DESIGN COMMISSION
MONDAY, NOVEMBER 24, 2014 6:00 PM
AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101
301 W. SECOND STREET, AUSTIN, TEXAS 78701

Current Commission Members

_____ Dean Almy (DA) – Chair   _____ Juan E. Cotera (JC)
_____ Evan Taniguchi (ET) – Vice Chair   _____ James Shieh (JS)
_____ Hope Hasbrouck (HH) – Secretary   _____ Jeannie Wiginton (JW)
                                                  _____ Bart Whatley (BW)

                                                  _____ Jorge E. Rousselin (COA – PDRD)
                                                          Staff Liaison

AGENDA

Please note: Posted times are for time-keeping purposes only. The Commission may take any item(s) out of order and no express guarantee is given that any item(s) will be taken in order or at the time posted.   **Approx. time**

CALL TO ORDER AND ROLL CALL	**6:00 PM**
1. CITIZEN COMMUNICATION: GENERAL The first five speakers signed up prior to the meeting being called to order will each be allowed a three-minute allotment to address their concerns regarding items not posted on the agenda.	**6:00 PM**
2. APPROVAL OF MINUTES (Discussion and Possible Action) a. Discussion and possible action on the October 27, 2014 Design Commission meeting minutes. (Jorge Rousselin, COA-PDRD)	**6:15 PM**
3. NEW BUSINESS (Discussion and Possible Action): a. Discussion and possible action on the 2015 Design Commission meeting schedule.	**6:20 PM**
4. OLD BUSINESS (Discussion and Possible Action) a. Discussion and possible action on crafting of Design Guidelines for infrastructure projects as directed by City Council Resolution No. 20120816-060. (Commissioner Hasbrouck).	**6:25 PM**
5. COMMITTEE AND LIAISON REPORTS (Discussion and Possible Action) a. Standing Committees Reports; b. Working Group Reports; c. Liaison Reports; d. Appointment of Committee/Working Group members by Chair.	**7:00 PM**
6. STAFF BRIEFINGS: a. Proposed updates to Design Commission Project Review Guidelines for project submittals	**7:10 PM**
7. FUTURE AGENDA ITEMS	**7:20 PM**

8. ANNOUNCEMENTS	**7:20 PM**
a. Chair Announcements;	
b. Items from Commission Members; and	
c. Items from City Staff.	
ADJOURNMENT	**7:30 PM**

The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Meeting locations are planned with wheelchair access. If requiring Sign Language Interpreters or alternative formats, please give notice at least 3 days before the meeting date. Please contact Jorge Rousselin in the Planning and Development Review Department, at jorge.rousselin@austintexas.gov or (512) 974-2975, for additional information. TTY users route through Relay Texas at 711.

Design Commission Committees, Working Groups, and Liaisons

Committees
  1. Bylaws/Policies & Procedures Committee: Wiginton (Chair), Cotera, Whatley
  2. Executive Committee: Almy (Chair), Taniguchi, Hasbrouck

Working Groups
  1. Planning and Urban Design Working Group: Whatley (Chair), Cotera, Shieh
  2. Architecture and Development Working Group: Almy (Chair), Taniguchi, Cotera
  3. Landscape and Infrastructure Working Group: Hasbrouck (Chair), Wiginton, Almy
  4. Public Engagement Working Group: Wiginton (Chair), Taniguchi, Hasbrouck

Design Commission Liaisons
  1. Downtown Comm. Liaison / Downtown Austin Plan: Whatley
  2. Airport Boulevard Redevelopment Initiative: Whatley

Design Commission Staff Liaison:
Jorge E. Rousselin, Development Services Process Coordinator
Urban Desgin, Planning and Development Review Department
City of Austin, One Texas Center, 505 Barton Springs Rd., Austin, TX 78704
Phone: (512) 974-2975 ◼ E-mail: jorge.rousselin@austintexas.gov

Resources:
  1. The Urban Design Guidelines for Austin can be accessed here:
     Urban Design Guidelines for Austin.

  2. Design Commission backup may be accessed here: **Design Commission Backup.**

DESIGN COMMISSION
MONDAY, October 27, 2014 6:00 PM
AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101
301 W. SECOND STREET, AUSTIN, TEXAS 78701

Meeting Minutes

Call to order by: Chair Almy at 6:04 PM.

Roll Call: J. Wiginton not arrived yet.

1. CITIZEN COMMUNICATION: None

2. APPROVAL OF MINUTES (Discussion and Possible Action)

a.   Discussion and possible action on the September 22, 2014 Design Commission meeting minutes. (Jorge Rousselin, COA-PDRD).

The motion to approve the minutes as drafted made by E. Taniguchi; Second by B. Whatley was approved on a vote of [6-0] [JW not arrived yet].

[J. Wiginton arrived at 6:11 PM]

3. NEW BUSINESS (Discussion and Possible Action):
a.   Discussion and possible action on the 5th & Brazos Hotel design development submittal located at 501 Brazos St. seeking support for the project and review for substantial compliance with the Urban Design Guidelines for Austin in accordance with the Gatekeeper requirements of LDC 25-2-586 for the Downtown Density Bonus Program. (Ute Tegtmeyer, bKL Architecture LLC.).

Ms. Ute Tegtemeyer of bKL Architecture LLC. presented the 5th & Brazos design development submittal seeking a finding of substantial compliance with the Urban Design Guidelines.

Commissioner Whatley presented the recommendations of the Planning and Urban Design WG to the Commission and read the letter into the record.

The motion to accept the Planning and Urban Design Working Group letter as amended on the Dias by removing items 1, 7, and 8 with a finding of substantial compliance with the Urban Design Guidelines made by J. Wiginton; Second by B. Whatley was approved on a vote of [7-0].

b. Discussion and possible action on the Austin Shelter for Women & Children Renovation & Expansion design development submittal located at 4523 Tannehill Lane seeking support for the project. (Robin Camp, COA-Public Works).

Ms. Robin Camp from COA-PW introduced Mr. Al York who presented the Austin Shelter for Women & Children Renovation & Expansion design development submittal.

The motion to support the project as presented made by J. Cotera ; Second by J. Wiginton was approved on a vote of [7-0].

c. Election of Design Commission Officers for the next year.

The motion to re-elect the current slate of officers:
- **Dean Almy – Chair**
- **Evan Taniguchi– Vice Chair**
- **Hope Hasbrouck – Secretary**

made by J. Cotera; Second by J. Wiginton was approved on a vote of [7-0].

4. OLD BUSINESS (Discussion and Possible Action)

a. Discussion and possible action on recommendations related to the American Society of Landscape Architects, Austin Section, regarding their CodeNEXT issue paper seeking support for their position. (Commissioner Hasbrouck).

Commissioner Hasbrouck presented the recommendations of the Landscape Architecture and Infrastructure Working Group including a change in language as stated on the Dias.

The motion to endorse the letter as amended on the Dias and forward to Council made by D. Almy; Second by B. Whatley was approved on a vote of [7-0].

5. COMMITTEE AND WORKING GROUP REPORTS (Discussion and Possible Action)

a. Standing Committees Reports: **None**
b. Working Group Reports: **None**
c. Liaison Reports:
    Commissioner Whatley presented a report on the election of officers – new Chair and vice chair.
d. Appointment of Committee/Working Group members by Chair: None

6. STAFF BRIEFINGS: None

7. FUTURE AGENDA ITEMS:
   a. Discussion of coordinated efforts between ASLA & AIA, PE, with CodeNEXT.

8. ANNOUNCEMENTS

    a. Chair Announcements: **Ex. Com meting soon**

    b. Items from Commission Members: **Meet with Council person on DC recommendations for Commission reassignment.**

    c. Items from City Staff: **None**

ADJOURNMENT by consensus at: 7:04 PM

2015 Meeting Schedule for the Design Commission

The Commission shall meet monthly as specified below. All regular meetings are held on the 4th Monday of every month beginning at 6:00 PM in the Boards and Commissions Room 1101 at City Hall 301 West 2nd Street, Austin, TX 78701 unless specified otherwise.

