

A. PROJECT INFORMATION

Project Name

Project Type:

☐ Infrastructure
☒ Private project

☐ City building & site
☐ Other

☐ Density bonus

Project Location/Address

400 1/2 Neches Street

Applicant

Austin Convention Enterprises, Inc.

Property Owner

Austin Convention Enterprises, Inc., and
City of Austin

Applicant Mailing Address

111 Congress Avenue, STE 1400
Attn. Nikelle Meade
Austin, Texas 78701

Property Owner Mailing Address

same

Applicant Telephone Number

512-479-1147

Property Owner Telephone Number

same

Project Start Date

September 2017

Project Completion Date

December 2017

Applicant's Architect

Gensler

Applicant's Engineer

Consort, Inc.

1] Indicate if proposed Project is required by City Ordinance to be reviewed by the Design Commission.

No.

2] Describe the recommendation that you are requesting from the Design Commission.

We are requesting a recommendation from the Design Commission that the Planning Commission and City Council authorize the approval of an encroachment agreement for an aerial walkway from the Hilton Austin Hotel to the Austin Convention Center.

3] Current Design Phase of Project (Design Commission prefers to see projects right after approved schematic design).

Site Development Permit

4] Is this Project subject to Site Plan and/or Zoning application approvals? Will it be presented to Planning Commission and/or City Council? If so, when?

The project is subject to Site Plan approval. The Site Plan will not be presented to the Planning Commission or City Council for approval. The item presented to the Planning Commission and City Council will be an encroachment agreement authorizing the aerial crossing of 4th Street.

5] Does this Project comply with Land Development Code Subchapter E? List specifically any Alternative Equivalent Compliance request if any. Please refer to website for Alternate Equivalent Compliance (AEC) requirements.

https://www.municode.com/library/tx/austin/codes/code_of_ordinances?nodeId=TIT25LADE_CH25-2ZO_SUBCHAPTER_EDESTMIUS

Yes, and there are no AEC requests.

B. PROJECT BACKGROUND

6] Provide project background including goals, scope, building/planning type, and schedule. Broadly address each of the "Shared Values for Urban Areas" that are listed on Page 6 of the Urban Design Guidelines. Attach additional pages as needed.

See Attachment #1 and Attachment #1.A.

7] Has this project conducted community/stakeholder outreach? If so, please provide documentation to demonstrate community/stakeholder support of this project.

See Attachment #2

8] Is this project submitting for the Downtown Density Bonus Program? If so, please provide a completed Downtown Density Bonus Application.

No.

9] Has the project been reviewed by COA Department (i.e. DAC) Staff? If so, please describe and cite any relevant comments or feedback that the Commission should be aware of.

The project has been reviewed by the Department of Public Works and Real Estate Services Department, and they are recommending approval.

The project is in review by the Development Review Department and has been approved subject only to the approval of the encroachment agreement.

The project has been reviewed by the Watershed Protection Department and has been approved with conditions concerning sub-surface footings.

10] Are there any limitations to compliance or planning principles due to the specific requirements of this project that the Commission should be aware of?

No.

C. EXISTING CONDITIONS AND CONTEXT

11] Identify connectivity to public transportation including, bicycle and pedestrian routes and/or multi-modal transportation. Does the project comply with ADA requirements? Provide a site context map and attach additional pages as needed.

The proposed project extends over the existing Capital Metro train stop and the location of the future Capital Metro Downtown Rail Station. It also extends over the Lance Armstrong Bikeway. It is within the Central Business District, so it is easily accessible for pedestrians and via bicycle or automobile.

Additionally, please see the Site Context Map and Zoning Map included with this application as Attachment #3.

12] Identify and describe any existing features that are required to be preserved and/or protected such as heritage trees, creeks or streams, endangered species (flora and/or fauna)? Attach additional site diagrams as needed.

None.

13] Is this project within any City of Austin planning district, master plan, neighborhood plan, regulatory district, overlay, etc.? If so, please illustrate how this project conforms to the respective plan. Attach additional pages as needed. (See below for requirements.)

The project is within the Downtown Austin Plan (DAP). Please see Attachment 4 regarding the proposed project's compliance with the DAP.

14] List any project program and/or site constraints that should be considered.

Insufficient available ROW to accommodate level of congestion
Existing heavy pedestrian traffic between the Austin Convention Center and the Hilton Hotel
Capital Metro Redline downtown rail stop
Future Capital Metro downtown rail station
Lance Armstrong Bikeway

D. RELATIONSHIP TO PUBLIC REALM

Public realm is defined as any publically owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live and work in.

15] The shared values outlined in the Urban Design Guidelines include Human Character, Density, Sustainability, Diversity, Economic Vitality, Civic Art, A Sense of Time, Unique Character, Authenticity, Safety and Connection to the Outdoors. How is the project addressing these unique community characteristics? Is the project developing any public amenities for urban continuity and vital place making?

See Attachment #1.

16] Does this project encourage street level activity to engage and respond to functional needs such as shade, rest areas, multi-modal transportation storage and paths?

The project has been designed to be open-air so that it is a part of the outdoor activity in the area. As a part of the proposed walkway project, the Hilton Austin Hotel has taken steps to activate the streetscape below, and the City of Austin and Capital Metro are also implementing streetscape activation measures in this area. The goal is for the walkway to be a part of what is occurring on the street and adjacent park.

17] How will the project be a good neighbor to adjacent properties? For example, describe the treatment of the transition area between properties, i.e. fence, landscape improvements, etc.

The proposed project will connect the Hilton Hotel the Austin Convention Center, will reduce obstructions to Capital Metro's rail lines, will reduce obstructions to cyclists utilizing the Lance Armstrong Bikeway, and will create an easy way for Austin Convention Center attendees to cross 4th Street to access the proposed Pedestrian Plaza and other proposed improvements to Brush Square.

E. ENVIRONMENTAL/SUSTAINABLE ISSUES

The Austin Urban Design Guidelines set a goal that, "All development should take into consideration the need to conserve energy and resources. It should also strive for a small carbon footprint."

18] Please list any significant components of the project that contribute to meeting this goal. If the project has been designed to accommodate future inclusion of such components (for example, by being built "solar ready") please list them.

N/A

19] If the project is being designed to meet any sustainability/environmental standards or certifications (for example, LEED Silver), please list them here and attach relevant checklists or similar documents that demonstrate how the standard or certification will be achieved.

N/A

20] If the project contains other significant sustainability components not included above that the Commission should note, please list them here.

N/A

Attachment #1

Question #6 and Question #15: Shared Values for Urban Areas

The proposed Project is an aerial walkway connecting the Austin Convention Center and the Hilton Austin Hotel. The walkway will be open-air and will cross 4th Street directly over the to-be-constructed Capital Metro Downtown Rail Station.

The project addresses the *Shared Values for Urban Areas* as follows:

1. Humane Character – The purpose of the proposed aerial walkway is to provide a convenient and safe access alternative for pedestrians moving between the Austin Convention Center and the Hilton Hotel for meetings and events.

2. Density – The proposed walkway will accommodate the movement of greater volumes of people between the two buildings while also allowing for the dense multi-modal hub below to operate at the street level safely and without disruption.

3. Sustainability – The proposed walkway provides a long-term access alternative to pedestrians, which will add room for the continual increase, growth, and expansion of the transportation facilities (rail, bike, pedi-cab, pedestrians traveling to places other than the Hilton Austin Hotel and the Convention Center) that must be maintained at the street level. Additionally, the walkway serves as a connector between the Austin Convention Center and the Hilton Austin Hotel to allow the two buildings to be utilized as one, which maximizes the viability of both buildings and the use of space in both buildings. As such, the useful lives of both buildings will be greatly extended.

4. Diversity – Although the purpose of the proposed walkway is to move people between the two meeting venues, the Hilton Austin Hotel has committed to making the proposed walkway for use by anyone and everyone. It will be open to the public at all hours that the Austin Convention Center is open to the public. This requirement will be noted on the final Site Development Permit.

5. Economic Vitality – Austin sees an increasing number of tourists every year, all of which bring large amounts of revenue to the City in the form of sales taxes and hotel occupancy taxes. This revenue directly benefits the *residents* of Austin by paying for city services in lieu of increased property taxes, utility rate increases, and other taxes on local property owners and renters.

The Austin Convention Center and the Hilton Austin Hotel are critical components of the sustainability of Austin's attractiveness to tourists and major conventions. Providing safe, quick, and direct access between the two venues has become critical for the vitality of both buildings and will continue to be, as it will allow for the two buildings to be used as one.

6. Civic Art – The proposed walkway has been designed to be, itself, public art. It is open air and designed to appear to be open and airy rather than closed and tubular. It will include a viewing platform and is intended to be an iconic part of this area of downtown to offset the industrial nature of this

intersection being a future rail terminal and hub. The hope is that the walkway will be beautiful and add to the landscape.

7. A Sense of Time – As Downtown Austin has evolved over the past 10 years, the City has determined that there are circumstances where aerial walkways can be appropriate if they are truly needed, are placed so that they are as least intrusive as possible, and are designed sensitively and appropriately. We believe the proposed walkway fits these criteria. With the creation of the rail station that will be placed directly underneath the proposed walkway, the walkway has become a necessity in order for the Hilton Austin Hotel and the Austin Convention Center to remain viable.

8. Unique Character – The area surrounding the Austin Convention Center is currently uniform with large-scale buildings, insufficient sidewalk infrastructure, little to no public art, and few pedestrian amenities. The proposed walkway is intended to add interest to this area which is currently bland and fairly homogenous. The walkway is designed to be a piece of civic art to be enjoyed by everyone. It will include a viewing platform and small event area that, essentially, serves as an “outdoor” connection between the two buildings. It will bring pedestrians who are on the bridge directly into all the activities taking place outdoors but will also allow them to cross the street safely and without obstruction.

9. Authenticity – The proposed walkway directly addresses the activities and needs of the people who live, work in, *and visit* downtown. It is designed to be unique, beautiful, and authentically Austin.

10. Safety – This *Value* states that urban areas must feel safe. It goes on to state, “We value safety because it frees people to fully engage themselves in chosen activities.” Although the statements about this *Value* appear to address safety from crime, we see physical safety of pedestrians and cyclists while they are navigating this very busy, very congested area as another highly important need for downtown vitality. The purpose of the proposed walkway is to give a safe and convenient alternative to those who wish to navigate around the transportation hub to cross 4th Street.

The area of the proposed project has become a “pinch point” (as described in a memo from CMO to City staff) due to the combination of the Lance Armstrong Bikeway, the existing heavy pedestrian traffic between the Austin Convention Center and the Hilton Hotel, and the Capital Metro Redline downtown rail stop. There are already concerns that the area has become extremely congested for pedestrians, and the to-be-constructed Capital Metro downtown rail station will be located directly under the proposed aerial walkway and will add to the existing congestion. During conferences and events, the Convention Center and the Hilton Hotel function as a unified building with conference-goers traveling between the two buildings several times a day. As such, the desire is to provide an alternative route for persons traveling between the two buildings.

The intent is not for the walkway to be a go-to access point for all pedestrians in the area. It’s unnecessary for it to be. In fact, the goal of Capital Metro, the City, and the Hilton Hotel is the opposite. Each of these entities is investing considerable funding into activation of the streetscape on 4th Street between Trinity and Neches, including improvements to Brush Square, the creation of a pedestrian plaza on the north side of 4th Street, the opening of sidewalk cafes at the Hilton, and the closure of this

section of 4th Street to cars. Everyone involved wants the street level to be highly activated and remain busy.

The proposed bridge has been designed to be an integral part of the streetscape and fabric in the area. It is designed to be open-air and to serve as an element of public art, not to take away from or block any view or close the users of it off from the activity on the street. It will even include a viewing deck and patio to be used to add interest and activation to the walkway itself so that it can be a part of what users are able to experience being in this area. At the same time, it will get these users safely around the rail station and bikeway.

11. A Connection to the Outdoors – Based upon community feedback, the walkway is fully open-air and has been designed to be an extension of the outdoor environment both physically and aesthetically – to give the person who is moving from the Convention Center to the Hilton Austin Hotel a taste of the outdoor activities that are surrounding the transportation hub. The bridge will only allow them to cross the street. Once they cross the street, the intent is that they either move about the Convention Center or the Hotel meeting rooms or they move to the ground level to engage in the activities that are taking place at street level.

