



**Austin Transit
Partnership**

Austin Transit Partnership

Austin Light Rail Phase 1 Project

Draft Environmental Impact Statement

Appendix H: Section 6(f) Evaluation

Austin, TX
January 2025

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Acronyms and Abbreviations

Acronym/Term	Definition
ATP	Austin Transit Partnership
BRT	bus rapid transit
CapMetro	Capital Metropolitan Transportation Authority
CFR	Code of Federal Regulations
City	City of Austin
DEIS	Draft Environmental Impact Statement
FTA	Federal Transit Administration
I-35	Interstate 35
LWCF	Land and Water Conservation Fund
NPS	National Park Service
PARD	City Parks and Recreation Department
Project	Austin Light Rail Phase 1 Project
TPWD	Texas Parks and Wildlife Department
TxDOT	Texas Department of Transportation

1 Introduction

Austin Transit Partnership (ATP) proposes to construct the Austin Light Rail Phase 1 Project (the Project), a 9.8-mile light rail transit branched line from points north, south, and east of Downtown Austin (see **Figure 1**). The purpose of the Project is to address growing corridor travel demand with a reliable, safe, cost-effective, time-competitive, sustainable, and equitable light rail system. The Project requires permanent use of a portion of Waller Beach at Town Lake Metro Park, which was improved with funding through the Land and Water Conservation Fund (LWCF) Act of 1965. The Project's use of this land would require the removal of the Waller Creek Boathouse and two docks, and relocation of the concessionaires in the Waller Creek Boathouse, including the Austin Rowing Club. The boathouse and two docks were constructed after the improvements were made and did not receive LWCF funding.

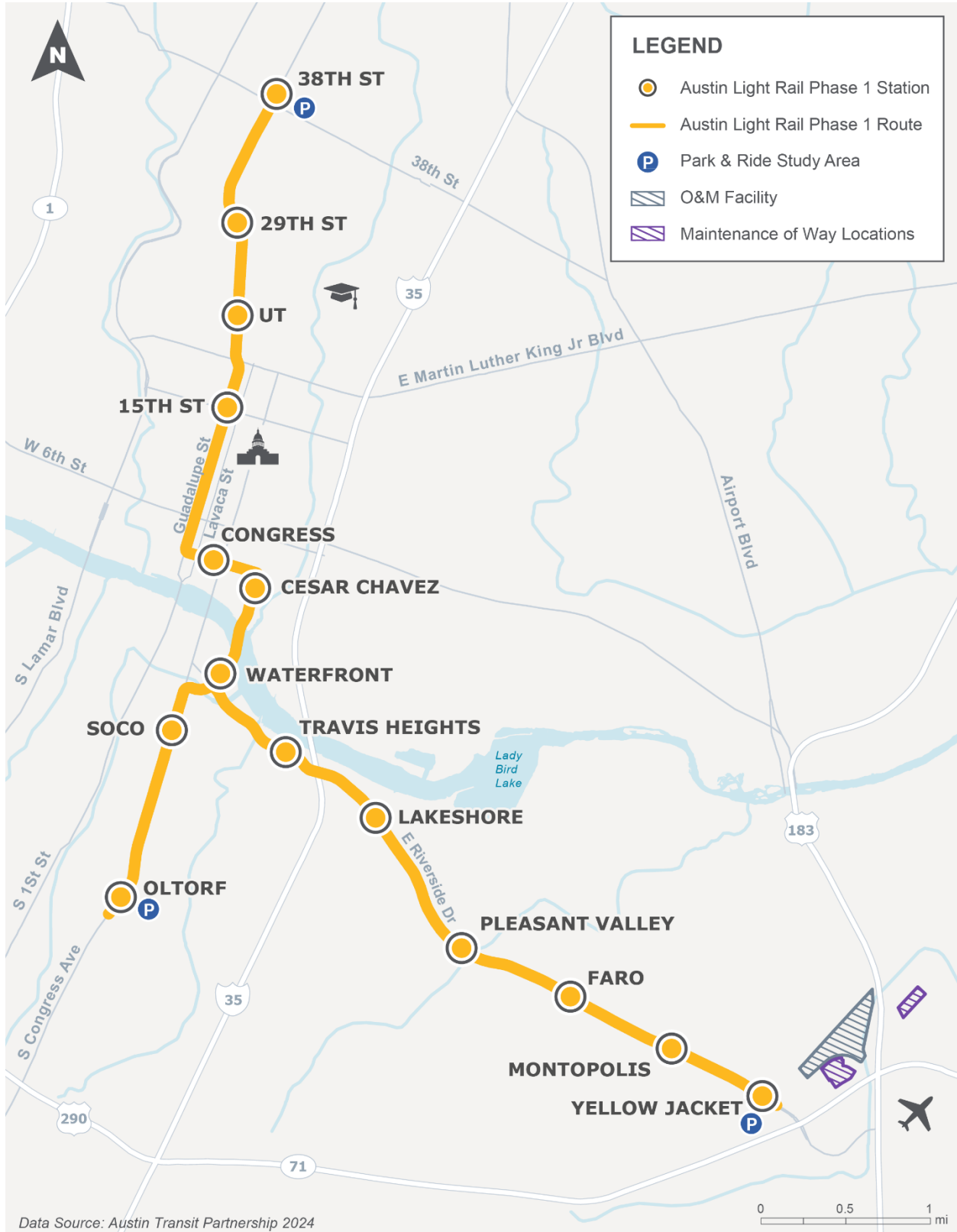
Section 6(f) of the LWCF Act requires that an area funded with LWCF assistance be "continually maintained in public outdoor recreation use" unless the Secretary of the Interior, via the National Park Service (NPS), approves substitution per the conversion requirements outlined in the LWCF implementing regulations (36 Code of Federal Regulations [CFR] Section 59.3).

