



South Central Waterfront

2020 South Central Waterfront Vision Implementation Update

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2 Physical Framework

The SCW physical framework lays the foundation for a district-wide green infrastructure system paired with quality urban design and an interconnected network of public spaces, streets, lakeside trails and parks.

The key to the physical framework is an integrated approach to adding new streets that work with the existing street grid and property ownership to promote connectivity and walkability as the district redevelops. Existing streets are upgraded to Austin's highest standard for complete streets and retrofitted with green infrastructure and utilities that facilitate more sustainable development.

The elements addressed in the physical framework - circulation and connectivity, open space, sustainability and green infrastructure, and urban design - exist and function simultaneously as an integrated whole. However in this chapter, they are broken down into distinct elements to better explain how each component works, and which public and private entities might lead their respective implementation.

2016 SCW Physical Framework Plan consists of:

- Transportation Network (City led roadway catalysts, Developer Led Streets, City Led Improvements of Existing Streets)
- Open Spaces (Expanded Waterfront park and trail connections, City led catalyst open spaces)
- Urban Design guidelines for incremental development

2016 SCW PHYSICAL FRAMEWORK

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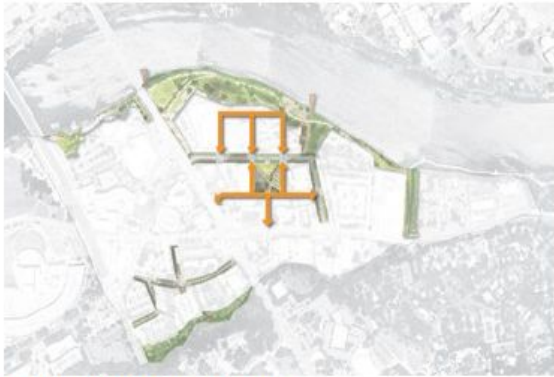
The Physical Framework identifies an interconnected network of public realm improvements in this district starting with:

1. The expansion of waterfront open space on the Statesman site
2. Adding new green streets, parks, plazas and enhancing existing natural areas along Bouldin Creek
3. Completing the street network for a more pedestrian-oriented district
4. Improving existing streets to support a multimodal transportation network.
5. And creating a built environment that leverages density bonuses to developers to build hundreds of units of affordable housing in a mixed-use, urban neighborhood.

SCW Plan identifies four major open space opportunities that anchor the district’s public realm. The interconnected network of green streets and trails connect these open spaces.



1. Existing open space



4. Developer-led streets



2. New waterfront park and trail connections



5. City-led improvements to existing roads



3. City-led park and roadway catalysts



6. Incremental infill development projects

KEY PLACEMAKING OPPORTUNITIES



Bouldin Creek Trail - The vision for a multi-use trail alongside Bouldin Creek will connect S 1st street and Congress Ave.



Crockett Sq - What is currently a parking lot will be transformed into a public square that features a grand landscaped area for congregations, a canopy area for popup events, and an urban demonstration wetland that collects, treats and stores stormwater for irrigation.



Parking lot by congress avenue will be transformed into a plaza overlook extending from Congress Avenue, and cascading into amphitheater for viewing the bats.



The long-term vision calls for the turn lane from southbound Congress Avenue onto Barton Springs Road to be transformed into a rain garden and plaza as a gateway into the district from downtown

2020 MODIFIED SCW PHYSICAL FRAMEWORK

In this document, we are:

- Modifying the 2016 Physical Framework:
 - To demonstrate flexibility laid out in the 2016 Plan and the Draft Regulating Plan
 - The 2016 plan envisioned that a new Barton Springs Road extension would bisect the two largest properties, with the vast majority of the new road on the Crockett property. Under the 2016 Plan, this alignment would have been accomplished through a City-led effort, which would have used the recommended Economic Development Corporation and tax increment financing. Neither of those recommended tools have been accomplished.
- 2020 SCW Plan Update includes:
 - Shift the Barton Springs Road extension from the Crockett property to the Statesman site, to reflect phasing realities.
 - adopted City plans such as the ASMP
 - Streamlined maps and property & infrastructure nomenclature
 - Deeper dive into utilities and physical quantities for infrastructure project costs

Why we did it:

- More accurate quantities of streets and open spaces
- Enables us to compare master plan vision and costs against redevelopment proposals

