

COMMENT FORM/Formulario de comentarios

File # MP-2011-0003
Downtown Austin Plan

Planning Commission Public Hearing Date: April 26, 2011
Fecha de audiencia pública ante la Comisión de Planificación:
26 de abril del 2011.

Comments/Comentarios:

My request is the current zoning restrictions stay in place - where the Downtown Austin plan keeps the area primarily residential & leaves the noise ordinance of 10:00PM in place. I reside on Henderson, an area surrounded by a city park and many old residences. It is a beautiful area & retains the charm of old Austin.

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: Dana Weaver

Address/Domicilio: 901 W. 9th Street #607

- ☐ I am in favor
(Estoy a favor)
☐ I object
(Estoy en contra)

INFORMATION ON PUBLIC HEARINGS

The Planning and Development Review Department is proposing an amendment to the Comprehensive Plan to adopt the Downtown Austin Plan as an element of the Comprehensive Plan. This notice has been mailed to you because City Ordinance requires that all property owners and utility customers within 500 feet of a proposed amendment area and affected neighborhood organizations be notified of this proposed amendment.

This request for an amendment to the Comprehensive Plan will be reviewed and acted upon at two public hearings: First, before the Planning Commission and then before the City Council. After a public hearing, the Planning Commission reviews and evaluates City staff recommendation and public input and then sends its own recommendation on the request to the City Council. The Planning Commission meeting date and location are shown on this notice.

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700 West 6th St. Austin 78701 512-658-2491
bobewoody@gmail.com
I'm against changes to the CBD zoning
that has existed for the 30 years
I've been in Down town.
This zoning has worked well, we should
leave it alone and allow the growth in
Down town to continue.

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: Bob Woody
Address/Domicilio: 700 West 6th St. 78701
Since 1996

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

INFORMATION ON PUBLIC HEARINGS

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I STRONGLY OBJECT TO ANY ZONING WHICH
PERMITS BUILDING MORE THAN 6 STORIES
ON LAND WEST OF GUADALUPE ST. IT WILL
CAUSE ALL THE PROBLEMS OF TOO MUCH
DENSITY, AND DETRACT FROM THE BEAUTY
OF THE DOWNTOWN SKYLINE.

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: JAMES GEISTER

Address/Domicilio: 901 W 9TH ST

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

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Our Rainey Neighbors Association will be sending
a formal letter in the next week. We are only in favor
of the hearing at this point in time.

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: Andre' Suissa (Rainey Neighbors Assn) ☒ I am in favor
(Estoy a favor)
Address/Domicilio: _____ ☐ I object
(Estoy en contra)

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Comments/Comentarios:

RECEIVED

MAY 12 2011

Planning & Development Review

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Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: Alejandro Santa Cruz

Address/Domicilio: 902 East 7th Street, Austin TX
78702

- ☒ I am in favor
(Estoy a favor)
☐ I object
(Estoy en contra)

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The Board of the West Downtown Alliance
is against this plan. Concerns regarding
the "Porchade" District being included in the
NW District rather than the Uptown
Capital Corridor are among the concerns.

RECEIVED

APR 25 2011

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Planning & Development Review
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: Sean Smyers

Address/Domicilio: 1800 Naces St.
Austin 78703

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

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I am against the proposed zoning changes. The proposed zoning changes to limit the number of bars in the area is anti-competitive. The permitted property uses should continue as they are today. The market should decide the use. The proposed zoning change will provide an unfair advantage to current bar property owners and negatively impact vacant land owners.

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: Mark Santikos

Address/Domicilio: 309 East 6th Street

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

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I am against the proposed zoning changes. I feel they are anti-competitive and will significantly advantage current bar owners and negatively impact owners of vacant property. The proposed zoning changes have the potential to increase the value of property that currently has an operating bar on it and reducing the value of vacant land.

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: George Santikos

Address/Domicilio: 309 East 6th Street

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

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603 West Eighteenth Street
Austin, Texas 78701
April 11, 2011
shoalcrcr@att.net

Mr. Dave Sullivan, Chair; City of Austin Planning Commission;
Mr. Jay Reddy, Vice Chair; and Mr. Dave Anderson; Ms. Tina Bui; Ms. Danette Chimenti;
Ms. Mandy Dealey; Ms. Sandra Kirk; and Mr. Clint Small
P.O. Box 1088
Austin, Texas 78767

RE: Downtown Austin Plan as it relates to Panhandle of the Proposed NW District

Dear Chairman Sullivan and Members of the Austin Planning Commission:

We own property on 18th Street near Nueces that has been zoned GO since before we purchased it in 1983. We are writing to urge you not to recommend approval of the proposed Downtown Austin Plan and supporting documents (DAP) in their current form with respect to the area bounded by 15th Street on the south, Martin Luther King on the north, San Antonio on the east, and Rio Grande on the west. This area, which is located between the proposed Uptown/Capitol District and the proposed Judges Hill District, has been included in the DAP as a narrow "Panhandle" to the proposed Northwest District.

The "Panhandle" has been zoned and used almost entirely for commercial purposes for at least 30 years, primarily GO¹ with some multi-family residential, and a more recent trend toward DMU-120. *The "Panhandle" is outside Capitol View Corridors.* This makes it one of few relatively undeveloped portions of downtown where the height of future developments would not be constrained to protect capitol views.²

- The DAP would severely limit the height and density of future development in the Panhandle area ostensibly to protect the single family residential portion of Judges Hill, when in fact, that area already is well protected by topography (see attachment), and by buffering from the existing structures along West Avenue and Rio Grande, most of which are 2-3 stories tall. The DAP characterizes Judges Hill as a single-family residential area.³ However, West Avenue and Rio Grande, which both are within the boundaries of the proposed Judges Hill District, have been zoned and used primarily for offices and multi-family housing for many years.⁴ The single-family residential part of Judges Hill is west of West Avenue, along Pearl, San Gabriel, and Vance's Circle. The rear boundaries of property on the east side of West Avenue are 540 feet from Nueces (see attachment), Pearl

¹ See City of Austin zoning maps, DAP Appendix F and page 6 of the Northwest District Plan (May 21, 2010 draft). The DAP mischaracterizes the zoning in the proposed Northwest District as predominantly LO and GO (see page 38).

² DAP page 11.

³ For example, see page 31, and more importantly, the following statement regarding mixed use at the top of page 78, "An appropriate mix of residential and non-residential uses should be allowed in all parts of Downtown, except for Judges Hill, which should generally be preserved as a single-family residential neighborhood."

⁴ It is noteworthy that the eastern boundary of Judges Hill was recently changed from West Avenue to Rio Grande well after initiation of the downtown planning process.

is even farther (over 900 feet), and San Gabriel and Vance Circle are even farther and also are on western slope (Lamar side) of Judges Hill. The topography is such that new DMU-120 buildings, or even taller, on or near both sides of Nueces would not be visible from the single-family, residential part of Judges Hill.

- The DAP grossly understates the development potential of the Panhandle because it excludes from designation as an opportunity site any property with a building that, from a windshield survey in 1984, appeared to be 50 or more years old and was intact. In 1984, this was the criterion for further study to determine any possible historic significance. By contrast, the DAP uses this very low standard to characterize most of the Panhandle as a possible national historic district, thereby drawing attention away from the tremendous development potential of the Panhandle area. To date only three buildings in the entire Panhandle *actually* have been designated historic,⁵ and together they represent a miniscule portion of property within the Panhandle. Structures found to be of significant historic value certainly should be preserved for posterity, but it is unlikely that the vast majority of the 50+ year old buildings in the Panhandle area are truly historic.
- The Panhandle, which is located north of 15th Street, was not part of Austin's first residential neighborhood. The Northwest District Plan states that:

Most of the Northwest District (15th Street and southward) was platted within the original Waller Plan in 1839 and developed as Austin's first residential neighborhood with houses of prominent citizens dating back to the mid-19th century.⁶

The DAP's goal for the proposed Northwest District, to "preserve the neighborhood's historic residential character," relates to the history of the area south of 15th Street, not to the Panhandle. Similarly, the urban design priority to "establish form-based design standards to promote compatibility with the historic neighborhood fabric" refers to the history of the area south of 15th Street. Furthermore, the DAP states that all seven of its goals for the proposed Northwest District "are consistent with those already established by the Original Austin Neighborhood Association."⁷ However, the Panhandle is not located within the boundaries of the Original Austin Neighborhood Association, and it is not a residential area. The Panhandle has been zoned and used primarily for office and multifamily purposes for many years with a recent trend toward DMU-120, which was intended for areas like the Panhandle that serve as transitions between the CBD and surrounding areas. The Panhandle area has far more in common with the characteristics and goals for the portion of the proposed Uptown Capitol District that is bounded by MLK, 15th, San Antonio, and Lavaca Street than with those of the proposed Northwest District. Therefore, it would make sense for the Panhandle to be made part of the Uptown/Capitol District.

- Input from property owners in the Panhandle area has been largely ignored in the development of the DAP. By contrast, the Judges Hill Neighborhood Association (JHNA), which does not represent Panhandle property owners, has been treated as a "Panhandle Area stakeholder" and permitted to dominate planning for the Panhandle. At the same

⁵ See page 39 of the DAP.

⁶ Page 3 of the Northwest District Plan (May 21, 2010 Draft). This is the most recent version available as of April 10, 2011.

⁷ Page 9 of the Northwest District Plan (May 21, 2010 Draft).

time, the proposed Judges Hill District has been allowed to be excluded from the downtown planning process. No public “stakeholders” meetings were held to discuss planning for the proposed Judges Hill District or the implications of the DAP’s characterization of the proposed Judges Hill District as a single-family residential neighborhood despite the predominantly office and multi-family nature of the Judges Hill portions of West Avenue, Rio Grande, and North Lamar. It is noteworthy that the JHNA does not represent owners of commercial property; its bylaws limit its membership to *residential* property owners.⁸ The bylaws also favor single-family residential members over condominium or apartment members by allowing each residential lot only 2 votes irrespective of size or number of condo or apartment units or residents.

