

# CYPRESS & SHOAL CREEK PUBLIC SPACE STRATEGY





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# CYPRESS & SHOAL CREEK

## PUBLIC SPACE STRATEGY

DECEMBER 2021\*

\*Note:

Since releasing the Public Space Strategy in August 2021, we have presented the concepts to various stakeholders and relevant City of Austin boards and commissions.

The revisions to this document are responsive to feedback from those stakeholder groups.

For readers' convenience each updated page is flagged. Text revisions are in noted green.  
An itemized list of all revisions is provided as an addendum at the end of this booklet.











# EXECUTIVE SUMMARY

## ABOUT US

The Shoal Creek Conservancy (SCC) brings to life Austin's 11-mile Shoal Creek corridor. We restore fishable, swimmable waters, empower the public to steward Shoal Creek, and spearhead on-the-ground improvements that make Shoal Creek and its Trail safer, more accessible and more inspiring places to be.

### OUR MISSION

We champion the Shoal Creek watershed in order to create a healthy and vibrant community.

### OUR VISION

We envision a continuous network of green spaces stretching throughout the watershed, connected by hike-and-bike trails in a healthy habitat. With more green space and a greener built environment, native plants and animals will flourish. The watershed will become a dynamic, safe, well-cared-for geographical area that improves the lives of residents and visitors alike.

### OUR COMMITMENT

This is a big vision, and it will take time to achieve. We are dedicated to investing the necessary time over the long term.



# ACKNOWLEDGMENTS

The development of the Public Space Strategy would not have been possible by extensive work of project and design team members as well as priceless input and insight provided by city official, area project owners, and members of the greater Austin community who championed this project.

## TECHNICAL ADVISORY GROUP

- » Lena Lund, Austin Energy
- » Eben Kellogg, Austin Energy
- » Officer Robert Padilla, Austin Police Department
- » Officer Michelle Borton, Austin Police Department
- » Neil Quarles, Austin Transportation Department
- » Nathan Quarles, Austin Transportation Department
- » Pamela Abee-Tauli, Development Services Department
- » Margaret Shaw, Economic Development Department
- » Janine Clark, Office of Mayor Steve Adler
- » Ashley Richardson, Office of Council Member Kathie Tovo
- » Caitlin Admire, Office of Sustainability
- » D'Anne Williams, Parks and Recreation Department
- » Kim McKnight, Parks and Recreation Department
- » Katie Wettick, Public Works Department
- » Atha Phillips, Watershed Protection Department
- » John Clement, Watershed Protection Department
- » John Middleton, Watershed Protection Department
- » Eric Loucks, Watershed Protection Department

## AREA PROPERTY OWNERS

- » 360 Condominiums HOA
- » 506 West Avenue - Manifold Real Estate & Riverside Resources
- » Ballet Austin
- » Block 185 - Trammell Crow
- » The Bowie - L&B Realty, representing Florida State Board of Administration
- » Downtown Austin Neighborhood Association
- » The Gables West Ave & Gables Park Plaza
- » The Independent Master Association
- » Seaholm Commercial & Retail - Clarion Partners
- » Seaholm Residences HOA
- » Spring Condominiums HOA
- » Third + Shoal - CBRE, representing Credit Suisse



### **PROJECT TEAM MEMBERS**

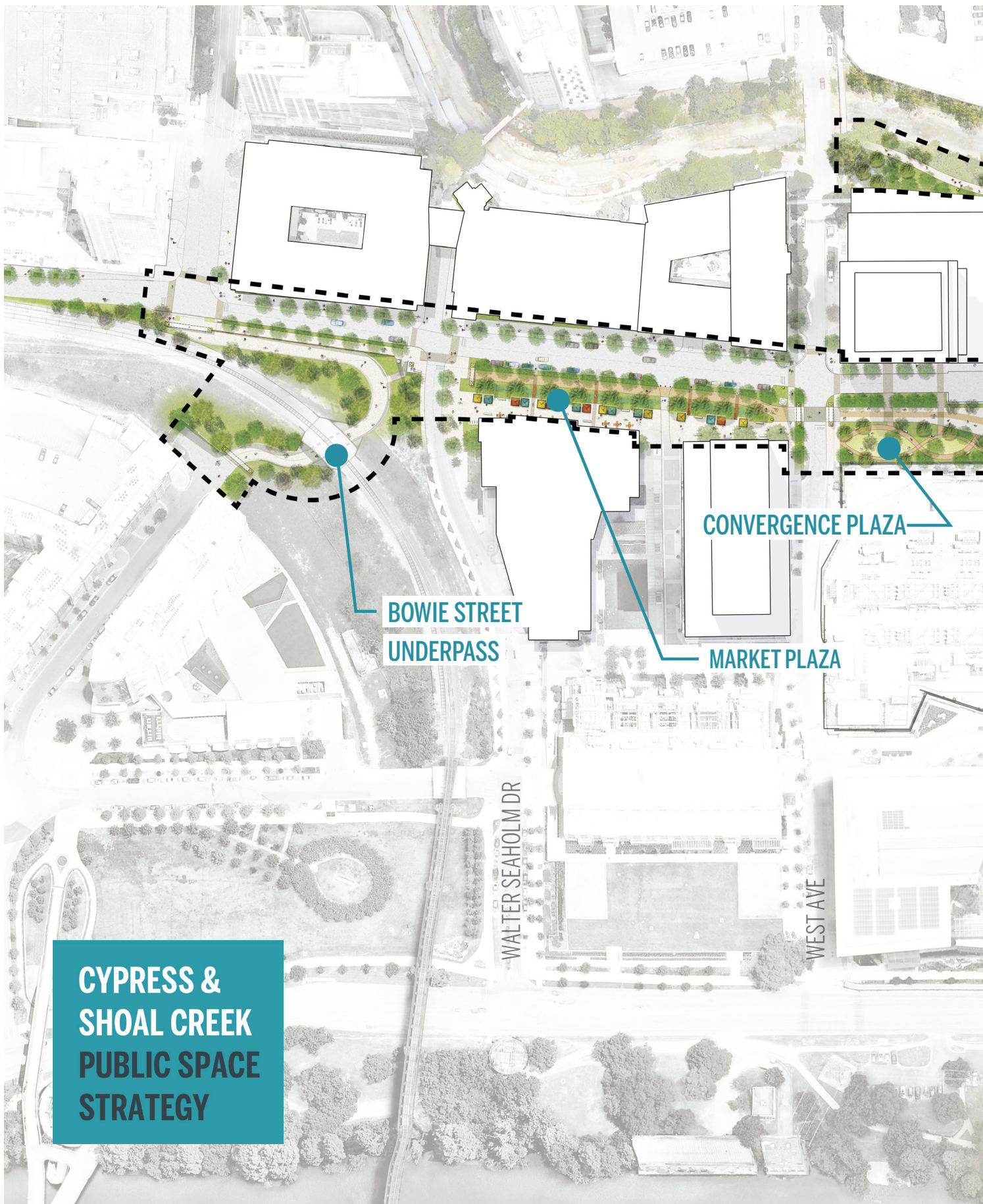
- » Ted Siff, Shoal Creek Conservancy
- » Ivey Kaiser, Shoal Creek Conservancy
- » Nina Rinaldi, Shoal Creek Conservancy
- » Dewitt Peart, Downtown Austin Alliance
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- » Joemy Buschur, Ten Eyck Landscape Architects
- » Brett Keese, Ten Eyck Landscape Architects
- » Katie Dictus, Ten Eyck Landscape Architects

### **SUBCONSULTANTS**

- » Architecture - Lake | Flato Architects
- » Planning & Historic Preservation - Limbacher & Godfrey
- » Civil Engineering - Dunaway Associates
- » Structural Engineering - Sparks Engineering, Inc.
- » Graphic Design & Wayfinding - fd2s
- » Cost Estimation - Vermeulens



