# Trees & Downtown Density Bonus Projects

**Design Commission meeting**
**Monday, January 22, 2018**

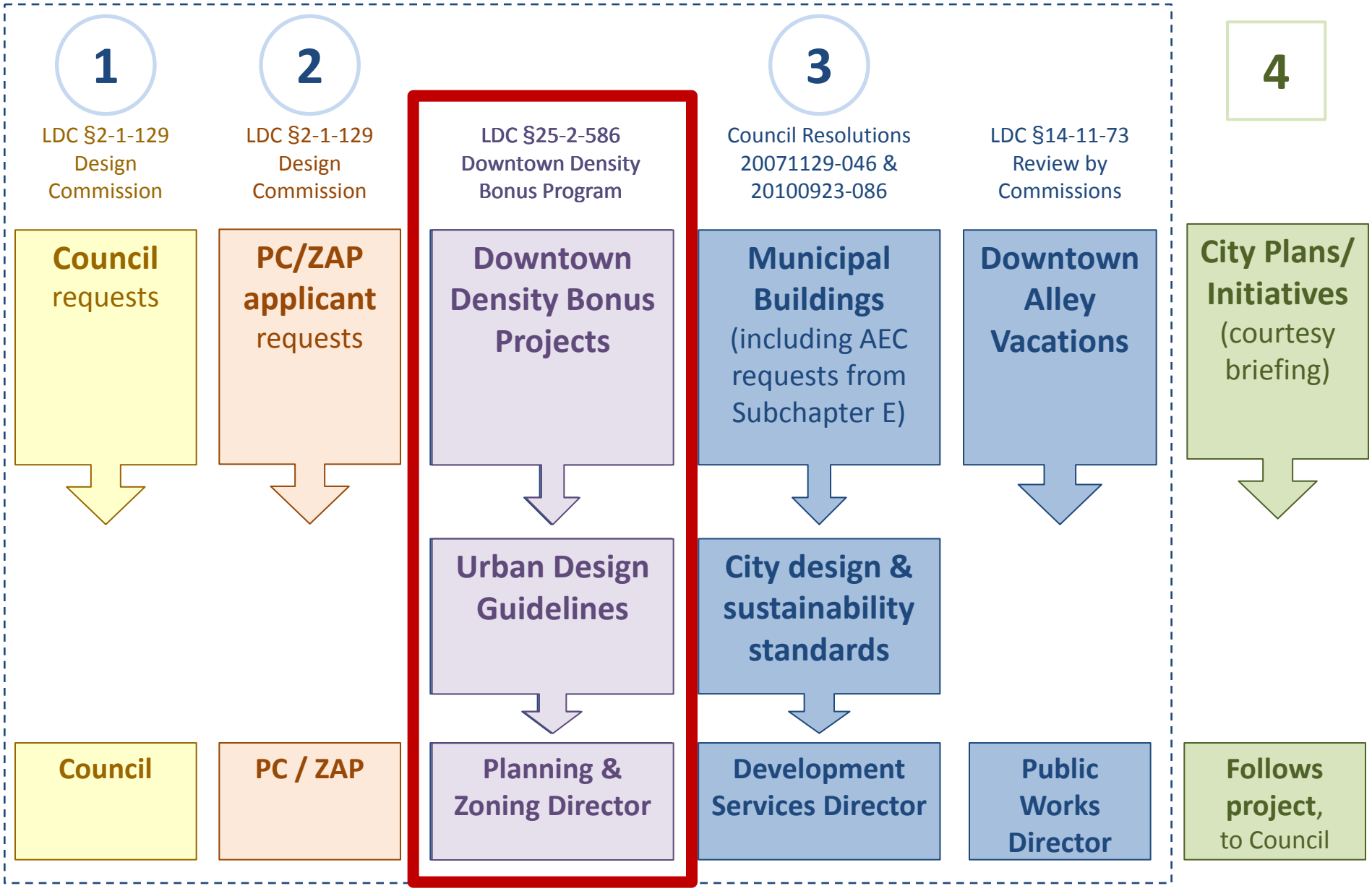
## **Policy issues**: Downtown Density Bonus & Trees

