



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

Thursday, March 22, 2018

Austin City Hall

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

4. **Agenda Item #4:** 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:

It is not known at this time whether the liner just needs repairs or if it needs to be replaced.

Austin Water will be hiring a firm to inspect and analyze the effluent pond liner.

8. **Agenda Item #8:** Approve an ordinance amending the Fiscal Year 2017-2018 Historic Preservation Fund Operating Budget (Ordinance No. 20170913-001) to appropriate up to \$5,293,991; and amending the Fiscal Year 2017-2018 Capital Budgets of City Departments including the Parks and Recreation Department, the Austin Transportation Department, and the Austin Public Library Department (Ordinance No. 20170913-001) to transfer in and appropriate these funds for allowable historic restoration and preservation projects or activities as reflected in the Texas Tax Code Section 351.101(a)(5) which authorizes hotel occupancy tax to be used for historic restoration projects and activities that promote tourism and the convention industry and that are in specific locations in the City.

QUESTION: Since 2015, what are the budgeted amounts and the total expenditures for Downtown Wayfinding? How have prior Downtown Wayfinding projects been funded? What part of Downtown will this project be located?
COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Since 2015, what are the budgeted amounts and the total expenditures for Downtown Wayfinding?

The Downtown Wayfinding Project originated and was initiated in the Austin Planning Department in 2014. Funding for the program came through transfers from the Parking Enterprise Fund. The Austin Transportation Department has increased its role in the project as it moves into implementation and is directly involved in the dynamic parking sign portion of the effort.

The total budget for the Downtown Wayfinding Project, including both the Dynamic Parking sign portion of the project and the static pedestrian wayfinding signs, is \$3 million. Of that amount, \$2.1 million was budgeted for the static wayfinding and about \$900 thousand was budgeted for the dynamic parking signs.

To date, \$1,084,632.95 has been spent and an additional \$272,093 has been encumbered. There is \$1,143,275 available. ATD has an active bid for the remaining installation in an amount of approximately \$1.2 million (actual cost to be determined during the bid process later this year). Staff believes we will obtain competitive bids and will be within the estimated budget. The remainder is for the consultant design fees, project management and other construction services.

If approved by the Austin City Council, appropriation of the HOT funds will supplement current funding that can be used to fund wayfinding in east Austin and in the Rainey Street District (Council Districts 1 and 3). Community gathering spaces, such as historic museums and similar sites, will be prime candidates for installation of wayfinding.

How have prior Downtown Wayfinding projects been funded?

The Economic Development Department installed some wayfinding signs on 2nd Street last year as part of the 2nd Street Project.

The current Downtown Wayfinding project was authorized by Council and is funded by a transfer from the parking management fund. Transfers to the Planning Department began in 2012, and an additional transfer of \$400,000 is pending to complete the funding commitment for a total of \$3 million. These funds are generated from on-street parking meters, the bulk of which are within the downtown parking management area bound by Martin Luther King Jr., Blvd., Riverside Drive, Barton Springs Road, I-35, and Lamar Blvd. The investment of parking funds into the pedestrian wayfinding system is based on the nexus between the management of parking assets and the need for improved pedestrian infrastructure and information on-street.

What part of Downtown will this project be located?

The Downtown Wayfinding project as defined by the Austin Planning Department is for the area bounded by Martin Luther King Jr., Blvd., Riverside Drive, Barton Springs Road, I-35, and Lamar Blvd. Specific installation locations within this area were defined by the initial planning phases of the project by the Planning Department.

If approved by the Austin City Council, appropriation of the HOT funds will supplement current

funding that can be used to fund wayfinding in east Austin and in the Rainey Street District (Council Districts 1 and 3). Community gathering spaces, such as historic museums and similar sites, will be prime candidates for installation of wayfinding.

9 & Agenda Items #9 and #11:

11.

Agenda Item #9: Authorize award and execution of a construction contract with Alpha Paving Industries, LLC (MBE), for the Annual Asphalt Repair Contract 2018 IDIQ (north) contract in the amount of \$750,000 for an initial 1-year term, with two 1-year extension options of \$750,000 each, for a total contract amount not to exceed \$2,250,000.

Agenda Item #11: Authorize award and execution of a construction contract with Smith Contracting Co., Inc., for the Concrete and Asphalt Repair North IDIQ contract in the amount of \$1,500,000 for an initial 1-year term, with two 1-year extension options of \$1,500,000 each, for a total contract amount not to exceed \$4,500,000.

QUESTION: How far north of Cesar Chavez Street? Will the following major east/west roadways be included, i.e. East 7th, East 11th, Rosewood Ave., East 12th, East Martin Luther King, Jr. Blvd., and Manor Road?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The north and south designation on these Indefinite Delivery/Indefinite Quantity (IDIQ) contracts is intended as a general dividing line, not a limitation on where the successful contractor can do the work. That would include utility cuts in Cesar Chavez, East 7th, East 11th, Rosewood Ave, East 12th, East Martin Luther King Jr. Blvd, and Manor Road. These IDIQ contracts will provide permanent repairs to locations where Austin Water has made a cut in the street to repair water or wastewater utilities. Austin Water makes temporary pavement repairs until the street is permanently repaired by Public Works crews and/or IDIQ contractors, which is the intent of the contracts. There are currently 2,488 locations in need of permanent repair.

- 17. Agenda Item #17:** Approve an ordinance authorizing the negotiation and execution of all documents and instruments necessary or desirable to purchase six properties located at 5902 and 5903 Parkwood Drive and 6110, 5908, 5905, and 6109 Oakclaire Drive, in a total amount not to exceed \$2,660,000, establishing acquisition and relocation guidelines, and waiving the requirements of City Code Chapter 14-3.

QUESTION:

How are these types of project selected and ranked across the City of Austin?

Is there a ranking system for these type of projects? If so, please describe the criteria on how projects are ranked and provide the current ranking list of projects.

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

The Watershed Protection Department created the Department's Master Plan in 2001, which was approved and/or endorsed by the City Council and various Commissions and Advisory Groups. The most recent update to the Plan was in 2016. The Plan establishes a prioritization methodology for flood risk reduction projects, among others. The primary prioritization factors considered for local flood projects are the number of reported building, yard, and street flooding complaints and the clustered complaints in one drainage area. The primary prioritization factors considered for regional creek flood projects include the depth of flooding, the frequency of flooding, and the number of buildings at risk. The most feasible flood risk reduction solution is identified for each project by completing a Preliminary Engineering Report.

Solutions may include structural solutions (storm drain installation, channel widening, or detention pond), non-structural solutions (buyouts), or a combination.

Yes. They are ranked based on the criteria listed in the previous answer.

Each year, the Department evaluates the ranking of its project areas. The rankings are subject to change based on new engineering data and flood complaints. The project areas with the highest rankings are advanced in the Capital project delivery process, which includes design and implementation. The Oak Park/Oak Acres Project ranks #1 in WPD's local flood mission priorities and #20 in the creek flood priorities.

QUESTION:

The staff back-up indicates that the two main causes of flooding are overland flow from the natural drainage area to the northwest and spillover from Williamson Creek into the Gaines Tributary. Were these conditions existing at the time of the development of these structures? If not, do we have any additional information as to why the flooding conditions changed subsequent to development? If the conditions did exist at the time of the development of these structures, please explain under what circumstances the original developer would be liable for the property damage to the properties being purchased.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The Oak Park and Oak Acres neighborhoods were platted based on rural county standards in 1948 and annexed by the City of Austin in 1985. Both the overland flow from the natural drainage area to the northwest and a spillover from Williamson Creek into the Gaines Tributary were existing conditions at the time houses were constructed in these neighborhoods. The development that has occurred to the northwest since 2014 meets or exceeds the City's criteria for flood detention. It appears that the original developer of the Oak Park subdivision omitted a significant amount of upstream drainage area in their drainage calculation. Staff has not pursued investigating the liability issues regarding the original engineer.

- 18. Agenda Item #18:** Approve an ordinance authorizing the negotiation and execution of all documents and instruments necessary or desirable to purchase in fee simple approximately 50 properties at high risk of flooding within the Onion Creek Watershed in a total amount not to exceed \$25,000,000, establishing acquisition and relocation guidelines, and waiving requirements of City Code Chapter 14-3.

QUESTION: Were the houses in the proposed Upper Onion Creek buyout area built with the floodplain, or did the floodplain change after the houses were built? Are increased floodplain elevations in this area due to changing conditions in the watershed?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The houses were built taking into consideration the best available floodplain information that was available at the time and apparently none of the houses were expected to flood when they were built. However, after being constructed, the Onion Creek floodplain was restudied and remapped and subsequently all of the houses in the proposed buyout project area are within the current 100-year floodplain.

To the best of our knowledge, the increase in floodplain elevations in this area is a result of significantly improved hydrologic data and the quality of both the mapping and modeling techniques now in use and is not due to changed conditions in the watershed.

- 20. Agenda Item #20:** Approve an ordinance amending the Fiscal Year 2017-2018 Parks and Recreation Department Operating Budget Special Revenue Fund (Ordinance No. 20170913-001)

to accept and appropriate \$38,000 in grant funds from 3M to provide funding for the Environmental and Conservation Education in 3M communities-Eco Grant to be used for environmental or conservation education for youth in locations within Austin near 3M's facility locations.

QUESTION:

Please share the list of Nature Deficit Scores for all schools in the City of Austin. Please also share the application for the award.

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

The scores for access to nature are based on various factors included in the Nature Equity Interactive Map located at <http://www.austintexas.gov/CCCN>. These are GIS Gap Analysis Maps created for the Cities Connecting Children to Nature Project Overview and include maps of city parks, state parks and PARD maintained and unowned properties. The maps indicate the level access to green spaces and tree canopy coverage in addition to demographics such as child population, median household and income and the incidence of crime on nearby parkland and zip code. Based on these maps, please find the attached "Scores for Nature by Zip code" document.

In addition, the application PARD submitted for the 3M grant is attached.

- 21. Agenda Item #21:** Authorize negotiation and execution of an agreement with American Gateways for immigration legal services in an amount not to exceed \$135,000 for the 12-month period beginning April 1, 2018, with up to four 12-month extension options not to exceed \$60,000 per extension option, for a total agreement amount not to exceed \$375,000.

QUESTION: Is it typical for Council directed items in the budget process to take 6 months to return to Council for contract approval?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

Austin Public Health held a competitive social services process and the process typically takes about 6 months. Staff must develop the solicitation, evaluate applicant submissions and process the RCA for Council approval.

- 28. Agenda Item #28:** Authorize award and execution of a multi-term contract with Tyr Tactical, LLC, to provide tactical carrier vests, for up to five years for a total contract amount not to exceed \$500,000.

QUESTION: How many multi-piece tactical carrier vests with accessories can be purchased with the contract authorization amount of \$500,000?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Approximately 241 multi-piece tactical carrier vests with accessories can be purchased with a contract authorization amount of \$500,000.

Agenda Items - Mobility Bond - #33: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on Burnet Road from US183 to MoPac/Loop 1 in an amount not to exceed \$26,600,000. **#37:** Approve a resolution consistent with the contract with the voters established by Resolution No. 20160818-074 relating to the 2016 Transportation and Mobility General Obligation bonds, to implement transportation and mobility

improvements on nine corridors as part of the 2016 Mobility Bond Corridor Construction Program. #38: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on Airport Boulevard from US183 to East Martin Luther King Jr. Boulevard in an amount not to exceed \$26,600,000. #39: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on East Martin Luther King Jr. Boulevard from US183 to Decker Lane in an amount not to exceed \$7,900,000. #40: Approve a resolution authorizing negotiation and execution of Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on North Lamar Boulevard from US183 to Howard Lane in an amount not to exceed \$66,800,000. #41: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on South Lamar Boulevard/Loop 343 from West Riverside Drive to US290 in an amount not to exceed \$36,200,000.

QUESTION: Council Member Flannigan would like to know if each project is currently in CAMPO's 2040 Regional Transportation Plan or in the 2017-2020 TIP? If a project is not currently in the TRP or TIP, Council Member Flannigan would like to know if the project is on the City's list of projects that will be submitted as part of the 2018 Spring Amendment Cycle and 2019-2022 TIP Submissions?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

No, all projects are not currently in CAMPO's 2040 Regional Transportation Plan; however, all projects have been submitted to CAMPO for inclusion in the 2040 Plan via the 2018 Spring Amendment Cycle. Projects on TxDOT roadways were submitted for the 2019-2022 TIP.

Please see the attachment for a more detailed explanation of the projects submitted to CAMPO's 2018 Spring Amendment Cycle.

- 32. Agenda Item #32:** Approve an ordinance authorizing negotiation and execution of an interlocal agreement with the Capital Metropolitan Transportation Authority to develop and construct transportation system improvements; amending the Fiscal Year 2017-2018 Austin Transportation Department Operating Budget Special Revenue Fund (Ordinance No. 20170913-001) to accept up to \$1,000,000 from the Capital Metropolitan Transportation Authority; and amending the Fiscal Year 2017-2018 Austin Transportation Department Capital Budget (Ordinance No. 20170913-001) to transfer in and appropriate up to \$1,000,000 from the Austin Transportation Department Operating Budget Special Revenue Fund in support of the development and construction of the transportation system improvements.

QUESTION: Identify projects by district in Appendix A of proposed projects? Are any of the named projects in Appendix A assumed to use other funding sources and/or projects that are being funded by other funding sources such as the 2016 Mobility Bond program or the proposed 2018 Bond? Please describe the community engagement utilized by CapMetro and Austin Transportation to identify the list of projects. What types of lane configurations will be considered?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The Austin Transportation Department has reached out to Capital Metro and requested they

attend Thursday's Council meeting to answer questions from Council. Capital Metro has confirmed their attendance. A response to each question can be found below:

Identify projects by district in Appendix A of proposed projects?

1. Hogan Avenue at Montopolis Drive - District 3
2. 45th Street at Red River - District 9
3. 6th Street at Lamar Boulevard - District 9
4. MLK Jr. Boulevard at Guadalupe St. - District 9
5. Webberville Avenue at Govalle Avenue - District 1 and 3; Govalle Avenue at Springdale Road - District 3
6. William Cannon Drive at Brush Country Road - District 8
7. Lavaca Street at MLK Jr. Boulevard - District 9 and 1
8. Sandra Muraida Boulevard - District 9
9. Downtown Multimodal Traffic Study - District 1 and 9
10. Design, inspection and other services - Districts to be identified

Are any of the named projects in Appendix A assumed to use other funding sources and/or projects that are being funded by other funding sources such as the 2016 Mobility Bond program or the proposed 2018 Bond?

Yes, other City of Austin funding sources will be leveraged for some of these projects. Unless noted below Capital Metro is fully paying for all locations through the ILA:

- Location 2 - 45th and Red River: This project is coordinated with a 2016 Bond Safety / Vision Zero intersection project. Scope related to Cap Metro needs are being paid for by Capital Metro, safety scope will be paid for by 2016 Bond.
- Location 5 - Installing a stop sign at Webberville Road and Govalle Avenue and possibly Govalle Avenue and Springdale Drive will be paid for by ATD operational funding.
- Location 6 - William Cannon Drive at Brush Country Road is on the William Cannon 2016 Bond construction corridor and may have funding from the 2016 Bond.
- Item 9 - Downtown Multimodal Traffic Study will be cofunded with the Austin Transportation Department through operational funds.
- Item 10 - Design, inspection and other services will be cofunded with the Austin Transportation Department through operating funds.

Please describe the community engagement utilized by CapMetro and Austin Transportation to identify the list of projects.

Projects named or potentially covered in this ILA were and would be identified through a variety of avenues.

Locations 1- 6 are related to Capital Metro service plan changes that implement Connections 2025 recommendations, happening in early June 2018. Connections 2025 had significant community engagement culminating in approval by the Capital Metro Board. Capital Metro Board approval and public hearings occurred for both the adoption of the Connections 2025 Plan and separately for the proposed June service changes. These projects are necessary to actuate these new routes.

Most other projects will be generated from data driven analysis of system performance or safety issues. Locations 7 and 8 addresses near term operational issues for Capital Metro and no public process is anticipated. Item 9 was identified as a near term planning and analysis need to understand opportunities for reliable transit downtown. Item 10 was identified as a need to further design and implement Transit Speed and Reliability projects.

Depending on the scale and potential impact of any proposed project, a public process may be a part of project development. Communications means such as signage, blog posts, social media,

or other avenues would also be used to communicate service improvements to the public.

What types of lane configurations will be considered?

None of the locations listed require lane configuration changes. Installation of new bus stops / pick up locations are handled outside of this ILA. Bus stops will be placed both near and far side of intersections with a priority to be near a safe pedestrian crossing of the street.

- 34. Agenda Item #34:** Authorize negotiation and execution of an amendment to the professional services agreement with Halff Associates, Inc., for design phase services for the YBC Urban Trail Route Segment 1 project in the amount of \$1,038,788.58, using existing funds and authorizing an additional \$750,018.17, for a total contract amount not to exceed \$1,550,018.17.

QUESTION: Has there been community engagement with the neighborhood that this is planned to go through or is this just executing the plan?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The YBC Trail is identified as a Tier II trail in the Urban Trails Masterplan. As part of the Preliminary Engineering Report (PER) for this project there were multiple public meetings held. Four public listening sessions were held between July and August 2015. Feedback from these meetings are included in the PER and will be considered during design. There were also two additional public meetings that were held in December 2016 to discuss the draft PER. Residents were asked to vote on their preferred trail route. Feedback gathered from these meetings and from the survey were used to score the trail routes in the final version of the PER. Attached is the summary of the public vote. More detailed information on public engagement for this project can be found on page 46 in the Preliminary Engineering Report which can be found on the project website <https://austintexas.gov/ybctrail>.

- 35. Agenda Item #35:** Authorize negotiation and execution of an amendment to the professional services agreement with HDR Engineering, Inc., for engineering services for the Corridor Improvements Project in the amount of \$12,000,000 for a total contract amount not to exceed \$20,000,000.

QUESTION: When the initial contract was awarded the contract, was it known that they would then receive additional scope of work to continue work with the Corridor Team?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Yes, the initial award of this contract envisioned that the Corridor Improvements Consultant contract with HDR Inc. would continue into implementation phase of the Corridor Program. Implementation phase services were included in the solicitation for this contract so any firm responding would be knowledgeable of the City's desire for implementation services related to the Corridor Construction Program.

- 37. Agenda Item #37:** Approve a resolution consistent with the contract with the voters established by Resolution No. 20160818-074 relating to the 2016 Transportation and Mobility General Obligation bonds, to implement transportation and mobility improvements on nine corridors as part of the 2016 Mobility Bond Corridor Construction Program.

