City of Austin
Seaholm Redevelopment Project
Tax Increment Financing Reinvestment Zone No. 18

Final
Project Plan and Reinvestment Zone Financing Plan

March 2009

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I. Executive Summary

The City of Austin is proposing to create Tax Increment Financing Reinvestment Zone No. 18 (the "TIF") to finance the construction of public improvements for the Seaholm Redevelopment Project (the "Project"). The proposed boundaries are located within the area bounded on the west by the planned Seaholm Drive from Third Street south to Cesar Chavez Street; on the south by Cesar Chavez Street from the planned West Avenue east to Seaholm Drive; on the east by West Avenue from Cesar Chavez Street north to Third Street; and on the north by Third Street between Seaholm Drive and West Avenue. Exhibit 1 depicts the boundaries for the TIF.

In accordance with State law, this final project plan and financing plan has been prepared to describe the Project and associated financing using dedicated tax increment revenue from the City of Austin as the sole taxing unit participating in the TIF.

The Seaholm Power Plant is a circa 1950 Art Deco industrial building, designed by the renowned national engineering firm, Burns and McDonnell. The name Seaholm pays homage to Walter Seaholm, Austin's fourth City Manager and a former utility director. Seaholm served for many years as Austin's primary electrical generation facility and stopped generating power in 1989. In 1996, the Austin City Council authorized the environmental remediation of the Seaholm Power Plant with a view to its eventual adaptive reuse as "a unique and exceptional cultural facility in Downtown Austin." In 1997, the Seaholm Reuse Planning Committee, made up of interested community representatives, led a public polling process to determine the best use or uses for the power plant structures. The Committee's 1998 report recommended preserving the facility for a multi-use public attraction developed through a public-private partnership. A master plan for the district was also recommended to address issues of parking transit, and pedestrian and bicycle linkages. In the summer of 2000, ROMA Design Group was commissioned by the City to prepare a Seaholm District Master Plan. The purpose of the master plan was to establish an appropriate context for the redevelopment and reuse of the Seaholm Power Plant site as a successful mixed-use public attraction.

On August 27, 2004, the City issued a request for qualifications for an entity to redevelop the Seaholm Power Plant site. On April 28, 2005, Seaholm Power Development, LLC (SPD) was selected by the City Council from a pool of respondents as the master developer. On November 14, 2005, the City and SPD entered into an exclusive negotiating agreement. On April 10, 2008, the City Council authorized the negotiation and execution of a master development agreement (MDA) with SPD. The MDA was executed on June 17, 2008.

The purpose of the Project, which is to be partially financed through the TIF, is to provide for the redevelopment of the historically significant Seaholm Power Plant and its immediate grounds. The site impairs the City's growth because of deteriorating structures, inadequate street layout, and unsafe conditions.

In addition to rehabilitation for the historic power plant, the Project will relocate utilities, provide for new street infrastructure to connect Cesar Chavez Street and Third Street, and provide for the development of an office building and hotel/condo tower. The new street infrastructure will

provide access to the office building and hotel/condo tower thereby supporting the economic viability for the Project.

To finance the public infrastructure and power plant rehabilitation components of the Project, the City intends to form the TIF in accordance with State law. In a tax increment reinvestment zone, one or more political subdivisions contribute up to 100% of the property tax on the increase in value of real property in the district (tax increment) as generated. Under the terms of the TIF, the City of Austin will contribute 100% of its property tax and sales tax increment. Tax increment revenues so generated may be expended only for purposes described in the project and financing plan for the TIF. The public infrastructure and power plant rehabilitation components of the Project will be primarily funded by the issuance of debt that will be repaid from the tax increment revenues, both property taxes and sales taxes, collected during the 30-year duration of the TIF.

II. Project Plan

A. Introduction

This section describes the project plan for the TIF and the Project, in the City of Austin, Texas, as required by Chapter 311 of the Texas Tax Code. The purpose of the TIF is to finance the construction of public improvements at the Project site.

The City of Austin will be solely responsible for managing the MDA for the Project, and administering the TIF, which is located on the Southwestern edge of the downtown area of Austin, Texas. It is anticipated that the investment in private development will benefit the City financially and will also benefit Austin citizens through the creation of jobs and recreational amenities.

The Project represents a very important opportunity for the City to redevelop publicly-owned land and will spur economic development within the Southwest quadrant of downtown. Recently, several residential development projects have been located in Southwest Downtown. Development within the Reinvestment Zone area has lagged in comparison to Southwest Downtown and other sections of the City. The Project will:

- Enhance and contribute to Downtown Austin and the Seaholm District
- Complement and enhance Lady Bird Lake, Shoal Creek and Sand Beach Reserve
- Incorporate sustainability, green building and alternative energy
- Provide a positive economic and financial impact to the City
- Enable the development of a central rail transit hub

Once complete, the Project site will feature a mix of uses, including retail shops, condominiums, a boutique hotel, office space, special event space, and an outdoor terrace that overlooks Lady Bird Lake.

Seaholm Power Plant

The centerpiece of the Project is the historic preservation of the Seaholm Power Plant. The building is a 136,000 square foot iconic structure that has more than 110,000 square feet of useable floor space. The building features a turbine hall that measures 110 by 235 feet with a ceiling that is 65 feet high. Once renovated, the building will house an event center, office, retail, and restaurant uses. Part of the renovation includes creating a dynamic entrance on the west end of the building.

Street Infrastructure

The Project's street infrastructure will create a link between Cesar Chavez Street and Third Street. New street infrastructure includes the construction of Seaholm Drive to the west of the Project site and West Avenue to the east of the Project site. Seaholm Drive will lead to the drop off area for the entry point into the power plant building and will serve as an entry to the below grade garage that will serve the Project from below the plaza. Additionally, Seaholm Drive will connect the City-owned parking garage to the Project site. West Avenue is to the east of the Project site and will also connect Cesar Chavez and Third Street. West Avenue will intersect with the planned 2nd Street extension, connecting both the new Central Library and future redevelopment on the Green Water Treatment Plant site. With the connection to 2nd Street, the

Project will be the west anchor for residential and retail development occurring within the 2nd Street area.

Plaza

Aside from providing enhanced streetscapes, the Project will provide open space for pedestrians traversing the Seaholm District. An inner plaza will be at the center of the Project and is designed for events, retail, and restaurant activity. The plaza will link the renovated Seaholm Power Plant to the office building and hotel/condo tower. The pedestrian-friendly plaza will provide connections from the Green Water Treatment Plant redevelopment and new Central Library to the proposed Seaholm Intermodal Station located just west of the Project.

With its parkland enhancement and anticipated economic development stimulus, the Project will promote tourism by convention center visitors and other visitors. The Project will incorporate a portion of the Lance Armstrong Bikeway and connections to the planned Pfluger Bridge Extension and Bowie Street Underpass. There is a possibility to have a stop for the proposed Downtown Circulator at the plaza near West Avenue and Third Street.

B. Adopted Zoning Ordinance, Use and Site Development Regulations, and Conditional Overlay, and Plans of the Municipality

All project construction is anticipated to adhere to existing design and building criteria and regulations. Currently, there are no proposed changes to City ordinances, master plans or building codes. On January 10, 2008, City Council approved Ordinance No. 20080110-075 rezoning the property, and establishing use and site development regulations for the Project site.

The zoning ordinance rezoned the site from Public (P) district and unzoned (UNZ) to Downtown Mixed Use-Central Urban Redevelopment District-Conditional Overlay (DMU-CURE-CO) combining district. The Zoning Case No. C14-2007-0164 file is available at the City's Neighborhood Planning and Zoning Department regarding the rezoning.

Generally, use and site development regulations were modified as follows:

- The maximum height is 393 feet from ground level for the proposed hotel/condo tower lot
- Outdoor entertainment is a permitted use of the property
- Public right-of-way is allowed to be used for off-street loading and trash collection

The conditional overlay adds the following conditions:

- A cocktail lounge is a permitted use for a maximum gross floor area of 9,000 square feet
- A convenience storage is a permitted use for a maximum gross floor area of 25,000 square feet

C. Seaholm District Master Plan

In June 2000 ROMA Design Group was commissioned by the City to prepare the Seaholm District Master Plan, generally bounded by 5th Street on the north, San Antonio Street on the east, Lady Bird Lake on the south and Lamar Boulevard on the west. The purpose of the master plan is to establish an appropriate context for the redevelopment and reuse of Seaholm as a successful mixed-use public attraction.

Key goals of the master plan are:

- Preserve and reuse the historic structures on the site and in the surrounding district
- Ensure adequate parking for the future major public attraction that can be developed in close proximity to the facility
- Preserve and enhance the open space character of the Sand Beach Reserve
- Achieve an appropriate balance between pedestrian, transit, bicycle and automobile transportation, recognizing that the district is an important hub of pedestrian, bicycle and transit systems entering into the downtown area
- Explore the potential for redevelopment of public and privately owned properties in the district

D. List of Estimated Non-Project Costs

The City anticipates constructing a City-owned parking garage outside, but in the immediate vicinity, of the boundaries of the TIF. Surplus revenues from the parking garage will be contributed to the Project.

E. Statement of Method of Relocating Persons to be Displaced as a Result of Implementing the Project

No persons will be displaced as a result of the construction or implementation of the Project.

III. Reinvestment Zone Financing Plan

The City of Austin will contribute 100% of its tax increment, both property tax and sales tax, to the TIF. This section describes the financing plan for the TIF and the Project.

A. List of Estimated Project Costs of the Zone

The total estimated development cost of the Project is $113.4 million (in July 2008 dollars). The Project will include an office building, hotel/condo tower, plaza, terrace, rehabilitation of the Seaholm Power Plant, and construction of two roadways running north to south on the east and west side of the Seaholm Power Plant site.

The following table itemizes the estimated Project and non-Project costs (in millions). The Project is expected to incur bond financing costs but these costs have not been included in the list below.

Table 1: Project and Non-Project Costs (in millions)

Project Costs						
		City of Austin				
Project Component	Developer Funded	TIF Funded	Water and Electric Utility CIP Funded	Other	1/4 Cent CIP Funded	Total Costs
Office Building	14.8					$ 14.8
Hotel/Condo	63.0					63.0
Power Plant Rehabilitation	19.1	4.5				23.6
Plaza	1.7	2.1				3.8
Street Work		1.5			2.7	4.2
Utility Relocations			0.9	3.1		4.0
Totals	**$ 98.6**	**$ 8.1**	**$ 0.9**	**$ 3.1**	**$ 2.7**	**$ 113.4**

Non-Project Costs	
City-Owned Parking Garage (Anticipated to be funded by revenue bonds)	**$3.8**

B. Statement Listing the Kind, Number, and Location of All Proposed Public Works or Public Improvements in the Zone

The proposed public infrastructure for the Project is located throughout the TIF zone and is shown in Exhibit 2.

C. Economic Feasibility Study

In April 2008, the City Council approved the negotiation and execution of the MDA with Seaholm Power Development, LLC for the redevelopment of the Seaholm Power Plant. In developing the MDA, the City contracted with Economic & Planning Systems, Inc., to conduct a financial feasibility assessment of the Project and to analyze pro forma financial statements for

the Project. The Seaholm Tax Revenue Schedule is attached as Exhibit 4 and indicates the TIF build out, property tax revenue, and sales tax revenue from the Project.
Table 2 below reflects all revenues and expenses for the City of Austin, including the City-owned parking garage, which as indicated previously, will have surplus revenues used to supplement TIF revenues. The financial feasibility assessment indicates that revenues from the Project and the City-owned parking garage will be sufficient to pay for expenses.

Table 2: Financial Feasibility (in millions)

Estimated Revenues and Expenses	Subtotal	Total
Estimated Revenues (Net Present Value, August 2008)		
Property Taxes (30 Years @ 100%)	$ 6.2	
Sales Taxes (30 Years @ 100%)	2.4	
Parking Gross Revenues (30 Years @ 100%)	7.1	
1/4 Cent Capital Improvement Project (CIP) Funding	2.7	
Water Utility CIP	.5	
Electric Utility CIP	.4	
Total Estimated Revenues		**$ 19.3**
***Less:* Estimated Expenses**		
Power Plant Rehabilitation	- 4.5	
Plaza	- 2.1	
Street Work	- 4.2	
Utility Relocations	- 4.0	
City-Owned Parking Garage	- 3.8	
Total Estimated Expenses		**- 18.6**
Difference		**$ 0.7**

CIP funding from the 1/4 cent program, water utility, and electric utility is allocated toward utility extensions and a portion of the street improvements for the Project.

D. Estimated Amount of Bonded Indebtedness

The estimated amount of bonded indebtedness to be incurred by the TIF is $8.1 million.

E. Time When Monetary Obligations are to be Incurred

Monetary obligations are to begin in the late summer of 2009, beginning with the development of the plaza area.

F. Description of the Method of Financing of All Estimated Project Costs and the Expected Sources of Revenue to Finance or Pay Project Costs Including the Percentage of Tax Increment to Be Derived from the Property Taxes of Each Taxing Unit that Levies Taxes of Real Property in the Zone

Description of the Methods of Financing

The City of Austin is allowed, under the provisions of Section 311.015 of the Tax Increment Financing Act, to issue tax-exempt bonds or notes, the proceeds of which may be used to provide

for project related costs. The City possesses the authority under Texas law to issue certificates of obligation to finance public improvements such as those described in the project plan. The City will issue debt under its own authority to finance the City's portion of the power plant rehabilitation, street improvements, and the development of the plaza area as outlined in the MDA with Seaholm Power Development, LLC. When the City issues certificates of obligation to fund Project costs described in this project plan, revenues deposited to the credit of the TIF will be made available to the City for the purpose of paying debt service on the certificates of obligation.

Sources of Tax Increment Revenue

The tax increment revenues necessary to pay the Project costs are expected to come from two sources and are shown in Exhibit 4, Seaholm Tax Revenue Schedule. Revenue will come from the incremental growth in property tax revenue due to new commercial and residential investment in the area adding taxable value to property in the TIF. The City of Austin is currently the only taxing entity in the appraisal jurisdiction participating in the TIF. The financing plan is based on the City of Austin contributing 100% of their collected incremental property tax revenue to the TIF. The tax rate for the City of Austin for Fiscal Year 2009 is $0.4012 per $100 of valuation.

Tax increment revenues are also anticipated from the increase in sales taxes generated in the TIF from the development of retail businesses in the area. The current sales tax rate in the City is 8 1/4% of which 1% is the City's portion. It is this 1% in sales tax receipts from retail sales in the TIF that is the second source of increment revenue. Current sales tax receipts in the TIF are $0.

G. The Current Appraised Value of Taxable Real Property in the Zone

The current appraised value for the TIF is $0 because in 2008, the base year for the TIF, the property included in the TIF is City owned and is considered tax-exempt. The City intends to sell and lease the land bounded by the TIF to Seaholm Power Development, LLC as agreed to in the MDA, thereby making the real property taxable.

H. The Estimated Captured Value of the TIF During Each Year of its Existence

The estimated captured appraised value of the TIF is shown in the Seaholm Tax Revenue Schedule, Exhibit 4.

I. Duration of the Zone

The proposed duration of the TIF is 30 years. The proposed first year of the TIF begins January 1, 2008 with the TIF base valuation dated January 1, 2008. January 1, 2008 will be the first date for which the TIF captured appraisal value will be recorded. No sales taxes have been assessed or levied as of the date of the TIF creation. Fiscal year 2011 will be the first year the associated tax increment will be paid into the TIF. The TIF will terminate September 30, 2038, or the date the project has been fully implemented and all Project costs of the TIF, including any debt or interest on that debt, issued by the City in accordance with the financing plan have been paid or otherwise satisfied in full.

Exhibit 1

Map – TIF Boundaries

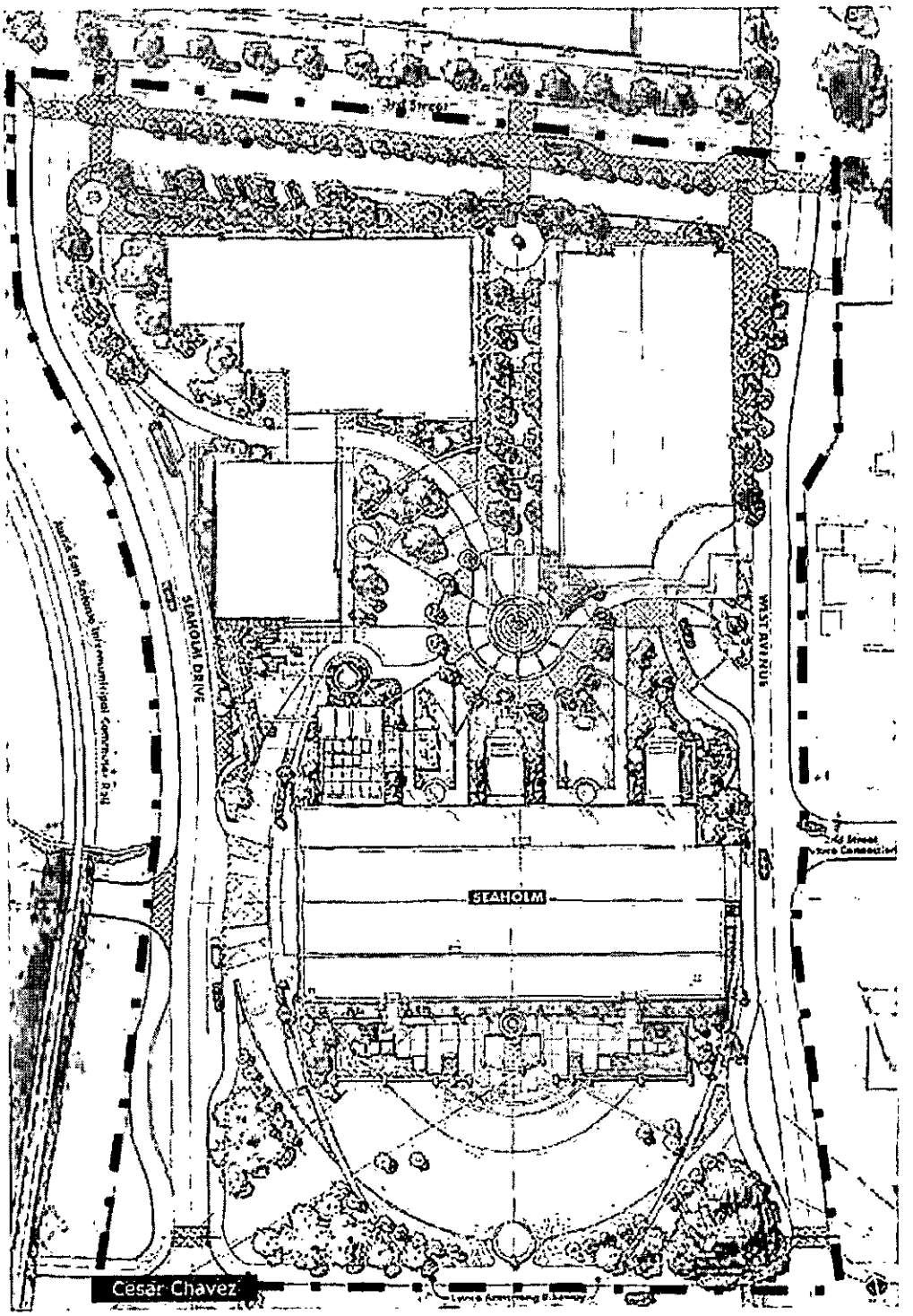
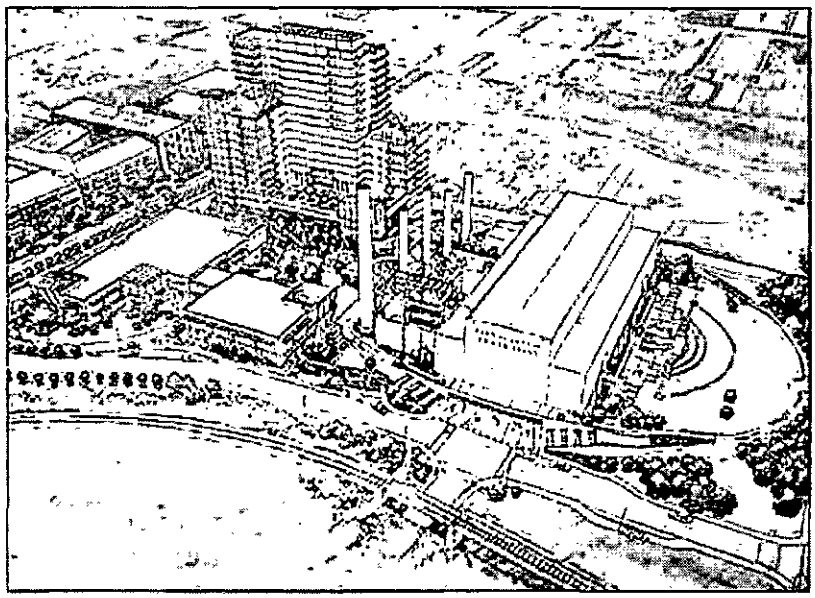


Exhibit 2

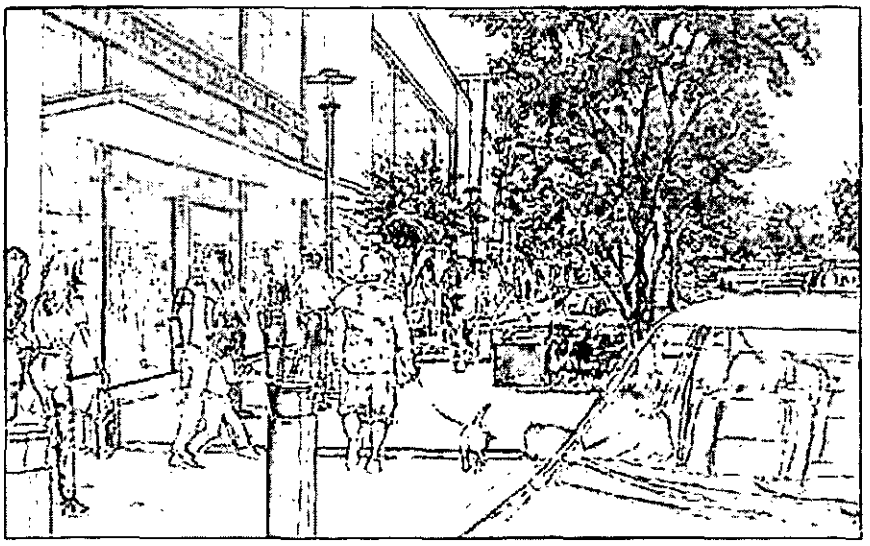
Architectural Renderings – Seaholm Redevelopment Project