- o Compatibility standards were intended to protect single-family residential areas from commercial encroachment, but currently there is no comparable protection from single-family residential encroachment into office or multi-family residential areas like the Panhandle. The spot zoning or down zoning of a property to single-family residential in a commercial or multi-family neighborhood limits future development of all properties within a 540-foot radius. This is not consistent with the vision of a compact, vibrant, livable, densely populated, economically and environmentally sustainable, and accessible downtown. The DAP proposes to eliminate compatibility standards in the Panhandle, but the site-development restrictions it is proposing to replace them with are overly restrictive. The DAP’s proposed “compatibility zones” for the Panhandle were drawn around existing spot-zoned and recently spot down-zoned SF-3 properties on West Avenue, which like Rio Grande, is primarily office and multi-family residential. Furthermore, the proposed limitations on building heights in the Panhandle were not adjusted sufficiently for topography. The topographic adjustments that were made were based on 15th Street, which is not representative of the differences in topography between the single-family residential portion of Judges Hill and the Panhandle. None of the single-family residential streets in Judges Hill even extend as far south as 15th Street. The topography between 17th and 18th Streets is the most representative, and that part of both Pearl Street and West Avenue is 34 feet higher in elevation than Rio Grande and 58 feet higher in elevation than Nueces. This means that a 60-foot tall building on Nueces would be sidewalk height on West Avenue (540 or more feet away) and Pearl Street (900 or more feet away). Similarly, the proposed limitations on FAR and the setback requirements in much of the Panhandle area are far more restrictive than in DMU-120 or than needed to transition to the commercial/multi-family portion of Judges Hill (Rio Grande and West), which in turn transition to the single-family residential part (west of West Avenue).

In conclusion, the site development restrictions in the DAP with respect to the Panhandle area are far more restrictive than necessary to protect the residential part of the proposed Judges Hill District given the topography of the area, buffering by existing structures on West Avenue and Rio Grande (the vast majority of which are offices and apartment buildings), and distance from the Panhandle. Building heights of 120 feet or even taller on or near both sides of Nueces would not be visible from the single-family residential part of Judges Hill. Furthermore, the location of the Panhandle outside of capitol view corridors makes it one of the few relatively undeveloped parts of the Downtown where future development need not be constrained to protect capitol views. Allowing continuation of the recent trend toward DMU-120 base zoning in the Panhandle area would be consistent with the DAP’s vision of fostering the development of a more compact, vibrant, livable, densely populated, diverse, and economically and environmentally sustainable downtown with an effective multi-modal transportation system.

⁸ By-laws post on the JHNA website as of April 10, 2011.

Furthermore, the Panhandle area has far more in common with the characteristics and goals in the DAP for the portion of the proposed Uptown Capitol District that is bounded by Martin Luther King, 15th Street, San Antonio, and Lavaca Street than with those of the proposed Northwest District. We hope that you will vote to modify the DAP as it relates to the Panhandle area by making the Panhandle area a part of the proposed Uptown/Capitol District instead of the proposed Northwest District, and by allowing DMU-120 base zoning on and near both sides of Nueces.

Thank you very much for your consideration.

Sincerely,

David C. Warner
Phyllis Warner

REVENUE PROPOSAL, AUGUST 17, 2010

6ixth

STREET • AUSTIN

April 25, 2011

Planning Commission
City of Austin
P.O. Box 1088
Austin, TX 78767

Dear Commissioners Sullivan, Chimenti, Kirk, Dealey, Anderson, Bui, Hatfield, Hernandez and Reddy:

Sixth Street Austin, an association of property and business owners in the Historic Sixth Street Entertainment District, supports adoption of the Downtown Austin Plan (DAP), but encourages amendments regarding conditional use permits and permanent supportive housing location.

The DAP is a visionary document that includes Historic Sixth Street as a priority. We wish to thank the planners, city staff, and appointed and elected officials for recognizing the importance of our historic district and the vision for it as an 18-hour-a-day, mixed-use destination.

Sixth Street Austin strongly opposes changing cocktail lounges to a conditional use. While we share the goals of diverse uses, requiring conditional use permits for cocktail lounges in CBD zoning is the wrong tool. It is ripe for significant unintended consequences, including inhibiting a property owner's ability to lease property, which could lead to vacant properties and economic instability. Because we share the goals of diverse and day-round uses, we have taken and are increasing voluntary efforts to coordinate with individual property owners, Sixth Street Austin, Downtown Austin Alliance and others to market our vision and recruit tenants toward those opportunities. We believe that together we can improve the vitality of our district and make it a source of cultural and economic pride for all Austinites.

The DAP makes important recommendations on housing the chronically homeless. A comprehensive plan for social service delivery and housing to guide decision-making and investment is an absolute must. However, permanent supportive housing and single room occupancy units must be scattered city-wide and should not be added downtown, which already contains a disproportionately large concentration of social services immediately adjacent to our centers of nightlife, entertainment and tourism. That co-location has produced significant public order issues and disinvestment, which could be mitigated with longer-term housing opportunities. Those opportunities should not be near existing social services and entertainment areas, not only for the neighborhood but also for the need of supportive housing residents to overcome the cycles and obstacles to more stable and independent lives.

Board of Directors

Tim League, Chair
Alamo Drafthouse Cinema

Fred Schmidt, Vice Chair
Wild About Music

Shawn Cirkiel, Secretary
Parkside

Bob Lander, Treasurer
Austin Convention and
Visitors Bureau

Lawson Boothe
Danta, LLC

Jason Carrier
Carmack Concepts

Doug Guller
The Parish, Beale Street Tavern
Bikinis Sport Bar & Grill

Michael Girard
Girard Diversified Interests

Nilda de la Llata
El Sol y La Luna

Gary Manley
Iron Cactus

Gavin Philipp
The Driskill Hotel

John Rosato
Southwest Strategies Group

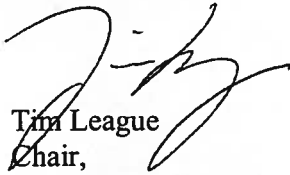
Chris Skyles
SkylesBayne Company

Josh Allen
Executive Director

211 East Seventh Street
Suite 818
Austin, Texas 78701
P 512.203.7280
F 512.381.6276
info@6thstreetaustin.com
www.6ixth.com

We hope the Downtown Austin Plan will serve as a road map for downtown's future. We are encouraged that it prioritizes Historic Sixth Street's needs including parking solutions, public restrooms in downtown, and robust way-finding system with real-time transit and parking information. With adoption of the DAP, the aforementioned requested amendments and an associated 10-year action plan, we are optimistic that the DAP will indeed build on Historic Sixth Street's global brand and help us to improve it as a high-quality daytime and nighttime destination.

Sincerely,



Tim League
Chair,
Sixth Street Austin

Copy: Marc Ott, City Manager
Sue Edwards, Assistant City Manager
Greg Guernsey, Director, Planning and Development Review Department
Kevin Johns, Director, Economic Growth and Redevelopment Services Office
Jim Robertson, Co-project Manager, Downtown Austin Plan
Michael Knox, Co-project Manager, Downtown Austin Plan
Dora Anguiano, Planning and Development Review Dept. Staff for Planning Commission

6ixth

STREET • AUSTIN

April 25, 2011

The Honorable Lee Leffingwell, Mayor
The Honorable Mike Martinez, Mayor Pro Tem
The Honorable Chris Riley, Council Member
The Honorable Randi Shade, Council Member
The Honorable Laura Morrison, Council Member
The Honorable Bill Spelman, Council Member
The Honorable Sheryl Cole, Council Member
City of Austin
P.O. Box 1088
Austin, TX 78767

Dear Mayor Leffingwell, Mayor Pro Tem Martinez, Council Members Riley, Shade, Morrison, Spelman and Cole:

Sixth Street Austin, an association of property and business owners in the Historic Sixth Street Entertainment District, supports adoption of the Downtown Austin Plan (DAP), but encourages amendments regarding conditional use permits and permanent supportive housing location.

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The Parish, Beale Street Tavern
Bikinis Sport Bar & Grill

Michael Girard
Girard Diversified Interests

Nilda de la Llata
El Sol y La Luna

Gary Manley
Iron Cactus

Gavin Philipp
The Driskill Hotel

John Rosato
Southwest Strategies Group

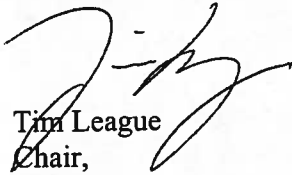
Chris Skyles
SkylesBayne Company

Josh Allen
Executive Director

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Suite 818
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Sixth Street Austin

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Greg Guernsey, Director, Planning and Development Review Department
Kevin Johns, Director, Economic Growth and Redevelopment Services Office
Jim Robertson, Co-project Manager, Downtown Austin Plan
Michael Knox, Co-project Manager, Downtown Austin Plan

Tom Wald
League of Bicycling Voters
PO Box 1395
Austin TX 78767
tom@lobv.org
512-203-7626

League Of..... Bicycling Voters

Austin's voice for bicyclists: www.lobv.org

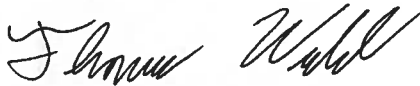
April 5th, 2011

To Austin City Staff, Austin City Council and Mayor, Urban Transportation Commission, and Planning Commission,

To help improve bicycling and walking accommodations and environments in downtown Austin, the League of Bicycling Voters asked City Staff to present the Downtown Austin Plan to the Austin Bicycle Advisory Council (BAC). At the March 10th meeting, the BAC unanimously approved the recommendations given below for the Downtown Austin Plan.

