

# EXHIBIT A

## MUELLER PARKING AND TRANSPORTATION MANAGEMENT DISTRICT APPLICATION

# MUELLER PARKING AND TRANSPORTATION MANAGEMENT DISTRICT APPLICATION

## 1. APPLICANT PARTIES

<p><b>Catellus Development Corporation</b> Greg Weaver 4550 Mueller Boulevard Austin, TX 78723 (512) 703-9219 <a href="mailto:ddejiardin@catellus.com">ddejiardin@catellus.com</a></p>	<p><b>City of Austin Transportation Department Parking Enterprise</b> Steve Grassfield 1111 Rio Grande Street Austin, TX 78701 <a href="mailto:steve.grassfield@austintexas.gov">steve.grassfield@austintexas.gov</a> (512) 974-1489</p>
<p><b>City of Austin Economic Development Department</b> Jill Fagan 301 W. 2<sup>nd</sup> Street, Suite 2030 Austin, TX 78701 <a href="mailto:jill.fagan@austintexas.gov">jill.fagan@austintexas.gov</a> (512) 974-7829</p>	

## 2. AREA PROPOSED

### a. Mueller PTMD Boundaries

The proposed Mueller PTMD boundaries are contiguous with the Mueller Planned Unit Development (PUD) boundaries, as illustrated in Exhibit B (Zoning Map) to Ordinance No. 040826-61 (the Mueller PUD ordinance). Attachment 1 to this application includes an illustration of these boundaries, which generally run along E. 51<sup>st</sup> Street, Interstate 35, the Northwest Greenway, Airport Boulevard, Anchor Lane, and Manor Road.

### b. Existing and Proposed On- and Off-Street Paid Public Parking

This application proposes new paid on-street parking in the Aldrich Street/town center district area with the potential for other commercial areas (see attached map).

There is also an existing surface parking lot for public use at Mueller Lake Park that is privately owned. Parking tools for this lot, such as paid parking, may also be implemented by the City of Austin through a separate agreement to coordinate with other controls in the area. Through such an agreement, 100% of net parking revenue from this lot would be utilized for Mueller park maintenance or improvements.

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### c. Statement of Needs

Mueller is a mixed-use urban village in Austin that provides a wide range of services in a walkable and bikeable environment. As of late 2014, approaching 40% of the 700-acre development has been built. When fully built, Mueller will be home to a projected 13,000 residents, 13,000 jobs, more than 4.2 million square feet of commercial development including institutional, office, retail, restaurant and entertainment, 5,900 housing units (including 1,475 affordable units), 140 acres of open space and parks, and over 13 miles of on- and off-road trails. This mix of development types creates a challenge for managing potential parking interactions—variations between when and where particular parking lots, spaces, or districts are in demand—and an opportunity for coordinated parking controls.

Existing parking challenges: See 2014 Mueller Parking Study and Program Recommendations Report for details.

- Spillover parking between the town center, the Lake Park surface lot, and nearby residential areas
- Spillover from the medical facilities in the northwest portion of the site into the nearby regional retail parking lots
- Office employee parking spillover onto nearby streets, such as Mueller Boulevard, Philomena, and Robert Browning Streets
- Residential visitors and street-level retail customer spillover parking onto nearby streets, such as Mueller Boulevard
- Special event parking spillover into residential areas (e.g. Simond Avenue, McBee Street, and Zach Scott Street)
- Lake Park visitors' parking needs in competition with those of visitors to The Thinkery and the weekly farmer's market

Future possible parking interactions:

- Between the Market District and nearby residential areas
- In the northwest employment center district
- Near the Tower District / Wildflower Terrace and surrounding residential areas

## 3. PROPOSED PARKING AND TRANSPORTATION MANAGEMENT TOOLS AND RATIONALE – EXISTING TOOLS NOTED

The proposed Mueller PTMD area will have diverse parking and transportation needs in different areas. Any or all of these management tools (as shown from the PTMD Guidelines) may be utilized over time. Tools already in use are identified as existing below.

