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Michele Haussmann
PRINCIPAL

June 2, 2016

Mr. Greg Guernsey, Director
City of Austin
Planning and Zoning Department
505 Barton Springs Road, 5th Floor
Austin, TX 78704

VIA Hand Delivery

Re: Conditional Use Permit – Proposed Conditional Use Permit to allow Commercial Off-street Parking in the 405 Colorado project located at 401-405 Colorado Street in the City of Austin, Travis County, Texas (“Property”)

Dear Mr. Guernsey:

As representatives of the lessee and developer of the above stated Property, Brandywine Realty Trust (“Applicant”), we respectfully submit the enclosed Land Use Commission Site Plan submittal package. The Applicant is requesting review and approval of a proposed commercial mixed use project including approximately 230,000 square feet of office space, 3,300 square feet of ground-floor retail/restaurant uses and a parking garage with approximately 530 parking spaces to be used by the office/retail/restaurant tenants and the public (“Project”).

The Property is located in City Council District 9, in the Core/Waterfront District of the Downtown Austin Plan, is zoned Central Business District (“CBD”), is not within a capitol view corridor, and is developed with a surface parking lot. Please see the enclosed exhibits.

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Austin, Texas 78701
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The Project includes parking spaces that are defined by the City Code as Commercial Off-street Parking, which is the use of a site for the parking of motor vehicles on a temporary basis within a privately owned off-street parking facility. Section 25-2-581(D), Central Business District (CBD) Regulations, allows Commercial Off-street Parking as a permitted use when the parking spaces that are routinely made available to the public on a temporary basis constitutes less than 50 percent of the total number of parking spaces. In this case, more than 50 percent of the parking spaces will be made available to the public, therefore, the Commercial Off-street Parking use is a conditional use and a conditional use permit is required. Please see the enclosed letter from Jerry Rusthoven, Manager, Current Planning Division, dated May 21, 2015 confirming a conditional use permit is required.

The purpose of providing Commercial Off-street Parking in the Project is to make full use of the parking spaces in the parking garage by both the tenants of the Project and the public. The Downtown Austin Plan points out the need for a more efficient provision of parking as sites become more constrained. The Project supports that goal by making parking spaces available to the public when not in use by its own tenants, instead of a single-use parking structure as is often provided. The parking will serve the office tenants and also the public, and will provide showers and bicycle parking for tenants, as is discussed in the Downtown Austin Plan:



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TP-4. PARKING: Adequate and convenient supplies of parking should be provided, consistent with goals for increased transit ridership and an enhanced pedestrian environment.

Parking is one of the principal elements that is shaping the form and character of Downtown Austin. As much as 30% of the mass of a building can be dedicated to parking - affecting development economics, traffic circulation and the attractiveness of the urban environment. Although a central goal for Downtown is to create a sustainable, pedestrian-oriented district, the lack of a fully robust transit system requires that adequate levels of automobile parking continue to be provided until there are more viable alternatives. The provision of bicycle parking should also be considered as an integral part of a Downtown parking program.

As Downtown real estate becomes more expensive and sites smaller and less efficient for on-site parking, there is a need to manage the parking supply more effectively. Rather than single-purpose parking facilities for every use in Downtown, shared and centralized automobile and bicycle parking facilities, de-coupled from their primary use, could reduce the costs and burdens of on-site parking, provide for a more intensive and sustainable use of urban land and promote a more interesting and engaging public realm.

The Downtown Austin Plan specifically references the Warehouse District as an area without adequate access to nighttime and weekend parking. The Project is located in the Warehouse District and the Conditional Use Permit to allow the parking to be made available to the public will fulfill that need.

TP-4.1: Manage and coordinate Downtown parking.

The 2009 Downtown Parking Study by Walker Parking Consultants concluded that there is an adequate supply of automobile parking in the CBD to meet demand on most occasions. However, since many parking garages are not made available to the public, some nighttime and weekend parking is not conveniently located near the main activity centers, like East 6th Street and the Warehouse District.

The Downtown Austin Plan recommends a comprehensive way-finding system for all modes of transportation. For parking garages, blue P signage is currently used to show the public where public parking is located. The Project will make use of way-finding signage to provide easy access to the parking.



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TP-1.5: Establish a comprehensive way-finding system for all modes of transportation.

Downtown lacks a way-finding system that guides visitors and residents to important destinations, attractions and landmarks, or to public services and public parking facilities.

