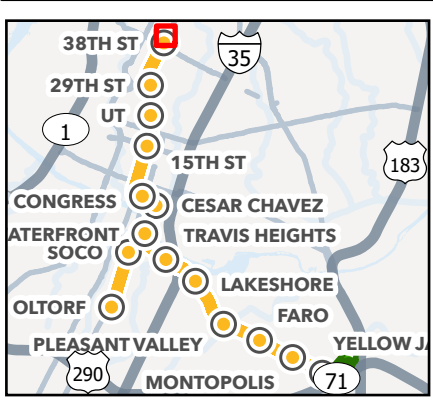
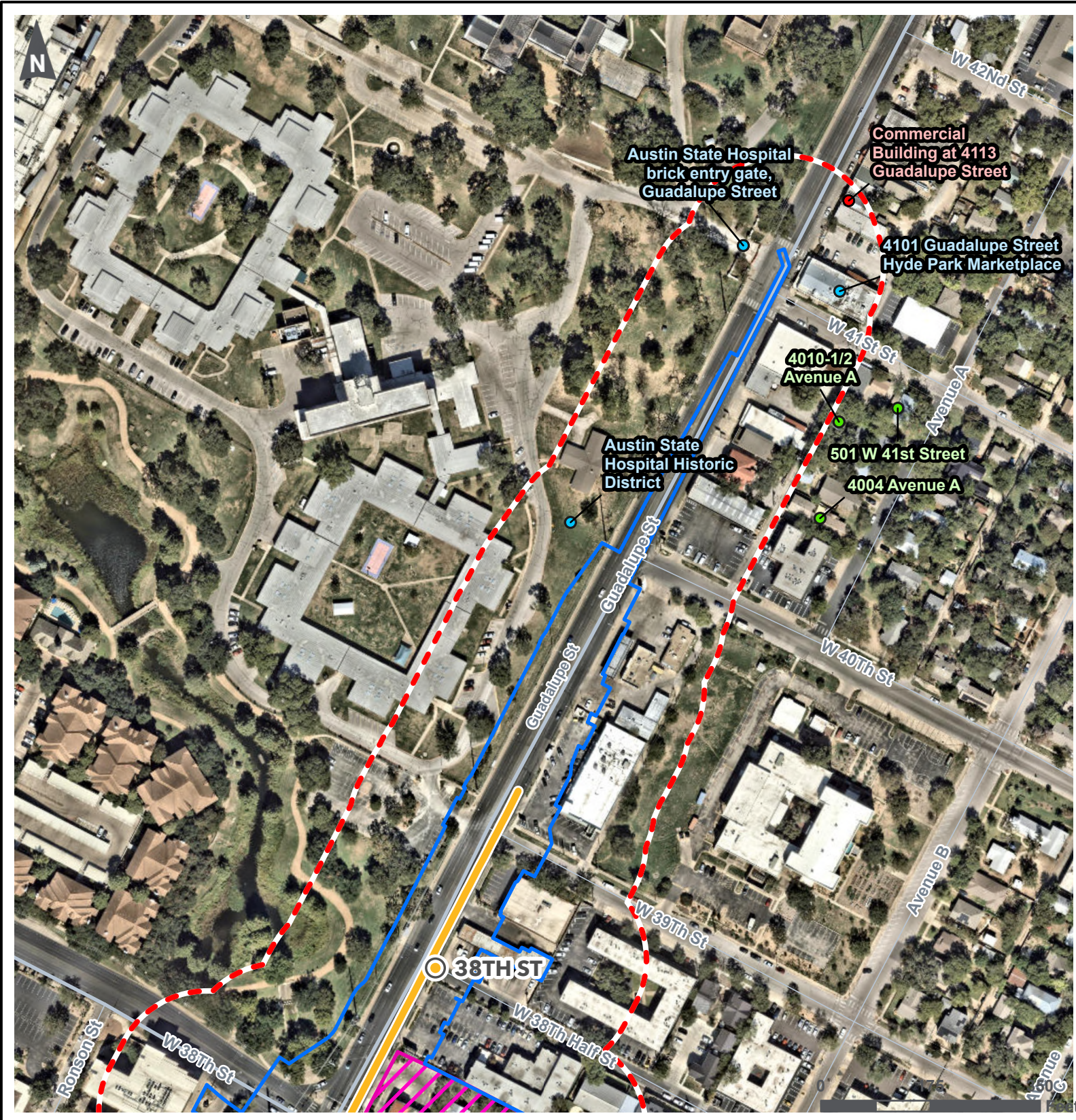


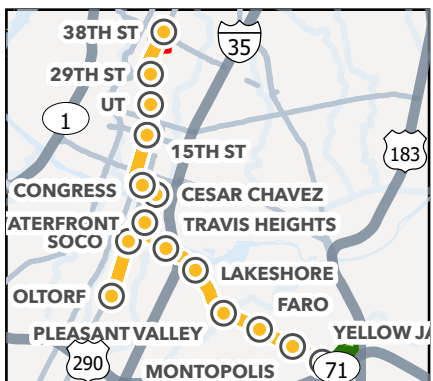
Attachment B. Historic Properties within the Area of Potential Effect















Deliberative Draft



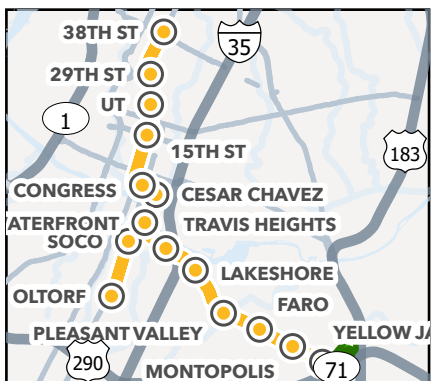
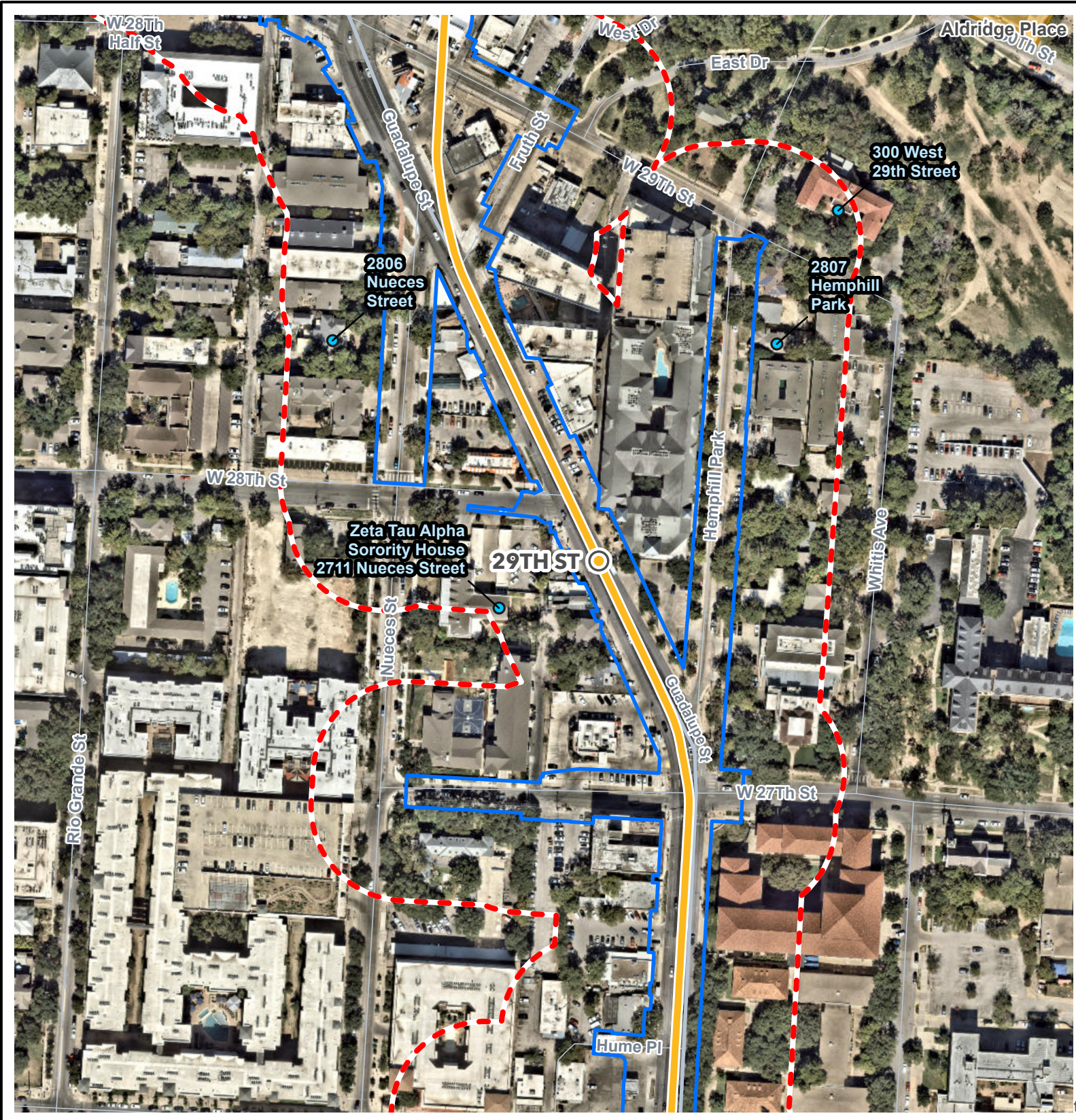
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- NRHP Listed
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- NRHP Listed - Contributing
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Source: Austin Transit Partnership 2024, Historic Resources of Texas Aggregator, Texas Historical Commission, Travis County, Texas



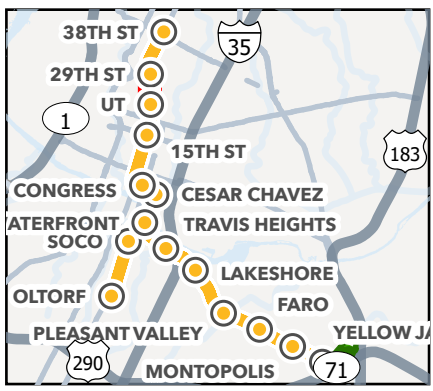
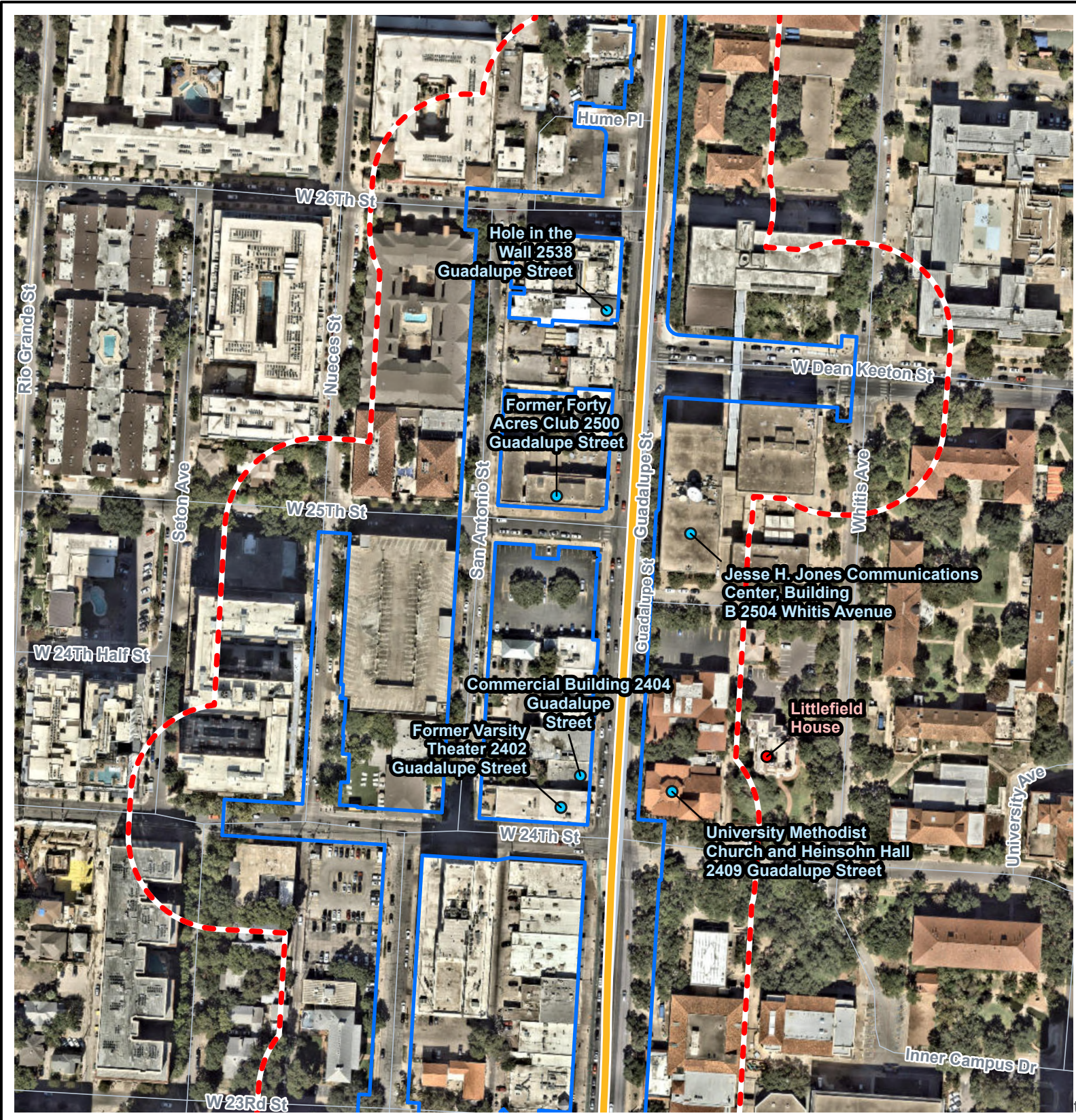
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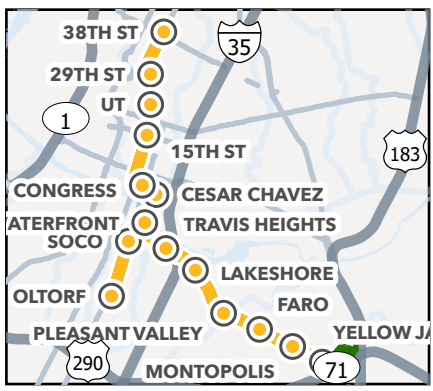
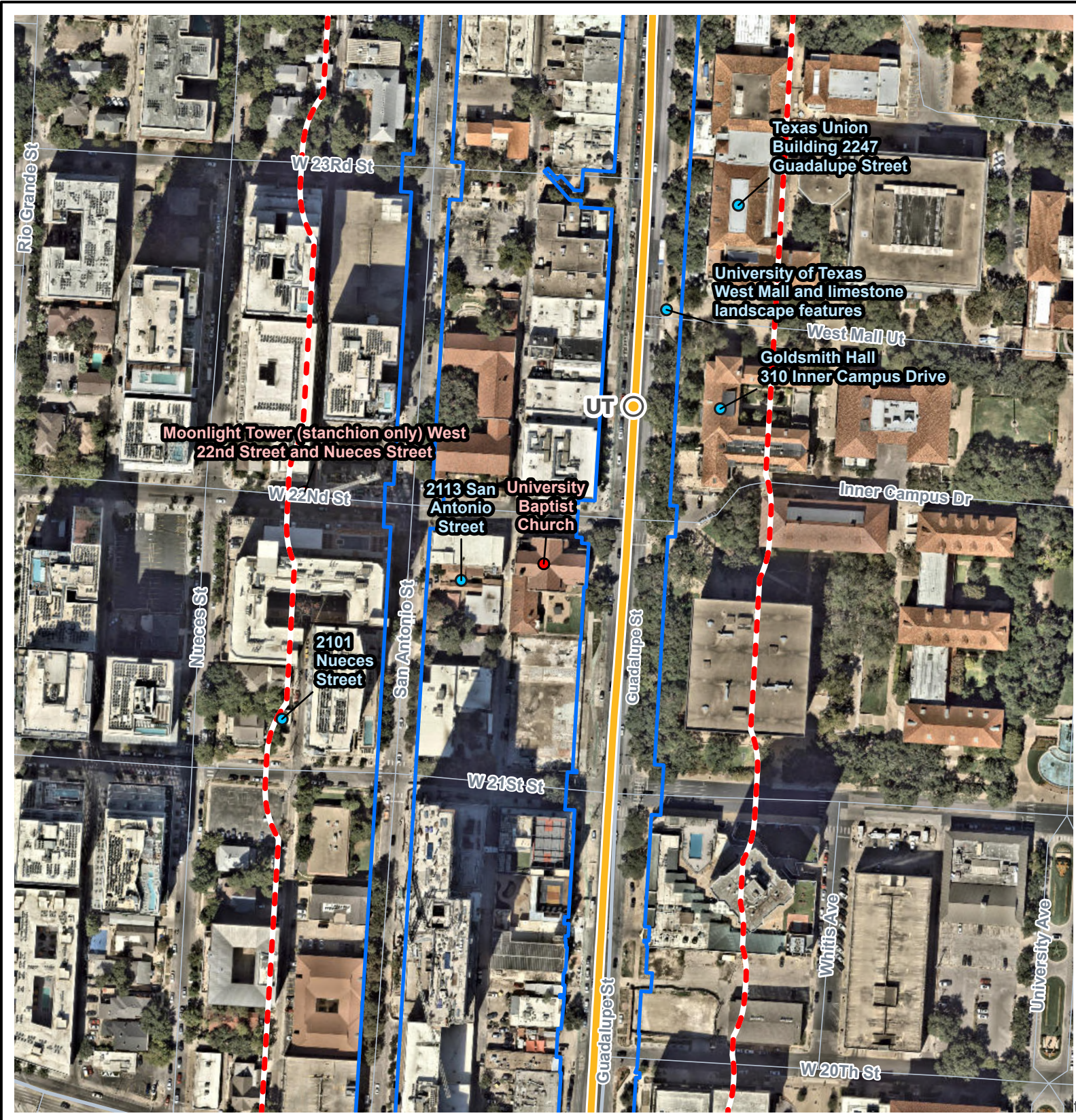


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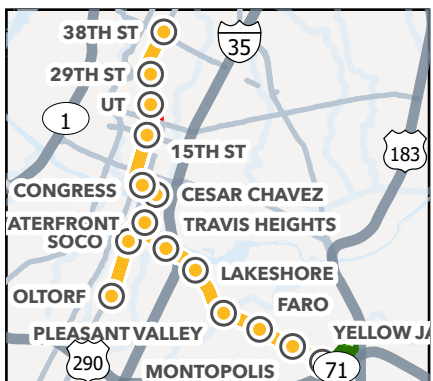
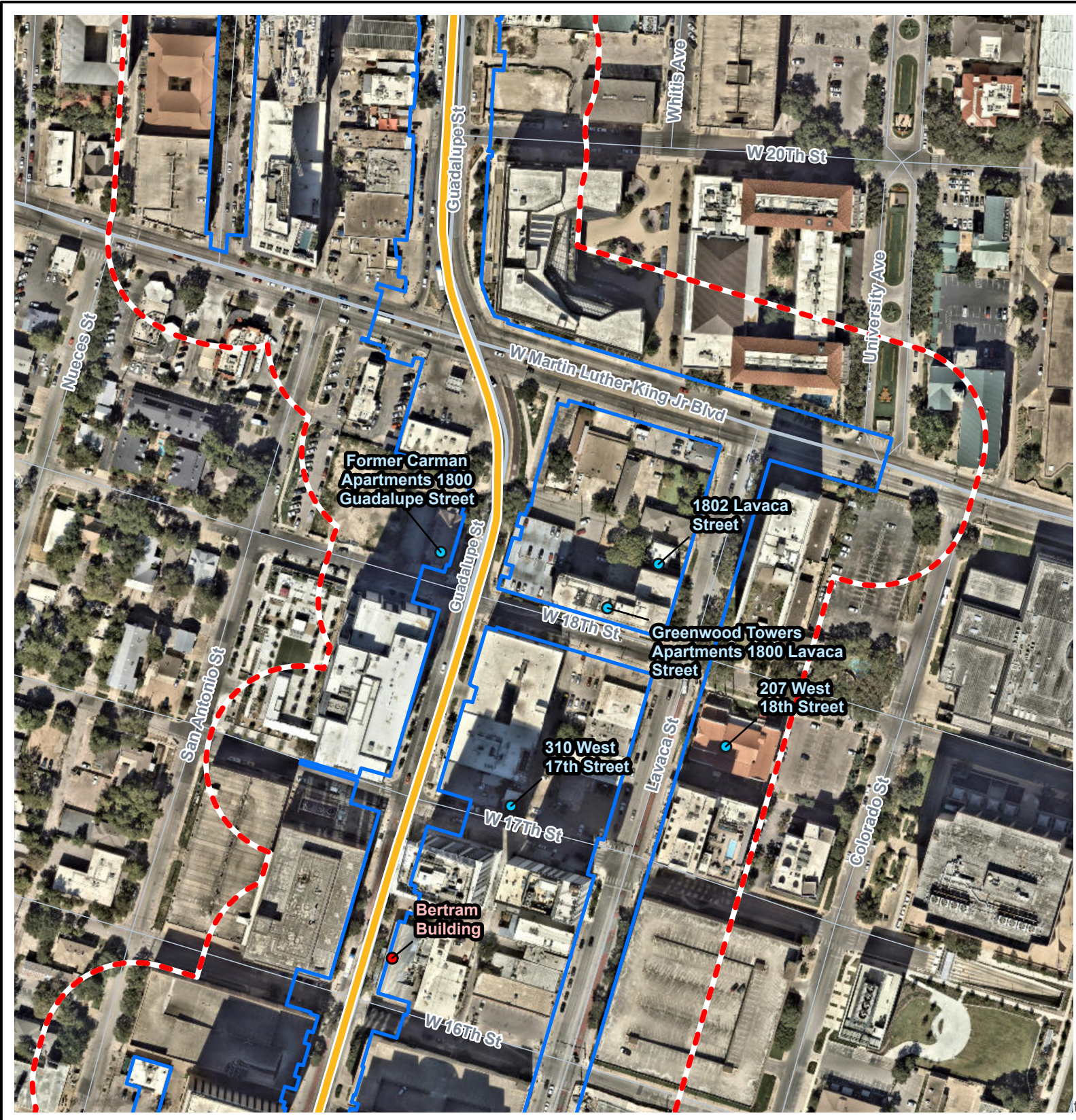
