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Parking or Transportation Management Tools	Description
Paid Parking	On-street paid parking may be installed in high-demand areas with little or no turnover to accommodate needed short-term parking. A PTMD would coordinate the planning, installation, and enforcement of metered on-street parking.
Time-Limited Parking EXISTING	Time limits can also be used to help ensure short-term stay in high-demand parking spaces. A PTMD may coordinate with the City Traffic Engineer and Parking Enterprises to install time limit signage in locations where warranted.
Variable Parking Rates	Varying parking rates among various parking facilities, both on- and off-street, within a District can balance the provided supply and demand. A PTMD may monitor these activities for coordination with Parking Enterprise and private parking operators in the District.
Shared Parking EXISTING	Shared parking is parking which is used by more than one business at different times of the day, week, or year. A PTMD could facilitate opportunities for shared parking within the District.
Unbundled Parking EXISTING	Unbundled parking is defined as the renting or selling of parking facilities separately from building space. A PTMD may encourage new development to unbundle parking for residents and/or commercial tenants as a parking management tool.
Residential Permit Parking (RPP) Program	RPP programs can remedy commercial parking spillover onto residential streets within an area. A PTMD may identify RPP opportunities in the District.
Validated Parking	A business may offer patrons a set number of hours for which they will cover the cost of parking, commonly referred to as validated parking. A PTMD may help coordinate parking needs and supply solutions with property owners and garage operators through monitoring parking validation practices.
Valet Parking	Many businesses offer private valet parking for the convenience of their customers. If need arises, a PTMD may serve as a coordinator between business owners and private garage owners to ensure valet service is utilized as a tool for the efficient use of existing parking supply.
Special Event Parking Coordination EXISTING	For a district that has occasional large events, a PTMD may coordinate with event organizer(s) in advance of events. Coordination could involve discussions about on-site and remote parking locations, parking fees associated with each, potential shuttle provision between transit and remote parking facilities and the event site, provision of on-site bike valet, event-related signage and wayfinding, and traffic controls.
Monitoring and Enforcement	Monitoring and enforcement of parking regulations such as time limits, parking meters, and RPP districts ensure better parking management. Enforcement of all public parking within a PTMD is the responsibility of Parking Enterprise and Austin Police Department (APD). The PTMD may consider the use of off-duty APD officers to supplement parking enforcement within PTMD borders as funding allows.
Zone Designation EXISTING	A PTMD may coordinate with the City Traffic Engineer to designate zones for on-street paid parking, time-limited parking, valet, pickup and dropoff zones, commercial loading, ground transportation (taxi, bus, pedicab), car sharing, and/or bus loading.
Parking Management for Visibility and Safety EXISTING	As a safety measure, a PTMD may coordinate with the City Traffic Engineer for the removal of on-street parking spaces in order to improve visibility for road users entering or exiting streets, alleys, and driveways and non-motorized facilities (sidewalks, bicycle lanes, etc.).

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Parking or Transportation Management Tools	Description
Temporary Use of Right of Way Permit	For clearance to temporarily block, direct, impede or reroute pedestrian and vehicular traffic within a City-maintained public right of way, a person must first obtain a Temporary Use Permit. A PTMD may support the coordination of Temporary Use activities.
Interim Construction Parking <b>EXISTING</b>	Throughout new development within the PTMD, interim parking for construction workers may be coordinated at staging areas or designated on-street locations so as to minimize the impact on neighboring residential and commercial uses.
Trip Reduction Programs	<p>Parking management can be aided by programs that reduce the need for parking. A few examples are provided below:</p> <ul style="list-style-type: none"> <li>▪ Transit passes for employees or students</li> <li>▪ Car sharing and bike sharing programs</li> <li>▪ Provision of additional bike parking</li> <li>▪ Ride-matching services</li> <li>▪ Vanpool/carpool parking and incentive programs</li> <li>▪ Shuttle provision</li> <li>▪ Vehicular and non-motorized wayfinding improvements</li> </ul> <p>A PTMD may coordinate/oversee a trip reduction program or components of it.</p>
Other Supportive Transportation Initiatives	<p>A PTMD may coordinate support for transit options and services, as well as additional traffic management or traffic calming tools, for example:</p> <ul style="list-style-type: none"> <li>▪ Services <ul style="list-style-type: none"> <li>○ Capital Metro transit (bus and rail) service</li> <li>○ Passenger busses for groups and tours, including school field trips</li> <li>○ Special event shuttles</li> </ul> </li> <li>▪ Planning <ul style="list-style-type: none"> <li>○ Project Connect / Urban Rail planning</li> </ul> </li> <li>▪ Engineering <ul style="list-style-type: none"> <li>○ Pedestrian and vehicular signals</li> <li>○ Local Area Traffic Management (LATM) and other traffic calming tools.</li> </ul> </li> </ul>

