



## A New Central Library

## Site Circulation Diagrams

The project site is located on Cesar Chavez Street, Austin, Texas and is bounded by Cesar Chavez St. to the south, future West Avenue to the west, future Second Street to the north and the Shoal Creek hike and bike trail to the east.

Second Street is classified as a Pedestrian Dominant Street in the Great Streets Program and so this side of the Library will dedicate approximately 75% of its frontage on Second Street to uses that are appropriate to pedestrian uses which include retail, sidewalk cafes generous seating areas and impromptu street life.

West Avenue is classified as a Bike and Local Access Street. These streets emphasize bicycle mobility with dedicated bicycle lanes as they form the primary bicycle commuter system connecting with other bicycle facilities for comprehensive bicycle access to the downtown area.

Cesar Chavez is classified as a Commuter Boulevard and as such is designed to provide a primary route of access for vehicles into downtown. While this type of street section is designed to accommodate mass transit service the specific points for the Capital Metropolitan Transportation Authority are not yet determined.

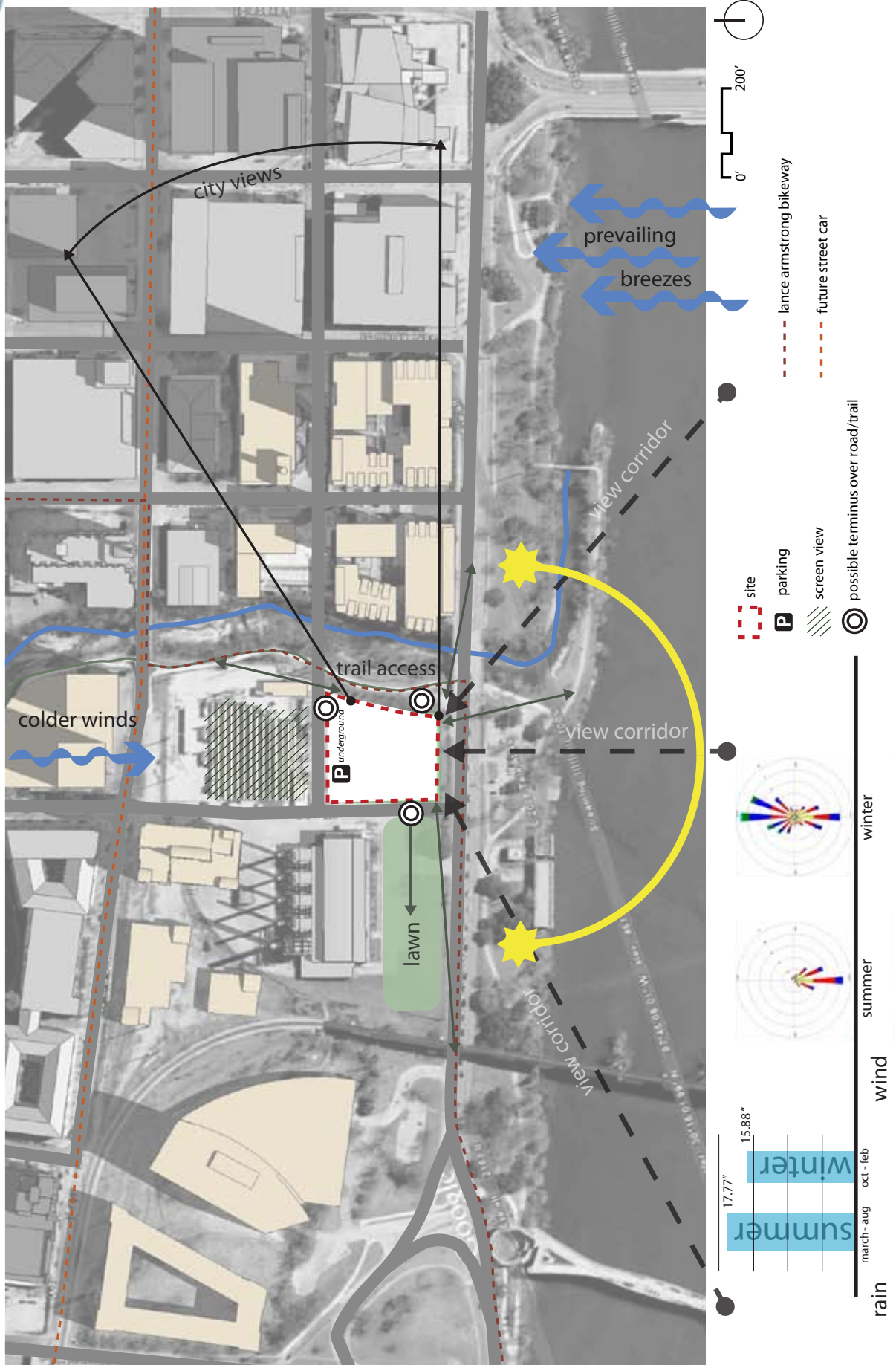
Retail development in the surrounding blocks to the Library are planned in the district and are integrated to the developments on the existing Seaholm site to the west and the Green Water treatment redevelopment site to the east.