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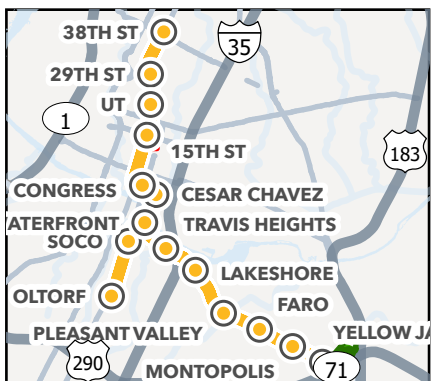
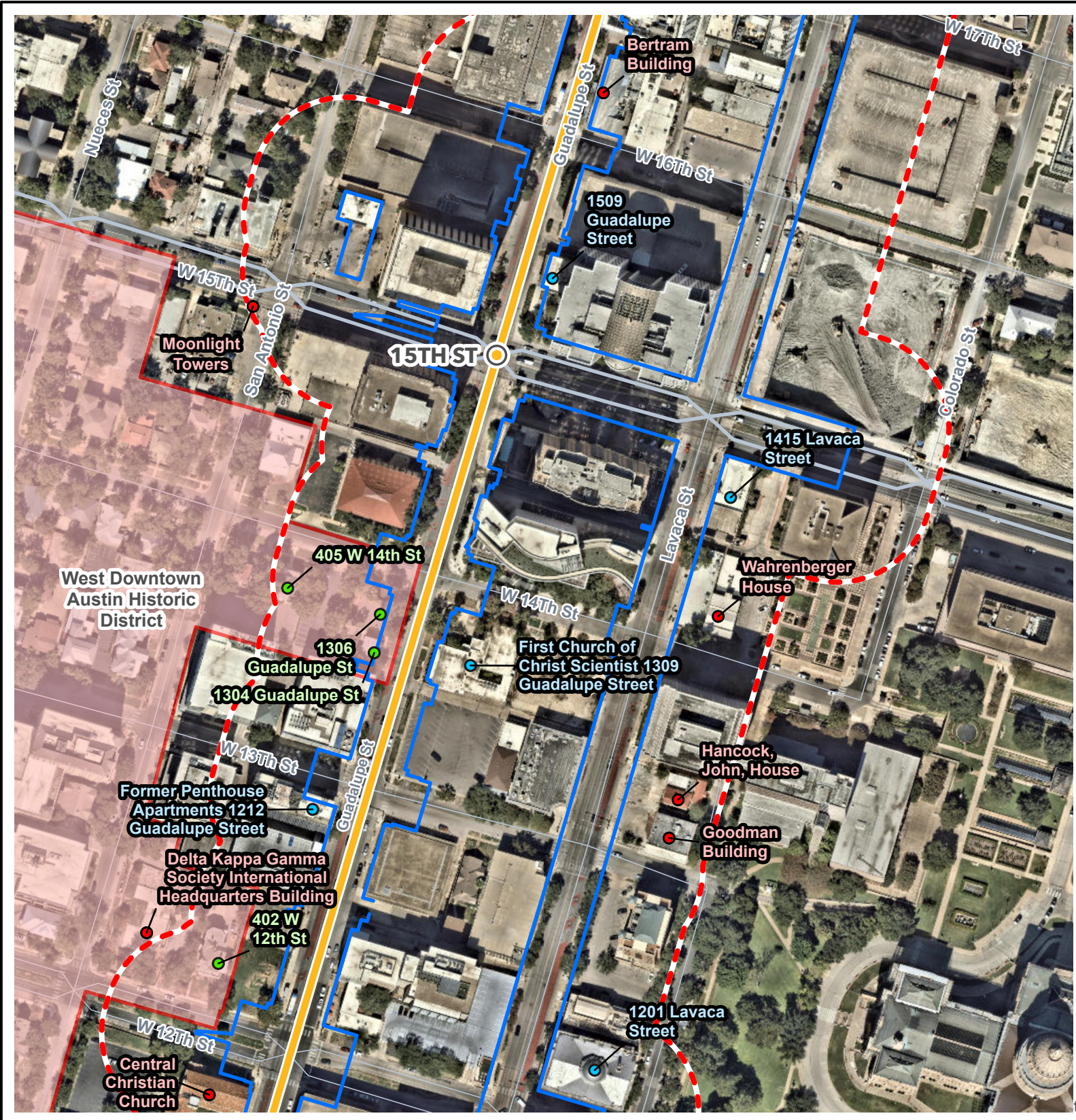


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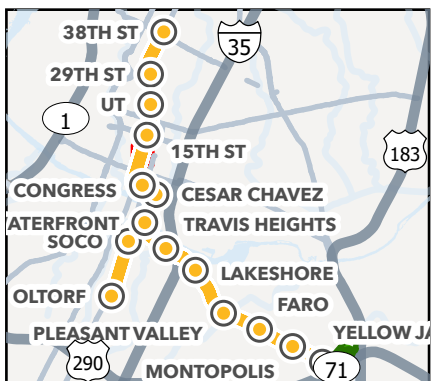
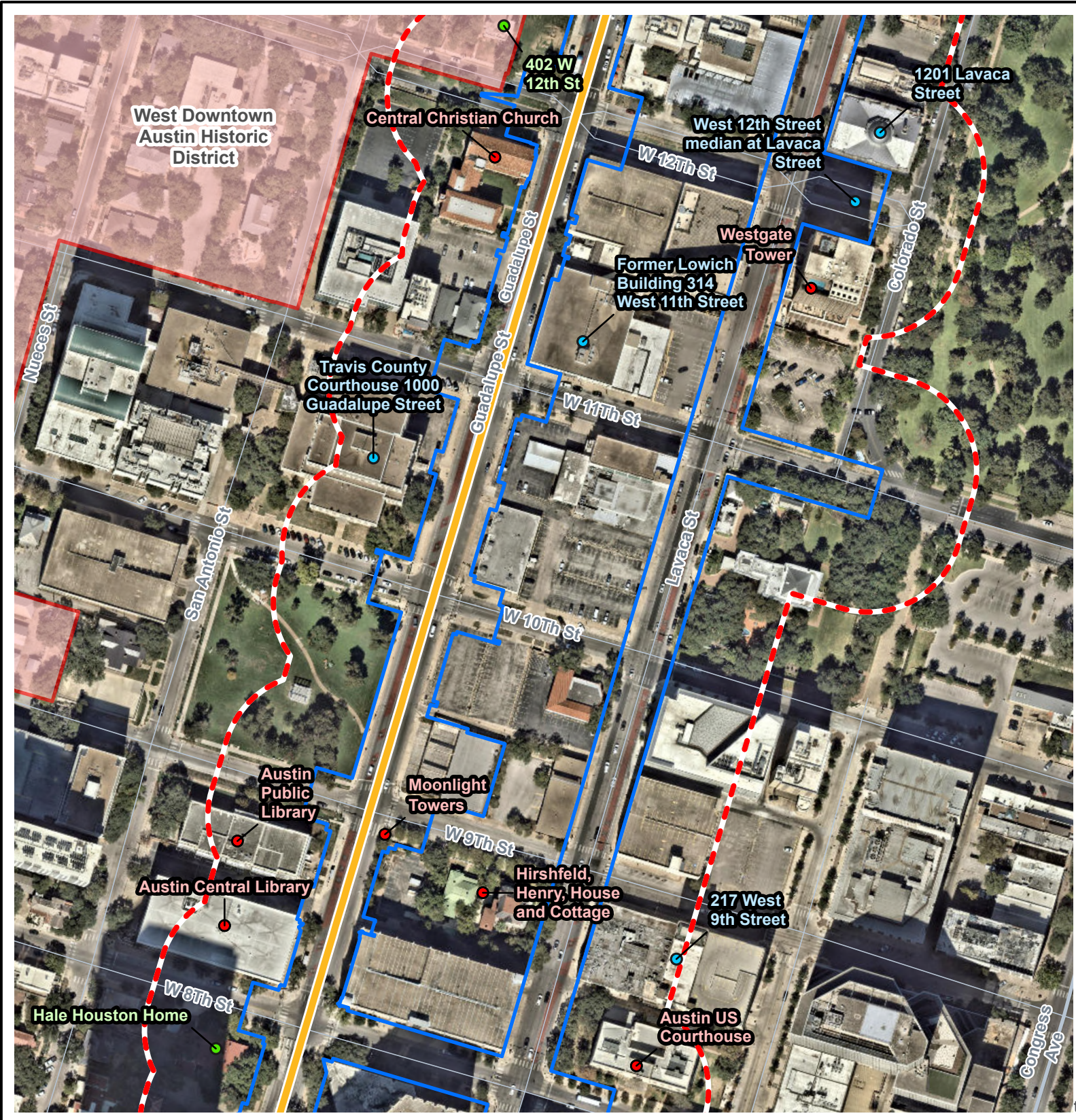


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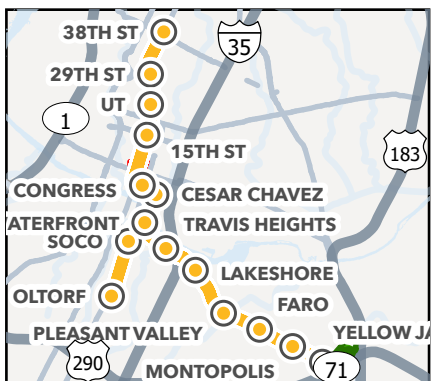
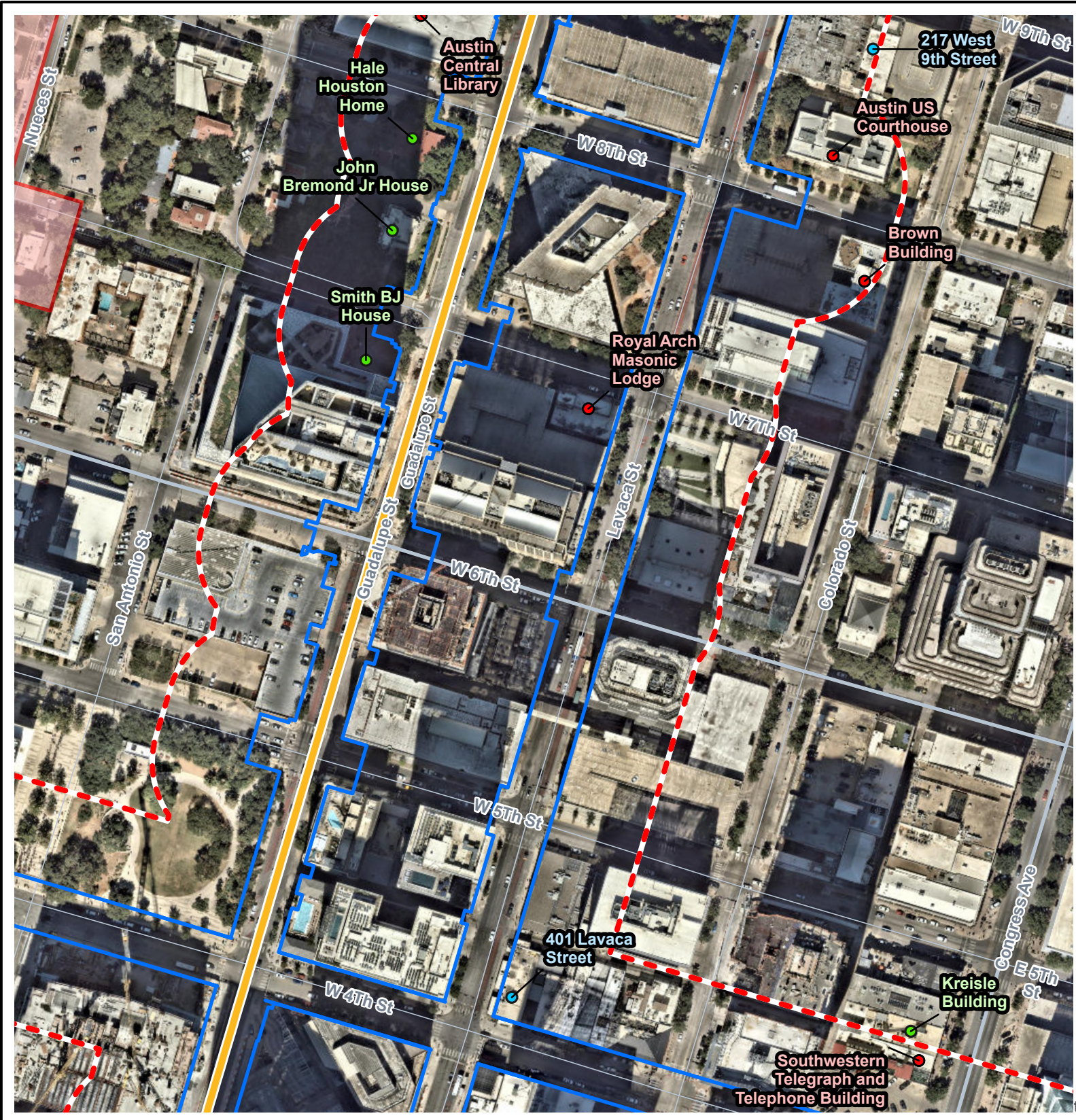
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







Source: Austin Transit Partnership 2024, Historic Resources of Texas Aggregator, Texas Historical Commission, Travis County, Texas



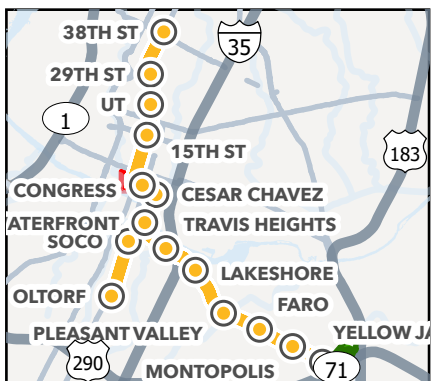
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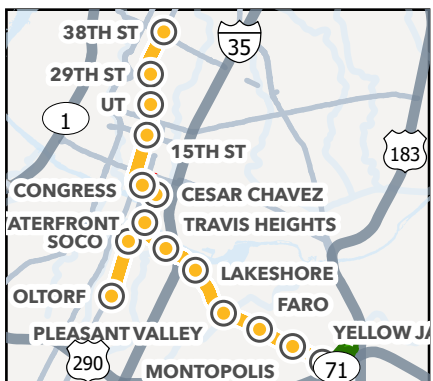
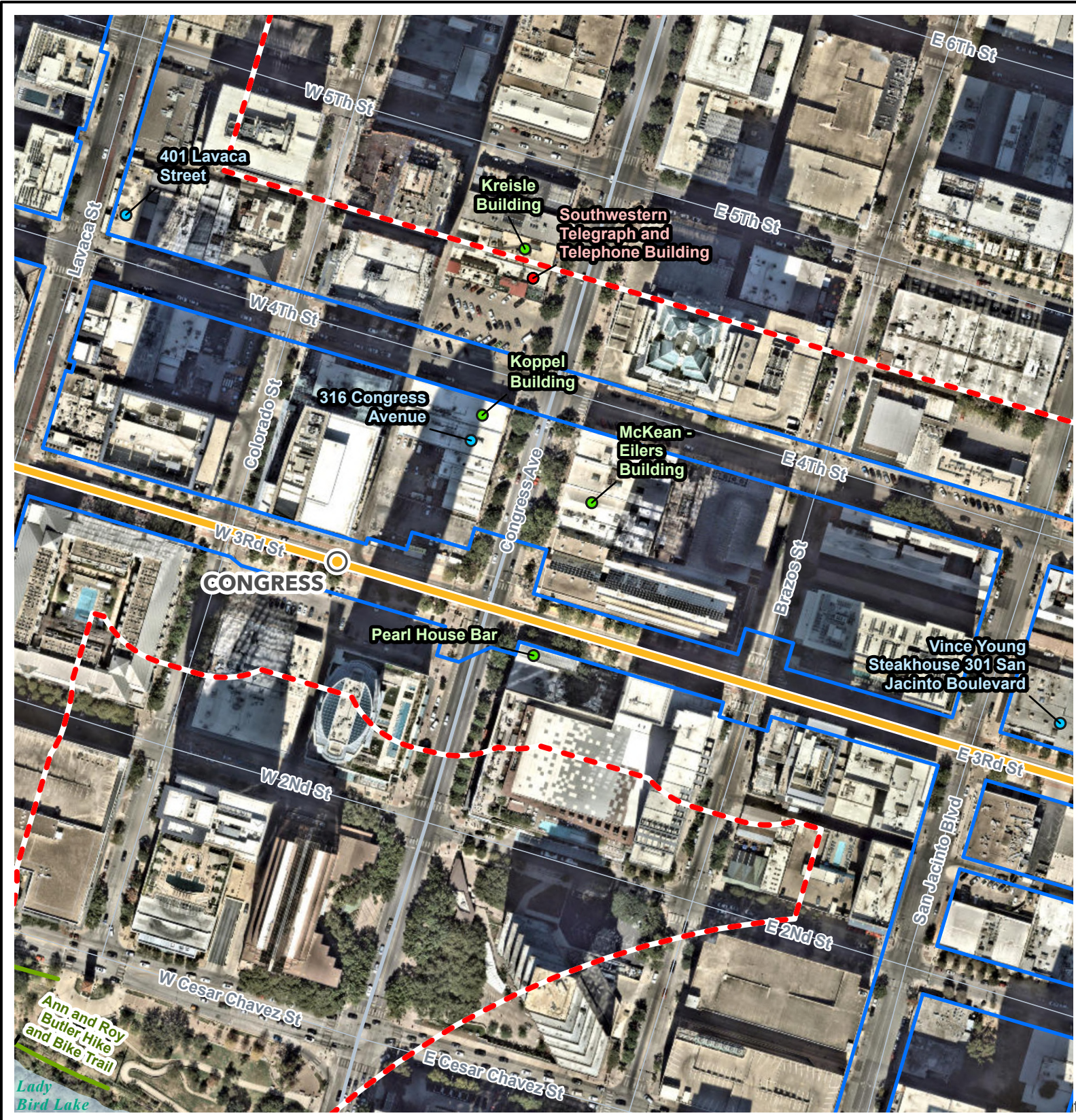


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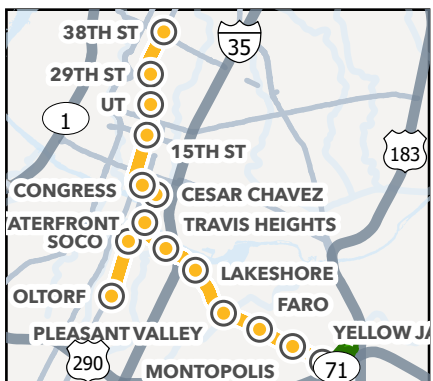
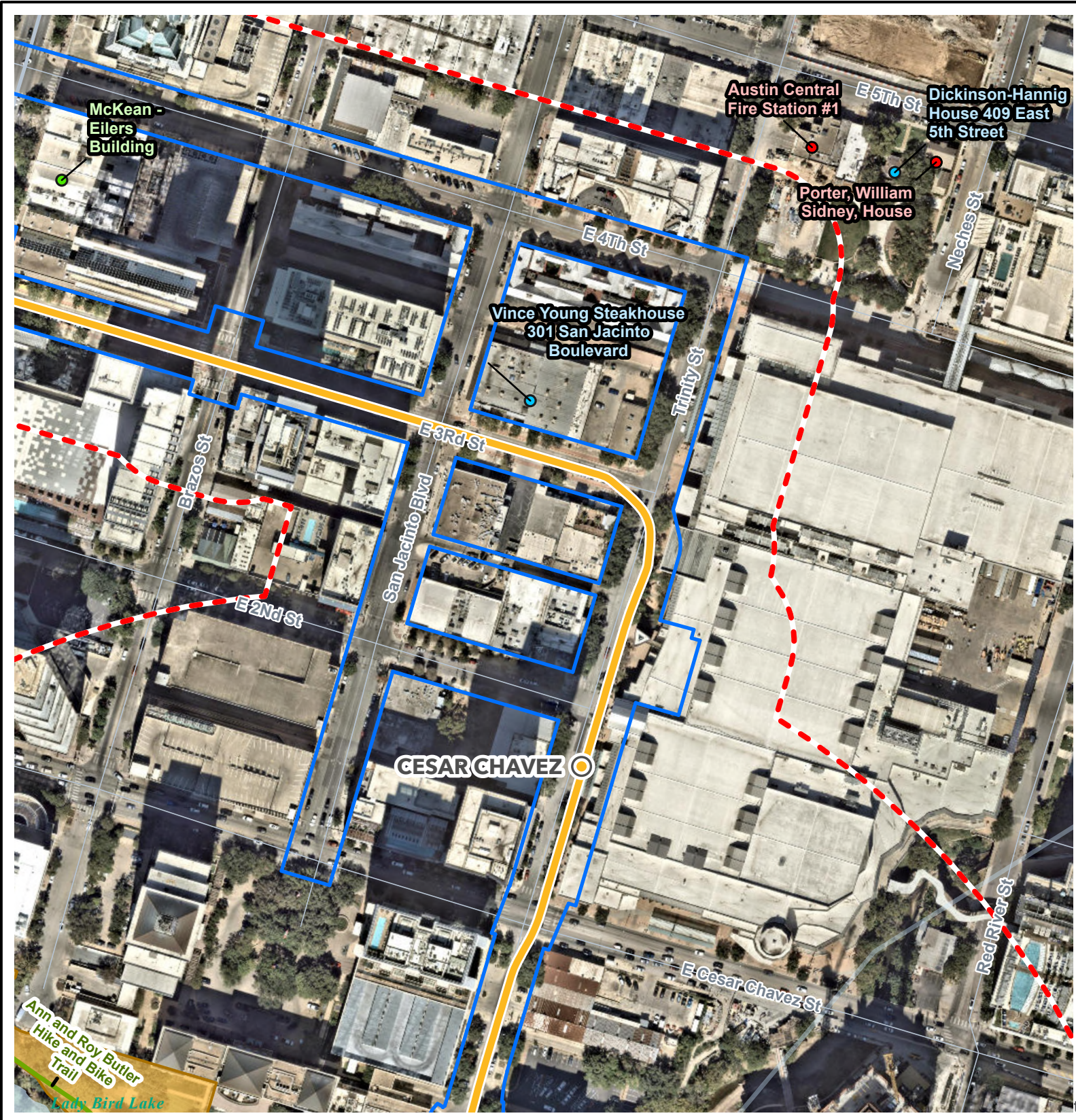
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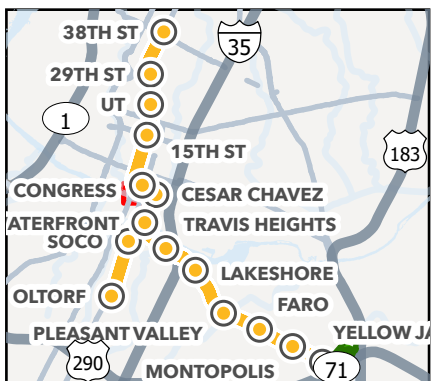
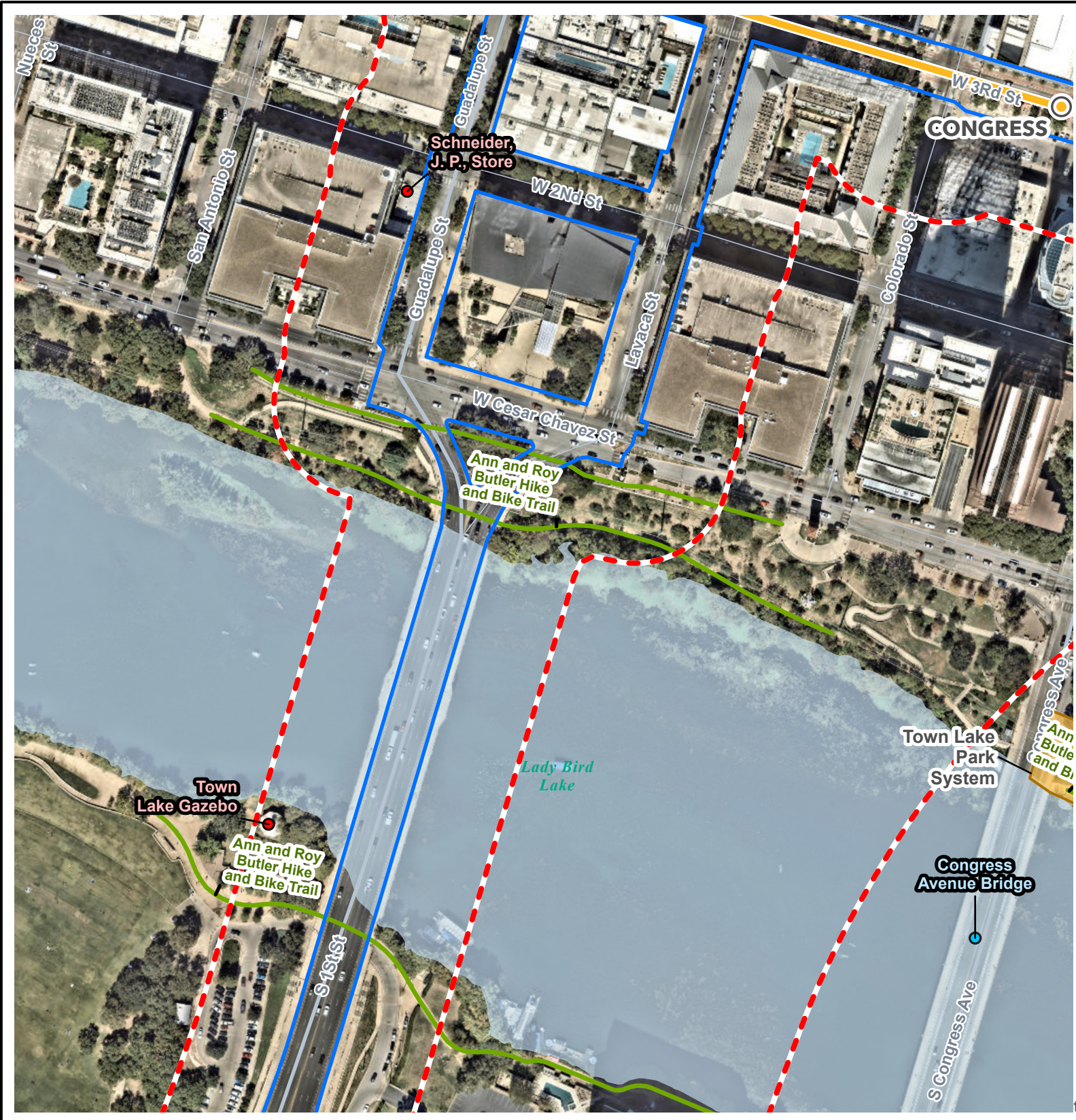


