



# City of Austin

301 W. Second Street  
Austin, TX

## Agenda

### Questions and Answers Report

*Mayor Steve Adler*

*Mayor Pro Tem Kathie Tovo, District 9*

*Council Member Ora Houston, District 1*

*Council Member Delia Garz, District 2*

*Council Member Sabino "Pio" Renteria, District 3*

*Council Member Gregorio Casar, District 4*

*Council Member Ann Kitchen, District 5*

*Council Member Jimmy Flannigan, District 6*

*Council Member Leslie Pool, District 7*

*Council Member Ellen Troxclair, District 8*

*Council Member Alison Alter, District 10*

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Thursday, April 26, 2018

Austin City Hall

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The City Council Questions and Answers Report was derived from a need to provide City Council Members an opportunity to solicit clarifying information from City Departments as it relates to requests for council action. After a City Council Regular Meeting agenda has been published, Council Members will have the opportunity to ask questions of departments via the City Manager's Agenda Office. This process continues until 5:00 p.m. the Tuesday before the Council meeting. The final report is distributed at noon to City Council the Wednesday before the council meeting.

### QUESTIONS FROM COUNCIL

2. **Agenda Item #2:** Authorize the negotiation and execution of an agreement with the River Place Golf Group, LP, regarding the provision of service to the River Place Golf Course, and the conveyance of a raw water system and treated wastewater effluent pond to the River Place Golf Group, LP.

QUESTION: What is the cost of the new effluent pond liner?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

During the reading of the agenda, staff will recommend that this item will be withdrawn indefinitely. The proposed transaction will not occur between River Place Golf Group and the City.

8. **Agenda Item #8:** Approve an ordinance amending City Code Chapter 9-2 relating to decibel limits and hours to operate sound equipment at outdoor music venues located in the area between 7th and 12th Streets and between Trinity Street and Waller Creek (also known as the Red River Cultural District).

QUESTION: Please provide a breakdown of the crime statistics that occurred in the Red River Cultural District during the pilot period, particularly the specific type of crimes that were committed and at what hour of the day they were committed. Please also provide an analysis of

how these crime statistics compare to the crime statistics in the area prior to the pilot period.

MAYOR PRO TEM KATHIE TOVO'S OFFICE

ANSWER:

Below is a breakdown of the data responsive to the pilot program area (700 to 1000 blocks of Red River and 600 block of East 7th Street and 100 foot radius around these selected streets) in the Red River Cultural District.

Red River Pilot Crime Data

Crime Data

Pilot Area - All Crimes; All Times

	2015	2016	2017
May	19	22	41
June	21	17	41
July	19	22	46
Aug	17	20	23
Sep	17	22	32
Oct	21	32	21
Nov	14	31	22
Dec	26	24	14
	154	190	240
# increase		36	50
% increase		23%	26%

Pilot Area -All Crimes; Thur-Sun, 11pm-3am

	2015	2016	2017
May	5	10	7
June	1	3	5
July	6	3	10
Aug	4	1	8
Sep	0	3	8
Oct	3	6	4
Nov	5	4	3
Dec	5	7	1
	29	37	46
# increase		8	9
% increase		28%	24%

Crime Data Analysis

Pilot Area - All Crimes; Times

- Shows a steady increase from 2015-2017
- Up 36 from 2015 to 2016
- Up 50 from 2016 to 2017 (This represents 6.25 more calls a month during the May-Dec reporting period compared to last year.)

Pilot Area - All Crimes; Thur-Sun, 11pm-3am

- Shows an increase from 2015-2017, but the rate of increase slowed from 2016-2017

- Of the increase of 50 incidents from 2016 to 2017 during all times of day, 9 of those occurred during the 11p-3am time period on Thurs-Sun
  - This represents 1.125 more calls a month during the May-Dec reporting period compared to last year.

QUESTION: Please share the results/report from the stakeholder outreach and engagement process.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The stakeholder engagement activities related to the Red River Pilot Program below reflect stakeholders informed by Ordinance 20170126-019.

### **Red River Cultural District Extended Hours Pilot Program Stakeholder Engagement and Outreach Report**

#### Neighborhood meetings:

North University Neighborhood Association:

- 2/13/17 - Pre-pilot intro at association neighborhood meeting
- Participated in 3 focus groups

Downtown Austin Neighborhood Association:

- 2/23/17 - Pre-pilot intro at association neighborhood meeting
- Participated in 3 focus groups

Austin Neighborhood Council:

- 3/9/17 - Pre-pilot intro meeting with four ANC reps
- Participated in 3 focus groups

Hancock Neighborhood Association:

- 3/15/17 - Pre-pilot intro at association neighborhood meeting
- 2/27/18 - Update meeting with neighborhood assoc. rep

Eastwoods Neighborhood Association:

- Declined a pre-pilot meeting, emailed materials
- 2/27/18 - Update meeting with neighborhood assoc. rep

Hyde Park Neighborhood Association:

- 3/3/17 - Pre-pilot intro at association neighborhood meeting
- 3/1/18 - Update meeting with neighborhood assoc. rep

Friends of Hyde Park

- 10/17 - Update on pilot via email
- 3/18 - Update on pilot via email

#### Neighborhood Stakeholder Open House:

- 6/13/17 - at the Griffin School

#### Neighborhood Outreach Emails and Surveys:

- 5/4/17 - Next Door Post - Intro and Resident stakeholder email sign up
- 9/27/17 - Next Door Post - Update and Survey
- 3/7/18 - Next Door Post - Update and Survey

Neighborhood & Venue Representatives Focus Group Meetings:

- 10/4/17
- 11/6/17
- 2/13/18

Waller Creek Conservancy:

- 3/9/17
- 3/20/17
- 10/5/17

Red River Merchants Meeting:

- 4/27/17
- Oct 2017

Red River Pilot Venue Meetings:

- 2/22/17
- 3/1/17
- 4/12/17
- 5/3/17

Hotel and Beverly meetings:

Hyatt House, Hotel Indigo, The Beverly

- 2/22/17 - pre-pilot intro meeting
- 10/16/17 - email follow up seeking feedback and check in meetings

Hyatt House

- 12/6/17
- 3/5/18

Hotel Indigo

- Declined earlier check in meetings
- 3/6/18

Music Commission Meeting Updates

- 11/6/17
- 10/2/17
- 5/1/17 - discussed during staff briefing

City Council Meeting Update and Pilot Extension

- 10/19/17

Written reports to Music Commission and City Council

- 8/23/17
- 3/7/18

ATX Talks Panel on Red River Pilot

- 5/30/17

**Stakeholder Feedback**

Neighborhood Resident and Venue Focus Groups

Several key themes that were identified through stakeholder feedback and focus group

discussions between both venues and residents that can help support both venue sustainability and residential quality of life and lead to better outcomes for both.

The key themes include:

- Continue and formalize communication and relationships between venues and residents, work collaboratively to understand each other's needs and resolve issues, and encourage mutual accountability
- City staff to continue monitoring for compliance, investigating issues, gathering data and finding solutions.

### **Neighborhood Survey Results**

#### **Survey #1 - October, 2017**

##### **28 Responses**

Hyde Park - 10

Hancock - 7

Downtown - 5

North University - 4

Eastwoods - 1

Other - 1

*Have you been disturbed in the past by amplified music in your neighborhood that you attribute to downtown venues?*

No - 13

*Since the pilot began the disturbance has:*

Not changed - 13

Yes - 15

*Since the pilot began the disturbance has:*

Improved - 5

Not changed - 5

Worsened - 4

*Have you called the Red River Pilot Hotline Phone or 311 to report a complaint related to amplified music in your neighborhood that you attribute to downtown music venues?*

No - 24

Yes - 4

#### **Survey #2 - March 2018**

Hyde Park - 5

Hancock - 7

Downtown - 7

North University - 1

Eastwoods - 3

Other - 0

*Have you been disturbed in the past by amplified music in your neighborhood that you attribute*

*to downtown venues?*

No - 10

*Since the pilot began the disturbance has:*

Not changed - 10

Yes - 13

*Since the pilot began the disturbance has:*

Improved - 4

Not changed - 7

Worsened - 1

*Have you called the Red River Pilot Hotline Phone or 311 to report a complaint related to amplified music in your neighborhood that you attribute to downtown music venues?*

No - 20

Yes - 3

*Do you think the draft recommendations are on the right track?*

Yes - 14

No - 2

Unsure - 8.

- 12. Agenda Item #12:** Authorize negotiation and execution of a 17-month license agreement, with a 12-month extension option, with TRAVIS COUNTY for the use of 45 parking spaces for the Office of Innovation, the Communication and Technology Management Department, and the Austin Public Library within the 700 Lavaca Garage, located at 316 West 8th Street, in an amount not to exceed \$195,750.00 (District 9).

QUESTION: A market rent study was not conducted to examine these costs. When was our last market rent study done for downtown parking costs for a contract like this and what were the results?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

February 2017 a third party appraiser prepared a survey of 27 parking garages located in the Central Business District. Unreserved spaces \$150 to \$210 with an average rate of \$185. Reserved spaces \$200 to \$300 with an average rate of \$254.

QUESTION:

- 1) How many City Staff work at the Faulk Library, please provide a break down per department.
- 2) How many parking spaces does the City currently own on site at the Faulk Library or adjacent to the Faulk Library. Please provide breakdown including city-metered on-street parking.
- 3) Are these employees new to the Faulk Library? If these employees are not new to the Faulk Library, where do they currently office and park?
- 4) How much would it cost to add the Faulk Library to the existing City Employee Shuttle Route that connects City Hall to other City Facilities?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

1) 45 Total Employees work at the Faulk Library (12 Innovation, 12 CTM, and 21 Library employees).

2) There are 111 total parking spaces (25 staff spaces, 83 city-metered spaces, and 3 accessible spaces) at the Faulk Library or adjacent to the Faulk Library.

- There are currently 58 spaces (25 staff spaces, 30 city-metered spaces, and 3 accessible spaces) in the City parking lot to the north of the Faulk Library. The 25 staff spaces are shared between the 21 Library employees at the Faulk Library and the 17 Library employees at the Austin History Center next door.

- There are an additional 50 city-metered spaces adjacent to the Faulk Library, and 3 city-metered spaces on Guadalupe (across the street from the Library).

3) The 45 employees at the Faulk Library include 21 existing Library employees, plus 24 Innovation/CTM employees who relocated from City Hall in November 2017.

- The 21 Library employees share the 25 staff spaces with the 17 employees of the Austin History Center; the remaining 13 Library employees use parking passes to park at city-metered spaces. Through November 2017, the City leased 110 spaces at the 700 Lavaca Garage for these and other Library employees.

- The 24 Innovation/CTM employees have used parking passes to park at city-metered spaces since moving to the Faulk Library in November 2017.