2020 UPDATED PHYSICAL FRAMEWORK

Illustrative Plan

Updated Master Map

Updated Transportation Network

Updated Street Classification

Updated Streetscape Improvements

Updated Street Sections

Updated Transit Map

Updated Open Spaces

Waterfront Park

Green Connector

Crockett Square

Bouldin Creek Trail

Nightwing Plaza

Updated Utilities

Water & Wastewater

Wastewater

Reclaimed Water

Electricity

Telecommunications

Gas

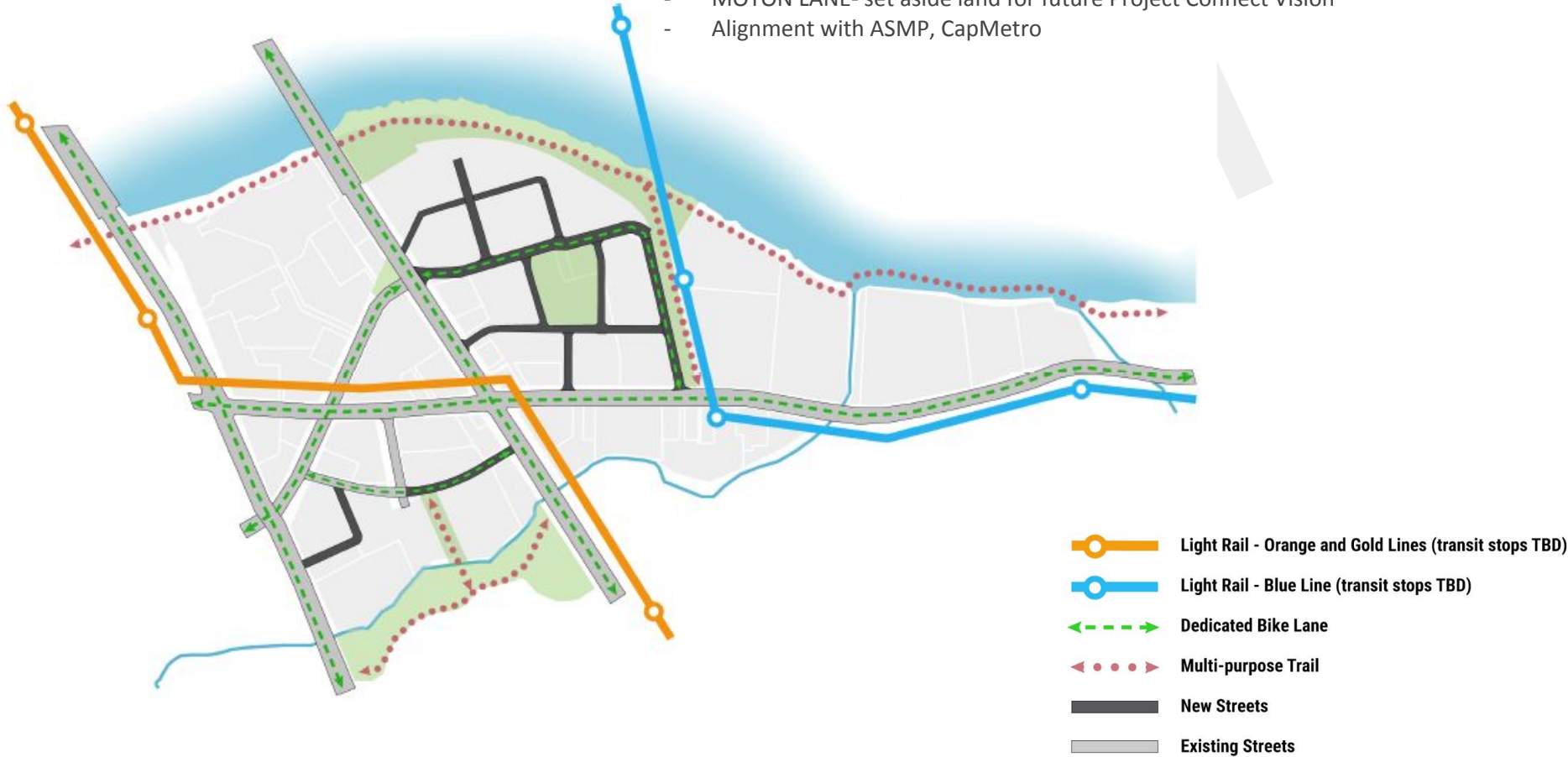
2020 UPDATED PROJECT COSTS



2020 MODIFIED CIRCULATION + TRANSPORTATION

The 2016 Plan breaks down how design standards, important connections and programmatic tools will ensure that the development is integrated into the transportation network, while planning for future growth and innovation in how we move through the city.

- The 2020 Update:
- Updated street classification
 - Updated street sections
 - Shifted focus towards back of curb / streetscape, deferring roadway widths, lane configuration negotiations to when properties redevelop
 - Cleaned up numbering system, etc.
 - Generated Streetscape Improvements to locate:
 - Rain gardens
 - Bike lanes
 - Trails
 - MOTON LANE- set aside land for future Project Connect Vision
 - Alignment with ASMP, CapMetro



2020 UPDATED TRANSIT MAP



- MOTON LANE- set aside land for future Project Connect Vision
- Orange & Blue lines through the district

