APPENDIX A

RESOLUTION NO. 20051215-056

WHEREAS, the City of Austin is encouraging development of downtown as part of the City's commitment to promoting transit-oriented infill development and to reducing sprawl development; and

WHEREAS, Mayor Wynn has established a goal of 25,000 residents living downtown in 10 years; and

WHEREAS, the City of Austin is pursuing a fiscal policy of strengthening the tax base by selling government-owned land and developing this land to its best use for the community; and

WHEREAS, the City of Austin must plan now for the placement of downtown rail and transit stations; and

WHEREAS, current funding for infrastructure such as sidewalks, Great Streets, drainage and flood control is inadequate and unpredictable; and

WHEREAS, the ordinances governing downtown development, which reflect a suburban sprawl-orientation, have not been updated in nearly two decades, and are now outdated in many important areas; and

WHEREAS, downtown contains significant parcels of government owned land that do not contribute to the tax base but which have the potential to be redeveloped to include housing in all price ranges; **NOW, THEREFORE,**

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

The City Manager is directed to do the following:

1. Initiate the process of creating the Downtown Austin Plan and Ordinance; and

2. Establish the Plan and Ordinance boundaries as follows:
    a. Town Lake
    b. West side of Lamar
    c. Martin Luther King, Jr.
    d. Interstate 35;

3. Prepare a scope of work for the hiring of a national consultant with downtown expertise to develop the Downtown Austin Plan and Ordinance that includes the following:
    a. Implement ordinance modernizations, including but not limited to:
        I. FAR standards and procedures for modifying where appropriate;
        II. Height standards and procedures for modifying where appropriate;
        III. Funding ordinances for infrastructure; and
    b. Identify right-of-way for passenger rail and dedicated bus thoroughfares; and

c. Develop a program and procedure for the sale and development of government-owned land; and

d. Work with stakeholders, including but not limited to, the State of Texas, Travis County, the federal government, Capital Metro, the Downtown Austin Alliance, Downtown Austin Neighborhood Association, Austin Neighborhood Council, Old West Austin Neighborhood Association, Judges Hill Neighborhood Association, affordable housing advocates, parks groups and environmental organizations on process and substantive issues; and

e. Identify east-west and north-south rail lines and dedicate station locations downtown; and

4. Integrate the Downtown Neighborhood Plan and the TOD Ordinance Convention Center Station Area Planning effort into the Downtown Austin Plan and Ordinance; and

5. Identify strategies and best practices for affordable work force housing in the downtown area; and

6. Present the proposed scope of work for the RFQ to the Council subcommittee on Land Use and Transportation prior to releasing for bids.

ADOPTED: December 15 **, 2005** **ATTEST:** Shirley A. Gentry

Shirley A. Gentry
City Clerk

Downtown Austin Plan List of Public Meetings - Phase I and Phase II

	Meeting	Date	Invitees	Discussion Topic
	Downtown Austin Plan - Phase I			
	Stakeholder Interviews			
1	Downtown Austin Alliance (DAA) – Board of Directors	Thursday, January 10, 2007	Stakeholder representatives for each group	
	Parks/Open Space and Historic Preservation Stakeholders	Thursday, January 10, 2007		
	Transportation and Transit Stakeholders	Thursday, January 10, 2007		
	Music, Arts, and Culture Stakeholders	Thursday, January 10, 2007		
2	Property Owners, Developers, Brokers, Etc.	Friday, January 11, 2007	Stakeholder representatives for each group	
	Affordable Housing Advocates	Friday, January 11, 2007	Stakeholder representatives for each group	
	Downtown Austin Neighborhood Association (DANA)	Friday, January 11, 2007	Stakeholder representatives for each group	
	Neighborhood Stakeholders	Friday, January 11, 2007	Stakeholder representatives for each group	
3	Downtown Neighborhoods	Wednesday, May 16, 2007	Stakeholder representatives for each group	
	Historic Preservation	Wednesday, May 16, 2007	Stakeholder representatives for each group	
4	Adjacent Neighborhoods	Thursday, May 17, 2007	Stakeholder representatives for each group	
	Affordable Housing	Thursday, May 17, 2007	Stakeholder representatives for each group	
	Brokers (3 total)	Thursday, May 17, 2007	Stakeholder representatives for each group	
	Developers (3 total)	Thursday, May 17, 2007	Stakeholder representatives for each group	
	Property owners	Thursday, May 17, 2007	Stakeholder representatives for each group	
	Liveable City	Thursday, May 17, 2007	Stakeholder representatives for each group	
5	DAA Board	Friday, May 18, 2007	Stakeholder representatives for each group	
6	West End Austin Alliance	Wednesday, May 23, 2007	Stakeholder representatives for each group	
7	Live Music 1	Wednesday, May 30, 2007	Stakeholder representatives for each group	
	Cloteal Haynes	Wednesday, May 30, 2007	Stakeholder representatives for each group	
8	Bicyclists	Thursday, May 31, 2007	Stakeholder representatives for each group	
9	Capital Metropolitan Transportation Authority	Friday, June 8, 2007	Stakeholder representatives for each group	
10	Sarah Eckhardt	Monday, June 11, 2007	Stakeholder representatives for each group	
	Austin Revitalization Authority	Monday, June 11, 2007	Stakeholder representatives for each group	
	Sam Biscoe	Monday, June 11, 2007	Stakeholder representatives for each group	
11	University of Texas at Austin	Thursday, June 14, 2007	Stakeholder representatives for each group	
	Greater Austin Hispanic Chamber of Commerce	Thursday, June 14, 2007	Stakeholder representatives for each group	
12	Live Music 2	Monday, June 18, 2007	Stakeholder representatives for each group	
13	**Town Hall**	Saturday, January 12, 2008	Downtown Stakeholders	Meeting to identify opportunities and challenges facing Downtown and set the priorities for Phase Two.
	Boards and Commissions			
14	Joint Meeting of Downtown, Design and Planning Commissions on DAP	Wednesday, May 16, 2007	Public	
15	Joint Meeting of Downtown, Design and Planning Commissions on DAP	Wednesday, January 9, 2008	Public	
	Downtown Austin Plan - Phase II			
	District Planning			
16	Waterfront District Focus Group Meeting	Wednesday, May 27, 2009	Stakeholders for the Waterfront District	Downtown District Focus Group meetings to identify top priorities for each district and discuss specific issues related to: height, form, design character, historic and cultural resources, parks and open spaces, circulation and transportation, parking, infrastructure, and the applicability of density bonuses to achieve public objectives, including affordable housing
17	Capitol District Focus Group Meeting	Wednesday, May 27, 2009	Stakeholders for the Capitol District	Same
18	Lower Shoal Creek District Focus Group Meeting	Thursday, May 28, 2009	Stakeholders for the Lower Shoal Creek District	Same
19	Market/Lamar District Focus Group Meeting	Thursday, May 28, 2009	Stakeholders for the Market/Lamar District	Same
20	Rainey Street District Focus Group Meeting	Thursday, May 28, 2009	Stakeholders for the Rainey Street District	Same
21	Stakeholder Meeting for the Downtown Core and Squares	Thursday, September 17, 2009	Stakeholders for the Core and Squares District	Policies, standards, and guidelines for the redevelopment and enhancement of the District
22	Stakeholder Meeting for the Northwest District	Thursday, September 17, 2009	Stakeholders for the Northwest District	Policies, standards, and guidelines for the redevelopment and enhancement of the District

Downtown Austin Plan List of Public Meetings - Phase I and Phase II

23	Stakeholder Meeting for the Northwest District	Friday, September 25, 2009	Stakeholders for the Northwest District	Mr. Ben Proctor requested a meeting with him and several mebers of the Northwest District to discuss the proposals and plans for the district. He and others were not be able to attend the meeting on September 17th.
24	Districts Town Hall #2	Saturday, October 10, 2009	Downtown Stakeholders	Presentaion and discussion on preliminary recommendations for Fowntown Districts.
25	Core and Waterfront District Plan	Friday, April 16, 2010	Stakeholders for the Core and Waterfront District	Discussion on the district plan to provide specific policies, standards and guidelines for the redevelopment and enhancement of the areas, and for the achievement of stated goals, objectives and priorities.
26	Northwest District Plan	Monday, April 19, 2010	Stakeholders for the Northwest District	Discussion on the district plan to provide specific policies, standards and guidelines for the redevelopment and enhancement of the areas, and for the achievement of stated goals, objectives and priorities.
27	Districts Town Hall #3	Wednesday, June 2, 2010	Downtown Stakeholders	Discuss and give input we received throughout the course of the Downtown Austin Plan with an opportunity to review the draft documents and provide feedback to the project team.
28	Northwest District Plan - "Panhandle" Stakeholders	Tuesday, August 3, 2010	Panhandle Stakeholders	Discussion regarding baseline density, future density bonuses, building setbacks, compatibility standards
	Parks and Open Space Master Plan			
29	Parks Leadership Team	Tuesday, May 19, 2009	Specific Parks stakeholders	Identification of key Downtown park issues for resolution. The consultant team presented their early work, including an inventory and assessment of Downtown parks, and research on urban parks "best practices" from elsewhere in the United States. Topics included: findings from Phase One of the Downtown Austin Plan; vision for urban parks, financial sustainability; and management.
30	Parks Leadership Team	Friday, July 24, 2009	Specific Parks stakeholders	Discusison on issues and opportunities for Austin's Downtown Parks; principles of successful public spaces; a proposed typology for Austin's Downtown parks; concept visions and programming; and funding and management.
	Specific Downtown Parks Meetings			
31	Lady Bird Lake and Sand Beach Park	Monday, September 21, 2009	Specific Parks stakeholders	A series of meetings focused on specific Downtown parks to discern challenges and opportunities specific to each park, to identify programming and concept master plan goals for each park, and to explore management and funding opportunities specific to each park. Topics discussed at these meetings included: programming of activities and events; design and master plan concepts; connectivity and way-finding; opportunities for public art and cultural events and performances; opportunities for historic preservation; relationship to economic development and redevelopment activities; presence and role of concessions, vending and other commercial activities within the parks; private sector and non-profit sector involvement; cost and funding of operations and maintenance; and implementation.
32	Shoal Creek	Monday, September 21, 2009	Specific Parks stakeholders	Same
33	Wooldridge Square	Tuesday, September 22, 2009	Specific Parks stakeholders	Same
34	Republic Square	Tuesday, September 22, 2009	Specific Parks stakeholders	Same
35	Palm Park	Tuesday, September 22, 2009	Specific Parks stakeholders	Same
36	Duncan Park	Wednesday, September 23, 2009	Specific Parks stakeholders	Same
37	Brush Square	Wednesday, September 23, 2009	Specific Parks stakeholders	Same
38	Downtown Parks and Open Space Town Hall	Saturday, November 14, 2009	Downtown Stakeholders	Presentation by consultants on the Draft Downtown Parks and Open Space Master Plan
	Urban Design / Downtown Development Standards			
39	Urban Design Focus Group	Friday, April 24, 2009	Specific Urban Design stakeholders	Discussion on the formulation of Land Use and Urban Design Policies including the review of existing regulations that affect Downtown activities and form, identify areas of conflict and contradiction, evaluate their effectiveness in achieving the desired urban design results in the downtown, and identify areas that could be enhanced or clarified in terms of land use and urban design.

