



**AUSTIN CITY COUNCIL
MINUTES**

**REGULAR MEETING
THURSDAY, APRIL 11, 2019**

Invocation: Deacon Phúc Phan, St. Albert the Great Catholic Church

The following represents the actions taken by the Austin City Council in the order they occurred during the meeting. While the minutes are not in sequential order, all agenda items were discussed. The City Council of Austin, Texas, convened in a regular meeting on Thursday, April 11, 2019 in the Council Chambers of City Hall, 301 West Second Street, Austin, Texas.

Mayor Adler called the Council Meeting to order at 10:18 a.m.

CONSENT AGENDA

The following items were acted on by one motion.

1. Approve the minutes of the Austin City Council work session of March 26, 2019 and regular meeting of March 28, 2019.
The motion approving the minutes of the City Council work session of March 26, 2019, and regular meeting of March 28, 2019 were approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
2. Approve a resolution repealing Resolution No. 20140417-004 and adopting the Utility Profile & Water Conservation Plan for Municipal and Wholesale Water Use as required by the Texas Commission on Environmental Quality. April 10, 2019 – Recommended by the Water and Wastewater Commission on a 9-0-0-1 vote with Commissioner Schmitt absent.
Resolution No. 20190411-002 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
3. Authorize negotiation and execution of an interlocal cooperation agreement with Pflugerville ISD to include Pflugerville ISD as an associate member of the Greater Austin-Travis County Regional Radio System (GATRRS), permitting its radios and dispatch consoles to connect to and use the City-managed GATRRS for primary voice radio, and permitting the City to provide repair and maintenance of Pflugerville ISD's portable, mobile, and console radios.
The motion authorizing negotiation and execution of the interlocal agreement with Pflugerville ISD was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
4. Authorize negotiation and execution of a contract with Kaplan Kirsch & Rockwell LLP for legal services related to agreements with airlines that operate out of Austin-Bergstrom International

Airport in an amount not to exceed \$200,000. April 9, 2019 – Recommended by the Airport Advisory Commission on a 10-0-0-1 vote with Commissioner Hendricks absent.

The motion authorizing negotiation and execution of a contract with Kaplan Kirsch & Rockwell LLP for legal services was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

Items 5 and 6 were pulled for discussion.

7. Approve an ordinance amending the Fiscal Year 2018-2019 Neighborhood Housing and Community Development Department Operating Budget (Ordinance No. 20180911-001) to add four full-time equivalent positions to implement the 2018 Affordable Housing Bond Program.
Ordinance No. 20190411-007 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
8. Authorize negotiation and execution of Amendment No. 1 to the 2018-2019 Service Agreement with Austin Housing Finance Corporation in the amount of \$42,000,000 for a contract total amount not to exceed \$58,873,323.
The motion authorizing negotiation and execution of Amendment No. 1 to the 2018-2019 Service Agreement with Austin Housing Finance Corporation was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
9. Authorize the dedication as parkland of 99.98 acres of City-owned land which is generally bounded by South Pleasant Valley Road, Onion Creek Drive, Salt Springs Drive, Dixie Drive, and Lake Charles Drive, and which is locally known as the Lower Onion Creek-Yarrabee Bend Buyout Project Area, and the execution and recording of an instrument evidencing the dedication of the properties as parkland, subject to existing easements, City infrastructure, development regulations, deed restrictions, and approved uses as agreed to with the US Army Corps of Engineers. District(s) Affected: District 2.
The motion authorizing the dedication as parkland was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on a 10-1 vote. Council Member Flannigan voted nay.
10. Approve an ordinance vacating approximately 4,857 square feet of alley to Travis County, Texas and approximately 689 square feet of alley to Stephen McNally, being that certain 20 foot wide alley located between West 17th Street and West 18th Street, traversing from San Antonio Street to Guadalupe Street. District(s) Affected: District 9.
Ordinance No. 20190411-010 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
11. Authorize negotiation and execution of a contract with Economic & Planning Systems, Inc., to provide economic analysis consulting services, for a term of three years in an amount not to exceed \$600,000. (Note: This procurement was reviewed for subcontracting opportunities in accordance with City Code Chapter 2-9C Minority Owned and Women Owned Business Enterprise Procurement Program. For the services required for this procurement, there were no subcontracting opportunities; therefore, no subcontracting goals were established).

The motion authorizing negotiation and execution of a contract with Economic & Planning Systems, Inc., to provide economic analysis consulting services was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

12. Authorize negotiation and execution of a multi-term contract with Fundamentals Group Inc. D/B/A TXP Inc., to provide economic consulting services, for up to three years for a total contract amount not to exceed \$690,000. (Note: This procurement was reviewed for subcontracting opportunities in accordance with City Code Chapter 2-9C Minority Owned and Women Owned Business Enterprise Procurement Program. For the services required for this procurement, there were no subcontracting opportunities; therefore, no subcontracting goals were established).

The motion authorizing negotiation and execution of a multi-term contract with Fundamentals Group Inc. D/B/A TXP Inc., to provide economic consulting services was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

13. Authorize negotiation and execution of a multi-term contract with PASSUR Aerospace, Inc., to provide landing fee management software, for up to five years for a total contract amount not to exceed \$417,720. (Note: Sole source contracts are exempt from the City Code Chapter 2-9C Minority Owned and Women Owned Business Enterprise Procurement Program; therefore, no subcontracting goals were established).

The motion authorizing negotiation and execution of a multi-term contract with PASSUR Aerospace, Inc., to provide landing fee management software was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

14. Authorize award of a multi-term contract with Dobie Supply LLC, to provide roll-up traffic signs, stands, and accessories, for up to five years for a total contract amount not to exceed \$650,000. (Note: This solicitation was reviewed for subcontracting opportunities in accordance with City Code Chapter 2-9D Minority Owned and Women Owned Business Enterprise Procurement Program. For the goods required for this solicitation, there were no subcontracting opportunities; therefore, no subcontracting goals were established).

The motion authorizing the award of a multi-term contract with Dobie Supply LLC, to provide roll-up traffic signs, stands, and accessories was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

15. Authorize award of a multi-term contract with Rush Truck Centers of Texas LP, to provide parts and repair services for UD brand trucks, for up to five years for a total contract amount not to exceed \$552,600. (Note: This solicitation was reviewed for subcontracting opportunities in accordance with City Code Chapter 2-9D Minority Owned and Women Owned Business Enterprise Procurement Program. For the goods and services required for this solicitation, there were an insufficient number of certified M/WBEs; therefore, no subcontracting goals were established).

The motion authorizing the award of a multi-term contract with Rush Truck Centers of Texas LP, to provide parts and repair services for UD brand trucks was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

16. Authorize award of a contract with Woods Fun Center Inc. D/B/A BMW Motorcycles of Austin, to provide police motorcycles, in an amount not to exceed \$156,000. (Note: This solicitation was reviewed for subcontracting opportunities in accordance with City Code Chapter 2-9D Minority Owned and Women Owned Business Enterprise Procurement Program. For the goods required for this solicitation, there were no subcontracting opportunities; therefore, no subcontracting goals were established).
The motion authorizing the award of a contract with Woods Fun Center Inc. D/B/A BMW Motorcycles of Austin, to provide police motorcycles was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
17. Authorize award of four multi-term contracts with Apfelbaum Industrial Inc., Techline, Inc., TelExpress, and Consolidated Electrical Distributors Inc., to provide electrical maintenance supplies, each for up to five years for total contract amounts not to exceed \$1,000,000 divided among the contractors. (Note: This solicitation was reviewed for subcontracting opportunities in accordance with City Code Chapter 2-9D of the Minority Owned and Women Owned Business Enterprise Procurement Program. For the goods required for this solicitation, there were no subcontracting opportunities; therefore, no subcontracting goals were established).
The motion authorizing the award of four multi-term contracts with Apfelbaum Industrial Inc., Techline, Inc., TelExpress, and Consolidated Electrical Distributors Inc., to provide electrical maintenance supplies was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
18. Approve an ordinance authorizing the issuance and sale, by December 20, 2019, of City of Austin Airport System Revenue Refunding Bonds, Series 2019 (Alternative Minimum Tax), in an amount not to exceed \$185,000,000, in accordance with the parameters set out in the ordinance, authorizing related documents, and approving related fees.
Ordinance No. 20190411-018 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
19. Approve appointments and certain related waivers to citizen boards and commissions, to Council committees and other intergovernmental bodies and removal and replacement of members; and amendments to board and commission bylaws.
The following appointments and certain waivers was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

Late Nominations

Small Area Planning Joint Committee

Ana Aguirre

Zoning and Platting Commission

Nominations

Board/Nominee

Nominated by

Animal Advisory Commission

Andrea Schwartz

Council Member Harper-Madison

Animal Advisory Commission

Jon Brandes

Council Member Alter

Asian American Quality of Life Advisory Commission

Elizabeth Krause

Mayor Adler

Bond Oversight Commission

Roy Waley

Council Member Pool

Commission on Veterans Affairs

Elisabeth Collura-Rosenburg

Council Member Tovo

Electric Utility Commission

Carrie Collier-Brown

Council Member Ellis

Ethics Review Commission

Betsy Greenberg

Council Member Tovo

Joint Inclusion Committee (Alternate)

Maria Solis

Hispanic/Latino Quality of Life Advisory Commission

Planning Commission

Awais Azhar

Mayor Adler

Special Events Task Force

Laurel White

Council Member Renteria

Reappointments

Impact Fee Advisory Committee

Dick Kallerman

Mayor Adler

20. Approve a resolution directing the City Manager to provide council a report that provides a timeline for implementing the remaining recommendations from the High Quality Child Care and Pre-K3 Report. Council Sponsors: Mayor Pro Tem Delia Garza, Council Member Natasha Harper-Madison, Council Member Kathie Tovo, Mayor Steve Adler, Council Member Ann Kitchen.
Resolution No. 20190411-020 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
21. Approve a resolution in support of legislation to designate a portion of Parmer Lane as Jonathan J. Dunbar Memorial Parkway. Council Sponsors: Council Member Leslie Pool, Council Member Gregorio Casar, Council Member Alison Alter, Council Member Jimmy Flannigan, Council Member Natasha Harper-Madison.
Resolution No. 20190411-021 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.
22. Approve an ordinance proclaiming April 23, 2019 and September 17, 2019 as Barton Springs University Day and waiving certain fees. Council Sponsors: Council Member Kathie Tovo,

Mayor Steve Adler, Council Member Ann Kitchen, Council Member Paige Ellis, Council Member Leslie Pool.

Ordinance No. 20190411-022 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

23. Approve a resolution supporting the passage of Senate Bill 946 and House Bill 1821 for the dedication of a portion of State Loop 111 (Airport Boulevard) in Travis County between its northern intersection with Levander Loop and its intersection with Parkwood Road as the Richard Overton Memorial Highway. Council Sponsors: Council Member Natasha Harper-Madison, Mayor Pro Tem Delia Garza, Council Member Leslie Pool, Council Member Gregorio Casar, Council Member Sabino 'Pio' Renteria.

Resolution No. 20190411-023 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

24. Approve the waiver or reimbursement of certain fees under City Code Chapter 14-8 for the Texas Peace Officers' Memorial event, sponsored by the Texas Peace Officers' Memorial Foundation, which will be held on Monday, May 6, 2019 starting on Congress Avenue and ending at the southern steps of the State Capitol. Council Sponsors: Council Member Kathie Tovo, Mayor Steve Adler, Mayor Pro Tem Delia Garza, Council Member Paige Ellis, Council Member Ann Kitchen.

The motion approving the waiver or reimbursement of certain fees under City Code Chapter 14-8 for the Texas Peace Officers' Memorial event was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

Direction was given to staff to include the following amounts towards the fee waiver:

\$200 by Council Member Alter

\$200 by Council Member Flannigan

25. Approve an ordinance waiving or reimbursing certain fees for the 2019 Conference for Community Arts Education - Austin Planning Meeting, sponsored by the National Guild for Community Arts Education, held on Wednesday, February 27, 2019 at the Mexican American Cultural Center. Council Sponsors: Council Member Sabino 'Pio' Renteria, Council Member Natasha Harper-Madison, Council Member Kathie Tovo, Council Member Paige Ellis.

Ordinance No. 20190411-025 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

26. Approve a resolution relating to funding for the Salvation Army's shelters and case management activities. Council Sponsors: Council Member Kathie Tovo, Council Member Natasha Harper-Madison, Mayor Steve Adler, Council Member Ann Kitchen, Council Member Gregorio Casar, Council Member Sabino 'Pio' Renteria.

Resolution No. 20190411-026 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on a 10-0 vote. Council Member Flannigan abstained.

Item 27 was pulled for discussion.

28. Approve an ordinance waiving or reimbursing certain fees for the Asian Eats Night Market, sponsored by the Greater Austin Asian Chamber of Commerce, which was held on March 22-23,

2019 at St. Vincent de Paul Thrift Store. Council Sponsors: Council Member Gregorio Casar, Mayor Steve Adler, Council Member Jimmy Flannigan, Council Member Kathie Tovo.

Ordinance No. 20190411-028 was approved on consent on Mayor Pro Tem Garza's motion, Council Member Renteria's second on an 11-0 vote.

DISCUSSION ITEMS

48. Approve a resolution in opposition to a cap on property taxes that reduces City revenue and results in legislative interference with essential local services. Council Sponsors: Mayor Pro Tem Delia Garza, Mayor Steve Adler, Council Member Gregorio Casar, Council Member Jimmy Flannigan, Council Member Ann Kitchen.

Resolution No. 20190411-048 was approved on Mayor Pro Tem Garza's motion, Council Member Casar's second on an 11-0 vote.

Mayor Adler recessed the Council Meeting and called the Board of Directors' Meeting of the Austin Housing Finance Corporation to order at 11:05 a.m. See separate minutes.

29. The Mayor will recess the City Council meeting to conduct a Board of Directors' Meeting of the Austin Housing Finance Corporation. Following adjournment of the AHFC Board meeting the City Council will reconvene.

Mayor Adler recessed the Council Meeting and called the Board of Directors' Meeting of the Homestead Preservation Reinvestment Zone Number 1 to order at 11:09 a.m. See separate minutes.

30. The Mayor will recess the City Council meeting to conduct a Board of Director's Meeting of the Homestead Preservation Reinvestment Zone (HPRZ) Number 1. Following adjournment of the HPRZ Number 1 board meeting the City Council will reconvene.

Mayor Adler reconvened the Council Meeting at 11:12 a.m.

DISCUSSION ITEMS CONTINUED

6. Approve an ordinance adopting the Final Project and Financing Plan for Homestead Preservation Reinvestment Zone Number 1. District(s) Affected: District 1, District 3, District 9.

Ordinance No. 20190411-006 was approved on Council Member Renteria's motion, Mayor Pro Tem Garza's second on an 11-0 vote.

PUBLIC HEARINGS

32. Conduct a public hearing and approve an ordinance for the full purpose annexation of approximately 42.064 acres in Travis County, located approximately four-tenths of a mile east of the intersection of River Place Blvd and Milky Way Drive.