Attachment 1.A.

Question #6: Goals, Scope, Building/Planning Type

M E M O R A N D U M

TO: Andrew Rivera, Planning Commission Coordinator
Planning and Development Review Department

FROM: Andy Halm, Senior Property Agent
Land Management Section
Office of Real Estate Services

DATE: April 4, 2017

SUBJECT: F#9784-1612 – Aerial Encroachment of a portion of East 4th Street by a pedestrian bridge near the intersection of East 4th Street and Neches Street.

Attached are the departmental comments and other information pertinent to the referenced right of way encroachment. **The area being requested for encroachment will be used for an overhead pedestrian bridge to connect the existing Hilton Hotel and the Convention Center.** All affected departments and private utility franchise holders have reviewed this request and recommend approval.

The applicant has requested that this item be submitted for placement on the **April 11, 2017, Planning Commission Agenda** for their consideration.

Staff contact: Andy Halm at 974-7185 or landmanagement@austintexas.gov

Applicant: Nikelle Meade

Property Owner: Austin Convention Enterprise, Inc.

Ms. Meade will be present at the meeting to answer any questions regarding the project, if needed.

Andy Halm, Senior Property Agent
Land Management Section

OFFICE OF REAL ESTATE SERVICES
Attachments

DEPARTMENT COMMENTS FOR THE
AERIAL ENCROACHMENT OF EAST 4TH STREET BY A PEDESTRIAN BRIDGE NEAR
THE INTERSECTION OF EAST 4TH STREET AND NECHES STREET

AT&T APPROVE

AUSTIN ENERGY APPROVE

AUSTIN TRANSPORTATION APPROVE

AUSTIN RESOURCE RECOVERY APPROVE

AUSTIN WATER APPROVE

CAPITAL METRO APPROVE – Subject to:

1. Work above or adjacent to the railroad tracks – must be coordinated with CMTA's Real Estate Dept. for proper permitting and safety training (all contractors/employees who will conduct work within the ROW)
 - a. See <https://www.capmetro.org/railrow/> and contact Shannon Gray (512) 369-7735 for more information.
 - b. ROW permit fees may be waived by CMTA.
2. Work above or within 25' of centerline of the railroad tracks - must be coordinated with the CMTA Rail Department to schedule all railroad safety personnel ("Engineer in Charge" -EIC).
 - a. See <https://www.capmetro.org/railrow/> and contact Shannon Gray (512) 369-7735 for more information.
 - b. CMTA may require the applicant to pay for all costs of the EIC.
3. Rail Service Interruption – CMTA has agreed to shutdown commuter train service for a maximum 2-day period (Saturday/Sunday only) for the applicant's work. A 3-day shutdown (Saturday/Sunday/Monday) is permissible only when the Monday occurs on a holiday (Memorial Day weekend or Labor Day weekend). Under no circumstances does Capital Metro approve of interrupting rail service where it would impact a regular weekday.
 - a. CMTA requires a 30 day notice to prepare for service interruption.
 - b. CMTA may require the applicant to pay for the costs of a "bus-bridge" or other passenger mitigation needed during service shutdown.
4. Prior to construction, please provide an updated construction schedule and further coordination with CMTA staff.
5. Prior to construction, please provide plans and information regarding protection of train platform, track work, railroad infrastructure, and protection of sidewalks which access the train station. Passengers, pedestrians, trains, etc. must be protected from construction activities and overhead debris while the station is in operation.
6. All Capital Metro infrastructure that is disturbed by the applicant during construction must be restored to existing conditions before train service is returned.

CTM – GAATN APPROVE

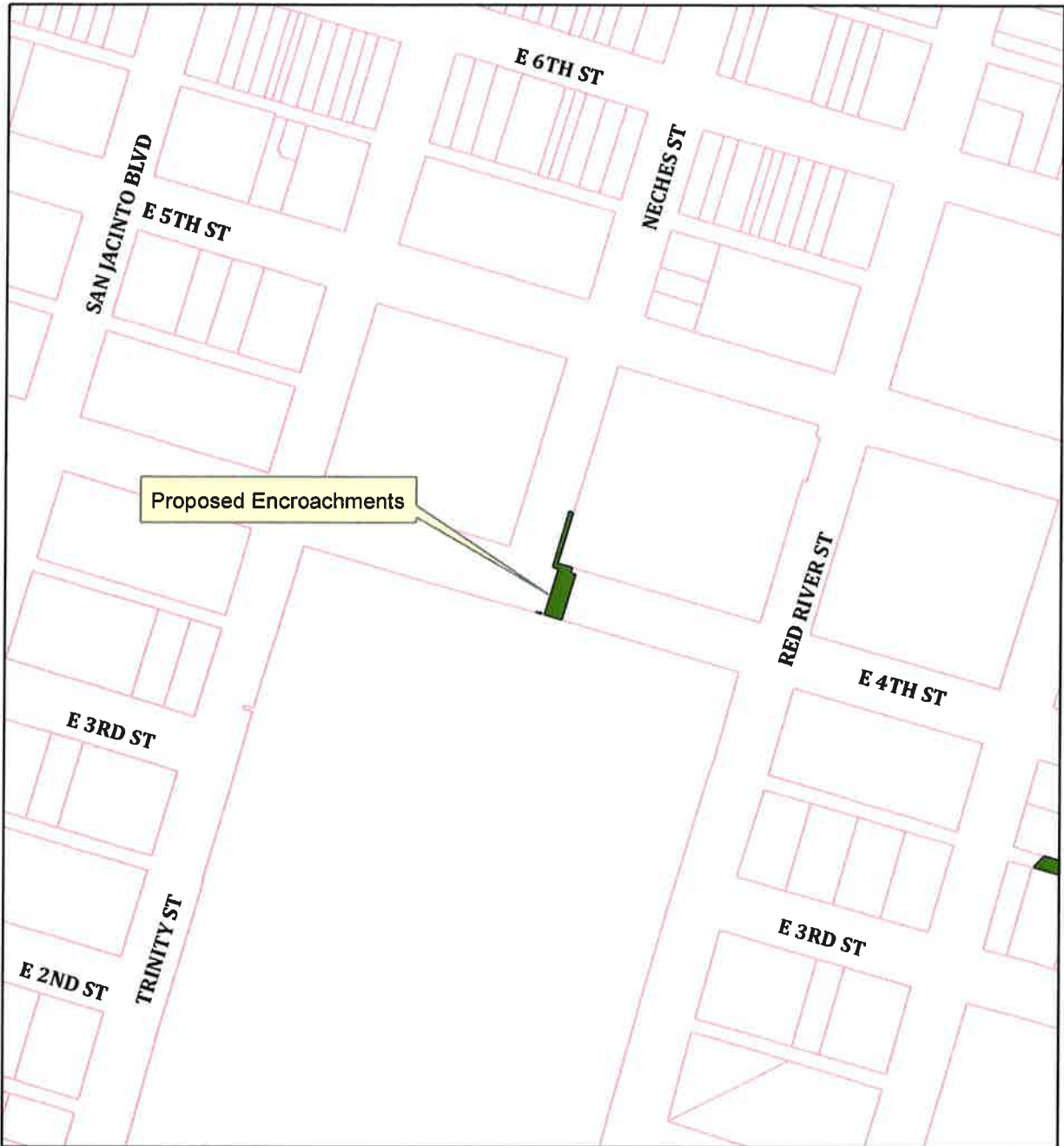
FIRE APPROVE

GOOGLE APPROVE

GRANDE COMMUNICATIONS APPROVE

PARD APPROVE

PLANNING & DEVELOPMENT REVIEW (Land Use Review-Engineering)	APPROVE
PLANNING & DEVELOPMENT REVIEW (Land Use Review-Transportation)	APPROVE
Planning & Development Review (Urban Design)	APPROVE
PLANNING & DEVELOPMENT REVIEW (Zoning Review)	APPROVE
PUBLIC WORKS	APPROVE
TEXAS GAS SERVICES	APPROVE
TIME WARNER	APPROVE – Subject to: Use caution around existing underground facilities.
WATERSHED PROTECTION (Engineering)	APPROVE



Proposed Right-of-Way Encroachments at E 4th St at Neches St



City of Austin
Real Estate Services



0 75 150
Feet

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by the Office of Real Estate Services for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Produced by CBoas, 3/23/2017

MEMORANDUM

Case No.: 9784-1612-1

Date: January 20, 2017

SUBJECT: ENCROACHMENT OF STREET RIGHT OF WAY

() Lucy Cabading	AT&T	() Jackie Chuter	PARD
() Melody Giambruno	Austin Energy	() David Marquez	DSD (LUR-Engineering)
() Katrina Fenrick	Austin Resource Recovery	() Sangeeta Jain	DSD (LUR-Transportation)
() Rob Spillar	Austin Transportation Director	() Mark Walters	P&Z (Comp. Planning)
() Angela Baez	Austin Water	() Humberto Rey	P&Z (Urban Design)
() Roberto Gonzalez	Capital Metro	() Wendy Rhoades	P&Z (Zoning Review)
() Bruna Quinonez	Code Compliance	() David Boswell	PWD – Office of City Eng'r
() Carlo DeMatos	CTM – GAATN	() Chad Crager	PWD – Urban Trails
() Milissa Warren	EMS	() Christian Barraza	Texas Gas
() Frank Alvarez	Fire	() Joseph Boyle	Time Warner
() Scott Cunningham	Google	() Katina Bohrer	WPD (Engineering)
() Luis Mata	Grande Communication		

A request has been received for the aerial and subsurface encroachment of the **East 4th Street right-of-way** by aerial walkway bridge (Adjacent to 400 ½ Neches Street).

Note: Added subsurface pier with a cap footing at sidewalk grade level. This is on the south side of East 4th Street.

Please review this request and return your comments to Andy Halm (974-7185), email address: landmanagement@austintexas.gov or Fax: 974-7088. Physical address: Office of Real Estate Services, 505 Barton Springs Road, Suite 1350. Due Date: **January 27, 2017.**

APPROVAL: _____ YES _____ Yes, Subj. to Req'm't _____ No

Comments: _____

Imagine Austin Comprehensive Plan - - - (CITY OF AUSTIN REVIEWERS ONLY):

Please also review the Vacation request based on the Priority Programs and policy directives set forth in the Imagine Austin Comprehensive Plan (page 186).

Comments: _____

Reviewed by: _____

Telephone: _____

Date: _____

Application for an Encroachment Agreement

File No. 9784-1612
Department Use OnlyDATE: 12/6/16
Department Use Only

1. TYPE OF ENCROACHMENT

Encroachment Type: ☒ Aerial ☒ Sub-surface ☐ SurfaceList TYPE OF ENCROACHMENT to be placed on Public Property: Aerial walkway bridge from the Austin Hilton to the Convention Center and subsurface pier with a cap footing at sidewalk grade level.Has encroachment been installed prior to application: Yes ☐ No ☒Adjoins property at the following street address: 400-1/2 Neches Street

2. PROPERTY DESCRIPTION OF ENCROACHMENT AREA

Parcel #: See attached.Survey & Abstract No. Samuel Goocher Survey, Abstract No. 316

Lot(s) _____ Block _____ Outlot _____

Subdivision Name: Original City of Austin

Plat Book _____ Page Number _____ Document Number _____

County/Records: Travis County; Deed Real Property Official Public

NOTE: Attach three dimensional metes and bounds survey of Encroachment area.

