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Seaholm Station Study

Austin City Council Presentation

January 25, 2007



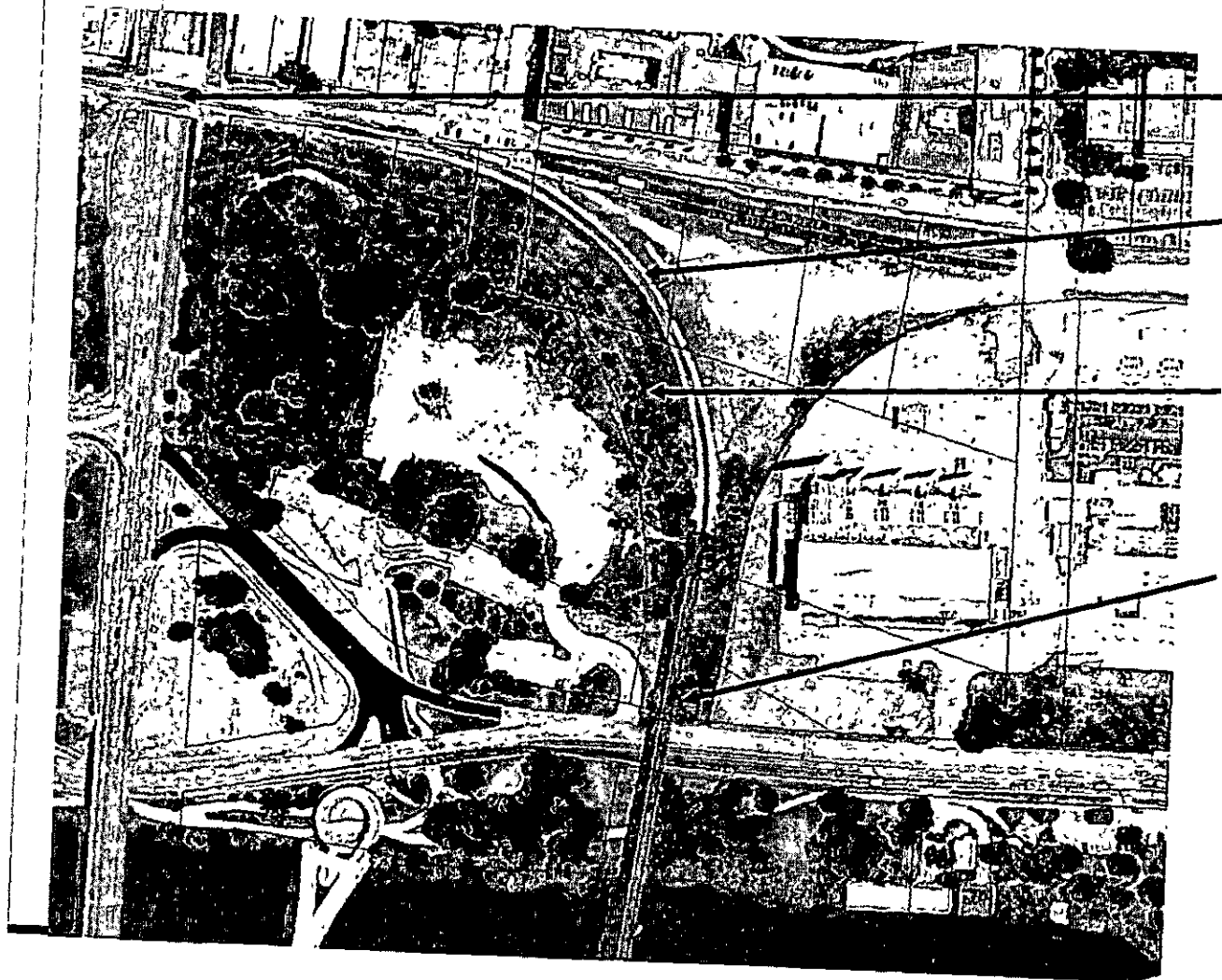
Presentation Agenda

- Study Guiding Principles
- Site Existing Conditions – Project Constraints
- Development in Area
- Station Alternatives Considered
- Evaluation Results
- Final Recommended Station Alternative

Guiding Principles

- Involve all stakeholders
- Study Jointly Funded; ASAI CRD, Capital Metro, City of Austin
- Maximize redevelopment access
- Maximize “intermodal” connections w/ ASAI CRD rail, CMTA bus, CMTA streetcar circulator, CARTS bus & Amtrak
- Minimize impact to Seaholm Development property
- Maximize cost-effectiveness w/ least transit capital and operational costs & max. ridership

