

From: Brad Parsons
Sent: Monday, March 14, 2016 5:59 PM
Subject: Letter OPPOSED to Item C1 ZAP Agenda Mar. 15th

March 14, 2016

Zoning & Platting Commission

City of Austin

301 W. 2nd Street

Austin, Texas 78701

Re: Austin Oaks Planned Unit Development (Case #C814-2014-0120)

Commissioners:

On April 8, 2015, the Austin Neighborhoods Council (ANC) Executive Committee issued a Resolution in Opposition to the Austin Oaks Planned Unit Development. Members of the ANC Executive Committee have continued to monitor events with the Austin Oaks PUD case for the inappropriate precedents that could be set by the case and to be aware of manipulation of the public engagement process that has persistently characterized the case.

Since then, in June 2015, ANC members and other adjacent neighborhood associations including:

- Allandale NA
- Balcones Civic Assn
- North Shoal Creek NA and
- Northwest Austin Neighbors

opposed the proposed Austin Oaks rezoning on the basis of adverse impacts to:

- traffic
- heritage and protected trees
- viewsheds due to building heights on MoPac
- overcrowded area schools

as well as inconsistencies with Austin's Comprehensive Plan related to Neighborhood Center densities and intensities of use and the unplanned precedent that could be set for along MoPac.

To help resolve outstanding issues to support rezoning and redevelopment of Austin Oaks, interested parties participated in good faith with the property owner applicant:

- In October 2015, representatives of adjacent neighborhood and homeowner associations, and applicant formed a steering committee and working group to consider elements that would result in a redevelopment plan acceptable to all parties;
- In December 2015 and January 2016, the working group organized public information and input sessions to identify **Objectives, Strategies, and Measures (OSMs)** reflecting community preferences for redevelopment to give direction to the charrette;
- In January 2016, the organizing working group participated in a charrette from January 25-28, resulting in a final design rollout on January 29th.

During the charrette, the working group cited failures of the charrette process to adequately incorporate the stated OSMs regarding overall density, traffic generation, heritage and protected tree retention, and building height into the final design.

Subsequent to the charrette, the working group communicated to the applicant:

- On February 3, 2016, asked for modifications to the final design that more closely reflect the stated OSMs to reduce overall density and traffic impacts, to preserve more heritage and protected trees, and to limit maximum building heights to five stories (60-ft.);
- On February 20, 2016, the working group submitted a detailed “**Letter of No Confidence**” to the City Council and ZAP (published in the *Austin Monitor*) reiterating the failure of the charrette to meet the stated OSMs due to process inconsistencies and consequent deficiencies in the final design;
- On March 1, 2016, the neighborhood working group met with the applicant to again request design modifications, in response to which the applicant declined to make changes.

Will also add that the case was last postponed on Sept. 15th, 2015, and the code required 181 day indefinite postponement runs out today, Mar. 14, 2016. **If the Zoning and Platting Commission improperly votes on the case tomorrow (Mar. 15), it will be voting on a case that should have legally already expired.** In the past year, there have been amendments to the PUD Ordinance on the point of affordable housing, which the prior Austin Oaks PUD case is grandfathered not to have to meet, but if a new case had to be filed, those new affordable housing requirements would have to be met.

Therefore, as the NW Austin Sector 1 Representative on the ANC Executive Committee, writing for myself, I express support of the above listed neighborhood associations, which are 4 out of 5 of the neighborhood associations surrounding the Austin Oaks property, and **reaffirm opposition to the Austin Oaks rezoning and redevelopment as currently proposed. Further, I do not believe this case should be postponed on Mar. 15th. It should be allowed to expire as of Mar. 14th and be required to be refiled as a new case meeting the higher requirements of the current city ordinances.**

Respectfully,

Brad Parsons

ANC Sector 1 Rep.

40 year resident 1/2 mile from Austin Oaks

cc: Austin City Council, Environmental Commission, Case Manager for the record.

incl: 5 attachments

LETTER OF NO CONFIDENCE
For the Austin Oaks Charrette
Of January 25-29, 2016

We the undersigned Working Group members hereby state **No Confidence** in the results of the Austin Oaks Redevelopment Charrette held January 25-29, 2016.

