

# Rail Station Fact Sheet – Lawnview Station



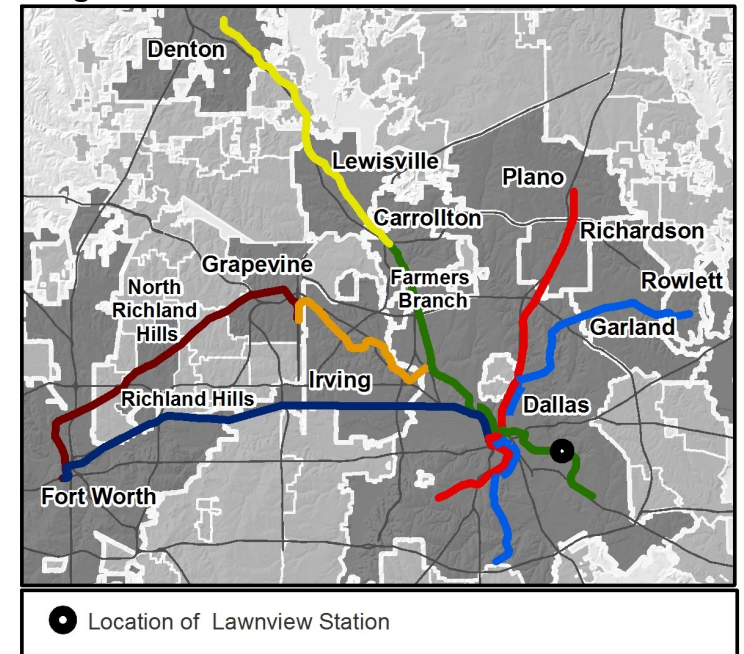
North Central Texas  
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## Station Overview

Lawnview Station is located on Scyene Road at the Lawnview Avenue intersection near Lawnview Park and the Great Trinity Forest in Dallas. Lawnview Station opened in 2010 and is served by DART Rail Green Line.

## Regional Rail Transit Lines



0.5 Mile  
Station Buffer



Rail Stations



Rail Lines

## Key Developments



Education



Recreation

# Rail Station Fact Sheet – Lawnview Station



## Station Characteristics<sup>1</sup>

Address	5900 Scyene Road
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Green Line
Corridor	Southeast (SE)
Year Opened	2010
Park & Ride Spaces	370

## Ridership<sup>1</sup>

2015 Avg. Weekday	1,063
2015 Avg. Saturday	520
2015 Avg. Sunday	397

## 2014 On-Board Transit Survey: Access Mode to Station<sup>2</sup>

Bike	1.7%
Drive Alone	9.5%
Carpool	1.8%
Walk	23.9%
Drop Off	20.9%
Other	0.0%
Transit Transfer	42.3%

## Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

## Station Area Characteristics (1/2 mile radius)

### Demographics<sup>3</sup>

Total Population	6,027
Population Density (pop/sq. mile)	858
Average Median Age	29
Average Median Income	\$42,435.20

### Housing<sup>3</sup>

Total Housing Units	2,065
Housing Density (units/sq. mile)	294
Percent Occupied	88%
Percent Owner-Occupied	63%
Percent Renter-Occupied	37%