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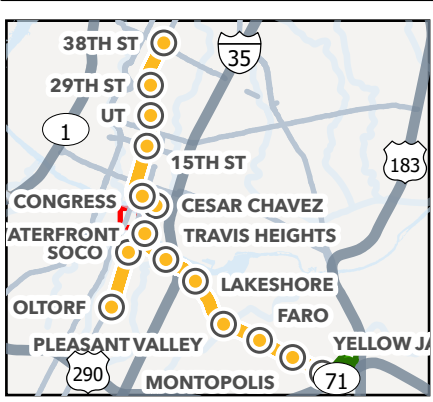
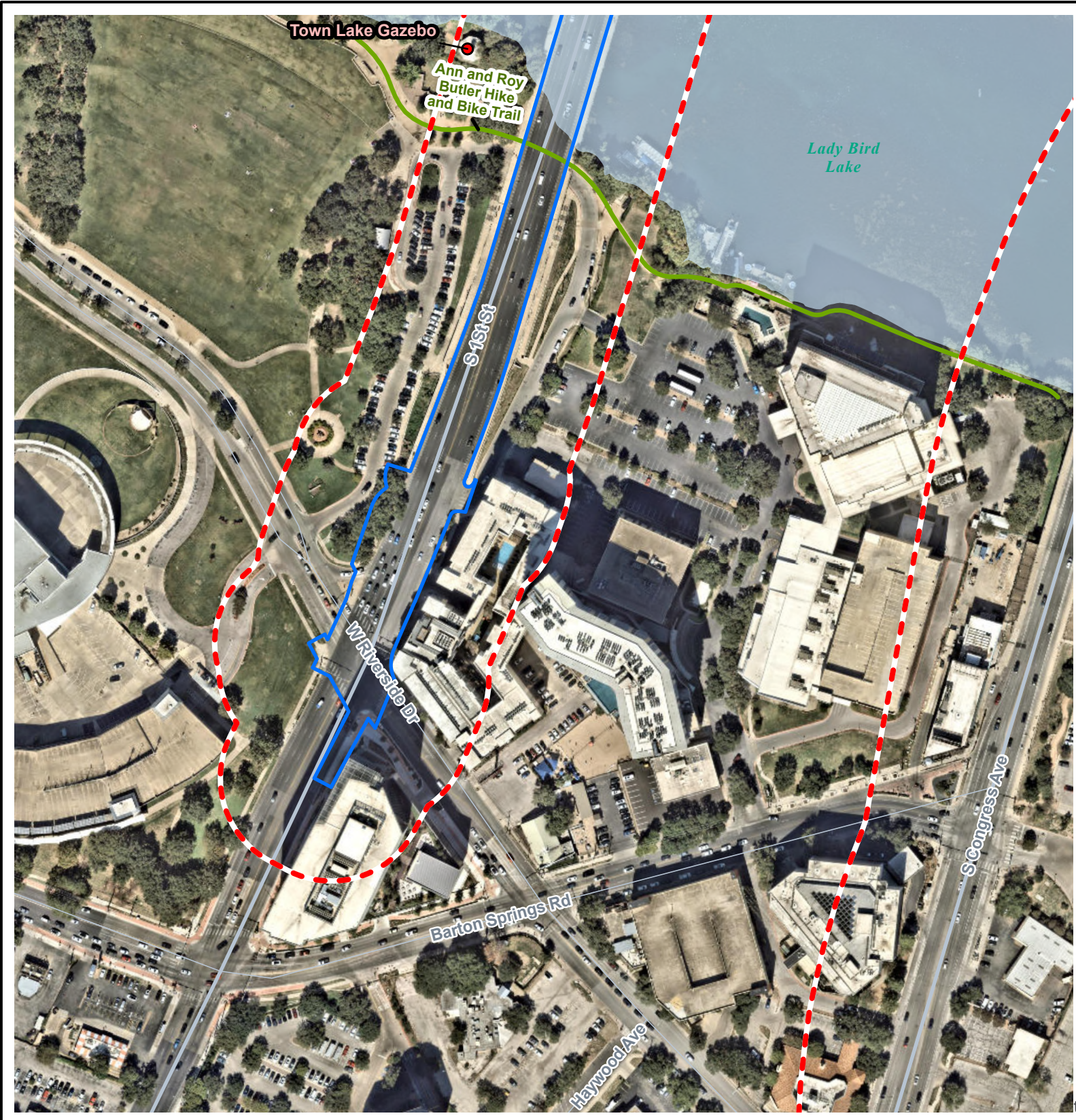
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







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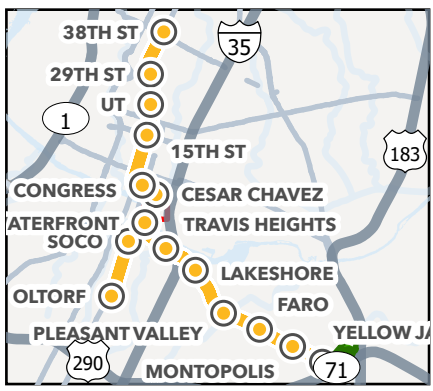
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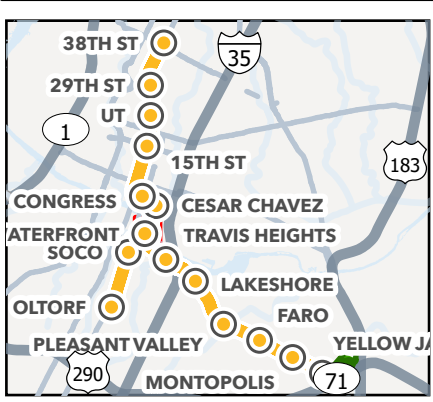
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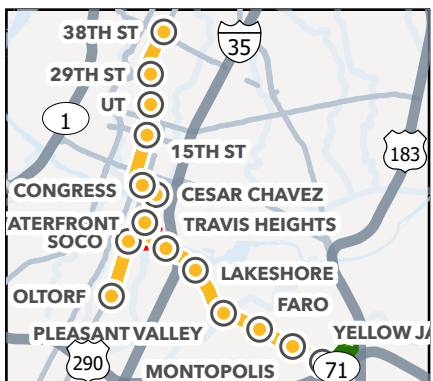
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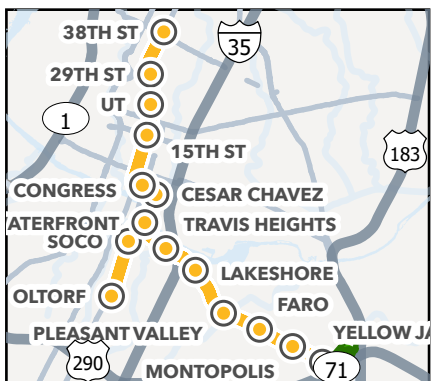
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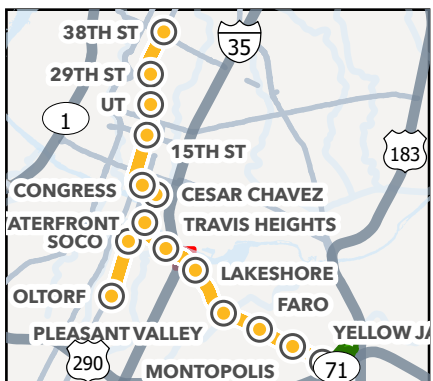
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Town Lake Park System
Section (Between Waller
Creek & Fiesta Gardens)



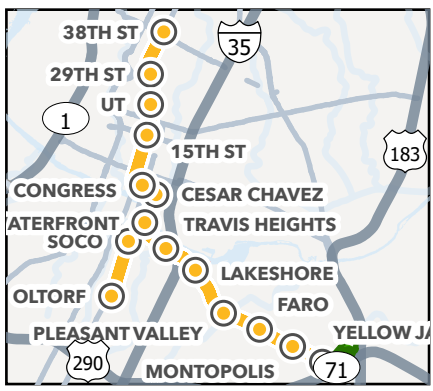
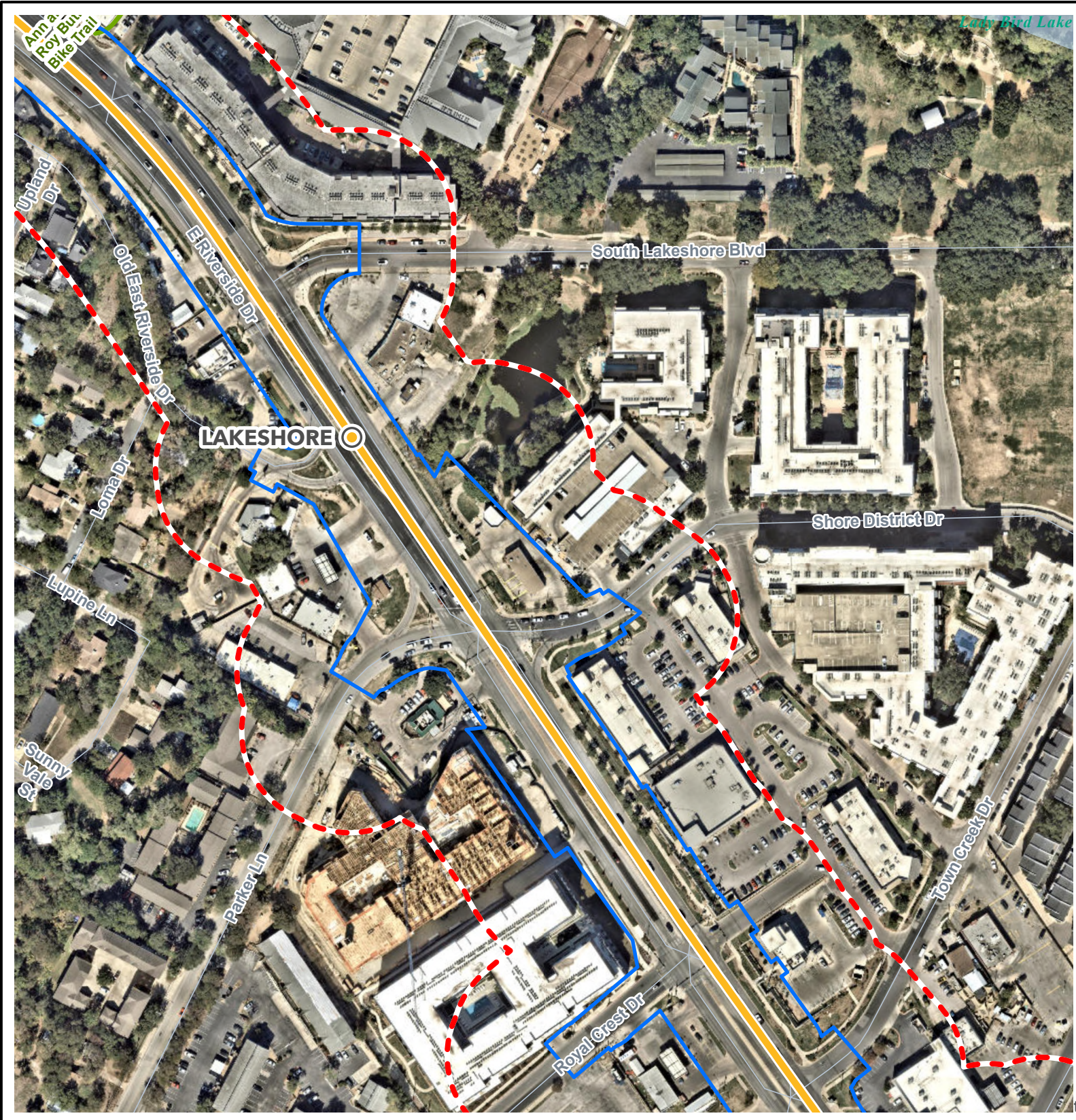
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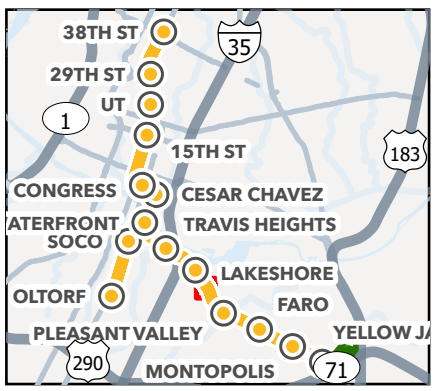
















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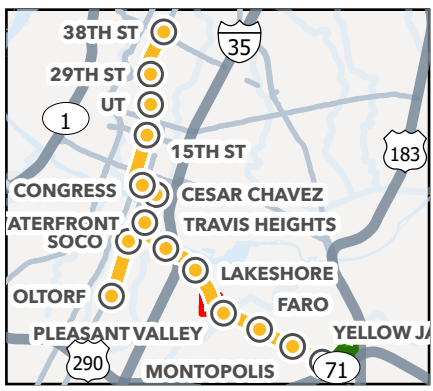
















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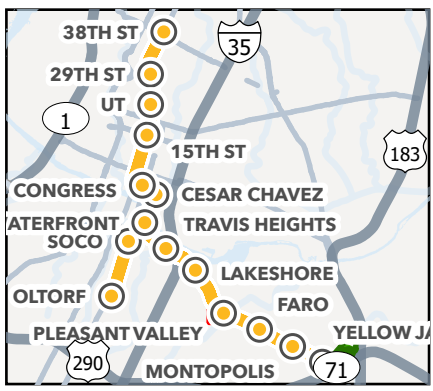
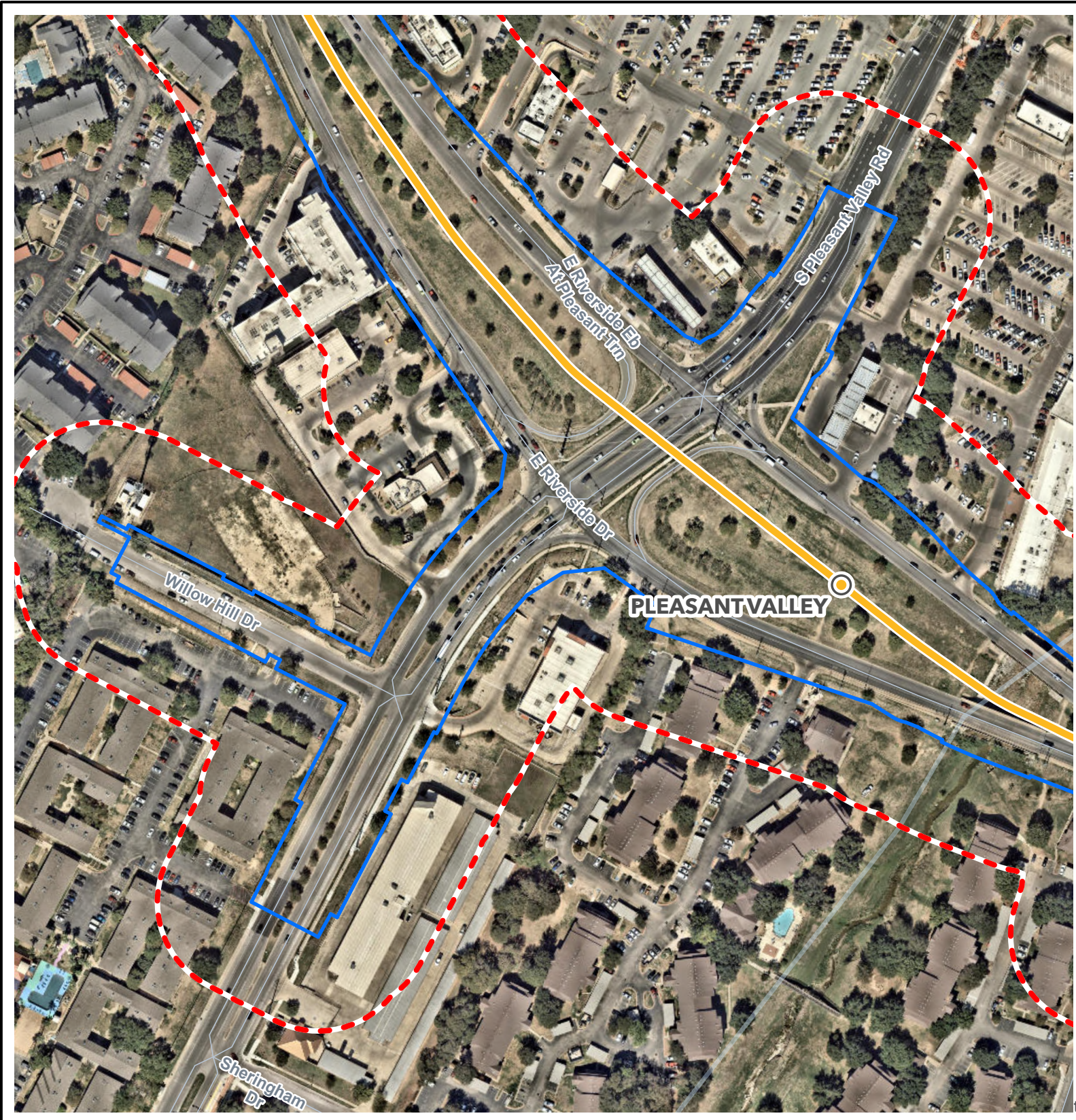
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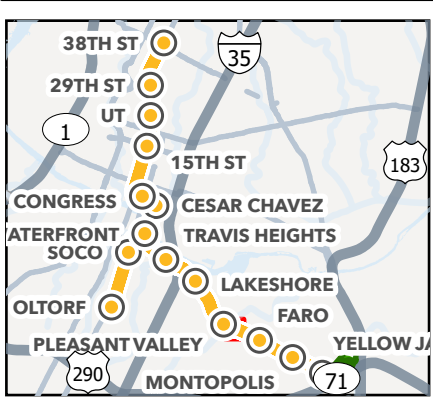
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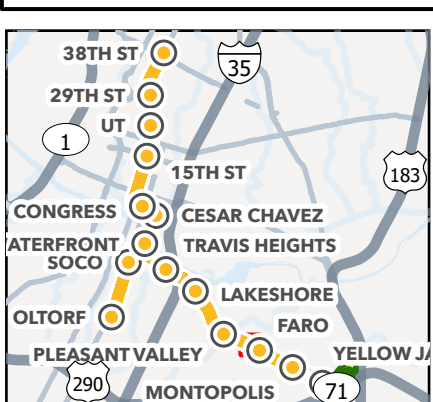
