First and foremost, we state this position based on the following material **Objectives, Strategies, and Measures (OSM's)**, developed in good faith collaboration with the property owner, their agent and the Austin Oaks Charrette Working Group, that were not met over the course of the Charrette:

1. **Building heights were not adequately limited.** Charrette designers and the Charrette facilitator(s) did not creatively work to design concepts in the progression of non-code compliant concept plans to keep building heights to 5 stories. In addition, an effort to place height in the low areas of the site as specifically stated as a strategy in the OSM's was not demonstrated. (OSM, Design/Aesthetics, Objective 1, Strategies)
2. **Traffic impact was not mitigated and minimized.** *Current* trips per day were portrayed in the materials shown to the public as 5,000 trips per day; actual trips today are 4,118. Unverified trip counts (no TIA) in the resulting "Developer's Plan" of the Charrette are estimated to be 17,000+ trips per day. **This is a 313% increase over the current traffic count.** Additional entrances/exits/turnarounds from MoPac to mitigate traffic impacts and bring safety due to significant traffic increases were not incorporated or attempted in the designs. The requirement to fund a pro rata share of traffic mitigation investment (by the Developer) was recognized and glossed over by the facilitator(s), but not enumerated. (OSM, Transportation, Objective 1 & 3)
3. **Mass transit was not integrated or considered with any scalability.** A *single* bus stop was incorporated into several designs. The prospective Lone Star Rail station was not incorporated in the plan designs at all. The one bus stop will not significantly reduce trips or accommodate the increase in additional office workers commuting to and from this development. Mass transit was largely ignored as a requirement to the design. (OSM, Transportation, Objective 4)
4. **Heritage and Protected Trees to be preserved were not identified.** There was no effort to disclose the impact to Protected Trees on all of the plans, despite the fact that architects and designer on the Charrette team had this key information at their disposal. The stated goal of 100% of Heritage Trees preserved in the creek gully and fronting of public roadways was not met. The "Developer's Plan" from the Charrette impacts 19 of the 71 Heritage Trees and 23 of the Protected Trees. This compares to 9 Heritage Trees impacted in the last PUD Land Use Plan submitted in the fall of 2015. (OSM, Environment, Objective 1)
5. **Inaccurate portrayal of "Open Space" in the "Code Compliant Plan" option.** During the Charrette, there was persistent confusion by the Charrette Facilitator in the representation of "Dedicated Parkland" as opposed to "Open Space." The Watershed "Open Space" is known to be over 3 acres and was considered as "Open Space" in all of the alternative plans, but reflected as "0 acres" in the "Open Space" summary for the Code Compliant Plan. This fostered a biased comparison to the public that did not recognize the benefit of "Open Space" in a *code compliant* plan having **no added amenity cost**. (OSM, Environment, Objective 4)
6. **Heavy traffic and parking impacts were not disclosed** with regard to certain entertainment and mixed uses, restaurants trips, and amphitheater parking. Handling of traffic and parking for these uses and *amenities* were not adequately disclosed, visualized in the designs presented, or taken into account by the designers and facilitator. (OSM, Economic, Objective 2)

7. **Code Compliant current zoning was not given equal treatment in the Charrette.** All “Code Compliant” plans presented were in fact **not** code compliant. During the course of the Charrette, design elements that would require a *variance, waiver, or rezoning* were **not** identified to the participants, as requested and agreed to by the Working Group and the Developer and the Developer’s Agent(s) as stated in the OSM’s. **Outside of the watershed, during the course of the Charrette, there was no meaningful effort made to consider and design “code compliant current zoning” with variances, and/or overlays, in order to maintain or maximize current zoning as a real option.** (OSM, Regulatory, Objective 1)
8. **Amenities as Trade-Offs.** Its worth noting that the Charrette facilitator(s) and design architects kept the focus of their presentations and any discussion on the mix of *land uses, heights and* placement of *amenities* as “upgrades for trade-offs” to bring about new entitlements and rezoning versus maximizing designs that leveraged *code compliant* current zoning, and *existing* entitlements. The *amenities* presented throughout the Charrette design week, in all options presented by the Developer and their agents, as either the “Recommended” or “Preferred Plan,” might prompt a zoning change from the current zoning. (OSM, Regulatory, Objective 1)

Integrity Problems with the Charrette Process

There are over 10,000 households between Allandale, BCA, NSCNA, NWAN and NWACA communities surrounding Austin Oaks. Given that the “Developer’s Plan” generated as the outcome of the Charrette week is seriously deficient in meeting the key OSM’s agreed to by the Working Group participants, this is **not a consensus plan**.

