Educational
- Cemeteries
- Campgrounds
- Aviation Facilities

**Population Density**

Average population density in the ½ mile station area is 356 residents per square mile.

**Employment Density**

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

**Infrastructure-Roads**

Access to Locations

- Quarter Mile Buffer
- Route
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (NB)
- Street
- Sidewalk
- Bicycle Path

**Parcels and Buildings**

The ½ mile station area is estimated to contain 450 residential units.

**Infrastructure-Transit**

- Northcross Station | MetroRapid 803
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (NB)
- Route
- Quarter Mile Buffer
- Half Mile Buffer
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, east and west 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 (3)

System Connections...
- MetroBus 3
- Other last mile: none

Access to...
- 1. Burnet Marketplace
- 2. Yard Bar
- 3. Brentwood Park
- 4. 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

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<tr>
<th>Ridership Type</th>
<th>Ridership 2016</th>
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<tr>
<td>Weekday Ridership</td>
<td>45 on / 43 off</td>
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<tr>
<td>Saturday Ridership</td>
<td>19 on / 21 off</td>
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<tr>
<td>Sunday Ridership</td>
<td>15 on / 18 off</td>
</tr>
<tr>
<td>Target Weekday Ridership</td>
<td>80 - 190 on</td>
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Level of Service
- 15 min peak/30 min off-peak

Demographics

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<th>Metric</th>
<th>Data</th>
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<td>Population</td>
<td>2,920</td>
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<tr>
<td>Employment (2010)</td>
<td>920</td>
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<tr>
<td>Employment Density (2010)</td>
<td>1,200 emp / sq. mile</td>
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<tr>
<td>Households (2010)</td>
<td>1,485</td>
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<tr>
<td>Median HH Size (2010)</td>
<td>2.97</td>
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<tr>
<td>Housing Units (2010)</td>
<td>1,520</td>
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<td>Affordable Housing (2013)</td>
<td>0</td>
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<td>Median HH Income (2010)</td>
<td>$67,650</td>
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<td>Zero Car HH (2014)</td>
<td>21</td>
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<tr>
<td>Millennial Population Age 25-34 (2010)</td>
<td>500</td>
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<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>420</td>
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Neighborhood TOD

Street improvements
- Intersection improvements to better facilitate all travel modes
- Burnet Road at Pegram Avenue, replace crossing, align sidewalks, ramps, appears to be not ADA compliant
- Bike/pedestrian connections, crossings/ramps needed across Burnet Lane
- Sidewalk widening, filling in gaps for connectivity
- Pedestrian-scale lighting on sidewalk leading to station and to enhance crossings
- Shade trees: Larger trees at corners could enhance crossings until small trees can add function
- Street calming, increasing pedestrian/bike safety at crossings
- (Re)development opportunities
  - New mixed-use, commercial redevelopment in the area demonstrates potential
  - Redevelopment potential
  - Infill opportunities
  - Auto-centric development inhibits safety, travel/access by foot or by bicycle

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 functional art
- Potential for collaboration between private/public interests
- Safe design

CATALYST PROJECTS
- 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 TOD station area include single-family residential, streets, and parks, commercial, and parking facilities.

Population Density

Average population density in the TOD station area is 3,700 persons per square mile.

Infrastructure-Roads

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

Parcels and Buildings

The TOD station area is estimated to contain 567 parcels and 1,100 buildings.

Employment Density

Average employment density in the TOD station area is 567 employees per square mile.

Infrastructure-Transit

Average employment density in the TOD station area is 1,200 employees per square mile.
Looking east on Justin Lane, single-family neighborhoods, churches, schools.

Burnet Road at Justin Lane looking north, suburban development form.

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

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.
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...
1. Allandale Center/HEB
2. Walgreens
3. Northwest Center
4. 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

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
- Senior Population Age 65+ (2010) 330

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

Street improvements
- Intersection improvements to better facilitate all travel modes
- Bike/pedestrian connections
- Enhanced safety, visibility for pedestrian/bike safety at crossings
- Shade trees (NB)
- Street lighting, eliminating conflicts
- Elimination/consolidation of driveways, particularly east of Burnet Road, reducing conflicts

Other amenities
- Continuation of pedestrian/bicycle trail
- Wayfinding to note areas within a “10 minute walk”
- Public/placemaking opportunities
- Limited placemaking opportunity
- Potential for other functional art
- Potential for collaboration between public/private interests
- Safe design

CATALYST PROJECTS
- ADA Sidewalk & Ramp Improvements 2011 Group 12 City-wide (Public Works)
- NW Brntwood - Karen and Payne Area - Neighborhood Water System Upgrades (Austin Water)
- Shoal Creek Arroyo Seeco Stream Restoration (Watersheds Protection)
- Arroyo Seeco 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 residential, community, commercial, and transportation services.

**Population Density**

Average population density in the ½ mile station area is 5,000 residents per square mile.

**Infrastructure-Roads**

Access to Locations:
- Quarter Mile Buffer
- Route
- Stop/Station Shelter (SB)

**Employment Density**

Average employment density in the ½ mile station area is 1,000 employees per square mile.

**Infrastructure-Transit**

Access to Locations:
- Half Mile Buffer
- Route
- Stop/Station Shelter (NB)
- Stop/Station Shelter (SB)
- Stop/Station Shelter (NB/SB)
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/lots 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...
1. AMLI 5350
2. CVS Pharmacy
3. Yarbrough Public Library
4. 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

Demographics
- Population (2010): 3,870
- Population (2040): 5,930
- Employment (2010): 4,210
- Employment Density (2010): 5,530
- Households (2010): 2,182
- Median HH Size (2010): 1.7
- Housing Units (2010): 2,580
- Affordable Housing (2013): 130
- Median HH Income (2010): $47,900
- Zero Car HH (2014): 71
- Senior Population Age 65+ (2010): 370

Wayfinding
- Improved porosity, smaller street grids, paths
- Pedestrian and bicycle connections, system improvements

Compacted mixed-use development

Other amenities
- Bike and pedestrian connections within the station area.
- Burger Company, and Savers Thrift Store. Burnet Road is heavily trafficked and has limited bike and pedestrian connections within the station area.

Other 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 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

CATALYST PROJECTS
- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
- Shoal Creek - Hancock Trib (Watershed Protection)
- Brentwood Drainage Improvements (Watershed Protection)
- Yarbrough Branch Library Renovation (Austin Public Library)
- SE Allandale Neighborhood Water and Wastewater Improvements (Austin Water)
Small commercial lots front Burnet Road, station is at Savers sign far left.

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

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

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

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

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
- Bike racks (2)

System Connections...
- MetroBus 1, 3, 5, 338, 481, 656, 990
- MetroRail Red Line
- MetroRapid Route

Access to...
1. Texas Department of Aging and Disability
2. Central Texas Rehabilitation Hospital
3. Texas School for the Blind and Visually Impaired
4. Sunshine Community Gardens
5. 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

Demographics
- Population (2010): 3,450
- Population (2020): 6,040
- Population Density (2010): 4,500 ppl / sq. mile
- Employment (2010): 15,530
- Employment (2020): 17,300
- Employment Density (2010): 19,800 emp / sq. mile
- Households (2010): 1,943
- Households (2020): 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
- Senior Population Age 65+ (2010): 150

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

Sunshine Station | MetroRapid 803
FACTS
- Segment: Central
- Service Open: 2014
- Target Weekday Ridership: 190-760
- Profile Date: 2016

PLACE TYPOLOGY
- Neighborhood TOD: Emerging

READINESS SCORE
- Connectivity: Medium
- Market Strength: Medium
- Land Availability: Medium
- Government Support: Low
- Readiness Typology: Neighborhood TOD
- Readiness Factors: Connectivity, Market Strength, Land Availability, Government Support

NEEDS
- Safety and security
- Enhanced safety visibility for sidewalks and bicycle routes
- Evening of sidewalk grades
- Improving areas on the street by encouraging buildings to front on the street
- Recommendation adding traffic signal at Wildcat Run/Sunshine Drive (E/W) with refreshed crosswalk paint
- Existing Pedestrian-Activated Hybrid Beacon

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
- Buffer between sidewalk and vehicle lanes
- Improved bike access and track crossings
- Traffic calming, including pedestrian/bike safety at crossing

CATALYST PROJECTS
- Guadalupe St from 24th St to 42nd St - Bicycle Facilities (Austin Transportation)
- North Lamar Blvd and Burnet Rd Corridor Improvements (Public Works)
- NelRay and Evan’s Utility Improvements (Austin Water)
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 4,000 residents per square mile.

Infrastructure-Roads

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

Parcels and Buildings

This ½ mile station area is estimated to contain S. a. maintenance require S. a.