3. RELATED CASES

Existing Site Plan: YES / NOSubdivision: Case: YES / NOBuilding Permit: YES / NO

FILE NUMBERS

SP-2016-0399C

4. APPLICANT INFORMATION

Name: Nikelle S. MeadeFirm Name: Husch Blackwell LLPAddress: 111 Congress Ave., Suite 1400 City: Austin State: TexasZip: 78701 Phone: (512) 472-5456 Fax No.: (512) 479-1101EMAIL ADDRESS: nikelle.meade@huschblackwell.com

5. DEVELOPER INFORMATION

Name: John RobertsFirm Name: Austin Convention Enterprises, Inc.Address: 4412 Glenwick Lane City: Dallas State: TexasZip: 75205 Phone: (512) 404-4040 E-mail: johnroberts0816@gmail.comFax No.: (512) 404-4040 cell: 214-505-4927

6. LANDOWNER INFORMATIONName: Austin Convention Enterprises, Inc. (as shown on Deed)Address: P.O. Box 1088 City: Austin State: TexasZip: 78767 Phone: (512) 404-4040 Fax No.: ()Lienholder Name: U.S. Bank Trust National AssociationLienholder Address: Attn: Dan Sheff, 60 Livingston Avenue, St. Paul, Minnesota 55107Lienholder Phone Number: (651) 466-6184 Fax Number: E-mail: dan.sheff@usbank.com

(If multiple owners are joining in this request – complete names, addresses on each, must be attached.)

7. LICENSEE INFORMATION, if other than Landowner (Tenant)Name: N/AAddress: N/A City: N/A State: N/AZip: N/A Phone: () N/A Fax No.: () N/AContact Person: N/A Phone: N/A

I the undersigned Applicant declare that the information provided in this application is true and correct. I have read and understand that the processing of this Application will be handled in accordance with the Procedure for Requesting an Encroachment Agreement and that no action on processing will be taken without payment of the non-refundable processing fee. I understand that acceptance of this application and fee in no way obligates the City to enter into an Encroachment Agreement. I understand that the value of the Right-of-Way, if allowed to be encroached, will be determined by the City of Austin, Real Estate Services Division, a certified check will be required before scheduling an agenda item for Council review and Certificate of Insurance must be presented before an agreement, if approved, is executed. It is further understood that the City is not responsible for any cost or inconvenience incurred by the Applicant when the application is not approved.

Signed By:


 Applicant

Please check the appropriate box.

- ☐ Landowner
☐ Tenant
☒ Agent for Landowner
☐ Agent for Tenant

HUSCH BLACKWELL

111 Congress Avenue, Suite 1400
Austin, Texas 78701
512.472.5456

Nikelle S. Meade
Partner
512.479.1147 direct
512.226.7373 direct fax
nikelle.meade@huschblackwell.com

October 4, 2016

City of Austin
Office of Real Estate Services
505 Barton Springs Road, Suite 1350
Austin, Texas 78704

Attention: Kim Vaquez
~~Office of Real Estate Services~~

Andy Halm

Re: Encroachment Agreement Application
Hilton Austin Convention Center Pedestrian Bridge E 4th Street

Dear Kim:

On behalf of our client, Austin Convention Enterprises, Inc., we are pleased to submit the enclosed Encroachment Agreement Application for the above referenced project. Please note that the site plan has gone through a completeness check; however, the case number is not available yet.

The following responses are to the questions set forth in the Encroachment Agreement Application:

1. Is this a residential or commercial project? **Commercial.**
2. How was the area of encroachment dedicated? By plat or by separate instrument? **Plat; Original City of Austin.**
3. Did the City purchase the area where the proposed encroachment would be located? (i.e., by Street Deed) **No.**
4. Does the encroachment currently exist, or is it only proposed on paper? **Proposed.**
5. Are there any utility lines within the proposed encroachment area? If yes, what are your plans for the utilities? Relocation of utility lines must be at the applicant's expense. **No; bridge is located above street utilities.**
6. How do you plan to develop the proposed encroachment area? **Pursuant to a Site Plan.**

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Page 2

7. Has a site plan been submitted on your project? If not, is the project exempt from the site plan process? ***Site plan has gone through completeness check.***
8. Is your project a Unified Development? ***No.***
9. Is your project a S.M.A.R.T. Housing Project? ***No.***
10. When do you anticipate starting construction of the development? ***12/1/16.***
11. What is the current status of the adjacent properties?
 - (a) ***Convention Center: Owned by City of Austin.***
 - (b) ***Hilton: Owned by Austin Convention Enterprises, Inc.***
12. What type of parking facilities currently exist? ***Parking garages.***
13. Does the area of encroachment lie within UT boundaries: East of Lamar Boulevard, west of IH-35, north of Martin Luther King Boulevard, and south of 45th Street? ***No.***
14. Does the area of encroachment lie within Downtown boundaries: East of Lamar Boulevard, west of IH-35, north of Lady Bird Lake, and south of Martin Luther King Boulevard? ***Yes.***
15. Does the proposed encroachment support the Priority Programs and policy directives set forth in the Imagine Austin Comprehensive Plan? If so, how? ***Yes. The proposed encroachment supports the Priority Programs and policy directives set forth in the Imagine Austin Comprehensive Plan by:***
 - (a) ***Investing in a compact and connected Austin by providing an aerial walkway bridge between two buildings to alleviate some of the pedestrian traffic along 4th Street, allowing for more efficient transit of the remaining pedestrian, bicycle, public transportation, rail and vehicular traffic;***
 - (b) ***Growing and investing in Austin's creative economy by providing an attractive, modern and safe means of moving pedestrian traffic between businesses; and***
 - (c) ***Adding to the beauty of Austin as a vibrant, creative, compact, mobile and connected city.***

City of Austin
October 4, 2016
Page 3

Thank you for your consideration of this application and please let us know if you require any further information.

Sincerely,



Nikelle S. Meade

Enclosures

EXHIBIT " " "

F# 9784 - 1612
(Aerial Encroachment)
Blocks 34 and 39, ORIGINAL CITY OF AUSTIN

LEGAL DESCRIPTION

BEING a 2,451 square foot tract of land situated in the Samuel Goocher Survey, Abstract No. 316, City of Austin, Travis County, Texas, and being a portion of the East 4th Street and Neches Street rights-of-way adjacent to Blocks 34 and 39, Original City of Austin, Texas, according to the map on file at the General Land Office of the State of Texas; said 2,451 square foot tract of land being more particularly described as follows with bearings referenced to the Texas Coordinate System of 1983, Central Zone and as shown on the attached sketch:

BEGINNING at a Punch Mark set with "JONES|CARTER" washer at the intersection of the northerly right-of-way line of East 4th Street (80 foot wide right-of-way) with the easterly right-of-way of Neches Street (80 foot wide right-of-way), for the southwest corner of said Block 39, Original City of Austin;

THENCE with the northerly right-of-way line of said East 4th Street, same being the southerly line of said Block 39, South 73°31'25" East a distance of 21.24 feet to a point for corner of the herein described tract from which a Punch Mark set with "JONES|CARTER" washer for the southeast corner of said Block 39 bears South 73°31'25" East a distance of 254.75;

THENCE departing the southerly line of said Block 39, over and across the right-of-way of said East 4th Street, the following three courses and distances:

1. South 16°28'35" West a distance of 8.00 feet to a point;
2. South 73°31'25" East a distance of 6.59 feet to a point;
3. South 16°37'17" West a distance of 72.00 feet to a point on the southerly right-of-way line of said East 4th Street, same being the northerly line of said Block 34;

THENCE with the southerly right-of-way line of said East 4th Street and the northerly line of said Block 34, North 73°31'25" West a distance of 25.00 feet to a point;

THENCE departing the southerly right-of-way line of said East 4th Street and the northerly line of said Block 34, over and across the rights-of-way of said East 4th Street and Neches Street the following four courses and distances:

1. North 16°37'17" East a distance of 72.46 feet to a point;
2. North 73°22'43" West a distance of 8.76 feet to a point;
3. North 16°37'17" East a distance of 82.06 feet to a point;

4. South 73°22'43" East a distance of 5.84 feet to a point on the easterly right-of-way line of said Neches Street, same being the westerly line of said Block 39;

THENCE with the easterly right-of-way line of said Neches Street, South 16°33'53" West a distance of 74.53 feet to the POINT OF BEGINNING and CONTAINING an area of 2,451 square feet of land.

I HEREBY CERTIFY that these notes were prepared by JONES|CARTER from a survey made on the ground on October 19, 2015 and are true and correct to the best of my knowledge.



Gary C. Bowes
Registered Professional Land Surveyor No. 4053



Date

TCAD Map Nos. 0204040308
Austin Grid: J-22

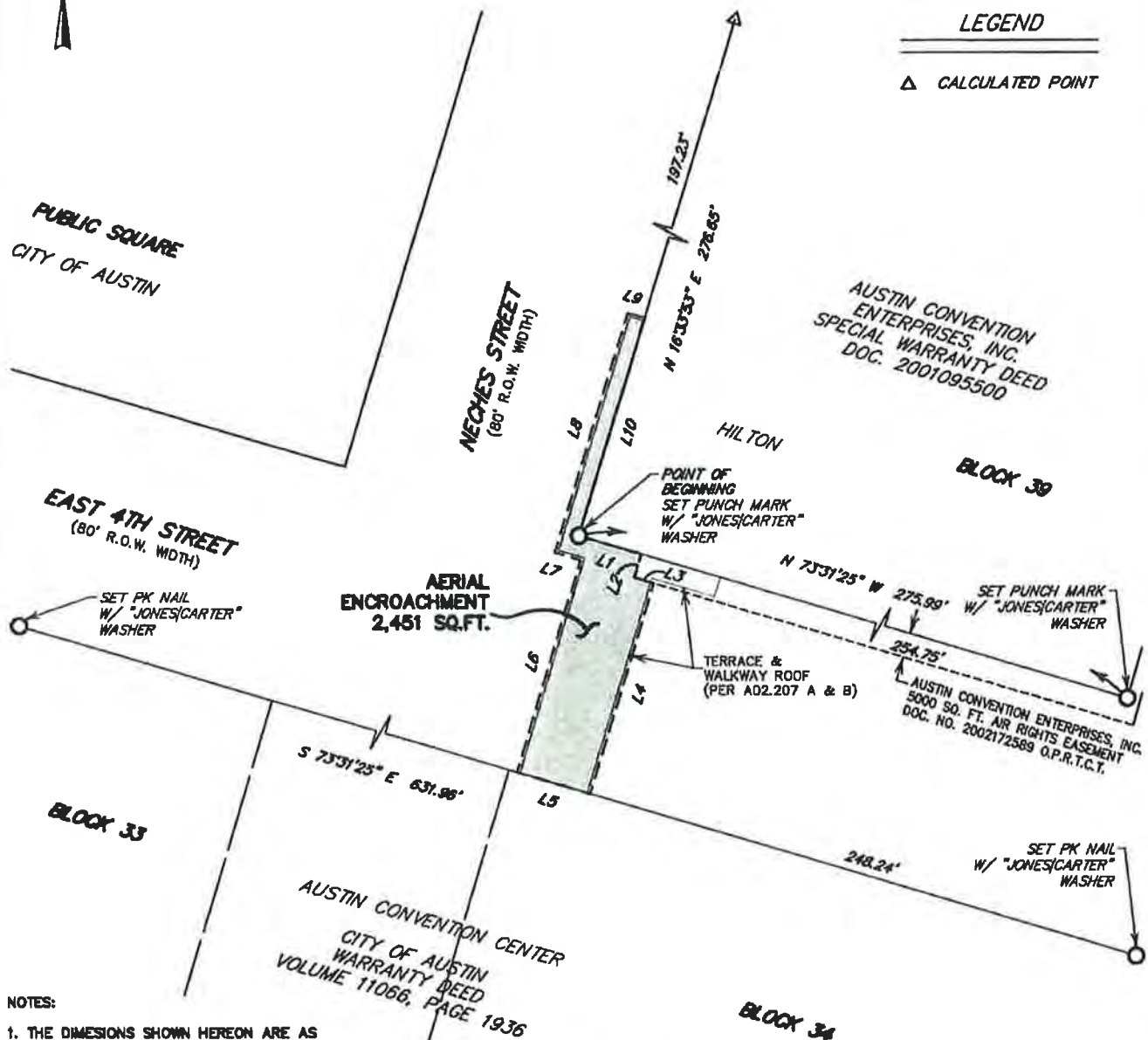


SKETCH TO ACCOMPANY LEGAL DESCRIPTION

SCALE 1" = 50'

LEGEND

△ CALCULATED POINT



NOTES:

1. THE DIMENSIONS SHOWN HEREON ARE AS SHOWN AND STATED ON SHEET A02.207 A & B OF THE ARCHITECTURAL SITE DEVELOPMENT PLANS BY GENSLER.
(PROJECT NUMBER 25.1180.000 DATED FEBRUARY 22, 2016)

2. ADDITIONAL R.O.W. AND BOUNDARY INFORMATION CAN BE OBTAINED FROM THE CITY OF AUSTIN PUBLIC WORKS DEPARTMENT SURVEY GROUP. REFERENCE: AUSTIN CONVENTION CENTER BOUNDARY DRAWING.

