

For participating *Great Streets Developer Reimbursement Program* projects only

Great Streets Development Program

Great Streets
Process & Technical
Information Packet



**HOUSING &
PLANNING**



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& Technical Information Packet

Contact Information

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Introduction

What are Great Streets?

A community's downtown comprises the heart of that community, and its streets form the primary public arena for interchange and commerce. Downtown Austin belongs to all Austin residents, and it has always represented the community culturally, economically, and politically. Currently, downtown Austin lacks the numerous vibrant, pedestrian dominant, multi-functional, commercial corridors that define other cities. For Austin to create great streets and public spaces, we must set forth a vision about our downtown and design a public right-of-way network to support that vision. The Downtown Great Streets Plan articulates this vision for the growth of downtown Austin. The City of Austin selected Black & Vernooy + Kinney, a joint venture, to develop the Master Plan, synthesizing issues of street design and transportation into an integrated and harmonious system. With the tremendous growth and change Austin is experiencing, this Master Plan presents a timely opportunity to affect the livability, safety, and aesthetics of Austin's downtown streets.

"Planning for the transportation as a component of the development of an active and vibrant downtown must begin with the premise that "Streets are for people."

"...Streets in downtown should be designed to slow down and to integrate vehicle traffic better with pedestrian traffic. A network of streets should be changed to accommodate two-way traffic. Sixth Street should be immediately converted to two-way traffic..."

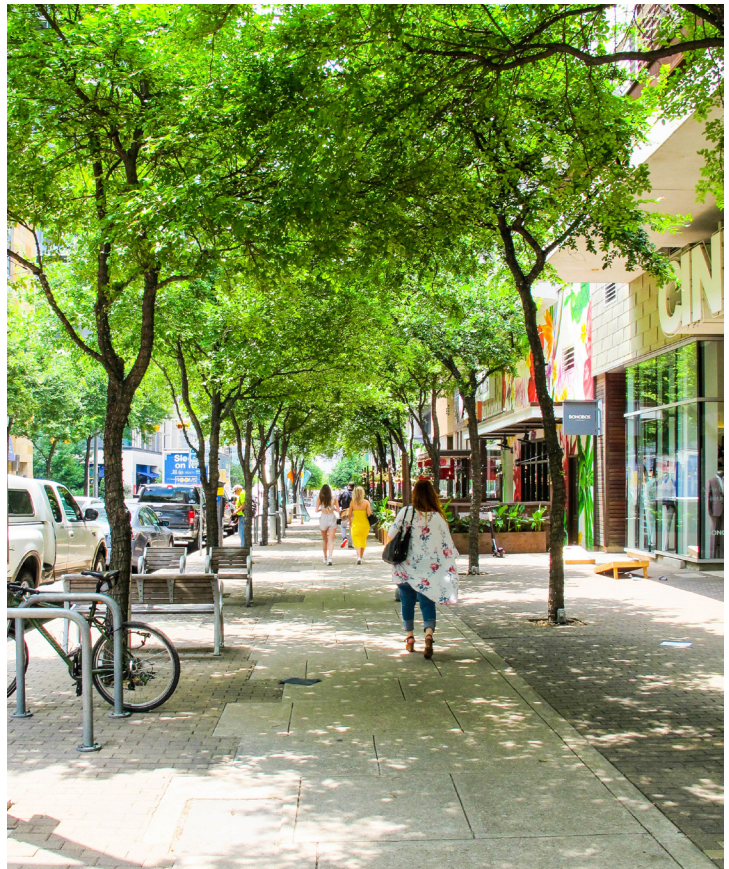
(Austin, R/UDAT, 1991)

The goal of the Great Streets program is to provide a master plan as an instrument to pursue this vision of streets for people. This vision stems from the Downtown Austin Design Guidelines, adopted by City Council in 2000. The Design Guidelines established a set of values for downtown development, including authenticity, history, safety, diversity, density, and economic vitality. This document pursues the indoctrination of these values according to the following user hierarchy:

- Pedestrians
- Transit
- Bicycles
- Automobiles

In addition to the values presented by the Downtown Austin Design Guidelines, the Second Street Retail District Plan (prepared by the ROMA Design Group and Black & Vernooy Architects) includes the following six guiding design principles:

- Streets as Places: the Great Streets Program envisions downtown as a vital focus of city life, and as a primary destination. Our downtown streets encompass our most important and inclusive public space and common ground.
- Interactive Streets: urban streets are the stages on which the public life of the community is acted out.
- Managed Congestion: congestion is a fact of life in successful urban places. By definition, a place that supports a great concentration of economic and social activities within a pedestrian-scaled environment is going to be congested.
- Balanced Usage: downtown streets must balance the needs of pedestrians, transit, bicycles, and the automobile in creating an attractive and viable urban core.
- Pride of Character: visible care and upkeep are critical to the vitality of urban street life.
- Public Art: art in the public environment can help to establish a stronger sense of place and continuity between the past, present and future.



...consider what makes a city center magnetic, what can inject the gaiety, the wonder, the cheerful hurlyburly that makes people want to come into the city and linger there... magnetism is the crux of the problem. All downtown's values are its by-products.

To create in it an atmosphere of urbanity and exuberance is not a frivolous aim.

Jane Jacobs, Downtown is for People

The Great Streets Master Plan consists of a few simple but profound objectives:

- Change the space and scale of the street to create a sense of place for the individual.

- Create an environment that is safe, generous enough for multi-purpose use, and sheltered from the Texas sun.
- Find a thousand ways to calm traffic movement in downtown through symbols of pedestrian dominance, through traffic management in a two-way street system, and through rigorous enforcement of traffic lanes to promote and protect pedestrian safety.



- Create an equitable balance of space usage between sidewalks and streets. The ideal objective would be a 50/50 allocation between pedestrians and vehicles, though such an allocation would be difficult to achieve. Currently a typical downtown Austin street has an 80 foot right-of-way with 60 feet (75 percent) dedicated to automobiles, leaving the remaining 20 feet (25 percent) for pedestrians. The typical Great Street of Austin's future would have 44 feet dedicated to the auto (or 55 percent), giving 45 percent of the street over to pedestrian facilities and travel. For more detailed information regarding street right-of-way and allocation, refer to the Great Street typologies in Chapter Four.

- Occupy the wider sidewalk zone with an array of well-designed, functional objects such as street trees, broad eighteen-foot canopies, lights, benches, waste receptacles, and other amenities. Refer to Streetscape Elements and Standards in Chapter Five for more information regarding other enhancements of the pedestrian surroundings.

- Allow space for private sector initiatives to occupy and animate the street scene with sidewalk cafes, kiosks, and newsstands.
- Accommodate automobile traffic to downtown and discourage traffic through downtown.
- Recognize the primacy of the grid in the downtown and optimize its use.
- Recognize the inherent need for balance and finite limits of the street grid and the corridors that feed into it.

Criteria for Qualifying for Great Streets Parking Meter Funding Award

GATEKEEPER CRITERIA:

- ☐ Must be located in the CBD, bounded by Lamar, Cesar Chavez, 11th Street, IH 35.
- ☐ Must have Great Streets Sidewalk Plan¹ reviewed and approved by City's Urban Design Division (UDD) staff for compliance with the Great Streets Master Plan streetscape standards and layout.
- ☐ In order to be eligible for cost reimbursement, the project must be participating in Great Streets voluntarily and not via any other program requirement (such as the Downtown Density Bonus Program).

ESTABLISHING AN AWARD CAP:

Three levels of Great Streets Program award are envisioned, according to the criteria below, with the highest level being capped at the value of \$18 per square foot of the sidewalk area proposed for Great Streets-type sidewalk improvements:

- ☐ HIGH: (CAP: \$18 PSF)
- ☐ MEDIUM: (CAP: \$14 PSF)
- ☐ LOW: (CAP: \$10 PSF)

ESTABLISHING AN AWARD CAP:

- ☐ Is located in area of high pedestrian activity.²
- ☐ Is located along a CMTA bus route.
- ☐ Extends/leverages underground utility improvements, planned or implemented.
- ☐ Extends/leverages adjacent streetscape improvements, planned or implemented.
- ☐ Is part of a planned corridor, district or master plan.
- ☐ Improves Accessibility Compliance
- ☐ Allows adequate on-street parking.
- ☐ Provides sidewalk cafe.
- ☐ Is within a historic district or is a landmarked property.
- ☐ Is located along a COA bike route.
- ☐ Incorporates placemaking/special features.³

