



MEMORANDUM

TO: Mayor and City Council Members

FROM: Jim Robertson and Michael Knox, Co-Project Managers

DATE: 18 August 2011

RE: Downtown Austin Plan – Staff Responses to Comments, Questions, and Direction from City Council Work Session (11/17/2010)

CC: Marc Ott, Sue Edwards, Robert Goode, Marie Sandoval, Greg Guernsey, George Adams

On November 17, 2010, the City Council conducted a Work Session devoted to the Downtown Austin Plan (“DAP” or “the Plan”). At the Session, City staff and the consultant team provided a summary of the Plan and responded to questions raised by Council Members. There were a handful of questions or issues that arose for which City staff agreed to provide responses when the Plan returned to Council for a briefing and possible action in 2011. This document summarizes the questions/issues and provides staff responses.

- 1. Riley: Why do we need the Little Shoal Creek tunnel? Also, the Council Member requested additional information related to capacity requirements for Little Shoal Creek tunnel, including a description of what has changed over time that is driving the need for a capacity increase.**

Response:

Why do we need the Little Shoal Creek tunnel? The Little Shoal Creek Tunnel (LSCT) was built in the 1930s to allow for more development in the downtown area of Austin by enclosing the Little Shoal Creek Tributary to Shoal Creek in a tunnel. The LSCT is needed to convey storm water from the West Campus area and other contributing drainage areas bounding Nueces Street to Shoal Creek.

Why are there increased capacity requirements for Little Shoal Creek tunnel? The Little Shoal Creek Tunnel was designed in the 1920’s and constructed in the 1930’s. The engineers at the time did not have the advantage of the vast amounts of data that we have available today and so they designed the LSCT to the best of their knowledge at the time. One of the major items that they did not account for is the significant increase in impervious

cover from the 1920's until today. [Note: The City currently designs to fully developed land use conditions so that systems we are constructing today will be able to accommodate future development provided it remains within the land use assumptions.] The current project is motivated by two primary goals: increase the conveyance capacity of the tunnel to reflect today's – and future – stormwater loads; partial realignment to facilitate redevelopment on several Downtown blocks. The consultant working on the realignment of the LSCT from 5th to 8th Streets along Nueces Street estimates that the LSCT needs to be able to convey approximately 2700-cfs at the downstream end, and can currently only convey approximately 1500-cfs (at 5th and Nueces).

2. Riley: Questioned why another Downtown electric substation was needed and wanted to know how other cities fit these types of facilities into dense urban areas.

Response:

Austin Energy recognizes that Downtown may eventually require an additional substation due to growing electrical demand. The primary substation currently serving Downtown is the Seaholm substation, which has been downsized in area due to proposed redevelopment in the area, with the result that it cannot be significantly expanded to add capacity. There are risks associated with having almost all electrical service coming from a single substation.

Austin Energy owns a small parcel in the Rainey Street District (in the block bounded by IH 35, Lambie Street, East Avenue, and River Street), which is currently used as a lay-down yard by City departments. The location is next to a transmission line and is envisioned as the possible location for a Rainey substation. The small tract size would require that AE construct a Gas Insulated Substation (GIS) similar to the one located at 38^{1/2} and IH 35. At this time the substation is not in Austin Energy's CIP planning through 2015.

In the conversations between the Downtown Austin Plan team and Austin Energy, which informed the DAP's infrastructure recommendations, AE indicated that growth in the northwest quadrant of Downtown could create the need for an electrical substation in that portion of Downtown. No particular site has been identified as the possible location for such a substation.

Other cities implement upgrades to existing systems or construct new substations as needed to keep up with demand and to minimize the load on existing facilities. In dense urban areas, the strategy of upgrading existing substations tends to take priority over the acquisition of land for new substations. GIS substations (like that described above) are often used on urban sites where land is constrained and compatibility is a concern.

3. Riley and Martinez: Did you look into the efficacy of under-grounding overhead utilities, and the adverse impacts they have on adjacent development? Please quantify the value of burying utility lines vs. the impact that above ground utility lines have on the developability of adjacent property, as well as the impact on aesthetics.

Response:

The area covered by the Downtown Austin Plan (MLK Boulevard on the north, I-35 on the east, Lady Bird Lake on the south, and Lamar Boulevard on the west) is within Austin Energy's "Network Area." Within the Network Area all electric lines are, or will be placed underground, as redevelopment occurs. The developer typically pays the cost of

underground burial. Currently, approximately 90% of Austin Energy service within the Network Area is underground.