The total Charrette process, including the information sessions, Vision & Values Workshops, and the Charrette design week itself, had 251 unique participants. On the fourth night of the Charrette when the unannounced vote took place between the “Developer’s Plan” and the “Code Compliant Plan,” there were only 86 attendees voting on the matter, with 6 attendees abstaining. Fifty-five (55) individuals voted in favor of the Developers “Recommended Plan” after a marketing presentation highlighting the benefits of the Developer’s Recommended Plan” and stressing the deficiencies of the “Code Compliant” plan. Discussion of the “Code Compliant” plan was not allowed, despite requests. Notably, of the Thursday evening attendees, 35 had not attended **any** previous sessions.

Further shortcomings that took place during the Charrette included the following:

- No open negotiation with the developer throughout the design process of the Charrette itself was allowed on total square footage.
- Participants were only able to vote on developer vetted proposals.
- It had been agreed to beforehand, by all members of the Working Group (including Spire), that the Design Team would meet each evening *with* the Working Group to review the day’s input from participants. There was not any attempt to make these meetings happen. Reasons cited were tiredness and the facility being off limits. These end of day review sessions would have been important to maintaining integrity of the Charrette progress.
- From a process standpoint, from Monday through Wednesday, it was problematic for the Charrette facilitator and project managers to dismiss, *across the board*, the “unacceptable” votes in the feedback received from the Plans A, B, & C, expressly disclosed on Wednesday. It was also unacceptable for these facilitators to have dismissed on Thursday the votes that took place on Wednesday, particularly the vote on Residential uses.
- Inconsistencies were a theme. On Wednesday, facilitators communicated the proposed plans to be shown on Thursday would incorporate a significant amount of *additional office* square-footage, required by the owner to “pay for” *upgrades and amenities* designed into the options


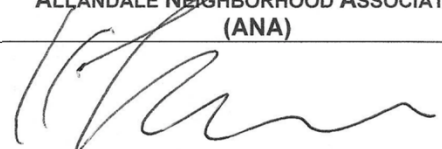

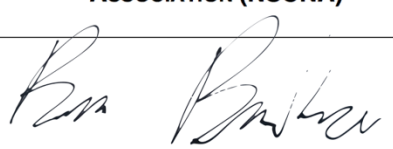
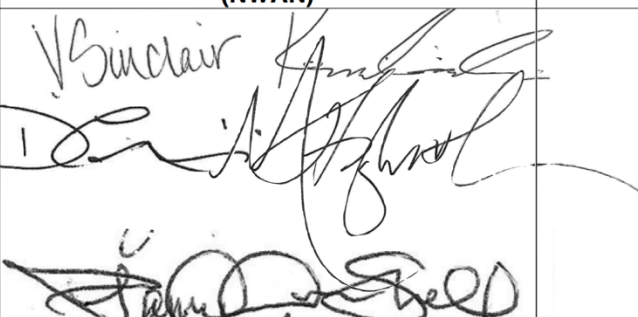
Feb. 20, 2016

by the architects. Participants requested the ability to vote on each *amenity* and its impacts on the additional square footage, once it was shown the next day. Specifically, it was asked that on Thursday a vote take place on each amenity. This was agreed; expectations were clear.

- Thursday, Charrette attendees were presented with a “Developer’s Plan,” which included an unidentified, but significant amount of additional height and square footage as office space, in order to “pay for” the amenities. When asked about the detailed costs and vote on each amenity, promised on Wednesday, to specify the terms of the additional associated square footage and height for the amenities, attendees were told that the facilitator(s) had “changed his/their mind.” No details for each amenity were ever provided to the public. Instead a marketing presentation about “placemaking” ensued, and a vote was forced after vigorous public input.

54% of the participants in the entire process attended only a single meeting. Most significantly, there was no advance notice to the general public that a deciding vote would be taken on the fourth night of the Charrette. On the fifth day of the Charrette there was no facilitator present; only a repeat delivery of the marketing presentation.

