

Our
CONGRESS
AVENUE

STREETSCAPE IMPROVEMENTS
URBAN DESIGN INITIATIVE

TASK 1: EVALUATION, ANALYSIS AND
INVENTORY - SUMMARY REPORT

Client

City of Austin
Downtown Austin Alliance

Design Team

Sasaki

Altura Solutions L.P
Asakura Robinson
Alliance Transportation Group, Inc.
Beverly Silas & Associates, LLC
Cotera+Reed Architects
Garza Program Management LLC
Jose I. Guerra, INC
The Wildflower Center
McCann Adams Studio
Public City
Urban Design Group, PC

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Our CONGRESS AVENUE

is a great Texas people place - the cultural, historic and commercial spine of downtown Austin where people come to **share, celebrate and create a bright future.**





CONGRESS AVENUE INTRODUCTION

The Congress Avenue Streetscape Improvements - Urban Design Initiative is a joint effort **undertaken by the City of Austin and the Downtown Austin Alliance.**

The study is part of a years-long effort to re-imagine Congress Avenue as a human-centric place and a pre-eminent civic destination, which has already produced a guiding vision and a set of values related to Character, Function, and Management.

This study focuses on the 1.25 mile stretch of Congress Avenue from the Capitol to the intersection with Riverside Drive, and will result in a comprehensive urban design vision, mobility plan, design standards/guidelines, regulatory recommendations, and a management and implementation strategy.

Community voices will be a key driving force in the shaping of these final products.



State Capitol

Waterloo Neighborhood Park

Wooldridge Square

11th

10th

9th

8th

7th

6th

5th

4th

3rd

2nd

Cesar Chavez

Brush Square

Waller Creek

Palm Park

Convention Center

I-35

West

Rio Grande

Nueces

San Antonio

Guadalupe

Lavaca

Colorado

Congress Ave.

Brazos

San Jacinto

Trinity

Neches

Red River

Shoal Creek

City Hall

First Street Bridge

Auditorium Shores

Butler Park

Barton Springs

LADY BIRD LAKE

South Central Waterfront

E Riverside

Study Area Overview

--- Study Area

0' 200' 400' 800'



PLANNING CONTEXT

The properties in the Study Area along North Congress Avenue are almost all zoned Central Business District (CBD). CBD zoning has the highest entitlements of any zoning district and allows the widest variety of Commercial, Residential and Civic land uses, while limiting significantly Industrial and Agricultural uses. All of the properties to the north of the strip of Lady Bird Lake parkland are zoned CBD or CBD-H. Under the current zoning ordinance, the key site development requirements for CBD zoning are:

- Maximum Height: No Limit
- Maximum FAR: 8:1
- Minimum Setbacks from Property Lines: None



FROM

Skagen - Brakkag



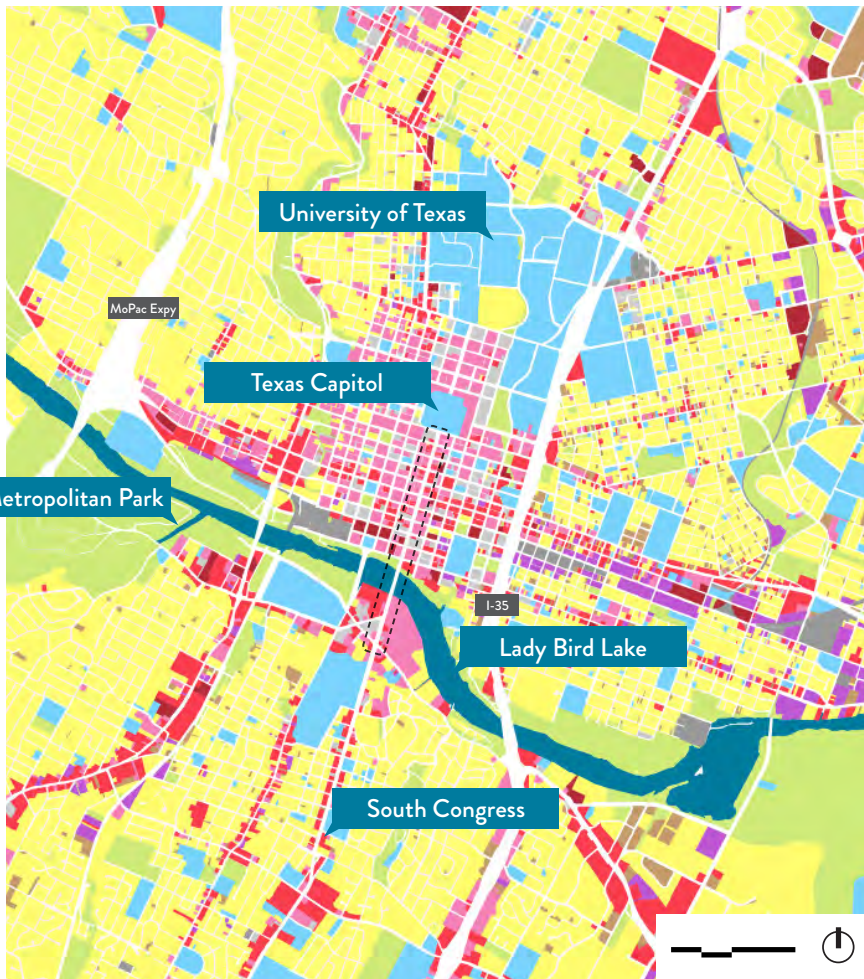
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OF TEXAS

PRIMARY LAND USE

Congress Avenue is dominated by office and retail land uses along the length of the study area, but emblematic of the multiple roles it plays in the commercial and civic life of Austin, it immediately abuts, and connects to, significant clusters of other uses.

Important clusters of civic uses anchor either end of Congress Avenue, with the State Capitol and the UT Austin grounds to the north, and Butler Park/Auditorium Shores and the School for the Deaf to the south. In addition, significant mixed use areas for shopping, retail, and entertainment immediately abut the Congress Avenue corridor, along 2nd and 6th streets.





State Capitol

Waterloo Neighborhood Park

Wooldridge Square

Waller Creek

West Ave.

Rio Grande

Nueces

San Antonio

Guadalupe

Lavaca

Colorado

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San Jacinto

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I-35

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Palm Park

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Auditorium Shores

First Street Bridge

LADY BIRD LAKE

Butler Park

South Central Waterfront

Barton Springs

E Riverside

Primary Land Use

- Study Area
- Office
- Retail/Hotel
- Residential
- Mixed Use
- Civic
- Parks
- Parking
- Utilities
- Undeveloped
- Water
- Industrial

0' 200' 400' 800'



PRIMARY BUILDING USES

Building uses along Congress Avenue exemplify three typical conditions. Smaller, low-rise, often historic buildings, many of which are found north of 6th Street, frequently contain retail or cultural uses. Larger tower blocks of a more recent vintage are typically commercial offices, with limited retail on the ground floor. A more recent crop of mixed-use buildings, such as the Austonian and the JW Marriott development, contain a more significant ground floor retail presence, combined with hotel or residential uses above.



Corner of Congress Ave & 6th St -
Primarily Office Space

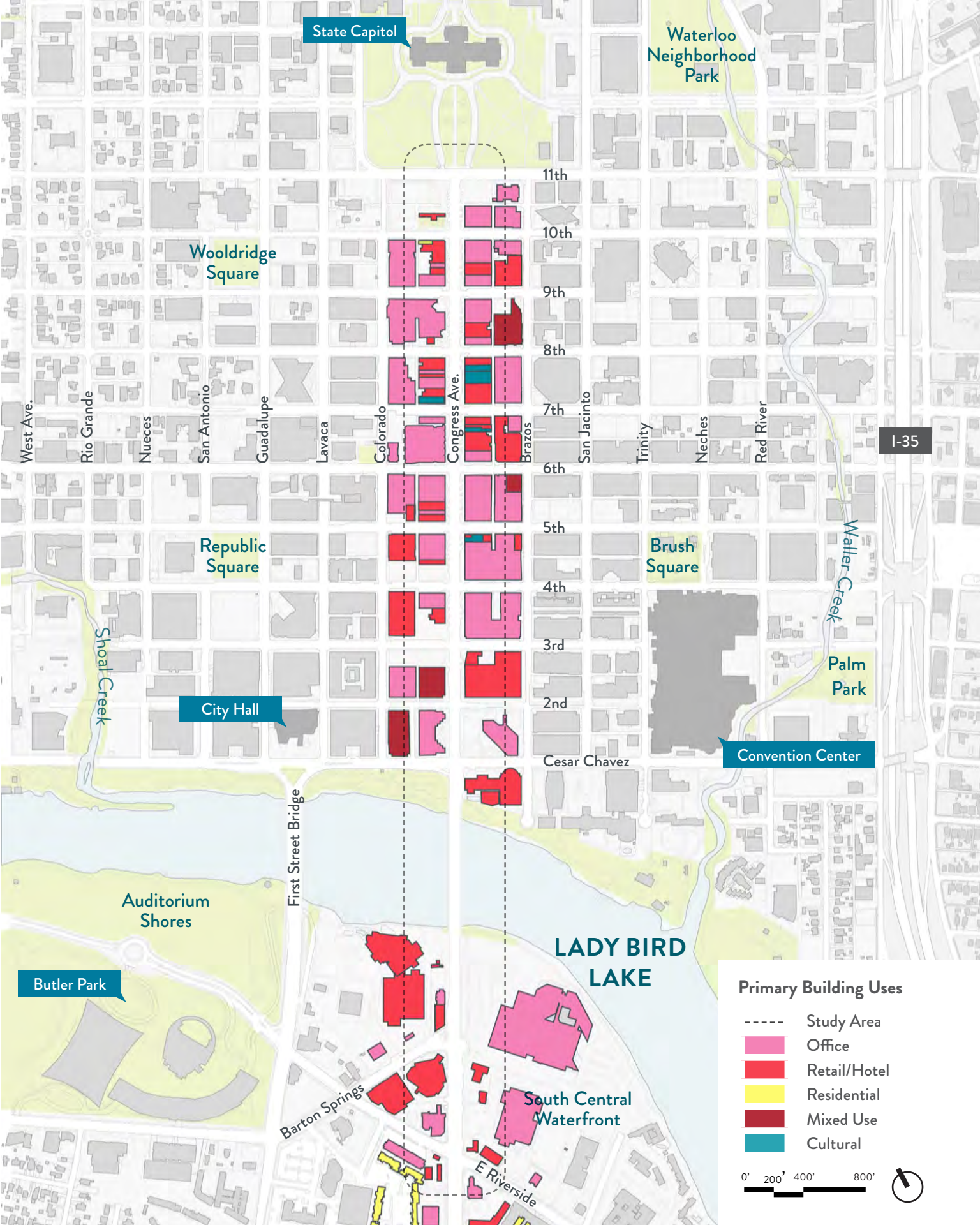
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Corner of Congress Ave & Barton Springs Rd
Yeti Building - Retail Space



Corner of Congress Ave & 7th St -
Cultural Space



State Capitol

Waterloo Neighborhood Park

Wooldridge Square

11th

10th

9th

8th

7th

6th

5th

4th

3rd

2nd

Cesar Chavez

West Ave.

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Brush Square

Shoal Creek

City Hall

Waller Creek

Palm Park

Convention Center

First Street Bridge

Auditorium Shores

Butler Park

LADY BIRD LAKE

Barton Springs

South Central Waterfront

E Riverside

Primary Building Uses

- Study Area
- Office
- Retail/Hotel
- Residential
- Mixed Use
- Cultural

0' 200' 400' 800'



PUBLICLY ACCESSIBLE GROUND FLOOR USES

Congress Avenue is animated by retail, cultural, and other active ground level uses that contribute to a vibrant pedestrian environment. However, the distribution of these uses is uneven.

Ground floor conditions reveal the extent to which Congress Avenue is animated by retail, cultural, and other active uses that engage with pedestrians on the street level. An exemplary concentration of these uses can be found, for example, between 7th and 8th streets, where small, frequent retail storefronts and the theaters combine to create a stimulating urban experience.

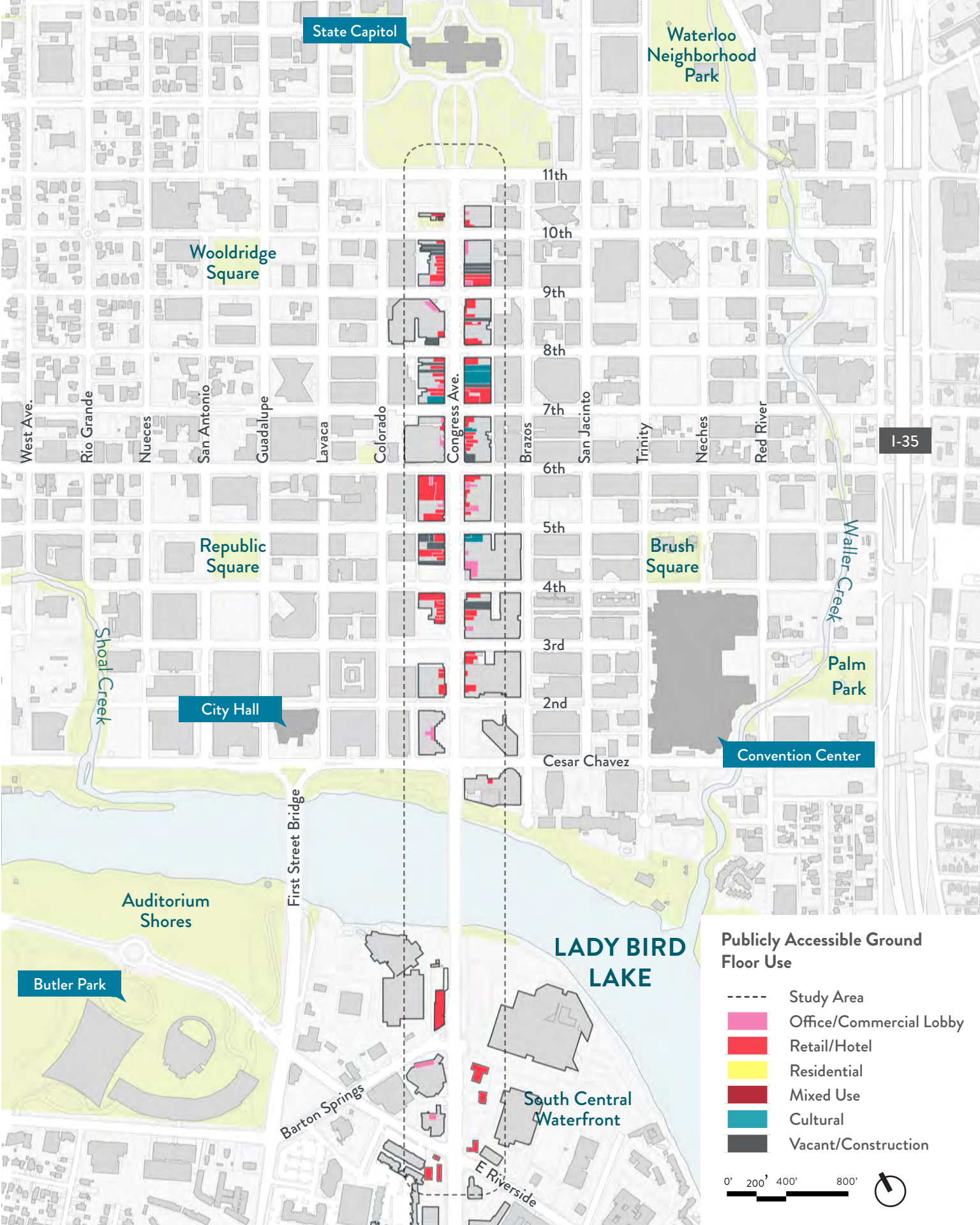
Such experience is however interrupted in several places by vacancies, gaps in the street wall, or the large, inactive facades of post-war office blocks; examples of this include the west side of the 800 block, the east side of the 400 block, and the blocks near the Capitol.



Corner Restaurant



Royal Blue Grocery



State Capitol

Waterloo Neighborhood Park

Wooldridge Square

11th

10th

9th

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4th

3rd

2nd

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I-35

West Ave.

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San Antonio

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Butler Park

LADY BIRD LAKE

Barton Springs

South Central Waterfront

E Riverside

Publicly Accessible Ground Floor Use

- Study Area
- Office/Commercial Lobby
- Retail/Hotel
- Residential
- Mixed Use
- Cultural
- Vacant/Construction

0' 200' 400' 800'



CURRENT & FUTURE DEVELOPMENT

Congress Avenue is at the center of a downtown Austin that is being transformed by new development.

Continuing its recent streak, downtown Austin is set to be transformed in the coming years by a slate of new development and infrastructure improvements. While Congress Avenue north of the Lady Bird Lake will likely see limited redevelopment activity on the immediately adjacent parcels, the wider downtown area is expected to see new development that mix retail and commercial with residential and hotel uses.

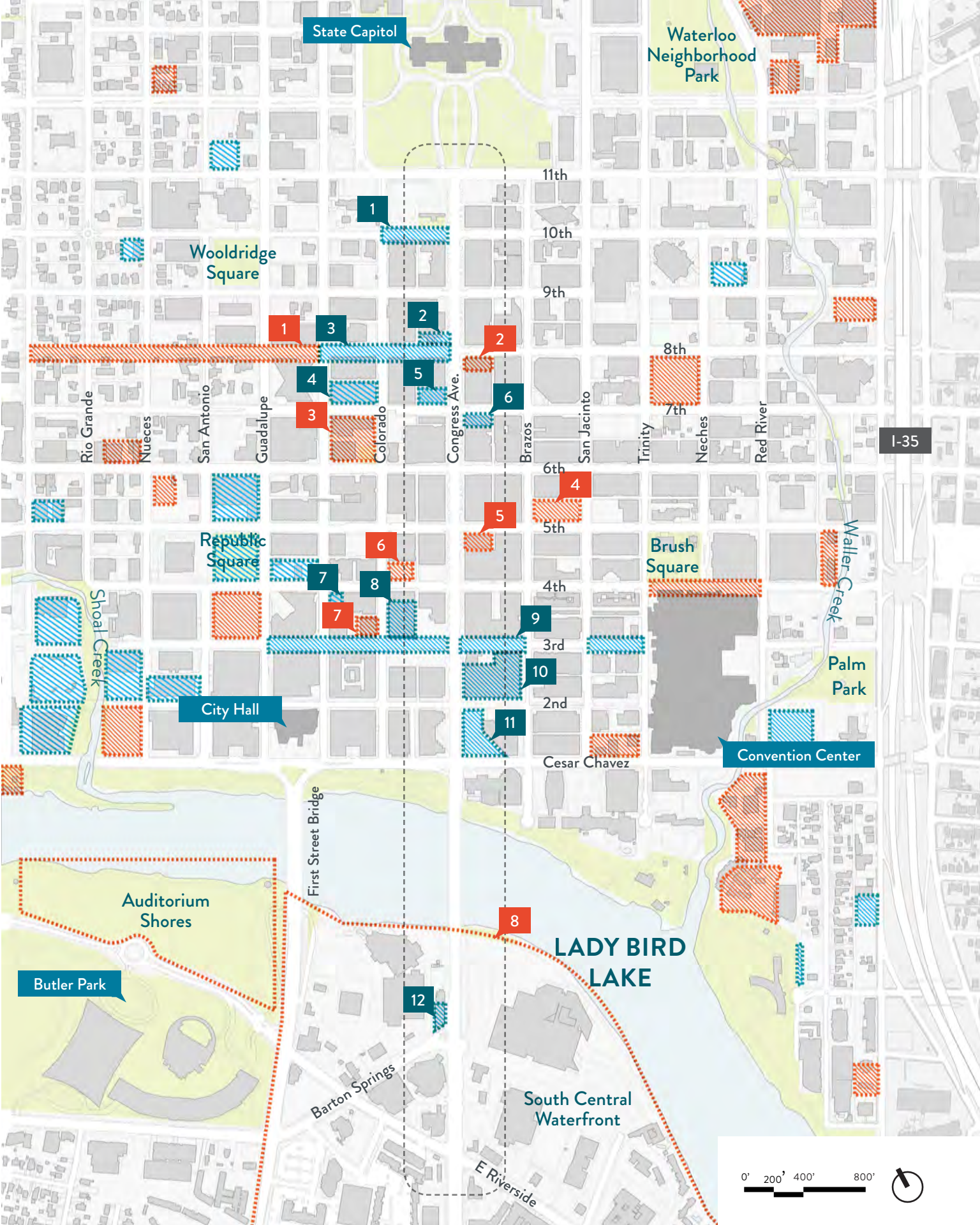
New development in the South Central Waterfront area, a lot of which directly abuts Congress Avenue, will dramatically transform the character and function of Congress Avenue, bringing a more urban and pedestrian-friendly experience to the current auto-centric environment.

Recently Completed & Current Development

Development	
1	10th Street Streetscape Improvements
2	800 Congress
3	8th Street Streetscape Improvements
4	New UT Systems Admin Building
5	The Contemporary Austin - Renovation
6	Aloft Austin Downtown
7	The Riley
8	Colorado Tower
9	3rd Street Streetscape Improvements
10	JW Marriott Austin
11	Fareground
12	Yeti Flagship Store

Future Development

Development	
1	8th Street Streetscape Improvements
2	The Avenue
3	UT Systems - Block 71
4	5th & Brazos Hotel
5	Mexic-Arte Museum Renovation
6	405 Colorado
7	Third & Colorado
8	South Central Waterfront



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San Antonio

Guadalupe

Colorado

Congress Ave.

Brazos

San Jacinto

Trinity

Neches

Red River

Waller Creek

Palm Park

Brush Square

Shoal Creek

Republic Square

City Hall

Convention Center

First Street Bridge

Auditorium Shores

Butler Park

LADY BIRD LAKE

Barton Springs

South Central Waterfront

E Riverside

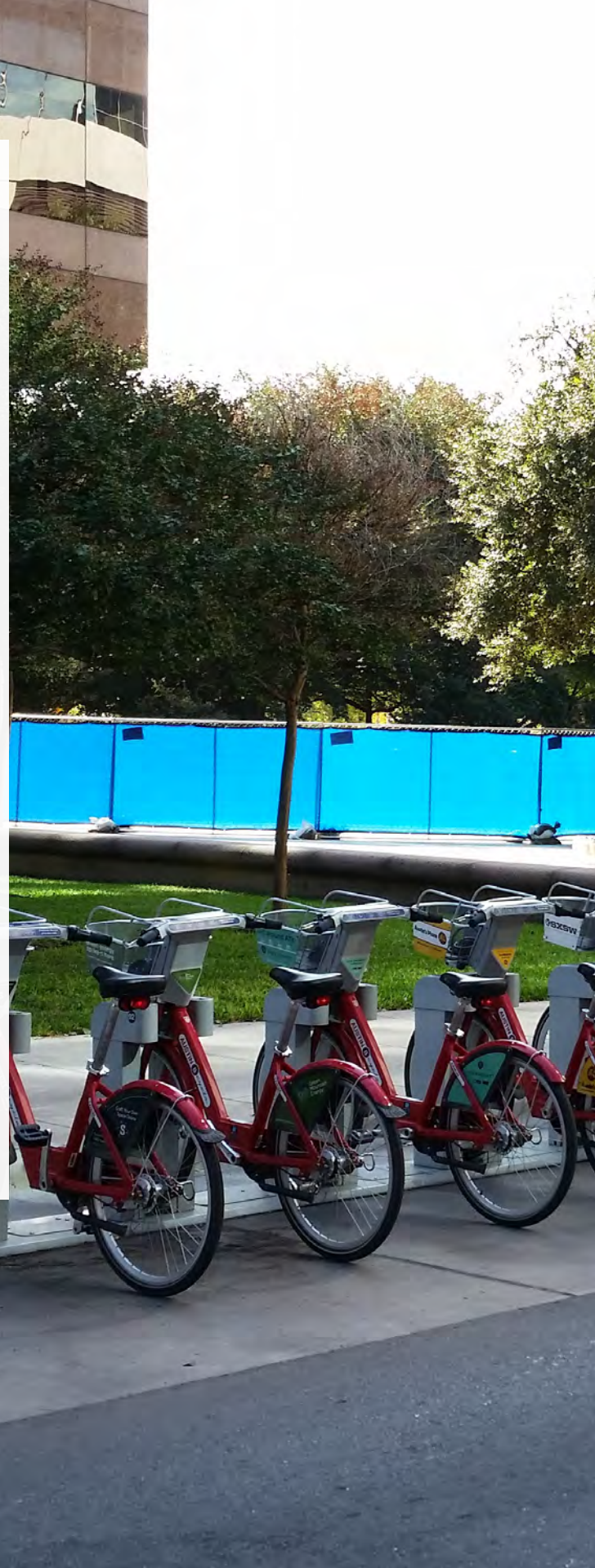
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MOBILITY & CONNECTIONS

Many plans and reports have been developed for areas ranging in scale from the region, to the county, to the city, and to downtown-specific reports. A previous Congress Avenue strategic report led to the current project. These plans, reports, and the data included in them should inform the work of the Congress Avenue Design Initiative. The Transportation Planning Context section of the Appendix summarizes the following plans and identifies the most pertinent information that will be included in the ultimate Mobility Report.

- Austin Strategic Mobility Plan 2025
- Austin Metropolitan Area Transportation Plan
- Connections 2025
- Downtown Austin Plan
- Downtown Austin Alliance Downtown Parking Strategy
- Briefing Book 2040
- Regional Transportation Plan 2045
- Regional Active Transportation Plan





DESIGNING CITIES CONFERENCE
OCTOBER 28-31
MAKING STREETS SAFER LIVABLE AND VIBRANT
Hosted by City of Austin

LEASING INFORMATION

B-cycle Station Map

5077

ZENITH

Active Safety

second

TRANSIT ROUTES

At present, **Congress Avenue itself does not carry any regular capMetro routes.** Austin's primary north-south transit corridor utilizes the Lavaca-Guadalupe pair and the First Street Bridge. Regular bus service intersects with Congress at 4th, 5th, 8th and 11th Streets.

Because it is interrupted at the Capitol, Congress Avenue is unlikely to play a more major role in the city's bus system. The design process can proceed on the assumption that no features associated with significant volumes of bus traffic (such as dedicated bus lanes) will need to be accommodated on Congress Avenue.

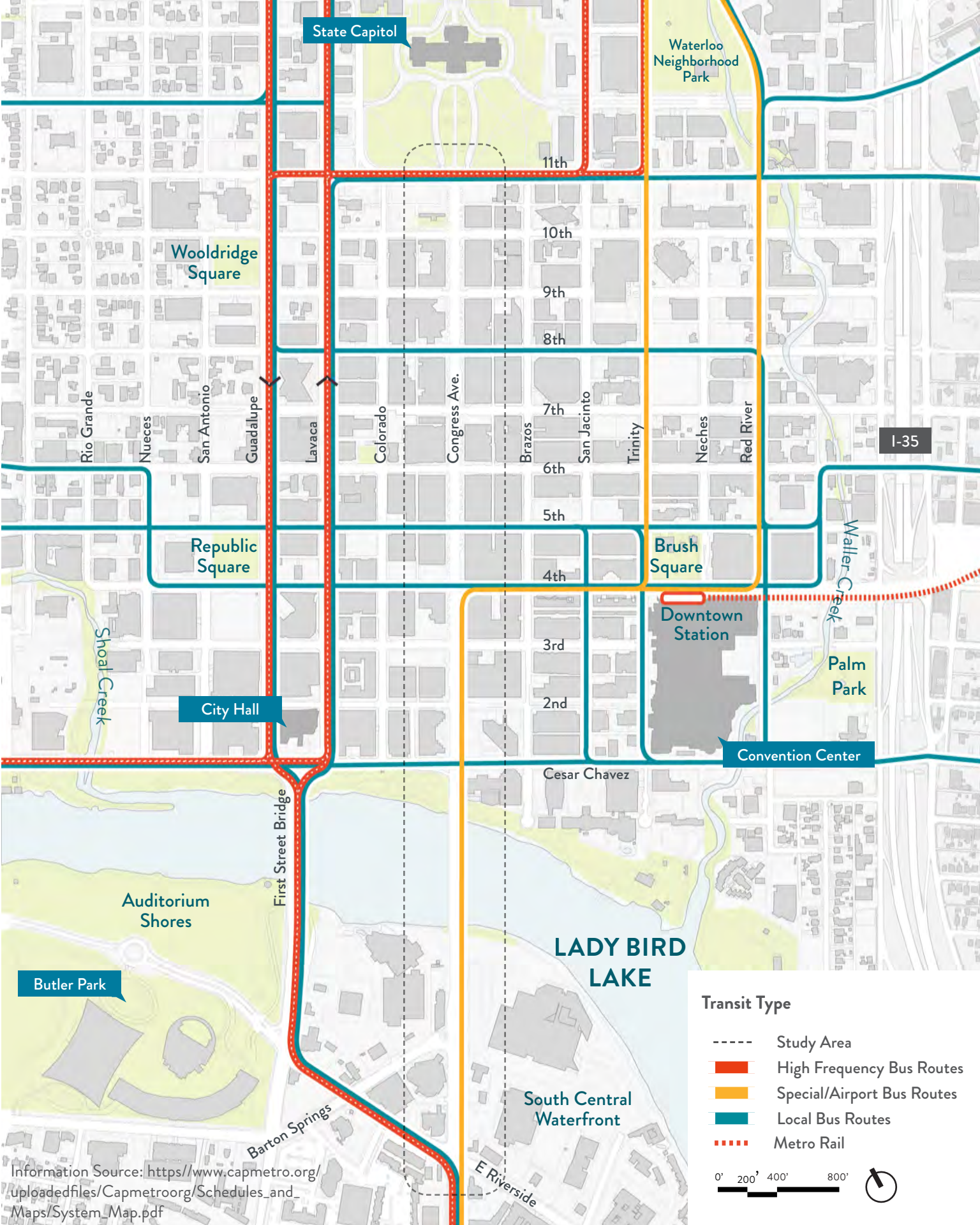
Plans for light rail in Austin are in limbo; in any case, Congress Avenue does not appear to be part of them. The Lavaca-Guadalupe corridor is a more appropriate alignment than Congress Avenue.



Metro Rail



Capital Metro Bus



State Capitol

Waterloo
Neighborhood
Park

11th

Wooldridge
Square

10th

9th

8th

Rio Grande

Nueces

San Antonio

Guadalupe

Lavaca

Colorado

Congress Ave.

Brazos

San Jacinto

Trinity

Neches

Red River

I-35

Republic
Square

6th

5th

4th

Brush
Square

Waller Creek

Shoat Creek

City Hall

Downtown
Station

Palm
Park

Convention Center

First Street Bridge

Cesar Chavez

Auditorium
Shores

Butler Park

LADY BIRD
LAKE

South Central
Waterfront

Barton Springs

E Riverside

Transit Type

- Study Area
- ▬ High Frequency Bus Routes
- ▬ Special/Airport Bus Routes
- ▬ Local Bus Routes
- Metro Rail

0' 200' 400' 800'



BIKE ROUTES

Though Congress Avenue falls into the Medium Comfort category for cycling, **there are no dedicated lanes or protection for cyclists**-only sharrows. Similarly, there are no intersection bicycle accommodations such as bike-actuated signals or green boxes. Despite the lack of bicycle infrastructure, there is a large cyclist presence along the corridor, as well as many B-cycle locations on or just off Congress.

The Ann W. Richards Congress Avenue Bridge crossing is intimidating for cyclists-its 6-lane cross-section and uninterrupted length encourage high vehicular speeds.

The prevalence of one-way streets throughout the downtown makes east-west bike travel circuitous.

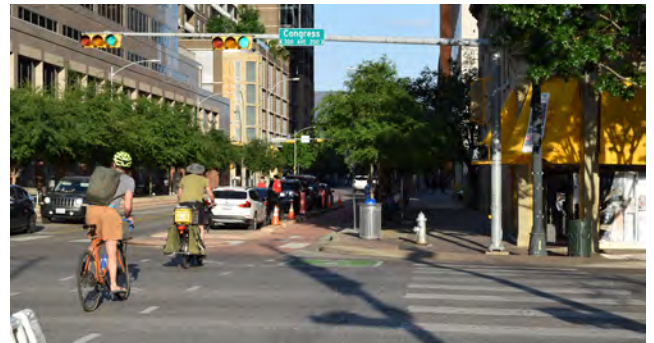
The angled parking present on Congress Avenue has advantages and disadvantages for bikes: dooring danger is eliminated, but backing out of spaces is a hazard.



Medium Comfort Roads



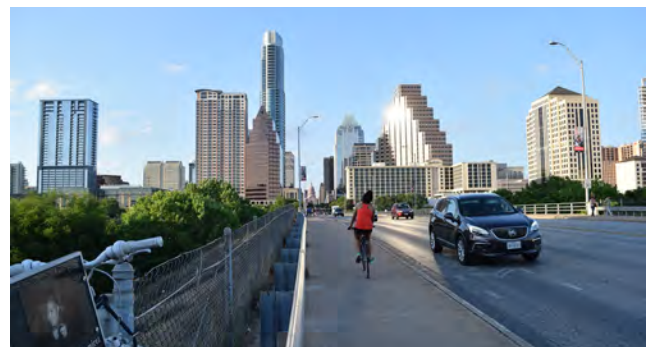
B-Cycle Station



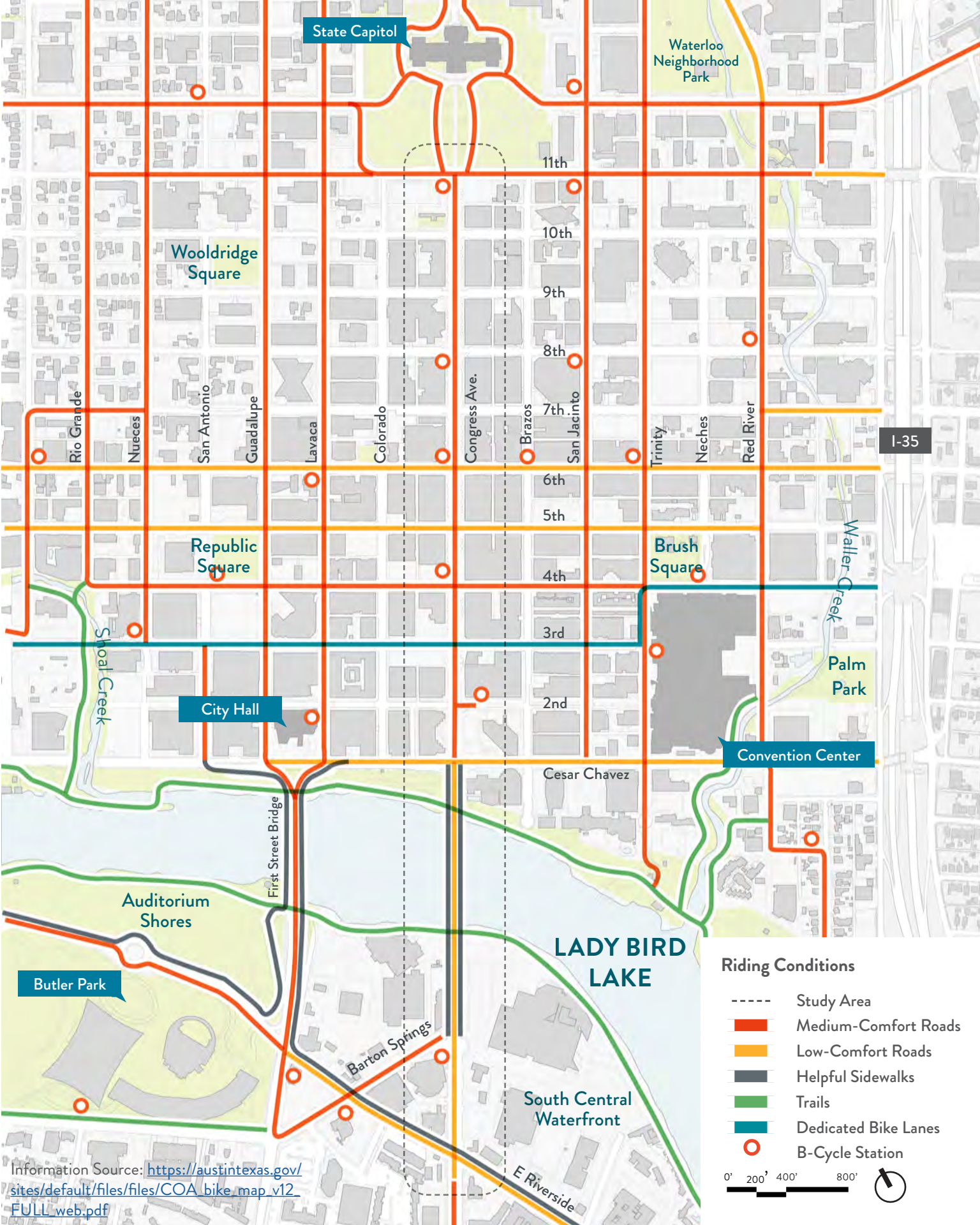
Dedicated Bike Lanes on 3rd Street



Bicycle Trails
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Helpful Sidewalks



State Capitol

Waterloo Neighborhood Park

Wooldridge Square

11th

10th

9th

8th

7th

6th

5th

4th

3rd

2nd

Cesar Chavez

I-35

Republic Square

Brush Square

Spoon Creek

City Hall

Waller Creek

Palm Park

Convention Center

Auditorium Shores

Butler Park

LADY BIRD LAKE

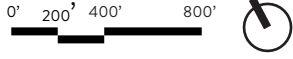
Barton Springs

South Central Waterfront

E Riverside

Riding Conditions

- Study Area
- Medium-Comfort Roads
- Low-Comfort Roads
- Helpful Sidewalks
- Trails
- Dedicated Bike Lanes
- B-Cycle Station



Information Source: https://austintexas.gov/sites/default/files/files/COA_bike_map_v12_FULL_web.pdf

PATTERNS OF VEHICULAR TRAFFIC

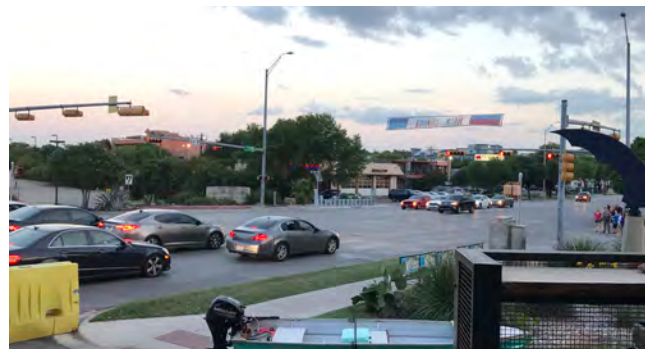
Congress Avenue's role in the overall vehicular network of the city has changed over time. As Austin has grown, Congress Avenue's function as a city-wide distributor has diminished due to its termination at the Capitol. **Congress Avenue volumes have trended down in recent years**, as traffic has shifted to larger north-south corridors such as Lamar, Guadalupe/Lavaca, I-35, and Mopac (Loop1) that access increasingly dispersed employment centers.

Congress Avenue is a two way street intersected at regular intervals north of Lady Bird Lake by the numbered, mostly one way streets from 5th to 10th. These east-west streets often have higher speeds because they are one way. Due to the large pedestrian presence along the corridor, ped / vehicular conflicts occur at intersections as crosswalks are often encroached upon by right turning traffic; not all signals have leading pedestrian intervals.

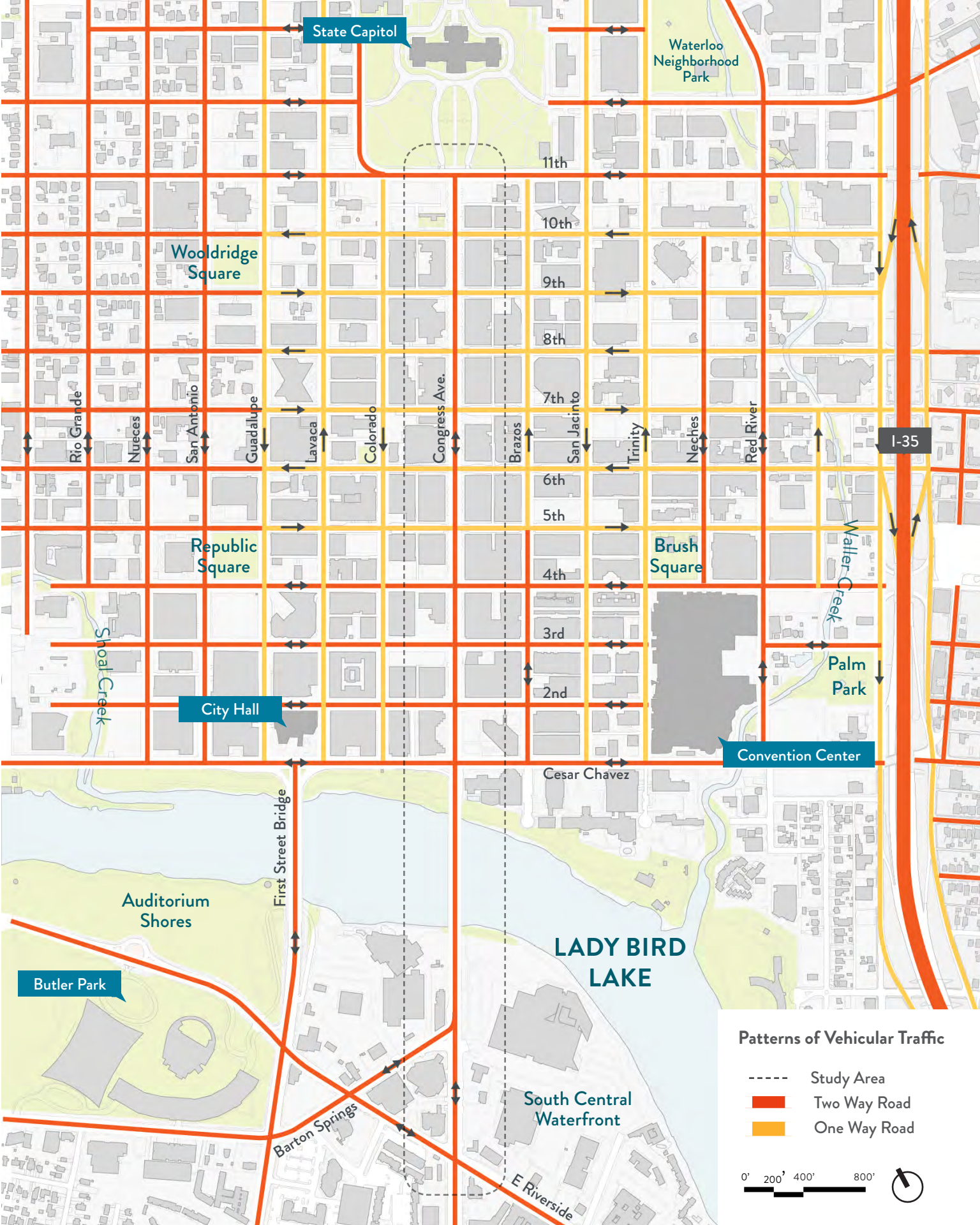
Signal progression along the Avenue favors north-south movement, but large east-west volumes occur at 5th Street, 6 th Street, Cesar Chavez, and Riverside.



One Way Road



Two Way Road



State Capitol

Waterloo Neighborhood Park

11th

10th

9th

8th

7th

6th

5th

4th

3rd

2nd

Woodridge Square

Republic Square

Brush Square

City Hall

Convention Center

Auditorium Shores

Butler Park

LADY BIRD LAKE

South Central Waterfront

Barton Springs

E Riverside

I-35

Waller Creek

Palm Park

Rio Grande

Nueces

San Antonio

Guadalupe

Lavaca

Colorado

Congress Ave.

Brazos

San Jacinto

Trinity

Neches

Red River

Shoal Creek

First Street Bridge

Cesar Chavez

Patterns of Vehicular Traffic

- Study Area
- █ Two Way Road
- █ One Way Road

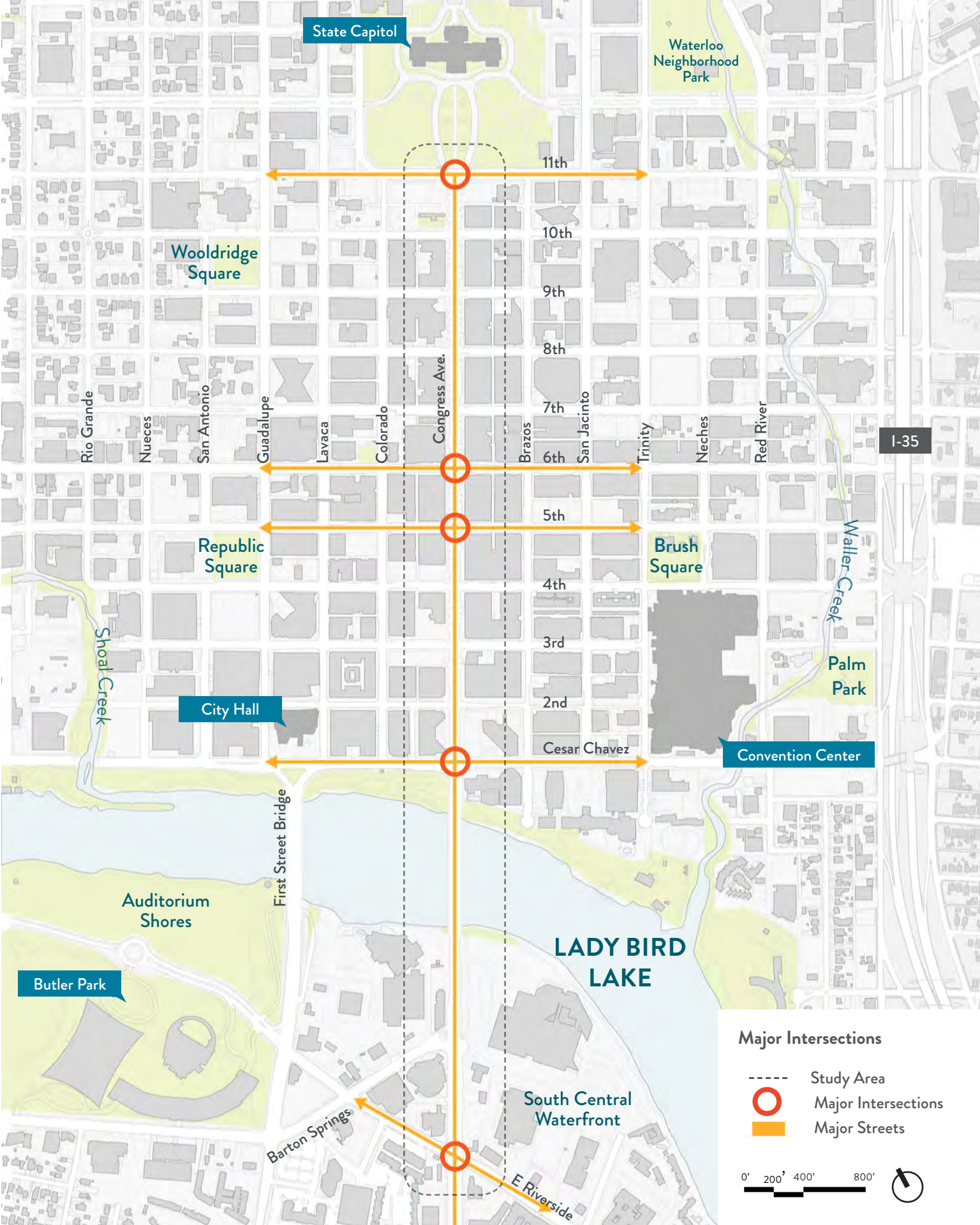
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MAJOR INTERSECTIONS

The major cross streets that intersect Congress Avenue include 11th, 5th, and 6th Streets, Cesar Chavez Street, and Riverside Drive. The intersections at these cross streets vary in terms of Level of Service due to differing volumes and geometry (3-way intersection at 11th Street).

Traffic on the Avenue is highly directional: north in the AM, south in the PM. The closer to the river, the heavier the congestion gets during peak hours. **The majority of congestion along the corridor occurs at the at Cesar Chavez/Congress intersection**, due to high volumes, lack of left-turn bays and heavy east-west traffic as noted in the following pages.



State Capitol

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11th

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4th

3rd

2nd

Cesar Chavez

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Convention Center

I-35

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Trinity

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Red River

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Butler Park

LADY BIRD LAKE

First Street Bridge

Barton Springs

South Central Waterfront

E Riverside

Major Intersections

- Study Area
- Major Intersections
- ▬ Major Streets

0' 200' 400' 800'



INTERSECTIONS - NORTH SECTION

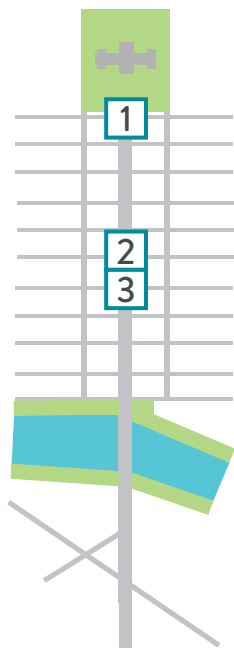
Level of Service (LOS) Criteria

LOS	Delay in Seconds	
A	<10	
B	>10 and <20	Acceptable
C	>20 and <35	
D	>35 and <55	
E	>55 and <80	Unacceptable
F	>80	

LOS of D is categorized as acceptable by the City of Austin

11th Street

Northbound traffic splits evenly east and west. Pedestrian crossings from the Capitol may also affect calculations of delay. Generally, vehicular traffic is light and congestion is minimal.

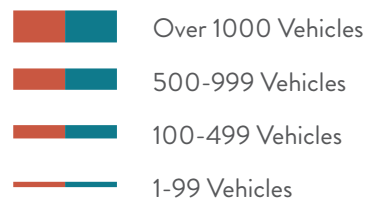


Key Map

5th & 6th Streets

Both intersections operate well. North of 6th Street toward the Capitol, traffic becomes much lighter. Pedestrian traffic at both intersections is heaviest in the PM peak period between 4th and 7th Streets, generated by nearby office buildings. Conflicts arise between pedestrians and vehicles, particularly right-turning ones. No leading pedestrian intervals are provided

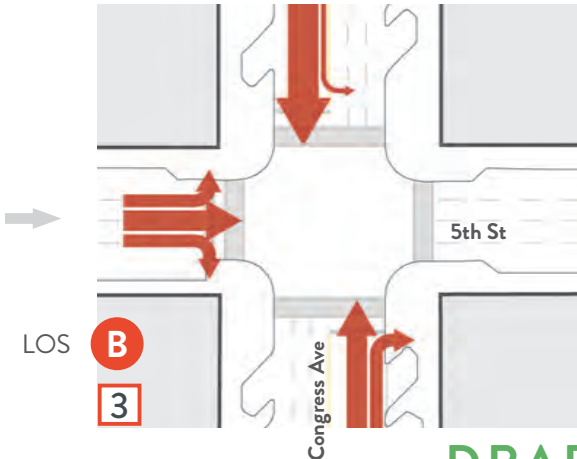
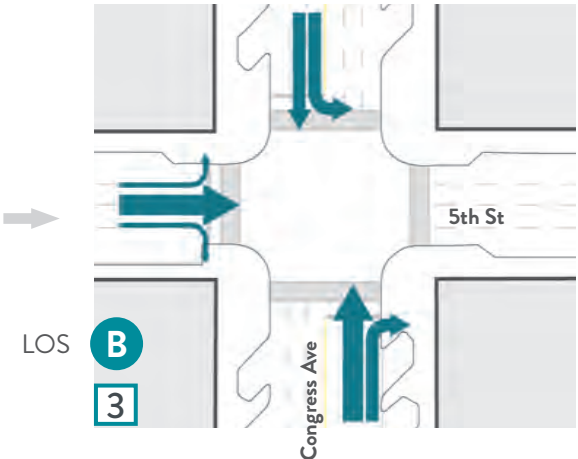
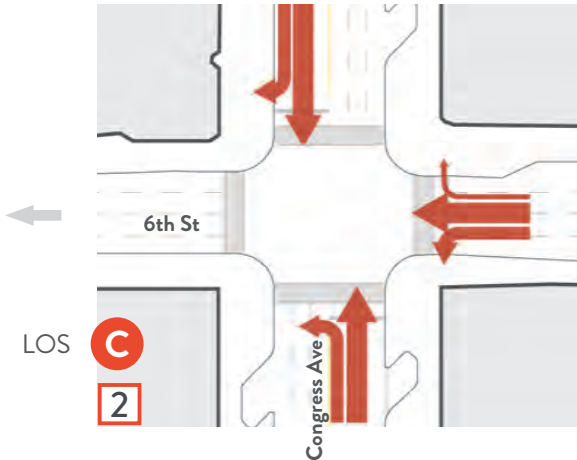
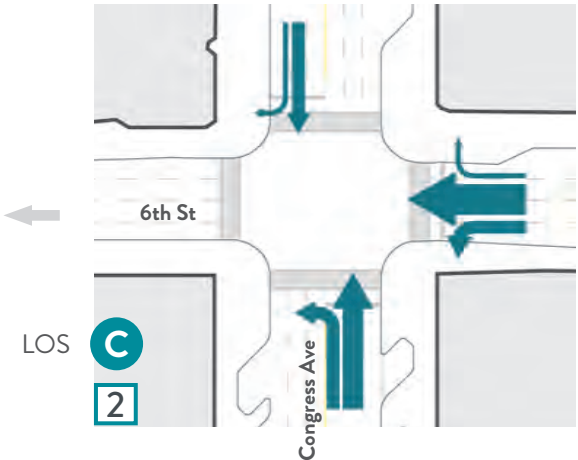
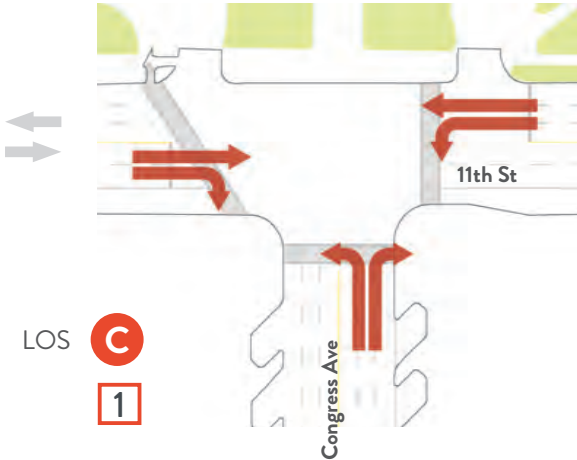
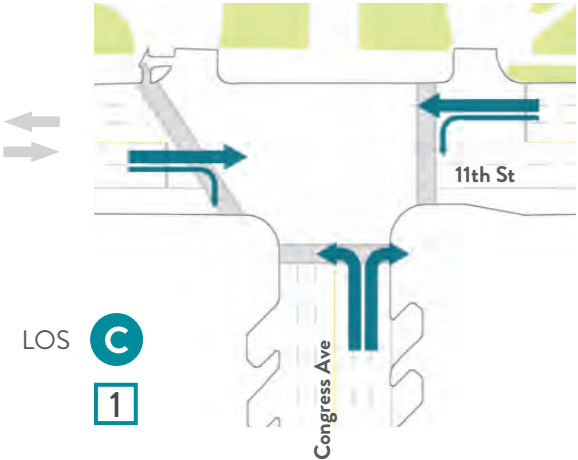
Intersection Traffic Volume



Peak Hour Traffic Volumes

AM

PM



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INTERSECTIONS - SOUTH SECTION

Level of Service (LOS) Criteria

LOS	Delay in Seconds	
A	<10	
B	>10 and <20	Acceptable
C	>20 and <35	
D	>35 and <55	
E	>55 and <80	Unacceptable
F	>80	

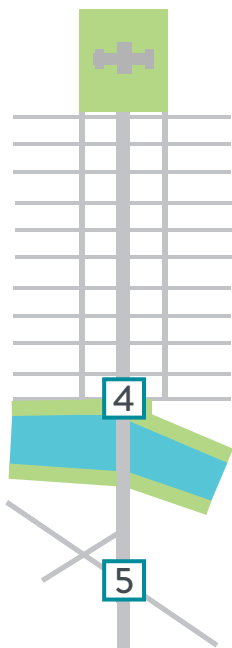
LOS of D is categorized as acceptable by the City of Austin

Cesar Chavez

Significant congestion in both peak hours. Traffic is highly directional here as elsewhere, heaviest northbound in the AM and southbound in the PM. The PM (3:30 – 7:00) prohibition on northbound left turns is necessary to prevent failure

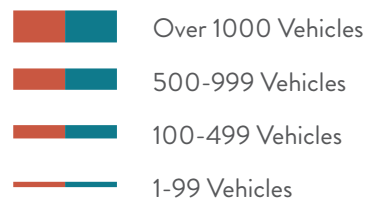
Riverside

A much different urban environment south of the lake generates less pedestrian traffic, though this may change with the redevelopment of the Austin Statesman property. In the PM, the westbound left turn movement experiences significant delays, in part due to traffic arriving in platoons

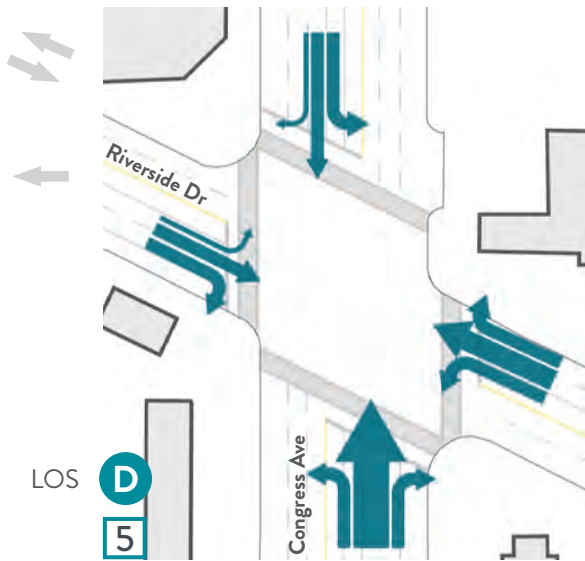
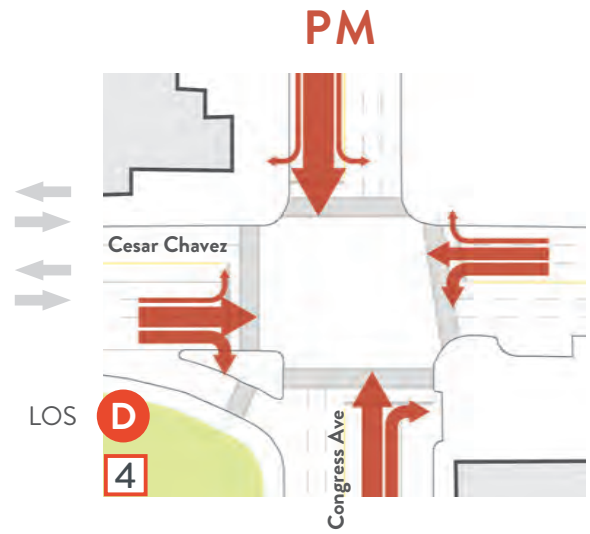
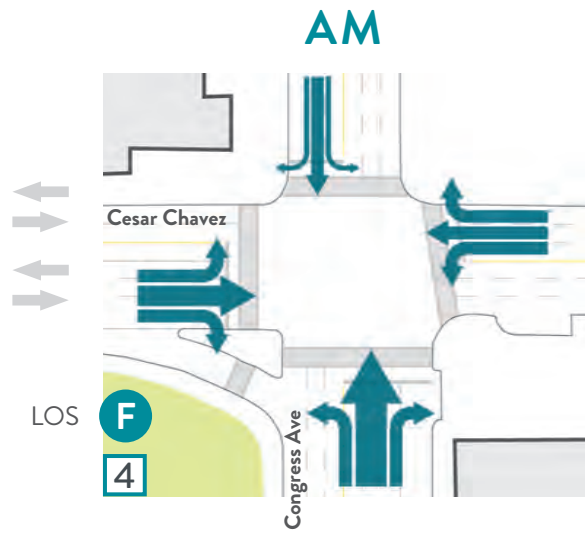


Key Map

Intersection Traffic Volume



Peak Hour Traffic Volumes



KEY CONNECTIONS & MAJOR ROUTES

There is a large pedestrian presence along the corridor. Crosswalks are often encroached upon by right turning traffic. Not all signals have leading pedestrian intervals.

Despite the lack of bicycle infrastructure along Congress – lanes, bike-responsive signals – **there is a large cyclist presence along the corridor, and many B-cycle locations.**

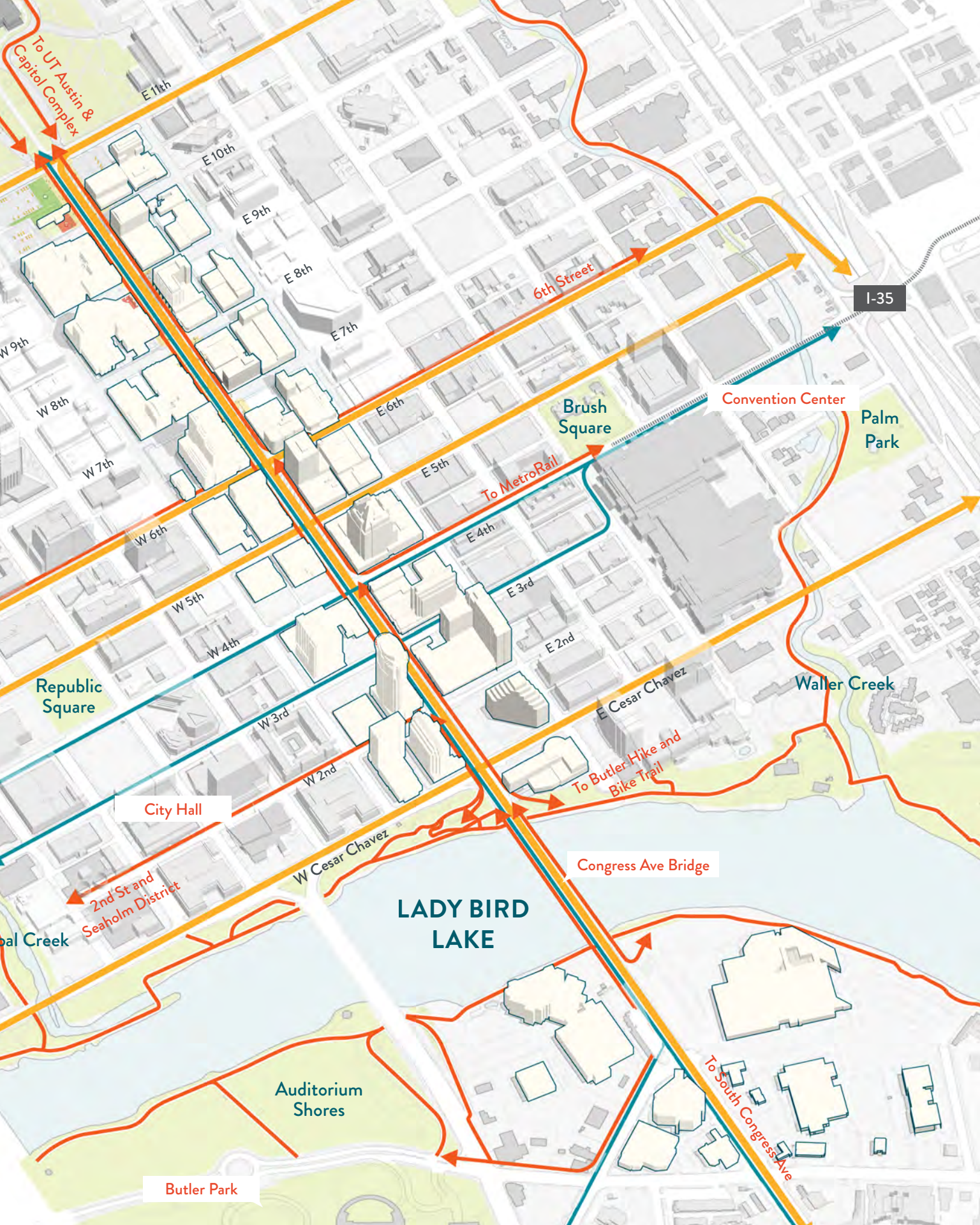
No regular bus routes run along Congress, utilizing Lavaca/Guadalupe instead. A number of Cap Metro routes cross Congress on east-west streets.

Despite its car-oriented design, Congress connects many popular local and tourist destinations and serves pedestrians and cyclist



Major Connections

- Major Vehicular Connections
- Major Bike Connections
- Major Pedestrian Connections



To UT Austin & Capitol Complex

E 11th

E 10th

E 9th

E 8th

E 7th

6th Street

I-35

W 9th

W 8th

W 7th

W 6th

W 5th

W 4th

Republic Square

Brush Square

Convention Center

Palm Park

To MetroRail

E 5th

E 4th

E 3rd

E 2nd

W 3rd

City Hall

E Cesar Chavez

Waller Creek

To Butler Hike and Bike Trail

2nd St and Seaholm District

W Cesar Chavez

Congress Ave Bridge

LADY BIRD LAKE

Pal Creek

Auditorium Shores

To South Congress Ave

Butler Park

URBAN FORM

Successive waves of development have produced several kinds of characteristic urban forms along Congress Avenue. The historic buildings, generally low-rises between 2-3 stories, are frequently interrupted by post-war mid-rises and high-rises, some with and some without setbacks that acknowledge Congress Avenue's historical scale. Recent high-rise development such as the Austonian and the JW Marriott have large, mid-rise podiums, whose scale establishes a new datum along Congress Avenue.





KEY DESTINATIONS

Congress Avenue is at the center of any visitor's itinerary in Austin, connecting many of the city's key destinations. However, these connections are not always clear or explicit.

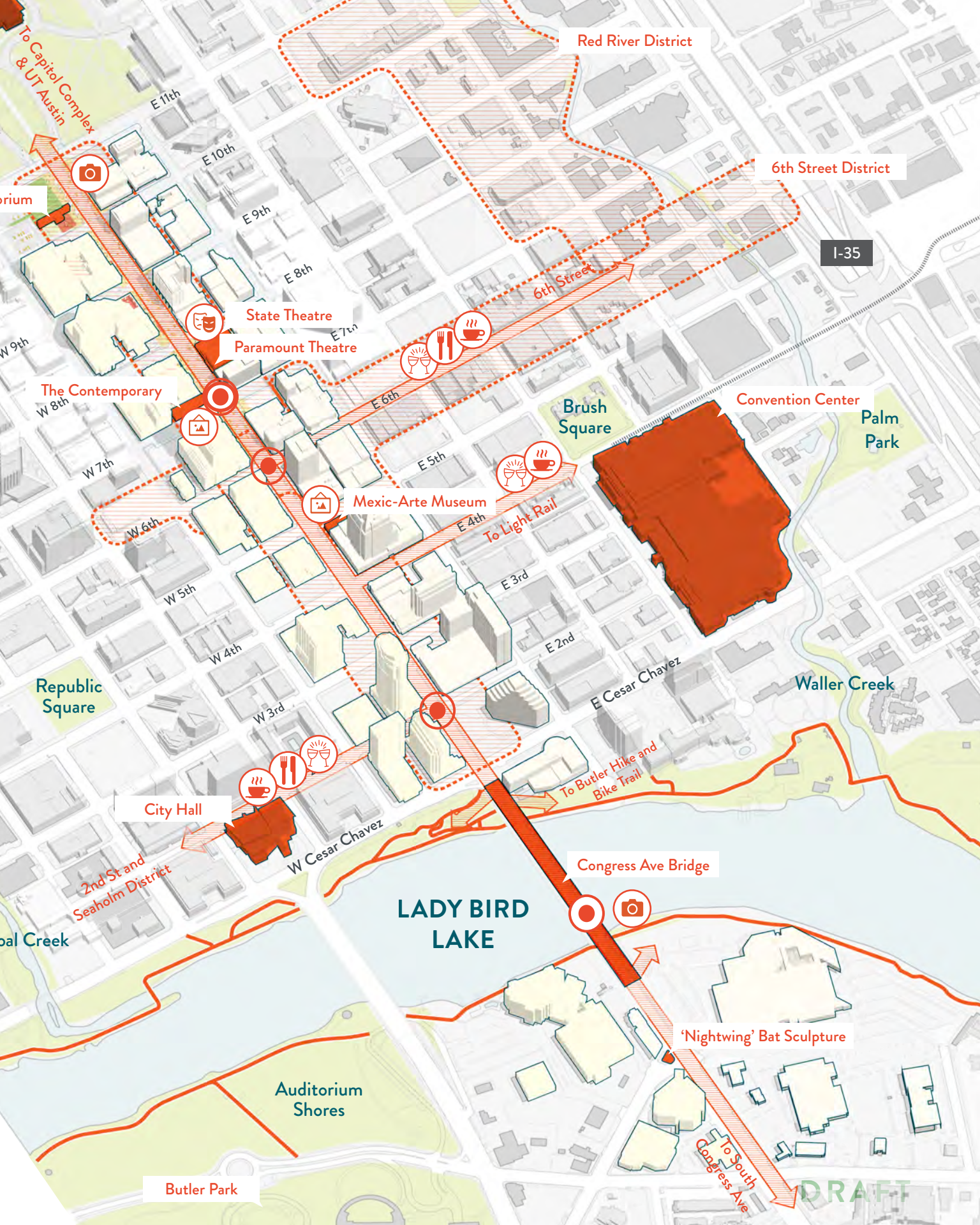
Along the Avenue itself is a significant concentration of cultural institutions (The Contemporary, Mexic-Arte Museum, Paramount Theatre, State Theatre), “must-see” landmarks such as the bat watching at Congress Avenue Bridge, and many retail and dining establishments. Congress Avenue is also at the geographic nexus between other destination areas and points of interest, such as the 2nd Street District, the 6th Street District, the Capitol, and the Convention Center.

For all its centrality, however, Congress Avenue's connections to these assets are not always clear or explicit. This project presents a major opportunity to better connect the Avenue to its nearby districts and landmarks, both physically and experientially, as well to elevate the prominence of the cultural and retail assets along the Avenue itself.



