




MEMORANDUM

TO: Mayor and Council Members

CC: Marc A. Ott, City Manager
Robert Goode, P.E., Assistant City Manager

FROM: Robert Spillar, P.E.,
Director, Austin Transportation Department (ATD) 

DATE: November 6, 2015

SUBJECT: **Proposed Expansion of West Campus Parking Benefit District,
sponsored by University Area Partners**

The West Campus Parking Benefit District, sponsored by the University Area Partners (UAP), is requesting an expansion of its current boundaries to alleviate parking concerns in the neighborhood. The proposed expansion of the Parking Benefit District (PBD) would encompass the area from Martin Luther King, Jr. Blvd to 29th Street and from west of Rio Grande Street to Lamar Blvd. The Original West University Neighborhood Association/Caswell Heights neighborhoods, from Martin Luther King, Jr. Blvd. to 24th Street and west of San Gabriel Street to Lamar Blvd., will not be participating in the expansion at this time (See Attached Graphic).

Council action is required to approve the expansion of a parking benefit district. The University Area Partners have completed the necessary steps required to seek Council Approval. Staff will be bringing the proposed expansion to the Urban Transportation Commission (UTC), the Mobility Committee, and ultimately to Council and will be recommending approval.

Background

In October 2011, Austin City Council approved an ordinance allowing neighborhood associations the ability to establish a Parking Benefit District. The ordinance enables neighborhood associations to make requests to the City of Austin for paid parking in an effort to provide turnover and improve availability of on-street parking to business customers and visitors to the area. Revenue from the paid parking, after city expenses such as the purchase and installation of meters or pay stations, parking enforcement costs and state sales tax, is split – 51 percent to the sponsoring community organization (in this case the University Area Partners or UAP) and 49 percent to the Austin Transportation Department, Parking Management Fund. The community sponsor's share of revenue can be used to fund improvements that promote walking, biking and public transit use within the district.

The UAP Parking Benefit District was approved by City Council in September 2012 and paid parking was installed in January 2013. The original district was from Martin Luther King, Jr. Blvd. to 29th Street and west of Guadalupe Street to Rio Grande Street. The expansion of the UAP Parking Benefit District, west of Rio Grande Street, was delayed until a majority of the proposed apartment complexes in this area and their associated garages were completed. At present time, the majority of the units are complete and occupied. The additional apartment complexes have created widespread parking challenges, prompting

neighborhood residents to request the expansion of the current Parking Benefit District boundaries. To date, revenue from the existing program has been used to accelerate and install new sidewalks and bike lanes on 23rd Street and on Rio Grande Street from Martin Luther King, Jr. Blvd. to 24th Street and has funded the construction of the Renaissance Market pedestrian mall on 23rd street at Guadalupe.

