DESIGN COMMISSION
MONDAY, NOVEMBER 27, 2017 6:00 PM
AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101
301 W. SECOND STREET, AUSTIN, TEXAS 78701

Meeting Minutes

Call to order by: **D. Carroll at 6:00 PM.**

__X__ David Carroll – Chair
__X__ Martha Gonzalez – Vice-Chair
__X__ Aan Coleman
_____ Beau Frail
__X__ Samuel Franco
_____ Katie Halloran
_____ Melissa Henao-Robledo
_____ Conor Kenny
__X__ Ben Luckens
__X__ Evan Taniguchi
_____ Bart Whatley

Bart Whatley arrived at 6:02 PM. B. Frail, K. Halloran, M. Henao-Robledo, and C. Kenny not present.

1. CITIZEN COMMUNICATION: **None**

2. NEW BUSINESS (Discussion and Possible Action):

   a. Discussion and possible action on the Block 71 Redevelopment project, located at 200 W. 6th St., seeking a finding of "substantial compliance with the Urban Design Guidelines for Austin," one of the three Gatekeeper requirements of Downtown Density Bonus Program – LDC §25-2-586 (Jade Kanevski, Project Manager, Page) (30 mins.);

      Bart Whatley arrived at 6:02 PM.

      Larry Speck (Page) presented project. Cameron Campbell (Campbell Landscape Architecture) answered questions about trees.

      The motion to find the project in substantial compliance with the Urban Design Guidelines made by A. Coleman; second by Vice Chair M. Gonzalez; passed on a unanimous vote of [7-0]; B. Frail, K. Halloran, M. Henao-Robledo, and C. Kenny not present.

   b. Introduction of new City Architect, Janice White (Raymundo Minjarez, COA Public Works Dept.)(10 mins.);

      Raymundo Minjarez *(*COA Public Works Dept.) introduced Janice White as the new City Architect. Janice White provided information on her background.

No action taken by the Commission.

c. Staff briefing on application of Subchapter E for park improvement projects (Christine Barton-Holmes, COA Development Services Dept.) (10 mins.);

Christine Barton-Holmes (COA Development Services Dept.) presented.

No action taken by the Commission.

d. Discussion and possible action on the Town Lake Metro Park – Holly-Festival Master Plan Implementation Phase 1 project, located at 2101 Jesse E. Segovia St., seeking a review of compliance with city design and sustainability standards per Council Resolution 20071129-046 (Rey Hernandez, COA Parks & Rec Dept.) (30 mins.);

B. Luckens recused himself and stepped off the dais at 7:01pm.

Rey Hernandez (COA Parks & Rec Dept.) presented. Owen Harrod (MWM Design) answered questions.

The motion to approve the as presented with caveats (shading of picnic tables, security of restroom, width and location of sidewalk along Chicon) made by E. Taniguchi; second by Vice Chair M. Gonzalez; unanimously approved on a vote of [6-0-1]; B. Luckens recused; B. Frail, K. Halloran, M. Henao-Robledo, and C. Kenny not present.

3. OLD BUSINESS (Discussion and possible action):

a. Courtesy briefing on the Austin Energy District Cooling Plant No.3 project, located at 812 ½ West Second Street (Carlos Cordova, COA Austin Energy) (15 mins.);

B. Luckens returned to the dais at 7:30 pm.

Jim Collins (COA Austin Energy) and Phil Reed (Cotera+Reed) presented. Carolyn Kelley (landscape architect) and Marjorie Flanagan (COA Art in Public Places) answered questions about trees and public art, respectively.

No action taken by the Commission.

b. Discussion and possible action on how the Design Commission reviews against the Urban Design Guidelines and what substantial compliance means (Chair D. Carroll) (20 min.);

E. Taniguchi suggested weighing guidelines. A. Coleman suggested the Commission take a stance on whether economics should play a part in their decision. Chair D. Carroll suggested being more comfortable when a project meets 80% (vs. 60%) of the guidelines. B. Whatley mentioned pushing AE to change its vault rules.

DRAFT

No action taken by the Commission.

c. Discussion and possible action on upgrading and incorporating infrastructure into the Urban Design Guidelines as directed by City Council Resolution No. 20120816-060 (Chair D. Carroll) (15 mins.);

Chair D. Carroll created a Working Group with Chair D. Carroll, Vice Chair M. Gonzalez, and E. Taniguchi as members. A. Coleman showed interested in attending the meeting. Chair D. Carroll will send the meeting date for Staff to distribute.

No action taken by the Commission.

d. Discussion and possible action on CodeNEXT's draft codes, maps, and processes (Chair D. Carroll) (5 mins.);

Chair D. Carroll asked to add this item to the agenda when Draft 3 of CodeNEXT is released in February 2018.

No action taken by the Commission.

4. COMMISSION-SPECIFIC BUSINESS (Discussion and Possible Action):

a. Discussion and possible action on the October 23, 2017 meeting minutes (5 mins.); (Chair D. Carroll) (5 mins.);

The motion to approve the minutes was made by E. Taniguchi; second by S. Franco; approved on a unanimous vote of [7-0]; B. Frail, K. Halloran, M. Henao-Robledo, and C. Kenny not present.

b. Discussion and possible action on 2018 meeting schedule (Chair D. Carroll) (5 mins.); (Chair D. Carroll) (5 mins.);

The motion to approve the schedule for 2018 was made by S. Franco; second by Vice Chair M. Gonzalez; approved on a unanimous vote of [7-0]; B. Frail, K. Halloran, M. Henao-Robledo, and C. Kenny not present.

c. Liaison Reports (10 mins.) **None.**

d. Appointment of Committee/Working Group members by Chair;

Chair D. Carroll appointed Chair D. Carroll, Vice Chair M. Gonzalez, and E. Taniguchi as members to a new Infrastructure Working Group.

6. FUTURE AGENDA ITEMS:

DRAFT

B. Whatley suggest an update from Capital Metro on the Downtown Transit Station at Brush Square as a future agenda item. Chair D. Carroll agreed.

7. ANNOUNCEMENTS:

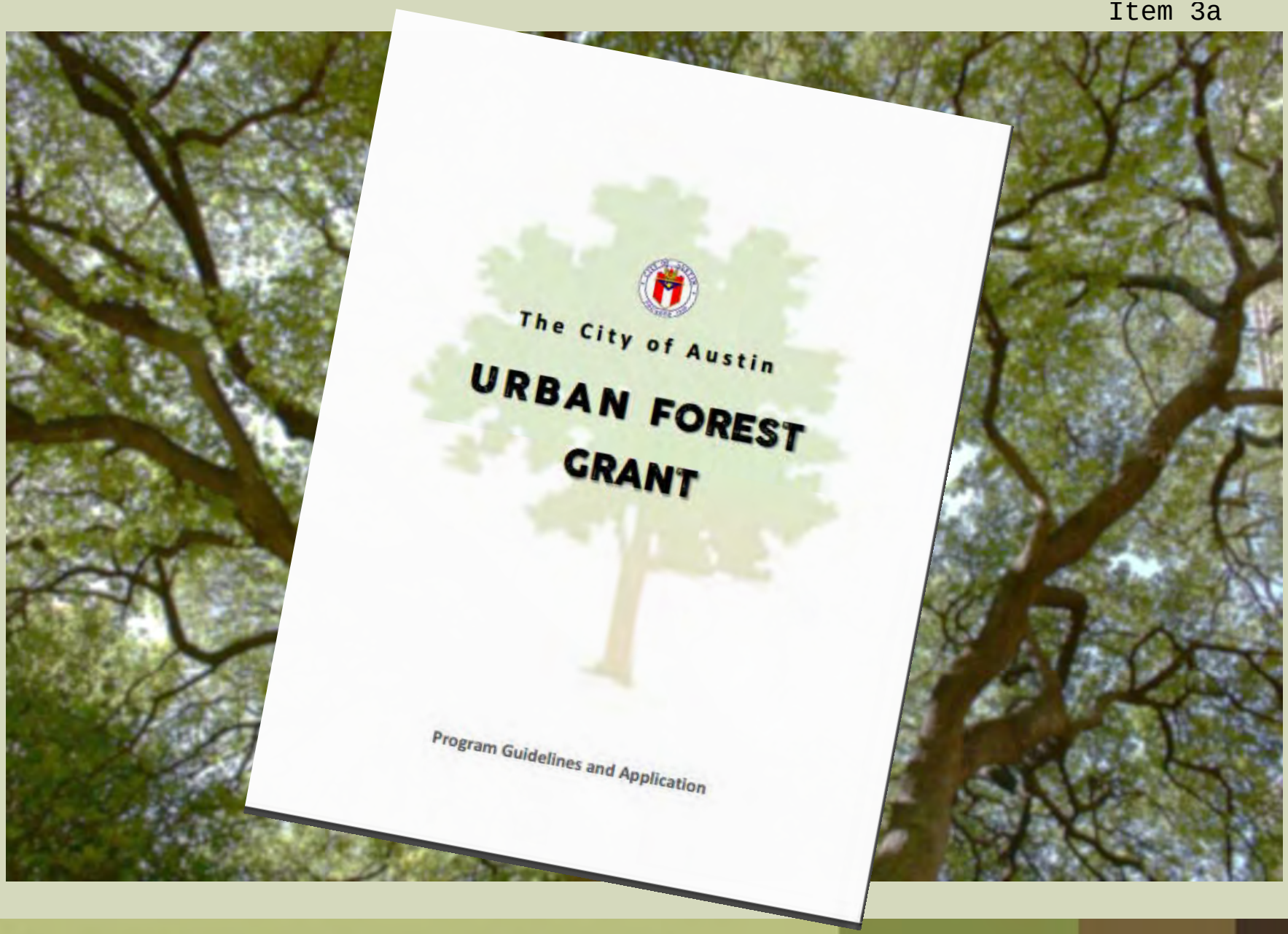
a. Chair Announcements: **None.**

b. Items from Commission Members: **None.**

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

ADJOURNMENT by consensus at: 8:14 PM.

DRAFT



Urban Forest Grant

Overview

- For **Urban Forestry projects** in the Austin city limits
  - Anyone may apply

Overview

- For **Urban Forestry projects** in the Austin city limits
- Supported by the **Urban Forest Replenishment Fund**
  - Tree mitigation funds from development

Overview

- For **Urban Forestry projects** in the Austin city limits
- Supported by the **Urban Forest Replenishment Fund**
- Administered by the **Austin Community Foundation**
  - **ACF** receives the applications and issues payments

Overview

- For **Urban Forestry projects** in the Austin city limits
- Supported by the **Urban Forest Replenishment Fund**
- Administered by the **Austin Community Foundation**
- **Rolling grant**: no deadlines
  - Applications should be submitted at least 3 months before the proposed project start date

austintexas.gov/UFGP

Development Services Department

URBAN FOREST GRANT

The Urban Forest Grant (UFG) has been established to promote conservation and improvement projects that benefit Austin's urban forest. This program is supported by the Urban Forest Replenishment Fund, which was created to mitigate the impact of tree removals. The UFG enhances the urban forest through projects associated with tree planting, education, public service announcements, award programs, disease control, inventorying, and other related efforts. Individuals, businesses, academic and private institutions, home owners associations, youth groups and non-profit organizations may apply for funding for projects that show a clear benefit to Austin's urban forest. Please read the application for further information!

Urban Forest Grant Application

For questions regarding the UFG you can email Jason.Traweek@austintexas.gov

Please send all grant applications to Austin Community Foundation: sbowman@austincf.org

- Information on Invasive Species Removal Projects
- Information on Tree Planting and Maintenance Projects in Parks

austintexas.gov/UFGP

2016 Urban Forest Grant Projects

Briker Woods Elementary Tree Planting
Lady Bird Johnson Wildflower Center, Arborist Intern
TFF Butler Trail Tree Care

2015 Urban Forest Grant Projects

Bailey Middle School tree planting and soil amendments
Watershed Protection invasive removals along Shoal Creek
Peace Park tree care and invasive species removal projects
2015 Burnet Rd watering for new trees
Preventative oak wilt injection projects
Govalle Roots, based on the Trees of Govalle educational performance
Open Tree Map community engagement initiative

Categories

Tree Planting & Maintenance

- Tree purchasing
- Tree installation
- Tree establishment
- Irrigation
- Tree care and maintenance

Promoting Tree Care & Preservation

- Public education
- Events
- Print/online materials
- Research

Urban Forest Stewardship

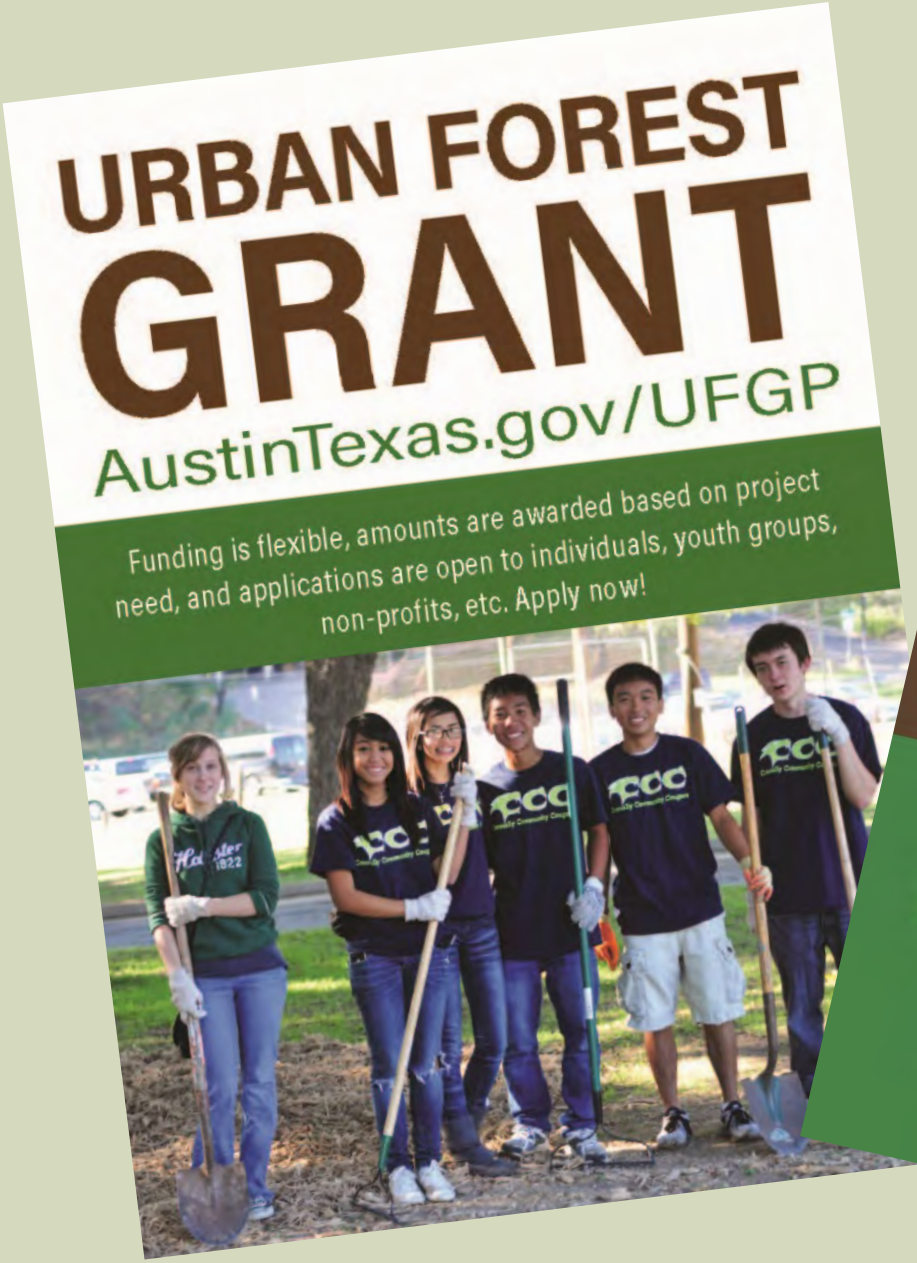
- Invasive species control
- Disease control
- Mapping
- Forestry technology
- Staffing/Internships

Limitations of Use

- Intended for projects that clearly benefit Austin's urban forest.
- Within the Austin city limits, on public property or civic areas
- Funds may not be used as compensation for work performed by the applicant
- This funding may not be used for projects to comply with City of Austin code-mandated requirements
- Three bids are required for contracted work

Examples of Recent Approved Projects

- Brikerwoods Elementary PTA: Tree Planting
- Trail Foundation: Butler Trail Tree Care
- Lady Bird Johnson Wildflower Center: Arborist Intern
- Tree Folks: Austin Open Tree Map Engagement Initiative



Urban Forest Grant

The City of Austin

URBAN FOREST GRANT

Program Guidelines and Application

PURPOSE

The Urban Forest Grant (UFG) has been established to promote conservation and improvement projects that benefit Austin's urban forest. This program is supported by the Urban Forest Replenishment Fund, which was created to mitigate the impact of tree removals. The UFG enhances the urban forest through projects associated with tree planting, education, public service announcements, award programs, disease control, inventorying, and other related efforts. Additional tree information (i.e. programs, benefits, regulations, care and maintenance) can be found at http://austintexas.gov/trees or www.treesaregood.com.

The Austin Community Foundation (ACF) manages this fund on behalf of the City of Austin (COA). ACF receives funds from the City and awards grants to applicants in consultation with the City of Austin. Staff from the Community Tree Division evaluates the program on an annual basis to determine if the amount of funding, processes used to determine eligibility, or any other aspect of the program requires improvement.

UFG Website: http://austintexas.gov/UFGP

ELIGIBILITY

Individuals, businesses, academic and private institutions, home owners associations, youth groups and nonprofit organizations may apply for funding for projects that show a clear benefit to Austin's urban forest. Funds may not be used as compensation for work performed by the applicant. The program encourages the use of funds for those that are economically disadvantaged. All Project Application Forms (Appendix A) will be reviewed by ACF. The Community Tree Program serves as Advisor to the ACF regarding grant recipients. All proposed projects must be within the Austin city limits, on public property or Civic areas as defined in section 25-2-6(A) of the City of Austin Land Development Code, or within 15 feet of these areas, for public benefit, and adhere to the Land Development Code criteria. All projects must comply with federal, state, and municipal regulations. Proposals will be reviewed as they are submitted.

Grant projects are to be conducted with honesty and reliability. It is encouraged to match funds received from this grant program. This can be accomplished by using funds from alternative sources and by accounting for labor and materials used with your grant project. Funding from this grant program may not be used for projects intended to meet regulatory compliance requirements.

APPLICATION REQUIREMENTS	
Deadlines	Applications for UFG funding may be submitted at any time, but should be submitted for review a minimum of 3 months prior the proposed initiation of the project in order to have sufficient time for review. Complex proposals, incomplete applications, and proposals that require Environmental Commission approval will require a longer review time. This fund should not be considered for projects with very short, time sensitive deadlines.
Bids	For all funding requests $3,000 or more that propose to pay for contracted work or materials, three bids are required to be included in the application.
Projects on public land	Projects on public lands require the review and approval of City of Austin staff from the governing departments. Applicants must discuss proposal ideas with those department representatives when planning a new project proposal. See the *Contact* section (page 5) for the departments and individuals to contact.
Previous applicants	Applicants may not submit applications for new projects until a previously funded project has been completed and the final report has been submitted.
Multiple applications	Multiple applications for one project will not be accepted. Funding limits (below) will be applied by the amount requested for the *entire project*.
Funding Limits	o Proposals less than $30,000 may be administratively approved o Proposals between $30,000 and $58,000 require approval from both the grant administrator + Environmental Commission (longer review time).

PROJECT CATEGORIES

Each application must identify the type of expenditure category with which their proposal is best associated. If a proposal includes work in multiple categories, each of those categories must be clearly defined in the project description and broken out in the budget. The following table lists the main categories and corresponding subcategories:

Tree Planting & Care[1]	Education & Promotion	Urban Forest Stewardship
• Tree purchasing • Tree installation • Tree establishment (Irrigation, mulch) • Tree care/maintenance	• Public education • Events • Print/online materials • Research	• Invasive species control [1] • Disease control • Mapping • Forestry technology • Staffing/Internships [2]

[1] See the UFG website for specific requirements on tree planting, care, and invasive species removals
[2] *Eligible for non-profit or governmental entities only.*

PROPOSAL FORMAT

The project proposal must meet the aforementioned eligibility and application requirements. If these are met, the proposal will be reviewed by the program manager to evaluate the potential urban forest benefit. Specific items which may be considered are: arboreal benefit, citizen impact and experience, feasibility, ability to encourage the use of local businesses, habitat biodiversity and organization capabilities. Applicants are to submit to ACF the Project Proposal Application Form (Appendix A) and a project write-up formatted as follows:

I. Project Title

II. Project Description and Objectives

Describe the intent of the project and how it would address and benefit Austin's urban forest. Provide a clear and detailed statement of the project's objectives and include the associated project category and subcategory.