When a project proposes to convert property where LWCF funds have been used to plan, purchase, or develop all or a portion of the property to another use, Section 6(f)(3) requires that conversion of these lands or facilities be coordinated with NPS via the appropriate state liaison officer(s), which for the Project is the Texas Parks and Wildlife Department (TPWD), and that all practical alternatives to the conversion of a Section 6(f) property be evaluated as a prerequisite for conversion approval. If conversion is approved, other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location must be substituted.

A small portion of Waller Beach at Town Lake Metro Park is proposed for conversion from parkland use to transportation use. Replacement land would be provided by the City of Austin (City), in coordination with ATP, in accordance with the requirements of Section 6(f).

This Section 6(f) evaluation follows guidance related to the LWCF Act from the Texas Department of Transportation (TxDOT; 2022), NPS (2023), and applicable federal regulations (36 CFR Part 59) and describes the steps involved in the Section 6(f) conversion process.

Figure 1: Austin Light Rail Phase I Project



Data Source: Austin Transit Partnership 2024

2 Regulatory Framework

Section 6(f) protects recreational lands purchased or improved with LWCF program funds. The LWCF Act was enacted to preserve, develop, and ensure access to outdoor recreation facilities to strengthen the health of U.S. citizens. Section 6(f) of the act requires all funded lands to be retained and used solely for outdoor recreation in perpetuity. NPS administers the LWCF Act; however, NPS delegates many of the roles and responsibilities to a department in each state. In Texas, NPS delegated the statewide administration of the act to TPWD; the TPWD Executive Director serves as the State Liaison Officer. However, NPS still has ultimate approval authority over conversions of Section 6(f) properties.

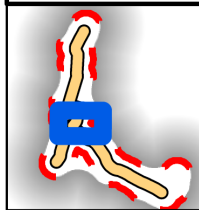
Prior approval by NPS is required for the conversion and replacement of parkland subject to this regulation, and NPS approval must be based on a determination that the conversion meets the following nine criteria:

1. All practical alternatives to the proposed conversion have been evaluated.
2. The fair market value of the park property to be converted has been established, and the property proposed for substitution is of at least equal fair market value, as established by an approved appraisal in accordance with the Uniform Appraisal Standards for Federal Land Acquisition, excluding the value of structures or facilities that would not serve recreational purposes.
3. The proposed replacement property is of reasonably equivalent usefulness and location as the converted property.
4. The property proposed for substitution meets the eligibility requirements for LWCF-assisted acquisition.
5. For properties that are proposed to be partially rather than wholly converted, the effect of the converted portion on the remainder must be considered, and the unconverted area must remain recreationally viable or be replaced as well.
6. All necessary coordination with other federal agencies has been satisfactorily accomplished.
7. The guidelines for environmental evaluation have been satisfactorily completed and considered by NPS during its review of the conversion proposal.
8. If the proposed conversion constitutes a significant change to the original LWCF project, state intergovernmental clearinghouse review procedures have been adhered to.
9. The proposed conversion is in accordance with the applicable Statewide Comprehensive Outdoor Recreation Plan and/or equivalent recreational plans (see 36 CFR Section 59.3).