While there are some Austin Energy overhead lines around the edges of Downtown, most of the remaining overhead utility lines are owned by private telecommunication firms. The City of Austin has limited ability to require that these lines be placed underground due to Federal telecommunication regulations. The cost of burial of private telecommunication lines is typically set by the telecommunication provider, paid for by the developer, and burial of lines is done by the telecommunication provider.

Overhead utilities can impact the developable area of property as there are Federally-mandated minimum requirements for separation between certain overhead utilities such as electric lines and nearby buildings to allow adequate room for maintenance and repair. Overhead utilities may also limit or restrict installation of other improvements such as street trees.

It is difficult to quantify the value of burial of utility lines versus the impact on developability and aesthetics as there are numerous variables. For example, the following factors must be considered: the number, type, and location of overhead utility lines in place that need to be buried; the number, type, and location of underground utilities or infrastructure that may conflict with burial of overhead utilities; the amount of available right-of-way; the cost of burying utilities and any associated relocation or repair of existing underground utilities; the potential for increased square footage as a result of burial; the enhanced property value due to improved design or aesthetics; and the type and density of development proposed on a particular site.

Depending on the particular conditions in an area and the scale of development proposed on a site, burial of utilities can be cost-effective or cost-prohibitive. A relatively small downtown project in an area with many underground utility conflicts may find conversion of overhead utilities to underground challenging, while a large, complex and highly capitalized project may be able to easily absorb the costs of burial.

Due to current City policies requiring burial of overhead electric lines, Federal restrictions regarding burial of private telecommunication lines, and the variety of complex conditions that must be taken into account, the DAP did not conduct a detailed analysis of cost versus benefits of burial of overhead utilities in downtown.

4. **Riley: Please provide information on how the current recommendations regarding a development corporation relate to the recommendations that came out of a Downtown Development Advisory Group (DDAG) approximately 10 years ago, which ultimately recommended formation of a downtown development authority.**

Response:

In the Executive Summary of the May 1999 *Report of the Downtown Development Advisory Group*, the DDAG made four primary recommendations. Those recommendations, and a summary of how the Downtown Austin Plan addresses those issues, are presented below:

- a. DDAG: Institutionalize the work process used by the Downtown Development Advisory Group by creating a downtown planning and development corporation for the City of Austin.

DAP: The Downtown Austin Plan (DAP) also recommends the creation of a development corporation. Planning would remain a function of the City.

- b. DDAG: Direct the City Manager to update and evaluate information staff has already gathered on other cities' experiences with downtown development authorities. This information, combined with the Advisory Group's knowledge of how they functioned, would provide a foundation for determining the structure, powers, and functions of such an entity for the City of Austin.

DAP: As recommended by the DDAG, the DAP reviewed other cities' development authorities, and made a set of recommendations specific for the City of Austin.

- c. DDAG: Make decisions on the roles and functions for an Austin development and planning corporation in the context of an overarching and comprehensive plan for land use in downtown. The Advisory Group sees the development entity's charge to be one that guides or approves development in the downtown area, and does not complicate, duplicate, or otherwise add layers of bureaucracy to existing municipal procedures.

DAP: The Downtown Austin Plan will serve as the comprehensive plan for Downtown as called for in the DDAG report. As recommended by the DAP, guidance and approval for development are functions that would remain with the City. The DAP says that "at its core, the function of the economic development corporation is to focus on executing projects rather than providing specific governmental functions," focusing on:

- Developing strategic infrastructure projects, (e.g., parks and open spaces, road and transit improvements, streetscapes) that stimulate desirable private development that will provide public benefits;
- Supporting public and private real estate development projects that produce desired public benefits; and
- Facilitating development of workforce and affordable housing Downtown.

- d. DDAG: Define the boundaries of "downtown" within which a development authority would operate. The Advisory Group recommends using boundaries similar to those adopted by the Downtown Commission, but extending them beyond the middle line of the roads named to include the land abutting the roads: to the north, Martin Luther King Boulevard; to the east, the access road on the east side of IH35; to the south, the north shore of Town Lake; and to the west, Lamar Boulevard.

DAP: The DAP is silent on the boundaries of the development corporation – leaving that issue for further analysis and decision-making. The DAP's boundaries are the same as those of the Downtown Commission, and do not include the abutting properties.

5. Riley: What do you envision would be the roles of Travis County and the State with respect to a development corporation? Please provide information related to models

in other cities involving the formation of a multi-jurisdictional Downtown Development Corporation.

Response:

The Downtown Austin Plan recommends a municipally-controlled entity that has a coordinating relationship with the county and state. It is possible, however, that a more formal relationship with the county and state could be developed if some of the major projects involve county or state lands.