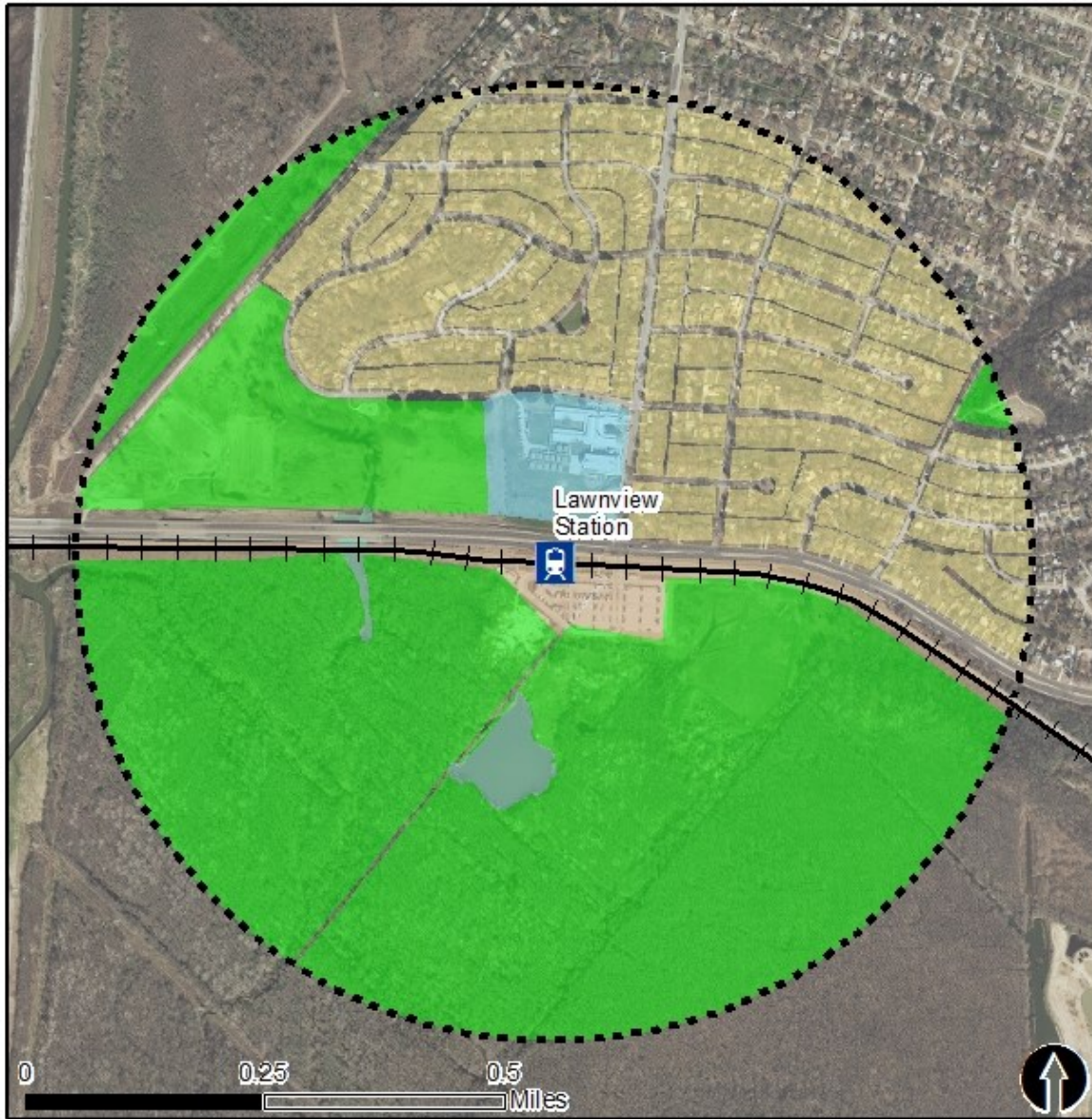
### Commute To Work<sup>3</sup>

Percent Automobile	84.1%
Percent Drive Alone	66.4%
Percent Carpool	17.8%
Percent Transit	11.9%
Percent Bike	0.3%
Percent Walk	1.2%
Percent Other	0.4%
Percent Work from Home	2.1%
Percent Zero-Vehicle Households	7.0%

