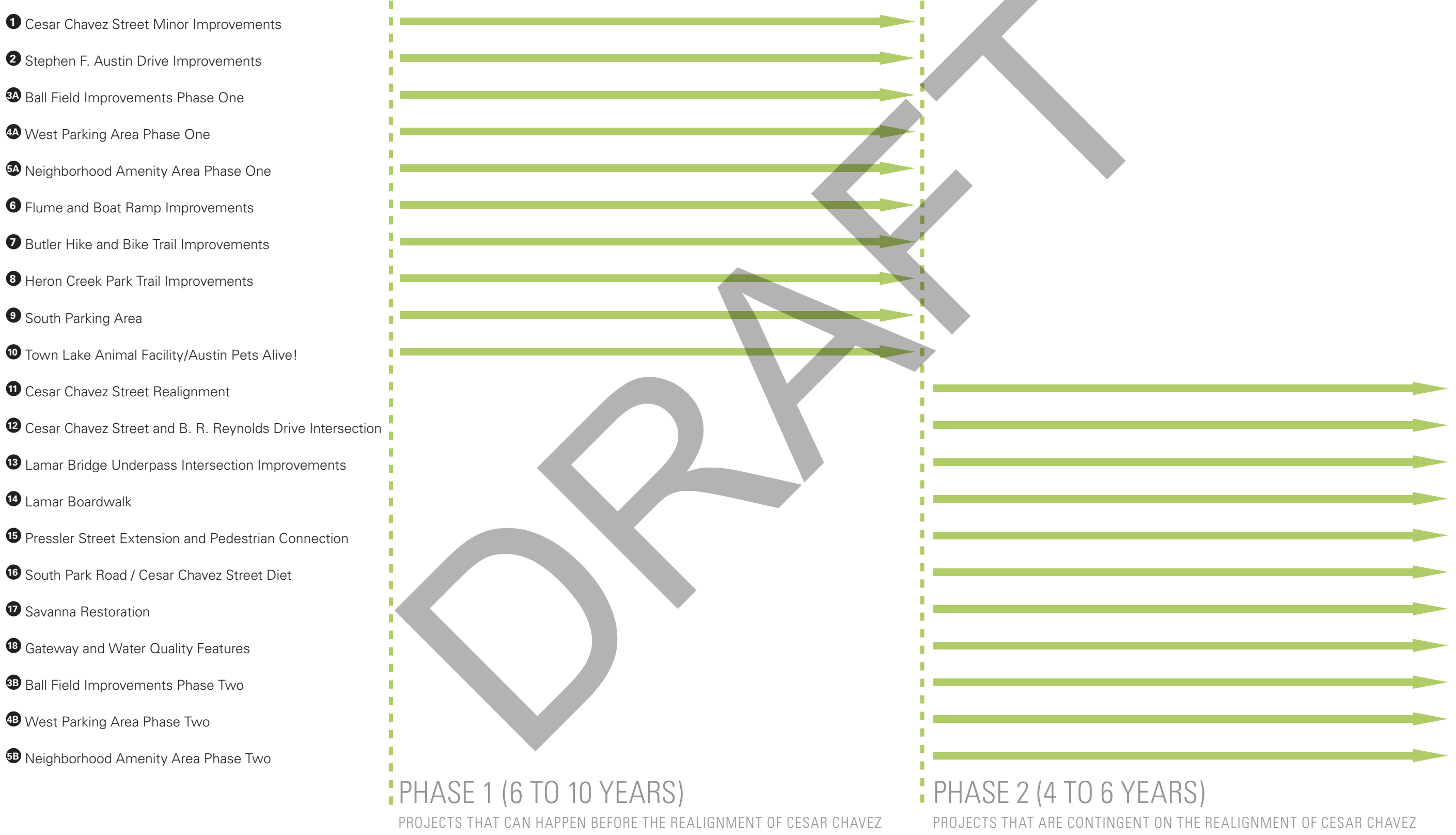


PROJECT IMPLEMENTATION

PROJECT TIMELINE

It is estimated that it will take 6 to 10 years to secure funding for reconstruct Cesar Chavez Street. Phase one projects are not dependent on the relocation of Cesar Chavez Street and can take place during this time frame. Once funding is secured, we expect the remaining projects can be completed in 4 to 6 years.



OPERATIONS AND MAINTENANCE

Lamar Beach Park Five-Year Pro-forma						
	Year 1	Year 2	Year 3	Year 4	Year 5	% Increase
EXPENSES						
Staffing	\$59,787.00	\$61,580.61	\$63,428.03	\$65,330.87	\$67,290.80	\$0.03
Contractual Services	\$6,500.00	\$6,630.00	\$6,762.60	\$6,897.85	\$7,035.81	\$0.02
Commodities	\$12,800.00	\$13,184.00	\$13,579.52	\$13,986.91	\$14,406.51	\$0.03
TOTAL EXPENSES	\$79,087.00	\$81,394.61	\$83,770.15	\$86,215.63	\$88,733.12	
CASH REVENUES						
Texas Rowing	\$210,700.00	\$231,770.00	\$254,947.00	\$280,441.70	\$308,485.87	\$0.10
Austin High School	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
WAYA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
YMCA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
APA	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL REVENUE	\$210,700.00	\$231,770.00	\$254,947.00	\$280,441.70	\$308,485.87	
NET	\$131,613.00	\$150,375.39	\$171,176.85	\$194,226.07	\$219,752.75	
COST RECOVERY	\$2.66	\$2.85	\$3.04	\$3.25	\$3.48	

Based on 2016 Figures

Lamar Beach Park O/M FFE List			
Item	Quantity	Unit Cost	Estimated Cost
Trash and Recycling Recepticles TRH Series by Pilot Rock Model: TRH/G-32PC 24	50	\$350.00	\$17,500
Picnic Tables Single Pedestal Table by Pilot Rock Standard Model: PT/G-6PC or UT Series by Pilot Rock Model: UT/G-6PC (ADA Model: UT/G-6PC-E)	15	\$650.00	\$9,750
Drinking Fountains 440 by Most Dependable Fountains, Inc. Model: 440 SMSS	8	\$2,300.00	\$18,400
Park Benches Contour Park Bench by Pilot Rock Model: SWRB/G-4PC34	15	\$450.00	\$6,750
Dog Waste Stations Watershed Protection Department provides Mutt Mitt dispensers at no cost to PARD	6	\$0.00	\$0
Total			\$52,400

OPERATIONS AND MAINTENANCE

Lamar Beach Park Operations and Maintenance Budget Assumptions

The following table calculates the manpower by task and standard frequency which is included in the line item budget.

ANNUAL LAMAR BEACH PARK TASK COST STANDARDS						
MAINTENANCE & REPAIR TASK	UNIT	MULTIPLIER	MAN HOURS	HOURLY RATE	MANPOWER	ANNUAL FREQUENCY
Mowing	1000 Sq Ft	4.3	1	\$21.83	\$3,379	36
Trails / Walkways	1000 Lin Ft	15.56	0.5	\$21.83	\$2,038	12
Rest Rooms	Each	2	1	\$21.83	\$4,366	100
Line Trimming	1000 Lin Ft	39.03	0.25	\$21.83	\$5,112	24
Tree Trimming	Each	53	2	\$21.83	\$2,314	1
Irrigation	1 Acre	0.488	0.25	\$21.83	\$96	36
Playground	Each	2	1	\$21.83	\$1,572	36
Trash/Recycling Removal	1 Can	50	0.1	\$21.83	\$16,373	150
Dog Waste Stations	Each	6	0.1	\$21.83	\$472	36
Picnic Tables	Each	15	0.1	\$21.83	\$1,179	36
Drinking Fountains	Each	8	0.5	\$21.83	\$3,144	36
Benches	Each	15	0.1	\$21.83	\$1,179	36
Public Art	Each	2	0.1	\$21.83	\$157	36
TOTAL					\$41,379	
UNIT is the individual measurement of the overall portion.						
MULTIPLIER is how many units are in Lamar Beach Park.						
MANHOURS equals the number of hours to complete each task one time.						
HOURLY RATE includes benefits of 18%.						
MANPOWER equals the dollar amount spent for staff and benefits per task for the greenway annually.						
FREQUENCY is the number of times each task is performed annually.						

Annual budget is based on park maintenance with the assumption of no events on site in the park.

Revenues are based on the current dollars the City receives from the existing partners within Lamar Beach Park that have agreements with the City.

Operational Budget is calculated in 2016 figures and does not include any capital expenditures such as furniture, fixtures, equipment (FFE), or debt service.

Lamar Beach Park Annual Operational and Maintenance Budget				
EXPENSES				
STAFFING PROJECTIONS				
			\$59,786.77	75.60%
Full Time Staff				
		Number	Hourly Rate	\$18,408.00
Park Maintenance Supervisor		\$520.00	\$30.00	\$15,600.00
Benefit Percentage not included in wages		18%		\$2,808.00
Part Time Staff				
		Hours	Unit Cost	\$41,378.77
Park Maintenance Workers (3-4)		\$1,895.50	\$18.50	\$35,066.75
Benefits Percentage		18%		\$6,312.02
Contractual Services				
			\$6,500.00	8.22%
Utilities (Electricity, Water)			\$500.00	
Equipment Maintenance			\$1,000.00	
Other Contractual Services			\$5,000.00	
Commodities				
			\$12,800.00	16.18%
Cleaning Supplies			\$4,000.00	
Gasoline			\$5,000.00	
Staff Uniforms			\$800.00	
Equipment Replacement Fund			\$1,000.00	
Capital Replacement Fund			\$2,000.00	
TOTAL EXPENSES			\$79,086.77	
REVENUE				
			\$210,700.00	100.00%
Partnership Agreements (current annaul revenue)				
Texas Rowing			\$210,700.00	
Austin High School			\$0.00	
WAYA			\$0.00	
YMCA			\$0.00	
APA			\$0.00	
TOTAL REVENUE			\$210,700.00	
TOTAL NET			\$131,613.24	
COST RECOVERY			266%	

DRAFT

DRAFT

DRAFT

APPENDIX

Design Workshop, Inc.
Landscape Architecture
Land Planning
Urban Design
Strategic Services

Meeting Record

To: Charles Mabry
From: Claire Hempel
Date: August 20, 2015
Project Name: Lamar Beach Master Plan
Project #: 5381
Subject: Lamar Beach SKO with TAG
Meeting Date: Aug. 14, 2015
Start/End: 9:00-noon
Location: PARD Annex – St. Gabriel, Shoal Creek Room

Copy To: Internal DW team, UDG, Greenplay, Studio 8

Meeting Telephone Conference Call

Following are the minutes of the above referenced meeting. The following people were present: (See sign-in sheet)

Items in **bold** print indicate what action is required, who will perform the action and the deadline to complete action.

- 1. Introductions
 - a. See sign-in sheet for attendees
- 2. Purpose of TAG
 - a. 5 meetings of TAG
 - b. Feedback and input is critical
 - c. History of project:
 - 65 acres park; bordered by MoPac, Lamar, rail line and Lady Bird Lake
 - Pressler Road extension will need permanent right of way through the park, which meant mitigation will be required, which helped to fund this master plan process
 - Austin Pets Alive will be rebuilding, not necessarily on the property or redeveloping current building
 - City hopes to have several scenarios to review, exploring different configurations of existing and proposed programming.
 - Current users: West Austin Youth Association, Austin Pets Alive, Austin High School (high school ball field and WAYA fields), Town Lake trail, Lance Armstrong bike trail

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- 3. Project Overview:
 - a. Purpose of plan
 - Illustrative, descriptive master plan document that will guide future decisions for the park land
 - Critical success factors (see attached Project Management Plan)
 - Discussion:
 - () Is there a determination of cost to be spent on park?
 - () Nothing has been determined at this time
 - Challenge/approach
 - () Additional challenge to add: WAYA contract with City is not specific
 - b. Schedule
 - Task 1: SKO and Project Initiation
 - Task 2: Site Analysis and Data Collection
 - Task 3: Stakeholder Engagement Strategy and Alternatives Development
 - Task 4: Alternatives Draft Master Plan, Implementation and Phasing Plan
 - Task 5: Final Master Plan and City Presentations
 - TAG meetings (**DW to send out calendar invites and summary email**):
 - () September 23, 2015, 3-5pm (Review existing conditions)
 - () October 16, 2015, 9-11am (Post Vision Workshop)
 - () November 20, 2015, 9-11am (Post Alternatives Workshop)
 - () February 5, 2016, 9-15am (Post Recommendations Workshop)
 - () March 23, 9-11am (master plan draft review)
- 4. Goals
 - a. Comments:
 - Community
 - () APA is a partner with Austin Animal Services; significant stakeholder. Change APA to “Austin Animal Services/APA”
 - () Pressler shouldn’t disrupt value of park; the roadway is an important feature and it functions well – this should be a goal
 - () AISD has concern about Pressler Street and child access to the railroad track; safety of Pressler St. should be a goal
 - () Explicitly mention Cesar Chavez as it is an important gateway into the City
 - () Bike connections are an important goal
 - Environment:
 - () Minimize **negative** impact
 - Art
 - () Change “topographic” to “natural”
 - General:
 - () Health and human services part to APA’s role: the APA location is very accessible to the City. Pets are so closely tied to quality of life for humans. What does this look like in the future? It is not necessarily tied to an organization. If APA moves locations, how does this idea stay within the park? Add “services, health and quality of life” to the goals.

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- l) Water utility goals? There is a 75” and 30” water line through the park. Are there any planned upgrades? Public Works will check.
 - l) Austin Energy lines will stay through the park currently. There are no plans to move, but Austin Energy rep will check on this. Distribution lines could be relocated. Along waterfront, there will probably not be any need.
 - l) Master plan timeframe is ten years. There may be longer term recommendations.
 - l) ADA compliance should be integrated into a goal or become its own goal.
- 5. Stakeholder engagement strategy
 - a. Interested parties:
 - Downtown commuters (reach out via Austin Mobility)
 - b. Key stakeholders:
 - Downtown Neighborhood Association
 - Can this process build on Pressler Street outreach?
 - Biking group
 - c. Implementers:
 - City of Austin Watershed Protection
 - Move WAYA to implementers
 - Capital Metro
 - Office of Sustainability (will be interested in healthy vending of park concessions)
 - d. Decision makers
 - Waterfront overlay board? The board no longer exists but the ordinance does
 - e. Public meetings:
 - 6:30 pm start
 - Open house with a presentation at 7p
 - Avoid Mondays/Fridays
 - Tuesdays/Wednesdays are the best
 - Austin High as a location but Beth Wilson will check on the dates
 - First meeting will be 10/14/15 at 6:30p
- 6. Existing and needed information
 - a. Forestar development plans
 - b. Plans for new bathroom on south side of Cesar Chavez (Trail Foundation)
 - c. Art in Public Places has selected artist for Pressler Street extension
 - d. Cesar Chavez Esplanade Phase 2 (stops short of Lamar Blvd.). Timeline of construction will be important.
 - e. Downtown Wayfinding project; boundary is Lamar Boulevard but realize that there is a need for signage in Lamar Beach area. Gateway improvements were explored.
 - f. Bowie Street connection under railroad tracks; timeline and what improvements will look like will be pertinent
 - g. Seaholm Intake Facility – boardwalk and other improvements will inform connectivity
 - h. Parks maintenance budget and policies that affect concession development
 - i. Concession agreements
 - j. Public Works – discussions about funding a barrier under Lamar Beach where someone was hit; this initiative probably won’t happen because of logistical and cost issues. This issue

- may come up in the Lamar Beach Master Planning process as an issue of safety. People are jumping from Lamar Bridge into Lady Bird Lake. Safer water access may reduce this activity.
- k. Irrigation plans – WAYA, school and parks/trails
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 - a. B. Wilson indicated that AISD and Austin High School have concerns for students’ safety by having direct access to the railroad due to accidental deaths and suicide; Crockett High is a similar site context situation.
 - b. Pressler Street extension will become more evident to general public as this process begins. The Pressler Street extension is of concern to some stakeholders. While it is an important component of the Master Plan, it is only one piece of the project. It will be important to ensure that this process does not become a forum for Pressler Street concerns, but rather an opportunity to look at the entire park as a whole.
 - c. Many key stakeholders; respecting existing site users, but allowing public to have a voice
 - Accentuating waterfront amenity may balance concerns of existing users of property north of Cesar Chavez

Next TAG Meeting: Review Existing Conditions Report
Date: September 23, 2015
Time: 3-5p
Location: PARD Annex, St. Gabriel Street, Shoal Creek conference room

END OF NOTES

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- Attachments:
- 1. Sign In Sheets
 - 2. Lamar Beach Project Management Plan (updated)
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 - 4. Lamar Beach Project Goals (updated)
 - 5. Lamar Beach Schedule (updated)

TAG MEETING 1 SIGN IN SHEETS

[illegible]

Design Workshop, Inc.
Landscape Architecture
Land Planning
Urban Design
Strategic Services

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- 4. Lamar Beach Project Goals (updated)
- 5. Lamar Beach Schedule (updated)

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APPENDIX 1

TAG MEETING 2 SIGN IN SHEETS

LAMAR BEACH MASTER PLAN		
EXISTING CONDITIONS REVIEW		
SEPTEMBER 23, 2015		
NAME	COMPANY/AGENCY	EMAIL ADDRESS
Adeliza Ramirez, P.E.	TxDOT	Adeliza.Ramirez@txdot.gov
Sean Beal	CTRMA	Sbeal@ctrma.org
Mike Heiligenstein	CTRMA	
Mark Dollins	COA ANU	MarkDollins@austin.tx.gov
Tawny Hammond	COA Animal Services	Tawnyhammond@austintexas.gov
Patrick Corona	COA PARD – Division Manager, Programs	Patrick.corona@austintexas.gov
Brian Piper	COA PARD – Athletics Grounds Maintenance Leader	
Lee Austin	COA ATD	
Amica Bose	COA ATD	Amica.bose@austintexas.gov
Ed Poppitt	COA PWD	Ed.poppitt@austintexas.gov
Pirouz Moin	COA PWD	
Jules Parrish	COA PWD – PROSSLOE AM.	
Tonya Swartzendruber	COA Planning & Zoning	Tonya.swartzendruber@austintexas.gov
Kirk Scanlon	COA PARD - Concessions	Kirk.scanlon@austintexas.gov
Meghan Wells	COA AIPP	Meghan.wells@austintexas.gov
Beth Wilson	AISD	Beth.wilson@austintexas.gov
Pamela England	Austin Energy	

LAMAR BEACH MASTER PLAN		
EXISTING CONDITIONS REVIEW		
AUGUST 14, 2015		
NAME	COMPANY/AGENCY	EMAIL ADDRESS
✓ Robert Byrnes	Studio 8 Architects	rbyrnes@studio8architects.com
Ricardo Soliz	COA PARD	Ricardo.soliz@austintexas.gov
✓ Charles Mabry	COA PARD	Charles.mabry@austintexas.gov
Pat O'Toole	Green Play	patc@greenplaydc.com
Laura Toups	Urban Design Group	ltoups@udg.com
HENRY PRICE	COA - WATERSHED	HENRY_PRICE@AUSTINTEXAS.GOV
JONATHAN PERBSHAW	Studio 8 Architects	jperbshaw@studio8architects.com
ROBERT HIGHTOWER	APD	ROBERT.HIGHTOWER@AUSTINTEXAS.GOV
LEE AND STENEFEL	ANIMAL SVCS.	LEEAND.STENEFEL@AUSTINTEXAS.GOV

APPENDIX 1

TAG MEETING 3

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512-499-0229 fax

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MEETING RECORD

To: Charles Mabry
From: Rachel Tepper
Date: October 22, 2015
Project Name: Lamar Beach
Project #: 5381
Subject: Technical Advisory Group Meeting 3
Meeting Date: October 16, 2015
Start/End: 9:00 - 11:00 am
Location: PARD Annex (919 W. 28 1/2 Street)
Shoal Creek Conference Room
Copy To: DW Team, Ricardo Soliz

☒ Meeting ☐ Telephone ☐ Conference Call

Attendees: See sign in sheets

1. VISION WORKSHOP RECAP
- a. 140+ attendees signed the sign-in sheets (probably a low-estimate of attendees because families tend to sign-in together).
- () Track ZIP codes on sign-in sheets at future meetings
 - () Also consider not asking for people’s phone numbers
- b. Interactive Mapping Exercise
- 36 Points of Interest – support for existing uses, WAYA, APA, AISD sports fields)
 - 26 Concerns – Traffic, safety and access concerns
 - 28 Future Opportunities –Improve connectivity
 - 15 Future Challenges – Additional traffic and safety concerns
 - For more details, online map of results can be found at <https://www.google.com/maps/d/edit?mid=zOk5nA4bNf-c.ktQaalx34ieM&usp=sharing>
- c. Keypad Polling
- 119 polling participants
 - See **attachment b.** for keypad polling results
 - Key takeaways
 - () Majority of participants live within 5 miles of Lamar Beach and work within 1 mile
 - () The most important goals were to “Gain support from affected stakeholders” and to “Balance existing uses on the site with additional social and recreational possibilities”
 - () Pedestrian safety, increased shade and vehicle parking were identified as the most important issues to address.
 - () Restrooms, parking and picnic tables/benches were identified as the highest needed programming within the park.
 - () Participants thought the identity of Lamar Beach should be informal, eclectic, natural and active.
 - () Participants were split (36/49) on whether the areas north and south of should be separate or a unified park.
 - () The majority of participants agreed the Lamar Beach Master Plan was headed in the right direction.

2. STRATEGY BRAINSTORM
- a. TAG members weighed in on potential strategies by goal. The following strategies were suggested:
- **Stakeholders:**
 - () Use concessions to provide additional public amenities
 - () Be present at Council town hall meetings to update stakeholders on progress
 - () Integrate a strategy around shared parking in future license agreements
 - **Circulation:**
 - () Begin Cesar Chavez Gateway West of Lamar
 - () Look at how North Lincoln Park maintains frequent pedestrian crossings
 - () Underpasses and at grade crossings
 - () Keep urban grid crossing opportunities
 - () Look at Zilker Barton Springs Road
 - () Explore the idea of relocating Cesar Chavez against the bluff to connect the park together.
 - () Provide better connections to and From Austin High School
 - () Explore the potential of a shared parking facility
 - () Free up wasted space at intersections – especially the Cesar Chavez turn-around ramps
 - () Elevate Cesar Chavez and connect the park under the road
 - () Add a stoplight to slow traffic directly off the exit ramp
 - () Restructure circulation on Veterans Drive so that AHS does not rely on Cesar Chavez for queuing/drop off.
 - () Look into additional transit opportunities for Austin High/Lamar Beach
 - () Explore another bridge across the lake to connect Lamar Beach to Zilker
 - **Nature:**
 - () Select key preservation areas/ especially west near MoPac
 - () Trail could vary – does not need to be so close to the edge
 - () Protect the floodplain
 - () Add additional tree canopy at key locations
 - () LID approach to drainage before it gets to the lake
 - **Identity**
 - () Signage – Park ID, wayfinding, interpretive/historical
 - () Rename the park
 - () Expand downtown wayfinding and make Cesar Chavez a key gateway to downtown west of Lamar
 - () Provide better visibility for existing uses
 - **Program:**
 - () Provide better connectivity and edges around programming so that it is welcoming to the general public
 - () Work with partner organizations to identify opportunities for shared use and shared parking
 - () Provide better linkages to parking garages downtown as an additional parking opportunity
 - () Provide better drop-off opportunities
 - () Formalize the parking and encourage carpooling

3. NEXT STEPS
- a. Alternatives Workshop – **Dec. 15**
- Workshop is during finals time which is difficult for Austin High parents
 - () PARD will look into alternative locations/times.
 - **PLEASE PROMOTE THE ONLINE WEBINAR AND SURVEY AVAILABLE UNTIL NOV. 18**
<https://www.austintexas.gov/departments/lamar-beach-master-plan>

APPENDIX 1

- Attachments:**
- 1. Sign in sheets
 - 2. Keypad Polling Results

DRAFT

LAMAR BEACH MASTER PLAN POST VISION WORKSHOP MEETING		
OCTOBER 18, 2018		
NAME	COMPANY/AGENCY	EMAIL ADDRESS
Adeliza Ramirez, P.E. JK	TxDOT	Adeliza.Ramirez@txdot.gov
Sean Beal SB	CTRMA	Sbeal@ctrma.org
Mike Heiligenstein	CTRMA	
Mark Collins	COA AIWU	MarkCollins@austin.tx.gov
Tawny Hammond	COA Animal Services	Tawnyhammond@austintexas.gov
Lee Ann Shenefiel AS	COA Animal Services	Leeann.shenefiel@austintexas.gov
Patrick Corona	COA PARD – Division Manager, Programs	Patrick.corona@austintexas.gov
Brian Piper	COA PARD – Athletics Grounds Maintenance Leader	
Lee Austin	COA ATD	
Amica Bose	COA ATD	Amica.bose@austintexas.gov
Ed Poppitt	COA PWD	Ed.poppitt@austintexas.gov
Pirouz Moir	COA PWD	
Jules Parrish	COA PWD	
Tonya Swartzendruber AS	COA Planning & Zoning	Tonya.swartzendruber@austintexas.gov
Kirk Scanlon KB	COA PARD - Concessions	Kirk.scanlon@austintexas.gov
Meghan Wells	COA AIPP	Meghan.wells@austintexas.gov
Beth Wilson BW	AISD	Beth.wilson@austintexas.gov
Pamela England	Austin Energy	
Henry Price HP	COA – Watershed	Henry.price@austintexas.gov
Robert Hightower	APD	Robert.hightower@austintexas.gov

TAG MEETING 3

[illegible]

Lamar Beach | Key Pad Polling Results

Session Name
Lamar Beach Public Meeting 1 10-14-2015 8-40 PM

Date Created
10/14/2015 6:03:08 PM

Active Participants
118

Total Participants
118

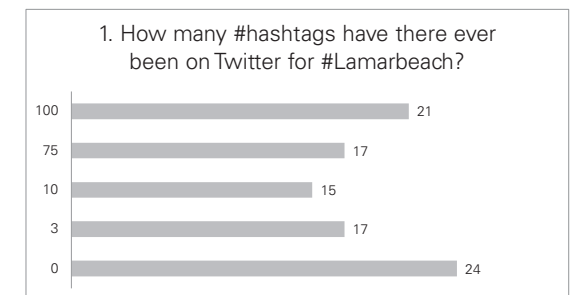
Average Score
0.00%

Questions
33

Results by Question

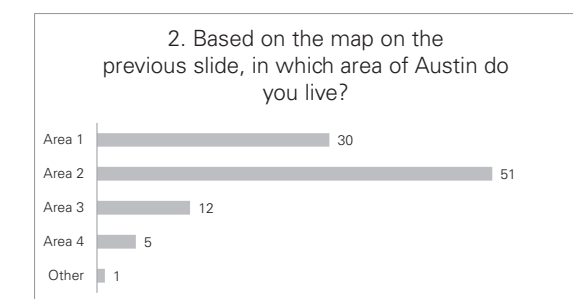
1. How many #hashtags have there ever been on Twitter for #Lamarbeach? (Multiple Choice)

		Responses	
		Percent	Count
100		22.34%	21
75		18.09%	17
10		15.96%	15
3		18.09%	17
0		25.53%	24
Totals		100%	94



2. Based on the map on the previous slide, in which area of Austin do you live? (Multiple Choice)

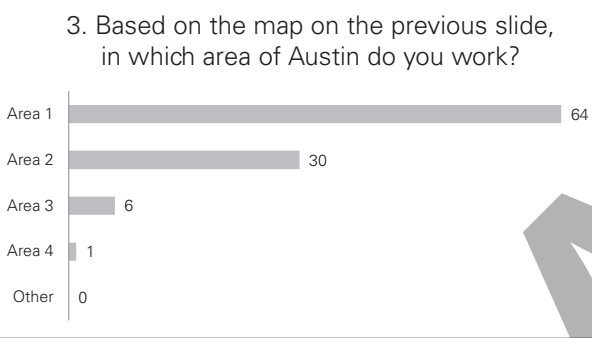
	Responses	
	Percent	Count
Area 1	30.30%	30
Area 2	51.52%	51
Area 3	12.12%	12
Area 4	5.05%	5
Other	1.01%	1
Totals	100%	99



Lamar Beach | Key Pad Polling Results

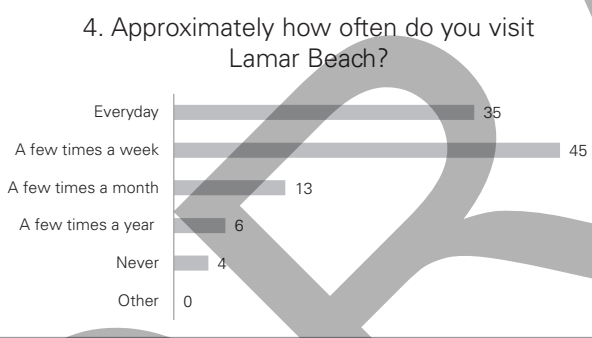
3. Based on the map on the previous slide, in which area of Austin do you work? (Multiple Choice)

	Responses	
	Percent	Count
Area 1	63.37%	64
Area 2	29.70%	30
Area 3	5.94%	6
Area 4	0.99%	1
Other	0.00%	0
Totals	100%	101



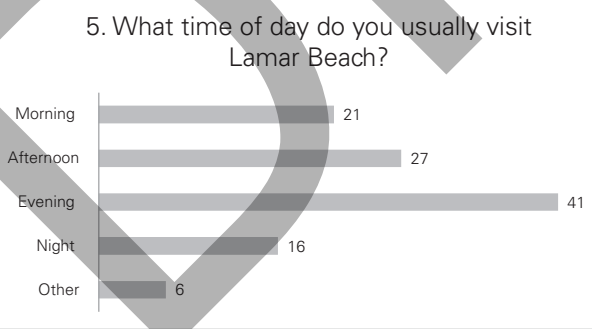
4. Approximately how often do you visit Lamar Beach? (Multiple Choice)

	Responses	
	Percent	Count
Everyday	33.98%	35
A few times a week	43.69%	45
A few times a month	12.62%	13
A few times a year	5.83%	6
Never	3.88%	4
Other	0.00%	0
Totals	100%	103



5. What time of day do you usually visit Lamar Beach? (Multiple Choice)

	Responses	
	Percent	Count
Morning	18.92%	21
Afternoon	24.32%	27
Evening	36.94%	41
Night	14.41%	16
Other	5.41%	6
Totals	100%	111



Lamar Beach | Key Pad Polling Results

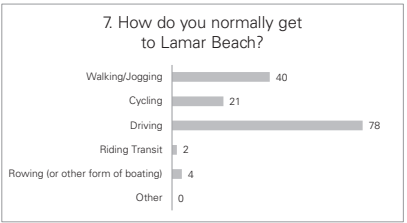
6. I believe the most important goals to focus on are... (select three): (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
ing residents and commuters.	22.11%	63
connection through the park.	13.68%	39
enjoyment of the park by all.	22.46%	64
re for the residents of Austin.	8.07%	23
and its surrounding context.	18.25%	52
the identity of Lamar Beach.	8.07%	23
ease fill out a comment card.	7.37%	21
Totals	100%	285



7. How do you normally get to Lamar Beach? (pick up to two) (Multiple Choice - Multiple Response)

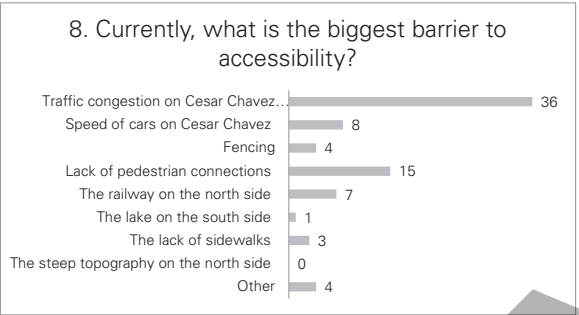
	Responses	
	Percent	Count
Walking/Jogging	27.59%	40
Cycling	14.48%	21
Driving	53.79%	78
Riding Transit	1.38%	2
ing (or other form of boating)	2.76%	4
Other	0.00%	0
Totals	100%	145



Lamar Beach | Key Pad Polling Results

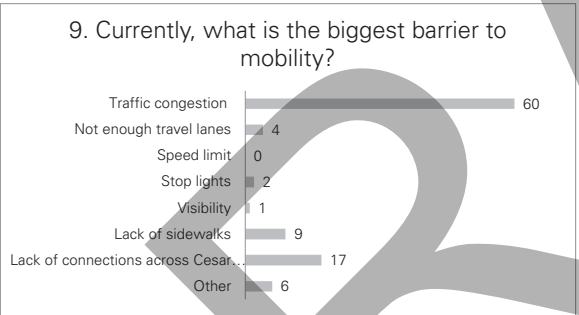
8. Currently, what is the biggest barrier to accessibility? (Multiple Choice)

	Responses	
	Percent	Count
sar Chavez and Access Ramps	46.15%	36
peed of cars on Cesar Chavez	10.26%	8
Fencing	5.13%	4
ick of pedestrian connections	19.23%	15
The railway on the north side	8.97%	7
The lake on the south side	1.28%	1
The lack of sidewalks	3.85%	3
topography on the north side	0.00%	0
Other	5.13%	4
Totals	100%	78



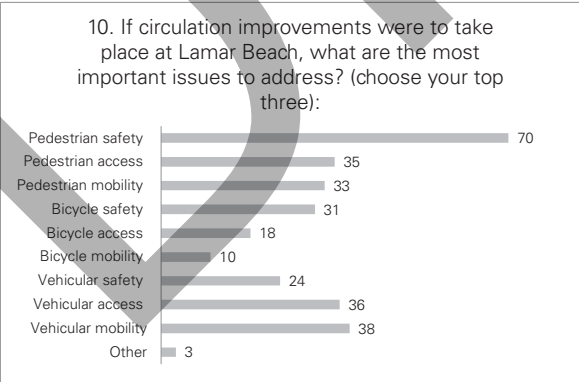
9. Currently, what is the biggest barrier to mobility? (Multiple Choice)