There are a number of development corporations across the country that formalize shared jurisdiction and control. For instance:

- Because of the significant presence of state government offices and land holdings, the Capital City Redevelopment Corporation in Trenton, NJ, is a state entity that incorporates mayoral appointment and coordinates with municipal agencies.
- In New York, the Brooklyn Bridge Park Development Corporation began as a subsidiary of the state redevelopment agency – but with mayoral appointments -- because both city and state lands and capital were critical to the development efforts.
- In Toronto, the Waterfront Revitalization Corporation is controlled by the municipality, the province, and the federal government through board appointments, as they contribute equal shares of funding.

We are not aware of any examples of shared jurisdiction in Texas.

6. Spelman: Please provide information on whether, and how much, parking would be lost due to the conversion of one-way streets to two-way.

Response:

The Downtown Austin Plan recommends phased one-way to two-way conversion of the following streets: 3rd, 7th, 8th, 9th, 10th, 16th, 17th, and 18th streets in the east-west direction; Colorado, Brazos, San Jacinto, Trinity (north of 7th Street), and Sabine streets (between 3rd and 7th Streets) in the north-south direction. These recommendations were developed with close coordination between City of Austin Transportation, Public Works, and Planning staffs, Capital Metro, and external stakeholders.

While the conversion of a street from one-way to two-way operation can have some effect on the amount of parking, the conversion does not by itself result in a loss of parking. Rather the biggest single factor is the decision as to how to allocate the space in the public right-of-way between the various users: moving automobiles; moving bicycles; pedestrians; and parked vehicles. There are numerous variables that determine whether, and how much, parking can be provided. These variables include the number of desired or required automobile travel lanes, center turn lanes, width of sidewalks, the presence or absence of dedicated bicycle lanes, streetscape improvements, etc.

Most Downtown streets have an 80-foot of public right-of-way. Downtown streets that have not received Great Streets improvements have a typical cross-section of four 11-foot travel lanes (44'), two 8-foot parking lanes (16') and two 10-foot sidewalks (20') for a total of 80

feet of right-of-way. If a one-way street with these dimensions is converted to two-way (with no other changes) the only impact is the change from four, one-way travel lanes to two sets of two-way travel lanes. If, however, additional elements such as additional travel lanes, wider sidewalks, streetscape improvements, center turn lanes, or bike lanes are incorporated into the right-of-way, there could be a reduction in the number of on-street parking spaces.

The “prototypical” Great Streets cross-section devotes 44 feet (55%) of the right-of-way to automobiles (moving or parking) and 36 feet (45%) of the right-of-way to sidewalks (18-foot-wide sidewalks on each side of the street). But this prototypical cross-section can provide for parking – even if all of the 44-foot roadway is devoted to travel lanes -- through the use of “duck-in” parking, in which a portion of the 18-foot sidewalk area is devoted to 8-foot-wide parallel parking spaces in the mid-block area.

It is likely -- if all of the streets identified above were converted from one-way to two-way operation -- that the number of on-street parking spaces on those streets would be reduced. There are numerous variables that would determine the magnitude of that loss. Any future conversion from one-way to two-way operation will entail significant discussion and coordination between the responsible city staff, property and business owners, and other stakeholders, in order to arrive at the most mutually beneficial solution.

7. Martinez and Morrison: What was the rationale behind not recommending any car-free zones or streets:

Response:

The DAP provides recommendations to develop a multi-modal transportation system that improves access to and mobility within Downtown while fostering a high-quality, pedestrian environment. The Plan calls for all streets to be improved as multi-modal corridors with enhanced pedestrian facilities, but also establishes a classification system defining priority roles for each street (e.g., pedestrian, bicycle, transit and vehicular).

The intent of the recommendations is to encourage a mix of activities (including retail) along Downtown streets that will encourage pedestrian circulation while maintaining a level of vehicular access that will allow businesses to flourish along street frontages. The DAP does not recommend car-free zones, but does not rule them out. Staff recommends that sufficient vehicular access be provided along all Downtown streets at least until ground-level businesses and other activities have taken hold and are on a sustainable footing prior to considering specific streets as car-free zones. Sabine Street, between 3rd and 7th Streets, has the potential for ultimately becoming a car-free street, subject to limited vehicular traffic for loading and unloading operations.

Other cities have taken this same incremental approach to developing car-free zones that started by allowing various modes of transportation including buses and cars. It was not until such streets were able to substantially maintain a constant flow of pedestrian circulation that car-free zones were considered. Existing businesses along those future car-free zones wanted to be sure of a constant flow of pedestrian circulation before endorsing car-free streets.