MEETING DATES*	CANCELLED DATE
January 26, 2015	
February 23, 2015	
March 23, 2015	
April 27, 2015	
May 26, 2015**	May 25, 2015
June 22, 2015	
July 27, 2015	
August 24, 2015	
September 28, 2015	
October 26, 2015	
November 23, 2015	
December 14, 2015**	December 28, 2015

* All backup materials are due ten (10) days prior to the meeting.
** This meeting may be rescheduled to a different venue.

Design Commission Staff Liaison:

Jorge E. Rousselin, Development Services Process Coordinator
Urban Desgin, Planning and Development Review Department
City of Austin, One Texas Center, 505 Barton Springs Rd., Austin, TX 78704
Phone: (512) 974-2975 ■ E-mail: jorge.rousselin@austintexas.gov

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Proposed Work Plan to Complete the Infrastructure Design Guidelines

Slide One: Contents of Back-up

Section 1	Powerpoint
Section 2	Google Fiber IDG Document
Section 3	November 13, 2014 Draft of IDG
Section 4	City Staff Assignments

1

Proposed Work Plan to Complete the Infrastructure Design Guidelines

Proposed Schedule

November 2014	TODAY
December 2014	Drop Dead Deadline for Question Submissions
January 2015	Assign Sections-Commence writing independently
February 2015	Write Independently
March 2015	Synthesis – Review and comments- Revisions Assigned
April 2015	Revisions Deadline April 30th
Mid-May 2015	Special Called Meeting submission of final sections by all commission members
May 2015	Final Draft and Completion of Document
June 2015	Graceful departure for some colleagues.

Table of Contents

Section 1

Introduction (DA & HH)

The Design Commission provides advisory recommendations to the City Council on matters pertaining to the quality of proposed urban development, and as requested by the Council, assists in developing public policy and in promoting excellence in the design and development of Austin's built environment. In our capacity as stewards of Austin's built identity, Council has asked the Design Commission to broaden its scope to include policies and standards for the design and review of the infrastructural components of our city. This annual of Infrastructure Design Guidelines, is meant to complement both the city's Urban Design Guidelines, and the Imagine Austin Comprehensive Plan. The Infrastructure Design Guidelines address the design character and construction of components and systems that structure and support the ongoing development and growth of the City of Austin and aim to enable the City to attain its vision of becoming the most livable city in the country.

Infrastructure can generally be defined as the set of interconnected structural components that provide the necessary supporting framework for urban development. Typically referring to the technical structures that support a society's needs, such as roads, bridges, water supply, sewers, electrical grids, telecommunications, and so forth, infrastructure is comprised of "the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions."[Fulmer, 2009]. The Design Commission is primarily concerned with achieving excellence in the design of such structures and systems.

Infrastructure plays two primary roles in the design of urban environments: performative, and connective. Performative in this context refers to the capacity of the infrastructure to accomplish the technical function for which the system has been designed, be it the distribution and collection of water, electricity, transportation, etc., or the provision of systems of public space, streets, sidewalks, etc. Performative standards and criteria are the purview of City Staff and City Departments. Connective refers to the ability of infrastructure to integrate disparate urban development components and projects into an integrated system. Connective also refers to the socially supportive role that infrastructure may play in enhancing the quality of life of the citizens of Austin. The Design Commission seeks to work with and advise City Staff, City Departments, and developers on attaining excellence in the design and integration of the physical and social systems of our city.

These Infrastructure Guidelines outline the vision, principles and connective design criteria that are required for the design of our city's urban structure. The Infrastructure Design Guidelines provide the necessary framework for the design of a compact, connected and sustainable urban environment for Austin. The Design Commission's role in evaluating infrastructure proposals is to ensure that each development project is designed adequately and systematically reflects the values and principles espoused by the framework.

1.1 Design Commission Mission for Infrastructural Design

1.2 The Virtues of Integrative Design

1.2.1 Examples of Integrative Design (Great Streets)

Section 2

Contextual History (ET & HH)

2.1 Significance of Infrastructure

(CALC. percentage of Austin service area dedicated to infrastructure)

2.2 Define Infrastructure

2.3 Existing City of Austin Infrastructure Guidelines

Due to the recent adoption of the Imagine Austin Comprehensive Plan, which is built around the concept of "compact and connected", infrastructure suddenly takes on a new meaning, as it will be the element that connects the activity centers, whether it's transportation, utilities, or green space/watersheds. So, this is a good time to reassess what infrastructure is, or needs to be, as we face many environmental challenges for the next thirty years, something the new Comp Plan espouses as tantamount for Austin's future. Infrastructure must now support smart, positive development in a sustainable way.

But, some of this reassessment of infrastructure already has a good start, in such City of Austin planning efforts as those listed below. It's great when infrastructure is addressed in these master plans, as it can be specific to that area or concept, but when it doesn't apply to a certain area or concept, the Infrastructure Design Guidelines will need to be implemented.

- The Great Streets Master Plan- promotes walkability through smart streetscape design and integrates bicycle paths and public transportation, encouraging less reliance on the automobile. The Bicycle Master Plan goes even further in developing bike routes throughout the City.

- The Austin Resource Recovery Master Plan- promotes minimal waste by through recycling. The goal is to keep 90% of discarded materials out of the landfill by 2040.

- The Watershed Master Plan- assesses erosion, flood and water quality problems in Austin. It also prioritizes and implements effective solutions that address all three problems.

- Airport Boulevard, Riverside Drive, Burnet Road Corridor Studies- these separate studies envision transforming these areas from auto-dominated, aging corridors, to people-oriented destinations with lots of people living, working and playing within walking distance of transit. The Airport Blvd Study goes one step further in implementing form-based code, which can control environmental standards in a more sustainable manner than traditional zoning.

Transit Oriented Design Ordinance and Station Standards- TOD district boundaries are established and TOD district zoning classification is identified. The Station Area Plans include specific design standards and development goals for each TOD district (located around transit stops on the city's rail line), including land use regulation, density, building height, site and building design, and general standards.

2.4 Technical Criteria Manuals Currently in Use

Section 3

Values and Vision for the Design Commission (DA & JC)

3.1 Design Principles- Specific to Infrastructure

Design plays an important role in the development of a compacted and connected urban fabric that functions well. A sustainable, compact and connected city is an element of the vision of the comprehensive plan, Imagine Austin.

Design Guidelines are not to conflict with safety codes, federal guidelines, Homeland Security, or other similar safety standards.

Design principles should not rely on interpretation by staff, but instead should be a clear checklist. The design principles are meant to give a broad vision so that city departments can continue to make specific guidelines that are most applicable to them.

3.2 Introduction to Values

To paraphrase the Urban Design Guidelines, the city is a community of people and how people interact with buildings and the infrastructure is informed by values shared by the people. The Commission believes that, for Austin, important shared values include:

- Humane Character

- Density

- Sustainability

- Diversity

- Economic Vitality

- Civic Art

- A Sense of Time

- Unique Character

- Authenticity

- Safety

- A Connection to the Outdoors

The design of our Austin infrastructure, as well as the design of our buildings, must be based on the people's basic shared values

Although not necessarily exhaustive in scope, these shared values constitute the foundation for the infrastructure design guidelines that follow.