**4. PROPOSED IMPROVEMENT PROJECTS – IN PRIORITY ORDER**

The table below lists potential initial improvement projects for the Mueller PTMD. This list should be considered advisory and flexible. The PTMD Oversight Committee will create an annual expenditures plan outlining a list of specific improvement projects for the upcoming year, including costs and an implementation plan. Improvement projects will be evaluated on an annual basis within the parameters of Ordinance 12-7-2-(c)

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Proposed Projects in Priority Order	Rationale	Estimated Costs
<p>Parks and pond maintenance and capital investments.</p> <p>Examples:</p> <ul style="list-style-type: none"> <li>- Routine upkeep and repair</li> <li>- Equipment expense</li> <li>- Capital improvements</li> </ul>	<p>Mueller parks and ponds are areas of public use and benefit, maintained by the property owners association with limited City of Austin contributions. Highly interactive commercial areas nearby will encourage high levels of park use and impact. Shared funds from Paid Parking anticipated in these areas can further support the upkeep, improvement and public enjoyment of the parks over time.</p>	<p>Allocation to be made each year - amount TBD</p>
<p>Public realm maintenance and enhancement.</p> <p>Examples:</p> <ul style="list-style-type: none"> <li>- Wayfinding and signage</li> <li>- Street tree replacement</li> <li>- Maintenance and improvement of sidewalk furniture and accessories</li> <li>- Hardscape and landscape</li> <li>- Public art /murals</li> </ul>	<p>Public areas, especially in commercial districts, will experience high levels of pedestrian, bicycle and vehicular traffic. Improvement projects supporting public use and enhancing the public experience may be identified.</p>	<p>TBD</p>
<p>Activities related to Mueller PTMD.</p> <p>Examples:</p> <ul style="list-style-type: none"> <li>- Events</li> <li>- Collateral</li> <li>- Signs</li> <li>- E-communication</li> </ul>	<p>Efforts of public communication, outreach and education will be needed to support PTMD programs and initiatives with visitors, employees and residents in and beyond the area.</p>	<p>TBD</p>

**5. OVERSIGHT COMMITTEE**

In addition to representatives of the City of Austin Parking Enterprise Division, Transportation Department, and Economic Development Department, we propose the following members for the Mueller PTMD Oversight Committee:

During the Development period:

- Catellus representative, also represents the Mueller Master Community Association Board - Deanne Desjardin, Catellus (PTMD representative and point-of-contact)

Note: RPP coordinator to be the Community Manager, Mueller Master Community Association – Jennifer Harvey, Alliance Association Management

After the Development period (recommended, subject to review at the time of transition):

- Representative of the Mueller Employment Center Town Center Community Association (Board Member or Board-Appointed Association or Committee Member)

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- Representative of the Mueller Mixed Use Community Association (Board Member or Board-Appointed Association or Committee Member)

Note: RPP coordinator to be the Community Manager, Mueller Master Community Association