Process

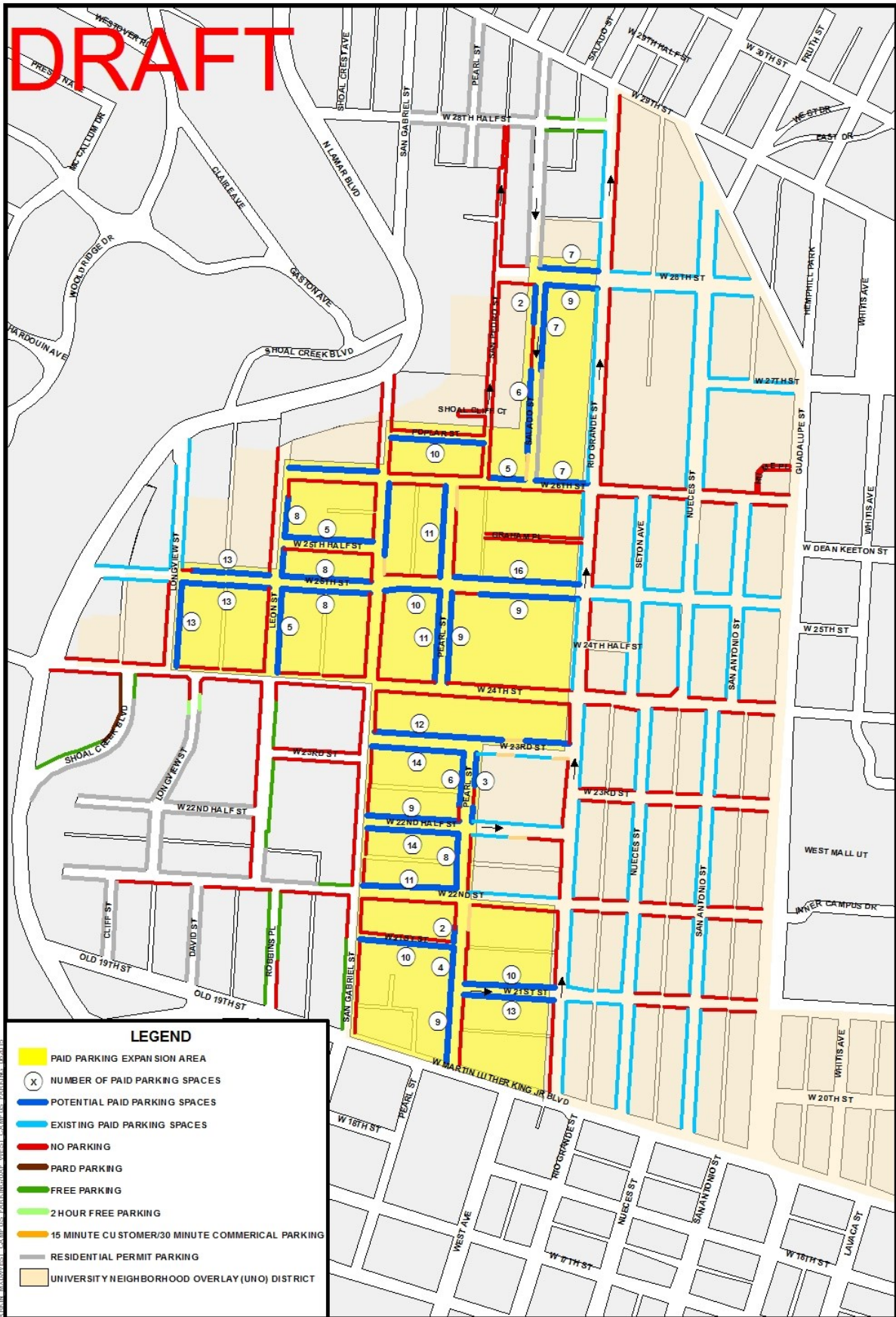
The Parking Benefit District ordinance requires neighborhood association officials to complete a number of tasks before requesting approval from City Council: a public neighborhood meeting seeking the approval of those in the proposed expansion area; a parking survey by the City of Austin to substantiate the need for paid parking; and a notification by postcard to residents in the proposed area of the dates/times that the proposal will go before the Mobility Committee, Urban Transportation Commission and City Council.

The Neighborhood meeting was held on September 30, 2015, and the proposed expansion of the UAP Parking Benefit District met with approval by those attending the meeting (see attached graphic). The Central Austin Neighborhood Planning Advisory Committee (CANPAC) also wrote a letter of support for the expansion of the Parking Benefit District (see attached). The Austin Transportation Department surveyed the proposed area from September 10 through September 16, 2015, and found the proposed area occupancy was over 100 percent and there was little or no turnover of the parking spaces. The industry standard to institute paid on-street parking is 75-80 percent occupancy, or 1 to 2 available parking spaces per block face to provide for available parking for customers and visitors to the area. Lastly, a post card has been sent out to the residents notifying them of the planned dates for UTC, Mobility Committee, and Council review of this item.

Next Steps

The Austin Transportation Department along with a representative from University Area Partners will be presenting the expansion proposal to both the Urban Transportation Commission on November 10th and the Mobility Committee on December 2, 2015, before going to City Council for your consideration on December 10, 2015. The neighborhood is requesting that City Council take action on this request, so that if approved, paid parking could be installed over the University of Texas holiday break to avoid disrupting University students and staff.

DRAFT



E-Mail from Central Austin Neighborhood Planning Advisory Committee (CANPAC)

From: Adam Stephens [<mailto:Adam.Stephens@capstarlending.com>]

Sent: Thursday, September 24, 2015 1:25 PM

To: Dhamrat, Ravi; Grassfield, Steve; 'Bart Whatley'; Mike McHone; 'Walter Wukasz II'

Subject: West University Planning Area PBD expansion

The parking benefit district as well as the areas within UAP (University Area Partners), SCNA (Shoal Crest Neighborhood Association) and OWUNA (Original West Austin Neighborhood Association) are in the West University Planning area and fall within the CANPAC (Central Austin Neighborhood Planning Advisory Committee) planning area. CANPAC is recognized by the City of Austin as the Neighborhood Planning Team.

CANPAC supports the expansion of parking meters in Shoal Crest Neighborhood Association (SCNA), and Original West University Neighborhood Association (OWUNA) in the following street segments:

SNA: North side of 28th Street and 28 ½ Streets between Rio Grande and Salado.

OWUNA: West side of San Gabriel Street between Martin Luther King and W 21st Street.

The support for parking meters in these two neighborhoods is intended to bring revenue for infrastructure projects. To this end, it is expected that a line item be added to the UAP Parking benefit district report that will identify the revenue of the approved meters and earmark the proceeds for infrastructure projects in their specific neighborhoods.

Adam Stephens, CANPAC co-chair

Adam Stephens (NMLS 216606)

Residential Mortgage Loan Officer, Capstar Lending (NMLS 214411)