III. Approach and Methods

Describe the specific process(es) that will be employed to achieve the project objective.

IV. Timeline

Provide the time frame from initiation to completion of the project. This should include milestones to assess progress.

V. Budget

Identify the amount of funding requested. Provide a detailed list of costs that include all supplies, materials, and any other associated expenses. The UFG does not fund indirect or overhead expenses. Include costs that are to be provided or paid for by other revenue sources to show in-kind contributions to the project. This can be in the form of materials and labor. The current, nationally recognized value of volunteer time can be found here: https://www.independentsector.org/volunteer_time

VI. Contact Information

Provide the name, phone number, email address, and mailing address of the primary applicant who will be the single point of contact.

VII. Personnel Qualifications

This section should identify the names, qualifications, and contact information for all personnel who would be managing this project. State the primary work assigned to each person and the percentage of time each person would devote toward this work. Identify key persons by name and title, and provide the resumes describing relevant experience.

REPORTING REQUIREMENTS

Project Reporting

Quarterly progress reports are required (every 3 months from the approval date) while the project is active. Reports must be in the form of a document or an email and must clearly include the following information.

- Progress / status of the project
- Notable setbacks or achievements thus far
- Estimated time to finish the work
- Line item report of expenditures from the grant funding

Field visits

Applicants may request field visits from the UFG manager to discuss proposed or ongoing projects. In turn, the UFG manager may request a meeting or visit the site at any time during the project to check the progress of the work.

Changes

Proposed changes to approved grant applications are to be submitted in writing to the UFG manager. A letter of approval must be obtained before proceeding with the changes.

Post Project Reporting

At the completion of the project, applicants are required to notify the grant manager and complete a post-project final report that answers the following six questions:

1. Project title
2. What were the original project objectives and were they attained?
3. What objectives were most successful?
4. What objectives were least successful?
5. Did the results meet your expectations?
6. What would you change if you were to repeat this project?

The report must be in a word or PDF document.
Send all reports to: Jason.Traweek@austintexas.gov

Promote the program!

The UFG is dedicated to improving our community through funding urban forest improvement initiatives. We ask that you to help us spread the word about the program in any written presentations and/or signage about your project. Please let people know that we helped your project so that we can help them realize their future tree project ideas too.

CONTACTS

Austin Community Foundation

4315 Guadalupe Street, Suite 300 Austin, Texas 78751

(512) 472-4483

Send UFG applications to: Shelby Bowman
sbowman@austincf.org
(512) 220-1441

City of Austin Contacts

UFG Manager: Jason Traweek
Community Tree Division
Jason.Traweek@austintexas.gov
(512) 974-2332

Projects on public lands require the review and approval of City of Austin staff from the governing departments. It is strongly encouraged to discuss proposal ideas with both the UFG manager and these department representatives when planning a new project proposal.

Project Location	Department	Contact	
In a public park or along trails	Parks and Recreation Urban Forestry	Brian Block	Brian.Block@austintexas.gov 512-974-6777
Near a waterway or in a preserve	Watershed Protection	John Clement	John.Clement@austintexas.gov 512-974-1475
Within the street Right of Way	Public Works	Rob Grotty	Rob.Grotty@austintexas.gov 512-974-9198

URBAN FOREST GRANT

PROJECT PROPOSAL APPLICATION

Application Date: ____/____/____

Project Title: _____

Project Category: (see page 3) _____

Project Subcategory: _____

Amount Requested: $_____

Applicant Name: _____

Organization: _____

Email Address: _____

Does the project meet the required basic criteria?

- Within the Austin city limits ☐YES ☐NO
- On public property or Civic areas as defined in 25-2-6(A) within the Land Development Code, or within 15 feet of these areas ☐YES ☐NO
- For public benefit ☐YES ☐NO
- Adhere to the Land Development Code criteria ☐YES ☐NO
- Is not for satisfying regulatory compliance requirements ☐YES ☐NO

Include in your application:

- ❑ This coversheet
- ❑ Project proposal, as specified on page 4
- ❑ Three bids for all funding requests over $3,000 that proposes to pay for contracted work or materials

Email applications to:

Austin Community Foundation
sbowman@austincf.org

URBAN FOREST GRANT

austintexas.gov/URFG

Projects must benefit Austin's urban forest. Funding is flexible, amounts are awarded based on project need, and applications open to individuals, youth groups, non-profits, etc. Apply now!

CITY OF AUSTIN
Development
SERVICES DEPARTMENT

Building A Better Austin Together

URBAN FOREST GRANT

GRANT FUNDS AVAILABLE FOR TREE PROJECTS IN AUSTIN ROLLING DEADLINES

Apply Now at AustinTexas.gov/UFGP

RECOMMENDATION

Pedestrian Advisory Council

Recommendation Number 20171204-04D: Capital Metro Downtown Station Design

WHEREAS, following a November 2017 briefing by Capital Metro Staff updating the PAC on the current design for the new Downtown Station and adjacent plaza within Brush Square,

WHEREAS, the PAC supports the overall direction of the plan to expand the downtown station,

NOW, THEREFORE, BE IT RESOLVED, the Pedestrian Advisory Council recommends that the City of Austin, Capital Metro, and their consultants work closely with the Design Commission to review the design for the new Downtown Station and adjacent plaza within Brush Square, and receive appropriate design feedback, considering the following:

1. The pedestrian experience should be carefully considered to ensure function and safety, as well as the creation of a cohesive design which is enjoyable and engaging to pedestrians.
2. There should be robust pedestrian connectivity from Plaza Saltillo to Trinity Street, a separate pedestrian walkway from the bikeway, and a walkway on both sides of Fourth Street.
3. The design should allow for future extension of the rail line west, notably to Seaholm.
4. There should be an appropriate construction detour for pedestrian mobility, including ADA access and wayfinding for the vision impaired.

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Pedestrian Advisory Council recommends that the City of Austin develop a master plan for the southeast quadrant of downtown, including Brush Square, Waller Creek, I-35, and the Convention Center expansion.

Date of Approval: December 4, 2017

Vote: 6-0, with Carly Haithcock, Katie Deolloz, and Girard Kinney absent

Attest:

Branigan Mulcahy, PAC Chair

Capital Metro Downtown Station Improvements

Project Update - December 2017

(90% Design Phase)

projectconnect

Texas Department of Transportation

CITY OF AUSTIN FOUNDED 1839

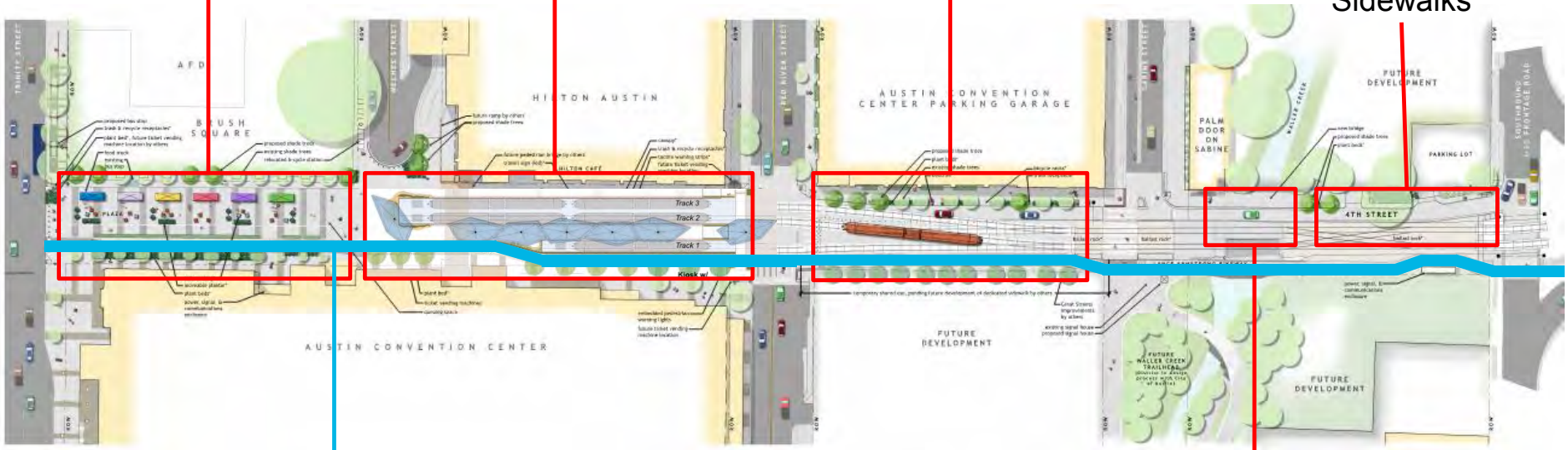
Overall Site Plan

New Public Plaza & Landscaping

New Train Station/Platforms

New Triple Train Tracks & Landscaping

New Double Train Tracks & New Sidewalks



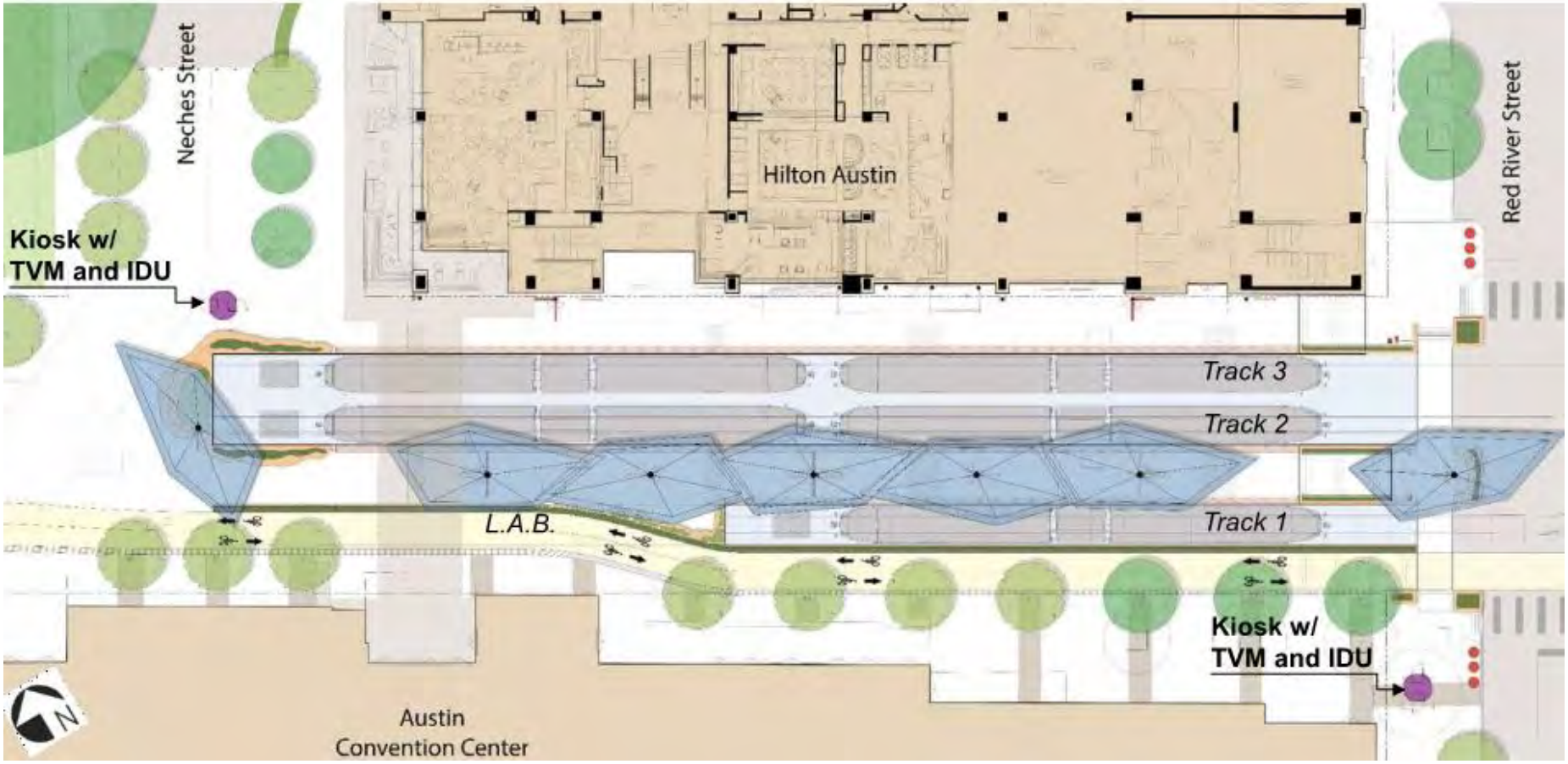
Lance Armstrong Bikeway Path

New Bridge Over Waller Creek

Platform Site Plan

Extends East to West along Center Platform & Trackways

- *7 total parasols: 5 protecting entire Center Platform + 2 at entries*
- *1 high parasol at both east & west entries*
- *Detached kiosk with TVMs, IDUs, station name & Capital Metro logo, telephone*
- *2 – 4 validators located at approaches to platforms*



Early Platform Canopy Concepts

Three Design Options

"Barrel Vault"

"Tilted Vault"

"Parasols"

Selection process included public surveys, open houses, City of Austin staff, CMTA staff/executives, & community entities

Preferred Platform Canopy Design

"Parasols"

View from Red River Street looking west

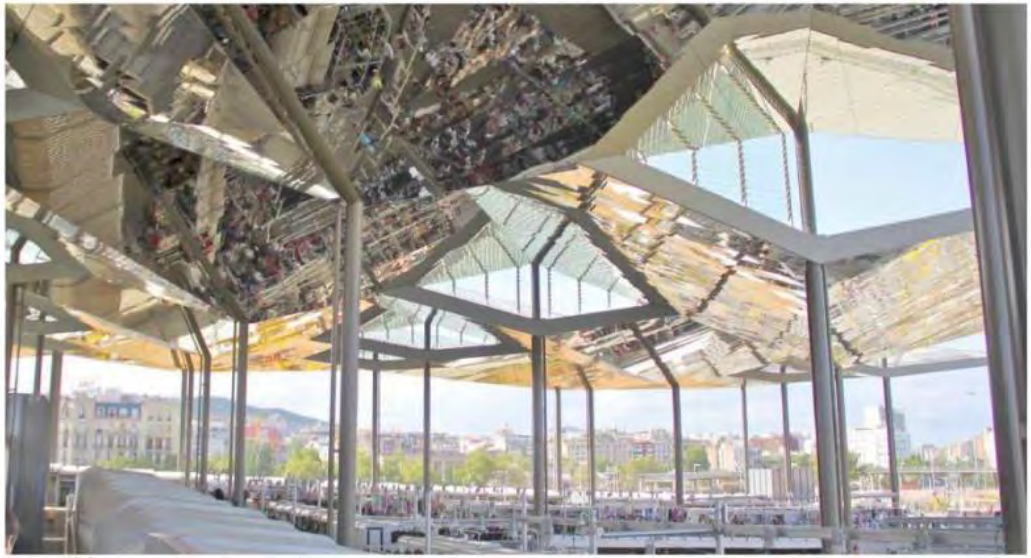
View along center platform

Platform Canopy Design

Similar Structures & Materials

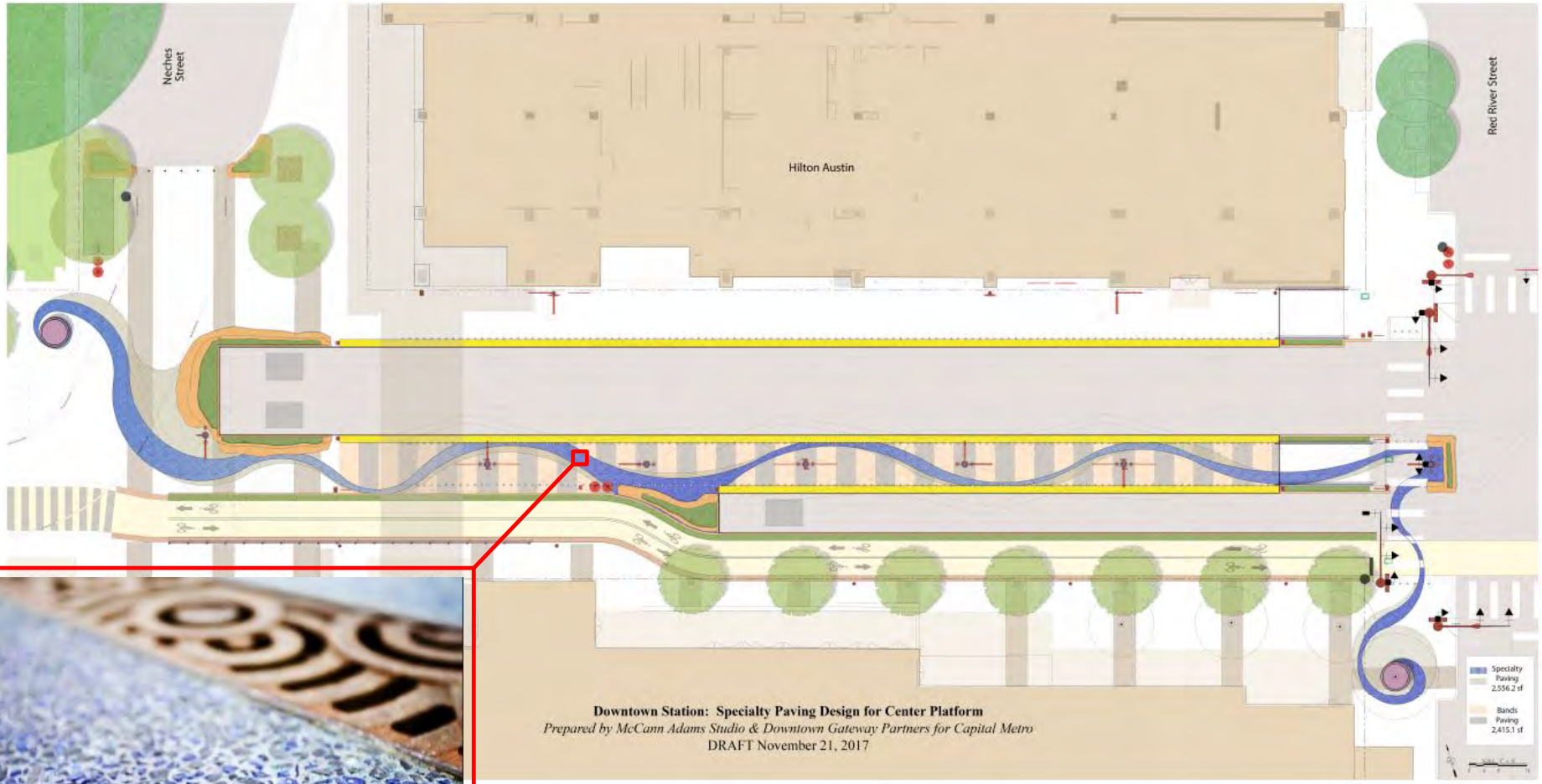
Mercat dels Encants (Barcelona, Spain)

Mercat dels Encants (Barcelona, Spain)



