



**DESIGN COMMISSION**  
**MONDAY, JUNE 24, 2013 6:00 PM**  
**AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101**  
**301 W. SECOND STREET, AUSTIN, TEXAS 78701**

**Current Commission Members**

\_\_\_\_\_ James Shieh (JS) – Chair  
\_\_\_\_\_ Dean Almy (DA) – Vice Chair  
\_\_\_\_\_ Evan Taniguchi (ET) – Secretary

\_\_\_\_\_ Juan E. Cotera (JC)  
\_\_\_\_\_ Jeannie Wiginton (JW)  
\_\_\_\_\_ Bart Whatley (BW)  
\_\_\_\_\_ Hope Hasbrouck (HH)

\_\_\_\_\_ 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
<b>CALL TO ORDER AND ROLL CALL</b>	<b>6:00 PM</b>
<b>1. CITIZEN COMMUNICATION: GENERAL</b> 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.	<b>6:00 PM</b>
<b>2. APPROVAL OF MINUTES (Discussion and Possible Action)</b> a. Discussion and possible action on the May 28, 2013 Design Commission meeting minutes; b. Discussion and possible action on the June 11, 2013 Design Commission Special-called meeting minutes.	<b>6:15 PM</b>
<b>3. NEW BUSINESS (Discussion and Possible Action):</b> a. Briefing update on project status of the Seaholm Substation Screen Wall, located at future Second Street and future West Avenue, seeking input on budget driven design refinements. (Susan Lamb, COA-EGRSO). b. Discussion and possible action on the general ground improvements at Barton Springs Pool seeking feedback specifically on the appropriateness of lighting design that ensures safety and mitigates negative environmental and aesthetic impacts while enhancing the overall ambiance of Barton Springs Pool in accordance	<b>6:20 PM</b>

with City Council Ordinance no. 20130411-082. (Brian Larson - Larson, Burns, Smith).	
<b>4. OLD BUSINESS (Discussion and Possible Action)</b> <ul style="list-style-type: none"> <li>a. Discussion and possible action on inclusion into the draft Infrastructure Design Guidelines references to pertinent technical design manuals developed by City departments. (Commissioner Hasbrouck; co-sponsored by Commissioner Almy);</li> <li>b. Discussion and possible action on Design Guidelines for infrastructure projects as directed by City Council Resolution No.: 20120816-060.</li> </ul>	<b>7:00 PM</b>
<b>5. COMMITTEE AND LIAISON REPORTS (Discussion and Possible Action)</b> <ul style="list-style-type: none"> <li>a. Standing Committees Reports;</li> <li>b. Working Group Reports;</li> <li>c. Liaison Reports;</li> <li>d. Appointment of Committee/Working Group members by Chair.</li> </ul>	<b>8:20 PM</b>
<b>6. STAFF BRIEFINGS:</b> None	<b>8:25 PM</b>
<b>7. FUTURE AGENDA ITEMS</b>	<b>8:25 PM</b>
<b>8. ANNOUNCEMENTS</b> <ul style="list-style-type: none"> <li>a. Chair Announcements;</li> <li>b. Items from Commission Members; and</li> <li>c. Items from City Staff.</li> </ul>	<b>8:30 PM</b>
<b>ADJOURNMENT</b>	<b>8:30 PM</b>

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 Annie Pennie in the Planning and Development Review Department, at [annie.pennie@austintexas.gov](mailto:annie.pennie@austintexas.gov) or (512) 974-1403, 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: Shieh (Chair), Almy, Taniguchi

### **Working Groups**

1. Project Review Working Group: Refer to rotating list
2. Comprehensive Plan Working Group: Taniguchi (Chair), Whatley, Hasbrouck
3. Non-Urban Project Review Working Group: Shieh (Chair), Whatley, Taniguchi
4. Urban Design Guidelines Working Group: Cotera (Chair), Shieh, Almy
5. Urban Open Space Working Group: Whatley (Chair), Hasbrouck, Wiginton
6. Nomination Working Group: Cotera (Chair), Shieh, Wiginton
7. Education and Outreach Working Group: Hasbrouck (Chair), Cotera, Wiginton

### **Design Commission Liaisons**

1. Affordable Housing Liaison: Wiginton
2. Downtown Comm. Liaison / Downtown Austin Plan: Whatley
3. TOD Liaison: Shieh
4. East Riverside Master Plan: Shieh
5. Airport Boulevard Redevelopment Initiative: Whatley
6. South Shore Waterfront SDAT: Almy
7. Imagine Austin Comprehensive Plan: Taniguchi
8. Downtown Wayfinding: Taniguchi

### **Design Commission Staff Liaison:**

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  
Phone: (512) 974-2975 ■ Fax: (512) 974-2269 ■ E-mail: [jorge.rousselin@austintexas.gov](mailto: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**  
**TUESDAY, MAY 28, 2013 6:00 PM**  
**AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101**  
**301 W. SECOND STREET, AUSTIN, TEXAS 78768**

**Current Commission Members**

☐ P ☐ James Shieh (JS) – Chair  
☐ P ☐ Dean Almy (DA) – Vice Chair  
☐ P ☐ Evan Taniguchi (ET) – Secretary  
☐ P ☐ Juan E. Cotera (JC)  
☐ A ☐ Jeannie Wiginton (JW)  
☐ P ☐ Bart Whatley (BW)  
☐ A ☐ Hope Hasbrouck (HH)  
  
☐ P ☐ Jorge E. Rousselin (COA – PDRD)  
Staff Liaison

**Meeting Minutes**

**Call to order by: Chair J. Shieh @ 6:01 pm**

**Roll Call: J. Wiginton, H. Hasbrouck not present.**

**1. CITIZEN COMMUNICATION: None**

**2. APPROVAL OF MINUTES (Discussion and Possible Action)**

a. Discussion and possible action on the April 22, 2013 Design Commission meeting minutes.

**The motion to approve the minutes as drafted made by E. Taniguchi; Second by J. Cotera was approved on a vote of [5-0]. [H. Hasbrouck, J. Wiginton not present]**

**3. NEW BUSINESS (Discussion and Possible Action)**

**None**

**4. OLD BUSINESS (Discussion and Possible Action)**



- a. Discussion and possible action on Design Guidelines for infrastructure projects as directed by City Council Resolution No: 20120816-060.

**Discussion on infrastructure Design Guidelines Framework as drafted by Chair Shieh to discuss various sections of Design Guidelines. Discussed interim report to council. Chair made assignments to various sections of guidelines. To various work groups.**

**No action by Commission.**

**J. Wiginton arrived at 6:17 pm/Left at 7:45 pm.**

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

- a. Standing Committees Reports: **None**
- b. Working Group Reports: **None**
- c. Liaison Reports:  
**None**
- d. Appointment of Committee/Working Group members by Chair: **None**

#### **6. STAFF BRIEFINGS**

**None**

#### **7. FUTURE AGENDA ITEMS**

#### **8. ANNOUNCEMENTS**

- a. Chair Announcements: **None**
- b. Items from Commission Members: **None**
- c. Items from City Staff: **None**

**ADJOURNMENT by consensus at: 7:56 PM**



**DESIGN COMMISSION  
SPECIAL-CALLED MEETING  
TUESDAY, JUNE 11, 2013 6:00 PM  
AUSTIN CITY HALL, EXECUTIVE SESSION ROOM 1027  
301 W. SECOND STREET, AUSTIN, TEXAS 78701**

**Current Commission Members**

☐ P James Shieh (JS) – Chair  
☐ A Dean Almy (DA) – Vice Chair  
☐ P Evan Taniguchi (ET) – Secretary

☐ P Juan E. Cotera (JC)  
☐ P Jeannie Wiginton (JW)  
☐ P Bart Whatley (BW)  
☐ P Hope Hasbrouck (HH)

☐ P Jorge E. Rousselin (COA – PDRD)  
Staff Liaison

**Meeting Minutes**

**Call to order by: Chair J. Shieh @ 6:15 pm**

**Roll Call: D. Almy not present.**

**1. CITIZEN COMMUNICATION: None**

**2. OLD BUSINESS (Discussion and Possible Action)**

- a. Discussion and possible action on Design Guidelines for infrastructure projects as directed by City Council Resolution No.: 20120816-060.

Discussion on Design Guideline format as submitted by Commissioner Cotera. Discussion on sections to include into guidelines framework. Assignments given by the Chair to various commissioners to draft sections and bring drafts to next meeting.

**No action taken by the Commission.**

**ADJOURNMENT by consensus at: 8:28 PM**



## Seaholm Substation Screen Wall Design Commission

June 2013



## Design Briefing

1. Project Delivery + Budget
2. Revised wall layout (Jan 2013)
3. Design
4. Ned Kahn's work
5. Add Alternates
6. Schedule

## Project Delivery update

### Issues:

**Concurrent construction.** The Wall must be built in parallel with other projects, using the same staging area as other projects, in order to keep the substation secure and the public safe.

**Tight quarters.** In planning all the Seaholm District projects, it became clear that the Seaholm Wall needed to be part of the CMAR or we wouldn't have the space to construct the Wall.

### Recommendation:

Public Works recommended the Seaholm Wall be brought into the New Central Library CMAR contract in order to

- 1) facilitate construction staging/sequencing of many projects in a tight space.
- 2) Realize cost savings through the CMAR process.

## Project budget update

December 2012 - Artist team cost estimate "B" is on budget

January 2013 - the new CMAR reviewed the "B" estimate, then produced a different cost model

February 2013 – CMAR and artist team work together toward solution to cost estimate

March – June 2013  
Artist team is produced a redesign within budget.



## How CMAR works

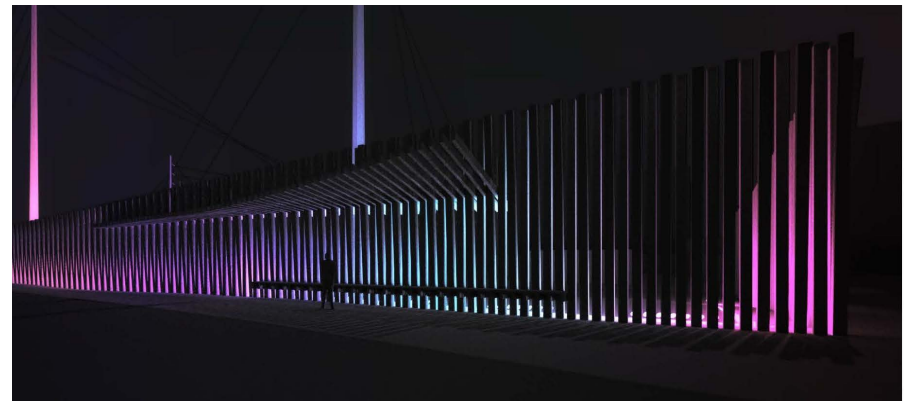
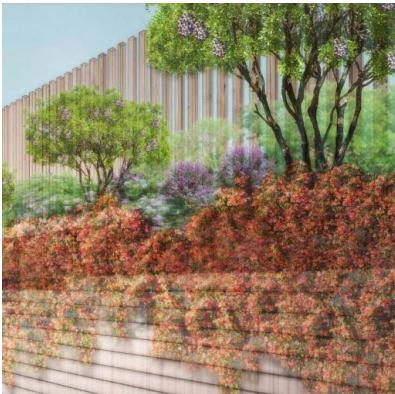
Hensel Phelps will deliver the Seaholm Wall to the City for a **Guaranteed Maximum Price (GMP)**, which is guaranteed to be the *maximum amount* that the City will spend on the project.

If the work were to be priced in the GMP at \$10, and it comes in at \$12, Hensel Phelps pays for the difference.