4) In order to determine the cost impact of this change, we need to do a detailed analysis that looks at the number of people that will be riding the shuttle, whether they will be picked up at one of the existing locations or at a new location and the expectation for pickup (i.e. the number or passengers for pickup at one time). Since our current shuttle only transports 15 passengers at a time, we may have to purchase additional vehicles and hire additional shuttle drivers. We also need to know the length of time for the additional stop (i.e., will this be for a short term or a permanent stop).

This type of analysis takes time and coordination. The COA Shuttle route currently runs from One Texas Center (OTC) to City Hall (CH) and to Austin Transportation Department at the Lower Colorado River Authority location (ATD) and back along the same route in reverse. In the interim, we could include the Faulk Library location in the current route after City Hall provided that employees using the Shuttle are parked at City Hall, One Texas Center, ATD/LCRA or at another location along the existing route. If they park at City Hall, that will add an additional 16 city blocks and approximately 15 to 20 minutes to the time for the overall route. This will increase wait and travel time for the current riders.

- 14. Agenda Item #14:** Authorize the negotiation and execution of a 72 month lease agreement with one option to extend for an additional six years, for approximately 25,137 square feet of office space for the Austin Transportation Department with Barton Oaks Plaza V, LP, a Texas Limited Partnership, located at Barton Oaks Plaza V, 901 South Mopac Expressway, Suite 300 in an amount not to exceed \$6,890,303.07.

QUESTION: 1) What is the total amount of square footage of office space that the city leases annually across all departments? 2) What is the total amount of money spent annually on leased office space across all departments? 3) What is the policy or practice that determines when a department leases office space rather than purchasing or building office space that would be owned and maintained by the city?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

- 1) Total square footage of lease office space 210,027.
- 2) Total annual \$4,792,174.30.
- 3) Requests for department space needs go through the Strategic Facilities Governance Team (SFGT). Criteria involved in the process include the program that needs the space, length of time needed, location needs, type of property needed (i.e., warehouse vs. office), and availability of properties to lease vs. purchase. The immediacy in which the client department needs space is the biggest driver. Those departments with immediate need will likely go into lease space due to time constraints. Moving forward, replacing facility needs with the Planning Development Center (PDC) model will be the practice. In the meantime, SFGT looks at lease space for most client needs.

- 21. Agenda Item #21:** Authorize negotiation and execution of a contract through the Texas Multiple Award Schedule cooperative purchase program with Red Wing Brands of America, Inc., to provide safety footwear and work boots, for up to 53 months for a total contract amount not to exceed \$1,598,979.

QUESTION: Please provide the planned yearly spend for each year of the contract.  
COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Please see the chart below for the planned yearly spend for the Citywide Red Wing Safety Shoes.

Contract Term	Length of Term	Total
May 2018 - Sept. 2018	5 months	\$ 143,000
Oct. 2018 - Sept. 2019	12 months	\$ 363,995
Oct. 2019 - Sept. 2020	12 months	\$ 363,995
Oct. 2020 - Sept. 2021	12 months	\$ 363,995
Oct. 2021 - Sept. 2022	12 months	\$ 363,994
	53 months	\$1,598,979

- 22. Agenda Item #22:** Authorize award and execution of two multi-term contracts with PVS Technologies Inc. and FSTI Inc., to provide sodium hypochlorite, for up to five years for total contract amounts not to exceed \$4,883,750 divided between the contractors.

QUESTION: Is there a higher instance of E.coli for some reason, or is it just a different/better purification method via hypochlorite content?  
COUNCIL MEMBER GARZA'S OFFICE

ANSWER:

There can be a number of reasons for higher instances of E.coli. One of which is a nitrification process upset called "nitrite lock" which yields higher than normal amounts of nitrite compounds. These nitrites consume enormous amounts of chlorine (sodium hypochlorite) and thus not leaving enough chlorine in the wastewater to adequately disinfect and kill the E.coli bacteria. The "nitrite lock" could be caused by toxic compounds that get dumped into the collection system that convey wastewater to the treatment plant.



Another possible cause is not providing enough detention time to allow the chlorine to adequately disinfect and kill the E.coli bacteria. Typically, a 20-minute detention time is required for adequate disinfection. When higher than normal flows are conveyed to the treatment plant (for example in a rain event), the detention time could be reduced and therefore increase the risk for higher E.coli bacteria levels. This risk is typically mitigated by putting another chlorine contact basin online to handle the additional flow..

- 27. Agenda Item #27:** Approve an ordinance amending City Code Chapter 14-9, (Traffic or Sidewalk Obstructions) to expand the types of acts that are prohibited; creating a City-wide services license; and declaring an emergency.

QUESTION: Please provide detail on how the fee structure was determined.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The fee structure of \$30/unit for the term of the permit was determined by estimating costs to provide two critical components of a dockless mobility management system: (1) Staff time to manage and evaluate the terms of the program including field inspection and monitoring, data management and permit processing; (2) The ability to establish designated parking areas that offer a predictable place for people to leave devices such as bicycles and electric-assist scooters that do not obstruct the sidewalk or otherwise cause a public nuisance. This fee was compared with other similar fees and well as a survey of peer cities with similar programs and found to be a reasonable estimate. The \$30/unit fee is the only fee proposed in association with the dockless mobility program at this time. The fee was approved by Council on February 1st, 2018 under Ordinance 20180201-058. This fee does not include fines or costs associated with impoundment of units found to be violating the terms of the permit. ATD will track costs associated with the program to determine if the estimate is accurate. As with all permit fees, this fee will be evaluated on an annual basis and may be adjusted in order to recover costs for administering the program. Additional fees for permit processing may be developed in the future.

QUESTION: 1) Provide what information you have gathered from your recent community conversations? 2) Provide your community engagement results by location of meeting or district? 3) What other groups, organizations or community members did you engage so far aside from your larger community conversations?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

1) Please find the summary of all community feedback received to date in the attached report. This is a preliminary report. Additional outreach will continue through this week and into the summer, to include a community survey.

2) Results were not tracked by location of meeting or district. Community engagement has been hosted at three events in central, north and east Austin as follows:

- Central Austin Community Forum
    - Central Library at 710 W. Cesar Chavez St., Wednesday, April 4th (District 9)
  - North Austin Listening Session
    - Yarbrough Library at 2200 Hancock Drive, Monday, April 10th (District 7)
  - East Austin Listening Session
    - Willie Mae Kirk Library at 3101 Oak Springs Drive, Monday, April 16th (District 1)
- Upcoming public engagement includes:
- "Dockless Mobility in the Downtown Environment": An opportunity to learn more about the

- Seattle and Dallas experience and hear from our downtown stakeholders.
    - Virtual Open House - Friday, April 27th 9-11am (All Districts)
  - South Austin Listening Session
    - Twin Oaks Library at 1800 S. 5th St., Saturday, April 28th 2:30-4pm (District 5)
  - Earth Day ATX Listening Sessions
    - Huston-Tillotson University at 900 Chicon, Sunday, April 29th 12-7pm (District 1)
- 3) Aside from briefings to the Urban Transportation Commission, the Downtown Commission, the Bicycle Advisory Council, the Pedestrian Advisory Council, postings on Next Door and emails to key stakeholder groups including neighborhood contact teams and merchants associations supported by the Economic Development Department, a total of 162 organizations were contacted and encouraged to participate in the public engagement process. These organizations are listed below.

The Council Work Session of April 24th, 2018 included discussion of a few key groups that had been identified at the Council meeting of February 1st, 2018 during which Council took action to authorize a pilot program. Among the groups Council has asked ATD to work with specifically included the East 12th Street Merchants Association, the Manor Road Merchants Association, Capital Metropolitan Transportation Authority, the Downtown Austin Neighborhood Association (DANA) and the Downtown Austin Alliance (DAA). ATD can confirm that all five organizations were contacted and several have been actively participating in the public engagement process. The East 12th Street Merchants Association asked for additional follow up to share the public engagement opportunities information with their members. Capital Metro participated in a peer city exchange hosted by ATD that brought counterparts from over 30 other cities to Austin to work on best practice in the management and regulation of dockless mobility. ATD and DAA have been coordinating to co-host a virtual open house with the Downtown Austin Alliance on Friday, April 27th from 9-11am featuring the dockless mobility experience as shared by Austin's counterparts in Dallas and Seattle along with a question and answer session with ATD and DAA staff. As well, ATD will attend the April meeting of the DAA's Mobility Committee to listen to feedback and answer questions.

LIST OF COMMUNITY ORGANIZATIONS INVITED TO BE A PART OF THE DOCKLESS MOBILITY PROCESS

- 2222 Coalition of Neighborhood Associations, Inc.
- Sixth Street Austin Association
- ADAPT
- A.N.T Artists and Neighbors Together
- African American Cultural Heritage District Business Association
- Allandale Neighborhood Association
- Armadillo Park Neighborhood Association
- Austin City Lofts Neighborhood Association
- Austin Heights Neighborhood Assn.
- Austin Independent School District
- Austin InnerCity Alliance
- Austin Neighborhoods Council
- AustinRAMP
- Barton Hills-Horseshoe Bend
- Barton Hills Neighborhood Association
- Barton Oaks Neighborhood Association

- Barton View Neighborhood Assn.
- Bike Austin
- Bike Texas
- Black Improvement Association
- Blackland Neighborhood Assn.
- Bouldin Creek Neighborhood Association
- Brentwood Neighborhood Assn.
- Bryker Woods Neighborhood Assn.
- Buena Vista Neighborhood Association
- Capital Metropolitan Transportation Authority
- Caswell Heights Neighborhood Association
- Catellus
- Central Austin Concerned Architects
- Clarksville Community Development Corp
- Concordia Neighborhood Association
- Crestview Commons
- Crestview Neighborhood Assn.
- Davis-Thompson
- Dawson Neighborhood Association
- Dawson Neighborhood Organization
- Delwood II Neighborhood Organization
- Downtown Austin Alliance
- Downtown Austin Neighborhood Assn. (DANA)
- East 12th Street Merchants Association
- East Austin Conservancy
- E. Cesar Chavez District
- East Cesar Chavez Neighborhood Association
- East Town Lake Citizens Neighborhood Org.
- Eastfield Neighborhood Association
- Eastwoods Neighborhood Association
- Ebony Acres
- El Concilio Mexican-American Neighborhoods
- Festival Beach Community Garden
- Foster Heights Neighborhood Association
- Friendly Fiends of Haskell Street
- Friends & Lovers of Willowbrook Reach
- Friends of Austin Neighborhoods
- Friends of Blue Bonnet Hills
- Friends of Heritage
- Friends of Hyde Park
- Friends of Mount Bonnell
- Friends of North Shoal Creek
- Friends of Northeast Austin
- Friends of Patterson Park
- Friends of Rainey Street Historic District
- Friends of Riverside Neighborhood Association

- Friends of Sparky Park
- Friends of The Grove
- Friends of Williams Elementary
- Friends of Zilker
- Friends of the Emma Barrientos MACC
- GO Austin/VAMOS Austin (GAVA)
- Galindo Elementary Neighborhood Assn.
- Gardens Neighborhood Assn. (The)
- Ghisallo Cycling Initiative
- Govalle Neighborhood Association
- Guadalupe IBIZ District
- HABLAS
- Hancock Neighborhood Assn.
- Heritage Neighborhood Association
- Highland Neighborhood Association
- Highland Park West Balcones Area Neighborhood Assn.
- Historic Austin Neighborhood Association
- Hog Pen Neighborhood Association
- Holly Neighborhood Coalition
- Homeless Neighborhood Association
- Homewood Heights Neighborhood Association
- Housing Authority of Central Austin
- Hyde Park Neighborhood Assn
- J.J. Seabrook Neighborhood Assn.
- Jackie Robinson Acres
- Kealing Neighborhood Association
- Lake Austin Collective
- Manor Road Merchants Association
- Martin Luther King, Jr. Neighborhood Association
- McKinley Heights Neighborhood Association
- Midtown Neighborhood Association
- Montopolis Community Alliance
- Montopolis Neighborhood Association
- Movability
- Mueller Community Associations
- Mueller Neighborhood Association
- My Guadalupe
- Neighborhood Empowerment Foundation
- North Loop IBIZ District
- North Loop Neighborhood Association
- North Shoal Creek Neighborhood Assn.
- North University Neighborhood Assn.
- Oakmont Heights Neighborhood Assn.
- Oakwood Neighborhood Association
- Old Austin Neighborhood Association
- Old Enfield Homeowners Assn.