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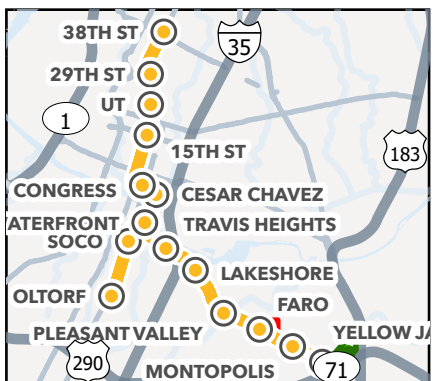
















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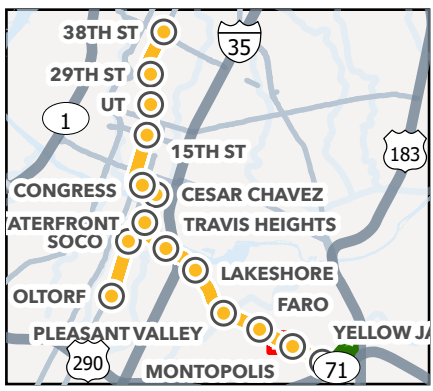
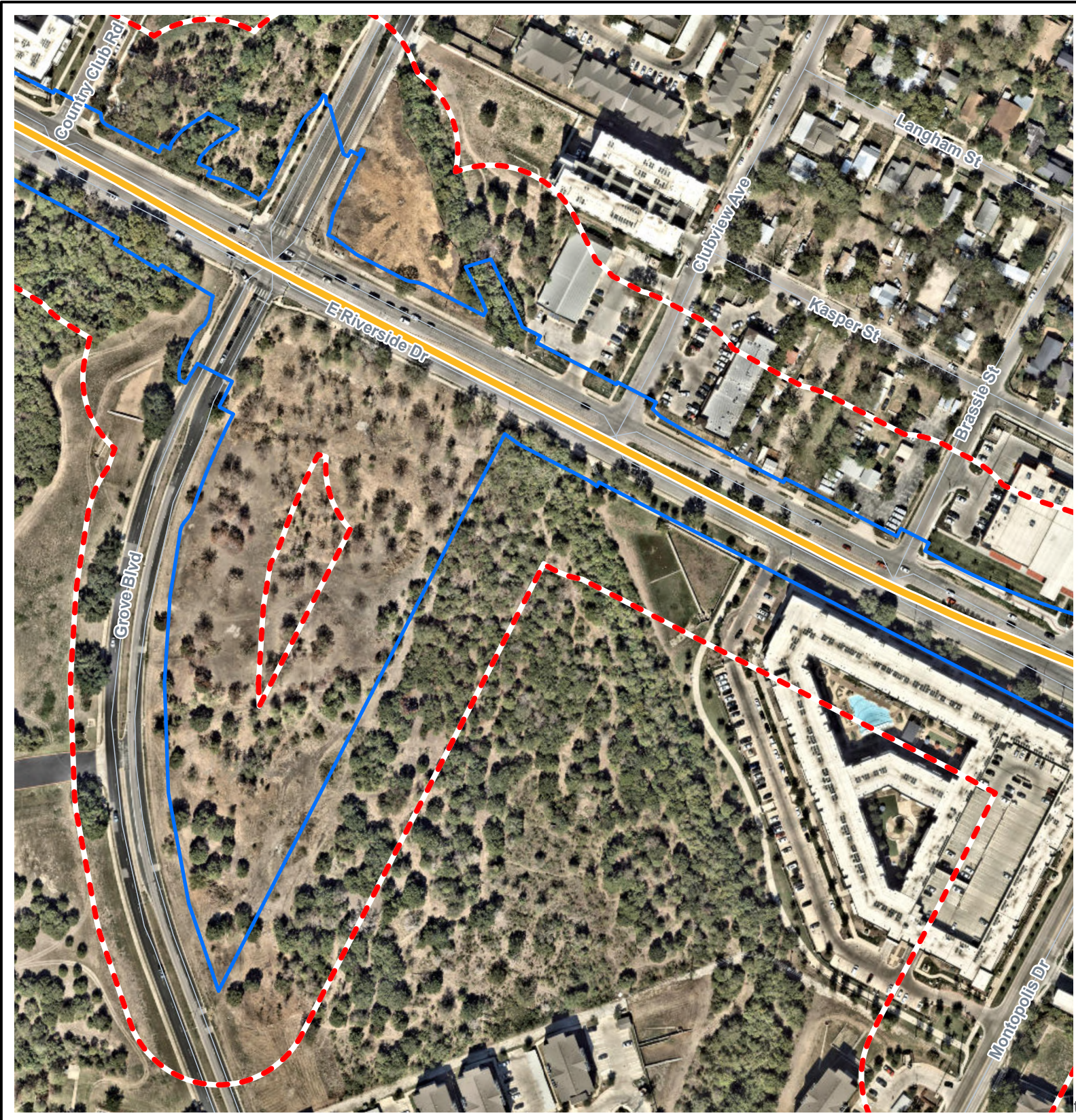
















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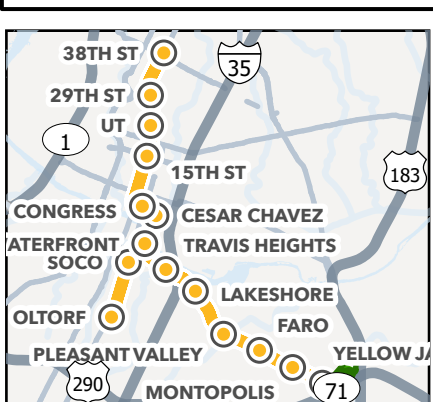
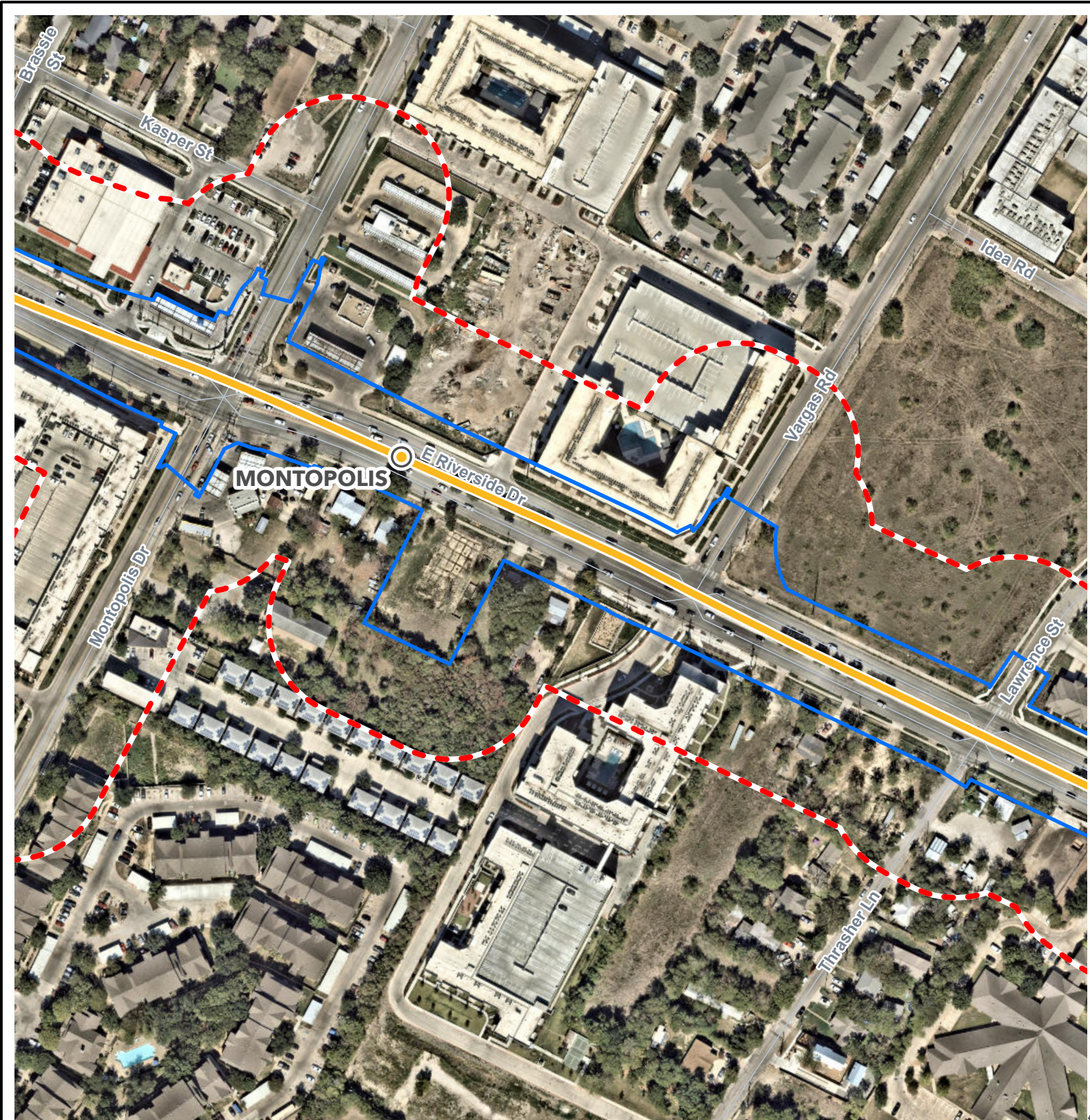
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




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-  NRHP Listed - Contributing
-  Operations & Maintenance Facility

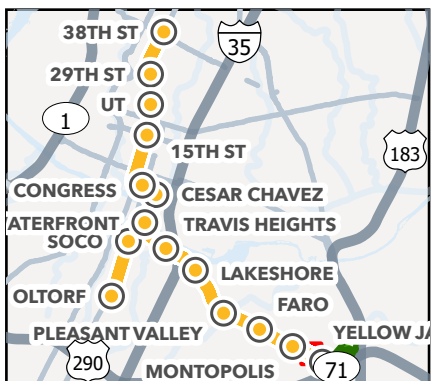
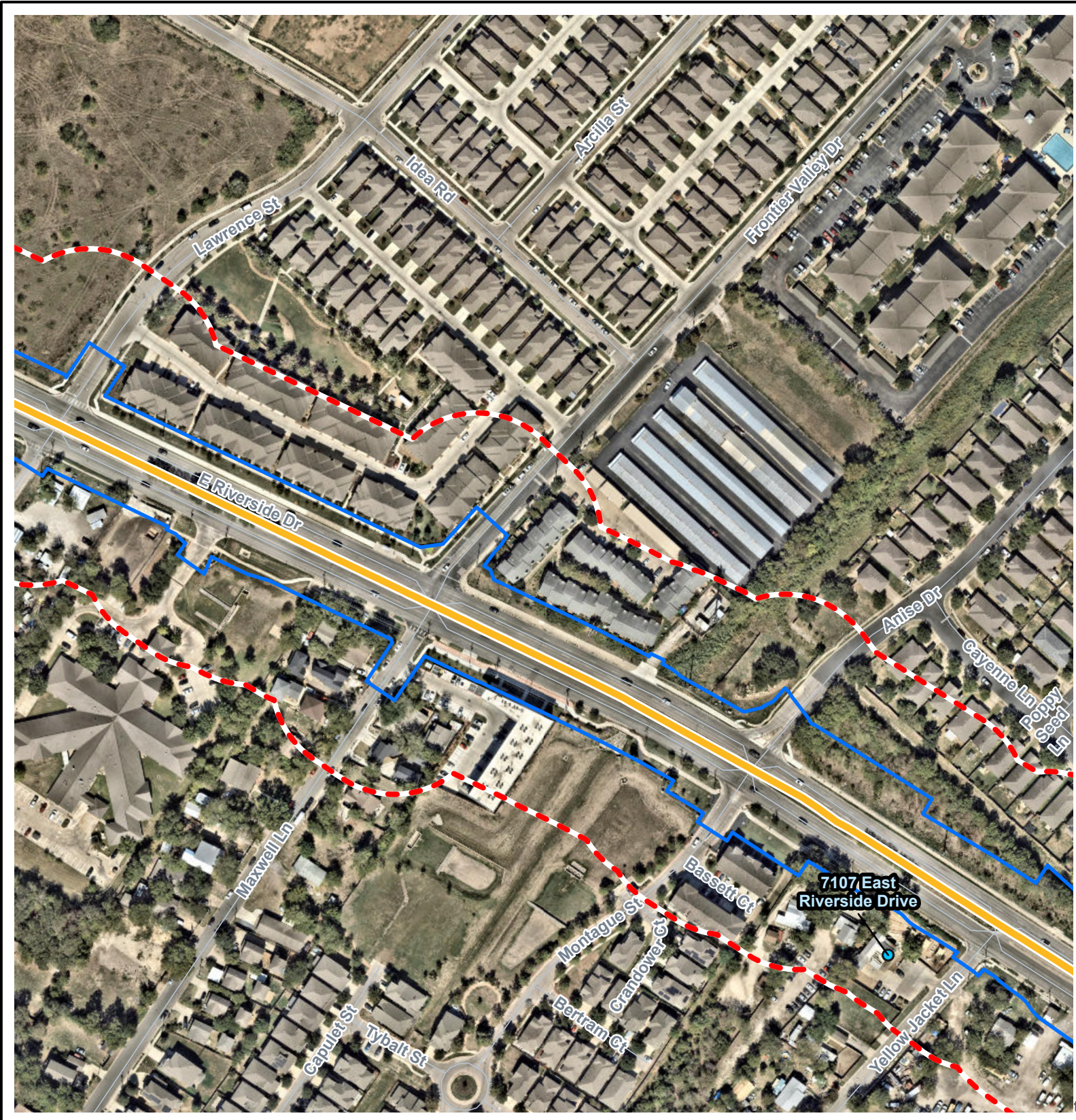
















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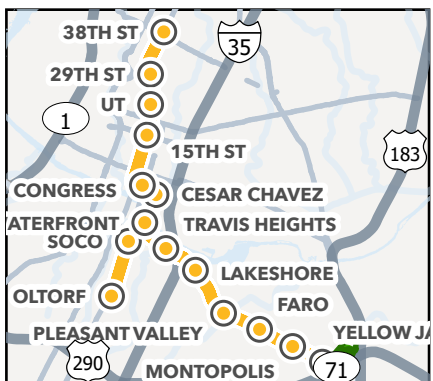
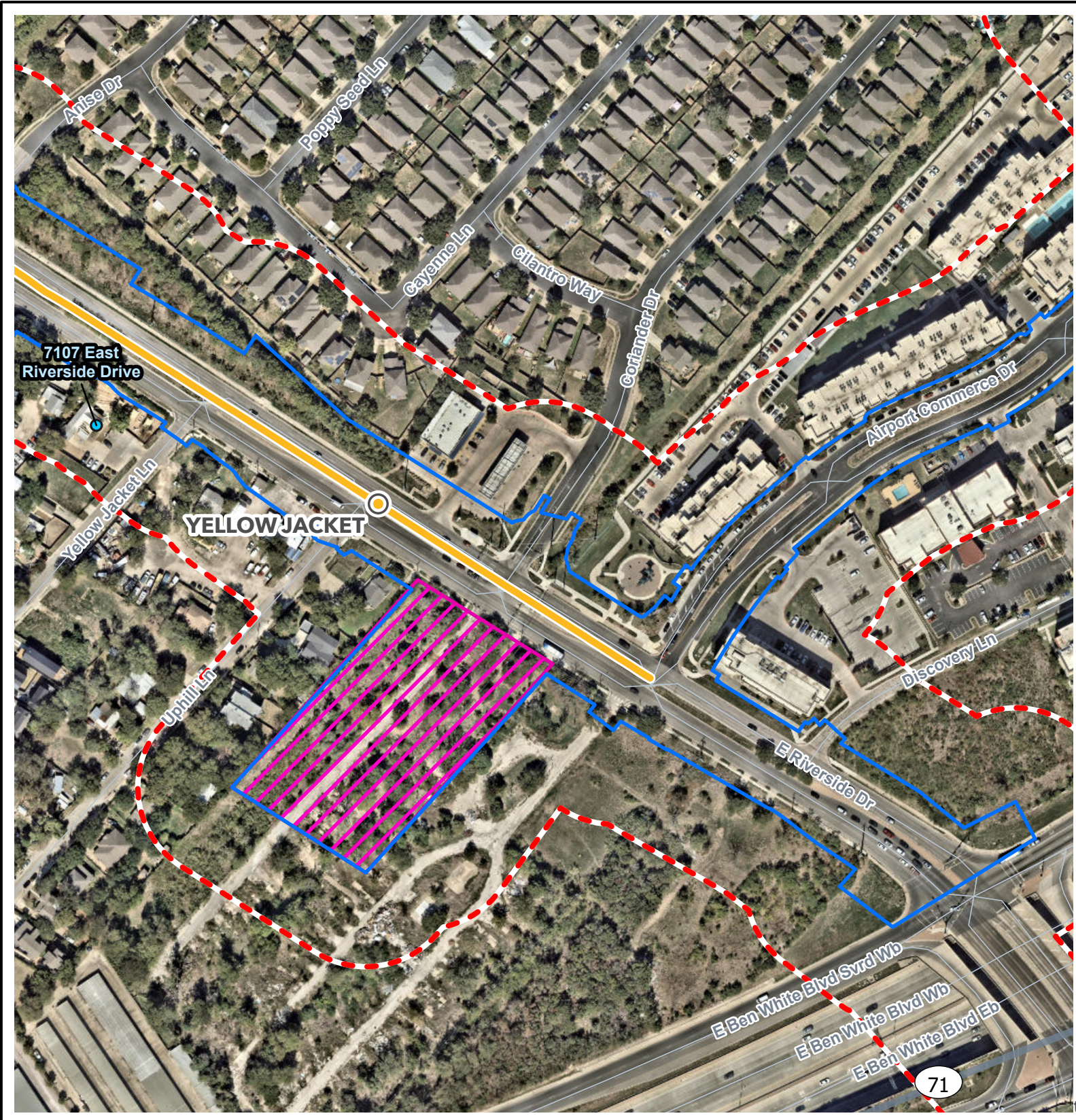
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Source: Austin Transit Partnership 2024, Historic Resources of Texas Aggregator, Texas Historical Commission, Travis County, Texas



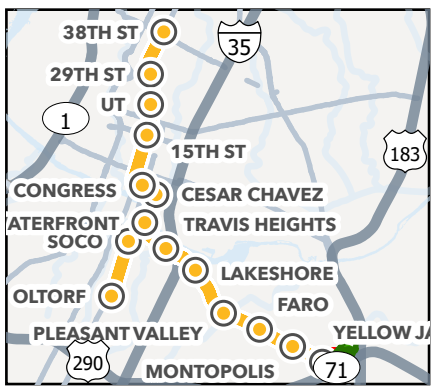
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Source: Austin Transit Partnership 2024, Historic Resources of Texas Aggregator, Texas Historical Commission, Travis County, Texas

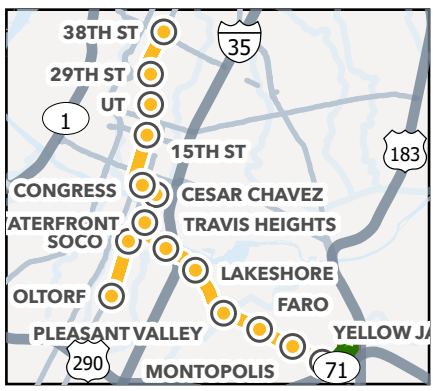
















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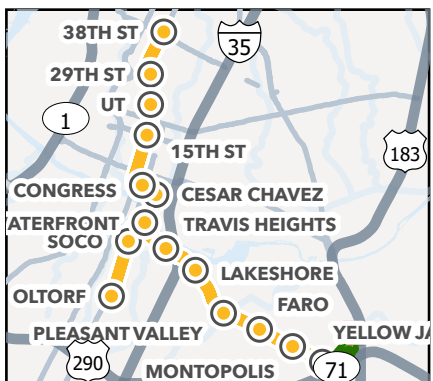
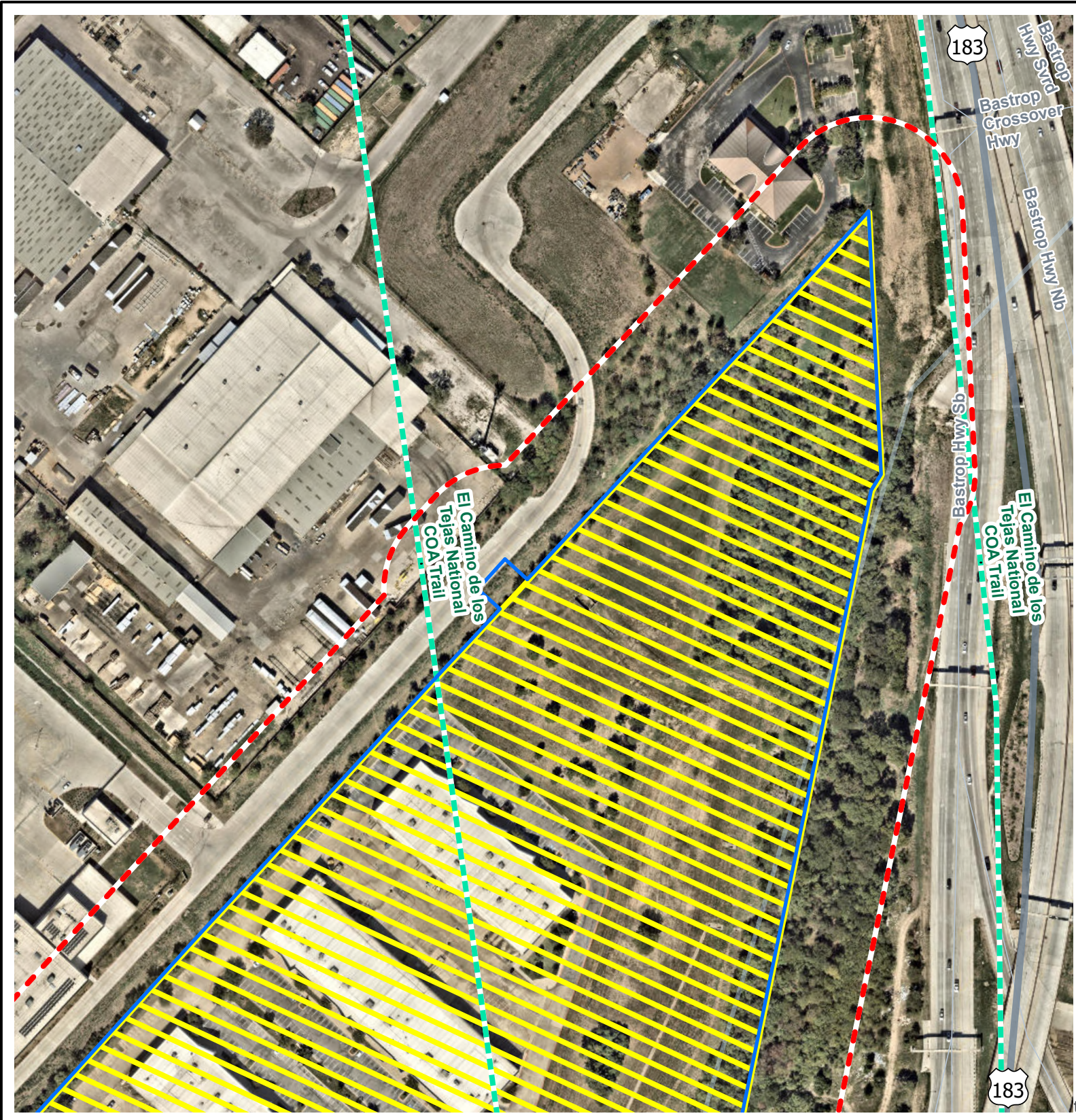
