3.2.1   Humane Character

Humane character is of value because it is the basis for comfort in a built environment, and people are more inclined to live, shop, eat or recreate in a city whose infrastructure supports an environment that is physically and psychologically comfortable. The design of our infrastructure, whether streets, parks or even underground or overhead utility systems, should demonstrate that it was built for people; it should foster a sense in inhabitants that this place was made for comfortable human living. Designers, developers and transportation engineers can move the physical nature of the city closer to an ideal human habitat, while recognizing that urban places are special and more concentrated. In the same way, the use of materials, the scale of construction, human amenities, the mitigation of sunlight, the level of complexity, the design of streets, open space, water, waste water and power systems, communication systems, and the amount of plants and trees may all be manipulated to suggest that urban areas have been designed for human use. This understanding will contribute to a sense of well-being as we feel well matched to our surroundings – as we feel that they have been designed for us. It will also promote the use of our sidewalks and streets by pedestrians, increasing the activity level and economic viability of the city core. Humane character is achieved when people no longer distinguish infrastructure separately from the built environment, when they no longer perceive it as an obstacle.

3.2.2   Density

Density refers to the concentration of people, buildings and activities. With this concentration comes a great efficiency and vitality. We value density because density facilitates commercial and social interaction by simply placing many people together in a relatively compact space. The serendipity arising from this inevitable interaction is evident in all great cities of the world.

Density and concentration are not to be confused with overcrowding. According to Jane Jacobs in The Death and Life of Great American Cities, density is critical "to generate exuberant diversity in a city's streets and districts." In the same book Jacobs quotes Lewis Mumford on the function of the city. In summary, density promotes vitality and diversity. In the suburbs where most often there is neither density nor diversity, it is a homogenous majority that defines the character of the community. Dense urban places are, by their very nature, highly diverse in character and therefore more representative and democratic in character, more experientially diverse and exciting.

Infrastructure can enhance the nature of a dense urban environment or, when not well designed, can in effect turn density into unhealthy overcrowding.

3.2.3   Sustainability

Sustainability is a value because a city that is self sustaining—that which achieves an ongoing and maintainable balance between the total resources it consumes and the total resources it creates—is better able to survive over a long time period. A sustainable infrastructure is an infrastructure which promotes a healthy urban ecology. The city is a setting for our lives and the life of our families, and this constancy contributes to a sense of well being, a sense that we are part of a more civic whole. Sustainability considers that future generations in Austin should have flexibility and choice available to them as it was to our generation.

Sustainability addresses more than the simple effort to minimize energy consumption, emphasize "green" construction practices, and institutionalize recycling It also encompasses the reuse of existing infrastructure, the creation of an infrastructure with long life spans, and the creation of an infrastructure with built-in flexibility to allow for differing future uses. Sustainability assumes that our community is a human community and that the built environment is an extension of the infrastructure which allows a dense population to live in a relatively small area in relative comfort. Sustainability also encompasses economic sustainability, leading to the conclusion that our economic health requires an affordable infrastructure that supports the commercial spaces and that investment in these spaces can provide returns necessary to support it.

3.2.4   Diversity

The support of diversity (the distinction of characteristics, qualities, or elements) is a societal strength and one of the central principles of democracy. A diverse place for living ignites the imagination, capturing cultural and business pursuits. Diversity fosters inclusive ownership of private, public, and civic amenities. Diversity in our built environment and infrastructure applies to function, culture, style, and use. Development which is multiuse or diverse in other ways will result in a city that evolves into a rich and vibrant place to live, work, and play, and will support continued economic growth.

3.2.5   Economic Vitality

Economic vitality describes a condition where all sectors of the economic machinery are working well and are working together. It represents a sustainable return on investment for all measures of urban life. Without the energy and vigor of the economy, downtown revitalization is not possible. The powerful draw that Austin has as a unique and highly desirable city can be enhanced by ensuring that future development does not result in a city in decline. Successful private projects and the infrastructure to support them will create higher property values in general and thus increase the tax base. Private projects, however, must be profitable if they are to expand the tax base and enrich the civic presence.

3.2.6   Civic Art

Art for public defines the public realm and distinguishes the fine points in a city. Art creates a civic good which can inform the inhabitants and the world of their commitment to the expression of a collective identity. Expressing this identity celebrates what is unique about the community, transforming the everyday, honoring and valuing the past, as well as expressing the community aspirations for the future.

Civic art stimulates the cultural life of the region. Civic art, whether initiated by the city or by private development, promotes economic development, cultural tourism, downtown and neighborhood revitalization, international prestige and recognition, and an improved quality of life for a community.

Civic art gives places back to the people; it leads visitors as well as inhabitants into the discovery of a city. Over time Austin has evolved through the many purposes, ideas, ideals, and the traditions of those who have shaped and lived here; a work of art or architecture over time becomes an important link to a city's past. From it future generations learn of the perceptions and attitudes of their predecessors. When the work
is new, it can help people understand today's ideals and traditions and the changes going on around them.

Over time, our artists—whether they be fine artists, artisans, or folk artists— have shaped and created Austin in response to the rich natural resources of the region and the traditions and cultures they brought with them. They are a natural resource which should be supported.

Infrastructure presents a particularly rich opportunity for the inclusion of civic art. Vehicular and pedestrian pathways, wayfinding systems, public transportation stops and urban open space and parks provide rich opportunities for civic art..

3.2.7   A Sense of Time

A sense of time and its history is important to the protection of valuable resources and the continuity of our community. Moments of accelerated growth can cause the destruction of resources, the value of which is often realized too late, after the resources are gone. Much of the development which will occur in the future has the opportunity to protect and reveal the history and stories of the place, while responding to the needs of the present. Our city is more valuable to us when we sense this continuity throughout the past, the present and plans for the future. The design of infrastructure should not interfere with this sense of time.

Austinites value the fact that we are simultaneously fiercely protective of our diverse natural and cultural environments, and forward-thinking—open to new technologies and encouraging change for the better. By valuing a sense of time, we recognize the importance that each moment in time be represented. As we create the future, we ensure that what we do now will someday become a part of a history that we will want to protect. Development will, in this way, take on the role of the story teller. Everything we build will become a story within the larger story of Austin. The decisions we make as we build, that is, how we tell the stories, will determine the way in which our history is manifested in downtown Austin. The stories told must be thorough, truthful, articulate, engaging, enduring and challenging.

3.2.8   Unique Character

Through the singularity of its landscape and the diversity of its people, Austin has built a character which is unique, something increasingly rare and precious in a time when cities worldwide are becoming homogenous collections of buildings, highways and signs advertising similar lifestyles. Unique character succumbs to attack when cultural franchising is accepted as the most successful way for large enterprises to sell goods and promote services, buildings, businesses, food, clothing and entertainment. Our physical environment, under such conditions, becomes more homogenous and predictable. It can become a dehumanizing place, where individuals face a uniform environment beyond their control. . Much of our infrastructure, particularly vehicular and pedestrian circulation has the potential to exacerbate this siege on our unique character. It is imperative that the design of infrastructure projects be reviewed to ensure the maintenance of Austin's unique character.

Austin is a collection of what we find valuable in our region—the river, the hill country, the State Capitol, parks, special places, building types, styles, architectural details, and town form, as well as the activities of commerce and special events. Within this collection of activities is an individual spirit which is valuable because it gives us a stronger sense of identity in a world which is quickly losing individuality. One reason for Austin's current growth is the attraction others feel to the differences it provides. Many people are moving here from cities which offer no sense of membership because they lack an individual identity. This sense of place is therefore a strong economic factor as well as a positive force in the creation of a healthy community.