8. Cole: Please assemble all Council policy resolutions with respect to Downtown.

Response:

See Attachment 1, which lists policy resolutions about Downtown.

9. Morrison: Provide a graphic that reflects how the particular recommendations of the DAP relate to the achievement of the vision.

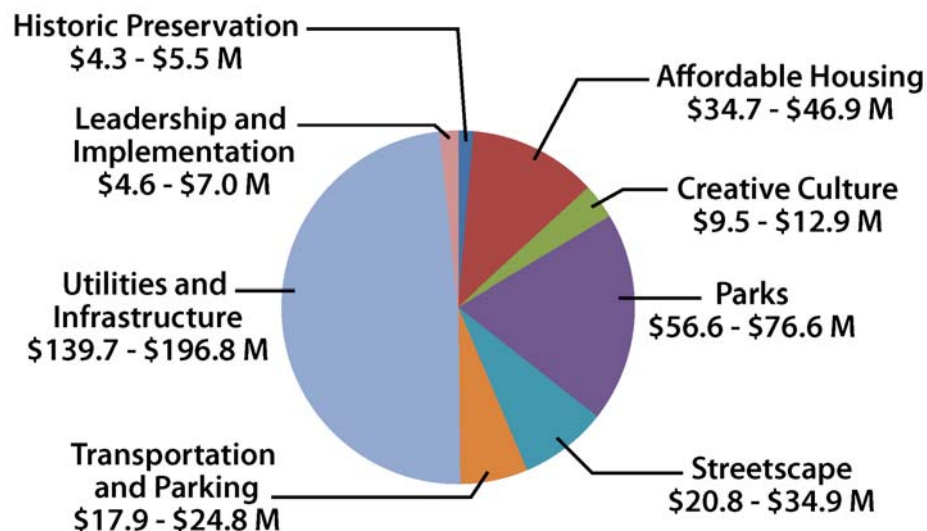
Response:

See Attachment 2.

10. Several Council Members: How do you propose to pay for this? Please provide the summary of a funding strategy.

Response:

The Downtown Austin Plan recommends that the City make a wide range of investments Downtown over the next ten years, with an estimated cost of between \$250 and \$350 million. Those investments range from one-time capital investments (e.g., a comprehensive streetscape improvement project for Congress Avenue), to ongoing maintenance and management investments (e.g., for Downtown parks), to the costs associated with increased City staff resources for particular programs (e.g., increased staff resources for historic preservation). A graphical summary of the Ten-Year (2012 – 2021) Implementation Program is shown here.



Note: Does not include investment in any Downtown segment(s) of Urban Rail.

To put the \$250-350 million estimate in perspective, the Downtown Austin Plan team estimates that the City has invested (or has committed to investing) approximately \$600

million in capital projects in and near Downtown during the past ten years. These investments include unique projects unlikely to occur again in the next 30-40 years (City Hall, Central Library, Convention Center expansion, Waller Creek Tunnel, Long/Palmer Centers, Pfluger Pedestrian Bridge) as well as projects of a recurring nature such as Great Streets improvements along Downtown streets. Thus, the magnitude of the recommended Downtown investments is not out-of-line with that of past Downtown investments.

While City staff has not yet developed a detailed funding plan for the Implementation Program, we can provide the following outline of potential funding tools.

The basic set of funding tools available for the Implementation Program includes:

- Departmental Annual Operating Budgets -- This type of funding source is likely to be used for the staffing recommendations of the DAP – e.g., increased Historic Preservation staffing, or increased PARD staffing for Downtown parks.
- Departmental CIP Budgets -- Some departmental CIP budgets are funded in part through fee programs -- e.g. watershed projects funded through the City's Drainage Utility Fee. This type of funding source could be used for infrastructure investments such as drainage or roadway improvements.
- Fees – A portion of Downtown parking meter revenue is already directed towards streetscape improvements, providing the funding source for the Great Streets Development Program. In addition, the emerging Downtown Wayfinding Program has been and will be funded by parking meter revenue.
- Bond Referenda – Many of the significant capital investments in Downtown have been and could continue to be funded through CIP projects approved through voter referenda.