**CYPRESS &  
SHOAL CREEK  
PUBLIC SPACE  
STRATEGY**

**BOWIE STREET  
UNDERPASS**

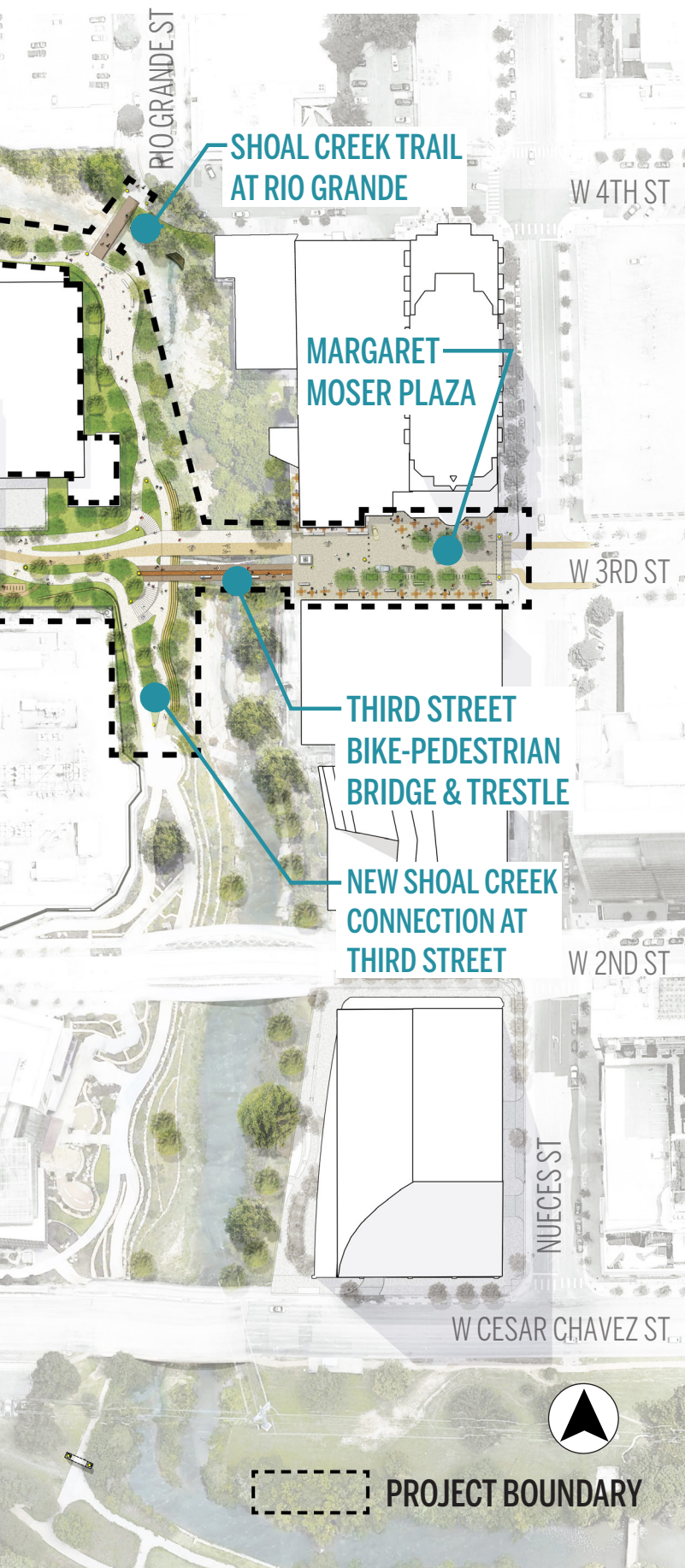
**CONVERGENCE PLAZA**

**MARKET PLAZA**

WALTER SEAHOLM DR

WEST AVE





# PUBLIC SPACE STRATEGY

## MARGARET MOSER PLAZA

Re-design as a living street and park-like plaza

## NEW SHOAL CREEK TRAIL CONNECTION AT THIRD STREET

Extend a high-quality urban trail underneath the Third Street bridges

## THIRD STREET BIKE-PEDESTRIAN BRIDGE & TRESTLE

Construct a new bike-pedestrian bridge and repurpose the Trestle as a public plaza

## SHOAL CREEK TRAIL AT RIO GRANDE

Expand the trail with a new cantilevered boardwalk

## CONVERGENCE PLAZA

Upgrade pathways to allow more room for all trail users and make navigation easier

## MARKET PLAZA

Create dedicated pathways for pedestrians, cyclists and drivers by taking advantage of the redundant double street

## BOWIE STREET UNDERPASS

Complete the long-planned bike-pedestrian connection between the Pfluger Pedestrian Bridge and Lance Armstrong Bikeway through the underpass or an alternative route





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## ADDENDUM



► Through the Cypress & Shoal Public Space Strategy, it is possible to transform unappreciated urban pockets into beautiful usable public spaces.



# PURPOSE & GOALS

**This concept-level vision for the Cypress & Shoal Creek area builds on the public engagement findings established in the Shoal Creek Trail Plan, which reflect a broad desire for improvements to the trail at Third Street and Shoal Creek. In crafting the Public Space Strategy, Ten Eyck Landscape Architects delved into the area's complex public spaces in greater detail, soliciting a more granular level of stakeholder input on existing conditions and proposed improvements.**

## IMPORTANCE OF THE AREA

The Cypress & Shoal Creek Public Space Strategy illuminates a vision for improving the area around Third Street and Shoal Creek. The name is inspired by the historic name for Third Street, originally known as “Cypress Street.” This area is a gateway to critical community resources and major public investments such as the Central Library, Butler Hike-and-Bike Trail, and Seaholm Power Plant redevelopment. The City envisions these centrally-located destinations as serving a citywide audience, yet the difficulty of navigating this area prevents that intention from becoming a reality.

**This strategy presents a community-guided vision for making this area safer, more accessible, and better connected.**

In addition to Austin's popular destinations, there is momentum for breathing new life into leftover urban spaces emerged due to fast-paced growth and the building up of the city. It is a priority to carve out recreational open space for people among the bustling streets and soaring towers, and it is of equal importance to restore ecological functions in the midst of so much hardscape.



**Creation of a series of public plazas along West Third Street**



**Ecological restoration**



**Trail & bikeway connectivity**



**Wayfinding & navigation**



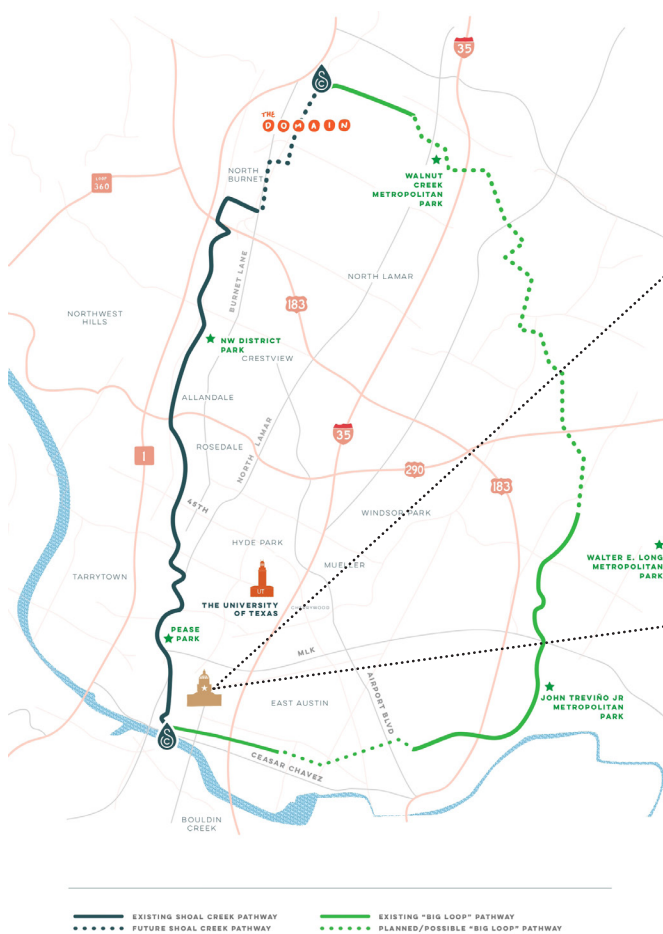
# SHOAL CREEK TRAIL PLAN

Created through the facilitation of the Shoal Creek Conservancy and with the active engagement of 100+ community stakeholder groups, the plan calls for a seamless, connected network of hike and bike trails along the 11-mile Shoal Creek corridor, and connections to other urban trails city-wide.

Upon its completion in 2018, the Trail Plan was accepted by the City of Austin Public Works Department as a guiding document for future improvements to the Shoal Creek Trail.

Improvements to the Cypress & Shoal Creek area are on the Trail Plan's list of the top 5 stakeholder-identified priority improvements. These five priorities were flagged as the most urgently needed improvements poised to make the biggest impact on safety and accessibility throughout the trail.

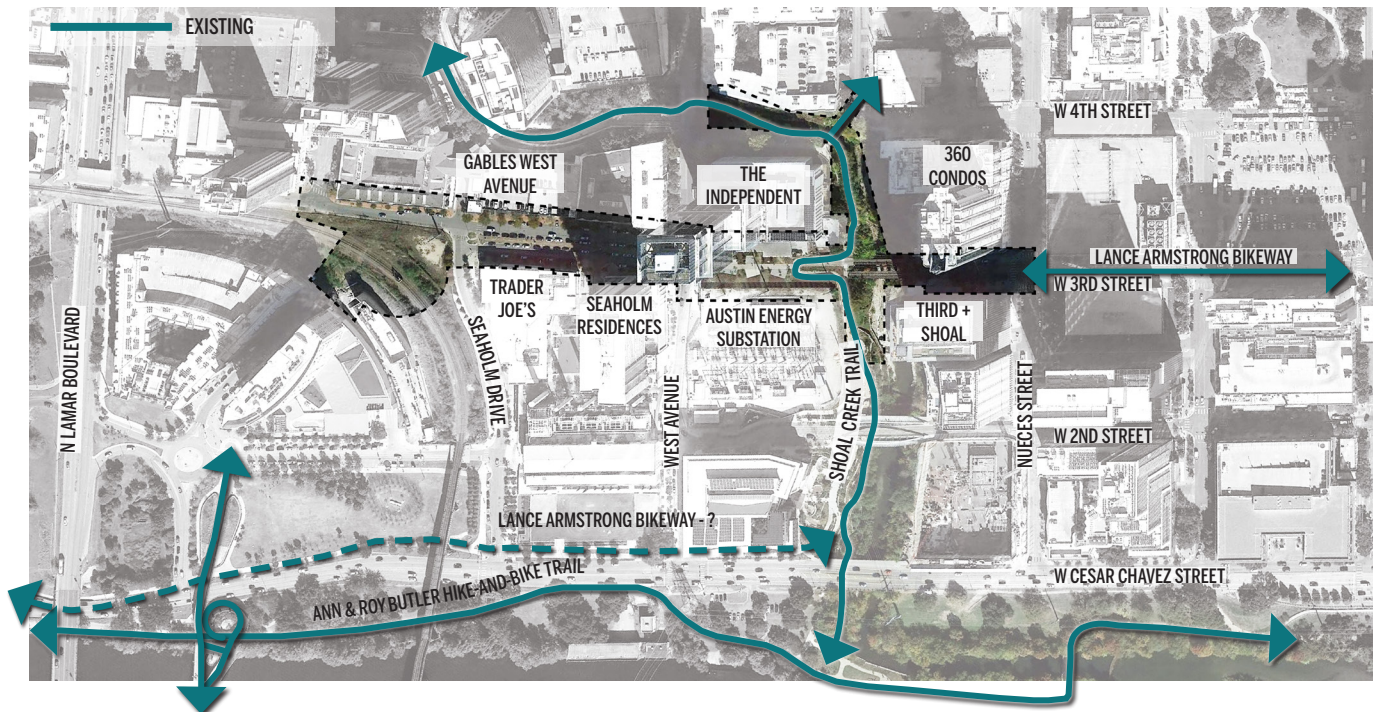
The City of Austin's [Urban Trails Plan](#) and [Bicycle Plan](#) position the Shoal Creek Trail to become a major segment in a 30-mile "Big Loop" of bikeways traversing the city.