The public hearing was conducted and a motion to close the public hearing was approved on Council Member Flannigan's motion, Council Member Casar's second on a 9-0 vote. Mayor Adler and Council Member Kitchen were off the dais.

Mayor Pro Tem Garza recessed the Council Meeting at 11:22 a.m.

Mayor Adler called the Council Meeting back to order at 12:08 p.m.

CITIZEN COMMUNICATIONS: GENERAL

Pat Valls – Trelles - Animal Services

Pat Smith - The week of the young child.

Dave Austin - Animal Services

Trevor Batton -TBD

Clifford Dalton -TBD

Jeff Mitchell - TBD

Marcilas Jackson - TBD

Kristina Brown - APL's use policy

Njera Keith - APL's use policy

Charles Robert Holm – TBD

Mayor Adler recessed the Council Meeting at 1:04 p.m.

EXECUTIVE SESSION

The City Council went into Executive Session, pursuant to Chapter 551 of the Texas Government Code, to receive advice from Legal Counsel, to discuss matters of land acquisition, litigation, and personnel matters as specifically listed on this agenda and to receive advice from Legal Counsel regarding any other item on this agenda.

31. Discuss legal issues related to open government matters (Private consultation with legal counsel - Section 551.071 of the Government Code).
This item was withdrawn.

Mayor Adler called the Council Meeting back to order at 1:44 p.m.

PUBLIC HEARINGS CONTINUED

33. Conduct a public hearing and consider an ordinance on second and third readings amending the Imagine Austin Comprehensive Plan (Ordinance No. 20120614-058) by adopting the Austin Strategic Mobility Plan.
The motion to approve the staff recommendation was made by Council Member Kitchen and seconded by Council Member Alter.

A motion to approve the following amendments was made by Council Member Flannigan and seconded by Council Member Harper-Madison.

Council Member Flannigan’s Motion Sheet #1 to amend the Street Network Table, Street Network Map, and the Roadway Capacity Projects Map in Appendix C to accomplish the following:

1) Add the Rutledge Spur Extension

a) Street Network Table:

- i) Name = Rutledge Spur
- ii) Segment Limits = Lakeline Mall Dr to Spectrum Dr
- iii) Type = Local Mobility
- iv) Improvement = New Roadway
- v) Existing Cross Section = DNE
- vi) Existing Number of Lanes = 0
- vii) Future Cross Section = 2U
- viii) Future Number of Lanes = 2
- ix) Roadway Description = 2 travel lanes
- x) Existing Bicycle Facility = NA
- xi) Future Bicycle Facility = NA
- xii) Bicycle Description = all ages and abilities bicycle facilities
- xiii) Pedestrian Description = NA
- xiv) Project Description = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) Mean ROW = 0
- xvi) Median ROW = 0
- xvii) Minimum ROW = 0
- xviii) Maximum ROW = 0
- xix) Required ROW = 78
- xx) ROW Remarks = Future Road. ROW assumed to be acquired for Ideal cross section

b) Exhibit 1: Rutledge Spur Extension

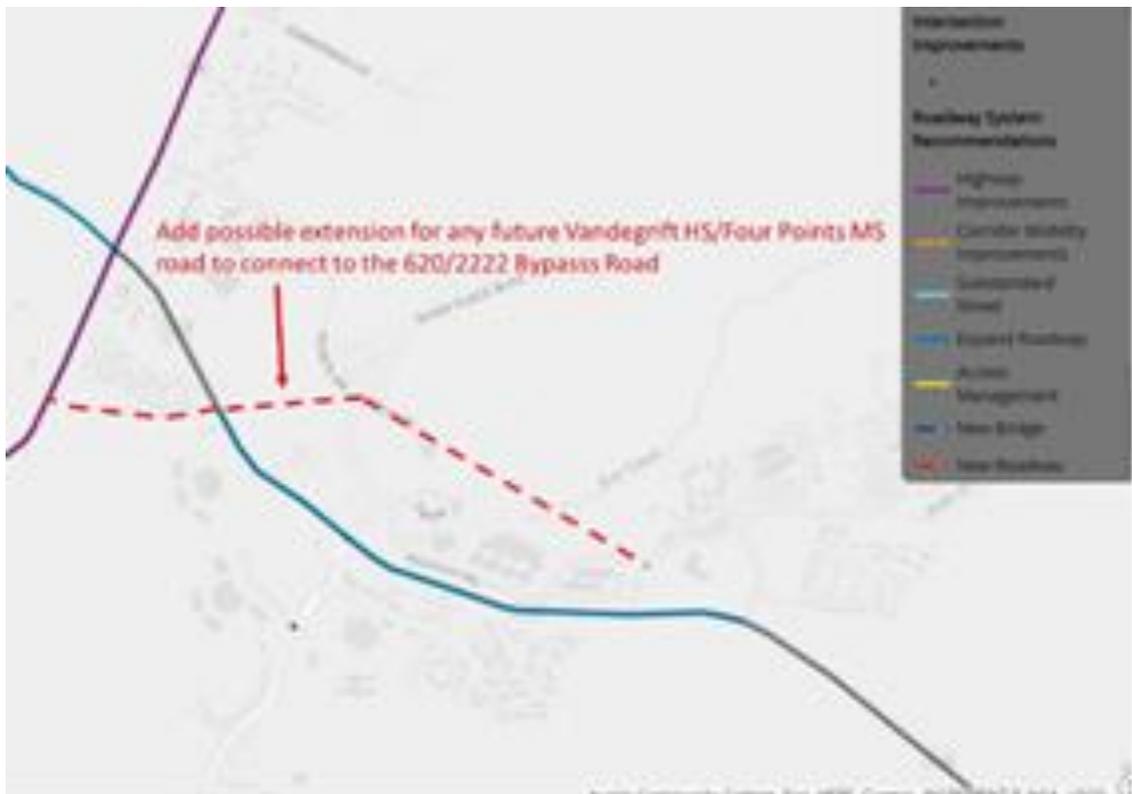


2) Add a RM 2222 to Four Points Dr Connector

a) Street Network Table:

- i) **Name** = RM 2222 to Four Points Dr Connector
- ii) **Segment Limits** = RM 2222 to Four Points Dr
- iii) **Type** = Corridor Mobility
- iv) **Improvement** = New Roadway
- v) **Existing Cross Section** = DNE
- vi) **Existing Number of Lanes** = 0
- vii) **Future Cross Section** = 4D
- viii) **Future Number of Lanes** = 4
- ix) **Roadway Description** = 4 travel lanes with raised median
- x) **Existing Bicycle Facility** = NA
- xi) **Future Bicycle Facility** = NA
- xii) **Bicycle Description** = all ages and abilities bicycle facilities
- xiii) **Pedestrian Description** = NA
- xiv) **Project Description** = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) **Mean ROW** = 0
- xvi) **Median ROW** = 0
- xvii) **Minimum ROW** = 0
- xviii) **Maximum ROW** = 0
- xix) **Required ROW** = 120
- xx) **ROW Remarks** = Future Road. ROW assumed to be acquired for Ideal cross section

b) Exhibit 2: RM 2222 to Four Points Dr Connector

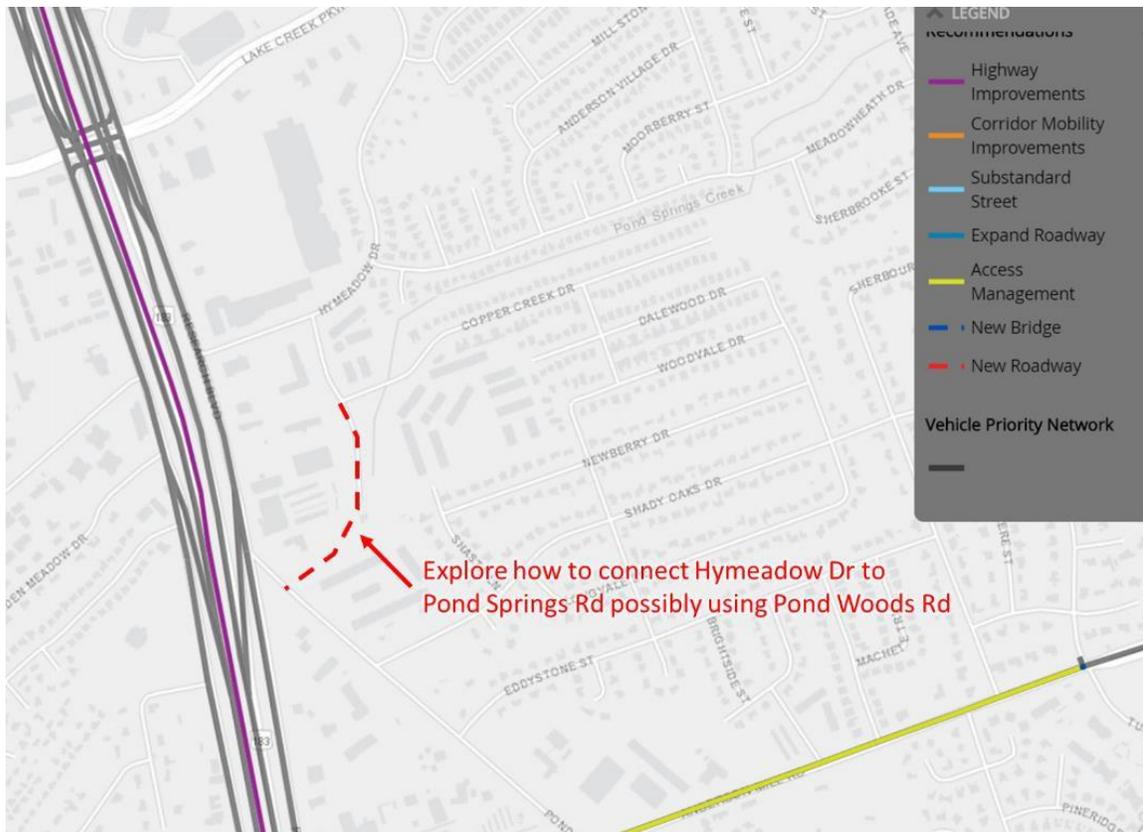


3) Add a Pond Woods Rd to Pond Springs Rd Connector

a) Street Network Table:

- i) **Name** = Pond Woods Rd to Pond Springs Rd Connector
- ii) **Segment Limits** = Pond Woods Rd to Pond Springs Rd
- iii) **Type** = Local Mobility
- iv) **Improvement** = New Roadway
- v) **Existing Cross Section** = DNE
- vi) **Existing Number of Lanes** = 0
- vii) **Future Cross Section** = 2U
- viii) **Future Number of Lanes** = 2
- ix) **Roadway Description** = 2 travel lanes
- x) **Existing Bicycle Facility** = NA
- xi) **Future Bicycle Facility** = NA
- xii) **Bicycle Description** = all ages and abilities bicycle facilities
- xiii) **Pedestrian Description** = NA
- xiv) **Project Description** = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) **Mean ROW** = 0
- xvi) **Median ROW** = 0
- xvii) **Minimum ROW** = 0
- xviii) **Maximum ROW** = 0
- xix) **Required ROW** = 78
- xx) **ROW Remarks** = Future Road. ROW assumed to be acquired for Ideal cross section

b) Exhibit 3: Pond Woods Rd to Pond Springs Rd Connector

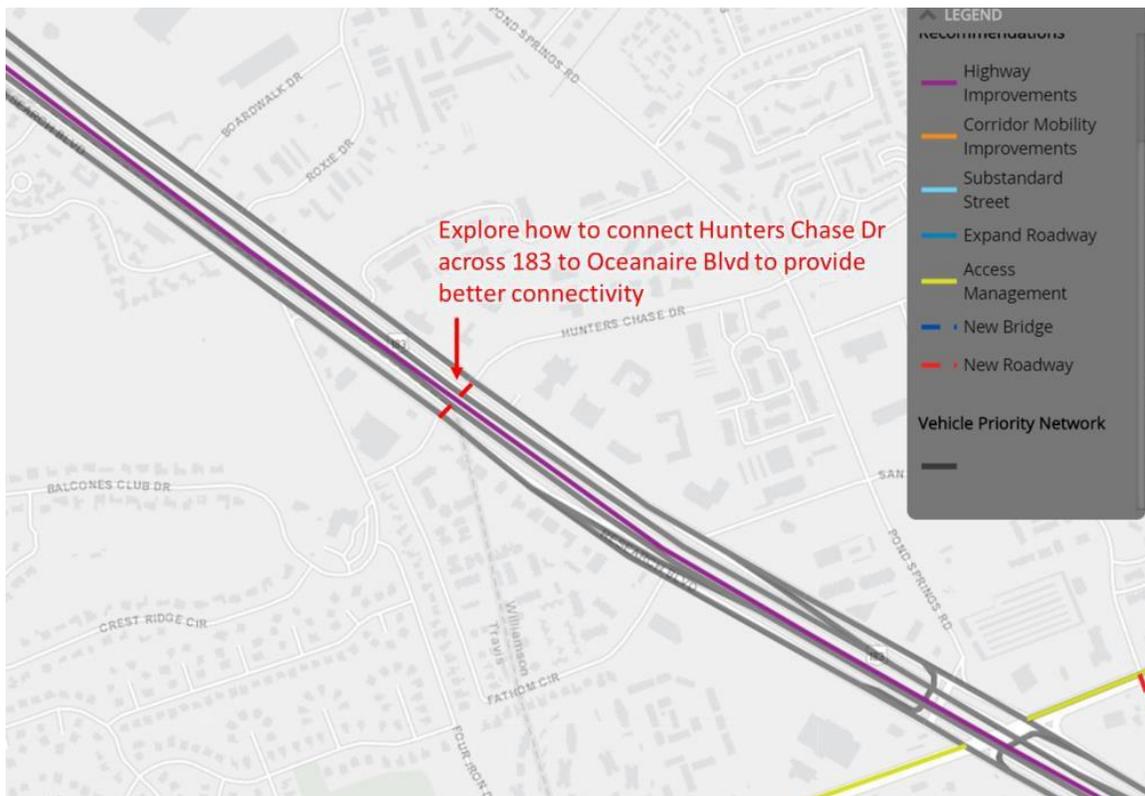


4) Add a Hunters Chase Dr to Oceanaire Blvd Connector

a) Street Network Table:

- i) **Name** = Hunters Chase Dr to Oceanaire Blvd Connector
- ii) **Segment Limits** = Hunters Chase Dr to Oceanaire Blvd
- iii) **Type** = Corridor Mobility
- iv) **Improvement** = New Roadway
- v) **Existing Cross Section** = DNE
- vi) **Existing Number of Lanes** = 0
- vii) **Future Cross Section** = 4D
- viii) **Future Number of Lanes** = 4
- ix) **Roadway Description** = 4 travel lanes with raised median
- x) **Existing Bicycle Facility** = NA
- xi) **Future Bicycle Facility** = NA
- xii) **Bicycle Description** = all ages and abilities bicycle facilities
- xiii) **Pedestrian Description** = NA
- xiv) **Project Description** = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) **Mean ROW** = 0
- xvi) **Median ROW** = 0
- xvii) **Minimum ROW** = 0
- xviii) **Maximum ROW** = 0
- xix) **Required ROW** = 0
- xx) **ROW Remarks** = Future Road. ROW assumed to be acquired for Ideal cross section

b) Exhibit 4: Hunters Chase Dr to Oceanaire Blvd Connector

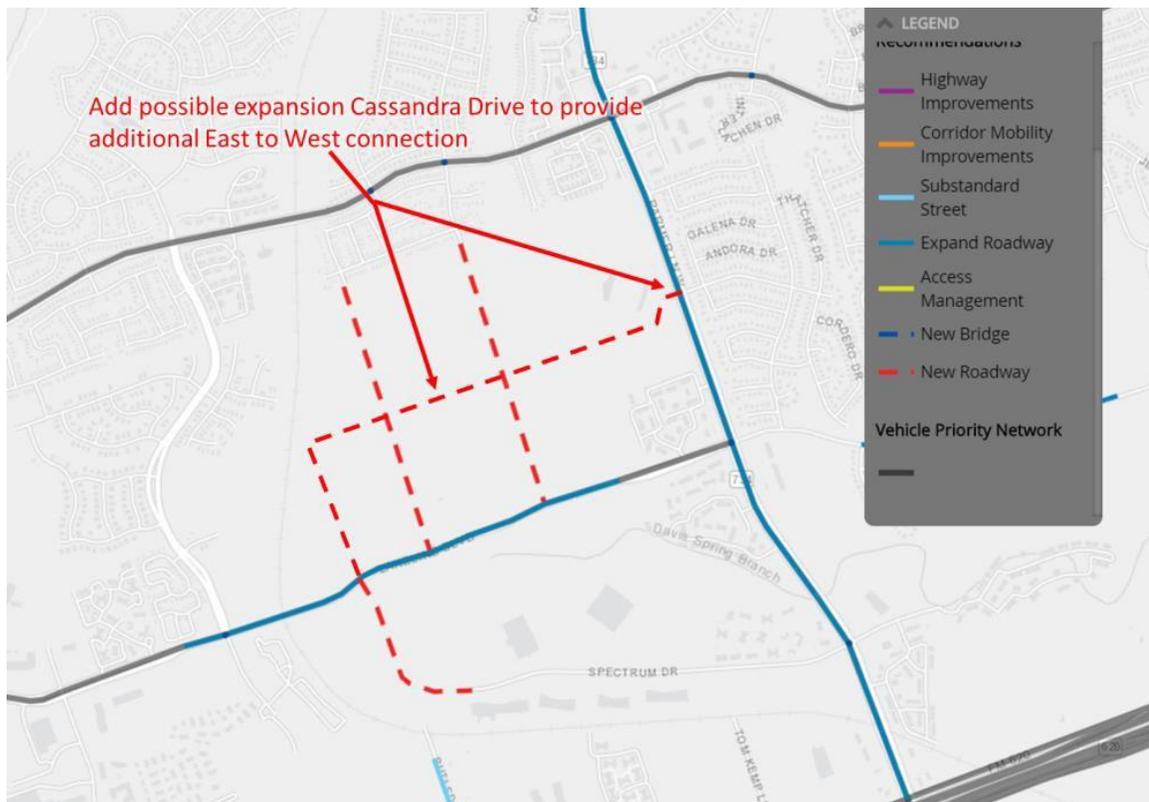


5) Add the Cassandra Drive Extension

a) Street Network Table:

- i) **Name** = Cassandra Drive Extension
- ii) **Segment Limits** = W Parmer Ln to Red Line tracts and down to Spectrum Dr
- iii) **Type** = Local Mobility
- iv) **Improvement** = New Roadway
- v) **Existing Cross Section** = DNE
- vi) **Existing Number of Lanes** = 0
- vii) **Future Cross Section** = 2U
- viii) **Future Number of Lanes** = 2
- ix) **Roadway Description** = 2 travel lanes
- x) **Existing Bicycle Facility** = NA
- xi) **Future Bicycle Facility** = NA
- xii) **Bicycle Description** = all ages and abilities bicycle facilities
- xiii) **Pedestrian Description** = NA
- xiv) **Project Description** = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) **Mean ROW** = 0
- xvi) **Median ROW** = 0
- xvii) **Minimum ROW** = 0
- xviii) **Maximum ROW** = 0
- xix) **Required ROW** = 78
- xx) **ROW Remarks** = Future Road. ROW assumed to be acquired for Ideal cross section

b) Exhibit 5: Cassandra Drive Extension

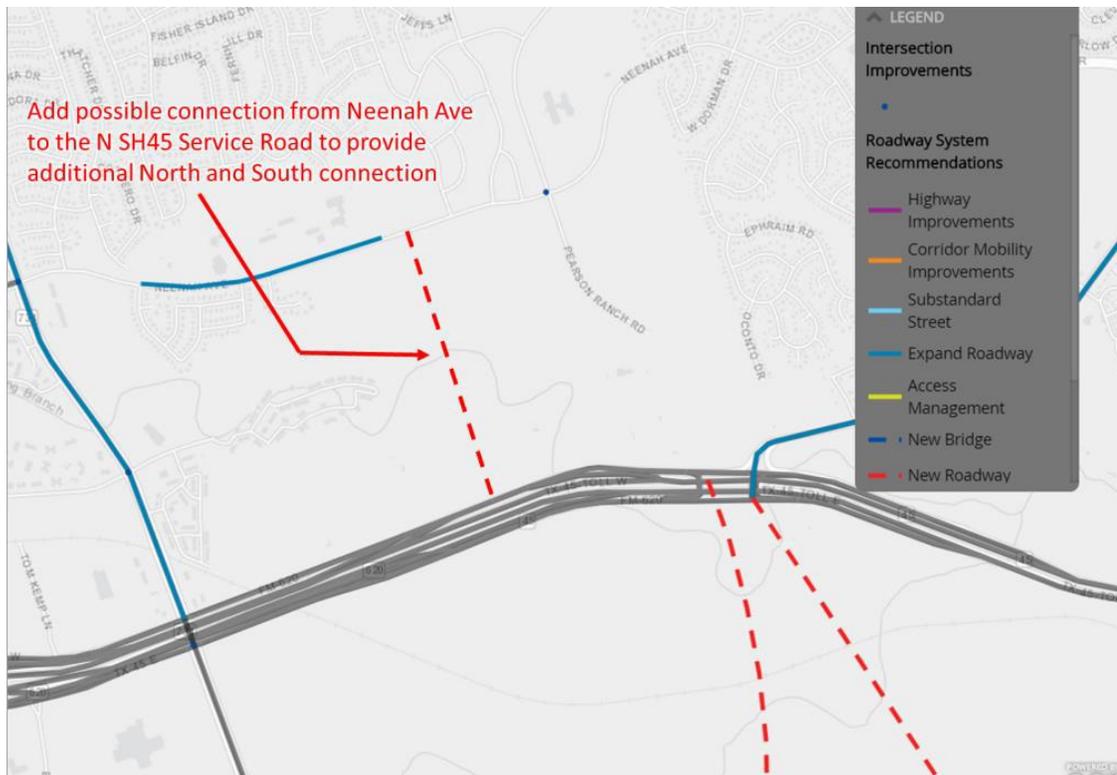


6) Add a Neenah Ave to N SH45 Service Road Connector

a) Street Network Table:

- i) **Name** = Neenah Ave to N SH45 Service Road Connector
- ii) **Segment Limits** = Neenah Ave to N SH45 Service Road
- iii) **Type** = Corridor Mobility
- iv) **Improvement** = New Roadway
- v) **Existing Cross Section** = DNE
- vi) **Existing Number of Lanes** = 0
- vii) **Future Cross Section** = 4D
- viii) **Future Number of Lanes** = 4
- ix) **Roadway Description** = 4 travel lanes with raised median
- x) **Existing Bicycle Facility** = NA
- xi) **Future Bicycle Facility** = NA
- xii) **Bicycle Description** = all ages and abilities bicycle facilities
- xiii) **Pedestrian Description** = NA
- xiv) **Project Description** = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) **Mean ROW** = 0
- xvi) **Median ROW** = 0
- xvii) **Minimum ROW** = 0
- xviii) **Maximum ROW** = 0
- xix) **Required ROW** = 120
- xx) **ROW Remarks** = Future Road. ROW assumed to be acquired for Ideal cross section.

b) Exhibit 6: Neenah Avenue to N SH45 Service Road Connector

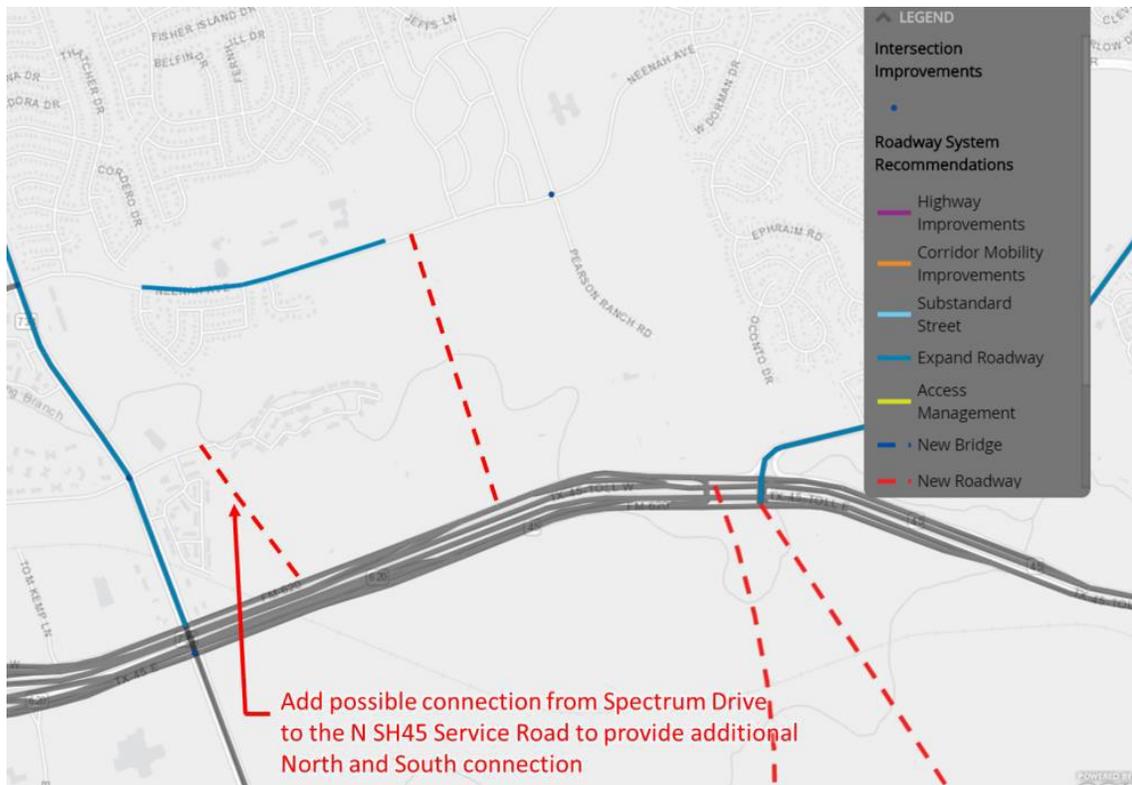


7) Add a Spectrum Dr to N SH45 Service Road Connector

a) Street Network Table:

- i) Name = Spectrum Dr to N SH45 Service Road Connector
- ii) Segment Limits = Spectrum Dr to N SH45 Service Road
- iii) Type = Local Mobility
- iv) Improvement = New Roadway
- v) Existing Cross Section = DNE
- vi) Existing Number of Lanes = 0
- vii) Future Cross Section = 2U
- viii) Future Number of Lanes = 2
- ix) Roadway Description = 2 travel lanes
- x) Existing Bicycle Facility = NA
- xi) Future Bicycle Facility = NA
- xii) Bicycle Description = all ages and abilities bicycle facilities
- xiii) Pedestrian Description = NA
- xiv) Project Description = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) Mean ROW = 0
- xvi) Median ROW = 0
- xvii) Minimum ROW = 0
- xviii) Maximum ROW = 0
- xix) Required ROW = 78
- xx) ROW Remarks = Future Road. ROW assumed to be acquired for Ideal cross section.

b) Exhibit 7: Spectrum Dr to N SH45 Service Road Connector

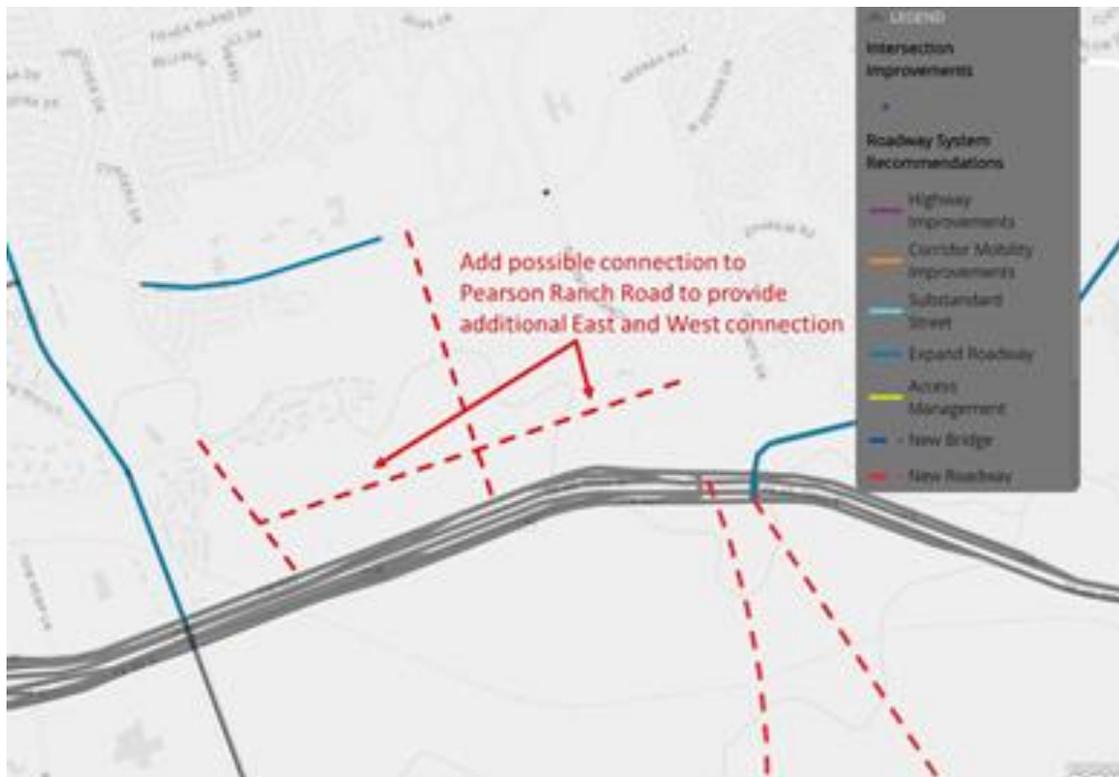


8) Add a Pearson Ranch Rd to the new Spectrum Dr/N SH45 Service Road Connector

a) Street Network Table:

- i) **Name** = Pearson Ranch Rd to the new Spectrum Dr/N SH45 Service Road Connector
- ii) **Segment Limits** = Pearson Ranch Rd to the new Spectrum Dr/N SH45
- iii) **Type** = Corridor Mobility
- iv) **Improvement** = New Roadway
- v) **Existing Cross Section** = DNE
- vi) **Existing Number of Lanes** = 0
- vii) **Future Cross Section** = 4D
- viii) **Future Number of Lanes** = 4
- ix) **Roadway Description** = 4 travel lanes with raised median
- x) **Existing Bicycle Facility** = NA
- xi) **Future Bicycle Facility** = NA
- xii) **Bicycle Description** = all ages and abilities bicycle facilities
- xiii) **Pedestrian Description** = NA
- xiv) **Project Description** = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) **Mean ROW** = 0
- xvi) **Median ROW** = 0
- xvii) **Minimum ROW** = 0
- xviii) **Maximum ROW** = 0
- xix) **Required ROW** = 120
- xx) **ROW Remarks** = Future Road. ROW assumed to be acquired for Ideal cross section.

b) Exhibit 8: Pearson Ranch Rd to the new Spectrum Dr/N SH45 Service Road Connector



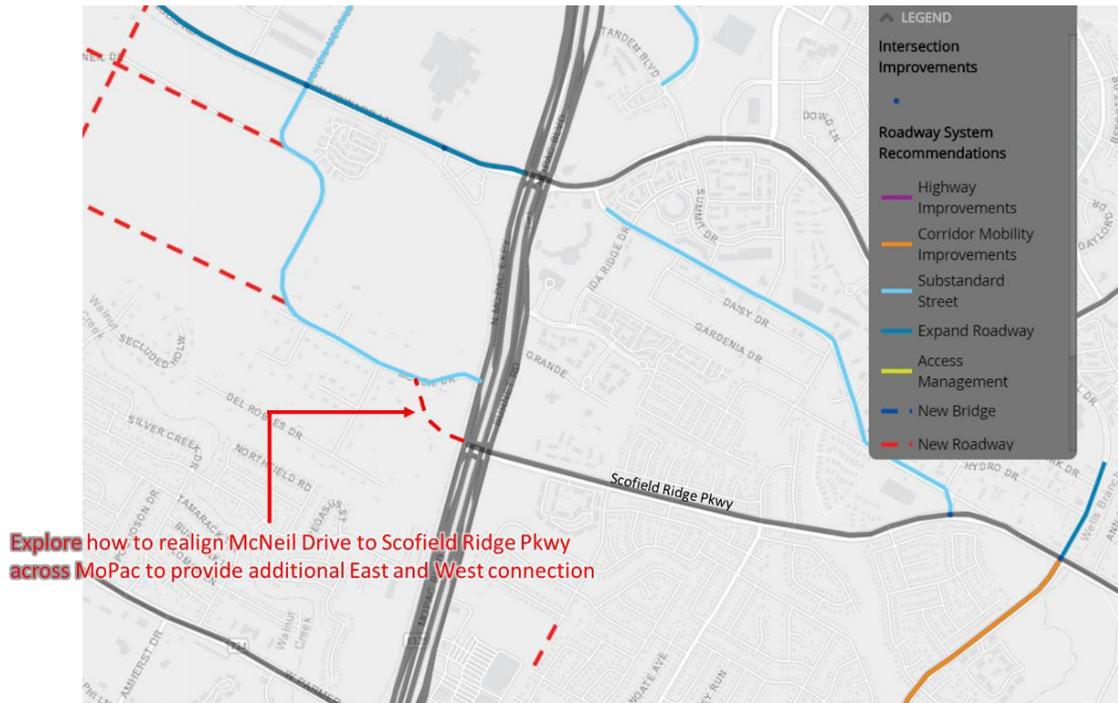
9) Add a Realignment of McNeil Dr to Scofield Ridge Pkwy

a) Street Network Table:

- i) **Name** = Realignment of McNeil Dr to Scofield Ridge Pkwy Connector

- ii) **Segment Limits** = McNeil Dr to Scofield Ridge Pkwy
- iii) **Type** = Corridor Mobility
- iv) **Improvement** = New Roadway
- v) **Existing Cross Section** = DNE
- vi) **Existing Number of Lanes** = 0
- vii) **Future Cross Section** = 4D
- viii) **Future Number of Lanes** = 4
- ix) **Roadway Description** = 4 travel lanes with raised median
- x) **Existing Bicycle Facility** = NA
- xi) **Future Bicycle Facility** = NA
- xii) **Bicycle Description** = all ages and abilities bicycle facilities
- xiii) **Pedestrian Description** = NA
- xiv) **Project Description** = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) **Mean ROW** = 0
- xvi) **Median ROW** = 0
- xvii) **Minimum ROW** = 0
- xviii) **Maximum ROW** = 0
- xix) **Required ROW** = 120
- xx) **ROW Remarks** = Future Road. ROW assumed to be acquired for Ideal cross section.

b) Exhibit 9: Realignment of McNeil Dr to Scofield Ridge Pkwy Connector



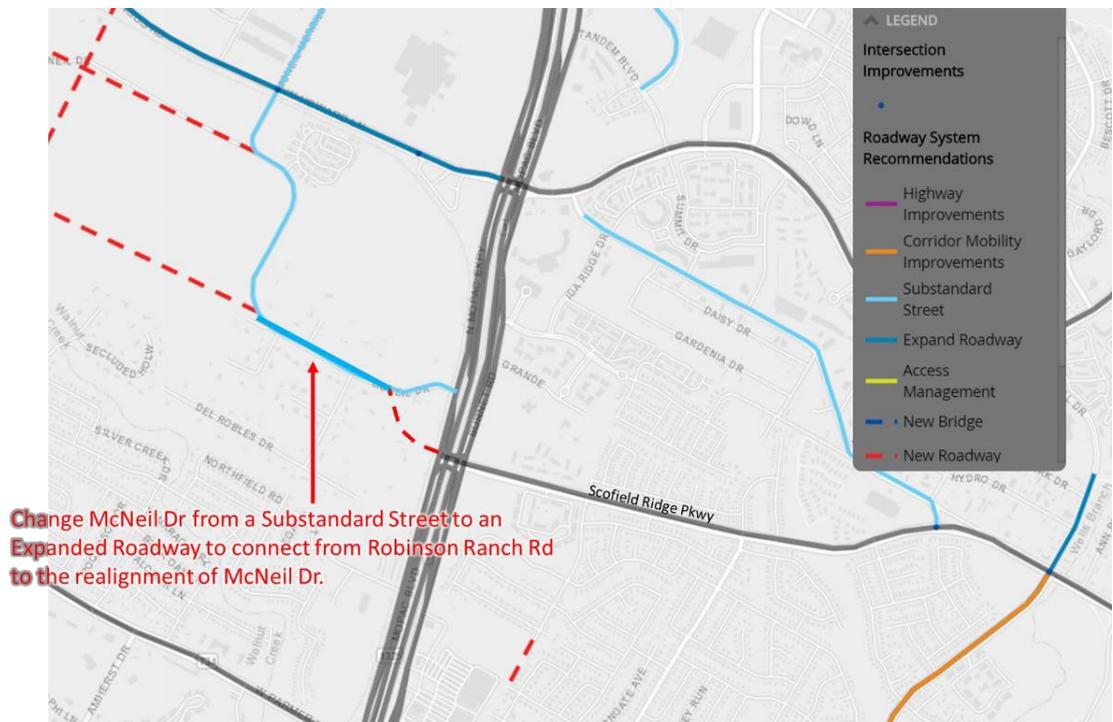
10) Amend Mc Neil Dr: Substandard Street to an Expand Roadway

a) Street Network Table:

- i) **Name** = McNeil Dr
- ii) **Segment Limits** = Robinson Ranch Rd to new realignment of McNeil Dr
- iii) **Type** = Corridor Mobility
- iv) **Improvement** = Expand Roadway

- v) Existing Cross Section = 2U-N
- vi) Existing Number of Lanes = 2
- vii) Future Cross Section = 4D
- viii) Future Number of Lanes = 4
- ix) Roadway Description = 4 travel lanes with raised median
- x) Existing Bicycle Facility = NA
- xi) Future Bicycle Facility = NA
- xii) Bicycle Description = all ages and abilities bicycle facilities
- xiii) Pedestrian Description = NA
- xiv) Project Description = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
- xv) Mean ROW = 0
- xvi) Median ROW = 0
- xvii) Minimum ROW = 0
- xviii) Maximum ROW = 0
- xix) Required ROW = ~~78~~ 120
- xx) ROW Remarks = Future Road. ROW assumed to be acquired for Ideal cross section.

b) Exhibit 10: McNeil Dr: Substandard Street to an Expand Roadway

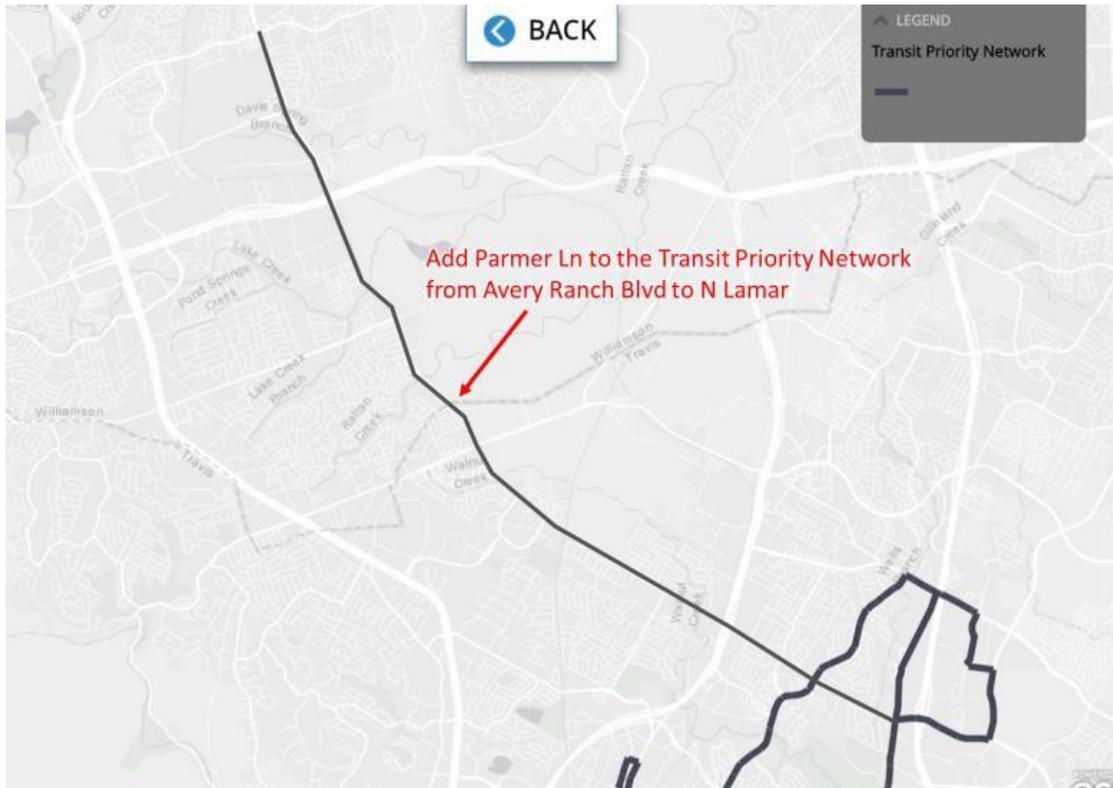


The amendments were included without objection.

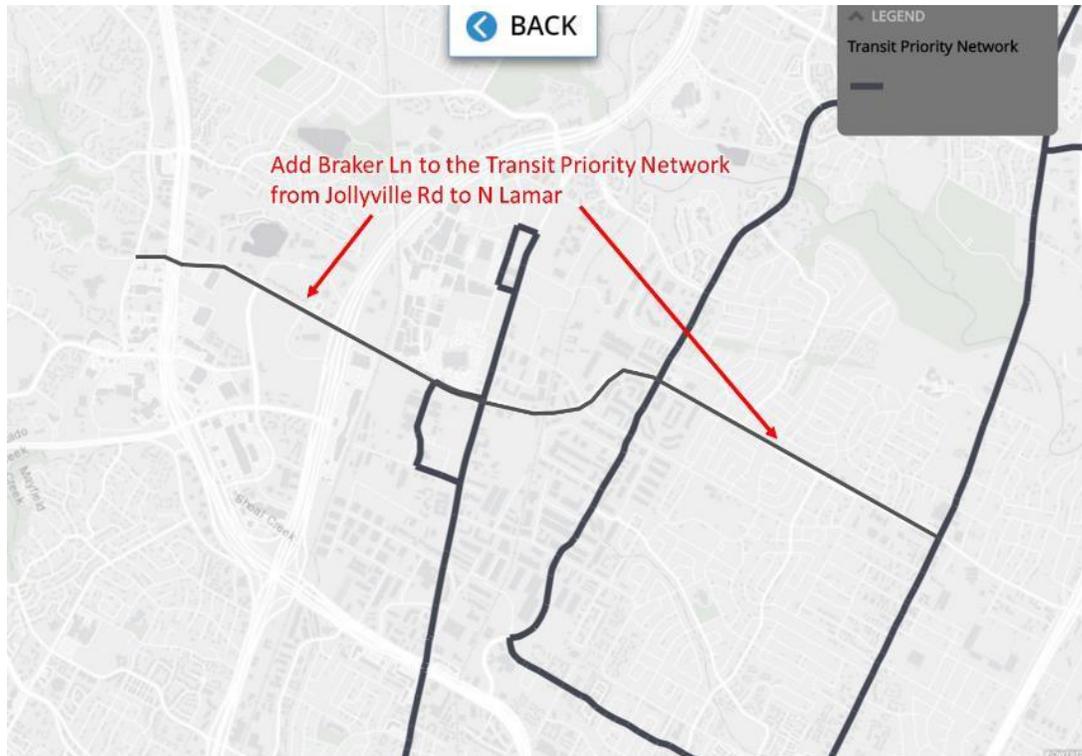
Council Member Flannigan’s Motion Sheet #2 to amend the Street Network Table, Street Network Map, and the Public Transportation System Map in Appendix C to accomplish the following:

- 1) Add W Parmer Ln to the Transit Priority Network
 - a) Street Network Table:
 - i) Name = W Parmer Ln

- ii) **Segment Limits = City Limits to N Lamar**
- b) **Exhibit 1: W Parmer Ln – Transit Priority Network**



- 2) **Add W Braker Ln to the Transit Priority Network**
 - a) **Street Network Table:**
 - i) **Name: W Braker Ln**
 - ii) **Segment Limits: Jollyville Rd to N Lamar**
 - b) **Exhibit 2: W Braker Ln – Transit Priority Network**

