CITY OF AUSTIN

VOLMA OVERTON, SR. BEACH VISION PLAN

FEBRUARY 2017

DESIGNWORKSHOP

Insert full-bleed image caption and photography credit.

VOLMA OVERTON, SR. BEACH VISION PLAN

FEBRUARY 2017

NOTE: LAMAR BEACH AT TOWN LAKE METRO PARK
WAS RENAMED TO VOLMA OVERTON, SR. BEACH
AT TOWN LAKE METRO PARK ON MAY 19, 2022
BY AUSTIN CITY COUNCIL.

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INTRODUCTION

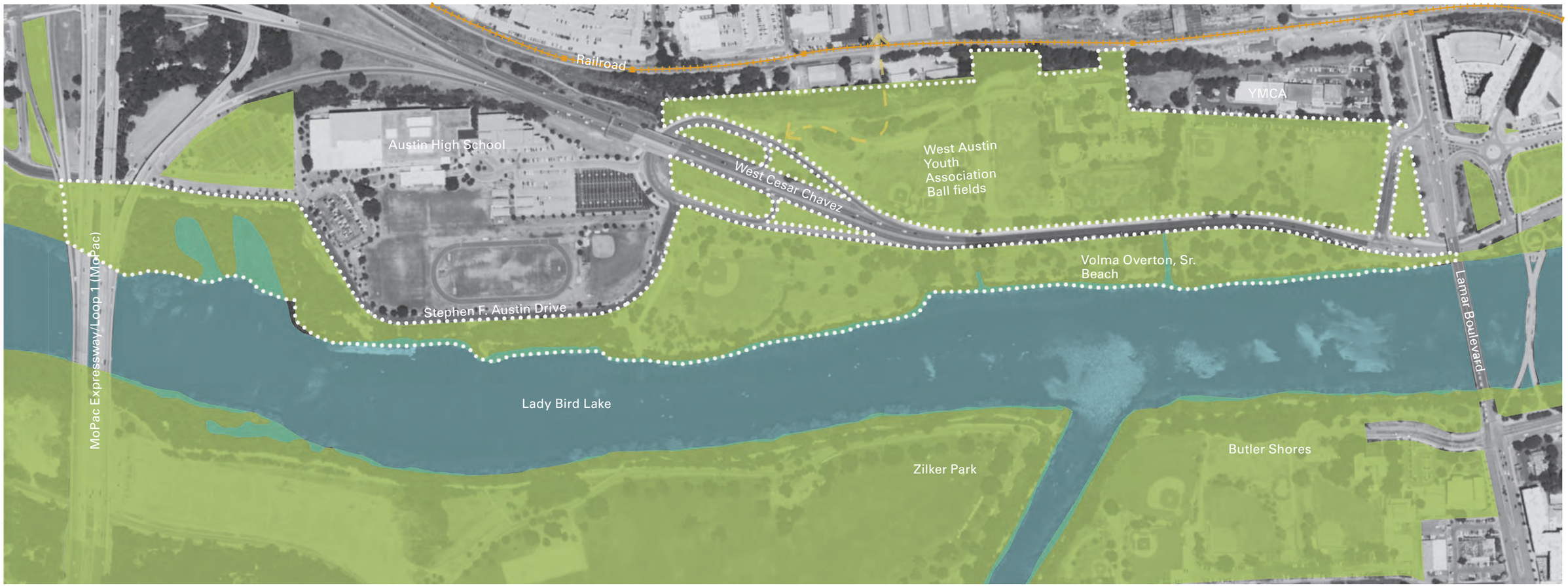
SITE CONTEXT

VOLMA OVERTON, SR. BEACH

Volma Overton, Sr. Beach consists of approximately 65.4 acres of parkland bounded by Lady Bird Lake to the south, Town Lake YMCA, railroad tracks and various parcels to the north, Austin High School and MoPac Expressway to the west and North Lamar Boulevard to the east. Current uses of the park include six ball fields, two multi-use fields, Lance Armstrong Bikeway, Austin Pets Alive! Adoption Center, Butler Hike and Bike Trail and the Texas Rowing Center. Currently, West Austin Youth Association (West Austin Youth Association) utilizes four ball fields and the two multi-use fields for youth sports programs.

The Volma Overton, Sr. Beach area is a beloved part of Austin for both residents and visitors. Currently, it is not being used to its full potential. This site has significant challenges, such as extensive floodplain on both the south and north side of Cesar Chavez and existing utilities throughout the park. The existing recreational uses by partner organizations create unique conditions in this public park, and pose challenges to balancing their uses with that of the public recreational function of the park. There are also inter-local agreements between the City of Austin, Austin Independent School District (AISD) and the Texas Department of Transportation, whose properties have been included in the vision plan boundary. These and other park users and neighbors will be critical partners in implementing the vision plan.

Figure 1: *Site Context*



HISTORY OF VOLMA OVERTON, SR. BEACH

The history of Volma Overton, Sr. Beach is heavily tied to the history of Lady Bird Lake (formerly Town Lake). Volma Overton, Sr. Beach makes up the northwest quadrant of the Lady Bird Lake Corridor in between MoPac Expressway and Lamar Boulevard. As early as 1928, the citizens of Austin envisioned the wide, green banks of the Colorado River and of the numerous creeks contributing to the city's heritage and form. In the 1928 vision plan, these visions were formalized by a proposal to integrate the river and the creeks as a greenbelt system that would connect all of Austin.

Between 1917 and 1934, the successful Austin businessman, A. J. Zilker donated more than 300 acres of land surrounding Lady Bird Lake to the public school system on the condition that the city purchase the land for use as a public park. Thirty years later, in response to the building of Longhorn Dam, the development of Lady Bird Lake began. The stabilized lake edge provided by the Longhorn Dam made a public park space viable in this area. A visionary team called the Town Lake Beautification Committee was formed and spearheaded by Lady Bird Johnson. Lady Bird and her colleagues sought to beautify the lake edge with a trail and park improvements so that residents and visitors could enjoy nature in an urban setting for years into the future.

Up until the 1970s, Volma Overton, Sr. Beach was fairly inaccessible to visitors. Cesar Chavez Street terminated at Lamar Boulevard and the Union Pacific rail tracks restricted access from the north. *"Figure 2: 1954 Map of West Austin"* shows the Volma Overton, Sr. Beach area with a water tower and a small feeder road adjacent to Lamar Boulevard that connected visitors to a ball field and the Amtrak train depot.

The 1969 Austin Development Plan proposed the creation of MoPac Expressway and the expansion of Cesar Chavez diagonally across Volma Overton, Sr. Beach in order to connect the southern portion of Downtown to the new highway.

Figure 2: *1954 Map of West Austin*

The construction of MoPac Expressway and the expansion of Cesar Chavez Street lead to additional development along Volma Overton, Sr. Beach. In the early 1970s, Austin High School needed a new location and the roadway created access to a centrally located piece of land large enough to accommodate a school campus. The new campus was constructed at the same time as MoPac Expressway and opened its doors in 1975.

West Cesar Chavez was constructed as an auto-oriented feeder road between Lamar Boulevard and MoPac Expressway that severed the north side of Volma Overton, Sr. Beach from the Lady Bird Lake Corridor. The southern portion of the site continued to develop as a greenbelt and benefited from the efforts of the Town Lake Beatification Committee. Despite the fact that the north side was cut off from Lady Bird Lake, the expansion of Cesar Chavez did create accessible, centrally located parkland that became a possible location for destination oriented recreation and human service facilities.

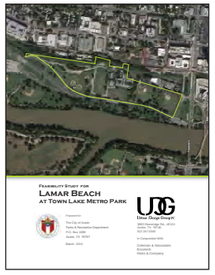
The construction of MoPac Expressway in the early 70's created more vehicular access to Volma Overton, Sr. Beach.

HISTORY AND PREVIOUS STUDIES

EXISTING STUDIES, PLANS, POLICIES AND PROJECTS

The Volma Overton, Sr. Beach Vision Plan builds on the existing studies, policies, plans and projects that have been done or are currently planned for Volma Overton, Sr. Beach and surrounding properties.

STUDIES



2014 LAMAR BEACH FEASIBILITY STUDY

Completed in March 2015, this report summarizes the physical and regulatory constraints and opportunities for future building development in the portion of Volma Overton, Sr. Beach north of West Cesar Chavez. Building suitability analysis considered a variety of criteria, including existing utility locations, applicable land use regulations, a range of environmental factors like topography and the location of significant trees.

MOPAC ENVIRONMENTAL ASSESSMENT

The study began in July 2010 with the consideration of alternatives for improving mobility in the corridor, including adding multiple lanes or a high occupancy vehicle (HOV) lane, as well as making no improvements at all. The environmental study found that Express Lanes were the preferred alternative for addressing mobility issues in the corridor. These new lanes are currently under construction.

MoPac South
Environmental Study

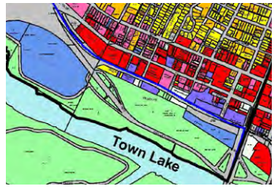
MOPAC SOUTH ENVIRONMENTAL STUDY

In 2013, the Mobility Authority and Texas Department of Transportation initiated an Environmental Study of the MoPac corridor from Cesar Chavez Street to Slaughter Lane. In November of 2015, the Mobility Authority presented six alternatives. Among others, these alternatives included the addition of General Purpose Lanes, HOV Lanes, Express Lanes or Transit Only Lanes.

BUTLER TRAIL URBAN FORESTRY AND AREA MANAGEMENT GUIDELINES

The Texas Trail Foundation developed the Trail Wide Urban Forestry and Ecological Restoration Guidelines including a site inventory, data acquisition, and management plan for the 199 acres of urban forestland adjacent to Lady Bird Lake and the Butler Trail. This is an important analysis and blueprint for improving the Trail's woodlands and riparian areas.

POLICIES



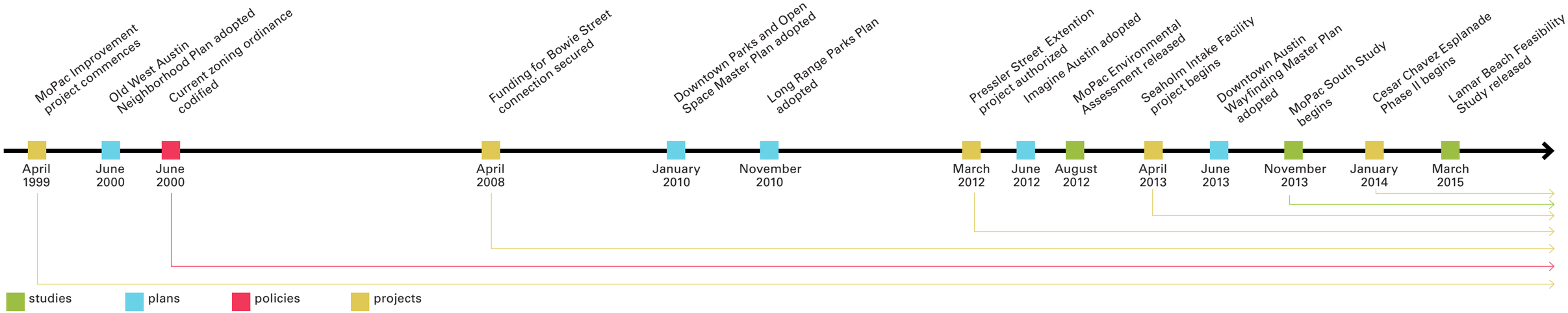
CURRENT ZONING REGULATIONS

The property is currently zoned P-NP for Public – Neighborhood Plan. The adjacent zoning does not present any compatibility issues. The property is located in the Old West Austin Neighborhood Plan adopted June 29, 2000. Nothing within the adopted Neighborhood Plan appears in conflict with the existing uses or future park improvement possibilities.

WATERFRONT OVERLAY REGULATIONS

Austin applies this zoning designation to areas that mediate between urban development and both the park land and shoreline of Lady Bird Lake and the Colorado River. Within these zones, development is heavily regulated, and generally confined to soft programming and pervious surfaces.

Figure 3: *Timeline*

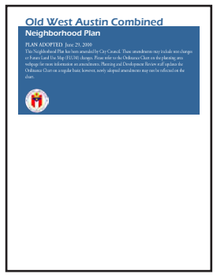


HISTORY AND PREVIOUS STUDIES

PLANS

1989 TOWN LAKE COMPREHENSIVE PLAN

In 1989, the Town Lake Comprehensive Plan was the largest park planning project ever undertaken by the City of Austin. Its purpose was to consider the recreational lands as a whole and envision an active new "living room" for the heart of the city. The plan also located future civic functions and performance venues and outlined zoning overlays to guide development on both sides of the lake. This award winning plan laid the foundation for many of the programming elements along the Lady Bird Lake Corridor. Volma Overton, Sr. Beach was envisioned as a passive neighborhood park with no athletic fields and a large central lagoon that connects underneath Cesar Chavez at the two tributaries that feed into Lady Bird Lake.



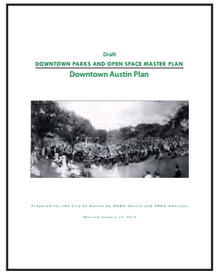
2000 OLD WEST AUSTIN NEIGHBORHOOD PLAN

Austin City Council adopted this plan in June 2000 to address issues related to land use, zoning, transportation, parks, green spaces, historic preservation and urban design in the Old West Austin Neighborhood Association (OWANA) on the northern border of the Volma Overton, Sr. Beach study area. Among OWANA's chief priorities were safe bicycle and pedestrian routes to nearby parks space, supply of playgrounds available to neighborhood children and the maintenance of the local forest of canopy trees.

2010 CITY OF AUSTIN LONG RANGE PARKS PLAN

Intended to target future growth in Austin's parks and recreation investments, this plan depicts Volma Overton, Sr. Beach as one of a handful of parks throughout the city that is both insufficiently developed, and adjacent to a sizable constituency of potential users. The plan continues that this combination of factors makes Volma Overton, Sr. Beach a planning priority for the Austin Parks and Recreation Department (Austin Parks and Recreation Department).

Furthermore, this plan classifies Volma Overton, Sr. Beach as a "metropolitan park," the largest, most diversely programmed park type in the Austin Parks and Recreation Department portfolio. Typically located along waterways, these parks serve citywide user groups and often have regional and even national appeal. Metropolitan parks tend to have a range of both passive and active programming, including trails, open play fields, picnic facilities, and swimming amenities. Finally and significantly for Volma Overton, Sr. Beach, the majority of this class of park's users arrive by personal or group vehicles, rather than public transit.



2010 DOWNTOWN PARKS AND OPEN SPACE VISION PLAN

Adopted in January 2010, Austin's Parks and Open Space Vision Plan also acknowledges the foundational role that Lady Bird Lake and its greenway play in the city's wider portfolio of green space. Additionally, it specifies five key goals for the greenway that the Volma Overton, Sr. Beach Vision Plan can advance: Providing additional programs to attract a greater diversity of users; Concentrating programming enhancements in underutilized parkland areas along the trail; Improving views across and access to the river by managing understory vegetation growth; Improving trail facilities to accommodate larger share of bicycle and pedestrian users; and Implementing a cohesive system of trail signage throughout the greenway.

2012 IMAGINE AUSTIN COMPREHENSIVE PLAN

Austin's comprehensive plan was adopted in June 2012. While the Plan does not explicitly address Volma Overton, Sr. Beach, it does emphasize the critical role of Lady Bird Lake in creating a citywide network of interconnected greenways and waterways, and stress the importance of protecting and enhancing the Lady Bird Lake view corridor.

2013 DOWNTOWN AUSTIN WAYFINDING VISION PLAN

Adopted in June 2013, this plan recommends an overall wayfinding strategy and graphic design standards for directional and informational signage in Austin's downtown core. West Cesar Chavez from MoPac Expressway to Congress Avenue is identified as a significant gateway for travelers entering downtown Austin from the west. The Downtown Austin Wayfinding Vision Plan recommends the following strategies for improving the West Cesar Chavez gateway into downtown:

- Ensure that the trailheads are visible from Cesar Chavez; and
- Consider widening and delineating pedestrian and bicycle zones on the Cesar Chavez bridge crossing, as well as creating sidewalk/trail improvements on the west side of this bridge.

In addition to serving as a major gateway into downtown, Volma Overton, Sr. Beach contains over a mile of the Lady Bird Lake Trail, a trail that attracts between 7,000 – 10,000 visitors a day. The vision plan recommends improvements to trail signage along Lady Bird Lake to improve the visibility of the trail and provide historical or botanical information.

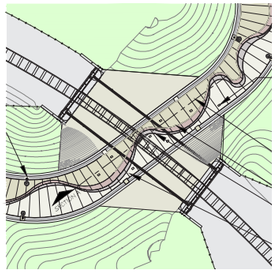
HISTORY AND PREVIOUS STUDIES

PROJECTS

PRESSLER STREET EXTENSION

The City of Austin Public Works Department worked for approximately two years on the design of an extension of Pressler Street to connect with the existing West Cesar Chavez. The work consisted of engineering and design as well as stakeholder meetings with the adjacent land owners, neighborhood, Austin Parks and Recreation Department and West Austin Youth Association representatives. There are considerable physical constraints consisting of elevation change, existing roadway configuration and existing water and electric infrastructure.

In addition to creating a north-south connection between West Fifth Street and West Cesar Chavez Street, this project intended to create a railroad quiet zone through much of the Volma Overton, Sr. Beach study area. Due to concerns over its potential impact to safety, functions and programs in or adjacent to Volma Overton, Sr. Beach, the project was met with some hesitance from the community. A committee comprised of representatives from the City of Austin, Texas Department of Transportation, West Austin Youth Association, and the Austin Independent School District was established to discuss these concerns.



BOWIE STREET CONNECTION

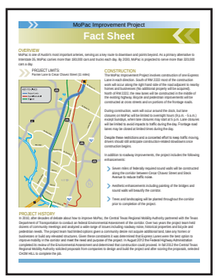
The City is reviewing plans for a downtown bicycle and pedestrian connection to the Lady Bird Lake Hike and Bike Trail, with access points along Third Street at Bowie Street and West Avenue and at Second Street near Sandra Muraida Way. The connection would pass beneath the existing railroad trestle and feature a variety of landscape and public art amenities.

SEAHOLM INTAKE FACILITY

Built in the 1950s, the iconic Art Deco pump house at the Seaholm Power Plant on the banks of Lady Bird Lake was decommissioned in 1996. The property consists of three buildings situated on a 3.4 acre parcel bordered by Cesar Chavez to the north, Lady Bird Lake to the south, Shoal Creek to the east, and Railroad Bridge to the west. The City initiated a process to transition the facility to an adaptive reuse mixed use development in 2013.

CESAR CHAVEZ ESPLANADE PHASE II

The City of Austin is pursuing improvements to the south side of Cesar Chavez Street in downtown Austin, from approximately South First Street on the east to B. R. Reynolds Drive on the west. The specific improvements are described by the City as Great Street-type improvements on the south side of Cesar Chavez Street to match recently completed esplanade to the east. The project also includes street trees, landscaping, furnishings and other associated improvements. The purpose of Phase II is to establish the type and extent of the proposed improvements, as well as preliminary estimate of cost and other permitting issues or institutional considerations.



MOPAC EXPRESSWAY IMPROVEMENTS

The 2010 MoPac Environmental Assessment found that High Occupancy Vehicle Express Lanes were the preferred alternative for addressing long term mobility issues in the corridor. Express Lanes are currently under construction for the middle section of the MoPac Expressway, separated from the existing lanes by a four to five foot wide striped buffer zone with flexible plastic sticks. Drivers will be able to access the MoPac Express Lanes at several entry points, including West Cesar Chavez just beyond the boundary for the Volma Overton, Sr. Beach Vision Plan study area.

HISTORY AND PREVIOUS STUDIES

PARTNERSHIPS

The following five agreements are relevant to the Volma Overton, Sr. Beach Vision Plan as each of these entities currently has exclusive use of some of the amenities and acres within the park based on their long-term agreements. Below is a brief summary of the agreements.

OBSERVATIONS

- West Austin Youth Association is providing a benefit to Austin Parks and Recreation Department with youth sports programming which a mission for Austin Parks and Recreation Department.
- Other sports organizations are offered similar agreements in order to help Austin Parks and Recreation Department meet its mission of providing youth sports activities.
- There is not a direct monetary benefit to Austin Parks and Recreation Department, however, West Austin Youth Association invests over $100,000 annually in maintenance and improvement costs with daily maintenance, garbage collection, portable toilets, and annual improvements to the facilities. In addition, the West Austin Youth Association staff cost of running recreational youth programs, leagues, clinics, providing scholarships, and scheduling for other youth programs, by partnering with West Austin Youth Association the City is able to save hundreds of thousands of dollars annually at the same time that it is able to increase the number of youth and families who are served by the City.

WEST AUSTIN YOUTH ASSOCIATION

- Original agreement signed in August 2013 for 25 years with one 10 year extension.
- Extension enacted August 2014 for 50 years with one 25 year extension.
- First amendment to agreement June 2015 for 25 year term that starts after the City adopted Vision Plan is completely constructed while adhering to the City approved timeline. There is a one 25 year extension at the City's sole discretion.
- Ballfields include Kocurek Field, Bishop Field, Sayers Field, Bechtol Harper Field, Chalmers Field, Williams Field, and McEachern Field.
- Buildings include the concession stand, field press box, and other maintenance/storage structures.
- West Austin Youth Association shall have first priority right to use the ball fields, except for Williams Field, and buildings at all times during the season for West Austin Youth Association athletic or youth programs.
- West Austin Youth Association shall provide year-round maintenance of the ball fields, including Williams Field as long as it continues to exist as an athletic field, in accordance with the City's ball fields maintenance standards.
- West Austin Youth Association, at its sole expense, is permitted to operate concessions within the buildings.
- West Austin Youth Association, at its sole expense, is permitted to display sponsorship signage on the interior of the ball fields.
- West Austin Youth Association is responsible for the costs of all utilities (electric, water, waste water, etc.) associated with operations of the ball fields, except Williams Field, and Buildings in excess of the annual City utility stipend.
- West Austin Youth Association and its contractors, at their sole cost and expense, will obtain, provide and keep in force the insurance and provide a certificate of insurance naming the City as an additional insured.
- The City shall never charge, assess or otherwise require payment from West Austin Youth Association for West Austin Youth Association's use of the ball fields.
- City shall provide to West Austin Youth Association an annual payment of utility charges as established through the annual City of Austin budget process.
- The City is approving several improvements to the fields' acreage that West Austin Youth Association will pay for and the City will own if agreement is terminated.
- The City will negotiate a mutual parking and controlled access agreement for adequate parking areas during West Austin Youth Association scheduled programming.

OBSERVATIONS

- Austin Pets Alive! receives priority use of a portion of the park for a non-traditional park use.
- Austin Pets Alive! paid for ongoing maintenance and utilities since 2013 with no contribution from the city.
- Austin Pets Alive! takes in 25 percent of the City of Austin Animal Center's animals and funds all of their care thus saving the city of Austin $3 million annually.

AUSTIN PETS ALIVE!

- The License Agreement was made from May 2012 to May 2013. The Amended License Agreement was made from May 2012 to May 2015.
- In November 2014, the City of Austin adopted an ordinance that extended the Amended and Restated Temporary Licence Agreement with Austin Pets Alive!. The Amended and Restated License Agreement is from May 2015 to May 2017 with three, one year extensions available.
- The Town Lake Animal Center (operated by Austin Pets Alive!) conducts animal rescues for animals originating from Bastrop, Caldwell, Hays, Travis, and Williamson Counties.
- The Town Lake Animal Center (operated by Austin Pets Alive!) also includes medical treatment, behavioral training, fundraising, and outreach events during the transition of Austin Animal Services (AAS) into a new Austin Animal Center.
- There are no license fees paid by Austin Pets Alive! to the City.
- Austin Pets Alive! is to pay the City $1,500 per week to operate if the Agreement is terminated.
- Austin Pets Alive! maintains the entire premises and is responsible for the sole cost of structural/non-structural repairs, maintenance, operation, security, electrical, mechanical, HVAC, plumbing, fixtures, janitorial and fire safety.
- Austin Pets Alive! owns all the furniture and equipment.
- The City owns all the facilities and improvements at the termination of the agreement.
- Austin Pets Alive! must carry current insurance in the amounts determined by the City and the City is not liable for any incidents that happen on the Town Lake Animal Center premises.
- The City paid Austin Pets Alive! $10,000 per month during the primary term of the Agreement from November 2011 to November 2012 for a total of $120,000.
- The City paid electrical, water, and wastewater not to exceed $12,000 per month ending November 9, 2012.

HISTORY AND PREVIOUS STUDIES

OBSERVATIONS

- This agreement enhances that area of the park with the YMCA paying not only for the improvements but for the maintenance.
- There is no exclusive use of the shared parking area.
- The amount of park land impacted by this agreement is minimal.
- The improvements include many beautification items as well as waterlines to the City ball fields.

YMCA TOWN LAKE BRANCH

- The Parkland Improvement Agreement between the YMCA and the City became official on March 14, 2011 for 20 years unless the facility is no longer operated by the YMCA or terminated earlier.
- YMCA owns and operates the exercise and recreational facility.
- The City desires that YMCA construct the project because it will improve the usefulness and appeal of the portion of the park and will provide additional parking for the park's users.
- YMCA shall be responsible for the construction and installation of the following improvements:
  - Temporary erosion control and tree protection fence during construction,
  - Relocation of existing City public waterline to allow for plaza/wall improvements, reconnection of existing YMCA water meters, fire hydrant installation and installation of six inch waterline stub for ball field use,
  - Concrete pavers across access drive for pedestrian use to YMCA facility and signage relating to pedestrian crossing,
  - Landscaping/irrigation for plaza area,
  - Portion of plaza and walls,
  - Stairs/lighting to plaza area, and
  - Striping of fire lane along access drive.
- YMCA will obtain and maintain insurance.
- YMCA will be responsible for all costs of construction, installation, maintenance and use of the improvements, including, without limitation, consultant fees, design costs, landscaping costs, labor costs, site restoration and re-vegetation costs, materials costs, engineering costs, legal fees, utility connection fees, permits, inspection fees, insurance costs, equipment costs, construction costs, and any other costs incurred in the design, construction, use or maintenance of the improvements.
- YMCA shall be responsible for all routine, preventative and capital maintenance of the improvements at YMCA's sole cost and expense, including, without limitation, mowing, watering, pruning, replacement of dead plants and trees, litter removal, and any and all other maintenance required to keep the improvements safe, orderly, clean and operational.
- Upon the expiration of the Agreement, YMCA will relinquish to the City, at no cost to the City, all rights in and to the improvements located on City property.

OBSERVATIONS

- This agreement doesn't pose any real challenges as it is an equity partnership based not on exclusive use but primary and secondary uses of each other's assets at the prime times for each entity.
- Both AISD and the City pay for the upkeep and maintenance of their primary use areas and split equally the other maintenance and capital costs of Areas 2 and 3.

AUSTIN INDEPENDENT SCHOOL DISTRICT

- The ongoing agreement shall automatically renew on October 1 of each year for 25 successive one year terms through 2037.
- Primary and secondary uses for AISD and the City for use and maintenance of the five areas defined in the agreement.
- The defined areas within the agreement include:
  - Area 1 - rowing center, located on property owned by AISD, subject to a hike and bike easement dedicated to the City of Austin.
  - Area 2 - parking lot, located on property owned by the City.
  - Area 3 - tennis courts and the adjacent pro shop building located on property owned by the City.
  - Area 4 - R.D. "Boss" Thorp baseball field and related improvements, located on property owned by the City.
  - Area 5 - Stephen F. Austin Drive, located on property owned by AISD.
- Upon termination, AISD shall have sole use and sole responsibility for maintenance, utility, landscaping, and capital costs for areas 1 and 5; and the City shall have sole use and sole responsibility for maintenance, utility, landscaping and capital costs for areas 2, 3 and 4.

Figure 4: *AISD and City of Austin Interlocal Agreement Exhibit*

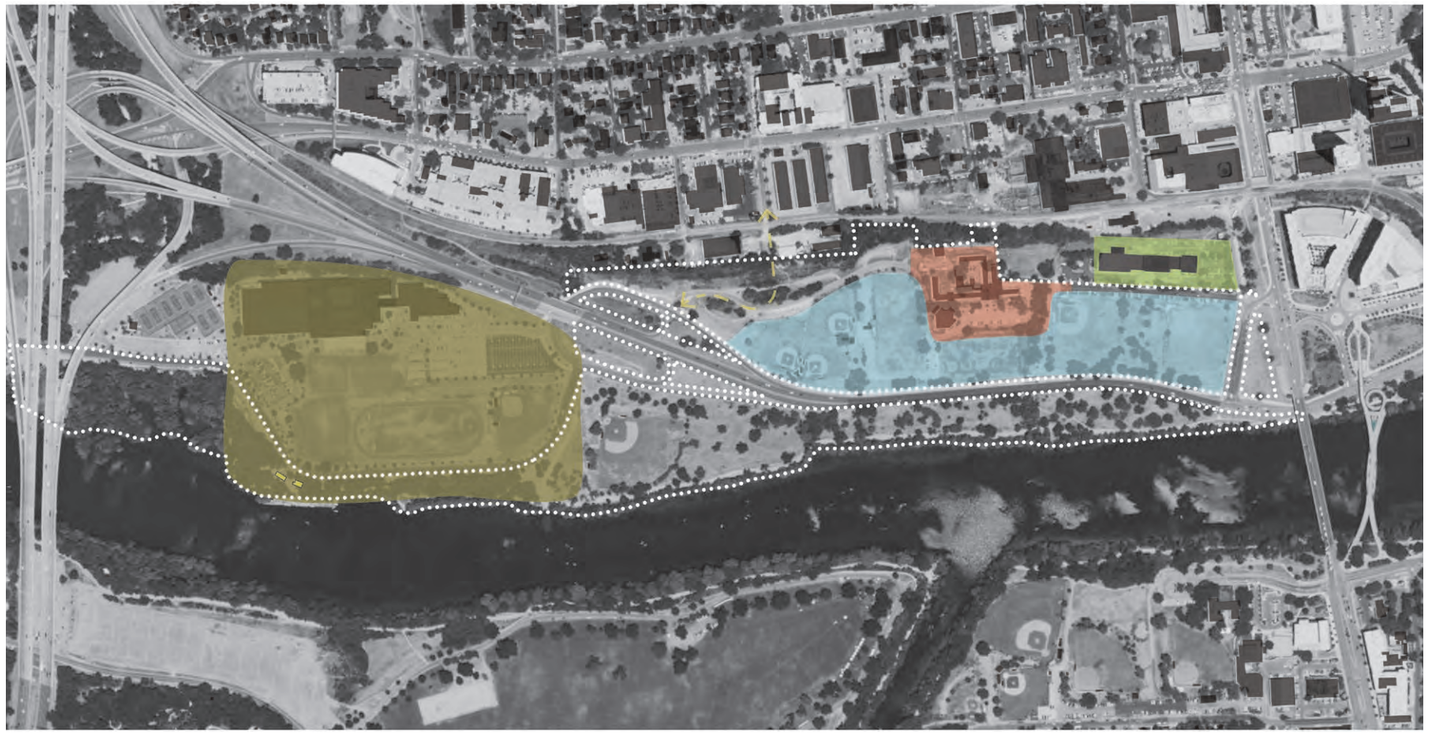
OBSERVATIONS

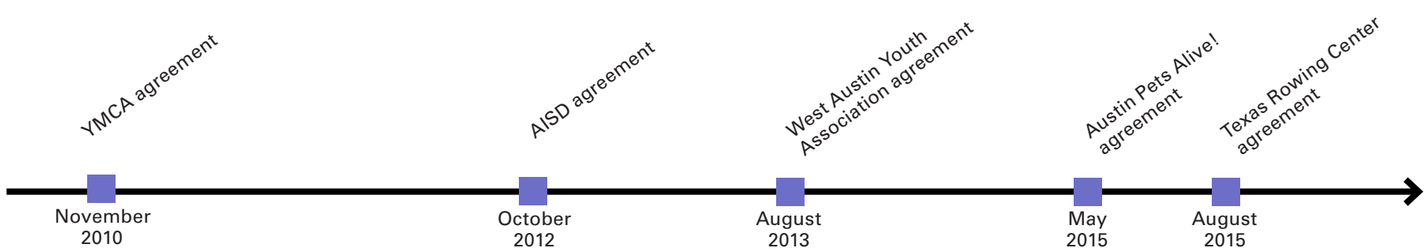
- This agreement doesn't pose any real challenges as it is a good equity partnership based on a Contractor with more expertise than the City agreeing to operate a boating concession which is open to the public on behalf of the City.
- This is a revenue agreement that stipulates the Contractor reinvest money into the facility and equipment annually.
- AISD has some primary use times during the school year which is not considered exclusive use in which the school compensates the Contractor and/or City based on the Austin High School agreement with the City.

TEXAS ROWING CENTER, INC. (TEXAS ROWING CENTER)

- Texas Rowing Center, Inc. operates a boat house facility and rowing concession on Lady Bird Lake immediately south of Austin High School (on AISD property) to provide instructional and recreational rowing, sculling, stand-up paddle boards, canoes and kayaks, with emphasis on overall esthetic appeal and compatibility with existing lake uses.
- The original agreement for operating a rowing and sculling concession on Lady Bird Lake was signed in May 2000 for a five-year term.
- There have since been three five-year extensions which takes the agreement through May 2020.
- Payment of fees owed to the City by Texas Rowing Center shall equal $1,000 for each month of the agreement. In addition, at the end of each year, Texas Rowing Center will pay the City the following amount minus $4,000: one percent (1%) of the club's yearly net revenue (gross sales- sales tax) and eight percent (8%) of the net revenue above $80,000 per year.
- Texas Rowing Center shall:
    - Secure and pay for any required utilities on the premises necessary for the operation of the rowing concession,
    - Provide all equipment, and maintenance of all equipment and structures necessary for the operation of the concession,
    - Maintain a functional fleet to include no fewer than 20 boats at all times,
    - Maintain facilities and premises in good condition and repair, and
    - Finance, design, permit and construct an extension to and structure(s) on the existing dock.
- Texas Rowing Center guarantees a reinvestment of at least ten percent (10%) of net income, after sales tax and City payments, into equipment and facilities maintenance and purchase.

Figure 5: *Sites Governed by Partnership Agreements*





PROJECT APPROACH

VISION FOR VOLMA OVERTON, SR. BEACH

The vision of this project is to provide a vision plan to guide future development and use of Volma Overton, Sr. Beach. The vision plan should create a guide for future development, recommend improvements to the existing infrastructure and propose project implementation recommendations for Volma Overton, Sr. Beach in Town Lake Metropolitan Park. These study outcomes should be comprehensive, community supported recommendations that improve all forms of mobility within the study area, connectivity to adjacent neighborhoods, environmental quality and the overall recreational quality of the Volma Overton, Sr. Beach area.

CHALLENGE AND APPROACH

Volma Overton, Sr. Beach is at risk for being disjointed and disconnected for both vehicles and pedestrians, becoming a waterfront that people pass through rather than an iconic, singular community destination. Lack of a cohesive vision renders Volma Overton, Sr. Beach as a passive recipient of planning decisions rather than a driver of community needs. How can the Volma Overton, Sr. Beach Vision Plan proactively think about, help define and advocate for the values and needs of current and future park users?

Volma Overton, Sr. Beach is one of the last remaining major waterfront sites in Austin and is a great placemaking opportunity. Planning and designing a high quality recreational amenity for the City is critical so that it will become a vibrant place for residents and visitors alike. The project requires a comprehensive integration of park programming, pedestrian routes, natural amenities, safe vehicular flow and additional parking. A robust public engagement process will ensure that the plan is driven by community input and leads to a balanced solution.

WORKING PROJECT GOALS

COMMUNITY

Stakeholder Engagement: Gain support from affected stakeholders including current users, adjacent property owners, surrounding residents and commuters.

Connectivity: Integrate adjacent properties and nearby neighborhoods while removing barriers to safe, accessible connections through the park.

Programming: Balance existing uses on the site with additional social and recreational possibilities that maximize the enjoyment of the park by all.

ECONOMICS

Ensure financial sustainability for the park while creating long term value for the residents of Austin.

ENVIRONMENT

Enhance natural assets and minimize negative impact on the site and its surrounding context.

METRICS

ART

Solidify the identity of Volma Overton, Sr. Beach.

METRICS

Metrics are a discovery-oriented tool to shape a collective point of view about a project's aspirations. They help to develop more thorough design solutions by setting goals, integrating strategies and measuring outcomes.

At the outset of the design process the team established six goals to guide design efforts and ensure that this final vision plan optimizes Volma Overton, Sr. Beach. The project team then selected four to five performance indicators that measure how well the park achieves the goals.

Table 1: *Metrics*

	Baseline
GOAL 1: GAIN SUPPORT FROM AFFECTED STAKEHOLDERS INCLUDING CURRENT USERS, ADJACENT PROPERTY OWNERS, SURROUNDING RESIDENTS AND COMMUTERS. (STAKEHOLDER ENGAGEMENT)	
Metric: Number of Decision Makers Engaged	
Metric: Number of Implementers Engaged	*5 Technical Advisory Group meetings*
Metric: Number of Affected Stakeholders Engaged	*1540 Online poll participants, 300+ workshop participants, 11+ Stakeholder Group Meetings*
Metric: Number of General Public Informed	*6,105 + Website Visits from 9/1/2015 to 3/15/2016*
GOAL 2: INTEGRATE ADJACENT PROPERTIES AND NEARBY NEIGHBORHOODS WHILE PROVIDING SAFE, ACCESSIBLE CONNECTIONS THROUGH THE PARK. (CONNECTIVITY)	
Metric: Non-vehicle entry points per acre	*There are seven non vehicle entry points, which results in .07 entry points per acre.*
Metric: Distance between pedestrian crossings across major adjacent road	*There is a .3 miles distance between crossings along Cesar Chavez - almost a seven minute walk.*
Metric: Number of residential parcels within a quarter mile, half mile, and mile walk along the street network	*There are four residential parcels within a five minute walk and 95 within a ten minute walk.*
Metric: Linear feet of physical barriers to connectivity such as fences	*There is 9,701 linear feet of fencing throughout the park.*
Metric: Percentage of vehicle to pedestrian and bicycle routes w/in the park	*76 percent of linear circulation for cars, 24 percent is for people.*
GOAL 3: BALANCE EXISTING USES ON THE SITE WITH ADDITIONAL SOCIAL AND RECREATIONAL POSSIBILITIES THAT MAXIMIZE THE ENJOYMENT OF THE PARK BY ALL. (PROGRAMMING)	
Metric: Land share of different program elements	*Ballfields: 16 acres (24%); Animal Shelter Area: 4.1 acres (6%); Hike and Bike Trails: 2.3 acres (3%)*
Metric: Parking spaces per acre	*There are 13 designated parking spaces for every acre of park land.*
Metric: Percentage of active program	*22 percent of Volma Overton, Sr. Beach is composed of active program.*
GOAL 4: ENSURE FINANCIAL SUSTAINABILITY FOR THE PARK WHILE CREATING LONG TERM VALUE FOR THE RESIDENTS OF AUSTIN.	
Metric: Percentage of privately operated park space	*31 percent of Volma Overton, Sr. Beach is composed of privately operated parkland.*
Metric: Maintenance budget per acre	*The City of Austin allocates $10,000 - $20,000 per acre for maintenance of parks.*
Metric: Revenue generated by programming or leasing	*Annual cash revenue from the Texas Rowing Center*
GOAL 5: ENHANCE NATURAL ASSETS AND MINIMIZE NEGATIVE IMPACT ON THE SITE AND ITS SURROUNDING CONTEXT.	
Metric: Percentage of impervious cover	*21 percent of the park is impervious cover.*
Metric: Existing tree canopy coverage	*25 percent of the park has existing tree canopy coverage.*
Metric: Percentage of park in steep slopes	*One percent of the park has steep slopes.*
Metric: Percentage of park in utility buffer	*16 percent of the park is within a utility buffer.*
Metric: Percentage of park in the floodplain	*86 percent of the park is within the floodplain.*
GOAL 6: SOLIDIFY THE IDENTITY OF VOLMA OVERTON, SR. BEACH	
Metric: Number and size of existing nodes	*There are five existing nodes. The average size of the node is .13 acres or 5,880 square feet.*
Metric: Number of existing features on the site of historical or cultural value	*There are two existing historical resources on the site.*

The Texas Rowing Center is just one of many well loved destinations that exist on Volma Overton, Sr. Beach today.

EXISTING CONDITIONS

SITE ANALYSIS

REGIONAL CONTEXT

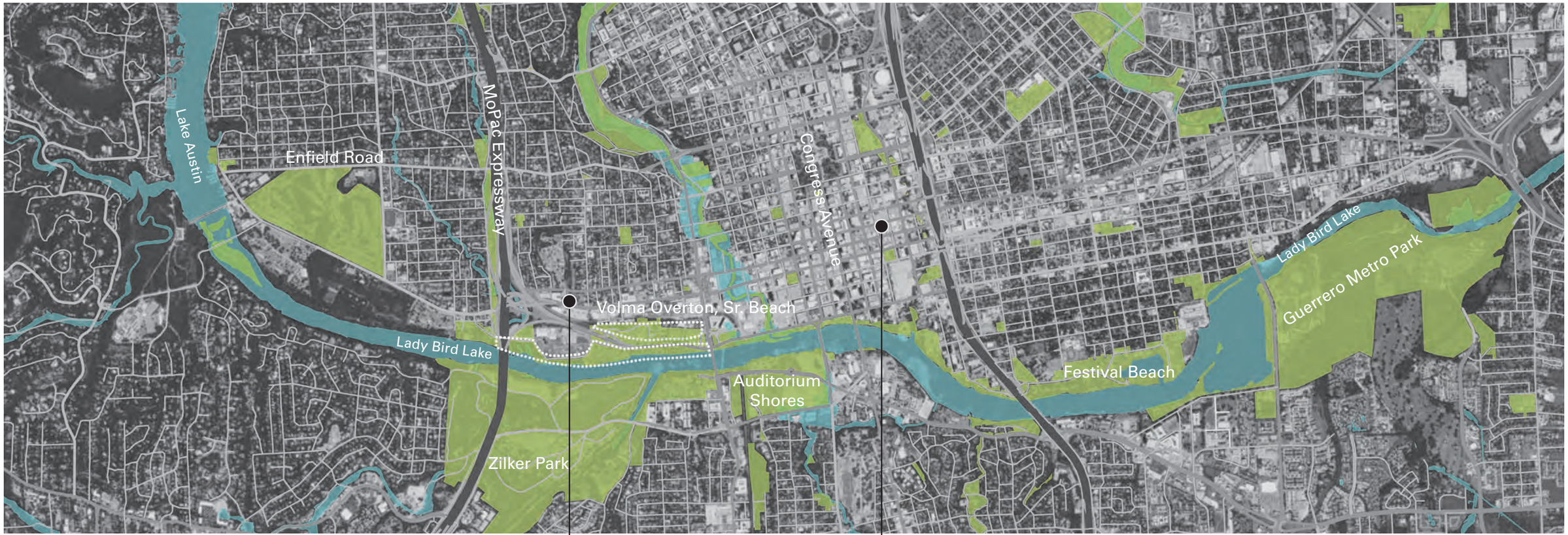
Volma Overton, Sr. Beach is located southwest of downtown Austin and carries vital citywide transportation corridors that connect to the rest of the city. Cesar Chavez Street bisects the site, connecting downtown vehicular commuters to MoPac Expressway– the main north/south artery in West Austin. The Lance Armstrong Bikeway and the Butler Hike and Bike Trail, both of which function as major links in greater Austin's bicycle commuter network, pass through the Volma Overton, Sr. Beach site.

In addition to its role in the region's automobile and bicycle infrastructure, Volma Overton, Sr. Beach and its surrounding context also have vital roles in the regional ecosystem. Both Shoal Creek and Johnson Creek drain into Lady Bird Lake in or adjacent to the park; West Bouldin Creek, Waller Creek and Barton Creek also enter the lake in the immediate vicinity. Given its proximity to these major hydrologic features, Volma Overton, Sr. Beach's ecological stability is crucial for mediating the quantity and quality of regional stormwater.

Finally, Volma Overton, Sr. Beach also serves a critical function within the region's larger parks programming vision. As *"Figure 1: Regional Context"* indicates, smaller district and neighborhood parks are generally well dispersed throughout Austin, but public investment in parks and open spaces has struggled to keep pace with the city's growth in population. This is particularly true in downtown Austin, where an additional 25,000 residents are expected to live by 2021. As downtown population growth continues to outpace park provisions, Volma Overton, Sr. Beach will begin to function as the neighborhood park for downtown residents. Balancing the park's role as both a destination for local and regional visitors with its utility for its neighborhood users will be a critical component of this vision plan.

Figure 1: *Regional Context*

source: City of Austin GIS and UDG



SITE ANALYSIS

LADYBIRD LAKE CORRIDOR

The Lady Bird Lake Metropolitan Park is composed of individual parks that line the waterfront and offer unique programming and amenities. Together, these individual parks compose a Metropolitan Park which the City of Austin Long Range Park Plan defines as "at a minimum, 201 acres with a citywide service area that provides the greatest diversity of recreational experiences, and are generally natural resource-based and usually located along waterways."

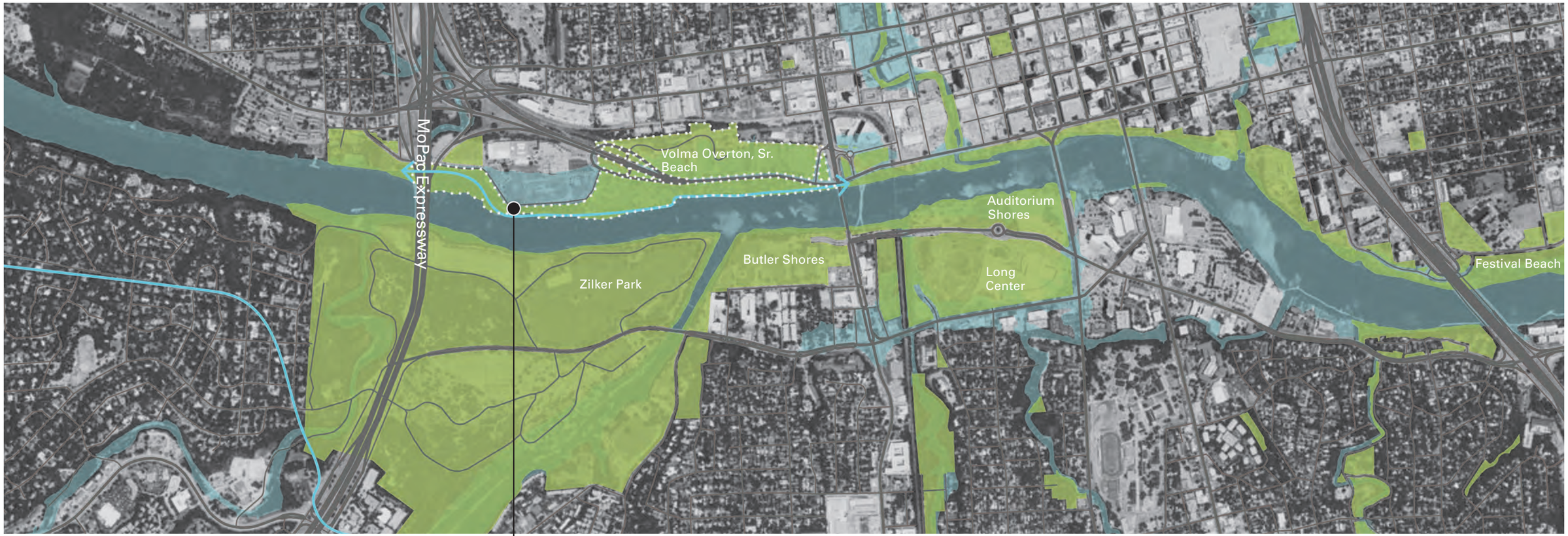
A signature feature of the Lady Bird Lake Corridor is the 10.1 mile Butler Hike and Bike Trail that runs along the shoreline. As one of the most significant attractions in Austin, this trail receives thousands of visitors a day, and over one million visitors a year.

Along the eastern edge of the north shore of the Metropolitan Park, Festival Beach mirrors Volma Overton, Sr. Beach as an active waterfront with the hike and bike trail, a neighborhood pool, baseball fields and sits just south of Martin Middle School. The parks on the south shore of Lady Bird Lake are larger and accommodate many of the event spaces within the park. Zilker Park is 351 acres and is considered to be the crown jewel of the Austin parks system. Zilker Park has many regional attractions including a large event lawn, Barton Springs Pool, botanical gardens, a nature and science center, and a hillside theater. Directly across from Volma Overton, Sr. Beach on the south shore, Butler Shores contains baseball and softball fields, .7 miles of the hike and bike trail and a picnic area. Auditorium Shores is known for its large outdoor event space, lawn areas and the Long Center for the Performing Arts –a large indoor performance center.

Volma Overton, Sr. Beach has 1.6 miles of hike and bike trail, five baseball fields, a softball field, two soccer fields and one picnic table. The park also has a boat launch, the Texas Rowing Center and is adjacent to the Town Lake YMCA. While the majority of the programming along Volma Overton, Sr. Beach attracts citywide visitors, Volma Overton, Sr. Beach is the closest park along the Lady Bird Lake corridor to downtown and nearby residential neighborhoods. As the downtown residential population in Austin continues to grow, downtown park space will need to find a balance between neighborhood residents and city services.

Figure 2: *Lady Bird Lake Corridor*

source: City of Austin GIS and UDG



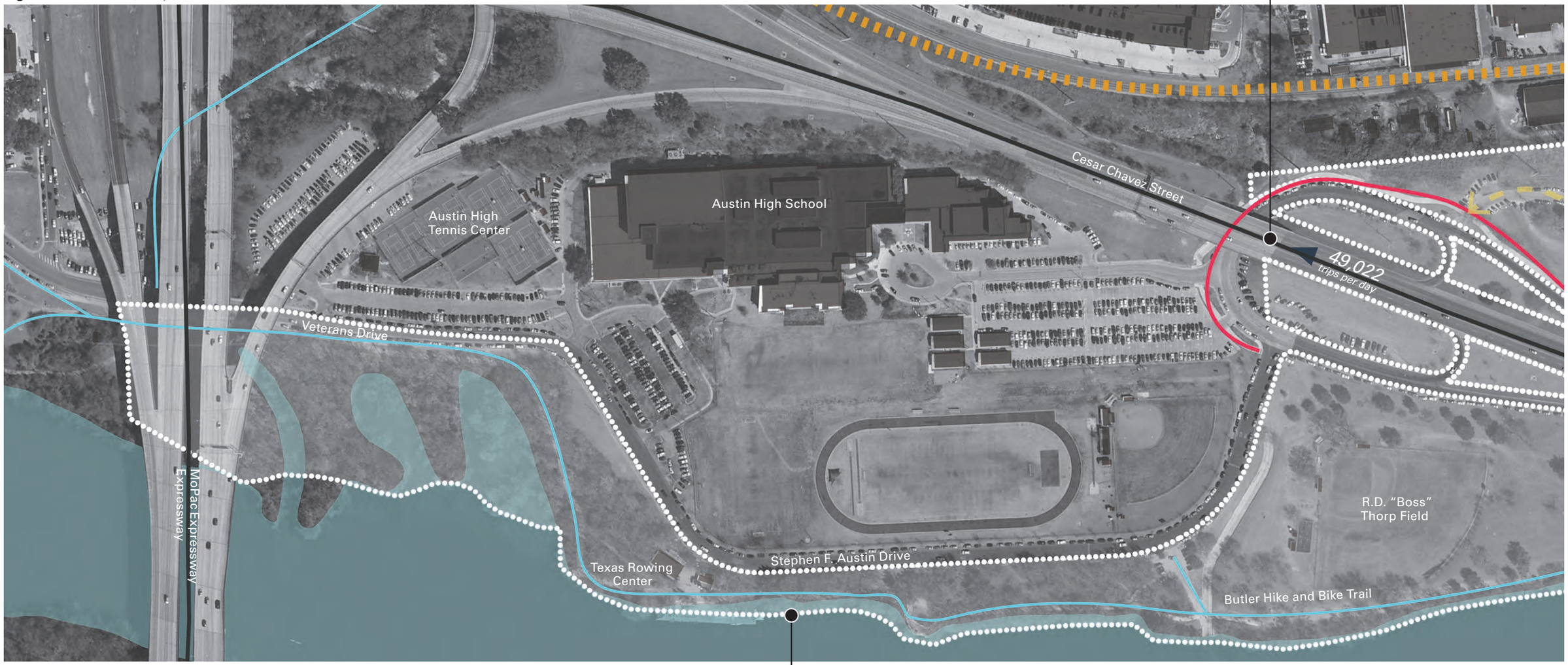
SITE ANALYSIS

CIRCULATION

Volma Overton, Sr. Beach includes over two miles of pedestrian trails, 0.6 miles of the Lance Armstrong Bikeway and boat access onto Lady Bird Lake. Cesar Chavez Street runs directly through the park carrying approximately 50,000 cars a day each way. Cesar Chavez Street is a primary commuter route from downtown Austin to MoPac Expressway and will be the primary north bound entrance for the new MoPac Expressway express lanes. The significant volume of traffic limits the pedestrian and bicycle connectivity across the park. Today, there are two below grade and one at grade crossing at B. R. Reynolds Drive along Cesar Chavez Street. The distance between the crossings is about .3 miles, or a 6-7 minute walk. In addition to roadway, the proliferation of fencing creates significant barriers to connectivity. There is currently 1.6 miles of fencing throughout the park.