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PROJECT CONNECT VISION

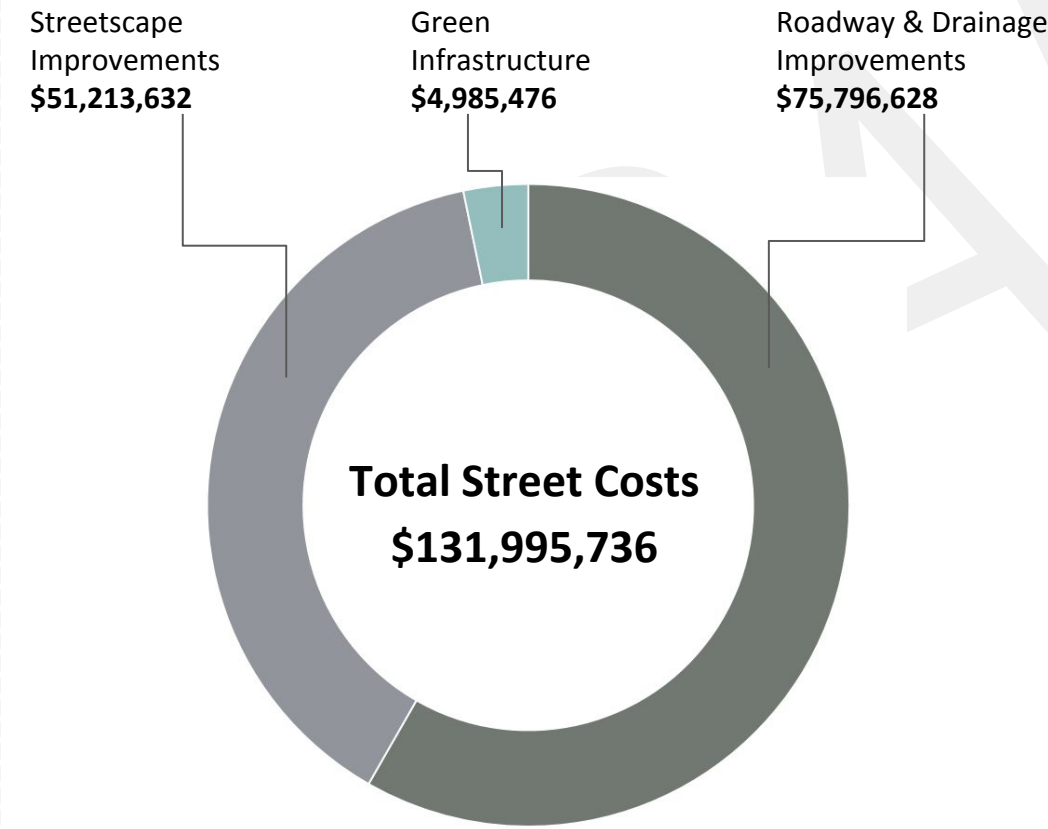


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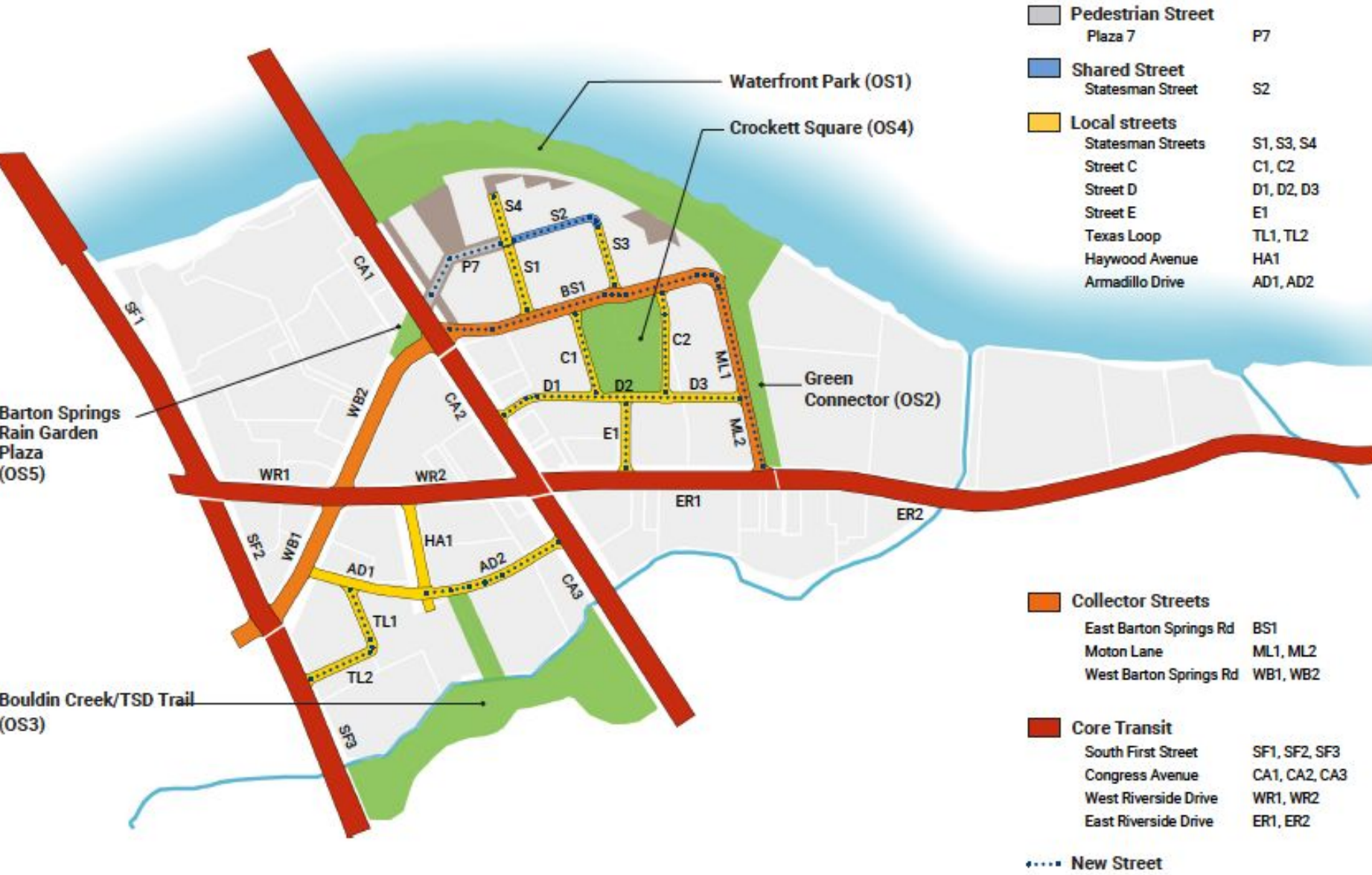
2020 MODIFIED STREET CLASSIFICATION