## 6. PUBLIC FEEDBACK PROCESS

### 6. Pre-application Meetings

The initial efforts for a parking management study were initiated by Catellus and the City of Austin EDD with national parking experts Nelson/Nygaard in 2012. In support of the study and for stakeholder outreach, a series of focus group meetings and a public Parking Workshop were conducted in April and June, 2013 followed by a stakeholder survey achieving 200 respondents. Nelson/Nygaard presented the Mueller Parking Study and Program Recommendations results to the public in March, 2014 at the City of Austin's Robert Mueller Municipal Airport Plan Implementation Advisory Commission (RMMA PIAC) This presentation was posted online for ongoing stakeholder reference. In addition, the following meetings were held:

#### ATD Meetings

As the inaugural applicant for a PTMD in Austin, the Mueller PTMD proposal team has been led by staff from the Austin Transportation, Parking Enterprise, and Economic Development Departments working with Catellus, master developer of Mueller. This application is the result of numerous meetings of this team beginning in March 2014 to the present.

#### Stakeholder outreach meetings (support letters attached):

- RMMA PIAC Working Group Meetings (8/28/14 and 10/27/14)
- ATD/Catellus Pre-application Public Community Meeting (10/30/14)
- Mueller Employment Center Town Center and Mixed Use Community Associations Meetings (11/6/14)
- Mueller Transportation Committee Meetings (5/21/14, 8/20/14, 11/12/14)
- Mueller Neighborhood Association and Steering Committee Meetings (11/5/14 and 11/15/14)
- RMMA PIAC Meetings (3/11/14, 5/13/14 and 11/13/14)
- Urban Transportation Commission (11/13/14)

### 7. Proposed Ongoing Public Engagement Plan

#### During the Development Period (to be reviewed annually for adjustment as needed):

- PTMD Oversight Committee web page and email address
- PTMD Oversight Committee quarterly meetings open to the public
- RMMA PIAC (updates targeted quarterly)
- Mueller Transportation Committee which includes representation from Mueller and adjacent Neighborhood Associations – (updates targeted quarterly).

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After the Development Period (recommended, subject to review at the time of transition):

- PTMD Oversight Committee web page and email address
- PTMD Oversight Committee quarterly meetings open to the public
- Mueller ECTC and Mixed Use Association Boards (updates targeted annually)
- Mueller Neighborhood Association and any future Mueller merchants' association with updates to other Neighborhood Associations upon request.

The content of this application is true and accurate information to the best of my knowledge,:

**APPLICANT**

Name: Greg Weaver

Title: Executive Vice President

Company/Organization:  
Catellus Development Corporation

Signature: 

Date: 1-6-15

**APPLICANT**

Name: Rob Spillar, P.E. for City of Austin

Title: Director, Austin Transportation Department

Company/Organization:  
City of Austin

Signature: 

Date: 1/14/15

**Attachments:**

1. Map of Mueller PTMD
2. Map of proposed initial Paid Parking and RPP areas
3. Letters of Support
4. Mueller Parking Study and Program Recommendations, May 2014