	Responses	
	Percent	Count
Traffic congestion	60.61%	60
Not enough travel lanes	4.04%	4
Speed limit	0.00%	0
Stop lights	2.02%	2
Visibility	1.01%	1
Lack of sidewalks	9.09%	9
nections across Cesar Chavez	17.17%	17
Other	6.06%	6
Totals	100%	99



10. If circulation improvements were to take place at Lamar Beach, what are the most important issues to address? (choose your top three): (Multiple Choice - Multiple Response)

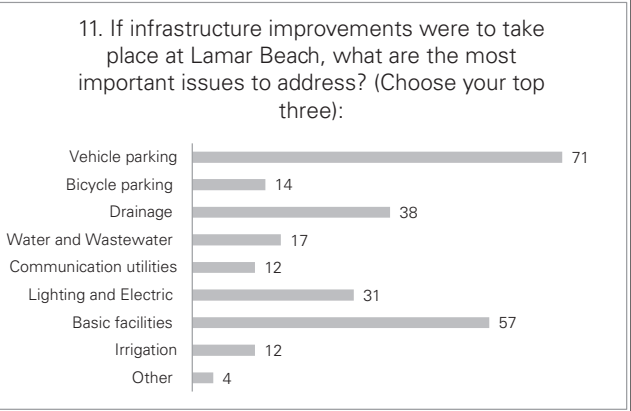
	Responses	
	Percent	Count
Pedestrian safety	23.49%	70
Pedestrian access	11.74%	35
Pedestrian mobility	11.07%	33
Bicycle safety	10.40%	31
Bicycle access	6.04%	18
Bicycle mobility	3.36%	10
Vehicular safety	8.05%	24
Vehicular access	12.08%	36
Vehicular mobility	12.75%	38
Other	1.01%	3
Totals	100%	298



Lamar Beach | Key Pad Polling Results

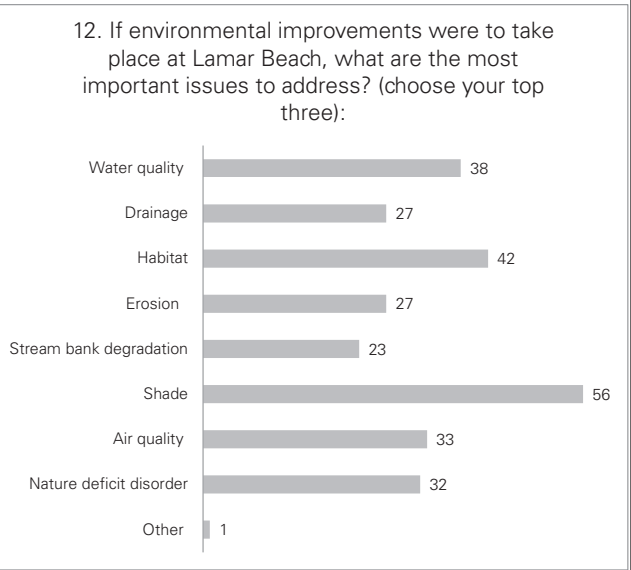
11. If infrastructure improvements were to take place at Lamar Beach, what are the most important issues to address? (Choose your top three): (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Vehicle parking	27.73%	71
Bicycle parking	5.47%	14
Drainage	14.84%	38
Water and Wastewater	6.64%	17
Communication utilities	4.69%	12
Lighting and Electric	12.11%	31
Basic facilities	22.27%	57
Irrigation	4.69%	12
Other	1.56%	4
Totals	100%	256



12. If environmental improvements were to take place at Lamar Beach, what are the most important issues to address? (choose your top three): (Multiple Choice - Multiple Response)

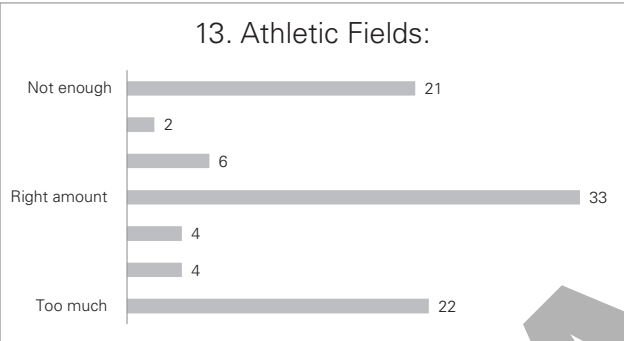
	Responses	
	Percent	Count
Water quality	13.62%	38
Drainage	9.68%	27
Habitat	15.05%	42
Erosion	9.68%	27
Stream bank degradation	8.24%	23
Shade	20.07%	56
Air quality	11.83%	33
Nature deficit disorder	11.47%	32
Other	0.36%	1
Totals	100%	279



Lamar Beach | Key Pad Polling Results

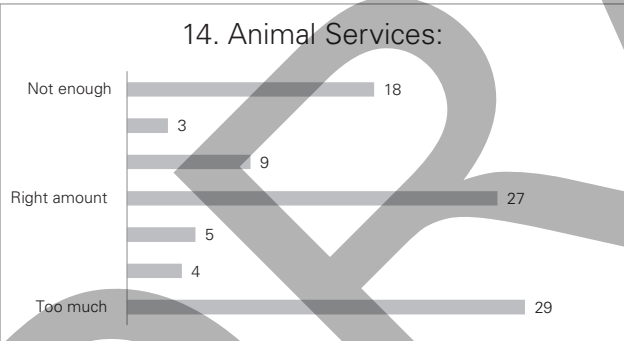
13. Athletic Fields: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	22.83%	21
	2.17%	2
	6.52%	6
Right amount	35.87%	33
	4.35%	4
	4.35%	4
Too much	23.91%	22
Totals	100%	92



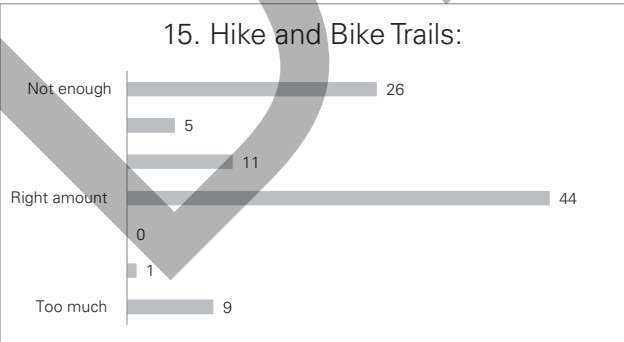
14. Animal Services: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	18.95%	18
	3.16%	3
	9.47%	9
Right amount	28.42%	27
	5.26%	5
	4.21%	4
Too much	30.53%	29
Totals	100%	95



15. Hike and Bike Trails: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	27.08%	26
	5.21%	5
	11.46%	11
Right amount	45.83%	44
	0.00%	0
	1.04%	1
Too much	9.38%	9
Totals	100%	96



16. Bikeways: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	18.75%	18
	6.25%	6
	16.67%	16
Right amount	41.67%	40
	4.17%	4
	1.04%	1
Too much	11.46%	11
Totals	100%	96

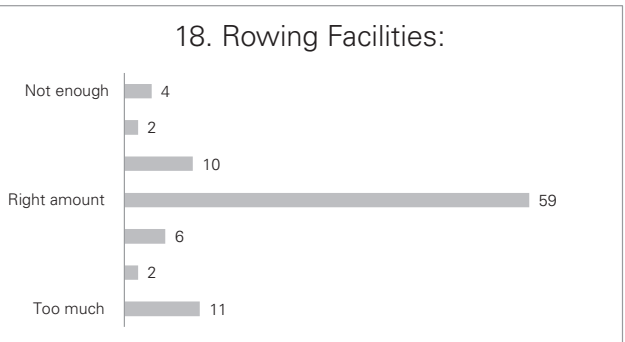
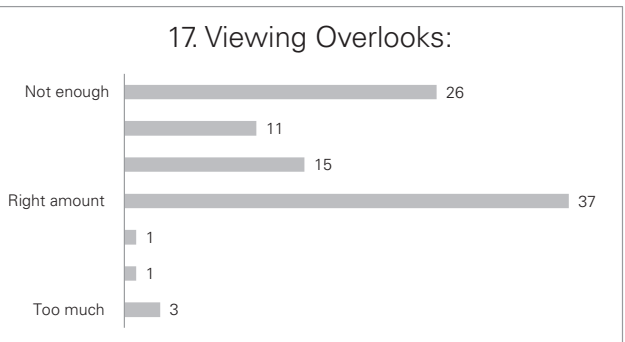
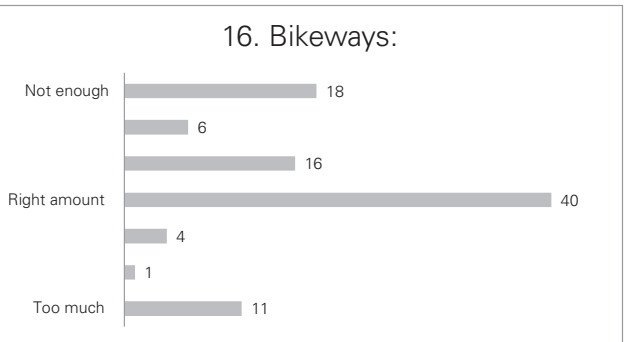
17. Viewing Overlooks: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	27.66%	26
	11.70%	11
	15.96%	15
Right amount	39.36%	37
	1.06%	1
	1.06%	1
Too much	3.19%	3
Totals	100%	94

18. Rowing Facilities: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	4.26%	4
	2.13%	2
	10.64%	10
Right amount	62.77%	59
	6.38%	6
	2.13%	2
Too much	11.70%	11
Totals	100%	94

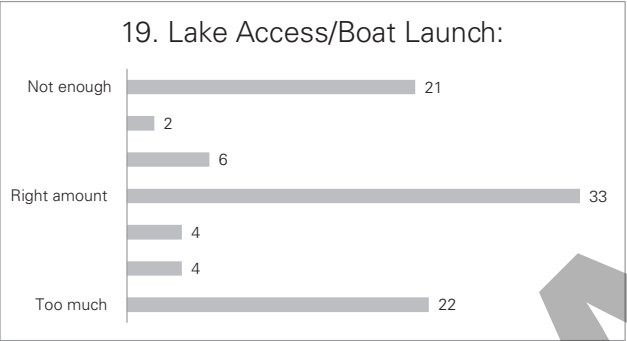
Lamar Beach | Key Pad Polling Results



Lamar Beach | Key Pad Polling Results

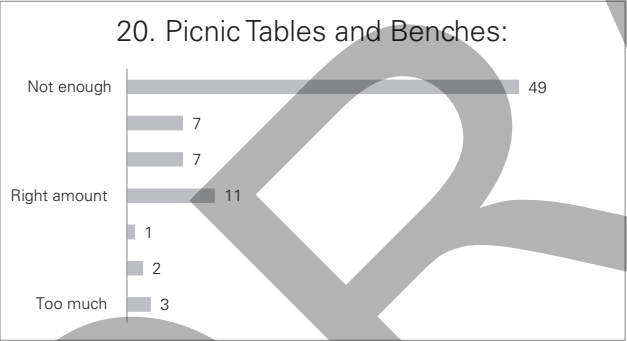
19. Lake Access/Boat Launch: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	28.57%	26
	8.79%	8
	15.38%	14
Right amount	38.46%	35
	0.00%	0
	3.30%	3
Too much	5.49%	5
Totals	100%	91



20. Picnic Tables and Benches: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	61.25%	49
	8.75%	7
	8.75%	7
Right amount	13.75%	11
	1.25%	1
	2.50%	2
Too much	3.75%	3
Totals	100%	80



21. Restrooms: (Multiple Choice)

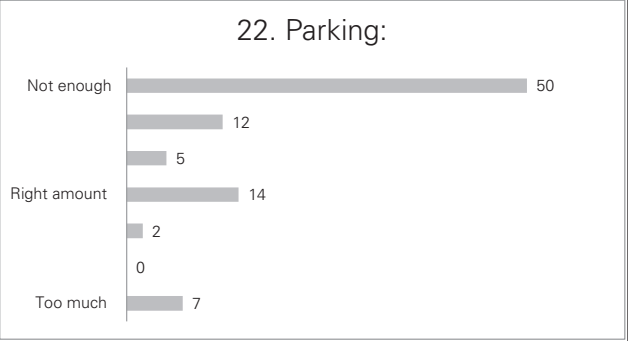
	Responses	
	Percent	Count
Not enough	55.56%	50
	21.11%	19
	10.00%	9
Right amount	10.00%	9
	1.11%	1
	0.00%	0
Too much	2.22%	2
Totals	100%	90



Lamar Beach | Key Pad Polling Results

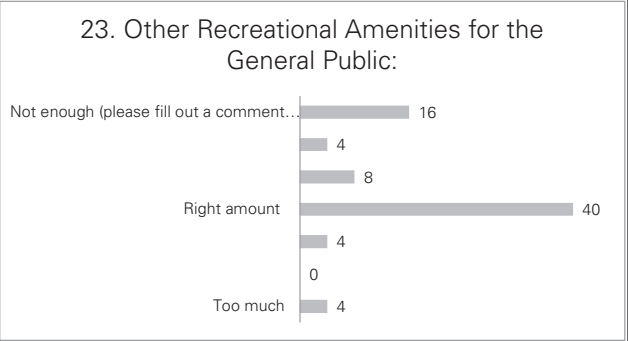
22. Parking: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	55.56%	50
	13.33%	12
	5.56%	5
Right amount	15.56%	14
	2.22%	2
	0.00%	0
Too much	7.78%	7
Totals	100%	90



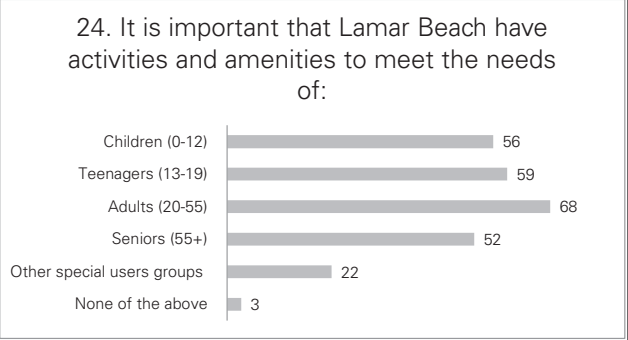
23. Other Recreational Amenities for the General Public: (Multiple Choice)

	Responses	
	Percent	Count
Not enough (please fill out a comment card)	21.05%	16
	5.26%	4
	10.53%	8
Right amount	52.63%	40
	5.26%	4
	0.00%	0
Too much	5.26%	4
Totals	100%	76



24. It is important that Lamar Beach have activities and amenities to meet the needs of: (select all that apply) (Multiple Choice - Multiple Response)

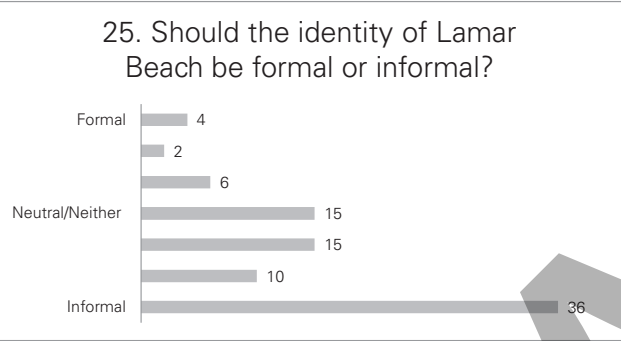
	Responses	
	Percent	Count
Children (0-12)	21.54%	56
Teenagers (13-19)	22.69%	59
Adults (20-55)	26.15%	68
Seniors (55+)	20.00%	52
Other special users groups	8.46%	22
None of the above	1.15%	3
Totals	100%	260



Lamar Beach | Key Pad Polling Results

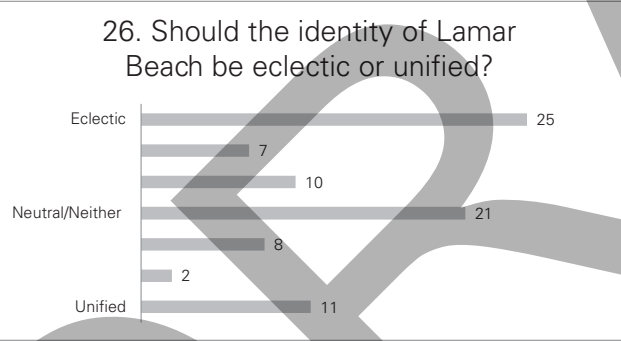
25. Should the identity of Lamar Beach be formal or informal? (Multiple Choice)

	Responses	
	Percent	Count
Formal	4.55%	4
	2.27%	2
	6.82%	6
Neutral/Neither	17.05%	15
	17.05%	15
	11.36%	10
Informal	40.91%	36
Totals	100%	88



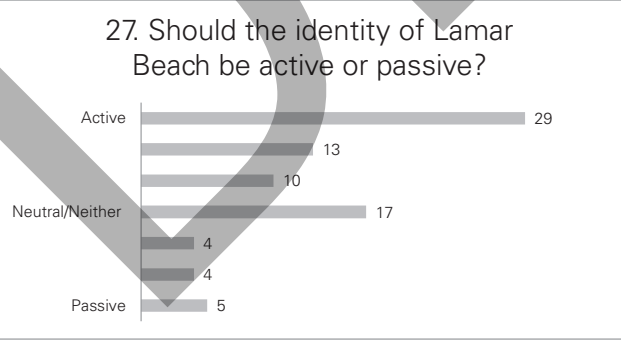
26. Should the identity of Lamar Beach be eclectic or unified? (Multiple Choice)

	Responses	
	Percent	Count
Eclectic	29.76%	25
	8.33%	7
	11.90%	10
Neutral/Neither	25.00%	21
	9.52%	8
	2.38%	2
Unified	13.10%	11
Totals	100%	84



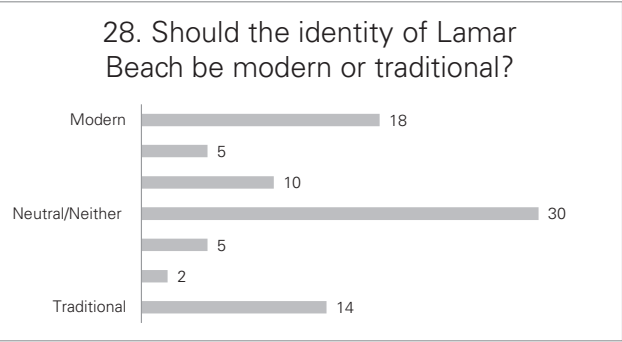
27. Should the identity of Lamar Beach be active or passive? (Multiple Choice)

	Responses	
	Percent	Count
Active	35.37%	29
	15.85%	13
	12.20%	10
Neutral/Neither	20.73%	17
	4.88%	4
	4.88%	4
Passive	6.10%	5
Totals	100%	82



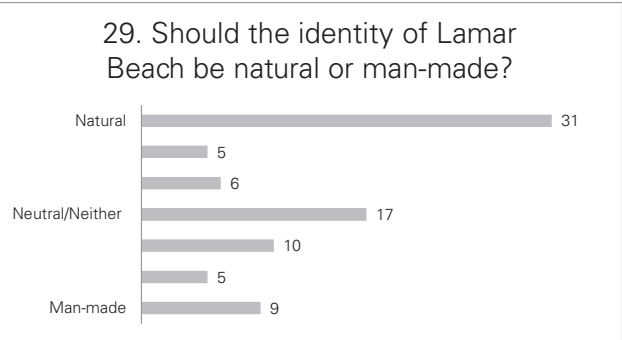
28. Should the identity of Lamar Beach be modern or traditional? (Multiple Choice)

	Responses	
	Percent	Count
Modern	21.43%	18
	5.95%	5
	11.90%	10
Neutral/Neither	35.71%	30
	5.95%	5
	2.38%	2
Traditional	16.67%	14
Totals	100%	84



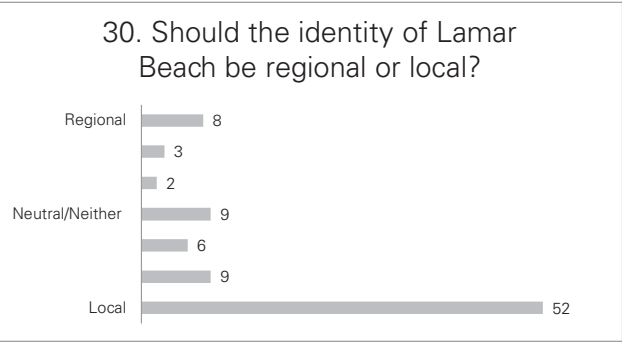
29. Should the identity of Lamar Beach be natural or man-made? (Multiple Choice)

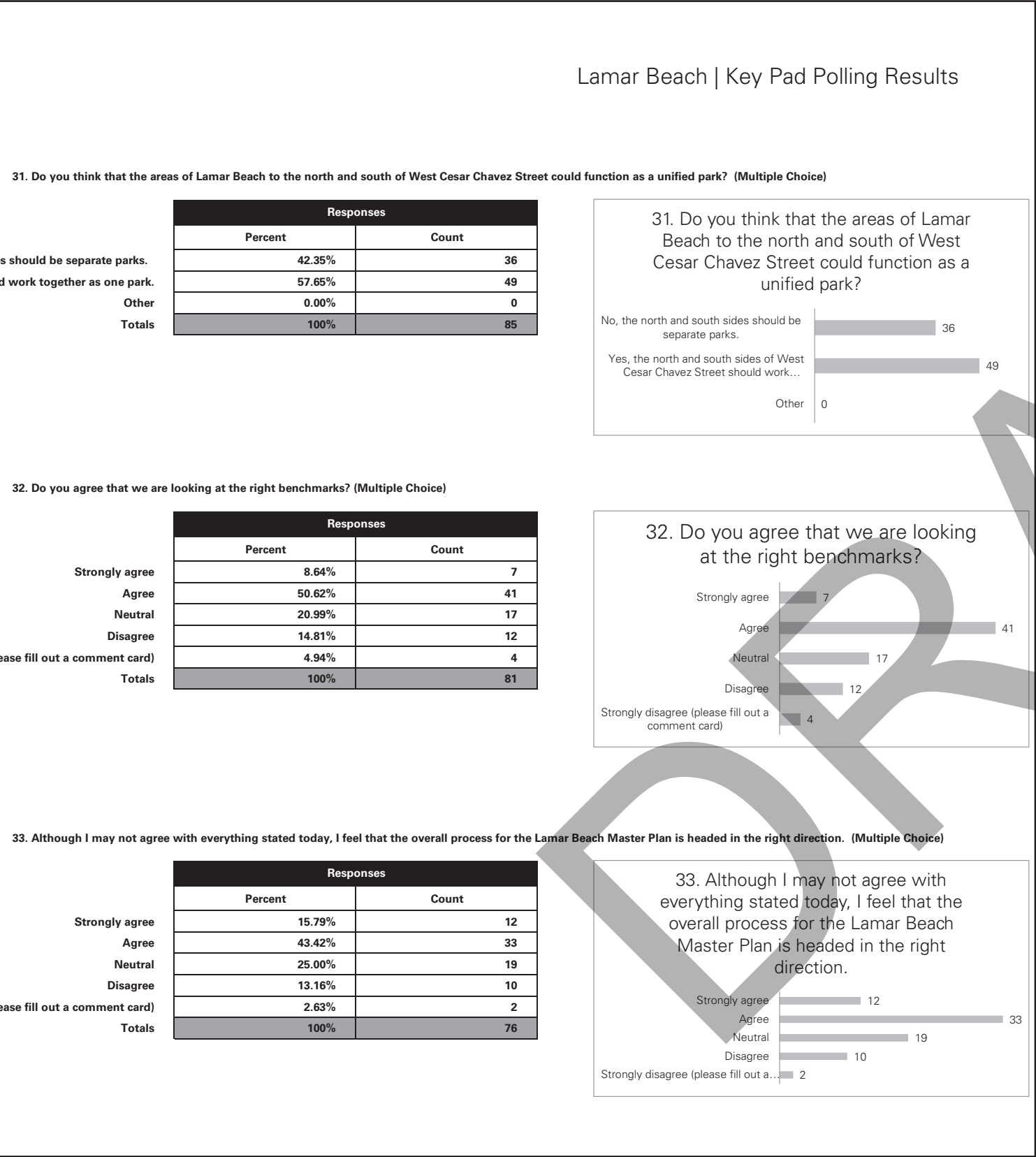
	Responses	
	Percent	Count
Natural	37.35%	31
	6.02%	5
	7.23%	6
Neutral/Neither	20.48%	17
	12.05%	10
	6.02%	5
Man-made	10.84%	9
Totals	100%	83



30. Should the identity of Lamar Beach be regional or local? (Multiple Choice)

	Responses	
	Percent	Count
Regional	8.99%	8
	3.37%	3
	2.25%	2
Neutral/Neither	10.11%	9
	6.74%	6
	10.11%	9
Local	58.43%	52
Totals	100%	89





APPENDIX 1
TAG MEETING 3 - SIGN IN SHEETS

LAMAR BEACH MASTER PLAN POST VISION WORKSHOP MEETING		
OCTOBER 16, 2015		
NAME	COMPANY/AGENCY	EMAIL ADDRESS
Adeliza Ramirez, P.E. <i>AR</i>	TxDOT	Adeliza.Ramirez@txdot.gov
Sean Beal <i>SB</i>	CTRMA	Sbeal@ctrma.org
Mike Heiligenstein	CTRMA	
Mark Dollins	COA AWU	Mark.Dollins@austin.tx.gov
Tawny Hammond	COA Animal Services	Tawnyhammond@austintexas.gov
Lee Ann Shenefiel <i>LAS</i>	COA Animal Services	Leeann.shenefiel@austintexas.gov
Patrick Corona	COA PARD – Division Manager, Programs	Patrick.corona@austintexas.gov
Brian Piper	COA PARD – Athletics Grounds Maintenance Leader	
Lee Austin	COA ATD	
Amica Bose	COA ATD	Amica.bose@austintexas.gov
Ed Poppitt	COA PWD	Ed.poppitt@austintexas.gov
Pirouz Moin	COA PWD	
Jules Parrish	COA PWD	
Tonya Swartzendruber <i>TS</i>	COA Planning & Zoning	Tonya.swartzendruber@austintexas.gov
Kirk Scanlon <i>KS</i>	COA PARD - Concessions	Kirk.scanlon@austintexas.gov
Meghan Wells	COA AIPP	Meghan.wells@austintexas.gov
Beth Wilson <i>BW</i>	AISD	Beth.wilson@austintexas.gov
Pamela England	Austin Energy	
Henry Price <i>HP</i>	COA – Watershed	Henry.price@austintexas.gov
Robert Hightower	APD	Robert.hightower@austintexas.gov

LAMAR BEACH MASTER PLAN POST VISION WORKSHOP MEETING		
OCTOBER 16, 2015		
NAME	COMPANY/AGENCY	EMAIL ADDRESS
Robert Byrnes	Studio 8 Architects	rbyrnes@studio8architects.com
Jonathan Pearson	Studio 8 Architects	jpearson@studio8architect.com
Ricardo Soliz	COA PARD	Ricardo.soliz@austintexas.gov
Charles Mabry <i>CM</i>	COA PARD	Charles.mabry@austintexas.gov
Pat O'Toole	Green Play	pato@greenplayllc.com
Laura Touns	Urban Design Group	ltouns@udg.com
<i>Kerri Thompson</i>	<i>COA PARD - Central/South</i>	<i>Kerri.Thompson@austintexas.gov</i>
<i>Jim Kotick</i>	<i>PARD Attache</i>	<i>Jim.Kotick@austintexas.gov</i>

DESIGNWORKSHOP

Landscape Architecture
Planning
Urban Design

800 Brazos Street
Suite 490
Austin, TX 78701
512-499-0222
512-499-0229 fax

www.designworkshop.com

MEETING RECORD

To: Charles Mabry

From: Rachel Tepper

Date: November 24, 2015

Project Name: Lamar Beach

Project #: 5381

Subject: Lamar Beach TAG Meeting #4

Meeting Date: 11/20/2015

Start/End: 9:00 - 11: 00 AM

Location: PARD Annex (919 W. 28 1/2 Street) Shoal Creek Conference Room

Copy To: TAG Committee Members, DW Team

Meeting

Telephone

Conference Call

1. Summary of online survey results

a. Survey results will be uploaded to the Lamar Beach Master Plan website

2. Presentation of draft alternatives

a. All of the alternatives are addressing a key challenge, which is the need to knit the park back together. The oval-a-bout at Cesar Chavez and Stephen F. Austin consumes 7 acres of land. There is a lot of opportunity to gain back land by clarifying intersections.

b. DW intends to present six alternatives at the Dec. 15 public meeting with a light amount of analysis. The intent will be to get the stakeholders feedback on what direction to go and then do more detailed analysis on the key alternatives and present this at the Jan. 28 public meeting.

c. DW is currently working to add a transportation planning subconsultant to do transportation and traffic modeling of the different road alignments. This consultant will provide initial analysis at the Dec. 15 public meeting and detailed analysis at the Jan. 28 public meeting.

d. UDG will also provide high level analysis of the alternatives for the Dec. 15 meeting and then more detailed analysis for the Jan. 28 public meeting. UDG will look at civil engineering issues such as costs and physical feasibility.

e. It is possible this plan may recommend a few different 'preferred alternatives' that achieve the visions and goals of the stakeholders but allow for flexibility in implementation.

f. Alternative 1: Current Alignment

Road alignment stays as is.

Pros: Lower cost than other alternatives. Less coordination needed with utility providers.

Cons: assumes the same amount of high speed traffic through the site. Doesn't address pedestrian mobility/accessibility well.

g. Alternative 2: Elevated Ramps

Express lanes touch down past the High School; Cesar Chavez is at grade with a signalized intersection at Stephen F. Austin.

Pros: Can maintain mobility for express lane users. Can provide pedestrian mobility/access under the elevated express lane.

Cons: Will still have fast moving traffic bisecting the park from express lanes users.

h. Alternative 3: Tunneled Road

Bury Cesar Chavez

Pros:

This area makes since to tunnel because it is not connect to anything – when Cesar Chavez gets to Downtown it becomes a major connector into Downtown.

Maintains mobility – potential for additional capacity as well

Cons:

Southbound traffic cannot access Cesar Chavez from Lamar

Park road goes all the way through

Is this park worth the expense? Are the existing or future uses significant enough to justify the expense of tunneling the road?

i. Alternative 4: Urban Street

Cesar Chavez at grade with a signalized intersection at Stephen F. Austin and possibly more intersections.

Pros: Minimal expense. More walkable block structure. Slows traffic down making it safer for peds/bikes. Pressler comes directly south and doesn't tie into HS light.

Cons: reduced mobility.

j. Alternative 5: Separated Systems

Elevate Cesar Chavez and realign against the bluff/rail corridor

Pros: Pressler ties directly into the Chavez access onto Mopac.

Cons:

Limited access from Cesar Chavez into the park.

Consider aligning the park road directly adjacent to the elevated road in order to avoid bisecting the park.

This option does impact electric and water utilities. Can transmission lines tie into the road? Difficult to maintain if buried, could potentially work if the road is elevated.

Austin Energy notes that cost wise this is expensive, + utilities.

k. Alternative 6: Hybrid

Realign Cesar Chavez against the bluff/rail corridor but keep it at the same grade as the rest of the park.

Pros: Maximizes the area of the park. Maintains access from Chavez into the park.

Cons:

This option does impact electric and water utilities. Can transmission lines tie into the road? Difficult to maintain if buried, could potentially work if the road is elevated.

Austin Energy notes that cost wise this is expensive, + utilities.

l. Comments that apply to all alternatives:

Can we try all of the alternatives with/without Pressler?

Make sure all ballfields are all optimally aligned (away from afternoon sun) when possible.

Show existing metrics to compare against the proposed conditions (parking, sq footage, etc.)

WAYA parking requirement is 220' minimum

WAYA uses Bechtol-Harper Field which is a larger field size (pony league?). It is not necessary to have four little-league fields. WAYA needs three smaller fields and one larger field that can also be connected to a 3rd multi-purpose field.

WAYA emphasized the need to minimize the distance and have quick and easy connections from the fields to the parking area. WAYA parents often have a lot to carry and their children are too young to be dropped off.

Some neighborhood amenities could be integrated into the WAYA fields – it does not have to be separate.

Williams Field is not used and could go away. It hasn't been programmed in over two years.

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APPENDIX 1

- AISD is supportive of clarifying the Cesar Chavez and Stephen F. Austin intersection and potentially gaining back acreage from the oval-a-bout.
- For the workshop, consider showing a matrix with comparisons of key metrics
- Consider presenting the commonalities amongst all of the alternatives first (i.e. all have ball fields, APA, etc.)