70-80 dB from traffic along Cesar Chavez Street (vacuum cleaner 70dB, garbage disposal, 80dB)

Figure 3: *Pedestrian, Bicycle and Vehicular Movement*



SITE ANALYSIS

0.6 miles of the
Lance Armstrong Bikeway

1.6 miles of fencing on the
park's north side

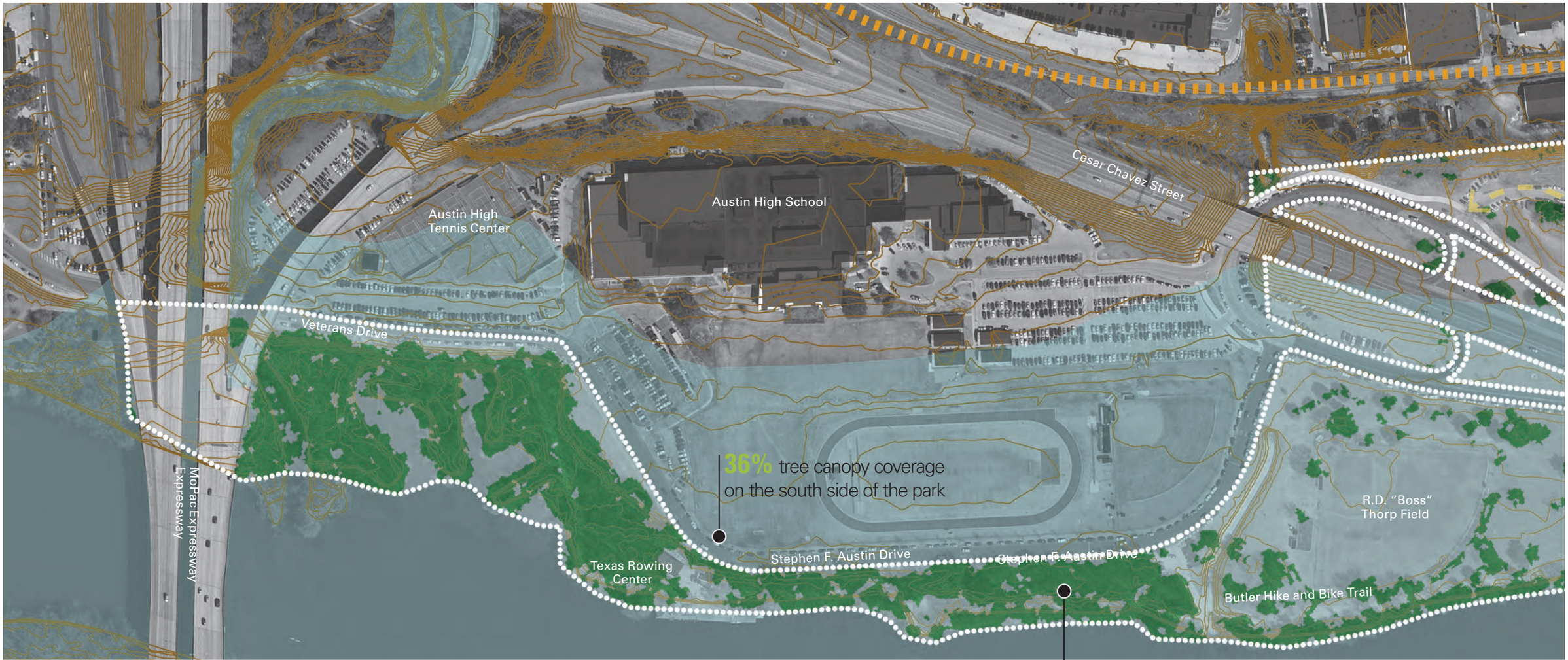
SITE ANALYSIS

ENVIRONMENT

CRITICAL ENVIRONMENTAL FEATURES

There may be wetland areas along the shoreline that qualify as Critical Environmental Features (CEF) thereby limiting disturbance along the water's edge. As the plan moves forward into implementation, a site visit with City of Austin Watershed Department environmental staff will help to identify specific areas of environmental sensitivity.

Figure 4: *Environmental Features*



SITE ANALYSIS

11% tree canopy coverage on north side of the park

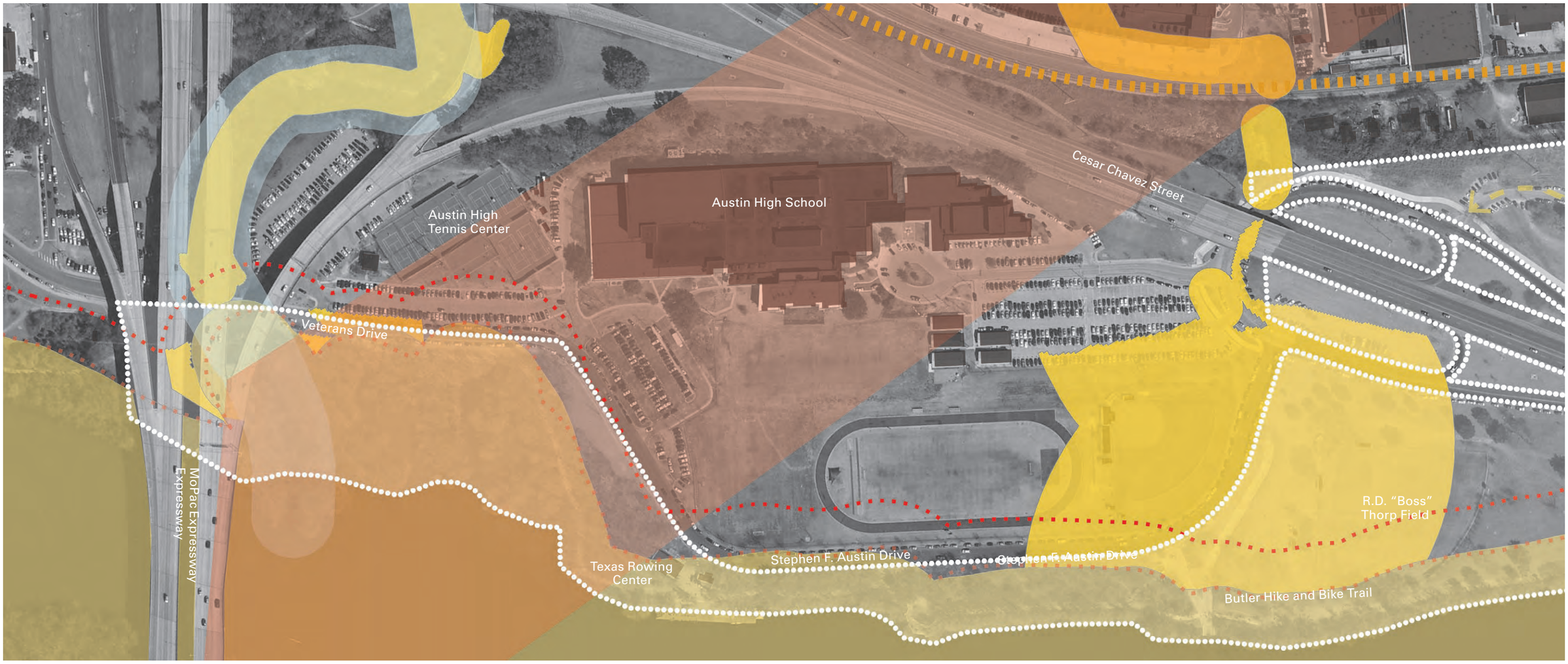
70% of north side in the 100-year floodplain

SITE ANALYSIS

REGULATIONS

Due to the site's proximity to Lady Bird Lake, detention should not be required for redevelopment of the site. The site is within the Lady Bird Lake drainage area and is classified as an Urban Watershed by the Comprehensive Watershed Ordinance. Water quality controls as defined by current City code will be required for any redevelopment. Water quality treatment could be accomplished by either ponds, rain gardens and/or vegetative filter strips. Exact design will depend on future improvements and location within the park. The City of Austin GIS system shows that some areas within Volma Overton, Sr. Beach are classified as Critical Water Quality Zones (CWQZ) for the tributaries that flow through the site. *"Figure 4: Environmental Features"* shows the City of Austin GIS mapping. The areas in dark yellow depict Urban CWQZ and the light yellow shows the Lady Bird Lake CWQZ. The code requirement for designated water ways within Urban watersheds is 64 acres or greater. For such designated waterways, the boundaries of the CWQZ coincides with the boundaries of the 100 year floodplain calculated under fully developed conditions as prescribed by the Drainage Criteria Manual; provided that the boundary is not less than 50 feet and not more than 400 feet from the centerline of the waterway.

Figure 5: *Environmental Features*



SITE ANALYSIS

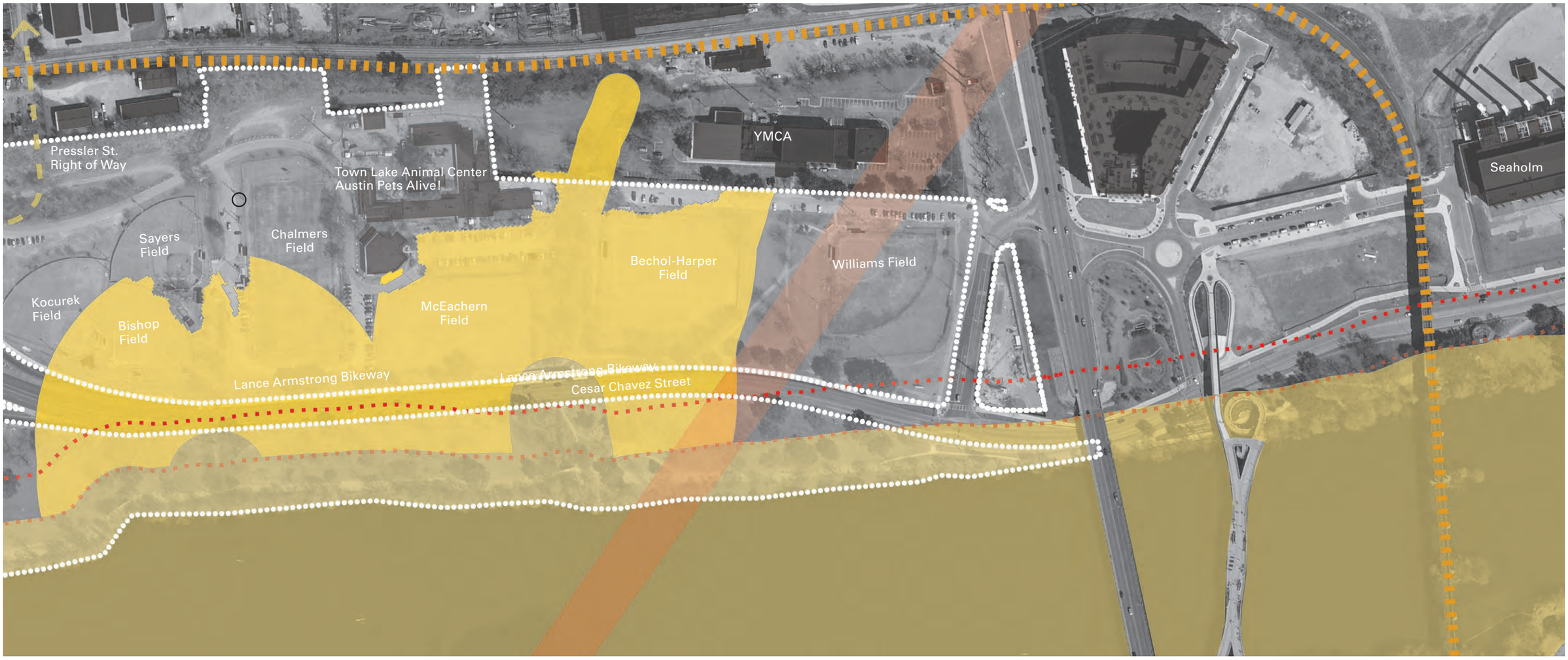
The City of Austin restrictions on building within the floodplain and CWQZ are different, with greater restrictions within the CWQZ. As evidenced by the restrooms, ball fields, trails and docks located within the southern portion of the park, recreational facilities are allowed within the CWQZ and restroom buildings do require flood proofing due to their location within the 100 year floodplain.

WATERFRONT OVERLAY DISTRICT

The park is located within the Lamar Subdistrict of the Waterfront Overlay District. In the Lamar Subdistrict the Primary Setback line is defined as 100 feet from the shoreline of Lady Bird Lake, which is defined as elevation 429'. The Secondary Setback is defined as 100 feet from the Primary Setback. These zones fall within the southern portion of the park.

TEXAS CAPITOL VIEW CORRIDORS

There are two Capitol view corridor's that bisect Volma Overton, Sr. Beach to maintain unobstructed views of the Texas Capitol from different vantage points around the city. By law, the views must be clear on all sides, meaning that no tall buildings can block the protected Capitol sightlines. This restriction limits the height of proposed development that falls within the view corridor.



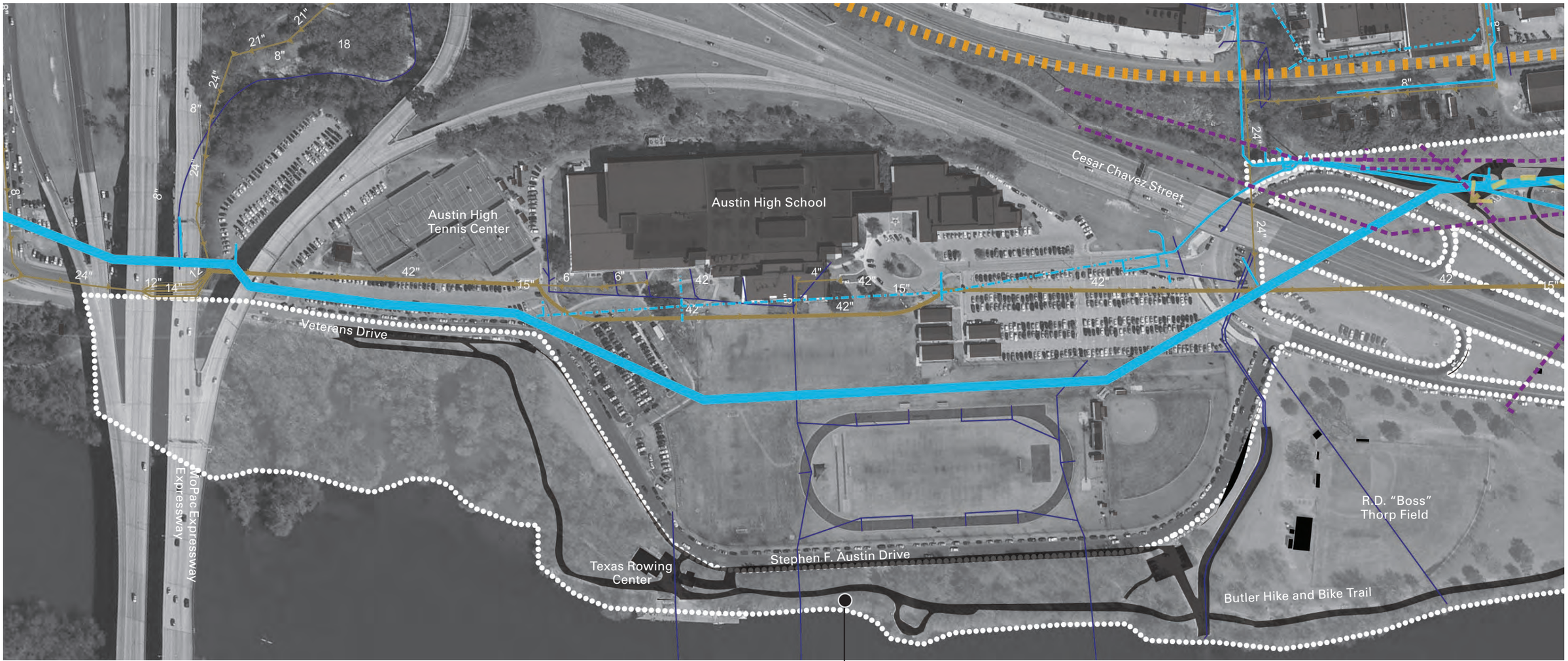
SITE ANALYSIS

INFRASTRUCTURE

There are existing water, wastewater and electric lines in the park north of West Cesar Chavez. There is existing water service and wastewater service to the Town Lake Animal Center and the ballfields shown on *"Figure 6: Utilities"*. Low-voltage electrical distribution is currently routed through the northern portion of Volma Overton, Sr. Beach east to west via overhead lines as shown on *"Figure 6: Utilities"*. A separate overhead line routes along the south side of Cesar Chavez to supply street lighting only.

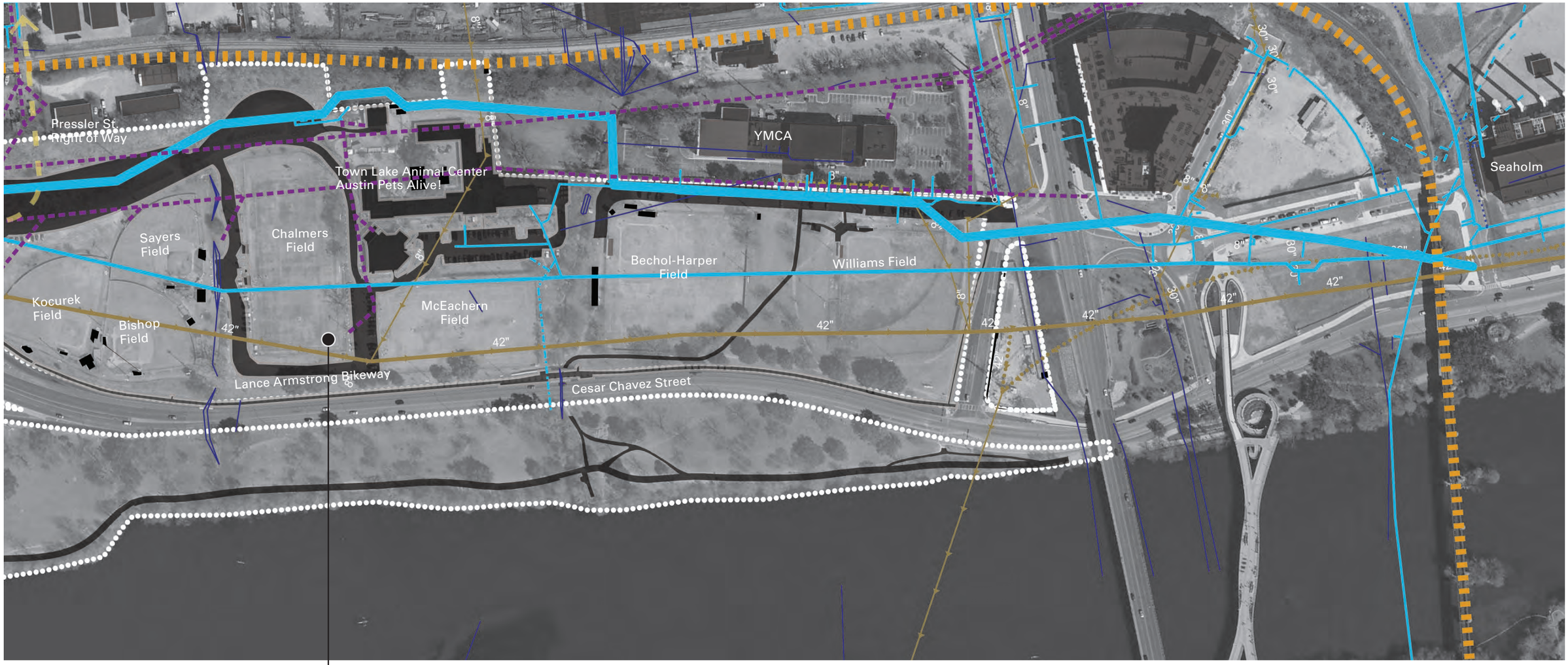
The Austin Water Utility Maps do not show any water or wastewater lines within the park on the south side of Caesar Chavez except for a short section of line which appears to serve the Heron Creek Restrooms near Lamar Boulevard. There are water and wastewater lines and storm sewer lines that serve Austin High School and its sports fields. These line locations are provided from AISD site plans for the school. These water and wastewater utilities are within the school site. The storm sewer system is also contained within the school site with three short segments of underground storm pipe that crosses parkland to discharge into Lady Bird Lake.

Figure 6: *Utilities*



SITE ANALYSIS

Impact on the parkland is minimal and consists mostly of stormwater pipes that discharge to Lady Bird Lake. Storm sewer locations are shown on *"Figure 6: Utilities"*. Overhead electric lines are not located within the south portion of the park except for the western most corner near MoPac Expressway where the lines that extent from the north side of the school, across the tennis courts head and west over MoPac Expressway.



33% of park's north side within utility buffer

SITE ANALYSIS

PROGRAMMING AND OPERATIONS

A range of active and passive programs are found on the Volma Overton, Sr. Beach site, and in certain areas of the park, the needs of these programs and their user groups overlap. During times of heavy park programming and use, this can strain park operational resources such as parking and pedestrian sidewalks. Balancing the needs and schedules of the various park programs will be critical to managing shared infrastructure and amenities at Volma Overton, Sr. Beach.

There are many anchors of programming throughout the park. The YMCA and Austin High School frame the eastern and western edge of the park and act as buffer that transitions from large development and roadways to the smaller organizing points throughout the park.

"Figure 7: Existing Program and Parking Locations" indicates Volma Overton, Sr. Beach's variety of programmatic and operational elements, all of which are detailed on pages 28-29.

Figure 7: *Existing Program and Parking Locations*

SITE ANALYSIS

31% of the park's north side privately leased

2.5 designated parking spaces/acre on the north side of the park

1 AUSTIN HIGH SCHOOL

Address: 1715 Cesar Chavez Street
Owner: AISD
Uses: high school
Year built: 1975, addition early 2000s
Primary skin and frame: concrete, some metal
Current condition: moderate, continual maintenance

The current Austin High School building sits across Stephen F. Austin Drive from Lady Bird Lake on 33 acres of land. The main three story concrete frame and skin building was opened in 1975. The single story concrete and metal clad addition was completed in the early 2000s. It still functions as a high school, with approximately 2,100 students and 200 staff. The condition is moderate. There are five temporary classroom portables on site. The campus also includes a track, practice fields and softball fields.

2 AUSTIN HIGH TENNIS CENTER

Address: 1717 Cesar Chavez Street
Owner: Parks and Recreation Department (Austin Parks and Recreation Department)
Uses: restrooms and pro-shop (closed)
Year built: 1980
Primary skin and frame: wood frame with wood sheathing. Some cmu interior walls.
Current condition: poor, but functional

The Austin High Tennis Center building is located just west of the eight-court tennis facility. The wood framed structure houses two restrooms, each with two toilets and one sink, a pro-shop and office, and a storage/ utility room. Despite continued maintenance, the facility is in poor shape. Mold, wood rot and graffiti are present in several locations inside and out. The facility is not ADA or TAS compliant.

3 JOHNSON CREEK RESTROOMS

Address: 2100-1/2 Veterans Drive
Owner: Austin Parks and Recreation Department, The Trail Foundation funded, designed, and built the Johnson Creek Restrooms
Uses: public restroom
Year built: 2014
Primary skin and frame: concrete and steel
Current condition: moderate, needs touch up paint

The Johnson Creek restroom facility is comprised of a free-standing building with only two concrete walls surrounding four steel partitioned restrooms. There is a lockable rebar fence with two 8' wide gates that "enclose" the building. Situated across Veterans Drive from the Butler Hike and Bike Trail, this recently-built facility is an open air restroom that serves approximately 250 users per week day. Some rust is visible on the painted steel, but otherwise it is in good condition.

4 TEXAS ROWING CENTER

Address: 1541 Cesar Chavez Street
Owner: AISD, Austin Parks and Recreation Department partnership agreement
Uses: boat launch and instruction
Year built: 1987
Primary skin and frame: wood frame with wood and metal sheathing.
Current condition: good, fair

The Texas Rowing Center straddles the Butler Hike and Bike Trail on the north Shore of Lady Bird Lake across from Austin High School. It consists of a small rental office, a large partially open air storage barn and a wood dock on the lake. The boat storage barn was enlarged in the early 2000s and is in good shape. Texas Rowing has over 100 active members and offers kayak, canoe and stand-up paddle board rentals to the general public.

5 HERON CREEK RESTROOMS

Address: 1125 Cesar Chavez Street
Owner: Austin Parks and Recreation Department, The Trail Foundation (The Trail Foundation) funded, designed, and built the Heron Creek Restrooms and the Johnson Creek Restrooms
Uses: public restroom
Year built: 2014
Primary skin and frame: concrete and steel
Current condition: excellent, new

The Heron Creek restroom facility is comprised of two free-standing buildings that each contain a single user restroom. Situated next to the Butler Hike and Bike Trail, this brand new facility serves approximately 100 users a day.

6 3RD STREET RENTAL HOUSES

Address: 1501 and 1505 West 3rd Street
Owner: Ogden Rentals LP
Uses: Residential
Year Built: unknown
Primary Skin and Frame: Wood frame with Wood and metal sheathing
Current Condition: unknown

Just south of the railroad tracks are three small rental houses and a free-standing garage along a gravel paved West 3rd Street, which are only accessible from Paul Street. The houses are on heavily treed lots. They appear to be lived-in and look to be in decent condition.

7 PRESSLER STREET WAREHOUSES

Address: 300 and 315 Pressler Street
Owner: FMF Pressler Park LLC
Uses: warehouses, exercise gym
Year built: 1969 - 1971
Primary skin and frame: metal sheathing and roof over pre-engineered metal frame
Current condition: fair, functional

Located at the south end of Pressler Street, just across the railroad tracks, are a collection of warehouse buildings. They appear to serve a host of typical warehouse functions, although one is being used as a cross-fit style exercise studio. Their condition is fair, though it is hard to tell due to some over-grown vegetation against many of the buildings. The drive lanes/ parking areas are all gravel, as is Pressler Street starting just north of the RR tracks.

8 WEST AUSTIN YOUTH ASSOCIATION FIELDS

Address: 1200 Cesar Chavez Street
Owner: Austin Parks and Recreation Department, partnership agreement with West Austin Youth Association
Uses: football, lacrosse, soccer, softball and baseball fields, and support buildings
Year built: 1981, with continual improvements
Primary skin and frame (varies structures): wood sheathing/frame, cmu, metal bleachers, metal roofs typical
Current condition: varies per building. Most significant issue is rot on wood sheathed buildings

The West Austin Youth Association complex includes one baseball field, one softball field, three little league baseball/softball fields, one football field and one soccer or lacrosse field. There are also a number of ancillary support structures related either to maintenance or shading for spectators. A majority of the fields are located in the 100 year floodplain, though most of the permanent support structures are just north of it. The buildings vary in condition, but are all functional; including two single user toilets located just south of the Town Lake YMCA.

9 TOWN LAKE ANIMAL CENTER AUSTIN PETS ALIVE!

Address: 1156 Cesar Chavez Street
Owner: Austin Parks and Recreation Department
Uses: pet shelter
Year built: 1952
Primary skin and frame: wood frame enclosed buildings, metal roofs over outdoor concrete and open-air kennels
Current condition: moderate-poor. Some areas require continued modification or repair.

Austin Pets Alive! campus, formerly the City of Austin's Town Lake Animal Shelter, consists of three single-story buildings interconnected by outdoor kennels. The original buildings were built in 1952, with a third free-standing concrete tilt-wall building added in the 1980s. All three buildings sit just north of the 100-year floodplain. Though recent repairs have occurred in the last year as part of Austin Pets Alive! taking over the facility, more maintenance will be required.

10 AMTRAK STATION

Address: 205 North Lamar Boulevard
Owner: Missouri Pacific Railroad
Uses: passenger train station
Year built: 1935
Primary skin and frame: masonry and wood framing.
Current condition: fair, but functional

Nestled behind the Town Lake YMCA, the Austin Amtrak Station is a 2,800 square foot building that primarily serves as a passenger train station, complete with waiting room. There is also a 1,000 square foot outdoor waiting area covered by the building's roof. A chain link fence surrounds the small equipment yard west of the building. The building is in good shape, given its age.

11 TOWN LAKE YMCA

Address: 1100 Cesar Chavez Street
Owner: YMCA of Austin
Uses: recreation/gym
Year built: 1971, additions/renovations in 1993 and 2013
Primary skin and frame: brick, cmu and steel
Current condition: good

The Town Lake YMCA is approximately 74,000 square feet and features three indoor pools, a gym, as well as work-out and multi-purpose facilities. The original structure was built in 1971; the pools were added in 1993. The facility seems almost brand new after an additional 10,000 square feet of space was added in 2013, including updates to the lobby and interiors. Town Lake YMCA boasts 15,500 members and approximately 600 daily users.

VIEWING AREA STRUCTURES

Address: varies
Owner: Austin Parks and Recreation Department
Uses: rest and viewing areas for trail users
Year built: varies
Primary skin and frame: n/a
Current condition: good

There are several small structures, seating areas or other carve outs along the Butler Hike and Bike Trail. Chief among them are the Opossum Temple and Voodoo Pew and Overlook Point. The Opossum Temple and Voodoo Pew, a painted steel and cast concrete public art installment, has an overhead steel trellis covered over with vines. The Overlook is comprised of large stacked rocks with a few benches and a couple of granite memorials. The construction cost for new, recent infrastructure and amenities along that section of the Butler Trail is primarily a result of private funding from The Trail Foundation.

12 CAPITAL METRO BUS STOPS

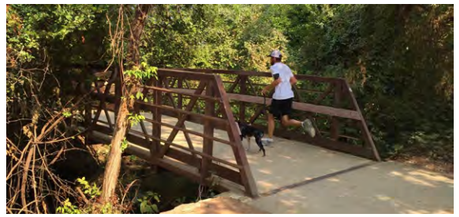
Address: along B. R. Reynolds Drive and Lamar Boulevard
Owner: City of Austin, Capital Metro
Uses: transit stops
Year built: unknown
Primary skin and frame: no building, only flatwork
Current condition: good

Only two bus stops are located near Volma Overton, Sr. Beach. The #3 on the east side of B. R. Reynolds Drive and the #338 on the west side of Lamar Boulevard. Both are served by south bound buses. Both stops are concrete flatwork with a metal bench.

LANCE ARMSTRONG BIKEWAY (LAB) STRUCTURES

Address: varies
Owner: City of Austin
Uses: wayfinding and seating
Year built: 2010
Primary Skin and Frame: Painted Steel
Current Condition: Fair, need touch-up paint.

Along the LAB are several steel benches, light posts and one "shelter" made of yellow painted steel. The structures are primarily designed as wayfinding along the LAB.



BRIDGES

Address: varies
Owner: City of Austin, Austin Parks and Recreation Department
Uses: Pedestrian and Bicycle traffic
Year built: Varies
Primary Skin and Frame: Steel, painted and unpainted
Current Condition: good

Several pre-engineered foot bridges occur at small creeks or arroyos in the Volma Overton, Sr. Beach area. Two are located along the Butler Hike and Bike Trail and one on the LAB. There is a concrete pedestrian bridge below MoPac Expressway that connects the north and south sides of the lake. There is also a pedestrian walkway beside Heron Creek that connects the park to the trail under Cesar Chavez Street.

SITE ANALYSIS

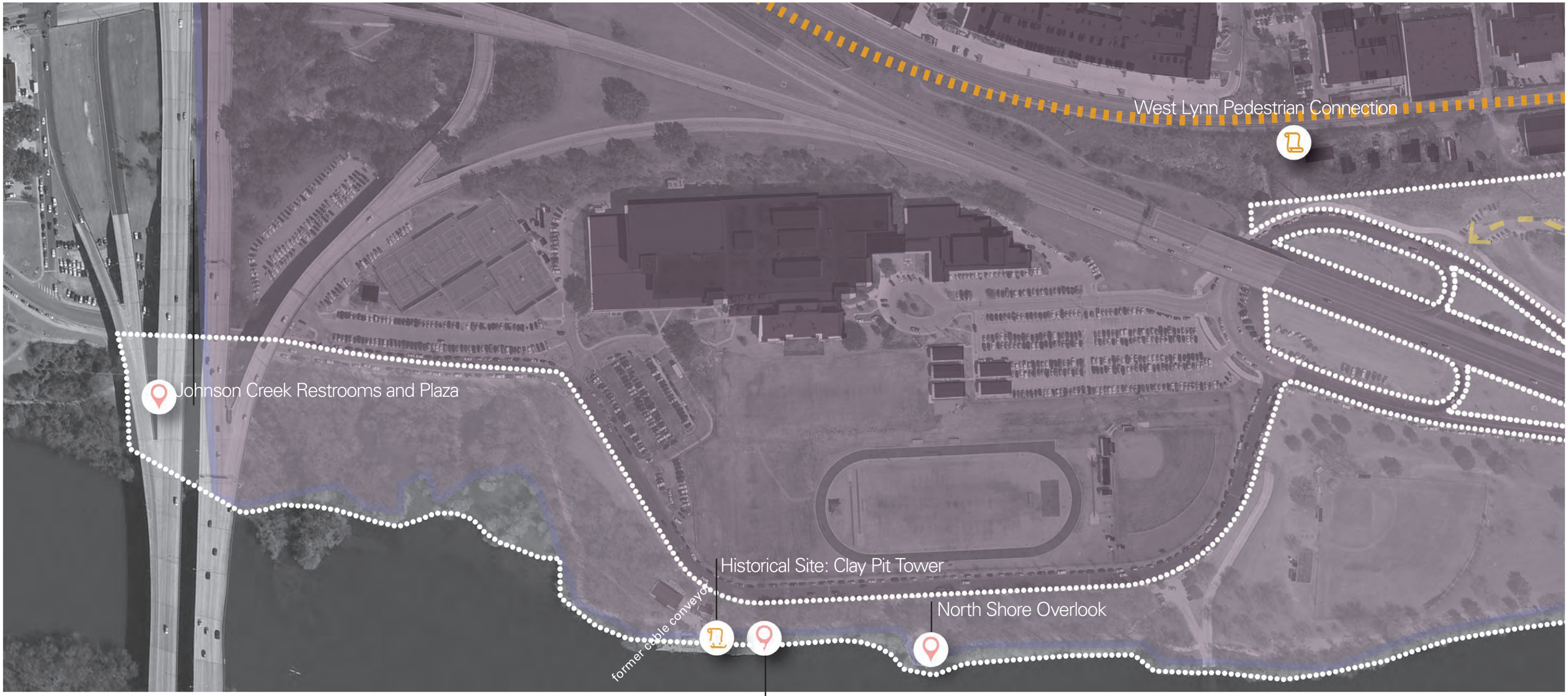
CULTURAL AND HISTORICAL LANDMARKS

There are a handful of cultural and historic landmarks along Volma Overton, Sr. Beach, the historic claypit tower on the south side of the park, the former site of the Pressler Beer Garden and the former West Lynn pedestrian connection.

CLAYPIT TOWER

On the south side of the park, there is a relic of a former claypit tower. This tower and two others supported a cable conveyor that brought clay from pits south of the Lady Bird Lake to a brickmaking facility nearby. In 1903, Andrew Zilker, the multi-talented businessman, established a brick works — with wooden frames, extrusion machines and high-heat kilns — on the bluff above what is now Austin High School. His clay was delivered from what later became the great lawns at Zilker Park in mule-drawn buckets strung along cables across the river. The Butler family bought out Zilker around 1912 and continued to use his north shore plant. A wartime price freeze in 1942 persuaded the family to close the Austin brickyards, which were demolished in 1958.

Figure 8: *Significant Landmarks*



SITE ANALYSIS

PRESSLER BEER GARDEN

From 1874 to 1879 the Pressler Beer Garden was located at 6th and Pressler Streets and continued all the way down to the river, along Volma Overton, Sr. Beach. The Beer Garden featured a dance pavilion, water fountain, croquet course, bandstand, boating house on the river, a pond where alligators were kept, a dance hall, and a rifle club called Schuetzen Verein.

WEST LYNN RAILROAD UNDERPASS

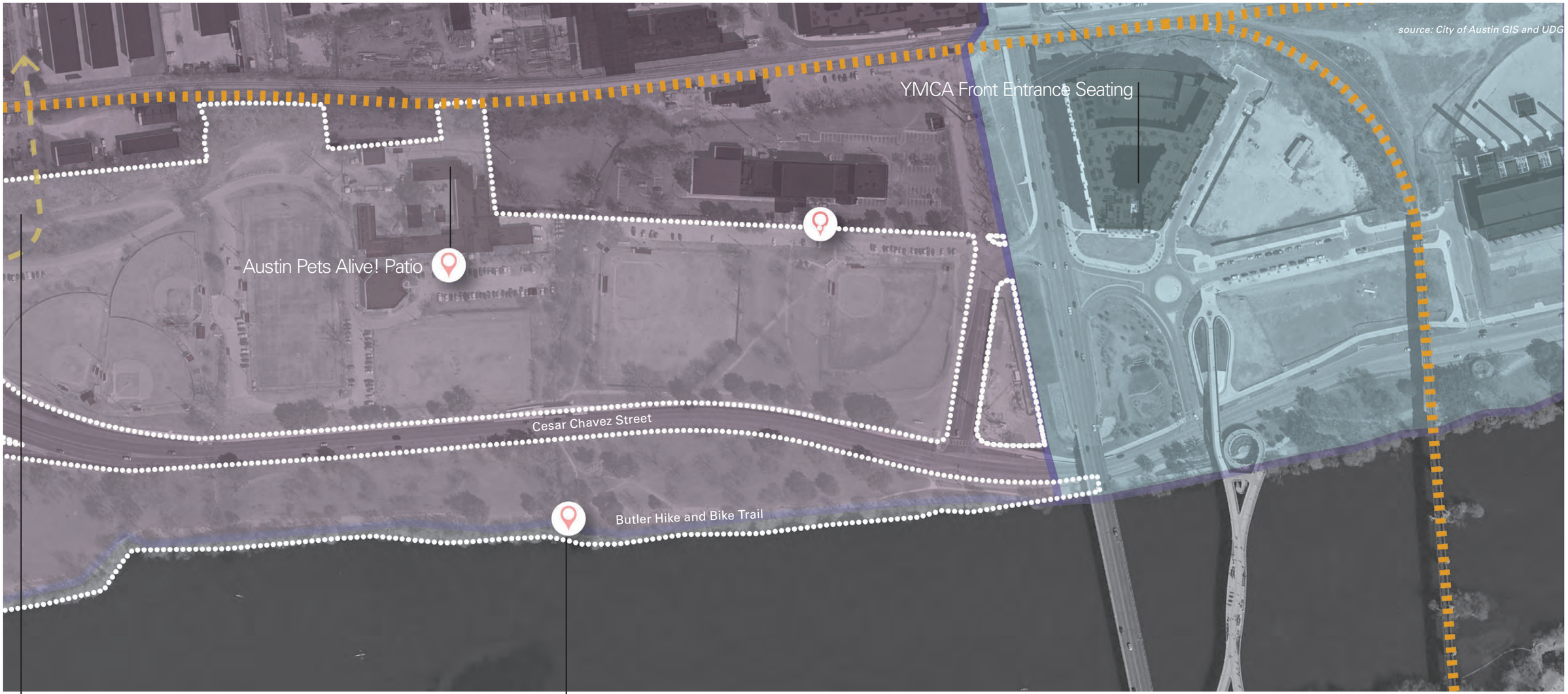
The Old West Austin Neighborhood Plan indicates a former railroad underpass at the northwest corner of Volma Overton, Sr. Beach that extended down from West Lynn and West 5th Street.

ACTIVITY NODES

In addition to landmarks, there are a few nodes that exist within the park. The nodes are located at the front entrances of buildings such as the YMCA, Austin Pets Alive! and the Texas Rowing Center and are on average approximately 0.25 acres.

VIEWS

There are a few significant views that look out over the lake along the south side of the park as well as a few significant views of the downtown skyline looking back from the north side of the park.

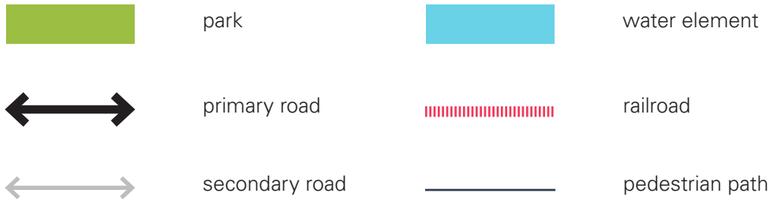


BENCHMARK ANALYSIS

While Volma Overton, Sr. Beach exists in its own unique cultural and physical context, comparable projects can help inform its vision planning. By suggesting potential benchmarks for crucial park performance indicators like spatial allocation, landscape character, bicycle and pedestrian accessibility, and operational strategy, analogous projects from similar contexts can be targets for Volma Overton, Sr. Beach to strive, as well as examples for Volma Overton, Sr. Beach to avoid.

Design Workshop analyzed both local and national analogues that, to varying degrees, enjoy similar opportunities and grapple with similar constraints as the Volma Overton, Sr. Beach study area. Like Volma Overton, Sr. Beach, the five analyzed parks occupy culturally significant downtown waterfront areas, and feature prominent infrastructure elements either within or immediately adjacent to the park boundaries. Additionally, several of the comparables offer significant amounts of active programming like baseball, softball and soccer, and in some cases, this programming is administered by a separate entity through a community partnership. However, The five parks referenced do not include comprehensive high schools within parkland boundaries. The collective layouts and operational policies of these parks can help inform the strategies recommended by the Volma Overton, Sr. Beach Vision Plan.

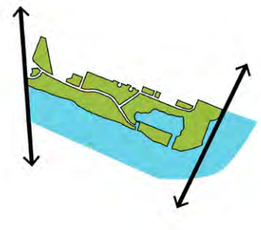
LEGEND



FESTIVAL BEACH PARK

AUSTIN, TEXAS
100 ACRES

Located on the north shore of Lady Bird Lake three miles east of Volma Overton, Sr. Beach, this local park shares several ecological and programmatic similarities with the study area. In particular, Festival Beach Park operates six actively programmed sports fields. Additionally, the park recently underwent an extensive vision planning process in 2014.



WHEELER PARK

OKLAHOMA CITY, OKLAHOMA
60 ACRES

The park is bounded on one side by a residential neighborhood, and other boundaries by a river, interstate and four-lane arterial. Wheeler Park abuts the Oklahoma River, a back-drop for two of the park's four baseball and softball fields.

NORTH LINCOLN PARK

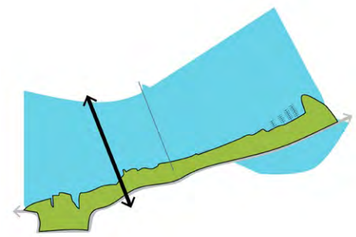
CHICAGO, ILLINOIS
80 ACRES

Lincoln Park is a 1,208 acre metropolitan park on the shore of Lake Michigan in Chicago, IL. The northern section of the park between Foster Avenue and West Hollywood Avenue is roughly 80 acres and has similar characteristics to Volma Overton, Sr. Beach including privately operated athletic fields, hike and bike trail, and a community center.

LOUISVILLE WATERFRONT PARK

LOUISVILLE, KENTUCKY
72 ACRES

Served by an interstate highway, a major surface arterial, and a river-spanning pedestrian bridge, Louisville Waterfront Park contains a complex network of infrastructure and accessibility concerns. While its lack of active programming distinguish the park from the Volma Overton, Sr. Beach study area, its size (55 acres) and strategic downtown waterfront location along the Ohio River are both similar to the Volma Overton, Sr. Beach context.



CLEVELAND PARK ON BUFFALO BAYOU

HOUSTON, TEXAS
40 ACRES

Cleveland Park is across Memorial Drive from Buffalo Bayou. Buffalo Bayou Park is a 160 acre linear park with nature trails similar to Lady Bird Lake and the Butler Hike and Bike Trail. Memorial Drive separates the two parks with an average of 38,743 vehicles per day. Cleveland Park is similar to the north side of Volma Overton, Sr. Beach with neighborhood uses such as a baseball field, tennis courts, a dog park and a playground. St. Thomas High School is just east .5 mile east.

BENCHMARK ANALYSIS

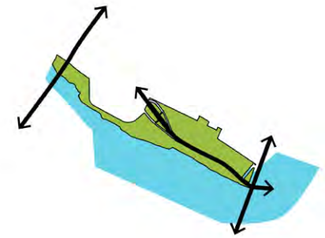
VEHICULAR TRAFFIC VOLUME ON MAJOR ROAD

While the presence of major transportation infrastructure in or immediately adjacent to a public park introduces a number of dilemmas for park programming and user enjoyment, perhaps the most significant is the proximity of vehicular traffic to park visitors. When routed through public spaces, infrastructure elements like roads and bridges can segment parks, effectively creating multiple realms with differing programmatic elements and human experiences out of one designated park. In Volma Overton, Sr. Beach, harmonizing the needs of human users seeking a quiet, safe place to recreate and those of vehicular travelers moving between downtown Austin and the MoPac Expressway will be a central challenge.

These figures indicate the level of daily vehicular traffic on each park's primary roadway. Additionally, the diagrams reflect the relationship of that major roadway to the park.

VOLMA OVERTON, SR. BEACH
AUSTIN, TEXAS

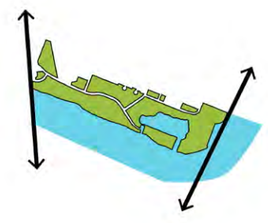
Cesar Chavez is a primary east-west arterial into and out of downtown Austin, and as the city and state begin implementing the improvements to the MoPac Expressway, this critical role is projected to increase.



45,252
cars per day on Cesar Chavez Street

FESTIVAL BEACH PARK
AUSTIN, TEXAS

Vehicular traffic at Festival Beach Park is generally well distributed among several neighboring residential collector streets.



24,294
cars per day on South Pleasant Valley Road

WHEELER PARK
OKLAHOMA CITY, OKLAHOMA

South Western Avenue is one of several bridges across the Oklahoma River into and out of downtown Oklahoma City.

13,396
cars per day on South Western Avenue

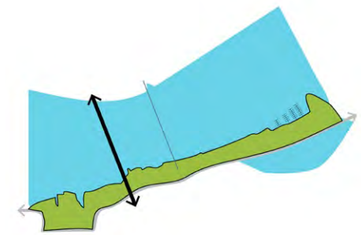
NORTH LINCOLN PARK
CHICAGO, ILLINOIS

The major arterial, Lakeshore Drive, bisects the park with an average of 90,000 vehicle trips per day. Lakeshore Drive is slightly elevated with pedestrians underpasses every 600 feet to access the different sides of the park.

90,000
cars per day on Lake Shore Drive

LOUISVILLE WATERFRONT PARK
LOUISVILLE, KENTUCKY

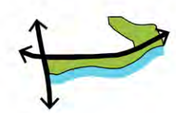
Louisville Waterfront Park transformed industrial land along the Ohio River occupied by an elevated highway into a new riverside park and gateway to the city. The major roadway, River Road, which bisected the park along its main axis, was relocated to the inland edge to take surface traffic out of the park. Finally, the realignment of local streets connected the park to the city grid, improving access for both cars and pedestrians and opening views into the park.



19,379
cars per day on River Road

CLEVELAND PARK ON BUFFALO BAYOU
HOUSTON, TEXAS

The section of Memorial Drive that separates Cleveland Park from the north bank of Buffalo Bayou is a six-lane, limited-access highway designed with high speeds and limited pedestrian activity. There is a narrow pedestrian overpass over Memorial Drive that connects Cleveland Park to Buffalo Bayou Park.



38,743
cars per day on Furman Street

BENCHMARK ANALYSIS

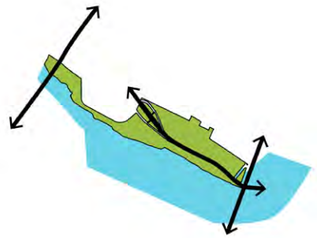
PEDESTRIAN ACCESSIBLE EDGES

When parks have physically permeable edges, they attract more users traveling on foot and bicycles. And when those edges are also visually permeable—both from within and without—the park can be more effectively integrated into its ecological and cultural environments. In Volma Overton, Sr. Beach, where captivating views of the downtown skyline and proximity to the Old West Austin and west Downtown neighborhoods are chief assets, these types of permeability are critical performance factors.

These figures indicate the degree to which the comparable parks are permeable to pedestrian traffic, while the diagrams depict the location of the permeable edges.

VOLMA OVERTON, SR. BEACH
AUSTIN, TEXAS

Railroad tracks and the general absence of sidewalks along Cesar Chavez Street make Volma Overton, Sr. Beach's edges extremely difficult for pedestrians to access.



16%
total perimeter permeable to pedestrian traffic

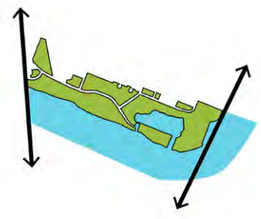
NORTH LINCOLN PARK
CHICAGO, ILLINOIS

North Lincoln Park has trails and sidewalks that line the edges of the park making it well connected with multiple access points.

86%
total perimeter permeable to pedestrian traffic

FESTIVAL BEACH PARK
AUSTIN, TEXAS

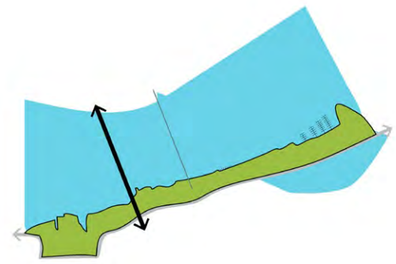
Though designated a metropolitan park, Festival Beach's relative integration into its largely residential context provides it with an average level of pedestrian permeability.



34%
total perimeter permeable to pedestrian traffic

LOUISVILLE WATERFRONT PARK
LOUISVILLE, KENTUCKY

In addition to a high level of permeable edges, Louisville Waterfront Park also features two vehicle-free access points, including the river-spanning Big Four Bridge.



42%
total perimeter permeable to pedestrian traffic

WHEELER PARK
OKLAHOMA CITY, OKLAHOMA

Similar to Volma Overton, Sr. Beach, Wheeler Park is inaccessible to pedestrians on three sides.