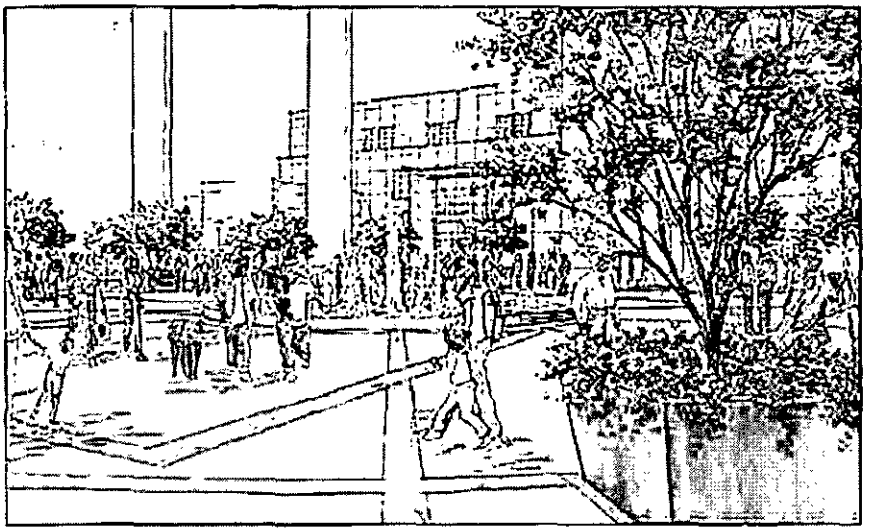
Overall Project Aerial

Lower Entry to Power Plant Building

Exhibit 2
(continued)
Architectural Renderings – Seaholm Redevelopment Project

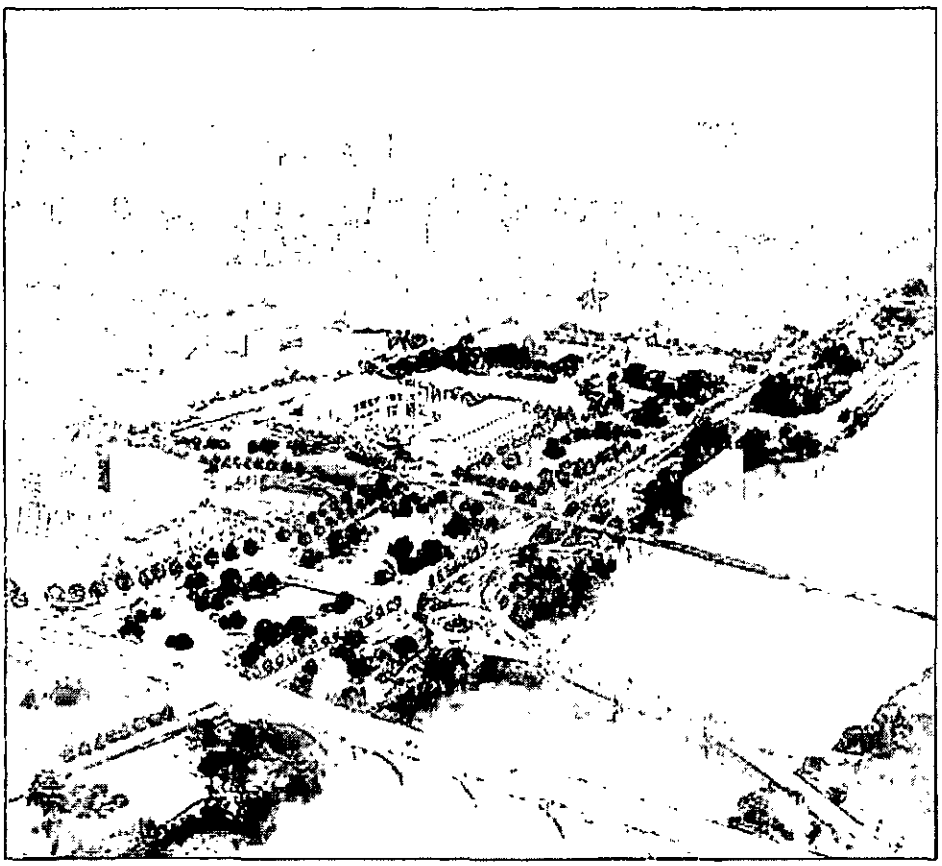


Streetscape Improvements



Plaza

Exhibit 3



Seaholm District Master Plan

CITY OF AUSTIN

DECEMBER 2001

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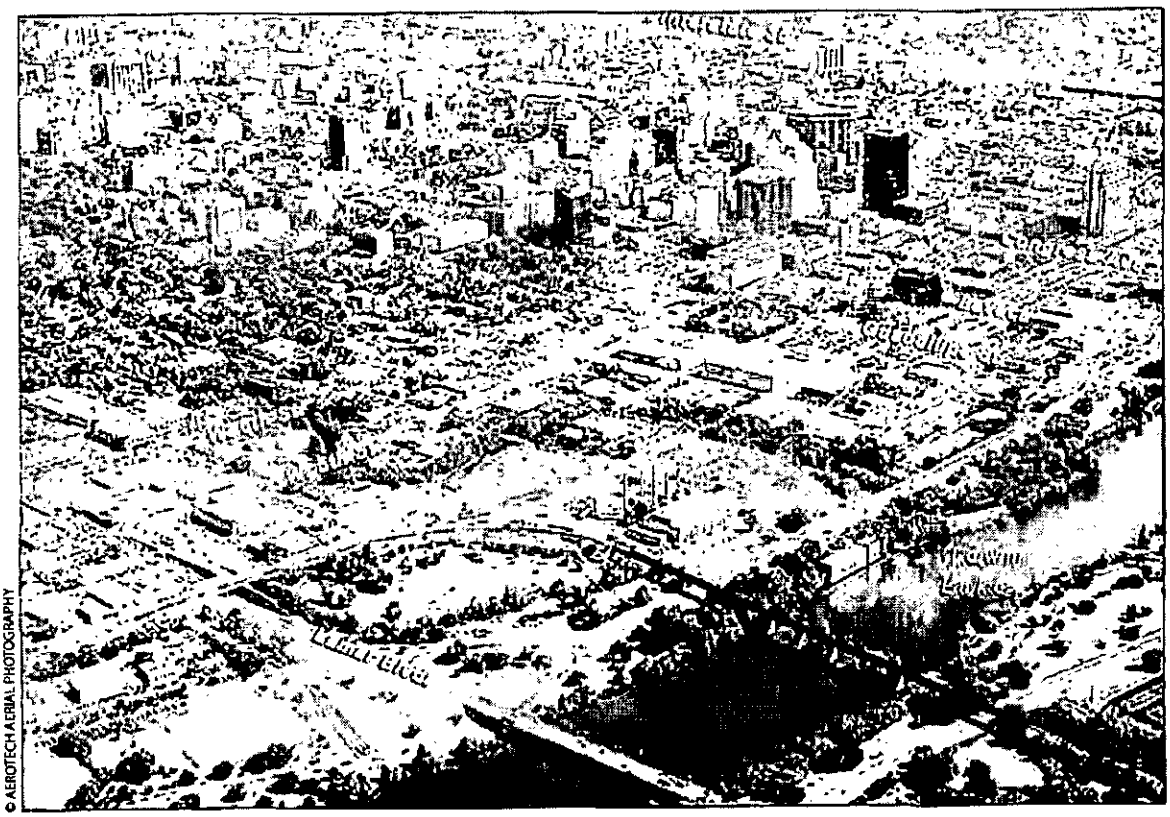

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The reuse of Seaholm provides the opportunity to revitalize a hidden corner of downtown Austin.

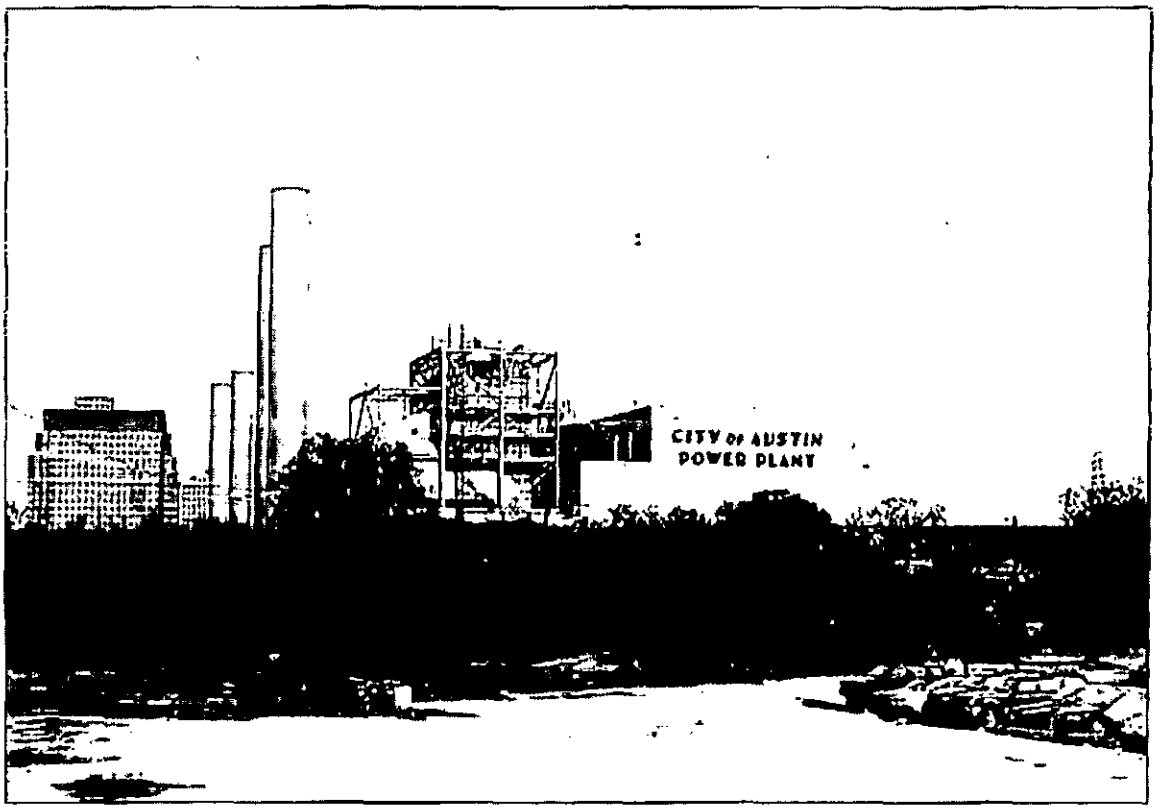
INTRODUCTION

The Seaholm Power Plant's rehabilitation and reuse provides the City of Austin with an exciting opportunity to preserve a fine example of civic architecture and to create a major public attraction. It also provides the opportunity to revitalize a hidden corner of the downtown and to integrate it into a larger composition of open spaces and activities that are emerging in the central city, including: the improvement of Town Lake Park and Palmer Auditorium, the development of the Second Street Retail District, and the emergence of a vibrant mixed-use district of retail shops, entertainment and high density residential in the vicinity of 6th and Lamar. Post Property's West Avenue Lofts immediately north of Seaholm has already changed the perception of this district, and plans for additional residential development and the proposed Austin Marketplace project will further establish the area as a new mixed-use neighborhood within the downtown. The Seaholm District Master Plan proposes recommendations that will reinforce and guide additional public and private investment in a manner that will strengthen the viability of the area, as well as Seaholm itself, as a civic attraction of the highest quality.

In the summer of 2000, ROMA Design Group was commissioned by the City of Austin to prepare the District Master Plan, generally bounded by 5th Street on the north, San Antonio Street on the east, Town Lake on the south and Orchard Avenue on the west. The purpose of the Master Plan is to establish an appropriate context for the redevelopment and reuse of Seaholm as a successful public attraction, including:

- the framework of transportation infrastructure needed to support the reuse of the facility and to create appropriate levels of parking as well as vehicular, transit, bicycle and pedestrian access to the district; and

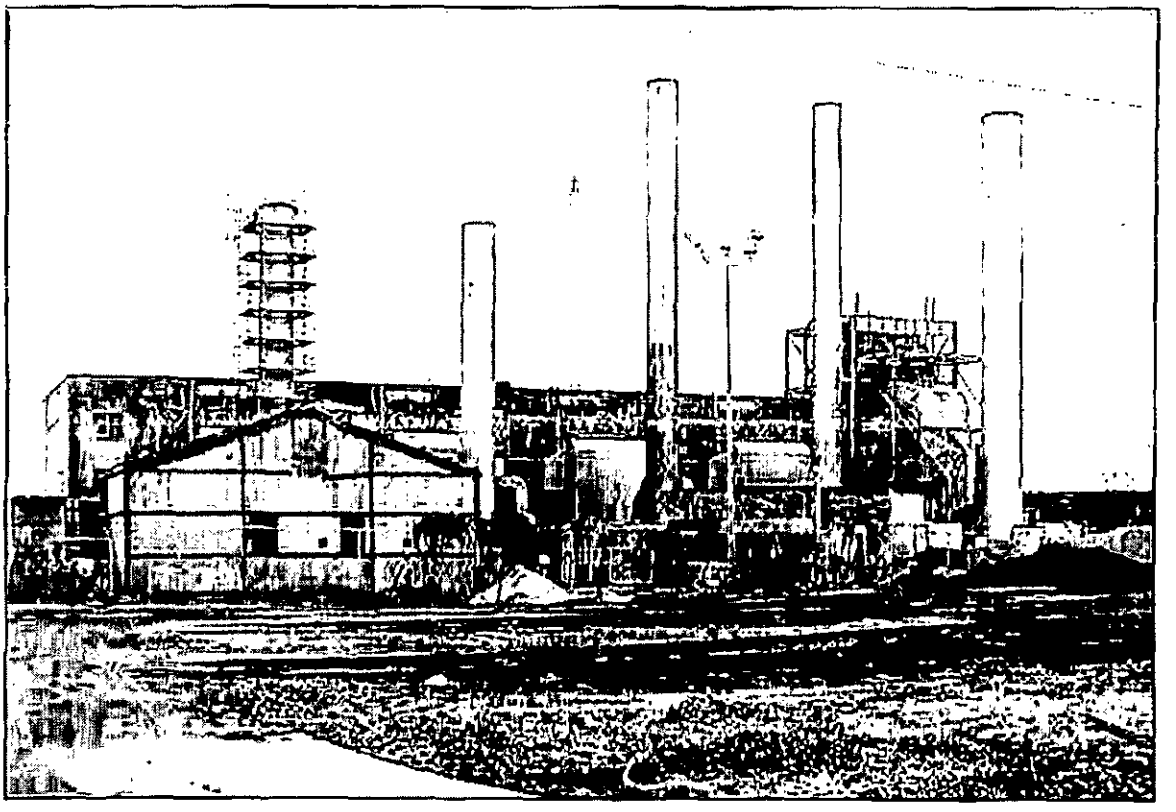
- the overall vision for redevelopment of the area, including the pattern, form and character of new development and open space around the facility in the interest of creating a cohesive mixed-use district and activity center.



The power plant represents a strong civic presence in the cityscape of downtown Austin.

The Seaholm Power Plant represents a strong civic presence in the cityscape of downtown Austin. It sits atop a gently sloping grass hill overlooking Town Lake, and is bounded by Shoal Creek on the east and the masonry and steel Union Pacific rail bridge on the west. The Plant, a city-owned retired power generation facility was built of cast concrete in two phases in 1950 and 1955, and is decorated in a simplified Art Deco Moderne Style. The Main Building, the Water Intake Structure along Town Lake, the five vertical stacks and the Fuel Oil Building immediately to the north of the main structure comprise a building complex that represents a unique period of American municipal architecture and public works engineering.

In 1996, Austin City Council authorized the decommissioning of the Seaholm Power Plant and its adaptive reuse as "a unique and exceptional cultural facility in downtown Austin". In 1997, the Seaholm Reuse Planning Committee made up of interested community representatives led a public polling



The five stacks of the power plant should be preserved as major visual elements within the district.

process to determine the best use or uses for the historic art deco structure. Some of the key recommendations of this process published in the committee's 1998 report were as follows:

- ***Reuse:*** The City should remain open to any and all reasonable offers for reuse, with the key criteria being a quality facility that Austin can be proud of, and that can financially support the rehabilitation, operation and maintenance of the building.

- ***Multiple Uses:*** Seaholm is ideally suited to house multiple events, activities and collections, and should become a multiple-use venue.

- ***Preservation:*** Certain character items that convey a sense of Seaholm's original use, its importance to the city, and the nature of 1950s era technology should be retained as part of the reuse. The five stacks, the Fuel Oil Building and the Water Intake Structure along the

edge of Town Lake should all be preserved as major visual elements associated with the Power Plant.

- ***Parking:*** Adequate public parking should be provided for the facility. Depending upon the final reuse, a total of 300 to 500 cars will be required. Consideration should be given to obtaining lands owned by Lumbermen's Investment Corporation immediately west of Seaholm for parking.

- ***Transit:*** By virtue of its location at the convergence of the Union Pacific, Amtrak and future commuter rail and Capital Metro light rail tracks, consideration should be given to the development of an intermodal transportation facility in conjunction with the redevelopment of the Seaholm District.

- ***Pedestrian and Bicycle Linkages:*** Strong pedestrian and bicycle connections across Town Lake, and to other adjacent activity centers including Shoal Creek and the downtown to the east should be incorporated into any redevelopment of the Seaholm area.

- ***Public Private Partnerships:*** Public-private development partnerships between the City of Austin and developers should be explored to assist in the financing of long-term operations of the Seaholm facility.

- ***National Register Listing:*** The City should seek inclusion of Seaholm on the National Register of Historic Places, which could facilitate application for grants, federal historic rehabilitation tax credits, and transportation enhancement funds. In addition, the City should consider designating the complex a city historic landmark to obtain possible property tax and historic preservation grant advantages.

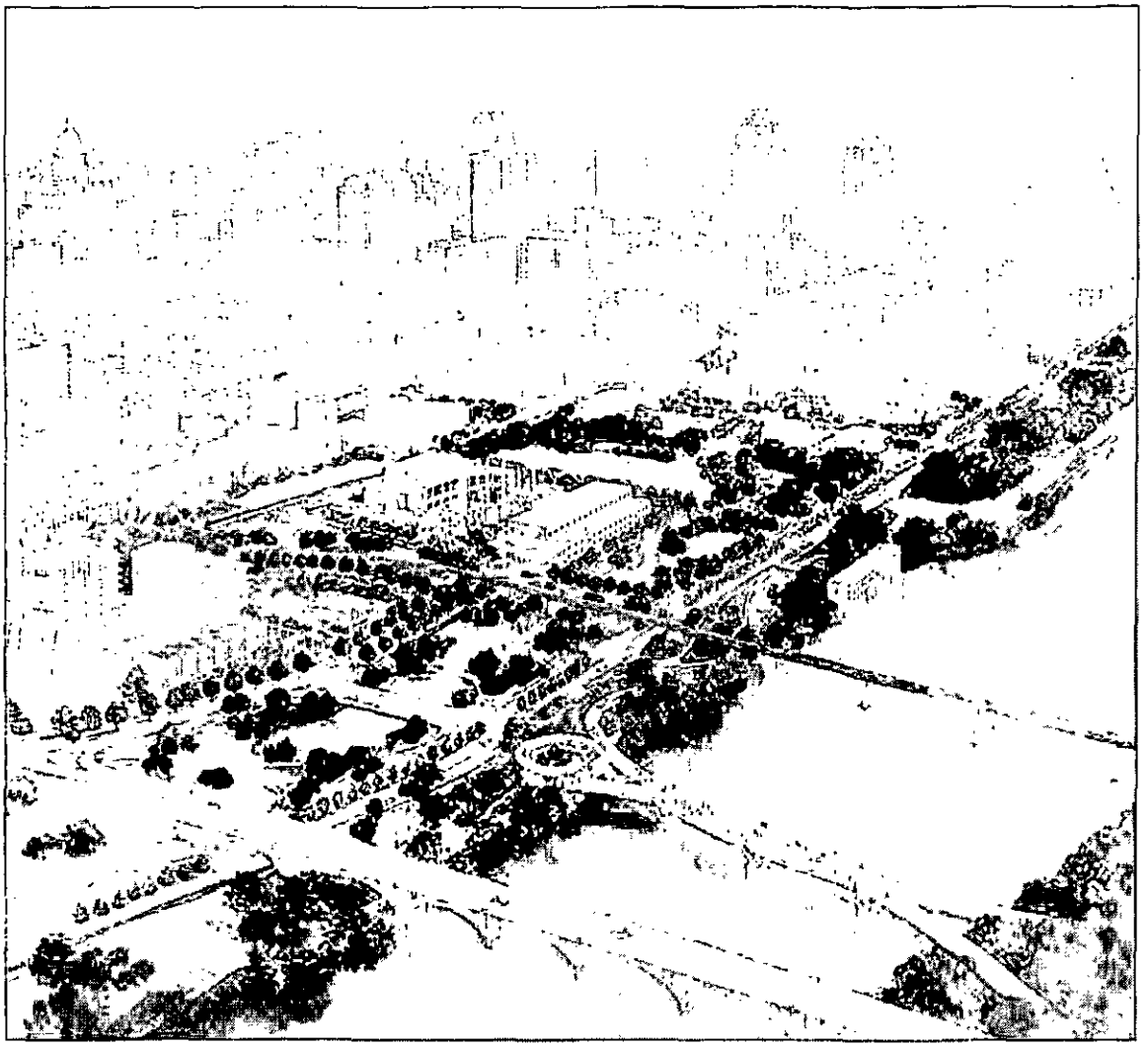
- ***Future Use Consultant:*** The City should retain a future use consultant to further explore the feasibility of potential re-use opportunities.

- ***Master Plan:*** The City should develop a Master Plan that coordinates Seaholm's requirements as a public attraction with the improvement of public and private properties and transportation facilities surrounding the facility in a manner that promotes the creation of a cohesive district.

In addition to these recommendations of the Seaholm Reuse Planning Committee, the District Master Plan has also been guided by the findings of the Feasibility and Economic Impact Analysis commissioned by the Organizing Committee for a new Technology and Science Museum in Austin. This report prepared by the Harrison Price Company (dated June 2000) concluded that the Seaholm Power Plant with a usable floor area of 110,000 square feet, would provide "a very good fit" for a Science and Technology Museum, and that the facility could attract between 442,000 and 540,000 visitors each year, with moderate growth in the future.