3 Identification of Section 6(f) Resources

The Federal Transit Administration (FTA), Capital Metropolitan Transportation Authority (CapMetro), and ATP reviewed the past and present projects in the LWCF database (LWCF Coalition 2024) and coordinated with the City and TPWD to identify properties subject to Section 6(f) that would be affected by the Project. TPWD provided maps of City parks funded by TPWD grants, included as **Attachment A**. Section 6(f) resources are located on both shores of Lady Bird Lake. The Project would affect one Section 6(f) resource, Waller Beach at Town Lake Metro Park, shown in **Figure 2**.

Figure 2: Waller Beach at Town Lake Metro Park



Source: ATP 2024

- LRT Route
- Conversion Area
- Portion of Section 6(f) Boundary Relevant to the Project

Waller Beach at Town Lake Metro Park:
 Area to be converted to transportation use: 45,371 SF
 Total Property Impact: 3.6%



Waller Beach at Town Lake Metro Park, located at 74 Trinity Street, is approximately 29 acres and situated on the northwest side of the Interstate 35 (I-35) bridge over Lady Bird Lake, south of Downtown Austin. Owned by the City and managed by the City Parks and Recreation Department (PARD), Waller Beach at Town Lake Metro Park follows along the north side of Lady Bird Lake and extends as far west as South Congress Avenue and as far east as I-35. In addition to Section 6(f), the park is protected under Section 4(f) of the U.S. Department of Transportation Act (Section 4(f)) and Section 106 of the National Historic Preservation Act (Section 106) as a historic property.

In 1968, the U.S. Department of the Interior issued an LWCF grant to provide outdoor recreation facilities for the public by developing a portion of Town Lake in Downtown Austin that is now called Waller Beach. The grant specified development of walk and bike trails, rest areas, fishing points, boat dock and observation point, and a sun shelter. The sun shelter was never built. The Waller Creek Boathouse and two docks were built after the LWCF-funded improvements, and the docks are not within the Section 6(f) boundary. The park is well used by joggers, kayakers, cyclists, and wildlife watchers. It is connected to several other parks through the Ann and Roy Butler Hike and Bike Trail, a 14.1-mile trail system that circles Lady Bird Lake. The trail is used both recreationally and as an alternative transportation route for the urban core. The Waller Creek Boathouse, located in the park, is a popular Austin recreational facility that serves Austin residents and visitors through its concessionaire, the Austin Rowing Club, and several other organizations. Park amenities are shown in **Figure 3**.

Figure 3: Amenities at Waller Beach at Town Lake Metro Park



Waller Creek Boathouse



Trails, Heritage Trees, and Waterfront Access

Waller Beach at Town Lake Metro Park is accessible via several transportation modes. Vehicle transportation to the park is possible via I-35 and East Avenue, Cummings Street, and West Cesar Chavez Street. Bicyclists and pedestrians are able to access the park via the Ann and Roy Butler Hike and Bike Trail, Congress Avenue, Trinity Street, Rainey Street, the Waller Creek Greenbelt Trail, Cummings Street, and East Avenue. The park is accessible via four CapMetro routes: 17, 322, 490, and 493.

4 Effect on the Section 6(f) Resource

Planning for light rail in Austin has been ongoing for several decades. The Project is needed to increase the transportation network capacity to address the growing travel demand in the corridor and to sustainably support Austin's population and employment growth. The conversion of Section 6(f) parkland is needed for the Project infrastructure that would connect East and South Austin to Downtown Austin to achieve the City's mobility goals.

The proposed guideway for the Project would cross Waller Beach at Town Lake Metro Park in a perpendicular orientation on an elevated structure, occupying a portion of the Ann and Roy Butler Hike and Bike Trail and requiring the removal of the Waller Creek Boathouse and two docks. The proposed Project would reconstruct the trail beneath the bridge after construction is complete and would build new connections to the bicycle and pedestrian lanes on the light rail bridge. The Project would require approximately 45,371 square feet (1.04 acres), or approximately 3.6 percent of park acreage, to accommodate both the construction and maintenance of the bridge (see **Figure 2**, **Figure 4**, and **Figure 5**).