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

## **Tree Mitigation Funding**:

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

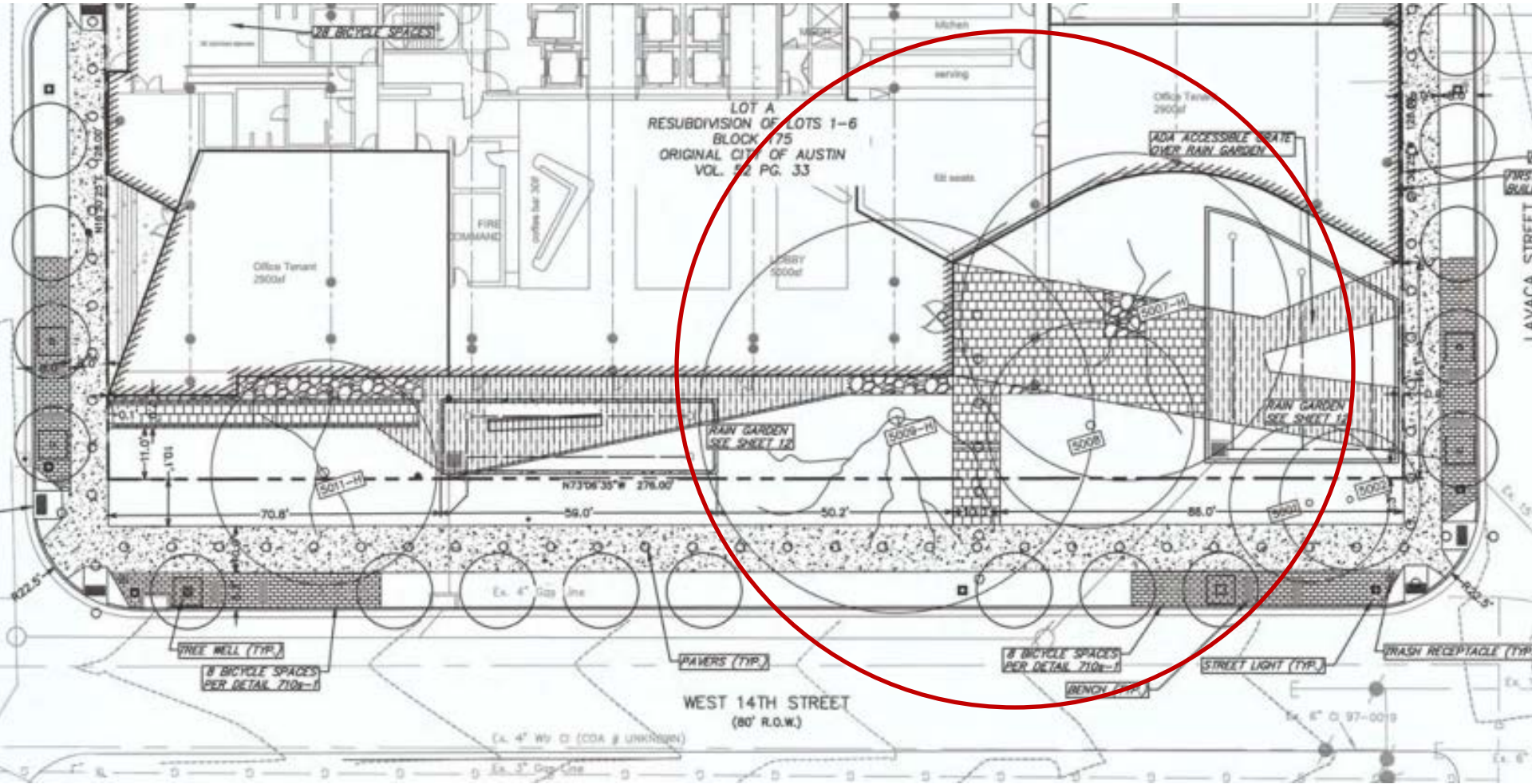
# Design Commission: Projects Reviewed



# Policy Issues: Downtown Density Bonus & Tree

## 1. Wetter Microclimates for Existing Trees

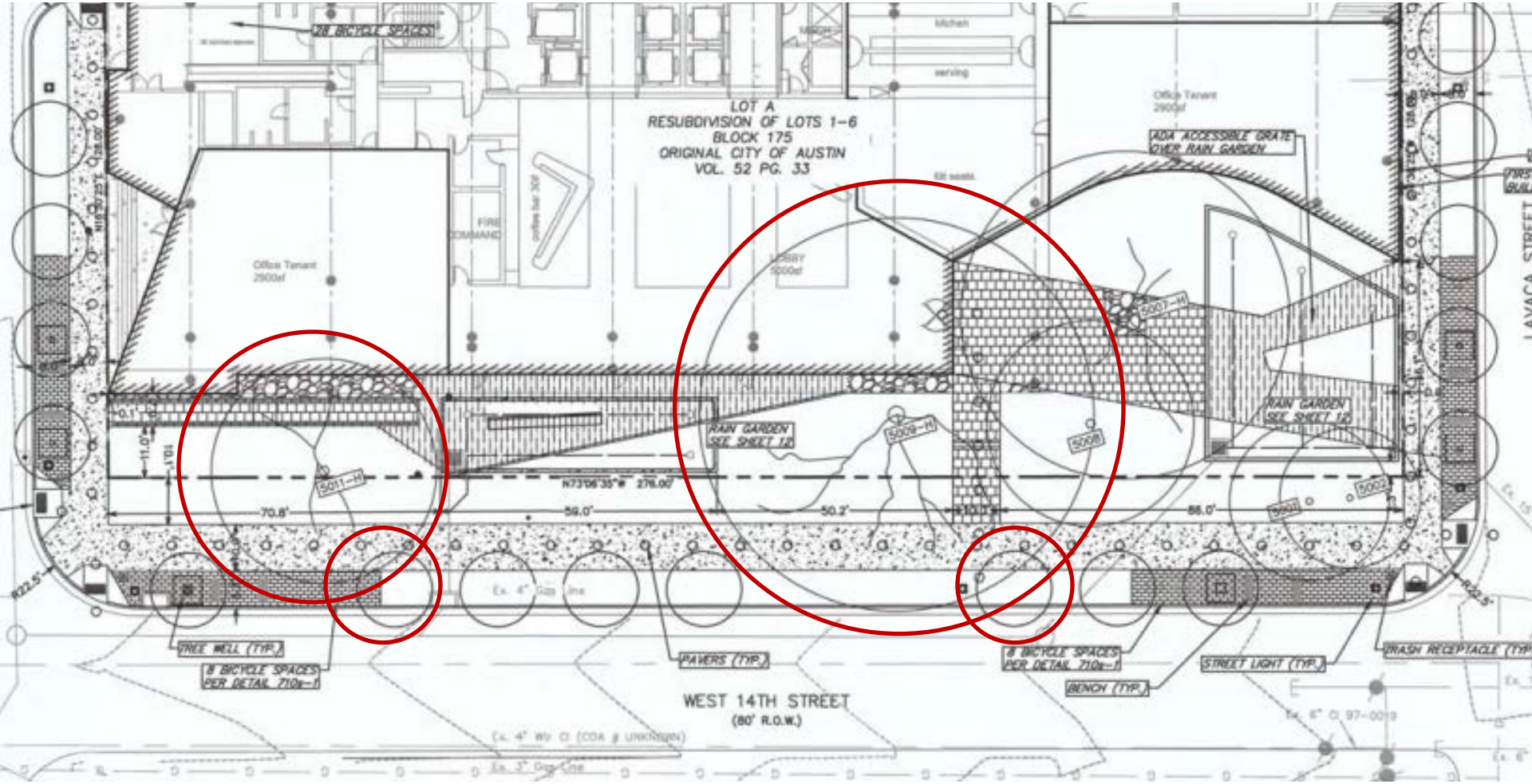
*Example: 1400 Lavaca*



# Policy Issues: Downtown Density Bonus & Tree

## 2. Young Trees under Established Trees

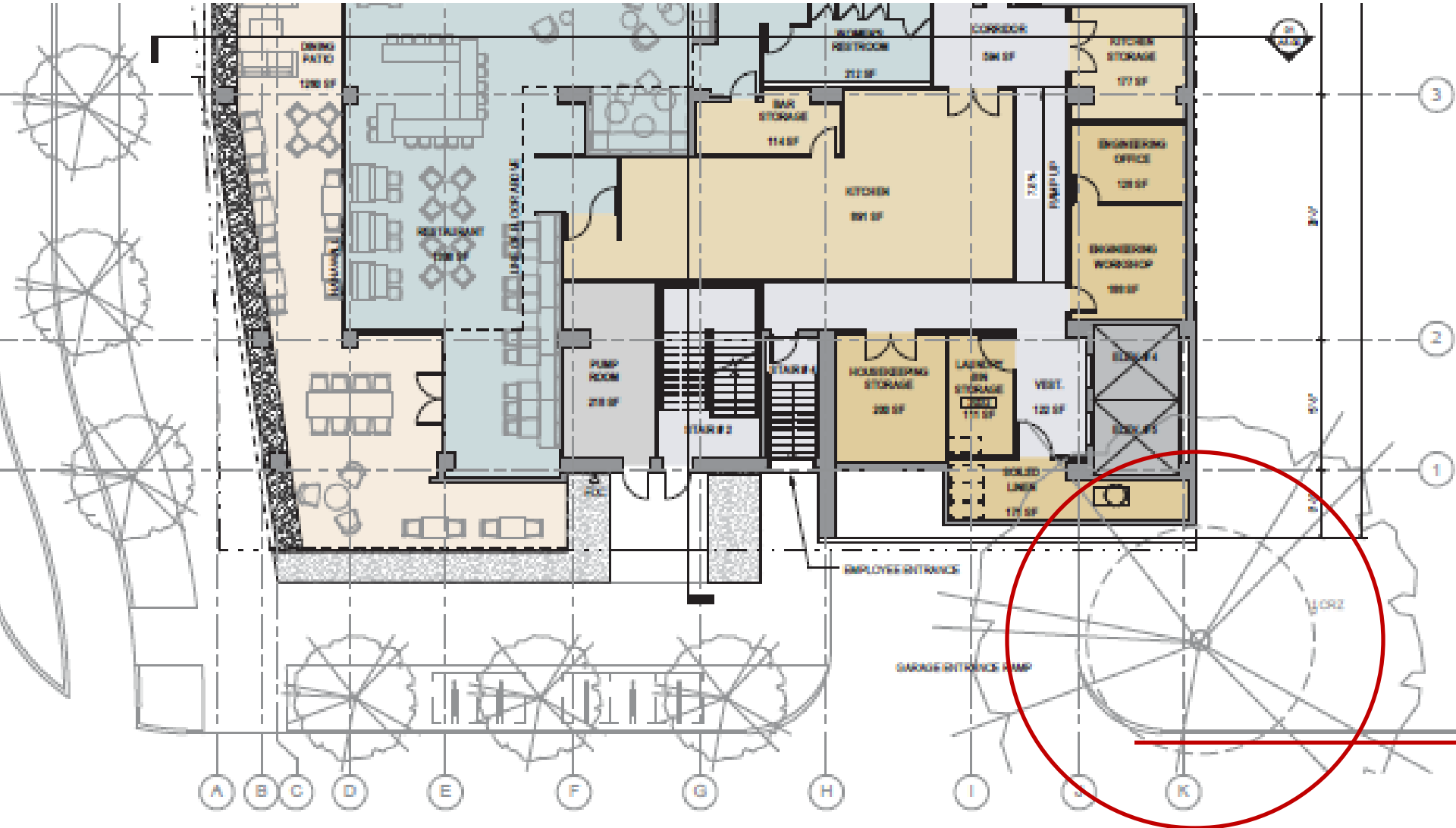
*Example: 1400 Lavaca*



# Policy Issues: Downtown Density Bonus & Tree

## 3. Existing Tree vs. New Sidewalk

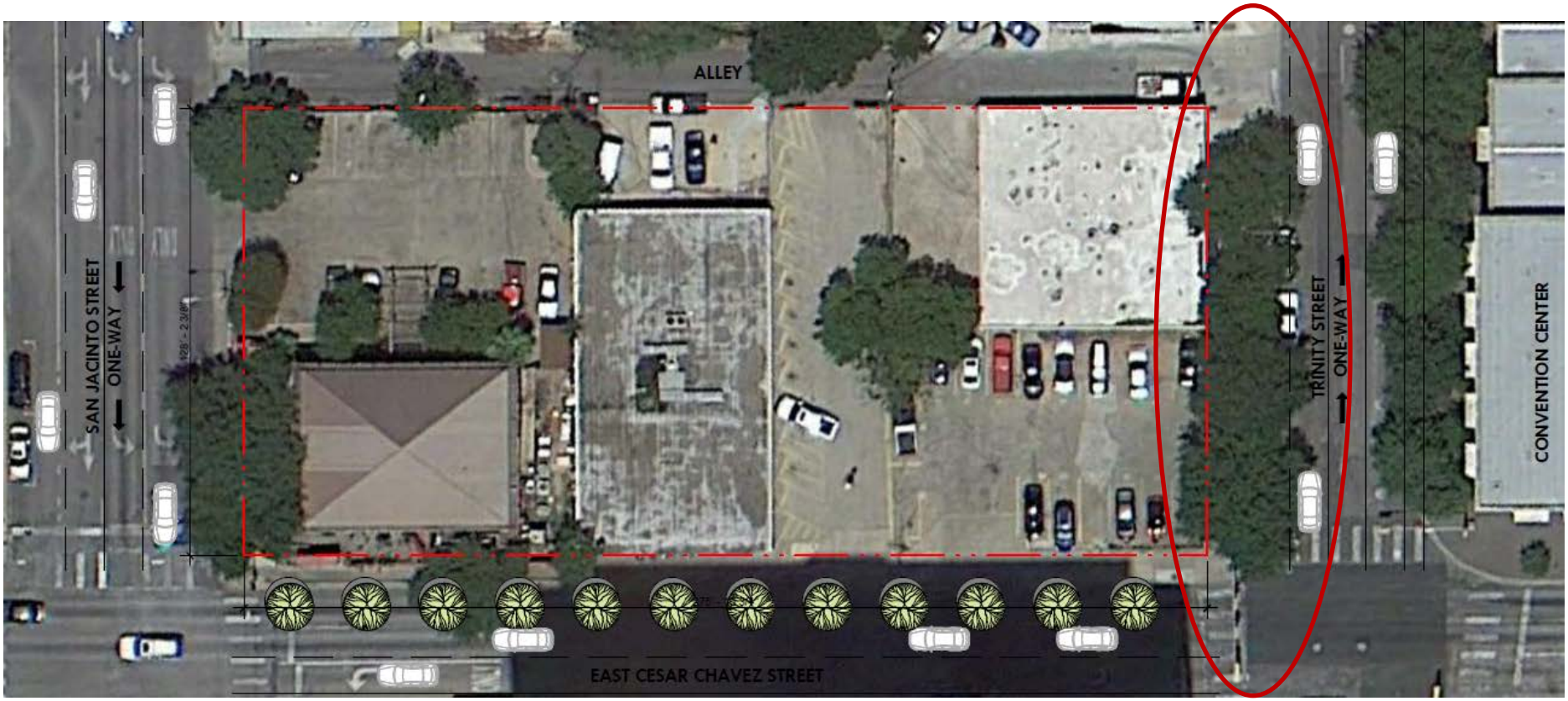
*Example: Waterloo Park Tower*



# Policy Issues: Downtown Density Bonus & Tree

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

*Example: Marriott at Cesar Chavez*