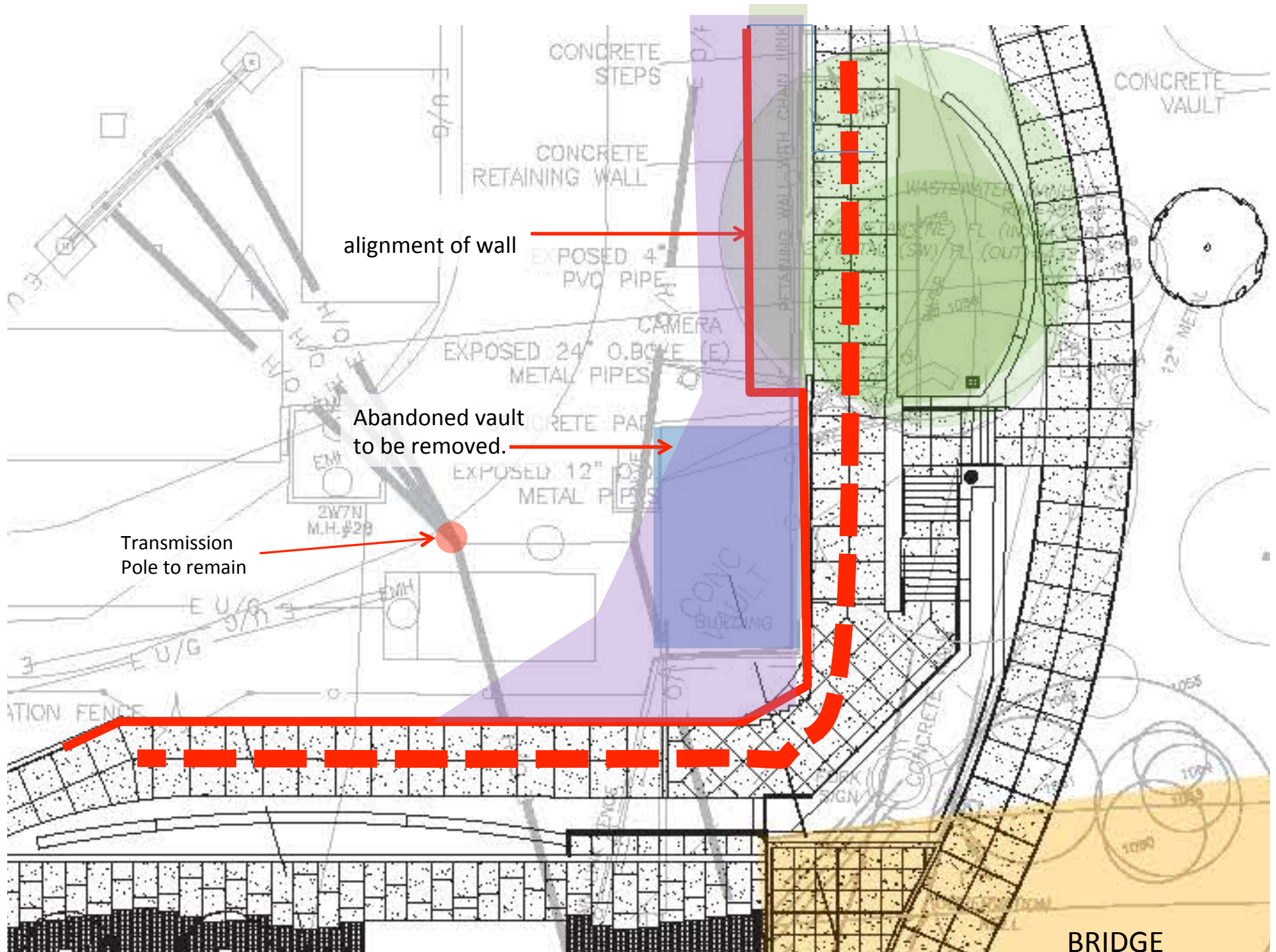
But if it comes in at \$8, the City still pays \$8.

Extra \$2.

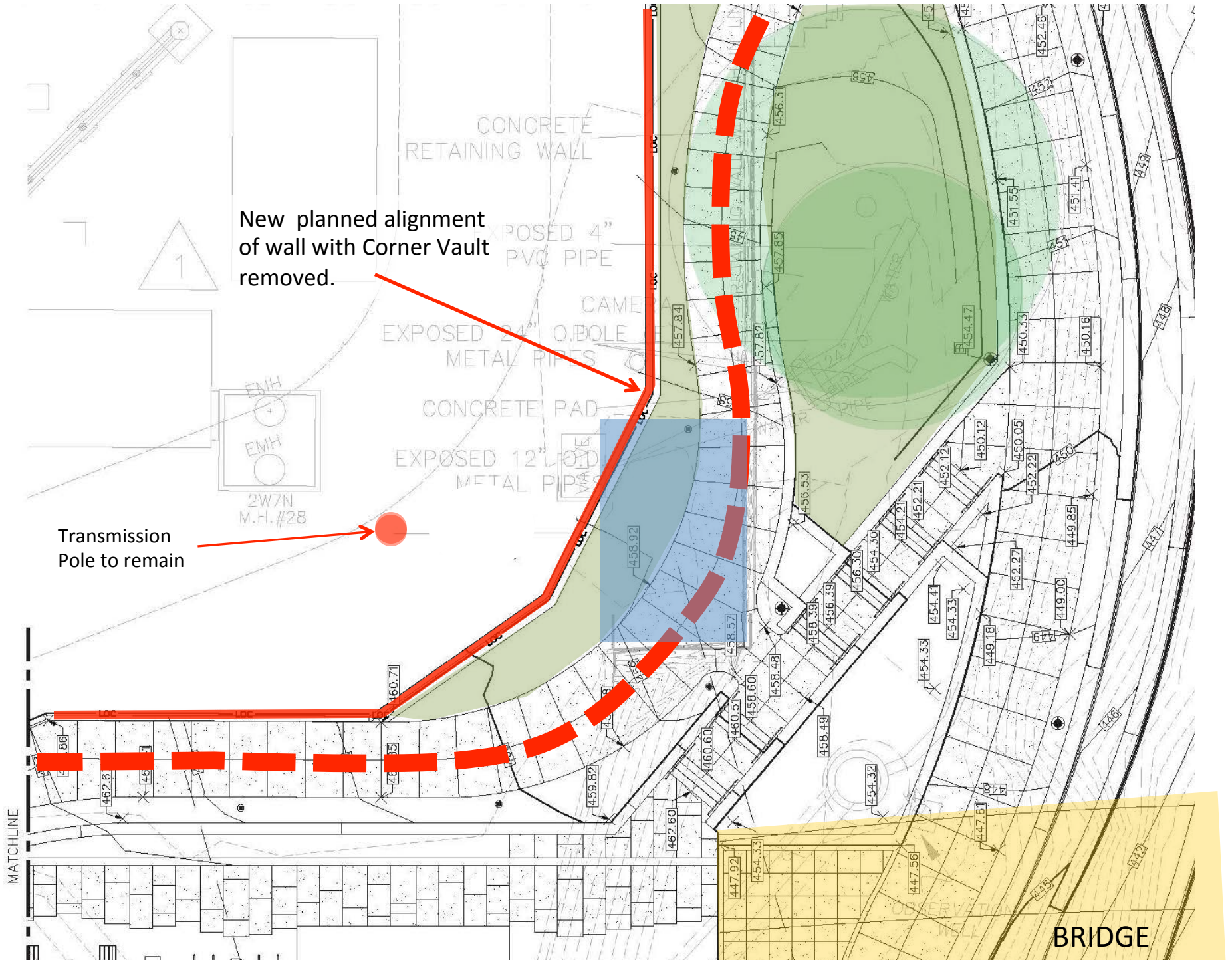
Should the bids come in lower than Hensel Phelps' expectations, the artists will have identified add alternates for additional art wall or amenities.



Add alternates can be the benches and canopies, additional planting along the east side, and lighting













## North Wall

8" x 8" post (max. 4" clear between), staggered for pattern interest  
12' high, sloping up slightly toward one corner, as budget allows  
The canopy, bench and lighting could be add alternates

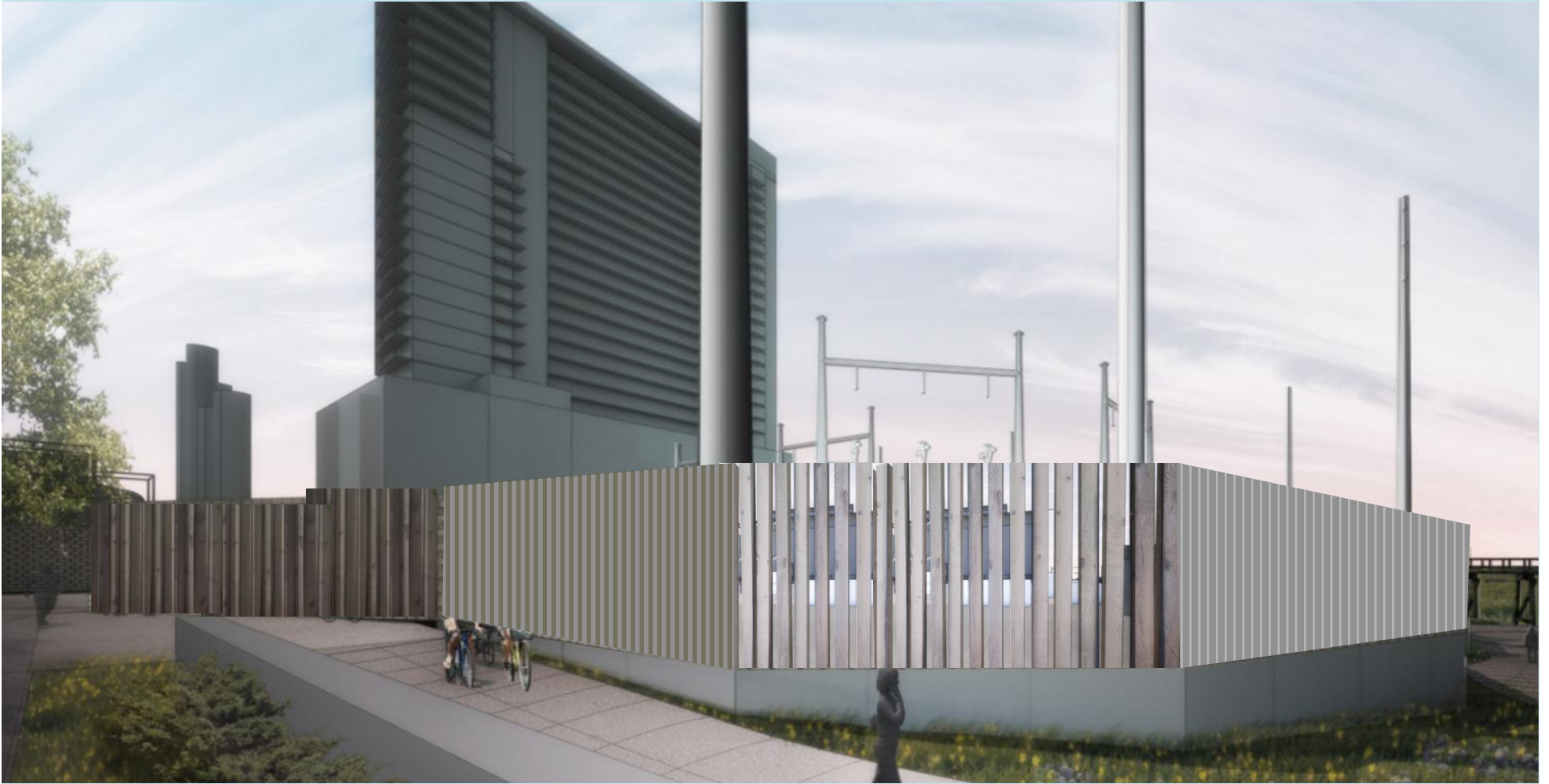




## East Wall

4" x 4" wood post ; maximum 4" clear between  
8' high + 4' -6' retaining wall= 12' -14' over all  
6 foot wide planting area at the top of the retaining wall