3. Next Steps

- Alternatives Workshop, Dec. 15, 2015
 - () 6:30 – 7:00 Vision Workshop results and benchmark analysis will be on display
 - () 7:00 – 8:00 Presentation of alternatives
 - () 8:00 – 8:30 Participant review session of alternatives - there will be a paper survey for people to respond to each alternative and indicate their initial reactions.
 - () This public meeting will be followed up with a survey and webinar available on the website like the Vision Workshop

Attachments:

- 1. Sign in Sheets
- 2. Lamar Beach Vision Workshop Survey Results
- 3. Draft Alternatives

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

LAMAR BEACH MASTER PLAN PRE ALTERNATIVES WORKSHOP MEETING		
NOVEMBER 20, 2015		
NAME	COMPANY/AGENCY	EMAIL ADDRESS
Adeliza Ramirez, P.E.	TxDOT	Adeliza.Ramirez@txdot.gov
Sean Beal	CTRMA	Sbeal@ctrma.org
Mike Heiligenstein	CTRMA	
Mark Collins	COA AUVU	MarkCollins@austin.tx.gov
Tawny Hammond	COA Animal Services	Tawnyhammond@austintexas.gov
Lee Ann Shenefiel	COA Animal Services	Leeann.shenefiel@austintexas.gov
Patrick Corona	COA PARD – Division Manager, Programs	Patrick.corona@austintexas.gov
Brian Piper	COA PARD – Athletics Grounds Maintenance Leader	
Lee Austin	COA ATD	
Amica Bose	COA ATD	Amica.bose@austintexas.gov
Ed Poppitt	COA PWD	Ed.poppitt@austintexas.gov
Pirouz Moin	COA PWD	
Jules Parrish	COA PWD	
Tonya Swartzendruber	COA Planning & Zoning	Tonya.swartzendruber@austintexas.gov
Kirk Scanlon	COA PARD - Concessions	Kirk.scanlon@austintexas.gov
Meghan Wells	COA AIPP	Meghan.wells@austintexas.gov
Beth Wilson	AISD	Beth.wilson@austintexas.gov
Pamela England	Austin Energy	
Henry Price	COA – Watershed	Henry.price@austintexas.gov
Robert Hightower	APD	Robert.hightower@austintexas.gov

TAG MEETING 4

[illegible]

Lamar Beach | Vision Workshop Survey Results

Session Name

Lamar Beach Vision Workshop Meeting and Online Poll

Date Created
10/14/2015 6:00:00 PM

Active Participants
474

Total Participants
474

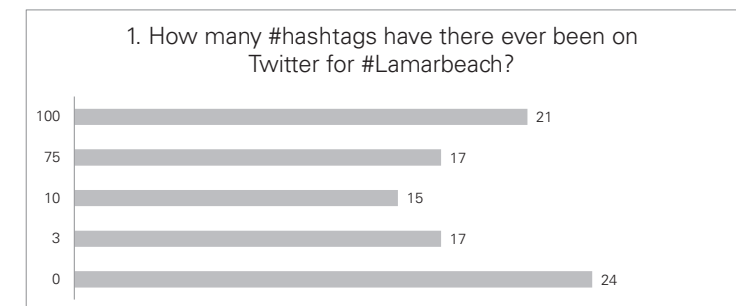
Average Score
0.00%

Questions

Results by Question

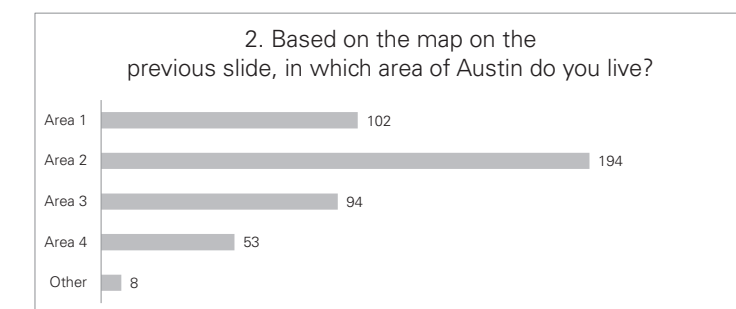
1. How many #hashtags have there ever been on Twitter for #Lamarbeach? (Multiple Choice)

		Responses	
		Percent	Count
100	22%	2	
75	18%	1	
10	16%	1	
3	18%	1	
0	26%	2	
Totals	100%	9	



2. Based on the map on the previous slide, in which area of Austin do you live? (Multiple Choice)

	Responses	
	Percent	Count
Area 1	23%	102
Area 2	43%	194
Area 3	21%	94
Area 4	12%	53
Other	2%	8
Totals	100%	451



Lamar Beach | Vision Workshop Survey Results

3. Based on the map on the previous slide, in which area of Austin do you work? (Multiple Choice)

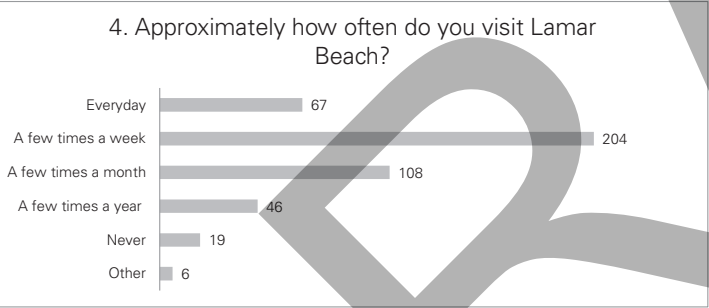
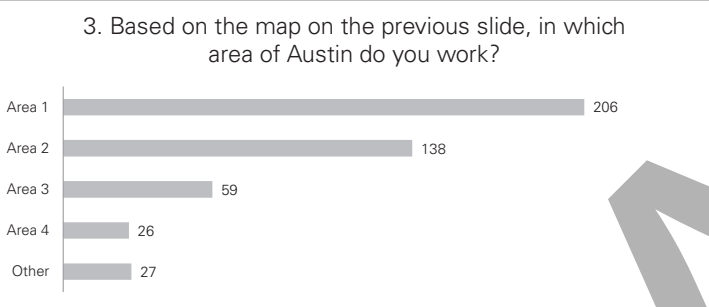
	Responses	
	Percent	Count
Area 1	45%	206
Area 2	30%	138
Area 3	13%	59
Area 4	6%	26
Other	6%	27
Totals	100%	456

4. Approximately how often do you visit Lamar Beach? (Multiple Choice)

	Responses	
	Percent	Count
Everyday	15%	67
A few times a week	45%	204
A few times a month	24%	108
A few times a year	10%	46
Never	4%	19
Other	1%	6
Totals	100%	450

5. What time of day do you usually visit Lamar Beach? (Multiple Choice)

	Responses	
	Percent	Count
Morning	30%	199
Afternoon	31%	202
Evening	30%	198
Night	5%	36
Other	3%	20
Totals	100%	655



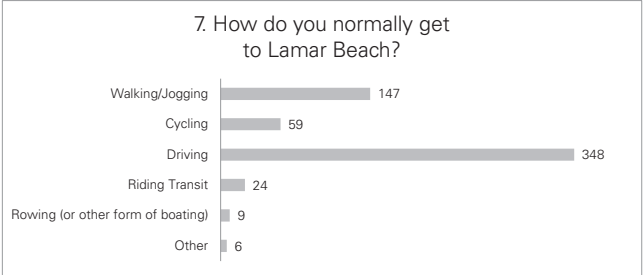
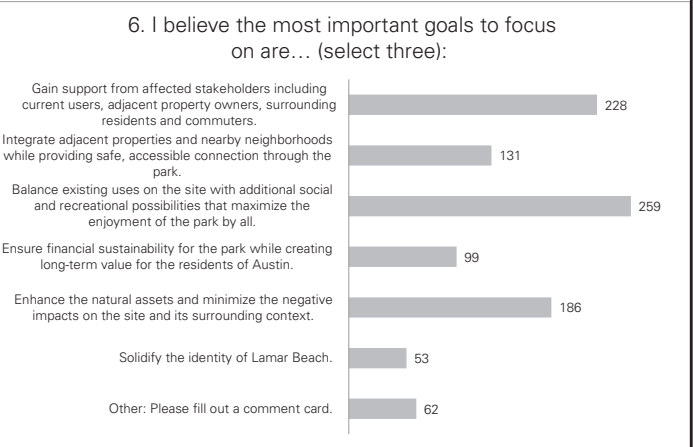
Lamar Beach | Vision Workshop Survey Results

6. I believe the most important goals to focus on are... (select three): (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Gain support from affected stakeholders including current users, adjacent property owners, surrounding residents and commuters.	22%	228
Integrate adjacent properties and nearby neighborhoods while providing safe, accessible connection through the park.	13%	131
Balance existing uses on the site with additional social and recreational possibilities that maximize the enjoyment of the park by all.	25%	259
Ensure financial sustainability for the park while creating long-term value for the residents of Austin.	10%	99
Enhance the natural assets and minimize the negative impacts on the site and its surrounding context.	18%	186
Solidify the identity of Lamar Beach.	5%	53
Other: Please fill out a comment card.	6%	62
Totals	100%	1018

7. How do you normally get to Lamar Beach? (pick up to two) (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Walking/Jogging	25%	147
Cycling	10%	59
Driving	59%	348
Riding Transit	4%	24
Rowing (or other form of boating)	2%	9
Other	1%	6
Totals	100%	593

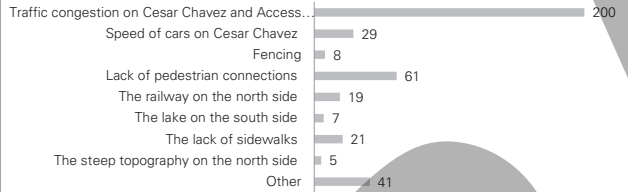


Lamar Beach | Vision Workshop Survey Results

8. Currently, what is the biggest barrier to accessibility? (Multiple Choice)

Responses		
	Percent	Count
esar Chavez and Access Ramps	51%	200
Speed of cars on Cesar Chavez	7%	29
Fencing	2%	8
Lack of pedestrian connections	16%	61
The railway on the north side	5%	19
The lake on the south side	2%	7
The lack of sidewalks	5%	21
topography on the north side	1%	5
Other	10%	41
Totals	100%	391

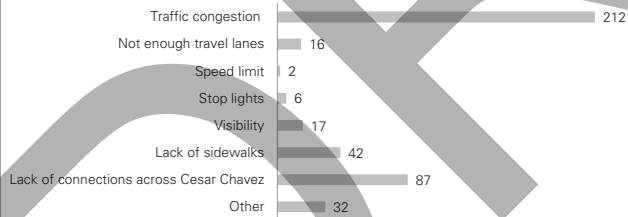
8. Currently, what is the biggest barrier to accessibility?



9. Currently, what is the biggest barrier to mobility? (Multiple Choice)

Responses		
	Percent	Count
Traffic congestion	51%	212
Not enough travel lanes	4%	16
Speed limit	0%	2
Stop lights	1%	6
Visibility	4%	17
Lack of sidewalks	10%	42
nnectons across Cesar Chavez	21%	87
Other	8%	32
Totals	100%	414

9. Currently, what is the biggest barrier to mobility?

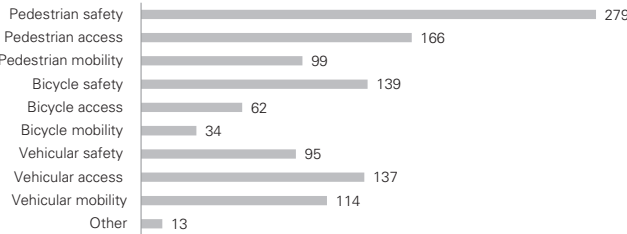


Lamar Beach | Vision Workshop Survey Results

10. If circulation improvements were to take place at Lamar Beach, what are the most important issues to address? (choose your top three): (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Pedestrian safety	25%	279
Pedestrian access	15%	166
Pedestrian mobility	9%	99
Bicycle safety	12%	139
Bicycle access	5%	62
Bicycle mobility	3%	34
Vehicular safety	8%	95
Vehicular access	12%	137
Vehicular mobility	10%	114
Other	1%	13
Totals	100%	1138

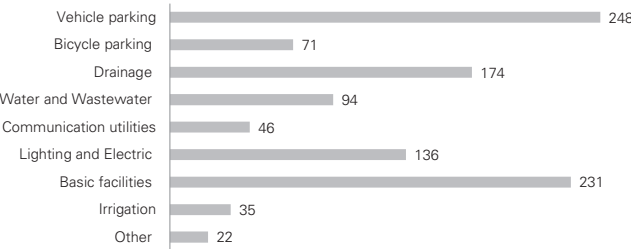
10. If circulation improvements were to take place at Lamar Beach, what are the most important issues to address? (choose your top three):



11. If infrastructure improvements were to take place at Lamar Beach, what are the most important issues to address? (Choose your top three): (Multiple Choice - Multiple Response)

Responses		
	Percent	Count
Vehicle parking	23%	248
Bicycle parking	7%	71
Drainage	16%	174
Water and Wastewater	9%	94
Communication utilities	4%	46
Lighting and Electric	13%	136
Basic facilities	22%	231
Irrigation	3%	35
Other	2%	22
Totals	100%	1057

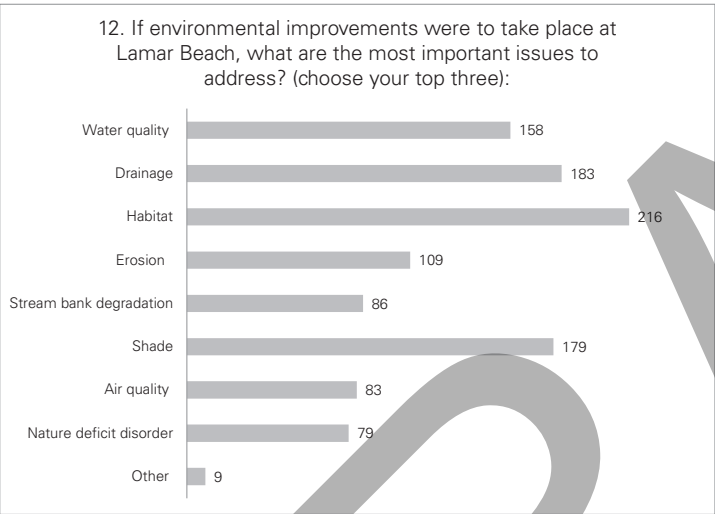
11. If infrastructure improvements were to take place at Lamar Beach, what are the most important issues to address? (Choose your top three):



Lamar Beach | Vision Workshop Survey Results

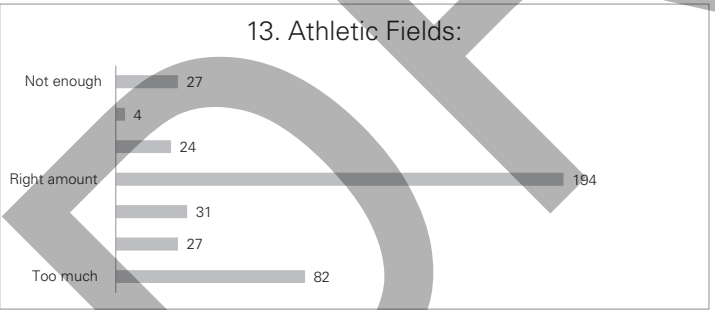
12. If environmental improvements were to take place at Lamar Beach, what are the most important issues to address? (choose your top three): (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
Water quality	14%	158
Drainage	17%	183
Habitat	20%	216
Erosion	10%	109
Stream bank degradation	8%	86
Shade	16%	179
Air quality	8%	83
Nature deficit disorder	7%	79
Other	1%	9
Totals	100%	1102



13. Athletic Fields: (Multiple Choice)

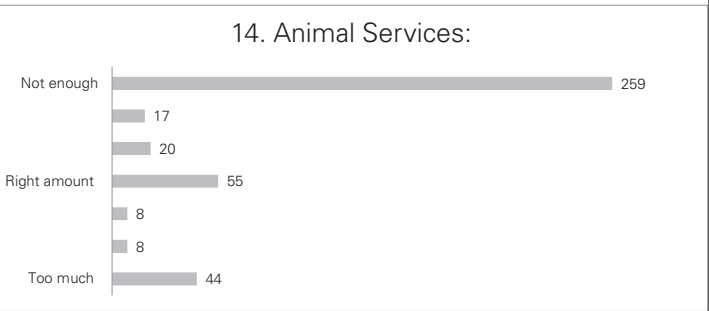
	Responses	
	Percent	Count
Not enough	7%	27
	1%	4
	6%	24
Right amount	50%	194
	8%	31
	7%	27
Too much	21%	82
Totals	100%	389



Lamar Beach | Vision Workshop Survey Results

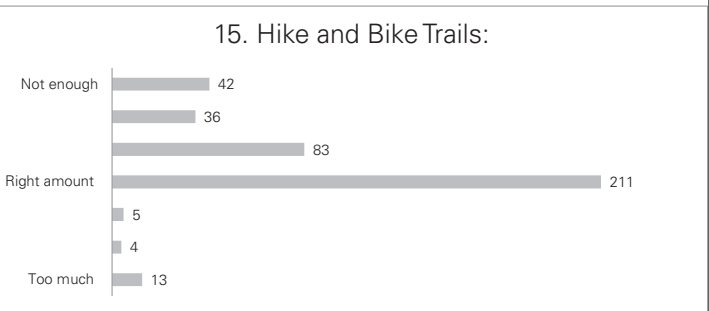
14. Animal Services: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	63%	259
	4%	17
	5%	20
Right amount	13%	55
	2%	8
	2%	8
Too much	11%	44
Totals	100%	411



15. Hike and Bike Trails: (Multiple Choice)

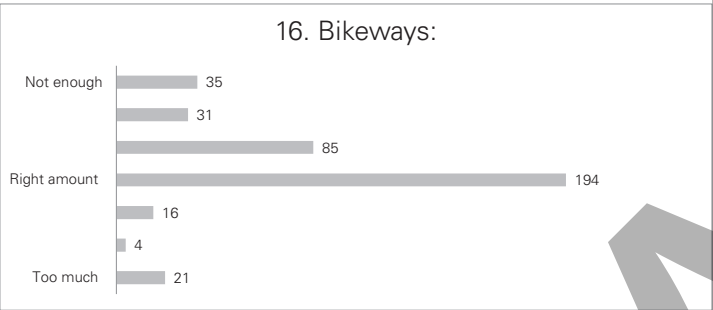
	Responses	
	Percent	Count
Not enough	11%	42
	9%	36
	21%	83
Right amount	54%	211
	1%	5
	1%	4
Too much	3%	13
Totals	100%	394



Lamar Beach | Vision Workshop Survey Results

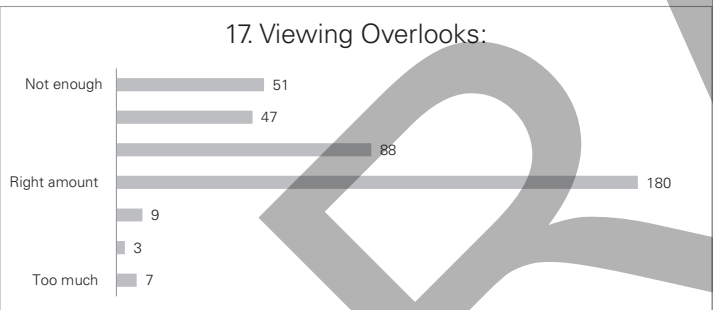
16. Bikeways: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	9%	35
	8%	31
	22%	85
Right amount	50%	194
	4%	16
	1%	4
Too much	5%	21
Totals	100%	386



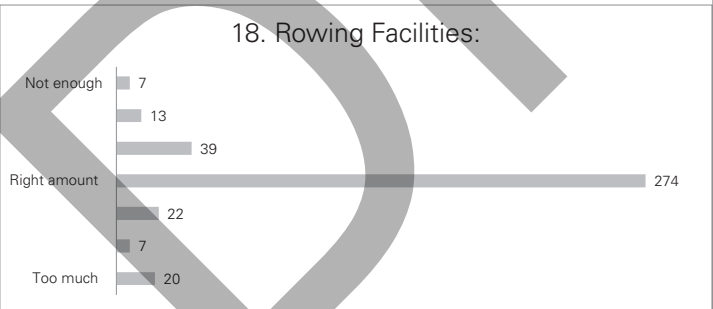
17. Viewing Overlooks: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	13%	51
	12%	47
	23%	88
Right amount	47%	180
	2%	9
	1%	3
Too much	2%	7
Totals	100%	385



18. Rowing Facilities: (Multiple Choice)

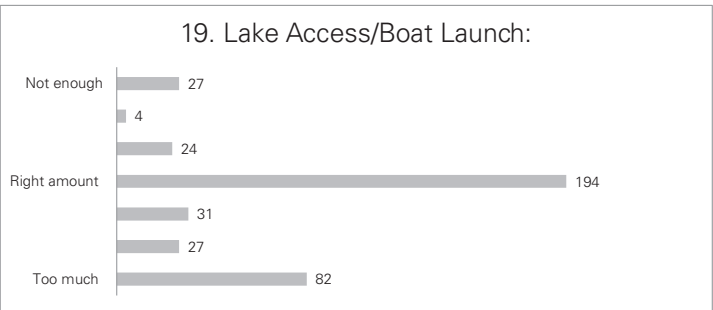
	Responses	
	Percent	Count
Not enough	2%	7
	3%	13
	10%	39
Right amount	72%	274
	6%	22
	2%	7
Too much	5%	20
Totals	100%	382



Lamar Beach | Vision Workshop Survey Results

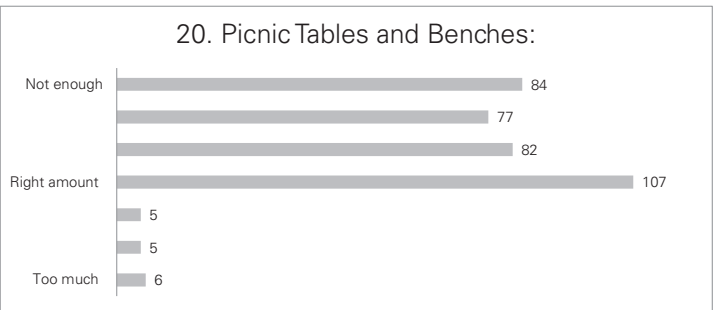
19. Lake Access/Boat Launch: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	9%	34
	8%	29
	16%	60
Right amount	60%	227
	3%	11
	1%	5
Too much	3%	13
Totals	100%	379



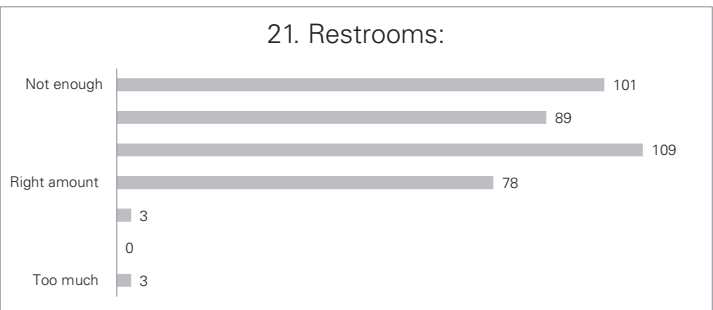
20. Picnic Tables and Benches: (Multiple Choice)

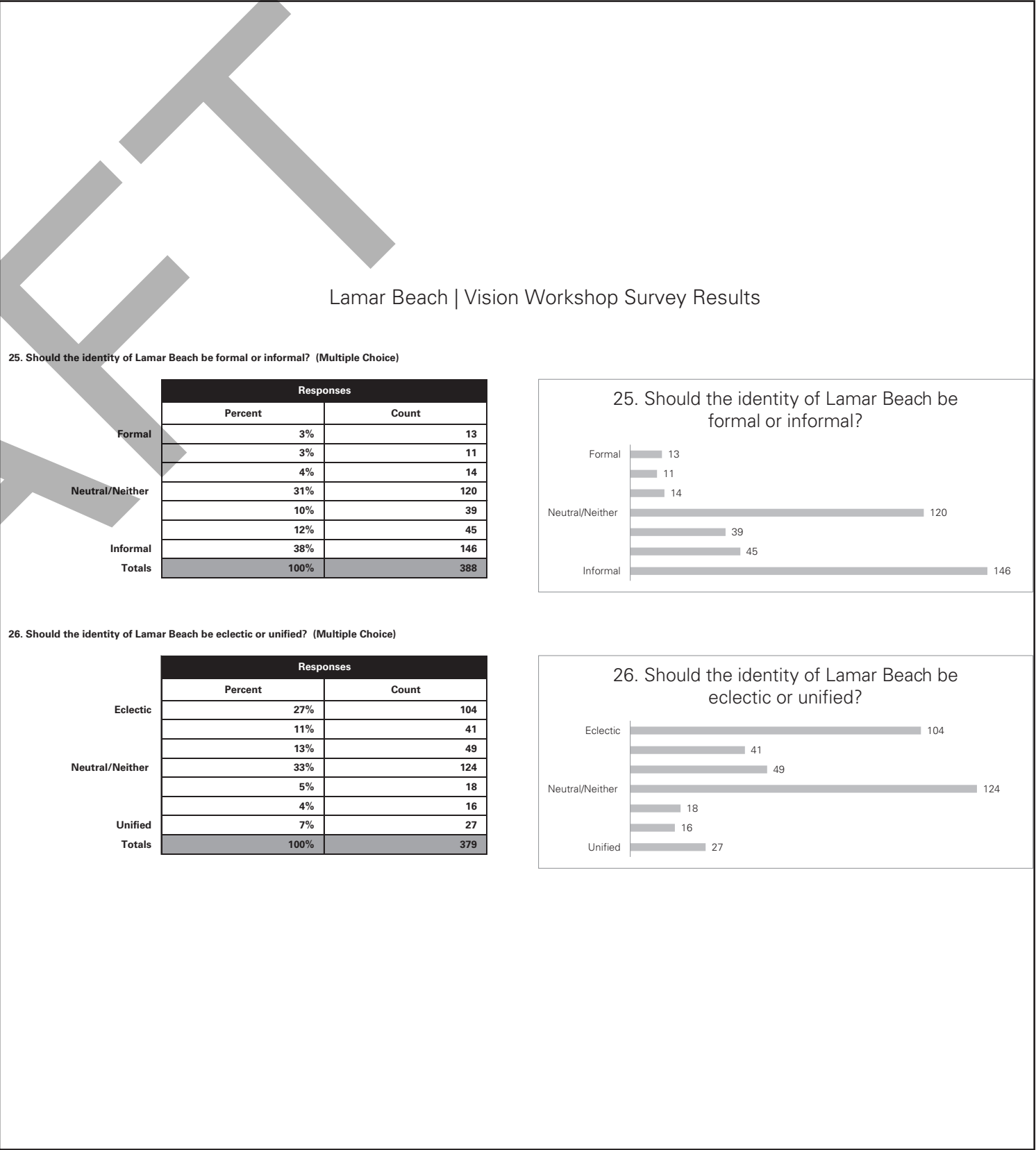
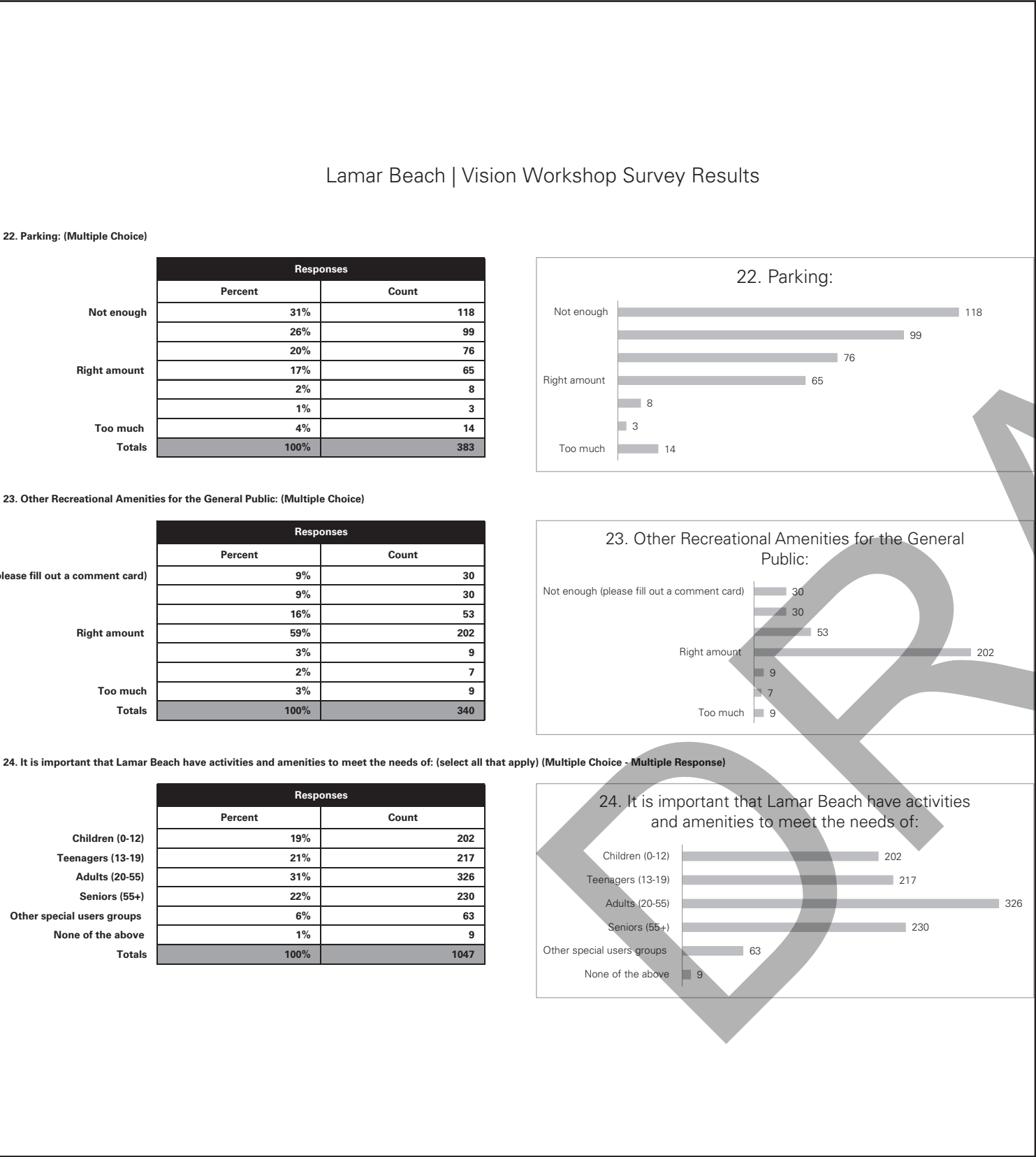
	Responses	
	Percent	Count
Not enough	23%	84
	21%	77
	22%	82
Right amount	29%	107
	1%	5
	1%	5
Too much	2%	6
Totals	100%	366



21. Restrooms: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	26%	101
	23%	89
	28%	109
Right amount	20%	78
	1%	3
	0%	0
Too much	1%	3
Totals	100%	383

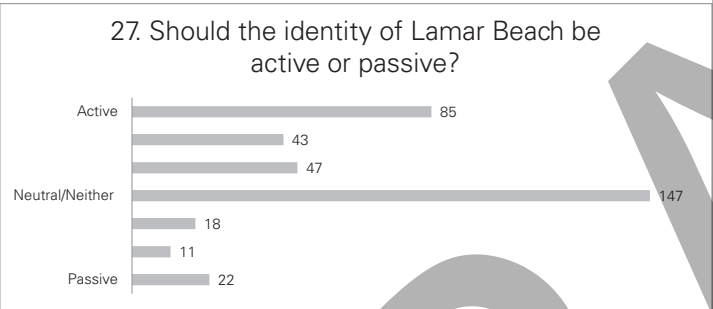




Lamar Beach | Vision Workshop Survey Results

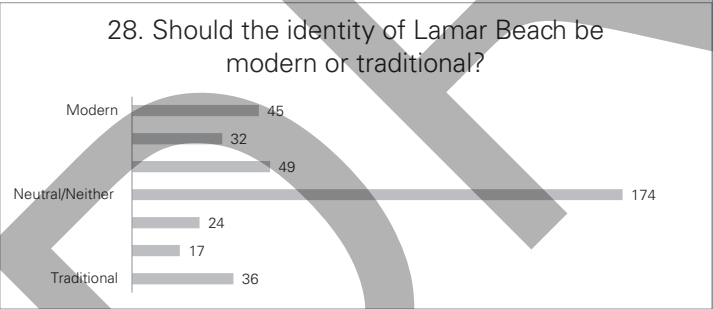
27. Should the identity of Lamar Beach be active or passive? (Multiple Choice)

	Responses	
	Percent	Count
Active	23%	85
	12%	43
	13%	47
Neutral/Neither	39%	147
	5%	18
	3%	11
Passive	6%	22
Totals	100%	373



28. Should the identity of Lamar Beach be modern or traditional? (Multiple Choice)

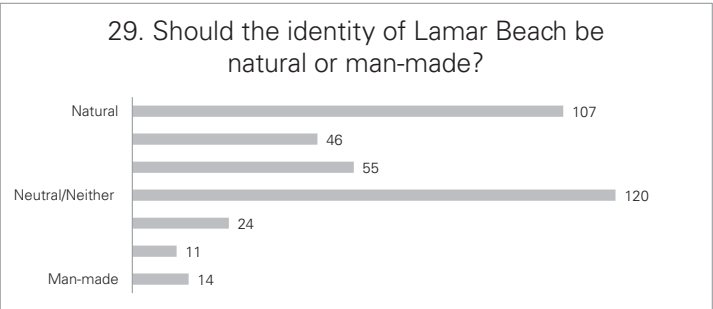
	Responses	
	Percent	Count
Modern	12%	45
	8%	32
	13%	49
Neutral/Neither	46%	174
	6%	24
	5%	17
Traditional	10%	36
Totals	100%	377



Lamar Beach | Vision Workshop Survey Results

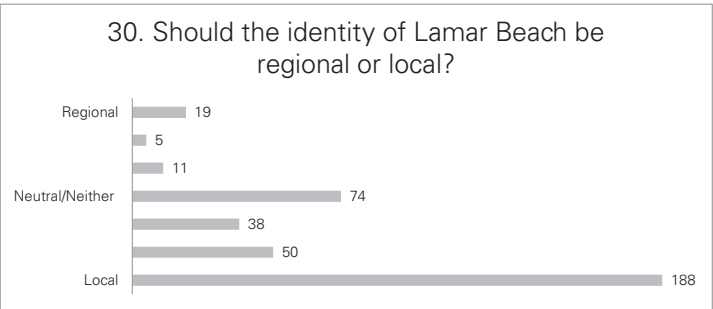
29. Should the identity of Lamar Beach be natural or man-made? (Multiple Choice)

	Responses	
	Percent	Count
Natural	28%	107
	12%	46
	15%	55
Neutral/Neither	32%	120
	6%	24
	3%	11
Man-made	4%	14
Totals	100%	377



30. Should the identity of Lamar Beach be regional or local? (Multiple Choice)

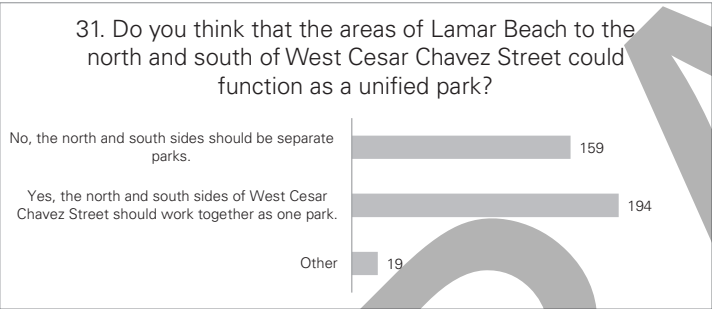
	Responses	
	Percent	Count
Regional	5%	19
	1%	5
	3%	11
Neutral/Neither	19%	74
	10%	38
	13%	50
Local	49%	188
Totals	100%	385