Key Destinations

- Key Destinations
- Nodes of activity
- Key Districts



Red River District

6th Street District

I-35

State Theatre

Paramount Theatre

The Contemporary

Mexic-Arte Museum

Brush Square

Convention Center

Palm Park

Republic Square

Waller Creek

City Hall

Congress Ave Bridge

LADY BIRD LAKE

'Nightwing' Bat Sculpture

Butler Park

DRAFT

To Capitol Complex & UT Austin

6th Street

To Light Rail

To Butler Hike and Bike Trail

To South Congress Ave

W 9th

E 11th

E 10th

E 9th

E 8th

E 7th

W 8th

W 7th

W 6th

W 5th

W 4th

W 3rd

W 2nd

E 5th

E 4th

E 3rd

E 2nd

E Cesar Chavez

W Cesar Chavez

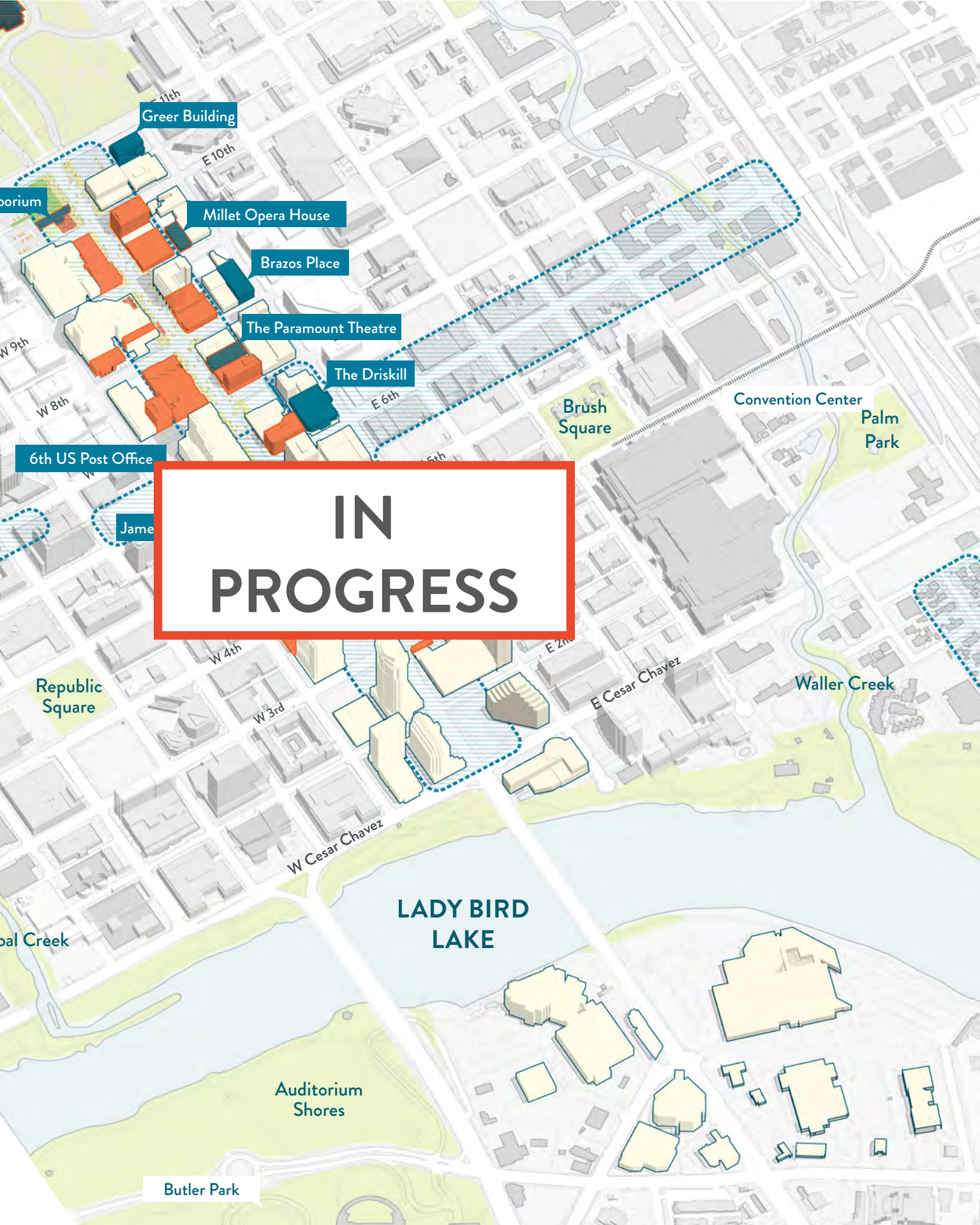
HISTORIC BUILDINGS & DISTRICTS

Many of the properties fronting North Congress Avenue are designated as historic landmarks, and therefore carry an “H” after the CBD, indicating their historic zoning. These properties require a review by the Historic Landmark Commission (HLC), if a partial or total demolition or an addition or additions are contemplated. If the property owner wishes to demolish the building, the case must be reviewed at the HLC, the Planning Commission and the City Council, who must have a supermajority of votes to approve its demolition.

For demolition of a building which may not have landmark designation or historic zoning, but is deemed historically-significant by the City’s Historic Preservation Officer (HPO) and/or the HLC, the case must be also must be reviewed by the City Council, who - if against its demolition - may initiate a historic zoning case that would have the effect of preserving the building.

There are 46 locally designated landmarked buildings that front the Avenue, four of which are listed on the National Register of Historic Places—the State Capitol Building, the Southwestern Telephone and Telegraph Building, the Paramount Theatre, and the Lundberg Bakery.





IN PROGRESS

Greer Building

Millet Opera House

Brazos Place

The Paramount Theatre

The Driskill

6th US Post Office

Jame

Brush Square

Convention Center

Palm Park

Republic Square

Waller Creek

LADY BIRD LAKE

Auditorium Shores

Butler Park

E 11th

E 10th

W 9th

W 8th

E 6th

E 5th

W 4th

E 2nd

W 3rd

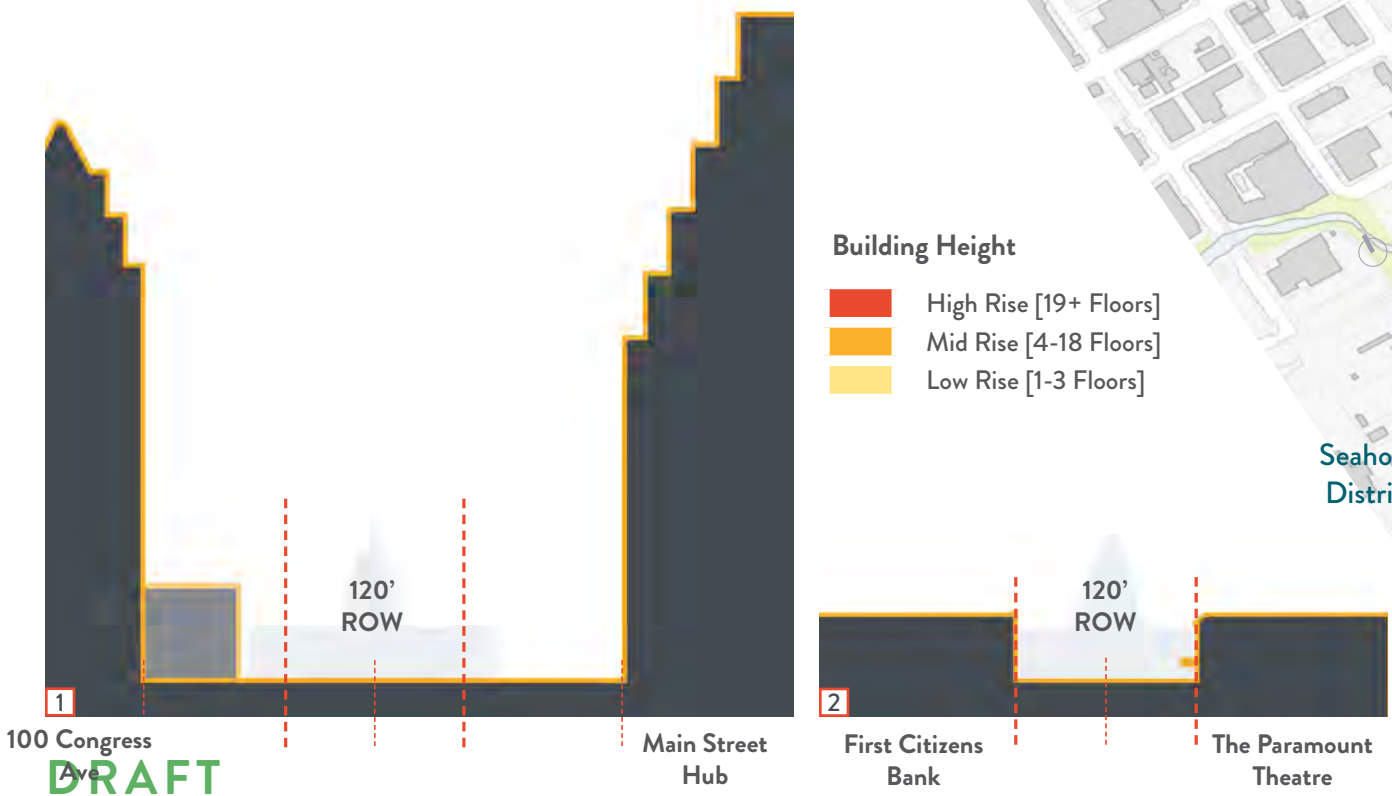
E Cesar Chavez

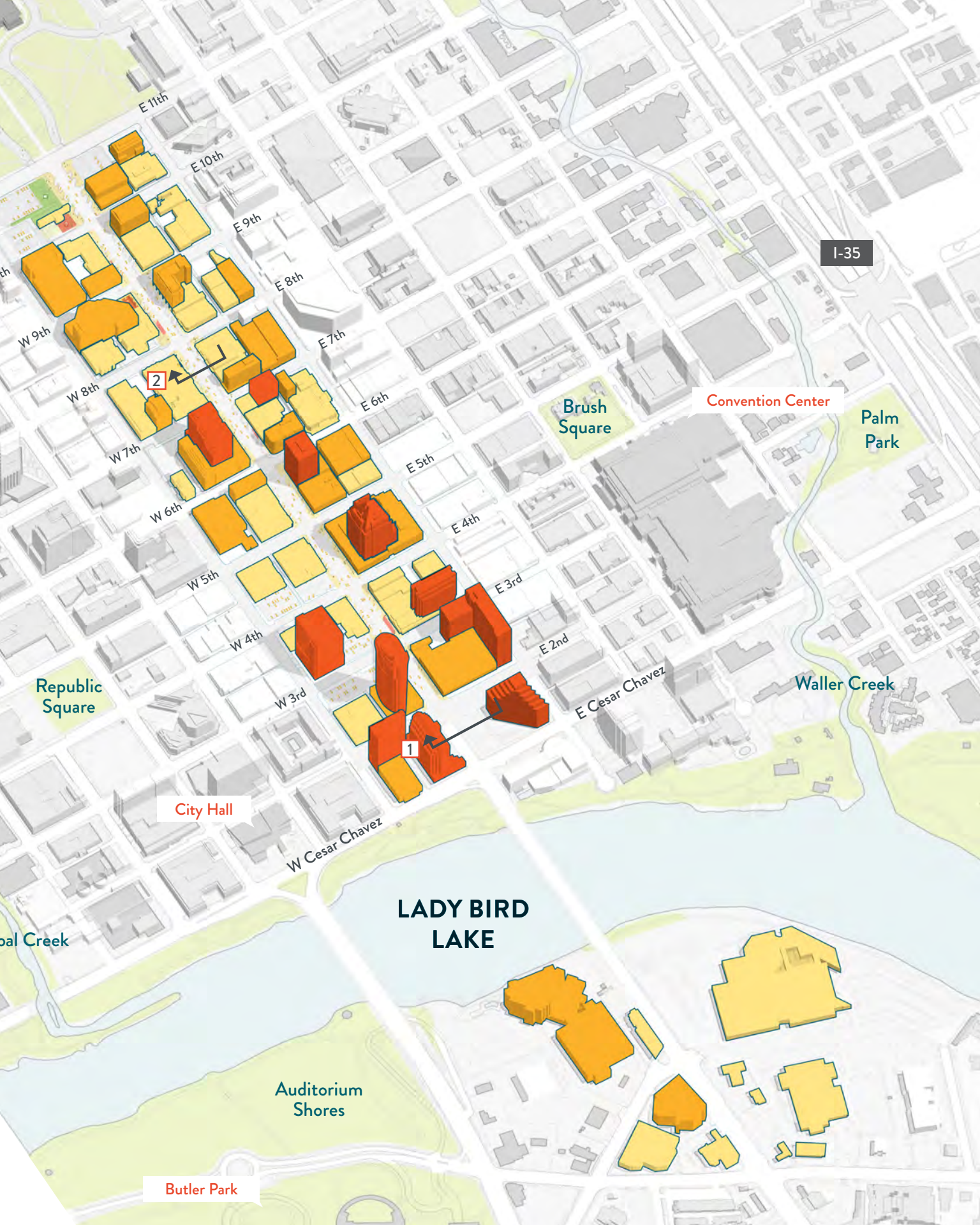
W Cesar Chavez

Waller Creek

URBAN FORM

While the built form along Congress Avenue defies easy characterization, **one consistent urban design element is the 120' right-of-way width** from building face to building face, with the exception of the 100 block. South of Lady Bird Lake, the built form dramatically changes to one characterized by low-rise, auto-centric development well set back from the street. This condition will change as the South Central Waterfront development break ground in the coming years.





I-35

2

1

City Hall

Convention Center

Brush Square

Palm Park

Republic Square

Waller Creek

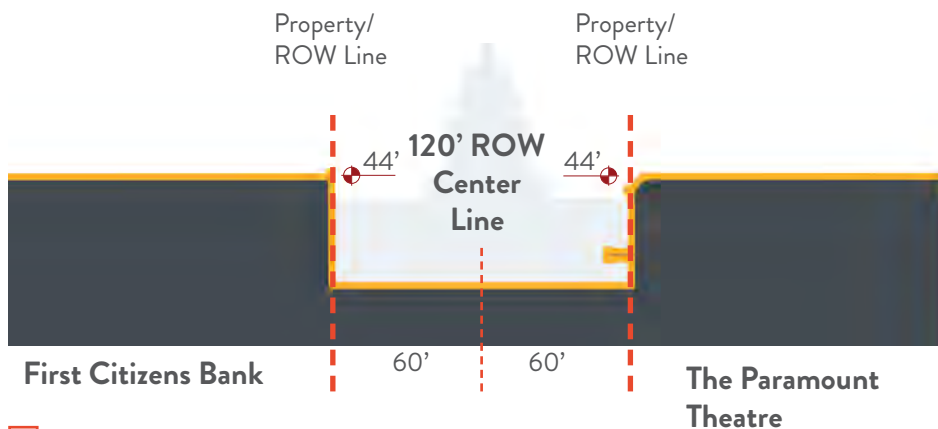
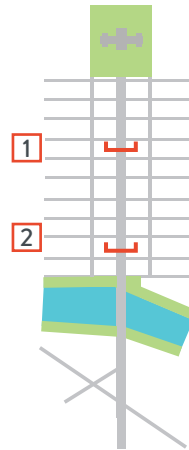
LADY BIRD LAKE

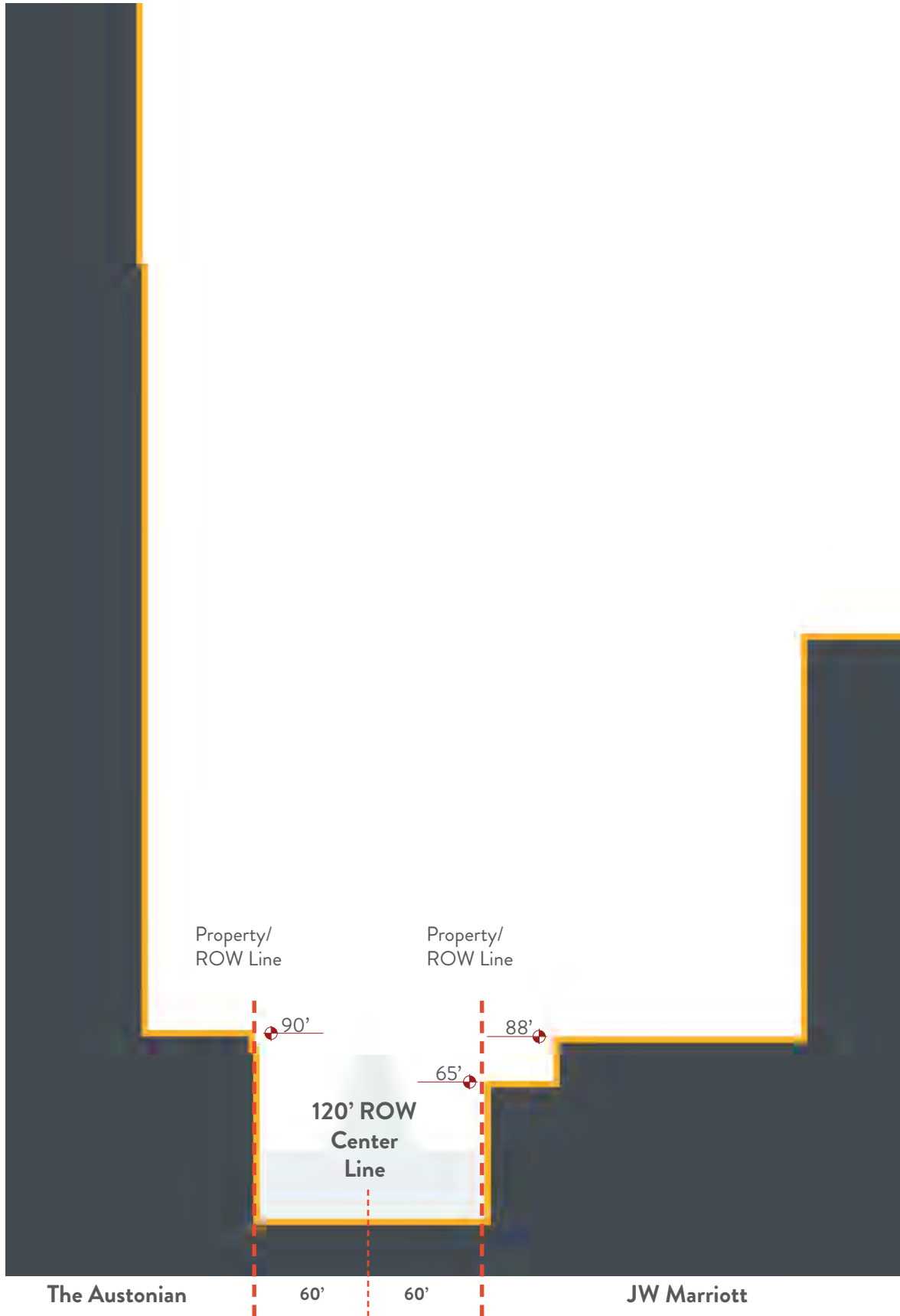
Auditorium Shores

Butler Park

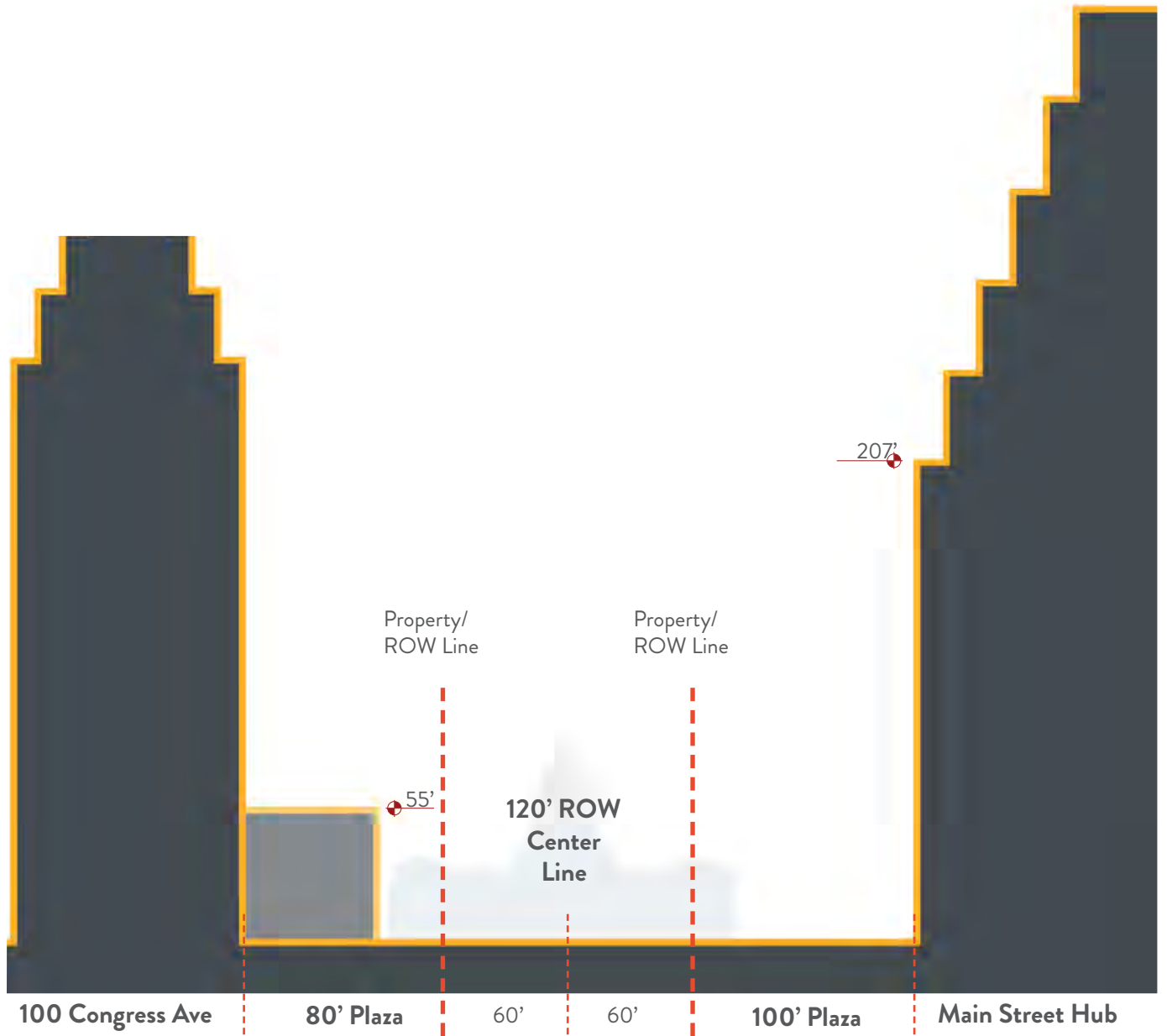
COMPARATIVE STREET SECTIONS

The buildings along Congress Avenue vary dramatically in height, massing, and character while **maintaining a consistent 120' right-of-way for much of the Avenue's length**. For example, section 1 (at the The Paramount Theatre) demonstrates the historic low-rise character of Congress Avenue, while section 2 shows how recent high-rise development are beginning to establish a new mid-rise datum (60-90') with their podium.



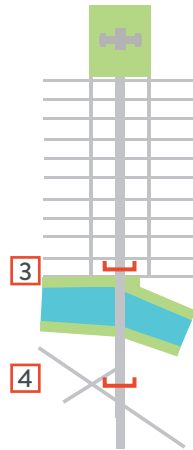


2 Section 2 - Recently completed JW Marriott hotel and renovated Streetscape



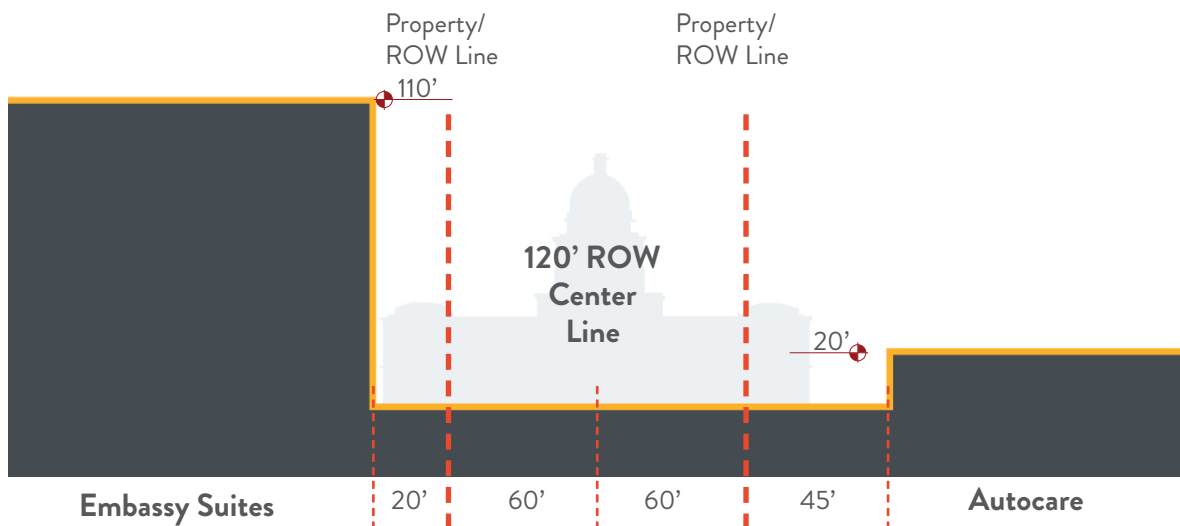
3 Section 3 - 100 Congress Plaza and under construction Fareground Plaza

DRAFT



COMPARATIVE STREET SECTIONS

An exception to this occurs at the 100 block of Congress Avenue (section 3), where building setbacks dramatically extend the apparent right-of-way width of the Avenue, creating a design opportunity at this important moment of entry into Congress Avenue north of the Lady Bird Lake. **South of the Lake, the right-of-way width becomes much less consistent as the Avenue transitions into a much more auto-centric character**

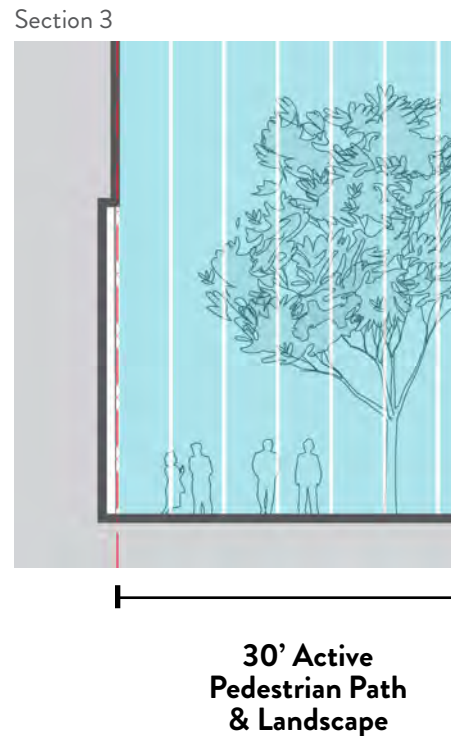
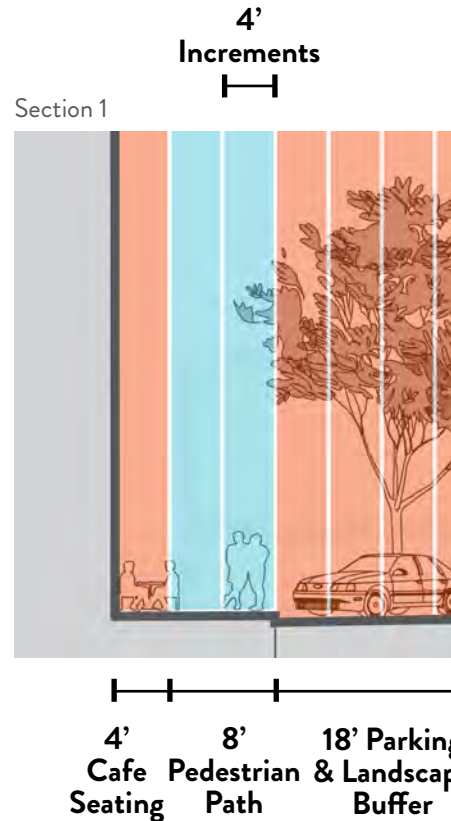
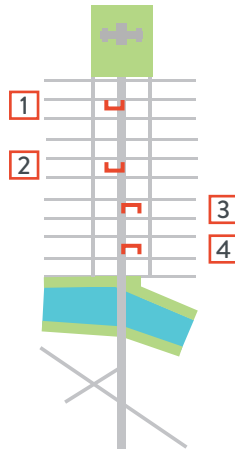


4 Section 4 - Embassy Suites and Bridgestone Auto shop

PEDESTRIAN PATH & ACTIVITY ZONE

The pedestrian zone along Congress Avenue winds through a variety of conditions along its length, as shown by these illustrative sections of typical conditions. Section 1 and 2 shows where the pedestrian zone shares right-of-way width with (angled-in or parallel) on-street parking. At its narrowest, the pedestrian zone is constrained to 12', with further reductions in the width of the potential travel path by sidewalk furnishings, lighting, and the cafe zone. This poses potential mobility challenges, especially in areas with high pedestrian activities, and for people in wheelchairs.

Where on-street parking doesn't exist, pedestrians enjoy a much greater amount of sidewalk space, up to 30' in width. Section 3 illustrates this, and section 4 shows yet another permutation with a 10' cafe zone along the back of the curb. While much more generous towards pedestrians, these sidewalk spaces sometimes lack clear definition in terms of their various functional zones, with light poles and street trees sometimes in the middle of the direct pedestrian travel path.



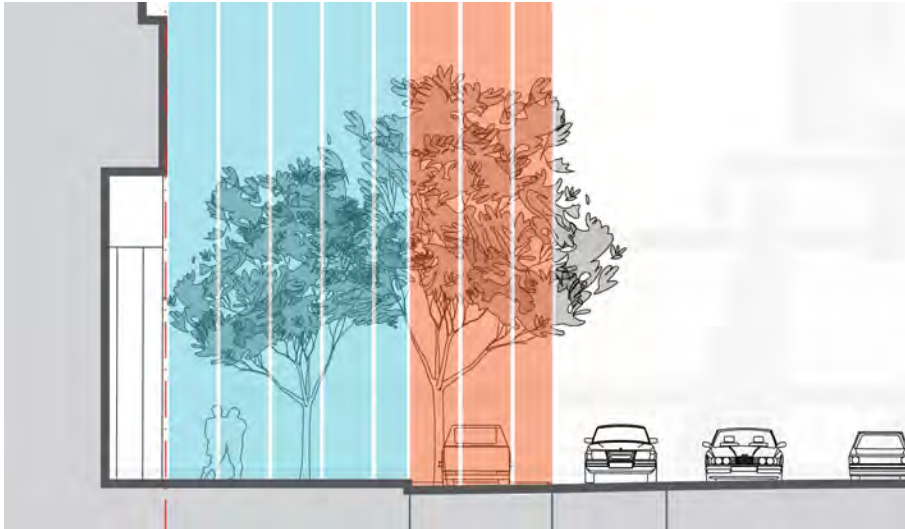
Pedestrian Path

- Unobstructed Path
- Obstructed Path

Section 2



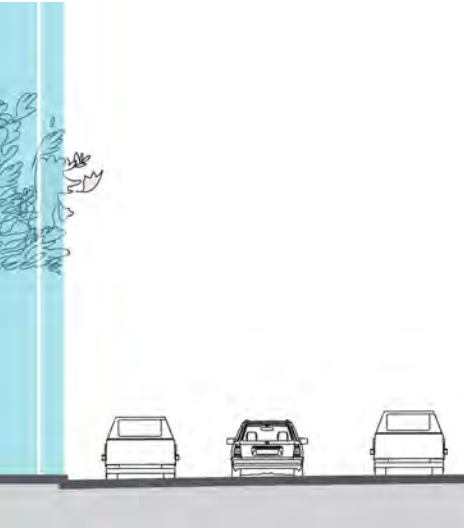
g
oe



19' Active
Pedestrian
Path &
Landscape

11' Parallel
Parking

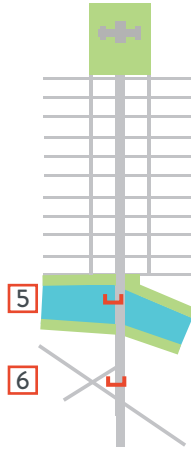
Section 4



10' Restaurant
Seating

20' Active
Pedestrian
Path

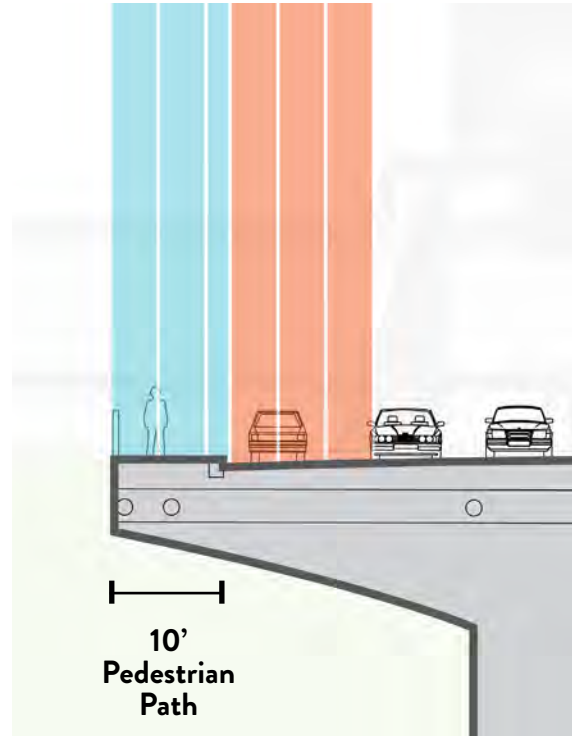
PEDESTRIAN PATH & ACTIVITY ZONE



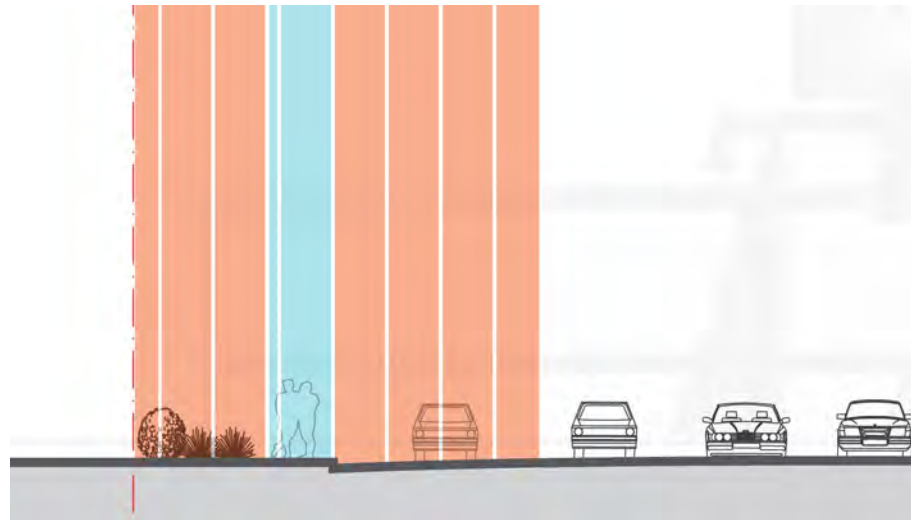
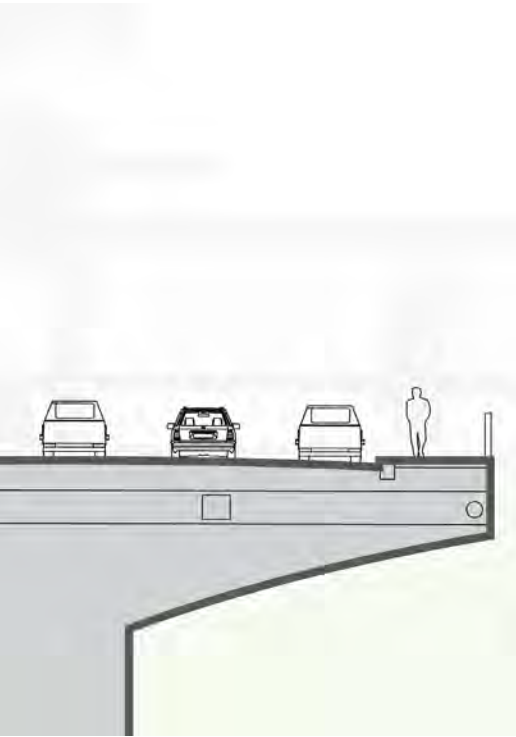
Pedestrian Path

- Unobstructed Path
- Obstructed Path

Section 5
4' Increments



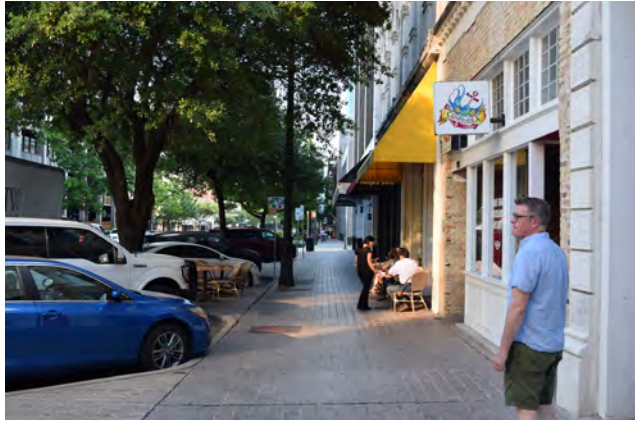
Section 6



10'
Landscape
Zone

5'
Pedestrian
Path

PEDESTRIAN EXPERIENCE



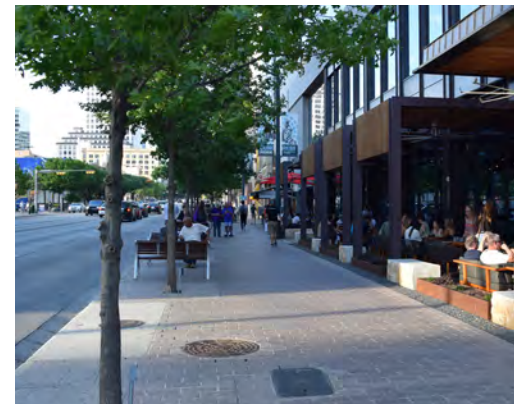
1 The pedestrian zone width is limited to 12' by the presence of angled-in on-street parking, and the path of pedestrian travel is further limited by sidewalk cafes and street lights.



2 The 18' width for the pedestrian zone in front of Theatre is potentially insufficient for serving pedestrian volumes.



5 Congress Avenue will need to consider emerging forms of curbside use, such as food trucks and pick-up/drop-off areas for transportation network companies.



6 The sidewalk is shared between 20' of pedestrian and 10' of back-of-curb cafe zone. The placement of street trees and furnishings is consistent, creating a smooth, unobstructed path of travel for pedestrians.



t of the State
the high



3 Pedestrian travel path is constrained by the “parklet” sidewalk cafes.



4 There is generous 30’ wide pedestrian zone in front of the Austonian. However, pedestrian path of travel is obstructed by the placement of street lights.



trian zone
ement of
ating a
estrians.



7 The sidewalks along Congress Avenue is relatively narrow and devoid of pedestrian amenities.



8 South of Lady Bird Lake, Congress Avenue takes on an auto-centric character, with a narrow pedestrian zone and few pedestrian amenities.

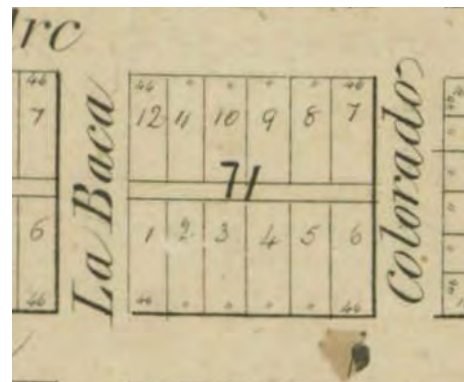
WALLER PLAN

The plan for the City of Austin, conceived by Edwin Waller and drawn by surveyor L.J. Pilie in 1839, delineated a rational 1 square mile city grid, connecting the Colorado River north towards a prominent location for the new state Capitol building.

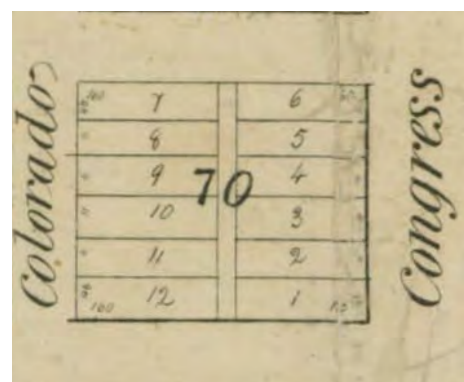
Possibly influenced by the layout and design of Philadelphia (1), the original plan of Austin included four evenly distributed public parks, a prominent and large tract of land for the Capitol building itself, and two 120 foot wide Avenues, Congress and College Avenues. Both Avenues intersect what would become the Capitol dome on axis, Congress extending north and south of the Capitol, and College extending east and west. The building lots lining Congress Avenue were turned 180 degrees east west - unlike all the remaining lots in the city plan. This afforded a greater number of business storefronts to face the Avenue itself, intended as the commercial spine of the city.

To this day the cadence, scale and pedestrian experience of Congress Avenue north of 3rd Street reflects this design feature. There is a more intimate and varied scale of storefronts along the upper stretches of the Avenue, as well as many more building entries. Newer, full lot buildings characterize blocks south of 3rd Street along Congress. These buildings often have fewer entries and produce a less intimate scale for the pedestrian as a single use and architecture extend the full length of the block as indicated in the following pages.

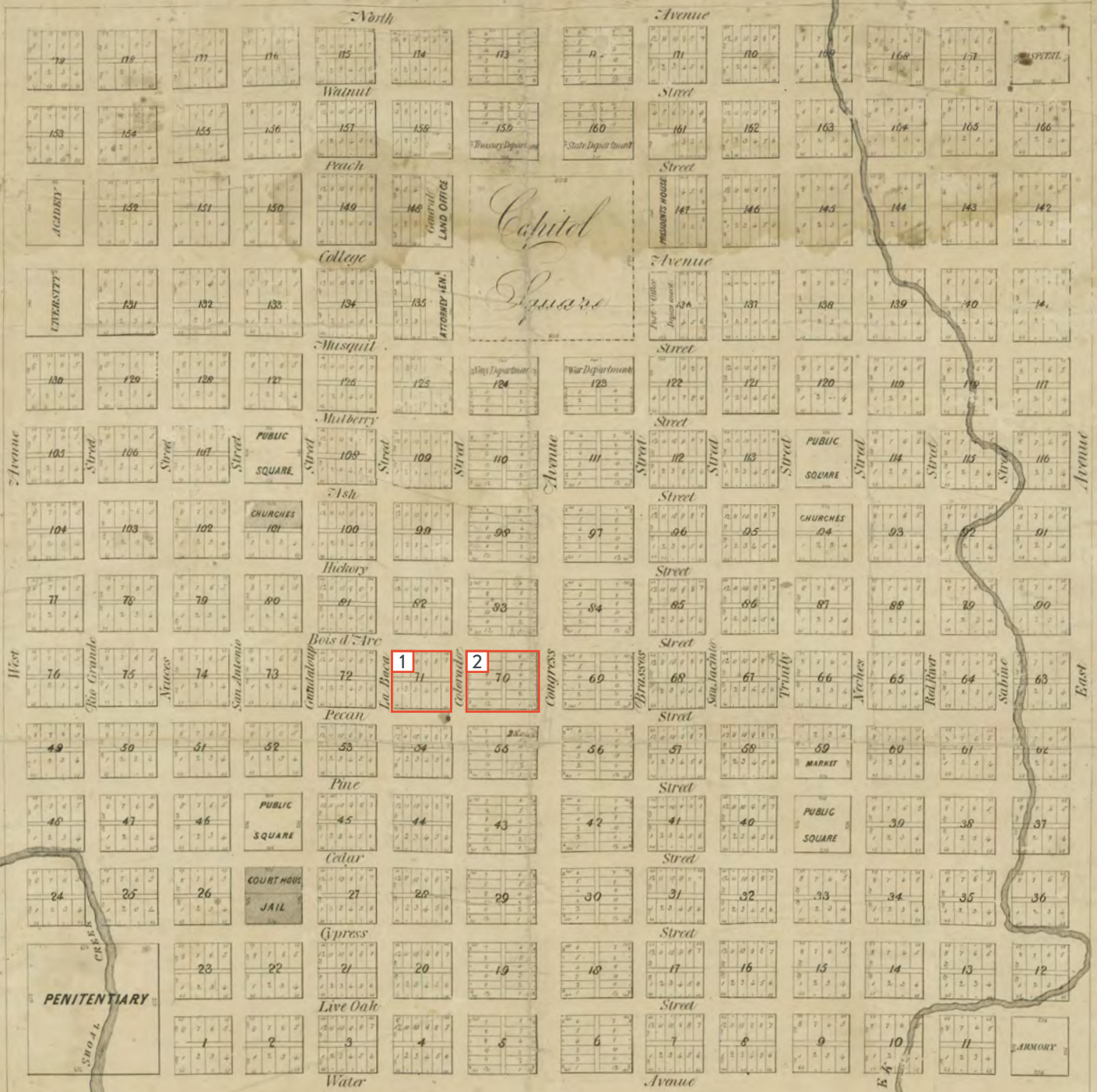
1. Michael Barnes - American-Statesman Staff, *The puzzlement of Austin's original city plan*, www.mystatesman.com, posted: 12:00 a.m. Saturday, February 08, 2014,



1 North - South regular block orientation



2 East - West block orientation along Congress Avenue



COLORADO RIVER

PLAN
of the City of
AUSTIN.



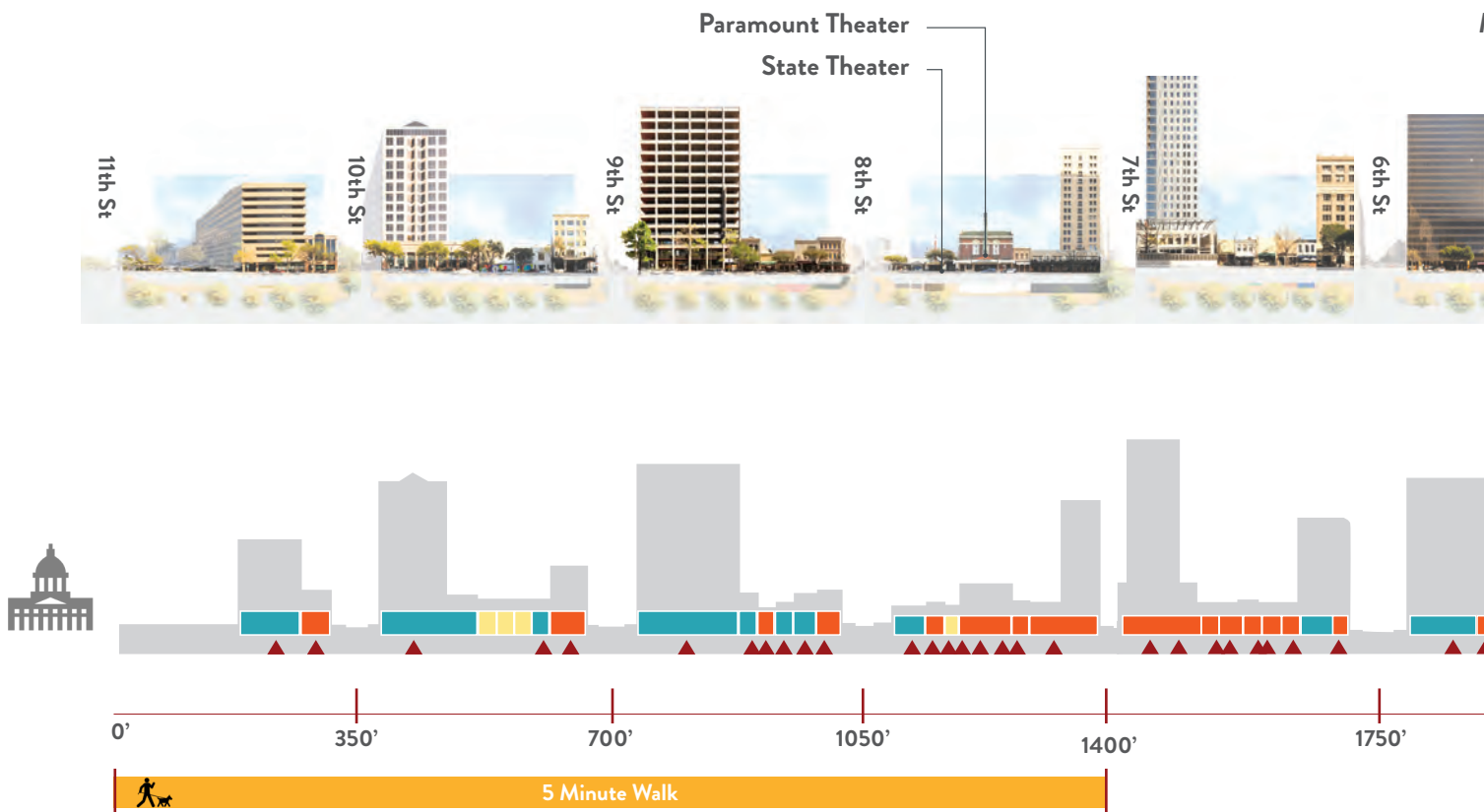
BUILDING ELEVATIONS 11TH TO CESAR CHAVEZ - EAST

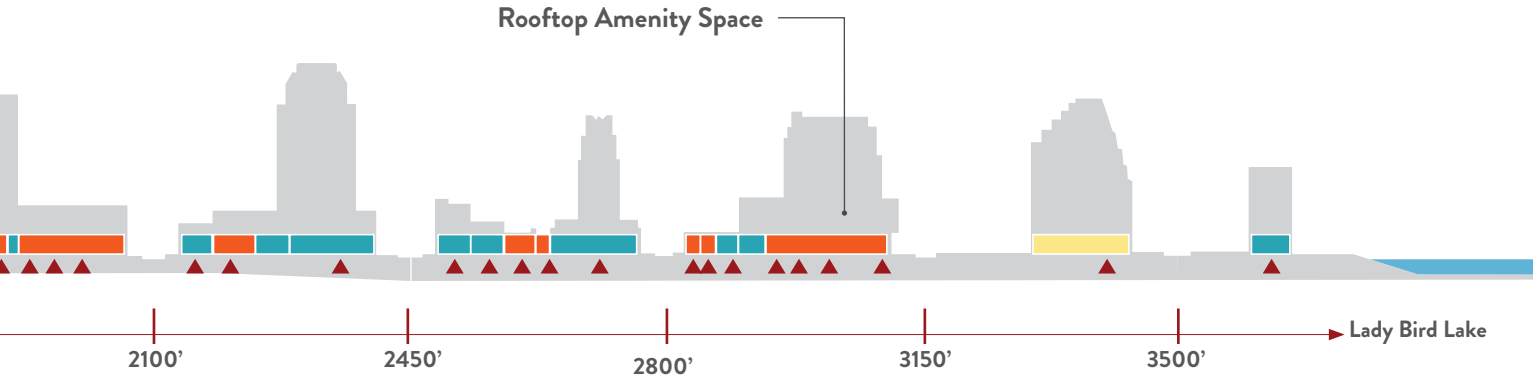
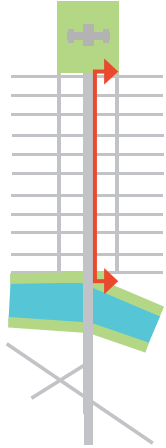
The buildings along Congress Avenue represent a microcosm of American architecture, ranging from the 1880s to the present day. Such a mixture of styles--from Green revival to Chicago School and beyond--as well as a mixture of heights and age exist on almost every block.





The ground level conditions of these buildings, in terms of their level of activation and “cadence” or frequency of storefronts, produce different

characters and experiences at the street level. The greatest concentration of activities, for example, is on the blocks between 5th and 8th streets, where there are active uses and frequent building entries.

By contrast, the blocks adjacent to the Capitol are characterized by large, inactive facades particularly to the east side between 9th and 10th streets.



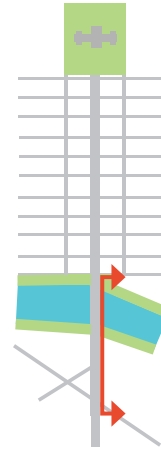


-  Entry Locations
-  Active Ground Floor
-  Passive/Blank Ground Floor
-  Vacant/Construction

DRAFT

BUILDING ELEVATIONS CESAR CHAVEZ TO RIVERSIDE DRIVE - EAST

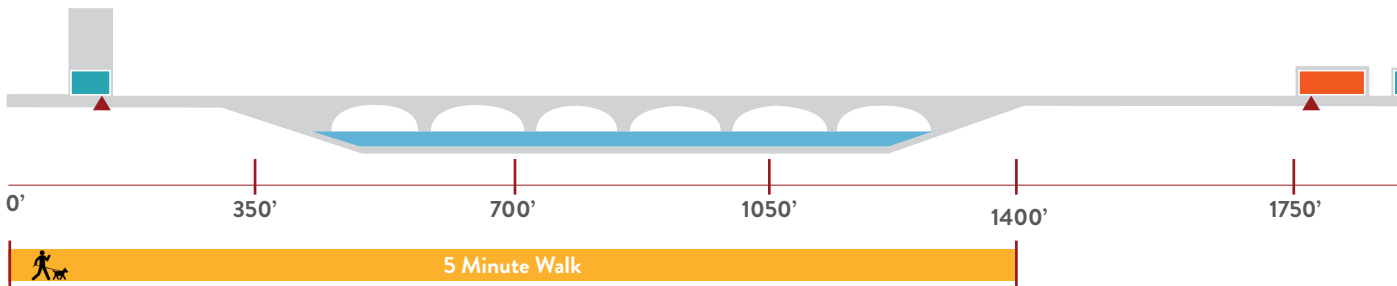
Many small commercial buildings line the Avenue as Congress crosses Lady Bird Lake and extends farther south to Riverside Drive. With the exception of the Austin American-Statesman Building, the architecture is largely unremarkable in style, lacks scale and does not engage with the sidewalk or street. It is a vehicular landscape dominated by cars and roadway.






Cesar Chavez



Barton Springs



-  Entry Locations
-  Active Ground Floor
-  Passive/Blank Ground Floor
-  Vacant/Construction

DRAFT



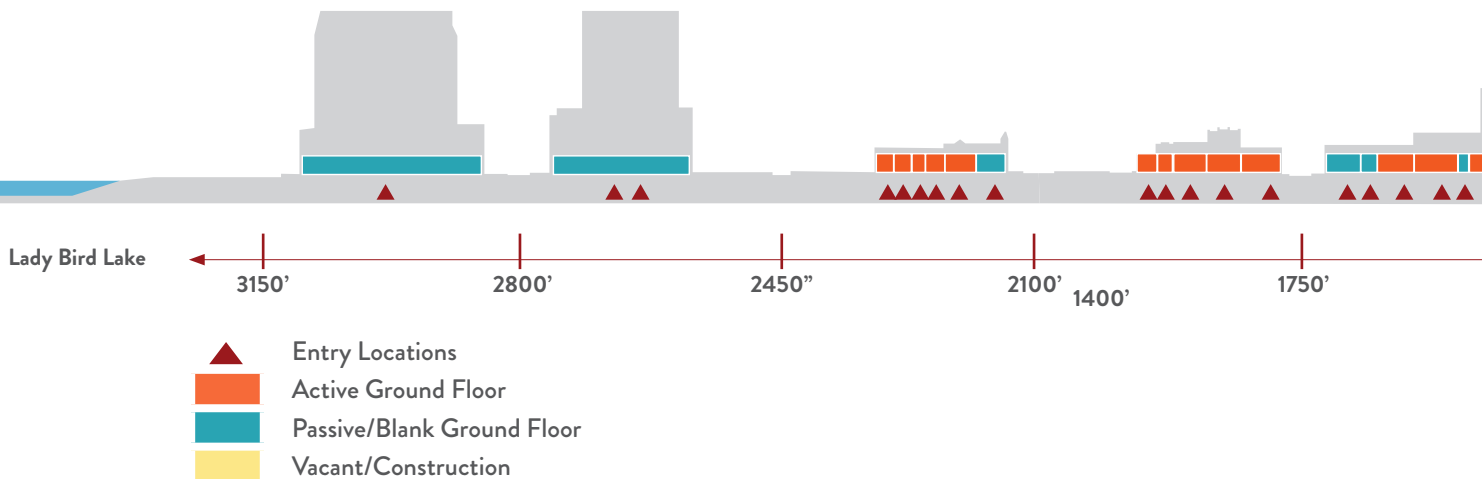
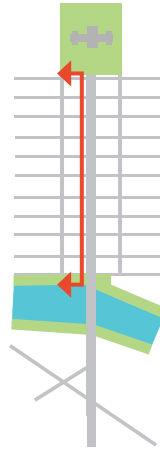
E Riverside Dr

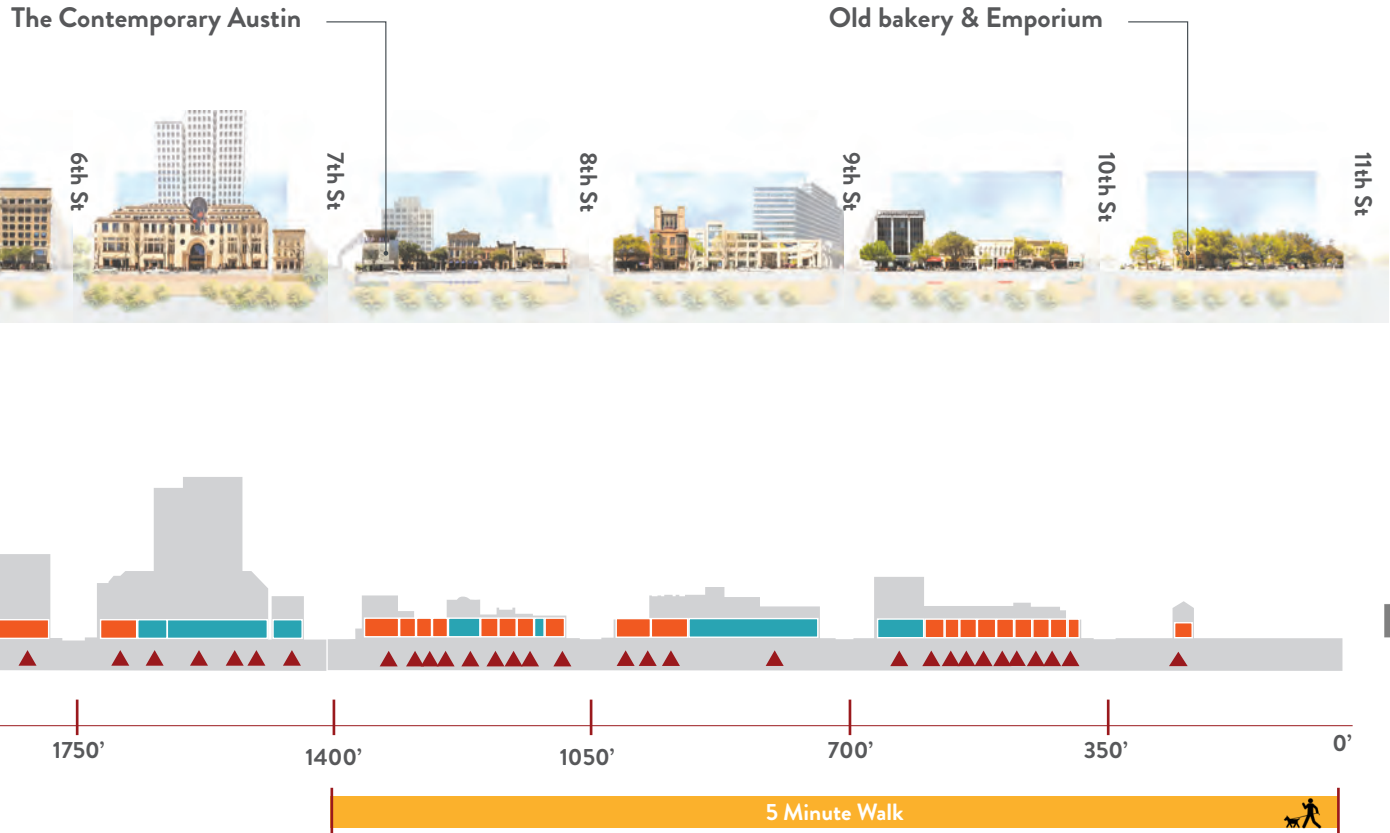


2100' → To South Congress

BUILDING ELEVATIONS CESAR CHAVEZ TO 11TH - WEST

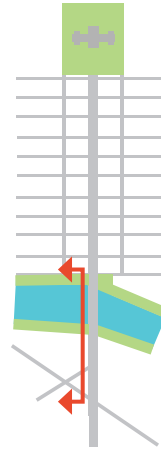
Many of the most significant buildings are located north of 3rd Street on the west side of Congress Avenue. Here many landmarked buildings and smaller scale commercial storefronts create an intimate and varied pedestrian environment. The difference in the number of building entries per block is striking if you compare blocks south of 3rd Street with those north of 7th Street on the west side of Congress Avenue.





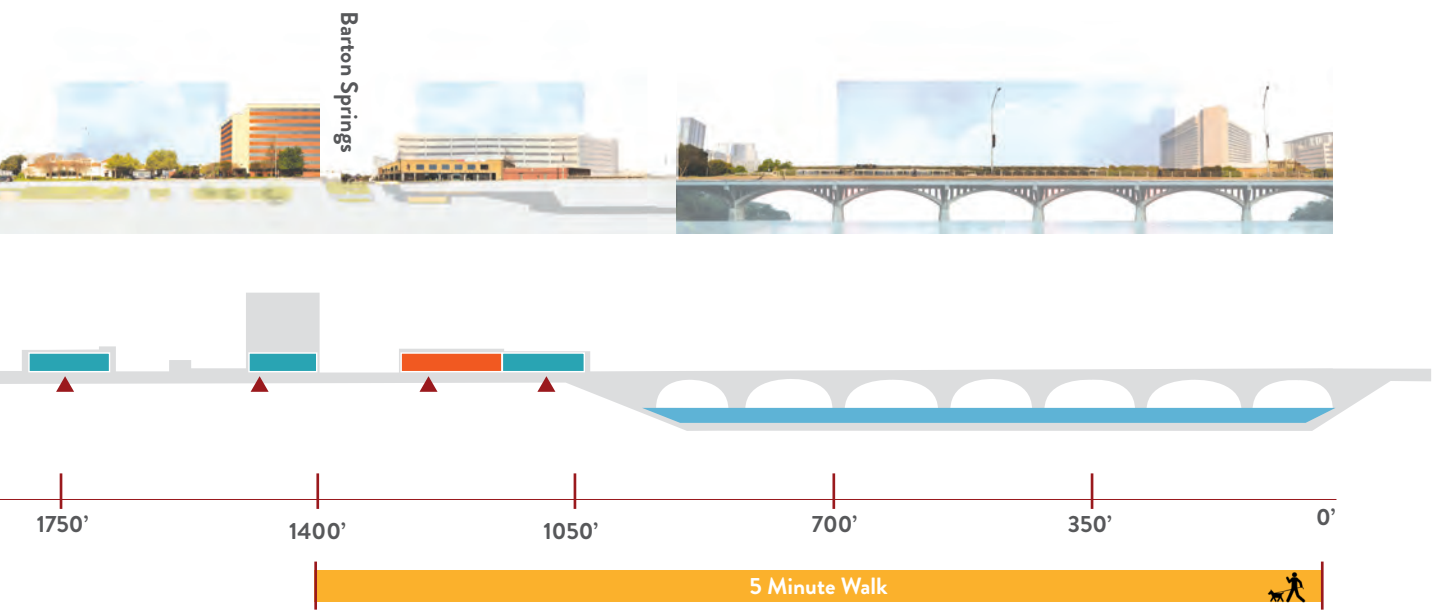
BUILDING ELEVATIONS EAST RIVERSIDE TO CESAR CHAVEZ - WEST

South of Lady Bird Johnson Lake are a few notable commercial buildings that line Congress Avenue. With the opening of a retail store at the intersection of Congress Avenue and Barton Springs Road. The YETI store creates a welcoming and shaded porch at the edge of the street. The remainder of the buildings along this stretch of Congress Avenue are largely set back from the street edge and have entries that are difficult to access.



E Riverside Dr

To South Congress ←



- ▲ Entry Locations
- Active Ground Floor
- Passive/Blank Ground Floor
- Vacant/Construction

DRAFT

SHADOW ANALYSIS - SUMMER

The summer shadow and sun analysis diagram represents the Congress Avenue corridor that receives the most amount of sun and shadow during a peak summer week (June 18 - June 24). Austin reaches an average high of 97°F during the summer months, making the pedestrian environment extremely harsh when in direct sun exposure.

Congress Avenue north (North of Lady Bird Lake) receives an even mix of sun and shade exposure. The built out blocks, consistent building to building dimensions, mature tree canopy, and varying building heights provide a shaded environment along the majority of the sidewalks.

The main exposure to the summer sun comes at roadway intersections and at surface parking lots. The Congress Avenue Bridge and Congress Avenue South (South of Lady Bird Lake) are severely exposed during the peak summer months.

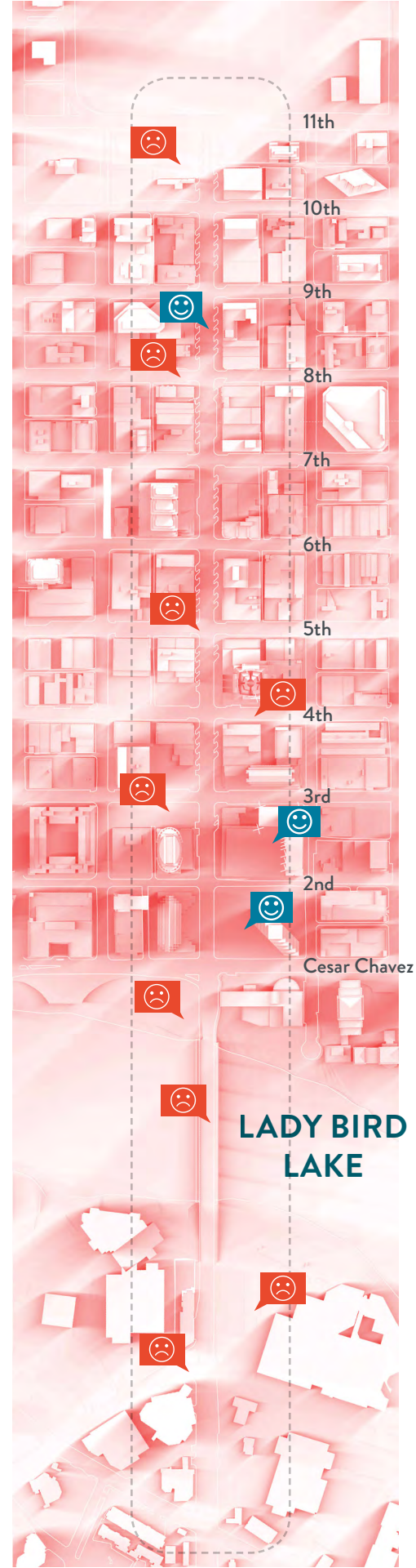
Shadow Analysis



Uncomfortable in Sun
Comfortable in Shade



DRAFT



SHADOW ANALYSIS - WINTER

The winter shadow and sun analysis diagram represents the Congress Avenue corridor that receives the most amount of sun and shadow during a peak winter week (December 18 - December 24). Austin reaches an average low of 42°F during the peak winter months.

The public realm and building facades that are north facing along Congress Avenue receive the least amount of direct sun exposure. This is due to the building heights and orientation. The sidewalks along Congress Avenue receive an equal mix of sun and shade exposure.

The JW Marriott rooftop and the Fareground Plaza are good examples of optimal comfort spaces as they are well shaded in the summer months, while receiving generous sun exposure during the winter.

Shadow Analysis

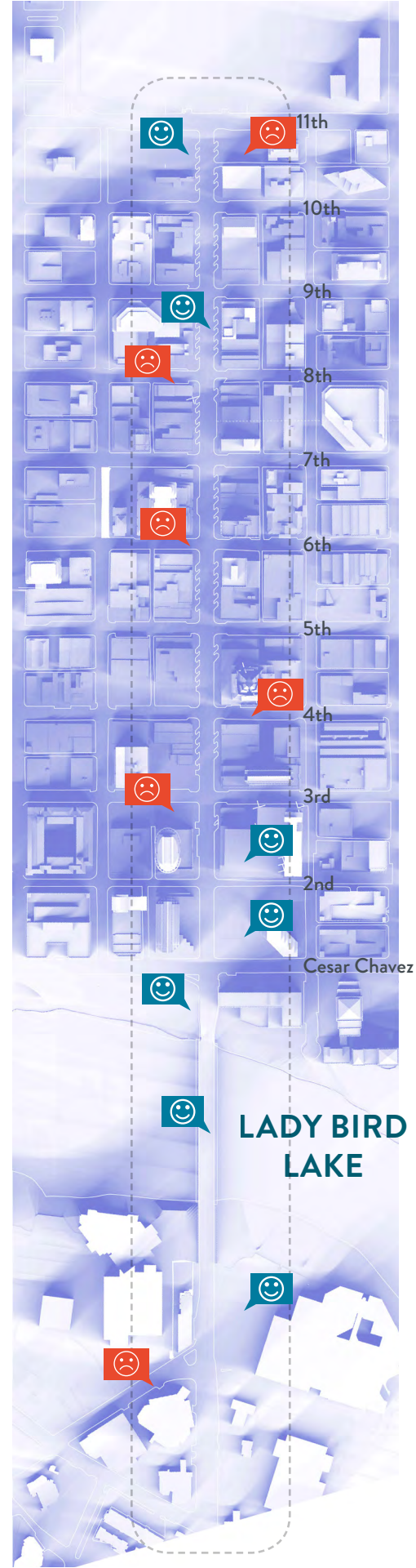


Uncomfortable in Shade



Comfortable in Sun

0' 75' 150' 300'



CLIMATE COMFORT

A shadow analysis alone is difficult to interpret because shadow is desirable in the summer, but not in the winter. Thus, in order to help understand the optimal temperature and human comfort spectrum along Congress Avenue, Sasaki conducted an analysis of “comfort hours.”

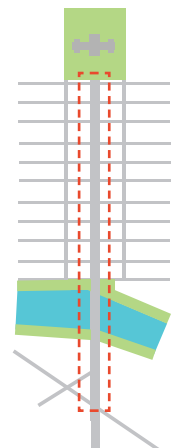
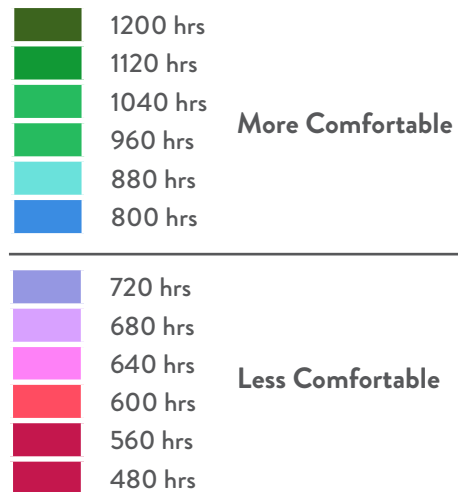
A comfort hour is an hour where you are in the sun when it is more comfortable in the sun - or when you are in the shade when it is more comfortable in the shade. The number of hours represents how many comfort hours have been achieved by sunning and shading at appropriate times for that point on the ground.

