



DESIGN COMMISSION
MONDAY, FEBRUARY 26, 2018 AT 6:00 PM
AUSTIN CITY HALL, BOARDS AND COMMISSIONS ROOM 1101
301 W. SECOND STREET, AUSTIN, TEXAS 78701

Commission Members

_____ David Carroll, Chair (District 1)	_____ Aan Coleman (District 8)
_____ Martha Gonzalez, Vice-Chair (District 2)	_____ Beau Frail (District 6)
	_____ Samuel Franco (District 3)
	_____ Katie Halloran (District 7)
	_____ Melissa Henao-Robledo (District 5)
	_____ Ben Luckens (District 10)
City of Austin Planning & Zoning Staff	_____ Evan Taniguchi (Mayor)
_____ Katie Mulholland, Executive Liaison	_____ Bart Whatley (District 9)
_____ Nichole Koerth, Staff Liaison	_____ Vacant (District 4)

AGENDA

Please note: Posted times are for time-keeping purposes only. The Commission may take any item(s) out of order and no express guarantee is given that any item(s) will be taken in order or at the time posted.

	Approx. time
CALL TO ORDER AND ROLL CALL	6:00 PM
1. CITIZEN COMMUNICATION: GENERAL a. The first five speakers signed up prior to the meeting being called to order will each be allowed a three-minute allotment to address their concerns regarding items <u>not</u> posted on the agenda (15 mins.);	6:05 PM
2. NEW BUSINESS (Discussion and Possible Action): a. Courtesy briefing on City of Austin tree mitigation fund (Emily King , COA Development Services Dept.) (10 mins.); b. Courtesy briefing on the Capital Metro Transportation Authority Downtown Station (Marcus Guerrero , CapMetro) (25 mins.);	6:20 PM
3. OLD BUSINESS (Discussion and Possible Action): a. Discussion and possible action on CodeNEXT's draft codes , maps , and processes (Chair D. Carroll) (20 mins.);	6:55 PM
4. COMMISSION-SPECIFIC BUSINESS (Discussion and Possible Action): a. 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) (20 mins.);	7:15 PM

b. Discussion and possible action on the January 22, 2018 meeting minutes (5 mins.); c. Liaison Reports (10 mins.); d. Appointment of Committee/Working Group members by Chair;	
5. FUTURE AGENDA ITEMS: a. None	8:05 PM
6. ANNOUNCEMENTS: a. Chair Announcements (5 mins.); b. Items from Commission Members (5 mins.); c. Items from City Staff (5 mins.);	8:05 PM
ADJOURNMENT	8:20 PM

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 Sign Language Interpreters or alternative formats, please give notice at least 2 days before the meeting date. Please contact Nichole Koerth in the Planning and Zoning Department at nichole.koerth@austintexas.gov or (512) 974-2752, for additional information. TTY users route through Relay Texas at 711.

Design Commission: Committees, Working Groups, Representatives and Liaisons

Committees

1. Executive Committee: D. Carroll (Chair), M. Gonzalez (Vice Chair)

Working Groups

1. Planning & Urban Design Working Group: E. Taniguchi, B. Whatley, A. Coleman, D. Carroll
2. Architecture & Development Working Group: B. Whatley, M. Gonzalez, D. Carroll, B. Frail
3. Landscape & Infrastructure Working Group: S. Franco, M. Henao-Robledo, A. Coleman, K. Halloran
4. Public Engagement Working Group: B. Luckens, S. Franco, M. Henao-Robledo, C. Kenny
5. CodeNEXT Working Group: D. Carroll, M. Gonzalez

Representatives & Liaisons

1. South Central Waterfront Advisory Board Representative: S. Franco
2. Downtown Commission Liaison: M. Henao-Robledo
3. Joint Sustainability Committee Liaison: C. Kenny

Staff to Design Commission

City of Austin, One Texas Center, 505 Barton Springs Rd., Austin, TX 78704
Planning and Zoning Department, Urban Design Division, 5th floor

Executive Liaison: Katie.Mulholland@austintexas.gov (512) 974-3362

Staff Liaison: Nichole.Koerth@austintexas.gov (512) 974-2752

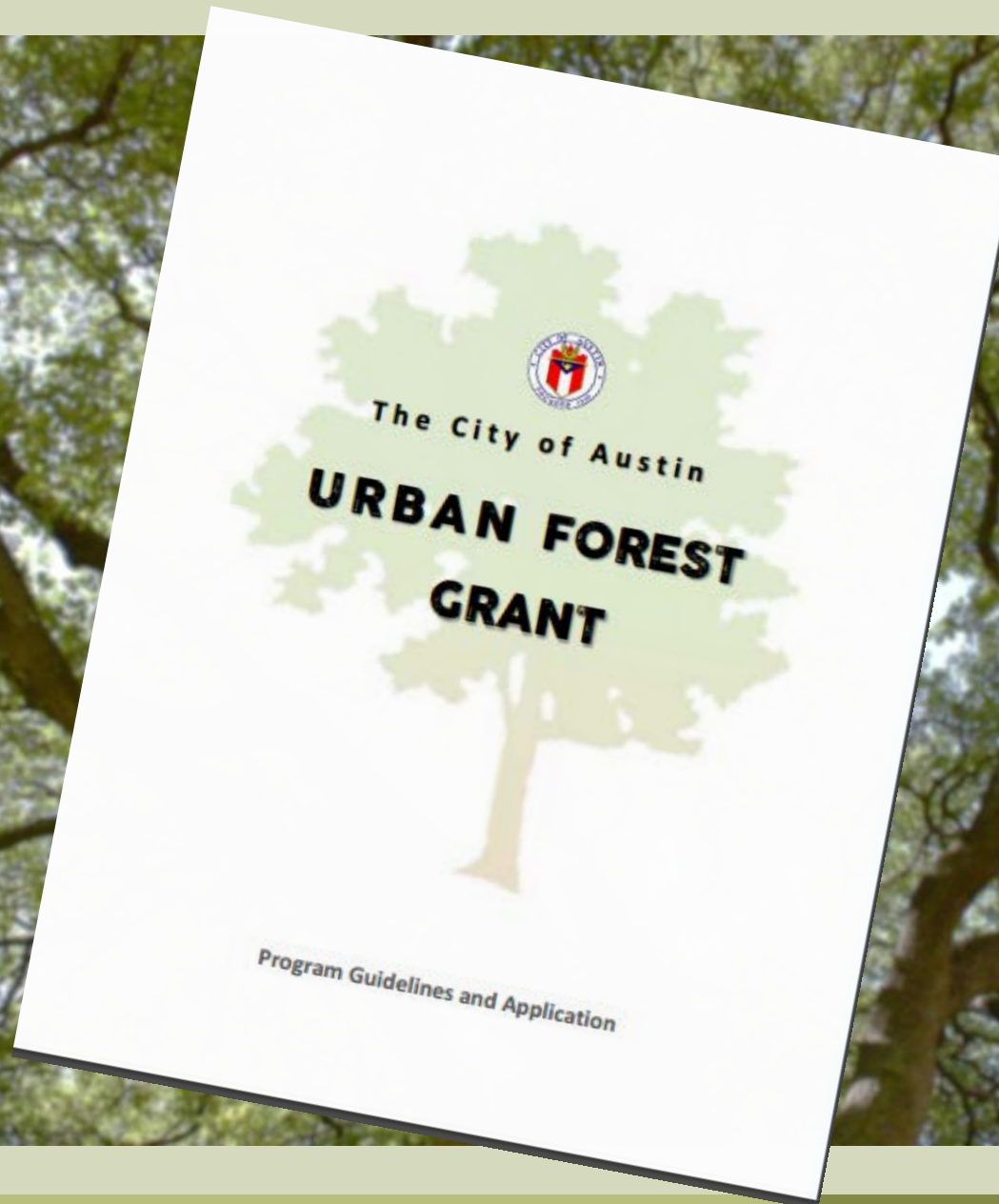
Downtown Density Bonus Program: Anne.Milne@austintexas.gov (512) 974-2868