Please contact me if you need clarification on any of the items, or if you have any other questions.

Tom Wald



Executive Director
League of Bicycling Voters

Downtown Austin Plan recommendations from the Austin Bicycle Advisory Council 3/10/11

1) Bike Parking

Request: On page 152, change the "at least 10%" bike parking figure to either "at least 20%", or specify that the bike parking requirement be based on gross floor area of downtown buildings. The original sentence states, "The City should increase on-site bicycle parking requirements in Downtown, so that bike parking represents at least 10% of the required motor vehicle parking, before any parking reductions are made."

Reasoning: The 2009 Austin Bike Plan specifies a 10% bicycle modal split in 2020. These trips will need bike parking, and alone would require bike parking to represent 20% of motor vehicle parking. In addition to the 10% bicycle modal split, there will be mass transit trips with the first/last mile taken by bicycle. These will need even more bike parking.

Calculation: Let's assume that parking needs match the modal split, e.g. if the ratio of bicycle trips to motor vehicle trips is 1:2, then bicycle parking to MV parking should be 1:2. Let's use the year 2020 as a target. Let's assume 20% of trips are on foot, 15% are by bus/rail, 50% are by motor vehicle, 10% are by bike, and 5% are by some other mode. Let's assume that ~25% of downtown bus/rail trips use a bicycle to connect and that two-fifths of these trips require a bike parking space downtown. From this, we can calculate that $(25\% \times 2/5 =)$ 10% of downtown bus/rail trips also have a bike trip component, which is $(15\% \times 10\% =)$ 1.5% of total downtown trips. Add to this the bike-only trips, and we find that 11.5% of all downtown trips have a bike trips component. Then, the ratio of bicycle trips to motor vehicles trips is 11.5 : 50, so the ratio of bike parking to motor vehicle parking is 11.5 : 50, which is 23%. This "23%" figure shows the need to specify "at least 20%" on page 152.

2) On-Street Bike Parking

Request: Use on-street space for bike parking. Explore converting 1% of on-street car parking spaces to on-street bike parking spaces.

Reasoning: Portland, Oregon, and other cities have replaced some on-street car parking spaces with bike parking spaces. While Great Streets will provide much more sidewalk space that can be used for bicycle parking, conversion of on-street car parking spaces to bike parking spaces can be done very inexpensively and very quickly. This is an easy and efficient way to provide bike parking using existing street curbs. On-street bike parking can be placed in close proximity to business entrances while not removing sidewalk space from pedestrian use. On-street bike parking is accessible to on-street bicycle traffic without requiring a transition to a sidewalk. For the space used by each car parking space, 12-20 bicycles can be parked. Currently, some downtown destinations are overwhelmed by the need for bicycle parking, able to provide only several parking spaces where dozens are regularly needed. Note,

too, that since bicycles themselves are shorter than most cars, parked bicycles do not obstruct intersection sight-lines as cars can.

3) Congress Ave

Request: Designate Congress Ave as a primary priority bicycle route. And designate Colorado St. as a secondary route.

Reasoning: Congress Avenue is presently a major route for bicycle traffic. It provides a two-way route with a gentle grade, unlike the several parallel streets on either side. Congress Ave. also offers direct access over the river.

Colorado St. provides minor bicycle access. It is hampered by the closure between 11th & 12th Sts., its one-way designation, and its hilly nature. Though the closure may eventually be removed and the street may be changed to two-way traffic, the terrain will not change.

4) Other bicycle primary priority streets

Request: Designate as a primary bicycle priority street: Rainey St., W. 12th St.

Reasoning: Rainey St. provides calm, on-street access, via Holly St. or East Ave., to east Austin neighborhoods between Cesar Chavez St. and the river.

W. 12th St. is one of the few continuous streets that connects downtown with Clarksville. Note that the only other bicycle primary priority street that connects downtown to the west is 3rd St.

5) Sabine St

Request: Designate Sabine St. as a bicycle-and-pedestrian mall from 4th to 7th Sts., allowing local delivery vehicle access, as necessary. Evaluate the implementation after a year, and consider bike-ped malls for other downtown streets.

Reasoning: The Waller Creek Trail will provide bicycle access from the river to the UT campus, except for two blocks -- between 5th and 7th Sts. This two-block section provides a path that is too narrow for any regular bicycle access and is not expected to change when Waller Creek is redeveloped. Sabine St. provides a fortuitous opportunity to fill in this gap in the Waller Creek Trail. Sabine St. would provide a street-level connector for Waller Creek Trail. It would also provide public plaza space inside downtown - something downtown Austin currently lacks.

While Red River St. will offer bike lanes for those who are able and comfortable enough to share the street with motorized traffic, only Waller Creek will offer a motor-free experience -- for those who need it.

If motorized access is critical to adjacent businesses, such access can be provided either via service alleys, or access can be limited to permitted vehicles and/or specified hours.

6) Pedestrian Malls

Request: Consider limiting one or more streets to pedestrian, bicycle, and public mass transit traffic.

Reasoning: Many, if not most, of our peer cities have established some of their central-business district streets as pedestrian malls. Pedestrian malls can facilitate shopping, dining, and family-time experiences and thus add tremendously to a community's quality of life. Successful examples can be found in Santa Monica, New York City, Minneapolis, Madison, Denver, Boulder, and other cities.

7) Non-downtown streets, bicycle priority designation

Request: On the Bicycle Framework Plan, designate non-downtown streets as bike routes, not as secondary or primary priority bicycle routes. Examples: Barton Springs Rd., Riverside Dr.

Reasoning: Outside of the DAP, the bicycle prioritization designations no longer have DAP context. Since illustration of non-downtown bike routes is helpful to provide connectivity context, a third type of line symbol should be used to mark these routes.

8) E. 12th St. correction

Request: Put E. 12th St. bicycle route designation on the Transportation Framework Plan as it is on the Bicycle Framework Plan.

Reasoning: This appears to be a typo or some other error.

--- END ---



Downtown Austin Neighborhood Association

SOCIAL KNOWLEDGEABLE INFLUENTIAL	26 April 2011
Michael McGill President	Honorable Mayor Leffingwell, City Council Members and Planning Commissioners:
Josh Allen Vice President	The Downtown Austin Neighborhood Association (DANA) wishes to express its appreciation for the considerable work of city staff, McCann Adams Studio and community members in creating the Downtown Austin Plan (DAP). DANA's membership, as leading downtown stakeholders, has taken an active and involved role over the past several years in helping to shape this important document for our future. In addition to sharing borders with the DAP, we also share the plan's identification of the many risks and opportunities represented downtown. To that end, we urge the adoption of the plan and associated policy and budgetary priorities to mitigate those risks and capitalize on opportunities to improve the quality of life for those who live, work and play in downtown Austin.
Madge Whistler Secretary	After a thorough review of the plan, DANA would like to additionally emphasize the following items for your consideration:
Albert Stowell Treasurer	
Jocelyn Dabeau	
Jude Galligan	
Amber Gugino	
Bill McCann	
Mitchell McGovern	
Ian Stonington	
Kristina Witt	
	<ol style="list-style-type: none">1. DANA, as current downtown residents, would like to provide our unique perspective regarding the definition of what is 'family friendly' in an urban environment (AU-2.5). The current plan envisions a Density Bonus provision that incentivizes 3+ bedroom apartments (LI-2.2) that we believe to be inappropriate to many highly suitable urban living spaces and, at worst, it encourages the most expensive units that few families can afford while opening the door to gimmicks that might qualify for a bonus ahead of more valuable public benefits in the program. Far more than artificial subdivisions of space, the conditions that will enhance the family-friendly nature of downtown are affordability, public safety, exemplary schools and high quality public spaces.2. DANA supports the preservation of the character and streetscape of the Warehouse District (HP-2.2) but questions the effectiveness of the 45' height limit in some parts of the district in achieving that goal. We believe that a local historic district that seeks to preserve facades and the unique streetscape of the district would contribute value to downtown. As form-based codes are designed for the "core preservation zone" along 4th Street, we encourage a larger emphasis on retaining historic building materials and design elements but also allowing a greater consideration of adaptive re-use after a 15' or greater step back on the existing structure. Further, we support the establishment of a transfer of development rights program accessible to any newly zoned historic structure.3. DANA supports the initiation of a process for establishing cocktail lounges as a conditional use (Au-1.4), but also endorses the Music Commission's amendment to give Live Music Venues special and expedited consideration. Further, we endorse the DAP recommendation to make the sound levels consistent for both restaurants and bars within the CBD (Au-4.6).4. DANA supports the DAP's recommendation to develop a comprehensive plan for social service delivery and housing to guide decision-making and investment in addressing homelessness. These efforts must be city-wide and not solely focused on downtown, which already contains a concentration of social services immediately adjacent to our centers of nightlife, entertainment and tourism. That co-location produces unintended consequences that could be mitigated with housing opportunities, including permanent supportive housing, but only if that location is outside of the current concentration point near the E. 6th Street and Red River districts (Au-7.1).



Downtown Austin Neighborhood Association

5. The Western section of downtown, including the market district and commercial corridor along Lamar, is severely and incongruously restricted regarding heights and densities allowable under the density bonus program (DD-1.2). It is the strong belief of this neighborhood association, in whose boundaries this area exists, that height and density guidelines consistent with the current 8:1 FAR of downtown would enhance the vitality, mobility and economics of downtown as a whole.
6. The Downtown Austin Plan is considerable in its scope and while we recognize that the specifics in some areas are necessarily high-level, we believe that the current plan should be more detailed regarding the planned sites and considerations for locating major public investments and land uses. Specifically, we would like to highlight that the plan calls for a new Fire Station #1 (Au-7.3), multi-modal transit facilities (TP-2.3) and electrical substations (UI-4.1) without specifying what sites are being reviewed and the elements of consideration. Further, where the DAP calls for additional plans (Rainey Street redevelopment plan, public restroom master plan, district identity/marketing plans, etc..) we encourage that work commence as quickly as possible in conjunction with other implementation efforts.