REQUIRED PRIOR TO REQUEST FOR COUNCIL ACTION (RCA) LAUNCH DATE:

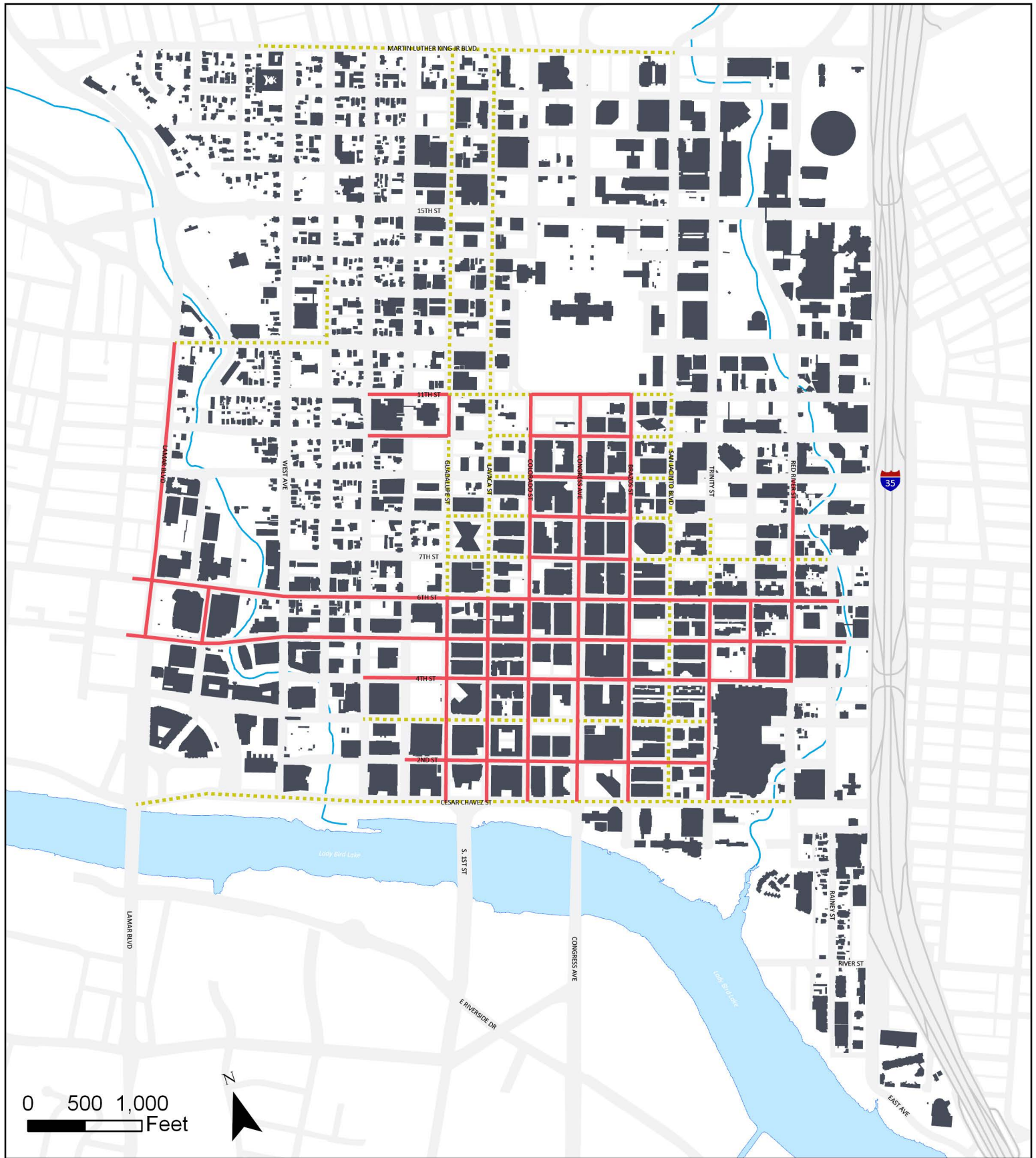
- ☐ Engineered CDs, License Agreements approved: ready to submit for Site Development Permit with final sign-off by UDD.
- ☐ 8 ½" X 11" site plan drawing with all Great Streets improvements shown as they are to be constructed.
- ☐ Line item budget for City-reimbursable expenses allowed under Texas Local Government Code for cost participation in "oversizing" facilities that benefit the public.⁴

¹ See page 11, Great Streets Sidewalk Plan Requirements.