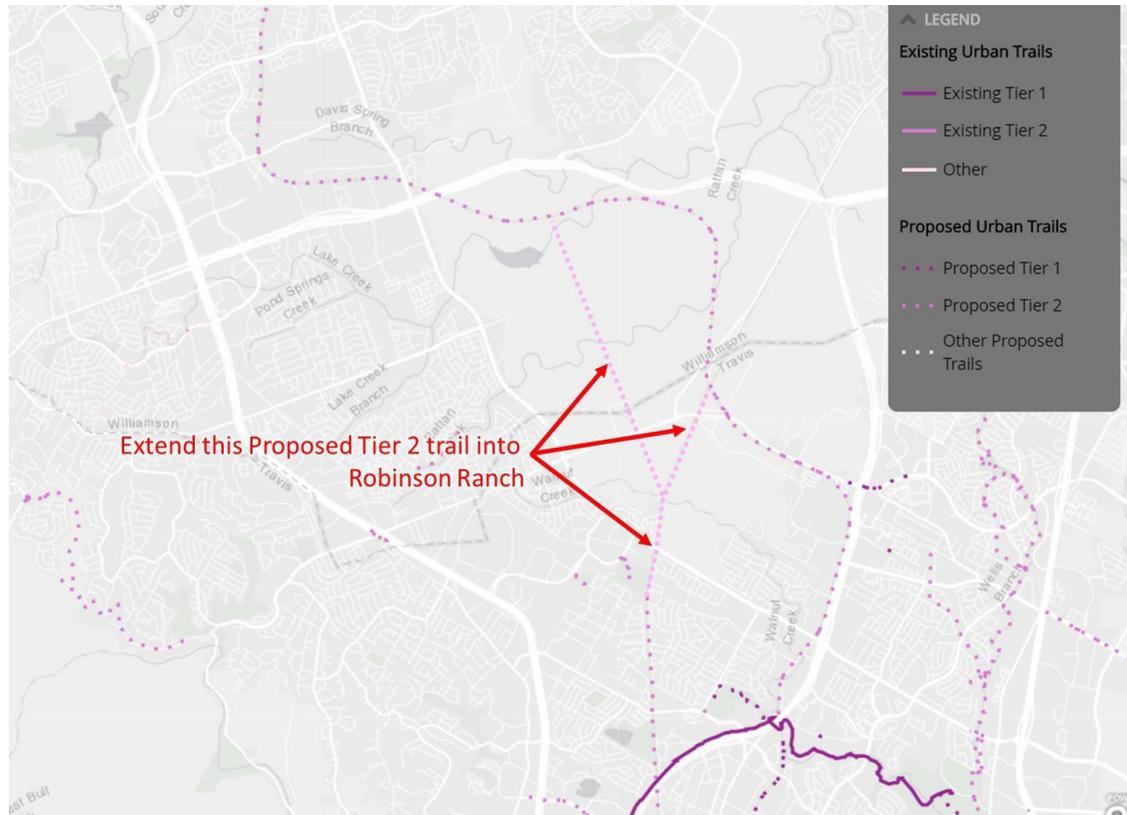


The amendments were included without objection.

Council Member Flannigan's Motion Sheet 3 to amend the Urban Trail System Map in Appendix C to accomplish the following:

1) Add an Extension of the Proposed Tier 2 Trail currently ending at Yett Creek Park to (1) the Proposed Tier 2 Trail at McNeil Rd and (2) the Proposed Tier 2 Trail location located in the Robinson Ranch area as shown in Exhibit 1.

Exhibit 1: Extension of Proposed Tier 2 Trails in the Robinson Ranch Area



The amendments were included without objection.

Council Member Flannigan’s Motion Sheet 4 to amend the Austin Strategic Mobility Plan as follows:

1) Amend Page xxi and xxii as follows:

“Where multiple priority networks overlap, additional study will be conducted to understand each role they play along the corridor and prioritize elements where there is not an opportunity to design treatments that benefit multiple users. Where right-of-way is constrained, prioritization should be given to transit and bicycle improvements over roadway improvements for private automobiles. The project development process will provide the opportunity to further refine how multiple priority networks are treated when they are competing for the same constrained right of way. As projects and improvements occur through the life of the plan, such as changes to high- frequency transit service or implementation of an all ages and abilities bicycle facility, the priority networks will be updated to provide the latest guidance for future project development processes.”

2) Amend Page 34 as follows:

“In comparison to low-density development, compact development can slow the loss of natural open space and agricultural lands and reduce greenhouse gas emissions associated with longer trips. Sprawling development also drives up the public costs for city services, streets, drainage infrastructure, and other infrastructure that must be continually extended to serve low-density development. More compact growth contains costs by capitalizing on the land, infrastructure and public services already in place.”

3) Amend Page 36 (already reflecting changes from City Staff in B-53) as follows:

“The Project Connect high-capacity transit routes planned in Austin run through different types of built environments, including downtown, commercial centers, already-dense mixed-use neighborhoods, and areas dominated by detached, single-family homes. Transit-supportive densities are measured for routes as a whole. Planning should be flexible to take

into account the existing character of neighborhoods and community input to appropriately allocate density within transit corridors, and we must plan to achieve the transit-supportive density appropriate for the planned mode of transit. The full range of planning tools should be used to establish these densities, including zoning reviews, small area plans, density bonuses, affordable housing investments, transit-oriented development zones, and revisions of the land development code, potentially including zone entitlements and bonuses tied to the distance from transit. The portions of the Transit Priority Network not planned for high-capacity transit should have transit-supportive densities considered in land use planning, but are a lower priority.”

4) Amend Page 44 as follows:

“Shared parking should be encouraged both downtown and throughout the city, especially in commercial and mixed-use districts, by reducing regulatory barriers to shared parking and integrating existing on-street parking into more holistic district parking systems. Existing programs that restrict on-street parking for specific commercial and residential uses should be reevaluated and modernized to support our multimodal transportation network and reopen the right-of-way to the public. By directly managing demand on parking, encouraging more travel choices beyond driving, and decreasing impacts on the transportation network, these parking management concepts have potential impacts that extend beyond the limits of downtown.”

5) Amend Page 46 as follows:

“On-street parking should be coordinated with other uses of the curb to ensure the most appropriate use for certain times of the day. We can maximize the use of our existing parking supply by reducing demand using curb management strategies that prioritize mobility. The flexibility of on-street parking spaces can also allow for creative placemaking activities, such as sidewalk cafes and temporary park installations. On-street parking can also be used for ride hailing pickup and drop-off, bicycle parking, commercial deliveries, and trash collection. The flexible use of on-street parking areas must be incorporated in a context-sensitive manner to ensure all users of the right of way have the opportunity to utilize this important public space.”

6) Amend Page 77 as follows:

“Public Transportation System

Policy 1 Give public transportation priority

Policy 2 Enhance commuter public

Policy 3 Support local public transportation service

Policy 4 Invest in a high-capacity transit system

Policy 5 Improve the public transportation experience

Policy 6 Improve access to public transportation

Policy 7 Work with regional partners to improve and extend the public transportation network throughout the region”

7) Amend Page 79 as follows:

“Increase the number of new very high- and high-priority sidewalks completed within 1/4 mile of all identified schools, public transit stops and stations, and parks, including both sides of arterial and collector streets and one side of residential streets

Complete 100% of missing very high- and high-priority sidewalks within 1/4 mile of all identified schools, public transit stops and stations, and parks by 2026”

8) Amend Page 90 as follows:

“Collaborate with TxDOT, CTRMA, CAMPO, Capital Metro, and other agencies in the region to increase the ability of the highway system to carry more people by managing new and existing capacity”

“Increasing the highway system’s capacity for people will require collaboration among transportation partners in the region, such as the TxDOT, Central Texas Regional Mobility Authority (CTRMA), Capital Area Metropolitan Planning Organization (CAMPO), Capital Metropolitan Transportation Authority (Capital Metro), and other agencies...”

9) Amend Page 91 as follows:

“Collaborate with TxDOT, CTRMA, CAMPO, and other agencies in the region to improve the safety and mobility of the existing highway system”

“The City of Austin must collaborate with TxDOT, CTRMA, CAMPO, and other agencies in the region to improve the safety and mobility of the existing highway system. Many of Austin’s U.S. and State Highways still operate with traffic signals, instead of overpasses and underpasses causing delay at every intersection. We must work with our regional partners to upgrade the existing highway system by constructing additional travel lanes, implementing managed lanes, and constructing grade-separated intersections.”

Council Member Flannigan withdrew item 6. The amendments were included without objection.

Council Member Ellis’ Motion Sheet:

To amend Action Item 83 on page 276 of the draft Austin Strategic Mobility Plan to read as follows:

“Develop Transit Enhancement Program guidelines that include strategies for transit enhancement treatments, criteria for when to apply them, and metrics for periodic review of high-capacity transit corridors and initiation of lane dedication. These guidelines will be developed with public input and documented in the Transportation Criteria Manual.”

The amendment was included without objection.

Council Member Casar’s Motion Sheet:

To amend the Austin Strategic Mobility Plan as follows:

Amend the Roadway Capacity Projects Map and Street Network Table to add an “Expand Roadway” project on Morrow Street from Lamar Blvd to Paxton St to reflect improvements for east-west connectivity.

The amendment was approved on Council Member Casar’s motion, Mayor Pro Tem Garza’s second on a 10-1 vote. Council Member Pool voted nay.

ROADWAY CAPACITY PROJECTS MAP



STREET NETWORK TABLE

Name: MORROW ST
 Segment Limits: LAMAR BLVD TO PAXTON ST
 Priority Network: NA
 Improvement: Expand Roadway
 Existing Cross Section: 2U
 Existing Number of Lanes: 2
 Future Cross Section: 3U
 Future Number of Lanes: 2
 Roadway Description: 2 travel lanes with a center turn lane
 Existing Bicycle Facility: Bike Lane
 Future Bicycle Facility: Bike Lane
 Bicycle Description: all ages and abilities bicycle facilities
 Pedestrian Description: NA
 Project Description: The improvements include expanding the roadway to construct a center turn lane and all ages and abilities bicycle facilities.
 Mean ROW: 59
 Median ROW: 59
 Minimum ROW: 58
 Maximum ROW: 61
 Required ROW: 96
 ROW Remarks: Further study required for prioritizing design elements or ROW acquisition. Provide east-west connectivity across Lamar Blvd.

Council Member Pool’s Motion Sheet:

1. Amended Language on Transit Priority Network and Imagine Austin Growth Concept Map

Amended language below to be included on pg. 37 about updates to the Transit Priority Network in the description of the map:

“The Imagine Austin Growth Concept is supported by the Transit Priority Network, linking land use with transportation. By providing fast, reliable, and efficient transit options along these Imagine Austin Activity Corridors into our Activity Centers we will be able to promote infill and redevelopment in these desired locations. This linkage should reduce per capita car use and increase walking, bicycling, and transit use. The Transit Priority Network should be expanded in the future to serve additional Imagine Austin Centers by regularly coordinating with Capital Metro during transit service plan updates and service changes.”

2. Amended Language on Mobility Hubs:

Amended language to add “civic space” to Mobility Hubs discussion and action items:

a. In Chapter 2, Shared Mobility Policy 3 (pg. 72)

Mobility hubs play a vital role in the network by facilitating safe and easy connections between shared travel modes, as places for people to switch from a personal vehicle to a shared mobility service. Mobility hubs are more than a typical transit station or park-and-ride facility. They create welcoming and attractive civic spaces for travelers that include amenities, information resources, and a variety of both public and private transit services. Mobility hubs can be coupled with placemaking efforts, creating safe, accessible and connected places for people to engage with fellow passengers and the wider community.

b. Action Item #60, Mobility hubs (pg. 270)

“Create multimodal mobility hubs, including park-and-rides, adjacent to transit stops to offer a variety of first-and last-mile mobility options and a complete trip experience. Incorporate community-knowledge sharing, maintenance programming, and integrate civic space where strategic.”

c. Action Item #270, Funding for mobility infrastructure at transit stations and mobility hubs (pg. 289)

“Partner with Capital Metro to pursue transit grant funding to expand active transportation and share micromobility infrastructure feeding transit stations and mobility hubs, and review opportunities during redevelopment to provide civic space where needed for the mobility hubs.”

The amendments were included without objection.

Council Member Tovo’s Motion Sheet #1:

Move the following amendment to the ASMP with regard to mobility in the Rainey District:

Rainey Street

Additional language in the new action item for the ACT Plan (B-58):

New Action Item: Complete the Austin Core Transportation (ACT) Plan, an update to the 2022 Downtown Access and Mobility Plan. The ACT will serve as a decision-making tool for downtown transportation planning, project development, operations, and demand management, with the goal of making decisions more transparent and predictable for all stakeholders. Outcomes include the identification of TDM strategies, multimodal projects, priority segments, and spatial needs to support mobility to, from, and within downtown for all users. The ACT Plan study area includes the Central Business District, South Central Waterfront, connections to MoPac and I-35, and adjacent neighborhoods, including the Rainey neighborhood.

Childcare costs

The second paragraph of the Affordability subchapter introduction reads, “Transportation costs are often a household’s second highest expense after housing.”

Propose adding the following footnote: “For families with children, transportation costs are often the next highest expense after housing and childcare.”

Additional language for new annexation action item (B-65):

Update administrative processes to provide staff comments on potential annexations, PIDS, MUDs, and PUDs to include information on multimodality, connectivity, and impact on mode share goals.

Add an action item on p. 289 under Financial Strategies:

Discover opportunities to reduce costs by testing strategies before investing significant resources in long-term infrastructure projects.

The amendments were included without objection.

Council Member Harper-Madison’s Motion Sheet #1:

“1. Chapter 3.3., Policy 4 (Supply Our Transportation Infrastructure, Public Transportation System, Invest in a High-Capacity Transit System), page 100

Amend staff recommendation B-3

“...For the BRT Light corridors in the Project Connect Long Term Vision Plan that are not slated for dedicated transit pathways in the near-term, we must continue to advance the levels of transit service, such as by increasing frequency to less than 15 minutes on both and weekends and by providing high-capacity vehicles. We should commit to evaluating opportunities to make near-term operational improvements, including the full range of transit enhancement treatments, while pursuing longer-term opportunities to incrementally transition to operating transit in dedicated pathways in the future when transit service levels justify such a transition, in order to have a complete high-capacity transit system by 2039.”

2. Page 102 – Policy 6 Improve the Public Transportation Experience

In order to attract and retain public transportation riders, it is important that the City of Austin and its public transportation providers create a transportation service that can rival the comfort and convenience of individual automobiles. During the Connections 2025 planning effort, a survey of riders conducted found that the second highest reason riders use Capital Metro was because it is more enjoyable than driving. What makes a transit rider’s experience more enjoyable is influenced by many factors, from the time traveling to time waiting. The City of Austin and public transportation providers must emphasize experiences at stops and stations, in addition to frequent service, travel time, reliability, and safe, comfortable roadway pavement conditions in order to grow the number of public transportation users. There are a variety of services and facilities that the public transportation system should offer to make the system appealing. Public transportation stops and stations should be well lit, and they should be safe, accessible and well-connected to the surrounding stops should be clean, and the local streetscape should welcome people and stations should provide shade and a place to sit as people wait for their ride. Information, such as when vehicles are expected to arrive or how riders should pay their fare, should be provided in a clearly visible location. All of these factors are important to achieve the best overall public transportation experience.