Employment Density

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

Infrastructure-Transit

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

Access to...
1. Central Market
2. Heart Hospital of Austin
3. Seton Medical Center
4. Seton Shool Creek Hospital
5. Blood and Tissue Center of Central Texas
6. Peoples Pharmacy

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

Weekday/Service
- Ridership/Service
  - Weekday Ridership (April 2016) 73 on / 72 off
  - Saturday Ridership (April 2016) 37 on / 29 off
  - Sunday Ridership (April 2016) 39 on / 36 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
- 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): $42,300
- Zero Car HH (2014): 16
- Senior Population Age 65+ (2018): 160

Rosedale Station | MetroRapid 803

**FACTS**
- Service Open: 2014
- Target Weekday Ridership: 100-560
- Profile Date: 2016

**PLACETYPEOLOGY**
- TOD Village
- Emerging

**READINESS METRICS**
- Safety and security
  - Infill and redevelopment in west quadrant feasible
  - Redevelopment of publicly-owned property, other properties adjacent to station
  - Strip retail driveways merged for safer bicycle and foot travel in the area.

**NEEDS**
- Continuation of pedestrian/bicycle trail
- Wayfinding to note areas within a “10 minute walk”

**CATALYST PROJECTS**
- 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)
- Shool Creek - Ridgelea Storm Drain Improvements (Watershed Protection)
The predominant land uses in the ½ mile station area include retail, services, government, educational, office, and mixed use.

**Land Use**

**Population Density**

Average population density in the ½ mile station area is 4,000 residents per square mile.

**Infrastructure-Roads**

**Infrastructure–Transit**

**Employment Density**

Average employment density in the ½ mile station area is 1,400 employees per square mile.
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

Access to...
1. Austin Radiology Center
2. Seton Medical Center
3. Austin Oral Maxillofacial Surgery Center
4. Heart Hospital of Austin
5. Central Market
6. 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

West 38th Station | MetroRapid 803

<table>
<thead>
<tr>
<th>FACTS</th>
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</thead>
<tbody>
<tr>
<td>Segment</td>
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<tr>
<td>Service Open</td>
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<tr>
<td>Target Weekday Ridership</td>
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<tr>
<td>Profile Date</td>
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<table>
<thead>
<tr>
<th>PLACE TYPOLOGY</th>
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<tr>
<td>TOD Village</td>
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<table>
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<tr>
<th>READINESS SCORE</th>
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<tbody>
<tr>
<td>Connectivity</td>
</tr>
<tr>
<td>Market Strength</td>
</tr>
<tr>
<td>Land Availability</td>
</tr>
<tr>
<td>Government Support</td>
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</table>

<table>
<thead>
<tr>
<th>READINESS METRICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety and security</td>
</tr>
</tbody>
</table>
- Lighting needed on sidewalks and to illuminate crosswalks
- Enhanced safety visibility for pedestrian paths and bicycle routes

<table>
<thead>
<tr>
<th>STREETSCAPE IMPROVEMENTS</th>
</tr>
</thead>
</table>
| Intersection improvements to better facilitate all travel modes
| Bike/pedestrian connections
| Pedestrian-scale lighting on sidewalk leading to station and at crossings
| Improved bike access recommended with enhanced crossings
| Traffic calming, increasing pedestrian/bike safety at 38th crossing

<table>
<thead>
<tr>
<th>NEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redevelopment opportunities</td>
</tr>
</tbody>
</table>
- New redevelopment in east and west quadrants indicates significant potential
- Some redevelopment, infill potential remains

<table>
<thead>
<tr>
<th>CATALYST PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shoal Creek Restoration - 15th to 28th Streets (Watershed Protection)</td>
</tr>
<tr>
<td>Guadalupe St from 24th St to 42nd St - Bicycle Facilities (Austin Transportation)</td>
</tr>
</tbody>
</table>
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.

**Wayfinding**

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

**Missing Elements...**
- Free bike racks (2)

**Station Features...**
- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- Pedestrian and bicycle enhanced crossing on Cesar Chavez at 3rd Street.
- Wayfinding

**System Connections...**
- MetroBus 3, 111, 171
- Last mile: B-Cycle Stations, Car2Go area
- MetroRapid 803

**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

**Demographics**

- Population (2010): 3,310
- Population (2040): 16,330
- Employment (2010): 23,600
- Employment (2040): 40,150
- Employment Density (2010): 30,100 emp / sq. mile

**Demographics**

- Households (2010): 3,244
- Households (2040): 9,615
- Housing Units (2010): 2,170
- Affordable Housing (2013): 0
- Median HH Income (2010): $78,600
- Zero Car HH (2014): 29
- Senior Population Age 65+ (2010): 140

**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

**Seaholm Station | MetroRapid 803**

<table>
<thead>
<tr>
<th>**SEAHOLM STATION</th>
<th>METROS</th>
<th>SERVICES</th>
<th>PROJECTS</th>
<th>CATALYSTS</th>
<th>PRIVILEGED USAGE</th>
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</thead>
<tbody>
<tr>
<td><strong>FACTS</strong></td>
<td><strong>PLACE TYPOLOGY</strong></td>
<td><strong>REACH</strong></td>
<td><strong>READINESS</strong></td>
<td><strong>NEEDS</strong></td>
<td><strong>FUNCTION</strong></td>
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<td>Segment</td>
<td>Central</td>
<td><strong>Core</strong></td>
<td>Ready</td>
<td>Medium</td>
<td>Safety and security</td>
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<td>Service Open</td>
<td>2014</td>
<td>Market Strength</td>
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<td>Medium</td>
<td>Lighting needed on sidewalks and to illuminate crosswalks</td>
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<td>Target Weekday Ridership</td>
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<td>Land Availability</td>
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<td>Medium</td>
<td>May want to consider in-pavement lighting</td>
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<td>Profile Date</td>
<td>2016</td>
<td>Government Support</td>
<td>Medium</td>
<td>Medium</td>
<td>Enhanced safety visibility for pedestrian paths and bicycle routes</td>
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</tbody>
</table>

**Streetscape improvements**

- Intersection improvements to better facilitate all travel modes
- Pedestrian-scale lighting on sidewalks 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

**Safety and security**

- Lighting needed on sidewalks and to illuminate crosswalks
- May want to consider in-pavement lighting
- Enhanced safety visibility for pedestrian paths and bicycle routes

**Station amenities**

- Shaded trees or shade structure
- Pedestrian scale lighting

**Other amenities**

- Continuation of pedestrian/bicycle trail.
- Wayfinding to note areas within a “10 minute walk”
- Wayfinding map of trail and connections to trail nearby

**Public/private/making art opportunity**

- Limited placemaking opportunity
- Potential for other functional art
- Potential for collaboration between private/public interests

**Catalyst Projects**

- 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)
Persons Per SqMi

- **>5 and <60**
- **>4 and <5**
- **>3 and <4**

Land Use

- Large-lot Single Family
- Landfills
- Hospitals
- Government Services
- Golf Courses
- Educational
- Duplexes
- Cultural Services
- Common Areas
- Commercial
- Cemeteries
- Campgrounds
- Aviation Facilities

Access to Locations

- Quarter Mile Buffer
- Stop/Station Shelter (SB)
- Street

Employment Per SqMi

- **Undeveloped**
- **Single Family**
- **Semi-institutional Housing**
- **Resource Extraction (Mining)**
- **Parking**
- **Mobile Homes**
- **Miscellaneous Industrial**

- 0

The predominant land uses in the ½ mile station area include commercial, service, and retail office, while commercial, parking, and meeting and assembly are the predominant uses in the 1½ mile station area.

The predominant uses in the ½ mile station area are commercial, service, and retail office, while commercial, parking, and meeting and assembly are the predominant uses in the 1½ mile station area.

The ½ mile station area is estimated to contain 0.4 million sf of buildings and 0.1 million sf of parking.

Average employment density is 0.1 million sf of buildings and 0.1 million sf of parking per square mile.

Average employment density is 0.1 million sf of buildings and 0.1 million sf of parking per square mile.