40	Downtown Development Standards Work Session	Tuesday, February 16, 2010 hosted by the Design Commission	Downtown Stakeholders	Discussion on key objectives for the standards include: creating buildings with an active and engaging streetfront; providing spatial definition and human scale along streets; ensuring that our streets remain open and light-filled; and promoting both livability and density by ensuring appropriate spacing and compatibility between buildings. Discusison on project development considerations and implications of the proposed development standards.
41	Downtown Development Standards Work Session	Wednesday, February 17, 2010	Downtown Stakeholders	Same
42	Design Commission Briefing on Development Stds.	Monday, June 28, 2010	Public	Presentation of proposed Development Standards for Downtown
	Historic Preservation			
43	Historic Preservation Focus Group	Wednesday, April 22, 2009	Downtown Stakeholders	Discussion on key objectives for the standards include: creating buildings with an active and engaging streetfront; providing spatial definition and human scale along streets; ensuring that our streets remain open and light-filled; and promoting both livability and density by ensuring appropriate spacing and compatibility between buildings. Discusison on project development considerations and implications of the proposed development standards.
	Creative Culture			
44	Live Music/Cultural Arts Policies- Work Session	Thursday, May 14, 2009	Downtown Cultural Stakeholders	Facilitate a brainstorming session on issues critical to arts, culture and live music in Austin.
45	Live Music/Cultural Arts Policies- Work Session	Ausgust 18, 2009	Downtown Cultural Stakeholders	Discussion and comments received on the Report on Strategies and Policies to Sustain and Enhance Austin's Creative Culture draft report.
46	**Transportation**			
47	Mobility Workshop/Town Hall	Tuesday April 22, 2008	Downtown Stakeholders	Discussion on in-depth study of Downtown mobility, potential public transit connections within Downtown, and potential public transit connections between Downtown and other significant destinations within our City. The consultant team presented its findings and received public input.
	Urban Rail Segment Meetings			
48	Urban Rail Alignment Public Meetings	Wednesday, September 3, 2008	Rail Stakehodlers for UT/Mueller/Manor Corridor	Discussion on a summary of the overall streetcar system proposal and a discussion of issues pertinent to that particular segment.Presentation on preliminary recommendations on rail alignment routes.
49	Urban Rail Alignment Public Meetings	Thursday, September 4, 2008	Rail Stakehodlers for Downtown	
50	Urban Rail Alignment Public Meetings	Friday, September 5, 2008	Rail Stakehodlers for Riverside Corridor	
51	Urban Rail Alignment Public Meetings	Monday, September 8, 2008	Rail Stakehodlers for Riverside Corridor	
52	Urban Rail Alignment Public Meetings	Tuesday, September 9, 2008	Rail Stakehodlers for UT/Mueller/Manor Corridor	
53	Urban Rail Alignment Public Meetings	Wedensday, September 10, 2008	Rail Stakehodlers for Downtown	
	Affordable Housing and Density Bonus			
54	Stakeholder meeting for 3 Districts	Monday, January 26, 2009	Stakeholders for Uptown, Northwest, and Core Districts	District priorities were discussed and density bonus research was presented.
55	Affordable housing stakeholder meeting	Tuesday, January 27, 2009	Affordable housing stakeholders	Affordable housing stakeholder meeting
56	Town hall meeting	Monday, May 28, 2009	Downtown Stakeholders	Draft reports presented
57	Joint commission meeting	Tuesday, May 19, 2009	Downtown, Design, Planning, Community Development, and Music Commissions	Draft reports presented
58	Stakeholder meetings for 4 districts	Wednesday, May 27, 2009	Capitol, Lower Shoal Creek/Market, Waterfront, Rainey Stakeholders	
59	Stakeholder meetings for 4 districts	Wednesday, May 28, 2009	Capitol, Lower Shoal Creek/Market, Waterfront, Rainey Stakeholders	
60	Presentation at Land Use and Transportation Committee meeting	Monday, June 1, 2009		
61	Four stakeholder meetings	Tuesday, June 2, 2009	Downtown property owners, Warehouse District property owners, neighborhood groups, and affordable housing advocates	
62	Town hall meeting	Monday, July 13, 2009	Downtown Stakeholders	Presentation on changes to draft reports
63	City Council briefing	Thursday, July 23, 2009	Public	
64	Planning Commission briefing	Tuesday, September 22, 2009	Public	

Downtown Austin Plan List of Public Meetings - Phase I and Phase II

65	Planning Commission Neighborhood Planning Subcommittee meeting	Wednesday, October 21, 2009	Public	
66	Planning Commission meeting	Tuesday, December 8, 2009	Public	
67	Planning Commission Executive Committee meeting	Tuesday, January 5, 2010	Public	
68	Planning Commission meeting	Tuesday, January 12, 2010	Public	
69	City Council meeting	Thursday, January 28, 2010	Public	

APPENDIX C

Imagine Austin Vision Statement

Draft 7/15/2010

As it approaches its 200th anniversary, Austin is poised to become a beacon of sustainability, social equity and economic opportunity; where diversity and creativity are celebrated; where community needs and values are recognized; where leadership comes from its citizens and where the necessities of life are affordable and accessible to all.

IMAGINE AUSTIN
comprehensive plan
Plan Your Future!

Austin's greatest asset is its people: passionate about our city, committed to its improvement, and determined to see this vision become a reality.

Austin is Livable:

One of Austin's foundations is its safe, well-maintained, stable, and attractive neighborhoods and places whose character and history are preserved. Economically mixed and diverse neighborhoods across all parts of the city have a range of affordable housing options. Residents have a variety of urban, suburban, and semi-rural lifestyle choices with access to quality schools, libraries, parks and recreation, health and human services, and other outstanding public facilities and services.

- Development occurs in connected and walkable patterns supporting transit and urban lifestyles, while reducing sprawl and negative impacts on neighborhoods.
- Downtown and other urban neighborhoods offer a vibrant, day and night time urban lifestyle for residents, workers, and visitors.
- Austin's unique character and local businesses are recognized as a vital part of our community.
- Clear guidelines that support quality development that sustains and improves Austin's character provide certainty for residents and the business community.
- Austin's diverse population is active and healthy, with access to locally-grown, nourishing foods, and affordable healthcare.

Austin is Natural and Sustainable:

Austin is a green city. We are environmentally aware and ensure the long-term health and quality of our community through responsible resource use as citizens at the local, regional, and global level. Growth and infrastructure systems are well-managed to respect the limitations of our natural resources.

- We enjoy an accessible, well-maintained network of parks throughout our city.
- We protect the beauty of the Hill Country and blackland prairie, and value our farmland that nurtures local food production.
- Our open spaces and preserves shape city planning, reduce infrastructure costs, and provide us with recreation, clean air and water, local food, cooler temperatures, and biodiversity.

- We conserve water, energy, and other valuable resources.
- Austin is a leader in reducing greenhouse gas emissions.
- We use and inspire new technologies that create more sustainable communities while reducing our dependence on environmentally costly practices.

Austin is Mobile and Interconnected:

Austin is accessible. Our transportation network provides a wide variety of options that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of our citizens. Public and private sectors work together to improve our air quality and reduce congestion in a collaborative and creative manner.

- Interconnected development patterns support public transit and a variety of transportation choices, while reducing sprawl, congestion, travel times, and negative impacts on existing neighborhoods.
- Our integrated transportation system is well-maintained, minimizes negative impacts on natural resources, and remains affordable for all users.
- Austin promotes safe bicycle and pedestrian access with well-designed routes that provide connectivity throughout the greater Austin area. These routes are part of our comprehensive regional transportation network.

Austin is Prosperous:

Austin's prosperity exists because of the overall health, vitality, and sustainability of the city as a whole—including the skills and qualities of our citizens, the stewardship of our natural resources, and developing conditions that foster both local businesses and large institutions. Development carefully balances the needs of differing land uses with improved transportation to ensure that growth is both fiscally sound and environmentally sustainable.

- Our economy is resilient and responsive to global trends thanks to its diverse and thriving mix of local entrepreneurs, large and small businesses, educational institutions, government, and industry.
- Innovation and creativity are the engines of Austin's economy in the arts, research and development, and technology.
- Our ecology is integrated with our economy—the preservation of the environment and natural resources contribute to our prosperity.
- Equitable opportunities are accessible to all through quality education and good jobs.

Austin Values and Respects its People:

Austin is its people. Our city is home to engaged, creative, and independent thinking people, where diversity is a source of strength and where we have the opportunity to fully participate and fulfill our potential.

- People across all parts of the city live in safe, stable neighborhoods with a variety of affordable and accessible homes, healthy food, economic opportunity, healthcare, education, and transportation.

- We stand together for equal rights for all persons, especially acknowledging those who have been denied full participation in the opportunities offered by our community in the past.
- The history of the people of the Austin area is preserved and protected for future generations.

Austin is Creative:

Creativity is the engine of Austin's prosperity. Arts, culture, and creativity are essential keys to the city's unique and distinctive identity and are valued as vital contributors to our community's character, quality of life and economy.

- As a community that continues to stimulate innovation, Austin is a magnet that draws and retains talented and creative individuals.
- Our creative efforts reflect, engage with and appeal to the ethnic, gender and age diversity of Austin and to all socioeconomic levels.
- Residents and visitors participate fully in arts and cultural activities because the opportunities are valued, visible, and accessible.
- Our buildings and places reflect the inspirational and creative spirit of who we are as Austinites, through good design, public art and accessible public spaces.

Austin is Educated:

Education is the hope for Austin's future. Austin provides everyone with an equal opportunity for the highest quality of education that allows them to fully develop their potential. Networks of community partnerships support our schools and ensure that our children receive the resources and services they need to thrive and learn.

- Our school campuses provide safe and stable environments enabling future success.
- Neighborhood schools and libraries serve as centers for community collaboration, recreational, and social events, as well as learning opportunities.
- In partnership with private entities and the broader community, institutions of higher education continue to be incubators for innovation in the cultural arts, medicine, industry, business, and technology.
- Every child in Austin has the chance to engage with other cultures, communities, and languages, providing pathways for healthy development, and the critical thinking skills students need as future citizens of Austin and the world.

APPENDIX D

DOWNTOWN AUSTIN PLAN *Phase Two*
Historic Preservation Policy Recommendations for Downtown Austin

INTRODUCTION

Downtown Austin is, literally, the original city of Austin. The shape and form of the city dates from 1839, when Edwin Waller laid out the simple grid plan with four public squares and the Capitol block, located at the head of Congress Avenue to serve as a focal point for the city from the Colorado River. Buildings in Downtown represent all periods of Austin history and development, from Greek Revival homes designed by pioneer architect-builder Abner Cook in the 1850s and vernacular masonry commercial buildings of the Victorian era to the Chicago Style skyscrapers of the early 20th century and the striking modern-day landmark of Austin City Hall. Over time, some of the historic building fabric has been lost, particularly on the east side of Downtown, but much remains, concentrated particularly in the Congress Avenue and Sixth Street National Register Historic Districts and on the west side of Downtown. Over a third of the City of Austin historic landmarks are found here, as are many Recorded Texas Historic Landmark and National Register of Historic Places designated structures and four National Register Historic Districts.

As was found in the 2008 *Downtown Austin Plan, Phase One: Issues and Opportunities Report*, Downtown is at risk of losing its unique character, which is physically defined by its historic streets, buildings and parks. One of the top five priorities of the Phase One report of the *Downtown Austin Plan* (DAP) was to strengthen the sense of place of Downtown. To accomplish this, Phase Two of the DAP recommends the use of form districts and form-based regulations tied to neighborhood character. To inform the development of the character districts and form-based regulations, the DAP further recommends that the City update its Cultural Resources Survey, which was done in 1984, to provide current documentation of historic buildings Downtown and to identify potential historic landmarks, districts and landscapes.

This analysis report is a component of the *Downtown Austin Plan, Phase Two*, and is intended to provide information on key historic preservation policies, tools and practices for Downtown. The report reviews and analyzes the current framework for historic preservation in Downtown, offers observations on its effectiveness and makes recommendations for future change. The recommendations are based on best preservation practices as set forth in historic preservation resource and reference literature, as well as those currently practiced in peer cities. The historic preservation policies and programs of 19 cities were reviewed, including four cities in Texas. The peer cities reviewed have active historic preservation programs, and most have more focused program components for their downtown areas. (Many of the peer cities also have active Transfer of Development Rights (TDR) programs in use, which is recommended in the DAP's proposed Density Bonus Program for preservation of Austin's Warehouse District.)

The report begins with a brief description of the national, state and local context for historic preservation, followed by a review of the preservation policy framework in Austin. Existing plans and policies, zoning tools, design review tools, implementation tools and administrative tools in Austin are discussed, with comments on analysis and potential changes offered on each of these elements. Summary recommendations for change, based on the preceding review and analysis, are given in the last section. The peer cities reviewed, a reference list and notes on TDR programs in peer cities are given in the appendix.

The recommendations are put forth in the interest of the preservation of the historic resources and the reinforcement of the unique character of Downtown. The historic resources found Downtown are not just collections of old buildings. They are the distinct places and destinations that form the heart of our community, and left unprotected, may be lost through demolition or modification. Preservation-based community development protects our history, creates economic benefits, conserves resources, improves quality of life and maintains the unique sense of place that distinguishes Downtown from all other places.

The recommendations in this report will be reviewed by Downtown stakeholders and historic preservation advocates, in an effort to integrate a broad range of stakeholder input. McCann Adams Studio (formerly ROMA Austin), the prime consultant for the planning effort, will integrate the recommendations and the stakeholder input into the overall Downtown Austin Plan later this year.

EXISTING FRAMEWORK FOR DOWNTOWN HISTORIC PRESERVATION

NATIONAL AND STATE CONTEXT

With the passage of the National Historic Preservation Act of 1966, the era of sustained historic preservation work at all levels of government began. The act established the National Register of Historic Places and established state historic preservation offices to administer the program. States were also required to prepare statewide preservation plans and inventories of historic sites and administer federal loan and grant programs in support of historic preservation. The federal and state programs stimulated local governments and preservation advocacy organizations, which soon emerged as active participants in the preservation realm.