QUESTION: What was the community engagement process to identify the need for a Pedestrian Hybrid Beacon at Sendero Parkway? Where and what type of signal improvements will be made? Why are we adding a shared use path on both sides of the corridor when we are

planning to coordinate and collaborate with CapMetro for future rapid transit options on the corridor?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

A) What was the community engagement process to identify the need for a Pedestrian Hybrid Beacon at Sendero Parkway?

Development of the Corridor Mobility Plans involves community input through in-person and, in most cases, online opportunities. For the development of the East Martin Luther King Jr. Boulevard/FM 969 Corridor Mobility Plan, the project team hosted public and stakeholder meetings in 2011 and 2012 to develop recommended improvements included in the plan. The proposed placement of this Pedestrian Hybrid Beacon (PHB) at Sendero Hills Parkway is in accordance with the Corridor Mobility Plan, and supports improved access to transit service. Additional community feedback will be sought and evaluated during the design phase.

B) Where and what type of signal improvements will be made?

Conceptually, approximate locations and types of signal improvements have been translated out of Corridor Mobility Plans, however specific type and location of signal improvements will require further analysis and evaluation during design phase.

C) Why are we adding a shared use path on both sides of the corridor when we are planning to coordinate and collaborate with CapMetro for future rapid transit options on the corridor?

Shared use paths are recommendations out of the Corridor Mobility Plan and will provide people, whether on bike or on foot, improved mobility along E. Martin Luther King Jr. Blvd. to and from Capital Metro bus stops.

- 38. Agenda Item #38:** Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on Airport Boulevard from US183 to East Martin Luther King Jr. Boulevard in an amount not to exceed \$26,600,000.

QUESTION: Are these funds for design only? I understand that the corridor improvements are substantial beyond the current bond funds we have dedicated for corridor improvements, but do we have an idea of what improvements can be executed & completed with this amount? Will the 13 miles of bike lanes reduce lanes on the corridor? Currently, there is construction happening on Airport Blvd. from Zach Scott to IH-35 on both sides, is this in relation to the corridor improvements and/or funding?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The Proposed Corridor Construction Program includes different types of investment packages for Airport Boulevard. The first is the Corridor-wide Mobility Improvements package, which is proposed for design and construction funding with the 2016 Mobility Bond and stretches the full length of the Airport Boulevard corridor from North Lamar Boulevard to US 183. Please see the Airport Boulevard one-pager that describes the improvements that can be implemented with the bond funds. The recommendations do not include removing vehicle lanes on Airport Boulevard corridor in order to accommodate bicyclists in new shared use paths along the corridor.

In addition, the City will initiate design phase work on the Enhanced Multimodal Improvements packages for Airport Boulevard. We will aggressively seek leveraging opportunities to fund additional work along the corridor to advance all investment packages through construction.

The current construction along Airport Boulevard is routine street overlay maintenance through the Public Works Department and is funded through their Operating Budget.

- 39. Agenda Item #39:** Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on East Martin Luther King Jr. Boulevard from US183 to Decker Lane in an amount not to exceed \$7,900,000.

QUESTION: Historically, Pedestrian Hybrid Beacons were installed at the request of the community, did the community request a PHB at Sendero Hills in your outreach?
COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Development of the Corridor Mobility Plans involves community input through in-person and, in most cases, online opportunities. The proposed placement of this Pedestrian Hybrid Beacon (PHB) at Sendero Hills Parkway is in accordance with the Corridor Mobility Plan. Final placement of this PHB will be determined through additional analysis, evaluation, engineering, and community input during design phase.

- 43. Agenda Item #43:** Approve an ordinance amending the Fiscal Year 2017-2018 Austin Transportation Department Operating Budget (Ordinance No. 20170913-001) to increase appropriations by \$61,032 and to increase the number of authorized staff positions by five full-time equivalent staff positions to implement the 2016 Mobility Bond program.

QUESTION: Is this different than the augmented staff from HDR's added scope of services? How many staff positions have been added to the Transportation Department, since 2015 by divisions/category such as: Mobility Bond, Vision Zero, Active Transportation, etc.
COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Yes, this is different than the current staff augmentation agreement with HDR, as the five new proposed positions will be working specifically for the Corridor Program Office (CPO) and on corridor specific projects related to the 2016 Mobility Bond. These are not new positions for the Austin Transportation Department (ATD). This request for FTE's allows CPO to have adequate City owner representation and staffing for delivery of the Corridor Construction Program. The ability to augment staff with the Corridor Improvements Consultant contract allows CPO to bring additional technical resources and consulting to the table, but they are prohibited from representing themselves as City staff.

Attached is a spreadsheet outlining the total number of new positions that ATD has grown, by division, since 2015. This includes the ten positions for the CPO that were transferred from the Financial Services Department (FSD) to ATD last year. We currently have four full-time staff dedicated to the Vision Zero Program but they reside in various divisions such as Transportation Engineering (2), Active Transportation (1) and System Development (1).

QUESTION: The fiscal note says that some positions will come from bond money and some will be from the Transportation User Fee. If that is correct and the net impact is \$61k to the department, how much is from each source?
COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

All five positions will have some portion of work that is directly attributable to the bond projects

and that may be appropriately charged to those projects. We use a rule of thumb to estimate that 80% will be charged to the bond and 20% will be charged to operating budget (TUF funded) for expenses such as sick time, vacation time, training, staff meetings, etc. This is a common breakdown between bond funded and non-bond funded work - for the remainder of FY18 the numbers are below:

- 80% paid for from the 2016 Mobility Bond = \$244K
- 20% paid for from TUF operating budget = \$61K

FOLLOW -UP QUESTION:

For our technical understanding going forward why are those activities (sick time, vacation, etc.) not billable to the bond?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Federal tax laws applicable to municipal bonds identify eligible capital expenditures as:

- Purchase of real property;
- Manufacture, purchase, and installation of tangible personal property;
- Construction, certain remodeling, rehabilitation, and improvement of buildings;
- Costs of architectural, engineering, and planning services directly related to capital projects; or
- Costs of salaries and wages directly allocable to capital projects

Costs not directly allocable to a capital project include sick time, vacation time, training, staff meetings, etc. For budgeting purposes, staff use a rule of thumb of 80% directly billable to a capital project and 20% non-billable. The actual percentage breakdown of these costs will vary based on how much direct time staff spend working on capital projects.

46. Agenda Item #46: Approve a resolution relating to parking at the Central Library.

QUESTION: How is the library planning to make up the loss of revenue for the 1 free parking hour to the public?

MAYOR STEVE ADLER'S OFFICE

ANSWER:

Changes or revisions to the New Central Library's parking rates could be made as part of the overall adoption of the Fiscal Year 2018-2019 Approved Budget in September 2018.

47. Agenda Item #47: Approve a resolution providing direction to the City Manager regarding Austin Police Department staffing recommendations.

QUESTION:

Please provide a fiscal note for this item so that we can better understand the total cost of filling the previously approved 12 positions as well as the funding source.

MAYOR PRO TEM TOVO'S OFFICE

ANSWER:

The total one year cost for funding the twelve sworn positions is \$2.1 million and includes ten officers, one corporal, and one sergeant. These costs are broken down below between ongoing and one-time expenses:

Ongoing: \$1.4 million for salaries, benefits, insurance, fuel and maintenance, and equipment needs.

One-time: \$750,000 for vehicles and related equipment, wireless, radios, computers, and other

equipment needs.

Due to ongoing personnel turnover and the timing of cadet classes, the number of current vacancies exceed the number of cadets currently in the academy so technically the 12 unfunded positions will not be filled this fiscal year. Currently, the department is running one cadet class with 51 cadets graduating in September 2018. As of March 17th, the Department has 67 vacancies, including the 12 unfunded positions. Another cadet class, anticipated to have at least 100 cadets, will begin in October 2018.

The department filled the Sergeant and Corporal positions in January 2017 and the department has been using salary savings from other vacancies to pay for them for the past 14 months. In April the department will be adding the additional 10 officers into our staffing matrix. This could have a fiscal impact if the department has a need to backfill the positions at time and a half to provide an appropriate level of service due to extenuating circumstances. As of the end of February, five months into the fiscal year, the current year estimate is positive and the department will do what they can to maintain this through the end of this fiscal year. By August we should have a much better idea of where the fiscal year will end. These positions could be funded through estimated General Fund savings in the current year due to the lack of a labor agreement or funded as part of the FY 2019 Budget.

- 78. Agenda Item #78:** C14-2017-0150 - Leija Villa - District 3 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 3305 and 3309 Hidalgo Street (Boggy Creek Watershed) from family residence-neighborhood plan (SF-3-NP) combining district zoning and family residence-conditional overlay-neighborhood plan (SF-3-CO-NP) combining district zoning to limited office-mixed use-conditional overlay-neighborhood plan (LO-MU-CO-NP) combining district zoning. Staff Recommendation: To grant limited office-mixed use-conditional overlay-neighborhood plan (LO-MU-CO-NP) combining district zoning. Planning Commission Recommendation: To grant limited office-mixed use-conditional overlay-neighborhood plan (LO-MU-CO-NP) combining district zoning.

QUESTION:

With the City's Compatibility Standards could the property owner actually build a structure on the property with a height of 40 feet (assuming the base zoning category allowed 40 feet in height)?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

A three story / 40-foot tall building could be constructed on the eastern third of the property if LO zoning is granted.

Compatibility standards apply to redevelopment on the property, due to single family residences to the west of the property. The standards are based on City Code § 25-2-1062 - HEIGHT LIMITATIONS AND SETBACKS FOR SMALL SITES.

Since this property has a street frontage of 78.17 feet, the setback on the western boundary for any structure is 20.5 feet. This applies to buildings, parking, driveways, etc. For the next 25 feet, building height is limited to two stories / 30 feet in height. For this site, that would leave 27.67 feet along the eastern boundary (adjacent to the W/LO-NP zoned tract) for construction above 30 feet. This number takes into account the 5 foot building setback along the eastern property line.

- 91. Agenda Item #91:** C14-2017-0067 - Champion Tract 1C - District 10 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 6500 FM 2222 Road (West Bull Creek Watershed). Applicant Request: To rezone from neighborhood

commercial- conditional overlay (LR-CO) combining district zoning to general commercial services-conditional overlay (CS-CO) combining district zoning. Staff Recommendation: To grant general commercial services- conditional overlay (CS-CO) combining district zoning. Zoning and Platting Commission Recommendation: To deny general commercial services- conditional overlay (CS-CO) combining district zoning. Owner/Applicant: Champion, Meier Assets, Ltd. (Terry Bray). Agent: Ambrust & Brown, L.L.P (Richard T. Suttle, Jr.). City Staff: Scott Grantham, 512-974-3574.

QUESTION: The staff report indicates that “staff sought a zoning category that would allow convenience storage as a permitted use. General commercial services (CS) is the most restrictive zoning district in which convenience storage is permitted.” However, if convenience storage is allowed as a conditional use in the W/LO zoning category, why didn’t staff recommend that category? The staff report also says that “CS allows many uses which may not be desirable in this location.” However, W/LO does not seem to permit those uses. Since W/LO allows for convenience storage but does not allow for most of the 35+ uses that staff is recommending the council to prohibit in the conditional overlay, what planning principles did staff apply to arrive at the recommendation for CS-CO zoning rather than W/LO? Why did staff detail in the report a need to identify a zoning category that allowed convenience storage as a permitted use rather than a conditional use? Which of the 4 principles identified in the “basis for recommendation” section of the staff report would not also be applicable to W/LO zoning on this site?

QUESTION FROM COUNCIL MEMBER ALTER’S OFFICE

ANSWER:

1. *The staff report indicates that “staff sought a zoning category that would allow convenience storage as a permitted use. General commercial services (CS) is the most restrictive zoning district in which convenience storage is permitted.” However, if convenience storage is allowed as a conditional use in the W/LO zoning category, why didn’t staff recommend that category?*

The property has a very high percentage of flood plain, and also has limitations on Floor-to Area Ratio from the Hill Country Roadway Ordinance - low intensity zone. With the footprint thus limited, staff would support more height on the site which would be allowable in CS (60 ft), but not in W/LO (1 story or 25 feet).

2. *The staff report also says that “CS allows many uses which may not be desirable in this location.” However, W/LO does not seem to permit those uses. Since W/LO allows for convenience storage but does not allow for most of the 35+ uses that staff is recommending the council to prohibit in the conditional overlay, what planning principles did staff apply to arrive at the recommendation for CS-CO zoning rather than W/LO?*

Staff’s rationale considered both zoning categories as a whole, both in terms of development standards and allowable uses. Because of the constrained nature of the site, in terms of physical characteristics and layers of regulation, staff supported CS which has less restrictive development standards.

3. *Why did staff detail in the report a need to identify a zoning category that allowed convenience storage as a permitted use rather than a conditional use?*

No guiding principle would limit staff’s recommendation to a zoning category in which a proposed use is permitted rather than conditional. Staff considers zoning categories as complete packages, including use standards and development standards.

4. *Which of the 4 principles identified in the “basis for recommendation” section of the staff report would not also be applicable to W/LO zoning on this site?*

Arguably, “Zoning should allow for reasonable use of the property” since the property is already constrained by a flood plain, the Lake Austin Watershed Ordinance, and the Hill Country Roadway ordinance. The W/LO category would present a further height

constraint and would increase the difficulty on an already difficult site.

QUESTION:

The staff report indicates that a large portion of the property is located within the City of Austin fully developed 100-year floodplain. Can staff please provide a map showing where the floodplain is on the property and also provide information on what percentage of the property is located within the floodplain? The staff report indicates City of Austin staff have evaluated the site and analytical reports provided by the applicant and have determined that the site is in compliance with State regulations and no additional cleanup is necessary from the lead-deposits on the site. Can staff please provide additional information? When was the site evaluated and which department(s) participated in the evaluation? Can staff please provide a copy of the analytical reports that were evaluated to determine compliance? What are the uses allowed on the site today as either permitted or conditional uses?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

1. The staff report indicates that a large portion of the property is located within the City of Austin fully developed 100-year floodplain. Can staff please provide a map showing where the floodplain is on the property and also provide information on what percentage of the property is located within the floodplain?

See attached map - Pink and green both make up the 100-year floodplain.

41.2% of the site is in the 100 year floodplain. Note that the areas outside the floodplain are not necessarily buildable, due to steep slopes and lack of continuity.

2. The staff report indicates City of Austin staff have evaluated the site and analytical reports provided by the applicant and have determined that the site is in compliance with State regulations and no additional cleanup is necessary from the lead-deposits on the site. Can staff please provide additional information? When was the site evaluated and which department(s) participated in the evaluation? Can staff please provide a copy of the analytical reports that were evaluated to determine compliance?

Staff from the Watershed Protection Department, including the Environmental Officer and an investigator from the Spills and Complaints Response Program (SCRCP), who have both had long experience with the lead contamination on Champion Tract 1C reviewed documents provided by the applicant, as well as documents in the department's files. Lead contamination on the site was a result of its historical use as a shooting range. The TCEQ investigation and resulting cleanup of the site by the owner was a result of an SCRCP investigation in the 1990's. The Texas Commission on Environmental Quality issued a Final Certificate of Completion in 2002 (attached) indicating the site meets state standards (500 mg/kg) for residential use, the most protective cleanup standards. After discussions with staff in 2017 the applicant performed confirmation soil and stream sediment sampling in the summer of 2017 and confirmed that the site meets the state standards for lead. The 2017 sampling report, which was reviewed by staff, is attached. SCRCP staff also visited the site and found no visual evidence of lead on the site.

3. What are the uses allowed on the site today as either permitted or conditional uses?

Uses permitted under LR:

Bed & Breakfast (Group 1)

Bed & Breakfast (Group 2)

Administrative and Business Offices

Art Gallery

Art Workshop
Consumer Convenience Services
Consumer Repair Services
Financial Services
Food Sales
General Retail Sales (Convenience)
Medical Offices -- not exceeding 5000 sq. ft. gross floor area
Off-Site Accessory Parking¹⁴
Pedicab Storage and Dispatch
Personal Services
Pet Services
Printing and Publishing
Professional Office
Restaurant (Limited)
Service Station
Software Development
Community Garden
Urban Farm
College and University Facilities
Communication Service Facilities
Counseling Services
Cultural Services
Day Care Services (Commercial)
Day Care Services (General)
Day Care Services (Limited)
Family Home
Group Home, Class I (General)
Group Home, Class I (Limited)
Guidance Services
Local Utility Services
Private Primary Educational Facilities
Private Secondary Educational Facilities
Public Primary Educational Facilities
Public Secondary Educational Facilities
Religious Assembly
Safety Services

Permitted in LR with Special Requirements:

General Retail Sales (General)
Personal Improvement Services
Restaurant (General)
Community Events

Conditional in LR:

Alternative Financial Services
Medical Offices -- exceeding 5000 sq. ft. gross floor area
Plant Nursery
Special Use Historic
Custom Manufacturing
Club or Lodge

Community Recreation (Private)
Community Recreation (Public)
Congregate Living
Group Home, Class II
Hospital Services (Limited)
Residential Treatment

92. Agenda Item #92: C814-2017-0001 - 425 W. Riverside PUD - District 9 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 425 W.

Riverside Drive (Lady Bird Lake Watershed). Applicant Request: To rezone from Commercial-Liquor Sales - Vertical Mixed Use - Neighborhood Plan (CS-1-V-NP) combining district zoning to Planned Unit Development - Neighborhood Plan (PUD-NP) combining district zoning. Staff Recommendation: To grant Planned Unit Development - Neighborhood Plan with conditions (PUD-NP). Planning Commission Recommendation: To grant Planned Unit Development - Neighborhood Plan with conditions (PUD-NP). Owner/Applicant: Ronald A. Nelson, Trustee and Molley Belle Properties LP (Ronald A. Nelson). Agent: Armbrust & Brown (Richard T. Suttle, Jr.). City Staff: Andrew Moore, 512-974-7604.

QUESTION: Provide a brief description of what the public engagement process was.
COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The public engagement process for 425 W. Riverside Planned Unit Development was typical for a zoning case where notifications for property owners, utility customers and registered Neighborhood Associations within 500 feet were sent via US mail. Andrew Moore, Zoning Case Manager, and Alan Holt, Principal Planner of the South Central Waterfront Plan, also met with the Zoning Committee of the Bouldin Creek Neighborhood Association (June 19, 2017).

However, the public hearing process was much more extensive. Because the project is located within the South Central Waterfront District it was heard by the South Central Waterfront Advisory Board and a Working Group of the Advisory Board. The property is also located within the Waterfront Overlay so it was presented to the Small Area Planning Joint Committee (of the Planning Commission and Zoning and Platting Commission). All Planned Unit Developments are also required to be heard by the Environmental Commission. The Environmental Commission also created a Working Group in order to have a hearing. Below is a list of the ten (10) public hearing dates.