**JONES | CARTER**

Texas Board of Professional Engineers Registration No. F-439
 Texas Board of Professional Land Surveying Registration No. 10046101
 1701 Directors Boulevard, Suite 400 • Austin, Texas 78744 • 512.441.9493

SHEET 1 OF 3

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

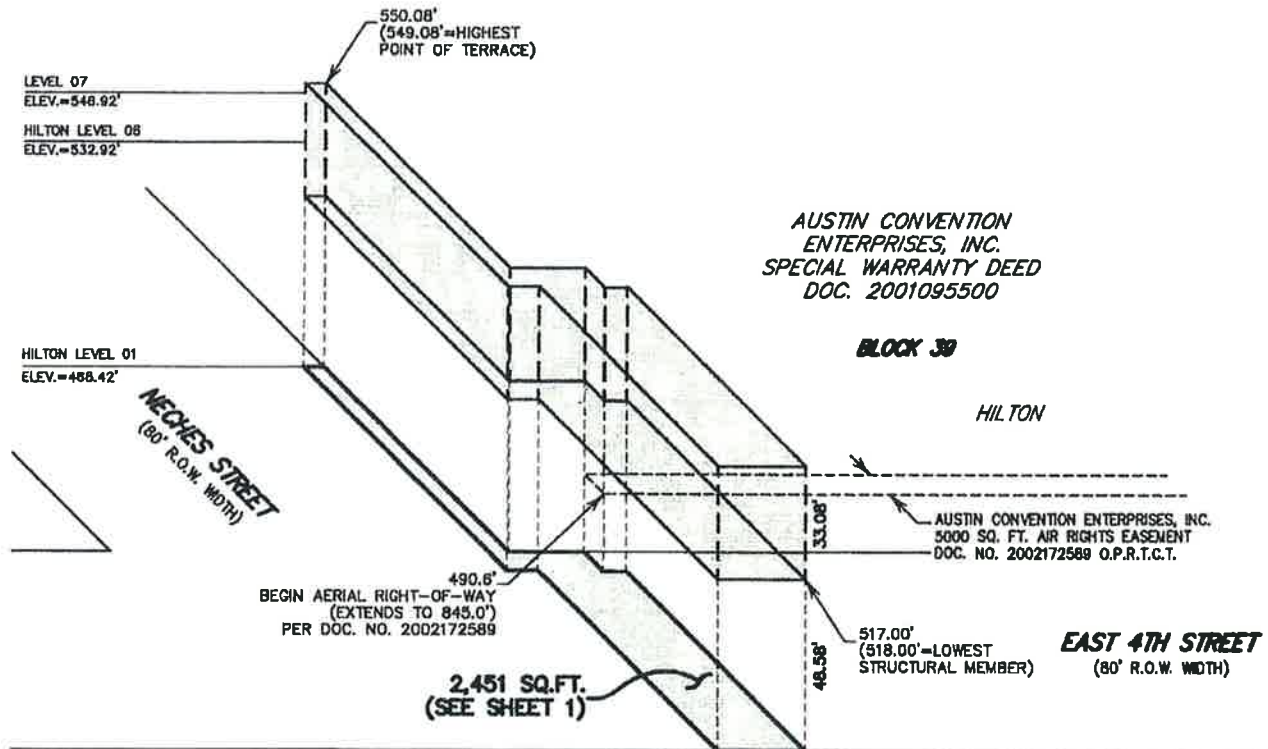
LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 73°31'25" E	21.24'
L2	S 16°28'35" W	8.00'
L3	S 73°31'25" E	6.59'
L4	S 16°37'17" W	72.00'
L5	N 73°31'25" W	25.00'
L6	N 16°37'17" E	72.46'
L7	N 73°22'43" W	8.76'
L8	N 16°37'17" E	82.06'
L9	S 73°22'43" E	5.84'
L10	S 16°33'53" W	74.53'

SHEET 2 OF 3

**JONES | CARTER**

Texas Board of Professional Engineers Registration No. F-439
Texas Board of Professional Land Surveying Registration No. 10046101
1701 Directors Boulevard, Suite 400 • Austin, Texas 78744 • 512.441.9493

SKETCH TO ACCOMPANY LEGAL DESCRIPTION N.T.S.



NOTE:

ELEVATIONS SHOWN HEREON ARE PER SKETCHES
SK04SUR-ELE & SK05SUR-ELE, DATED 08.01.2018
PROVIDED BY GENSER.

VERTICAL DATUM: NAVD 88

AUSTIN CONVENTION CENTER

BLOCK 34

CITY OF AUSTIN
WARRANTY DEED
VOLUME 11066, PAGE 1936

SHEET 3 OF 3



JONES | CARTER

Texas Board of Professional Engineers Registration No. F-439
Texas Board of Professional Land Surveying Registration No. 10046101
1701 Directors Boulevard, Suite 400 • Austin, Texas 78744 • 512.441.9483

EXHIBIT "____"

F# 9784 - 1612
(Subsurface Agreement)
Block 34, ORIGINAL CITY OF AUSTIN

LEGAL DESCRIPTION

BEING a 12 square foot tract of land situated in the Samuel Goocher Survey, Abstract No. 316, City of Austin, Travis County, Texas, and being a portion of the East 4th Street right-of-way adjacent to the vacated right-of-way of Neches Street, Original City of Austin, Texas, according to the map on file at the General Land Office of the State of Texas; said 12 square foot tract of land being more particularly described as follows with bearings referenced to the Texas Coordinate System of 1983, Central Zone and as shown on the attached sketch:

COMMENCING at a Punch Mark set with "JONES|CARTER" washer at the intersection of the southerly right-of-way line of East 4th Street (80 foot wide right-of-way) with the westerly right-of-way of Red River Street (80 foot wide right-of-way), for the northeast corner of said Block 34, Original City of Austin;

THENCE with the southerly right-of-way line of said East 4th Street, same being the northerly line of said Block 34, North 73°31'25" West a distance of 283.86 feet to a point for the southeast corner and POINT OF BEGINNING of the herein described tract;

THENCE continuing with the southerly right-of-way line of said East 4th Street, North 73°31'25" West a distance of 8.70 feet to the southwest corner of the herein described tract, from which a Punch Mark set with "JONES|CARTER" washer at the intersection of the southerly right-of-way of said East 4th Street with the easterly right-of-way of Trinity Street (80 foot wide right-of-way) bears North 73°31'25" West a distance of 339.40 feet;

THENCE departing the southerly right-of-way line of said East 4th Street, over and across the right-of-way of said East 4th Street, the following courses and distances:

1. North 16°38'48" West a distance of 1.40 feet to a point;
2. South 73°31'25" East a distance of 8.70 feet to a point;

3. South 16°38'48" West a distance of 1.40 feet to the POINT OF BEGINNING and CONTAINING an area of 12 square feet of land.

I HEREBY CERTIFY that these notes were prepared by JONES|CARTER from a survey made on the ground on January 9, 2017 and are true and correct to the best of my knowledge.


Gary C. Bowes

Registered Professional Land Surveyor No. 4053

1/10/2017
Date

TCAD Map Nos. 0204040308

Austin Grid: J-22

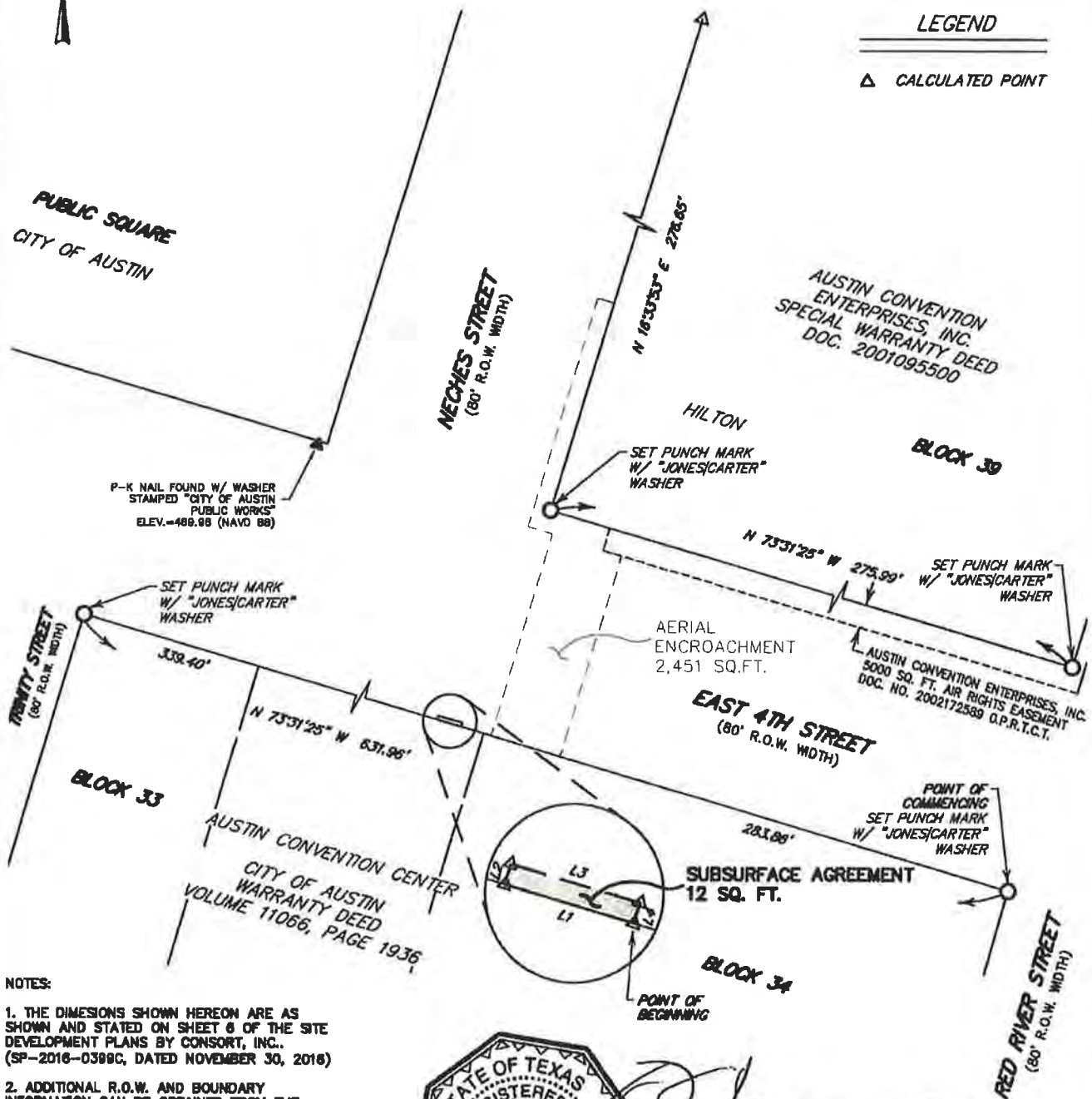


SKETCH TO ACCOMPANY LEGAL DESCRIPTION

SCALE 1" = 50'

LEGEND

△ CALCULATED POINT



NOTES:

1. THE DIMENSIONS SHOWN HEREON ARE AS SHOWN AND STATED ON SHEET 6 OF THE SITE DEVELOPMENT PLANS BY CONSORT, INC.. (SP-2016-0399C, DATED NOVEMBER 30, 2016)

2. ADDITIONAL R.O.W. AND BOUNDARY INFORMATION CAN BE OBTAINED FROM THE CITY OF AUSTIN PUBLIC WORKS DEPARTMENT SURVEY GROUP. REFERENCE: AUSTIN CONVENTION CENTER BOUNDARY DRAWING.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 73°31'25" W	8.70'
L2	N 16°38'48" E	1.40'
L3	S 73°31'25" E	8.70'
L4	S 16°38'48" W	1.40'