3.2.9   Authenticity

Because cities create, over time, a physical story of the life of that place and the people who live there, it is important that those who shape Austin do so with a sense of authenticity. This concept has value because a city shaped by it will be better able to create a sense of membership and community. By assuring that the physical story corresponds well to the authentic history, people will be more inclined to trust it, participate in it, and associate themselves with it. The closer a city aligns itself with what is genuine about itself, and the real lives of the people who live there, the stronger the connection people can make between themselves, their identity, the history of the place and the physical environment. In other words, the when, why and how a city formed. People are less inclined to associate with or feel connected to a place or thing which is contrived or unnatural.

As a value, authenticity suggests that Austinites would prefer to have a city whose image and physical context clearly references the time in which it was built and the activities and needs of the people who live and work there, rather than one created through false historical constructions or commercial imagineering designed to deceive the user through theatrical manifestations.

When authenticity has played a role in the creation of a city, buildings and spaces accumulate meaning and significance naturally over time. Here, the story of the place can be told by the physical environment and people, by association, can relive the story of their own lives by moving through the city. In the same way that one reaffirms one's identity by visiting a childhood home, one is reminded of one's past by the physical part of one's hometown. The reminding can create a strong attachment to a city and to a community through the retelling of small stories on a daily basis.

Authenticity in this context refers to a real city where people live and work and explore personal and collective opportunities and conflicts. It refers to a place where one's assumptions about their physical surroundings can be trusted. Real stories will collect around places that people really inhabit.

3.2.10 Safety

The creation of safe urban places, free from danger, is a difficult but important objective. Urban areas can be filled with strangers, inherently noisy and condensed. To attract people, it must also feel safe. We value safety because it frees people to fully engage themselves in chosen activities. A safe downtown provides a venue for these many activities. Making people feel safe among strangers and in the midst of such abundant activity can be facilitated by the design of streets, sidewalks and buildings, the many infrastructure elements that people confront, and by lighting and lines of sight. Public streets and other open places can help direct attention and promote the intuitive safety mechanism of observation. Design may facilitate safety by coding space, clearly identifying where it is safe to go.

3.2.11 Connection with Outdoors

A connection with the outdoors is of value because it brings natural forces and elements such as sunshine, breezes, clouds, rain, shadow patterns, water and vegetation into urban places. Immersion in the natural environment adds complexity and transition to our experience of a day in contrast to the experience of a more static built environment. Outdoor environments offer options for reviving the senses and the lives of people who spend long periods indoors.

Austin is already distinguished by its value for outdoor connections, as seen in its strong legacy of parks and greenbelts, waterfronts and tree canopy, where people can enjoy both active and quiet pursuits. Residents have traditionally protected public green spaces and the right to be outdoors, and

newcomers are attracted to Austin because of the opportunity it provides to connect with the natural environment. As the city becomes denser, access to the outdoors becomes even more important, requiring protection and enhancement of existing green spaces as well as the creation of new plazas and other urban forms of open space.

3.2.12 Compact and Connected

3.3 A Vision for Our Infrastructure

When the fundamental basis for the guidelines was established, through the articulation of shared values, a vision for downtown was formulated, establishing the goals and aspirations which, if applied throughout the city, could ensure that new urban places were vibrant and exciting.

The eleven shared values described in the previous section are broad concepts. A more specific list of goals follows. These goals were derived from the shared values, but hold a complex and indirect relationship with them, where the lines between goals and values frequently overlap. Each goal is stated and its main point briefly explained. Italicized in the margins are the specific shared values which the goal helps promote.

3.3.1 Promote an intuitive understanding of the layout of any urban place

The intensive use associated with thriving urban centers may be enhanced if the physical layout can be easily understood. Understanding requires that we form a mental map of the area. The logic of the place needs to be understood sufficiently to orient pedestrians.

3.3.2 Reinforce the sense of time and historical continuity.

This goal speaks to the preservation of historical buildings and other facilities and of historical planning, but equally important, speaks to the relationship among buildings built over time—including those built in the present time.

3.3.3 Foster physical continuity.

Physical continuity speaks to the freedom of movement in pedestrian, transit and automobile environments, but is most important in the pedestrian circumstance. Encouraging movement within an urban place allows comfort and promotes our staying there for a variety of activities.

3.3.4 Develop the public nature of all urban places.

The public nature of urban areas is most apparent in public open space—plazas, sidewalks, streets and parks. The design of the lower levels of buildings is also vital in promoting inclusion in the place.

3.3.5 Encourage a diversity of uses, activities and sizes of development.

Achieving this goal will require balancing the existing uses with additional uses that an urban area lacks, such as residential and destination retail. It will also require that we do so while allowing for differing economic status of the residents. Diversity should apply to retail, residential, commercial, office, entertainment, and all other sectors.

3.3.6   Encourage public and private investment in the future of Austin.

Perhaps no other goal provides more opportunity to demonstrate the value we place on civic behavior than this one. Where those who have gone before us have been willing to invest in the future—to regard the value of their investment over a long period—we generally have bridges, buildings and other structures which have endured and which we now regard as important to our history.

3.3.7   Reinforce the unique character of Austin.

To better promote a sense of connection to and membership with Austin, our urban places should be a unique signal for a unique place. Developing a unique character should start with what is already unique about Austin.

3.3.8   Create a safe urban environment.

All of the users of our urban places, men, women, children, young and old, those with physical challenges, natives and visitors, customers and service personnel— should be considered when designing a dense environment. A safe urban environment will encourage economic activity and foster commerce.

3.3.9   Create a comfortable urban environment.

Comfort includes shelter from the harsh Texas sun and other weather, a reorientation of urban places away from a fast moving, automobile oriented place and to a slower moving, pedestrian-oriented population, and an understanding of intuitive way finding.

3.3.10 Create a hierarchy of transportation which begins with pedestrians.

The hierarchy in order of priority is:

1. Pedestrians

2. Public transit systems

3. Bicycles

4. Vehicles

3.3.11 Actively promote civic art.

Civic art promotes economic development, cultural tourism, downtown and neighborhood revitalization, international prestige and recognition, and an improved quality of life for a community. Art in a city describes the way in which the city honors spirit and soul. Public art can create a civic message that expresses community identity, myth and culture.

3.3.12 Encourage a vibrant cultural atmosphere

Arts, entertainment, and other cultural activities add richness and viability to our everyday lives. Such activity is an advantage to Austin because it promotes economic development, cultural tourism, downtown and neighborhood revitalization, international prestige and recognition, social service opportunities, and an improved quality of life for the community.

3.3.13 Encourage intense street level activity.

The street is a place for extra activities — sidewalk seating, vendors, waiting for a bus. Activities that don't require enclosed spaces or are enhanced by being outside should be added to the activities that already happen outside to create intense street level activity.

3.2.14 Maintain a sense of connection to the natural environment.

Austin's natural environment is a primary attribute. Every economically feasible effort to preserve, maintain and enhance Austin's natural environment should be pursued.

3.3.15 Encourage an architecture whose design responds to functional needs and reinforces urban activities.

Buildings designed to sculptural effect are not discouraged, but formalist aspirations should not be attained at the expense of functional requirements and a positive position within the requirements of other buildings and users. Architecture should respond to the whole array of human needs.

3.2.16 Encourage quality building.

Buildings in urban centers should have a permanence that some other areas of the city do not require. Quality adds to the overall value of any urban place.

3.3.17 Promote urban residential uses.

A residential component provides for 24 hour activity, a consumer base for retail activity, eyes and ears on the street, and reduces the need for transportation.

3.3.18 Create an economically vibrant urban area.

None of the values can be promoted without the economic engine to drive urban redevelopment.

3.3.19 Strive for environmental balance.

All development should take into consideration the need to conserve energy and resources. It should also strive for a small carbon footprint.