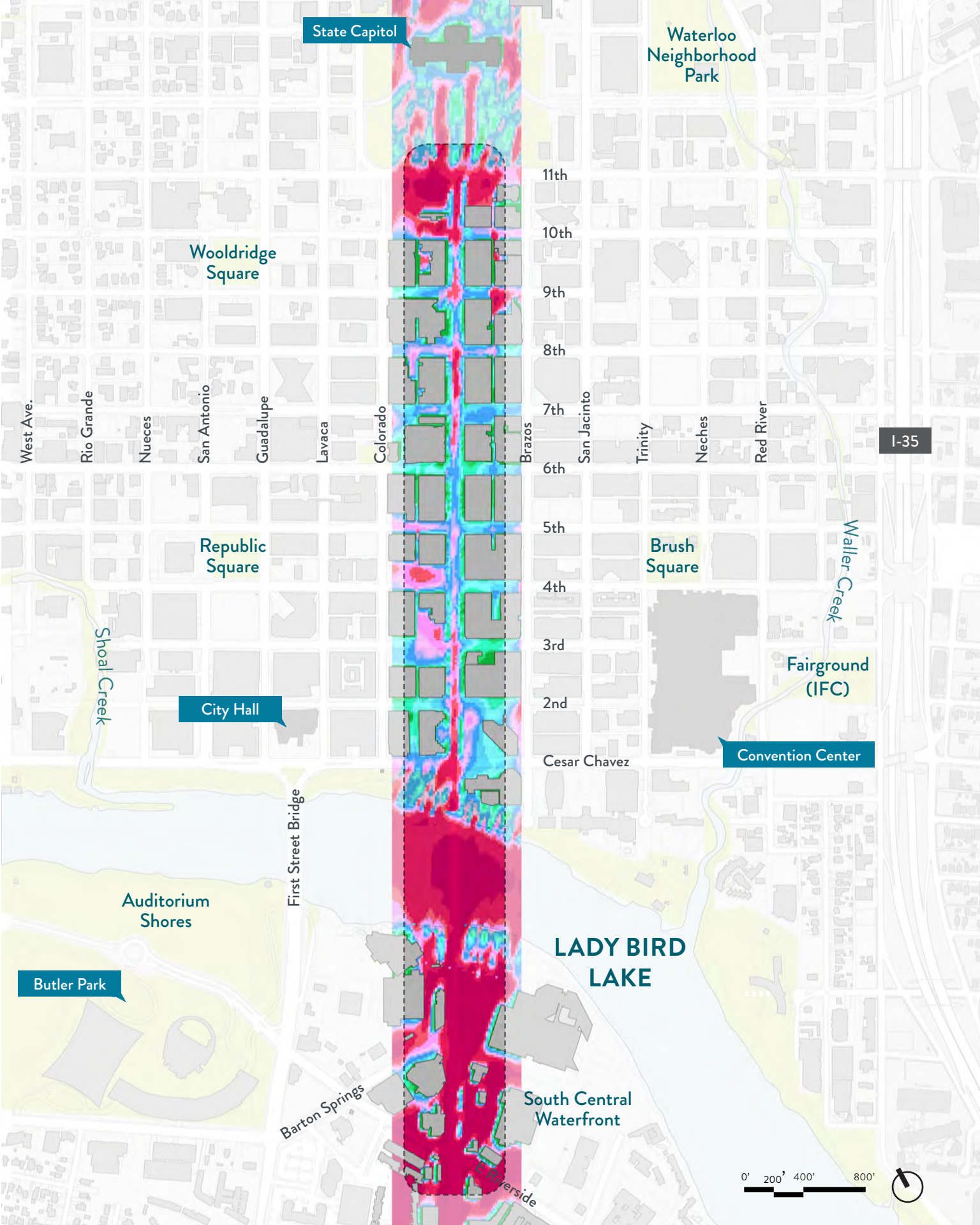
Red areas are sunning and shading at the wrong time. For existing conditions they represent areas where improvements could be made by strategic sunning and shading during hours when that improves comfort. Red and purple are used to represent when we’re using the wrong strategy (sunning when it’s more comfortable in the shade = red, shading when it’s more comfortable in the sun = purple).

The portion of Congress Avenue between Riverside Dr and Cesar Chavez have the least comfortable climate. **The ‘exposed’ bridge, wide streets and surface parking lots south of Cesar Chavez receive little climate comfort optimization during the most extreme climate periods of the year.**

The blocks between Cesar Chavez and 10th St. provide a generally comfortable pedestrian climate throughout the year. Shading and sun exposure is provided at the appropriate times of the year that maintain a comfortable pedestrian environment.

Comfort Hours per Year





State Capitol

Waterloo
Neighborhood
Park

Wooldridge
Square

11th

10th

9th

8th

7th

6th

5th

4th

3rd

2nd

Cesar Chavez

West Ave.

Rio Grande

Nueces

San Antonio

Guadalupe

Lavaca

Colorado

Brazos

San Jacinto

Trinity

Neches

Red River

I-35

Republic
Square

Brush
Square

Waller Creek

Shoal Creek

City Hall

Fairground
(IFC)

Convention Center

First Street Bridge

Auditorium
Shores

Butler Park

LADY BIRD
LAKE

Barton Springs

South Central
Waterfront

Riverside

0' 200' 400' 800'



PLACEMAKING

Creating a distinctive, comfortable, and humane pedestrian environment on the Avenue, true to its “Main Street of Texas” aspirations, is one of this project’s fundamental responsibilities. With a largely healthy, continuous tree canopy, a wealth of granite paving, special banners and furnishings, and nodes of outdoor cafe seating, Congress Avenue’s sense of place already exceeds that of most urban streets in the country. But in critical ways, the Avenue falls short of reaching its potential-- trees have been planted with inconsistent layout and spacing, preventing them from providing the perfect frame for views to the Capitol in the distance or establishing true order in the streetscape. Conflicts with ADA abound. Diagonal parking eats up a great proportion of the right of way. Furnishing placement and style is inconsistent. While character and sense of place thrive in certain stretches of the Avenue, they lag in others. This project will seek to bring all of it to its full potential as one of the world’s truly great streets.





VIEW CORRIDOR

Congress Avenue is governed by a number of regulations intended to preserve and maintain its prominence in the city of Austin. The Capitol View Corridor Combining District is applied in combination with the various base districts to limit the height of structures within selected corridors which represent the remaining significant, publicly-accessible views of the State Capitol Building, so that those views may be preserved and protected.

From as far as two miles south, the Capitol dome dominates the axial view down Congress Avenue to create the iconic view of the City of Austin. Seen on postcards and billboards, this familiar view provides the well know backdrop to Austin City Limits performances. Indeed, this powerful, axial view of the Capitol represents the heart and soul of the city itself.

“The historical significance, drama and power of the South Congress view are unequalled in Austin as well as in Texas. Therefore, Congress Avenue heads any list of Capitol view corridors. Designated in 1939 as the ceremonial entry to the heart of the city, the breadth of the Avenue assures a view of the Capitol dome as the traveler approaches from the south.”

Downtown Commission, 2007





VIEW CORRIDORS

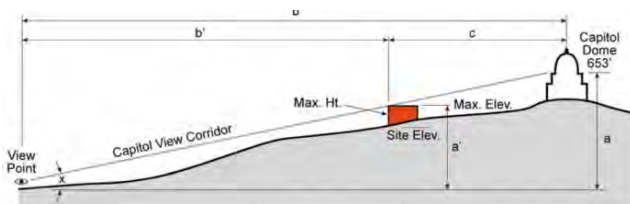
The view down Congress Avenue towards the Capitol is one of Austin's iconic views. A city-mandated view protection corridor from South Congress at East Live Oak places restrictions on the height of buildings immediately abutting the Avenue.

There are additional points of visual interest that the future urban design of Congress Avenue must protect and accentuate. These include the theatre marquees, the view of key buildings (e.g. City Hall and the Convention Center) from the Avenue, and the views of the Congress Avenue Bridge from the shores of Lady Bird Lake.

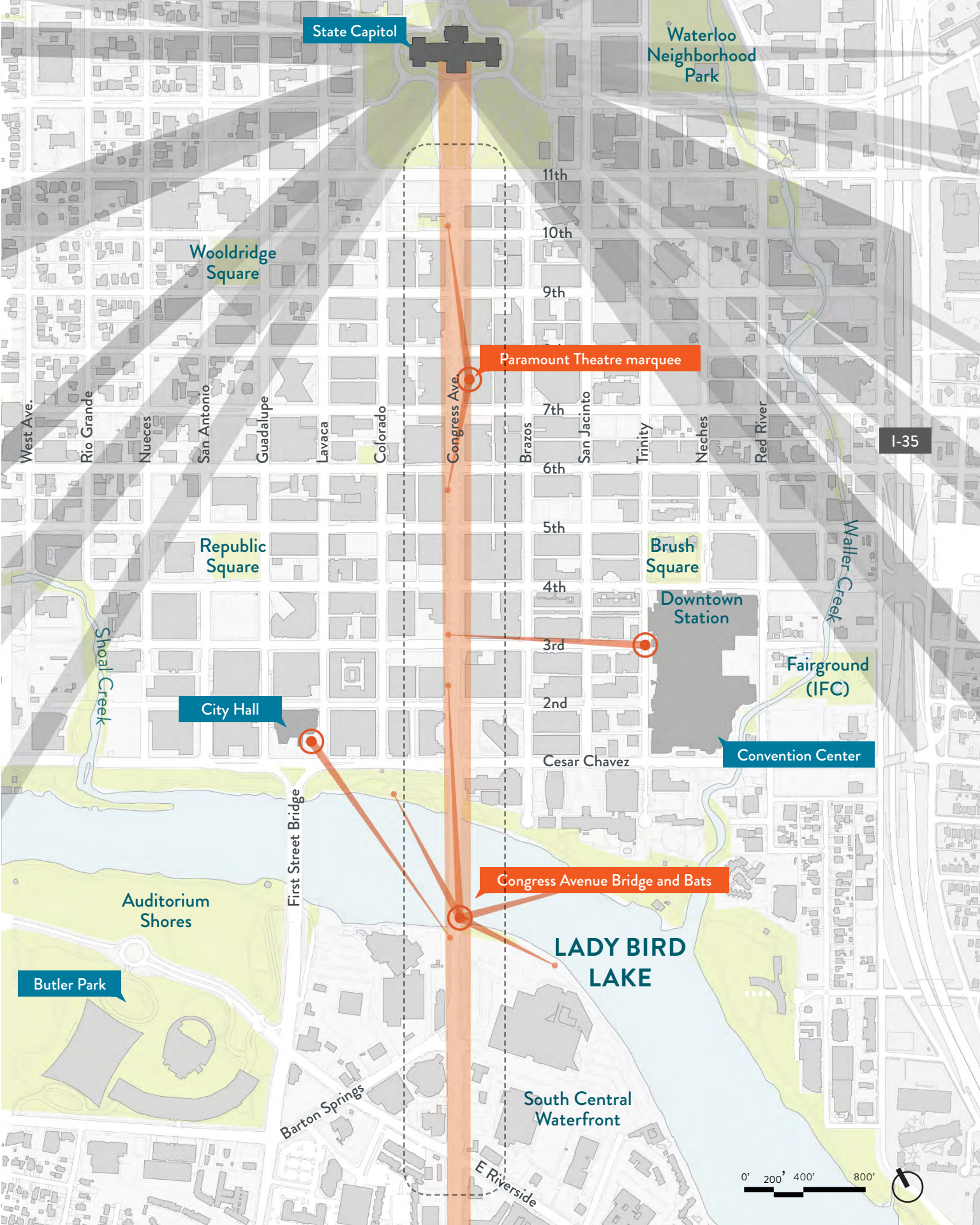
City or State-established view corridors

- From South Congress at East Live Oak
- Other key view corridors

Other key visual landmarks and view corridors



City/state-established view corridors to the Capitol restrict development height.



State Capitol

Waterloo Neighborhood Park

Woolldridge Square

Paramount Theatre marquee

I-35

Republic Square

Brush Square

Downtown Station

Fairground (IFC)

City Hall

Convention Center

Congress Avenue Bridge and Bats

LADY BIRD LAKE

Auditorium Shores

Butler Park

South Central Waterfront

0' 200' 400' 800'

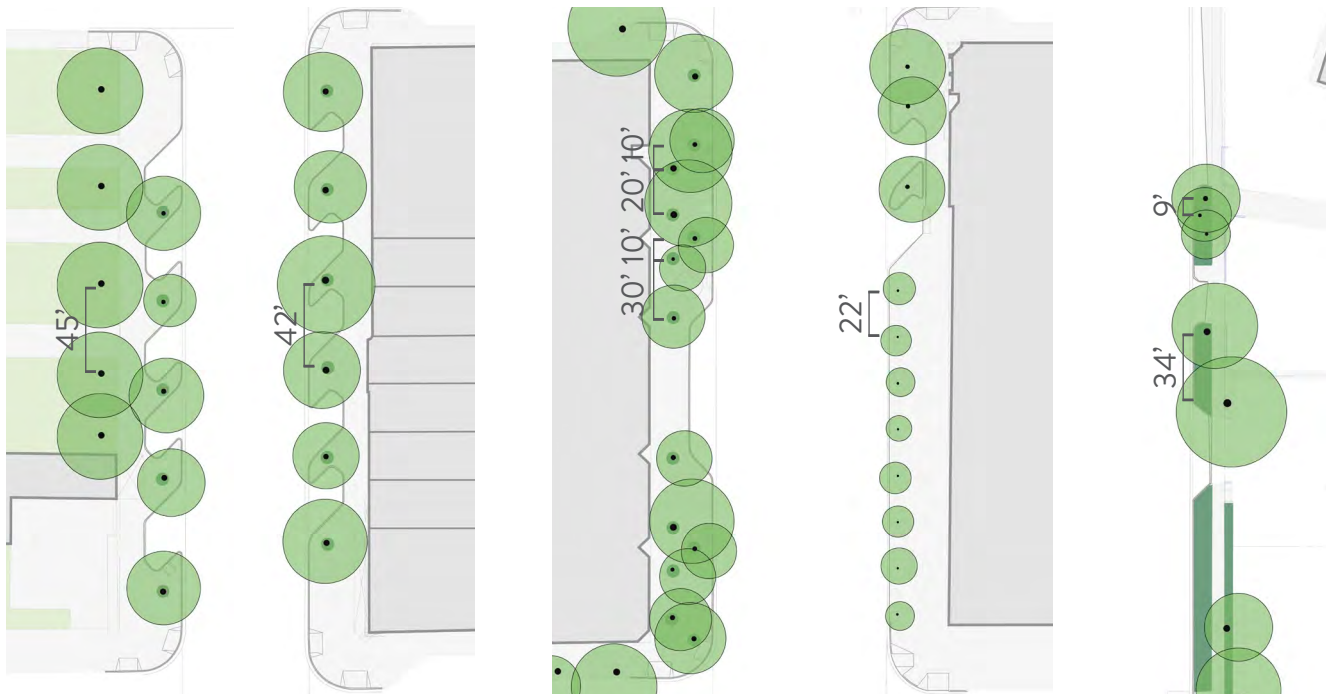


STREET TREE SURVEY OVERVIEW

While the overall extent of canopy along Congress Avenue is impressive, a closer look reveals that tree species, age, size, and spacing varies throughout the study area, weakening the trees' ability to provide strong definition and character to the Avenue.

Moving forward, it is important to create a unified character by spacing trees systematically, ensure that the placing of tree canopies relative to pedestrian paths does not block important views, add green infrastructure to convey and infiltrate rainwater, and provide seasonal interest and more variety in ground covers.

The following diagram shows some of the varying planting typologies distributed along the Avenue. See individual planning zones for details.



A Consistent tree planting adjacent to green zone

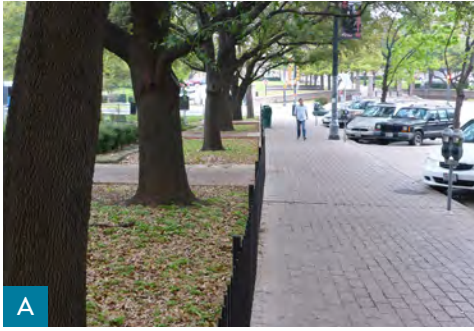
B Consistent tree planting, the most common pattern on Congress

C Trees planted in triangular pattern

D New planting with different planters and spacing

E Planting strips on South Congress

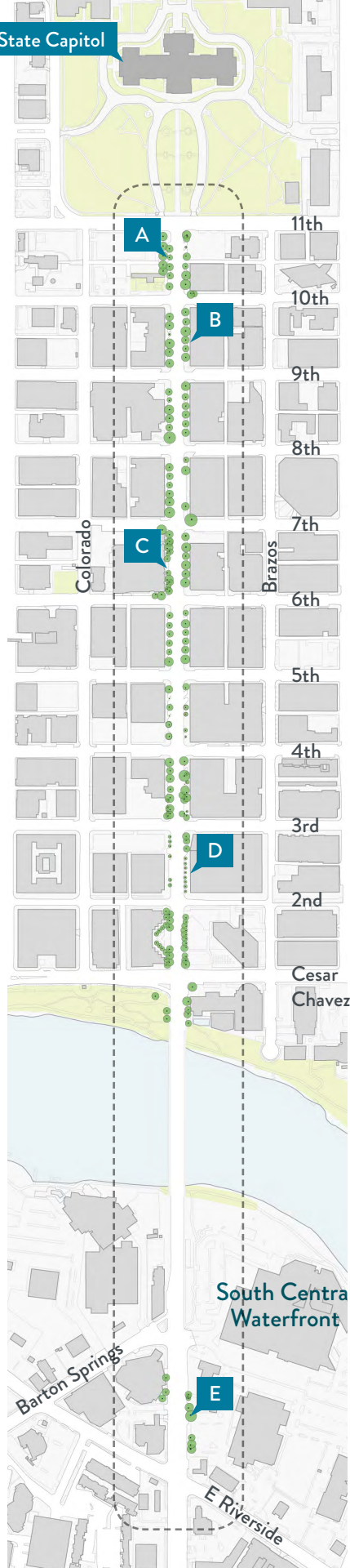
DRAFT



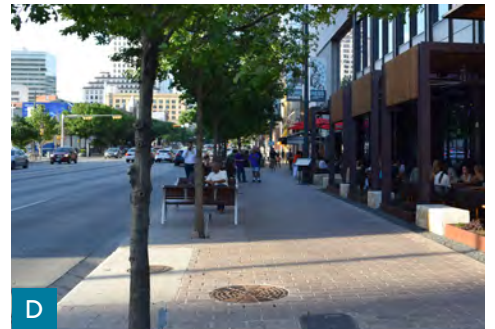
A



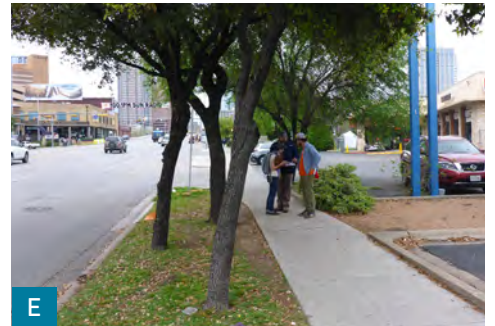
C



B



D

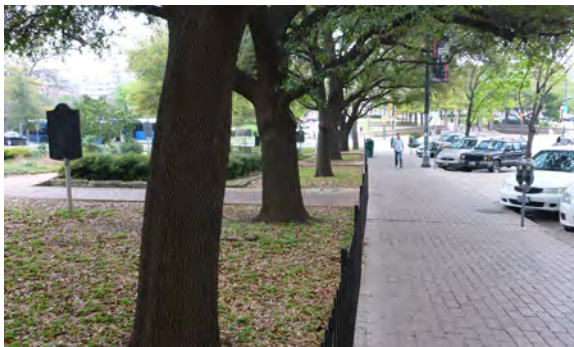


E

TREE SURVEY

The initial tree survey was sponsored by the Downtown Austin Alliance and conducted by Unintech Consulting Engineers in February, 2016. Additional information and photographs were provided in March of 2017, by the The Lady Bird Johnson Wildflower Center.

Overall, most trees are in decent health, and, of those in poor health, most suffer damage due to lack of maintenance (such as lack of tree grate cutting and loosening of holiday lights). The most prominent species are Shumard and Southern Live Oaks, which have dense canopies that block views of the Capitol Complex from the sidewalk.

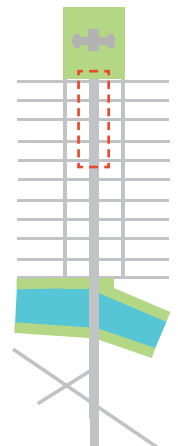


Street trees adjacent to old oaks



Consistent street planting, typical throughout Congress

- | | | |
|---|---|---|
| ● Quercus fusiformis
Live Oak | ● Fraxinus velutina
Arizona Ash | ● Taxodium distichum
Bald Cypress |
| ● Quercus virginiana
Southern Live Oak | ● Quercus polymorpha
Monterrey Oak | Condition - Good |
| ● Quercus muehlenbergii
Chinquapin Oak | ● Ilex Vomitoria
Yaupon | Condition - Fair |
| ● Quercus shumardii
Shumard Oak | ● Ulmus Crassifolia
Cedar Elm | Condition - Bad |





Wounds on trunk



E 11th



Bluejay spotted in this area

W 10th

E 10th



Canopy in good condition

W 9th

E 9th



Electrical outlet embedded in tree



Seven grackle nests in this tree!

W 8th

E 8th

W 7th

E 7th



ADA OVERVIEW

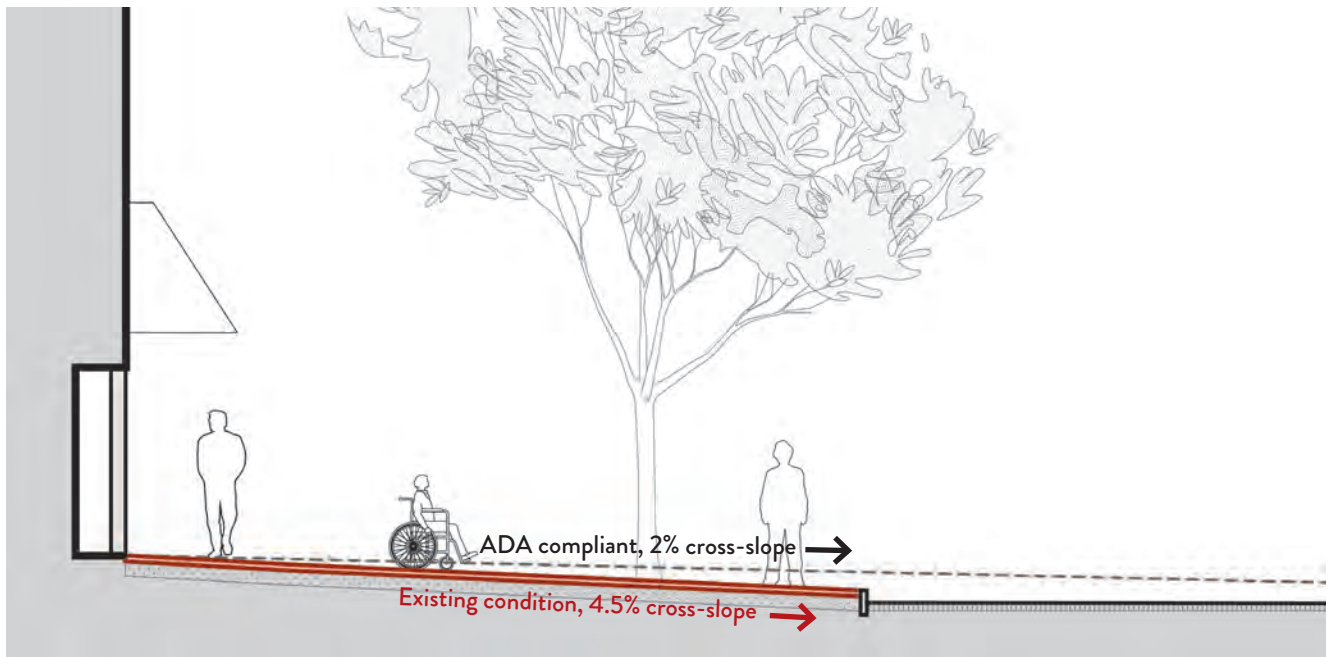
Part of the purpose of the Americans with Disabilities Act (ADA), and one of the goals in re-thinking Congress Avenue, is to ensure access to civic life to people with disabilities. This goal has implications in the design of the entire surface of the street. Microtopography (such as running and cross slopes on sidewalks, curbs, openings, and protrusions) is key in granting access to and through a street. Slopes that are too steep make maneuvering on a wheelchair difficult or dangerous.

An assessment conducted by Altura Solutions in March of 2017 revealed that **a large portion of the Avenues' sidewalk slopes and ramps do not comply to ADA standards**. The most common issues are cross slopes and ramp slopes. Thus, there is an opportunity to redesign the surface of the Avenue with universal access in mind, in order to remove any physical barriers that may keep someone out.

The following ADA issues are highlighted on the diagram on the right:

- Cross-slope exceeds 2%
- Running-slope exceeds 5%
- Curb ramp slope exceeds 8.3%
- Horizontal opening exceeds 1/2"
- Vertical height exceeds 1/2" or stairs
- Protruding object in circulation path
- Accessible parking is non-compliant
- Ground material is non-compliant
- Push button reach range or level clear floor is non-compliant

See individual planning zones for details.



A Sample sidewalk section, comparing an ADA compliant 2% cross-slope, to an existing condition, exceeding 2%

Sample issues:



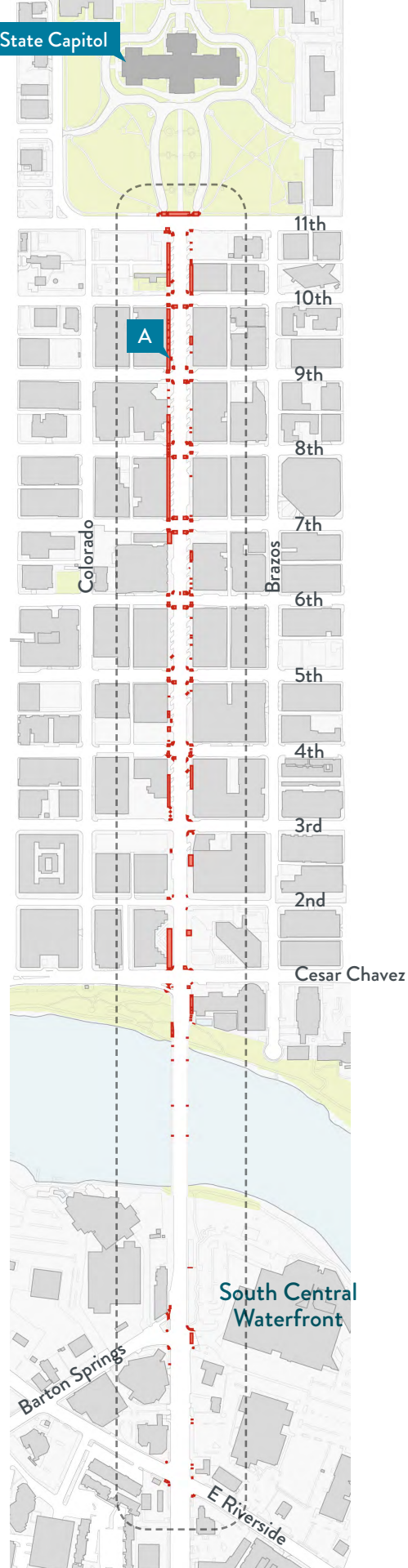
Cross-slope exceeding 2%



Curb ramp-slope exceeding 8.3%



Horizontal opening exceeds 1/2"












ADA ACCESSIBILITY

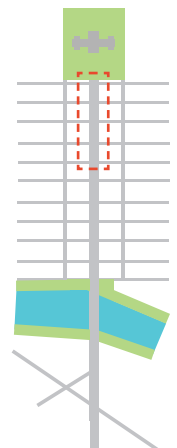
As demonstrated in the diagram on the opposite page, the western sidewalks of the northern four blocks of the study area consist almost entirely of slopes that exceed what is allowed by code. As shown in the photograph below, the grade drops steeply from storefronts down to the back of curb, creating conditions that are uncomfortable for even the most able-bodied, and potentially dangerous or inaccessible for those who are disabled.

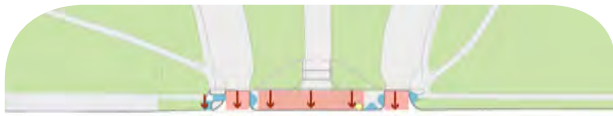


Cross-slope exceeding 2%

Accessibility Legend

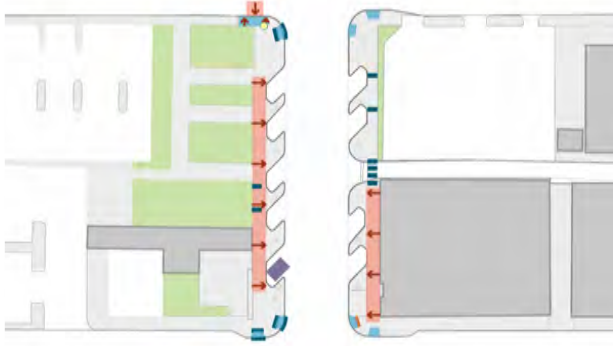
- | | | | |
|---|---------------------------------|---|---|
|  | Running-slope exceeds 5% |  | Protruding object in circulation path |
|  | Cross-slope exceeds 2% |  | Accessible parking is non-compliant |
|  | Curb ramp slope exceeds 8.3% |  | Ground material is non-compliant |
|  | Horizontal opening exceeds 1/2" |  | Push button reach range or level clear floor is non-compliant |
|  | Vertical height exceeds 1/2" | | |





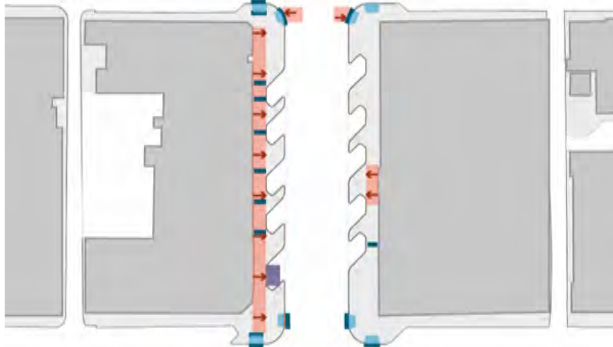
W 11th

E 11th



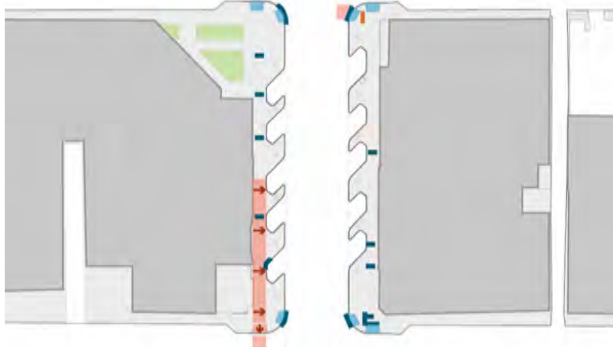
W 10th

E 10th



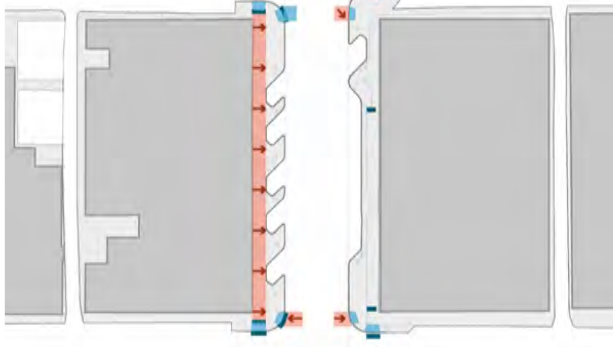
W 9th

E 9th



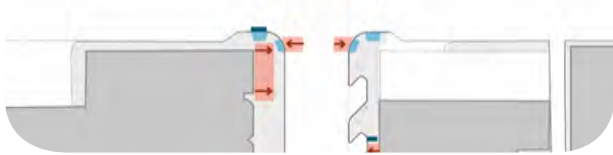
W 8th

E 8th



W 7th

E 7th



0' 135' 270'



STREET FURNISHINGS

Street furnishing and amenities allow pedestrians to stop, rest, and linger. They also have the ability to define the character, color and identity of a street. Roughly speaking, there are two general categories of furnishings on the Avenue today: those that are unique to Congress Avenue (generally characterized by green-painted iron and a star motif) and those designed and installed at individual businesses and venues along the Avenue.

In the latter category are the furnishings installed at the recently introduced parklets. While they create popular nooks for sitting and eating, and demonstrate the value of the angled parking spaces they occupy to enliven the public realm, there are currently no established guidelines for their design and implementation. As such, they do not contribute to the sense of Congress Avenue as a coherent, continuous whole.

On the other hand, **the green Avenue furnishings are neither distinctive nor invisible enough to work toward a cohesive street character.** Avenue and City furnishings must be coordinated in placement and aesthetic to avoid visual clutter and impediments in pedestrian circulation. Signage, traffic lights, and street lighting can be consolidated onto a single, distinctive pole that also frames the view of the Capitol building. In the future, there is an opportunity to give a perceptible rhythm to the street by consistently spacing seating, planters, lighting, and other elements. In addition, design efforts can allow for seamless temporary conversion of parking into seating or flexible space during events, or during certain hours of the day.

The following catalog illustrates some of the different furnishings on Congress Avenue.

CONGRESS AVENUE STANDARDS:



Bike rack



Bench



Movable planter



Recycle bin



Planter grate



Banner / Light Pole



Bollard



Trash bin

OTHER FURNISHINGS:



Cafe Seating



Parklet - Royal Blue Grocery



Traffic light

MATERIALS AND FURNISHINGS

A survey conducted by the City of Austin and confirmed by Jose I. Guerra, Inc. in March of 2017 reveal the vast array of furnishings that populate the Avenue today. Furnishings are not always of a consistent style or layout, and are not always well coordinated in terms of their placement relative to pedestrian movement.



Typical condition, west - clear pedestrian zone



Typical condition, east - corner

Furnishings

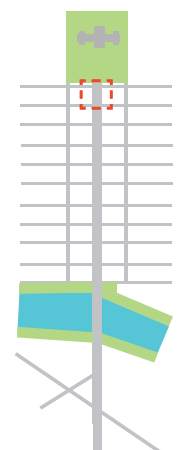
- Survey Limits
- Overhang or Awning
- Bollard
- Building Light
- Street Light
- Fire Hydrant
- Parking Meter
- Traffic Light
- Bike Rack
- Chair
- Picnic Table
- Signage

Furnishings

- Fencing
- Table
- Bench
- Sculpture
- Trash Bin
- Recycle Bin
- Utility Box
- Movable Planter
- Planter (with grate)
- Planter (no grate)
- Miscellaneous (column, Newspaper Boxes, bike rental, ATM, etc.)

Paving Materials

- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor



W 11th

E 11th



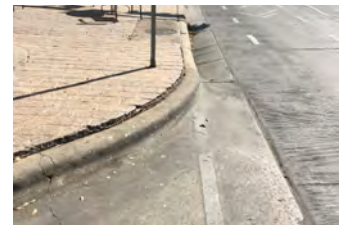
Bike share



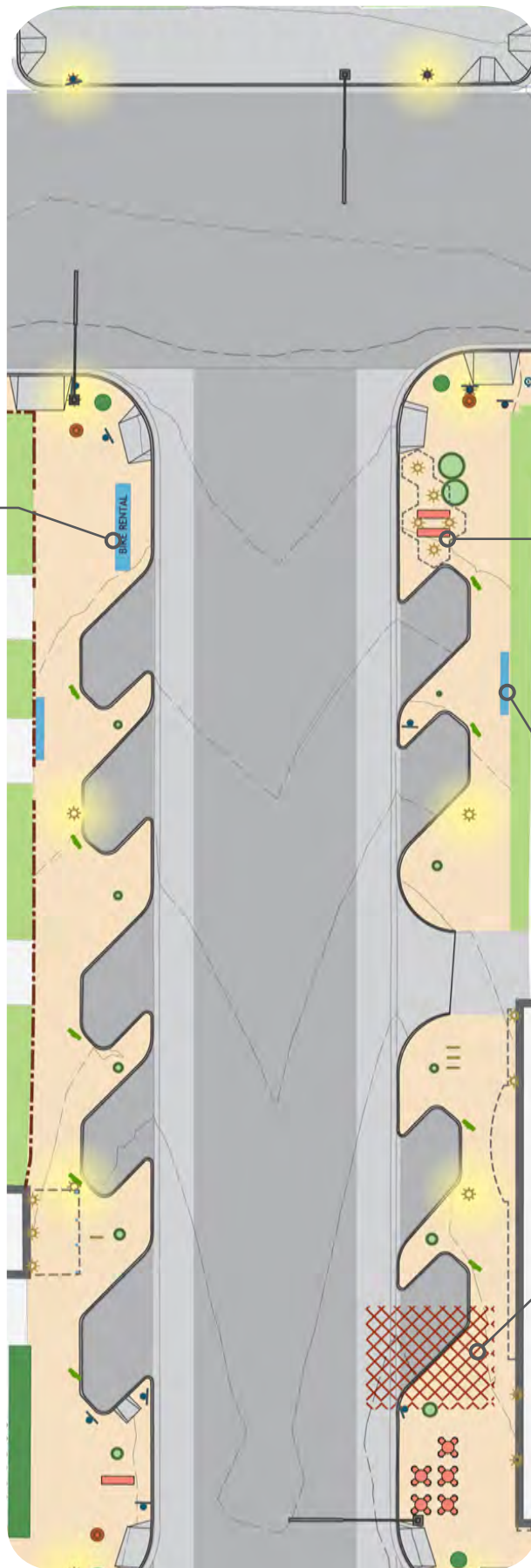
Bus stop awning



Newspaper Boxes



Paving in poor condition



0' 25' 50'



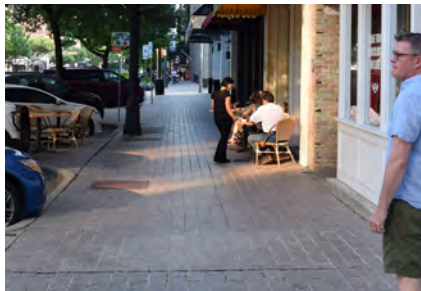
STREET MATERIALS

Overall, the paving materials are in good condition throughout the Avenue, with some exceptions where the pavers heave, or erosion has damaged the concrete. The sidewalks are largely Sunset Red Texas granite unit pavers from the Capitol to the bridge, where they change to concrete. **This change in ground material decrease in furnishing and planting contributes to the different character between North and South Congress.** There is an opportunity to unify both sides

of the street by extending paving patterns and materials, as well as furnishing and planting, through and beyond the bridge. Future ground interventions must consider the role of historical materials in infiltration infrastructure to be potentially integrated into the Avenue.

See individual planning zones for detailed views of street materials.

SAMPLE PAVING MATERIALS:



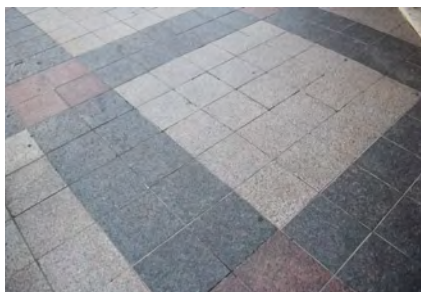
Sidewalk typical - Granite Pavers



Crosswalk - Concrete



Road - Asphalt



Granite Pavers - Unique Pattern



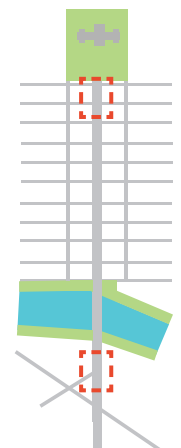
Sidewalk at bridge - Concrete



Sidewalk recently renovated - Granite pavers with contrasting darker granite border

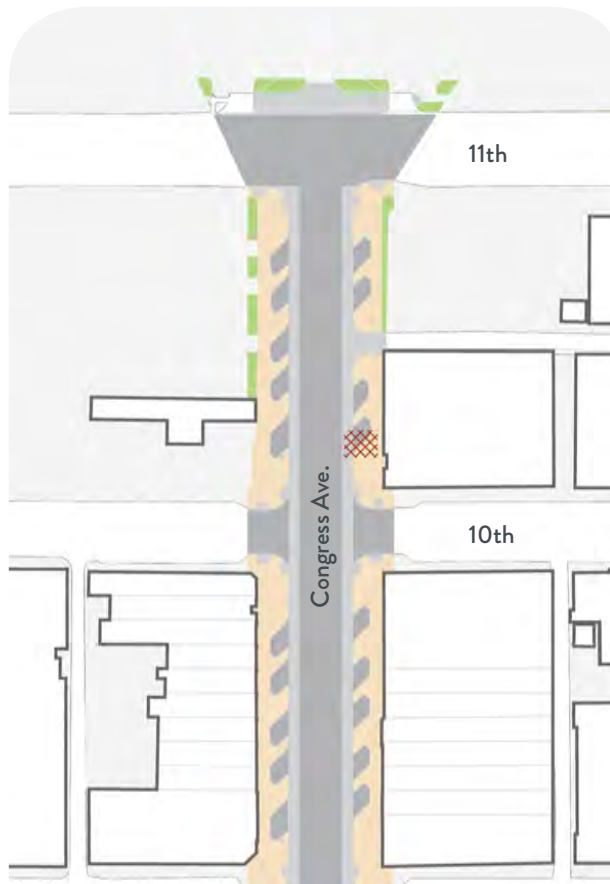


Sidewalk south of bridge - Concrete



DRAFT

NORTH CONGRESS TYPICAL MATERIALS



SOUTH CONGRESS TYPICAL MATERIALS



Paving Materials

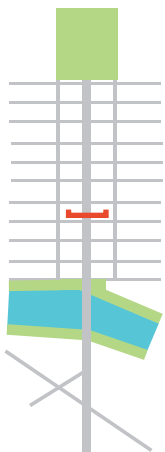
- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor



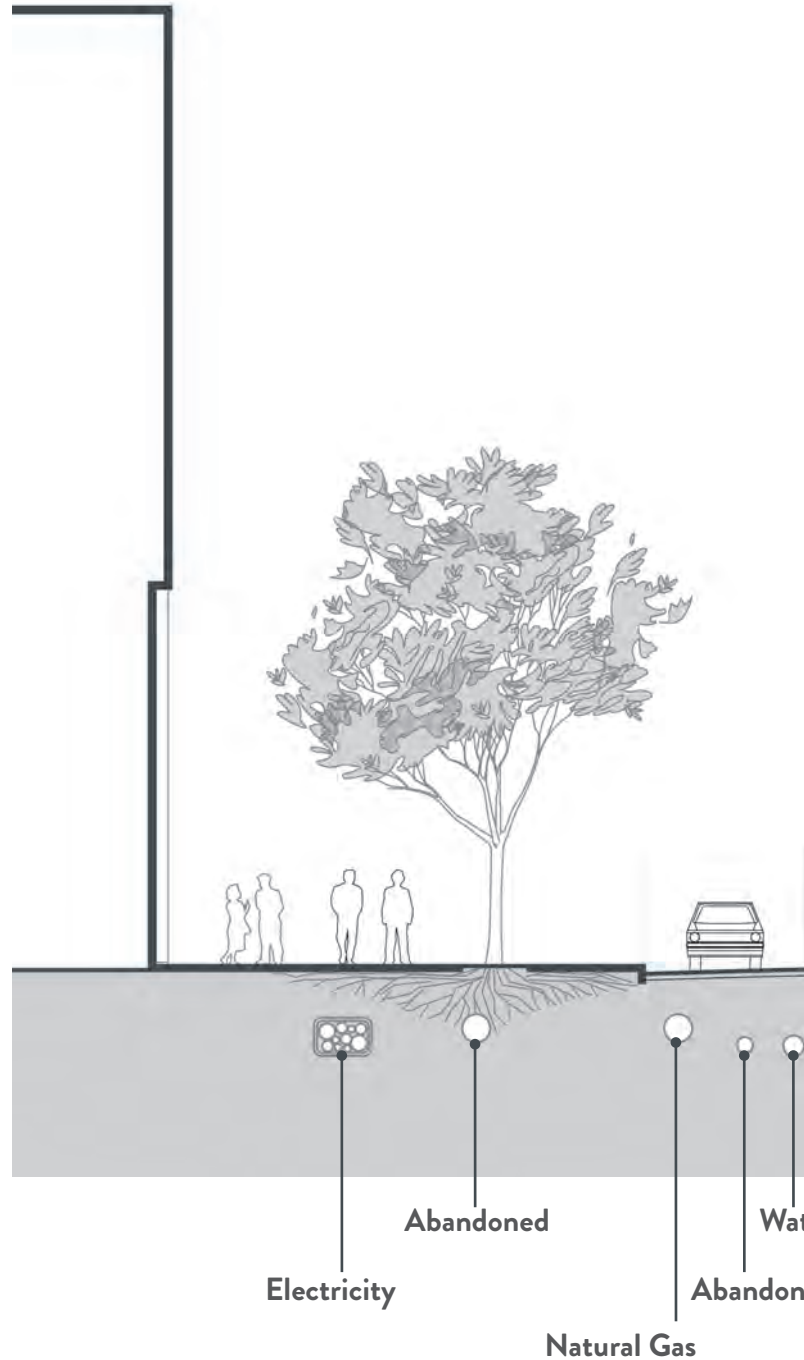
UTILITIES - TYPICAL SECTION

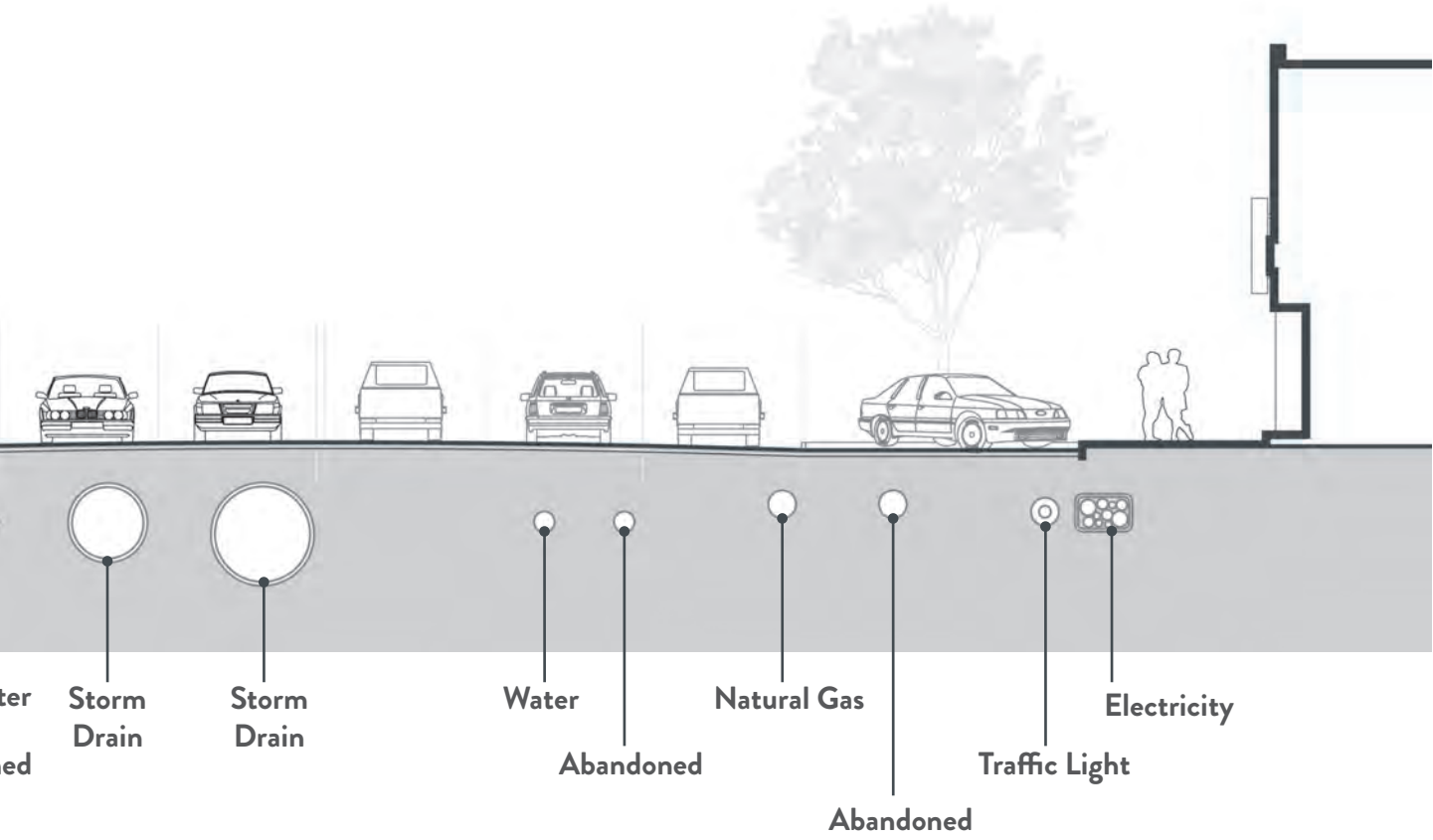
Many pedestrian amenities, such as custom street lighting, planters and street furniture are located curb-side, including angled and parallel “duck-in” parking in some areas. Water, wastewater, and storm drains are typically located within the traffic lanes. Gas lines are typically located between the curb and water lines. Electrical and traffic signal lines are typically located under the sidewalks, in areas where pedestrian amenities, like trees will not be in conflict.

New utility services can be challenging in the curbside due the root zones of the street trees and other utility services. Utilities are not allowed in tree wells and a three (3) foot minimum horizontal clearance is required from trees without grates.



DRAFT






















UTILITIES - TYPICAL PLAN

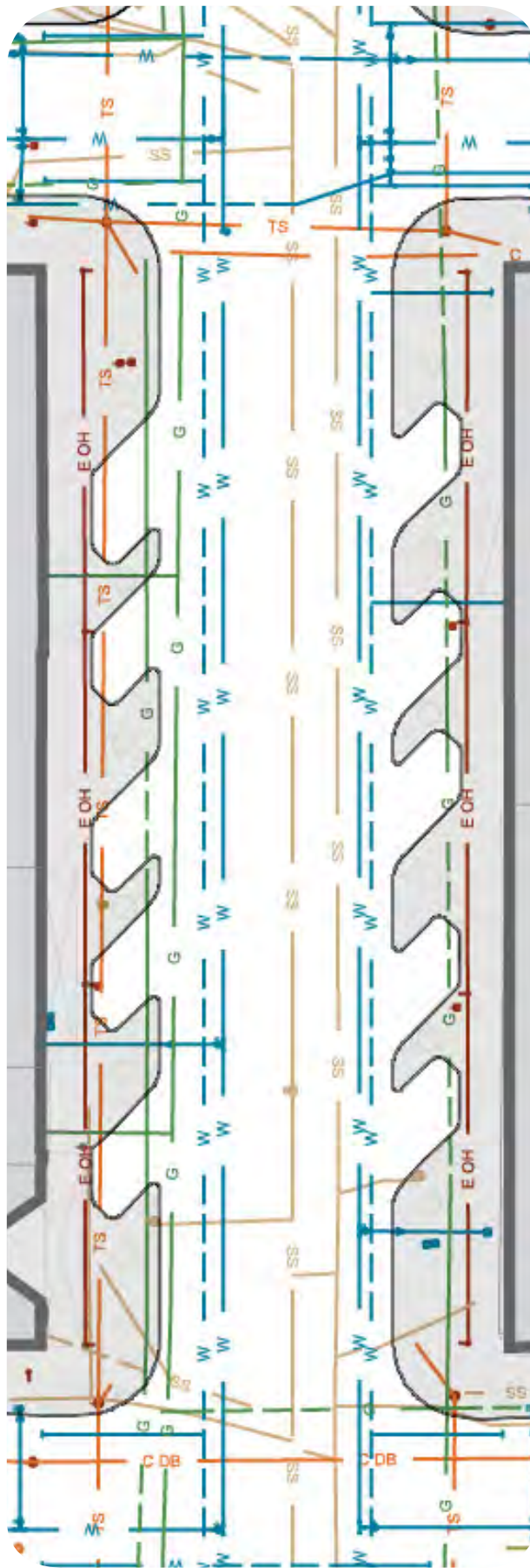
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Utilities Legend

TV		CATV Utility Line	-  WW 	Abandoned Wastewater Line
C		Communication Utility Line	WW	Wastewater Line
CCO		Communication Utility Conduit		Wastewater Line
CDB		Communication DUCT Bank	FO	Fiber Optic Utility Line
EOH		Electric Utility Overhead	-  G 	Abandoned Natural Gas Line
-  W 		Abandoned Water Utility	G	Natural Gas Line
W		Water Utility Line	-  SS 	Abandoned Storm Sewer Line
CWR		Chilled Water Return Line	SS	Storm Sewer Line
CWS		Chilled Water Service Line	TS	Traffic Signal Line

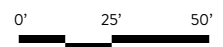
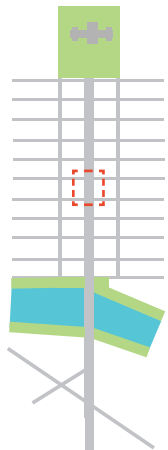
W 6th

E 6th



W 5th

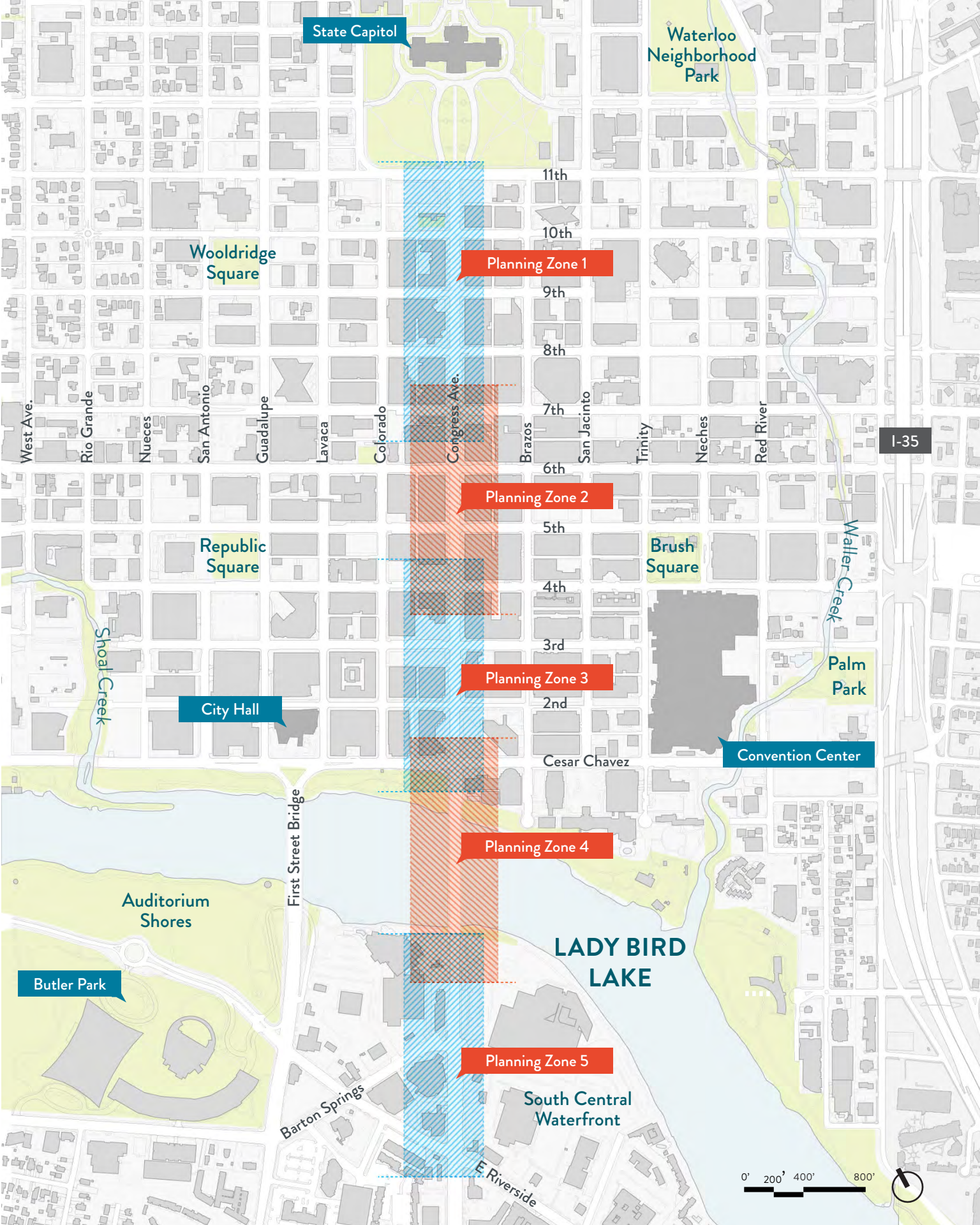
E 5th



PLANNING ZONES

For the purposes of this analysis report, the design team has created five planning zones along Congress Avenue. Each of these zones includes approximately four blocks along the Avenue, and are bound by major cross streets. For the most part, each of the planning zones has a distinct character. From the tighter grain parcels and historic buildings in Planning Zone 1 to the large setbacks and smaller scale auto-oriented buildings in Planning Zone 5, the zones vary greatly.

There are overlaps and consistencies between the zones; their exact delineation is not the purpose of their creation. Some could be smaller and others could be larger. The following sections of the report are organized by Planning Zone as a starting point to understand, at a finer grain, the characteristics of Congress Avenue's urban design and streetscape components.



State Capitol

Waterloo Neighborhood Park

Wooldridge Square

Planning Zone 1

West Ave

Rio Grande

Nueces

San Antonio

Guadalupe

Lavaca

Colorado

Congress Ave.

Brazos

San Jacinto

Trinity

Neches

Red River

I-35

11th

10th

9th

8th

7th

6th

Planning Zone 2

5th

Republic Square

Brush Square

4th

Shoal Creek

Planning Zone 3

City Hall

Palm Park

3rd

2nd

Convention Center

Planning Zone 4

Cesar Chavez

Auditorium Shores

First Street Bridge

LADY BIRD LAKE

Butler Park

Planning Zone 5

South Central Waterfront

Barton Springs

E Riverside

0' 200' 400' 800'



PLANNING ZONE 1

The first zone within the study area starts just south of the Capitol, at 11th Street, and stretches 4 blocks to 7th Street. The landscape of the Capitol spills over 11th onto the east side of Congress, creating the project's greenest frontage. But the state-owned parking lots that also flank Congress here, plus a number of vacant properties and few active ground floor uses to the north cause this to be one of the sleepest zones within the study area, receiving the least amount of vehicular and pedestrian traffic. At the southern side of the zone, the parklet at Cafe Medici creates a hub of pedestrian activity, and The Paramount and Contemporary are major draws. As a whole, though, despite a good stock of historic buildings, this zone has seen distinctly less development activity than the zones of Congress Avenue to the south.





PRIDE
www.AustinPride.org

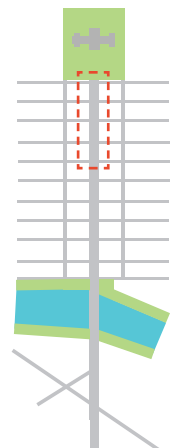
JEWELRY

FIRST FLOOR TENANTS

Block 1000	<p>1006 Old Bakery & Emporium</p>	<p>1005 1005 Congress Ave lobby 1001 Starbucks Coffee</p>
Block 900	<p>922 Quizno's 920 Vacant 918 Vacant 916 Vacant 914 LavAZza 912 Consuela 910 Consuela Creative HQ 908 Quattro Gatti 906 Planet Subs 900 Prosperity Bank</p>	<p>919 Plains Capital Bank 911 Vacant 909 Vacant 907 Vacant 905 Nelsen Partners 901 Texas Public Policy Foundation</p>
Block 800	<p>800 800 Congress Ave Lobby 804 Caffe Medici 800 Vacant</p>	<p>823 7-Eleven 817 United States Postal Service 813 Vacant 809 Subway 801 Chipotle</p>
Block 700	<p>722 Kruger's Diamond Jewelers 720 Vacant 718 The Townsend Austin 716 Vacant 714 Stars in Your Eyes 704 The Hatbox 700 The Contemporary Austin</p>	<p>721 Co-Lab Projects 719 State Theatre 713 Paramount Theatre 711 Vacant 701 Roaring Fork</p>

First Floor Use

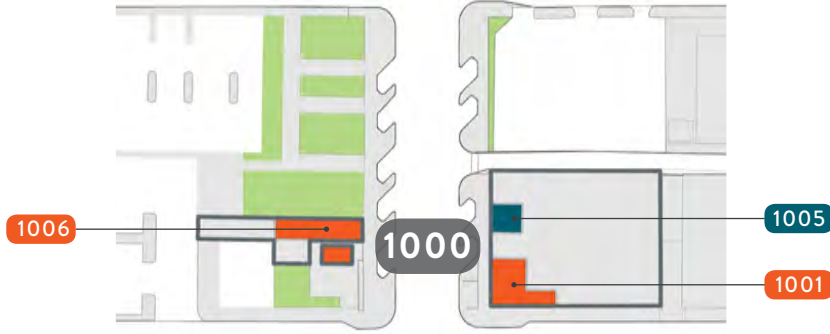
- Retail / F & B / Service
- Hotel/Office Lobby
- Vacant Property
- Cultural Use





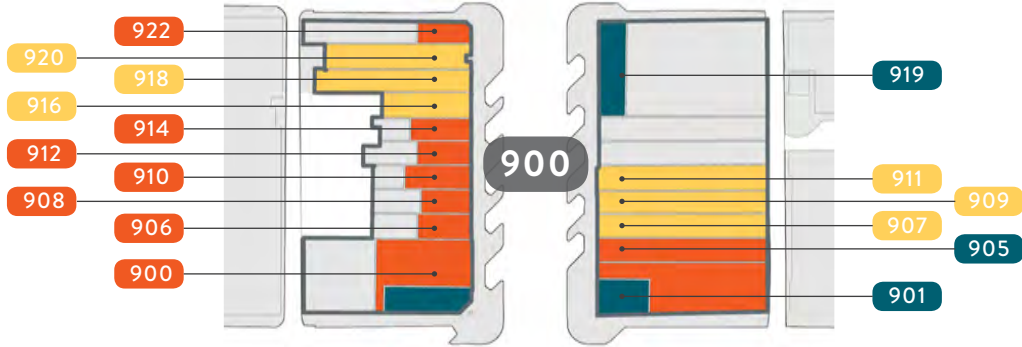
W 11th

E 11th



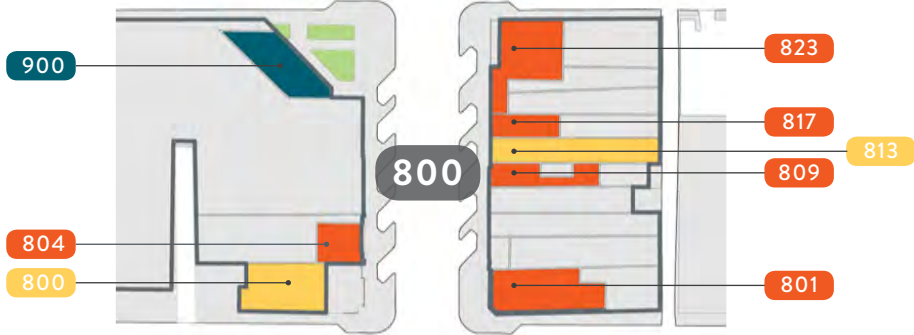
W 10th

E 10th



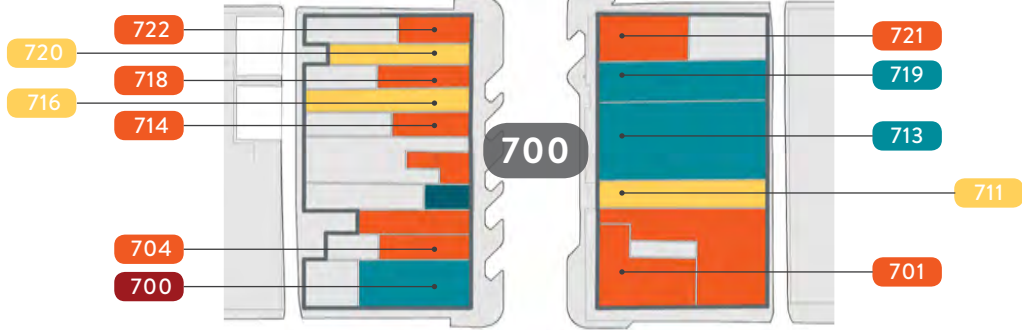
W 9th

E 9th



W 8th

E 8th



W 7th

E 7th

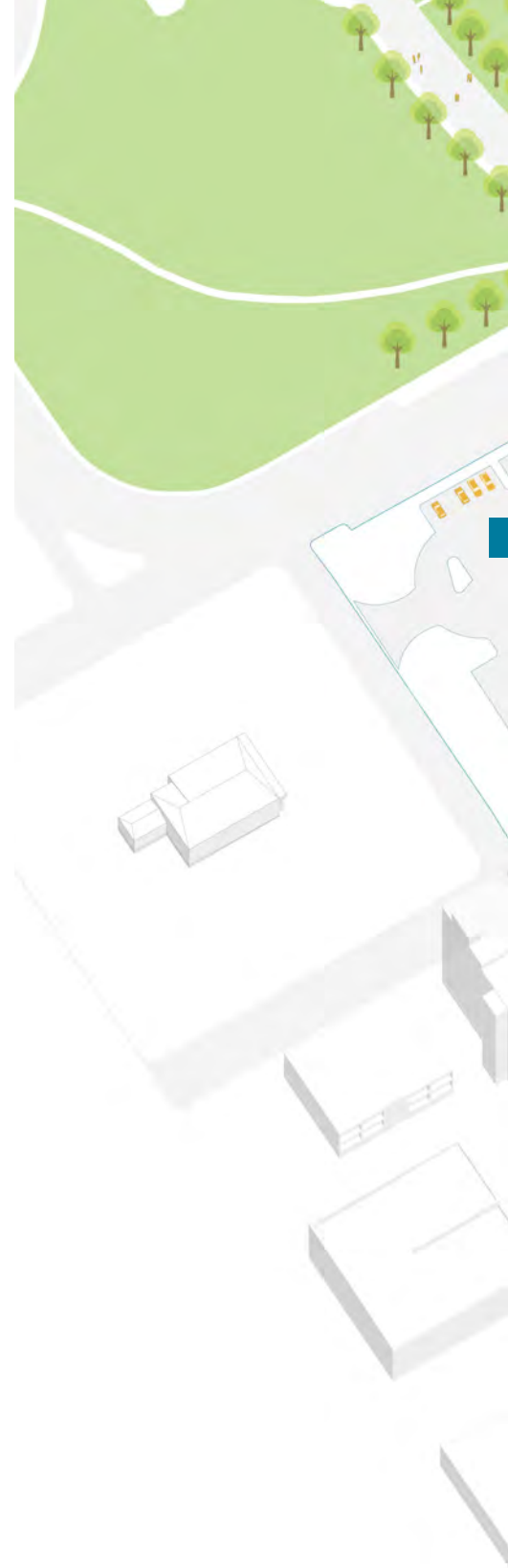


GROUND FLOOR USE


Many of the fine grain buildings and historic structures along Congress Avenue north of 7th Street include restaurants, theaters, and cafes to make this part of Congress Avenue accessible and busy day and night. The epicenter of activity occurs at the corner of 7th and Congress Avenue. Here, the Contemporary Austin has a transparent ground floor that affords view of current exhibitions, and across the street The Intercontinental Stephen F. Austin Hotel has a ground floor bar and entrance just around the corner. A few doors to the north is Congress Avenue's premier night life venues, the Capitol Theatre and the State Theatre, both with entries directly on the Avenue itself.

Retail tenants include older staples of Austin's downtown such as Krugers Jewelry, and such recent additions such as the Lavazza Cafe, and Medici coffee. While the 800 block of the Avenue can feel less than welcome in terms of scale and ground floor uses (7 Eleven, Post office, and the recessed plaza at 9th street) the historic grain and texture of the Avenue is strongest in the 900 block, extending north to the site of the Old Bakery at the footsteps of the Capitol.

Several vacancies in the smaller historic buildings in the 900 block and the lack of ground floor uses in the 1000 block, leave this part of the Avenue feeling deserted on weekends and evenings throughout the year.



Ground Floor Use

	Congress Avenue Corridor
	Retail / F & B / Service
	Hotel / Office Lobby
	Cultural Use
	Vacant Property



E 11th

E 10th

E 9th

E 8th

W 10th

W 9th

W 8th

W 7th

Old Bakery & Emporium

The Contemporary

Paramount Theatre

PUBLIC SPACES AND GATHERING AREAS

The Avenue at 11th Street is the central stage for political gathering and protest in Austin, given its prime location at the steps of the Capitol. The block between 11th and 10th contains the most parklike stretch of the study area, with a grand row of Southern Live Oaks connecting the Capitol grounds to the Old Bakery & Emporium Park. Here at the Old Bakery, a peastone courtyard furnished with brightly colored tables and chairs, umbrellas, a grand picnic table, and a food truck prove one of the Zone's magnets for pedestrian gathering. A few instances of cafe seating provide other opportunities for enjoyment of the public realm, but several parking lots and vacant properties explain the overall level of quiet in these two northernmost blocks.



Landscape edge







Old Bakery & Emporium Cafe Seating



Cafe Seating

Public Spaces & Gathering Areas

	Congress Avenue Corridor
	Park / Lawn
	Plaza / Outdoor Dining
	Balcony / Outdoor Dining



W 11th

E 11th

Old Bakery & Emporium Park

E 10th

W 10th

Cafe Seating

816 Congress Plaza

W 9th

PUBLIC SPACES AND GATHERING AREAS

The next two blocks of Planning Zone 1, from 9th to 7th, see additional opportunities for public gathering with the courtyard at 816 Congress and the recently constructed parklet at Cafe Medici, one of several models on the Avenue for converting space-consuming diagonal parking spots into enjoyable, comfortable open space beneath the tree canopy. Further to the south, the terrace at the iconic InterContinental Stephen F. Austin Hotel gives visitors a chance to dine and drink up above the activity of Congress, and enjoy views of the Capitol to the north, and long views down the Avenue to the south.