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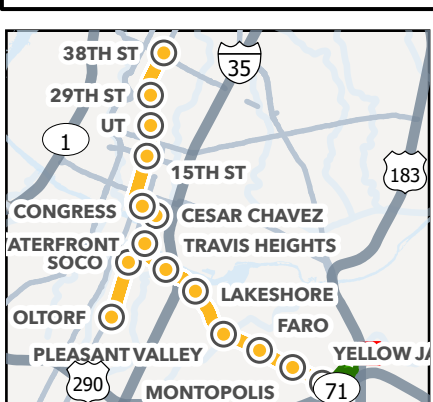
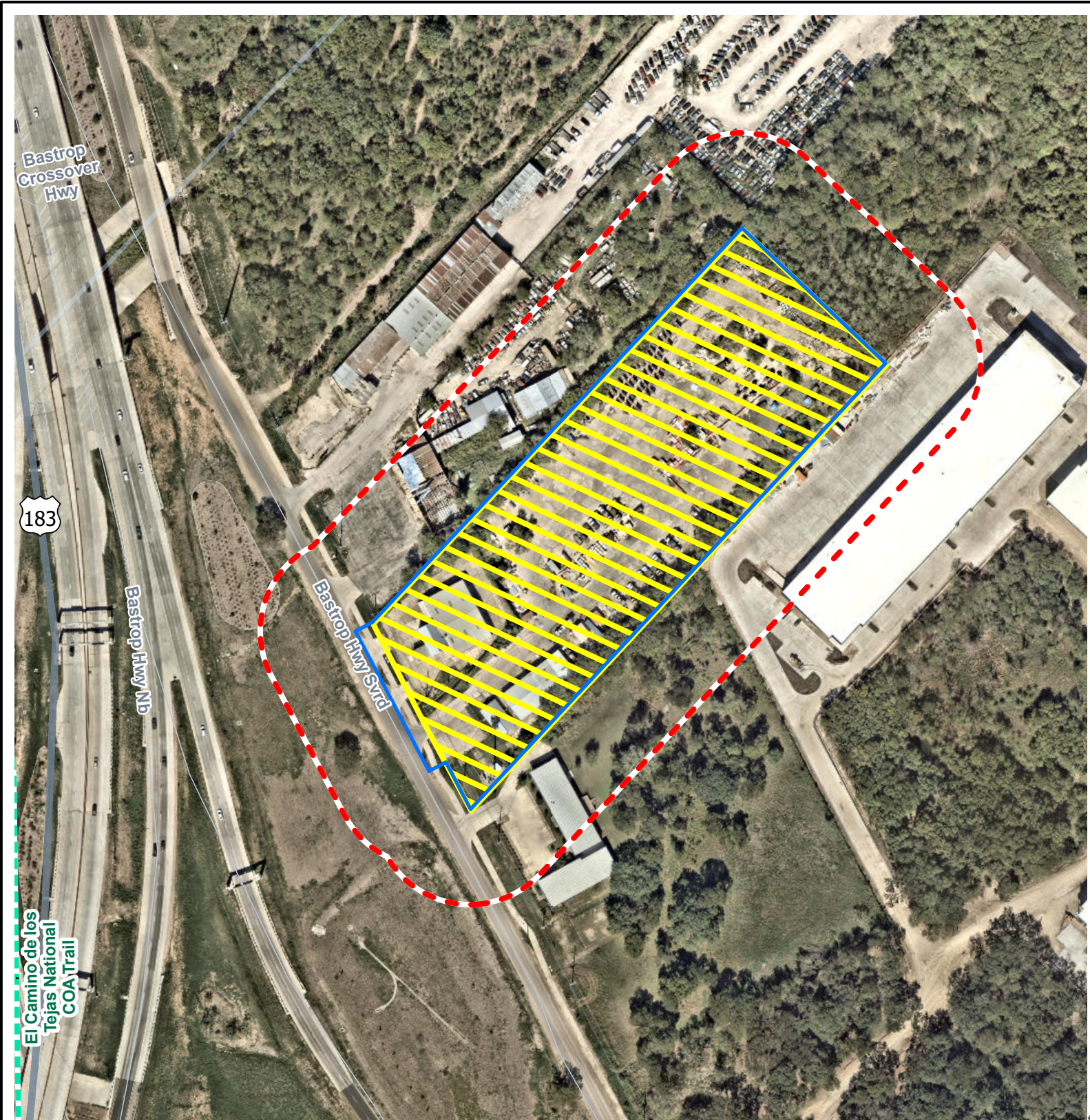
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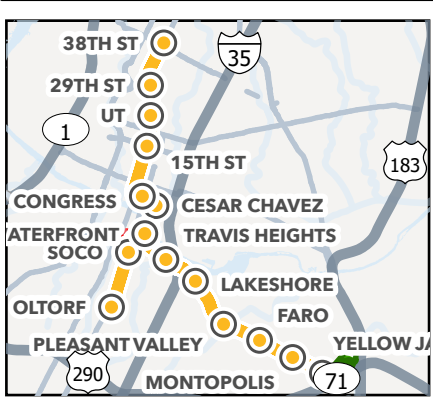
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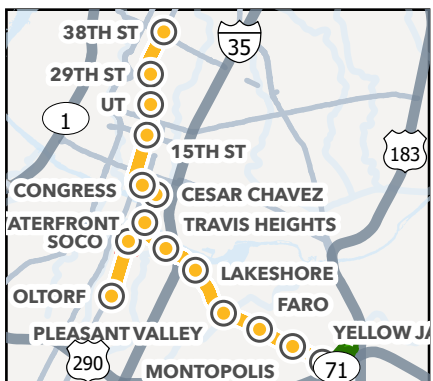
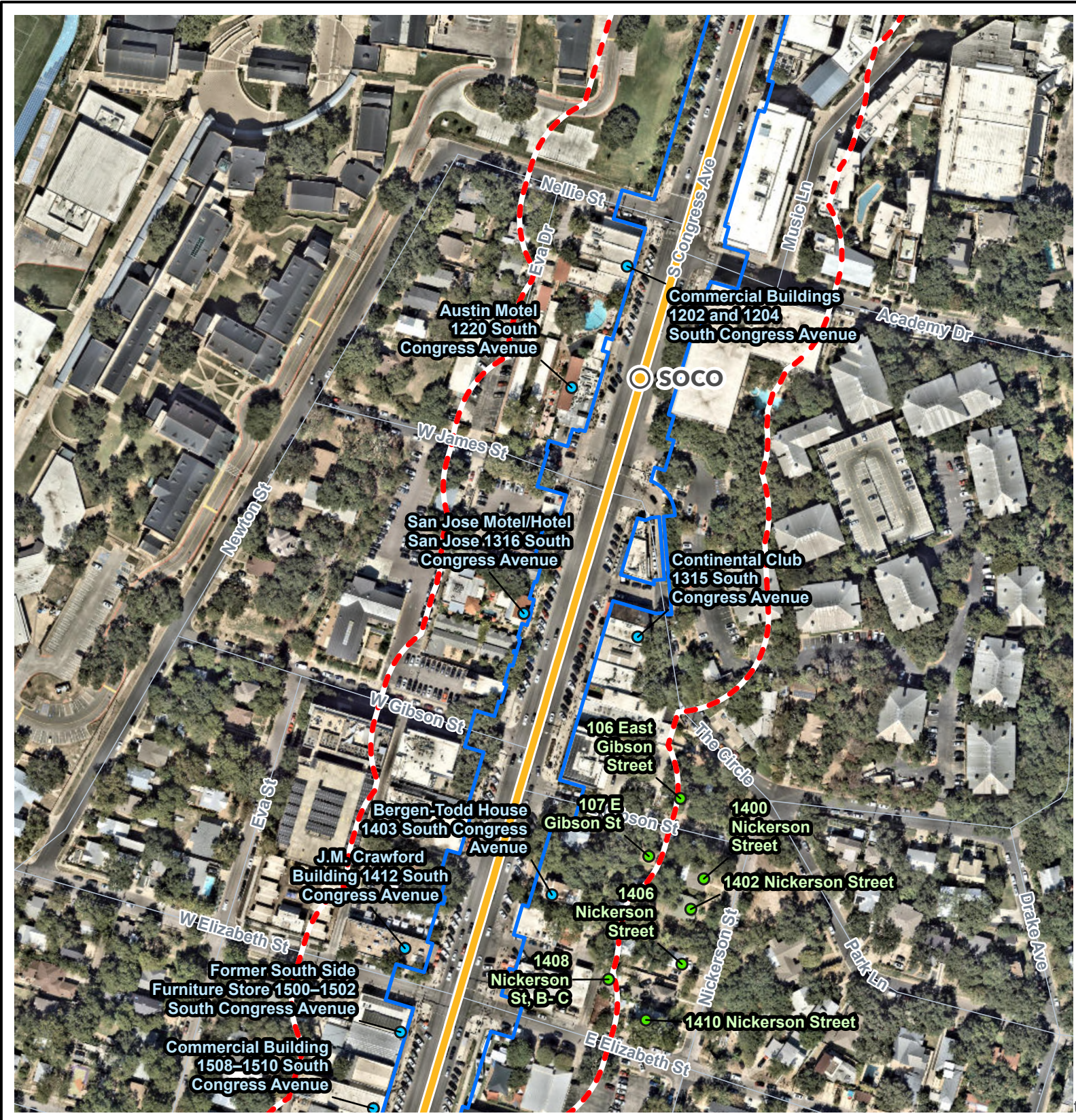


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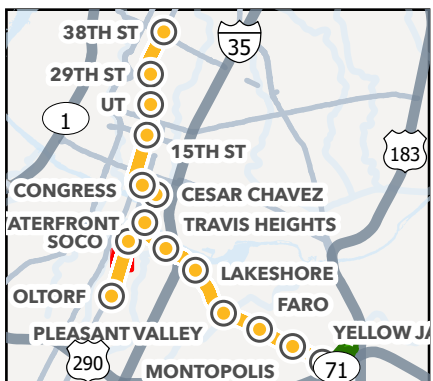
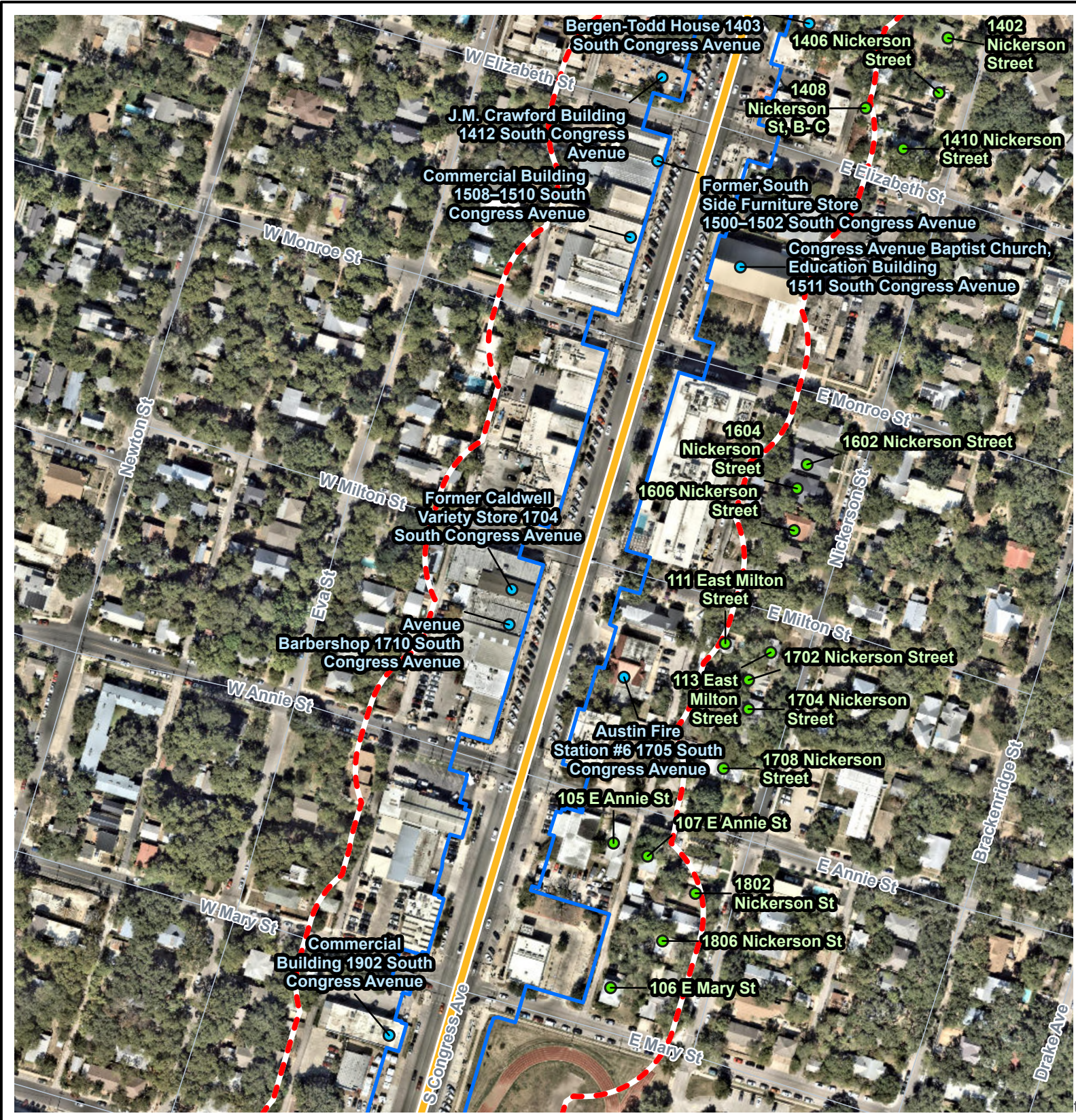
















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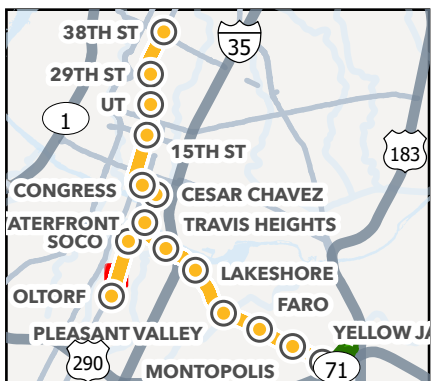
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







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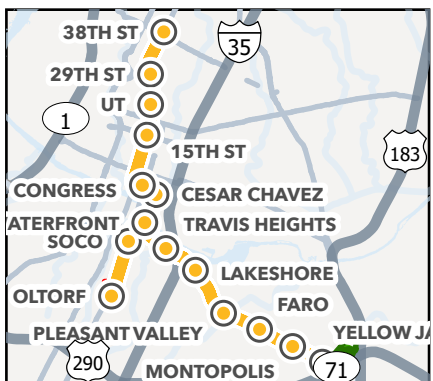
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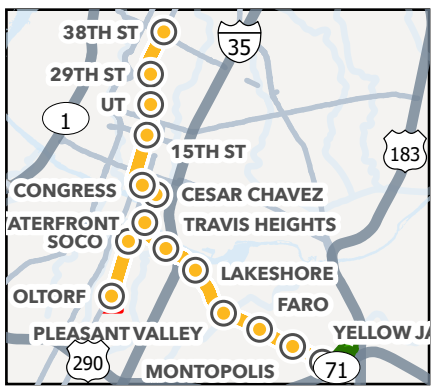
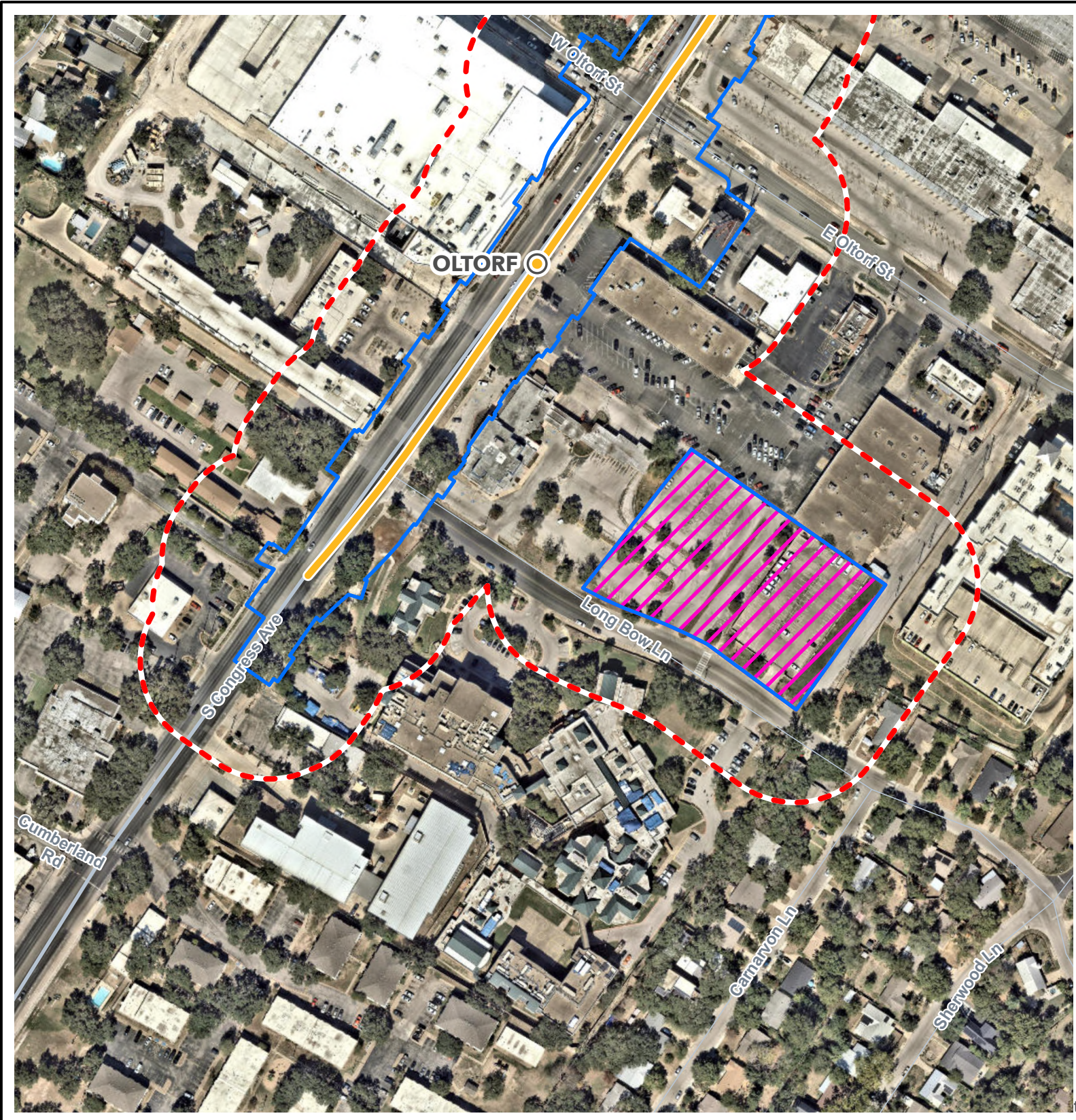
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Attachment C. Design Coordination

Deliberative Draft

Date: October 6, 2023

To: Project Connect DEIS

Prepared by: Deron Lozano, Rachel Thomas

Subject: 6(f) Meeting with Texas Parks and Wildlife Department (TPWD)

Meeting details:

Date: Monday, October 30, 2023

Time: 3:00 - 4:00 pm CT

Location: VIRTUAL

Attendees:

Austin Transit Partnership (ATP): Deron Lozano, Tom Underwood, John Barnes, Rachel Thomas

City of Austin (COA): Ricardo Soliz, Brianna Frey, Scott Grantham, Sravya Garlandenne

TPWD: Amy Grossman

Discussion:

- ATP provided TPWD an update on the Project Connect NEPA timeline and upcoming major milestones.
- COA PARD and ATP received clarifications from TPWD on the 6F Conversion Timeline regarding "expected value" in Step #4 and #6. TPWD will share their Appraisal Statement of Work document.
- ATP received verbal confirmation from TPWD that multiple 6f replacement properties will be acceptable in the conversion process. TPWD will determine if two properties must abide by a combined conversion timeline, or separate timelines.
- ATP received clarification on what type of easements are permissible for the TPWD conversion process, and TPWD retains authority to review and approve proposals.
- TPWD will share 300 Riverside's site with NPA for preliminary feedback. The group discussed options for expanding the parkland dedication zone within the site and externally along the existing trail.
- TPWD will share more Waiver of Retroactivity information with ATP and the COA PARD.

6/15/2023 3:05 PM TPWD Coordination /Project Connect

Date: June 15, 2023

To: Project Connect DEIS

Prepared by: Brianna Frey

Subject: 6(f) Meeting with Texas Parks and Wildlife Department (TPWD)

Meeting details:

Date: Thursday, June 15, 2023

Time: 3:00 - 4:00 pm CT

Location: VIRTUAL

Attendees:

Austin Transit Partnership (ATP): Tom Underwood, John Barnes

City of Austin (COA): Ricardo Soliz, Brianna Frey, Sravya Garladdenne, Jenn Golech

TPWD: Amy Grossman

Agenda:

- LRT Implementation Plan update
- 6F Conversion Schedule & Ongoing Coordination
- Upcoming Milestones
- Boathouse Appraisal

Discussion:

- ATP provided TPWD an update on the Project Connect NEPA timeline and upcoming major milestones.
- COA PARD and ATP received clarifications from TPWD on the 6F Conversion Timeline regarding the "delayed conversion timeline" option.
- ATP shared ongoing design efforts for the conversion site in anticipation of creating the Conversion Boundary Map.
- TPWD shared considerations for Replacement properties, including what to do if adding onto existing parkland.