**MUELLER PARKING AND TRANSPORTATION MANAGEMENT DISTRICT APPLICATION**

**Mueller Parking and Transportation Management District (PTMD)  
PTMD Boundaries - November 10, 2014**



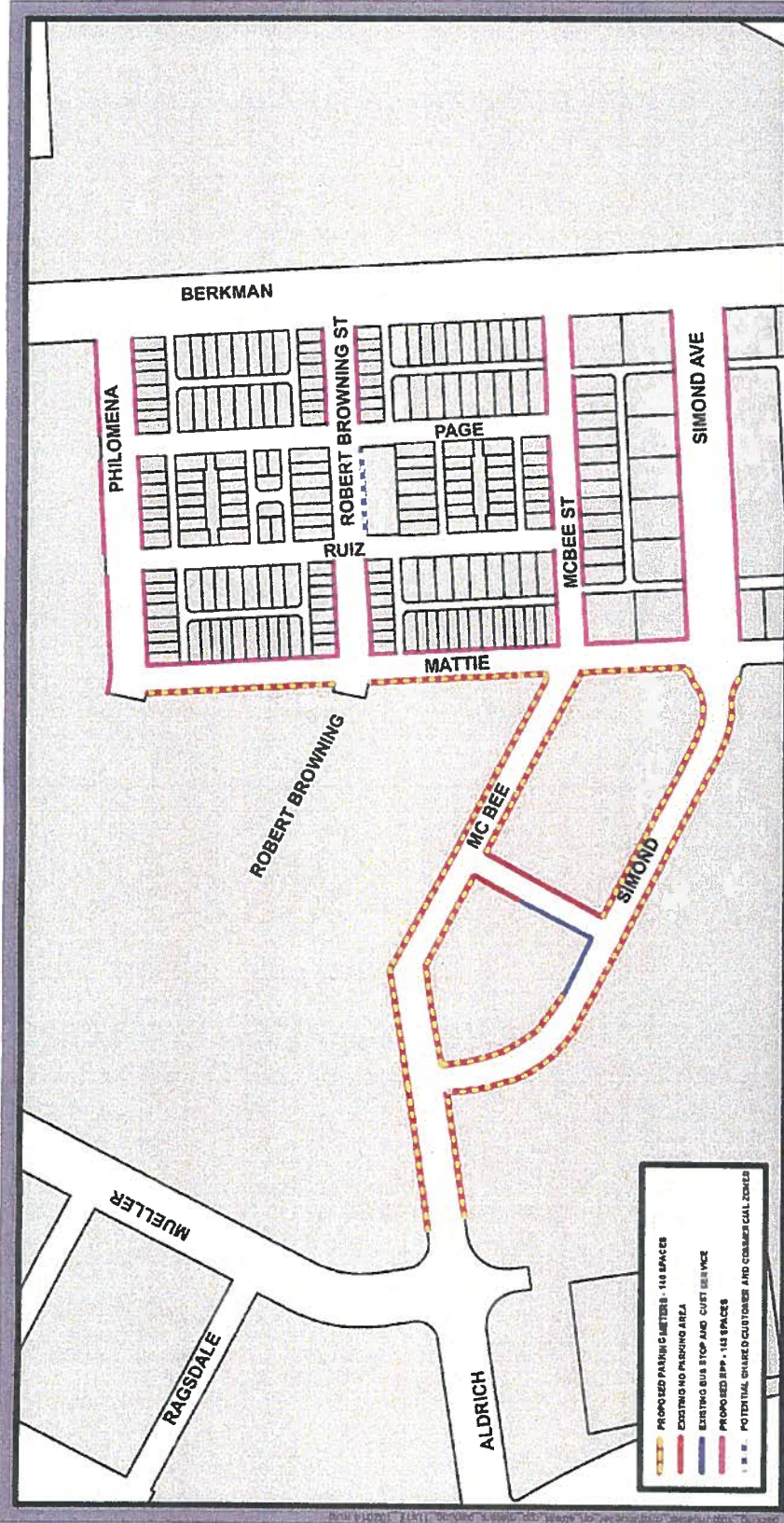
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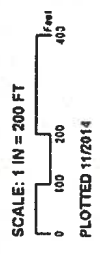
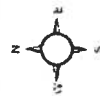
Map data prepared by Ed Smith Adams/Urban for Carlson Aug 14, 14'



MUELLER PARKING AND TRANSPORTATION MANAGEMENT DISTRICT APPLICATION



This map has been produced by the City of Austin Transportation Department for the sole purpose of facilitating transportation planning. It should not be used for any other purpose, and it is not warranted for any other use. No warranty is made regarding its accuracy or completeness.