816 Congress Plaza







Parklet adjacent to Cafe Medici



Stephen F's Bar & Terrace

Public Spaces & Gathering Areas

-  Congress Avenue Corridor
-  Park / Lawn
-  Plaza / Outdoor Dining
-  Balcony / Outdoor Dining



E 9th

W 9th

E 8th

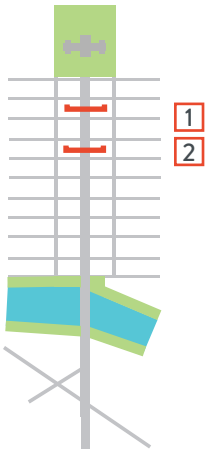
W 8th

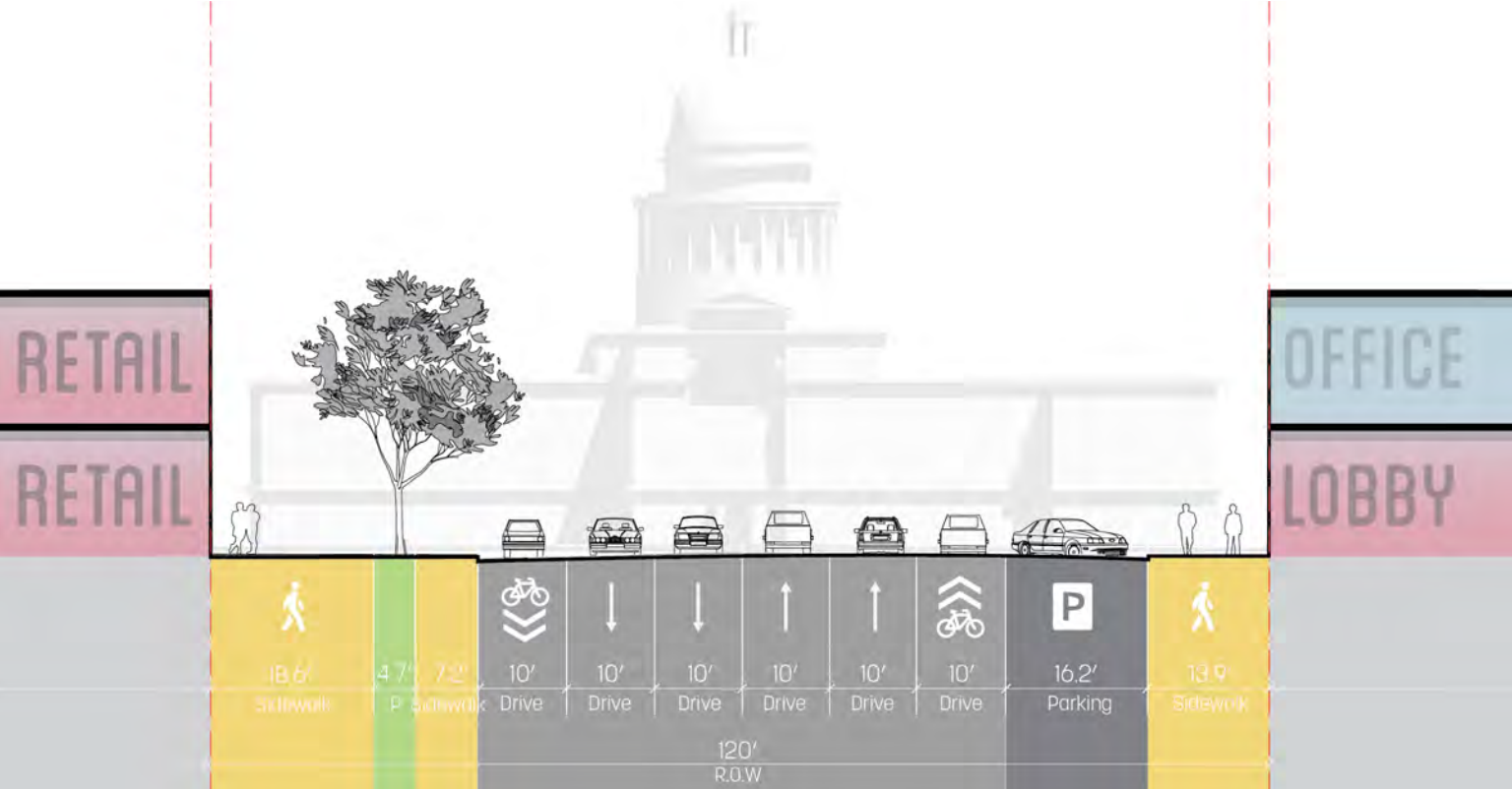
E 7th

W 7th

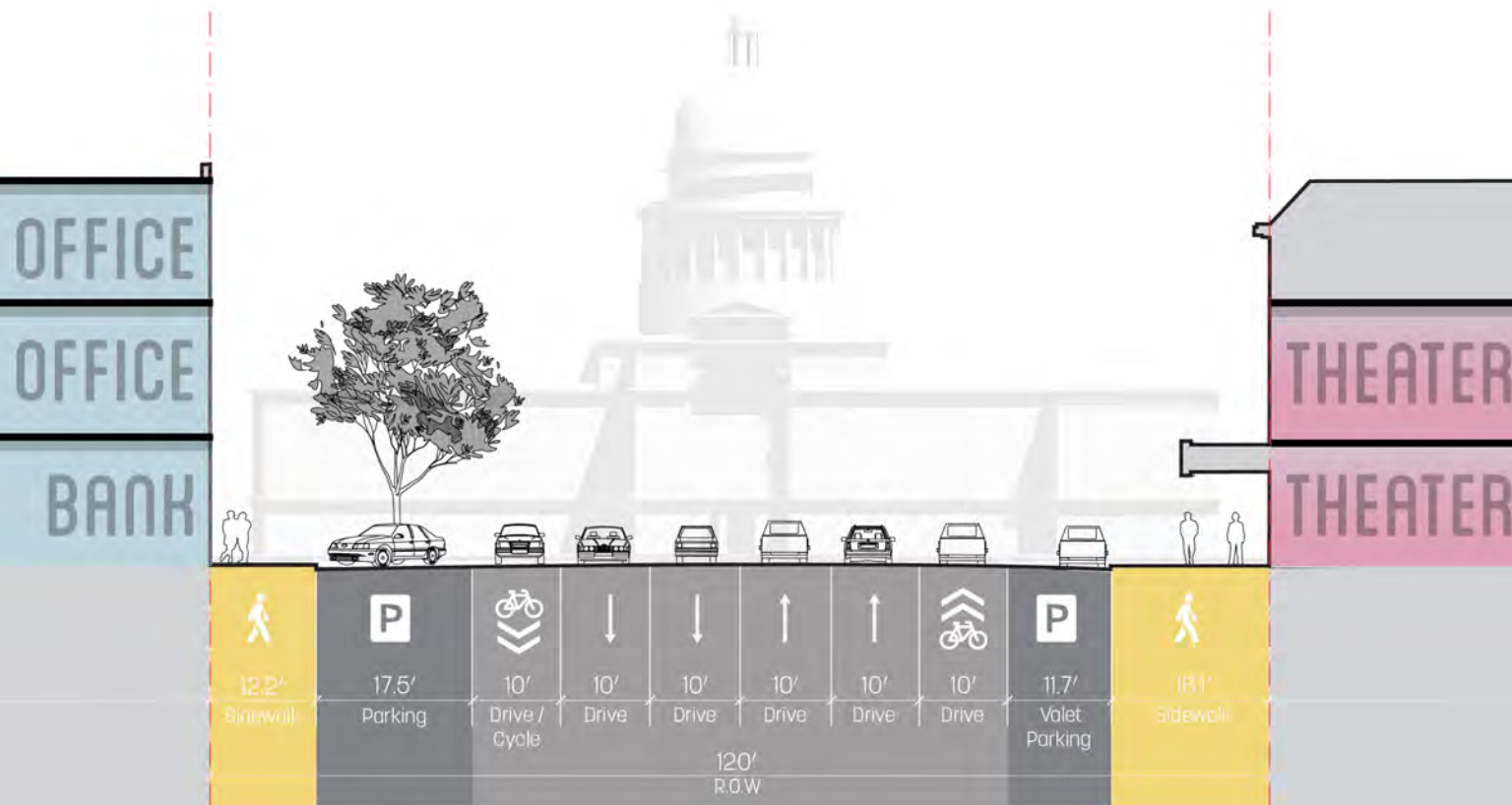
STREET SECTIONS

Congress Avenue in Planning Zone 1 maintains an overall right of way width of 120', consistent with much of the rest of the corridor. Within this right of way, 60' is devoted to travel lanes, with three lanes in each direction and sharrows on the outermost lanes. There is a mix of angled, parallel, and no parking along the curb. The width of the sidewalk ranges from 30' (in the case of no parking) to 12' (with angled parking).





Section 1



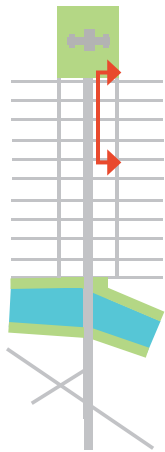
Section 2







BUILDING ELEVATIONS EAST

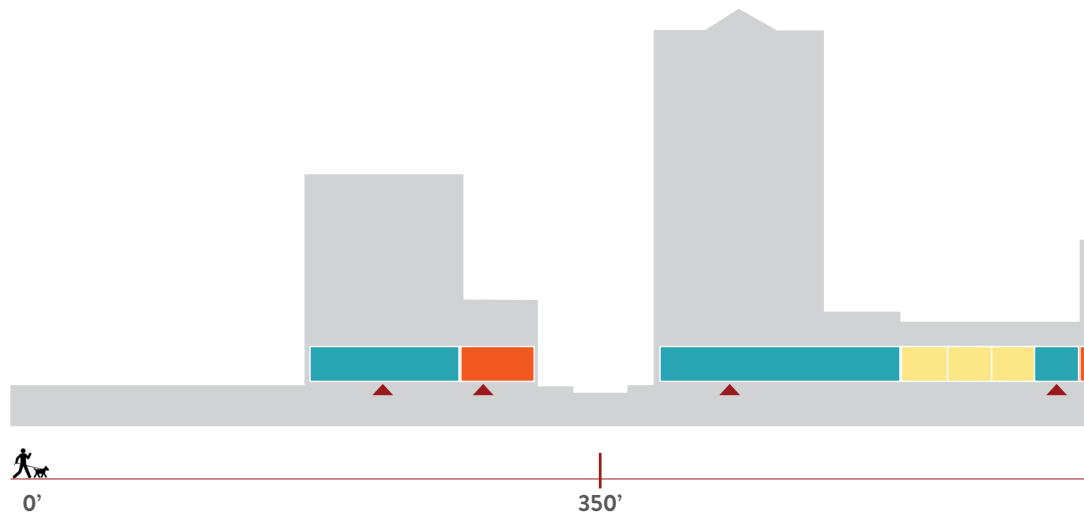
Similar to the rest of Congress Avenue, the street elevation in Planning Zone 1 is made up of low-rise, fine-grained pre-war buildings punctuated by larger, newer mid-rise and high-rise buildings. The latter tends to present large stretches of inactive ground floor use (such as on the east side of the

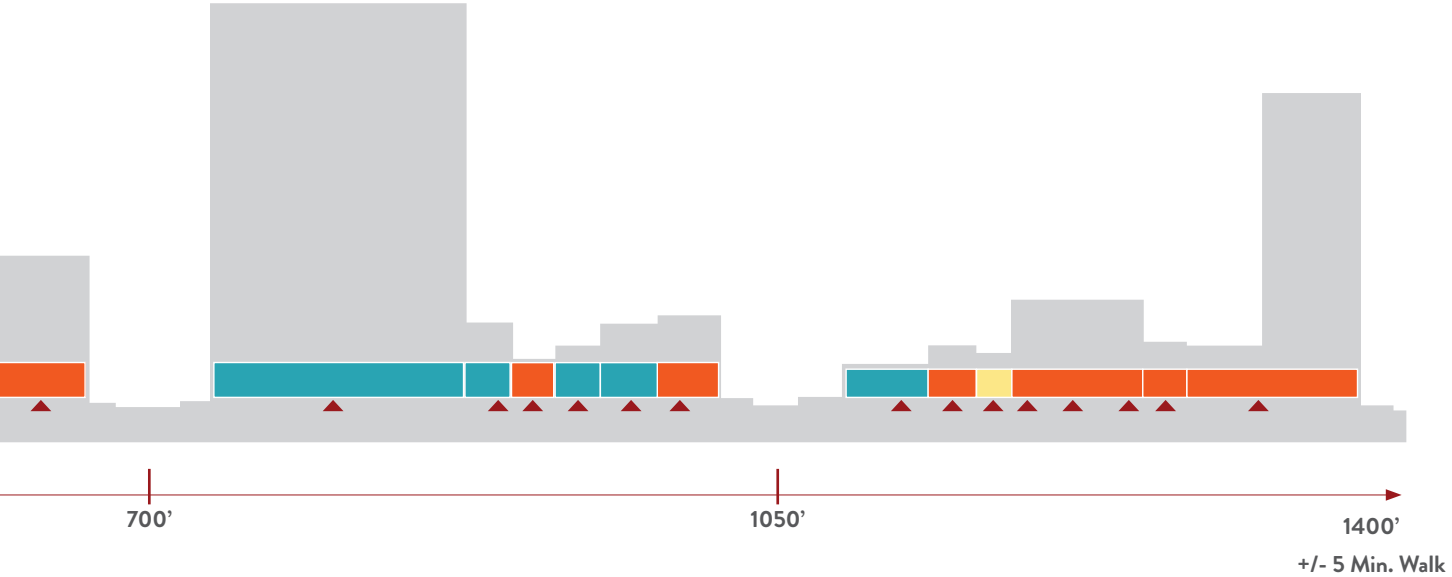
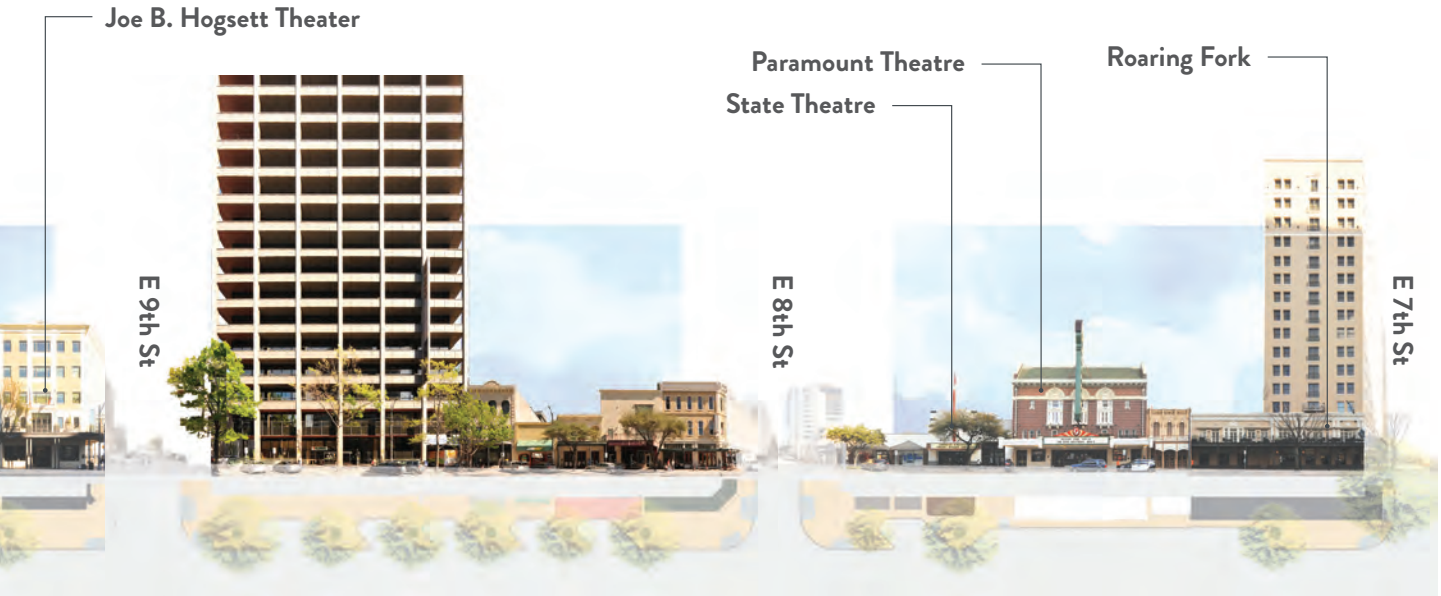
800 block), while the former tends to create a series of active-use storefronts that animate the street (such as the west side of the 900 block). The last block before the Capitol is especially inactive.



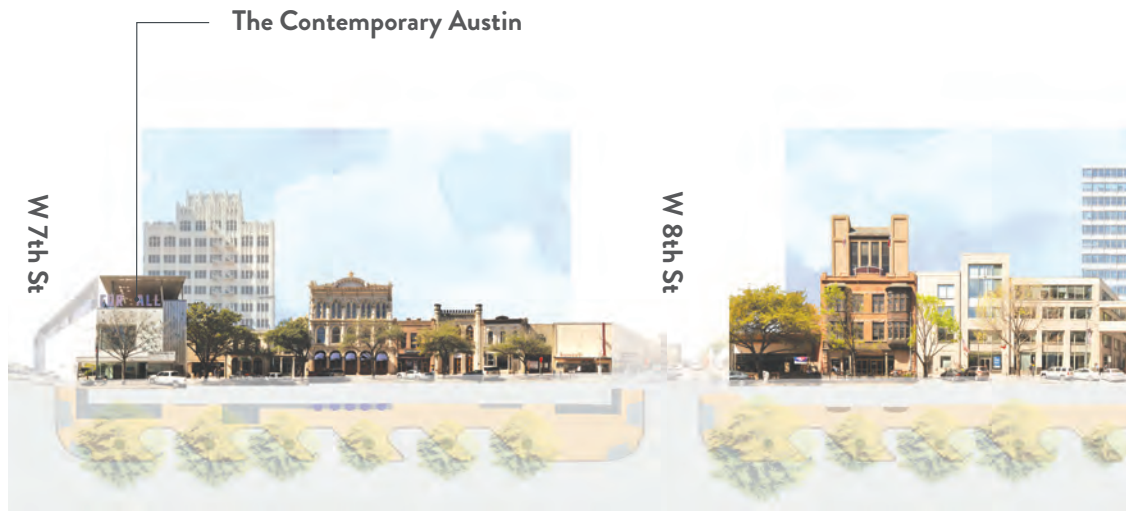
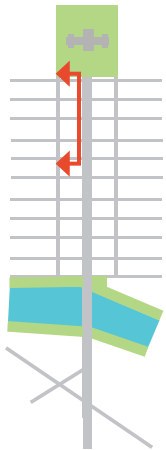
Ground Floor Activation & Entry Locations

-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction







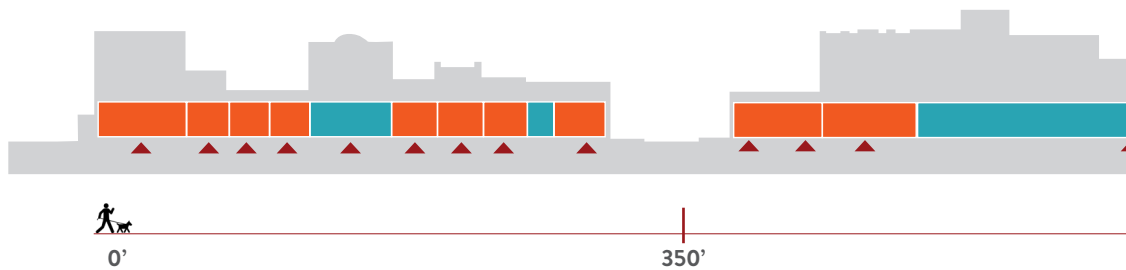


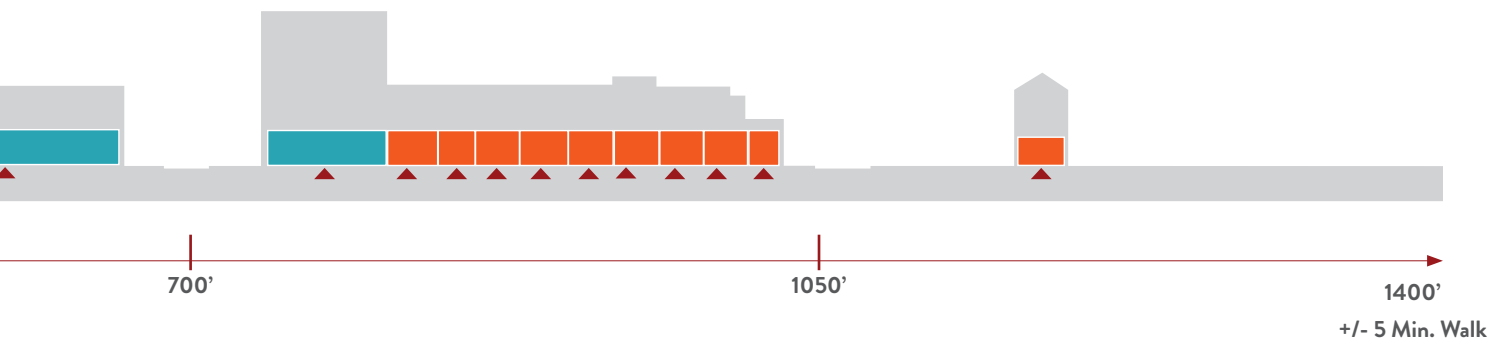
BUILDING ELEVATIONS WEST



Ground Floor Activation & Entry Locations

-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction





TREE SURVEY

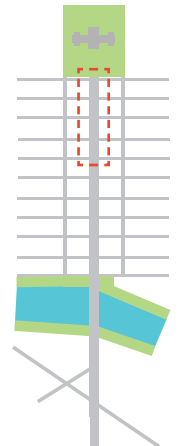


Street trees adjacent to old oaks



Consistent street planting, typical throughout

- | | | |
|---|---------------------------------------|--------------------------------------|
| ● Quercus fusiformis
Live Oak | ● Fraxinus velutina
Arizona Ash | ● Taxodium distichum
Bald Cypress |
| ● Quercus virginiana
Southern Live Oak | ● Quercus polymorpha
Monterrey Oak | ○ Condition - Good |
| ● Quercus muehlenbergii
Chinquapin Oak | ● Ilex Vomitoria
Yaupon | ○ Condition - Fair |
| ● Quercus shumardii
Shumard Oak | ● Ulmus Crassifolia
Cedar Elm | ○ Condition - Bad |





Wounds on trunk



W 10th

W 9th

W 8th

W 7th

E 11th

E 10th

E 9th

E 8th

E 7th



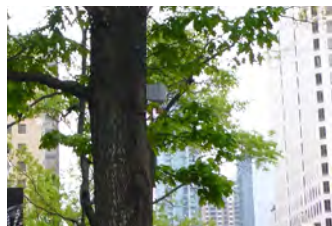
Bluejay spotted in this area



Canopy in good condition



Seven grackle nests in this



Electrical outlet embedded in



ADA ACCESSIBILITY INVENTORY



Cross-slope exceeding 2%

Accessibility Legend



Running-slope exceeds 5%



Cross-slope exceeds 2%



Curb ramp slope exceeds 8.3%



Horizontal opening exceeds 1/2"



Vertical height exceeds 1/2"



Protruding object in circulation path



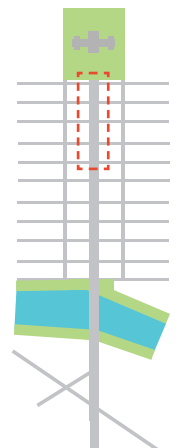
Accessible parking is non-compliant

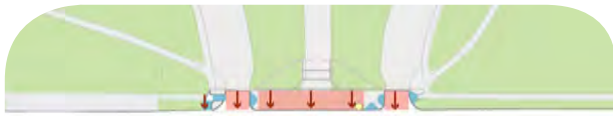


Ground material is non-compliant



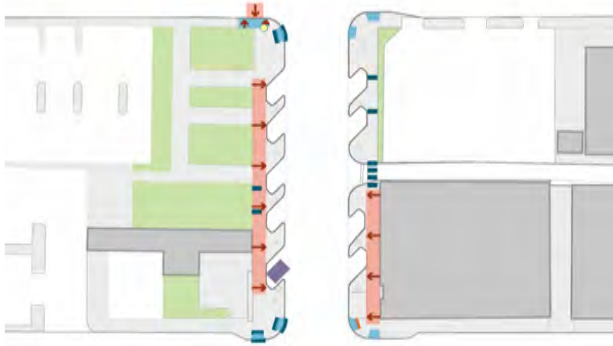
Push button reach range or level clear floor is non-compliant





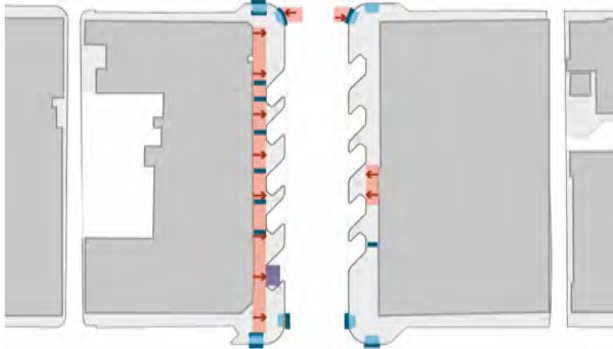
W 11th

E 11th



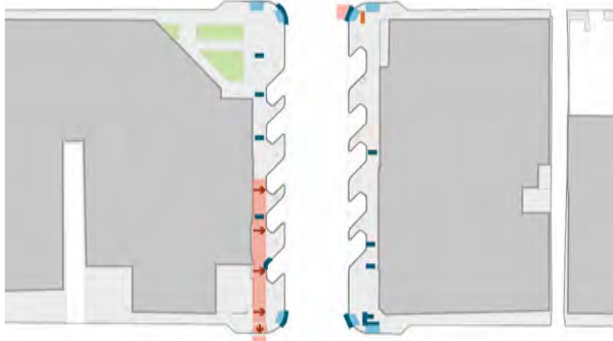
W 10th

E 10th



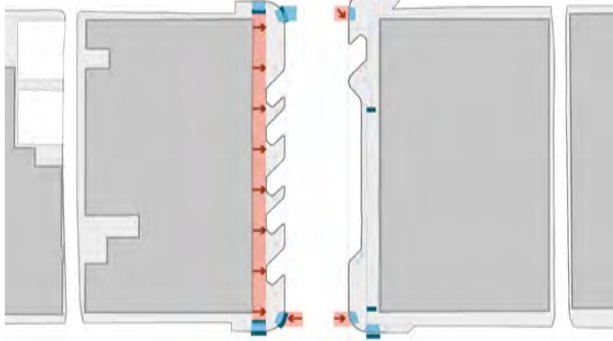
W 9th

E 9th



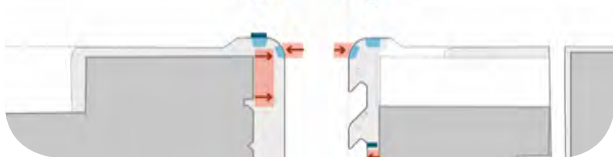
W 8th

E 8th



W 7th

E 7th



0' 135' 270'



MATERIALS AND FURNISHINGS INVENTORY



Typical condition, west - clear pedestrian zone



Typical condition, east - corner

Furnishings

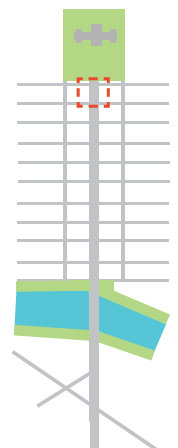
- Survey Limits
- Overhang or Awning
- Bollard
- Building Light
- Street Light
- Fire Hydrant
- Parking Meter
- Traffic Light
- Bike Rack
- Chair
- Picnic Table
- Signage

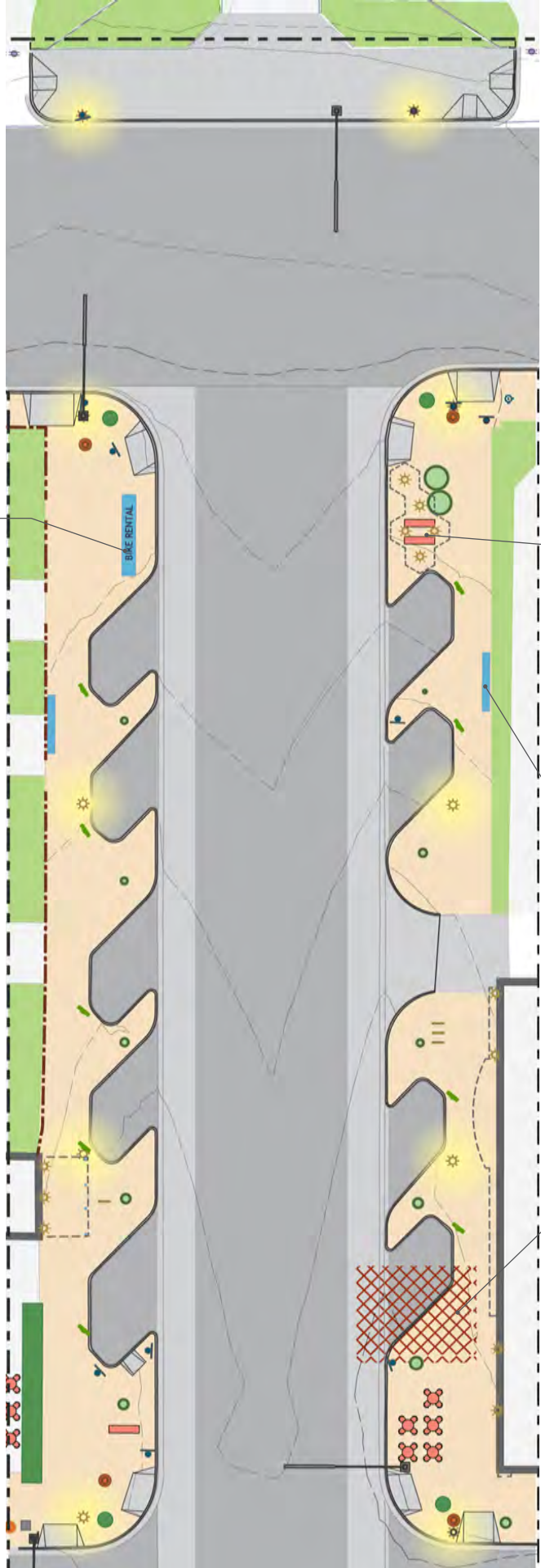
Furnishings

- Fencing
- Table
- Bench
- Sculpture
- Trash Bin
- Recycle Bin
- Utility Box
- Movable Planter
- Planter (with grate)
- Planter (no grate)
- Miscellaneous (column, Newspaper boxes, bike rental, ATM, etc.)

Paving Materials

- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor





W 11th

E 11th



Bike share



Bus stop awning



Newspaper Boxes



Paving in poor condition



MATERIALS AND FURNISHINGS INVENTORY



Typical condition, west - outdoor seating



Typical condition, east - corner

Furnishings

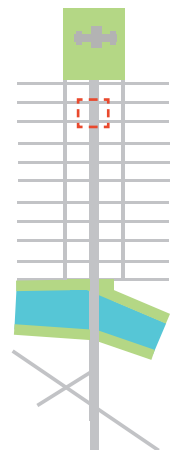
- Survey Limits
- Overhang or Awning
- Bollard
- Building Light
- Street Light
- Fire Hydrant
- Parking Meter
- Traffic Light
- Bike Rack
- Chair
- Picnic Table
- Signage

Furnishings

- Fencing
- Table
- Bench
- Sculpture
- Trash Bin
- Recycle Bin
- Utility Box
- Movable Planter
- Planter (with grate)
- Planter (no grate)
- Miscellaneous (column, Newspaper boxes, bike rental, ATM, etc.)

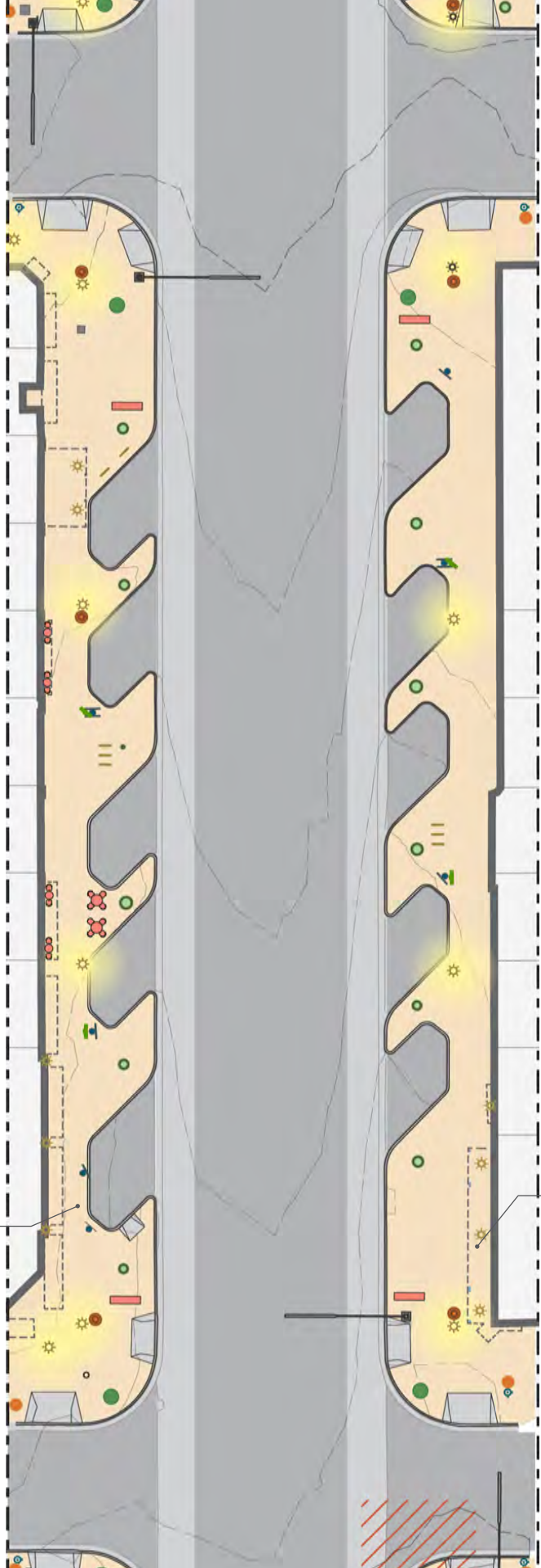
Paving Materials

- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor

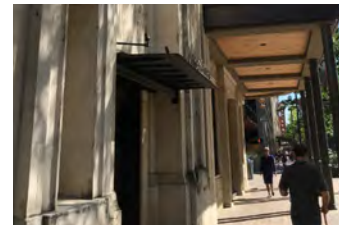


W 10th

E 10th



Sign, bench, trash bin, etc



Awning













W 9th

0' 25' 50'














MATERIALS AND FURNISHINGS INVENTORY







Furnishings

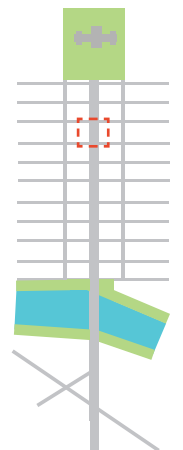
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper boxes, bike rental, ATM, etc.)

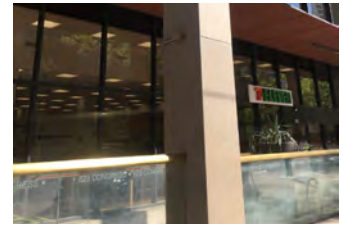
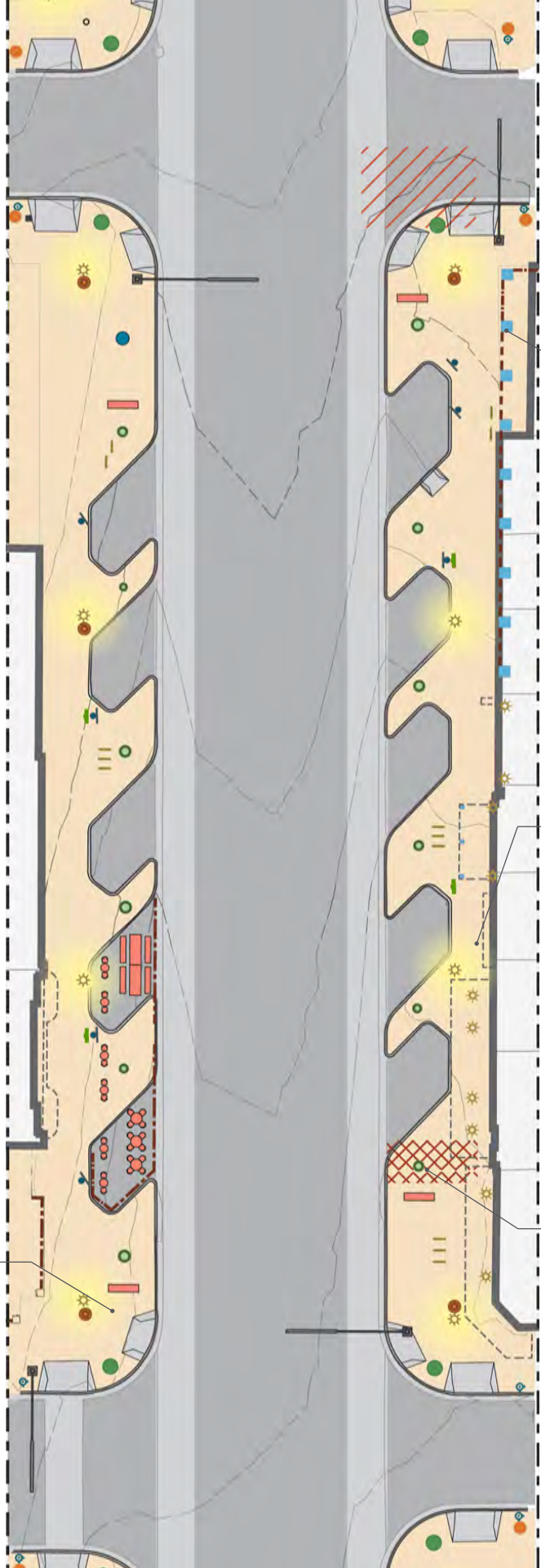
Paving Materials

-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor

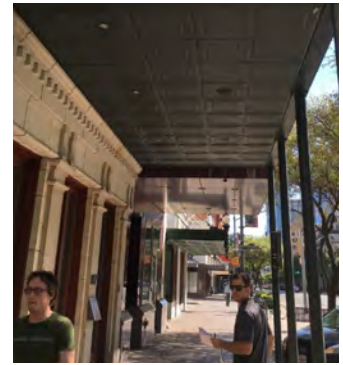


W 9th

E 9th



Column



Awning lighting



Paving in poor condition



Cluttered corner

W 8th



MATERIALS AND FURNISHINGS INVENTORY



Typical condition, west - clear pedestrian zone



Typical condition, east - continuous awnings

Furnishings

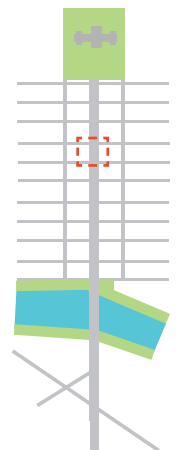
- Survey Limits
- Overhang or Awning
- Bollard
- Building Light
- Street Light
- Fire Hydrant
- Parking Meter
- Traffic Light
- Bike Rack
- Chair
- Picnic Table
- Signage

Furnishings

- Fencing
- Table
- Bench
- Sculpture
- Trash Bin
- Recycle Bin
- Utility Box
- Movable Planter
- Planter (with grate)
- Planter (no grate)
- Miscellaneous (column, Newspaper boxes, bike rental, ATM, etc.)

Paving Materials

- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor



W 8th

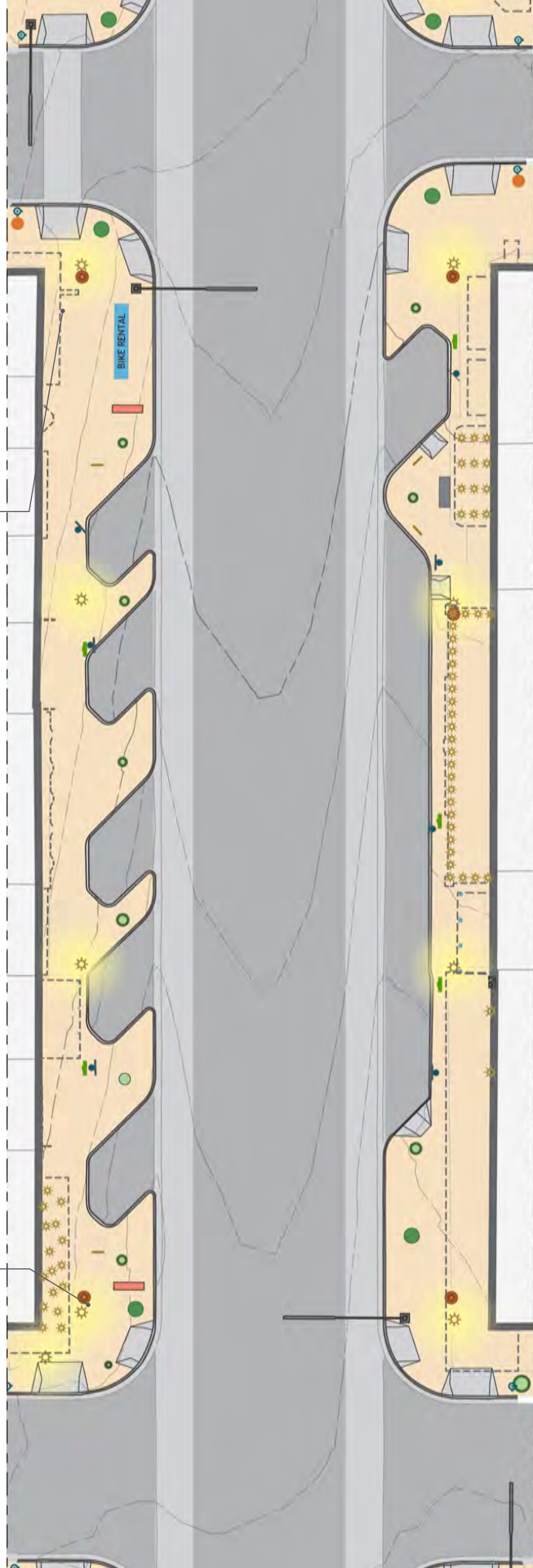
E 8th



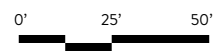
Awning and column



Pole base and trash bin



W 7th



PLANNING ZONE 2

The three blocks of Planning Zone 2 stretch from 7th south to 4th Street. Key defining nodes along this section of the Avenue include the parklet at Royal Blue Grocery, shown here, the Mexic-Arte Museum, with the brightly colored storefront of its gift shop, and the batch of semi-permanently installed food trucks to the south, along west 4th Street. Smaller retail is interspersed with larger office buildings, giving this zone stretches of activity broken up by occasional blocks of relative quiet, as at the One American Center in the background of this photograph. The parking lot containing the foodtrucks north of West 4th is a rare example of surface parking along the Avenue, and is seemingly ripe for redevelopment, and for contributing significantly to the character of this zone.





FIRST FLOOR TENANTS

Block 600

- 620
- 600
- 600

American Bank
 Murphy's Deli
 One American Center

- 617
- 615
- 613
- 611
- 609
- 607
- 601

The Hideout
 Wild About Music
 7-Eleven
 Joe Kloen & Son
 Royal Blue Grocery
 Amplify Credit Union
 UT - System Administration

Block 500

- 522
- 506
- 504
- 500

Brook's Brothers
 Broadway Bank
 Bar 5, Inc.
 CVS Pharmacy

- 515
- 515
- 501
- 501
- 501
- 501

Bank of America
 Bank of America Lobby
 Allen Edmonds
 Charles Schaub
 Charles Schaub Lobby
 Charles Schaub

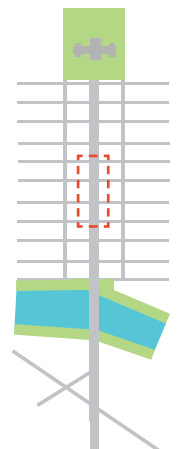
Block 400

- 422
- 416
- 412
- 410
- 408

Shiners Saloon
 Vacant
 Speakeasy
 Quik Print
 Newks

- 419
- 401

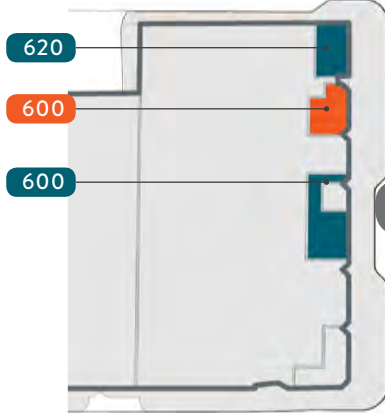
Mexic-Arte Museum
 Frost Bank





W 7th

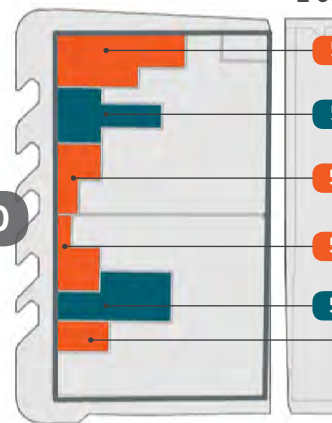
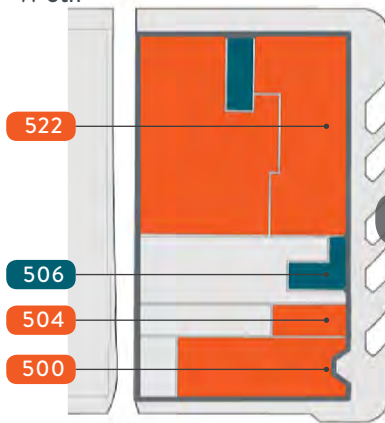
E 7th



600

W 6th

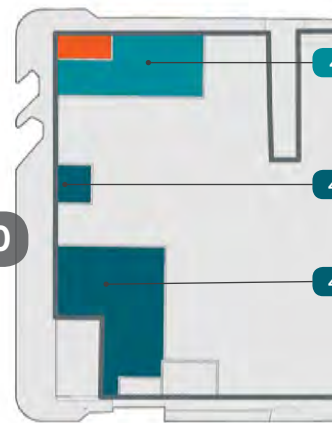
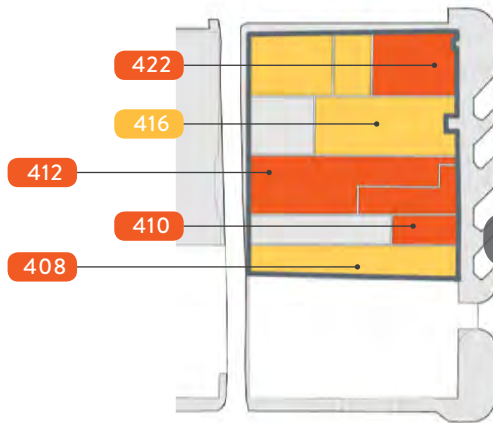
E 6th



500

W 5th

E 5th



400

W 4th

E 4th



GROUND FLOOR USE

Ground floor uses between 7th and 4th street vary greatly. Here, a mix of large scale commercial buildings with limited public uses sit adjacent to older large-scale retail destinations such as the Scarbrough Building, as well as some remnants of finer grain, smaller scale retail tenants. **Many of the large scale commercial office buildings have limited ground floor retail uses,** yet some are in the process of converting these spaces to retail.

Cultural uses here include the Mexic-Arte Museum at 5th and Congress, and the Hideout Theatre north of 6th Street. Several vacancies in the 400 block leave a gap in the street level activation, yet at the location of the surface parking lot at 4th Street, semipermanent food trucks fuel lunchtime and evening activity, year round.

Ground Floor Use

-  Congress Avenue Corridor
-  Retail / F & B / Service
-  Hotel / Office Lobby
-  Cultural Use
-  Vacant Property



Royal Blue Grocery

Mexic-Arte Museum

PUBLIC SPACES AND GATHERING AREAS

The public realm in this zone has two key nodes of gathering: **the parklet at Royal Blue Grocery, which has demonstrated how much life two diagonal parking spaces can contribute** to the life of the Avenue. Here, it seems, good temporary use is being made of a rare undeveloped parcel along the Avenue, until such time as appropriate development is determined. Other wide stretches of sidewalk with no parking--at the northwest and southeast of this zone--create quiet sections with potential for activation or for a more aggressive planting scheme.






Parklet adjacent to the Royal Blue Grocery



Wide sidewalk at the Mexic-Arte Museum

Public Spaces & Gathering Areas

-  Congress Avenue Corridor
-  Park / Lawn
-  Plaza / Outdoor Dining



Royal Blue Grocery

E 7th

E 6th

W 6th

E 5th

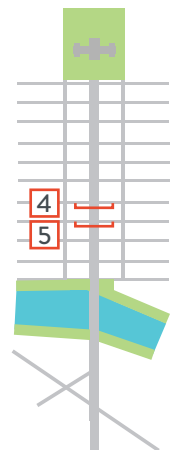
W 5th

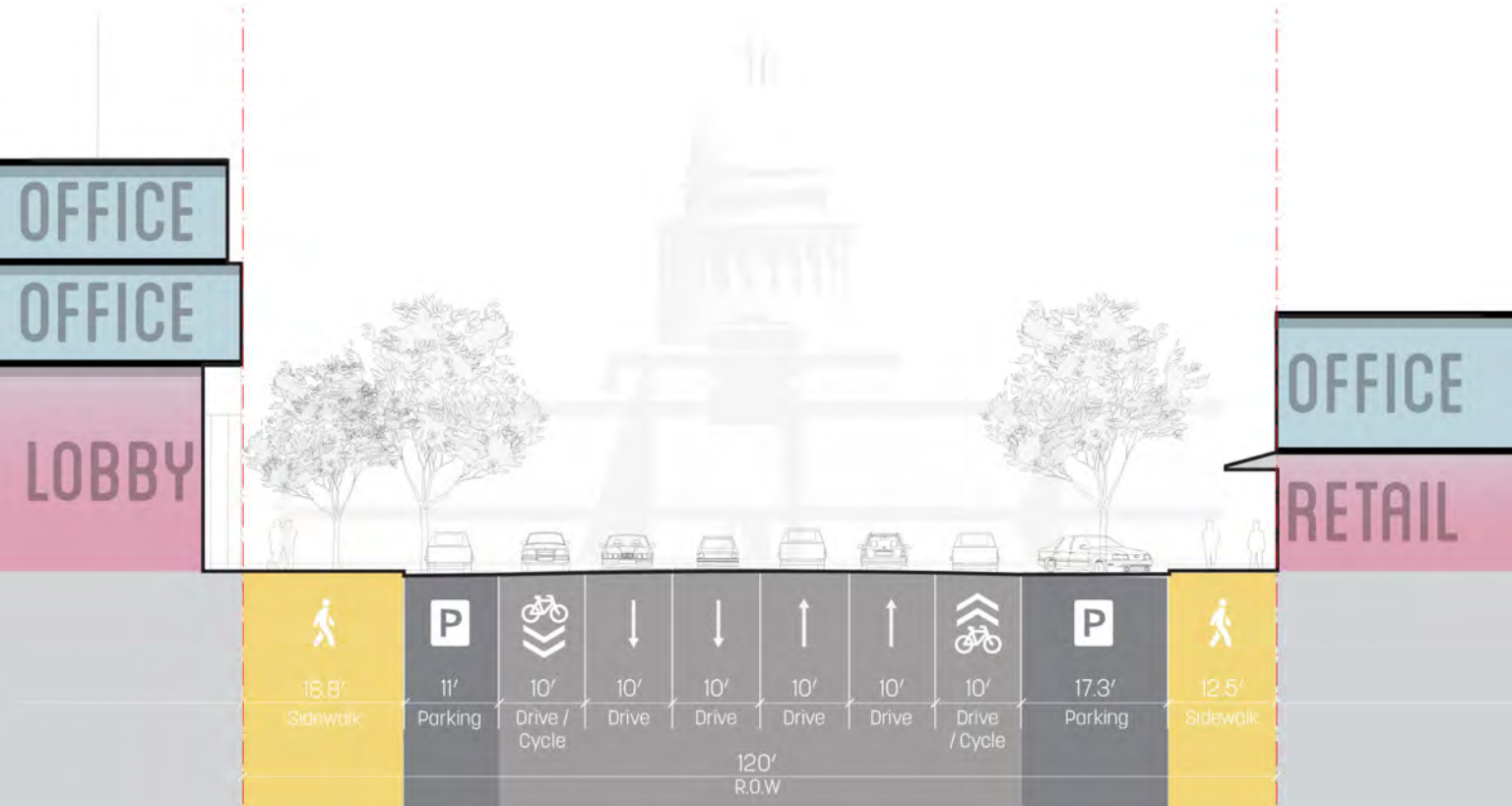
E 4th

W 4th

STREET SECTIONS

Congress Avenue in Planning Zone 2 maintains an overall right of way width of 120', consistent with much of the rest of the corridor. Within this right of way, 60' is devoted to travel lanes, with three lanes in each direction and sharrows on the outermost lanes. There is a mix of angled, parallel, and no parking along the curb. The width of the sidewalk ranges from 30' (in the case of no parking) to 12' (with angled parking).





Section 4

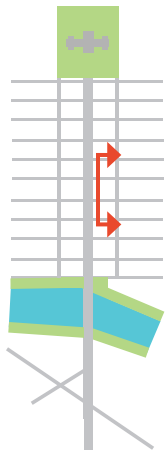


Section 5






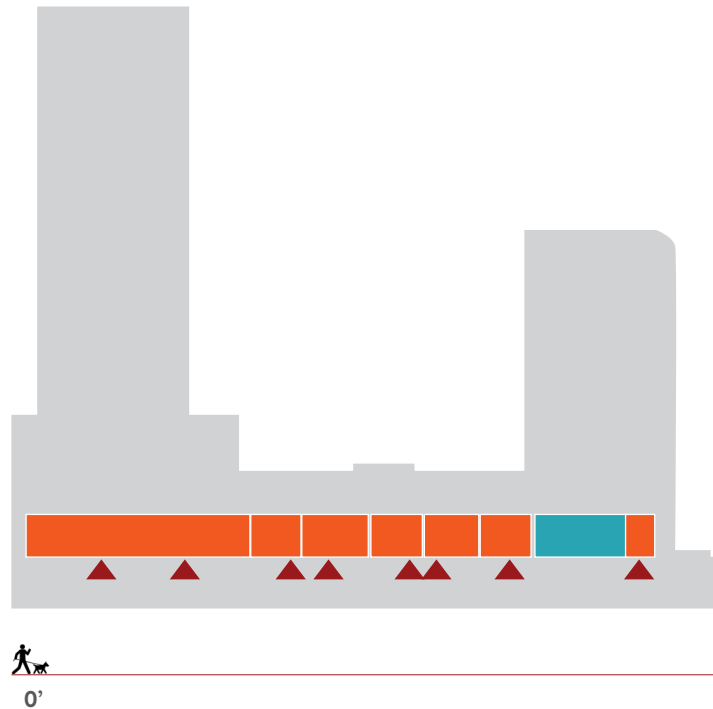
BUILDING ELEVATIONS EAST

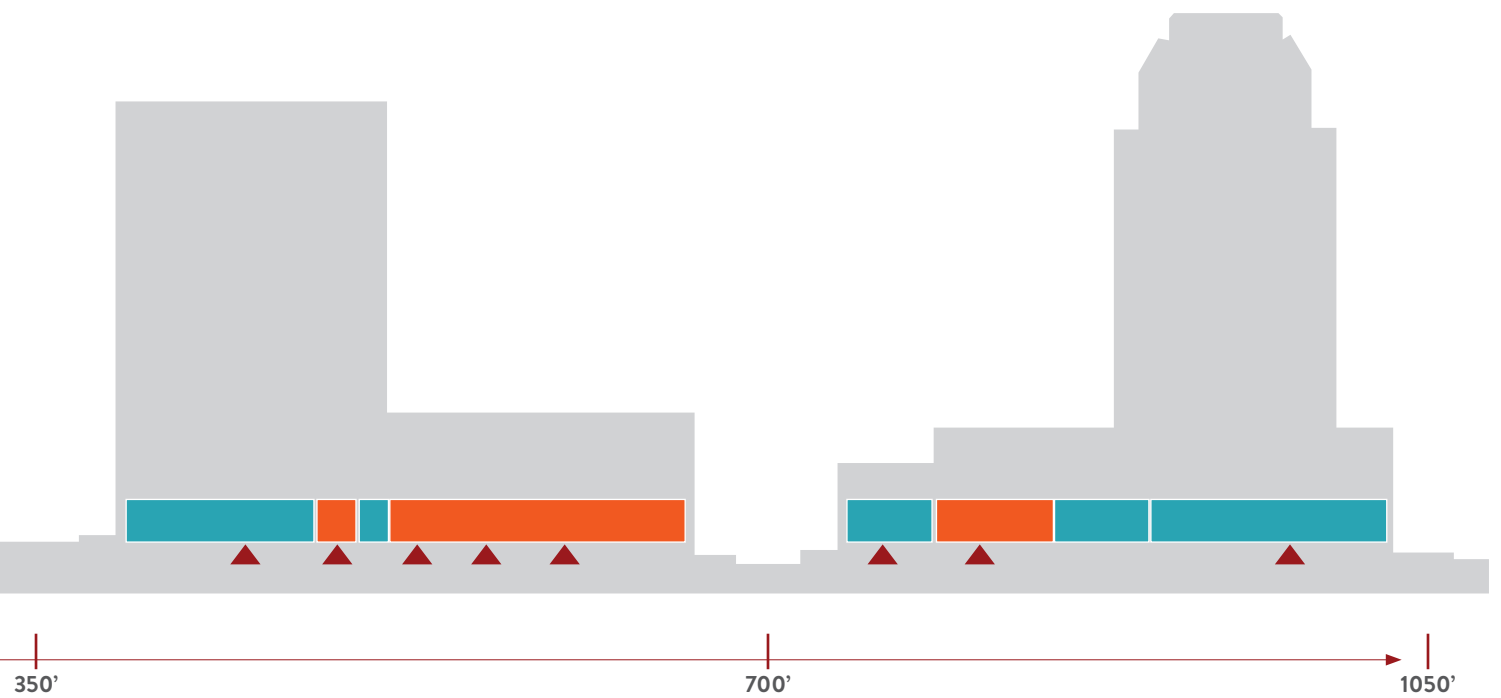
Similar to the rest of the Avenue, the street elevation in **Planning Zone 2** alternates between **small-scale, low-rise historic buildings and the large podiums of newer developments.** There are a fair number of successful retail, entertainment, and dining establishments (the Hideout, Royal Blue Grocery), as well long stretches of inactive street frontage (such as the west side of the 600 block)



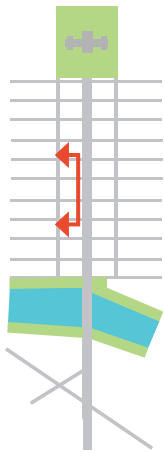
Ground Floor Activation & Entry Locations

-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction







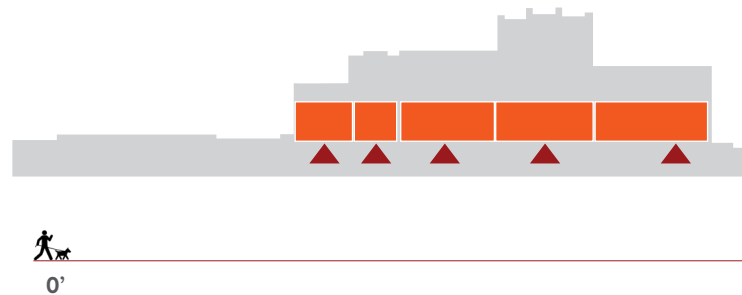


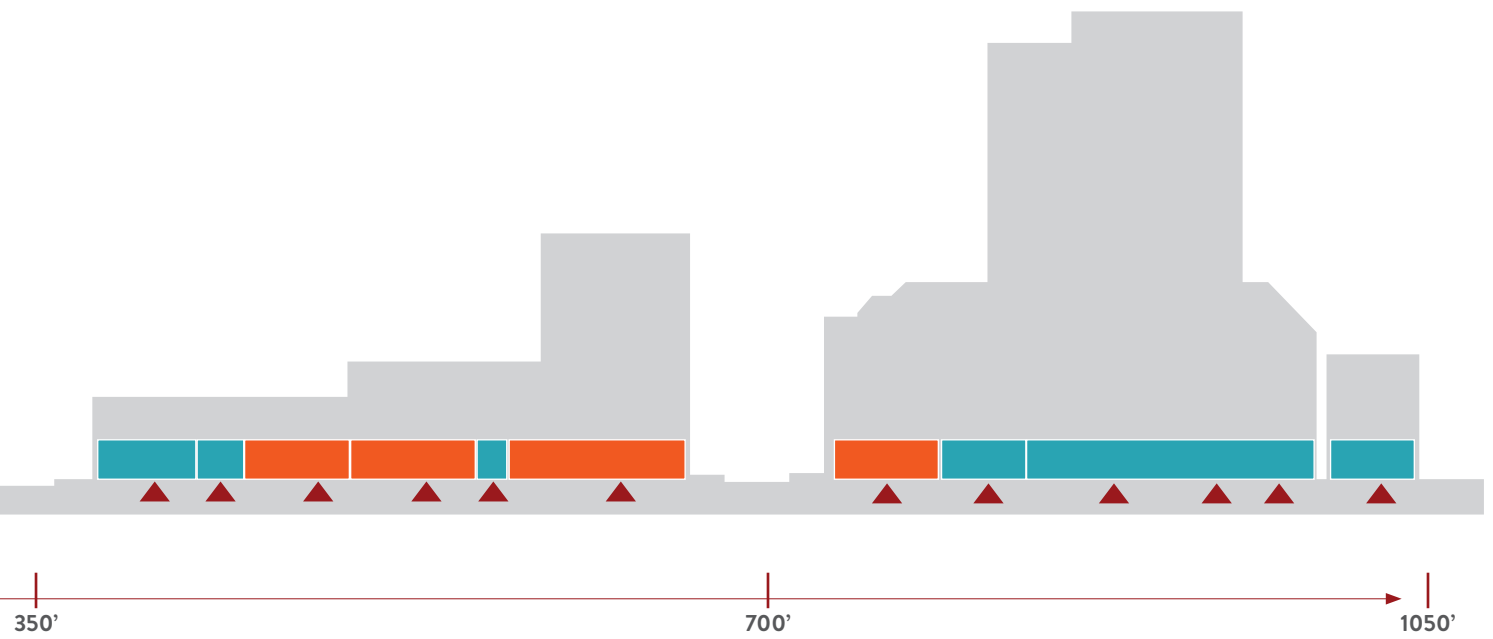
BUILDING ELEVATIONS WEST



Ground Floor Activation & Entry Locations

-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction





TREE SURVEY

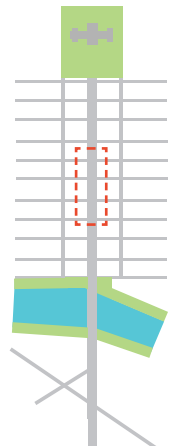


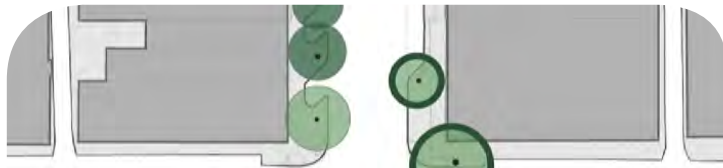
Trees framing sculpture



Movable planters shelter additional seating adjacent to the road

- | | | |
|--|--|---|
|  <i>Quercus fusiformis</i>
Live Oak |  <i>Fraxinus velutina</i>
Arizona Ash |  <i>Taxodium distichum</i>
Bald Cypress |
|  <i>Quercus virginiana</i>
Southern Live Oak |  <i>Quercus polymorpha</i>
Monterrey Oak |  Condition - Good |
|  <i>Quercus muehlenbergii</i>
Chinquapin Oak |  <i>Ilex Vomitoria</i>
Yaupon |  Condition - Fair |
|  <i>Quercus shumardii</i>
Shumard Oak |  <i>Ulmus Crassifolia</i>
Cedar Elm |  Condition - Bad |





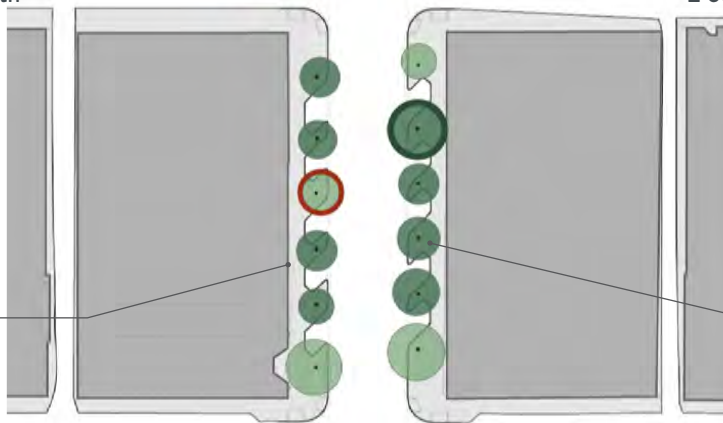
W 7th

E 7th



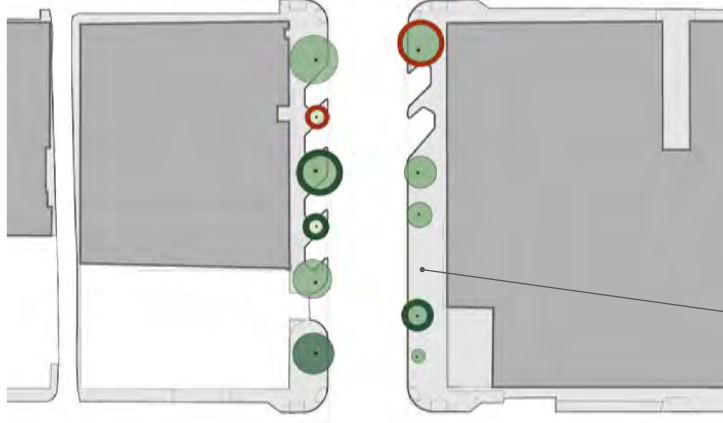
W 6th

E 6th



W 5th

E 5th



W 4th

E 4th



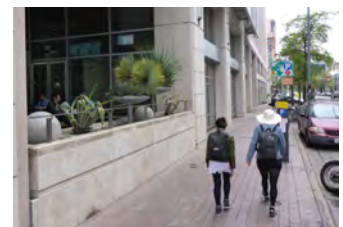
Wounds from grate



Birds perch on the overhang



New planting



Breaks in street tree line












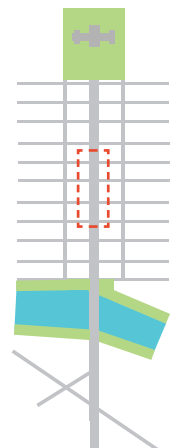
ADA ACCESSIBILITY INVENTORY

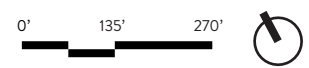
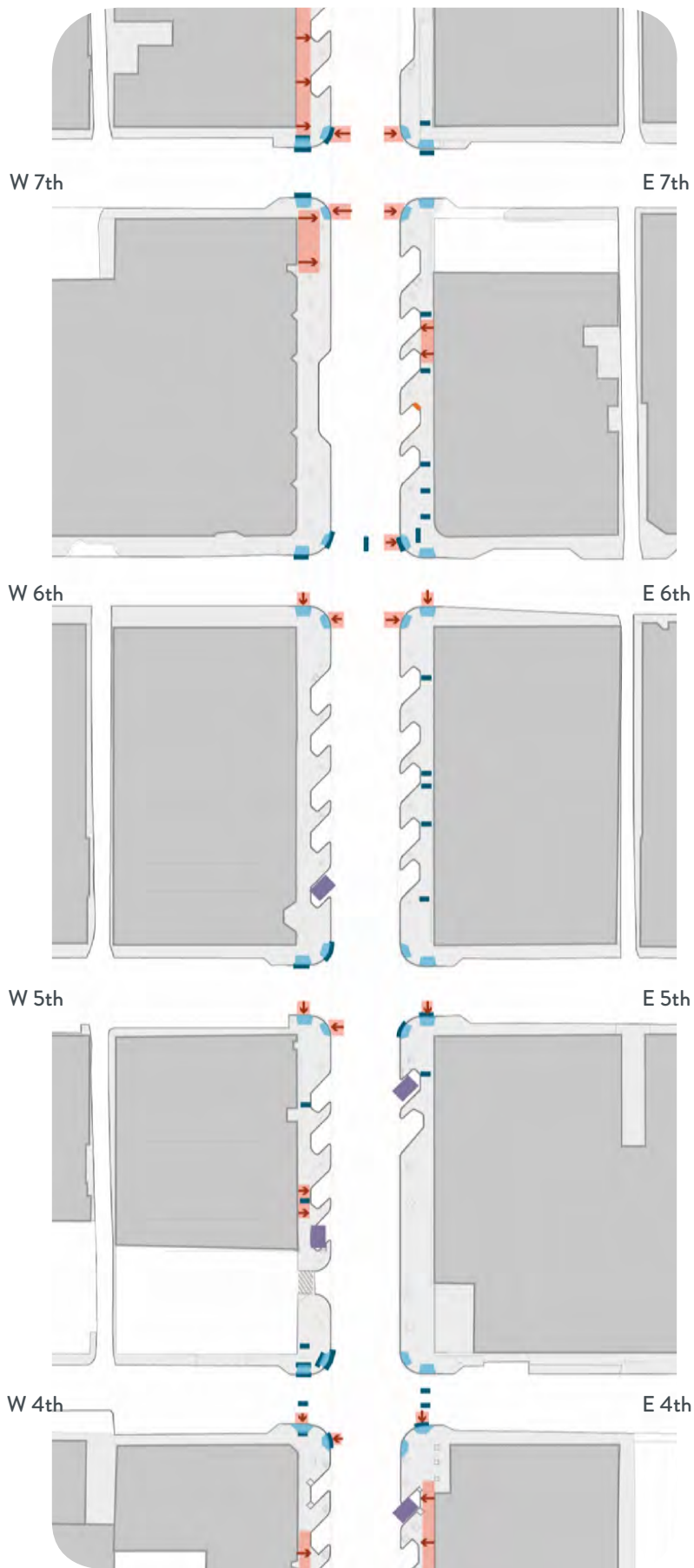


Curb ramp slope exceeding 8.3%

Accessibility Legend

- | | | | |
|---|---------------------------------|---|---|
|  | Running-slope exceeds 5% |  | Protruding object in circulation path |
|  | Cross-slope exceeds 2% |  | Accessible parking is non-compliant |
|  | Curb ramp slope exceeds 8.3% |  | Ground material is non-compliant |
|  | Horizontal opening exceeds 1/2" |  | Push button reach range or level clear floor is non-compliant |
|  | Vertical height exceeds 1/2" | | |





MATERIALS AND FURNISHINGS INVENTORY



Typical condition, west - furnishings among trees



Typical condition, east

Furnishings

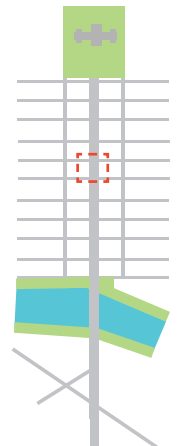
- Survey Limits
- Overhang or Awning
- Bollard
- Building Light
- Street Light
- Fire Hydrant
- Parking Meter
- Traffic Light
- Bike Rack
- Chair
- Picnic Table
- Signage

Furnishings

- Fencing
- Table
- Bench
- Sculpture
- Trash Bin
- Recycle Bin
- Utility Box
- Movable Planter
- Planter (with grate)
- Planter (no grate)
- Miscellaneous (column, Newspaper, bike rental, ATM, etc.)