# Policy Issues: Downtown Density Bonus & Tree

## 5. Replacement of Existing Great Streets investments

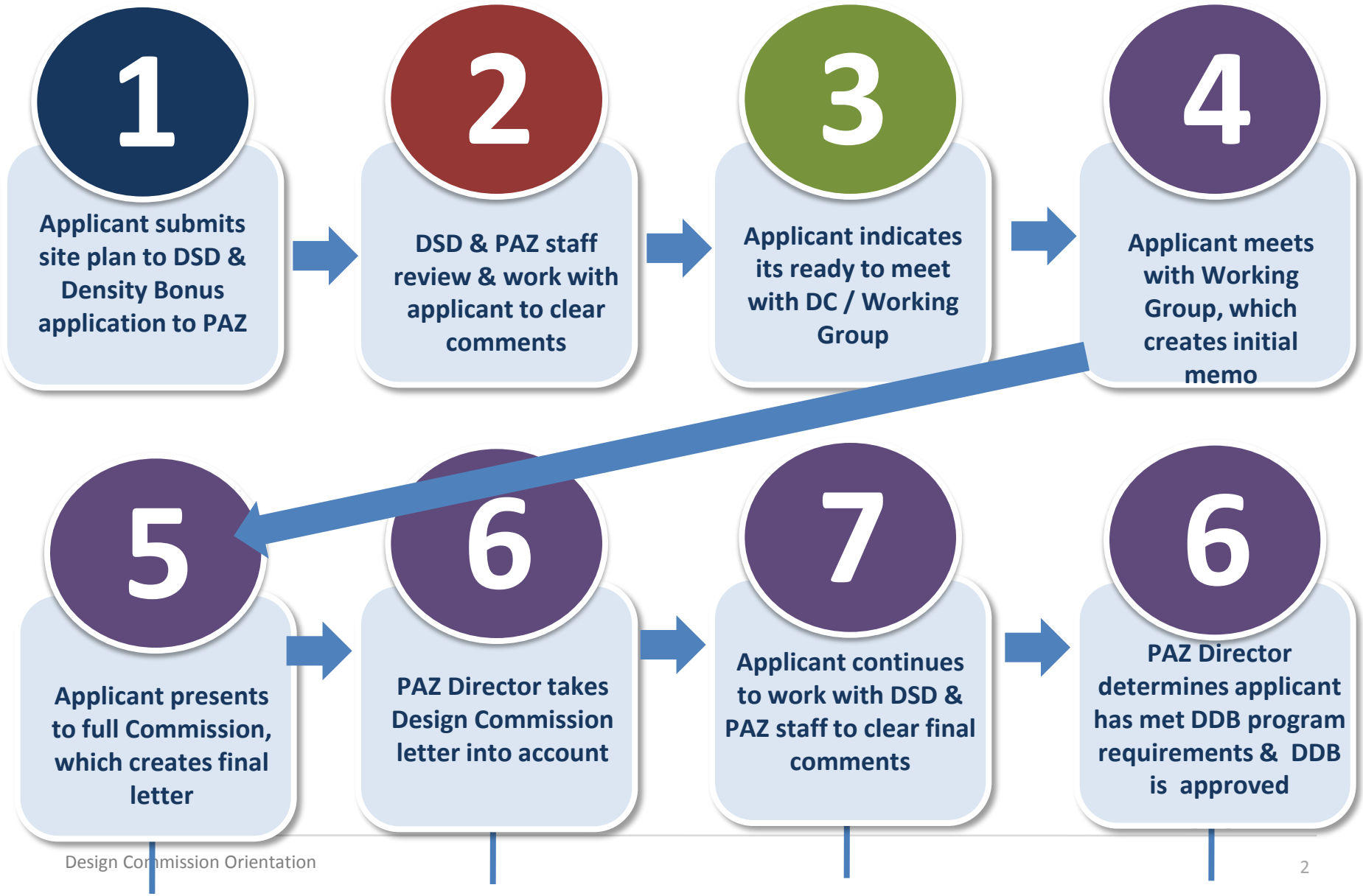
*Example: 300 Colorado*


Questions?

# DDBP Feedback

12/18/2017

# DDBP Project Review Process



# Project Review Criteria

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

# 405 Colorado

## Compliance with UDGs

**Guideline: AW1: Create Dense Development**

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

# 405 Colorado

## Compliance with UDGs

**Guideline AW1 : Create Dense Development**

Design Commission

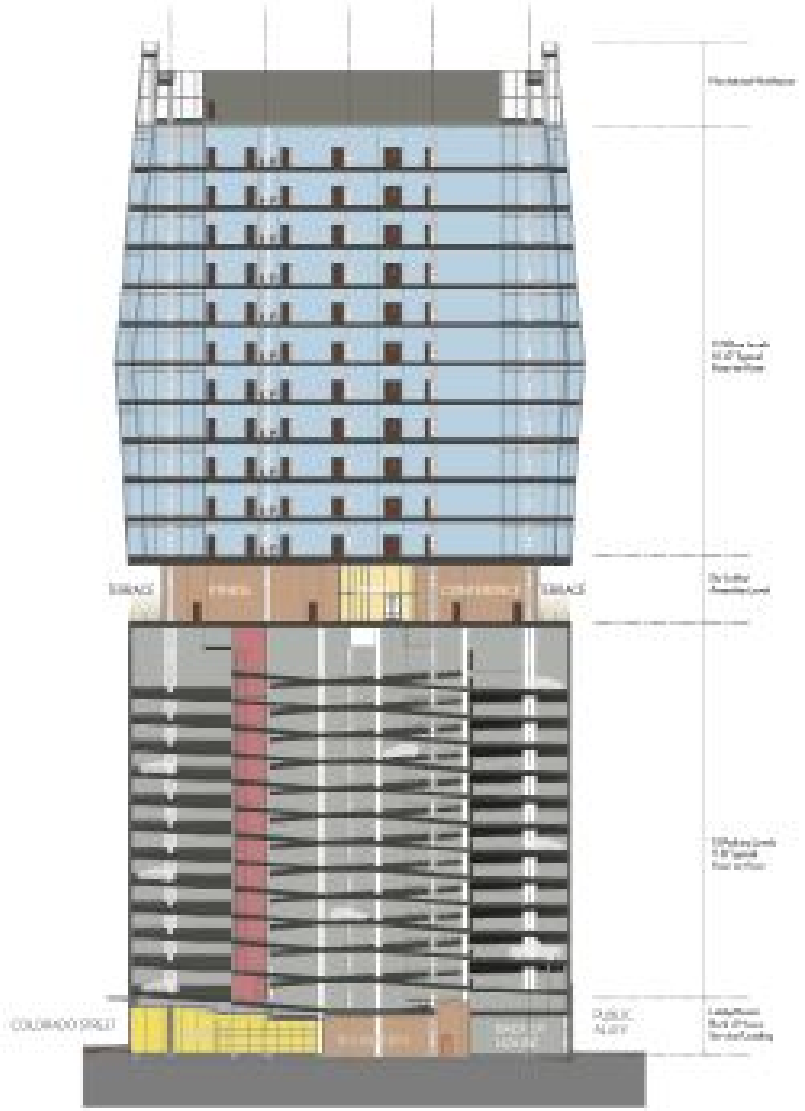
13 stories of parking and only 12 stories of habitable space is not increasing density as intended by the Urban Design Guidelines (UDG) of the Density Bonus Program. This section specifically encourages walkability and reduces reliance on cars. Less parking and more habitable space is preferred. *The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