Lamar Beach | Vision Workshop Survey Results

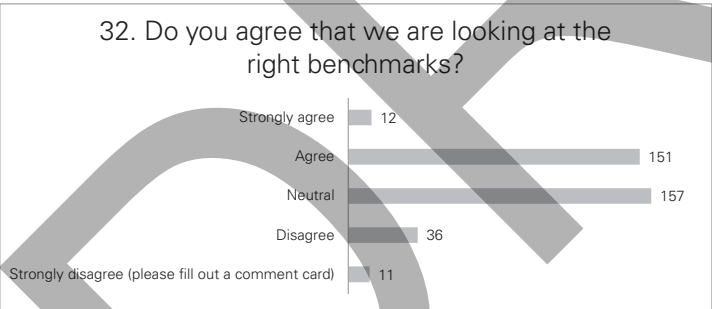
31. Do you think that the areas of Lamar Beach to the north and south of West Cesar Chavez Street could function as a unified park? (Multiple Choice)

Responses		
	Percent	Count
des should be separate parks.	43%	159
uld work together as one park.	52%	194
Other	5%	19
Totals	100%	372



32. Do you agree that we are looking at the right benchmarks? (Multiple Choice)

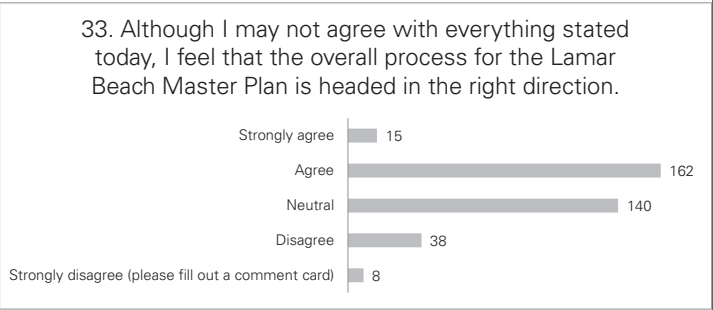
Responses		
	Percent	Count
Strongly agree	3%	12
Agree	41%	151
Neutral	43%	157
Disagree	10%	36
Strongly disagree (please fill out a comment card)	3%	11
Totals	100%	367



Lamar Beach | Vision Workshop Survey Results

33. Although I may not agree with everything stated today, I feel that the overall process for the Lamar Beach Master Plan is headed in the right direction. (Multiple Choice)

Responses		
	Percent	Count
Strongly agree	4%	15
Agree	45%	162
Neutral	39%	140
Disagree	10%	38
Strongly disagree (please fill out a comment card)	2%	8
Totals	100%	363



APPENDIX 1



APPENDIX 1

TAG MEETING 4



APPENDIX 1



SITE PLAN

Parking Area (Surface) Spaces: 540
Parking Area (Structured) Spaces If Used : 86 spots per floor
On Street Parking Spaces: 590
Total Neighborhood Amenity Area : 4.6 Acres
Total Acreage of Park: 59 Acres
Length Of Major Arterial Through The Park: 3,100 lf
Active Program: 28 Acres
Passive Program: 31 Acres
Linear Feet Of Sidewalk : 18,000 lf
Number Of Entry Points Into The Park: 2

KEY METRICS


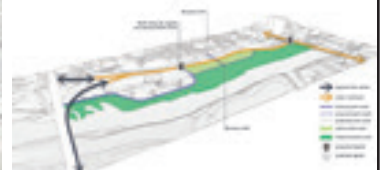

LAMAR BEACH | SEPARATED SYSTEMS
AUSTIN, TX • CITY OF AUSTIN



CHARACTER IMAGERY

Blackstone River Bikeway, Rhode Island
Louisville Waterfront Park
Glenwood Canyon, Colorado

DESIGNWORKSHOP
November 2015




SITE PLAN

Parking Area (Surface) Spaces: 585
Parking Area (Structured) Spaces If Used : 86 spots per floor
On Street Parking Spaces: 570
Total Neighborhood Amenity Area : 2.8 Acres
Total Acreage of Park: 59 Acres
Length Of Major Arterial Through The Park: 3,100 lf
Active Program: 20 Acres
Passive Program: 39 Acres
Linear Feet Of Sidewalk : 18,000 lf
Number Of Entry Points Into The Park: 3

KEY METRICS

LAMAR BEACH | HYBRID
AUSTIN, TX • CITY OF AUSTIN



CHARACTER IMAGERY

Forest Park, St. Louis

DESIGNWORKSHOP
November 2015

TAG MEETING 4 - SIGN IN SHEETS

NAME	COMPANY/AGENCY	EMAIL ADDRESS
Adeliza Ramirez, P.E. <i>AR</i>	TxDOT	Adeliza.Ramirez@txdot.gov
Sean Beal <i>SB</i>	CTRMA	Sbeal@ctrma.org
Mike Heiligenstein	CTRMA	
Mark Dollins	COA AUVU	MarkDollins@austin.tx.gov
Tawny Hammond	COA Animal Services	Tawnyhammond@austintexas.gov
Lee Ann Shenefiel	COA Animal Services	Leeann.shenefiel@austintexas.gov
Patrick Corona <i>Jim Kotrick For Callahan</i>	COA PARD - Division Manager, Programs	Patrick.corona@austintexas.gov
Brian Piper	COA PARD - Athletics Grounds Maintenance Leader	
Lee Austin	COA ATD	
Amica Bose	COA ATD	Amica.bose@austintexas.gov
Ed Poppitt <i>Ed Poppitt</i>	COA PWD	Ed.poppitt@austintexas.gov
Pirouz Moin	COA PWD	
Jules Parrish	COA PWD	
Tonya Swartzendruber	COA Planning & Zoning	Tonya.swartzendruber@austintexas.gov
Kirk Scanlon <i>Kirk Scanlon</i>	COA PARD - Concessions	kirk.scanlon@austintexas.gov
Meghan Wells <i>Meghan Wells</i>	COA AIPP	Meghan.wells@austintexas.gov
Beth Wilson <i>BW</i>	AISD	Beth.wilson@austintexas.gov
Pamela England	Austin Energy	
Henry Price	COA - Watershed	Henry.price@austintexas.gov
Robert Hightower	APD	Robert.hightower@austintexas.gov

[illegible]

APPENDIX 1

TAG MEETING 5

DESIGNWORKSHOP

Landscape Architecture
Planning
Urban Design

800 Brazos Street
Suite 490
Austin, TX 78701
512-499-0222
512-499-0229 fax

www.designworkshop.com

MEETING RECORD

To: Charles Mabry
From: Rachel Tepper
Date: February 15, 2016
Project Name: Lamar Beach
Project #: 5381
Subject: Lamar Beach TAG Meeting 5
Meeting Date: February 5, 2016
Start/End: 9:00 - 11: 00 AM
Location: PARD Annex (919 W. 28 1/2 Street) Shoal Creek Conference Room
Copy To: TAG Committee Members, DW Team

☒ Meeting ☐ Telephone ☐ Conference Call

Following are the minutes of the above referenced meeting. The following people were present:
(See sign-in sheet)

Items in **bold** print indicate what action is required, who will perform the action and the deadline to complete action.

1. *Recap of January 27th workshop and design alternatives*
Design Workshop (DW) presented the refined alternatives to the TAG. The following questions/comments came up during the discussion.
- a. COA Transportation Department remembered seeing an option where Cesar Chavez is aligned against the bluff and then swings back down underneath Lamar. Design Workshop and PARD clarified that this was an early idea but was not presented to the public.
 - b. COA Transportation Department requested more information on costs and engineering assumptions. **DW to follow up with transportation on a detailed memo that includes costs and engineering assumptions.**
 - c. Austin High is supportive of the Separated Systems option because it moves the traffic away from Austin High.
 - d. WAYA is supportive of the increased parking in all of the options, but is primarily concerned with phasing in the plans that relocate the road north. WAYA would be significantly impacted if they did not have access to the Lamar Beach fields for more than a year, they would like to have some fields in operation at all times.
 - e. Austin High requested clarification on whether there would be a signalized intersection in Hybrid and Separated Systems into the Park Road. The Diagrams on the boards do not have a symbol for traffic signal. **DW indicated that yes, the traffic model includes having an additional intersection just west of Lamar into the park. DW will update the boards to indicate this on the graphic.**
 - f. In the proposed intersection to the park road just west of Lamar, the Transportation Department thought that the intersection would need “free rights and dual lefts” and that intersection wouldn’t work so close to the proposed Lamar/Chavez intersection.

2. *Discussion of a preferred alternative:* It is looking like the Hybrid alternative is coming out ahead of the others as a favorite, what about this alternative does your organization need changed in order for you to support it?
- a. Austin Water Utility would like more clarity on the location of the 72” water line in relation to the proposed relocation of Cesar Chavez in both the Separated Systems and the Hybrid Alternatives. **Urban Design Group is going to coordinate with Austin Water Utility to discuss this in more detail.**
 - b. Austin High is concerned with Pressler traffic coming through the park in the Hybrid alternative.
 - c. COA Transportation Department is concerned with the Lamar/Cesar Chavez intersection and what this would do to the capacity of the entire downtown transportation network.
 - d. WAYA is concerned with traffic concerns at peak hours (between 3:00 and 6:00 pm) – especially if there is additional traffic from Pressler street that is routed through the park.
 - e. CTRMA wanted more clarity about how much the Lamar/Chavez intersection impacts the capacity on Mopac. The traffic study done by the A&M Center for Transportation Research concluded that the MoPac South Express would have minimal impact to the traffic on Cesar Chavez because it was already exceeding capacity, but that study assumed the existing capacity on Chavez would remain. If capacity decreases due to the Lamar/Chavez intersection, this may also have an impact on MoPac.
3. Knowing that the Hybrid alternative is a long-term vision, what are some strategies that could happen in the 1 year, 5 year and 10 year timeframe?
- a. COA Transportation Department recommended that if this project were to move forward, it would need to be a city-wide bond so that all of the departments received the funding at the same time and construction could occur as a complete package.
 - b. WAYA would likely need a partnership for temporary field relocation if they were going to be displaced for any period of time.

4. Next Steps
- Next TAG Meeting: Draft Master Plan Review, March 23rd
 - Austin High requested an additional stakeholder meeting with all groups in order for all of the stakeholders to get on the same page. **PARD to follow up about potential meeting dates.**
 - PARD and the DW team will meet with the COA Transportation Department to discuss more details about costs and traffic impact.

Attachments:

1. Sign in Sheets

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

POST RECOMMENDATIONS

Feb. 6, 2014

POST RECOMMENDATIONS

Lamar Beach Master Plan

~~PRE-ALTERNATIVES WORKSHOP MEETING~~

- FEB 5, 2010

NAME	COMPANY/AGENCY	EMAIL ADDRESS
Robert Byrnes	Studio 8 Architects	rbyrnes@studio8architects.com
Jonathan Pearson	Studio 8 Architects	jpearson@studio8architect.com
Ricardo Soliz	COA PARD	Ricardo.soliz@austintexas.gov
Charles Mabry	COA PARD	Charles.mabry@austintexas.gov
Marty Stump	COA PARD	Marty.stump@austintexas.gov
Pet O'Toole	Green Play	pato@greenplayllc.com
Laura Toups (Brian Runyen)	Urban Design Group	ltoups@udg.com brunyen@udg.com
Melissa Morrow	West Austin Youth Association	ExecutiveDirector@waya.org
Kerri Thompson	COA PARD	Kerri.thompson@austintexas.gov
Jim Kotick	COA PARD	Jim.Kotick@austintexas.gov
Mike Hutchison	CTRMA	mhutchison@hntb.com
Rich Mellison	West Austin Youth Association	athleticdirector2waya.com
Ann Taylor	Austin ISD - AISD	Ann.Taylor@austinisd.org
Ricardo Soliz	COA - PARD	Ricardo.Soliz@cityofaustin.gov

Gordon Derr COA ASD
LEE ANN STANFORD COA - ASD

gordon.derr@austintexas.gov
LESLIE.MITCHELL@austintexas.gov

APPENDIX 2

FOCUS GROUPS

DESIGNWORKSHOP	MEETING RECORD
Location: 401 Austin Blvd. 1st Floor	To: Charles Mabry
Project: Lamar	From: Rachel Tepper
Project Manager: [redacted]	Date: Oct. 20, 2018
Project Lead: [redacted]	Project Name: Lamar Beach
Project Manager: [redacted]	Project #: 0001
Project Manager: [redacted]	Subject: TTR&PF Focus Group
Project Manager: [redacted]	Meeting Date: Oct. 5, 2018
Project Manager: [redacted]	Start/End: 11:00 – 12:15 p.m.
Project Manager: [redacted]	Location: PARC Annex 5th Fl. Green Room
Project Manager: [redacted]	Copy To: DWR Team, Ricardo Solis
<div><input type="checkbox"/> Meeting <input type="checkbox"/> Location <input type="checkbox"/> Other <input type="checkbox"/></div>	
The following notes summarize the stakeholders' focus group discussion for the Lamar Beach Master Plan held Oct. 5, 2018.	
Attendees: See sign-in sheets	
<div><div>1. Schedule, scope and overview of project</div><div><div>a. The Trail Foundation recently completed a forestry survey and has made recommendations by designating zones. Those recommendations should be incorporated into the master plan for the section of the trail that goes through Lamar Beach.</div></div></div>	
<div><div>2. Concerns and Priorities</div><div><div>a. The Trail Foundation</div><div><div>a. The Thorp Field, used by ASDs on the south side of Cesar Chavez, is an area that is more naturalist than other parts of the Lady Bird Lake Trail. It would be good to minimize impact in this area and restore the landscape to its natural Savannah ecosystem.</div><div><div><div><div><div><div>• ASD and PARC have an open ended agreement about the use of the Thorp Field. ASD has not requested any changes at this time.</div></div></div></div></div><div>b. The Texas Rowing Center</div><div><div><div><div><div><div>• Concessioner has a contract with PARC.</div><div><div>• The Trail Foundation has a positive relationship with Rowing Center. The Rowing Center is open to the public and provides additional amenities to the users such as water, restrooms and cover docks.</div></div></div><div><div><div>• The Texas Rowing Center is currently seeking permit approval for a dock expansion. This would lessen the conflict of storage and queuing along the trail.</div></div></div></div></div><div>c. What about exercise stations?</div><div><div><div><div><div><div>• Trail Foundation does not support overly programming the trail. There are points along the trail that already have exercise stations, but to run shoes.</div></div></div><div><div><div>• They don't see exercise stations as something that they want to scatter along the trail, but rather concentrate in a few key node areas like auditorium shores and a new area near the boat dock.</div></div></div></div></div><div>d. What about exercise areas for parents?</div></div></div></div></div></div></div></div>	

<div><div><div><div><div><div>• The parks department requires this, but there are still people who do not have a permit that serve as informal exercise groups.</div><div><div>• The area down by the river at the corner of Green Tr. head might be a good spot for group use.</div><div><div><div>1. Granite blocks for informal stretching blocks</div><div><div>2. Would need to meet all of the floodplain requirements</div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>a. Water Expansion</div><div><div><div><div><div><div>• The Trail Foundation has not been involved with the McRadin north improvement projects, but the southbound improvements will have more of an impact.</div><div><div><div>1. There is an opportunity to expand the walkway under the bridge</div><div><div>2. The Trail Foundation project committee is doing this.</div></div></div></div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>b. Forestry Survey</div><div><div><div><div><div><div>• Incorporate the preference the recommendations into a plan for the section of the trail that comes through Lamar Beach.</div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>c. Pressler Street Extension</div><div><div><div><div><div><div>• Increases connectivity from the neighborhood</div><div><div>• It gets people to the trail on bikes, it could be good</div><div><div>• It would increase the connectivity to the Trail</div></div></div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>d. Connectivity</div><div><div><div><div><div><div>• Cesar Chavez is a significant barrier</div><div><div>• Establish a pedestrian connection across the road and bypass over the area as well as similar to Fluor bridge</div><div><div><div>1. A grade would not be as successful</div><div><div>2. Metal barrier</div><div><div>3. Unless there is more activity in this area, it is unlikely there will be a need to create an elevated pedestrian bridge across Cesar Chavez</div><div><div>4. Connectivity west to Deep Eddy – currently a dirt path</div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>e. Parking</div><div><div><div><div><div><div>• Many trail users complain about the lack of parking</div><div><div>• TTR&PF would never want to take land for parking</div><div><div>• Quality improvements should be made over quantity improvements, better signage, more shared parking opportunities</div><div><div>• NYDA – only didn't see on a shared parking garage</div><div><div>• Second, many more have some parking</div><div><div>• Park and ride? Did used to go to the trail, but they stopped it</div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>f. Boat services</div><div><div><div><div><div><div>• Drinking fountains – how often are you supposed to have them?</div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>g. Electricity</div><div><div><div><div><div><div>• Electric to the restroom has been a problem but it is resolved</div><div><div>• Lighting only needed where there is an emergency exit</div><div><div>• Need to be sensitive, reduce light pollution, interferes with nocturnal</div></div></div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>h. Flooding</div><div><div><div><div><div><div>• Deal with it once a year</div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>i. Austin Parks Alive</div><div><div><div><div><div><div>• This is not a traditional park use – Trail Foundation and Austin Parks Alive</div><div><div>• Foundation are not supportive of additional development on Lamar Beach</div></div></div></div></div></div></div></div></div></div></div></div>
<div><div><div><div><div><div>j. Relationship with PARC</div><div><div><div><div><div><div>• Has improved over the last 10 years</div></div></div></div></div></div></div></div></div></div></div>

- c. Largest project in this area was the Johnson Creek Trailhead improvements
 - d. Austin Parks Foundation
 - a. APP does not have any specific sites for this park
 - b. Beautiful, safe, well-maintained
 - c. Currently no projects here
3. Current and Future Needs
- a. The Foundation
 1. Parking at Johnson Creek TRDOT owned is a very popular spot for trail users to park
 2. TTF has two restrictions – they are adjacent to reserved.
 3. Signage and wayfinding
 1. TTF has a storage system would like to redo the top distance map at the Johnson Creek Trailhead
 2. The TTF's storage system is not coordinated with the Downtown Wayfinding system.
 4. ADA accessibility
 1. This section of the trail is relatively flat there are more opportunities to create an ADA portion of the trail here
 - a. Are there any ADA crosswalks?
 1. TTF would not be in favor of a dog park
4. User Surveys
- a. The Foundation
 1. Installed an interactive trail information board in 2019
 2. One week installation, 1700 people responded
 3. Have also done surveys that include demographic information
 4. Did another count in 2018 2400 people were counted at South West
 5. City police office has a trail counter, TTF would like to get one for the segment of the River or does they have to be over concrete
 - b. The Safety Campaign
 1. Currently working with San Antonio on a Trail Safety Campaign for the park – this is in the very beginning stages
 - c. Demographics
 1. Downtown demographics have changed
 1. Boardwalk has increased users on the east side
 2. Downtown residents are young, trail is an attractive amenity
 3. Users likely to increase with growth of downtown
 2. How is the TTF planning for increased growth?
 1. Restoration plan – erosion control
 2. Addressing circulation and "choke points"
 - a. Lamar boardwalk studies
 1. There will be no permanent barrier separating vendors from the trail users under Lamar
 - b. Johnson Creek bridge
 3. Discouraging e-bikes and Segways
 4. Expand and improve efficiency at choke

- c. Do the users use other facilities?
 - i. Spoke trail Johnson Creek, connect to MYOA, L45
 - ii. Parking/Roads
 - iii. WYWA – parents might use the trail when the children are practicing
- 5. Additional Trail Amenities?
 - a. Repair station for bikes
 - i. Tools, pump, wrench, etc. all transportation to a table stand
 - ii. Temporary station on the Pajaro Bridge
 - iii. West of Creek Trail has one
 - iv. Can be put on a platform so that they can be moved
 - v. No electricity required
 - b. Homeless – habitat and trails
 - i. Make sure that we are not well to the park in the site visit
 - c. Vending Benches?
 - i. All the benches are solid, maybe on the north side
 - ii. Many parks in Austin need benches, trail has plenty
 - d. Art
 - i. Art should be something that is temporary – vetted – have developed
 - ii. Temporary art festival? – an idea, TTR not interested in supportive
 - iii. People can interpret the trail in their own way – not a lot of experience
- 6. Maintenance
 - a. RAPD – the maintenance crew the maintenance trash and bathrooms
 - b. TTR maintains the parking and irrigation – adopt a garden program – 2 along the site and on the Pajaro bridge – volunteers
 - c. Volunteers pick up litter
 - d. Pastence Creek water in water gets bad – out of the urban creek
 - e. RAPD maintenance crew guys pick up trash when they see it
 - f. Watershed will pick up trash
 - g. Bird droppings on the bridge – hard to get the volunteers to do – TTR did do that
 - h. Working to identify areas that do not need to be mowed
 - i. Wetland areas
 - ii. Cops involved planted in the 1970s – might need to install native understory
- 7. What is unique about the Lamar Beach section of the trail?
 - a. One of the few places where you are on the edge of the water
 - b. Rowing Center
 - c. More use of the lake in this area
- 8. Could we ever unify the trail?
 - a. Bury Cesar Chavez
- 9. Benchmarks
 - i. Riverside Park in New York City – seems used more in the city
 - ii. Buffalo Bayou Park – inclusion = mix of wild, but there are parks next to them – children's park
 - iii. Trinity Park in Dallas
 - iv. Herman Park
 - v. San Antonio "Mission Beach"

APPENDIX 2

FOCUS GROUPS

10. Next Steps

- a. How can we get the word out to trail and park users?
 - i. Neighborhood
 - ii. Trail users won't come out unless there is an issue that directly affects them, not much about the trail is going to change.
 - iii. There are signs out there now.

Attachments:

- 1. Sign in sheets

END OF NOTES

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APPENDIX 2

FOCUS GROUPS

DESIGNWORKSHOP Lamar Beach Master Plan Planning Urban Design Helen W. Ward 2020-2021 Austin, Texas 10/15/2019 10/15/2019	MEETING RECORD To: Charles Mackey From: Rachel Tappin Date: October 20, 2019 Project Name: Lamar Beach Project #: 2021 Subject: CWA/AVA/DAA/DAA Focus Group Meeting Date: Oct. 15, 2019 Start/End: 1:00 - 2:00 PM Location: PARC Annex, Ingal Creek Room Copy To: DAA Team, Ricardo Solis <input type="checkbox"/> Verónica <input type="checkbox"/> Alejandro <input type="checkbox"/> Daniel <input type="checkbox"/> Juan
<p>The following notes summarize the stakeholder focus group discussion for the Lamar Beach Master Plan held Oct. 15, 2019.</p> <p>Attendees: See sign-in sheets</p> <p>1. Schedule, scope and overview of project</p> <ul style="list-style-type: none">a. Scope is to come up with a master planb. Digital copy of existing conditions can be shared with groupsc. Austin High owns the property along the lake – they use the baseball fields <p>2. CWA/AVA Concerns and Priorities</p> <ul style="list-style-type: none">a. Connectivity of the neighborhood to the park and, currently, there are only two ways to get there and they are a mile apart from each other (Lamar, Johnson Creek). There is no direct connection from the heart of the neighborhood.b. Once you get to the north side of Lamar Beach, there is difficulty crossing Cesar Chavez.<ul style="list-style-type: none">i. People don't use the bridge – it is safe but unattractivec. CWA/AVA is supportive of the Pressler Street extension because it creates additional connectivity to the park and provides an alternative transportation route through the area.d. Cesar Chavez will be the on and off ramp for the south-to-lanes – north and southe. Pressler will be another connection to the 101 lanes<ul style="list-style-type: none">i. Preserve as much land as possible for the park and make way for an additional park road to be connected to Cesar Chavez and VoFac <p>3. DAA/VA Concerns and Priorities</p> <ul style="list-style-type: none">a. Outside the DAA/VA boundary, western boundary is Lamarb. Density in and around Seaholm means increased downtown residents who will use Lamar Beach as a recreational amenity.c. Connectivity is a huge issued. Keep the trail safe and open <p>4. DAA's Concerns and Priorities</p>	

<p>a. Outside of DAA's boundary</p> <p>b. Connectivity and safety are highest priorities for this area</p> <p>c. Downtown also has a need for opportunity for active recreation which this area provides.</p> <p>d. Growing downtown population will need more access to green space</p> <p>e. There is an opportunity to build the sustainability initiatives at Seaholm as that area is an Eco-strut and a "green village." This project could move that initiative beyond Seaholm</p> <p>f. The area adds an identity and is not necessarily seen as an amenity</p>	<p>5. Amelie Fields</p> <ul style="list-style-type: none">a. Today almost all of the Amelie fields are off limits to neighborhood users. There are no trespassing signs<ul style="list-style-type: none">i. Is there any opportunity for joint use?<ul style="list-style-type: none">1. WAA has a contract for the use of a certain amount of fields.2. The land is not committed to WAA – just the use. It is a contract for use of the fields and the supporting needs. There are opportunities to consolidate the fields and use the land more efficiently, which might free up space for public fields3. Austin High also uses WAA fields (Theaters, McEachern and the baseball field on the south side. There may be opportunities to increase shared use of the fields.
<p>6. CWA/AVA Neighborhood Plans</p> <ul style="list-style-type: none">a. CWA/AVA 2010 neighborhood plan emphasizes connectivity to the park<ul style="list-style-type: none">i. CWA/AVA would like to see additional neighborhood amenities in the park such as a dog park, picnic tables, etc.ii. CWA/AVA is supportive of higher density mixed use on 101. They want to preserve the old homes that in street level of West Sixth Street so they can height advances on Sixth Street but allow taller buildings along the rail/west side core approach.iii. CWA/AVA is negotiating with developers on a case-by-case basis to leave a 20' space in between the rail and the rear for one of a line of development that backs up against the rail on Fifth Street.iv. In the 2010 plan, CWA/AVA was not sure if the VoFac corridor would decrease the value of the land, but that is changing. Owners are still investing in their houses next to VoFacv. Cesar Chavez will always be a fast busy corridor<ul style="list-style-type: none">i. What about changing Lamar, Ingal Creek and parks?<ul style="list-style-type: none">a. Lamar Bridge is historic	<p>7. Natural Elements</p> <ul style="list-style-type: none">a. Poison ivy and invasive species eradication<ul style="list-style-type: none">i. Parks dept. has addressed this before with partners and volunteer programs.b. Stormwater and water quality before entering the lakec. Expand the sustainability minded at Seaholmd. Green infrastructure as a "wage" festive concept – includes other green infrastructure interventions like transit and walkabilitye. Wildlife and habitat improvements
<p>8. Infrastructure</p>	

FOCUS GROUPS

	<ul style="list-style-type: none">a. MVCA is almost always overparkedb. Lighting, utilities – new restrooms is needed on north sidec. Lighting in the subgrade lanes and signage to let people know it is thered. Lighting from the hotels? Not all of them are lit
4. Benchmark Parks	<ul style="list-style-type: none">a. Not sure Brooklyn Bridge Park is the right comparison. Seems too urban and expensiveb. Festival Beach Park is a good comparison – similar area – downtownc. Butler Shores
5. Neighborhood Notes near the Neighborhood entrances	<ul style="list-style-type: none">a. Currently the Williams Field is underutilized. More make sense to consolidate the fields, and use the area in front of the MVCA for additional amenities since it is the closest to the entry point from the neighborhood.b. Another entry point is on the west side – whether it be the West Lynn connection to a future Friesler Street extension. This might be another spot to concentrate neighborhood amenities<ul style="list-style-type: none">1. Have there been any surveys for what amenities residents might need?<ul style="list-style-type: none">a. None that OVA/VA has doneb. Dodger is something that has been thought up because the current one on Lunch Street is overcrowded.c. Picnicking under shade treesd. Part of the land that is just to the west of West Lynn would make an excellent park.
6. Austin Pets Alive	<ul style="list-style-type: none">a. OVA/VA strongly supports the continued location of an adoption center at Lamar Beach because of the visibility and central location.b. Health department will still have an adoption center – that is what OVA/VA supports
7. Future Growth Considerations	<ul style="list-style-type: none">a. It is important to understand the CAP Metro central corridor, AMTPAK and the potential western transit connection. This could impact the Fifth and Sixth Street corridors.b. OVA/VA Future Land Use Maps should consider park amenities and possibly conduct a neighborhood survey to determine what the needs are and how the neighborhood residents are getting to the parks.c. A lot of downtown residents walk along Sixth and Lamar and go walk between the tracks and Cesar Chavez on Lamar. There should be safer opportunity to cross. The Bowls and pass will probably help with this though.d. So many east-west barriers
8. Art and Identity	<ul style="list-style-type: none">a. Allow the park to find its identity – don't force it before we have an identity<ul style="list-style-type: none">1. Balance between permanent and temporary2. Art can be part of the programming
9. How will the city fund the master plan implementation?	<ul style="list-style-type: none">a. Start as early as 2017b. Press on road improvements could come along the same time – might start construction as early as 2020c. VVA/VA and APA are also fundraising and will be responsible for some implementation

Attachments:

- 1. Sign in sheets

END OF NOTES

The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.



APPENDIX 2

FOCUS GROUPS

DESIGNWORKSHOP

Landscape Architecture
Planning
Urban Design

1000 Broadway
Suite 400
Austin, TX 78701
(512) 512-3121
(512) 512-3126

lanscape@lanscape.com

MEETING RECORD

To: Charles Maury
From: Rachel Tooper
Date: Oct. 20, 2015
Project Name: Lamar Beach
Project ID: 5337
Subject: AISD Focus Group Meeting
Meeting Date: Oct. 8, 2015
Start/End: 1:00 - 2:45 PM
Location: PARD Main Office, 200 South Lamar, Conference Room
Copy To: PWD Team, Ricardo Solis

☒ Meeting ☐ Interview ☐ Interview Call

The following notes summarize the stakeholder focus group discussion for the Lamar Beach Master Plan held Oct. 8, 2015.

Attendees: See sign-in sheet

- 1. Schedule, scope and overview of project
 - a. The City of Austin has a recreational easement for the trail, Steven F. Austin Junior and the rowing center
- 2. AISD Concerns and Priorities
 - a. Not enough parking
 - b. No way to contain the students without leaving campus
 - c. Anyone who parks needs a permit but trail and rowing center users are parking on the side of Stephen F. Austin that is reserved for students. If students go off campus for lunch, they may not have a parking space when they get back to campus.
 - 1. The confusion of school and public parking makes it difficult for faculty to know where's coming and going from campus. There needs to be a safety plan in place to AISD community sensitive to this because last year a group of students left campus and got in an accident.
 - d. AISD Principal suggestion: close off Steven F. Austin to bus and car traffic during school hours, 8:30 - 5 pm.
 - 1. We'd immediately agree with the closing
 - 2. The south side of the road does not have sidewalks, closing the road would help with pedestrian and bicycle safety by reducing the amount of cars to make it safe for students to walk across the street
 - 3. Could also make it safe for Landa Armstrong Bikeway users because LAR ends at Stephen F. Austin and currently bikers have to use the street

e. Pressler Street Extension

- 1. Currently, the intersection connecting Austin High to Cesar Chavez/VicPaco is congested and dangerous for students especially during pickup and drop off times. Traffic backs up to a standstill for those exiting from westbound Cesar Chavez. Traffic can back up to 40 minutes, especially with queuing for drop off and pick up.
- 2. TxDOT recently came in and restriped but AISD was not consulted and the restriping added to more confusion.
- 3. The AISD buses line up in front of the school because it is easier for them to get in and out of the pick up area, but this adds to the backup traffic at the turnaround on Cesar Chavez.
- 4. The additional traffic from Pressler will add more pressure to this already very congested intersection.
- 5. Beth Wilson emphasized that the current Pressler street decision does not address the concerns that AISD has with the project. This statement needs to be added to master plan existing conditions report.
- 6. AISD would like DVA/PARD to eq that there is concern and also clarify the concern.
 - 1. The keypad poll at the Oct. 14 meeting will need with this because participants will be asked specific questions about transportation and will be able to eq their concerns about traffic and safety.
- 7. How is Transportation have you worked with?
 - 1. Kara Taylor, Chief of Staff, ATD is the main person that AISD has been working with
- 8. How does the Lamar Beach Master Plan fit into the Pressler Street project?
 - 1. AISD understands that the Lamar Beach Master Plan is a visioning process, but has principal traffic and safety concerns that need to be documented in the Master Plan process
 - 2. For the record, the City Council charted the use of the Pressler Street Right of Way from Park to Transportation. It is possible that City Council could reverse that decision.
 - 3. The Lamar Beach consultancy process could show support for a master plan vision that does not include the Pressler street extension as a vehicle route.
 - 4. AISD and VVA have not agreed to Pressler primarily because of the safety concerns of additional traffic and at grade rail crossing access to AISD students and VVA players
 - 5. Pedestrian connectivity to VVA/AA neighborhood is supported but need safely crossing the rail
- 9. Why is the Lamar Beach master plan coming before decisions have been made about the transportation infrastructure like Pressler and the Mopac Express Lanes?
 - 1. The community needs to articulate what it wants to see happen at Lamar Beach, otherwise Lamar Beach will continue to be a passive recipient of other vision expanded roads, new programming
 - 2. Whether the master plan is a vision for the park, or the road network, it is critical to AISD that this plan addresses safety, traffic and parking

APPENDIX 2

FOCUS GROUPS

- because these are the primary concerns for AHS and AHS. Make sure draft is safer than what it is today.
- f. AHS facilities
 - 1. The only reason that Austin High is comprehensive is because of the VVAH and COA sports fields.
 - 2. AHS and AHS are protective of the space but the parents and the students like the space. Being so close to Lady Bird Lake and the Butler Trail is a huge asset to the AHS community. AHS is just protective of the safety of the students and wants a smooth transition between the High School and the park.
 - 3. In addition, the non-AHS community uses many of the facilities on Austin High property after school hours.
 - 1. For example, the track is maintained by the AHS cross-country but is used heavily by the public after hours.
 - 2. Voters did not approve the athletic bond for additional AHS facilities which puts additional pressure on AHS to find alternatives for athletic fields.
 - 3. AHS/AHS would like to have access to an athletic center.
 - a. AHS has advocated for a COA and AHS natatorium.
 - b. Most schools currently have agreements with RAPD to use synthetic facilities.
 - c. There is currently no natatorium for the AHS schools.
 - g. Thorp Baseball Field
 - 1. This field is on parkland but is used in exchange for the recreational easement that RAPD has on the edge of AISD property along Lady Bird Lake that includes the Texas Rowing Center.
 - 2. This field is used for varsity baseball.
 - a. AHS would like to add this to the field.
 - b. A comparable use adjacent to this field might be a covered basketball court.
 - h. VVAH Fields
 - 1. How long has AHS been using the VVAH fields?
 - a. Mid-1990s to 1970s.
 - 1. AHS has an agreement with VVAH.
 - a. One men's lacrosse.
 - b. 20-40% of the use.
 - c. Middle grade baseball.
 - i. AHS Plans for Expansion
 - 1. An outdoor classroom near the track on school property. Are they open to the public?
 - 1. Possibility of extension of athletic facilities, which would be a future bond.
 - 2. AHS is actively working to increase enrollment.
 - a. Current enrollment is 2005. Goal enrollment is 2280.
 - b. Increased enrollment will come with additional funding for AHS.
 - c. What strategies to increase enrollment?
 - 1. AHS is "school of choice" – students in other zones can elect to transfer to AHS.