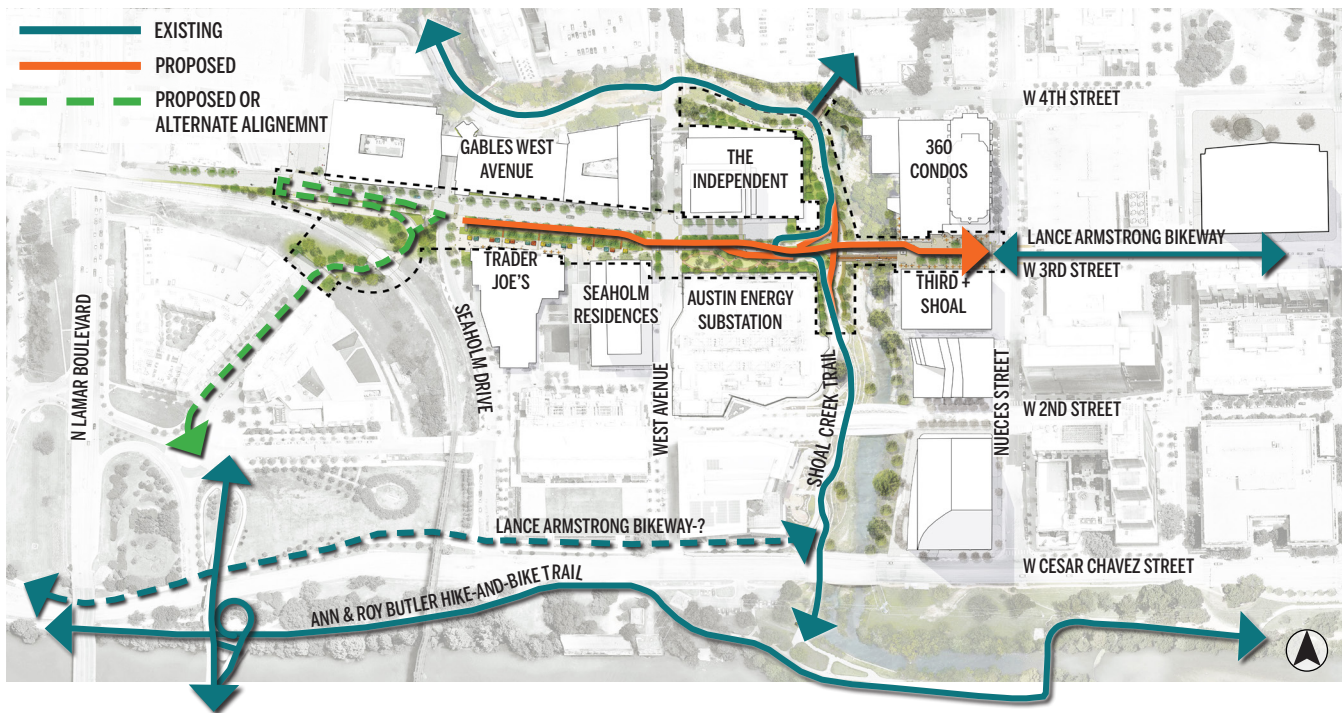
➡ Shoal Creek Trail is also poised to be the western link in the Downtown Urban Greenbelt, a 6.5 mile loop formed by the Shoal Creek Trail, the Capitol Mall, Waterloo Greenway, and the Butler Hike-and-Bike Trail.

# NEW CROSSTOWN PATHWAYS

## EXISTING PATHWAYS



## PROPOSED PATHWAYS



► Located on the cusp of Shoal Creek's confluence with the Colorado River, the Cypress & Shoal Creek area is home to two major crosstown pathways: Shoal Creek Trail which runs north-south, and the Lance Armstrong Bikeway which runs west-east.



# HISTORY OF PUBLIC INVESTMENT

## EARLY 2000S

In the early 2000s, the City of Austin invested in the 2nd Street District and Seaholm Development District. These investments spurred the transformation of the Cypress & Shoal Creek area from an industrial center into a dense urban neighborhood that is home to vibrant destinations that attract people from all over the city.

## 2000S

Since 2000, these two districts and their adjacent city blocks have together added over 4,000 housing units and 2 million square feet of dining, retail, and office space. This growth includes 16 blocks of current or former city property that have been redeveloped. Redevelopment of the Seaholm District has been driven by City Council's creation of a tax increment financing district (TIF) in 2008.

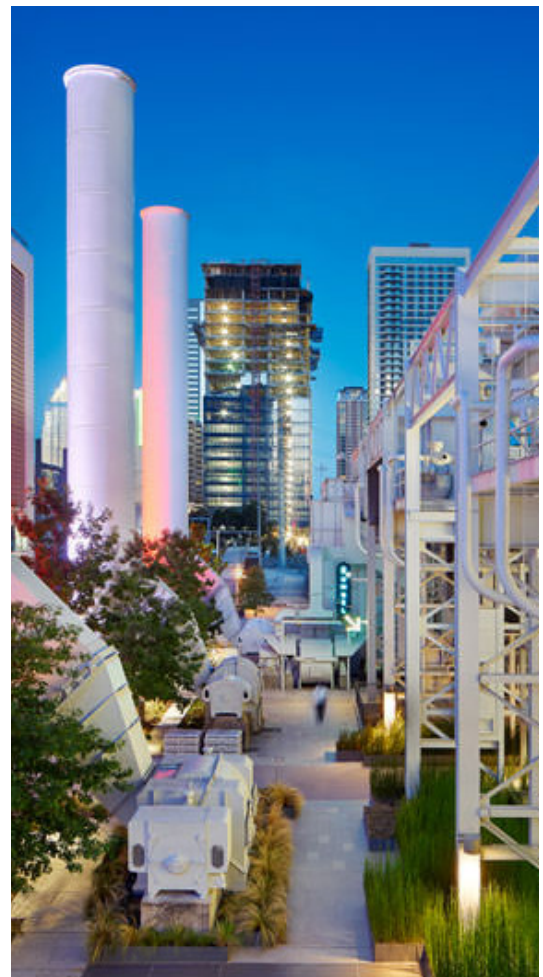
## 2008

The Seaholm TIF has facilitated the redevelopment of approximately 9 blocks of City-owned property with the re-purposed Seaholm Power Plant as the district's centerpiece. Tax revenue generated through the TIF district has funded rehabilitation of the Seaholm Power Plant, creation of the interior public plaza at Seaholm, and street work.



PHOTO CREDIT: MICHAEL KNOX

An award winning new central library opened in 2017 on the site of the south part of the substation between the Seaholm development and Shoal Creek. The building is integrated into the adjacent greenway and trail, which was completely reconstructed as a fitting connection between the building and Shoal Creek.



ENDEAVOR REAL ESTATE GROUP

The City of Austin is one of 10 leading North American cities participating in the launch of a national EcoDistricts pilot program. Austin is initially focusing on the Seaholm Development District.

## 2010

Since 2010, The City of Austin has been in negotiations with Union Pacific Railroad to secure the easement to construct the Underpass under an active rail line.

Additionally, regulatory conflicts around the area's utility infrastructure presented a barrier to fully realizing the potential of its public spaces.

Austin Water Utility and Austin Energy restrict the development of certain amenities within their right-of-way.

The abundance of utility infrastructure therefore rendered some concepts untenable or made them too complex to negotiate. For example, overhead transmission lines that connect the Austin Energy Substation on West Avenue and run along Third Street to Lamar Boulevard prohibit many pedestrian uses underneath them.

However, in a densely populated urban neighborhood, space is at a premium and every square foot needs to fulfill multiple duties.

## 2021

Revisiting and resolving these challenges is a prerequisite to adding many of the features that will make the Cypress & Shoal Creek public realm a safe and inviting place to be.

► **The Bowie Street Underpass, the long-planned bicycle and pedestrian link between the Pfluger Pedestrian Bridge and the Lance Armstrong Bikeway is the Seaholm TIF's only uncompleted project. But, as of 2021, it's estimated cost of \$6.8 million is reserved and held within the Seaholm TIF's capital improvement account.**





# STAKEHOLDER ENGAGEMENT

The COVID-19 pandemic put a halt to in-person gatherings just as the community engagement period was set to begin. The project pivoted to an all-virtual engagement strategy through the online platform Social PinPoint, which offers rich interactive tools such as maps with the ability to make geotagged comments. Input opportunities were promoted in local media and through partnerships with multiple City of Austin departments and community organizations.

## >> PROJECT PROCESS



### On-the-ground site inventory and analysis



### Community and stakeholder input

Two stages of widely promoted online feedback to first gather information about existing conditions and then collect feedback on the draft Public Space Strategy



### Technical Advisory Group comprised of representatives from key City of Austin departments

Present the project and its desired outcomes to gauge feasibility and to collect embedded knowledge of the history in this area.



### Review of draft Public Space Strategy with area property owners, many of whom are involved in maintaining the public right-of-way

Insight about current day-to-day usage and potential challenges with the proposed concept.



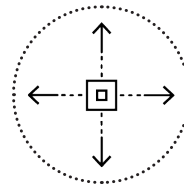
## >> KEY INSIGHTS & OPPORTUNITIES FROM PROPERTY OWNERS

Since releasing the Public Space Strategy in August 2021, we have presented the concepts to various stakeholders. Key themes identified below reflect feedback collected during Summer 2020 - Fall 2021.



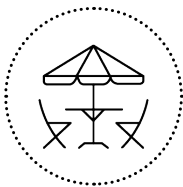
### SAFETY

- » Emphasis on the importance of truly safe intersections at Power Plant Drive & West Ave and Power Plant Drive & Seaholm Drive. Choosing the right intersection treatments will be critical.
- » Critical for off-street (under bridge) trail passages to feel safe: this means well-lit, not used for camping.
- » Lighting should be taken into consideration as an important safety feature.
- » Fast-moving bicycles make trails less inviting for pedestrians: important to reduce conflicts.
- » Bikeway should be wide enough to accommodate multiple speeds of cycling.



### CIRCULATION

- » In Margaret Moser Plaza, most deliveries to tenants on the south side of the street take place in the docks at the back of the building, but UPS deliveries as well as ride-share use the cul-de-sac to park briefly.
- » 360 residents use the commercial zone in front of the main entrance to their building as ride-share pickup/drop off.
- » In Market Plaza, concern about negative impact on retail if losing parking on Power Plant Drive.
- » Sentiment that existing four lanes of parking (on Power Plant Drive and 3rd Street) is too much but some should remain on 3rd Street.
- » Desire to eliminate parking on the south side of 3rd Street in service of better bike/ped dedicated space.