The National Register of Historic Places is a federal program administered by the National Park Service and the Texas Historical Commission, the state office for historic preservation. Listing in the National Register ensures recognition of a property's historic significance. Listings may help qualify properties for grant assistance or federal tax credits for rehabilitation projects that adhere to the Secretary of the Interior's Standards. There are over 40 Downtown buildings and sites individually listed on the National Register. Downtown is also home to four National Register Districts (NRDs), which were certified between 1970 and 1985. NRDs are group property designations bound together by historic contexts of time, place and architecture.

The Texas Historical Commission also awards Recorded Texas Historic Landmark (RTHL) designation to buildings and structures that are historically and architecturally significant. This is the highest honor the state can give on a historic building, and those so designated are also outfitted with a historical marker. In Downtown, there are 28 RTHLs, and many other subject markers describing events and people of historic significance in the city. (Subject markers provide historical information, but otherwise have no regulatory effect.)

CITY OF AUSTIN

The City of Austin enacted a Historic Landmark Preservation Ordinance in 1974, establishing a mechanism to encourage preservation through property tax exemptions for the owners of historic landmarks which complied with City codes for maintenance, modifications and signage. The ordinance provided for the creation of a Historic Landmark Commission (HLC), defined the term "historic landmark" and provided for a landmark designation process and regulations on the demolition and removal of historic landmarks. The ordinance also provided for regulating work done on the exterior of historic landmarks through a design review of proposed rehabilitation, new construction or demolition work. Over one-third of the designated City of Austin landmarks are located Downtown, approaching 200 buildings, underscoring the urgency for the City to prioritize implementing appropriate historic preservations policies and actions for Downtown.

Existing Plans and Policies, and Their Effectiveness:

COMPREHENSIVE PLAN (1979)

Austin adopted the *Austin Tomorrow Comprehensive Plan* (ATCP), a document intended to reflect community priorities and identity in the face of unprecedented population and area growth, in 1979. The ATCP includes several goals, objectives and policies related to historic resources and preservation of the architectural heritage of Austin. Historic preservation is identified as a priority for multiple city services and appears in multiple sections, including Urban Design;

Government and Utility Services; Housing, Neighborhoods and Community Development; and Open Space and Recreational Facilities.

Key among these goals, objectives and policies are those given under the Urban Design section, which is concerned with the development and management of the physical environment of Austin. The intention is to preserve the historical past of Austin by assuring that development and redevelopment proposals consider structures and areas of cultural, historical or architectural value. The goal of preserving elements that reflect the historical, architectural and cultural heritage of Austin is to be achieved by assuring the protection of landmarks and districts, and by assuring the retention of the character of those districts and landmarks. The policies outlined to accomplish these objectives are to expand the identification and designation of structures and districts, review and revise codes and policies that inhibit the preservation of landmarks and districts and to provide incentives for property owners to encourage the use of landmarks and districts. Also, the ATCP calls for the use of design guidelines that enhance landmark preservation efforts and that promote harmony in the transition between new and old structures.

The ATCP also sets goals for ensuring that new development is compatible with the existing historic buildings and for protecting the desirable image and character of neighborhoods and districts by establishing special design districts. The ATCP further recommends changes to tax policies, including property tax incentives for the preservation of historic structures and investigating the feasibility of tax incentives to promote renovation. Planning and zoning controls to preserve the identity and improve the quality of existing residential neighborhoods are described, and a goal to preserve historically, geologically and archaeologically significant features in parks is expressed.

Many of the policies and strategies in the ATCP have been implemented at some level, such as the completion of the Cultural Resources Survey of 1984 and the passing of the Capitol View Corridor Ordinance. At three decades old, the ATCP is no longer forward-looking. In 2008, an *Interim Update to the Austin Tomorrow Comprehensive Plan* was adopted, integrating policies adopted subsequent to the original plan completion and incorporating updates to technical references and support graphics. While a useful effort, the Interim Update is limited in scope and did not engage the Austin community at large. In October 2009, work began on a new comprehensive plan, "*Imagine Austin"*, with a projected adoption date before the end of 2011. Key among the historic preservation goals for the *Imagine Austin* plan is the goal to recognize how Austin's history has shaped its identity. The "Community Inventory" data-book being compiled about Austin includes a chapter on Historic Austin, which provides data to be used in creating the Plan Framework for the new comprehensive plan.

Policy Analysis and Potential Changes: The preparation of the new citywide comprehensive plan is an opportunity to review, affirm and/or adjust the historic preservation goals previously stated in the *Austin Tomorrow* plan. Following the comprehensive planning effort, a new Preservation Plan should be prepared for Austin.

PRESERVATION PLAN (1981)

The *Austin Historic Preservation Plan* was prepared in 1981 by Charles Hall Page & Associates, Inc. The Preservation Plan is a resource manual, with recommendations intended to guide the work of the HLC and the preservation community in Austin. It includes four major sections: an introduction providing background and contextual information; a listing and analysis of preservation programs, resources and policies; an implementation plan incorporating recommendations for revisions and improvements to the Austin historic preservation program; and an appendix of reference materials. Although some of the recommendations made in the Preservation Plan were implemented, many were not and are still relevant and applicable to Austin's preservation program today. These include recommendations for the inclusion of

historic districts in the preservation program, a more rigorous use of the review standards for Certificates of Appropriateness, the expansion of the City Historic Preservation Office (CHPO) staff (with the addition of an architect, in particular), consideration of amending the tax exemption for landmark designation and the maintenance of regular contact with the Texas Historical Commission and the Heritage Society of Austin.

Since 1981 and the publication of the *Austin Historic Preservation Plan*, the city has roughly doubled in population and geographic area, and a host of new issues related to historic preservation in Austin have emerged. In 2006, a draft copy of an updated preservation plan, entitled *Historic Preservation, A Component of the City of Austin Comprehensive Plan*, was prepared through a working arrangement between the City of Austin and the Historic Preservation Program at the University of Texas at Austin. The plan is not a complete document: there are missing sections for major topic areas and the sections that have been drafted were prepared by a wide range of authors and have not been completed, edited or coordinated. There is currently not a clear mechanism for completing the draft plan.

Policy Analysis and Potential Changes: The current Preservation Plan is almost 30 years old, and has lost much of its relevance. An updated plan should be prepared as soon as possible, to analyze practices, set goals and priorities and guide historic preservation in to the future. Under the Land Development Code (LDC) Section 2-1-147, the HLC is charged with proposing amendments to the Preservation Plan, so the preparation of an updated plan is consistent with that requirement. As was done in 1981, a professional preservation consultant should be commissioned to prepare the updated plan.

It is also important to schedule and budget for periodic updates, once Austin's preservation plan is made current. This is an issue for many of the peer cities studied in this analysis, but most have updated their preservation plan within the last decade. The model used by Washington, DC is particularly good, as it uses a five-year update cycle, to keep information current. The plan was prepared in conjunction with an update to the city's comprehensive plan, while public participation was high and community goals were being reviewed. The preservation plan document is brief and was produced by the staff of the city historic preservation office, with the assistance of a stakeholder advisory group. This may be an effective model for Austin in the future, as the shorter update cycle tends to keep the plan update scope at a manageable level, and therefore more easily accomplished by staff, the HLC and stakeholders.

CULTURAL RESOURCES SURVEY (1984)

The primary historic architectural survey in use in Austin today was completed in 1984, and is called the *City of Austin Comprehensive Cultural Resources Survey*. The entirety of the Downtown Plan study area falls within the boundaries of this survey. The survey was prepared by a joint venture of Bell, Klein & Hoffman, Architects and Hardy Heck Moore, Preservation Consultants. It included the entire city limits, as existed in 1935 and as shown in the 1935 Sanborn maps, and identified all buildings constructed prior to 1935. Select sites included in the Cultural Resources Survey were assigned a research priority category of either 1 (high) or 2 (medium) to buildings that appeared to need additional investigation or research. However, the surveyors stressed that this categorization system was subjective, cursory, based solely on field visual evaluations and not intended to dismiss or otherwise devalue those properties not assigned a research priority category. The survey area was divided in to six sections, to facilitate use of the findings and later additions or deletions to the survey information, and included brief context notes on each section. The survey data was presented on survey forms, bound in three-ring binders, with separate location maps and photographic contact sheets and film negatives of the images of each survey site.

The survey was described as the first phase of a multi-phased effort. Future phases recommended by the surveyors were to survey to the then city limits (the 1984 city limits, beyond the 1935 city limits) using 1936 Texas Highway Department maps as a reference base, followed by mapping the survey locations with a computer to allow study of the concentration of resource types and ease of access, followed by additional historical research on significant or potentially significant listings, including compilation of historic photos of research sites from archival repositories. The surveyors also recommended that a predictive archeological survey be completed, using listings from the State Archeologist, and finally evaluation of all the data for determination of appropriate new historic district locations and reevaluation of existing historic districts as might be needed.

Since 1984, there have been several other cultural resource surveys commissioned for portions of the city that were not covered by the 1984 survey, including the Chestnut neighborhood planning area and the 11th and 12th Street revitalization corridor, both in East Austin. Architectural inventories have been prepared for other parts of the city, including South Congress Avenue, the Saltillo District, the North Burnet/Gateway area and the North University neighborhood area, but this information is limited in scope and not cross-referenced to historic map data. There have also been National Register Historic District nominations prepared for parts of the city, including Barton Springs, Camp Mabry, Clarksville, Hyde Park, Moore's Crossing, Old West Austin, Shadow Lawn, Swede Hill, West Line, Willow-Spence and Zilker Park National Register Historic Districts, and the City's Historic Preservation Office (CHPO) uses the survey data in these nominations as reference data for these areas. But, to date, there has been no update or completion of the 1984 Cultural Resources Survey scope of work, and the data in hand has not been digitized and linked to the City's GIS database.

Conceptual work has begun an a project called the Austin Historical Survey Web Tool, to be conducted as a collaborative effort of the University of Texas Schools of Architecture and Information, the Heritage Society of Austin and the City of Austin. The concept is to provide a web tool to allow a range of users to provide historical survey data to a collective database, or a "wiki-survey". The project is in conceptual development, with preliminary database elements proposed but not yet tested. Partial funding has been secured for a beta test of a web survey prototype, proposed for use in the preparation of one neighborhood survey. Although there are many details to be addressed, the web survey model offers the potential to allow meaningful access for a wide range of users to both input and refer to data, ease of distribution and updating of information. Key to the success of this project will be the City's ability to maintain and update the web survey database.

Policy Analysis and Potential Changes: The lack of a current, citywide cultural resource survey greatly hinders our ability to identify, prioritize and plan for the preservation of historic resources in Austin. Beyond the Downtown area, there are entire neighborhood areas that have never been surveyed, and those that have been surveyed have changed substantially since the 1984 survey was completed. The survey data, in multiple volumes with separate hard copy maps and images, is cumbersome and difficult to access.

The comprehensive survey should be updated to include buildings that have reached the 50-year designation threshold since the initial survey was completed and to document changes that have occurred to the buildings that were surveyed previously. The survey area should be expanded to include the entire city limits, or the extent needed to document buildings 50 years old, at a minimum. (Some peer cities document buildings only 30 years old. National Register surveys often include resources 40 years or older, in order to ensure a 10-year period of usability before the surveys begin to need updating.) The survey standards should be updated as needed, to reflect the current standards of the National Park Service and the Texas Historical Commission. The survey should include context statements and should be maintained as a dynamic document to allow for future updates and additions. The survey data should be incorporated into the City's

GIS site, and historical building data provided on the City's website. Recognizing that the survey update will take allocations of funding and time to complete, every effort should be made to map the 1984 survey sites and provide the survey data in an electronic, accessible format and linked to GIS data, as was originally intended for the 1984 survey effort. This would be a beneficial, short-term effort.

However, the highest priority should be given to completing a current survey of historic and cultural resources in Downtown, which is needed to inform the analysis of preservation priorities for Downtown at a more specific level. The 50-year designation threshold for Downtown includes buildings constructed prior to 1960. The interval between 1935, when the previous survey stopped, and 1960 was significant to the history of Austin. Both Interstate 35 and Town Lake, now Lady Bird Lake, were created in that interval, and both had a significant impact on Downtown and the city at large. Many Downtown buildings, representing a wide range of history and architectural accomplishment, date from that time, including the Moderne 1938 Tribune Building at 10th and Colorado, the 1952 Perry-Brooks Office Building at 8th and Brazos, and the 1960 St. Martin's Lutheran Church at 15th and Rio Grande.

The last set of Sanborn maps prepared for Austin date from 1961, and these maps could be used as the reference base for an updated survey of Downtown to document sites within the fifty-year eligibility criteria for historic designation. Similar to the 1984 survey, architectural attributes might be documented initially, with research priority recommendations for additional investigation following the survey fieldwork. In the longer term, the survey should account for the current criteria for landmark and district designation, which address both architectural style and historical associations.