- South Central Waterfront Advisory Board Working Group: October 5, 2018, November 14, 2018, November 20, 2018, January 30, 2018
- South Central Waterfront Advisory Board: September 18, 2018, February 8, 2018
- Small Area Planning Joint Committee: January 10, 2018
- Environmental Commission Development Committee: January 3, 2018
- Environmental Commission: January 3, 2018
- Planning Commission: February 27, 2018

Planned Unit Developments are required to submit a Development Assessment which staff presents to the Environmental Commission and City Council. Below are the dates of those presentations:

Environmental Commission: October 5, 2016
City Council: December 15, 2016

Prior to the June 16, 2016 adoption of the South Central Waterfront Plan the City Council of the South Central Waterfront Plan on June 16, 2016 there was extensive public engagement during the development of the plan. The South Central Waterfront planning process took place between 2012-2016 with over 19 major public engagement events which engaged over 1800 citizens to help craft the Plan which was presented to the Waterfront Planning Advisory Board, Planning Commission and City Council.

- 95. Agenda Item #95:** Conduct a public hearing and consider an ordinance regarding floodplain variances for the remodel of a commercial building at 1200 Barton Springs Road within the 25-year and 100-year floodplains of West Bouldin Creek.

QUESTION: Why is staff recommending this variance?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

There are three main factors that went into staff's consideration to recommend this variance. Those factors include:

- the flood risk at this location is different than most other floodplain variances that Council has seen due to the almost zero velocities of the flood water
- the applicant is not proposing any increase in building density
- the applicant has prepared and will implement a flood safety plan

We also talked about the definition of substantial improvement and how that it is a part of FEMA's minimum standards to participate in the National Flood Insurance Program. We talked about the undersized infrastructure that causes the floodplain of West Bouldin Creek to expand to this location.

QUESTION: Have there been any instances of prior flooding of the property and/or structure?

What are the plans for the undersized infrastructure to be right sized?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The City does not have any documentation indicating that the building on this property has flooded.

The Barton Springs Road crossing of West Bouldin Creek is not one of the high priority crossings that the Watershed Protection Department has identified for improvements. Despite having a predicted overtopping depth of up to 4 feet during a 100-year flood event, the depth and frequency of overtopping are much higher at many other crossings in the City. There are currently no plans to improve the capacity of this crossing.

QUESTION:

If this variance is granted, what legal liability, if any, does the city assume for any harm suffered by individuals or property in the event of flooding on this site?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The Law Department sent an attorney-client memo to Council on March 7, 2018.



Recommendation for Action

File #: 18-1729, **Agenda Item #:** 4.

3/22/2018

Agenda Item

Agenda Item #4: 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:

It is not known at this time whether the liner just needs repairs or if it needs to be replaced. Austin Water will be hiring a firm to inspect and analyze the effluent pond liner.



Recommendation for Action

File #: 18-1709, Agenda Item #: 8.

3/22/2018

Agenda Item

Agenda Item #8: Approve an ordinance amending the Fiscal Year 2017-2018 Historic Preservation Fund Operating Budget (Ordinance No. 20170913-001) to appropriate up to \$5,293,991; and amending the Fiscal Year 2017-2018 Capital Budgets of City Departments including the Parks and Recreation Department, the Austin Transportation Department, and the Austin Public Library Department (Ordinance No. 20170913-001) to transfer in and appropriate these funds for allowable historic restoration and preservation projects or activities as reflected in the Texas Tax Code Section 351.101(a) (5) which authorizes hotel occupancy tax to be used for historic restoration projects and activities that promote tourism and the convention industry and that are in specific locations in the City.

QUESTION: Since 2015, what are the budgeted amounts and the total expenditures for Downtown Wayfinding? How have prior Downtown Wayfinding projects been funded? What part of Downtown will this project be located?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Since 2015, what are the budgeted amounts and the total expenditures for Downtown Wayfinding?

The Downtown Wayfinding Project originated and was initiated in the Austin Planning Department in 2014. Funding for the program came through transfers from the Parking Enterprise Fund. The Austin Transportation Department has increased its role in the project as it moves into implementation and is directly involved in the dynamic parking sign portion of the effort.

The total budget for the Downtown Wayfinding Project, including both the Dynamic Parking sign portion of the project and the static pedestrian wayfinding signs, is \$3 million. Of that amount, \$2.1 million was budgeted for the static wayfinding and about \$900 thousand was budgeted for the dynamic parking signs.

To date, \$1,084,632.95 has been spent and an additional \$272,093 has been encumbered. There is \$1,143,275 available. ATD has an active bid for the remaining installation in an amount of approximately \$1.2 million (actual cost to be determined during the bid process later this year). Staff believes we will obtain competitive bids and will be within the estimated budget. The remainder is for the consultant design fees, project management and other construction services.

If approved by the Austin City Council, appropriation of the HOT funds will supplement current funding that can be used to fund wayfinding in east Austin and in the Rainey Street District (Council Districts 1 and 3). Community gathering spaces, such as historic museums and similar sites, will be prime candidates for installation of wayfinding.

How have prior Downtown Wayfinding projects been funded?

The Economic Development Department installed some wayfinding signs on 2nd Street last year as part of the 2nd Street Project.

The current Downtown Wayfinding project was authorized by Council and is funded by a transfer from the parking management fund. Transfers to the Planning Department began in 2012, and an additional transfer of \$400,000 is pending to complete the funding commitment for a total of \$3 million. These funds are generated from on-street parking meters, the bulk of which are within the downtown parking management area bound by Martin Luther King Jr.,

Blvd., Riverside Drive, Barton Springs Road, I-35, and Lamar Blvd. The investment of parking funds into the pedestrian wayfinding system is based on the nexus between the management of parking assets and the need for improved pedestrian infrastructure and information on-street.

What part of Downtown will this project be located?

The Downtown Wayfinding project as defined by the Austin Planning Department is for the area bounded by Martin Luther King Jr., Blvd., Riverside Drive, Barton Springs Road, I-35, and Lamar Blvd. Specific installation locations within this area were defined by the initial planning phases of the project by the Planning Department.

If approved by the Austin City Council, appropriation of the HOT funds will supplement current funding that can be used to fund wayfinding in east Austin and in the Rainey Street District (Council Districts 1 and 3). Community gathering spaces, such as historic museums and similar sites, will be prime candidates for installation of wayfinding.



Recommendation for Action

File #: 18-1710, Agenda Item #: 9 & 11.

3/22/2018

Agenda Item

Agenda Items #9 and #11:

Agenda Item #9: Authorize award and execution of a construction contract with Alpha Paving Industries, LLC (MBE), for the Annual Asphalt Repair Contract 2018 IDIQ (north) contract in the amount of \$750,000 for an initial 1-year term, with two 1-year extension options of \$750,000 each, for a total contract amount not to exceed \$2,250,000.

Agenda Item #11: Authorize award and execution of a construction contract with Smith Contracting Co., Inc., for the Concrete and Asphalt Repair North IDIQ contract in the amount of \$1,500,000 for an initial 1-year term, with two 1-year extension options of \$1,500,000 each, for a total contract amount not to exceed \$4,500,000.

QUESTION: How far north of Cesar Chavez Street? Will the following major east/west roadways be included, i.e. East 7th, East 11th, Rosewood Ave., East 12th, East Martin Luther King, Jr. Blvd., and Manor Road?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The north and south designation on these Indefinite Delivery/Indefinite Quantity (IDIQ) contracts is intended as a general dividing line, not a limitation on where the successful contractor can do the work. That would include utility cuts in Cesar Chavez, East 7th, East 11th, Rosewood Ave, East 12th, East Martin Luther King Jr. Blvd, and Manor Road. These IDIQ contracts will provide permanent repairs to locations where Austin Water has made a cut in the street to repair water or wastewater utilities. Austin Water makes temporary pavement repairs until the street is permanently repaired by Public Works crews and/or IDIQ contractors, which is the intent of the contracts. There are currently 2,488 locations in need of permanent repair.



Recommendation for Action

File #: 18-1703, Agenda Item #: 17.

3/22/2018

Agenda Item

Agenda Item #17: Approve an ordinance authorizing the negotiation and execution of all documents and instruments necessary or desirable to purchase six properties located at 5902 and 5903 Parkwood Drive and 6110, 5908, 5905, and 6109 Oakclaire Drive, in a total amount not to exceed \$2,660,000, establishing acquisition and relocation guidelines, and waiving the requirements of City Code Chapter 14-3.

QUESTION:

How are these types of project selected and ranked across the City of Austin?

Is there a ranking system for these type of projects? If so, please describe the criteria on how projects are ranked and provide the current ranking list of projects.

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

The Watershed Protection Department created the Department's Master Plan in 2001, which was approved and/or endorsed by the City Council and various Commissions and Advisory Groups. The most recent update to the Plan was in 2016. The Plan establishes a prioritization methodology for flood risk reduction projects, among others. The primary prioritization factors considered for local flood projects are the number of reported building, yard, and street flooding complaints and the clustered complaints in one drainage area. The primary prioritization factors considered for regional creek flood projects include the depth of flooding, the frequency of flooding, and the number of buildings at risk. The most feasible flood risk reduction solution is identified for each project by completing a Preliminary Engineering Report. Solutions may include structural solutions (storm drain installation, channel widening, or detention pond), non-structural solutions (buyouts), or a combination.

Yes. They are ranked based on the criteria listed in the previous answer.

Each year, the Department evaluates the ranking of its project areas. The rankings are subject to change based on new engineering data and flood complaints. The project areas with the highest rankings are advanced in the Capital project delivery process, which includes design and implementation. The Oak Park/Oak Acres Project ranks #1 in WPD's local flood mission priorities and #20 in the creek flood priorities.

QUESTION:

The staff back-up indicates that the two main causes of flooding are overland flow from the natural drainage area to the northwest and spillover from Williamson Creek into the Gaines Tributary. Were these conditions existing at the time of the development of these structures? If not, do we have any additional information as to why the flooding conditions changed subsequent to development? If the conditions did exist at the time of the development of these structures, please explain under what circumstances the original developer would be liable for the property damage to the properties being purchased.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The Oak Park and Oak Acres neighborhoods were platted based on rural county standards in 1948 and annexed by the

City of Austin in 1985. Both the overland flow from the natural drainage area to the northwest and a spillover from Williamson Creek into the Gaines Tributary were existing conditions at the time houses were constructed in these neighborhoods. The development that has occurred to the northwest since 2014 meets or exceeds the City's criteria for flood detention. It appears that the original developer of the Oak Park subdivision omitted a significant amount of upstream drainage area in their drainage calculation. Staff has not pursued investigating the liability issues regarding the original engineer.



Recommendation for Action

File #: 18-1727, Agenda Item #: 18.

3/22/2018

Agenda Item

Agenda Item #18: Approve an ordinance authorizing the negotiation and execution of all documents and instruments necessary or desirable to purchase in fee simple approximately 50 properties at high risk of flooding within the Onion Creek Watershed in a total amount not to exceed \$25,000,000, establishing acquisition and relocation guidelines, and waiving requirements of City Code Chapter 14-3.

QUESTION: Were the houses in the proposed Upper Onion Creek buyout area built with the floodplain, or did the floodplain change after the houses were built? Are increased floodplain elevations in this area due to changing conditions in the watershed?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The houses were built taking into consideration the best available floodplain information that was available at the time and apparently none of the houses were expected to flood when they were built. However, after being constructed, the Onion Creek floodplain was restudied and remapped and subsequently all of the houses in the proposed buyout project area are within the current 100-year floodplain.

To the best of our knowledge, the increase in floodplain elevations in this area is a result of significantly improved hydrologic data and the quality of both the mapping and modeling techniques now in use and is not due to changed conditions in the watershed.

QUESTION: What is the criteria for selecting the "Phase 1" properties? What is the plan for the land that is acquired?

COUNCIL MEMBER KITCHEN'S OFFICE

ANSWER:

There are 138 properties in the project area with expected interior flooding during a 100-year flood event. Ten of these properties were previously approved by Council for buyouts; these properties were removed from the list of 138 for the purposes of phasing the remainder of the buyout project. Of the remaining 128 properties, seven have substantial damage determinations from the 2013 Halloween Flood. Owners of these properties are required to bring these houses into compliance with the City's floodplain regulations. Selling the property to the City is one method of achieving compliance with the substantial damage rules, therefore these seven properties have been placed at the top of the "Phase 1" list. The remaining 121 properties were then sorted based on their 100-year flood risk (i.e., the expected depth of water inside the living space of a house). Since funding has been identified to proceed with approximately 50 additional buyouts in this project area (in addition to the funding for the first 10 that are already in progress), the "Phase 1" list is comprised of the seven substantially damaged properties and approximately the next 43 properties with the highest expected depth of flooding. If owners of properties that are part of Phase 1 do not wish to sell to the City, staff will proceed down the list of Phase 2 properties, in decreasing order of flood risk, for as long as project funding is available.

As properties are acquired during the course of the buyout project, which may take several years depending on available project funding and Council approval, the structures will be demolished and foundations, driveways, and private

sidewalks will be removed. The properties will be reseeded with native vegetation and placed on the Watershed Protection Department's Vegetation Control Plan. The properties will be maintained, including mowing and brush/debris removal, approximately six times per year during the growing season. This maintenance plan for open space is consistent with best practices for management of land in floodplains. Once the buyout project is substantially complete and there is a clearer picture of which properties will and will not be owned by the City (property owners will have the option to refuse the City's buyout offer), the Watershed Protection Department and other City departments will engage the neighborhood and other stakeholders in a planning process to identify, and possibly implement, beneficial uses of the open space that are compatible with their location in the floodplain and with the neighborhood's desires for the area. Such beneficial uses could include, community gardens, wildflower meadows, trails, and passive recreational areas.



Recommendation for Action

File #: 18-1697, **Agenda Item #:** 20.

3/22/2018

Agenda Item

Agenda Item #20: Approve an ordinance amending the Fiscal Year 2017-2018 Parks and Recreation Department Operating Budget Special Revenue Fund (Ordinance No. 20170913-001) to accept and appropriate \$38,000 in grant funds from 3M to provide funding for the Environmental and Conservation Education in 3M communities-Eco Grant to be used for environmental or conservation education for youth in locations within Austin near 3M's facility locations.

QUESTION:

Please share the list of Nature Deficit Scores for all schools in the City of Austin. Please also share the application for the award.

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

The scores for access to nature are based on various factors included in the Nature Equity Interactive Map located at <http://www.austintexas.gov/CCCN>. These are GIS Gap Analysis Maps created for the Cities Connecting Children to Nature Project Overview and include maps of city parks, state parks and PARD maintained and unowned properties. The maps indicate the level access to green spaces and tree canopy coverage in addition to demographics such as child population, median household and income and the incidence of crime on nearby parkland and zip code. Based on these maps, please find the attached "Scores for Nature by Zip code" document.

In addition, the application PARD submitted for the 3M grant is attached.

Confirmation of Application Receipt:

Your proposal was successfully submitted to 3M. No further action on your part is required and you can expect to receive notice of your proposal's status shortly. To print a copy of this completed application go to 'File', then 'Print' on your browser toolbar. Click here to [return to the homepage](#) when you are finished.

Organization Information

*Legal Name	Austin Nature & Science Center
AKA Name	
*Address	301 Nature Center Drive
*City	Austin
*State	Texas
*Zip Code	78746
Country	United States
*Telephone	512-974-3888
Extension	
Fax	512-974-3885
Website Address	http://www.austintexas.gov/department/austin-nature-and-science-center
In Care Of (organization corresponding to the specified tax ID)	1-74-6000085-8
Relationship to 'in care of' organization	Austin Parks and Recreation Department
*Organization Type	Environment
Education	----Nonprofit Org./Other
Organization Type	
*Organization Mission Statement	City of Austin's vision: Austin, the most livable city in the country Austin Parks and Recreation mission statement: Inspire Austin to learn, play, protect and connect by creating diverse programs and experiences in sustainable natural spaces and public places. Austin Nature & Science Center's mission statement: The Austin Nature & Science Center is dedicated to the exploration of the natural world. Cities Connecting Children to Nature Initiative: To help city leaders and their partners ensure that all children have the opportunity to play, learn and grow in nature, from urban parks and community gardens to the great outdoors.
IRS Determination Letter	<ul style="list-style-type: none">• taxexemptform for COA.pdf (64.79 K). uploaded by Margaret Russell on 09/01/2017
*Background	It was 1959 and Americans woke up to the shocking news that Russia had successfully launched Sputnik into space. Suddenly the space race was on, and

the rush to put science into the forefront of education came to Austin. Our parks director at the time, Mr. Beverly Sheffield, brought together citizens and organizations to start a junior nature program. The earliest programs offered by the Austin Nature Center were housed in a garage apartment on Saturdays and included such weighty topics as "Organizations of Multicellular Animals" and "What is Zoology?" This program served over 7,000 participants in each of the first 3 years.

Renamed Natural Science Center, the programming moved to the Deep Eddy Bathhouse in 1963 where children were invited to experience nature "hands on". In 1967, the natural science focus shifted to ecology and live animals, with the center's 60 live animals housed both in and outside the building, being used in classes such as Wildlife Defenders, Unseen World and Texas Natives.

ANSA was joined by the ANSA Guild, whose large cadre of volunteers served over 42,000 children in 1968. By 1974, the Austin Parks and Recreation Department (PARC) organized the Outdoor Nature Programs unit that included the ANSC, Jordan-Bachman Pioneer Farm, and Austin Preserves. The popular programs of Junior Keepers, Babies and Beasties, Green Earth Gang and the site's work in wildlife rehabilitation were featured in National Geographic and Southern Living magazines. Outing programs for teens, adults and families went all the way to the Colorado mountains, and the Big Bend desert; while skill programs in canoeing, hiking and orienteering were also offered.

In 1988, the Austin Nature Center completed the move to the new four million dollar 15 acre campus in Zilker Park, featuring a reclaimed gravel pit turned into a pond system, a classroom building, a visitor pavilion with exhibits, outdoor animal exhibits, and nature trails. Large traveling exhibits came to visit, including Dinomation; Woolly Mammoths; and The Good, the Bad and the Ugly. The historic Trail House was initially used in gardening programs, and in 1992 was remodeled for a Nature's Way Preschool.