Ultimately, the most important component of this plan is the implementation recommendations. Simply put, we must make implementation of the DAP a high priority as a city. It cannot become a plan that 'sits on the shelf'. To that end, DANA whole heartedly urges the creation of an Economic Development Corporation (EDC) as recommended in the DAP and pledges its support as a partner with the EDC. The City should quickly engage in a conversation about the relative merits of specific EDCs with particular focus areas or a single central city EDC. The resulting goal should be the creation of an EDC by the end of 2011. Further DANA urges finalization and adoption of the 10-year prioritized action plan along with an initial financing plan by the end of 2011. Taking these two steps will ensure the Downtown Austin Plan moves off the page and into our neighborhood.

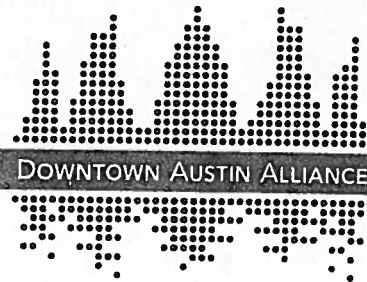
Respectfully,

A handwritten signature in black ink that reads "Michael P. McGill". The signature is fluid and cursive, with the first and last names being more prominent.

Michael P. McGill
President

DOWNTOWN AUSTIN ALLIANCE
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Austin, TX 78701
512.469.1766

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www.downtownaustintv.org



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Mark Tester
Austin Convention Center

Charles Betts
Executive Director

April 26, 2011

Mayor Lee Leffingwell
City of Austin
P.O. Box 1088
Austin, Texas 78767

Mayor Leffingwell,

The Downtown Austin Alliance urges you to adopt the Downtown Austin Plan. We have participated in the planning process as stakeholders since it began in 2007, and we agree with the vast majority of the recommendations included in the November 2010 draft plan. We do, however, have three issues that we consider significant enough to ask you to change before adoption of the plan as a policy document. We believe that in each of these cases, the draft plan either limits private property rights or discourages the kind of density the community says is appropriate and desirable for downtown Austin. The recommendations that we oppose are:

- 45-Foot Height Limits in the Warehouse District
- Eliminating CURE as a Method for Achieving Additional Height or Density
- Requiring Building Stepbacks Above 90 Feet

We have attached a brief outlining these issues in more detail and suggesting appropriate changes to the plan. These three issues must be addressed before plan adoption if we are to achieve our goal of a dense, vibrant downtown that is the economic engine of the region.

Again, we do support most of the principles of the Downtown Austin Plan. We joined the community in the public process that created the plan, and we look forward to partnering with the City of Austin in its implementation.

Sincerely,

Charles Betts, Executive Director

Cc: Marc Ott, City Manager
Sue Edwards, Assistant City Manager
Greg Guernsey, Planning and Development Review Department
Kevin Johns, Economic Growth & Redevelopment Services Department
Michael Knox, Economic Growth & Redevelopment Services Department
Jim Robertson, Planning and Development Review Department

Building A Great Downtown: Downtown Austin Alliance's Views on the Downtown Austin Plan

A dense, vibrant downtown is good for the whole community:

- Develops tax base – Downtown generates more than \$158 million in taxes every year.
- Supports entire community – 80 cents of every dollar generated by downtown is used to provide services outside of downtown.
- Better for environment and improves quality of life of ALL Austinites – Helps to reduce sprawl, relieves traffic congestion.

The Downtown Austin Alliance is generally very supportive of the Downtown Austin Plan. However, there are three remaining issues that concern us greatly. To achieve the density desired in our downtown, as laid out in the Downtown Austin Plan and the Envision Central Texas plan, we must create an environment that does not penalize developers for seeking the very density that our community desires. To that end, the Downtown Austin Alliance makes the following recommendations:

Create A Desirable and Equitable Density Bonus Program But Retain CURE As An Option for Seeking Additional Height and Density

One Size Does NOT Fit All:

- Use, parcel size, and site constraints vary greatly from project to project. The consultants recognized that office and hotel projects have different economics than residential projects, and we agree that these uses should receive a 50% FAR bonus by meeting the gatekeeper requirements.
- We are concerned, however, that small sites will be placed at a great disadvantage, and very few full-block sites remain downtown.
- We want to ensure that downtown Austin is a viable location for new development and that we're not encouraging developers to limit their projects within their base FAR of 8:1, which would rob the City of additional long-term tax base.

Our Leaders Should Have Authority to Decide

- The Density Bonus Program should be attractive enough that developers would choose to participate in this administrative program rather than going through CURE (See attached chart for potential modifications).
- The Planning Commission and City Council should have the authority and discretion through CURE to approve projects that don't fit the mold but would be beneficial to the city. If the only method to achieve greater height and density is the administratively-approved Density Bonus Program, policy makers will never know what opportunities are missed.

Oppose 45-Foot Height Limits in Warehouse District

- Current zoning is CBD with 8:1 FAR and no height limit, so we consider the proposed 45-foot height limit is a taking of property rights.
- The Transfer of Development Rights proposal is not viable because: a) there may not be a market for the TDR when the time comes and b) if there is, the rate will have been capped at \$10 per square foot. This method does not offer enough certainty for it to be adequate compensation.
- There are two legitimate ways to retain the character of the Warehouse District. Owners could apply for historic landmark status or create a local historic district.

Concerns About Development Regulations Requiring Stepbacks Above 90 Feet

Using a one-half block site as a test case, an office development was modeled* under current and proposed regulations.

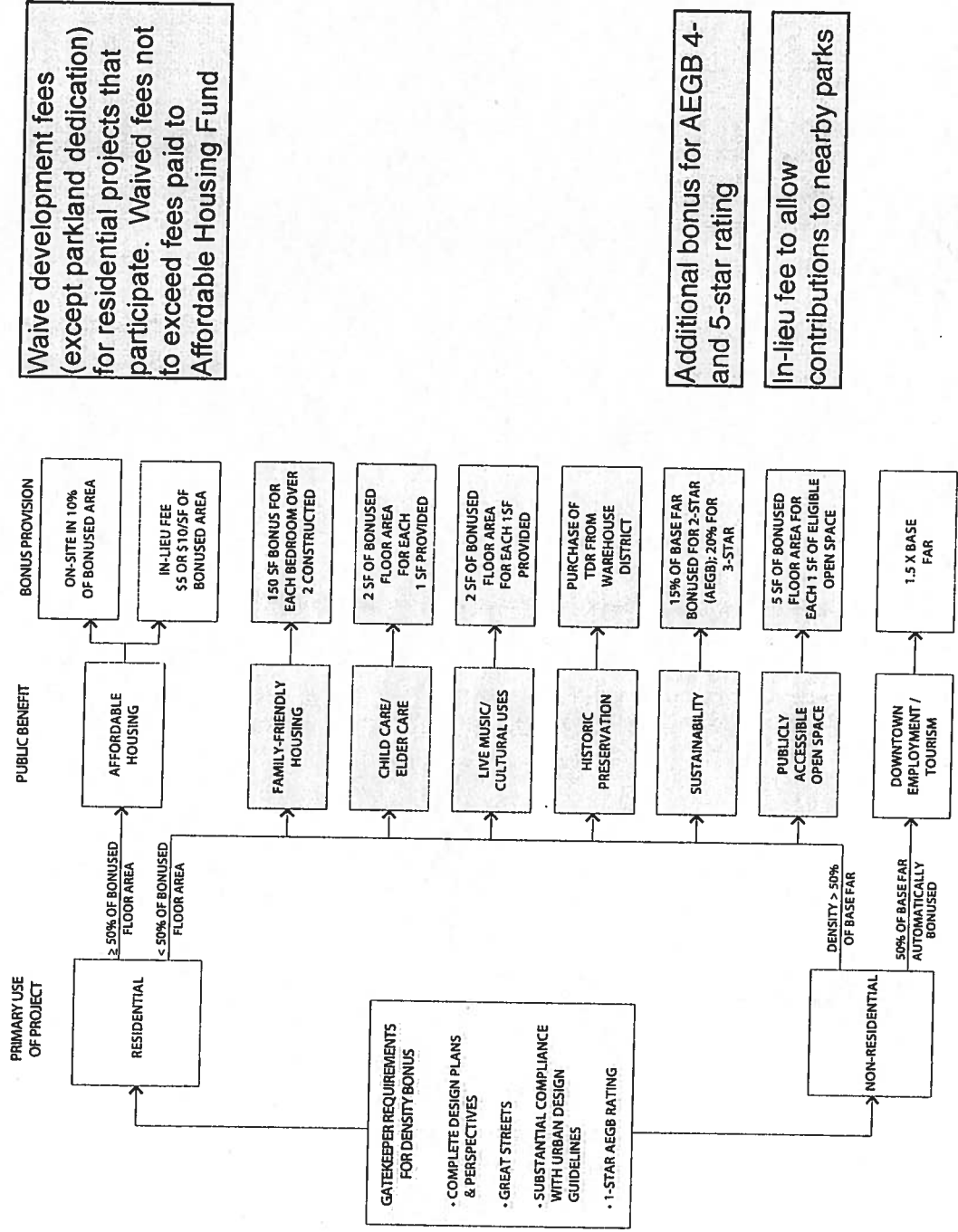
- Construction costs increase 5-10%** when built under the proposed regulations.
- Buildings become less efficient to build and to operate. Additional stories must be added to achieve the same built square footage, and each floor requires common space for elevators, stairwells, hallways, and restrooms.
- Maximum floorplates are reduced and are potentially less marketable as office space.
- The Congress Avenue Overlay District and Capitol View Corridors will ensure that downtown Austin will always have light and air between buildings.