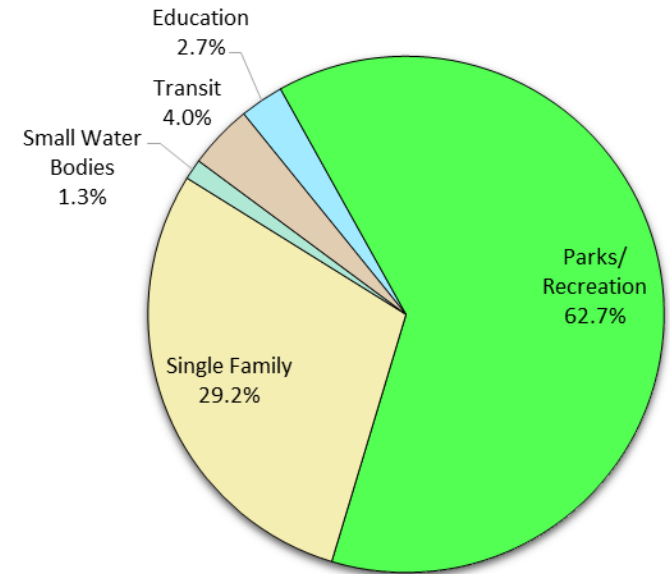
### Traffic Survey Zone 2017 Employment Forecast<sup>2</sup>