3. Timetable for implementation of bike facilities.

Modify Action Item 95 (Construct bicycle facilities) by adding the following sentences:

“Establish new timetables for implementation of facilities recommended in the Bicycle Plan. Prioritize build-out of the all ages and abilities network, and identify funding amounts currently needed for timely completion.”

An amendment was made by Council Member Alter (noted on Alter Motion Sheet #4) to modify Action Item 95 (construct bicycle facilities) to read:

“Establish new time tables for implementation of facilities recommended in the Bicycle Plan, and identify funding amounts currently needed for timely completion.”

The amendment was accepted by Council Member Harper-Madison and included without objection.

4. Bicycle and pedestrian detours during construction projects.

Modify Action Item 139 (Multimodal temporary traffic controls) by adding the following sentence:

“Incorporate bicycle and pedestrian detours as a requirement within the scope of work for all projects that affect bicycle routes and any multi-use trails, with the cost of these detours being established and set forth in the transportation criteria manual.

The amendments were accepted without objection.

Council Member Alter’s Motion Sheet #1 to amend that Austin Strategic Mobility Plan as follows:

East-West Connectivity

1. Page 75 – Supply

“Strategically planned transportation systems that supply our network with the appropriate infrastructure, in both size and location, are what enable us to travel around our community safely, reliably, and efficiently. A complete sidewalk system is integral to connecting people, resources and opportunities across our community. Building vehicle-related improvements and expanding strategic connections both north- south and east-west are necessary to support people on our roadways. Prioritizing speed, reliability, and comfort can encourage public transportation ridership. Safe and comfortable all ages and abilities bicycle facilities and related improvements support bicycle use. Austin’s urban trails provide transportation options that are physically separated from our streets. New transportation systems, whether they are shared micromobility options like scooters, automated driving vehicles, or something else, will expand how we provide and operate our transportation infrastructure in the future.”

2. Page 86 – Roadway System

“We rely on roads to get to work, school, the store, and many other places in our daily lives. The roadway system is made up of many types of roads, from the road in front of your home to the highway you use to get to work, and it is the only system dedicated to the movement of vehicles. It is necessary to have a roadway system that can transport people and goods safely and reliably. Austin’s roadway system has not kept up historically with the

amount of growth our region has experienced. More importantly, the roadway system was never built to manage today's population size which continues to grow. This insufficient investment in our roadway system and the number of people that use it are largely responsible for the congestion and unreliable travel times we experience today. Currently, our roadway system is concentrated north-south along IH-35 and Mopac, leaving those needing to travel east-west without adequate connections. While we acknowledge that congestion cannot be solved solely by building more roadways, we can take advantage of opportunities to add roadway capacity, expand connectivity across Austin, and improve travel time reliability where we can. Leveraging funding for strategic investments at capacity bottlenecks in the roadway system will help manage congestion on a strained system."

3. Page 88 – Policy 1

"Identify and develop projects that increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity across a range of travel directions and distances"

4. Page 94 – Public Transportation System

"Austin's north-south development pattern, largely centered on the automobile, has created a public transportation system that has had difficulty offering an option that is as time-competitive, cheap, or enjoyable as a personal vehicle. The historical focus on the north-south pattern also has resulted in insufficient transit routes to support the increasing demand for east-west connections. When transit trips take as long or longer than trips in a car, gas prices are low and free or subsidized parking is available, and the public transportation experience is not rider friendly, transit ridership goes down. Ridership is further diminished when core public transportation riders, seeking more affordable housing, move outside of the city where public transportation options are more limited."

5. Page 100 – Policy 4

"In 2016, Capital Metro began updating their high-capacity transit planning effort, called Project Connect. The planning effort followed the Federal Transit Administration's process to identify corridors that meet all of the criteria to support a high-capacity transit investment. These corridors its own dedicated pathway. These corridors include some of Austin's highest transit ridership corridors, North Lamar, Guadalupe, South Congress, and Riverside. The City of Austin will continue to work with Capital Metro and other regional partners as Project Connect advances the Vision Plan further in 2019 and into 2020. For corridors that are not slated for dedicated transit pathways in the near-term, we must continue to advance the levels of transit service, such as by increasing frequency to less than 15 minutes and by providing high-capacity vehicles, in order to have a complete high-capacity transit system that connects passengers both north-south and east-west in the long-term."

TDM Enforcement

6. Page 287 – Action Item 234 (Adding on to B-64)

"Coordinate with City departments and external stakeholders to update the Transportation Criteria Manual to:

- modernize transportation impact analysis requirements to align with ASMP mode share goals

- supplement intersection level of service (LOS) (and/or consider removing it) with the inclusion of VMT per person-trip and target mode share as measures of a development's
- change the language of these analyses to include person trips in addition to vehicle trips
- develop tools or models to provide local data specific to person-trip generation by mode and parking generation and utilization -incentivize low VMT per person-trip and high non-SOV mode share developments
- focus on Transportation Demand Management (TDM) strategies as a first step to transportation mitigation
- develop tools or models specific to the City of Austin that predicts the impacts of TDM strategies on person-trip generation and parking demands
- develop tools to monitor and enforce the implementation of TDM strategies where applied”

Land Use

7. Page 270 – Action Item 21 (Adding on to B-24)

"Update the Land Development Code to:

- revise zoning and/or bonuses to allow for and incentivize transit-supportive densities and require an appropriate mixture of land uses along the Transit Priority Network and within a 1/2 mile of planned high-capacity transit, in a manner that blends-in with, and is sensitive to, existing forms of housing
- incentivize shared driveways for all types of development”

The amendments were accepted without objection.

Council Member Alter’s Motion Sheet #2:

Page 287 – Action Item 234 (Adding on to B-64)

“Coordinate with City departments and external stakeholders to update the Transportation Criteria Manual to:

- modernize transportation impact analysis requirements to align with ASMP mode share goals
- supplement intersection level of service (LOS) (and/or consider removing it) with the inclusion of VMT per person-trip and target mode share as measures of a development’s impact
- change the language of these analyses to include person trips in addition to vehicle trips
- develop tools or models to provide local data specific to person-trip generation by mode and parking generation and utilization-incentivize low VMT per person-trip and high non-SOV mode share developments
- focus on Transportation Demand Management (TDM) strategies as a first step to transportation mitigation
- develop tools or models specific to the City of Austin that predicts the impacts of TDM strategies on person-trip generation and parking demands
- develop tools to monitor and successfully implement TDM strategies where applied”

The amendments were accepted without objection.

Mayor Pro Tem Garza’s Motion Sheet:

Amendment 1:

Top Strategies to Reach 50/50 Mode Share by 2039

Reduce traffic fatalities, serious injuries by focusing on safety culture, behaviors

We must strategically promote a culture of safety by emphasizing education and encouragement focused on behaviors that contribute the most to traffic injuries and fatalities, while continuing to incorporate safe design principles into our multimodal infrastructure.

Move more people by investing in public transportation

We should invest in a complete public transportation system, with high-capacity vehicles in dedicated transit pathways, because it has the ability to move the most people in the region and through the core of Austin.

Manage congestion by managing demand

Transportation demand management (TDM) is an approach to tackling congestion through strategies that more quickly reduce our impact on the transportation network rather than adding costly capacity.

Build active transportation access for all ages and abilities on sidewalk, bicycle, and urban trail systems

Expand multimodal transportation choices by completing the sidewalk, bicycle, and urban trail systems, with a focus on completing the highest priority projects in the near-term.

Strategically add roadway capacity to improve travel efficiency

We should strategically add capacity for vehicles and multi-modal travel and improve connectivity in our street grid to better distribute trips across the community and connections in a way that preserves safety in the public right of way.

Working with partners to improve intersection operations and reduce bottlenecks in the roadway system will help smooth the flow of traffic.

Connect people to services and opportunities for better health

Our transportation network should increase access to healthy food including community amenities such as grocery stores, healthcare, workforce assistance, and childcare. By increasing choices for how we travel, we can provide the community with improved opportunities to meet these needs.

Address affordability by linking housing and transportation investments

We must coordinate housing and transportation investments to maximize affordability and minimize displacement knowing that mobility is a key component of household affordability.

Right-size and manage parking supply to manage demand

We should dynamically manage parking demand and supply to balance the needs of people and goods delivery. Dynamic parking management includes innovative curb space management and pricing as a tool to manage congestion.

Develop shared mobility options with data and emerging technology

Focus on shared mobility capabilities in the piloting of emerging technology. From public transportation to shared and on-demand mobility services, technology and data can connect our vehicles and infrastructure with people.

Build and expand community relationships with plan implementation

Recognizing the impact our transportation network has on our community, where we choose to live, and how we interact with each other, it is vital that all voices in our community are heard and are sought out to participate in the development of transportation projects and programs.

Amendment 2:

Challenges

Our current transportation network, trends, and opportunities present us with various challenges. To achieve our goals and vision of a mobile, safe, and interconnected Austin, we will have to address these challenges. Strategies to tackle these challenges motivated the recommendations in this plan.

Challenge 1: How might we lower the risk of travel-related injury and protect and promote public health?

Safety is the most important consideration in transportation decision-making. Even with that mission defining much of the work of the City, dozens of people die each year on Austin's roads.

Our transportation network's most vulnerable and at-risk users, people who walk, bike, and ride motorcycles, as well as people of color, people with lower incomes, and those experiencing homelessness are disproportionately affected.

In addition to protecting Austinites from serious injury and death, transportation can affect public health in other ways. For instance, reducing vehicle-miles traveled reduces emissions associated with automobiles. Emissions, specifically ground-level ozone, have health effects for at-risk populations, including children and seniors. Transportation can also promote public health by increasing access to healthy food including community amenities such grocery stores, healthcare, recreational opportunities, and active transportation options for commuting or meeting daily needs that can allow for physical activity as part of a daily routine.

Challenge 2: How might we supply a multimodal transportation network (for driving, walking, bicycling and taking transit) that can meet the demands of a growing region while providing equitable access to transportation choices, opportunities, and services?

With Austin's population doubling approximately every 20-30 years, our region struggles with the demand that growth has on our transportation network. The challenge is furthered by the fact that 74 percent of Austinites drive to work or school alone. The demand on our roadways is especially evident in the traffic congestion we see during peak hours. The average driver in Austin spends more than 50 hours in traffic every year. Consequently, congestion costs each Austin commuter approximately \$1,200 annually in excess fuel, vehicle wear and tear, and time lost. In total, congestion costs the region over \$1 billion annually.

Traffic congestion can lead to unreliable and slower travel times, as well as other critical externalities such as inefficiencies in goods movement, emissions from vehicles idling in traffic, and reduced access to jobs and services. Unpredictable traffic makes getting around Austin difficult, and a lack of alternative travel options leaves many with no choice but to sit in traffic jams.

While growth can bring economic vibrancy to the city, an efficient and accessible multimodal transportation network is required to supply these benefits for all Austinites. Barriers in mobility connectivity have created hurdles to individuals without vehicles, or those who frequently rely on transit services to reach higher wage jobs in various parts of Austin. Communities outside the core of the city struggle to access frequent and reliable public transportation services near where they live and work.

People who do live relatively close to where they work find transit uncompetitive with driving alone because of commute time.

Adding supply to the transportation network for all modes, including driving, walking, bicycling, taking transit, and emerging mobility solutions, is a desire of the community that we heard throughout engagement efforts. Participants indicated our lack of options contributes negatively to their quality of life, access to jobs, and congestion throughout the community.

Part of Amendment 2**Additional direction for Amendment 2**

Where “healthy food” is referenced, add “including community amenities such as grocery stores”.

Amendment 3:

Policy 3

Optimize public safety priorities

Manage public safety needs supported by the transportation network including street safety, emergency response, flood risk, disaster resiliency, and public health to minimize the risk of injury and death

Our community faces various risks to our health and safety—such as car crashes, fire, floods, and diseases—and transportation is integral to countering such risks. Our transportation network is vital to the mitigation of and response to these hazards, and we should work with all of the public safety agencies throughout our community to ensure that our transportation network is able to support public safety in a manner that best protects our community and minimizes risks overall.

We must do what we can to work wherever possible to improve safety and coordinate with partners to minimize the impacts of unforeseen hazards. In 2017, there were over 30,000 vehicle crashes on Austin’s streets, and over 16,000 required a police report due to the level of physical damage or seriousness of the health outcome. These crashes resulted in over 450 serious injuries and 76 fatalities. Improving our community’s public safety requires safe streets that are planned, designed, and maintained to minimize risk and protect human lives. While we can design for safety on our streets, we must also be aware of other risks posed by nature, such as wildfires or flooding. Agencies working to minimize these dangers, such as police, medical responders, and firefighters, rely on our transportation network to respond to incidents and provide help to our community. Emergency response also requires enhanced connectivity, so the use of devices like crash gates should be a last resort as they slow down emergency response.

Sometimes the goals for combating all of these hazards align; for example, a connected street grid benefits our ability to get around by multiple modes, public health, and emergency response, among other things. However, sometimes there are competing goals among the different agencies working to minimize risk. We believe that our community must approach public safety holistically, with a focus on creating the best outcome to minimize risk and danger to our community. When conflicting priorities arise, we must work together to develop solutions and make evidence-based decisions around policy and design that uphold the prevention of injury and the preservation of human life as the highest priorities.

The amendments were accepted without objection.

Amendment 4:

Policy 3

Support the creation of Mobility Hubs

Support and develop Mobility Hubs of different scales that provide diverse amenities for families to serve as connection points between public and private transportation services and multimodal transportation options.

An amendment was made by Council Member Alter (noted on Alter Motion Sheet #3) to modify the Austin Strategic Plan, Page 72 – Policy 3 to read:

“Support the creation of Mobility Hubs and develop Mobility Hubs of different scales to serve as connection points between public and private transportation services and multimodal transportation options and to provide diverse amenities for families and users of all ages and abilities.”

The amendment was accepted by Mayor Pro Tem Garza and included without objection.

Mobility hubs play a vital role in the network by facilitating safe and easy connections between shared travel modes, as places for people to switch from a personal vehicle to a shared mobility service.

Mobility hubs are more than a typical transit station or park-and-ride facility. They create welcoming and attractive places for travelers that include amenities, information resources, and a variety of both public and private transit services. Mobility hubs can be coupled with placemaking efforts, creating safe, accessible and connected places for people to engage with fellow passengers and the wider community.

By creating mobility hubs integrated with public transportation, we can offer a wide variety of first-mile/ last-mile options for people to use. Some of the services located at mobility hubs could include bike- and scooter-share, car-share, access to shuttles, and ride-hailing services. Mobility hubs should also incorporate different electric vehicle charging devices for locals and visitors alike. These mobility hubs could incorporate services like package pickup so that people can pick up mail along their trips, reducing the overall number of deliveries drivers make to individual addresses.

Mobility hubs are community spaces where we can share mobility knowledge with each other. Community programming such as repair and maintenance classes, at mobility hubs, can help people learn how to care for their personal vehicles like cars and bicycles. These spaces could also empower community members to try out and use other shared mobility options, such as showing people which bus route would be best for their trip.