- Four types of streets in the SCW District:
- Core Transit: streets have a mass transit function with dedicated bike lanes
 - Collector Streets: may have rain gardens as streetscape features
 - Local Streets:
 - Shared Street



STREET	COST
Street S1	\$909,058
Street S2	\$1,707,599
Street S3	\$972,472
Street S4	\$1,122,850
Street C1&C2	\$3,664,519
Street D1-D3	\$5,168,108
Street E1	\$1,001,861
Texas Loop (TL1&TL2)	\$2,888,171
Haywood Avenue (HA1)	\$1,807,318
Armadillo Drive (AD1&AD2)	\$5,245,277
East Barton Springs (BS1)	\$12,800,434
Moton Lane (ML1&ML2)	\$5,779,721
W. Barton Springs (WB1&2)	\$11,838,734
South First Street (SF1-3)	\$21,081,966
Congress Avenue (CA1-3)	\$23,422,628
West Riverside Drive (WR1-2)	\$9,794,272
East Riverside Drive (ER1)	\$22,790,749

2020 Street Classifications and Open Spaces



2020 MODIFIED STREET SECTIONS & STREETScape IMPROVEMENTS

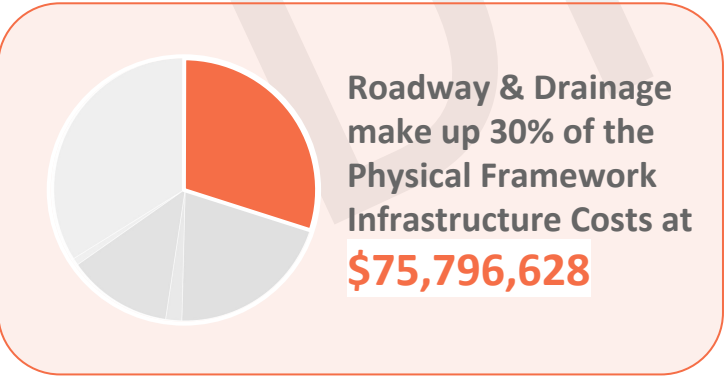
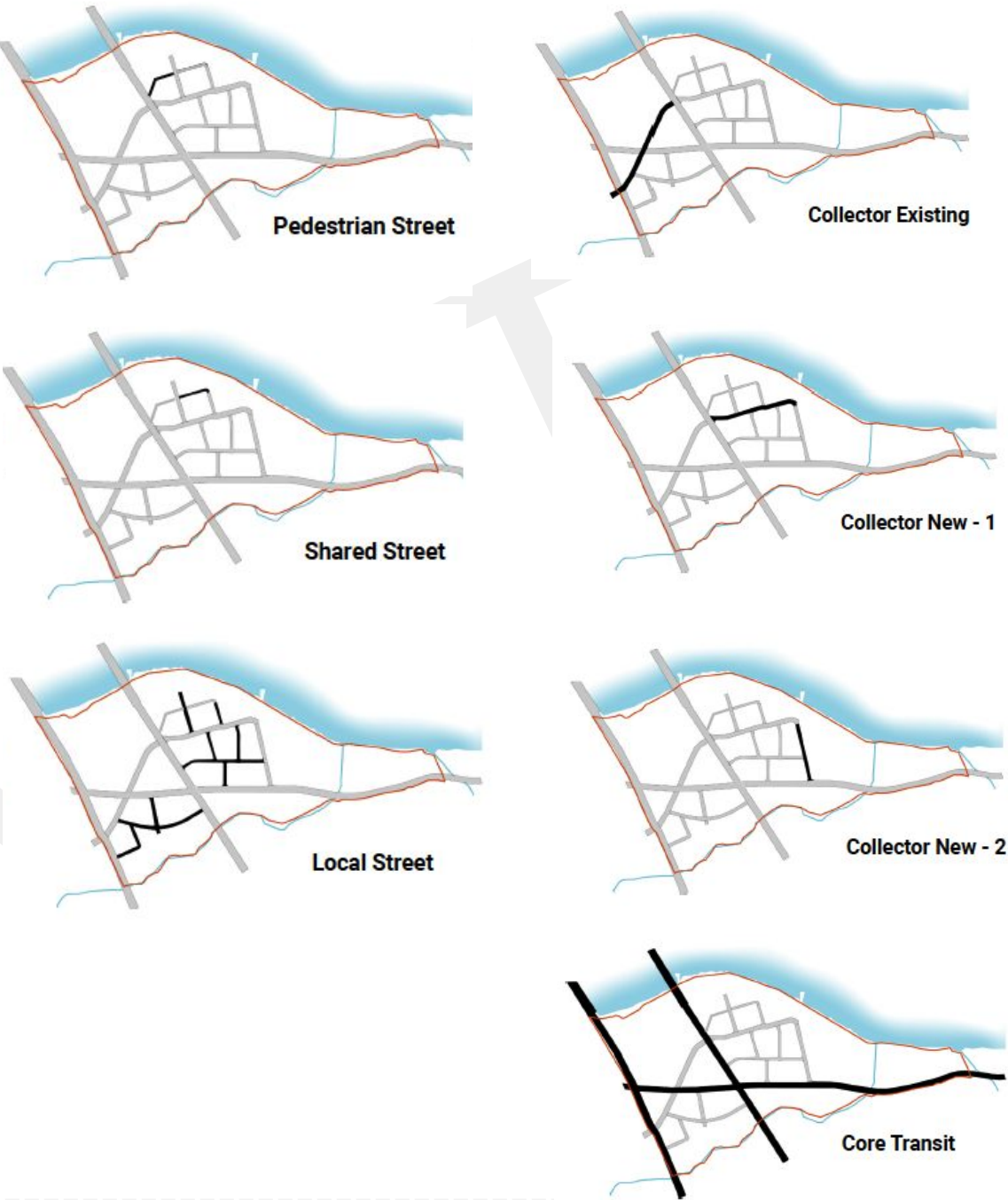
STREET SECTIONS