Planning Process

The District Master Plan has been developed in close conjunction with key stakeholder groups who have a direct interest in the future of Seaholm and the surrounding area (see Appendix A for list of stakeholders, and meeting notes). At the outset of the process, ROMA met with these groups to discuss issues and objectives and to present a preliminary concept that explored Seaholm development. In April 2001, a Draft Plan was completed and presented to key boards and commissions (see Appendix) which provided comments and direction to staff. In July, a special workshop on Seaholm District pedestrian and bicycle connections was held to address key outstanding issues related to bicycle circulation. In November 2000, ROMA presented a preliminary draft of the District Master Plan incorporating many of the comments from the initial stakeholder meetings. This document incorporates input from the boards, commissions and key stakeholders and represents a Final Draft of the recommendations for the Seaholm District.



The Seaholm District Master Plan strives to balance multiple objectives in a way that will support the reuse of the historic power plant, and the creation of a vibrant mixed-use district around it.

DISTRICT MASTER PLAN RECOMMENDATIONS

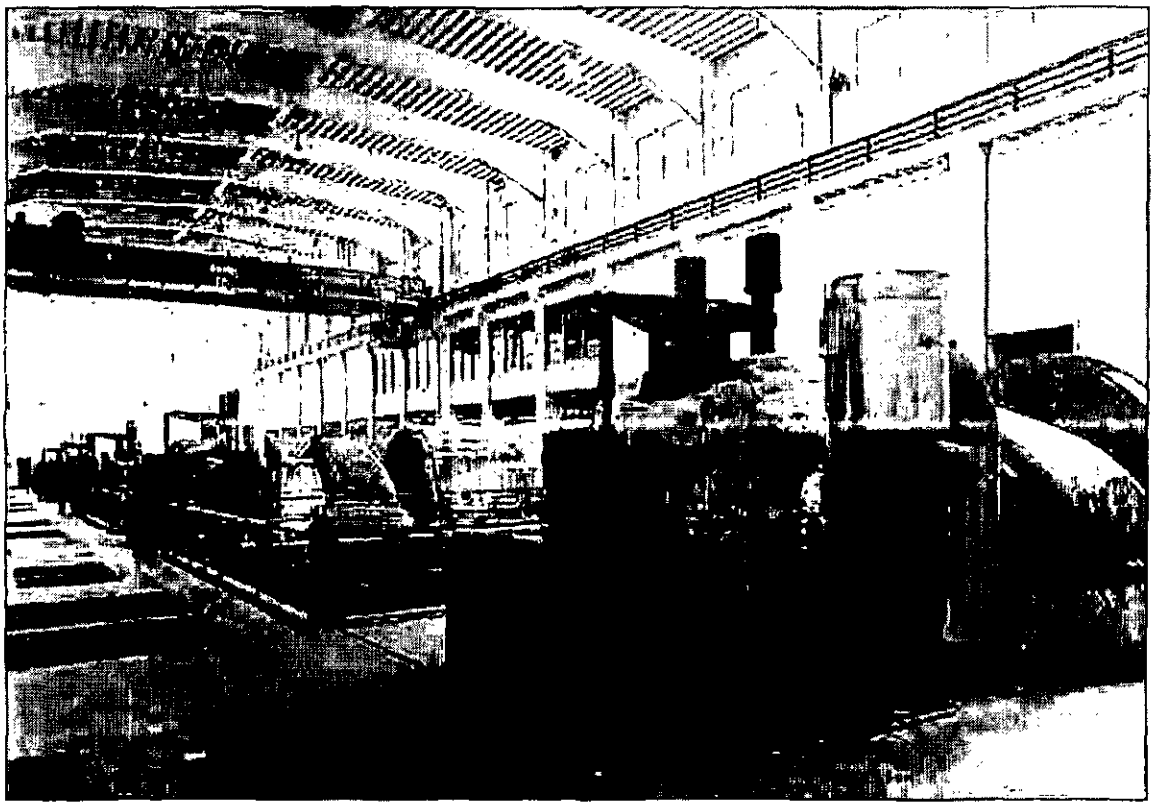
The recommendations of the District Master Plan have strived to resolve the critical issues associated with the viable reuse of Seaholm and the creation of a vibrant mixed-use district surrounding the historic structure. As such, the plan has tried to balance conflicting and competing objectives in a way that will be advantageous to the reuse of Seaholm, and to the realization of broader community goals and objectives. The attached Site Plan provides an illustration of the recommendations.

The recommendations build upon the goals set forth by the Seaholm Planning Reuse Committee including:

Preservation and Reuse

Preserve the Seaholm Power Plant as a prominent civic historic landmark with viable and complementary public-oriented uses.

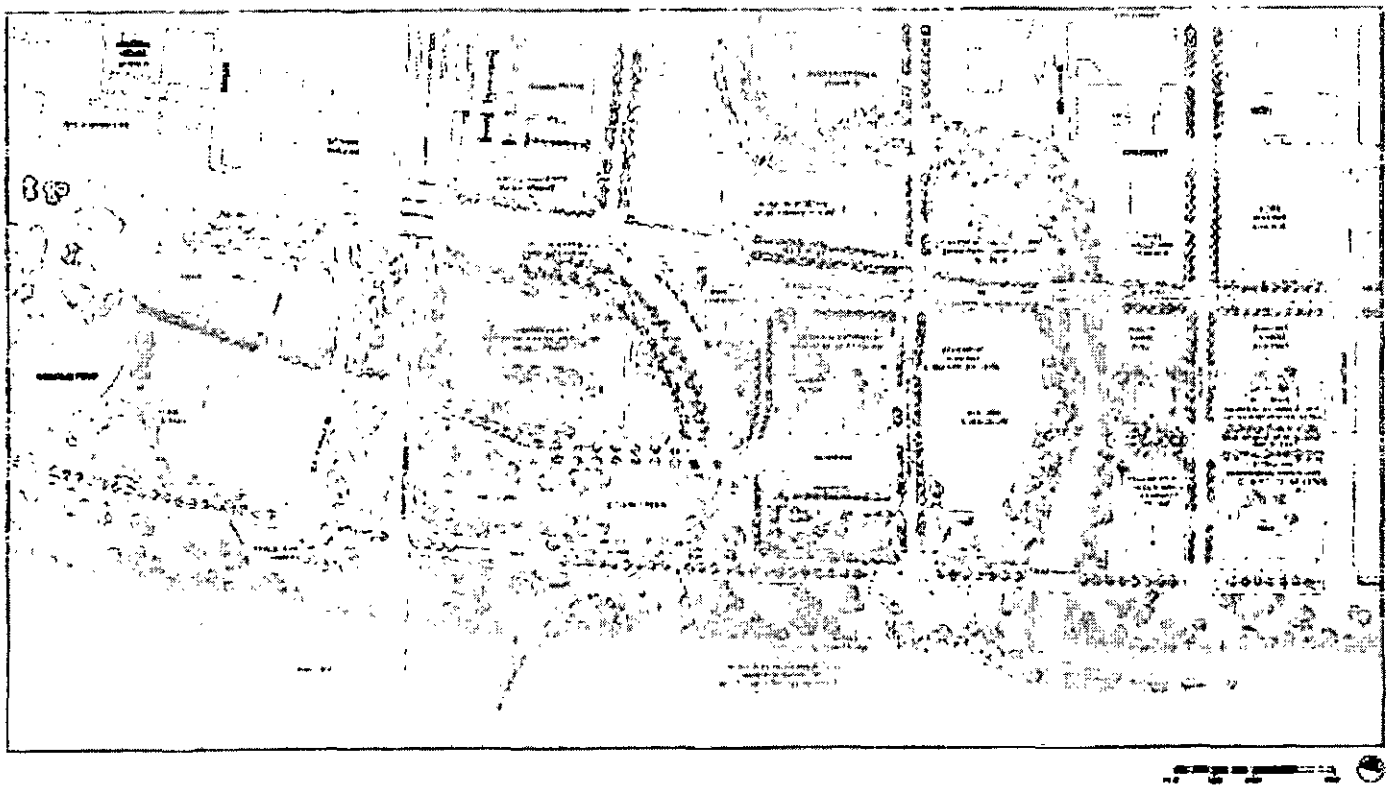
The Seaholm Power Plant is an important city landmark, and any reuse should maintain the architectural integrity of the building and it's key character-giving features, including the form and silhouette of the Main Building, the five stacks, the Fuel Oil Building, the Art Deco detailing of the structure, and the grand interior space. Designed by the prominent Kansas City, Missouri engineering firm of Burns & McDonnel, the Seaholm power Plant was built in tow phases in 1950 and 1955 to meet the city's growing needs for electricity and to house the municipal electric department. The plant was dedicated posthumously in 1960 to Walter E. Seaholm, who served as the city's Electric Department Superintendent in the 1920s and was the city's Director of Utilities in the 1950s. Seaholm operated as a power plant until 1989. Prominent views to the building from key viewpoints including the Lamar Bridge, Town Lake and Cesar Chavez Street should be maintained, and any new development associated with the attraction should be confined primarily to the building's north side to preserve the historic setting of the structure along the Town Lake corridor.



The 50-foot high main hall provides exciting reuse opportunities for a range of exhibits and events.

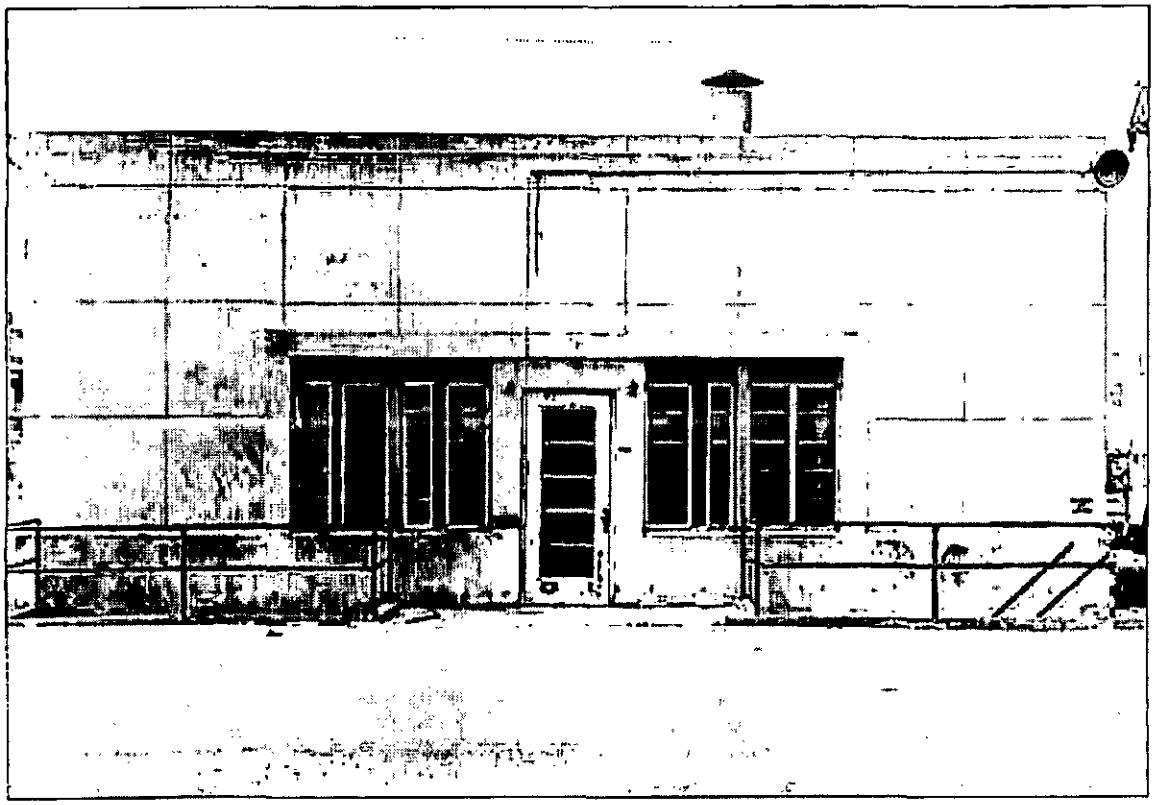
The development of the land immediately north of Seaholm should be reserved for attraction-related activities, either as a future phase of development or as part of the initial project. In order to create a contiguous parcel for this development and to provide for the proposed intermodal transportation facility (described below), the City should acquire surplus Union Pacific Railroad properties of approximately four acres that made up the former "wye" track configuration north of Seaholm.

Development on this property should be no more than three floors or 40 feet in height to complement and defer to the Main Building, to respect the provisions of the Capitol View Corridor Ordinance, and to preserve skyline views of the stacks. New buildings here should also be set back from the historic building to create a clear separation and to define an active public-oriented gathering space accessible and visible from West Avenue and the proposed intermodal terminal. It is recommended that new buildings be set back 75 feet from the face of the stacks, which would ensure that the historic



ILLUSTRATIVE PLAN

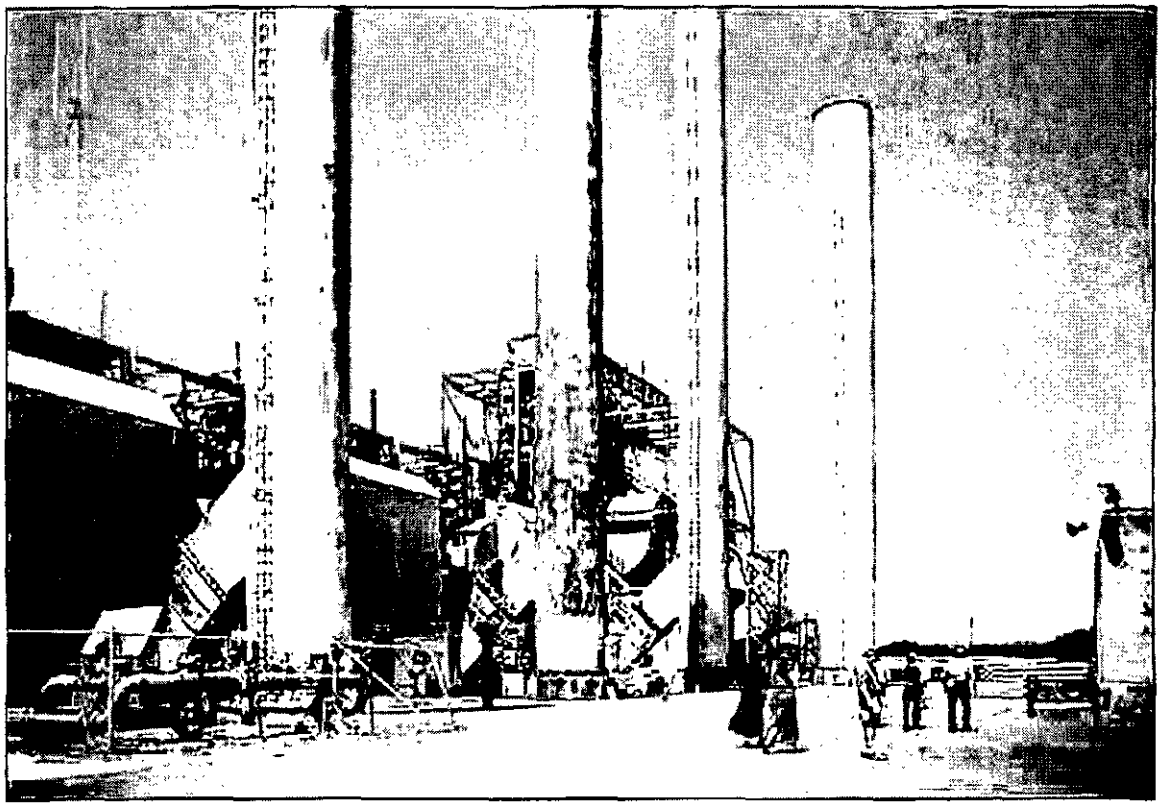
For a higher resolution Illustrative Map download the file located at
http://www.ci.austin.tx.us/planning/downloads/illustrativehires.pdf



The Fuel Oil Building will be preserved within the proposed activity plaza.

relationship of the stacks to the Main Building (a 50 foot separation) remains visually dominant. Active ground level uses (e.g., museum gift store, restaurant, café, etc.) should be located adjacent to the activity plaza. The Fuel Oil Building should be preserved and adaptively reused as a feature within the gathering space.

Some modification to the building's west façade is also recommended to remove a later addition and to create its main entry. The west façade is felt to be the most appropriate location for the building's entry, as it would be located close to drop-off and parking facilities (see discussion below), and would provide a dramatic spatial experience for visitors arriving in the 50 foot high main hall. This façade is also visible from Lamar Boulevard and from Cesar Chavez, from which many visitors will be arriving. Any new construction should be designed to complement and not compete with the utilitarian art deco styling of the building, and should not significantly change the profile of the building as it is viewed from Cesar Chavez.

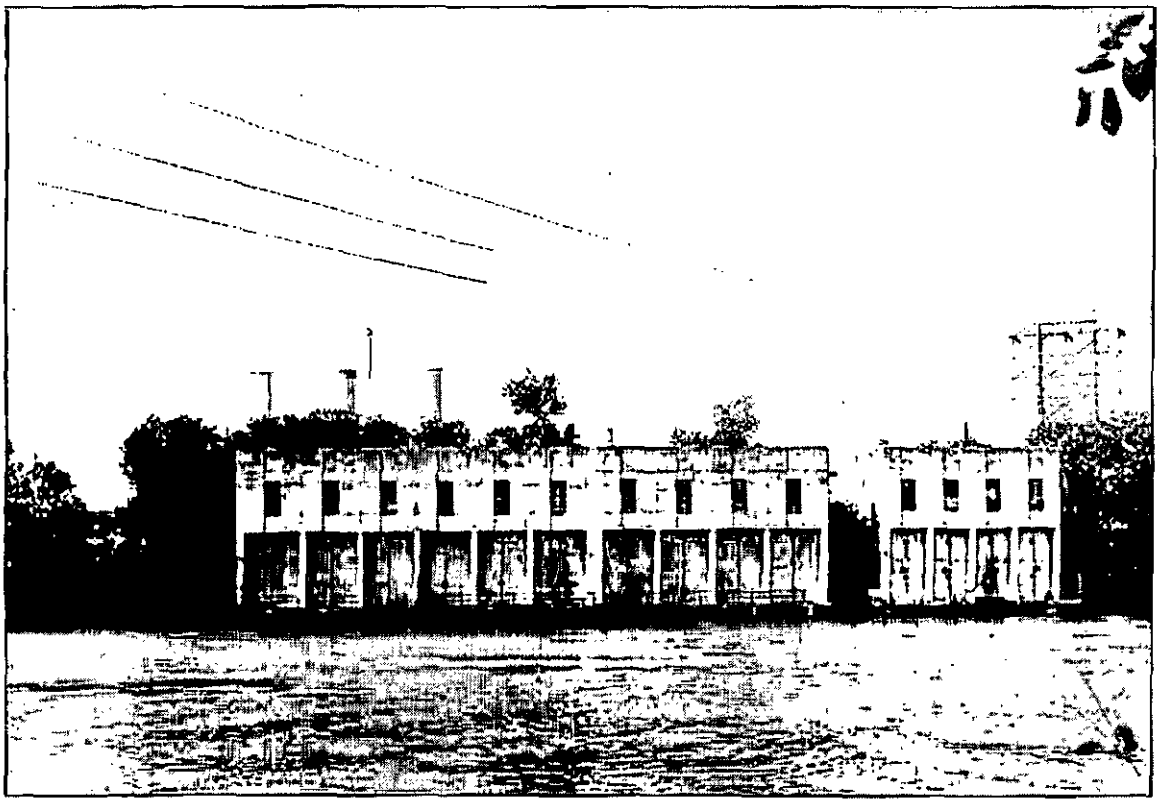


An active plaza space just north of the power plant will provide a dramatic setting for the stacks.

An entry plaza at the terminus of a new east-west roadway connecting to Lamar and Cesar Chavez is recommended.

As the civic front of the building, Seaholm's south façade should remain largely intact. If the existing entries are to be used as auxiliary entrances (e.g., for school tours as suggested by the public attractions consultant) some modifications may be required to achieve ADA access requirements. The District Master Plan has indicated a drop-off for buses along this front and the creation of an elevated promenade or belvedere that could provide grand views to Town Lake. Trees and landscaping along this belvedere and around the drop-off are recommended to maintain the open space character along Town Lake and to create a comfortable pedestrian environment that would support activity.

In order to connect the public spaces on the north, west and south faces of the building, there will need to be provision for vertical circulation to overcome the considerable grade



The Water Intake Structure along Town Lake will also be preserved as a key element of the historic complex.

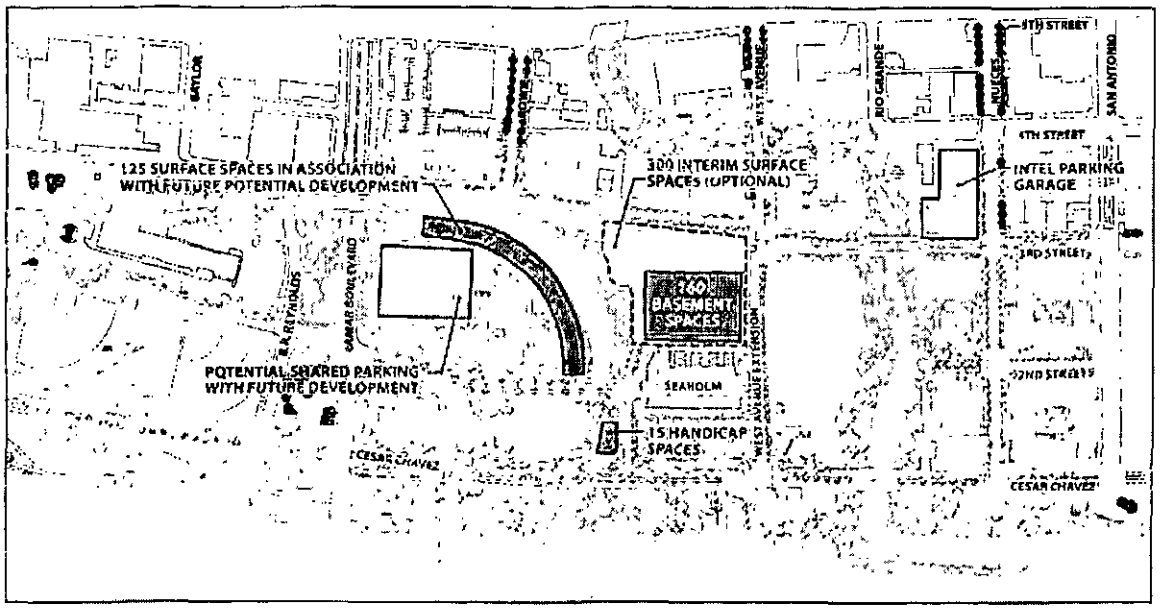
differences (i.e., approximately 20 feet between the west side and the north and south sides). The Plan has shown the creation of two grand stairways providing these connections; these stairs would need to be tied with public elevator access in association with the building to provide equal access for disabled patrons.