17%
total perimeter permeable to pedestrian traffic

CLEVELAND PARK ON BUFFALO BAYOU
HOUSTON, TEXAS

Cleveland Park lacks pedestrian edges, particularly on the side of the park that faces Memorial Drive.

30%
total perimeter permeable to pedestrian traffic

BENCHMARK ANALYSIS

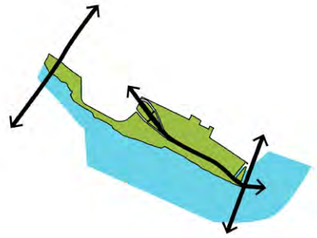
PERCENTAGE OF PARK WITH TREE CANOPY COVERAGE

Not only does a large canopy of healthy trees provide a cool, shaded environment for human enjoyment, but it also serves as habitat for a range of wildlife. In addition to the city-wide benefits of healthy urban forest, from mitigating the heat island effect to improving air and water quality, these site-specific benefits can make Volma Overton, Sr. Beach a more pleasant, stimulating place to visit.

These figures indicate the amount of total park acreage that is covered by tree canopy in the spring.

VOLMA OVERTON, SR. BEACH
AUSTIN, TEXAS

While Volma Overton, Sr. Beach's riparian edge is densely wooded with a variety of mature deciduous and evergreen species, the northern segments of the park are largely unshaded and exposed.



25%
total acreage with tree canopy

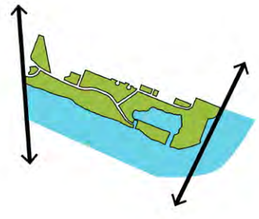
NORTH LINCOLN PARK
CHICAGO, ILLINOIS

Due to its beach-like geography, this park has sparse tree canopy but the trees are well located along pedestrian paths so that they provide shade for pedestrians.

16%
total acreage with tree canopy

FESTIVAL BEACH PARK
AUSTIN, TEXAS

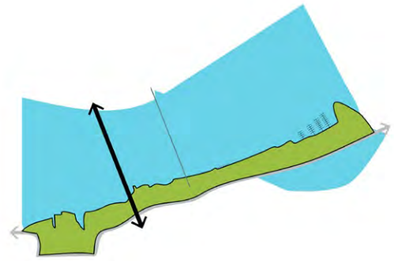
Festival Beach consists of large heritage oak trees and a heavy coverage of riparian trees like bald cypresses along the water's edge.



44%
total acreage with tree canopy

LOUISVILLE WATERFRONT PARK
LOUISVILLE, KENTUCKY

Louisville has one of the lowest tree canopy coverage rates in the nation, and Waterfront Park is no exception. Recent redesign and vision planning efforts enhance the park's tree canopy.



15%
total acreage with tree canopy

WHEELER PARK
OKLAHOMA CITY, OKLAHOMA

Since Wheeler Park consists primarily of baseball fields, tree planting is largely limited to the garden area in the northeast corner of the park.

10%
total acreage with tree canopy

CLEVELAND PARK ON BUFFALO BAYOU
HOUSTON, TEXAS

Cleveland Park has minimal tree canopy. Playgrounds and picnic tables are optimally located in the few areas shaded with trees, but many of the trails and sidewalks lack tree coverage.

5%
total acreage with tree canopy

BENCHMARK ANALYSIS

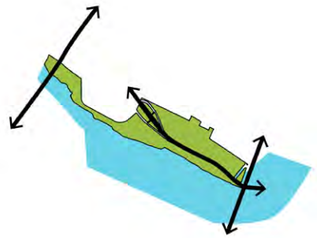
PERCENTAGE OF IMPERVIOUS SURFACE COVERAGE

Both by itself and as a proxy, impervious surface coverage reflects a range of critical performance factors related to visitor comfort and ecological health. Since impervious surfaces do not absorb stormwater, they can contribute to both the quantity and detract from the quality of runoff entering neighboring rivers and streams. But beyond these larger city-wide environmental impacts, more impervious surface coverage in a park can often mean less space devoted to ecological programming like gardens, nature trails and quiet contemplation.

These figures indicate the total acreage of each park that is impervious to stormwater.

VOLMA OVERTON, SR. BEACH
AUSTIN, TEXAS

Volma Overton, Sr. Beach's light development footprint and abundance of baseball and softball fields, which are considered pervious surfaces, contribute to its low total of impervious surfaces.



21%
total acreage covered by impervious surfaces

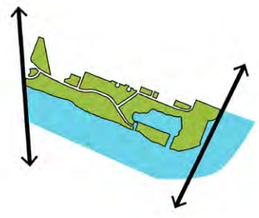
NORTH LINCOLN PARK
CHICAGO, ILLINOIS

Due to its beach-like geography, this park has sparse tree canopy but the trees are well located along pedestrian paths so that they provide shade for pedestrians.

56%
total acreage covered by impervious surfaces

FESTIVAL BEACH PARK
AUSTIN, TEXAS

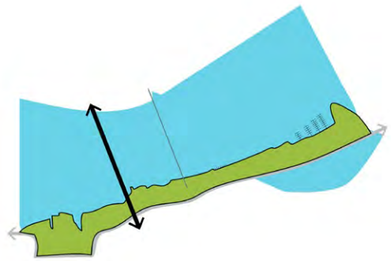
Festival Beach has few buildings or parking facilities, resulting in a largely pervious landscape character.



34%
total acreage covered by impervious surfaces

LOUISVILLE WATERFRONT PARK
LOUISVILLE, KENTUCKY

Waterfront Park's total impervious coverage percentage is low because there are minimal on-site parking amenities.



22%
total acreage covered by impervious surfaces

WHEELER PARK
OKLAHOMA CITY, OKLAHOMA

Like Volma Overton, Sr. Beach, Wheeler Park has a generally undeveloped landscape character with a large amount of space dedicated to baseball and softball programming.

23%
total acreage covered by impervious surfaces

CLEVELAND PARK ON BUFFALO BAYOU
HOUSTON, TEXAS

Cleveland Park has a significant amount of impervious coverage due to the large road right-of-way of Memorial Drive. If Memorial Drive is not included, neither park has a significant amount of impervious coverage.

58%
total acreage covered by impervious surfaces

BENCHMARK ANALYSIS

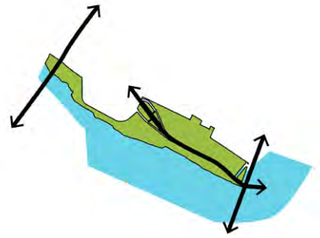
AREA OF PRIVATELY OPERATED LAND

Community partners like Austin Pets Alive!, the West Austin Youth Association and the Texas Rowing Center account for much of the programming activity and spatial responsibilities at Volma Overton, Sr. Beach. In addition to providing critical services to the neighboring area and the larger Austin population, these partners also contribute revenue that ensures the maintenance and growth of Volma Overton, Sr. Beach. Achieving a balance between the specific needs of these and other community partners and those of the general public is critical to both the long-term financial viability and social utility of the park.

These figures indicate the extent to which the park is occupied by community partners and commercial partners. They include both indoor building spaces and outdoor programming areas that are not operated by public entities.

VOLMA OVERTON, SR. BEACH
AUSTIN, TEXAS

Volma Overton, Sr. Beach's diverse range of community partners results in particularly high acreage of privately leased park land.



30%
total park acreage privately leased

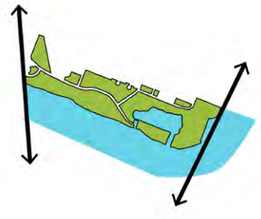
NORTH LINCOLN PARK
CHICAGO, ILLINOIS

North Lincoln Park has privately leased soccer fields, baseball fields and a dog park.

12%
total park acreage privately leased

FESTIVAL BEACH PARK
AUSTIN, TEXAS

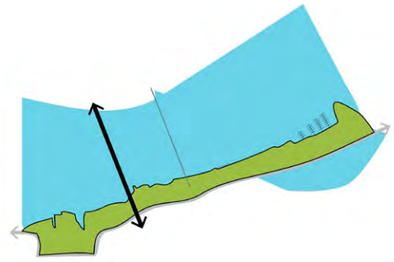
Proposals to repurpose the site's existing buildings for rentable public space would account for all of Festival Beach's privately leasable space.



1%
total park acreage privately leased

LOUISVILLE WATERFRONT PARK
LOUISVILLE, KENTUCKY

Much of Waterfront Park's leased lands are occupied by restaurants taking advantage of the park's riverfront view.



15%
total park acreage privately leased

WHEELER PARK
OKLAHOMA CITY, OKLAHOMA

Wheeler Park has no community partners, and the City receives little to no revenue from park usage.

0%
total park acreage privately leased

CLEVELAND PARK ON BUFFALO BAYOU
HOUSTON, TEXAS

Cleveland Park has no community partners, and the City receives little to no revenue from park usage.

0%
total park acreage privately leased

BENCHMARK ANALYSIS

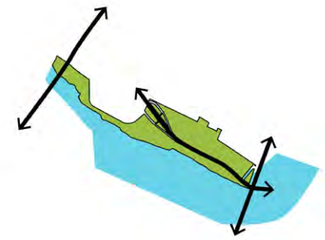
SIZE AND NUMBER OF ACTIVITY NODES

Volma Overton, Sr. Beach's generally linear orientation along Lady Bird Lake provides a wide range of opportunities to leverage the distinctive waterfront parkland for user enjoyment. By concentrating significant programming and design proposals into strategic hubs of activity—or nodes—Volma Overton, Sr. Beach can offer intensively used waterfront areas while preserving others for quieter, more naturalistic experiences.

These figures indicate the number and dispersal of waterfront activity nodes in the comparable parks.

VOLMA OVERTON, SR. BEACH
AUSTIN, TEXAS

Volma Overton, Sr. Beach's nodes of activity tend to be small and intimate spaces scattered throughout the park.



.3 ACRES (6)
average node size (number of nodes)

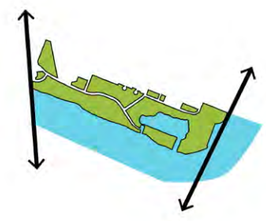
NORTH LINCOLN PARK
CHICAGO, ILLINOIS

This area of Lincoln Park is less programmed than the areas closer to downtown Chicago. The nodes include the Margate Field House, the Foster Fields, two playgrounds and a dog park.

10.4 ACRES (6)
average node size (number of nodes)

FESTIVAL BEACH PARK
AUSTIN, TEXAS

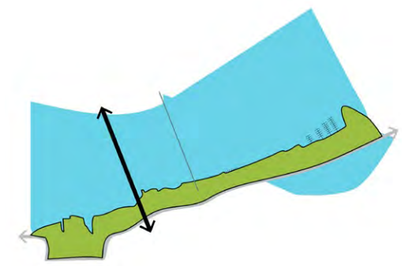
Proposals to reinvigorate Festival Beach will establish several vibrant cultural and social hubs, including recreational fishing docks under Interstate 35.



8.5 ACRES (5)
average node size (number of nodes)

LOUISVILLE WATERFRONT PARK
LOUISVILLE, KENTUCKY

Several plazas and public gathering places serve as prominent activity nodes.



7.1 ACRES (4)
average node size (number of nodes)

WHEELER PARK
OKLAHOMA CITY, OKLAHOMA

Beyond its baseball facilities, Wheeler Park offers only one activity hub--a sprawling garden area with serpentine trails and a playground.

15.8 ACRES (1)
average node size (number of nodes)

CLEVELAND PARK ON BUFFALO BAYOU
HOUSTON, TEXAS

The main nodes within Cleveland Park are the playground, the dog park and the Jackson Hill Bridge and overlook at Buffalo Bayou.

.5 ACRES (3)
average node size (number of nodes)

The Texas Rowing Center is just one of many well loved destinations that exist on Volma Overton, Sr. Beach today.


FRAN'S

VISION

The vision for Volma Overton, Sr. Beach was developed through extensive engagements with the stakeholders in order to provide the City of Austin with a park vision plan that creates a guide for improvements to the existing infrastructure and proposes project implementation recommendations. The vision plan will guide this vision to fruition through careful development and implementation.

OVERVIEW OF ENGAGEMENT

STAKEHOLDER ENGAGMENT STRATEGY

The City of Austin Parks and Recreation Department conducted an extensive public outreach effort that included workshops, focus groups, a Technical Advisory Group, stakeholder interviews, online polls, social media, and a regularly updated website. The outreach led to a community vision that is accountable to measurable criteria, and broadly supported by stakeholders.

Stakeholder outreach involved contacting people within the study area and those who may have interest in the future of Volma Overton, Sr. Beach. Several key questions were asked in order to gain an understanding of existing conditions, issues and desired improvements.

A Stakeholder Engagement Strategy (SES) determined how to organize stakeholders into those that need to be informed, consulted, involved, collaborated with and empowered. This developed into a SES that describes how each stakeholder will be involved in the project.

TECHNICAL ADVISORY GROUP

Austin Parks and Recreation Department formed a Technical Advisory Group (TAG) composed of critical implementers of the Volma Overton, Sr. Beach Vision Plan. This group included staff from Austin Parks and Recreation Department, Transportation, Watershed Protection, Public Works, Central Texas Regional Mobility Authority, Austin Independent School District (AISD), and other partners identified by Austin Parks and Recreation Department. The TAG provided technical guidance for the project. Individuals were chosen for their ability to think robustly about the issues and not become too entrenched in their organization's position on these issues. The TAG met six times during the course of the nine month planning process. Members provided invaluable feedback to ensure that the process was thorough and addressed the needs of the community. Meeting records and sign in sheets are provided in Appendix 1.

Figure 1: Stakeholder Engagement Overview

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
				
6,105+ WEBSITE VISITS (FROM 9/1/2015)	**1540** ONLINE SURVEY TAKERS	**300+** WORKSHOP PARTICIPANTS	**11+** STAKEHOLDER GROUP MEETINGS	**5** TECHNICAL ADVISORY GROUP MEETINGS

The Technical Advisory Group provided valuable feedback throughout the Volma Overton, Sr. Beach Vision Plan process.

OVERVIEW OF ENGAGEMENT

STAKEHOLDER FOCUS GROUPS

Austin Parks and Recreation Department arranged stakeholder focus groups to gather detailed information and facilitate dialogue regarding programming, infrastructure, transportation, neighborhood connectivity, environmental concerns, and any other relevant issues affecting the development of Volma Overton, Sr. Beach. The key stakeholders included Austin High School, AISD, The Trail Foundation, Austin Parks Foundation, Old West Austin Neighborhood Association, Downtown Austin Alliance, Downtown Austin Neighborhood Association, West Austin Youth Association, Austin Pets Alive!, YMCA and the Texas Rowing Center. The following is a summary of key takeaways from these meetings. Meeting records and sign in sheets are provided in the Appendix 2.

MEETING 1: THE TRAIL FOUNDATION, AUSTIN PARKS FOUNDATION

- The Trail Foundation recently completed a forestry survey and has made recommendations by geographic zones. Those recommendations should be incorporated into the vision plan for the section of the trail that runs through Volma Overton, Sr. Beach.
- Cesar Chavez Street is a significant barrier to accessing the trail.

MEETING 2: OLD WEST AUSTIN NEIGHBORHOOD ASSOCIATION, DOWNTOWN AUSTIN NEIGHBORHOOD ASSOCIATION, DOWNTOWN AUSTIN ALLIANCE

- There are currently only two ways to get to Volma Overton, Sr. Beach from the neighborhood and they a mile apart from each other.
- Density in and around Seaholm will increase downtown residents who will use Volma Overton, Sr. Beach as a recreational amenity and a way to access Lady Bird Lake.
- Connectivity to the Butler Hike and Bike Trail and keeping the trail safe and open are top priority for surrounding neighborhood residents.
- Volma Overton, Sr. Beach currently lacks an identity and could serve as a gateway into downtown Austin.
- Today almost all of the athletic fields are off limits to neighborhood users. Neighbors would like to use the fields, perhaps at alternative hours. The vision plan should explore shared use of the ball fields such as lighting the fields in order for them to be available for adult leagues that play in the evening hours, or exploring artificial turf to increase the durability of the fields so that they can be used more frequently.

MEETING 3: AUSTIN HIGH SCHOOL, AISD

- It is critical to Austin High School that the Volma Overton, Sr. Beach Vision Plan addresses safety, traffic and parking because these are the primary concerns for AISD and Austin High School.
- The Pressler Street extension (as currently proposed) does not address Austin High School concerns with safety and access.
- Austin High School has limited ability to expand its athletic facilities. It only maintains its status as a comprehensive high school because of the partnership with the West Austin Youth Association and the City of Austin sports fields.
- Austin High School would like to see programming improvements such as lighting at Thorp Field and perhaps adjacent compatible athletic facilities such as a covered basketball court.

MEETING 4: WEST AUSTIN YOUTH ASSOCIATION, AUSTIN PETS ALIVE!, YMCA AND THE TEXAS ROWING CENTER

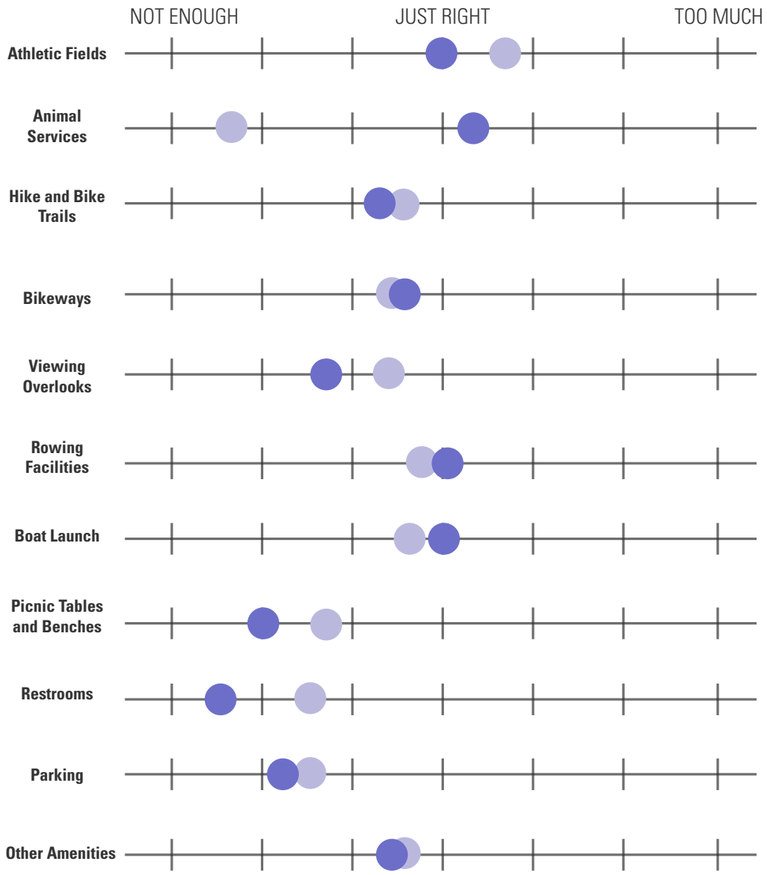
- Austin Pets Alive! would like to stay in their current footprint because the location works well for their needs and has been an animal shelter since 1952 so people know it is there.
- West Austin Youth Association is primarily concerned with parking, safety for players and an efficient, cost effective field layout. Phasing is also important to West Austin Youth Association because they would like to minimize impacts to the sports seasons.
- YMCA would like to see improved parking, circulation and stormwater management. YMCA currently owns a parcel of land directly west of its building and parking area. They are open to including this parcel in the vision plan.
- Texas Rowing Center is primarily concerned with parking and access. Texas Rowing Center is currently seeking approvals for expanding their existing dock. Future improvements would include a public restroom and storage facilities.
- Many groups agreed that marathon races cause conflicts for park users trying to access the park.

Volma Overton, Sr. Beach has many key stakeholders who use the park on a daily basis.

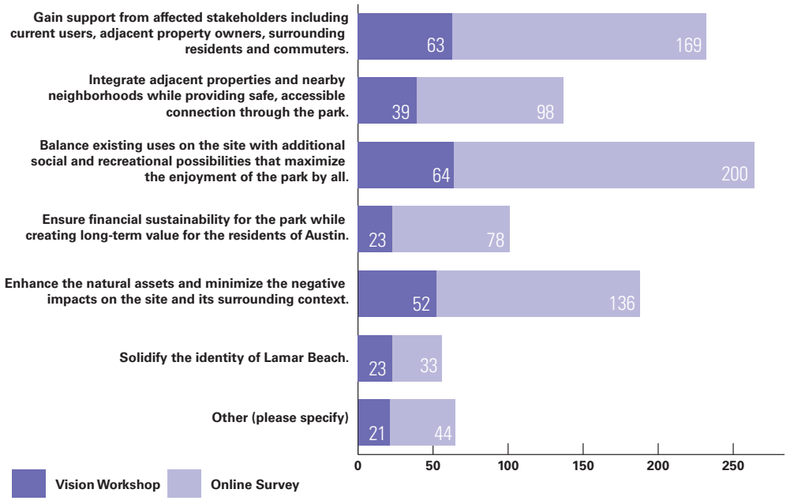
PUBLIC WORKSHOPS

OCTOBER VISION WORKSHOP

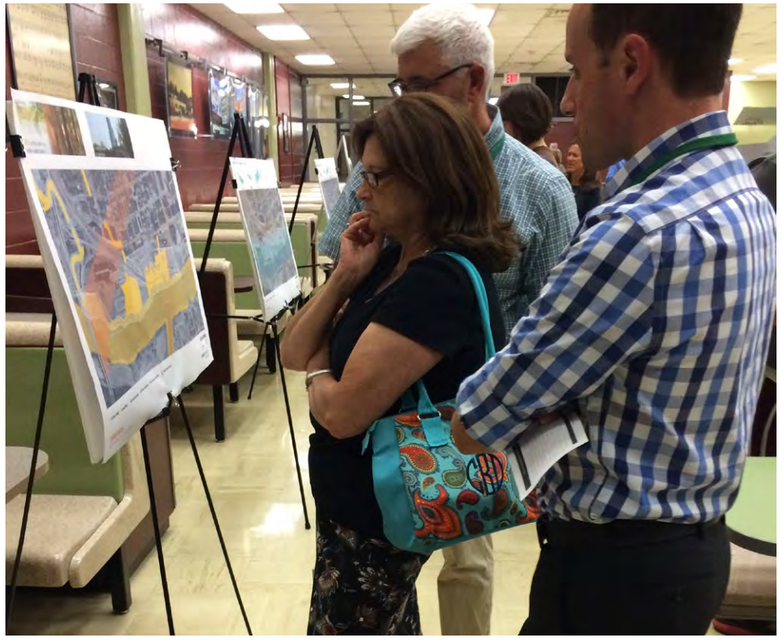
The Vision Workshop introduced the Vision Plan team, presented the project approach, validated goals for the vision plan and gathered input on the existing opportunities and challenges participants felt the vision plan should address. The workshop consisted of a 30-minute open house with an interactive mapping exercise to identify current opportunities and challenges. The open house was followed by a 60-minute interactive presentation using keypad polling technology to gather input from participants. More than 140 neighbors, community members, families and park users of all ages came out to attend the Volma Overton, Sr. Beach Vision Plan Vision Workshop to share their visions for the park. Following the workshop, Austin Parks and Recreation Department posted the materials presented at the meeting, the polling questions and recordings of the presentation for citizens unable to attend. Public comments are provided in Appendix 3-6.



Vision Workshop and survey participants indicated their satisfaction with the quantity (not quality) of park activities.



Vision Workshop and survey participants selected their top goals for the vision plan.

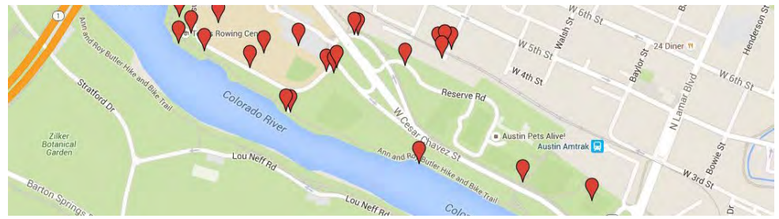


EXISTING POINTS OF INTEREST

KEY TAKEAWAY: Support existing uses (West Austin Youth Association, Austin Pets Alive!, AISD USE OF FIELDS)

EXISTING POINTS OF CONCERN

KEY TAKEAWAY: Traffic, safety and access are of primary concern

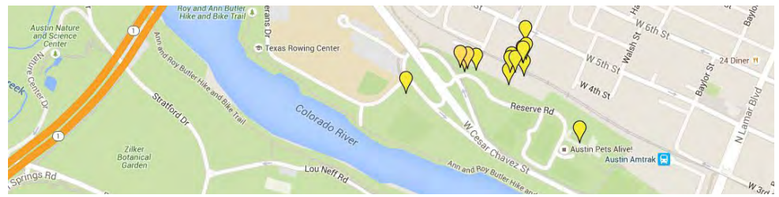


FUTURE OPPORTUNITIES

KEY TAKEAWAY: Improve connectivity to and through the park

FUTURE CHALLENGES

KEY TAKEAWAY: Additional traffic and safety issues



Participants identified existing areas of interest, concern, future opportunities and challenges for the park with colored dots.

PUBLIC WORKSHOPS

DECEMBER ALTERNATIVES WORKSHOP

Approximately 80 people came out to review the alternative designs for the Lamar Beach Vision Plan. The workshop consisted of a 30-minute walk-through tour where attendees reviewed the public engagement summary to date and participated in a dot exercise to identify character images that fit with their vision for the park. This was followed by a 60-minute interactive presentation covering the design principles and alternatives for the park. The meeting concluded with a 30-minute review session in order to provide participants with another opportunity to walk around and review the informational materials on the alternatives presented. Following the workshop, Austin Parks and Recreation Department posted the materials presented at the meeting, the polling questions and a recording of the presentation online for citizens unable to attend. Public comments are provided in Appendix 3-6.

JANUARY RECOMMENDATIONS WORKSHOP

The Recommendations Workshop drew 80 community participants to reveal the revised vision plans for Volma Overton, Sr. Beach. The design team presented refined alternatives based on public comment received at the Alternatives Workshop and provided detailed costs and metrics. The design team also presented more details on phasing and funding strategies for the improvements to the park. Participants shared their thoughts using key-pad polling. The meeting consisted of a walk-through tour where participants are strongly encourage to walk around and take a look at displays and informational materials followed by a 60-minute interactive presentation, and a 30-minute question and answer session. Following the workshop, Austin Parks and Recreation Department posted the materials presented at the meeting, the polling questions and a recording of the presentation online for citizens unable to attend. Public comments are provided in Appendix 3-6.

During the Alternatives Workshop, stakeholders evaluated six alternative visions for Volma Overton, Sr. Beach.

Four alternatives were presented with additional information in order for stakeholders to narrow down the options to a preferred alternative.

PROPOSED VISION

IDENTITY EXERCISE

Participants at the Alternatives Workshop placed green dots on character images that they felt were appropriate for Volma Overton, Sr. Beach. The following images were the most popular.

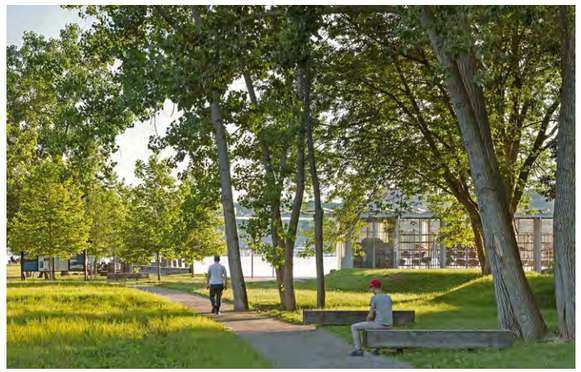
A two story animal facility integrated into a natural setting.
The Humane Society of Truckee-Tahoe, Truckee, CA

An eye catching mural on the exterior walls attracts visitors.
Friends for Life Shelter, Houston, TX

A winding walkway with contemporary trail signage.
Blue Hole Regional Park, Wimberley, TX

A major highway relocated creates a unified shoreline.
Harbor Drive and Route 99, Portland, OR

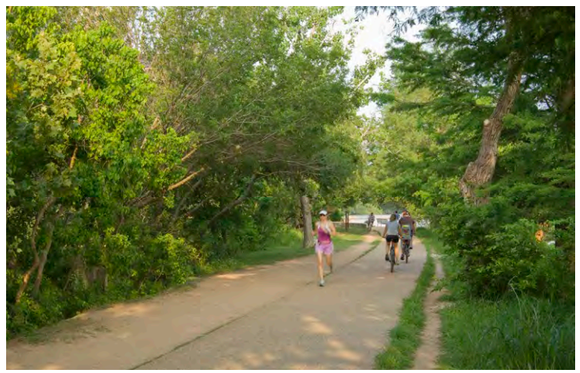
A winding hike and bike path among the wildflowers.
Mueller Development, Austin, TX



Rowing and boating facilities adjacent to a walking path.
Long Dock Park, Beacon, NY

A simple parking lot tucked into the park.
Blue Hole Regional Park, Wimberley, TX

A parking and formal drop off area directly adjacent to sports fields. Celebration Park, Gardner, KS



A hike and bike trail encompassed by tall trees and plants.
Butler Hike and Bike Trail, Ladybird Lake, Austin, TX

A dog park with places for people and animals.
Johnny Steele Dog Park, Houston, TX

A formal viewing platform to relax and look out over the water.
Race Street Pier, Philadelphia, PA

An informal nature play area.
Walker's Daycare, Houston, TX

PROPOSED VISION

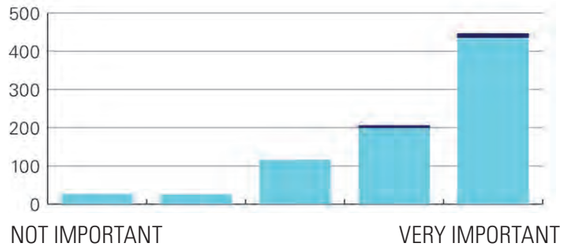
DESIGN PRINCIPALS

Design principles are objectives that the design team uses to carry out the goals of the vision plan. The following Design Principles were presented and ranked by the public at the Alternatives Workshop.

MAINTAIN EXISTING PROGRAM WITHIN THE PARK WHILE MAXIMIZING EFFICIENCY AND INTEGRATING WITH THE PARK.

Participants in the survey and public meeting expressed a satisfaction and desire to maintain the existing programs within the park. These programs include the West Austin Youth Association ball fields, nature trails, Town Lake Animal Center / Austin Pets Alive!, the Texas Rowing Center and Austin High School shared uses such as parking and the baseball field south of Cesar Chavez Street.

Please indicate your level of importance for this design principle:

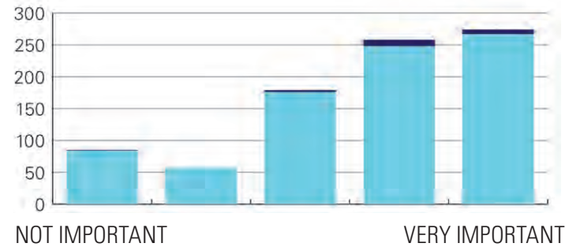


Stakeholders expressed a strong desire to maintain the existing programming at Volma Overton, Sr. Beach.

PROVIDE ADEQUATE PARKING AND TRANSIT OPPORTUNITIES FOR ALL PARK USERS.

This area has many parking needs. Each of the alternatives explores creative ways to manage parking. Street parking can increase parking capacity and provide a buffer between cars and pedestrians.

Please indicate your level of importance for this design principle:

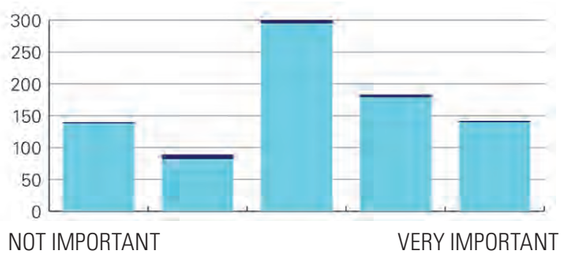


Providing adequate parking is important to many stakeholders.

INCREASE AMENITY SPACE FOR NEW PROGRAMMING.

Downtown Austin is growing and the residential population in the area has expressed a need for neighborhood amenities such as play areas, picnic areas and flexible. These would be small areas geared to existing users and neighborhood residents.

Please indicate your level of importance for this design principle:

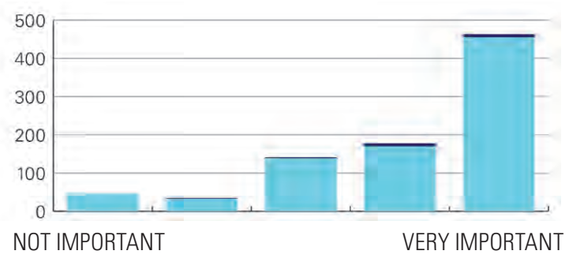


Stakeholders who participated in the Alternatives Workshop survey were neutral about additional programming in the park.

PROVIDE SAFE, ACCESSIBLE WAYS TO GET TO THE PARK FROM YMCA, AUSTIN HIGH SCHOOL AND NEARBY NEIGHBORHOODS WITH OUR WITHOUT THE PRESSLER STREET EXTENSION.

Stakeholders expressed a desire to improve safety and access at Volma Overton, Sr. Beach. This can be done by creating park roads that connect adjacent neighbors through the park and prioritize people over cars. Park roads should have compliant and shared sidewalks and safe pedestrian crossings at all intersections. Some roads should include street parking. All roads should have safe and protected turning movements in and out the park and Austin High School.

Please indicate your level of importance for this design principle:

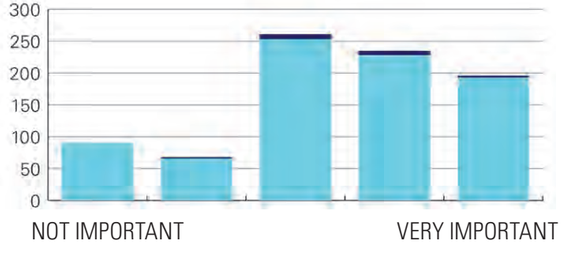


Many participants in the Alternatives Workshop survey were supportive of improving safety and access through the park.

PROVIDE A VARIED AND UNIQUE EXPERIENCE ALONG THE HIKE AND BIKE TRAILS.

Butler Trail Urban Forestry and Natural Area Management Guidelines written by The Trail Foundation – discuss "grow zones" which are minimally maintained preservation areas that buffer the edge of the creek approximately 25 feet and allow for passive (natural) plant growth in entire buffer area. This also includes monitoring, trash removal, vegetation management and education/demarcation signage where appropriate. A varied trail landscape would provide visual interest and identity for this part of the trail.

Please indicate your level of importance for this design principle:



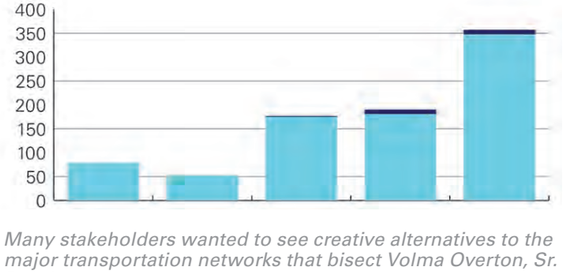
Stakeholders were supportive of creating a varied and unique experience along the hike and bike trails.

ONLINE POLL WORKSHOP POLL

THINK BIG ABOUT THE TRANSPORTATION NETWORKS THROUGH THE PARK TO CONSIDER DIFFERENT POSSIBILITIES THAT IMPROVE THE EXPERIENCE FOR ALL USERS.

Cities across America are reclaiming their waterfronts. As cities shift their planning to be more people-focused and less auto-focused, waterfronts are being restored from transportation routes and industrial warehouses into attractive areas for parks and plazas.

Please indicate your level of importance for this design principle:



Many stakeholders wanted to see creative alternatives to the major transportation networks that bisect Volma Overton, Sr. Beach.

PROPOSED VISION

METRICS

The design team selected metrics to evaluate the plan alternatives. The metrics were selected based on the goals for the project and then ranked by the public at the Alternatives Workshop. They are presented and scaled below based on priority.

GOOD FOR WALKING

The ability for people to walk safely and comfortably from one destination to another is an essential element of a successful park. The percentage of streets or paths with safe, accessible walkways and percentage of intersections with safe, accessible crosswalks in all directions was used to evaluate each alternative.

CLEAN WATER

The area surrounding Lady Bird Lake should minimize the impact of pollutants discharged to the waterbody in order to protect public health and the environment. This is usually measured by limiting the amount of impervious surfaces such as parking lots and roads that create additional polutant run-off into the river.

SAFE

The safety of a city street system is primarily related to vehicle speeds. Higher speeds lead to more crashes and more severe injuries. Safety is also determined by exposure risk and design clarity. Exposure risk is the amount of time that vulnerable users are exposed to the negative effects of traffic and can be measured by the distance between pedestrian crossings.

PROTECTED NATURE

Ecological resources that could be affected include vegetation, fish, wildlife, and their habitats. Relocating vegetation and topsoil could lead to loss of wildlife habitat, reduction in plant diversity, potential for increased erosion, and potential for the introduction of invasive or noxious weeds.

GOOD FOR BIKING

The key to a successful bicycle network is safety, efficiency and comfort of the bicycle routes through the park. This can be evaluated by looking at the number of protected bike lanes on higher speed and volume streets, and the number of low speed streets or shared streets.

AFFORDABLE

A conceptual cost estimate is the initial effort made to predict the cost of a construction project. It's an important pre-design planning process used to provide a "big picture" to determine the feasibility of a potential project. The following estimates were calculated using 2016 construction cost information and should not be used for construction or bidding purposes.

CONNECTED

Volma Overton, Sr. Beach is one of the closest parks to Downtown Austin. In order for it to be a natural extension of the city, connectivity is key. More options for circulation increase the ways people can walk through the park. Connecting Cesar Chavez Street into the downtown street grid via Pressler Street creates better circulation and diffuses congestion.

EASE OF IMPLEMENTATION

Construction activities may interrupt programming and operations of existing uses on the site as well as potential traffic delays.

QUIET

Parks should offer respite from the hustle and bustle of the city. Comfortable hearing levels are under 60 decibels (dB), and Volma Overton, Sr. Beach currently has noise levels of up to 70 dB. Automobile traffic is a large generator of traffic noise, with higher speeds producing more noise.

GOOD FOR DRIVERS

Detailed analysis of delay to drivers requires quantitative measures to characterize operational conditions within a traffic stream. Generally measured by speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

ALTERNATIVES

The project team presented six initial alternatives for Volma Overton, Sr. Beach and presented them at the Alternatives Workshop. Based on feedback, the team selected four to further refine. An "X" means the alternative did not advance.

ELEVATED RAMPS

Express lanes touch down past the high school. Cesar Chavez Street is at grade with a signalized intersection at Stephen F. Austin.

Top 5 Strengths

1. Better flow of traffic
2. Traffic light at Cesar Chavez Street and Stephen F. Austin
3. Parking potential under ramps
4. Safer than existing conditions
5. Park road seems more direct

Top 5 Weaknesses

1. Unsafe for pedestrians
2. Increased traffic from stoplights and overhead ramps
3. Pressler Street traffic potentially routed through park
4. Too costly
5. Disruptive

TUNNELED ROAD

Cesar Chavez Street is buried under the park from Stephen F. Austin Drive to Seaholm.

Top 5 Strengths

1. Maximizes park space
2. Less traffic from Cesar Chavez Street
3. More connectivity within park/pedestrian access
4. Quiet
5. Most beautiful/park-like

Top 5 Weaknesses

1. High cost
2. Long construction time/disruption
3. Unclear where tunnel starts/stops
4. Lack of eastern access to Austin High School
5. Loss of access to South Lamar Boulevard

CURRENT ALIGNMENT

Cesar Chavez Street stays in its current alignment.

Top 5 Strengths

1. Minimal changes/disruption
2. Cost effective
3. Austin Pets Alive! has its own space
4. Accessible for all stakeholders
5. Quick

Top 5 Weaknesses

1. Traffic on Cesar Chavez Street is only getting worse
2. Increased traffic with Pressler Street extension
3. Lack of safety
4. Lack of connectivity/disjointed
5. Very little parking or picnic table areas

URBAN STREETS

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

Top 5 Strengths

1. Slows traffic
2. Traffic light at Cesar Chavez Street and Stephen F. Austin
3. Pressler Street feeds into Cesar Chavez Street instead of a park road
4. Better access to park and lake
5. Great connectivity

Top 5 Weaknesses

1. Potential traffic concerns and congestion
2. Does not reduce pedestrian and vehicle conflict points
3. Pressler Street is too prominent
4. Too many roads
5. Safety Issues

NEEDS WORK | NEUTRAL | LOVE IT | OTHER

SEPARATED SYSTEMS

Cesar Chavez Street is elevated and realigned against the bluff/rail corridor.

Top 5 Strengths

1. Removes large traffic concerns such as heavy/fast traffic
2. Connects both sides of the park to create a cohesive park
3. Provides good connections between the high school and the park
4. Large increase to park space
5. Pressler Street connects straight to Cesar Chavez Street

Top 5 Weaknesses

1. Costly to move Cesar Chavez Street
2. Limited shared parking opportunities for Austin High School
3. Time consuming/disruptive to move Cesar Chavez Street
4. Potential traffic concerns with intersection at Lamar Boulevard and Cesar Chavez Street
5. Uses distributed (no central parking)

HYBRID

Cesar Chavez Street is at grade and realigned against the bluff.

TOP 5 STRENGTHS

1. Unifies the park
2. Provides good connections between the high school and the park
3. Removes large traffic concerns such as heavy/fast traffic
4. Safer for pedestrians
5. Traffic light at Stephen F. Austin and Cesar Chavez Street

TOP 5 WEAKNESSES

1. Costly to move Cesar Chavez Street
2. Parking west of the High School is too far away from the park
3. Potential traffic increase due to more intersections on Cesar Chavez Street
4. Time consuming and disruptive to move Cesar Chavez Street
5. Pressler Street traffic potentially routed through park

ALTERNATIVES

ELEVATED RAMPS (NOT PURSUED IN DETAIL)

The Central Texas Regional Mobility Authority (Central Texas Regional Mobility Authority) is currently conducting the MoPac South Environmental Study to explore the feasibility of adding tolled express lanes on MoPac Expressway between Cesar Chavez Street and Slaughter Lane. Central Texas Regional Mobility Authority developed six alternative concepts for the alignment of the express lanes. Two of the proposed alternatives have elevated express lanes that extend 25 -30 feet above the MoPac Bridge and Lady Bird Lake and remain elevated above the exit ramp onto Cesar Chavez Street merging into traffic on Cesar Chavez Street. The Elevated Ramps alternative for Volma Overton, Sr. Beach assumes that one of these options moves forward and express traffic merges with traffic on Cesar Chavez Street east of the high school. This alternative removes the grade separated on ramps on Cesar Chavez Street and drops down to grade with a regular four-way intersection at Stephen F. Austin Drive. The stoplight underneath the elevated ramps would be timed to favor demand at different times of day.

Removing the grade separated ramps would create seven additional acres of additional park space which would allow R.D. Thorp Field to shift north in order to cluster the ballfields, provide more restoration opportunity and create a more natural and varied experience along the Butler Hike and Bike Trail. This alternative exacerbates the mini-highway like nature of Cesar Chavez Street and extends it further into the park as part of an extension of the MoPac Expressway. This would serve to minimize delay at the existing ramps with Stephen F. Austin/Cesar Chavez Street but would shift greater traffic volumes to the interior park roadway to the north. The interior roadway would intersect with both Pressler Street and Lamar Boulevard providing alternative options to downtown Austin. This alternative was not well supported by the stakeholders who participated in the Volma Overton, Sr. Beach Vision Plan and was not pursued in detail.

Figure 2: *Elevated Ramps Illustrative Plan*

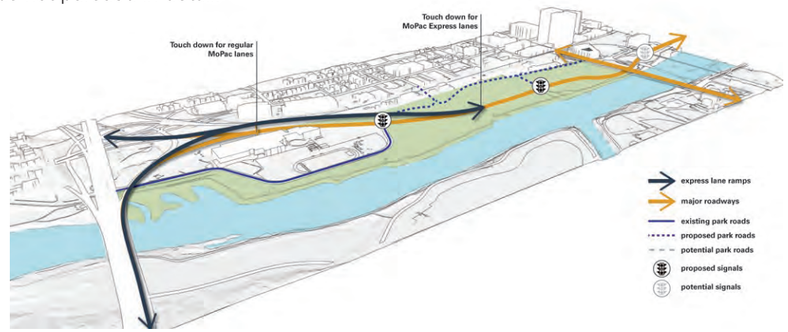


Figure 3: *Elevated Ramps Transportation Diagram*

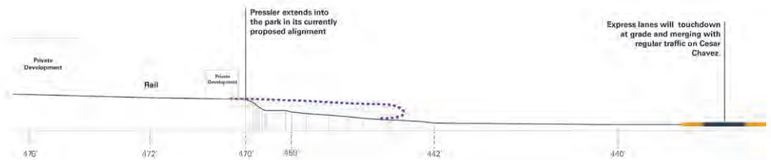


Figure 4: *Elevated Ramps Section Diagram*

ALTERNATIVES

TUNNELLED ROAD (NOT PURSUED IN DETAIL)

In this alternative, Cesar Chavez Street is buried under the park from Stephen F. Austin Drive to Seaholm. This alternative reclaims the entire park space for recreation uses. The ball fields can be arranged in optimal alignment and Austin Pets Alive! could remain close to its current location. Even though the tunneled road did have some stakeholder support, it's prohibitively expensive costs and general lack in return from the increased revenue to the city, did not make it feasible to consider in further detail.

Figure 5: *Tunnelled Road Illustrative Plan*

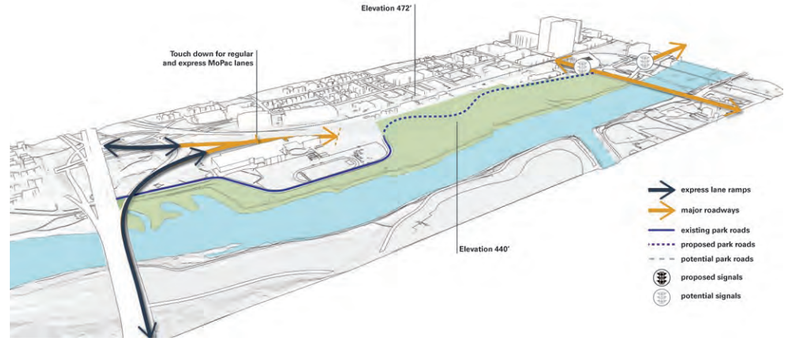


Figure 6: *Tunnelled Road Transportation Diagram*

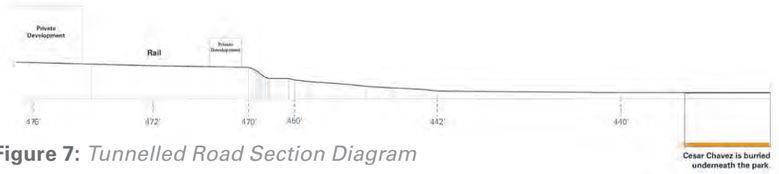


Figure 7: *Tunnelled Road Section Diagram*

ALTERNATIVES

CURRENT ALIGNMENT

In this alternative, Cesar Chavez Street stays in its current location and the Pressler Street extension is shown in its proposed alignment. The West Austin Youth Association ball fields shift east in order to create a wagon wheel formation with shared batting cages and concessions in the center. Chalmers Field stays in its current location and the McEarchern Field is relocated just east of the Chalmers Field. The small rectangle to the north of Chalmers Field is the neighborhood amenity area. This would include restrooms, a playground and picnic tables. The design team also added a vehicular bridge and a pedestrian bridge across the creek in order for West Austin Youth Association and YMCA to have more access across the park. Thorp field would stay in the same location.

Figure 8: *Current Alignment Illustrative Plan*

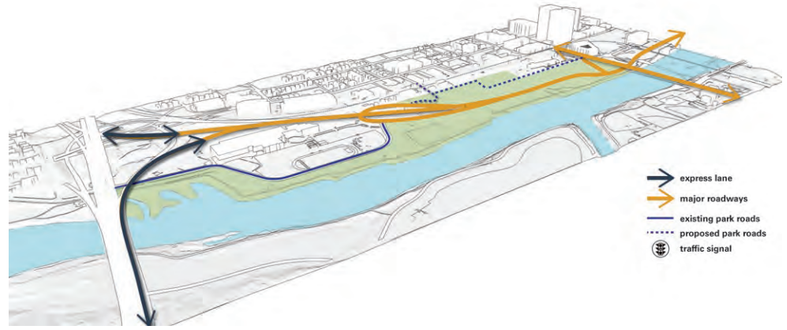


Figure 9: *Current Alignment Transportation Diagram*

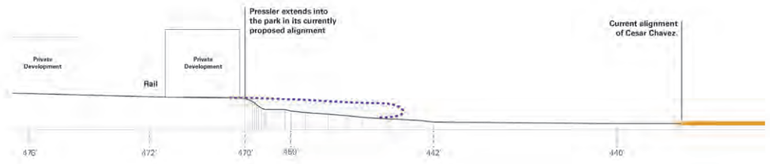


Figure 10: *Current Alignment Section Diagram*

GOOD FOR WALKING

168% INCREASE IN TRAILS AND SIDEWALKS

3.3 MINUTE WALK FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS

4.3 MINUTE WALK BETWEEN ALL SPORTS FIELDS

17 MINUTE WALK FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK

SAFE

1500 FT BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET

27-32 MPH PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK

CONNECTED STREETS

.1 MILES LAMAR TO YMCA

.9 MILES LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY

.9 MILES LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING

.9 MILES LAMAR TO AUSTIN HIGH SCHOOL

.5 MILES MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)

GOOD FOR DRIVERS

13-30 SECOND INTERSECTION DELAY

56 ON-STREET PARKING SPACES

266 OFF-STREET PARKING SPACES

EASE OF IMPLEMENTATION

9-12 MONTHS DESIGN

9-12 MONTHS PERMITTING

9-12 MONTHS CONSTRUCTION

CLEAN WATER

13 ACRES IMPERVIOUS COVER

19 ACRES OF RESTORED SHORELINE

PROGRAM DIVERSITY

70% ACTIVE RECREATION

30% PASSIVE RECREATION

AFFORDABLE

$6,758,993 TOTAL INFRASTRUCTURE COSTS

This includes park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.

$2,465,912 TOTAL RECREATION COSTS

This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, Austin Pets Alive!/community center, electric and lighting improvements.

$12,000,000 TOTAL AUSTIN PETS ALIVE!/COMMUNITY FACILITY COSTS

$21,224,904 TOTAL OVERALL COST

ALTERNATIVES

URBAN STREETS

East of Lamar Boulevard, Cesar Chavez Street is not a barrier to accessing the lake because there is a stop light every 300 – 500 feet and pedestrians can cross the street on a regular basis. The Urban Street alternative extends the city grid west of Lamar Boulevard on Cesar Chavez Street by adding additional intersections into the park, at Pressler Street and at Stephen F. Austin. If the Pressler Street extension is pursued, it could extend straight down to connect to Cesar Chavez Street at a signalized intersection. The Urban Streets alternative creates smaller blocks and increased connections to both sides of the park. A centralized parking area for Austin Pets Alive! and West Austin Youth Association is located directly south of the Austin Pets Alive! building and a proposed neighborhood amenity area is located on the west side of the proposed Pressler Street extension. With signalized intersections coordinated throughout the corridor, delay could be minimized along Cesar Chavez Street while enabling breaks in traffic flow for access to/from the park and communities to the north.