Public Works Department, Office of the City Architect, 9th floor

City Architect: Janice.White@austintexas.gov (512) 974-7997

Resources

1. Urban Design Guidelines for Austin:
http://www.austintexas.gov/sites/default/files/files/Boards_and_Commissions/Design_Commission_urban_design_guidelines_for_austin.pdf
2. Design Commission backup:
http://www.austintexas.gov/cityclerk/boards_commissions/meetings/22_1.htm
3. Downtown Density Bonus program:
https://www.municode.com/library/tx/austin/codes/land_development_code?nodeId=TIT25_LADE_CH25-2ZO_SUBCHAPTER_CUSDERE_ART3ADRECEDEI_SPAGERE_S25-2-586DODEBOP



Overview

- For **Urban Forestry projects** in the Austin city limits
 - Anyone may apply



Overview

- For **Urban Forestry projects** in the Austin city limits
- Supported by the **Urban Forest Replenishment Fund**
 - Tree mitigation funds from development



Overview

- For **Urban Forestry projects** in the Austin city limits
- Supported by the **Urban Forest Replenishment Fund**
- Administered by the **Austin Community Foundation**
 - **ACF** receives the applications and issues payments



Overview

- For **Urban Forestry projects** in the Austin city limits
- Supported by the **Urban Forest Replenishment Fund**
- Administered by the **Austin Community Foundation**
- **Rolling grant:** no deadlines
 - Applications should be submitted at least 3 months before the proposed project start date



Development Services Department

URBAN FOREST GRANT



The Urban Forest Grant (UFG) has been established to promote conservation and improvement projects that benefit Austin's urban forest. This program is supported by the Urban Forest Replenishment Fund, which was created to mitigate the impact of tree removals. The UFG enhances the urban forest through projects associated with tree planting, education, public service announcements, award programs, disease control, inventorying, and other related efforts. Individuals, businesses, academic and private institutions, home owners associations, youth groups and non-profit organizations may apply for funding for projects that show a clear benefit to Austin's urban forest. Please read the application for further information!



Urban Forest Grant Application

For questions regarding the UFG you can email Jason.Traweek@austintexas.gov

Please send all grant applications to Austin Community Foundation: sbowman@austincf.org

- Information on Invasive Species Removal Projects
- Information on Tree Planting and Maintenance Projects in Parks





2016 Urban Forest Grant Projects

Briker Woods Elementary Tree Planting
Lady Bird Johnson Wildflower Center, Arborist Intern
TFF Butler Trail Tree Care

2015 Urban Forest Grant Projects

Bailey Middle School tree planting and soil amendments
Watershed Protection invasive removals along Shoal Creek
Peace Park tree care and invasive species removal projects
2015 Burnet Rd watering for new trees
Preventative oak wilt injection projects
Govalle Roots, based on the Trees of Govalle educational performance
Open Tree Map community engagement initiative



Categories

Tree Planting & Maintenance

- Tree purchasing
- Tree installation
- Tree establishment
- Irrigation
- Tree care and maintenance

Promoting Tree Care & Preservation

- Public education
- Events
- Print/online materials
- Research

Urban Forest Stewardship

- Invasive species control
- Disease control
- Mapping
- Forestry technology
- Staffing/Internships



Limitations of Use

- Intended for projects that clearly benefit Austin's urban forest.
- Within the Austin city limits, on public property or civic areas
- Funds may not be used as compensation for work performed by the applicant
- This funding may not be used for projects to comply with City of Austin code-mandated requirements
- Three bids are required for contracted work





Examples of Recent Approved Projects

- ❖ Brikerwoods Elementary PTA: Tree Planting
- ❖ Trail Foundation: Butler Trail Tree Care
- ❖ Lady Bird Johnson Wildflower Center: Arborist Intern
- ❖ Tree Folks: Austin Open Tree Map Engagement Initiative



URBAN FOREST GRANT

AustinTexas.gov/UFGP

Funding is flexible, amounts are awarded based on project need, and applications are open to individuals, youth groups, non-profits, etc. Apply now!



Development CITY OF AUSTIN
SERVICES DEPARTMENT

Building A Better Austin Together

URBAN FOREST GRANT

GRANT FUNDS AVAILABLE
FOR TREE PROJECTS IN AUSTIN
ROLLING DEADLINES

Apply Now at AustinTexas.gov/UFGP

 Urban Forest Grant



The City of Austin

URBAN FOREST GRANT

Program Guidelines and Application

PURPOSE

The Urban Forest Grant (UFG) has been established to promote conservation and improvement projects that benefit Austin's urban forest. This program is supported by the Urban Forest Replenishment Fund, which was created to mitigate the impact of tree removals. The UFG enhances the urban forest through projects associated with tree planting, education, public service announcements, award programs, disease control, inventorying, and other related efforts. Additional tree information (i.e. programs, benefits, regulations, care and maintenance) can be found at <http://austintexas.gov/trees> or www.treesaregood.com.

The Austin Community Foundation (ACF) manages this fund on behalf of the City of Austin (COA). ACF receives funds from the City and awards grants to applicants in consultation with the City of Austin. Staff from the Community Tree Division evaluates the program on an annual basis to determine if the amount of funding, processes used to determine eligibility, or any other aspect of the program requires improvement.

UFG Website: <http://austintexas.gov/UFGP>

ELIGIBILITY

Individuals, businesses, academic and private institutions, home owners associations, youth groups and nonprofit organizations may apply for funding for projects that show a clear benefit to Austin's urban forest. Funds may not be used as compensation for work performed by the applicant. The program encourages the use of funds for those that are economically disadvantaged. All Project Application Forms (Appendix A) will be reviewed by ACF. The Community Tree Program serves as Advisor to the ACF regarding grant recipients. All proposed projects must be within the Austin city limits, on public property or Civic areas as defined in section 25-2-6(A) of the City of Austin Land Development Code, or within 15 feet of these areas, for public benefit, and adhere to the Land Development Code criteria. All projects must comply with federal, state, and municipal regulations. Proposals will be reviewed as they are submitted.

Grant projects are to be conducted with honesty and reliability. It is encouraged to match funds received from this grant program. This can be accomplished by using funds from alternative sources and by accounting for labor and materials used with your grant project. Funding from this grant program may not be used for projects intended to meet regulatory compliance requirements.

APPLICATION REQUIREMENTS

<i>Deadlines</i>	Applications for UFG funding may be submitted at any time, but should be submitted for review a minimum of 3 months prior the proposed initiation of the project in order to have sufficient time for review. Complex proposals, incomplete applications, and proposals that require Environmental Commission approval will require a longer review time. This fund should not be considered for projects with very short, time sensitive deadlines.
<i>Bids</i>	For all funding requests \$3,000 or more that propose to pay for contracted work or materials, three bids are required to be included in the application.
<i>Projects on public land</i>	Projects on public lands require the review and approval of City of Austin staff from the governing departments. Applicants must discuss proposal ideas with those department representatives when planning a new project proposal. See the <i>Contact</i> section (page 5) for the departments and individuals to contact.
<i>Previous applicants</i>	Applicants may not submit applications for new projects until a previously funded project has been completed and the final report has been submitted.
<i>Multiple applications</i>	Multiple applications for one project will not be accepted. Funding limits (below) will be applied by the amount requested for the <i>entire project</i> .
<i>Funding Limits</i>	<ul style="list-style-type: none"> ○ Proposals less than \$30,000 may be administratively approved ○ Proposals between \$30,000 and \$58,000 require approval from both the grant administrator + Environmental Commission (longer review time).