The Project would require relocation of the concessionaires that operate out of the Waller Creek Boathouse, and ATP would meet the requirements of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, for these relocations. The access road to the Waller Creek Tunnel Outlet facility would be re-aligned to accommodate Project construction activities and allow for continued use of the outlet facility. Pump equipment for the water tunnel occupies a portion of the basement level of the boathouse and would be relocated prior to construction to allow for continued use.

Under the No Build Alternative, 1.3 acres of Waller Beach at Town Lake Metro Park will be converted to transportation use by TxDOT for the reconstruction of the I-35 bridge. TxDOT will use the area for staging equipment during construction, and it will remain as TxDOT right-of-way after construction to be used for I-35 bridge maintenance. TxDOT will allow the area to be used by the City for park and trail following completion of the project. The construction period for the Project would overlap with the construction period of the I-35 Capital Express Central Project being advanced by TxDOT. ATP is coordinating with TxDOT to minimize construction effects to the extent feasible.

Figure 4: Project Design at Waller Beach

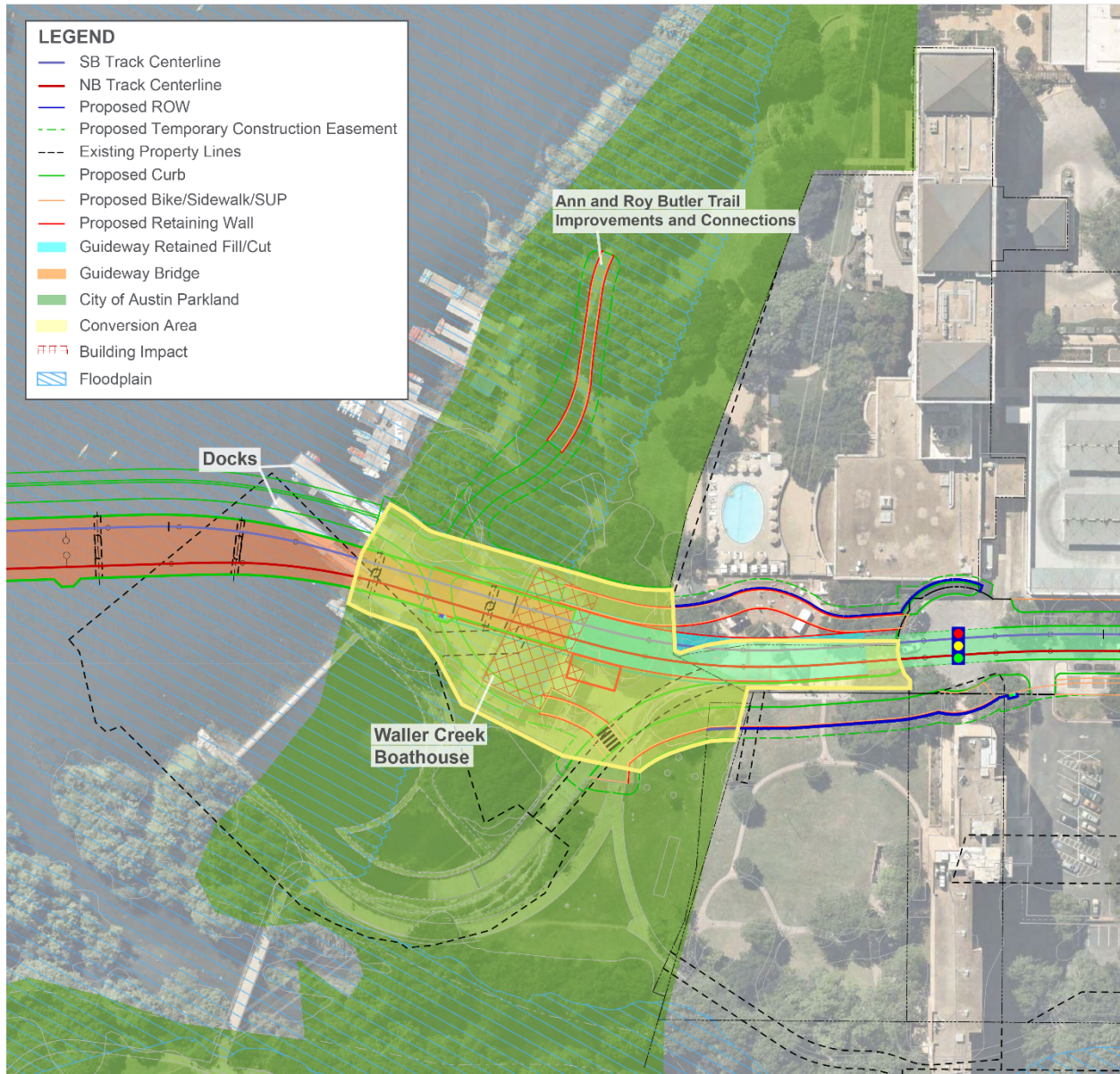


Figure 5: Rendering of Proposed Bridge Over Lady Bird Lake at Waller Beach at Town Lake Metro Park



5 Coordination

The Section 6(f) regulations require completion of all necessary coordination with federal agencies regarding other federal laws and regulations that apply to the Project. FTA and ATP have conducted analysis and outreach for this Draft Environmental Impact Statement (DEIS) regarding the Project's potential environmental effects pursuant to the National Environmental Policy Act. FTA has completed a draft Section 4(f) Evaluation, presented in **DEIS Appendix G**, and initiated the Section 106 consultation process with the State Historic Preservation Office, the Texas Historical Commission, in April 2024 (see **DEIS Appendix E-6** and **DEIS Appendix E-7**). ATP has also coordinated the TPWD and NPS, the officials with jurisdiction. After public review and comment on the DEIS, FTA's final environmental determinations will be presented in a combined Final Environmental Impact Statement and Record of Decision in accordance with the National Environmental Policy Act.

ATP has initiated consultation with TPWD and NPS to discuss the Project's potential Section 6(f) impacts. FTA and ATP would follow the procedural requirements related to the potential conversion area in Waller Beach at Town Lake Metro Park to non-park use.