A satellite facility was opened in the Barton Springs Bathhouse in 1997, dedicated to the study and understanding of the environmentally significant Barton Springs Edwards Aquifer and other water quality issues. This Sheffield Education Center has a Splash exhibit that is visited annually by over 100,000 visitors. In 2003, in partnership with the Texas Memorial Museum of History and Science at the University of Texas, the Dino Pit was opened, as a re-creation of a paleontologist dig site. And in 2006, the Naturalist Trade Counter opened up for trades and exchange of knowledge and natural treasures.

This year, donations and grants have enabled ANSC to add a large portable planetarium and a rock wall climbing tower to support programs. The Center continues to host free visiting exhibits, with Masters of the Night here this fall and Natures and Numbers arriving in January 2018.

Currently, the Austin Nature & Science Center has taken the lead in the development and support of an implementation plan for Connecting Children to Nature, with focus on the issue of equity for all citizens. For the previous 3 years, with \$75,000 in grant funds, city departments, state agencies, and nonprofit organizations have been working with Austin communities to identify nature gaps and access issues, and to create an implementation plan that insures our underserved children receive the benefits of being outdoors in nature on a regular basis. Work on four focus areas is underway, with Green School Parks being piloted at Barrington Elementary School for the past year.

Contact Information

*Prefix	Ms.
*First Name	Margaret
Middle Initial	M
*Last Name	Russell
Title	Program Manager
Contact Type	Primary Contact
*Address	301 Nature Center Drive
*City	Austin
*State	Texas
*Zip Code	78746
*Telephone	512-974-3888
Extension	
*E-mail Address	margaret.russell@austintexas.gov

Application/Request Information

*Request Date	09/25/2017
*Request Amount	\$38,000.00
*We comply with 3M's non discrimination policy	Yes
*Lobbying	No
Invited By	Miya Sharpe, Lisa Boice
*Project Title	Green School Parks Activation
*Eco Grant Description	HISTORY OF Cities Connecting Children to Nature WORK LEADING TO Green School Parks Activation

Over the last decade Austin has gained considerable momentum by building a strong and holistic network of organizations, governmental departments, healthcare professionals, and educators dedicated to the idea that children who have regular access to the natural world are healthier, happier, and perform better in school.

Historically Austin has battled systemic issues of equity and residential segregation that have created major barriers to nature access for many children across the city. Austin's Cities Connecting Children to Nature (CCCN) planning initiative views the issue of equitable nature access as a deeply complex social problem that no single policy, government department, organization, or program can solve on its own. Therefore, we adopted a Collective Impact approach to guide the creation of an implementation plan that contemplates sustained efforts of city leadership acting in concert across sectors to ensure that every child in Austin has abundant and equitable access to nature.

In 2016, a Core Planning Team and six working groups with interdepartmental and cross-sectors members researched and identified major gaps, barriers, opportunities, and priorities across several domains, including access, policy, health, education, and programing.

Two of the priority strategies in the CCCN Implementation Plan are:

1) Greening School Yards: Creating a new network of "school parks", and

2) Program and Park Activation: Creating a comprehensive nature-based program directory and aligning programs with available park space in neighborhoods of need.

Working groups met to develop specific strategies in the following focus areas:

- * Data Collection and Analysis: Developed the "Nature Equity" Score Map using Geographical Information Systems (GIS) and created the Program Survey.

- * Education: Identified nature-based gaps, barriers, policy initiatives, and priorities within the school system and helped cultivate relationships with AISD administration.

- * Nonprofit: Identified gaps and barriers within the nonprofit community in getting children connected to nature and assisted in distributing the Program Survey.

- * Health: Identified health policy initiatives that complemented the CCCN project and helped build relationships with the University of Texas's School of Public Health.

- * Policy: Developed the Children's Outdoor Bill of Rights and honed policy tracking methods around CodeNEXT and Departmental Master Plans within the City.

- * Community Engagement: Created and distributed the Community Survey, developed the focus group meeting structure and outline, and helped build relationships with community organizations and trusted leaders.

(For more information regarding the CCCN work, go to <http://www.austintexas.gov/CCCN>)

IDENTIFICATION OF PRIORITY COMMUNITIES

An in-depth GIS Model established a Nature Equity Score for each zip code in Austin. The GIS model analyzes eight nature factors and ranks them across a scale. The model included the following factors:

Nature Score Factors:

- * All public park land within the Austin City Limits

- * National Recreation and Parks Association park status

- * Park acreage and tree canopy

- * Trust for Public Land -- land use definition

Potential for Impact Factors:

- * Median household income

* Child population

* Inverse tree canopy

Nature Scores and Potential for Impact Scores were overlaid by zip code to reveal the biggest gaps in Nature Equity. These scores quantifiably identified three areas of Austin to focus the efforts of the Implementation Plan.

Focus Area 1 -- Northeast

Zip codes: 78758 & 78753

PFI Score: 20

Nature Score: 239

Focus Area 2 -- South Austin

Zip codes: 78744 & 78745

PFI Score: 18

Nature Score: 381

Focus Area 3 -- East Side:

Zip codes: 78702 & 78741

Nature Score: 404

IDENTIFYING AN EFFECTIVE STRATEGY

With this information we reached out to and built relationships with trusted leaders and organizations in those communities with the goal to share research and partner in community engagement activities.

Community feedback from conversations, focus groups, and surveys reveals two main barriers to kids connecting to nature in these zip codes: safety in parks and lack of access to nearby park space. Transforming school yards physically and perceptually creates a "park" where parents already feel comfortable taking their children, essentially creating new, safe park space in an area of high need.

This strategy is designed to reach and impact a significant number of low-income families and children of color. The six focus area zip codes are more racially diverse and have a lower average income when compared to City averages. In total, these six zip codes represent 28% of the city's child population, or 78,684 children.

GREEN SCHOOL PARKS

The goal of the Green School Parks Initiative is to create nature-rich environments on school campuses in areas of Austin with low Nature Equity

Scores. These School Parks will serve as a natural outdoor space for students, providing garden-based education and school-based nature play as a means to integrate nature experiences into school curriculum. The school parks will also serve the surrounding community during out-of-school time hours, creating rich nature environments in areas of Austin that are park deficient and lacking in nature access.

Strategies to ensure more children are connecting to nature through School Parks include:

- * Creating new Green School Park space.
- * Strengthening existing Shared Ownership Agreements between AISD and Parks and Recreation Department
- * Training teachers to integrate nature into curriculum
- * Aligning nature-based out-of-school time programming for the campus
- * Building communities around park space

GREEN SCHOOL PARKS ACTIVATION

Following the construction of a school park that reflects community preferences and priorities and takes into account the ecology and natural attributes of the site, there is a need to encourage the integration of the outdoor nature areas into the workings of the school day.

Coordination of programming and training to insure the use of the new spaces by the children at school is the goal of the Green School Parks Activation project. 3M's Eco grant funds will be used to build the curriculum and experiences, and to create the structure of learning and collaboration among the participating partners for the elementary campuses who will go through the process, a total of 24 campuses. This 12 month project will establish curriculum connections across 3 elementary schools and afterschool providers, while creating template field trip guidelines and directions for accessing nearby nature with their students.

*Anticipated Project Date 12/11/2017

*Program in Action A Coordinator will work with 3 identified elementary schools in the Rundberg area with the city's largest nature deficits, who are planning their Green School Parks consecutively in 2016, 2017, and 2018. (These 3 campuses had baseline surveys completed in 2017 to measure future impact of the Green School Parks and the provided teacher support.)

The program is led by a coordinator who will:

1. Review current lesson plans to identify overlaps, opportunities for outdoor work, and potential partnerships.
2. Meet monthly with a team of teachers from each campus to build vertical curriculum.
3. Meet with nonprofits providing afterschool programming to brainstorm use of Green School Parks in their activities.
4. Model lessons with the students in a Green School Park at Barrington and Wooldridge as well as in larger natural settings.
5. Train

teachers in outdoor lessons seamlessly stacking nonprofit trainings with while filling in the gaps. 6. Organize field trips to nature-rich sites.

*3M Community Served By This Donation Texas - Austin

*3M Board Members None

*Gender Served By This Donation 50% Male
50% Female

*Age Group Served By This Donation 13% Age 0-5 (Pre-K and K)
87% Age 6-13 (Grades 1-8)

*Ethnicity Served By This Donation 8% African American
70% Hispanic/Latino
2% White
20% Non-U.S.

Population Served By This Donation Persons with disabilities

*Number of Individuals Served By This Donation 3900

*Economically Disadvantaged % 95

*Frequency 2-5 times

*Budget

- [Budget for 3m eco grant, Austin Nature & Science Center's Green School Parks activation.pdf \(20.7 K\), uploaded by Margaret Russell on 09/25/2017](#)

*Budget Narrative A major portion of the funding goes towards a temporary position to facilitate the teacher lesson planning, teacher training, and resource identification. Funds also go towards feeding the teachers during the 12 planning meetings, teacher trainings requiring paying substitutes and trainers, taking students on field trips to model outdoor nature lessons for teachers, purchasing nature exploration equipment such as nets and bug viewers, and purchasing Green School Park small additions, such as bird baths, seeds, or plants.

Possible causes of line item amount deviations from estimated budget would be;

1) greater or fewer numbers of teacher assisting with the vertical team lesson stacking,

2) increased need for incentivizing participation,

3) fewer hours needed from program coordinator to complete the work, and

4) teacher determined priorities for materials needed to support the lessons in the Green School Parks.

Partnerships

While creating an implementation plan for the Cities Connecting Children to Nature project, we engaged over 40 representatives from multiple sectors and industries to collect data, establish a common agenda and shared metrics, and determine a backbone organization to sustain the process in the long-term. The Core Planning Team is made up of representatives from 10 City departments, Mayoral and City Council Member aides, Austin ISD, healthcare providers and hospitals, a state agency, and six nonprofit organizations.

The Parks and Recreation Department counts on the continued support of our CCCN Planning partners: representatives of elected officials, Austin Independent School District, Children in Nature Collaborative of Austin, Westcave Preserve, UT School of Public Health, Austin/Travis County Health Department, City of Austin(COA) Watershed Protection Department, COA Sustainability Office, National Wildlife Federation, United Way, Sustainable Food Center, Dell Children's Hospital, and Texas Parks and Wildlife Department.

At each of the 3 school campuses, we work with school administration, teachers, parents, the PTA, and the surrounding community to develop a plan for how the school can green their school yard and implement curriculum to get more students outside and connected to nature. The Parks Department and the CCCN Program Coordinator oversee management of the project in the Rundberg area with the following partners:

- * Dr. Alfred McAlister with the University of Texas's School of Public Health partners in the project to provide scientific data collection and monitoring as part of a study with the school.

- * The National Park Service who facilitates community meetings and design charrettes.

- * OLE! Texas in partnership with the Natural Learning Institute is providing an online training course for Parks Department landscape architects on best practices for designing outdoor learning environments for children 0-5.

- * The Children in Nature Collaborative of Austin facilitates communication between nonprofit partners, The Environmental Stewardship Advisory Council, the Community Collaborative for Child Health as well as manages the Program Directory of out-of-school time programming.

*Goals/Outcomes

Baseline data has been collected at the 3 schools prior to programming and the development of the Green School Park; these metrics measure number; duration; frequency of outdoor time in nature; and attitude about nature play and learning, through a combination of data collection and surveying. Additional outcome metrics to be collected includes comparing amounts of absenteeism, behavioral referrals, and academic achievements over the 3 years of Green School Park and program installation.

During the 12 months of the 3M grant, these will be the measurable outcomes:

1. At Barrington Elementary School, an increase in the amount of time children are spending in nature and outdoors during the school day.

2. At Barrington Elementary School, an increase in the use of the Green School Park space by afterschool providers.

3. At Barrington, Cook and Wooldridge Elementary Schools, an increase in teacher willingness to incorporate the new vertically stacked curriculum into daily lessons.

The outcomes listed below support the bigger picture for the Cities Connecting Children to Nature Implementation Plan, which are:

* Every child has abundant and equitable access to nature at their home, neighborhood, and school.

* Every parent, health professional, and teacher has been exposed to the importance of spending time in nature for a child's healthy development. Every child considers outdoor play a top option in their free time.

* City codes and school curricula allow and encourage kids to play outside in nature more frequently.

* Austin is seen as an innovator and leader in the Children and Nature Movement.

* Kids choose nature.

*Success
Measurement

If this work is successful, more children will be spending more time outdoors in nature and will be less stressed at school, with measurable impact seen in attendance, ability to focus and academic achievement.

If this work is successful, teachers will embrace the model of using outdoor classrooms and nature for lessons and spend a greater amount of time with their students outdoors.

For this to be viewed as a great success, there will be over 18% of the campus teachers making use of the organized resources for field trips, campus improvements, and lesson plans.

Other Donors

Connecting Children to Nature project funding:

1) Initial planning grant of \$25,000 from National League of Cities, followed by implementation funds of \$50,000

2) \$3,800 donation for supplementing coordinator position from Westcave Preserve Foundation

Austin Nature & Science Center funding from donations in 2016-2017:

3) \$50,000 from Austin Parks Foundation for Outpost fencing and Planetarium and Projector

4) \$10,000 from Watershed Department for Splash exhibits

- 5) \$20,000 from National Recreation and Parks Association/Disney and ESPN for climbing tower
- 6) \$3,400 from Austin Community Foundation for school field trip scholarships
- 7) \$42,000 from Urban Forestry for Forest Trail
- 8) \$8,000 from MathHappens in supplies for construction of Human Sun Clock

*Pending Lawsuits	No
Lawsuit	
Circumstances	
*3M Volunteer	No
Engagement	
*Annual CPA Audit	Yes
CPA Opinion Details	City of Austin budget is available online and has auditors review year end.
*United Way Funding	No
Additional Request	
Specifics	
Additional Request	
File Upload	

[Need Support?](#)

Scores for Nature by Zip Code

Nature deficit scores were created by using nature factor scores by zip codes and overlaying the areas with demographic data.

Nature Scores by zip codes reflect the following nature factors;

Trust for Public Land scores, closed, water acres, pristine preserve lands, designed lands

National Recreation and Parks Association Park Status (closed/open, restricted/open w/fee/open)

Tree Canopy %

Size of parks (park acreage)

These are the Nature Factor scores by zip code:

Leander 78641	214
Cedar Park 78613	586
Manor 78653	121
Round Rock 78681	598
Pflugerville 78660	712
Del Valle 78617	138
Buda 78610	103

78702	244	78737	18
78703	237	78738	100
78704	349	78739	147
78705	91	78741	160
78717	205	78742	0
78719	19	78744	183
78721	97	78745	98
78722	48	78746	185
78723	133	78747	42
78724	152	78748	351
78725	79	78749	188
78726	55	78750	185
78727	71	78751	40
78728	45	78752	45
78729	80	78753	121
78731	236	78754	115
78732	162	78756	41
78733	104	78757	81
78734	81	78758	118
78735	123	78759	124
78736	25		

The demographic overlays used these factors:

Medium income

Child population

Inverse tree canopy, showing the lack of shade, was added to the overlay to evaluate potential for impact.

The zip codes were scored from 1 to 10, with 10 being the highest potential for impact.

10

78753, 78758

9

78702, 78705, 78741, 78744, 78745, 78752, 78760

8

78704, 78723, 78724, 78725, 78747, 78748, 78753

When overlaid with the Nature Factors, these zip codes are those identified as being underserved, with nature deficit:

78702, 78741, 78744, 78745, 78753, 78758



Recommendation for Action

File #: 18-1698, Agenda Item #: 21.

3/22/2018

Agenda Item

Agenda Item #21: Authorize negotiation and execution of an agreement with American Gateways for immigration legal services in an amount not to exceed \$135,000 for the 12-month period beginning April 1, 2018, with up to four 12-month extension options not to exceed \$60,000 per extension option, for a total agreement amount not to exceed \$375,000.

QUESTION: Is it typical for Council directed items in the budget process to take 6 months to return to Council for contract approval?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

Austin Public Health held a competitive social services process and the process typically takes about 6 months. Staff must develop the solicitation, evaluate applicant submissions and process the RCA for Council approval.



Recommendation for Action

File #: 18-1699, **Agenda Item #:** 28.

3/22/2018

Agenda Item

Agenda Item #28: Authorize award and execution of a multi-term contract with Tyr Tactical, LLC, to provide tactical carrier vests, for up to five years for a total contract amount not to exceed \$500,000.

QUESTION: How many multi-piece tactical carrier vests with accessories can be purchased with the contract authorization amount of \$500,000?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Approximately 241 multi-piece tactical carrier vests with accessories can be purchased with a contract authorization amount of \$500,000.



Recommendation for Action

File #: 18-1704, Agenda Item #:

3/22/2018

Agenda Item

Agenda Items - Mobility Bond - #33: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on Burnet Road from US183 to MoPac/Loop 1 in an amount not to exceed \$26,600,000. #37: Approve a resolution consistent with the contract with the voters established by Resolution No. 20160818-074 relating to the 2016 Transportation and Mobility General Obligation bonds, to implement transportation and mobility improvements on nine corridors as part of the 2016 Mobility Bond Corridor Construction Program. #38: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on Airport Boulevard from US183 to East Martin Luther King Jr. Boulevard in an amount not to exceed \$26,600,000. #39: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on East Martin Luther King Jr. Boulevard from US183 to Decker Lane in an amount not to exceed \$7,900,000. #40: Approve a resolution authorizing negotiation and execution of Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on North Lamar Boulevard from US183 to Howard Lane in an amount not to exceed \$66,800,000. #41: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on South Lamar Boulevard/Loop 343 from West Riverside Drive to US290 in an amount not to exceed \$36,200,000.

QUESTION: Council Member Flannigan would like to know if each project is currently in CAMPO's 2040 Regional Transportation Plan or in the 2017-2020 TIP? If a project is not currently in the TRP or TIP, Council Member Flannigan would like to know if the project is on the City's list of projects that will be submitted as part of the 2018 Spring Amendment Cycle and 2019-2022 TIP Submissions?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

No, all projects are not currently in CAMPO's 2040 Regional Transportation Plan; however, all projects have been submitted to CAMPO for inclusion in the 2040 Plan via the 2018 Spring Amendment Cycle. Projects on TxDOT roadways were submitted for the 2019-2022 TIP.

Please see the attachment for a more detailed explanation of the projects submitted to CAMPO's 2018 Spring Amendment Cycle.

QUESTION: Do William Cannon and Slaughter Lane corridor designs meet Complete Streets requirements? If not, why?