PAZ

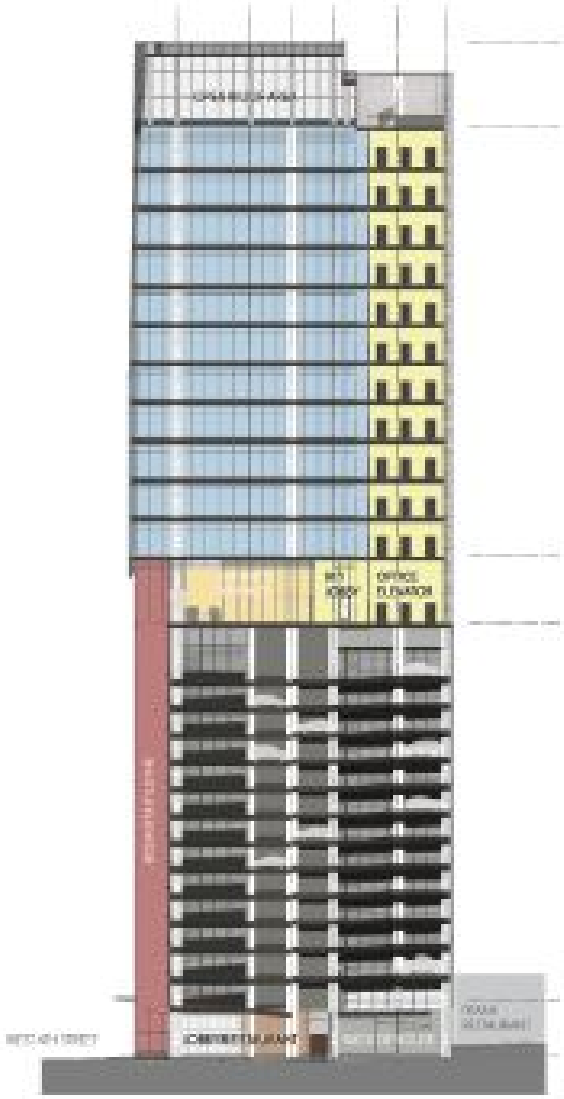
The project will create a 25 story development on a site that is currently a parking lot.

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

The project increases density and meets the guideline.



EAST - WEST



NORTH - SOUTH

BUILDING SECTIONS

# 405 Colorado

## Compliance with UDGs

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

Design Commission

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

PAZ

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

# Ground Level

# Active Lobby

## CONNECTION TO RESTAURANT SPACE

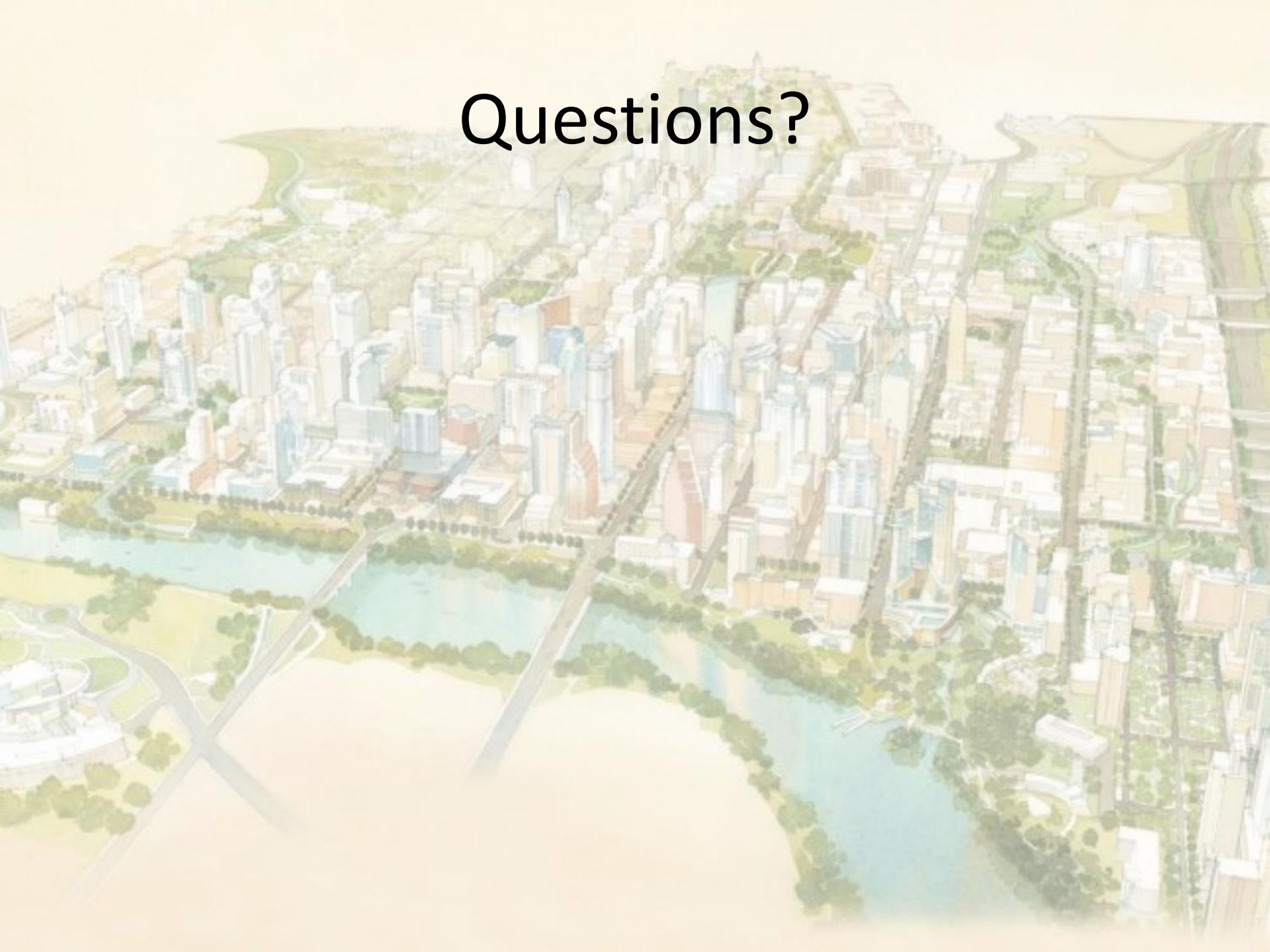
# 4th Street Active Edge

4TH STREET

# Active Lobby

## COFFEE VENDOR

# Questions?



Municipal Building Update:

# Shipe Neighborhood Park Pool Renovation

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

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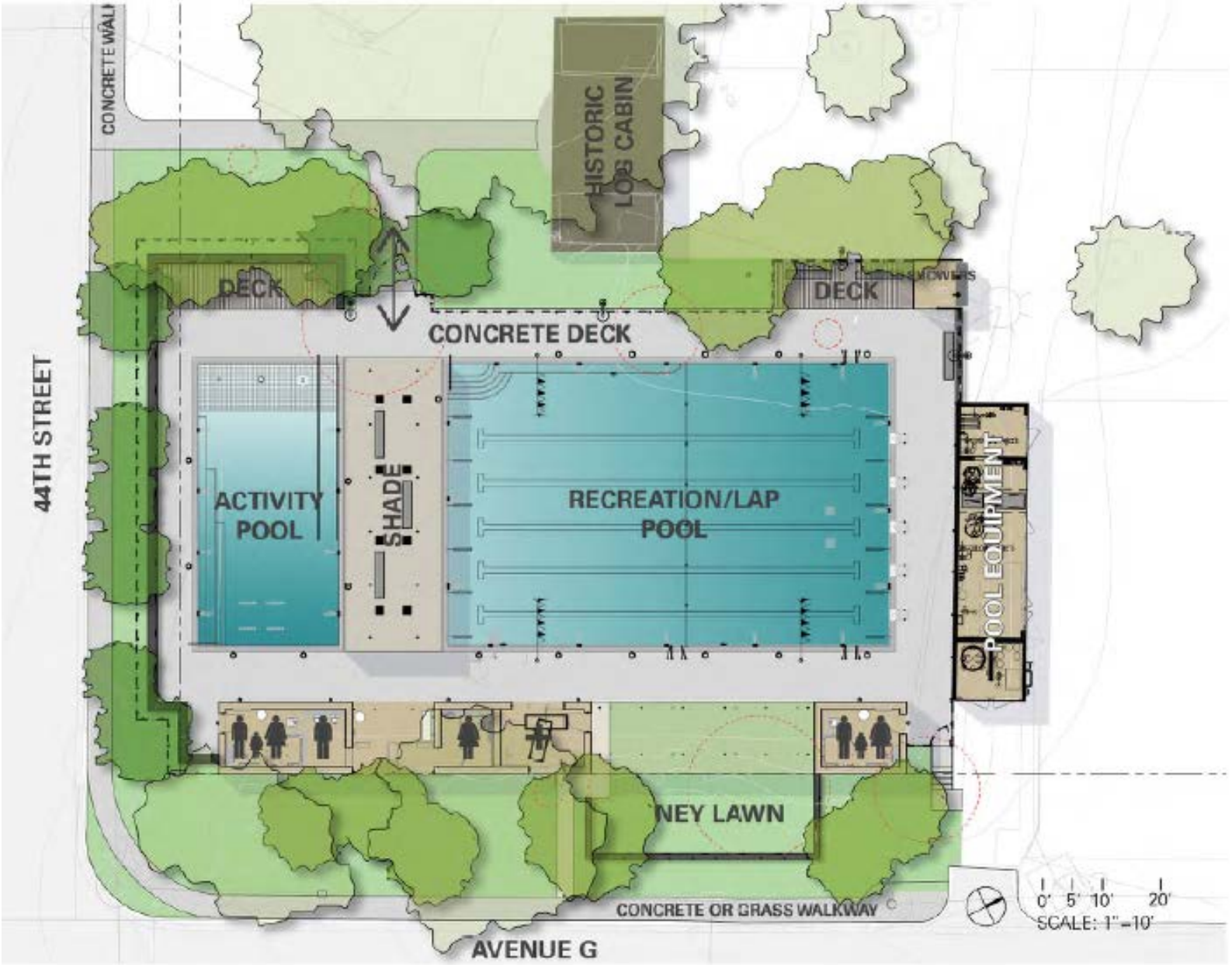
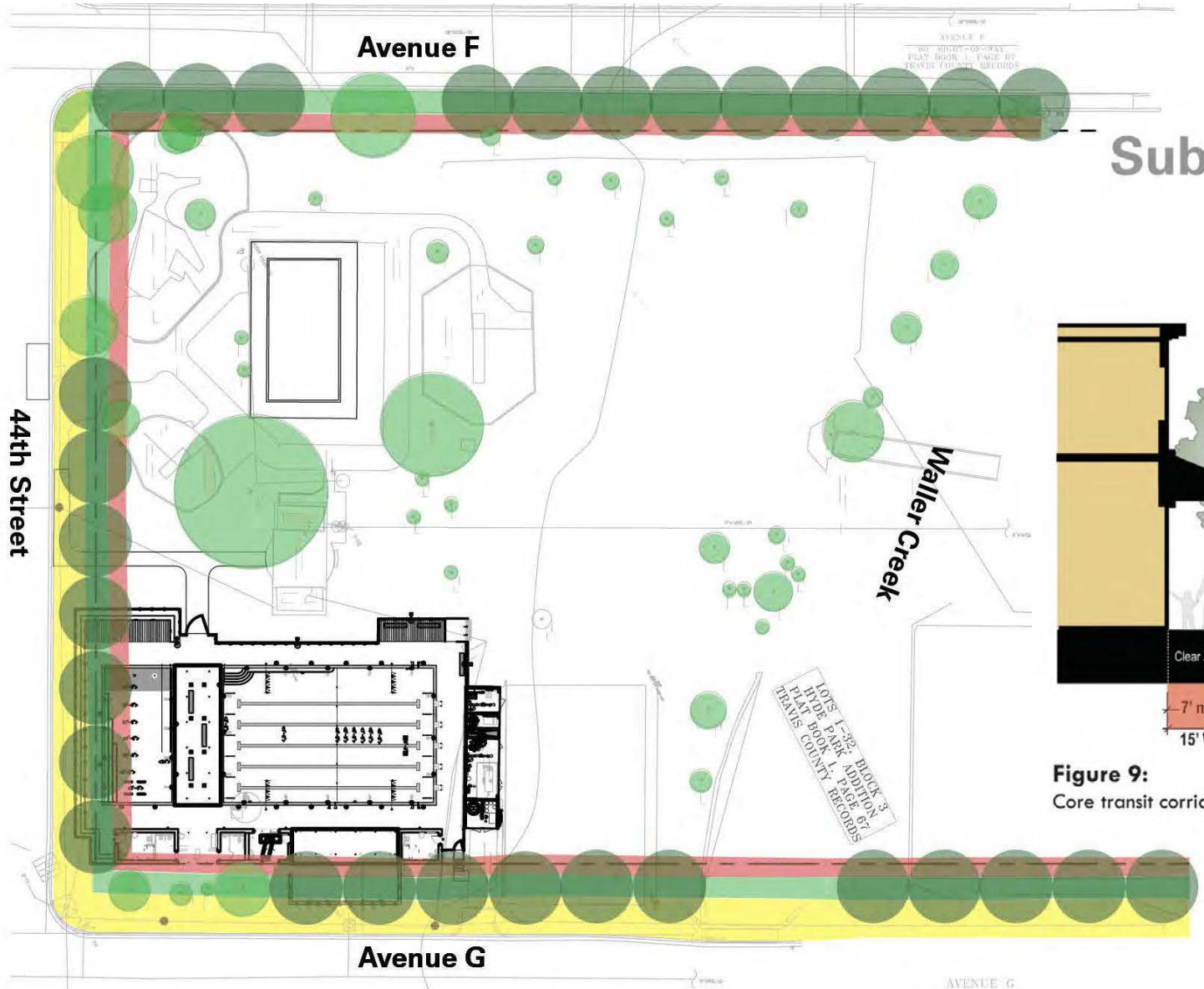


# **Shipe Park Pool Facility** (12/19/2016, item 3b)




## Subchapter E

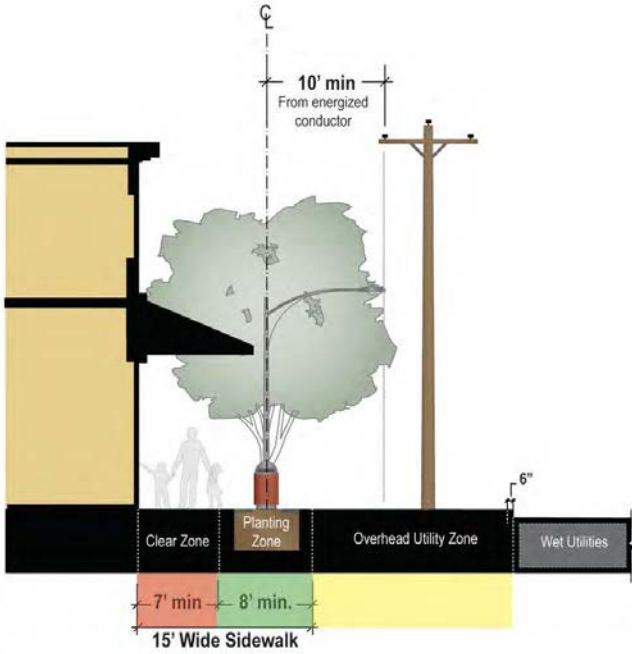



**Figure 9:**
Core transit corridor with overhead utility zone at curb.

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

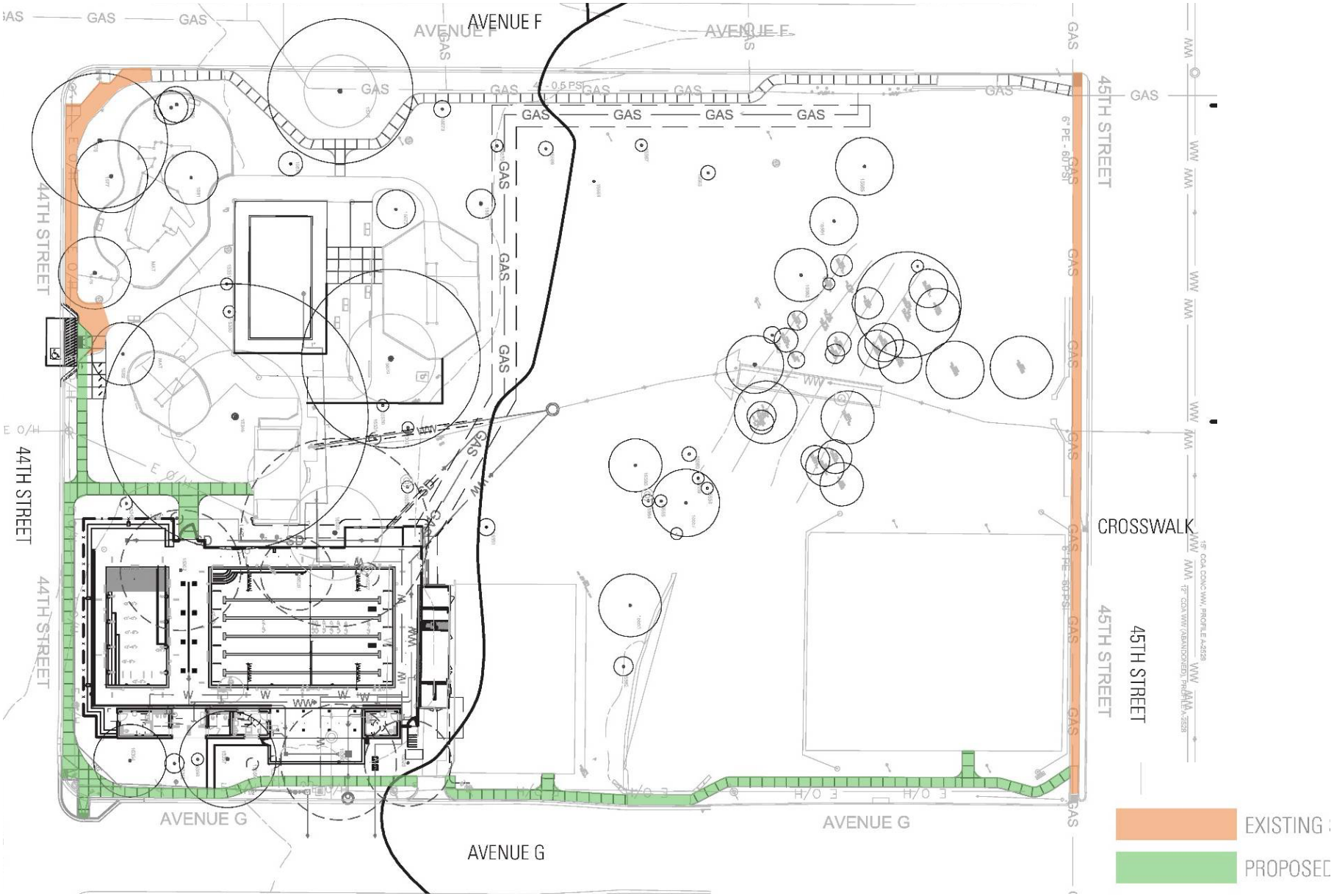
## Approved Minutes:

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

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

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

# **Shipe Park Pool Facility** (updated)



Item 3d

# AUSTIN ONION CREEK FIRE & EMS STATION

## DESIGN COMMISSION PROJECT REVIEW SUBMITTAL

MAY 23,2016


BRW ARCHITECTS

# PROJECT INFORMATION

# PROJECT DESCRIPTION

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

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

# COMMISSION

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

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

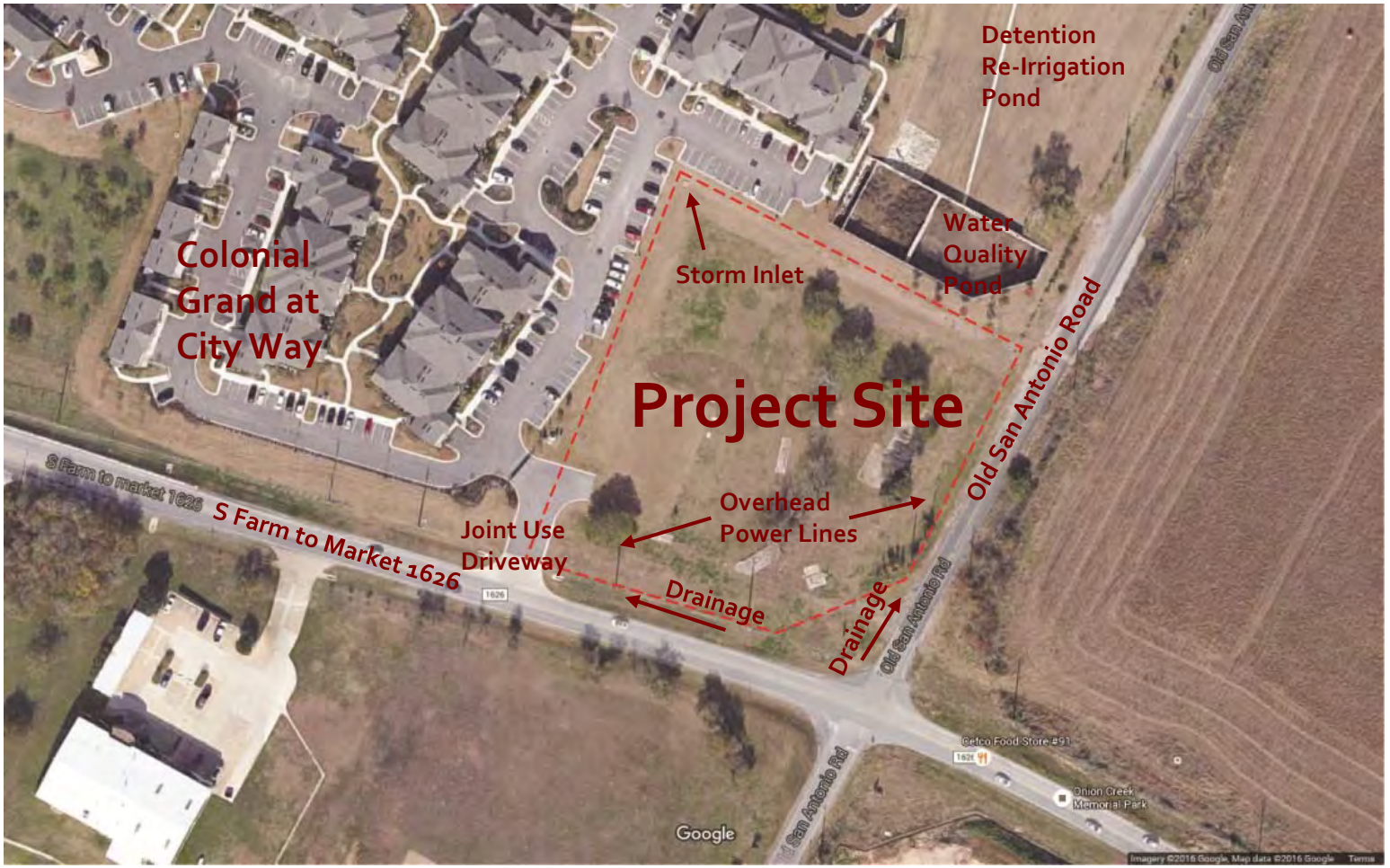
# VICINITY MAP


**VICINTY MAP**

# AERIAL VIEW


Cinemark Southpark Meadows
Slaughter Creek
PARKSIDE AT SLAUGHTER CREEK
Stonegate Apartments
STABLEWOOD AT SLAUGHTER CREEK
Akins High School
MEADOWS AT DOUBLE CREEK
San Leanna
Colonial Grand at Double Creek
KEESEE
CYPRESS RIDGE
Rinard Creek
IH-35 Frontage Rd
Cowboy Harley-Davidson ® of...
ASHBROOK
CONROY PARK
Old San Antonio Rd
DOUBLE CREEK VILLAGE
ONION CREEK
Lennar at Bradshaw Crossing
SAN LEANNA PARK
Colonial Grand at Onion Creek
Onion Creek Club
Old San Antonio
GOLDEN LAKE ESTATES
Onion Creek
The Wild Onion Ranch
Google

# AERIAL VIEW


Detention
Re-Irrigation
Pond
Water
Quality
Pond
Storm Inlet
Colonial
Grand at
City Way
Project Site
Old San Antonio Road
S Farm to Market 1626
Overhead
Power Lines
Joint Use
Driveway
Drainage
Drainage
Old San Antonio Rd
Google

# SITE IMAGES

# SITE IMAGES

# SITE IMAGES

# SITE IMAGES

# SITE CHARACTERISTICS

## Site Characteristics:

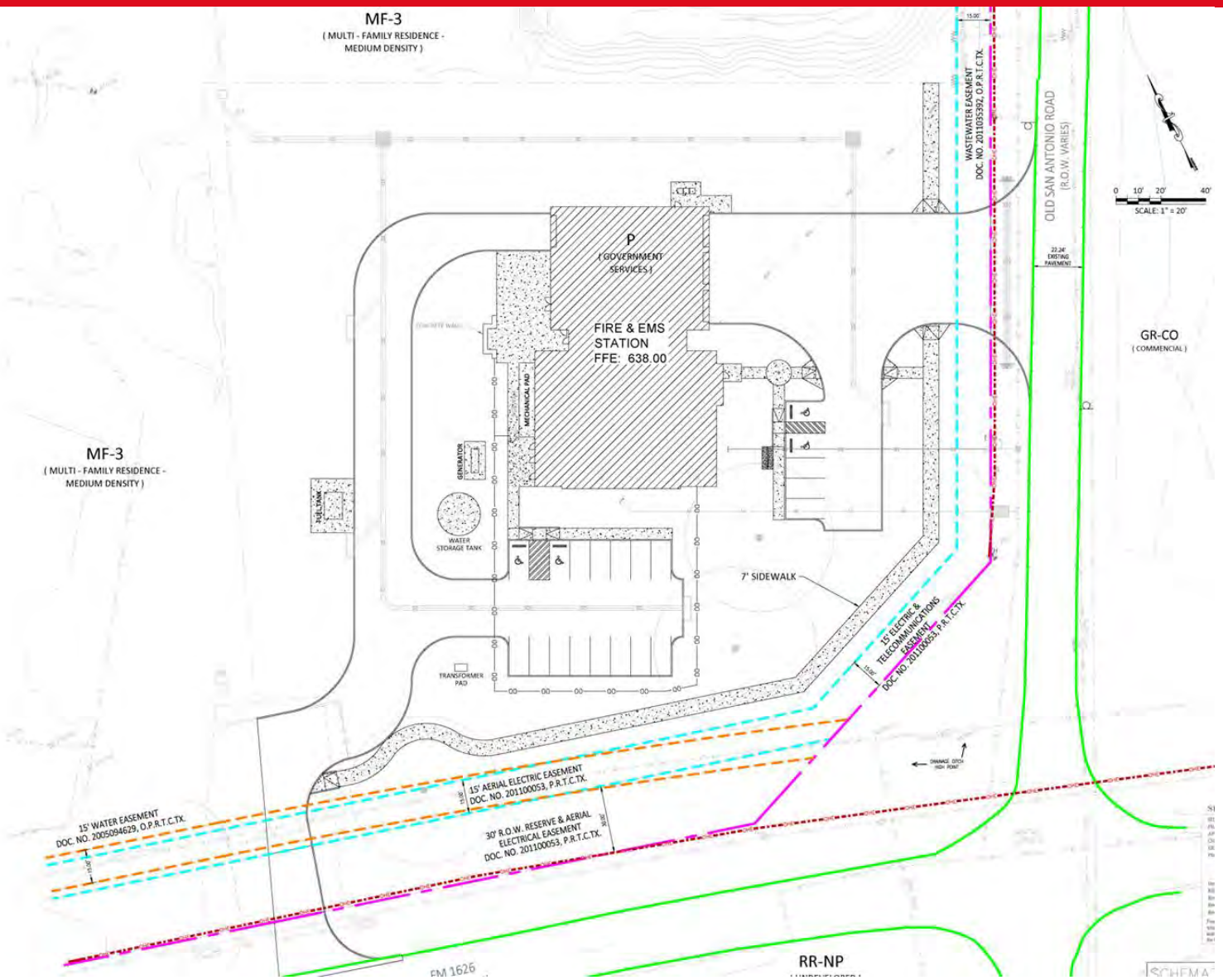
- TXDOT ROW
- TXDOT ROW Expansion Easement
- Existing Trees (Set Back)
- Bar Ditches
- Curbless Streets
- Overhead Power Line / Easement

