

COMPREHENSIVE PLANNING AND TRANSPORTATION COMMITTEE  
MEETING MINUTES  
November 5, 2012

Subcommittee Members: Council Member Sheryl Cole, Chair  
Council Member Laura Morrison  
Council Member Chris Riley

Call Meeting to Order

**1. Citizen Communication**

Mr. Frank Harren discussed an item related to the Comprehensive Plan. Thanks once again for passing the Comp. Plan unanimously. The Urban Rail has been struggling with that issue for a long time and so far had only marginal success. Today, Mr. Harren proposed that Council consider revising the urban rail plan as to place part the system below grade. We have limited routes, traffic issues getting in and out of the downtown area and from one part of the Central City to another. Mr. Harren suggested putting a portion of the system below grade but was told it would cost too much. Mr. Harren just asked that Council take this into consideration the below grade will help with a considerable list of problems we currently have.

Mr. Jim Ruddy, thanked Council for the opportunity to speak. Mr. Ruddy currently lives on Rainey Street and at some point something will be done to improve the safety, parking and access through that area. Mr. Ruddy suggestion was a tiered parking rate for that neighborhood, if in fact you decide to use parking meteors along the street and/or in the MACC parking lot. Rainey Street serves all the time for residences that live there. But, also serves two dual purposes all depending on the time of the day. During the morning daylight hours it is a gateway to cultural institutions and access to public facilities along Lady Bird Lake for recreational purposes. During the evenings it becomes a street full of bars and people who frequent these places. Mr. Ruddy suggested that during the day to encourage the use of the center and other parking facilities and that the parking rate be very minimal. In the evening the parking rate reflects the parking lot at the end of the street that is privately owned and that the City balances the revenue from that part, if they need revenue.

Council Member Riley, stated the rates the City charges is a need to generate revenue but in a community interest in managing the resources to encourage turnover. The real question is what levels of demands are we seeing in parking

for daytime and nighttime? Can you tell us what patterns you are seeing regarding the utilization of parking?

Mr. Ruddy stated the crowd is in the evening when the bars are going. This includes pedestrian traffic and people trying to find a place to park. The MACC does not permit parking there so their parking lot remains empty a lot of the time. The parking lot at the North end of the street charges more and does not permit much parking. Therefore, what I am suggestion in line with what you are doing, you may have those facilities to subsidize those parking areas.

Council Member Riley, asked what type of utilization are your noticing during the day?

Mr. Ruddy stated during the day it all depends on the weather. Early morning rowers and throughout the day joggers, but it is hard to tell if they are parking their vehicles unless they have bike racks on their cars.

Carol Torgrimson, Former Citizen for Task Force of Imagine Austin, commented on the Implementation Plan, specifically in regards to the rewrite of LDC. When the Planning Commission completes it work and send its plan to Council for adoption they had a list of items that they felt should be addressed within the first year after the plan was adopted which could not get done before the plan went forward. The concern is this list of things that should be addressed now are Affordability and Environmental Impact Plan, which brings concerns of drainage and sewer issues and those will have an impact on how the plan will be rewritten. I am concerned these need to be looked at before the rewrite of the LDC. The second concern is the make-up of the Steering Committee and the community will have to live with those changes of the LDC even if they are not involved in it on a daily basis. But, they will be affected by it and that you will look at the make-up of the committee to ensure it has proper public representation.

Conrad Hametner has lived on Rainey Street for about 5 ½ years. His major concerns are safety on the street mainly with lighting on the sidewalks and parking. Beginning Wednesday – Saturday nights there are wall to wall cars, people walking down the streets, poor lighting and no sidewalks. There is no crosswalk and the cars actually come at you and it is not well lit there. Which forces you to walk in the middle of the street and every 6 to 8 weeks a new bar opens on Rainey Street which increases the crowd as well. Also, adding the different events that occur at the MACC and this also increases the number people within that area.

Council Member Riley, stated he agrees and understands this is an urgent issue. City staff sent a memo to Council stating this is an urgent matter that needs to be dealt with comprehensively.

Regina Rogoff, is part of the Rowers and Waller Creek Boat House. There is no parking for the Rowers and the users of the boat house. You have a goal to gain revenue from the boat house. It is very hard to gain revenue if you don't have customers. As you look at this issue please keep in mind the needs of that community. We currently have over 550 members of the Rowing Club who are trying to make use of the new Waller Creek Boat House. We are looking to you for you to try to figure out how to resolve this problem.

Leslie Poole, representing the Bull Creek Road Coalition began meeting in July and began a formal group in September, 2012. The Design Principles work group bring to the table an array of knowledge to help bring this vision to past. Good design happens through good process and good process happens through time, process and an intimate knowledge of the place being designed. The work group is putting together a design that is currently in draft form in which we hope will influence development. If this development goes through make it walkable, bike able and mesh the public space with the built space. Build and landscape sustainably. Transform Bull Creek 45<sup>th</sup> Street on the North and 35<sup>th</sup> Street on the South into a pedestrian friendly avenue. The Bull Creek Road Coalition is ready to work with all parties regarding the future of the fields.

Sara Speights, representing the Bull Creek Road Coalition. Regarding the contract and new resolution you have on the Council agenda is extremely premature and could be death mental to the City. Has the Legislation or the Governor ever stated that they want this Capital Complex to move forward in regards to what Keel has been working on? So, far everyone is stating not that they know of, which would be a huge public expense. It really is premature at this point to make a binding contract with them. This would involve a lot of research and a lot of money until we know a great deal more.