It is recommended that the existing truck loading bay along the east building frontage be maintained for this function, but that it be designed in a way that provides maximum screening and uninterrupted pedestrian access along the future street edge of West Avenue. As such, the plan recommends the use of a driveway that would enable a semi-trailer truck to pull in and out from an extended West Avenue in a parallel relationship with the street.

The Water Intake Structure south of the power plant across Cesar Chavez and perched on the banks of Town Lake offers unique reuse opportunities that should be further explored. Reuse of this 3,500 square foot building, however, is constrained by limited parking and by regulations which limit uses adjacent to the existing Green Water Treatment Plant Intake Structure located immediately to the east. With the potential reconfiguration or relocation of the Green Water Treatment Plant (see Redevelopment Recommendations), the adaptive reuse of the Seaholm Water Intake Structure Building as a restaurant with valet parking operated from the existing parking area near the building should be explored. Any other uses considered should be public-oriented and complementary to park and recreational uses.

Listing of Seaholm in the National Register of Historic Places will make the building complex eligible for federal historic rehabilitation tax credits, which could provide a substantial benefit to a private development entity. Under the tax credit provisions, 20% of the rehabilitation costs of the building can be taken as a credit deducted from federal income taxes. A draft National Register nomination has been prepared for the building complex. The City should consider moving ahead with this listing in advance of any specific development in order to expedite the process and to reduce costs to a future developer. A National Register Listing will require the developer to rehabilitate the building under the provisions of the "Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" which are consistent with the preservation and reuse objectives set forth by the City and this plan.

In addition, designation of the building as a City Historic Landmark would make the building eligible for property tax abatement should it become subject to property taxation. City Historic Landmark designation would also make the property eligible for historic preservation grants from the Austin Convention Center and Visitors Bureau.



Seaholm Parking

- **Exclusive Seaholm Parking: 300 Spaces**
- ***Optional Parking* Opportunities: 300 Spaces**
- **Potential Weekend/ Evening Parking**

Parking

Ensure that adequate parking is provided for Seaholm.

A critical recommendation of the Feasibility Analysis for the Science and Technology Museum is that sufficient parking be provided to ensure that no artificial constraints are placed on attendance. The study concludes that up to 520 parking spaces will be required on weekend afternoons, and up to 300 spaces during the weekday peak. As such, Seaholm will need to have at least 300 exclusively designated parking spaces for attractions to meet the weekday peak, and access to an additional 220 spaces to meet expected weekend demand.

As pointed out in the Feasibility Analysis, surface parking is preferred because of its lower cost in relation to decked parking or garages. In order to achieve open space objectives for the Town Lake corridor, however, the District Master Plan recommends a combination of surface and structured parking. Along the eastern edge of the Union Pacific tracks and in coordination with future potential development of the Lumbermen's property, a linear parking road with 125 spaces is proposed; an additional 15 disabled parking spaces could be provided below the railroad viaduct in immediate proximity

to the proposed main entry of Seaholm. The remaining 160 weekday parking spaces could be provided in a single level basement of underground parking below the activity plaza and associated development on the north side of the building. Access to this garage could be gained from both the West Avenue frontage and from an access roadway leading to the main drop-off on the west face of the Main Building.

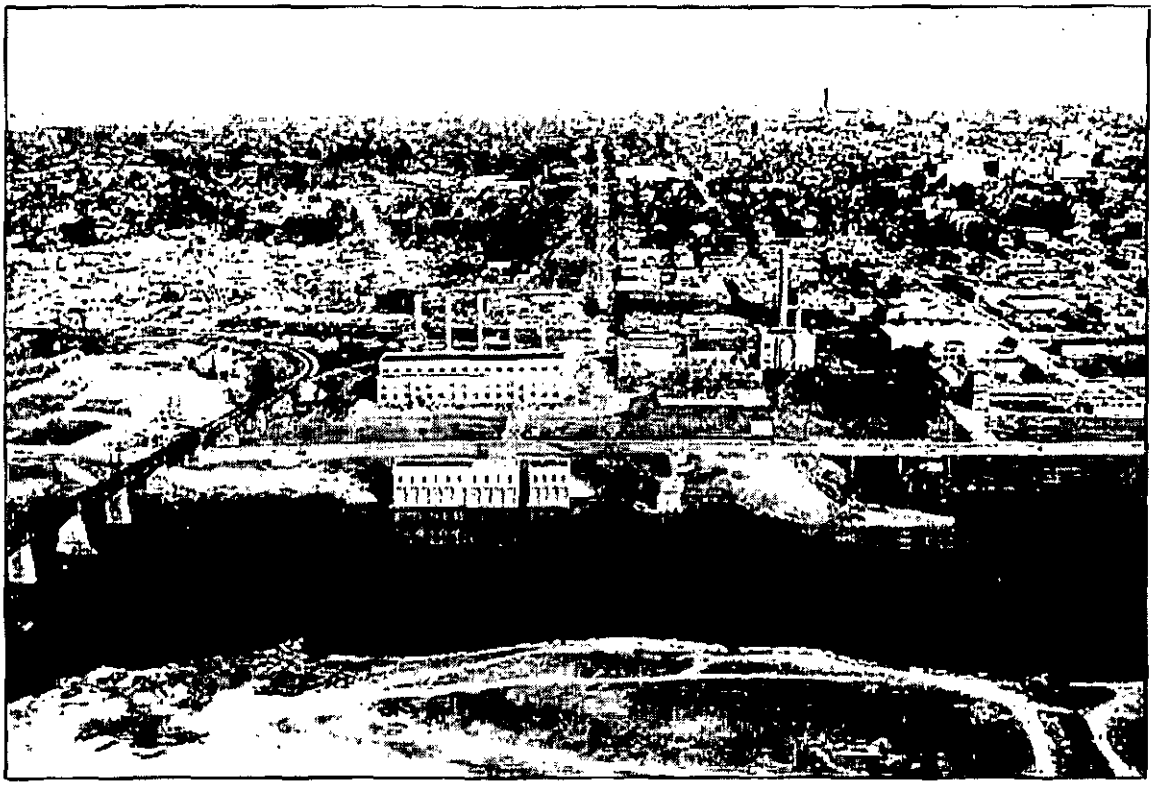
If the northern property is not proposed for museum use in the first phase, interim surface parking could be provided on this land and on lands targeted for the future intermodal transit station.

In order to meet weekend demand, parking agreements are recommended with adjacent commercial developments for the use of available excess parking. An agreement for the use of up to 220 parking spaces on weekends would be required; potential locations include future development on the Lumbermen's property, the proposed Intel garage east of Shoal Creek on Third Street, the Austin Energy site or any future development that may occur on the Green Water Treatment Plant.

Open Space

Reinforce the natural, visual and open space character of Town Lake and Shoal Creek.

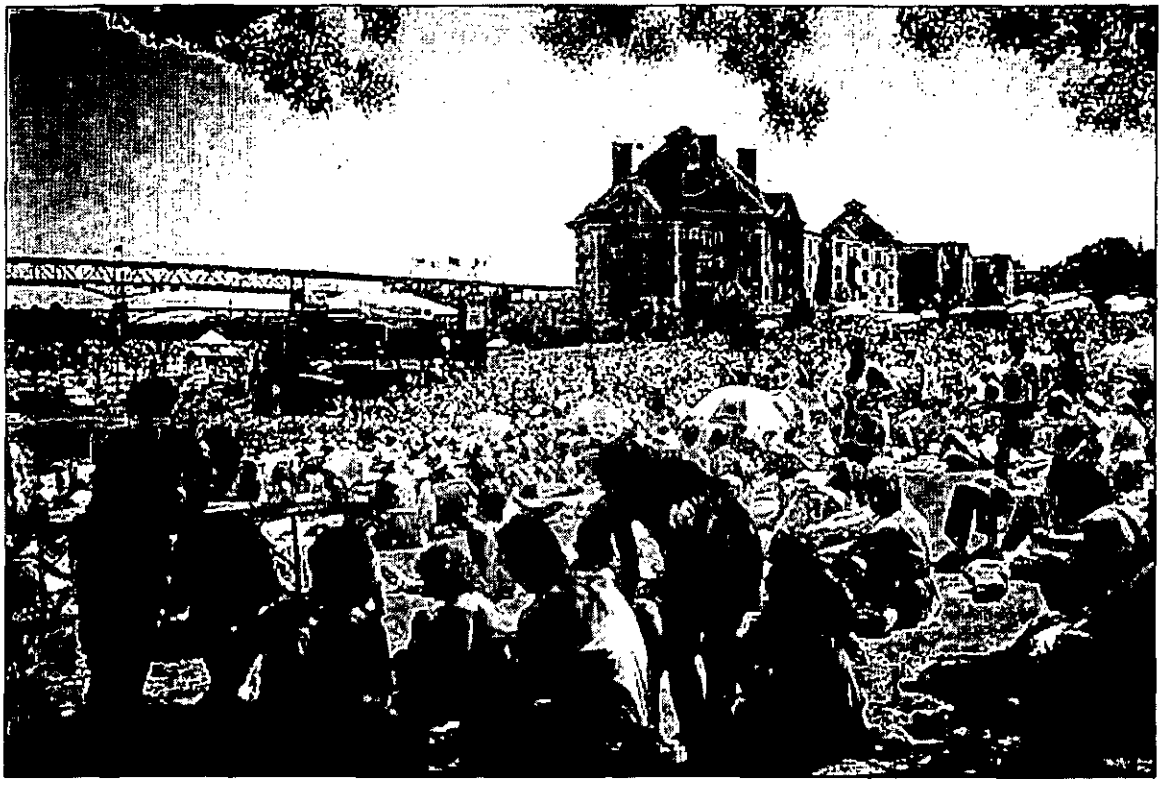
Seaholm is sited prominently along Town Lake in one of Austin's most unique open space resources. Cesar Chavez Street which runs along the lake provides a distinctive parkway setting for Seaholm and a gateway to the downtown. The District Master Plan calls for the open space character of the Town Lake Corridor and Cesar Chavez Street to be preserved and further enhanced. The northern realignment of Cesar Chavez Street at the Lamar Bridge (see discussion below) will more than triple the depth of the open space between the street and the water's edge from approximately 50 feet to nearly 200 feet, providing the opportunity for parallel bike and pedestrian trails, and more greenery along the lake.



Seaholm is part of the Town Lake open space corridor – providing a distinctive park setting and gateway to the downtown.

Similarly, the reconfiguration of Sandra Muraida Way as a grid of streets rather than the present highway-type design, will calm traffic and create opportunities for more usable and accessible open space on the north side of Cesar Chavez. These open spaces should be designed as a visual extension of the Town Lake Corridor and the Cesar Chavez parkway setting. They should also be designed to support and extend the cultural activities of the Seaholm facility. As shown on the illustrative plan, two new open spaces are proposed on the Sand Beach Reserve north of Cesar Chavez between Seaholm and Lamar Boulevard:

- "The Meadow" between Lamar Boulevard and Sandra Muraida Way, which would provide an informally shaped open space with potential for a major wet pond and water feature that could also serve as a water quality and detention facility.

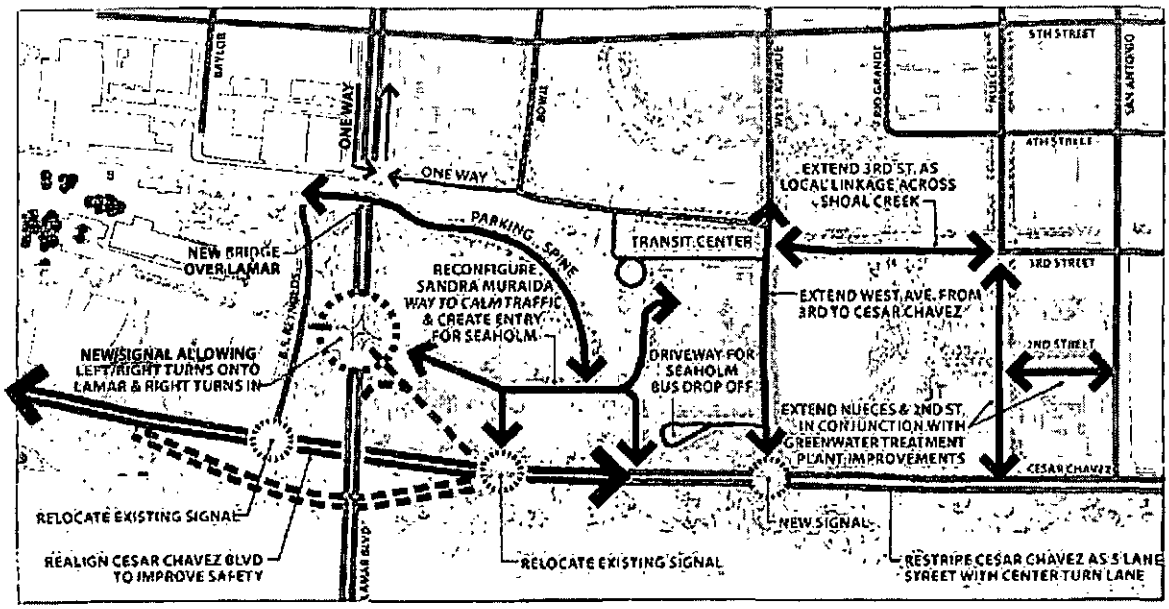


The open spaces of the Sand Beach Reserve could accommodate special events including festivals, exhibits and performances.

- "The Events Green" between the new Sandra Muraida Way and the railroad bridge, which could be designed as a more formal concourse for performances, events and exhibits associated with the future Seaholm facility. (This space would have a direct pedestrian linkage beneath the railroad bridge to the front door and entry plaza of Seaholm).

The informal parkway treatment of Cesar Chavez should be extended eastward in front of Seaholm to Shoal Creek. East of Shoal Creek a more urban edge would be created along the northern side of Cesar Chavez, signaling the entry into the downtown core.

Shoal Creek is also an important citywide open space resource that runs through the heart of the Seaholm District. The Plan calls for the creek corridor to be further enhanced with improved bicycle and pedestrian trails along the western banks of the creek, landscaped screening of the electric substation, and improved pedestrian and bicycle linkages across the creek at both 2nd and 3rd Streets.



Vehicular Circulation

Roadways

Extend roadways to improve local access to Seaholm and to create better linkages to the downtown and adjacent activity centers.

Although the Seaholm District is experiencing considerable redevelopment and investment it is still somewhat removed and inaccessible from the downtown core. Auto access is confined to the congested east-west arterials (i.e., Cesar Chavez and the 5th/6th couplet) and to relatively undeveloped local streets including West Avenue and 3rd Street. In order to promote the Seaholm District as a viable and accessible destination within the city, it is important that basic infrastructure improvements be made that will enhance vehicular, bicycle and pedestrian linkages. The Plan incorporates long-standing objectives of the City for a northward realignment of Cesar Chavez Street in the vicinity of the Lamar Bridge to remove the dangerous curve conditions beneath the bridge, to remove the road from the flood plain, and to provide for more generous open space along the edge of Town Lake. This realignment would shift the road approximately 160 feet to the north, avoiding the historic portion of the Lamar Bridge. The realignment would

require the construction of a new bridge approach on Lamar Boulevard. The typical roadway would be the same as the existing five lanes, providing two lanes in each direction and a landscaped median with protected left-turn lanes.

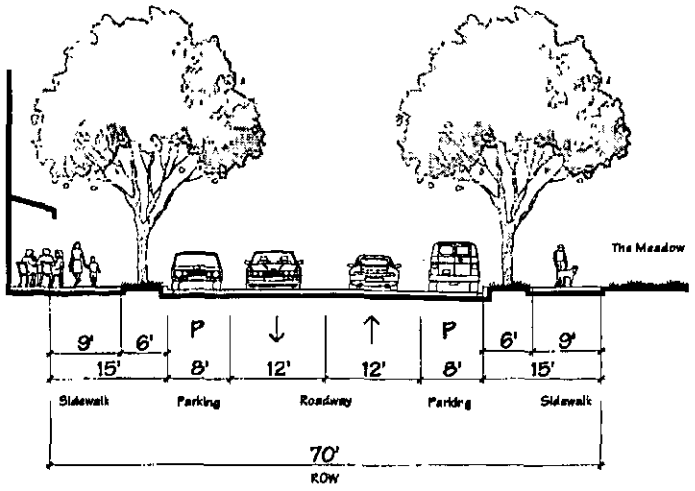
Consideration should be given to including HOV lanes in the reconstruction of Cesar Chavez. This could be accomplished with a reversible center lane instead of a landscaped median, or an expansion to a divided six lane road with landscaped median. The latter option would provide a pedestrian refuge at crossings and allow for better shading and a more park-like setting. The realignment and regrading of Cesar Chavez also affords the opportunity to create a raised portion of the roadway with a pedestrian and bicycle undercrossing just east of the new Pfluger Bridge (see Bicycle Circulation below).

The Plan also calls for a more complete network of local roadways that will provide multiple access routes to Seaholm and through the district. The layout of these local roads should promote "calm" traffic and a positive pedestrian environment. More specifically:

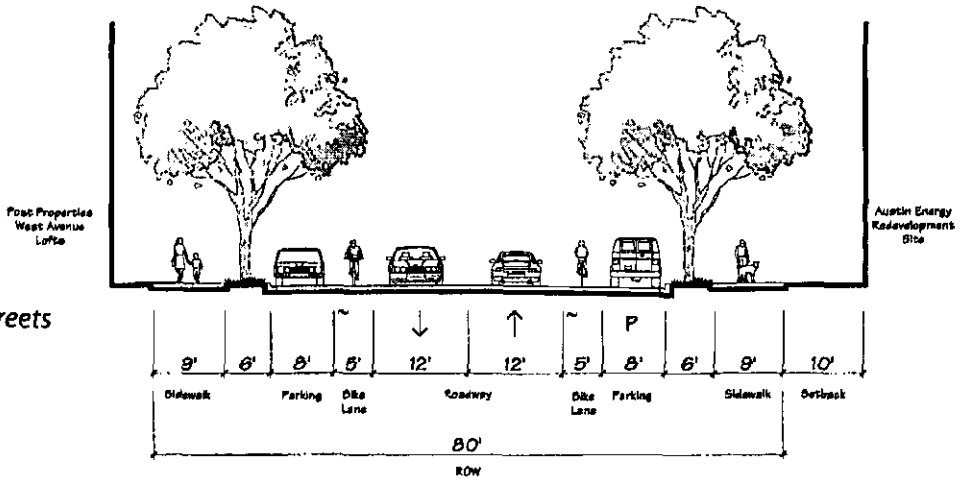
The Reconfiguration of Sandra Muraida Way

Sandra Muraida Way provides an important linkage between Lamar and Cesar Chavez. Eastbound and westbound traffic on Cesar Chavez uses Sandra Muraida to gain access to northbound Lamar, and northbound Lamar traffic uses Sandra Muraida to access east and westbound Cesar Chavez. However, the ramp-like configuration of this roadway creates fast moving traffic that renders the open space to the west of it unusable. In addition, the short stacking distances along the roadway make access to any future development on the Lumbermen's property and to Seaholm problematic. The Plan calls for Sandra Muraida to be reconfigured as two distinct street segments, with priority given to traffic destined between Lamar and Cesar Chavez Streets. As such, the east-west segment would extend to the front door of Seaholm from Lamar Boulevard and to a right-in/right-out intersection with Cesar Chavez just east of the railroad bridge. The north-

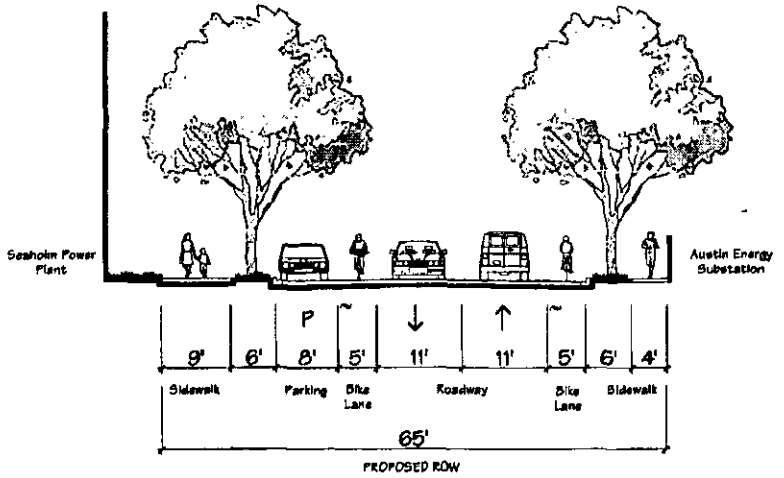
Section of Sandra Muraida Way



Section of West Avenue between Third and Fifth Streets



Section of West Avenue between Third Street and Cesar Chavez



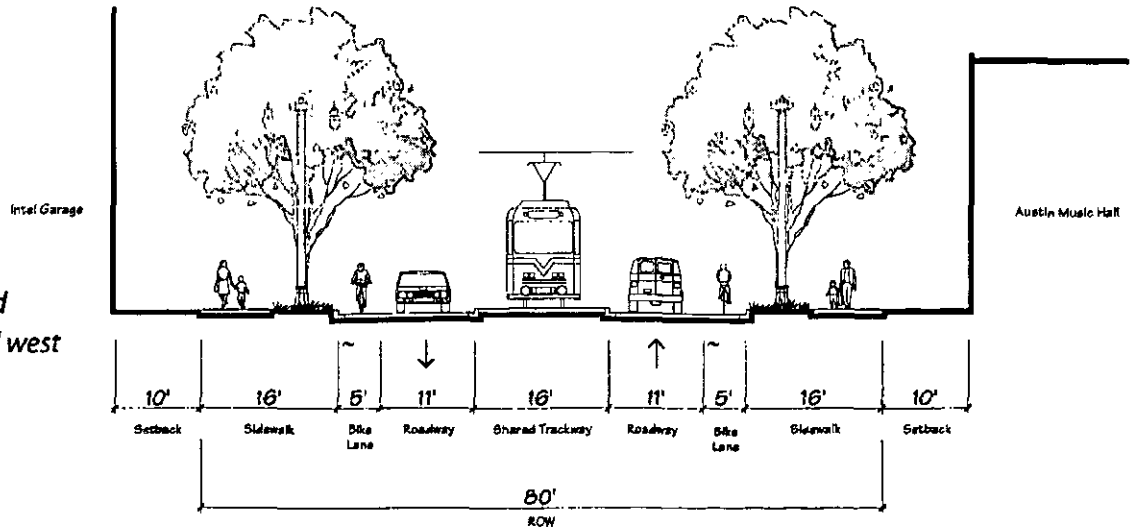
south segment would connect the planned LIC development with a full movement signalized intersection at Cesar Chavez Street. A four-way stop sign with pedestrian crossings is proposed at the intersection of the two new roadway segments to permit pedestrian crossings to the "Meadow" and "Events Green" open spaces.