When applications to convert Section 6(f) parkland to non-park use are proposed, the state resource agency is responsible for coordination with NPS and for provision of required application materials. For the Project, TPWD would coordinate with NPS and would provide to NPS a formal conversion request. The formal conversion request submission would include an

LWCF amendment form for Waller Beach at Town Lake Metro Park as well as other documentation. ATP, in coordination with the City and CapMetro, would work with TPWD to provide the information that is required for submission to NPS.

6 Alternatives to Section 6(f) Conversion

As outlined in the NPS *Land and Water Conservation Fund State Assistance Program, Federal Financial Assistance Manual*, NPS must find that all practical alternatives to the conversion have been evaluated and rejected on a sound basis before it would consider the formal conversion request (NPS 2023).

The Project was developed to include cost-effective segments of two previously proposed high-capacity transit projects—the Orange and Blue Lines—as part of the Project Connect program. In 2021 and 2022, the Orange and Blue Lines were the subject of cultural resource studies and information submitted to PARD, TPWD, and the Texas Historical Commission for review. To address increasing costs, the Orange and Blue Line projects were paused for further development by ATP in summer 2022. Since then, the two lines have been combined and modified into a single proposed project sponsored by ATP as the first phase of the light rail system for Project Connect.

As planning to support Project Connect advanced (described in **DEIS Chapter 2**), the Project team considered and evaluated a number of alternatives for the Project seeking to avoid the need to convert Section 6(f) resources to non-recreational uses. Alternatives were rejected if they could not be built as a matter of sound engineering practice. Alternatives were also rejected if they failed to meet the Project’s purpose and need. The purpose of the Project is to address growing corridor travel demand with a reliable, safe, cost-effective, time-competitive, sustainable, and equitable light rail system that operates in a dedicated guideway. The Project is needed to:

- increase the transportation network capacity to meet existing travel demand;
- sustainably support Austin’s population and employment growth;
- improve transit access between affordable housing and jobs; and
- support growth of and connectivity to the regional centers identified in *Imagine Austin* (City of Austin 2024a).