Placeholder images until the artists submit updated images



## South Wall

Vertical timbers, similar to the north wall  
An integrated canopy at 2<sup>nd</sup> and West Avenue, and lighting may be add alternates

Placeholder images until the artists submit updated images



Reference Image: Mueller Substation Gate



## West Wall

Possible collaboration  
with Ned Kahn

12' tall metal panels, clad with perforated metal  
Metal panels would be operational as gates  
Lighting may be an add alternate

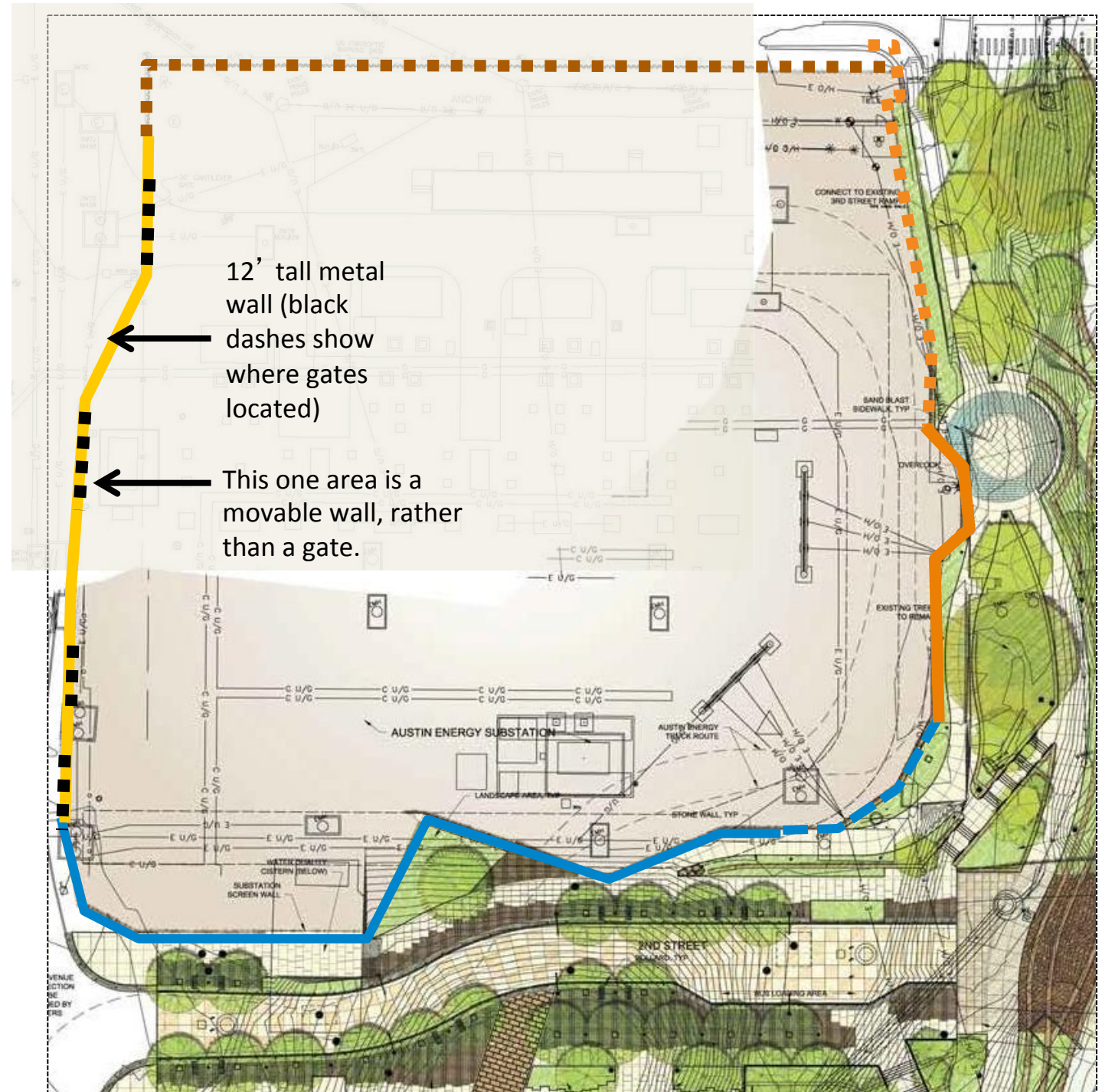




Collaboration between Ned Kahn  
and Nadir Tehrani

- Seaholm Substation Wall  
(West Wall) AIPP Project

## Seaholm Wall west side





Ned Kahn's concept – dimensions are subject to change.

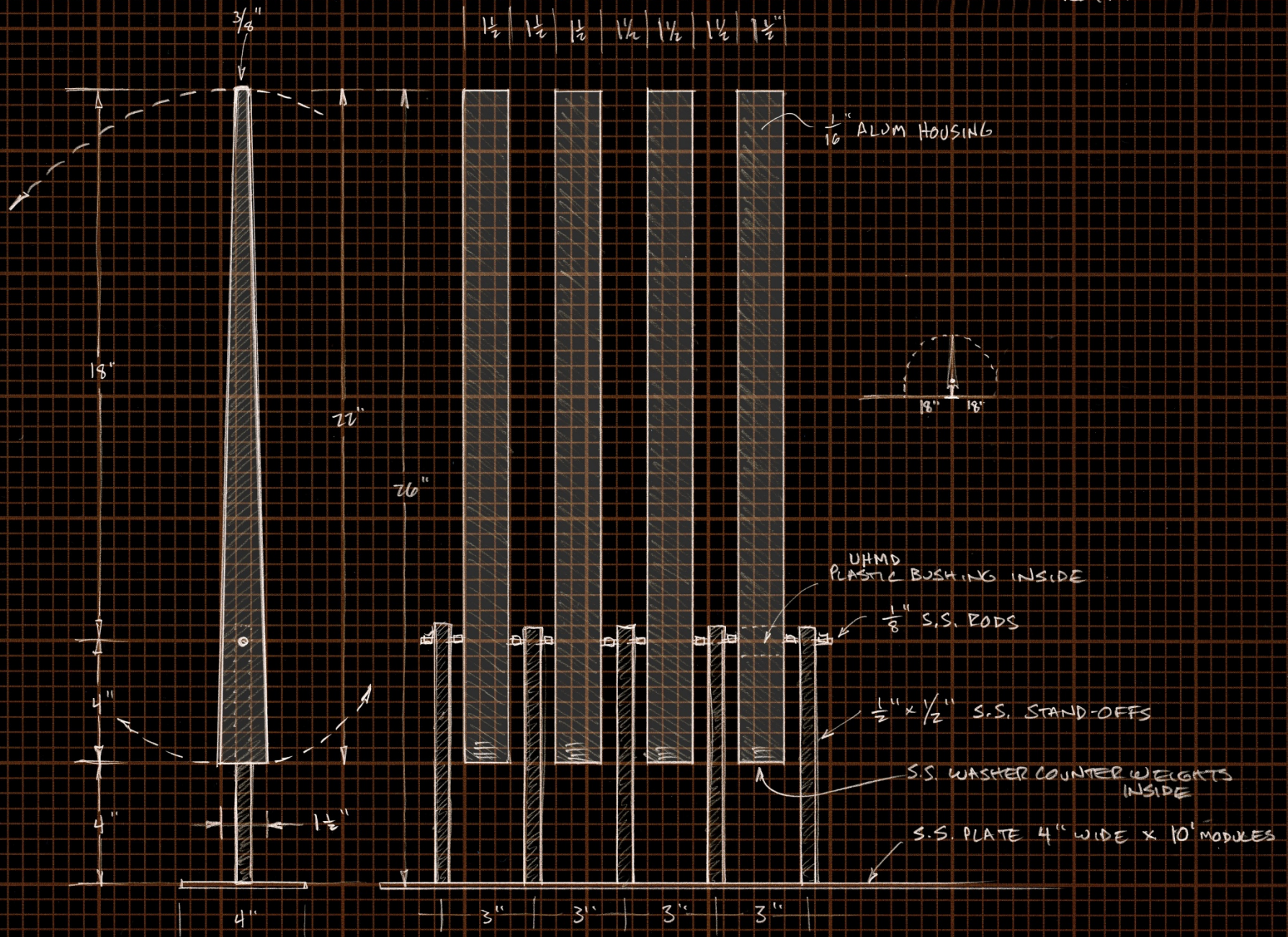
[http://www.youtube.com/watch?v=L64W\\_y9QMbo](http://www.youtube.com/watch?v=L64W_y9QMbo)



\* Ned Kahn would work with the Seaholm Wall structural engineer to ensure that the metal fence is designed to safely and securely accept the “grasses”.



NED KAHN -







**If the base bid project comes in under the Guaranteed Maximum Price , then we can spend the unused funding on the add alternates:**

## **Priority for Add Alternates?**

- benches and canopies
- additional planting along the east side
- lighting
- Increased height in areas of the wall



## Critical Path

June 17<sup>th</sup>      NADAAA submits 100% Design Development  
Hensel Phelps begins pricing the Wall

June 19<sup>th</sup>      Downtown Commission Update

June 20<sup>th</sup>      Design Forum #4

June 25<sup>th</sup>      Design Commission Update

July 1<sup>st</sup>      Final Design Approval from AIPP Panel

July 8<sup>th</sup>      Hensel Phelps submits correction to GMP to  
include the Seaholm Wall

July 15<sup>th</sup>      Final Design Approval from Arts Commission

Construction documentation begins; complete by mid September.

April 2014      Possible construction of wall foundation.