The need to keep historic resource inventories current is an issue for most cities, and funds are often not available to comprehensively update inventories citywide. For most of the cities reviewed as part of this assessment, an update of some portion of the cultural resource survey is ongoing. It is important to schedule and budget for ongoing survey updates.

Existing Zoning Tools and Their Effectiveness:

LAND DEVELOPMENT CODE

Historic Landmark and Historic District Zoning

Section 25-2-171 of the City's Land Development Code (LDC) states that the purpose of "H"-historic landmark and "HD"-historic area combining districts is to protect, enhance and preserve individual structures or areas that are of architectural, historical, archaeological or cultural significance. Historic zoning is an overlay zoning classification, which does not modify the base zoning classification; an exception to this is outlined in Section 25-2-807, which defines several conditional uses for historic landmarks or areas that are owned by a non-profit and meet several site area, on-site parking and occupant stipulations. H and HD zoning may be initiated by the property owners, and HD zoning applications require a petition of the owners of at least 51% of the land area in the proposed district. The HLC may also initiate historic zoning cases, which are sometimes the result of knowledge gained from demolition or relocation permit application reviews performed by the CHPO. The Planning Commission and the City Council may also initiate historic zoning.

In an effort to provide a better tool to protect historic context, as opposed to relying principally on the designation of individual landmarks, the City expanded the scope of protection to locally-designated historic districts in 2004. The revisions added definitions of a "historic area combining district" and a "contributing structure" and stipulated the application requirements and implementation procedures for a local historic district (LHD). The process of designating a LHD requires the preparation of a cultural resource survey, historical research, a context statement and design standards for the district. The proposed boundary of the district and designation of

contributing and non-contributing structures within the district boundary must also be determined. In addition, the application process requires consensus-building among property owners in the district, to ensure that the owners of the majority of the land in the district are in support of the LHD designation.

The criteria and process for designation of historic landmarks and districts is given in LDC Section 25-2-351 through 25-2-359. In brief, the designation criteria for an individual landmark state that a property must be at least 50 years old, unless it has exceptional importance as defined by National Register Bulletin 22, and must possess sufficient integrity of materials and design to convey its historic appearance. The property must either be listed in the National Register, or have other state or federal landmark designation status, or must meet at least two of the local designation criteria, which address significance in architecture, historical associations, archeological significance, value to the community, or significant landscape design or features. For historic districts, at least 51% of the principal structures in the district area must contribute to the historic character of the district. The application requirements, and procedures for Commission review and public hearing, designation on the zoning map and notice to the tax appraisal district are given in these codes sections, as well.

Other Zoning Overlays

In addition to the combining districts for historic zoning, the LDC includes several zoning overlay districts intended to preserve appropriate scale and character Downtown.

The **Capitol Dominance Overlay District**, given in Section 25-2-641, is intended to protect the visual and symbolic significance of the Capitol building by keeping other buildings in proximity from dominating the Capitol. The district extends to all property within a quarter-mile radius of the Capitol dome where new building heights are required to step down as they approach the Capitol dome. A related ordinance in Section 25-2-642 for the Capitol View Corridor Overlay District is intended to preserve the view of the Capitol from various points around the city by limiting the height of buildings in the view corridor to maintain a complete view of the Capitol dome.

Section 25-2-643 describes overlay districts for Congress Avenue, East Sixth/Pecan Street, Downtown Parks and Downtown Creeks, each with a specific purpose and set of design standards, described below.

The **Congress Avenue Overlay District** is intended to protect the historic character and significance of Congress Avenue, and to enhance the pedestrian environment on the Avenue. The overlay district follows the boundaries of the Congress Avenue National Register Historic District. The overlay stipulates a building height of 30 to 90 feet within 60 feet of the Congress Avenue right-of-way, and requires transparent glass at the street level. It prohibits surface parking lots, curb cuts and unscreened garage openings in new construction in the overlay area.

The **East Sixth/Pecan Street Overlay District** is intended to protect the historic character of East Sixth Street and to enhance the pedestrian environment on the street. The overlay district roughly follows the boundaries of the Sixth Street National Register Historic District. The overlay stipulates a maximum building height of 45 feet, compliant signage and transparent glass at the street level. It prohibits surface parking lots, curb cuts and unscreened garage openings in new construction in the overlay area.

The **Downtown Parks Overlay District** is intended to enhance the pedestrian use and vitality of the three remaining historic squares, and to establish a unique urban design identity for these squares. The overlay stipulates a building height of 120 feet maximum, an entry on the park and requires transparent glass at the street level.

The **Downtown Creeks Overlay District** is intended to promote accessibility and pedestrian use of the creeks and to protect the scenic character of the creek corridors. Although the downtown creeks are not designated historic landmarks, they are clearly significant historic resources, since they strongly influenced Edwin Waller's layout of the original city. The overlay stipulates a maximum building height of 60 feet, screening of support facilities and transparent glass at the street level.

Signage and Newsracks
The LDC includes special sign regulations applicable in historic sign districts, given in Section 25-10-121 and 25-10-122. The special regulations apply in LHDs (although there are currently no LHDs in Downtown), NRDs and for individually designated landmarks. The sign regulations address the configuration, size, color, lighting, materials and number of signs allowed. Signs that rotate and roof-mounted signs are expressly prohibited in the historic sign districts.

Section 14-9-35 states the requirements for newsracks installed in the Congress Avenue and Sixth Street National Register Historic Districts. The racks must be painted Austin Essex Green, and must be of a pedestal or freestanding style. Racks must be installed parallel to the street, with the vending side on the pedestrian right-of-way. Newsracks must be installed in runs of a maximum of six racks, side by side. Each group of racks must be separated by a three-foot wide space, which must be left clear and open.

Policy Analysis and Potential Changes: The process of designating a LHD is rigorous and time-consuming. Currently, only one LHD has been designated in Austin and while others are in progress, none are in the Downtown area. Absent district-wide protection of historic character, there is a risk of erosion of historic context through the demolition of historic resources and the addition of incompatible new construction. The LHD is the zoning tool intended to address this risk, but to date it has proven difficult to implement, due to the considerable effort required to complete the archival research, architectural survey, design standards and achieve the required threshold of property owner agreement.

In Downtown, the risk of erosion of historic context is especially great because of the comingling of NRDs and locally-designated, individual Historic Landmark buildings. In NRDs, design review is advisory, and only signage and limited building height and bulk controls are addressed under the LDC. However, H-zoned city landmarks are subject to binding design reviews and certificate of appropriateness approvals by the CHPO and the HLC. There are two different standards of regulation within the NRDs, which results in different building treatments and inconsistent historic and architectural character. (This also creates considerable confusion for the property owners and tenants in the Downtown NRDs, since it is not immediately evident which standards apply to individual buildings.)

To address these risks, the 6th Street and Congress Avenue NRDs should be designated as LHDs as soon as possible. The LHD is a more effective tool for ensuring consistent requirements, standards and character in a district, and offers the added benefit of rehabilitation incentives. Unlike the residential neighborhood LHDs, the Downtown commercial districts are appropriate locations for City-initiated designations, with CHPO staff preparing the district application (with possible assistance from professional consultants), and building consensus for property owner support in these districts. The existing NRDs are the logical areas to begin with, followed by other, as yet undesignated, areas of concentrated historic buildings and context. The DAP has indentified such potential NRDs and LHDs that should be considered, as part of the treatment of each Downtown district.

The current zoning tools for the Congress Avenue and East Sixth/Pecan Street overlay districts need to be expanded to address new infill construction and additions to the historic buildings in the NRD areas. With the current provisions, buildings in the NRD, but not individually-

landmarked by the City of Austin are subject to only an advisory design/building permit review by the CHPO and the HLC. Under the zoning overlay, it is permissible to construct a rooftop addition to an existing, historic building without a stepback between the streetwall[1] of the historic building and the streetwall of the proposed rooftop addition. Adopting good preservation practice would require that rooftop additions should be designed with care, with a stepback so that the addition is not conspicuous from the street – a minimum of 10', but preferably 12'-15' stepped back.

As is discussed further under the Design Standards topic, below, "form-based" code is a clear and effective method of establishing standards to ensure compatibility with historic character areas, and should be implemented for any area of Downtown where compatibility with existing, historic character is an issue. The advantage offered by the City's adoption of such design standards is that it would *require* compatible infill redevelopment more immediately than might be obtained through the more protracted and speculative process of creating a LHD, and the rules are immediately clear to all involved. The form-based code design standards currently proposed in the DAP are based on an assessment of the existing physical context of the historic character area, and these are currently being reviewed by stakeholders.

Although a number of City-owned buildings and sites are zoned as historic landmarks, there are many structures that are not yet designated, but are both eligible and significant to the history of Austin. For example, many park structures and bridges were built in the 1930s through the Works Progress Administration or other relief era design and construction programs, but are not zoned historic and therefore not subject to the preservation protection they merit.

In the longer term, Austin should consider the addition of a Conservation District designation provision in the LDC. Conservation Districts are similar to LHDs, in that they apply to geographic areas of historic character and context. But, they are typically less rigorous in their requirements, and concentrate on issues specific to new construction in the district. Many cities across the country use Conservation District designation for areas that may not require the stricter controls of a LHD, including Boston, Cambridge, Dallas, Philadelphia, Portland, San Antonio, San Francisco and Seattle. The Conservation District tool is particularly suited to "emerging" historic districts or in a large potential district area, with many property owners who must participate in the designation process.

Existing Design Review Tools and Their Effectiveness:

DESIGN REVIEW

Under LDC Section 25-11-2, any proposed change, restoration, removal, demolition or alteration to the exterior of a designated landmark, a contributing structure in a LHD or a structure for which a landmark designation is pending must satisfy the requirements of LDC Sections 25-11-211 through 25-11-218 and Sections 25-11-241 through 25-11-249. All such proposed changes are subject to a certificate of appropriateness review by the HLC, to determine whether the proposed change will adversely affect a landmark or a potential landmark. In evaluating the certificate of appropriateness question, the Commission considers the *Secretary of the Interior's Standards*.

Under LDC Section 25-11-213, the HLC is required to review all building permits, relocation permits and demolition permits applied for in National Register Historic Districts. A public hearing must be held, and adjacent property owners must be notified of the review application and the hearing date. The building permit reviews are advisory to the property owner. Some owners choose to revise the building or site design in response to review comments, and others do

[1] The streetwall is the building wall facing the street, generally on or close to the property line.

not. In those cases, the reviews primarily serve to educate and inform those attending and viewing the meeting about the character of the district and good preservation practice.

Demolition and relocation permit applications are also reviewed under these LDC provisions. In these cases, the CHPO staff conducts research on the history and development of the building and the history of the owners, occupants and events that occurred at the site, and makes a recommendation to either release the demolition or relocation permit, initiate historic zoning to allow for further research and findings, or make a recommendation for historic zoning. If the HLC finds that the research is incomplete or if information is presented during the public hearing that needs further investigation, they may also vote to initiate historic zoning to allow for further research and findings.

Signs proposed in the historic sign districts (which are LHDs, NRDs and individually designated landmarks) must be reviewed and approved by the CHPO and the HLC. The special sign review considers the size, color, lighting and materials of the proposed signs, the number of signs on a building and the orientation of the sign with respect to the structure. In addition to the broad characteristics given in the LDC, signs in historic sign districts are also reviewed in the context of the *Architectural Design Guidelines for the 6th Street National Register District*. The guidelines define acceptable sign context within the building form and façade; permitted types of signs, including allowable number and size of signs; and sign materials, content and lighting.

Analysis and Potential Changes: The two different types of design reviews – one for designated landmark or LHD structures and the other for permits in NRDs – can cause confusion for the public, if they are not familiar with the different requirements. Also, the limited review in NRDs can cause character and context incompatibilities in those districts, particularly if there are designated Austin landmarks located within the district boundary. There are effectively two different sets of requirements and two different standards used in the district boundary. This issue is especially obvious in the Sixth Street NRD, and causes confusion for property owners and tenants. The LHD is a more effective tool for ensuring consistent requirements, standards and character in a district, and offers the added benefit of rehabilitation incentives. Every effort should be made to create a LHD for Sixth Street and for those portions of Congress Avenue with remaining concentrations of historic buildings. Unlike the residential neighborhood historic districts, the downtown commercial districts are appropriate locations for City-initiated designations, with CHPO staff preparing the district application and assisting in building the required level of property owner support in these districts.