Additional funding tools could include:

- New Fees -- New fees might be levied for particular uses or purposes. For instance, one of the ideas posed for consideration is a City-wide parks fee, from which a portion of the revenue could be directed to Downtown parks. Or, user fees associated with particular facilities – e.g., a park or a particular element in a park – can be targeted to support ongoing expenses and improvements at the park.
- Earned Income – As the City improves the physical state and activities in Downtown parks, those parks may have the ability to generate earned income, either through rental fees (for special events) or through concession revenue.
- Public-Private Partnerships – This type of arrangement may be particularly useful in furthering the Park and Open Space goals of the DAP, and has been proven to be highly productive in other U.S. cities. Austin already has the beginnings of this type of relationship with The Trail Foundation, the Austin Parks Foundation, and the newly-formed Waller Creek Conservancy.

- State or Federal Sources – State or federal funding may be available for certain types of investments, for example affordable housing and transportation improvements.
- Other Economic Development Tools -- Additional funding might come from other economic development tools available under state law, such as tax increment reinvestments zones or other such tools.

The Capital Planning Office (CPO) is conducting an assessment and prioritization of the City's overall capital needs. Projects integral to the DAP's Implementation Program are being incorporated into that overall inventory of needs. Potential funding sources will be examined in greater detail after the inventory has been established and prioritized.

11. Shade: Some people argue that Downtown “exports” tax revenue – i.e., that of the tax revenue generated Downtown, only 20% of that revenue is needed to support Downtown and the other 80% is used to support areas of the City outside of Downtown. Please provide a justification for the levels of expenditures Downtown that the Downtown Austin Plan recommends. In other words, make the case for the economic benefits for the City that would flow from making the recommended investments in Downtown.

Response:

The City's system of accounting for revenue and expenditures does not allow a conclusive answer to be reached as to whether a particular geographic area (Downtown or otherwise) is a net “exporter” of revenue – i.e., whether that area generates more tax revenue than it “costs” to support. Nonetheless, when evaluated by several different standards, City investments in Downtown seem well-justified.

In weighing the economic justification for City capital and other investments Downtown, it is important to recognize the unique nature of Downtown. A number of factors (some more qualitative than quantitative) differentiate it from any other part of our City:

- About 67,000 people work in the core of Downtown. About 90,000 people work within a one mile radius of 6th and Congress – an area of about three square miles.
- Downtown is home to a number of significant and unique institutions:

State Capitol and Offices
Travis County
City of Austin
University of Texas System

- Downtown houses the greatest concentration of museums in our City, including: the Blanton (directly across MLK from Downtown); Bob Bullock Texas History Museum; ArtHouse; Mexicarte; Austin History Center; and Mexican-American Cultural Center.
- Downtown is the primary regional center for various economic sectors:

Banking
Law

Government

Culture, music, entertainment, tourism

Increasingly, technology (e.g., CSC, Silicon Labs, Cirrus Logic, Facebook).

- Downtown is the primary setting for many of our community's major events and celebrations: SXSW (estimated to inject over \$100 million into the local economy); ArtCity Austin; Pecan Street Festival; Holiday Sing-Along and Downtown Stroll; and Republic of Texas Biker Rally.
- Downtown is the location of our city's convention center, and the epicenter for the region's major convention, visitor, and tourism industry – an industry that attracts \$3.5 billion in annual spending. (Source: ACVB, 2006).
- Downtown is the public image of the city and to some extent the region. A healthy and economically dynamic downtown benefits the entire city and region by projecting a positive image to the nation and world.
- Downtown development is inherently sustainable, consuming far fewer resources (land, water, and energy) and generating less pollution (air, water, greenhouse gases) per capita than lower-density forms of development. Being more compact, downtown development also supports sustainable transportation solutions, reduced pollution and resource consumption, and fewer vehicle miles traveled.
- Downtown is the heart of our region. That fact should be taken into account when weighing investments in Downtown.

Taking a more qualitative (though still quite approximate) approach:

- The 24.7 million square feet (msf) of development within the Downtown Public Improvement District (PID) currently is assessed at about \$4.3 billion.
- The 2010 property tax revenue from the properties within the PID totaled \$74,987,000 -- distributed among the various taxing entities: City of Austin, Travis County, Austin Independent School District, Travis County Healthcare District ("Central Health"), Austin Community College, and the PID.
- The DAP estimates that there is an additional 37 msf of development capacity (this is a "capacity" analysis, not a "market" analysis).
- One can see that if even a portion of the additional capacity of Downtown was developed, it might bring in an additional \$50-100 million in property tax revenues per year for the taxing entities.
- And these numbers do not include all of Downtown (since the boundaries of the PID are narrower than the boundaries of Downtown) nor do they include other forms of Downtown revenue – sales taxes, hotel occupancy taxes, etc.

Attachment 1

Question No. 8 -- Council policy resolutions (and ordinances) with respect to Downtown

Note: This list does not include resolutions of City-wide effect that may be relevant to Downtown.