### ECONOMIC VITALITY // HOMELESSNESS

- » Restaurant tenants are benefiting from outdoor dining. Greening the street should make this even better, but ensure there is room for outdoor dining and similar street life. Don't want sidewalk changes that would impact tenants' currently permitted uses.
- » Concerns that there will be camping on new benches installed for placemaking.



### OPERATIONS & MAINTENANCE

- » Emphasized that high quality, intensive maintenance will be critical. Important to identify sufficient funding for operations & maintenance. Republic Square was mentioned as an example of successfully maintained green space.
- » O&M contracts need to include a specialized landscaping crew, not just trash collection.





## PUBLIC INPUT ROUND 1

Goals: Gather information about existing conditions. Learn about people's experiences with the current site; challenges and barriers to visiting and navigating; and positive elements that people enjoy.

Engagement Period: April 5 - May 10, 2020

Unique Stakeholders: **238**

Map Comments: **97**

Survey Responses: **218**

Tools: Stakeholder survey & interactive map

### OVERARCHING THEMES



Pedestrian  
access



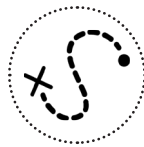
Native  
plants and  
greenspace



Shaded  
Areas



Site  
maintenance



Trail  
connectivity  
and access



Cycling  
paths



Farmers  
Market



Recreation  
and exercise

### CREEK ACTIVITIES



## PUBLIC INPUT ROUND 2

Goal: Gather reactions to draft Public Space Strategy to inform refinements to the design.

Engagement Period: December 18, 2020 - February 14, 2021

Tools: Graphics of proposed changes to each area with open ended survey questions & interactive map with ability to comment and to upvote/downvote comments

Unique Stakeholders: **254**

Map Comments: **358**

Survey Responses: **69**

## TOP-VOTED COMMENTS

### MARKET PLAZA

- ▶▶ **“Love the removal of the slip street (which is the root of all the current problems in this area). Also love that the market/popup programming is separate from the bike path. The rendering shows more street trees, which is awesome [...] I would love to see more trees in this area!”**

👍 (23) LIKES    👎 (0) DISLIKES

- ▶▶ **“This will be such an improvement to the unsafe existing condition of two side by side parallel streets...”**

👍 (17) LIKES    👎 (0) DISLIKES

### MARGARET MOSER PLAZA

- ▶▶ **I love the bridge concepts, but the plaza is lacking. Prior to the construction of the tower on this block, there was no parking on either side of the street for this block and painted bike lanes. The developer conveniently did not put the no parking signs back and this is now regularly used for parking. The bike lanes should be brought back here as protected bike lanes and the no parking signs should be reinstalled...**

👍 (15) LIKES    👎 (0) DISLIKES



## EXISTING CONDITIONS



## MARGARET MOSER PLAZA

### TOP 3 PUBLIC INPUT THEMES & ACTIVITIES



Pedestrian  
access



Shaded  
Areas



Cycling  
paths

### PUBLIC INPUT SYNTHESIS

Strong desire for explicit signage indicating Lance Armstrong Bikeway route. Strong support for physically separated bike path from pedestrians and cars. Strong community desire to close plaza to cars (not reflected in final concept design).

### DESIGN SOLUTIONS

- » Re-design as a living street and park-like plaza
- » Redesign as a shared street for pedestrians, cyclists and drivers with enhanced safety for people on foot and on bike
- » Clarify bike and pedestrian connections: clearly indicate continuation of Lance Armstrong Bikeway
- » Install design features that discourage passing drivers from using the cul-de-sac as a turnaround spot and encourage slow motor vehicle speeds
- » Partner to identify new rideshare/delivery hubs
- » Implement street greening, resilient landscaping and shade
- » Inspiring, welcoming environs around the Margaret Moser memorial statue

Note: Text revisions and new text are shown in white text in lieu of green text for legibility on blue-tone background.





## ADDITIONAL RECOMMENDATIONS

### INITIAL WORK:

Partner to identify ride-share/delivery hubs; clarify bicycle and pedestrian connections; pilot new plaza configuration

### LONG-TERM / PROJECT WORK

Convert to park-like plaza and add design features to encourage safer, slower motor-vehicle speeds; maintain loading dock access

### KEY PUBLIC & NON-PROFIT PARTNERS

Shoal Creek Conservancy, City of Austin Parks and Recreation Department, City of Austin Watershed Protection Department, City of Austin Transportation Department, Austin Water Utility, Downtown Austin Alliance, Bike Austin, historic preservation groups

### POTENTIAL FUNDING SOURCES

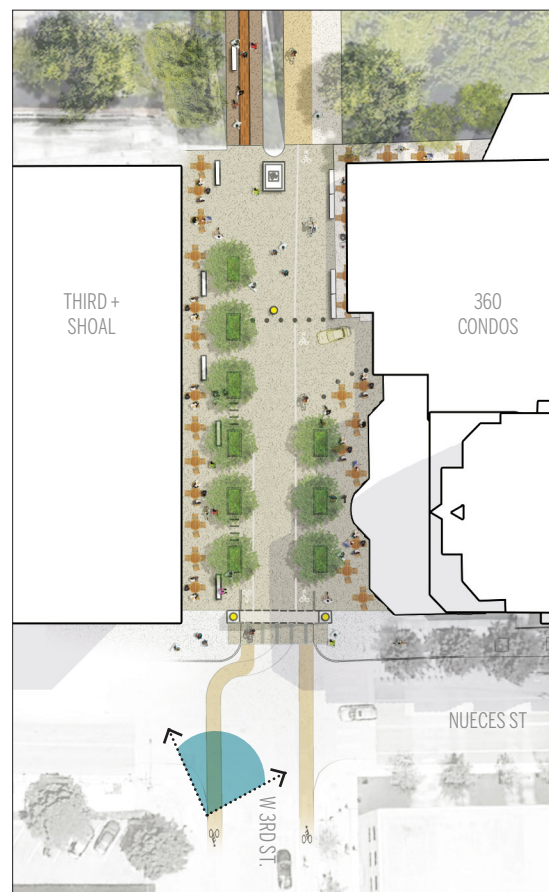
Private entities, City of Austin Public Works Department, City of Austin Transportation Department, GO Bonds, Drainage Utility Fund, historic preservation grants

### TOTAL COST (ESTIMATED, 2020)

\$4.3M

#### General Notes:

- Concept designs are for illustrative purposes only.
- Total cost for each area includes cost of construction, plus cost escalation, contingencies and soft costs.





## EXISTING CONDITIONS



## NEW SHOAL CREEK TRAIL CONNECTION AT THIRD STREET

### TOP 3 PUBLIC INPUT THEMES & ACTIVITIES



Recreation  
and exercise



Trail connectivity  
and access



Native plants  
and greenspace

### PUBLIC INPUT SYNTHESIS

Support for establishing a new trail link under bridges; one of the Shoal Creek Trail Plan's top five stakeholder-identified priorities.

### DESIGN SOLUTIONS

- » Construct new Shoal Creek Trail connection under the Third Street bridges
- » Construct two new staircases north and south of the bridges connecting the Trail to street level
- » Streambank restoration and stabilization with a focus on native landscaping

Note: Text revisions and new text are shown in white text in lieu of green text for legibility on blue-tone background.





## ADDITIONAL RECOMMENDATIONS

### INITIAL WORK

Construct new Shoal Creek Trail connection under bridges and two staircases to street-level; streambank stabilization and initial landscaping

### LONG-TERM / PROJECT WORK

Ongoing landscaping and native habitat cultivation

### KEY PUBLIC & NON-PROFIT PARTNERS

Shoal Creek Conservancy, City of Austin Parks and Recreation Department, City of Austin Watershed Protection Department, City of Austin Transportation Department, Austin Water Utility, Downtown Austin Alliance, Bike Austin

### POTENTIAL FUNDING SOURCES

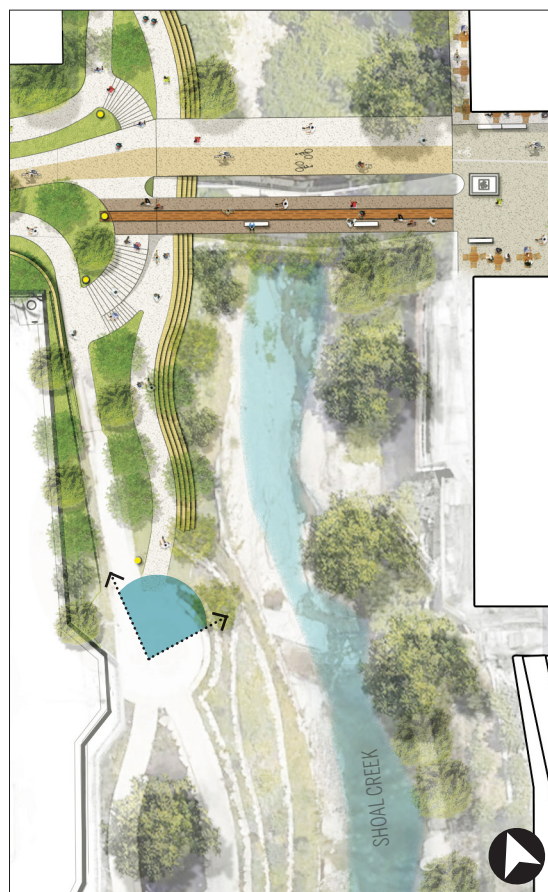
Private entities, City of Austin Public Works Department, City of Austin Transportation Department, GO Bonds, Drainage Utility Fund, historic preservation grants, Seaholm TIF

### TOTAL COST (ESTIMATED, 2020)

\$3.5M

#### General Notes:

- Concept designs are for illustrative purposes only.
- Total cost for each area includes cost of construction, plus cost escalation, contingencies and soft costs.