2016 Plan had street sections for each street. In the past four years, projects like the 425 W Riverside PUD came online. The 2016 street section for this location was useful during PUD negotiations to secure the developer’s commitment to build the rain garden in the right-of-way. The City also updated street design standards through the passage of ASMP.

Negotiations for the 425 W Riverside PUD made it clear that flexibility in roadway sizes is needed for a district with a twenty year development timeline.

Therefore, 2020 Modified Street Sections are based on street classification rather than the streets themselves. Focus of the sections is on back-of-curb & streetscape requirements. This allows for roadway widths & lane configuration negotiations to happen with ATD or as per the City’s latest street standards.

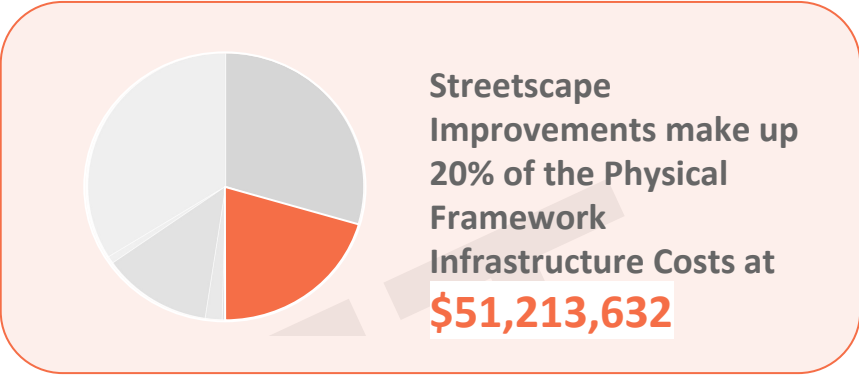
SEE **APPENDIX A** FOR DETAILED STREET SECTIONS



STREETScape IMPROVEMENTS

The 2020 Modified Streetscape Improvement map proposes 2.85 miles of green streetscape with 43% of improvements on new streets and 57% on upgrades to existing streets. Three types of Streetscape Improvements - Bike Lanes, Multipurpose trails, and Green Infrastructure in Roadways.

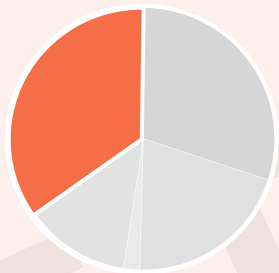
SEE **APPENDIX A** FOR DETAILED STREET SECTIONS



2020 MODIFIED OPEN SPACES

The SCW Framework Plan will add approximately 17 acres of open space to the South Central Waterfront. These new parks, plazas and trails serve as destinations for recreation as well as amenities for people who will live and work in the neighborhood. In addition, each park incorporates innovative strategies coordinated across the district to ensure that stormwater is managed and treated before flowing into Bouldin Creek and Lady Bird Lake.

SCW Plan identifies four major open space opportunities that anchor the district’s public realm. The interconnected network of green streets and trails connect these open spaces.



Open Spaces make up 34% of the Physical Framework Infrastructure Costs at **\$85,250,220**

Code	Major Open Spaces	Acres	Direct Costs*	Indirect Costs	Total Cost
OS1	Waterfront Park & Plazas	8.79	\$33,048,700	\$19,697,025	\$52,745,725
OS2	Green Connector	0.58	\$1,450,153	\$864,291	\$2,314,444
OS3	Bouldin Creek Trail	5.22	\$5,596,072	\$3,335,259	\$8,931,331
OS4	Crockett Square	1.6	\$10,820,000	\$6,448,720	\$17,268,720
OS 5	Nightwing Plaza	0.17	\$2,500,000	\$1,490,000	\$3,990,000
TOTAL OPEN SPACE COSTS					\$85,250,220



2020 MODIFIED WATERFRONT PARK

The Open Spaces of park and connected plazas and trails at the Statesman site is a signature feature for the South Central Waterfront. This open space system transforms this section of the 10 mile Anne and Roy Butler Hike and Bike Trail around Lady Bird Lake by adding a park that is unique among Austin's parks. Framed by a lively pedestrian market street to the south and a natural wetland habitat along Lady Bird Lake to the north, the park embraces Austin's natural beauty as well as its vibrant and quirky energy.