- 1. There are also efforts to recruit within the district. There are currently 200 children that live in the district and choose to go to other schools (private, Anderson, etc.).
- j. Student driving and parking
 - 1. AHS with a license are allowed to drive.
 - 2. Could AHS explore the possibility of a lottery, or a limit and seniority age to drive?
 - 1. Staging area at Barton Creek and Z Park and ride.
 - 2. This may not solve the traffic problem because there would still be parents dropping off students. A solution would be to deter students in the staging area from wanting to attend Austin High.
 - 3. Do you have tripshare data?
 - 1. Yes for students that ride the bus. Not for walking or driving.
 - 4. How many students ride the bus?
 - 1. Only bus service for students that live outside of a 2-mile radius.
 - 2. AHS adopted the rule that the federal government applies which is that they will only pay for buses beyond a 2-mile radius.
 - 3. No other bus service. Only CapMetro bus that goes near AHS today is Montopolis, which does not pick up in the neighborhood zoned for AHS.
 - 4. In the May 2010 traffic study, Jacobs Engineering provided an example of parking spaces adjacent to Austin High. AHS would be OK with the current amount of parking if the road is closed and students could park on both the north and south side of Stephen F. Austin.
 - k. Additional visions for Lamar Beach
 - 1. Upgrade the Johnson Creek Trail
 - 1. This is an alternative pedestrian connection from neighborhoods north and west of Lamar Beach but it is currently in poor condition. It could be improved with a trail and made into an amenity that would evaluate a need for a Pressler Street pedestrian connection.
 - 2. Upgrade Granshaw pedestrian bridge.
 - 3. Upgrade the lot parking under McRae
 - 1. Get more clarity on when this area can be used for public parking. It is often closed and used as a staging area for ACL which pushes more parking onto the School.
 - 2. Perhaps RAPD could utilize the area at Zilker Park south of Lady Bird Lake as public parking. Zilker under McRae.
 - l. Maintain Lamar Beach as a local park – not a regional park.
 - 1. Address safety as number one concern before adding additional program.
 - m. AHS cross-country runners use the trail. The crosswalk and trail area under Lamar Bridge is dangerous for runners. Need to improve the crosswalk. At the time, the Trail Foundation had plans for a trail boardwalk that would come out over the water under Lamar Bridge.
- n. Nature environment
 - 1. Coordinate with the grounds plan for the high school.
 - 1. Trees are maintained by a union and PTA paying for grounds improvements.

APPENDIX 2

FOCUS GROUPS

- 2. Need better transition areas connecting the school and the park – need for that to be seamless
- 3. Marshlands are interesting – Perhaps boardwalk/viewing area

- i. Flooding
 - 1. Hal between flood last year did affect Stephen F. Austin when I CHA started to release the dams
- iii. Shade and tree cover
 - 1. Shade is an issue- especially for year-round sports. One idea is to add a covered pavil or/basketball court adjacent to the baseball field

- i. Revenue generating opportunities
 - 1. Parking space renting during major festivals and Church on Sundays
 - 1. AHS can't fundraise with advertisement signs around the fields like other schools do because of the trail ordinance

- iii. Do you think we are looking at the right benchmarks?
 - 1. Look for camps with high schools adjacent to or integrated into a park
 - 1. Presidio in San Francisco

- iv. What are the best ways to reach out to the AISD/A-S community?
 - i. Students?
 - 1. Architecture or civics class might want to assist – (W/PARD) could come to the school
 - 2. Student Council President could sit on the Technical Advisory Group
 - i. Employees?
 - 1. PARD could attend/be on the agenda at a faculty meeting
 - iii. Parents?
 - 1. PARD could attend a PTA meeting

Attachments:

1. 5 print sheets

FUNCTION NOTES

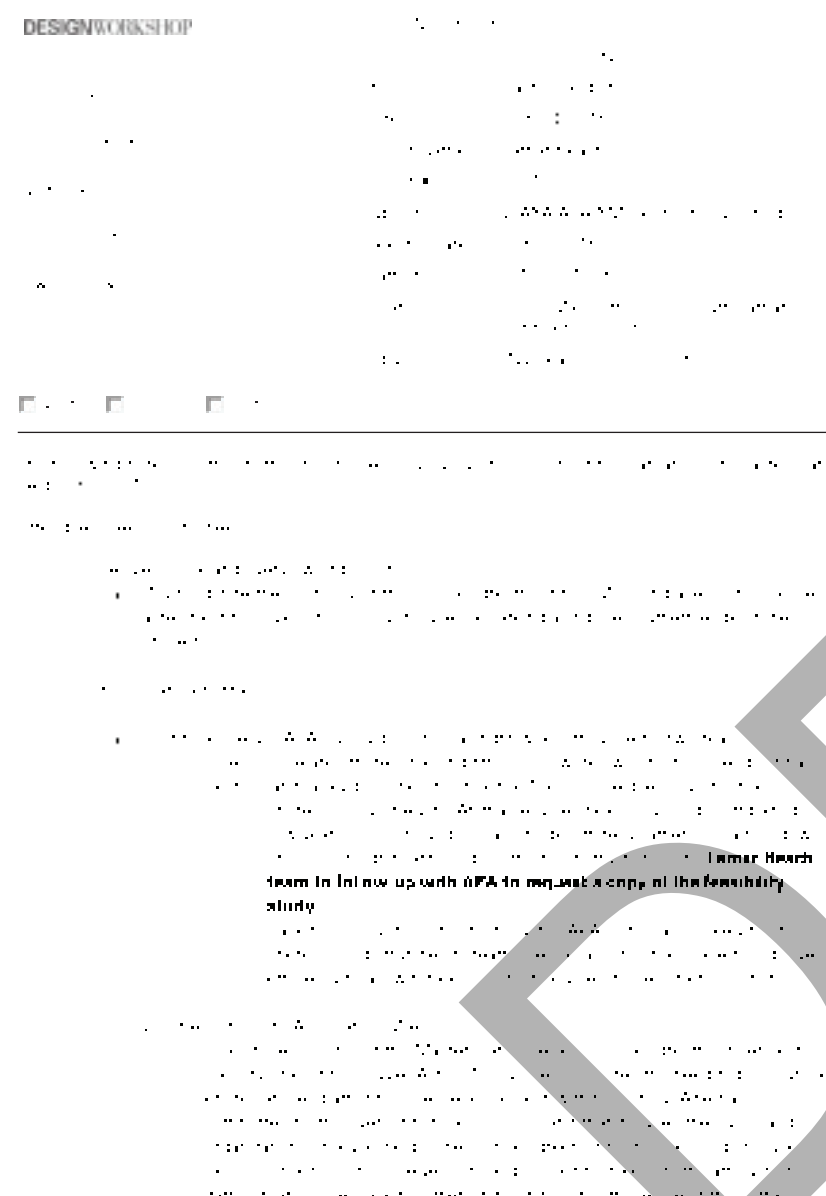
The record herein is considered to be an accurate depiction of the discussion and/or decisions made during the meeting unless written clarification is received by Design Workshop within five (5) working days upon receipt of this meeting record.

Oct 6, 2015

Julie Ballard
Austin High School
jballard@bexar.org

Austin High School
Austin High School
West Austin Lakeside - Austin High School

Julie@bexar.org
Amy Taylor@bexar.org
West Austin Lakeside - Austin High School



1. Would you be open to relocating and opening the ball field?
 - a. The field can shift but WVYA is primarily concerned with parking and safety. There must be maintained. The current road that comes through the north side of Tamar Beach Reserve Road does not connect all the way through when it is cut through traffic and it is much safer for players and their families to cross the street.
2. WVYA does not use Williams Field. PARO does not schedule games at Williams Field. The plan is to do just an open play area. WVYA does the upkeep and maintenance.
 - a. WVYA sees the benefit of having Williams Field because when the public asks to play on the WVYA field, they like being told to refer them to the adjacent field available for public use. If Williams Field was eliminated it would not affect WVYA use.
3. What would you grade the current field?
 - a. For the field started in the early 60s so there is a room for improvement because it has primarily been a soccer playing field for the last 40 years.
 - b. There are a on board topographical challenges.
 - c. When negotiating the amendment WVYA used a cost study based on a proposed configuration. Don't want to come up with an amazing plan they cannot afford. Project team will contact WVYA to get a copy of proposed costs and layout.
4. Traffic and Safety Concerns
 - a. Regarding Throsson Street, WVYA would prefer a proposed bike path over a road.
 - b. It is important to provide good traffic flow between 15 and 30m when there is a high number of practices and games. This is a so the same time that park usage does not and directly follows school dismissal. It is important that there is adequate parking and safety during this peak time.
5. Top priorities are safety, a good layout and same number of fields.
6. Complementary Uses
 - a. The plan proposed in 2013 did have a small play space at the top of the baseball diamond to provide an activity for younger siblings of WVYA players during games. WVYA would be open to complementary uses such as restrooms, parking, small play area but maintaining service to current users.
7. Other Concerns
 - a. More ADA parking.
 - b. Homeless population.
 - c. McRae express lanes - north and south - a lot of unknowns.
 - d. Infrastructure is outdated.
 - e. Currently no working bathroom. WVYA has a restroom but it was closed about 10 years ago and needs to be replaced.

APPENDIX 2

FOCUS GROUPS

<p>b. WYVA would like to have multiple use fields that could be used for different programs.</p> <p>9. Schedule – hours and seasons –</p> <p>a. Austin High School has an agreement with WYVA to use the fields. WYVA will provide the project team with a copy of the agreement and schedule.</p> <p>b. WYVA is hesitant to open up public access to the fields because of overuse and overscheduling.</p> <p>10. Turf and Overuse</p> <p>a. Chambers Field has had 10 years of overuse and it is important to let the fields rest. Safety issues can arise if the grounds gets too hard from overuse.</p> <p>i. Artificial Turf?</p> <p>1. WYVA is interested in artificial turf but it can be expensive.</p> <p>2. Pen-Qtube shared that the lifecycle costs of the maintenance fields are much lower so it commonly costs the same amount as grass fields in total costs.</p> <p>11. Environmental Concerns</p> <p>a. Shade – WYVA would like to provide more shaded areas if there were shaded areas it might be possible to use some of the fields in the summer.</p> <p>b. Irrigation – WYVA is interested in the most efficient ways of irrigation. Currently WYVA uses potable water but is very interested in using reclaimed water instead.</p> <p>a. YMCA</p> <p>i. YMCA would like to see infrastructure used all the way around. There is an opportunity for Lamar Beach to be a gateway to downtown Austin. A vision for Lamar Beach should include open space, beautification, connectivity, health, stakeholder support, inclusiveness and should be achievable for the City and the partner organizations.</p> <p>ii. YMCA has infrastructure concerns such as parking and the freeway interchange at Lamar and S. F. Reynolds Drive.</p> <p>iii. The YMCA is a solution for parking spaces.</p> <p>iv. Run off from E. street is an environmental concern.</p> <p>b. Rowing Center</p> <p>i. Parking is a big issue.</p> <p>ii. Stephen F. Austin drive is used when the students aren't in session.</p> <p>iii. School is rented out Sunday morning which creates some parking and cage for the Rowing Center.</p> <p>iv. Don't want to see another rowing center in the Lamar Beach area.</p> <p>2. Pressler Street Extension</p> <p>a. A change of use from park and to transportation has been designated by City Council.</p> <p>i. Is the design in place?</p>	<p>The engineers looked at the design and it was the only way that configuration could work.</p> <p>2. Is it a given that it is going to happen?</p> <p>a. City Council authorized a change of use for the non-of way out. The Parks Department could enter into an agreement for a recreation easement and limited impact uses could be proposed until after the road is constructed.</p> <p>3. Facilities and Future expansion</p> <p>a. Texas Rowing Center</p> <p>i. Currently seeking permit approvals for an expansion of existing dock. The dock is currently about 310 ft wide. The Parks Board has approved the expansion of the dock to 400 ft. Currently seeking the approval with watershed protection for additional permitting because it extends into the lake. The dock expansion will provide equipment storage.</p> <p>ii. The TRC also has plans for a "Phase 2" which is in the concept state.</p> <p>1. It would include public restrooms and showers and an area for weight room equipment.</p> <p>2. For this expansion the TRC would need water supply, which would require tapping into the water supply at the ball field.</p> <p>3. TRC offered to share the current drawings with the project team, the project team will follow up.</p> <p>b. YMCA</p> <p>i. YMCA made a proposal for a natatorium. Many of the Austin High Schools do not have aquatic facilities and this would have been a public-private partnership between the City and YMCA. The plan is still the table but an aquatic center is still identified as a need for AISD.</p> <p>ii. YMCA owns the parcels of land directly west of its building and parking area. Long-term the YMCA would like to convert this parking because of its current parking needs but would like to have that area in play for the master plan if there were better uses for that space.</p> <p>c. APA</p> <p>i. Original APA was planning on tearing down the current facility and reconstructing the facility anew. After new council and new staff – that building doesn't need to be torn down – need to follow up – when they thought they needed to tear it down – they could do their program with less storage – 2 story 20-25 million price tag.</p> <p>a. Pretty sure they can renovate what is there – not 60-80 million but less than tear down.</p> <p>d. Member Surveys</p> <p>a. YMCA – yes, they have 17,000 members and will provide some information.</p> <p>b. APA – has adopter records and visitation numbers.</p> <p>c. WYVA does have this information. WYVA serves children from 50 different ZIP codes because of the central location but the heart of the program is central Austin. Parks has a lot of this information but WYVA will also provide.</p> <p>d. TRC – as a business, TRC information is by sensitive.</p>
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APPENDIX 2

FOCUS GROUPS

- One complaint heard often is the need for more restrooms. The new Tri-Continental Heron Creek restrooms have helped, but there is still a need for more.
- 5. Advantages and disadvantages of current location
 - a. APA Advantages
 - i. Has been an animal shelter for 60 years
 - ii. Many people still think about it as the city shelter
 - iii. When the shelter moved there wasn't a core of potential adopters – in the last 5-6 years downtown has increased residents between 10-15,000 potential pet adopters and volunteers.
 - iv. Next to WAYA – so many families end up coming over to APA to look for a dog and cat – very complementary
 - v. The Mike and Beka Trail Running program for the dogs
 - 1. Running dogs and run the lake – not possible to run close to the shoreline. This is key because APA focuses on the lower 50 percent which is a lot of larger dogs that need exercise
 - 2. Central location for drop off
 - vi. Working relationship with the city and seen as a resource center
 - vii. May be able to utilize the university placement restrictions better than most
 - 1. For uses such as parking, or kennels or play/drop areas
 - b. APA Disadvantages
 - i. Challenging building site
 - ii. Power lines and flooding
 - 1. However, under power lines there is a potential for parking or play areas for dogs
 - iii. Dogs go nowhere
 - iv. Flooding is an issue
 - v. Parking is tight – Saturdays are the busiest day
 - c. Texas Rowing Center
 - i. Advantages
 - 1. Location. Best anywhere for what they do
 - a. Lady Bird Lake – one of the best rowing centers
 - b. Paddle board
 - 1. Young – less than 25 years old
 - c. Down on the river – Mike and Beka trail
 - d. Lake being adjacent to Austin – TX
 - e. Will be open-minded about the process
 - f. If A-SD shut down El Estero P. Austin will be very inconvenient
- 6. Would you be supportive of a dog park?
 - a. APA
 - i. Wouldn't want to shoulder liability and would need to reduce liability by preventing dog/dog interactions. APA would schedule to run the dogs at different times than public use to avoid this.
 - b. WAYA
 - i. Main concern would be interactions between the children and off-leash dogs.

7. Future needs

- i. All the partner organizations on the site are growing, if all grow to their max. can they all still fit? It will be important to understand every partner organization's 'wish list' and make sure that they can see themselves on this site for a long time

8. Phasing

i. WAYA

- 1. Would like to implement their improvements all at one time because of the nature of their schedule. They would like to complete all the improvements in a long offseason. They would temporarily find locations for their programs for a short period of time (schools, other WAYA locations), but would need to minimize disruption as much as possible

9. Other Concerns

i. Marathon Races

- 1. When these happen it shuts down access to the current programs on the site (WAYA, APA)
- 2. There are about 20 or 30 races Sunday mornings throughout the year.

10. Other thoughts

a. Get creative about form and space

- i. An animal shelter with a rooftop play yard
- ii. Ziplines across the lake

Attachments:

- 1. Sign in sheets

END OF NOTES

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APPENDIX 2

FOCUS GROUPS

LAMAR BEACH MASTER PLAN		
STAKEHOLDER FOCUS GROUP MEETING		
Oct. 6, 2015		
NAME	COMPANY/AGENCY	EMAIL ADDRESS
Melissa Morrow	WAYA	executivedirector@waya.org
Wayne Brunley	Wayda	wbrunley@pacoslanddevelopment.com
Matt Krilton	Texas Rowing Center	matt@texasrowingcenter.com
JAMES Finck	YMCA	Jfinck@austinyymca.org
Stephen Rye	Dremer Group	srye@dremergroup.com
Steve Denner	Dremer Group	sdenner@dremergroup.com
Rusty Tally	APA!	rusty.tally@usgs.com
Ellen Jefferson	APA	ellen.jefferson@jacksonpetroleum.com
David Lundstelt	AAC	BC-David.Lundstelt@austinTexas.gov
SAMMIE Joseph, Jr.	WMA	SAMMIEFSJOSEPH@ADL.COM

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dave Rhodell

Email: na

Date: 14 Oct 2015

Comment: Add some exercise equipment like chin up bars, stone blocks for step ups and stretching exercises, some push up T's, and a 10 foot high climbing pole (good exercise and not available in other Austin Parks).

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: GERRI KAPLER

Email: GERRIK@GMAIL.COM

Date: 10.15.15

Comment: PLEASE LET ADA RETAIN THEIR CURRENT FOOTPRINT AND STAY IN THE PARK TO CONTINUE TO OPERATE THEIR SHELTER (THEY CAN RENOVATE THE EXISTING SHELTER)

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: PAUL SILVER

Email: PSILVER50@GMAIL.COM

Date: Oct 14

Comment: OPTIMIZE TREES -
- CLEAN WATER FOR SWIMMING -
YMCA TO MANAGE FACILITIES

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dr. Martinae Bluen

Email: MartinaeBluen@gmail.com

Date:

Comment: Austin Animal Center / Austin Pets Alive

AC has 90 kennels there that are part of no kill implementation plan of 2010

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment: No animals free public land use? We all of the Austin dog organizations going to get free public land and have which to build facilities? other nonprofit organizations? We oppose this!

NOTE: You may choose to fill out this form anonymously.

Keep our parks parks!

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Judy Garcia-Bigger

Email: bigger.family@uphoo.com

Date: 10-14-15

Comment: "Girls" fields not enough available always enough for "Boys"

On Bathrooms / General Public - due to recent incident on videoing of women in Restroom "What will security be at facilities?"

NOTE: You may choose to fill out this form anonymously.

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Mike Sullivan

Email:

LTMSULLIVAN@hotmail.com

Date:

10-14-15

Comment:

IF we don't Build Pressler Extension & CONNECTED PARKING, & SIDE WALKS we MAY AS WELL ABANDON the whole Plan & DONATE the PROPERTY TO WAYA.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment:

Keep the park "wild"-don't need concessions @ Lamar Beach. • Lincoln Park has a lot of concrete footage-prefer our trail-it is unique. The canopy in that park is from planted fruit trees-wm! • DON'T BUILD ON SOUTH PIECE!!! Trail is a Unique Aspect of ATX-it should be the south priority!!!

NOTE: You may choose to fill out this form anonymously.

DESIGN WORKSHOP UTG Studio 8

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

RICHARD RYAN

Email:

dick2005ryan@yahoo.com

Date:

10/

Comment:

WE NEED NEIGHBORHOOD ACCESS VIA PRESSLER - ACCESS VIA BIKE/PED ACROSS THE RR TRACKS - NEED FOR CONNECTIONS AREA SHOULD INCLUDE BIKE/PED BRIDGE SWIMMING POOL ALONG RIVER LIKE VIENNA

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Melissa Schoner

Email:

melschonlorb@mac.com

Date:

10/14/15

Comment:

Make park feel like park not various places to go Goal not on questionnaire: Safety of teens, kids; Park as a Park; don't think Lamar Beach needs its own identity, it is part of Town Lake Park (Lady Bird Lake Park) which already has an identity. Traffic jams also an issue - around the school at pick up/drop off times 20-30 min to get. Barrier to Mobility - lack of coherence to ingress/egress Environmental Improvement offer - more of inviting accessible services

NOTE: You may choose to fill out this form anonymously.

Wish Lake Access was included simply sitting on lake's edge, hang on. Am disappointed that Pressler ROW is foregone conclusion.

Wish could see ROW for Pressler bc it's not a road - please add that to the thinking.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Julie Paasche

Email:

juliepaasche@gmail.com

Date:

10/14/15

Comment:

Process for Lamar Beach - Don't over-value the opinion of stakeholders like neighbors etc who are uninformed on many items The arrows on the comparison benchmark parks are very confusing. Make them look like roads. The arrows look like they are denoting elevation, or are just distracting. - 7pt scale - explain the scale better Could speed up presentation overall, especially voting. Other Rec Facilities - maybe a small amphitheater

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment:

Good Informative presentation - But much too long + too many questions - Stand presenter stood in front of the screen - making it difficult to view slides

NOTE: You may choose to fill out this form anonymously.

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Derek Lewis

Email: detro.lewis@gmail.com

Date: 10/14/15

Comment: The City must make a top priority, youth and family activity, specifically youth sports, valuable life altering lessons from kids meeting and playing and competing together. As our City continues to grow there will be continued struggle on available field space. It is vital and necessary to our community.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: _____

Email: _____

Date: _____

Comment: _____

Bury electrical lines to improve beauty of area
Improve look of WAYA fencing & upgrade their bathroom facilities. Nice planting/landscaping around some of the athletic fields.
Martin houses would be GREAT!!!
I'd NOT like to see more added activities which would draw in more people & cause more congestion.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Sam Featherstone

Email: sanfeatherstone@hotmail.com

Date: 10/14/2015

Comment: _____

Another park to possibly use as a sample-

Augusta, GA Riverwalk Park

Great presentation tonight, thank you!

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: _____

Email: _____

Date: _____

Comment: _____

There should not be private ball fields & kennels in Lamar Beach taking up almost all of the space.
They need to move. It makes the park totally unusable by the public.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Marty Alkis

Email: alkisfly@gmail.com

Date: 10/14/15

Comment: _____

→ No where can I find the need/reason/charter for doing the feasibility study
→ Doesn't the parks you've identified already begin to define what you are doing or sure the vote a bit?
→ Why would the HS baseball field be included in the scope of the park (how many acres is the field?)

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: _____

Email: _____

Date: _____

Comment: _____

The City must pay homage to youth activity/youth sports and activities

NOTE: You may choose to fill out this form anonymously.

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Create more designated sports fields for AHS.*
Email:
Date:
Comment: *Please, please develop parking when developing park land. AHS is already dealing with traffic issues that effect safety.*
None of the comparison parks have a school in the middle of the park.

NOTE: You may choose to fill out this form anonymously.

No pressler road!

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Julie Ballard*
Email: *julie@bcballard.com*
Date: *10-14-15*
Comment: *Parking is a major accessibility issue in addition to congestion. Traffic congestion on LAB. Any benches for a high school? Would like to see ideas for Pressler Right of Way area considered in case Pressler Road project does not*

NOTE: You may choose to fill out this form anonymously.

Ban cell phones unless emergency on hikes, bike trails.
LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *-What gives a care about HashTags?*
Email: *is this moderator from Austin? Everyone knows there is no swimming in Town Lake*
Date:
Comment: *Traffic congestion on Lake Austin Blvd. Biggest barrier to mobility - stupid people on hikes & bike trails walking abreast, letting dogs or kids run loose! Talking loudly on cell phones*

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:
Email:
Date: *10/14/2015*
Comment: *Austin Pets Alive! should remain where it is and keep its current footprint - if not have more space. It's a major community resource, as local employer, and a source of pride for Austin. Access for walkers, runners, bikers as well as cars should be safe and easy.*

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Dave Rhodell*
Email: *na*
Date: *14 Oct 2015*
Comment: *Add picnic tables, some with covers for shade or rain, or put the picnic tables under trees. Also add a water fountain so people can get a drink of water.*

NOTE: You may choose to fill out this form anonymously.

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dave Rhodell

Email: _____

Date: 14 Oct 2014

Comment: Perhaps the old gas station could be turned into a museum, for example for an antique toy museum. There is a group working to create an antique toy museum in Anaheim and old toys would be interesting to people of all ages, by cars, the cars, dolls, cooking toys and cookie cutters, trains, toy towns and doll houses, etc.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dave Rhodell

Email: _____

Date: 14 Oct 2014

Comment: If you provide with a convenient area, a suggestion to sell drinks, ice cream, and such things, as well as tickets for a movie, game (like the one seen in San Antonio, Tex) with long line stories, games, prizes, hats, etc. (like a great one from a movie), and lots of seating. The area should be 20 feet high. Make a concrete high enough for a good view of Austin. (like the one in San Diego, where the kids like to climb)

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Linda Kulifson

Email: linners913@yahoo.com

Date: 10-14-15

Comment:

City of Austin
RE: Lamar Beach

It is ~~exte~~ extremely important to include a provision for Austin Pets Alive to remain in their present location and to improve the facility to adopt out Austin's homeless animals. They work closely with AAC to save as

NOTE: You may choose to fill out this form anonymously.

many animals as possible.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: ANN LINDHOLM

Email: ann-lindholm@aatt.net

Date: 10/14/15

Comment: My #1 goal for L.B. is that APA! remains in this location with adequate space to continue their services. As a long term resident of Austin it's important for their animal services remain centrally located and with access to the trails.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: HECTOR M. BARRIENTOS

Email: hmbfilms@gmail.com

Date: 10-14-15

Comment: I am concerned about increased traffic if this park gets developed. As it is we at Austin High deal with near-gridlock conditions, especially at the end of our work day. Where is everyone going to park?

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: SCOTTY SAYERS

Email: scotty.sayers@gmail.com

Date: 10-14-15

Comment:

THIS plan makes NO sense unless the City buys The Brackman/Tammy Target at the same time, or as an alternative. It is a much better solution for more efficient and better planned parkland!

NOTE: You may choose to fill out this form anonymously.

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: _____
Email: _____
Date: _____
Comment: _____

THE ROOM WAS TOO COLD

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Bob WARD
Email: vgward007@gmail.com
Date: 10/19/2014
Comment: _____

Less. Chances flow is crucial
Consider U-Turn loops on both sides
of LAMAR to eliminate stop lights at
Reynolds, Santa Maria and San Antonio

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Greg Thompson
Email: brukaros2002@yahoo.com
Date: Oct 14, 2015

Comment: The Pressler Extension should be for bikes and pedestrians only and not for cars. The amount of impervious cover should be minimized, as should traffic flow by motorized vehicles through the park. If parking is needed, it should be in a garage (with a small footprint) and not surface parking (20th-Century approach).

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Tracy Remmert
Email: tsr078@aol.com
Date: 10/14/15

Comment: Serious concerns about additional traffic & no parking. Please work with the school to keep the existing athletic facilities & the especially baseball, lacrosse, tennis. Keep in mind the safety of our students at AHS

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: _____
Email: _____
Date: _____
Comment: _____

Danger of improper dogs for adoption walking on the Butler Trail. Friend's son was bitten!

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: _____
Email: _____
Date: Oct 14
Comment: _____

Connect WYFA fields with a land bridge or pedestrian bridge to the Butler Trail & Lady Bird Lake

NOTE: You may choose to fill out this form anonymously.

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Jim Sallans
Email: jimsallans@gmail.com
Date: 10/14/15
Comment: Looks like a good idea. How much is it going to cost? Also, ~~who~~ who is going to pay for the project?
Finally - where is the parking

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: EMA R.
Email: ecr35@txstate.edu
Date: 10/14/15
Comment: I believe the welfare of the animals at APA are at stake if these plans follow through. I am totally against it. Think about the animals stress and the transition for a nonprofit.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dave Rhodell
Email: na
Date: 14 Oct 2015
Comment: Add a green question like the one in Seagrill park as the Parks department can make one every year and it would cost less. This will require some extra parking space. A green question on Lady Bird Lake should be regular for parties and wedding.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:
Email:
Date: 10/14/15
Comment: Do not remove parking or other existing aspects of access to and from the high school.
Do not displace WYA sports from the youth athletic fields.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dave Rhodell
Email: na
Date: 14 Oct 2014
Comment: Add a statue of Stephen Austin on a horse with some extra space on the back of the horse so people can put their children on the horse and take a picture of their children with Stephen Austin with downtown Austin in the background.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:
Email:
Date:
Comment:

NOTE: You may choose to fill out this form anonymously.

APPENDIX 3

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Julia Hoffman
Email: jmh299@txstate.edu
Date: 10/14/15
Comment: Austin Pets Alive! is an extremely beneficial place to Austin as a whole. It is important that it stays centrally located so that it can be accessed by all. Also, moving all those animals would cause them tremendous amounts of stress. Please keep APA! where it is!

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dan Rhoads
Email: dan@rhoads.com
Date: 10 Oct 2015
Comment: Add a playground area with swings, slides, and climbing walls. Also add a water (fountain) water around the playground so people can enjoy around the playground while playing with their kids. Add a light so people can bring their children to the playground to have them eat and be fed.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Vicki Evans
Email: vevans1@austin.rr.com
Date: 10/14/15
Comment: It is important that we keep Austin Pets Alive centrally located and in a familiar place; easy for people to find. This is very important to keep Austin's No Kill along w/ allowing the dogs to stay socialized by having easy access to trails & jogging paths. Great to have more area for APA to expand and have more play areas for dogs; space for dogs & clinic.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: @penkney
Email:
Date:
Comment: I would love to see a new annex built across from it in front of VMC-A
2) Pets Alive moves to central business district
3) more trails & walking/bike ways trails

NOTE: You may choose to fill out this form anonymously.

APPENDIX 4

ALTERNATIVES WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Elizabeth Kalbacher
Email: eakalbacher@sbcglobal.net
Date: 12.15.15

Comment:
It was plainly obvious in the presentation that more consideration is being given to APA WAYA TX Rowing than Austin High. Even though AISD owns the land that Austin High is on, TX Rowing is on our land, Park users use our road to access park + rowing + part of trail is on our land.

NOTE: You may choose to fill out this form anonymously.

We are part of the park, we are PARK USERS + our needs should be considered.



LAMAR BEACH MASTER PLAN
COMMENT CARD

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Richard Hall
Email: rshall3@gmail.com
Date:
Comment:
Great collateral material + info! the slides were hard to see need to be enlarge/brighten screen + darken room.
Moderator did not report questions and were questions captured?

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Cat Reynolds
Email: catreyn@ix.netcom.com
Date: 12/15/15
Comment: APA's parking area is always full when WAYA activities occur. It is also full when major adoption activities or training activities occur.

NOTE: You may choose to fill out this form anonymously.

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Bob Ward
Email: cward@glb.org
Date: 1/27/16
Comment: Don't spend too much money on needed infrastructure - keep costs down. Do minor improvements now.

NOTE: You may choose to fill out this form anonymously.

Following from Mr. Ward

- 1) Extend 2nd Street (passenger vehicles only) under Lamar Blvd. and connect directly to access YMCA, pet shelter and Pressler Extension.
- 2) Shift connections to and from Lamar Blvd. to add room to accommodate the 2nd Street underpass (low clearance for cars and light trucks only).
- 3) Construct a new pedestrian underpass that crosses under Cesar Chavez at B.R.Reynolds.
- 4) Install 2 Texas Turnarounds (or roundabouts) between Shoal Creek and Heron Creek on Cesar Chavez to improve flow on Lamar and Cesar Chavez.
- 5) Widen and improve Heron Creek Trail connection to Butler Trail and the segment located under Cesar Chavez.
- 6) Widen the Butler Trail Bridge (10 frames) that crosses over Heron Creek to a minimum of 15 feet wide.
- 7) Widen the two bridges (5 frames each) over the 2 drainage channels to a minimum of 15 feet each.
- 8) Relocate the steel drainage grates and stone culvert inlets that are currently located within the Butler Trail tread.
- 9) Realign the boat ramp, adjust channel bottom, and extend ramp surface into the lake to accommodate boat trailers.
- 10) Realign Butler Trail with bridge and ADA compatability over the channel and through the ADA ramp to form a shoefly around the boat ramp.
- 11) Build connection from shoefly near boat ramp to LAB with raised crosswalk crossing at Veterans Way.
- 12) Extend sidewalk under Cesar Chavez adjacent to LAB and add pavement markings to separate pedestrians.
- 13) Extend pathway along creek and under UPRR to connect the LAB to the West Lynn bikeway.
- 14) Add 5 to 6 foot crushed granite trail along north side of LAB for pedestrian access when Butler Trail is too dark or closed.
- 15) Extend Heron Creek Trail north of Cesar Chavez to create a connection to access the LAB.
- 16) Extend Heron Creek Trail further north to reach the west end of the YMCA parking lot.
- 17) Add bridge across Heron creek to connect pet shelter and YMCA for bicyclists and pedestrians.
- 18) Add pavement markings on LAB bridge over Heron Creek to create a pedestrian lane.
- 19) Shift LAB crossings away from Cesar Chavez on raised crosswalks to provide clearance for turning vehicles to and from Cesar Chavez.
- 20) Add new bicycle bars along LAB on both sides of all road crossings to aid bicyclists waiting to cross the roadway.