Currently, there is no formal method or mechanism for historic preservation review of infrastructure and right-of-way projects in the NRDs, LHDs or other historic character areas. There have been several recent City public works projects involving modifications to historic sidewalks and bridges that were not brought to the CHPO or the HLC for review until after construction documents were prepared or until after construction began. There is a similar issue with historic preservation review of public art and street furnishings in these areas. The City needs to develop a process for timely review of these projects, which should include a review during preliminary design and one at the end of the construction document phase, in order to prevent or mitigate the potential loss of historic fabric in the public realm and any adverse effects to adjacent historic properties. The Washington, DC Historic Preservation Office has drafted rules for the preservation review of DC government projects, which contains useful information for developing a review process for Austin. The draft rules are modeled on the review procedures under Section 106 of the National Historic Preservation Act, and address early coordination and timing of reviews, identification of historic and eligible properties, assessment of effects and resolution of adverse effects. The web link for the draft rules is: http://planning.dc.gov/planning/frames.asp?doc=/planning/lib/planning/preservation/law_and_regulations/dcmr_10a_ch_06_dc_projects.pdf.

To the extent that reviews of new development and urban design projects include participation by both the HLC and the Design Commission, care should be taken to coordinate the recommendations of both bodies, in the interest of a well-designed project. The design review comments of each body should be provided each Commission, to maintain good communication and address any recommendations in conflict. The City staff for each Commission should maintain close communication on projects that require joint reviews, and the case manager should be charged with ensuring that information is conveyed to both bodies.

DESIGN GUIDELINES

Three sets of design guidelines are applicable in the Downtown Plan study area. Design guidelines in historic areas address change to the exterior of existing buildings and provide design criteria for new construction. Design guidelines are for use by property owners, architects, contractors, design reviewers (City staff, the HLC, the Design Commission, etc.) and the community at large. They do not dictate explicit solutions, but offer appropriate responses to preservation and design issues.

The *Texas Capitol Preservation and Extension-Master Plan and Historic Structures Report*, prepared in 1989 for the State Preservation Board, includes *Capitol Area Urban Design Guidelines*. The guidelines address the development of the area north of the Capitol from 15th Street to Martin Luther King Boulevard, in the interest of preserving and enhancing the view of the Capitol from the north. Congress Avenue is envisioned as a view corridor to the Capitol, with broad sidewalks shaded by a double row of trees for pedestrians, and widely spaced curb lines and a landscaped esplanade for vehicles. New buildings along North Congress Avenue are to be held to 629' above sea level, which allows for a maximum height of about 80' or five to six stories as the grade falls to the north. The height of new buildings on outlying streets should be set by an imaginary plane rising at a shallow angle from the base of the Capitol dome, in accord with the City Capitol View Corridor ordinance. New buildings along North Congress should be aligned along the wide pedestrian ways to reinforce the axis of the view corridor to the Capitol, and have varied mass and modulated facades. Service entrances should be on side streets and parking should be in underground garages. A unified landscape, lighting and graphics/signage plan is suggested for the Capitol Area, with provisions for fountains and monuments in appropriate locations.

The *Architectural Design Guidelines for the 6th Street National Register District*, prepared in 1994, address all projects in the Sixth Street NRD that require HLC action, including Certificate of Appropriateness reviews for designated landmark buildings and permit reviews for non-landmark buildings within the NRD. The guidelines include an overview of the history of the district (including a discussion of building types and styles found in the district) and design guidelines applicable to all projects, historic properties, new construction and signs.

In 1999, the City of Austin Design Commission developed the *Downtown Design Guidelines*, which were adopted for use as recommendations for all downtown development and redevelopment projects. These guidelines were updated in 2009 and renamed the *Urban Design Guidelines for Austin*, to be used in any area of the city where dense development is sought. The guidelines are framed on a series of 11 community values. Three of these values are related to historic preservation: a sense of history and time, unique character and authenticity. The guidelines also list 20 goals, through which an urban design vision may be achieved. Two of these goals are related to historic preservation: reinforce the sense of time and historical continuity, and reinforce the unique character of Austin. Based on the community values and goals, design guidelines in four broad categories – area-wide, public streetscape, plazas and open spaces, and buildings – were defined. A number of these relate to historic preservation, some in direct terms and others in broad terms. Area-wide guidelines related to historic preservation are

to protect important public views, avoid historical misrepresentations, respect adjacent buildings, avoid the development of theme environments and recycle existing building stock. The plaza and open space guideline related to historic preservation is to treat the four squares (those laid out by Edwin Waller in the 1839 city plan) with special consideration. Building guidelines related to historic preservation are to build to the street, accentuate primary entrances, encourage the inclusion of local character, create quality construction and create buildings with human scale.

Policy Analysis and Potential Changes: In order for design guidelines to be an effective aid to property owners, design reviewers and the community, they need to be readily accessible and available. The *Architectural Design Guidelines for the 6th Street National Register District* are available in hard copy format through the CHPO, but are not posted on the city's website. The guidelines should be provided in electronic format or scanned and posted on the CHPO website. Although they are not a City publication, the *Capitol Area Urban Design Guidelines* should also be scanned and posted on the Downtown page of the City's website.

Since the *Architectural Design Guidelines for the 6th Street National Register District* have been in use for over 15 years, it is appropriate to complete a review and update of the guidelines, incorporating user input and lessons learned. Recognizing that City staff and budgets are often strained, it may be possible to produce an amendment to the existing guidelines, rather than commissioning an entirely new document. Several of the cities reviewed have used this method to update guidelines and standards. The ability to use this method will, of course, depend upon the nature of any revision that might be recommended at the completion of the review.

Currently, there are no design guidelines for the Congress Avenue NRD, and portions of the *Architectural Design Guidelines for the 6th Street National Register District* are some times used for design reviews in this district, such as for signage reviews. This can create confusion, and should be clarified, either by preparing guidelines specific to the Congress Avenue district or by amending the Sixth Street district guidelines to indicate that they are also used for the Congress Avenue district, in whole or in part.

Similarly, there are no district guidelines for the Bremond Block NRD or the Rainey Street NRD. Although there does not appear to be confusion associated with this, as there sometimes is in the Congress Avenue district, clarification of the standards for design review in these districts should be provided, and specific design guidelines should be prepared as CHPO workload permits. In the interim, *The Secretary of the Interior's Standards for the Treatment of Historic Properties* should be used as the design review standard.

Many of the cities reviewed in this analysis have design guidelines for use in historic districts and character areas, and often these include separate guidelines for downtowns. Some cities have separate design guidelines for general use on landmark structures and districts, for contemporary design on landmark structures and districts, and for landmark lighting; others have general design guidelines for use on landmark structures and districts in all areas of the city, and area-specific guidelines for select districts in the city. The general design guidelines offer recommendations consistent with good preservation practice and overall district character, and the area-specific or element-specific guidelines offer more detailed information. The general/specific model allows for broad, best practice recommendations to be provided in a relatively quick efficient way, followed by more specific guidelines for special conditions. Austin should adopt a similar model for preparation of design guidelines.

DESIGN STANDARDS

Historic preservation design standards are a required component of a LHD application. Unlike design guidelines, design standards are enforceable, binding requirements. Because guidelines must be interpreted, and that can be a subjective process, the standards are intended to offer clarity, and also to allow for setbacks, building bulk standards and other provisions different from

those of the base zoning to preserve district character. To date, there are no LHD designations in Downtown, and only one LHD has been adopted by the City of Austin. As a result, there has been very little experience with historic preservation design standards in Austin.

However, over the course of the last decade, Austin has adopted form-based code types of design standards for special initiatives and areas, including the Transit Oriented Development ordinance, the Commercial Design Standards and Mixed-Use ordinance, the Great Streets Program and the Station Area Plans for transit-oriented development. Form-based codes regulate the form and mass of buildings and the character of streetscapes, as opposed to traditional zoning codes, which regulate land uses and development. Form-based code design standards, intended to ensure compatible infill construction in existing historic character areas, have been used with success in other cities.

Policy Analysis and Potential Changes: Of the cities studied in this analysis, many use form-based code and special purpose district overlay zoning to address the issue of maintaining a compatible physical context in historic areas. These generally require district-specific setback, height, building bulk and street interface requirements. Many cities also create buffer or transitional zones at the edges of historic areas or districts, with stepped down height or bulk requirements leading in to the district, to further enhance compatibility. New York City, Philadelphia and Portland are particularly good examples of these special purpose district ordinances. Form-based code is a clear and effective method of establishing design standards to ensure compatibility with historic character areas, and should be implemented for any area of Downtown where compatibility with existing, historic character is an issue. The form-based code design standards should be based on an assessment of the existing physical context of the historic character area. The DAP is proposing such form-based code to ensure compatible new construction in and around existing and potential historic districts.

Specific to LHDs, the application requirements should be clarified to include design standards for new and infill construction that is compatible with the character of the district. Currently, the application requirements emphasize analysis of individual buildings and their historic attributes, with less attention paid to overall physical context. In order for the design standards associated with LHDs to be most relevant and useful, there should be an Area Character Appraisal conducted as part of the application process, to document the physical context of the district. In addition to historic context statements and individual property survey data, an assessment of the streetscape and landscape elements – building setback and height, architectural "rhythm" of block fronts, site elements, etc. – should be completed, to better inform the development of the design standards for the district.

Existing Implementation Tools and Their Effectiveness:

INCENTIVES

In Austin, individually-designated historic landmarks are eligible for a partial exemption from ad valorem taxes levied by the City, Travis County, Austin Community College and the Austin Independent School District. The procedures for the partial exemption process by the City are given in LDC Sections 11-1-21 through 11-1-27. Landmark property owners must apply annually for the partial exemption, and the CHPO must inspect each property to determine that it is being preserved and maintained as required by the historic landmark regulations. The County appraisal district must determine the portion of the land that is reasonably necessary for access to and use of the historic structure. The exemptions are available for an unlimited period of time.

The amount of the partial exemption by the City varies, based on the date on which the property was designated, the ownership status and the use of the property. Owner-occupied historic residences or structures owned by a nonprofit corporation that were designated before December 1, 2004 are eligible for an exemption of 100% of the value of the structure and 50% of the value

of the land. The exemption for owner-occupied historic residences or structures owned by a nonprofit corporation that were designated or changed ownership after November 30, 2004 are calculated at the same percentages, but may not exceed the greater of $2,000 or 50% of the tax that would normally be levied. Other properties, including those used for commercial purposes, are eligible for an exemption of 50% of the value of the structure and 25% of the value of the land.

There is also a tax abatement program for properties located in Historic Districts that are not individually-designated landmarks, given in Sections 11-1-51 through 11-1-83. Under this program, eligible restoration projects may receive abatements equal to the taxes assessed on the added value of the property over the pre-restoration value of seven years for owner-occupied residential structures, or ten years for commercial structures and structures in designated revitalization areas.

Policy Analysis and Potential Changes: The partial tax exemption for landmarks for an indefinite time period has encouraged broad participation in the landmark designation program. The incentive is intended to stimulate the preservation of historic buildings and the long-term maintenance of those buildings. While this is certainly a successful tool, at some level it serves to limit the preservation program, if the public cost exceeds the perceived benefit. For this reason, the 1981 *Austin Historic Preservation Plan* suggested considering limiting the tax incentive benefit to a maximum term of ten years.

Many of the cities studied in this assessment do not offer incentives enacted at the local level for participation in the landmark designation program. Often, these cities are located in states with rehabilitation tax credit programs available, which effectively encourage the restoration of historic structures. In states without a rehabilitation tax credit program, many cities offer rehabilitation incentives, typically a tax abatement to the pre-rehabilitation value for a set period of time, funded at the local level and intended to encourage the restoration and rehabilitation of historic structures. In San Antonio, there is a tax exemption available for home-owners in newly formed LHDs for a set period of time, enacted at the local level and intended to encourage participation in LHD designation.

Many cities have special incentives to encourage landmark designation and rehabilitation in downtown areas. Some cities incentivize a particular function or building type with rehabilitation tax abatements, such as historic hotels and housing structures in Fort Worth, large historic commercial buildings in Galveston and historic warehouses in Phoenix.

The great majority of the cities reviewed in this analysis also use a Transfer of Development Right (TDR) mechanism to preserve historic resources and encourage development. TDR has been used successfully in hundreds of cities across the country to allow for the preservation of open space, historic resources, environmental areas or other community features by shifting development from protected areas to designated density areas. The preservation TDR process involves the legal transfer of unused development rights from a historic property – the sending lot – to a non-historic property – the receiving lot – where the transferred development rights are used to achieve a higher density on the receiving lot. The public benefit is the long-term protection of the historic property and increased density/tax base in appropriate areas. TDR is a market-based, flexible tool that can be adapted to fit community goals as needed. (Notes on the preservation TDR programs used in cities in the United States are given in the appendix to this report.)

For Downtown, the DAP recommends implementing a TDR program to preserve areas of threatened historic buildings, such as the remaining few blocks of the historic Warehouse District. Also recommended is a rehabilitation incentive for historic districts, to encourage the preservation of historic, small-scale commercial buildings in these areas. The current LHD

ordinance includes a rehabilitation incentive, and this mechanism is recommended for use Downtown.