**General Grounds Improvements  
for Barton Springs Pool**

# Lighting Improvements

**Design Commission**

June 24, 2013



**Larson Burns & Smith**

Landscape Architects / Planners

**Stansberry Engineering**

Civil Engineers

**Saenz + Bury**

MEP Engineers

**Frank Lam & Associates**

Structural Engineers

# Design/Stakeholder Process

- Four Design Charrettes in 2010 prior to preliminary design
- Over 40 public input meetings
- Stakeholder surveys
- Multiple presentations to Joint Committee with stakeholder input
- All aspects of plan approved by Joint Committee, Planning Commission & City Council
- Current plan considered all comments and is a product of the process

# COA Board & Commission Approvals

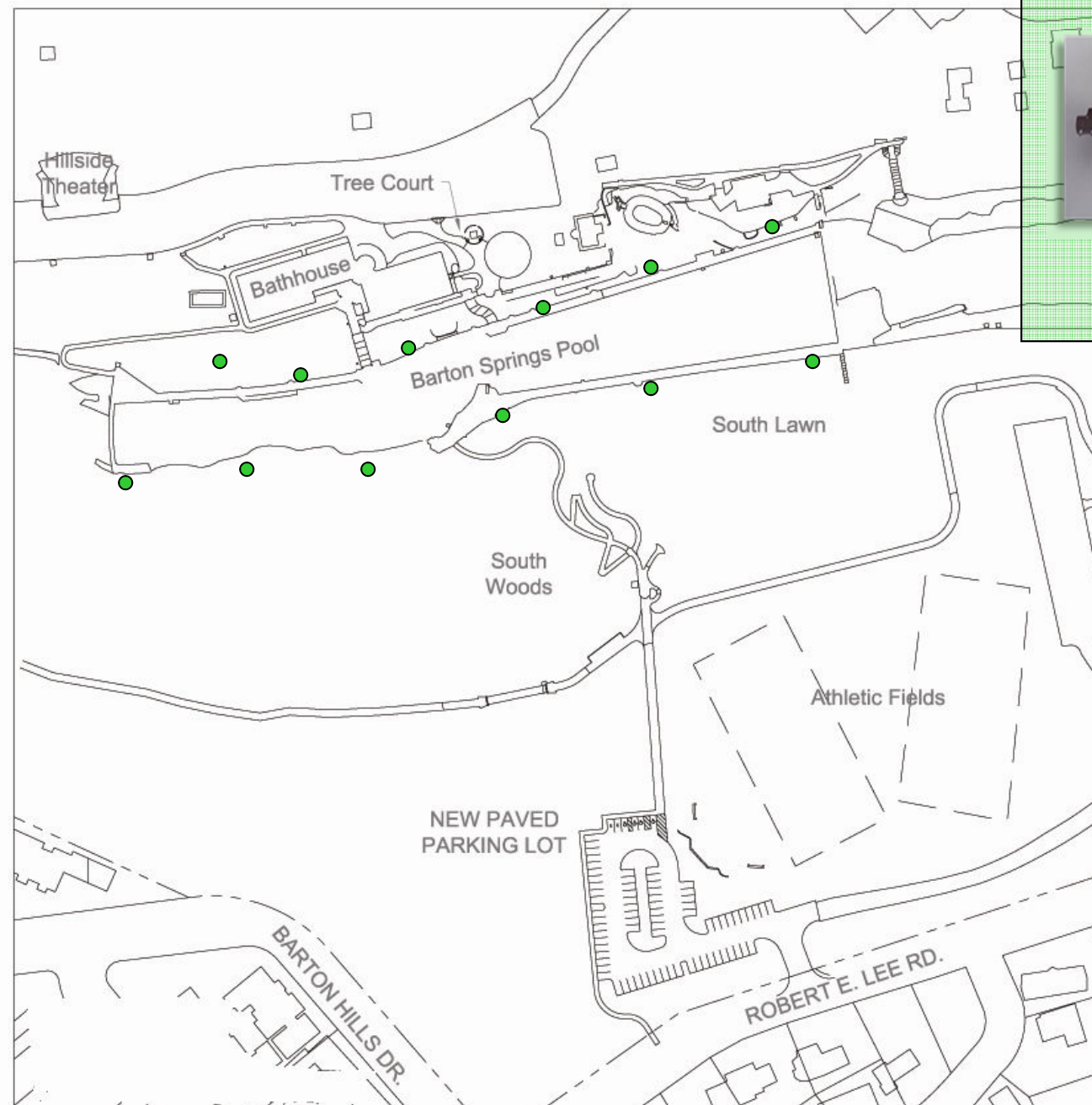
- February 27, 2012 - Design Commission
- June 28, 2012- "Environmental Board & Parks Recreation Board" Joint Committee
- August 13, 2012- Land, Facilities and Program
- August 27, 2012- Historic Landmark Commission
- August 28, 2012- Parks and Recreation Board
- December 19, 2012 - Urban Forestry Board
- February 11, 2013 - Waterfront Planning Advisory Board
- February 19, 2013 - Codes and Ordinances Subcommittee
- February 20, 2013 - Environmental Board
- February 26, 2013 - Planning Commission
- April 11, 2013 - City Council
- April 23, 2013 - Planning Commission (site plan conditional use)





Existing Pool Lighting Circa 1936

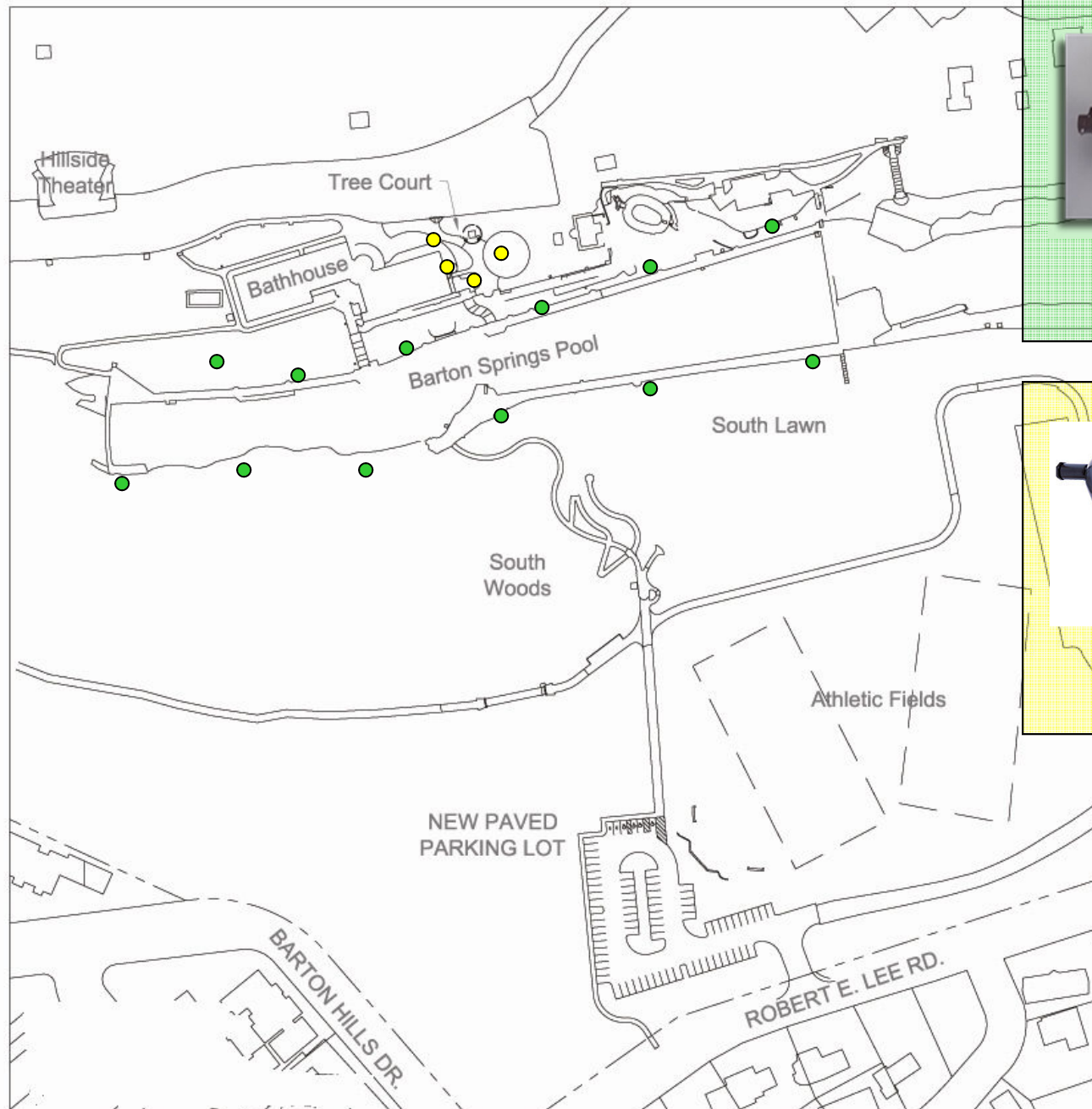




## Pool Area Light

- Metal Halide
- Fully directional
- Twin Fixtures Mounted on Existing 30' Poles

ABS Lighting Series  
3700 HM-400PS3



### Pool Area Light

- Metal Halide
- Fully directional
- Twin Fixtures Mounted on Existing 30' Poles

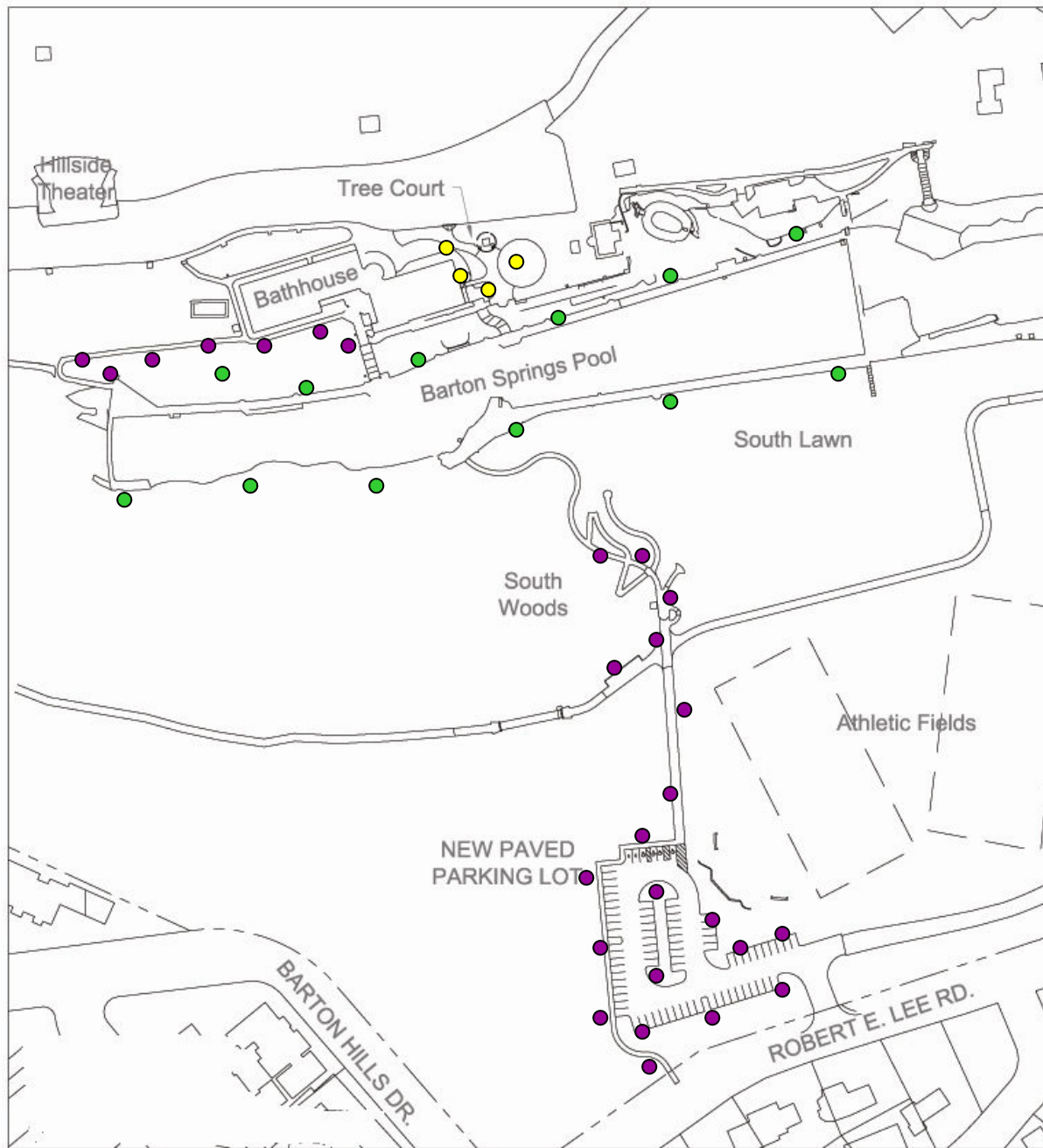
ABS Lighting Series  
3700 HM-400PS3



### LED Tree Down Light

- Full-Cutoff
- Strap Mounted to Existing Trees

Philips Bronzelite  
TL7012N LED



### Pool Area Light

- Metal Halide
- Fully directional
- Twin Fixtures Mounted on Existing 30' Poles

ABS Lighting Series  
3700 HM-400PS3



### LED Tree Down Light

- Full-Cutoff
- Strap Mounted to Existing Trees

Philips Bronzelite  
TL7012N LED



### LED Pedestrian and Parking Lot Light

- Full-Cutoff
- 10' Pedestrian Light
- 16' Parking Light

Philips Lumec: Series  
Domus

DOS-40W30LED4K-ES-  
LE5F-VOLT-BKTK

**ORDINANCE NO. 20130411-082**

**AN ORDINANCE AMENDING SECTION 25-8-514 AND GRANTING VARIANCES TO SECTIONS 25-8-482 AND 25-8-483 OF THE CITY CODE TO ALLOW CONSTRUCTION OF THE BARTON SPRINGS POOL GENERAL GROUNDS IMPROVEMENTS IN THE CRITICAL WATER QUALITY ZONE AND WATER QUALITY TRANSITION ZONE AND TO EXCEED IMPERVIOUS COVER LIMITATION.**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

**PART 1.** This ordinance grants a code amendment and specific variances necessary to allow construction of sidewalks, underground utilities, ticket booth, hardscape, and a water quality control in the critical water quality zone, and to allow paved parking and a water quality control in the water quality transition zone of Barton Creek, subject to Site Plan Number SPC-2012-0104D to facilitate general ground improvements at Barton Springs Pool (hereinafter the “Grounds Improvement Project”).