Figure 11: *Urban Streets Illustrative Plan*

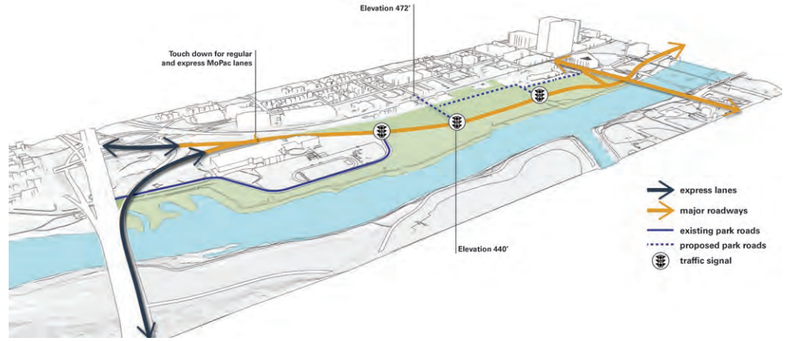


Figure 12: *Urban Streets Transportation Diagram*

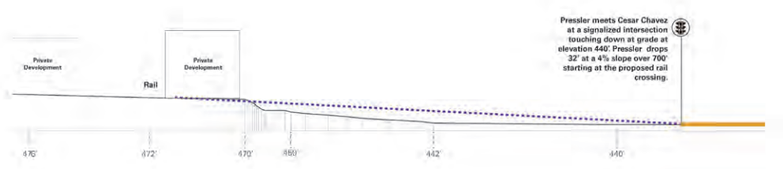


Figure 13: *Urban Streets Section Diagram*

GOOD FOR WALKING

202% INCREASE IN TRAILS AND SIDEWALKS

2.5 MINUTE WALK FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS

3.5 MINUTE WALK BETWEEN ALL SPORTS FIELDS

16 MINUTE WALK FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK

SAFE

780 FT BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET

50% DECREASE IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK

CONNECTED STREETS

.1 MILES LAMAR TO YMCA

.3 MILES LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY

.3 MILES LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING

.9 MILES LAMAR TO AUSTIN HIGH SCHOOL

.3 MILES MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)

GOOD FOR DRIVERS

1-2 MINUTE INTERSECTION DELAY

160 ON-STREET PARKING SPACES

266 OFF-STREET PARKING SPACES

EASE OF IMPLEMENTATION

9-12 MONTHS DESIGN

9-12 MONTHS PERMITTING

12-15 MONTHS CONSTRUCTION

CLEAN WATER

14 ACRES IMPERVIOUS COVER

24 ACRES OF RESTORED SHORELINE

PROGRAM DIVERSITY

63% ACTIVE RECREATION

37% PASSIVE RECREATION

AFFORDABLE

$8,150,496 TOTAL INFRASTRUCTURE COSTS

This includes park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.

$2,997,549 TOTAL PROGRAM COSTS

This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, Austin Pets Alive!/ community center, electric and lighting improvements.

$12,000,000 TOTAL AUSTIN PETS ALIVE!/COMMUNITY FACILITY COSTS

$23,148,045 TOTAL OVERALL COST

ALTERNATIVES

SEPARATED SYSTEMS

This alternative shifts Cesar Chavez Street north and elevates it against the bluff/rail corridor. Pressler Street could connect directly to Cesar Chavez Street at the top of the bluff. Relocating Cesar Chavez Street opens up the park to be one unified park space. Cesar Chavez Street would touch down at grade in front of YMCA and intersect with a park road to provide access to Austin High School and the fields. Stephen F. Austin would not connect directly to Cesar Chavez Street but would be extended north to access a parking lot underneath the elevated road. A pedestrian trail just east of YMCA would connect over the creek to the park road that goes underneath Cesar Chavez Street.

With a separated system, the speeds on Cesar Chavez Street will continue with minimal change in vehicle delay from the existing conditions. The addition of a signalized intersection to the east of Lamar Boulevard will serve as access to the park from Cesar Chavez Street as well as eastbound access to Stephen F. Austin Drive and Austin High School. This intersection has the potential to add delay during the peak periods particularly when the school ends around 4:00 pm. It would however enable access from the minor roadway to the mainline which suffers from severe delay under the existing conditions.

Figure 14: *Separated Systems Illustrative Plan*

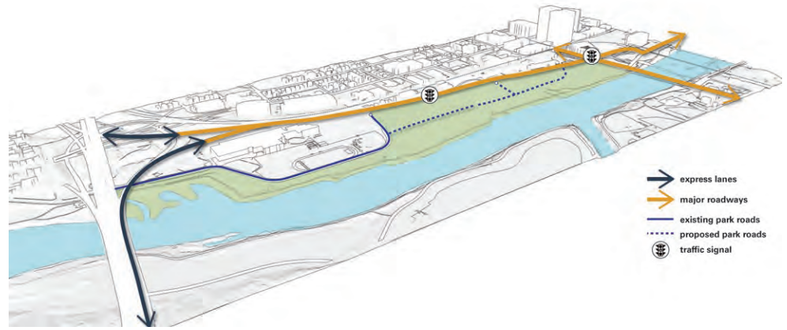


Figure 15: *Separated Systems Transportation Diagram*

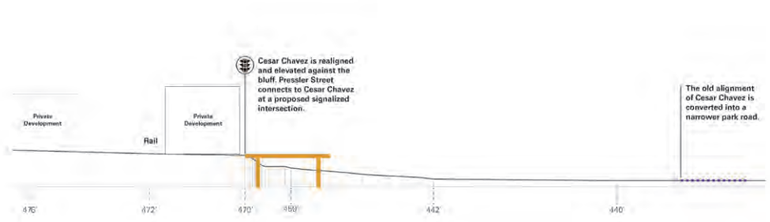


Figure 16: *Separated Systems Section Diagram*

GOOD FOR WALKING

215% INCREASE IN TRAILS AND SIDEWALKS

1 MINUTE WALK FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS

1-2 MINUTE WALK BETWEEN ALL SPORTS FIELDS

6 MINUTE WALK FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK

SAFE

1000 FT BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET

60% DECREASE IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK

CONNECTED STREETS

.1 MILES LAMAR TO YMCA

.3 MILES LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY

.3 MILES LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING

.8 MILES LAMAR TO AUSTIN HIGH SCHOOL

1.3 MILES MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)

GOOD FOR DRIVERS

1-6 MINUTE INTERSECTION DELAY

123 ON-STREET PARKING SPACES

301 OFF-STREET PARKING SPACES

EASE OF IMPLEMENTATION

12-16 MONTHS DESIGN

9-12 MONTHS PERMITTING

18-24 MONTHS CONSTRUCTION

CLEAN WATER

11 ACRES IMPERVIOUS COVER

30 ACRES OF RESTORED SHORELINE

PROGRAM DIVERSITY

53% ACTIVE RECREATION

47% PASSIVE RECREATION

AFFORDABLE

$27,590,760 TOTAL INFRASTRUCTURE COSTS

This includes the relocation of Cesar Chavez Street, park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.

$3,137,874 TOTAL PROGRAM COSTS

This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, Austin Pets Alive!/community center, electric and lighting improvements.

$12,000,000 TOTAL AUSTIN PETS ALIVE!/COMMUNITY FACILITY COSTS

$42,728,634 TOTAL OVERALL COST

ALTERNATIVES

HYBRID

The Hybrid alternative shifts Cesar Chavez Street north but remains at grade with the park at the bottom of the cliff. If Pressler Street was extended, it could go over Cesar Chavez Street and tie into the park road to provide more connections to the park. Similar to the Urban Street alternative, the Hybrid alternative provides for multiple access points into the park which when compared to the existing conditions would add delay along Cesar Chavez Street. The alternative would enable multiple connections to Stephen F. Austin Drive and as such reduce the reliance upon the current single access point at Cesar Chavez Street. The parking area could be shared between West Austin Youth Association and Austin High. In this alternative, Austin Pets Alive! is relocated north of Cesar Chavez Street and connected to the YMCA entrance and parking area. The small rectangle to the south of YMCA is the neighborhood amenity area. This would include restrooms, a playground and picnic tables.

Figure 17: *Hybrid Illustrative Plan*

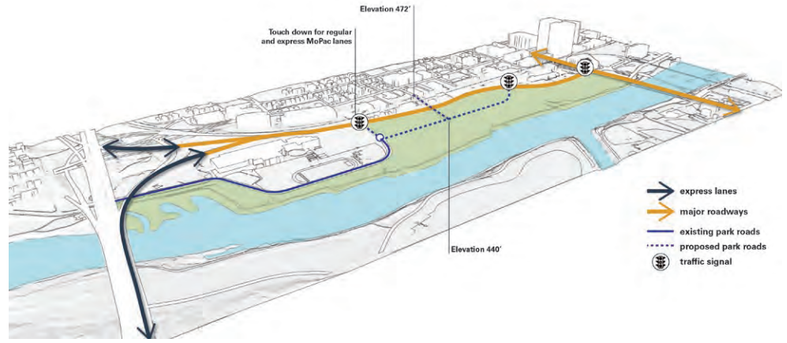


Figure 18: *Hybrid Transportation Diagram*

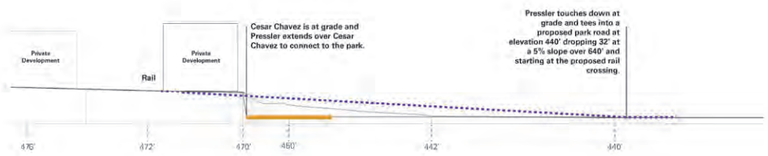


Figure 19: *Hybrid Section Diagram*

GOOD FOR WALKING

243% INCREASE IN TRAILS AND SIDEWALKS

1 MINUTE WALK FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS

1-2 MINUTE WALK BETWEEN ALL SPORTS FIELDS

6 MINUTE WALK FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK

SAFE

1280 FT BETWEEN PEDESTRIAN CROSSINGS ON CESAR CHAVEZ STREET

65% DECREASE IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK

CONNECTED STREETS

.1 MILES LAMAR TO YMCA

.2 MILES LAMAR TO AUSTIN PETS ALIVE! /COMMUNITY FACILITY

.7 MILES LAMAR TO WEST AUSTIN YOUTH ASSOCIATION PARKING

.8 MILES LAMAR TO AUSTIN HIGH SCHOOL

.3 MILES MOPAC TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)

GOOD FOR DRIVERS

1-7 MINUTE INTERSECTION DELAY

66 ON-STREET PARKING SPACES

266 OFF-STREET PARKING SPACES

EASE OF IMPLEMENTATION

9-12 MONTHS DESIGN

9-12 MONTHS PERMITTING

15-18 MONTHS CONSTRUCTION

CLEAN WATER

13 ACRES IMPERVIOUS COVER

29.5 ACRES OF RESTORED SHORELINE

PROGRAM DIVERSITY

54% ACTIVE RECREATION

46% PASSIVE RECREATION

AFFORDABLE

$14,393,640 TOTAL INFRASTRUCTURE COSTS

This includes the relocation of Cesar Chavez Street, park roads, parking, intersection improvements, sidewalk and crosswalks, regrading, utility relocation and stormwater improvements.

$2,644,540 TOTAL PROGRAM COSTS

This includes clearing and ground preparation, athletic fields, batting cages and concessions, neighborhood amenities, trees and native restoration, signage, electric, Austin Pets Alive!/ community center, and lighting improvements.

$12,000,000 TOTAL AUSTIN PETS ALIVE!/COMMUNITY FACILITY COSTS

$29,038,180 TOTAL OVERALL COST

RECOMMENDATIONS

This chapter presents the community supported vision plan for Volma Overton, Sr. Beach. The first section explains the vision and phasing of the preferred alternative. This section is followed by a financial assessment of the preferred plan which details the overall costs and suggested funding strategies for city investment.

The final section of this chapter presents a detailed implementation timeline of projects, programs and policies that will be needed to implement the vision plan. Each recommendation has an estimated budget, timeline, potential partners and graphics that further illustrate the intent of the recommendation.

PREFERRED ALTERNATIVE

WHY THE SEPARATED SYSTEMS ALTERNATIVE?

At the January 27, 2016 Recommendations Workshop, the project team presented the top four alternatives from the December 15, 2015 Alternative's Workshop with additional information such as conceptual cost estimates and the traffic impacts of slowing traffic down through the park. This meeting was complimented with an online survey which received 373 responses. The stakeholders provided input on the strengths and weaknesses of the four remaining alternatives. These results are summarized below and a more detailed overview of the survey data can be found in the Appendix.

1. **Current Alignment** Many felt this option was not much of an improvement from the existing conditions and did not improve the safety for pedestrians and vehicles trying to access the park and the high school. Participants also expressed that the Pressler Street extension in the proposed alignment adds more traffic to an already confusing and crowded intersection.
2. **Urban Streets** Participants felt that this option was not a significant improvement from the existing conditions and some were concerned that the Pressler Street extension to Cesar Chavez Street will increase congestion for Austin High School visitors. Others felt that adding additional signals would create more traffic on an already busy road.
3. **Separated Systems** This option had the highest number of votes. Participants liked that Cesar Chavez Street was elevated and separates highway bound traffic from park visitors and Austin High School. Some participants expressed concern about access to Austin High School. Other respondents expressed concerns about cost, since the elevated road will be significantly more expensive than the other options.
4. **Hybrid** This option had the second number of positive votes. Participants were supportive of relocating Cesar Chavez Street north to unify the park. However, many survey respondents were not supportive of Pressler Street extending over Cesar Chavez Street and into the park. Others felt the additional intersection on Lamar Boulevard and Cesar Chavez Street would add increased traffic.

The Separated Systems alternative had the most support from stakeholders, but the Austin Transportation Department expressed concern about the significant traffic delay that might be caused by an at-grade intersection at Cesar Chavez Street and Lamar Boulevard. Partner organizations that operate in the park, such as West Austin Youth Association and Austin Pets Alive! wanted to make sure that they could begin implementation immediately without having to wait for the realignment of Cesar Chavez Street.

Due to this input, the project team revised the preferred alternative so that partner organizations could begin construction immediately and not be significantly impacted by the reconstruction of Cesar Chavez Street. The project team also revised the Separated Systems alternative so that Cesar Chavez Street comes back down to cross underneath Lamar Boulevard rather than meeting Lamar Boulevard at an at-grade intersection.

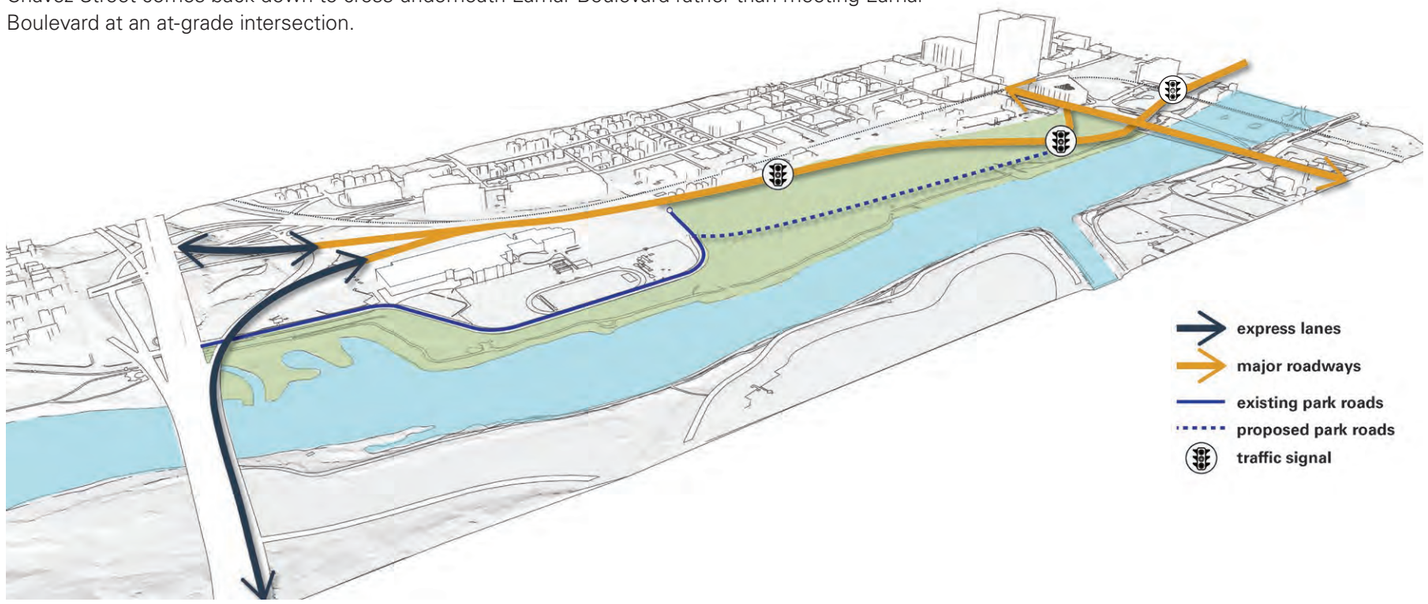


Figure 1: *Transportation Diagram*

Figure 2: *Volma Overton, Sr. Beach Vision Plan Section (Phase Two)*

LEGEND

- 1A Pressler Street Extension Phase One
- 2 Stephen F. Austin Drive Improvements
- 3A Ball Field Improvements Phase One
- 4A West Parking Area
- 5A Neighborhood Amenity Area Phase One
- 6 Cesar Chavez Street Minor Improvements
- 7 Flume and Boat Ramp Improvements
- 8 Butler Hike and Bike Trail Improvements
- 9 Heron Creek Park Trail Improvements
- 10 South Parking Area
- 11 Town Lake Animal Facility/Austin Pets Alive!

Figure 3: *Phase One Illustrative Plan*

LEGEND

- 1B Pressler Street Extension Phase Two
- 3B Ball Field Improvements Phase Two
- 4B West Parking Area Phase Two
- 5B Neighborhood Amenity Area Phase Two
- 12 Cesar Chavez Street Realignment
- 13 Cesar Chavez Street and B. R. Reynolds Drive Intersection
- 14 Lamar Bridge Underpass Intersection Improvements
- 15 Lamar Boardwalk
- 16 South Park Road / Cesar Chavez Street Diet
- 17 Savanna Restoration
- 18 Gateway and Water Quality Features

Figure 4: *Phase Two Illustrative Plan*

PREFERRED ALTERNATIVE

PHASE ONE

The project can be constructed in two phases in order to provide immediate improvements while pursuing a long term vision. The following projects could begin immediately and are not contingent on relocating Cesar Chavez Street and can begin in phase one:

- 1A Pressler Street Extension Phase One
- 2 Stephen F. Austin Drive Improvements
- 3A Ball Field Improvements Phase One
- 4A West Parking Area
- 5A Neighborhood Amenity Area Phase One
- 6 Cesar Chavez Street Minor Improvements
- 7 Flume and Boat Ramp Improvements
- 8 Butler Hike and Bike Trail Improvements
- 9 Heron Creek Park Trail Improvements
- 10 South Parking Area
- 11 Town Lake Animal Facility/Austin Pets Alive!

Figure 5: *Phase One*

PHASE TWO

Phasing the implementation of Cesar Chavez Street could be performed almost entirely while the current roadway is in circulation. The new Cesar Chavez Street could be built from Lamar Boulevard 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 existing B. R. Reynolds Drive and Cesar Chavez Street intersection could remain operational while the new intersection is constructed. Once Cesar Chavez Street is realigned, the park will gain back seven additional acres to add trails and amenities. The following projects would take place in phase two:

- 1B Pressler Street Extension Phase Two
- 3B Ball Field Improvements Phase Two
- 4B West Parking Area Phase Two
- 5B Neighborhood Amenity Area Phase Two
- 12 Cesar Chavez Street Realignment
- 13 Cesar Chavez Street and B. R. Reynolds Drive Intersection
- 14 Lamar Bridge Underpass Intersection Improvements
- 15 Lamar Boardwalk
- 16 South Park Road / Cesar Chavez Street Diet
- 17 Savanna Restoration
- 18 Gateway and Water Quality Features

Figure 6: *Phase Two*

TRAFFIC DELAY IMPACTS

In the preferred alternative, Cesar Chavez Street is located along the bluff rejoining the existing alignment at B. R. Reynolds Drive for the connection to Lamar Boulevard. The Cesar Chavez Street/ Lamar Boulevard ramps remain at B. R. Reynolds Drive and Sandra Muraida Way.

New signalized intersections at Cesar Chavez Street and Pressler Street would be added with a realignment of B. R. Reynolds Drive at Cesar Chavez Street to include the Park Road approach from the south. The addition of the fourth approach as well as pedestrian crosswalks with dedicated pedestrian timing will decrease the amount of time per cycle for the Cesar Chavez vehicle throughput. This will create additional vehicular delay and slow speeds throughout the system but increase mobility and access into the park. This intersection will also be a significant gateway opportunity into downtown Austin. Reference *"appendix 8" on page 185* for more information.

Figure 7: Signal delay and travel time and corridor speed highlights in red where corridor speeds exceed 17 mph (possible 25 mph travel speed). In the preferred alignment northbound access to Lamar Boulevard from Cesar Chavez Street is enhanced with left-turns enabled at a modified intersection at Sandra Muraida Way incorporating a 250 foot eastbound turn lane.

ORIGIN-DESTINATION

Figure 8: Origin-destination distances indicates the average travel distance between different places within Volma Overton, Sr. Beach. Distances that are shortened considerably are shown in green; those that are lengthened are shown in red.

STREET WIDTHS AND TURN LANES

Figure 9: Number of lanes and turn lanes provides a street-by-street listing of street widths and turn lanes.

	DIRECTION	SIGNAL DELAY (SEC)				TRAVEL TIME (SEC)				CORRIDOR SPEED (MPH)			
		AM PROPOSED	AM EXISTING	PM PROPOSED	PM EXISTING	AM PROPOSED	AM EXISTING	PM PROPOSED	PM EXISTING	AM PROPOSED	AM EXISTING	PM PROPOSED	PM EXISTING
Cesar Chavez Street, from Stephen F. Austin Drive to Sandra Muraida Way	West Bound	66	25	93	26	178	111	205	111	17	28	15	28
	East Bound	132	30	103	13	239	111	210	94	12	27	13	32
Cesar Chavez Street and Lamar Boulevard, from Stephen F. Austin Drive to Riverside Drive	North Bound/ West Bound	116	16	130	11	223	172	237	161	13	33	12	35
	East Bound/ South Bound	146	40	146	21	255	196	254	174	11	29	11	33
Cesar Chavez Street and Lamar Boulevard, from Stephen F. Austin Drive to West Fifth Street	South Bound/ West Bound	50	40	44	46	165	137	159	138	19	24	19	24
	East Bound/ North Bound	152	n/a	199	n/a	294	n/a	340	n/a	13	n/a	11	n/a

Figure 7: *Signal delay and travel time and corridor speed*

ORIGIN-DESTINATION	EXISTING CONDITIONS	PREFERRED ALTERNATIVE
Austin High School to Lamar Boulevard to West Fifth Street	1.0 - 1.1 miles via Cesar Chavez Street and Lamar Boulevard depending on direction	1.0 - 1.1 miles via Park Road
Austin High School to MoPac Expressway	0.5 miles	1.4 miles
Austin Pets Alive! to Lamar Boulevard	0.9 miles via Cesar Chavez Street and Reserve Road	0.2 miles via Park Road
Texas Rowing Center to Pressler Street and West Fifth Street	1.6 - 1.8 miles via Stephen F. Austin Drive, Cesar Chavez Street, Lamar Boulevard, Fifth Street or Sixth Street and Pressler Street depending on direction	1.3 miles via Stephen F. Austin Drive, Park Road, Cesar Chavez Street and Pressler Street
West Austin Youth Association to Lamar Boulevard	0.9 miles via Cesar Chavez Street and Reserve Road	0.3 miles via Park Road
YMCA to Pressler Street and West Fifth Street	0.7 - 1.1 miles via Lamar and Fifth Street depending on direction	0.4 miles via Cesar Chavez Street and Pressler Street

Figure 8: *Origin-destination distances*

STREET	# OF LANES	TURN LANES
Cesar Chavez Street, west of Pressler Street	3 lanes West Bound, 2 lanes East Bound	150 ft long left turn lane at Pressler Street
Cesar Chavez Street, Pressler Street to B. R. Reynolds Drive	2 lanes West Bound, 2 lanes East Bound	150' long right turn lane at Pressler Street, 150' long left turn lanes into parking lots, 150' long left turn lane at B. R. Reynolds Drive, 150' long right turn at B. R. Reynolds Drive
Cesar Chavez Street, East of B. R. Reynolds Drive	2 lanes West Bound, 2 lanes East Bound	150' long right turn lane at B. R. Reynolds Drive, 150' long left turn lane at B. R. Reynolds Drive, 250' long left turn lane at Sandra Muraida Way
Pressler Street	1 lane NB, 1 lane SB	No turn lanes
B. R. Reynolds Drive	1 lane NB, 1 lane SB	150' long right turn lane at Cesar Chavez Street
Park Road	1 lane East Bound, 1 lane West Bound	150' long right turn lane at Cesar Chavez Street
Stephen F. Austin Drive	1 lane East Bound, 1 lane West Bound	No turn lanes

Figure 9: *Number of lanes and turn lanes*

PREFERRED ALTERNATIVE

ENGINEERING CONSIDERATIONS

As this plan moves forward into implementation, there will be many engineering considerations such as utility relocation and grading. The analysis will require a detailed site survey to understand the exact conditions, but the following items will need to be explored in more detail.

GRADING

Figure 10: Engineering Considerations Diagram illustrates the portions of the site that will need to be considerably regraded in order to accommodate for the elevated portion of Cesar Chavez Street. The realignment of Cesar Chavez Street would begin at the existing western bridge abutment at the Stephen F. Austin Drive underpass. It would start to slope down to natural grade just west of YMCA, but remain high enough for people to safely cross under from the YMCA parking lot and Austin Pets Alive!. The area to the east of the existing Stephen F. Austin Drive underpass under existing Cesar Chavez Street would be cut back down when Cesar Chavez Street is realigned.

The main area of significant fill is in the existing drianageway cutting through the four baseball fields. The R. D. Thorp Field reconstruction would have some minor regrading work flattening the site slightly. On the north side of the elevated Cesar Chavez Street, in front of the future development around Pressler Street, there would need to be additional fill to close the gap between the northern edge of the bridge structure and the site development. The connection from the elevated portion of Cesar Chavez Street could be a structure, such as an underground parking garage and could be constructed at the same time as the elevated Cesar Chavez Street.

UTILITIES

There would be utility relocations based on the proposed programming in the Volma Overton, Sr. Beach Vision Plan. There would need to be an underground storm drain underneath the baseball fields to channel the water from the existing drianageway that currently cuts through the fields, a reconstruction of the concrete drainage flume located just east of Stephen F. Austin Drive, and approximately 1,400 linear feet of relocated electric transmission lines at the baseball fields, and 2,200 linear feet of relocated electric transmission lines in the new alignment of Cesar Chavez Street.

The proposed alternative to relocate and elevate Cesar Chavez Street to a location near the railroad track on the north side of the park is in a very preliminary stage, making it difficult to determine its impact on Austin Water Utility's infrastructure including the critical 72-inch water line. Austin Water intends to work with all stakeholders through this process and ensure that access is maintained to all Utility infrastructure. Careful consideration must be given when designing any retaining walls, other bridge structures or embankments as well as limiting heavy vibratory construction equipment over the top of the pipes that would create loading conditions that were not anticipated with the design of the pipe. In addition, Austin Water will need to maintain enough space both horizontally and vertically to provide maintenance on the pipes including excavating, removing and replacing pipe segments. As the vision plan moves forward toward implementation, utility providers will need to be involved in all aspects of the design of all improvements.

Figure 10: *Engineering Considerations Diagram*

PREFERRED ALTERNATIVE

METRICS

GOOD FOR WALKING

282% INCREASE IN TRAILS AND SIDEWALKS

1 MINUTE WALK FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS
3 MINUTE WALK FROM PARKING TO WEST AUSTIN YOUTH ASSOCIATION FIELDS (EXISTING)

1-2 MINUTE WALK BETWEEN ALL SPORTS FIELDS
2-3 MINUTE WALK BETWEEN ALL SPORTS FIELDS (EXISTING)

6 MINUTE WALK FROM AUSTIN HIGH SCHOOL TO SHARED PARKING AREA WITHIN THE PARK

CONNECTED STREETS

.3 MILES LAMAR BOULEVARD TO YMCA
.3 MILES LAMAR BOULEVARD TO YMCA (EXISTING)

.3 MILES LAMAR BOULEVARD TO AUSTIN PETS ALIVE!
.9 MILES LAMAR BOULEVARD TO AUSTIN PETS ALIVE! (EXISTING)

.3 MILES LAMAR BOULEVARD TO WEST AUSTIN YOUTH ASSOCIATION PARKING
.9 MILES LAMAR BOULEVARD TO WEST AUSTIN YOUTH ASSOCIATION PARKING (EXISTING)

.9 MILES LAMAR BOULEVARD TO AUSTIN HIGH SCHOOL
1.0 MILES LAMAR BOULEVARD TO AUSTIN HIGH SCHOOL (EXISTING)

.5 MILES MOPAC EXPRESSWAY TO AUSTIN HIGH SCHOOL (VIA CESAR CHAVEZ STREET)
1.4 MILES MOPAC EXPRESSWAY TO AUSTIN HIGH SCHOOL (EXISTING)

EASE OF IMPLEMENTATION

PHASE 1

9-12 MONTHS DESIGN

9-12 MONTHS PERMITTING

9-12 MONTHS CONSTRUCTION

PHASE 2

12-16 MONTHS DESIGN

9-12 MONTHS PERMITTING

18-24 MONTHS CONSTRUCTION

CLEAN WATER

17 ACRES IMPERVIOUS COVER
16 ACRES IMPERVIOUS COVER (EXISTING)

29.5 ACRES OF RESTORED SHORELINE

SAFE

1 MILE OF SIDEWALK ON CESAR CHAVEZ STREET
.6 MILES OF SIDEWALK ON CESAR CHAVEZ STREET (EXISTING)

65% DECREASE IN PREDICTED TRAVEL SPEED ON CESAR CHAVEZ STREET THROUGH THE PARK

GOOD FOR DRIVERS

224 ON-STREET PARKING SPACES
96 ON-STREET PARKING SPACES (EXISTING)

480 OFF-STREET PARKING SPACES
266 OFF-STREET PARKING SPACES (EXISTING)

INCREASED CONNECTIVITY TO DOWNTOWN WITH PRESSLER STREET CONNECTION AND ADDITIONAL LEFT TURN AT SANDRA MURAIDA WAY

PROGRAM DIVERSITY

54% ACTIVE RECREATION
53% ACTIVE RECREATION (EXISTING)

46% PASSIVE RECREATION
47% PASSIVE RECREATION (EXISTING)

COSTS

The following is a summary of preliminary construction and soft costs for Volma Overton, Sr. Beach Vision Plan. The costs are order of magnitude only and should not be used for specific budgeting or construction bidding. A more detailed estimate is in Appendix 9.

PROJECT	COST RANGE	LEAD
PHASE ONE (PROJECTS THAT CAN HAPPEN BEFORE THE REALIGNMENT OF CESAR CHAVEZ)		
1A Pressler Street Extension Phase One	$696,000.00 – $905,000.00	Austin Parks and Recreation Department
2 Stephen F. Austin Drive Improvements	$244,000.00 – $317,000.00	City of Austin (Multiple Departments)
3A Ball Field Improvements Phase One	$4,380,000.00 – $5,694,000.00	West Austin Youth Association
4A West Parking Area	$1,080,000.00 – $1,404,000.00	West Austin Youth Association
5A Neighborhood Amenity Area Phase One	$235,000.00 – $305,000.00	West Austin Youth Association
6 Cesar Chavez Street Minor Improvements	$272,000.00 – $354,000.00	Austin Parks and Recreation Department
7 Flume and Boat Ramp Improvements	$205,000.00 – $266,000.00	Austin Parks and Recreation Department
8 Butler Hike and Bike Trail Improvements	$925,000.00 – $1,202,000.00	Austin Parks and Recreation Department and Partners
9 Heron Creek Park Trail Improvements	$222,000.00 – $289,000.00	Austin Parks and Recreation Department and Partners
10 South Parking Area	$1,526,000.00 – $1,983,000.00	Austin Parks and Recreation Department and Partners
11 Town Lake Animal Facility/Austin Pets Alive!	$18,900,000.00 – $24,570,000.00	Austin Pets Alive!
PHASE TWO (PROJECTS CONTINGENT ON REALIGNMENT OF CESAR CHAVEZ)		
1B Pressler Street Extension Phase Two	$749,000.00 – $974,000.00	Austin Transportation Department
3B Ball Field Improvements Phase Two	$1,106,000.00 – $1,438,000.00	Austin Parks and Recreation Department
4B West Parking Area Phase Two	$324,000.00 – $421,000.00	Austin Parks and Recreation Department
5B Neighborhood Amenity Area Phase Two	$164,000.00 – $213,000.00	Austin Parks and Recreation Department
12 Cesar Chavez Street Realignment	$27,064,000.00 – $37,342,000.00	City of Austin (Multiple Departments)
13 Cesar Chavez Street and B. R. Reynolds Drive Intersection	$338,000.00 – $439,000.00	City of Austin (Multiple Departments)
14 Lamar Bridge Underpass Intersection Improvements	$2,646,000.00 – $3,704,000.00	Austin Transportation Department
15 Lamar Boardwalk	$2,430,000.00 – $3,159,000.00	Austin Parks and Recreation Department and Partners
16 South Park Road / Cesar Chavez Street Diet	$456,000.00 – $592,000.00	Austin Transportation Department
17 Savanna Restoration	$1,080,000.00 – $1,404,000.00	Austin Parks and Recreation Department
18 Gateway and Water Quality Features	$1,080,000.00 – $1,404,000.00	City of Austin (Multiple Departments)

Figure 11: *Preferred Alternative Costs*

FUNDING STRATEGIES

There are a variety of mechanisms that stewards of the vision plan can employ to provide services and make improvements. Austin Parks and Recreation Department operating and capital development funding typically comes from conventional sources such as sales, use, and property tax referenda voted upon by the community, along with developer exactions. Operating funds, typically capped by legislation, may fluctuate based on the economy, public spending, or assessed valuation; and may not always keep up with inflationary factors. In the case of capital development, borrowed funds sunset with the completion of loan repayment, and are not available to carry-over or re-invest without voter approval.

The following funding sources are currently being used, or could be used by Austin Parks and Recreation Department to create the existing budgets for capital and operational expenditures of Volma Overton, Sr. Beach.

GENERAL FUND

Austin Parks and Recreation Department services are primarily funded by the City's General Fund, which can be comprised of property tax levied for the purpose of financing services performed for the common benefit of a community. These funds also come from resources such as inter-government agreements, reimbursements, and interest and may include such revenue sources as franchise taxes, licenses and permits, fees, transfers in, reserves, interest income, and miscellaneous other incomes. Austin Parks and Recreation Department's sources of funding for the General Fund are:

Property Tax

Property tax revenue often funds park and recreation special districts and may be used as a dedicated source for capital development. When used for operation funding, it often makes the argument for charging resident and non-resident fee differentials.

Public Improvement District (PID)

The Public Improvement District Assessment Act (Chapter 372 of the Local Government Code) allows the city to levy and collect special assessments on property that is within the city or within the city's Extraterritorial Jurisdiction (ETJ). A Public Improvement District may be formed to fund to park, recreation, and cultural improvements; landscaping and other aesthetic improvements; art installations; creation of pedestrian malls or similar improvements; public safety and security services; parking improvements; street and sidewalk improvements; and drainage improvements.

On April 15, 1993, Austin City Council created the Public Improvement District (PID) to provide a consistent funding source to implement downtown initiatives. The PID is a means for the Downtown Austin community to provide funds for quality of life improvements and planning and marketing of Downtown Austin.

On October 11, 2012 the Austin City Council reauthorized the Austin Downtown Public Improvement District for ten years. Properties in the District are assessed an additional $.10 per $100 in assessed value.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is a method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. Through the use of TIF, municipalities typically divert future property tax revenue increases from a defined area or district toward an economic development project or public improvement project in the community. TIF subsidies are not appropriated directly from a city's budget, but the city incurs loss through foregone tax revenue.

Parkland Dedication

Parkland dedication is a local government requirement imposed on subdivision and site plan applications mandating the dedication of land for a park and/or the payment of a fee to be used by the governmental entity to acquire land and/or develop park facilities. Development impact fees are one-time charges imposed on development projects at the time of permit issuance to recover capital costs for public facilities, including parks, needed to serve new developments and the additional residents, employees, and visitors they bring to the community. Texas State law prohibits the use of impact fees for maintenance or operations costs.

Parkland dedication requires that all residential subdivisions and site plan applications, with some exemptions, are to provide for parks by either dedicating land, paying an in-lieu fee (the amounts may be adjusted annually), or a combination of the two.

LOAN MECHANISMS

Bond Referendum

Bond Referenda are used to fund capital needs, renovations, and new facilities to meet the needs and demands of residents. A bond is a written promise to pay a specified sum of money at a specified future date, at a specified interest rate. These bonds are traditionally general obligation bonds, revenue bonds, or special assessment bonds initiated through agency approval and citizen vote.

General Obligation Bonds

Bond used for indebtedness issued with the approval of the electorate for capital improvements and general public improvements.

Revenue Bonds

Bonds used for capital projects that will generate revenue for debt service where fees can be set aside to support repayment of the bond. These are typically issued for water, sewer or drainage charges, and other enterprise type activities.

ALTERNATIVE SERVICE DELIVERY AND FUNDING STRUCTURES

Inter-local Agreements

Contractual relationships established between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of sports fields, regional parks, or other facilities. Austin Independent School District (AISD) and Austin Pets Alive! have such an agreements in place for use of areas within Volma Overton, Sr. Beach.

Privatization – Outsourcing Management

This is typically used for food and beverage management, golf course operations, ballfield, or sports complex operations by negotiated or bid contract.

COMMUNITY SERVICE FEES AND ASSESSMENTS

Private Concessionaires

Contracts with private sector concessionaires provide resources to operate desirable recreational activities. These services are typically financed, constructed, and operated by the private business or a non-profit organization with additional compensation paid to the entity. The Texas Rowing Center is an example of a private concessionaire that currently operates within Volma Overton, Sr. Beach.

PERMITS, LICENSING RIGHTS AND USE OF COLLATERAL ASSETS

Subordinate Easements – Recreation/Natural Area Easements

This revenue source is available when an entity allows utility companies, businesses, or individuals to develop some type of an improvement above ground or below ground on its property. Subordinate easements are typically arranged over a set period of time, with a set dollar amount that is paid to the entity on an annual basis.

Partnership Opportunities

Partnerships are joint development funding sources or operational funding sources between two separate agencies, such as two government entities, a non-profit and a government entity, or a private business and a government entity. Two partners jointly develop park and recreation facilities and share risk, operational costs, responsibilities, and asset management based on the strengths and weaknesses of each partner.

Creating synergy based on expanded program offerings and collaborative efforts can be beneficial to all providers as interest grows and people gravitate to the type of facility and programs that best suit their recreational needs and schedules. Strategic alliance partnerships where missions run parallel and mutually beneficial relationships can be fostered currently include the following at Volma Overton, Sr. Beach:

- West Austin Youth Association – Operate and maintain a youth sports complex
- Austin Pets Alive! – Operate and maintain an animal shelter
- YMCA Town Lake Branch – Facility adjacent to property and share parking and land
- Austin High School – Facility adjacent to property and share use for parking, baseball field, rowing center and youth sports complex
- Texas Rowing Center, Inc. – Operate and maintain a rowing center
- The Trail Foundation – Collaborate to get projects approved and then design and build them but do not grant funds. The Trail Foundation has a separate process for prioritizing and funding projects.

Additional potential partnerships may consist of:

- Medical Center or Hospital
- Boys and Girls Club
- Kiwanis, Breakfast Optimists, VFWs, Elks, Rotary, and other service and civic organizations
- Chamber of Commerce
- Convention and Visitors' Center
- Homeowner or Neighborhood Associations
- Youth sports associations
- Other counties, neighboring cities, and communities
- Private alternative providers
- Churches

Naming Rights

Many agencies throughout the country have successfully sold the naming rights for newly constructed facilities or when renovating existing buildings. Additionally, newly developed and renovated parks have been successfully funded through the sale of naming rights. Generally, the cost for naming rights offsets the development costs associated with the improvement. People incorrectly assume that selling the naming rights for facilities is reserved for professional stadiums and other high profile team sport venues. This trend has expanded in recent years to include public recreation centers and facilities as viable naming rights sales opportunities.

Naming rights can be a one-time payment or amortized with a fixed payment schedule over a defined period of time. During this time, the sponsor retains the rights to have the park, facility, or amenity named for them. Also during this time, all publications, advertisements, events, and activities could have the sponsoring group's name as the venue. Naming rights negotiations need to be developed by legal professionals to ensure that the contractual obligation is equitable to all agents and provides remedies to change or cancel the arrangements at any time during the agreement period.

OTHER OPTIONS

Numerous federal and state taxation resources, programs, and grants may be available to park and recreation agencies.

Shared purchasing

The City of Austin participates in a Texas Buyboard contract which is a bulk buying process with its venders. Using this process, the city can save a lot of money on the cost of various purchases. The city sets the top price that it's willing to pay based on what was paid the last time. Vendors then vie to provide the product or service at a lower cost.

Grants

Grants often supplement or match funds that have already been received. For example, grants can be used for programs, planning, design, seed money, and construction. Due to their generally unpredictable nature, grants are often used to fund a specific venture and should not be viewed as a continuous source of funding. An example of this type of funding would be Texas Parks and Wildlife grants.

VOLUNTEER PROGRAMS

Volunteers/In-Kind Services

This is an indirect revenue source in that persons donate time to assist an agency in providing a product or service on an hourly basis. This reduces the agency's cost in providing the service, plus it builds advocacy for the system. To manage a volunteer program, an agency typically dedicates a staff member to oversee the program for the entire agency. This staff member could then work closely with Human Resources as volunteers are another source of staffing a program, facility, or event.

Adopt-a-Park/Adopt-a-Trail

Programs such as adopt-a-park may be created with and supported by the residents, businesses, and/or organizations located in the park's vicinity. These programs allow volunteers to actively assist in improving and maintaining parks, related facilities, and the community in which they live.

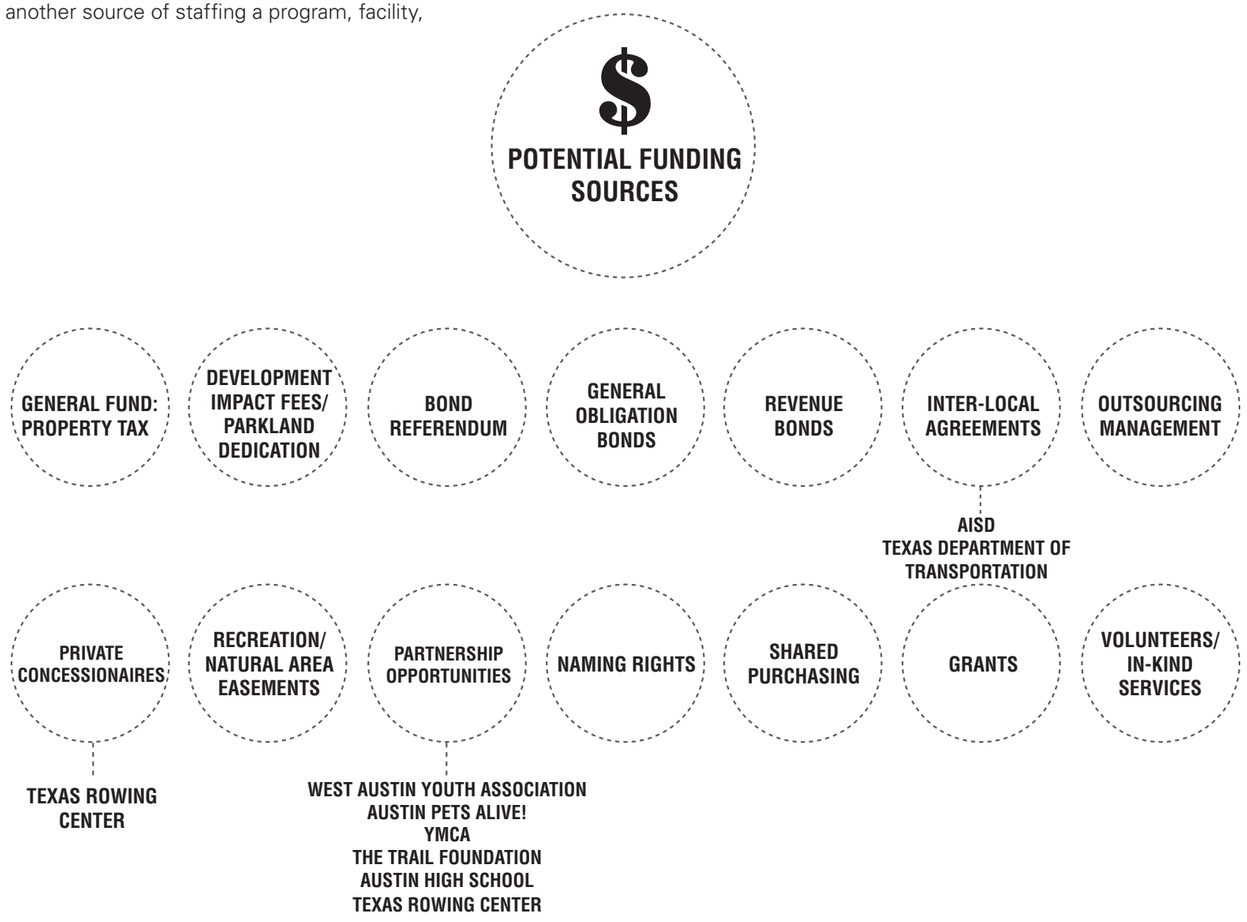


Figure 12: *Funding Mechanisms*

IMPLEMENTATION STRATEGIES

POLICIES, PROJECTS, AND PROGRAMS

This section provides detailed next steps that Austin Parks and Recreation Department and local leaders can take to implement the preferred alternative. There are a total of 18 projects, 6 policies and 7 programs that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools and capital improvements, they provide the necessary actions that will advance the long-term vision of the vision plan.

The following pages present each recommendation in detail. Each strategy includes a list of next steps, estimated costs, potential funding sources and leading entities. The recommendations should guide Austin Parks and Recreation Department and partners in defining programs, setting priorities, allocating finances and assessing achievements. Over time, this part of the vision plan should be revisited and updated to ensure that the strategies remain relevant and current as Volma Overton, Sr. Beach continues to evolve.

STRATEGY TYPE

Projects are undertakings that result in permanent physical changes.

There are **18 projects** recommended in the vision plan.

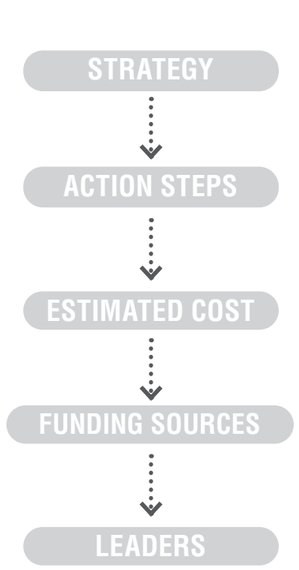
Policies define rules, regulations and incentive programs to control and influence future changes.

There are **6 policies** recommended in the vision plan.

Programs are actions taken to control and influence elements of the study area but do not require permanent physical changes.

There are **7 programs** recommended in the vision plan.

ACTION PLAN FOR EACH STRATEGY



1 PRESSLER STREET EXTENSION AND PEDESTRIAN CONNECTION

In phase one, a pedestrian connection from Pressler Street would provide safe access from the Old West Austin Neighborhood to Volma Overton, Sr. Beach. This is a high priority item for many stakeholders and should be first priority for implementation.

The pedestrian connection would be contained within Volma Overton, Sr. Beach and the Pressler Street right of way. The pedestrian connection must be ADA accessible and should have a width large enough to accommodate two way, multi-use traffic. As an additional safety measure, the existing at-grade railroad crossing should be rebuilt and upgraded with new railroad planking, signs, gates and lights, coordinated with Union Pacific Railroad.

In phase two, once Cesar Chavez Street is realigned against the bluff, Pressler Street could tie directly to Cesar Chavez Street at a three-way, signalized intersection. This will allow direct vehicular access from the neighborhoods north of the park to Cesar Chavez Street. The realignment of Cesar Chavez should accommodate the pedestrian connection built in phase one, allowing pedestrians to enter the park by crossing underneath Cesar Chavez. Bus stops would be located on both sides of the street and a signalized crosswalk would be provided for safe crossing. In addition, Austin Parks and Recreation Department should continue to request that any potential future development just north of the property line incorporate public pedestrian access to the park.