Signed in agreement of **No CONFIDENCE** by the Austin Oaks Charrette Working Group members of the following affected neighborhood associations:

BALCONES CIVIC ASSOCIATION (BCA)	ALLANDALE NEIGHBORHOOD ASSOCIATION (ANA)
	
WILLIAMSBURG-CHARLESTON PLACE HOA (WHOA)	NORTH SHOAL CREEK NEIGHBORHOOD ASSOCIATION (NSCNA)
	
NORTH WEST AUSTIN NEIGHBORS (NWAN)	NORTH WEST AUSTIN CIVIC ASSOCIATION (NWACA)
	

Appendix A

It is noteworthy to make some comparisons of the plan that did come out of the Charrette relative to the last Land Use Plan submitted in the Austin Oaks case:

	PUD v.3 (4/30/15)	Charrette Developer's Plan (1/28/16)	DELTA
Total Square Footage	1,280,000 sf total	1,196,000 sf total	(84,000)
Office/Hotel Space Sq. Ft.	910,000 sf office	846,000 sf office 90,000 sf hotel	26,000
Retail/Restaurant Sq. Ft.	70,000 sf	50,000 sf	(20,000)
Residential Sq. Ft./Units	300,000 sf (277 units)	210,000 sf (250 units)	(90,000)/(27)
Daily Trips	19,819 trips per day	17,000 +20% (more*) = 20,400 trips per day	581 Additional trips per day
Heritage Trees	9 Heritage trees impacted	19 Heritage trees + 23 Protected trees impacted	10 more impacted Heritage Trees

*margin of error that Charrette architects said they were operating under; later in the Charrette stated to be +10% more trips per day, while the data stayed the same.

Not receiving much attention in the Charrette, the “Code Compliant” Plan was a total of 890,795 sf, mostly office, with some restaurant, ranging from 1 to 5 stories; with a low end of 12,000 trips per day, and only 7 Heritage trees impacted. *The owner representative (Developer) indicated that that 890,795 sf would be economically feasible/profitable for them.* No time was spent during the Charrette trying to interact, brainstorm with the public or to try to improve the “Code Compliant” Plan in terms of building layout locations, uses, building designs, tree locations, etc. as allowed within GR, LR, and LO current zoning of the property.

During Tuesday, Wednesday, and Thursday, a total of 6 plans were evaluated, 5 out of 6 of them would likely result in a PUD. A 7th Plan, the “Code Compliant” Plan was never fully evaluated by and with the audience.

Appendix B

The following minutes of the Working Group meeting following the Austin Oaks Charrette offer some productive recommendations as to how to improve the results of the charrette:

++++BEGIN

02-Feb-2016 Working Group meeting

Attendees: Joyce Statz, Shannon Meroney, Carol Dochen, Ben Luckens, Madelon Highsmith, Dan Germain, Vallarie Sinclair, Pam Snell, Jay Sands, Chris Edwards, Brian Brandon, Kata Carbone

Key points from our session:

While at least four of the attendees at the meeting are pleased with the charrette process and its outcome, eight Working Group members (and two others who sent negative analyses of the charrette via email) are disappointed in how the charrette was run, appearing to be skewed to the plan which emerged as the outcome of the charrette.

Most think that the plan using conventional zoning did not get the creative attention that was expected, based on expectations from a meeting where the charrette was first discussed, a session the group had after the last ZAP meeting, during initial Steering Committee meetings, during subsequent Working Group meetings, and throughout the charrette process. The plan was initially presented with underground parking—an impossible condition that doomed it from the start—and while that was changed to surface parking, it created a lack of trust in the process on the part of the majority of the Working Group. Removal of heritage and protected trees as presented in the initial plan was glossed over. Most think there was more focus on the amenities proposed (parks and treatment of the Foster branch of Shoal Creek), rather than on the critical 4 T's (tall, traffic, trees, and t-schools).

Most (11 of 12) attendees agreed that the outcome of the charrette could be acceptable, but they would like to see a number of changes that more closely reflect results of the Vision & Values Workshops as well as overwhelming input from area neighbors prior to the charrette process to reduce densities and intensities of use that increase traffic.

This plan requires a PUD for implementation, a comment repeated several times, as we addressed components of the plan.

Chris Edwards led a round-table gathering of the key points each person was concerned about in making this plan viable.

- Everyone was concerned about the height of the buildings, most people interested in seeing the overall height limited to 5 stories, but willing to go to 6 along Mopac if heights

elsewhere were lower. Some wanted no more than 3 stories along the edges that border single-family homes (Hart, Spicewood Springs). There was concern about the overall square footage at the 1.2M sf.