Following page is also from Mr. Ward

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Jana Mailer
Email: _____
Date: _____
Comment: Hybrid -
Can Pressler be able to go straight
down - is it feasible - considering
the grade & regulations on roads.
*much better with or without
pressler

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Jana Mailer
Email: _____
Date: _____
Comment: Separated Systems -
Urban Streets - seems fine on
paper but does not seem realistic
to show down Mopac ramps so
quickly to a creek or road

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Jana Mailer
Email: _____
Date: _____
Comment: Separated systems
- good walking and low speed
access. Good access to Lamar
Bus of Pressler actually happens
- cars access to Lamar

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: _____
Email: _____
Date: 1-27-16
Comment: This project was founded on the basis
of the Pressler extension. Each option still has
Pressler shown in each version, making this
a transportation project first and PARD project
second. TxDOT should pay for transportation.
② On both Urban and Hybrid, the lights at SEA
will cause traffic back-up on Mopac. Traffic study
needed. ~~Remove~~ Remove Pressler on Hybrid.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Dave RHOPEL
Email: none
Date: 27 Jan 2016
Comment: On the Hybrid Alternative, the #3 buses
will have to turn from Lamar to Caesar Street in
rush hour traffic, so they will have 3-4 feet wider
turn lanes especially since the new housing developments
cut north on Mopac and Slaughter Lane are making the
#3 bus routes so crowded that they may have to change
to double-flex-buses in the near future.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Dave RHOPEL
Email: none
Date: 27 Jan 2016
Comment: Lamar Beach Park is a good chance
to clean up the complex roads between the Mopac
freeway and Lamar Street, and the Hybrid Alternative
does this at a reasonable cost (\$27M) which is not more
than the Current Alignment (\$21M) and the
Urban Street Alternative (\$23M).
The Separated Systems has poor access to Austin High School
and costs too much (\$42M) as opposed to the Hybrid Alternative.

NOTE: You may choose to fill out this form anonymously.

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dave Rhoades

Email: none

Date: 2.7 Jan 2016

Comment: On the Hybrid Alternative, the old bus stop on the west side of Lamar goes away, perhaps it could be replaced with bus stops and a pedestrian crosswalk on Cesar Chavez east of Lamar. This would help bus passengers and inhabitants of the high-rise cross Cesar Chavez into the park. They would also gain access to downtown Austin and South Park Meadows (Walnut + 71st) via the #3 bus, which means fewer cars driving into downtown Austin.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date: 1.27.16

Comment: Hybrid - would like for Pressler NOT to connect to Park Road but instead stop at Cesar Chavez.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Elizabeth Kalbacher

Email:

Date: 1.27.16

Comment: Who pays for the improvement to Lamar Beach?
- Depends on the changes/improvements as to what the best way to pay would be
- Do NOT want to pay for Pressler
- Do NOT want to pay for APA New Facility

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Karen Peris

Email: Kperis@utexas.edu

Date:

Comment: You did great! This was a very engaging & comprehensive process

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date: 1-27-16

Comment: Remove Pressler from Hybrid Plan

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Donna Clift

Email: dciclift@yahoo.com

Date: 1-27-16

Comment: Builders + Living complexes should provide substantial funding both lump sum + annually for upkeep
if streets wider can have more street parking + flower lots
I want light put on Cesar Chavez as soon as possible
separate plan has problems w/roads in the park

NOTE: You may choose to fill out this form anonymously.

I like having a raised road w/ parking under it but need more access to Austin Hgts

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN
COMMENT CARD
Name: ROD SANDERS
Email: ROD.SANDERS123@gmail.com
Date: 1-26-16
Comment: PLEASE RENAME THE PARK TO SOMETHING UNOFFENSIVE TO AMERICAN INDIANS. I SUGGEST DUWALI BEACH TO HONOR THE CHIEF OF THE TEXAS CHEROKEES THAT SAM HOUSTON BROUGHT TO TEXAS. THANK YOU.
NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD
Name: _____
Email: _____
Date: _____
Comment: ON "CURRENT ALTERNATIVE" LIKE DO NOT A PRESSLER CONNECTION AS DRAWN. ~~THIS~~ THIS DESIGN SERVES CAR COMMUTERS OVER PARK USERS. IT REDUCES SAFETY (PEDESTRIAN & CAR) IN AND OUT OF AUSTIN HIGH SCHOOL. DO LIKE THE PARK "AMENITIES/PROGRAMMING" YOU PUT IN.
NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD
Name: Amber Elenz
Email: _____
Date: _____
Comment: ~~Hybrid is a good option without Pressler. If Pressler is there it should not give a west turn option into the Austin High area. It should only allow an east turn option at the southern end.~~
NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD
Name: _____
Email: _____
Date: _____
Comment: HYBRID OPTION
Like this option but STOP Pressler at Cesar Chavez, don't continue this road into the park!
NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD
Name: DAVID BELKNAP
Email: ace.belknap@austin.cc.com
Date: 1-27-2015
Comment: In "current plan" - concern w/ traffic from Lamar → Y → APA to traffic circle as a cut through
NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD
Name: Melissa Schenker
Email: _____
Date: 1/27/16
Comment: ✓ This pertains to all options Option 1: It contains an extension for Pressler which has not been proven necessary from a Transportation need - the city is doing a transportation master plan and Pressler should be out of these options until its proven necessary. Its unfortunate that Pressler is in all of these.
NOTE: You may choose to fill out this form anonymously.

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Melissa Schenker*

Email:

Date: *1/27/16*

Comment: *Option 2*

Could Pressler connect to the road in front of APA/YMCA rather than on Cesar Chavez?

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Melissa Schenker*

Email:

Date: *1/27/16*

Comment: *would it be possible to create some 'gateway to downtown' sort of feature at the west end of the park where MoPac enters?*

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Melissa Schenker*

Email:

Date: *1/27/16*

Comment: *option 4:*

Don't like the Pressler configuration of this - it ~~looks~~ invites drivers into park to then head west to get to MoPac. ~~but~~ Otherwise this might be okay. It does seem safer for AHS students who need park access for athletics, but still concerned about Pressler and

NOTE: You may choose to fill out this form anonymously.

rail road interaction.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Melissa Schenker*

Email:

Date: *1/27/16*

Comment: *option 3: Separated system*

Highly prefer this option. It allows the park to be feel more park-like. It is best for students of AHS and the wider AHS community. It allows for the most sensible connection of Pressler.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Amber Elenz*

Email:

Date:

Comment: *Separated system is best if Pressler is ever going to happen. like parking underneath and open park land throughout*

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: *Melissa Schenker*

Email: *melissa.schenker@gmail.com*

Date: *1/27/16*

Comment: *In general, all of these plans feel very much like transportation plans first, parks second. Its an unfortunate problem but hard to discern the park amenity improvements ~~because~~ because the transportation and safety issues are so riveting. Would love to see this area beautified*

NOTE: You may choose to fill out this form anonymously.

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Amber Elenz

Email:

Date:

Comment: The current alignment is not awful without Pressler. If Pressler is included this option is a NO GO!

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: MICHAEL CHARLESWORTH

Email:

Date: 27 JAN 2016

Comment: The Lamar Beach Master should be paid for by additional levies on Austin City Limits, Fun Fun Fun AND OTHER FESTIVALS THAT USE ANY CITY PARK OR CITY GROUNDS

DOWN WITH PRESSLER

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date: You've done a great job w/ hard choices

Comment: Why are you showing a grant yacht in the lake?
Were there any historical plans developed for this park?

#7) you could sell off some of the land for \$ to pay for improvements, maybe...

We need to plant more trees - good vol. opportunity w/ TreeFolks + AHS/ASID

Urban Street alt works best for riparian zone

NOTE: You may choose to fill out this form anonymously.

Thanks! Good job w/ the crazy folks! (off topic may be nice, lol)

THANK YOU FOR PRESENTING THE IDEAS and SEEKING FEEDBACK

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: KIA REINIS

Email: Kiareinis@gmail.com

Date: 27 Jan 2016

Comment: Every Single Alternative needs every statistic compared to status quo. To keep repeating that the current Alignment is status quo is false. If it were true, how does it cost \$21 million?? Indicate how they are all different from ground zero (as you do for the % increase in facilities).

Urban Streets: more stoplights = more exhaust particulates in the air, air quality impacts?

I have looked at previous materials and understand park history, but have not heard

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment: Other would like current alignment
but no Pressler

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Mardi Nott

Email: mardiness@yahoo.com

Date: 1/27/2016

Comment: I am very concerned about the safety of Austin High students
I am very concerned that the facilities (recreational, parking, etc.) be not be disconnected by roads, etc.

NOTE: You may choose to fill out this form anonymously.

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Alex Panozzo

Email: apanozzo2468@comcast.net

Date: 1/27/16

Comment: Any plan chosen should address Austin's need for donor-funded, architecturally inspired art, cultural, and sports-focused museums.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Ashley Unbehagen

Email: ashley.unbehagen@yahoo.com

Date: 1/27/16

Comment: no - current - 112 to improve APA - very close to school
no - Urban streets - the traffic would be backed up with lights
Separated - like it, but concerned how AHS will exit school
Hybrid - love it + except people coming into park??

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: _____

Email: _____

Date: January 27, 2016

Comment: Urban st (I think #3) would only cause more traffic. No stop lights!!

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Alex Panozzo

Email: apanozzo2468@comcast.net

Date: 1/27/16

Comment: RE: URBAN STREETS PLAN
A good choice, perhaps the stop lights could be round-a-bouts to improve traffic flow but "calm" traffic.
This plan might have the most potential since it seems most cost effective "fix" and allows for future developed public buildings and spaces.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Leonard Saenz

Email: leonardsaenz2

Date: 1/27/2016

Comment: Prefer the current design but the intersection behind place city like school that people can still be in the place. Built then for developer to build private development.
other option should be can live with it + make it
like the hybrid option + keep the private drive that there.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: "Hybrid"

Email: _____

Date: _____

Comment: It looks like the green area will basically be surrounded by cars and the smell they leave. Not good.

NOTE: You may choose to fill out this form anonymously.

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: _____
Email: _____
Date: _____
Comment: _____

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: _____
Email: _____
Date: _____
Comment: Separated Systems
is terrible. no good walking
south or north from
system again. it's just bad. if
people like less access
from AHS to my house
then great.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: _____
Email: _____
Date: _____
Comment: Hybrid
Road right through a
park, not more parking.

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: _____
Email: _____
Date: _____
Comment: URBAN STREET
Pillar 2 would mean
traffic date cases change
especially for traffic with
people who are not

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: _____
Email: _____
Date: _____
Comment: Separated Systems
No Parking under Coaster
Chowder

NOTE: You may choose to fill out this form anonymously.

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Beatriz Mejia
Email: mejia_mercitt@att.net
Date: 1-27-16
Comment: Alt 1: Too much funding
for APA don't like Pressler
Alt 2: Too much Pressler, should stop
at C.C. - I like AHS access more.
Alt 3: Need to improve AHS access
Alt 4: Prefit Pressler & fields APA
too prominent, road out of E' four
AHS will be a big bottle neck

NOTE: You may choose to fill out this form anonymously.

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: BRUCE RAVENS CRAFT

Email: BLRAVENSCRAFT@AOL.COM

Date: 1/27/16

Comment:

HYBRID ALTERNATIVE MOVES
CESAR CHAVEZ AWAY FROM
LOST BIRD LAKE AT LGBSS
EXPENSE AND ALLOWS FOR LAMAR
AND TMCA ACCESS.

NOTE: You may choose to fill out this form anonymously.

DRAFT

APPENDIX 6

ONLINE COMMENTS

Lauren Gaetano

From: Ashley Widener
Sent: Tuesday, October 20, 2015 9:31 AM
To: Rebecca Leonard
Cc: Lauren Gaetano
Subject: FW: Austin - Lamar Beach Comparisons

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: 1 - NOW

Ashley Widener

DESIGNWORKSHOP
Asheville | Aspen | Austin | Beijing | Chicago | Denver | Dubai | Houston | Lake Tahoe | Los Angeles
1390 Lawrence Street, Suite 100
Denver, Colorado 80204
303 623-2616, Ext. 5200 (direct)
303 623-5186 (main)
www.designworkshop.com
f t in

From: Mabry, Charles [<mailto:Charles.Mabry@austintexas.gov>]
Sent: Tuesday, October 20, 2015 7:16 AM
To: ELIZABETH KALBACHER; Den DWI Mailbox
Cc: amy.taylor@austinisd.org; Amber Elenz; Ashley Unbehagen; Erika Brown
Subject: RE: Austin - Lamar Beach Comparisons

Ms. Kalbacher,

Thank you for this input and attending the Lamar Beach public meeting. This type of input is exactly what we are seeking at this point in the master plan process. I have forwarded your email to Design Workshop.

Feel free to contact me with any additional input or questions.

Charles Mabry, PLA
Park Development Coordinator
Planning and Development Division
Parks and Recreation Department | City of Austin
919 W. 28 ½ Street | Austin, TX 78705
512-974-9481
charles.mabry@austintexas.gov

From: ELIZABETH KALBACHER [<mailto:eakalbacher@sbcglobal.net>]
Sent: Monday, October 19, 2015 11:54 PM
To: dwi@designworkshop.com; Mabry, Charles

Cc: amy.taylor@austinisd.org; Amber Elenz; Ashley Unbehagen; Erika Brown
Subject: Austin - Lamar Beach Comparisons

Greetings -

I attended the Lamar Beach Master Plan - Vision Workshop and Public Meeting on Wednesday, October 14, 2015 at Austin High School where Rebecca Leonard of Design Workshop made a presentation.

As I do not have a direct email address for Ms. Leonard, I kindly request that this be forwarded to her immediately. Thank you in advance.

Austin High is named as one of the major stakeholders of the Lamar Beach property and yet, Ms. Leonard's presentation was based upon and repeatedly referenced what she referred as "comparable parks" - comparable in that they were urban parks adjacent to a body of water. However, not one of her said comparisons had a high school within or directly adjacent to the park area.

As Austin High School is a MAJOR component and stakeholder of the Lamar Beach area, it is necessary to find comparisons that have ALL THREE components - (1) an urban park, (2) a water feature AND (3) a high school. If no comparisons seem to exist with all three components, then at least the same number of comparisons with a high school and an urban park must be presented alongside the urban park and water comparisons in order for a TRUE comparison to be made. The lack of actual comparisons including a high school seems to me to be a major flaw with this initial research and presentation. After a brief google search, I came up with the following possible comparisons that include an urban park adjacent to a high school:

1. Edward R. Roybal Learning Center and Vista Hermosa Park in Los Angeles, CA
2. Lincoln Park High School and Oz Park in Chicago, IL
3. Taft High School and Norwood Park in Chicago, IL
4. Marcel Sembat High School built right next to a public park in France
5. Coolidge High School and Parks & Rec. Centers in Washington, DC
6. Novi High School and Ella Mae Power Park in Novi, MI
7. East High School and City Park in Denver, CO

I am certain that the search capabilities of a major design firm such as Design Workshop would be able to yield much more specific and appropriate comparisons. But, I submit this initial list to show that such comparisons do in fact exist and must be considered.

I certainly hope that not including appropriate high school comparisons was an honest oversight and not a blatant attempt to disregard the impact of Austin High School as part of the Lamar Beach project. I look forward to future meetings where appropriate acknowledgement and consideration will be given to Austin High. Thank you.

Elizabeth Kalbacher
512.589.1592
eakalbacher@sbcglobal.net

Confidentiality note: The above email and any attachments contain information that may be confidential and/or privileged. The information is for the use of the individual or entity originally intended. If you are not the intended recipient, any disclosure, copying, distribution or use of this information is prohibited. If this

APPENDIX 6

ONLINE COMMENTS

From: [Mabry, Charles](#)
To: [Rachel Tepper](#)
Subject: FW: Keep APA at Lamar Beach
Date: Friday, October 16, 2015 12:57:12 PM

Rachel,

See below...can you please add this to your input?

Thanks.

Charles Mabry, PLA
Parks and Recreation Department | City of Austin
512-974-9481

-----Original Message-----

From: Gary Chapman [<mailto:chapi0351@yahoo.com>]
Sent: Wednesday, October 14, 2015 2:17 PM
To: PARD Lamar Beach Master Plan
Subject: Keep APA at Lamar Beach

Since my husband and I cannot attend tonight's meeting, we are writing to voice our support for keeping APA in their current location. As volunteers of APA, we have seen first hand the great job that Ellen Jefferson and APA have done to make to make Austin the largest "No Kill City" in the USA. We volunteered at the American Pets Alive Conference held in Austin in February and saw people from all over the country come to hear how APA has been able to save so many animals. They were then able to take this information back to their homes in other cities and states and use these ideas to save more animals in their area.

APA is a valuable asset to the city of Austin, TX and the rest of our country and needs to be in a central location, like Lamar Beach, to continue their awesome work. Please allow APA to remain at Lamar Beach, in the heart of Austin!

Gary and Sandy Chapman

From: [Mabry, Charles](#)
To: [Rachel Tepper](#)
Subject: FW: Lamar Beach
Date: Wednesday, February 03, 2016 10:50:42 AM

Rachel,

I'm not sure how you are recording feedback for the master plan but could you please include the email below regarding the name of Lamar Beach? We are not entertaining any renaming, currently, and this was relayed to Mr. Sanders.

Thanks.

Charles Mabry, PLA
Parks and Recreation Department | City of Austin
512-974-9481

From: Rod Sanders [mailto:rodsanders123@gmail.com]
Sent: Friday, January 29, 2016 6:19 PM
To: Mabry, Charles
Subject: Lamar Beach

Dear Mr. Mabry,

I enjoyed meeting you at Austin High the other evening. Thank you for taking my concerns seriously. As you requested, I am writing to provide my formal request for renaming Lamar Beach.

For many years, I have been troubled by the fact that the main commercial thoroughfare through Austin is named for the most notorious racist in the history of Texas. Today, we as a society have become more sensitive to the subtleties of racism embedded in symbols and in the honoring of those who have supported racism in America's checkered history. These things have always been offensive to people of color. Recently, there have been national and local movements to remove and change flags, move statues, rename streets, schools and other public works, etc.

Previously, these issues have been brought up from time to time with little or no effect. The reasoning has usually been that it isn't that important, that the racism exhibited must be considered in the context of the time in history, that changing names involves unnecessary expenses and that people shouldn't be so sensitive and should just get over it. While those attitudes have become less dominant, the changes that are being made at this time focus largely on the Confederacy and the institution of slavery as the examples of the racism from which we wish to see honors removed.

As Texans, we have bestowed a lot of honors on Confederates. In Austin, we like to think we are more open to diversity, and we have a large population of residents who have migrated from the north. Maybe that's why some of these changes are taking place here with far less resistance than in the deep south. Hopefully, that will be the case with Lamar Beach.

I have lived within a mile of Lamar Beach for over 30 years. I've ridden my bike along the

APPENDIX 6

ONLINE COMMENTS

path by Lady Bird Lake many times. To me and my friends, it has just been the greenbelt. But last week, I saw a post on a neighborhood listserv about the meeting to discuss Lamar Beach. That was the first time I had ever heard this stretch of parkland referred to by that name. I wanted to learn more. I then read the city resolution dated June 14, 2014 where in the second paragraph Lamar Beach is referred to as "a gateway to downtown Austin." I was incensed!

As a student of history, I know exactly who Lamar was. I would know if his name had been posted on any signage along that familiar stretch of greenbelt. I wondered, when and how did this land get named in honor of Lamar? Obviously, it came about prior to the resolution for the Pressler Street extension. I did a little more research online but I found nothing. I then decided to attend the meeting. When we met, you may recall that the first thing I asked was how and when the name came about. I didn't ask why because I figure it has to do with the fact that Lamar moved the capital to Austin after Sam Houston had moved it to Houston. I was not surprised that neither you nor Rebecca Leonard knew the answer. I remain curious about the how and when. I think there is an answer somewhere in city archives but it's hopefully not important.

Sam Houston was the 1st and the 3rd president of Texas. Mirabeau B. Lamar was the 2nd president of the Republic of Texas. Houston and Lamar were political rivals. Earlier in his life, Houston had married a Cherokee, been adopted into the Cherokee Nation and lived among the Cherokees for years. Houston supported a peaceful coexistence policy with all Indian nations in Texas - and there were many. Lamar hated Indians. He didn't care whether they were peaceful agrarian people or nomadic raiders. His views were not uncommon but he was the leader of racist sentiment in Texas government.

I could include a very long list of the different Indian nations that inhabited Texas when land-grabbing racist American invaders appeared here in great numbers. Suffice to say that there were a lot, but when Lamar came into power, he proclaimed that they all must go or die! Lamar instituted a policy for the "total extinction" of Indian tribes within Texas. He followed that up with military action against any Indians that refused to leave the republic. This is the only instance I am aware of where genocide was sanctioned by a federal government until Nazi Germany. This is not ancient history. It was only 20 years prior to the war to end slavery in America.

Do we really want this gateway to downtown Austin to named in honor of a genocidal racist? I know I don't. There are just so many alternatives. I'll offer just three who are more deserving of the honor and why:

1) Duwali Beach - Duwali was Sam Houston's friend, peace chief of the Texas band of Cherokees. He had signed a treaty with Houston that the legislature refused to honor. Along with many other Cherokees, he was murdered by the Texas military subsequent to Lamar's go or die proclamation. Naming this gateway to honor Chief Duwali would go some way to raise awareness of why we have no Indian reservations in these parts. Such an unusual name on signage fronting downtown would likely raise curiosity about the origin of the name and encourage people to learn more about the history of Texas.

2) Austin Beach - It makes sense for a gateway to downtown Austin between the lake and City Hall. But unlike Duwali, we all pretty much know who Stephen F. Austin was. He is honored by many things including the name of our city and the high school fronting this parkland as well.

3) Sam Houston Beach - Houston opposed joining the Confederacy, he was the 1st president of Texas among other things, but I don't know of anything in Austin for which he has been honored. Maybe that's because the Texas legislature, that commonly decries Austin's liberalism, has a history of racism itself. Sam Houston saw things differently.

There are many others. To me, just about any name is preferable to one that honors the most notorious racist in the history of Texas.

Thank you for your consideration.

Rod Sanders

APPENDIX 6

ONLINE COMMENTS

Rachel Tepper

From: Mabry, Charles <Charles.Mabry@austintexas.gov>
Sent: Thursday, September 24, 2015 3:38 PM
To: Rachel Tepper
Cc: Claire Hempel; Rebecca Leonard
Subject: FW: Lamar Beach Master Plan -- Dougherty Arts Center

Rachel,

Can you please make note of the input below? We can talk more about this later.

Thanks.

Charles Mabry, PLA
Parks and Recreation Department | City of Austin
512-974-9481

-----Original Message-----
From: Larry Akers [<mailto:lakers@semanticdesigns.com>]
Sent: Wednesday, September 23, 2015 3:42 PM
To: Mabry, Charles
Cc: Mejia, Alberto; VacaLambert, MaryAnn; Webb, Guiniviere; German, Sarah; lucy.millerdowning@austintexas.gov;
Moore, Nancy; Jeff Jack; Stump, Marty
Subject: Lamar Beach Master Plan -- Dougherty Arts Center

All,

I will be out of town for the first Lamar Beach Vision Workshop, but I would like to submit for discussion an idea that has its roots in Butler Park.

It is well known that the Dougherty Arts Center (DAC) facility is in need of replacement. Rebuilding in its current location is not feasible, due to flood plain considerations, ground pollution concerns, and other site limitations. A proposal was made by TUR Partners, a planning group that developed a revised master planning vision for the Butler Park/Auditorium Shores area, to relocate the DAC between the Long Center and the Palmer Events Center as part of a new shared-used facility. TUR's physical plant recommendations have been poorly received and show little traction. Though their DAC proposal has not been as discounted as some other aspects of their plan, it faces the complexities of shared use between two City departments and a private entity as well as a complex and constrained physical location.

Be that as it may, the community has expressed a desire for the DAC to remain in the Lady Bird Lake district, if not within Butler Park.

Lamar Beach candidate building Site C presents an opportunity that should be seriously considered for the DAC. The site is sufficient in size, has excellent arterial access, can accommodate the circulation needs for drop-offs to the DAC's various children's programs, and is sufficiently distant from any arterial traffic to establish a more than adequate safety buffer for outdoor children's activities and ambience for artistic endeavor.

The bifurcation of the building site by the power line may be much less of a problem for the DAC than it would be for many consolidated facilities. The reason is that the DAC serves two very related but potentially physically distinct

program areas: 1) gallery, performance, classroom, meeting, and administrative spaces, and 2) studio spaces, including quasi-industrial operations like kiln and metalworking spaces or studios that may have special ventilating needs. Symbiosis and close connection between these two areas is a requirement. But physical co-habitation is not; it may even present a challenge.

Given that Site C has two distinct but immediately neighboring building sites of substantial size, it seems like a very rich opportunity for meeting the DAC's needs. Each of the two half-acre pad spaces should be sufficient to accommodate one of the program areas. Furthermore, the smaller .13 acre pad site on the east side might make an ideal location for an outdoor children's activity area, open to the other sites but sheltered, as it is, by an existing grove of trees.

I hope this idea will receive a complete and fair airing in the Lamar Beach planning process. I only regret that I will not be present on October 14 to raise it myself.

Larry Akers
Stakeholder Representative -- Friends of the Parks of Austin Town Lake Park Community Events Center Venue Project

APPENDIX 7

AUSTIN PETS ALIVE! CONCEPTS

OPTION 1: REMODEL/ADDITION TO EXISTING

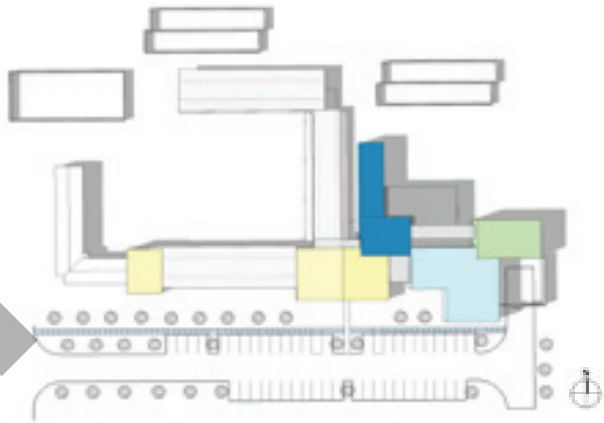
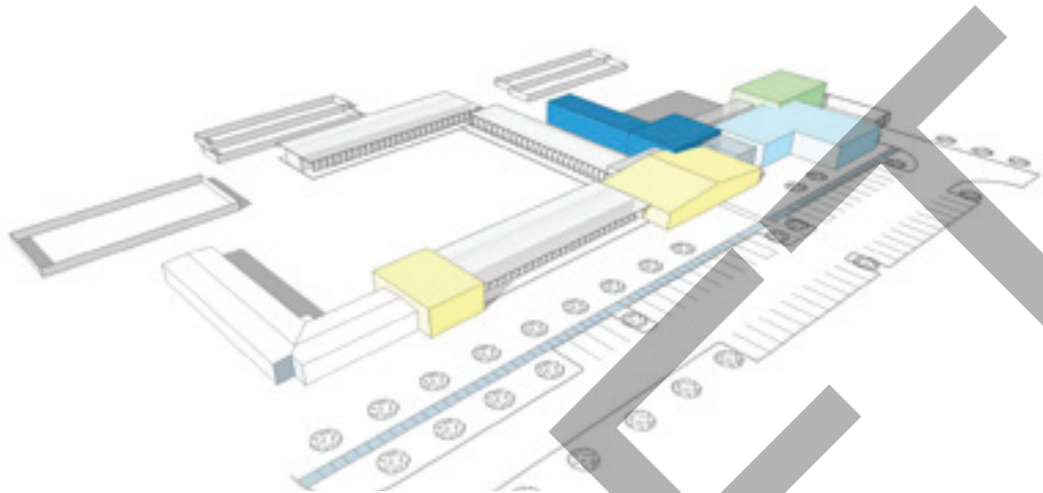
BLDG. S.F. (AFTER REMODEL): 12,400 S.F.
CONSTRUCION COST ESTIMATE: \$3,900,000

PARKING SPACES: 46

ADOPTION	1,200 - 1,800 S.F.
ADMIN. & VOLUNTEER	3,800 - 4,800 S.F.
VET CLINIC	1,500 - 2,200 S.F.
LOADING/STORAGE	1,600 - 2,400 S.F.
CIRCULATION	2,100 - 3,400 S.F.
CAT AREAS	2,200 - 2,800 S.F.
DOG KENNELS	13,500 - 15,000 S.F.



STATEN ISLAND ANIMAL SHELTER
STATEN ISLAND, NY



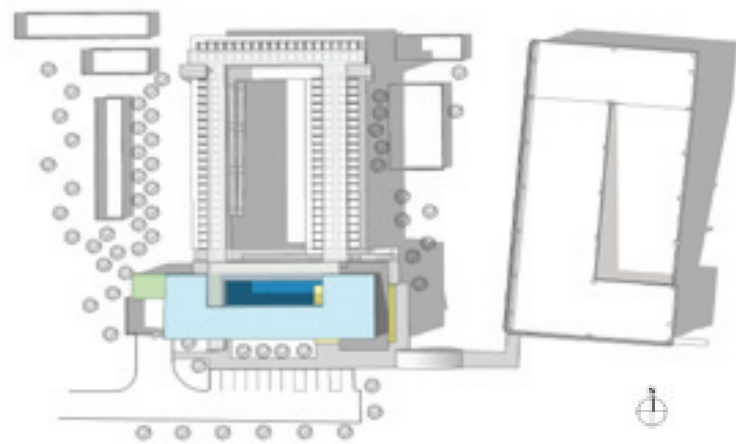
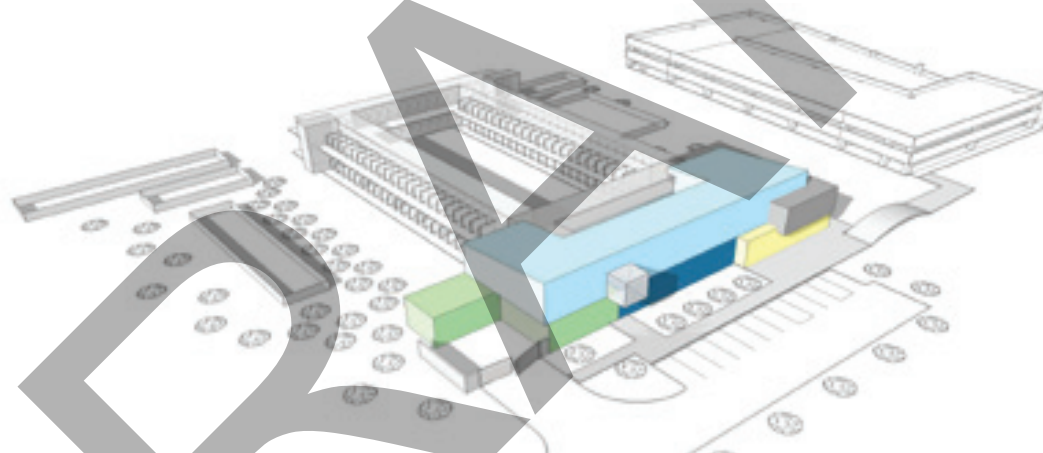
OPTION 2: TWO-STORY W/ SHARED STRUCTURED PARKING

BLDG. S.F. (AFTER REMODEL): 12,900 S.F.
CONSTRUCION COST ESTIMATE: \$13,200,000

PARKING SPACES
(GARAGE & SURFACE): 9 SURFACE, 41 IN SHARED GARAGE = 50 TOTAL



DONA SPRING ANIMAL SHELTER
BERKELEY, CA



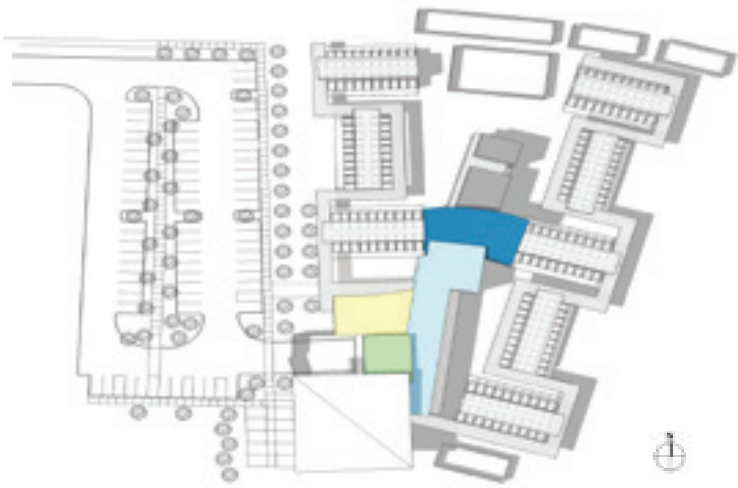
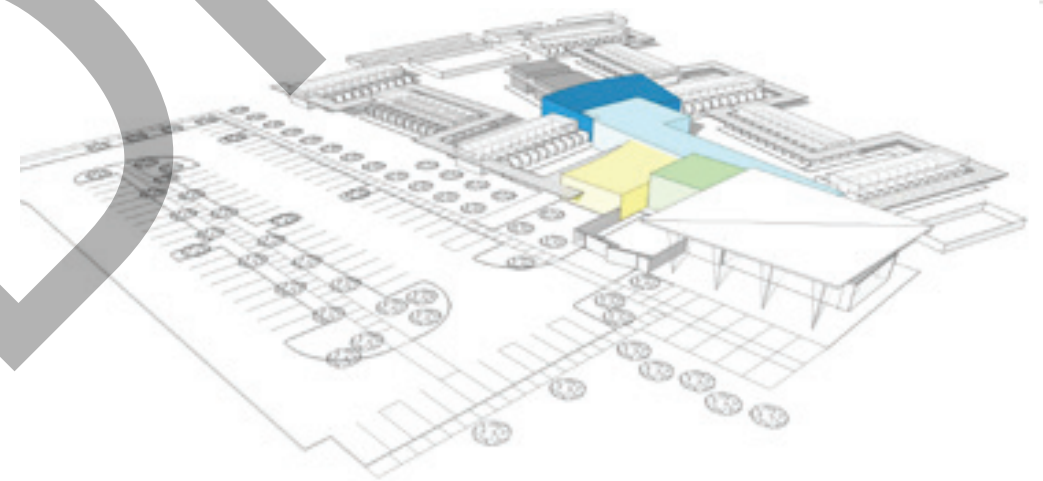
OPTION 3: SHARED COMMUNITY SPACE

BLDG. S.F. (AFTER REMODEL): 14,600 S.F.
CONSTRUCION COST ESTIMATE: \$12,100,000

PARKING SPACES: 70 (MORE PARKING POSSIBLE)



SOUTH LOS ANGELES ANIMAL SHELTER
LOS ANGELES CA



APPENDIX 7

AUSTIN PETS ALIVE! CONCEPTS

OPTION 1: REMODEL/ADDITION TO EXISTING

BLDG. S.F. (AFTER REMODEL): 12,400 S.F.
CONSTRUCION COST ESTIMATE: \$3,900,000

PARKING SPACES: 46

ADOPTION	1,200 - 1,800 S.F.
ADMIN. & VOLUNTEER	3,800 - 4,800 S.F.
VET CLINIC	1,500 - 2,200 S.F.
LOADING/STORAGE	1,600 - 2,400 S.F.
CIRCULATION	2,100 - 3,400 S.F.
CAT AREAS	2,200 - 2,800 S.F.
DOG KENNELS	13,500 - 15,000 S.F.