COUNCIL MEMBER KITCHEN'S OFFICE

ANSWER:

Yes, the improvements proposed for William Cannon Drive and Slaughter Lane meet the Complete Streets policy. The key tenant of the Complete Streets Policy is to serve all users and modes of travel. Recommendations proposed for William Cannon Drive and Slaughter Lane are in full support of this and would bring improvements to the corridor to

address the needs of people driving, riding a bike, walking, and/or using transit. Approval of the Corridor Construction Program would allow us to move into design phase where we would further refine the design of all components and continue to work with departments and stakeholders to address concerns and site-specific context as it relates to the following Complete Streets Policy components:

1. Serve all users and modes.
2. Require connected travel networks.
3. Are beautiful, interesting and comfortable places for people.
4. Require best-practice design criteria and context-sensitive approaches.
5. Protect Austin's sustainability and environment.
6. Include all roadways and all projects and phases.
7. Are the work of all City departments.
8. Require appropriate performance measures.

Response for Mobility Items

Please see below for a more detailed explanation of the projects submitted to CAMPO's 2018 Spring Amendment Cycle.

2019-2022 TIP Project Call

Austin City Council approved [Resolution 20171214-056](#) authorizing the submittal of a list of potential transportation projects as candidates for the CAMPO 2019-2022 Call for Projects. The following three projects were included in the Resolution and submitted to CAMPO's Call. These projects will be automatically included in the 2019-2022 TIP, regardless of whether they are awarded.

Count	Roadway	Limits (From)	Limits (To)	Improvement Category
1	North Lamar Blvd	Parmer Ln	Howard Ln	Enhanced Multimodal improvements
2	Slaughter Ln	N Mopac Expy	Brodie Ln	Enhanced Multimodal improvements
3	William Cannon Dr	Running Water Dr	McKinney Falls Pkwy	Enhanced Multimodal improvements

2019-2022 TIP (2018 Spring Amendment)

The following corridor projects were submitted to the CAMPO 2019-2022 TIP Spring Amendment Cycle because they meet two important criteria – 1) they include TxDOT right of way; and 2) they are recommended for full design and construction in the proposed Corridor Construction Program, therefore meeting the “shovel ready” criteria for TIP projects.

	Roadway	Limits (From)	Limits (To)	Improvement Category
4	Airport Boulevard	N. Lamar Blvd	US 183	Corridor-wide Mobility Improvements
5	Airport Boulevard	Manor Rd	US 183	Enhanced Multimodal improvements
6	Burnet Road	W Koenig Ln	Mopac	Corridor-wide Mobility Improvements
7	E. MLK Blvd.	US 183	Decker Ln	Corridor-wide Mobility Improvements
8	North Lamar	US 183	Howard Ln	Corridor-wide Mobility Improvements
9	South Lamar	Riverside Dr	US 290	Corridor-wide Mobility Improvements
10	South Lamar	Panther Trail	US290	Enhanced Multimodal improvements

2040 RTP (2018 Spring Amendment)

This list is the remainder of the 34 investment packages in the proposed Corridor Construction Program – 1) The 11 active projects that are not on TxDOT roads, and 2) The 15 projects listed in the Corridor Construction Program that do not fall within the four-year program window of the TIP.

	Roadway	Limits (From)	Limits (To)	Improvement Category
11	Airport Boulevard	N Lamar Blvd	45th St	Enhanced Multimodal improvements
12	Airport Boulevard	45th	Manor Rd	Enhanced Multimodal improvements
13	Burnet Road	US 183	Braker Ln	Enhanced Multimodal improvements
14	Burnet Road	Braker Ln	Mopac	Enhanced Multimodal improvements
15	Burnet Road	W. Koenig Ln	Anderson Ln	Enhanced Multimodal improvements
16	Burnet Road	Anderson Ln	US 183	Enhanced Multimodal improvements
17	E. MLK Blvd.	US 183	Decker Ln	Enhanced Multimodal improvements
18	East Riverside Drive	Shore District Dr	Crossing PI	Enhanced Multimodal improvements

Response for Mobility Items

19	East Riverside Drive	Crossing Pl	Montopolis	Enhanced Multimodal improvements
20	East Riverside Drive	IH 35	SH 71	Corridor-wide Mobility Improvements
21	East Riverside Drive	IH 35	Shore District Dr	Enhanced Multimodal improvements
22	East Riverside Drive	Montopolis Dr	SH 71	Enhanced Multimodal improvements
23	Guadalupe, 24th St, San Antonio	18th St	29th St	Corridor-wide Mobility Improvements
24	Guadalupe Street	W. MLK Blvd.	29th St	Enhanced Multimodal improvements
25	North Lamar	US 183	Braker Ln	Enhanced Multimodal improvements
26	North Lamar	Braker Ln	Parmer Ln	Enhanced Multimodal improvements
27	North Lamar	Thurmond St	Rundberg	Enhanced Multimodal improvements
28	Slaughter Lane	FM 1826	Vertex Blvd	Corridor-wide Mobility Improvements
29	South Lamar	Riverside Dr	Treadwell	Enhanced Multimodal improvements
30	South Lamar	Treadwell St	Oxford Ave	Enhanced Multimodal improvements
31	South Lamar	Oxford Ave	Panther Trl	Enhanced Multimodal improvements
32	William Cannon Drive	Southwest Pkwy	McKinney Falls Pkwy	Enhanced Multimodal improvements
33	William Cannon Drive	Southwest Pkwy	Mopac	Enhanced Multimodal improvements
34	William Cannon Drive	Mopac	IH 35	Enhanced Multimodal improvements



Recommendation for Action

File #: 18-1712, Agenda Item #: 32.

3/22/2018

Agenda Item

Agenda Item #32: Approve an ordinance authorizing negotiation and execution of an interlocal agreement with the Capital Metropolitan Transportation Authority to develop and construct transportation system improvements; amending the Fiscal Year 2017-2018 Austin Transportation Department Operating Budget Special Revenue Fund (Ordinance No. 20170913-001) to accept up to \$1,000,000 from the Capital Metropolitan Transportation Authority; and amending the Fiscal Year 2017-2018 Austin Transportation Department Capital Budget (Ordinance No. 20170913-001) to transfer in and appropriate up to \$1,000,000 from the Austin Transportation Department Operating Budget Special Revenue Fund in support of the development and construction of the transportation system improvements.

QUESTION: Identify projects by district in Appendix A life of proposed projects? Are any of the named projects in Appendix A assumed to use other funding sources and/or projects that are being funded by other funding sources such as the 2016 Mobility Bond program or the proposed 2018 Bond? Please describe the community engagement utilized by CapMetro and Austin Transportation to identify the list of projects. What types of lane configurations will be considered?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The Austin Transportation Department has reached out to Capital Metro and requested they attend Thursday's Council meeting to answer questions from Council. Capital Metro has confirmed their attendance. A response to each question can be found below:

Identify projects by district in Appendix A life of proposed projects?

1. Hogan Avenue at Montopolis Drive - District 3
2. 45th Street at Red River - District 9
3. 6th Street at Lamar Boulevard - District 9
4. MLK Jr. Boulevard at Guadalupe St. - District 9
5. Webberville Avenue at Govalle Avenue - District 1 and 3; Govalle Avenue at Springdale Road - District 3
6. William Cannon Drive at Brush Country Road - District 8
7. Lavaca Street at MLK Jr. Boulevard - District 9 and 1
8. Sandra Muraida Boulevard - District 9
9. Downtown Multimodal Traffic Study - District 1 and 9
10. Design, inspection and other services - Districts to be identified

Are any of the named projects in Appendix A assumed to use other funding sources and/or projects that are being funded by other funding sources such as the 2016 Mobility Bond program or the proposed 2018 Bond?

Yes, other City of Austin funding sources will be leveraged for some of these projects. Unless noted below Capital Metro is fully paying for all locations through the ILA:

- Location 2 - 45th and Red River: This project is coordinated with a 2016 Bond Safety / Vision Zero intersection project. Scope related to Cap Metro needs are being paid for by Capital Metro, safety scope will be paid for by 2016 Bond.

-
- Location 5 - Installing a stop sign at Webberville Road and Govalle Avenue and possibly Govalle Avenue and Springdale Drive will be paid for by ATD operational funding.
 - Location 6 - William Cannon Drive at Brush Country Road is on the William Cannon 2016 Bond construction corridor and may have funding from the 2016 Bond.
 - Item 9 - Downtown Multimodal Traffic Study will be cofounded with the Austin Transportation Department through operational funds.
 - Item 10 - Design, inspection and other services will be cofounded with the Austin Transportation Department through operating funds.

Please describe the community engagement utilized by CapMetro and Austin Transportation to identify the list of projects.

Projects named or potentially covered in this ILA were and would be identified through a variety of avenues.

Locations 1- 6 are related to Capital Metro service plan changes that implement Connections 2025 recommendations, happening in early June 2018. Connections 2025 had significant community engagement culminating in approval by the Capital Metro Board. Capital Metro Board approval and public hearings occurred for both the adoption of the Connections 2025 Plan and separately for the proposed June service changes. These projects are necessary to actuate these new routes.

Most other projects will be generated from data driven analysis of system performance or safety issues. Locations 7 and 8 addresses near term operational issues for Capital Metro and no public process is anticipated. Item 9 was identified as a near term planning and analysis need to understand opportunities for reliable transit downtown. Item 10 was identified as a need to further design and implement Transit Speed and Reliability projects.

Depending on the scale and potential impact of any proposed project, a public process may be a part of project development. Communications means such as signage, blog posts, social media, or other avenues would also be used to communicate service improvements to the public.

What types of lane configurations will be considered?

None of the locations listed require lane configuration changes. Installation of new bus stops / pick up locations are handled outside of this ILA. Bus stops will be placed both near and far side of intersections with a priority to be near a safe pedestrian crossing of the street.

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Recommendation for Action

File #: 18-1713, Agenda Item #: 34.

3/22/2018

Agenda Item

Agenda Item #34: Authorize negotiation and execution of an amendment to the professional services agreement with Halff Associates, Inc., for design phase services for the YBC Urban Trail Route Segment 1 project in the amount of \$1,038,788.58, using existing funds and authorizing an additional \$750,018.17, for a total contract amount not to exceed \$1,550,018.17.

QUESTION: Has there been community engagement with the neighborhood that this is planned to go through or is this just executing the plan?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The YBC Trail is identified as a Tier II trail in the Urban Trails Masterplan. As part of the Preliminary Engineering Report (PER) for this project there were multiple public meetings held. Four public listening sessions were held between July and August 2015. Feedback from these meetings are included in the PER and will be considered during design. There were also two additional public meetings that were held in December 2016 to discuss the draft PER. Residents were asked to vote on their preferred trail route. Feedback gathered from these meetings and from the survey were used to score the trail routes in the final version of the PER. Attached is the summary of the public vote. More detailed information on public engagement for this project can be found on page 46 in the Preliminary Engineering Report which can be found on the project website <https://austintexas.gov/ybctrail>.

CHAPTER XI

PUBLIC VOTING

In early December 2016, upon conclusion of the preliminary engineering study, the City and design team presented their findings through a series of public meetings. These presentations included graphics depicting the recommended route along with three alternatives, all based on their evaluation matrix score. All of the options presented included Segments 1 and 2 only. It was deemed to be in the City's best interest to continue its coordination with the TxDOT Oakhill Parkway Project and utilize their proposed shared use path for segments 3 and 4 of the YBC Urban Trail. Below are the graphics presented during the two public meetings.

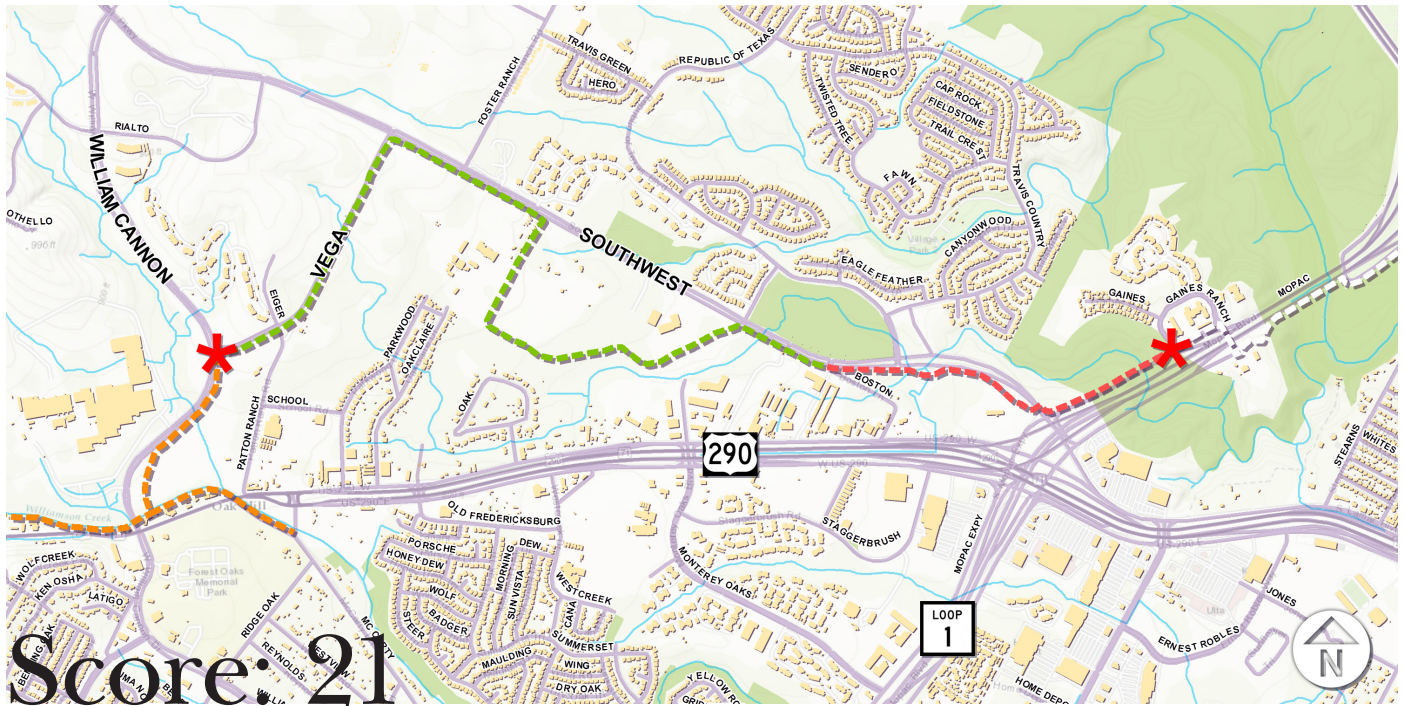


Figure 55: Recommended Route (Segments 1C-2F)



CHAPTER XI

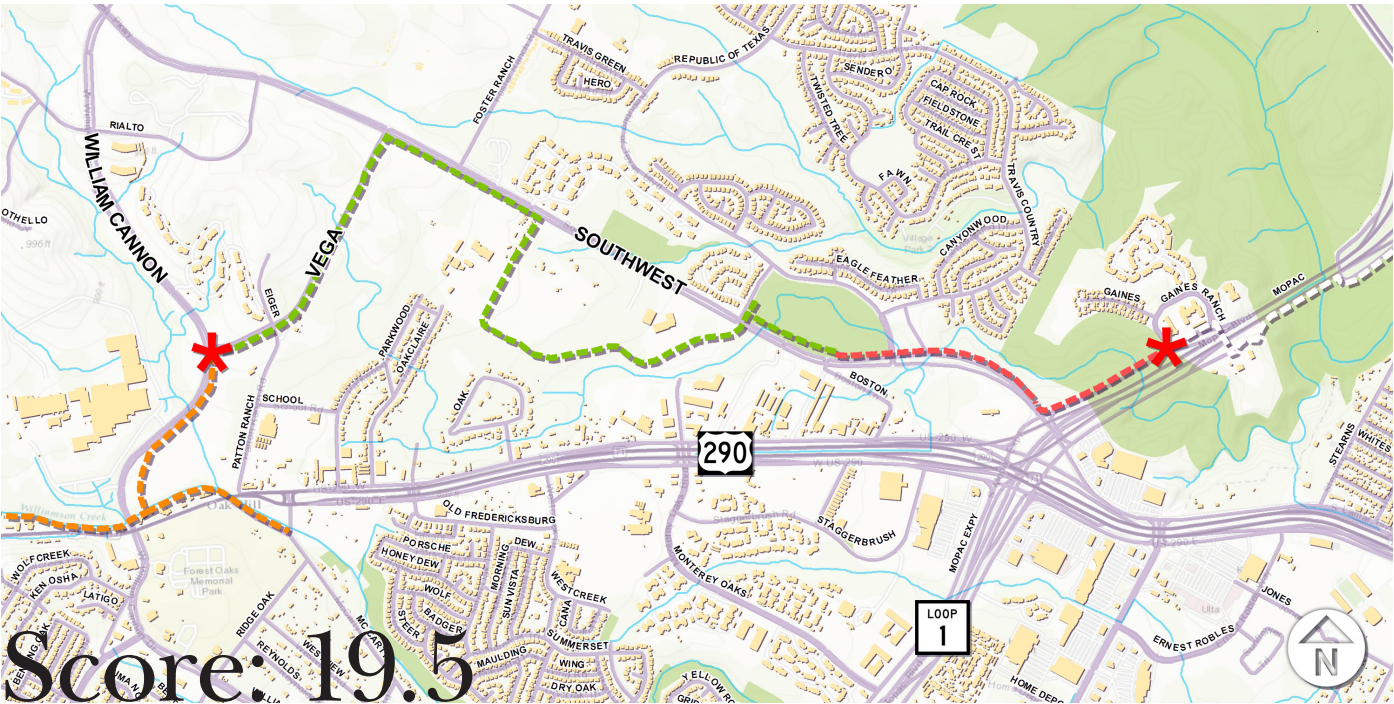


Figure 56: Alternative 1 (Segments 1A-2H)