Council Member Cole commented the Texas Facilities Commission has been in the process and have made some headway on this. In light of the value they haven't moved quickly because they have to go through the Legislative process.

Council Member Morrison, stated she was glad to see the public proactive in this and bringing their concerns to the table. What are the different magimusms of development of state property? Do we know the magimusms for 45<sup>th</sup> Street and Bull Creek?

George Adams, Assistant Director of Planning and Development Review, stated we have had several cordial conversations with TFC staff regarding this topic. At this point we are gaining a better understanding of where they are coming from regarding the different models and properties.

Council Member Morrison asked that staff provide references and information regarding the P3 within the summary and the differences between the GLO and TFC. Also, who has jurisdiction over the different properties and redevelopment at this point in time?

George Adams, stated the City has received one proposal from the developer. Which is sent out by the developer to the affected jurisdictions and they have 60 days to respond to the proposal.

**2. Approval of November 5, 2012 minutes**

Approved by a vote of 3-0

**3. Discuss Imagine Austin Implementation Plan**

Garner Stoll, Assistant Director, Planning and Development Review Department, Last month George Adams and I had an opportunity to brief you on work that has been on-going. This was also presented on November 1st to Full Council on the Land Development Code Revision Process. Today, I am providing you with a few other activities that we are engaging in regarding to Imagine Austin since its adoption on June 15, 2012.

We have been reviewing what other communities have been doing regarding effective implementation, importance of alignment. Making sure everyone within the organization is pulling in the same direction. Proposed alignment and we are looking at December 5<sup>th</sup>, for the internal organization phase to be completed. Also, these 5 clusters are important in implantation of a Comprehensive Plan which is: Community Engagement, Regulations, Capital Investment, Organizational Alignment and Partnerships. Going forward we need these in order to be effective. The proposed alignment or moving priority programs forward provides a holistic, strategic and comprehensive view of the City's processes and investments, with the Executive Team and Priority Program Coordination Team and Priority Program Implementation Teams coordinating partnerships and cultivate relationships, providing feedback and direction. One feedback we are receiving from a lot of the departments is they are very excited about the plan.

The event for December 5<sup>th</sup> that we are discussing is an internal staff event to celebrate the completion and adoption of Imagine Austin for City Departments. Also, we are working on an external event for the general public.

Council Member Morrison, stated that the kick-off or rewrite of the Land Development Code (LDC), it would be most helpful if staff could find a way to keep the committee updated on all of those priority programs.

Garner Stoll, stated yes we are working on a schedule so that those priority teams can provide reports.

**4. Presentation on 2012 Central Texas Opportunity Maps**

Frank Fernandez thanked the Committee for giving him an opportunity to come and talk with them about the Maps first, because for the last 3 years these maps have been used by the Housing Department to score in the investment of what we use in regards to Affordable Housing. How these maps can be used not only for Affordable Housing geographically but for Comprehensive Planning and Capital Planning. Understanding the challenges that some neighborhoods have such as Dove Springs and what can be done as to making some kind of headway as to what can be done. The Opportunity Map has a lot of great functions and a lot of data can be pulled from them as well.

What is Opportunity Mapping and What is it telling Us, Why does it matter and what problem is it trying to help us solve? This is GIS mapping research tool used to understand the dynamics of “opportunity” within metropolitan areas. It is an analysis of multiple economic indicators to create a comprehensive opportunity index. It breaks census tracts to distinguish between various opportunities levels which was developed by the Kirwan Institute and implemented in over 25 different regions across US. These maps are telling us economy and asset inequality, as well as resource allocation of the geographic in different areas. Within Austin this can provide information such as the geographically segregation in different parts of Austin. The Framework of a child living off of Rundberg and Tarrytown, such as the student poverty rates, student-teacher ratio, unemployment, poverty rate, median home value and crime. The map has also been used for as a target to adopt zip codes. You can pull different tracts for best opportunities and it will provide you with different colored dots for which is the best and the worst tracts and provide data points as well. These Maps are used for different sources by different agencies. City of Austin: using maps as part of AHFCs scoring criteria for its affordable housing investments. HACA: sharing opportunity maps with voucher-holders and landlords. Travis County using maps to inform social service and affordable housing investments. CAMPO: using maps to inform transportation infrastructure investments and CapCOG using maps as part of regional AI study. These maps will help policy makers make better decisions for now and the future. Also, by connecting people to a better opportunity.

Council Member Morrison, stated this is very exciting and asked if this was the first update since 2006.

Frank Fernandez, stated yes. The system has a lot of indicators that has to be updated every 5 or 10 years. In 2006 we were using a lot of data from 2000

and now we are using 2010 data that is more up to date. Now, we are setting the system that it will begin to update as the data comes in and we are still working out issues.

Council Member Morrison, questioned if the system had crime data as well.

Frank Fernandez, stated yes we do as one of the indicators. There is also an overlay that you can put on it to actually see what type of crime is consistent within that particular area.

Council Member Cole, asked where or how did you receive the information regarding the student-teacher ratio between Rundberg and Tarrytown?

Frank Fernandez stated the data source is TEA.

Council Member Riley, asked which of the layers on these Maps tells us where the jobs are?

Frank Fernandez, stated you would click on the data named Economic and Mobility Indicators. This shows the employment, unemployment rate, access to how far the job is and the commute time.

Council Member Riley, stated this is a valuable tool that obviously will not answer a lot of questions but is a tool that will better provide an informed discussion on a wide variety of issues.

**Meeting adjourned at 3:56 p.m.**