Resolution #	Subject
971106-20	Pole Yard
971106-21	Block 4
971106-22	Waller Creek: Financing +
971106-23	Design Commission / Design Guidelines
971106-24	Downtown Development Advisory Group
971106-25	Heritage Austin
971218-14	Keyser Marston contract
971218-15	Heritage Austin contract
980115-32	Waller Creek Charrette and Master Plan
980122-20	Block 4 Letter of Intent
980122-35	Convention Center / Waller Creek Venue Project Public Hearing
980205-11	Design Commission: 2 Additional Members
980205-61	Convention Center / Waller Creek Venue Project
980226-26	Pole Yard Letter of Intent
980325-6	Lamar Bike & Pedestrian Bridge
980325-7	Lamar Blvd.
980325-8	Lamar Blvd.
980325-10	Two-Way Traffic Conversion
980325-29	East-West Downtown Rail Corridor
980325-32	Downtown Parking Summit
980611-17	Mexic-Arte Museum feasibility study
980611-31	select "Plan 2" design for Barton Springs Road
980611-18	Agreement with Center for Mexican American Cultural Center (MACC)
980611-35	Intent to finance expenditures [for Convention Center Expansion / Waller Creek Tunnel Project]
980625-31	Interlocal agreement with TxDOT for Lamar bicycle and pedestrian facilities
980625-92	acquisition of 88 units of Railyard Apartments
980716-15	LCRA / Waller Creek Agreement
980716-30	Austin MarketPlace matrix evaluation meeting
980716-31	Homeless Initiatives time extension
980723-47	MACC lease

980723-60	Congress Ave. left turn lanes
981210-33	Palmer (Long Center) Lease Terms
<u>19990415-039</u>	A resolution establishing a music venue relocation program for downtown development
<u>19991118-084</u>	A resolution directing the City Manager to make recommendations outlining next steps for decommissioning the Seaholm Power Plant and soliciting proposals for reuse of the plant
<u>20000309-114</u>	An ordinance amending the comprehensive plan by amending the Austin Metropolitan Area Transportation Plan to designate the 4th street right-of-way (west of IH-35 to Rio Grande Street) and the West 3rd Street right-of-way (from Shoal Creek to North Lamar Boulevard) as the future passenger rail corridor connecting the union pacific railroad-owned rail right-of-way to the Giddings-To-Llano rail right-of way owned by the Capital Metropolitan Transportation Authority (Capital Metro).
<u>20000518-092</u>	A resolution adopting the Austin Development Design Guidelines [Downtown Austin Design Guidelines] as recommendation for all downtown development and redevelopment projects
<u>20000803-049</u>	A resolution authorizing the negotiation and execution of a real estate contract with the Austin Museum of Art, Inc. ('AMOA'), an independent foundation, providing for the sale of the 'Old Courthouse and Jail Block' on the official map of the City of Austin and being the city block bounded by West 3rd and 4th Streets and Guadalupe and San Antonio Streets to the AMOA for its use in the construction of a downtown art museum
<u>20001214-076</u>	A resolution to adopt the Downtown Austin Design Guidelines as policies for streetscape design standards and improvements on public right-of-way, and related issues
<u>20010322-014</u>	A resolution authorizing fee simple acquisition of Lots 1 and 2, associated easements and off-site parking on Lot 3 and 4, located at 500-504 East 7th Street for the Downtown Homeless Shelter, Day Resource Center, and Health Clinic
<u>20020509-087</u>	A resolution to accept a donation from the Texas Commission on the Arts and negotiate and execute a partnership agreement to participate in the revitalization of Republic Square
<u>20021024-053</u>	A resolution reauthorizing the Austin Downtown Public Improvement District (PID)
<u>20021205-066A</u>	Resolutions authorizing implementation of the Near Term Central Business District (CBD) Transportation Recommendations
<u>20021205-066B</u>	
<u>20021205-066D</u>	
<u>20021212-060</u>	A resolution supporting the selection of the Intel property located at Fifth Street and San Antonio Street as the preferred site for the proposed new Federal Court House
<u>20030227-049</u>	A resolution authorizing implementation of the recommendations in the Near Term CBD Transportation Recommendations related to the Lance Armstrong Bikeway and 3-month trial of Left Turn movements on Congress Avenue