Paving Materials

- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor



W 7th

E 7th



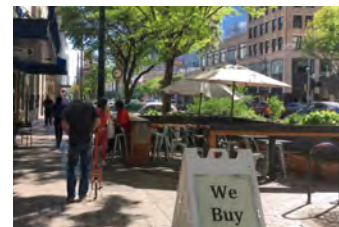
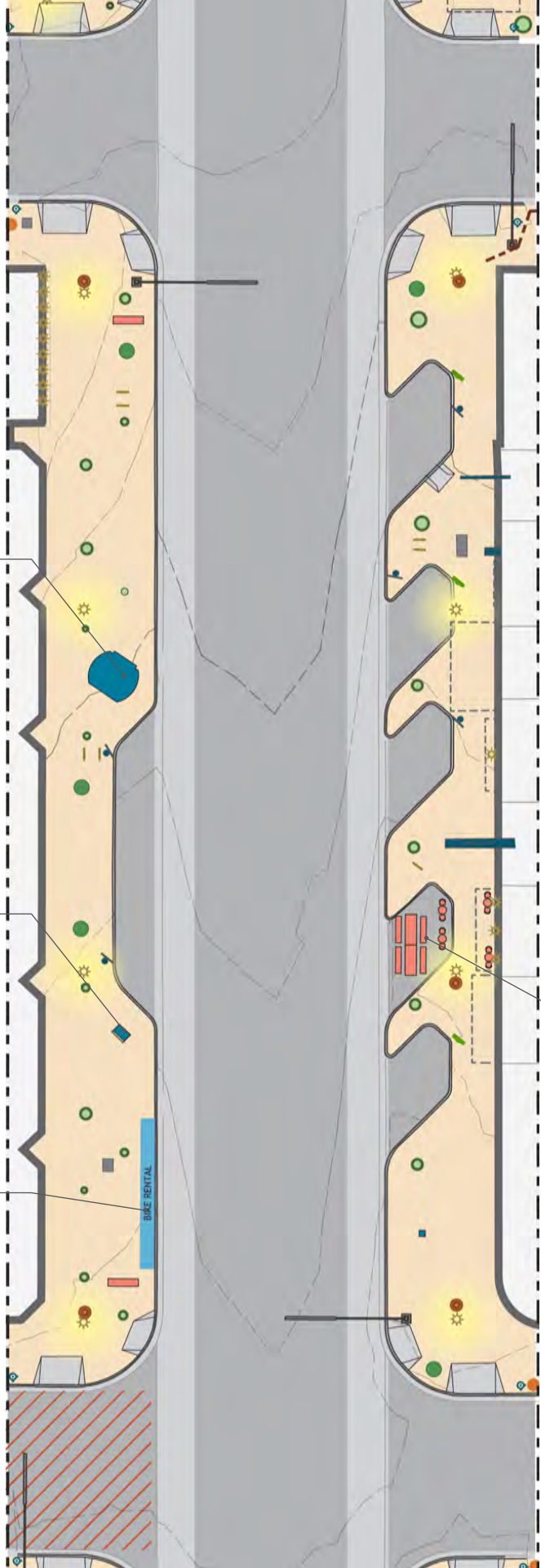
Cannon sculpture



Guitar sculpture



Bike share

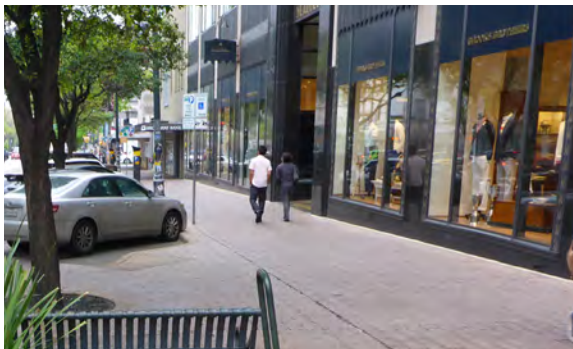


Paving in poor condition

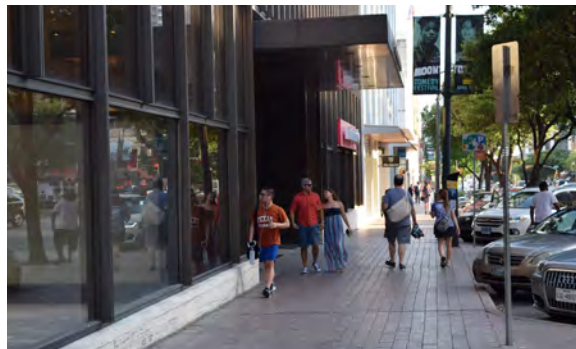
W 6th



MATERIALS AND FURNISHINGS INVENTORY



Typical condition, west



Typical condition, east

Furnishings

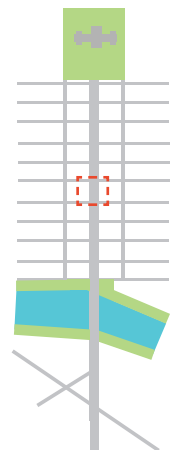
- Survey Limits
- Overhang or Awning
- Bollard
- Building Light
- Street Light
- Fire Hydrant
- Parking Meter
- Traffic Light
- Bike Rack
- Chair
- Picnic Table
- Signage

Furnishings

- Fencing
- Table
- Bench
- Sculpture
- Trash Bin
- Recycle Bin
- Utility Box
- Movable Planter
- Planter (with grate)
- Planter (no grate)
- Miscellaneous (column, Newspaper, bike rental, ATM, etc.)

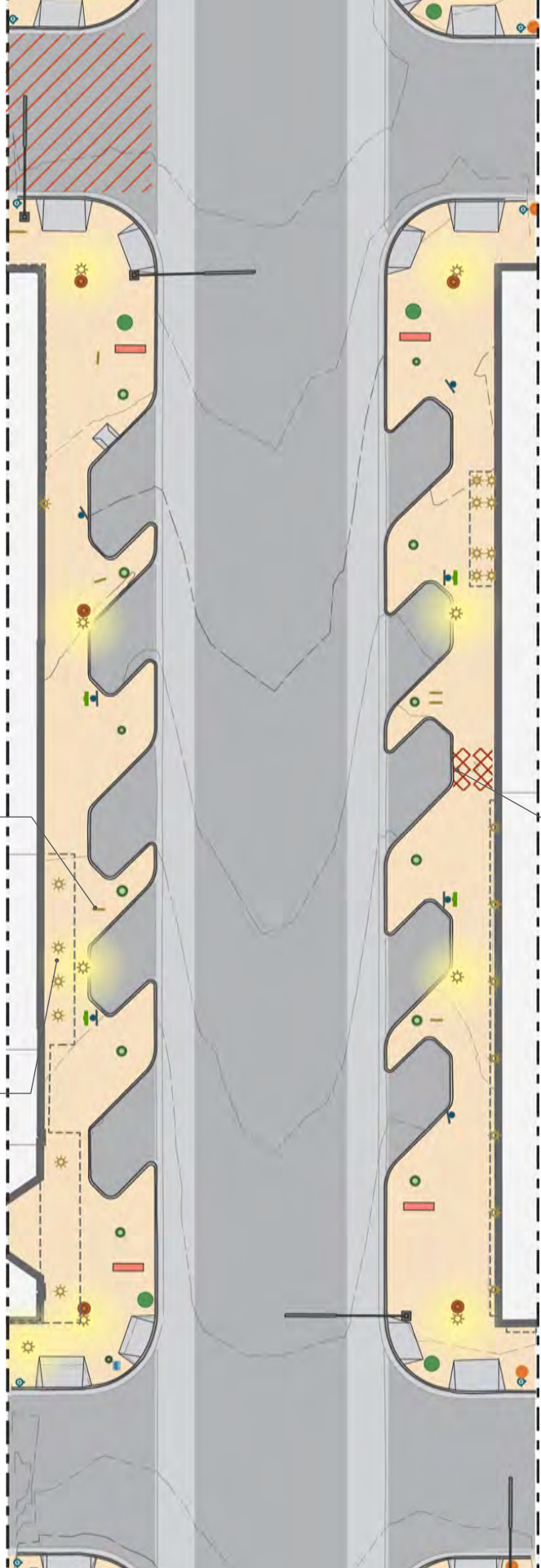
Paving Materials

- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor



W 6th

E 6th



Single bike rack

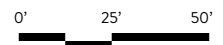


Cracked Paving



Awning lighting

W 5th



MATERIALS AND FURNISHINGS INVENTORY



Typical condition, west



Typical condition, east

Furnishings

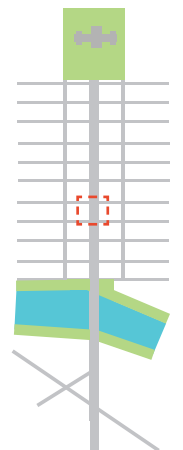
- Survey Limits
- Overhang or Awning
- Bollard
- Building Light
- Street Light
- Fire Hydrant
- Parking Meter
- Traffic Light
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- Chair
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Furnishings

- Fencing
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- Bench
- Sculpture
- Trash Bin
- Recycle Bin
- Utility Box
- Movable Planter
- Planter (with grate)
- Planter (no grate)
- Miscellaneous (column, Newspaper, bike rental, ATM, etc.)

Paving Materials

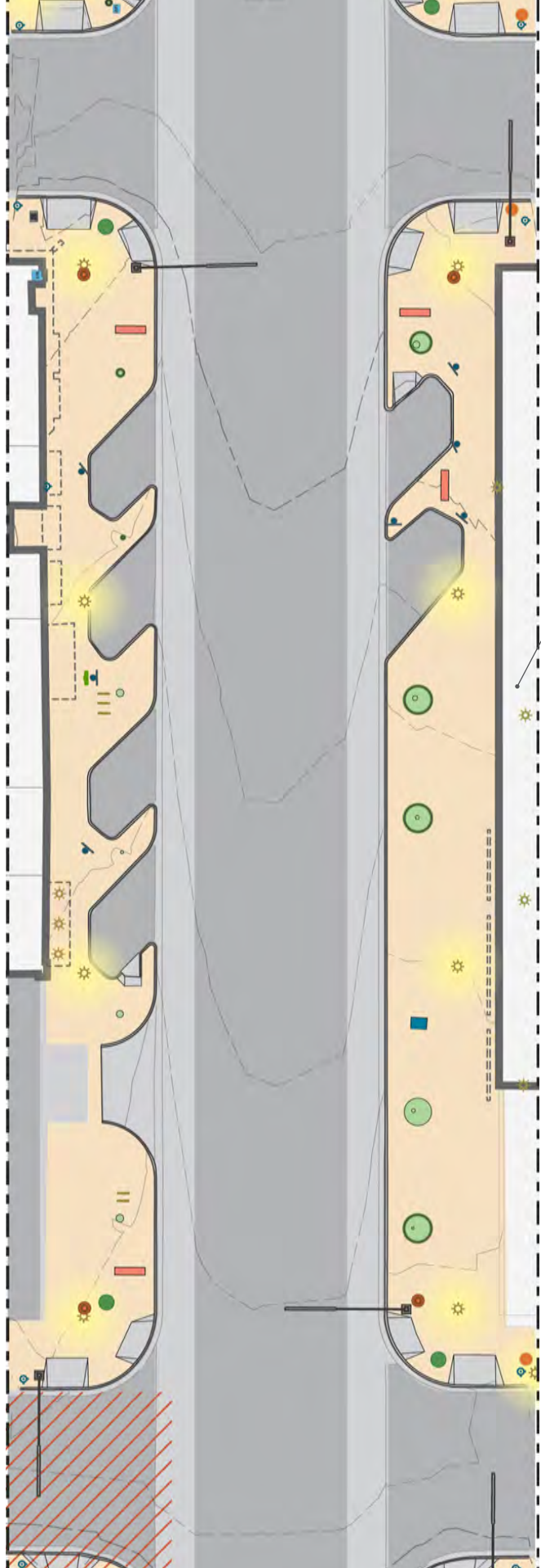
- Granite Pavers
- Grass
- Concrete
- Asphalt
- Condition - Fair
- Condition - Poor



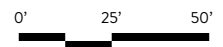
W 5th

E 5th

W 4th



Building column and exterior space



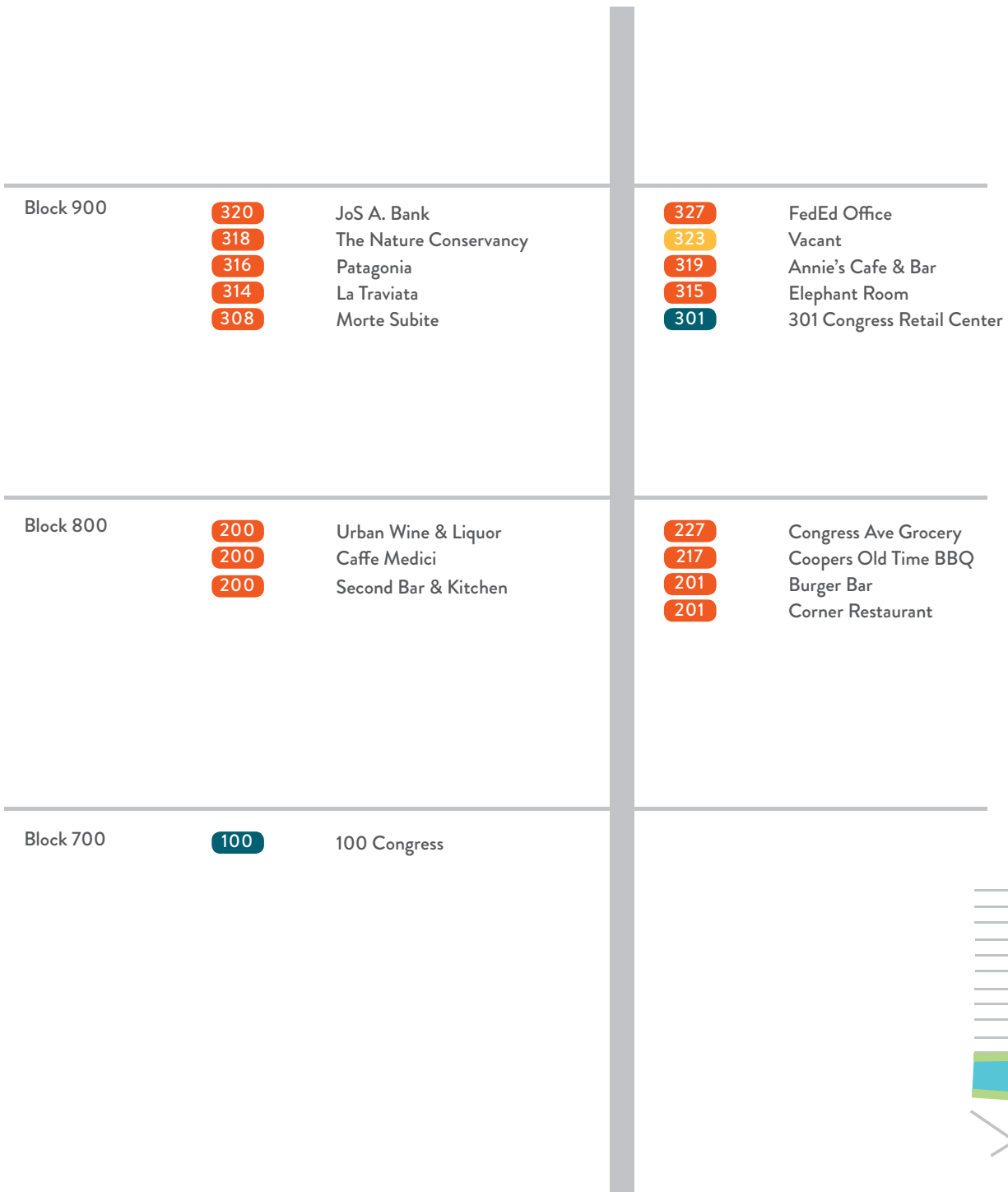
PLANNING ZONE 3

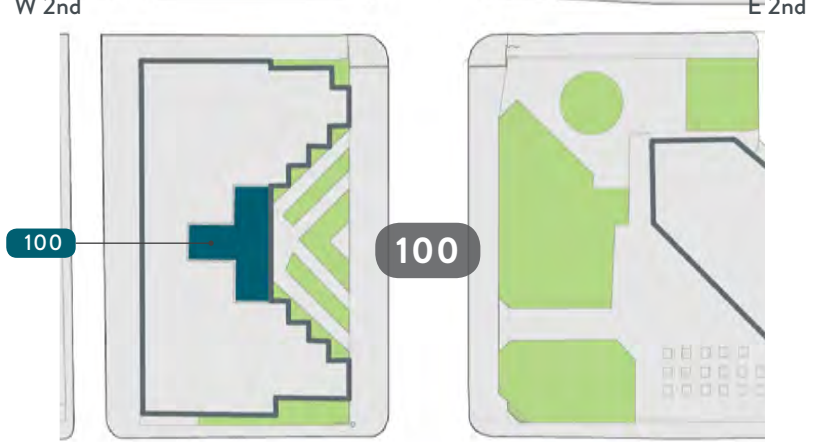
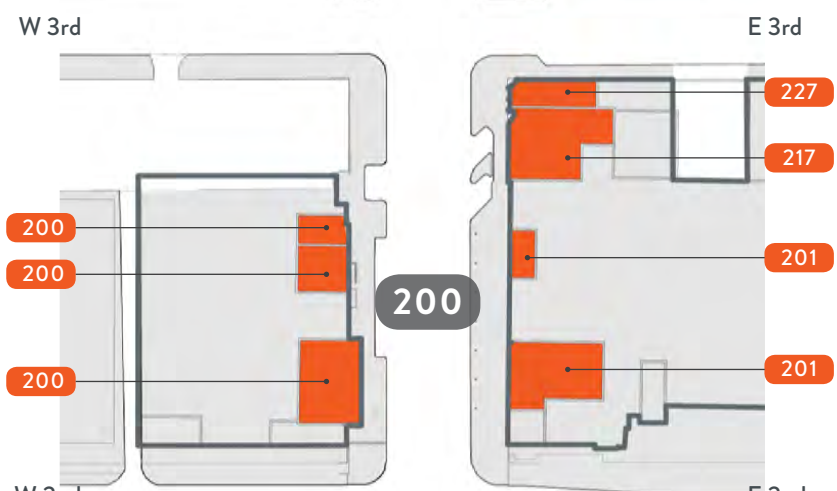
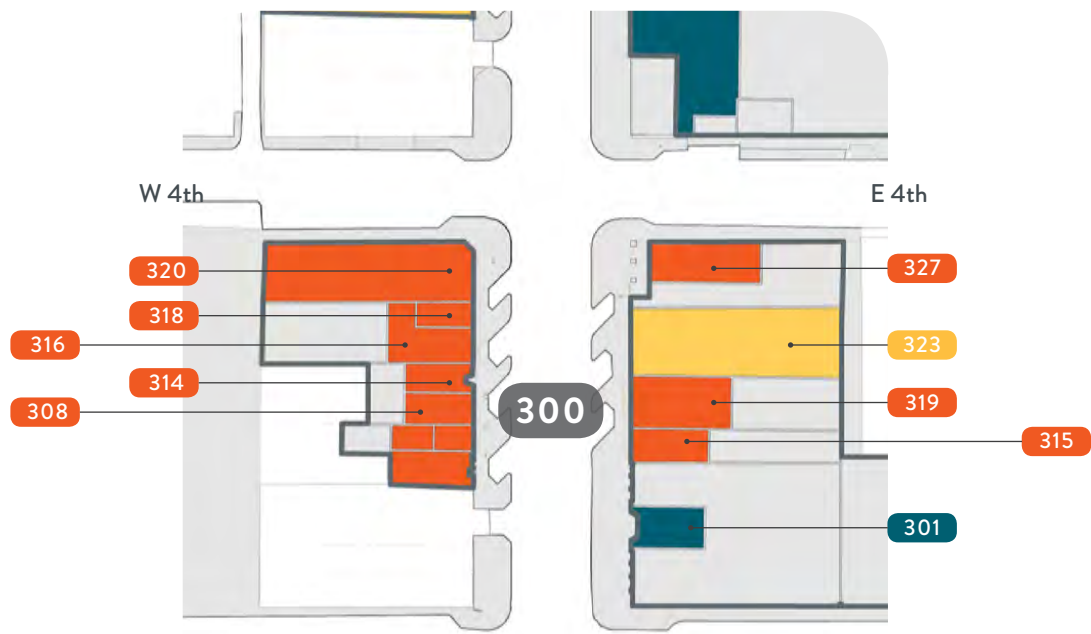
This segment of the study area extends from 3rd Street to Cesar Chavez Street, and in part, is well represented by this image of the lobby and formal plant beds outside 100 Congress, which comprise the entire block, and do little to enliven the Avenue. In contrast there will be the Fareground Plaza directly across the street, which promises to be a hub of activity spreading south to the Lake from the JW Marriott, whose porous Corner Bar is already one of the most well populated spots in the city. Across the Avenue from the Marriott is the Austonian, a towering residential property whose ground floor small retail and restaurants with outdoor seating provide a gracious and lively frontage on the Avenue. Surface parking lots on either side of West 3rd Street create an unfortunate void in the character of the Avenue, mitigated somewhat for the time being by a series of semi-permanently installed food trucks.





FIRST FLOOR TENANTS





W Cesar Chavez

E Cesar Chavez



GROUND FLOOR USE

Ground floor uses again vary greatly here on Congress Avenue between 4th Street and the Lake. Closer to 4th Street a number of older buildings create continuity with the blocks farther north with small scale retail uses at the street level.

The surface parking lots at 3rd Street seem to signal a change from old to new as two of the newest and most different buildings flank either side of Congress at this location. Both of these buildings, **the Austonian and the JW Marriott Austin Hotel, have each created vibrant people-oriented ground floor uses**, restaurants and bars, that now form a new public node along the Avenue. With the recent opening of the Foreground Plaza and retail pavilion, this end of Congress Avenue will continue to draw people from across the city.

The two buildings south of second street, 100 Congress Avenue, and the Radisson Hotel have limited public ground floor uses, and do not largely engage with the Avenue itself.

Ground Floor Use

-  Congress Avenue Corridor
-  Retail / F & B / Service
-  Hotel / Office Lobby
-  Cultural Use
-  Vacant Property



E 4th

E 3rd

E 2nd

W 3rd

W 2nd

E Cesar Chavez

W Cesar Chavez




PUBLIC SPACES AND GATHERING AREAS

At East 3rd, in front of 301 Congress, is another wide section of sidewalk with no parking that has afforded space for a staggered double row of trees, shrubs, planters, bike racks and benches. Despite these amenities, the space fails to serve as a significant magnet for activity, due to the lack of engaging ground floor use.

In contrast is arguably one of the busiest spots on Congress, the open-air Corner bar at the JW Marriott, where the sense of life from the bar and restaurant spills onto the street, making benches and bike racks in the public right of way there popular spots for resting. The soon to be opened Fareground Plaza one block south promises to be equally successful, making this first zone north of Cesar Chavez one of the liveliest in the study area.

The generous and formally planted landscape across the Avenue at 100 Congress, however, will undoubtedly stand out as quiet in comparison. With no public seating, and thus little use, this space may warrant rethinking in order to take advantage of and promote life in the public realm. Surface parking lots flanking West 3rd do little to contribute to the character of the street themselves, but currently host semipermanent food trucks that attract people day and night.

Public Spaces & Gathering Areas

-  Congress Avenue Corridor
-  Park / Lawn
-  Plaza / Outdoor Dining



Wide sidewalk with seating outside 301 Congress



Surface Parking lots used by Food Trucks



Newly renovated public realm and outdoor restaurant seating



New Fareground Plaza under construction



E 4th

E 3rd

E 2nd

W 3rd

W 2nd

W Cesar Chavez

E Cesar Chavez

Food Trucks

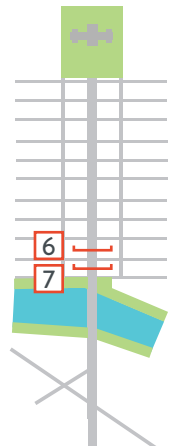
Food Trucks

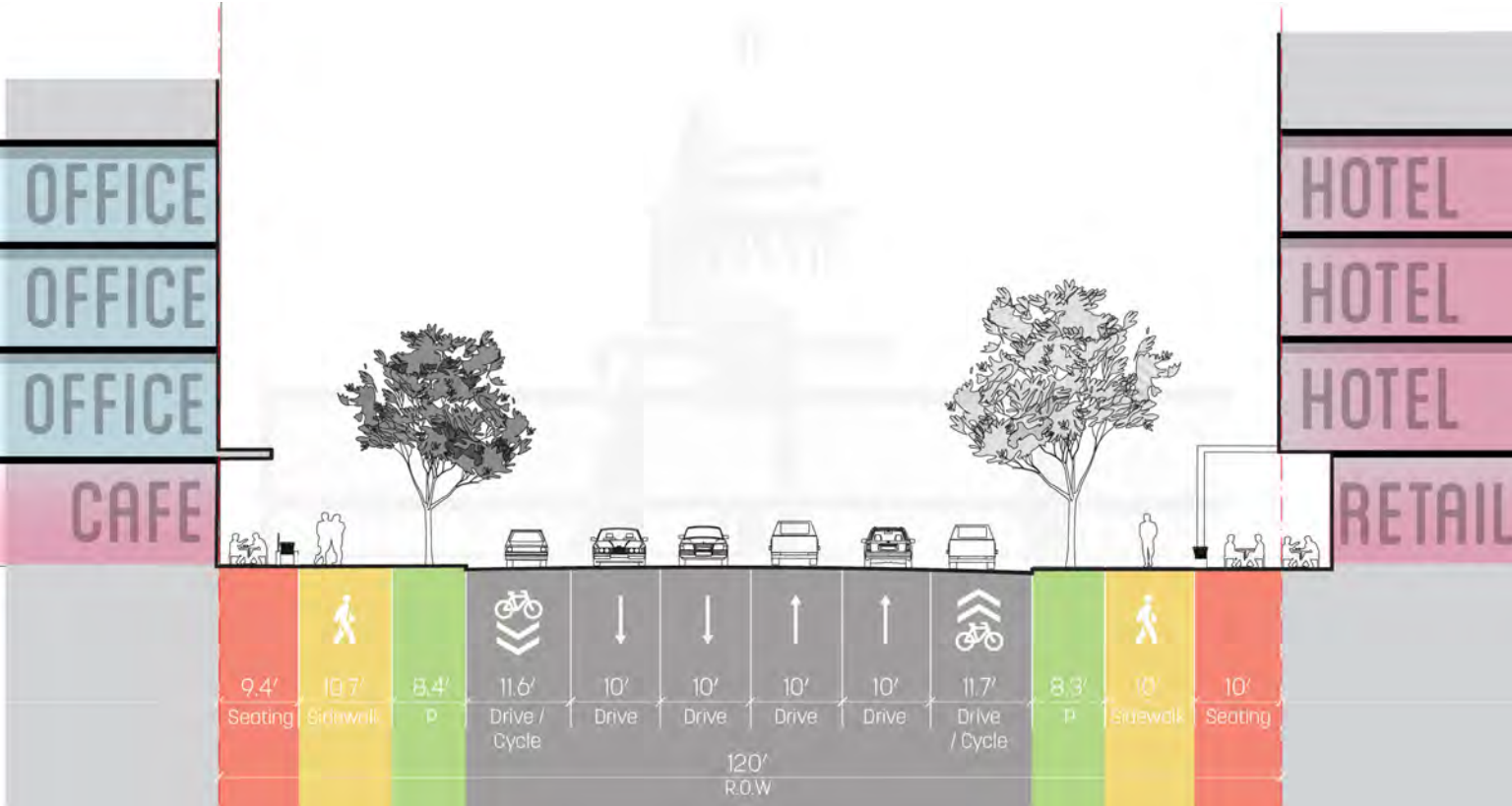
Fareground Plaza (Under Construction)

STREET SECTIONS

Congress Avenue in Planning Zone 3 maintains an overall right of way width of 120', consistent with much of the rest of the corridor. **An exception to this occurs on the 100 block, where building setbacks on both sides of the street produce a dramatic widening of the right of way.**

Within the right of way, 60' is devoted to travel lanes, with three lanes in each direction and sharrows on the outermost lanes. On-street parking is predominantly angled. Along the new developments (such as the Austonian), the 30' foot wide sidewalk is often divided between an approximately 8' planting/furnishing zone, a 10' pedestrian travel zone, and an approximately 10' cafe zone along the back of the curb.





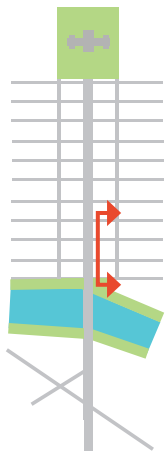
Section 6






Section 7

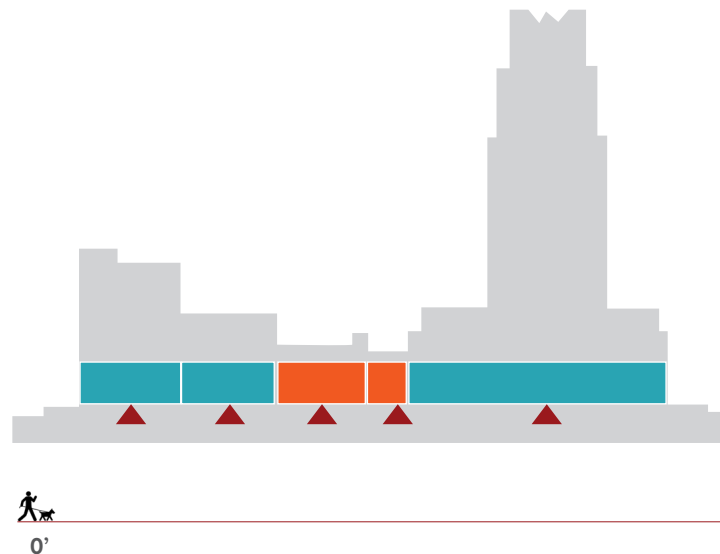
BUILDING ELEVATIONS EAST

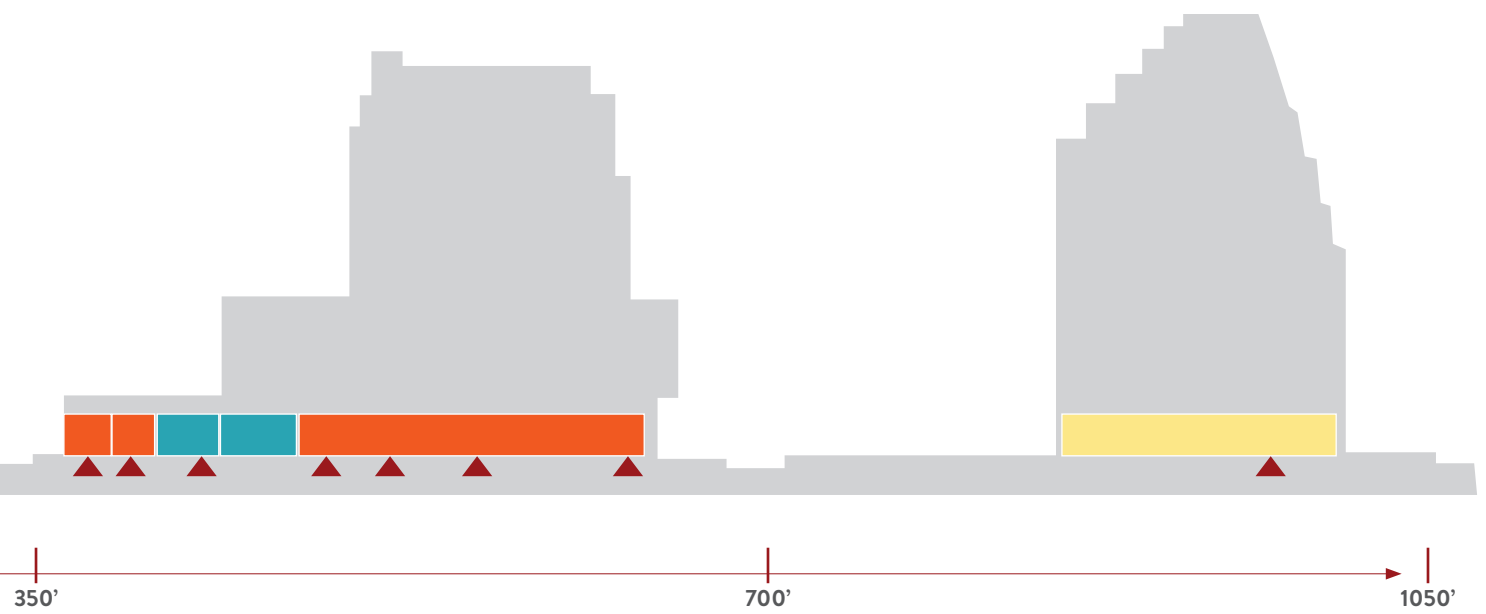
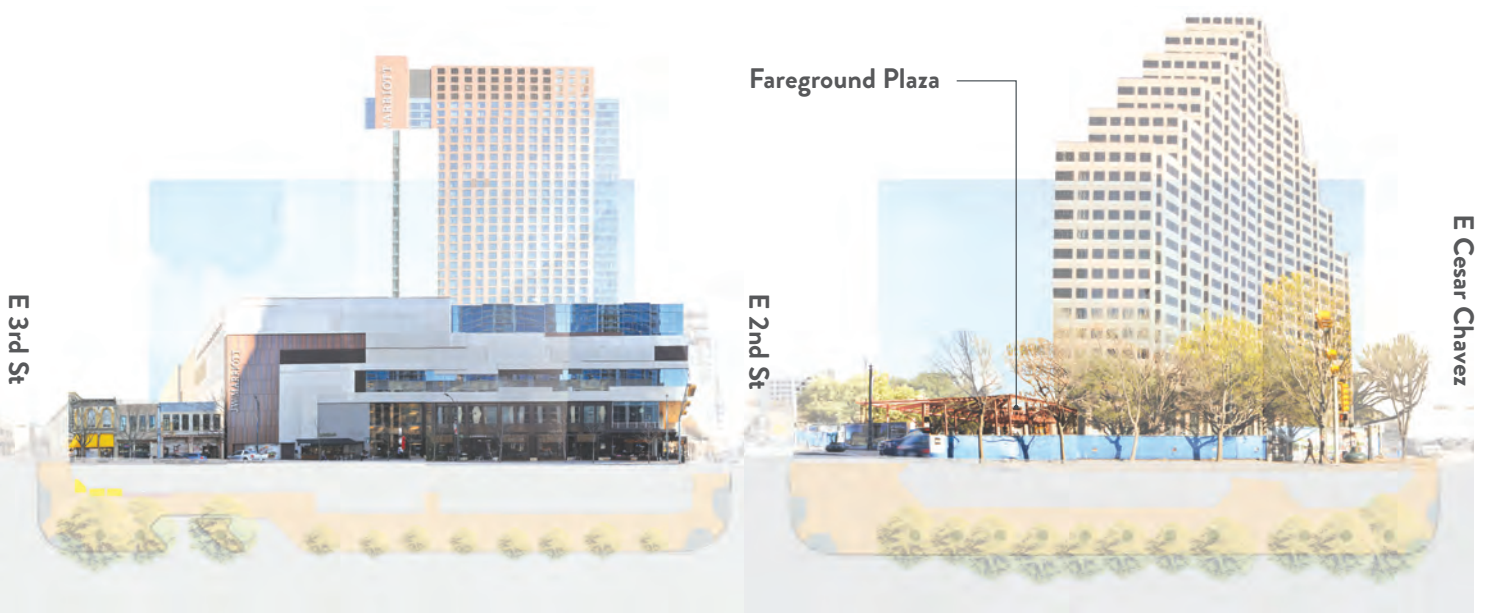
The street elevation in Planning Zone 3 has been transformed by recent developments such as the Austonian, whose podium has established a new height datum along the Avenue, and whose ground floor is lined with active uses. The 100 block is abutted by plaza spaces, an anomaly on Congress Avenue north of Lady Bird Lake.



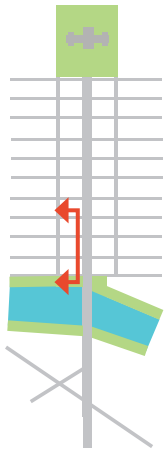
Ground Floor Activation & Entry Locations

-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction







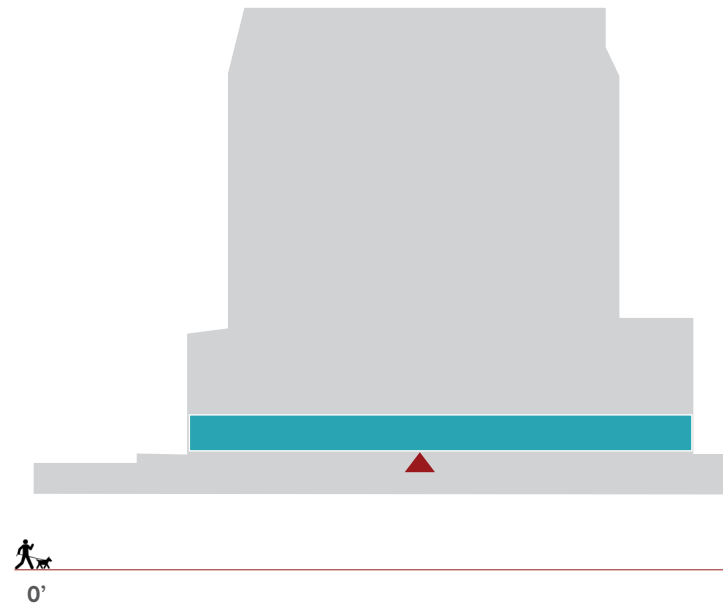


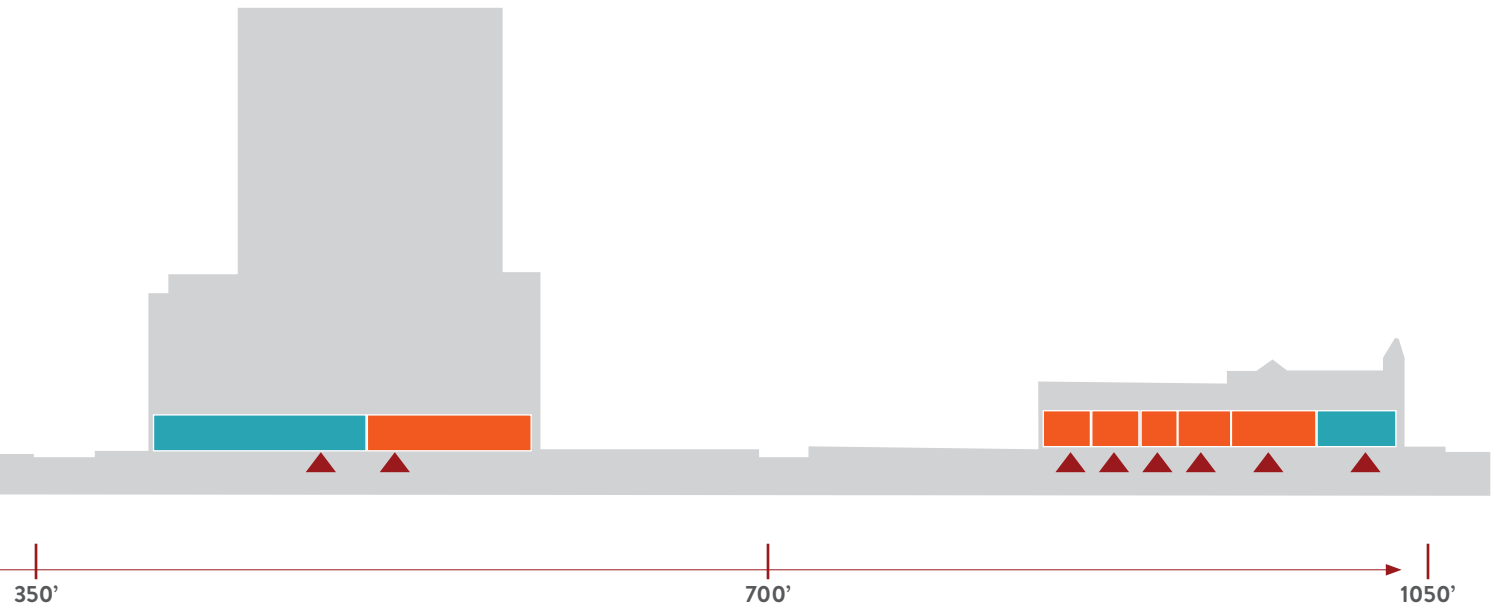
BUILDING ELEVATIONS WEST



Ground Floor Activation & Entry Locations

-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction





TREE SURVEY

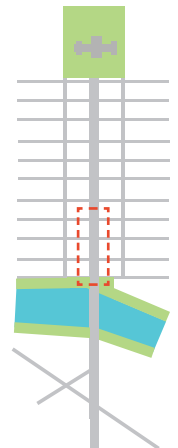


Double tree line arrangement



Planter shape limits movement and use

- | | | |
|---|---------------------------------------|--------------------------------------|
| ● Quercus fusiformis
Live Oak | ● Fraxinus velutina
Arizona Ash | ● Taxodium distichum
Bald Cypress |
| ● Quercus virginiana
Southern Live Oak | ● Quercus polymorpha
Monterrey Oak | ○ Condition - Good |
| ● Quercus muehlenbergii
Chinquapin Oak | ● Ilex Vomitoria
Yaupon | ○ Condition - Fair |
| ● Quercus shumardii
Shumard Oak | ● Ulmus Crassifolia
Cedar Elm | ○ Condition - Bad |





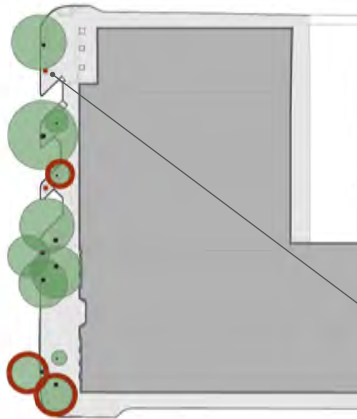
W 4th



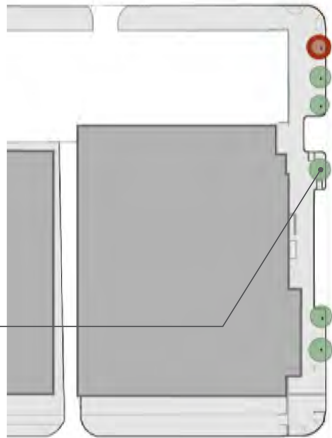
E 4th



W 3rd



E 3rd



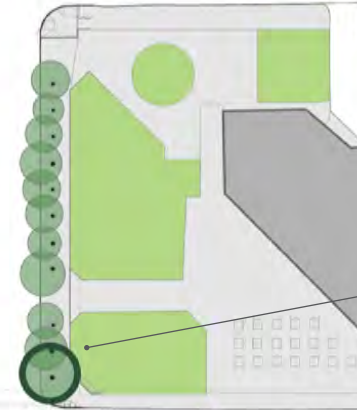
W 2nd



E 2nd



W Cesar Chavez



E Cesar Chavez



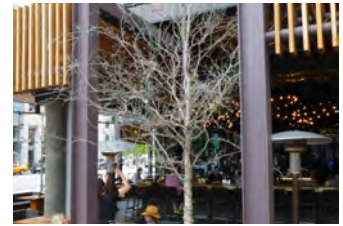
Outgrowing tree wells



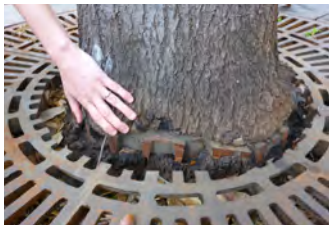
Dead stump



Holiday lights too tight



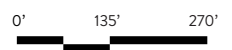
New planting integrated with overhang



Chocked by tree grate



Root area used for construction staging



ADA ACCESSIBILITY INVENTORY



Curb ramp slope exceeding 8.3%

Accessibility Legend



Running-slope exceeds 5%



Cross-slope exceeds 2%



Curb ramp slope exceeds 8.3%



Horizontal opening exceeds 1/2"



Vertical height exceeds 1/2"



Protruding object in circulation path



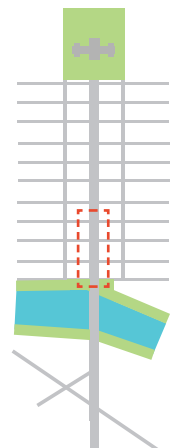
Accessible parking is non-compliant

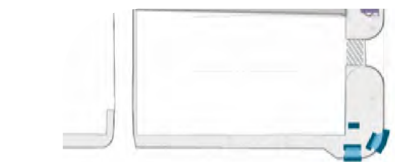


Ground material is non-compliant



Push button reach range or level clear floor is non-compliant

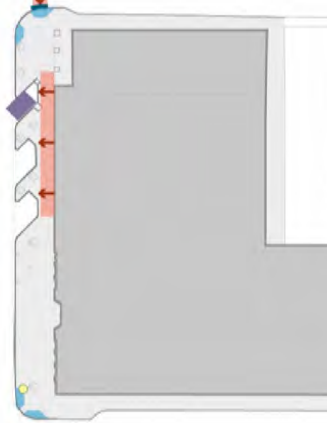




W 4th

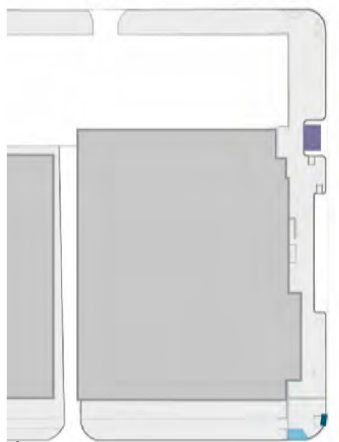


E 4th



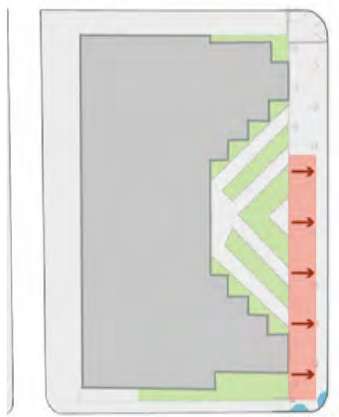
W 3rd

E 3rd



W 2nd

E 2nd














W Cesar Chavez

E Cesar Chavez



MATERIALS AND FURNISHINGS INVENTORY







Furnishings

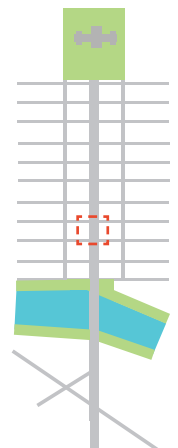
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials

-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor



W 4th

E 4th



Newspaper box, recycling, and fire hydrant



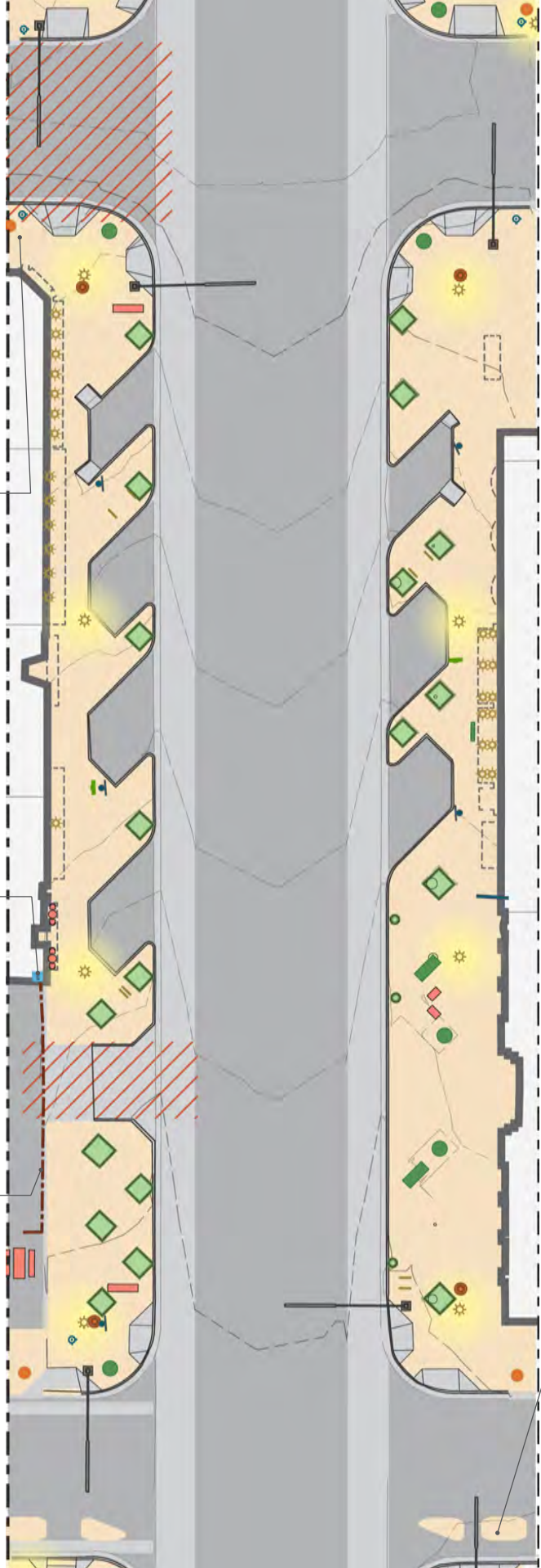
ATM, bike racks, light pole, and fence



Fence













W 3rd

Island and bike lane








MATERIALS AND FURNISHINGS INVENTORY







Furnishings

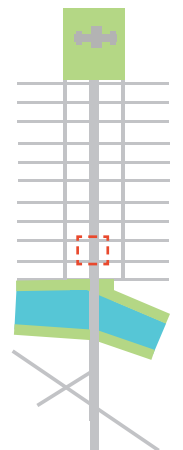
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
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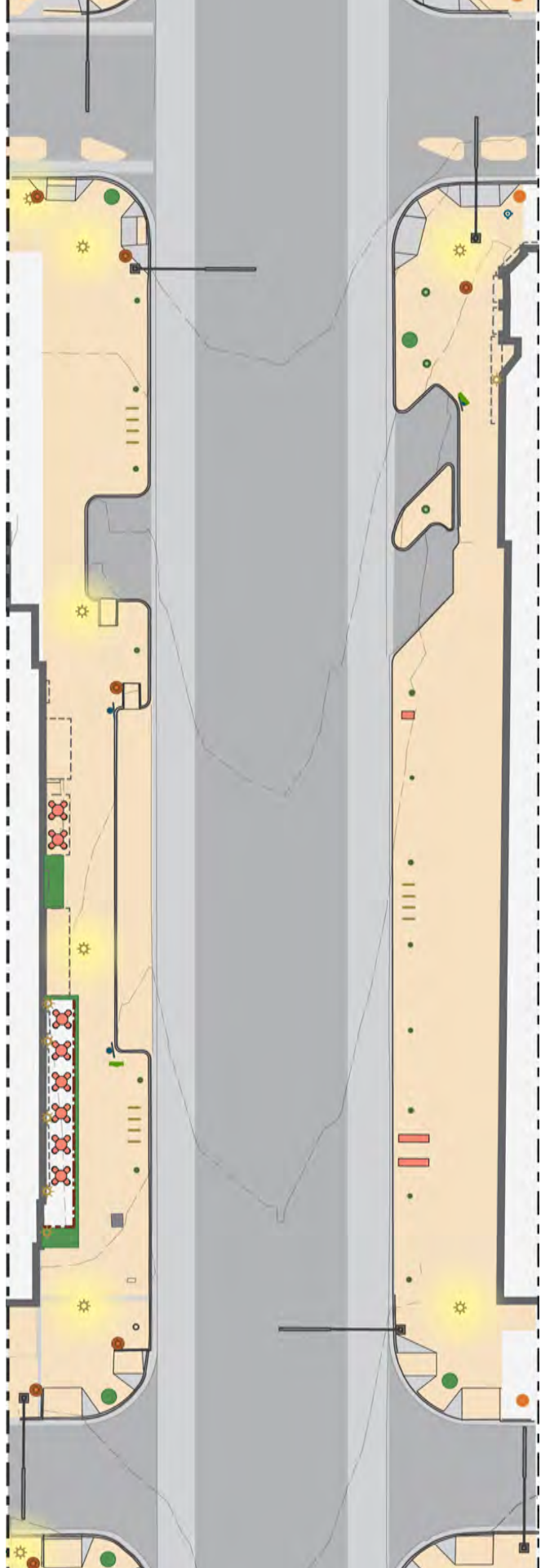
Paving Materials

-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor



W 3rd

E 3rd















W 2nd

0' 25' 50'



MATERIALS AND FURNISHINGS INVENTORY







Furnishings

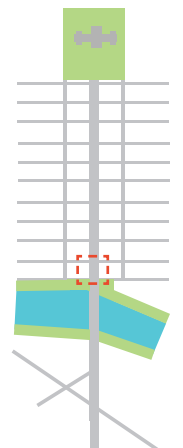
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
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Furnishings

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-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials

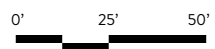
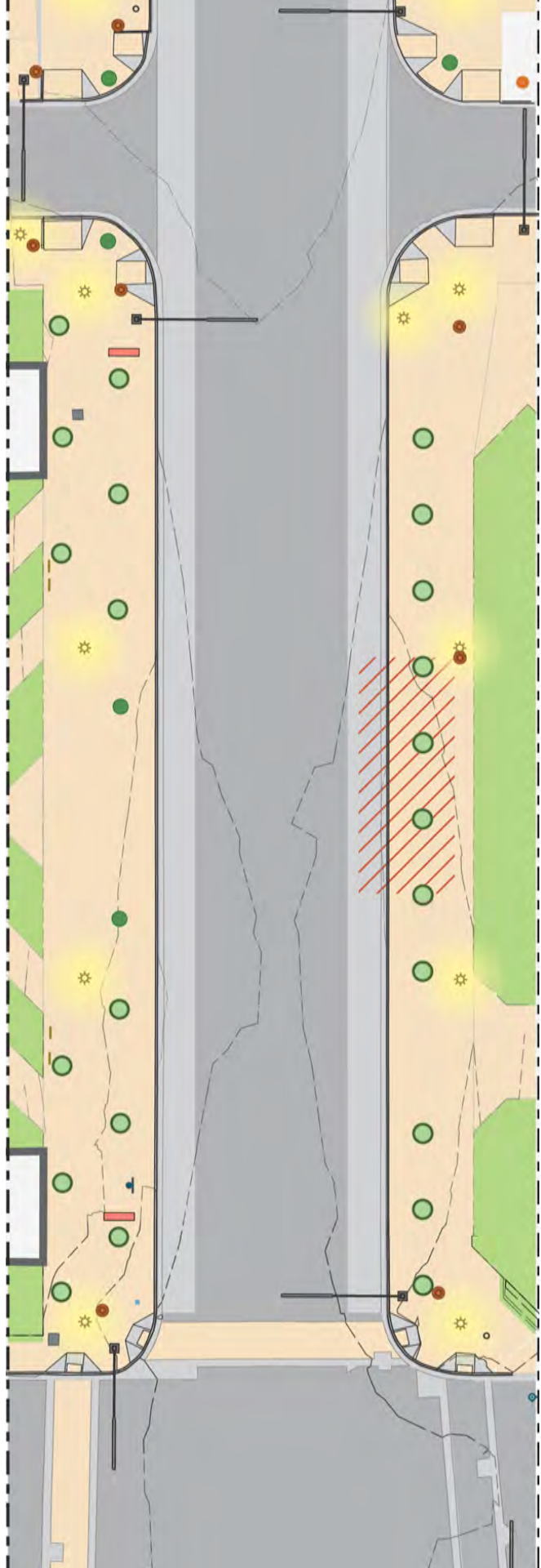
-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor



W 2nd

E 2nd

W Cesar Chavez



PLANNING ZONE 4

The 100 blocks south of Cesar Chavez, which includes the Radisson Hotel and the length of Congress Avenue bridge make up this planning zone. The zone is defined by three key elements; Lady Bird Lake, Congress Avenue bridge, and the Butler Hike and Bike trails. One of the key natural attractions in this location is the 'flight of the Bats', as seen in the photograph. The Congress Avenue bridge is one of the main vehicular, bike, pedestrian and transit corridors that connects south to north Congress.

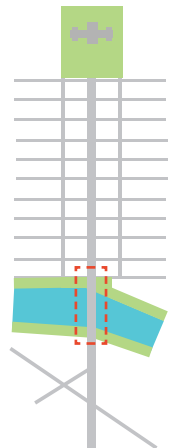




FIRST FLOOR TENANTS

327

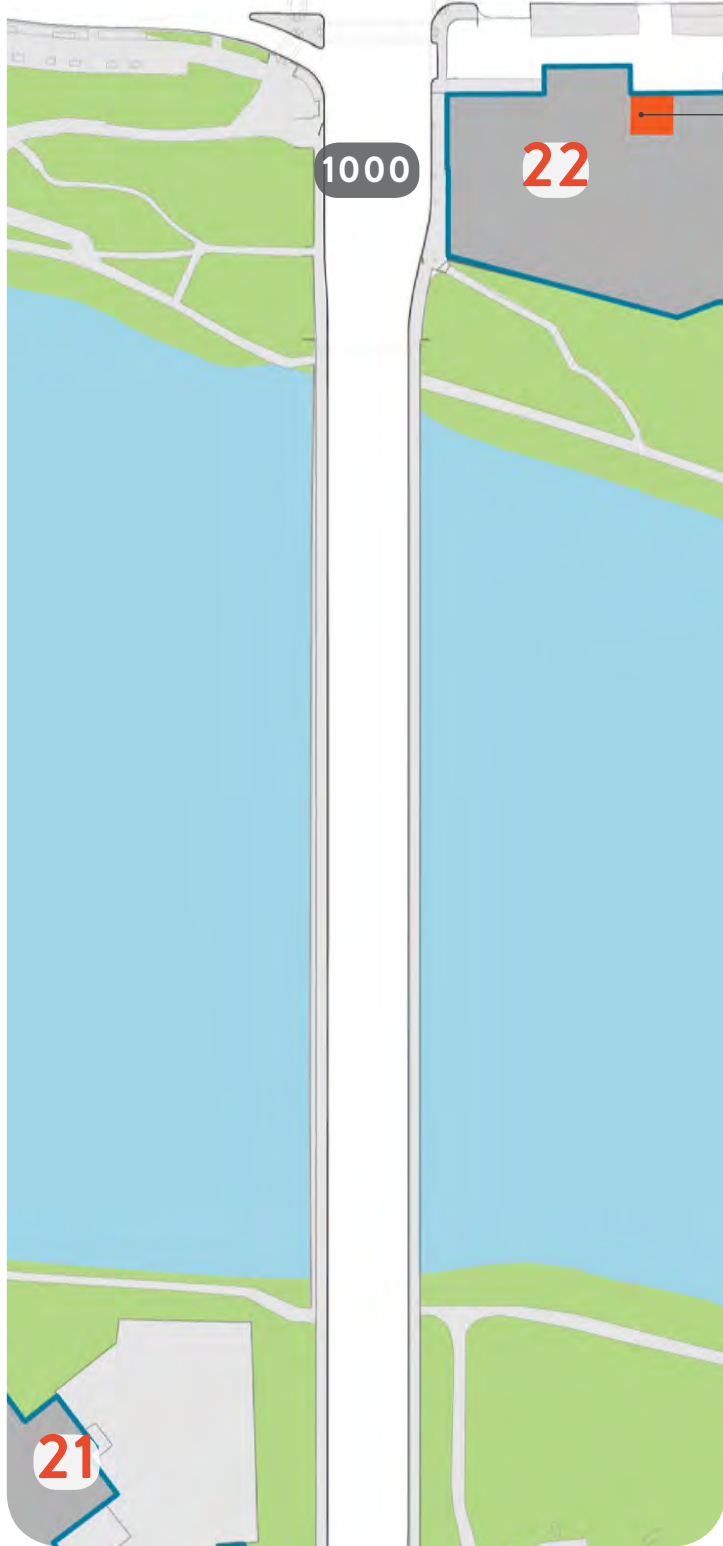
Dine Restaurant & Bar





W Cesar Chavez

E Cesar Chavez



1005

1000

22

21

0' 135' 270'



GROUND FLOOR USE

No significant ground floor uses exist between Cesar Chavez Street and the areas along the Anne W. Richards Congress Avenue Bridge.

Ground Floor Use

-  Congress Avenue Corridor
-  Retail / F & B / Service
-  Hotel / Office Lobby
-  Cultural Use
-  Vacant Property



E Cesar Chavez

W Cesar Chavez

LADY BIRD LAKE

PUBLIC SPACES AND GATHERING AREAS

There are a various public spaces and gathering areas between Cesar Chavez and the south side of Lady Bird Lake. At the corner of Cesar Chavez and Congress Avenue is the newly constructed Butler Hike and Hike pedestrian plaza that connects to the trails along Lady Bird Lake. The Butler Hike and Bike trails to the north of Lady Bird Lake provide great recreation opportunities for walking, jogging and biking. The banks of the river are also well used for social activities as well as viewing the Congress Avenue bridge Bats.

The bridge's sidewalks are also widely used by bikers, pedestrians and for viewing vistas of the City and the Bats. However, **the bridge's sidewalks are cramped**, and do not provide adequate shading or seating that would enhance the overall experience of viewing the bats and the city.



Steps connecting to the Butler Hike & Bike Trails






Lake side turf used as Bat viewing location



Congress Avenue Bridge sidewalk used to view Bats

Public Spaces & Gathering Areas

-  Congress Avenue Corridor
-  Park / Lawn
-  Plaza / Outdoor Dining



E Cesar Chavez

W Cesar Chavez

Butler Hike & Bike Trails

LADY BIRD LAKE

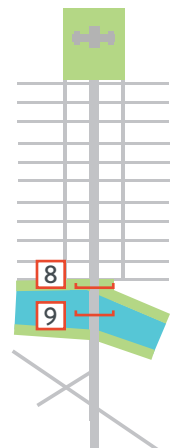
Congress Ave. Bridge

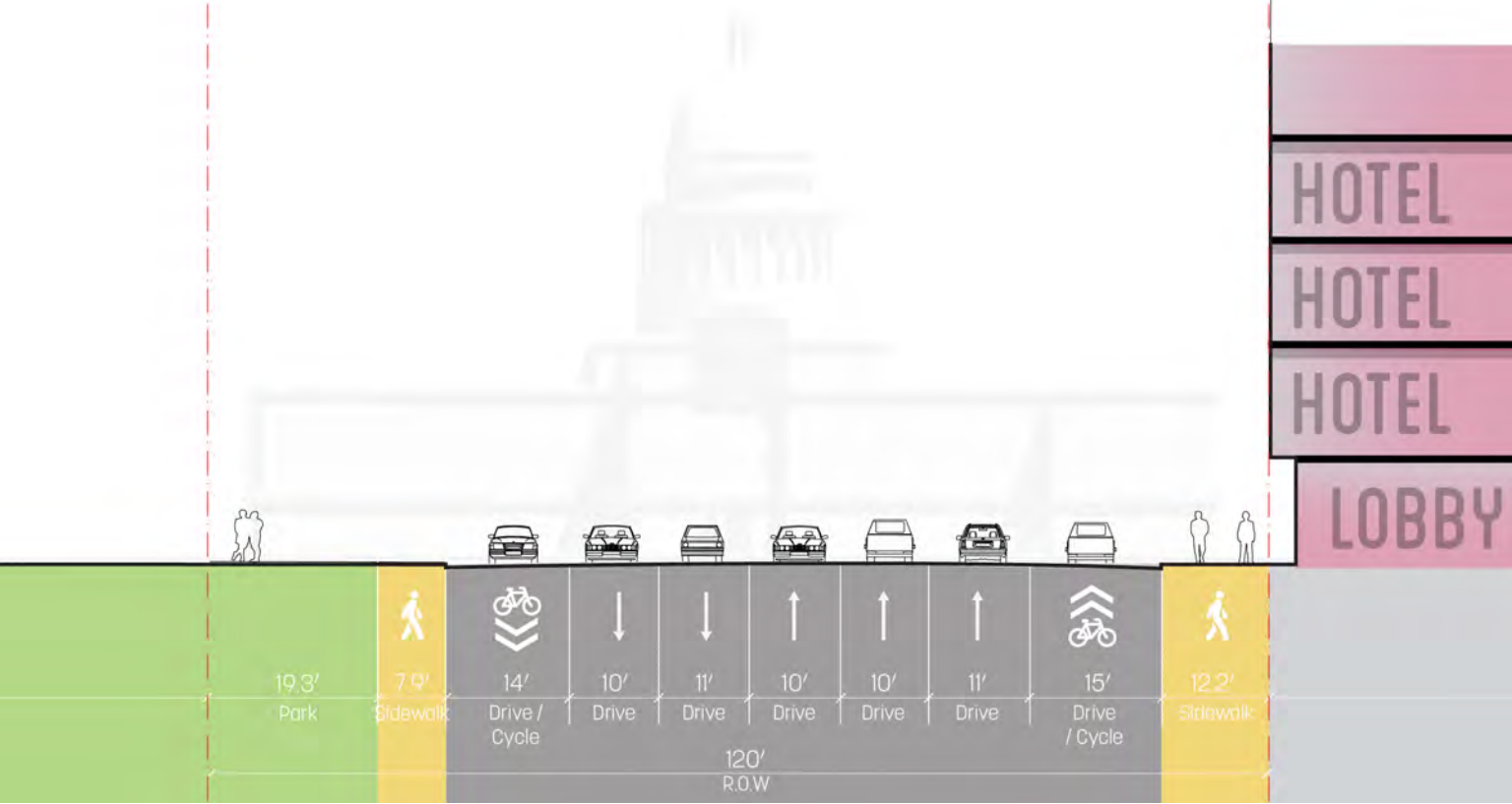
Bat Viewing Area

STREET SECTIONS

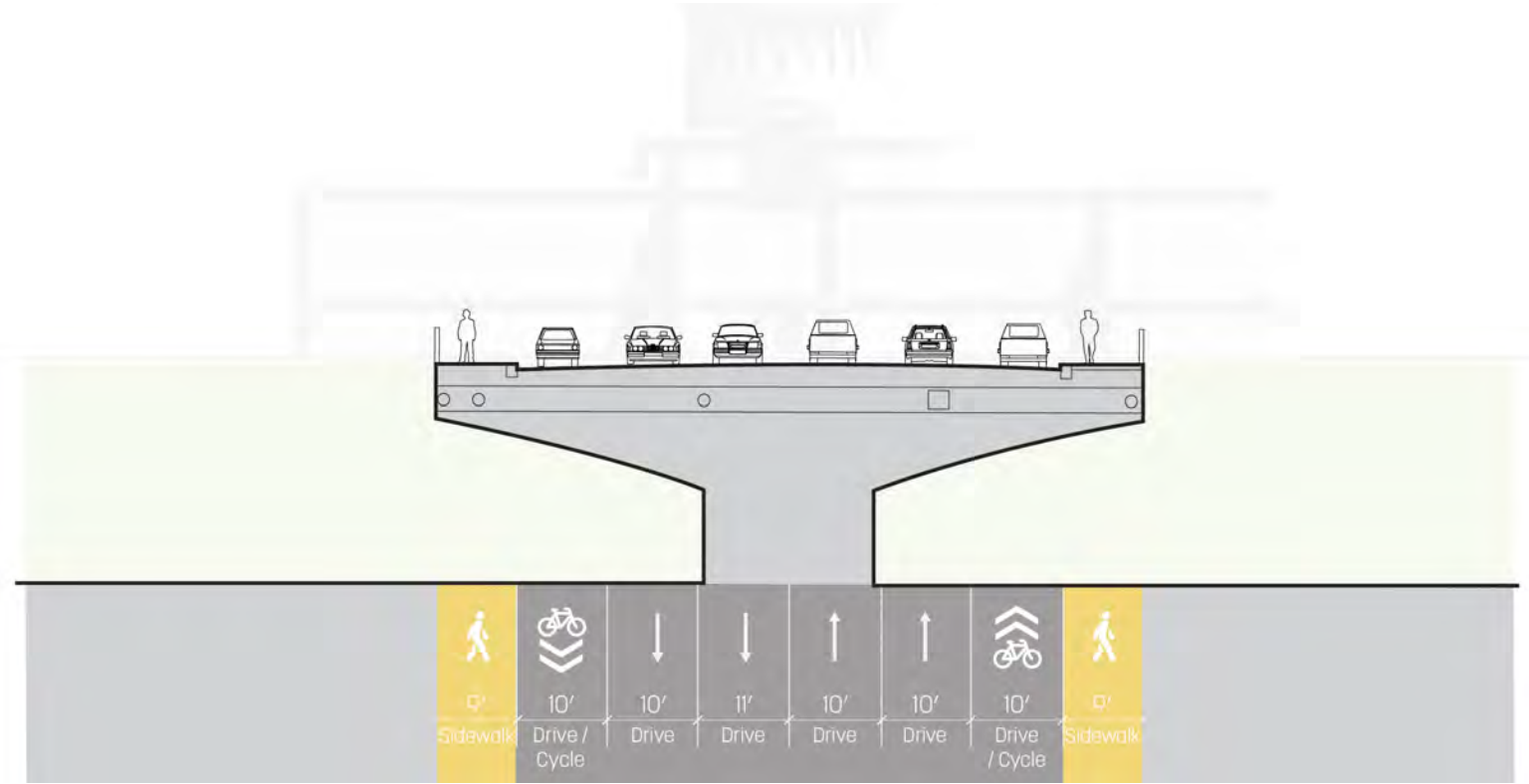
At the northern approach to the Congress Avenue Bridge, the roadway space widens to 81', with 7 travel lanes and sharrows sharing the outermost lanes. Sidewalk width is correspondingly reduced to approximately 8' on one side and 12' on the other.

On Congress Avenue Bridge, the overall width of 79' is divided between 6 travel lanes and two 9' sidewalks on each side.





