

RESOLUTION NO. 040205-14

WHEREAS, the City Council approved Resolution No. 960425-84 on April 25, 1996 dedicating parking meter revenue in excess of the base level Fiscal Year 1996 costs to Great Streets improvements; and

WHEREAS, the City Council adopted by Resolution No. 000518-92 on May 18, 2000, the *Downtown Austin Design Guidelines*, which presented a vision of a safe, dense, vibrant downtown Austin with "Great Streets" as a key component; and

WHEREAS, the City Council, in Resolution No. 001214-76 on December 14, 2000, directed the City Manager to make recommendations for streetscape design and transportation operations in the downtown; and

WHEREAS, the City Council, in Resolution No. 001214-76 on December 14, 2000, also directed the City Manager to finalize and implement the Downtown Great Streets Master Plan to ensure that each emerging project throughout the downtown have consistent streetscape and public right-of-way improvements, alignment of curb faces and travel lanes, coordinated locations for street-lighting poles (both with and without traffic signals), and other public right-of-way infrastructure elements; and

WHEREAS, Resolution No. 021205-66A was approved on December 5, 2002 by the City Council to implement, subject to availability of resources and funds, the Downtown Great Streets Master Plan streetscape standards to ensure that downtown has a consistent look and feel; and

WHEREAS, on April 3, 2003 the City Council amended the Fiscal Year 2002-03 fee schedule to increase parking meter fees from \$.075/hr. to \$1.00/hr (Ordinance 030403-26); and

WHEREAS, on June 12, 2003 the Council approved Resolution No. 030612-76 allocating 30% of the parking meter revenue gathered within a certain area of downtown to the Downtown Great Streets Parking Meter Revenue Fund; and

WHEREAS, the Great Streets Development Program attached as Exhibit A will facilitate the installation of attractive and functional streetscapes in the downtown area, which is a public purpose of the City; and

WHEREAS, the City of Austin continues to search for ways to enhance and revitalize Downtown; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

1. The above recitals are adopted as findings.
2. The Council approves the Great Streets Development Program (attached as Exhibit A), to aid projects with the cost of streetscape improvements consistent with the "Great Streets" concepts and design recommendations.
3. The City Manager is directed to implement and administer the Program.

BE IT FURTHER RESOLVED:

The City Manager is directed to consider Great Streets Streetscape Standards when designing downtown CIP development projects, subject to availability of resources and funds

ADOPTED: February 5, 2004

ATTEST: Shirley A. Brown
Shirley A. Brown
City Clerk

EXHIBIT A: GREAT STREETS DEVELOPMENT PROGRAM

INTENT OF PROGRAM:

The Great Streets Development Program is a reimbursement-type of incentive program available to Downtown developers wishing to make public right-of-way improvements according to the Great Streets Standards. The Program goal is to encourage developers of emerging projects to improve the appearance and functionality of downtown streetscapes, helping to make downtown Austin more attractive for shopping, tourism, recreation, cultural activities and business. The Great Streets Development Program is available to large and small projects and new construction and renovations that will enliven the pedestrian experience in the Central Business District (CBD). Under the Program, the City will reimburse developers for some or all of the cost of certain City-approved streetscape improvements. The installation of attractive and functional streetscapes in the downtown area is a public purpose of the City.

FUNDING SOURCE:

Reimbursement funding will be provided through the Great Streets Parking Meter Revenue Fund. This revenue fund currently generates approximately \$400,000 per year. Accrued funds currently available total approximately \$1,077,000. The total of all City reimbursements for such Great Streets projects is limited to the amount available in the Great Streets Parking Meter Revenue Fund.

RESPONSIBLE DEPARTMENT:

The Great Streets Development Program is administered by the Transportation, Planning & Sustainability Department (TPSD). Notwithstanding the criteria for eligibility for a Great Streets project, TPSD may determine and limit the maximum amount of City participation for any individual project, in order to preserve funds in the Great Streets Parking Meter Revenue Fund, and/or to maximize leverage of available funds.

ELIGIBILITY CRITERIA:

A project must meet certain criteria in order to be eligible for reimbursement. The establishment of the Great Streets Development Program does not create any right to City participation in streetscape improvements, and the City does not represent or guarantee that any project will receive reimbursement for streetscape improvements.

To be considered for the City's participation in a project, applicants to the Program must adhere to the following:

1. The Applicant's project must be located within the area bounded by Lamar Boulevard, Cesar Chavez Street, IH 35 and 11th Street.
2. The Applicant must submit a Sidewalk Improvement Plan meeting approval by TPSD staff for compliance with the Great Streets standards.

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

For example, the reimbursement for a HIGH priority project of an entire city block project would be capped at \$375,000. The Program does not intend to reimburse the full construction cost of a project. Public entity projects may also be considered for reimbursement. The Transportation, Planning & Sustainability Department will use the following criteria to determine a project's priority and its corresponding reimbursement cap:

- ☐ Is located along a street with high pedestrian activity, as illustrated by the attached TPSD map
- ☐ Is located along a Capital Metropolitan Transportation Authority bus route.
- ☐ Extends/leverages underground utility improvements, planned or implemented.
- ☐ Extends/leverages adjacent streetscape improvements, planned or implemented.
- ☐ Is part of a planned corridor, district or master plan.
- ☐ Improves accessibility compliance.
- ☐ Provides sidewalk café, as demonstrated by Applicant's obtaining café license agreement.
- ☐ Is within a historic district or is a landmarked property.
- ☐ Is located along a City of Austin bike route.
- ☐ Incorporates place-making/special features, such as civic art, public drinking fountain, clock, special paving, etc.

OTHER PROGRAM REQUIREMENTS:




1. Any reimbursement that exceeds the City Manager's administrative authority (currently \$45,000) will be submitted for Council approval; reimbursements below this amount will be administratively approved. For reimbursements below the City Manager's administrative authority, the City Manager is authorized to enter into agreements which meet the requirements of this Great Streets Development Program, and to disburse reimbursements in accordance with the terms of such agreements.
2. No project will receive reimbursement until the improvements are inspected and approved by the City of Austin.
3. To ensure fulfillment of these commitments, all reimbursements for private projects are conditioned upon the execution of a Community Facilities Contract with terms and conditions determined in the discretion of the City's Transportation, Planning & Sustainability Department and the Law Department. All Great Streets Community Facilities Contracts shall include a requirement for a performance bond to be executed by the Applicant to ensure completion of the project. Public projects may be conditioned on an appropriate agreement.
4. All applicants will be required to work with Department of Small and Minority Business

Resources (DSMBR) to determine opportunities for Minority and Women Business Enterprise participation and identify certified M/WBE contractors based on that project's scope of work. The Applicant must provide documentation to DSMBR of M/WBE notification efforts and selected contractors for construction of the streetscape improvements.

Exhibit A - Pedestrian Activity Map



Pedestrian Activity Level - Existing or Planned* (*subject to updates as projects emerge)

-  **HIGH** pedestrian activity
-  **MEDIUM** pedestrian activity
-  **LOW** pedestrian activity

Transportation, Planning &
Sustainability Department

January 22, 2004