<u>20030612-076</u>	A resolution creating a Parking Meter Revenue Allocation Plan. (Parking meter revenue collected from within the area of downtown Austin bounded by IH35 on the east, Lamar Blvd. on the west, E/W 11th Street on the north, and Cesar Chavez St. on the south
<u>20040205-014</u>	A resolution adopting the Great Streets Development Program to provide reimbursement in the Central Business District (CBD) for streetscape improvements that meet the Great Streets Master Plan streetscape standards
<u>20040212-035</u>	A resolution regarding the recommendations of the Downtown Commission for the Rainey Street Neighborhood, generally bounded on the west by Waller Creek, the south by Town Lake, the east by IH-35 and the north by Cesar Chavez Street
<u>20040212-036</u>	A resolution directing the City Manager to initiate the street vacation process for the 400 block of San Antonio, begin discussions with the General Services Administration regarding the reopening of the 300 block of 9th Street and to study the possibility of the extension of Nueces Street South to connect with Cesar Chavez
<u>20040729-079</u>	A resolution directing the City Manager to begin the process of amending the designation of the cross downtown rail corridor (Convention Center to Seaholm) from 4th Street to 3rd Street
<u>20050519-004</u>	A resolution authorizing the negotiation of all documents related to the sale and development of Block 21 of the Original City of Austin, bounded by Guadalupe, 2nd Street, Lavaca, and 3rd Street, to Stratus in an amount of \$15,000,000
<u>20051027-019</u>	A resolution directing the City Manager to initiate the process of relocating Austin Energy's Energy Control Center from its current location and reduce the surface area of the Seaholm substation to increase the amount of land available for development within the Central Business District
<u>20051215-056</u>	A resolution (1) adopting a scope of work for developing a Downtown Austin Redevelopment and Transit Strategy, which shall include, but not be limited to, the drafting of land use, transit and environmental recommendation, (2) integrating the Downtown Neighborhood Plan and Convention Center Station Area Planning efforts into one plan, and (3) directing the City Manager to return to Council with the completed plan to be adopted by ordinance
<u>20060608-022</u>	A resolution authorizing the negotiation and execution of an Interlocal Agreement between the City and the Texas Department of Transportation (TxDOT) for construction of roadway, sidewalk, and traffic signal improvements on Cesar Chavez Street from San Antonio to Brazos Streets, which includes the conversion of Cesar Chavez Street from one-way to two-way traffic
<u>20060622-075</u>	A resolution creating a taskforce on affordable housing development incentives
<u>20060928-072</u>	A resolution directing the City Manager to work with the Design Commission to update and revise the Downtown Design Guidelines, to include recommendations on density bonus options
<u>20070405-026</u>	A resolution amending the City's Legislative Program to reflect support for Senate Bill 952, permitting alcohol service in sidewalk dining settings where the tables are separated from the establishment by a pedestrian sidewalk
<u>20070412-015</u>	A resolution creating the Waller Creek Citizen Advisory Committee

<u>20070607-013</u>	A resolution amending the S.M.A.R.T. Housing Initiative Policy to incorporate staff recommendations on improvements to the policy and program in response to recommendations presented by the Affordable Housing Incentives Task Force report
<u>20070607-059</u>	A resolution directing the City Manager to take action related to staff recommendations in response to the Affordable Housing Incentive Task Force report
<u>20070823-020</u>	A resolution approving recommendations for transportation improvement projects funded by the 2000 Transportation Bond Program
<u>20071108-067</u>	A resolution directing the City Manager to forward recommendations of the Affordable Housing Incentives Task Force regarding incentives for downtown, multifamily, and single family development to boards and commissions for review and recommendation
<u>20071206-049</u>	A resolution updating the city's procedures and criteria for negotiating economic development agreements
<u>20071213-060</u>	A resolution reallocating \$4,950,000 from Austin Children's Museum improvements in Block 21 development to hardscape and streetscape improvements in the downtown area
<u>20071213-062</u>	resolution adopting the Density Bonus Task Force recommendations, directing the City Manager to begin development of an interim density bonus program, and directing the City Manager to provide the recommendations to ROMA Design Group for incorporation into Phase II of the downtown plan
<u>20071213-065</u>	A resolution relating to the redevelopment of city owned property located in an area to be designated as the Seaholm Development District, an area of land generally located on the western edge of downtown Austin, by beginning the process of rezoning the Green Water Treatment Plant site and the Energy Control Center site to CBD-CURE while complying with any limitations that the Waterfront Overlay or the Capitol View Corridors may impose on these sites, and eliminating any floor-to-area ratio restrictions (FAR) on these sites
<u>20080110-049</u>	A resolution directing the City Manager to create an Austin Parking Enterprise to finance and own structured parking and to fund investments in trails and transit infrastructure
<u>20080131-076</u>	A resolution establishing a Live Music Task Force to address issues of concern to both those whose livelihoods depend on live music as well as those affected by live music and make recommendations regarding policies Austin should implement regarding the live music industry
<u>20080214-054</u>	A resolution providing criteria and guidelines regarding the Request for Proposals (RFP) for redevelopment of the Green Water Treatment Plant site
<u>20080327-039</u>	an ordinance adopting the City Manager's recommendations for Waterfront Overlay Task Force composition and action plan, and directing the City Manager to notify the designated boards and commissions to make their appointments
<u>20080618-024</u>	A resolution authorizing the City Manager to: (1) negotiate and execute an exclusive negotiating agreement with one of five developers; and (2) negotiate an agreement with that developer, for the sale and redevelopment of the Green Water Treatment Plant and the Austin Energy Control Center
<u>20080618-064</u>	A resolution directing the City Manager to review City Code provisions and operating policies related to large annual events in the downtown area to address public safety issues