Decorative Paving at Platform

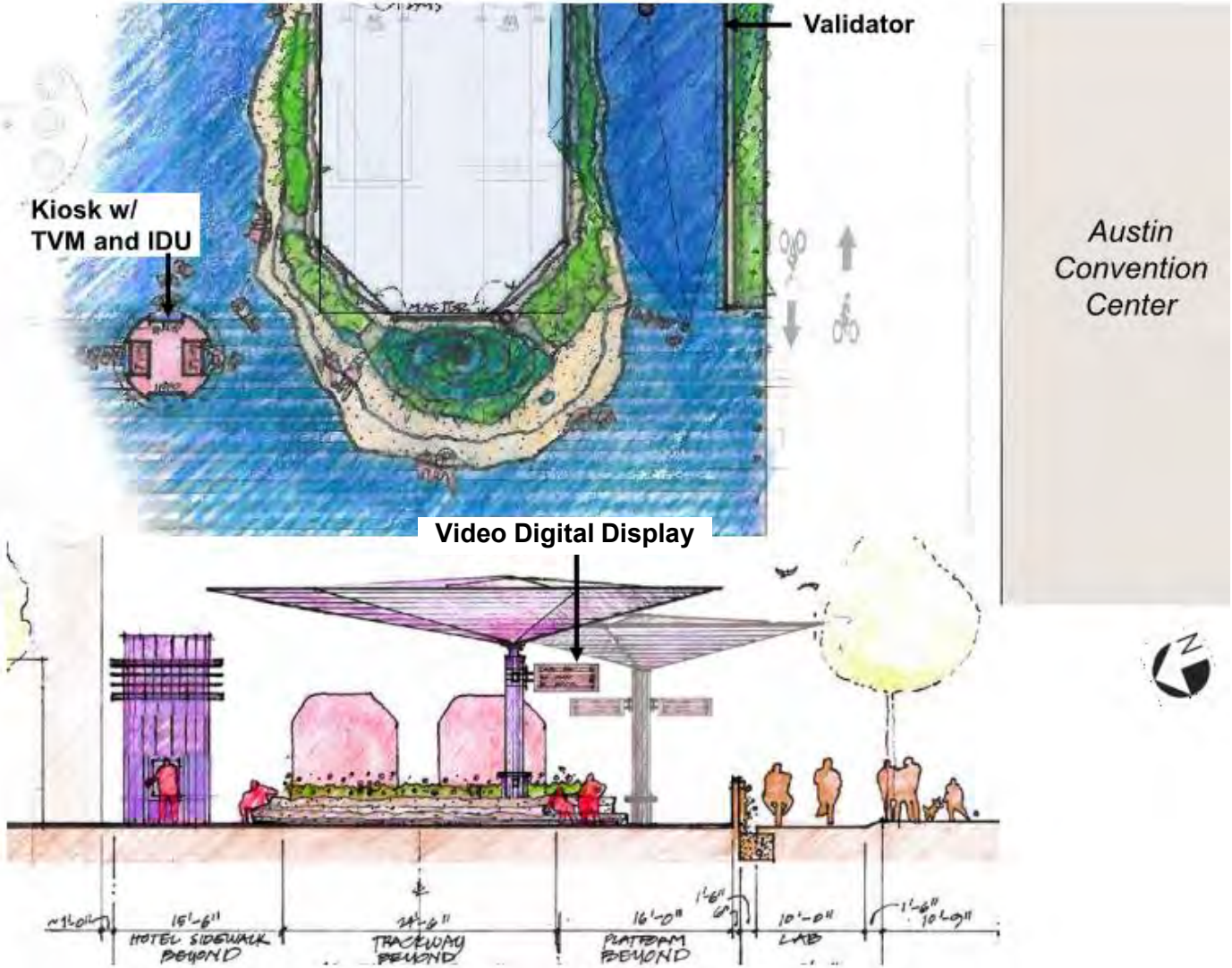
"Lithocrete" Paving



Example of Lithocrete Product
(final colors TBD)

“Stone Oasis” at Station Entry

at Neches Street



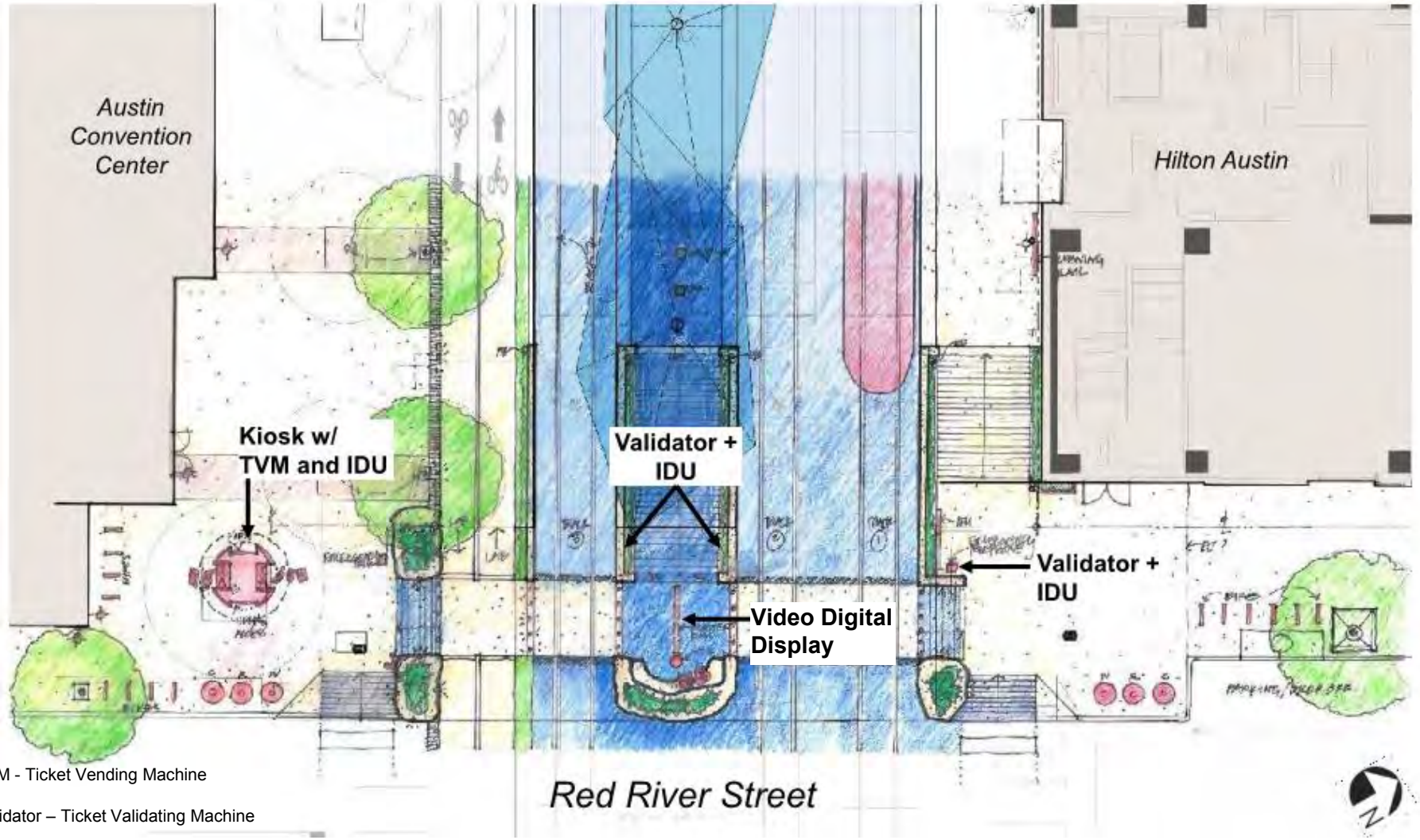
TVM - Ticket Vending Machine

Validator – Ticket Validating Machine

IDU – Information Display Unit (Static)

“Stone Oasis” at Station Entry

at Red River Street



TVM - Ticket Vending Machine

Validator – Ticket Validating Machine

IDU – Information Display Unit (Static)

Entry Features

Examples of decorative stone seating with landscaping

Examples of decorative lighting at the ticketing kiosk

Plaza Design – “One Plaza, Many Opportunities”

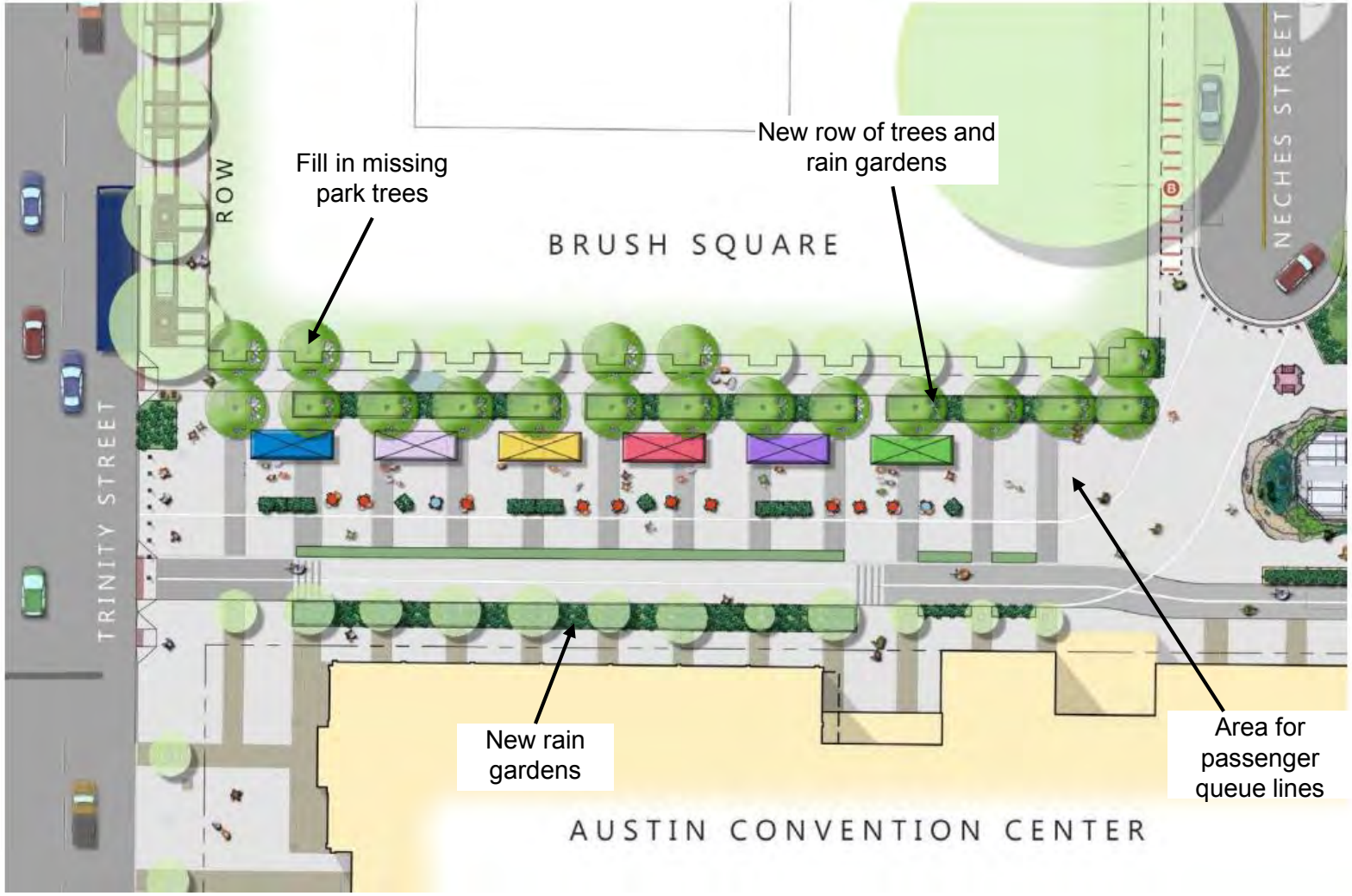
PLAZA PROGRAMMING OPPORTUNITY - ONE

PLAZA PROGRAMMING OPPORTUNITY - TWO

PLAZA PROGRAMMING OPPORTUNITY - THREE

Design process included open house events, City of Austin staff, CMTA staff/executives, community entities, Waller Creek Conservancy

Plaza Design

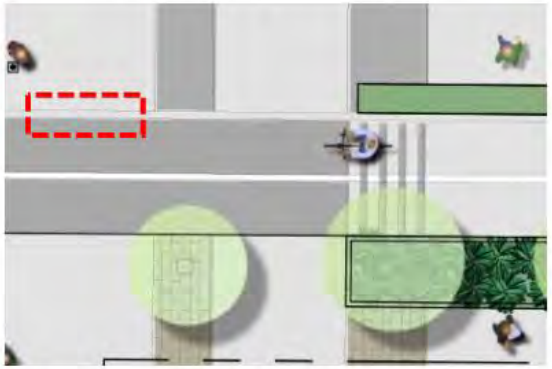


Site plan of proposed plaza between Trinity Street & Neches Street

Plaza Designs
Bikeway and Crosswalk Details

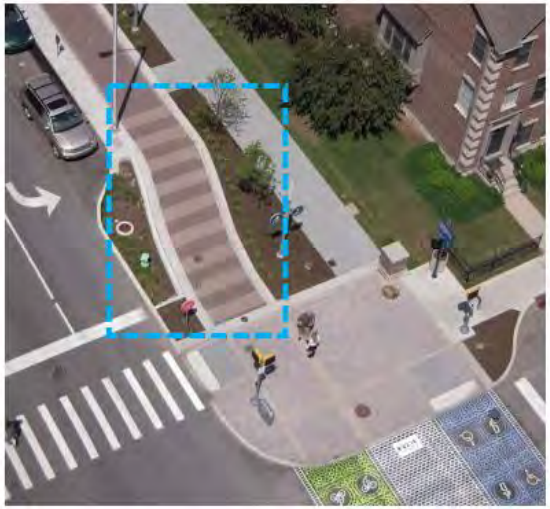
METRORAIL

Bikeway Edge Treatment



Examples of pavers delineating the edge of the bikeway path

Bikeway Pedestrian Crossing Paving



Examples of clear pedestrian crossing identification

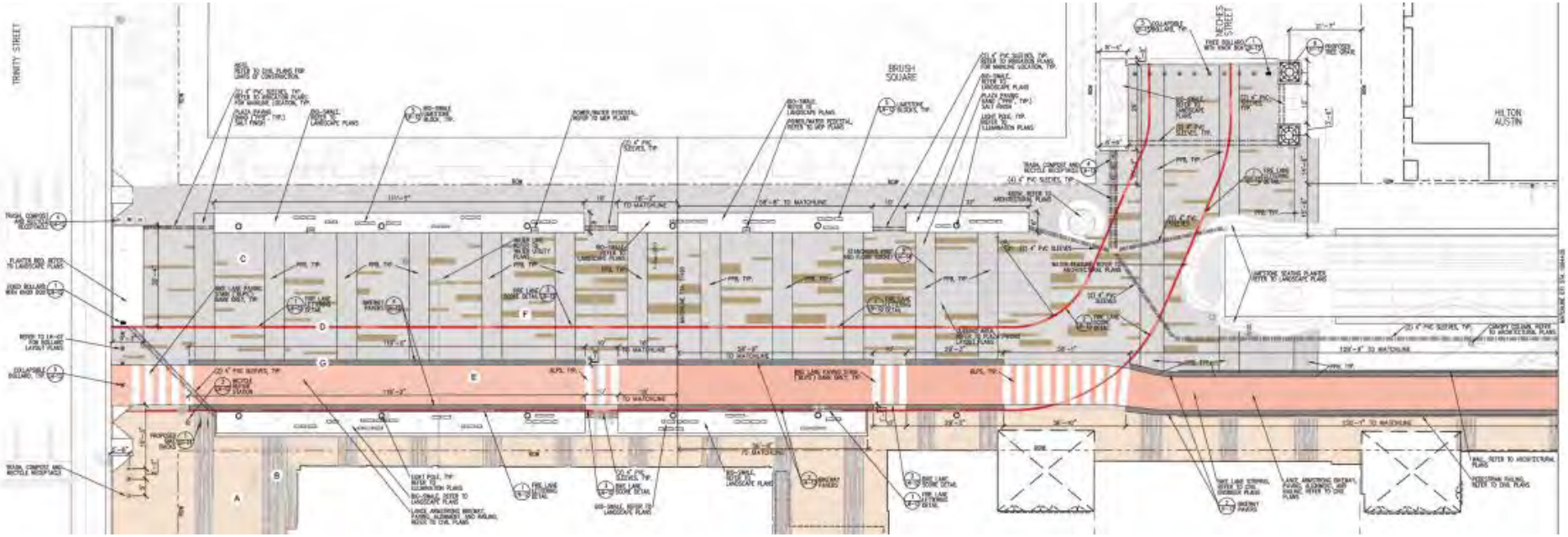
Plaza Designs

Examples of bioswales (“rain gardens”) at landscape areas

Examples of overhead pendant lighting in Plaza

Alternate Plaza Paving Pattern

under consideration



Construction Phasing & Temporary Bikeway Detour

Construction Zone

Proposed Bikeway Detour to 5th Street During Construction

Note: Detour requires temporary loss of ~50 parking stalls on 5th street

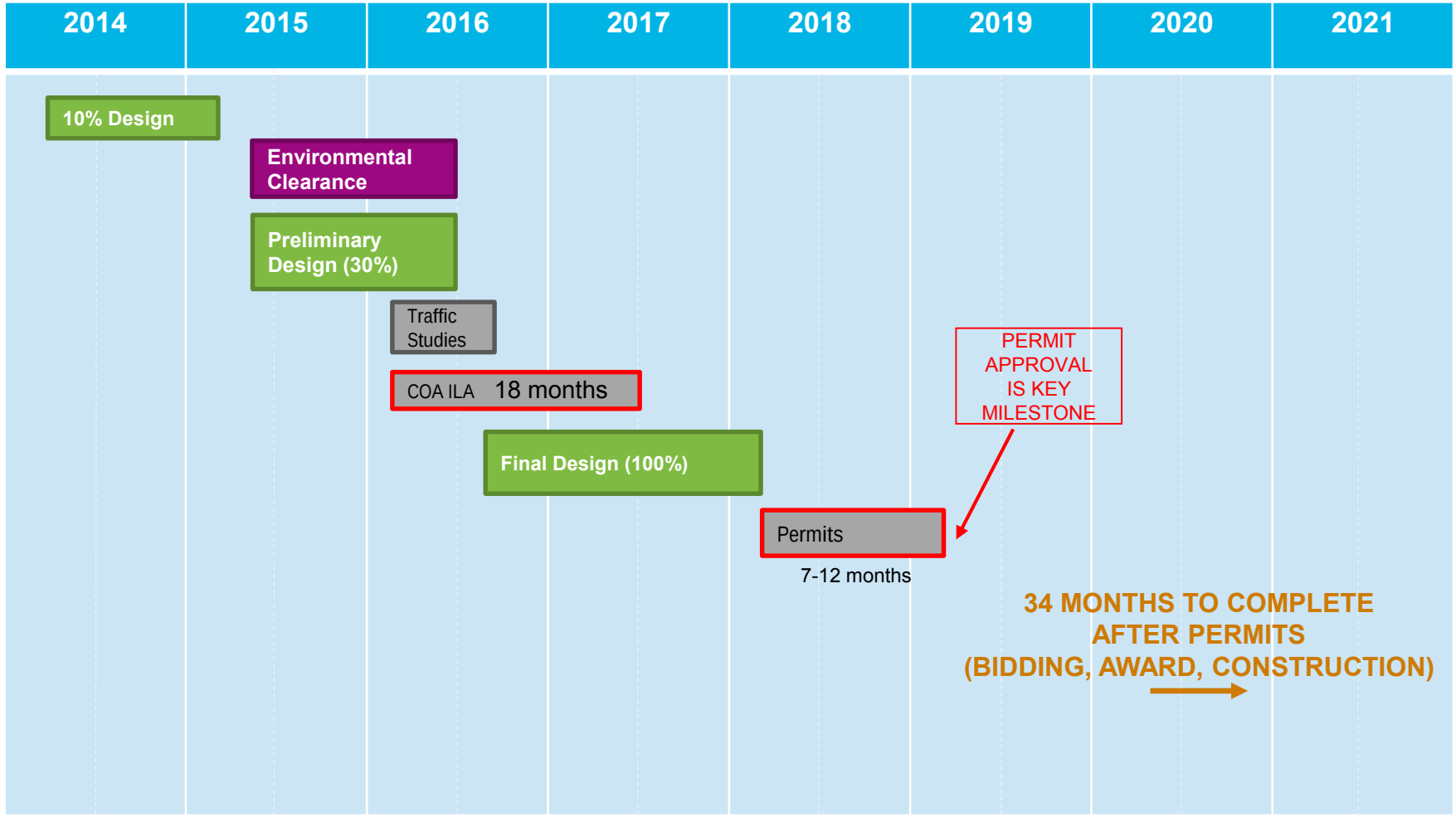
New Station Location

Temporary Station Platform

Current Bikeway Path

Current Project Timeline

Bidding & Construction Contingent on Timely Permits



SCHEDULE CONTINGENCY INCLUDED ABOVE

Next Steps

- Informational meetings for bikeway detour
- Public open house
- Complete 100% designs & permitting
- Begin construction