Average employment density is 0.1 million sf of buildings and 0.1 million sf of parking per square mile.
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

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

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

East on Cesar Chavez Street to Congress Avenue
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

Demographics

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<tr>
<th>Metric</th>
<th>Value</th>
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<td>Population (2010)</td>
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<td>Population (2040)</td>
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<td>Employment (2010)</td>
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<td>Employment (2040)</td>
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<td>Households (2010)</td>
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<td>Affordable Housing (2013)</td>
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<td>Zero-Car HH (2014)</td>
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<td>Millennial Population Age 25-34 (2010)</td>
<td>810</td>
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<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>170</td>
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Ridership/Service

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<th>Day/Time</th>
<th>Ridership</th>
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<tr>
<td>Weekday Ridership</td>
<td>59 on / 49 off</td>
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<tr>
<td>Saturday Ridership</td>
<td>52 on / 51 off</td>
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<tr>
<td>Sunday Ridership</td>
<td>39 on / 26 off</td>
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<tr>
<td>Target Weekday Ridership</td>
<td>200-440 on</td>
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</table>

Level of Service

- 15 min peak/30 min off-peak

Barton Springs Station | MetroRapid 803

<table>
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<tr>
<th>Segment</th>
<th>Central</th>
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</thead>
<tbody>
<tr>
<td>Service Open</td>
<td>2014</td>
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<tr>
<td>Target Weekday Ridership</td>
<td>200-440</td>
</tr>
<tr>
<td>Profile Date</td>
<td>2016</td>
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</table>

Central Core

Connectivity
- Medium

Market Strength
- Medium

Land Availability
- Medium

Government Support
- Medium

Traffic calming, increasing pedestrian/bike safety at crossings

Re/development opportunities
- New development, redevelopment demonstrated strong potential for more infill
- Some small homes and buildings have been converted into commercial

Shade: trees or shade structure

Pedestrian scale lighting

Traffic signals

Barton Springs Road has unprotected bike lanes; South Lamar Boulevard bike lanes are narrow, with heavy traffic

Pedestrian-scale lighting on sidewalks and at crossings

Shade trees

Buffer between sidewalk and vehicle lanes

Improved bike access and track crossings

Wayfinding to note areas within a “10 minute walk”

Public/placemaking/art opportunity
- Potential for other functional art
- Potential for collaboration between private/public interests
- Safe design

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)
The spreadsheets and visualizations in the TOD Priority Tool are divided into several categories:

**Land Use**
- Residential
- Agricultural
- Open space
- Commercial
- High density

**Population Density**
- Average population density in the half-mile station area is 3,300 persons per square mile.

**Employment Density**
- Average employment density in the half-mile station area is 800 employees per square mile.

**Infrastructure-Roads**
- Major roadways
- Transit stops
- Bicycle paths

**Parcels and Buildings**
- Commercial
- Residential
- Transportation facilities

**Infrastructure-Transit**
- Stop/Station Shelter
- Bus stops
- Subway stations

The half-mile station area is estimated to contain 2.7 million feet of rail.
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 Bloudin Creek, separating the station from single-family residential found there.

Station Features...
- Digital real-time information display
- Shelter/Bench/Destination Map/Lighting
- 2 Free bike racks

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

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<th>Metric</th>
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<td>5,100 psq mi</td>
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<td>Employment</td>
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<tr>
<td>Employment Density (2010)</td>
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<td>4,000 psq mi</td>
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<tr>
<td>Households (2010)</td>
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<td>4,270</td>
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<td>Median HH Size (2010)</td>
<td>1,361</td>
<td>1,361</td>
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<td>Median HH Income (2010)</td>
<td>$78,400</td>
<td>166</td>
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<tr>
<td>Zero Car HH (2014)</td>
<td>2,085</td>
<td>4,270</td>
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<tr>
<td>Millenial Population Age 25-34 (2010)</td>
<td>980</td>
<td>980</td>
</tr>
<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>270</td>
<td>270</td>
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</tbody>
</table>

Traffic calming, increasing pedestrian/bike safety at crossing

Public/placemaking/hot opportunity
- Limited placemaking opportunity
- Potential for other functional art
- Potential for collaboration between private/public interests

Catalyst Projects
- Wastewater Collection System Replacement Lines Group B (Austin Water)
Land Use

The predominant land uses in the TOD stations area include single family residential, shops and malls, commercial, and apartment buildings.

Population Density

Average population density is in the TOD stations area is 2,800 residents per square mile.

Infrastructure-Roads

Average population density is in the TOD stations area is 2,800 residents per square mile.

Parcels and Buildings

The TOD stations area is estimated to contain 37 million built square feet.

Employment Density

Average employment density is in the TOD stations area is 5,300 employees per square mile.

Infrastructure-Transit

Average employment density is in the TOD stations area is 5,300 employees per square mile.
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: Car/2Go area

Access to...
1. CVS Pharmacy
2. Aviary
3. Austin-Travis County Integral Care
4. South Austin Recreation Center
5. 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

Demographics
- Population (2010): 4,270
- Population (2040): 8,120
- Employment (2010): 2,040
- Employment (2040): 3,640
- Employment Density (2010): 2,600 emp / sq. mile
- Households (2010): 2,062
- Households (2040): 3,959
- Median HH Size (2010): 1.86
- Median HH Income (2010): $44,900
- Senior Population Age 65+ (2010): 270

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

Traffic calming, increasing pedestrian safety at crossings

Streetscape improvements
- Intersection improvements needed to better facilitate all travel modes
- Bike lanes are narrow, adjacent to high volume/speed traffic on South Lamar Boulevard
- Bike lane, added street lighting needed on West Oltorf Street (moderate traffic volume)
- Pedestrian-scale lighting on sidewalk leading to station and at enhanced crossings
- Shade trees, sidewalks with curbs, barrier-free
- Buffer between sidewalk and vehicle lanes, particularly at South Lamar Boulevard and West Oltorf Street intersections to define the modes/spaces
- Traffic calming, increasing pedestrian/bike safety at crossing

Limited placemaking opportunity
- Redevelopment of publicly-owned property, other properties adjacent to station
- Infill and/or redevelopment potential; e.g. strip commercial with shared parking, under-utilized lot
- New infill development occurring south of this station area
- Oxford Ave: Single family homes have converted to office uses, with wide sidewalks and good lighting

In order to enhance pedestrian safety and access, additional enhancements are needed to better facilitate all travel modes.

Wayfinding to note areas within neighborhood:
- Oxford Ave: Single family homes have converted to office uses, with wide sidewalks and good lighting
- Public/placemaking/art opportunity
- Limited placemaking opportunity
- Potential for other functional art
- Potential for collaboration between private/public interests
- Safe design

Public/Placemaking opportunities:
- Trail/Street Crossing Supplemental Safety Measures (Austin Transportation)
- Ricky Guerrero Pocket Park - General Park Improvements (Parks & Recreation)
The TOD Priority Tool

**Land Use**
The pie chart with land uses in the TOD analysis area includes single family residential, streets and rights, apartment buildings, and commercial.

**Population Density**
Average population density in the 1.5 mile radius around the station is 6,400 residents per square mile.

**Infrastructure-Roads**

**Parcels and Buildings**
The 1.5 mile station area is estimated to contain 2.25 million built square feet.

**Employment Density**
Average employment density in the 1.5 mile radius around the station is 2.400 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 Montclaire Drive, south of Bluebonnet Drive. Nearby businesses include Anna’s Toy Depot and Gourdough’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 Montclaire Drive

Demographics

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<th>Parameter</th>
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<td>Employment (2010)</td>
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<td>Employment (2040)</td>
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<td>Employment Density (2010)</td>
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<td>Households (2010)</td>
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<td>Households (2040)</td>
<td>4,145</td>
</tr>
<tr>
<td>Median HH Size (2010)</td>
<td>1,91</td>
</tr>
<tr>
<td>Housing Units (2010)</td>
<td>2,130</td>
</tr>
<tr>
<td>Affordable Housing (2013)</td>
<td>80</td>
</tr>
<tr>
<td>Median HH Income (2010)</td>
<td>$59,400</td>
</tr>
<tr>
<td>Zero Car HH (2014)</td>
<td>1</td>
</tr>
<tr>
<td>Millennial Population Age 25-34 (2010)</td>
<td>1,120</td>
</tr>
<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>270</td>
</tr>
</tbody>
</table>

Ridership/Service

<table>
<thead>
<tr>
<th>Day Type</th>
<th>Ridership (April 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday</td>
<td>64 on / 57 off</td>
</tr>
<tr>
<td>Saturday</td>
<td>30 on / 23 off</td>
</tr>
<tr>
<td>Sunday</td>
<td>23 on / 20 off</td>
</tr>
<tr>
<td>Target Weekday Ridership</td>
<td>140-320 on</td>
</tr>
</tbody>
</table>

Level of Service
15 min peak/30 min off-peak

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

System Connections...
- Digital real-time information display
- Enhanced visibility for pedestrian paths and bicycle routes
- Improved ‘eyes on the street’ needed surrounding station area (SB)

Street scape 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

Safety and security
- South Lamar Blvd/Bluebonnet Ln (N/S): Left turn traffic from Bluebonnet given green turn arrow during pedestrian crossing phase
- Improved visibility for pedestrians and bicycle routes
- Pedestrian scale lighting
- Pedestrian Scale Lighting
- Need for pedestrian safety
- Improved visibility

Public realm improvements, needed shade, street furniture, pedestrian-scale lighting
- Shade: trees or shade structure
- Pedestrian scale lighting
- Potential for other functional art
- Safe design

Other amenities
- Pedestrian safety
- Improved visibility
- Potential for other functional art
- Safe design

Bluebonnet Station | MetroRapid 803

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

PLACE TYPOLOGY
- Neighborhood TOD: Emerging

READINESS SCORE
- Connectivity: Medium
- Market Strength: Medium
- Land Availability: Low
- Government Support: Low

NEEDS
- Safety and security
- Street scape improvements
- Public realm improvements
- Pedestrian and bicycle connections and crossings

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)

METRICS

<table>
<thead>
<tr>
<th>METRIC</th>
<th>READINESS</th>
<th>PLACE</th>
<th>NEEDS</th>
<th>CATALYST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bluebonnet Station</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Land Use

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

Population Density

Average population density in the 1/2 mile station area is 4,160 residents per square mile.