3.3.20 Create an interconnected system of attractive open spaces.

An interconnected system of attractive open spaces supports the pedestrian activity which creates vitality and provides a natural experience which can make dense urban development more comfortable and successful.

Section 4

Design Guidelines (JS & BW)

4.1 Area Wide Guidelines

4.1.1 Site Selection

- Issue: Guidelines are needed to help the city select and negotiate on the purchase of proper infrastructure sites. Proper siting is intrinsic to infrastructure that successfully blends with the urban environment. Decorating a blank wall or fence that faces a street will not help make that section of street more pedestrian friendly. Due to contract negotiations, the land purchase process is not open for public review.

- Recommendations:

  1. Land for infrastructure should be acquired with a strong consideration on how the location selected supports a high quality urban environment.

  2. Area for infrastructure within a private development should be vetted by the city.

  3. A potential infrastructure site's roadway type classification and neighboring uses can guide consideration of the appropriateness of a site. The city should develop a site selection decision matrix in cooperation with the Design Commission.

  4. Each city department should have a master plan, and long-range projections, in relation to infrastructure, should be coordinated between departments.

4.1.2 Infrastructure Development Should Align with Sustainability Goals

- Issues: Environmental and social values of a project should be communicated in dollars. Projects should be assessed for their contribution to the economy and their total project cost (life-cycle). (The sustainability goals for the city are ...)

- Recommendations:

  1. Capture water from public right of way in a sustainable manner using above ground pre-treatment with elements such as porous concrete, dry swales, and rain gardens.

  2. Apply sustainability valuation to a project that is proposing value engineering.

  3. Maximize the use of cool pavement strategies.

  4. Design larger projects (over $5 million valuation ?) to be context sensitive using elements as public art, place-making features, and outreach.

  5. Utilize native plantings.

  6. Larger projects (over $5 million valuation ?) shall have a monitoring and commissioning plan.

7. Minimize use of toxins and VOCs.

8. Use recycled and reclaimed materials.

4.1.3 Buffering Against Adjacent Uses

▪ Issue: Some infrastructure projects may be incompatible with nearby uses, like the placement of an odor control facility next to residential or the placement of a walled substation on a pedestrian priority way or core transit corridor.

▪ Recommendations:

4.1.4 Minimize Public Risk

▪ Issues: Safety.

▪ Recommendations:

1. Landscaping should not block views of motorists to other motorists, cyclists or pedestrians.

1. Provide pedestrian areas of refuge in the center of right of ways over 120' wide.

2. Provide bulb-outs at street intersections where streets have street-side parking.

4.2 Mobility Components

4.2.1 Bridges

▪ Issues:

▪ Recommendations:

4.2.2 Rail

▪ Issues:

▪ Recommendations:

4.2.3 Bus

▪ Issues:

▪ Recommendations:

4.2.4 Parking Lots

▪ Issues:

▪ Recommendations:

4.2.5 Wayfinding

▪ Issues: Landmarks, protected views, signalization

▪ Recommendations:

4.3 Mobility Systems- Infrastructure Along Roads, Pathways

4.3.1 Seen and experienced infrastructure – systematic

▪ Roads and Pathways

1. Elements

4.3.2 Roads and Pathways

▪ Most prominent infrastructure that we rely on every day.

▪ It ties our destinations together.

▪ However it is often overlooked

1. Spend efforts designing the destinations

2. Cost

▪ Opportunities

1. Express local character (of city or neighborhood) to the journeymen

   a. Indulge them to stop
   b. Express pride in the area
   c. Respect historical significance
   d. Four Squares

2. Break up monotony of the journey

   a. Trees
      - Rhythms or clusters
   b. Lighting
   c. Signage
   d. Paving

3. Great Streets

▪ Dangers

1. Along long lengths, using same specs

   a. Can become monotonous without changes

4.3.3 Reference Urban Design Guidelines – Guidelines for the Public Streetscape

4.4 Ecological Infrastructure

4.4.1 Watersheds

▪ Issues:

▪ Recommendations:

4.4.2   Parks & Conservation Areas

4.4.3   Landscape Systems

4.5 Utility Components

4.5.1   Power and Substations

4.5.2   Storm Water Management

4.5.3   Telecommunications and Data

4.5.4   Waste Water Treatment / Lift Stations

4.5.5   Water Treatment and Pump Stations

4.5.6   Water Storage Reservoirs

Section 5

Process (JS & JW)

5.1 Qualifying Projects

5.1.1 Use the checklist (similar to Urban Design Guideline Checklist currently used)

- Based upon Infrastructure Guidelines

- Comment on how addresses each point

- Comment is need help with specific items

1.1.2 Staff to Promote Design Coordination (City Architect)

5.2 Requirements for Submission to the Design Commission

5.2.1 Reasons to have set process standards

- Clear set of tools

- Provide efficient path

- Meaningful discussion

- Assistance to help focus

5.2.1.1 Clear Guideline Implementation Process

- Issue: Guidelines that are unclear or that do not provide a mechanism to deal with special circumstances become irrelevant.

- Recommendations:

    1. The Design Commission should comment on cases where the Infrastructure Guidelines seem to be in inherent conflict with the proposed infrastructure project.

    2. Departments should create design criteria based on the guidelines to incorporate in their standard workflow and to coordinate with other departmental requirements and standards.

    3. Departments should implement management tools that help coordinate work between departments in the most early planning phases of infrastructure projects.

5.2.2 Design phase when to come to Design Commission

- 75% Schematic Design Phase

- Early enough so direction suggestions can be considered

5.2.3   Cross Department Cooperation

- List of Departments in the Team and role that they play

- Department representatives available to present

5.2.4 Exhibits required – focus is to depict the relationship to the public experience

- Area map within 500'

    - Zoning

    - FLUM

- Site plan thru adjacent right of way

- Site Section extending thru right of way

- Elevations with height (scale figures) and materials

5.2.5   Schedule

- Design Phases

- Construction start and completion

5.2.6   Expected Outcomes

5.2.7   Process for Stakeholder Engagement

5.2.7.1 Current Stakeholder Project Involvement philosophy

- Project team assigned for large and complex projects

- Stakeholder process is handled on case by case basis depending upon:

    1. Location

    2. Number of stakeholders impacted

    3. Nature of the project impact on the public realm/interface

- Activities initiated through the PIO offices of sponsoring departments (AWU, AE, Parks, Transportation, AAR) and Public Works working collaboratively.

5.2.7.2 Stakeholder Process/Objectives

- Notification of stakeholders

- Stakeholder meetings to provide information on type of infrastructure project and the need (function)

- How project adheres to neighborhood plan

- Discuss and gain input on how project may impact stakeholders.

- Determine areas of input team would like from stakeholders

- Project team to demonstrate for feedback, to the extent possible,

    1. Project drawings-(schematic design)

    2. Models

    3. Landscaping samples

    4. Fencing samples

    5. Lighting fixtures

    6. Sustainability features

    7. Green standards, etc.

5.2.7.3 Stakeholder Input and Fiscal Responsibility

- Issues: Public process should be tailored based on the type and amount of impact to the public realm a project would have. An example of tailoring a public process based on the intensity of the project, is that PARD uses a third party facilitator when there is no existing park master plan. Otherwise projects are vetted with the public by PARD staff, using their standard tools and guidelines. Costs associated with incorporating a public process or additional design in infrastructure planning should take into account lifecycle costs such as maintenance, and the positive economic impacts that well design urban spaces can have on a city.

- Recommendations:

    1. The extent of a needed public process can be determined by the amount of feedback or concern that is generated after the city sends out notification of an infrastructure project in plain speak with graphics that communicate what is being proposed.