Thank you

Capital Metro Project Manager:
Marcus A. Guerrero, AIA, PMP, LEED AP

Design Team: Downtown Gateway Partners
(joint venture with HNTB & Alliance Transportation Group)

For more information visit:
https://www.capmetro.org/plans-development/
Downtown Multimodal Station

projectconnect

Texas Department of Transportation

City of Austin Founded 1839

Item 4b

Trees & Downtown Density Bonus Projects

Design Commission meeting
Mon., Dec. 18, 2018

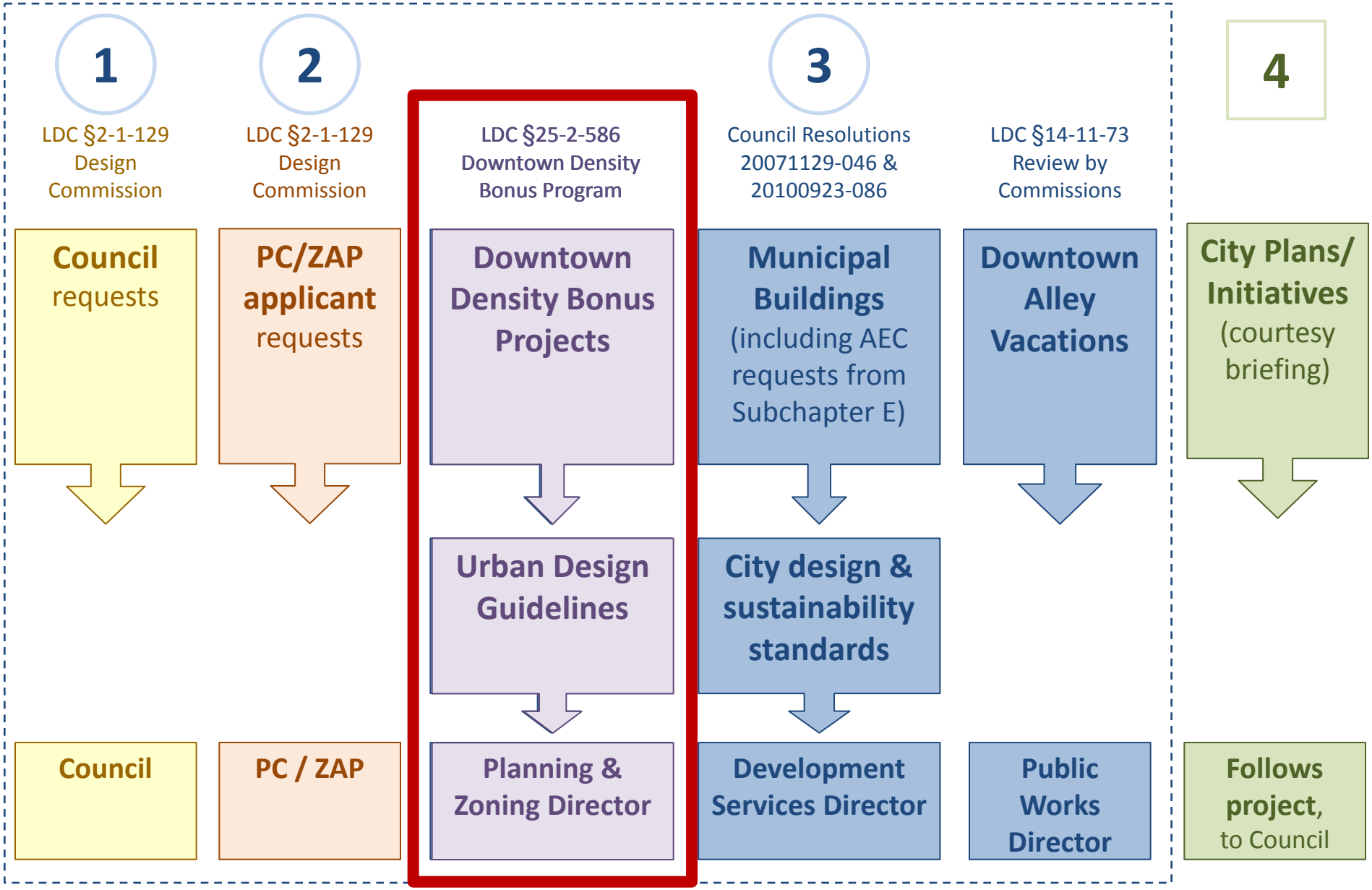
Policy issues: Downtown Density Bonus & Trees

1. Wetter Microclimates for Existing Trees *(1400 Lavaca)*
2. Young Trees under Established Trees *(1400 Lavaca)*
3. Existing Tree vs. New Sidewalk *(Waterloo Park Tower)*
4. Existing Live Oaks vs. Great Street Tree Type & Spacing *(Marriott at Cesar Chavez)*
5. Replacement of Existing Great Streets investments *(300 Colorado)*

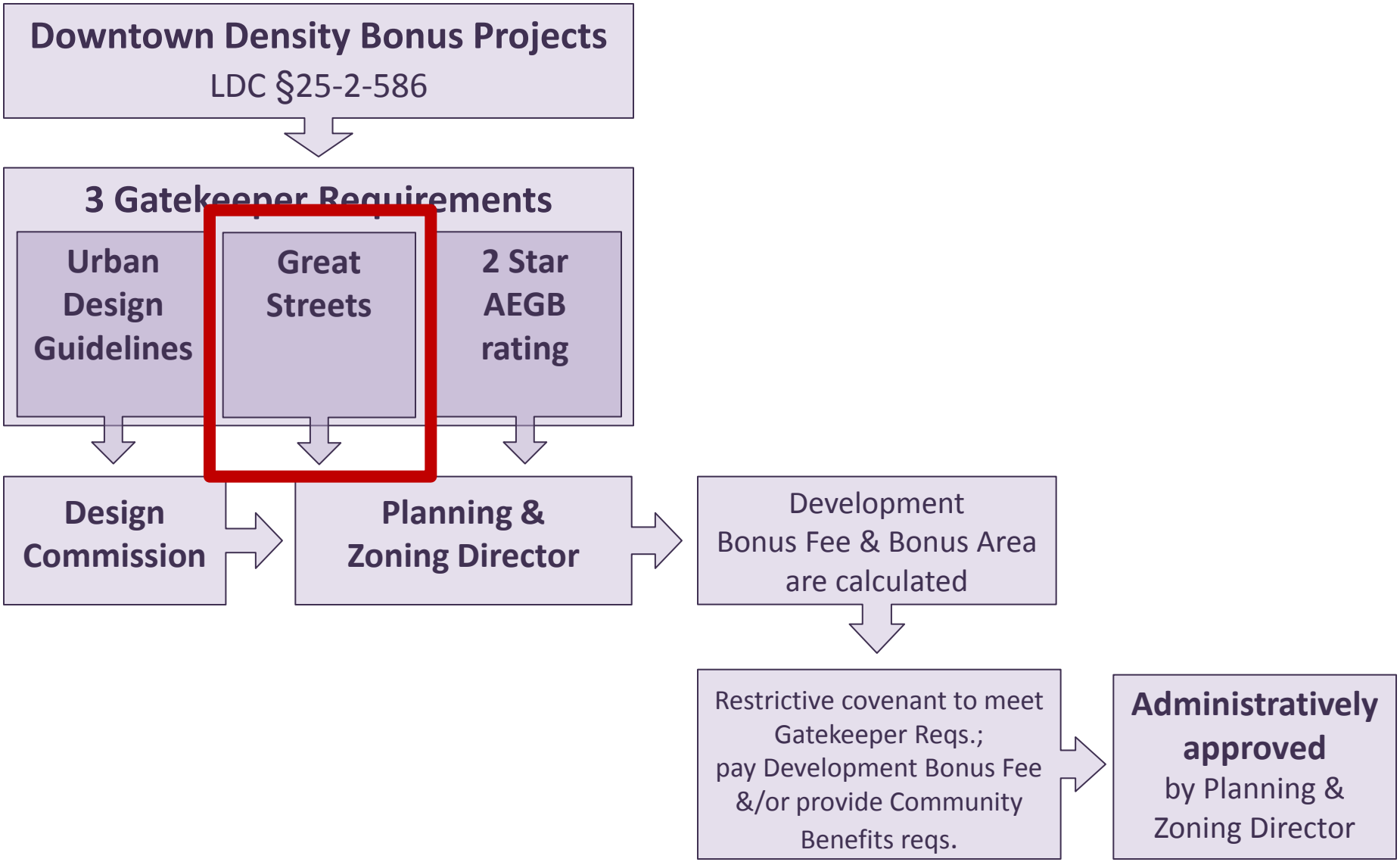
Tree Mitigation Funding:

1. Tree funding available for COA projects (*Colony District Park)*

Design Commission: Projects Reviewed



Downtown Density Bonus Flow Chart



Great Streets (2001)

Built one of three ways:

1

City of Austin Capital Improvement Program (CIP)

- Built by City
- Publically funded, often through bonds

2

Great Streets Development Program

- Voluntary
- City cost shares with private developers
- Funding through Great Streets parking meter fund