Infrastructure-Roads

Employment Density

Average employment density in the 1/2 mile station area is 1,384 employees per square mile.

Infrastructure-Transit

Persons Per SqMi

- Bluebonnet Station
- MetroRapid 803

Parcels and Buildings

The 1/2 mile station area is estimated to contain 2,918 existing buildable feet.
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...
1. Brodie Oaks, Brodie Oaks II Shopping Centers
2. Sprouts Farmer’s Market
3. LA Fitness
4. Target
5. Wheatsville Co-op
6. 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

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: 220-380 on

Level of Service
15 min peak/30 min off-peak

Demographics

Population (2010) 2,850
Population (2040) 5,600
Population Density (2040) 3,830
Employment (2010) 6,920
Employment (2040) 6,920
Employment Density (2010) 4,900 emp / sq. mile
Population Density (2040) 5,100
Households (2010) 1,728
Households (2040) 3,378
Median HH Size (2010) 7.41
Median HH Size (2040) 7.41
Housing Units (2010) 1,920
Housing Units (2040) 1,920
Affordable Housing (2013) 256
Median HH Income (2010) $53,500
Median HH Income (2040) $53,500
Zero Car HH (2014) 4
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

Recreational facilities
- 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 markings to increase pedestrian/bike visibility at crossings

Safety and security
- Redevelopment potential in east quadrant
- Redevelopment/retail at nearby shopping centers
- Potential shared parking/converting surface to structured parking

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/facts 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)
Brodie Oaks Station | MetroRapid 803

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

Demographics
- Population (2010): 1,980
- Population (2020): 3,640
- Employment (2010): 2,270
- Employment (2040): 3,960
- Median HH Income (2010): $35,600
- Zero Car HH (2014): 0
- Senior Population Age 65+ (2010): 380

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

NEEDS
- Safety and security: 'Dark Sky' lighting needed to illuminate parking connections and crosswalks
- Connectivity: Improved sidewalks on West Gate Boulevard
- Pedestrian scale lighting: Pedestrian paths and bicycle routes
- Streetscape improvements: Development that offers more 'eyes on the street'

PLACE TYPOLOGY
- TOD Village

READINESS SCORE
- Emerging

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

FACTS
- Westgate Station | MetroRapid 803
- Service Open: 2014
- Target Weekday Ridership: 560-690
- Profile Date: 2016

PUBLIC ENGAGEMENT | METRICS
- Westgate Station
- Target Weekday Ridership
-Profile Date
- Medium
- Medium
- Medium
- Low
- Safety and security
- Market Strength
- Land Availability
- Government Support

CATALYST PROJECTS
- WMS Creek Flood Hazard Mitigation Study: Cherry Creek to S. Congress (Watershed Protection)
Westlake Boulevard station (SB) adjacent to the Westlake Cinema

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

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

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

Looking east from Westlake Boulevard, east side at Westgate station

East side of Western Trails Blvd across from Westgate Mall
### Demographics

#### Population

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>1,190</td>
<td>1000</td>
<td>3,310</td>
</tr>
<tr>
<td>2040</td>
<td>5,790</td>
<td>1,320</td>
<td>19,340</td>
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#### Population Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-2040</td>
<td>5.4%</td>
<td>9.0%</td>
<td>0.9%</td>
</tr>
<tr>
<td>2010-2040</td>
<td>3.9%</td>
<td>5.8%</td>
<td>1.6%</td>
</tr>
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</table>

#### Population Density

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>1,500</td>
<td>100</td>
<td>4,200</td>
</tr>
<tr>
<td>2040</td>
<td>7,400</td>
<td>1,700</td>
<td>18,100</td>
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#### Employment

<table>
<thead>
<tr>
<th>Year</th>
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<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>6,500</td>
<td>4,430</td>
<td>17,820</td>
</tr>
<tr>
<td>2040</td>
<td>17,820</td>
<td>15,140</td>
<td>58,260</td>
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#### Employment Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-2040</td>
<td>3.4%</td>
<td>4.2%</td>
<td>1.0%</td>
</tr>
<tr>
<td>2010-2040</td>
<td>1.3%</td>
<td>1.8%</td>
<td>2.4%</td>
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</table>

#### Employment Density

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>8,300</td>
<td>5,600</td>
<td>22,700</td>
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<td>2040</td>
<td>22,700</td>
<td>19,300</td>
<td>54,400</td>
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#### Employment on Transit Network

<table>
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<tr>
<th>Year</th>
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<th>Central</th>
<th>South</th>
</tr>
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<tbody>
<tr>
<td>2010</td>
<td>146,691</td>
<td>146,691</td>
<td>121,069</td>
</tr>
<tr>
<td>2040</td>
<td>80,500</td>
<td>80,500</td>
<td>121,069</td>
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</table>

#### Combined People

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>7,690</td>
<td>4,530</td>
<td>35,640</td>
</tr>
<tr>
<td>2040</td>
<td>4,396</td>
<td>680</td>
<td>9,560</td>
</tr>
</tbody>
</table>

#### Combined Density

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>9,800</td>
<td>5,800</td>
<td>6,090</td>
</tr>
<tr>
<td>2040</td>
<td>4,396</td>
<td>680</td>
<td>9,560</td>
</tr>
</tbody>
</table>

#### Household and Housing

<table>
<thead>
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<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>763</td>
<td>74</td>
<td>1,522</td>
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<tr>
<td>2040</td>
<td>9,000</td>
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</table>

#### Median Household Size

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>1.58</td>
<td>1.97</td>
<td>1.97</td>
</tr>
<tr>
<td>2040</td>
<td>1.58</td>
<td>1.97</td>
<td>1.97</td>
</tr>
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</table>

#### Median Household Income

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>52,200</td>
<td>37,900</td>
<td>37,900</td>
</tr>
<tr>
<td>2040</td>
<td>52,200</td>
<td>37,900</td>
<td>37,900</td>
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</tbody>
</table>

#### Transit Ridership/Service (803)

<table>
<thead>
<tr>
<th>Year</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>5.1</td>
<td>3.9</td>
<td>3.9</td>
</tr>
<tr>
<td>2040</td>
<td>5.1</td>
<td>3.9</td>
<td>3.9</td>
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### Summary Data Charts

#### Station Area Metrics Matrix

<table>
<thead>
<tr>
<th>Route</th>
<th>North</th>
<th>Central</th>
<th>South</th>
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</thead>
<tbody>
<tr>
<td>803</td>
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<td></td>
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</tr>
</tbody>
</table>
### 6.3.2 Station Area Land Use Distribution