BUILDING CODES

Challenges may arise when applying contemporary building codes to projects involving the rehabilitation of existing structures. In the last decades, building code councils have prepared model codes for rehabilitation projects. The City of Austin has adopted a code specific to existing buildings, the 1994 edition of the *Uniform Code for Building Conservation.*

Rehabilitation codes for existing buildings typically allow for a proportional - or stepped - approach for the extent and type of conformance with current code requirements for new construction, based on the extent and type of rehabilitation work proposed. If the rehabilitation project involves a change of occupancy type, the existing building code prescribes a change of hazard evaluation, comparing the old and new occupancy types, to determine the conformance requirements.

Since the adoption of the *Uniform Code for Building Conservation*, the City has migrated from the Uniform model codes, published by the International Council of Building Officials, to the International Building Code series of model codes, published by the International Code Council, for commercial and residential construction. The ICC publishes an existing buildings code, called the *International Existing Building Code*. All ICC codes are updated on a three-year cycle, and the most current update is the 2009 edition. The City is in the final stages of reviewing recommendations for adoption of updated code versions, including a recommendation to adopt the 2009 edition of the *International Existing Building Code*.

Policy Analysis and Potential Changes: In general, the adoption of an existing building code is recommended to facilitate and encourage the rehabilitation of existing and historic buildings. The fact that Austin has already adopted an existing building code is a positive, but any possible impact of the change from the ICBO code previously used to the ICC code now proposed for adoption cannot yet be predicted. In simple terms, one big difference between the ICBO and ICC building code requirements is that the ICC codes require the use of automatic fire-extinguishing systems (sprinklers, typically) in more circumstances than the ICBO codes do. From a brief review of the 2009 ICC *International Existing Building Code*, it appears that an automatic fire-extinguishing system may be required for historic buildings where the building official determines that a fire hazard exists. While automatic fire-extinguishing systems should further the overall goal of the preservation of historic buildings, there is a significant installation cost for these systems. Any potential impact of the new requirements under the ICC existing buildings code, once adopted, should be monitored and appropriate adjustments as might be needed made in the future.

ENFORCEMENT

LDC Section 25-11-212 states that there is a criminal penalty for a violation of the requirement to seek and receive a Certificate of Appropriateness for a designated landmark or contributing structure in a historic district. Under a recent amendment to the LDC, Section 25-11-218 further states civil penalties of $1,000 per day for each violation ($10 per day if the property is the owner's lawful homestead), and that the offense is a Class C misdemeanor for which the City may also seek injunctive relief, in addition to the penalties.

LDC Section 25-10-21 describes the enforcement and implementation requirements for the sign regulations, including those for the historic sign districts. The building official is charged with the responsibility to conduct inspections, investigate complaints of violations and initiate legal proceedings to ensure compliance with the signage regulations.

LDC Section 25-11-216 states requirements to preserve and repair designated historic landmarks and contributing structures in a LHD or a NRD against decay and deterioration. Section 25-11-217 describes the procedure for initiating a "Demolition by Neglect" case. Under certain circumstances involving Demolition by Neglect cases, a moratorium on new permit applications for the offending property will be in place for a period of three years, in addition to the penalties described above.

Policy Analysis and Potential Changes: While the procedures and penalties described above are strengthened over what was previously required, there is still an issue with failure to comply with the Certificate of Appropriateness and sign and building permit review requirements. The recent code provisions described above may mitigate some of these issues, but it will likely remain an ongoing problem.

There are many non-compliant signs in the historic sign districts, which have been installed without the required review by the CHPO and the HLC. The proliferation of non-complaint signs is detrimental to the character of the historic districts, and also causes confusion and frustration for the property owners and tenants in those areas. Through enforcement and education, a concerted effort should be made to remove non-compliant signs from the historic sign districts through enforcement and education.

For both sign and building issues, providing the regulations and procedures in a clear format that is readily accessible, as has been started on the new CHPO webpage (www.ci.austin.tx.us/historic), will serve well to inform and educate property owners and tenants. Continued outreach, particularly in areas where there are repeat violations, would also be helpful. In locations where there are tenants occupying historic landmark buildings, as in the East Sixth Street NRD, there is a special need for education and outreach.

The City of Austin maintains a code enforcement/code compliance webpage on the city website, but there is no specific reference to violations associated with landmarks or districts. Also, there is no discussion of violations or reporting procedures for suspected violations on the CHPO webpage. The City of San Antonio includes a special page on the Office of Historic Preservation website with a description of code enforcement requirements specific to historic districts and buildings, as well as contact information for inquiries or violation reports to both the Historic Preservation Office and the code enforcement staff. This would be a helpful addition to the CHPO webpage, to both educate users and provide contact information for questions or violation reports.

Related to enforcement, there is also a need to integrate the special permitting and review requirements for historic properties and districts with AMANDA, the City's permitting system. The CHPO staff reports that the historic districts and overlays are included on City GIS layers, but are not carried over to AMANDA, which has allowed mistakes in the initial review or permit release process required for landmarks and causes inefficiency and duplication of effort.

Existing Administrative Tools and Their Effectiveness:

CITY OF AUSTIN HISTORIC LANDMARK COMMISSION

The Historic Landmark Commission (HLC) is defined in Section 2-1-147 of the City Code. Commission members should have knowledge and experience in the architectural and cultural history of the city and a demonstrated interest, competence or knowledge in historic preservation. The ordinance does not require that the members have specific expertise, but suggests that the Council consider appointing as members, a board member of the Heritage Society of Austin, a registered architect, a historian or architectural historian, an attorney, a real estate professional, a structural engineer, the owner of a residential landmark and/or the owner of a commercial landmark. The ordinance also states that the representatives of a single business or professional interest should not constitute a majority of the membership of the commission.

The HLC is charged with reviewing requests to establish or remove historic designation and making recommendations on the requests to the Planning Commission and Council. The HLC may also initiate zoning of a property to establish or remove a historic designation, and may recommend acquisition of property if this is the only means by which the property can be preserved. Other duties of the HLC include providing information to owners of historically designated structures, advising the Council on historic preservation matters, preparation and revision of an inventory of structures and areas that may be eligible for historic designation.

The HLC has several standing committees, including the Operations, Heritage Grants and Preservation Plan Committees. Recently, to provide a better process and more thorough review of Certificate of Appropriateness and building permit applications, the HLC created a Certificate of Appropriateness review committee, which meets monthly to provide preliminary reviews, technical recommendations and final reviews of these applications.

Analysis and Potential Changes: The members of the HLC are called upon to interpret federal, state and local standards for designation of landmarks and districts, and to do so objectively, fairly and consistently. They are also called upon to review building permit and Certificate of Appropriateness applications and determine whether the work proposed is consistent with best preservation practices and federal, state and local standards for preservation, rehabilitation and restoration. As such, members with relevant technical expertise, such as preservation architects and architectural historians, would best fulfill these duties to provide the most informed and effective review of project applications.

CITY OF AUSTIN CITY HISTORIC PRESERVATION OFFICE

The City Historic Preservation Office (CHPO), a part of the Planning and Development Review Department, works "to protect and enhance neighborhoods, buildings and sites that reflect elements of Austin's cultural, social, economic, political and architectural history" according to the CHPO website. Three employees – two planners and one administrative staff person - currently staff the CHPO.

The staff of the office is charged with a multitude of tasks associated with implementing the City's historic preservation program. The staff reviews demolition permit applications throughout Austin and reviews or prepares applications for historic zoning for landmarks and districts. They also review Certificate of Appropriateness applications for landmarked properties, sign permit applications in historic sign districts and building permit review applications for properties in NRDs and in LHDs. Annually, they perform site inspections of landmarked properties that apply for the property tax exemption incentive to determine the condition of the property, and must notify property owners of violations or items needing repair or maintenance.

Monthly, the staff prepares zoning and review case reports and back-up materials, assembles the agenda packets for HLC meetings and committee meetings, and presents agenda items and reference materials to the HLC during the monthly commission meeting. The Historic Preservation Officer presents these monthly zoning cases to the Planning Commission and the City Council.

CHPO planners participate in the neighborhood planning process and assist in the formation of neighborhood conservation combining districts and the review of building permits in those districts. They provide public information and outreach by offering technical assistance, attending neighborhood association meetings, making informational presentations on the preservation program, landmark designation and LHDs.

Analysis and Potential Changes: The CHPO staff is hard-working, but the workload is daunting and only the most essential work items can be completed with the current staffing levels. As more LHDs are added to the program, the challenge will become even greater. At least one and

perhaps two staff people should be added, both to keep up with the current workload and to accommodate the added work in administering the districts. (By comparison, San Antonio lists nine staff people in their Office of Historic Preservation; Denver and Philadelphia both list seven staff people and Los Angeles lists six staff people.)

The 1981 *Austin Historic Preservation Plan* recommended that more staff, and particularly a staff architect, be added to the CHPO. As of today, there is still a need for a staff architect, and this need will only grow as districts are added to the program. The review of Certificate of Appropriateness and building permit cases needs the skills of an architect to read and interpret construction drawings. Almost no field review of preservation projects is done, currently, which is a serious omission and could be best addressed by a staff architect.

As the districts are created, there will be a need to map them in the City's GIS system, first to verify that the required percentage of property owners in the district consent to the formation of the district, and then as a reference for use by the public once the district is formed. As discussed above, there is a need to input data from cultural resource surveys, including over 7,500 structures surveyed to date, in the GIS system. It may be possible to accomplish these tasks by using the current city GIS staff, but a manpower schedule commitment needs to be established for this. If the current GIS staff is overloaded and cannot take on these responsibilities, a dedicated staff person with these skills should be added to the CHPO.

One other note related to staffing has to do with the CHPO webpage. The CHPO has recently posted a new webpage for the Historic Preservation Office, with links to information about the program, permit and application forms and related reference materials. Prior to the posting of this webpage, information about the CHPO and the preservation program was buried in several different spots on the Development webpage. Having information about the CHPO in a clear, readily accessible webpage location should benefit both the citizens of Austin and the staff of the CHPO. Appropriate staff should continue to refine and develop the webpage, as it is missing some key things, like the application for LHDs and the *Architectural Design Guidelines for the 6th Street National Register District*. The webpage should be completed as soon as possible, and checked and kept updated for efficient use.

PUBLIC INFORMATION AND OUTREACH

The CHPO has produced several general information guides on topics of interest to landmark property owners and preservation advocates. *Researching Your Historic House* explains research steps and archival repositories to assist homeowners in learning more about the history of their houses. The guide leads researchers through the process, to assist them in learning more about the history of their house for general information, potential landmark designation or potential listing on the National Register. *Historic Districts in Austin* gives an overview of what a LHD is and the things that it will accomplish, and a brief guide on research methods and information sources.

On the new CHPO webpage there is information about the CHPO, the HLC, the preservation program in Austin and links to permit and application forms for the program. There is also information about the NRDs in Austin and links to information about the Federal Historic Preservation Tax Incentives.

Analysis and Potential Changes: The information described above is helpful, and placing it on the new CHPO webpage makes the information readily accessible by a wide range of citizens. The CHPO should continue to build the webpage, first by putting all of the forms, applications and design guidelines of the Austin historic preservation program up on the webpage. Links to other reference sources, such as the Heritage Society of Austin, the Austin History Center, the National Trust for Historic Preservation, the National Park Service and other similar resources, would provide access to a wide range of relevant information.

From the review of the preservation programs in other cities, there are opportunities to publish informational guides on technical preservation topics such as window and door restoration, to provide access to cultural resource survey data and general or area-specific design guidelines for historic districts in the city.

PRESERVATION FINANCING AND FUNDING

In addition to the tax exemption and tax abatement incentives described above, the Austin Convention and Visitors Bureau, with the assistance of the HLC, operates a Heritage Grants funding program. The program uses a portion of the hotel occupancy taxes collected in Austin to fund the Heritage Grants program. The Heritage Grant funds are provided to promote tourism and encourage the preservation of historic structures in locations frequented by tourists.

Eligible historic properties are those that are designated landmarks at the city, state or federal level or are contributing structures to a NRD or LHD. Historic properties must be owned or leased by a governmental or non-profit entity. Historic properties must be open to the public at regular hours for tours or visitation, and the grant monies are for façade or exterior restoration/rehabilitation projects. Grant funds must be matched by at least a 50% match of cash or donated services or items provided by the applicants. Currently, the maximum grant amount is $47,000, and grant applications are generally considered semi-annually, funds permitting. (The annual allocation for the Heritage Grants program is tied to the bed tax revenue collected, and the amount is set out in the Austin Convention and Visitors Bureau annual budget. The annual allocation in recent years has been in the $175,000 to $225,000 range.) The owners of eligible historic properties have enthusiastically supported the program for several decades.