3

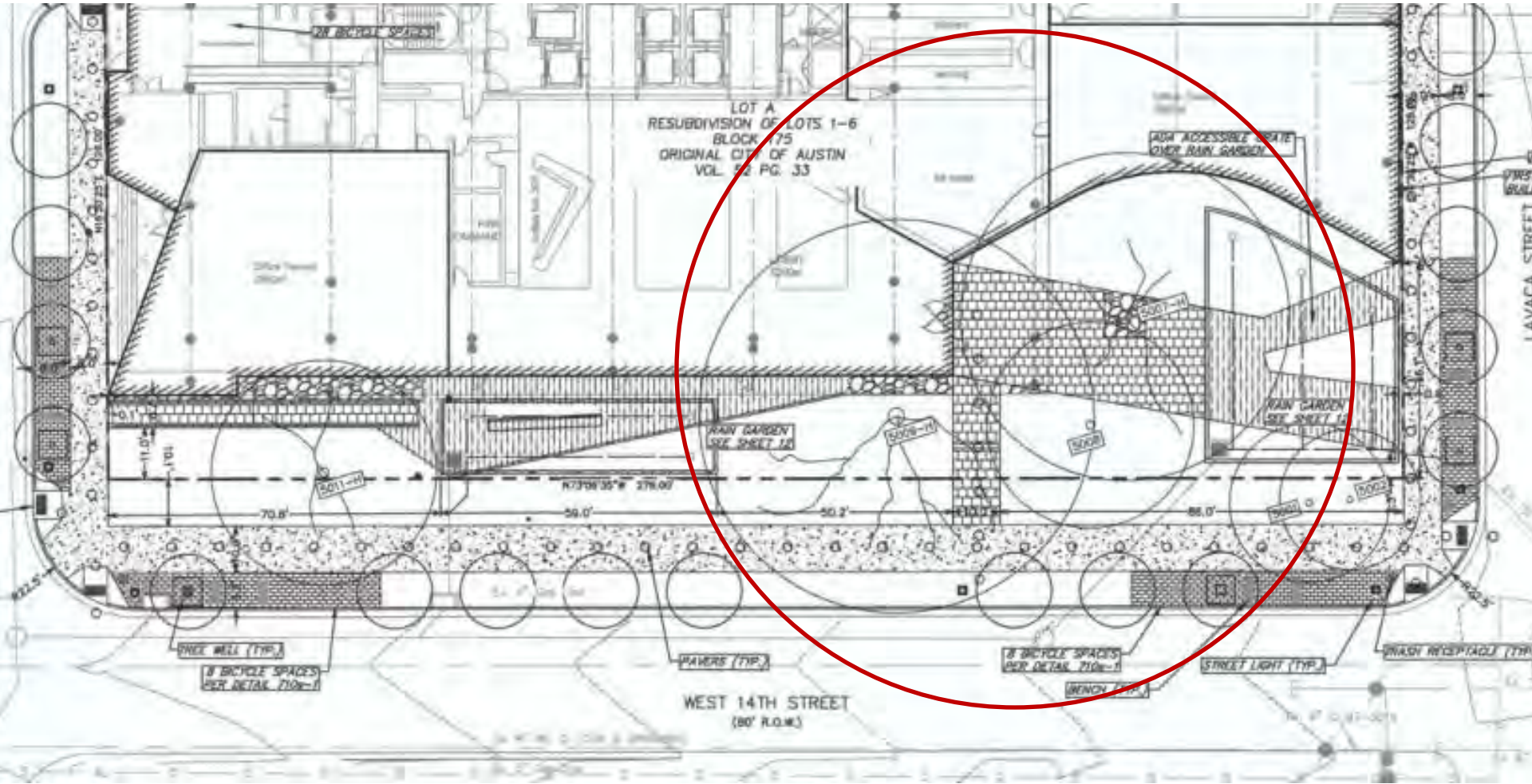
Downtown Density Bonus Program

- Required, to meet Gatekeeper Requirements
- At owner's expense

Policy Issues: Downtown Density Bonus & Tree

1. Wetter Microclimates for Existing Trees

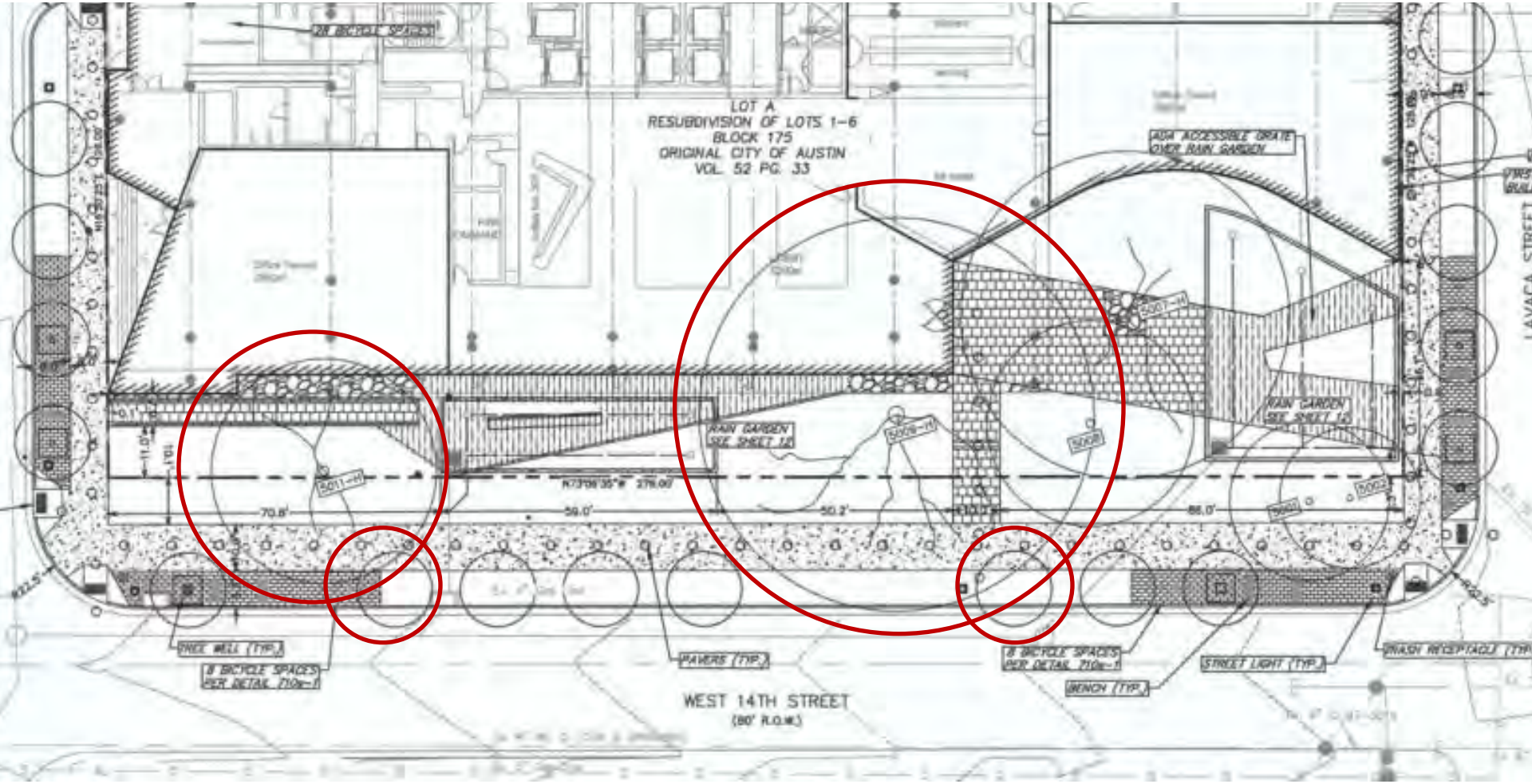
Example: 1400 Lavaca



Policy Issues: Downtown Density Bonus & Tree

2. Young Trees under Established Trees

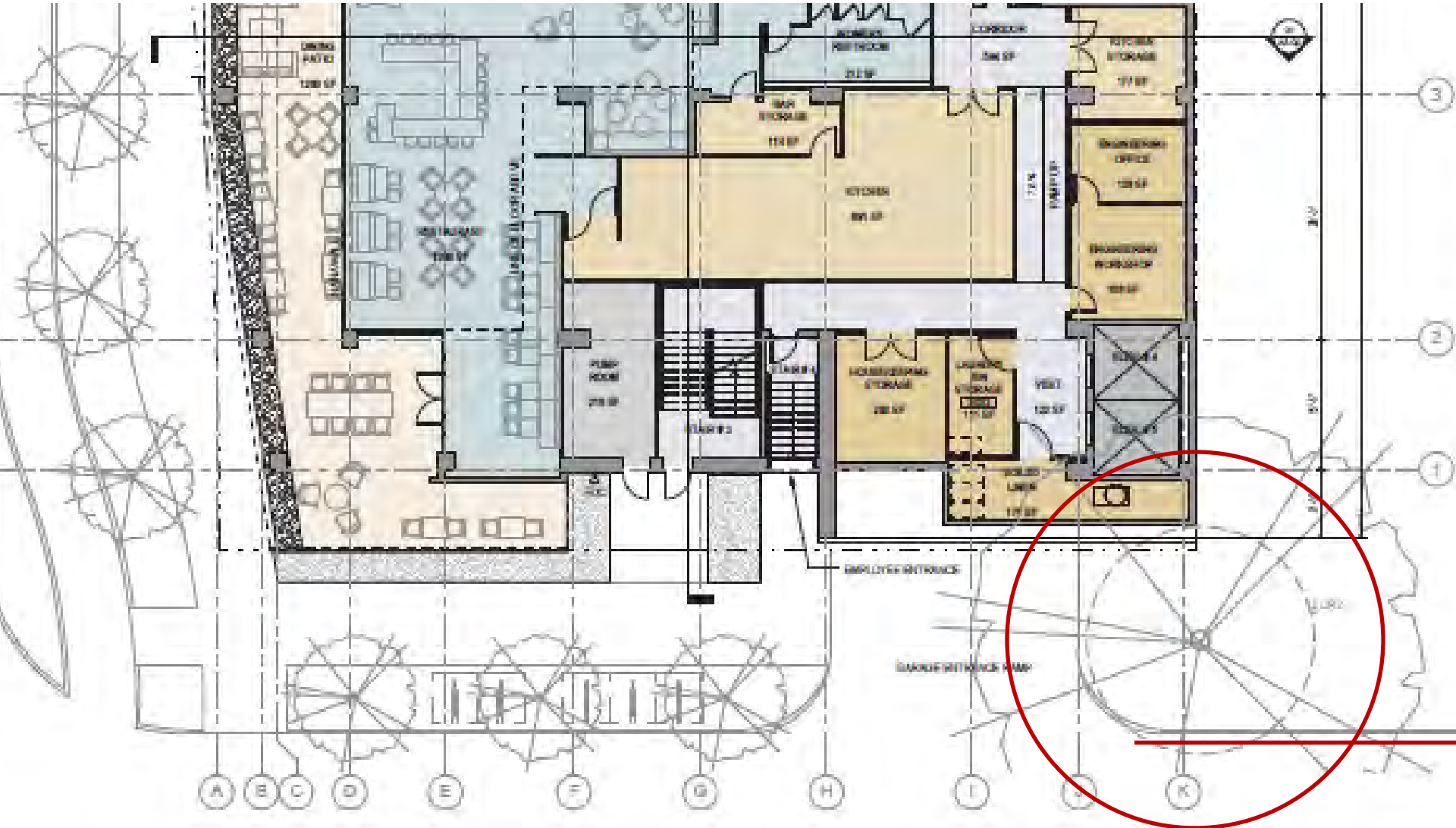
Example: 1400 Lavaca



Policy Issues: Downtown Density Bonus & Tree

3. Existing Tree vs. New Sidewalk

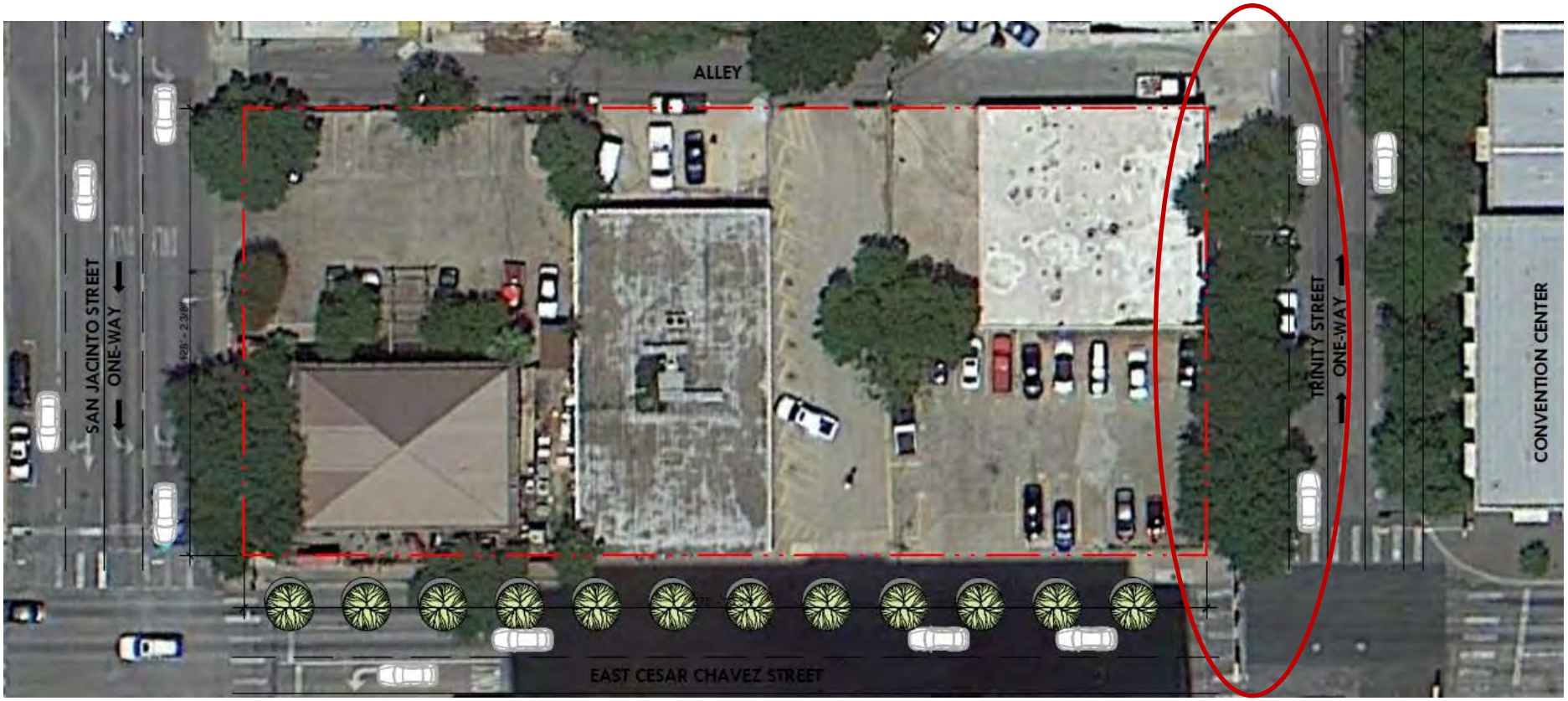
Example: Waterloo Park Tower



Policy Issues: Downtown Density Bonus & Tree

4. Existing Live Oaks vs. Great Street's Tree Type & Spacing

Example: Marriott at Cesar Chavez

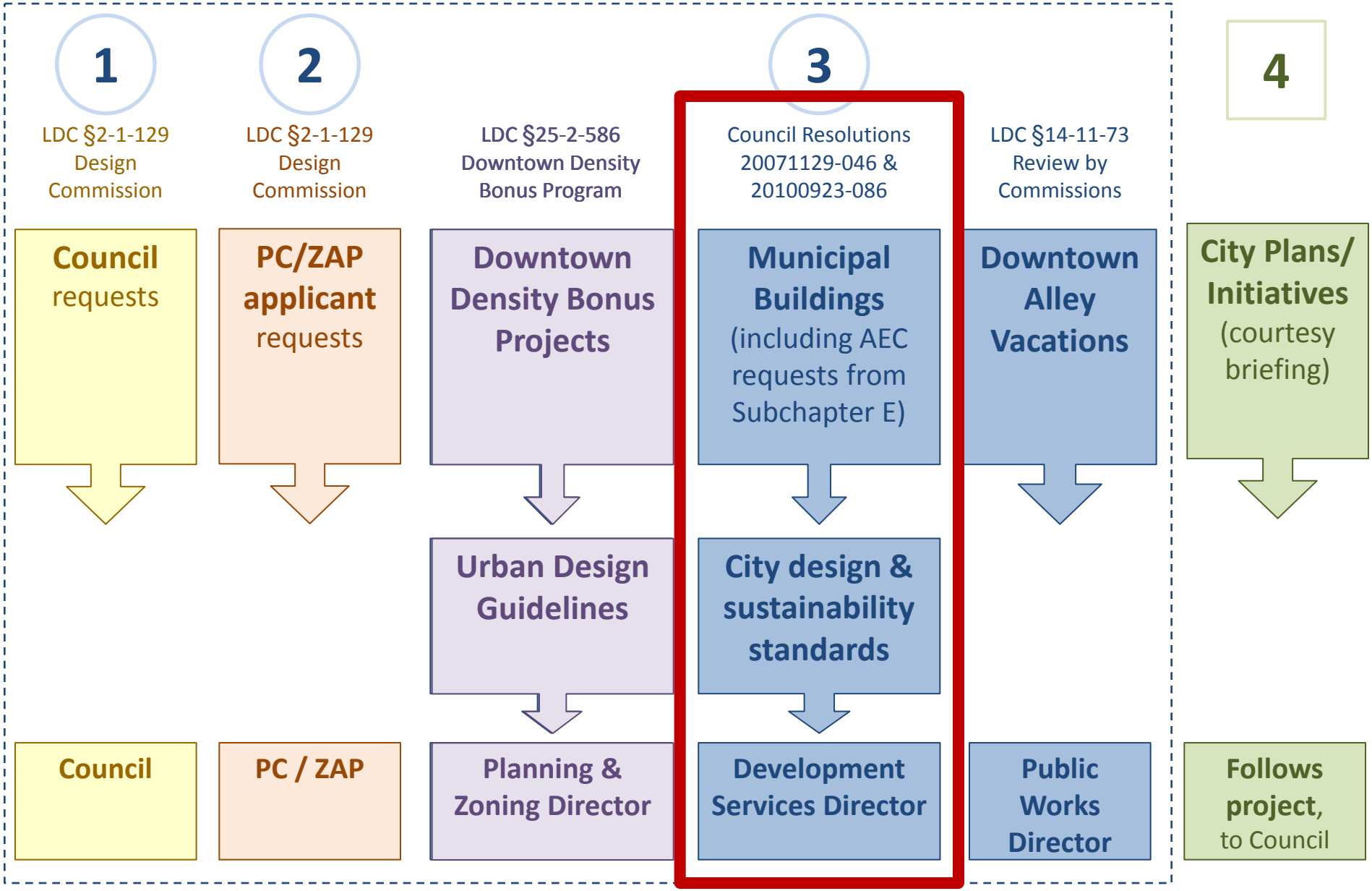


Policy Issues: Downtown Density Bonus & Tree

5. Replacement of Existing Great Streets investments

Example: 300 Colorado

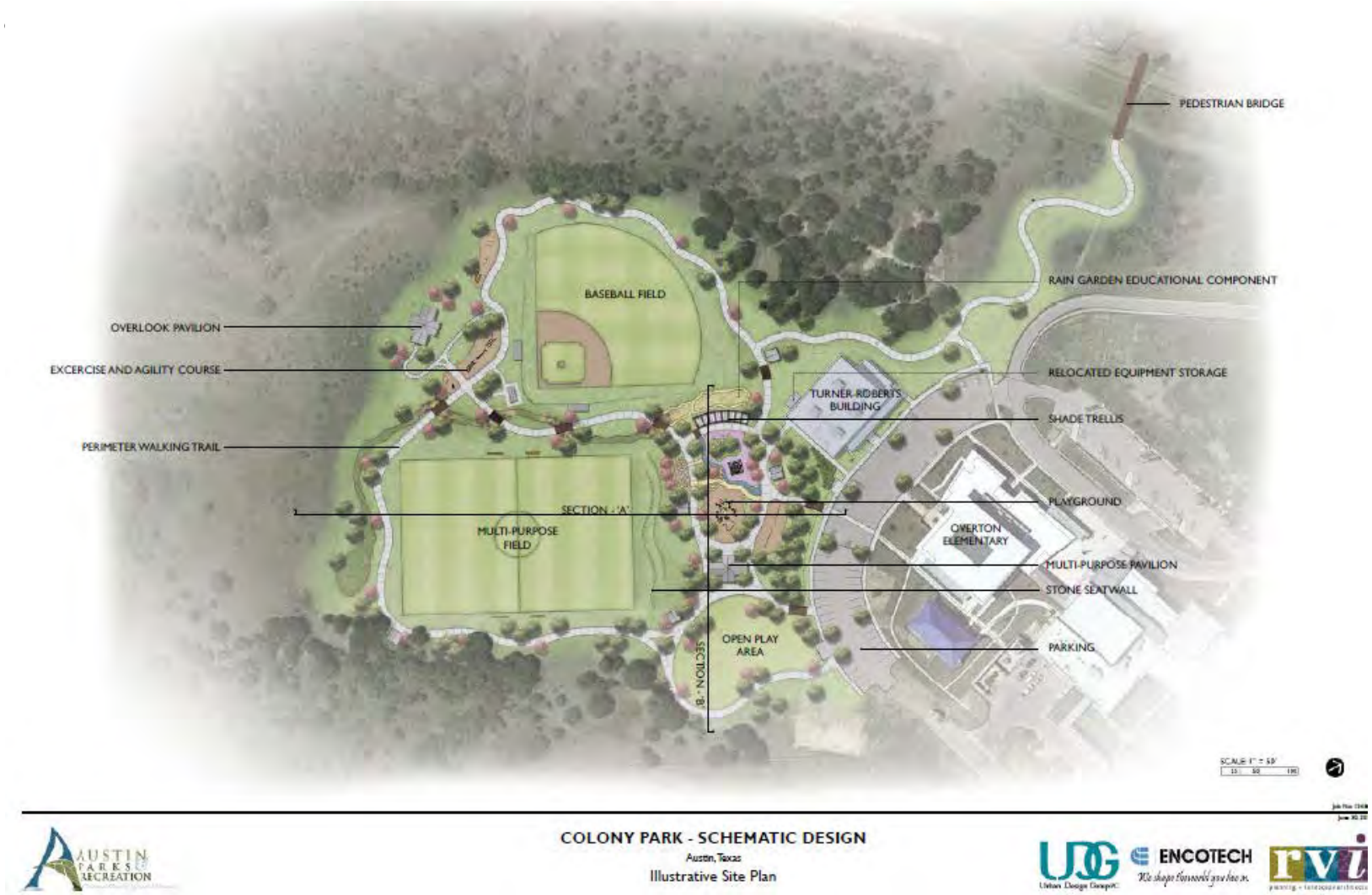
Design Commission: Projects Reviewed



Tree Mitigation Funding

1. Tree funding available for COA projects

Example: Colony District Park



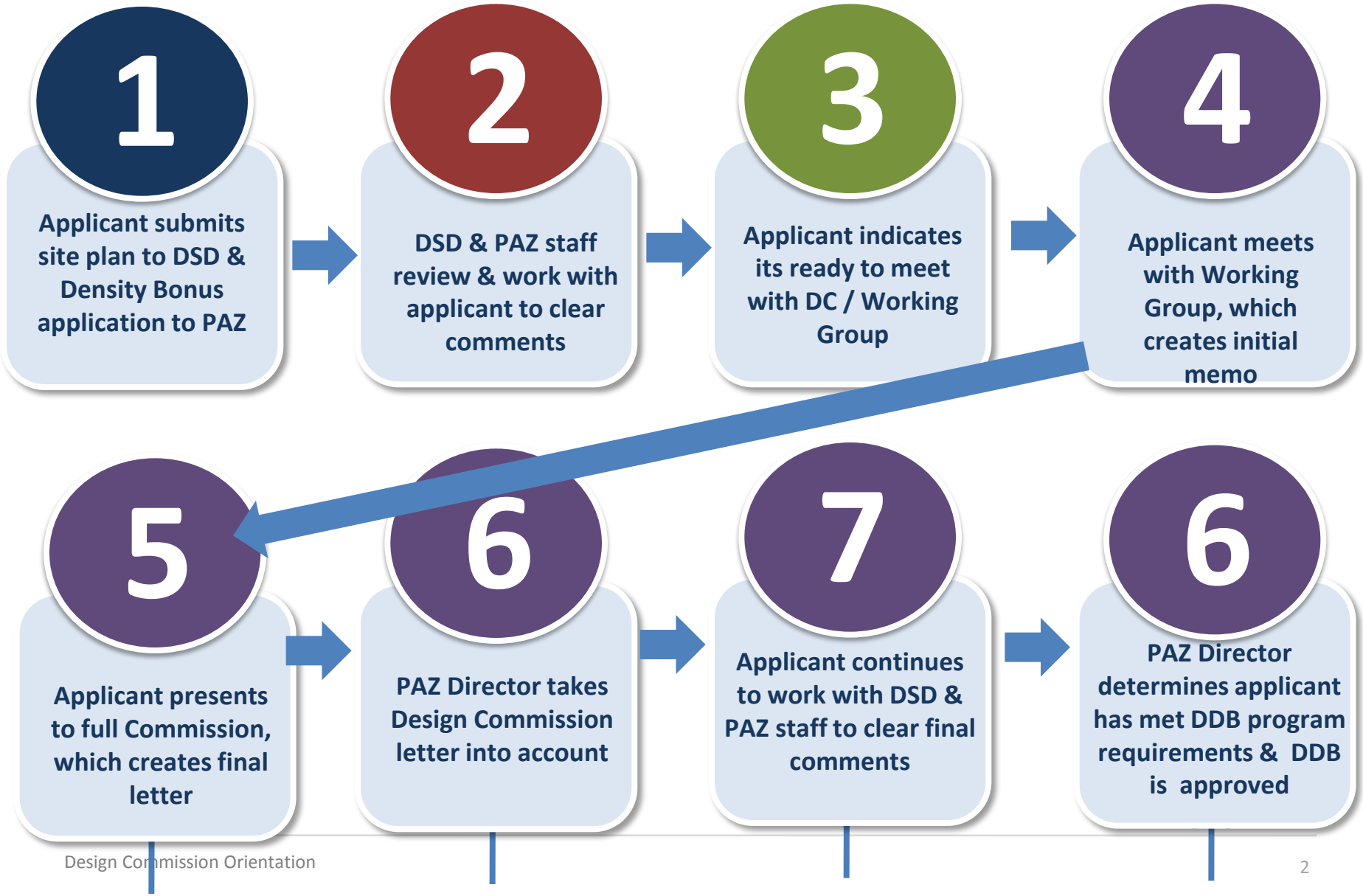
Questions?

Item 4c

DDBP Feedback

12/18/2017

DDBP Project Review Process



Project Review Criteria

- Fair
  - Applicants/projects treated the same
  - Cannot put burden of problem that affects all of downtown on one project

405 Colorado

Compliance with UDGs

Guideline: AW1: Create Dense Development

UDG: The encouragement of dense development, downtown and in nodes, can redirect the focus of current growth away from the periphery, concentrating use in an area and increasing the efficiency of infrastructure and services

405 Colorado

Compliance with UDGs

Guideline AW1 : Create Dense Development

Design Commission

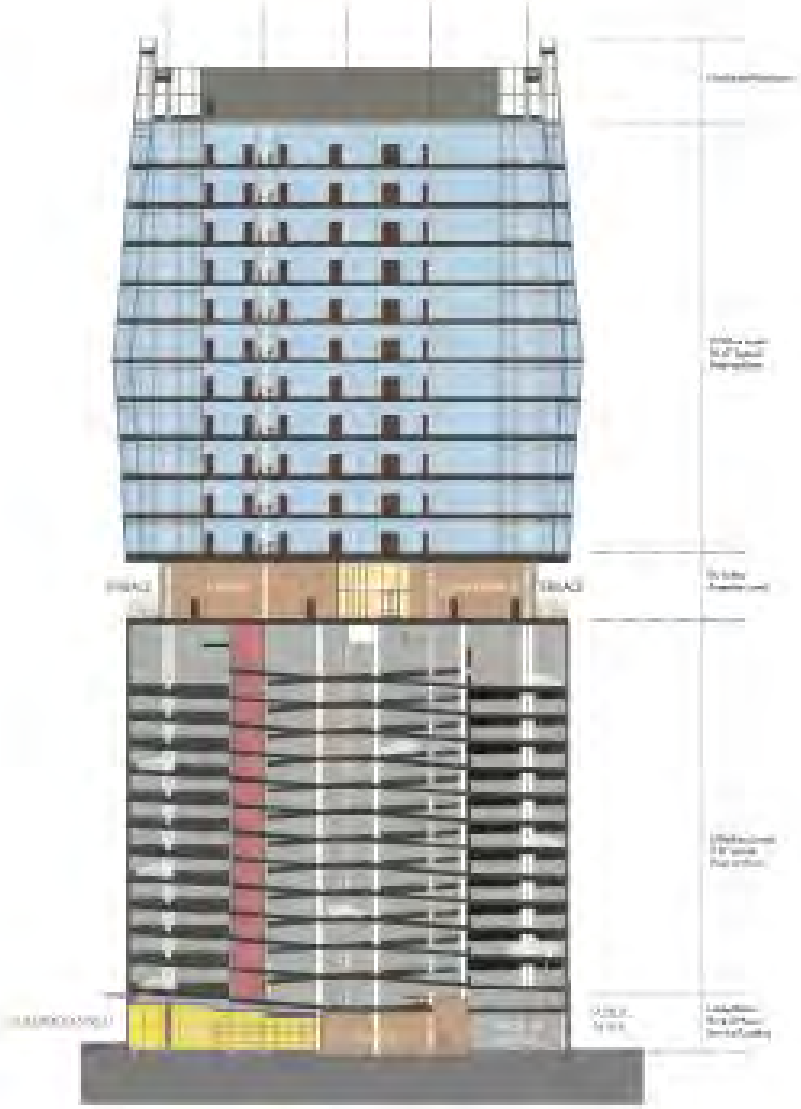
13 stories of parking and only 12 stories of habitable space is not increasing density as intended by the Urban Design Guidelines (UDG) of the Density Bonus Program. This section specifically encourages walkability and reduces reliance on cars. Less parking and more habitable space is preferred. *The Working Group does not believe that this project complies with this section.*

PAZ

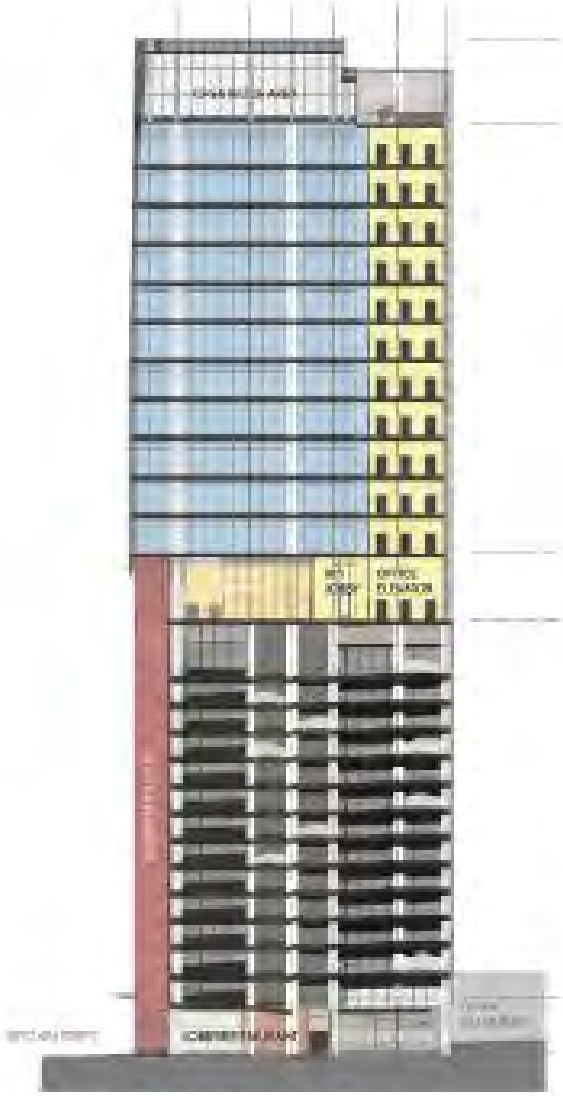
The project will create a 25 story development on a site that is currently a parking lot.