- Old Pecan Street Assn.
- Old West Austin Neighborhood Assn.
- Organization of Central East Austin Neighborhoods
- Original West University Neigh Assoc. (The)
- Pease Neighborhood Association
- Pease Park Conservancy
- Pedernales Neighborhood Association
- Pemberton Heights Neighborhood Association
- Preservation Austin
- Rainey Neighbors Association, Inc
- Red River Merchants Association
- Ridgelea Neighborhood Assn.
- Ridgetop Neighborhood Association
- Riverside Farms Road Neighborhood Assn.
- Robertson Hill Neighborhood Association
- Rocky Mountain Institute
- Rosedale Neighborhood Assn.
- Rosewood Glen Oaks Neighborhood Association
- Save Barton Creek Assn
- Save Our Springs Alliance
- Schieffer/

#### Willowbrook

- Shoal Creek Conservancy
- Shoal Crest Neighborhood Assn
- Skyview Neighborhood Assn.
- South Congress Merchants Association
- South Lakeshore Neighborhood Association
- South River City Citizens Assn
- Springdale-Airport Neighborhood Association
- Swede Hill Neighborhood Association
- Tarrytown Neighborhood Association
- Tejana Bilingual Community
- The Trail Foundation
- The Midtown Alliance
- Tillery Square Neighborhood Assoc
- Town Lake Neighborhood Association
- United East Austin Coalition
- University Area Partners
- University Hills Neighborhood Assn.
- University of Texas at Austin
- UT Bike Alliance
- Vargas Neighborhood Association
- Vasquez Fields Neighborhood Association
- Waller Creek Conservancy
- West Austin Neighborhood Group
- Willow Spence Historic District Neighborhood Ass.
- Wilshire Wood-Delwood I Neigh. Assn.

- Windsor Park Neighborhood Assn.
- Windsor Park--Pecan Springs Heritage NA
- Zilker Neighborhood Assn.

QUESTION: 1) Please discuss the technology governing maximum speeds on dockless scooters and some of the related policy implications. 2) Please discuss the safety implications of allowing dockless scooters in different parts of the right-of-way (sidewalk vs. bike lanes vs. roadways). 3) Please discuss ATD's considerations when deciding how to set their permit fees for dockless scooters. 4) Please discuss if there is a penalty envisioned for abandoned dockless scooters, dockless scooters that are parked inappropriately, or violations of any rules that the city adopts (and how would that penalty be assessed).

COUNCIL MEMBER POOL'S OFFICE

ANSWER:

*1) Please discuss the technology governing maximum speeds on dockless scooters and some of the related policy implications.*

Currently state law and City Code define an electric personal assistive mobility device as having an electric propulsion system with an average power of 750 watts or one horse power, which when operated on a flat, level surface limits the speed to 20 mph.

Generally speaking, in order to preserve the safety and comfort of the pedestrian realm, the speed of any mobility device using this space should be at or close to walking speed.

Use of electric-assist vehicles that are capable of higher speeds of up to 20mph need to include education of the user to practice yielding to the slower, more vulnerable user.

ATD proposes a Dockless Mobility Code of Ethics that would be integrated with the app interface and provided on signage at designated parking locations that emphasize the importance of yielding to the more vulnerable user in contexts where speed differential is likely to create conflict.

*2) Please discuss the safety implications of allowing dockless scooters in different parts of the right-of-way (sidewalk vs. bike lanes vs. roadways).*

Under Chapter 551 of the Texas Transportation Code, electric-assist scooters and bicycles are defined similarly, which allows for use on sidewalks, bike lanes and roads at or less than 30 mph. Generally speaking, from a safety and comfort perspective, separated facilities are preferred for people walking and bicycling or in a low speed electric-assist vehicle of a similar profile to a bicycle. Where space must be shared, deferring to the more vulnerable user is necessary (e.g. people on bicycles yield to people walking, people driving yield to people walking and bicycling). The electric-assist scooters contemplated for the dockless mobility program have a similar profile to a bicycle, (i.e. narrow) thus should be able to share bicycle lanes. Vehicles that are larger than the profile of a scooter, such as a moped or motorbike, would begin to degrade the quality and comfort of bicycle lanes and should be considered carefully if such devices seek entry into this program.

ATD recommends establishing a universal sidewalk and bicycle lane use policy that requires safe speeds and safe passing. For sidewalks, passing interactions would be required to happen at a safe distance and safe speed that preserves the comfort of the walking environment. For bicycle lanes, passing interactions would be required to happen at a safe distance and safe speed that preserves the comfort of the bicycle environment. In defining this policy, further work would be needed to define comfort for all ages and abilities.

*3) Please discuss ATD's considerations when deciding how to set their permit fees for dockless*

scooters.

The fee structure of \$30/unit for the term of the permit was determined by estimating costs to provide two critical components of a dockless mobility management system: (1) Staff time to manage and evaluate the terms of the program including field inspection and monitoring, enforcement, data management and permit processing; (2) The ability to establish designated parking areas that offer a predictable place for people to leave devices such as bicycles and electric-assist scooters that do not obstruct the sidewalk or otherwise cause a public nuisance. This fee was compared with other similar City of Austin fees as well as by a survey of peer cities with similar programs and found to be a reasonable estimate. The \$30/unit fee is the only fee proposed in association with the dockless mobility program at this time. The fee was approved by Council on February 1st, 2018 under Ordinance 20180201-058. This fee does not include fines or costs associated with impoundment of units found to be violating the terms of the permit. Impoundment fees are already established in Title 9 (Section 9-1-2) punishable by a fine not to exceed \$200.

ATD will track costs associated with the program to determine if the estimate is accurate. As with all permit fees, this fee will be evaluated on an annual basis and may be adjusted in order to recover costs for administering the program. Additional fees for permit processing may be developed in the future.

*4) Please discuss if there is a penalty envisioned for abandoned dockless scooters, dockless scooters that are parked inappropriately, or violations of any rules that the city adopts (and how would that penalty be assessed).*

Staff will enforce through impoundment. Impoundment fees are already established in Title 9 (Section 9-1-2) punishable by a fine not to exceed \$200. A separate citation process has not been defined at this time.

- 48. Agenda Item #48:** Approve an ordinance amending City Code Chapter 2-1-206 relating to the Joint Sustainability Committee bylaws.

QUESTION: What districts do the members of the Joint Sustainability Committee represent?  
COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

**Joint Sustainability Committee appointments by District:**

Nhat Ho | Waste and Wastewater Commission - Garza (District 2)  
Kaiba White | Resource Management Commission - Garza (District 2)  
Kathleen Coyle | Environmental Commission - Flannigan (District 6)  
Blythe Christopher de Orive | Zero Waste Advisory Commission - Flannigan (District 6)  
Francoise Luca | Parks & Recreation Board - Pool (District 7)  
Kelly Davis | Urban Transportation Commission - Pool (District 7)  
Michael Osborne | Electric Utility Commission - Tovo (District 9)  
Patricia Seeger | Planning Commission - Alter (District 10)  
Holt Lackey | Economic Prosperity Commission - Alter (District 10)  
Adrienne Haschke | Austin-Travis County Food Policy Board - Mayor Adler  
Fisayo Fadelu | Community Development Commission - Mayor Adler  
Sabrina Joplin - At large appointee (Open Space and Environment Council Committee)  
Joep Mejier - At large appointee (Open Space and Environment Council Committee)  
Jim Walker - At large appointee (Open Space and Environment Council Committee)

Districts not represented: 1, 3, 4, 5, 8.

- 63. Agenda Item #63:** C14-2017-0149 - Rezoning of 5521 Springdale Road- District 1 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 5521 Springdale Road (Little Walnut Creek Watershed) from community commercial-neighborhood plan (GR-NP) combining district zoning to community commercial-mixed use-neighborhood plan (GR-MU-NP) combining district zoning. Staff Recommendation: To grant community commercial-mixed use-neighborhood plan (GR-MU-NP) combining district zoning.

QUESTION:

Have we ever been able to require via a zoning case that a parkland dedication fee for a specific project be put toward construction of a playscape on public parkland that they (the private developer/ property manager) maintain for a certain number of years?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Parkland dedication fee in lieu cannot be used for construction of park equipment or maintenance of parkland. City Code section 25-1-607(B)(1) limits the use of the funds to acquiring a property interest in parkland.

- 76. Agenda Item #76:** C14-2017-0132 - 4515 South Congress Rezoning - District 3 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 4515 South Congress Avenue and 134 Sheraton Avenue (Williamson Creek Watershed). Applicant's Request: To rezone from general commercial services-mixed use-neighborhood plan (CS-MU-NP) combining district zoning and general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) combining district zoning to general commercial services-mixed use-vertical mixed use building-neighborhood plan (CS-MU-V-NP) combining district zoning. Staff Recommendation: To grant general commercial services-mixed use-vertical mixed use building-conditional overlay-neighborhood plan (CS-MU-V-CO-NP) combining district zoning. Planning Commission Recommendation: To grant general commercial services-mixed use-vertical mixed use building-conditional overlay-neighborhood plan (CS-MU-V-CO-NP) combining district zoning. Owner: Life Storage LP (Michael J. Rogers). Applicant: LEMCO Holdings, LLC (David Cox). Agent: Armbrust & Brown, PLLC (Michael Whellan). City Staff: Wendy Rhoades, 512-974-7719.