Site Existing Conditions



Lamar Underpass

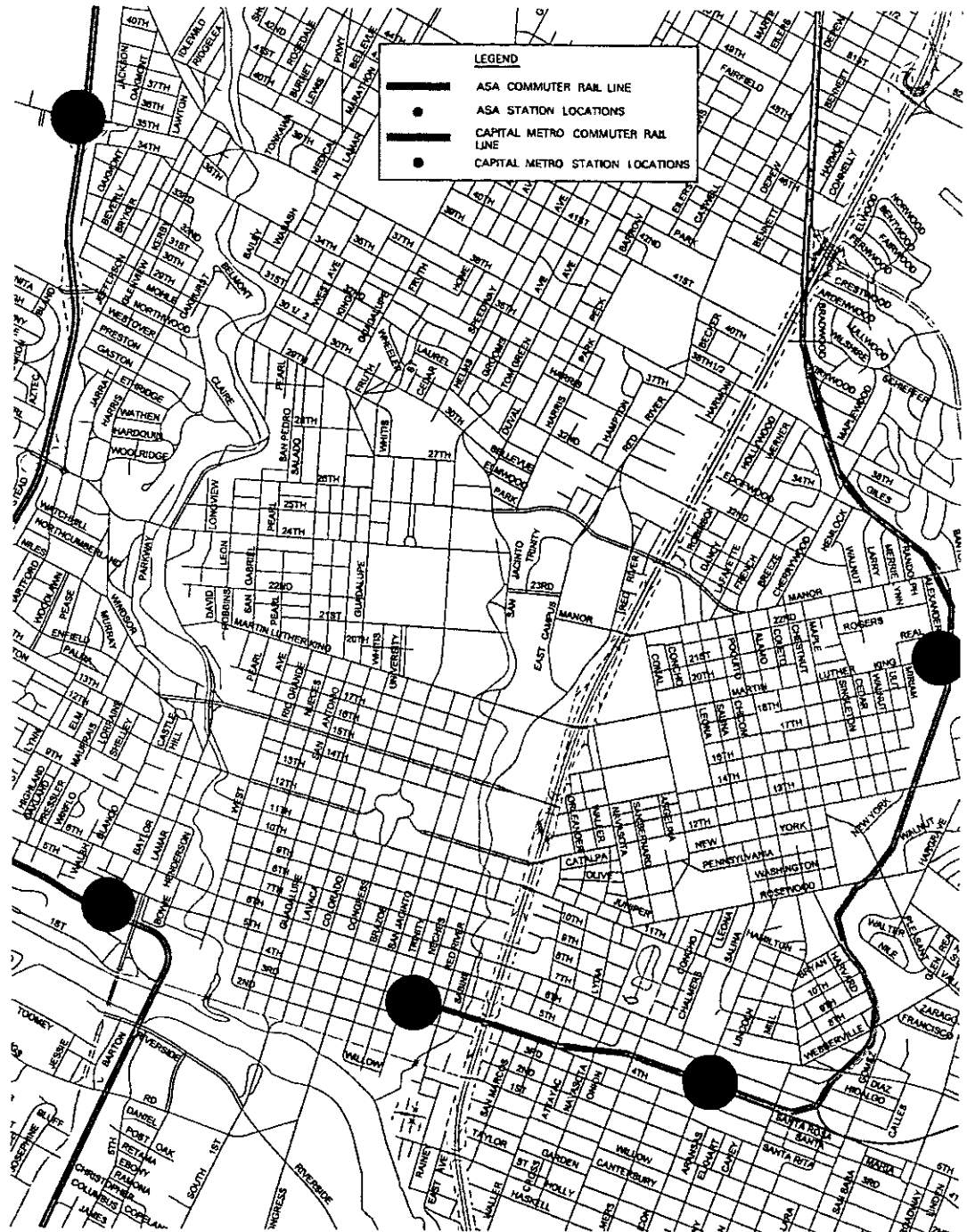
Sharp curvature of
Wye

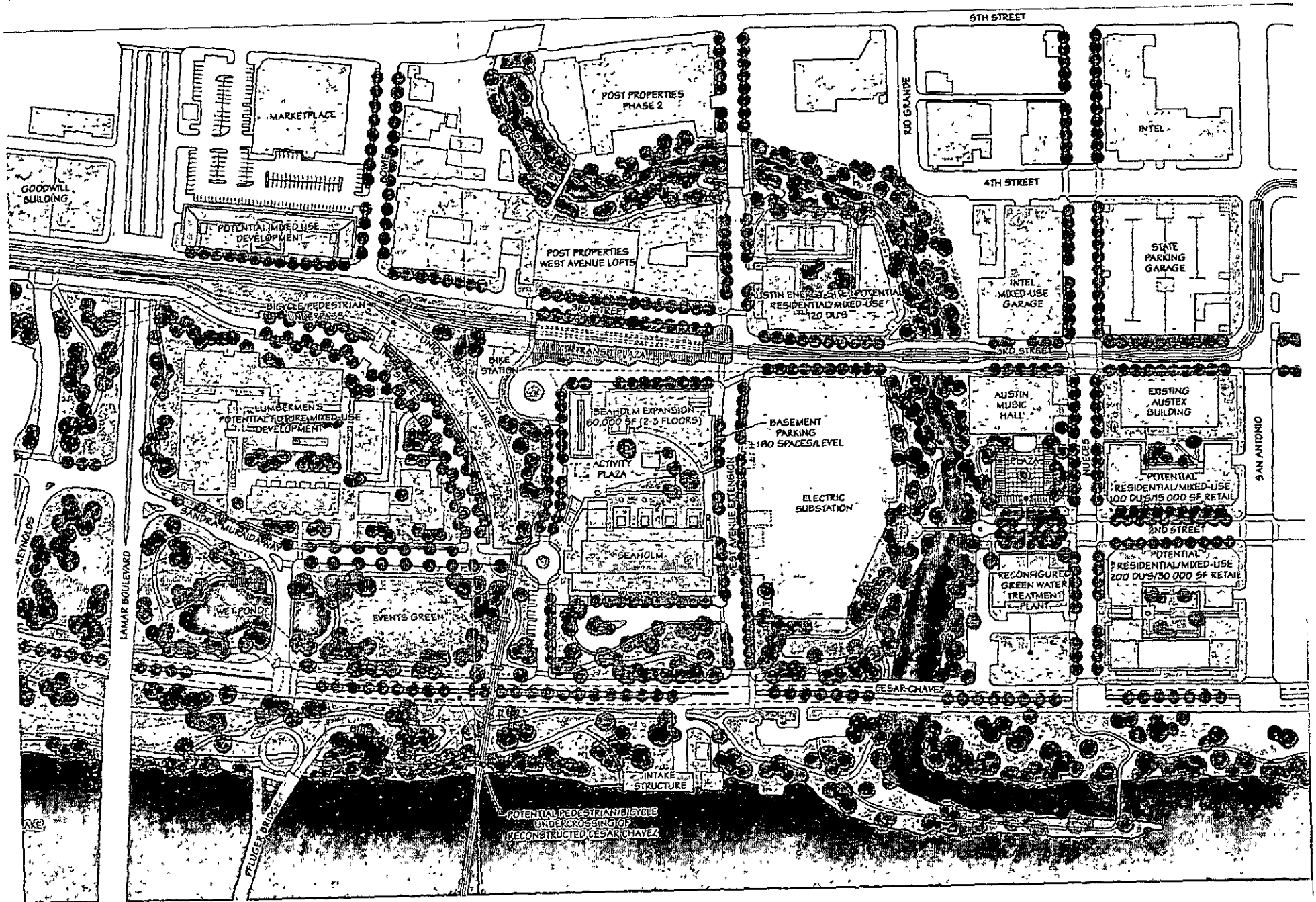
Steep sloping grade to
southwest of curve

UPRR Town Lake
Bridge constructed in
1905 is eligible for
historic designation

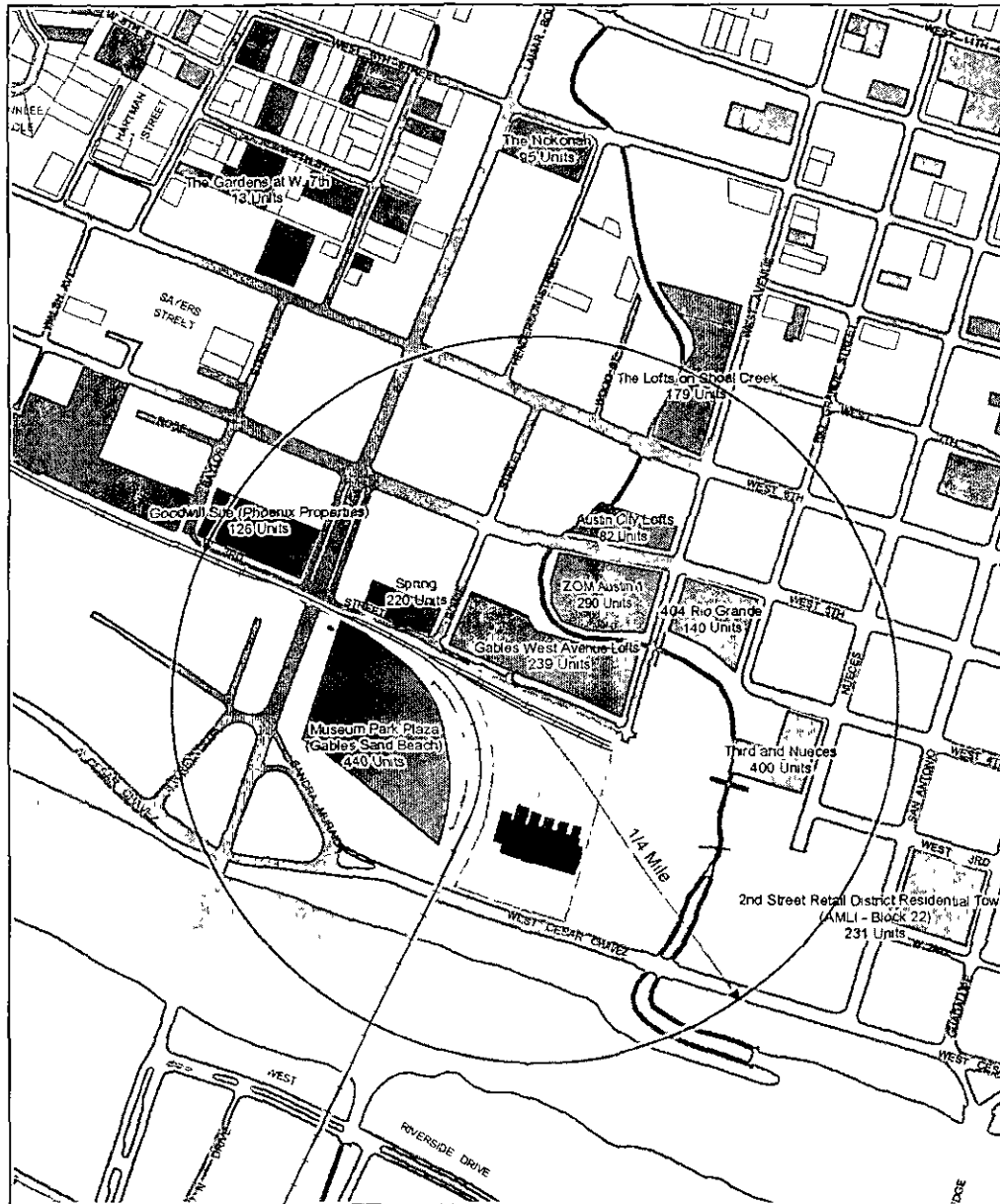
Corridor Map – Austin CBD

- “Gap” between CMTA commuter rail & ASAICRD Commuter Rail
- CMTA proposed downtown streetcar circulator