ACTION STEPS

- Continue discussions with Austin Transportation Department, Union Pacific and property owners.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Realign Cesar Chavez Street.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$561,330.00 – $729,729.00 Phase One**
  $749,250.00 – $974,025.00 Phase Two
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Transportation Department

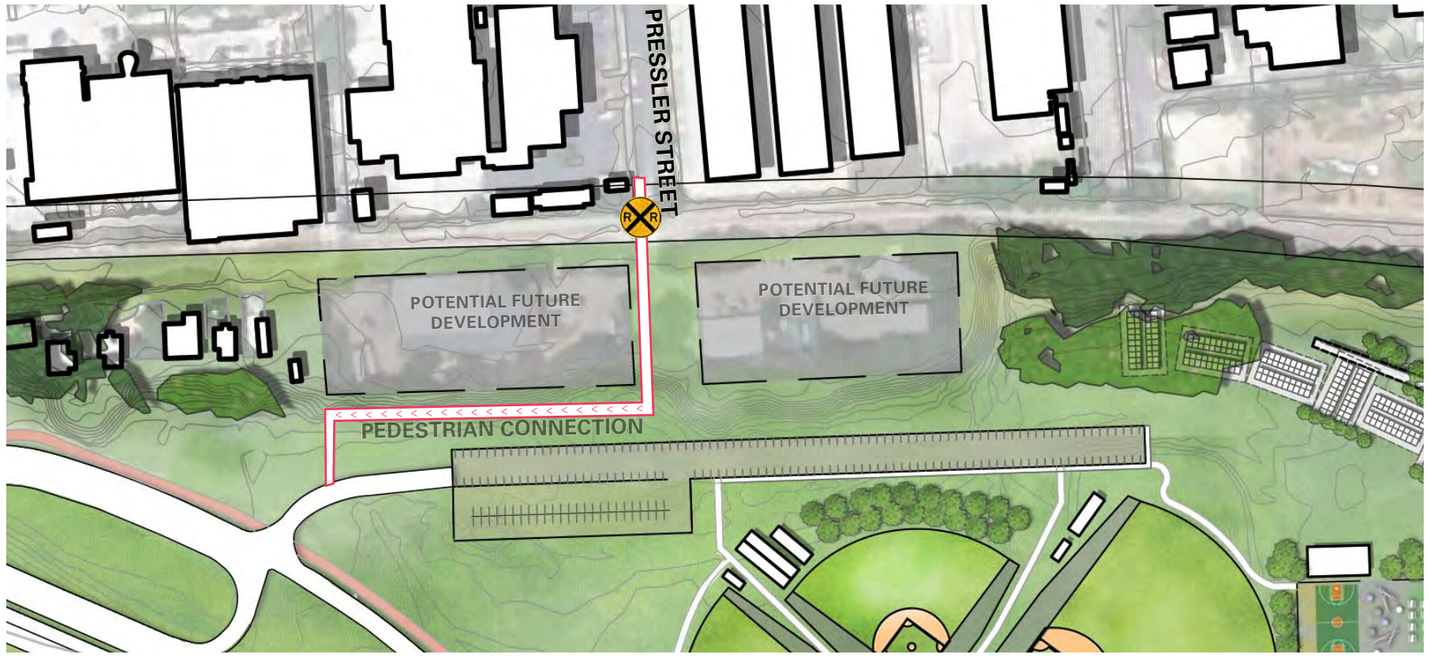


Figure 13: *Pressler Street Extension and Pedestrian Connection Phase One*

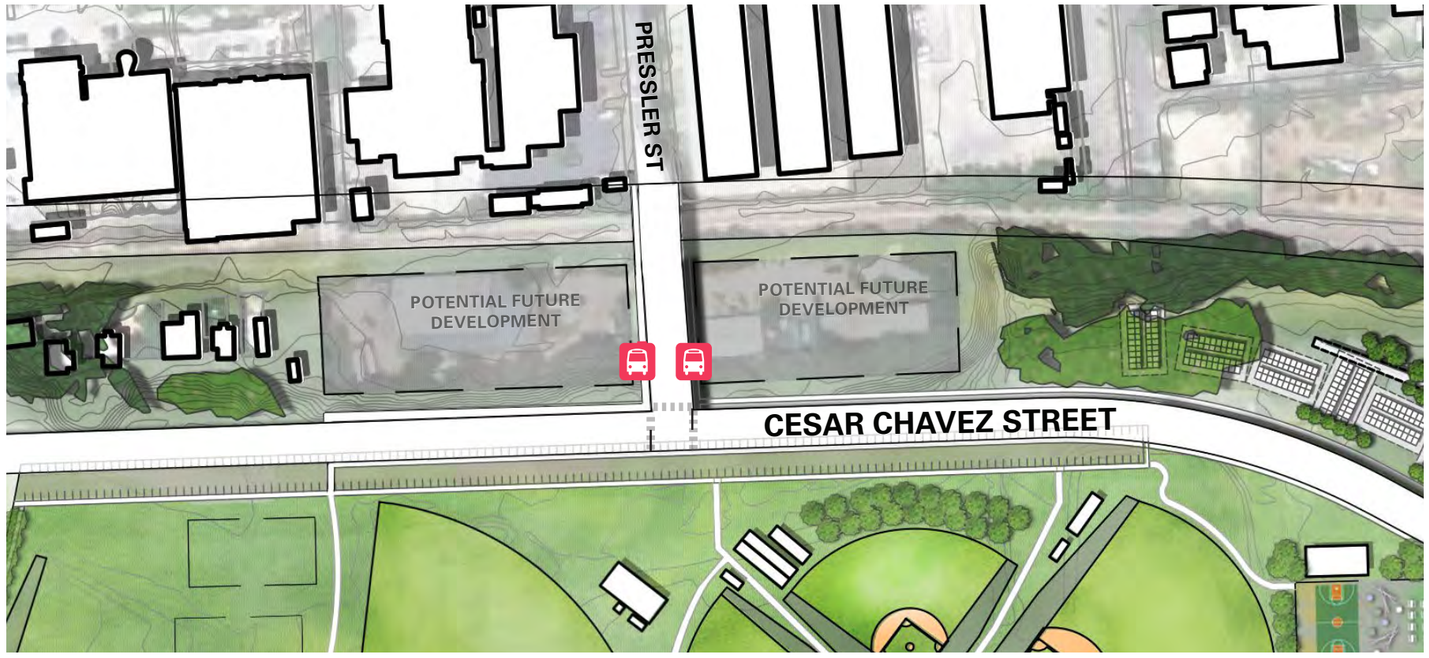


Figure 14: *Pressler Street Extension and Pedestrian Connection Phase Two*

2 STEPHEN F. AUSTIN DRIVE IMPROVEMENTS

Stephen F. Austin Drive provides access and parking for visitors coming to Austin High School, Texas Rowing Center and Lady Bird Lake. It currently has a right of way of 44 feet with parking on both sides of the street. Stephen F. Austin Drive has an informal path on the north side of the street on Austin High School/AISD property. The south side of the street is heavily wooded and does not have a walking path so pedestrians commonly walk in the street. The vision plan recommends reducing the width of the road down to two ten-foot travel lanes and two nine-foot parking lanes. This will free up an additional six feet to create a walking path on the south side of the street. Reducing the pavement width by adding a pedestrian path will make it easier for pedestrians to access the Butler Hike and Bike Trail and the Texas Rowing Center. Additional traffic calming improvements could be explored such as replacing the existing asphalt with pavers to create a shared street that equally prioritizes all modes of transportation. Additional street trees could be planted to the east of the boat ramp parking area in order to provide additional shade for pedestrians.

ACTION STEPS

- Continue discussions with Austin Transportation Department, Austin High School and Austin Independent School District.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$243,931.50 – $317,110.95**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Inter-local Agreements
- Private Concessionaires
- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Transportation Department
- Austin High School
- AISD
- The Trail Foundation
- Texas Rowing Center

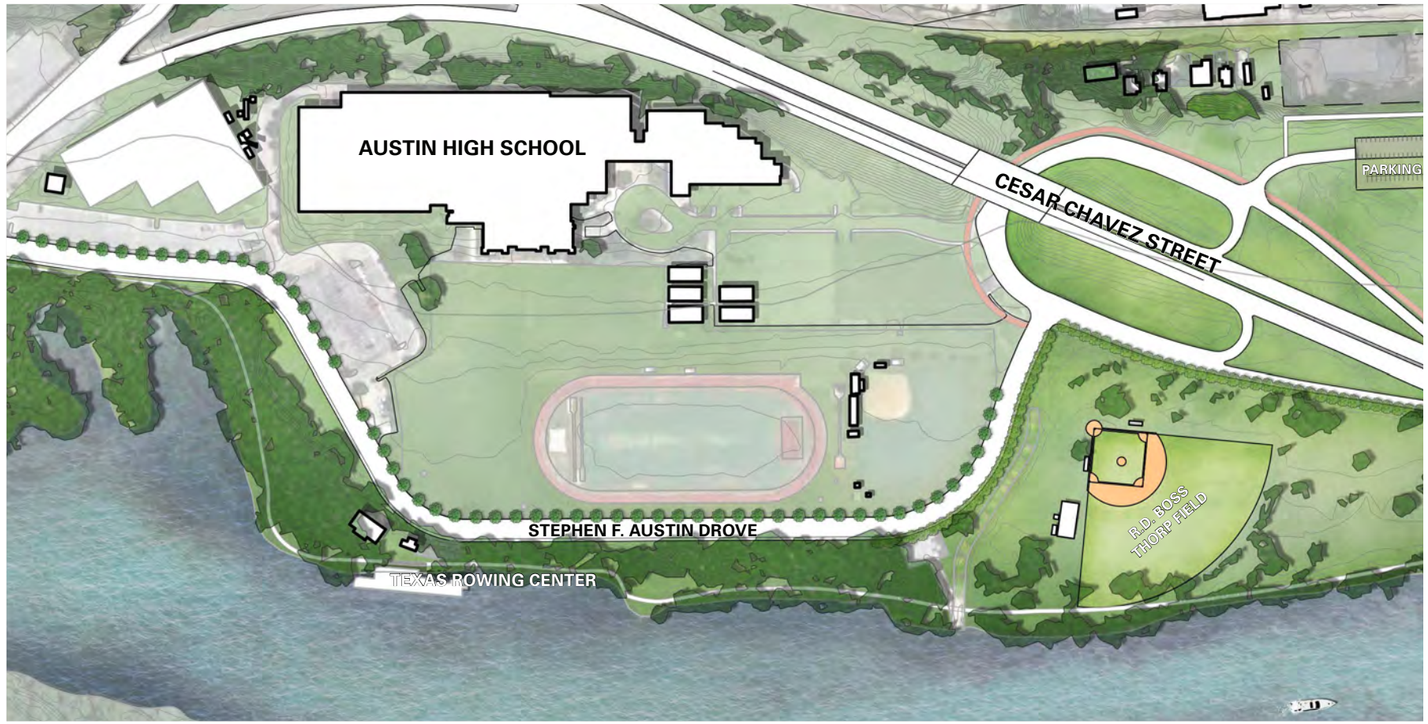


Figure 15: *Stephen F. Austin Drive Improvements*

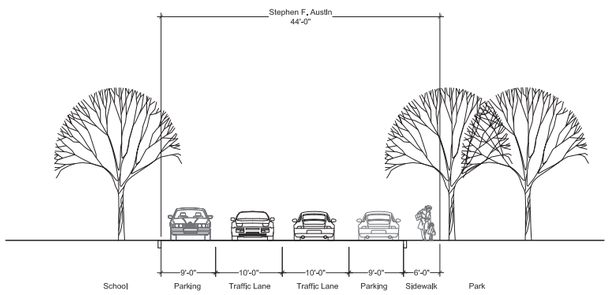


Figure 16: *Stephen F. Austin Drive Proposed Section*

Removing curbs and creating a level and unified paving pattern across the entire street can equally prioritizes all modes of transportation.

3

BALL FIELD IMPROVEMENTS

The West Austin Youth Association currently maintains Kocurek, Bishop, Sayers, Bechtol Harper, Chalmers, Williams, and McEachern Fields. Buildings include the concession stands, field press box, and other maintenance/storage structures. West Austin Youth Association has the first priority right to use the ball fields (except for Williams Field) and buildings at all times during the season for athletic or youth programs. The City of Austin and Austin High School maintain R. D. Thorp Field located south of Cesar Chavez Street.

West Austin Youth Association is prepared to pay for several improvements to the fields and this plan is intended to provide guidance on the location of the improvements. The reconstruction of the fields can begin immediately and none of the priority use ball fields are contingent on the relocation of Cesar Chavez Street. This plan recommends that the West Austin Youth Association begin with the design and reconstruction of Kocurek, Bishop, Sayers and Bechtol Harper Fields in a wagon-wheel formation on the north west side of the park where the majority of the current fields are located. Improvements can begin immediately to McEachern Field as this field will not be relocated. Chalmers Field will be relocated across Heron Creek where Bechtol Harper is currently located. A pedestrian bridge will be added to provide access between the fields.

The realignment of Cesar Chavez against the bluff could provide five to seven acres of additional park space. This space could be used for additional recreational amenities such as an open play area, tennis courts or an informal ballfield. The R.D. Thorp Field could shift north in order to cluster the ballfields, provide more restoration and neighborhood amenity area opportunity and create a more natural and varied experience along the Butler Hike and Bike Trail.

ACTION STEPS

- Continue discussions with West Austin Youth Association, AISD and Austin High School.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$4,379,821.88 – $5,693,768.44 Phase One**
  $1,106,181.56 – $1,438,036.03 Phase Two
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund
- Partnership Opportunities
- Inter-Local Agreements

WHO CAN HELP WITH THE EFFORT?

- West Austin Youth Association
- Austin Parks and Recreation Department
- AISD
- Austin High School

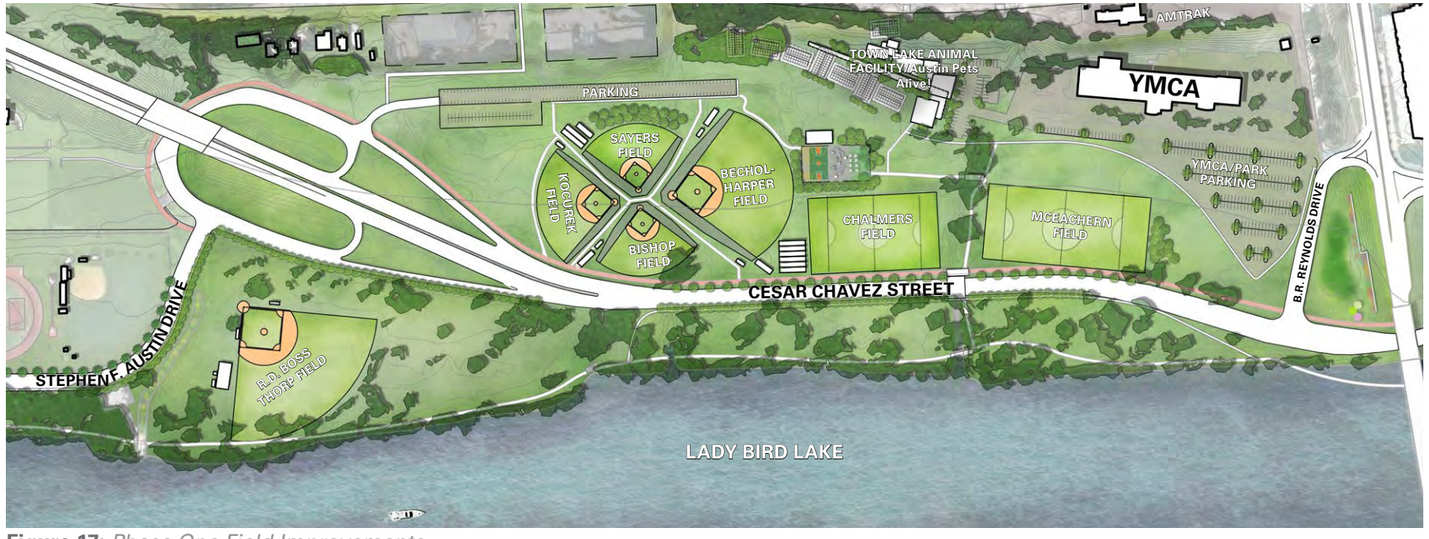


Figure 17: *Phase One Field Improvements*

Figure 18: *Phase Two Field Improvements*

4

WEST PARKING AREA

Currently park visitors entering the west side of Volma Overton, Sr. Beach find informal parking on the grass to the north and south of Reserve Road. This area is a logical location for a formalized lot that can provide West Austin Youth Association with adequate parking during scheduled programming. West Austin Youth Association needs 220 parking spaces to satisfy their agreement with the City of Austin. This lot can also provide additional parking for Austin High School and park users. In the first phase, this lot can provide 180 permanent parking spaces. In the second phase, Cesar Chavez Street will be realigned over the parking area and the lot can be expanded to provide an additional 100 parking spaces. In the first phase, a temporary parking area could be built just south of the lot in order to provide West Austin Youth Association with the necessary amount of parking spots.

In order to manage stormwater runoff and reduce impervious cover, the parking lot should be designed with low impact development (LID). LID parking lots can include the elimination of unneeded parking stalls and careful sizing and layout of planned stalls. Parking configurations can be adapted to meet both parking and stormwater mangement needs by sizing bioretention swales to fit with compact and full-sized parking stalls.

ACTION STEPS

- Continue discussions with West Austin Youth Association and other parking lot users.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$518,400.00 – $673,920.00 Phase One**
  $324,000.00 – $421,200.00 Phase Two
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds Partnership Opportunities
- Inter-Local Agreements

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- West Austin Youth Association

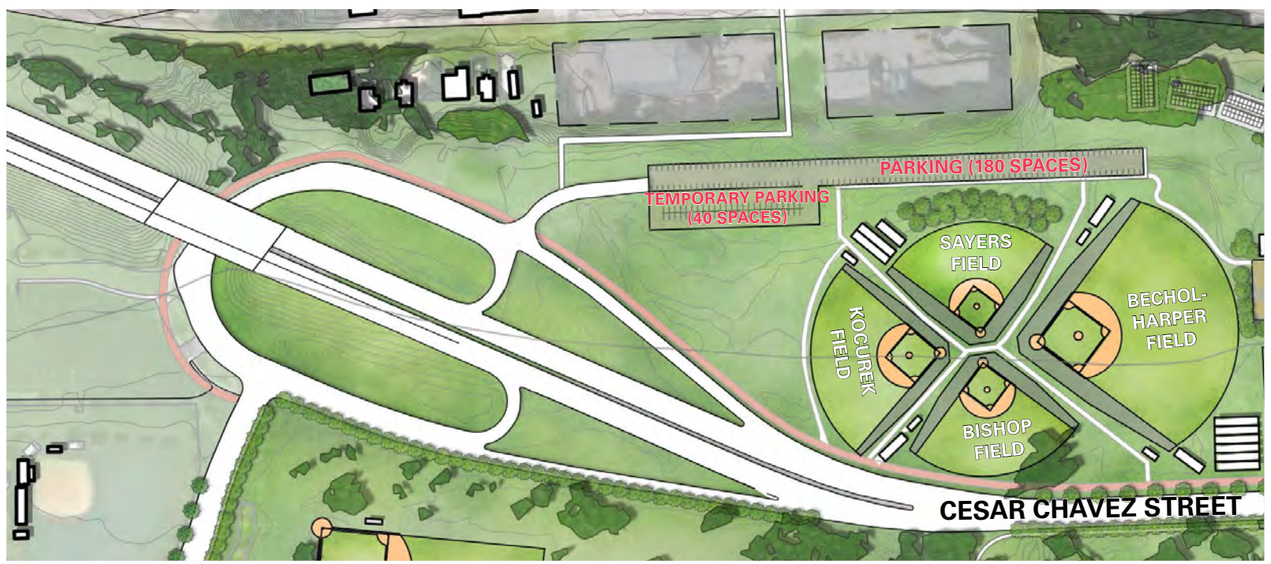


Figure 19: *Phase One West Parking Area*

Figure 20: *Phase Two West Parking Area*

5

NEIGHBORHOOD AMENITY AREAS

As Austin's downtown population continues to grow, 25,000 residents expected based on the City's 2011 Downtown Austin Plan, the nearby recreation spaces will be stressed from increasing use. Many of the existing programs on Volma Overton, Sr. Beach attract visitors from all around the city, but the park lacks amenities that the immediate neighbors can enjoy such as picnic areas, playgrounds and open lawn space. Stakeholders, particularly the Old West Austin Neighborhood Association, expressed interest in increasing the neighborhood amenities at Volma Overton, Sr. Beach. At the Vision Workshop, participants also overwhelmingly agreed that Volma Overton, Sr. Beach was a local, not a regional, park.

The vision plan proposes two neighborhood amenity areas. The exact design and programming of these areas should be further explored with input from the community but could include amenities such as restrooms, playgrounds, picnic areas and open lawns. The first neighborhood amenity area can occur in phase one, and can be located directly adjacent to the West Austin Youth Association concessions. This neighborhood amenity area could potentially have more active uses such as restrooms, a playground or a covered basketball court. This area could potentially be built and maintained by the West Austin Youth Association but open for public use. The second neighborhood amenity area would occur in phase two, once Cesar Chavez Street is realigned against the bluff. The R.D. Thorp Field could shift north in order to cluster the ballfields and provide more space for restoration and a neighborhood amenity area. This amenity area could offer more passive programming such as picnic areas and nature play opportunities.

ACTION STEPS

- Continue discussions with West Austin Youth Association, The Trail Foundation and Old West Austin Neighborhood Association
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$234,630.00 – $305,019.00 Phase One**
  $163,755.00 – $212,881.50 Phase Two
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- West Austin Youth Association
- The Trail Foundation
- Old West Austin Neighborhood Association

A playground with shade trees and seating area would provide a place for children and families to play at Volma Overton, Sr. Beach.

6 CESAR CHAVEZ STREET MINOR IMPROVEMENTS

Cesar Chavez Street currently bisects Volma Overton, Sr. Beach creating a barrier between the north and south sides of the park. As Cesar Chavez Street approaches MoPac Expressway it functions as a highway on-ramp where cars approach speeds of 55 - 60 miles per hour. The Volma Overton, Sr. Beach Vision Plan recommends adding street trees and a sidewalk on the central portion of Cesar Chavez Street to slow traffic and create a gateway into Downtown Austin. The long term vision of the vision plan recommends relocating Cesar Chavez Street north and reconstructing the existing Cesar Chavez Street into a smaller park road. It is recommended that the street trees and sidewalk only be installed in the area of Cesar Chavez Street that will eventually be converted into a smaller park road so that no trees have to be removed or relocated in the long term.

ACTION STEPS

- Continue discussions with Texas Department of Transportation and Central Texas Regional Mobility Authority.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$271,957.50 – $353,544.75**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund
- General Obligation Bonds
- Special Revenue Funds
- Partnerships
- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Transportation Department
- Central Texas Regional Mobility Authority
- Texas Department of Transportation
- Austin Parks Foundation

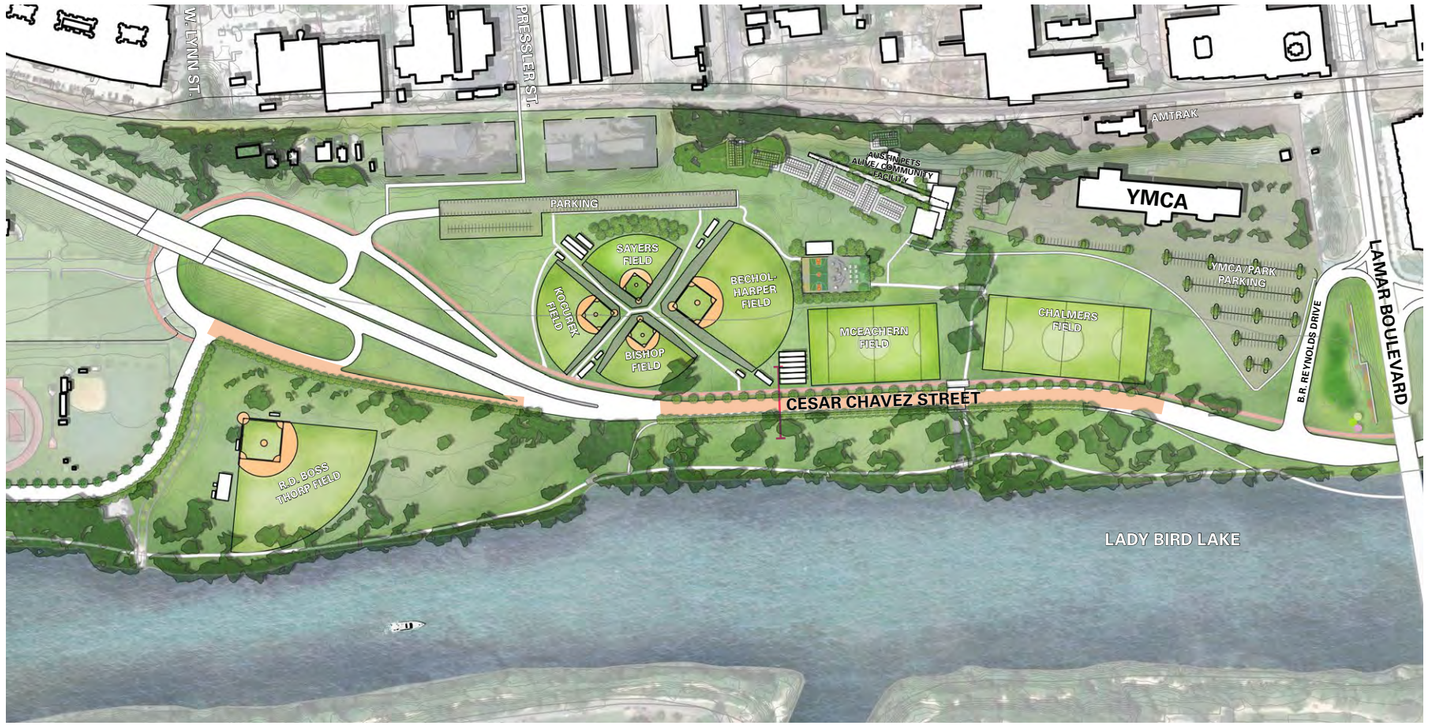


Figure 21: *Cesar Chavez Street Minor Improvements*

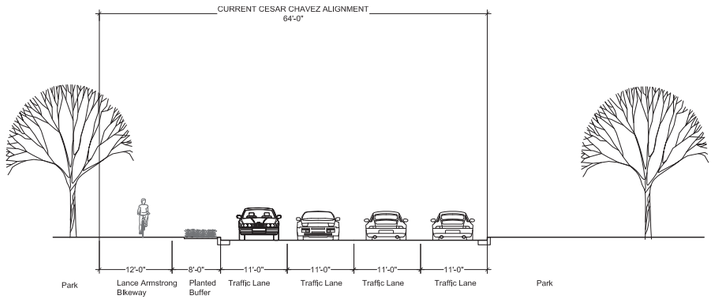


Figure 22: *Existing Section*

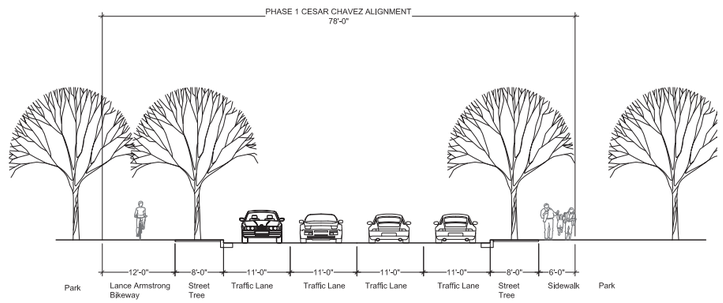


Figure 23: *Proposed Section*

7

FLUME AND BOAT RAMP IMPROVEMENTS

The flume located on the east side of Stephen F. Austin Drive is the outfall from a box culvert that comes from the north side of Cesar Chavez Street. As it approaches Lady Bird Lake, it merges with the concrete boat ramp and drains directly into the waterbody. The Volma Overton, Sr. Beach Vision Plan recommends that a significant portion of the flume be converted to a bioswale in order to clean the stormwater before it enters Lady Bird Lake, and reduce impervious cover within the park. The bioswale could start upstream from where the ramp ties in, leaving the last part of concrete swale intact to prevent erosion. Further analysis of the bioswale would need to ensure that the design of the bioswale accounts for the flow rate and velocities of the water. At the bottom of the flume, conflicts arise between boats and trail users where the trail bisects the boat ramp. Creating more awareness of this crossing is essential to improve safety. Recommendations include:

1. Provide custom paving or striping along the boat ramp where the trail crosses through. This will section off the path and let trail users know where it is safe to cross. Creating a unique paving pattern will also alert boat ramp users to minimize using this portion of the boat ramp. This could be an opportunity for a unique piece of public art.
2. Provide signage along the trail to alert visitors of the upcoming crossing. This is particularly critical on the portion of the trail just east of the boat ramp because bikers and runners can pick up speed due to the downhill slope in the trail.
3. Trim back trees as necessary to maintain views between the trail users and the boat ramp users.

ACTION STEPS

- Continue discussions with the Department of Public Works.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$204,525.00 – $265,882.50**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Public Works Department

Figure 24: *Diagram of Boat Ramp and Flume Improvements*

8

BUTLER HIKE AND BIKE TRAIL IMPROVEMENTS

The 2015 Butler Hike and Bike Trail and Lady Bird Lake Urban Forest and Natural Area Management Guidelines provide a set of land management tasks for the part of the trail that goes through Volma Overton, Sr. Beach. Some of the key recommendations for this area include:

- Move sections of the trail away from the shore to create more interesting trail, reduce granite deposition onto the sensitive shoreline area, and allow for a wider riparian zone.
- Convert areas recommended for savanna restoration to wildflower meadow management to begin transition towards savanna.
- Expand woodland throughout the area.
- Stabilize the trail and eliminate crushed granite deposit off-trail.
- Remove invasive species such as Chinaberry to reduce potential infestation in newly restored areas.

The Volma Overton, Sr. Beach Vision Plan recommends the R.D. Thorp Field shift north in order to cluster the ballfields, provide more restoration and create a more natural and varied experience along the Butler Hike and Bike Trail. Moving the field creates an opportunity to shift the trail away from the shoreline and reduce granite deposition. Additional recommendations for the trail include:

- Widen the Butler Hike and Bike Trail Bridge that crosses over Heron Creek to a minimum of 15 feet wide.
- Widen the two bridges over the two drainage channels to a minimum of 15 feet each.
- Relocate the steel drainage grates and stone culvert inlets that are currently located within the Butler Hike and Bike Trail trailhead.

ACTION STEPS

- Continue discussions with The Trail Foundation.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$924,750.00 – $1,202,175.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- The Trail Foundation

The bridges on the Butler Hike and Bike Trail should be expanded to 15 feet wide in order to accommodate the existing traffic of pedestrians and bicyclists.

9

HERON CREEK AND PARK TRAIL IMPROVEMENTS

Heron Creek is a small tributary that feeds into Lady Bird Lake located just west of the YMCA. The Heron Creek Trail is a small informal trail located just west of the creek that connects the Butler Hike and Bike Trail with a pedestrian tunnel underneath Cesar Chavez Street to the north side of Volma Overton, Sr. Beach.

Small improvements can be made to the Heron Creek Trail to increase connectivity through the park and improve the pedestrian experience. Recommendations include:

- Extend Heron Creek Trail further north to reach the west end of the YMCA parking lot.
- Create a formal connection from Heron Creek Trail to the Lance Armstrong Bikeway (LAB).
- Widen and improve Heron Creek Trail connection to Butler Hike and Bike Trail and the segment located under Cesar Chavez Street.

In addition to improvements to the Heron Creek Trail, formal pedestrian paths on the north side of the park will increase connectivity to destinations and prevent soil compaction.

ACTION STEPS

- Continue discussions with The Trail Foundation and the Department of Public Works.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$222,480.00 – $289,224.00**
- This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- The Trail Foundation
- Austin Parks and Recreation Department
- Austin Parks Foundation
- Austin Department of Public Works

Heron Creek is a beautiful natural drianageway that could be enhanced with a pedestrian trail that connects the LAB to the Butler Hike and Bike Trail.

10

SOUTH PARKING AREA

The Parkland Improvement Agreement between the YMCA and the City provides YMCA with 80 parking spots on City property in exchange for improving and maintaining the land on and around the 80 spots. During the planning process, the YMCA expressed an interest exploring additional opportunities to modify the agreement with the City and YMCA for use of the others' property. The YMCA owns a small parcel of land to the west of the park and has expressed interest in expanding its parking capacity. The vision plan proposes relocating an animal service facility on the small YMCA owned parcel west of Heron Creek. The plan proposes modifying the agreement with YMCA for a southern expansion of the parking area, in exchange for the use of the parcel west of Heron Creek. This parking area would include 210 spaces, and would provide parking for the park, YMCA and a future animal services facility. Within these 210 spots, the proposed animal services facility would need 43 reserved parking spaces. This parking area could begin construction during phase one, and would not need to wait until Cesar Chavez Street is relocated.

In order to manage stormwater runoff and reduce impervious cover, the parking lot should be designed with low impact development (LID). LID parking lots can include the elimination of unneeded parking stalls and careful sizing and layout of planned stalls. Parking configurations can be adapted to meet both parking and stormwater mangement needs by sizing bioretention swales to fit with compact and full-sized parking stalls.

ACTION STEPS

- Continue discussions with YMCA, Austin Pets Alive! and Austin Animal Services.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$1,525,500.00 – $1,983,150.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- YMCA
- Austin Pets Alive!
- Austin Animal Services

Figure 25: *Diagram of shared use areas*

YMCA parcel

Shared use parking area

11 TOWN LAKE ANIMAL FACILITY / AUSTIN PETS ALIVE!

In 2014 Austin Pets Alive! was granted a lease extension to utilize the City of Austin Animal Services Town Lake Animal Facility located on Volma Overton, Sr. Beach for a period of five years, an agreement that expires in 2020. Due to the layout of the building, parking and existing kennels, this area takes up about 3.4 acres of the park in its current configuration. Many stakeholders expressed interest in keeping an animal adoption facility on Volma Overton, Sr. Beach, but stakeholders also pointed out that this facility is not a traditional park use. Throughout the vision plan process, the design team explored ideas about how the facility could be redesigned to maximize efficiency, improve the quality of the space and provide additional community benefits.

Should it be determined that an animal adoption facility remain on the site, it is recommended that the facility be built north of the current site. This acreage is split between the parcel of land just east of YMCA and the northern portion of the existing animal adoption facility. A new bridge from the YMCA parking lot over Heron Creek will provide vehicular access to the site.

During the vision plan process, the architectural design firm Studio 8, worked with Austin Pets Alive! to develop ideas for a new facility. A comparison of the proposed facility and Austin Pets Alive!'s existing program can be found in Appendix 7. The new site would provide less parking, but a shared parking arrangement between Austin Parks and Recreation Department, YMCA, and Austin Pets Alive! could ensure that additional parking spaces would be provided in other areas throughout the park.

ACTION STEPS

- Continue discussions with Austin Pets Alive!, City of Austin Animal Services and YMCA.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$18,900,000.00 – $24,570,000.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- Donations
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Pets Alive!
- Austin Parks and Recreation Department
- Austin Animal Services

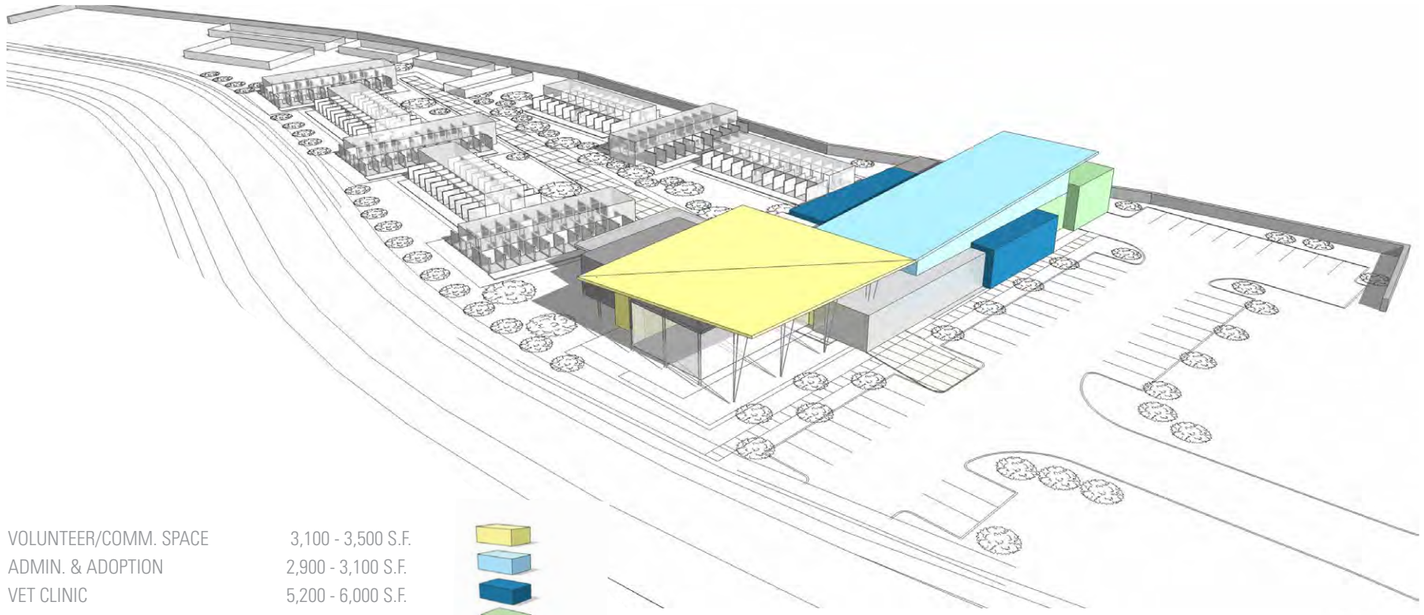


Figure 26: *Town Lake Animal Facility / Austin Pets Alive! Concept Rendering*

12

CESAR CHAVEZ STREET REALIGNMENT

Throughout the planning process, stakeholders emphasized that Volma Overton, Sr. Beach should be safe and accessible. Cesar Chavez Street bisecting the park with traffic and high speeds negatively impacts the enjoyment and safety for Volma Overton, Sr. Beach and Austin High School users. The complexity and size of the ramps onto MoPac Expressway create confusion for drivers, Austin High School visitors and park users. Cesar Chavez Street is also separated from the downtown grid which limits the number of ways to access Cesar Chavez Street from downtown. The Volma Overton, Sr. Beach Vision Plan recommends relocating Cesar Chavez Street north at the top of the bluff adjacent to the railroad. Shifting Cesar Chavez Street north removes the road from the park and provides an additional connection to downtown at a potential Pressler Street extension. The buses that will be encouraged to use the MoPac Expressway express lanes will be able to access downtown via Pressler Street and this will increase transit capacity. Austin High School and park users would access Cesar Chavez Street through a slow and safe park road that provides plenty of parking and drop off areas. In this recommendation, Cesar Chavez Street is only elevated through a portion of the park and then returns to its current alignment and crosses underneath Lamar Boulevard. An analysis was conducted to determine the delay for drivers if Cesar Chavez Street and Lamar Boulevard were to meet at an at-grade intersection (see Appendix 8) and it was determined that the delay to drivers could be up to seven minutes which was not desired by stakeholders.

ACTION STEPS

- Continue discussions with Texas Department of Transportation , Central Texas Regional Mobility Authority and Austin Transportation Department.
- Perform a detailed engineering study to determine feasibility of realignment.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$27,064,125.00 – $37,341,675.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Central Texas Regional Mobility Authority
- Texas Department of Transportation
- Austin Parks and Recreation Department

Figure 27: *Cesar Chavez Street Realignment*

An elevated roadway can separate park users from high speed traffic.

Image Source: Hargreaves Associates

13

CESAR CHAVEZ STREET AND B. R. REYNOLDS DRIVE INTERSECTION

The intersection of B. R. Reynolds Drive and Cesar Chavez Street has existing pedestrian and vehicular conflicts due to the high pedestrian and bicycle volume from the Butler Hike and Bike Trail, Lance Armstrong Bikeway, park users, YMCA users and the high volume of traffic using Cesar Chavez Street to access Lamar Boulevard and MoPac Expressway. The Butler Hike and Bike Trail narrows underneath the Lamar Boulevard bridge and pushes pedestrians on the trail close to the road creating unsafe conditions. The vision plan recommends realigning Cesar Chavez Street and B. R. Reynolds as a four-way intersection. This new intersection is shifted north slightly to reduce conflicts with the Butler Hike and Bike Trail. The slight curves on Cesar Chavez Street and B. R. Reynolds Drive will help to slow traffic, and a four way intersection will provide more pedestrian crossing options. B. R. Reynolds Drive will extend southwest into the park to provide easy access to Austin High School and park amenities. The addition of the fourth approach as well as pedestrian crosswalks with dedicated pedestrian timing will decrease the amount of time per cycle for the Cesar Chavez vehicle throughput. This will create additional vehicular delay and slow speeds throughout the system but increase mobility and access into the park. This intersection will also be a significant gateway opportunity into downtown Austin.

ACTION STEPS

- Continue discussions with Austin Transportation Department.
- Realign Cesar Chavez Street.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$337,500.00 – $438,750.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Austin Parks and Recreation Department

Figure 28: *Cesar Chavez Street and B. R. Reynold Intersection*

14

LAMAR BRIDGE UNDERPASS INTERSECTION IMPROVEMENTS

In the preferred alignment northbound access to Lamar Boulevard from Cesar Chavez Street is enhanced with left-turns enabled at a modified intersection at Sandra Muraida Way incorporating a 250 ft eastbound turn lane. Due to the low clearance of the existing Lamar Bridge, the portion of Cesar Chavez Street that runs underneath the bridge will need to be reconstructed at a lower grade. This project will include road reconstruction, traffic signal adjustments, retaining walls and a drainage sump pump station.

If the City of Austin ever considers reconstructing Lamar Bridge due to future capacity challenges in the transportation network, the Volma Overton, Sr. Beach Vision Plan recommends that the City of Austin consider an at-grade intersection at Cesar Chavez Street and Lamar Boulevard, as shown in *Figure 30: Separated Systems Illustrative Plan presented January 2016.* An at grade intersection at Lamar Boulevard and Cesar Chavez would reclaim additional parkland for placemaking opportunities, and create a safer intersection for pedestrians, bicyclists and drivers.

ACTION STEPS

- Continue discussions with Austin Transportation Department.
- Perform a detailed engineering study to determine feasibility of realignment.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$2,646,000.00 – $3,704,400.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Austin Parks and Recreation Department

Figure 29: *Cesar Chavez Street and B. R. Reynold Intersection*

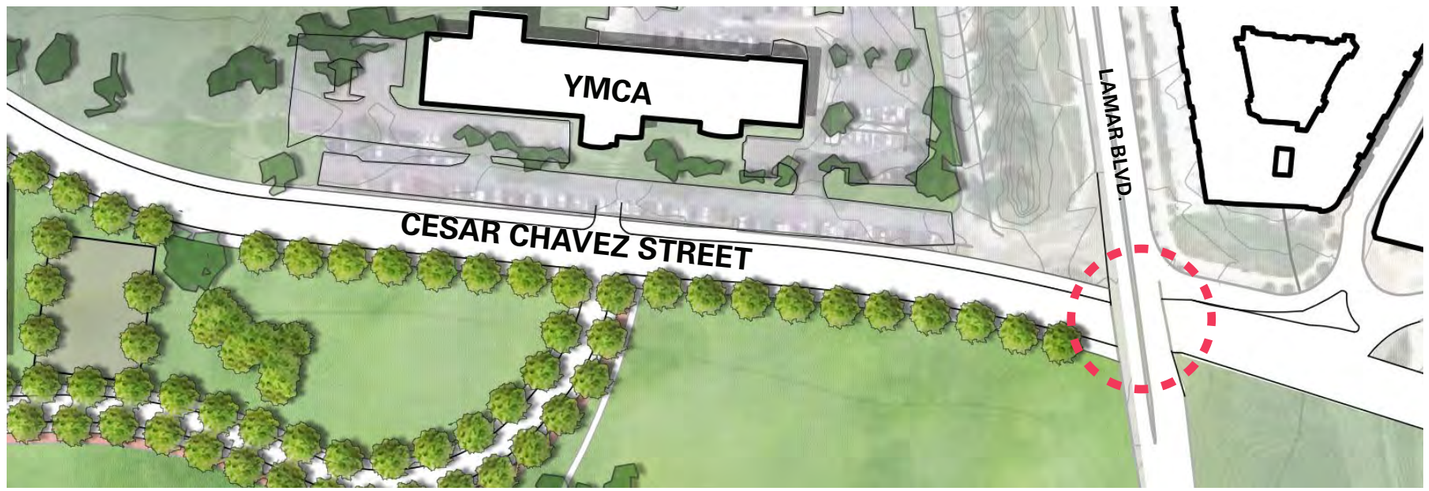


Figure 30: *Separated Systems Illustrative Plan presented January 2016*

15

LAMAR BOARDWALK

This concept, developed in the 2008 Trail at Lady Bird Lake Vision Plan, addresses a major choke point of the Trail, a section under the Lamar Boulevard Bridge where trail users are exposed to heavy traffic on Cesar Chavez Street and fast-moving cars. In addition to its hazards, this section of the trail is barren, prone to flooding and loses the sense of retreat from the urban hustle and bustle that makes the trail so enjoyable. To address these issues, this concept extends the trail onto the lake with a mini-boardwalk.

The concept uses land, water and the bridge structure itself to serve as a traffic barrier. The trail's existing path could be returned to a more natural state and re-planted with native plants. The wide boardwalk would accommodate the heavy traffic of runners, bikers and walkers in this section. It features two lounging loops that provide a place to fish, rest and enjoy the lake. This mini-boardwalk concept fits in well with the trail at both points of connection: with the Pfluger Bridge on the east side and at the traffic signal on Cesar Chavez Street at B. R. Reynolds Drive on the west side.

ACTION STEPS

- Continue discussions with The Trail Foundation.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$2,430,000.00 – $3,159,000.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- The Trail Foundation
- Austin Parks and Recreation Department

The Lamar Boardwalk would increase safety for trail users and offer unique views of the lake.

Image Source: RVI Planning

16

SOUTH PARK ROAD / CESAR CHAVEZ STREET DIET

Once Cesar Chavez Street is realigned, a park road will extend southwest of the B. R. Reynolds Drive and Cesar Chavez Street intersection and connect to Stephen F. Austin Drive to provide a safe access to Austin High School, West Austin Youth Association parking and additional park amenities. This extension will primarily be located along the existing alignment of Cesar Chavez Street but the right of way will be reduced to slow traffic and create a safe environment for pedestrians. This road will have one travel lane in each direction, sidewalks, street trees and parking on one side. Initial traffic analysis indicates that separate turn lanes would be needed on the park road to accommodate the movements from Cesar Chavez Street. The roadway configuration from the park road would include a separate left and right turn lane.

ACTION STEPS

- Continue discussions with Austin Transportation Department.
- Realign Cesar Chavez Street.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$455,625.00 – $592,312.50**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- Transportation Bond
- Parks Bond
- General Fund
- Special Revenue Funds

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Austin Parks and Recreation Department

Figure 31: *South Park Road / Cesar Chavez Street Diet*

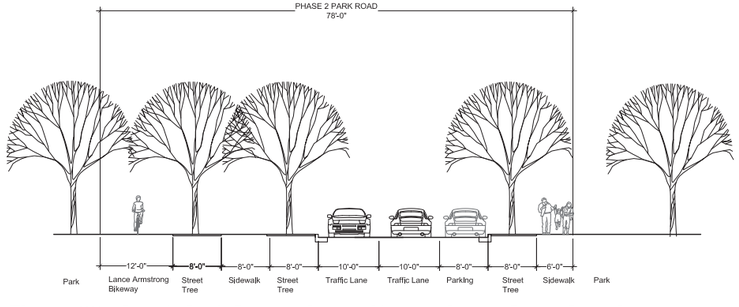


Figure 32: *South Park Road / Cesar Chavez Street Road Diet Section*

17

SAVANNA RESTORATION

The 2015 Butler Hike and Bike Trail and Lady Bird Lake Urban Forest and Natural Area Management Guidelines provide a set of land management tasks for the part of the trail that goes through Volma Overton, Sr. Beach. The Guidelines recommend to restore savanna area under Mesquite grove southwest of the Austin High baseball field. Putting Cesar Chavez Street on a road diet and removing the grade separated access ramps presents an opportunity to relocate R. D. Thorp Field north in order to cluster the ballfields, provide more restoration opportunity and create a more natural and varied experience along the Butler Hike and Bike Trail.

Restoring native savanna is challenging in general and will be particularly challenging in the study area due to an entrenched carpet of Bermuda grass and other urban influences. In the short-term, it is recommended that areas recommended for savanna restoration move towards the wildflower meadow practices already in place for parts of the study area that reduce overall mowing. A mix of Texas wildflowers can transform the current lawns into beautiful spring wildflower displays— pleasing to trail users and beneficial for native bees, butterflies, and other pollinators. The long-term restoration of savanna plant communities and the near term increase in wildflower and savanna species will increase the diversity of plants and animals found within the study area and protect a plant community currently unprotected in Travis County.

ACTION STEPS

- Continue discussions with The Trail Foundation.
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

- **$1,080,000.00 – $1,404,000.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- The Trail Foundation

The area north of the Butler Hike and Bike Trail could be planted with a mix of Texas wildflowers to transform the current lawns into beautiful spring wildflower displays.

18

GATEWAY AND WATER QUALITY FEATURES

Cesar Chavez Street is a significant gateway into downtown Austin. Strong gateway elements such as unique pieces of public art can dramatically affect the impression people have of the quality of a community, ultimately affecting their desire to come back for a second visit or to stay. A gateway can also help to calm traffic because it signifies to visitors that they have arrived in the city and must slow down to city speeds. In addition, this area could be enhanced with a water quality features that would enhance the landscape and filter and clean stormwater.

The City of Austin Downtown Wayfinding Vision Plan should be expanded to include the portion of Cesar Chavez Street that goes through Volma Overton, Sr. Beach. Cesar Chavez Street should have signature gateway signage, works of art or landscaping. In addition, directional signs should be located at key decision points for vehicles and pedestrians to find parking locations and key destinations.

ACTION STEPS

- Continue discussions with Austin Planning and Zoning, Texas Department of Transportation , Austin Transportation Department and Austin Art in Public Places (Austin Art in Public Places).
- Secure funding.
- Coordinate design/engineering efforts.
- Complete construction of infrastructure improvements.
- Plan for operations and maintenance.

HOW MUCH WILL THIS COST?

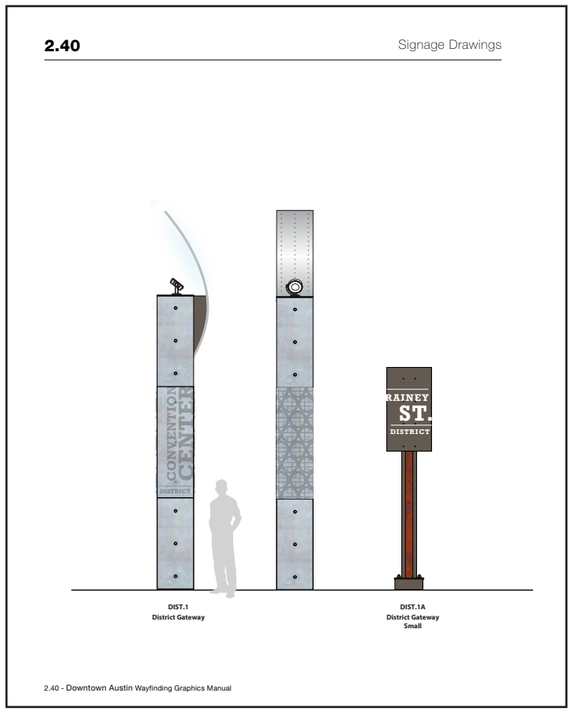
- **$1,080,000.00 – $1,404,000.00**
  This fee range includes construction costs, contingency and soft costs like project management, design and engineering services, surveying and testing.

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Obligation Bonds
- General Fund
- Grants
- Volunteers/In-Kind Services
- Naming Rights

WHO CAN HELP WITH THE EFFORT?

- Austin Art in Public Places
- Austin Planning and Zoning
- Austin Watershed Protection
- Austin Parks and Recreation Department
- Austin Transportation Department
- Texas Department of Transportation



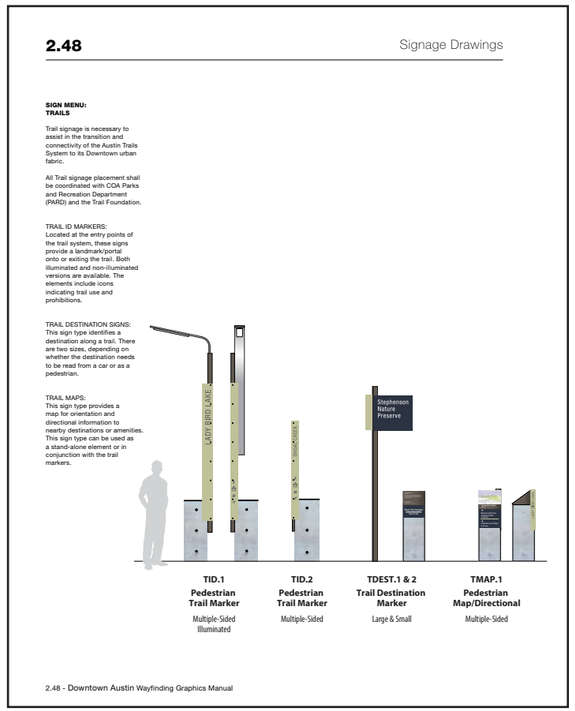


Figure 33: *Signage Drawings from the Downtown Austin Wayfinding Graphics Manual*

1

DESIGN GUIDELINES

The existing structures in Volma Overton, Sr. Beach are mismatched and many are in poor condition. There is also an abundance of outside storage and fencing that gives off the impression that the park is undercared for and unwelcoming. One of the goals of the vision plan is to solidify the identity of Volma Overton, Sr. Beach. Throughout the process, stakeholders weighed in on the style of architecture, park programming, streetscapes and public art. Refer to page 48 to view some of the results from the identity exercises. To achieve the desired vision, Austin Parks and Recreation Department will need to provide clear guidance on the architectural specifications for the streetscapes, site design, fencing, outside storage and building façades. These standards should include specifications for both private and public infrastructure in order to achieve the desired character.

ACTION STEPS

- Continue discussions with park operators and partners such as West Austin Youth Association, The Trail Foundation, Texas Rowing Center, Town Lake Animal Center /Austin Pets Alive!.
- Create design guidelines for Volma Overton, Sr. Beach.

HOW MUCH WILL THIS COST?

- **Approximately $25,000**

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- The Trail Foundation
- Texas Rowing Center
- West Austin Youth Association
- Austin Pets Alive!

Stakeholders identified imagery that fit the character of Volma Overton, Sr. Beach. Design Guidelines would ensure that the park design embodies the vision of the community.