QUESTION: The staff report indicates that 10% of the units must be set aside for households earning no more than 80% of the current MFI (\$62,250) for a period of 40 years. What does the \$62,250 represent? What would the income requirements be for a single person household to qualify for the income restricted units?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The \$62,250 is the income limit for 80% MFI for a 4 person household, based on 2016. The June 2017 (current) data for 80% MFI for a 4 person household is \$65,100. The backup will be corrected to show this updated information.

For a single person, the current income limit for 80% MFI is \$45,600. As information, the current income limit for 80% MFI for a 2 person household is \$52,100 and for a 3 person household it's \$58,600.

A link to the 2017 HOME & CBDG Program Income Limits chart is below:

<https://www.austintexas.gov/sites/default/files/files/HOME->



- 77 & 78.** **Agenda Item #77 and 78:** Conduct a public hearing and consider an ordinance renaming 'Jeff Davis Avenue' to 'Will Holland Avenue' or other name. Conduct a public hearing and consider an ordinance renaming 'Robert E. Lee Road' to 'Azie Taylor Morton Road' or other name.

QUESTION:

What is the process to be followed following Council action on the two street name changes?

ASKED AT WORK SESSION

ANSWER:

See attachment.

- 90.** **Agenda Item #90:** Adopt a citizen-initiated ordinance, supported by a petition certified sufficient on April 23, to amend the City Code, relating to comprehensive revisions of the Land Development Code.

QUESTION: The Planning Department has indicated that valid petition rights under state law do not apply to the zoning changes that would occur through CodeNEXT. What is the legal rationale for this determination? The Planning Department has indicated that property owners adjacent to unzoned properties do not have valid petition rights under state law in relation to the unzoned property. What is the legal rationale for this determination?

COUNCIL MEMBER POOL'S OFFICE

ANSWER:

The Law department will respond to this question separately.



## Recommendation for Action

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**File #:** 18-1955, **Agenda Item #:** 2.

4/26/2018

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### **Agenda Item**

**Agenda Item #2:** Authorize the negotiation and execution of an agreement with the River Place Golf Group, LP, regarding the provision of service to the River Place Golf Course, and the conveyance of a raw water system and treated wastewater effluent pond to the River Place Golf Group, LP.

**QUESTION:** What is the cost of the new effluent pond liner?

COUNCIL MEMBER ALTER'S OFFICE

**ANSWER:**

During the reading of the agenda, staff will recommend that this item will be withdrawn indefinitely. The proposed transaction will not occur between River Place Golf Group and the City.



## Recommendation for Action

**File #: 18-1970, Agenda Item #: 8.**

4/26/2018

### Agenda Item

**Agenda Item #8:** Approve an ordinance amending City Code Chapter 9-2 relating to decibel limits and hours to operate sound equipment at outdoor music venues located in the area between 7th and 12th Streets and between Trinity Street and Waller Creek (also known as the Red River Cultural District).

**QUESTION:** Please provide a breakdown of the crime statistics that occurred in the Red River Cultural District during the pilot period, particularly the specific type of crimes that were committed and at what hour of the day they were committed. Please also provide an analysis of how these crime statistics compare to the crime statistics in the area prior to the pilot period.

MAYOR PRO TEM KATHIE TOVO'S OFFICE

### ANSWER:

Below is a breakdown of the data responsive to the pilot program area (700 to 1000 blocks of Red River and 600 block of East 7th Street and 100 foot radius around these selected streets) in the Red River Cultural District.

#### Red River Pilot Crime Data

##### Crime Data

##### Pilot Area - All Crimes; All Times

	2015	2016	2017
May	19	22	41
June	21	17	41
July	19	22	46
Aug	17	20	23
Sep	17	22	32
Oct	21	32	21
Nov	14	31	22
Dec	26	24	14
	154	190	240
# increase			36 50
% increase			23% 26%

##### Pilot Area -All Crimes; Thur-Sun, 11pm-3am

	2015	2016	2017
May	5	10	7
June	1	3	5
July	6	3	10
Aug	4	1	8
Sep	0	3	8

Oct	3	6	4
Nov	5	4	3
Dec	5	7	1
	29	37	46
# increase		8	9
% increase		28%	24%

#### Crime Data Analysis

##### Pilot Area - All Crimes; Times

- Shows a steady increase from 2015-2017
- Up 36 from 2015 to 2016
- Up 50 from 2016 to 2017 (This represents 6.25 more calls a month during the May-Dec reporting period compared to last year.)

##### Pilot Area - All Crimes; Thur-Sun, 11pm-3am

- Shows an increase from 2015-2017, but the rate of increase slowed from 2016-2017
- Of the increase of 50 incidents from 2016 to 2017 during all times of day, 9 of those occurred during the 11p-3am time period on Thurs-Sun
  - This represents 1.125 more calls a month during the May-Dec reporting period compared to last year.

QUESTION: Please share the results/report from the stakeholder outreach and engagement process.

COUNCIL MEMBER ALTER'S OFFICE

#### ANSWER:

The stakeholder engagement activities related to the Red River Pilot Program below reflect stakeholders informed by Ordinance 20170126-019.

#### **Red River Cultural District Extended Hours Pilot Program Stakeholder Engagement and Outreach Report**

##### Neighborhood meetings:

###### North University Neighborhood Association:

- 2/13/17 - Pre-pilot intro at association neighborhood meeting
- Participated in 3 focus groups

###### Downtown Austin Neighborhood Association:

- 2/23/17 - Pre-pilot intro at association neighborhood meeting
- Participated in 3 focus groups

###### Austin Neighborhood Council:

- 3/9/17 - Pre-pilot intro meeting with four ANC reps
- Participated in 3 focus groups

###### Hancock Neighborhood Association:

- 3/15/17 - Pre-pilot intro at association neighborhood meeting
- 2/27/18 - Update meeting with neighborhood assoc. rep

Eastwoods Neighborhood Association:

- Declined a pre-pilot meeting, emailed materials
- 2/27/18 - Update meeting with neighborhood assoc. rep

Hyde Park Neighborhood Association:

- 3/3/17 - Pre-pilot intro at association neighborhood meeting
- 3/1/18 - Update meeting with neighborhood assoc. rep

Friends of Hyde Park

- 10/17 - Update on pilot via email
- 3/18 - Update on pilot via email

Neighborhood Stakeholder Open House:

- 6/13/17 - at the Griffin School

Neighborhood Outreach Emails and Surveys:

- 5/4/17 - Next Door Post - Intro and Resident stakeholder email sign up
- 9/27/17 - Next Door Post - Update and Survey
- 3/7/18 - Next Door Post - Update and Survey

Neighborhood & Venue Representatives Focus Group Meetings:

- 10/4/17
- 11/6/17
- 2/13/18

Waller Creek Conservancy:

- 3/9/17
- 3/20/17
- 10/5/17

Red River Merchants Meeting:

- 4/27/17
- Oct 2017

Red River Pilot Venue Meetings:

- 2/22/17
- 3/1/17
- 4/12/17
- 5/3/17

Hotel and Beverly meetings:

Hyatt House, Hotel Indigo, The Beverly

- 2/22/17 - pre-pilot intro meeting
- 10/16/17 - email follow up seeking feedback and check in meetings

Hyatt House

- 12/6/17
- 3/5/18

Hotel Indigo

- Declined earlier check in meetings
- 3/6/18

Music Commission Meeting Updates

- 11/6/17
- 10/2/17
- 5/1/17 - discussed during staff briefing

City Council Meeting Update and Pilot Extension

- 10/19/17

Written reports to Music Commission and City Council

- 8/23/17
- 3/7/18

ATX Talks Panel on Red River Pilot

- 5/30/17

## **Stakeholder Feedback**

### Neighborhood Resident and Venue Focus Groups

Several key themes that were identified through stakeholder feedback and focus group discussions between both venues and residents that can help support both venue sustainability and residential quality of life and lead to better outcomes for both.

The key themes include:

- Continue and formalize communication and relationships between venues and residents, work collaboratively to understand each other's needs and resolve issues, and encourage mutual accountability
- City staff to continue monitoring for compliance, investigating issues, gathering data and finding solutions.

## **Neighborhood Survey Results**

### **Survey #1 - October, 2017**

#### **28 Responses**

Hyde Park - 10  
Hancock - 7  
Downtown - 5  
North University - 4  
Eastwoods - 1  
Other - 1

*Have you been disturbed in the past by amplified music in your neighborhood that you attribute to downtown venues?*

No - 13

*Since the pilot began the disturbance has:*

Not changed - 13

Yes - 15

*Since the pilot began the disturbance has:*

Improved - 5

Not changed - 5

Worsened - 4

*Have you called the Red River Pilot Hotline Phone or 311 to report a complaint related to amplified music in your neighborhood that you attribute to downtown music venues?*

No - 24

Yes - 4

**Survey #2 - March 2018**

Hyde Park - 5

Hancock - 7

Downtown - 7

North University - 1

Eastwoods - 3

Other - 0

*Have you been disturbed in the past by amplified music in your neighborhood that you attribute to downtown venues?*

No - 10

*Since the pilot began the disturbance has:*

Not changed - 10

Yes - 13

*Since the pilot began the disturbance has:*

Improved - 4

Not changed - 7

Worsened - 1

*Have you called the Red River Pilot Hotline Phone or 311 to report a complaint related to amplified music in your neighborhood that you attribute to downtown music venues?*

No - 20

Yes - 3

*Do you think the draft recommendations are on the right track?*

Yes - 14

No - 2

Unsure - 8.





## Recommendation for Action

**File #: 18-1963, Agenda Item #: 12.**

**4/26/2018**

### Agenda Item

**Agenda Item #12:** Authorize negotiation and execution of a 17-month license agreement, with a 12-month extension option, with TRAVIS COUNTY for the use of 45 parking spaces for the Office of Innovation, the Communication and Technology Management Department, and the Austin Public Library within the 700 Lavaca Garage, located at 316 West 8th Street, in an amount not to exceed \$195,750.00 (District 9).

QUESTION: A market rent study was not conducted to examine these costs. When was our last market rent study done for downtown parking costs for a contract like this and what were the results?

COUNCIL MEMBER ALTER'S OFFICE

### ANSWER:

February 2017 a third party appraiser prepared a survey of 27 parking garages located in the Central Business District. Unreserved spaces \$150 to \$210 with an average rate of \$185. Reserved spaces \$200 to \$300 with an average rate of \$254.

### QUESTION:

- 1) How many City Staff work at the Faulk Library, please provide a break down per department.
- 2) How many parking spaces does the City currently own on site at the Faulk Library or adjacent to the Faulk Library. Please provide breakdown including city-metered on-street parking.
- 3) Are these employees new to the Faulk Library? If these employees are not new to the Faulk Library, where do they currently office and park?
- 4) How much would it cost to add the Faulk Library to the existing City Employee Shuttle Route that connects City Hall to other City Facilities?