PROJECT CONNECT MEETING NOTES	
Project:	Project Connect – Orange and Blue Lines
Date:	Wednesday, August 24, 2022
Time/Location:	2:00 PM CST/Microsoft Teams
Distribution via email:	<p>TPWD (<i>Texas Parks and Wildlife Department</i>) Amy Grossman</p> <p>ATP (<i>Austin Transit Partnership</i>) John Barnes Alex Gale Deron Lozano</p> <p>City of Austin Sravya Garladenne Scott Grantham – PARD (Parks and Recreation Department) Ricardo Soliz - PARD</p>
Summary of Meeting: Meeting to discuss Light Rail status and Waller Beach and Auditorium Shores Next steps 6(f) Appraisal along with TPWD Conversion with Delayed Replacement correspondence	

Meeting Notes:

1. Deron provided an overview of the current status of the light rail program; acknowledging as a result of recently received increased capital cost estimates ATP, in coordination with the City of Austin and CapMetro, is developing a workplan to develop an optimized light rail project that will be based on technical and community. An updated light rail project definition is anticipated spring 2023.
2. ATP expressed interest in continuing to advance the 6(f) conversion process given work completed to date.
3. **Conversion with Delayed Replacement** – as a follow up to correspondence received from TPWD (August 15, 2002, attached):
 - a. Amy noted that an advantage to proceeding now is once the appraisal is complete it takes the encumbrance off the lands covered by the State grant (Auditorium Shores).
 - b. Amy reiterated that ATP may not acquire replacement property prior to conversion; the delayed replacement process provides 1 year to find the replacement property.
4. The team informed Amy that a appraisal was conducted on Waller Beach and the Boathouse based an anticipated 58,544 sq. ft. direct use / conversion requirement. The impact area includes the recommended additional “island” south of the original impact area, with the refinement suggested at a meeting between TPWD, ATP, PMOR, City of Austin, and HNTB on June 29, 2022. Amy noted since NPS has not officially approved the delineated impact area that was appraised, for purposes of the conversion process they may request a revision to the areas showed as impacted, and subsequently surveyed and appraised.
5. John B. explained that ATP committed to advancing the appraisal of the Waller Beach Boathouse and the Waller Beach Park given the completion of the Blue Line design delineating the impact area,



advancing this step in the conversion process to address the proposed schedule, and given the additional time the appraisal process is currently taking.

6. Amy suggested that it is up to ATP whether they would like to continue to advance the 6(f) conversion process, acknowledging should the conversion area be modified or a new location be identified during the project definition phase, the process may need to restart.

Summary of Action Items:

- **Submit revised Waller Beach Park Section 6(f) impact map to TPWD for concurrence from NPS.**
- **Submit Orange Line design plan showing surface impacts and tunnel location at Auditorium Shores to TPWD.**
- **Submit draft easement language once approved by the City of Austin.**
- **Determine if we are going to continue the conversion process with the current footprint (58,544 sf)**

Attachment: TPWD / ATP Email Correspondence

From: Amy Grossman <Amy.Grossman@tpwd.texas.gov>
Sent: Tuesday, August 16, 2022 1:19 PM
To: Lozano, Deron; Ricardo.Soliz@austintexas.gov; Grantham, Scott
Cc: Dan Reece; Barnes, John; Gale, Alex
Subject: RE: Cap Metro Conversion at Lady Bird Lake

Hi Deron,

Yes, the draft easement document would be what is needed now to determine whether the subterranean portion will be a conversion or not.

The 1-year timeline would be starting from when the converted land's processes are approved (after the surveys and appraisals, etc) by TPWD and NPS.

If there are any plans to change the conversion area boundaries in size or location, I would recommend pausing the conversion process. If the boundary moves or grows in size during the conversion process, we will need to restart the whole process with new appraisals, surveys, etc. If the boundary shrinks but stays in the same location, I imagine we could proceed with what we have but the City would be replacing more than what it would technically owe. Please let me know how you'd like to proceed for this.

Thanks,
Amy

Amy Grossman
Local Park Grant Compliance Coordinator
Texas Parks and Wildlife Department
(512) 902-6039

From: Lozano, Deron <Deron.Lozano@atptx.org>
Sent: Tuesday, August 16, 2022 12:46 PM
To: Amy Grossman <Amy.Grossman@tpwd.texas.gov>; Ricardo.Soliz@austintexas.gov; Grantham, Scott <scott.grantham@austintexas.gov>
Cc: Dan Reece <Dan.Reece@tpwd.texas.gov>; Barnes, John <John.Barnes@atptx.org>; Gale, Alex <Alex.Gale@atptx.org>
Subject: RE: Cap Metro Conversion at Lady Bird Lake

ALERT: This email came from an external source. Do not open attachments or click on links in unknown or unexpected emails.



Thank you for sending this information and coordinating this approach with NPS. I'll work with the teams to send the final proposed conversion area maps. We have a couple of initial questions to your email (ATP's Real Estate Team is cc'd here):

- Regarding the 1-year timeframe, would this be adjusted should the 6(f) conversion area be refined? Given we are at 30% design, we'll have further opportunities to adjust the engineering plans as we find opportunities to reduce sensitive area impacts and we're curious about any schedule implications.
- Just to confirm, you are requesting the Draft Easement document we had previously discussed (as opposed to the engineering plan showing the subterranean design), correct?

Thank you Amy, Deron

Deron Lozano
Director, Environmental and Project Development
Austin Transit Partnership
P: 602-463-9576
W: atptx.org
A: 301 Congress Ave., 10th Floor, Austin, TX 78701

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From: Amy Grossman <Amy.Grossman@tpwd.texas.gov>
Sent: Monday, August 15, 2022 9:15 AM
To: Lozano, Deron <Deron.Lozano@atptx.org>; Ricardo.Soliz@austintexas.gov; Grantham, Scott <scott.grantham@austintexas.gov>
Cc: Dan Reece <Dan.Reece@tpwd.texas.gov>
Subject: Cap Metro Conversion at Lady Bird Lake

Hello folks,

In a recent meeting with NPS, they recommended a **Conversion with Delayed Replacement**. What this means is that we can do the paperwork and processes for just the converted portion now and have NPS initially approve that. Then we can do the replacement portion to submit it for final approval within one year. The main things to note with this are that 1. This prioritizes the appraisals of the converted lands now so that you have a firm value to find replacement properties and 2. when you do find replacement properties, the appraisals must be evaluated for the same date as the converted appraisals. For example, if the converted properties are appraised on 12/1/22, and then on 03/01/23 replacement properties are identified, those properties would be appraised for their value on 12/1/22. Finally, 3. this would free up the converted land from the grant encumbrance much faster than doing the entire conversion process at one time.

You might notice I used properties, plural, as a reminder that there are two separate grants in this project, federal and state, and they will need to be replaced in two similar, but ultimately separate ways.



This would require separate properties. The properties could be adjoining to create one large park, but the parcels that they are using as replacements would need to be separated in some way to submit information to NPS. We can do the Conversion with Delayed Replacement for both the federal and state grants so that we are following the same process.

As soon as you are ready to send over the final proposed conversion areas (for both the Waller Boathouse area and the Auditorium Shores access building) as well as the Draft Easement for the subterranean use as it crosses both sides of the lake and reaches the access building, we can get an appraisal review meeting scheduled.

Please forward to appropriate team members and reach out with any questions.

Thanks,

Amy

Amy Grossman
Local Park Grant Compliance Coordinator
Texas Parks and Wildlife Department
(512) 902-6039



PROJECT CONNECT MEETING NOTES	
Project:	Project Connect – Orange and Blue Lines
Date:	Thursday, April 14, 2022
Time/Location:	1:00 PM CST/Microsoft Teams
Distribution via email:	<p>TPWD (<i>Texas Parks and Wildlife Department</i>) Amy Grossman</p> <p>ATP (<i>Austin Transit Partnership</i>) John Barnes Alex Gale Alvin Livingstone Deron Lozano</p> <p>City of Austin Sravya Garladenne Michael Gates Scott Grantham – PARD (<i>Parks and Recreation Department</i>) Ronald Olderog Ricardo Soliz - PARD</p> <p>HNTB Shandrian Ugwuoke</p> <p>Paul Hornsby</p>
Summary of Meeting: Meeting to discuss 6(f) Appraisal	

Meeting Notes:

1. Section 6(f) Land Conversion

- a. TPWD will work with National Parks Service (NPS) to confirm land warranting conversion in compliance with the 6(f) process.
- b. Properties under consideration that warrant NPS concurrence include:
 - i. Orange Line – Walnut Creek Park – Amy stated TPWD deem a conversion due to impacts at this park. ATP noted impacts to this park are beyond the limits of the Initial Investment area for Orange Line, resulting in a level of uncertainty of baseline conditions when this project proceeds at this location.
 - ii. Orange Line – Auditorium Shores – This may warrant a license agreement but TPWD not likely to require 6(f) conversion. Amy requested a design exhibit demonstrating the tunnel depth.
 - iii. Blue Line – Waller Beach – upon review of a map delineating temporary and direct use areas, Amy suggested NPS would deem the temporary use areas a direct use per Section 6(f) guidance. This is due to impacts likely to extend beyond the 6-month maximum allotted timeframe to consider an impact temporary. ATP and PARD



concluded, noting a revised map would be provided to TPWD modifying the temporary use areas to direct use.

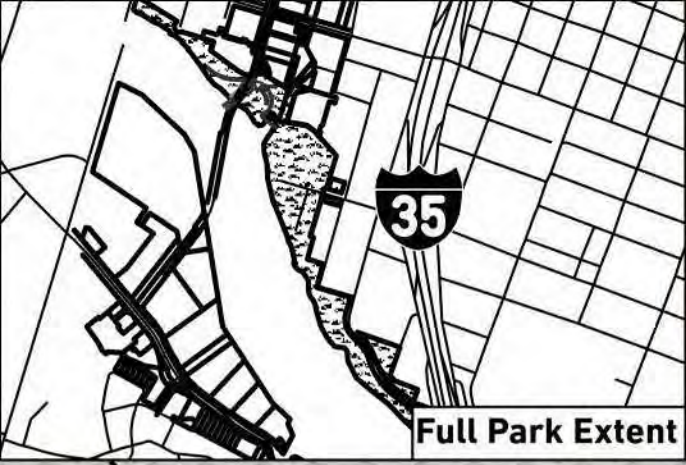
- c. Amy is going to check whether the TPWD grant process has the same 6-month timeframe applicable for “temporary uses” under 4(f).
- d. Should multiple 6(f) conversion sites be identified, TPWD recommended combining impacts into one replacement property conversion.
- e. Amy provided the following link to the LWCF Manual:
<https://www.nps.gov/subjects/lwcf/upload/LWCF-FA-Manual-Vol-71-3-11-2021-final.pdf>

2. Replacement Property

- a. ATP, in coordination with COA, will need to find a replacement site equal to the price and utility of the appraisal estimate, not the area of impact.
- b. TPWD advised ATP / COA not pursue the replacement property under threat of condemnation, and further stated NPS would not endorse this practice. Mike G. noted the need to look for willing sellers rather than condemnation.
- c. TPWD advised completion of ESA phase 1 and survey on replacement property.
- d. TPWD suggested the process follow:
 - i. NPS to approve land to appraise (with concurrence from TPWD)
 - ii. Get official land value from appraisal
 - iii. Find replacement properties
 - iv. Propose replacement properties to TPWD
- e. Replacement property will likely be a Categorical Exclusion (CE) NEPA class of action. PARD authors the environmental document; TPWD applies for the CE.

Summary of Action Items:

- **Submit revised Waller Beach Park Section 6(f) impact map to TPWD**
- **Submit Orange Line design plan showing tunnel location at Auditorium Shores to TPWD**
- **ATP / PARD review impacts at Walnut Beach Park**



Full Park Extent

Parcel ID: 192863
Owner name: SHR FS Austin LLC
Location: 98 San Jacinto BLVD Austin, TX 78701
Property Use: Hotel

Parcel ID: 794333
Owner name: City of Austin
Location: 74 Trinity ST,
Austin, TX 78701
Property Use: N/A

Parcel ID: 190752
Owner name: Housing Authority
of Austin
Location: Willow Street, Austin, TX 78701

Existing Ann and Roy
Butler Hike and Bike

Direct Use/Conversion
54,049 square feet

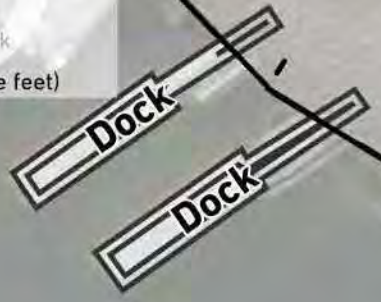
Waller Creek
Boathouse

Waller Tunnel
Access Road

Waller Beach
at Town Lake
Metro Park

- Ann and Roy Butler Hike and Bike Trail
- ▭ Waller Creek Boathouse and Dock
- ▭ Waller Beach at Town Lake Metro Park
- ▭ Direct Use/Conversion (54,049 square feet)

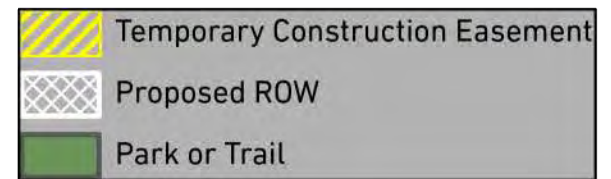
Parcel ID: 190751
Owner name: City of Austin
Location: S Congress AVE, Austin,
TX 78701
Property Use: N/A

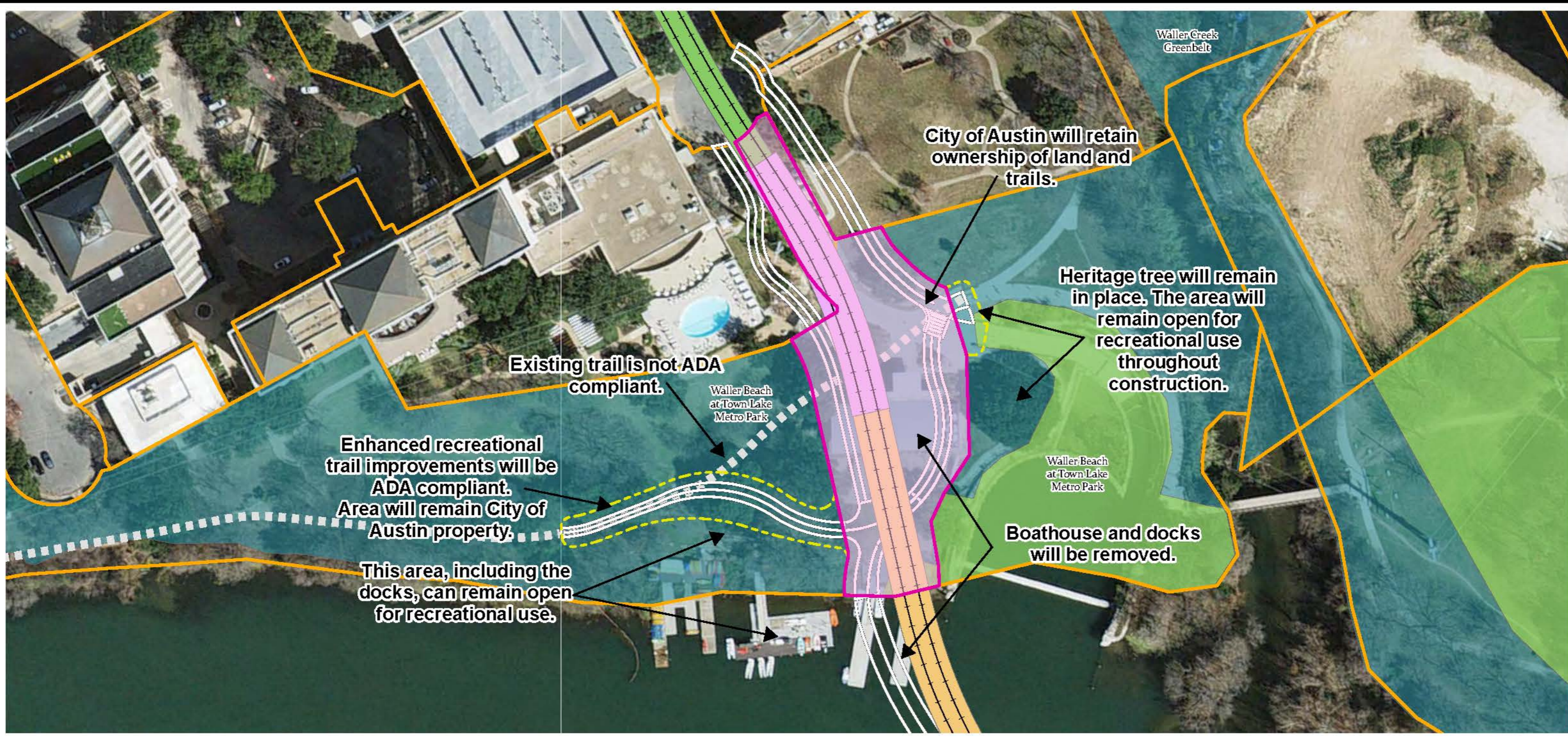


Lady Bird Lake



Total Park or Trail Size: 26.17 acres
 Overall Area Impact: 58,544 square feet
 Overall Percent Impact: 4.65%
 Proposed ROW Impact: 58,544 square feet

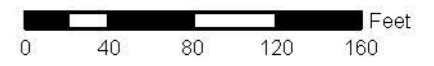




LEGEND

- Conversion Area
- LRT Track
- LRT Guideway
- At Grade
- Bridge
- Transition
- Trails
- ADA parkland improvement area for future trail - proposed as non 6(f)
- Existing Trail
- Parcel
- Parkland by Funding Type (Source: City of Austin PARD)
- 4(f) Property, Not Evaluated
- 6(f) Property, Not Evaluated

Proposed Conversion Area:
 approx. 45,371 square feet
 --
 Waller Beach at Town Lake Metro Park
 total acreage:
 approx. 28 acres



December 2, 2024

Angela Means, Interim Director
Austin Parks and Recreation Department
200 South Lamar Boulevard
Austin, TX 78704

Richard Mendoza, P.E., Director
Austin Transportation and Public Works Department
5202 E Ben White Blvd, Ste 550
Austin, TX 78741

**Re: Austin Light Rail Phase 1
Section 4(f) Request for Concurrence on Determinations**

Dear Ms. Means and Mr. Mendoza:

The Federal Transit Administration (FTA) and Austin Transit Partnership (ATP) seek concurrence from the Austin Parks and Recreation Department (PARC) and the Transportation and Public Works Department (TPW) regarding determinations proposed by FTA under Section 4(f) of the U.S. Transportation Act of 1966, codified at 49 U.S.C. 303 (Section 4(f)), an implemented in 23 C.F.R. 774.

Project Description

The Build Alternative includes a 9.8-mile dedicated light rail guideway, 15 stations, 3 park-and-rides, an operations and maintenance facility (OMF), maintenance of way shops, an overhead contact system, traction power substations, and train control and communications equipment. Through the design process and collaboration with CapMetro, the City, and the public, ATP identified six Design Options for evaluation in the Draft Environmental Impact Statement (DEIS):

Wooldridge Square Station Design Option would add a station on Guadalupe Street between West 9th Street and West 10th Street at the historic Wooldridge Square. ATP developed this Design Option in response to public support for improved access to light rail via closer station spacing in Downtown Austin.

Cesar Chavez Station Design Option would locate the station and the guideway off-street on a diagonal through private property, integrated with the transit-oriented development that is being planned for the site. ATP developed this Design Option to explore the potential for a joint development opportunity with a private developer.

Lady Bird Lake Bridge Extension Design Option would include an elevated Waterfront Station and the extension of the elevated structure south of the station toward South Congress Avenue and in the median of East Riverside Drive to Travis Heights Boulevard. ATP developed this Design Option to address the surrounding topography challenges and the vehicular congestion that would result from an at-grade alignment of the junction (connection point) of all three light rail branches at East Riverside Drive.

Travis Heights Station Design Option would eliminate the station at Travis Heights. ATP is evaluating this Design Option to avoid the Section 4(f) use of parkland, address technical challenges with topography, and avoid overlapping construction sites with the planned Interstate 35 (I-35) Capital Express Central Project.

Center-Running Bike/Ped. and Shade Tree Facilities on East Riverside Design Option would include center-running bicycle and pedestrian lanes next to the light rail east of I-35 on East Riverside Drive. In this part of the Project corridor, the roadway right-of-way (ROW) is relatively wide, and there is a lack of shade and bicycle and pedestrian infrastructure serving the adjacent communities. The Design Option for a center-running configuration recognizes an opportunity to improve mobility options and user experience across all modes of travel in the corridor by providing continuous bicycle and pedestrian infrastructure that minimizes conflict points with driveways. This Design Option is also an opportunity to improve shade cover and plant taller trees on the south side of the bicycle and pedestrian facilities. The separated traffic in this configuration could contribute to better speed management and safer conditions for all users.

Grove Station Design Option would combine the Montopolis and Faro Stations into a single station at Grove Boulevard. ATP is evaluating this Design Option for its connectivity with the bus network and potential for more direct access to planned affordable housing. After review of public comments on the Design Options during the scoping period for the DEIS, a **Variation to the Grove Station Design Option** was developed. The Variation to the Grove Station Design Option would retain Montopolis Station and move Faro Station approximately 800 feet east to better serve the community near Grove Boulevard.

Description of Proposed Section 4(f) Determinations

After preliminary Section 4(f) resources have been identified, it is necessary to consider any avoidance alternatives that would eliminate use of the resources. In 2022 and 2023, ATP analyzed alternatives for this Project by evaluating dozens of scenarios testing different endpoint stations; different vertical and horizontal profiles for on-street, elevated, and tunnel sections in Downtown Austin; two river crossing locations; and multiple sites for the OMF. After reviewing technical results and considering feedback received during robust community outreach, ATP recommended the Project as a first phase for light rail. These are further described in **Appendix G – Section 4(f) and Chapter 26 Evaluations** of the Draft Environmental Impact Statement (DEIS).