² See page 5, CBD Pedestrian Activity Map.

³ May include fountains, clocks, public art, artisan-produced elements, historic information, etc.

⁴ See page 8, Great Streets Reimbursement Calculation Worksheet.



Great Streets Development Program: CBD Pedestrian Activity Map

CITY OF AUSTIN | HOUSING AND PLANNING DEPARTMENT | URBAN DESIGN



- Waller Creek/ Shoal Creek
- Building Footprints (2017)
- Lady Bird Lake
- HIGH pedestrian activity
- MEDIUM pedestrian activity
- unmarked- LOW pedestrian activity

Great Streets Submittal, Review & Reimbursement Process/Minority & Women Owned Business Enterprise Overview

1. Applicant meets with HPD Urban Design and other city staff to review Great Streets standards and proposed streetscape improvements. (Contact **Caitlin Admire, +1 (512) 978-1702**; Caitlin.Admire@austintexas.gov)
2. Applicant submits streetscape plans to UDD staff and revises as necessary to receive UDD staff approval of finalized Great Streets Sidewalk Plan.
3. Once approved, a Great Streets reimbursement cap is established. (See Great Streets Development Program Criteria)
4. Applicant complies with M/WBE (Minority & Women-Owned Business Enterprise) Process - See Process Overview, below).
5. COA (City of Austin) drafts Community Facilities Contract (CFC).
6. Council approval may be required if reimbursement is above the administrative approval limit (which changes periodically).
7. Applicant and COA execute CFC.
8. Applicant constructs streetscape improvements.
9. Applicant submits required documentation for reimbursement (specified in CFC).
10. Inspection and acceptance of Great Streets improvements by COA.
11. Reimbursement funds released by COA.

M/WBE Process Overview

1. Applicant develops scope of work for streetscape project to identify major contractor opportunities.
2. Applicant meets with City of Austin DSMBR (Department of Small & Minority Business Recruitment) to determine opportunities for M/WBE participation and identifies COA certified M/WBE contractors based on scope of work.
3. Applicant sends notice to all identified contractors at least 5 days prior to bid date and negotiates with qualified bidders.
4. Applicant provides documentation of M/WBE notification and good faith efforts to COA DSMBR.
5. Applicant submits letter to DSMBR and UDD verifying each M/WBE participant, percentage of monetary participation and scope of work commodity code. (See M/WBE participation template letter.)
6. Obtain letter from City of Austin DSMBR approving M/WBE participation.

Great Streets Reimbursement Calculation

Worksheet For Community Facilities Contract

Great Streets Element	Quantity Provided	City Standard	Cost (includes labor & materials)	Reimbursement Rate	Total
Standard CBD Sidewalk	(square foot area measured from property line to face-of-curb)	Width of concrete sidewalk varies, 6" concrete curb/18" gutter		30 %	
Paving for Sidewalk Beyond Minimum Required Width	(square foot area measured from property line to face-of-curb minus Standard CBD Sidewalk Requirement)			100 %	
Street Trees (including tree grates and irrigation)		None Required		30 %	
Planting Drainage		None Required		30 %	
Other Landscaping		None Required		30 %	
Benches		None Required		30 %	
Bike Racks		None Required		30 %	
Waste Bins		None Required		30 %	
Street Lighting / Traffic Signal Poles & Tree Lighting (including foundations, conduit, pull boxes)		3 Street Lighting poles per block; staggered / Traffic Signal Poles as warrants are met		100 %	
Relocation / Oversizing of Utilities (Water Lines, Drainage Inlets, Storm Lines, etc.)		Standards set by W/WW, PW, WPDR		100 %	
Other Elements					
Sub-total					\$ _____
Reimbursement CAP Established for this project:					\$ _____
TOTAL (not to exceed CAP)					\$ _____

Minority & Women-Owned Business Enterprise (MWBE) Participation Report

Dear DSMBR Project Reviewer,

I have included in this report a list of the City of Austin Certified M/WBE participants being used in our [insert project name] Project. Please review the following M/WBE participation provided in the chart below. We have also attached our notification letters, fax log and/or USPS envelope/letter to all DSMBR identified contenders.