<u>20080828-020</u>	A resolution adopting the City's preliminary tax increment reinvestment zone project and financing plan for the Seaholm Redevelopment Project area
<u>20080828-067</u>	A resolution directing the City Manager to evaluate the feasibility of parking for motorcycles and motor scooters in the Central Business District, a permitting system for motorcycles and motor scooters, rebates for electric scooter and bicycles, and creating buffer zones at traffic signals for two-wheeled vehicles
<u>20081023-048</u>	A resolution directing the City Manager to participate in the Responsible Hospitality Institute (RHI) stakeholder process and allocate appropriate city staff to work with the Sixth Street Austin effort to implement the resulting action plan
<u>20090129-016</u>	A resolution adopting amendments to the Downtown Design Guidelines
<u>20090212-025</u>	A resolution directing the City Manager to process amendments to Title 25 of the City Code to implement certain recommendations of the Waterfront Overlay Task Force
<u>20090305-013</u>	A resolution adopting the 2008 Sidewalk Master Plan (Pedestrian Master Plan Phase II) for the City of Austin to prioritize the need for absent sidewalks, update the City's Americans with Disabilities Transition Plan, and recommend a funding schedule for sidewalk improvements
<u>20090423-054</u>	A resolution directing the City Manager to exclude consideration of adjustments to the Capitol View Corridors from the scope of work for the Downtown Plan; and directing the City Manager to present the scope of work for the Downtown Plan to all relevant boards and commissions
<u>20090820-068</u>	A resolution reauthorizing the East Sixth Street Public Improvement District (PID) for a period of five years
<u>20091119-068</u>	A resolution adopting policy goals for urban parks, and directing the City Manager to develop a plan to implement the goals including creating an urban park stakeholder working group
<u>20100325-049</u>	A resolution directing the City Manager to conduct an analysis of the potential economic impact of a new Convention Center hotel in downtown Austin and to present Council with possible strategies for facilitating development of such a project
<u>20100325-054</u>	A resolution directing the City Manager to study and present possible Code recommendations on a policy regarding hot food served on site at farmers' markets
<u>20100325-052</u>	A resolution directing the City Manager to develop a fee structure for reservation or temporary use of Palm Park
<u>20100408-032</u>	A resolution directing the City Manager to work with homeless advocates and stakeholder, including House the Homeless, to consider additional possible medical exemptions to Section 9-4-14 of the City Code
<u>20100624-151</u>	an ordinance amending the Austin Tomorrow Comprehensive Plan by adopting the Waller Creek District Master Plan
<u>20101118-056</u>	A resolution creating a Joint Subcommittee of the Urban Transportation Commission and Downtown Commission to study and make recommendations relating to parking in the downtown area
<u>20110127-035</u>	A resolution directing the City Manager to develop short and long term recommendations on how to address pedestrian safety, congestion and parking issues in the Rainey Street District

- [20110310-026](#) A resolution recognizing the contributions of the Waller Creek Citizen Advisory Committee in relation to the construction and development of the Waller Creek Tunnel Redevelopment Project
- [20110310-041](#) A resolution to endorse the Imagine Austin Plan Framework and forward the Plan Framework and the Imagine Austin Preferred Growth Scenario to working groups for development of the Imagine Austin Comprehensive Plan
- [20110428-013](#) A resolution authorizing the execution of a Memorandum of Understanding between the City of Austin and the Waller Creek Conservancy relating to the revitalization of the Waller Creek District
- [20110428-014](#) A resolution creating the Waller Creek Local Government Corporation under Subchapter D, Chapter 431

Attachment 2

Question No. 9 – Relationship between particular recommendations of the DAP and the vision for Downtown articulated in the DAP.