- The City should develop a unified way-finding and signage system, indicating clear paths of travel to key destinations and major public facilities and cultural institutions. The way-finding system should be part of a larger, artfully-conceived branding program for Downtown and should include specific approaches that promote overall Downtown and district identity with maps, graphics and interpretive elements, as appropriate. The system should be designed to serve all modes of transportation and incorporate new communication techniques such as GPS, smart phone "apps", toll tags, etc.

Finally, in the Core/Waterfront District, where the Project is located, a public parking facility is one of the top three public improvement priorities determined by a public survey. This Project full fills this goal by providing parking spaces that are available to the public.

Top Three Public Improvement Priorities (per 256 responses from 2009 survey):

1. Great Streets (72%), particularly Congress Avenue and East 6th Street
2. Existing open space improvements (46%), including the historic squares
3. Public parking facility (33%)

Please contact me if you have any questions. Thank you for your time and assistance with the Project.

Very truly yours,

Michele Haussmann



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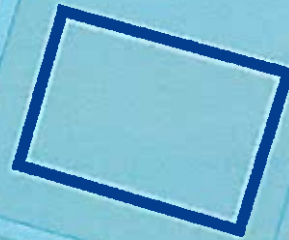
Enclosures

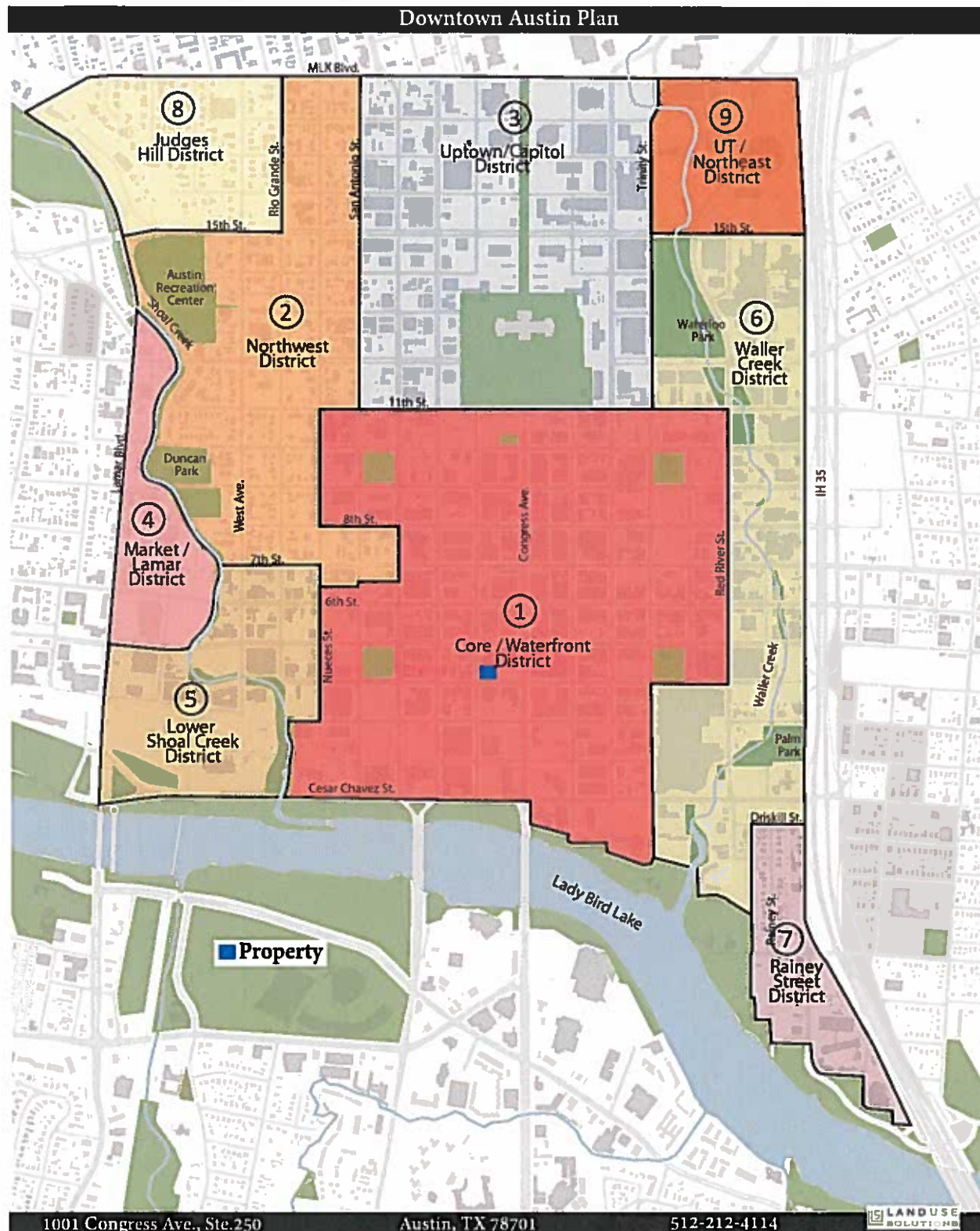
CC: Jerry Rusthoven, City of Austin, *via electronic mail*
John Horton, *via electronic mail*
Dell Boykin, Austin Trust Company, *via electronic mail*
William Redd, Brandywine Realty Trust, *via electronic mail*
Leon Shadowen, Brandywine Realty Trust, *via electronic mail*
Andrew Durke, Brandywine Realty Trust, *via electronic mail*
Nick Brown, Stantec, *via electronic mail*