**PART 2. CRITICAL WATER QUALITY ZONE.**

A variance is granted from Section 25-8-482(*Critical Water Quality Zone*) and Section 25-8-514 (*Pollution Prevention Required*) of the City Code is amended to allow construction in the critical water quality zone of:

- (A) Sidewalks located along the western edge of the south lawn of the pool to provide or improve accessible routes, more particularly described in the attached and incorporated **EXHIBIT A**.
- (B) Underground irrigation and utilities as necessary to serve the irrigated landscape areas and provide lighting, more particularly described in the attached and incorporated **EXHIBIT B**.
- (C) A ticket booth located at the south entry gate, more particularly described in the attached and incorporated **EXHIBIT C**.
- (D) An overlook deck, new sidewalk and hardscape within the “tree court” area adjacent to the existing bathhouse to improve the soil conditions for the health of the heritage pecan trees, more particularly described in the attached and incorporated **EXHIBIT D**.

- (E) A portion of a water quality control located east of the existing gravel parking lot on the south side of the pool providing water quality for the parking lot, more particularly described in the attached and incorporated **EXHIBIT E**.
- (F) The historical marker to be moved from its current location to a location near the entrance at the south gate.

### **PART 3. IMPERVIOUS COVER.**

Section 25-8-514 (*Pollution Prevention Required*) is amended to allow impervious cover in excess of 15%.

### **PART 4. TRANSITION ZONE.**

A variance is granted from Section 25-8-483 (*Water Quality Transition Zone*) to allow construction in the water quality transition zone of:

- (A) Concrete parking facility to improve the existing gravel parking lot located on the south side of Barton Springs pool, and a water quality control to serve the parking lot on the south side of Barton Springs pool ("south parking lot"), more particularly described in **EXHIBIT E**.
- (B) Sidewalk providing an accessible route from the Robert E. Lee Right of Way and the south parking lot to the south entry to the pool, more particularly described in **EXHIBIT E**.

### **PART 5. CONDITIONS.**

Construction in the critical water quality zone and water quality transition zone authorized by this ordinance must adhere to the following conditions:

- (A) After the Grounds Improvement Project is complete, restore the soil and the site with vegetation or other materials consistent with previous uses.
- (B) Remove sufficient existing impervious cover from the site to result in no net increase in impervious cover in the Barton Springs Zone as a result of the Grounds Improvement Project
- (C) Provide water quality control as described in **EXHIBIT E** and maintain the water quality control in accordance with the attached and incorporated **EXHIBIT F**.
- (D) Provide not less than 2,000 square feet of restored riparian area on the south side of Barton Springs pool, upstream of Parthenia (main Barton) Springs, as described in **EXHIBIT E**.
- (E) Provide no fewer than 80 bicycle parking spaces on the south parking lot.



- (F) Provide not less than 15,000 square feet of additional landscape in addition to landscaping required under City Code. Native plants shall be planted outside of turf areas.
- (G) The South Overlook Trail must be located where indicated on **EXHIBIT A**.
- (H) Before construction on the Grounds Improvement Project begins, staff will present the proposed lighting design to the Design Commission. The Design Commission will provide feedback specifically on the appropriateness of lighting design that ensures safety and mitigates negative environmental and aesthetic impacts while enhancing the overall ambiance of Barton Springs Pool.
- (I) During construction of the Grounds Improvement Project, staff will provide progress reports and design development details regarding the ADA paths at the Austin Mayor's Committee for People with Disabilities on at least a bi-monthly basis.
- (J) Before construction on the Grounds Improvement Project begins, staff will apply to the Texas Historical Commission for approval to move the historical marker from its current location to a location accessible to the public as they enter the south gate.

**PART 6.** The requirements imposed by Section 25-8-41 (*Land Use Commission Variances*) regarding the processing and granting of variances are hereby waived for the variances granted in this Ordinance.

**PART 7.** This ordinance takes effect on April 22, 2013.

**PASSED AND APPROVED**

\_\_\_\_\_, April 11, 2013

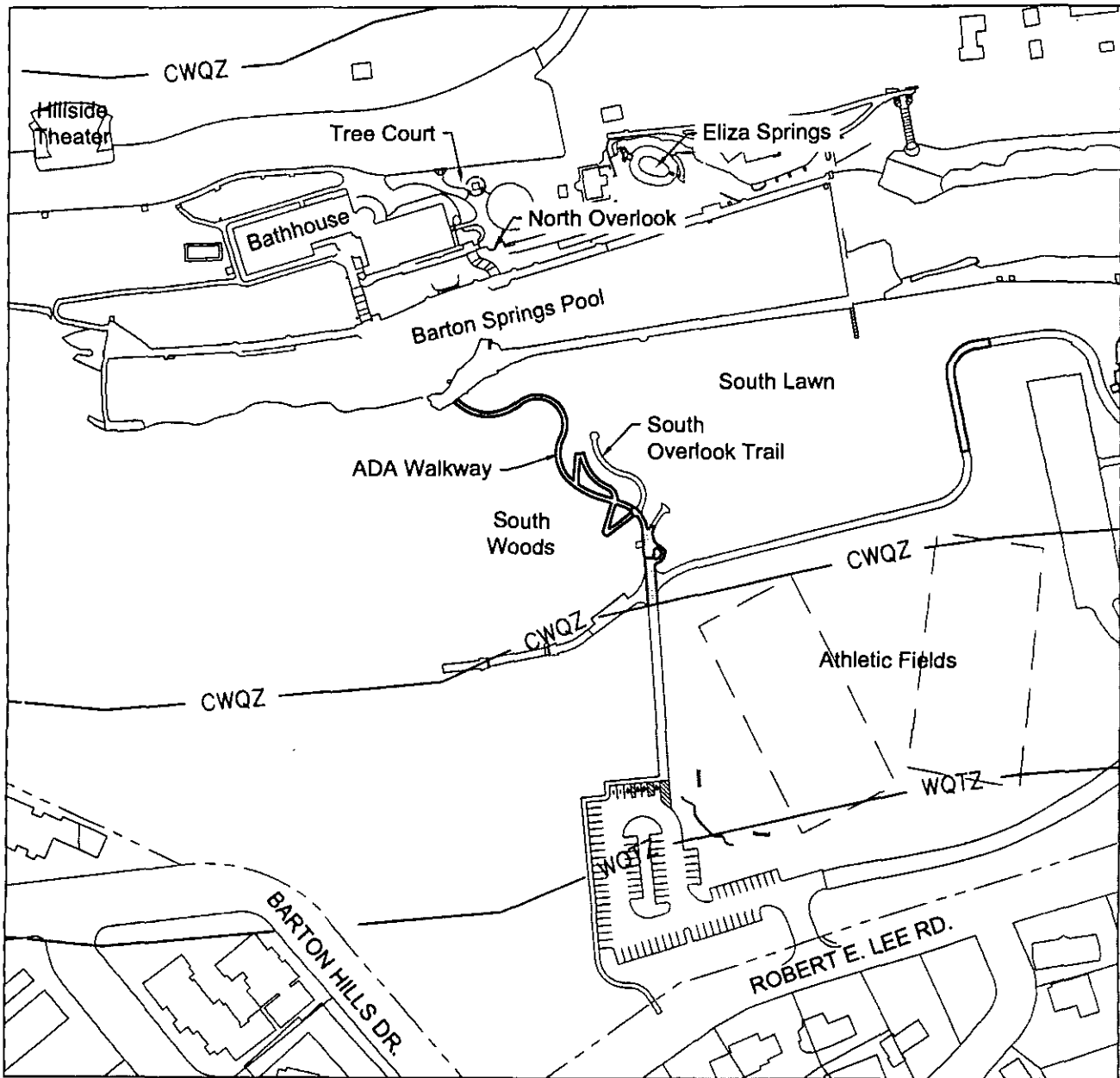
§  
§  
§ \_\_\_\_\_  
Lee Leffingwell  
Mayor