PROJECT CATEGORIES

Each application must identify the type of expenditure category with which their proposal is best associated. If a proposal includes work in multiple categories, each of those categories must be clearly defined in the project description and broken out in the budget. The following table lists the main categories and corresponding subcategories:

Tree Planting & Care ¹	Education & Promotion	Urban Forest Stewardship
<ul style="list-style-type: none"> • Tree purchasing • Tree installation • Tree establishment (Irrigation, mulch) • Tree care/maintenance 	<ul style="list-style-type: none"> • Public education • Events • Print/online materials • Research 	<ul style="list-style-type: none"> • Invasive species control ¹ • Disease control • Mapping • Forestry technology • Staffing/Internships ²

¹ See the [UFG website](#) for specific requirements on tree planting, care, and invasive species removals

² Eligible for non-profit or governmental entities only.

PROPOSAL FORMAT

The project proposal must meet the aforementioned eligibility and application requirements. If these are met, the proposal will be reviewed by the program manager to evaluate the potential urban forest benefit. Specific items which may be considered are: arboreal benefit, citizen impact and experience, feasibility, ability to encourage the use of local businesses, habitat biodiversity and organization capabilities. Applicants are to submit to ACF the Project Proposal Application Form (Appendix A) and a project write-up formatted as follows:

I. Project Title

II. Project Description and Objectives

Describe the intent of the project and how it would address and benefit Austin's urban forest. Provide a clear and detailed statement of the project's objectives and include the associated project category and subcategory.

III. Approach and Methods

Describe the specific process(es) that will be employed to achieve the project objective.

IV. Timeline

Provide the time frame from initiation to completion of the project. This should include milestones to assess progress.

V. Budget

Identify the amount of funding requested. Provide a detailed list of costs that include all supplies, materials, and any other associated expenses. The UFG does not fund indirect or overhead expenses. Include costs that are to be provided or paid for by other revenue sources to show in-kind contributions to the project. This can be in the form of materials and labor. The current, nationally recognized value of volunteer time can be found here:

https://www.independentsector.org/volunteer_time

VI. Contact Information

Provide the name, phone number, email address, and mailing address of the primary applicant who will be the single point of contact.

VII. Personnel Qualifications

This section should identify the names, qualifications, and contact information for all personnel who would be managing this project. State the primary work assigned to each person and the percentage of time each person would devote toward this work. Identify key persons by name and title, and provide the resumes describing relevant experience.

REPORTING REQUIREMENTS

Project Reporting

Quarterly progress reports are required (every 3 months from the approval date) while the project is active. Reports must be in the form of a document or an email and must clearly include the following information.

- Progress / status of the project
- Notable setbacks or achievements thus far
- Estimated time to finish the work
- Line item report of expenditures from the grant funding

Field visits

Applicants may request field visits from the UFG manager to discuss proposed or ongoing projects. In turn, the UFG manager may request a meeting or visit the site at any time during the project to check the progress of the work.

Changes

Proposed changes to approved grant applications are to be submitted in writing to the UFG manager. A letter of approval must be obtained before proceeding with the changes.

Post Project Reporting

At the completion of the project, applicants are required to notify the grant manager and complete a post-project final report that answers the following six questions:

1. Project title
2. What were the original project objectives and were they attained?
3. What objectives were most successful?
4. What objectives were least successful?
5. Did the results meet your expectations?
6. What would you change if you were to repeat this project?

The report must be in a word or PDF document.

Send all reports to: Jason.Traweek@austintexas.gov

Promote the program!

The UFG is dedicated to improving our community through funding urban forest improvement initiatives. We ask that you to help us spread the word about the program in any written presentations and/or signage about your project. Please let people know that we helped your project so that we can help them realize their future tree project ideas too.

CONTACTS



Austin Community Foundation

4315 Guadalupe Street, Suite 300 Austin, Texas 78751

(512) 472-4483

Send UFG applications to:

Shelby Bowman

sbowman@austincf.org

(512) 220-1441



City of Austin Contacts

UFG Manager:

Jason Traweek

Community Tree Division

Jason.Traweek@austintexas.gov

(512) 974-2332

Projects on public lands require the review and approval of City of Austin staff from the governing departments. It is strongly encouraged to discuss proposal ideas with both the UFG manager and these department representatives when planning a new project proposal.

Project Location	Department	Contact
In a public park or along trails	Parks and Recreation Urban Forestry	Brian Block Brian.Block@austintexas.gov 512-974-6777
Near a waterway or in a preserve	Watershed Protection	John Clement John.Clement@austintexas.gov 512-974-1475
Within the street Right of Way	Public Works	Rob Grotty Rob.Grotty@austintexas.gov 512-974-9198



URBAN FOREST GRANT PROJECT PROPOSAL APPLICATION

Application Date: / /

Project Title: _____

Project Category: (see page 3) _____

Project Subcategory: _____

Amount Requested: \$ _____

Applicant Name: _____

Organization: _____

Email Address: _____

Does the project meet the required basic criteria?

- Within the Austin city limits ☐ YES ☐ NO
- On public property or Civic areas as defined in 25-2-6(A) within the Land Development Code, or within 15 feet of these areas ☐ YES ☐ NO
- For public benefit ☐ YES ☐ NO
- Adhere to the Land Development Code criteria ☐ YES ☐ NO
- Is not for satisfying regulatory compliance requirements ☐ YES ☐ NO

Include in your application:

- ☐ This coversheet
- ☐ Project proposal, as specified on page 4
- ☐ Three bids for all funding requests over \$3,000 that proposes to pay for contracted work or materials

Email applications to:

Austin Community Foundation
sbowman@austincf.org

URBAN FOREST GRANT

austintexas.gov/URFG

Projects must benefit Austin's urban forest. Funding is flexible, amounts are awarded based on project need, and applications open to individuals, youth groups, non-profits, etc. Apply now!





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RECOMMENDATION

Pedestrian Advisory Council

Recommendation Number 20171204-04D: Capital Metro Downtown Station Design

WHEREAS, following a November 2017 briefing by Capital Metro Staff updating the PAC on the current design for the new Downtown Station and adjacent plaza within Brush Square,

WHEREAS, the PAC supports the overall direction of the plan to expand the downtown station,

NOW, THEREFORE, BE IT RESOLVED, the Pedestrian Advisory Council recommends that the City of Austin, Capital Metro, and their consultants work closely with the Design Commission to review the design for the new Downtown Station and adjacent plaza within Brush Square, and receive appropriate design feedback, considering the following:

1. The pedestrian experience should be carefully considered to ensure function and safety, as well as the creation of a cohesive design which is enjoyable and engaging to pedestrians.
2. There should be robust pedestrian connectivity from Plaza Saltillo to Trinity Street, a separate pedestrian walkway from the bikeway, and a walkway on both sides of Fourth Street.
3. The design should allow for future extension of the rail line west, notably to Seaholm.
4. There should be an appropriate construction detour for pedestrian mobility, including ADA access and wayfinding for the vision impaired.

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Pedestrian Advisory Council recommends that the City of Austin develop a master plan for the southeast quadrant of downtown, including Brush Square, Waller Creek, I-35, and the Convention Center expansion.