Analysis and Potential Changes: While the Heritage Grants program is enthusiastically supported and successful overall, there is also a desire on the part of the for-profit historic property owners or occupants to have access to a similar grant or funding source. This is particularly applicable to historic properties and districts in Downtown, since this is already a tourist destination and a part of the city that all the citizens have a collective ownership stake in. The current Heritage Grants program must remain one for use by governmental or non-profit entities, in accord with city requirements for this funding mechanism, but there may be other ways to provide funding for Downtown historic resources.

The citizens of Phoenix passed bond funds in 1989, 2001 and 2006 elections for use in preserving historic resources in the city. The bond funds are typically in the $13 to $15 million range, and are used to fund the preservation of city-owned historic sites and to provide matching funds for grant programs in the city. The funds have been used for rehabilitation projects on over 400 properties, including historic warehouses and threatened buildings downtown, demonstration project funds for larger-scaled commercial buildings and exterior rehabilitation funds for historic residential properties.

In the last decade, Austin became a Certified Local Government (CLG), as certified by the Texas Historical Commission and the National Park Service. Under the CLG program, grants are available for city governments to provide funding for local preservation projects. Eligible projects include historic district or property surveys, preservation plans, educational or outreach projects, and National Register nominations. Austin has just been awarded its first CLG grant for the Austin Historical Survey Web Tool. The City should continue to be an active participant in the CLG grant program, as the grant funds can assist in the preparation of updates to our cultural resources survey, preservation plan, design guidelines and technical preservation materials. (CLG grant amounts will vary with the availability of funding, but current allocations are up to a maximum of $30,000.)

SUMMARY OF RECOMMENDATIONS

While Austin has long had a historic landmark preservation ordinance, the tools and policies of that ordinance emphasize the preservation of individual buildings, with little attention paid to overall historic context or historic districts. As a result, Downtown is in danger of losing its remaining historic character through a slow erosion of context. Recent changes in the preservation ordinance to add a tool to preserve historic districts are intended to address this concern. But for Downtown, more policy changes should be made - and made soon - to better protect the remaining historic resources. Based on the preceding review and analysis, the following summary recommendations are made for Downtown historic preservation policies and procedures.

Highest Priority

1. The City should update the Cultural Resources Survey for Downtown, to include buildings constructed prior to 1961 and to document changes that have occurred to structures that were surveyed in 1984.
2. The LDC should better address the form of new development in historic districts and historic character areas not included in the existing character overlay districts. Use form-based code and special purpose district overlay zoning to address the issue of maintaining a compatible physical context in historic character areas, and required district-specific setback, height, building bulk and street interface requirements.
3. Revise the existing character overlay districts for Congress Avenue and East Sixth Street to better address the compatibility of new infill construction and additions to historic buildings.
4. In the East Sixth Street NRD and the Congress Avenue NRD, initiate a LHD application to provide consistent requirements, standards and character in the districts, and offer the added benefit of rehabilitation incentives.
5. The City should implement a Transfer of Development Rights program for areas of threatened historic buildings, such as the remaining few blocks of the historic Warehouse District. (This has been proposed as part of the DAP Density Bonus Program.)

Plans and Policies

1. City planners and citizens should review, affirm and/or adjust citywide and Downtown historic preservation goals as part of the development of the new comprehensive plan.
2. The City should prepare an updated historic preservation plan, building on the work done as part of the comprehensive plan, to analyze practices, set goals and priorities and guide historic preservation in to the future. Also, allow budget resources for five-year cyclical updates.
3. The City should update the comprehensive Cultural Resource Survey citywide, to include buildings that have reached the 50-year designation threshold since the 1984 survey was completed and to document changes that have occurred to buildings that were surveyed previously. The survey standards should be updated as needed, to reflect the current standards of the National Park Service and the Texas Historical Commission. The survey data should be incorporated into the City's GIS site and historical building data provided on the city website. Updates of the CRS should be synchronized with and precede that for the historic preservation plan.
4. As a short-term effort, the City should map the 1984 Cultural Resource Survey sites, link them to the GIS database and provide the 1984 survey data in an electronic, accessible format.

Zoning Tools

1. The City should initiate LHD applications for as yet undesignated areas of concentrated historic buildings and context Downtown, such as the proposed LHD areas shown on the

DAP Historic Resources Map (www.cityofaustin.org/downtown). The LHD zoning will provide for consistent requirements, standards and character, and offer the added benefit of rehabilitation incentives in the districts.

2. The City should designate any as-yet undesignated City-owned historic resources Downtown as historic landmarks, including park structures, the Warehouse District elevated sidewalks, bridges and buildings.

Design Review Tools

1. The City should develop a procedure for historic preservation review of infrastructure and right-of-way, street furniture and public art projects in the public realm Downtown.
2. The City should develop a procedure to coordinate and integrate the review of urban design and Downtown development projects, where several commissions are involved.
3. The City should provide all design guidelines for NRDs, LHDs and other historic areas on the CHPO webpage.
4. The City should update the *Architectural Design Guidelines for the 6th Street National Register District* as needed, to incorporate user input and lessons learned.
5. The City should prepare guidelines for the other NRDs and any LHDs designated in Downtown. In the short-term, any interim guidelines and standards used for review should be referenced in the review procedures.
6. To make maximum use of limited staff resources and budgets, adopt a model for guidelines that uses a general, overall set of guidelines for most areas, and focused, area-specific guidelines for special conditions.

Implementation Tools

1. Emphasize rehabilitation incentives or incentives for participation in Downtown LHDs to encourage preservation Downtown.
2. Monitor any adverse impact to preservation through the forthcoming adoption of the ICC International Existing Building Code.
3. Strictly enforce penalties for violations to historic preservation requirements, including building and sign reviews and permits.
4. Remove non-compliant signs from historic sign districts.
5. Provide the historic building and sign regulations and procedures in a clear, readily accessible format on the CHPO webpage.
6. Add an enforcement/code compliance element to the CHPO webpage.
7. Integrate the special permitting and review requirements for historic properties and districts with AMANDA, the City's permitting system.

Administrative Tools

1. Increase the requirement for relevant technical expertise for HLC members.
2. Expand the staff of the CHPO to keep up with current workload, and to accommodate the added work in administering districts. Add an architect to the staff. Add staff or dedicate other City staff hours to GIS and webpage development.
3. The City should complete the new CHPO webpage to include posting of all relevant historic preservation resources. Budget and schedule staff to keep the webpage current.
4. Produce technical preservation guides and design guidelines relevant to Austin issues and historic character districts.
5. The City should develop a façade rehabilitation or other grant or revolving low-interest loan program for commercial historic properties, building on the success of the current grant program for non-profits.
6. Dedicate bond funds for preserving historic resources Downtown, prioritizing the rehabilitation of City-owned resources, such as the historic squares and Palm Park.

7. The City should participate in the CLG grants program to provide funding for CHPO local preservation projects.

APPENDIX

As part of this analysis, a comparison of historic preservation policies of 19 peer cities was completed. The cities studied are listed below, along with a URL to the preservation website home page.

Boulder, CO, Planning & Development Services, Historic Preservation.
http://www.bouldercolorado.gov/index.php?option=com_content&view=article&id=1428&Itemid=490

Cambridge, MA, Cambridge Historical Commission.
http://www.cambridgema.gov/Historic/

Charleston, SC, Urban Design and Preservation Division.
http://www.charlestoncity.info/dept/content.aspx?nid=92

Chicago, IL, Department of Zoning & Land Use Planning, Historic Preservation Division, Chicago Landmarks. http://egov.cityofchicago.org/Landmarks/GeneralInfo.html

Cincinnati, OH, Planning Department, Historic Conservation Office.
http://www.cincinnati-oh.gov/cdap/pages/-3662-/

Dallas, TX, Sustainable Development and Construction Department, Historic Preservation.
http://dallascityhall.com/development_services/historic_preservation.html

Denver, CO, Community Planning and Development, Historic Preservation.
http://www.denvergov.org/Preservation/tabid/429948/Default.aspx

Fort Worth, TX, Planning and Design, Historic Preservation.
http://www.fortworthgov.org/planninganddevelopment/design.aspx?id=57622

Galveston, TX, Planning Division, Historic Preservation and Neighborhood Planning.
http://www.cityofgalveston.org/city_services/planning_and_community_dev/plan_hpnp.cfm

Los Angeles, CA, Office of Historic Resources.
http://www.preservation.lacity.org/

New Orleans, LA, Historic District Landmarks Commission.
http://www.cityofno.com/pg-99-1-hdlc-home.aspx

New York, NY, Landmarks Preservation Commission.
http://www.nyc.gov/html/lpc/html/home/home.shtml

Philadelphia, PA, Philadelphia Historical Commission.
http://www.phila.gov/historical/index.html

Phoenix, AZ, Historic Preservation Office.
http://www.phoenix.gov/HISTORIC/index.html

Portland, OR, Bureau of Planning & Sustainability, Historic Resources.
http://www.portlandonline.com/bps/index.cfm?c=39750

San Antonio, TX, Office of Historic Preservation.
http://www.sanantonio.gov/historic/default.aspx

San Francisco, CA, Planning Department, Historic Preservation.
http://www.sf-planning.org/index.aspx?page=1825

Seattle, WA, Department of Neighborhoods, Historic Preservation Program.
http://www.seattle.gov/neighborhoods/preservation/

Washington, DC, Office of Planning, Historic Preservation Office.
http://planning.dc.gov/planning/cwp/view,a,1284,q,570741,planningNav,|33515|,.asp

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Notes on Transfer of Development Rights

New York City was the first city in the country to adopt a Transfer of Development Rights program for designated historic landmarks. Since 1961, the city had used a zoning-lot merger mechanism to allow the owners of contiguous properties in a single city block to choose single zoning-lot status and transfer development rights among the properties in the merged zoning lot. In 1968, the historic preservation code was revised to allow the transfer of unused density from designated historic landmarks to adjacent zoning lots, including lots across the street. The code also allowed the transfer of development rights to lots further removed, as long as they were part of a contiguous chain of properties with the same owner. The transfer must include a program for the maintenance and preservation of the historic landmark, and if the landmark is publicly-owned then pedestrian and/or transportation improvements must be created as part of the transfer.

The TDR concept was a key aspect of a protracted legal battle between the city and Penn Central, related to a proposal to build a 59-story office tower above Grand Central Terminal. Ultimately, the Supreme Court held that the city could regulate alterations of historic properties, and that TDR could be used to mitigate the impact of any development restrictions. The program has been used to transfer over 1,000,000 square feet of development rights and has preserved over 16 historic structures.

Over time, the program has been customized and applied in special applications for specific projects or areas of the city. As part of the South Street Seaport project, the program was adapted to allow for use for redevelopment within a historic district. In the Grand Central Station Subdistrict, the adjacency requirement was waived, and transfers allowed between historic landmarks anywhere in the subdistrict and receiving sites on designated streets in the subdistrict. In the Special Midtown District, a Theater Subdistrict was created, within which designated Broadway theaters may transfer development rights to receiving sites, if the theater is preserved and placed under a restrictive covenant for use as a legitimate theater. In the Special West Chelsea District, a goal to preserve the High Line, a historic, elevated rail line that was abandoned in the 1960s as a public open space, was set. To accomplish this, the sites below the High Line were designated as a sending area, with receiving areas on nearby streets in the district. The High Line was opened earlier this year as an elevated park, with great success.

Since the 1960s, San Francisco has had a TDR program to preserve designated landmark buildings downtown by allowing the transfer of unused development rights to other downtown sites. A new downtown plan was adopted in 1985, and the program was changed to include 253 downtown properties designated as architecturally significant and 183 properties designated as contributing as sending sites, in addition to the designated landmark buildings. The downtown plan also lowered allowable density throughout downtown, but the expanded pool of sending sites encouraged the use of TDR for density increases above those allowed by the base zoning. The program allows for development rights transfers between any lots in the same zoning district, and for floor area increases but not for height, building bulk or setback increases. Although there are other density bonuses available, none allow an increase above base zoning floor areas except the preservation TDR program. The program has had active participation since adoption, with over 35 historic buildings preserved and over one million square feet of floor area transferred. The San Francisco TDR program is one of the most active and successful in the country.