405 Colorado Street City Council District

Council District 9

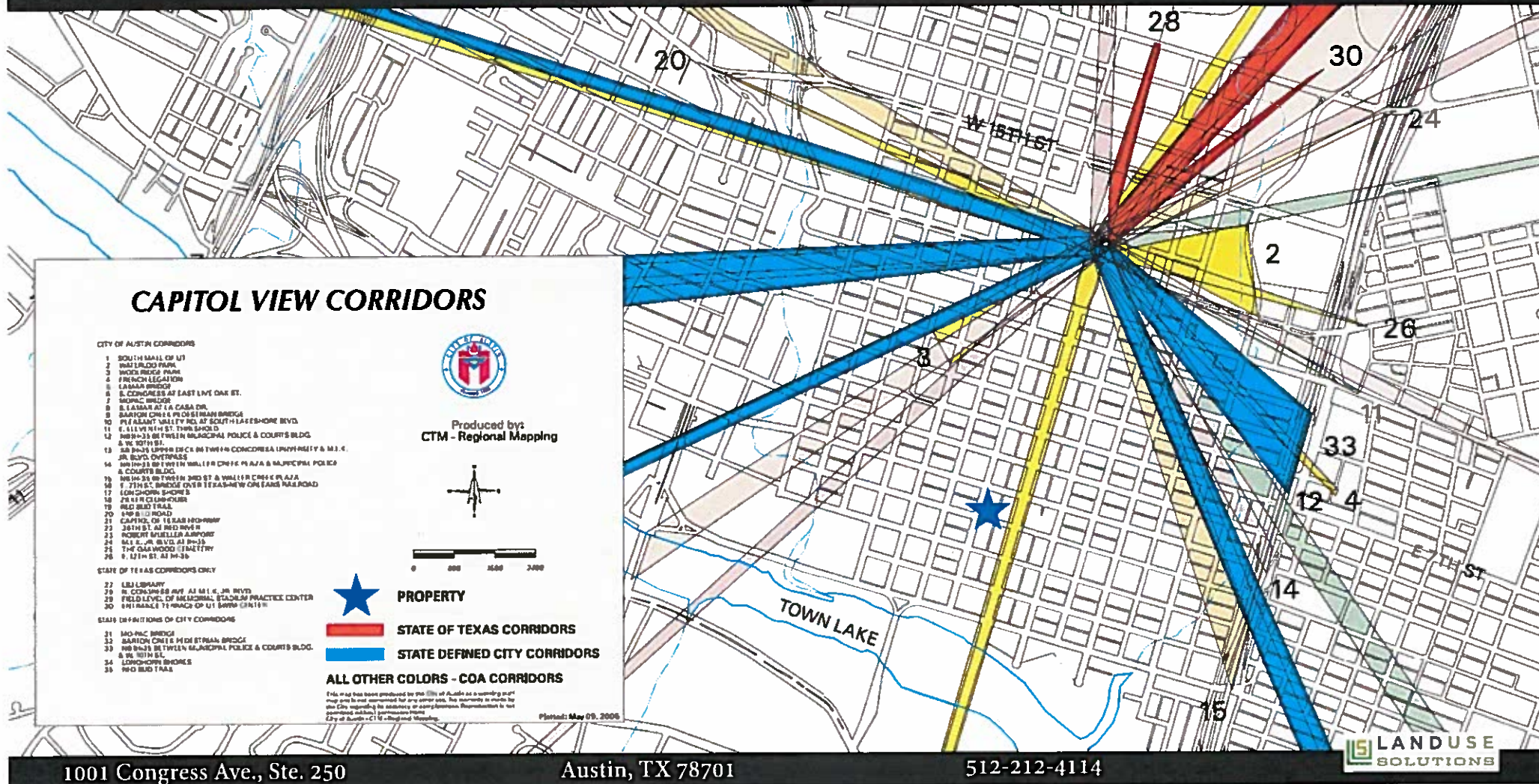
Mayor Pro Tem
Kathie Tovo







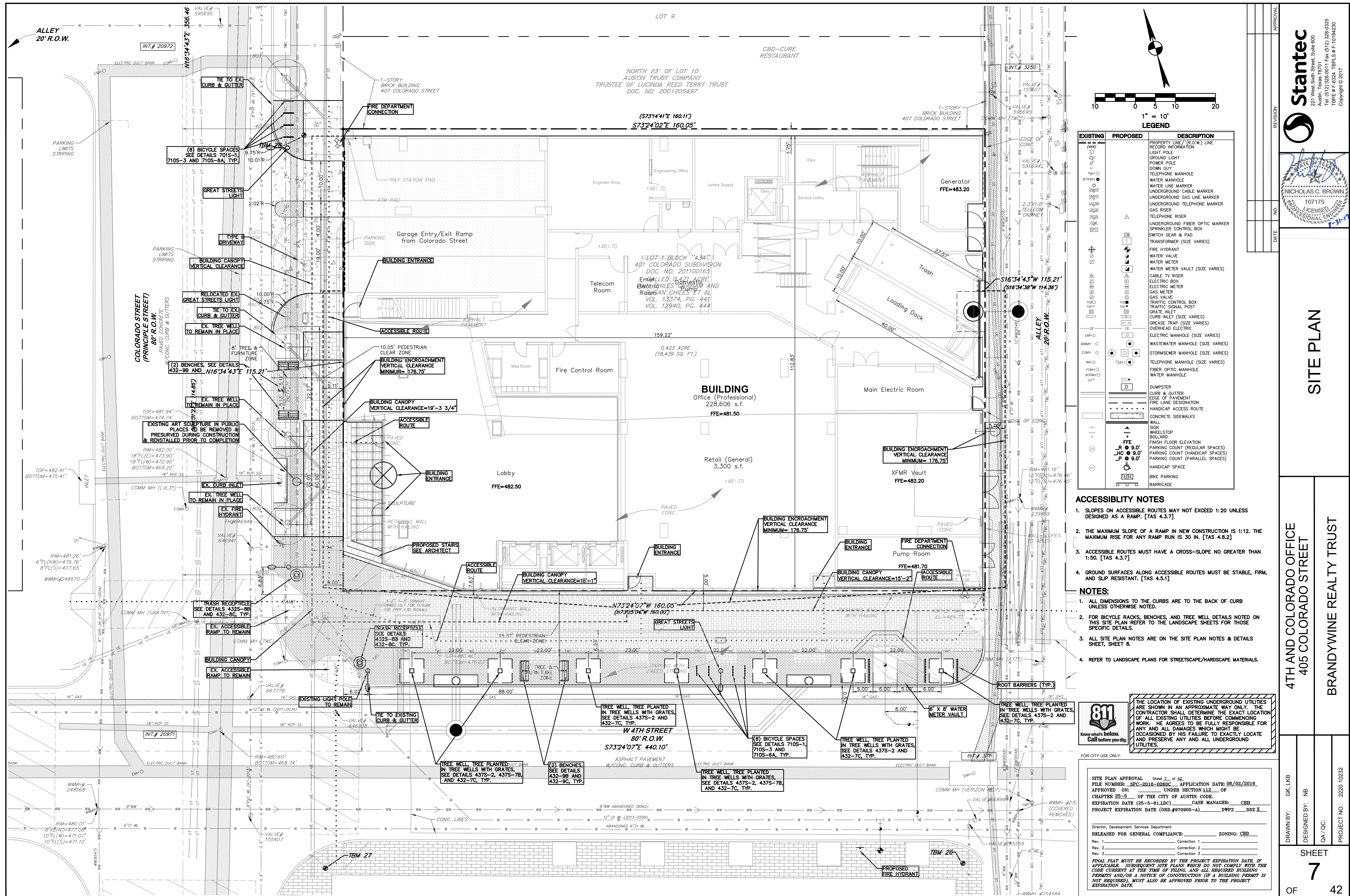
405 Colorado - Capitol View Corridors



1001 Congress Ave., Ste. 250

Austin, TX 78701

512-212-4114

4TH AND COLORADO OFFICE
405 COLORADO STREET

BRANDYWINE REALTY TRUST

DRAWN BY: GK LKB

DESIGNED BY: NB

QA / QC: _____

PROJECT NO.: 2220 10332

SHEET

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OF

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SITE PLAN