<table>
<thead>
<tr>
<th>Domain</th>
<th>UT Research Campus</th>
<th>Crossroads</th>
<th>Ohlen</th>
<th>Northcross</th>
<th>Justin</th>
<th>Allandale</th>
<th>North Loop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>47.53%</td>
<td>Commercial</td>
<td>21.40%</td>
<td>Single Family</td>
<td>28.00%</td>
<td>Single Family</td>
<td>49.53%</td>
</tr>
<tr>
<td>Commercial</td>
<td>18.33%</td>
<td>Commercial</td>
<td>20.98%</td>
<td>Streets and Roads</td>
<td>19.32%</td>
<td>Streets and Roads</td>
<td>19.10%</td>
</tr>
<tr>
<td>Streets and Roads</td>
<td>9.89%</td>
<td>Manufacturing</td>
<td>15.52%</td>
<td>Commercial</td>
<td>16.58%</td>
<td>Commercial</td>
<td>14.68%</td>
</tr>
<tr>
<td>Undeveloped</td>
<td>8.76%</td>
<td>Streets and Roads</td>
<td>8.26%</td>
<td>Apartment/Condo</td>
<td>7.14%</td>
<td>Apartment/Condo</td>
<td>4.88%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>5.05%</td>
<td>Warehousing</td>
<td>6.22%</td>
<td>Educational</td>
<td>6.34%</td>
<td>Meeting and Assembly</td>
<td>3.86%</td>
</tr>
<tr>
<td>Miscellaneous Industrial</td>
<td>3.55%</td>
<td>Office</td>
<td>6.10%</td>
<td>Duplexes</td>
<td>5.87%</td>
<td>Office</td>
<td>3.41%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>2.27%</td>
<td>Office</td>
<td>5.75%</td>
<td>Duplexes</td>
<td>2.68%</td>
<td>Duplexes</td>
<td>2.66%</td>
</tr>
<tr>
<td>Warehousing</td>
<td>1.92%</td>
<td>Educational</td>
<td>5.41%</td>
<td>Threeplex/Fourplex</td>
<td>1.34%</td>
<td>Educational</td>
<td>1.93%</td>
</tr>
<tr>
<td>Common Areas</td>
<td>1.32%</td>
<td>Water</td>
<td>2.39%</td>
<td>Railroad Facilities</td>
<td>1.27%</td>
<td>Common Areas</td>
<td>1.04%</td>
</tr>
<tr>
<td>Railroad Facilities</td>
<td>0.71%</td>
<td>Railroad Facilities</td>
<td>2.08%</td>
<td>Warehousing</td>
<td>2.08%</td>
<td>Government Services</td>
<td>0.97%</td>
</tr>
<tr>
<td>Apartment/Condo</td>
<td>0.34%</td>
<td>Common Areas</td>
<td>1.76%</td>
<td>Government Services</td>
<td>0.30%</td>
<td>Threeplex/Fourplex</td>
<td>0.36%</td>
</tr>
<tr>
<td>Parking</td>
<td>0.32%</td>
<td>Undeveloped</td>
<td>0.87%</td>
<td>Retirement Housing</td>
<td>0.21%</td>
<td>Retirement Housing</td>
<td>0.21%</td>
</tr>
<tr>
<td>Railroad Facilities</td>
<td>0.16%</td>
<td>Government Services</td>
<td>0.83%</td>
<td>Cemeteries</td>
<td>0.19%</td>
<td>Threeplex/Fourplex</td>
<td>0.05%</td>
</tr>
<tr>
<td>Unemployment</td>
<td>0.07%</td>
<td>Parking</td>
<td>0.55%</td>
<td>Meeting and Assembly</td>
<td>0.07%</td>
<td>Office</td>
<td>0.31%</td>
</tr>
<tr>
<td>Government Services</td>
<td>0.04%</td>
<td>Utilities</td>
<td>0.47%</td>
<td>Meeting and Assembly</td>
<td>0.03%</td>
<td>Cemeteries</td>
<td>0.12%</td>
</tr>
<tr>
<td>Parking</td>
<td>0.00%</td>
<td></td>
<td>0.00%</td>
<td></td>
<td>0.02%</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Central</td>
<td>South</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>---------</td>
<td>-----------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunshine</td>
<td>38.17%</td>
<td>Brodie Oaks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rosedale</td>
<td>16.97%</td>
<td>Streets and Roads</td>
<td></td>
<td></td>
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<td>Lamar Square</td>
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<td>Parking</td>
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<tr>
<td>Government Services</td>
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<td>Undeveloped</td>
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</table>
# 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.

<table>
<thead>
<tr>
<th>TOD PLACE TYPOLOGY</th>
<th>TOD READINESS SCORE</th>
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</thead>
<tbody>
<tr>
<td>Central Core</td>
<td>Regional Hub</td>
</tr>
<tr>
<td>Leander</td>
<td>○</td>
</tr>
<tr>
<td>Lakeline</td>
<td>○</td>
</tr>
<tr>
<td>Howard</td>
<td>○</td>
</tr>
<tr>
<td>Kramer</td>
<td>○</td>
</tr>
<tr>
<td>Crestview</td>
<td>○</td>
</tr>
<tr>
<td>Highland</td>
<td>○</td>
</tr>
<tr>
<td>MLK, Jr.</td>
<td>○</td>
</tr>
<tr>
<td>Plaza Saltillo</td>
<td>○</td>
</tr>
<tr>
<td>Downtown</td>
<td>○</td>
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</table>
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...
1. HEB Plus!
2. ACC-San Gabriel Campus (under construction)
3. The Standard Apartments
4. 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

Demographics
- Population (2010): 810
- Population (2040): 5,200
- Population Density (2010): 1,000 ppl / sq. mile
- Employment (2010): 170
- Employment (2040): 5,070

Leander Station | MetroRail Red Line 550

<table>
<thead>
<tr>
<th>Segment</th>
<th>NorthWest</th>
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<tbody>
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<td>Service Open</td>
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<td>Target Weekday Ridership</td>
<td>800</td>
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<tr>
<td>Profile Date</td>
<td>2016</td>
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</table>

Regional Hub

Emerging

- Connectivity: Low
- Market Strength: Medium
- Land Availability: Medium
- Government Support: Medium
- 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 along the street networks
- Sidewalk repair
- Enhanced maintenance
- Street trees between the station platform and US 183
- Buffer between sidewalk and vehicle lanes
- Improved bike access and track crossings
- Traffic calming, increasing pedestrian/bike safety at crossing: rating right turns from US 183

- Redevelopment opportunities: New developments recently opened and/or underway indicates potential
- Public/placemaking art opportunity: Limited placemaking opportunity
- Potential for other functional art
- Potential for collaboration between private/public interests
- Safe design

Leander Trail (Capital Metro)
Leander SmartCode (www.leandertx.gov/tod/page/smartcode)
Metro Drive SmartCode
Metro Drive extension to Mel Mathis Boulevard

<table>
<thead>
<tr>
<th>1 Segment</th>
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<td>Target Weekday Ridership</td>
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<td>Profile Date</td>
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Leander SmartCode (www.leandertx.gov/tod/page/smartcode)
Metro Drive SmartCode
Metro Drive extension to Mel Mathis Boulevard

<table>
<thead>
<tr>
<th>Leander Trail (Capital Metro)</th>
<th>1 Segment</th>
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<th>2010</th>
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</tr>
<tr>
<td>Profile Date</td>
<td>2016</td>
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</tr>
<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>30</td>
<td>140</td>
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</table>
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 (first 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 0.5 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 & 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...
1. Nvidia Corporation
2. PCM Logistics
3. Indigo Apartments
4. The Mansions at Lakeline

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

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
- Median HH Size (2040) 3.3
- Median HH Income (2010) $61,400
- Median HH Income (2040) $81,400
- Zero Car HH (2014) 2
- Senior Population Age 65+ (2010) 20

Catalyst Projects
- Lakeline Additional Parking (Capital Metro)
- Lakeline Bus Rapid Transit (Capital Metro)
- Lakeline Park and Ride (Improvements Capital Metro)
- Leander Rehabilitation PUD (State of Texas)
The predominant land uses in the 1⁄4 mile station area include urban, commercial, and office.

### Land Use
- Infrastructure
  - Roads
- Population Density
  - Average population density in the 1⁄4 mile station area is 800 residents per square mile.
- Employment Density
  - Average employment density in the 1⁄4 mile station area is 400 employees per square mile.

### Parcels and Buildings
- The 1⁄4 mile station area is estimated to contain 1,100 million built square feet.

### Employment Density
- Employment Per SqM:
  - Employment Per SqM:
    - 0
    - 1 and <2
    - 2 and <3
    - 3 and <4
    - 4 and <5
    - 5 and <60

### Infrastructure-Routes
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (NB)
- Stop/Station Shelter (SB)
- Bicycle Path
- Sidewalk
- MetroRail Red Line
- MetroRapid Route

### Infrastructure-Transit
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (NB)
- Stop/Station Shelter (SB)
- Bicycle Path
- Sidewalk
- MetroRapid Route
- MetroRail Red Line

### Transportation Facilities
- Streets & Roads
- Parking
- MetroRail Red Line
- MetroRapid Route
- Bicycle Path
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Stop/Station Shelter (NB)
- Sidewalk
- MetroRail Red Line
- MetroRapid Route
- Bicycle Path
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (SB)
- Stop/Station Shelter (NB)
Looking south on Lyndhurst Street at Lakeline Boulevard, toward entry

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 single 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
- Free bike racks (18)
- MetroBus 243
- MetroRail Red Line

Access to...
1. Essexia
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

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) $51,800
- Zero Car HH (2014) 2
- Senior Population Age 65+ (2010) 90

Howard Station | MetroRail Red Line 550

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<th>Typology</th>
<th>Readiness Score</th>
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<tr>
<td>Street Level</td>
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</table>
| Safety and security
  - 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
- Pedestrian scale lighting

Other amenities
- Continuance of pedestrian/bike lane on Howard Lane (Austin) through intersection (TxDOT)
- Wayfinding to note services, areas within a “10 minute walk”
- Public/placemaking/art opportunity
- Limited potential for functional art
- Potential for collaboration between private/public interests
- Safe design

- Walnut Creek - McNeil Dr Crossing Upgrade (Watershed Protection)
- Howard Lane Parking Spaces (Capital Metro)

- 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)

Station amenities
- Pedestrian scale lighting
- “Eyes on the street” limited potential from adjacent properties

Government Support
- Low

Land Availability
- Medium

Market Strength
- Low

Connectivity
- Low

Employment Density (2040)
- Medium

Employment (2040)
- Medium

Target Weekday Ridership
- 920

Service Open
- 2010

Howard Station
- Northwest

Weekday Ridership (April 2016)
- 486 on / 442 off

Saturday Ridership (April 2016)
- 120 on / 96 off

Sunday Ridership (April 2016)
- None

Level of Service
- 30 min peak / 60 min off-peak

Eyes on the street limited potential from adjacent properties

“Eyes on the street” limited potential from adjacent properties

Limited potential of publicly-owned property, adjacent to station

Infill potential at nearby shopping centers east of Loop 1 (MoPac)

Pedestrian scale lighting

“Eyes on the street” limited potential from adjacent properties
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

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)

Overlooking Park & Ride from the platform, Loop 1 (MoPac), Wells Branch
Wayfinding

Pedestrian and bicycle connections and enhanced crossings

Public realm improvements, including shade, street furniture, pedestrian-scale lighting

Missing Elements...