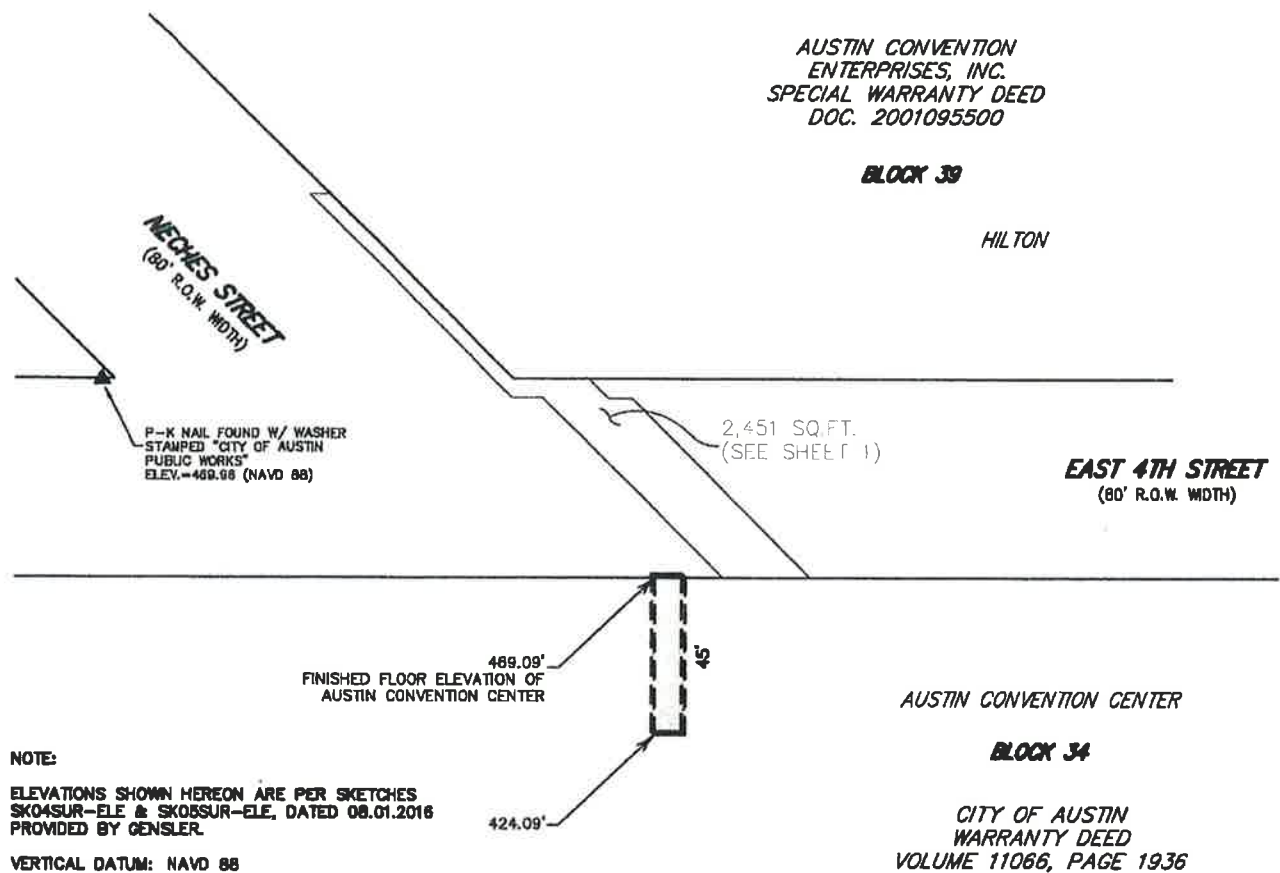
1/10/2017

SHEET 1 OF 2

**JONES | CARTER**

Texas Board of Professional Engineers Registration No. F-439
 Texas Board of Professional Land Surveying Registration No. 10046101
 1701 Directors Boulevard, Suite 400 • Austin, Texas 78744 • 512.441.9493

SKETCH TO ACCOMPANY LEGAL DESCRIPTION N.T.S.



SHEET 2 OF 2


JONES | CARTER

Texas Board of Professional Engineers Registration No. F-439
Texas Board of Professional Land Surveying Registration No. 10046101
1701 Directors Boulevard, Suite 400 • Austin, Texas 78744 • 512.441.9483

**MEMORANDUM**

TO: Anna Lee Hoge, RLA, LEEP AP, ASLA
Consort, Inc.

FROM: Ben Sanders, EIT
Public Works – Quality Management Division (QMD)

DATE: December 20, 2016

SUBJECT: Overhead Pedestrian Walkway (SP-2016-0399C) – Structural Review

ACCEPTANCE: X YES YES Subject to Req'm't NO

Engineering Technical Services (ETS) has completed a review of the plans for the referenced project. The following is offered in response to your request for review of the plans for the subject project. The comments below are the result of a review of the information provided:

QMD has no additional comments and the plans are accepted.

If you have any questions or comments, please contact either Karim Helmi at (512)974-6539 or myself at (512) 974-9161.

Sincerely,

Ben Sanders, EIT
Public Works Department
Quality Management Division

Attachment #2

Question #7 Stakeholder Outreach as of 4/14/17

City of Austin Downtown Commission
P.O. Box 1088
Austin, TX 78767
Mr. Michael Knox

Friends of Austin Neighborhoods
311 West 5th Street, #1006
Austin, TX 78701
Mr. Roger Cauvin

Downtown Austin Neighborhood Assn. (DANA)
P.O. Box 997
Austin, TX 78767
Mr. Richelle Ouellette

SELTexas
701 Rio Grande Street, Suite C101
Austin, TX 78704
Ms. Tammy Walters

Waller Creek Conservancy
P.O. Box 12363
Austin, TX 78711
Ms. Meredith Bossin

Sierra Club, Austin Regional Group
1310B Palo Duro
Austin, TX 78757
Mr. Roy Waley

Waterfront Planning Advisory Board
505 Barton Springs Road, 4th Floor
Austin, TX 78704
Mr. Michael Simmons-Smith

Preservation Austin
P.O. Box 2113
Austin, TX 78768
Ms. Angela Reed

Waller District Staff Liaison
Planning & Development Review
P.O. Box 1088
Austin, TX 78767
Ms. Toyna Swartzenburger

Bike Austin
1000 Brazos Street, Suite 100
Austin, TX 78701
Ms. Mercedes Feris

Downtown Austin Alliance
211 East 7th Street, Suite 818
Austin, TX 78701
Ms. Julie Fitch

Austin Neighborhoods Council
P.O. Box 301975
Austin, TX 78703
Ms. Mary Ingle

Austin Heritage Tree Foundation
5100 Suburban Dr.
Austin, TX 78745
Mr. Michael Fossum

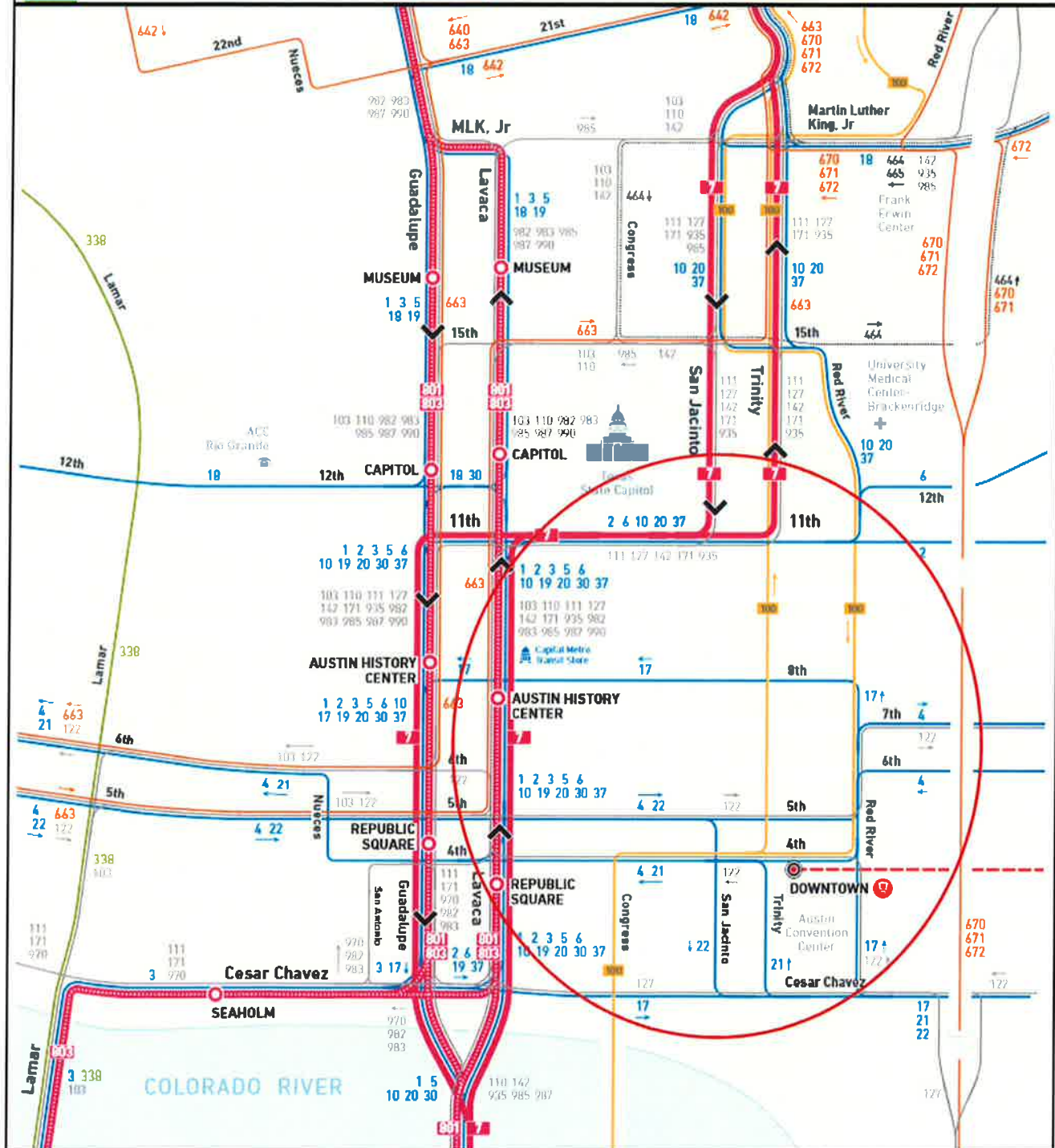
Homeless Neighborhood Association
1015 W. William Cannon Drive, Apt. 208
Austin, TX 78745
Mr. Kirk Becker

Austin Independent School District
1111 West 6th Street, Suite B-320
Austin TX 78703
Ms. Beth Wilson