* Source – Stan Haas, Nelsen Partners

**Confirmed by DAP consultants McCann Adams Studio)

Proposed Density Bonus Program
Downtown Austin Plan
ROMA for the City of Austin
Revised September 15, 2009

Downtown Austin Alliance
Recommended Changes to the
Density Bonus Program



Waive development fees (except parkland dedication) for residential projects that participate. Waived fees not to exceed fees paid to Affordable Housing Fund

Additional bonus for AEGB 4- and 5-star rating

In-lieu fee to allow contributions to nearby parks

Create bonus for Below Grade parking

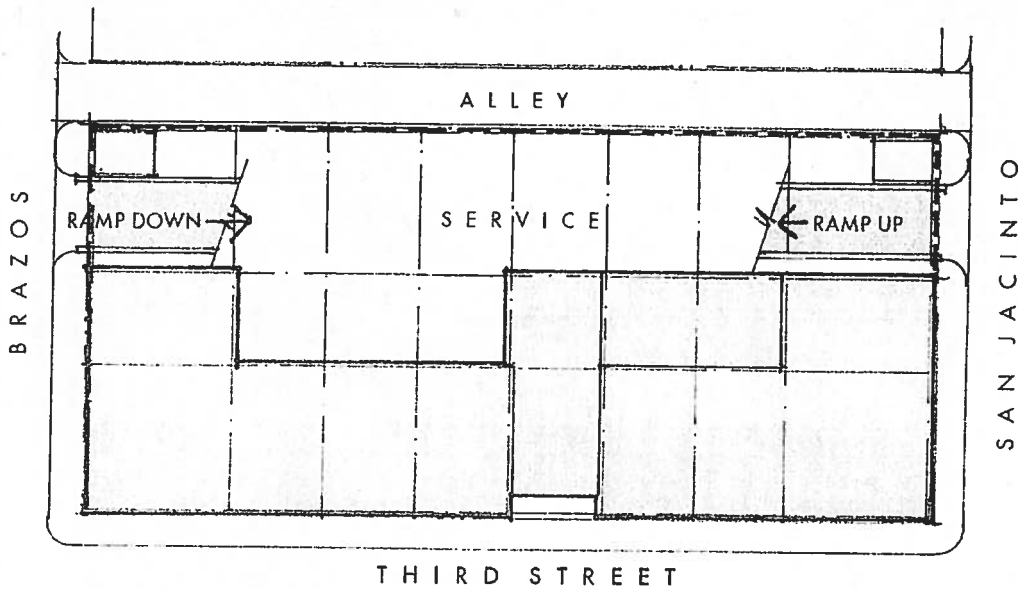
**PRELIMINARY ANALYSIS
DOWNTOWN AUSTIN PLAN- FORM-BASED SETBACKS
27 OCTOBER 2010**

This preliminary analysis is prepared for the Downtown Austin Alliance to assist them in the evaluation of the current draft of the Downtown Austin Plan. In particular, it assesses the effects of the proposed Form-based Setbacks as a part of this plan. In order to objectively evaluate these effects, a half-block site at the northeast corner of Third and Brazos (old Whitley printing Company site) has been analyzed. This site was selected because it is relatively encumbered (no Capitol View Corridor, no historic district, no adjacencies to parks, etc.). The four scenarios of analysis are:

1. 8:1 FAR developed under current zoning restrictions and setbacks
2. 8:1 FAR developed under proposed Form-based Zoning restrictions
3. 12:1 FAR developed under current zoning restrictions and setbacks
4. 12:1 FAR developed under proposed Form-based Zoning restrictions

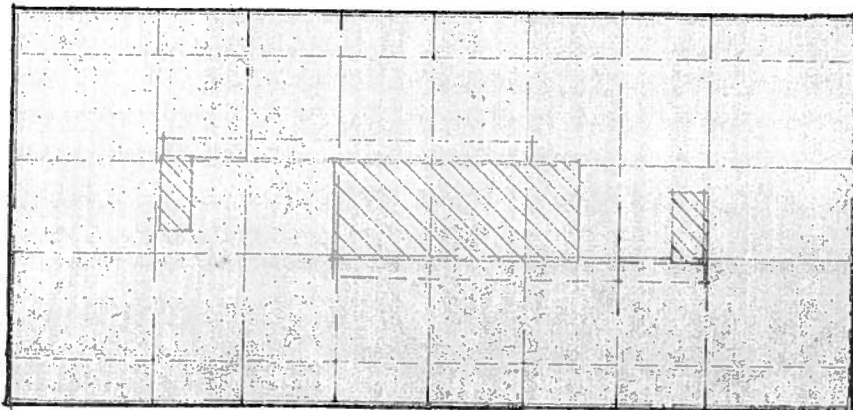
In all cases, the proposed use is "office" and parking is provided that takes existing conditions into account: real estate market factors and financing requirements establish a threshold of approximately 3 parking spaces/1000sf of space. Although city code allows a significant reduction in required parking, current circumstances regarding the transit system and tenants' expectations necessitate a more common sense approach to parking. Additionally, it is assumed that the maximum height of a parking structure is no more than 7 levels and that it is not economically feasible to extend parking below grade by more than 2 levels.

In taking these parking conditions into account, the first scenario maximizes the parking on site with 7 levels above grade and 2 below. In an 8:1 FAR build out, parking is provided at the rate of 3.09 spaces/1000sf. Subsequent scenarios either reduce the amount of parking, the ratio of spaces per building square foot, or both.



FIRST FLOOR PLAN

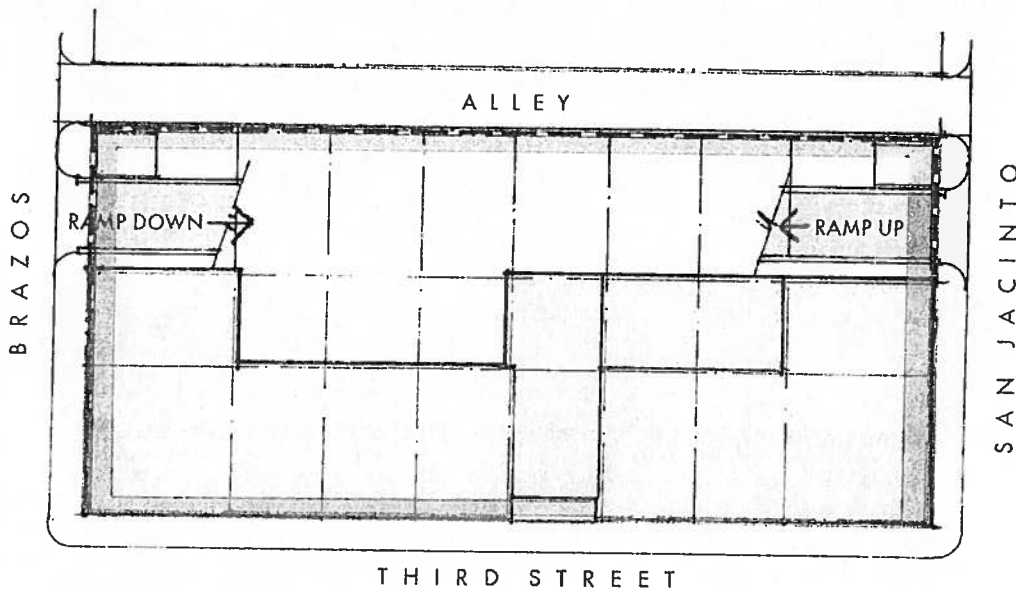
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TYPICAL OFFICE FLOOR PLAN

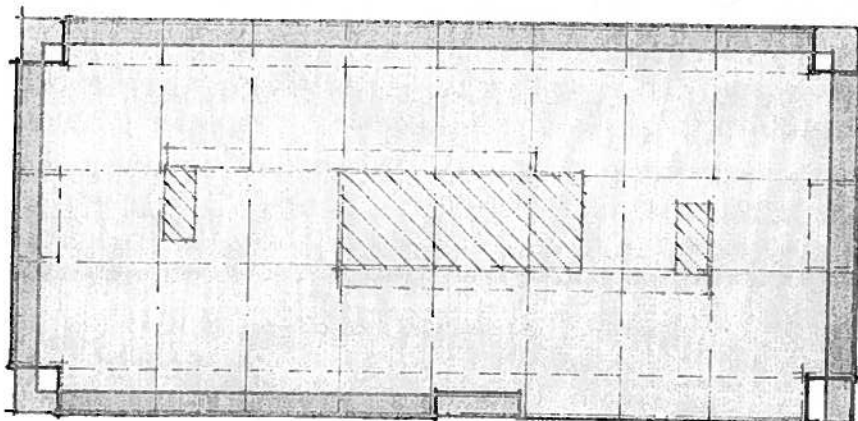
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FIRST FLOOR PLAN

0 5 10 50'

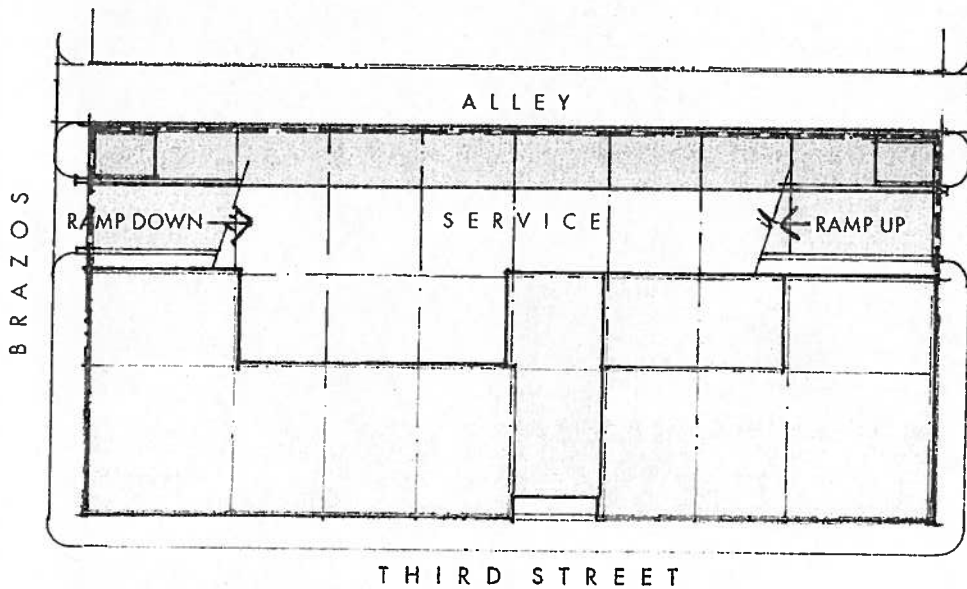


TYPICAL OFFICE FLOOR PLAN

SETBACK FOR INTERLOCKING STREET WALL-
above 90', step back at
least 8' for 55% of parcel
frontage; and be built to
property line for 45% or
110', whichever is less.