As required by Section 4(f) of the U.S. Department of Transportation Act of 1966, the purpose of this letter is to request your concurrence on FTA's proposed *de minimis* impact and direct use determinations for the Project. **Table 1** lists each property for which one of these determinations is proposed. Following the table are descriptions of the proposed Project's impact on each property and the rationale for FTA's proposed determinations under Section 4(f). **Table 2** summarizes the Project's use of parkland where property acquisition would result in effects that are greater than *de minimis*. Standard mitigation measures are specific to each park and would include, but may not be limited to, impact avoidance, park protection, and post construction restorative activities.

Table 1 FTA’s Proposed Section 4(f) De Minimis Impact and No Use

Property Description	Property Acquisition (in square feet [SF])	Mitigation	Associated Alternative	Preliminary Use Determination
Auditorium Shores at Town Lake Metro Park Size: 48.6 acres OWJ: PARD and Texas Parks and Wildlife (TPWD)	Permanent: 695 SF Temporary: 1,247 SF Total area affected: 0.1%	Standard mitigation measures	Build Alternative and all Design Options	<i>de minimis</i> impact
Blunn Creek Trail Size: 13.7 acres OWJ: PARD, THC	Permanent: 555 SF Temporary: 0 SF Total area affected: 0.1%	Standard mitigation measures	Build Alternative and all Design Options	<i>de minimis</i> impact
Aura Riverside Pocket Park and Trail Size: 2.1 acres OWJ: PARD	Permanent: 0 SF Temporary: 8 SF Total area affected: 0.01%	Standard mitigation measures	Build Alternative and all Design Options	<i>de minimis</i> impact
	Permanent: 2,735 SF Temporary: 0 SF Total area affected: 3.0%		Center-Running Bike/Ped. and Shade Tree Facilities on East Riverside Design Option	<i>de minimis</i> impact
Country Club Creek Trail Size: 3.5 miles OWJ: TPW	Permanent: 297 SF Temporary: 300 SF Total area affected: 0.3%	Standard mitigation measures	Build Alternative and all Design Options	<i>de minimis</i> impact
Penick Pocket Park Size: 2.8 acres OWJ: PARD	Permanent: 867 SF Temporary: 8,172 SF Total area affected: 7.4%	Standard mitigation measures	Build Alternative and all Design Options	<i>de minimis</i> impact
	Permanent: 867 SF Temporary: 8,427 SF Total area affected: 7.6%	Standard mitigation measures	Center-Running Bike/Ped. and Shade Tree Facilities on East Riverside Design Option	<i>de minimis</i> impact
Airport Commerce Pocket Park Size: 0.42 acre OWJ: PARD	Permanent: 2,957 SF Temporary: 2,549 SF Total area affected: 30.1%	Standard mitigation measures	Build Alternative and all Design Options	<i>de minimis</i> impact
South Austin Island Size: 0.24 acre OWJ: PARD	Permanent: 1,409 SF Temporary: 1,286 SF Total area affected: 26.2%	Standard mitigation measures	Build Alternative and all Design Options	<i>de minimis</i> impact
Wooldridge Square Size: 1.7 acres OWJ: PARD, THC	Permanent: 0 SF Temporary: 1,662 SF Total area affected: 2.2%	Standard mitigation measures	Wooldridge Square Station Design Option	No use (temporary occupancy)

Auditorium Shores at Town Lake Metro Park

Auditorium Shores at Town Lake Metro Park is on the south side of Lady Bird Lake and includes open space, parking, and the Long Center for the Performing Arts (approximately 49 acres). The park's primary purpose is recreation; it is significant for its event and landscaped space.

The Project would include a new sidewalk affecting a parking lot median as part of connecting the East Riverside Drive bicycle and pedestrian lanes to facilities on the western side of the South 1st Street Bridge. The Project would result in permanent incorporation of approximately 695 square feet (0.02 acre) and temporary incorporation of 1,247 square feet (0.03 acre) of Auditorium Shores into the transportation ROW (see **Figure 2**). In total, approximately 0.1 percent of the park would be affected by the Project. Other improvements in this portion of the Study Area include roadway restriping, which would not affect Auditorium Shores, Shoal Beach, or the nearby Margaret Hoffman Oak Park.

Because Project effects would be modest in scale; would not adversely affect the features, attributes, or activities qualifying the Auditorium Shores for protection under Section 4(f); and would ultimately contribute to the use of the park for recreational purposes, FTA has made a preliminary determination of *de minimis* impact for the Project. Alternatively, this improvement may qualify as a Section 4(f) exception because it is a transportation enhancement, in which case there would be no use of the Section 4(f) park (see Section 2.3). FTA will review applicability of the Section 4(f) exception with PARD.

Auditorium Shores at Town Lake Metro Park was improved with funds from the Texas Local Park Grant Program that is administered by TPWD. Property acquired or developed under this program must be retained for public use and cannot be converted to other than public recreation uses without TPWD approval. FTA and ATP are coordinating with TPWD and expect that the *de minimis* impact at Auditorium Shores would qualify for an exception to TPWD's conversion requirements since it would be retained for public use and provide an increased access benefit to public recreational opportunities (TPWD 2013).

Blunn Creek Trail

Blunn Creek Trail traverses the Travis Heights neighborhood between Norwood Tract at Town Lake Metro Park to the north and Big Stacy Park to the south. The 1-mile long trail and 13.7-acre surrounding parkland is used for biking, hiking, and mountain biking.

The Project would include new bridges over Blunn Creek for eastbound and westbound roadway lanes, with a center-running guideway in the median and shared use paths on the roadway's north and south sides instead of existing sidewalks. The shared use path would result in a temporary easement and permanent incorporation of approximately 555 square feet (0.01 acre) of the trail into the transportation ROW (see **Figure 3**). In total, approximately 0.1 percent of the Blunn Creek Trail would be affected by the Project.

Because Project impacts would be modest in scale; would not adversely affect the features, attributes, or activities qualifying Blunn Creek Trail for protection under Section 4(f); and would ultimately contribute to the use of the resource for recreational purposes, FTA has made a preliminary determination of *de minimis* impact for the Project.

Aura Riverside Pocket Park and Trail

Aura Riverside Pocket Park and Trail is along the south side of East Riverside Drive between Grove Boulevard and Montopolis Drive. The 2.1-acre park and trail includes benches and bike racks.

The Build Alternative would replace the existing sidewalk with a wider shared use path and would require temporary incorporation of approximately 8 square feet (0.0002 acre) of Aura Riverside Pocket Park and Trail into the transportation ROW. The temporary easement would comprise approximately 0.01 percent of the park and trail.

The Center-Running Bike/Ped. and Shade Tree Facilities on East Riverside Design Option would require a wider corridor than the Build Alternative and would result in permanent incorporation of approximately 2,735 square feet (0.06 acre) of Aura Riverside Pocket Park and Trail into the transportation ROW (see **Figure 4**). In total, approximately 3 percent of the park and trail would be affected by the Project.

Because Project impacts, under either option, would be modest in scale; would not adversely affect the features, attributes, or activities qualifying the Aura Riverside Pocket Park and Trail for protection under Section 4(f); and would ultimately contribute to the use of the resource for recreational purposes, FTA has made a preliminary determination of *de minimis* impact for the Project.

Country Club Creek Trail

Country Club Creek Trail is in southeast Austin, north of State Highway 71 near Burleson Road. The 3.5-mile trail is part of the TPW's Urban Trails Program and includes a planned trail segment to provide a connection between Lady Bird Lake and Mabel Davis Park. The open sections of the trail are used for biking, hiking, and pet-friendly activities. Mature live oak trees provide some shade along the trail, and benches and water fountains are available.

The Project would cross over Country Club Creek Trail in a perpendicular orientation on an elevated structure. In this location, the elevated LRT structure would be at street level, above the trail which is below-grade and in an underpass beneath East Riverside Drive. The Project would include a retaining wall at the crossing of East Riverside Drive and would replace the existing sidewalk with a wider shared use path. The Project would result in permanent incorporation of approximately 297 square feet (0.007 acre) and temporary incorporation of approximately 300 square feet (0.007 acre) of Country Club Creek Trail into the transportation ROW (see **Figure 5**). In total, approximately 0.3 percent of the trail would be affected by the Project. The Project would enhance trail access via a connection between the proposed Pleasant Valley Station and the planned trail.

Because Project impacts would be modest in scale; would not adversely affect the features, attributes, or activities qualifying Country Club Creek Trail for protection under Section 4(f); and would ultimately contribute to the use of the resource for recreational purposes, FTA has made a preliminary determination of *de minimis* impact for the Project.

Penick Pocket Park

Penick Pocket Park is 2.8 acres and located on the north side of East Riverside Drive between Country Club Road and Grove Boulevard. The park includes public trails, shade structures, and a water quality and detention pond.

The Project includes replacing the existing sidewalk with a shared use path in this location. To avoid drainage effects resulting from the roadway widening, a portion of the park would be graded and would require a temporary easement. The Build Alternative would result in permanent incorporation of approximately 867 square feet (approximately 0.02 acre) and temporary incorporation of approximately 8,172 square feet (0.19 acre) into the transportation ROW. In total, approximately 7.4 percent of the park would be affected by the Project.

The Center-Running Bike/Ped. and Shade Tree Facilities on East Riverside Design Option would result in permanent incorporation of approximately 867 square feet (approximately 0.02 acre) and temporary incorporation of approximately 8,427 square feet (0.19 acre) into the transportation ROW. In total, approximately 7.6 percent of the park would be affected by the Center-Running Bike/Ped. and Shade Tree Facilities on East Riverside Design Option (see **Figure 6**).

Because Project impacts would be modest in scale; would not adversely affect the features, attributes, or activities qualifying Penick Pocket Park for protection under Section 4(f); and would ultimately contribute to the use of the resource for recreational purposes, FTA has made a preliminary determination of *de minimis* impact for the Project.

Airport Commerce Pocket Park

Airport Commerce Pocket Park is along the north side of East Riverside Drive between Coriander Drive and Airport Commerce Drive. The park hosts general recreation activities and includes playscapes, benches, bike racks, and trails.

The Project would replace the existing sidewalk with a wider shared use path and would install a pole and counterweights for a railroad crossing gate. The Project would result in permanent incorporation of approximately 2,957 square feet (0.07 acre) and temporary incorporation of approximately 2,549 square feet (0.06 acre) of Airport Commerce Pocket Park into the transportation ROW (see **Figure 7**). The shared use path would connect to the trail in the park, which continues to the north. The park's primary use—a fenced-in playground—would not be affected. A bench and several trees would be removed. In total, approximately 30.1 percent of the park would be affected by the Project.

Because Project impacts would be modest in scale; would not adversely affect the features, attributes, or activities qualifying Airport Commerce Pocket Park for protection under Section 4(f); and would ultimately contribute to the use of the resource for recreational purposes, FTA has made a preliminary determination of *de minimis* impact for the Project.

South Austin Island

South Austin Island, located at 2205 South Congress Avenue, is approximately 0.24 acre and situated at the intersection of South Congress Avenue, College Avenue, and East Live Oak Street. The park hosts trees, a pavilion, and seating for public use.

The Project would construct a sidewalk along South Congress Avenue within the roadway ROW, and storm drainage and utilities would be installed within the park. The storm drain and utility lines would be below ground with one electric pole and two manhole covers at the surface. The Project would result in permanent incorporation of approximately 1,409 square feet (0.03 acre) and temporary incorporation of approximately 1,286 square feet (0.03 acre) of South Austin Island into the transportation ROW (see **Figure 8**). In total, approximately 26.2 percent of the park would be affected by the Project. The permanent and temporary acquisition areas would be restored to existing conditions or better and usable by the public once construction is complete.

Because Project impacts would be modest in scale; would not adversely affect the features, attributes, or activities qualifying South Austin Island for protection under Section 4(f); and would ultimately contribute to the use of the resource for recreational purposes, FTA has made a preliminary determination of *de minimis* impact for the Project.

Wooldridge Square

Wooldridge Square, at 900 Guadalupe Street, has landscaped space with grass and trees, a walking path, a picnic area, and a gazebo. The park provides passive recreation activities. Wooldridge Square has multiple designations; it is a State Antiquities Landmark and City of Austin Historic Landmark and is listed in the National Register of Historic Places (NRHP).

The Wooldridge Square Design Option would require a small retaining wall (approximately 2 to 4 feet in height) within the transportation ROW to accommodate a profile change needed to make the station area level. To construct the retaining wall, the Wooldridge Square Station Design Option would result in temporary incorporation of approximately 1,662 square feet (0.04 acre) of Wooldridge Square into the transportation ROW (see **Figure 9**). Approximately two percent of the park would be affected by construction. The Build Alternative and other Design Options would not require the retaining wall or temporary easement.

This temporary occupancy would not constitute a Section 4(f) use because the duration to construct the retaining wall would be less than the time needed for Project construction, no change in ownership of the land would occur, the nature and magnitude of the changes would be minimal, no interference of protected activities would occur, and the land used would be fully returned to a condition at least as good as existing conditions.

Table 2: Section 4(f) Parkland Use

Property Description	Property Acquisition (in square feet [SF])	Mitigation	Associated Alternative
<p>Waller Beach at Town Lake Metro Park and Ann and Roy Butler Hike and Bike Trail Park Size: 28.8 acres Trail Length: 14.1 miles OWJs: PARD, TPWD, THC</p>	<p>Permanent: 45,371 SF Temporary: Same as conversion area Total area affected: 3.6%</p>	<p>Please refer to Appendix G of the Austin Light Rail DEIS for additional detail concerning the Project's proposed Section 4(f) mitigation measures.</p> <p>Replacement parkland and relocation of Waller Creek Boathouse in accordance with Section 6(f) requirements (see DEIS Appendix H)</p> <p>Improvements to the Ann and Roy Butler Hike and Bike Trail for accessibility under the Americans with Disabilities Act</p> <p>Minimization of aesthetic effects through bridge design.</p> <p>Coordination with the Texas Department of Transportation (TxDOT) on potential cumulative construction effects with the I35 Capital Express Central Project</p>	<p>Build Alternative and all Design Options</p>
<p>Norwood Tract at Town Lake Metro Park Size: 9.5 acres OWJ: PARD</p>	<p>Permanent: 41,575 SF Temporary: 7,712 SF Total area affected: 11.9%</p>	<p>Please refer to Appendix G of the Austin Light Rail DEIS for additional detail concerning the Project's proposed Section 4(f) mitigation measures.</p> <p>Additional measures to address Section 4(f) use to be developed in coordination with PARD if Travis Heights Station Design Option advances in the design.</p> <p>Coordination with TxDOT on potential cumulative construction effects with the I35 Capital Express Central Project</p>	<p>Build Alternative and all Design Options except Travis Heights Station Design Option</p>

Waller Beach at Town Lake Metro Park and Ann and Roy Butler Hike and Bike Trail

Waller Beach at Town Lake Metro Park, located at 74 Trinity Street, is approximately 29 acres and is located on the northwest side of the I-35 bridge over Lady Bird Lake, south of Downtown Austin. In addition to Section 4(f), the park is protected under Section 6(f) and Section 106 as a historic property.

The proposed guideway would cross the property in a perpendicular orientation on an elevated structure. New bicycle and pedestrian paths would be included on the light rail bridge providing access to the park from East and South Austin and connection to the Ann and Roy Butler Hike and Bike Trail. The Project would result in the permanent incorporation of approximately 45,371 square feet (approximately 1.04 acres) of Waller Beach at Town Lake Metro Park into the transportation ROW for construction and maintenance of the bridge (see **Figure 10**).

The access road to the Waller Creek Tunnel Outlet facility would be realigned to accommodate construction and maintenance of the bridge. Pump equipment for the water tunnel occupies a portion of the basement level of the Waller Creek Boathouse and would be relocated prior to construction. In total, approximately 3.6 percent of the park would be affected by the Project.

Beneficial effects of the Project include enhanced access to the park from East and South Austin as a result of the new bicycle and pedestrian facilities on the bridge, which would connect to the Ann and Roy Butler Hike and Bike Trail. The existing trail would be re-established beneath the bridge once bridge construction was complete, and ATP would improve portions of the existing trail near the bridge. A section of the trail is not currently in compliance with the Americans with Disabilities Act and would be made compliant by the Project.

Because the area would be used for the light rail bridge supports and future maintenance of the light rail viaduct structure in perpetuity, and because construction activities would extend over the 7-year construction period, FTA has made a preliminary determination of Section 4(f) use for Waller Beach at Town Lake Metro Park and the Ann and Roy Butler Hike and Bike Trail.

Norwood Tract at Town Lake Metro Park

Norwood Tract is a 9.5-acre section of the Town Lake Metro Park located along the south shore of Lady Bird Lake, between I-35 and East Riverside Drive. The park is located within the Travis Heights-Fairview Park Historic District (although it is not a contributing element to the District's designation) and provides access to the Norwood Estate historic landmark, scenic views of the Downtown Austin skyline, access to trails, and an off-leash area for dogs. To meet light rail station design criteria, realignment of East Riverside Drive to the north of the existing ROW would be required to provide a straight approach to the Travis Heights Station. The roadway realignment would affect the dog park in the Norwood Tract and would result in permanent incorporation of approximately 41,575 square feet (0.95 acre) and temporary incorporation of approximately 7,712 square feet (0.18 acre) of the Norwood Tract into the transportation ROW (see **Figure 11**). In total, approximately 11.9 percent of the dog park would be affected by the Project. The use of Norwood Tract at Town Lake Metro Park would be avoided under the Travis Heights Station Design Option, which would remove the station from the design.

Because the roadway realignment and retaining wall would be a permanent encroachment on the park, FTA has made a preliminary determination of Section 4(f) use of Norwood Tract at Town Lake Metro Park.

Concurrence with FTA Determinations

To support the Final EIS/Record of Decision (ROD) and Final Section 4(f) Evaluation, comply with Section 4(f) de minimis impact and direct use determination requirements, and to provide a clear record of the outcomes of ATP's coordination with PARD and TPW regarding the Austin Light Rail Phase 1 Project, we request that PARD and TPW reviews the concurrence line at the end of this letter and returns the signed copy to Deron Lozano at the letterhead address. We will make your signed copy part of the Section 4(f) record for the Project and your concurrence will enable FTA to complete the Final EIS/ROD and Final Section 4(f) Evaluation. Your prompt response is appreciated.

We look forward to continuing to work with PARD and TPW as the Project moves forward.

Sincerely,

DocuSigned by:

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Deron Lozano, ATP Senior Vice President, Environment and Project Development

Attachments: Figure 1 through Figure 11


cc: Gail Lyssy, FTA Region 6 Regional Administrator
Terence Plaskon, Environmental Protection Specialist, Region 6
Jennifer Pyne, Austin Transit Partnership
Annick Beaudet, City of Austin
Sharmila Mukherjee, CapMetro



Concurrence Line: As the official with jurisdiction over the properties discussed in this letter (Auditorium Shores at Town Lake Metro Park, Blunn Creek Trail, Aura Riverside Pocket Park and Trail, Country Club Creek Trail, Penick Pocket Park, Airport Commerce Pocket Park, South Austin Island, Wooldridge Square), I have reviewed the conditions for *de minimis* impact and direct use determinations for each property as outlined in this letter as well as ATP's commitments to minimize the harm of the Project to these properties. I hereby concur that:

- ATP's impacts of the Build Alternative on eight properties (Auditorium Shores at Town Lake Metro Park, Blunn Creek Trail, Aura Riverside Pocket Park and Trail, Country Club Creek Trail, Penick Pocket Park, Airport Commerce Pocket Park, South Austin Island) are *de minimis* and would not adversely affect the features, attributes, or activities as to achieve a Direct Use within the meaning of Section 4(f);
- ATP's temporary construction impacts to one property (Wooldridge Square) will be so minimal as to not constitute a use within the meaning of Section 4(f);
- ATP's direct use impacts to two properties (Waller Beach at Town Lake Metro Park and Ann and Roy Butler Hike and Bike Trail, and Norwood Tract at Town Lake Metropolitan Park) would permanently incorporate some portions of these parks into the Project to constitute a Direct Use within the meaning of Section 4(f).

I understand that concurrence with the FTA's assessment of the impacts to PARD and TPW properties described in this letter will result in FTA making the Section 4(f) determinations for the Build Alternative as described in this letter. This is not the conclusion of the Section 4(f) process and coordination will need to continue on potential mitigation and treatment of the properties that are subject to Section 4(f). Austin Transit Partnership, the City of Austin, and CapMetro are committed to the representations and processes described herein, which will be memorialized in the Project's Mitigation Monitoring Plan.

Signed by:

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12/10/2024 | 11:36 AM CST

Angela Means, Interim Director
Austin Parks and Recreation Department

Date

DocuSigned by:

40DF10EC11954E3...