    2. Larger, or more impactful projects, should follow a public input process regardless of notice feedback received from the public. Examples of more impactful projects are electrical substations, water towers, and new bridges.

    3. The Design Commission can facilitate public input by having a project as an agenda item at one of their meetings.

    4. Early in the planning process, design integration and stakeholders should be identified.

    5. Stakeholder and Design Commission interfaces can be streamlined with clear guidelines and expectations.

    6. Implement a system to measure design success of major infrastructure projects

5.3 Integrative Department Processes

5.3.1 Integration of Technical Criteria Manual Across Departments

5.3.1.1 Strategic Facilities Governance Committee

5.3.1.2 Capital Planning Office

5.3.1.3 Real-estate

5.3.1.4 Building Department

5.4 Challenges and Benefits of Integrated Design

Infrasturcture Design Guidelines
City Contact Assignment - Alphabetical
17-Mar-14

Commissioner

Col	Column2	Column3	Column4	Column5	Column6
1	Almy	Kit	Johnson	Public Works - City Architect	Kit.Johnson@austintexas.gov
2	Cotera	Jean	Drew	Watershed	Jean.Drew@austintexas.gov
3	Hasbrouck	Erin	Wood	Watershed	Erin.Wood@austintexas.gov
4	Shieh	Sonny	Poole	ESD	Poole Sonny.Poole@austinenergy.com
5	Taniguchi	Gordon	Deer	ATD	Gordon Derr Gordon.Derr@austintexas.gov
6	Whatley	Kalpana	Sutaria	Public Works - Project Management	Kalpana.Sutaria@austintexas.gov
7	Wigington	Mark	Cole	Public Works - Neighborhood	Mark.Cole@austintexas.gov
1	Almy	Dylan	Siegler	Sustainability	Dylan.Siegler@austintexas.gov
2	Cotera	Brian	Long	ATD Utility coordination	Brian.Long@austintexas.gov
3	Hasbrouck	Lonnie	Robinson	AWU Pipeline engineering	Robinson Lonnie.Robinson@austintexas.gov
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5	Taniguchi	Dennis	Crabill	Public works	Dennis.crabill@austintexas.gov
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7	Wigington	Chris	Yanez	Parks and Rec - Planning	Chris.Yanez@austintexas.gov
1	Almy	Marty	Stump	Parks and REC management	Marty.Stump@austintexas.gov
2	Cotera	Chris	Wolter	Austin Water Engineering	Chris.Wolter@austintexas.gov
3	Hasbrouck	Gary	Schatz	Transportation - Assistant Director	Gary.Schatz@austintexas.gov
4	Shieh	Andy	Halm	Real Estate Services	Andy.Halm@austintexas.gov

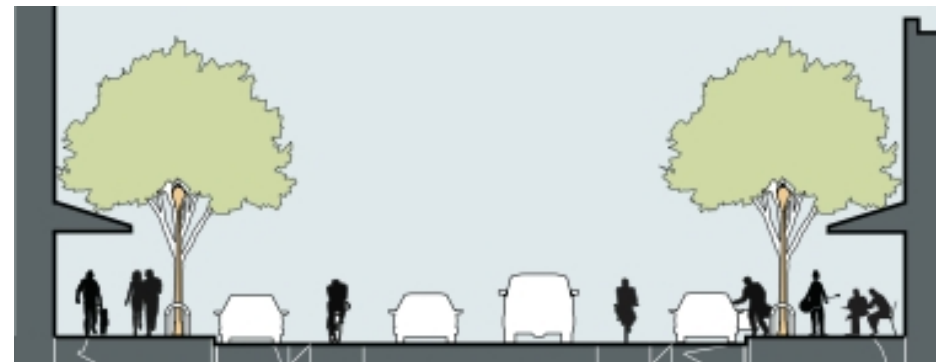# INFRASTRUCTURE DESIGN GUIDELINES

Mueller Water Tower

Seaholm Bridge (proposed)

Seaholm Wall (proposed)

Great Streets

Introduction

The Design Commission provides advisory recommendations to the City Council on matters pertaining to the quality of proposed urban development, and as requested by the Council, assists in developing public policy and in promoting excellence in the design and development of Austin's built environment. In our capacity as stewards of Austin's built identity, Council has asked the Design Commission to broaden its scope to include policies and standards for the design and review of the infrastructural components of our city. This Manual of Infrastructure Design Guidelines is meant to complement both the city's Urban Design Guidelines, and the Imagine Austin Comprehensive Plan. The Infrastructure Design Guidelines address the design character and construction of components and systems that structure and support the ongoing development and growth of the City of Austin and aim to enable the City to attain its vision of becoming the most livable city in the country. Design excellence in infrastructure contributes to sustainable growth and supports Austin's civic identity.

What is Infrastructure?

Infrastructure can generally be defined as the set of interconnected structural components that provide the necessary supporting framework for urban development. Typically referring to the technical structures that support a society's needs, such as roads, bridges, water supply, sewers, electrical grids, telecommunications, and so forth, infrastructure is comprised of "the physical components of interrelated systems providing commodities and services essential to enable, sustain, or enhance societal living conditions."[Fulmer, 2009]. The Design Commission is primarily concerned with achieving excellence in the design of such structures and systems.

Infrastructure plays two primary roles in the design of urban environments: performative, and connective. Performative in this context refers to the capacity of the infrastructure to accomplish the technical function for which the system has been designed, be it the distribution and collection of water, electricity, transportation, etc., or the provision of systems of public space, streets, sidewalks, etc. Performative standards and criteria are the purview of City Staff and City Departments. Connective refers to the ability of infrastructure to integrate disparate urban development components and projects into an integrated system.

Because of Austin's extraordinary rapid growth and its focus on becoming a more "compact-and-connected" city, the need for new infrastructure to support new development has increased as well, almost becoming out of control. To ensure that these infrastructure projects do not have an adverse effect on the public realm, and that they are integrated into the concept of smart growth, the City Council passed Resolution 20100819-035, which assigned the Design Commission to develop guidelines for these infrastructure projects. This document will be quite similar to the Urban Design Guidelines produced in 2009, and will reflect many of the visions of the Imagine Austin Comprehensive Plan, which was adopted in 2012. The Manual of Infrastructure Design Guidelines (IDG) will provide the necessary framework for all future, applicable public infrastructure projects with the goal of enhancing Austin's quality of life. The IDG focuses on projects that have a significant impact on the public realm and will build on values expressed in the Urban Design Guidelines and Imagine Austin Comprehensive Plan.

Connective also refers to the socially supportive role that infrastructure may play in enhancing the quality of life of the citizens of Austin. The Design Commission seeks to work with and advise City Staff, City Departments, and developers on was to attain excellence in the design and integration of the physical and social systems of our city.

The Infrastructure Guidelines outline the vision, principles and connective design criteria that are required for the design of our city's urban structure. The Infrastructure Design Guidelines provide the necessary framework for the design of a compact, connected and sustainable urban environment for Austin. The Design Commission's role in evaluating infrastructure proposals is to ensure that each development project is designed adequately and systematically reflects the values and principles espoused by the framework in order to realize the goals of the Imagine Austin Comprehensive Plan.

The Merits of Integrated Infrastructure

As the City of Austin strives to implement its compact, connected and sustainable agenda for the future, the necessity to integrate the various infrastructural systems that organize, construct and service the metropolitan landscape is of vital importance. The urban environment has become a complex organism requiring the expertise of many professionals, from multiple disciplines, to construct and manage. This complexity is reflected in the multiple departments that are responsible for the various components of infrastructural design within the city. The segregation of technical expertise, into distinct city departments, is a reflection of the segmentation of professional responsibility that has evolved with modern society. This disciplinary separation encourages the use of infrastructural solutions that are designed to solve singular dilemmas, without full consideration of the consequent effect on the totality of the urban environment. The urban landscapes, produced by this disciplinary separation, are comprised of systems of infrastructure that are engineered and implemented to function for individual purposes and are rarely integrated into the type of complex multi-functional systems needed to service the contemporary city.