Date of Approval: December 4, 2017

Vote: 6-0, with Carly Haithcock, Katie Deollos, and Girard Kinney absent

Attest:

Branigan Mulcahy, PAC Chair

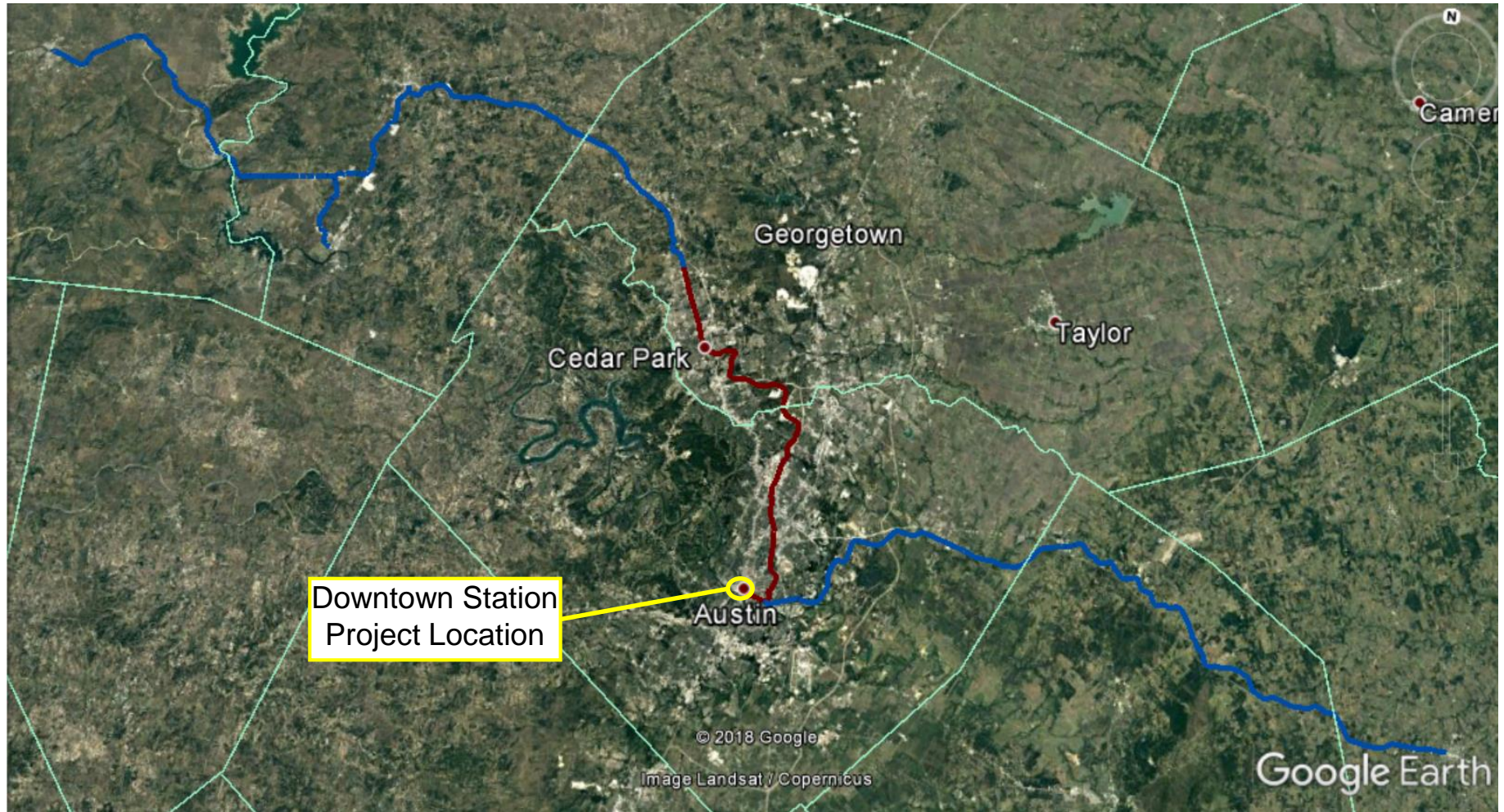


Capital Metro Downtown Station Improvements

Project Update - February 2018
(90% Design Phase)