STATEN ISLAND ANIMAL SHELTER
STATEN ISLAND, NY

OPTION 2: TWO-STORY W/ SHARED STRUCTURED PARKING

BLDG. S.F. (AFTER REMODEL): 12,900 S.F.
CONSTRUCION COST ESTIMATE: \$13,200,000

PARKING SPACES
(GARAGE & SURFACE): 9 SURFACE, 41 IN SHARED GARAGE = 50 TOTAL



DONA SPRING ANIMAL SHELTER
BERKELEY, CA

OPTION 3: SHARED COMMUNITY SPACE

BLDG. S.F. (AFTER REMODEL): 14,600 S.F.
CONSTRUCION COST ESTIMATE: \$12,100,000

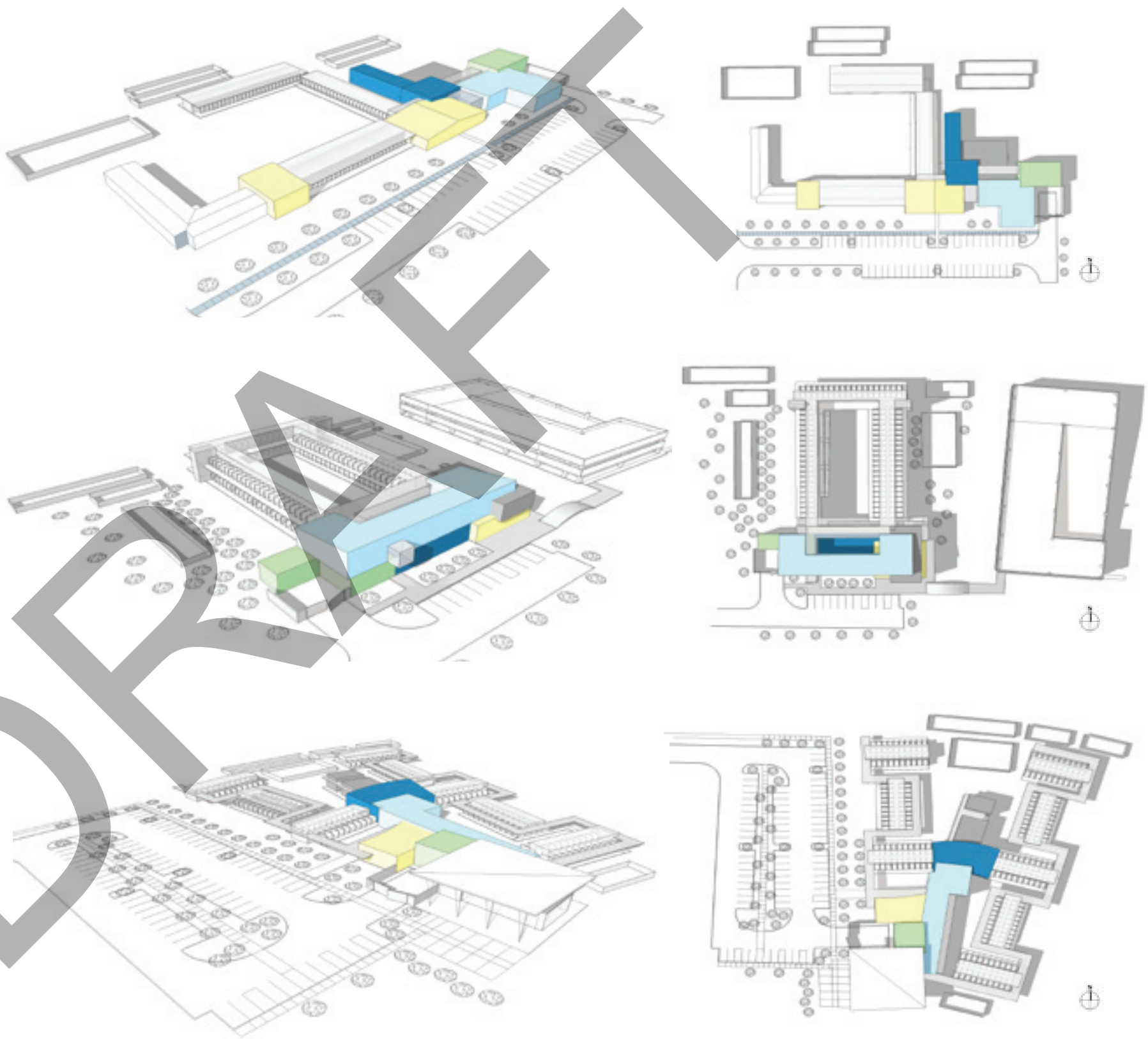
PARKING SPACES: 70 (MORE PARKING POSSIBLE)



SOUTH LOS ANGELES ANIMAL SHELTER
LOS ANGELES CA

LAMAR BEACH | AUSTIN PETS ALIVE CONCEPTS

AUSTIN, TX • CITY OF AUSTIN



APPENDIX 7

AUSTIN PETS ALIVE! REFINED CONCEPT



STATEN ISLAND ANIMAL SHELTER
STATEN ISLAND, NY



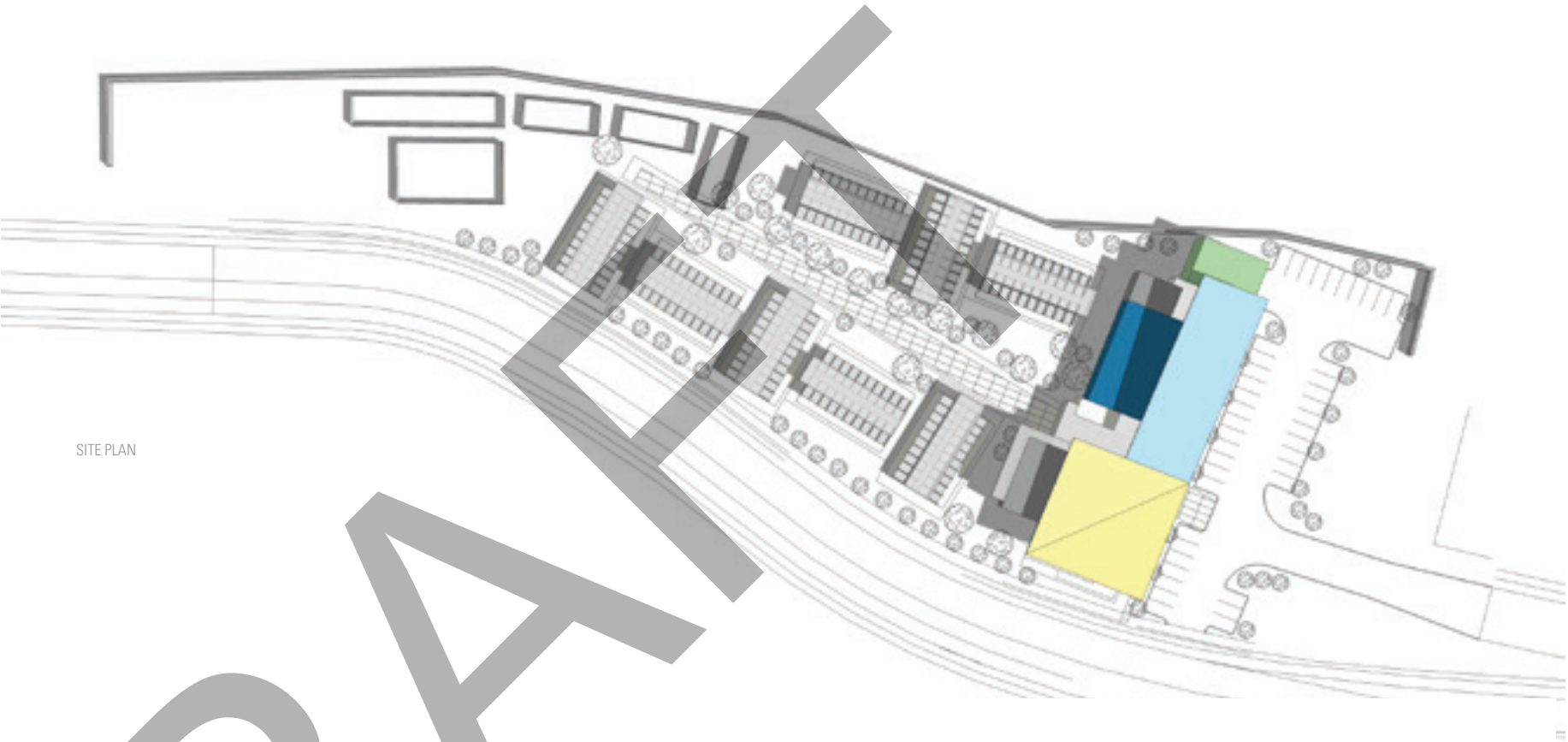
SOUTH LOS ANGELES ANIMAL SHELTER
LOS ANGELES, CA

OPTION 3: SHARED COMMUNITY SPACE

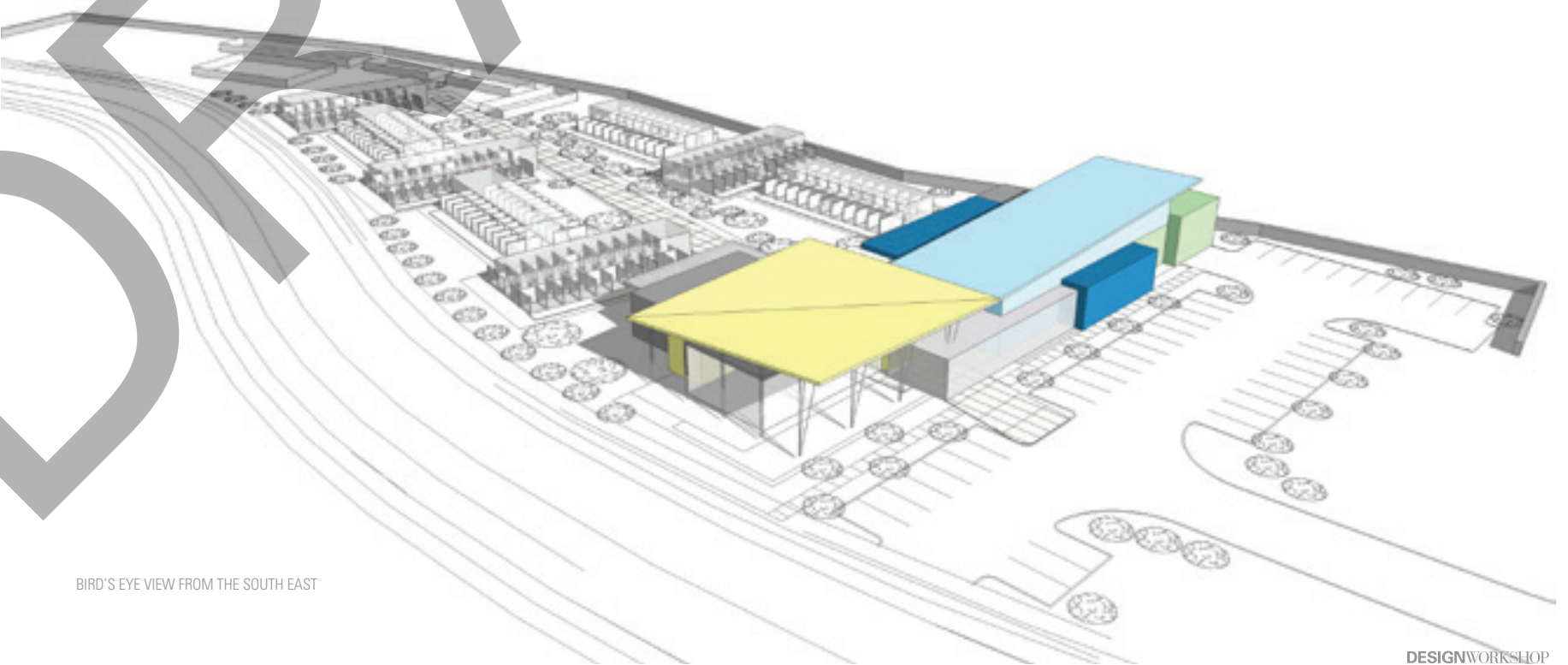
BLDG. S.F. (ENCLOSED): 14,600 S.F.
CONSTRUCTION COST ESTIMATE: \$13,100,000

PARKING SPACES: 50 (MORE PARKING POSSIBLE)

VOLUNTEER/COMM. SPACE	3,100 - 3,500 S.F.
ADMIN. & ADOPTION	2,900 - 3,100 S.F.
VET CLINIC	5,200 - 6,000 S.F.
LOADING/STORAGE	2,000 - 2,400 S.F.
CIRCULATION	2,000 - 2,700 S.F.
CAT AREAS	2,300 - 2,800 S.F.
DOG KENNELS	17,500 - 20,500 S.F.



SITE PLAN



BIRD'S EYE VIEW FROM THE SOUTH EAST

APPENDIX 7

AUSTIN PETS ALIVE! EXISTING FACILITY/PROPOSED FACILITY PROJECTION COMPARISON

Site Footprint Needed per Building Element									
		EXISTING				OPTION 4 IN DRAFT			
Building Program Element		Area on Site	in Acres			Area on Site	in Acres		SF Difference
	Outdoor Play area/Dog Runs/Green Space	40,301	0.93			41,525	0.95		1224
	Parking	32,514	0.75			27,004	0.62		-5510
	Bldg and Covered Sidewalks	32,732	0.75			28,228	0.65		-4504
	Kennels	42,773	0.98			59,095	1.36		16322
	Totals:	148,320	3.40			155,852	3.58		
		7532							
Parking									
		Open, In front	Gated, on the side	Total		Open	Portion of Shared Spaces	Total	
	parking spaces	47	15	62		43	32	75	
Building Info Relative to Parking Requirements									
		area	ratio	parking spaces		area	ratio	parking spaces	Urban Core Parking Req'd
Building Footprint									
	Meeting Space	2400	75	32.00		2550	75	34.00	27.20
	Offices	5500	275	20.00		5500	275	20.00	16.00
	Kennels	12015	1000	12.02		17000	1000	17.00	13.60
	Vet Services	11350	500	22.70		11500	500	23.00	18.40
	Totals:	19,250		86.72		19,550		94.00	75.20
Zoning Rules & Assumptions									
	1. P zoning allows for Planning Commision/Land Use Commissions to set most zoning and approve site plans.								
	a. This applies to Impervious Cover, Bldg Cover, Height, FAR, setbacks etc.								
	b. Allowable uses will also be determined.								
	2. Lamar Beach Park is in the Lamar Subdistrict of the Waterfront Overlay.								
	3. LDC 25-2-736-(e) : Surface parking is prohibited, except for parking area for buses, van pooling, the Handicapped, or public access to park land.								
	4. LDC 25-2-736-(d): Max height is 60 feet. Could be less per above.								



MEMORANDUM

To: Design Workshop
From: Michael King, Iain Banks
Date: February 18, 2016
Subject: Evaluation of Scenarios for Cesar Chavez Street through Lamar Beach Park, Austin.

This memo contains an evaluation of four scenarios (existing plus three new) for rerouting Cesar Chavez Street and associated streets through Lamar Beach Park in Austin. At this point we are providing a qualitative analysis underpinned by available traffic data and a SYNCHRO traffic model of the Cesar Chavez Street corridor. The memorandum also responds to initial questions posed by the City of Austin Transportation Department related to traffic assumptions, phasing and high-level cost estimates.

Feasibility and cost estimates provided by Brian Runyen of Urban Design Group.

MASTER PLAN PRINCIPLES

- Good for Walking, Safe** - we understand our task as rethinking Cesar Chavez Street through the park, taming traffic and reuniting the park. We do not feel that drivers should be travelling through an active park at more than 25 mph.
- Good for Walking, Connected, Good for Biking, Good for Drivers** - connecting Chavez into the downtown street grid via Pressler and Lamar creates better circulation and diffuses congestion.
- Good for Walking, Safe, Good for Biking, Good for Drivers** - in the Separated and Hybrid scenarios the Chavez/Lamar intersection would be a major intersection similar to Chavez & Congress, Lamar & Barton Springs. It would be best served by extensive use of medians and turn lanes to channelize drivers, facilitate cycling, provide space for bus stops, and protect people crossing the street.
- Good for Drivers** - our analysis shows that the corridor can accommodate the additional intersections (signalized and not) that have been added in all scenarios. The signals would be coordinated together to facilitate traffic flow.
- Good for Drivers** - The proposed Chavez will have a similar relationship to MOPAC as 5th and 6th Streets.

ANALYSIS

Based on the Master Plan principles, several scenarios for changes to the streets through and around Lamar Beach Park were evaluated as part of the Lamar Beach Master Plan alternatives process. Traffic data was acquired from the recently completed Pressler Street Extension Study (Jacobs, 2015) and recent volumes counts performed on January 14th, 2016 at four locations:

- W. Cesar Chavez St at Reynolds Drive
- W. Cesar Chavez St at Muraida Way
- Reynolds Drive at N. Lamar Blvd
- Muraida Way/W. 2nd Street at N. Lamar Blvd

To analyze the existing conditions and the proposed Master Plan alternatives, a SYNCHRO model was developed of the Cesar Chavez Street corridor (between west of Stephen F. Austin Drive and east of Sandra Muraida Way). Without City signal timing plans and with Synchro enabling multiple signal timing optimizations, the model optimized all signal timing as appropriate.

To provide a comparison of potential transportation impacts of the proposed roadway alternatives three routes through the area were modeled:

- On Chavez from SFA Drive to Muraida Way (just east of the Lamar Blvd. bridge)
- On Chavez from SFA Drive to Lamar Blvd then to Riverside Drive
- On Chavez from SFA Drive to Lamar Blvd then to West Fifth Street

Outputs show *signal delay* (time spent waiting at all traffic signals), *travel time* (including time spent waiting at traffic signals), and *corridor speed* (average speed including stops).

All scenarios are assumed to have a 4-lane W. Cesar Chavez Street cross-section with left-turn pocket lanes. It is noted however, that the analysis provides initial considerations for impacts along the W. Cesar Chavez Street corridor and does not include the specific connections to the MOPAC expressway or that of future traffic projections. Further collaboration with the Texas A&M Center for Transportation Research and CTRMA would be required to assess the impact of additional mobility options along W. Cesar Chavez Street.

Speed

While signal delay and travel time inform decision making, the most important output from this exercise is *corridor speed*. This is the speed one would travel through the corridor, including time spent waiting at signals. On the open highway corridor speed would be the same as average speed, as there are no stops. But in the city, stopping and starting deflates average speed by up to 50 percent. As such, a corridor speed of 32 mph could equate to about a 48 mph travel speed.

In the charts below we have highlighted in red where corridor speeds exceed 17 mph (possible 25 mph travel speed).

Scenario 1 - Existing (with Pressler connection)

This scenario largely represents the existing alignment, but includes the Pressler Street connection. Driving from Chavez/SFA to Lamar/Fifth is not possible given the left turn restriction at Muraida.

TRANSPORTATION MEMO

Route	Direction	Signal Delay (sec)		Travel Time (sec)		Corridor Speed (mph)	
		AM	PM	AM	PM	AM	PM
On Chavez, from SFA to Muraida	WB	25	26	111	111	28	28
	EB	30	13	111	94	27	32
On Chavez & Lamar, from SFA to Riverside	NB/WB	16	11	172	161	33	35
	EB/SB	40	21	196	174	29	33
On Chavez & Lamar, from SFA to W 5th	SB/WB	40	46	137	138	24	24
	EB/NB	n/a	n/a	n/a	n/a	n/a	n/a

Under the existing scenario there would be no change to the alignment or signalized intersections with no associated cost implications.

Scenario 2 - Urban

Chavez operates with a new at-grade intersection to replace on/off ramps at Chavez/SFA. New signalized intersections at Chavez/Park Road and Chavez/Pressler are added to create a more grid-like network. The Chavez/Lamar ramps remain at Reynolds and Muraida. Driving from Chavez/SFA to Lamar/Fifth is not possible given the left turn restriction at Muraida.

The addition of three signalized intersections increases signal delay and travel time over the existing condition and lowers corridor speeds accordingly. As in the existing condition northbound access to Lamar Blvd from Chavez is restricted but could be enhanced with a modified intersection at Muraida.

Route	Direction	Signal Delay (sec)		Travel Time (sec)		Corridor Speed (mph)	
		AM	PM	AM	PM	AM	PM
On Chavez, from SFA to Muraida	WB	66	84	178	196	17	15
	EB	131	119	238	226	12	13
On Chavez & Lamar, from SFA to Riverside	NB/WB	125	129	232	236	12	12
	EB/SB	146	146	255	254	11	11
On Chavez & Lamar, from SFA to W 5th	SB/WB	50	44	165	159	19	19
	EB/NB	n/a	n/a	n/a	n/a	n/a	n/a

Cesar Chavez would continue at the existing alignment within the Urban scenario but would included an additional three new signalized intersections at an estimate of \$750,000. (\$250,000 each). Stephen F. Austin Drive ties directly into Cesar Chavez at grade east of the Cesar Chavez bridge over the turnaround. Approximately 300 LF of reconstruction would be required of Stephen F. Austin Drive, including reconnection of the Austin High School parking lot, at cost of

approximately \$500,000. No reconstruction of Cesar Chavez would occur - the connection would be made at grade east of the existing bridge structure, which would remain.

Scenario 3 - Separated

Chavez is located along the bluff with a new at-grade intersections to replace on/off ramps at Chavez/Lamar. New signalized intersection at Chavez/Park Road and Chavez/Pressler added. Connections at SFA and new mid-block access road from the Park Road are made to a lower roadway underneath Chavez.

Outside of the Chavez/Lamar intersection the rest of the network operates well and the new intersections at Pressler and Park Road operate adequately.

Route	Direction	Signal Delay (sec)		Travel Time (sec)		Corridor Speed (mph)	
		AM	PM	AM	PM	AM	PM
On Chavez, from SFA to Muraida	WB	59	261	154	356	17	7
	EB	260	372	353	465	7	6
On Chavez & Lamar, from SFA to Riverside	NB/WB	316	365	426	476	7	7
	EB/SB	36	27	147	137	21	23
On Chavez & Lamar, from SFA to W 5th	SB/WB	184	328	291	435	11	7
	EB/NB	279	387	386	494	8	6

Phasing the implementation of the Separated alignment of Cesar Chavez could be performed almost entirely while the current roadway is in circulation. The new Chavez could be built from Lamar Blvd to almost the MOPAC expressway as it is north of the current alignment. It is envisioned that the westbound connection would be made with the current alignment open. The eastbound connection would be more difficult to implement with a couple of options including building a detour while you were connecting to the new alignment or temporary dual use of the westbound connection . The phasing of the new at-grade Lamar Blvd intersection could be implemented with close coordination to the connections to the north. Initial review suggests that there would be enough real estate to build the new Chavez alignment with limited disruption to Muraida.

The Separated system scenario incorporates a park roadway south of the new Chavez alignment that would serve as access to the park facilities. Initial traffic analysis indicates that separate turn lanes would be needed to accommodate the movements from Chavez. The roadway configuration from the park road would include a separate left and right turn lane.

With the realignment of Cesar Chavez to the north with an approximate length of 4600-ft the total cost of construction would assume the following:

- Elevated for approximately half of length. (\$5000/LF = \$11,500,000)
- At-grade for approximately half of length. (\$900/LF = \$2,070,000)
- New signalized intersection at Lamar Blvd (\$250,000 each)

TRANSPORTATION MEMO

Alternative 1

A potential adjustment to the alignment would remove the Lamar Blvd/Chavez at-grade intersection and have the new alignment of Chavez curve south to the current alignment under the Lamar Blvd bridge. The alignment of Reynolds Drive would be realigned accordingly as would the proposed Park Road, see sketch below. Further analysis on costs and park planning implications will need to be explored.



Alternative 2

With the potential of bringing Stephen.F.Austin Drive to connect with Cesar Chavez (elevated) it would be feasible by incorporating a signalized intersection. This would impact the direct connection to the parking under the elevated Cesar Chavez. A high level cost of this connection would be \$1.8-2.0M.

Scenario 4 - Hybrid

At-grade intersections replace on/off ramps at SFA and Chavez/Lamar. New signalized intersection with Park Road added. Pressler Street passes over Chavez and connects with the Park Road.

Outside of the Chavez/Lamar intersection the rest of the network operates well and the new intersections at SFA and Park Road operate acceptably.

Route	Direction	Signal Delay (sec)		Travel Time (sec)		Corridor Speed (mph)	
		AM	PM	AM	PM	AM	PM
On Chavez, from SFA to Muraida	WB	72	268	168	365	16	7
	EB	333	463	427	557	6	5
On Chavez & Lamar, from SFA to Riverside	NB/WB	322	393	433	504	7	6
	EB/SB	79	451	191	563	16	6
On Chavez & Lamar, from SFA to W 5th	SB/WB	364	524	472	632	6	5
	EB/NB	135	336	243	444	12	7

Phasing the implementation of the Hybrid alignment of Cesar Chavez would be similar to the Separated alignment. The new Chavez alignment could be performed almost entirely while the

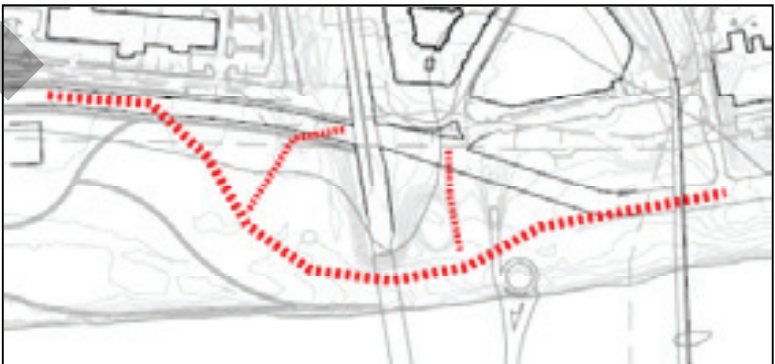
current roadway is in circulation as it is north of the current alignment. The westbound and eastbound connections would follow a similar phasing to the separated alignment. The Stephen F. Austin connection to Chavez would continue while the new alignment of Chavez is built but would have to detoured/bypassed in order to make the final connection to Chavez.

With the realignment of Cesar Chavez to the north with an approximate length of 4500-ft the total cost of construction would assume the following:

- At-grade for the entire length. (\$900/LF = \$4,050,000)
- New signalized intersections at Lamar Blvd and Stephen F. Austin Drive (\$250,000 each)
- Stephen F. Austin connects to Cesar Chavez, ~400 LF of reconstruction on Stephen F. Austin Drive and reconnection to Austin High School parking lot. (\$500,000).

Alternative 1

As in the Separated system a potential adjustment to the alignment would remove the Lamar Blvd/Chavez at-grade intersection and have the new alignment of Chavez curve south to the current alignment under the Lamar Blvd bridge. As in the Separated system the alignment of Reynolds Drive would require realignment, see sketch below.



ORIGINS AND DESTINATIONS

Access and distances to various destinations are different in the four scenarios. The table below compares driving distances for select origin-destination pairs in and around the park site: the YMCA, Austin Pets Alive, West Austin Youth Association, Austin High School, and Texas Rowing Center. These pairs were selected to highlight the most common origins and destinations, and the most significant differences in distances. Generally, distances remain the same or are shorter. We have noted in red where they are longer.

Note also that the routes become more straightforward in the three new scenarios. This will help with wayfinding.

Origin-Destination	Existing	Existing with Pressler	Urban Scenario	Separated Scenario	Hybrid Scenario
AHS - Lamar/5th	1.0 - 1.1 miles via Chavez & Lamar depending on direction	0.9 miles via Pressler & Fifth	1.0 miles via Pressler & Fifth	0.9 miles via Pressler & Fifth	1.0 miles via Pressler & Fifth
AHS - MOPAC	0.5 miles	n/a	0.3 miles	1.3 miles	0.3 miles
APA - Lamar	0.9 miles from Lamar via Chavez & Reserve	n/a	0.3 miles from Lamar via park road	0.3 miles from Lamar via park road	0.2 miles from Lamar via Chavez
TRC - Pressler/5th	1.6 - 1.8 miles via SFA, Chavez, Lamar, Fifth/Sixth & Pressler depending on direction	0.7 miles via SFA & Pressler	0.7 miles via SFA, Chavez & Pressler	0.6 miles via SFA, Chavez & Pressler	0.7 miles via SFA, park road & Pressler
WAYA - Lamar	0.9 miles from Lamar via Chavez & Reserve	n/a	0.3 miles from Lamar via park road	0.3 miles from Lamar via park road	0.7 miles from Lamar via Chavez & SFA
YMCA - Pressler/5th	0.7 - 1.1 miles via Lamar & Fifth depending on direction	n/a	0.7 miles via Chavez & Pressler	0.5 miles via Chavez & Pressler	0.6 miles via park road & Pressler

OTHER

Pressler Street Connection

In the Hybrid scenario the Pressler Street extension passes over Chavez and intersects with a new park road. The Pressler Street Extension Study assumed that approximately 150 vehicles in the AM Peak Hour and 450 vehicles in the PM Peak Hour would utilize the connection to Chavez to access MOPAC as well as AHS. Without a direct connection to Chavez, we project that drivers bound for the park or AHS would use the new Pressler connection, but others would not.

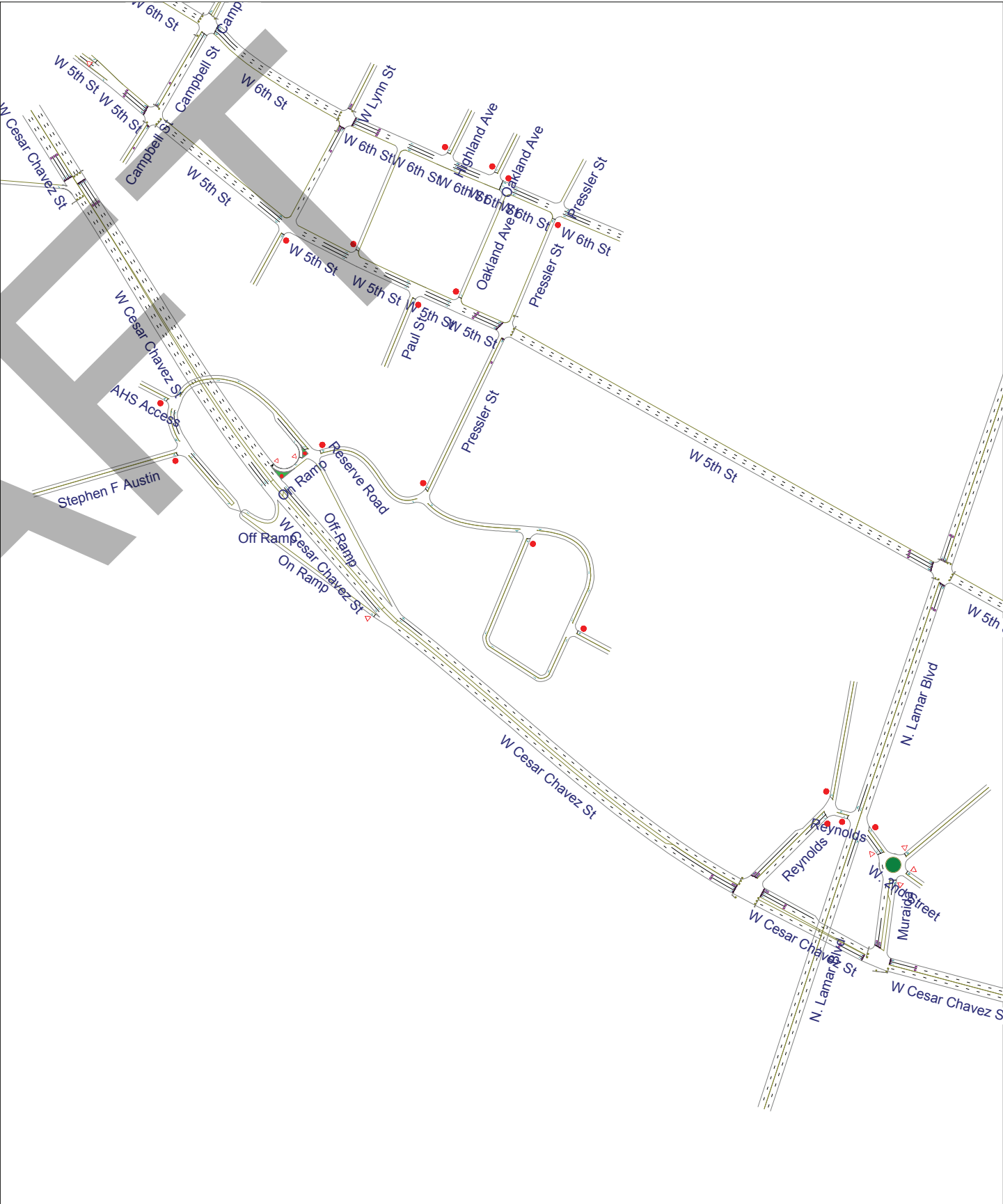
A reasonable upper range for vehicles on a park road is about 200 per hour (just over three vehicles per minute). To ensure that the park is road is not flooded with vehicles in the PM peak, we suggest a 15 mph speed limit and attendant traffic calming. We would also not allow trucks on either Pressler or the park road.