Seaholm District Master Plan



Central Austin Emerging Projects

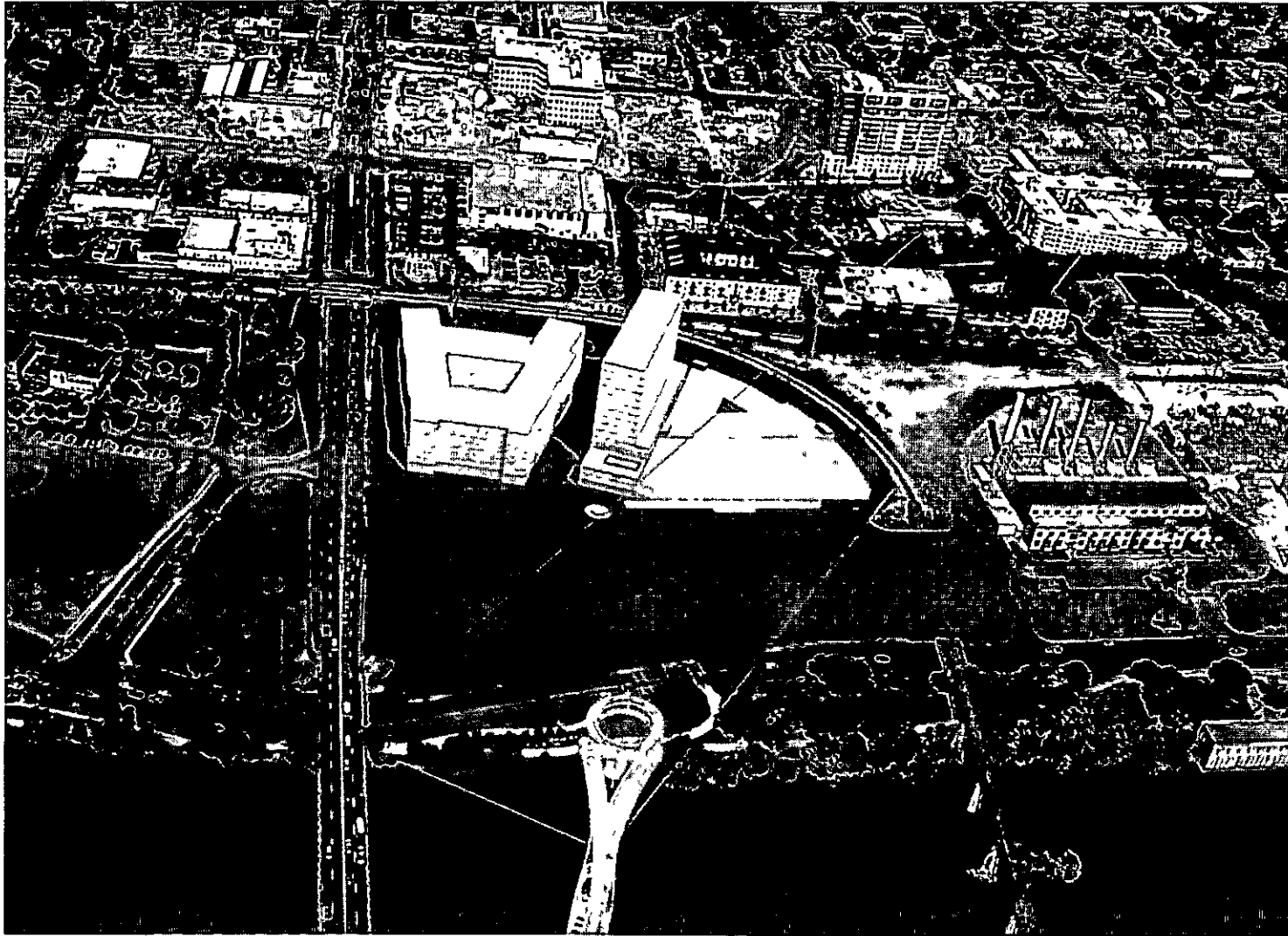
Residential Projects

Seaholm Area Residential Development

Project	Units	Status
Gables West Ave	239	Complete
404 Rio Grande	140	Complete
Austin City Lofts	82	Complete
Gables LIC	400	Planned
Spring	220	Planned
ZOM	290	Planned
3rd & Nueces	400	Planned
Lofts on Shoal Creek	231	Planned
Phoenix Goodwill	126	Planned
Seaholm		Planned
Total Units	2,128	
Population	3,618	

population estimate based on 1.7 residents per unit

Capital View Corridor

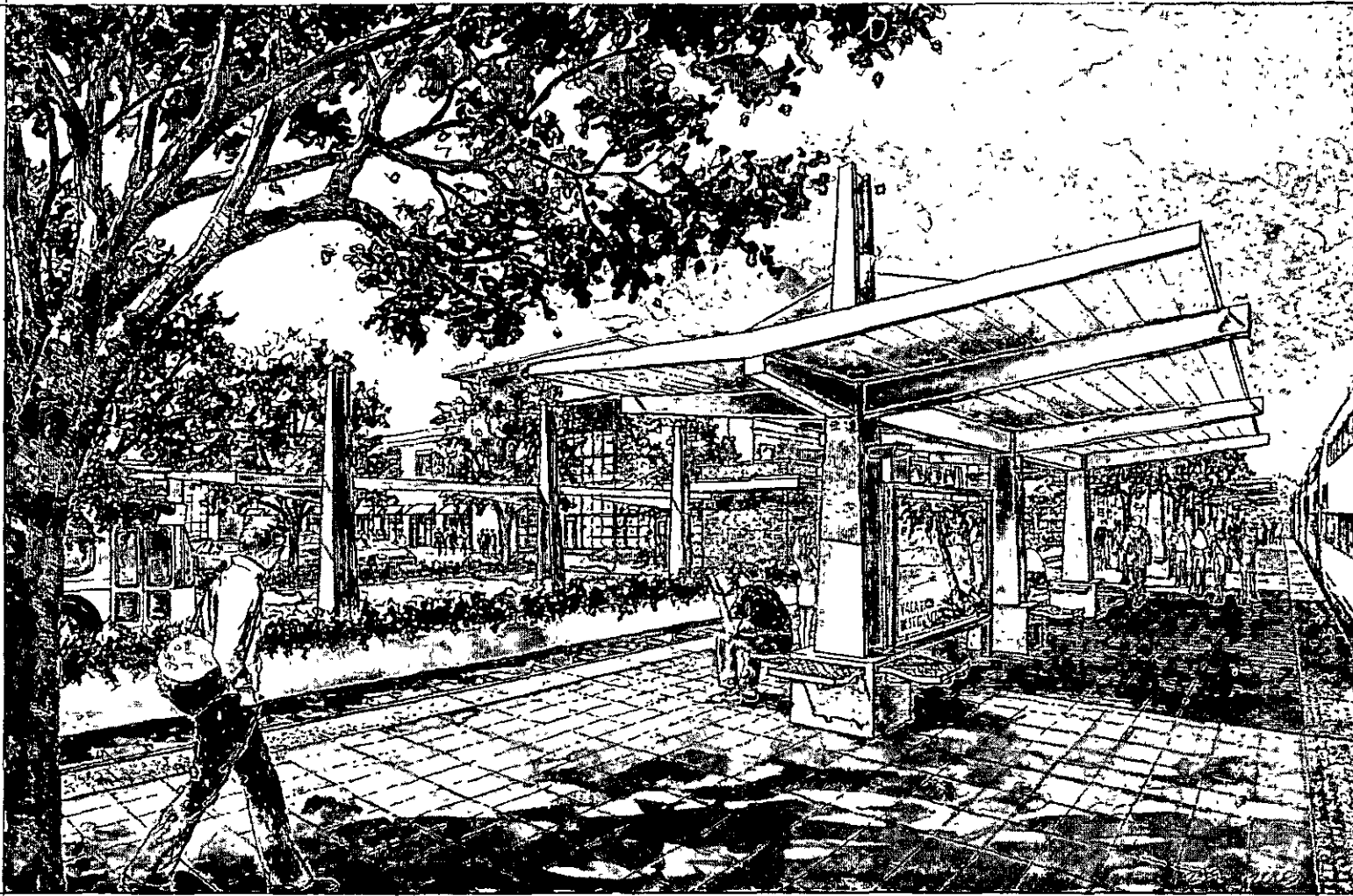




Transit Design Criteria

- Alignment sharpest curve: 300'
- Station minimum curve at platform: Tangent or Straight
- Avoid "Reverse Moves" of train operation
- Combining of FRA compliant and non compliant commuter rail equipment not allowed - CMTA is using a FRA non-compliant vehicle
- CMTA and ASA cannot share the same track at the station