- Loss of trees was important to half of the group, especially with the number of heritage trees lost in this plan. There was discussion of asking the designers to test other orientations and shapes of buildings to be able to save more trees.
- Most favored keeping the residential; some wanted it to be removed. If kept, there need to be with constraints in the zoning ordinance that specify usage – such as affordable housing for teachers and housing that is 55+.
- Some wanted to keep the park; others didn't care. The parkland dedication ordinance will require one, so this may be a resolved issue. Most noted that a park would be required in the zoning change and trading it as a bonus amenity was misleading.

It is notable that Working Group members who were initially opposed to a PUD zoning designation, those opposed to a residential component, those opposed to higher building heights along Spicewood and along MoPac voiced their willingness to make compromises to achieve consensus.

Most in the group agreed to move forward by negotiating with Jon and Michael, to address reducing overall square footage to reduce traffic impacts, possibly reorienting buildings to preserve more heritage trees, and to better resolve the matter of building height. These were the heights the group asked Ben to take forward as the group's request:

- Buildings 1, 2, 3 – 60 feet (5 floors)
- Buildings 4, 5 – as is, single story
- Building 6 - 60 feet (5 floors)
- Buildings 7, 8, 9 – 40 feet (3 floors)
- Building 10 – 50 feet (now in the plan as 4 floors)
- Building 11 – 60 feet (5 floors)
- Structured parking should be to scale with the buildings, lower than the height of the buildings

[[A detailed square feet comparison per floor of the above buildings has been done to determine that 3 to 4 stories on the 3 office buildings along Spicewood Springs and 5 to 6 stories on the 3 office buildings along MoPac will work to get to Spire's total square footage number of 890,000 to 980,000 sf that they have stated at different times in the past month. Alternatively it is also

possible to put 5 to 6 stories in the 3 to 4 office buildings that can be built at the lowest elevations of this site outside of the 100 year floodplain, 5 stories otherwise along MoPac, and 3 to 4 stories in the 3 office buildings along Spicewood Springs and also get to Spire's stated total square footage requirement.--Editor's notes]]

The PUD documentation for the zoning change will also need to address the matter of an ADT (average daily trips) cap, which Ben described as likely to be based on ADT computed at the charrette, which was the same for both the Code Compliant Plan and the Preferred Plan (though usages were different).

All eleven members present at the end of the meeting agreed to work together on a negotiation with Spire to achieve a better outcome. The Working Group's goal is to bring the plan in line with what was expressed during the vision and values workshops to meet the OSMs that were developed publicly as a group. While the current plan generally follows the neighborhood input, it fails in terms of traffic and building height, two of the most important issues cited by participants.

Later in the week, Ben, Joyce, and Kata met with Michael Whellan and Jon Ruff (via telephone) to debrief them about the February 2nd meeting which they had missed. We discussed the items listed above, spending a good bit of time talking about the building heights along Mopac. A suggestion was made that a height limit based on the MSL height be investigated as one way to deal with the rather large differences in elevation along that side of the site to reduce the visual impact of the height, yet be able to have slightly higher buildings that provide superior site design and pay for community amenities. These ideas are being investigated by Jon and the design team. We expect a response within a week's time, and a speedy resolution to these final negotiations.

The rest of the working group was not aware of this meeting until the 02-Feb meeting minutes were disseminated, and there is concern that some neighborhood stakeholders are being weighted over others.

+++END

Minutes taken by Joyce Statz and Kata Carbone

(As of Feb. 20, 2016, the Working Group is still waiting to hear from the developer on their response to the proposals from the Feb. 2, 2016, meeting.)

March 14, 2016

Zoning & Platting Commission
City of Austin
301 W. 2nd Street
Austin, Texas 78701

Re: Austin Oaks Planned Unit Development (Case #C814-2014-0120)

Commissioners:

On April 8, 2015, the Austin Neighborhoods Council (ANC) Executive Committee issued a Resolution in Opposition to the Austin Oaks Planned Unit Development. Members of the ANC Executive Committee have continued to monitor events with the Austin Oaks PUD case for the inappropriate precedents that could be set by the case and to be aware of manipulation of the public engagement process that has persistently characterized the case.

Since then, in June 2015, ANC members and other adjacent neighborhood associations including:

- Allandale NA
- Balcones Civic Assn
- North Shoal Creek NA and
- Northwest Austin Neighbors

opposed the proposed Austin Oaks rezoning on the basis of adverse impacts to:

- traffic
- heritage and protected trees
- viewsheds due to building heights on MoPac
- overcrowded area schools

as well as inconsistencies with Austin's Comprehensive Plan related to Neighborhood Center densities and intensities of use and the unplanned precedent that could be set for along MoPac.