Overall Rail Systems Map



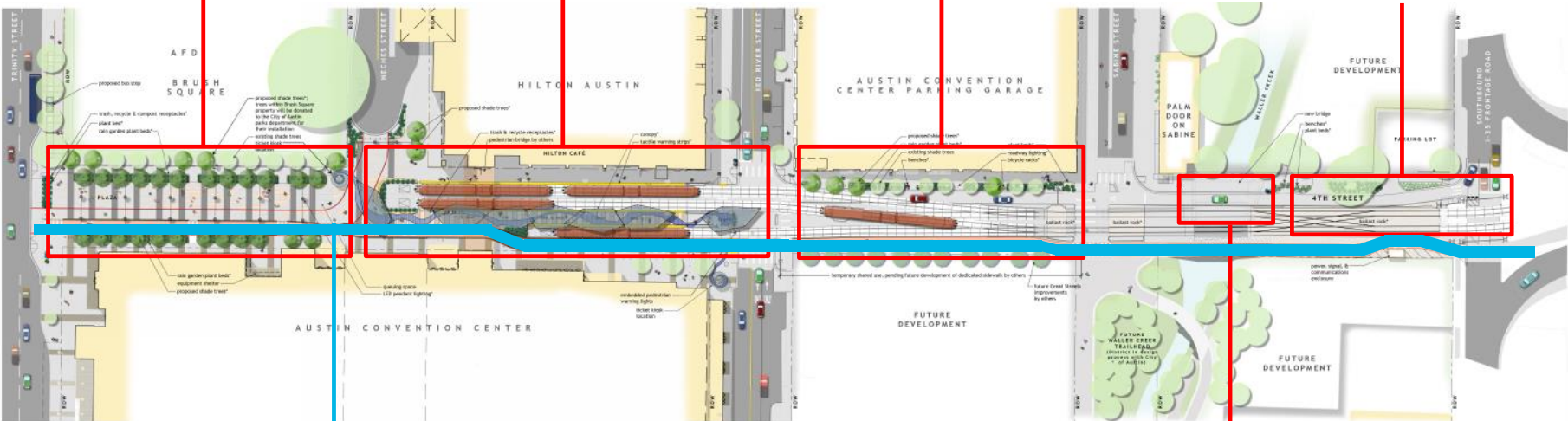
Overall Site Plan

New Public Plaza
& Landscaping

New Train
Station/Platforms

New Triple Train
Tracks & Landscaping

New Double Train
Tracks & New
Sidewalks



Lance Armstrong
Bikeway Path

New Bridge Over
Waller Creek

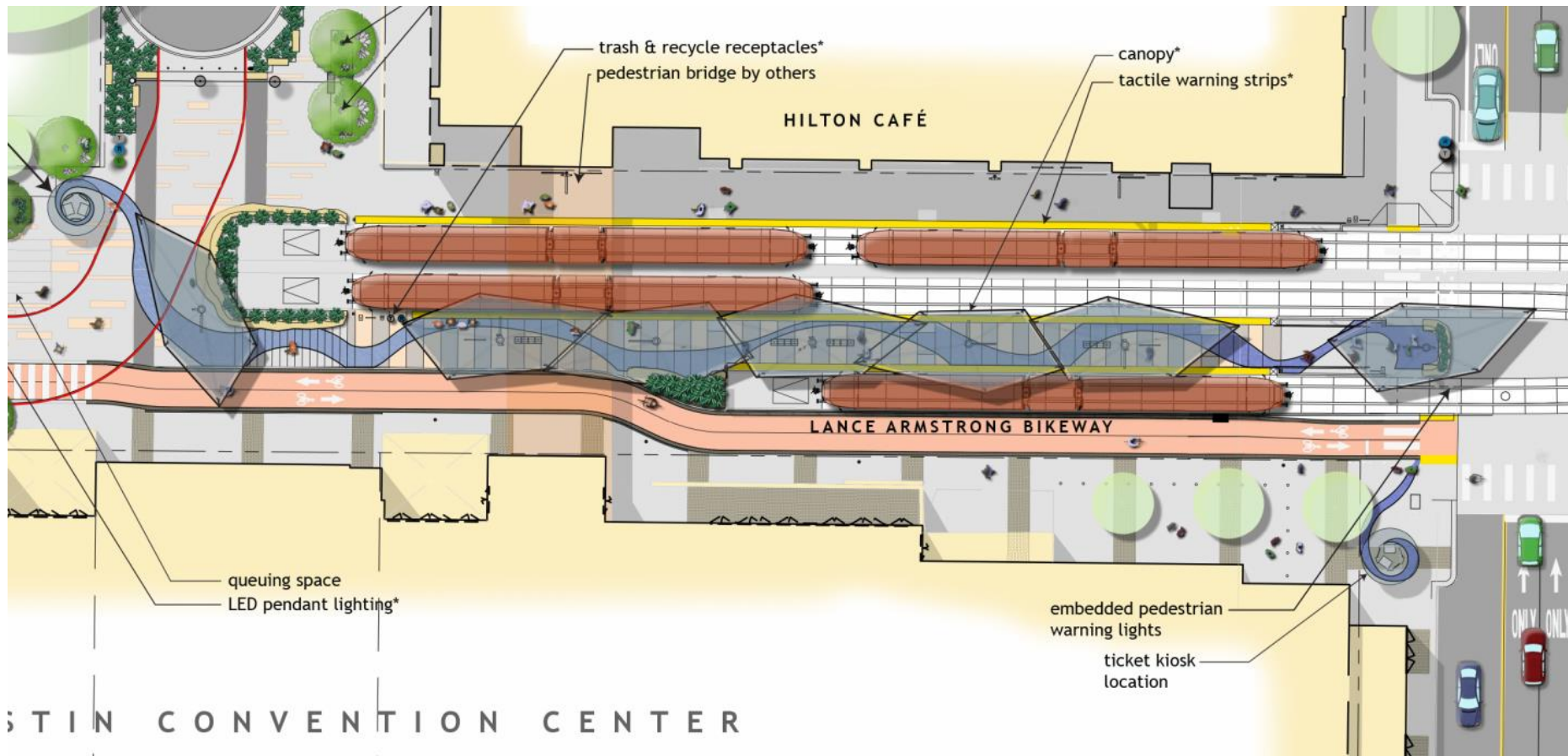


Platform Site Plan

Level Boarding

Extends East to West along Center Platform & Trackways

- 7 total parasols: 5 protecting entire Center Platform + 2 at entries
- 1 high parasol at both east & west entries supports master DMS
- Detached kiosk with TVMs, IDUs, station name & Capital Metro logo, telephone
- 2 – 4 validators located at approaches to platforms



Early Platform Canopy Concepts

Three Design Options



"Barrel Vault"



"Tilted Vault"



"Parasols"

Selection process included public surveys, open houses, City of Austin staff, CMTA staff/executives, & community entities



Preferred Platform Canopy Design

"Parasols"



View from Red River Street looking West

Preferred Platform Canopy Design “Parasols”



View from Plaza (near Neches Street) looking East

Preferred Platform Canopy Design "Parasols"



View along center platform looking West

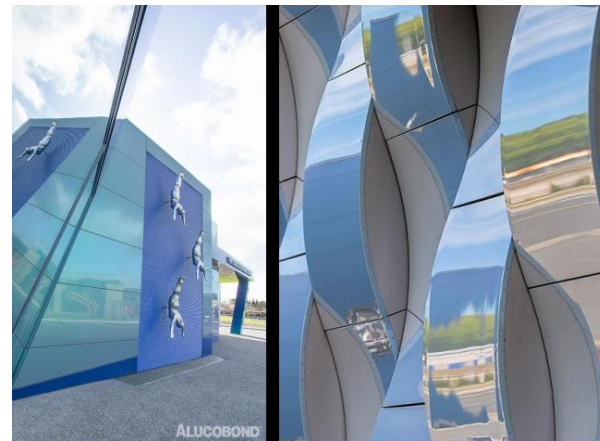
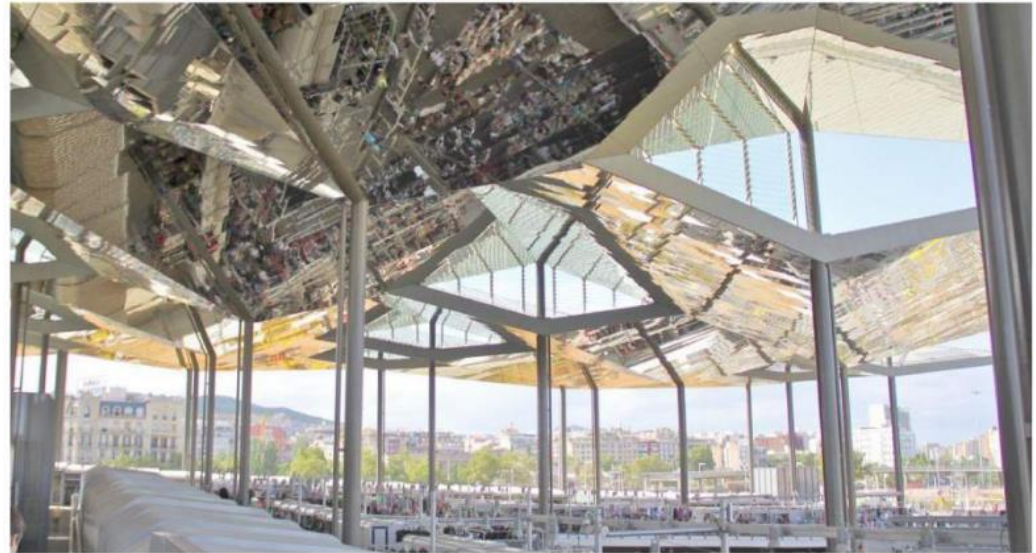
Platform Canopy Design