The applicant could have just built the parking garage without the offices.

The project increases density and meets the guideline.



EAST - WEST



NORTH - SOUTH

BUILDING SECTIONS

405 Colorado

Compliance with UDGs

Guideline B2: Provide Multi-Tenant, Pedestrian-Oriented Development at Street Level

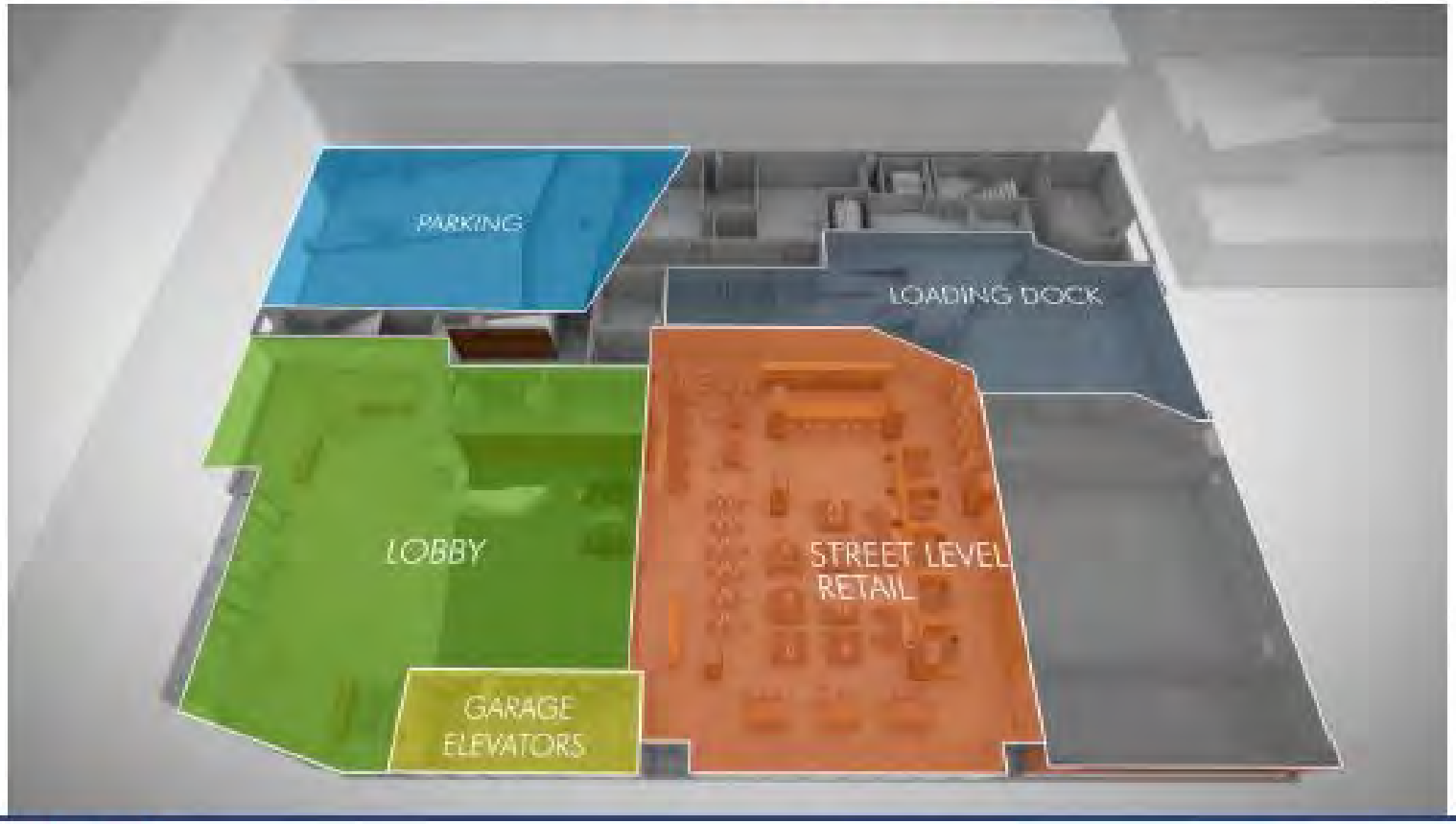
Design Commission

Project lacks pedestrian-oriented development as envisioned in UDG. Refer to previous comments-*Project does not comply*

PAZ

The ground floor includes a restaurant space, lobby, and coffee stand. Although the lobby is large, the applicant did incorporate suggestions from the Design Commission to improve the activation of this space.

Ground Level



Active Lobby

CONNECTION TO RESTAURANT SPACE

4th Street Active Edge

4TH STREET

Active Lobby

COFFEE VENDOR

Questions?

AUSTIN ONION CREEK FIRE & EMS STATION

DESIGN COMMISSION PROJECT REVIEW SUBMITTAL

MAY 23,2016

BRW ARCHITECTS

PROJECT INFORMATION

PROJECT DESCRIPTION

The new City of Austin Onion Creek Fire and EMS Station, located at the intersection of FM 1626 and Old San Antonio Road, will house fire and EMS personnel in a growing area of south east Austin. This three bay 9,626 square foot station will have the ability of sleeping 16 personnel to serve the surrounding community.

The thirty-one foot tall one-story station, with mechanical mezzanine, is situated on 2.508 acres with 1.57 acres left open and permeable with a FAR (floor area ratio) of .08. Surrounding this site on two sides is the Colonial Grand at Double Creek Multi-Family development which is just south of Akins High School. Capital Metro serves the community at a bus stop between Colonial Grand and Akins which is a half mile walk from our site.

COMMISSION

Our site is located in South Austin and, therefore, not in an urban context. Many of the Urban Design Guidelines do not pertain to our site because we are not in a dense community. We have attempted to incorporate many aspects of the Urban Design Guidelines, but would entertain any and all recommendations that could enhance our project with minimal costs. We understand that design decisions need to be harnessed and have tried to be diligent in including the City's, Fire Department's and EMS's wishes into the project while keeping a keen eye on the tax payer's budget. Items below are some of the Urban Design Guidelines that we would like recommendations on:

- PS.6 Enhance Streetscape
- PS.13 Install Pedestrian-friendly Materials at Street Level
- B.5 Control On-site Parking

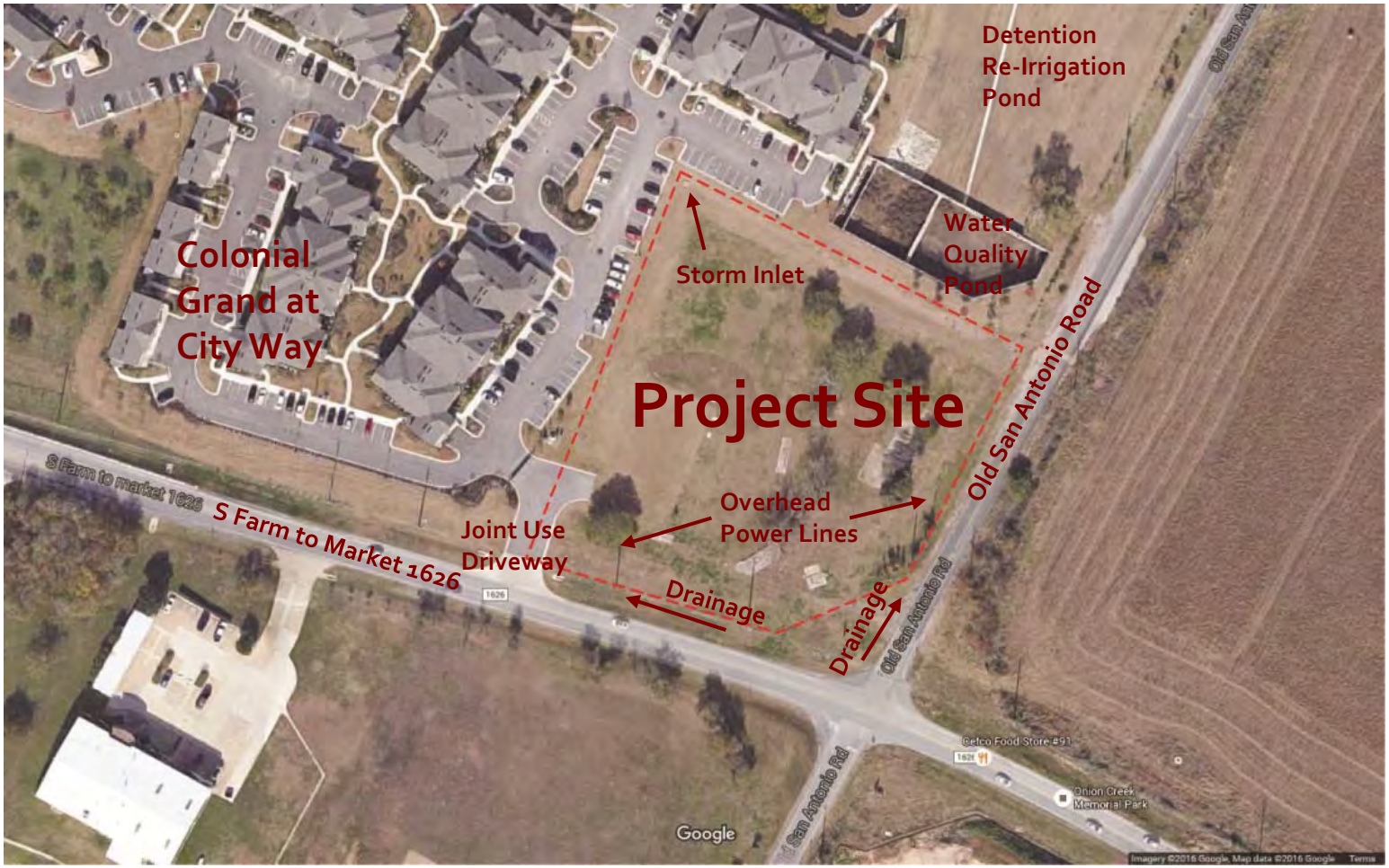
VICINITY MAP

VICINTY MAP

AERIAL VIEW

BRW

AERIAL VIEW



BRW

SITE IMAGES

SITE IMAGES

SITE IMAGES

SITE IMAGES

SITE CHARACTERISTICS

Site Characteristics:

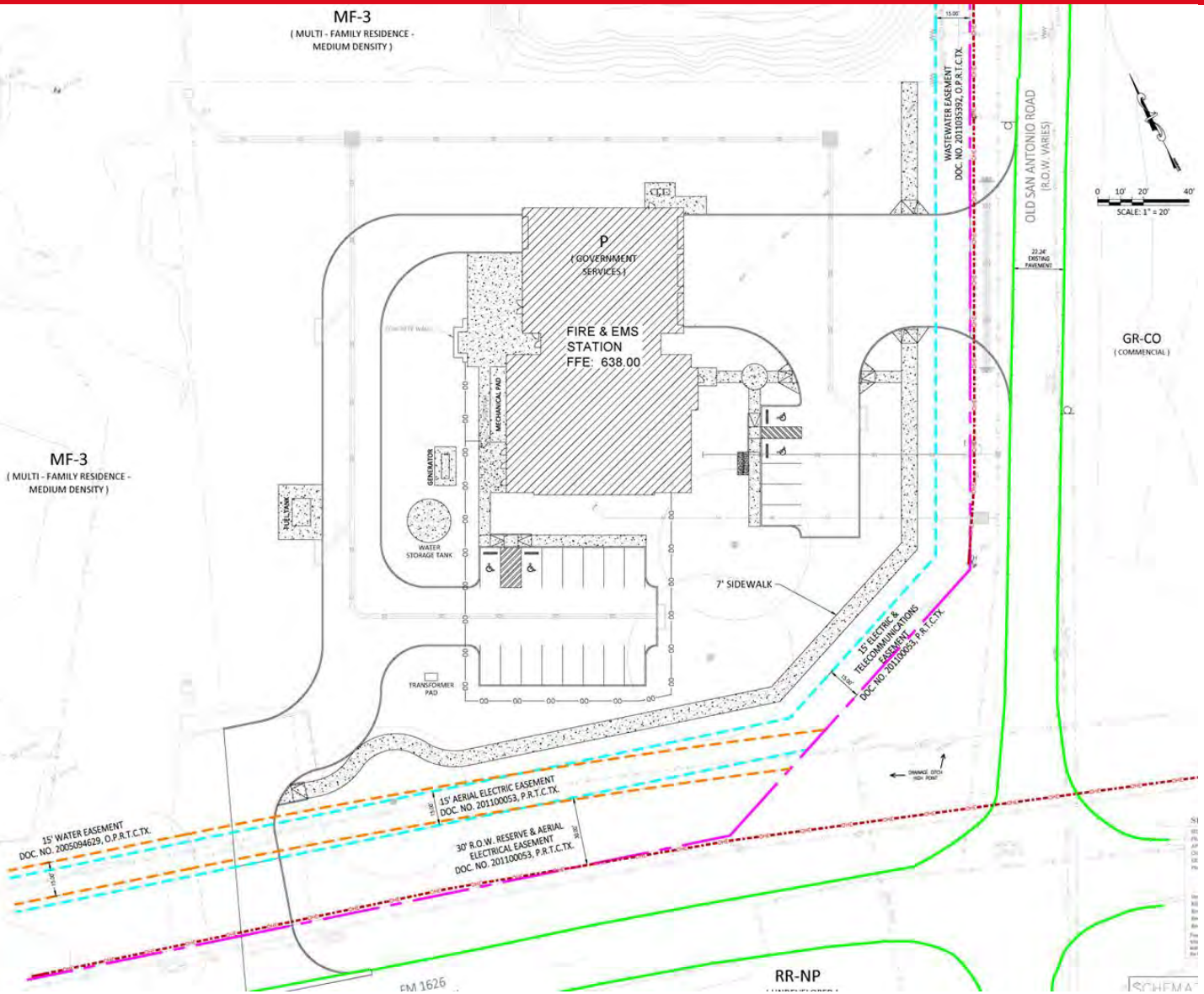
- TXDOT ROW
- TXDOT ROW Expansion Easement
- Existing Trees (Set Back)
- Bar Ditches
- Curbless Streets
- Overhead Power Line / Easement

Recommendations:

Alternative Equivalent Compliance

- 7' Sidewalk
- Green Zone ≥ 8' Width
- Shading Trees Along Sidewalk Outside Power Line Easement
- Design Future Sidewalks for Connectivity
- Native Restoration in ROW areas
- Family Patio Area
- Shaded Picnic Areas
- Visitor & Employee Bike Parking
- Screening and Buffering along Property Lines