APPROVED: \_\_\_\_\_  
Karen M. Kennard  
City Attorney

ATTEST: \_\_\_\_\_  
Jannette S. Goodall  
City Clerk

## EXHIBIT A

### South Sidewalk Improvements



NORTH  
Not to Scale

#### Legend



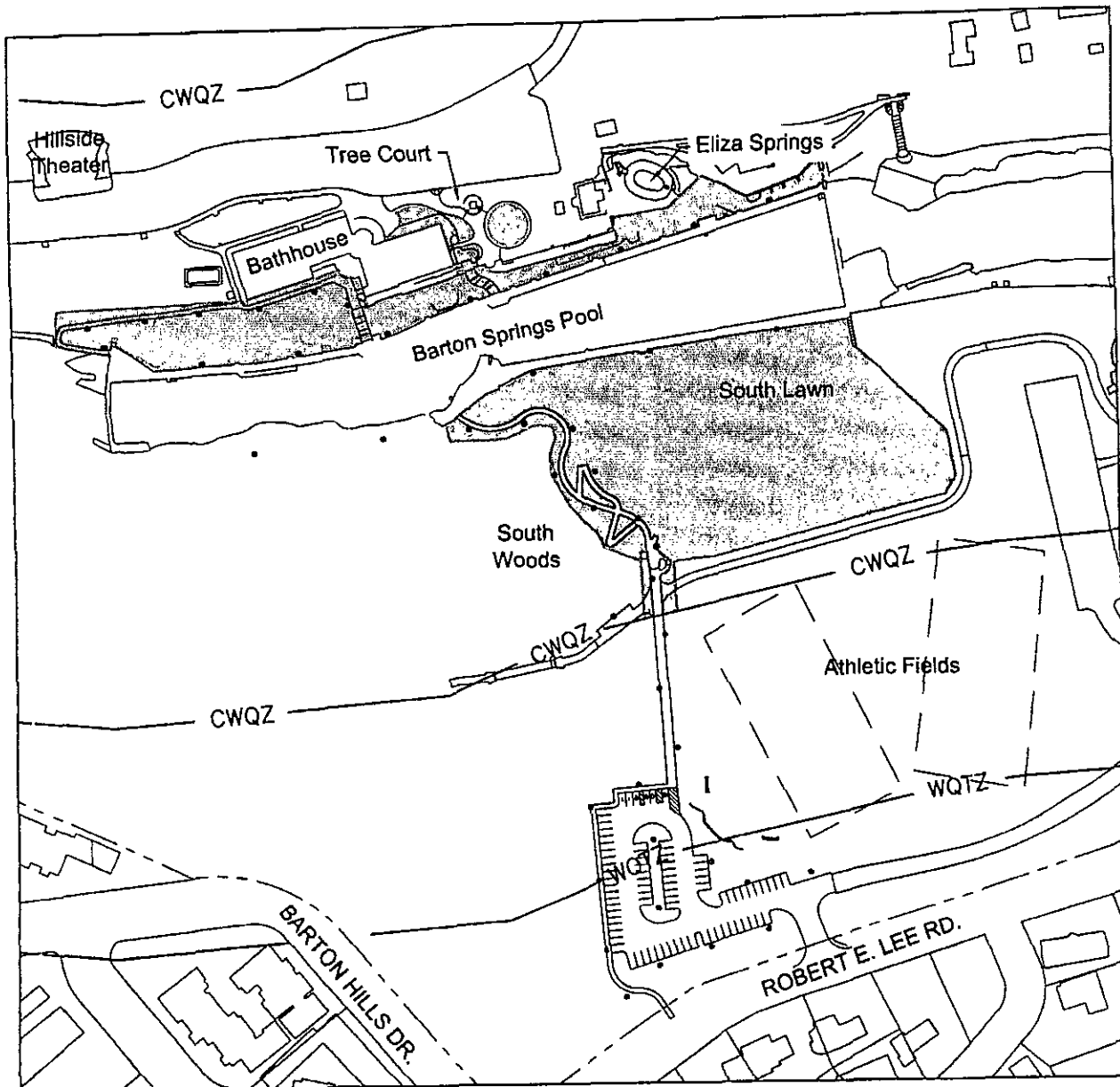
Sidewalk

Barton Springs Pool - General Grounds Improvements  
SPC-2012-0104D

Stansberry Engineering Co., Inc. *Civil Engineers*  
Larson Burns & Smith, Inc. *Landscape Architects / Planners*

## EXHIBIT B

### Irrigation and Electrical Improvements



NORTH  
Not to Scale

#### Legend



Irrigated Area



Light Locations

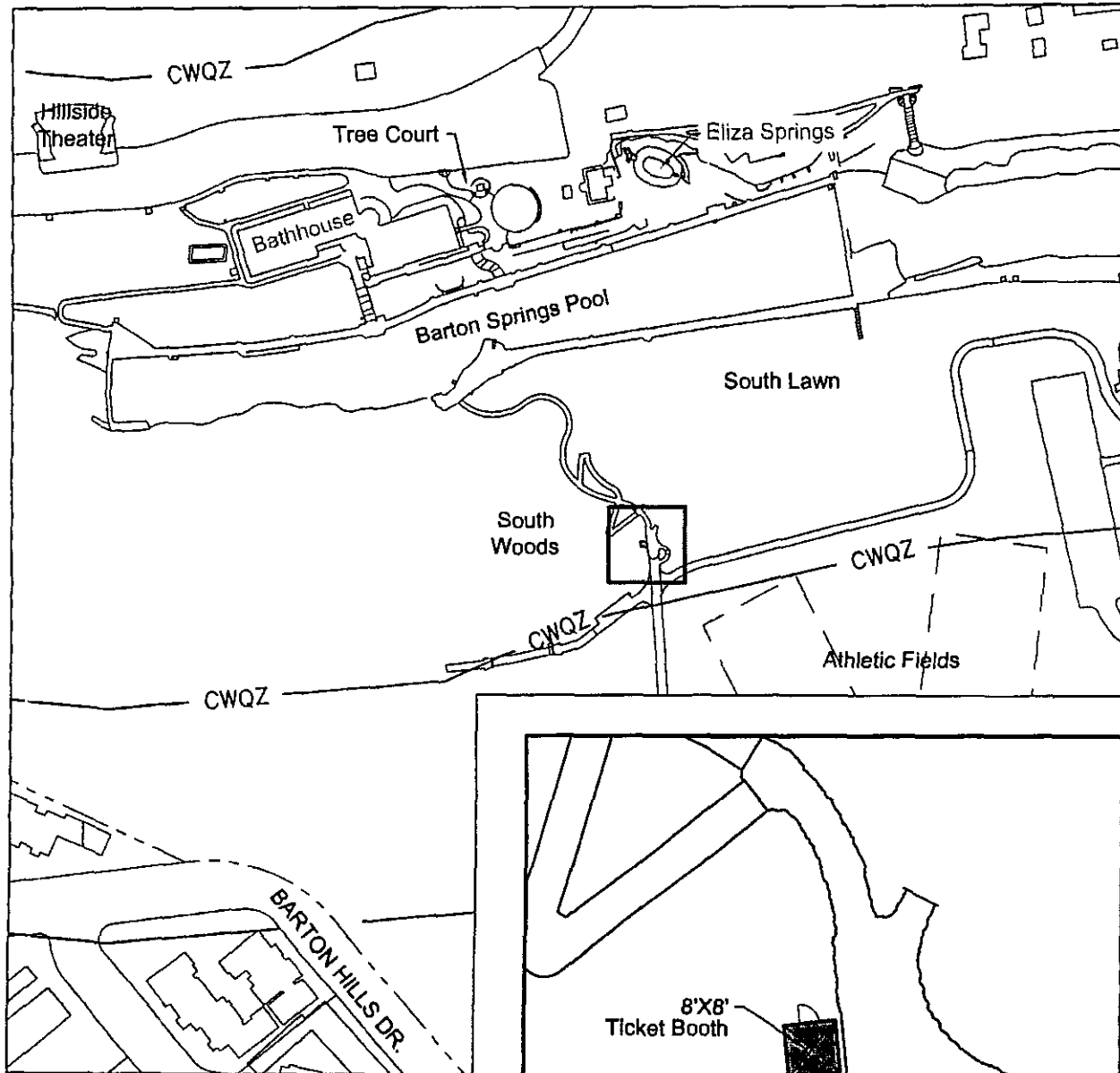
Barton Springs Pool - General Grounds Improvements  
SPC-2012-0104D

Stansberry Engineering Co., Inc. *Civil Engineers*  
Larson Burns & Smith, Inc. *Landscape Architects / Planners*

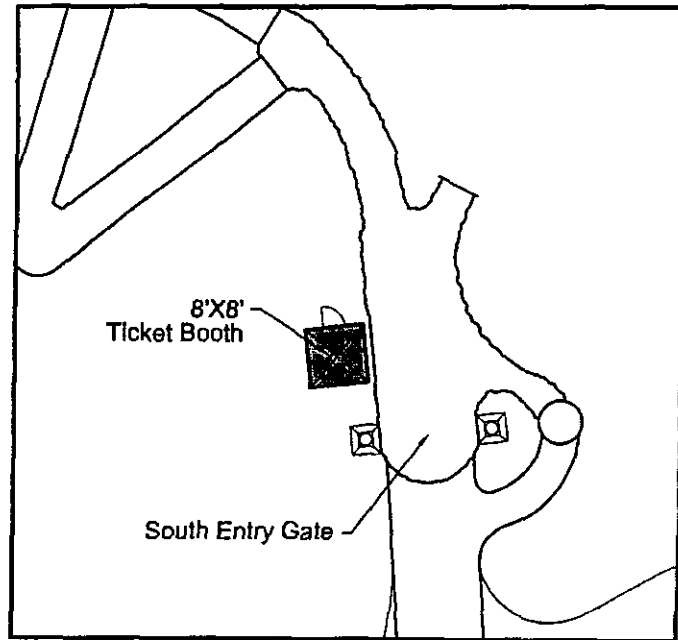


## EXHIBIT C

### South Gate Ticket Booth



NORTH  
Not to Scale



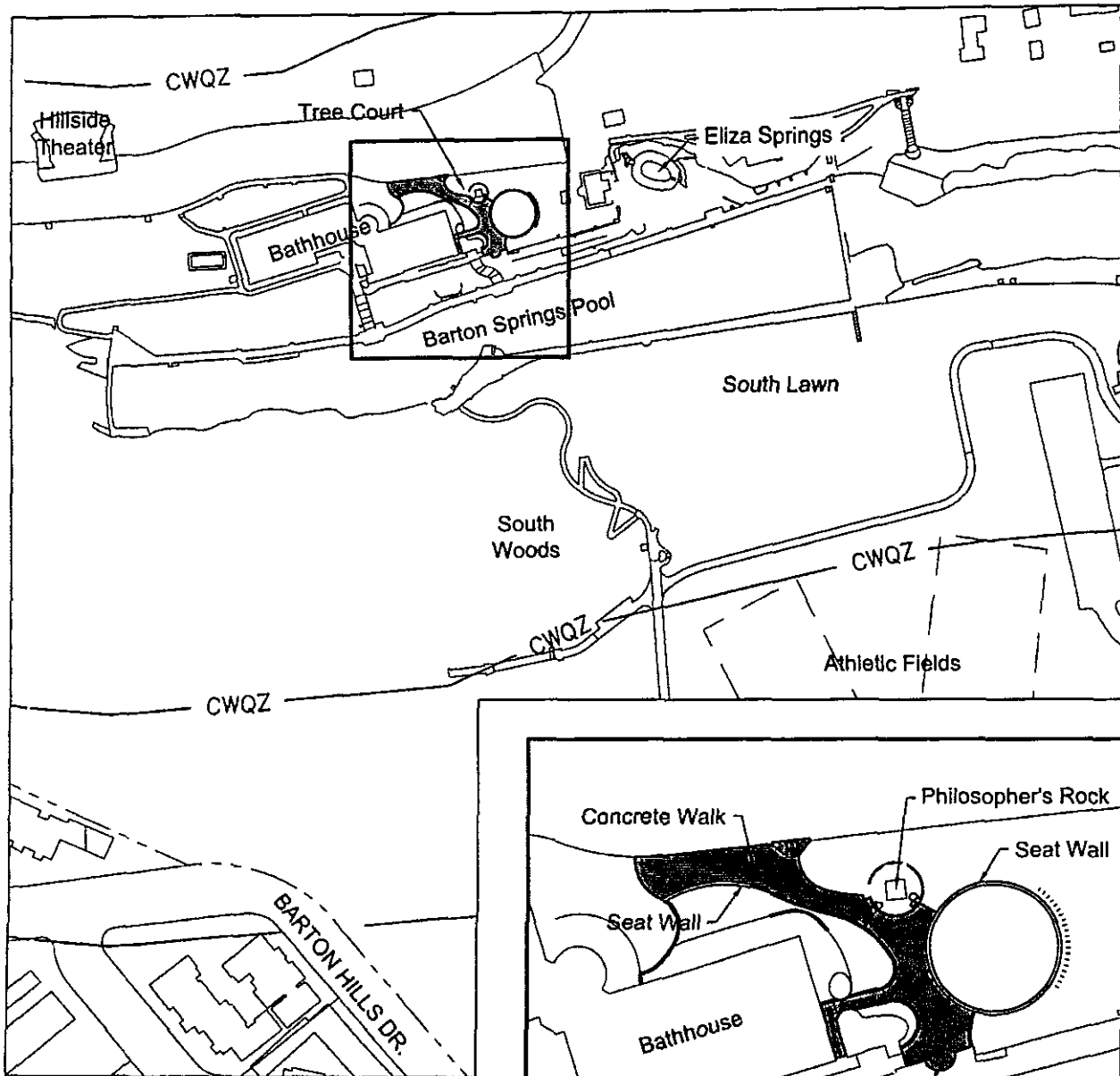
Ticket Booth Plan

Barton Springs Pool - General Grounds Improvements  
SPC-2012-0104D

Slansberry Engineering Co., Inc. Civil Engineers  
Larson Burns & Smith, Inc. Landscape Architects / Planners