EXISTING CONDITIONS

# THIRD STREET BIKE-PEDESTRIAN BRIDGE & TRESTLE

## TOP 3 PUBLIC INPUT THEMES & ACTIVITIES



Pedestrian access



Site maintenance



Cycling paths

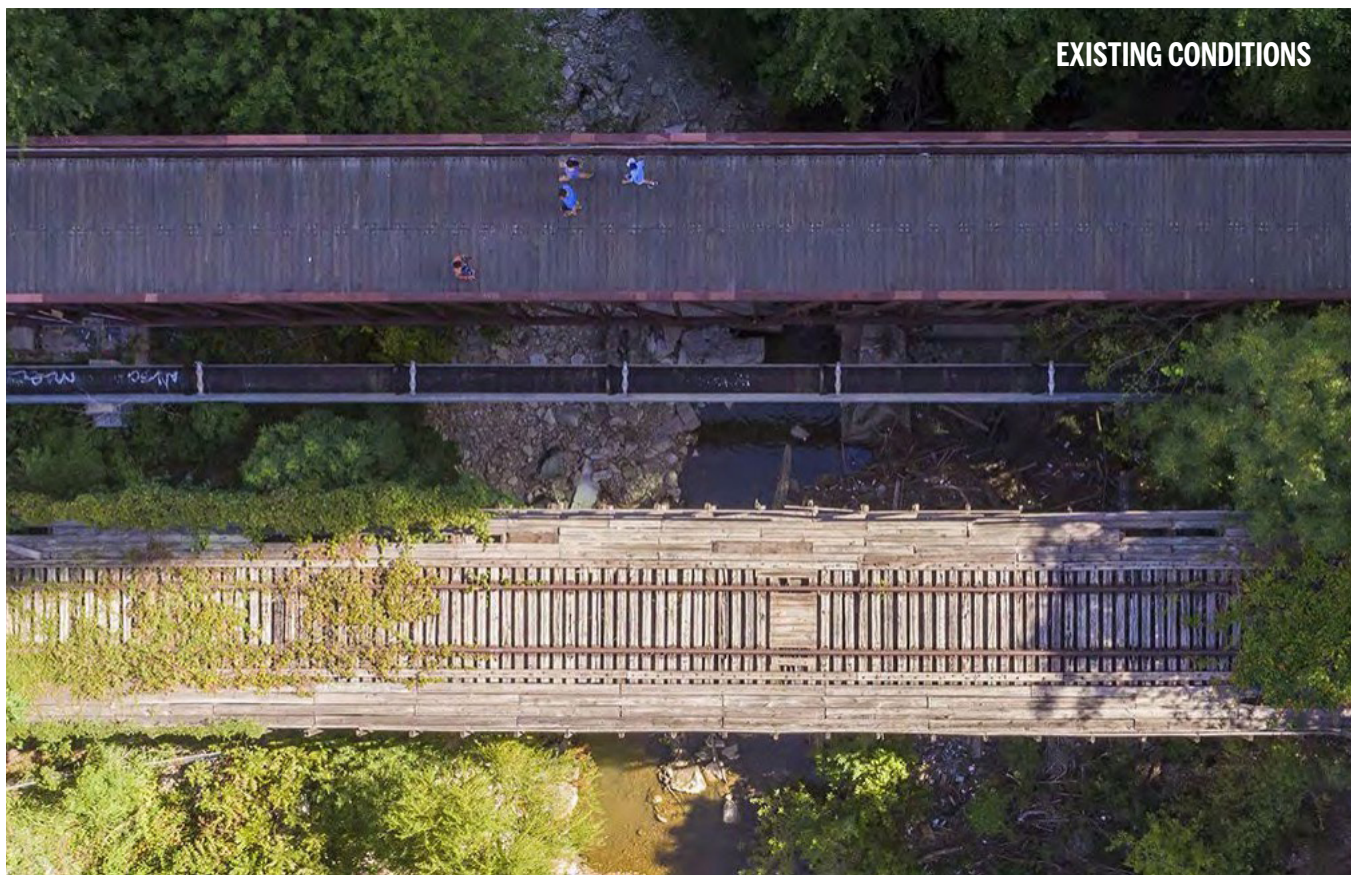
## PUBLIC INPUT SYNTHESIS

Support for restoration of the trestle bridge at Third Street. Desire for improved, widened bike/pedestrian bridge.

## DESIGN SOLUTIONS

- » Replace existing bike-pedestrian bridge with a new, wider bridge (24') with designated pathways for faster and slower travelers
- » Transform Trestle into a public plaza with a scenic overlook to Shoal Creek
- » Trestle to serve as interpretive centerpiece that sparks conversation about Austin's history and culture

Note: Text revisions and new text are shown in white text in lieu of green text for legibility on blue-tone background.



PATRICK WONG - ANTLIER WONG PHOTOGRAPHY

## ADDITIONAL RECOMMENDATIONS

### INITIAL WORK

Construct new, wider bike and pedestrian bridge; continue to advance Trestle's listing on National Register of Historic Places

### LONG-TERM / PROJECT WORK

Rehabilitate Third Street trestle bridge and convert to public space

### KEY PUBLIC & NON-PROFIT PARTNERS

Shoal Creek Conservancy, City of Austin Parks and Recreation Department, City of Austin Watershed Protection Department, City of Austin Transportation Department, Austin Water Utility, Downtown Austin Alliance, Bike Austin, historic preservation groups, Union Pacific Railroad

### POTENTIAL FUNDING SOURCES

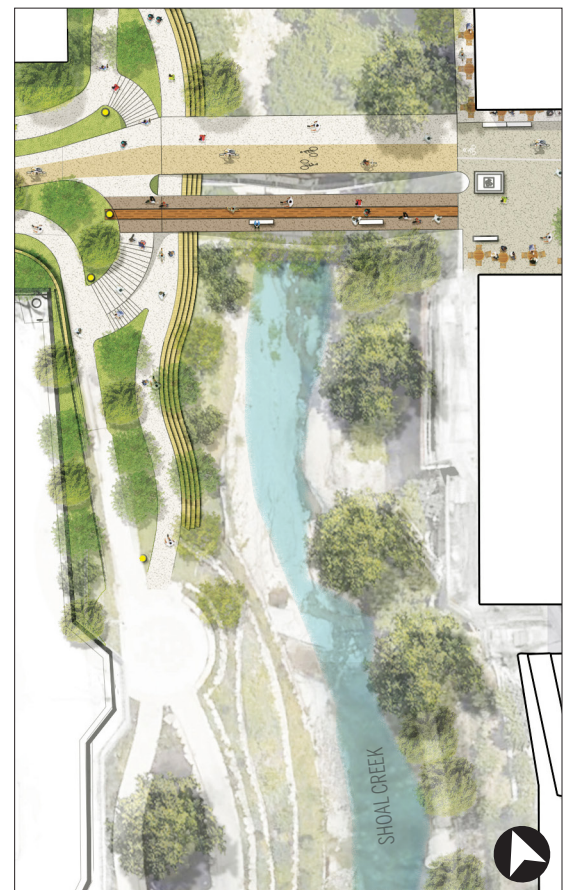
Historic preservation grants, Private entities, City of Austin Public Works Department, City of Austin Transportation Department, GO Bonds, Drainage Utility Fund, Seaholm TIF

### TOTAL COST (ESTIMATED, 2020)

\$9.0M

#### General Notes:

- Concept designs are for illustrative purposes only.
- Total cost for each area includes cost of construction, plus cost escalation, contingencies and soft costs.







EXISTING CONDITIONS

## SHOAL CREEK TRAIL CONNECTION AT RIO GRANDE

### TOP 3 PUBLIC INPUT THEMES & ACTIVITIES



Pedestrian  
access



Trail connectivity  
and access



Native plants  
and greenspace

### PUBLIC INPUT SYNTHESIS

Desire for basic trail amenities, especially lighting;  
desire to widen trail

### DESIGN SOLUTIONS

- » Boardwalk allows for trail expansion atop narrow streambank
- » Conduct streambank restoration and stabilization with a focus on native landscaping
- » Add safety features and amenities like lighting and waste receptacles

Note: Text revisions and new text are shown in white text in lieu of green text for legibility on blue-tone background.





## ADDITIONAL RECOMMENDATIONS

### INITIAL WORK

Construct cantilevered boardwalk and widened trail; add safety features and amenities such as lighting and waste receptacles

### LONG-TERM / PROJECT WORK

Ongoing streambank restoration at boardwalk site

### KEY PUBLIC & NON-PROFIT PARTNERS

Shoal Creek Conservancy, City of Austin Watershed Protection Department, City of Austin Parks and Recreation Department, City of Austin Public Works Department

### POTENTIAL FUNDING SOURCES

Drainage Utility Fund, City of Austin Watershed Protection Department, GO bonds, Public Works Department, Seaholm TIF

### TOTAL COST (ESTIMATED, 2020)

\$4.4 M



#### General Notes:

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## EXISTING CONDITIONS



## CONVERGENCE PLAZA

### TOP 3 PUBLIC INPUT THEMES & ACTIVITIES



Pedestrian  
access



Site  
maintenance



Native plants  
and greenspace

### PUBLIC INPUT SYNTHESIS

Conflicts between trail users traveling at different speeds is a source of frustration. The current configuration exacerbates conflicts because north-south travelers on the Shoal Creek trail are forced up to street level at 3rd Street which puts them in the path of east-west travelers crossing the bike/ped bridge. Support for maintaining pedestrian access to bridges via north and south staircases between the bridge and trail (reflected in final design).

### DESIGN SOLUTIONS

- » Widen pathways to allow trail users to safely and comfortably pass one another
- » Designate pathways for faster and slower travelers
- » Activate surrounding pockets of public space
- » Add amenities like seating, shade and water fountains

Note: Text revisions and new text are shown in white text in lieu of green text for legibility on blue-tone background.





## ADDITIONAL RECOMMENDATIONS

### INITIAL WORK:

Activate surrounding pockets of public space with pop-up/temporary programming; add new trees and native plants to the space

### LONG-TERM / PROJECT WORK

Widen pathways; designate pathways for faster and slower travelers; add amenities like seating, shade and water fountains.

### KEY PUBLIC & NON-PROFIT PARTNERS

Shoal Creek Conservancy, Austin Energy, Austin Water Utility, Downtown Austin Alliance, City of Austin Transportation Department, City of Austin Public Works Department

### POTENTIAL FUNDING SOURCES

Private entities, City of Austin Public Works Department, GO Bonds, Great Streets Development Fund, Seaholm TIF

### TOTAL COST (ESTIMATED, 2020)

\$7.7M

#### General Notes:

- Concept designs are for illustrative purposes only.
- Total cost for each area includes cost of construction, plus cost escalation, contingencies and soft costs.