Station Platform



Criteria

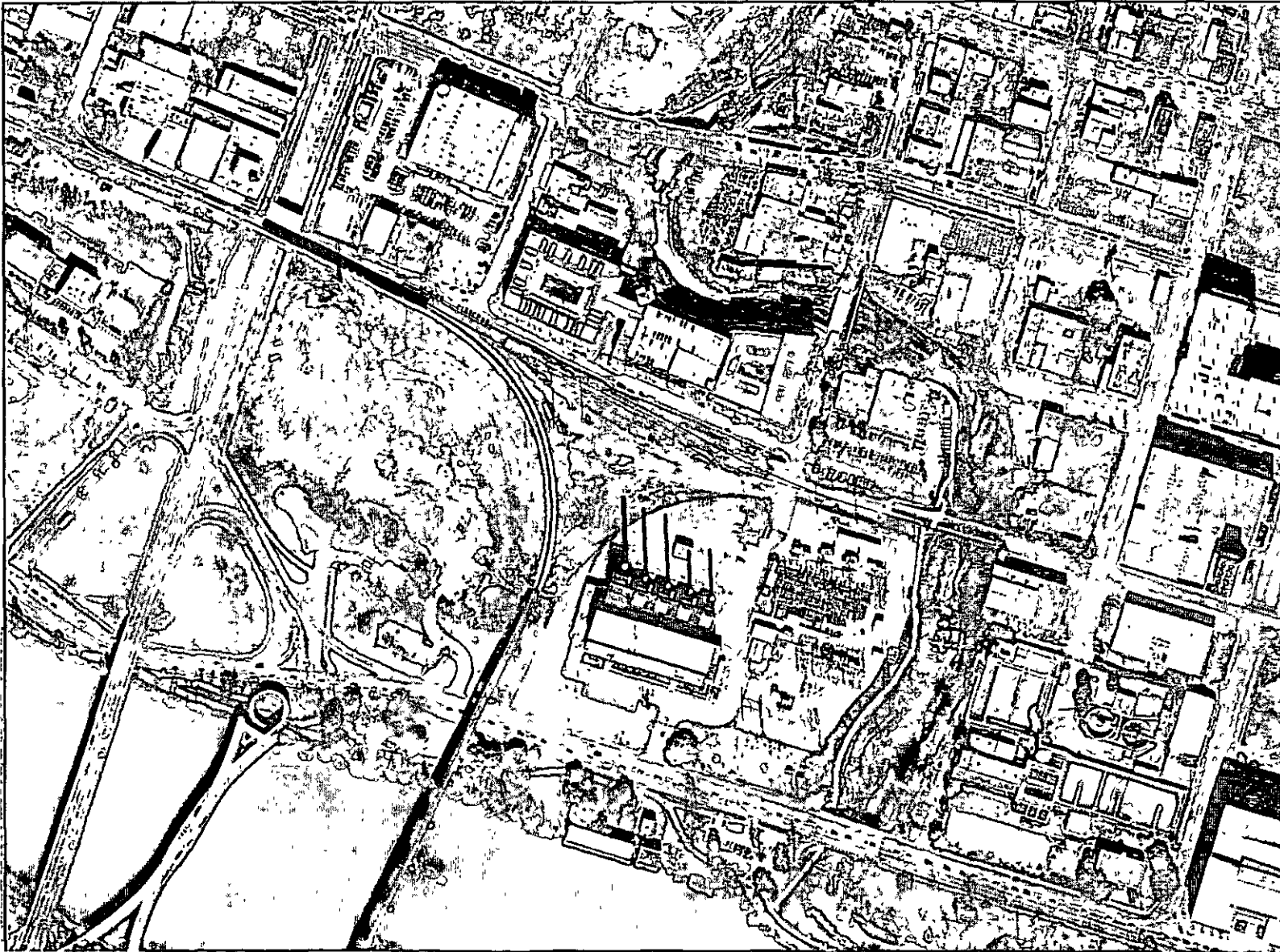
- 400 ' long
- 20' wide
- Straight along track
- No vertical structure
- Enhanced paving
- Canopy
- Lighting
- Landscaping
- Seating



Project Alternatives

- #1 – ASAICRD/CMTA combined location east of Lamar
- #2 – ASAICRD/CMTA combined location north of Seaholm
- #3 – ASAICRD east of Lamar and CMTA north of Seaholm
- #4 – ASAICRD on curve and CMTA north of Seaholm
- #5 – ASAICRD/CMTA combined location on curve
- #6 – ASAICRD at Cesar Chavez & UP RR Bridge

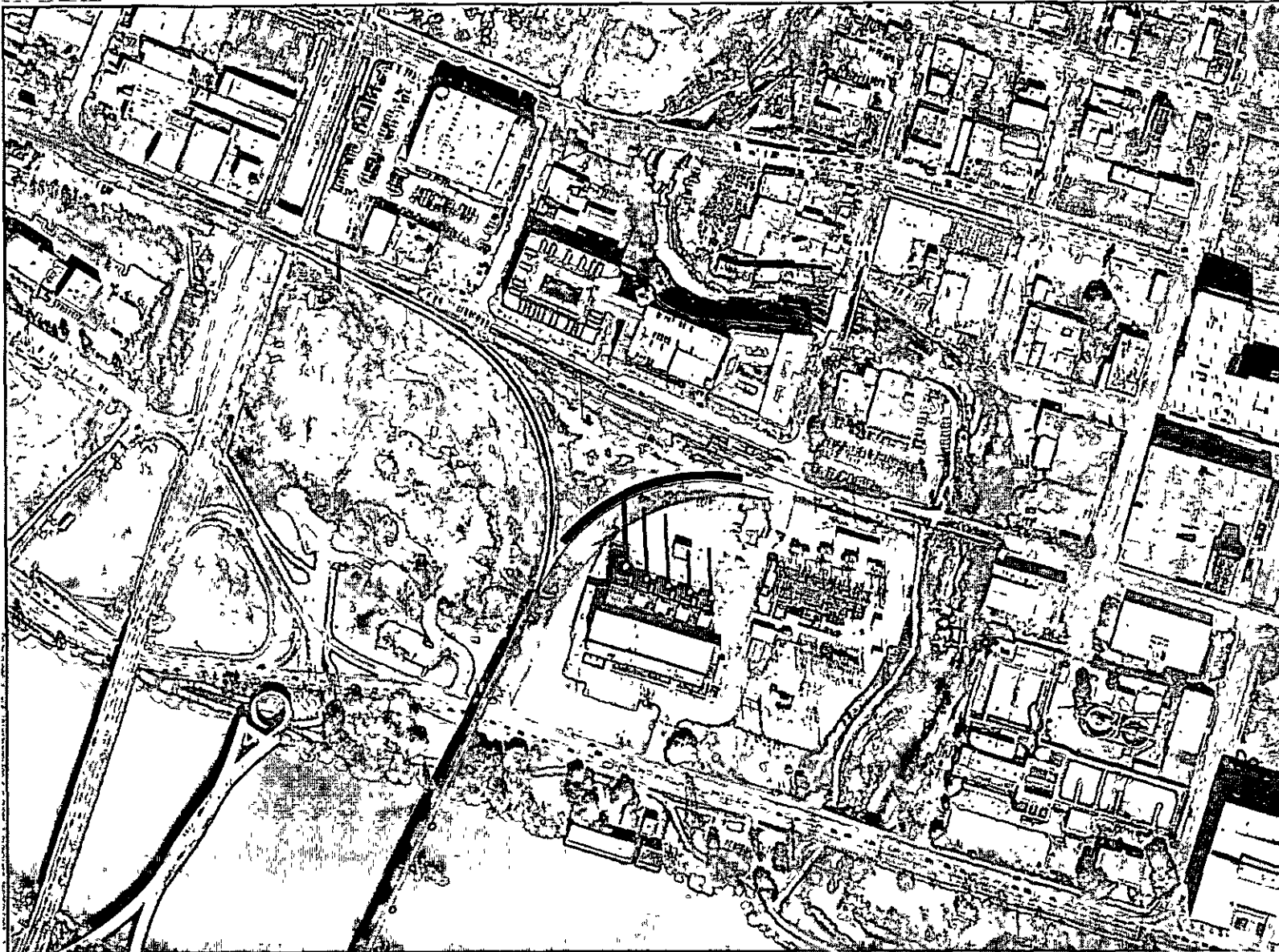
Alt. #1 – ASA/CMTA Combined East of Lamar



Issues

- Feasible
- Adjacent to Spring & Gables
- Adjacent to Bike Path
- Walking Distance from Seaholm
- Walking Distance from Amtrak
- Excellent transfer from CMTA - ASAICRD