## EXHIBIT D

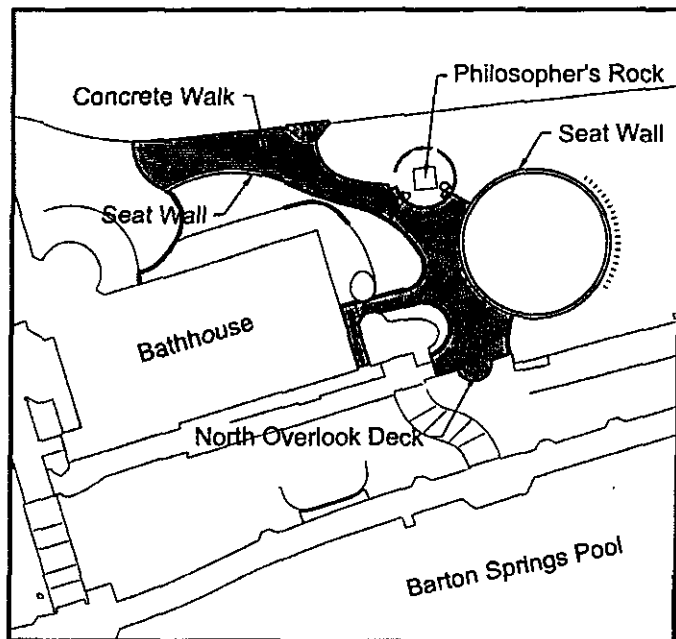
### Tree Court Improvements



NORTH  
Not to Scale

Barton Springs Pool - General Grounds Improvements  
SPC-2012-0104D

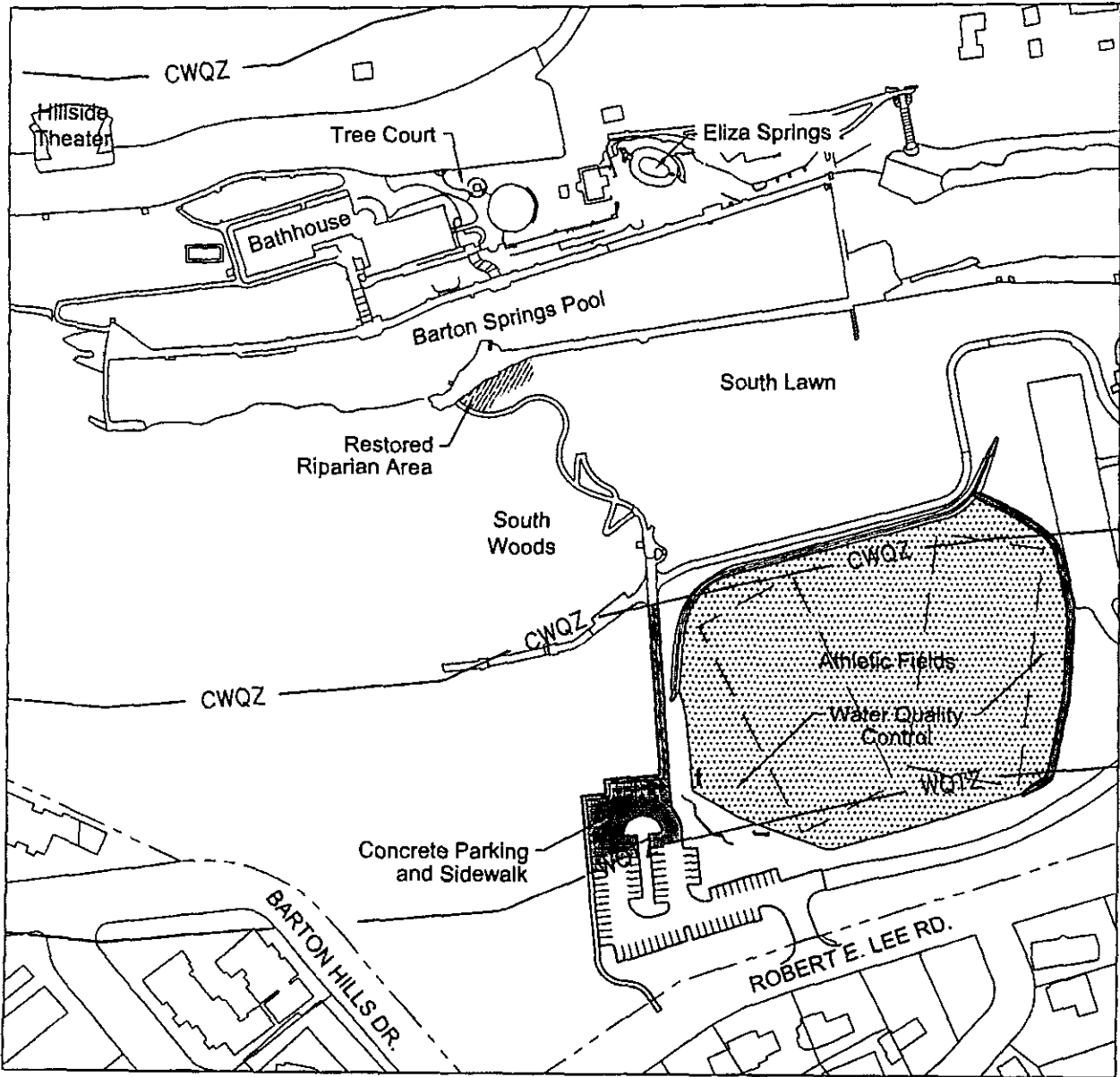
Stansberry Engineering Co., Inc. *Civil Engineers*  
Larson Burns & Smith, Inc. *Landscape Architects / Planners*



Tree Court Plan

# EXHIBIT E

## South Entry Parking Lot and Water Quality Improvements







NORTH  
Not to Scale

Barton Springs Pool - General Grounds Improvements  
SPC-2012-0104D

Stansberry Engineering Co., Inc. *Civil Engineers*  
Larson Burns & Smith, Inc. *Landscape Architects / Planners*

### Legend

-  Concrete Sidewalk/Parking
-  Water Quality Control
-  Restored Riparian Area
-  Earthen Berm

## EXHIBIT F MAINTENANCE OF WATER QUALITY CONTROL

Barton Springs Pool - General Grounds Improvements  
SPC-2012-0104D

### Part A – General

#### 1. Scope

This specification outlines the necessary requirements to maintain the proper function of the water quality control ("WQC") consisting of a vegetated filter and earthen berm that fulfills the water quality regulatory requirements (LDC §25-8-211) for the parking lot serving the south side pool entry. The WQC may be used as athletic fields only if the maintenance required by this document is performed.

#### 2. Reference Documents

- 2.1 City of Austin Specification Item 601S, Salvaging and Placing Topsoil.
- 2.2 City of Austin Specification Item 604S, Seeding for Erosion Control.
- 2.3 City of Austin Special Specification Item 612, Topsoil Mix.
- 2.4 Texas Department of Transportation (TxDOT) Specification Item 161, Compost.

### Part B – Products

#### 3. Materials

- 3.1 *Compost* – Compost shall conform to TxDOT Specification Item 161 (including Dillo Dirt).
- 3.2 *Organic Fertilizers* – Organic Fertilizers, shall be a naturally occurring product such as manure, slurry, worm castings, peat, seaweed, humic acid, and guano or processed organic fertilizers such as compost, bloodmeal, bone meal, seaweed extracts, fish meal, and feather meal. Product shall be from sources that are not tainted with pesticides, herbicides, steroids, antibiotics or hormones.
- 3.3 *Sand* – masonry/concrete sand.
- 3.4 *Vegetation* – Vegetation shall consist of a dense stand of turf grass.
- 3.5 *Soil* – Native soil shall be improved using the guidelines of this maintenance document. If imported topsoil is needed, soil shall conform to City of Austin Special Specification 612 or as approved by the Watershed Protection Department, or successor department (WPD).
- 3.6 **The use of synthetic fertilizers, herbicides, or pesticides is prohibited.**

#### 4. Equipment

- 4.1 *Slicer Aerator* - aerates by cutting grooves within soil.
- 4.2 *Plug Aerator or Core Aerator* – aerates by removing a finger size plug of soil, 3 to 4 inch depth, to allow penetration of air, water, and nutrients. Core hole is top dressed with sand and/or compost.
- 4.3 *Tiller or Disc Harrow* -- shall be used to aerate and break up compacted soil to a depth of 6 inches for long term soil rehabilitation.

### Part C – Procedure

#### 5. Inspection

- 5.1 Soil shall be inspected and tested by the Parks and Recreation Department or successor department (PARC).

- 5.1.1 Immediately after a rainfall of 1 inch or greater, PARD staff shall visually inspect the WQC for areas of standing water outside tree root zones that remain 24 hours after the end of the rain event. Perform inspection four times per year.
  - 5.1.2 PARD staff shall visually inspect soil for continuous vegetation growth and areas of erosion. Bare areas shall not exceed 16 square feet and the height of vegetation shall stand at a minimum of 1 1/2 inch. Bare and eroded areas shall be prepared and reseeded by PARD as required per City of Austin Specification 604S. PARD staff shall perform inspections as described in this document not less than four times per year.
  - 5.1.3 PARD staff shall annually collect soil samples and send the samples for testing to a laboratory such as the Texas A&M Agrilife Extension Service. The laboratory to be used shall be selected by PARD after consultation with WPD. Three soil samples, evenly spread across the two fields, shall be collected and prepared for testing per laboratory requirements. Sample locations shall vary from year to year. One additional sample shall be taken from within the area between the two fields. Test results shall be returned to the Program Manager for Parks and Recreation Department Centralized Program Division/Athletics. A soil specialist shall analyze the results and make recommendations for soil amendments.
- 5.2 Earthen berm shall be inspected by PARD or successor department annually.
- 5.2.1 Inspect for any changes in the level surface such as ruts or breaks that would allow stormwater runoff to pass through berm rather than over top.

## 6. Construction Methods

### 6.1 Annual Maintenance

- 6.1.1 Irrigation heads shall be marked with non toxic, water based, biodegradable marking paint prior to aeration. Existing irrigation lines damaged during the aeration shall be repaired or replaced as necessary.
- 6.1.2 PARD staff shall aerate the WQC used as athletic fields with slicer aerator four times per year.
- 6.1.3 PARD staff shall amend the soil twice a year or as needed with compost and/or organic fertilizers to replenish minerals and nutrients identified as deficient through soil testing.
- 6.1.4 PARD staff shall aerate the WQC used as athletic fields with plug aerator and top dress soil with sand annually.
- 6.1.5 Areas outside of the athletic field but within the boundary of the WQC shall receive the maintenance stated above as needed based on the results of the inspections specified in Section 5.
- 6.1.6 Use of the WQC as an athletic field shall cease, allowing a "rest period" for a minimum of 6 weeks throughout a one year period. During the "rest period" the area shall be fenced off from access.
- 6.1.7 The turf of the WQC, when used as an athletic field, may not be mowed shorter than 1 1/2 inches.
- 6.1.8 Treatments for vegetation management shall follow the guidelines of the *Austin Parks and Recreation Integrated Pest Management Program (IPM)* dated June 18, 2010 using organic, natural, biological methods specified for Waterways.
- 6.1.9 **The use of synthetic fertilizers, herbicides and pesticides is prohibited.**



6.2 Long Term Soil Rehabilitation

If regular annual maintenance is insufficient to loosen soils compacted from use of the WQC as athletic fields, the following rehabilitation methods shall be performed.