## EXISTING CONDITIONS



## MARKET PLAZA

### TOP 3 PUBLIC INPUT THEMES & ACTIVITIES



Pedestrian  
access



Farmers  
market



Cycling  
paths

### PUBLIC INPUT SYNTHESIS

Strong community interest in re-purposing Power Plant Drive; strong desire for safer intersections; strong support for dedicated bicycle and pedestrian paths. Property owners expressed concerns about negative impact on retail if losing parking on Power Plant Drive.

### DESIGN SOLUTIONS

- » Maintain Third Street as a typical street for vehicles, with two-way car traffic and on-street parking
- » Re-design Power Plant Drive as a pedestrian-friendly plaza
- » Provide a cycling pathway through the plaza
- » Reconfigure vehicular access and parking
- » Create safer crossings at Power Plant Drive & West Ave and Power Plant Drive & Walter Seaholm Drive
- » Add rain gardens, resilient landscaping, shade trees

Note: Text revisions and new text are shown in white text in lieu of green text for legibility on blue-tone background.





## ADDITIONAL RECOMMENDATIONS

### INITIAL WORK

Parking inventory and study; pilot reconfiguration of Power Plant Drive, including intersection improvements and interim bike route

### LONG-TERM / PROJECT WORK

Construct pedestrian plaza; construct dedicated/fully separated bike path; implement green stormwater management

### KEY PUBLIC & NON-PROFIT PARTNERS

Shoal Creek Conservancy, City of Austin Transportation Department, Austin Energy, City of Austin Public Works Department, City of Austin Watershed Protection Department

### POTENTIAL FUNDING SOURCES

Private entities, City of Austin Public Works Department, GO Bonds, Great Streets Development Fund, Seaholm TIF

### TOTAL COST (ESTIMATED, 2020)

\$5.5 M

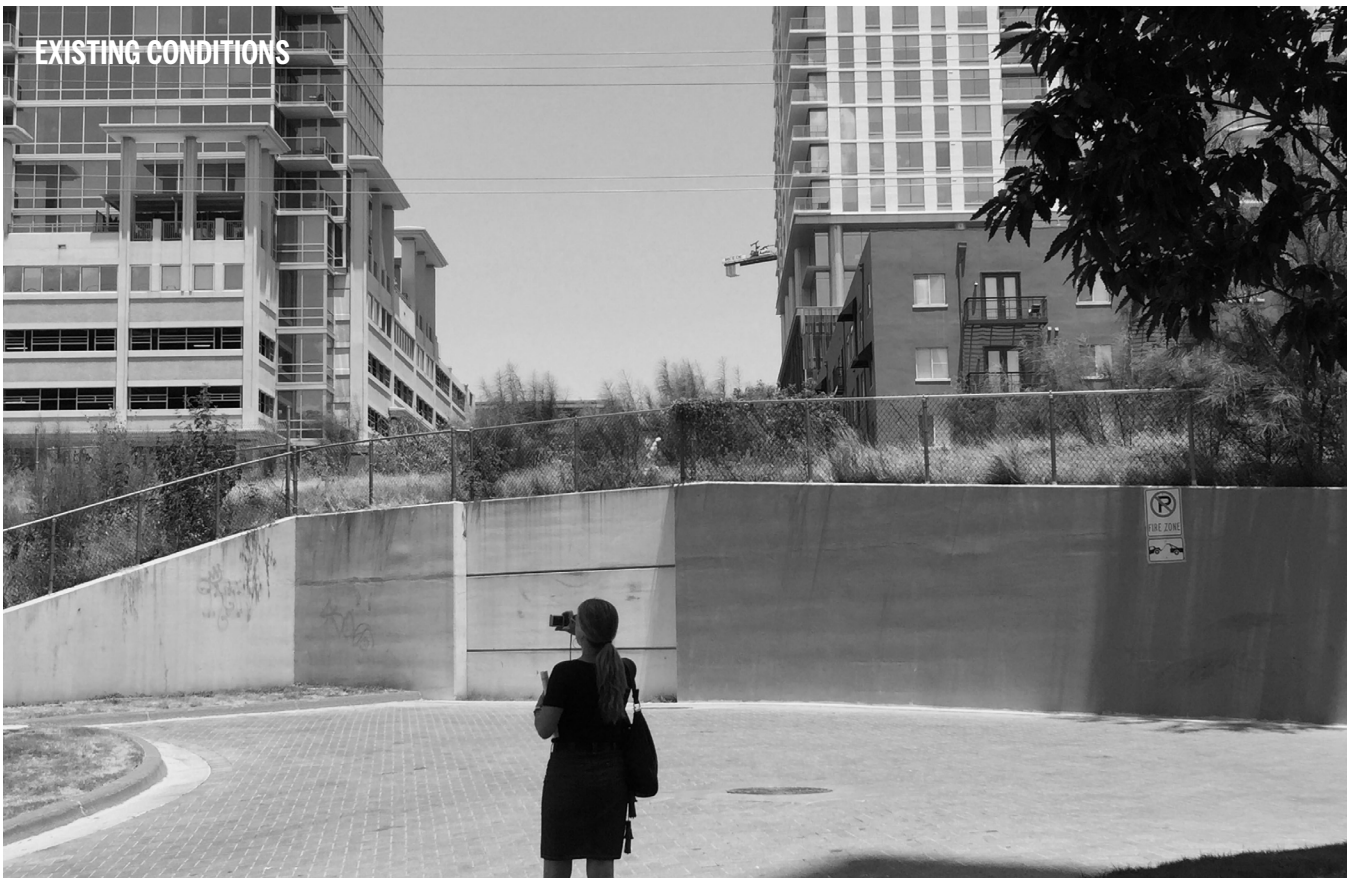


#### General Notes:

- Concept designs are for illustrative purposes only.
- Total cost for each area includes cost of construction, plus cost escalation, contingencies and soft costs.



## EXISTING CONDITIONS



## BOWIE STREET UNDERPASS

### TOP 3 PUBLIC INPUT THEMES & ACTIVITIES



Recreation  
and exercise



Trail connectivity  
and access



Cycling  
paths

### PUBLIC INPUT SYNTHESIS

This is a long-awaited improvement and has an approved, permitted design; strong community support for connection here - either permitted or alternate solutions.

### DESIGN SOLUTIONS

- » Build out the permitted underpass design under the active Union Pacific Railroad line or identify alternate alignment
- » Implement sound attenuation measures
- » Install public art

Note: Text revisions and new text are shown in white text in lieu of green text for legibility on blue-tone background.





## ADDITIONAL RECOMMENDATIONS

### INITIAL WORK

Build out permitted underpass design (pictured) or identify alternate alignment. \*

### LONG-TERM / PROJECT WORK

Curate public art installations; implement sound attenuation measures

### KEY PUBLIC & NON-PROFIT PARTNERS

Shoal Creek Conservancy, City of Austin Transportation Department, City of Austin Economic Development Department, Union Pacific Railroad, Austin Energy, Austin Water Utility, Public Works

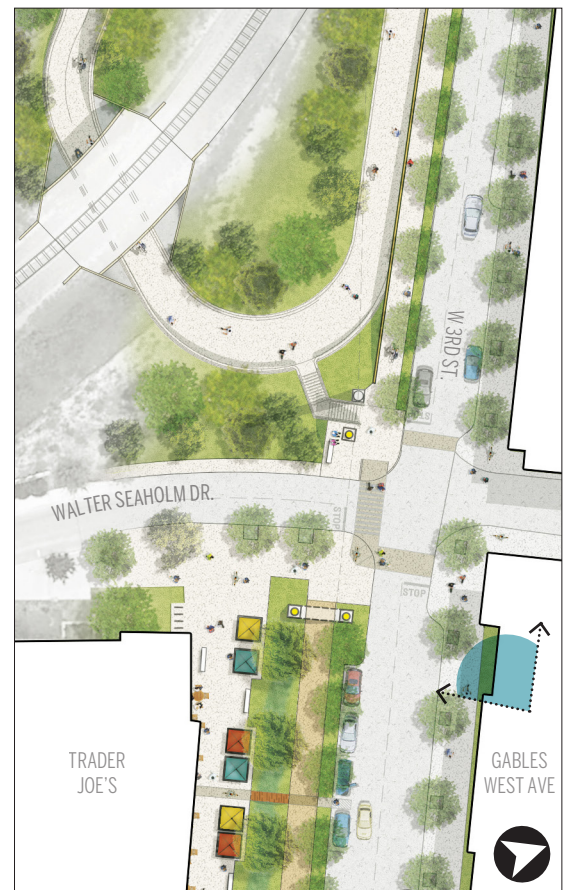
### POTENTIAL FUNDING SOURCES

City of Austin Public Works Department, GO Bonds, Seaholm TIF

### TOTAL COST (ESTIMATED, 2020)

\$8.6 M

\*Note: As of Fall 2021, a stakeholder group will look at alternate solution to the underpass concept. This document will be updated at a later date to reflect alternative recommendations.