**The 2020 Modified Waterfront Park
IS 8.79 acres and costs
\$52,745,725**



The illustrative image below, from the 2016 EPA Greening of the South Central Waterfront Report, conveys a central but flexible concept from the 2016 SCW Plan. The idea is to extend a plaza from Congress Avenue as an overlook to the park space and lake below. Conceptually, the plaza overlook provides two ways to get to the water's edge - through a grand staircase or through a gradual ramp that follows the shoreline. The 2020 modified open space diagram incorporates these concepts.



2020 MODIFIED WATERFRONT PARK

These two pages:
Text linking EPA Report, 2016, and 2020 illustrative... Emphasize the principles the the illustrative images convey.

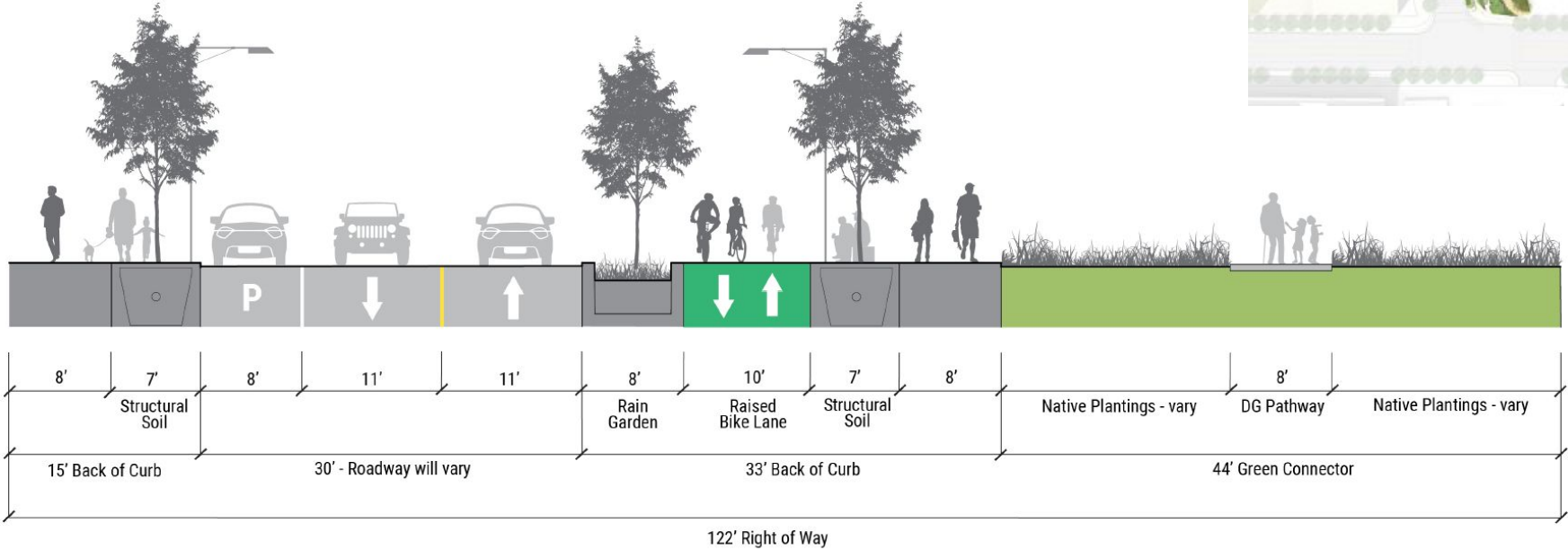


MOTON LANE & GREEN CONNECTOR

- Interim Vision:
- Green Connector Open Space
 - Moton Lane land-banking strategy
 - Native planting with decomposed granite trail
 - Offers connection to the waterfront from E Riverside Dr

- Long Term Vision:
- CapMetro vision for Project Connect envisions the Blue line going through the Green Connector, with a potential transit station

The 2020 Green Connector is 0.58 acres and costs **\$2,314,444**



Update illustrations to reflect latest section and Project Connect information.



BOULDIN CREEK TRAIL

The Texas School for the Deaf campus accommodates a linear park and multi-use trail along the creek, connecting South First Street to South Congress Avenue. As the trail approaches Congress Avenue a Canopy Walk leaps over the ravine to complete the trail connection. An additional bridge, as seen in the distance, spans over the creek to connect the trail to the South Central Waterfront development district.

The 2020 Bouldin Creek Trail IS 5.22 acres and costs **\$8,931,331**

Highlight that the Texas Facilities Commission 2017 Master Plan for the TSD incorporates the City's SCW Plan's recommendation to accommodate this open space.