To help resolve outstanding issues to support rezoning and redevelopment of Austin Oaks, interested parties participated in good faith with the property owner applicant:

- In October 2015, representatives of adjacent neighborhood and homeowner associations, and applicant formed a steering committee and working group to consider elements that would result in a redevelopment plan acceptable to all parties;
- In December 2015 and January 2016, the working group organized public information and input sessions to identify **Objectives, Strategies, and Measures (OSMs)** reflecting community preferences for redevelopment to give direction to the charrette;
- In January 2016, the organizing working group participated in a charrette from January 25-28, resulting in a final design rollout on January 29th.

During the charrette, the working group cited failures of the charrette process to adequately incorporate the stated OSMs regarding overall density, traffic generation, heritage and protected tree retention, and building height into the final design.

Subsequent to the charrette, the working group communicated to the applicant:

- On February 3, 2016, asked for modifications to the final design that more closely reflect the stated OSMs to reduce overall density and traffic impacts, to preserve more heritage and protected trees, and to limit maximum building heights to five stories (60-ft.);
- On February 20, 2016, the working group submitted a detailed “**Letter of No Confidence**” to the City Council and ZAP (published in the *Austin Monitor*) reiterating the failure of the charrette to meet the stated OSMs due to process inconsistencies and consequent deficiencies in the final design;
- On March 1, 2016, the neighborhood working group met with the applicant to again request design modifications, in response to which the applicant declined to make changes.

I will also add that the case was last postponed on Sept. 15th, 2015, and the code required 181 day indefinite postponement runs out today, Mar. 14, 2016. **If the Zoning and Platting Commission improperly votes on the case tomorrow (Mar. 15), it will be voting on a case that should have legally already expired.** In the past year, there have been amendments to the PUD Ordinance on the point of affordable housing, which the prior Austin Oaks PUD case is grandfathered not to have to meet, but if a new case had to be filed, those new affordable housing requirements would have to be met.

Therefore, as the NW Austin Sector 1 Representative on the ANC Executive Committee, I express support of the above listed neighborhood associations, which are 4 out of 5 of the neighborhood associations surrounding the Austin Oaks property, and **reaffirm opposition to the Austin Oaks rezoning and redevelopment as currently proposed.**

Respectfully,

Brad Parsons
ANC Sector 1 Rep.
40 year resident 1/4 mile from Austin Oaks

cc: Austin City Council, Environmental Commission
incl: attachments

AUSTIN OAKS REDEVELOPMENT CHARRETTE
OBJECTIVES, STRATEGIES, AND MEASURES

Draft - Version: 1/25/16 - to be further refined at the charrette

Objectives: Definite, overarching goals that the Redevelopment Plan should abide by

Strategies: Recommended methods, often alternatives from different perspectives, that attempt to achieve the objectives. The strategies are not absolutes that must be achieved.

Measures: Potential ways to quantify the strategies

DESIGN/AESTHETICS			
	OBJECTIVES	STRATEGIES	MEASURES
1	Limit building heights to respect privacy and views	Isolate height to be along Mopac	Include building heights in Regulating Plan
			Comply with existing height limitations along Mopac
		Isolate height to low areas of the site	Include building heights in Regulating Plan
		Limit building heights to 5 stories <i>To be discussed on Monday.</i>	Test various building heights in the design alternatives considering tradeoffs
		Attempt to limit building heights to 5 stories. <i>To be discussed on Monday.</i>	Attempt to obtain better tradeoffs by allowing some growth beyond 5 stories
		Define visual and shade requirements for tall buildings	New buildings should not shade existing neighboring buildings in the neighborhood between 9 am and 3 pm on December 21st.
		Add rooftop sound walls to limit noise from mechanical equipment	
2	Building design should be beautiful and should complement the existing neighborhood	Prohibit reflective glass; require "natural" materials (stone, brick, stucco)	List of prohibited materials - building plans are reviewed against list prior to permitting
		Use visual preference surveys to identify typologies desired	
		Allow a diversity of building styles	Have no more than one architectural style per building
3	Beautify natural features on site	Daylight waterways beautifully by incorporating swales, rain gardens, etc.	Low Impact Development (LID) techniques
		Create public spaces around natural features to add value	

4	Provide a mix of uses on the site	The Plan should identify the mix of uses on site, and identify zones in which single-uses and mixed-uses occur	The Charrette should test schemes with single- and mixed-uses
		Create a Regulating Plan that identifies which uses/building typologies can occur in which zones	The Charrette should test different percentages of land uses in the Schemes generated

