Lamar Square Station

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

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

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

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

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

Ridership/Service

- Weekday Ridership (April 2016) 85 on / 88 off
- Saturday Ridership (April 2016) 24 on / 25 off
- Sunday Ridership (April 2016) 35 on / 40 off
- Target: Weekday Ridership 230-450 on

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

Demographics

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

Lamar Square Station | MetroRapid 803

FACTS

Service Open 2014
Target: Weekday Ridership 230-450
Profile Date 2016

PLACE TYPOLOGY

TOD Village

Emerging

READINESS SCORE

Connectivity Medium
Market Strength Medium
Land Availability Low
Government Support Low

READESS METRICS

Employment Per SqMi
Water
Warehousing
Utilities
Undeveloped
Streets & Roads
Single Family
Retirement Housing
Resource Extraction (Mining)
Railroad Facilities
Parks/Greenbelts
Parking
Mobile Homes
Mixed Use
Miscellaneous Industrial
Apartment/Condo
Agricultural
Aviation Facilities
Educational
Duplexes
Cultural Services
Common Areas
Commercial
Cemeteries
Campgrounds
Golf Courses
Government Services
Large-lot Single Family
Hospitals
Group Quarters
Landfills
Aviation Facilities
Educational
Duplexes
Cultural Services
Common Areas
Commercial
Cemeteries
Campgrounds
Golf Courses
Government Services
Large-lot Single Family
Hospitals
Group Quarters
Landfills

NEEDS

Safety and security
- Lighting needed on sidewalks and to illuminate crosswalks.
- Enhanced safety visibility for pedestrian paths and bicycle routes.
- Pedestrian-activated Hybrid Beacon recommended

Streetscape improvements
- Intersection improvements to better facilitate all travel modes; refresh crosswalks.
- Bike lanes are narrow and adjacent to heavy traffic.
- Driveways should be narrowed with minimal returns a practical to secure safe foot travel.
- Pedestrian-scale lighting on sidewalks leading to stations and at crossings.
- Shade trees needed south of stations.
- Buffer between sidewalk and vehicle lanes, sidewalks levelled and curved from vehicular lanes.
- Traffic calming, increasing pedestrian/bike safety at crossing.

(Re)development opportunities
- Area is a mix of new mixed use construction that indicates strong infill potential.
- There are several smaller strip centers and independent buildings.
- Designation area is emerging with strong infill potential, perhaps with shared and/or structured parking.
- Pedestrian and bicycle connections, grid needed to connect neighborhoods and multiple apartment complexes to transit and services on South Lamar Boulevard.

Station amenities
- Shade: trees or shade structure (NB)
- Pedestrian scale street lights

Other amenities
- Wayfinding to note areas within a “10 minute walk”

Public/private placemaking 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)

(map and photos)
**Land Use**

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

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

- **Land Use**
  - Meeting & Assembly
  - Large-lot Single Family
  - Hospitals
  - Duplexes
  - Cultural Services
  - Commercial
  - Cemeteries
  - Campgrounds
  - Apartment/Condo

- **Half Mile Buffer**
  - Glass
  - Employment

- **Quarter Mile Buffer**
  - Road
  - Sidewalk

**Population Density**

Average population density in the half-mile station area is 3,000 residents per square mile.

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

**Infrastructure-Roads**

- **Waypoint Station Shelter (SB)**
  - Stop
  - Station
  - Shelter

**Parcels and Buildings**

The half-mile station area is estimated to contain 17 million.  Total square feet:

- **Employment Density**
  - Average employment density in the half-mile station area is 1,000 employees per square mile.

- **Infrastructure-Transit**
  - Stop/Station Shelter (SB)
  - Stop/Station Shelter (NB/SB)
  - Stop/Station Shelter (NB)
New mixed-use commercial, residential at Lamar Square, with existing uses.

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

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

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