Similar Structures & Materials

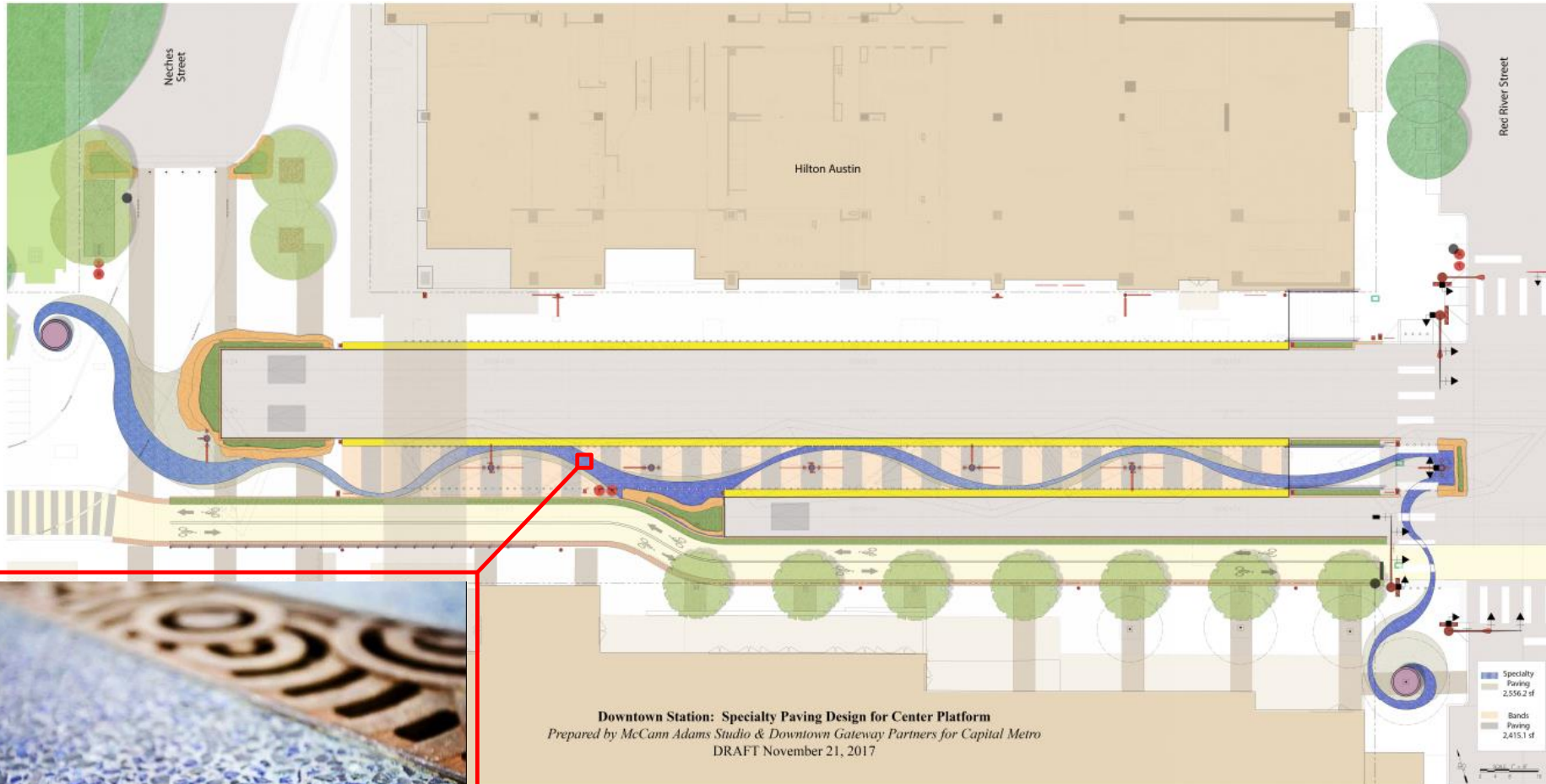


Mercat dels Encants (Barcelona, Spain)

Mercat dels Encants (Barcelona, Spain)



Decorative Paving at Platform



Example of Potential Lithocrete Product
(final colors TBD)

Platform Entry Features



“Stone Oasis” at Platform Ends
Examples of decorative stone seating with landscaping



Examples of decorative lighting at the ticketing kiosk

Plaza Design – “One Plaza, Many Opportunities”



PLAZA PROGRAMMING OPPORTUNITY - ONE



PLAZA PROGRAMMING OPPORTUNITY - TWO

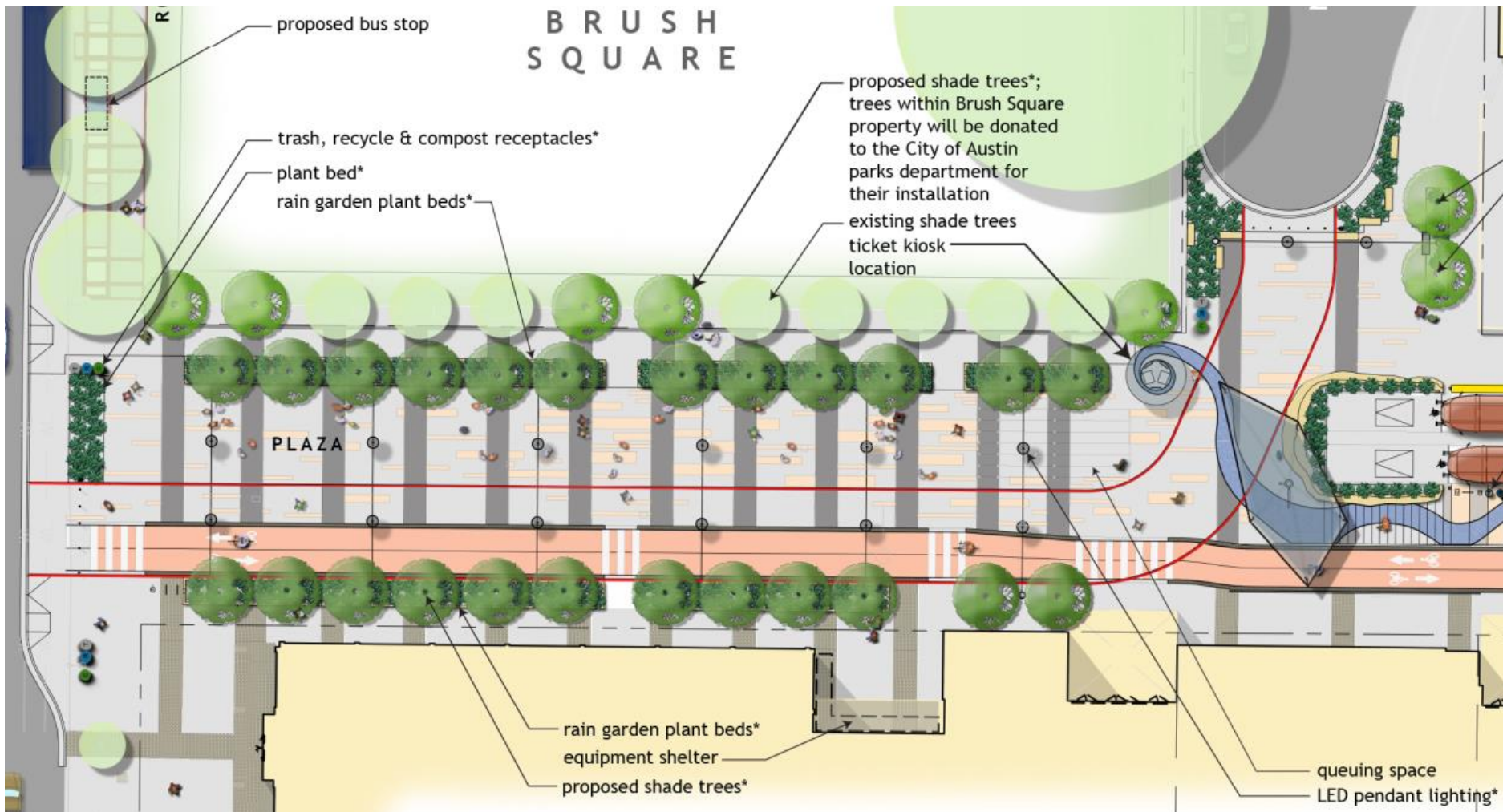


PLAZA PROGRAMMING OPPORTUNITY - THREE



Design process included open house events, City of Austin staff, CMTA staff/executives, community entities, Waller Creek Conservancy