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...

1. IBM
2. Charles Schwab
3. Austin Energy
4. Topgolf
5. 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

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 J.J. 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, intermedial 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...

1. IBM
2. Charles Schwab
3. Austin Energy
4. Topgolf
5. 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

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) 1,116
Median HH Size (2010) 1.82
Housing Units (2010) 920
Affordable Housing (2010) 0
Median HH Income (2010) $44,600
Zero Car HH (2014) 0
Senior Population Age 65+ (2010) 40
Austin Energy offices across Kramer Lane from the platform, new apartments to the north with Top Golf

Looking west, toward the Domain, on Kramer Lane

Looking east, warehouse/shipping on right, new bikeway (left)

Warehouse/showroom lease space on east side of platform

Warehouse/shipping on west side of platform

Austin Energy equipment storage across Kramer Lane from station (east side)
Crestview Station

Crestview 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 single 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. 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 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...
- MetroRail 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

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 MH Size (2010) 1.97
- Housing Units (2010) 1,890
- Affordable Housing (2013) 63
- Median MH Income (2010) $43,960
- Zero Car HH (2014) 50
- Senior Population Age 65+ (2010) 240

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)
Crestview Station | MetroRail Red Line 550

Land Use
The predominate land uses in the 1/2 mile station area include single-family residential, mixed-use and commercial.

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 3,923 residential units.

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

Infrastructure-Transit

Crestview Station | MetroRail Red Line 550
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...
1. ACC-Highland Campus Phases 1 & 2
2. Red Leaf/Highland Development (Proposed)
3. Texas Department of Public Safety
4. August Eckfeler School of Culinary Arts
5. 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

Demographics
- Population (2010): 2,040
- 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
- Senior Population Age 65+ (2010): 150

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

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, Denison 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

Street scape 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
- Redevelopment opportunities

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

CATALYST PROJECTS
- 2012 Bond ADA Sidewalks - Shast and Bridge (Public Works)
- Tannahill Airport Blvd/Highland Mall Regional Ponds (Watershed Protection)
The Land Use population density varies across different categories, including commercial, residential, and government services. The population density is measured in persons per square mile (Persons Per SqMi) and is categorized into several ranges:

- **>2 and <3**
- **>1 and <2**
- **>0 and <1**
- **0**

The specific land uses include:
- Meeting & Assembly
- Marinas
- Landfills
- Hospitals
- Government Services
- Golf Courses
- Cultural Services
- Common Areas
- Cemeteries
- Campgrounds
- Agricultural

Access to Locations is measured in a ½ mile buffer and includes:
- Stop/Station Shelter (NB/SB)
- Stop/Station Shelter (NB)
- Street
- Bicycle Path

Employment Per SqMi is also measured and categorized as:
- **>4 and <5**
- **>3 and <4**
- **>1 and <2**
- **>0 and <1**
- **0**

The Employment areas include:
- Water
- Warehousing
- Utilities
- Retention Housing
- Resource Extraction (Mining)
- Mixed Use
- Miscellaneous Industrial

The Highland Station | MetroRail Red Line 550 presentation includes maps and data visualizations of infrastructure, roads, and transit stations, indicating the geographical distribution and accessibility of various facilities and services.
MetroBike Shelter with Crestview/Highland pedestrian/bike trail

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 (9)

System Connections...
- MetroBus 18, 44, 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

<table>
<thead>
<tr>
<th>Day</th>
<th>Ridership (April 2016)</th>
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<tbody>
<tr>
<td>Weekday</td>
<td>240 on / 272 off</td>
</tr>
<tr>
<td>Saturday</td>
<td>44 on / 43 off</td>
</tr>
<tr>
<td>Sunday</td>
<td>None</td>
</tr>
<tr>
<td>Target</td>
<td>580 on</td>
</tr>
<tr>
<td>Level</td>
<td>30 min peak/60 min off-peak</td>
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</table>

Demographics

| Metric                          | Value       
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2040)</td>
<td>8,440</td>
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<tr>
<td>Population Density (2010)</td>
<td>4,500 ppl / sq mile</td>
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<tr>
<td>Employment (2010)</td>
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<td>Employment (2040)</td>
<td>2,060</td>
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<tr>
<td>Employment Density (2010)</td>
<td>1,100 emp / sq mile</td>
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<tr>
<td>Households (2010)</td>
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<tr>
<td>Households (2040)</td>
<td>3,688</td>
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<tr>
<td>Median MH Size (2010)</td>
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<tr>
<td>Housing Units (2010)</td>
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<tr>
<td>Affordable Housing (2013)</td>
<td>199</td>
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<tr>
<td>Median HH Income (2010)</td>
<td>$37,400</td>
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<tr>
<td>Zero Car HH (2014)</td>
<td>55</td>
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<tr>
<td>Millennial Population Age 25-34 (2010)</td>
<td>920</td>
</tr>
<tr>
<td>Senior Population Age 65+ (2010)</td>
<td>480</td>
</tr>
</tbody>
</table>

needs

Safety and security
- 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

Street improvements
- 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

Catalyst Projects
- Austin Heights Neighborhood Water System Upgrades (Austin Water)
- Group 21 - Residential and Collector Streets Central East (North) (Public Works)
- BGS - MLK-TOD Stormwater Improvements Phase 1 (Watershed Protection)
- MLK Jr. Blvd. Station Area Plan & Regulating Plan (Planning and Zoning)
Average population density is 4,500 residents per square mile.

Average employment density is 1,000 employees per square mile.
MLK Jr. MetroRail Station is home to a variety of non-profit businesses and services, including PeopleFund. Chestnut Commons is pictured on the left.

M Station is an affordable housing community that includes day care, training, and more.

Roundabout at MLK Jr. Station with PeopleFund and Chestnut Commons.

Established and new detached single-family residences within a ½ mile walk.

Mixed-use development, townhomes, and senior living is under construction on Alexander Street, 17th Street, and MLK Jr Boulevard at the station.

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...
- SystemBus 4, 17, 320

Access to...
1. DiverseArts Culture Works
2. CommUnityCare
3. Huston-Tillotson University
4. Eastside Station
5. The Arnold

Missing Elements...
- Public Realm Improvements, including shade, pedestrian-scale lighting
- Pedestrian-scale lighting on sidewalks along Comal and Onion Streets
- Freestanding Bike Racks (24)
- Street repair, replacement, and infrastructure improvements, warehousing in the area
- Redevelopment potential of existing and vacant properties on East 5th and 5th Streets
- Improved bike access and track crossings
- Pedestrian access to station

Wayfinding
- Signage to note areas within a “10 minute walk” trail
-Continuance of pedestrian/bicycle infrastructure improvements,

NEEDS

- Safety and security
  - Improved lighting on sidewalks along Comal and Onion Streets
  - Provide crosswalks where missing and enhance existing ones
- Pedestrian-scale lighting directed to illuminate crosswalks, reflectors
- Activate structures within the adjacent plaza to eliminate dark, unsafe areas
- Increase in “eyes on the street” needed from the plaza and from new vacant properties on East 5th and 5th Streets
- Standard street termination signage and barricade needed at Onion Street south side of East 5th Street

STREETSCAPE IMPROVEMENTS
- Intersection improvements to better facilitate all travel modes
- Sidewalk repair, replacement, and infill between gaps with proper ramp placement
- Pedestrian-scale lighting on sidewalks leading to station and at crossings
- Shade trees on 5th Street north side

Demographics

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Population (2010)</td>
<td>3,730</td>
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<tr>
<td>Population (2040)</td>
<td>8,740</td>
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<td>Employment (2010)</td>
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<td>Employment (2040)</td>
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<td>Employment Density (2010)</td>
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<td>Households (2010)</td>
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<td>Household Size (2010)</td>
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<tr>
<td>Housing Units (2010)</td>
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<td>Affordable Housing (2013)</td>
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<td>Median HH Income (2010)</td>
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<tr>
<td>Millennial Population Age 25-34</td>
<td>880</td>
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<tr>
<td>Senior Population Age 65+ (2018)</td>
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Plaza Saltillo Station | MetroRail Red Line 550

FACTS

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<th>Segment</th>
<th>Central</th>
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<tbody>
<tr>
<td>Service Open</td>
<td>2010</td>
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</table>

Target Weekday Ridership: 1,350

Place Typology

TOD Village

Readiness Score

Connectivity
- Medium
- Land Availability
- Medium
- Government Support
- Medium

NEEDS

- Safety and security
- Improved lighting on sidewalks along Comal and Onion Streets
- Provide crosswalks where missing and enhance existing ones
- Pedestrian-scale lighting directed to illuminate crosswalks, reflectors
- Activate structures within the adjacent plaza to eliminate dark, unsafe areas
- Increase in “eyes on the street” needed from the plaza and from new vacant properties on East 5th and 5th Streets
- Standard street termination signage and barricade needed at Onion Street south side of East 5th Street

StreetScape Improvements

- Intersection improvements to better facilitate all travel modes
- Sidewalk repair, replacement, and infill between gaps with proper ramp placement
- Pedestrian-scale lighting on sidewalks leading to station and at crossings
- Shade trees on 5th Street north side

Demographics

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<td>330</td>
</tr>
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</table>

CATALYST PROJECTS

- Comal Pocket Park and Oswalds A.B. Cunliff Pan-Am/Neighborhood Park
- General Park Improvements (Parks and Recreation)
- Various water and stormwater management projects
- Capital Metro
- Homesteader Plaza
- Station Area Plan & Regulating Plan (Planning and Zoning)
Land Use

Population Density

Infrastructure-Roads

Parcels and Buildings

Employment Density

Infrastructure-Transit

The predominant land uses in the ½ mile station area include retail, offices, and single family residential.