West Avenue Extension

The Plan calls for West Avenue to be extended from Third Street to Cesar Chavez Street, providing important north-south access to Seaholm and through the district. The roadway would bow westward from its current right-of-way north of Third Street to avoid transformer equipment within Austin Energy's electric substation; it would have two lanes of traffic, striped bike lanes and a curbside drop-off/parking lane adjacent to Seaholm. Full-movement signalized intersections with left turn lanes would be located at both Third Street and Cesar Chavez Street.

Third Street Extension

The extension of Third Street as a local roadway across Shoal Creek to Nueces Street is important in providing Seaholm with a strong linkage to the downtown and the planned Second Street Retail District. Third Street is envisioned as a slow-moving pedestrian and bicycle friendly street that will also accommodate future light rail. As such, the ultimate cross section of the street will include a median with light rail, two 16-foot wide roadways on either side (including bike lanes), and two 16-foot wide sidewalks with parkway landscaping. Above Shoal Creek the cross section would change to allow for the retention of the historic trestle bridge in the median and the construction of two delicate long span steel frame bridges on either side. The trestle bridge would remain as a freestanding structure with a clearance of approximately 10 feet from the new bridges, and the new bridges would be designed as distinctive gateway elements that preserve the underside view of the trestle from Shoal Creek. Prior to the construction of light rail, the median and trestle bridge could be used for pedestrian and bicycle circulation. The narrow



Section of Third Street East and west of Shoal Creek

right-of-way and emerging residential land uses make Third Street an inappropriate corridor for east-west HOV access between MOPAC and the Downtown.

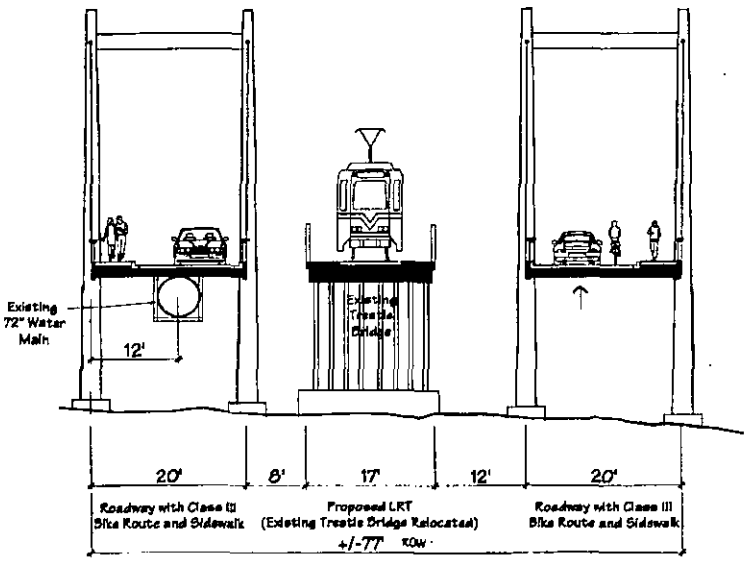
Extension of Nueces and Second Streets through the Green Water Treatment Plant

A study has recently been completed by the City of Austin evaluating options for the future of the Green Water Treatment Plant. Two options (downsizing and relocation) would allow for the extension of Nueces and Second Streets in a manner that would extend the downtown grid, permitting infill development and the westward expansion of the Second Street Retail District. The Plan provides for this potential future, and proposes the extension of Second Street west to Shoal Creek as a pedestrian and bicycle street.

Seaholm Parking Road and Link to B.R. Reynolds

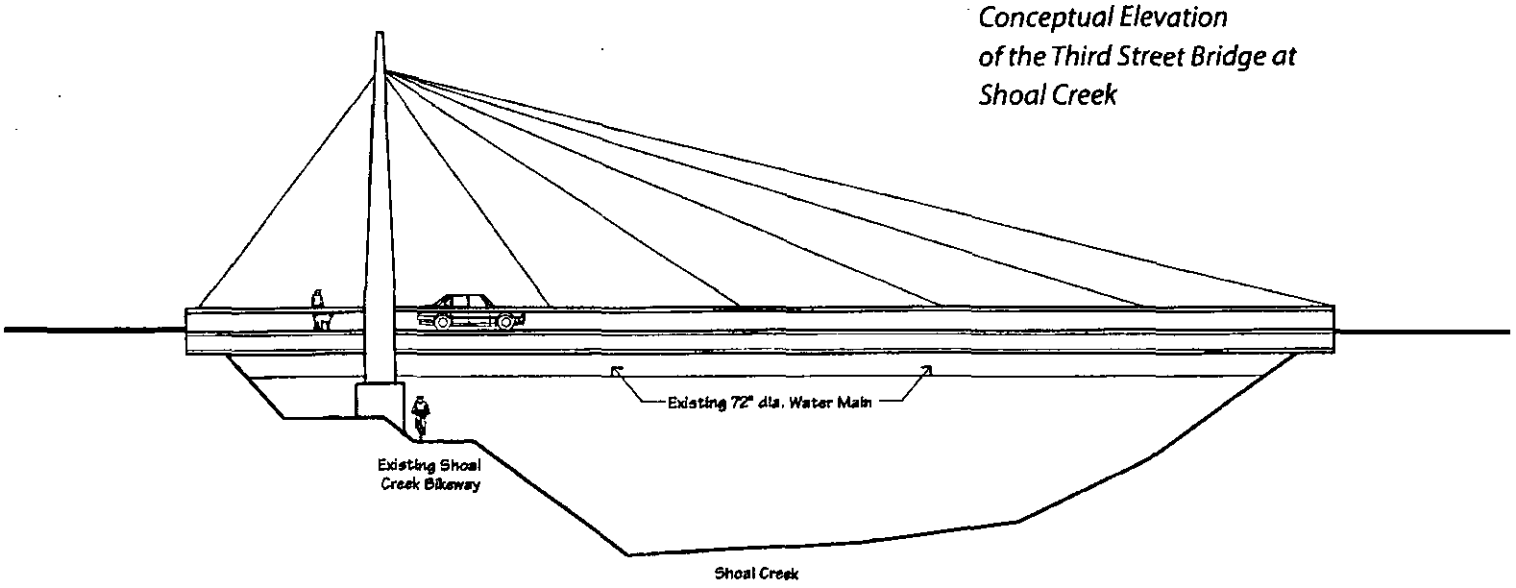
As part of any future development of the lumbermen's property, it is recommended that the city negotiate the creation of a linear parking road parallel with the inside curve of the Union Pacific rail tracks, promote local access in the

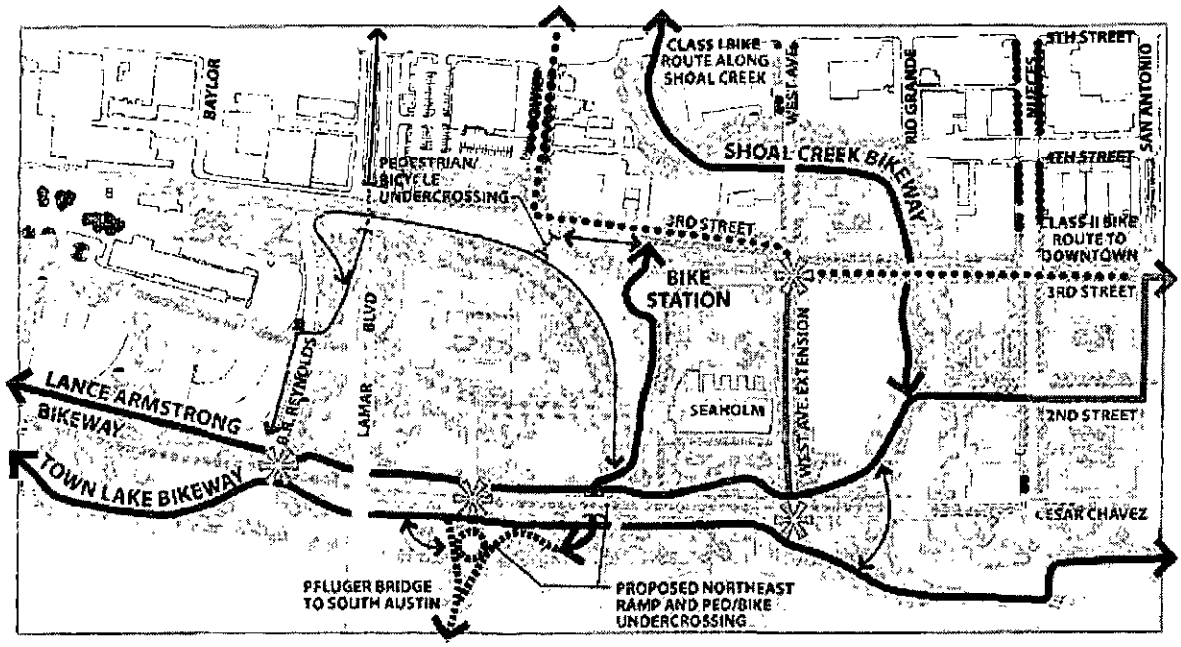
area. This will require the City's purchase of Union Pacific's excess right-of-way. It is proposed that access to this parking road be extended in a new bridge structure across Lamar Boulevard to connect with B.R. Reynolds; (this bridge would also accommodate the Lance Armstrong Bikeway). This narrow two-lane road would provide additional entry and egress options for Seaholm patrons and future residents and employees on the Lumbermen's parcel.



Section of Third Street Bridge across Shoal Creek

Conceptual Elevation of the Third Street Bridge at Shoal Creek





Bicycle Circulation

- **Class I Primary Routes** (exclusive bike trail)
- **Class I Secondary Linkages**
- **Class II** (dedicated bike lane on street)
- **Class III** (mixed flow with vehicles)
- **Elevated Class I (Bridge)**
- **Signalized Crossing**

Bicycle and Pedestrian Circulation

Provide for Improved Bicycle and Pedestrian Circulation Through the Seaholm District

The Seaholm District is at the crossroads of existing and planned bicycle and pedestrian routes that serve the entire city, including: the existing hike and bike trails along Town Lake and Shoal Creek, the new pedestrian and bicycle bridge which crosses Town Lake just east of the Lamar Bridge, and the planned Lance Armstrong Bikeway which will traverse the area in an east-west direction. It is important that these routes be planned in a way that provide for safe and convenient bicycle circulation and connections. The Plan makes the following recommendations:

Lance Armstrong (Cross Town) Bikeway

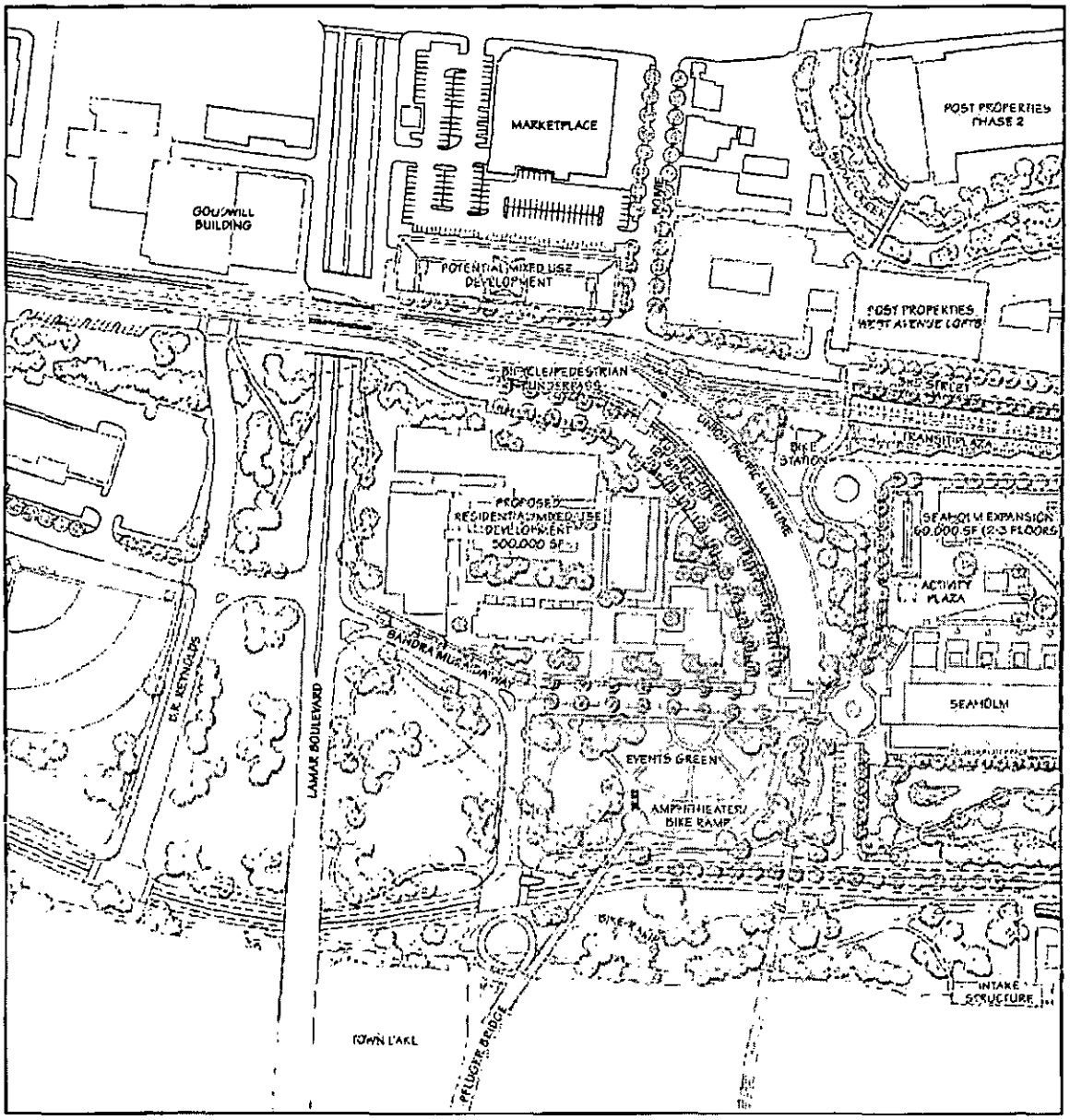
The Lance Armstrong Bikeway is proposed to be aligned along the north side of Cesar Chavez Street, running beneath the proposed undercrossing at Lamar Boulevard and in front of Seaholm to West Avenue and the Shoal Creek Bikeway. The Lance Armstrong trail would then join West Avenue in north and southbound Class II bike lanes connecting to the new

Third Street extension, where it would cross Shoal Creek in a Class III configuration (shared with vehicles) on this slow-moving street. Prior to the construction of light rail, the bikeway could be located in a 3rd Street median and on the historic trestle bridge. If the Green Water Treatment Plant is downsized or relocated, (see Redevelopment), an alternate or additional route would be for the Lance Armstrong bikeway to follow the Shoal Creek trail to a new pedestrian and bicycle bridge over Shoal Creek along the extension of Second Street. This trail would provide an exclusive bike lane leading directly to Nueces Street, where it could connect with on-street (Class II) bike lanes connecting to the planned Second Street Retail District. Bike lanes along San Antonio Street could link the trail with Third Street, which could have designated bike lanes through the downtown core.

Links to the Pedestrian/Bicycle Bridge

The current plans for the James Pfluger pedestrian and bicycle bridge call for two separate bike ramp bridges to be extended northward from the new bridge above Cesar Chavez Street. The western ramp, which has been designed, would pass above Cesar Chavez Street and the existing Sandra Muraida Way in an elevated structure. The eastern ramp is still conceptual; it is planned to touch down in the vicinity of the railroad bridge at Seaholm, and connect with the Shoal Creek trail. Prior to the construction of the ramps, bicycles will descend via the helical ramp at the bridgehead and connect to the existing hike and bike trail along Town Lake or cross Cesar Chavez at grade at Sandra Muraida Way. From a visual perspective, there is concern that the ramp bridges will block views from Lamar east to Seaholm, and that they will interrupt the open space and parkway character of the Town Lake corridor.

The City is committed to providing safe and convenient bicycle access across Cesar Chavez with direct linkages to the Lance Armstrong Bikeway, Shoal Creek and the future activity center in the vicinity of 6th and Lamar. From this standpoint, the northeast ramp from the Pfluger Bridge is preferred to the northwestern ramp, because it can direct bicycle traffic

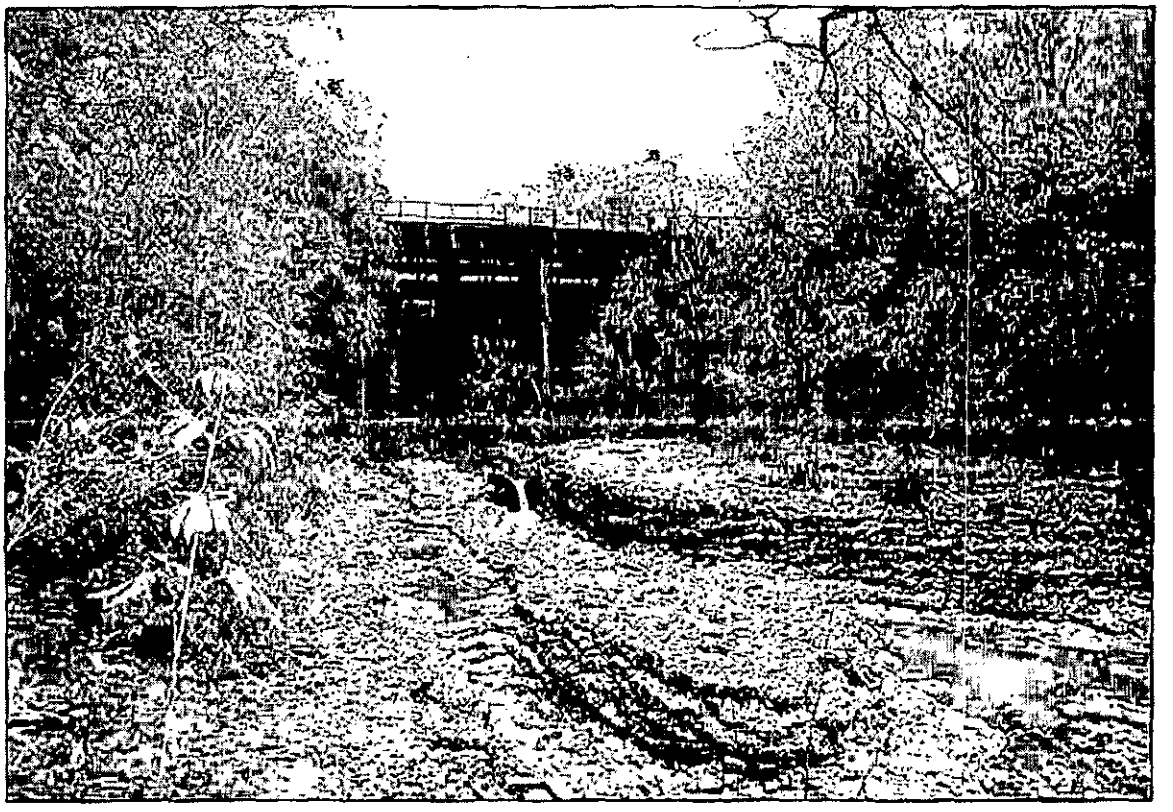


Bikeway Flyover Option Plan

directly to both the Lance Armstrong and Shoal Creek Trails, and it can link to a new north-south trail immediately west of Seaholm. This north-south route would connect to Bowie Street and provide a direct linkage with the 6th and Lamar activity center.

The Seaholm District is at the crossroads of existing and planned bicycle and pedestrian routes serving the whole city.

The crossing of Cesar Chavez would preferably be in a below-grade undercrossing, that could be constructed as an integral part of the Cesar Chavez realignment, and designed to appear as an extension of the open space and trail system of Town Lake. This approach would have the least visual impacts on Seaholm and the surrounding open space environment. If the bike crossing is required before the realignment of Cesar Chavez, an overhead crossing or "flyover" of the existing Cesar Chavez could be constructed, and designed as a positive edge to an amphitheater within the Events Green; however this alternative is less desirable than the undercrossing.



Shoal Creek is an important city wide resource that runs through the heart of the Seaholm District.

The northwestern ramp is not recommended, as it would be a redundant facility with the northeastern ramp. While it could potentially offer direct access for pedestrians destined for the 6th and Lamar area along Lamar Boulevard, the Seaholm Master Plan recommends an alternate pedestrian route through the future Lumbermen's development (with its potential for active pedestrian-oriented uses) and beneath the rail tracks at the foot of Bowie Street. This route would provide an equally direct linkage to the 6th and Lamar area as a walkway along Lamar, and could potentially be a safer and more attractive pedestrian route.

Improvement of Shoal Creek Bikeway

The existing Shoal Creek bikeway is discontinuous and in disrepair and should be improved as per the City's Shoal Creek Greenway Action Plan. Post Properties is improving the reach of the trail west of West Avenue adjacent to its

development. The segment adjacent to the Austin Energy site should be improved as part of any redevelopment.

Separation of Bikes and Pedestrians Along the Town Lake Corridor

Pedestrian/bicycle conflicts have created safety problems along the Town Lake Corridor. The realignment of Cesar Chavez Street and the improvement of the Sand Beach Reserve as open space affords the opportunity to create parallel trails that would provide separation on these heavily used routes. For instance, parallel signed bicycle and pedestrian trails could be provided south of Cesar Chavez along the lake and a joint pedestrian/bicycle trail could be constructed north of Cesar Chavez in the Sand Beach Reserve.

Secondary Bicycle Connections

In addition to the major citywide bikeways described above, additional bicycle linkages are recommended through the Seaholm District, including: a future undercrossing of the Union Pacific Railroad tracks along the west side of Lamar Boulevard linking to the existing Class I trail just west of B.R. Reynolds; and a bike/pedestrian trail along the south and east edges of the Union Pacific rail tracks connecting the B.R. Reynolds trail with Seaholm and the Lumbermen's development.

Bike Station

The provision of a state-of-the-art bike station, with bike parking, locker, restroom and shower facilities is recommended at the Seaholm intermodal transit station (described below). This bike station could connect to the Lance Armstrong Bikeway by way of an undercrossing beneath the Union Pacific tracks at the foot of Bowie Street, and would allow commuting cyclists to transfer to and from transit. The bike station could be part of a larger activity program generated by the Seaholm events facility and by adjacent mixed-use development.