**Mueller Potential PTMD**  
 CITY OF AUSTIN TRANSPORTATION DEPARTMENT



**PTMD Proforma Assumptions<sup>1</sup>**  
**MUELLER**

<b>Assumptions</b>		<b>Note</b>
Number of new metered spaces	140	
Percent of average utilization of new parking spaces	35%	For initial ramp up stage. Long term will be based on parking survey
Meters in effect starting at this hour	8:00 AM	
Meters turn off at this hour	6:00 PM	
Number of days per week for Meters in effect	6	
Days per year meters in effect	308	Four (4) holidays excluded
Meter fee per hour	\$1.00	
# of Pay Stations	19	
Percent of sales with credit card	85%	May be changed from time to time
Credit card expense costs <sup>2</sup>	8.50%	May be changed from time to time
Sales tax (6.25% state, 2% local) <sup>2</sup>	8.25%	Current as of July 2014; may be changed from time to time
Meter Debt Costs per pay station per month <sup>3</sup>	\$125.00	will be allocated based on actual expenses for the year \$25 /hr and 2.5 hours / day;
Parking enforcement costs per metered day <sup>3</sup>	\$62.50	will be allocated based on actual expenses for the year
Meter shop costs per month <sup>3</sup>	\$210.00	will be allocated based on actual expenses for the year
Parking Oversight costs per month <sup>3</sup>	\$96.00	will be allocated based on actual expenses for the year
Back office expense per pay station per month	\$47.50	will be allocated based on actual expenses for the year
Percent of revenue to PTMD (net profit)	51%	

1. City staff and PTMD oversight committee for each area will work together to produce proforma
2. Credit card and sales tax expenses will be calculated against total PTMD revenue received from the meters; Percentage subject to change from time to time.
3. Meter Debt, Parking enforcement costs, Meter shop costs and Parking oversight expenses will be calculated based on allocation of actual expenses for that year

**PTMD Proforma Summary**  
**MUELLER**

<b>Total PTMD Funds</b>	<b>\$150,920</b>
(# of new metered spaces x \$\$/hour x # of hours/day x # of days x % of average utilization for new parking space)	
<b>Expenses</b>	
Sales Tax (% on Total Revenue)	\$12,451
Credit Card Expense (% of total revenue paid via credit card)	\$10,904
Meter Debt (allocation based on actual expenses for the year)	\$28,500
Parking Enforcement (allocation based on actual expenses for the year)	\$19,250
Meter Shop Costs (allocation based on actual expenses for the year)	\$2,520
Parking Oversight (allocation based on actual expenses for the year)	\$1,152
Back Office Expense (allocation based on actual expenses for the year)	\$10,830
<b>Total PTMD Expenses</b>	<b>\$85,607</b>
 <b>PTMD Funds minus Expenses</b>	 <b>\$65,313</b>
 <b>PTMD 51% Funds available for enhancements within District</b>	 <b>\$33,310</b>



January 5, 2015

Mr. Steve Grassfield  
City of Austin Transportation Department  
1111 Rio Grande Street  
Austin, Texas 78701

Dear Mr. Grassfield,

I am writing this letter to support the creation of a pilot Parking Transportation Management District for Mueller. As the master developer of the joint project with the City of Austin to redevelop the former airport, we appreciate the opportunity to participate in pro-active planning for transportation and parking measures that will help make Mueller's compact and connected plan a successful reality.

We look forward to working with ATD on this innovative pilot. The density and mix of uses, both commercial and residential, envisioned by the City and community in the adopted plan will benefit from the comprehensive and collaborative platform for planning and feedback that a PTMD will provide. Our Catellus team is aligned to support this effort.

Regards –

A handwritten signature in blue ink, appearing to read "G Weaver".

Greg Weaver  
Executive Vice President

MUELLER  
COMMUNITY  
ASSOCIATIONS

January 7, 2015

Mr. Steve Grassfield  
City of Austin Transportation Department  
1111 Rio Grande Street  
Austin, Texas 78701

RE: Mueller Parking and Transportation Management District Application

Dear Mr. Grassfield,

The Board of Directors for the Mueller Master Community Association, the property owners association for the Mueller community, supports the application to establish a Parking and Transportation Management District for the Mueller community.