Minority and Women-Owned Business Enterprise Participants:

Professional Service Provider	Status as MBE or WBE	COA Certification No.	% of total cost awarded to participant
Contractor	Status as MBE or WBE	COA Certification No.	% of total cost awarded to participant
Concrete:			
Erosion Control:			
Landscaping:			
Tree Protection:			
Supplier:			
Other:			
TOTAL Participation			% of total cost awarded

We are seeking your approval of our efforts made to include Minority and Women-Owned Business Enterprises in our streetscape improvement project for Great Streets. Please indicate your approval by signing in the space provided on the next page.

Minority & Women-Owned Business Enterprise (MWBE) Participation Report ctd.

Thank you for your time and consideration.

Sincerely,

[insert applicant information]

DSMBR Project Reviewer

Authorized Representative

City of Austin, Texas

Date: _____

CC: Caitlin Admire, Great Streets Program Manager

Great Streets Sidewalk Plan Requirements

Great Streets Sidewalk Plans⁵ must include and locate the following Great Streets Elements & Standards⁶ to be eligible for a Great Streets Parking Meter Revenue Funding Award⁷. Applicant to submit streetscape plans to the City's Urban Design staff and revise as necessary to receive UDD staff approval of finalized Great Streets Sidewalk Plan for site plan submittal.

- ☐ Property lines and curb lines of adjacent properties (typical 80-foot Street and 20- foot Alley right-of-way)
- ☐ 6-inch curb / 18-inch gutter
- ☐ 22.5-foot corner curb radius /10-foot alley curb radius / radius of curb cuts (varies)
- ☐ Accessible curb ramps with single flare at corners & alleys and tactile warning strips as appropriate
- ☐ On-street parking layout and parking meter locations
- ☐ Sidewalk paving material and pattern
- ☐ 5-inch caliper street trees and landscaping
- ☐ Street lighting and traffic signal poles and infrastructure
- ☐ Bike racks- 4 per block face
- ☐ Benches- 4 per block face
- ☐ Waste bins- 2 per block face at corners
- ☐ Bus stop locations coordinated with Capital Metro

⁵ Gatekeeper criteria for Great Streets Parking Meter Funding Award.

⁶ Great Streets Elements & Standards to be updated as proposed details are adopted by the City.

⁷ Requirements can be waived by Urban Design staff and Designees if reasonably proved to be insurmountable for individual project.

Great Streets — Recommended Furnishings

- **TRASH RECEPTABLE:**

*TR-12 Fairweather** Site Furnishings w/side openings — 35 gallon liner

"Silvadillo" color with top clear coat

Contact Patricia Calhoun (972) 492-2428

- **BENCHES:**

*Landscape Forms** — Plainwell "Austin Great Streets Bench" — **5-foot length** with center arm in silver and lpe slats

Silver Finish RAL 49/90380 with top clear coat #49/00530

Contact: Jo An Taylor (512) 619-2736 / (512) 219-9938 or (866) 952-9063

- **BIKE RACKS:**

Type I Class III - Inverted "U" shaped bike rack - galvanized (1-2 spaces)

Refer to COA Standard Detail 710S-1, Page 1 of 3

Color: Silver

- **CAST IRON TREE GRATE:**

6 ft. x 6 ft. with removable middle ring

Refer to COA Standard Detail 437S-1

- **PAVER GRATE:**

Refer to COA Standard Detail 437S-1

For more up to date information on the layout of street furnishings, see the links below:

[BIKE RACKS: as per COA Detail 710S-6A](#)

[BENCHES: as per COA Detail 432S-9C](#)

[WASTE BINS: as per COA Detail 432S-8C](#)

[TREE GRATES: as per COA Detail 437S-2](#)

*Other companies/manufacturers may also provide the same furnishings with the same required specifications.