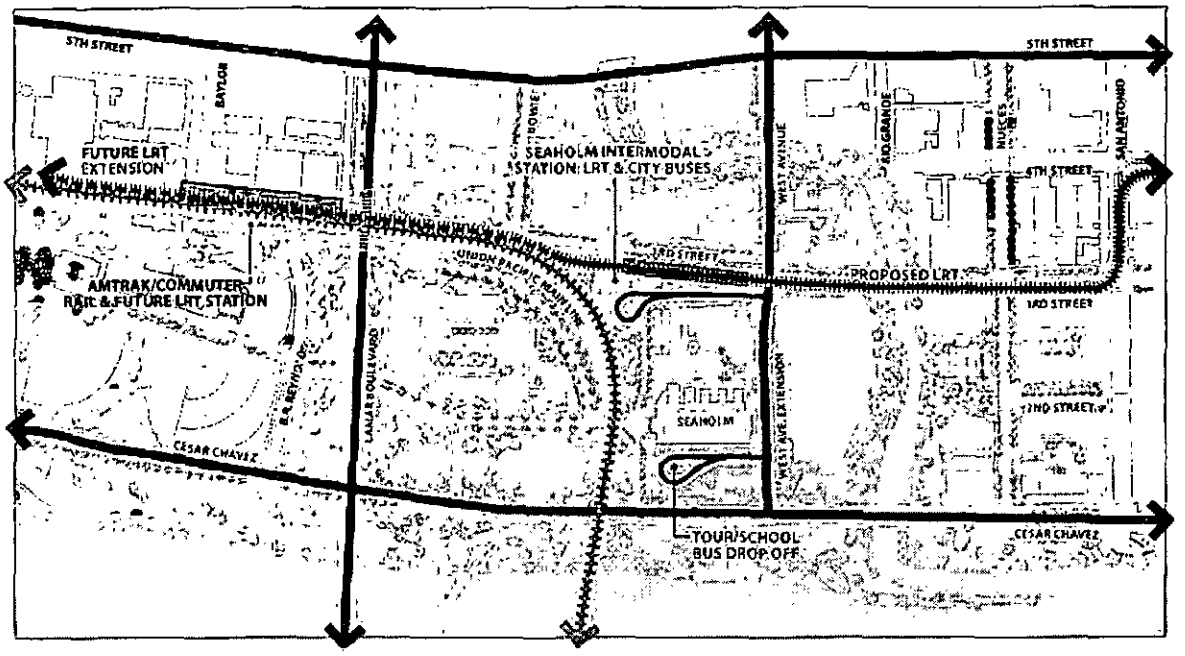
Transit

Provide for the development of an intermodal transit facility at the heart of the Seaholm District, accommodating city and inter-city buses, Amtrak and future light rail and commuter rail service.

Seaholm sits at the convergence of two historic rail lines that are envisioned to become the primary interchange point between Austin-San Antonio commuter rail and Capital Metro light rail service. Although still in the conceptual stages, both of these regional transit improvements are key elements in reducing auto dependency and traffic congestion along the IH-35 corridor and throughout the metropolitan area. The Seaholm District is the most appropriate location for the development of a downtown intermodal station that can provide for convenient interchange between a full spectrum of transit modes, and that can serve as the centerpiece for surrounding redevelopment. As such, the District Master Plan sets forth several recommendations aimed at accommodating future transit improvements:

Light Rail Service

The Plan recommends that light rail service to the Seaholm District be provided in a median within the 3rd Street alignment, rather than earlier alignments which proposed a diagonal right-of-way from 4th Street across Shoal Creek on a new bridge and through the Austin Energy site. The 3rd Street alignment could potentially provide for the reuse and retrofit of the historic trestle bridge, thereby avoiding an additional crossing at the highly picturesque bend in the creek; it would also maintain the Austin Energy site for redevelopment that would contribute to the enlivenment of the district. The Plan indicates that light rail could rejoin the planned 4th Street alignment along San Antonio Street.

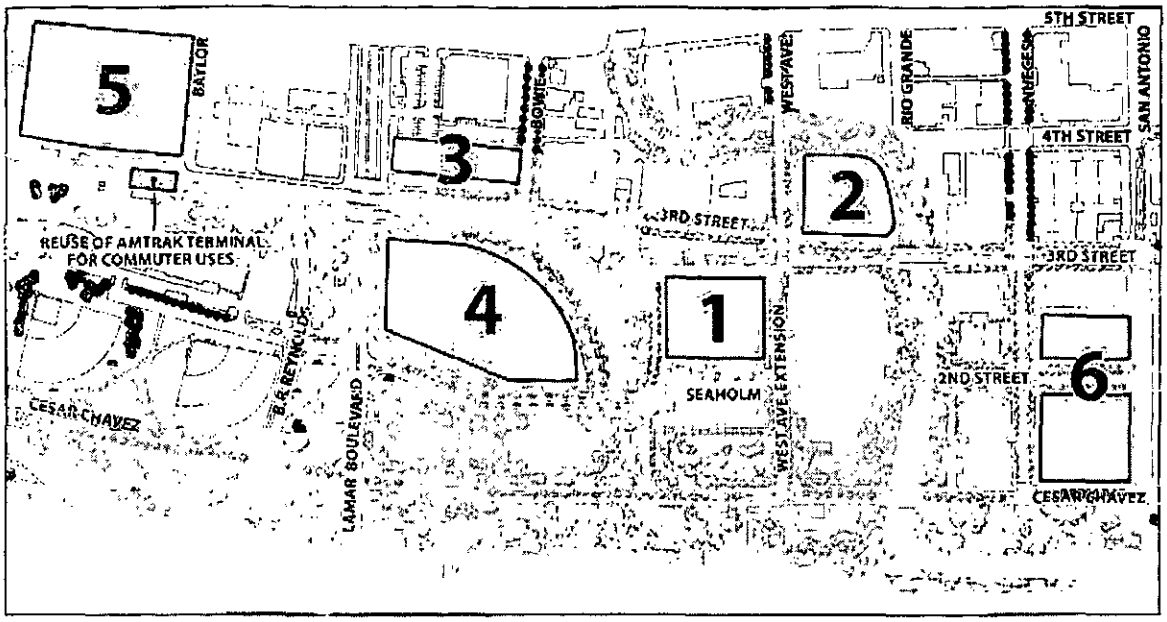


Transit

- **Light Rail Transit**
- **Amtrak/Commuter Rail**
- **Bus (City and Inter-City)**
- **Potential LRT Station**

Intermodal Transit Plaza

Immediately north of the Seaholm Power Plant, the Plan proposes the creation of an intermodal transit plaza, which would provide for direct transfers between Capital Metro light rail and city bus service and the Lance Armstrong Bikeway. The transit plaza would be a significant arrival point for the proposed Seaholm attraction. The transit plaza would include light rail platforms and up to six bus stops for designated Capital Metro routes. The plaza should be designed to include a major canopy structure that will reinforce the civic significance of the station, and provide shade and cover for transit patrons.



Redevelopment Opportunity Sites

Property	Ownership	Preferred Land Use
1. North of Seaholm	COA/UPRR	Seaholm Public Attraction Expansion
2. Austin Energy	Austin Energy	Residential Mixed Use
3. Third Street between Bowie and Lamar	COA/Private	Mixed Use
4. Lumbermen's	LIC/LBJ	Mixed Use/Residential Emphasis
5. Tips Warehouse	Private	Rehabiliatation for Live/Work Lofts and Offices
6. Green Water Treatment Plant Surplus Parcels	COA	Mixed Use/Residential Emphasis/ City of Austin Central Library

Redevelopment

Promote the development and redevelopment of surrounding properties and the preservation of key resources to create a unique and vibrant mixed-use district that complements Seaholm as a public attraction.

The Seaholm District is envisioned as a unique mixed-use neighborhood within the downtown core, capitalizing upon its natural setting along Shoal Creek and Town Lake, and its historic character as a warehousing and service district. Residential and live-work uses should be particularly encouraged to establish a population of residents that can promote a stronger sense of neighborhood and security in the area. Active ground level commercial uses including neighborhood-oriented shops and restaurants are envisioned at the intersection of West Avenue and Third Street in association with Seaholm, the transit plaza, and future development of the Austin Energy site.

Development should be carefully designed and scaled to reinforce the public realm of streets, plazas and open spaces, and to respect views to the Capitol and to Seaholm. Within the district, there are six principal opportunity sites for redevelopment, including:

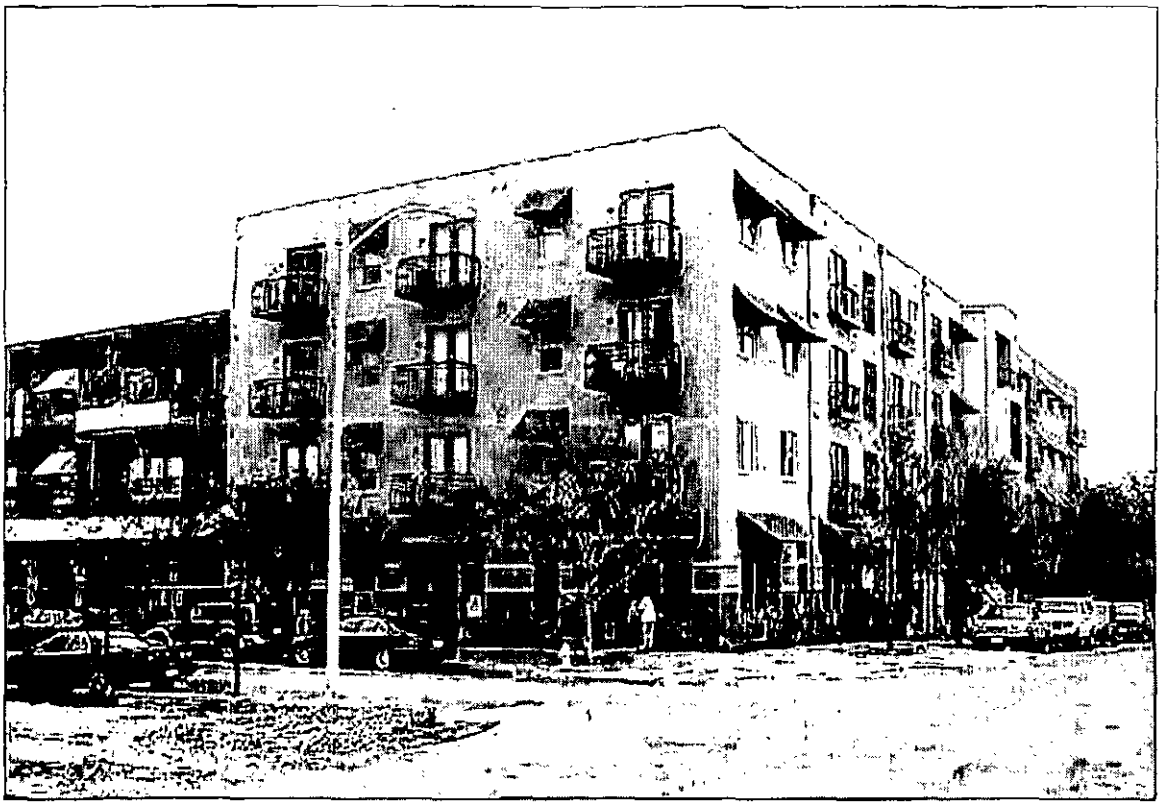
Seaholm/Union Pacific Railroad Site

As discussed above (Preservation and Reuse), the properties immediately north of the historic Power Plant (now held by the City of Austin and Union Pacific Railroad) provide a prime opportunity for aggregation and redevelopment. The development of this site will be important in enlivening and infilling the Seaholm district. First priority for this site should be given to Seaholm as an extension of the public attraction and for a basement of parking to serve the facility. Development should be no more than 40 feet or 3 floors in height, it should provide a strong edge to West Avenue and the planned intermodal transit plaza, and should be organized around an inner events plaza that features the

vertical stacks of the power plant. Active ground level uses on the events plaza and along the transit plaza are particularly encouraged. Pedestrian-level views to the stacks and the north face of the power plant should be maintained from the West Avenue frontage. A vocabulary of industrial materials and architectural expressions that complement the historic building are encouraged.

Austin Energy Site

This 1.7 acre property currently occupied by Austin Energy's Emergency Control facility has been designated for redevelopment. It is situated on a highly visible site at the heart of the Seaholm district and on the bend of Shoal Creek. First priority should be given to its reuse for residential mixed-use development that will further contribute to a critical mass of residents within the area. Ground level commercial uses should be incorporated at the intersection of West Avenue and Third Street, and are encouraged, as feasible, along the other building frontages including Shoal Creek. The building should be set back along the south and west banks of Shoal Creek in a manner sufficient to provide for a 12 foot wide hike and bike trail, and for 20 feet of landscaping between the building and the trail. Where ground level commercial uses are provided along the street frontages, buildings should be built to the property line; where there is ground level residential (e.g., townhouse units), a landscaped setback of 10 to 15 feet is recommended. A setback of approximately 20 feet will be required along a portion of the Third Street frontage near West Avenue to accommodate the alignment of future light rail service. Parking should be significantly encapsulated within and/or below the building to avoid dead street frontages. As provided in the Downtown Mixed Use (DMU) Zone, opportunities for mid-rise elements up to 120 feet in height are encouraged, but should be designed in conjunction with lower three to four story elements that are in scale with surrounding development including Seaholm and the West Avenue Lofts.



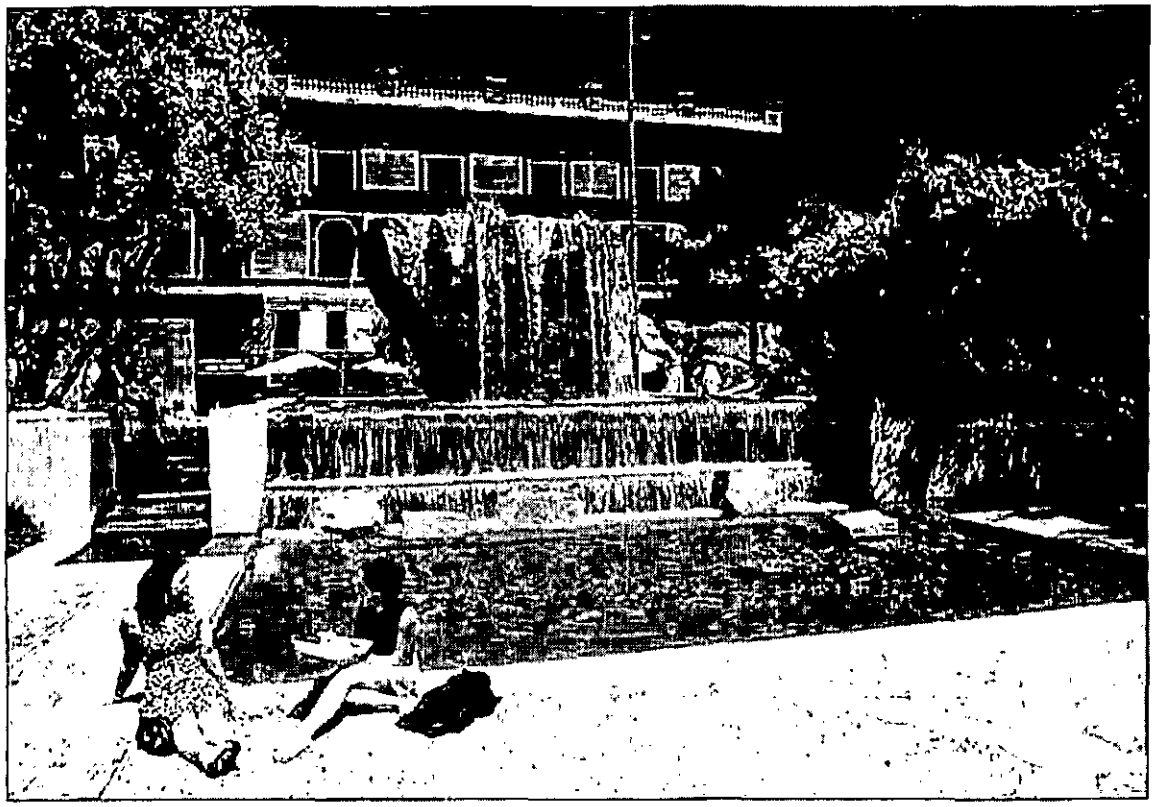
The West Avenue Lofts immediately north of Seaholm have dramatically changed the perception of the area – making it highly attractive for mixed-use and residential development.

Third Street Sites Between Bowie and Lamar

Along Third Street between Bowie and Lamar are seven small and shallow parcels (approximately 100 feet in depth), the two westernmost of which are owned by the City of Austin. Two older, single story commercial buildings with elevated "loading dock" sidewalks occupy the center of the block. The City's parcels are currently used for parking. Opportunities exist for rehabilitation of the existing structures and/or parcel aggregation and redevelopment with a mixed-use street frontage of commercial and residential uses.

Lumbermen's Site

This strategic five acre property lies immediately west of Seaholm and north of the Sand Beach Reserve, and as such should be designed to complement the proposed destination attraction and its related open spaces. A mixed-use development with a significant housing component is



A mixed-use development with a significant open space and housing component is envisioned for the Lumbermen's Site

preferred to increase the resident population of the area ; some upper level office and ground level retail and restaurant uses are also recommended to promote a lively day and nighttime environment, and to provide a supply of parking that could be shared by Seaholm on weekends and evenings.

Because of the close proximity to Seaholm and the contiguous property lines, considerable coordination will be required between the City and the LIC/LBJ partnership which owns this property. In addition to the potential for shared parking, key issues include the organization of adjacent access roads, the provision of pedestrian ways linking the Pfluger Bridge and the proposed undercrossing at the foot of Bowie Street, and the definition of the key public open spaces described above (see Parking, Roadways, Bicycle Circulation and Open Space).

Located in the Downtown Mixed Use (DMU) zone, development of this property is permitted to a height of 120

feet. However, the taller portions of the development should be concentrated on the northwest corner of the property, outside of the Capitol View Corridor and provide for a step down in height toward the open space of the Sand Beach Reserve. This will promote an appropriately scaled edge to the open space, and a lower profile adjacent to the historic power plant. The building massing should be articulated and broken up to create an interesting silhouette, and to avoid a monolithic appearance that would detract from views to Seaholm. Ground level commercial uses (e.g., restaurants and shops) are encouraged on the south frontage of the development along the new east-west roadway and adjacent to the "Meadow" and "Events Green". The construction of the linear parking road and 125 Seaholm parking spaces along the northeastern face of the development should be coordinated with this development and with Union Pacific.

City of Austin Central Library

The City of Austin is seeking a new site for the replacement of the existing Central Library located at Eighth and Guadalupe Streets. At the outset of the Seaholm District planning process, the City requested that sites within the planning area be evaluated for their suitability to accommodate such a facility, estimated at between 300,000 and 400,000 square feet. In addition, the City wished to evaluate the possibility of a new library in conjunction with a Seaholm attraction. The Master Planning process made the following conclusions in this regard:

- There is not sufficient site capacity adjacent to Seaholm, nor sufficient space within the historic power plant to accommodate a Central Library and its requisite parking.

- The Green Water Treatment Plant property, if it becomes available, could potentially provide sufficient land to accommodate a library facility. However, the City's objectives for the creation of a new library at this site would need to be carefully evaluated to ensure consistency with the Second Street Retail District.

The historic Tips Warehouse (c.1909) provides a major opportunity for reuse with a mix of activities that will enliven the district.

Tips Warehouse

The historic Tips Warehouse (c.1909) and property to the west of Baylor Street also provide a major opportunity for reuse and redevelopment with a mix of activities that will help to enliven the district. Consistent with the Old West Austin Neighborhood Plan, these uses could include live-work lofts, offi es and neighborhood-serving commercial shops. There may also be some potential to interpret early 20th Century Southwest industrial processes and conduct industrial archeology at the site. The Tips family's Industrial enterprises have played an important role in the industrial development of the City of Austin, the State of Texas, and to some degree the entire Southwest region. A signifi ant historic house (c.1890), currently used by Kelly Typesetters sits just east of the Tips complex.

City of Austin Green Water Treatment Plant

The City of Austin is currently evaluating the future of the Green Water Treatment Plant. Several alternatives are being explored, including: maintenance of the plant on its present footprint; the development of a more compact state-of-the-art facility on a portion of the site; and a third alternative which would decommission the existing facility and provide for a new plant in another part of the City. The latter two options provide opportunities for City redevelopment of all or a portion of this key downtown real estate.

The second scenario anticipates the replacement of the existing clearwell and pump station, allowing for a more compact treatment plant on the western half of the property adjacent to Shoal Creek. Under this option, one and one-half blocks of real estate could be made available for development between the extension of Nueces and San Antonio Streets. These parcels could be developed as a westward extension of the Second Street Retail District, with ground level retail uses and upper level office and/or residential. With DMU zoning the buildings could be up to 120 feet in height. If the entire plant is decommissioned, the new development could extend to the Shoal Creek edge, and be set back and stepped back to create an attractive open space edge.