Additional site access features include the Lance Armstrong Bikeway located on the east side of the site and a planned mass transit street car route which will be located one block north of the Library on Third Street.



## A New Central Library

Site Diagram



Site Circulation



Downtown Great Streets Master Plan





## Surrounding Context

This diagram shows the anticipated uses that are planned for the district as the major redevelopment projects come on line. There will be a significant increase in the amount of residential units in the area

The amount of retail venues in the district will also be increased as the new development will also be required to comply with the Great Streets criteria. This retail along with the increased full time residents will transform this district into a vibrant pedestrian-oriented core at the New Central Library.

The New Central Library site is shown in orange.

Surrounding Context



## Sun Studies

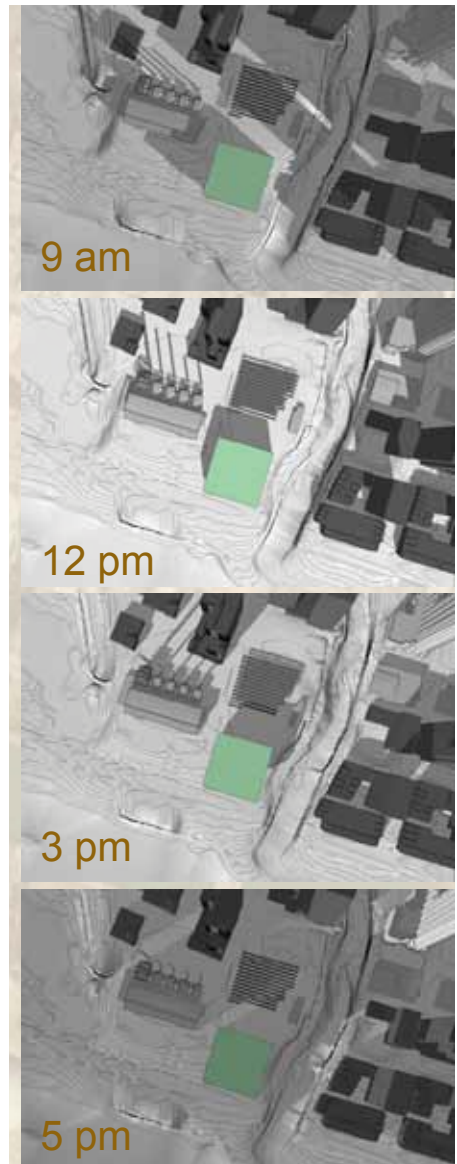
These diagrams are intended to indicate the excellent solar exposure that the library will have on the site. This access to daylight will not only afford the project exceptional views to Ladybird Lake to the south but will also provide the design team the opportunity to design the Library so that it can harvest daylight at the buildings interior which will result in bright interiors that are not reliant on artificial lighting.

Additionally this essentially unobstructed solar access will allow the design team to employ additional sustainable design strategies such as on-site renewable energy production. Introductory discussions have taken place with Austin Energy to see how they can be a partner in this project. Appropriate renewable and efficiency technologies will reduce the carbon footprint of the new Central Library and will reduce future operating costs.