TRANSPORTATION

	OBJECTIVES	STRATEGIES	MEASURES
1	Mitigate and minimize traffic impact to the surrounding neighborhoods resulting from the new development	Create well-connected internal streets that take pressure off of main arterials	Ensure that the scope of any TIA goes beyond the immediate streets and includes bottlenecks
			Traffic analysis should include: 1. Existing 2. Existing and projected 3.Existing, projected, and proposed
		Create more intersections and smaller blocks to distribute turning motions and enhance walkability	Test internal connections in different schemes during the Charrette
		Provide multi-modal opportunities that would relieve automobile traffic (i.e. bus transit, bicycle lanes, sidewalks, etc.)	
		Add no more traffic than could be added under current zoning, pursuant to the redevelopment rules	
		Provide a mix of uses on-site to reduce off-site travel	

2	Provide good pedestrian/bike access throughout the site	Provide sidewalks leading to the front door of each building Connect sidewalks to walking trails along site	
		Consider making Executive Center Drive a pedestrian/bike-friendly "Main Street"	Consider applying Complete Streets Standards
3	Make pedestrian/bike improvements to access across Mopac, Spicewood and at key intersections	Add additional entrances/exits/turnarounds from Mopac	TBD by third party during the Charrette
		Implement pedestrian improvements at off-site intersections to enhance safety.	
		Consider a "green cap" on the street over the highway (precedent - Columbus, OH; Klyde Warren Park in Dallas)	
4	Integrate mass transit into Plan to reduce automobile traffic	Connect with existing and future transit lines/stops (i.e. Lone Star Rail station, Park n Ride)	TBD by third party during the Charrette
		Provide small-scale transportation options - Mini-bus; trolley; shuttle connecting to local bus system and destinations	
5	Conceal and/or limit surface parking for a more walkable environment	Create and allow on-street parking at internal streets (new and existing)	
		Impose maximum parking requirements rather than minimums	Consider applying LEED-ND parking requirements
		Provide parking incentives and reductions for electric vehicles and car-sharing	Consider applying LEED-ND parking requirements
		Screen parking lots and/or structures with appropriate landscaping and sufficient light-abatement	
6	Create "green" parking facilities	Minimize impervious cover - use permeable paving in parking lots	

ENVIRONMENT			
	OBJECTIVES	STRATEGIES	MEASURES
1	Identify heritage and protected trees that are to be preserved and trees that are to be removed	Strive to retain 100% of heritage trees in the creek gully and those fronting public ways	Generate one scheme that protects maximum number of heritage and protected trees
		If trees are removed, they should be replanted locally on site	
		Identify the trees that are to be preserved, no matter when the redevelopment is done	
2	Protect waterway(s) on site, while improving stormwater runoff retention/detention	Use Low Impact Development (LID) stormwater techniques and use this as an opportunity for value creation (lake, wetlands, rain gardens etc.)	
		Use native landscaping	Consider applying LEED-ND requirements
		Establish requirements for setbacks from CEF (critical environmental features)	Follow City requirements (CEF setback minimum of 150', with staff administrative approvals to 50')
3	Minimize impact of runoff from this site to the surrounding neighborhoods	If needed for building permit, conduct a geological soil and strata assessment	
4	Create more parks and open spaces	Establish an open space framework/network and design each one beautifully	TBD in Charrette in the context of tradeoffs
			Distinguish between "Dedicated Parkland" and "Open Space" in the Plan
		Consider including diverse open spaces (community gardens, playgrounds, plazas, pocket parks, athletic fields, habitats for birds and butterflies, etc.)	TBD in Charrette in the context of tradeoffs
		Create green spaces on tops of buildings	Consider applying LEED-ND requirements

5	Incorporate "green" standards throughout development	Consider development to have green buildings	Consider LEED-NC for new buildings as a required standard for the development
			Comply with the Austin Green Building Program
			Consider the application of renewable energy sources (i.e. wind, solar, etc.)
		Minimize light pollution	Comply with the COA Dark Sky Ordinance
		Minimize construction waste	Comply with City of Austin Zero Waste Initiative
		Limit air and noise pollution during demolition and construction	Comply with City of Austin code requirements pertaining to noise
		Rehab/reuse existing buildings when possible	