Plaza Design

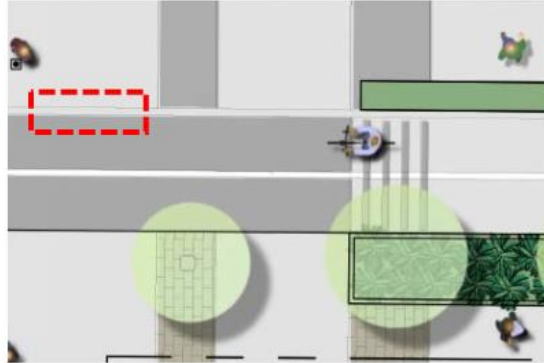


Site plan of proposed plaza between Trinity Street & Neches Street

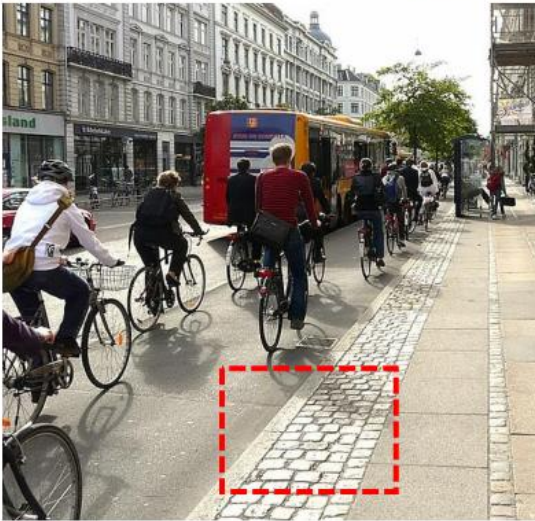
Plaza Designs

Bikeway and Crosswalk Details

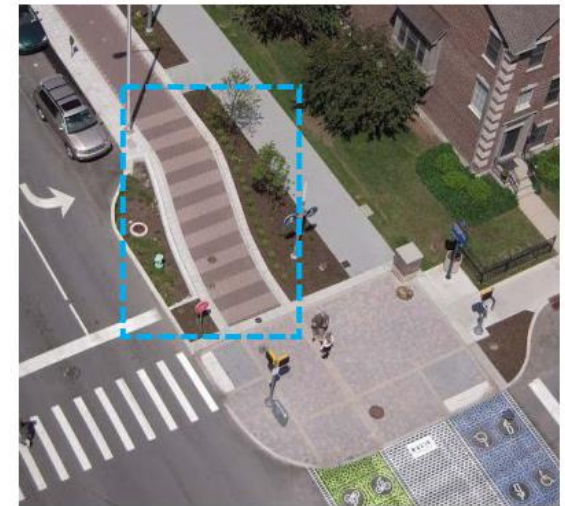
Bikeway Edge Treatment



Bikeway Pedestrian Crossing Paving



Examples of pavers delineating the edge of the bikeway path



Examples of clear pedestrian crossing identification

Plaza Designs

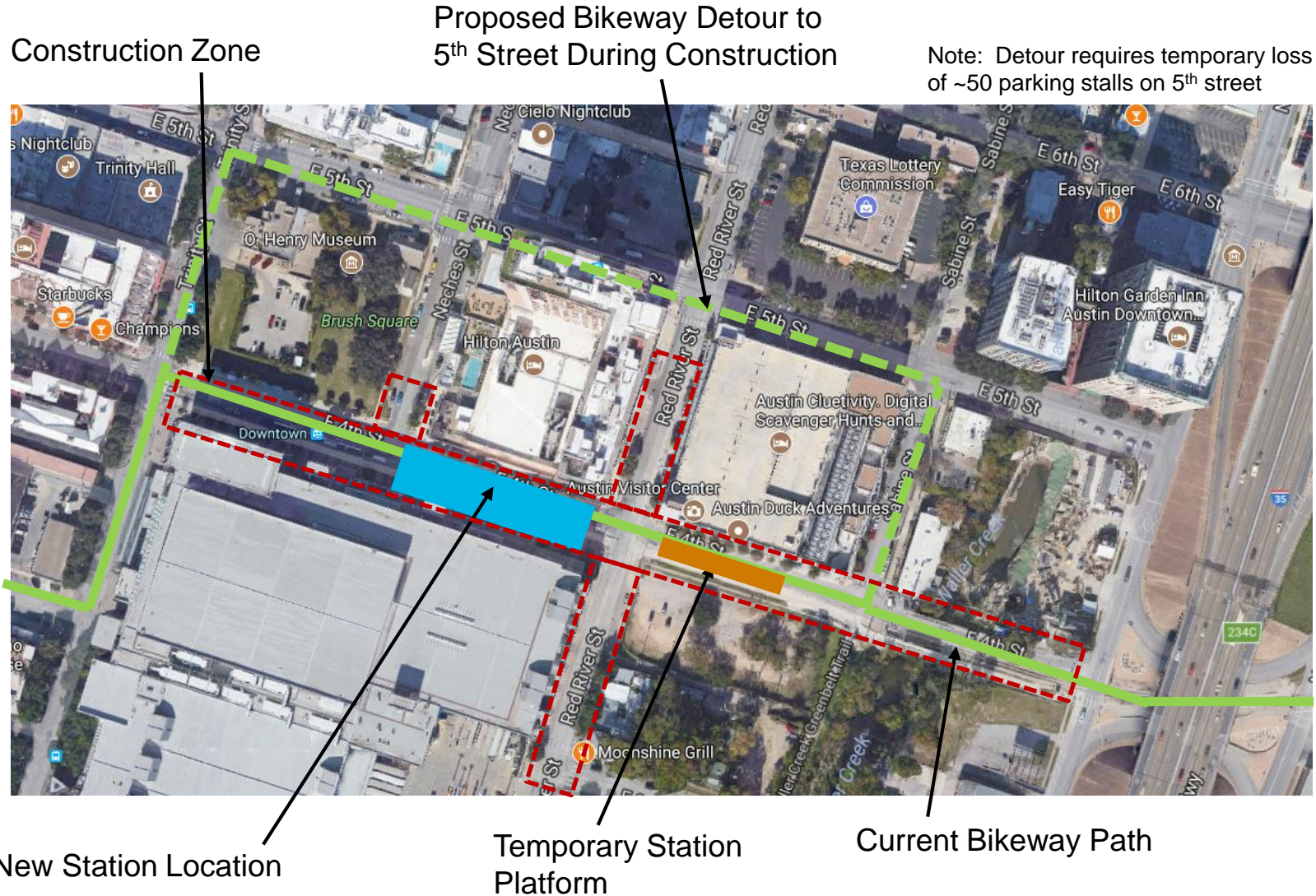


Examples of bioswales (“rain gardens”) at landscape areas



Examples of overhead pendant lighting in Plaza

Construction Phasing & Temporary Bikeway Detour

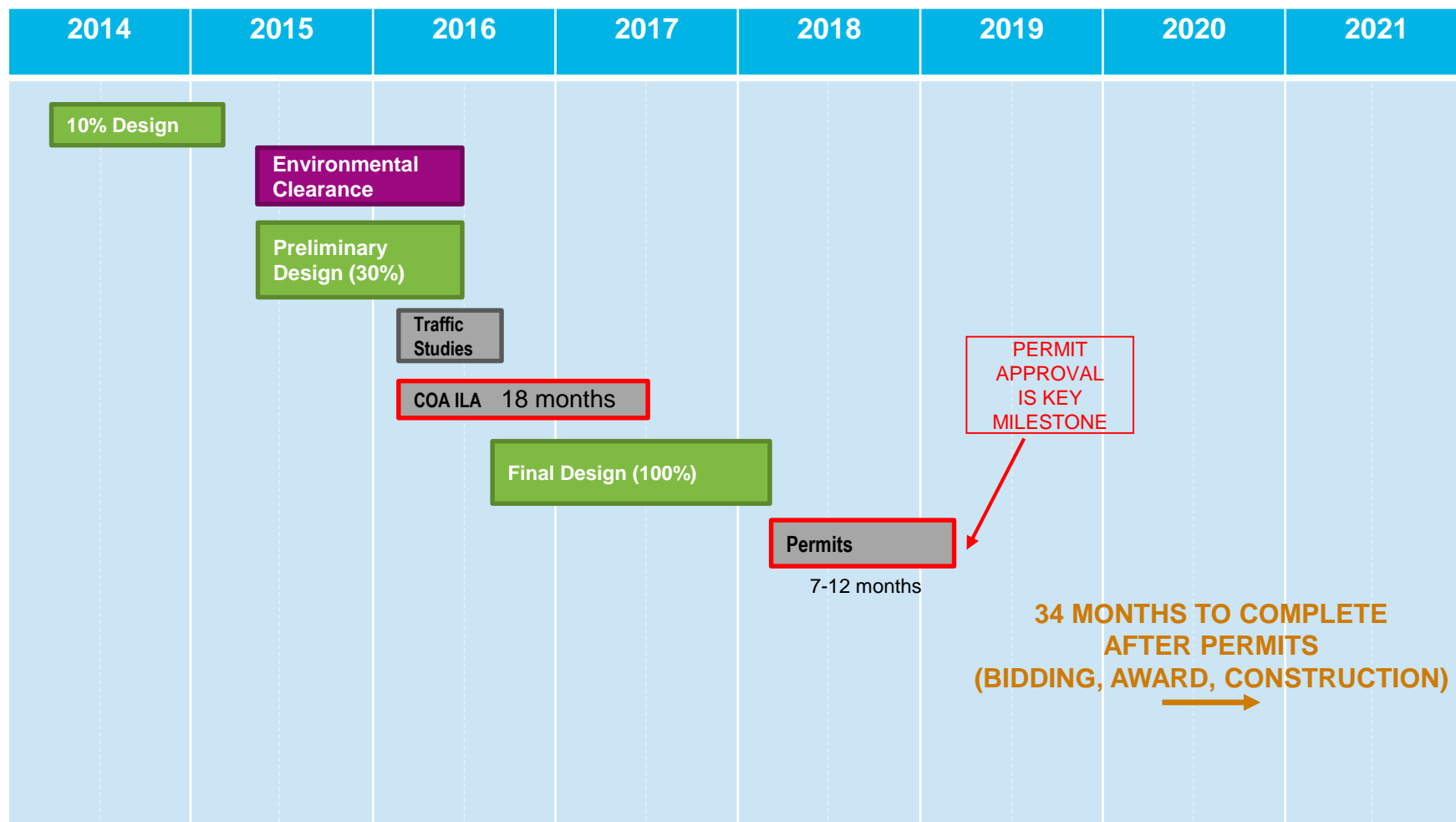


Current Project Timeline

Bidding & Construction Contingent on Timely Permits



METRORAIL



SCHEDULE CONTINGENCY INCLUDED ABOVE

Next Steps



- Complete 100% designs & permitting
- Bidding & construction
- Informational meetings for bikeway detour
- On-going communications with general public and stakeholders
- New station fully opens... Ride the train!!!



Thank you

Capital Metro Project Manager:
Marcus A. Guerrero, AIA, PMP, LEED AP

Design Team: Downtown Gateway Partners
(joint venture with HNTB & Alliance Transportation Group)

For more information visit:
<https://www.capmetro.org/plans-development/>

Downtown Multimodal Station



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.

Infrastructure 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 designed 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

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.



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

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

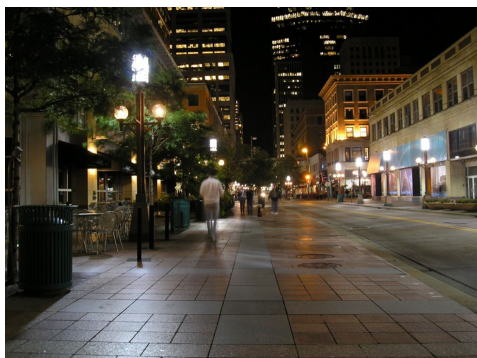
The quality of lighting has a strong effect on the character of a public space. Harsh lighting can be inhuman, while dim lighting can create a sense of insecurity and danger.

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 fixtures 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	Issue
Humane Character Economic Vitality	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)
- Install 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.

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!

Katie Mulholland, Senior Planner

City of Austin | Planning and Zoning Department

Katie.Mulholland@AustinTexas.gov

(512) 974-3362



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

Please note: E-mail correspondence to and from the City of Austin is subject to requests for required disclosure under the Public Information Act.

From: Halloran, Katie - BC

Sent: Friday, August 25, 2017 10:30 AM

To: Mulholland, Katie

Subject: Re: Urban Design/Infrastructure Guidelines due 8/23



DESIGN COMMISSION
MONDAY, JANUARY 22, 2018 6:00 PM

Meeting Minutes

Call to order by: **D. Carroll at 6:07 PM.**

<u>X</u> David Carroll – Chair	<u>X</u> Melissa Henao-Robledo
<u>X</u> Martha Gonzalez – Vice-Chair	<u>X</u> Ben Luckens
<u>X</u> Aan Coleman	<u>X</u> Evan Taniguchi
<u>X</u> Beau Frail	<u>X</u> Bart Whatley
<u>X</u> Samuel Franco	_____ Vacant
<u>X</u> Katie Halloran	

K. Halloran and B. Whatley arrived at 6:09 PM. E. Taniguchi arrived at 6:13 PM. B. Frail arrived at 6:15 PM.

1. CITIZEN COMMUNICATION: **None**