Total Jobs	472
Job Density (jobs/sq. mile)	165

# Land Use (2016) – Lawnview Station



### Land Use Percentages

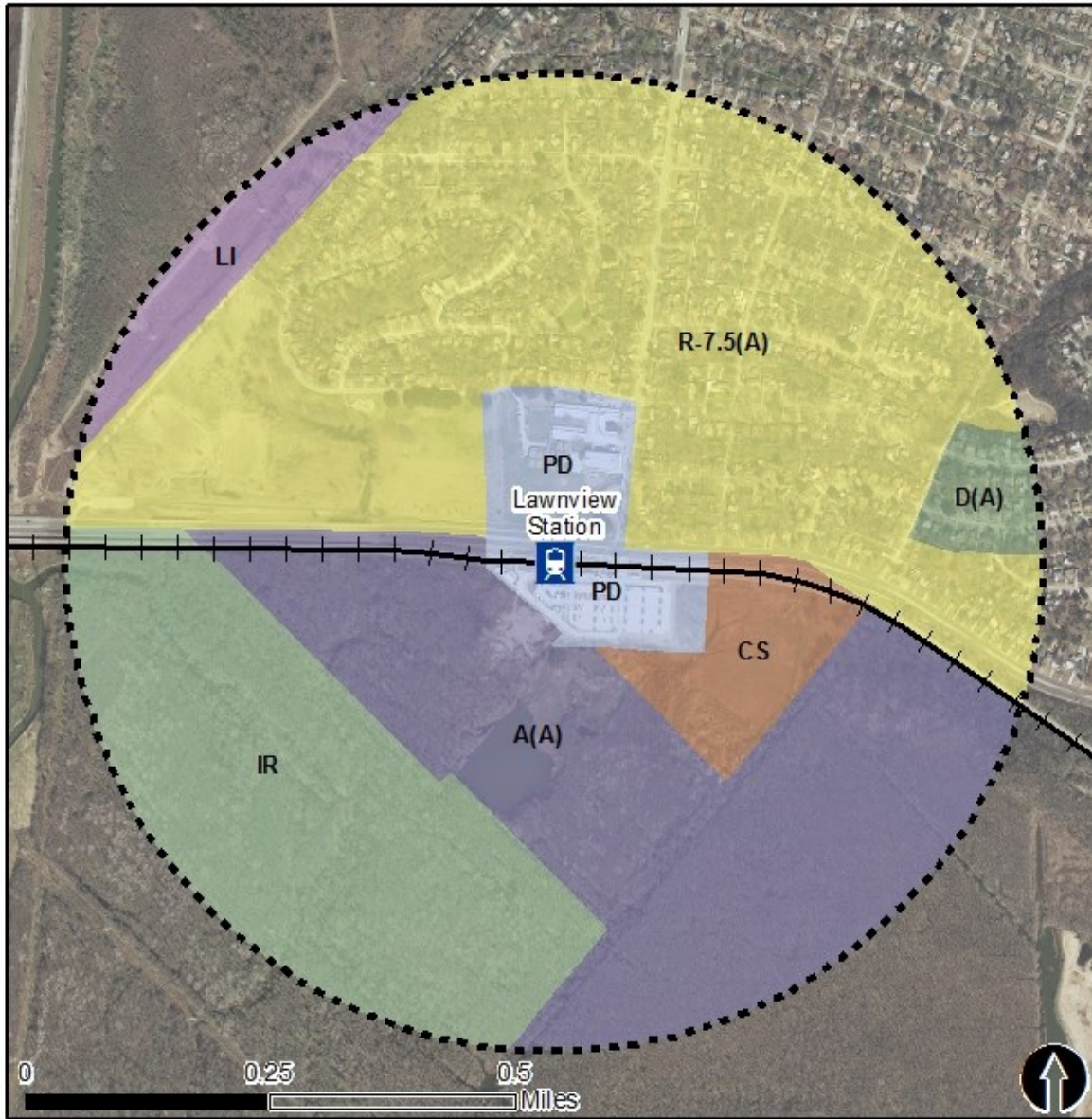


0.5 Mile  
Station Buffer



Rail Stations + + Rail Alignment

# Zoning (2016) – Lawnview Station



## Zoning Districts

- A(A) – Agricultural
- CS – Commercial Service
- D(A) – Duplex
- IR – Industrial Research
- LI – Light Industrial
- PD – Planned Development
- R-7.5(A) – Single Family

For more information on zoning, please visit the City of Dallas Zoning website at:

<http://gis.dallascityhall.com/zoningweb/>



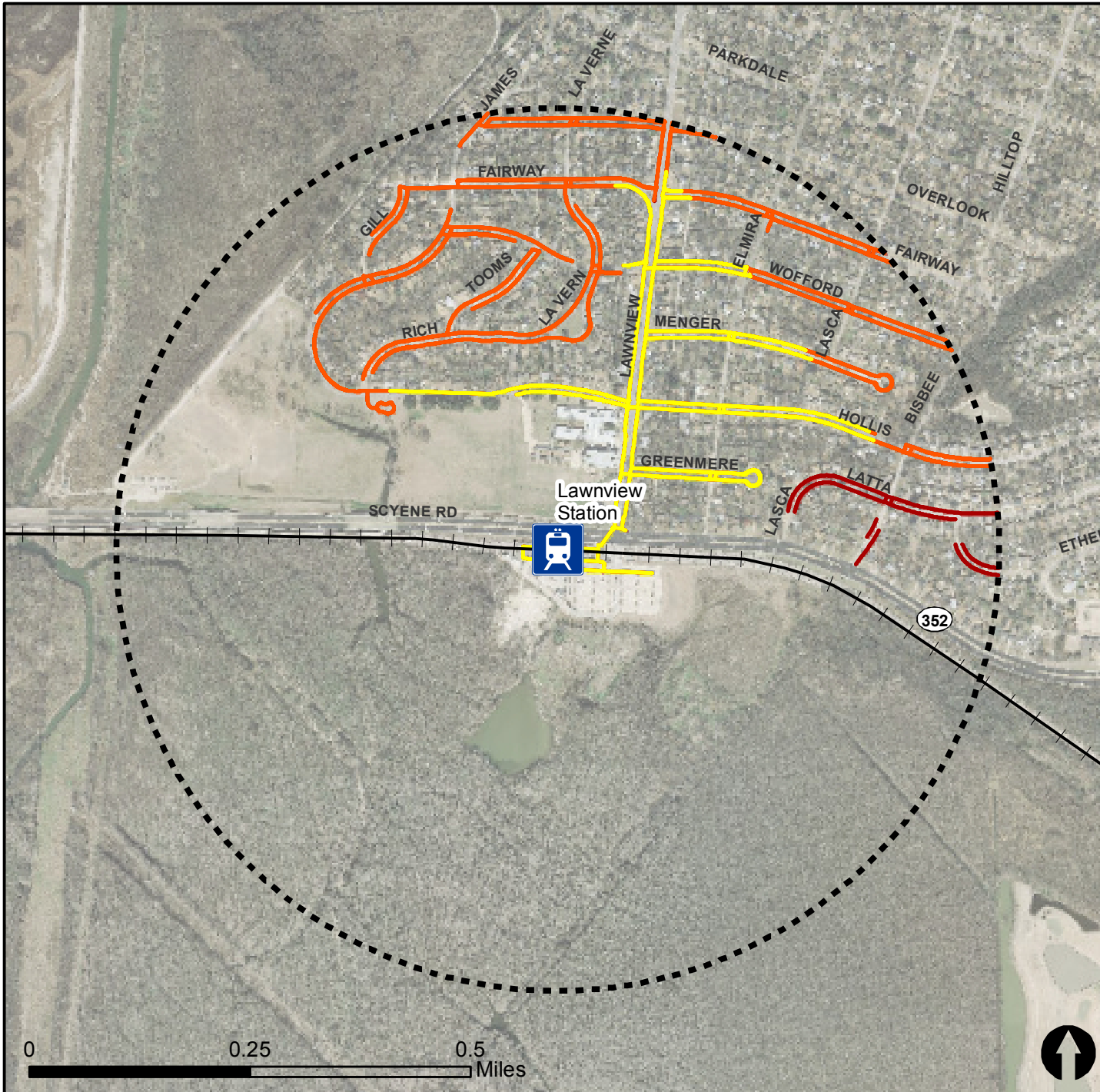
Rail Stations —+— Rail Lines

# Pedestrian Routes to Rail - Lawnview Station

Last Updated: February 2015



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## Legend



Rail Stations



0.5 Mile  
Station Buffer



Railroads



Existing sidewalk facilities within a  
0.5 mile walk distance



Existing sidewalk facilities greater than  
a 0.5 mile walk distance

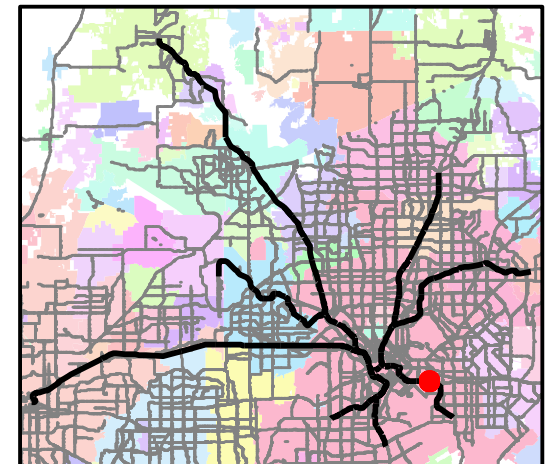


Existing sidewalk facilities that are  
disconnected due to a gap in the  
network

## Project Overview

The Pedestrian Routes to Rail study identifies all existing pedestrian facilities within a half-mile radius of existing light rail and commuter rail stations in the Dallas-Fort Worth region based on 2014 data. ArcGIS Network Analyst tool was used to identify continuous facilities that are less than or greater than a half-mile actual walking distance to a station. The maps also reflect existing facilities that are disconnected due to gaps or other barriers not allowing a continuous pedestrian route to a station. The maps do not reflect the condition or ADA compliance of the existing infrastructure. More information on the Routes to Rail study and methodology is available at:

[nctcog.org/RoutesToRail](http://nctcog.org/RoutesToRail)