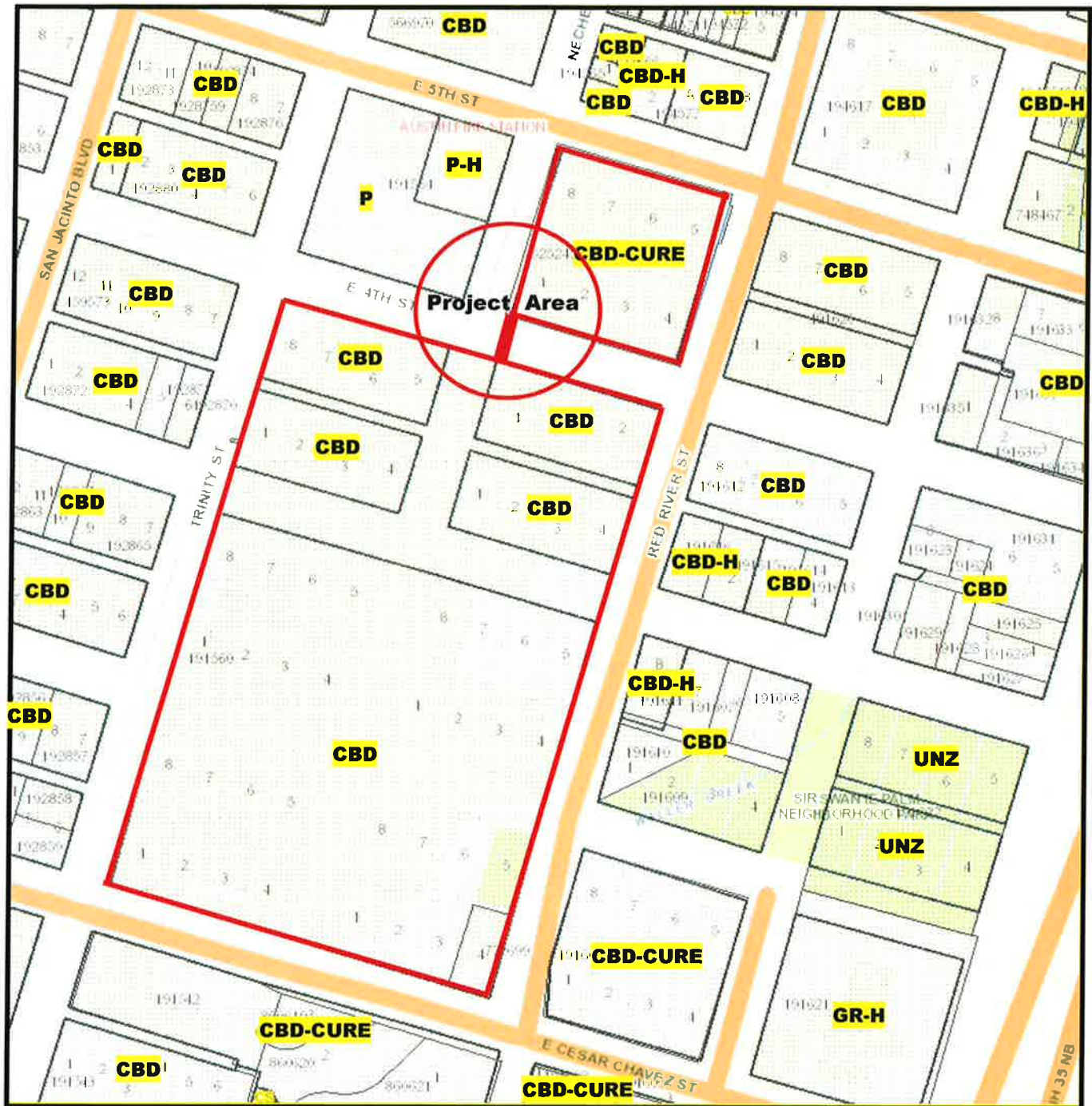
Attachment #3 **DOWNTOWN BUS ROUTES**

Local routes serving Downtown (1-99), between neighborhoods and transit centers (200-299) and Crosstown routes not serving Downtown (300-399)
 Rutas locales a Downtown (1-99), rutas entre vecindarios y centros de tránsito (200-299) y rutas Crosstown que no van al centro (300-399)

1	Metric/South Congress	LOCAL	26	26	40	25-60	40	44	60
2	Rosewood	LOCAL	20	30	60	30-55	60	30-55	60
3	Burner/Manchaca	LOCAL	30	30-40	40	30-40	40	30	45
4	Montopolis	LOCAL	25	33	30-60	45	50	43	45
5	Woodrow/South 5th	LOCAL	20-30	30	30-40	40	40	40-50	40-50
6	East 12th	LOCAL	35-40	40	35-40	40-45	60	40	40
10	South 1st/Red River	LOCAL	22	28	30-45	30	40	30	40
17	Cesar Chavez	LOCAL	14-16	14-16	30-70	26-30	30	26-30	70
18	Martin Luther King, Jr./Enfield	LOCAL	32	32	40	25-30	40	40	40
19	Bull Creek	LOCAL	35-40	45	45	45	45	60	60
20	Manor/Riverside	LOCAL	20	20	30	20	30	30	30
21	Exposition/Chicon	LOCAL	25-45	45	80	45	45	70-80	80
22	Chicon/Exposition	LOCAL	25-45	45	80	40-45	45	70-80	80
30	Barton Creek	LOCAL	35-45	35	45-70	40-60	45-60	45	45
37	Colony Park/Windsor Park	LOCAL	22-26	30	30-40	35	38	35-40	40



Attachment #3
Zoning Map



Attachment 4

Question #13: Conformance to Masterplan

The aerial skyway is consistent with the goals of the Downtown Austin Plan (DAP) by promoting interconnected spaces and the movement of people, and public art.

First, the skyway helps promote the interconnectedness of people and places. As stated in the DAP, our city envisions, “An interconnected pattern of streets, parks and public spaces that instill a unique sense of place and community” and a “multi-modal transportation system.” More specifically, the DAP states that we should, “Enhance connections to the Convention Center . . . to create a premier visitor and tourist destination.”

Relatedly, the DAP states that projects within the Core Waterfront District (the “Core”) should, “Enhance the Core as the premier employment, cultural, and visitor center of the region.” The skyway helps achieve these goals by serving the needs of pedestrians and visitors to the convention center and our city’s convention center hotel.

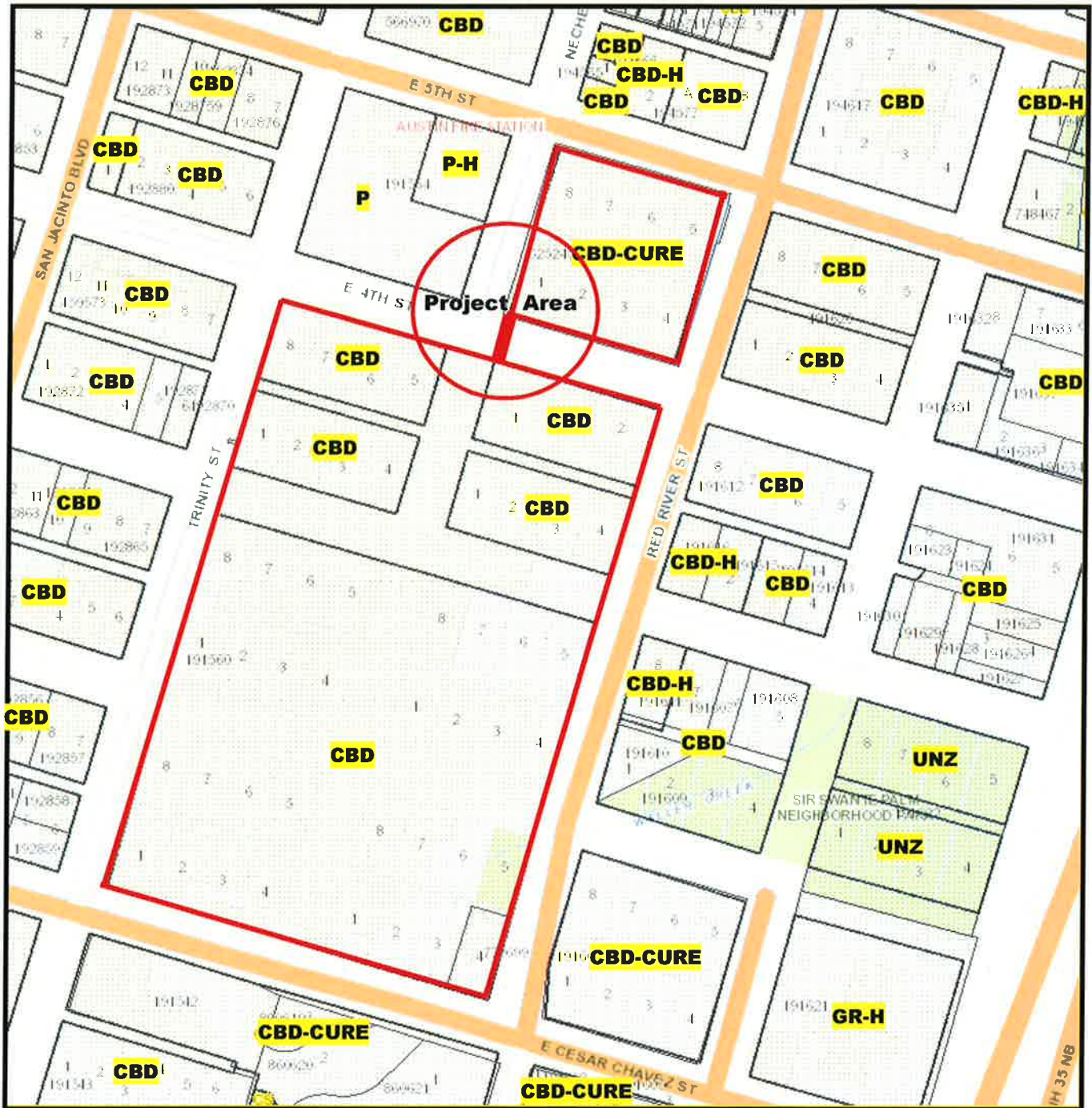
Second, the DAP prioritizes safety as it relates to our city’s move away from auto-centric transportation. But, the DAP also states that rail changes must, “Ensure that urban rail facilities promote bike safety.” Specifically, “Design of urban rail facilities within Downtown need to be carefully coordinated with the provision of safe bicycle and pedestrian facilities that avoid or mitigate potential conflicts.”

Finally, the artistic and architectural value of skyway is consistent with DAP’s vision of downtown as a lively art and cultural district. The DAP states that, “Public art – both permanent and temporary – plays an important role in the public realm. It may be expressed in the form of gateways to special districts and streets . . . and even as more utilitarian objects.” This is because “Public art can have a major role in place-making, helping to strengthen a community’s identity, offering a moment of beauty and refuge or one of excitement and provocation.”

OTHER REQUIRED DOCUMENTS

- 1. Zoning Map**
- 2. Vicinity Plan**
- 3. Site Plan**
- 4. Ground Level, Basement Plan, Floor Plan – Not Applicable**
- 5. Elevations and/or 3D Views**

Zoning Map

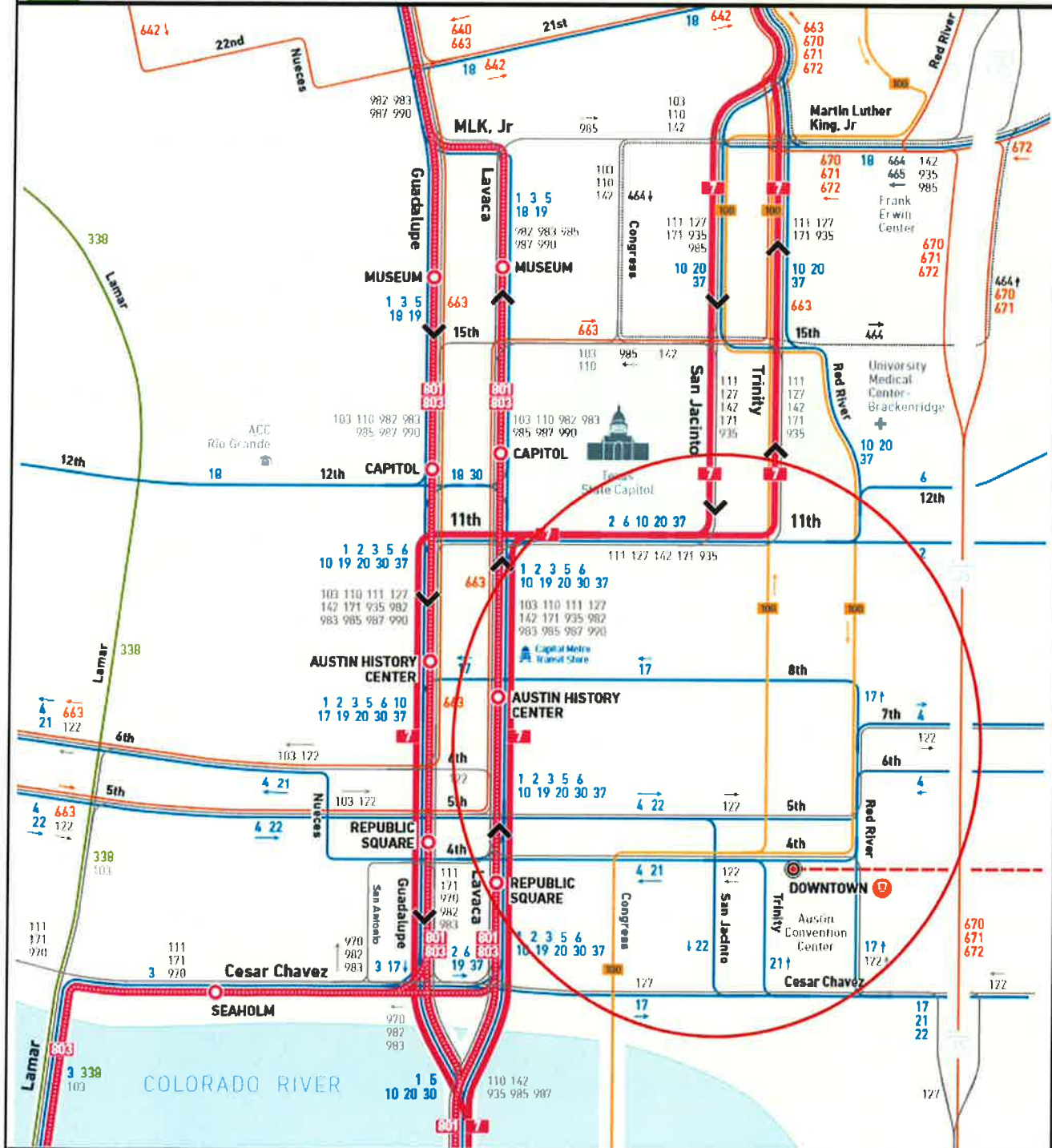


DOWNTOWN BUS ROUTES

Local routes serving Downtown (1-99), between neighborhoods and transit centers (200-299) and Crosstown routes not serving Downtown (300-399)