Average population density in the ½ mile station area is 1,000 residents per square mile.

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

New, mixed use development surrounds the station area, this one on East 6th Street and Comal, The Arnold, includes offices, retail, and multi-family.

The gazebo at Plaza Saltillo looking east to the Saltillo Lofts, a mix of salons, small businesses, and multifamily on Comal Street.

Plaza Saltillo Station is named for the adjoining plaza and the City of Saltillo, Mexico, an Austin Sister City, built in 1997.
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 MacLighting
- Adjacent facilities have free bike racks

System Connections...
- MetroBus 4, 21/22, 103

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

<table>
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<th>Segment</th>
<th>Central</th>
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<tbody>
<tr>
<td>Service Open</td>
<td>2010</td>
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<td>Target Weekday Ridership</td>
<td>1,860</td>
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<tr>
<td>Profile Date</td>
<td>2016</td>
</tr>
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**Downtown Station Improvements Funded by TXDOT (Capital Metro)**

- Waller Creek District - Sabine St. Promenade (Watershed Protection)
- Various sidewalk and streetscape reconstruction/repavement projects
- Potential redevelopment in east, west quadrants within vacant or historic buildings, surface parking

**Waller Creek Tunnel Facility Maintenance and Improvements (Watershed Protection)**

- Potential for collaboration between public/private interests
- Safe design

**Infill at nearby shopping centers**

- Redevelopment of publicly-owned property to restore public square
- Infill at nearby shopping centers

**Market Strength**

- High

**Connectivity**

- High

**Government Support**

- High

**Land Availability**

- Medium

**MetroRail Red Line 550**

**Target Weekday Ridership**

- 1,860

**Profile Date**

- 2016

**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
- Employment (2010) 35,290
- Employment (2040) 48,170
- 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
- Median HH Income (2014) $55,800
- Zero Car HH (2014) 28
- Senior Population Age 65+ (2010) 250

**NEEDS**

- Safety and security
- 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

- Streetscape improvements
- Intersection improvements to better facilitate all travel modes
- Bike/pedestrian connections to park and at crossings
- Pedestrian-scale lighting directed onto sidewalks leading to station and at crossings
- Improved bike access and truck crossings
- Traffic calming, wayfinding for public parking, proper circulation for tourism
- Improvements to illuminate crosswalks
- Provisions for secure bicycle parking

**CATALYST PROJECTS**

- Various sidewalk and streetscape reconstruction/repavement projects
- Various crossing improvements
- Various sidewalk and streetscape reconstruction/repavement projects
- Waller Creek Tunnel Facility Maintenance and Improvements (Watershed Protection)
- Waller Creek District - Sabine St. Promenade (Watershed Protection)
- Downtown Station Improvements Funded by TXDOT (Capital Metro)
Looking South on Trinity Street at the Convention Center

Looking west down East 4th Street toward Congress Avenue

Looking north on East 4th Street, Fire Department parking on Brush Square

East side of Trinity Street with memorial stars of local artists, philanthropists

West Guadalupe Street, Looking North
7.3 Summary Data Charts

7.3.1 Station Area Metrics Matrix

MetroRail Red Line

### Demographics

<table>
<thead>
<tr>
<th>Metric</th>
<th>Northwest</th>
<th>North</th>
<th>Central</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leander Population (2040)</td>
<td>5,200</td>
<td>2,130</td>
<td>8,460</td>
</tr>
<tr>
<td>Leander Population Growth (Avg Ann, 2010-2040)</td>
<td>6.4%</td>
<td>3.3%</td>
<td>2.9%</td>
</tr>
<tr>
<td>Leander Population Density (2010) (per square mile)</td>
<td>6.600</td>
<td>2,700</td>
<td>4,500</td>
</tr>
<tr>
<td>Leander Employment (2010)</td>
<td>170</td>
<td>6,420</td>
<td>830</td>
</tr>
<tr>
<td>Leander Employment (2040)</td>
<td>5,070</td>
<td>20,190</td>
<td>2,060</td>
</tr>
<tr>
<td>Leander Employment Growth (Avg Ann, 2010-2040)</td>
<td>12.0%</td>
<td>3.0%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Leander Employment Density (2010) (per square mile)</td>
<td>6,500</td>
<td>25,700</td>
<td>7,700</td>
</tr>
<tr>
<td>Leander Employment on Transit Network (2010)</td>
<td>55,837</td>
<td>25,700</td>
<td>7,700</td>
</tr>
<tr>
<td>Combined People (2010)</td>
<td>980</td>
<td>7,220</td>
<td>4,380</td>
</tr>
<tr>
<td>Combined Density (2010) (per square mile)</td>
<td>1,200</td>
<td>7,500</td>
<td>5,600</td>
</tr>
</tbody>
</table>

### Households and Housing

<table>
<thead>
<tr>
<th>Metric</th>
<th>Northwest</th>
<th>North</th>
<th>Central</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households (2010)</td>
<td>248</td>
<td>423</td>
<td>1,562</td>
</tr>
<tr>
<td>Households (2040)</td>
<td>2,154</td>
<td>1,118</td>
<td>3,888</td>
</tr>
<tr>
<td>Households Growth (Avg Ann, 2010-2040)</td>
<td>7.3%</td>
<td>3.3%</td>
<td>2.9%</td>
</tr>
<tr>
<td>Median Household Size (2010)</td>
<td>2.98</td>
<td>1.82</td>
<td>2.35</td>
</tr>
<tr>
<td>Median Household Income (2010)</td>
<td>$50,400</td>
<td>$46,600</td>
<td>$37,400</td>
</tr>
<tr>
<td>Housing Units (2010)</td>
<td>270</td>
<td>920</td>
<td>1,600</td>
</tr>
<tr>
<td>Housing Density (2010) (per acre)</td>
<td>0.5</td>
<td>1.8</td>
<td>3.3</td>
</tr>
</tbody>
</table>

### Transit Ridership/Service (Red Line)

<table>
<thead>
<tr>
<th>Metric</th>
<th>Northwest</th>
<th>North</th>
<th>Central</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday Ridership (April 2016)</td>
<td>248</td>
<td>263</td>
<td>2,400</td>
</tr>
<tr>
<td>Target Ridership (future)</td>
<td>800</td>
<td>1,930</td>
<td>580</td>
</tr>
</tbody>
</table>

**Notes:**
- All figures are rounded to the nearest whole number.
- Population and employment figures are based on historical and projected data from 2010 to 2040.
- Density calculations are based on square mile or acre units.
- Ridership figures are average weekday ridership for April 2016.
### Station Area Land Use Distribution

#### NORTHWEST

<table>
<thead>
<tr>
<th>Location</th>
<th>Lakeview</th>
<th>Howard</th>
<th>Royse</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural</td>
<td>35.20%</td>
<td>49.40%</td>
<td>24.89%</td>
</tr>
<tr>
<td>Undeveloped</td>
<td>33.28%</td>
<td>16.90%</td>
<td>19.85%</td>
</tr>
<tr>
<td>Streets and Roads</td>
<td>14.55%</td>
<td>11.57%</td>
<td>17.44%</td>
</tr>
<tr>
<td>Commercial</td>
<td>10.21%</td>
<td>7.26%</td>
<td>9.63%</td>
</tr>
<tr>
<td>Single Family</td>
<td>4.31%</td>
<td>7.15%</td>
<td>7.85%</td>
</tr>
<tr>
<td>Parks/Greenbelts</td>
<td>2.20%</td>
<td>4.14%</td>
<td>5.03%</td>
</tr>
<tr>
<td>Apartment/Condo</td>
<td>0.30%</td>
<td>1.88%</td>
<td>4.24%</td>
</tr>
<tr>
<td>Unknown</td>
<td>0.05%</td>
<td>0.71%</td>
<td>3.79%</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>0.03%</td>
<td>0.50%</td>
<td>2.65%</td>
</tr>
<tr>
<td>Duplexes</td>
<td>0.02%</td>
<td>0.45%</td>
<td>1.75%</td>
</tr>
</tbody>
</table>