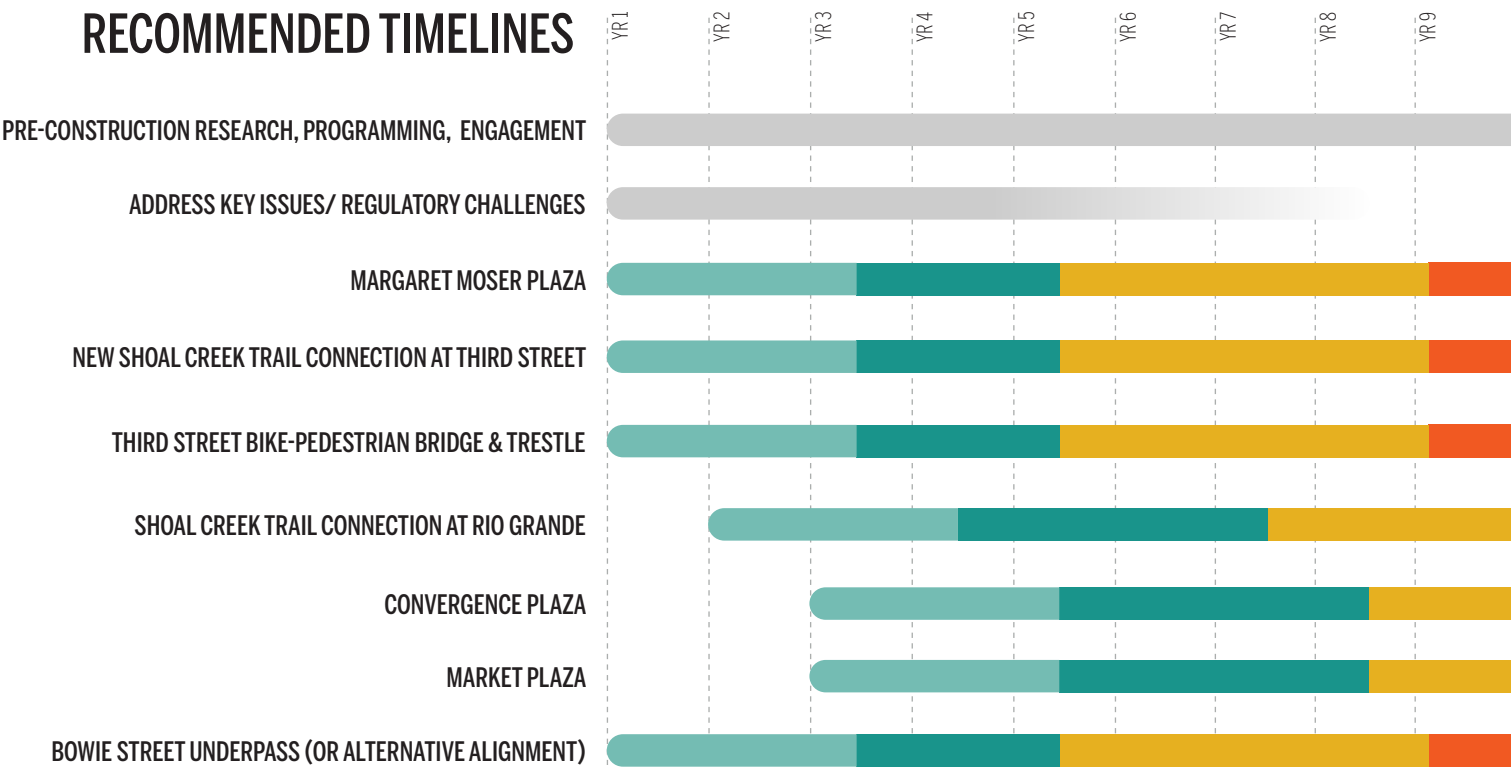
# NEXT STEPS

## PRE-CONSTRUCTION RESEARCH, PROGRAMMING, AND ENGAGEMENT

### TIMING: PRECONSTRUCTION & ONGOING THROUGH ALL PHASES OF IMPLEMENTATION

- 1 Build public awareness and continue communication with community stakeholders
- 2 Continue to engage downtown business owners, property owners, HOAs and neighborhood associations
- 3 Conduct parking inventory and studies and partner to identify new ride-share/delivery hubs and short-term customer service parking zones
- 4 Activate Cypress & Shoal Creek area with programming and art
- 5 Consider creating temporary plazas in cooperation with neighboring businesses to serve as setting for an outdoor event
- 6 Place signage to highlight future improvements
- 7 Continue to engage citywide stakeholders including partner nonprofits and community groups
- 8 Continue to engage with city departments to ensure projects are included in annual capitol improvement plans

### RECOMMENDED TIMELINES



# ADDRESS KEY ISSUES/ REGULATORY CHALLENGES

**TIMING: MUST BE RESOLVED BEFORE CONSTRUCTION ON CYPRESS & SHOAL CREEK IMPROVEMENTS MAY PROCEED.**

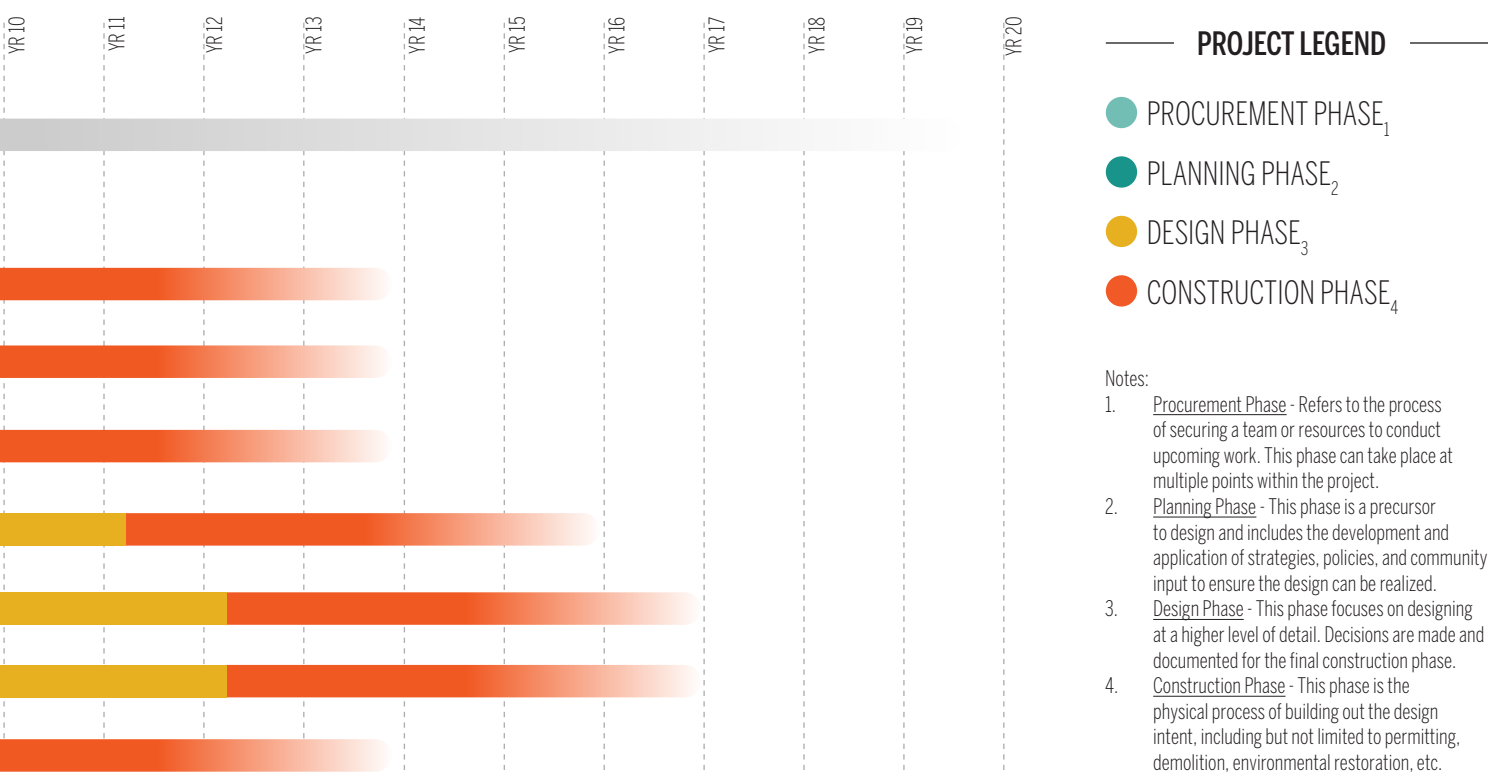
- 1

Achieve compatibility with adjacent utility right-of-way

  - >> Market Plaza and Convergence Plaza improvements are contingent upon the ability to develop trail amenities within Austin Energy and Austin Water Utility right-of-way; right-of-way dimensions and types of permissible neighboring amenities vary depending on the type of utility infrastructure
  - >> Collaborate with utilities and relevant City departments to achieve a regulatory structure that allows for both safe maintenance of utility infrastructure and high quality public spaces
- 2

Resolve key issues between Union Pacific and the City of Austin

  - >> If the City of Austin selects original alignment for Bowie Street Underpass, secure Union Pacific easement to enable construction.
  - >> Acquisition of Third Street Trestle by City of Austin to enable construction of Third Street trail underpass and Trestle transformation





# IMPLEMENTATION CONSIDERATIONS

- 1 Consider beginning implementation with lighter touch, cheaper capital improvements that make a big impact: for example, reconfiguring intersections and designating interim bikeways.
- 2 There will be cost efficiencies with respect to de-watering the creek and bringing in heavy equipment. Consider bundling together as much creek-adjacent construction as possible.
- 3 Monitor for opportunities to combine with other planned work on and adjacent to Shoal Creek, for example, reconstruction of the Little Shoal Creek outfall at Rio Grande Street.

# COST ESTIMATE

ORDER OF MAGNITUDE COST ESTIMATES FOR EACH AREA INCLUDES COST OF CONSTRUCTION PLUS COST ESCALATION, CONTINGENCIES AND SOFT COSTS.

PROJECT AREA	COST
Margaret Moser Plaza	\$4.3M
New Shoal Creek Trail Connection at Third Street	\$3.5M
Third Street Bike-Pedestrian Bridge & Trestle	\$9.0M
Shoal Creek Trail at Rio Grande	\$4.4M
Convergence Plaza	\$7.7M
Market Plaza	\$5.5M
Bowie Street Underpass	\$8.6M
TOTAL COST ESTIMATE	\$43.0M





# ADDENDUM

Since releasing the Public Space Strategy in August 2021, we have presented the concepts to various stakeholders and relevant City of Austin boards and commissions. Revisions to this document are responsive to feedback from those stakeholder groups.