June



December





## A New Central Library

## Downtown Great Streets Master Plan

City of Austin Transportation, Planning and Sustainability  
Department

Black & Vernooy + Kinney Joint Venture, Urban Design  
Consultant Team

### Great Streets Urban Design Guiding Principles

#### Principle 1: Manage Congestion

Congestion is a fact of life in successful urban places. By definition, a place that supports a great concentration of economic and social activities within a pedestrian-scaled environment is going to be congested.

#### Principle 2: Balanced/Active Streets

Downtown streets must balance the needs of pedestrians, bicycles, transit and the automobile in creating an attractive and viable urban core. Downtown streets are for people first, commercial second, parking third and through traffic fourth.

#### Principle 3: Streets as Places

The Great Streets Program envisions downtown as a vital focus of city life, and as a primary destination. Our downtown streets are our most important and pervasive public space and common ground.

#### Principle 4: Interactive Streets

Urban Streets are the stages on which the public life of the community is acted out.

#### Principle 5: Pride of Place

Visible, caring and upkeep are critical to the vitality of urban street life.

#### Principle 6: Public Art

Art in the public environment can help to establish a stronger sense of place and a continuity between the past, present and future.

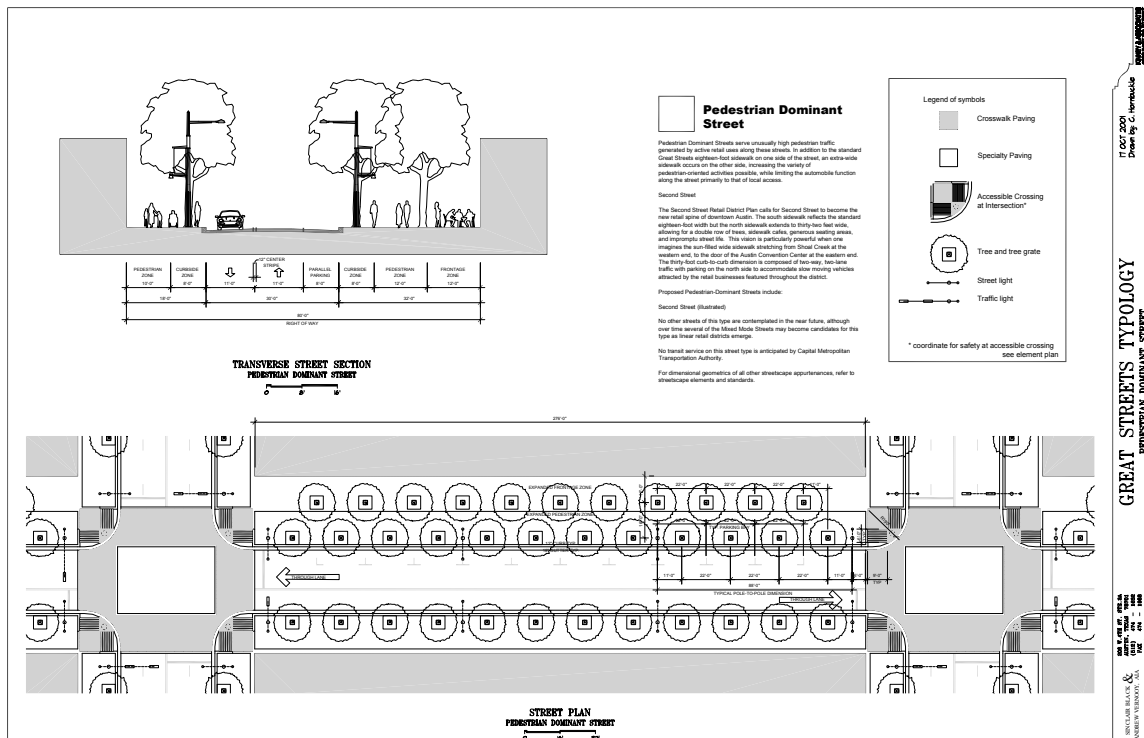
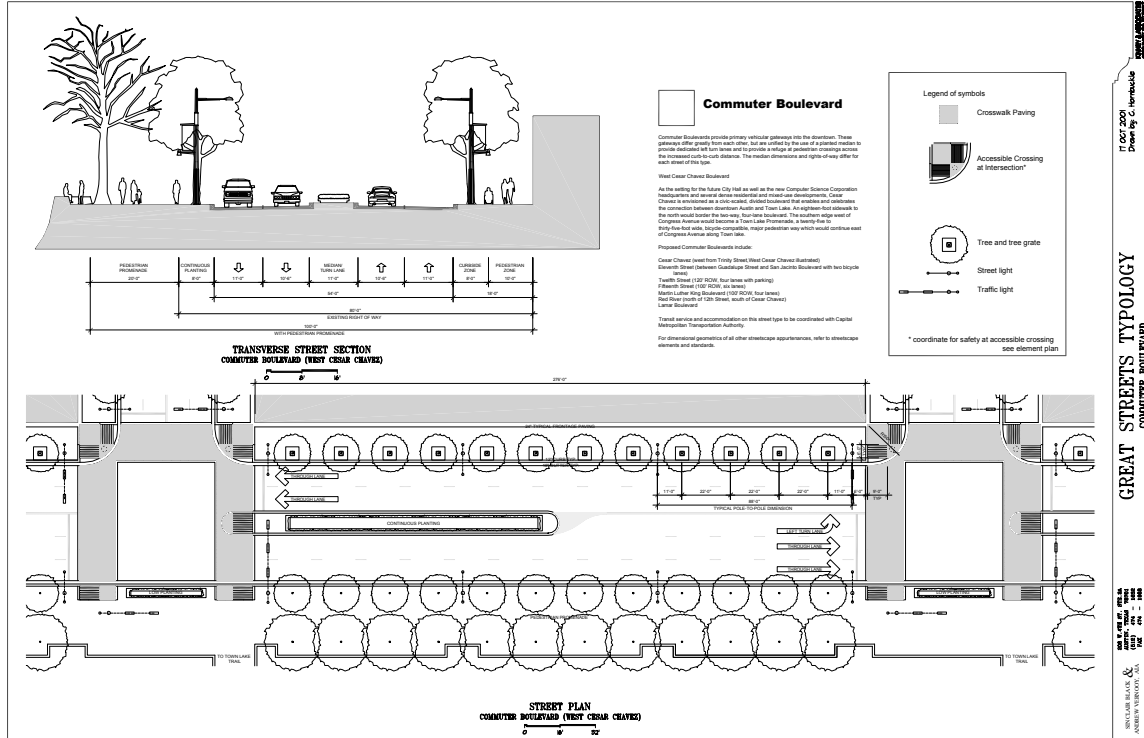
- **Pedestrian Oriented-** Great Streets are pedestrian oriented. All streets within the zone of the study should respect the pedestrian, bicycle, transit, automobile, hierarchy as described in the recently adopted Downtown Design Guidelines.
- **Two-way Streets-** As R/UDAT has on three visits, and as Council resolutions have called for, all downtown streets should eventually be two-way. Retail in downtown will require two-way streets.
- **Sidewalks-** The most profound way to change our streets is to change the balance between people and cars by seeking the widest possible sidewalks and calming traffic.
- **Crosswalks-** Crosswalks should favor pedestrian movement at all downtown intersections.