#### NORTH

<table>
<thead>
<tr>
<th>Location</th>
<th>Kramer</th>
<th>Highland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>28.65%</td>
<td>26.96%</td>
</tr>
<tr>
<td>Office</td>
<td>14.50%</td>
<td>22.19%</td>
</tr>
<tr>
<td>Streets and Roads</td>
<td>11.53%</td>
<td>16.75%</td>
</tr>
<tr>
<td>Warehousing</td>
<td>11.10%</td>
<td>8.05%</td>
</tr>
<tr>
<td>Miscellaneous Industrial</td>
<td>11.10%</td>
<td>7.89%</td>
</tr>
<tr>
<td>Undeveloped</td>
<td>9.63%</td>
<td>4.03%</td>
</tr>
<tr>
<td>Commercial</td>
<td>6.09%</td>
<td>3.29%</td>
</tr>
<tr>
<td>Common Areas</td>
<td>3.08%</td>
<td>1.76%</td>
</tr>
<tr>
<td>Educational</td>
<td>2.24%</td>
<td>1.74%</td>
</tr>
<tr>
<td>Railroad Facilities</td>
<td>1.51%</td>
<td>1.74%</td>
</tr>
<tr>
<td>Parking</td>
<td>0.60%</td>
<td>1.67%</td>
</tr>
</tbody>
</table>

#### CENTRAL

<table>
<thead>
<tr>
<th>Location</th>
<th>MLK Jr</th>
<th>Plaza Saltillo</th>
<th>Downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>38.44%</td>
<td>23.17%</td>
<td>20.07%</td>
</tr>
<tr>
<td>Streets and Roads</td>
<td>23.17%</td>
<td>24.42%</td>
<td>24.14%</td>
</tr>
<tr>
<td>Undeveloped</td>
<td>7.01%</td>
<td>5.57%</td>
<td>5.55%</td>
</tr>
<tr>
<td>Commercial</td>
<td>4.83%</td>
<td>4.39%</td>
<td>5.00%</td>
</tr>
<tr>
<td>Common Areas</td>
<td>4.23%</td>
<td>6.40%</td>
<td>5.30%</td>
</tr>
<tr>
<td>Apartment/Condo</td>
<td>4.17%</td>
<td>4.17%</td>
<td>5.75%</td>
</tr>
<tr>
<td>Warehousing</td>
<td>2.66%</td>
<td>2.65%</td>
<td>4.81%</td>
</tr>
<tr>
<td>Parks/Greenbelts</td>
<td>2.57%</td>
<td>3.42%</td>
<td>1.87%</td>
</tr>
<tr>
<td>Duplexes</td>
<td>2.49%</td>
<td>1.69%</td>
<td>2.61%</td>
</tr>
<tr>
<td>Educational</td>
<td>2.15%</td>
<td>2.30%</td>
<td>2.11%</td>
</tr>
<tr>
<td>Miscellaneous Industrial</td>
<td>1.97%</td>
<td>2.11%</td>
<td>2.09%</td>
</tr>
<tr>
<td>Railroad Facilities</td>
<td>1.44%</td>
<td>1.99%</td>
<td>1.91%</td>
</tr>
<tr>
<td>Meeting and Assembly</td>
<td>1.09%</td>
<td>1.44%</td>
<td>1.74%</td>
</tr>
<tr>
<td>Office</td>
<td>1.08%</td>
<td>1.32%</td>
<td>1.33%</td>
</tr>
<tr>
<td>Parking</td>
<td>0.79%</td>
<td>1.19%</td>
<td>1.19%</td>
</tr>
<tr>
<td>Retirement Housing</td>
<td>0.60%</td>
<td>1.11%</td>
<td>0.52%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>0.45%</td>
<td>0.59%</td>
<td>0.58%</td>
</tr>
<tr>
<td>Government Services</td>
<td>0.28%</td>
<td>0.58%</td>
<td>0.58%</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>0.24%</td>
<td>0.25%</td>
<td>0.07%</td>
</tr>
<tr>
<td>Group Quarters</td>
<td>0.14%</td>
<td>0.17%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Cemeteries</td>
<td>0.12%</td>
<td>0.14%</td>
<td>0.14%</td>
</tr>
<tr>
<td>Threeplex/Fourplex</td>
<td>0.08%</td>
<td>0.09%</td>
<td>0.05%</td>
</tr>
<tr>
<td>Group Quarters</td>
<td>0.09%</td>
<td>0.09%</td>
<td>0.09%</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>0.09%</td>
<td>0.09%</td>
<td>0.09%</td>
</tr>
<tr>
<td>Common Areas</td>
<td>0.05%</td>
<td>0.05%</td>
<td>0.05%</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2010)</td>
<td>CAMPO</td>
</tr>
<tr>
<td>Population (2040)</td>
<td>CAMPO</td>
</tr>
<tr>
<td>Population Density</td>
<td>Calculated using CAMPO data</td>
</tr>
<tr>
<td>Employment (2010)</td>
<td>CAMPO</td>
</tr>
<tr>
<td>Employment (2040)</td>
<td>CAMPO</td>
</tr>
<tr>
<td>Employment Density</td>
<td>Calculated using CAMPO data</td>
</tr>
<tr>
<td>Households (2010)</td>
<td>CAMPO</td>
</tr>
<tr>
<td>Households (2040)</td>
<td>CAMPO</td>
</tr>
<tr>
<td>Median HH Size (2015)</td>
<td>Calculated using CAMPO data</td>
</tr>
<tr>
<td>Housing Units (2010)</td>
<td>Census 2010 Summary File 1</td>
</tr>
<tr>
<td>Affordable Housing (2013)</td>
<td>City of Austin</td>
</tr>
<tr>
<td>Median HH Income (2010)</td>
<td>Calculated using CAMPO data</td>
</tr>
<tr>
<td>Group Quarters (2010)</td>
<td>Census 2010 Summary File 1</td>
</tr>
<tr>
<td>Millennial Population</td>
<td>Census 2010 Summary File 1</td>
</tr>
<tr>
<td>Age 25-34 (2010)</td>
<td>Census 2010 Summary File 1</td>
</tr>
<tr>
<td>Senior Population</td>
<td>Census 2010 Summary File 1</td>
</tr>
<tr>
<td>Age 65+ (2010)</td>
<td>Census 2010 Summary File 1</td>
</tr>
<tr>
<td>Zero Car Households</td>
<td>Census American Community Survey 2014</td>
</tr>
<tr>
<td>MetroRapid Ridership (2016 and Long Range)</td>
<td>Capital Metro</td>
</tr>
<tr>
<td>Land Use</td>
<td>City of Austin</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerial Map</td>
<td>United States Department of Agriculture, National Agriculture Imagery Program</td>
</tr>
<tr>
<td>Destinations of Note on Aerial Map</td>
<td>Capital Metro, Google Maps</td>
</tr>
<tr>
<td>Land Use</td>
<td>City of Austin</td>
</tr>
<tr>
<td>Parcels and Building Footprints</td>
<td>City of Austin</td>
</tr>
<tr>
<td>Employment Density (2010)</td>
<td>CAMPO</td>
</tr>
<tr>
<td>Transportation Infrastructure</td>
<td>City of Austin</td>
</tr>
<tr>
<td>Transit Infrastructure</td>
<td>Capital Metro</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Metric</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor Market Connectivity, Employment on</td>
<td>Calculated using CAMPO data</td>
</tr>
<tr>
<td>Transit Network (2010)</td>
<td></td>
</tr>
<tr>
<td>Walkshed Connectivity</td>
<td>Walkscore.com</td>
</tr>
<tr>
<td></td>
<td>City of Austin, Sidewalk Master Plan</td>
</tr>
<tr>
<td>Bicycle Connectivity</td>
<td>Walkscore.com</td>
</tr>
<tr>
<td></td>
<td>City of Austin, Bicycle Map</td>
</tr>
<tr>
<td>Development Activity</td>
<td>City of Austin</td>
</tr>
<tr>
<td>Residential Real Estate Performance</td>
<td>CoStar</td>
</tr>
<tr>
<td>Office Real Estate Performance</td>
<td>CoStar</td>
</tr>
<tr>
<td>Developable Sites: Vacant and Underutilized</td>
<td>City of Austin, CAPCOG</td>
</tr>
<tr>
<td>Properties</td>
<td></td>
</tr>
<tr>
<td>Susceptible to Change: Public Ownership</td>
<td>City of Austin, Travis County, State of Texas</td>
</tr>
</tbody>
</table>

8.1.4 Implementation: Capital Projects

The City of Austin’s publicly available CIVC database [http://www.austintexas.gov/GIS/CIVIC/](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.