First intersection on Chavez off the MOPAC ramps

In the Urban and Hybrid scenarios there is a traffic signal shown at the junction of Chavez and SFA. Some type of speed reduction and/or alerts (rumble strips, narrower lanes, signs) may be necessary to make drivers aware of this new intersection/crosswalk, especially in the short term. That said, the condition will be similar to that at West 5th Street and Campbell Street. The northbound off ramp will be about 0.5 miles long to the Chavez/SFA intersection, whereas the northbound off ramp to West 5th Street is 0.3 miles long. The southbound off ramp will be 0.8 miles long, more than the 0.7 mile long off ramp to the Fifth/Campbell intersection.

Map - Existing AM

1/26/2016



Existing AM
1/26/2016

Map - Existing AM

APPENDIX 8

Map - Urban AM

1/26/2016

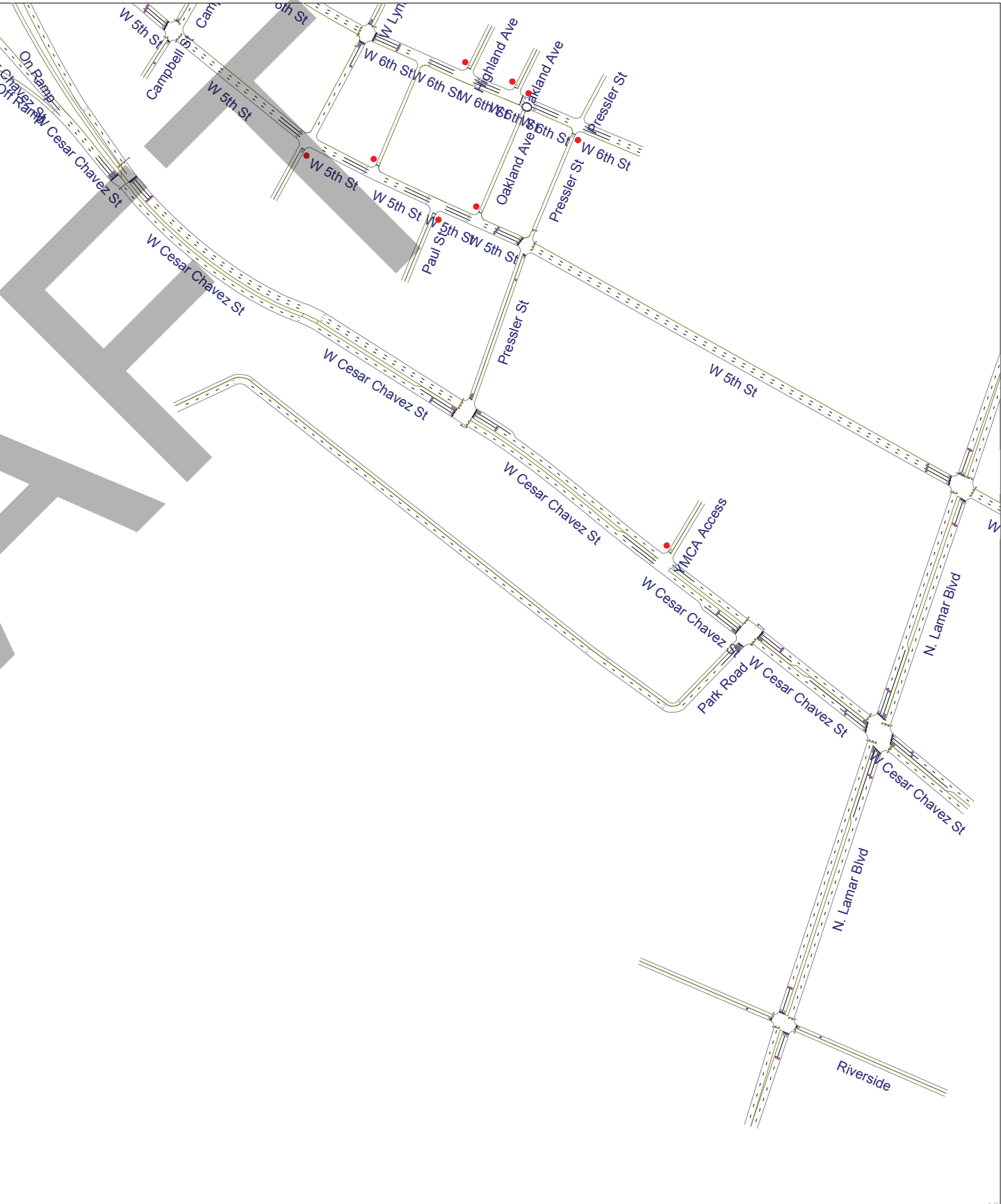


Urban AM
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Map - Urban AM

Map - Separated AM

1/26/2016



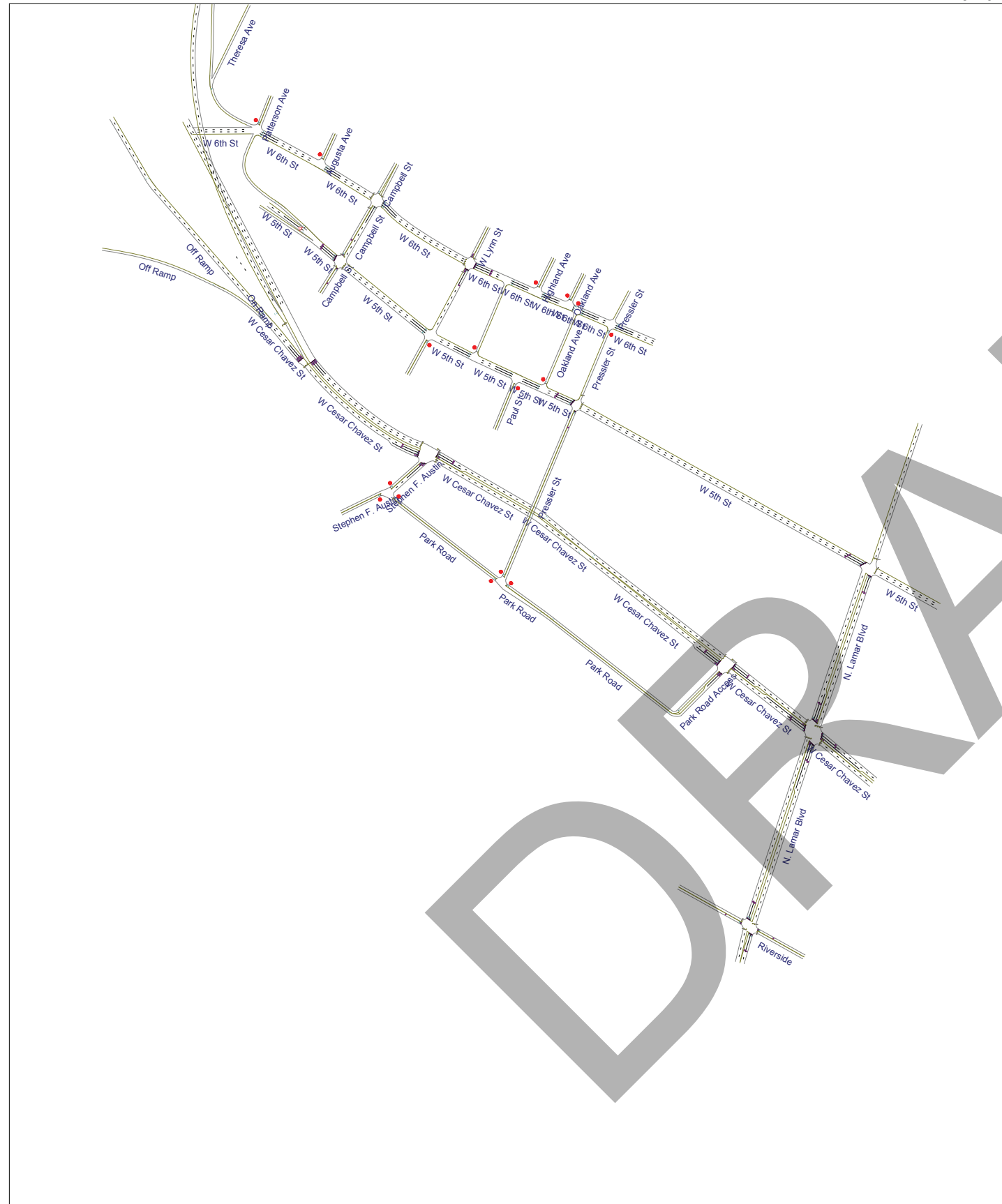
Separated AM
1/26/2016

Map - Separated AM

APPENDIX 8

Map - Hybrid AM

1/26/2016

Hybrid AM
1/26/2016

Map - Hybrid AM



MEMORANDUM

To: Design Workshop
From: Michael King, Iain Banks
Date: September 13, 2016
Subject: Recommendations on Preferred Alignment of Cesar Chavez Street through Lamar Beach Park

This memo provides recommendations on the preferred alignment (*separated*) of Cesar Chavez Street. It address traffic delay impacts, origin-destination distances, street widths and turn lanes, bicycle facilities, driveway design, parking management & loading, and transit.

TRAFFIC DELAY IMPACTS

In preferred alignment (*separated*), Chavez is located along the bluff rejoining the existing alignment at B. Reynolds Drive for the connection to Lamar Blvd. The Chavez/Lamar ramps remain at Reynolds and Muraida. New signalized intersections at Chavez/Park Road and Chavez/Pressler would be added. A park road and road under Chavez connect from Lamar to SFA.

The addition of two signalized intersections increases signal delay and travel time over the existing condition and lowers corridor speeds accordingly. Figure 1 updates the table from our February 18, 2016 memo. We have highlighted in red where corridor speeds exceed 17 mph (possible 25 mph travel speed). In the preferred alignment northbound access to Lamar Blvd from Chavez is enhanced with left-turns enabled at a modified intersection at Muraida incorporating a 250-ft eastbound turn lane. At the time of the data collection this turn was prohibited so turning volumes modeled were based on assumptions of anticipated travel flows.

Figure 1 Signal Delay and Travel Time and Corridor Speed with Preferred Alignment (*separated*)

Route	Direction	Signal Delay (sec)		Travel Time (sec)		Corridor Speed (mph)	
		AM	PM	AM	PM	AM	PM
On Chavez, from SFA to Muraida	WB	66	93	178	205	17	15
	EB	132	103	239	210	12	13
On Chavez & Lamar, from SFA to Riverside	EB/SB	116	130	223	237	13	12
	NB/WB	146	146	255	254	11	11
On Chavez & Lamar, from SFA to W 5th	SB/WB	50	44	165	159	19	19
	EB/NB	152	199	294	340	13	11

ORIGIN-DESTINATION

Figure 2 updates the table from our February 18, 2016 memo regarding origin-destination distances. Distances that are shortened considerably are shown in green; those that are lengthened are shown in red.

Figure 2 Origin-destination Distances

Origin-Destination	Existing	Separated Scenario
AHS - Lamar/5th	1.0 - 1.1 miles via Chavez & Lamar depending on direction	0.9 - 1.1 miles via park road or road under Chavez, depending on direction
AHS - MOPAC	0.5 miles	1.4 miles
APA - Lamar	0.9 miles via Chavez & Reserve	0.3 miles via park road
TRC - Pressler/5th	1.6 - 1.8 miles via SFA, Chavez, Lamar, Fifth/Sixth & Pressler depending on direction	1.3 miles via SFA, park road, Chavez & Pressler
WAYA - Lamar	0.9 miles via Chavez & Reserve	0.3 miles via park road
YMCA - Pressler/5th	0.7 - 1.1 miles via Lamar & Fifth depending on direction	0.4 miles via Chavez & Pressler

STREET WIDTHS AND TURN LANES

Figure 3 provides a street-by-street listing of street widths and turn lanes.

Figure 3 Number of Lanes and Turn Lanes

Street	# of Lanes	Turn Lanes
Chavez, west of Pressler	3 lanes WB 2 lanes EB	<ul style="list-style-type: none">150' long left turn lane at Pressler
Chavez, Pressler - Reynolds	2 lanes WB 2 lanes EB	<ul style="list-style-type: none">150' long right turn lane at Pressler150' long left turn lanes into YMCA and APA parking lots150' long left turn lane at Reynolds150' long right turn at Reynolds
Chavez, east of Reynolds	2 lanes WB 2 lanes EB	<ul style="list-style-type: none">150' long right turn lane at Reynolds150' long left turn lane at Reynolds250' long left turn lane at Muraida
Pressler	1 lane NB 1 lane SB	<ul style="list-style-type: none">No turn lanes
Reynolds	1 lane NB 1 lane SB	<ul style="list-style-type: none">150' long right turn lane at Chavez
Park road	1 lane EB 1 lane WB	<ul style="list-style-type: none">150' long left turn lane at Chavez
Austin	1 lane EB 1 lane WB	<ul style="list-style-type: none">No turn lanes
Road under Chavez	1 lane EB 1 lane WB	<ul style="list-style-type: none">No turn lanes

APPENDIX 9

PREFERRED ALTERNATIVE MASTER PLAN LEVEL COST ESTIMATE

*Order of Magnitude Cost only. This should not be used for specific budgeting or construction bidding.
** Estimates are based on data from 2015 - 2016.

PHASE ONE (PROJECTS THAT CAN HAPPEN BEFORE THE REALIGNMENT OF CESAR CHAVEZ)									
	Notes / Assumptions	Quantity	Units	Unit Cost	Potential Cost	Contingency	Potential Cost	Responsible Party	
1. Cesar Chavez Street Minor Improvements									
Street Trees on Cesar Chavez Street (both sides)	4" Shade Trees	130.00	ea	\$ 750.00	\$ 97,500.00	30%	\$ 126,750.00	Austin Parks and Recreation Department	
Sidewalk on Cesar Chavez Street		10395.00	sf	\$ 10.00	\$ 103,950.00	30%	\$ 135,135.00		
Construction Cost for Cesar Chavez Street Minor Improvements				\$	201,450.00	\$	261,885.00		
TOTAL Cost for Cesar Chavez Street Minor Improvements					\$ 271,957.50	--	\$ 353,544.75		
<i>includes 35% for soft costs like project management, design and engineering services, surveying and testing</i>									
2. Stephen F. Austin Drive Improvements									
Street Trees on Stephen F. Austin (one side)	4" Shade Trees	27.00	ea	\$ 750.00	\$ 20,250.00	30%	\$ 26,325.00	City of Austin Public Works Department and AISD	
Sidewalk on Stephen F. Austin (one side)		16044.00	sf	\$ 10.00	\$ 160,440.00	30%	\$ 208,572.00		
Road Striping									
Construction Cost for Stephen F. Austin Drive Improvements				\$	180,690.00	\$	234,897.00		
TOTAL Cost for Stephen F. Austin Drive Improvements					\$ 243,931.50	--	\$ 317,110.95		
<i>includes 35% for soft costs</i>									
3A. Ball Field Improvements Phase One									
Chalmer's Field	includes demolition/site preparation and grading	86000.00	sf	\$ 3.75	\$ 322,500.00	30%	\$ 419,250.00	West Austin Youth Association	
McEachern Field	includes demolition/site preparation and grading	68000.00	sf	\$ 3.75	\$ 255,000.00	30%	\$ 331,500.00		
Sayer's Field	includes demolition/site preparation and grading	33130.00	sf	\$ 3.75	\$ 124,237.50	30%	\$ 161,508.75		
Bishop field	includes demolition/site preparation and grading	32490.00	sf	\$ 3.75	\$ 121,837.50	30%	\$ 158,388.75		
Kocurek Field	includes demolition/site preparation and grading	40505.00	sf	\$ 3.75	\$ 151,893.75	30%	\$ 197,461.88		
Bechtol-Harper	includes demolition/site preparation and grading	88225.00	sf	\$ 3.75	\$ 330,843.75	30%	\$ 430,096.88		
Batting cages (8)		8.00	ls	\$ 15,000.00	\$ 120,000.00	30%	\$ 156,000.00		
Restroom, concession stand and press box		1.00	ls	\$ 250,000.00	\$ 250,000.00	30%	\$ 325,000.00		
Pedestrian Bridge WAYA< >YMCA	50 lf x 15' w	1.00	ls	\$ 185,000.00	\$ 185,000.00	30%	\$ 240,500.00		
Chalmer's Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 151,000.00	\$ 151,000.00	30%	\$ 196,300.00		
McEachern Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 121,000.00	\$ 121,000.00	30%	\$ 157,300.00		
Sayer's Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 132,000.00	\$ 132,000.00	30%	\$ 171,600.00		
Bishop Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 89,000.00	\$ 89,000.00	30%	\$ 115,700.00		
Kocurek Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 89,000.00	\$ 89,000.00	30%	\$ 115,700.00		
Bechtol-Harper lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 101,000.00	\$ 101,000.00	30%	\$ 131,300.00		
Relocate electric transmission lines at baseball fields		1400.00	lf	\$ 500	\$ 700,000.00	30%	\$ 910,000.00		
Construction Cost for Ball Field Improvements Phase One				\$	3,244,312.50	\$	4,217,606.25		
TOTAL Cost for Ball Field Improvements Phase One					\$ 4,379,821.88	--	\$ 5,693,768.44		
<i>includes 35% for soft costs</i>									
4A. West Parking Area Phase One									
Parking Lot		38400.00	sf	\$10	\$ 384,000.00	30%	\$ 499,200.00	West Austin Youth Association	
Construction Cost for West Parking Area Phase One				\$	384,000.00	\$	499,200.00		
TOTAL Cost for West Parking Area Phase One					\$ 518,400.00	--	\$ 673,920.00		
<i>includes 35% for soft costs</i>									
5A. Neighborhood Amenity Area Phase One									
Neighborhood Amenity - Playground		1.00	ls	\$ 150,000.00	\$ 150,000.00	30%	\$ 195,000.00	West Austin Youth Association and Austin Parks and Recreation Department	
Neighborhood Amenity - Benches		10.00	ea	\$ 1,000.00	\$ 10,000.00	30%	\$ 13,000.00		
Neighborhood Amenity - Trash Receptacles		4.00	ea	\$ 700.00	\$ 2,800.00	30%	\$ 3,640.00		
Neighborhood Amenity - Grills		2.00	ea	\$ 500.00	\$ 1,000.00	30%	\$ 1,300.00		
Neighborhood Amenity - Picnic Tables		5.00	ea	\$ 2,000.00	\$ 10,000.00	30%	\$ 13,000.00		
Construction Cost for Neighborhood Amenity Phase One				\$	173,800.00	\$	225,940.00		
TOTAL Cost for Neighborhood Amenity Phase One					\$ 234,630.00	--	\$ 305,019.00		
<i>includes 35% for soft costs</i>									
6. Flume and Boat Ramp Improvements									
Trail Signage		3.00	ea	\$ 500.00	\$ 1,500.00	30%	\$ 1,950.00	Austin Parks and Recreation Department	
Demo concrete drainage flume and construct planted bioswale		10000.00	sf	\$ 15.00	\$ 150,000.00	30%	\$ 195,000.00		
Construction Cost for Flume and Boat Ramp Improvements				\$	151,500.00	\$	196,950.00		
TOTAL Cost for Flume and Boat Ramp Improvements					\$ 204,525.00	--	\$ 265,882.50		
<i>includes 35% for soft costs</i>									
7. Butler Hike and Bike Trail Improvements									
Invasive Species Removal		1.00	ls	\$130,000	\$ 130,000.00	30%	\$ 169,000.00	Austin Parks and Recreation Department / The Trail Foundation (Potential)	
Widen Pedestrian Bridges	50 lf x 15' w	3.00	ea	\$ 185,000.00	\$ 555,000.00	30%	\$ 721,500.00		
Construction Cost for Butler Hike and Bike Trail Improvements				\$	685,000.00	\$	890,500.00		
TOTAL Cost for Butler Hike and Bike Trail Improvements					\$ 924,750.00	--	\$ 1,202,175.00		
<i>includes 35% for soft costs</i>									
8. Heron Creek and Park Trail Improvements									
Decomposed Granite Trails		3600.00	lf	\$ 18.00	\$ 64,800.00	30%	\$ 84,240.00	Austin Parks and Recreation Department / The Trail Foundation (Potential)	
Heron Creek Underpass		1.00	ea	\$ 100,000.00	\$ 100,000.00	30%	\$ 130,000.00		
Construction Cost for Heron Creek and Park Trail Improvements				\$	164,800.00	\$	214,240.00		
TOTAL Cost for Heron Creek and Park Trail Improvements					\$ 222,480.00	--	\$ 289,224.00		
<i>includes 35% for soft costs</i>									
9. South Parking Area									
Parking Lot		88000.00	sf	\$ 10	\$ 880,000.00	30%	\$ 1,144,000.00	Austin Parks and Recreation Department / YMCA	
Vehicular Bridge & road connection YMCA to Town Lake Animal Facility		1.00	ls	\$ 250,000	\$ 250,000.00	30%	\$ 325,000.00		
Construction Cost for South Parking Area				\$	1,130,000.00	\$	1,469,000.00		
TOTAL Cost for Heron Creek and Park Trail Improvements					\$ 1,525,500.00	--	\$ 1,983,150.00		
<i>includes 35% for soft costs</i>									
10. Town Lake Animal Facility/Austin Pets Alive									
Facility Reconstruction		1.00	ls	\$ 14,000,000.00	\$ 14,000,000.00	30%	\$ 18,200,000.00	Austin Pets Alive// Austin Animal Services	
Construction Cost for Town Lake Animal Facility/ Austin Pets Alive				\$	14,000,000.00	\$	18,200,000.00		
TOTAL Cost for Town Lake Animal Facility/ Austin Pets Alive					\$ 18,900,000.00	--	\$ 24,570,000.00		
<i>includes 35% for soft costs</i>									

PHASE TWO (PROJECTS CONTINGENT ON REALIGNMENT OF CESAR CHAVEZ)									
	Notes / Assumptions	Quantity	Units	Unit Cost	Potential Cost	Contingency	Potential Cost	Responsible Party	
11. Cesar Chavez Street Realignment									
Cesar Chavez realignment - elevated (62'w)*	1300 L x 62' w (4x11' lanes, 2x8' shldr, 2x1' rail)	80600.00	sf	\$ 125	\$ 10,075,000.00	40%	\$ 14,105,000.00	Austin Transportation Department	*additional contingency
Cesar Chavez realignment - elevated (85'w)*	500' L x 85' w (5x11' lanes, 2x8' shldr, 2x6' sidewalk,	42500.00	sf	\$ 125	\$ 5,312,500.00	40%	\$ 7,437,500.00		*additional contingency
Cesar Chavez realignment - embankment section (62'w)*	500' L x 62' w (4x11' lanes, 2x8' shldr, 2x1' rail)	500.00	lf	\$ 1,200	\$ 600,000.00	40%	\$ 840,000.00		*additional contingency
Cesar Chavez Street realignment - at grade	55' w, plus sidewalks	1200.00	lf	\$ 900	\$ 1,080,000.00	30%	\$ 1,404,000.00		
Demo existing Cesar Chavez Street (incl bridge) & regrade	in areas without new road replacing	200000.00	sf	\$ 3	\$ 600,000.00	30%	\$ 780,000.00		
Stephen F Austin Dr extend to parking under Cesar Chavez Street	45' w, plus sidewalks	360.00	lf	\$ 500	\$ 180,000.00	30%	\$ 234,000.00		
Relocate electric transmission lines at new Cesar Chavez		2200.00	lf	\$ 1,000	\$ 2,200,000.00	30%	\$ 2,860,000.00		
Construction Cost for Cesar Chavez Street Realignment				\$	20,047,500.00	\$	27,660,500.00		
TOTAL Cost for Cesar Chavez Street Realignment				includes 35% for soft costs		\$	27,064,125.00	--	\$ 37,341,675.00
12. Cesar Chavez Street and B. R. Reynolds Drive Intersection									
Signalized intersection Cesar Chavez Street at B. R. Reynolds Drive		1.00	ls	\$ 250,000	\$ 250,000.00	30%	\$ 325,000.00	Austin Transportation Department	
Construction Cost for Cesar Chavez Street and B. R. Reynolds Drive Intersection				\$	250,000.00	\$	325,000.00		
TOTAL Cost for Cesar Chavez Street and B. R. Reynolds Drive Intersection				includes 35% for soft costs		\$	337,500.00	--	\$ 438,750.00
13. Lamar Bridge Underpass Intersection Improvements									
Cesar Chavez roadway lowering w/ 5x 11' lanes, incl retaining walls		600.00	lf	\$ 2,350.00	\$ 1,410,000.00	40%	\$ 1,974,000.00	Austin Transportation Department	*additional contingency
Drainage and sump pump station		1.00	ls	\$ 350,000.00	\$ 350,000.00	40%	\$ 490,000.00		*additional contingency
Traffic signal adjustments		2.00	ls	\$ 100,000.00	\$ 200,000.00	40%	\$ 280,000.00		*additional contingency
Construction Cost for Lamar Blvd Bridge Underpass				\$	1,960,000.00	\$	2,744,000.00		
TOTAL Cost for Lamar Blvd Bridge Underpass				includes 35% for soft costs		\$	2,646,000.00	--	\$ 3,704,400.00
14. Lamar Boardwalk									
Boardwalk Bridge		9000.00	lf	\$ 200.00	\$ 1,800,000.00	30%	\$ 2,340,000.00	City of Austin (Multiple Departments), The Trail Foundation	
Construction Cost for Lamar Boardwalk				\$	1,800,000.00	\$	2,340,000.00		
TOTAL Cost for Lamar Boardwalk				includes 35% for soft costs		\$	2,430,000.00	--	\$ 3,159,000.00
15. Pressler Street Extension and Pedestrian Connection									
Pressler Street (at grade)	28' w, plus sidewalks. *Railroad crossing not included	200.00	lf	\$ 400	\$ 80,000.00	30%	\$ 104,000.00	Austin Transportation Department	
Pressler Street (elevated connect to Cesar Chavez Street)	28' w, plus sidewalks	50.00	lf	\$ 4,500	\$ 225,000.00	30%	\$ 292,500.00		
Signalized intersection Cesar Chavez Street at Pressler Street		1.00	ls	\$ 250,000	\$ 250,000.00	30%	\$ 325,000.00		
Pedestrian Ramp to Park		360.00	sf	\$ 500.00	\$ 180,000.00	30%	\$ 234,000.00		
Construction Cost for Pressler Street Extension and Pedestrian Connection				\$	735,000.00	\$	955,500.00		
TOTAL Cost for Pressler Street Extension and Pedestrian Connection				includes 35% for soft costs		\$	992,250.00	--	\$ 1,289,925.00
16. South Park Road / Cesar Chavez Street Diet									
Park road with parking (old Cesar Chavez Street frontage road diet)		300.00	lf	\$ 125	\$ 37,500.00	30%	\$ 48,750.00	Austin Parks and Recreation Department	
Park road with parking (old Cesar Chavez Street diet)		2400.00	lf	\$ 125	\$ 300,000.00	30%	\$ 390,000.00		
Construction Cost for South Park Road / Cesar Chavez Street Diet				\$	337,500.00	\$	438,750.00		
TOTAL Cost for South Park Road / Cesar Chavez Street Diet				includes 35% for soft costs		\$	455,625.00	--	\$ 592,312.50
17. Savanna Restoration									
Native Restoration Planting		200000.00	sf	\$ 4.00	\$ 800,000.00	30%	\$ 1,040,000.00	Austin Parks and Recreation Department	
Construction Cost for Savanna Restoration				\$	800,000.00	\$	1,040,000.00		
TOTAL Cost for Savanna Restoration				includes 35% for soft costs		\$	1,080,000.00	--	\$ 1,404,000.00
18. Gateway and Water Quality Features									
Gateway Feature	two works of public art with landscaping	2.00	ls	\$ 250,000.00	\$ 500,000.00	30%	\$ 650,000.00	City of Austin (Multiple Departments)	
Landscape and Water Quality Improvements		20000.00	sf	\$ 15.00	\$ 300,000.00	30%	\$ 390,000.00		
Construction Cost for Gateway and Water Quality Features				\$	800,000.00	\$	1,040,000.00		
TOTAL Cost for Gateway and Water Quality Features				includes 35% for soft costs		\$	1,080,000.00	--	\$ 1,404,000.00
3B. Ball Field Improvements Phase Two									
Flexible "Williams Field" or Tennis Courts		40505.00	sf	\$ 3.75	\$ 151,893.75	30%	\$ 197,461.88	Austin Parks and Recreation Department /AISD	
R. D. Thorp Field		98000.00	sf	\$ 3.75	\$ 367,500.00	30%	\$ 477,750.00		
R. D. Thorp Field Lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 218,000.00	\$ 218,000.00	30%	\$ 283,400.00		
Flexible "Williams Field" Lighting	source: estimate from Musco Sports Lighting	1.00	ls	\$ 82,000.00	\$ 82,000.00	30%	\$ 106,600.00		
Construction Cost for Ball Field Improvements Phase Two				\$	819,393.75	\$	1,065,211.88		
TOTAL Cost for Ball Field Improvements Phase Two				includes 35% for soft costs		\$	1,106,181.56	--	\$ 1,438,036.03
4B. West Parking Area Phase Two									
Parking Lot Extended		24000.00	sf	\$ 10.00	\$ 240,000.00	30%	\$ 312,000.00	Austin Parks and Recreation Department /West Austin Youth Association	
Construction Cost for West Parking Area Phase Two				\$	240,000.00	\$	312,000.00		
TOTAL Cost for West Parking Area Phase Two				includes 35% for soft costs		\$	324,000.00	--	\$ 421,200.00
5B. Neighborhood Amenity Phase Two									
Interpretive sign		1.00	ea	\$ 3,500.00	\$ 3,500.00	30%	\$ 4,550.00	Austin Parks and Recreation Department	
Playground		1.00	ls	\$ 75,000.00	\$ 75,000.00	30%	\$ 97,500.00		
Neighborhood Amenity - Benches		10.00	ea	\$ 2,000.00	\$ 20,000.00	30%	\$ 26,000.00		
Neighborhood Amenity - Trash Receptacles		4.00	ea	\$ 700.00	\$ 2,800.00	30%	\$ 3,640.00		
Neighborhood Amenity - Picnic Tables		5.00	ea	\$ 4,000.00	\$ 20,000.00	30%	\$ 26,000.00		
Construction Cost for Neighborhood Amenity Phase Two				\$	121,300.00	\$	157,690.00		
TOTAL Cost for West Parking Area Phase Two				includes 35% for soft costs		\$	163,755.00	--	\$ 212,881.50



Musco Sports Lighting: Budget Estimate

September 16, 2016

Charles Mabry
City of Austin Parks & Recreation
Austin, TX

Dear Charles:
Thank you for the opportunity to discuss Musco’s Green Generation Lighting® system, and the benefits it will bring to your Fields at Cesar Chavez Fields. We are excited to offer this innovative system, and are confident you will see the value for many years to come.

This estimate includes Musco’s Light-Structure Green™ System, along with estimated installation costs. This system includes galvanized steel poles, pre-cast concrete foundations, green generation light fixtures, pole length wire harnesses, and electrical components enclosures. This system also comes with a 25 year warranty, including all maintenance and relamping.

- Benefits of Light-Structure Green™**
- Reduction of energy and maintenance costs by 50%
 - Reduction of spill light and glare by 50%
 - Increased lamp life from 3,000 to 5,000 hours
 - Guaranteed constant light levels on your fields
 - An unmatched warranty for up to 25 years
 - A re-lamp of your facility after 5000 hours of operation
 - Includes our Control-Link® System for flexible control and performance monitoring

Estimated Project Cost: Turnkey

Chalmers Field 400' x 200' (30FC).....	\$151,000 ±10%
McEachern Field 320' x 200' (30FC).....	\$121,000 ±10%
Bechol Harper Field 250' radius (50/30FC).....	\$132,000 ±10%
Bishop Field 180' radius (50/30FC).....	\$89,000 ±10%
Sayer Field 180' radius (50/30FC).....	\$89,000 ±10%
Kocurek Field 200' radius (50/30FC).....	\$101,000 ±10%
Thorpe Field 350' radius (50/30FC).....	\$218,000 ±10%
Williams Field 200' radius (30/20FC).....	\$82,000 ±10%

Pricing is based on **September 2016** pricing and is subject to change.

This **estimate** includes anticipated equipment and installation costs. It does not include the cost of a new electrical transformer. It also assumes standard soil conditions. Rock, bottomless, wet or unsuitable soil may require additional engineering, special installation methods and additional cost.

Thank you for the trust you’ve placed in Musco Lighting. Please feel free to contact me with any questions you may have.

Brant Troutman
Sales Representative
Musco Sports Lighting, LLC
Phone: 512-914-9500
E-mail: Brant.troutman@musco.com



Musco Sports Lighting, LLC 2012

www.musco.com • lighting@musco.com