Mobility hubs must emphasize equity and access as integral design components to help guide the modes and services available at each unique location. Mobility hubs will offer a different set of services based on where they are, how many people use them, and what the needs of specific communities are, but they will all be high-quality places where we can take advantage of all the options that shared mobility has to offer. Mobility HUBs should also provide diverse amenities for families that provide a family friendly environment.

An amendment was made by Council Member Alter (noted on Alter Motion Sheet #3) to modify the Austin Strategic Plan, Page 72 – Policy 3, paragraph 5 to read:

“Mobility hubs must emphasize equity and access as integral design components to help guide the modes and services available at each unique location. Mobility hubs will offer a different set of services based on where they are, how many people use them, and what the needs of specific communities are, but they will all be high-quality places where we can take advantage of all the options that shared mobility has to offer. Mobility hubs should provide diverse, family friendly amenities.”

The amendment was accepted by Mayor Pro Tem Garza and included without objection.

Part of Amendment 4

Additional Direction for Amendment 4:

Where “transportation HUBs or transit stops” are referenced look for opportunities to emphasize on creating family friendly transit stops that provide amenities for families.

Amendment 5:

Policy 1

Operate the transportation network safely, reliably, and efficiently

Promote safe, reliable, and efficient mobility for all modes of transportation across the entire network

Operating our transportation network is about getting everyone where they need to go, when they want to get there, safely, reliably, and efficiently. Today transportation comes with inherent risks to travelers. While we cannot eliminate risk entirely, safety is our number one goal and we seek to reduce risk, especially to vulnerable road users. For example, a broken pedestrian push button is considered an emergency priority for repair. Another example of prioritizing safety in transportation operations is ensuring that our first responders can arrive quickly and safely using technologies such as emergency vehicle preemption.

Providing reliable operations is also an important goal. Traditionally, transportation engineers have focused their work on reducing vehicle travel time. However, vehicle travel time does not account for other factors such as safety, comfort, and predictability for the trips that we take. Although it is appealing to focus on shorter travel times, we must consider “travel time reliability,” which offers a holistic view to improving transportation operations. For example, if you often encounter a crash or unusually heavy traffic on your way to work, your travel time is not very reliable. To compensate for this lack of reliability, we typically leave early, which is time that could be spent in other areas of our lives.

A successful, inclusive transportation network must also consider the different needs of people with varying mobility needs and vehicle types across all modes. People traveling by foot and bicycle may not be as visible to people who are driving and may need a head start to travel through an intersection. New strategies and devices in our transportation network can help everyone move more safely.

Amendment 6:

Goods Movement

Action Item	Description
153 Last-mile delivery assessment tool	Create an assessment tool for last-mile delivery solutions to evaluate their efficiency, safety, access, and equity benefits.
154 Test and evaluate delivery robots	Issue a Request for Information to test delivery robots in select neighborhoods to determine use rates and identify infrastructure issues. Consider regulating size, weight, and authorized locations of last-mile delivery solutions to create citywide
155 Cargo and belly freight at ABIA	Expand cargo and belly freight facilities at Austin-Bergstrom International Airport according to the adopted Airport Plan to meet growing needs
156 Non-radioactive hazardous materials routes	Work with TxDOT to complete the non-radioactive hazardous materials route designation study and implement route

	designations.
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Protecting Our Health and Environment

Public Health

Action Item	Description
157 Establish baseline of healthy food and physical activity assets and opportunities	Support public health partners in establishing baseline data of existing community assets (e.g., grocery stores, urban gardens, community gardens, green space, trails, parks, etc.) and opportunities for healthy food and physical activity.
158 Health Impact Assessment criteria	Develop criteria for where, when, and how to conduct health impact assessments, and what criteria should be assessed.
159 Walkability and bikability evaluations	Develop a method to evaluate pedestrian and bicycle level of service. Conduct pedestrian and bicycle level of service evaluations early in mobility project design phase.
160 Expand transportation options to healthcare	Work with public and private transportation providers and public health partners to expand and enhance transportation options (e.g., number of accessible vehicles in the region, variety of transportation options to healthcare) for members of the community who have difficulty reliably traveling to healthcare appointments.
161 Reduce unhealthy behaviors	Work with public health partners and law enforcement to advocate for measures to reduce unhealthy behaviors, including binge drinking and impaired driving (e.g., restrictions on unlimited drink specials, enhance enforcement of laws on alcohol sales to minors,
162 Access to food and markets, including Grocery Stores	Explore the opportunities to develop a Safe Routes to Markets to inform transportation planning.
163 CHA/CHIP participation	Continue to participate and contribute to Austin/Travis County Community Health Assessments and Community Health Improvement Planning (CHA/CHIP).

164 Access to community amenities such as Grocery Stores, childcare and healthcare	Explore the opportunities, to improve the transportation network system to increase access to community amenities such as grocery stores, childcare and healthcare.
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Amendment 7**Designing for Safety**

Action Item	Description
13 Right turn on red restrictions	Analyze the systemic issues which lead to crashes, including right turns on red, to determine appropriate policy recommendations.
14 High-Injury Network	Update the High-Injury Network on a regular basis to inform planning and prioritization
15 Fire Code street width requirements	Evaluate street clear width requirement in the fire code for emergency vehicle access to optimize safety for all street uses.

Safe Behaviors

Action Item	Description
16 Safety education campaigns	Implement education campaigns promoting transportation safety culture and safe Street design, as well as targeted campaigns around the top human behaviors which contribute to serious injury and fatal crashes. Use surveys to gauge awareness of transportation safety issues.
17 Education in-lieu of fine	Work with partners to develop and provide an optional education course for bicyclists and pedestrians cited for traffic violations to take in lieu of a fine.
18 Integrate active transportation into driving curriculum	Partner with entities teaching drivers education, administering driving exams, and teaching defensive driving to include information on walking, bicycling, and transit.
19 Efforts to reduce top traffic violations	Work with the community to identify methods to reduce top traffic violations that contribute to serious injury and fatal crashes, focusing efforts on the High-Injury Network, while safeguarding against racial profiling and

	targeting.
20 Legislative safety efforts	Support legislative efforts to enable Texas cities to enact policies which support Vision Zero, including, but not limited to, slower default speed limits and the local use of automated enforcement systems.

Land Use

Action Item	Description
21 Land Development Code update	Update the land development code to: -require a more compact and connected street network -allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network -allow for missing middle housing types, including mixed-use infill development types. - work with the Land Development Code to reduce barriers to access high quality childcare.
22 Corridor-based land use planning	Conduct corridor-based land use planning in parallel with corridor mobility planning and implementation to calibrate zoning and land development code requirements with needs, constraints, and opportunities to create cohesive multimodal corridors, quality built environment, and transit-supportive and context-sensitive density.
23 High-Frequency Transit and Proximity Definitions	Clarify definition for high-frequency public transportation, as well as the preferred travel shed distance for proximity to public transportation to be used in city land use Transit Proximity and transportation planning efforts.

Amendment 8:

Policy 3

Create places that encourage travel choice and are connected

Design complete communities where land use encourages convenient transportation options and all modes are integrated into the transportation network

Complete communities are places where the transportation network is made up of complete streets. These places consist of highly connected streets and pedestrian pathways, which allow for multiple travel choices. Complete streets connect people to places by encouraging walking, bicycling, and taking transit, enabling people of all ages and abilities to move around easily and safely. Certain designs and development patterns limit connectivity to neighbors like: cul-de-sacs, crash gates, etc. These strategies should be used as a last resort.

Land use regulations should require a proper density and mix of uses, encouraging complete communities by placing residential, employment, and commercial land uses in close proximity to one another. Regulations should also promote infill development, which provides opportunities to fill missing gaps in the transportation network. We must require transportation infrastructure for all modes to be properly constructed in conjunction with new development to be able to safely connect people to the places they need to go.

The amendments were accepted without objection.

Council Member Kitchen Motion Sheet to amend ASMP Roadway Capacity Projects Map and Public Transportation System Map

Move to add to the Project Description for Manchaca Rd south of Slaughter Ln to FM 1626 the term “transit” on the appropriate network map to reflect potential for local bus service and/or rapid transit.

The amendment was accepted without objection.

Council Member Flannigan Motion Sheet #5 to amend the Austin Strategic Mobility Plan as follows:

- 1) Amend Page 36 (already reflecting changes from City Staff in B-53) as follows: “Population density refers to the amount of people that live, work, or play within a specified geographic area. It is generally measured by people or units per acre. Transit-supportive density is measured as an average density across an entire corridor. This means individual segments and properties may have higher or lower densities, which helps give flexibility in planning. When enough people live, work, or play in an area, it means that public transportation serving the area can be economically, environmentally, and socially efficient.**

Different contexts, including whether a place is urban or suburban, whether it is residentially- or commercially-focused, and other differences, may require different densities to be transit-supportive. Transit-supportive densities are also different for different levels of transit service; generally higher levels of service require higher density.

Within the urban and suburban contexts of Austin, Capital Metro has defined the minimum transit-supportive density levels needed to support cost-effective local bus service. Contiguous areas of the following densities are deemed transit-supportive and should be prioritized for local bus service within walking distance (1/4 mile):

- Capital Metro Residential densities of 16 people per acre or**
- Capital Metro Employment densities of 8 employees per acre**

The City should set higher transit-supportive density targets for the various modes of transit that will help ensure adequate ridership and achieve decreases in drive-alone trips. By achieving these

transit-supportive densities along the Transit Priority Network and other existing bus lines, Capital Metro can avoid service changes that eliminate or move routes due to a lack of density and riders and can support future high capacity transit.

The Federal Transit Administration (FTA) scores applications for Federal funding assistance based on the transit project's surrounding density, among other things. The FTA sets density benchmarks to ensure that neighborhoods surrounding proposed transit stations have the fundamentals in place to ensure that as service is improved over time there is a mix of housing options for existing and future residents. All projects submitted must achieve an average "Medium" grade across all categories, including density, to be eligible for these funds. A "Medium-High" or "High" grade makes grant proposals more competitive. The FTA measures density in a 1/2 mile radius around transit stations. The FTA also takes Central Business District parking levels into account."

Federal Transit Administration Density Benchmarks (June 2016)

	<u>Station Area Development</u>		<u>Parking Supply</u>	
<u>Rating</u>	<u>Employment Served by System</u>	<u>Avg. Population Density (per acre)</u>	<u>CBD Typical Cost-Per-Day</u>	<u>CBD Spaces Per Employee</u>
<u>High</u>	<u>>220,000</u>	<u>>23.4</u>	<u>>\$16</u>	<u><0.2</u>
<u>Medium-High</u>	<u>140,000-219,999</u>	<u>15-23.4</u>	<u>\$12-\$16</u>	<u>0.2-0.3</u>
<u>Medium</u>	<u>70,000-139,999</u>	<u>9-14.9</u>	<u>\$8-\$12</u>	<u>0.3-0.4</u>

Transit-Supportive Densities for different modes and frequencies

The chart below contains goals for average transit-supportive densities within a 1/2 mile of transit for various levels of transit service beyond the federal minimum standards.

Mode	Frequency	People per acre	Jobs per acre
Light Rail	Every 10 minutes or better	>45	>25
Bus Rapid Transit	Every 10 minutes or better	30-45	15-25
Rapid Bus	Every 10-20 minutes	30-45	15-25
Local Bus	Every 30 minutes	15-30	10-15
Local Bus	Every 60 minutes	10-15	5-10

Nelson\Nygaard

Council Member Flannigan Motion Sheet Revision to #5:

“Within the urban and suburban contexts of Austin, Capital Metro uses context sensitive service guidelines, based on national best practice, that consider elements referred to as the “Six D’s” (destinations, distance, design, density, diversity and demand management) that support cost-effective and useful transit service. Contiguous areas of the following densities are deemed transit-supportive and should be prioritized for fixed route bus service within walking distance (1/4 mile):

- Capital Metro Residential densities of 16 people per acre* or
- Capital Metro Employment densities of 8 employees per acre*

***As the level of service increases to high-capacity transit, densities and other transit-supportive factors should also increase beyond the guidelines shown above.**

The City should set higher transit-supportive density targets by advancing the “Six D’s” referenced above, for the various modes of transit that will help ensure adequate ridership and achieve decreases in drive-alone trips. By achieving these transit-supportive densities and other transit supportive practices along the Transit Priority Network and other existing bus lines, Capital Metro can avoid service changes that eliminate or move routes due to a lack of ridership and can support future high capacity transit.

An amendment was made by Council Member Alter to modify the text to read:

“The City should advance the “Six D’s” referenced above, for the various modes of transit that will help ensure adequate ridership and achieve decreases in drive-alone trips. By achieving transit-supported densities and other transit supportive practices...”

The amendment was accepted by Council Member Flannigan and included without objection.

Council Member Tovo’s Motion Sheet 2 to move approval of PC recommendation: C-121 (Map Change)

Maps 93, A15 – Remove the currently unbuilt portion of SH 45 Southwest from the map.

To move approval of PC recommendations: C-122 (Action Item)

Insert a new action item to oppose state or regional authority efforts to expand or connect SH45

Council Member Kitchen amendment to amend ASMP Roadway Capacity Projects Map and Public Transportation

Move to add to the Project Description for Manchaca Rd south of Slaughter Ln to FM 1626 the term “transit” on the appropriate network map to reflect potential for local bus service and/or rapid transit.

An amendment was made by Council Member Tovo to insert a new Action Item to read:

“If TxDOT continues to move forward with construction of SH45, the City of Austin will work with TxDOT staff to ensure that the project is developed in the most environmentally sensitive manner possible.”

The amendment was accepted by Council Member Kitchen and included without objection.

The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-033 as amended above was approved on Council Member Kitchen’s motion, Council Member Alter’s second on an 11-0 vote.

ZONING AND NEIGHBORHOOD PLAN AMENDMENTS

34. NPA-2017-0021.01 - 4530 E. Ben White Blvd. - Conduct a public hearing and approve an ordinance amending Ordinance No. 20061116-055 of the East Riverside/Oltorf Combined Neighborhood Plan, an element of the Imagine Austin Comprehensive Plan, to change the future

land use designation on the future land use map (FLUM) on property locally known as 4530 E. Ben White Blvd. (Country Club Creek Watershed) from Commercial to Mixed Use land use. Staff Recommendation: Pending. Planning Commission Recommendation: To be reviewed April 9, 2019. Owner/Applicant: Belco Equities, Inc. Agent: Coats Rose (John M. Joseph). City Staff: Maureen Meredith, (512) 974-2695. District(s) Affected: District 3.

This item was postponed at the request of staff to June 6, 2019 on Council Member Flannigan's motion, Council Member Renteria's second on an 11-0 vote.