2

CHANGE OF USE FOR NON PARK USES

The purpose of the Austin Parks and Recreation Department is to provide, protect and preserve a park system that promotes quality recreational, cultural and outdoor experiences for the Austin community. While parks provide a range of uses, it is important that those uses are compatible with the mission of the Austin Parks and Recreation Department to ensure that programs can be adequately serviced and that budget and resources are allocated correctly. The Town Lake Animal Center is a not a traditional park use. While the City Council of Austin recommended that an animal adoption facility remain at Volma Overton, Sr. Beach, this vision plan recommends designating a change of use from park land to animal services for the section of the park that is to remain an animal adoption facility. This would eliminate any potential precedent for non-park uses in parks.

ACTION STEPS

- Continue discussions with Austin Animal Services, Austin Pets Alive! and City Council.
- Confirm area of land to be recommended for a change of use.
- Present change of use request to City Council.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Animal Services

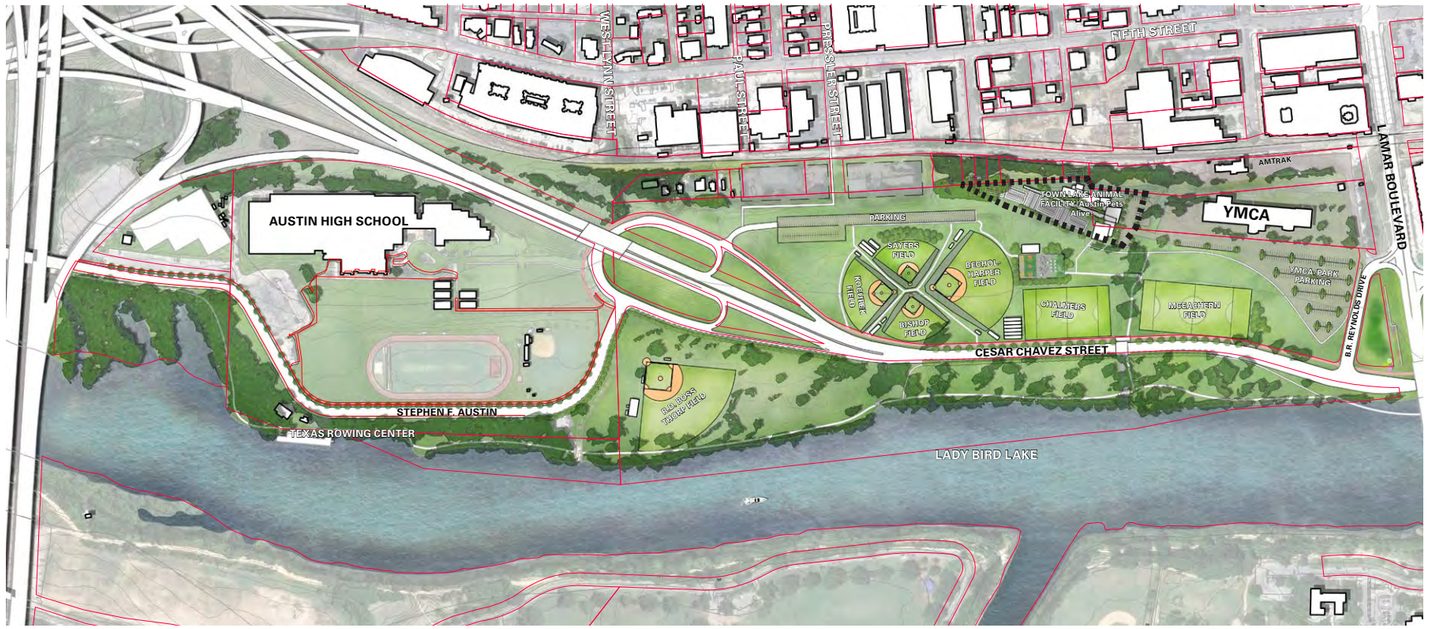


Figure 34: *Change of Use Boundary*

Area of Park to be designated a Change of Use to Animal Services

3

INVESTIGATE LADY BIRD LAKE CULTURAL DISTRICT DESIGNATION

Lady Bird Lake is a major recreation area for the City of Austin and it is surrounded by significant cultural amenities such as the Long Center for the Performing Arts, Zach Theatre, Dougherty Arts Center, Auditorium Shores, City Hall and many others. It is a cultural district with a unique and authentic identity. As authorized by H.B. 2208 of the 79th Legislature, the Texas Commission on the Arts (TCA) can designate cultural districts in cities across Texas. Cultural districts are special zones that harness the power of cultural resources to stimulate economic development and community revitalization. These districts can become focal points for generating businesses, attracting tourists, stimulating cultural development and fostering civic pride.

The Cultural District designation does not come with funding, but qualifies the district and nonprofit groups within it to apply for state and national project grants. To receive grant funding, a strategic plan is preferred so that funders can see how the project fits into the overall vision. The strategic plan must articulate how each strategy recommendation fits into the overall vision and furthers community-supported goals.

The Volma Overton, Sr. Beach Vision Plan recommends that the City of Austin investigate pursuing a Cultural Arts District designation to include the entire Lady Bird Lake Metropolitan Park. In this study phase, the City of Austin should work with its multiple non-profit partners within Lady Bird Lake Metropolitan Park area. In addition to the designation, the City should consider the development of a strategic plan to determine the overall vision and strategic initiatives for the cultural district.

ACTION STEPS

- Investigate a Cultural District designation. Continue discussions with the multiple non-profit partners within Lady Bird Lake Metropolitan Park area.
- Consider developing a Lady Bird Lake Cultural District Strategic Plan.

HOW MUCH WILL THIS COST?

- Staff time
- Lady Bird Lake Cultural District Strategic Plan - **$50,000**

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Economic Development Department
- Austin Planning and Zoning Department
- Austin Art in Public Places

A cultural district designation would provide funding and a vision for the cultural events and destinations along the Lady Bird Lake Corridor.

4

DOG MANAGEMENT

In many respects dog owners have a positive impact on local parks, using them consistently and activating these spaces during non-peak early morning or evening hours. However, heavy dog use in parks also poses serious health hazards for park users (especially children); and places heavy burdens on park staff and maintenance crews.

Laws requiring owners to keep dogs on leashes and clean up their waste are already in existence; however, these laws are currently not well enforced.

ACTION STEPS

- Require new residential development within walking distance of the park to provide on-site dog facilities, e.g. a roof-top green space or an interior dog run, sized to accommodate dogs in residential dwelling units.
- Offer new non-residential and existing developments incentives to create on-site dog facilities.
- Enforce existing clean up and leash laws.
- Include information about off-leash locations and hours in wayfinding and signage elements.
- Place bag stations near trash bins.
- Perform regular maintenance of bag stations.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Old West Austin Neighborhood Association
- Downtown Austin Neighborhood Association
- Austin Animal Services

A dog management strategy will ensure Volma Overton, Sr. Beach and the Butler Hike and Bike Trail minimize impact to water quality and the natural environment.

5

HOMELESS AND AFFORDABLE HOUSING POLICY

The City of Austin is currently undergoing a severe shortage in affordable housing, a problem exasperated by an additional lack of emergency housing for individuals trying to transition out of homelessness.

Due to the affordable housing crisis, many homeless individuals camp in public parks overnight; leading to problems with sleep deprivation and crime and a perception that the park is unsafe. The Austin Resource Center for the Homeless (ARCH) is the City's main resource for providing shelter for homeless individuals during the day. However, the number of homeless individuals requiring services during the evening exceeds the building's current capacity.

ACTION STEPS

- Set aside funding for a city-wide homeless study to better assess regional homelessness challenges and solutions.
- Use staff and volunteer organizations to monitor parks for loitering.
- Explore partnerships with local organizations to establish new facilities promoting entrepreneurial skills for the homeless (e.g. the Mobile Loaves & Fishes ice cream bikes that people can rent).
- Secure facilities, power outlets and water sources to prevent unauthorized use of parks and discourage loitering.
- Improve lighting to ensure park safety at all hours.
- Avoid overly comfortable furnishings to discourage sleeping in the park.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Parks and Recreation Department
- Austin Neighborhood Housing and Community Development Department
- Nonprofit partner organizations

The City of Austin is currently undergoing a severe shortage in affordable housing, this contributes to homeless populations residing in areas of the park such as Heron Creek.

6

TEMPORARY STREET CLOSURES AND EVENT PROCEDURES

Stakeholders in the planning process expressed concerns with the frequency of street closures on Cesar Chavez Street due to annual marathons and festivals.

ACTION STEPS

- Develop a strategy for key events such as festivals and marathons in coordination with the Council Events Task Force Committee recommendations.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- City of Austin Council Events Task Force Committee
- Austin Transportation Department
- Texas Department of Transportation
- Austin Parks and Recreation Department
- Community Event Organizers

Cesar Chavez Street is a popular road for marathons, but a special event plan will ensure that other programs can plan and operate without interruption.

1

CESAR CHAVEZ STREET ACCESS AND TRAFFIC MANAGEMENT

In order to increase the safety of pedestrians and bicyclists on Cesar Chavez Street, the City of Austin should develop and implement access and traffic management standards, including:

SAFE DRIVEWAYS

The guiding principle in driveway design is stated in the NACTO Urban Street Design Guide: At...driveways, sidewalks should be maintained at-grade through the conflict zone, as shown in *Figure 35: Sidewalk continues level through driveway*. Driveways need not be more than 20 feet wide (one lane in, one lane out) and should not resemble mini-intersections, as shown in *Figure 36: Driveway types*. If necessary, add an island in the center of the driveway to minimize the overall width. Driveways should not be made wider to accommodate infrequent trucks. In addition, there should be as few driveways as possible.

PEDESTRIAN FACILITIES

The Volma Overton, Sr. Beach environment has a robust network of existing pedestrian walkways but there are limited opportunities where crossings are provided along Chavez. As such enhanced crossing facilities are recommended with the preferred alignment consisting of the following:

- *Cesar Chavez Street between Mopac Expressway and Sandra Muraida Way*– this section would include a new signalized intersection with pedestrian facilities at Pressler Street, B. R. Reynolds Drive and Sandra Muraida Way. In addition it is recommended that two mid block pedestrian crossings be installed - one opposite the YMCA and one opposite Austin Pets Alive!. These crossings would be signalized and coordinated with the adjacent signals. By using fixed time signals, delay to pedestrians will be minimized. These signals will also help to manage traffic speed, and provide gaps for drivers exiting the parking lots.
- *B. R. Reynolds Drive* – It is recommended that a pedestrian crosswalk be installed between the #3 bus stop and the YMCA parking lot. It would have a pedestrian refuge island in the center of the street, but no signal. Reynolds is to be only One-lane in each direction, so a island will create a safe crossing. The bus stop would be placed after the crosswalk in the direction of travel.
- *Park Road* – This street is to be a low-speed, two-lane road, but there could be bus traffic. As such we recommend formal crossings where park paths intersect the road. These would be marked crosswalks with a pedestrian refuge island. Signals would not be necessary. Additionally we recommend informal crossings every 200 feet. These would have center islands or other roadway narrowing features.
- *Stephen F. Austin Drive* – The intersection with Park Road would include full pedestrian crossing facilities at all legs of the stop-controlled intersection.

ACTION STEPS

- Continue discussions with Texas Department of Transportation , Central Texas Regional Mobility Authority and Austin Transportation Department.
- Develop and implement access management strategies for Cesar Chavez Street.

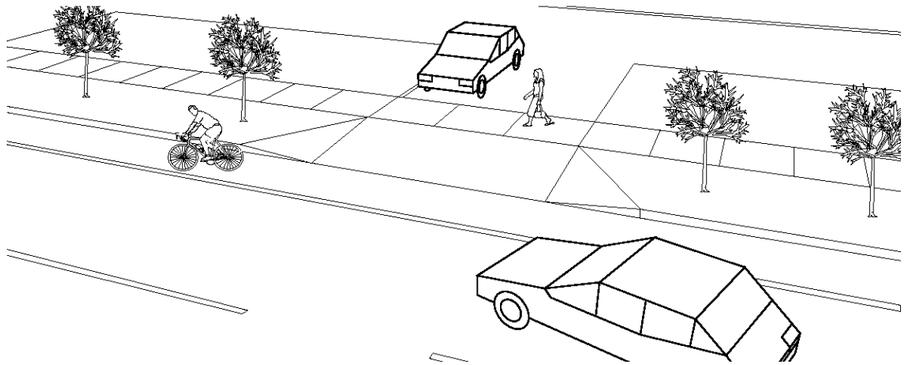
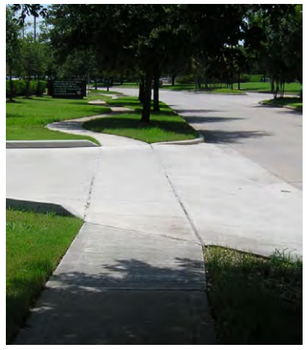


Figure 35: *Sidewalk continues level through driveway*



An example of a safe driveway.

A driveway that operates like a mini-intersection.

Figure 36: *Driveway types*

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Transportation Department
- Central Texas Regional Mobility Authority
- Texas Department of Transportation
- Austin Parks and Recreation Department

2

PARK PARKING STRATEGY

Austin High School, Town Lake Animal Center/Austin Pets Alive!, West Austin Youth Association and YMCA have dedicated parking spaces within the Volma Overton, Sr. Beach area, see *Figure 37: Volma Overton, Sr. Beach area parking supply*. While primarily occupied for their own needs during peak activity, they could offer shared access during off-peak times. Some of the shared parking opportunities identified are:

- West Austin Youth Association could use the parking lots at the eastern end of Austin High School outside school or school event hours, it is a five to seven minute walk. This could reduce the number of spaces required to be built for West Austin Youth Association.
- The parking lot between the YMCA and Austin Pets Alive! could be a shared resource. New parking is shown in the plans to the south east of the YMCA can be shared between all park users including West Austin Youth Association. This frees up the lots on the western side of the YMCA to be shared with Austin Pets Alive!.
- Texas Rowing Center patrons could be allowed to use the Austin High School visitor parking (15 spaces) outside school or school event hours.

PARKING GENERATOR	SPACES	DEMAND PEAKS
Austin High School	427	Weekdays
Austin Pets Alive!	46	Weekdays
West Austin Youth Association	220	Evenings/ Weekends
YMCA	80	Evenings/ Weekends
Texas Rowing Center	--	Weekends
Total	**773**	

Figure 37: *Volma Overton, Sr. Beach area parking supply*

ACTION STEPS

- Form a park parking management working group amongst Austin High School, YMCA, Town Lake Animal Facility/Austin Pets Alive!, West Austin Youth Association, and Texas Rowing Center to facilitate sharing parking lots.
- Develop and implement a shared parking agreement.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund
- Partnerships

WHO CAN HELP WITH THE EFFORT?

- Austin High School
- Town Lake Animal Center/Austin Pets Alive!
- West Austin Youth Association
- YMCA

3

AUSTIN HIGH SCHOOL PARKING AND ACCESS MANAGEMENT

Figure 38: Austin High School access management diagram presents a summary of existing parking spaces that are either provided at, or located near Austin High School (Austin High School). The Urban Land Institute's Shared Parking model uses standard parking generation ratios estimate parking demand at the project level, inclusive of shared-parking efficiencies. These efficiencies are based on research on the impact of off-setting demand peaks and internal trip capture on cumulative parking demand among land uses collocated on the same site, or within a walkable, mixed-use environment. The model also factors whether the site or mixed-use area is within an urban or suburban context.

For a high school of roughly 2,500 students and 150 teachers, the model projects parking to peak at:

- 575 spaces for a suburban setting; and
- 225 spaces for an urban setting.

Per the ULI model, Austin High School might be something of a hybrid model today (with a total of 427 combined student, staff, and visitor spaces). Austin High School was originally planned and constructed before it was actually considered an urban location and is not directly served by any public transit, which most urban schools rely on for parking relief. As Downtown Austin continues to grow, the area around Austin High School will continue to shift towards an urban setting.

In both the short and long term, the Austin High School parking lots will not be affected by this project. Thus the 427 parking spaces will remain. Additionally, the adjacent public parking of 430 spaces will remain and serve as overflow, particularly for visitor parking.

LOCATION	AUSTIN HIGH SCHOOL PARKING CAPACITY
Tennis (used for senior parking only)	101
North Side of Stephen F. Austin Drive (designated for student use)	90
East Parking Lot (students only)	110
Total Student Dedicated Parking	***301***
West Parking Lot (shared with visitor parking)	78
East Parking lot near Performing Arts Center	48
Total Staff Designated Parking (shared with visitor parking)	***126***
Total at Austin High School Austin High School does not have designated parking for student, staff, or visitor use on Veteran's Drive, the south side of Stephen F. Austin Drive, and does not use parking under the MoPac bridge.	***427***

LOCATION	PUBLIC PARKING
Veterans Drive	91
South Side of Stephen F. Austin Drive	89
Parking under MoPac Bridge	250
Total Public Parking	***430***

Figure 38: *Austin High School access management diagram*

ACTION STEPS

- Continue discussions with AISD, Austin High School, Texas Department of Transportation and Austin Transportation Department.
- Develop and implement a parking strategy for Austin High School.

HOW MUCH WILL THIS COST?

- Staff time

WHAT ARE POTENTIAL FUNDING SOURCES?

- General Fund

WHO CAN HELP WITH THE EFFORT?

- Austin Independent School District
- Austin High School
- Texas Department of Transportation
- Austin Transportation Department

4

INCREASE TRANSIT FACILITIES AND SERVICES

Bringing more transit into the park will help integrate it more into downtown, and provide options to driving. This is especially necessary to reduce driving trips to Austin High School.

Three Capitol Metro bus routes currently use Cesar Chavez Street in the project area. These are limited routes #111 and #171 and express route #970. The total number of buses is seven per hour in peak direction during peak hour. There is no service during off peak hours. These routes would not be affected.

Local bus route #3 and Rapid bus route #803 use Cesar Chavez Street to the east (toward Guadalupe Street) and Lamar Boulevard to the south (across the lake). As with other traffic, they use B. R. Reynolds Drive in one direction and Sandra Muraida Way in the other. There is currently one bus stop in the project area, on the east side of B. R. Reynolds Drive for the #3 bus destined southbound across the lake. There is no reciprocal stop for the northbound #3 on southbound Sandra Muraida Way between Lamar Boulevard and Cesar Chavez Street.

ACTION STEPS

- Add bus stops on Pressler Street at Cesar Chavez Street. They would be served by limited routes #111 and #171, see *Figure 39: Transit diagram*. This would be an ideal location for future bus service coming from the new MoPac Expressway express lanes. It would be a 2-3 minute walk from Fifth Street.
- Add a bus stop on Cesar Chavez Street at Sandra Muraida Way. This would be served by the northbound #3, see *Figure 39: Transit diagram*. There is a pedestrian path just east of the spiral pedestrian ramp on eastbound Cesar Chavez Street and this appears to be the optimal safe location for this stop. This stop would be the reciprocal stop for that which exists on B. R. Reynolds Drive.
- Implement a new bus route through the park from Austin High School to downtown. This could be an extension of the RideScout, which was piloted on Fifth and Sixth Streets in 2015 (currently not in service), or it could be another new or revised route. A proposed route that builds on the RideScout model (see *Figure 40: RideScout*) would enter from the west terminal used in 2015 (at Whole Foods) it would continue south on Bowie Street, turn left on West Third Street, right on Seaholm, right on Cesar Chavez Street, left on the park road, and into Austin High School.

WHAT ARE POTENTIAL FUNDING SOURCES?

- Capital Metro

WHO CAN HELP WITH THE EFFORT?

- Capital Metro
- Austin Transportation Department
- Austin Parks and Recreation Department

Figure 39: *Transit diagram*

The bus stops to be created:

Westbound:

- West Bound Cesar Chavez Street, east of Sandra Muraida Way
- West Bound Park Road, east of Cesar Chavez Street
- West Bound Park Road mid-park
- Austin High School

Eastbound:

- Austin High School
- East Bound Cesar Chavez Street road mid-park
- East Bound Cesar Chavez Street, east of B. R. Reynolds Drive
- East Bound Cesar Chavez Street, east of Sandra Muraida Way, shared with northbound #3

Northbound:

- Pressler Street at Cesar Chavez Street

Southbound:

- Pressler Street at Cesar Chavez Street

Figure 40: *RideScout*

5

WEST AUSTIN YOUTH ASSOCIATION SHARED USE FIELDS

West Austin Youth Association could partner with the City of Austin to provide public use of the fields during off hours. This could generate revenue and provide more public amenities at Volma Overton, Sr. Beach.

- West Austin Youth Association could rent fields (with lights) on an hourly basis for public adult recreational softball leagues on appropriate sized fields after the youth games when it is too late in the evening to start more youth games. Some of the adult recreational leagues can be specialty leagues such as over 30-year-olds, over 40-year-olds, over 50-year-olds, and over 60-year-olds. The over 50 and 60-year-old leagues could play on the same fields as the T-Ball leagues as the paths are shorter and the outfields are smaller to cover.
- Weekend tournaments can be held on Saturdays and Sundays at the West Austin Youth Association fields that are open to the public (including out of town teams). The fields can be rented to the tournament organizers which they typically include in their tournament entry fees.
- West Austin Youth Association can rent available diamond field time to public rectangle field users (soccer, football, flag football, lacrosse, etc.) for practice space in the outfields when the diamond fields are not being used.
- Public drop-in play can be scheduled and publicized for a certain amount of time on each field each week around the West Austin Youth Association schedule. Even an hour per day equals at least 35 hours per week.
- If West Austin Youth Association does not play during any of the seasons during the year, those shoulder seasons could be set aside for public use of the ball fields.
- A precaution needs to be taken on the number of hours of use on each field so the turf does not get torn up. The natural turf will need to be rested each week to be able to maintain the quality turf. Overuse is possible if West Austin Youth Association does not have a field capacity and rest policy for natural turf.

ACTION STEPS

- Continue discussions with West Austin Youth Association.
- Amend partnership agreement to reflect shared use procedures.

WHAT ARE POTENTIAL FUNDING SOURCES?

- User Fees

WHO CAN HELP WITH THE EFFORT?

- West Austin Youth Association
- Austin Parks and Recreation Department

West Austin Youth Association could explore opportunities to rent out the ballfields at night for public adult recreational leagues.

6

FRIENDS OF VOLMA OVERTON, SR. BEACH ORGANIZATION

This organization would be run exclusively by volunteers and could assist with coordinating events and fundraising for Volma Overton, Sr. Beach. Representatives of partner organizations such as West Austin Youth Association, YMCA, Austin High School and the Texas Rowing Center, as well as neighborhood residents, and other park users should be recruited to work collaboratively in cultivating and promoting investment, safety and enjoyment of the Volma Overton, Sr. Beach. The Trail Foundation is already the established non-profit steward who funds improvements for the Butler Hike and Bike Trail, this group would focus exclusively on the remaining areas of Volma Overton, Sr. Beach so as not to duplicate efforts.

ACTION STEPS

- Contact residents and partner organizations such as the Austin Parks Foundation to determine if there is interest in forming a Friends of Volma Overton, Sr. Beach organization.
- Establish the organization and file for nonprofit status. This step includes the following:
  - Choose the initial directors for the nonprofit.
  - Prepare and file nonprofit articles of organization.
  - Prepare bylaws for the nonprofit corporation.
  - Hold a meeting with the board of directors.
  - Determine strategy for years one through five. It will be important to make sure that the timeline is realistic. Set achievable goals for each year that can lead to a few long-term goals.

HOW MUCH WILL THIS COST?

- Staff or volunteer assistance filing the 501(c) 3 status.

WHAT ARE POTENTIAL FUNDING SOURCES?

- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks Foundation
- Community Members
- Austin Parks and Recreation Department

A Friends of Volma Overton, Sr. Beach organization could help fund and organize volunteer events.

Image Source: Austin Parks Foundation

7

VOLUNTEER ENVIRONMENTAL CLEAN UP PROGRAM

The Trail Foundation and the Austin Parks Foundation currently have volunteer programs that facilitate hands-on trail and park improvement projects such as planting, weeding, and general clean-up. Volma Overton, Sr. Beach should be a priority location for volunteer projects.

A few projects that volunteers could assist with include:

- *"Cesar Chavez Street Minor Improvements" on page 76*
- *"Stephen F. Austin Drive Improvements" on page 72*
- *"Butler Hike and Bike Trail Improvements" on page 78*
- *"Heron Creek and Park Trail Improvements" on page 79*
- *"Savanna Restoration" on page 87*

Many of these projects will require professional planning, management and materials in addition to volunteer efforts.

ACTION STEPS

- Continue discussions with Austin Parks Foundation and The Trail Foundation.
- Plan and coordinate volunteer clean up events.

HOW MUCH WILL THIS COST?

- Volunteer Assistance

WHAT ARE POTENTIAL FUNDING SOURCES?

- Grants
- Volunteers/In-Kind Services

WHO CAN HELP WITH THE EFFORT?

- Austin Parks Foundation
- The Trail Foundation
- Community Members
- Austin Parks and Recreation Department

A volunteer environmental clean up program can assist with the implementation of many projects in the Volma Overton, Sr. Vision Plan.

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.

- 1A Pressler Street Extension Phase One
- 2 Stephen F. Austin Drive Improvements
- 3A Ball Field Improvements Phase One
- 4A West Parking Area
- 5A Neighborhood Amenity Area Phase One
- 6 Cesar Chavez Street Minor Improvements
- 7 Flume and Boat Ramp Improvements
- 8 Butler Hike and Bike Trail Improvements
- 9 Heron Creek Park Trail Improvements
- 10 South Parking Area

- 1B Pressler Street Extension Phase Two
- 3B Ball Field Improvements Phase Two
- 4B West Parking Area Phase Two
- 5B Neighborhood Amenity Area Phase Two
- 12 Cesar Chavez Street Realignment
- 13 Cesar Chavez Street and B. R. Reynolds Drive Intersection
- 14 Lamar Bridge Underpass Intersection Improvements
- 15 Lamar Boardwalk
- 16 South Park Road / Cesar Chavez Street Diet
- 17 Savanna Restoration
- 18 Gateway and Water Quality Features

PHASE 1 (6 TO 10 YEARS)

PROJECTS THAT CAN HAPPEN BEFORE THE REALIGNMENT OF CESAR CHAVEZ

PHASE 2 (4 TO 6 YEARS)

PROJECTS THAT ARE CONTINGENT ON THE REALIGNMENT OF CESAR CHAVEZ

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**

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 Agrements (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%**

APPENDIX

TAG MEETING 1

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

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.

- () Water utility goals? There is a 75" and 30" water line through the park. Are there any planned upgrades? Public Works will check.
- () 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.
- () Master plan timeframe is ten years. There may be longer term recommendations.
- () 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
   l. MoPac improvements – proposed or under construction
7. Concerns
   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)
3. Lamar Beach Stakeholder Engagement Strategy (updated)
4. Lamar Beach Project Goals (updated)
5. Lamar Beach Schedule (updated)

APPENDIX 1

TAG MEETING 1 SIGN IN SHEETS

LAMAR BEACH MASTER PLAN
STRATEGIC KICK OFF MEETING

AUGUST 14, 2019

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 AWU	Mark.Dollins@austintx.gov
Tawny Hammond	COA Animal Services	tawny.hammond@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@austinisd.org
Pamela England	Austin Energy	Pamela England

LAMAR BEACH MASTER PLAN
STRATEGIC KICK OFF MEETING

AUGUST 14, 2019

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	GreenPlay	pato@greenplayllc.com
Laura Toups	Urban Design Group	ltoups@udg.com

TAG MEETING 2

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

Meeting Record

To:	Charles Mabry
From:	Claire Hempel
Date:	August 20, 2015
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Project #:	5381
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4. Lamar Beach Project Goals (updated)
5. Lamar Beach Schedule (updated)

DESIGNWORKSHOP
Asheville | Aspen | Austin | Beijing | Chicago | Denver | Dubai | Houston | Lake Tahoe | Los Angeles
800 Brazos Street, Suite 490, Austin, Texas 78701• (tel) 512- 499-0222 • (fax) 512- 499-0229
www.designworkshop.com

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 AWU	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.poppit@austintexas.gov
Pirouz Moin	COA PWD	
Jules Parrish	COA PWD — PRESSLER P/M.	
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	pato@greenplayllc.com
Laura Toups	Urban Design Group	ltoups@udg.com
HENRY PRICE	COA - WATERSHED	HENRY.PRICE@AUSTINTEXAS.GOV
JONATHAN PEARSON	Studio 8 Architects	jpearson@studio8architects.com
ROBERT HIGHTOWER	IAPD	ROBERT.HIGHTOWER@AUSTINTEXAS.GOV
LEE ANN STENGEFIEL	ANIMAL SVCS.	LEEANN.STENGEFIEL@AUSTINTEXAS.GOV

APPENDIX 1

TAG MEETING 3

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:	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/department/lamar-beach-master-plan

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

LAMAR BEACH MASTER PLAN
POST VISION WORKSHOP MEETING

OCTOBER 16, 2018

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 AWU	MarkDollins@austin.tx.gov
Tawny Hammond	COA Animal Services	Tawnyhammond@austintexas.gov
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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

APPENDIX 1

TAG MEETING 3

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 CWM	COA PARD	Charles.mabry@austintexas.gov
Pat O'Toole	Green Play	pato@greenplayllc.com
Laura Toups	Urban Design Group	ltoups@udg.com
Kerri Thompson	COA PARD - Central/South	Kerri.Thompson@austintexas.gov
Jim Kotick	PARD Athletics	Jim.Kotick@austintexas.gov

Lamar Beach | Key Pad Polling Results

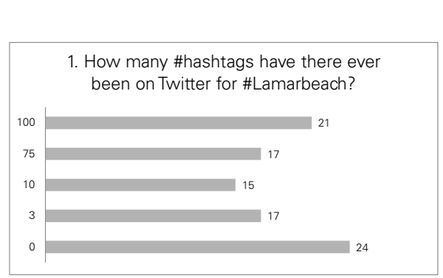
Session Name
Lamar Beach Public Meeting 1 10-14-2015 8-40 PM

Date Created	**Active Participants**	**Total Participants**
10/14/2015 6:03:08 PM	**118**	**118**
Average Score	**Questions**	
0.00%	**33**	

Results by Question

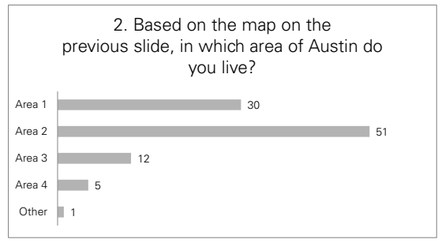
1. How many #hashtags have there ever been on Twitter for #Lamarbeach? (Multiple Choice)

	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**

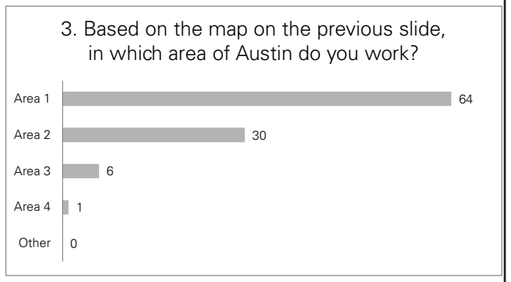


APPENDIX 1

Lamar Beach | Key Pad Polling Results

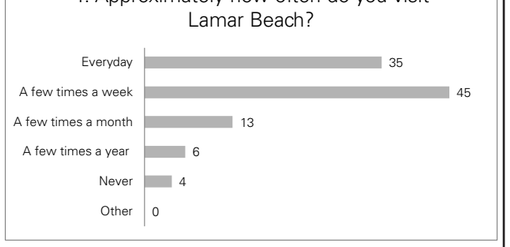
3. Based on the map on the previous slide, in which area of Austin do you work? (Multiple Choice)

	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



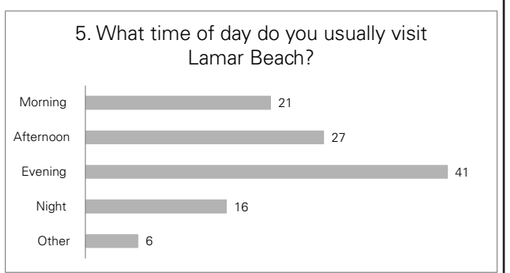
4. Approximately how often do you visit Lamar Beach? (Multiple Choice)

	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



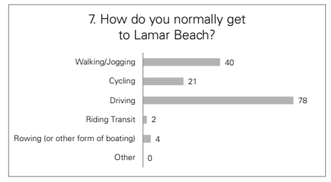
Lamar Beach | Key Pad Polling Results

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
se 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



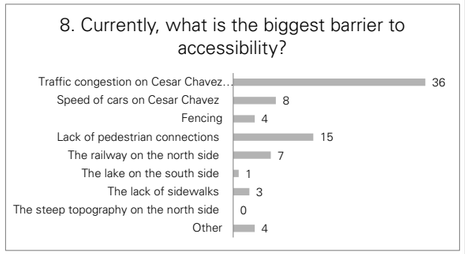
APPENDIX 1

TAG MEETING 3

Lamar Beach | Key Pad Polling Results

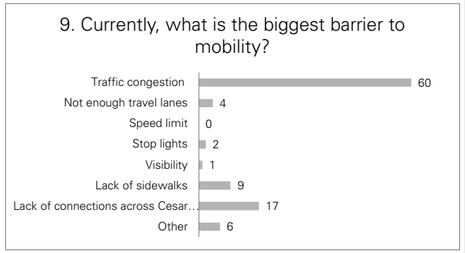
8. Currently, what is the biggest barrier to accessibility? (Multiple Choice)

	Responses	
	Percent	Count
sar Chavez and Access Ramps	46.15%	36
peed of cars on Cesar Chavez	10.26%	8
Fencing	5.13%	4
ıck 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



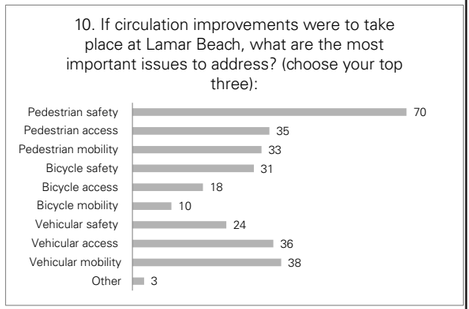
9. Currently, what is the biggest barrier to mobility? (Multiple Choice)

	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)

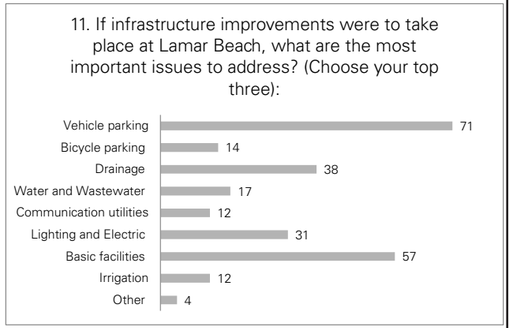
	Responses	
	Percent	Count
Pedestrian safety	23.49%	70
Pedestrian access	11.74%	35
Pedestrian mobility	11.07%	33
Bicycle safety	10.40%	31
Bicycle access	6.04%	18
Bicycle mobility	3.36%	10
Vehicular safety	8.05%	24
Vehicular access	12.08%	36
Vehicular mobility	12.75%	38
Other	1.01%	3
Totals	100%	298



Lamar Beach | Key Pad Polling Results

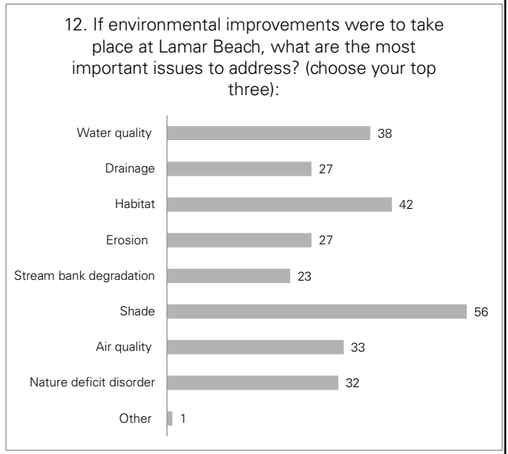
11. If infrastructure improvements were to take place at Lamar Beach, what are the most important issues to address? (Choose your top three): (Multiple Choice - Multiple Response)

	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)

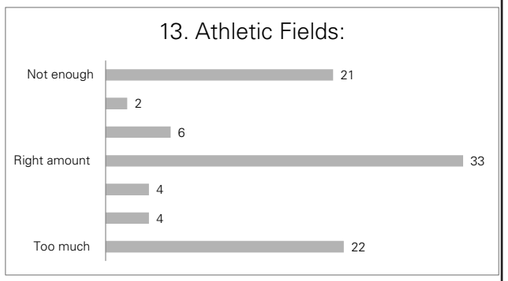
	Responses	
	Percent	Count
Water quality	13.62%	38
Drainage	9.68%	27
Habitat	15.05%	42
Erosion	9.68%	27
Stream bank degradation	8.24%	23
Shade	20.07%	56
Air quality	11.83%	33
Nature deficit disorder	11.47%	32
Other	0.36%	1
Totals	100%	279



Lamar Beach | Key Pad Polling Results

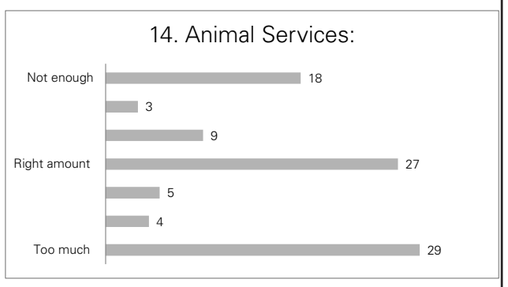
13. Athletic Fields: (Multiple Choice)

	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



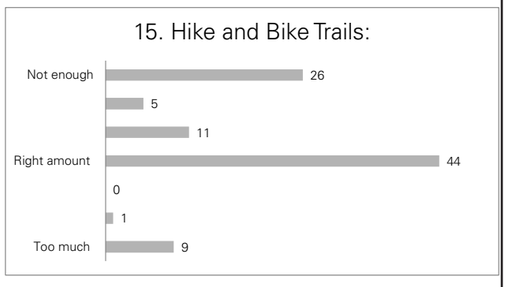
14. Animal Services: (Multiple Choice)

	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)

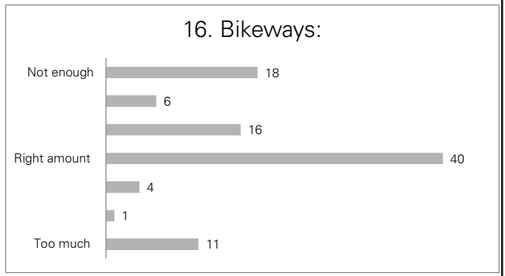
	Responses	
	Percent	Count
Not enough	27.08%	26
	5.21%	5
	11.46%	11
Right amount	45.83%	44
	0.00%	0
	1.04%	1
Too much	9.38%	9
Totals	100%	96



Lamar Beach | Key Pad Polling Results

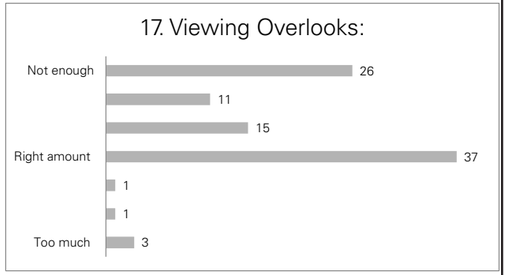
16. Bikeways: (Multiple Choice)

	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



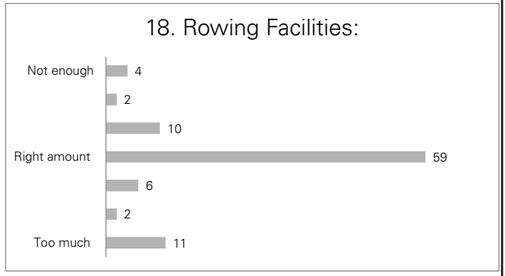
17. Viewing Overlooks: (Multiple Choice)

	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

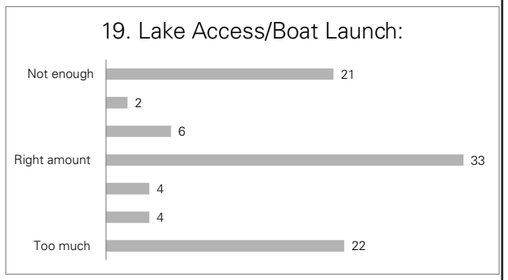


TAG MEETING 3

Lamar Beach | Key Pad Polling Results

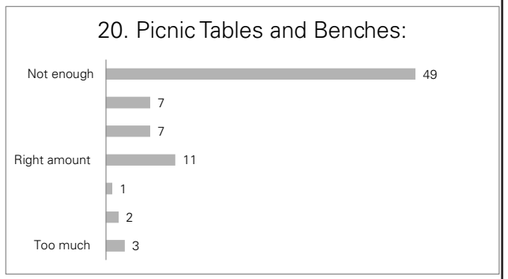
19. Lake Access/Boat Launch: (Multiple Choice)

	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



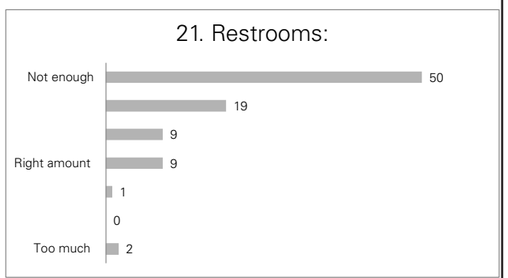
20. Picnic Tables and Benches: (Multiple Choice)

	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)

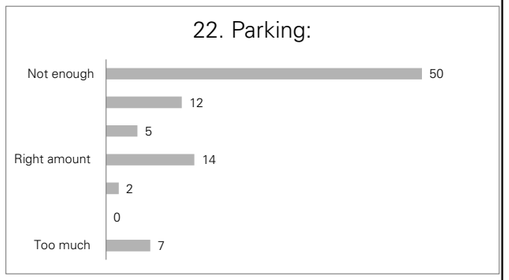
	Responses	
	Percent	Count
Not enough	55.56%	50
	21.11%	19
	10.00%	9
Right amount	10.00%	9
	1.11%	1
	0.00%	0
Too much	2.22%	2
Totals	100%	90



Lamar Beach | Key Pad Polling Results

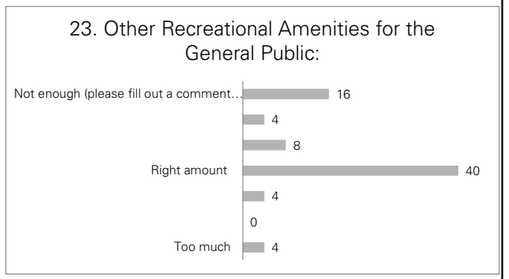
22. Parking: (Multiple Choice)

	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



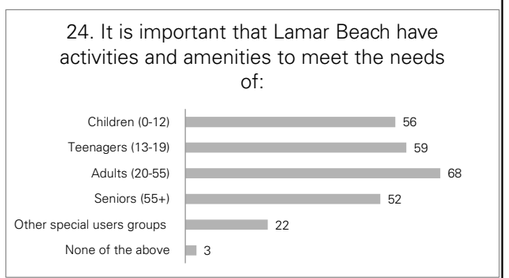
23. Other Recreational Amenities for the General Public: (Multiple Choice)

	Responses	
	Percent	Count
lease 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



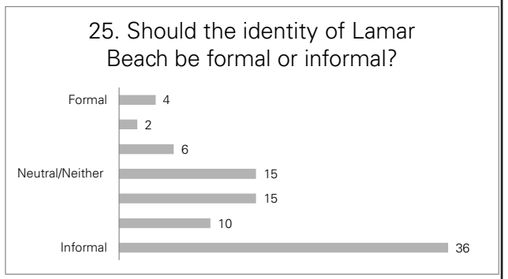
24. It is important that Lamar Beach have activities and amenities to meet the needs of: (select all that apply) (Multiple Choice - Multiple Response)

	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



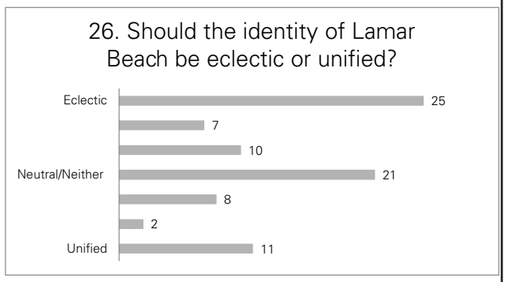
25. Should the identity of Lamar Beach be formal or informal? (Multiple Choice)

	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



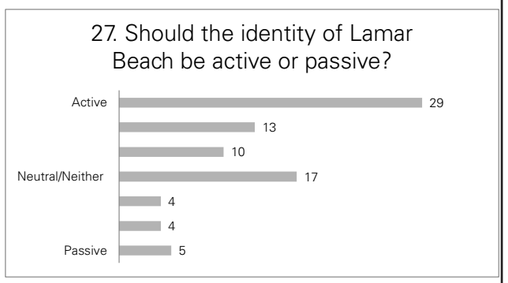
26. Should the identity of Lamar Beach be eclectic or unified? (Multiple Choice)

	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



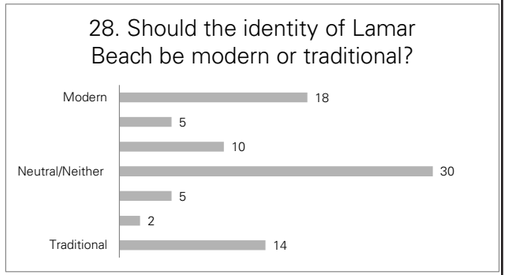
27. Should the identity of Lamar Beach be active or passive? (Multiple Choice)

	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



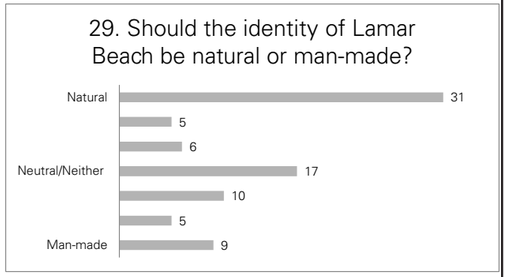
28. Should the identity of Lamar Beach be modern or traditional? (Multiple Choice)

	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



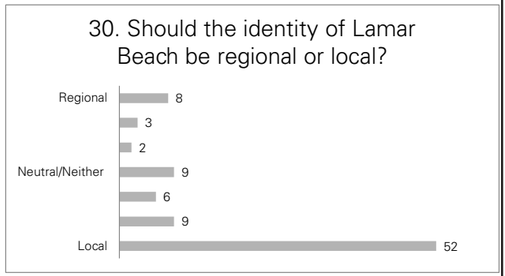
29. Should the identity of Lamar Beach be natural or man-made? (Multiple Choice)

	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

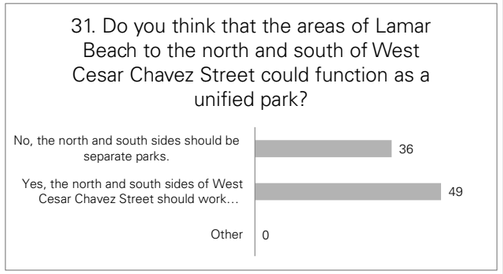


TAG MEETING 3

Lamar Beach | Key Pad Polling Results

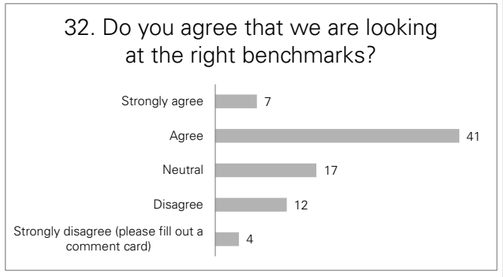
31. Do you think that the areas of Lamar Beach to the north and south of West Cesar Chavez Street could function as a unified park? (Multiple Choice)

	Responses	
	Percent	Count
es should be separate parks.	42.35%	36
ld work together as one park.	57.65%	49
Other	0.00%	0
Totals	100%	85



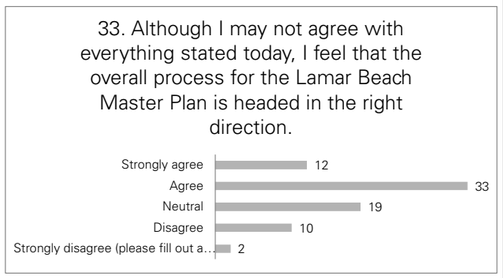
32. Do you agree that we are looking at the right benchmarks? (Multiple Choice)

	Responses	
	Percent	Count
Strongly agree	8.64%	7
Agree	50.62%	41
Neutral	20.99%	17
Disagree	14.81%	12
lease fill out a comment card)	4.94%	4
Totals	100%	81



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	15.79%	12
Agree	43.42%	33
Neutral	25.00%	19
Disagree	13.16%	10
lease fill out a comment card)	2.63%	2
Totals	100%	76



APPENDIX 1

TAG MEETING 3 - SIGN IN SHEETS

LAMAR BEACH MASTER PLAN
POST VISION WORKSHOP MEETING

OCTOBER 16, 2015

NAME	COMPANY/AGENCY	EMAIL ADDRESS
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Brian Piper	COA PARD – Athletics Grounds Maintenance Leader	
Lee Austin	COA ATD	
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Pirouz Moin	COA PWD	
Jules Parrish	COA PWD	
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LAMAR BEACH MASTER PLAN
POST VISION WORKSHOP MEETING

OCTOBER 16, 2015

NAME	COMPANY/AGENCY	EMAIL ADDRESS
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APPENDIX 1

TAG MEETING 4

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.