COUNCIL MEMBER FLANNIGAN'S OFFICE

### ANSWER:

- 1) 45 Total Employees work at the Faulk Library (12 Innovation, 12 CTM, and 21 Library employees).
- 2) There are 111 total parking spaces (25 staff spaces, 83 city-metered spaces, and 3 accessible spaces) at the Faulk Library or adjacent to the Faulk Library.
  - There are currently 58 spaces (25 staff spaces, 30 city-metered spaces, and 3 accessible spaces) in the City parking lot to the north of the Faulk Library. The 25 staff spaces are shared between the 21 Library employees at the Faulk Library and the 17 Library employees at the Austin History Center next door.
  - There are an additional 50 city-metered spaces adjacent to the Faulk Library, and 3 city-metered spaces on Guadalupe (across the street from the Library).
- 3) The 45 employees at the Faulk Library include 21 existing Library employees, plus 24 Innovation/CTM employees who relocated from City Hall in November 2017.
  - The 21 Library employees share the 25 staff spaces with the 17 employees of the Austin History Center; the remaining 13 Library employees use parking passes to park at city-metered spaces. Through November 2017,

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the City leased 110 spaces at the 700 Lavaca Garage for these and other Library employees.

- The 24 Innovation/CTM employees have used parking passes to park at city-metered spaces since moving to the Faulk Library in November 2017.

4) In order to determine the cost impact of this change, we need to do a detailed analysis that looks at the number of people that will be riding the shuttle, whether they will be picked up at one of the existing locations or at a new location and the expectation for pickup (i.e. the number of passengers for pickup at one time). Since our current shuttle only transports 15 passengers at a time, we may have to purchase additional vehicles and hire additional shuttle drivers. We also need to know the length of time for the additional stop (i.e., will this be for a short term or a permanent stop).

This type of analysis takes time and coordination. The COA Shuttle route currently runs from One Texas Center (OTC) to City Hall (CH) and to Austin Transportation Department at the Lower Colorado River Authority location (ATD) and back along the same route in reverse. In the interim, we could include the Faulk Library location in the current route after City Hall provided that employees using the Shuttle are parked at City Hall, One Texas Center, ATD/LCRA or at another location along the existing route. If they park at City Hall, that will add an additional 16 city blocks and approximately 15 to 20 minutes to the time for the overall route. This will increase wait and travel time for the current riders.



## Recommendation for Action

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**File #: 18-1965, Agenda Item #: 14.**

4/26/2018

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### **Agenda Item**

**Agenda Item #14:** Authorize the negotiation and execution of a 72 month lease agreement with one option to extend for an additional six years, for approximately 25,137 square feet of office space for the Austin Transportation Department with Barton Oaks Plaza V, LP, a Texas Limited Partnership, located at Barton Oaks Plaza V, 901 South Mopac Expressway, Suite 300 in an amount not to exceed \$6,890,303.07.

**QUESTION:** 1) What is the total amount of square footage of office space that the city leases annually across all departments? 2) What is the total amount of money spent annually on leased office space across all departments? 3) What is the policy or practice that determines when a department leases office space rather than purchasing or building office space that would be owned and maintained by the city?

COUNCIL MEMBER ALTER'S OFFICE

### **ANSWER:**

1) Total square footage of lease office space 210,027.

2) Total annual \$4,792,174.30.

3) Requests for department space needs go through the Strategic Facilities Governance Team (SFGT). Criteria involved in the process include the program that needs the space, length of time needed, location needs, type of property needed (i.e., warehouse vs. office), and availability of properties to lease vs. purchase. The immediacy in which the client department needs space is the biggest driver. Those departments with immediate need will likely go into lease space due to time constraints. Moving forward, replacing facility needs with the Planning Development Center (PDC) model will be the practice. In the meantime, SFGT looks at lease space for most client needs.



## Recommendation for Action

**File #:** 18-1994, **Agenda Item #:** 21.

4/26/2018

### Agenda Item

**Agenda Item #21:** Authorize negotiation and execution of a contract through the Texas Multiple Award Schedule cooperative purchase program with Red Wing Brands of America, Inc., to provide safety footwear and work boots, for up to 53 months for a total contract amount not to exceed \$1,598,979.

QUESTION: Please provide the planned yearly spend for each year of the contract.

COUNCIL MEMBER ALTER'S OFFICE

### ANSWER:

Please see the chart below for the planned yearly spend for the Citywide Red Wing Safety Shoes.

Contract Term	Length of Term	Total
May 2018 - Sept. 2018	5 months	\$ 143,000
Oct. 2018 - Sept. 2019	12 months	\$ 363,995
Oct. 2019 - Sept. 2020	12 months	\$ 363,995
Oct. 2020 - Sept. 2021	12 months	\$ 363,995
Oct. 2021 - Sept. 2022	12 months	\$ 363,994
	53 months	\$1,598,979



## Recommendation for Action

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**File #: 18-1998, Agenda Item #: 22.**

4/26/2018

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### **Agenda Item**

**Agenda Item #22:** Authorize award and execution of two multi-term contracts with PVS Technologies Inc. and FSTI Inc., to provide sodium hypochlorite, for up to five years for total contract amounts not to exceed \$4,883,750 divided between the contractors.

**QUESTION:** Is there a higher instance of E.coli for some reason, or is it just a different/better purification method via hypochlorite content?

COUNCIL MEMBER GARZA'S OFFICE

**ANSWER:**

There can be a number of reasons for higher instances of E.coli. One of which is a nitrification process upset called "nitrite lock" which yields higher than normal amounts of nitrite compounds. These nitrites consume enormous amounts of chlorine (sodium hypochlorite) and thus not leaving enough chlorine in the wastewater to adequately disinfect and kill the E.coli bacteria. The "nitrite lock" could be caused by toxic compounds that get dumped into the collection system that convey wastewater to the treatment plant.

Another possible cause is not providing enough detention time to allow the chlorine to adequately disinfect and kill the E.coli bacteria. Typically, a 20-minute detention time is required for adequate disinfection. When higher than normal flows are conveyed to the treatment plant (for example in a rain event), the detention time could be reduced and therefore increase the risk for higher E.coli bacteria levels. This risk is typically mitigated by putting another chlorine contact basin online to handle the additional flow..



## Recommendation for Action

**File #: 18-1995, Agenda Item #: 27.**

**4/26/2018**

### Agenda Item

**Agenda Item #27:** Approve an ordinance amending City Code Chapter 14-9, (Traffic or Sidewalk Obstructions) to expand the types of acts that are prohibited; creating a City-wide services license; and declaring an emergency.

QUESTION: Please provide detail on how the fee structure was determined.

COUNCIL MEMBER ALTER'S OFFICE

### ANSWER:

The fee structure of \$30/unit for the term of the permit was determined by estimating costs to provide two critical components of a dockless mobility management system: (1) Staff time to manage and evaluate the terms of the program including field inspection and monitoring, data management and permit processing; (2) The ability to establish designated parking areas that offer a predictable place for people to leave devices such as bicycles and electric-assist scooters that do not obstruct the sidewalk or otherwise cause a public nuisance. This fee was compared with other similar fees and well as a survey of peer cities with similar programs and found to be a reasonable estimate. The \$30/unit fee is the only fee proposed in association with the dockless mobility program at this time. The fee was approved by Council on February 1st, 2018 under Ordinance 20180201-058. This fee does not include fines or costs associated with impoundment of units found to be violating the terms of the permit. ATD will track costs associated with the program to determine if the estimate is accurate. As with all permit fees, this fee will be evaluated on an annual basis and may be adjusted in order to recover costs for administering the program. Additional fees for permit processing may be developed in the future.

QUESTION: 1) Provide what information you have gathered from your recent community conversations? 2) Provide your community engagement results by location of meeting or district? 3) What other groups, organizations or community members did you engage so far aside from your larger community conversations?

COUNCIL MEMBER HOUSTON'S OFFICE

### ANSWER:

1) Please find the summary of all community feedback received to date in the attached report. This is a preliminary report. Additional outreach will continue through this week and into the summer, to include a community survey.

2) Results were not tracked by location of meeting or district. Community engagement has been hosted at three events in central, north and east Austin as follows:

- Central Austin Community Forum
  - Central Library at 710 W. Cesar Chavez St., Wednesday, April 4th (District 9)
- North Austin Listening Session
  - Yarbrough Library at 2200 Hancock Drive, Monday, April 10th (District 7)
- East Austin Listening Session

- Willie Mae Kirk Library at 3101 Oak Springs Drive, Monday, April 16th (District 1)

Upcoming public engagement includes:

- “Dockless Mobility in the Downtown Environment”: An opportunity to learn more about the Seattle and Dallas experience and hear from our downtown stakeholders.
  - Virtual Open House - Friday, April 27th 9-11am (All Districts)
- South Austin Listening Session
  - Twin Oaks Library at 1800 S. 5th St., Saturday, April 28th 2:30-4pm (District 5)
- Earth Day ATX Listening Sessions
  - Huston-Tillotson University at 900 Chicon, Sunday, April 29th 12-7pm (District 1)

3) Aside from briefings to the Urban Transportation Commission, the Downtown Commission, the Bicycle Advisory Council, the Pedestrian Advisory Council, postings on Next Door and emails to key stakeholder groups including neighborhood contact teams and merchants associations supported by the Economic Development Department, a total of 162 organizations were contacted and encouraged to participate in the public engagement process. These organizations are listed below.

The Council Work Session of April 24<sup>th</sup>, 2018 included discussion of a few key groups that had been identified at the Council meeting of February 1<sup>st</sup>, 2018 during which Council took action to authorize a pilot program. Among the groups Council has asked ATD to work with specifically included the East 12<sup>th</sup> Street Merchants Association, the Manor Road Merchants Association, Capital Metropolitan Transportation Authority, the Downtown Austin Neighborhood Association (DANA) and the Downtown Austin Alliance (DAA). ATD can confirm that all five organizations were contacted and several have been actively participating in the public engagement process. The East 12<sup>th</sup> Street Merchants Association asked for additional follow up to share the public engagement opportunities information with their members. Capital Metro participated in a peer city exchange hosted by ATD that brought counterparts from over 30 other cities to Austin to work on best practice in the management and regulation of dockless mobility. ATD and DAA have been coordinating to co-host a virtual open house with the Downtown Austin Alliance on Friday, April 27<sup>th</sup> from 9-11am featuring the dockless mobility experience as shared by Austin’s counterparts in Dallas and Seattle along with a question and answer session with ATD and DAA staff. As well, ATD will attend the April meeting of the DAA’s Mobility Committee to listen to feedback and answer questions.