Rutas locales a Downtown (1-99), rutas entre vecindarios y centros de tránsito (200-299) y rutas Crosstown que no van al centro (300-399)

1	Metric/South Congress	LOCAL	26	26	40	25-60	40	44	60
2	Rosewood	LOCAL	20	30	60	30-55	60	30-55	60
3	Burnet/Manchaca	LOCAL	30	30-40	40	30-40	40	30	45
4	Montopolis	LOCAL	25	33	30-60	45	50	43	45
5	Woodrow/South 5th	LOCAL	20-30	30	30-40	40	40	40-50	40-50
6	East 12th	LOCAL	35-40	40	35-40	40-45	60	40	40
10	South 1st/Red River	LOCAL	22	28	30-45	30	40	30	40
17	Cesar Chavez	LOCAL	14-16	14-16	30-70	26-30	30	26-30	70
18	Martin Luther King, Jr/Enfield	LOCAL	32	32	40	25-30	40	40	40
19	Bull Creek	LOCAL	35-40	45	45	45	45	60	60
20	Manor/Riverside	LOCAL	20	20	30	20	30	30	30
21	Exposition/Chicon	LOCAL	25-45	45	80	45	45	70-80	80
22	Chicon/Exposition	LOCAL	25-45	45	80	40-45	45	70-80	80
30	Barton Creek	LOCAL	35-45	35	45-70	40-60	45-60	45	45
37	Colony Park/Windsor Park	LOCAL	22-26	30	30-40	35	38	35-40	40



TREE PROTECTION

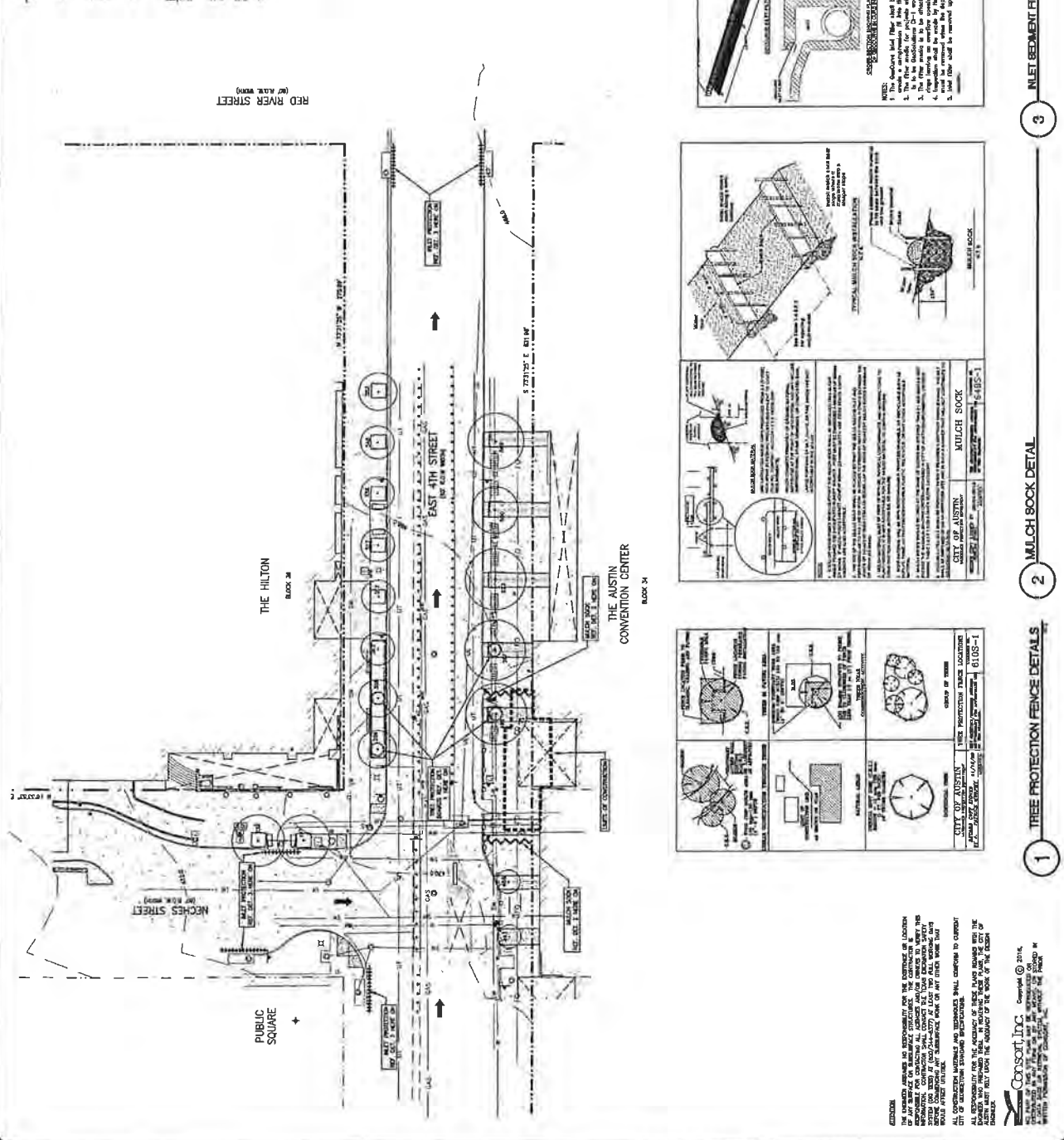
1. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE.

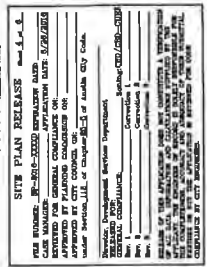
EROSION AND SEDIMENTATION CONTROL NOTES

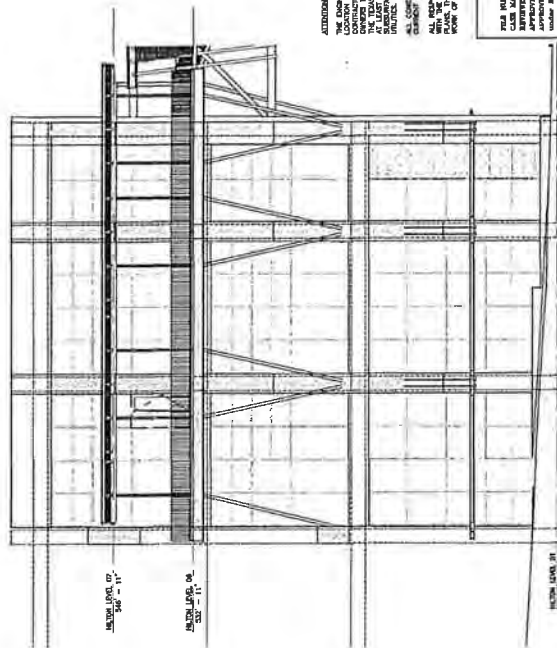
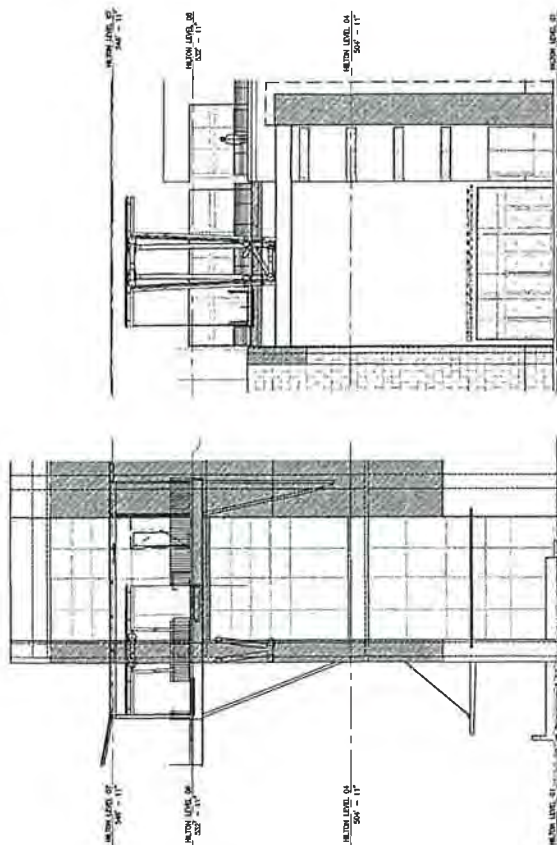
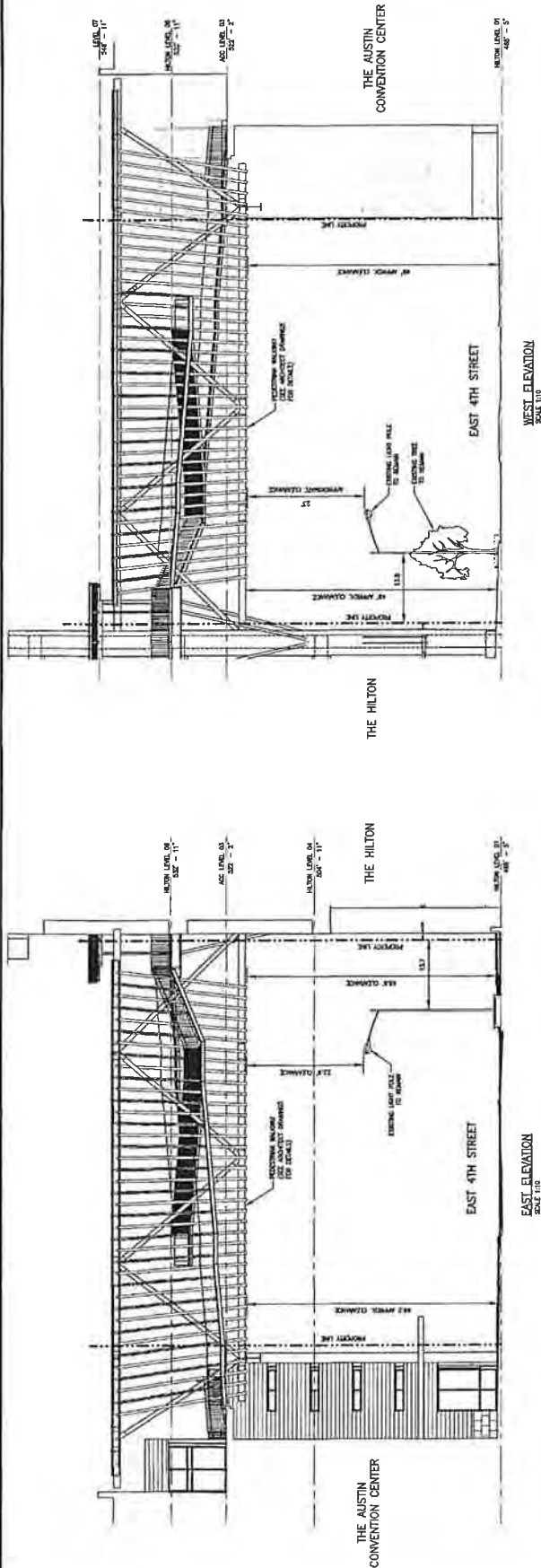
1. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE.