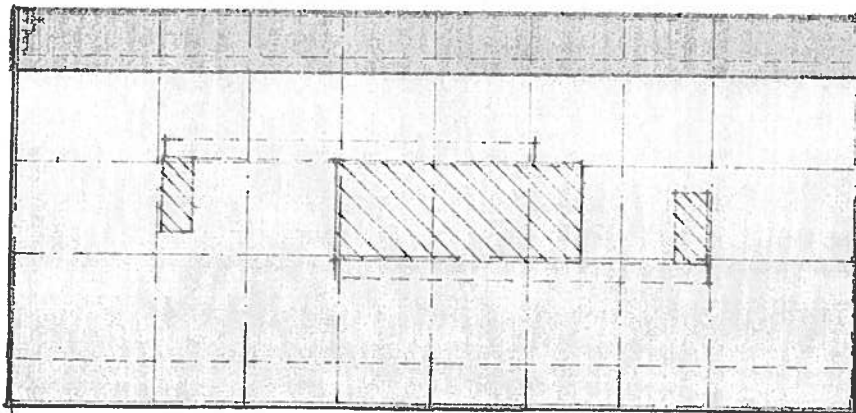
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FIRST FLOOR PLAN

0 5 10 50'

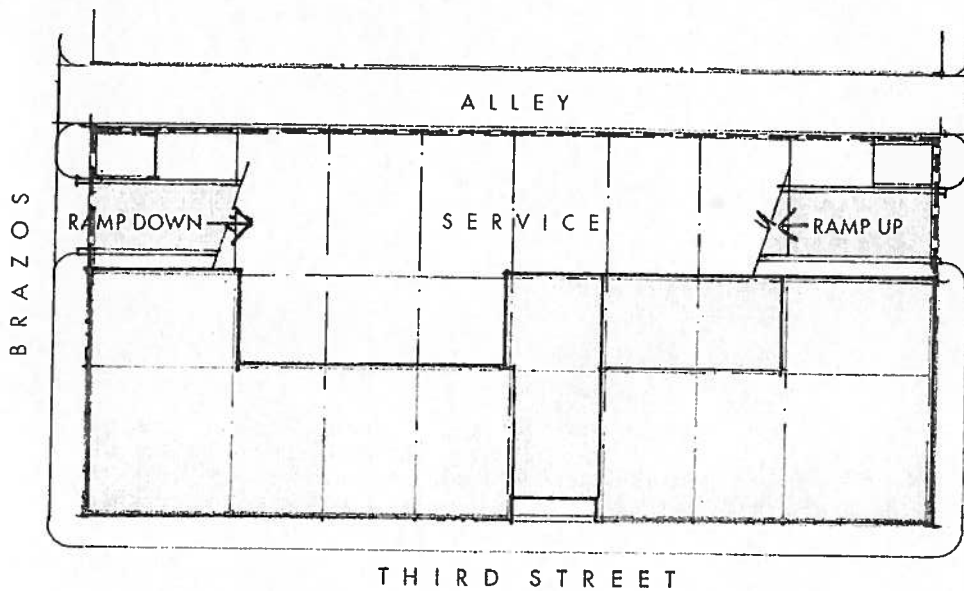


TYPICAL OFFICE FLOOR PLAN

SETBACK FROM ALLEY:
Mid and High Rise Build-
ings must set back from an
alley 18' above 90'.

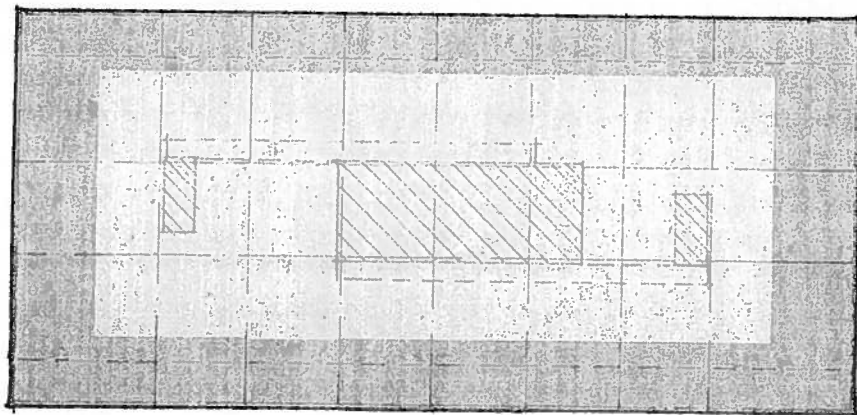
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FIRST FLOOR PLAN

0 5 10 50'



TYPICAL OFFICE FLOOR PLAN

SLENDER TOWER SET-BACK:
Mid and High Rise Buildings must have a maximum floorplate of 30,000sf above 120' or 60% of the site area, whichever is less; and have a maximum tower length above the height along block face 220' (80%).

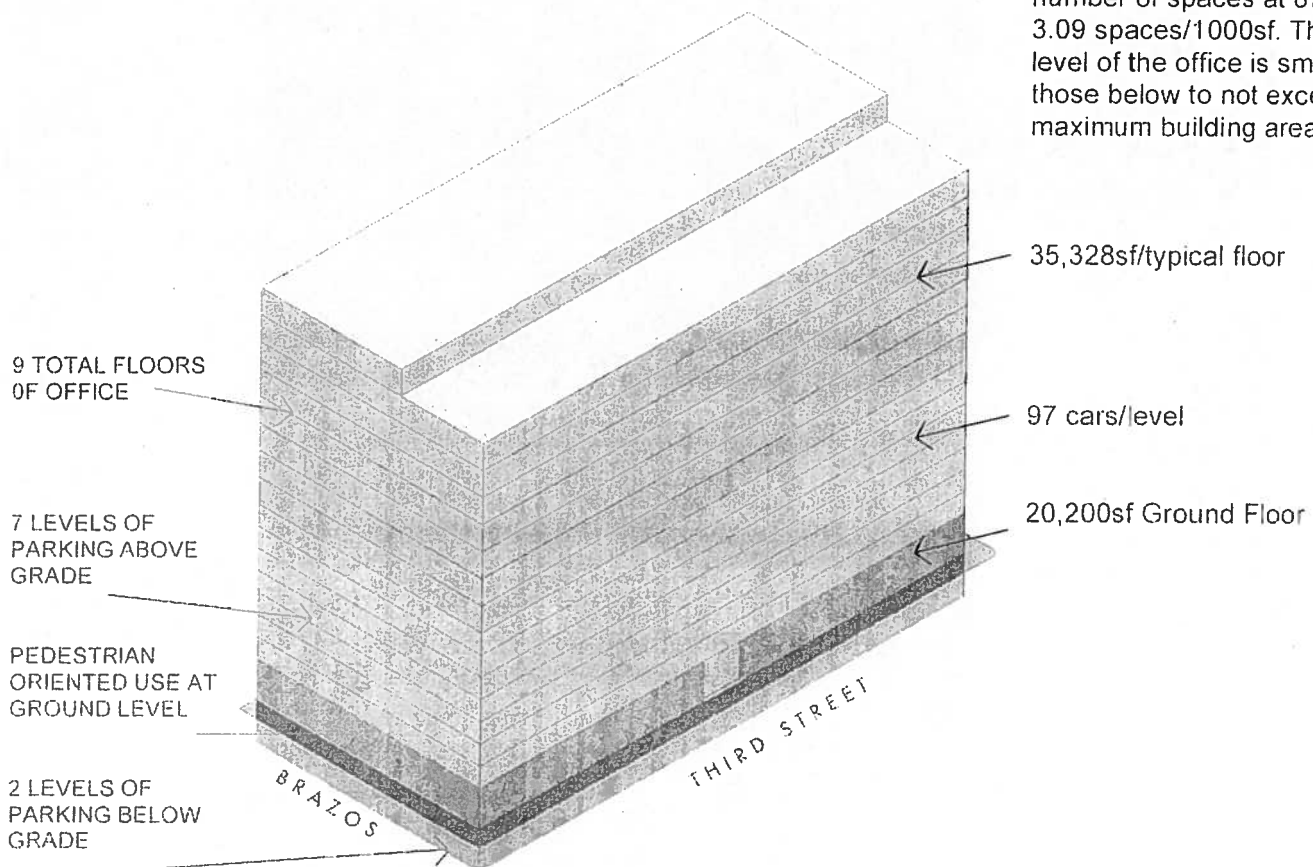
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EXISTING CONDITIONS

8:1 FAR

An 8-story office building rests on top of a 7-level garage on top of a 20' base providing pedestrian oriented uses. Two additional levels of parking are below grade, providing a total number of spaces at 873 or 3.09 spaces/1000sf. The top level of the office is smaller than those below to not exceed the maximum building area.