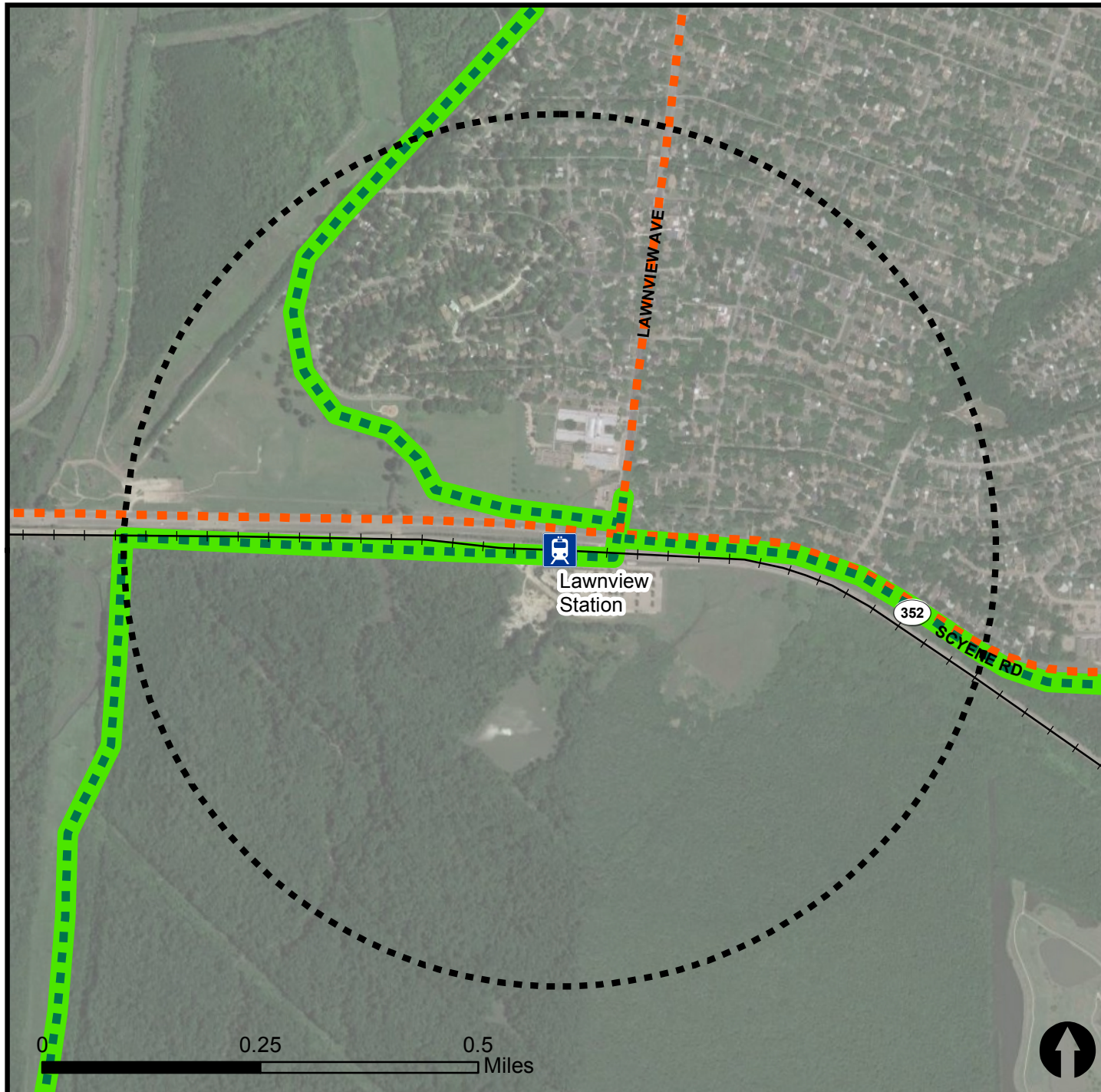


# Bicycle Routes to Rail - Lawnview Station

Last Updated: October 2016



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## Legend



Rail Stations



0.5 Mile  
Station Buffer



Rail Lines



On-Street Bikeway, Existing



On-Street Bikeway, Planned



2040 Veloweb



Off-Street Path, Existing



Off-Street Path, Planned

## Project Overview

The Bicycle Routes to Rail study identifies all existing and planned bikeways in proximity to existing or under-construction light rail and commuter rail stations in the Dallas / Fort Worth region based on 2016 data. The maps reflect off-street paths (trails) and streets designated by local adopted master plans for dedicated bikeways (e.g. bike lanes, cycle tracks) located on the street. In accordance with the Texas Transportation Code, bicyclists have a right to the road. As such, the map does not reflect other roadways around the station that may have signed bike routes or by state law may be used by bicyclists. More information about the Routes to Rail study and methodology is available at:

[nctcog.org/RoutesToRail](http://nctcog.org/RoutesToRail)