## STAKEHOLDER FEEDBACK FROM

- » 360 Condominiums HOA
- » Clarion Partners
- » The Independent Master Association

## BOARDS & COMMISSIONS

- » Urban Transportation Commission
- » Bicycle Advisory Council
- » Pedestrian Advisory Council
- » Library Commission

## ITEMIZED LIST OF REVISIONS - OCTOBER 2021

pg i

- Added page number
- Added Shoal Creek Conservancy mailing address and email address.

pg ii

- Updated publish date
- Added note addressing document revisions
- Added page number

pg iii

- Added page and new image

pg iv

- Added page
- Added 'About Us' section with information on the Shoal Creek Conservancy

pg v/vi

- Added two page spread
- Added list of acknowledgments

pg vii / pg viii

- Added page and map of project area
- Added list of project areas and concepts within the Public Space Strategy

pg ix

- Added page number
- Revised image

pg x

- Reorganized content layout per document changes
- Added page number

pg xi

- Revised page number
- Replaced image
- Revised text; Through the Cypress & Shoal Public Space Strategy, it is possible to transform forgotten unappreciated urban pockets into a beautiful, usable, breathable public realm spaces.

# ITEMIZED LIST OF REVISIONS - OCTOBER 2021

pg 1

- Added 'Purpose & Goal' section title
- Relocated introduction paragraph; previously 'Project Scope' content on pg 8
- Relocated four key project elements to page, reduced text and added new, corresponding images
- Removed aerial map and site images
- Revised final sentence in first paragraph under 'Importance of Area'; ~~These centrally-located destinations were envisioned~~

~~pg 2 / pg 3 (removed from document)~~

- ~~• Removed page spread from document.~~
- ~~• Relocated a four key project elements to page 1 and reduced wording / eliminated bullet points.~~

pg 2 (previously pg 4)

- Added word 'five' in second paragraph
- Revised text 'throughout the trail' in second paragraph; ~~in the area of downtown~~

pg 3 (previously pg 5)

- Added map legend
- Dashed proposed pathway at the Bowie Street Alignment; added note 'Proposed or Alternative Alignment'

pg 4 (previously pg 6)

- Added text under '2008' section
- Revised text below bottom, left image; removed 'parkland' revised to 'greenway and trail'

pg 5 (previously pg 7)

- Removed last sentence from 2021 section.
- Revised text above image; 'The Bowie Street Underpass, the long-planned bicycle and pedestrian link between the Seaholm Development District and the Pfluger Pedestrian Bridge, remains the major outstanding project in the Seaholm TIF's intended funding scope.'

pg 6 (previously pg 8)

- Revised section title to 'Stakeholder Engagement'; relocated previous section title 'Project Process' to subtitle.
- Relocated 'Community Engagement' text, previously pg 9
- Removed map; added new image
- Relocated project scope text to pg 1

pg 7 (new page)

- Added 'Key Insights & Opportunities from Property Owners' section, text, and bullet points.

pg 8 (previously pg 9)

- Removed Section Title; 'Community Engagement'
- Relocated introduction text to pg 6
- Reorganized page layout

pg 9 (previously pg 10)

- Removed pie chart of comment category; to see graph, please refer to Executive Summary dated August 2021
- Removed quotes and replaced with 'Top-Voted Comments'; "Love the market/pop-up programming area...and more street trees..." and "Excellent concept... this will be an incredible improvement in this area!"
- Added comment likes/dislikes from comment period

~~pg 11 (removed from document)~~

- ~~• Removed page and relocated project area text to new project area spreads (pg 10, 12, 14, 16, 18, 20, 22) .~~

pg 10 (new page)

- Added page and existing image of plaza
- Added 'Top 3 Public Input Themes & Activities' section and icons
- Relocated 'What We Heard' text (formerly on pg 11) to 'Public Input Synthesis' section; added new text to section
- Added 'Design Solutions' section and bullet point content.

pg 11 (previously pg 17)

- Reordered Margaret Moser Plaza as the first project area
- Removed Project Number
- Added 'Additional Recommendations' section title
- Revised Initial Work text; Reconfigure plaza entrance to discourage cars and welcome bikes/pedestrians
- Revised Long-Term/Project Work text; Convert Margaret Moser Plaza to woonerf and improve bike/pedestrian connections.
- Revised Key Public & Non-Profit Partners - Added 'Shoal Creek' before Conservancy
- Removed note on visual imagery; ~~Note: For visual imagery of woonerf concepts, see page 19.~~
- Relocated 'General Notes' footnote from Bowie Street Underpass page



# ITEMIZED LIST OF REVISIONS - OCTOBER 2021

## pg 12 (new page)

- Added page and existing image of trail
- Added 'Top 3 Public Input Themes & Activities' section and icons
- Relocated 'What We Heard' text (formerly on pg 11) to 'Public Input Synthesis' section; re-worded second sentence 'Shoal Creek Trail Plan's top five priorities identified by stakeholders'
- Added 'Design Solution' section and bullet point content.

## pg 13 (previously pg 16)

- Reordered New Shoal Creek Trail Connection at Third Street as the second project area
- Removed Project Number
- Added 'Additional Recommendations' section title
- Added text to Initial Work
- Revised Long-Term/Project Work text; streambank restoration
- Removed text from Potential Funding Source; historic preservation grants

## pg 14 (new page)

- Added page and existing image of bridges
- Added 'Top 3 Public Input Themes & Activities' section and icons
- Relocated 'What We Heard' text (formerly on pg 11) to 'Public Input Synthesis' section.
- Added 'Design Solution' section and bullet point content.

## pg 15 (previously pg 18)

- Reordered Third Street Bike-Pedestrian Bridge & Trestle as the third project area
- Removed Project Number
- Revised Initial Work text; New bike/pedestrian bridge
- Added Union Pacific Railroad to Key Public & Non-Profit Partners
- Relocated 'Historic Preservation Grants' to first in list of Potential Funding Sources; added Seaholm TIF
- Added new text to Initial Work

## pg 16 (new page)

- Added page and existing image of trail connection
- Added 'Top 3 Public Input Themes & Activities' section and icons

- Relocated 'What We Heard' text (formerly on pg 11) to 'Public Input Synthesis' section; reworded text 'Provide basic amenities for Trail, especially lighting; desire to widen trail'
- Added 'Design Solution' section and bullet point content.

## pg 17 (previously pg 18)

- Reordered Shoal Creek Trail Connection at Rio Grande as the fourth project area
- Removed Project Number
- Added 'Additional Recommendations' section title
- Added text to Initial Work
- Added 'Seaholm TIF' to 'Potential Funding Sources
- Added 'Ongoing' to 'Long-Term/Project Work'
- Removed footnote at bottom of page; 'Note: For visual imagery of cantilevered boardwalk concept, see page 19'

## pg 18 (new page)

- Added page and existing image of plaza
- Added 'Top 3 Public Input Themes & Activities' section and icons
- Relocated 'What We Heard' text (formerly on pg 11) to 'Public Input Synthesis' section; added new text; removed '&' and replaced with 'and'
- Added 'Design Solution' section and bullet point content.

## pg 19 (previously pg 14)

- Reordered Convergence Plaza as the fifth project area
- Removed Project Number
- Added 'Additional Recommendations' section title
- Revised 'Initial Work' text; Activate public space
- Revised 'Long-Term/Project Work' text; This will be a key link/node after the Market Plaza and Third Street bridge work is complete; long-term intersection improvements; plaza work.
- Added 'Concept Imagery' text to images
- Removed 'Seaholm District' from Key Public & Non-profit partners

## pg 20 (new page)

- Added page and existing image of double street
- Added 'Top 3 Public Input Themes & Activities' section and icons
- Relocated 'What We Heard' text (formerly on pg 11) to 'Public Input Synthesis' section; revised text 'Prioritize-

# ITEMIZED LIST OF REVISIONS - OCTOBER 2021

Re-purpose Power Plant Drive; remove vehicular access and parking; add greenery and bioswales. Improve safety of intersection.

- Added 'Design Solution' section and bullet point content.

pg 21 (previously pg 13)

- Reordered Market Plaza as the sixth project area
- Removed Project Number
- Revised Initial Work text; ~~Close Power Plant Drive; initial intersection improvements; designate interim bike route~~
- Reordered Long-Term/Project Work text; moved 'implement green stormwater management' to end of section
- Removed 'Seaholm District' from Key Public & Non-Profit Partners

pg 22 (new page)

- Added page and existing image of railroad crossing
- Added 'Top 3 Public Input Themes & Activities' section and icons
- Relocated 'What We Heard' text (formerly on pg 11) to 'Public Input Synthesis' section; Added new text to section
- Added 'Design Solution' section and bullet point content.

pg 23 (previously pg 12)

- Reordered Bowie Street Underpass as the seventh project area
- Removed Project Number
- Revised Initial Work text; ~~Build the critical missing link of bicycle and pedestrian infrastructure~~
- Added 'Public Works' to Key Public & Non-Profit Partners
- Added footnote regarding Initial Work text

pg 19 (removed from document)

- Removed 'Visual Dictionary of Inspiration Places' page and content.

pg 24 / 25 (previously pg 20 / 21)

- Revised Section Title; previously 'Programming, Activation and Stakeholder Engagement'
- Added text 'Pre-Construction &' to subtitle;
- Revised order of 'Next Steps'; combined previous sub-item #1 and previous sub-item #4 into a single item
- Added sub-item #3 and text
- Added sub-item #8 and text

- Relocated 'Regulatory Changes' to page 25; added 'Next Steps:' in front of section title
- Removed word 'priority' from Regulatory Changes subtitle
- Expanded 'C&S' text to 'Cypress & Shoal Creek'
- Revised text under sub-item #2, Regulatory Changes; ~~Secure an Union-Pacific easement to enable construction of Bowie Street Underpass.~~
- Removed phasing diagram; replaced diagram with recommended timelines and descriptions. Note: For former version of phasing strategy diagram, please see the Public Space Strategy dated August 2021.
- Relocated 'Cost Estimate' to pg 26

pg 26 (new page)

- Added new section 'Implementation Considerations' and sub-items
- Relocated 'Cost Estimate' (formerly on pg 21)
- Reordered project areas as they appear in document
- Relocated cost estimate general notes as section subtitle
- Removed second general note; 'Total cost for each area is estimated cost, 2020'

pg 27 (new page)

- Added new page and image

pp 28-31

- Added Addendum pages
- Added context and reasoning for changes and the inclusion of the addendum
- Added itemized list of all revisions





FOLLOW PROJECT UPDATES AT [SHOALCREEKCONSERVANCY.ORG](https://shoalcreekconservancy.org)