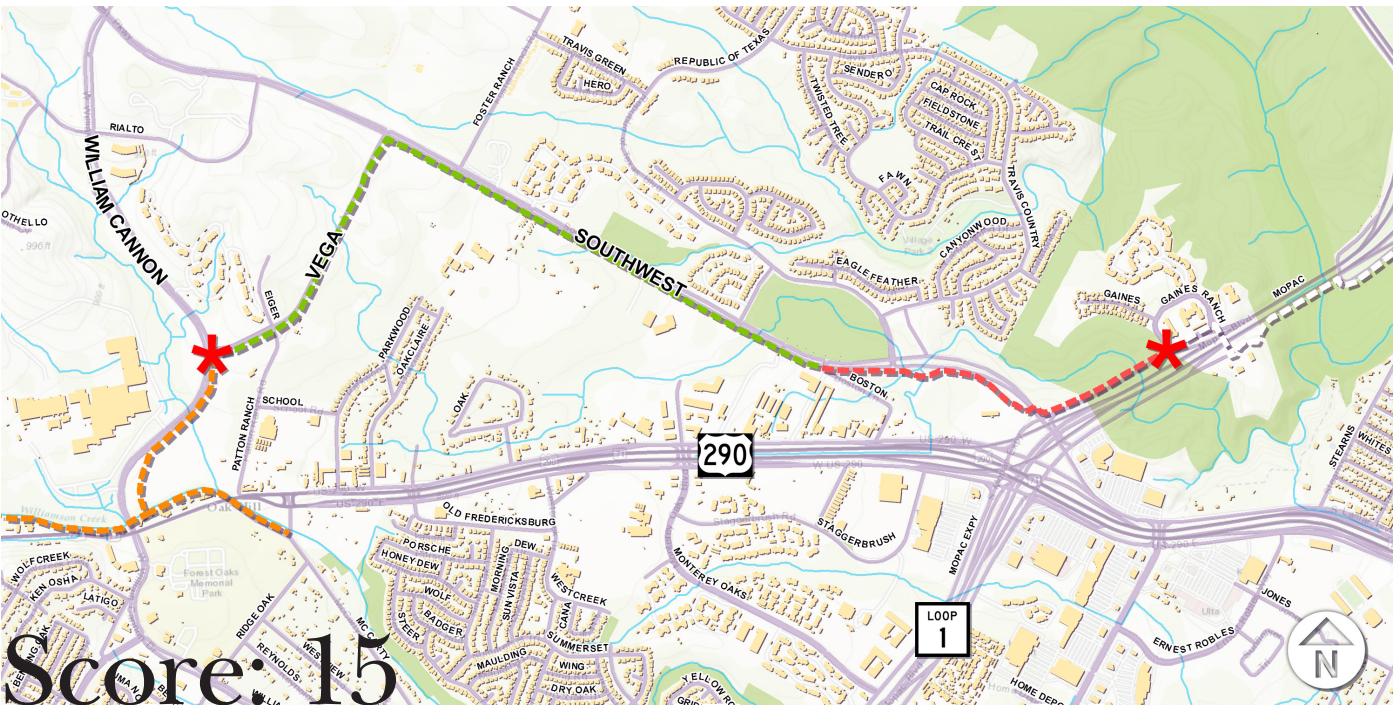


Figure 57: Alternative 2 (Segments 1C-2B)



CHAPTER XI

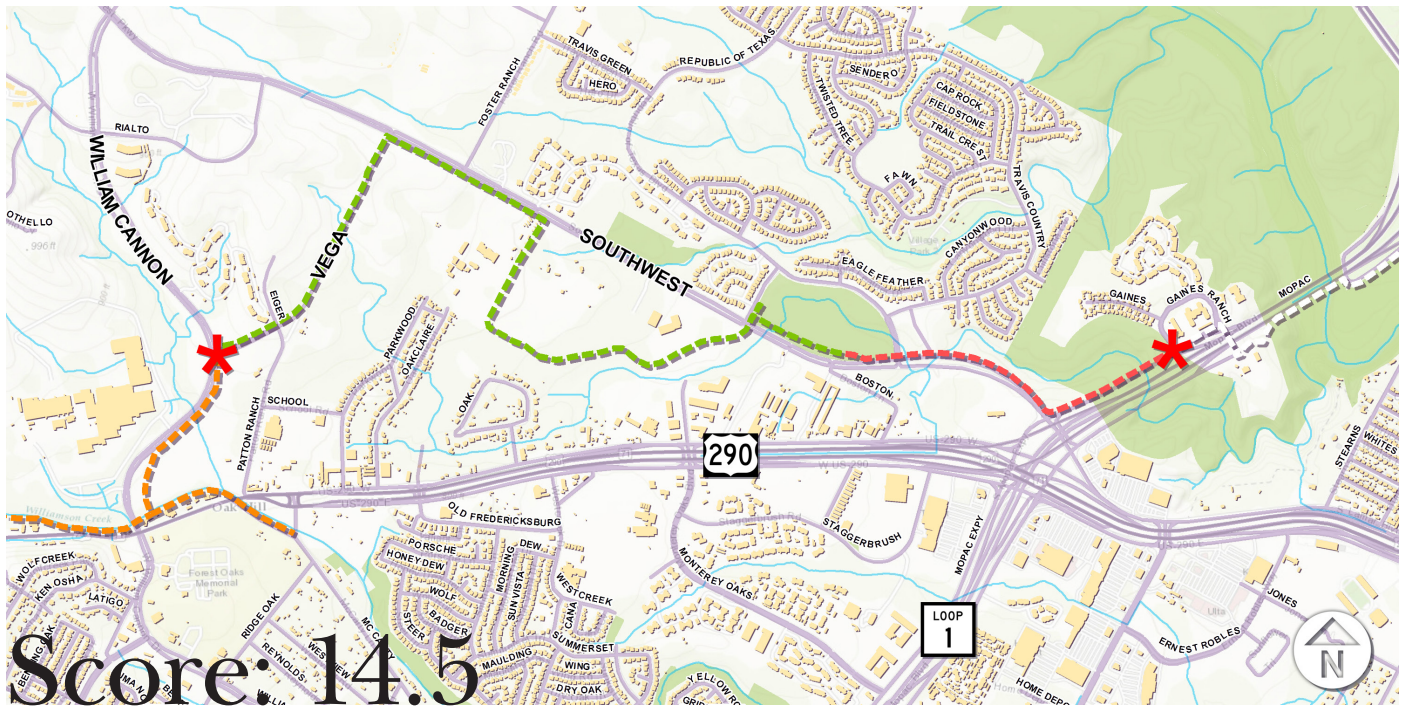


Figure 58: Alternative 3 (Segments 1A-2G)

At the conclusion of these meetings, the design team and City staff explained that the public would now have the ability to vote on their preferred route through the City's website www.AustinTexas.gov/YBCTrail. This presented an opportunity for the community to voice their preference and have it directly represented within the final evaluation scores. A total of 10 points would be distributed based on the percentage of votes per alignment.

Online voting was conducted from December 13, 2016 until January 15, 2017 with 110 total votes being received. Votes received came from a wide range of neighborhoods providing a snapshot of potential users throughout the area. With all the votes in, the breakdown of votes showed that 40.91% of people preferred Alternative 1 while 30.91% preferred the recommended route as shown in the chart below.

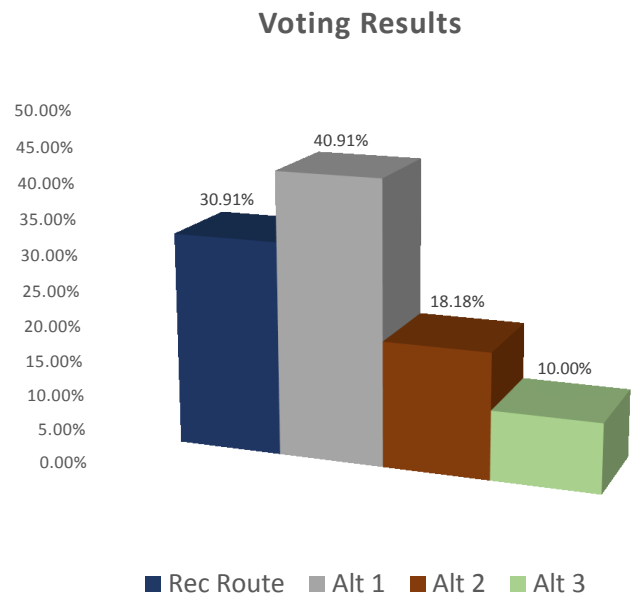


Figure 59: Voting Results



CHAPTER XI

Using these percentages, and applying them to the total 10 points, the final evaluation scores showed the recommended route to still be the highest scoring option of all routes evaluated.

Segment	Evaluation Score	Public Vote	FINAL SCORE
Recommended Route (1C-2F)	21	3.09	24.09
Alternative 1 (1A-2H)	19.5	4.09	23.59
Alternative 2 (1C-2B)	15	1.82	16.82
Alternative 3 (1A-2G)	14.5	1.00	15.50

Table 11: Final Evaluation Scores

Therefore, with all of the analysis of potential routes being finalized, the City and design team will use the recommended route as the basis for alignment as the project moves forward.





Recommendation for Action

File #: 18-1714, Agenda Item #: 35.

3/22/2018

Agenda Item

Agenda Item #35: Authorize negotiation and execution of an amendment to the professional services agreement with HDR Engineering, Inc., for engineering services for the Corridor Improvements Project in the amount of \$12,000,000 for a total contract amount not to exceed \$20,000,000.

QUESTION: When the initial contract was awarded the contract, was it known that they would then receive additional scope of work to continue work with the Corridor Team?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Yes, the initial award of this contract envisioned that the Corridor Improvements Consultant contract with HDR Inc. would continue into implementation phase of the Corridor Program. Implementation phase services were included in the solicitation for this contract so any firm responding would be knowledgeable of the City's desire for implementation services related to the Corridor Construction Program.



Recommendation for Action

File #: 18-1715, Agenda Item #: 37.

3/22/2018

Agenda Item

Agenda Item #37: Approve a resolution consistent with the contract with the voters established by Resolution No. 20160818-074 relating to the 2016 Transportation and Mobility General Obligation bonds, to implement transportation and mobility improvements on nine corridors as part of the 2016 Mobility Bond Corridor Construction Program.

QUESTION: What was the community engagement process to identify the need for a Pedestrian Hybrid Beacon at Sendero Parkway? Where and what type of signal improvements will be made? Why are we adding a shared use path on both sides of the corridor when we are planning to coordinate and collaborate with CapMetro for future rapid transit options on the corridor?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

A) What was the community engagement process to identify the need for a Pedestrian Hybrid Beacon at Sendero Parkway?

Development of the Corridor Mobility Plans involves community input through in-person and, in most cases, online opportunities. For the development of the East Martin Luther King Jr. Boulevard/FM 969 Corridor Mobility Plan, the project team hosted public and stakeholder meetings in 2011 and 2012 to develop recommended improvements included in the plan. The proposed placement of this Pedestrian Hybrid Beacon (PHB) at Sendero Hills Parkway is in accordance with the Corridor Mobility Plan, and supports improved access to transit service. Additional community feedback will be sought and evaluated during the design phase.

B) Where and what type of signal improvements will be made?

Conceptually, approximate locations and types of signal improvements have been translated out of Corridor Mobility Plans, however specific type and location of signal improvements will require further analysis and evaluation during design phase.

C) Why are we adding a shared use path on both sides of the corridor when we are planning to coordinate and collaborate with CapMetro for future rapid transit options on the corridor?

Shared use paths are recommendations out of the Corridor Mobility Plan and will provide people, whether on bike or on foot, improved mobility along E. Martin Luther King Jr. Blvd. to and from Capital Metro bus stops.



Recommendation for Action

File #: 18-1716, Agenda Item #: 38.

3/22/2018

Agenda Item

Agenda Item #38: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on Airport Boulevard from US183 to East Martin Luther King Jr. Boulevard in an amount not to exceed \$26,600,000.

QUESTION: Are these funds for design only? I understand that the corridor improvements are substantial beyond the current bond funds we have dedicated for corridor improvements, but do we have an idea of what improvements can be executed & completed with this amount? Will the 13 miles of bike lanes reduce lanes on the corridor? Currently, there is construction happening on Airport Blvd. from Zach Scott to IH-35 on both sides, is this in relation to the corridor improvements and/or funding?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The Proposed Corridor Construction Program includes different types of investment packages for Airport Boulevard. The first is the Corridor-wide Mobility Improvements package, which is proposed for design and construction funding with the 2016 Mobility Bond and stretches the full length of the Airport Boulevard corridor from North Lamar Boulevard to US 183. Please see the Airport Boulevard one-pager that describes the improvements that can be implemented with the bond funds. The recommendations do not include removing vehicle lanes on Airport Boulevard corridor in order to accommodate bicyclists in new shared use paths along the corridor.

In addition, the City will initiate design phase work on the Enhanced Multimodal Improvements packages for Airport Boulevard. We will aggressively seek leveraging opportunities to fund additional work along the corridor to advance all investment packages through construction.

The current construction along Airport Boulevard is routine street overlay maintenance through the Public Works Department and is funded through their Operating Budget.



Recommendation for Action

File #: 18-1717, Agenda Item #: 39.

3/22/2018

Agenda Item

Agenda Item #39: Approve a resolution authorizing negotiation and execution of an Advanced Funding Agreement with the Texas Department of Transportation for the City to design and construct corridor mobility improvements on East Martin Luther King Jr. Boulevard from US183 to Decker Lane in an amount not to exceed \$7,900,000.

QUESTION: Historically, Pedestrian Hybrid Beacons were installed at the request of the community, did the community request a PHB at Sendero Hills in your outreach?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Development of the Corridor Mobility Plans involves community input through in-person and, in most cases, online opportunities. The proposed placement of this Pedestrian Hybrid Beacon (PHB) at Sendero Hills Parkway is in accordance with the Corridor Mobility Plan. Final placement of this PHB will be determined through additional analysis, evaluation, engineering, and community input during design phase.



Recommendation for Action

File #: 18-1718, Agenda Item #: 43.

3/22/2018

Agenda Item

Agenda Item #43: Approve an ordinance amending the Fiscal Year 2017-2018 Austin Transportation Department Operating Budget (Ordinance No. 20170913-001) to increase appropriations by \$61,032 and to increase the number of authorized staff positions by five full-time equivalent staff positions to implement the 2016 Mobility Bond program.

QUESTION: Is this different than the augmented staff from HDR's added scope of services? How many staff positions have been added to the Transportation Department, since 2015 by divisions/category such as: Mobility Bond, Vision Zero, Active Transportation, etc.

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Yes, this is different than the current staff augmentation agreement with HDR, as the five new proposed positions will be working specifically for the Corridor Program Office (CPO) and on corridor specific projects related to the 2016 Mobility Bond. These are not new positions for the Austin Transportation Department (ATD). This request for FTE's allows CPO to have adequate City owner representation and staffing for delivery of the Corridor Construction Program. The ability to augment staff with the Corridor Improvements Consultant contract allows CPO to bring additional technical resources and consulting to the table, but they are prohibited from representing themselves as City staff.

Attached is a spreadsheet outlining the total number of new positions that ATD has grown, by division, since 2015. This includes the ten positions for the CPO that were transferred from the Financial Services Department (FSD) to ATD last year. We currently have four full-time staff dedicated to the Vision Zero Program but they reside in various divisions such as Transportation Engineering (2), Active Transportation (1) and System Development (1).

QUESTION: The fiscal note says that some positions will come from bond money and some will be from the Transportation User Fee. If that is correct and the net impact is \$61k to the department, how much is from each source?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

All five positions will have some portion of work that is directly attributable to the bond projects and that may be appropriately charged to those projects. We use a rule of thumb to estimate that 80% will be charged to the bond and 20% will be charged to operating budget (TUF funded) for expenses such as sick time, vacation time, training, staff meetings, etc. This is a common breakdown between bond funded and non-bond funded work - for the remainder of FY18 the numbers are below:

- 80% paid for from the 2016 Mobility Bond = \$244K
- 20% paid for from TUF operating budget = \$61K

FOLLOW -UP QUESTION:

For our technical understanding going forward why are those activities (sick time, vacation, etc.) not billable to the bond?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Federal tax laws applicable to municipal bonds identify eligible capital expenditures as:

- Purchase of real property;
- Manufacture, purchase, and installation of tangible personal property;
- Construction, certain remodeling, rehabilitation, and improvement of buildings;
- Costs of architectural, engineering, and planning services directly related to capital projects; or
- Costs of salaries and wages directly allocable to capital projects

Costs not directly allocable to a capital project include sick time, vacation time, training, staff meetings, etc. For budgeting purposes, staff use a rule of thumb of 80% directly billable to a capital project and 20% non-billable. The actual percentage breakdown of these costs will vary based on how much direct time staff spend working on capital projects.

Response for Item #43

Below is a spreadsheet outlining the total number of new positions that ATD has grown, by division, since 2015. This includes the ten positions for the CPO that were transferred from the Financial Services Department (FSD) to ATD last year. We currently have four full-time staff dedicated to the Vision Zero Program but they reside in various divisions such as Transportation Engineering (2), Active Transportation (1) and System Development (1).

Mobility Fund	Added FY2016-17	Add FY2017-18	FY2017-18
Transportation Engineering	2	2	25
System Development	0	1	9
Active Transportation	0	2	8
Signs and Markings	0	0	36
Signals (Arterials Management)	5	5	50
ROW Management	3	4	27
Special Events	0	0	7
Administration and Finance	2	1	21
Office of the Director	0	0	7
Corridor Program Office*	0	10	10
	12	25	200
Parking Management Fund			
Parking Enforcement	2	1	34
Meter Shop	1	0	11
Vehicles for Hire	4	0	8.5
Parking Management	3	2	11
Air Quality	0	0	2
	10	3	66.5
Total Combined	22	28	266.5

* Transferred from the Financial Services Department (FSD).



Recommendation for Action

File #: 18-1694, **Agenda Item #:** 46.

3/22/2018

Agenda Item

Agenda Item #46: Approve a resolution relating to parking at the Central Library.

QUESTION: How is the library planning to make up the loss of revenue for the 1 free parking hour to the public?
MAYOR STEVE ADLER'S OFFICE

ANSWER:

Changes or revisions to the New Central Library's parking rates could be made as part of the overall adoption of the Fiscal Year 2018-2019 Approved Budget in September 2018.



Recommendation for Action

File #: 18-1726, Agenda Item #: 47.

3/22/2018

Agenda Item

Agenda Item #47: Approve a resolution providing direction to the City Manager regarding Austin Police Department staffing recommendations.

QUESTION:

Please provide a fiscal note for this item so that we can better understand the total cost of filling the previously approved 12 positions as well as the funding source.

MAYOR PRO TEM TOVO'S OFFICE

ANSWER:

The total one year cost for funding the twelve sworn positions is \$2.1 million and includes ten officers, one corporal, and one sergeant. These costs are broken down below between ongoing and one-time expenses:

Ongoing: \$1.4 million for salaries, benefits, insurance, fuel and maintenance, and equipment needs.

One-time: \$750,000 for vehicles and related equipment, wireless, radios, computers, and other equipment needs.

Due to ongoing personnel turnover and the timing of cadet classes, the number of current vacancies exceed the number of cadets currently in the academy so technically the 12 unfunded positions will not be filled this fiscal year. Currently, the department is running one cadet class with 51 cadets graduating in September 2018. As of March 17th, the Department has 67 vacancies, including the 12 unfunded positions. Another cadet class, anticipated to have at least 100 cadets, will begin in October 2018.