- **Roadway Lane Width-** A standard street width of 44 feet or less provides flexibility to accommodate pedestrians as well as automobiles.
- **Four-Lane Maximum (2 each way)-** Streets that are wider than 4 lanes take width away from the sidewalk. Exceptions occur at only boulevards and special streets such as Congress avenue and IH-35.
- **Turn Lanes-** Turn lanes should be limited or eliminated since they compromise the width of the sidewalks.
- **Universal Parallel Parking-** Parallel parking is safer than diagonal parking. It preserves lane width, and more importantly preserves sidewalk width.
- **Bike Lanes-** Where bike lanes are required, it should be at the expense of a car lane or a parking strip rather than at the expense of sidewalk width. Ideally, most streets in the zone should be “calm” enough to allow bike traffic in car lanes rather than in a separate bike lane.
- **Generous Street Level Windows-** Windows engage pedestrians and also create a feeling of trust and openness in a city. They instill in people on the street the feeling they could be assisted if in danger.
- **Street Furniture-** Street furniture should be located at special “places” created at intersections, and represent opportunities to use the work of local artists and crafts people.
- **Street Lighting-** Street lighting should define the street space, and street lighting poles should accommodate and organize signalization, signage and other appurtenances. Sidewalk lighting should define the pedestrian space and be of pedestrian scale.
- **Street Trees-** Tree should define the street space and provide shade in the summer and create great environments for sidewalk cafes.
- **Public Art-** Great streets should accommodate and celebrate public art in all of its forms.
- **Enhanced Key Transit Stops-** The image of transit stops should be improved and stops should be provided with amenities, public services and proper signage to increase the use of public transportation.
- **Improved Right-of-way-** The street right-of-way is the term used to describe the publicly owned area between property lines. It can include a variety of elements, such as lanes for vehicle travel, parking, bicycling, walking areas, street furniture, bus stops, utility poles, planting strips, with landscaping and trees, and signs (City of Seattle Neighborhood Planning Tool.)