TABLE 1:

Seaholm District Infrastructure and Public Improvement Costs

	Issues/Comments	*Estimated Costs*
Seaholm Reuse Package		
Minimum Investment Program		
a. Purchase of Union Pacific RR "wye" property	4 acres @ $25.00/sf plus closing costs/contingencies	5,192,000
b. Interim surface parking lost north of Seaholm	2.7 acres provides 310 spaces	513,000
c. Entry drives/drop-offs on south and west faces of building	Assumes utilities within roadways	589,000
d. Extension of West Avenue (3rd Street to Cesar Chavez)	Includes landscaping,lighting and restriped left turn at C.Chavez	790,000
e. Open space enhancements south of Seaholm	Trails, sidewalks, landscaping	298,000
Total Minimum Investment Program		$7,382,000
Full-Build Program		
a. Relocation of 24" water line north of Seaholm	To make way for underground parking	123,000
b. One level underground parking garage	Includes removal of underground tanks	5,134,000
c. Two-level underground parking garage	Optional	5,952,000
d. Activity Plaza	40,000sf	1,786,000
Total Full Building Program	*One to two levels parking*	*$7,043,000 - 12,995,000*
Sand Beach Reserve Package		
a. Purchase of Union Pacific RR "crescent" property	1.2 acres @25.00/sf	974,000
b. Parking spine and flanking bikeway		608,000
c. Lamar Bridge	2 lane road/bike lanes/sidewalk	1,052,000
d. Access easement through YMCA and UP	Assumes dedication at no cost and upgrade of road	110,000
e. Reconfiguration of Sandra Muraida Way	Includes access road to Seaholm	2,150,000
f. Sand Beach Reserve Open Space Improvements	Events green and meadow	672,000
g. Pedestrian under crossing and bike ramp to transit plaza	UPRR r.o.w. constraints could make this infeasible	448,000
Total LIC/LBJ and Seaholm Package		*$6,014,000*
Greenwater TP Redevelopment Package		
a. Extension of 2nd Street between San Antonio & Shoal Creek	*Streetscape/lighting as per 2SRD cross section assumed* between San Antonio and Nueces. Promenade to Shoal Creek	662,000
b. Extension of Nueces from 4th to Cesar Chavez	Streetscape/lighting included	643,000
c. New Public plaza on Treatment Plant		226,000
d. New bike/pedestrian bridge over Shoal Creek	Along 2nd Street r.o.w. with plaza landing on east bank	503,000
Total Greenwater TP Redevelopment Package		*$2,034,000*
District-Wide Improvement Package		
a. Cesar Chavez Realignment and Town Lake Open Space Improvements/Undercrossing	1,200 feet in length, includes new bridge undercrossing at Lamar	7,645,000
b. West 3rd Extension across Shoal Creek	Includes new bridges, landscaping, lighting	2,869,000
c. Shoal Creek open space improvements	Includes screening of substation	1,000,000
Total District-wide Improvement Package		*$11,514,000*
Total All Packages		***$33,987,000 to $39,939,000***

Note: Estimates are conceptual and preliminary, intended for planning purposes only. They have been developed without the benefit of preliminary or detailed design engineering. Construction costs include 20% contingency, 12% engineering/surveying/permitting, and 12% design where applicable. For more detail regarding assumptions see Appendix B.

DRAFT

IMPLEMENTATION

This Plan sets forth a series of recommended infrastructure and public improvements, including streets, open spaces, parking, and utilities aimed at creating an accessible district with a high quality environment, that is supportive of the reuse objectives for the Seaholm Power Plant complex. As set forth in Table 1, the total cost of these improvements is estimated between $34 and $40 million.

Improvement Costs

In order to facilitate funding considerations, four "packages" of improvements have been set forth:

Seaholm Reuse Package: which includes improvements directly associated with the reuse of the Seaholm Power plant. These improvements are divided into two categories:

- *A Minimum Investment Program,* which outlines the minimum essential improvements that will be required upon the opening of the Seaholm attraction, including; purchase of 4 acres of Union Pacific Railroad right-of-way, interim surface parking to the north of the building; entry drives and drop-offs; open space enhancements on the south face of the building; and the extension of West Avenue from West 3rd Street to Cesar Chavez Street. The total cost of this package is estimated at $7.4 million.

- *A Full-Build Program* of Improvements that could be incorporated in a first phase, or if funding is not available, as part of a future phase. These improvements include the construction of an underground parking garage of 160 to 320 spaces (i.e., one to two levels) with an at-grade activity plaza above it, just to the north of the historic power plant building. The total cost of this package including utility relocations is $7 to 13 million (i.e., one to two levels of parking).

The Sand Beach Reserve Improvement Package: which includes Seaholm related improvements proposed in conjunction with the future redevelopment of the Lumbermen's site. These include: the acquisition of 1.2 acres of UPRR right-of way for the construction of the linear parking spine and adjacent walkway/bikeway; the proposed bridge over Lamar with access improvements to B.R. Reynolds; the pedestrian/bicycle undercrossing of the UPRR tracks at the foot of the Bowie Street; the reconfiguration of Sandra Muraida Way as proposed in the Plan; and the construction of the Meadow and Events Green on the Sand Beach Reserve. The total cost of these improvements is estimated at $6.0 million.

Green Water Treatment Plant Redevelopment Package: which includes recommended street, open space, bicycle and pedestrian improvements related to the partial redevelopment of the Green Water Treatment Plant (i.e., assuming a down-sized facility on the eastern half of the existing property), including: the extension of the city street network along 2nd and Nueces Streets; a new plaza north of 2nd Street; and a pedestrian and bike bridge across Shoal Creek on the 2nd Street alignment. The cost of these improvements is estimated at about $2.0 million.

District-Wide Improvement Package: including major improvements that would provide citywide as well as district benefits. These improvements include: the realignment of Cesar Chavez Street beneath the Lamar Bridge; the construction of the northeast bike ramp and undercrossing beneath Cesar Chavez; the extension of West 3rd Street as a multi-modal (i.e., bicycle, pedestrian, transit) street across Shoal Creek; and trail and landscaping improvements along Shoal Creek. The total cost of these improvements is estimated at approximately $11.5 million.

This improvement package does not include other public projects that may occur independently of the Seaholm development, and which will have their own funding sources, including: the possible future extension of light rail to the area; the creation of a multi-modal transportation center west

of Lamar; and the implementation of the Lance Armstrong Bikeway, beyond the project area. The improvement package also does not include the cost of retrofitting and rehabilitating Seaholm as an attraction, as this cost is assumed to be borne by the future attractions developer.

APPENDIX A:
STAKEHOLDER AND MEETING NOTES

SEAHOLM DISTRICT STAKEHOLDERS

Revised October 1, 2000

Property Owners within or adjacent to District

1. *Union Pacific Railroad*— David Thatcher
2. Lumbermen's Investment Corporation— Bill Ball, Jay Hailey
3. Post Properties' West Avenue Lofts— Kent Collins
4. Property Owners— W. 3rd St. between Bowie and Lamar Blvd.— Diana Zuñiga
5. *Schlosser Development's MarketPlace*— David Vitanza, R.W. Duggan
6. La Zona Rosa—
7. Intel— Fred Shannon
8. City of Austin
9. *Goodwill Industries*— Gerald Davis
10. Austex Printing
11. Austin Music hall
12. State of Texas
13. YMCA
14. Tips Warehouse
15. Bowie Street property owners
16. Baylor Street property owners

Community Organizations

1. Seaholm Reuse Planning Committee— Leslie Pool, Clark Hancock, Sinclair Black
2. Friends of Seaholm— Ken Altes
3. West End Austin Alliance— Perry Lorenz, Melissa Gonzalez
4. Downtown Austin Alliance— Charles Betts, Charles Naeve
5. Downtown Austin Neighborhood Association— Chris Riley, Janet Gilles
6. Old West Austin Neighborhood Association— Mark Stine
7. Friends of the Parks— John Hamilton, Mike Cannatti, Ted Siff
8. Austin Metropolitan Trails and Greenways— Jeb Boyt
9. Austin Bicycle Advocacy Council— Tommy Eden
10. Friends of the Crosstown Bikeway— Eric Anderson, Patrick Goetz, Robin Stallings
11. Greater Austin Chamber of Commerce—Thais Austin
12. Austin Convention Center and Visitors Bureau— Barbara Grove

City Departments

1. Austin Energy— Diane Covert, Judy Fowler, Mario Espinoza, Rose San Miguel
2. Parks & Recreation— Stuart Strong & Sarah Campbell
3. Water & Wastewater— Jane Burazer
4. Public Works— Tom Benz, Kalpana Sutaria
5. Watershed Protection— Mike Heitz
6. Convention Center— Bob Hodge
7. Transportation Planning and Sustainability— Jana McCann, Greg Kiloh, Pollyanne Melton, Susan Daniels, Gordon Derr, Alan Hughes, Linda DuPriest, Eric Ziegler, Ron Davis, Dave Gerard, Barbara Stocklin
8. Redevelopment Services— Sue Edwards

City Commissions

1. Parks & Recreation Board— Rosemary Castleberry, Amy Babich, Mary Ruth Holder
2. Design Commission— Joan Hyde, Girard Kinney

Transportation Agencies
1. Capital Metro— Rob Smith, Roberto Gonzalez
2. Austin-San Antonio Corridor Council - commuter rail—Ross Milloy
3. Greyhound Lines, Inc.—Randy Isaacs, David Grubbs, Sam McGee
4. Amtrak—Tim Cooper, Joy Smith
5. Texas Department of Transportation— Glen McVey, Charles Davidson

Specific Power Plant Reuse Advocates
1. Advance TEAM—Wendy White
2. *Science & Technology Exploratorium—Cindy Debold*
3. Capital of Texas Aquarium—Allen Monroe

Others
1. Mary Arnold
2. Chuck Fuhs, Parsons Brinckerhoff

SYNOPSIS OF SEAHOLM DISTRICT MASTER PLAN

Stakeholder Meetings Held on September 27, 28, and 29, 2000

City staff and consultants attending all meetings:
Jana McCann, Urban Design Officer, PECSD, City of Austin
Jim Adams, Principal, ROMA Design Group
José E. Martínez, Principal, José E. Martínez & Associates

Wednesday, September 27, 2000
8:30 A.M. — 10:00 A.M. Seaholm Reuse Planning Committee
Attendees: Leslie Pool, Perry Lorenz, Chris Riley, Charles Naeve, Michael Lubitz and Sinclair Black

Synopsis:

The meeting started with a statement by the attendees that the master plan had progressed without any citizen input. Furthermore, the attendees questioned the recommendation to the Landmark Commission for demolition of the trestle bridge over Shoal Creek on W. 3rd St.

Mr. Adams explained that what has been started is an analysis of the current traffic and transportation system in and around the District, and an analysis of potential pedestrian, bicycle, transit and vehicular transportation enhancements in the District. He was provided information indicating the community's interest in providing an intermodal transit station that would serve light rail transit, buses, pedestrians and bicyclists within the District. Also provided was preliminary information indicating that this trestle bridge could not carry light rail vehicles, and that the City's Preservation Officer does not recommend listing the bridge with any sort of historical designation. Mr. Adams stated that he called this stakeholder's group to hear comments on just these issues, and that they will be taken into consideration in the final design.

He emphasized that the master planning process was starting in earnest with this week's series of stakeholder meetings. The purpose of these stakeholder meetings is to afford citizens the opportunity to review the preliminary sketch plan and comment on it. After this week's series of stakeholder meetings, the consultant will develop an alternative for the City's and stakeholders' review in about two months.

The role of Third Street within the Seaholm District was discussed. There was strong sentiment by some of the attendees that the street right-of-way should be reserved solely for pedestrians and bicyclists, and that the original trestle bridge should be preserved. Mr. Adams noted that some vehicular access in the form of a "skinny"

two-lane street would help to link the Seaholm District with the downtown, and serve to activate the pedestrian corridor. Also, incorporating light rail along the Third Street right-of-way, rather than in the diagonal alignment from Fourth Street as originally proposed, would limit the number of crossings over Shoal Creek, and preserve the Austin Energy site for development that would help to activate the Seaholm District. The representatives of the Downtown Austin Neighborhood Association (DANA) expressed their desire to preserve the trestle bridge. Mr. Adams gave his opinion that it will be difficult for the trestle bridge to be preserved in its historic context, if W. 3rd Street is to serve bicyclists, pedestrians, light rail and limited vehicular access. It was stated that the Landmark Commission is to make a recommendation on whether to pursue historic designation of the bridge.

The proposed extension of West Avenue from West 3rd Street to Cesar Chavez was strongly recommended by the consultant as an essential vehicular connection from the rest of downtown to the District. Mr. Adams stated his preference to have the Capital Metro buses stop for loading/unloading along West Ave., both north and south of W. 3rd St. Capital Metro has expressed a preference for a "saw-toothed" bus drive alignment immediately adjacent to the intermodal transit plaza at the end of the (first phase) light rail line. This Capital Metro option will cause a potential difficulty for the Post Property residential project adjacent to this intermodal station on the north. The anticipated number of buses idling, turning and accelerating in front of residential uses is not desirable. A public street from this West Avenue extension is recommended to be situated between the Seaholm power plant and Cesar Chavez as a connection to the proposed parking west of the power plant, and eventually connecting to North Lamar Blvd. It was stated that intercity bus service (Greyhound Lines, Inc.) at this intermodal station would not be possible due to lack of space. It may be possible to locate such a terminal just west of Lamar along the W. 3rd St. right-of-way, either north or south of the Union Pacific (UP) rail line.

It was stated that there are no plans to cross Town Lake with LRT vehicles, but that commuter rail is proposed to cross at this point, running parallel to the UP main line. Sinclair Black explained his ideas to eliminate the "highway-looking" ramps of the short Sandra Muraida Street, as well as straighten W. Cesar Chavez and creating a new underpass under Lamar Blvd., north of its existing alignment. This would increase the space of the greenbelt between the new Cesar Chavez right-of-way and Town Lake. It would increase the safety of the hike-and-bike trail at this point as well as make the access to the new Town Lake pedestrian bridge easier and safer. It was stated that these plans should be coordinated with the Texas Department of Transportation (TxDOT) so that the contemplated HOV lanes from Loop 1 to downtown could be considered on this route.

City staff announced that the final remediation and demolition work at Seaholm is underway and will be completed within nine months. The four underground fuel tanks north of Seaholm have already been cleaned, filled with sand and they remain in place.

Mr. Adams indicated the potential for a mixed-use facility immediately north of Seaholm and south of the W. 3rd St. right-of-way. This facility could be an extension of the public uses within the old power plant, and/or could include retail, office and residential uses oriented to a public plaza and to the transit plaza and the proposed intermodal station. Acquisition of the 3 to 4 acre triangular tract between the Lumbermen's tract, Seaholm and the W. 3rd St. right-of-way would be required to make this mixed-use project a reality. The Union Pacific railroad is willing to sell this tract to the City.

The group recommended that the Lumbermen's/City lawsuit be settled before much more progress is achieved on this master plan. After the settlement, Lumbermen's could then be brought into the master planning process.

From ACM Jim Smith's briefing earlier that morning, it was mentioned that there have been discussions with the City about locating a replacement for the Central Library at the Seaholm site. This issue will be discussed and considered as part of the master planning process.

10:00 A.M. — 11:00 A.M. City Departments Owning Property in District
Attendees: Diane Covert (AE), Rossy Farina-Struass (PW&T), Jane Burazer (W/WW), Sarah Campbell (PARD)

Synopsis:

Ms. Farina-Struass reported that the City is moving several trees from the City's former annex site to the southeast corner of the Seaholm site bordering Cesar Chavez and Shoal Creek as a screen for the electric substation. She agreed to provide more accurate plans and a timeline for this project.

Ms. Burazer reported that the Green Water Treatment Plant is being studied for either remodeling or replacement by the Water Treatment Plant #4 at 4-Points (RM 620 & RM 2222). If modernization is the preferred option, it may be possible that it would then require a smaller footprint. The area adjacent to Cesar Chavez has infrastructure that would have to be retained. Remodeling or replacement would occur approximately by 2010 based on water treatment needs projections. Ms. Burazer will provide a timeline to be considered in this master planning process.

Ms. Covert reported that the electrical substation immediately east of Seaholm is a permanent facility on site. As energy demands increase, the need for additional power from this substation will increase.

Mr. Adams asked Ms. Covert about the infrastructure that appears to have been built within the right-of-way of the proposed extension of West Avenue through the site. The right-of-way of West 3rd Street should also be cleared to facilitate the transit systems proposed on this street. She will provide more accurate information on this infrastructure and report on the feasibility of moving it out of the right-of-way. Also discussed were the overhead transmission lines recently moved from the Town Lake Greenbelt to the current location. Ms. Covert indicated that the maps being viewed appeared out-of-date; she promised to share the latest maps available.

Ms. Covert reported that the site that houses the "electric building" on West Avenue would have to be replaced due to obsolete electrical equipment. This equipment is the control center for Austin Energy. To replace this system, a new system must first be in place; then, and only then, can the new electrical equipment take control of the Austin Energy grid that services all of its service area. There is no option to upgrade the electrical system on-site. Therefore, the new equipment must be operational elsewhere— in a new building. Austin Energy proposes to sell this site and building, and use the proceeds for the new site and building. The Utility intends to buy vs. build a facility for this purpose to expedite the replacement process. The equipment would be delivered by mid-2002 to the new building. It appears that the facility could be available for sale by late 2002, if not before.

Mr. Adams expressed his opinion that this site is an excellent location for a mixed-use residential or office development that would help "energize" the District by increasing the population density— creating a critical mass of people at all hours of the day and night.

Ms. Campbell reported that PARD is waiting for the Lumbermen's / City of Austin law suit to be settled before it will express an opinion on having responsibility for the Sand Beach property. It was stated that the parcel is worth about $10 million, and whether this is the best investment candidate for $10 million for parkland acquisition.

It was expressed that PARD is investing funds in rebuilding the Shoal Creek trail on the west side of the Creek. Post Properties have committed to improve the trail in front of its property. Ms. Campbell was asked to provide the latest plans for the Shoal Creek rebuilding project.

11:15 A.M. — 12:00 noon. Friends of Seaholm
Attendees: Ken Altes, Janet Gilles

Synopsis:

Mr. Adams summarized the scope of work on the project. Mr. Altes expressed his personal preference for the public use of the Seaholm power plant building including an amphitheater, and expansion of the building as well as some retail on the property. He prefers the Lumbermen's site to remain open public space, and sees commercial use as a conflict. He questioned whether the proposed number of parking spaces is really needed. City staff reported that, according to a recent feasibility study done for Seaholm reused as a science and technology museum, 300 parking spaces would initially be required during at peak weekday periods and 450 spaces during the weekend peak periods. The target design criteria are to provide 300 dedicated spaces. It was suggested that the space between Seaholm and Cesar Chavez could serve as parking area. Also discussed was the need to purchase the Union Pacific triangular shaped tract of land between the Lumbermen's tract, Seaholm and the W. 3rd St. right-of-way to enable the mixed-use project proposed immediately north of Seaholm. Mr. Altes expressed his desire for the City to buy the Lumbermen's tract.

Ms. Gilles (representing DANA) expressed her preference for people to get around downtown Austin and this District without cars; that is, a pedestrian friendly environment. She wants multiple means of getting to and from downtown. She clearly expressed her preference for W. 3rd to be a pedestrian-bicycle link between downtown Austin and the District without cars. Cars should be parked at the District's edge and not intrude into it.

Thursday, September 28, 2000
10:00 A.M. — 11:00 A.M. Schlosser Development
Attendees: David Vitanza and R.W. Duggan

Synopsis:

Mr. Adams summarized the scope of work on the project. Mr. Vitanza is supportive of the City's efforts to revitalize the District and the reuse of the Seaholm power plant for a well-attended public use. Discussed were the potential impacts on the Marketplace property on W. 5th & W. 6th and North Lamar. He expressed his dislike of the proposed bike tunnel under the W. 3rd Street viaduct along the east side of Lamar Blvd. because it would decrease traffic flow on the access road to Lamar west of the Marketplace.

11:00 A.M. — 12:00 Noon. Lumbermen's Investment Corporation/LBJ Holding Company
Attendees: Jay Hailey, Bill Ball, and Courtney

Synopsis:

Mr. Adams summarized the scope of work on the project. Mr. Adams summarized the proposed realignment of the short street, Sandra Muraida to make it more of a street grid vs. the current highway ramp-like access ways. Also presented was the proposal to straighten Cesar Chavez St. by moving the current right-of-way of the street from Town Lake further north. Discussed was the proposed vehicular bridge over Lamar Blvd. adjacent on the south edge of the current railroad tracks. This route would alleviate the traffic entering the site from the south.

Friday, September 29, 2000
2:00 P.M. — 3:30 P.M. Friends of the Crosstown Bikeway, City of Austin Bicycle/Pedestrian Coordinator's Office
Attendees: Eric Anderson, Robin Stallings, Linda DuPriest, and Eric Ziegler

Synopsis:

Mr. Adams summarized the scope of work on the project. He added that the task at hand it to look at how the transportation objectives of transit, pedestrian, vehicular and bicycle of the proposed projects for the Lumbermen's tract and Seaholm could work. The task includes how the alignment of the Crosstown Bikeway and the Town Lake Bicycle and Pedestrian Bridge could work best.

The Crosstown Bikeway advocates explained the proposed bikeway project from the Colorado River Park to Deep Eddy with particular detail on the route through downtown. It was reported that the RFQ for the design and construction of this project is now released. It was mentioned that construction would commence in 2001. Also discussed were preferences for the proposed "fly-overs" from the north end of the Town Lake Bicycle/pedestrian Bridge to avoid at-grade crossings at Cesar Chavez. The route to Lamar Blvd. and the optional route further east were discussed. These fly-overs are not funded now; therefore, safe, at-grade crossings at Cesar Chavez will be required at a signalized intersection such as Sandra Muraida to provide a near-term solution.

The consultant stated that the expensive tunnel option of the Lamar route would not make as much sense as traversing the western edge of the Seaholm tract continuing to an at-grade crossing of the railroad tracks north of Seaholm. The major destination of the MarketPlace at 6th and North Lamar would be just as easily accessible via this proposed eastern route, (via the Shoal Creek Trail or West Avenue) and it would be less expensive. It was also explained that the potential danger of a tunnel is less acceptable than an at-grade route totally in the open through the entire length of this stretch. This recommended eastern route could also be used to cross Lamar Blvd. at the proposed vehicular bridge adjacent and south of the railroad tracks traveling past the current Amtrak station and points further west.

Discussed was the possibility of constructing a bike trail from the Town Lake Bike/Pedestrian Bridge to Shoal Creek on the Town Lake Greenbelt to avoid an at-grade crossing at Cesar Chavez. While some bike proponents supported this idea, others indicated that this option would be too circuitous for bicycle commuters wishing to get to downtown, the State Capitol Complex and the University of Texas campus to the north.

Also discussed was the need for the Crosstown Bikeway to cross W. 3rd St. somewhere in the downtown area. Several design options for including light rail, vehicular, pedestrian and bicycle traffic along W. 3rd St. in this area were discussed. Mr. Adams explained that it is possible to accommodate all these travel options by varying the width of the LRT right-of-way from double- to single-track, varying the width of the vehicular lanes, the width of landscaping strips on either side of the street, and finally, by varying the width of the sidewalk.

He explained that streets with vehicular traffic are safer than those without such traffic (refer to the explanation in the Seaholm Reuse Planning Committee synopsis above.)

The trestle bridge over W. 3rd St. was discussed in detail. Some attendees indicated that this bridge should be kept because it is one of several elements that make the District unique. It was mentioned that this bridge may not be able to carry vehicular traffic, but its proponents mentioned that it carried the Steam Train as recent as ten years ago.

3:30 P.M.— 4:30 P.M. Austin Metro / Greenways Trails Council and Friends of the Park
Attendees: John Hamilton, Jeb Boyt, Mike Cannatti, and Ted Siff

Synopsis:

Mr. Adams summarized the scope of work on the project as was done in the earlier stakeholder meetings. He added that one alternative that best incorporates all ideas heard today would be brought back in about two months. The at-grade parking for about 150 spaces around Seaholm with the vehicular bridge crossing Lamar Blvd. and the straightening of Cesar Chavez was described. This proposed realignment of Cesar Chavez would reclaim some parkland for the Town Lake Greenbelt.