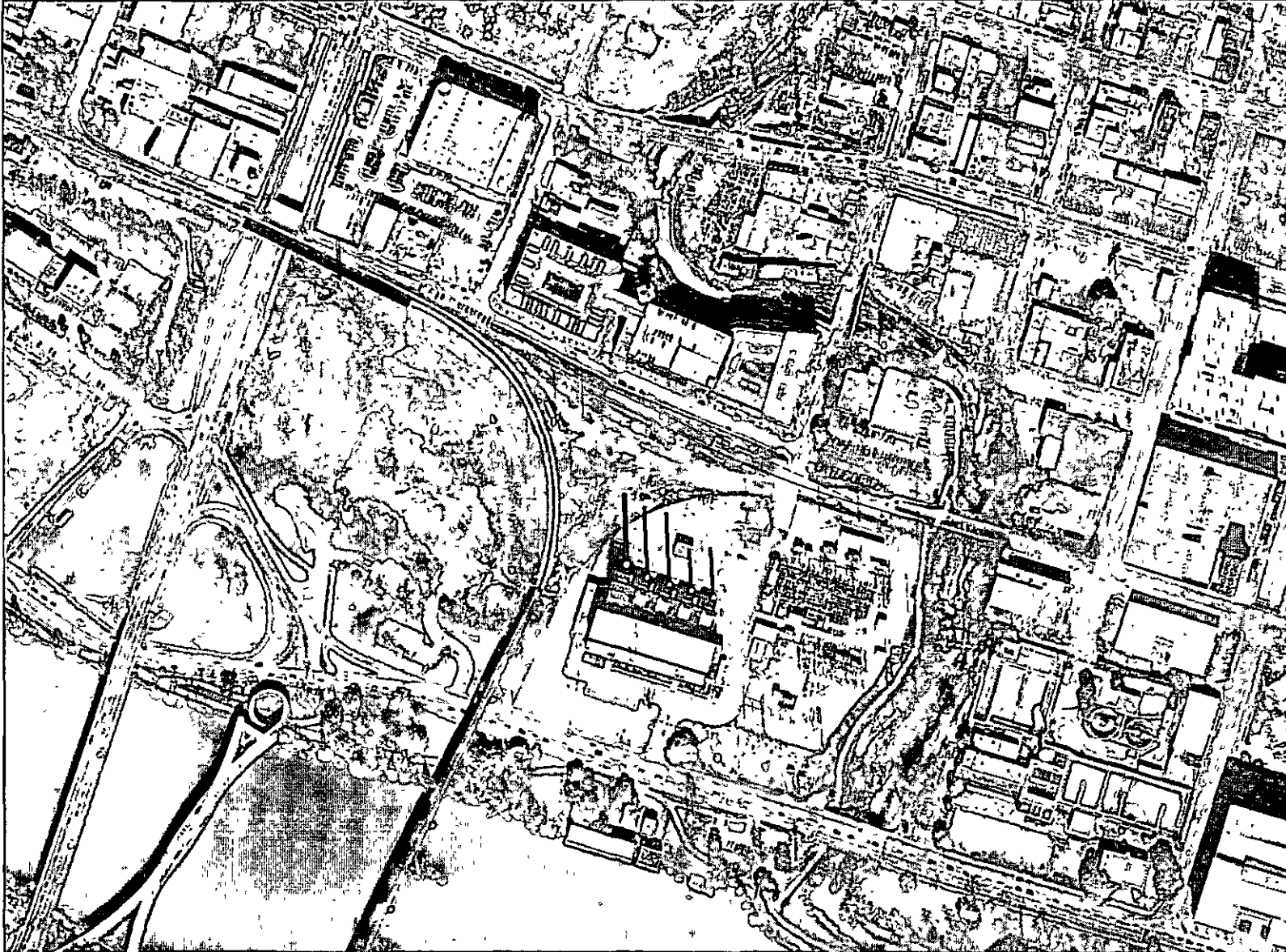
Alt. #2 – ASA/CMTA Combined North of Seaholm



Issues

- Infeasible – station on curve
- Severe Impact to Seaholm property
- Requires Reverse Move
- Adjacent to Seaholm
- Adjacent to Bike Path
- Walking Distance from Spring & Gables
- Not accessible to Amtrak

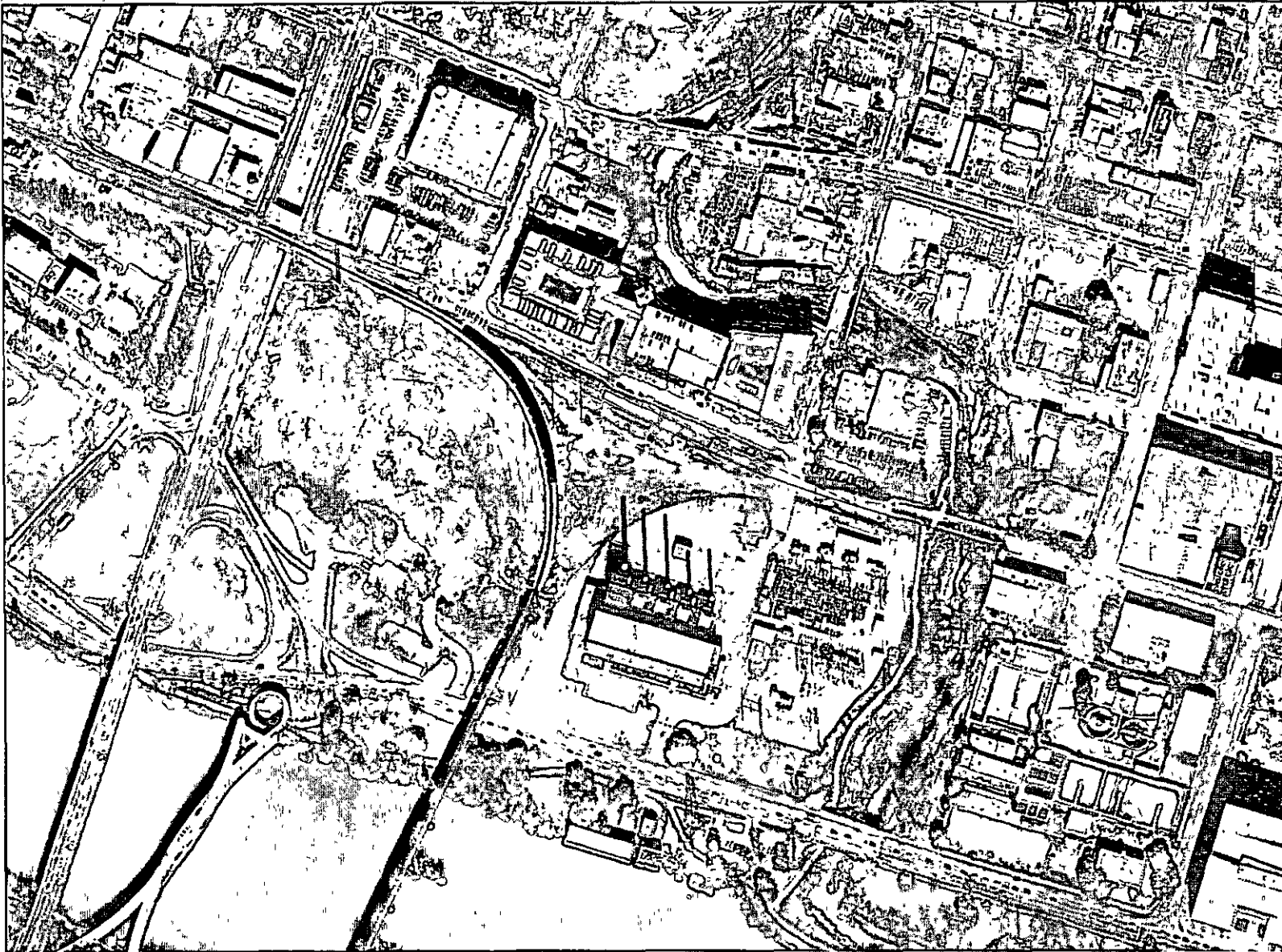
Alt. #3 – ASA East of Lamar & CMTA North of Seaholm



Issues

- Feasible
- As depicted in Seaholm Master Plan
- Adjacent to Spring & Gables
- Adjacent to Bike Path
- Walking Distance from Seaholm
- Walking Distance from Amtrak
- Inconvenient transfer from CMTA - ASAICRD