Section 8

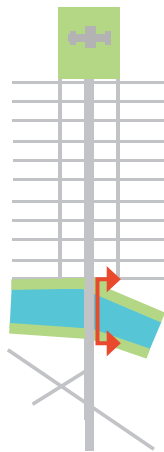


Section 9



BUILDING ELEVATIONS EAST

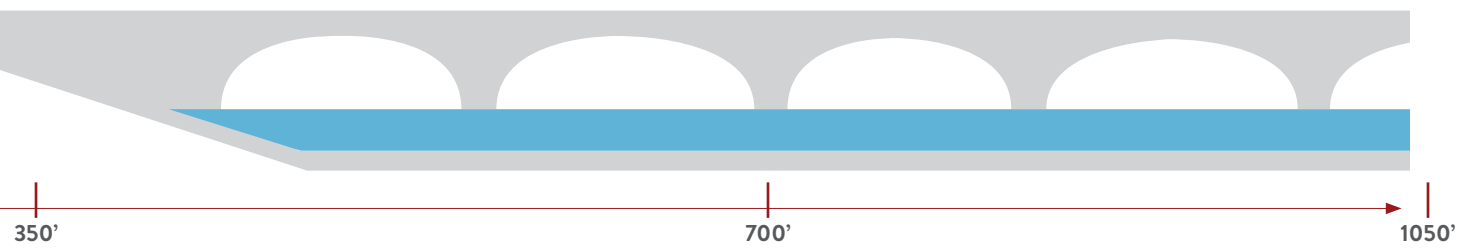
E Cesar Chavez



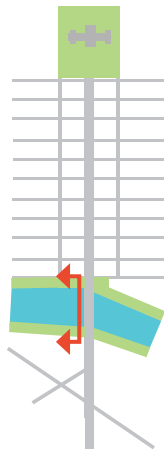
Ground Floor Activation & Entry Locations

- ▲ Entry Locations
- Active Ground Floor
- Passive Ground Floor
- Vacant/Construction







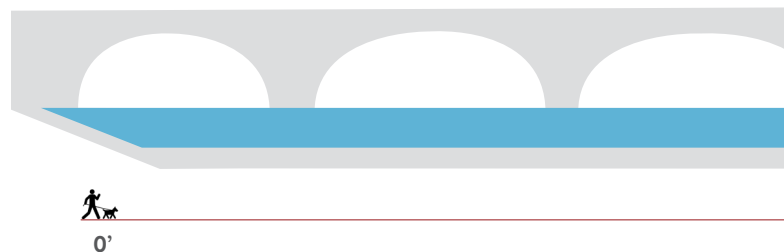


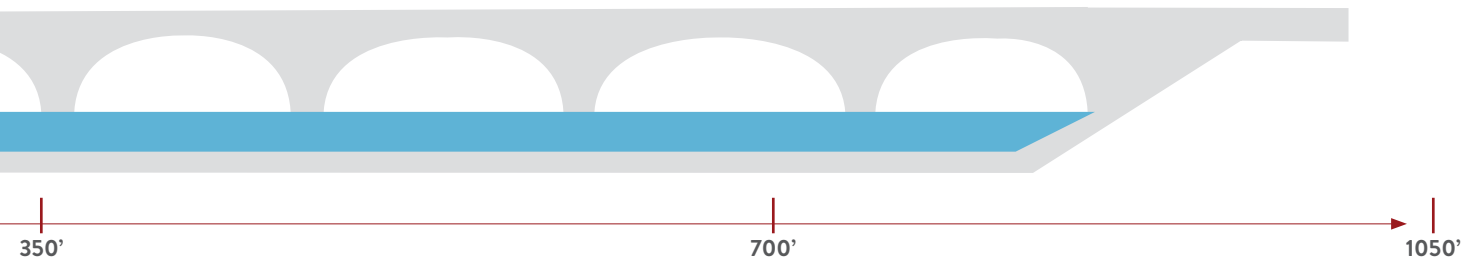
STREET ELEVATIONS WEST



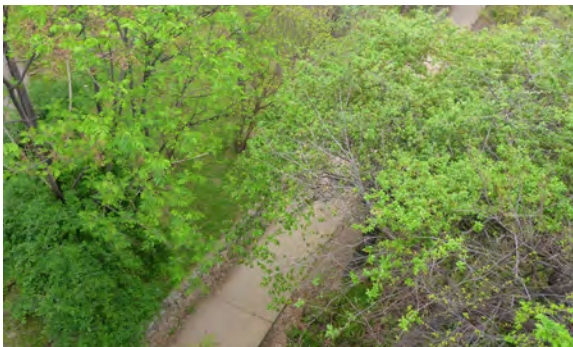
Ground Floor Activation & Entry Locations

-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction

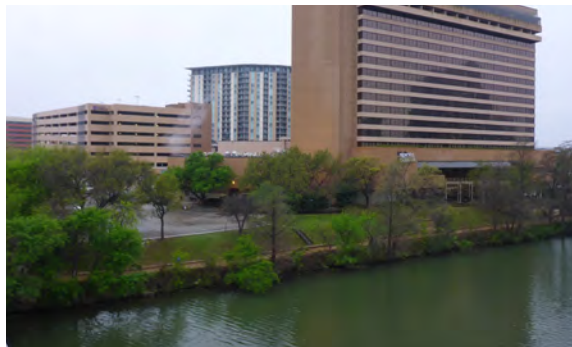




TREE SURVEY

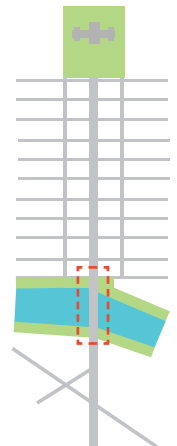


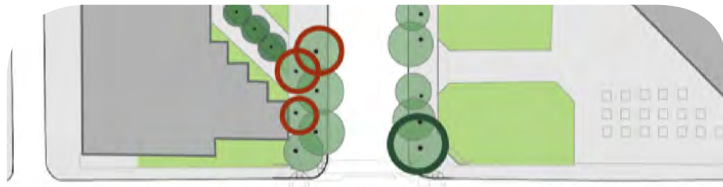
Ann and Roy Butler Hike and Bike Trail



Vegetation at the edge of Lady Bird Lake

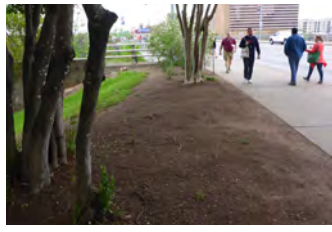
- | | | |
|---|--|---|
|  <i>Quercus fusiformis</i>
Live Oak |  <i>Fraxinus velutina</i>
Arizona Ash |  <i>Taxodium distichum</i>
Bald Cypress |
|  <i>Quercus virginiana</i>
Southern Live Oak |  <i>Quercus polymorpha</i>
Monterrey Oak |  Condition - Good |
|  <i>Quercus muehlenbergii</i>
Chinquapin Oak |  <i>Ilex Vomitoria</i>
Yaupon |  Condition - Fair |
|  <i>Quercus shumardii</i>
Shumard Oak |  <i>Ulmus Crassifolia</i>
Cedar Elm |  Condition - Bad |



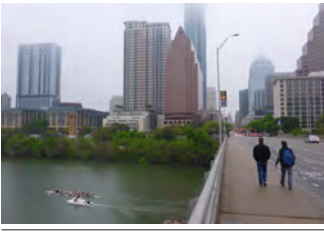


W Cesar Chavez

E Cesar Chavez



End of street tree planting



No street trees on the bridge










LADY BIRD LAKE

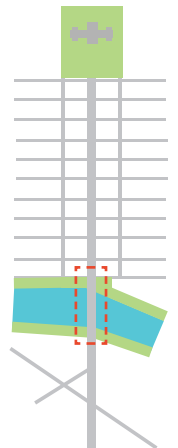
ADA ACCESSIBILITY INVENTORY

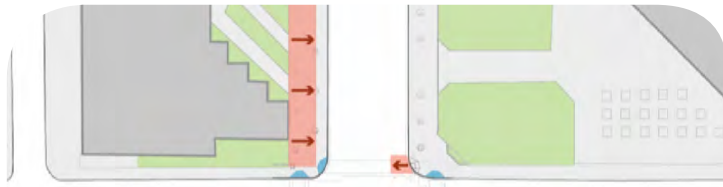


Stairs connecting to Butler Hike and Bike Trails

Accessibility Legend

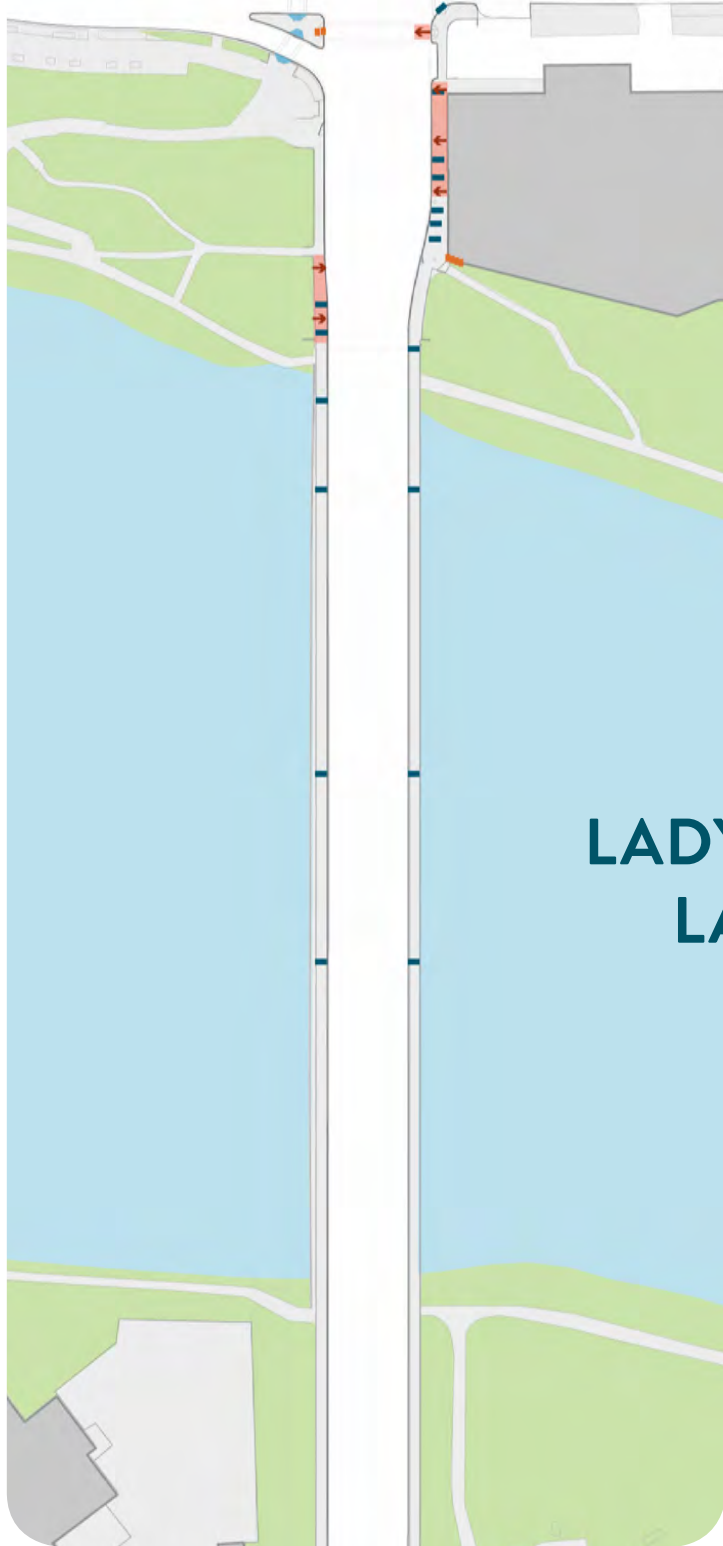
- | | | | |
|---|---------------------------------|---|---|
|  | Running-slope exceeds 5% |  | Protruding object in circulation path |
|  | Cross-slope exceeds 2% |  | Accessible parking is non-compliant |
|  | Curb ramp slope exceeds 8.3% |  | Ground material is non-compliant |
|  | Horizontal opening exceeds 1/2" |  | Push button reach range or level clear floor is non-compliant |
|  | Vertical height exceeds 1/2" | | |



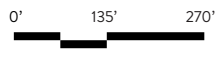


W Cesar Chavez

E Cesar Chavez














LADY BIRD LAKE



MATERIALS AND FURNISHINGS INVENTORY







Furnishings

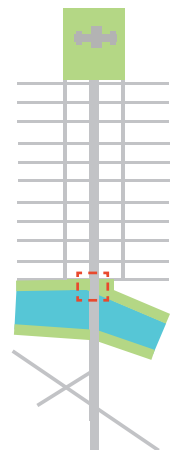
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

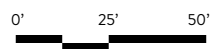
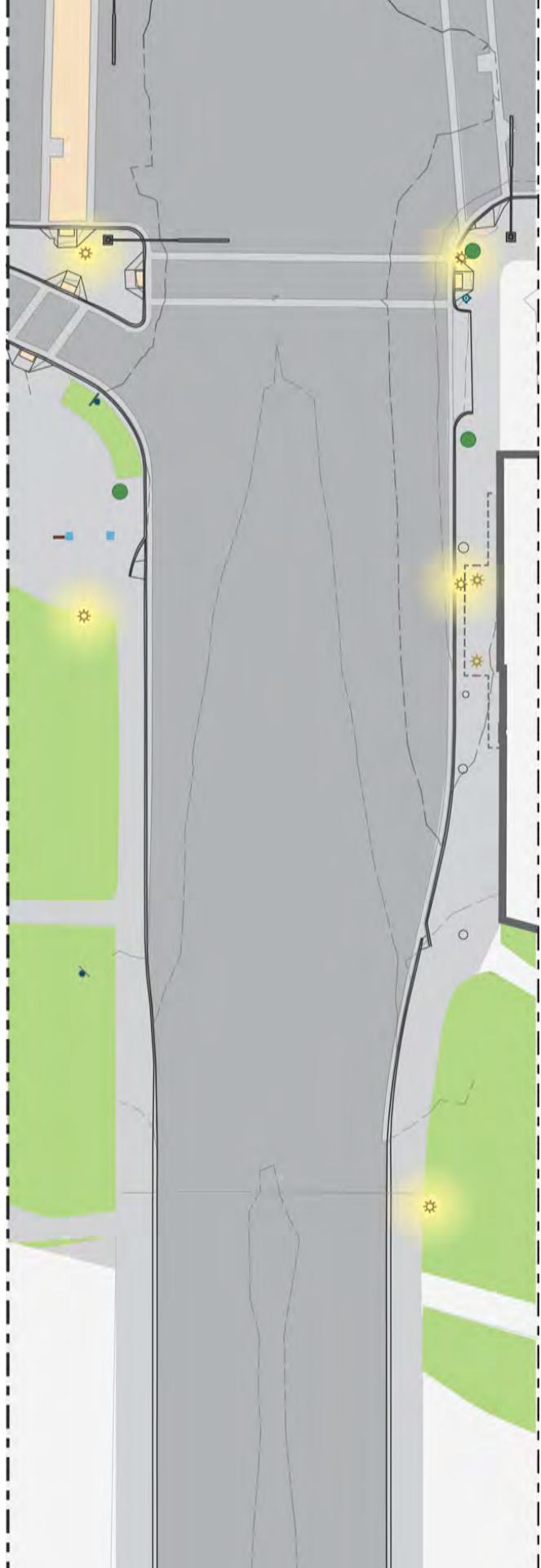
Paving Materials

-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor















W Cesar Chavez

E Cesar Chavez



MATERIALS AND FURNISHINGS INVENTORY







Furnishings

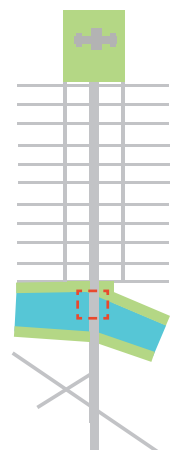
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

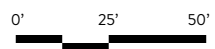
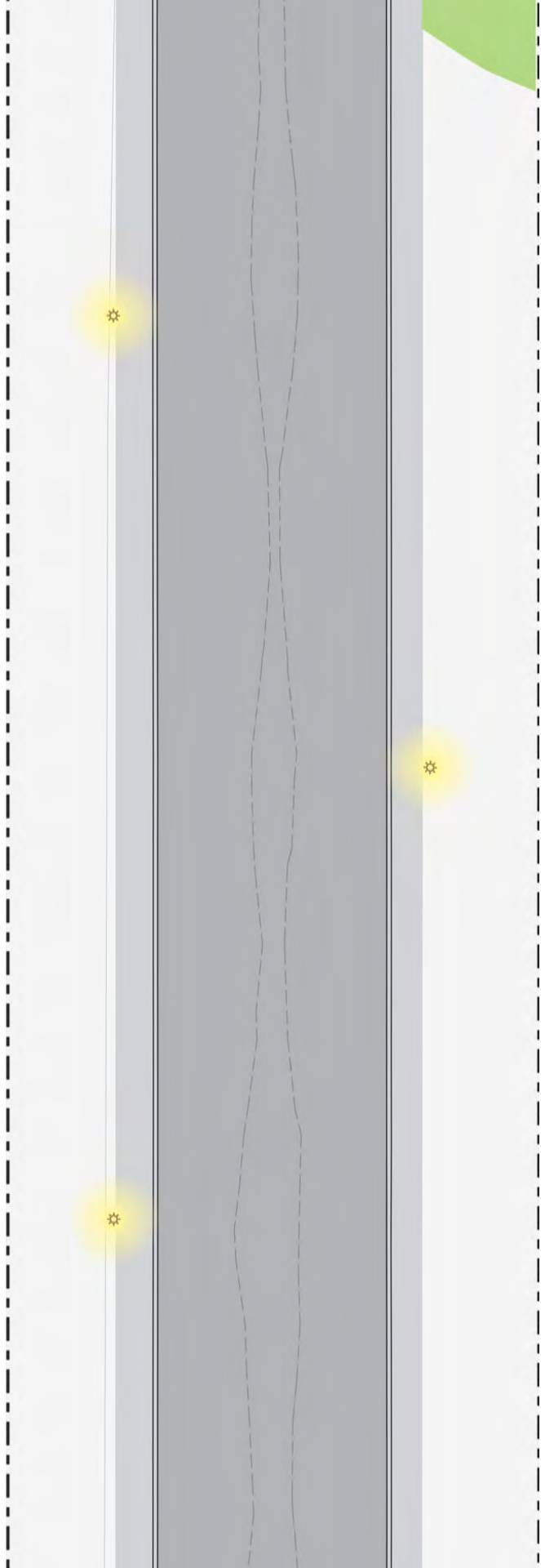
Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials













-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor













MATERIALS AND FURNISHINGS INVENTORY







Furnishings

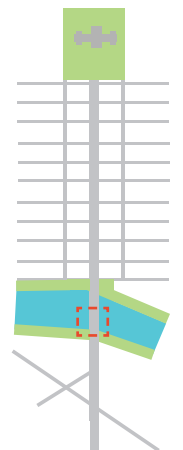
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

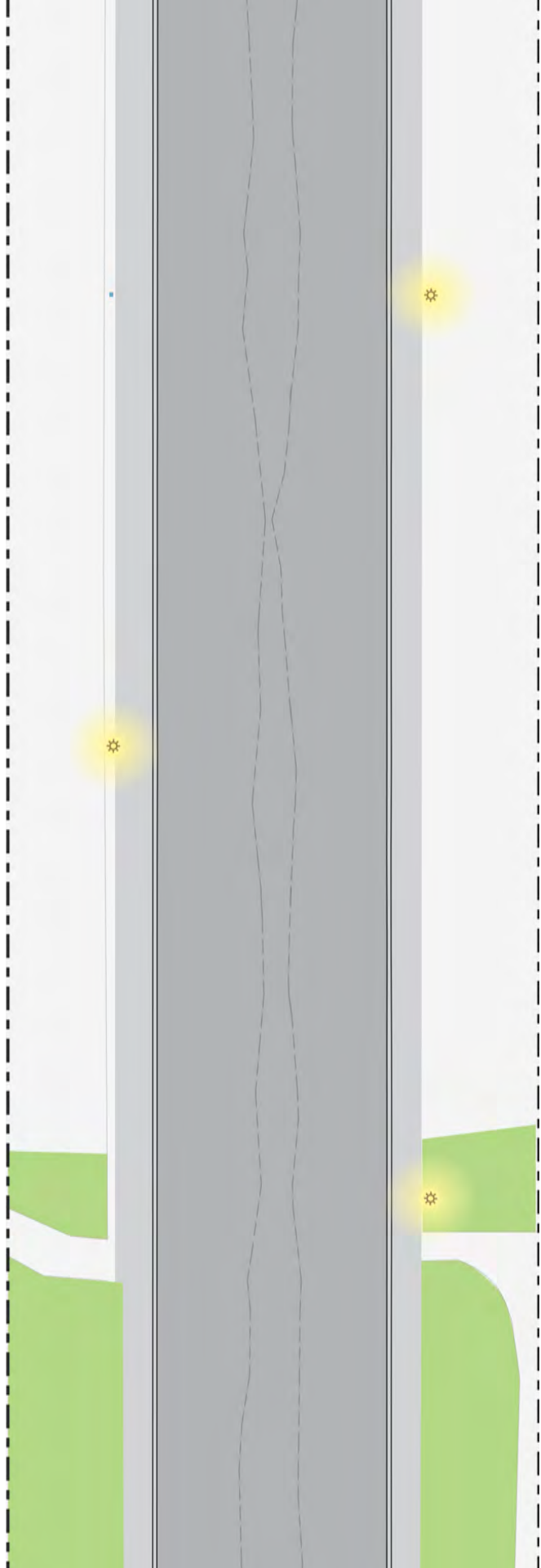
Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials

-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor
















0' 25' 50'



MATERIALS AND FURNISHINGS INVENTORY







Furnishings

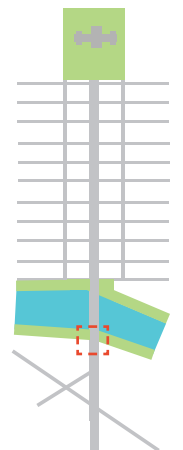
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

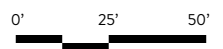
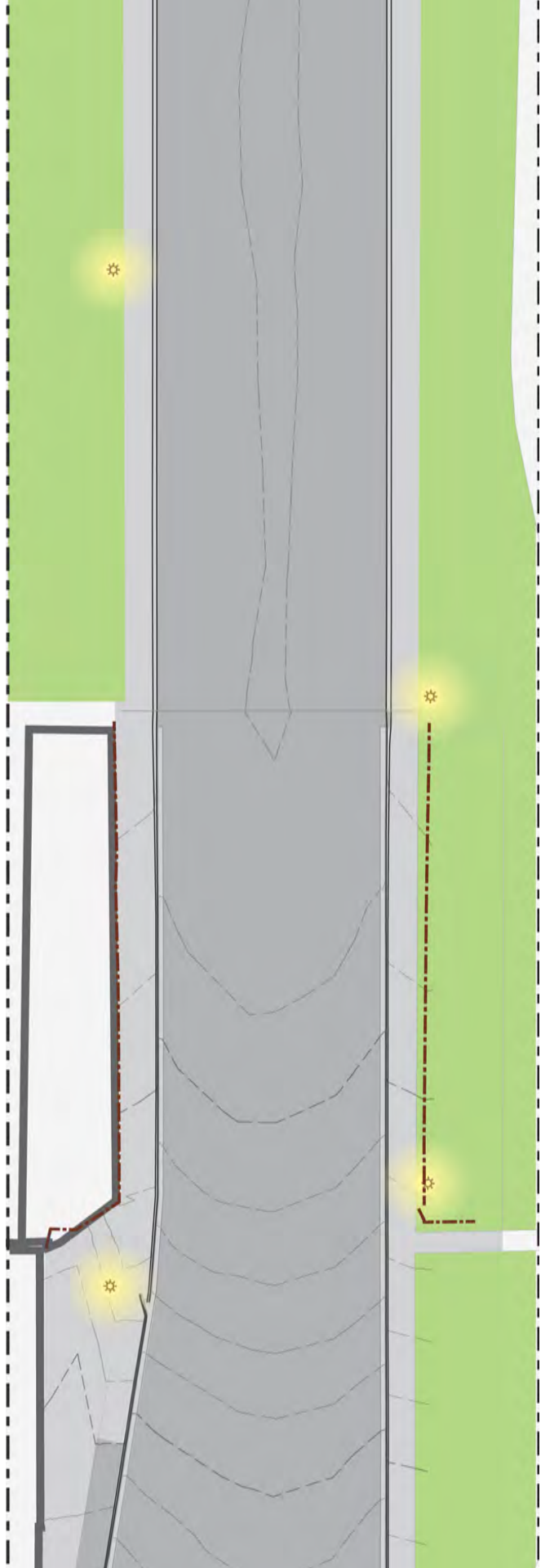
Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials

-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor





PLANNING ZONE 5

The southernmost zone within the study area starts south of the Ann Richards Bridge and extends south to and including the intersection with West Riverside Drive. It is probably the least pedestrian friendly zone within the study area, and the busiest in terms of vehicular traffic. The layout of the street and ground floor uses are all almost exclusively addressed to automobile traffic. The newly opened bar and terrace at the Yeti Flagship and the small green traffic island to the south, with the 'Batwing' sculpture, represent a burgeoning pedestrian oasis in this area, with plans for a pop-up plaza to open this summer between the two. The volume of pedestrians that pass by the space, and the crowds that gather at the bar suggest the pent up demand for improved public realm. Grades drop steeply on the east side of the Avenue, at the Statesman property, limiting possibilities for good ground floor engagement there, but otherwise the streetscape throughout this zone is ripe for rethinking--albeit in a manner that will continue to accommodate heavy traffic volumes.





FIRST FLOOR TENANTS

Block 200

- 200 Sherry Matthews Inc
- 208 Hyatt Regency
- 220 Yeti Flagship Store

Block 300

- 300 Embassy Suites
- 336 Hotels for Hope
- 336 Austin Trust

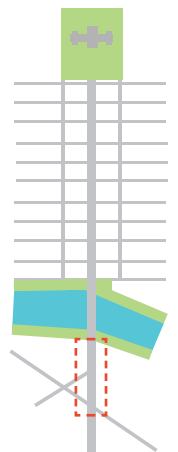
Block 400

- 400 Chevron

- 305 Austin American-Statesman
- 311 Firestone Autocare
- 315 Riverspa Nail Salon
- 343 EX Insurance Agency
- 343 Howdy Donut
- 343 New World Liquor

First Floor Use

- Retail / F & B / Service
- Hotel/Office Lobby
- Vacant Property
- Cultural Use



208

200

220

200

305

300

311

300

315

336

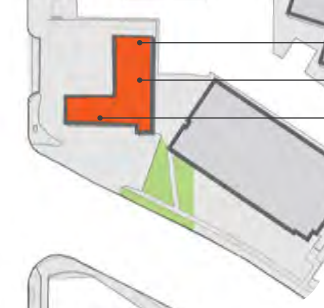
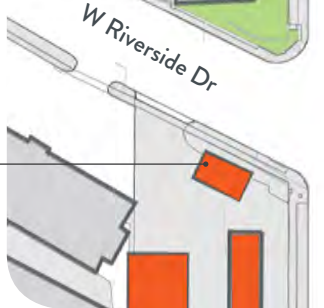
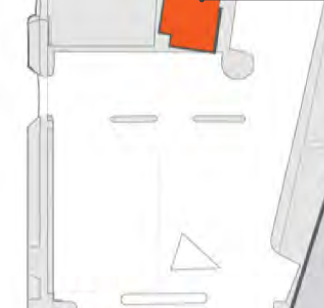
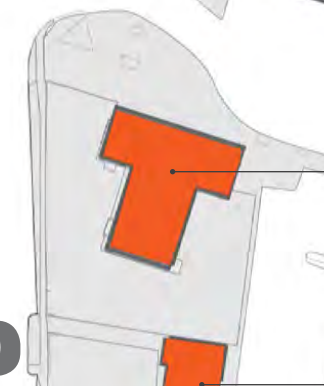
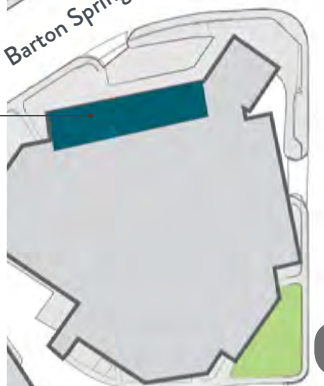
336

343

343

343

400



0' 135' 270'



GROUND FLOOR USE

Active ground floor uses are limited south of the Lake along Congress Avenue. With the exception of the recently renovated YETI retail store and bar, ground floor uses are limited to auto-oriented businesses such as Bridgestone Auto and Howdy Donuts. The Embassy Suites Hotel has a building lobby oriented to Barton Springs Road, away from Congress Avenue. The Austin American-Stateman building, the Department of Transportation Building, and the Hyatt Regency are pulled back from Congress by large setbacks, diminishing their positive impact on the pedestrian realm.

Ground Floor Use

-  Congress Avenue Corridor
-  Retail / F & B / Service
-  Hotel / Office Lobby
-  Cultural Use
-  Vacant Property



YETI Store

Barton Springs Rd

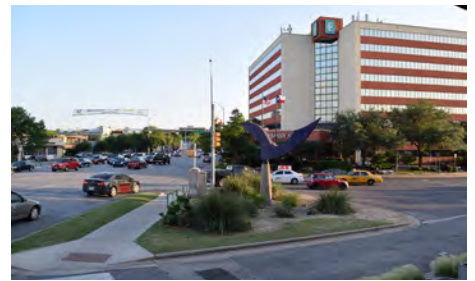
W Riverside Dr

PUBLIC SPACES AND GATHERING AREAS

The Ann and Roy Hike and Bike Trails located along the south shore of Lady Bird Lake provide great public recreation opportunities. Public viewing areas to watch the Bats take flight are located along the south shore of the Lake and along the Congress Avenue bridge sidewalk. The ‘Batwing’ sculpture is located at the corner of Barton Springs Road and Congress Avenue is a popular location to take photos. There are a limited amount of public spaces and gathering areas between the Ann and Yoy Butler Hike and Bike trails and West Riverside Drive.






Lake side park slope used as Bat viewing location



‘Batwing’ sculpture

Public Spaces & Gathering Areas

-  Congress Avenue Corridor
-  Park / Lawn
-  Plaza / Outdoor Dining

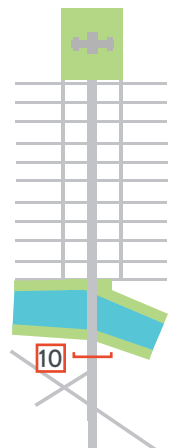


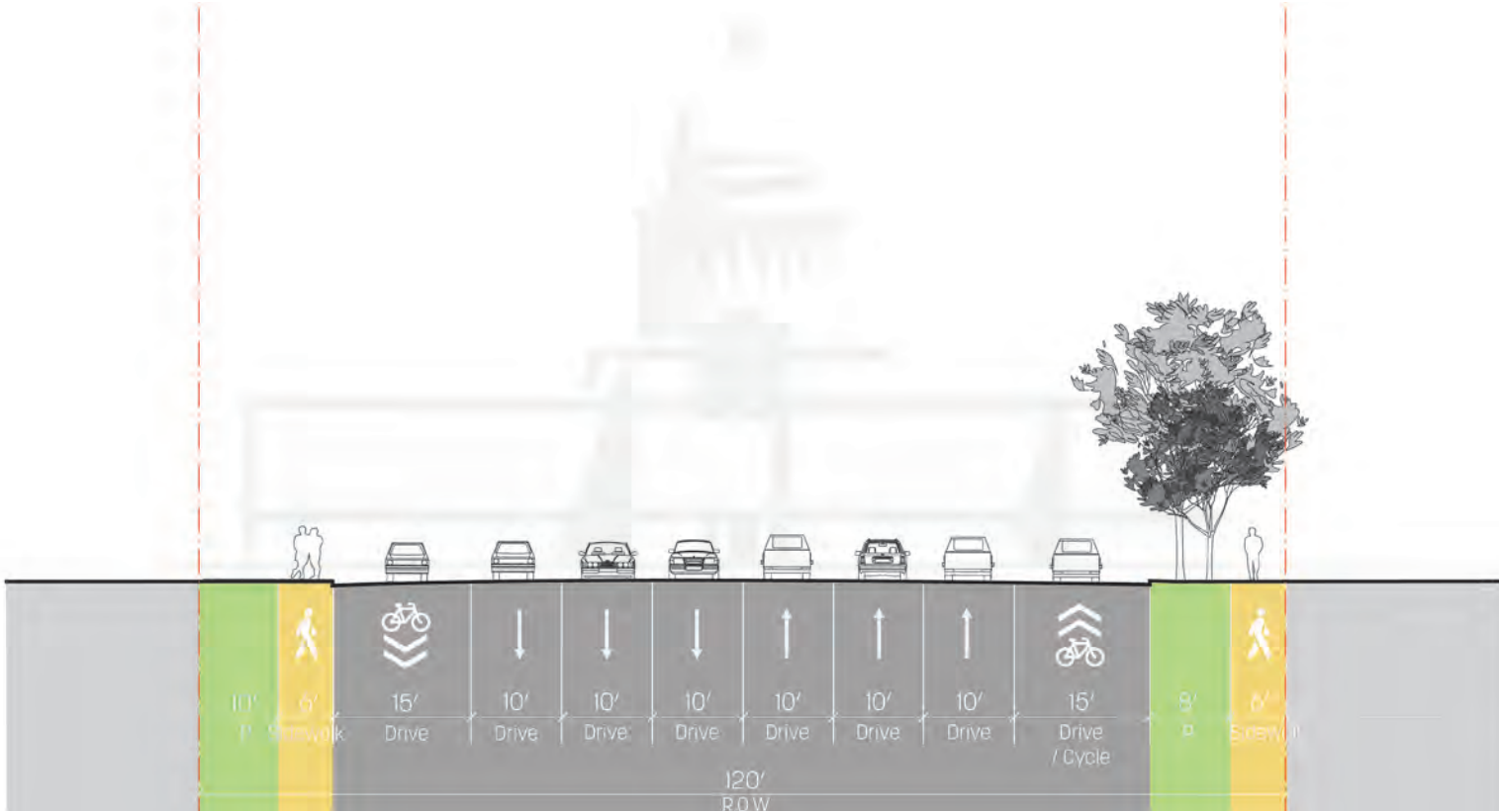
Barton Springs Rd

W Riverside Dr

STREET SECTION

As Congress Avenue transitions into South Congress Avenue, the character of the Avenue becomes much more autocentric, with 8 travel lanes (two with sharrow) and limited width dedicated to pedestrian travel.



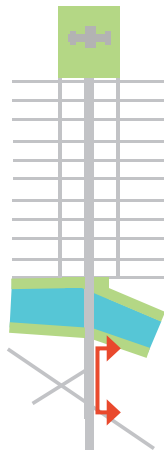


Section 10



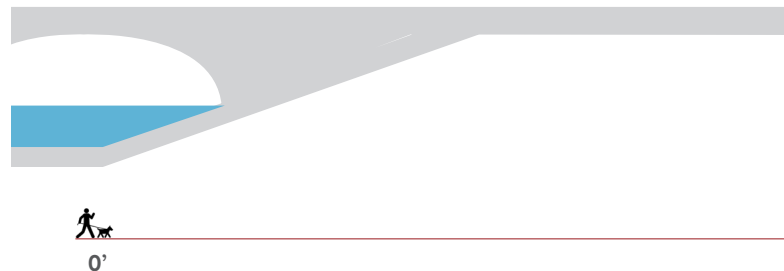
BUILDING ELEVATIONS EAST

With building set far back from the street along Planning Zone 5, there is little active use along the Avenue, with the exception of the Yeti Flagship Store on the west side.



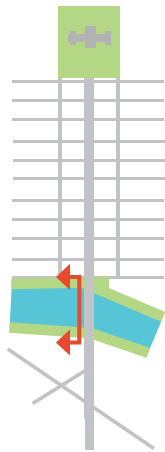
Ground Floor Activation & Entry Locations

- ▲ Entry Locations
- Active Ground Floor
- Passive Ground Floor
- Vacant/Construction









BUILDING ELEVATIONS WEST



Ground Floor Activation & Entry Locations

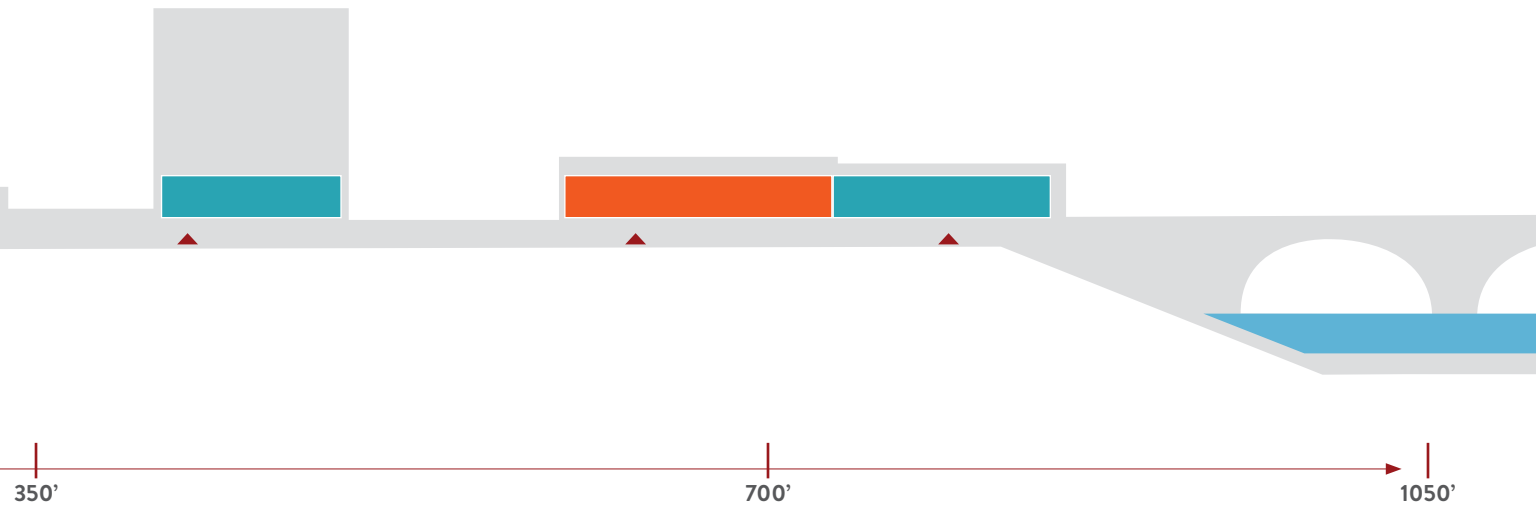
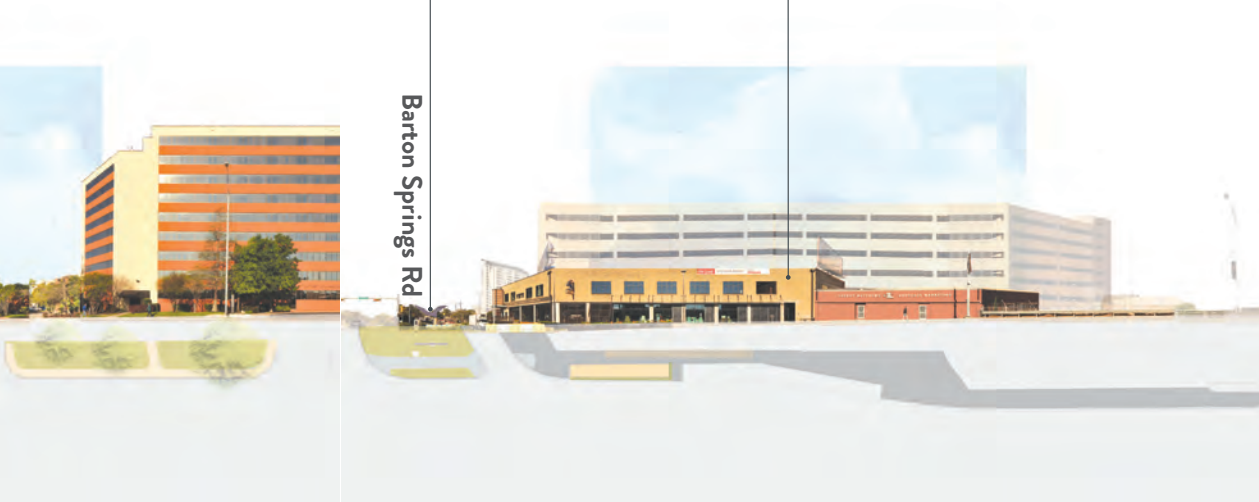
-  Entry Locations
-  Active Ground Floor
-  Passive Ground Floor
-  Vacant/Construction



'Batwing' Sculpture

Yeti Flagship Store

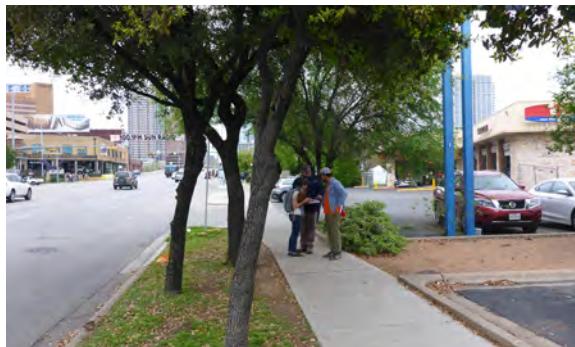
Barton Springs Rd



TREE SURVEY

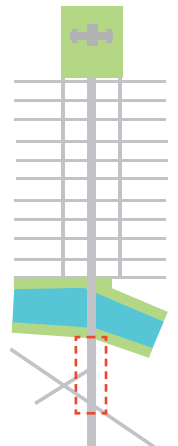


Movable planters separating pedestrian from vehicles



Planting strip

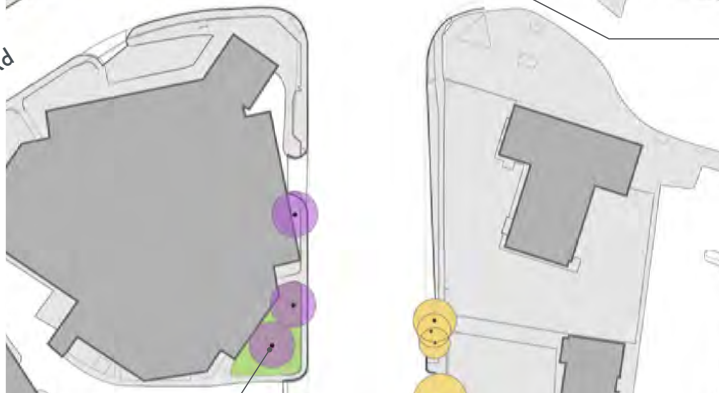
- | | | |
|--|--|---|
| ● <i>Quercus fusiformis</i>
Live Oak | ● <i>Fraxinus velutina</i>
Arizona Ash | ● <i>Taxodium distichum</i>
Bald Cypress |
| ● <i>Quercus virginiana</i>
Southern Live Oak | ● <i>Quercus polymorpha</i>
Monterrey Oak | ○ Condition - Good |
| ● <i>Quercus muehlenbergii</i>
Chinquapin Oak | ● <i>Ilex Vomitoria</i>
Yaupon | ○ Condition - Fair |
| ● <i>Quercus shumardii</i>
Shumard Oak | ● <i>Ulmus Crassifolia</i>
Cedar Elm | ○ Condition - Bad |





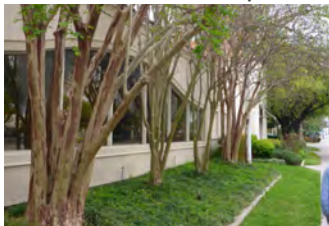
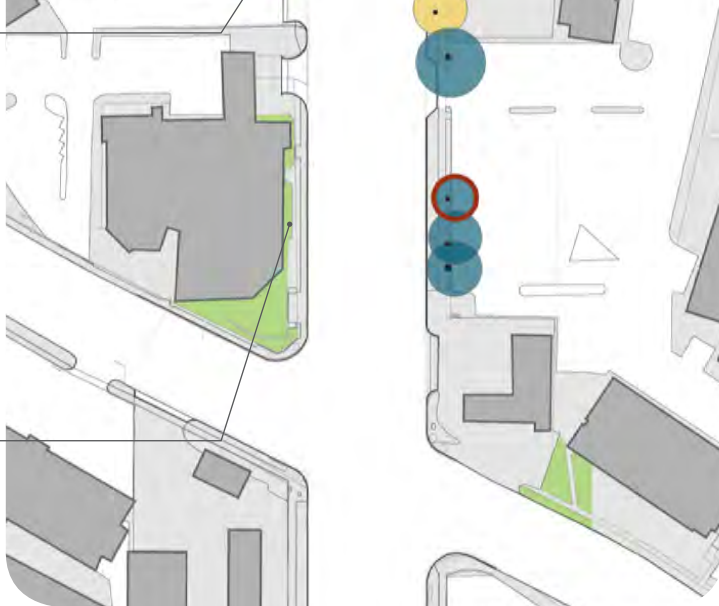
Agave in median

Barton Springs Rd



Layered planting

W Riverside Dr



Residential feel

0' 135' 270'



ADA ACCESSIBILITY INVENTORY

Accessibility Legend



Running-slope exceeds 5%



Cross-slope exceeds 2%



Curb ramp slope exceeds 8.3%



Horizontal opening exceeds 1/2"



Vertical height exceeds 1/2"



Protruding object in circulation path



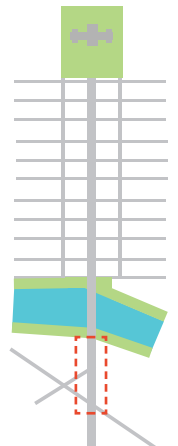
Accessible parking is non-compliant

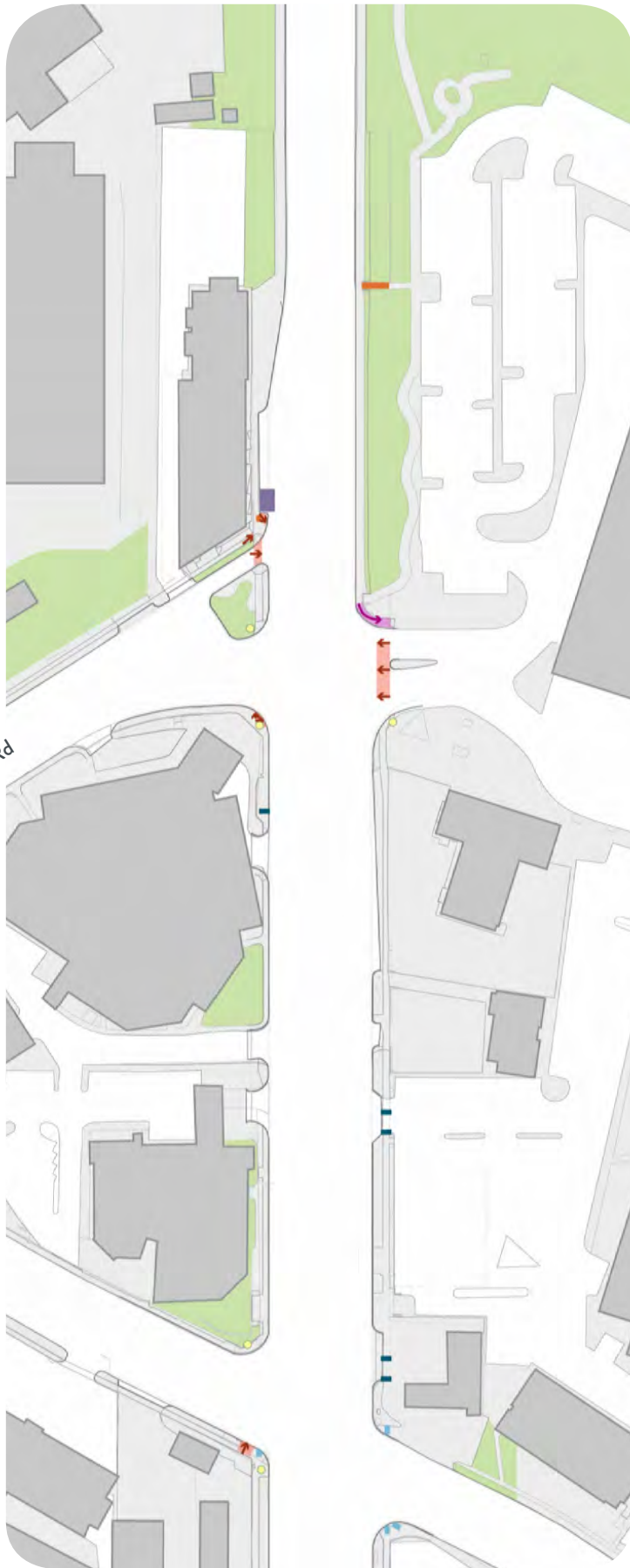


Ground material is non-compliant



Push button reach range or level clear floor is non-compliant





Barton Springs Rd













W Riverside Dr

0' 135' 270'













MATERIALS AND FURNISHINGS INVENTORY







Furnishings

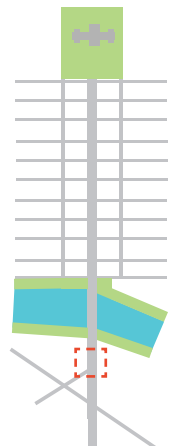
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

Furnishings

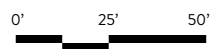
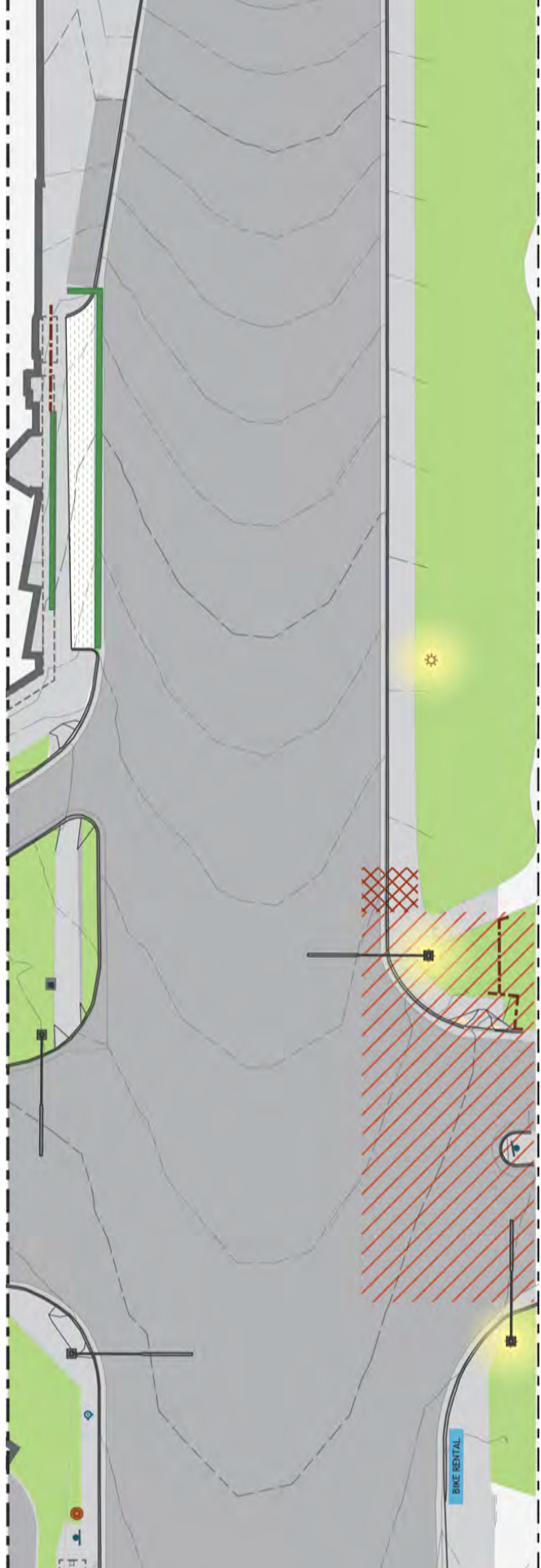
-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials

-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor















Barton Springs Rd











MATERIALS AND FURNISHINGS INVENTORY







Furnishings

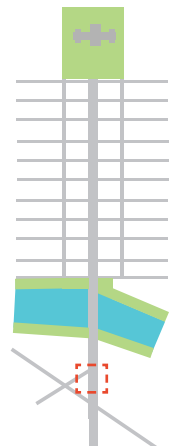
-  Survey Limits
-  Overhang or Awning
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-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
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-  Picnic Table
-  Signage

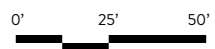
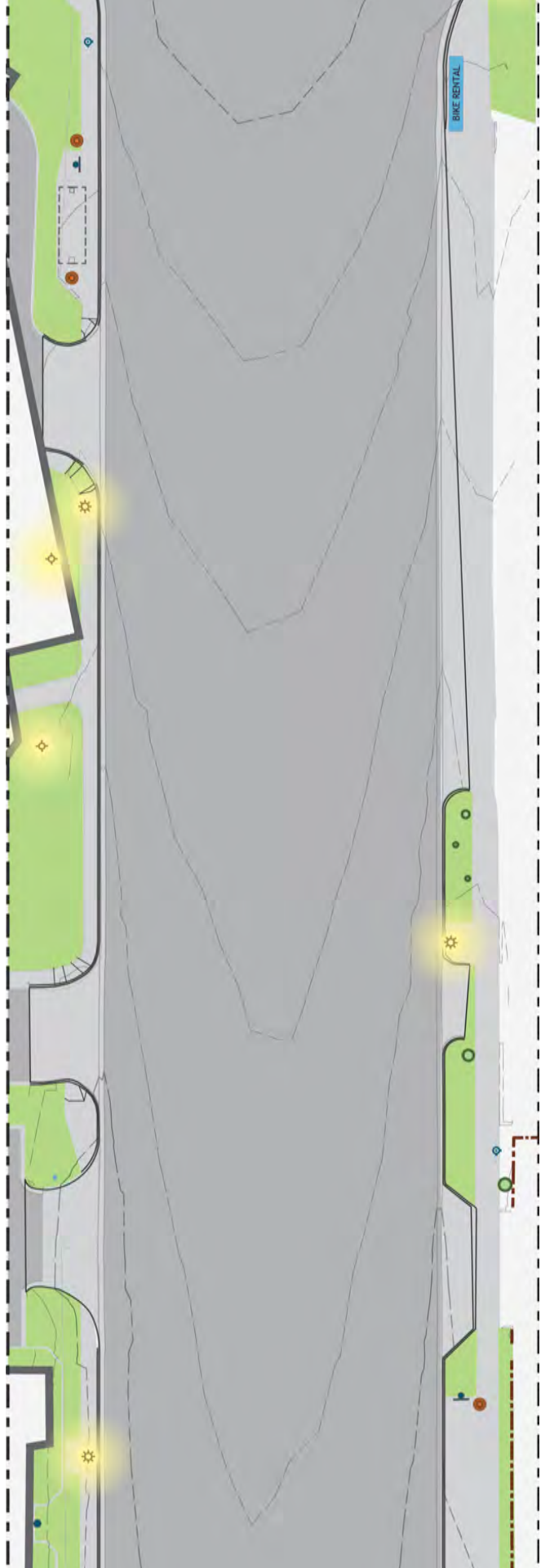
Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials













-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor















MATERIALS AND FURNISHINGS INVENTORY







Furnishings

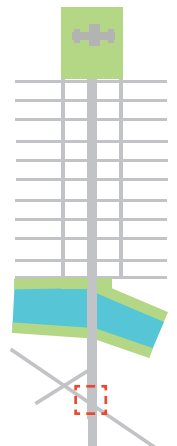
-  Survey Limits
-  Overhang or Awning
-  Bollard
-  Building Light
-  Street Light
-  Fire Hydrant
-  Parking Meter
-  Traffic Light
-  Bike Rack
-  Chair
-  Picnic Table
-  Signage

Furnishings

-  Fencing
-  Table
-  Bench
-  Sculpture
-  Trash Bin
-  Recycle Bin
-  Utility Box
-  Movable Planter
-  Planter (with grate)
-  Planter (no grate)
-  Miscellaneous (column, Newspaper box, bike rental, ATM, etc.)

Paving Materials

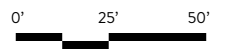
-  Granite Pavers
-  Grass
-  Concrete
-  Asphalt
-  Condition - Fair
-  Condition - Poor



W Riverside Dr



E Riverside Dr



STREET PRECEDENTS

Streets are the settings of public life in our cities. They are places that not only move us through the city by all means of travel, but they are also places to linger, socialize, and often places to make our voices heard in the public sphere. Our conception of streets is undergoing a fundamental shift across the world. In place of the twentieth century's prioritization of the car, streets are now being re-imagined to better balance all modes of travel, and more importantly to provide better spaces for people. Complete streets programs being implemented in Austin and across the globe to re-balance and re-design streets so as to better serve the varied life of cities.

The street precedents represented in this chapter are analogous examples. **No one street can or should be the model for Congress Avenue**; rather, individual design elements and approaches should help to inspire design ideas. These examples should be considered relative to the specific dimensions and characteristics of Congress Avenue, providing a varied manus of options and best practices.





Pg. Sant Joan
↑ Parc Ciutadella
Rda. Sant Pere →
Pl. Catalunya ↻



EN BICI MILLOR
AMB CASC.

PASSEIG DE ST JOAN BARCELONA, SPAIN

The Passeig de St Joan integrates multi modal transportation with dedicated bus lanes along the tree lined Avenue.

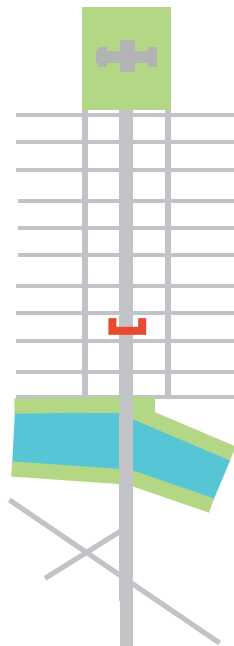
A dedicated, protected two-way cycle track runs down the central axis of the Avenue that leads to the Arc de Triomf of Barcelona. Multi functional ‘nodes’ treated with permeable paving are located along the avenue that provide seating, play, dining and general leisure space. Along side these spaces there is wide sidewalk for those walking through. The vehicular travel lanes include a transit lane and a travel lane on each side, divided by the median with the bike lane.



Image Credits - <http://www.landezine.com/index.php/2012/07/passeig-de-st-joan-boulevard-by-lola-domenech/>

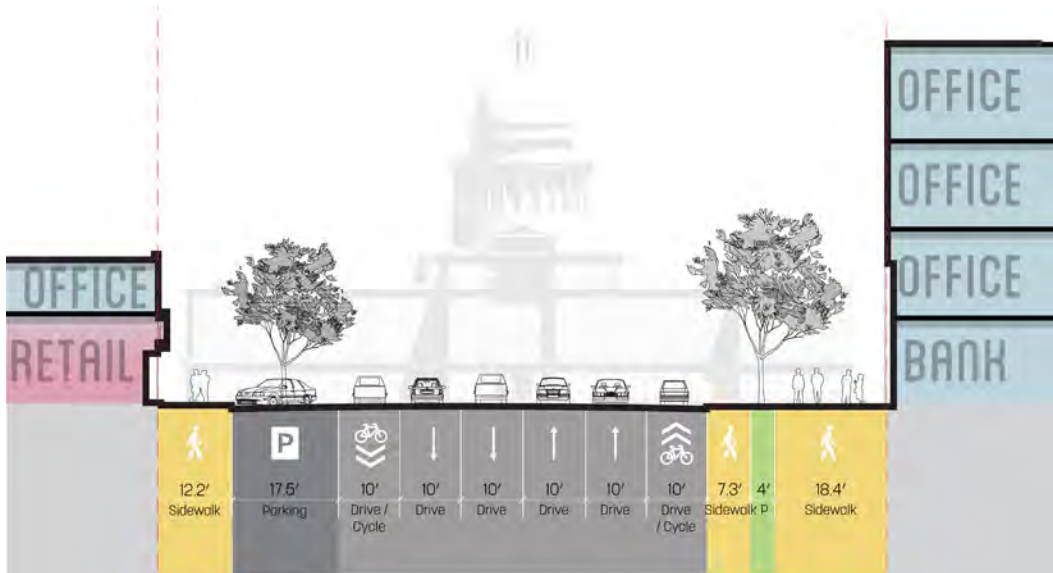


CONGRESS AVENUE SECTION COMPARISON



Key Map

Section - Congress Avenue

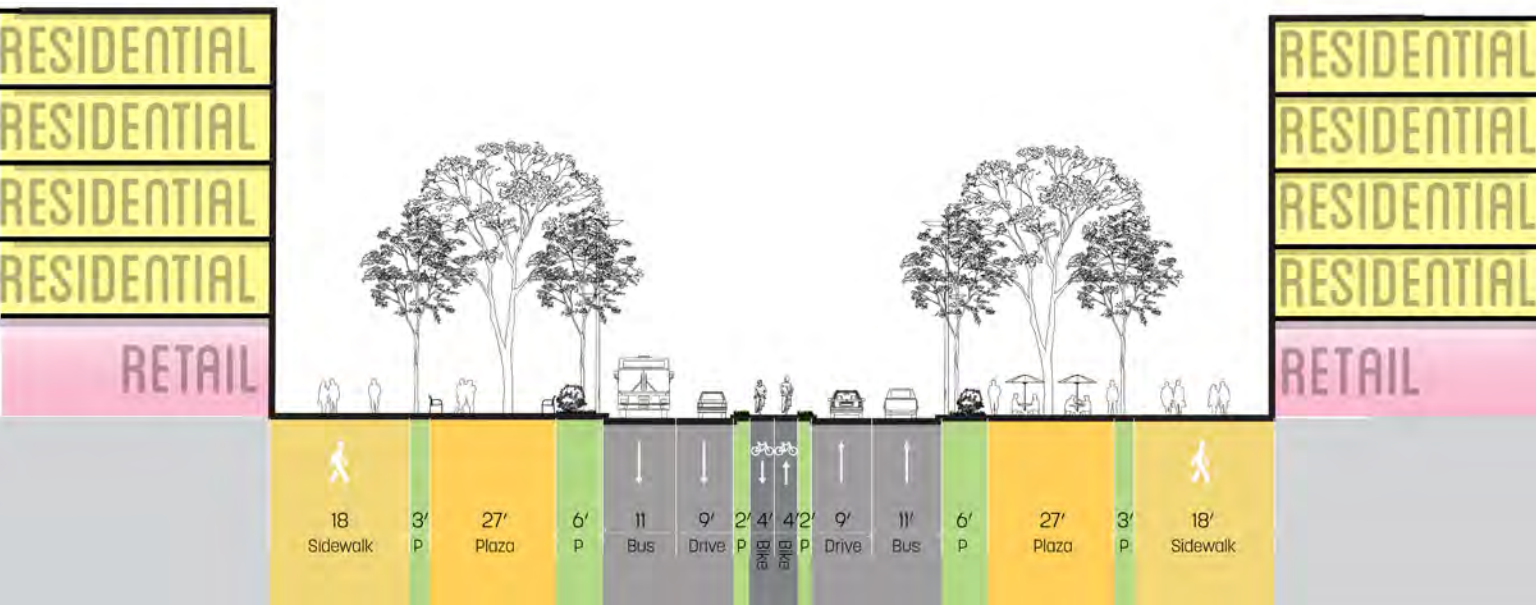


12' Sidewalk

29' Sidewalk

120' ROW

Section - Passeig De St Joan



54' Sidewalk

54' Sidewalk

160' ROW

MARKET STREET PHILADELPHIA, PA

West Market Street in Philadelphia is regarded as one of the most historic streets in the United States with its many civic landmarks. West Market Street incorporates a 6 lane road with generous sidewalks and plaza spaces. West Market Street begins at the Philadelphia City Hall, crosses the Schuylkill River, and terminates at 69th Street Station.

The Porch at 30th Street replaced a parking lane and sidewalk with a activated pedestrian plaza.

The Porch is located near the bridge across the Schuylkill River and in front of the 30th Street Station which sees 27,000 daily commuters. The original iteration of the Porch included seating and planters and later evolved into a space with food trucks, shade, and swings.

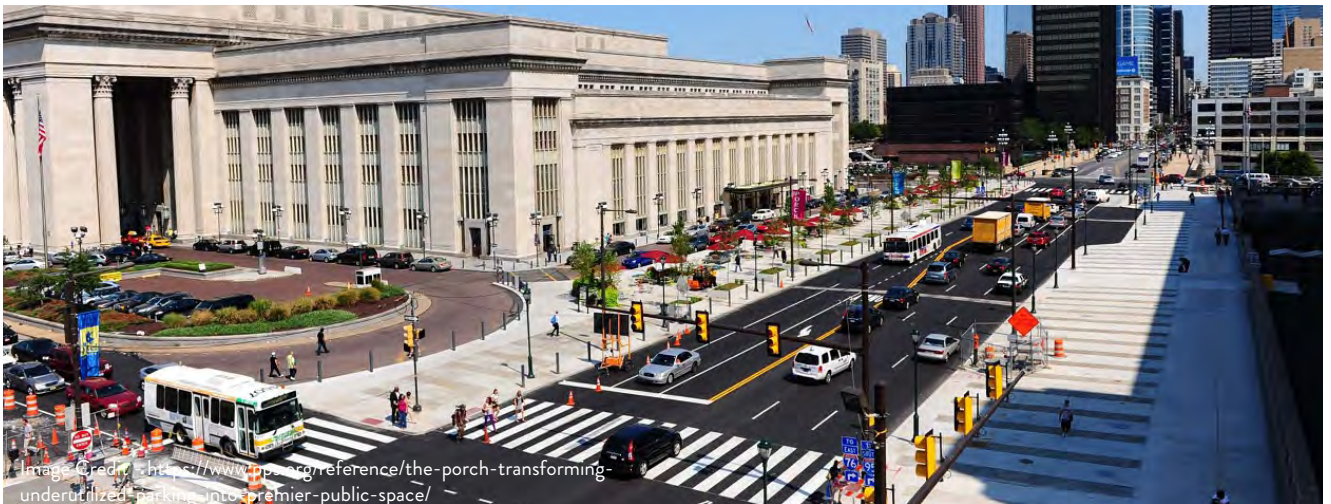




Image Credit - <https://madmimi.com/s/6aa125>



Image Credit - <https://philly.curbed.com/2014/11/19/10019996/name-game->

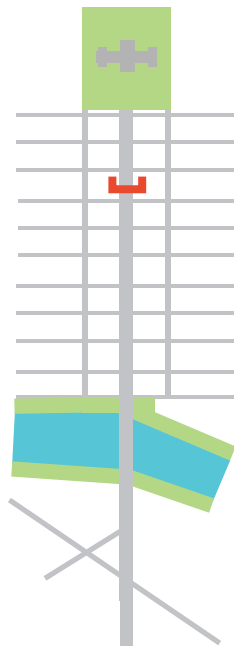


Image Credit - <http://www.universitycity.org/the-porch>



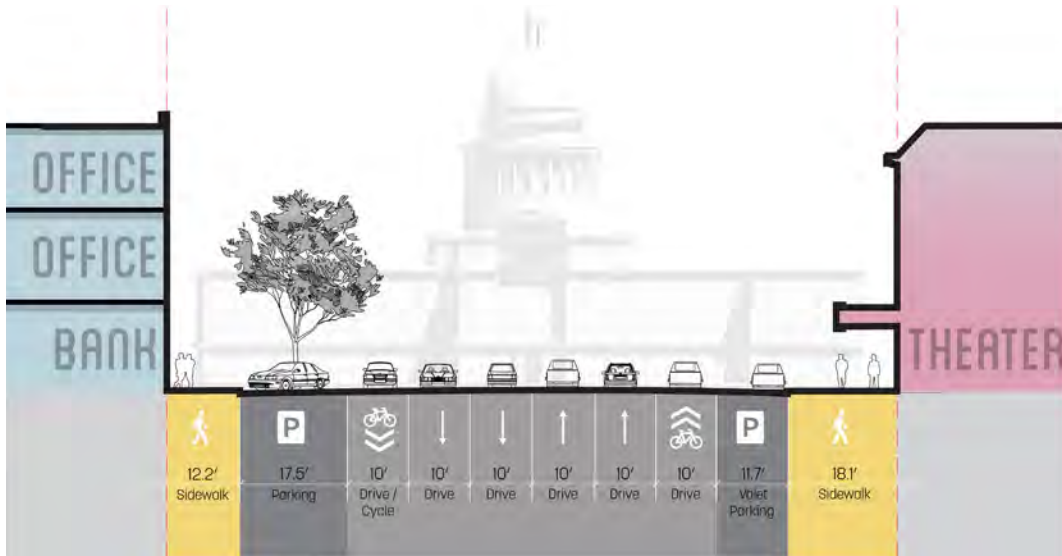
Image Credit - http://aheros-welcome.org/wp-content/uploads/2015/10/22863398756_ffd1ac4428_k.jpg

CONGRESS AVENUE SECTION COMPARISON



Key Map

Section - Congress Avenue

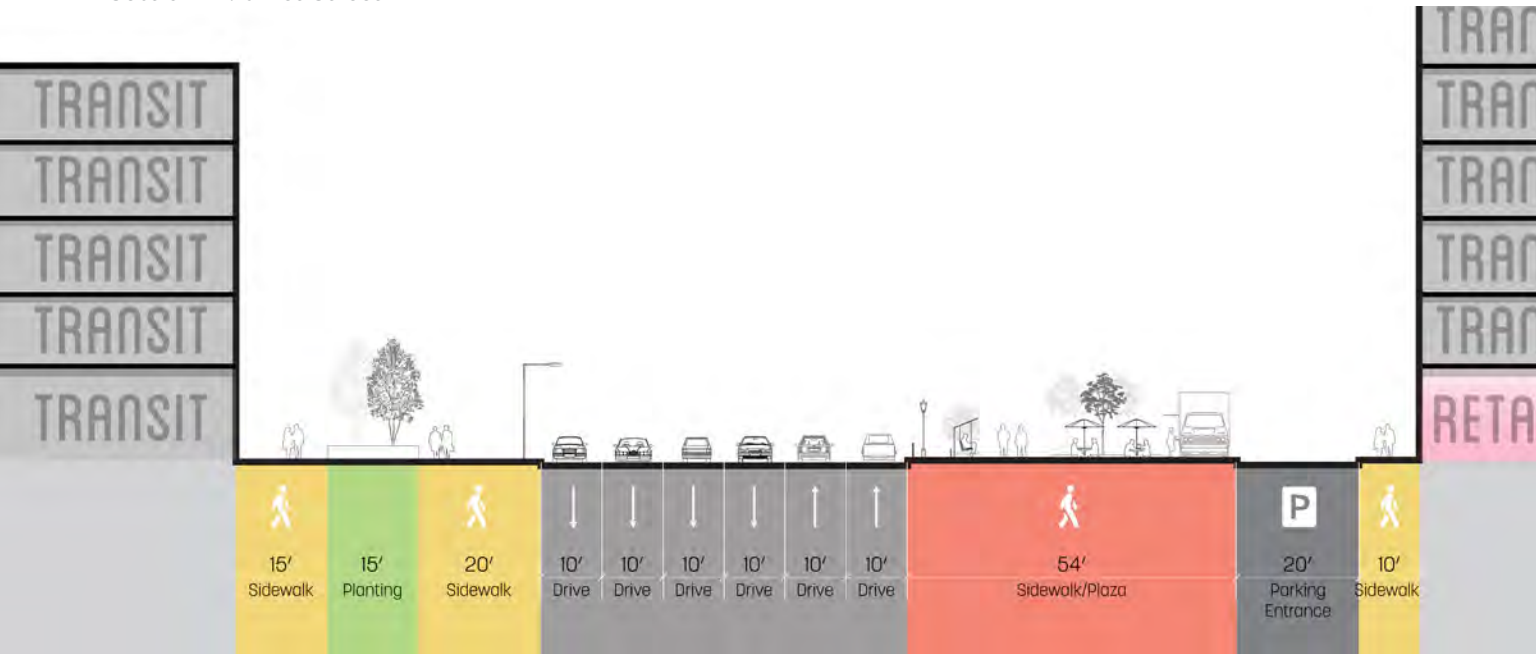


12' Sidewalk

18' Sidewalk

120' ROW

Section - Market Street



50' Sidewalk

54' Plaza

10' Sidewalk

194' ROW

MARKET STREET SAN FRANCISCO, CA

Market Street is one of the major thoroughfares of San Francisco. The street integrates dedicated bus, cycling and taxi lanes and is mostly closed to private vehicles. **Market Street is lined with wide sidewalks with 'breaks' for public plazas** in certain locations.