- 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
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Mike Heiligenstein	CTRMA	
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APPENDIX 1

TAG MEETING 4

LAMAR BEACH MASTER PLAN
PRE ALTERNATIVES WORKSHOP MEETING

NOVEMBER 20, 2015

NAME	COMPANY/AGENCY	EMAIL ADDRESS
Robert Byrnes	Studio 8 Architects	rbyrnes@studio8architects.com
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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

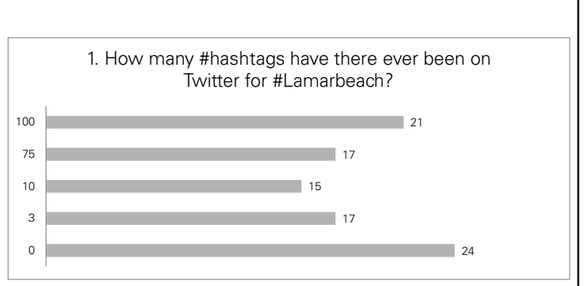
Average Score
0.00%

Questions
33

Results by Question

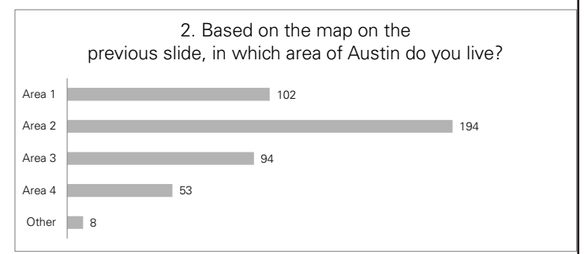
1. How many #hashtags have there ever been on Twitter for #Lamarbeach? (Multiple Choice)

	Responses	
	Percent	Count
100	22%	21
75	18%	17
10	16%	15
3	18%	17
0	26%	24
Totals	100%	94



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

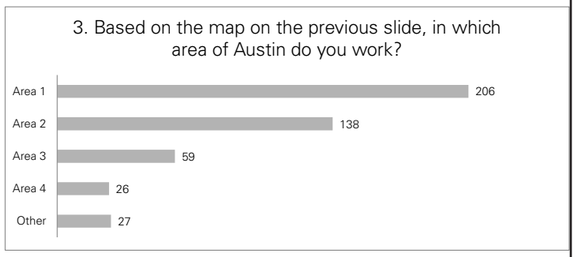
	Responses	
	Percent	Count
Area 1	23%	102
Area 2	43%	194
Area 3	21%	94
Area 4	12%	53
Other	2%	8
Totals	100%	451



Lamar Beach | Vision Workshop Survey Results

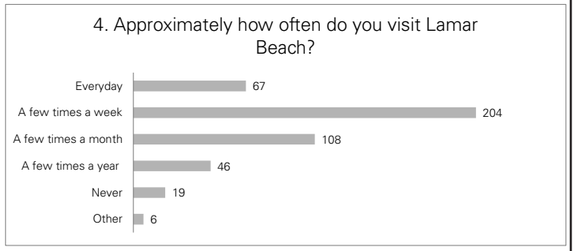
3. Based on the map on the previous slide, in which area of Austin do you work? (Multiple Choice)

	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



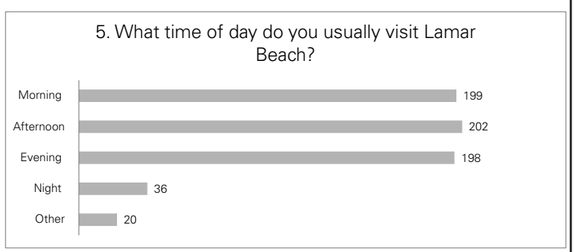
4. Approximately how often do you visit Lamar Beach? (Multiple Choice)

	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)

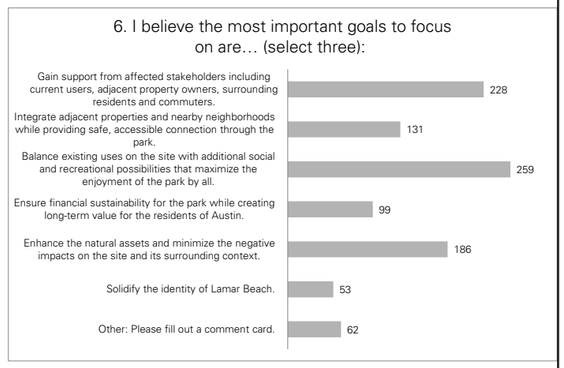
	Responses	
	Percent	Count
Morning	30%	199
Afternoon	31%	202
Evening	30%	198
Night	5%	36
Other	3%	20
Totals	100%	655



Lamar Beach | Vision Workshop Survey Results

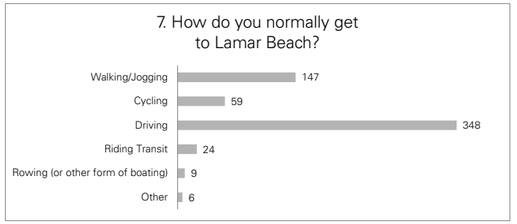
6. I believe the most important goals to focus on are... (select three): (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
ding residents and commuters.	22%	228
e connection through the park.	13%	131
e enjoyment of the park by all.	25%	259
lue for the residents of Austin.	10%	99
te and its surrounding context.	18%	186
fy the identity of Lamar Beach.	5%	53
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
wing (or other form of boating)	2%	9
Other	1%	6
Totals	100%	593



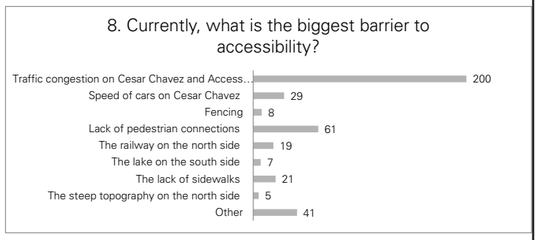
APPENDIX 1

TAG MEETING 4

Lamar Beach | Vision Workshop Survey Results

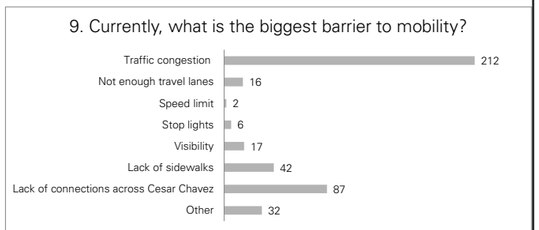
8. Currently, what is the biggest barrier to accessibility? (Multiple Choice)

	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



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

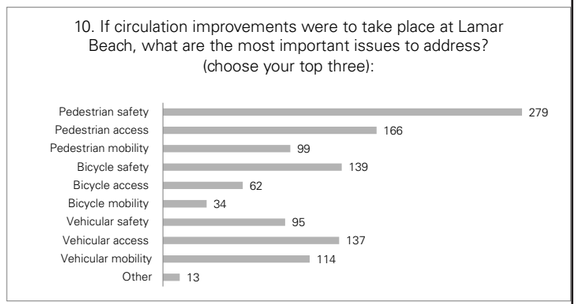
	Responses	
	Percent	Count
Traffic congestion	51%	212
Not enough travel lanes	4%	16
Speed limit	0%	2
Stop lights	1%	6
Visibility	4%	17
Lack of sidewalks	10%	42
ınnections across Cesar Chavez	21%	87
Other	8%	32
Totals	100%	414



Lamar Beach | Vision Workshop Survey Results

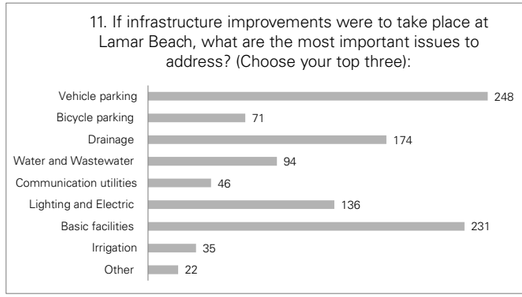
10. If circulation improvements were to take place at Lamar Beach, what are the most important issues to address? (choose your top three): (Multiple Choice - Multiple Response)

	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



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



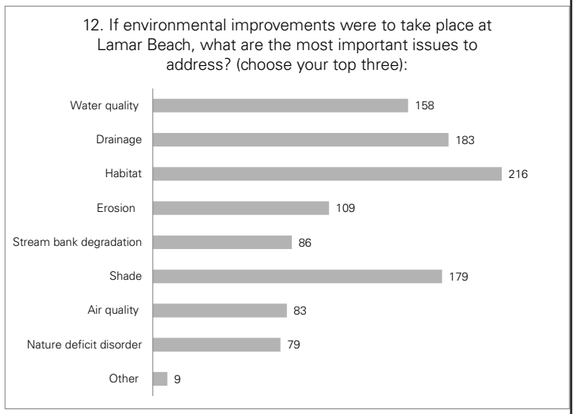
APPENDIX 1

TAG MEETING 4

Lamar Beach | Vision Workshop Survey Results

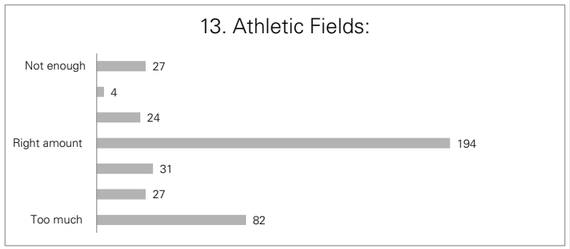
12. If environmental improvements were to take place at Lamar Beach, what are the most important issues to address? (choose your top three): (Multiple Choice - Multiple Response)

	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)

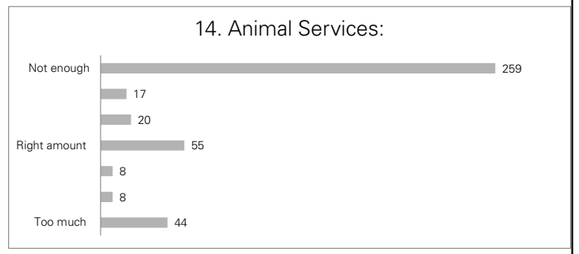
	Responses	
	Percent	Count
Not enough	**7%**	**27**
	1%	**4**
	6%	**24**
Right amount	**50%**	**194**
	8%	**31**
	7%	**27**
Too much	**21%**	**82**
Totals	**100%**	**389**



Lamar Beach | Vision Workshop Survey Results

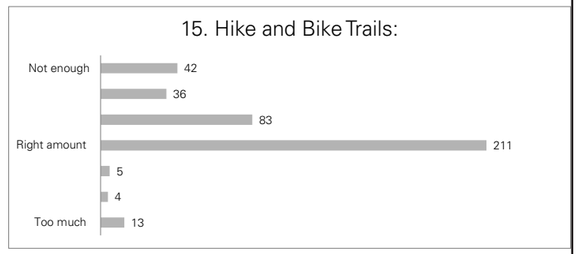
14. Animal Services: (Multiple Choice)

	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)

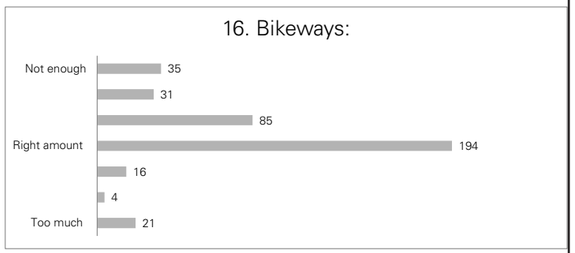
	Responses	
	Percent	Count
Not enough	**11%**	**42**
	9%	**36**
	21%	**83**
Right amount	**54%**	**211**
	1%	**5**
	1%	**4**
Too much	**3%**	**13**
Totals	**100%**	**394**



Lamar Beach | Vision Workshop Survey Results

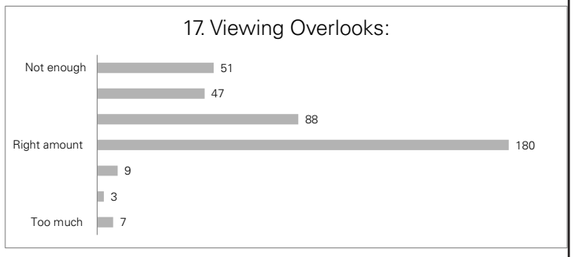
16. Bikeways: (Multiple Choice)

	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



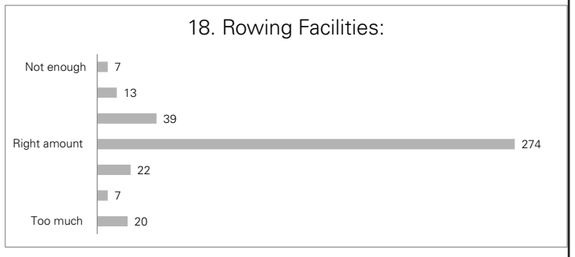
17. Viewing Overlooks: (Multiple Choice)

	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)

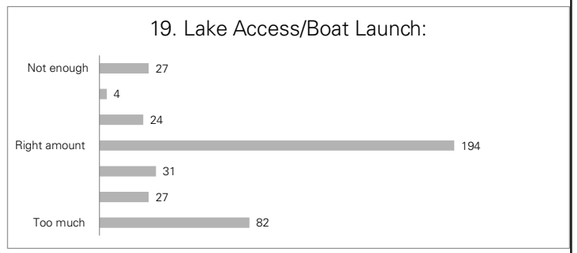
	Responses	
	Percent	Count
Not enough	2%	7
	3%	13
	10%	39
Right amount	72%	274
	6%	22
	2%	7
Too much	5%	20
Totals	100%	382



Lamar Beach | Vision Workshop Survey Results

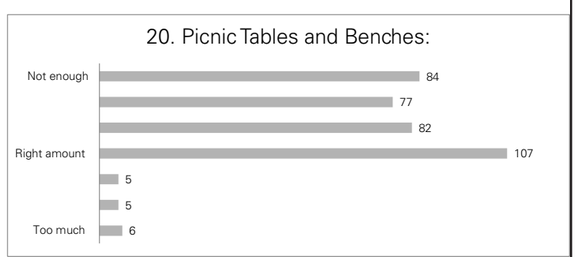
19. Lake Access/Boat Launch: (Multiple Choice)

	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



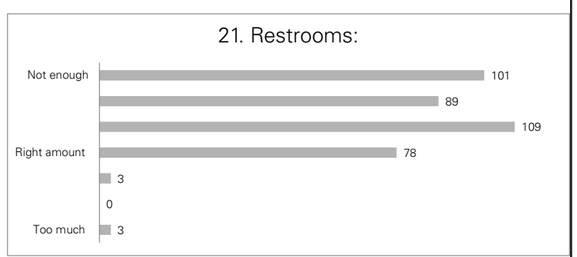
20. Picnic Tables and Benches: (Multiple Choice)

	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)

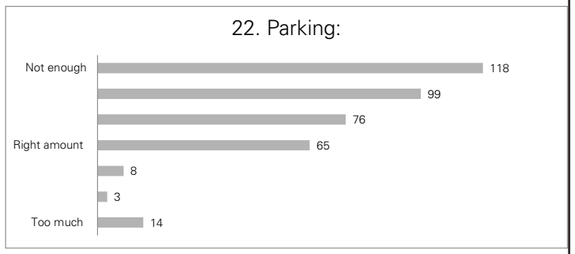
	Responses	
	Percent	Count
Not enough	26%	101
	23%	89
	28%	109
Right amount	20%	78
	1%	3
	0%	0
Too much	1%	3
Totals	100%	383



Lamar Beach | Vision Workshop Survey Results

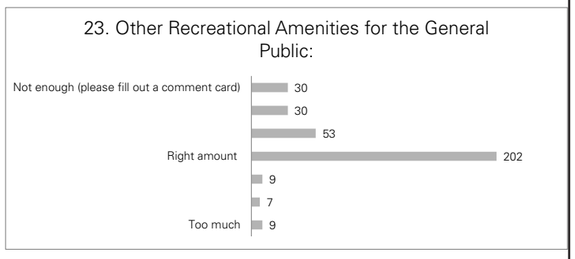
22. Parking: (Multiple Choice)

	Responses	
	Percent	Count
Not enough	31%	118
	26%	99
	20%	76
Right amount	17%	65
	2%	8
	1%	3
Too much	4%	14
Totals	100%	383



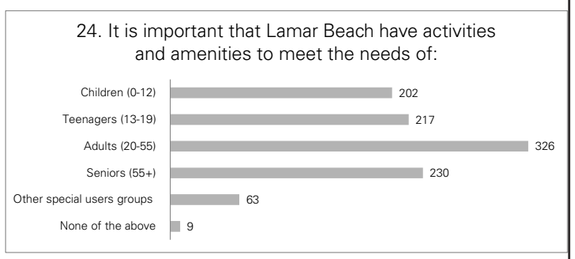
23. Other Recreational Amenities for the General Public: (Multiple Choice)

	Responses	
	Percent	Count
please fill out a comment card)	9%	30
	9%	30
	16%	53
Right amount	59%	202
	3%	9
	2%	7
Too much	3%	9
Totals	100%	340



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

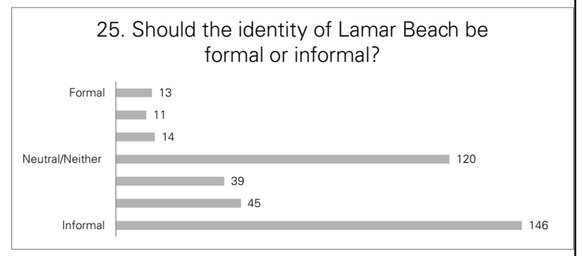
	Responses	
	Percent	Count
Children (0-12)	19%	202
Teenagers (13-19)	21%	217
Adults (20-55)	31%	326
Seniors (55+)	22%	230
Other special users groups	6%	63
None of the above	1%	9
Totals	100%	1047



Lamar Beach | Vision Workshop Survey Results

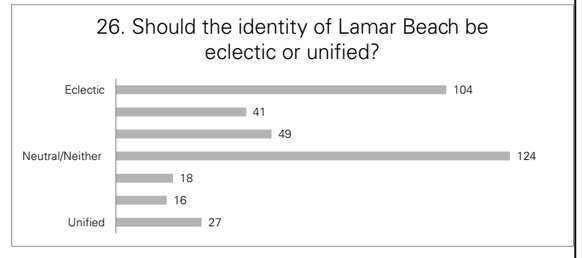
25. Should the identity of Lamar Beach be formal or informal? (Multiple Choice)

	Responses	
	Percent	Count
Formal	3%	13
	3%	11
	4%	14
Neutral/Neither	31%	120
	10%	39
	12%	45
Informal	38%	146
Totals	100%	388



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

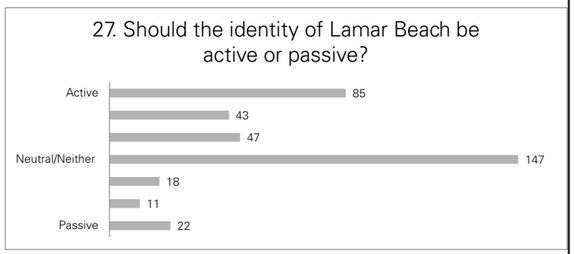
	Responses	
	Percent	Count
Eclectic	27%	104
	11%	41
	13%	49
Neutral/Neither	33%	124
	5%	18
	4%	16
Unified	7%	27
Totals	100%	379



Lamar Beach | Vision Workshop Survey Results

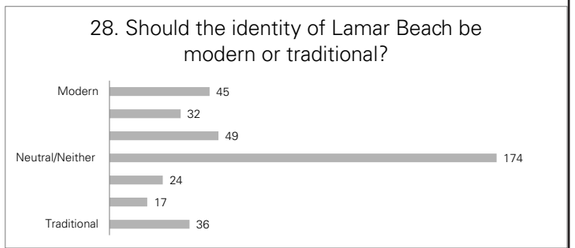
27. Should the identity of Lamar Beach be active or passive? (Multiple Choice)

	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)

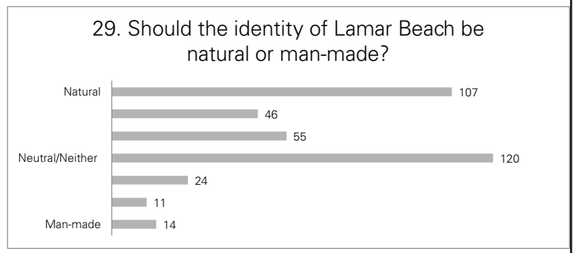
	Responses	
	Percent	Count
Modern	**12%**	**45**
	8%	**32**
	13%	**49**
Neutral/Neither	**46%**	**174**
	6%	**24**
	5%	**17**
Traditional	**10%**	**36**
Totals	**100%**	**377**



Lamar Beach | Vision Workshop Survey Results

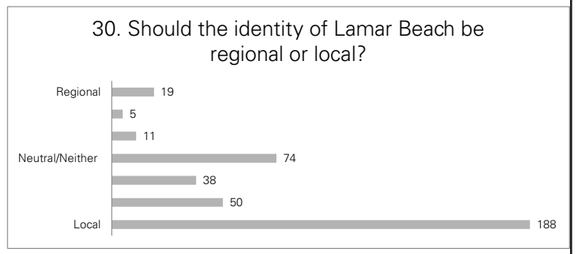
29. Should the identity of Lamar Beach be natural or man-made? (Multiple Choice)

	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**



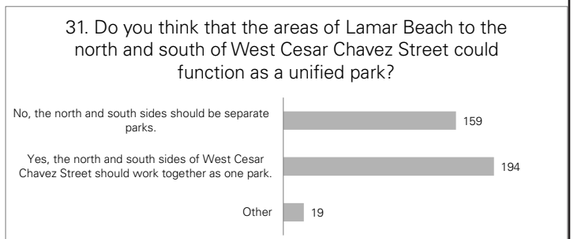
APPENDIX 1

TAG MEETING 4

Lamar Beach | Vision Workshop Survey Results

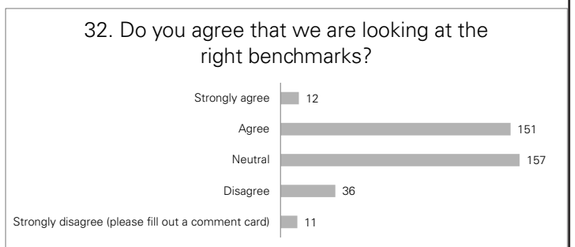
31. Do you think that the areas of Lamar Beach to the north and south of West Cesar Chavez Street could function as a unified park? (Multiple Choice)

	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)

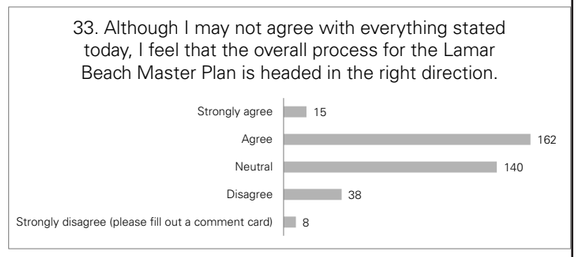
	Responses	
	Percent	Count
Strongly agree	3%	12
Agree	41%	151
Neutral	43%	157
Disagree	10%	36
please fill out a comment card)	3%	11
Totals	100%	367



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
please fill out a comment card)	2%	8
Totals	100%	363



APPENDIX 1

SITE PLAN

AXON DIAGRAM

SECTION

Parking Area (Surface) Spaces: 184
Parking Area (Structured) Spaces If Used : 86 spots per floor
On Street Parking Spaces: 265
Total Neighborhood Amenity Area : 3.25 Acres
Total Acreage of Park: 57 Acres
Length Of Major Arterial Through The Park: 6,700 lf
Active Program: 26 Acres
Passive Program: 31 Acres
Linear Feet Of Sidewalk : 14,800 lf
Number Of Entry Points Into The Park: 4

KEY METRICS

CHARACTER IMAGERY

LAMAR BEACH | CURRENT ALIGNMENT
AUSTIN, TX • CITY OF AUSTIN

DESIGNWORKSHOP
NOVEMBER 2015

SITE PLAN

AXON DIAGRAM

SECTION

Parking Area (Surface) Spaces: 184
Parking Area (Structured) Spaces If Used : 86 spots per floor
On Street Parking Spaces: 525
Total Neighborhood Amenity Area : 3 Acres
Total Acreage of Park: 57 Acres
Length Of Major Arterial Through The Park: 4,200 lf
Active Program: 27 Acres
Passive Program: 30 Acres
Linear Feet Of Sidewalk : 11,000 lf
Number Of Entry Points Into The Park: 4

KEY METRICS

Louisville Waterfront Park

CHARACTER IMAGERY

LAMAR BEACH | ELEVATED RAMPS
AUSTIN, TX • CITY OF AUSTIN

DESIGNWORKSHOP
NOVEMBER 2015

APPENDIX 1

TAG MEETING 4

SITE PLAN

AXON DIAGRAM

SECTION

Parking Area (Surface) Spaces: 184
Parking Area (Structured) Spaces If Used : 86 spots per floor
On Street Parking Spaces: 560
Total Neighborhood Amenity Area : 3.75 Acres
Total Acreage of Park: 63 Acres
Length Of Major Arterial Through The Park: 1,200 lf
Active Program: 33 Acres
Passive Program: 30 Acres
Linear Feet Of Sidewalk : 13,000 lf
Number Of Entry Points Into The Park: 2

KEY METRICS

CHARACTER IMAGERY

LAMAR BEACH | TUNNELED ROAD
AUSTIN, TX • CITY OF AUSTIN

DESIGNWORKSHOP
NOVEMBER 2015

SITE PLAN

AXON DIAGRAM

SECTION

Parking Area (Surface) Spaces: 180
Parking Area (Structured) Spaces If Used : 86 spots per floor
On Street Parking Spaces: 560
Total Neighborhood Amenity Area : 4.75 Acres
Total Acreage of Park: 63 Acres
Length Of Major Arterial Through The Park: 4,200 lf
Active Program: 33 Acres
Passive Program: 30 Acres
Linear Feet Of Sidewalk : 20,900 lf
Number Of Entry Points Into The Park: 4

KEY METRICS

CHARACTER IMAGERY

LAMAR BEACH | URBAN STREET ALTERNATIVE
AUSTIN, TX • CITY OF AUSTIN

DESIGNWORKSHOP
NOVEMBER 2015

APPENDIX 1

SITE PLAN

AXON DIAGRAM

SECTION

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

Blackstone River Bikeway, Rhode Island

Louisville Waterfront Park

Glenwood Canyon, Colorado

CHARACTER IMAGERY

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

DESIGNWORKSHOP
NOVEMBER 2015

SITE PLAN

AXON DIAGRAM

SECTION

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

Forest Park, St Louis

CHARACTER IMAGERY

LAMAR BEACH | HYBRID
AUSTIN, TX • CITY OF AUSTIN

DESIGNWORKSHOP
NOVEMBER 2015

APPENDIX 1

TAG MEETING 4 - SIGN IN SHEETS

LAMAR BEACH MASTER PLAN
PRE ALTERNATIVES WORKSHOP MEETING

NOVEMBER 20, 2015

NAME	COMPANY/AGENCY	EMAIL ADDRESS
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Brian Piper	COA PARD – Athletics Grounds Maintenance Leader	
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LAMAR BEACH MASTER PLAN
PRE ALTERNATIVES WORKSHOP MEETING

NOVEMBER 20, 2015

NAME	COMPANY/AGENCY	EMAIL ADDRESS
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MARTY STUMP	COA PARD	marty.stumpe austintexas.gov

APPENDIX 1

TAG MEETING 5

DESIGNWORKSHOP
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Urban Design

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Austin, TX 78701
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512-499-0229 fax

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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.

LAMAR BEACH MASTER PLAN

~~POST RECOMMENDATIONS~~ ~~PRE-ALTERNATIVES~~ WORKSHOP MEETING

~~NOVEMBER 30, 2015~~ FEB 5, 2016

NAME	COMPANY/AGENCY	EMAIL ADDRESS
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Sean Beal	CTRMA	Sbeal@ctrma.org
Mike Heiligenstein	CTRMA	
Mark Dollins	COA AWU	MarkDollins@austin.tx.gov
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Lee Ann Shenefiel	COA Animal Services	Leeann.shenefial@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
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Pirouz Moin	COA PWD	
Jules Parrish	COA PWD	
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Pamela England	Austin Energy	
Henry Price	COA – Watershed	Henry.price@austintexas.gov
Robert Hightower	APD	Robert.hightower@austintexas.gov

LAMAR BEACH MASTER PLAN

~~POST RECOMMENDATIONS~~ ~~PRE-ALTERNATIVES~~ WORKSHOP MEETING

~~NOVEMBER 30, 2015~~ FEB 5, 2016

	COMPANY/AGENCY	EMAIL ADDRESS
Robert Byrnes	Studio 8 Architects	rbyrnes@studio8architects.com
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Marty Stump	COA PARD	Marty.stump@austintexas.gov
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APPENDIX 2

FOCUS GROUPS

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MEETING RECORD

To:	Charles Mabry
From:	Rachel Tepper
Date:	Oct. 20, 2015
Project Name:	Lamar Beach
Project #:	5381
Subject:	TTF/APF Focus Group
Meeting Date:	Oct. 5, 2015
Start/End:	11:00 – 12:45 p.m.
Location:	PARD Annex Shoal Creek Room
Copy To:	DW Team, Ricardo Soliz

☐ Meeting ☐ Telephone ☐ Conference Call

The following notes summarize the stakeholder focus group discussion for the Lamar Beach Master Plan held Oct. 5, 2015.

Attendees: See sign in sheets

1. Schedule, scope and overview of project
    a. The Trail Foundation recently completed a forestry survey and has made recommendations by geographic zones. Those recommendations should be incorporated into the master plan for the section of the trail that goes through Lamar Beach.

2. Concerns and Priorities
    a. The Trail Foundation
        a. The Thorp Field used by AISD is on the south side of Cesar Chavez in an area that is more naturalistic 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.
            i. AISD and PARD have an open ended agreement about the use of the Thorp Field; AISD has not requested any changes at this time.
        b. The Texas Rowing Center
            i. Concessioner has a contract with PARD.
            ii. The Trail Foundation has a positive relationship with Rowing Center. The Rowing Center is open to the public and provides additional amenities to trail users such as water, restrooms and overlooks.
                1. 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.
        c. What about exercise stations?
            i. Trail Foundation does not support overly programming the trail. There are points along the trail that already have exercise stations (auditorium shores). 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 boardwalk.
        d. What about exercise areas for groups?
            i. The parks department regulates this, but there are still people who do not have a permit that set up informal exercise groups.
            ii. The area down by the river at the Johnson Creek Trailhead might be a good spot for group use
                1. Granite blocks 'informal stretching blocks'
                2. Would need to meet all of the floodplain requirements
    e. Mopac Expansion
        i. The Trail Foundation has not been involved with the MoPac north improvement projects, but the southbound improvements will have more of an impact.
            1. There is an opportunity to expand the walkway under the bridge
            2. The Trail Foundation project committee is looking into this.
    f. Forestry Survey
        i. Incorporate by reference the recommendations in this plan for the section of the trail that comes through Lamar Beach.
    g. Pressler Street Extension
        i. Increases connectivity from the neighborhood
        ii. If it gets people to the trail on bikes it could be good
        iii. It would increase the connectivity to the Trail
    h. Connectivity
        i. Cesar Chavez is a significant barrier
        ii. Establish a pedestrian connection across the road and perhaps over the lake as well - similar to Pfluger bridge
            1. At grade wouldn't be as successful
            2. Mental barrier
            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
            4. Connectivity west to Deep Eddy – currently a dirt path
    i. Parking
        i. Many trail users complain about the lack of parking
        ii. TTF/APF would never want to take parkland for parking
        iii. Quality improvements should be made over quantity improvements (better signage, more shared parking opportunities)
        iv. YMCA – city didn't bite on a shared parking garage
        v. Seaholm library might have some parking
        vi. Park and ride? Dillo used to go to the trail but they stopped it.
    j. Basic services
        i. Drinking fountains – how often are you supposed to have them?
    k. Electricity
        i. Electric to the restroom has been difficult but it is resolved
        ii. Lighting only needed where there is an ambient light
        iii. Need to be sensitive, reduce light pollution (interferes with habitat)
    l. Flooding
        i. Deal with it once a year

    m. Austin Pets Alive
        i. This is not a traditional park use – Trail Foundation and Austin Parks Foundation are not supportive of additional development on Lamar Beach
    n. Relationship with PARD
        i. Has improved over the last 10 years

ii. Largest project in this area was the Johnson Creek Trailhead improvements

b. Austin Parks Foundation
   a. APF does not have any specific goals for this park
   b. Beautiful, safe, well connected
   c. Currently no projects here

3. Current and Future Needs
   a. Trail Foundation
      i. Parking lot at Johnson Creek (TXDOT owned) is a very popular spot for trail users to park.
      ii. TTF built two restrooms – they are adequately served.
      iii. Signage and wayfinding
         1. TTF has a signage system. Would like to redo the loop distance map at the Johnson Creek Trailhead.
         2. The TTF signage system is not coordinated with the Downtown Wayfinding system.
      iv. ADA accessibility
         1. This section of the trail is relatively flat; there might be opportunities to create an ADA portion of the trail here.
            a. Are there any ADA crosswalks?
      v. Dog park
         1. TTF would not be in favor of a dog park

4. User Surveys
   a. Trail Foundation
      i. Installed an interactive trail memory board in 2013
      ii. One week installation, 1700 people responded
      iii. Have also done surveys that include demographic information
      iv. Did a clicker count in 2011, 2400 people were counted at South MoPac
      v. City bike office has a trail counter, TTF would like to get one for the south end of the Pfluger bridge (they have to be over concrete)
   b. Trail Safety Campaign
      i. Currently working with Sanders\Wingo on a Trail Safety Campaign for the park – this is in the very beginning stages
   c. Demographics
      i. 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
      ii. How is the TTF planning for increased growth?
         1. Restoration plan – erosion control
         2. Addressing circulation and 'choke points'
            a. Lamar boardwalk studies
               i. There will be no permanent barrier separating vehicle from the trail users under Lamar
            b. Johnson Creek bridge
         3. Discouraging electric bikes and Segways
         4. Expand and improve efficiency at choke

   d. Do trail users use other facilities?
      i. Spoke trails (Johnson Creek, connect to YMCA, LAB)
      ii. Parking/Roads
      iii. WAYA – parents might use the trail when their children are practicing
5. Additional Trail Amenities?
   a. Repair station for bikes
      i. Tools (pump, wrench, etc.) all hang/attach to a metal stand
      ii. Temporary station on the Pfluger Bridge
      iii. Walnut Creek Trail has one
      iv. Can be put on a platform so that they can be moved
      v. No electricity required
   b. Homeless – railroad and creeks
      i. Make sure that we are activating the park in a safe way
   c. Memorial Benches?
      i. All the benches are sold, maybe on the north side
         1. Many parks in Austin need benches, trail has plenty
   d. Art
      i. Art should be something high level and temporary – vetted – well developed
      ii. Temporary art festival? – an idea, TTF not incredibly supportive
      iii. People can interpret the trail in their own way – naturalistic experience

6. Maintenance
   a. PARD – trail maintenance crew maintains trash and bathrooms
   b. TTF maintains the plantings and irrigation – adopt a garden program – 3 along the site and on the Pfluger bridge – volunteers
   c. Volunteers pick up litter
   d. Past shoal creek litter in water gets bad – b/c of the urban creek
   e. PARD maintenance crew guys pick up trash when they see it
   f. Watershed will pick up as well
   g. Bird droppings on the bridge – hard to get the volunteers to do – TTF quit doing that
   h. Working to identify areas that do not need to be mowed
      i. Wildflower areas
      ii. Crepe myrtles 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 park?
   a. Bury Cesar Chavez

9. Benchmarks
      i. Riverside park in New York City – seems used more like the trail
      ii. Buffalo Bayou Park – in Houston = mostly trail but there are parks next to them – Children's park
      iii. Trinity Park in Dallas
      iv. Herman Park
      v. San Antonio "Mission Reach"

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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LAMAR BEACH MASTER PLAN
STAKEHOLDER FOCUS GROUP MEETING

Oct. 5, 2015

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APPENDIX 2

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MEETING RECORD

To:	Charles Mabry
From:	Rachel Tepper
Date:	October 20, 2015
Project Name:	Lamar Beach
Project #:	5381
Subject:	OWANA/DANA/DAA Focus Group
Meeting Date:	Oct. 5, 2015
Start/End:	1:00 - 2:45 PM
Location:	PARD Annex Shoal Creek Room
Copy To:	DW Team, Ricardo Soliz

☐ Meeting ☐ Telephone ☐ Conference Call

The following notes summarize the stakeholder focus group discussion for the Lamar Beach Master Plan held Oct. 5, 2015.

Attendees: See sign in sheets

1. Schedule, scope and overview of project
    a. Scope is to come up with a master plan
    b. Digital copy of existing conditions can be shared with groups
    c. Austin High owns the property along the lake – they use the baseball fields

2. OWANA Concerns and Priorities
    a. Connectivity of the neighborhood to the parkland. 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,
        i. People don't use the tunnel, it is safe but unattractive
    c. OWANA 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 toll lanes – north and south
    e. Pressler will be another connection to the toll lanes
        i. Preserve as much land as possible for the park, and not allow for an additional park road to be a connector to Cesar Chavez and MoPac

3. DANA Concerns and Priorities
    a. Outside the DANA boundary (western boundary is Lamar)
    b. Density in and around Seaholm means increased downtown residents who will use Lamar Beach as a recreational amenity.
    c. Connectivity is a huge issue
    d. Keeping the trail safe and open

4. DAA's Concerns and Priorities
    a. Outside of DAA's boundary
    b. Connectivity and safety are highest priorities for this area
    c. Downtown also has limited opportunity for active recreation which this area provides.
    d. Growing downtown population will need more access to green space
    e. There is an opportunity to build in the sustainability initiatives at Seaholm as that area is an Ecodistrict and a "green village." This project could move that initiative beyond Seaholm.
    f. The area lacks an identity and is not really seen as an amenity

5. Athletic Fields
    a. Today almost all of the athletic fields are off limits to neighborhood users. There are no trespassing signs.
        i. Is there any opportunity for joint use?
            1. WAYA has a contract for the use of a certain amount of fields.
            2. The land is not committed to WAYA – just the use. It is a contract for use of the fields and the supporting needs. There are opportunities to consolidate the ball fields and use the land more efficiently, which might free up space for public fields.
            3. Austin High also uses WAYA fields (Chalmers, McEachern) and the baseball field on the south side. There may be opportunities to increase shared use of the fields.

6. OWANA Neighborhood Plans
    a. OWANA 2000 neighborhood plan emphasizes connectivity to the park.
        i. OWANA would like to see additional neighborhood amenities in the park such as a dog park, picnic tables, etc.
        ii. OWANA is supportive of higher density mixed use on fifth. They want to preserve the old homes/main street feel of West Sixth Street so they limit height allowances on Sixth Street but allow taller buildings along the rail (wedding cake approach).
        iii. OWANA is negotiating with developers on a case-by-case basis to leave a 20ft space in between the rail and the rear lot line of all new development that backs up against the rail on Fifth Street.
        iv. In the 2000 plan, OWANA was not sure if the MoPac corridor would decrease the value of the land, but it hasn't. Owners are still investing in their houses right up to MoPac.
        i. Cesar Chavez will always be a fast busy divider
            1. What about changing Lamar underpass and ramps?
                a. Lamar Bridge is historic

2. Natural elements
    a. Poison Ivy and invasive species eradication
        i. Parks dept. has addressed this before with partners and volunteer programs.
    b. Stormwater and water quality before entering the lake
    c. Expand the sustainability intended at Seaholm
    d. Green infrastructure as a 'village' lifestyle concept – includes other green infrastructure interventions like transit and walkability.
    e. Wildlife and habitat improvements

3. Infrastructure

FOCUS GROUPS

a. YMCA is almost always over parked
b. Lighting, utilities– new restrooms is needed on north side
c. Lighting in the sub-grade tunnel and signage to let people know it is there
d. Lighting from the fields? Not all of them are lit

4. Benchmark Parks
    a. Not sure Brooklyn Bridge Park is the right comparable. Seems too urban and expensive
    b. Festival Beach Park is a good comparable– similar area – downtown
    c. Butler Shores

5. Neighborhood Nodes near the Neighborhood entrances
    a. Currently the Williams field is underutilized. Might make sense to consolidate the fields, and use the area in front of the YMCA 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 or a future Pressler Street extension. This might be another spot to concentrate neighborhood amenities.
        i. *Have there been any surveys for what amenities residents might need?*
            1. None that OWANA has done
            2. Dog park is something that has been brought up because the current one on Ninth Street is overcrowded.
            3. Picnic tables under shade trees
            4. Part of the land that is just to the west of West Lynn would make an ideal dog park.

6. Austin Pets Alive
    a. OWANA 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 OWANA supports

7. Future Growth Considerations
    a. It is important to understand the CAP metro central corridor, AMTRAK and the potential western transit connection. This could impact the Fifth and Sixth Street corridors.
    b. OWANA Future Land Use Maps should consider park amenities and possibly conduct a neighborhood survey to determine what the needs are and how neighborhood residents are getting to the parks.
    c. A lot of downtown residents walk along sixth and Lamar and jay walk between the tracks and Cesar Chavez on Lamar. There should be safer opportunity to cross. The Bowie underpass will probably help with this though.
    d. So many east/west barriers

8. Art and Identity
    a. Allow the park to find its identity – don't force it before we have an identity
        i. Balance between permanent and temporary
        ii. Art can help with the program element

9. How will the city fund the master plan implementation?
    a. Bond as early as 2017
    b. Pressler or road improvements could come along the same time – might start construction as early as 2020
    c. WAYA and APA are also fundraising and will be responsible for some implementation

Attachments:
1. Sign in sheets

END OF NOTES

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FOCUS GROUPS

LAMAR BEACH MASTER PLAN
STAKEHOLDER FOCUS GROUP MEETING

Oct. 5, 2015

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MEETING RECORD

To:	Charles Mabry
From:	Rachel Tepper
Date:	Oct. 20, 2015
Project Name:	Lamar Beach
Project #:	5381
Subject:	AISD Focus Group Meeting
Meeting Date:	Oct. 6, 2015
Start/End:	1:00 - 2:45 PM
Location:	PARD Main Office, 200 South Lamar, Conference Room
Copy To:	DW Team, Ricardo Soliz

☐ Meeting ☐ Telephone ☐ Conference Call

The following notes summarize the stakeholder focus group discussion for the Lamar Beach Master Plan held Oct. 6, 2015.

Attendees: See sign in sheets

1. Schedule, scope and overview of project
   a. The City of Austin has a recreational easement for the trail, Steven F. Austin drive 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.
      i. The confusion of school and public parking makes it difficult for faculty to know who is coming and going from campus. There needs to be a safety plan in place. AHS community sensitive to this because last year a group of students left campus and got in an accident.
   d. AHS Principal suggestion - close off Steven F. Austin to outside car traffic during school hours (8:30 – 5 p.m.)
      1. Would tremendously help with the circling
      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/cross the street.
      3. Could also make it safer for Lance Armstrong Bikeway users because LAB ends at Stephen F. Austin and currently bikers have to use the street.
   e. Pressler Street Extension
      i. Currently, the intersection connecting Austin High to Cesar Chavez/MoPac is congested and dangerous for students especially during pick/up and drop off times. Traffic backs up to a standstill for those existing from westbound Cesar Chavez. Traffic can back up to 45 minutes, especially with queuing for drop off and pick up.
      ii. TXDOT recently came in and restriped but AHS was not consulted and the restriping added to more confusion.
      iii. The AHS buses line up in front of the school because it is easier for them to get in and out in the front area, but this adds to the backup traffic at the turn-around on Cesar Chavez.
      iv. The additional traffic from Pressler will add more pressure to this already very congested intersection.
      v. Beth Wilson emphasized that the current Pressler street design does not address the concerns that AHS has with the project. This statement needs to be added to master plan existing conditions report.
      vi. AHS would like DW/PARD to log that there is concern and also quantify the concern.
         1. The keypad polling at the Oct. 14 meeting will help with this because participants will be asked specific questions about transportation and will be able to log their concerns about traffic and safety.
      vii. Who in Transportation have you worked with?
         1. Karla Taylor (Chief of Staff, ATD) is the main person that AHS has been working with.
      viii. 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 prior City Council changed 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 constituency groups could show support for a master plan vision that does not include the Pressler street extension as a vehicle route.
         4. AISD and WAYA have not agreed to Pressler primarily because of the safety concerns of additional traffic and at grade rail crossing accessible to AHS students and WAYA players.
         5. Pedestrian connectivity to OWANA neighborhood is supported but need safety crossing the rail.

      ix. 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 visions (expanded roads, new programming)
         2. Whether the master plan is a vision for the park, or the road network, it is critical to AHS that this plan addresses safety, traffic and parking

because these are the primary concerns for AISD and AHS. Make sure traffic is safer than what it is today.

f. AISD facilities
    i. The only reason that Austin High is comprehensive is because of the WAYA and COA sports fields.
    ii. AISD 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.
    iii. 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 booster club but is used heavily by the public after hours.
        2. Voters did not approve the athletic bond for additional AISD facilities, which puts additional pressure on AHS to find alternatives for athletic fields.
        3. AHS/AISD would like to have access to an aquatic center
            a. AISD has advocated for a COA and AISD natatorium
            b. Multiple schools currently have agreements with PARD to use swim facilities.
            c. There is currently no natatorium for the AISD schools
    iv. Thorp Baseball Field
        1. This field is on parkland, but it is used in exchange for the recreational easement that PARD has for 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 lights to this field.
            b. A compatible use adjacent to this field might be a covered basketball court.

g. WAYA Fields
    i. How long has AISD been using the WAYA fields?
        a. Mid 1980s / 1970s
            i. AISD has an agreement with WAYA
                1. Chalmers is lacrosse
                    a. 25-40% of the use
                    b. Ninth grade baseball

h. AHS Plans for Expansion
    i. An outdoor restroom near the track on on school property. *Will they be open to the public?*
        1. Possibility of expansion of athletic facilities, which would be a future bond.
        2. AHS is actively working to increase enrollment.
            a. Current enrolment is 2096. Goal enrollment is 2289.
            b. Increased enrollment will come with additional funding for AHS.
            c. *What strategies to increase enrollment?*
                i. AHS is "school of choice" – students in other zones can elect to transfer to AHS.
    ii. There are also efforts to recruit within the district. There are currently 300 children that live in the district and choose to go to other schools (private, Anderson, etc.)

i. Student driving and parking
    i. All kids with a license are allowed to drive.
    ii. Could AHS explore the possibility of a lottery, or junior and senior privilege to drive?
        1. Staging area at Barton creek mall? Park and ride.
        2. This may not solve the traffic problem because there would still be parents dropping off students. Also, don't want to deter students in the zoning area from wanting to attend Austin High.
    iii. Do you have mode-share data?
        1. Yes for students that ride the bus. Not for walking or driving.
    iv. 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 city bus service: Only Cap-Metro bus that goes near AHS today is Montopolis, which does not pick up in the neighborhoods zoned for AHS.
        4. In the May 2015 traffic study, Jacobs Engineering provided an exhibit 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.

j. Additional visions for Lamar Beach
    i. 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 lighting and made into an amenity that would alleviate a need for a Pressler Street pedestrian connection.
    ii. Upgrade Crenshaw pedestrian bridge
    iii. Upgrade the dirt parking under MoPac
        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 PARD could utilize the area at Zilker Park south of Lady Bird Lake as public parking (Zilker under MoPac)
    iv. Maintain Lamar Beach as a local park – not a regional draw
        1. Address safety as number one concern before adding additional program
    v. 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 one time, the Trail foundation had a vision for a mini boardwalk that would come out over the water under Lamar Bridge.

k. Natural environment
    i. Coordinate with the grounds plan for the high school
        1. Trees are maintained by alumni and PTA paying for grounds improvements

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

ii. Flooding
    1. Halloween flood last year did affect Stephen F. Austin when LCRA 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 pavilion/basketball court adjacent to the baseball field.

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

m. Do you think we are looking at the right benchmarks?
    i. Look for comps with high schools adjacent to or integrated into a park
    ii. Presidio in San Francisco

n. What are the best ways to reach out to the AISD/AHS community?
    i. Students?
        1. Architecture or civics class might want to assist. DW/PARD could come to the school.
        2. Student Council President could sit on the Technical Advisory Group.
    ii. Employees?
        1. PARD could attend/be on the agenda at a faculty meeting
    iii. Parents?
        1. PARD could attend a PTA meeting

Attachments:
1. Sign in sheets

END OF NOTES

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LAMAR BEACH MASTER PLAN

STAKEHOLDER FOCUS GROUP MEETING

Oct. 6, 2015

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MEETING RECORD

To:	Charles Mabry
From:	Rachel Tepper
Date:	Oct. 20, 2015
Project Name:	Lamar Beach
Project #:	5381
Subject:	WAYA/APA/YMCA/TRC Focus Group
Meeting Date:	Oct. 6, 2015
Start/End:	3:00 - 5:00 p.m.
Location:	PARD Main Office, 200 South Lamar, Conference Room
Copy To:	DW Team, Ricardo Soliz

☐ Meeting ☐ Telephone ☐ Conference Call

The following notes summarize the stakeholder focus group discussion for the Lamar Beach Master Plan held Oct. 6, 2015.

Attendees: See sign in sheets

1. Schedule, scope and overview of project
    a. DW to update the boundary of the license agreement for YMCA on page 8. The license agreement boundary should only include the parking along the southern edge of the property.

1. Concerns and Priorities

    a. Austin Pets Alive (APA) - Would like to stay right where they are for two reasons:
        i. APA has operated there for a long time and it works well for their needs. It has been an animal adoption facility since the 1960s so people know it is there.
            1. There is a City of Austin Animal Services Feasibility Study completed a few years ago that suggests a remodel strategy rather than a tear down. This would significantly reduce the reconstruction costs. **Lamar Beach team to follow up with APA to request a copy of the feasibility study.**
            2. Based on population growth in Austin, APA's program is likely to grow. There are opportunities to rearrange the layout of the space to improve efficiency to allow for expansion of services in the current location.

    b. West Austin Youth Association (WAYA)
        i. One of the reasons for the Master Plan is because of the agreement between the City of Austin and WAYA in 2013. WAYA recognized the need to plan out the entire park. As part of the license agreement with the City, WAYA has committed to improvement of Lamar Beach and that includes the layout and organization of the ball fields. The license agreement is for the number of ball fields but the fields themselves can be designed to maximize the amount of games that can be played on them including multipurpose use of the outfields.

1. Would you be open to relocating/reconfiguring the ball fields?
    a. The fields can shift but WAYA is principally concerned with parking and safety. Those must be maintained. The current road that comes through the north side of Lamar Beach (Reserve Road) does not connect all the way through which limits cut-through traffic and it is much safer for players and their families to cross the street.
2. WAYA does not use Williams Field. PARD does not schedule games at Williams Field – it is planned to be just an open play area. WAYA does the upkeep and maintenance.
    a. WAYA sees the benefit of having Williams Field because when the public asks to play on the WAYA fields, they like being able to refer them to the adjacent field available for public use. If Williams field was eliminated, it would not affect WAYA use.
3. What would you grade the current fields?
    a. B+, the fields started in the early 60s so there is room for improvement because it has primarily been a piecemeal planning for the last 40 years
    b. There are significant topographical challenges.
    c. When renegotiating the agreement WAYA 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 WAYA to get a copy of proposed costs and layout.
4. Traffic and Safety Concerns
    a. Regarding Pressler Street, WAYA would prefer a pedestrian bike path over a road
    b. It is important to provide good traffic flow between 5 and 8pm when there is a high number of practices and games. This is also the same time that park usage goes up, 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. Complimentary Uses
    a. The plan proposed in 2013 did have a small play scape at the top of the baseball pyramid to provide an activity for younger siblings of WAYA players during games. WAYA would be open to complimentary 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. MoPac express lanes - north and south – a lot of unknowns
    d. Infrastructure is outdated
    e. Currently no working bathroom. WAYA had a restroom but it was demolished and there is no working sewer

FOCUS GROUPS

b. WAYA would like to have multipurpose fields that could be used for different programs.

9. Schedule – hours and seasons –
    a. Austin High School has an agreement with WAYA to use the fields. WAYA will provide the project team with a copy of the agreement and schedule.
    b. WAYA is hesitant to open up public access to the fields because of overuse and overscheduling.
10. Turf and Overuse
    a. Chalmers Field has had 10 years of over use and it is important to let the fields rest. Safety issues can arise if the ground gets too hard from overuse.
        i. Artificial Turf?
            1. WAYA is interested in artificial turf but it can be expensive
            2. Pat O-Toole shared that the life-cycle costs of maintaining a turf field are much lower so it commonly costs the same amount as grass fields in total costs.
11. Environmental Concerns
    a. Shade – WAYA 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.
    b. Irrigation – WAYA is interested in the most efficient ways of irrigation. Currently WAYA uses potable water but is very interested in using reclaimed water instead.

a. YMCA
    i. YMCA would like to see infrastructure fixed 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, open mindedness and should be achievable for the City and the partner organizations.
    ii. YMCA has infrastructure concerns such as parking and the five-way intersection at Lamar and B. R. Reynolds Drive.
    iii. The YMCA is also tight on parking spaces.
    iv. Run off from 5th street is an environmental concern

b. Rowing Center
    i. Parking is a big issue
    ii. Stephen F Austin drive is used when the students aren't in session
    iii. School is rented out Sunday morning which creates some parking shortage for the Rowing Center
    iv. Do not want to see another rowing center in the Lamar Beach area

2. Pressler Street Extension

a. A change of use from parkland to transportation has been designated by City Council.
    i. Is the design in play?
        1. The engineers looked at the design and it was the only way that configuration could work.
        2. Is it a given that it is going to happen?
            a. City Council authorized a change of use for the right of way but the Parks Department could enter into an agreement for a recreation easement and limited impact uses could be proposed until/if ever the road is constructed.