- 6.2.1 Irrigation heads shall be marked with non toxic, water based, biodegradable marking paint prior to rehabilitation. Existing irrigation lines damaged during the soil rehabilitation shall be repaired or replaced as necessary.
- 6.2.2 Soil shall be amended with 1 part compost to 4 parts soil. When scarifying soil to a depth of 6 inches, 1 1/2 inches of compost shall be added.
- 6.2.3 Soil amendments shall be worked into the existing onsite topsoil with a disc or tiller to create a well-blended material. Amended soil shall be raked smooth.
- 6.2.4 After completion of item 6.2.3, the WQC used as athletic fields shall be sodded with appropriate turf for athletic use. The area shall be fenced to prevent access for a minimum of four weeks to allow the new turf to become established. More time may be necessary during the winter months as determined by PARD, upon consultation with WPD.

6.3 Earthen Berm

Fill and compact any areas that deviate from the level surface such as ruts or depressions with specified soil.

6.4 Tree protection. Precautions will be maintained at all times to protect all trees in the area of construction.

- 6.4.1 Equipment shall not be operated nor materials stockpiled under the canopies of trees.
- 6.4.2 Topsoil or soil amendments shall not be placed within the drip line of trees greater than 4 inches.

7. Administration

PARD is responsible for the annual and long term maintenance of the WQC. The single point of contact for PARD is the Program Manager for Parks & Recreation Centralized Program Division/Athletics at 512-978-2670. PARD shall inform WPD if the single point of contact changes.

## DRAFT

## INTRODUCTION

The Design Commission provides advisory recommendations to the City Council as requested by the Council to assist in developing public policy and to promote 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 review of the infrastructural components of our city. One result is the manual of Infrastructure Design Guidelines that is meant to complement both the 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 built vision.

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 in their efforts 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.

# DRAFT

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.

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Edited by Juan Coteria

## Shared Values for Infrastructure in Urban Areas

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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.

### **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.

### **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 - 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.

### **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.

### **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.

### **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..

## **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.

## **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.

## **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 engineering 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.

## **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.

## **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.

## A Vision for Our Urban Places

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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.

**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.

**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. 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.

**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.

**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.

**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.

**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.

**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.

**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.

**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

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**18. Create an economically vibrant urban area.**

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

**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.

**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.

# DRAFT

## EXISTING CITY OF AUSTIN INFRASTRUCTURE GUIDELINES

Due to the 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 is 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, while improving the quality of life within our public realm.

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 and/or studies, as they are usually very specific to that area or concept. But when these master plans and/or studies do not 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 thorough 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.

Historically, many infrastructure projects are executed by City of Austin Departments themselves, without outside professional consultants. Most of the departments utilize a criteria manual which contains standard requirements, specifications and technical guidelines to ensure consistency for their infrastructure projects. But most of these criteria manuals do not address issues that affect quality of life of the public realm, such as those included in these Infrastructure Design Guidelines. Departmental criteria manuals shall be revised to contain such language, while referencing these Infrastructure Design Guidelines for more detail.

## PROCESS

### CITY STAFF PROCESS

I. PROCESS (INTRA DEPARTMENT)

a. Staff process

i. Small projects – Use of revised Criteria Manuals

1. For smaller projects which are covered by department criteria manuals, the parameters can be included in these manuals to acknowledge that all parts of Austin are not the same and have provisions to consider area character and purpose, and adjust to be inclusive of this. Public consideration should be included in the crafting of the criteria manuals to assure area character consideration and to streamline the process. This consideration should begin with the area's Neighborhood Plan and continue up the broader visioning documents and guidelines. It would be the discretion of the department if there was enough consideration done. For any projects outside of criteria manuals, and are visible in or from the public right of way, the public should be notified thru the general notification process, and include provisions for the public to input. In consideration of social inclusivity and the input from the public, the department may have the discretion as to whether public forums are conducted to further evaluate the input. Projects in this path may also be appealed to the Design Commission for review.

2. Public consideration

- a. NP
- b. Area Character
- c. Public input process

ii. Large Projects

1. Public consideration (PM or City Architect)

- a. See Process Section
- b. NP
- c. Zoning
- d. Historical?
- e. Area character
- f. Vicinity development
- g. Deficiencies

2. Compatibility along streetscape/public realm (Guidelines +)

- a. Form
- b. Function

3. Intra-office (Tools +)

- a. City Calendar
- b. Mission Integration
- c. Prioritization Team

- 
4. *Larger, more complex projects typically begin to increase its presence and potential dominance of the public streetscape which then hinders human activity. They may present themselves as unsightly, monotonous, barren, or an improper mix of activity. These are the projects that Design Commission will require reviews since its input may be able to prevent these problems.*
  5. *To begin, the selection of the site is of utmost importance. It should consider not only the function the structure serves, but also the impact it may have. Ideally the property is large enough so that the structure is not visible from the public right of way. If that is not possible, there must be room for a compatibility buffer between the public space and the structure. How much room required is dependent on how the design team is proposing to integrate the infrastructure.*
  6. *The integration of infrastructure may happen in a variety of ways, however each must adhere to area neighborhood and other overriding plans. More urban areas may necessitate more socially active functions along the streetscape. Areas in more residential areas may only require vegetated buffers or “parklets.” To assist in the development of these buffers or to determine the amount of space necessary for them, cross department integration is an ideal tool for this. (AIPP, Parks and Recs Dept, etc. ) By using a multi-faceted approach, the overall project becomes richer and becomes an asset to the community.*



## **PROCESS**

### **REVIEW BY DESIGN COMMISSION**

#### **Design Commission Requirements**

- A. Reasons to have set process standards
  - 1. Clear set of tools
  - 2. Provide efficient path
  - 3. Meaningful discussion
  - 4. Assistance to help focus
- B. Design phase when to come to Design Commission
  - 1. 75% Schematic Design Phase
  - 2. Early enough so direction suggestions can be considered
- C. Use the checklist (similar to Urban Design Guideline Checklist currently used)
  - 1. Based upon Infrastructure Guidelines
  - 2. Comment on how addresses each point
  - 3. Comment is need help with specific items
- D. Cross Department Cooperation
  - 1. List of Departments in the Team and role that they play
  - 2. Department representatives available to present
- E. Exhibits required – focus is to depict the relationship to the public experience
  - 1. Area map within 500'
    - a. Zoning
    - b. FLUM
  - 2. Site plan thru adjacent right of way
  - 3. Site Section extending thru right of way
  - 4. Elevations with height (scale figures) and materials
- F. Schedule
  - 1. Design Phases
  - 2. Construction start and completion
- G. Public Input
  - 1. Description of process done for input
  - 2. Neighborhood plan consideration comment

## **BACKGROUND**

### **INFRASTRUCTURE CATEGORIES**

(this only applies to infrastructure that is in, along, or experienced in the public right of way)

***Unseen and not experienced infrastructure*** – (underground utility lines) This type of infrastructure is not part of the human experience but has baselines of being able to create an efficient compact and connected community. Although it may not matter directly to the urban landscape since it is not experienced, it does affect what manifests above ground. How these are run and placed should consider the big picture.

***Unseen but experienced infrastructure*** – (fumes, radiation, airflow, light spillage) This type of infrastructure, although is not seen, does affect the urban landscape. Often it is the product of a physical piece of infrastructure. Attention needs to be given to not just the physical characteristics, like placement and aesthetics, but also the atmosphere created by it. (classic picture of Marilyn Monroe on a vent?)

***Infrastructure that is only seen*** – (signage, manhole covers, bridge supports, water tower) – This type of infrastructure is visible-only and does not directly affect the movement or functionality of the streetscape. With this type of infrastructure, we must acknowledge that it does stir an emotional response and area character must be considered.

***Infrastructure that is placed, component types*** - (transformers, light switching panels on sidewalk, benches, communication panels, vent pipes, bike racks) – This type of infrastructure is typically a component and gives an abbreviated experience. These components have the ability to be placed intelligently so that it blends well with the environment and our minds tend to blot it out. Placed incorrectly and it becomes a nuisance. Urban design Guidelines talks about this.

***Infrastructure that begins to take 3 dimensional continuous systematic public experience*** – (paving, curbs, sidewalks, roadways, trees, light poles) This type of infrastructure begins to integrate into urban life experience. The rhythms, striations, rumble, textural aspect of its layouts affects our experience. How to interface it seamlessly with the functionality of our movements needs to be considered. Great Streets is good example of this.

***Infrastructure that must be built on specific locations and affects public experience*** – (fences, walls, detention ponds) This type of infrastructure begins to shape human experience on a personal level due to its specificity of location. Because of its strong relationship to the local streetscape, how it relates to the local character and urban landscape is critical.

***Infrastructure that is built on location, interacts with public activity, and has additional technical requirements*** – (electrical substation, water treatment plants, parkland water drainage) This type of infrastructure is typically larger projects that require site plans. It is complex enough to involve multiple departments to handle the technical aspect while also enhancing the social aspect. These projects must be reviewed by the Design Commission.

## PROCESS

### PUBLIC INPUT & ENGAGEMENT

1. Current Stakeholder Project Involvement philosophy
  - a. Project team assigned for large and complex projects
  - b. Stakeholder process is handled on case by case basis depending upon:
    - i. Location
    - ii. Number of stakeholders impacted
    - iii. Nature of the project impact on the public realm/interface
  - c. Activities initiated through the PIO offices of sponsoring departments (AWU, AE, Parks, Transportation, AAR) and Public Works working collaboratively.
2. Research to understand area
  - a. NP
  - b. Zoning
  - c. Area uses and needs
3. Identify Stakeholders
  - a. GIS system list (Groups, Neigh. Associ
  - b. Area owners and users
4. Stakeholder Process
  - a. Notification of stakeholders
    - i. Mailings
      1. With understandable information
      2. Input process
  - b. Stakeholder meetings to provide information on type of infrastructure project and the need (function)
  - c. Presentation and input if needed
    - i. Point of contact on both sides
    - ii. Scheduled with area association meetings
    - iii. Point of contact exchange of information
  - d. Appeal to Design Commission for review
    - i. If needed
5. Objectives
  - a. How project adheres to neighborhood plan
  - b. Discuss and gain input on how project may impact stakeholders.
  - c. Determine areas of input team would like from stakeholders
  - d. Project team to demonstrate for feedback, to the extent possible,
    - i. Project drawings-(schematic design)
    - ii. Models
    - iii. Landscaping samples
    - iv. Fencing samples
    - v. Lighting fixtures
    - vi. Sustainability features
    - vii. Green standards, etc.

Dear Mayor and Councilmembers,

We would like to update you on our progress in developing the Infrastructure Design Guidelines. Because “infrastructure” influences the largest and most extensive part of people’s lives, it has been a tremendous challenge how to approach the issue. After numerous discussions beginning with staff and within the Commission, we have created what will be a clear process to address the issues challenging these types of projects. By using the well-known Urban Design Guidelines as the model and spring boarding with the Comprehensive Plan, the document will be familiar and fit in with the current expectations and process. The focus on the guidelines is to shape its relationship to the urban landscape and not affect the technical requirements.

The following document is an outline of the Infrastructure Guidelines which will also be distributed to the appropriate departments. We will continue to develop the document and interface with the departments to ensure inclusion and understanding of its proper use.

To finish the guidelines we would like to request staff assistance in the next fiscal year. Similar to what the Commission had during the crafting of the Urban Design Guidelines, we would like to have 2 staff personnel for 6 months to work on graphics, editorial, photo selections, and desktop publishing. Without this assistance it will be very difficult complete the Guidelines in a timely manner.

Thank you very much for the opportunity to explore and address such an important issue of for the City.

If you have any questions, please feel free to contact us anytime.

Sincerely,