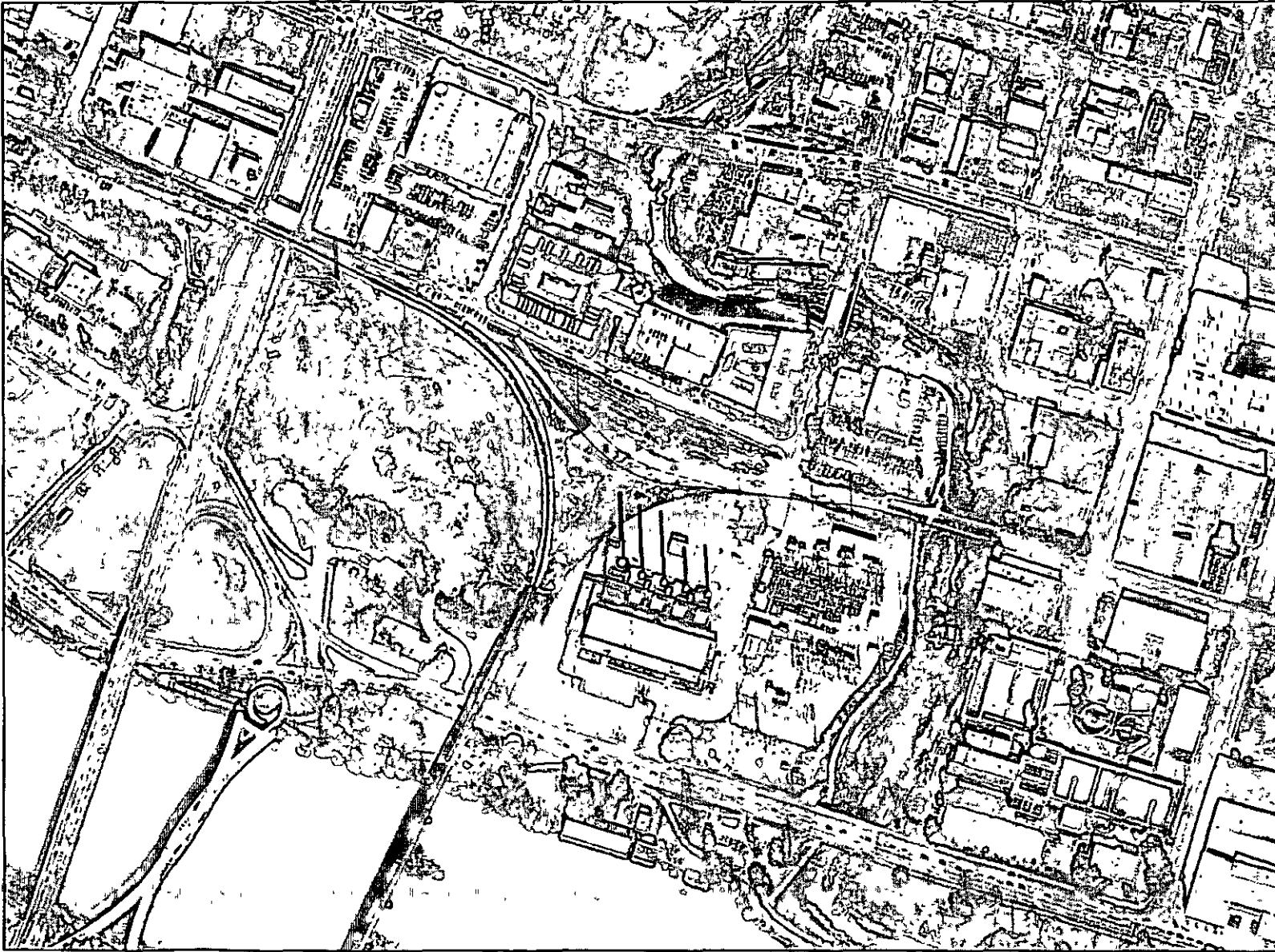
Alt. #4 – ASA on Curve & CMTA North of Seaholm



Issues

- Infeasible – station on curve
- Adjacent to Seaholm
- Adjacent to Bike Path
- Adjacent to Spring & Gables
- Not accessible to Amtrak
- Inconvenient transfer from CMTA - ASAICRD

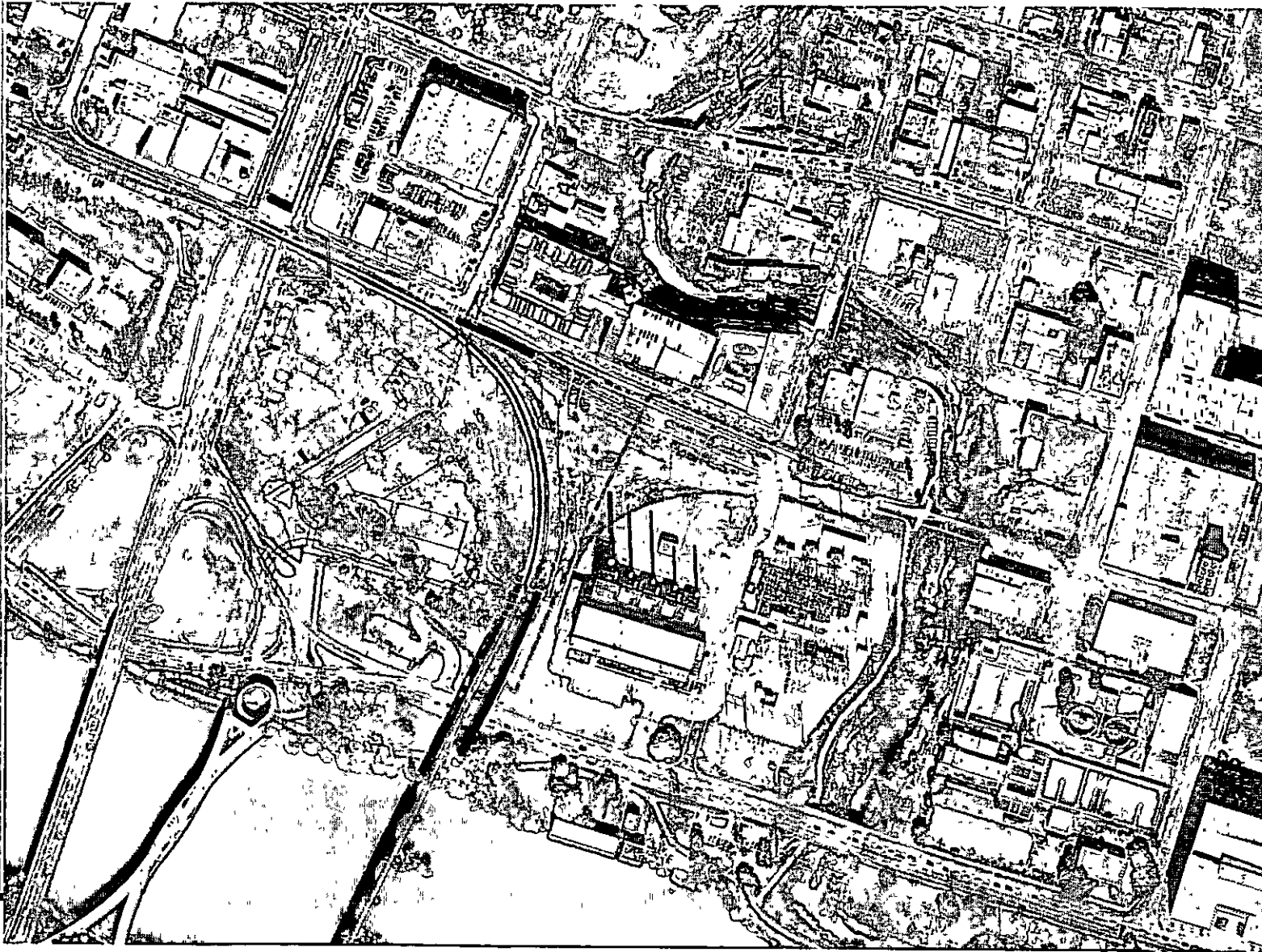
Alt. #5 – ASA/CMTA Combined on Curve



Issues

- Infeasible – station on curve
- Adjacent to Seaholm
- Impact to Seaholm property
- Adjacent to Bike Path
- Adjacent to Spring & Gables
- Not accessible to Amtrak
- Good transfer from CMTA - ASAICRD

Alt. #6 – ASAICRD at Cesar Chavez & UP Bridge



Issues

- Feasible
- Adjacent to Seaholm
- Walking Distance to Spring & Gables
- Walking Distance to Bike Path
- Inaccessible to Amtrak
- Inaccessible transfer from CMTA – ASAICRD
- Adjacent to Historic UPRR Bridge