Image Credit - <https://tclf.org/sites/default/files/microsites/halprinlegacy/united-nations-plaza.html>



Image Credit - <https://dirt.asla.org/2014/04/02/san-francisco-wants-you-to-see-and-feel-innovation/>



Image Credit - <https://www.glassdoor.com/Photos/ONE2TEAM-Office-Photos-IMG627812.htm>

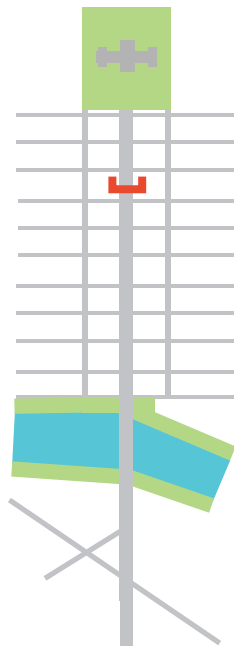


Image Credit - <https://www.spinlister.com/blog/valencia-street-san-francisco-biking-mission-market-street/>



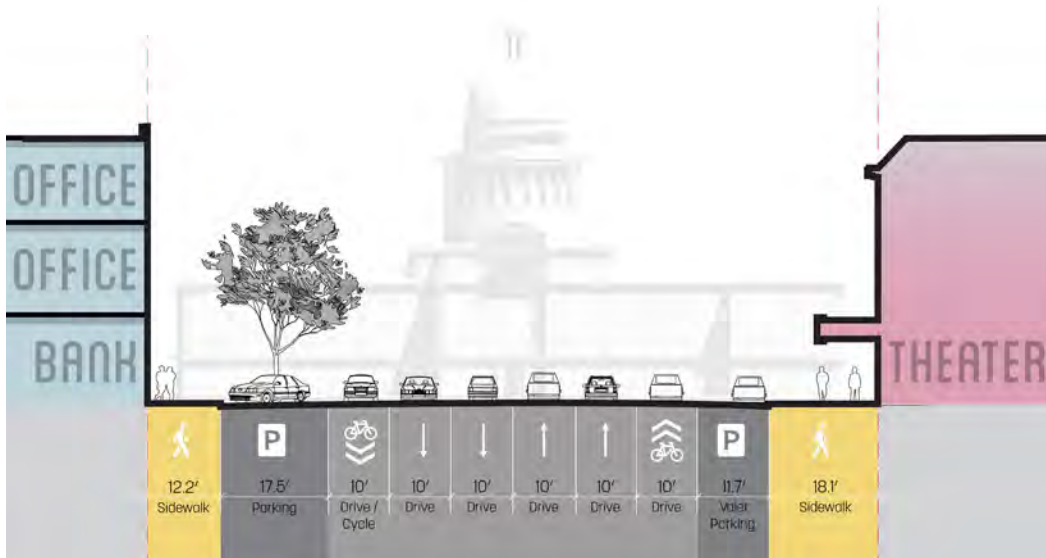
Image Credit - <http://sf.funcheap.com/sikhs-march-san-francisco/>

CONGRESS AVENUE SECTION COMPARISON



Key Map

Section - Congress Avenue

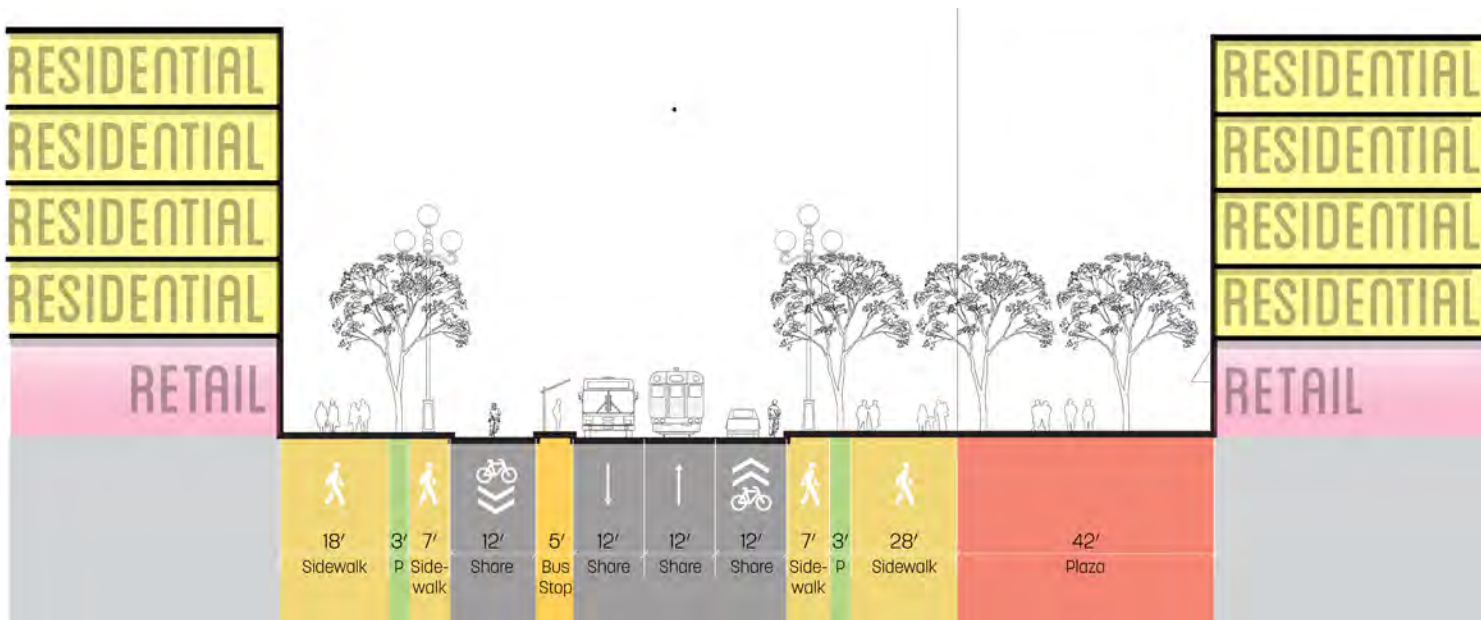


12' Sidewalk

18' Sidewalk

120' ROW

Section - Market Street



28' Sidewalk

38' Sidewalk

42' Plaza

152' ROW

MICHIGAN AVENUE CHICAGO, IL

Michigan Avenue is defined by its consistent sidewalk width that is **lined with densely planted landscape and an allee of trees**. The planting is periodically updated to reflect the season of the year. 'Magnificent Mile' is a stretch of Michigan Avenue where many prominent retail stores are located and is the premier shopping destination in Chicago.

Michigan Avenue has wide sidewalks, seating, and shade trees. Some intersections have leading pedestrian intervals to allow pedestrians to enter the crosswalk and be more visible to right turning drivers. There are also signalized mid-block crossings for pedestrians.



Image Credit - <http://loopchicago.com/blog/tag/real-estate>



Image Credit - <http://www.chicagonow.com/show-me-chicago/2012/10/chicago-holiday-events-calendar-2012-free-lighting-on-daley-plaza-mag-mile-lights-fest-zoo-hats-and-more/>



Image Credit - <http://72ppi.us/archives/2013/jul/10/michigan-avenue-and-ohio-street/>

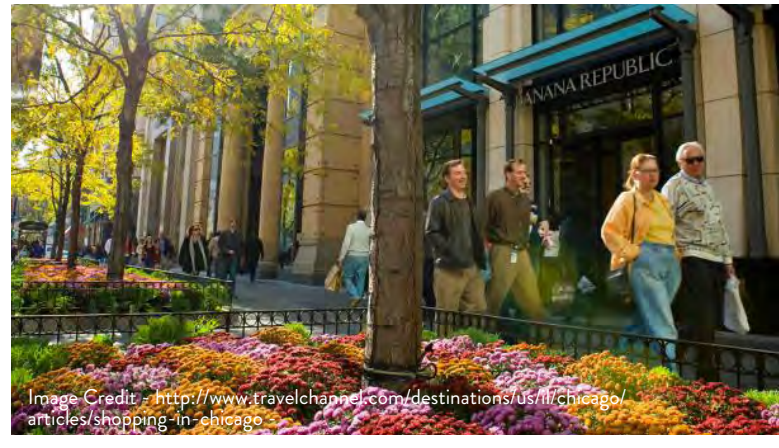
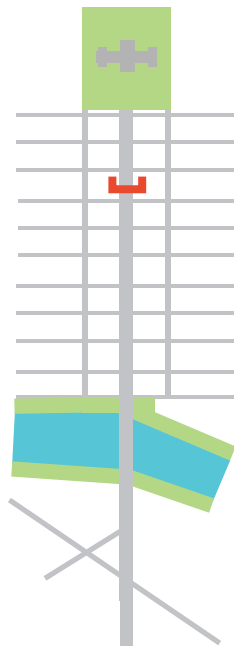


Image Credit - <http://www.travelchannel.com/destinations/us/ill/chicago/articles/shopping-in-chicago>



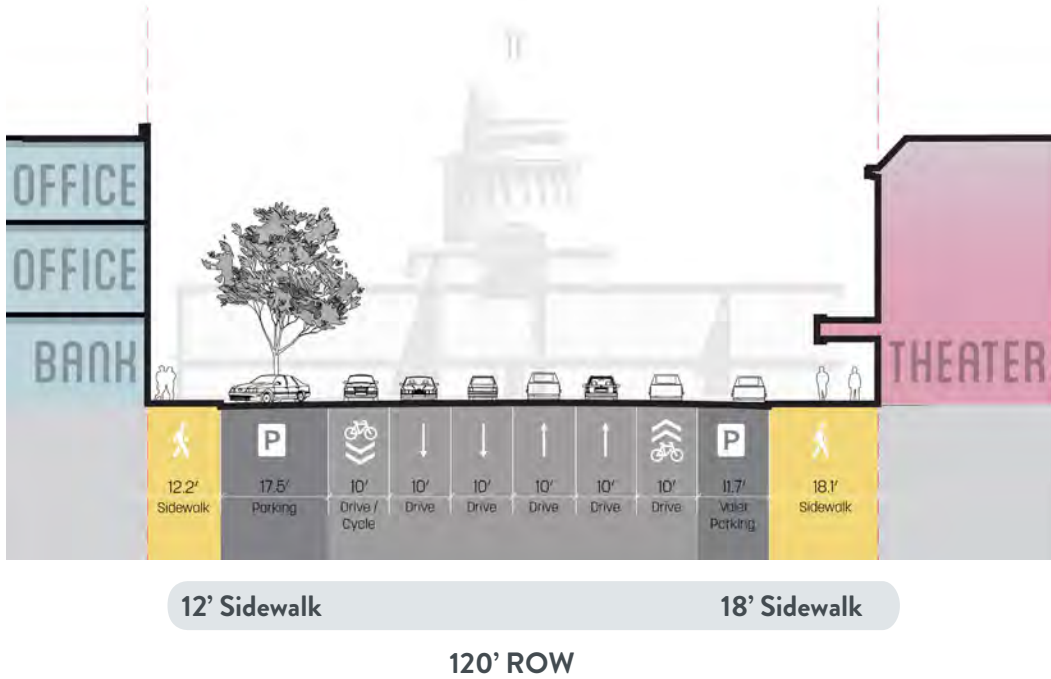
Image Credit - <http://www.uswanderer.com/guide-to-shopping-in-chicago/>

CONGRESS AVENUE SECTION COMPARISON

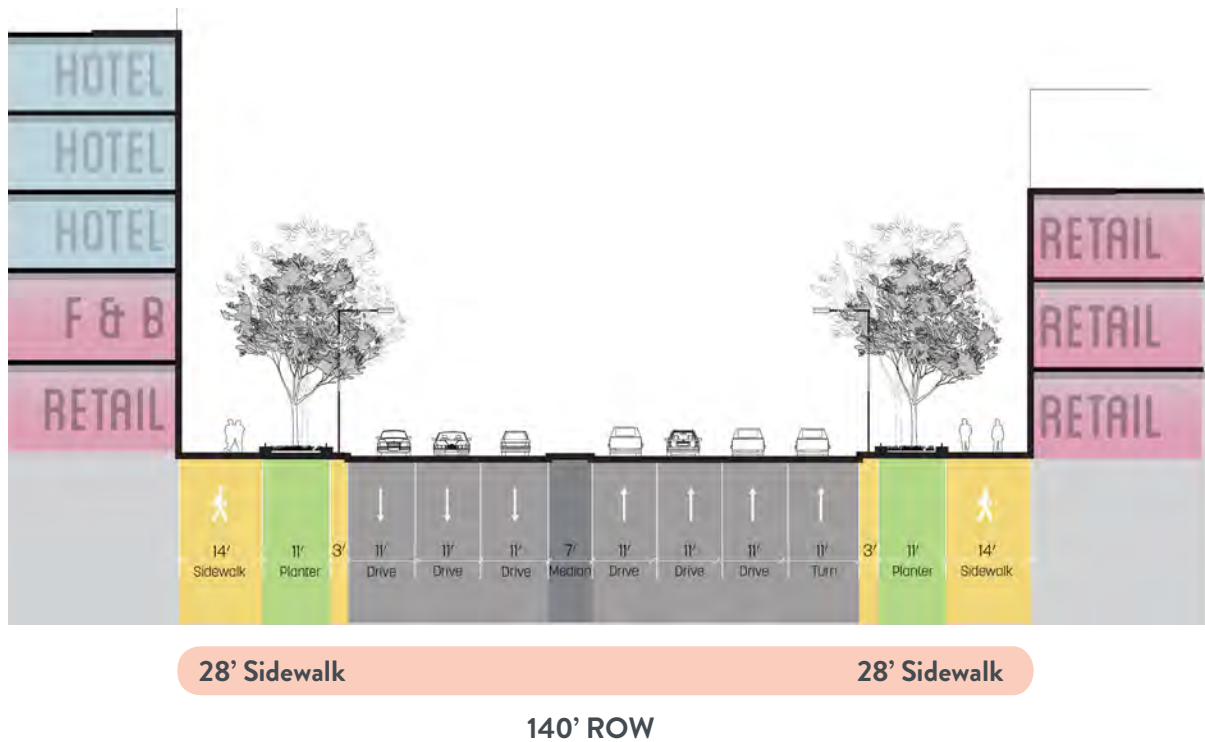


Key Map

Section - Congress Avenue



Section - Michigan Avenue



PENNSYLVANIA AVENUE WASHINGTON, DC

Pennsylvania Avenue is a premier avenue in Washington DC that utilizes median bike lanes. The bike lanes are now fully protected by barriers to improve safety to bicyclists and vehicles along the facility. The District Department of Transportation (DDOT) is in the process of installing Park-lts, curbed median with discontinuous spacing, to provide the protected bicycle lanes and allow access to and from the facilities. Bike lanes in the median eliminate right-hook opportunities and eliminate the danger for cyclists trying to turn left from the lanes.

BROADWAY BOULEVARD NEW YORK, NY

The Broadway Boulevard redesign is one of the most famous street redesigns in the country. From 23rd to 59th, the Boulevard was redesigned to add protected bike lanes, pedestrian plazas, and some car-free zones. Painted curbs added space for pedestrians wishing to sit and people watch and those needing to walk to their destination. Protected bike lanes made biking safer and more accessible to cyclists of various experience levels. The most well known part of this project was the conversion of Times Square to a pedestrian plaza with seating, shade, planters, and activities. In addition to aesthetic and experience improvements, traffic operations improved. Traffic volumes remained the same but throughput increased even though crashes and injuries declined, the number of cyclists increased, and pedestrian encroachment into travel lanes decreased.

BROADWAY STREET SEATTLE, WA

Pennsylvania Avenue is a premier avenue in Washington DC that utilizes median bike lanes. The bike lanes are now fully protected by barriers to improve safety to bicyclists and vehicles along the facility. The District Department of Transportation (DDOT) is in the process of installing Park-lts, curbed median with discontinuous spacing, to provide the protected bicycle lanes and allow access to and from the facilities. Bike lanes in the median eliminate right-hook opportunities and eliminate the danger for cyclists trying to turn left from the lanes.

200 SOUTH SALT LAKE CITY, UT

Salt Lake City used this enhanced “sharrow” (shared vehicle-bicycle lane) treatment to connect two dedicated bike lanes in a constrained segment of 200 South between Main Street and State Street. The green lane encourages drivers to change lanes when a cyclist is present but does not prevent drivers from using the lane when there are no cyclists. This treatment has also been used in Long Beach, CA and Oakland, CA.

APPENDIX





BUILDING OWNERSHIP BLOCK 800-1000

Building ownership data was provided by the Downtown Austin Alliance in February 2017 via its Congress Avenue Retail Snapshot Study 2017 Directory Update.

DAA_ID	Address	Street	Suite	BusinessNa
4005	1010	Brazos		Interactive Resources
4034	1006	Congress		Old Bakery & Emporium
4033	1005	Congress		Congress Holding Group
4032	1001	Congress	180	Starbuck's Coffee
4031	1001	Congress	Lobby	1001 Congress
4001	1000	Brazos		Austin B-Cycle/Bike Austin/Ghisallo P
4002	1000	Brazos		Parking Garage
4003	1000	Brazos	Suite 202A	Graphic Industries, Inc.
4004	1000	Brazos	Suite 202B	Likely Story
4151	922	Congress		Quizno's
4150	920	Congress		Vacant
4149	919	Congress		Plains Capital Bank
4148	918	Congress	200	Texas Podiatric Medical Association
4147	916	Congress	200	Vacant
4146	914	Congress		LavAzza
4145	912	Congress		Consuela
4144	911	Congress		Vacant
4025	910	Brazos		Fox News
4143	910	Congress		Consuela Creative Headquarters
4027	909	Colorado		Office
4142	909	Congress		Vacant
4141	908	Congress		Quattro Gatti
4140	907	Congress		Vacant
4139	906	Congress		Planet Subs
4138	905	Congress		Nelsen Partners
4137	901	Congress		Texas Public Policy Foundation
4136	900	Congress		Prosperity Bank
4132	823	Congress		823 Congress
4133	823	Congress		Vacant
4134	823	Congress		7-Eleven
	823	Congress	190	The Personnel Store
4131	817	Congress		United States Postal Service
4129	816	Congress	Lobby	816 Congress
4130	816	Congress		Jimmy John's
4128	811	Congress		Residence
4127	809	Congress		Subway
4126	807	Congress		Residence
4125	805	Congress		Residence
4124	804	Congress	400	Modernize
	804	CONGRESS	101	Caffe Medici
4123	801	Congress		Chipotle
	800	Brazos		800 Brazos

	DetailedDe	GeneralDes	OwnerName	Historic
	Office	Employment Placement Agency	CONGRESS HOLDINGS LTD	
	Gift Shops	Retail - Goods	CITY OF AUSTIN	Y
	Office	Office	CONGRESS HOLDINGS LTD	
	Coffee House	Restaurant - Limited Service	CONGRESS HOLDINGS LTD	
	Office	Office Building	CONGRESS HOLDINGS LTD	
Foundation/Movea	Office	Office	CONGRESS HOLDINGS LTD	
	Parking Garage	Parking Garage	CONGRESS HOLDINGS LTD	
	Office	Office	CONGRESS HOLDINGS LTD	
	Office	Office	CONGRESS HOLDINGS LTD	
	Sandwich	Restaurant - Limited Service	POPE JOHN B GRANTOR TRUST & SALLY P FCY	
	Vacant	Vacant	920 CONGRESS CONDOMINIUMS LLC	Y
	Financial Services	Commercial Bank	919 CONGRESS AVENUE LLC	
	Office	Office	TEXAS PODIATRIC MEDICAL ASSOCI	Y
	Vacant	Vacant	916 HOLDINGS LLC	Y
	Coffee House	Restaurant - Limited Service	DAEMMRICH ROBERT E &	Y
	Clothing and Accessories	Retail - Goods	CONGRESS AVENUE BLOCK 110 LLC	Y
	Vacant	Vacant	911 CONGRESS LLC	
	TV Broadcasting	Office	N W COMMUNICATIONS OF AUSTIN I	
	Clothing and Accessories	Retail - Goods	401 GUADALUPE LTD	Y
	Office	Office	AT&T COMMUNICATIONS OF TEXAS LTD	
	Vacant	Vacant	WALLACE H DALTON	Y
	Italian	Restaurant - Full Service	CONGRESS AVENUE BLOCK 110 LLC	Y
	Vacant	Vacant	WALLACE DALTON	Y
	Sandwich	Restaurant - Limited Service	CONGRESS AVENUE BLOCK 110 LLC	Y
	Architects	Office	905 LTD	
	Think Tank/Research Institute	Office	1835 CANNON LTD	Y
	Financial Services	Commercial Bank	900 CONGRESS I LTD	
	Office Building	Office Building	GCC 823 INVESTORS LP	
	Vacant	Vacant	GCC 823 INVESTORS LP	
	Convenience Stores	Retail - Goods	GCC 823 INVESTORS LP	
	Employment agency	Employment Placement Agency	GCC 823 Investors LP	
	Post Office	Government Office	WATSON JOHN COVERT	
	Office Bulding	Office Building	COUSINS 816 CONGRESS LLC	
	Sandwich	Restaurant - Limited Service	JACOBSON REVOCABLE LIVING TRUST THE	
	Residence	Residence	JACOBSON REVOCABLE LIVING TRUST THE	Y
	Sandwich	Restaurant - Limited Service	WUKASCH PROPERTIES LTD L L P	
	Residence	Residence	SAFADY EDWARD Z	Y
	Residence	Residence	HELLER ANDREW & MARY ANN HELLE	
		Office	GONE TO TEXAS CAPITAL ONE LP	Y
		Restaurant - Limited Service		
	Mexican	Restaurant - Limited Service	FINLEY COMPANY	Y
	Office Building	Office Building		

BUILDING OWNERSHIP BLOCK 500-700

DAA_ID	Address	Street	Suite	BusinessNa
4121	722	Congress		Kruger's Diamond Jewelers
4120	721	Congress		Co-Lab Projects
4119	720	Congress		
4016	720	Brazos	104	Vacant
4118	719	Congress		State Theatre
4015	718	Brazos		Lee's Expert Custom Tailors
4117	718	Congress		The Townsend Austin
	717	Brazos		Perry Brooks Garage
4116	716	Congress	100	Vacant
4015	714	Brazos		Charlie's Hair Styles
4114	714	Congress		Stars in Your Eyes
4115	714	Congress	200	Office
4113	713	Congress		Paramount Theatre
4013	710	Brazos		CU29 Cocktail Bar
4110	704	Congress		The Hatbox
4106	701	Congress		Roaring Fork
4109	701	Congress		Club Intercontinental
4107	701	Congress		InterContinental Stephen F. Austin H
4108	701	Congress		Stephen F's Bar & Terrace
4012	700	Brazos	B-700	SpareFoot
4105	700	Congress		The Contemporary Austin
4103	620	Congress		American Bank
4104	620	Congress	200	goTransverse
4102	619	Congress		
4101	617	Congress		The Hideout
4100	615	Congress		Wild About Music
4099	613	Congress		7-Eleven
4098	611	Congress		Joe Koen & Son
4190	610	Brazos	Suite 100	Gallery by Jeana Marino
4011	610	Brazos	110	Lym Architecture
4010	610	Brazos	107	Pet Relocation
4097	609	Congress		Royal Blue Grocery
4096	607	Congress		Amplify Credit Union
4009	604	Brazos		Driskill Grill
4026	601	Colorado		University of Texas - System Administr
4093	600	Congress	G270	Starbuck's Coffee
4094	600	Congress	G280	WeWork Congress
	600	Congress		One American Center
4090	600	Congress	G230	Murphy's Deli
4089	600	Congress	G210	OneAmerican Center Post Office
4088	600	Congress	G200	Break Time Newsstand
4092	600	Congress	G260	Horizon Bank
4091	600	Congress	G250	Endeavor Real Estate Group
4087	600	Congress	C-150	The Athenian
4086	600	Congress	C-100	Scalable Software
4085	522	Congress	100	Brook's Brothers
4082	515	Congress	120	Jimmy John's
4083	515	Congress	130	P. Terrys
4084	515	Congress	140	Real Deal Austin
4081	515	Congress		Bank of America
4080	506	Congress		Broadway Bank
4076	504	Congress		Csilla Somogyi
4079	504	Congress	Suite G40	
4078	504	Congress	Suite G30	Bar 5, Inc.
4077	504	Congress	Suite G20	
4075	501	Congress		501 Congress
	501	Congress	108	Allen Edmonds
	501	Congress	125	Charles Schwab
4074	500	Congress		CVS Pharmacy

	DetailedDe	GeneralDes	OwnerName	Historic
	Jewelers	Retail - Goods	LINDSAY LUCY MONTGOMERY	Y
	Pop up art gallery	Museum / Theatre	MOREHEAD SUSAN KLINE ETAL	
	Vacant / Sold	Vacant	TALLICHET HENRI L & GEORGE S	
	Vacant	Vacant	BCC PERRY BROOKS LLC	
	Performance Venues	Museum / Theatre	LIVE OAK PRODUCTIONS	
	Alterations	Retail - Service	BCC PERRY BROOKS LLC	
	cocktail lounge music venue	Bar, Club	RIO GRANDE SQUARE APARTMENTS I	Y
		Parking Garage		
	Office	Office	BARCLAY JOHN A III FAMILY LIM	Y
	Barber	Retail - Service	BCC PERRY BROOKS LLC	
	Eye wear	Retail - Goods	CMI #7 PARTNERS L P	
	Office	Office	CMI #7 PARTNERS L P	
	Theater, Performance Venues	Museum / Theatre	PARAMOUNT THEATRE FOR THE PERF	Y
	Bar	Bar, Club	BCC PERRY BROOKS LLC	
	Hat Store	Retail - Goods	MESCO ENTERPRISES INC	
	American	Restaurant - Full Service	HPT IHG-2 PROPERTIES TRUST	Y
	Breakfast/Brunch	Restaurant - Full Service	HPT IHG-2 PROPERTIES TRUST	Y
otel	Hotel	Hotel	HPT IHG-2 PROPERTIES TRUST	Y
	Bar	Bar, Club	HPT IHG-2 PROPERTIES TRUST	Y
	Corporate Office	Office	BCC PERRY BROOKS LLC	
	Museums	Museum / Theatre	T F A A INC	
	Financial Services	Commercial Bank	SAMPSON BUILDING FLP	Y
	Software	Office	SAMPSON BUILDING FLP	Y
	Under Construction	Vacant	COVENTUS CORPORATION	
	Coffee House	Restaurant - Limited Service	LINDEMAN JAMES E III TRUST EL	
	Gift Shop	Retail - Goods	WENDLAND ALFRED G	
	Convenience Stores	Retail - Goods	613 CONGRESS LLC	
	Jewelers	Retail - Goods	KOEN JOE & SON INC	
	Gallery	Museum / Theatre	JLKP BRAZOS 610 FAMILY LIMITED	
	Architects	Office	JLKP BRAZOS 610 FAMILY LIMITED	
	Moving Services	Retail - Service	JLKP BRAZOS 610 FAMILY LIMITED	
	Grocery	Retail - Goods	JOSEPH DOLORES ANN &	
	Financial Services	Commercial Bank	SIEMES PROPERTIES LLC	
	American, Continental, Seafood	Restaurant - Full Service	GREAT AMERICAN LIFE INSURANCE CO	Y
ration	Education Administration	Government Office	UNIVERSITY OF TEXAS	
	Coffee House	Restaurant - Limited Service	PKY-ONE AMERICAN CENTER LLC	
	Co-working Space	Office	PKY-ONE AMERICAN CENTER LLC	
	Office Building	Office Building		
	Sandwich	Restaurant - Limited Service	PKY-ONE AMERICAN CENTER LLC	
	Post Office	Retail - Service	PKY-ONE AMERICAN CENTER LLC	
	Convenience Stores	Retail - Goods	PKY-ONE AMERICAN CENTER LLC	
	Financial Services	Commercial Bank	PKY-ONE AMERICAN CENTER LLC	
	Real Estate Services	Office	PKY-ONE AMERICAN CENTER LLC	
	Greek	Restaurant - Full Service	PKY-ONE AMERICAN CENTER LLC	
	Office	Office	PKY-ONE AMERICAN CENTER LLC	
	Clothing and Accessories	Retail - Goods	DWF III SCARBROUGH LP	Y
	Sandwich Shop	Restaurant - Limited Service	6TH & CONGRESS PROPERTIES LLC	
	Burger Stand	Restaurant - Limited Service	6TH & CONGRESS PROPERTIES LLC	
	Clothing and Accessories	Retail - Goods	6TH & CONGRESS PROPERTIES LLC	
	Financial Services	Commercial Bank	6TH & CONGRESS PROPERTIES LLC	
	Financial Services	Commercial Bank	YARINGS BUILDING LTD	
	Clothing and Accessories	Retail - Goods	LITTLEFIELD CLYDE RABB	Y
	Office Space	Vacant	LITTLEFIELD CLYDE RABB	Y
	Real Estate	Office	LITTLEFIELD CLYDE RABB	Y
	Office Space	Vacant	LITTLEFIELD CLYDE RABB	Y
	Office Building	Office Building	WALTON STACY OFFICE PARTNERS IV LP	
	Upscale Retailer	Retail - Goods		
	Financial Services	Commercial Bank		
	Pharmacy	Retail - Goods	HORTON JOHN COLEMAN III ETALS	

BUILDING OWNERSHIP BLOCK 200-400

DAA_ID	Address	Street	Suite	BusinessNa
4071	422 Congress	422 Congress	1st Floor	Plead The Fifth Haberdashery
4073	422 Congress	422 Congress	Rooftop	Lanai
4072	422 Congress	422 Congress	2nd Floor	Shiner's Saloon
4070	419 Congress	419 Congress		Mexic-Arte Museum
4068	416 Congress	416 Congress		Vacant
4067	412 Congress	412 Congress	D	Speakeasy
4066	410 Congress	410 Congress		Quik Print
4007	408 Brazos	408 Brazos		The Onion
4065	408 Congress	408 Congress		Newks
4006	402 Brazos	402 Brazos		Taco Shack
4064	401 Congress	401 Congress	100-D	Westbank Dry Cleaning
		401 Congress		Frost Bank Tower
4063	401 Congress	401 Congress	100-C	Houndstooth Coffee
4061	401 Congress	401 Congress	100-A	Vacant
4062	401 Congress	401 Congress	100-B	Frost Bank
4069	401 Congress	401 Congress		SoulCycle
4060	327 Congress	327 Congress		FedEx Office
4059	323 Congress	323 Congress		Vacant
4058	320 Congress	320 Congress		JoS. A. Bank
4187	320 Congress	320 Congress		U-Ship
4057	319 Congress	319 Congress		Annie's Café & Bar
4056	318 Congress	318 Congress		The Nature Conservancy
4055	316 Congress	316 Congress		Patagonia
4052	315 Congress	315 Congress	200	Swift's Attic
4053	315 Congress	315 Congress	100	Counter 3 FIVE VII
4054	315 Congress	315 Congress	Basement	Elephant Room
4051	314 Congress	314 Congress		La Traviata
4049	308 Congress	308 Congress		Mort Subite
4044	301 Congress	301 Congress		BBVA Compass
4043	301 Congress	301 Congress		
4048	301 Congress	301 Congress	140	Radius
4047	301 Congress	301 Congress	130	Conference room
4046	301 Congress	301 Congress	120	Waterloo Capital Management
		301 Congress		301 Congress
4045	301 Congress	301 Congress	105	Floyd's Café
4041	227 Congress	227 Congress		La Pena Gallery
4042	227 Congress	227 Congress		Congress Ave Grocery
4040	217 Congress	217 Congress		Cooper's Old Time BBQ (Fall 2014)
		217 Congress		Cooper's Old Time BBQ (Fall 2014)
4192	200 Congress	200 Congress		Austonian
4035	200 Congress	200 Congress		Urban Wine & Liquor
4036	200 Congress	200 Congress		Berry Austin 2go
4037	200 Congress	200 Congress	#2B	Caffé Medici
4038	200 Congress	200 Congress		Second Bar and Kitchen

DetailedDe	GeneralDes	OwnerName	Historic
Club	Bar, Club	MB & MS ENTERPRISES INC	
Club	Bar, Club	MB & MS ENTERPRISES INC	
Bar	Bar, Club	MB & MS ENTERPRISES INC	
Museums	Museum / Theatre	MEXIC-ARTE MUSEUM	
Vacant	Vacant	3-BR 416 CONGRESS LLC	
Bar	Bar, Club	BEARS & SONS USA LLC	Y
Printing and Photocopying Services	Retail - Service	GTMK LTD	Y
Pizza	Restaurant - Limited Service	STEIN SHERRILL SIMMS TRUSTEE O	
Under Construction	Restaurant - Limited Service	SCHMIDT LEON A TRUSTEE	
Mexican	Restaurant - Limited Service	PKY-401 CONGRESS LLC	
Dry Cleaners	Retail - Service	PKY-401 CONGRESS LLC	
Office Building	Office Building		
Coffee House	Restaurant - Limited Service	PKY-401 CONGRESS LLC	
Vacant	Vacant	PKY-401 CONGRESS LLC	
Financial Services	Commercial Bank	PKY-401 CONGRESS LLC	
Indoor Cycling	Fitness and Recreational Sports	Frost Bank Tower	
Office Supplies	Retail - Service	OLD POSSE L P	
Vacant	Vacant	Multiple	Y
Clothing and Accessories	Retail - Goods	HOSPITAL HOUSEKEEPING SYSTEMS	Y
Office	Office	HOSPITAL HOUSEKEEPING SYSTEMS	Y
American, Bakery	Restaurant - Full Service	Multiple	Y
Lobbyists	Office	SMITH W B BUILDING LTD	Y
Clothing and Accessories	Retail - Goods	SMITH W B BUILDING LTD	Y
Restaurant	Restaurant - Full Service	Multiple	Y
Restaurant - Full Service	Restaurant - Full Service	Multiple	Y
Bar	Bar, Club	Multiple	Y
Italian	Restaurant - Full Service	AP3 PPW LTD	
Belgian Bar	Bar, Club	AP3 PPW LTD	
Financial Services	Commercial Bank	NOP 301 CONGRESS LP	
Office Space	Vacant	NOP 301 CONGRESS LP	
Office	Office	NOP 301 CONGRESS LP	
Office	Office	NOP 301 CONGRESS LP	
Office Building	Office Building		
Coffee House	Restaurant - Limited Service	NOP 301 CONGRESS LP	
Gallery	Museum / Theatre	PEREZ CYNTHIA M & LIDIA C	Y
Grocery	Retail - Goods	PEREZ CYNTHIA M & LIDIA C	Y
BBQ	Restaurant - Limited Service	OGDEN RENTALS LP	
BBQ	Restaurant - Full Service		
Luxury Condominiums	Residence	SECOND CONGRESS LTD	
Liquor Stores	Retail - Goods	FINLEY COMPANY	
Frozen Yogurt	Restaurant - Limited Service	FINLEY COMPANY	
Coffee House	Restaurant - Limited Service	CAFFE MEDICI AUSTONIAN LLC	
American	Restaurant - Full Service	LA CORSHA SAN ANTONIO LLC	

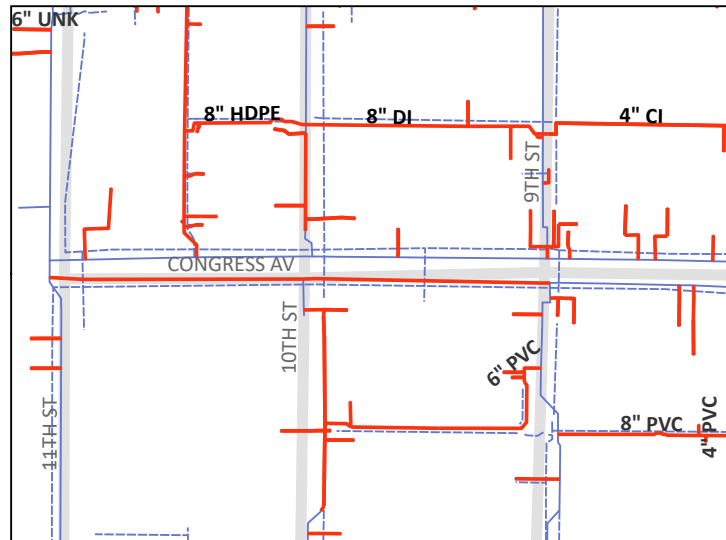
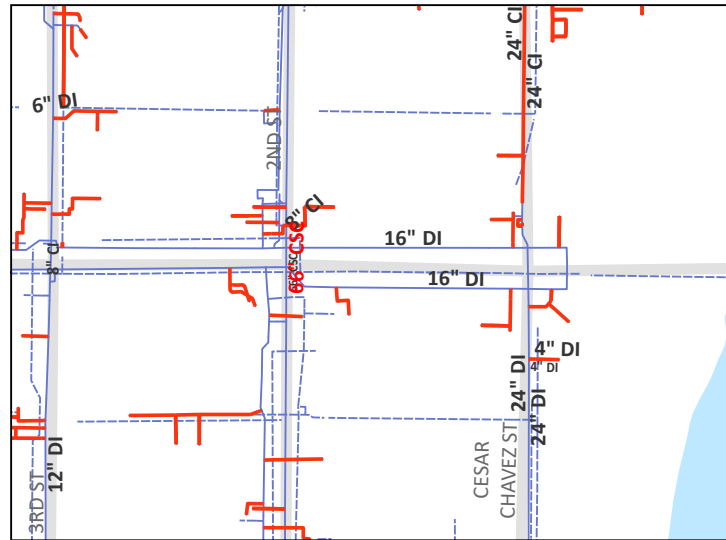
BUILDING OWNERSHIP BLOCK 100

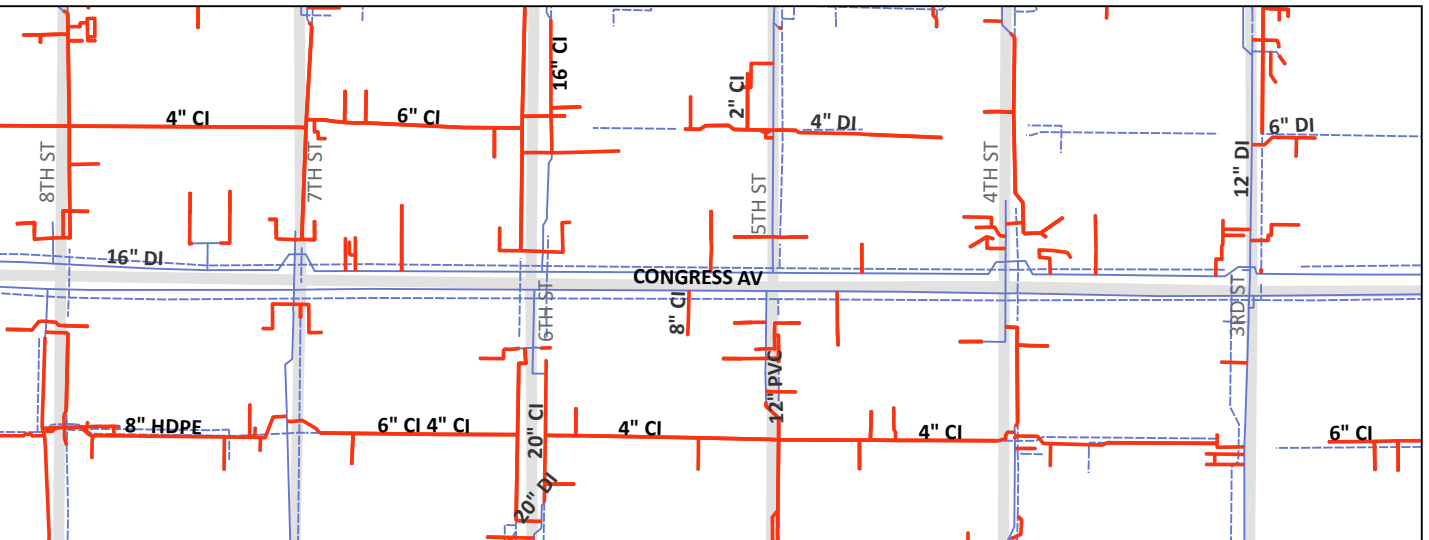
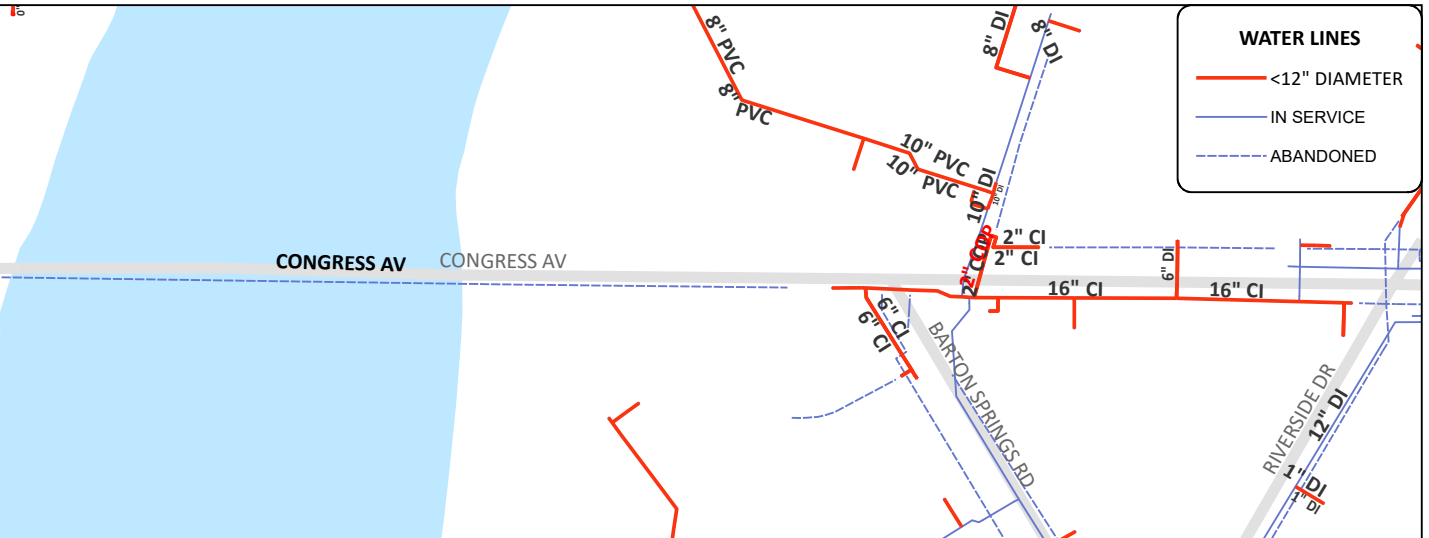
DAA_ID	Address	Street	Suite	BusinessNa
4176	125	E. 11th		State of Texas - Department of Transp
4186	124	W. 8th		City of Austin - Municipal Building
4185	121	E. 8th		The Iron Bear
4162	121	E. 5th		HandleBar
4171	120	E. 7th		Slake Café
4156	120	E. 4th		JuiceLand
4161	120	E. 5th		Parking Garage
4165	119	E. 6th	Lobby	Little Field Lofts
4160	119	E. 5th		Texas Warrant Co LLC
4153	119	E. 10th		Fox News
4175	118	E. 9th		823 Parking
4166	116	E. 6th		1886 Cafe & Bakery
		115	E. 6th	Golds Gym
4155	115	E. 4th		301 Congress Parking Garage
4159	115	E. 5th		Vacant
4184	115	W. 8th		Scott+Cooner
4180	114	W. 7th		Central National Bank
4181	114	W. 7th	110	Perry's Steakhouse
4170	112	E. 7th		Third Rail Creative
4183	111	W. 8th		ReMax Downtown Austin
2108	110	E. 2nd		JW Marriot
4174	110	E. 9th		Austin Club
		110	E. 2nd	Burger Bar On Congress
4152	109	E. 10th		Office
4169	108	E. 7th		
4168	107	E. 10th		zipcar
4179	107	W. 6th		Ruth's Chris Steakhouse
4173	106	E. 8th		Kadampa Meditation Center
4163	106	E. 6th		Due Forni Pizza & Wine
4189	106	E. 6th		Capital One Bank
4158	105	E. 5th	13	Karma Lounge
4182	105	W. 8th		Shefelman & Nix, the Nix Group
4157	103	E. 5th	204	Kingdom
4178	101	W. 6th		
4177	101	W. 5th	101	
4028	100	Congress	100	Vacant
	100	Congress	Lobby	100 Congress
4154	100	E. 4th		Frost Bank Tower Parking Garage
4029	100	Congress	150	Regions Bank
4030	100	Congress	125	Rising Roll Gourmet Cafe
4008	0	Brazos		Driskill Hotel
	0			
4112	0	Congress		First Citizen's Bank
4050	0	Congress		Manuel's
4111	0	Congress		Mobi
	0			

DetailedDe	GeneralDes	OwnerName	Historic
ortation Offices - State Office	Government Office	STATE OF TEXAS	Y
City Office	Government Office	CITY OF AUSTIN	Y
Bar	Bar, Club	HORTON JOHN COLEMAN III ETALS	
Bar	Bar, Club	STEIN SHERRILL SIMMS TRUSTEE O	
Café	Restaurant - Limited Service	KFP BROOKS BUILDINGS LTD	
Smoothie Shop	Restaurant - Limited Service	PKY-401 CONGRESS LLC	
Parking Garage	Parking Garage	6TH & CONGRESS PROPERTIES LLC	
Loft Homes Entrance	Residence	6TH & CONGRESS PROPERTIES LLC	
Financial Services	Retail - Service	STEIN SHERRILL SIMMS TRUSTEE O	
TV Broadcasting	Office	NW COMMUNICATIONS OF AUSTIN IN	
Parking Garage	Parking Garage	GCC 823 INVESTORS LP	
American, Bakery	Restaurant - Full Service	GREAT AMERICAN LIFE INSURANCE CO	Y
Fitness club	Fitness and Recreational Sports		
Parking Garage	Parking Garage	NOP 301 CONGRESS LP	
Vacant	Vacant	LAW OFFICE/HEIERMAN BLDG	Y
Furniture Stores, Home Accessories	Retail - Goods	HORTON JOHN COLEMAN III ETALS	Y
Financial Services	Commercial Bank	NORWOOD TOWER L P	Y
Steak	Restaurant - Full Service	NORWOOD TOWER L P	Y
Advertising/Marketing	Office	BCC PERRY BROOKS LLC	
Real Estate	Office	LINDSAY LUCY MONTGOMERY	Y
Hotel	Hotel		
Private Club	Civic and Social Organizations	AUSTIN INDEPENDENT SCHOOL DIST	Y
Burger	Restaurant - Limited Service		
Law Offices	Office	WOOTEN BUILDING L L C	Y
	Office	BCC PERRY BROOKS LLC	
Office	Office	BCC PERRY BROOKS LLC	
Steak	Restaurant - Full Service	DWF III SCARBROUGH LP	Y
Meditation Center	Civic and Social Organizations	FINLEY COMPANY	Y
Pizza	Restaurant - Full Service	DWF III LITTLEFIELD LP	Y
Financial Services	Commercial Bank	DWF III LITTLEFIELD LP	Y
Club	Bar, Club	PHILLIPS BUILDING	Y
Architects	Office	LINDSAY LUCY MONTGOMERY	Y
Club	Bar, Club	PHILLIPS BUILDING	Y
Vacant	Vacant	DWF III SCARBROUGH LP	Y
Vacant	Vacant	MB & MS ENTERPRISES INC	
	Vacant	MCP 100 CONGRESS LLC	
Office Building	Office Building		
Parking Garage	Parking Garage	PKY-401 CONGRESS LLC	
Financial Services	Commercial Bank	MCP 100 CONGRESS LLC	
Deli	Restaurant - Limited Service	MCP 100 CONGRESS LLC	
Hotel	Hotel	GREAT AMERICAN LIFE INSURANCE CO	Y
Vacant	Vacant		
Financial Services	Commercial Bank	712 CONGRESS LIMITED	Y
Mexican	Restaurant - Full Service	AP3 PPW LTD	
software	Office	BKT FAMILY MANAGEMENT L L C	Y
	Office		

UTILITIES - AGING WATER INFRASTRUCTURE

Austin Water’s CIP planning strategy is to balance investments in rehabilitation and/or replacement aging infrastructure with investments in major infrastructure system improvement projects to support growth and development. Assessments of existing water utilities focus mainly on age, demand/capacity and pressure. Utilities Water lines that are less than 12” diameter and constructed prior to 1950 or are identified as aging or deficient. Water distribution lines that are less than 12” are identified as deficient because the lines cannot provide sufficient fire flow to support the demand of intense downtown land uses.



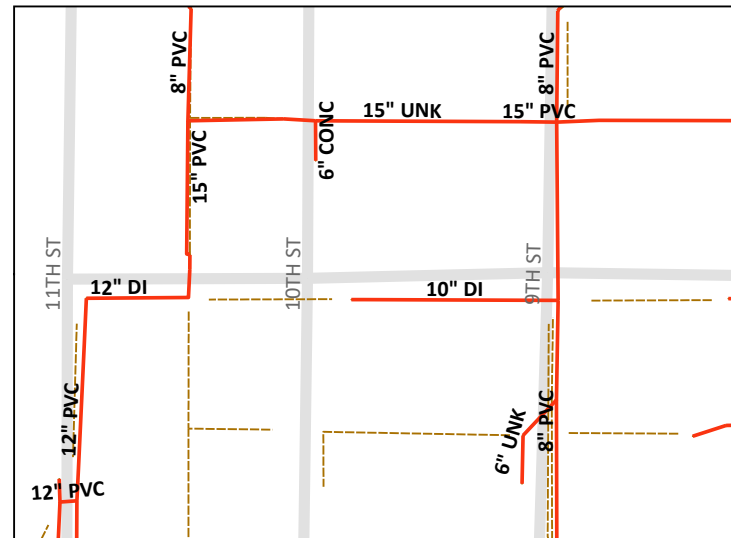
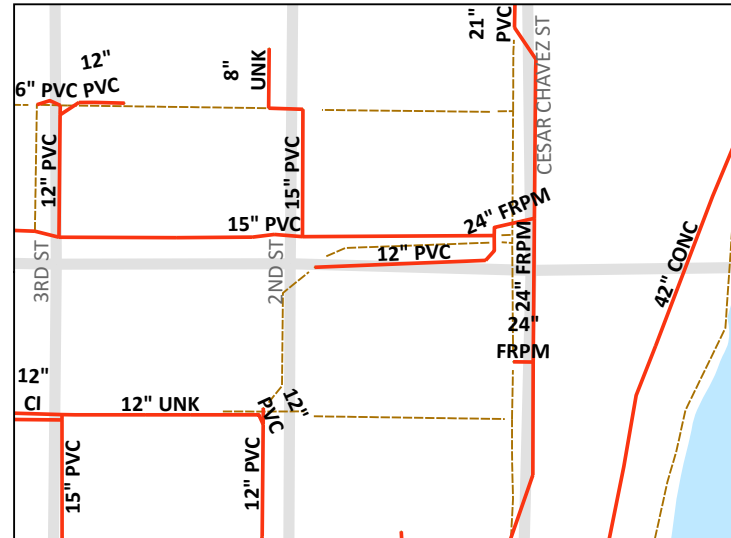


AGING WATER INFRASTRUCTURE
Congress Avenue Streetscape Improvements
Urban Design Initiative



UTILITIES - AGING WASTEWATER INFRASTRUCTURE

Austin Water’s CIP planning strategy is to balance investments in rehabilitation and/or replacement aging infrastructure with investments in major infrastructure system improvement projects to support growth and development. Assessments of existing wastewater utilities focus mainly on pipeline integrity and collection system capacity to support wet weather flows to avoid unintended discharges. Wastewater systems are identified as aging or deficient if built before 1972. Wastewater mains built prior to 1972 (prior to passage of the Clean Water Act), sewers were frequently built without competent joints.



MAINTENANCE AND MANAGEMENT OF THE AVENUE

City of Austin

The City of Austin has multiple City divisions and programs that provides services such as street cleaning, trash pick-up, and pavement preventative maintenance on Congress. Other services provided by Street and Bridge (S&B) include minor concrete repair and construction, bridge maintenance, alley & roadway repairs, tree pruning & trimming, and sidewalk services. According to S&B's Interactive 2017 Street Preventative Maintenance Plan Overview, overlays are scheduled on 5th Street and Cesar Chavez Streets starting/ending on Congress Avenue.

Downtown Austin Alliance (DAA)

DAA has a maintenance division that funds upgraded maintenance services in downtown streets including litter removal, sidewalk cleaning, alley reconstruction, bird control and refuse/recycling. DAA's Downtown Refuse Contract District is managed by the City of Austin Resource Recovery and provides daily trash removal and single stream recycling pick-up twice a week.

**IN
PROGRESS**

STRUCTURAL EVALUATION OF ANN W. RICHARDS CONGRESS AVENUE BRIDGE

Preliminary Structural Evaluation of Existing Bridges Over Lady Bird Lake

Salient highlights from this document, prepared for the City by PE Structural Consultants, Inc. in May 2011, have pulled from the report, and included here:

- The preliminary structural study of the bridge by PE Structural was designed to evaluate the feasibility of adding a new light rail line – either in the center of the bridge or at an outer lane. (page i of viii).
- The structural capacity to support additional width, either for traffic or for pedestrians, was not specifically evaluated.
- The 2001 Technical Memo by Parsons Transportation Group concluded that the Congress Street Bridge could not support the additional loading generated by the addition of a new light rail line and that the bridge would essentially need to be rebuilt to accommodate the new loads. (page 5).
- The 2008 Technical Memo by Parsons Brinkerhoff concluded that the Congress Street Bridge would need to be strengthened before it could support a light rail line. (page 5)
- The 2010 Structural Evaluation by Public Works Department determined that the Congress Street Bridge had some reserve structural capacity but recommended installing

a new concrete slab over the beams to add support and reinforcing the pier cantilevers. (page 6)

- The bridge was originally constructed in 1909 with a 38 foot roadway and 5 foot sidewalks on each side. (page 16) The beams under the roadway were supported by the concrete vaults still visible today.
- Bridge deck was widened 6 feet in 1955 to accommodate four lanes of traffic. Sidewalks were reduced to 4.5 feet. Concrete railings were removed and replaced with aluminum bolted to the side of the deck. (page 16)
- After deterioration the bridge was closed in 1976 and eventually renovated. The original superstructure of the bridge was replaced with concrete box beams and the deck was widened to a 60 foot roadway and 8 foot sidewalks. The original arches were left in place but not used structurally. A new pier wall was added to the existing piers to support the new box beams. (page 17)
- Box beams along the outside of the bridge, under the sidewalk, were determined to be overstressed based on initial assumptions about the design. These beams currently do not have any visible signs of stress and so it is proposed that the concrete may be stronger than originally anticipated. Determining the exact strength of the existing concrete and any possible amount of reserve capacity would require additional testing but the study concludes they do not currently have any additional capacity. (page 25)
- The new pier caps (beams across the axis of the bridge that support the new box beams) have adequate reinforcing to support the existing loads, but have cracks in areas at their ends where their cantilever beyond the existing piers. (page 25)
- Piers supporting the structure are sufficient for the existing loads and the bearing capacity for the soil has adequate bearing capacity. (page 25)
- The center of the bridge along the north-south axis is the strongest part of the bridge while the areas under the sidewalks are the weakest (with no reserve capacity) leading to the conclusion that the best configuration for light rail would be a track down the center of the bridge. (page 26) But even in the center alignment, the concrete box beams would be overstressed by the installation of a light rail system. (page 27)
- The central alignment was also recommended because the cantilevered beams going east-west and supporting the box beams were cracking where they were supporting the beams under the sidewalks. "...since the bent caps already show signs of cracking under existing load conditions, applying additional load at the cantilevers may be inadvisable." (page 27)
- Retrofit options for increasing the structural capacity of the bridge for a potential light rail line were proposed, including a bonded structural slab on top, bonded steel plates below the box beams, and new post tension cables under each beam. (page 29)

TRANSPORTATION PLANNING CONTEXT

CITY OF AUSTIN

Austin Strategic Mobility Plan

The Austin Strategic Mobility Plan (ASMP) is borne from the outcomes of the Imagine Austin comprehensive plan, mobility talks, past mode planning documents, and bond programs. The ASMP will ultimately be adopted by Austin City Council to amend the Imagine Austin comprehensive plan. It will include policies, programs, and projects. Strategies, recommendations, and draft networks will be released through the Spring and Summer of 2017. The final draft will be ready for adoption in January 2018. The ASMP will serve as the updated transportation plan replacing the 2025 Austin Metropolitan Area Transportation Plan.

2025 Austin Metropolitan Area Transportation Plan

The Austin Metropolitan Area Transportation Plan (AMATP) was adopted in 1994 and last amended in 2004. Due to the large gap from the last amendment, it is not as useful to the Congress Avenue project as more recent plans. The 2025 Austin Metropolitan Area Transportation Plan refers to this segment of Congress Avenue as an undivided major arterial with 6 lanes. Congress Avenue is listed as part of Capital Area Metropolitan Planning Organization's Bike System and denotes the recommendation from the Austin Bike Plan for Congress Avenue to be a wide curb (15') facility. Wide curb facility is the precursor to the "sharrow" term that is now common.

Relevance to Congress Avenue Streetscape Improvements

Given Downtown's high concentration of jobs and Congress Avenue's role as major route especially for transportation across Lady Bird Lake, the impacts from the ASMP will need to be considered in the Congress Avenue Mobility Plan. Of the mobility considerations listed in the ASMP two are especially relevant for Congress Avenue Design Initiative: travel choice and placemaking. Ongoing coordination will need to take place with the ASMP project stakeholders to ensure consistency between reports and adjacent street plans. Downtown area planned projects will impact Congress Avenue mobility and effect the alternative analyses.

CAPITAL METRO

Connections 2025

Capital Metro Transportation Authority's new service plan, Connections 2025, was adopted in February 2017 and includes both short-term and long-term proposals. Based on ridership and route data, in addition to the public input, several principles were selected to guide development. They included an easy-to-understand network, a more robust frequent network, matching service to markets, enhancing customer experience, complementing emerging mobility initiatives, growing ridership, laying the groundwork for future service plans, and coordinating land use and infrastructure.

Plan development began in October 2015 with data collection. Next, the existing system and service lines were evaluated. The five-

year service plan and long range plan were developed and combined into the final transit plan. There were three components of the study process: market assessment, service evaluation, and mobility. Market assessment included information about land use, demographics, travel patterns, and population. Service evaluation sought to understand ridership trends and route performance. Finally, mobility services were differentiated between lifestyle (all-day, all-week use) and targeted (commuter, seniors, youth).

The plan includes several modifications and additions. The fare system was simplified by eliminating the premium fare for rapid buses. The plan also expanded the frequent network by adding

two MetroRapid routes, including more local routes in the frequent network, and reducing headways on MetroRail. To improve regional connectivity, east-west routes are proposed and new IH-35 BRT routes are proposed in addition to the new realigned Express routes along MoPac Express Lanes. The Plan also introduces Mobility Innovation Zones to replace underperforming routes with mobility options through various pilot programs (shared-rides, TNCs, bike and car sharing, etc.) The plan proposes capital improvements, including new buses, additional park and ride lots, improved and additional MetroRapid stations, and more effective transit priority lanes and signalization.

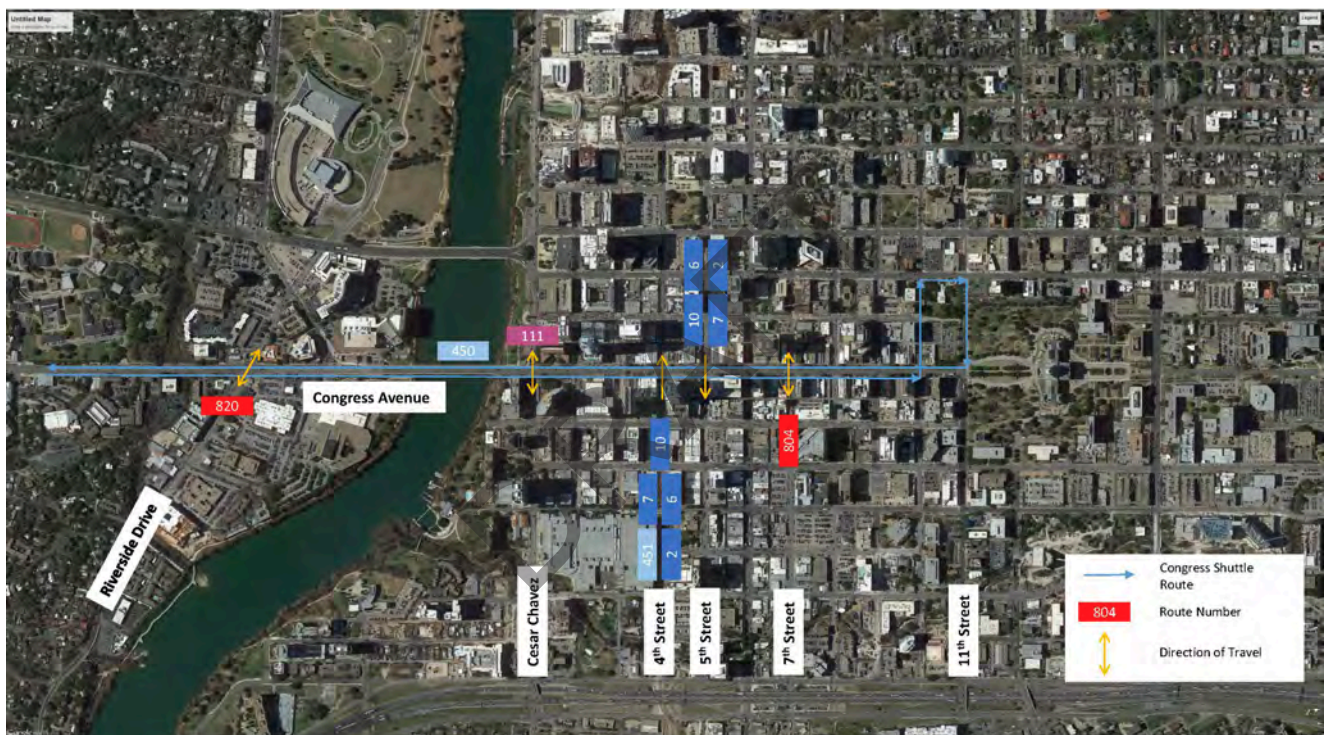


Figure 1: Connections 2025 Routes along Congress Avenue

Relevance to Congress Avenue Streetscape Improvements

Since Downtown serves as the hub of Capital Metro's network and most routes operate through Downtown, this plan will have an impact on Downtown traffic patterns as well as street design. There are several alignment changes and route additions that will impact Congress Avenue. Most bus routes that impact Congress Avenue operate along Congress Avenue cross streets. The updated plan does not specify bus route locations. Our team will coordinate with Cap Metro to determine the expected stops along Congress Avenue. Figure 1 shows the route locations, which are also listed below.

- The addition of Route 450 – Congress Shuttle will bring bus service back to Congress Avenue. The shuttle will run from the Capitol to just north of Oltorf Street. The shuttle will operate 7 days a week from 7AM-2PM.
- The addition of Route 804 will bring rapid bus service for crosstown commuters. This route will cross Congress Avenue at 7th Street and assumes 7th Street will be bi-directional.
- Route 820 – Riverside/Manor is a new rapid route that will cross Congress Avenue at Riverside Drive.
- The addition Route 451 – Downtown circulator will provide bus service between Trinity and Lamar and cross Congress Avenue at 4th Street.
- Route 2 – Rosewood, Route 6 – East 12th, Route 7 – Duval, and Route 10 - Red River below will undergo alignment changes. Currently, these routes only cross Congress Avenue at 11th Street.

The Connections 2025 plan calls for these routes to use the Trinity/ San Jacinto couplet instead of the Guadalupe/Lavaca couplet. This results in the alignments for all four of these routes crossing Congress at 4th and 5th streets. Route 7 – Duval also crosses Congress Avenue at the south limit of this project, Riverside Drive.

- Route 111 - South MoPac Express and Route 171 – Oak Hill Express proposed alignment will cross Congress at Cesar Chavez to use the San Jacinto/ Trinity couplet. Route 111 – South MoPac Express is also being upgraded to Express service.

Potential impacts to Congress Avenue include new bus stops and associated no parking zones and changes to pedestrian, bike, and vehicle traffic patterns since the downtown area is a small grid system. A more robust frequent network, better commuter rail service, more east-west routes, and the shifting of certain routes to the San Jacinto/ Trinity couplet will likely impact Congress Avenue both in terms of street design and traffic patterns. Street design changes can include additional and relocated bus stops, associated no parking zones, and transit priority signalization. In terms of traffic patterns, the probability that more commuters and visitors to downtown will find transit a viable option will mean fewer cars and more pedestrians and bikes.

DOWNTOWN AUSTIN ALLIANCE

Downtown Austin Plan

The Downtown Austin Plan (DAP) was commissioned by the Downtown Austin Alliance and adopted by Austin City Council in 2011. The scope of the plan includes the area between

Martin Luther King Boulevard and Lady Bird Lake and between Lamar Boulevard and I-35. The Downtown Austin Plan came out of a three-year dialogue with the public and Downtown community through six town halls and many smaller meetings and workshops. The planning process began with a diagnostic phase and culminated with the release of the “Downtown Austin Plan Issues and Opportunities” in February 2008. From 2008-2009, City Council acted to advance several of the elements of the Downtown Austin Plan. Relevant to the Congress Avenue Design Initiative are the Downtown Transportation Framework Plan and the Downtown Parks and Open Space Master Plan.

The DAP lists seven transformative steps to be taken in the next ten years, an explanation of why Downtown is important, the history and current status of Downtown, and risks facing Downtown. The Downtown Austin Plan organizes their goals and recommendations into seven elements: historical preservation, activities and uses, density and design, public realm, transportation and parking, utilities and infrastructure, and leadership and implementation.

Relevance to Congress Avenue Streetscape Improvements

Most of these elements will influence the Congress Avenue Urban Design Initiative. Historic Preservation will require the balance of modern and historic design. The Activities and Uses element encourages a diverse mix of uses and services that are pedestrian-friendly and not just oriented to nighttime activity. This element specifically calls out Congress Avenue and recommends improving Congress Avenue in “keeping with its role as the

Main Street of Texas”.

In regards to transportation-related items, Transportation and Parking calls for a multi-modal transportation system to improve access to and in Downtown and manage parking demand and strategies. These aspects include improving pedestrian facilities, converting certain streets to two-way operation, establishing a comprehensive way finding system, and maintaining alleys as the means of loading, servicing, and parking access. The transit section of the report encourages concentrating major bus routes along the Downtown corridors and creating high-quality state of the art transit stops. For bicyclists, the plan recommends providing facilities for all levels of bicycles along key north-south corridors and increasing bicycle parking downtown. The parking section emphasizes the need to better manage Downtown parking, providing incentives for on-site car sharing spaces and managing on-street parking and loading in a more efficient manner. There is also a strong push for complete streets to be incorporated into transportation infrastructure.

Downtown Parking Strategy

The Downtown Austin Alliance initiated this study to approach parking in downtown in a comprehensive manner. The Briefing Book is the first major deliverable to come out of the Parking Study. The Briefing Book includes stakeholder interviews, community feedback, data analytics, and documentation of issues and challenges. The report summarizes the existing parking data and condition. The Briefing Book also includes information of what currently works and what does not for parking downtown. This portion of the parking study does not include

proposed adjustments to downtown parking. The next stage of the study is currently being completed by the DAA and will include unveiling the proposed downtown parking. Our project will need to incorporate the DAA parking plan with emphasis on parking along Congress Avenue and adjacent facilities. The study area is bounded by Lamar Boulevard, Lady Bird Lake, I-35, and MLK Boulevard. And the South Central Waterfront is also included. The project goals and objectives were selected to ensure the downtown parking system is supportive, multimodal, available, cost-effective, user-friendly, and adaptable.

Relevance to Congress Avenue Streetscape Improvements

The Briefing Book will serve as important document to the Congress Avenue project. Ongoing coordination will be required to ensure consistency between the DAA parking recommendations and the Congress Avenue alternatives.

The Initial findings from the Downtown Parking Strategy team indicates there are over 70,000 parking spaces downtown. Only 9 percent of these are on-street spaces. The on-street spaces that do exist are underpriced which leads to low turnover. Additionally, many drivers violate the posted time limits. Most employees downtown have free or discounted parking and benefits for those who choose other modes are rare. The ease of parking varies across areas in downtown but typically there are underutilized parking spaces with a short distance from the areas which parking is scarce. Most important, many people indicated that they may leave downtown if they cannot find parking.

The DAA's review of relevant plans and existing

regulations found that there have been many planning efforts for downtown and these plans call for an ongoing vitality, multimodal access, and reducing reliance on single-occupancy car trips. The research also found that the approach to parking has been "siloe" in its approach so that each development builds parking for specific user group instead of considering parking as shared commodity. The Briefing Book also suggested that the land development code could improve its regulation concerning parking requirements. The DAA is currently working on proposed parking downtown and the CodeNext draft was released last month and will ultimately incorporate parking standards.

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

2040 Regional Transportation Plan

The Capital Area Metropolitan Planning Organization's long range transportation plan, CAMPO 2040, was initially adopted in May 2015. The plan serves as the long-range transportation plan for all modes of transportation in the six-county region. The 2040 Plan is divided into six chapters including an introduction and appendix. The second chapter details with regional mobility needs. This chapter catalogs the current transportation network, forecasts future travel demand, and evaluates alternative scenarios. Next, mobility strategies are introduced, which include increasing capacity, managing demand, and more efficient land use. Chapter 4 details considerations for transportation planning. The planning considerations include financial forecasts,

maintenance costs, corridor preservation, safety and security, freight movement, environmental protection and justice, and emerging technologies. Lastly, the action plan and projects are presented in Chapter 5. The roadway and transit projects are presented in table format and include project sponsors, limits and description, let year, and cost and funding source. Also available are the public involvement plan and county-level appendices that include over thirty thematic maps.

Relevance to Congress Avenue Streetscape Improvements

The 2040 Plan does not include any projects that fall in the project limits of the Congress Avenue Streetscape Improvement. However, South Congress is listed in the roadway table for bus rapid transit improvements with a let year of 2020 which may impact the southern limits of the project, specifically, the intersection of Riverside Dr. at Congress Ave.

The Travis County Appendix denotes Congress Avenue as a principal arterial in 2040. The Appendix also includes maps illustrating bicycle and pedestrian crashes by crash severity from 2011 to 2013. These maps do not provide crash counts but per TxDOT CRIS data, Congress Avenue has had one pedestrian fatality and one bicyclist fatality. Of the 114 crashes involving a bicyclist or pedestrian, twelve involved an incapacitating injury.

2045 Regional Active Transportation Plan

The 2045 RATP will be the first active transportation plan for Central Texas. Currently, the draft vision, goals, and objectives have been released to the public. The vision for the 2045 ATP is to provide “safe, direct, convenient, and

comfortable” access for those walking and biking to “important destinations for all residents and visitors”. The stated goals of the plan are safety, accessibility, functionality, equity everyday use, and quality of life. A series of open house meetings recently concluded, which will inform the next steps of plan development. Since specifics are not yet available, it is assumed that the portions previous Regional Transportation Plans dealing with active transportation will be used as basis for the 2045 Regional Active Transportation Plan. The 2045 RTAP is expected to be submitted for adoption by CAMPO’s Transportation Policy Board in May 2017.

Relevance to Congress Avenue Streetscape Improvements

In the 2035 Regional Active Transportation Plan, Congress Avenue is shown as high priority bicycle corridor with a planned separated lane. The 2035 plan also shows separated bike lanes for 5th Street and 6th Street and shared lane markings for 9th and 10th Streets. Our team will need to coordinate with the 2045 plan updates to ensure consistency between planned improvements.

ADDITIONAL PLANS AND REPORTS

Beyond the above plans, there are many other plans that were researched and will be considered during progress on the Congress Avenue project.