We appreciate this effort to plan ahead for the high levels of activity anticipated in our commercial and park areas and the interest in implementing best practices to address current and future issues. We believe this opportunity for the coordination of parking and transportation tools along with City resources and community feedback will best manage traffic and parking for businesses, residents and visitors within Mueller supporting their needs and creating a welcoming and enjoyable experience.

We look forward to working with ATD on a Mueller PTMD.

Sincerely,

A handwritten signature in blue ink that reads "Deanne Desjardin". The signature is written in a cursive style with a large, sweeping flourish at the end.

Deanne Desjardin  
Mueller Master Community Association



**Dear Mayor and City Council Members:**

**The Mueller Neighborhood Association (MNA) Steering Committee writes this letter in support of the recommendation by the City of Austin Staff and Catellus to implement a pilot Parking and Transportation Management District in Mueller.**

**As Mueller passes the midpoint of development and races towards completion, it has become an incredibly attractive destination for both residents and non-resident to enjoy. As many have foreseen, the increase in demand will potentially create parking problems. In order to avoid the predicament in some South Austin communities where the neighborhoods have become commercial and recreational "parking lots," it is necessary to take prudent action now. We believe that the pilot program will adequately balance the needs of all stakeholders including residents, visitors, and businesses.**

**We ask you to seize this opportunity and support this effort to implement a pilot Parking and Transportation Management District in Mueller.**

**Very Truly Yours,**

A handwritten signature in black ink that reads "James Nortey".

**James Nortey  
Chair of the MNA Steering Committee**



# City of Austin

City Hall, 301 W. 2<sup>nd</sup> Street, Suite 2030, Austin, TX 78701

[www.austintexas.gov](http://www.austintexas.gov)

Michael Jones  
(MPT Cole)  
Chair

## Robert Mueller Municipal Airport Plan Implementation Advisory Commission 20141113003A

James Dwyer  
(CM Martinez)  
Vice-Chair

Date of Approval: 11/13/14  
Record of the vote: Unanimous on a 5-0 vote

Carol Drennan  
(CM Spelman)

### MEMORANDUM

Corky Hilliard  
(CM Riley)

**TO: Mayor Leffingwell and the Austin City Council**

Rick Krivoniak  
(Mayor Leffingwell)

**DATE: December 5, 2014**

Dennis Mick  
(CM Tovo)

**RE: Support for Mueller Parking and Transportation Management District**

Jim Walker  
(CM Morrison)

Mayor and Council Members,

Pam Hefner  
Executive Liaison  
EDD

Jill Fagan  
Staff Liaison  
EDD

The Robert Mueller Municipal Airport (RMMA) Plan Implementation Advisory Commission (PIAC) has closely monitored the planning efforts by the City of Austin Transportation Department (ATD), Economic Development Department (EDD), and Catellus to address growing public parking issues at Mueller. The RMMA PIAC communicated our support for the creation of a Mueller Parking & Transportation Management District (PTMD) in our May 15, 2014 letter to Council (see web link - [http://austintexas.gov/cityclerk/boards\\_commissions/meetings/45\\_1.htm](http://austintexas.gov/cityclerk/boards_commissions/meetings/45_1.htm)).

Since the Council's approval of a pilot PTMD at its May 22 meeting, the ATD, EDD and Catellus have conducted outreach meetings with key stakeholders via work group meetings, a public community meeting and presentations to the Mueller Neighborhood Association. ATD Parking Enterprises also made presentations on the proposed PTMD application at the November meetings of the RMMA PIAC and the Urban Transportation Commission. The RMMA PIAC unanimously voted our support for the PTMD application now scheduled for consideration on the December 11 Council agenda.

The PIAC has also voiced our strong support for maintaining free or low-cost parking access to Lake Park and the Northwest Greenway by the demographically and ethnically diverse population of area-wide visitors who use these parks. The PTMD application gives the district adequate flexibility to address those concerns and options for directing a portion of parking district revenue to park improvements.

We appreciate the opportunity to share our assessment of this proposal.

Sincerely,

Michael Jones  
Chair, RMMA PIAC