Site Area	= 35,328sf
Total Building Area	= 282,624sf
Parking provided	= 873 spaces
Approximate Building Height	= 205'

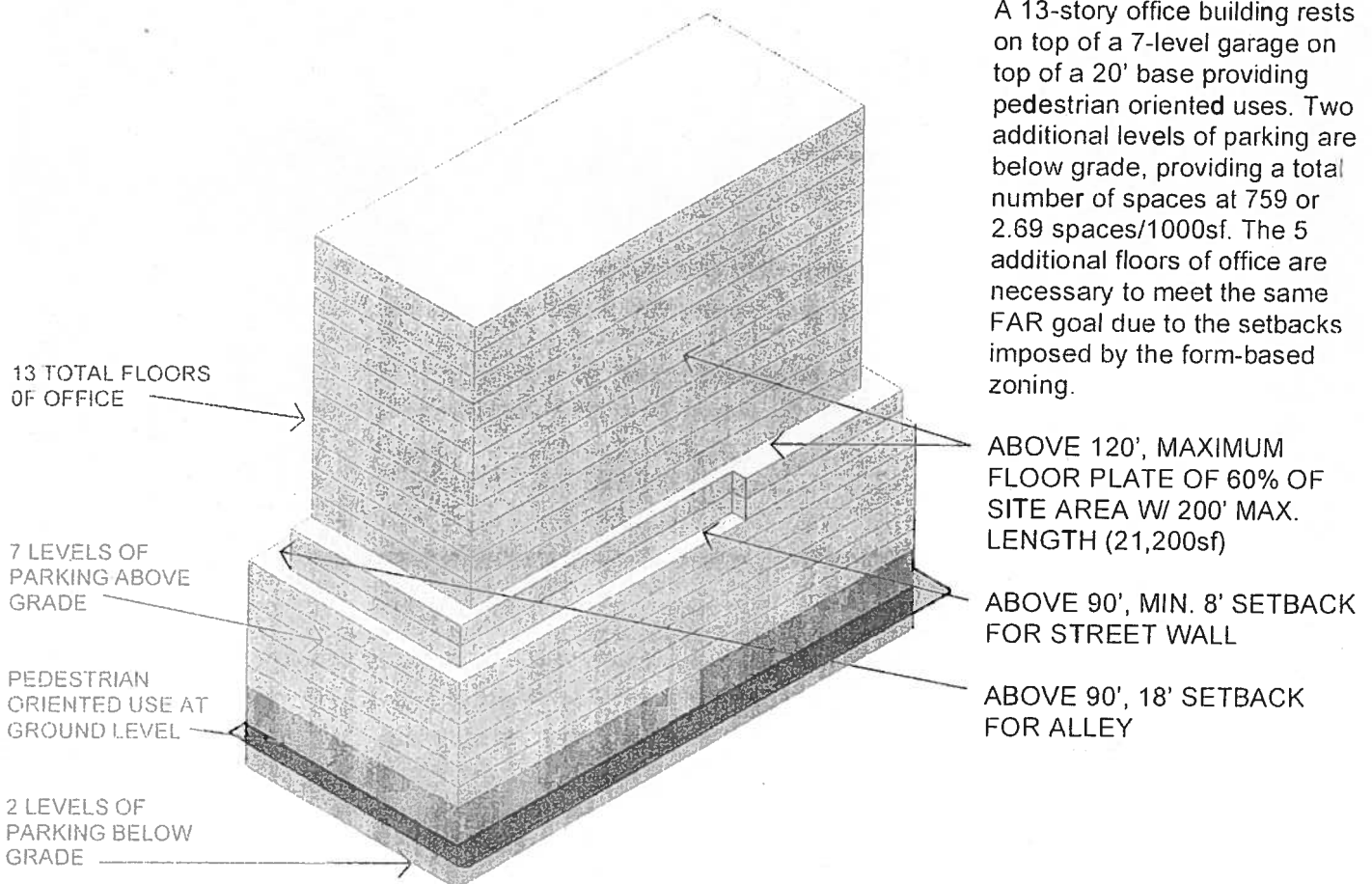
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SCENARIO ONE

ACHIEVE THE SAME 8:1 FAR
& COMPLY WITH
CURRENTLY PROPOSED
FORM-BASED CODE
RESTRICTIONS

A 13-story office building rests on top of a 7-level garage on top of a 20' base providing pedestrian oriented uses. Two additional levels of parking are below grade, providing a total number of spaces at 759 or 2.69 spaces/1000sf. The 5 additional floors of office are necessary to meet the same FAR goal due to the setbacks imposed by the form-based zoning.

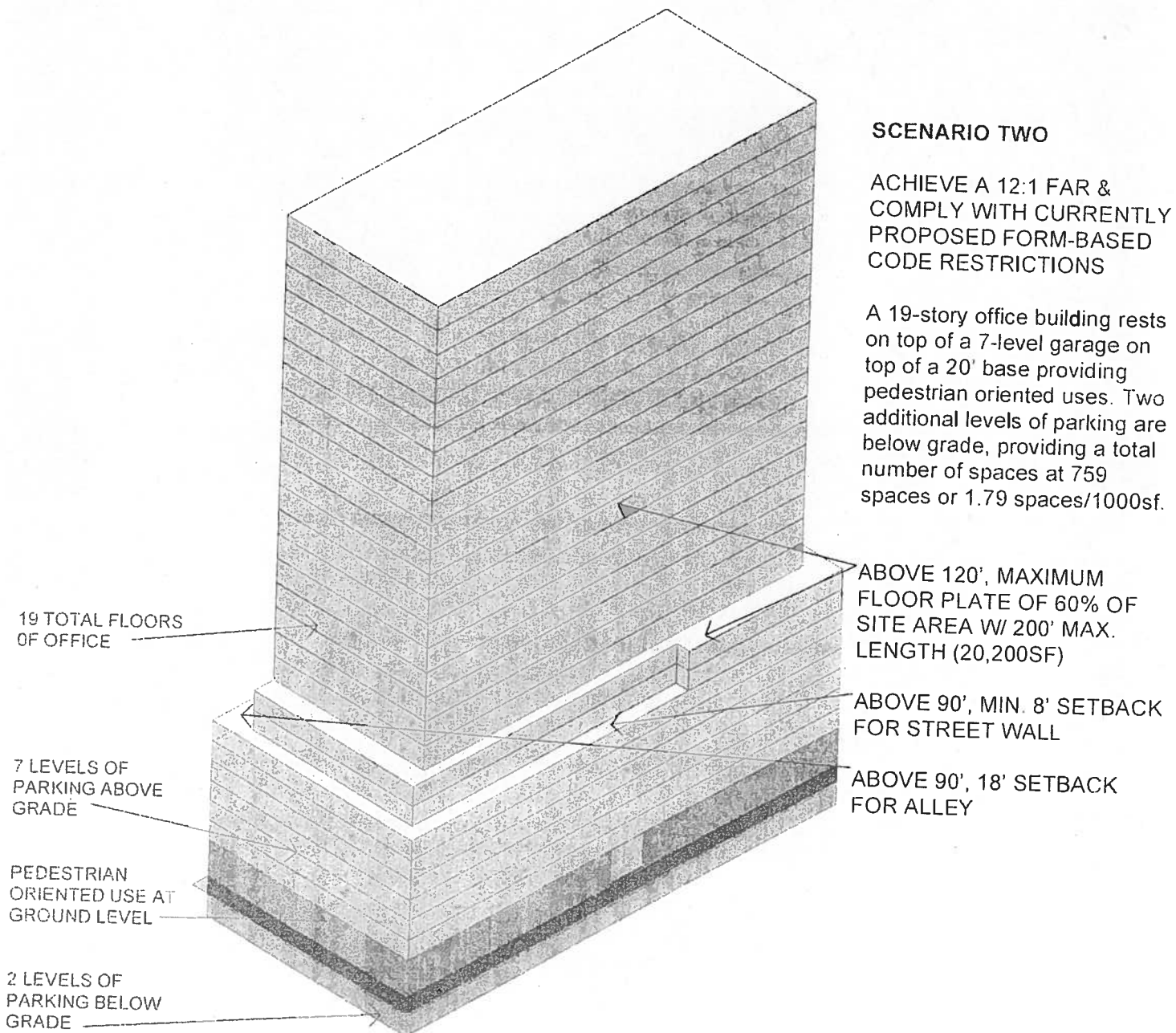


Site Area	= 35,328sf
Total Building Area	= 282,624sf
Parking provided	= 759 spaces
Approximate Building Height	= 259'

SCENARIO TWO

ACHIEVE A 12:1 FAR &
COMPLY WITH CURRENTLY
PROPOSED FORM-BASED
CODE RESTRICTIONS

A 19-story office building rests
on top of a 7-level garage on
top of a 20' base providing
pedestrian oriented uses. Two
additional levels of parking are
below grade, providing a total
number of spaces at 759
spaces or 1.79 spaces/1000sf.