Best design practices have shown that integration provides benefits that are social, environmental and economic. Planning for land-use development and mobility issues, for example, are often separately considered spatial planning disciplines. However, in practice there is a strong connection between land use issues and mobility factors, these issues strongly influencing each other in terms of livability and the subsequent financial-economic positions of neighborhoods. While optimizing a particular design may satisfy the technical engineering requirements necessary for infrastructure to perform a singular function, the resultant urban landscape is often dispersed, disconnected, and unsustainable.

The construction of a compact and integrated urban environment requires that the design and construction of infrastructural systems be able to operate on several levels. Systems must be both performative and connective. This is best accomplished by assimilating multiple purposes within an integrated system. Integrated infrastructure has the ability to respond to issues of mobility across a range of uses from the pedestrian, to bicycles, automobiles and public transportation, while additionally responding to the ecological needs of storm water mitigation, and the social roles of public space, all within the mechanisms of an integrated system.

10 Core Principles for an Integrated Infrastructure

1 CONTEXTUAL

Infrastructure should be thoughtfully designed and adapted to enhance surrounding neighborhoods and environments.

Context is the physical scale, space and ambience of a place and establishes the built and natural forms within which individual buildings and infrastructure are sited. As such, the design of infrastructure affects the balance between natural ecosystems and the built environment.

2 CONNECTED

Infrastructure should be strategically planned to so as to facilitate multi-modal linkages and pathways through the city.

Infrastructure should be designed bind the districts, neighborhoods and public spaces of the city together so as to create a vital social, economic and ecologically responsible urban environment.

3 INTEGRATED

Infrastructure should be designed to accommodate competing interests in the urban environment.

A well-designed and efficient urban infrastructure must allow for the intensification of functions in the urban environment by providing for the integration of social and technical systems. This requires an integrated approach to design that supports multiple simultaneous programs and functions.

4 COMPACT

Infrastructure should be designed to promote sustainable urban environments.

Infrastructure that supports compact urban development should be designed to sustain a relatively high-density urban environment comprised of mixed land uses. It must provide for an efficient public transport system and be structured to encourage walking and cycling, low energy consumption, and a reduced carbon footprint. A compact urban population, served by suitable public infrastructure will provide opportunities for social interaction, the building of community and increased public safety.

5 SUSTAINABLE

Infrastructure should aspire to improve the quality of life for its citizens, while living within the carrying capacity of the supporting eco-systems.

Sustainable infrastructure provides for environmental, economic, and social equity in the urban environment. The built environment is an extension of the ecological systems that allows for a dense human population to live in a compact area in relative comfort. Sustainable infrastructure practices encompass: low impact development practices to protect water resources, public transportation systems, distributed energy systems, and the provision of wildlife corridors to protect the health of the natural environment.

6 HYBRIDIZED

Infrastructure should be designed for the efficient integration of multiple programs and uses.

Constructing a compact city requires that infrastructure be designed efficiently in order to provide for a multiplicity of uses within a single area. This technique of hybridization can contributes to the activation of urban areas that would otherwise be vacated, and provides for the continuous use of urban space for diverse programs and events.

7 HUMANE

Infrastructure should contribute to the creation of a vibrant public realm with superior public spaces.

The design of infrastructure can either divide communities, or bring them together. Urban Infrastructure performs an important social role in the city, and proper consideration should be given to the role public space plays in the formation of an accessible and civilized urban landscape, one that serves the entire urban population.

8 ECOLOGICAL

Infrastructure should provide for healthy natural environments.

The unification of natural systems into the city helps to soften the impact of a dense cityscape and provides city dwellers with pockets of respite from the activities of urban life. A healthy environment is created through the use of green infrastructure to support communities of plants and animals, transforming parks and water bodies into spaces for community activities. The integration of nature is not only aesthetically pleasing, but also improves the air quality and mitigates heat island effects in the city.

9 TIMELESS

Infrastructure should recognize the historic significance of important buildings and places.

Culturally important places are constructed incrementally over long periods of time. This aspect can reinforce the authenticity of a place while providing the basis for contemporary urban lifestyles.

10 INCLUSIVE

Decisions about infrastructure should be made with the participation of the effected community.

From the seemingly trivial activities of everyday life (e.g. using a plastic bag) to the overtly transformational (e.g. growing the city), citizens have a role to play and a responsibility. It is only through the sum total of individual choices, of individual actions, that change will come about.

Residents and stakeholders must be part of the planning and designing of their cities and their communities. They must also be part of delivering a new vision: by choosing to walk, by engaging each other, by generating awareness, and by demanding higher standards.

DESIGN COMMISSION
PROJECT REVIEW SUBMITTAL AND PROCESS

INTRODUCTION

The Design Commission provides advisory recommendations to the city council to assist in developing public policy and to promote excellence in the design and development of the urban environment. The Commission seeks to foster a pedestrian-oriented, walkable city.

It is requested projects are presented to the Design Commission in their Conceptual/Schematic Design phase. For municipal buildings and associated site development projects seeking Subchapter E Design Standards Alternative Equivalent Compliance (AEC) shall be presented to the Commission before AEC is granted accordance with City Council Resolution No. 20100923-086.

It is strongly recommended that each applicant meet with Staff to make submission for Design Commission review. Please see Staff contact information at the end of this document.

MINIMUM ITEMS TO BE SUBMITTED IN AN ELECTRONIC (Adobe PDF) BACKUP PACKET TO CITY STAFF:

1. Complete Project Submittal Consideration Sheet. In the narrative, include (as applicable) project use(s), square footage of use(s), number of dwelling units, number of floors, height, amount of open space, FAR, nearby transportation, and surrounding context.

2. Describe how the Commission can assist in making your project better for the community. Please be as specific as possible.

3. Provide vicinity plan locating the project in the city, vicinity plan showing a minimum 9 block area around the project, conceptual site plan, floor plan diagram, exterior elevation and/or conceptual 3D view. Sheets to be no larger than 11x17. Submitted drawings should demonstrate compliance with Subchapter E Design Standards, as applicable.

4. List any sustainability highlights and community benefits offered.

5. Relate the project to applicable items addressed in the Urban Design Guidelines.

OTHER ITEMS THAT MAY BE SUBMITTED / PRESENTED (but not included in printed Commissioner standard backup package)

Provide any other materials (narrative / graphics / slide images) to further describe the project.

REVIEW PROCESS

1. Applicant submits documents to Staff a minimum of ten days prior to the posted item for review on the agenda (see Design Commission Calendar of Regular Meetings).

2. Staff reviews submittal for completeness.

3. Design Commission meets and hears a presentation by the Owner/Applicant/Architect. Staff provides backup to Commissioners, including letters/decisions from other Boards and Commissions.

4. Design Commission may direct a Project Review Working Group to meet on a project and further refine Commission comments. If this happens, the Project Review Working Group will take comments from the full Design Commission meeting, add their comments, and coordinate with the Design Commission Chair to issue a letter to Council. The Project Review Working Group shall meet prior to the next regularly-scheduled Design Commission to finalize comments on any project submittal. The goal is for this to happen in a 1 month timeframe.

5. At the end of a project review, the Design Commission will submit a letter to City Council, or it will rely on comments at a meeting being recorded in meeting minutes.