1st Evaluation Results

- Only Alts. #1 & #6 proved worth of further evaluation
- Alts. #2, #5, #6 were infeasible due to station on curve
- Alt. #3 – CMTA / ASAICRD transfer unworkable
- Other station alts. near West Ave. resulted in unacceptable impact to Seaholm property
- Conducted 2nd Level of Evaluation on Alts. #1 & #6

ASAICRD /CMTA SEAHOLM STATION

Station Site Evaluation

Alternative 1 - ASAICRD @ Lamar Street

Evaluation Criteria		Notes	Ranking
Program	ASAICRD Platform Accommodation	Accommodates platform on tangent	5
	CMTA Boarding Accommodation	Access via 3rd Street	5
	Constructability/Cost	Meets budget parameters	5
Accessibility	Thoroughfare/Traffic Impacts	No distinguishable impacts	3
	Bus Route Circulation	Access via 3rd Street	3
	Pedestrian Accessibility	Good integration with 3rd Street development and Lumbermans via bicycle/pedestrian underpass Access to Seaholm via 3rd Street	4
	Fixed Route Bus to Station Transfers	Bus access at 3rd Street via sidewalk	4
	Parking / Drop Off Access/Egress	3rd Street drop-off adjacent to station area	4
	Mode Transfer Adjacency (ASAICRD / CMTA)	Boarding areas are in tandem	5
	Mode Transfer Adjacency (ASAICRD / AMTRAK)	Within preferred walking distance	4
Environmental	Contextual Compatibility	Platforms are integrated with 3rd Street Streetscape Compatible with adjacent development	2
	Environmental Compatibility	Neutral	3
	Cultural/Historic Compatibility	Neutral	3
	Pedestrian Accessibility	Good access from 3rd Street / Bowie	4
Real Estate	Displacements	None	5
	Economic Development Influence	Excellent access / integration with 3rd Street development Seaholm / Lumbermans within influence area	4
	Property Availability	Existing railroad / street ROW	5
Total			43
Ranking Categories:		Significantly Negative	1
Alternative with highest numeric ranking indicates most preferred site		Moderately Negative	2
		Neutral	3
		Moderately Positive	4
		Significantly Positive	5

ASAICRD /CMTA SEAHOLM STATION

Station Site Evaluation

Alternative 6 - ASAICRD @ Cesar Chavez

Evaluation Criteria		Notes	Ranking
Program	ASAICRD Platform Accommodation	Accommodates platform on tangent but requires new aenal structure	2
	CMTA Boarding Accommodation	Access via 3rd Street	5
	Constructability/Cost	Requires reconstruction of existing Union Pacific bndge structure Requires aenal station with possible vertical circulation	1
Accessibility	Thoroughfare/Traffic Impacts	No distinguishable impacts	3
	Bus Route Circulation	Access via 3rd Street	3
	Pedestrian Accessibility	Elevated ASAICRD platform requires end loading from north or vertical circulation	2
	Fixed Route Bus to Station Transfers	Bus access at 3rd Street remote from station	2
	Parking / Drop Off Access/Egress	3rd Street drop-off remote from station	3
	Mode Transfer Adjacency (ASAICRD / CMTA)	Transfers from CMTA to ASAICRD are remote	3
	Mode Transfer Adjacency (ASAICRD / AMTRAK)	Exceeds preferred walking distance	2
Environmental	Contextual Compatibility	Not compatible with historic railroad bndge - visual impacts Compatible with adjacent development	2
	Environmental Compatability	Neutral	3
	Cultural/Historic Compatibility	Potential historic resources impact to bndge structure	1
	Pedestrian Accessibility	Elevated ASAICRD platform requires end loading from north or vertical circulation	2
Real Estate	Displacements	None	5
	Economic Development Influence	Access to Seaholm, Lumbermans and 3rd Street development indirect	2
	Property Availability	Existing railroad ROW	5
Total			30
Ranking Categories		Significantly Negative	1
Alternative with highest numeric ranking indicates most preferred site		Moderately Negative	2
		Neutral	3
		Moderately Positive	4
		Significantly Positive	5

Recommendation – Alternative 1

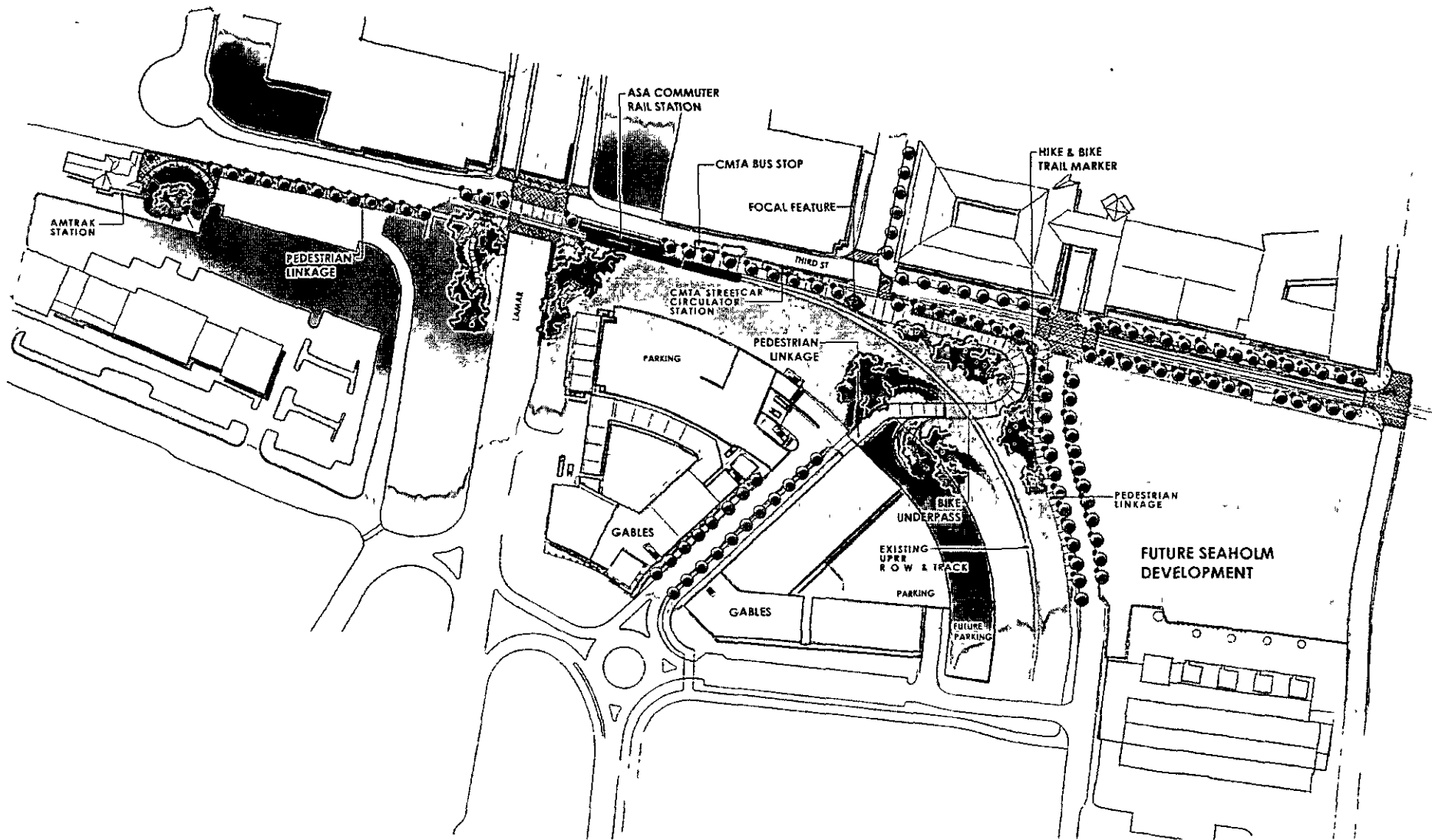
ASAICRD/CMTA Combined East of Lamar

- Best connection with proposed Capital Metro streetcar circulator
- Best connection with Capital Metro bus operations along Lamar Blvd. and Bowie Street
- Best connection with existing Amtrak station operations
- Best connection to planned Pfluger Bridge Extensions pedestrian/bicycle path

Recommendation – Alternative 1

ASAICRD/CMTA Combined East of Lamar

- Compatible connection to planned Seaholm Plan Development Project
- Compatible connection to other planned development projects; Spring Development & Gables Development
- Provides least impact to Seaholm Property
- Most cost-effective alternative with lowest capital construction cost