NIGHTWING PLAZA

The long-term vision calls for the turn lane from southbound Congress Avenue onto Barton Springs Road to be transformed into a rain garden and plaza as a gateway into the district from downtown Austin.

Since funding has yet to be secured and phasing issues need to be resolved, the 2016 SCW Plan calls for an interim strategy – a demonstration plaza that tests this concept for a certain period of time. The temporary demonstration plaza was initiated in 2017.

The 2020 Nightwing Plaza is 0.17 acres and costs **\$3,990,000**



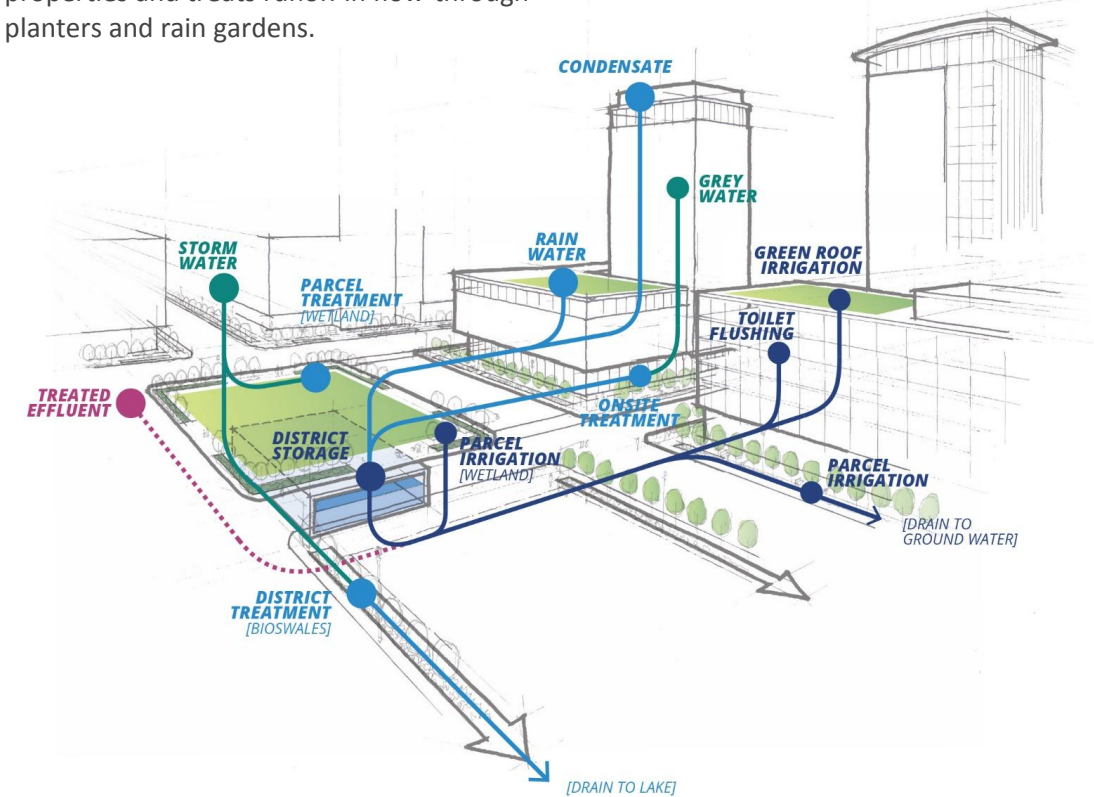
CROCKETT SQUARE

Crockett Square provides the South Central Waterfront with a public plaza counterpart to the lake edge and a social space for district workers, residents and visitors. Its edges are highlighted by street trees and raingardens.

The Crockett Square design option includes an outdoor market hall, housing the infrastructure and amenities to support rotating programming for artisanal, flea, and farmer markets as well as small performances and recreation.

The square receives stormwater from adjacent properties and treats runoff in flow-through planters and rain gardens.

The 2020 Crockett Square is 1.6 acres and costs **\$17,268,720**

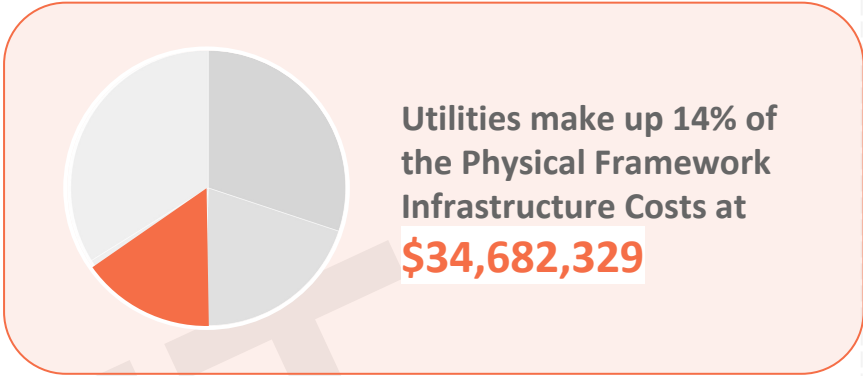


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2020 MODIFIED UTILITIES

The 2020 Update takes a deeper dive into utilities that provides more clarity on their impact on infrastructure costs and funding sources.