The alternatives analyses for the Orange and Blue Line projects (CapMetro 2020a, 2020b) evaluated No Build, Bus Rapid Transit (BRT), Transportation System Management, and Light Rail Transit Alternatives. BRT was defined as high frequency service with a dedicated guideway and several amenities, including off-board ticketing, multi-point vehicle access, and articulated vehicles.¹ The BRT guideway would require a bridge structure similar to that of the light rail and

¹ As discussed in **DEIS Chapter 1 and Appendix A**, FTA and CapMetro completed Planning and Environmental Linkages studies for two high-capacity transit projects that were components of the Project Connect program (that is, the Orange and Blue Lines, referred to in Chapter 1 as the “2020

would occupy the same footprint in Waller Beach at Town Lake Metro Park. As a result, the BRT Alternative would not provide an alternative to the conversion of Section 6(f) property. The Transportation System Management Alternative was developed to increase bus service to the greatest extent possible within the confines of reasonable property acquisition to expand the existing transportation right-of-way.

Alternatives that would avoid the need to convert Section 6(f) parkland include the No Build Alternative, Transportation System Management, tunnels, and an alternate river crossing. These alternatives are discussed below.

6.1 No Build Alternative

The No Build Alternative assumes completion of planned and programmed transportation projects, except for the Project. The No Build Alternative would avoid the use of the Section 6(f) resource affected by the Project. The No Build Alternative is not a practical alternative because it would not increase the transportation network to meet existing travel demand or sustainably support Austin's population and employment growth, and it would cause severe problems that would outweigh the importance of protecting the Section 6(f) property. Under the No Build Alternative, traffic and air quality would worsen, the historical pattern of urban sprawl would continue, and the region would not be able to sustainably accommodate the projected population and employment growth.

6.2 Transportation System Management Alternative

ATP defined the Transportation System Management Alternative to investigate the level of benefit that can be captured by using low-capital techniques to improve transportation services through better management of existing resources and facilities. The Transportation System Management Alternative would upgrade local bus service by introducing a new CapMetro Rapid route with transit priority treatments in the Project corridor without constructing a dedicated guideway. CapMetro developed the Transportation System Management Alternative as part of the Planning and Environmental Linkages study effort (described in **DEIS Chapter 2**) by maximizing transit service within the existing and programmed transportation right-of-way. The Transportation System Management Alternative assumes 10-minute frequency, higher-capacity vehicles (likely 60-foot, articulated, three-door buses), transit signal priority at all intersections except downtown (from Cesar Chavez Street to East Martin Luther King Jr. Boulevard), and consolidated stops with enhanced amenities similar to today's CapMetro Rapid stations (but without level boarding or off-board fare payment) with estimated one-third-mile stop spacing. To obtain frequencies shorter than 10 minutes, additional infrastructure and property acquisition would be required. ATP found that travel time on buses under the Transportation System

Proposed Projects"). These studies, which evaluated mode and corridor alternatives, included public outreach (CapMetro 2020a, 2020b). The combination of the BRT capacity limitations and public preference determined from these Planning and Environmental Linkages studies appropriately resulted in the selection of light rail as the preferred mode. While BRT on dedicated guideway could support the projected horizon year ridership, the distance between buses (headways) would be only a few minutes, and the system would operate at maximum capacity with no room for future growth. Light rail would provide for increases in ridership an estimated 10 to 20 years beyond the horizon year.

Management Alternative was generally twice as long compared to the guideway options (light rail and BRT), and the system would support only about one-third of the ridership on the guideway options. The Transportation System Management Alternative would not provide the mobility benefits needed to accommodate the projected growth in the region and would not meet Project's purpose and need.² The Transportation System Management Alternative is not a practical alternative because it would not increase the transportation network capacity to meet existing travel demand or sustainably support Austin's population and employment growth.

6.3 Tunnel Alternatives

A tunnel segment was evaluated for the Orange and Blue Line projects to extend service north of Lady Bird Lake and minimize effects on traffic congestion in the downtown area. The high cost of the tunnel was principally responsible for the cost overruns that rendered the Orange and Blue Lines financially infeasible. Average capital costs per route mile of light rail through downtown from East Martin Luther King Jr. Boulevard to Lady Bird Lake with the tunnel segment were three times the cost of the typical cost per mile of an at-grade alignment.