#### LIST OF COMMUNITY ORGANIZATIONS INVITED TO BE A PART OF THE DOCKLESS MOBILITY PROCESS

- 2222 Coalition of Neighborhood Associations, Inc.
- Sixth Street Austin Association
- ADAPT
- A.N.T Artists and Neighbors Together
- African American Cultural Heritage District Business Association

- Allandale Neighborhood Association
- Armadillo Park Neighborhood Association
- Austin City Lofts Neighborhood Association
- Austin Heights Neighborhood Assn.
- Austin Independent School District
- Austin InnerCity Alliance
- Austin Neighborhoods Council
- AustinRAMP
- Barton Hills-Horseshoe Bend
- Barton Hills Neighborhood Association
- Barton Oaks Neighborhood Association
- Barton View Neighborhood Assn.
- Bike Austin
- Bike Texas
- Black Improvement Association
- Blackland Neighborhood Assn.
- Bouldin Creek Neighborhood Association
- Brentwood Neighborhood Assn.
- Bryker Woods Neighborhood Assn.
- Buena Vista Neighborhood Association
- Capital Metropolitan Transportation Authority
- Caswell Heights Neighborhood Association
- Catellus
- Central Austin Concerned Architects
- Clarksville Community Development Corp
- Concordia Neighborhood Association
- Crestview Commons
- Crestview Neighborhood Assn.



- Davis-Thompson
- Dawson Neighborhood Association
- Dawson Neighborhood Organization
- Delwood II Neighborhood Organization
- Downtown Austin Alliance
- Downtown Austin Neighborhood Assn. (DANA)
- East 12<sup>th</sup> Street Merchants Association
- East Austin Conservancy
- E. Cesar Chavez District
- East Cesar Chavez Neighborhood Association
- East Town Lake Citizens Neighborhood Org.
- Eastfield Neighborhood Association
- Eastwoods Neighborhood Association
- Ebony Acres
- El Concilio Mexican-American Neighborhoods
- Festival Beach Community Garden
- Foster Heights Neighborhood Association
- Friendly Fiends of Haskell Street
- Friends & Lovers of Willowbrook Reach
- Friends of Austin Neighborhoods
- Friends of Blue Bonnet Hills
- Friends of Heritage
- Friends of Hyde Park
- Friends of Mount Bonnell
- Friends of North Shoal Creek
- Friends of Northeast Austin
- Friends of Patterson Park
- Friends of Rainey Street Historic District

- Friends of Riverside Neighborhood Association
- Friends of Sparky Park
- Friends of The Grove
- Friends of Williams Elementary
- Friends of Zilker
- Friends of the Emma Barrientos MACC
- GO Austin/VAMOS Austin (GAVA)
- Galindo Elementary Neighborhood Assn.
- Gardens Neighborhood Assn. (The)
- Ghisallo Cycling Initiative
- Govalle Neighborhood Association
- Guadalupe IBIZ District
- HABLAS
- Hancock Neighborhood Assn.
- Heritage Neighborhood Association
- Highland Neighborhood Association
- Highland Park West Balcones Area Neighborhood Assn.
- Historic Austin Neighborhood Association
- Hog Pen Neighborhood Association
- Holly Neighborhood Coalition
- Homeless Neighborhood Association
- Homewood Heights Neighborhood Association
- Housing Authority of Central Austin
- Hyde Park Neighborhood Assn
- J.J. Seabrook Neighborhood Assn.
- Jackie Robinson Acres
- Kealing Neighborhood Association
- Lake Austin Collective

- Manor Road Merchants Association
- Martin Luther King, Jr. Neighborhood Association
- McKinley Heights Neighborhood Association
- Midtown Neighborhood Association
- Montopolis Community Alliance
- Montopolis Neighborhood Association
- Movability
- Mueller Community Associations
- Mueller Neighborhood Association
- My Guadalupe
- Neighborhood Empowerment Foundation
- North Loop IBIZ District
- North Loop Neighborhood Association
- North Shoal Creek Neighborhood Assn.
- North University Neighborhood Assn.
- Oakmont Heights Neighborhood Assn.
- Oakwood Neighborhood Association
- Old Austin Neighborhood Association
- Old Enfield Homeowners Assn.
- Old Pecan Street Assn.
- Old West Austin Neighborhood Assn.
- Organization of Central East Austin Neighborhoods
- Original West University Neigh Assoc. (The)
- Pease Neighborhood Association
- Pease Park Conservancy
- Pedernales Neighborhood Association
- Pemberton Heights Neighborhood Association
- Preservation Austin

- Rainey Neighbors Association, Inc
- Red River Merchants Association
- Ridgelea Neighborhood Assn.
- Ridgetop Neighborhood Association
- Riverside Farms Road Neighborhood Assn.
- Robertson Hill Neighborhood Association
- Rocky Mountain Institute
- Rosedale Neighborhood Assn.
- Rosewood Glen Oaks Neighborhood Association
- Save Barton Creek Assn
- Save Our Springs Alliance
- Schieffer/

Willowbrook

- Shoal Creek Conservancy
- Shoal Crest Neighborhood Assn
- Skyview Neighborhood Assn.
- South Congress Merchants Association
- South Lakeshore Neighborhood Association
- South River City Citizens Assn
- Springdale-Airport Neighborhood Association
- Swede Hill Neighborhood Association
- Tarrytown Neighborhood Association
- Tejana Bilingual Community
- The Trail Foundation
- The Midtown Alliance
- Tillery Square Neighborhood Assoc
- Town Lake Neighborhood Association
- United East Austin Coalition

- University Area Partners
- University Hills Neighborhood Assn.
- University of Texas at Austin
- UT Bike Alliance
- Vargas Neighborhood Association
- Vasquez Fields Neighborhood Association
- Waller Creek Conservancy
- West Austin Neighborhood Group
- Willow Spence Historic District Neighborhood Ass.
- Wilshire Wood-Delwood I Neigh. Assn.
- Windsor Park Neighborhood Assn.
- Windsor Park--Pecan Springs Heritage NA
- Zilker Neighborhood Assn.

QUESTION: 1) Please discuss the technology governing maximum speeds on dockless scooters and some of the related policy implications. 2) Please discuss the safety implications of allowing dockless scooters in different parts of the right-of-way (sidewalk vs. bike lanes vs. roadways). 3) Please discuss ATD's considerations when deciding how to set their permit fees for dockless scooters. 4) Please discuss if there is a penalty envisioned for abandoned dockless scooters, dockless scooters that are parked inappropriately, or violations of any rules that the city adopts (and how would that penalty be assessed).

COUNCIL MEMBER POOL'S OFFICE

ANSWER:

*1) Please discuss the technology governing maximum speeds on dockless scooters and some of the related policy implications.*

Currently state law and City Code define an electric personal assistive mobility device as having an electric propulsion system with an average power of 750 watts or one horse power, which when operated on a flat, level surface limits the speed to 20 mph. Generally speaking, in order to preserve the safety and comfort of the pedestrian realm, the speed of any mobility device using this space should be at or close to walking speed. Use of electric-assist vehicles that are capable of higher speeds of up to 20mph need to include education of the user to practice yielding to the slower, more vulnerable user. ATD proposes a Dockless Mobility Code of Ethics that would be integrated with the app interface and provided on signage at designated parking locations that emphasize the importance of yielding to the more vulnerable user in contexts where speed differential is likely to create conflict.

*2) Please discuss the safety implications of allowing dockless scooters in different parts of the right-of-way (sidewalk vs. bike lanes vs. roadways).*

Under Chapter 551 of the Texas Transportation Code, electric-assist scooters and bicycles are defined similarly,

which allows for use on sidewalks, bike lanes and roads at or less than 30 mph. Generally speaking, from a safety and comfort perspective, separated facilities are preferred for people walking and bicycling or in a low speed electric-assist vehicle of a similar profile to a bicycle. Where space must be shared, deferring to the more vulnerable user is necessary (e.g. people on bicycles yield to people walking, people driving yield to people walking and bicycling). The electric-assist scooters contemplated for the dockless mobility program have a similar profile to a bicycle, (i.e. narrow) thus should be able to share bicycle lanes. Vehicles that are larger than the profile of a scooter, such as a moped or motorbike, would begin to degrade the quality and comfort of bicycle lanes and should be considered carefully if such devices seek entry into this program.

ATD recommends establishing a universal sidewalk and bicycle lane use policy that requires safe speeds and safe passing. For sidewalks, passing interactions would be required to happen at a safe distance and safe speed that preserves the comfort of the walking environment. For bicycle lanes, passing interactions would be required to happen at a safe distance and safe speed that preserves the comfort of the bicycle environment. In defining this policy, further work would be needed to define comfort for all ages and abilities.

*3) Please discuss ATD's considerations when deciding how to set their permit fees for dockless scooters.*

The fee structure of \$30/unit for the term of the permit was determined by estimating costs to provide two critical components of a dockless mobility management system: (1) Staff time to manage and evaluate the terms of the program including field inspection and monitoring, enforcement, data management and permit processing; (2) The ability to establish designated parking areas that offer a predictable place for people to leave devices such as bicycles and electric-assist scooters that do not obstruct the sidewalk or otherwise cause a public nuisance. This fee was compared with other similar City of Austin fees as well as by a survey of peer cities with similar programs and found to be a reasonable estimate. The \$30/unit fee is the only fee proposed in association with the dockless mobility program at this time. The fee was approved by Council on February 1<sup>st</sup>, 2018 under Ordinance 20180201-058. This fee does not include fines or costs associated with impoundment of units found to be violating the terms of the permit. Impoundment fees are already established in Title 9 (Section 9-1-2) punishable by a fine not to exceed \$200.

ATD will track costs associated with the program to determine if the estimate is accurate. As with all permit fees, this fee will be evaluated on an annual basis and may be adjusted in order to recover costs for administering the program. Additional fees for permit processing may be developed in the future.

*4) Please discuss if there is a penalty envisioned for abandoned dockless scooters, dockless scooters that are parked inappropriately, or violations of any rules that the city adopts (and how would that penalty be assessed).*

Staff will enforce through impoundment. Impoundment fees are already established in Title 9 (Section 9-1-2) punishable by a fine not to exceed \$200. A separate citation process has not been defined at this time.

**ORDINANCE NO. 20180201-058**

**AN ORDINANCE AMENDING THE FISCAL YEAR 2017-2018 CITY OF AUSTIN FEE SCHEDULE (ORDINANCE NO. 20170913-002) TO SET FEES FOR MONITORING, ENFORCEMENT, PARKING INFRASTRUCTURE, MANAGEMENT AND USE OF RIGHT-OF-WAY AND TRANSPORTATION INFRASTRUCTURE FOR THE SHARED BIKE PROGRAM.**

**PART 1.** Approve an ordinance amending the Fiscal Year 2017-2018 City of Austin Fee Schedule (Ordinance No. 20170913-002) to set administrative fee for dockless bike share use of the right-of-way as set out on Exhibit A.