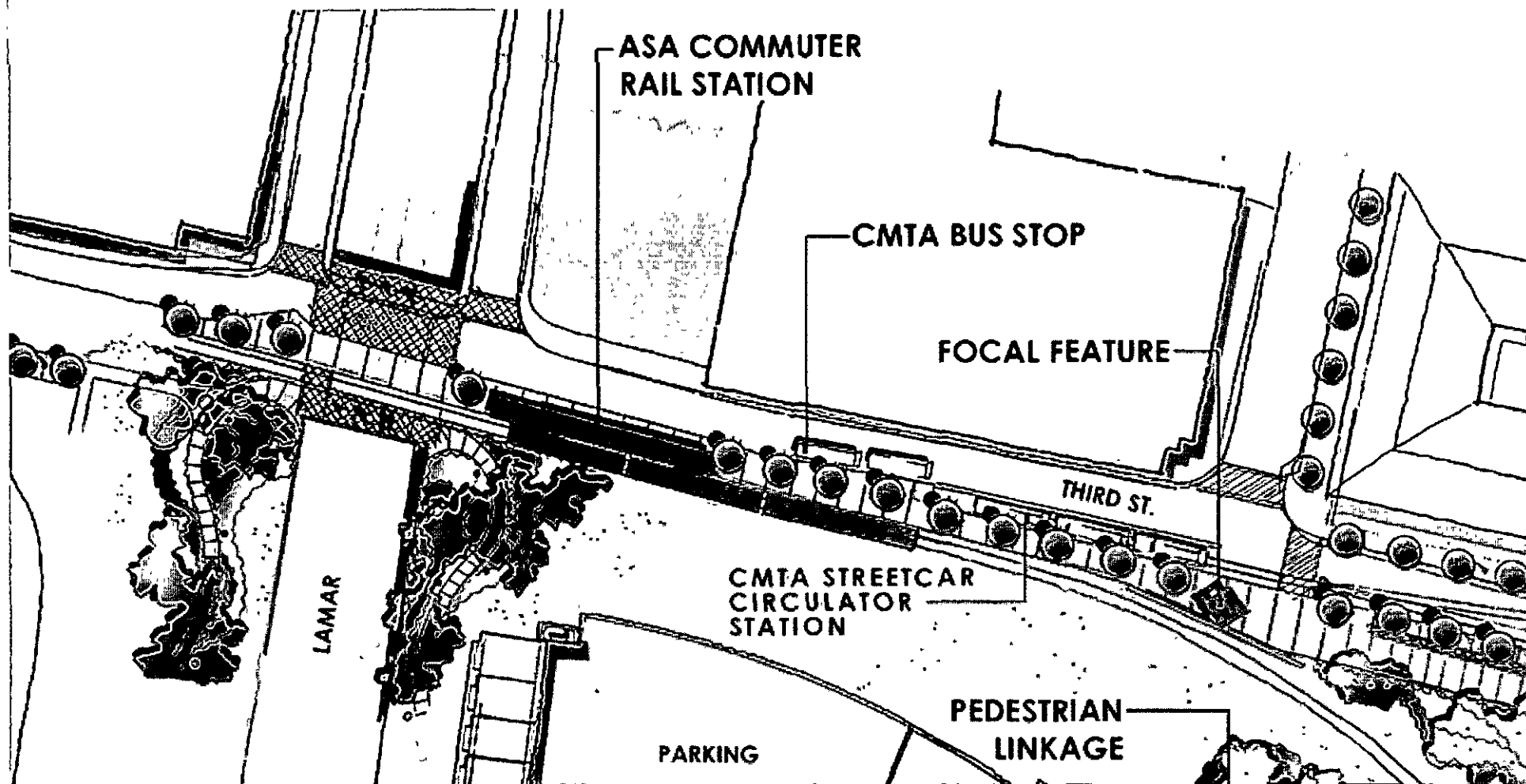
Recommended Alternative
SEAHOLM STATION
 AUSTIN, TEXAS
 08.25.06



NOTE: This plan is a conceptual drawing and is not intended to be used for construction. It is subject to change without notice. The plan is not a legal document and should not be used for legal purposes. The plan is not a legal document and should not be used for legal purposes.

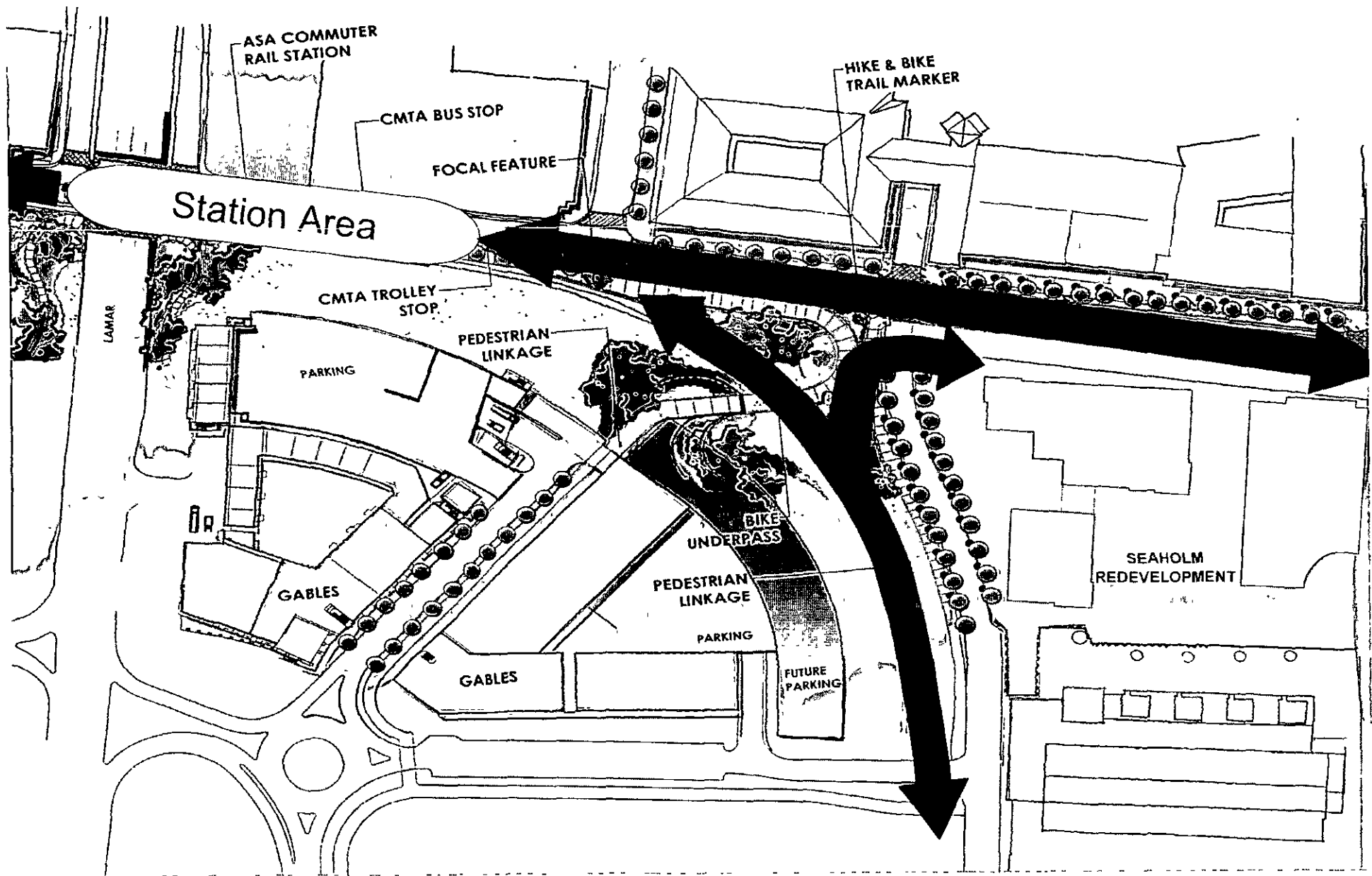
urban design
 Carter-Burgess
 planning, landscape architecture and related services

Carter-Burgess



Wye “Y” Connection

- Previously, a full “Y” connection existed for freight rail traffic
 - East-West
 - East-South
 - West-South
- East-South Connection abandoned & required for Seaholm Development
- Future CMTA & ASACRD passenger rail opportunities should be preserved
 - Future east-south using light rail or streetcar
 - Future extension of urban commuter rail to Seaholm from east
 - Future through routing east-south of commuter rail using reverse movement



The Seaholm Development Accommodates
Potential Future Rail Connections