ATP evaluated additional tunnel options during the Alternatives Development and Alternatives Analysis phase of the *Austin Light Rail Implementation Plan* (ATP 2023). Five scenarios were developed to capture a reasonable range of alternatives for evaluation in the DEIS. The "Partial Underground: UT-Austin to Yellow Jacket" scenario included a tunnel segment between 21st and 7th Streets and an elevated section between 7th Street and East Riverside Drive on Guadalupe Street, crossing Lady Bird Lake by bridge at 1st Street. Due to the high cost per mile of tunnels, this scenario would require reducing the alignment to 6.6 miles and would require reducing the number of stations. This scenario would provide the fewest stations among the five scenarios, would not reach South Austin, would have the lowest ridership, and would serve the fewest key destinations, affordable housing units, and minorities. The community response to the five scenarios stressed the importance of a longer light rail line, one that would serve the most people and extend, or not preclude a future extension, to the airport (ATP 2023b).

While an underground segment of the transit system could be designed to avoid the Section 6(f) use of Waller Beach at Town Lake Metro Park, the high cost would render it impractical and compromise the ability to proceed with the Project. As a result, FTA and ATP have determined that the tunnel alternatives would not meet the Project's purpose to address growing travel demand with a cost-effective system that would sustainably support Austin's population and employment growth.

6.4 South 1st Street River Crossing

ATP evaluated an alternative to the Trinity Street river crossing at South 1st Street that would avoid the effects on Waller Beach at Town Lake Metro Park. However, this river crossing alignment would affect protected resources on both shores of Lady Bird Lake, including Section 6(f) parkland (see **Attachment A**). In addition, after reasonable mitigation, including addition of turn lanes and signal optimization, the South 1st Street river crossing would result in

² Ridership forecasts for the year 2040 range from 30,500 to 52,300 daily riders (CapMetro 2020a).

substantial unmitigable effects on vehicular and bus traffic in Downtown Austin. Compared to the South 1st Street river crossing, the Trinity Street river crossing would serve more riders, more affordable housing units, more key destinations, and the planned development in proximity to the Cesar Chavez Station, which is focusing on meeting equity goals in a disadvantaged community. The South 1st Street river crossing would not be a practical alternative because it would not sustainably support Austin's population and employment growth or connectivity to the Downtown Austin regional center. In addition to the South 1st Street and Trinity Street river crossings, other river crossing alignments to the east and west were reviewed and eliminated from consideration if they did not meet the purpose and need of the Project. An alignment was considered to be fatally flawed if it increased travel times, if it did not provide for optimal station locations, or if limited right-of-way would result in effects on residences or difficulty in connecting to Guadalupe Street in Downtown Austin. Due to the extent of protected parkland on both shores of Lady Bird Lake, none of these alignments would avoid Section 6(f) resources.

7 Replacement Property

Prior to approving a conversion of Section 6(f) parkland to non-park use, NPS must find that the fair market value of the park property to be converted has been established and that the property proposed for replacement is of at least equal fair market value. ATP, in partnership with the City, would commission an appraisal of the fair market value of the park area proposed for conversion, as well as that of the property proposed for replacement, to satisfy this requirement. The LWCF appraisal method allows for the appraisal to include existing property improvement values if they contribute to outdoor recreation. ATP would compensate the City in accordance with the appraised fair market value.

NPS must also find that the replacement property is of reasonably equivalent usefulness and location as the property being converted. The replacement property need not provide identical recreation experiences or be located at the same site as the conversion property, provided it is in a reasonably equivalent location (36 CFR Section 59.3 (b)(3)).

The City, in coordination with ATP and CapMetro, considered sites along Lady Bird Lake that have the potential to meet the requirements for replacement property; however, due to the developed nature of the area, few sites were identified, and land adjacent to parkland is not available. Only one property has been identified as suitable replacement property at this time. This privately owned property is approximately 1.492 acres on the south bank of Lady Bird Lake, north of East Riverside Drive, and east of South Congress Avenue at 300 East Riverside Drive. A portion of the Ann and Roy Butler Hike and Bike Trail abuts the property. The suitability of this property to qualify as Section 6(f) replacement parkland is contingent on several factors that have not been confirmed by TPWD or NPS at this stage in the process.