2. NEW BUSINESS (Discussion and Possible Action):

- a. Presentation on the Downtown Parking Strategy ([Molly Alexander](#), Executive Vice President of Economic Development, Downtown Austin Alliance)

Molly Alexander (Downtown Austin Alliance) presented and answered questions from the Commission.

No action taken by the Commission.

3. OLD BUSINESS (Discussion and Possible Action):

- a. Courtesy briefing on the Capital Metro Transportation Authority Downtown Station ([Marcus Guerrero](#), CapMetro);

This item was postponed to the February Design Commission meeting.

- b. Staff presentation on trees and density bonus projects ([Tonya Swartzendruber](#), COA Planning & Zoning Dept.; [Keith Mars](#), COA Development Services Dept.);

Tonya Swartzendruber (COA Planning & Zoning Dept.) and Keith Mars (COA Development Services Dept.) presented and answered questions from the Commission.

No action taken by the Commission.

- c. Courtesy briefing on director's determination of substantial compliance for 405 Colorado density bonus project ([Anne Milne](#) and [Greg Guernsey](#), COA Planning & Zoning Dept.);

Anne Milne and Greg Guernsey (COA Planning & Zoning Dept.) presented and answered questions from the Commission.

No action taken by the Commission.

- d. Courtesy briefing on municipal buildings, including Shipe Park and Onion Creek Fire & EMS Station ([Janice White](#), [Craig Russell](#), and [Robin Camp](#), COA Public Works Dept.; [Rey Hernandez](#), COA Parks and Recreation Dept.);

Robin Camp (COA Public Works Dept.) and Rey Hernandez (COA Parks and Recreation Dept.) provided an update and answered questions about Shipe Park Pool Renovation. Janice White and Craig Russell (COA Public Works Dept.) provided an update and answered questions about Onion Creek Fire & EMS Station.

No action taken by the Commission.

4. COMMISSION-SPECIFIC BUSINESS (Discussion and possible action):

- a. Discussion and possible action on revised 2018 meeting schedule (Chair D. Carroll);

The motion to approve the 2018 meeting schedule was made by S. Franco; second by Vice-Chair M. Gonzalez; approved on a unanimous vote of [10-0].

- b. Discussion and possible action on the November 27, 2017 meeting minutes

The motion to approve the minutes, as drafted, was made by Vice-Chair M. Gonzalez; second by B. Luckens; approved on a unanimous vote of [10-0].

- c. 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.);

Commissioners discussed a number of potential ideas, including identifying a minimum percentage (e.g., 70-80%), weighing recommendations, and defining terms. The Commission also discussed focusing less on compliance and more on design recommendations.

No action taken by the Commission.

- d. 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.);

The Infrastructure Design Guidelines Working Group met and discussed format. The Working Group hopes to provide a timeline next month and a draft in the spring.

No action taken by the Commission.

5. FUTURE AGENDA ITEMS (Discussion and Possible Action):

- a. Staff presentation on City of Austin tree mitigation fund (COA Development Services Dept.)

6. ANNOUNCEMENTS:

- a. Chair Announcements: **None**
- b. Items from Commission Members: **None**
- c. Items from City Staff: **None**

ADJOURNMENT by consensus at: 8:57 PM.

DRAFT