EROSION AND SEDIMENTATION CONTROL LEGEND

1. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE. THE CITY OF AUSTIN HAS THE RESPONSIBILITY TO PROTECT THE EXISTING TREES ON THE PROJECT SITE.





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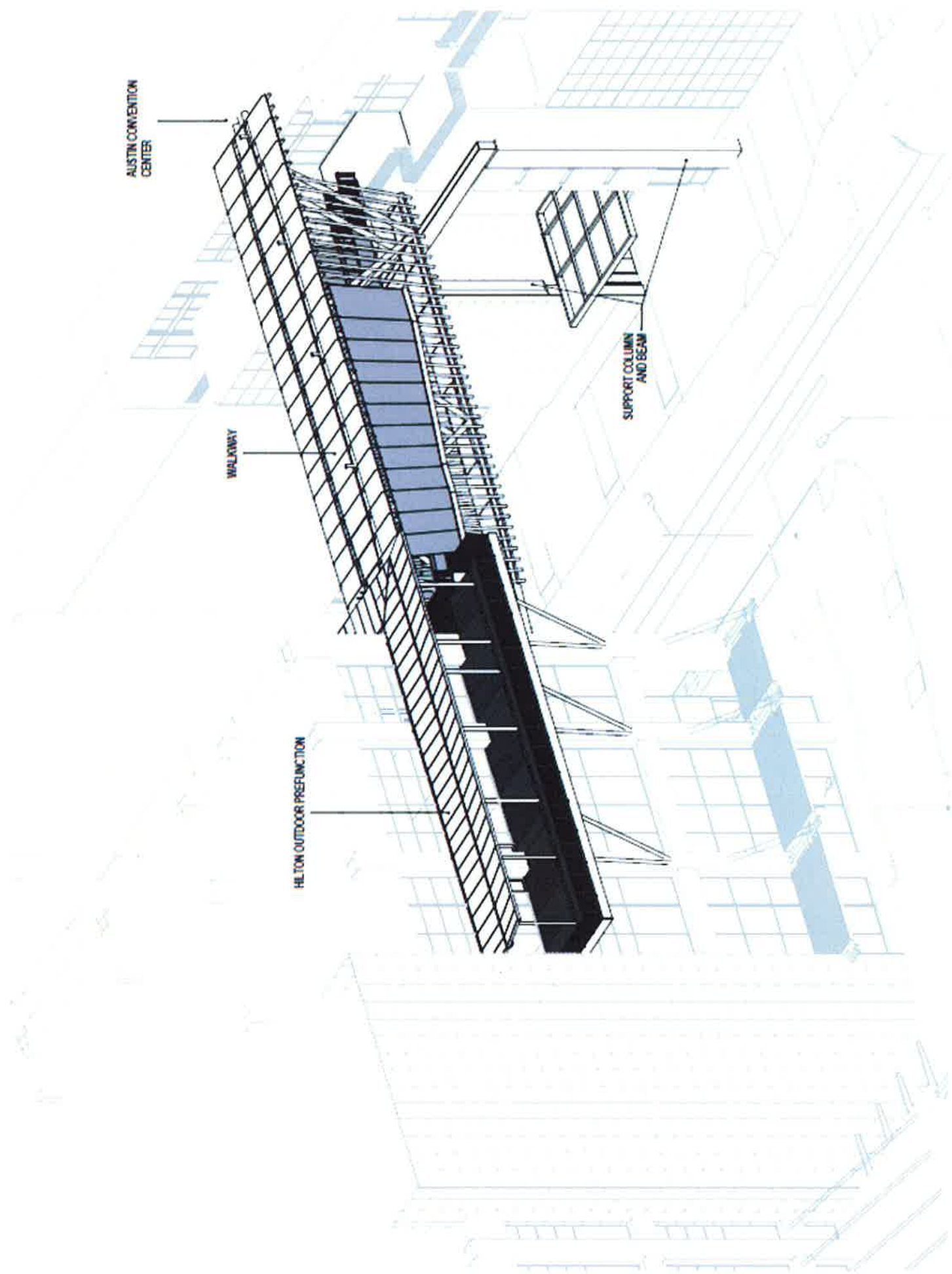


AUSTIN CONVENTION
CENTER

WALKWAY

HILTON OUTDOOR PREFUNCTION

SUPPORT COLUMN
AND BEAM



Current View to the East



Current View to the West





DOWNTOWN COMMISSION RECOMMENDATION 20170419-005

Date: April 19, 2017

Subject: Aerial Encroachment of a portion of East 4th Street by a pedestrian bridge near the intersection of East 4th Street and Neches Street

Motioned By: Commissioner Timothy Moore

Seconded By: Commissioner Chris Kanipe

Recommendation

Approve the Hilton Convention Center Hotel Pedestrian Skyway with the following three requirements:

- No advertising or signage affixed to the exterior of the pedestrian skyway
- No smoking allowed on the pedestrian skyway
- An environmental assessment conducted on the effect of the pedestrian skyway design on birds or other airborne wildlife.

Vote **8-0**

For: Chair Joel Sher, Vice Chair Sunshine Mathon, Commissioner David Gomez, Commissioner Andrew Harrison, Commissioner Chris Kanipe, Commissioner Christopher Lehman, Commissioner Timothy Moore and Commissioner Wendy Dunnam Tita

Against: None

Abstain: None

Absent: Commissioner Jennifer Bristol and Commissioner Sam Sargent

Attest: Mona Sanchez, Liaison

Dear Design Commission,

See email below regarding the Urban Transportation Commission's recommendation on the 4th Street Skybridge.

Thanks and have a good (and safe) day!

BCC: Design Commission

Katie Mulholland, Senior Planner
City of Austin | Planning and Zoning Department
Katie.Mulholland@AustinTexas.gov
(512) 974-3362

Learn more about Vision Zero at <http://austintexas.gov/visionzero>

Please note: E-mail correspondence to and from the City of Austin is subject to requests for required disclosure under the Public Information Act.

From: Smith, Emily
Sent: Wednesday, May 10, 2017 1:01 PM
To: Micah.King@huschblackwell.com; Nikelle.Meade@huschblackwell.com; Halm, Andy; Smith, Mashell; Koerth, Nichole; Mulholland, Katie; Rivera, Andrew
Cc: Dale, Jim
Subject: RE: 4th Street ped bridge item at Urban Transportation Commission

Hi everyone, the video of the UTC meeting last night can now be found [here](#).

The Design Commission, Planning Commission and ultimately City Council should know when they take this item up that on Tuesday, May 9 the Urban Transportation Commission approved a motion to recommend that Council approve the encroachment between the Convention Center and the Hilton Hotel and consider additional options to maximize capacity. The motion passed on Commissioner Johnson motion, Commissioner Weatherby second on a 7-0-2 vote with Commissioners Hennessey and Davis abstaining, and Commissioner Hosek absent.

Please let me know if you have any questions moving forward.

Thanks!


Emily Smith
Committee Coordinator
Austin Transportation Department
512.974.2358 | Emily.Smith@austintexas.gov

HUSCH BLACKWELL

111 Congress Avenue, Suite 1400
Austin, Texas 78701
512.472.5456

MEMORANDUM

TO: Samuel Franco, Commissioner
City of Austin Design Commission

FROM: Nikelle Meade (for Austin Convention Enterprises, Applicant) 

DATE: May 11, 2017

RE: Request for Encroachment Agreement
Aerial Walkway between Hilton Hotel and Austin Convention Center

Commissioner Franco:

At the 4/24/17 Design Commission meeting, you expressed concerns about the overall safety in the area of the proposed Aerial Walkway given the introduction of the Downtown MetroRail Station between Red River Street and Trinity Street. You expressed that you opposed the proposed aerial encroachment agreement at that time because we had not provided sufficient information to show that Hilton Austin Hotel and Capital Metro had put any measures in place to assure that pedestrians exiting the Hilton Hotel along 4th Street would be safe and not put in danger by the existence of the tracks.

We requested specific information from Hilton Austin Hotel and Capital Metro in response to this concern. We were provided with the following list of planned safety enhancements:

- On the west side of the Station (Plaza side), there will be continuous barriers between the tracks and the Plaza.
- **On the Convention Center side** of the Station (south of 4th Street):
 - There will be a continuous guardrail between the tracks and the bikeway and sidewalk.
 - There will be physical barriers and continuous, bright-yellow tactile warning strips.
- **On the Hilton side** of the Station (north of 4th Street), there cannot be physical barriers because this side will be used for loading and unloading the trains. In lieu of barriers, Capital Metro will be doing the following:
 - There will be continuous, bright-yellow tactile warning strips (this is typical for many train stations per the example image below).

Example of Continuous, Bright-Yellow Tactile Warning Strips



- An elevation change will be created between the sidewalk and the tracks (the tracks will be approximately 22 inches below the sidewalk, as can be seen in the image above). The purpose of this elevation change is to provide a psychological barrier for pedestrians so that no one can unknowingly stand on the tracks, while also keeping the grade difference slight enough so as to not pose a significant safety risk in the case of a fall.
- A segment of track has been eliminated from the project to increase the width of the sidewalk to make the sidewalk as wide as possible.
- There will be flashing warning lights along the platform edge and at the nearest crosswalk at Red River Street (example image below). These will flash when trains arrive and depart.

Example of Flashing Warning Lights



- All trains will sound bells when they arrive and depart.
- All trains are manned by a train operator. The train operator sounds an air horn if he or she sees a person, bicycle, or automobile on the tracks.
- The crosswalk at Red River Street will be push-button with walk/don't walk signal lights.
- During special events, Capital Metro will provide extra, specially-trained staff and additional, portable barriers to further enhance safety and manage large crowds.

A representative from Capital Metro is scheduled to be at tomorrow's meeting to answer any additional questions. Meanwhile, please let me know if there is any other information we can provide you at this time or bring with us to the meeting.

Date: May 16, 2017

To: Austin Design Commission

From: Public Engagement Working Group

Re: Working Group recommendation for 4th Street Skybridge

Working Group Meeting date: May 12, 2017

Applicant: Nikelle Meade, Husch Blackwell LLP

The Design Commission (DC) does not generally recommend approval of skybridges in Austin, Texas, given that these elevated structures do not further the intent of the City's adopted Urban Design Guidelines (UDG). The UDGs suggest a focus on structural and technological solutions to pedestrian travel that improve and enhance the **ground level streetscape** and do not restrict or appear to restrict public access and enjoyment in the public realm.

For this specific project, the DC recommends conditional approval of the Encroachment Agreement to construct a publicly accessible skybridge between the Hilton Hotel and Austin Convention Center on 4th Street. Austin Transportation Department and Capital Metro representatives have stated that this structure offers substantial pedestrian safety for convention center users and the public to cross 4th Street given heavy current and future pedestrian traffic associated with the Convention Center and planned expansion of the Downtown Metrorail Station between Red River and Trinity Street.

The DC recommends the Encroachment Agreement include the following conditions for approval:

- 1) The skybridge shall allow for public access during the hours during which Capital Metro is running trains.
- 2) The Hilton shall coordinate with the Convention Center to ensure a public access point for the south side of the skybridge. Convention Center doors shall be unlocked for pedestrian access and the Hilton lobby and employees shall welcome public access to the bridge on the north.
- 3) Signage shall be provided at street level and on the skybridge to welcome the public to utilize the structure.
- 4) The Hilton shall coordinate with ATD and Capital Metro to further enhance ground level pedestrian safety, including adding safety measures at the hotel entry directly adjacent to the tracks.

Respectfully,

Public Engagement Working Group of the Design Commission