SITE PLAN

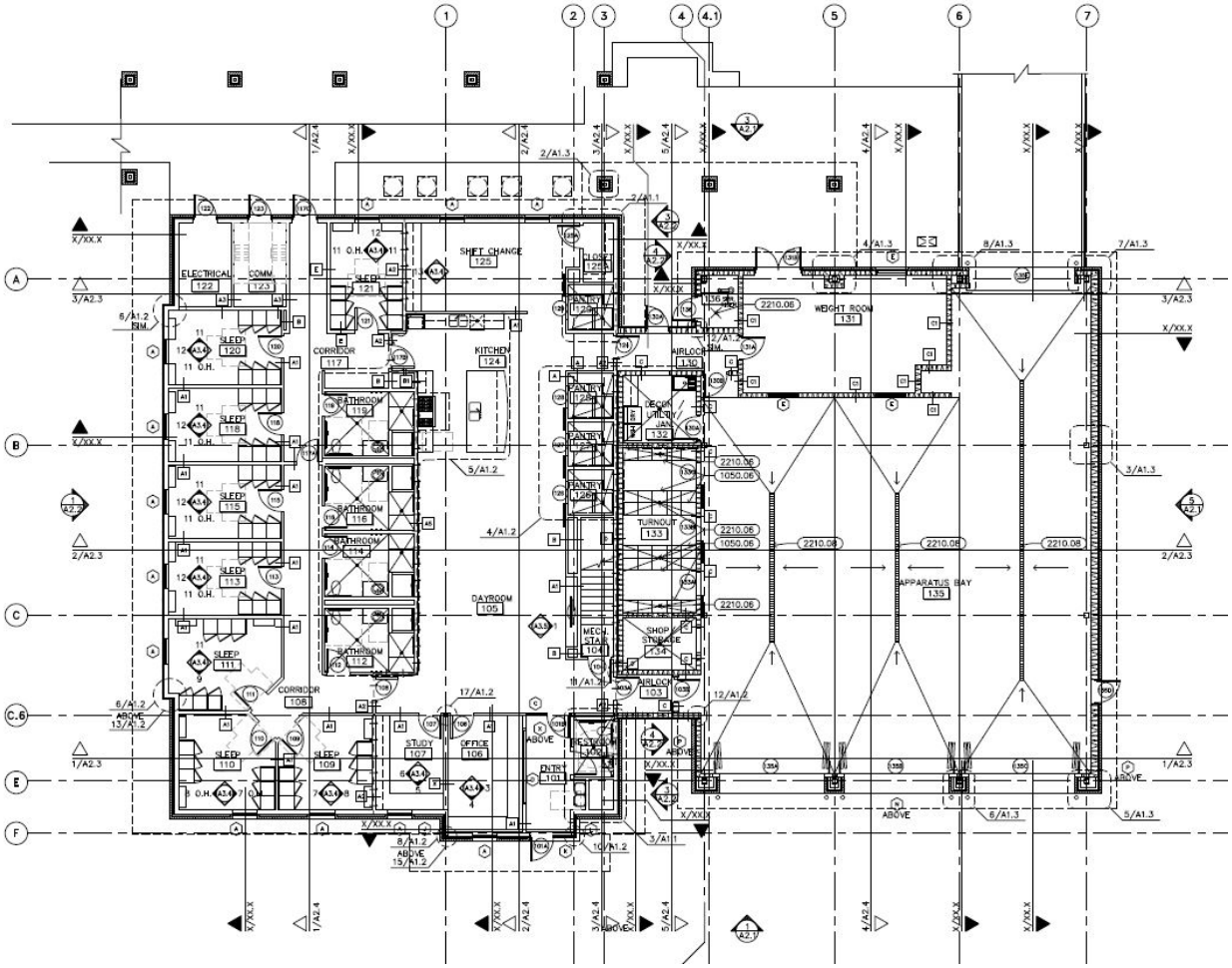


SITE PLAN

LANDSCAPE PLAN

LANDSCAPE PLAN

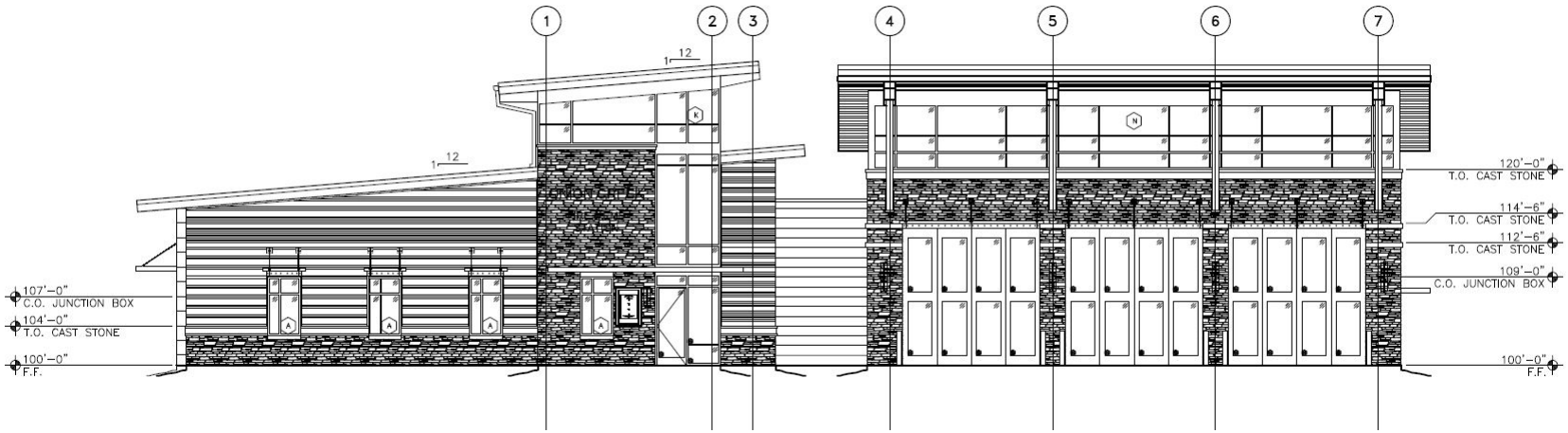
FLOOR PLAN



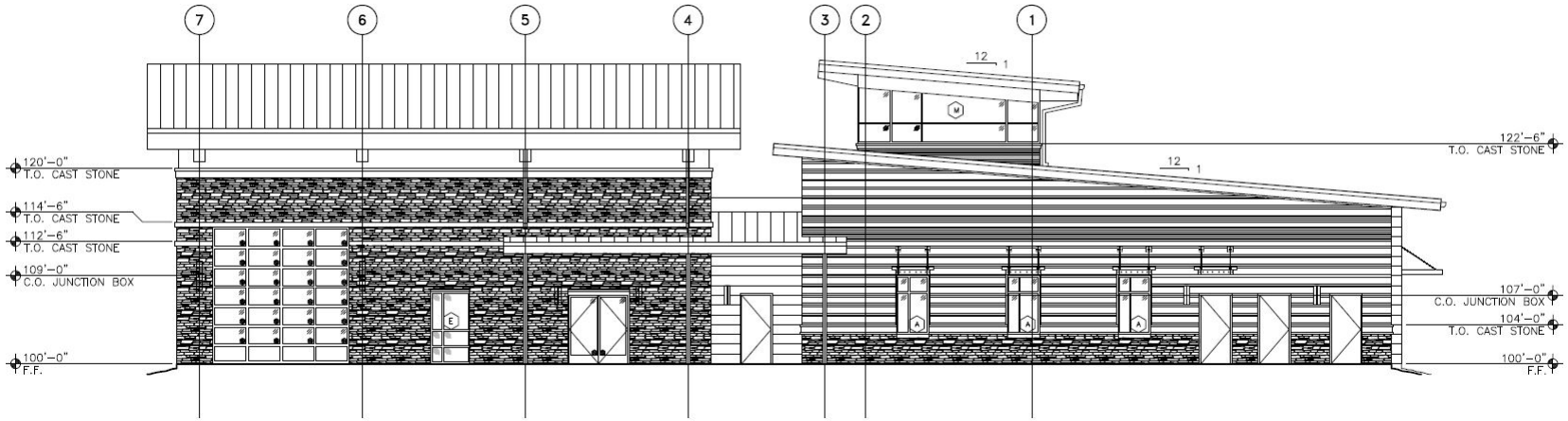
FLOOR PLAN

BRW

EXTERIOR ELEVATIONS

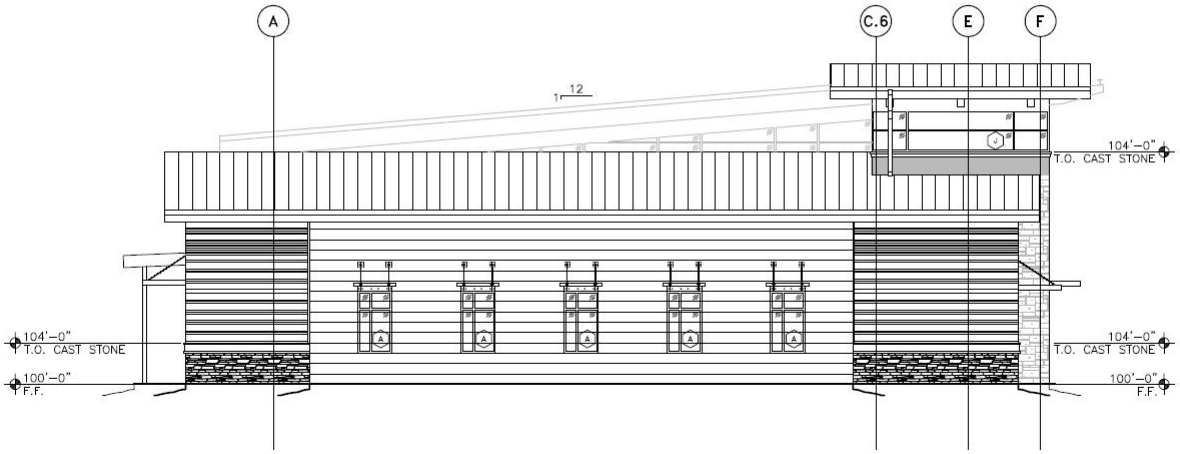


SOUTH ELEVATION

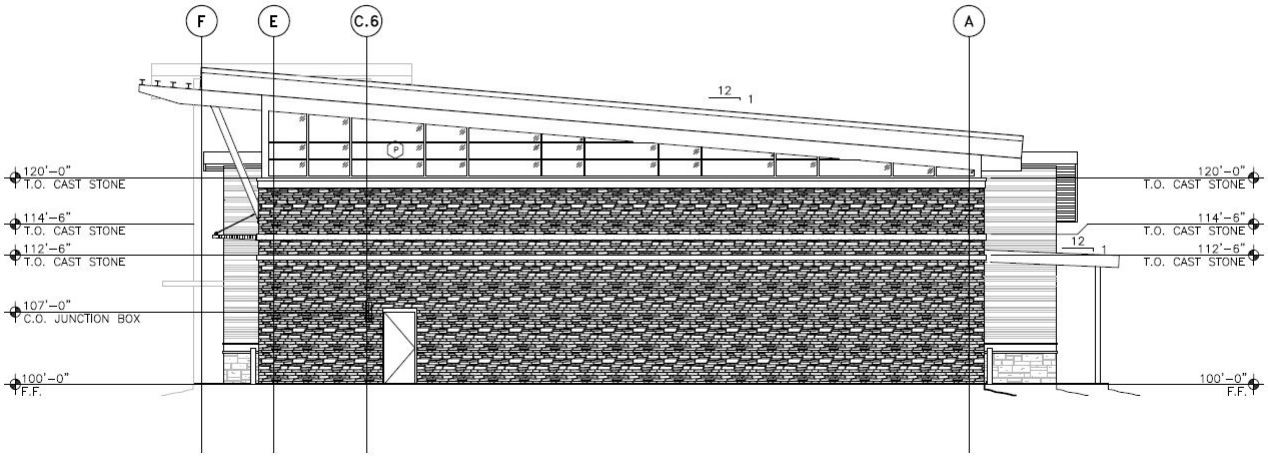


NORTH ELEVATION

EXTERIOR ELEVATIONS



WEST ELEVATION



EAST ELEVATION

PERSPECTIVE

PERSPECTIVE

SUSTAINABILITY AND COMMUNITY BENFITS

SUSTAINABILITY BENEFITS

This facility will be minimum LEED Silver. Below is a list of some of the sustainability benefits that will be incorporated into this development.

- Rain water harvesting 18,500 gal tank
- 100% Green Power
- Bike Storage with Changing Rooms
- Shower Facilities
- Electric Charging Stations
- Preferred Parking for Low Emitting and Fuel Efficient Vehicles
- Native and Drought Tolerant Landscaping
- Reduced Irrigation
- Water Use Reduction
- User Controlled Thermal Comfort and Lighting
- 90% of Occupied Spaces have Views to the Exterior
- Reduced Heat Island Effect (Roof and Pavement)
- Low Emitting Glass
- Variable Refrigerant Volume HVAC System
- Use of Natural Daylight
- FSC Certified Wood
- Natural Ventilation
- Recycled Content in Products
- Zero VOC Paint
- Low VOC content in adhesives, sealants and coatings
- Low Emitting Flooring Systems and Composite Wood and Agrifiber Products
- Maximized Open Space
- Reduced Light Pollution
- Recycling or Salvaging Minimum 75% Construction Waster
- Minimum 20% Regional Materials

COMMUNITY BENEFITS

This facility benefits the surrounding community beyond the obvious intermittent emergency facility that inherently comes with a fire station and emergency medical service facility. Frequently, the fire station will host community groups in their day room for community gatherings and for tours of the facility and incorporate fire safety into the discussions. It also acts as a Safe Baby Haven to provide a secure and non-judgmental environment for the drop off of unwanted babies.

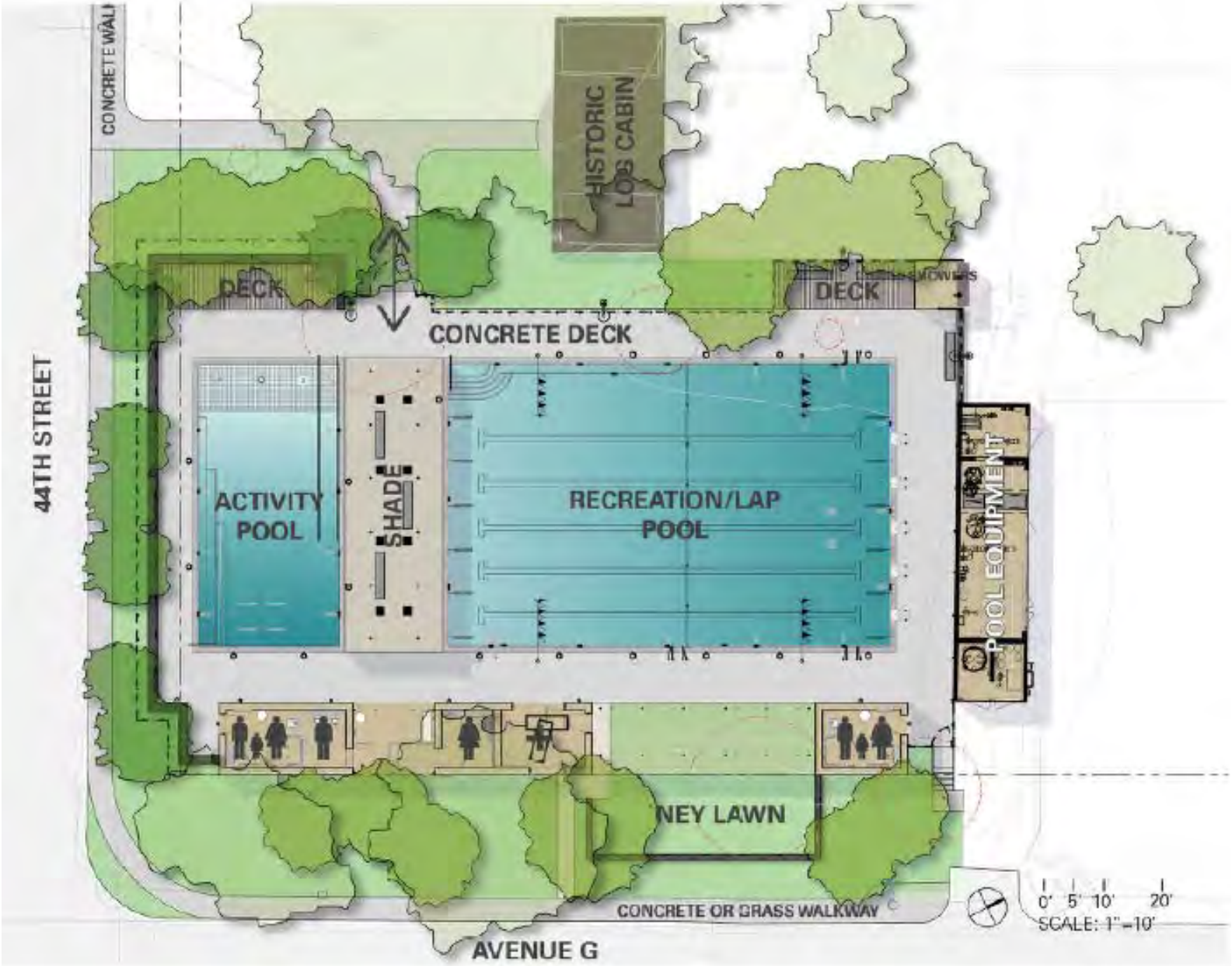
The community will also be educated with the incorporation of a Sustainability Feature Educational Program which uses brochures, wall signage and tours to highlight sustainability features of this project such as providing bike storage, changing rooms and shower facilities to assist those who chose to actively reduce their carbon footprint.

Municipal Building Update:

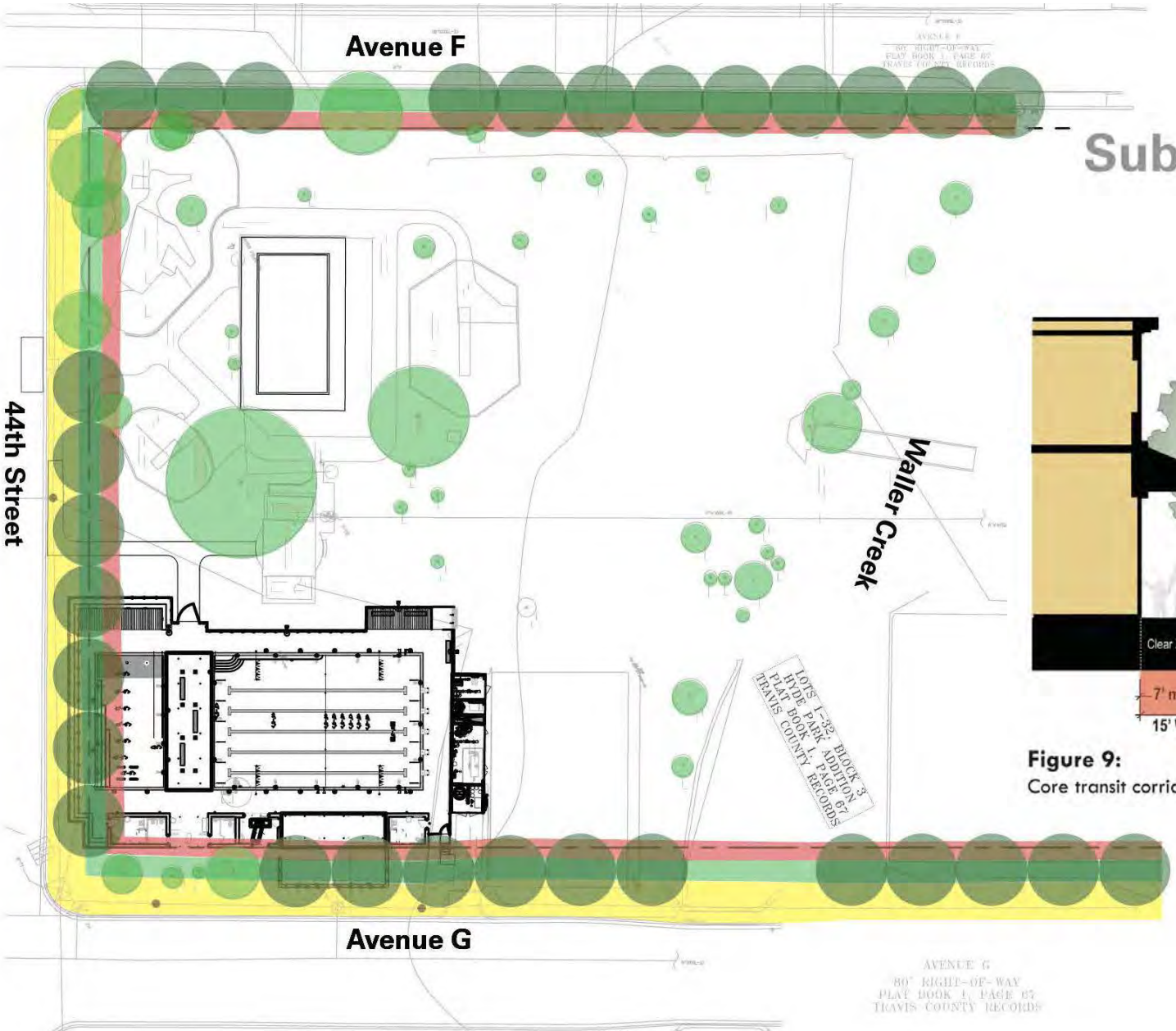
Shipe Neighborhood Park Pool Renovation

Shipe Park Pool Facility (12/19/2016, item 3b)

Shipe Park Pool Facility (12/19/2016, item 3b)



Shipe Park Pool Facility (12/19/2016, item 3b)



Subchapter E

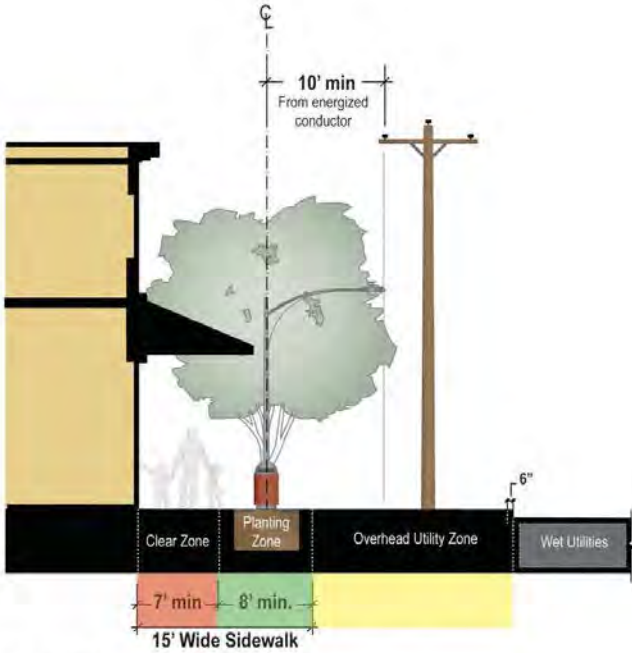


Figure 9:
Core transit corridor with overhead utility zone at curb.

Shipe Park Pool Facility (12/19/2016, item 3b)

Approved Minutes:

3b. Discussion and possible action on the on the City of Austin's Shipe Neighborhood Park Pool Facility project submittal located at 4400 Avenue G seeking support for the project and review of Alternative Equivalent Compliance under Subchapter E of the Land Development Code (Robin Camp, Public Works Department);

Robin Camp (COA-PWD), Laurie Limbacher (architect and historic expert, Limbacher & Godrey Architects), and Conners Ladner (project landscape designer, Design Workshop) presented with Rey Hernandez (project manager, COA-PARD). Staff requested a recommendation for relief from building a 15 foot Core Transit Corridor sidewalk around the park's entirety and for a concrete sidewalk of minimum width and length along Avenue G (from 45th Street to bridge).

The motion to support the project with stipulation that curb ramps are added at 44th St and Avenue G and an accessible path is created along Avenue G from 44th Street to 45th Street made by D. Carroll, seconded by A. Coleman, failed on a vote of [5-1], S. Franco against; B. Luckens, M. Gonzalez, C. Kenny, and B. Whatley not present. ~~Chair Taniguchi will write a letter~~. The Commission would like an update.