12/4/2024 | 9:33 AM PST

Richard Mendoza, Director
Transportation and Public Works Department

Date

Attachments

Figure 1: Section 4(f) Parks and Trails Located Within the Limits of Project Construction

Figure 2: Auditorium Shores

Figure 3: Blunn Creek

Figure 4: Design Option Aura Riverside Pocket Park and Trail

Figure 5: Country Club Creek Trail

Figure 6: Design Option Penick Pocket Park

Figure 7: Airport Commerce Pocket Park

Figure 8: South Austin Island

Figure 9: Wooldridge Square

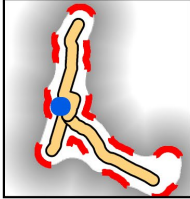
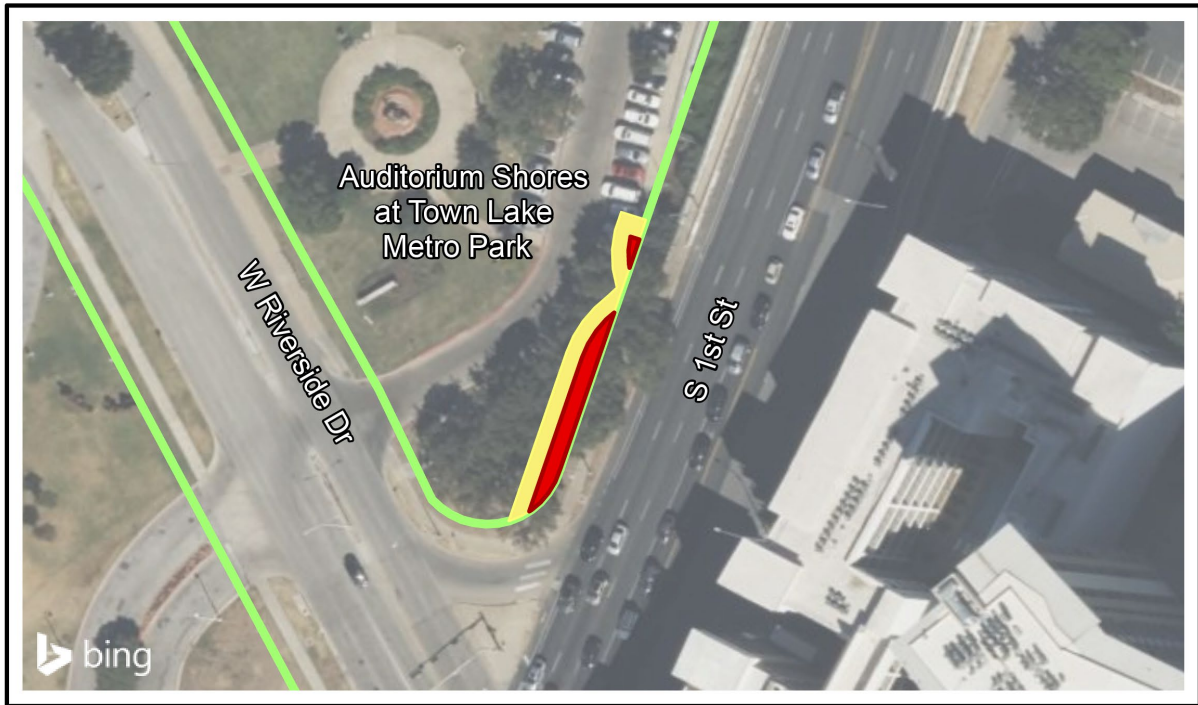
Figure 10: Waller Beach at Town Lake Metro Park

Figure 11: Norwood Tract at Town Lake Metro Park

Figure 1: Section 4(f) Parks and Trails Located Within the Limits of Project Construction



Figure 2: Auditorium Shores



Source: ATP 2024

- LRT Route
- Existing ROW
- Park
- Permanent Acquisition
- Temporary Acquisition

Auditorium Shores:
Permanent: 695 SF
Temporary: 1,247 SF
Total Property Impact: 0.1%



Figure 3: Blunn Creek Trail

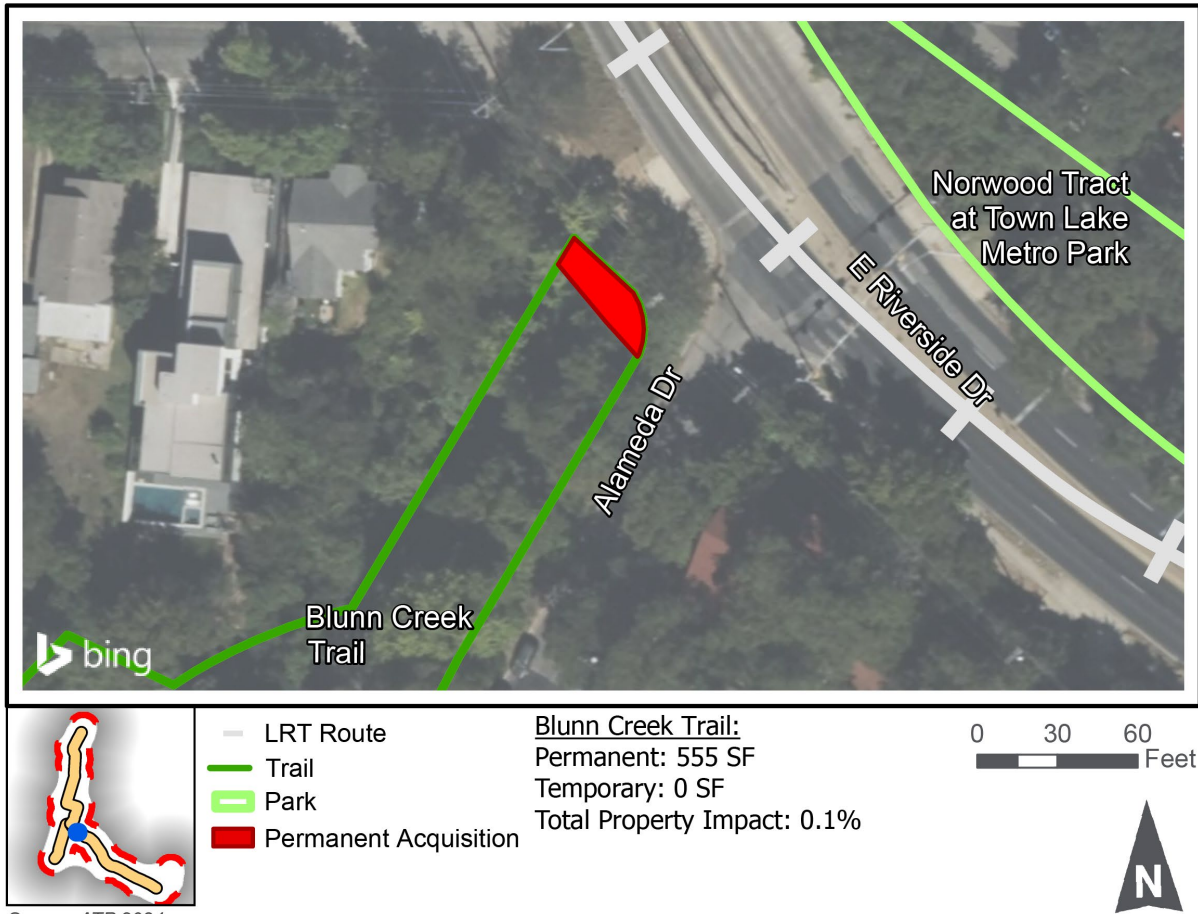
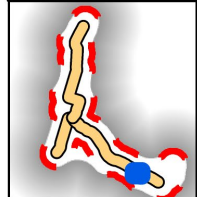
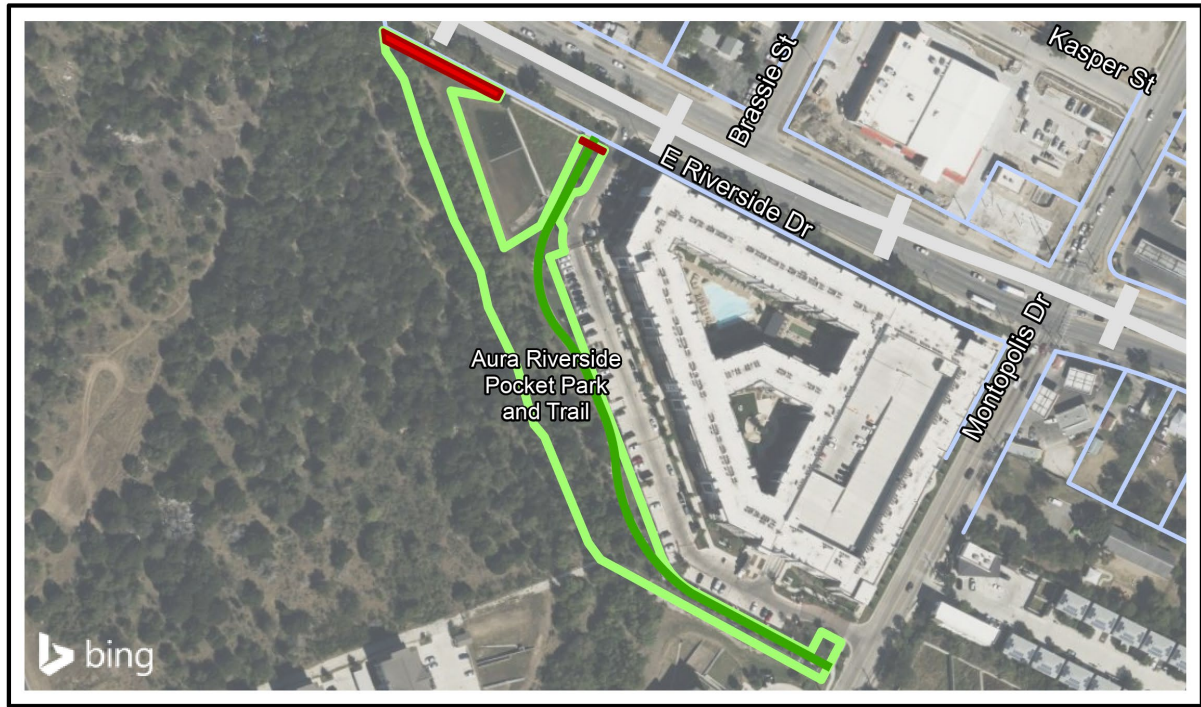


Figure 4: Design Option Aura Riverside Pocket Park and Trail



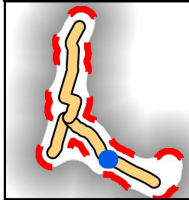
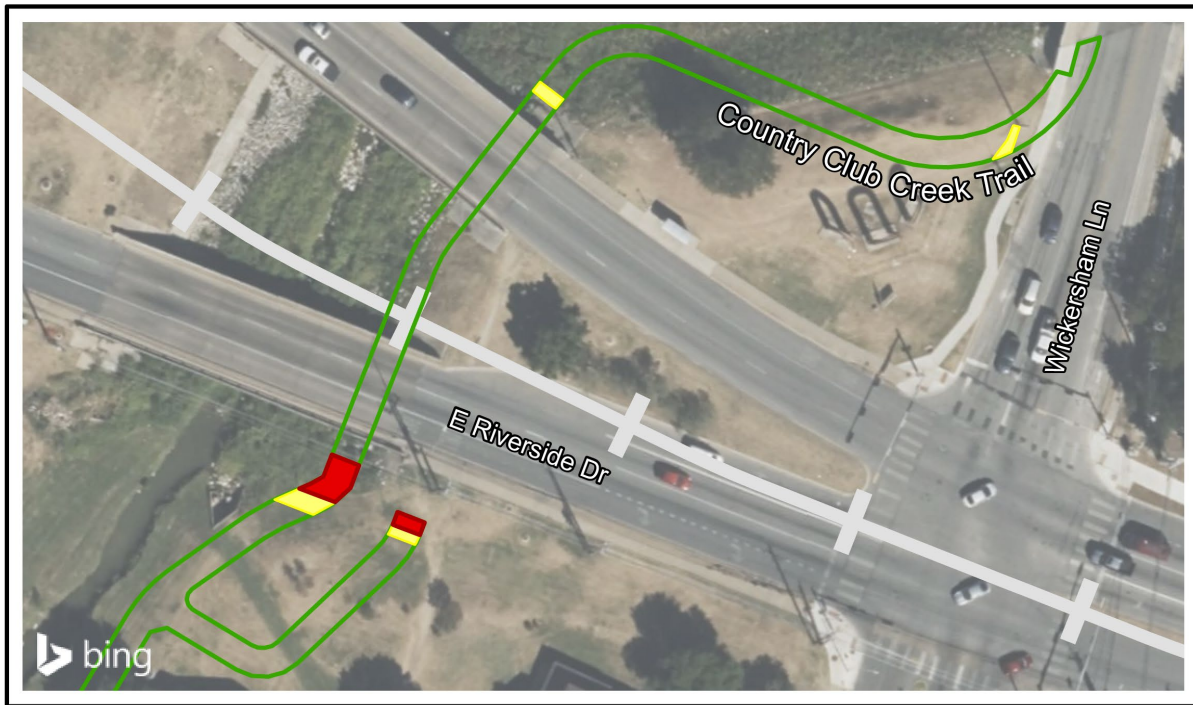
Source: ATP 2024

- LRT Route
- Existing ROW
- Trail
- Park
- Permanent Acquisition

Aura Riverside Pocket Park and Trail:
Permanent: 2,735 SF
Total Property Impact: 3.0%



Figure 5: Country Club Creek Trail



Source: ATP 2024

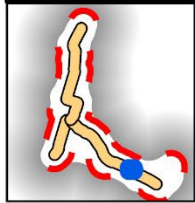
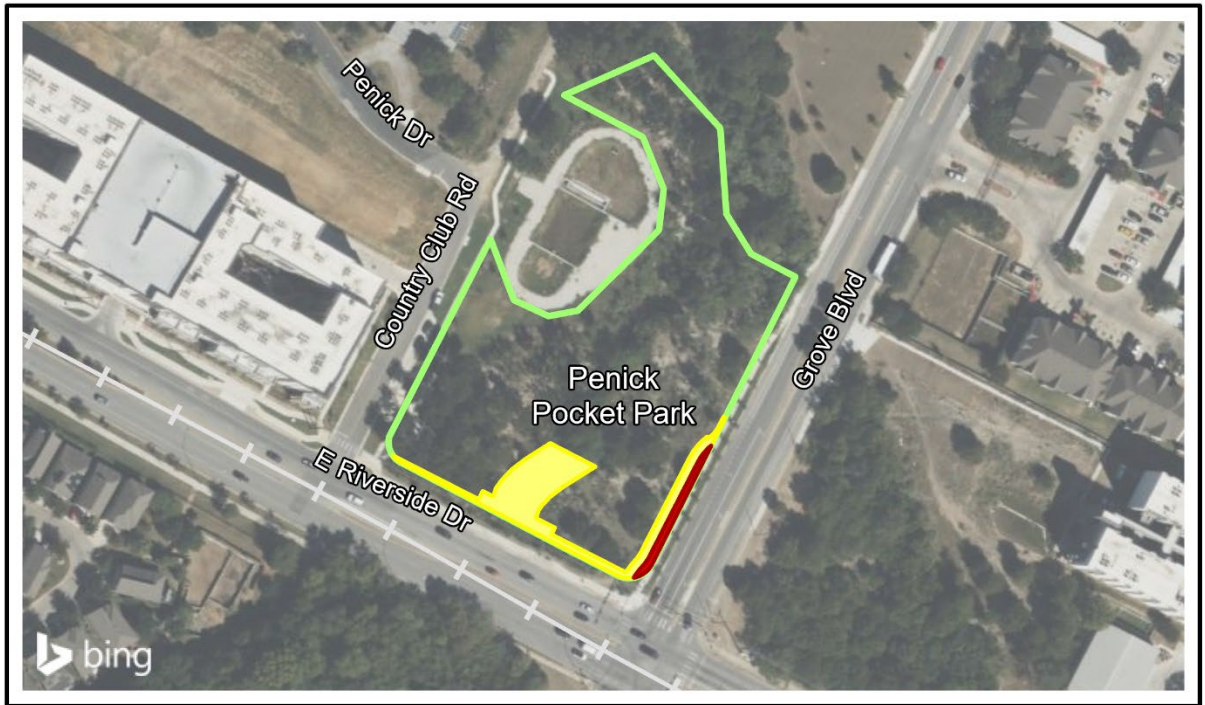
- LRT Route
- Trail
- Permanent Acquisition
- Temporary Acquisition

Country Club Creek Trail:
Permanent: 297 SF
Temporary: 300 SF
Total Property Impact: 0.3%

0 30 60 Feet



Figure 6: Design Option Penick Pocket Park



Source: ATP 2024

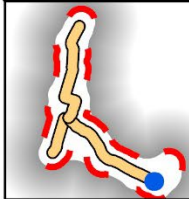
- LRT Route
- ▭ Park
- ▭ Temporary Acquisition
- ▭ Permanent Acquisition

Penick Pocket Park:
Permanent: 867 SF
Temporary: 8,427 SF
Total Property Impact: 7.6%

0 90 180 Feet



Figure 7: Airport Commerce Pocket Park



Source: ATP 2024

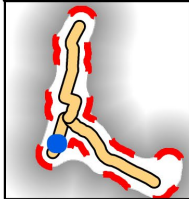
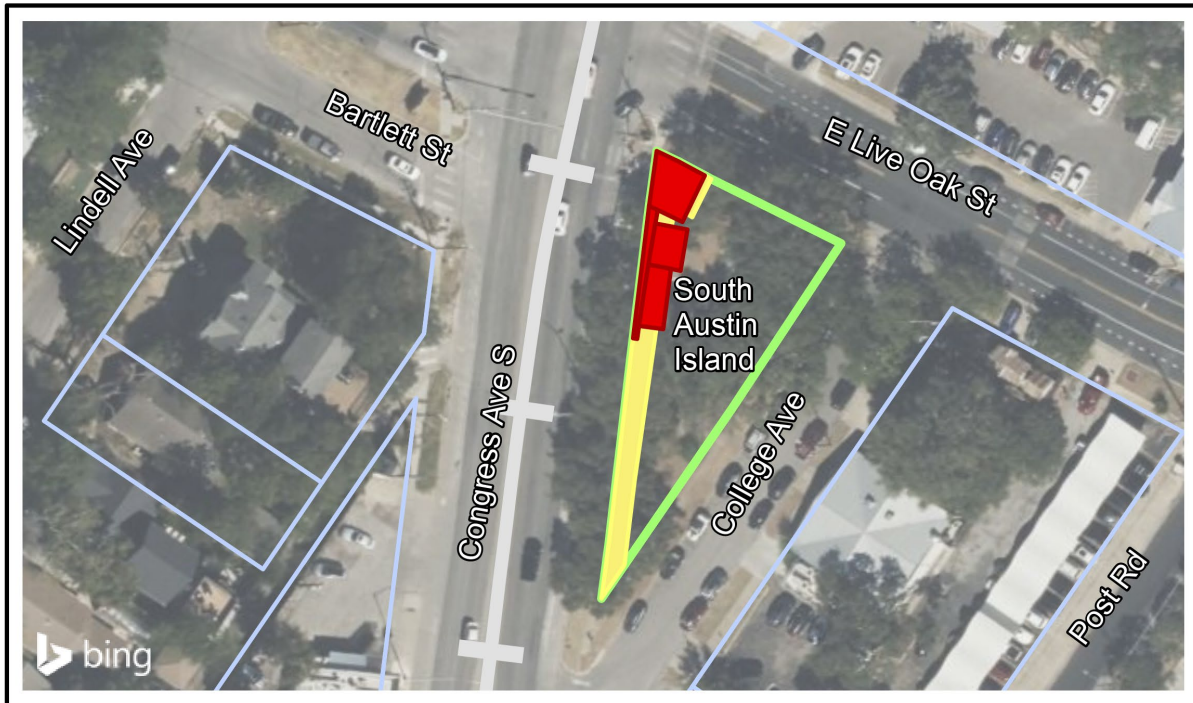
- LRT Route
- Existing ROW
- Park
- Permanent Acquisition
- Temporary Acquisition

Airport Commerce Pocket Park:
Permanent: 2,957 SF
Temporary: 2,549 SF
Total Property Impact: 30.1%

0 30 60 Feet



Figure 8: South Austin Island



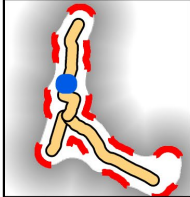
Source: ATP 2024

- LRT Route
- Existing ROW
- Park
- Permanent Acquisition
- Temporary Acquisition

South Austin Island:
Permanent: 1,409 SF
Temporary: 1,286 SF
Total Property Impact: 26.2%



Figure 9: Wooldridge Square



Source: ATP 2024

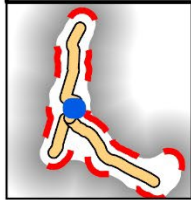
- LRT Route
- Existing ROW
- Park
- Temporary Acquisition

Wooldridge Square:
Temporary: 1,662 SF
Total Property Impact: 2.2%

0 50 100 Feet



Figure 10: Waller Beach at Town Lake Metro Park



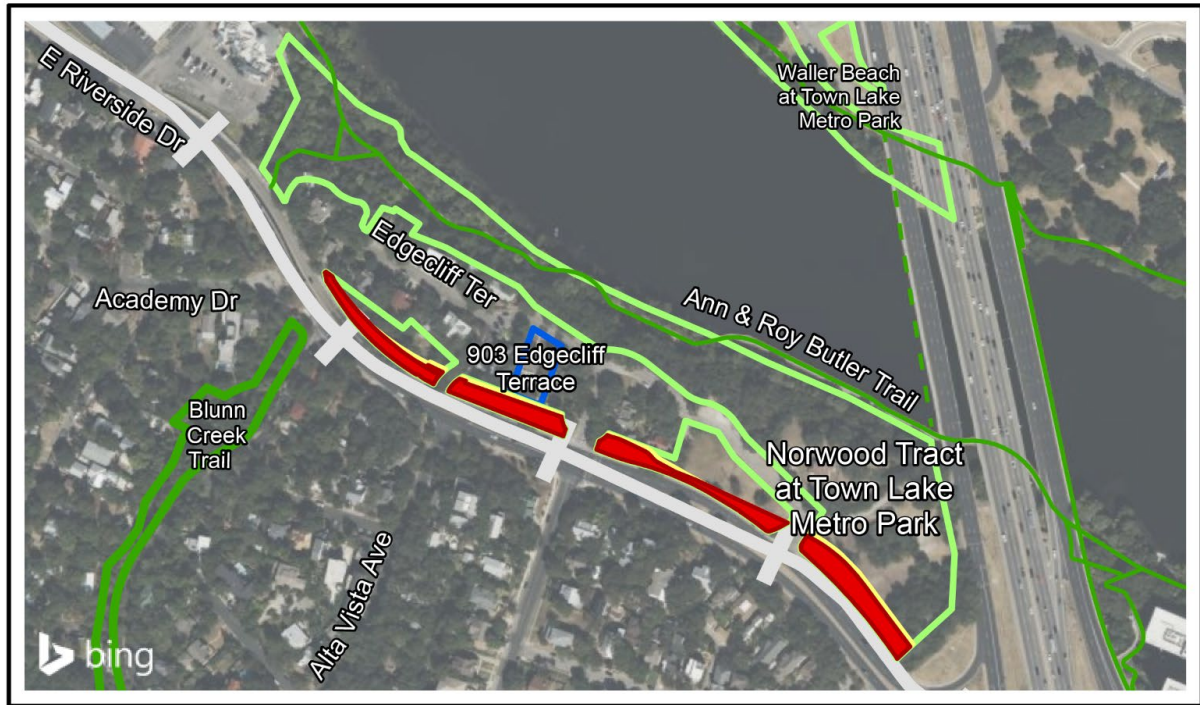
Source: ATP 2024

- LRT Route
- Trail
- Park
- Permanent Acquisition

Waller Beach at Town Lake Metro
Park / Ann & Roy Butler Trail:
Permanent: 45,371 SF
Total Property Impact: 3.6%



Figure 11: Norwood Tract at Town Lake Metro Park



Source: ATP 2024

- LRT Route
- Historic Property
- Trail
- Park
- Permanent Acquisition
- Temporary Acquisition

Norwood Tract at Town Lake Metro Park:
Permanent: 41,575 SF
Temporary: 7,712 SF
Total Property Impact: 11.9%