ECONOMIC

	OBJECTIVES	STRATEGIES	MEASURES
1	Design an economically feasible plan	Consider local market conditions	Compare charrette team benchmark design with proposed alternatives that contain benefits
		Consider product types relative to development cost and prospective revenue	Compare charrette team benchmark design with proposed alternatives that contain benefits

2	Provide a mix of uses on site	Include housing that can be for-sale or rental in the Plan	Test extremes of housing in the design alternatives (i.e. no residential to housing for a range of types)
		Include office in the Plan	
		Include entertainment destinations in the Plan (i.e. small amphitheatre; restaurants; boutique hotel; limited bars)	Take traffic impacts into account when considering entertainment uses (traffic counts generated and reduced)
			Test alternative sites for concentrating entertainment uses
		Attract 5-star restaurants and a neighborhood scale, small-format grocery store (Sprouts, Trader Joes, etc.) to the site to service the local neighborhoods	

3	Create opportunities for small and local businesses to serve the local neighborhoods	Prevent development of big box stores	Attract neighborhood-scale services with an emphasis on local businesses
		Provide a range of neighborhood services (i.e. banks, daycare, dry cleaners etc.)	Attract neighborhood-scale services with an emphasis on local businesses
		Provide opportunities for an evening draw in mixed-use areas (coffee shop, bar, restaurant)	Preserve the conditional permit for loud uses after midnight in designated areas

4	Build out development in phases	Create a phasing plan, based on buildings that have longer-term leases	
5	Mitigate adverse impact on school districts and prevent overcrowding	Consider opening a new school in the neighborhood; rezoning current school boundaries	
		Redistrict the school boundary so that this property is in schools that are not overcrowded schools	
		Create a fund that generates money for neighborhood schools (i.e. Doss, Murchinson, etc.); consider the cost and reflect it in the design	

REGULATORY

	OBJECTIVES	STRATEGIES	MEASURES
1	Agree on what the development should be and figure out how to deliver/enforce the vision.	Keep current zoning - No PUD	
		Consider all possible zoning and implementation alternatives, including a PUD	Consider creating a TIRZ to generate funds for public improvements
		Allow current zoning with variances - variances exist to address unique considerations which this site has a lot of - refusal of variances may not produce the best outcome	During the Charrette, identify any design element that requires a variance, waiver, or rezoning

2	Create a Plan that is consistent with the Imagine Austin framework	Comply with IA framework	Development in this area must be of a scale that serves the neighborhood; Imagine Austin guidance is that Neighborhood Centers generally have 5,000 to 10,000 people; 2,500 to 7,000 jobs
---	--	--------------------------	---

3	Create a plan and adopt standards that are strictly enforceable	Create an enforceable Regulating Plan	Built-in effective/punitive penalties if owner deviates from plan
		Maintain water pressure for neighbors	Comply with Austin City Water requirements (dealt with when the site plan is reviewed)
		Consider adoption of established professional standards (complete streets, LEED-ND, LEED-NC, etc.)	

CULTURE

	OBJECTIVES	STRATEGIES	MEASURES
1	Allow for aging-in-place	Provide diversity in housing	
		Provide a range of amenities on-site that are easily accessible	
2	Create places for gathering that encourage play/music/dance and art (Precedent - Central Market Green space)	Consider locating park/public space at the highest point on the site	
		Allow sidewalk cafes	
		Create opportunities for civic art in public places (i.e. Sculptures, art, murals along walkways, art galleries)	
		Create venues for music such as indoor/open air amphitheatre and bandshell ("Blues on the Green")	Consider impact of uses on traffic and noise
3	Keep "Austin" culture - good for developer, the city, and residents	Include a space for a farmer's market in the Plan	
		Recruit local businesses	
3	Keep "Austin" culture - good for developer, the city, and residents	Don't make AO look like Houston or the Domain	

EQUITY

	OBJECTIVES	STRATEGIES	MEASURES
1	Create multi-generational housing for a mix of incomes	Include diverse housing types as part of the Plan	% set-aside for affordable housing; Provide full cycle of housing by achieving 3 credits in LEED-ND Housing Diversity Credit
		Create a Seniors living center	Independent Living only
2	Maintain or enhance property values	Create amenities on site that will make Austin Oaks a desirable place to live in	Create elements that are comparable to the quality of the neighborhoods
3	Provide ADA Accessible housing	Incorporate ADA requirements into building/site design	Comply with COA requirements