Shipe Park Pool Facility (updated)

Planning & Urban Design Working Group
Proposed Infrastructure Guidelines: Guidelines for Public Streetscape

Chair David Carroll

Reinforce Pedestrian Activity

Pedestrian related concerns are a priority in the creation of a successful urban environment. Tourism, conventions, and daily business all create pedestrian traffic. Currently, vehicular needs dominate the streetscape at the expense of pedestrians. In some areas, discontinuous sidewalks force pedestrians into the street to compete for space. Additionally, infrastructure projects frequently ignore the adjacent streetscape and pedestrian movement. Improved wayfinding tools such as signs and graphics together with continuous and adequate sidewalks would encourage walking.

Recommendations

• Appropriately wide sidewalks should be provided from corner to corner along all property lines.
• Sidewalks should not abut the street curb. Sidewalks extending on and of private property will meet at grade.
• Blocks without pedestrian connections should be identified and prioritized for sidewalk construction.
• Develop a Way Finding Master Plan which incorporates such tools as specialty pavements, signs and graphics to facilitate pedestrian movement.
• Encourage street vendors, sidewalk cafes, etc. – food attracts pedestrian activity.
• Infrastructure edifices should address the streetscape and reinforce pedestrian activity.

Avoid Conflicts between Pedestrians and Infrastructure

Infrastructure is frequently placed in the public right-of-way. This not only results in unsightly sidewalks, but creates conflicts with pedestrian traffic. Utility boxes and poles at street corners block pedestrian traffic in a place where continuity is particularly important.

The amount of power and communication wiring attached to poles in the right-of-way will grow as development fills in and service requirements increase. New utility upgrades and service to properties should be installed below ground. Above ground support for these services is discouraged to avoid clutter at the streetscape.

Recommendations

• Infrastructure connections should be located in the furnishings zone to avoid conflict with pedestrian movement in the right-of-way and maintain accessible routes.
• Placement of infrastructure should be considered as a design element and be clearly dimensioned on site plans - where the information is available.
• Above ground infrastructure should be visually compatible with other streetscape elements.
• Utility lines (wires) should be placed underground in the public right -of-way

Install Pedestrian-Friendly Materials at Street Level

As infrastructure meets the street it comes into contact with people in a very physical way. Close up, we are able to get much more information about a design or material than we can when it is high above the street. Here we are able to see it close up, to run our hands along the sides, see ourselves reflected in the shiny places and observe the attention given to the craft in the materials. We also have a tendency to attribute to a city the attitudes projected by its primary buildings. If these seem inhospitable, the city feels hostile. If they seem well built, the city seems strong and vital. If they seem cheap and temporary, it suggests that we don't care about the quality of our environment or the people in it. It is important that the materials and construction of our infrastructure provide a level of detail and quality which is physically and emotionally comfortable for the pedestrian.

Recommendations

• Building materials at street level should be pedestrian friendly and durable.

Guidelines for Buildings
Encourage the inclusion of local character

The necessity to integrate the various infrastructural systems that organize, construct and service the metropolitan landscape is of vital importance. Infrastructure should contribute to the creation of a vibrant public realm with superior public spaces. Best design practices have shown that integration provides benefits that are social, environmental and economic.

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

1- Infrastructure should recognize the historic significance of important buildings and places.
2 - Culturally important places are constructed incrementally over long periods of time. This aspect can reinforce the authenticity of a place while providing the basis for contemporary urban lifestyles.
3 - Unique, memorable, distinctive, and humane is a strong economic force and a key element in the creation and nourishment of a healthy community.
4- The use of quality local materials is encouraged / local character should be included in the design.
5 - Avoid nostalgic reproductions, but to use the materials in a meaningful manner
6 - Encourage the participation of local artists and artisans in detailing and materials.
7 - Building design should exhibit a response to the local climate. Integrate shading structures to provide desirable areas for recreation
8 – Promote active use and public amenities where infrastructure project interfaces the public realm. Possibility for pocket plazas and/or cultural activities to be programmable in shared public space
9 – Maximize use of sustainable landscape and provide distinctive spatial definition and locality defining an indistinguishable identity to its context
10 - Defining the scope of compatible infrastructure infill development by reference to the existing urban environment, preserving local character reduces the likelihood of opportunistic short-term, erratic and/or rampant development driven by development pressures and controlled through a reactive planning approval system, which always comes at the cost of losing at least some community values and amenity.

Infrastruture Guidelines
Rough Draft
Prepared by : Aan Garrett-Coleman, ASLA, LEED AP
Date: 8-22-17

Enhance the Streetscape

Issue

The delicate balance of the safety, aesthetic desires and comfort of the pedestrian with the necessary streetscape infrastructure including automobile circulation, mass transit infrastructure, bicycle routes and bicycle parking, maintenance activities, signage for both safety and wayfinding, utilities, stormwater management including green infrastructure, landscape improvements (including waste receptacles, benches, lighting, art installations can be daunting. Most of these components present themselves in a streetscape condition on a regular basis and in some cases all these components in addition to use or site specific enhancements such as outdoor cafes or festival/parade streets. And; they must all share and "play nice together" in a relatively small space.

Recommendations

- Research the site and its contextual impact.
    - Dependent upon location, coordinate and research current and proposed City of Austin streetscape improvements that are contiguous, connected or in the area of the proposed infrastructure improvements
- Determine if there are existing site specific code requirements.
    - Incorporate into the streetscape any code required enhancements or components prescribed by code. (i.e. UNO District, Mueller Master Plan or Great Streets program)

    - Contact Art in Public Spaces to determine if art is planned or consider incorporating art when it is feasible and/or desirable.
- Design for People
    - Whenever possible; create opportunities to activate the streetscape. (i.e. bus stops, outdoor café space, bicycle and baby stroller parking, comfortable, durable and safe seating, landscape for shade , heat island abatement, and critical aesthetic softening of the built environment to attract pedestrian use.
- Keep safety in mind
    - Provide lighting for safety to meet COA code requirements at a minimum. Make effort to insure that tree spacing and other vegetation are taking into consideration when calculating footcandles.
    - Protect the pedestrian and bicyclists from vehicular circulation with the use of bollards, curbs, and trees, etc.
- Select durable, resilient and environmentally sound products and materials
    - Design and specify materials that can be easily maintained and can hold up to vandalism and high-levels of use over time.
- Greet Infrastructure
    - The use of green infrastructure including rain gardens, bio swales/bio filtration strips, rainwater harvesting, porous pavement, etc. are highly encouraged as code allows.

Install Shade Trees, Understory Trees, and Native/Adapted Landscape Materials

Issue

Planting trees and native/adapted plant materials in an urban environment contributes to air quality, urban heat island relief, provides urban wildlife habitat and greatly enhances the overall aesthetic character of a site.

Dependent upon the site location and structure's function and context, landscape improvements can be utilized to either integrate, "celebrate", or promote interaction with infrastructure or it can be used to screen, mitigate the impact or

reduce the negativity (ie. Attractive nuisance, high-security, odor, negative aesthetic) of a structure or infrastructure improvement.

Recommendations

- Select the appropriate plant materials for the site
    - Determine whether the proposed infrastructure should encourage pedestrian interaction or viewing to either promote connectivity or views OR discourage connectivity and/or views
      (i.e. an electrical substation in a neighborhood may want to be screened to discourage pedestrian interaction or views; conversely a metro transfer station landscape would be desgined to encourage connectivity and views
- Provide a DEPENDABLE water source and horticulturally accurate planting conditions
    - Urban landscapes (even native landscapes) require a dependable water source (in some cases indefinitely) It is important to note that irrigation systems "do not provide water" unless they are controlled to do so. In other words; irrigation systems (preferably utilizing non-potable water) can provide back-up water so that precious mature urban landscapes are not lost in extreme drought conditions.
    - Adequate soil volume and quality of soil backfill are essential to the performance of an urban landscape especially urban trees. The use of silva cells (or similar products) are highly encouraged when space for planting volume is limited.
- Insure ADA compliance
    - Street Trees along ADA routes must be installed at a size adequate to accommodate a 72" minimum vertical clearance. (approximately 5" in caliper and approximately 14 ft tall at planting)
- Encourage planting designs that support environmental infrastructure
    - Specify resilient plants in green infrastructure solutions that assist in stormwater management and provide passive water quality through natural processes.
- Plant Tree species that are long-living; structurally sound (long term) and can withstand the radiant heat and brutal conditions of an urban setting and/or minimal maintenance.

    - There are relatively few Central Texas shade trees and ornamental trees that are long-term survivors/thrivers in an urban environment. For a list of these trees; consult with the COA, Grow Green Program and Great Streets program lists of trees (however; avoid the temptation to specify Big Tooth Maple due to availability challenges)
- Protect trees and planting areas from pedestrian and vehicular damage
    - Durable edgings, tree guards, mulch rings, etc all work to provide protection from human activities and routine maintenance activities like weed-eating. Landscape shrub/groundcover areas can be protected from pedestrian damage by planting edgings or utilizing raised planter and pots.
- Be mindful of conflicts (utilities, structures, etc)
    - Trees and plants grow; therefore both initial installation size and long term
    - Often root barriers may be necessary to protect underground utilities or sidewalks/curbs/streets
- Coordinate with Site drainage
    - Landscape design should support and be coordinated with site drainage.
- Restore a native/naturalized/restored landscape (if possible)
    - A native, restored landscape that is allowed to “brown out” (go dormant) in drought and winter conditions is the most sustainable landscape achievable . A native/undisturbed or native/restored landscape contributes to the preservation of the nature and character of the Austin landscape.
    - Often these landscape opportunities are not achievable in an urban setting (especially small spaces) however; the goal of every landscape installation should be to get as close as possible to achieving as many of these characteristics as possible

Minimize Curb Cuts

Issue

The safety and comfort of people walking on a sidewalk is of greater concern than the convenience of a driver; pedestrians are the primary concern. Every time a car crosses the sidewalk there is a potential danger and inconvenience to the pedestrian. For this reason, places where cars cross the sidewalk should be minimized.

Values Supported

Values Supported
Dense Urban Character
Safety

Recommendations

- Curb cuts should be minimized, and concentrated at mid-block.
- Development downtown should place curb cuts at original alley locations where possible.
- Specialty pedestrian paving, such as pavers, should continue at a level walking surface across mid-block curb cuts.
- Overhead cover should continue across curb cuts where possible.

FIND OR TAKE FOTO

ISSUE

Protecting the safety and comfort of all pedestrians is a priority; any convenience for the driver is secondary. Whenever a vehicle crosses a sidewalk (at a curb cut) pedestrians are at risk of potential danger or inconvenience. Therefore, curb cuts should be minimized.

RECOMMENDATIONS

- Minimize curb cuts.
- Place curb cuts at original alley locations where possible.
- Install specialty paving, such as textured/colored pavers,at curb cut sidewalk locations to warn drivers of pedestrians crossing.
- Provide continuous overhead cover at curb cuts.
- Curb cuts are generally safer when farther away from street intersections, but for large-scale developments, which include large parking garages, curb cuts are preferred closer to intersections so as not to disturb pedestrian activity in front of the building.
- Design parking garage entries so curb cut is minimized and queing is provided within garage and not on the public right-of-way.

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Provide Pedestrian-Scaled Lighting

Values Supported

Humane Character

Safety

Streetlights set to the scale of the pedestrian create a comfortable space where people feel safe.

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Issue

Light quality can strongly affect the character of a place. Harsh light creates an environment which seems inhuman, while too little light creates an environment which feels unsafe.

The size and scale of lights and light poles will also impact the character of the streetscape. Light fixtures scaled to the movement of cars will suggest to pedestrians that they are in a car's environment and that they may not be safe.

Both the scale of fixture and type of lighting can easily create the sense that the sidewalks—and all of downtown—are the domain of the pedestrian.

Recommendations

- Urban Streets should be lit by pedestrian-scaled fixtures emitting warm light.
- A minimum of 1 foot candle of warm light should be provided in all space between the building face and the curb along all streets.
- Lighting may be provided through the use of pedestrian-scaled pole fixtures, or fixtures may be attached to the face of the building. The type and size of pole fixtures should be as consistent as possible along a single block.
- The City of Austin is encouraged to create a set of recommendations for street lighting, outlining areas where a consistent character should be maintained, and describing that character.

ISSUE

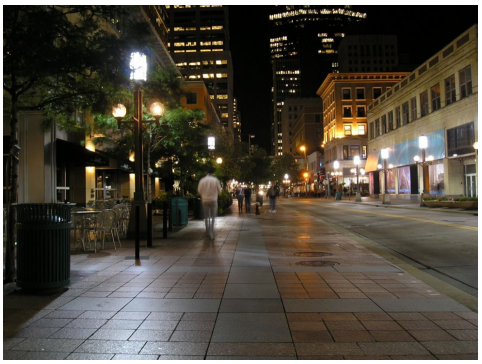
The quality of lighting has a strong effect on the character of a public space. Harsh lighting can be inhuman, while dim lighting can create a sense of insecurity and danger.

Light fixtures must be sized/scaled to be pedestrian friendly, not automobile friendly, which will encourage more pedestrian activity on our streetscapes.

The security and safety of well designed streetscape lighting is vital for the public areas to be the domain of the pedestrian, and not the automobile.

RECOMMENDATIONS

- Utilize pedestrian-scaled fixures emitting warm light at all public streetscapes.
- Provide a minimum of one foot-candle or warm light between building face and curb at all public streetscapes.
- Provide uniform consistency with light fixtures and their placement along a single block. The Great Streets Master Plan will influence fixture type and placement for many projects.



Screen Mechanical and Utility Equipment

Values Supported

Humane Character

Economic Vitality

Issue

Mechanical equipment is necessary to the function of the buildings which comprise a successful city center. Unfortunately, space must be found for components that are sometimes large, noisy and unsightly. Mechanical equipment, particularly when added after the building is in use, can interrupt the streetscape and public views, decreasing the comfort and livability throughout the area. The same care should be applied to other utilities and dumpster/trash facilities.

ADD PHOTO

Recommendations

- Mechanical equipment should be screened from view and located away from the street edge.
- Particular attention should be given to mechanical equipment at street level. This should be screened in a way appropriate to the streetscape.

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ISSUE

Mechanical equipment takes up a large area of a building, and is usually located at the "back-of-house" where it's best suited, since the equipment is usually noisy and unattractive and generally obtrusive. Therefore, this equipment should not be located along the public streetscape side(s) of the building.

RECOMMENDATIONS

- Avoid locating mechanical equipment along the streetscape side(s) of the building.
- If mechanical equipment must be located along a streetscape, provide an aesthetically pleasing screen that hides the equipment from view and blocks any noise produced by the equipment.
- Avoid equipment locations where periodic service for the equipment does not interfere with, or endanger adjacent pedestrian activity.

Architecture & Development Working Group
Proposed Infrastructure Guidelines: Guidelines for Infrastructure Structures

Chair David Carroll

Create Quality Construction

Well-built infrastructure can provide a sense of continuity and history simply by having stood for a long period of time. This is because infrastructure can tell a history of our town as part of the urban fabric. It can remind us of our past and the story of our lives in Austin, and make us feel that we belong to something bigger than ourselves. The appearance can affect our immediate sense of pride, and our developed sense of continuity; the slower the physical world around us changes, the more permanent it feels, and the more we will feel a part of a town that existed before us and will exist after us.

A stock of quality infrastructure, which can be used for a relatively long time, can also be a better use of natural resources. If the design and construction facilitate extended use, less energy may be spent creating new building materials. Energy costs could easily be higher in the future, raising construction costs and limiting incentives for new construction.

Recommendations

• Infrastructure should be built as high-quality, long term components of the urban fabric.

• Infrastructure should be constructed as maintenance free as possible and should be designed to achieve a life span greater than seventy-five years.

• Consideration should be given to the pedestrian's visual and tactile experience in the selection and configuration of building materials.

• Consideration should be given to the design of exterior walls and skins of infrastructure. These should not be considered sacrificial surfaces to be replaced several times in the life of the infrastructure project.

From:	Halloran, Katie - BC
To:	Mulholland, Katie
Cc:	Carroll, David - BC
Subject:	Re: Urban Design/Infrastructure Guidelines due 8/23
Date:	Sunday, August 27, 2017 9:58:46 PM
Attachments:	image001.png

Hi Katie,
I think I'm sending material that could be ideas for draft infrastructure recommendations. I have not written up the explanatory text like the sample material provided by the Planning & Urban Design Working Group. If I can spend more time or help with future revisions, will do so at a later date.

Will also look out for your email as to whether the meeting (8/27) will continue as planned. Thanks!

Transmission line corridor development projects:
- Avoid locating new or expanding established high voltage transmission line projects along existing Core Transit Corridors, and other mixed use corridors depicted by Imagine Austin as high growth areas.
- Avoid locating new or expanding established high voltage transmission line projects in areas that include any of the following: existing or planned concentrations of multi-story residential development, multi-story mixed use development, or multi-story commercial development.
- Avoid locating new or expanding established high voltage transmission line projects in areas that would impact environmental preserves, public parks, established street trees, or schools.
- For low and high voltage electrical infrastructure projects that require removal or trimming of over XX% of existing, non-exotic street trees: establish a fund to replace lost tree canopy within a 1/4 mile by planting new street trees on a 1:1 basis.

Area Wide UDGs Applicable to Infrastructure Projects:
- Consult both growth management (development density) goals and environmental protection goals in Imagine Austin prior to approving projects that may facilitate new growth and development. Focus public investments in new water, sewer, and transportation facilities along planned transit corridors (Imagine Austin Activity Corridors) and within Imagine Austin Activity Centers. (AW.1)
- Prioritize funding for infrastructure projects that facilitate mixed use development in Imagine Austin Activity Centers and along Activity Corridors. (AW.2)
- Instal educational materials and neighborhood-specific public art to integrate new or expanding infrastructure projects and reduce their impacts on streetscape. (AW.5)

- Consider project height, setbacks, and landscaping to reduce impacts of new and expanding infrastructure projects to reduce aesthetic impacts on surrounding communities. (AW.9)
- When possible, renovate and repurpose public utility structures for public enjoyment or leverage their reuse to raise funding for public purposes. (AW.11)

Guidelines for the Public Streetscape Applicable to Infrastructure Projects:
- Where possible, design project features to offer pedestrians additional protection from traffic lanes through physical barriers, including vegetation. Do not locate electrical poles, guide wires, hydrants, or other obstructions in sidewalks. (PS.1 and PS.10)

- Prior to site design completion, coordinate with other public agencies to identify and support other infrastructure or public streetscape goals and minimize interruption to right-of-way and other public land. (PS.3)
- Prior to site design completion, coordinate with other public agencies and private organizations to identify additional funding sources to install or integrate pedestrian features and features designed to support alternative modes of transportation. These features may include shade structures, bicycle parking, car share and bike share parking, electric vehicle charging stations, green infrastructure features to manage stormwater, native

landscaping, street trees, pedestrian-scaled lighting, improvements to existing transit facilities or space for planned transit facilities. (PS.4, PS.5, PS.6)
- Consider aesthetic impacts of infrastructure projects. Coordinate with impacted neighborhood and business associations to identify strategies to minimize impacts, especially at the pedestrian level. (PS.13 and PS.11)

Guidelines for Plazas and Open Spaces Applicable to Infrastructure Projects:
Public land used for a single purpose, such as an electrical substation, or a pump station, may be strategically designed to also provide water storage (through micro retention features), recreation or rest as open space (through shade, water fountains, landscaping, benches), economic stimulation (by allowing space for a food truck or other food vendor), and security (pedestrian level lighting and pathways, call boxes, modified landscaping).

- Partner with other public agencies (such as PARD and Watershed), private institutions, and businesses to leverage funding to create multi-purpose infrastructure projects. Even linear infrastructure work may support design features to lower street temperatures and improve streets for pedestrians.

From: Mulholland, Katie
Sent: Friday, August 25, 2017 12:32:13 PM
To: Halloran, Katie - BC
Cc: Koerth, Nichole
Subject: RE: Urban Design/Infrastructure Guidelines due 8/23

Hi Commissioner Halloran,

Thanks. If you send your comments before the meeting, I can forward them to the Commission. You're also welcome to bring copies.

And good idea. I'll send an email to the full Commission on Monday about any changes to the meeting.

Thanks and have a good (and safe) day!

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

VISION ZERO
any traffic death is too many

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: Halloran, Katie - BC
Sent: Friday, August 25, 2017 10:30 AM
To: Mulholland, Katie
Subject: Re: Urban Design/Infrastructure Guidelines due 8/23