6. After completion of a Project Review Letter, either by the full Commission or by the Project Review Working Group. Staff will forward any Design Commission letter to applicable Boards/Commissions and the Council department liaison for distribution to the Mayor and City Council.

7. Design Commission may request that an Owner/Applicant or City Staff submit an update report in the future so that the Commission can review progress as a project is further detailed.

GENERAL CONSIDERATIONS

Incomplete Applications
Should Staff determine that the application is incomplete; it shall be returned to the applicant and not be posted on agenda for consideration by the Commission. **Submissions without the required Adobe PDF electronic file shall be deemed incomplete.**

Public Notice
Posting of public notices on the proposed project site or giving notice to adjacent property owners is not required by the enabling ordinance for the Austin Design Commission. The posted agenda for the Design Commission meetings serves to inform the public of subjects considered by the Commission. The applicant shall note that the concomitant regulatory procedures by other boards and commissions have legal public

notice requirements. Actions taken by the Austin Design Commission shall be in respect of and in compliance with such local ordinances and project review procedures.

Design Commission Advisory Recommendations
The Commission will consider Project Review Applications during its regularly scheduled monthly public meetings and issue an advisory recommendation in the form of a Project Review Letter. The Letter will be sent to the applicant, the chair of the applicable planning commission of the City, the liaison department and the City Council.

Limits on Resubmissions
Applicants are limited to two (2) resubmissions per design phase (as described herein) and shall notify Commission Staff of the intent and desire to resubmit project(s) for review within seven (7) days of the action vote by the Commission. The Commission shall consider such resubmissions prior to issuing the Project Review Report.

Rebuttal of Project Review Report
Since the Commission issues advisory recommendations only, there is no instance for appeals to the Commission. Rebuttals of such advisory recommendations may be made by the Applicant to the applicable planning commission, city department or City Council in accordance with applicable standard processes and procedures.

Urban Design Guidelines
A copy of the Urban Design Guidelines for Austin can be found at the following location:
http://www.ci.austin.tx.us/downtown/downloads/urban_design_guidelines_for_austin.pdf

Staff Contact
By appointment, City Staff is available for consultation on submittal requirements. To schedule a pre-submission conference or for information on any of the above submittal requirements please contact:

Jorge E. Rousselin, Development Services Process Coordinator
Urban Design - Planning and Development Review Department
City of Austin, One Texas Center, 505 Barton Springs Rd., Austin, TX 78704
P: (512) 974-2975 F: (512) 974-2269
E-mail: jorge.rousselin@ci.austin.tx.us

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P: (512) 974-2868 F: (512) 974-2269
E-mail: christine.freundl@ci.austin.tx.us

City of Austin
Design Commission – Project Submittal Consideration Sheet

Project Name:		
Project Location/Address:		
Applicant:	Property Owner:	
Mailing Address:	Mailing Address:	
Phone Number:	Phone Number:	
Project Architect/Engineer:	Project Start Date:	Project End Date:
Mailing Address:	Phone Number:	
Is project subject to redevelopment site plan or zoning application approvals? Yes No	Anticipated Dates of Action **Planning Commission:** **City Council:**	

Narrative Description of Proposed Project (including entitlements that you are seeking; attach or add additional page(s) as necessary) :

Is Alternative Equivalent Compliance (AEC) requested for this project?

            Yes   No   If yes, please refer to following page

Current Status of Submittal:

            Conceptual   Schematic   Design Development

Do you have a copy of the Urban Design Guidelines for Austin?   Yes   No
If not, please see:
http://www.ci.austin.tx.us/downtown/downloads/urban_design_guidelines_for_austin.pdf

Please fill in the subsequent information on the following pages.

Relate the project to applicable items addressed in the Urban Design Guidelines for Austin. For an explanation of each guideline, please review the document at: http://www.ci.austin.tx.us/downtown/downloads/urban_design_guidelines_for_austin.pdf

ALTERNATIVE EQUIVALENT COMPLIANCE (AEC)

Is AEC being requested for this project?   Yes   No

If yes, please explain nature of request including alternatives offered and entitlements sought. Attach additional page if necessary.

AREA WIDE GUIDELINES

1. Create dense development

incorporated,   need input,   N/A

2. Create mixed-use development

incorporated,   need input,   N/A

3. Limit development which closes downtown streets

incorporated,   need input,   N/A

4. Buffer neighborhood edges

incorporated,   need input,   N/A

5. Incorporate civic art in both public and private development

incorporated,   need input,   N/A

6. Protect important public views

incorporated,   need input,   N/A

7. Avoid historical misrepresentations

incorporated,   need input,   N/A

8. Respect adjacent historic buildings

incorporated,   need input,   N/A

9. Acknowledge that rooftops are seen from other buildings and the street

incorporated,   need input,   N/A

10. Avoid the development of theme environments

incorporated,   need input,   N/A

11. Recycle existing building stock

incorporated,   need input,   N/A

GUIDELINES FOR THE PUBLIC STREETSCAPE

1. Protect the pedestrian where the building meets the street

incorporated,   need input,   N/A

2. Minimize curb cuts

incorporated,   need input,   N/A

3. Create a potential for two-way streets

incorporated,   need input,   N/A

4. Reinforce pedestrian activity

incorporated,   need input,   N/A

5. Enhance key transit stops

incorporated,   need input,   N/A

6. Enhance the streetscape

incorporated,   need input,   N/A

7. Avoid conflicts between pedestrians and utility equipment

incorporated,   need input,   N/A

8. Install street trees

incorporated,   need input,   N/A

9. Provide pedestrian-scaled lighting

incorporated,   need input,   N/A

10. Provide protection from cars/promote curbside parking

incorporated,   need input,   N/A

11. Screen mechanical and utility equipment

incorporated,   need input,   N/A

12. Provide generous street-level windows

incorporated,   need input,   N/A

13. Install pedestrian-friendly materials at street level

incorporated,   need input,   N/A

GUIDELINES FOR PLAZAS AND OPEN SPACE

1. Treat the four squares with special consideration

incorporated,   need input,   N/A

2. Contribute to an open space network

incorporated,   need input,   N/A

3. Emphasize connections to parks and greenways

incorporated,   need input,   N/A

4. Incorporate open space into residential development

incorporated,   need input,   N/A

5. Develop green roofs

incorporated,   need input,   N/A

6. Provide plazas in high use areas

incorporated,   need input,   N/A

7. Determine plaza function, size, and activity

    incorporated,   need input,   N/A

8. Respond to microclimate in plaza design

    incorporated,   need input,   N/A

9. Consider views, circulation, boundaries, and subspaces in plaza design

    incorporated,   need input,   N/A

10. Provide an appropriate amount of plaza seating

    incorporated,   need input,   N/A

11. Provide visual and spatial complexity in public spaces

    incorporated,   need input,   N/A

12. Use plants to enliven urban spaces

    incorporated,   need input,   N/A

13. Provide interactive civic art and fountains in plazas

    incorporated,   need input,   N/A

14. Provide food service for plaza participants

    incorporated,   need input,   N/A

15. Increase safety in plazas through wayfinding, lighting, & visibility

    incorporated,   need input,   N/A

16. Consider plaza operations and maintenance

    incorporated,   need input,   N/A

GUIDELINES FOR BUILDINGS

1. Build to the street

    incorporated,   need input,   N/A

2. Provide multi-tenant, pedestrian-oriented development at the street level

    incorporated,   need input,   N/A

3. Accentuate primary entrances

    incorporated,   need input,   N/A

4. Encourage the inclusion of local character

    incorporated,   need input,   N/A

5. Control on-site parking

    incorporated,   need input,   N/A

6. Create quality construction

    incorporated,   need input,   N/A

7. Create buildings with human scale

    incorporated,   need input,   N/A