The department filled the Sergeant and Corporal positions in January 2017 and the department has been using salary savings from other vacancies to pay for them for the past 14 months. In April the department will be adding the additional 10 officers into our staffing matrix. This could have a fiscal impact if the department has a need to backfill the positions at time and a half to provide an appropriate level of service due to extenuating circumstances. As of the end of February, five months into the fiscal year, the current year estimate is positive and the department will do what they can to maintain this through the end of this fiscal year. By August we should have a much better idea of where the fiscal year will end. These positions could be funded through estimated General Fund savings in the current year due to the lack of a labor agreement or funded as part of the FY 2019 Budget.



Recommendation for Action

File #: 18-1706, Agenda Item #: 78.

3/22/2018

Agenda Item

Agenda Item #78: C14-2017-0150 - Leija Villa - District 3 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 3305 and 3309 Hidalgo Street (Boggy Creek Watershed) from family residence-neighborhood plan (SF-3-NP) combining district zoning and family residence-conditional overlay-neighborhood plan (SF-3-CO-NP) combining district zoning to limited office-mixed use-conditional overlay-neighborhood plan (LO-MU-CO-NP) combining district zoning. Staff Recommendation: To grant limited office-mixed use-conditional overlay-neighborhood plan (LO-MU-CO-NP) combining district zoning. Planning Commission Recommendation: To grant limited office-mixed use-conditional overlay-neighborhood plan (LO-MU-CO-NP) combining district zoning.

QUESTION:

With the City's Compatibility Standards could the property owner actually build a structure on the property with a height of 40 feet (assuming the base zoning category allowed 40 feet in height)?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

A three story / 40-foot tall building could be constructed on the eastern third of the property if LO zoning is granted. Compatibility standards apply to redevelopment on the property, due to single family residences to the west of the property. The standards are based on City Code § 25-2-1062 - HEIGHT LIMITATIONS AND SETBACKS FOR SMALL SITES. Since this property has a street frontage of 78.17 feet, the setback on the western boundary for any structure is 20.5 feet. This applies to buildings, parking, driveways, etc. For the next 25 feet, building height is limited to two stories / 30 feet in height. For this site, that would leave 27.67 feet along the eastern boundary (adjacent to the W/LO-NP zoned tract) for construction above 30 feet. This number takes into account the 5 foot building setback along the eastern property line.



Recommendation for Action

File #: 18-1563, Agenda Item #: 91.

3/22/2018

Agenda Item

Agenda Item #91: C14-2017-0067 - Champion Tract 1C - District 10 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 6500 FM 2222 Road (West Bull Creek Watershed). Applicant Request: To rezone from neighborhood commercial- conditional overlay (LR-CO) combining district zoning to general commercial services-conditional overlay (CS-CO) combining district zoning. Staff Recommendation: To grant general commercial services- conditional overlay (CS-CO) combining district zoning. Zoning and Platting Commission Recommendation: To deny general commercial services- conditional overlay (CS-CO) combining district zoning. Owner/Applicant: Champion, Meier Assets, Ltd. (Terry Bray). Agent: Ambrust & Brown, L.L.P (Richard T. Suttle, Jr.). City Staff: Scott Grantham, 512-974-3574.

QUESTION: The staff report indicates that “staff sought a zoning category that would allow convenience storage as a permitted use. General commercial services (CS) is the most restrictive zoning district in which convenience storage is permitted.” However, if convenience storage is allowed as a conditional use in the W/LO zoning category, why didn’t staff recommend that category? The staff report also says that “CS allows many uses which may not be desirable in this location.” However, W/LO does not seem to permit those uses. Since W/LO allows for convenience storage but does not allow for most of the 35+ uses that staff is recommending the council to prohibit in the conditional overlay, what planning principles did staff apply to arrive at the recommendation for CS-CO zoning rather than W/LO? Why did staff detail in the report a need to identify a zoning category that allowed convenience storage as a permitted use rather than a conditional use? Which of the 4 principles identified in the “basis for recommendation” section of the staff report would not also be applicable to W/LO zoning on this site?

QUESTION FROM COUNCIL MEMBER ALTER’S OFFICE

ANSWER:

- The staff report indicates that “staff sought a zoning category that would allow convenience storage as a permitted use. General commercial services (CS) is the most restrictive zoning district in which convenience storage is permitted.” However, if convenience storage is allowed as a conditional use in the W/LO zoning category, why didn’t staff recommend that category?*

The property has a very high percentage of flood plain, and also has limitations on Floor-to Area Ratio from the Hill Country Roadway Ordinance - low intensity zone. With the footprint thus limited, staff would support more height on the site which would be allowable in CS (60 ft), but not in W/LO (1 story or 25 feet).
- The staff report also says that “CS allows many uses which may not be desirable in this location.” However, W/LO does not seem to permit those uses. Since W/LO allows for convenience storage but does not allow for most of the 35+ uses that staff is recommending the council to prohibit in the conditional overlay, what planning principles did staff apply to arrive at the recommendation for CS-CO zoning rather than W/LO?*

Staff’s rationale considered both zoning categories as a whole, both in terms of development standards and allowable uses. Because of the constrained nature of the site, in terms of physical characteristics and layers of regulation, staff supported CS which has less restrictive development standards.
- Why did staff detail in the report a need to identify a zoning category that allowed convenience storage as a*

permitted use rather than a conditional use?

No guiding principle would limit staff's recommendation to a zoning category in which a proposed use is permitted rather than conditional. Staff considers zoning categories as complete packages, including use standards and development standards.

4. *Which of the 4 principles identified in the "basis for recommendation" section of the staff report would not also be applicable to W/LO zoning on this site?*

Arguably, "Zoning should allow for reasonable use of the property" since the property is already constrained by a flood plain, the Lake Austin Watershed Ordinance, and the Hill Country Roadway ordinance. The W/LO category would present a further height constraint and would increase the difficulty on an already difficult site.

QUESTION:

The staff report indicates that a large portion of the property is located within the City of Austin fully developed 100-year floodplain. Can staff please provide a map showing where the floodplain is on the property and also provide information on what percentage of the property is located within the floodplain? The staff report indicates City of Austin staff have evaluated the site and analytical reports provided by the applicant and have determined that the site is in compliance with State regulations and no additional cleanup is necessary from the lead-deposits on the site. Can staff please provide additional information? When was the site evaluated and which department(s) participated in the evaluation? Can staff please provide a copy of the analytical reports that were evaluated to determine compliance? What are the uses allowed on the site today as either permitted or conditional uses?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

1. *The staff report indicates that a large portion of the property is located within the City of Austin fully developed 100-year floodplain. Can staff please provide a map showing where the floodplain is on the property and also provide information on what percentage of the property is located within the floodplain?*

See attached map - Pink and green both make up the 100-year floodplain.

41.2% of the site is in the 100 year floodplain. Note that the areas outside the floodplain are not necessarily buildable, due to steep slopes and lack of continuity.

2. *The staff report indicates City of Austin staff have evaluated the site and analytical reports provided by the applicant and have determined that the site is in compliance with State regulations and no additional cleanup is necessary from the lead-deposits on the site. Can staff please provide additional information? When was the site evaluated and which department(s) participated in the evaluation? Can staff please provide a copy of the analytical reports that were evaluated to determine compliance?*

Staff from the Watershed Protection Department, including the Environmental Officer and an investigator from the Spills and Complaints Response Program (SCRCP), who have both had long experience with the lead contamination on Champion Tract 1C reviewed documents provided by the applicant, as well as documents in the department's files. Lead contamination on the site was a result of its historical use as a shooting range. The TCEQ investigation and resulting cleanup of the site by the owner was a result of an SCRCP investigation in the 1990's. The Texas Commission on Environmental Quality issued a Final Certificate of Completion in 2002 (attached) indicating the site meets state standards (500 mg/kg) for residential use, the most protective cleanup standards. After discussions with staff in 2017 the applicant performed confirmation soil and stream sediment sampling in the summer of 2017 and confirmed that the site meets the state standards for lead. The 2017 sampling report, which was reviewed by staff, is attached. SCRCP staff also visited the site and found no visual evidence of lead on the site.

3. *What are the uses allowed on the site today as either permitted or conditional uses?*

Uses permitted under LR:

Bed & Breakfast (Group 1)
Bed & Breakfast (Group 2)
Administrative and Business Offices
Art Gallery
Art Workshop
Consumer Convenience Services
Consumer Repair Services
Financial Services
Food Sales
General Retail Sales (Convenience)
Medical Offices -- not exceeding 5000 sq. ft. gross floor area
Off-Site Accessory Parking¹⁴
Pedicab Storage and Dispatch
Personal Services
Pet Services
Printing and Publishing
Professional Office
Restaurant (Limited)
Service Station
Software Development
Community Garden
Urban Farm
College and University Facilities
Communication Service Facilities
Counseling Services
Cultural Services
Day Care Services (Commercial)
Day Care Services (General)
Day Care Services (Limited)
Family Home
Group Home, Class I (General)
Group Home, Class I (Limited)
Guidance Services
Local Utility Services
Private Primary Educational Facilities
Private Secondary Educational Facilities
Public Primary Educational Facilities
Public Secondary Educational Facilities
Religious Assembly
Safety Services

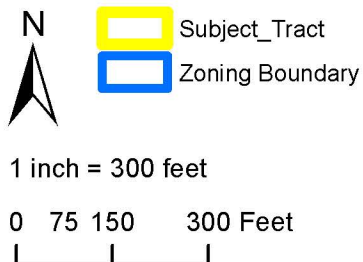
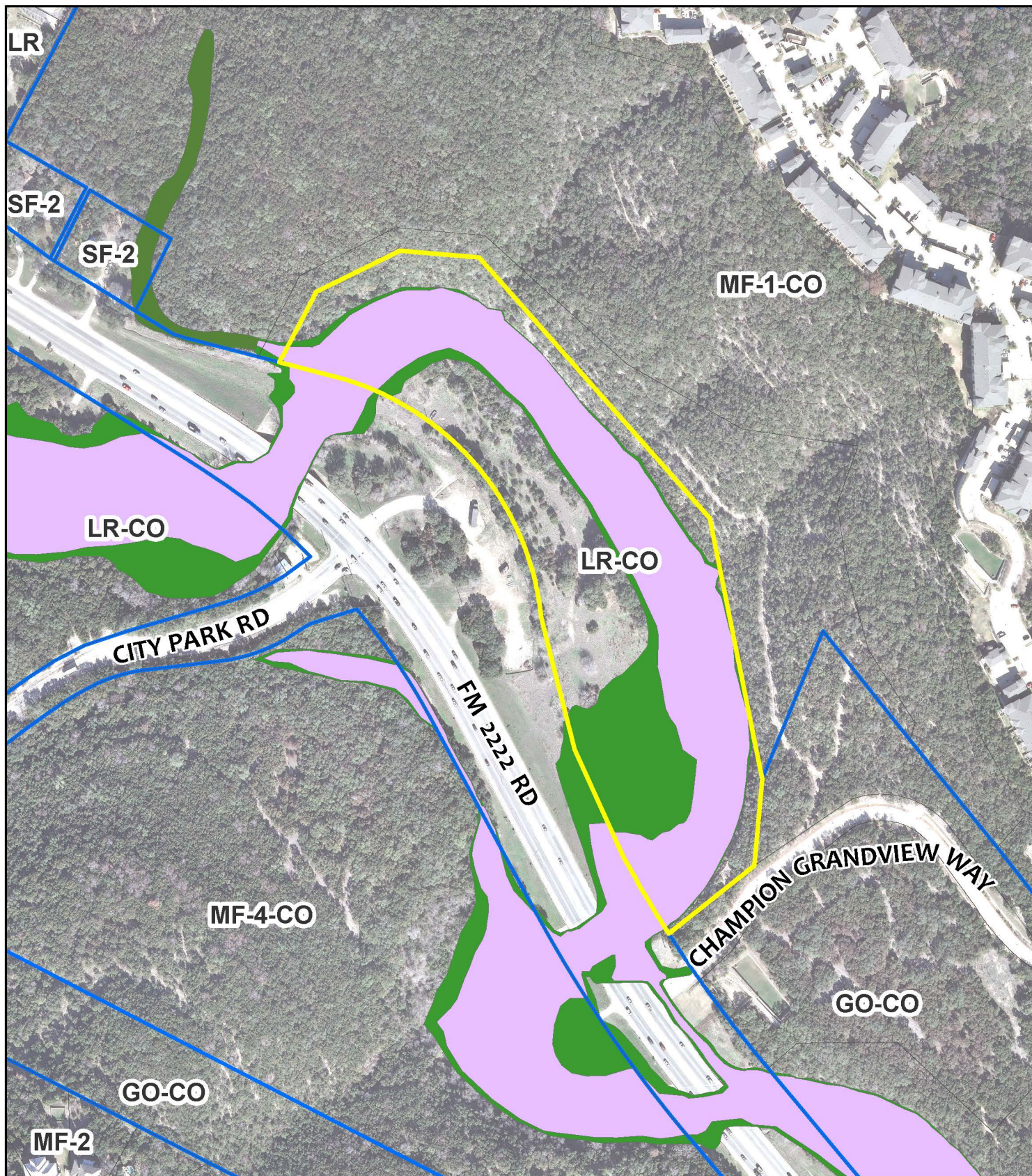
Permitted in LR with Special Requirements:

General Retail Sales (General)

Personal Improvement Services
Restaurant (General)
Community Events

Conditional in LR:

Alternative Financial Services
Medical Offices -- exceeding 5000 sq. ft. gross floor area
Plant Nursery
Special Use Historic
Custom Manufacturing
Club or Lodge
Community Recreation (Private)
Community Recreation (Public)
Congregate Living
Group Home, Class II
Hospital Services (Limited)
Residential Treatment



Zoning and Vicinity

Zoning Case#: C14-2017-0067
 Address: 6500 FM 2222 Road
 Subject Area: 13.882 acres
 Case Manager: Scott Grantham

This map has been produced for the Planning and Zoning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



MEMORANDUM

To: Brendan Callahan/Cerco Development
From: Russell C. Ford, P.G./Terracon Consultants, Inc.
Subject: Bull Creek Stream and Surface Soil Sampling Summary-Champions Site
Date: October 16, 2017



The following memo provides a brief summary of the recent surface soil and stream sampling conducted by Terracon at the referenced site. As you requested, Terracon personnel collected a total of 16 surface soil samples from an approximate 8-acre area (or about a 1/2 acre sampling frequency, which is the TCEQ TRRP recommended soil sampling frequency for commercial/industrial land usage) of the former Champions shooting range site. See the attached site diagram depicting the sampling locations designated SS-1 through SS-16. At each location a sample from the upper 3-inches was collected and placed into a laboratory supplied sampling jar and delivered to the analytical laboratory for analysis of total lead using EPA Method 6020A. Additionally, three stream samples from Bull Creek were also collected. One sample was collected generally upstream of the site, one was collected approximately half way downstream, and the final sample was collected just downstream of the site. The attached site figure shows the locations of the samples designated BC-Upstream, BC-Mid, and BC-Downstream. Samples were placed in laboratory supplied sampling containers, and then were hand delivered to the analytical laboratory for analysis of total lead using EPA method 6020A. The attached tables summarize the results of both the surface soil and stream samples. Copies of the analytical reports are attached.

As seen in Table 1, the surface soil sampling results ranged from 9.73 mg/Kg to 17.6 mg/Kg. The results were compared to the site specific background target cleanup goal of 97 mg/Kg (as contained in the TCEQ approved RAP). As seen, all of the results were well below the target cleanup goal of 97 mg/Kg as well as being well below the TCEQ, TRRP, human health protective concentration level (PCL) for residential land use of 500 mg/Kg, indicating no further action necessary. As seen in Table 2, the stream sampling results ranged from non-detect to 0.0024 mg/L total lead. The results were compared to the current TCEQ, residential land use, PCL for lead in water of 0.015 mg/L. As seen, the results were well below the PCL, indicating no further action necessary. Additionally, the data were compared to previously collected samples from Bull Creek, which were collected in 2002 immediately following site remediation efforts (see attached table and figure, samples Bull Creek 1 and Bull Creek 2). As seen, the data compare favorably to the previous data collected which also indicated no exceedances above the 0.015 mg/L TCEQ, residential PCL. Based on the sampling results, no cleanup level or PCL exceedances in either the surface soil or the stream water were observed, indicating no further action necessary. Please call if you have any questions or require additional information.

Table 1
Surface Soil Sample Summary
Champions Site
Austin, Texas

Sample ID	Total Lead (mg/Kg)	Sample ID	Total Lead (mg/Kg)
SS-1	12.5	SS-9	14.0
SS-2	15.1	SS-10	12.8
SS-3	14.6	SS-11	11.9
SS-4	15.0	SS-12	13.3
SS-5	12.8	SS-13	10.3
SS-6	15.9	SS-14	9.73
SS-7	17.6	SS-15	12.9
SS-8	12.6	SS-16	13.3
Site Specific Target Cleanup Level (from approved RAP)		97 mg/Kg	

Table 2
Stream Sample Summary
Champions Site
Austin, Texas

Sample ID (date collected)	Total Lead (mg/L)
BC-Upstream (9/8/2017)	<0.0003
Bull Creek 1 (6/27/02)	<0.003
BC-Mid (9/8/2017)	0.00125
Bull Creek 2 (6/27/02)	0.00496
BC-Downstream (9/8/2017)	0.0024
TCEQ Residential PCL	0.015


Notes:

mg/L- milligrams per liter

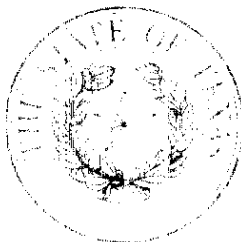


110 0 55 150
APPROXIMATE SCALE IN FEET

- Bull Creek Sample Location (2017)
- Bull Creek Sample Location (June 7, 2002)
- Surface Soil Sampling Location

Project Mgr: JBM		Project No. 96177549		 Consulting Engineering and Scientists 5307 INDUSTRIAL OAKS BLVD. - #160 AUSTIN, TX 78735 PH. (512) 442-1122 FAX (512) 442-1181	SITE DIAGRAM		EXHIBIT 1
Drawn By: Terracon		Scale: AS SHOWN			Champions Site		
Checked By: JBM		File No. 96177549			FM 2222 and Loop 360		
Approved By: JBM		Date: September 12, 2017			Austin, Travis County, Texas		

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

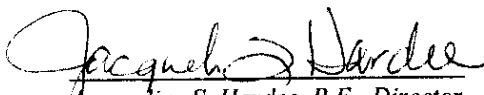


**VOLUNTARY CLEANUP PROGRAM
FINAL CERTIFICATE OF COMPLETION**

As provided for in §361.609, Subchapter S, Solid Waste Disposal Act (SWDA), Texas Health and Safety Code.