**PART 2.** This ordinance takes effect on February 12, 2018.


**PASSED AND APPROVED**

\_\_\_\_\_, February 1, 2018

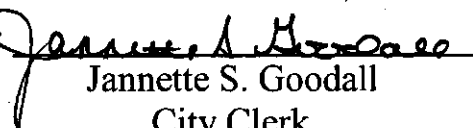
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\_\_\_\_\_  
Steve Adler  
Mayor

**APPROVED:**

  
\_\_\_\_\_  
Anne L. Morgan  
City Attorney

**ATTEST:**

  
\_\_\_\_\_  
Jannette S. Goodall  
City Clerk

# FY 2017-18 Fee Schedule

EXHIBIT A

	FY 2016-17	FY 2017-18	Note	Change
<b>Austin Transportation - Mobility Fund</b>				
Permit Application Processing	\$200.00	\$200.00		
Sidewalks	\$5.50	\$5.50	per day	
Street Lanes	\$9.00	\$9.00	per day per lane	
Waterway Development Permits	\$50.00	\$50.00	per license	
<i>Contractors' license permit application processing.</i>				
Dockless Bike Share	\$0.00	\$30.00	each	New
Investigation Fee				
Failure to Correct Deficiency	\$500.00	\$500.00	per occurrence	
Improper Advance Warning Sign	\$250.00	\$250.00	per sign	
Improper Use of Device	\$250.00	\$250.00	per occurrence	
No permit			equal to cost of permit	
Restricting Traffic During Peak Hours			equal to cost of permit	
Violation of Permit Conditions, Restriction limits, times and locations on ROW Permit	\$250.00	\$250.00	per violation	
Lamppost				New
City Departments/ACVB		\$100.00	per pole per week	New
<i>Unlimited consecutive weeks</i>				
District Identity		\$500.00	per pole per year	New
Quantity Discount			10% off per order if reserve 25+ banners	New
<i>If reserved at once and does not apply if done at different times of the year.</i>				
Typical Customer		\$200.00	per pole week 1	New
Typical Customer		\$100.00	per pole week 2+	New
<i>Unlimited consecutive weeks</i>				
Other Street Closures				
Filming Application Fee	\$250.00	\$250.00		
Filming Permit Fee	\$50.00	\$50.00	per block per day	
Other Safety Closures				
Application Fee	\$100.00	\$100.00		
Deposit	\$50.00	\$50.00		
Permit Fee	\$50.00	\$50.00	per block	
Safety Inspection Fee	\$38.00	\$38.00	per hour, 2-hour minimum	
Over-the-Street				New
City Departments		\$300.00	per banner week 1	New
City Departments		\$150.00	per banner week 2+	New
<i>Unlimited consecutive weeks</i>				

Amended Fee Schedule



# DOCKLESS MOBILITY COMMUNITY FEEDBACK

Prepared by: Austin Transportation Department

Email: [docklessmobility@austintexas.gov](mailto:docklessmobility@austintexas.gov) Phone: 512-974-7633

Webpage: [austintexas.gov/docklessmobility](http://austintexas.gov/docklessmobility)

Last Updated: Monday, April 23, 2018

## Summary of Outreach

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Total number of community organizations contacted: 162

Briefings to Boards and Commissions, Associated Entities:

- March 7<sup>th</sup>, 2018 – Urban Transportation Commission
- March 20<sup>th</sup>, 2018 – Bicycle Advisory Council
- March 21<sup>st</sup>, 2018 – Downtown Commission
- April 2<sup>nd</sup>, 2018 – Pedestrian Advisory Council
- April 17<sup>th</sup>, 2018 – Mobility Committee of Council

## Summary of Participation (to date)

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- 72 total participants in three events:
  - o Central Austin Community Forum (62)
    - Central Library at 710 Cesar Chavez St., Wednesday, April 4<sup>th</sup> (District 9)
  - o North Austin Listening Session (5)
    - Yarborough Library at 2200 Hancock Dr, Monday, April 10<sup>th</sup> (District 7)
  - o East Austin Listening Session (5)
    - Willie Mae Kirk Library at 3101 Oak Springs Dr., Monday, April 16<sup>th</sup> (District 1)
- Upcoming public engagement includes:
  - o “Dockless Mobility in the Downtown Environment”: An opportunity to learn more about the Seattle and Dallas experience and hear from our downtown stakeholders.
    - Virtual Open House – Friday, April 27<sup>th</sup> 9-11am (All Districts)
  - o South Austin Listening Session
    - Twin Oaks Library on Saturday at 1800 South 5<sup>th</sup> St., April 28<sup>th</sup> 2:30-4pm (District 5)
  - o Earth Day ATX Listening Sessions
    - Huston-Tillotson University at 900 Chicon St., Sunday, April 29<sup>th</sup> – 12-7pm (District 1)

## Summary of Feedback (to date)

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\*The questions were initially phrased to address bike-share and were later expanded to include all dockless mobility, including electric-assist scooters.

In instances where the same information was provide multiple times, the number of times that feedback was offered is calculated in parentheses next to the comment (e.g. Downtown was an answer provided 40 times so it will show as: Downtown (x40))

Question 1: Where are we currently serving the Austin community well with bike-share\*?

- Downtown (x40)
- UT Campus (x13)
- Lady Bird Lake (x3)
- Central-South (x2)
- Central (x2)
- Tourist areas (x2)
- Densely populated areas
- SoCo
- Central-East
- Growing Bike infrastructure
- Last mile connections
- Gentrified Areas
- Brown people
- White people

Question 2: Where do we need to serve the Austin community better with bike-share\*?

- Eastside (x18)
- Low income communities (x7)
- Mueller (x6)
- North Austin (x6)
- South Austin (x5)
- Underserved communities (x4)
- All of Austin (x4)
- Transit Users (x4)
- UT (x4)
- Outside downtown (x3)
- Communities of color (x2)
- Outlying areas (x2)
- The Domain (x3)
- Rundberg (x2)
- Hyde park
- Cherrywood
- Neighborhoods
- East Manor Road
- Soco
- Wherever people who use it to get to work and live further south, east, north

Question 3: What are the potential advantages of dockless bike share\*?

- Access (x17)
- Geographic reach, coverage (x10)
- Equitable access to active transportation (x6)
- Affordability (x6)
- Flexibility (x5)
- Convenience for users (x4)
- Less expensive for cities (x3)
- Scalability (x2)
- More bikes = more people riding bikes (x2), More people
- riding bikes = more infrastructure
- Able to start and stop your trip from anywhere (given you can find a bike)
- Bike availability
- Freedom

- |  |                                 |                          |
|--|---------------------------------|--------------------------|
| - It has the potential to reach a wider audience of people | if operated fairly and properly | - Lock up at destination |
|  | - Last mile solution            | - Missing gaps!          |
|  | - Car alternative               | - Ubiquity               |

Question 4: What do you think are the potential disadvantages of dockless bike-share\*?

- |  |  |   |
|--|--|---|
| - Privacy/data breach/harmful data sharing (x17)                 | - Unaccountability to the community (x2)                       | - Environmental degradation                         |
| - Clutter (x16)  | - Unplanned, too many bikes (x2)                               | - For-profit corporate interests                    |
| - Low Quality bikes (x15)  | - Misuse in parking (x2)                                       | - Untrustworthy companies                           |
| - Blocking walkways, ADA Routes (x13)                            | - Safety hazard (x2)   | - Transparency                                      |
| - Not accessible to people without phones (x6)                   | - Another Uber   | - Regulations                                       |
| - Littered streets (x5)  | - Availability at a range of locations                         | - Protecting current bike share                     |
| - Complexity if multiple competitors in one city (x4)            | - Bikelash   | - None  |
| - Companies displace docked systems then go out of business (x3) | - Chaos  | - Poor service                                      |
|  | - City fees  | - Bad gps make them difficult to find               |
|  | - Proclamations of equitable solution only in gentrified areas | - Lack of cooperation with community and government |
|  | - Control  | - Rebalance   |
|  | - Disruption   | - Torn acl  |

Question 5: What requirements do you think should be included in Austin's dockless bike-share\* pilot?

- |   |   |   |
|---|---|---|
| • Access to any and all data collected through the phone apps (x14) | • Public accountability for data (x6)                     | • Fleet caps (x4)                         |
| • Provide bike racks, geofenced and designated parking zones (x14)  | • Equitable distribution (x5)                             | • Access for low income people (x4)       |
| • Privacy of user data (x6)   | • Cash and non-smart phone options (x5)                   | • Operational standards (x3)              |
| • Require bikes to be locked to a fixed object (x7)                 | • Maintenance standards/program (x5)                      | • Quality bikes (x3)                      |
|   | • Rebalancing that requires bikes to be in all areas (x4) | • Community engagement and education (x2) |
|   |   | • Performance bond (x2)                   |
|   |   | • Fees (x2)                               |
|   |   | • Integration with other services         |

- Require users to be 18 and older with a driver's license
- Access for kids
- Being in low income communities of color
- Local hire
- Coverage
- Don't block the right-of-way
- Flexibility
- Free ride Fridays!
- Safety standards
- Collection
- Right-of-Way control
- Reimbursement for the city
- Job creation
- Monthly pass
- Response time
- Rewards benefits for parking properly
- Accessibility
- Transit-pass integration

Question 6: What are the most important elements for the operators to provide in a dockless mobility program?

- "Follow Through"
- "Responsiveness-quick to address issues"
- "Sturdy Bikes"; "Well Made Bicycles"
- "Maintenance" (x2)
- "O&M -Full Tires -Non-broken Gears"
- "Equitable Access"
- "Access without cellphones"
- "Transparency"
- "Usage Data!"
- "Geofencing to keep dockless out of areas served by docks"
- "throttle parking of dockless bikes in dense areas already served by docking bikes"
- "Additional dollar that goes toward bike infrastructure is worth the increased cost to the user"
- "Launch in areas without docked bike share"
- "24-hour availability"
- "Live, real time GPS tracking of bikes"
- "Plenty of availability throughout the city"
- "Provide additional public bike racks"
- "Staff to address any issues/problems, abandoned bikes, etc..."
- "Lock to something, not free-standing" (x2)
- "Distribution across the city" (x2)
- "Rebalance service"
- "Educate users re: where to park"
- "Well-Made Bicycles"
- "Compliance"
- "Opportunity to access the system without a smart phone"
- "Protect User Data"

- "3<sup>rd</sup> Party verification of data"
- "Well-maintained and safe bikes"
- "Don't become urban trash"
- "Ease of Use – making bikes easy for all to use"

Question 7: What are the most important elements for the City to provide in a dockless mobility program?