The fact that part of the Lumbermen's tract is within the floodplain was discussed. Also mentioned was that a quick resolution of the Lumbermen—City of Austin lawsuit would bolster the integrity of the master planning process.

Some of the attendees stated their preference for the Sand Beach to be bought by the City for open space. They supported the Shoal Creek Greenbelt improvements to improve the connection between the District and downtown. It was explained that some of the parking spaces for the Lumbermen's tract would be available for Seaholm use at different times of day and week. The attendees also supported the idea of extending the downtown street grid pattern to and within the District. They also supported the idea of vehicular traffic over the W. 3rd St. Bridge over Shoal Creek.

City staff reported that the cost to the City for buying the Lumbermen's tract would be in the range of 10 million dollars. The attendees were asked whether this was a wise investment for this relatively small tract of land in downtown. There was no consensus response. It was mentioned that acquisition of the triangular Union Pacific tract north of Seaholm was essential to develop the District as proposed.

SYNOPSIS OF SEAHOLM DISTRICT MASTER PLAN STAKEHOLDER MEETINGS

November 15 - 16, 2000

City staff and consultants attending all meetings:

Jim Adams, Principal, ROMA Design Group— prime Consultant
Jana McCann, Urban Design Officer, PECSD, City of Austin— Project Manager
José E. Martínez, Principal, José E. Martínez & Associates— ROMA Design Group Subconsultant

Wednesday, November 15, 2000
9:00 A.M. — 11:00 A.M. @ PECSD, 1011 San Jacinto, 3rd floor conference room
Overall Joint Community Meeting

Seaholm Reuse Planning Committee (Sinclair Black and Chuck Naeve)
Friends of Seaholm (John Hamilton)
Land & Facilities Committee, PARD Board (Mary Ruth Holder, Amy Babich, and Rosemary Castleberry)
Bicycle Community (Eric Anderson)
Design Commission (Joan Hyde)
Urban Transportation Commission/Bicycle Advocacy Council (Tommy Eden)
Downtown Neighborhood Association (Chris Riley, Janet Gilles)
Other Attendees: Mary Arnold, Girard Kinney (Lamar Bridge Bike/Pedestrian Bridge designer)

Mr. Adams summarized the objectives and polices of the project:

- Preserve the Seaholm Power Plant as a prominent civic, historic oriented landmark with viable public-oriented uses that showcase the unique attributes of Austin and the region.

- Promote the development and redevelopment of surrounding properties to create a unique and vibrant mixed-use district that complements Seaholm as a public attraction.

- Reinforce the natural, visual and open space character of Town Lake and Shoal Creek.

- Provide strong pedestrian, bicycle and vehicular linkages between the Seaholm District and adjacent activity centers including the downtown.

- Provide for major transit linkages and the development of a full intermodal transportation hub at the heart of the Seaholm District.

The settlement agreement with LIC was discussed with particular emphasis on the Seaholm-dedicated parking and access facilities to be provided in the area between the LIC property and Seaholm.

Provide strong pedestrian, bicycle and vehicular linkages between the Seaholm District and adjacent activity centers including the downtown:

The logic of extending West Avenue through the Seaholm site to West Cesar Chavez was explained as were the benefits of providing vehicular traffic (one lane in each direction) in addition to pedestrian and bicycle traffic on a new West 3rd St. bridge over Shoal Creek. Both of these streets would extend the downtown street grid to this currently isolated area allowing improved access between points of interest in the Seaholm District, the new City Hall and downtown retail district on the east side of Shoal Creek, and the retail/entertainment area at North Lamar and W. 5th/6th Streets.

The potential for major mixed-use development north of Seaholm, the proposed development by LIC/LBJ, the soon to be redeveloped Austin Energy site, and the potential redevelopment of part or all of the current Greet Water Treatment Plant further illustrate the need for these vehicular access routes. W. 3rd St. would be a linkage between these areas.

Mr. Adams added that the Seaholm District has to "feel" like a part of downtown. If W. 3rd St. were not to carry vehicular traffic, the proposed development on the Austin Energy site would not front on a public street. This site has four "public" edges or sides that must be designed to feel "public," and the W. 3rd St. edge is an important edge. Seaholm's future depends on people getting to it— and this includes via personal vehicles. The intersection of West Avenue and W. 3rd St. could be transformed into a key civic entrance to the Seaholm District.

Mr. Eden expressed his opinion that closing W. 3rd Street to vehicular traffic increases the viability of districts similar to what is proposed for Seaholm. Mr. Adams expressed his opposite opinion by citing numerous cases in which economically failing pedestrian retail streets have had traffic reinstated, and since then, the economic decline has been reversed.

Provide for major transit linkages and the development of a full intermodal transportation hub at the heart of the Seaholm District.

Mr. Adams stated that the master plan must allow for future light rail traffic on W. 3rd St. to further improve the number of transit options to the Seaholm District. The short-term proposal is to provide a bus transfer station on the north edge of Seaholm on what is now Union Pacific railroad property. When the community supports light rail, this bus transfer station would be converted to a light rail-bus transfer station.

The proposed station for Amtrak and commuter rail service is proposed on the Goodwill property north of the railroad right-of-way and west of North Lamar. In the future, light rail service could continue further west, and all three modes of rail transportation could be co-located at the Amtrak/commuter rail station west of North Lamar.

Provide strong pedestrian, bicycle and vehicular linkages between the Seaholm District and adjacent activity centers including the downtown:

A commuter bike station will be proposed in close proximity to the bus/light rail station northwest of Seaholm with vertical circulation via ramps to connect westbound and eastbound bicycle traffic. The Cross-town Bikeway could be on the proposed roadway (Class II route— on-street and sharing lanes with auto traffic) paralleling the railroad right-of-way connecting Seaholm, a proposed North Lamar bridge and the new West Cesar Chavez connection west of the current Humane Society facilities. The Cross-town Bikeway could also be on a separate and parallel bike trail (Class I) between this proposed roadway and the railroad tracks. This roadway would not be more than 22' wide and would be a slow, park-like street. A Class II bike lane (on-street) is proposed for West Avenue.

Mr. Adams expressed his opinion that of the two proposed bike ramps from the new Lamar bike bridge over Town Lake the eastern route is preferable. He expressed a preference for bicycle traffic from the bike bridge to reach the ground level south of West Cesar Chavez, cross the street at street level at the proposed West Avenue intersection and then link to West Avenue and Shoal Creek bike paths, as well as the Crosstown Bikeway.

Mr. Anderson indicated that the proposed Lamar tunnel is to offer a north/south connection, but he also indicated his personal preference for the bike route to pass through the Seaholm development as long as the final route is *conducive to commuter bicycle traffic.*

Mr. Kinney indicated that the vertical helix connection between the new bike bridge and the trail is designed only for the hike-and-bike trail users. Commuters are to continue along the proposed 14-foot wide bike flyovers to points north. The North Lamar overpass is designed to move bike traffic off Lamar. This route would bring bike traffic to grade level about 40-50 feet south of W. 5th St. on the current street west of the MarketPlace. Mr. Adams repeated one of the objectives of the Seaholm Master Plan is help preserve Seaholm and the visual open space of the parklands. He added that the flyovers are a visual obstruction.

Mr. Adams stated that the proposed downtown street grid extensions (W. 3rd and West Avenue) are not intended to provide new through routes. Mr. Adams agreed that the streets paralleling North Lamar between the railroad right-of-way and W. 5th St. need further analysis to resolve the traffic movements they create.

Mr. Adams illustrated the proposed arc-shaped surface parking area along the railroad tracks between the LIC property and Seaholm facility that would continue west across North Lamar on a new bridge on the south side of the railroad tracks and proceed west to a new connection to West Cesar Chavez west of the current Human Society property.

Reinforce the natural, visual and open space character of Town Lake and Shoal Creek:

With respect to the redesigned street system in front of the LIC/LBJ, Mr. Adams indicated that the proposed grid-like street layout would slow traffic, thereby making the open space in this area more usable. Moving West Cesar Chavez further north would add usable space on the lakefront greenbelt that is currently very narrow.

West Cesar Chavez could be striped as five lanes in the existing curb-to-curb dimension. The middle lane is proposed to be a left-turn lane allowing north turns at Sandra Muraida, West Avenue and other streets further east into downtown.

Ms. Arnold asked for a listing of all other prior Town Lake planning studies be made available to the consultant team. In particular, she asked if the Roy Mann Town Lake planning study of the mid-80s that addressed urban edge controls along Town Lake was reviewed. The consultant team indicated that they were familiar with that report.

Ms. Arnold stated that the Green Water Treatment Plant should remain as a water treatment plant to maintain the water quality of the Barton Creek because the State's Texas Natural Resources Conservation Commission (TNRCC) requires minimum water quality standards at the water intake point. These standards would, in effect, require that the Barton Creek water quality be maintained due to its proximity upstream from the Green Water Intake structure.

Several attendees expressed their opinion that parking should not be located on the parkland side of Seaholm. Mr. Adams stated that the community wants the public entrance to Seaholm on the west side. To facilitate this, there should be vehicular traffic on this side. The proposed parking was described as "orchard parking" with every fourth parking space being taken by a tree. Berms would also help hide cars from view.

Ms. Arnold indicated her preference to have a Wildflower Center activity on the open space southwest of Seaholm to promote wildflower "principles." Mr. Adams explained that there is a requirement for up to 500 parking spaces on opening day, and the Seaholm Project cannot afford an underground parking garage at up to $30,000 per parking space.

Mr. Adams summarized the meeting's issues as follow:

- Bikes— bike bridge/ramps at West Cesar Chavez St.— Design the ramps sensitively.
- Create bike route diagonally from bike bridge northeast and behind Seaholm.
- West 3rd St.— Further analysis of the need for vehicular vs. desires for no vehicular access.
- Parking south and southwest of Seaholm— Create a sense of open space; balance need with that for an affordable parking solution.
- West Cesar Chavez— Move north to increase Town Lake open space and increase lane capacity.
- Roadway paralleling railroad on the south— Create calm street and alternative vehicular network.

12:00 P.M. — 1:00 P.M. @ DAA, 211 E. 7th St., 7th floor conference room
Downtown Austin Alliance's Economic Development Committee

Jim Adams presented the concept of the District as was presented at the earlier meeting. (See above.) The Committee's few questions ranged from the Project's timeline to asking about the proposed uses for the Seaholm facility, the proposed number of parking spaces, the future use of the Humane Society, and the proposed improvements to West Cesar Chavez. The Committee did not express disagreement with any of the plan elements presented.

2:30 P.M. — 3:30 P.M. @ PECSD, 1011 San Jacinto, 3rd floor conference room
Seaholm Reuse Planning Committee

Seaholm Reuse Planning Committee (Leslie Pool, Chris Riley, Clark Hancock)
West End Austin Alliance (Melissa Gonzales)
Jo Clifton, InFact newsletter
Eric Anderson, Friends of the Crosstown Bikeway
Kent Collins, POST Properties

Jim Adams presented the concept of the District as was presented earlier. Additional topics not discussed in the earlier meetings included:

- Access by semi-trucks to the Seaholm facility from West Avenue.

- Capital Metro is still interested in the proposed bus transfer station as previously described even if light rail does not become a reality.
- Red brick gates on the West Avenue entrance to Seaholm should be preserved and relocated within the site.
- Protect/preserve the view of Seaholm from all directions, but particularly from the South and West.
- Access to the proposed plaza north of Seaholm.
- LIC agreement will result in some shared parking in that development's garage (± 150 spaces).
- Will there be a need for a second entrance for school buses?
- The bike community could support the eastern bike route access, and could withdraw support of the Lamar flyover because the eastern access route is more important than the Lamar route.
- The number of parking spaces on the south side of Seaholm will be less than the current number.
- Question: Does Capital Metro know of successful bus transfer stations to share with the public? Addison, TX: Successful bus transfer station. Corpus Christi: Successful bus transfer stations.
- W. 3rd St. west to Baylor from West Avenue functions well.
- Seaholm developer may feel that the 60,000 s.f. of space allocated by the Master Plan north of Seaholm may not be large enough for a successful mixed-use project. This space might be allocated to future Seaholm expansion.
- Shoal Creek needs to be restored and improved from West Cesar Chavez to West 3rd St. No major flood reliever is currently funded.

Thursday, November 16, 2000
9:00 A.M. — 11:00 A.M. @ PECSD, 1011 San Jacinto, 3rd floor conference room
City Departments Affected by the Master Plan

Redevelopment Services— Sue Edwards
PECSD— Susan Daniels, Greg Kilah, Mark Walters, Pollyanne Melton, Jana McCann
PW&T— Ron Davis, Eric Ziegler, David Gerard, Gordon Derr, Kalpana Sutaria
DRID— Barbara Stocklin, Historic Preservation Officer
Austin Energy— Diane Covert, Judy Fowler
Parsons Brinckerhoff— Chuck Fuhs
TxDOT, Austin District— Ernie Martinez
PARD— Sarah Campbell
ROMA Team— Mike McInturff, WHM & Laura Toups Berland, Urban Design Group, Subconsultant to ROMA Design Group

Jim Adams presented the concept of the District as was presented earlier. Additional topics not discussed in the earlier meetings included:

- West Avenue at Cesar Chavez— Adding left turn lane and traffic light will reduce traffic flow.
- West Cesar Chavez has 80' ROW but is constraint at North Lamar underpass.
- Consider West Cesar Chavez with a reversible lane.

- MoPac to I-35 connection— 1986 plan for West 3rd St. Parkway proposed along railroad tracks, east of Shoal Creek and tying to W. 3rd and 4th Sts. This is consistent with TxDOT current high occupancy vehicle (HOV) plans.
- Widening of West Cesar Chavez was defeated by referendum in 1983.
- Traffic from MoPac towards CBD is growing faster than can be addressed conventionally.
- Downtown Access & Mobility Program (DAMP)— impetus was the current traffic congestion at North Lamar and W. 5th & 6th Sts.
- DAMP's 5-year scenario— light rail, MIS on I-35, HOV lanes are all beyond this period.
- West Avenue Extension— Austin Energy facilities within Seaholm property on ROW may be too expensive to move. Austin Energy to analyze this issue.
- Transmission lines north of Seaholm— May need to be relocated.
- West Avenue Bridge— Cannot carry heavy loads.
- Austin Energy site— Austin Energy is counting on sale proceeds to relocate to new facility. Outright sale is desirable. Develop design guidelines for very attractive and unique site. Configure RFP in conjunction with the Seaholm Master Plan. Site has potential for residential/mixed-use redevelopment.
- Propose New North Lamar Bridge— Electrical transmission lines are overhead.
- B.R. Reynolds north to Amtrak station is an "access easement" through the YMCA property.
- Suggested Seaholm District Master Plan presentation to PARD Board.

11:00 A.M. — 11:30 A.M. @ PECSD, 1011 San Jacinto, 3rd floor conference room
Walk on Lower Shoal Creek

Chris Riley, Janet Gilles, Kent Collins, Barbara Stocklin

Jim Adams, Jana McCann, and José E. Martínez, along with the participants listed, visited the lower end of Shoal Creek from the West Avenue bridge at Shoal Creek south to the Seaholm property. The newly installed bike/pedestrian bridge's connecting trails, ramps and stair were under construction. Proceeding from the south, the hike-and-bike trail will deviate westward from the bridge about 50 feet, cross the Sandra Muraida Way right-of-way, and then return to the north side of the Sandra Muraida Way right-of-way. This redesign was reviewed and approved by the Park's Board.

Kent Collins described the plans on the Post property to extend and enhance the hike-and-bike trail from the West Avenue bridge through its Phase Two project.

The group agreed that the site's view from the creek bank below the Austin Music Hall is one that could be enhanced by PARD in its Shoal Creek improvement program. General ideas to achieve this were discussed.

2:15 P.M. — 4:30 P.M. @ Black-Vernooy Architects
Consultants' Meeting

Sinclair Black, Sherry Wagner, Public Attractions Consultant to the City for the Seaholm Reuse Project, Laura Toups, Mike McInturff, Bill Ball, LBJ Holding Co., Madison Smith, Overland Partners.

The preceding two days of stakeholders' input was discussed. The urban design discussion expanded on the feasibility of adding a signalized intersection at North Lamar Blvd. and Sandra Muraida Way. Access to and from the LIC tract from the redesigned Sandra Muraida Way was discussed. Also discussed were the resultant sizes and potential uses of open spaces created by the redesigned Sandra Muralda. The proposed bicycle flyovers over the site were discussed with the conclusion that flyovers are a detriment to the parkland environment and to the historic Seaholm Power Plant. Also discussed were the W. 3rd St. bridge and its potential connection of the Seaholm District to activities in the redeveloped downtown to the east. The immediate environment at the power plant was discussed with Sherry Wagner. Conclusions:

- Provide bus (school and private) drop-off in turn-around to the south of Seaholm (current parking area)
- Provide a rich sequence of access in public space from the west where a major ceremonial, axial entrance to Seaholm is proposed.
- Allow visitors to access underground parking to the north of Seaholm form this western entrance by passing under the railroad bridge and turning into a garage entrance.
- Provide clear access/unloading by semi-trucks underground and to the north of Seaholm.
- Allow the 60,000 s.f. illustrated to the north of Seaholm to be dedicated to support complementary uses to the future public attraction and/or expansion of the facility.
- Provide continuously covered pathways from school bus unloading platform to the building entrance. A separate entrance may be developed for bus (private/special parties) arrivals.
- Locate handicapped spaces in immediate proximity to the one of the entries.

ACKNOWLEDGEMENTS

City of Austin

Mayor Kirk Watson
Mayor Pro Tem Jackie Goodman
Councilmember Beverly Griffith
Councilmember Daryl Slusher
Councilmember Raul Alvarez
Councilmember Danny Thomas
Councilmember Will Wynn
Jesus Garza, City Manager
Toby Futrell, Deputy City Manager
Marcia Conner and Lisa Gordon, Assistant City Managers

Austin Energy
Chuck Manning, President
Al Lujan, Vice-President
Judy Fowler

Transportation, Planning and Sustainability
Austan Librach, Director
Jana McCann, Project Manager
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Urban Design Group
Laura Toups-Berland
Candice Lai

Elizabeth Day, *Illustrator*
Elizabeth Day

Capitol Market Research
Charles Heimsath

Sherry Kafka Wagner,
Seaholm Reuse/Public Attractions Consulant

Exhibit 4
Seaholm Tax Revenue Schedule

Fiscal Year Ending	Assessed Value (AV) on Tax Roll by Fiscal Year by Use				Property Tax Revenue		Sales Tax Revenue	
	Office	Hotel/Condo	Power Plant	Project Total AV	Annual Collection	NPV at 7% (2010$).[1]	Annual Collection	NPV at 7% (2010$).[1]
2011	9,451,826	22,003,801	11,812,361	43,267,988	173,591	157,000		
2012	18,903,651	44,007,601	23,624,722	86,535,975	347,182	452,000	166,317	141,000
2013	19,376,243	66,011,402	24,215,341	109,602,985	439,727	800,000	170,475	276,000
2014	19,860,649	67,661,687	24,820,724	112,343,060	450,720	1,133,000	174,737	405,000
2015	20,357,165	69,353,229	25,441,242	115,151,636	461,988	1,453,000	179,105	529,000
2016	20,866,094	71,087,060	26,077,273	118,030,427	473,538	1,759,000	183,583	648,000
2017	21,387,746	72,864,236	26,729,205	120,981,188	485,377	2,052,000	188,172	761,000
2018	21,922,440	74,685,842	27,397,435	124,005,718	497,511	2,333,000	192,877	870,000
2019	22,470,501	76,552,988	28,082,371	127,105,861	509,949	2,602,000	197,699	975,000
2020	23,032,264	78,466,813	28,784,430	130,283,507	522,697	2,860,000	202,641	1,075,000
2021	23,608,070	80,428,484	29,504,041	133,540,595	535,765	3,107,000	207,707	1,170,000
2022	24,198,272	82,439,196	30,241,642	136,879,110	549,159	3,343,000	212,900	1,262,000
2023	24,803,229	84,500,175	30,997,683	140,301,087	562,888	3,570,000	218,222	1,350,000
2024	25,423,309	86,612,680	31,772,625	143,808,614	576,960	3,787,000	223,678	1,434,000
2025	26,058,892	88,777,997	32,566,941	147,403,830	591,384	3,995,000	229,270	1,515,000
2026	26,710,364	90,997,447	33,381,114	151,088,926	606,169	4,194,000	235,002	1,592,000
2027	27,378,124	93,272,383	34,215,642	154,866,149	621,323	4,385,000	240,877	1,666,000
2028	28,062,577	95,604,193	35,071,033	158,737,802	636,856	4,567,000	246,899	1,737,000
2029	28,764,141	97,994,297	35,947,809	162,706,248	652,777	4,742,000	253,071	1,804,000
2030	29,483,245	100,444,155	36,846,504	166,773,904	669,097	4,910,000	259,398	1,869,000
2031	30,220,326	102,955,259	37,767,667	170,943,251	685,824	5,071,000	265,883	1,932,000
2032	30,975,834	105,529,140	38,711,859	175,216,833	702,970	5,225,000	272,530	1,991,000
2033	31,750,230	108,167,369	39,679,655	179,597,253	720,544	5,372,000	279,343	2,049,000
2034	32,543,985	110,871,553	40,671,646	184,087,185	738,558	5,513,000	286,327	2,103,000
2035	33,357,585	113,643,342	41,688,438	188,689,364	757,022	5,649,000	293,485	2,156,000
2036	34,191,525	116,484,425	42,730,649	193,406,598	775,947	5,778,000	300,822	2,206,000
2037	35,046,313	119,396,536	43,798,915	198,241,763	795,346	5,902,000	308,342	2,254,000
2038	35,922,471	122,381,449	44,893,888	203,197,807	815,230	6,021,000	316,051	2,300,000
2039	36,820,532	125,440,985	46,016,235	208,277,753	835,610	6,135,000	323,952	2,344,000
2040	37,741,046	128,577,010	47,166,641	213,484,696	856,501	6,244,000	332,051	2,387,000

[1] The columns labeled "NPV at 7% (2010$) represent the calculated net present value (NPV) of ***cumulative*** tax revenue-to-date by year, represented in 2010 dollars. These values have been reduced by 3% to account for the costs of issuing debt to be repaid by the tax increment. After this reduction for issuance costs, the NPV of cumulative total revenues, as shown in year 2040, are $6,244,000 for property tax and $2,387,000 for sales tax.