



MEMORANDUM

Date: October 12, 2017
To: Austin Design Commission
From: Planning & Urban Design Working Group
Subject: Working Group Density Bonus Program review of 700 East 11th Street for substantial compliance with the Urban Design Guidelines.
Meeting Date: October 6, 2017; 12:00 pm
Applicant: Michele Rogerson Lynch- Metcalfe Wolff Stuart & Williams,
LLP Architect: GDA Architects

The project location is 700 East 11th Street.

Existing zoning for the project is CS, but is in process of rezoning to CBD. The project design includes 276 residential apartments, office space, support spaces, and a parking garage. The lot area is 0.81 acres (35,291 sq ft), and the total proposed project area is 368,030 sq. ft.

The FAR for this project is 10.43:1, above the 8:1 maximum allowance for CBD zoning, so an increase in FAR of 2.43:1 is being requested.

The proposed building height is 344.34 feet; 31 stories, including 6 levels of parking.

Per the Density Bonus Program ordinance, the applicant is required, at a minimum to meet three gatekeeper requirements:

1. substantially comply with the Urban Design Guidelines,
2. provide streetscape improvements along all public street frontages consistent with the Great Streets Standards, and
3. commit to a minimum of 2 star Green Building rating

Once the gatekeeper requirements are met, the development bonus fee is calculated based on use and district. For a residential project in the "all other districts" category, the development bonus fee rate is currently \$3 per square foot of bonus area. The applicant must apply at least 50% of the development bonus fee to Affordable Housing Community Benefit (e.g., provide affordable housing, either on-site or fee in lieu of). The Planning & Zoning Director will have final determination of whether projects meet program requirements.

DESIGN COMMISSION WORKING GROUP COMMENTS REGARDING PROJECT'S COMPLIANCE WITH URBAN DESIGN GUIDELINES

AREA WIDE GUIDELINES

1. Create dense development-
276 units on less than one acre creates a dense development. Note that this section specifically encourages walkability and reduces reliance on cars. Less parking and more habitable space is preferred. The project complies with this section.
2. Create mixed-use development-
The project only has one secondary use, one floor of office, and it does not occur at street level. Parking

is not considered a mixed-use. Prefer more mixed-uses with multiple tenants to increase public pedestrian activity at street level. This project does not substantially comply with this section

3. Limit development which closes downtown streets-
No street closures planned. Project complies with this section
4. Buffer neighborhood edges-
Project not applicable to this section
5. Incorporate civic art in both public and private development-
There is no art planned for this project. Project does not comply with this section. Provide civic art to comply with this section.
6. Protect important public views-
Project complies with CVC and street façade steps back from ROW. This project complies with this section.
7. Avoid historical misrepresentations-
Project complies.
8. Respect adjacent historic buildings-
Not applicable to this section.
9. Acknowledge that rooftops are seen from other buildings and the street-
Not addressed by applicant, lower roof has mechanical equipment viewable from adjacent buildings. Mechanical equipment must be screened from adjacent buildings, not just street level to comply. Project does not comply with this section.
10. Avoid the development of theme environments-
Project complies.
11. Recycle existing building stock-
Existing building materials will not be recycled. This project does not comply. Reuse or recycle existing building to comply

*Project complies with 5, not applicable with 2, and non-compliant with 4 of the 11 Area Wide Guidelines.

GUIDELINES FOR THE PUBLIC STREETSCAPE

1. Protect the pedestrian where the building meets the street-
Overhead protection does not appear to be at least 8 feet deep. The project does not comply with this section. Increase depth of overhangs to comply with this section.
2. Minimize curb cuts-
There are three curb cuts planned for this project and adequate cover for pedestrians does not appear to be provided. This project does not comply with this section. Reduce the number of curb cuts to comply with this section.
3. Create a potential for two-way streets-
Design of garage entries allows for two-way street. Project complies with this section.
4. Reinforce pedestrian activity-
Incorporation of Great Streets reinforces existing pedestrian activity but minimal mixed-use and wide garage entry/exit limit activity that could be generated by this project itself. The Lobby does not have a public appeal and appears that it will probably be most used by building tenants. Project does minimally comply
5. Enhance key transit stops-
Project is working with Cap Metro to improve existing bus stop. Project complies with this section.
6. Enhance the streetscape-
Incorporation of Great Streets enhances streetscape. Project complies with this section.
7. Avoid conflicts between pedestrians and utility equipment-
There are no conflicts. Project complies with this section.
8. Install street trees-
Street trees included with incorporation of Great Streets. Project complies with this section
9. Provide pedestrian-scaled lighting-
Pedestrian scaled lighting included with incorporation of Great Streets. Project complies with this section

10. Provide protection from cars/promote curbside parking-
Curbside parking not possible due to incorporation of Great Streets. Project complies
11. Screen mechanical and utility equipment-
Project complies.
12. Provide generous street-level windows-
Project complies with this section.
13. Install pedestrian-friendly materials at street level-
Incorporation of pedestrian-friendly materials. Project complies with this section.

*Project complies with 11 and does not comply with 2 of the 13 Guidelines for Public Streetscape.

GUIDELINES FOR PLAZAS AND OPEN SPACE

Project not applicable.

GUIDELINES FOR BUILDINGS

1. Build to the street-
Incorporates Great Streets so cannot build to street but builds up to sidewalk ROW. Project complies
2. Provide multi-tenant, pedestrian-oriented development at the street level-
Project lacks pedestrian-oriented development as envisioned in UDG. Office use is not on street level-
Project does not comply. Provide multiple street level uses to comply with this section.
3. Accentuate primary entrances-
Building steps back at entrances. Project complies but no special effort to create public appeal.
4. Encourage the inclusion of local character-
The inclusion of local character is limited; the "playfulness" did not impress as reflecting Austin's character.
This building could be in any city. Project does not comply. Provide better examples of Austin's unique character to comply with this section.
5. Control on-site parking-
Project appears to control on-site parking using underground and screened above ground parking, but less parking and more inhabited and multi-use space is preferred. Project complies with this section
6. Create quality construction-
Project appears to comply.
7. Create buildings with human scale-
Project appears to comply.

*Project complies with 5 of the 7 Guidelines for Buildings.

Positive attributes of the project include providing some on-site affordable housing provided, even though not a requirement in downtown and the upgrading the character of a historically "blighted" area is a plus.

Concerns of this project include removal of the existing heritage trees, possible lack of activation of the street (Great Street) due to no interior public spaces being provided, no retail, etc. The two curb cuts along Sabine are troublesome. Garage and loading curb cuts are close in spacing, and likely the neighbor to the north will want a curb cut for loading where the vacated alley was. We recommend planning for a shared curb cut at the location of the vacated alley. We would also recommend for the on-site affordable housing to keep the lower limit of annual salary required at a level recommended by the City of Austin NHCD office.

We have determined that this project, as presented, is not in substantial compliance with the Urban Design Guidelines. Please address the issues above to become complaint before presenting to the full Commission. The

Working Group has appreciated the opportunity to review and comment on this project.

Respectfully submitted,

David Carroll, Chair
City of Austin Design Commission

cc: Working Group Commissioners- Evan Taniguchi, Bart Whatley, Beau Frail (Ex Officio)
Katie Mulholland, Executive Liaison to the Design Commission
Anne Milne, Density Bonus Program Coordinator