- "Regulation and Enforcement" (x2)
- "Flexible Contracts.
- "If the Company stinks, pull the plug"
- "Transparency" (x2)
- "Bike Parking" (x2)
- "Demand or enforce adequate parking for public and bike share use."
- "Feedback loop"
- "TEETH Regulation policy, enforcement of said regs and policies"
- "Share usage data"
- "Require performance bond for operators"
- "Provide Transfer Program Dockless->Docked, Dockless->Bus, Dockless->Train"
- "Regulate and enforce"
- "Regulation"
- "Bike Parking" (x3)
- "Proper number of bikes"
- "Educated users/operators on city-specific rental oriented regulations (parking)"
- "Enforce regulations and parking violations"
- "Protect B-Cycle"
- "Standard Operating Procedures and Enforcement"
- "Safety"
- "Protected Bike Lanes", "bike lanes"
- "Require operators provide pro forma of business model"
- "Educate re: bike parking regulations"
- "Don't get pushed around by operators. Punish them for breaking rules"
- "Quality requirements" (x2)
- "Limit number of bikes deployed to sustainable number"
- "Learn from the mistakes of other cities"
- "Use permit funds for bike infrastructure"
- "Support by electeds and business and non-profit leadership"

Question 8: What can we do as a community to make this pilot a success?

- "Restrict # of bikes"
- "Allow people under 18 to ride"
- "Be responsive to Feedback"

- "Ignore the haters"
- "Neighborhood Associations sharing information with neighbors"
- "Place dockless in areas inhabited by people displaced by gentrification"
- "Ensure equitable access – not just to bikes but not blocking the sidewalk"
- "study non-personal data"
- "Focus on meeting actual need and public benefit over just making space for business profits"
- "Report abandoned bikes/scooters"
- "Ride Responsibly"
- "Regulate enforce ably"
- "Don't over charge for permits"
- "Make it accessible and see how it is used all over town"
- "Make it about community involvement, not just about renting bikes"
- "Set goals on ridership per bike, to engage the community"
- "Respect stakeholder feedback"
- "Be honest if dockless does not work (or if it does)"
- "Dedicate space for bikes"
- "Strong contract and expectations"

Question 9: Share Your Thoughts with Us (Opportunity to provide general comments)

- "Invest in public mass transport"
- "I yearn for dockless bikeshare frequently! Without it, I often have no option but to use 'dockless carshare' (car2go) for random one-way trips. It would make things way easier for us as a one-car family."
- "What if it's a failure and B-Cycle comes out of this mortally wounded?"
- "What about dockless bike in other cities makes COA say 'We need this'?"
- "These input sessions need a station to explain what dockless is and tech behind it. Stations seem to assume you already know a lot about dockless bikes."
- "#1 priority: create more space for bikes in Austin"
- "enforce consistently"
- "impound violators"
- "This is really exciting...as someone who moved here in 2000 it's such a clear or sign of growth and positive change."



## Recommendation for Action

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**File #:** 18-2004, **Agenda Item #:** 48.

4/26/2018

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### **Agenda Item**

**Agenda Item #48:** Approve an ordinance amending City Code Chapter 2-1-206 relating to the Joint Sustainability Committee bylaws.

**QUESTION:** What districts do the members of the Joint Sustainability Committee represent?  
COUNCIL MEMBER HOUSTON'S OFFICE

**ANSWER:**

**Joint Sustainability Committee appointments by District:**

Nhat Ho | Waste and Wastewater Commission - Garza (District 2)  
Kaiba White | Resource Management Commission - Garza (District 2)  
Kathleen Coyle | Environmental Commission - Flannigan (District 6)  
Blythe Christopher de Orive | Zero Waste Advisory Commission - Flannigan (District 6)  
Francoise Luca | Parks & Recreation Board - Pool (District 7)  
Kelly Davis | Urban Transportation Commission - Pool (District 7)  
Michael Osborne | Electric Utility Commission - Tovo (District 9)  
Patricia Seeger | Planning Commission - Alter (District 10)  
Holt Lackey | Economic Prosperity Commission - Alter (District 10)  
Adrienne Haschke | Austin-Travis County Food Policy Board - Mayor Adler  
Fisayo Fadelu | Community Development Commission - Mayor Adler  
Sabrina Joplin - At large appointee (Open Space and Environment Council Committee)  
Joep Meijer - At large appointee (Open Space and Environment Council Committee)  
Jim Walker - At large appointee (Open Space and Environment Council Committee)

Districts not represented: 1, 3, 4, 5, 8.



## Recommendation for Action

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**File #:** 18-1999, **Agenda Item #:** 63.

4/26/2018

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### **Agenda Item**

**Agenda Item #63:** C14-2017-0149 - Rezoning of 5521 Springdale Road- District 1 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 5521 Springdale Road (Little Walnut Creek Watershed) from community commercial-neighborhood plan (GR-NP) combining district zoning to community commercial-mixed use-neighborhood plan (GR-MU-NP) combining district zoning. Staff Recommendation: To grant community commercial-mixed use-neighborhood plan (GR-MU-NP) combining district zoning.

### **QUESTION:**

Have we ever been able to require via a zoning case that a parkland dedication fee for a specific project be put toward construction of a playscape on public parkland that they (the private developer/ property manager) maintain for a certain number of years?

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

Parkland dedication fee in lieu cannot be used for construction of park equipment or maintenance of parkland. City Code section 25-1-607(B)(1) limits the use of the funds to acquiring a property interest in parkland.





## Recommendation for Action

**File #: 18-1981, Agenda Item #: 76.**

**4/26/2018**

### Agenda Item

**Agenda Item #76:** C14-2017-0132 - 4515 South Congress Rezoning - District 3 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 4515 South Congress Avenue and 134 Sheraton Avenue (Williamson Creek Watershed). Applicant's Request: To rezone from general commercial services-mixed use-neighborhood plan (CS-MU-NP) combining district zoning and general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) combining district zoning to general commercial services-mixed use-vertical mixed use building-neighborhood plan (CS-MU-V-NP) combining district zoning. Staff Recommendation: To grant general commercial services-mixed use-vertical mixed use building-conditional overlay-neighborhood plan (CS-MU-V-CO-NP) combining district zoning. Planning Commission Recommendation: To grant general commercial services-mixed use-vertical mixed use building-conditional overlay-neighborhood plan (CS-MU-V-CO-NP) combining district zoning. Owner: Life Storage LP (Michael J. Rogers). Applicant: LEMCO Holdings, LLC (David Cox). Agent: Armbrust & Brown, PLLC (Michael Whellan). City Staff: Wendy Rhoades, 512-974-7719.

**QUESTION:** The staff report indicates that 10% of the units must be set aside for households earning no more than 80% of the current MFI (\$62,250) for a period of 40 years. What does the \$62,250 represent? What would the income requirements be for a single person household to qualify for the income restricted units?

COUNCIL MEMBER ALTER'S OFFICE

### ANSWER:

The \$62,250 is the income limit for 80% MFI for a 4 person household, based on 2016. The June 2017 (current) data for 80% MFI for a 4 person household is \$65,100. The backup will be corrected to show this updated information.

For a single person, the current income limit for 80% MFI is \$45,600. As information, the current income limit for 80% MFI for a 2 person household is \$52,100 and for a 3 person household it's \$58,600.

A link to the 2017 HOME & CBDG Program Income Limits chart is below:

[https://www.austintexas.gov/sites/default/files/files/HOME--CDBG\\_MFI\\_Limits\\_ONLY\\_Eff\\_6-15-17\\_NHCD\\_FINAL.pdf](https://www.austintexas.gov/sites/default/files/files/HOME--CDBG_MFI_Limits_ONLY_Eff_6-15-17_NHCD_FINAL.pdf).



## Recommendation for Action

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**File #:** 18-2012, **Agenda Item #:** 77 & 78.

4/26/2018

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### Agenda Item

**Agenda Item #77 and 78:** Conduct a public hearing and consider an ordinance renaming 'Jeff Davis Avenue' to 'Will Holland Avenue' or other name. Conduct a public hearing and consider an ordinance renaming 'Robert E. Lee Road' to 'Azie Taylor Morton Road' or other name.

### QUESTION:

What is the process to be followed following Council action on the two street name changes?

ASKED AT WORK SESSION

### ANSWER:

See attachment.



## Austin Transportation Department

### Signs & Markings Division

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### Following City Council Decision on Street Name Change Cases

If Council denies: Austin Transportation Department sends notice to property owners that the case was not approved. Case is closed.

If Council approves:

1. Austin Transportation Department obtains copy of ordinance signed by Mayor.

Upon effective date as stated in the ordinance, the following happen simultaneously:

2. Austin Transportation Department notifies City of Austin's Communications and Technology Management's Addressing Division to update database. This updates affected addresses on all maps used by all public safety agencies, city departments, etc. for City of Austin and Travis County.
3. Austin Transportation Department emails notification to agency list, which includes over 75 individuals at affected organizations and City of Austin departments, included Austin Police Department, Austin Transportation Department, Emergency Management Services, Travis County, Williamson County, United States Postal Service, AT&T, Inrix, etc.
  - a. This is used for Departments and Services to update the street name in *their* data so that city assets/inventory/services are not misidentified and/or disrupted.
  - b. United States Postal Service Address Management Systems (AMS) Department updates the internal postal database immediately upon my notification; they then share the information with the local Post Offices.
  - c. United States Postal Service will honor the previous street name as an "alias" indefinitely to capture the mail and route to the new street name. For this reason, there is no need for residents to submit a "change of address" form.
4. Austin Transportation Department sends notice to property owner mailing list that name was approved, includes copy of signed ordinance and a reminder to change legal and financial documents, etc.
5. Austin Transportation Department Signs & Markings Division fabricates and installs new street name signs.

### Resident Responsibility

There is no need for residents to submit a "change of address" form to the United States Postal Service for mail forwarding, but they should notify other account holders, such as banks and insurance companies, of the change. The United States Postal Service will honor the previous street name as an "alias" indefinitely to capture the mail and route to the new street name. Each person should update their legal address on documents and accounts associated with their address by contacting their banks,



## Austin Transportation Department

### Signs & Markings Division

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mortgage institutions, insurance companies, relatives, friends, subscription services, etc. as needed. Additionally, residents should update their legal address on personal identification cards such as Drivers Licenses at their earliest convenience. These updates can occur once the United States Postal Service updates the Master Address Table, typically within 1 to 2 weeks of the City notifying them of the street name change.



## Recommendation for Action

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**File #:** 18-2007, **Agenda Item #:** 90.

4/26/2018

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### **Agenda Item**

**Agenda Item #90:** Adopt a citizen-initiated ordinance, supported by a petition certified sufficient on April 23, to amend the City Code, relating to comprehensive revisions of the Land Development Code.

**QUESTION:** The Planning Department has indicated that valid petition rights under state law do not apply to the zoning changes that would occur through CodeNEXT. What is the legal rationale for this determination? The Planning Department has indicated that property owners adjacent to unzoned properties do not have valid petition rights under state law in relation to the unzoned property. What is the legal rationale for this determination?

COUNCIL MEMBER POOL'S OFFICE

### **ANSWER:**

The Law department will respond to this question separately.