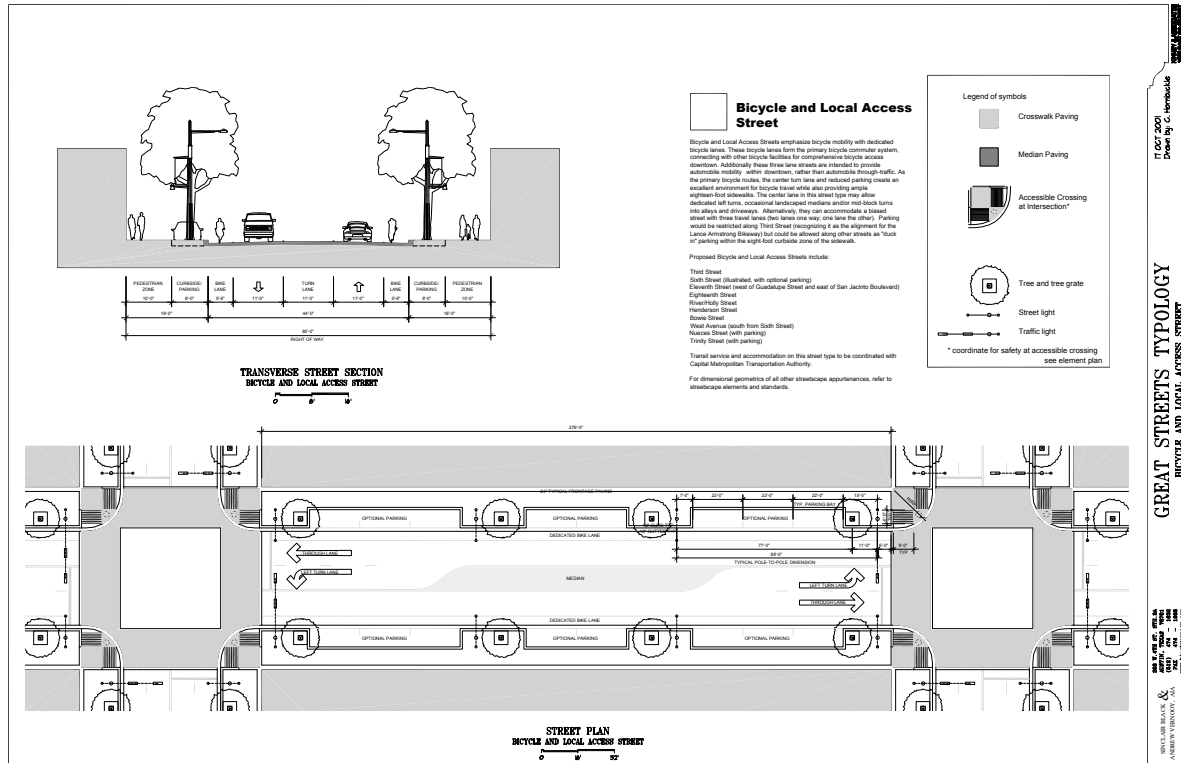




# Great Streets Diagrams

COA Documents







## A New Central Library