Texas Capitol Complex Master Plan

This plan shows the segment of Congress Avenue to Martin Luther King Boulevard as a pedestrian plaza. To accomplish this the conceptual plan

shows the conversion of Congress Avenue from 15th to MLK Boulevard from asphalt to a grass open space. Congress Avenue and cross streets are shown with the addition of street trees. In addition to increasing the landscaping, surface lots are proposed to be removed and replaced with development. This plan in addition to the outcomes of the Urban Design Initiative could create a people-oriented link between the University of Texas, the Capitol, and Lady Bird Lake along Congress Avenue.

City of Austin Pedestrian Safety Action Plan

This will address five areas: engineering, education, enforcement, encouragement, and policy. A draft of this plan will be released in April 2017.

City of Austin Bicycle Master Plan

This plan includes several planned improvements for Congress Avenue and some cross streets.

Envisioning the Avenue

The Downtown Austin Alliance commissioned a report specifically for Congress Avenue to determine what experiences on Congress Avenue people want to have and what changes Congress Avenue needs. The report lists the most common experiences people wished to have. They included food and drinks, the arts, shopping, and transportation modes other than driving. The changes they recommend include streetscape and pedestrian experience improvements, more retail uses, and better transportation options.



CONGRESS AVENUE CORRIDOR: NETWORK FUNCTION

- Volumes have trended down in recent years, as traffic has shifted to larger north-south corridors: Lamar, Guadalupe/Lavaca, I-35, Mopac (Loop 1).
- Traffic is highly directional: north in the AM, south in the PM.
- One-way cross streets contribute to auto-oriented environment.
- There is a large pedestrian presence along the corridor. Crosswalks are often encroached upon by right turning traffic. Not all signals have leading pedestrian intervals.
- Despite the lack of bicycle infrastructure along Congress – lanes, bike-responsive signals – there is a large cyclist presence along the corridor, and many B-cycle locations.
- Signal progression favors the north-south (Congress Ave.) movements, but large east-west volumes occur at 5th/6th (one-way pair), Cesar Chavez, and Riverside. The other cross-streets have more variable local traffic.
- The congestion epicenter along the corridor is at the at Cesar Chavez/Congress intersection . The closer to the river, the heavier the congestion gets during peak hours.
- No regular bus routes run along Congress, utilizing Lavaca/ Guadalupe instead. A number of Cap Metro routes cross Congress on east-west streets.
- Despite its car-oriented design, Congress connects many popular local and tourist destinations and serves pedestrians and cyclist



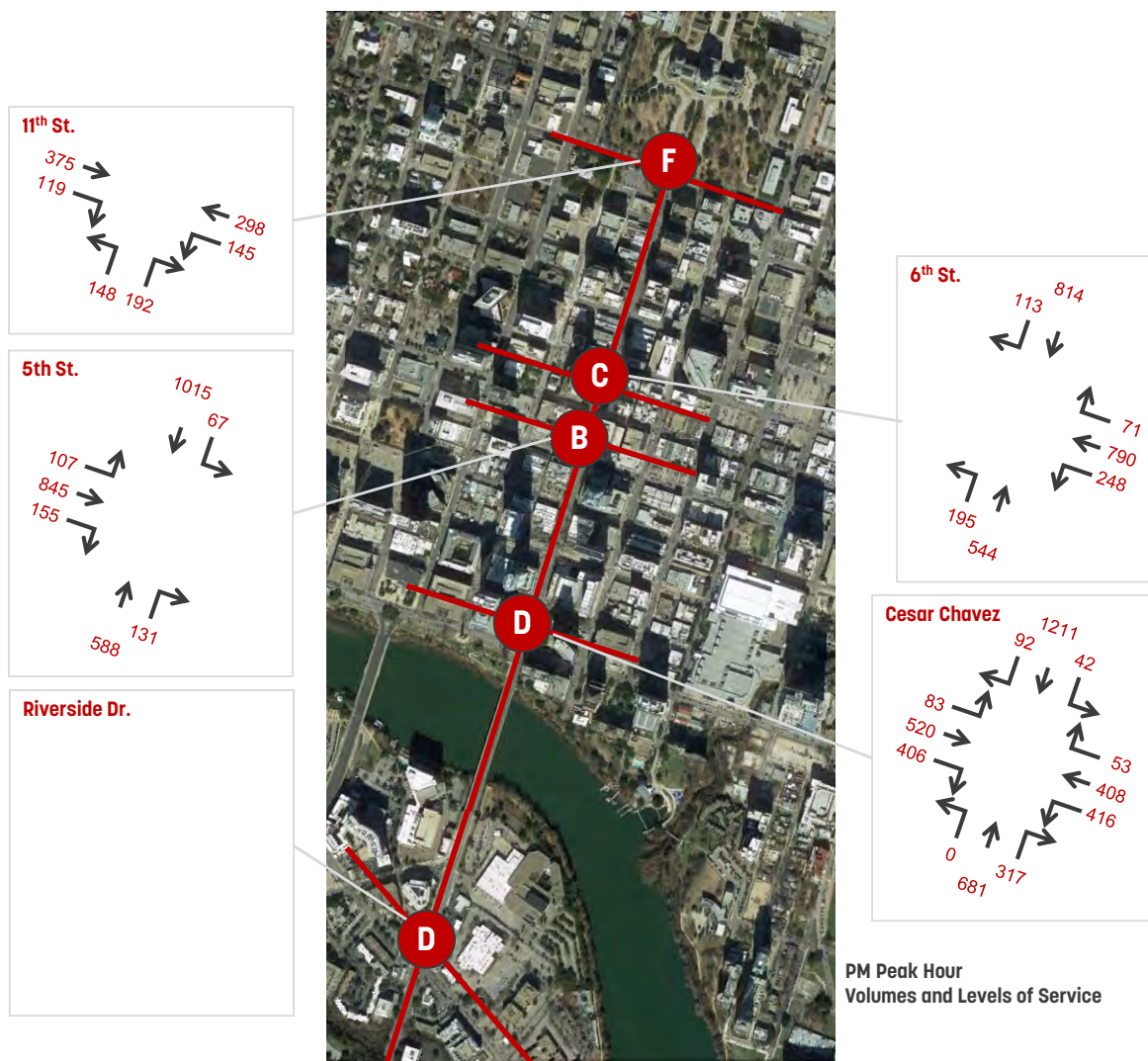
CONGRESS AVENUE INTERSECTIONS : AM

- 11th St: northbound traffic splits evenly east and west.
- 5th and 6th Sts. operate well. North of 6th street toward the Capitol, traffic becomes much lighter.
- Cesar Chavez: northbound left turns allowed only in AM peak; level of service suffers.
- Riverside Dr: AM northbound volume is five times southbound.



CONGRESS AVENUE INTERSECTIONS : PM

- 11th St: extending the Westbound Left signal phase would yield LOS D.
- 5th and 6th Sts. operate well. North of 6th street toward the Capitol, traffic becomes much lighter.
- Cesar Chavez: lack of left-turn bays and heavy east-west traffic contribute to delay.
- Riverside Dr: westbound left fails due to traffic arriving in platoons.



PLANNING CONTEXT

The purpose of this section is to identify and evaluate the impacts of the various regulations, policies, and plans that affect the Congress Avenue UDI Project Study Area, in terms of land development of properties fronting Congress Avenue, as well as streetscape or other improvements that may be conceived for the Congress Avenue ROW or its abutting cross-streets.

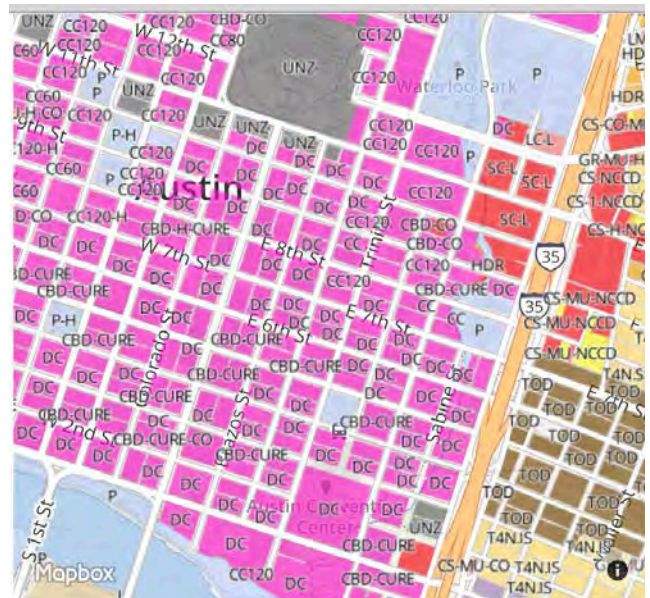
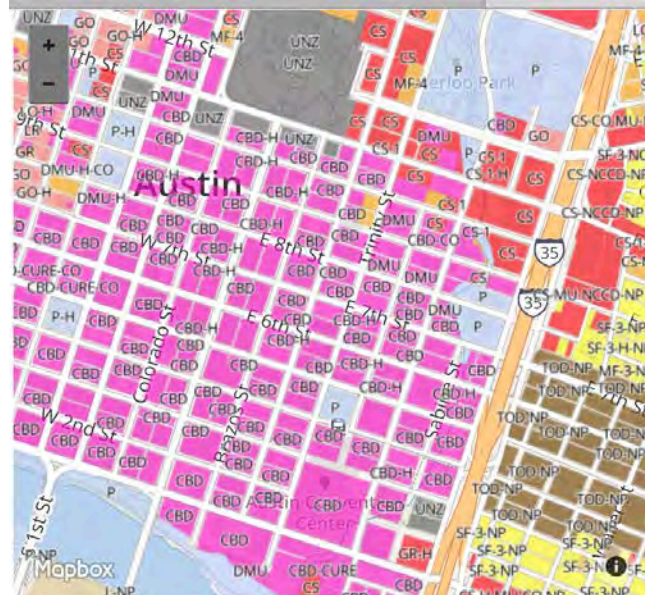
CITY OF AUSTIN REGULATIONS

ZONING

North of Lady Bird Lake: CBD, CBD-H, UNZ and CBD-CURE Zoning Districts

The properties in the Study Area along North Congress Avenue are almost all zoned “CBD”, Central Business District, as shown in a magenta color to the right. CBD zoning has the highest entitlements of any zoning district and allows the widest variety of Commercial, Residential and Civic land uses, while limiting significantly Industrial and Agricultural uses. All of the properties to the north of the strip of Lady Bird Lake parkland (“P”) are zoned CBD or CBD-H. Under the current zoning ordinance, the key site development requirements for CBD zoning are:

- Maximum Height: No Limit
- Maximum FAR: 8:1
- Minimum Setbacks from Property Lines: None



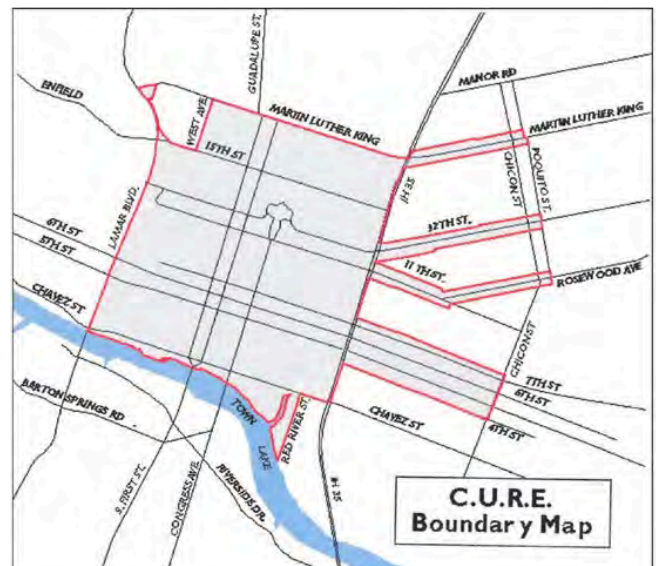
Comparison of Existing Zoning (above) and the Proposed CodeNEXT Zoning (below)

CURE Zoning

Several of the CBD-zoned properties along this part of the Avenue have received increased FAR or other entitlements beyond their CBD zoning under a special “combining district” called CURE zoning. CURE stands for Central Urban Redevelopment, and is available to property owners who wish to increase the allowed density or height of a project, to modify parking or other site development regulations, and/or to modify permitted or conditional land uses – in exchange for creating a higher-quality development. Since the adoption of the Downtown Austin Plan in 2011, CURE zoning is used only as a vehicle to increase entitlements through the City’s Downtown Density Bonus Program, which established a quid-pro-quo for the granting of such entitlements to ensure these were in proportion to the community benefits that a project offered. The City Council’s highest priority since the Downtown Density Bonus Program was adopted by ordinance has been to gain affordable housing units within or near the downtown core, or through a fee-in-lieu contribution to Austin’s Affordable Housing Trust Fund.

In addition, there are two Unzoned (“UNZ” – colored gray) designations for the two, State of Texas-owned parcels at the north end of the Study Area, on each side of Congress Avenue, fronting Eleventh Street. The future of these two, UNZ properties are critical to the future of the Congress Avenue UDI Project, as they are located at the threshold of the Avenue, where the southern edge of the Capitol Square transitions to the Avenue itself. While there have been proposals by the Texas Facilities Commission during 2009-2011, these have been since withdrawn with the change in leadership of this agency.

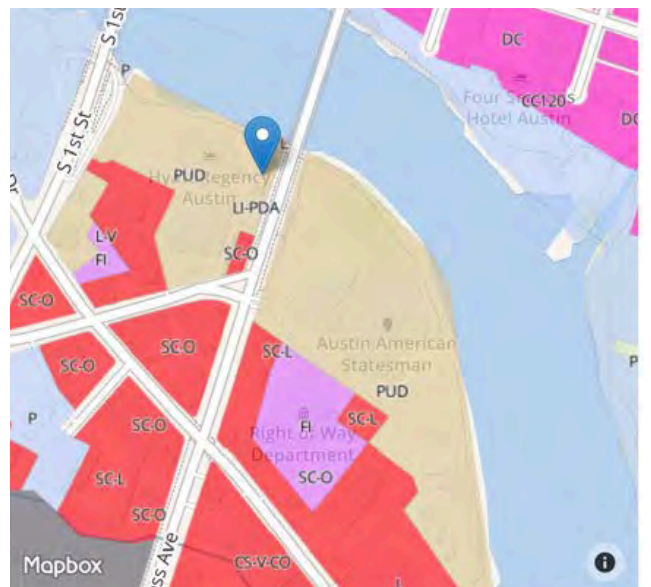
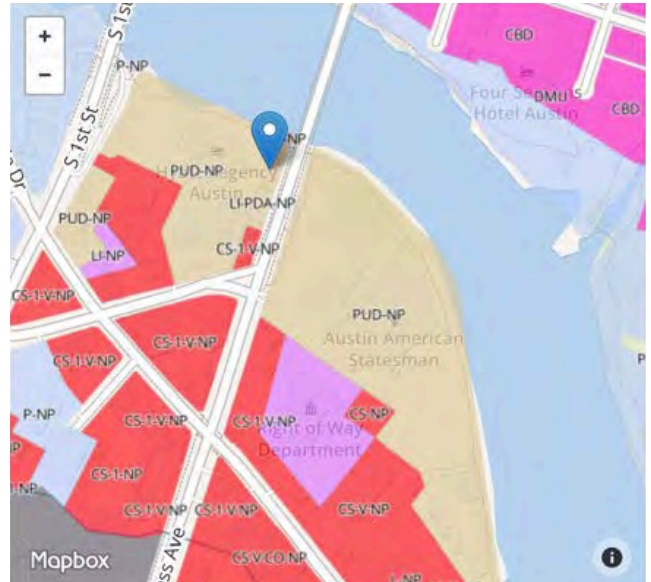
During the next year, the City of Austin’s consultant, Opticos, will be further developing the first release of a new land development code and map. The City has just released the proposed “CodeNEXT” zoning map of the city in April 2017, portions of which are shown above and below. So far, it appears that the Downtown zones are translations of existing zones, but that CMU and CBD zones have not yet been translated or otherwise converted to a form-based “transect” zone. Various organizations, such as the Austin chapters of AIA, APA and ASLA will be testing, through an all-day charrette, the code for Downtown, as it exists, as it was proposed in the Downtown Austin Plan, and as it may be proposed as a “T6” zone applied to the “Urban Core”.



The gray-colored areas above indicates where projects are eligible to receive Central Urban Redevelopment (CURE) zoning.

South of Lady Bird Lake: PUD-NP, LI-PDA-NP, and CS-1-V-NP

The properties fronting South Congress Avenue, from Lady Bird Lake to Riverside Drive have lower entitlements, and range from CS (colored red) to PUD (colored tan), as shown in the existing zoning map above. Similar to the situation for the Downtown zones, CodeNEXT will offer – over the coming months - a further elaboration of the proposed PUD and SC-O (South Central-Overlay) zoning.



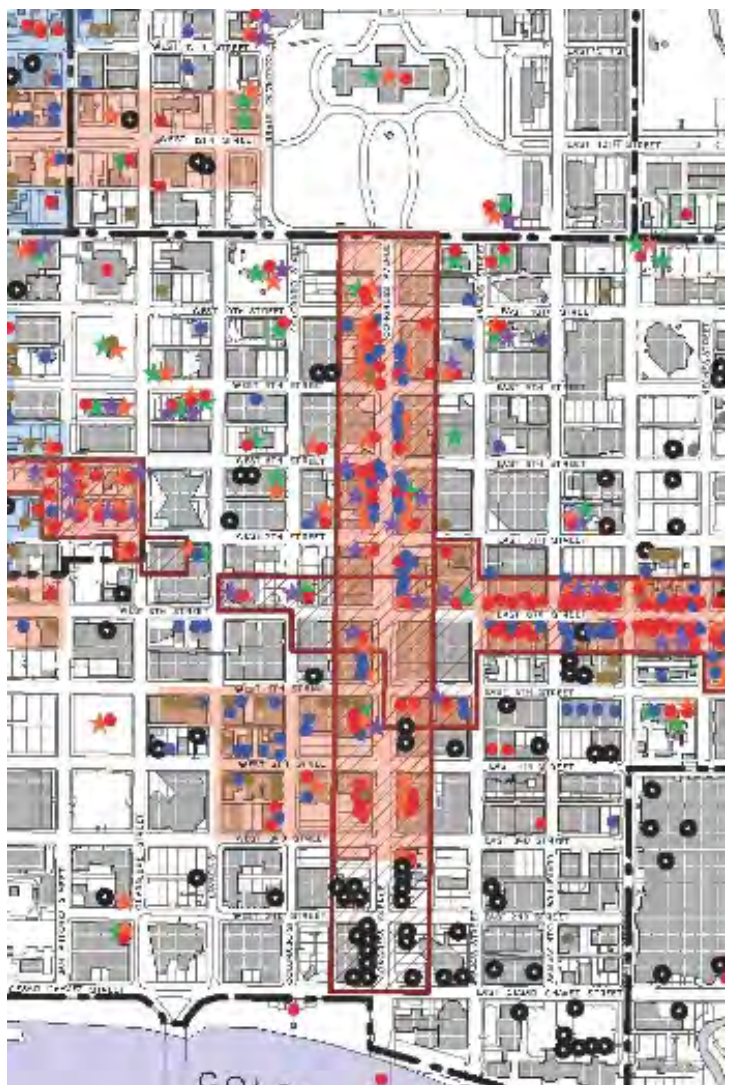
Comparison of Existing Zoning (above) and the Proposed CodeNEXT Zoning (below)

Historic Landmarks and Historically-Significant Buildings

Many of the properties fronting this stretch of North Congress Avenue are designated as historic landmarks, and therefore carry an “H” after the CBD, indicating their historic zoning. These properties require a review by the Historic Landmark Commission (HLC), if a partial or total demolition or an addition or additions are contemplated. If the property owner wishes to demolish the building, the case must be reviewed at the HLC, the Planning Commission and the City Council, who must have a supermajority of votes to approve its demolition.

For demolition of a building which may not have landmark designation or historic zoning, but is deemed historically-significant by the City’s Historic Preservation Officer (HPO) and/or the HLC, the case must be also must be reviewed by the City Council, who - if against its demolition - may initiate a historic zoning case that would have the effect of preserving the building.

In addition, these properties fronting North Congress Avenue, from Eleventh Street to Cesar Chavez Street, are within the Congress Avenue National Register Historic District (NRHD), designated in 1978. There are some very general guidelines associated with redevelopment and signage that borrow directly from the East Sixth Street NRHD, which is



LEGEND

	NATIONAL REGISTER DISTRICT		PRIORITY 1 - 1984 CRS
	NATIONAL REGISTER PROPERTY		PRIORITY 2 - 1984 CRS
	CITY OF AUSTIN LANDMARK		PRIORITY 3 - 1984 CRS
	RECORDED TX. HIST. LANDMARK		UNPRIORITIZED - 1984 CRS
	PROPOSED DOWNTOWN DISTRICT		DEMOLISHED SINCE 1984 CRS
	POTENTIAL LOCAL HISTORIC DISTRICT		
	POTENTIAL NATIONAL REGISTER HISTORIC DISTRICT		

Limbacher & Godfrey Architects, 2009

Excerpt of Historic Resources Map, created for the City of Austin’s Downtown Austin Plan

very different, in terms of building scale and types, history and context. These guidelines are just that: property owners are not bound by ordinance to comply with these, as would be the case if Congress Avenue were designated as a Local Historic District (LHD).

There are 38 City of Austin Historic Landmarks facing Congress Avenue. Since 1984, when the last Cultural Resources Survey (CRS) was conducted, the era of significance was limited to buildings constructed before/by 1934. Today, several buildings would likely be considered historically-significant, especially those from the “Mid-Century Modern” architectural era. There is a strong interest by Austin’s historic preservation community to designate this corridor as a LHD, so that a higher level of awareness would be created and a greater level of preservation would be required - with design standards that are specifically tailored to this unique street. There is an expectation that the Congress Avenue UDI should recommend this as a next step in realizing Congress Avenue as the “Main Street of Texas”.

CAPITOL DOMINANCE ZONE

The Capitol Dominance Combining District (CDZ) is intended for combination with selected base districts in order to protect the visual and symbolic significance of the State Capitol by requiring that buildings in close proximity of the Capitol to not overwhelm it in height. This CDZ includes all land within a quarter-mile radius of the State Capitol dome. The maximum height of a structure is the lesser of:

- (1) the base district maximum height; or
- (2) a height that coincides with the 653 foot elevation above sea level, plus 0.04366 feet of height for each foot horizontally that the measurement point is separated from the center of the Capitol dome.



The Capitol Dominance Zone includes land within a quarter-mile radius of the State Capitol dome.

CONGRESS AVENUE OVERLAY ZONE

The Congress Avenue Combining District (CAZ) is intended for combination with the CBD and DMU base districts in order to protect the historic character and symbolic significance of Congress Avenue and to enhance the pedestrian environment along this unique downtown corridor.

(A) The Congress Avenue Overlay Zone requires that glass used on the first floor of a structure must have a visible transmittance rating of 0.6 or higher; and reflective surface building materials must not produce glare.

(B) This subsection applies to new development on Congress Avenue or East 6th Street, on streets adjacent to a downtown park or Town Lake, and along a downtown creek.

(1) Surface parking lots, curb cuts, and unscreened garage openings are prohibited.

(2) The Land Use Commission may waive the prohibition of this subsection after determining that:

(a) compliance with the prohibition is impractical;

(b) the proposed project will not unreasonably impair pedestrian or vehicular movement; and

(c) adequate precautions have been made for public safety, convenience, and the aesthetic values of the combining district.

In the Congress Avenue (CA) combining district:

(1) On the west side of Congress Avenue within 60 feet of Congress Avenue:

- (a) the minimum structure height is 30 feet; and
- (b) the maximum structure height is 90 feet.

(2) On the east side of Congress Avenue within 40 feet of Congress Avenue:

- (a) the minimum structure height is 30 feet; and
- (b) the maximum structure height is 90 feet.



The Congress Avenue Overlay Zone applies to properties zoned CBD or DMU located between the alleys on each side of and parallel to Congress Avenue, from Cesar Chavez Street to Eleventh Street.

CAPITOL VIEW CORRIDORS

The Capitol View Corridor Combining District (CVC) is applied in combination with the various base districts to limit the height of structures within selected corridors which represent the remaining significant, publicly-accessible views of the State Capitol Building, so that those views may be preserved and protected. The Capitol View Preservation Study, conducted by the City of Austin Planning Department, was completed in 1983, and in 1985 the Capitol View Corridors were established by the City. In 2007 the Downtown Commission, reviewing the impact of the Capitol View Corridors on downtown development, described the Congress Avenue View Corridor:

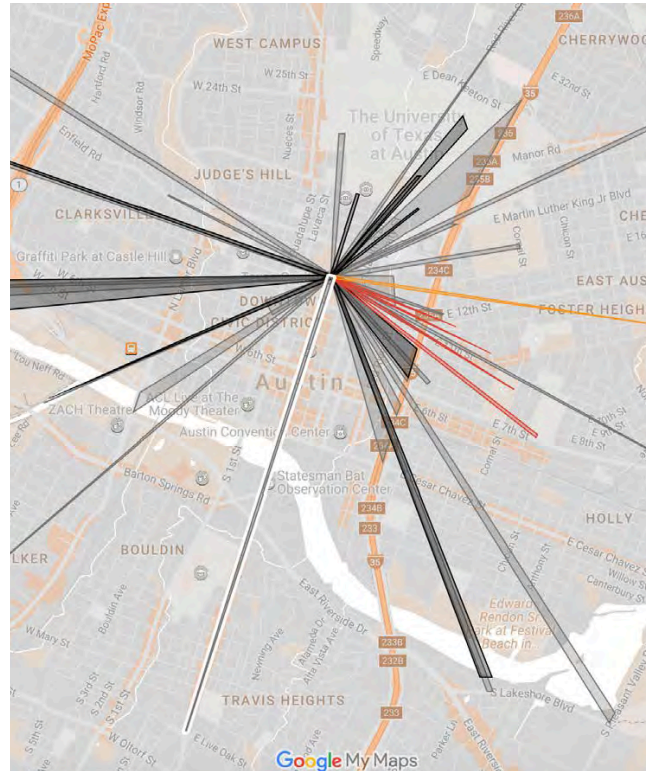
“The historical significance, drama and power of the South Congress view are unequaled in Austin as well as in Texas. Therefore, Congress Avenue heads any list of Capitol view corridors. Designated in 1939 as the ceremonial entry to the heart of the city, the breadth of the avenue assures a view of the Capitol dome as the traveler approaches from the south.”

According to the City’s Land Development Code:

(A) In the Capitol view corridor (CVC) combining district, the maximum height permitted is the lesser of:

- (1) the base district maximum height; or
- (2) the maximum height provided in this section.

(B) In a Capitol view corridor, a structure may not exceed the elevation of the plane delineating the corridor.



Capitol View Corridor #6 protects the view from South Congress Avenue at Live Oak Street to the State Capitol Building dome.

SUSTAINABILITY-RELATED REGULATIONS

The only sustainability-type regulation that is relevant in the Study Area, would be that of requiring that building projects within a CBD or DMU (Downtown Mixed Use) zoning district achieve a minimum of a One-Star Austin Energy Green Building rating. View Corridors on downtown development, described the Congress Avenue View Corridor:

SUBCHAPTER E: COMMERCIAL DESIGN GUIDELINES (2006)

The purpose of the Subchapter E to the Land Development Code is to require improved urban design standards for commercial properties, in terms of connectivity, pedestrian and transit orientation, enhanced and shaded streetscapes for both public streets and internal, private drives. Subchapter E, however, does not apply to the Downtown area, and instead states that the guidelines or regulations emanating from the Downtown Austin Plan should govern the Downtown.

Subchapter E defines South Congress Avenue as a core transit corridor with a sufficient population density, mix of uses, and transit facilities to encourage and support transit use.

GUIDELINES

CONGRESS AVENUE HISTORIC DISTRICT

Congress Avenue is part of the National Register of Historic Places for its historical significance in the areas of planning and development, commerce and architecture. Features of National Register Historic Districts (NRHDs) in Austin include:

- Demolition and Building Permits and exterior changes require an advisory review by the City's Historic Landmark Commission.
- There is a Federal income tax incentive for the rehabilitation of income-producing properties available for qualifying projects.

- If a property is within a NRHD, the City may delay releasing demolition permits for up to 180 days for contributing structures, in order to review the project.



National Register Historic District.

DOWNTOWN URBAN DESIGN GUIDELINES

The aim of the Downtown Urban Design Guidelines is to “promote positive and enriching development by assuring that it aspires to a greater architectural and urban design standard.” These were initially adopted by the City Council in 2000, and provide a guide for the Design Commission’s advisory review of projects whose developers are seeking greater entitlements and/or relief from certain regulations. The Austin Design commission issued a revised version of the Guidelines in 2008, now renamed the “Urban Design Guidelines for Austin”.

The area-wide guidelines are to:

- Create dense development
- Create mixed use development
- Limit development which closes downtown streets and create developments with connectivity and human scale circulation
- Buffer neighborhood edges
- Incorporate civic art in both public and private development
- Protect important public views downtown
- Avoid historical misrepresentation
- Respect adjacent historical buildings
- Acknowledge that rooftops are seen from other buildings and the street
- Avoid the development of theme environments
- Recycle existing building stock

The guidelines for the public streetscape are:

- Protect the pedestrian where the building meets the street
- Minimize curb cuts
- Create a potential for two-way streets
- Reinforce pedestrian activity
- Enhance key transit stops
- Avoid conflicts between pedestrians and utility equipment
- Install street trees
- Provide pedestrian-scaled lighting
- Provide protection from cars/promote curbside parking
- Screen mechanical and utility equipment
- Provide generous street-level windows
- Install pedestrian-friendly materials at street level

The guidelines for plazas and open spaces are:

- Treat the four squares with special consideration
- Contribute to an open space network
- Emphasize connections to parks and greenways
- Incorporate open space into residential development
- Develop green roofs

- Provide plazas in high use areas
- Determine plaza function, size and activity
- Respond to the microclimate in plaza design
- Consider views, circulation, boundaries and subspaces in plaza design
- Provide an appropriate amount of plaza seating
- Provide visual and spatial complexity in public spaces
- Use plants to enliven urban spaces
- Provide interactive civic art and fountains in plazas
- Provide food service for plaza participants
- Increase safety in plazas through wayfinding, lighting and visibility
- Consider plaza operations and maintenance

The guidelines for buildings are:

- Build to the street
- Provide multi-tenant, pedestrian-oriented development at street level
- Accentuate primary entrances
- Encourage the inclusion of local character
- Control on-site parking
- Create quality construction
- Create buildings with human scale

ADOPTED PLANS

TOWN LAKE COMPREHENSIVE PLAN (1989)

Adopted in 1989, the Town Lake Comprehensive Plan was to consolidate parklands and recreation space into a green core for the City. This vision of Town Lake Park was not one, but many parks, offering a very wide range of activities and experiences through the use of five park types:

The Preserve

The lowest density park type is reserved for large areas of natural topography and native vegetation where human activity is limited, and the near total retention of natural landscape is appropriate. Because Town Lake is man-made and the impoundment of the Colorado River has, in itself, altered the natural landscape, preservation as an idea cannot be applied compulsively. There are, however, significant areas in the study district which merit preservation or restoration of more natural conditions.

The Neighborhood Park

The second park type is in response to Town Lake Park's proximities to a number of the city's long-standing residential neighborhoods. Town Lake Park should be seen as belonging to the whole city, but it should also transform itself occasionally to become an adjunct and transition to the neighborhoods which border it. The people who live in Montopolis, East Austin, Travis Heights, the Barton Springs areas, Old West Austin and Tarrytown should be able to stake a special claim to portions of Town Lake Park.

The Community Park

The largest quantity of land in Town Lake Park will be devoted to Community Parks, districts with traditional park activities oriented to the entire Austin community. This park type is a focal element in most great cities, both in America and abroad. The Community Park is the great outdoor living room of the city. It is a focus for recreation and outdoor activity. It is a place for large-scale sports and games, a place for jogging, walking, strolling and exercise. The scale of the Community Park, necessarily large to accommodate larger groups of people, requires extensive contiguous areas.

The Cultural Park

Many great cities have found a compatibility between cultural institutions such as museums, theaters and concert halls, and the graciousness of a natural park setting. Places to view art or theater or to hear music have a similar pace and ambiance as places for strolling, picnicking, and enjoying nature. Groups have been established in Austin to plan futures for a number of cultural institutions, including the Botanical Gardens, Children's Museum, Science Museum, Discovery Hall, Planetarium and Music Museum, which would greatly enhance the quality of life in the city. The Cultural Park would be a home for these activities.

The Urban Waterfront

The final park type which should find appropriate application in Town Lake Park deals with the juxtaposition of city and open space. The Urban Waterfront would be the point at which high-density urban development meets greenery and lake. There is an appealing tension

in many cities between hard and soft, dense and sparse, man-made and natural where high density development stands in contrast to soft, lush natural spaces. The Urban Waterfront of Town Lake Park should revel in these contrasts. It should be notably green and parklike in contrast to the buildings and streets of the city itself but capable of handling very heavy use because of its closeness to a large number of users.

DOWNTOWN GREAT STREETS DEVELOPMENT STANDARDS (2002)

The Downtown Great Streets Master Plan was developed in 2000, and while never adopted in its entirety, the streetscape standards were adopted in 2002 to guide to create a consistent, high-quality pedestrian environment, as individual properties redeveloped. It has also more recently guided the public sector implementation of the Second Street District's streetscapes, as well as those on Brazos and Colorado, and Eighth Street.

The Master Plan expressed the following as goals:

- 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 multipurpose use, and sheltered from the elements, including the Texas sun.
- Find a thousand ways to calm traffic movement in downtown through symbols of pedestrian dominance, traffic management in a two-way street system, and rigorous enforcement of traffic lanes to promote and protect pedestrian safety.
- Create an equitable balance of space usage

between sidewalks and streets in the public right-of-way. The ideal objective would be a 50/50 allocation between pedestrians and vehicles, though such an allocation would be difficult to achieve. At the time of publication, a typical downtown Austin street had 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 right-of-way over to pedestrian facilities and travel.

- 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.
- 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.

As far as the Downtown Great Streets Master Plan applies to Congress Avenue, it recommends that no modifications should be undertaken that would inhibit its role for public parades. In the long term,

South Congress Avenue should be considered a redevelopment corridor that encourages mixed-use, medium density housing, retail vitality, all served by structural parking and eventually by light rail. The South Congress Avenue Bridge is a significant gateway into downtown. The experience of moving across Town Lake with long distance views up and down the lake and arriving instantly in an increasingly dense central city is dramatic and memorable. The bridge, however, is a barren, wide, open, undefined non-experience in a car and much worse for the poor pedestrian. Preliminary plans have been developed to widen the sidewalks, create shaded balconies, periodically introduce more pedestrian scaled lighting and planting, all of which is intended to civilize the pedestrian experience of the bridge.

On Congress Avenue, custom designed planters have provided the space to display Austin-style plant materials. These planters, located in conjunction with custom benches and waste containers, set a distinctive character to the overall street furnishings.

DOWNTOWN AUSTIN PLAN (2011)

The seven positive steps proposed by the Downtown Austin Plan to help realize the community's vision are:

1. Initiate a new generation of downtown signature parks. Complete Waller Creek as a linear park between Lady Bird Lake and UT, along with Palm and Waterloo parks to provide a green "necklace" that can support the revitalization of Downtown's east side.
2. Complete the first phase of urban rail. Connect Downtown, the Capitol Complex,

UT and the East Riverside Corridor. Enhance Congress Avenue - “the Main Street of Texas” - and other urban rail streets to promote transit as a high quality mode of choice.

3. Re-imagine East Sixth Street as a destination for everyone. Improve the pedestrian environment, diversify activities, protect the unique historic character and provide for coordinated management, so that “Old Pecan Street” can live up to its full potential as one of the most unique streets in Texas.
4. Provide permanent supportive housing. Construct and manage safe, secure and affordable long-term housing and services for those who face the complex challenges of homelessness, substances abuse, mental illness or physical disability.
5. Invest in Downtown infrastructure. Make utility and drainage improvements that address existing deficiencies and that support positive development in a sustainable way. Establish flexible funds and the leadership that can respond to development opportunities dynamically.
6. Amend the Land Development Code. Revise regulations for the downtown area to promote a mix of uses, incentive well-designed dense development, preserve unique districts and destinations and result in buildings that contribute to a vibrant public realm.
7. Establish a “Central City Economic Development Corporation”. City government cannot do all this alone.

A special entity should be created to leverage actions by both public and private sectors to develop projects that benefit the community, such as affordable housing, parks, cultural facilities and public infrastructure.

Recommendations for Congress Avenue included:

- Establish a better mix of ground-level, retail uses.
- Promote redevelopment and revitalization on of the east side of the Core/Waterfront, with catalyst public projects and improvements such as Congress Avenue streetscapes.
- Improve North Congress Avenue as a landscaped civic axis, linking the Capitol and University of Texas campus.
- Introduce setback provisions for new buildings and building additions within the Congress Avenue National Register Historic District.
- Require building additions to historic structures to be stepped back from the Congress Avenue-facing façade by approximately 15 feet. In addition, the City should consider relaxing the 60-foot setback requirement of the Congress Avenue Overlay District.
- The retail recruitment program for Congress Avenue should be bolstered by the City and private sector partners to attract businesses that create synergy and critical mass within specific sub-areas of Downtown. The City’s existing Business Retention and Enhancement (BRE) Program should

continue to assist displaced, new and expanding businesses on East 6th Street and Congress Avenue.

- Create incentives for property owners to develop affordable creative spaces in underutilized or unoccupied areas of a building such as upper stories, particularly along Congress Avenue and East 6th Street.
- The City and its cultural partners should establish cultural districts in Downtown, where appropriate, and commit resources to their enhancement. Potential existing cultural districts include Congress Avenue, Red River Street, East 6th Street and the Uptown Arts District.
- The City should allow for additional density, outside of the Density Bonus Program, to encourage specific uses or treatments. The Core/Waterfront District Plan proposes that ground-level retail and restaurant floor area along Pedestrian Activity streets (Congress Avenue, East 6th Street, 4th Street and 2nd Street) be exempted from the Floor Area Ratio (FAR) calculation.
- Guidelines with specific provisions to ensure a compatible relationship between new development and historic buildings with a landmark designation, like those for the East 6th Street National Register Historic District, should be developed for properties within the Congress Avenue and the Warehouse District areas.
- Improve the PARD-owned Old Bakery and Emporium and surrounding parkland on Congress Avenue. The City should enhance this small open space, located on the 1000

block of Congress Avenue, to provide a link between the Capitol Complex and Downtown. Consideration should be given to the introduction of a commercial café concession in the Old Bakery building, with extended and weekend hours to activate this key blockface and to complement the current senior arts and craft retail venue. The City should coordinate with the State, which owns adjacent underutilized parkland, to create a vibrant visitor destination that links the Capitol Complex to Downtown along “the main street of Texas”.

- Improve Congress Avenue in keeping with its role as the Main Street of Texas. Congress Avenue is Austin’s and Texas’ main ceremonial street, providing a grand boulevard between the Capitol and Lady Bird Lake. However, like East 6th Street, it is in a condition that no longer meets expectations or potentials. Uneven sidewalks with multiple paving materials, diagonally-parked cars which constrict the sidewalks and block views, and congested bus stops with few amenities contribute to a deteriorating environment. However, the community has indicated strong support for urban rail on Congress Avenue, restoring its historic role as the confluence of a larger passenger rail system. Such a project would create the opportunity to revitalize the Street. The City, using the Congress Avenue Charrette report as the visionary starting point, should develop a master plan to define: the long-term physical improvements to the right-of-way that support the location of urban rail and the accommodation – to the greatest extent

practical -- of all other means of mobility on the Avenue; storefront/facade and signage design guidelines for private properties fronting the Avenue.

- The City should leverage future investments in rail along Congress Avenue to provide for other enhancements, consistent with the community vision expressed in “Envisioning the Avenue - A Strategic Report”.
- The City should work with Downtown property owners to eliminate dumpsters and above-grade grease traps from alleys. In older areas, such as 6th Street and Congress Avenue, more efficient systems for trash collection, recycling and composting, should be established.
- Major bus through-routes should be relocated from Congress Avenue to the Lavaca/Guadalupe corridor. Studies should be undertaken to ensure that bus volumes can be accommodated along with future urban rail service which is also envisioned for the corridor.

IMAGINE AUSTIN (2012)

Imagine Austin is the City’s 30-year plan, laying out a vision for how it can grow in a compact and connected way. Its eight priority programs provide the structure and direction to implement the plan. These programs build on some existing initiatives and are guided by community input provided during the process to create Imagine Austin. Eight “priority programs” emerged from this effort:

1. Invest in a compact and connected Austin
2. Sustainably manage our water resources

3. Continue to grow Austin’s economy by investing in our workforce, education systems, entrepreneurs, and local businesses
4. Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city
5. Grow and invest in Austin’s creative economy
6. Develop and maintain household affordability throughout Austin
7. Create a Healthy Austin Program
8. Revise Austin’s development regulations and processes to promote a compact and connected city

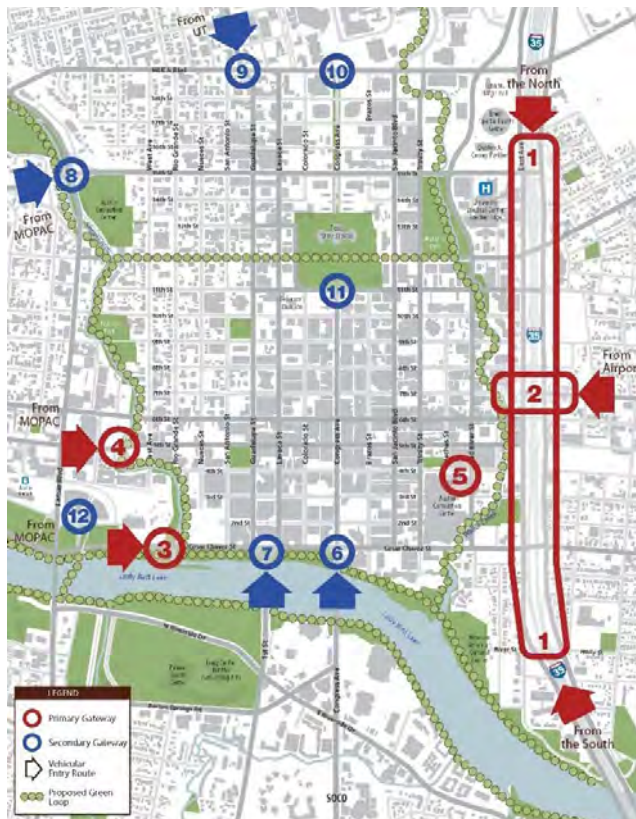
DOWNTOWN WAY-FINDING PLAN (2013)

The Downtown Austin Wayfinding Project is an initiative to make it easier for residents, commuters and tourists to find Downtown Austin destinations and attractions. The “wayfinding” improvement project, an action item outlined in the Downtown Austin Plan adopted by City Council in December 2011, aims to integrate a range of navigation and communication tools for traversing the downtown area, such as signage, brochures, kiosks and smart-phone applications.

The Wayfinding Project proposes 11 key “gateways”, that should be designed to celebrate the key arrival and transition points of the Downtown. Each gateway should be designed to enhance its specific context and to become an important place of orientation and welcome. Such improvements could be a combination of signage, lighting, landscape, streetscape, public open space and public art. On Congress Avenue, The Ann

W. Richards Bridge Gateway, provides a natural southern gateway across Lady Bird Lake and along the formal axis of Congress Avenue, leading to the State Capitol. The Congress Ave./11th Street Gateway serves as the principal gateway between the downtown core and the Capitol Complex. These two Congress Avenue Gateways are high-priority for implementing an enhanced banner program that would feature processional banners to advertise current cultural events, exhibitions, programs, etc. The banners would be supported on the existing street lighting poles along these corridors, but may involve adding additional poles along certain corridors or on bridges, where the density and spacing of street light poles may not be adequate to achieve the desired effect.

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Downtown Arrival Gateways serve as principal portals for most people arriving downtown by auto, transit, bicycle or foot.

As part of the Ann W. Richards Bridge Gateway, the following should be addressed:

- Increase the width and the protection of the sidewalk area to allow for increased numbers of pedestrians and bicyclists both passing over the bridge and congregating at the “Bat Decks”.
- Introduce pedestrian-scaled lighting across the bridge. Which would be attached to the existing poles, which could also be support banners.
- Place interpretative information about the bats along the eastern guardrail.
- Place interpretative information about the history of Austin along the western guardrail, where such information already exists in the form of historic plaques.
- Announce the presence of the Lady Bird Lake trail system immediately below this bridge, which is not clearly linked to and associated with Downtown’s street-level destinations.



Proposed bat viewing area on the Ann W. Richards Bridge Gateway (Black + Vernooy, Architecture and Urban Design, 2012)



A landmark signal through public art and revitalized public spaces are proposed at the southwest corner of Congress Avenue and 11th Street. (McCann Adams Studio, 2013)

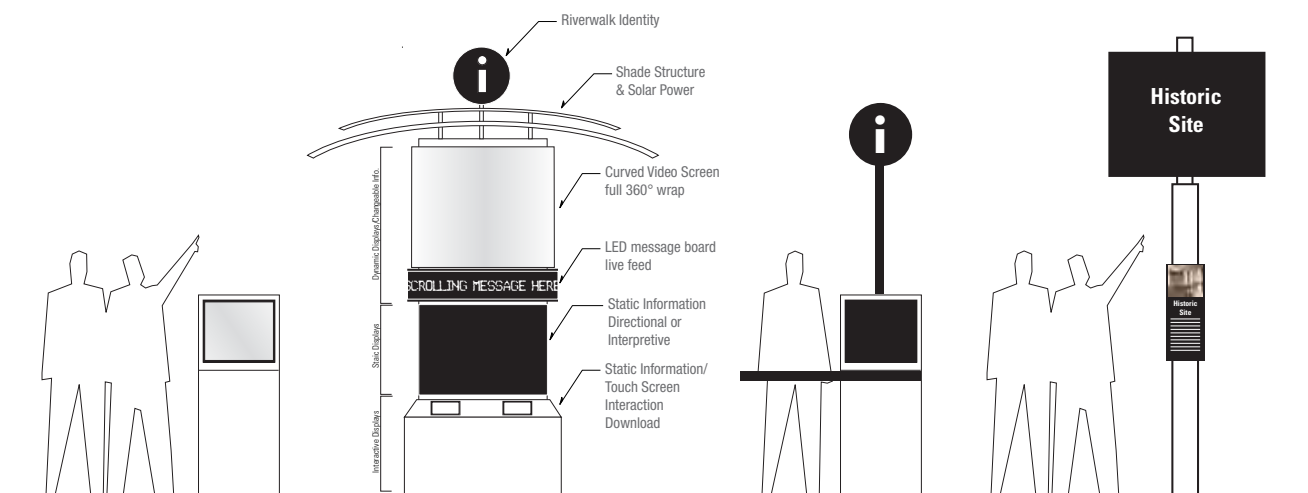
On the west side of Congress Avenue at 11th Street there is both a City-owned park and historic building, “The Old Bakery”, and the ruins of the temporary Capitol Building. This block could become an attraction that can pull Capitol visitors across 11th St. to experience Downtown. The remainder of the block is owned by the State and is used for surface parking, but could provide visitor parking and events space on weekends and at night.

Existing Conditions and Issues (2013):

- Existing crosswalk conditions at 11th Street

and Congress Avenue are awkward and poorly marked.

- The new Bike Share station has recently been installed.
- The Governor’s Mansion parking lot improvements have recently been completed.
- The public/open space at the southwest corner of 11th St. and Congress Ave. is underutilized.
- The Old Bakery Courtyard needs seating and landscaping improvements.



INTERACTIVE STATION

Contains downloadable content, internet access, reservation making capability, printable information, shopping and dining, etc.

- POSSIBLE LOCATIONS:
- Visitors Center (6th Street)
 - Capitol Visitor Center
 - Airport
 - Hotels
 - Old Bakery
 - 2nd Street near City Hall

TECHNOLOGY KIOSK

Landmark technology element that can contain video, real-time information and event promotion. It could also include downloadable information.

- POSSIBLE LOCATIONS:
- Convention Center
 - Old Bakery
 - Zilker Park
 - University of Texas (Visitor Center)

Static kiosks should be considered at these locations if funding does not allow for a technology element.

AMBASSADOR KIOSK

Professional greeter provides personal contact and info, printable information, brochures, maps, shopping and dining, etc.

- POSSIBLE LOCATIONS:
- Convention Center
 - Congress Avenue

INFORMATION PANEL

Contains text messaging/ internet links, interpretive information, destination information and advertising.

- POSSIBLE LOCATIONS:
- To be determined

Proposed “Information Hubs” could employ a range of services based on location.

TEXAS CAPITOL COMPLEX MASTER PLAN (2016)

The Texas Capitol Complex Master Plan provides detailed, site-specific proposals for use of the property to meet the space needs of state agencies and for public sector purposes; recommendations for building design guidelines; recommendations for infrastructure needs; analysis and recommendations for financing options; time frames for implementation of the plan; alternative options for meeting state agency space needs outside the Capitol Complex; and other information relevant to the Capitol Complex.

Guiding the development of the master plan are the following goals and design principles for the Capitol Complex, which were established through stakeholder meetings and Partnership Advisory Commission input:

- Provide state office space and support facilities for short-term and long-term needs.
- Create a destination that celebrates the Texas State Capitol and is symbolic of the great State of Texas.
- Create civic spaces, pedestrian friendly streets, and appropriately scaled environments that support human comfort.
- Establish gateways to the Capitol Complex and improve connections with surrounding districts.

The guiding vision for the Capitol Complex north of 15th Street is to create the Texas Mall—an expansion of the Capitol Extension open space. This idea is not new; as early as 1956 the Capitol Area Master Plan envisioned a grand Congress Mall extending to 19th Street (now Martin Luther King Jr. Boulevard). The mall will provide a gateway

to the complex from the north as well as much-needed new open space for state employees, visitors, and special events; and it will define an important view corridor to the Capitol building. Congress Avenue will become a pedestrian-only tree-lined mall with lawn panels extending north of 15th Street to 18th Street. Vehicular access for these blocks will be limited to emergency and service vehicles. The lawn panels will continue from 18th Street to Martin Luther King, Jr. Boulevard with travel lanes for vehicular drop-off.

South of 15th Street there is also an opportunity for increasing office space through the use of an infill site south of the Capitol grounds, east of Congress Avenue, as well as selective redevelopment of several buildings as they reach the end of their useful life.



Axonometric view of the Capitol Complex Master Plan

SOUTH CENTRAL WATERFRONT MASTER PLAN (2016)

The South Central Waterfront (SCW) Plan was adopted by City Council in June 2016. This document establishes a consolidated vision and provides a cohesive set of recommendations to guide public and private investment in the South Central Waterfront over the next two decades. This plan will serve as the beginning of a larger City-led effort to ensure that, as this area evolves, every increment of investment by the city and its partners will contribute to making this a great new district by:

- Establishing a lively, attractive pedestrian environment;
- Expanding open space and creating great public places;
- Enhancing connections to and along the waterfront; and
- Providing 20% new affordable housing units.

The SCW physical framework lays the foundation for a district-wide green infrastructure system paired with quality urban design and an interconnected network of public spaces, streets, lakeside trails and parks.

The Plan's Financial Framework provides a roadmap for how the impending wave of private investments can be leveraged with incentives, innovative financing tools, and public-private partnerships to realize public realm improvements and affordable housing, as well as provide for the future management and maintenance for the district.



South Central Waterfront Illustrative Vision Plan

DOWNTOWN AUSTIN PARKING STRATEGY (2017 DRAFT, IN-PROGRESS)

The Downtown Austin Alliance has initiated this study to tackle the issue of parking in downtown. The initiative began with a comprehensive inventory of existing parking, as well as an assessment of future parking needs. Community workshops and focus groups helped define the challenges for downtown parking users such as office tenants, businesses, retailers, residents, and visitors.

With a complete understanding of parking supply and demand, strategies will be developed to use existing parking resources more efficiently and improve the parking experience - ultimately supporting the City's continued economic vitality.

The key findings of the Study were:

- There are more than 71,500 parking spaces within the downtown study area, which includes 65,099 off-street spaces (lots or garages) and 6,405 on-street spaces. On-street parking comprises only 9% of the total parking supply.
- At most times, on-street parking is underpriced. Hourly rates of \$1.20 or \$1.00 result in high demand for on-street spaces, especially since most off-street parking is more expensive.
- Parking turnover varied substantially across downtown, and many are violating the posted time limits.
- The majority of downtown employees drive alone to work, at a rate higher than that of City of Austin and Travis County employees. However, people who live downtown drive far less; almost one in five walks to work.
- The number of entities managing parking downtown has created a system that is challenging to understand.
- Free or discounted parking is available for most employees, and benefits for those who carpool, walk, bike, or take transit are rare.
- Survey respondents want more transportation options, yet they disagree on the solutions. One group wants to build more parking and make it free, while others support better management of existing parking and multimodal investments to decrease parking demand.
- There are many situations, depending on the time, day, location, and user group, in which

parking is very difficult to find. However, even in areas with high demand, and even during peak periods, there are typically underutilized parking spaces within a relatively short distance.

The draft recommendations, which will be finalized in the summer of 2017, are as follows:

1. **Set an availability target as part of performance based management program.** Adjust pricing regulations based on demand so that spaces are consistently available. Lowest prices that achieves availability target.
2. **Pilot a voluntary shared parking program. Incentive private supply into the “Public” system.** Address private owner concerns through shared parking agreements and cost/revenue sharing. Provide ongoing technical assistance.
3. **Expand existing affordable parking program.** Pilot program offers nighttime employee parking for \$35 per month at the Waller garage (serves Austin Water employees during the day). Expand to other facilities/times.
4. **Enhance pedestrian access to parking.** Bring remote/underutilized parking “closer” to activity centers by improving the walking environment.
5. **Explore opportunities to expand on-street supply.** Where feasible, redesign streets to add more on-street parking. Reduce land widths and/or convert from parallel to angled parking.
6. **Comprehensive signage and wayfinding.** Fully implement Wayfinding Plan. Coordinate with private property owners. Evaluate programs to incentive upgrades.

- 7. Technology that supports management goals.** Prioritize investments that support performance-based management. Pilot and test advance registration for off-street parking. Coordinate IT upgrades throughout downtown.
- 8. Reinvest revenue to support parking and downtown mobility.** Building on existing policy, expand and diversify revenue allocations to downtown mobility. Potential areas include new and shared parking, transit service, TDM programs, and biking/walking.
- 9. Evaluate a circulator shuttle and park-and-ride to improve parking access.** Leverage and coordinate with Connections 2025 to improve local and regional transit. Evaluate a local circulator to improve access to more remote parking.
- 10. Coordinated mobility services for employees.** Significantly expand and diversify the employee mobility programs. Allocate parking revenues to TDM programs
- 11. Revise zoning code support desired development.** Eliminate all parking minimums. Expand parking maximums. Require unbundling. Revise bike, car sharing, and EV parking. Integrate design requirements.
- 12. Require TDM for new developments.** Evaluate TDM requirements for new development (above a certain size). Could be a minimum set of elements and/or “cafeteria menu” approach.
- 13. Revise code to incentive shared parking.** Allow unlimited parking to be built above the maximum, provided that the additional increment is shared. Require parking management plan.
- 14. Create dynamic inventory.** Ensure equitable loading access. Universal valet. Create a database/tool dynamically understand curb parking. Review and adjust loading zones to ensure equitable access. Explore universal valet program.
- 15. Enforce strategically, firmly, and friendly.** Revise enforcement practices to prioritize common infractions and “ambassador” approach. Ensure effective deterrents and adequate resources.
- 16. Establish a parking working group.** Create a formal partnership among key stakeholders to implement recommendations and address future parking issues.
- 17. Enhance event management.** Adjust event rates to include peak event pricing in high demand areas. Provide advanced information and purchasing for certain off-street facilities. Update asset management systems.
- 18. Plan for the future.** Provide flexible policies and guidelines for emerging technologies. Prioritize people, mobility, and safety, not the technology itself. Design adaptable parking facilities.
- 19. Strategically invest in public parking.** As new development occurs, evaluate strategic investments in new supply. Likely focus on Districts 1, 3, 4, and 5.

AUSTIN CITY COUNCIL RESOLUTIONS, POLICIES AND INITIATIVES

DOWNTOWN GREAT STREETS DEVELOPMENT STANDARDS RESOLUTION (2002)

The Great Streets Development Program is a reimbursement-type of incentive program available to Downtown developers wishing to make public right-of-way improvements according to the Great Streets Standards. The Program goal is to encourage developers of emerging projects to improve the appearance and functionality of downtown streetscapes, helping to make downtown Austin more attractive for shopping, tourism, recreation, cultural activities and business. The Great Streets Development Program is available to large and small projects and new construction and renovations that will enliven the pedestrian experience in the Central Business District (CBD). Under the Program, the City will reimburse developers for some or all of the cost of certain City-approved streetscape improvements. The installation of attractive and functional streetscapes in the downtown area is a public purpose of the City. A project must meet certain criteria in order to be eligible for reimbursement. The establishment of the Great Streets Development Program does not create any right to City participation in streetscape improvements, and the City does not represent or guarantee that any project will receive reimbursement for streetscape improvements. To be considered for the City's participation in a project, applicants to the Program must adhere to the following:

1. The Applicant's project must be located within

the area bounded by Lamar Boulevard, Cesar Chavez Street, IH 35 and 11th Street.

2. The Applicant must submit a Sidewalk Improvement Plan meeting approval by City planning staff for compliance with the Great Streets standards.
3. The Applicant must comply with the City's Site Development Permit/Review and License Agreement processes, as well as provide necessary utility investigation, documentation, coordination and relocation.
4. The Applicant's project must be evaluated by TPSD staff according to criteria listed below to determine its priority and establish a "cap" or upper limit of possible City participation, according to its relative priority: high, medium or low. The Program reimbursement caps per priority level are:
 - HIGH priority: \$18 per square foot of improved sidewalk area
 - MEDIUM priority: \$ 14 per square foot of improved sidewalk area
 - LOW priority: \$10 per square foot of improved sidewalk area

COMPLETE STREETS RESOLUTION (2014)

Passed by City Council in 2014, the Complete Streets Policy is intended to advance long-term community goals defined by the vision and policies of the Imagine Austin Comprehensive Plan, specifically the Priority Program to "invest in a compact and connected Austin." A draft of the Austin's Complete Streets Guide was released in 2016.

Complete Streets Principles

1. Complete Streets serve all users and modes. The City of Austin commits to design, operate and maintain the community's streets and right-of-way so as to promote safe, comfortable and convenient access and travel for people of all ages and abilities. This is the core intent of this policy. All streets and roadways within the city shall provide basic safe access and crossings for all allowed categories of users - people traveling as pedestrians and by bicycle, transit riders, motorists and others. City streets and/or street networks shall accommodate emergency responders and freight needs as well, in a manner consistent with this policy. The City recognizes that children, seniors, and persons with disabilities may require Inclusive accommodations.
2. Complete Streets require connected travel networks. The City of Austin shall prioritize opportunities to create a complete transportation network that provides connected facilities to serve all people and modes of travel, now and in the future. Streets shall be connected to create complete street networks that provide travelers with multiple choices of travel routes and that help to reduce congestion on major roadways. This network includes off-street hard-surface trails for biking and walking. All roadways and routes need not be optimized for all modes; however, people using each mode require a network of safe and convenient travel routes and crossings throughout the city.
3. Complete Streets are beautiful, interesting and comfortable places for people. The design of cities begins with the design of streets, as community places where people want to be. As part of Austin's public realm, streets shall be held to a higher standard for urban design at a human scale. Multi-modal accommodations and all City projects in the right-of-way shall be approached as opportunities to enhance the aesthetic qualities of Austin and its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees and native plants, and incorporate landscape architecture, public art, pedestrian amenities and wayfinding signage, sidewalk cafes and street-facing retail, and/or other elements that enhance the attractiveness of Austin and foster healthy economic development.
4. The Complete Streets Policy requires best-practice design criteria and context-sensitive approaches. The City will align land use and transportation goals, policies and code provisions to create Complete Streets solutions that are appropriate to individual contexts; that best serve the needs of all people using streets find the right-of-way; and that support the land-use policies of the Imagine Austin Comprehensive Plan. Context sensitive design allows roadway design decisions to be more flexible and sensitive to community values, and to better balance economic, social and environmental objectives. The City will take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice design guidelines. This includes a shift toward designing at a human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, hierarchy

of streets, mode balance, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural and urban design principles.

5. Complete Streets protect Austin’s sustainability and environment. By reducing automobile dependence. Complete Streets will help Austin advance toward its goals of sustainability and carbon neutrality. In the design, operation, and maintenance of its transportation system, the City shall seek opportunities to integrate best-practice “Green Street” principles, features and metrics adapted for the Austin climate. These may include stormwater management, tree canopy, shade structures, landscaping, climate protection and resiliency, urban heat island mitigation, accessible and integrated parks and natural areas, and other measures. Projects in the public right-of-way and their landscape elements shall seek to advance sustainable management and conservation practices for water, energy, materials and other resources, balanced with other goals.
6. Complete Streets are the work of all City departments. The City shall approach every public or private project, program, and practice that affects the transportation network or occurs in the right-of-way as an opportunity to improve street conditions and travel routes for everyone. City departments, inclusive of utilities, shall work in coordination and collaborate with other entities to maximize current and future opportunities for Complete Streets, enhancement of the public realm, and street connectivity.
7. Complete Streets include all roadways and all projects and phases. The City shall apply this policy in a context-sensitive manner to all private and public routes and roadways. It applies to both new streets and retrofit projects, including the construction, reconstruction, retrofit, resurfacing, alteration and major repair of streets. It shall provide guidance to all City capital improvement projects. It includes parking facilities, alleys, bridges, frontage roads, private drives or streets and internal circulation routes, temporary traffic zones, off-street bicycle pedestrian paths, park roads, and other elements of the transportation system.
8. Complete Streets require appropriate performance measures. The City will track and report performance measures for the transportation system that measure how well the City is conforming to this policy. Indicators shall reflect safe and efficient mobility for all users - pedestrians, bicyclists, transit riders, motorists, and freight. A system of Green Streets metrics will be adopted and reported as well. For multimodal mobility, performance indicators shall be utilized and weighted in a manner that reflects context and community values.

Application to City Projects

1. Austin City Council Resolution No. 020418-40 required major City roadway projects to budget up to 20% for appropriate sidewalk and bicycle facilities. Major roadway projects initiated prior to adoption of this Complete Streets Policy shall continue to adhere to its provisions. In keeping with this Complete Streets Policy, available budget within the 20%

criteria also may be allocated to address the needs of transit users; integrate Green Street practices, including street trees and landscape elements; and/or provide other amenities that invite walking and create a sense of place.

2. All City capital improvement projects, including roadways, initiated subsequent to the adoption of this Policy shall fully integrate its Complete Street goals and principles from the earliest project scoping and budgeting phases. As this Complete Streets Policy establishes higher and more comprehensive goals and criteria than Resolution No. 020418-40, this policy shall supersede it for roadway projects. All projects shall be initially defined such that the overall project budget is sufficient to assure conformance with this policy.
3. Capital Improvement Projects. Consideration of this Complete Streets Policy and its long-range goals shall be incorporated into the planning, scoping, budgeting, funding, design, approval and implementation process for all City facilities, roadways, and right-of-way infrastructure. The Capital Planning Office shall provide coordination and support. Departments shall consult the Imagine Austin Comprehensive Plan, Long-range Capital Improvement Program Strategic Plan, Capital Improvement Program Five-Year Plan, and other relevant City master plans for guidance.

NACTO BICYCLE FACILITY RESOLUTIONS (2011, 2013)

In 2011, the City Council, an affiliate member of the National Association of City Transportation Officials (NACTO), passed a resolution

that recognizes the NACTO Urban Bikeway Design Guide as a resource for guidance on the development of bicycle facilities in Austin.

In 2013, City Council passed the resolution to recognize the NACTO Urban Street Design Guide as a resource for guidance on the development of the streets of Austin.

In August 2013, the Federal Highway Administration endorsed the use of the NACTO Urban Bikeway Design Guide. The City of Austin incorporated the NACTO Urban Bikeway Design Guide as a reference in its Transportation Criteria Manual in April 2014.

NACTO guidelines propose using cycle tracks combined with a parking lane or other barrier between the cycle track and the motor vehicle travel lane. The benefits of protected cycle tracks are:

- Dedicates and protects space for bicyclists in order to improve perceived comfort and safety.
- Eliminates risk and fear of collisions with overtaking vehicles.
- Reduces risk of ‘dooring’ compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle.
- Prevents double-parking, unlike a bike lane.
- Low implementation cost by making use of existing pavement and drainage and by using parking lane as a barrier.
- More attractive for bicyclists of all levels and ages.



NACTO'S Urban Street Design Guide recommends adding cycle tracks to downtown thoroughfares.



Above: An example from NACTO's Urban Bikeway Design Guide for one-way cycle tracks
Below: An example from NACTO's Urban Bikeway Design Guide for two-way cycle tracks

THE ACTIVE TRANSPORTATION PROGRAM

The Austin Transportation Department's Active Transportation Program was established to prioritize and implement improved bicycle facilities and signage projects developed in the Bicycle Master Plan and the Urban Trails Master Plan. Project implementation will be coordinated and included in the annual street maintenance schedule. Funding will be used for improvements that are not included in the Street Reconstruction and Street Rehabilitation programs. Improvements may include but are not limited to the following: protected bicycle lanes, cycle-tracks, buffered bicycle lanes, bicycle facility stencils, signage, shared lane markings or other construction improvements which create or enhance on-street bicycle infrastructure. Priorities are assigned based on alignment with the Bicycle Master Plan and Urban Trails Master Plan, criteria outlined in Neighborhood Plans, citizen requests, coordination and sequencing opportunities with planned projects, and risk mitigation.

GREENROADS PILOT PROJECT

A "Greenroad" is a transportation project that is designed and constructed to a level of sustainability substantially higher than current common practice. It is part of Greenroads International, a non-profit corporation which advances sustainability education and initiatives for transportation infrastructure. The City of Austin launched a "Greenroad" pilot project on Todd Lane from Ben White Boulevard to St. Elmo Road in Southeast Austin, managed by Public Works. The addition of buffered bicycle lanes and sidewalks allow Austinites to safely access public

transportation options, such as the four, newly-added bus stops. The addition of two bio-filtration ponds and seven rain gardens also allows Austin to sustainably manage water resources and protect environmentally-sensitive areas. The Greenroad project on Todd Lane also minimizes the amount of construction-related waste that normally ends up in landfills. Its lessons are to be captured as part of the City's Complete Streets guidelines for all new road construction and reconstruction.

CAPITAL IMPROVEMENT PROGRAM (CIP)

The Congress Avenue Streetscape Improvement Project was identified as a Strategic Project Need in the FY 2016-2017 Long-Range Capital Improvement Program Strategic Plan. The Congress Avenue Streetscape Improvement Project is part of the Small Area Plan Implementation under the Planning and Zoning Department. The need for this project is to make streetscape Improvements to Congress Avenue that implement the Downtown Austin Plan and Congress Avenue Improvements Study. This project would help to implement the Downtown Master Plan, and would take advantage of the design and engineering work that is currently funded under the 2012 Bond.

The other Strategic Project Need for Small Area Implementation in the area is East 6th Street from Congress Avenue to IH-35. The identified need is to make streetscape improvements to E. Sixth Street between Congress and IH 35 that implement the Downtown Austin Plan. East 6th Street is known nationally and internationally as an entertainment destination, but it currently underperforms compared to its potential. This project was identified as a high-priority transformative project by the Downtown Austin

Plan. The project seeks to leverage 6th Street's reputation and its physical attributes (including one of the largest concentrations of late 19th century buildings in Texas), by transforming and upgrading the streetscape environment. This project currently has funding for design and preliminary engineering (via 2010 bonds), but lacks funding for construction.

The Great Streets Program also affects several streets in the Congress Avenue area. The program targets streetscape improvements in compliance with the Great Streets Master Plan in downtown within the following boundaries: MLK, Lamar, IH-35, Cesar Chavez. Improvements include wide sidewalks, shade trees, street furnishings, and light poles. This program includes:

- East 8th Street from Congress Avenue to IH-35: Make Great Streets Improvements to 8th Street. This project will extend Great Streets improvements eastward from the recently completed portion of 8th Street between Congress Avenue and San Antonio. This project would help to implement the Downtown Master Plan. This eastward extension is critical because (among other reasons) it will provide an east-west linkage between two prior major Great Streets projects: Brazos Street and Colorado Streets.
- W. 6th Street (Congress to Lamar): Make Great Streets Improvements to West 6th Street. This project will make Great Streets improvements to West 6th Street between Lamar and Congress. This project would help to implement the Downtown Master Plan. West 6th Street is critical to Downtown Austin, serving as one of the major westbound routes out of Downtown, connecting the center of

Downtown (6th and Congress) to the Market District (at 6th and Lamar), and has become a new home for entertainment and dining. This project will bring the streetscape up to the level of prominence appropriate for this important corridor.

- **5th Street (IH-35 to Lamar):** Make Great Streets Improvements to 5th Street. This project will make Great Streets improvements to 5th Street between IH 35 and Lamar. This project would help to implement the Downtown Master Plan. East 5th Street is a major connector between the Convention Center (and Convention Center Hotels) and the core of Downtown. It also connects two of Downtown's signature parks: Republic Square and Brush Square. The Downtown Austin Plan also identified East 5th Street as the location for the Mexican-American Heritage Corridor.
- **4th Street (IH-35 to Rio Grande):** Make Great Streets Improvements to 4th Street. This project will make Great Streets improvements to 4th Street between Rio Grande and IH 35. This project would help to implement the Downtown Master Plan. Fourth Street is the east-west transit corridor for downtown. In addition, major projects that have implemented Great Streets have been completed or are under construction in the vicinity. The street is also considered the heart of the Warehouse District.

South of Lady Bird Lake, Riverside Drive received \$1 million in funding for Corridor Mobility Improvements implementation as part of the 2012 bond. Improvements include improved access management and modified medians, widened sidewalks/shared-use paths, street trees,

bicycle lanes and shared use paths, street trees, bicycle lanes and shared use markings, turn lanes, ramps, etc. It is also part of the 2016 Corridor Improvements bond.

The implementation of the South Shore Central Master Plan has been identified as a Strategic Project Need as part of the Strategic Capital Investments. This involves constructing public improvements that implement the South Shore Central Master Plan. Several City plans, adopted and in process, overlap in the South Shore Central Master Plan area (aka: South Central Waterfront). These include: two adopted neighborhood plans; all four of the streets which transect the study area are Core Transit Corridors; a City Council initiated small area plan, anticipated for completion in 2016 (the Interim Vision Framework Plan, a precursor to the small area plan, completed in 2014); and the Congress Streetscape project, in process.

These plans include, or will include, recommendations for infrastructure improvements to promote walkability and greater mobility choices related to all four core transit corridors, improved streetscapes throughout, the introduction of new street connections, new urban trail connections along Bouldin Creek, district-wide implementation of exemplary green infrastructure standards, and otherwise enhanced place-making features within this district. If these and other needs raised by the public as part of the planning processes are considered early in the development of the project scope and are sufficiently funded, infrastructure improvement projects within this district have an opportunity to not only address mobility-related issues, but also to support place-making and green infrastructure goals established in the plans, and be better coordinated with future planned development in the area. This project has

received funding to develop recommendations and implementation strategies (regulatory, funding & phasing) for infrastructure improvements in concert with future redevelopment to promote excellence in urban design, public access to the waterfront, and shoreline ecology.