35. C14-2018-0124- River Place - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as Milky Way Drive (West Bull Creek Watershed). Applicant Request: To rezone from development reserve (DR) district zoning to single-family residence-large lot-conditional overlay (SF-1-CO) combining district zoning. Staff Recommendation: To grant single-family residence-large lot-conditional overlay (SF-1-CO) combining district zoning, with conditions. Zoning and Platting Commission Recommendation: To be reviewed on April 2, 2019. Owner/Applicant: Milky Way Holdings GP, LLC (Garrett S. Martin). Agent: McLean & Howard, LLP (Jeff Howard). City Staff: Sherri Sirwaitis, 512-974-3057. A valid petition has been filed in opposition to this rezoning request. The petition filed in opposition to this rezoning request is no longer valid. District(s) Affected: District 6, District 10.
- This item was postponed at the request of the applicant to May 9, 2019 on Council Member Flannigan's motion, Council Member Renteria's second on an 11-0 vote.**

36. C14-2018-0152 - Parmer Retail Center - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 1100 East Parmer Lane (Walnut Creek Watershed). Applicant Request: To rezone from neighborhood commercial-conditional overlay (LR-CO) combining district zoning to neighborhood commercial (LR) district zoning. Staff Recommendation and Zoning and Platting Commission Recommendation: To grant neighborhood commercial (LR) district zoning. Owner/Applicant: Quatro Business, LLC (Rafik Maredia). Agent: MADC, LLC (Carl McClendon). City Staff: Sherri Sirwaitis, 512-974-3057. District(s) Affected: District 7.
- The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-036 amending City Code Title 25 by rezoning property from neighborhood commercial-conditional overlay (LR-CO) combining district zoning to neighborhood commercial (LR) district zoning was approved on Council Member Flannigan's motion, Council Member Renteria's second on an 11-0 vote.**

37. C14-2018-0143 - SAS Campus I - Conduct a public hearing and approve an ordinance amending City Code Title 25 by zoning property locally known as 11920 Wilson Parke Avenue (Lake Travis Watershed). Applicant Request: To zone from interim-rural residence (I-RR) to general office (GO) district zoning. Staff Recommendation and Zoning and Platting Commission Recommendation: To general office (GO) district zoning, with conditions. Owner/Applicant: SAS Institute, Inc. (Patricia C. Dowly). Agent: Drenner Group, PC (Dave Anderson). City Staff: Sherri Sirwaitis, 512-974-3057. District(s) Affected: District 6.
- The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-037 amending City Code Title 25 by rezoning property from interim-rural residence (I-RR) to general office (GO) district zoning was approved on Council Member Flannigan's motion, Council Member Renteria's second on a 10-0 vote. Council Member Ellis abstained.**

38. C14-2018-0142 - SAS Campus II- Conduct a public hearing and approve an ordinance amending City Code Title 25 by zoning property locally known as 11920 Wilson Parke Avenue (Lake Travis Watershed). Applicant Request: To zone from interim-rural residence (I-RR) to general office (GO) district zoning. Staff Recommendation and Zoning and Platting Commission Recommendation: To general office (GO) district zoning, with conditions. Owner/Applicant: SAS Institute, Inc. (Patricia C. Dowly). Agent: Drenner Group, PC (Dave Anderson). City Staff: Sherri Sirwaitis, 512-974-3057. District(s) Affected: District 6.
The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-038 amending City Code Title 25 by rezoning property from interim-rural residence (I-RR) to general office (GO) district zoning was approved on Council Member Flannigan's motion, Council Member Renteria's second on a 10-0 vote. Council Member Ellis abstained.
39. C14-2019-0004 - Austin Symphony Orchestra Society Inc.- Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 1117 Red River Street (Waller Creek Watershed). Applicant Request: To rezone from commercial-liquor sales (CS-1) district zoning to central business district (CBD) zoning. Staff Recommendation and Planning Commission Recommendation: To grant central business district (CBD) zoning. Owner/Applicant: Austin Symphony Orchestra Society (Anthony Corroa). Agent: Metcalfe, Wolf, Stuart & Williams (Michelle Rogerson Lynch). City Staff: Scott Grantham, 512-974-3574. District(s) Affected: District 1.
The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-039 amending City Code Title 25 by rezoning property from commercial-liquor sales (CS-1) district zoning to central business district (CBD) zoning was approved on Council Member Flannigan's motion, Council Member Renteria's second on an 11-0 vote.
40. C14-2019-0002 - Avenue G Duplexes -Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 5303 Avenue G (Waller Creek Watershed). Applicant Request: To rezone from neighborhood commercial - conditional overlay - neighborhood plan (LR-CO-NP) combining district zoning to neighborhood commercial - mixed use - conditional overlay - neighborhood plan (LR-MU-CO-NP) combining district zoning. Staff Recommendation and Planning Commission Recommendation: To grant neighborhood commercial - mixed use - conditional overlay - neighborhood plan (LR-MU-CO-NP) combining district zoning. Owner/Applicant: 5303 Avenue G Five Star LLC. Agent: Luis Carillo. City Staff: Scott Grantham, 512-974-3574. District(s) Affected: District 4.
The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-040 amending City Code Title 25 by rezoning property from neighborhood commercial - conditional overlay - neighborhood plan (LR-CO-NP) combining district zoning to neighborhood commercial - mixed use - conditional overlay - neighborhood plan (LR-MU-CO-NP) combining district zoning was approved on Council Member Flannigan's motion, Council Member Renteria's second on an 11-0 vote.
41. C14-2019-0033 - 8601 Ranch Road 2222 -Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 8601 FM 2222 Road (West Bull Creek Watershed). Applicant Request: To rezone from general office (GO) district zoning to community commercial - conditional overlay (GR-CO) combining district zoning. Staff

Recommendation and Zoning and Platting Commission Recommendation: To grant community commercial - conditional overlay (GR-CO) combining district zoning. Owner/Applicant: KBS SOR Austin Suburban Portfolio, LLC (Jeff Rader). Agent: Metcalfe, Wolff, Stuart & Williams, LLP (Michele Lynch) City Staff: Scott Grantham, 512-974-3574. District(s) Affected: District 10. **The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-041 amending City Code Title 25 by rezoning property from general office (GO) district zoning to community commercial - conditional overlay (GR-CO) combining district zoning was approved on Council Member Flannigan's motion, Council Member Renteria's second on an 11-0 vote.**

42. C14-2019-0030 - West Courtyard Zoning - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 6917 West Courtyard Drive (West Bull Creek and Lake Austin Watersheds). Applicant Request: To rezone from interim - rural residence (I-RR) district zoning and planned unit development (PUD) district zoning to rural residence (RR) district zoning. Staff Recommendation and Zoning and Platting Commission Recommendation: To grant rural residence (RR) district zoning. Owner/Applicant: John R. Trowbridge and Janey G. Trowbridge. Agent: Site Specifics (John Hussey). City Staff: Scott Grantham, 512-974-3574. District(s) Affected: District 10.

The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-042 amending City Code Title 25 by rezoning property from interim - rural residence (I-RR) district zoning and planned unit development (PUD) district zoning to rural residence (RR) district zoning was approved on Council Member Flannigan's motion, Council Member Renteria's second on an 11-0 vote.

46. C14-2018-0065 - Town Lake Circle I - Conduct a public hearing and approve third reading of an ordinance amending City Code Title 25 by rezoning property locally known as 2215 and 2315 Town Lake Circle (Lady Bird Lake Watershed). Applicant Request: To rezone from East Riverside Corridor (ERC) district zoning to East Riverside Corridor (ERC) district zoning, to change the subdistrict from neighborhood mixed use (NMU) to corridor mixed use (CMU). First reading approved on February 21, 2019. Vote 10-1. Council Member Casar voted nay. Second reading approved on March 28, 2019. Vote 10-1. Council Member Casar voted nay. Owner/Applicant: FBZ Town Lake Circle LP. Agent: Drenner Group (Leah Bojo). City Staff: Scott Grantham, 512-974-3574. District(s) Affected: District 3.

The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-046 amending City Code Title 25 by rezoning property from East Riverside Corridor (ERC) district zoning to East Riverside Corridor (ERC) district zoning, to change the subdistrict from neighborhood mixed use (NMU) to corridor mixed use (CMU) was approved on Council Member Flannigan's motion, Council Member Renteria's second on a 10-1 vote. Council Member Casar voted nay.

47. C14-2018-0064 - Town Lake Circle II - Conduct a public hearing and approve third reading of an ordinance amending City Code Title 25 by rezoning property locally known as 2423 and 2439 Town Lake Circle, and 2425 Elmont Drive (Lady Bird Lake and Country Club West Watersheds). Applicant Request: To rezone from East Riverside Corridor (ERC) district zoning to East Riverside Corridor (ERC) district zoning, to change the subdistrict from neighborhood mixed use (NMU) to corridor mixed use (CMU). First reading approved on February 21, 2019. Vote 10-1. Council Member Casar voted nay. Second reading approved on March 28, 2019. Vote

10-1. Council Member Casar voted nay. Owner/Applicant: FBZ Town Lake Circle LP. Agent: Drenner Group (Leah Bojo). City Staff: Scott Grantham, 512-974-3574. District(s) Affected: District 3.

The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-047 amending City Code Title 25 by rezoning property from East Riverside Corridor (ERC) district zoning to East Riverside Corridor (ERC) district zoning, to change the subdistrict from neighborhood mixed use (NMU) to corridor mixed use (CMU) was approved on Council Member Flannigan's motion, Council Member Renteria's second on a 10-1 vote. Council Member Casar voted nay.

43. C814-01-0038.03 - Parmer-Walnut Creek PUD Amendment #3 - APC Towers TX - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 1210 West Parmer Lane (Walnut Creek Watershed). Applicant Request: To rezone from Planned Unit Development (PUD) district zoning to Planned Unit Development (PUD) district zoning, to change a condition of zoning. The ordinance may include waiver of fees, alternative funding methods, modifications of City regulations, and acquisition of property. Staff Recommendation: To grant Planned Unit Development (PUD) district zoning. Zoning and Platting Commission Recommendation: To be reviewed on April 2, 2019. Owner/Applicant: 1212 Parmer LLC (Luis Montes, Manager). Agent: Vincent Gerard & Associates, Inc. (Vincent G. Huebinger). City Staff: Sherri Sirwaitis, 512-974-3057. Lead Department Planning and Zoning A valid petition has been filed in opposition to this rezoning request. District(s) Affected: District 7.

The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-043 amending City Code Title 25 by rezoning property from Planned Unit Development (PUD) district zoning to Planned Unit Development (PUD) district zoning, to change a condition of zoning failed on Council Member Flannigan's motion, Council Member Renteria's second on a 3-6 vote. Those voting aye were: Mayor Adler, Council Members Flannigan and Renteria. Those voting nay were: Council Members Alter, Ellis, Harper-Madison, Kitchen, Pool, and Tovo. Mayor Pro Tem Garza abstained. Council Member Casar was off the dais.

DISCUSSION ITEMS CONTINUED

27. Approve a resolution directing the City Manager to communicate to the Environmental Protection Agency (EPA) and the Army Corps of Engineers to preserve a broad definition of 'Waters of the United States' that includes Clean Water Act protections for headwater, ephemeral and intermittent streams, and wetlands, as defined by the 2015 Clean Water Rule and to encourage the public to submit comment during the EPA's public comment period ending April 15, 2019. Council Sponsors: Council Member Leslie Pool, Council Member Ann Kitchen, Council Member Alison Alter, Council Member Paige Ellis, Council Member Kathie Tovo.
Resolution No. 20190411-027 was approved on Council Member Pool's motion, Council Member Kitchen's second on a 10-0 vote. Council Member Flannigan was off the dais.

Mayor Adler recessed the Council Meeting at 5:30 p.m. for Live Music and Proclamations.

LIVE MUSIC

Harvest Thieves

PROCLAMATIONS

Proclamation – AFSCME 50th Anniversary Day – To be presented by Council Member Sabino 'Pio' Renteria and to be accepted by Carol Guthrie, Business Manager and the AFSCME Local 1624 Executive Board

Proclamation – Week of the Young Child – To be presented by Mayor Pro Tem Delia Garza and to be accepted by Dawn Leach, Manager, Austin Community College Children's Lab School.

Proclamation – Crime Victim Rights Week – To be presented by Mayor Steve Adler and to be accepted by Adriana Duarte.

Proclamation – National Public Safety Telecommunicator Week – To be presented by Council Member Jimmy Flannigan.

Distinguished Service Award – Mickey Maya – To be presented by Council Member Kathie Tovo and to be accepted by the honoree.

Proclamation – JoAnn Schatz Day – To be presented by Council Member Kathie Tovo and to be accepted by the honoree.

Certificates of Recognition – UT Healthy Student Organization – To be presented by Council Member Kathie Tovo and to be accepted by the honorees.

Mayor Adler called the Council Meeting back to order at 7:06 p.m.

ZONING AND NEIGHBORHOOD PLAN AMENDMENTS CONTINUED

44. NPA-2018-0012.02.SH - 2107 Alamo Street - Conduct a public hearing and approve second and third readings of an ordinance amending Ordinance No. 020801-91, the Upper Boggy Creek Neighborhood Plan, an element of the Imagine Austin Comprehensive Plan, to change the land use designation on the future land use map (FLUM) on property locally known as 2107 Alamo Street (Boggy Creek Watershed) from Single Family to Multifamily land use. First Reading approved on March 7, 2019. Vote: 10-1. Council Member Tovo voted nay. Owner/Applicant: Anmol Mehra. Agent: Glen Coleman. City Staff: Jeff Engstrom, (512) 974-1621. District(s) Affected: District 1.

The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-044 to change the land use designation on the future land use map (FLUM) to Multifamily land use was approved on Council Member Harper-Madison's motion, Council Member Renteria's second on a 10-1 vote. Council Member Tovo voted nay.

45. C14-2018-0100.SH 2107- Alamo Street - Conduct a public hearing and approve second and third readings of an ordinance amending City Code Title 25 by rezoning property locally known as 2107 Alamo Street (Boggy Creek Watershed). Applicant Request: To rezone from family residence-neighborhood plan (SF-3-NP) combining district zoning to multifamily residence

moderate-high density-conditional overlay-neighborhood plan (MF-4-CO-NP) combining district zoning. First Reading approved on March 7, 2019. Vote: 10-1. Council Member Tovo voted nay. Owner/Applicant: Anmol Mehra. Agent: South Llano Strategies (Glen Coleman). City Staff: Heather Chaffin, 512 974-2122. A valid petition has been filed in opposition to this rezoning request. District(s) Affected: District 1.

The motion to approve the ordinance was made by Council Member Harper-Madison and seconded by Council Member Renteria.

An amendment was approved on Council Member Kitchen's motion on a 10-1 vote. Council Member Flannigan voted nay. The amendment was to include the following conditions:

- **Short-Term Rental is a prohibited use on the Property.**
- **Trash receptacles on the Property are prohibited within 124 feet of the northern property line.**
- **Onsite drainage detention on the Property shall be required, and alternative compliance may include French drains and rain gardens.**

The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20190411-045 for multifamily residence moderate-high density-conditional overlay-neighborhood plan (MF-4-CO-NP) combining district zoning as amended below was approved on Council Member Harper-Madison's motion, Council Member Renteria's second on a 10-1 vote. Council Member Tovo voted nay.

DISCUSSION ITEMS CONTINUED

5. Discuss and take possible action regarding the Land Development Code Revision memorandum dated March 15, 2019, including the 'Land Development Code Revision Policy Guidance' attached to the memorandum.

No action was taken on this item.

Mayor Adler adjourned the meeting at 9:42 p.m. without objection.

The minutes were approved on this the 25th day of April 2019 on Council Member Casar's motion, Council Member Renteria's second on a 11-0 vote.