3. Facilities and Future expansion
    a. Texas Rowing Center
        i. Currently seeking permit approvals for an expansion of existing dock. The dock is currently about 315 ft wide. The Parks Board has approved the expansion of the Dock to 450ft. Currently seeking the approval with watershed protection for additional permitting because it extends onto the lake. The dock expansion will provide equipment storage.
        ii. The TRC also has plans for a "Phase 2" which is in the concept stage
            1. It would include public restrooms and showers and an area for weight room equipment
            2. For this expansion the TRC would need water supply, which would require tapping into the water supply at the ball field.
            3. TRC offered to share the current drawings with the project team; the project team will follow up.

    b. YMCA
        i. YMCA had a proposal for a natatorium. Many of the Austin High Schools do not have aquatics facilities and this would have been a public private partnership between the City and YMCA. The plan is off the table but an aquatic center is still identified as a need for AISD.
        ii. YMCA owns the parcel of land directly west of its building and parking area. Long-term the YMCA would like to convert it into parking because of its current parking needs but would like it have that area in play for the master plan if there were better uses for that space.

    c. APA
        i. Originally 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 acreage – 2 story 2- - 25 mil price tag
            a. Pretty sure they can renovate what is there – not 5 or 6 mil but less than teardown

4. Member Surveys
    a. YMCA – yes, they have 17,000 members and will provide some information
    b. APA – has adopter records and visitor numbers
    c. WAYA does have this information. WAYA 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 WAYA will also provide.
    d. TRC – as a business, TRC monitors by service

FOCUS GROUPS

i. One complaint heard often is the need for more restrooms. The new Trail Foundation 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 65 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 residential 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 or a cat – very complementary
      v. The Hike and Bike Trail - Running program for the dogs
         1. Rent the dogs and run the lake – not possible to replicate it elsewhere 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. Might be able to utilize the utility easement restrictions better than most
         1. For uses such as parking, or kennels or playgroup 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 area for dogs.
      iii. Drains go nowhere
      iv. Flooding is an issue
      v. Parking is tight – Saturdays are biggest 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
               i. Young – less than 25 years old
            c. Down on the river – hike and bike trail
            d. Like being adjacent to Austin High
            e. Will be open minded about the process
            f. If AISD shut down Stephen F. Austin it 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 risk by preventing dog-to-dog interactions. APA would schedule to run their dogs at different times than public use to avoid risk.

   b. WAYA
      i. Main concern would be interactions between little 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. Zip lines across the lake

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.

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 Brumley	Wayd	wbrumley@pecoslanddevelopment.com
Matt Knitton	Texas Rowing Center	matt@texasrowingcenter.com
James Finck	YMCA	Jfinck@austinymca.org
Stephen Rye	Dienner Group	srye@diennergroup.com
Steve Dienner	Dienner Group	sdienner@diennergroup.com
Rusty Tally	APA!	rusty.tally@UBS.com
Ellen Jefferson	APA	ellen.jefferson@austinpetsalive.org
David Lundstedt	AAC	BC-David.Lundstedt@austintexas.gov
Sammie Joseph Jr.	WMA	SAMMIEFJOSEPH@AOL.COM

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 KAPPLER

Email: GERRI.K@GMAIL.COM

Date: 10.15.15

Comment: PLEASE LET ARA 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: PJSILVER52@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 Martina Bluem

Email: MarthaBluem@gmail.com

Date:

Comment:

Austin Animal Center / Austin Pets Alive

AAC 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 private free public land use?? Are all of the Austin dog organizations going to get free public parkland here on which to build facilities? Other worthwhile or non profit 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@yahoo.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.

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, & SIDEWALKS 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 - yum!
- 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 NEIGBORHOOD ACCESS VIA PRESSLER -
ACCESS VIA BIKE/PED ACCROSS 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 Schonker

Email: melschonker@mac.com

Date: 10/14/15

Comment: Make park feel like park not various places to go
Goal not on questionaire: 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 other - more of inviting accessible sensit

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

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

what could ROW on Pressler be if 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: The arrows on the comparison benchma
parks are very confusing, Make them look like roads. The arrows look like they are denoting elevation, or are just distracting.
1-7 pt scale explain the scale better
Could speed up presentation overall, especially voting
Other Rec Facilities - maybe a small ampitheatre

Process for Lamar Beach - Don't over-value the opinion of stakeholders like neighborsetc who are uniformed on many items

School

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment: Informative presentation -
But must tone + 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.

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Derek Lewis

Email: Sextro.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 come from kids meeting and playing and competing together. As our City continues to grow there will be continued strain 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/utility lines to improve beauty of area. Improve look of WAYA fencing & upgrade their bathroom facilities. Nicer 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: samfeatherstone@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 ballfields & 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 feasability study

→ Doesn't the parks you've identified already begin to define what you are doing or sway the vote a bit?

→ Why would the HS baseball field be included in the scope of the park (how many is the city's)

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 your 4 activity/Youth sports and conti.

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

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Create More designated
Email: Sports fields for AHS.
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!

Ban cell phones unless emergency on hikes bike trails.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: -What gives a care about Hash Tags?
Email: Is this moderator from
Date: destin? Everyone knows
Comment: there is no swimming in Town Lake

Traffic congestion on Lake Austin Blvd.

Biggest hamper to mobility - stupid people on bikes, bike trails walking 3 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, an ideal 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: 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 benchmarks Ya high school?

Would like to see ideas for Pressler right of way area considered in case Pressler Roadproject does not

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: JAMES SCHNEIDER
Email: JRSCHNEIDER@AUSTIN.RR.COM
Date: 10-14-15
Comment:

PLEASE MAINTAIN THE EXISTING USES - AHS BB, WAYA, APA, TRAIL — JUST IMPROVE EACH FOR BEST USE.

JAMES

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.

VISION WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Dave Rhodell

Email: na

Date: 14 Oct 2014

Comment: Perhaps the old power plant outflow building 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 Austin, and old toys would be interesting to people of all ages, toy cars, Star Wars, 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: Linda Rulifson

Email: linners9L3@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: 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: Dave Rhodell

Email: na

Date: 14 Oct 2015

Comment: If space permits add a concession area. A concession to sell drinks, ice cream, and sandwiches, as well as tickets for a merry go round (like the new one in San Antonio's zoo) with long horn steers, armadillos, raccoons, bats, dragon flies (also great mosquito eaters), and lots of cowboy horses, Also a small (30 feet high) roller coaster, high enough for a good view of Austin. (Like the one in San Diego's Mission Beach but a little smaller.)

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: ANN LINDHOLM

Email: ann_lindholm@att.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 these animal services remain centrally located and with access to the trails.

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Scotty Sayers

Email: scottysayers@gmail.com

Date: 10-14-15

Comment:

This plan makes no sense unless the city buys the Breckenridge tract 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.

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: 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:

Email:

Date:

Comment:

Danger of unproven 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: Bob WARD

Email: rgward007@gmail.com

Date: 10/14/2014

Comment:

Cesar Chaves flow is crucial
Conside U-Turn loops on both sides of LAMAR to eliminate stop lights at Renolds, Sandra Muraida and San Antonio

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 ~~AHS~~ students at AHS

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date: Oct 14

Comment:

Connect WAYA 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.

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 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 wellfare 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 picnic pavilion like the one in Seawright park so the Parks department can make some money on reservations. Of course this will require 50 or 60 extra parking spaces. A picnic pavillion on Lady Bird Lake should be popular for parties and weddings.

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 LWAYA 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 down town 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: Dave Rhodell

Email: na

Date: 14 Oct 2015

Comment: Add a play ground area with swings, slides, and climbing walls. Also add a wide (8 feet) walk around the play ground so parents can jog around the play ground while staying within 50 feet of their children. Add a light so people can bring their children to the play ground to tire them out for bed.

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 "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: @Parking

Email:

Date:

Comment:

① would love to see a swimming pool centre built in front of YMCA

② Pets Alive moves to another location

③ more trees + walking/biking trails

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

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 track is on our land.

NOTE: You may choose to fill out this form anonymously

LAMAR BEACH MASTER PLAN

COMMENT CARD

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Richard Hall

Email: rshall30@gmail.com

Date:

Comment:

Great collateral materials + info! the slides were hard to see need to ~~enlarge~~ enlarge / brighten screen + darken room.

Moderator did not repeat 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 traing 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: rgward007@gmail.com

Date: 1/27/16

Comment: Don't spent so much on unneeded infrastructure — keep costs down. Do minor improvements now

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

Following page is also from Mr. Ward

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 impove 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 aroumd 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.

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN
COMMENT CARD

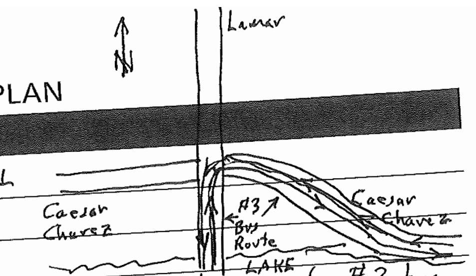
Name: Sara Mailer
Email:
Date:
Comment: Hybrid -
Can Pressler be able to go straight down - is it feasible - considering the grade & regulations on roads.
* much better without pressler

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: Sara Mailer
Email:
Date:
Comment: Separated systems

- Good walking and low speed access. Good access to Lamar. Bit of Pressler actually to happens.
- cars access to Lamar

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



LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: DAVE RHODELL
Email: none
Date: 27 Jan 2016
Comment: On the Hybrid Alternative, the #3 buses will have to turn from Lamar to Caesar Chavez in rush hour traffic, so they will need 3-4 foot wider turn lanes, especially since the new housing developments out south on Manchaca 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: Sara Mailer
Email:
Date:
Comment:
Separated Systems -

Urban Streets - seems fine on paper but does not seem realistic to slow down Mopac ramps so quickly to a neighborhood

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

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name:
Email:
Date: 1-27-16
Comment: (1) 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 if transportation.
(2) On both Urban and Hybrid, the lights at SFA will cause traffic back-up on Mopac. Traffic study needed. Remove Pressler on Hybrid.

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

LAMAR BEACH MASTER PLAN
COMMENT CARD

Name: DAVE RHODELL
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 ($29M) which is not much 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). So I favor the Hybrid Alternative.

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

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

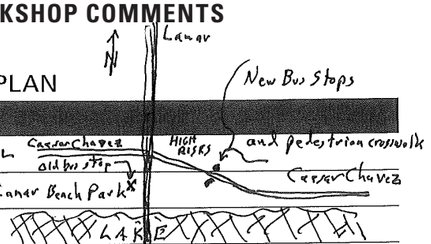
COMMENT CARD

Name: DAVE RHODELL

Email: none

Date: 27 Jan 2016

Comment: On the Hybrid Alternative, the old #3 bus stop on the west side of Lamar goes away, perhaps it could be replaced with bus stops and a pedestrian crosswalk on Ceazar Chavez east of lamar. This would help bus passengers and inhabitants of the highrises cross Ceaser Chavez into the park. They would also gain access to down town Austin and SouthPark Meadows (WalMart + Target) 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: 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

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

- Do NOT want to pay for APA new facility

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:

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: Karen Peris

Email: Keperis@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: Donna Clift

Email: dciclift@yahoo.com

Date: 1-27-16

Comment: Builders + Living complexes should provide substantial funding both lump sum + annually for upkeep

I want light put on Ceazar Chavez as soon as possible

seperate 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 High

if streets wider can have more street parking + trees 10-15

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Rod Sanders

Email: RodSanders123@gmail.com

Date: 1-26-16

Comment: Please rename the parks 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 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: ~~[illegible]~~ 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 two 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: acebelknap@austin.rr.com

Date: 1-27-2015

Comment: In "current plan" - concerned w/ traffic from Lamar → 4 → 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 Schanler

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. It's 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 ~~f~~ feature ~~a~~ 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 ~~keeps~~ invites drivers into park to then head west to get to MoPac.

~~Like~~ otherwise this might be okay

It does seem safer for AHS students who need park access for athletics, but still concerned about Pressler and rail road interaction.

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 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 parkland 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 understandable problem but hard to discern the park amenity improvements ~~of~~ 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.

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 PLAN 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 giant 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 + habitat fragmentn.

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

Thanks! Good job w/ the crazy folks! ("off topic" may be nicer, ha!)

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 trails).

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 good reason for why further change is needed.

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

LAMAR BEACH MASTER PLAN Current Alignment

COMMENT CARD

Name:

Email:

Date:

Comment: Other would like current alignment best w/o Pressler #3 #5

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.

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 sport-focused museum(s).

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 - $12 to improve APA - they can [illegible] elsewhere

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 preston 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: leonardsaenz

Date: 1/27/2016

Comment:

Preston appears to be the [illegible] behind plan. City told school that Preston was off the table. If plan built then [illegible] developer behind ~~[illegible]~~ preston development.

Other option should be "Can live with it" & "Hate it"

Like Hybrid option except for Preston Drive ~~[illegible]~~ there.

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email: "Hybrid"

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.

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment:

NO STOPLIGHT @ FA
Or the Urban Streets plan

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment: Separated Systems is terrible for anyone heading South on Mopac from Austin high or anyone East of Mopac, Also less access from AHS to any locations down Lamar

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 enclose parking.

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name:

Email:

Date:

Comment: URBAN STREETS
Plan 2 would increase traffic into Caesar Chavez, especially for people exiting Mopac when heading north

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 Caesar Chavez

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

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: Beatriz Mejia

Email: mejia_meredith@att.net

Date: 1-27-16

Comment: Alt 1: Too much funding for APA don't like Pressler
Alt 4: Too much Pressler, should stop at L.C. - I like AHS access more.
Alt. 2: Need to improve AHS access
Alt: 3: Prefer Pressler + fields APA too prominent, road out of E. from AHS will be a big bottle neck

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

APPENDIX 5

RECOMMENDATIONS WORKSHOP COMMENTS

LAMAR BEACH MASTER PLAN

COMMENT CARD

Name: BRUCE RAVENSCRAFT

Email: BLRAVENSCRAFT@AOL.COM

Date: 1/27/16

Comment:

HYBRID ALTERNATIVE MOVES
CESAR CHAVEZ AWAY FROM
LADY BIRD LAKE AT LESS
EXPENSE AND ALLOWS MORE LAMAR
AND YMCA ACCESS.

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

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

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303 623-2616, Ext. 5200 (direct)
303 623-5186 (main)
www.designworkshop.com

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

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

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

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 biforcation 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

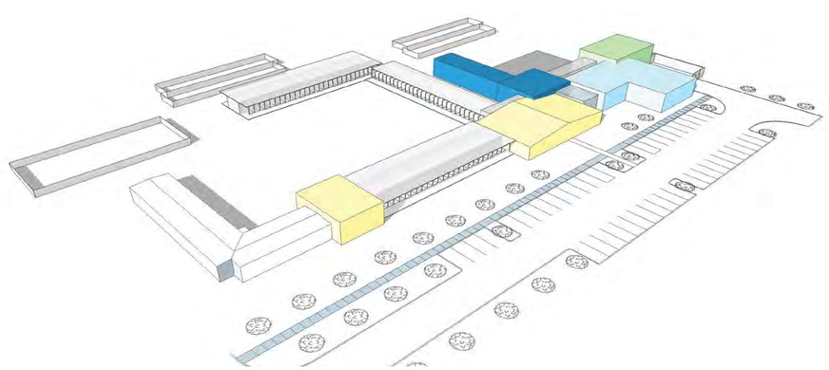
OPTION 1: REMODEL/ADDITION TO EXISTING

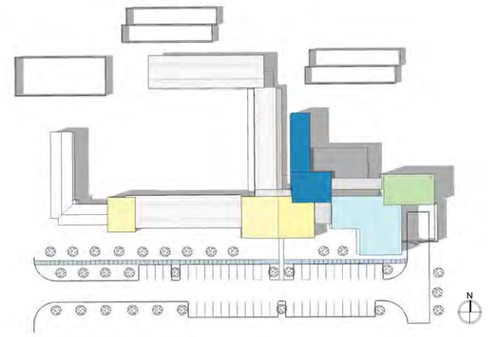
BLDG. S.F. (AFTER REMODEL): 12,400 S.F.
CONSTRUCION COST ESTIMATE: $3,900,000

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



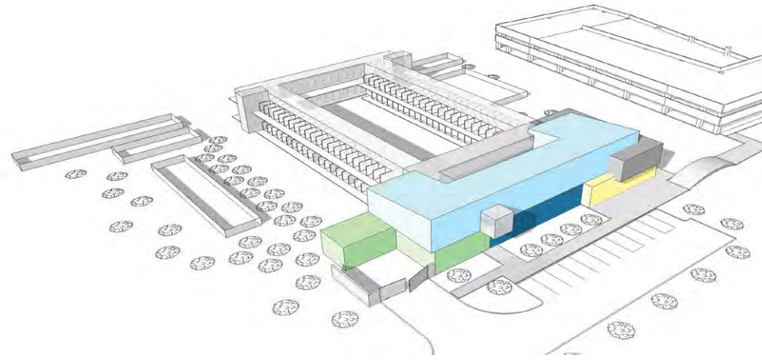


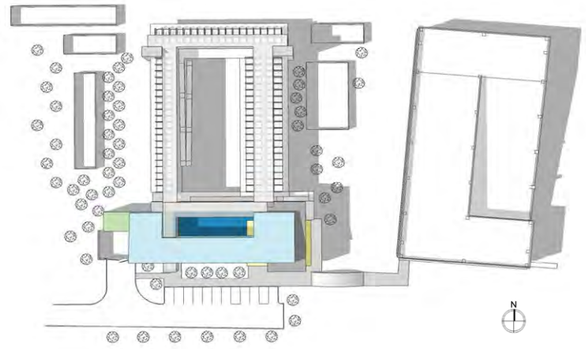
OPTION 2: TWO-STORY W/ SHARED STRUCTURED PARKING

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
BEREKELY, CA



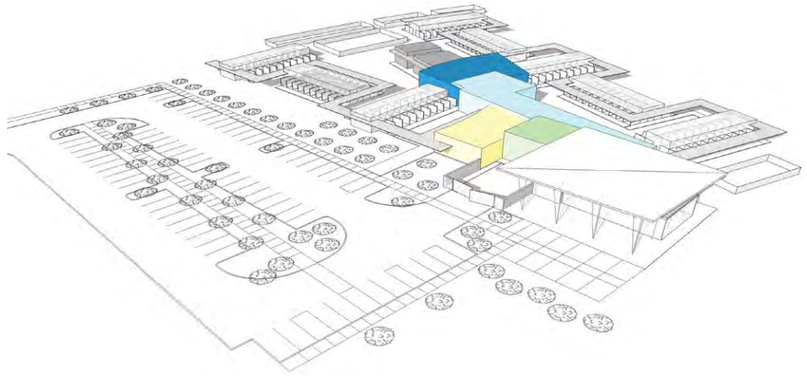


OPTION 3: SHARED COMMUNITY SPACE

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! CONCEPTS

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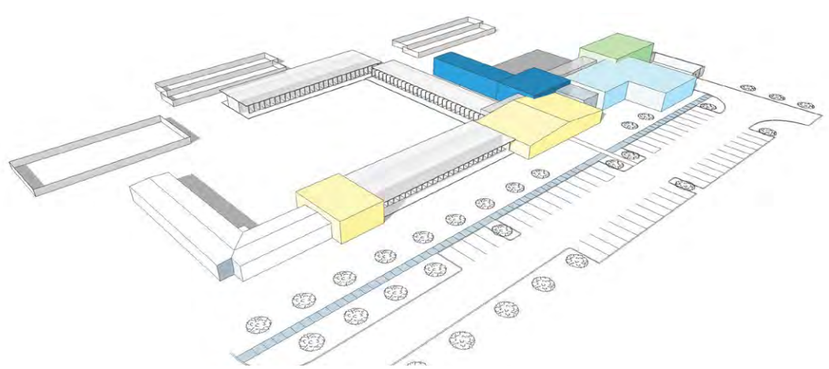
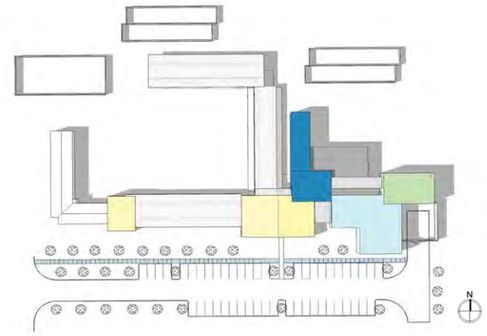
STATEN ISLAND, NY





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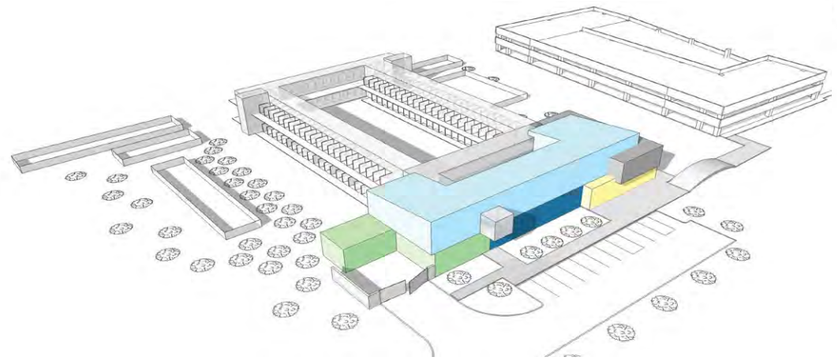

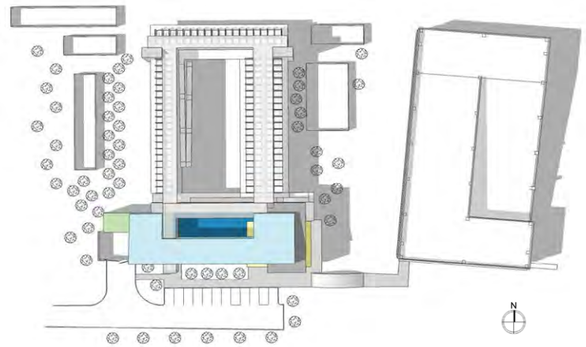

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BEREKELY, CA

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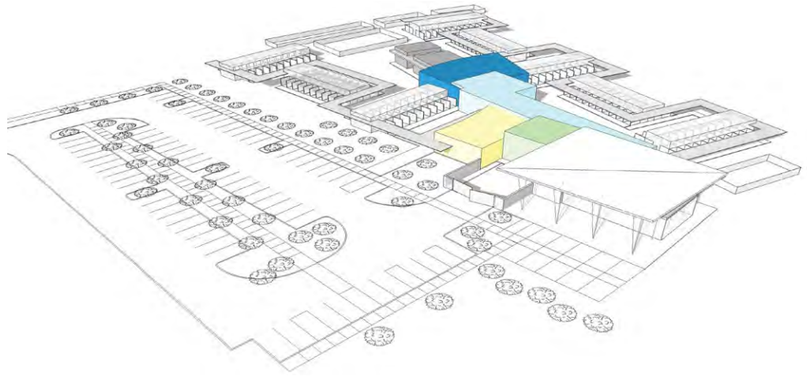

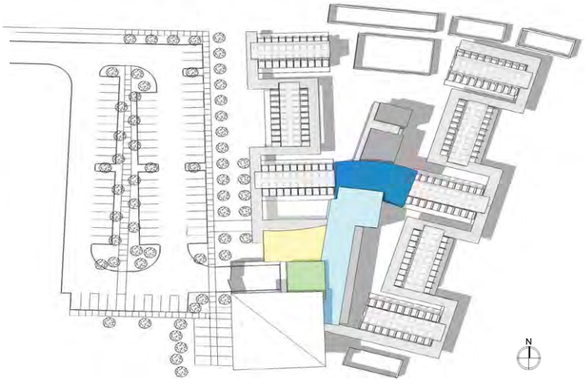

SOUTH LOS ANGELES ANIMAL SHELTER
LOS ANGELES CA

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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.
CONSTRUCION 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

LAMAR BEACH | AUSTIN PETS ALIVE CONCEPTS
AUSTIN, TX • CITY OF AUSTIN

DESIGNWORKSHOP
DECEMBER 2015

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.

NELSON NYGAARD

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.

49 WEST 27TH STREET, SUITE 10W NEW YORK, NY 10001-6936 212-242-2490 FAX 212-242-2549

www.nelsonnygaard.com

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.

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.

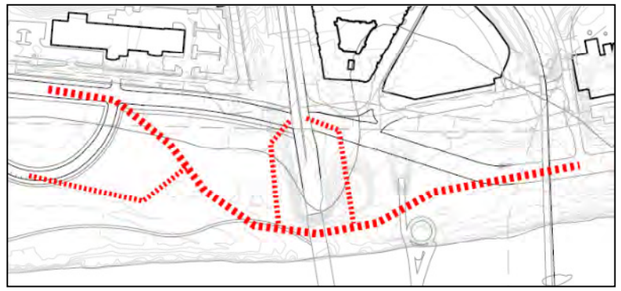
With the realignment of Cesar Chavez to the north with an approximate length of 4600-ft the total cost of construction would assume the following:

- 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

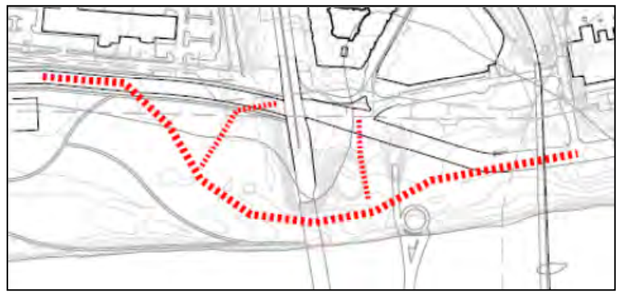
current roadway is in circulation as it is north of the current alignment. The westbound and eastbound connections would follow a similar phasing to the separated alignment. The Stephen F. Austin connection to Chavez would continue while the new alignment of Chavez is built but would have to detoured/bypassed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

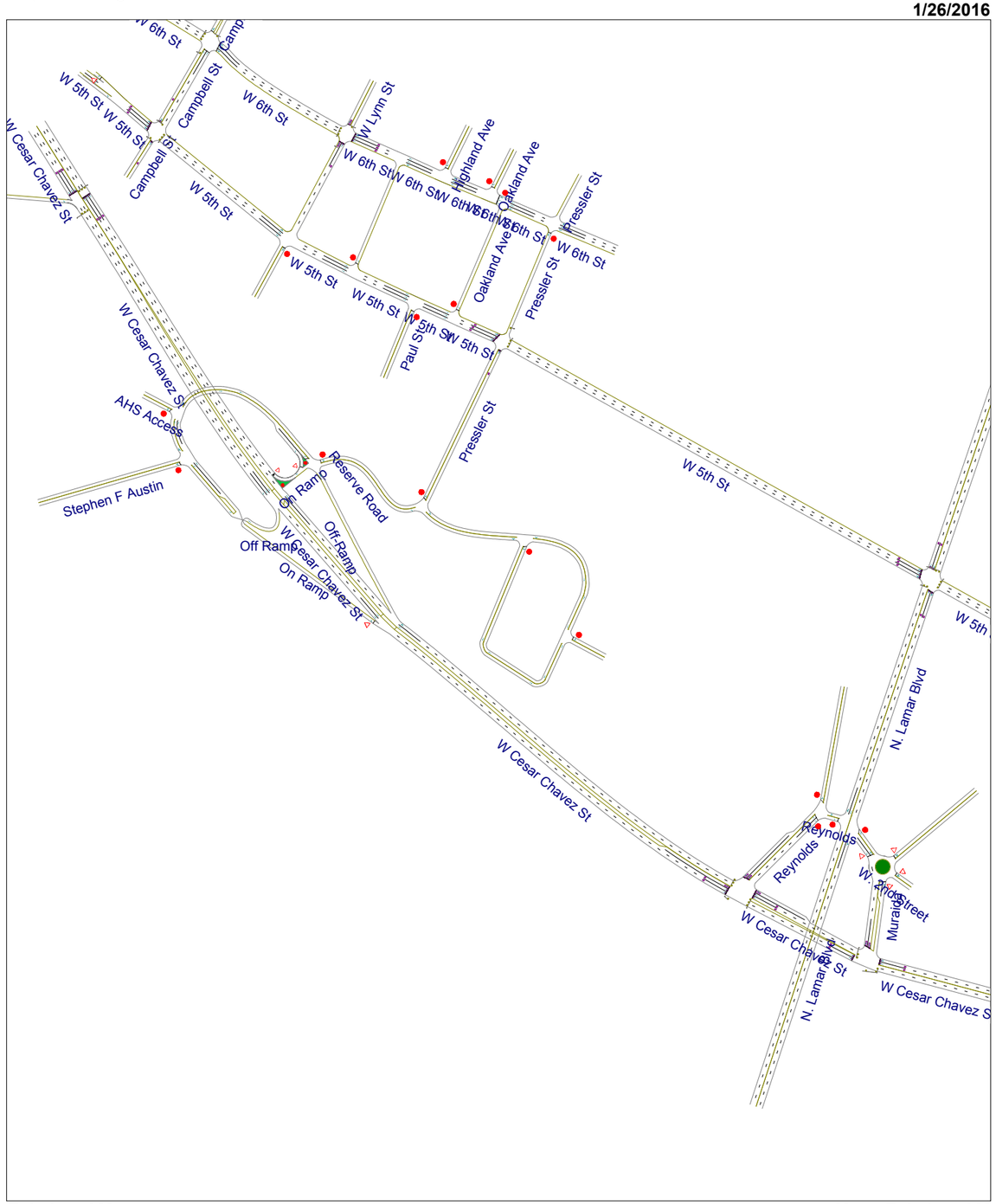
A reasonable upper range for vehicles on a park road is about 200 per hour (just over three vehicles per minute). To ensure that the park is road is not flooded with vehicles in the PM peak, we suggest a 15 mph speed limit and attendant traffic calming. We would also not allow trucks on either Pressler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

Map - Urban AM

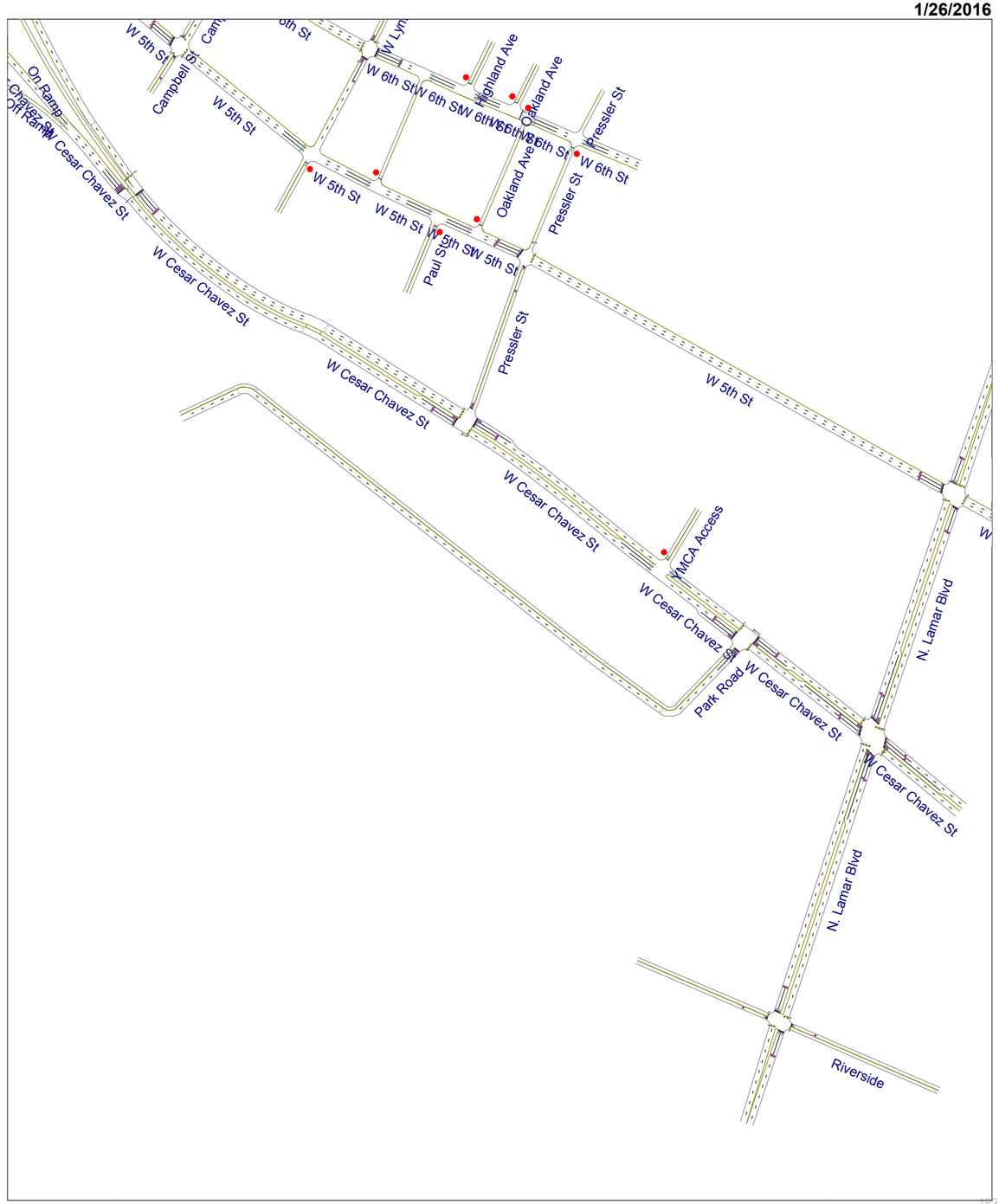
1/26/2016

Urban AM
1/26/2016

Map - Urban AM

Map - Separated AM

1/26/2016

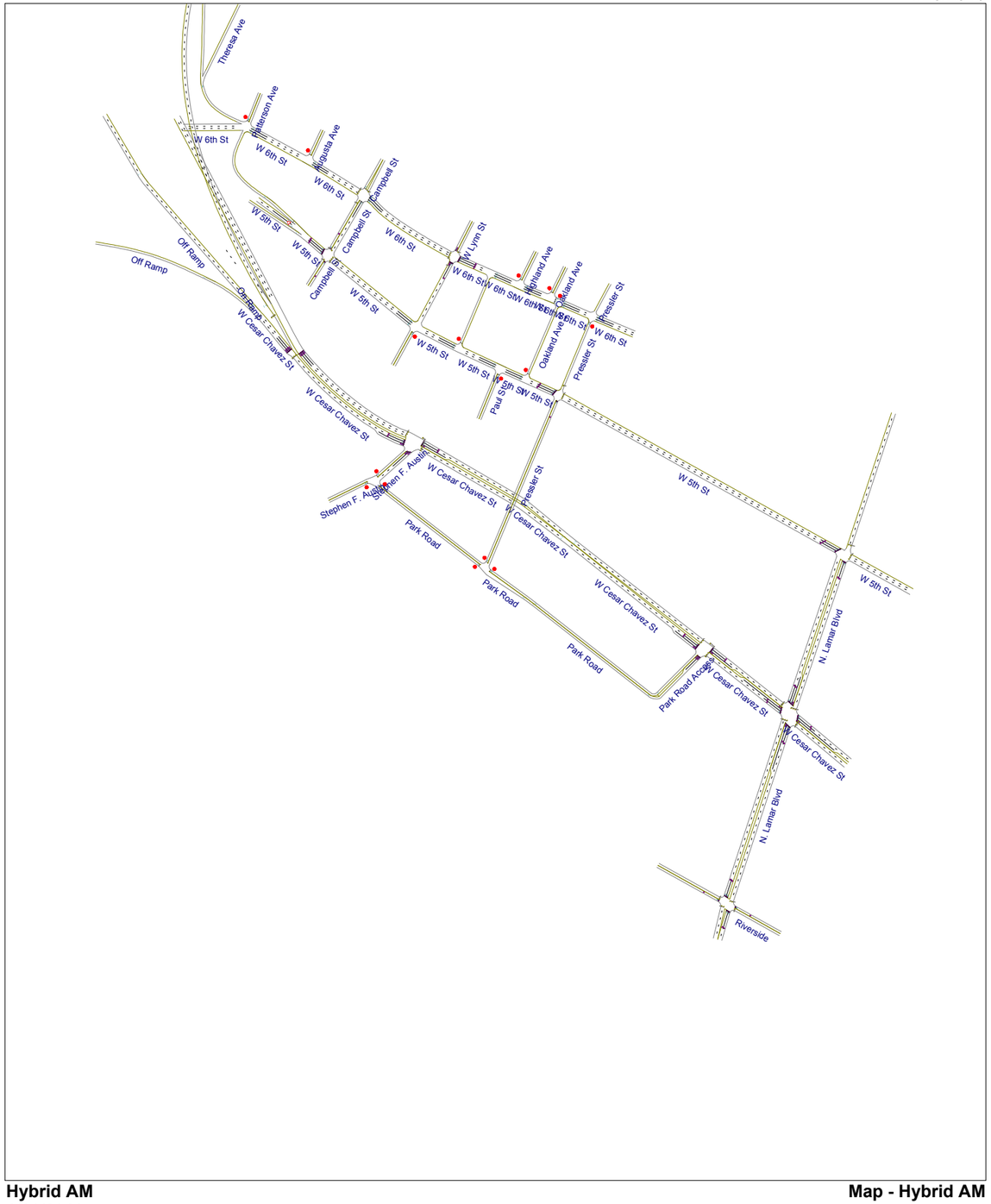


Separated AM
1/26/2016

Map - Separated AM

Map - Hybrid AM

1/26/2016



Hybrid AM
1/26/2016

Map - Hybrid AM

NELSON NYGAARD

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

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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	• 150' long left turn lane at Pressler
Chavez, Pressler - Reynolds	2 lanes WB 2 lanes EB	• 150' long right turn lane at Pressler • 150' long left turn lanes into YMCA and APA parking lots • 150' long left turn lane at Reynolds • 150' long right turn at Reynolds
Chavez, east of Reynolds	2 lanes WB 2 lanes EB	• 150' long right turn lane at Reynolds • 150' long left turn lane at Reynolds • 250' long left turn lane at Muraida
Pressler	1 lane NB 1 lane SB	• No turn lanes
Reynolds	1 lane NB 1 lane SB	• 150' long right turn lane at Chavez
Park road	1 lane EB 1 lane WB	• 150' long left turn lane at Chavez
Austin	1 lane EB 1 lane WB	• No turn lanes
Road under Chavez	1 lane EB 1 lane WB	• No turn lanes

PREFERRED ALTERNATIVE VISION 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	Rounded Cost	Contingency	Rounded Cost	Lead
1A. Pressler Street Extention Phase One								
Railroad Crossing Improvements		1.00	ea	$ 250,000.00	$ 250,000.00	30%	$ 325,000.00	
Pedestrian Path - at grade		100.00	lf	$ 18.00	$ 2,000.00	30%	$ 2,000.00	
Pedestrian Path - elevated		528.00	lf	$ 500.00	$ 264,000.00	30%	$ 343,000.00	**Austin Parks and Recreation Department / Austin Transportation Department**
Construction Cost for Pressler Street Extention - Phase One Pedestrian					$ 516,000.00		$ 671,000.00	
TOTAL Cost for Pressler Street Extention - Phase One Pedestrian	*includes 35% for soft costs*				$ 696,000.00	--	$ 905,000.00	
					$ -		$ -	
					$ -		$ -	
2. Stephen F. Austin Drive Improvements					$ -		$ -	
Street Trees on Stephen F. Austin (one side)	4" Shade Trees	27.00	ea	$ 750.00	$ 20,000.00	30%	$ 26,000.00	
Sidewalk on Stephen F. Austin (one side)		16044.00	sf	$ 10.00	$ 160,000.00	30%	$ 209,000.00	**City of Austin (Multiple Departments) and AISD**
Road Striping					$ -		$ -	
Construction Cost for Stephen F. Austin Drive Improvements					$ 181,000.00		$ 235,000.00	
TOTAL Cost for Stephen F. Austin Drive Improvements	*includes 35% for soft costs*				$ 244,000.00	--	$ 317,000.00	
					$ -		$ -	
3A. Ball Field Improvements Phase One					$ -		$ -	
Chalmer's Field	includes demolition/site preparation and grading	86000.00	sf	$ 3.75	$ 323,000.00	30%	$ 419,000.00	
McEachern Field	includes demolition/site preparation and grading	68000.00	sf	$ 3.75	$ 255,000.00	30%	$ 332,000.00	
Sayer's Field	includes demolition/site preparation and grading	33130.00	sf	$ 3.75	$ 124,000.00	30%	$ 162,000.00	
Bishop field	includes demolition/site preparation and grading	32490.00	sf	$ 3.75	$ 122,000.00	30%	$ 158,000.00	
Kocurek Field	includes demolition/site preparation and grading	40505.00	sf	$ 3.75	$ 152,000.00	30%	$ 197,000.00	
Bechtol-Harper	includes demolition/site preparation and grading	88225.00	sf	$ 3.75	$ 331,000.00	30%	$ 430,000.00	
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%	$ 241,000.00	**West Austin Youth Association**
Chalmer's Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 151,000.00	$ 151,000.00	30%	$ 196,000.00	
McEachern Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 121,000.00	$ 121,000.00	30%	$ 157,000.00	
Sayer's Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 132,000.00	$ 132,000.00	30%	$ 172,000.00	
Bishop Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 89,000.00	$ 89,000.00	30%	$ 116,000.00	
Kocurek Field lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 89,000.00	$ 89,000.00	30%	$ 116,000.00	
Bechtol-Harper lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 101,000.00	$ 101,000.00	30%	$ 131,000.00	
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					$ 3,244,000.00		$ 4,218,000.00	
TOTAL Cost for Ball Field Improvements Phase One	*includes 35% for soft costs*				$ 4,380,000.00	--	$ 5,694,000.00	
					$ -		$ -	
4A. West Parking Area Phase One					$ -		$ -	
Parking Lot		80000.00	sf	$10	$ 800,000.00	30%	$ 1,040,000.00	
Construction Cost for West Parking Area Phase One					$ 800,000.00		$ 1,040,000.00	**West Austin Youth Association**
TOTAL Cost for West Parking Area Phase One	*includes 35% for soft costs*				$ 1,080,000.00	--	$ 1,404,000.00	
					$ -		$ -	
5A. Neighborhood Amenity Area Phase One					$ -		$ -	
Neighborhood Amenity - Playground		1.00	ls	$ 150,000.00	$ 150,000.00	30%	$ 195,000.00	
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	$ 3,000.00	30%	$ 4,000.00	**West Austin Youth Association and Austin Parks and Recreation Department**
Neighborhood Amenity - Grills		2.00	ea	$ 500.00	$ 1,000.00	30%	$ 1,000.00	
Neighborhood Amenity - Picnic Tables		5.00	ea	$ 2,000.00	$ 10,000.00	30%	$ 13,000.00	
Construction Cost for Neighborhood Amenity Phase One					$ 174,000.00		$ 226,000.00	
TOTAL Cost for Neighborhood Amenity Phase One	*includes 35% for soft costs*				$ 235,000.00	--	$ 305,000.00	
					$ -		$ -	
6. Cesar Chavez Street Minor Improvements					$ -		$ -	
Street Trees on Cesar Chavez Street (both sides)	4" Shade Trees	130.00	ea	$ 750.00	$ 98,000.00	30%	$ 127,000.00	
Sidewalk on Cesar Chavez Street		10395.00	sf	$ 10.00	$ 104,000.00	30%	$ 135,000.00	
Construction Cost for Cesar Chavez Street Minor Improvements					$ 201,000.00		$ 262,000.00	**Austin Parks and Recreation Department**
TOTAL Cost for Cesar Chavez Street Minor Improvements	*includes 35% for soft costs like project management, design and engineering services, surveying and testing*				$ 272,000.00	--	$ 354,000.00	
					$ -		$ -	
7. Flume and Boat Ramp Improvements					$ -		$ -	
Trail Signage		3.00	ea	$ 500.00	$ 2,000.00	30%	$ 2,000.00	
Demo concrete drainage flume and construct planted bioswale		10000.00	sf	$ 15.00	$ 150,000.00	30%	$ 195,000.00	**Austin Parks and Recreation Department**
Construction Cost for Flume and Boat Ramp Improvements					$ 152,000.00		$ 197,000.00	
TOTAL Cost for Flume and Boat Ramp Improvements	*includes 35% for soft costs*				$ 205,000.00	--	$ 266,000.00	
					$ -		$ -	
8. Butler Hike and Bike Trail Improvements					$ -		$ -	
Invasive Species Removal		1.00	ls	$130,000	$ 130,000.00	30%	$ 169,000.00	
Widen Pedestrian Bridges	50 lf x 15' w	3.00	ea	$ 185,000.00	$ 555,000.00	30%	$ 722,000.00	**Austin Parks and Recreation Department/ Partners**
Construction Cost for Butler Hike and Bike Trail Improvements					$ 685,000.00		$ 891,000.00	
TOTAL Cost for Butler Hike and Bike Trail Improvements	*includes 35% for soft costs*				$ 925,000.00	--	$ 1,202,000.00	
					$ -		$ -	
9. Heron Creek and Park Trail Improvements					$ -		$ -	
Decomposed Granite Trails		3600.00	lf	$ 18.00	$ 65,000.00	30%	$ 84,000.00	
Heron Creek Underpass		1.00	ea	$ 100,000.00	$ 100,000.00	30%	$ 130,000.00	**Austin Parks and Recreation Department/ Partners**
Construction Cost for Heron Creek and Park Trail Improvements					$ 165,000.00		$ 214,000.00	
TOTAL Cost for Heron Creek and Park Trail Improvements	*includes 35% for soft costs*				$ 222,000.00	--	$ 289,000.00	
					$ -		$ -	
					$ -		$ -	
10. South Parking Area					$ -		$ -	
Parking Lot		88000.00	sf	$ 10	$ 880,000.00	30%	$ 1,144,000.00	
Vehicular Bridge & road connection YMCA to Town Lake Animal Facility		1.00	ls	$ 250,000	$ 250,000.00	30%	$ 325,000.00	**Austin Parks and Recreation Department/ Partners**
Construction Cost for South Parking Area					$ 1,130,000.00		$ 1,469,000.00	
TOTAL Cost for Heron Creek and Park Trail Improvements	*includes 35% for soft costs*				$ 1,526,000.00	--	$ 1,983,000.00	
					$ -		$ -	
11. 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	*includes 35% for soft costs*				$ 18,900,000.00	--	$ 24,570,000.00	
					$ -		$ -	
PHASE ONE | Cost Totals					**$ 28,684,000.00**		**$ 37,289,000.00**	

Preferred Alternative Cost Estimate for Lamar Beach Master Plan
DESIGN WORKSHOP
***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 TWO (PROJECTS CONTINGENT ON REALIGNMENT OF CESAR CHAVEZ)

	Notes / Assumptions	Quantity	Units	Unit Cost		Contingency		Responsible Party	
1B. Pressler Street Extension Phase Two									
Pressler Street (at grade)	28' w, plus sidewalks. *Railroad crossing not included	200.00	lf	$ 400	$ 80,000.00	30%	$ 104,000.00		
Pressler Street (elevated connect to Cesar Chavez Street)	28' w, plus sidewalks	50.00	lf	$ 4,500	$ 225,000.00	30%	$ 293,000.00		
Signalized intersection Cesar Chavez Street at Pressler Street		1.00	ls	$ 250,000	$ 250,000.00	30%	$ 325,000.00	**Austin Transportation Department**	
Construction Cost for Pressler Street Extension and Pedestrian Connection					$ 555,000.00		$ 722,000.00		
TOTAL Cost for Pressler Street Extension and Pedestrian Connection	*includes 35% for soft costs*				$ 749,000.00	--	$ 974,000.00		
					$ -		$ -		
3B. Ball Field Improvements Phase Two					$ -		$ -		
Flexible "Williams Field" or Tennis Courts		40505.00	sf	$ 3.75	$ 152,000.00	30%	$ 197,000.00		
R. D. Thorp Field		98000.00	sf	$ 3.75	$ 368,000.00	30%	$ 478,000.00		
R. D. Thorp Field Lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 218,000.00	$ 218,000.00	30%	$ 283,000.00	**Austin Parks and Recreation Department /AISD**	
Flexible "Williams Field" Lighting	source: estimate from Musco Sports Lighting	1.00	ls	$ 82,000.00	$ 82,000.00	30%	$ 107,000.00		
Construction Cost for Ball Field Improvements Phase Two					$ 819,000.00		$ 1,065,000.00		
TOTAL Cost for Ball Field Improvements Phase Two	*includes 35% for soft costs*				$ 1,106,000.00	--	$ 1,438,000.00		
					$ -		$ -		
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	--	$ 421,000.00		
					$ -		$ -		
5B. Neighborhood Amenity Phase Two					$ -		$ -		
Interpretive sign		1.00	ea	$ 3,500.00	$ 4,000.00	30%	$ 5,000.00		
Playground		1.00	ls	$ 75,000.00	$ 75,000.00	30%	$ 98,000.00		
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	$ 3,000.00	30%	$ 4,000.00	**Austin Parks and Recreation Department**	
Neighborhood Amenity - Picnic Tables		5.00	ea	$ 4,000.00	$ 20,000.00	30%	$ 26,000.00		
Construction Cost for Neighborhood Amenity Phase Two					$ 121,000.00		$ 158,000.00		
TOTAL Cost for West Parking Area Phase Two	*includes 35% for soft costs*				$ 164,000.00	--	$ 213,000.00		
					$ -		$ -		
12. 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		*additional contingency
Cesar Chavez realignment - elevated (85'w)*	500' L x 85' w (5x11' lanes, 2x8' shldr, 2x6' sidewalk, 2x1' rail)	42500.00	sf	$ 125	$ 5,313,000.00	40%	$ 7,438,000.00		*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	**City of Austin (Multiple Departments)**	
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					$ 20,048,000.00		$ 27,661,000.00		
TOTAL Cost for Cesar Chavez Street Realignment	*includes 35% for soft costs*				$ 27,064,000.00	--	$ 37,342,000.00		
					$ -		$ -		
13. 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		
Construction Cost for Cesar Chavez Street and B. R. Reynolds Drive Intersection					$ 250,000.00		$ 325,000.00	**City of Austin (Multiple Departments)**	
TOTAL Cost for Cesar Chavez Street and B. R. Reynolds Drive Intersection	*includes 35% for soft costs*				$ 338,000.00	--	$ 439,000.00		
					$ -		$ -		
14. 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		*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	**Austin Transportation Department**	*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	--	$ 3,704,000.00		
					$ -		$ -		
15. Lamar Boardwalk					$ -		$ -		
Boardwalk Bridge		9000.00	lf	$ 200.00	$ 1,800,000.00	30%	$ 2,340,000.00		
Construction Cost for Lamar Boardwalk					$ 1,800,000.00		$ 2,340,000.00	**Austin Parks and Recreation Department/ Partners**	
TOTAL Cost for Lamar Boardwalk	*includes 35% for soft costs*				$ 2,430,000.00	--	$ 3,159,000.00		
					$ -		$ -		
16. South Park Road / Cesar Chavez Street Diet					$ -		$ -		
Park road with parking (old Cesar Chavez Street frontage road diet)		300.00	lf	$ 125	$ 38,000.00	30%	$ 49,000.00		
Park road with parking (old Cesar Chavez Street diet)		2400.00	lf	$ 125	$ 300,000.00	30%	$ 390,000.00	**Austin Parks and Recreation Department**	
Construction Cost for South Park Road / Cesar Chavez Street Diet					$ 338,000.00		$ 439,000.00		
TOTAL Cost for South Park Road / Cesar Chavez Street Diet	*includes 35% for soft costs*				$ 456,000.00	--	$ 592,000.00		
					$ -		$ -		
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		
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	**City of Austin (Multiple Departments)**	
TOTAL Cost for Gateway and Water Quality Features	*includes 35% for soft costs*				$ 1,080,000.00	--	$ 1,404,000.00		
PHASE TWO | Construction Costs Totals					$ 37,436,000.00	--	$ 51,090,000.00		

Light·Structure GREEN™

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
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