## Recommendations:

Alternative Equivalent Compliance

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

# SITE PLAN

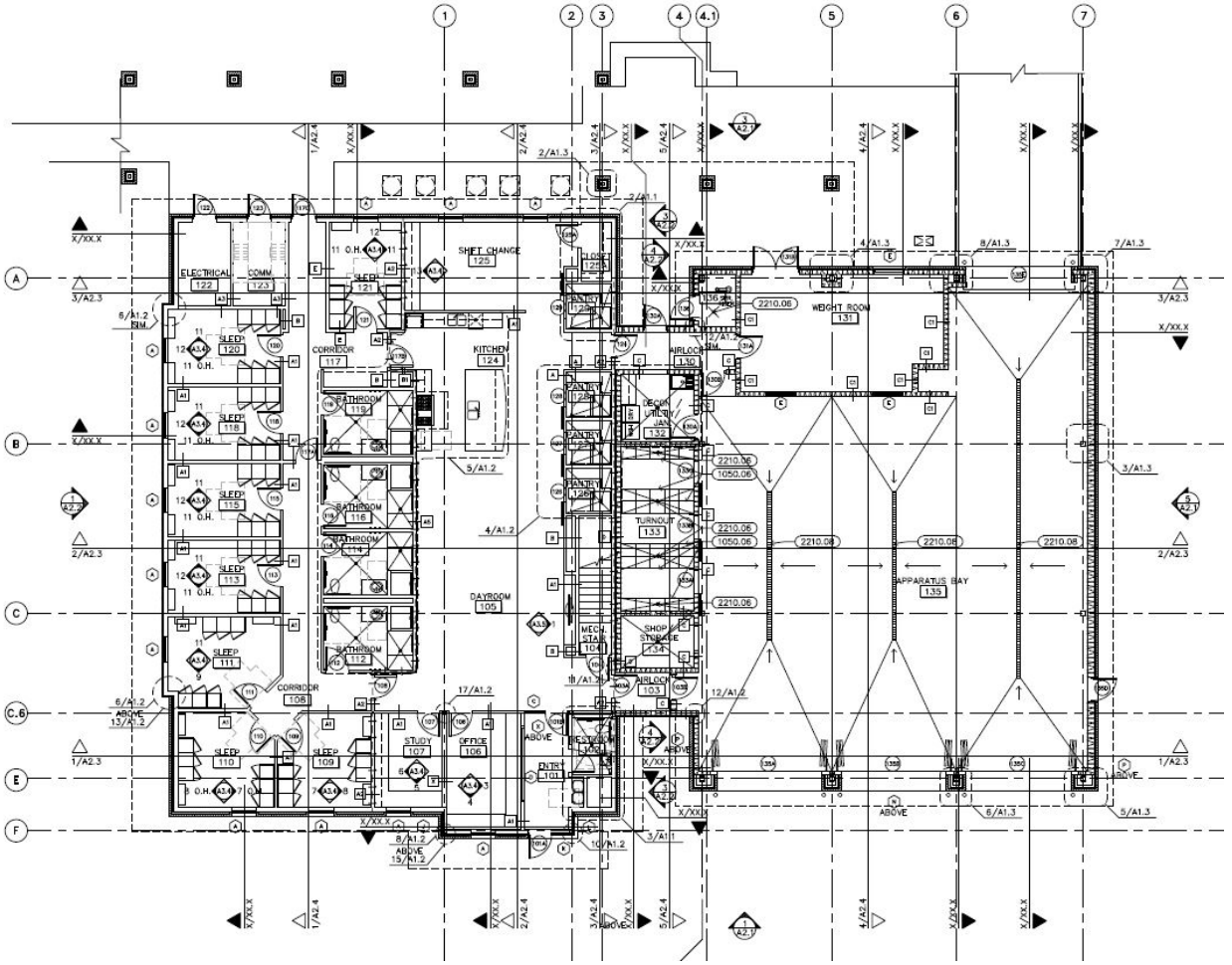



**SITE PLAN**

# LANDSCAPE PLAN


**LANDSCAPE PLAN**

# FLOOR PLAN

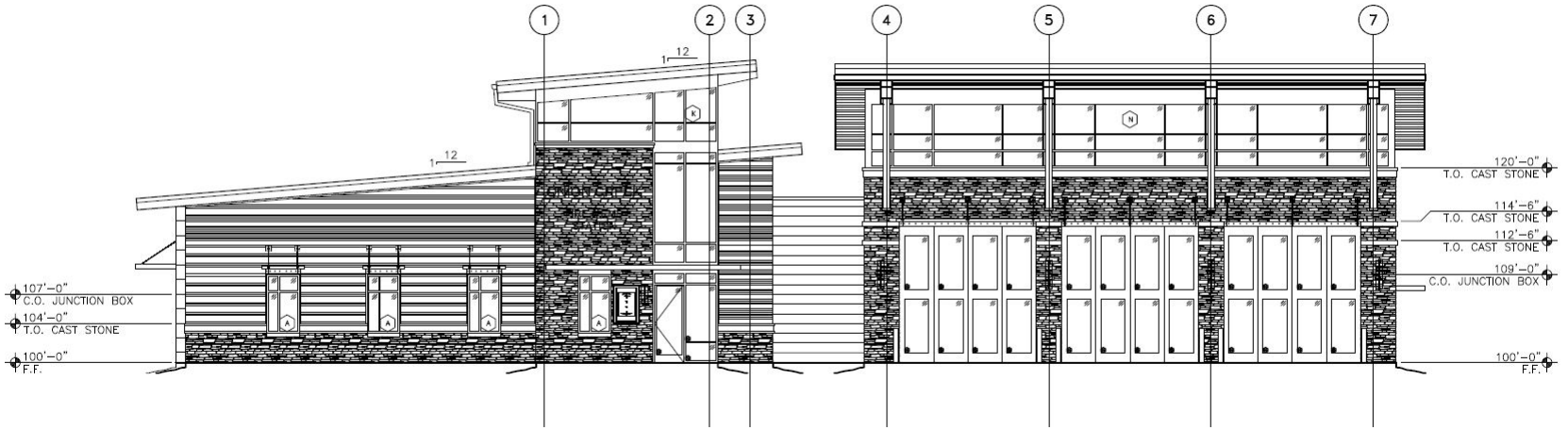



## FLOOR PLAN

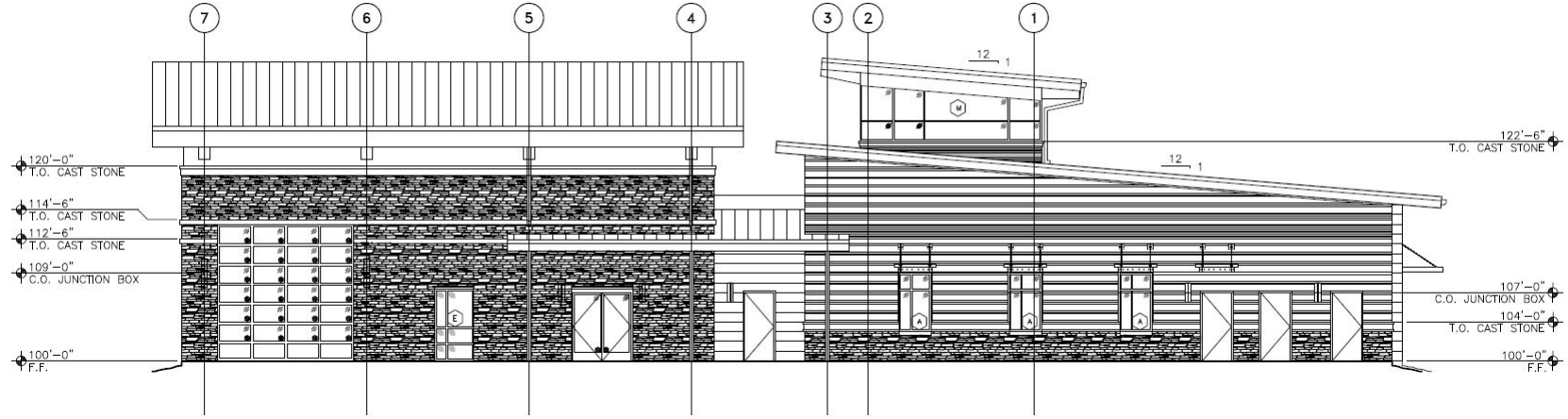


BRW

# EXTERIOR ELEVATIONS

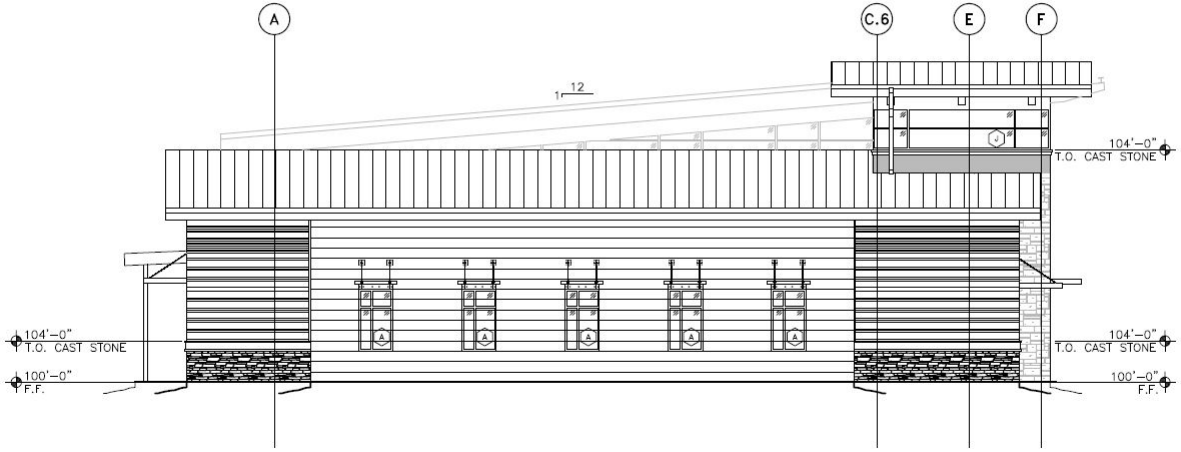



**SOUTH ELEVATION**

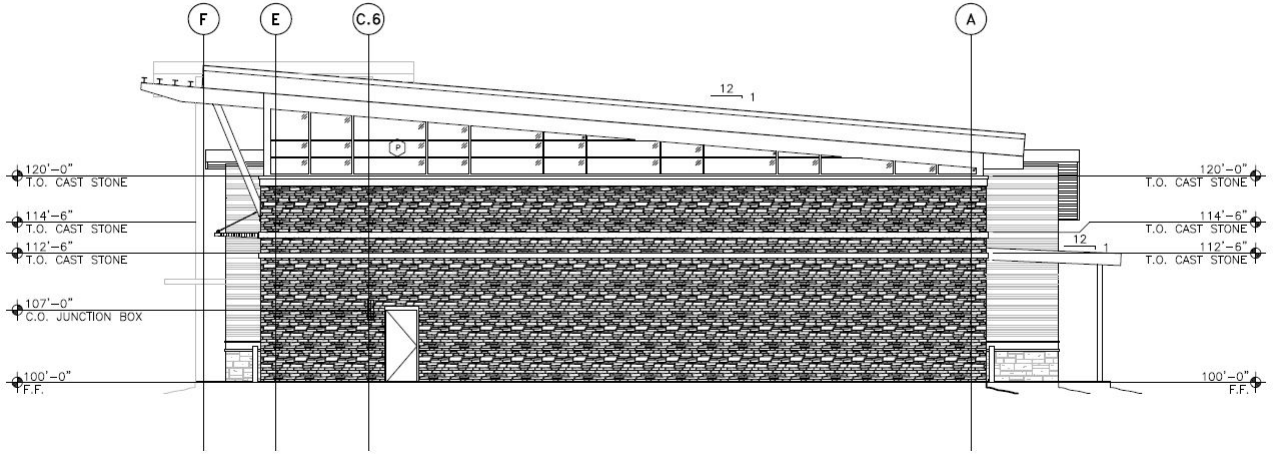



**NORTH ELEVATION**

# EXTERIOR ELEVATIONS




**WEST ELEVATION**




**EAST ELEVATION**

# PERSPECTIVE

# PERSPECTIVE

# SUSTAINABILITY AND COMMUNITY BENFITS

# SUSTAINABILITY BENEFITS

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

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

# COMMUNITY BENEFITS

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

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

# 2018 Meeting Schedule for the Design Commission

The Design Commission shall meet monthly as specified below. All regular meetings are held on the 4th Monday of every month beginning at 6:00 PM in Room 1101 at City Hall; 301 W 2nd Street Austin, TX 78701 unless specified otherwise.

| MEETING DATES* | CANCELLED DATE |
|---|---|
| January 22, 2018 | |
| February 26 2018 | |
| March 26, 2018 | |
| April 23, 2018 | |
| May 30, 2018** | |
| June 25, 2018 | |
| July 23, 2018 | |
| August 27, 2018 | |
| September 24, 2018 | |
| October 22, 2018 | |
| November 26, 2018 | |
| December 17, 2018*** | |

* All backup materials are due ten (10) days prior to the meeting.
** Rescheduled due to Memorial Day holiday. Fifth Wednesday of the month. This meeting may be rescheduled to a different venue.
*** Rescheduled due to Christmas Eve holiday. Third Monday of the month. This meeting may be rescheduled to a different venue.

**Design Commission Executive Liaison:**
Katie Mulholland
Urban Design, Planning and Zoning Department
City of Austin, One Texas Center, 505 Barton Springs Rd., Austin, TX 78704
Phone: (512) 974-3362
E-mail: katie.mulholland@austintexas.gov

**Design Commission Staff Liaison:**
Nichole Koerth
Urban Design, Planning and Zoning Department
City of Austin, One Texas Center, 505 Barton Springs Rd., Austin, TX 78704
Phone: (512) 974-2752
E-mail: nichole.koerth@austintexas.gov

The Urban Design Guidelines for Austin can be accessed at the following location:
Urban Design Guidelines for Austin

Design Commission backup may be accessed at the following location:
Design Commission Backup

The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Meeting locations are planned with wheelchair access. If requiring

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

**Meeting Minutes**

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

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

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

1. CITIZEN COMMUNICATION: **None**

2. NEW BUSINESS (Discussion and Possible Action):

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

      **Bart Whatley arrived at 6:02 PM**.

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

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

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

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

**No action taken by the Commission.**

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

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

**No action taken by the Commission.**

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

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

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

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

3. OLD BUSINESS (Discussion and possible action):

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

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

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

**No action taken by the Commission.**

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

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

**No action taken by the Commission.**

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

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

**No action taken by the Commission.**

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

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

**No action taken by the Commission.**

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

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

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

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

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

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