WATER

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WASTEWATER

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RECLAIMED WATER

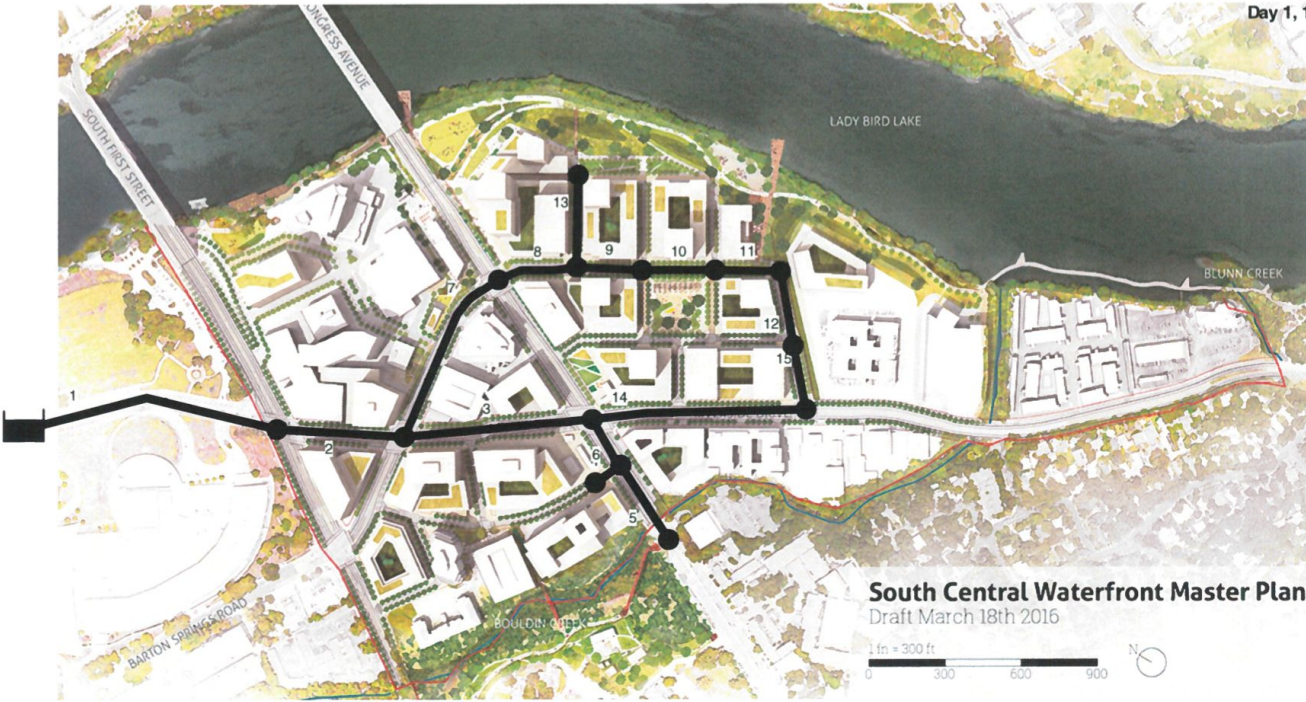
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Succulents chicharrones fashion axe semiotics brunch cronut. Locavore organic portland taiyaki echo park tote bag intelligentsia keytar. Single-origin coffee four dollar toast air plant craft beer, food truck iceland palo santo mixtape stumptown tattooed turmeric meggings lyft shabby chic brooklyn.

ELECTRICITY

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TELECOMMUNICATIONS

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GAS

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2020 MODIFIED PROJECT COSTS

The 2020 SCW Modified Physical Framework Cost Estimates cover all components of the SCW Physical Framework (2040 buildout) across the full SCW district. The Physical Framework includes all utilities infrastructure; streets and streetscapes for both new streets and improvements to existing streets; and the open space system (i.e., parks, trails, plazas, raingardens, and other open spaces). Cost data for streets, utilities, and green infrastructure was sourced by PWD and CoA utilities, based on 2019 work. Cost data for open spaces was supplied by consultants . Compared to 2016, the new cost estimates are more reliable and usable by virtue of (1) inclusion of detailed schematic designs for the key open spaces to provide for more accurate cost estimation, and (2) integrating data into an interactive database to provide for more precision and adaptability

Significance of the 2020 SCW Modified Physical Framework Cost Estimates: a. This document and the associated database detail the full cost of the SCW Physical Framework (2040 buildout) at \$252M4 including:

- 1. Open Spaces: \$85.2M (34%)
- 2. Roadway & Drainage: \$75.8M (30%)
- 3. Streetscapes: \$51.2M (20%)
- 4. Utilities: \$32.5M (13%)
- 5. Green infrastructure in ROW: \$5M (2%)
- 6. Reclaimed water: \$2.2M (~1%)

The city-created/owned database provides benchmarking for current planning, and it can be readily updated with new cost information to remain an adaptable tool for future use.

The cost estimates are a critical input into updating the SCW Financial Framework model. d. The cost estimates provide the basis for assigning project costs for a potential SCW TIF Project Plan. e. This document will be reference by the pending SCW Regulating Plan to inform developing properties of the physical framework elements which will be required on their properties. f. The cost estimates provide a method to assess the anticipated costs and quality of the open spaces and street network in the current Planned Unit Development (PUD) proposal for the Statesman site.