If this site is advanced, the 1.492 acres of waterfront land would be deeded to the City as parkland by the current owner, and access to future amenities would be provided to the public along with the existing trail. The location of the site along the Ann and Roy Butler Hike and Bike Trail and the openness of the site would naturally encourage recreation use. New recreation outdoor amenities may include picnic tables, observation decks, trails, and gazebos. It would be

accessible to the public prior to the start of construction activities at Waller Beach at Town Lake Metro Park.

8 Waller Creek Boathouse Relocation

The City evaluated sites for the Waller Creek Boathouse relocation and engaged interested stakeholders to understand key concerns with the relocation. The City met with the Austin Rowing Club leadership to understand operational elements of the existing concession and has considered the aspects of the existing operations at the Waller Creek Boathouse. Six sites were evaluated for suitability, and one site was preliminarily selected on the south side of Lady Bird Lake because it would better distribute water recreation more evenly across waterfront parkland on Lady Bird Lake and it would serve areas in East Austin where opportunities for waterfront recreation are limited.

The site preferred by the City is located on the south shore of Lady Bird Lake to the east of I-35 at 2200 S. Lakeshore Boulevard. The site formerly housed a hostel and includes an existing building that could be renovated to accommodate the 7,000-square-foot boathouse. An existing paddle-board rental concession currently operates on site and could remain or relocate elsewhere on Lady Bird Lake. Currently, there is a small parking lot and nearby on-street parking.

The Austin City Council issued Resolution No. 20220901-085 relating to the relocation of the Waller Creek Boathouse, directing the City Manager to identify a financing plan to improve 2200 S. Lakeshore Boulevard and authorizing the negotiation and execution of agreements necessary to effectuate the relocation of the organizations that currently use the boathouse. PARD has issued five updates to the Austin City Council related to fulfilling the Resolution's intent (see **Attachment B**). ATP would follow the Uniform Act with regard to the relocation of the boathouse tenants and would regard the use of such property as a voluntary acquisition pursuant to 49 CFR Section 24.2(a)(Displaced person)(iii).

9 Enhancements and Measures to Minimize Effects

For parks where only a portion of the Section 6(f) property is proposed to be converted, the effect of the conversion on the remaining area must also be considered, and the unconverted area must remain recreationally viable or be replaced as well.

ATP, in coordination with PARD and TPWD, has designed the trail connections to minimize effects on heritage trees and would design the bridge to minimize bulk to reduce visual and aesthetic effects and maximize usable park space beneath the bridge. The Ann and Roy Butler Hike and Bike Trail would be re-established beneath the bridge and would connect to the new bicycle and pedestrian facilities on the bridge. Beneficial effects of the Project include enhanced access to the park from East and South Austin. ATP would also improve a section of the Ann and Roy Butler Hike and Bike Trail, located outside of the conversion area and currently not in compliance with the Americans with Disabilities Act, for people with disabilities.

Throughout the design process, ATP coordinated with TPWD and PARD to limit the Project right-of-way requirements at Waller Beach at Town Lake Metro Park. The design of trail connections was refined by ATP to minimize the conversion area. The Project's right-of-way requirement in the park is less than that of the previously approved Blue Line, which required a tunnel portal in the park to accommodate a downtown tunnel segment. The conversion area, originally approximately 58,544 square feet (1.34 acres), was reduced to 45,371 square feet (1.04 acres) through design development and coordination (see earlier plans in **Attachment C**).

ATP would minimize effects on Waller Beach at Town Lake Metro Park and the Ann and Roy Butler Hike and Bike Trail by:

- avoiding or protecting heritage and protected trees wherever practical;
- replacing trees in accordance with City requirements;
- implementing and monitoring best management practices during construction to minimize noise, vibration, air quality, and dust levels, described in **DEIS Chapter 4**;
- maintaining bicycle and pedestrian traffic via detour routes around construction sites;
- implementing and monitoring compliance and conservation measures during construction to minimize effects on natural resources (see **DEIS Appendix F, Natural Environment**);
- coordinating with TxDOT to minimize effects related to the I-35 Capital Express Central Project construction; and
- restoring construction sites to a condition at least as good as what existed prior to construction.

As a result of these measures, the areas of Waller Beach at Town Lake Metro Park outside of the conversion area would remain recreationally viable during both construction and operation of the new light rail service.

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