I, JACQUELINE S. HARDEE, P.E., DIRECTOR OF THE REMEDIATION DIVISION, TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ), CERTIFY UNDER §361.609, SWDA, TEXAS HEALTH AND SAFETY CODE, THAT NECESSARY RESPONSE ACTIONS HAVE BEEN COMPLETED FOR VCP NO. 881 AS OF OCTOBER 29, 2002 FOR THE TRACT(S) OF LAND DESCRIBED IN EXHIBIT "A". CERTIFICATION IS BASED ON THE AFFIDAVIT OF COMPLETION OF RESPONSE ACTION, EXHIBIT "B" AND ON ADDITIONAL SITE INFORMATION MAINTAINED IN TCEQ FILES. AN APPLICANT WHO ON THE DATE OF APPLICATION SUBMITTAL WAS NOT A RESPONSIBLE PARTY UNDER §361.271 OR §361.275(g) SWDA, AND ALL PERSONS (e.g., FUTURE OWNERS, FUTURE LESSEES, FUTURE OPERATORS AND LENDERS) WHO ON THE DATE OF ISSUANCE OF THIS CERTIFICATE WERE NOT RESPONSIBLE PARTIES UNDER §361.271 OR §361.275(g), SWDA ARE QUALIFIED TO OBTAIN THE PROTECTION FROM LIABILITY PROVIDED BY §361.610, SUBCHAPTER S, SWDA.

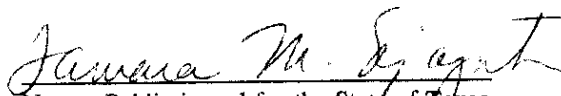
EXECUTED this 13th day of December, 2002


Jacqueline S. Hardee, P.E., Director
Remediation Division

STATE OF TEXAS
TRAVIS COUNTY

BEFORE ME, on this the 13th day of December, personally appeared Jacqueline S. Hardee, P.E., Director, Remediation Division, of the Texas Commission on Environmental Quality, known to me to be the person and agent of said commission whose name is subscribed to the foregoing instrument, and she acknowledged to me that she executed the same for the purposes and in the capacity therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 13th day of December, 2002


Notary Public in and for the State of Texas

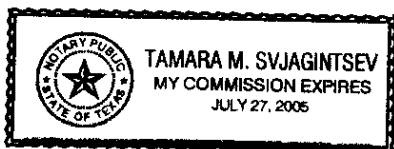


Exhibit A

18.181 ACRES
CHAMPION SUBDIVISION
VCP #881

FN NO. 01-502(SMC)
DECEMBER 11, 2001
BPI JOB NO. 512-79.99

DESCRIPTION

OF A 18.181 ACRE TRACT OF LAND OUT OF THE JAMES JETT SURVEY NO. 1, SITUATED IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, BEING A PORTION OF LOT 11, BLOCK "A" CHAMPION SUBDIVISION OF RECORD IN DOCUMENT NO. 200100361 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS AND ALSO BEING A PART OF THAT CERTAIN REMAINING PORTION OF 260 ACRE TRACT HAVING BEEN CONVEYED TO CHAMPION LEGACY PARTNERS, L.P. BY DEED OF RECORD IN DOCUMENT NO. 2001143485, TO CHAMPION-MEIER ASSETS, LTD. BY DEEDS OF RECORD IN DOCUMENT NOS. 2001045661 AND 2001045662 AND TO CHAMPION ASSETS, LTD. BY DEEDS OF RECORD IN DOCUMENT NOS. 2001010217 AND 2001010218 ALL OF SAID OFFICIAL PUBLIC RECORDS; SAID 18.181 ACRES BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING, at a concrete highway monument found in the northerly line of R.M. 2222 (R.O.W. varies - R.M. 2222 Highway Sta. P.T. 257+04.33, 130.00' Left), same being the southerly line of said Lot 11;

THENCE, along the curving northerly line of R.M. 2222, being the southerly line of said Lot 11, along a curve to the right having a radius of 2734.79 feet, a central angle of $03^{\circ}27'23''$, an arc length of 164.98 feet and a chord which bears $N38^{\circ}10'11''W$, a distance of 164.96 feet to the **POINT OF BEGINNING** and southeasterly corner hereof;

THENCE, continuing along the northerly line of R.M. 2222, being in part along a portion of the southerly line of said Lot 11 and in part along the southerly line of said certain remaining portion of 260 acres, for the southerly line hereof, the following five (5) courses and distances:

- 1) Continuing along said curve to the right having a radius of 2734.79 feet, a central angle of $08^{\circ}15'01''$, an arc length of 393.80 feet and a chord which bears $N32^{\circ}18'59''W$, a distance of 393.46 feet to a concrete highway found for the end of said curve;
- 2) $N24^{\circ}17'34''W$, a distance of 261.60 feet to a concrete highway found for an angle point;
- 3) $N14^{\circ}09'37''W$, a distance of 305.67 feet to a concrete highway monument found (R.M. 2222 Highway Sta. 245+67.60, 222.49' Left), for the point of curvature of a non-tangent curve to the left;
- 4) Along said non-tangent curve to the left having a radius of 622.98 feet, a central angle of $69^{\circ}27'45''$, an arc length of 755.27 feet and a chord which bears $N40^{\circ}22'51''W$, a distance of 709.86 feet to a 1/2 inch iron rod with cap found for the end of said curve;

- 5) N75°06'43"W, a distance of 130.80 feet to the common southerly corner of Lot 1, Block "A" of said Champion Subdivision and said certain remaining portion of 260 acres, for the southwesterly corner hereof;

THENCE, leaving the northerly line of R.M. 2222, along the common line of said Lot 1 and said certain remaining portion of 260 acres, being a portion of the northerly line hereof, the following five courses and distances:

- 1) N27°58'18"E, a distance of 178.06 feet to an angle point;
- 2) N63°51'25"E, a distance of 208.75 feet to an angle point;
- 3) S85°00'17"E, a distance of 178.04 feet to an angle point;
- 4) S41°24'08"E, a distance of 781.86 feet to an angle point;
- 5) S11°14'19"E, a distance of 595.42 feet to a point in the westerly line of said Lot 11, being the southeasterly corner of said Lot 1, for an angle point hereof;

THENCE, leaving the northerly line of said certain remaining portion of 260 acres, along the common line of said Lot 1 and said Lot 2, being a portion of the northerly line hereof, the following two (2) courses and distances:

- 1) N22°42'29"E, a distance of 355.92 feet to an angle point;
- 2) S38°37'15"E, a distance of 305.93 feet to a the northeasterly corner of said Lot 1, being the southwesterly corner of Lot 2, Block "A" of said Champion Subdivision and the northeasterly corner hereof;

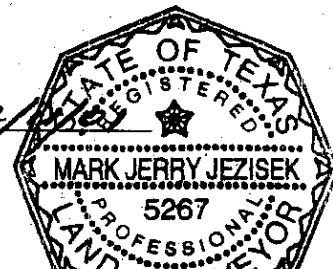
THENCE, over and across said Lot 11, being the easterly line hereof, the following four (4) courses and distances:

- 1) S18°17'50"W, a distance of 102.48 feet to an angle point;
- 2) S11°29'04"W, a distance of 98.63 feet to an angle point;
- 3) S46°12'30"W, a distance of 334.91 feet to an angle point;
- 4) S56°13'36"W, a distance of 143.25 feet to the **POINT OF BEGINNING**, containing an area of 18.181 acres (791,980 sq. ft.) of land more or less, within these metes and bounds.

BURY & PARTNERS, INC.
ENGINEERS-SURVEYORS
3345 BEE CAVES ROAD, SUITE 200
AUSTIN, TEXAS 78746

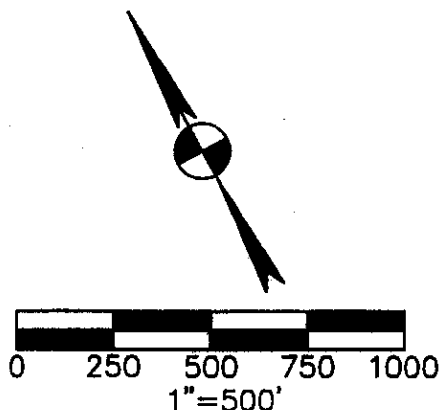
Page 2 of 4

Mark J. Jezisek
MARK J. JEZISEK
NO. 5267
STATE OF TEXAS



LEGEND

- CONCRETE MONUMENT FOUND
 P.O.B. POINT OF BEGINNING
 P.O.C. POINT OF COMMENCEMENT



JESTER POINT 2
SECTION 2 PHASE A
BK. 84, PG. 2A-2B

LOT 33
BLOCK 'A'
JESTER ESTATE
SECTION ONE, PHASE I
BK. 78, PG. 385-389

THE REPLAT OF THE OVERLOOK
AT JESTER SECTION ONE
BK. 90. PG. 336-338

LOT 19
THE OVERLOOK AT JESTER
SECTION TWO
BK. 90. PG. 124-125

VICINITY MAP

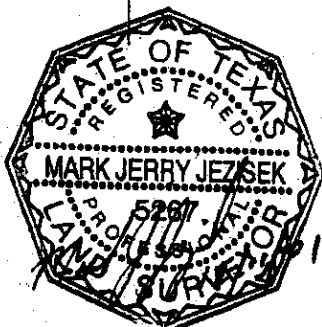
N.T.S. LOT 1
LAKEWOOD OFFICE PARK
BK. B7. PG. 43C

3.81 ACRES
BEARD FAMILY
PARTNERSHIP
VOL. 12618, PG. 566

RESUBDIVISION OF
JESTER VILLAGE 2
BK. 100, PG. 239-240

REM. OF 1 ACRE.
MRS. D. W. WILLIAMS
VOL. 2507, PG. 17

REM. OF 1 ACRE
L. W. TAYLOR, ET. UX.
VOL. 1945, PG. 255



SHEET 1 OF 2

SKETCH TO ACCOMPANY DESCRIPTION

OF 18.181 ACRES OF LAND OUT OF THE JAMES JETT SURVEY NO. 1. SITUATED IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, BEING A PORTION OF LOT 11, BLOCK "A" CHAMPION SUBDIVISION OF RECORD IN DOC. NO. 200100361 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS AND ALSO BEING A PORTION OF THAT CERTAIN REMAINING PORTION OF 260 ACRE TRACT.

CHAMPION SUBDIVISION

Page 3 of 4

LINE TABLE

No.	Bearing	Distance
L1	N24°17'34"W	261.60'
L2	N14°09'37"W	305.67'
L3	N75°06'43"W	130.80'
L4	N27°58'18"E	178.06'
L5	N63°51'25"E	208.75'
L6	S85°00'17"E	178.04'
L7	S41°24'08"E	781.86'
L8	S11°14'19"E	595.42'
L9	N22°42'29"E	355.92'
L10	S38°37'15"E	305.93'
L11	S18°17'50"W	102.48'
L12	S11°29'04"W	189.33'
L13	S46°12'30"W	334.91'
L14	S56°13'36"W	143.25'

CURVE TABLE

No.	Delta	Radius	Arc Length	Chord Length	Chord Bearing
C1	08°15'01"	2734.79	393.80	393.46	N32°18'59"W
C2	69°27'45"	622.98	755.27	709.86	N40°22'51"W
C3	03°27'23"	2734.79	164.98	164.96	N38°10'11"W

BEARING BASIS NOTE:

THE BEARING BASIS FOR THIS SURVEY IS TEXAS CENTRAL ZONE HARN/NAD 83. MONUMENTS USED ARE NO. A414, NO. A257 AND NO. A506 (LOWER COLORADO RIVER AUTHORITY HARN NETWORK MONUMENTS)

SHEET 2 OF 2

b Bury+ Partners
 Consulting Engineers and Surveyors
 Austin, Texas Tel 512/328-0011 Fax 512/328-0325
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SKETCH TO ACCOMPANY DESCRIPTION
 OF 18.181 ACRES OF LAND OUT OF THE JAMES JETT SURVEY NO. 1,
 SITUATED IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS, BEING A
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**CHAMPION
 SUBDIVISION**

Page 4 of 4

EXHIBIT "B"
TEXAS COMMISSION ON ENVIRONMENTAL QUALITY
VOLUNTARY CLEANUP PROGRAM
AFFIDAVIT OF COMPLETION OF RESPONSE ACTION

Ms. Josie Champion (Applicant) has completed response actions, if necessary, pursuant to Chapter 361, Subchapter S, SWDA, at the tract of land described in Exhibit "A" to this certificate that pertains to *Champion Property* (Site), VCP No. 881 located at the Intersection of FM 2222 and Loop 360 in Austin (Travis County) Texas. The Site was owned by Ms. Josie Champion at the time the application to participate in the Voluntary Cleanup Program was filed. The Applicant has submitted and received approval from the Texas Commission on Environmental Quality Voluntary Cleanup Section on all plans and reports required by the Voluntary Cleanup Agreement. The plans and reports were prepared using a prudent degree of inquiry of the Site consistent with accepted industry standards to identify all hazardous substances, waste and contaminated media of regulatory concern. The response actions for the Site have achieved response action levels acceptable for *Residential* land use as determined by the standards of the TCEQ. The response action eliminated substantial present or future risk to public health and safety and to the environment from releases and threatened releases of hazardous substances and/or contaminants at or from the Site. The Applicant has not acquired this certificate of completion by fraud, misrepresentation or knowing failure to disclose material information. Further information concerning the response action at this Site may be found in the final report at the central office of the TCEQ under VCP No. 881.

The preceding is true and correct to the best of my knowledge and belief

Applicant

By: Josie E. Champion

Print Name: Josie E. Champion

STATE OF Texas

COUNTY OF TRAVIS

This instrument was acknowledged before me on November 5, 2002, by Josie E. Champion

[Signature]

Notary Public in and for the State of Texas

After Recording, Return to:

Wm. Terry Bray

Graves, Dougherty, Hearon & Moody, P.C.

P. O. Box 98

Austin, Texas 78767

FILED AND RECORDED
OFFICIAL PUBLIC RECORDS

Dana DeBeauvoir

05-09-2003 11:09 AM 2003104635
ZAVALAR \$21.00
DANA DEBEAUVOIR, COUNTY CLERK
TRAVIS COUNTY, TEXAS



Recommendation for Action

File #: 18-1711, Agenda Item #: 92.

3/22/2018

Agenda Item

Agenda Item #92: C814-2017-0001 - 425 W. Riverside PUD - District 9 - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 425 W. Riverside Drive (Lady Bird Lake Watershed). Applicant Request: To rezone from Commercial-Liquor Sales - Vertical Mixed Use - Neighborhood Plan (CS-1-V-NP) combining district zoning to Planned Unit Development - Neighborhood Plan (PUD -NP) combining district zoning. Staff Recommendation: To grant Planned Unit Development - Neighborhood Plan with conditions (PUD-NP). Planning Commission Recommendation: To grant Planned Unit Development - Neighborhood Plan with conditions (PUD-NP). Owner/Applicant: Ronald A. Nelson, Trustee and Molley Belle Properties LP (Ronald A. Nelson). Agent: Armbrust & Brown (Richard T. Suttle, Jr.). City Staff: Andrew Moore, 512-974-7604.

QUESTION: Provide a brief description of what the public engagement process was.
COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The public engagement process for 425 W. Riverside Planned Unit Development was typical for a zoning case where notifications for property owners, utility customers and registered Neighborhood Associations within 500 feet were sent via US mail. Andrew Moore, Zoning Case Manager, and Alan Holt, Principal Planner of the South Central Waterfront Plan, also met with the Zoning Committee of the Bouldin Creek Neighborhood Association (June 19, 2017).

However, the public hearing process was much more extensive. Because the project is located within the South Central Waterfront District it was heard by the South Central Waterfront Advisory Board and a Working Group of the Advisory Board. The property is also located within the Waterfront Overlay so it was presented to the Small Area Planning Joint Committee (of the Planning Commission and Zoning and Platting Commission). All Planned Unit Developments are also required to be heard by the Environmental Commission. The Environmental Commission also created a Working Group in order to have a hearing. Below is a list of the ten (10) public hearing dates.

- South Central Waterfront Advisory Board Working Group: October 5, 2018, November 14, 2018, November 20, 2018, January 30, 2018
- South Central Waterfront Advisory Board: September 18, 2018, February 8, 2018
- Small Area Planning Joint Committee: January 10, 2018
- Environmental Commission Development Committee: January 3, 2018
- Environmental Commission: January 3, 2018
- Planning Commission: February 27, 2018

Planned Unit Developments are required to submit a Development Assessment which staff presents to the Environmental Commission and City Council. Below are the dates of those presentations:

Environmental Commission: October 5, 2016

City Council: December 15, 2016

Prior to the June 16, 2016 adoption of the South Central Waterfront Plan the City Council of the South Central

Waterfront Plan on June 16, 2016 there was extensive public engagement during the development of the plan. The South Central Waterfront planning process took place between 2012-2016 with over 19 major public engagement events which engaged over 1800 citizens to help craft the Plan which was presented to the Waterfront Planning Advisory Board, Planning Commission and City Council.



Recommendation for Action

File #: 18-1696, **Agenda Item #:** 95.

3/22/2018

Agenda Item

Agenda Item #95: Conduct a public hearing and consider an ordinance regarding floodplain variances for the remodel of a commercial building at 1200 Barton Springs Road within the 25-year and 100-year floodplains of West Bouldin Creek.

QUESTION: Why is staff recommending this variance?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

There are three main factors that went into staff's consideration to recommend this variance.

Those factors include:

- the flood risk at this location is different than most other floodplain variances that Council has seen due to the almost zero velocities of the flood water
- the applicant is not proposing any increase in building density
- the applicant has prepared and will implement a flood safety plan

We also talked about the definition of substantial improvement and how that it is a part of FEMA's minimum standards to participate in the National Flood Insurance Program. We talked about the undersized infrastructure that causes the floodplain of West Bouldin Creek to expand to this location.

QUESTION: Have there been any instances of prior flooding of the property and/or structure? What are the plans for the undersized infrastructure to be right sized?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The City does not have any documentation indicating that the building on this property has flooded.

The Barton Springs Road crossing of West Bouldin Creek is not one of the high priority crossings that the Watershed Protection Department has identified for improvements. Despite having a predicted overtopping depth of up to 4 feet during a 100-year flood event, the depth and frequency of overtopping are much higher at many other crossings in the City. There are currently no plans to improve the capacity of this crossing.

QUESTION:

If this variance is granted, what legal liability, if any, does the city assume for any harm suffered by individuals or property in the event of flooding on this site?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

The Law Department sent an attorney-client memo to Council on March 7, 2018.