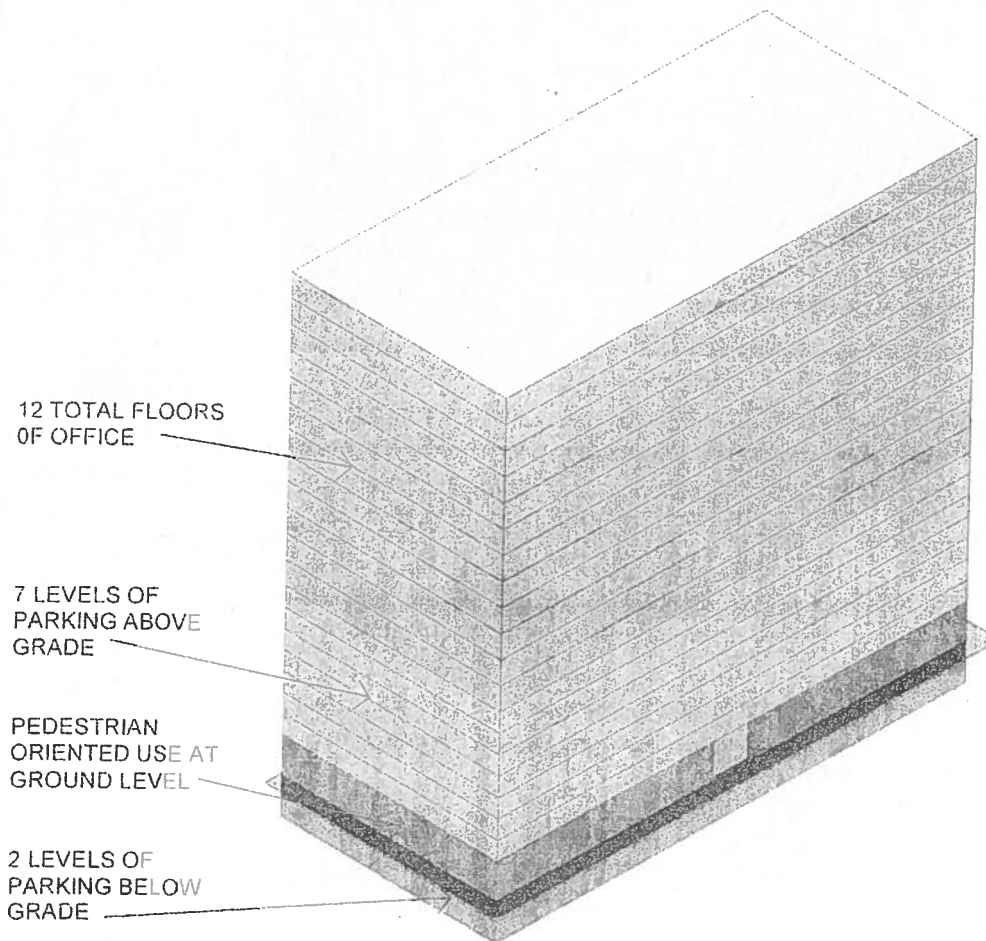
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SCENARIO TWO-A

ACHIEVE A 12:1 FAR & DO NOT COMPLY WITH CURRENTLY PROPOSED FORM-BASED CODE RESTRICTIONS

A 12-story office building rests on top of a 7-level garage on top of a 20' base providing pedestrian oriented uses. Two additional levels of parking are below grade, providing a total number of spaces at 873 spaces or 2.06 spaces/1000sf.



**PRELIMINARY ANALYSIS
DOWNTOWN AUSTIN PLAN- FORM-BASED SETBACKS
27 OCTOBER 2010**

CONCLUSIONS

In an 8:1 FAR condition, meeting the proposed Form-based Code setbacks results in:

- A building that is 4 stories taller with no additional area
- 114 fewer parking spaces
- Increased construction costs of 5-7%

In a 12:1 FAR condition, meeting the proposed Form-based Code setbacks results in:

- A building that is 7 stories taller with no additional area
- 114 fewer parking spaces and a parking ratio of 1.79 spaces/1000sf
- Increased construction costs of 7-10%
- A floor plate of approximately 21,200sf which is considered sub standard for a downtown building by real estate trends
- An add-on factor that increases by a nest 6% in this smaller building, resulting in rents that are an additional 6% more expensive

Questions

- Is form-based code reasonable to institute in an already significantly developed area where all the best site have presumed to be developed?
- Should above grade parking be counted as FAR?
- Should the Urban Design Guidelines be CODIFIED?

Rousselin, Jorge

From: [REDACTED]

Sent: Thursday, May 19, 2011 8:01 PM

To: Rousselin, Jorge

Subject: Re: Downtown Austin Plan - Feedback on Plan, and various Transportation Plans

Mr. Rousselin,

Thank you for the update on the delay of presenting the Downtown Austin Plan. If you are not the right person for my letter, could you forward to the appropriate people and/or departments?

As an Austinite for about 46 years now, and came to visit my grandparents even earlier before than that;

I have seen the unprecedented growth in Austin during the last ten years especially. I am very saddened to see the direction the City Council and Planning Commission is going with their future plans for Austin.

It is expected that Austin would continue growing, it has always grown as students from different parts of Texas and the U.S., and now different parts of the world have come here to study and realize it is an oasis of progressive, liberal, educated people and decide to stay in Austin. I get that. However, I am NOT happy that most of the businesses that our city pays millions and millions of dollars of incentives to move here are usually for the high tech businesses. Not everyone in Austin is a computer programmer, or an electronic semiconductor engineer, etc. Plus I am horrified that we would give all that money for a racetrack to come to Austin during this recession many of us are still experiencing.

My main concern is in the plans for transportation, the Light Rail idea, for instance. **Not everyone lives in central Austin!** We don't need to spend more money for the central urban area right now. Our big problem is the fact that we only have IH 35 and Mo-Pac for people to commute from North & South Austin, and from the smaller towns north and south of IH 35. What we need are the huge EXPRESS busses that stop at stations on IH 35 and MoPac and Pflugerville, Round Rock, Georgetown, and the small cities south of IH 35 to take the working people to a major employers along the way, and stops downtown Austin, UT, etc. That would work and people would use them, if the routes and stops were carefully studied and planned for the most people! (Yes, I know we have I 30 Toll Road, but as I predicted and wrote to TX DOT before the plan was approved, I knew it was being built too far east of Austin, and not enough people would use it to make it financially viable. I think all the huge trucks should be forced to use it, make it free to them and to all of us!! That would get the traffic off IH 35 for sure.

Thank you kindly for reading this email. Please forward on to appropriate committees.

Sincerely,

Debra Steele
Austin, TX 78753

8/4/2011

COMMENT FORM/Formulario de comentarios

File # MP-2011-0003
Downtown Austin Plan

City Council Public Hearing Date: August 25, 2011
Fecha de audiencia pública ante el Concilio Municipal:
25 de agosto del 2011.

Comments/Comentarios:

Area from ISM-MCK (N-S) + Rio Grande - San Antonio
should be part of Capital Corridor rather than
NW District!

RECEIVED

AUG 10 2011

Planning & Development Review

You may also send your written comments to the Planning and Development Review Department,
Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre:

Deena Zimmerman

Address/Domicilio:

602 W. 18th St. ; 1800 Nueces St.

☐ I am in favor
(Estoy a favor)

☒ I object
(Estoy en contra)

INFORMATION ON PUBLIC HEARINGS

The Planning and Development Review Department is proposing an amendment to the Comprehensive Plan to adopt the Downtown Austin Plan as an element of the Comprehensive Plan. This notice has been mailed to you because City Ordinance requires that all property owners and utility customers within 500 feet of a proposed amendment area and affected neighborhood organizations be notified of this proposed amendment.

This request for an amendment to the Comprehensive Plan will be reviewed and acted upon at two public hearings: First, before the Planning Commission and then before the City Council. After a public hearing, the Planning Commission reviews and evaluates City staff recommendation and public input and then sends its own recommendation on the request to the City Council. The Planning Commission meeting date and location are shown on this notice.

COMMENT FORM/Formulario de comentarios

File # MP-2011-0003
Downtown Austin Plan

City Council Public Hearing Date: August 25, 2011
Fecha de audiencia pública ante el Concilio Municipal:
25 de agosto del 2011.

Comments/Comentarios:

RECEIVED

AUG 15 2011

Planning & Development Review

Request unintelligent!

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Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: ALVIN A. NICKEL

Address/Domicilio: 1911 CLIFF ST Apt. 1
AUSTIN, TX. 78705-

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

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COMMENT FORM/*Formulario de comentarios*

File # MP-2011-0003

Downtown Austin Plan

City Council Public Hearing Date: August 25, 2011

*Fecha de audiencia pública ante el Concilio Municipal:
25 de agosto del 2011.*

Comments/Comentarios:

RECEIVED

AUG 15 2011

Planning & Development Review

UNINTELLIGENT Request

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Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: _____

Address/Domicilio: ALVIN A. NICKEL
1911 CLIFF ST #A
AUSTIN, TX

☐ I am in favor
(*Estoy a favor*)

☒ I object
(*Estoy en contra*)

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File # MP-2011-0003
Downtown Austin Plan

City Council Public Hearing Date: August 25, 2011
Fecha de audiencia pública ante el Concilio Municipal:
25 de agosto del 2011.

Comments/Comentarios:

OPPOSED TO limitations of height & density, esp. in an area
where there are NO Capitol view issues. The Panhandle
Area should be in the Uptown Capitol Corridor rather
than the Northwest District. This part of the DAP
is terribly flawed! Stakeholder input has been
ignored by LOMA & City Staff.

RECEIVED

AUG 15 2011

Planning & Development Review

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Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre:

Julie Sayus

Address/Domicilio:

1800 Nueces St.

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

INFORMATION ON PUBLIC HEARINGS

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File # MP-2011-0003
Downtown Austin Plan

City Council Public Hearing Date: August 25, 2011
Fecha de audiencia pública ante el Concilio Municipal:
25 de agosto del 2011.

Comments/Comentarios:

*As a property owner, and neighbor of
the property located between 15th and 16th
and Rio Grande and West Ave I request that part
of the block be included in the Northwest
District to facilitate possible future move to
residential use from its current GO zoning.
The block is shown as part of the NW District
on pg 5 of the Northwest District Plan*

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Puede también mandar sus comentarios por escrito al Departamento de Desarrollo Urbano,
P. O. Box 1088, Austin, TX 78767-8835.

Name /Nombre: *Gail Beal Blacky*

Address/Domicilio: *1503 West Ave 78701*

- ☐ I am in favor
(Estoy a favor)
☒ I object
(Estoy en contra)

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