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

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

6. FUTURE AGENDA ITEMS:

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

7. ANNOUNCEMENTS:

a. Chair Announcements: **None.**

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

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

**ADJOURNMENT by consensus at: 8:14 PM**.

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

Chair David Carroll

## Reinforce Pedestrian Activity

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

**Recommendations**

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

## Avoid Conflicts between Pedestrians and Infrastructure

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

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

**Recommendations**

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

# Install Pedestrian-Friendly Materials at Street Level

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

**Recommendations**

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

Guidelines for Buildings
Encourage the inclusion of local character

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

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

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

**Infrastruture Guidelines**

**Rough Draft**

Prepared by : Aan Garrett-Coleman, ASLA, LEED AP

Date: 8-22-17

## Enhance the Streetscape

Issue

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

Recommendations

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

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

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

Issue

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

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

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

Recommendations

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

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

# Minimize Curb Cuts

**Issue**

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

**Values Supported**

Values Supported
Dense Urban Character
Safety

**Recommendations**

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

FIND OR TAKE FOTO

ISSUE

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

RECOMMENDATIONS

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

THIS NEW TEXT AND A LATER SELECTED FOTOS INTENDED TO BE REFORMATTED AFTER A TEMPLATE IS SELECTED, OR ARE WE USING ORIGINAL FORMAT?

# Provide Pedestrian-Scaled Lighting

**Values Supported**

Humane Character

Safety


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

THIS NEW TEXT AND FOTOS INTENDED TO BE REFORMATTED AFTER A TEMPLATE IS SELECTED, OR ARE WE USING ORIGINAL FORMAT?

**Issue**

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

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

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

**Recommendations**

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

ISSUE

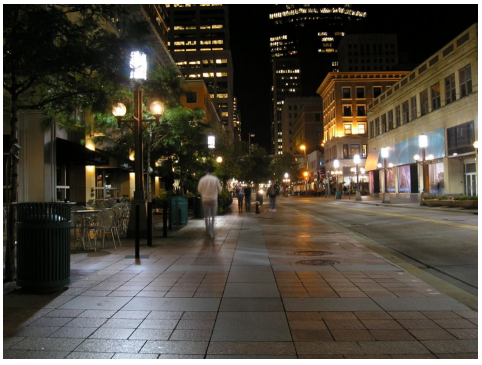
The quality of lighting has a strong effect on the character of a public space. Harsh lighting can be inhuman, while dim lighting can create a sense of insecurity and danger.

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

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

RECOMMENDATIONS

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



# Screen Mechanical and Utility Equipment

**Values Supported**

Humane Character

Economic Vitality

**Issue**

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

ADD PHOTO

**Recommendations**

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

THIS NEW TEXT AND A LATER SELECTED FOTO INTENDED TO BE REFORMATTED AFTER A TEMPLATE IS SELECTED, OR ARE WE USING ORIGINAL FORMAT?

ISSUE

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

RECOMMENDATIONS

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

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

Chair David Carroll

**Create Quality Construction**

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

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

**Recommendations**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Hi Commissioner Halloran,

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

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

Thanks and have a good (and safe) day!

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Katie Mulholland, Senior Planner
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VISION ZERO
any traffic death is too many

Learn more about Vision Zero at http://austintexas.gov/visionzero



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