Also part of a downtown planning effort, the City of Seattle created a TDR program in 1985 to achieve several community planning goals, including historic preservation and provision of affordable housing. As in San Francisco, the allowable density limits in downtown were lowered at the same time, with the density bonuses available to projects that embraced the community planning goals. Under the Landmark TDR, locally-designated landmark building owners may transfer unused development rights to development sites in select office, mixed commercial and retail districts downtown. The landmark building must be rehabilitated and a plan for ongoing

maintenance put in to effect as a condition of transfer. The funds for the rehabilitation project must be placed in escrow before the receiving site project permit may be issued, and the certificate of occupancy for the receiving site project may not be issued before the rehabilitation of the sending site project is completed. The program also gives priority to TDR transfers from landmark theatres, and as of 2003 the program has been used to preserve the 1928 Paramount Theatre and the 1924 Eagles Auditorium Building, now known as Kreielsheimer Place. Both landmark buildings have historic apartment and office suites above the performance spaces, and the TDR did double duty, since SRO and low-income housing units were also rehabilitated in these projects. As of 2003, the overall TDR program has been successful due to high demand for office space downtown, but the Landmark TDR is viewed as overly complex in its procedures and has been little used. (The theatre preservation projects were completed through the TDR bank operated by the city, and not by direct owner/developer transfers.) However, an expansion to the Landmark TDR program has recently been proposed for South Downtown, to provide incentives for the preservation of designated landmarks and historic-contributing structures in the Pioneer Square and Chinatown NRDs.

The City of Denver has used a density bonus/transfer of development rights program since 1982, to offer an incentive to encourage voluntary landmark designation and preservation in the Lower Downtown area. Since inception, the program has been expanded to include a larger area of downtown Denver, and to allow for on-site density bonuses associated with other public benefits. The bonus for landmark preservation must be transferred to another site in the downtown area, and unlike some cities, the receiving site is not restricted to an adjacent lot. As of 2004, the 1889 Navarre Building, the 1884 Denver Athletic Club, the 1889 Odd Fellows Hall and the 1889 Masonic Temple Building have been preserved under the TDR program and over 120,000 square feet of development rights have been transferred to downtown development sites.

Since 1975, the City of Los Angeles has allowed the use of TDR for density transfers to development projects in some downtown areas. In 1985, a special Designated Building Site ordinance was adopted as a mechanism for the preservation of downtown buildings. The ordinance allows for both added density and density transfers on a designated building site that includes landmark property to be preserved and new development sites. The ordinance was used in 1986 to preserve the 1926 Los Angeles Central Library, designed by Bertram Goodhue, and the 1930 Southern California Edison Building, which were included in a designated site with two new office towers of 2.5 million square feet and a new library plaza and underground garage. The city received an estimated $65 million of public benefits, in exchange for the increased density allowed on the receiving sites. The city continues to use the TDR process, including in a recent plan for the Alameda District east of downtown, the site of a regional transportation center.

Washington, DC also has a TDR program that supports the preservation of historic buildings, among other things. The current program was adopted in 1991 as part of the Downtown Development Overlay District, intended to create a mixed-use downtown with housing, retail, arts and entertainment and hotel uses, in addition to the predominant office use. Preserving historic sites, developing preferred uses or developing housing in the residential and mixed use districts are project types eligible for TDR. Because downtown Washington is subject to strict height limits under the 1910 Height Limit Act, and the capacity to absorb density increases is limited there, receiving areas include five districts at the edge of downtown. Under the TDR program the 1924 Warner Theatre was restored in 1992, and 200,000 square feet of floor area was transferred to a new development project at 19th and K streets. As of 2003, four historic buildings had been preserved under the program, transferring over 300,000 square feet of floor area to receiving sites. Also, one moderately scaled new infill project in the Downtown Historic District transferred 53,000 square feet of development rights. The city reviews on average a dozen TDR covenants a year, although there were spikes in some years if the office or housing sector was

particularly healthy. The development rights may be used on a development project, or banked and sold at a later date.

Portland has an active TDR program for historic landmarks, applicable to three different project types – multi-family residential, commercial or employment/industrial zone. For multi-family, density or FAR may be transferred from a landmark to a site within the same neighborhood, or within two miles of the landmark site. Transfers of unused FAR may be made from landmarks in commercial zones to receiving sites in the same neighborhood or within two miles of the landmark site; the transfer is limited to a maximum 3 to 1 FAR. As of 2004, the TDR had been used to preserve three landmark buildings. In the Brewery Blocks, the historic 1908 Brewhouse and 1891 Portland Armory sites, both listed on the National Register, sent development rights to adjacent properties within the five-block area, allowing the construction of new buildings and the preservation of the historic buildings as retail, office and performing arts spaces. At the Roosevelt Hotel, development rights were transferred to an adjacent site to allow for the construction of a new hotel tower and the preservation of the historic hotel. The Athens Hotel was also preserved for use as SRO units, and 50,000 square feet of development rights were transferred to an adjacent receiving site for use as an office building.

The City of Phoenix has a height bonus program associated with the downtown historic warehouse district. There are 70 historic warehouses, commercial buildings and residential structures in the Phoenix downtown core, and part of one residential historic district, called the Roosevelt Residential Historic District. The preservation of the historic warehouses is a particular concern in the city, and was the motivation for the creation of a special financial incentive for downtown warehouses. The Phoenix Zoning Ordinance has had a Warehouse Overlay District since 1993, and this provision was substantially revised in 2005 to add use and building bulk regulations, as well as preservation design guidelines for the area. A height bonus program was also added, where an additional 60 feet of allowable height (increasing from the 80 feet standard to 140 feet) is given, in exchange for a 30-year conservation easement for designated historic warehouses in the overlay district.

In Texas, there are TDR programs for preservation of open space, environmental resources and watersheds in several cities, including San Antonio, San Marcos and Austin. The TDR program in Austin allows for the transfer of impervious cover in exchange for the dedication of land in critical water quality zones to the city, and as of 2005, staff reported that many transfers had occurred. San Marcos has allowed several density transfers to multi-family receiving sites, in exchange for preservation of open space along the San Marcos River.

Moderately successful programs:
Atlanta has used a TDR program since 1980, designed to provide incentives for the preservation of designated landmarks and buildings of historic and cultural significance. In 1991, AT&T transferred 80,000 square feet of excess development rights to the Promenade office tower, in exchange for preserving the landmark 1910 Fort Peace, the residence of businessman Ferdinand McMillan, later known as “The Castle”. As of 2003, this was the only transfer completed in Atlanta, likely due to the fact that high densities are generally permitted in the CBD. The Castle and the AT&T project are located in the Midtown area, where the permitted density is a bit lower than other parts of downtown.

Dallas has had a TDR ordinance for urban historic districts since 1982. Sending sites are historic landmarks in urban historic districts or contributing structures in the West End National Register Historic District. Receiving sites are located in two, large downtown zoning districts, and may receive up to a 4 to 1 increase. The sending landmark building must be restored as part of the transfer, and the restoration must have taken place less than five years prior to the transfer and exceeded 50% of the value of the property prior to the restoration. Although the process is simple

and handled administratively, by city staff, as of 2004 the program has never been used. Other incentives to encourage preservation have been adopted since 1982, and have encouraged designation of landmark buildings. The base zoning allowed in downtown Dallas is generous, and there has apparently been no need to seek additional density for new development. To remedy this, the city has considered the possibility of extending the receiving area to areas with lower allowable density on the edges of downtown, but has not yet made any change to the ordinance.

New Orleans has also had a TDR ordinance, adopted as a companion to the 1976 historic preservation ordinance. The TDR program allows the transfer of excess development rights from historic landmarks in the CBD to receiving sites in several subdistricts of the CBD. The sending site must be renovated and maintained and the expanded project at the receiving site must have no adverse effects on the character or buildings of the surrounding area. The process requires review and findings by the CBD Historic Districts Landmarks Commission, and public hearings at the Planning Commission and City Council. The TDR program has not been used, however, as of 2004. Again, this is largely due to the generous allowable density permitted in the CBD. There are no other incentives offered by the city for historic landmarks, but preservation easements have often been used to protect and incentivize historic buildings in the city. Since Hurricane Katrina, planners have proposed the use of TDRs to mitigate the loss of property in areas of the city that were inundated by the storm, but no change to the program has been made.

APPENDIX E

PROPOSED CHANGES TO LIST OF PERMITTED AND CONDITIONAL USES FROM CURRENT CITY CODE DMU ZONING DISTRICT

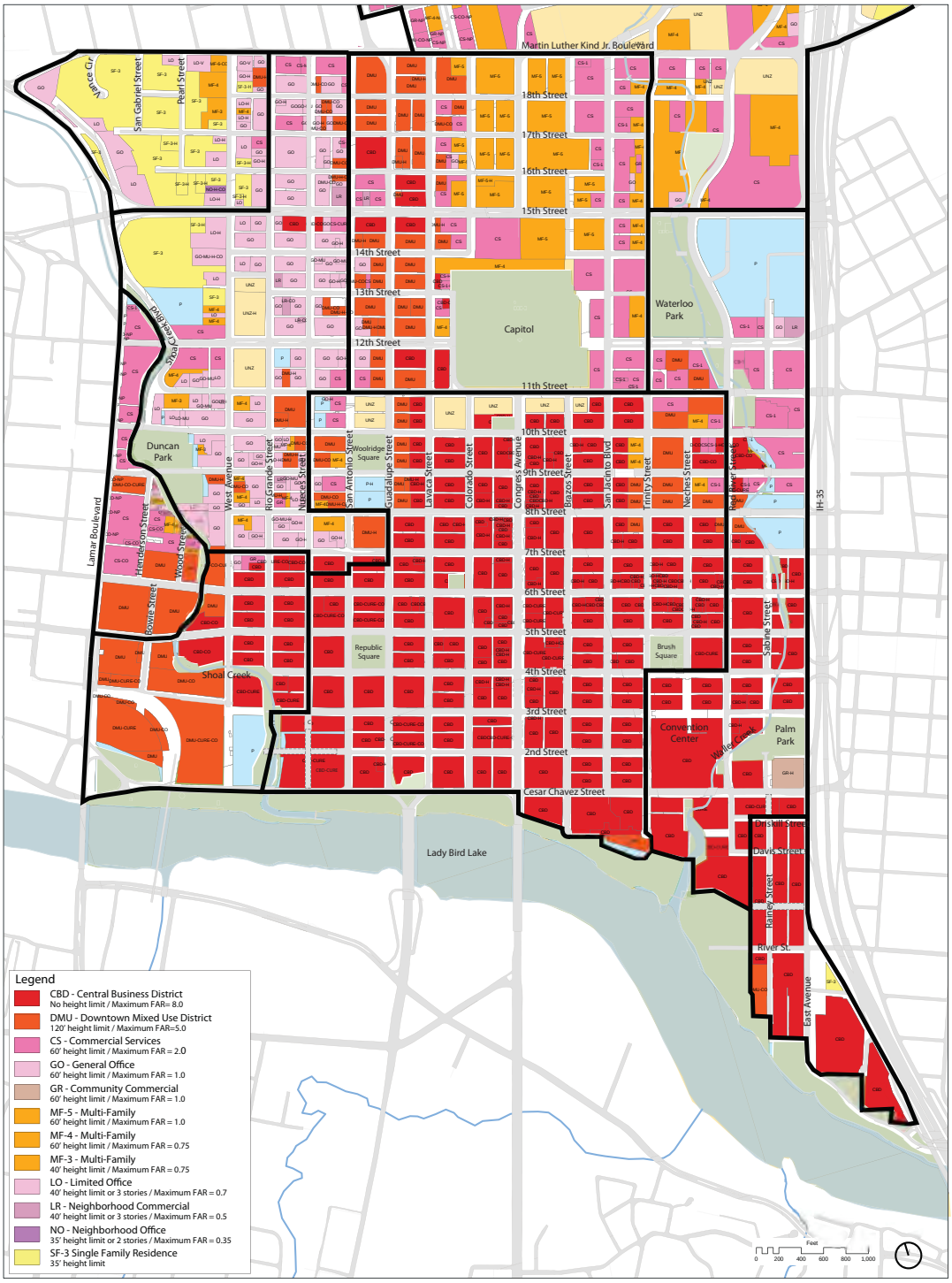
For the proposed DMU districts (DMU-120, DMU-60, DMU-40), modify the existing DMU list of uses to:

- Permit Retirement Housing (both large and small site).
- Allow Cocktail Lounge as a Conditional Use (except in the Northwest District as described below).
- Allow Exterminating Services as a Conditional Use.
- Allow Pawn Shop as a Conditional Use (except in the Northwest District as described below).
- Allow Limited Warehousing and Distribution as a Conditional Use (except in the Northwest District as described below).
- Permit Urban Farming as a Conditional Use.
- Permit Administrative Services (Civic Use).

For the proposed DMU-40 and DMU-60 districts within the Northwest District, further restrict DMU uses as follows:

- Prohibit Automotive Rentals, Automotive Repair Services, Automotive Sales, Automotive Washing, Bail Bond Services, Pawn Shop Services, Service Station, Vehicle Storage, Limited Warehousing and Distribution and Maintenance and Service Facilities.
- Prohibit Cocktail Lounge use, except along 12th Street (west of West Avenue), 15th Street and MLK Boulevard, where it shall be a Conditional Use.
- Allow Liquor Sales (limited to a 2,500 gross square foot sales area) as a Conditional Use along the above-mentioned street frontages only.

APPENDIX F



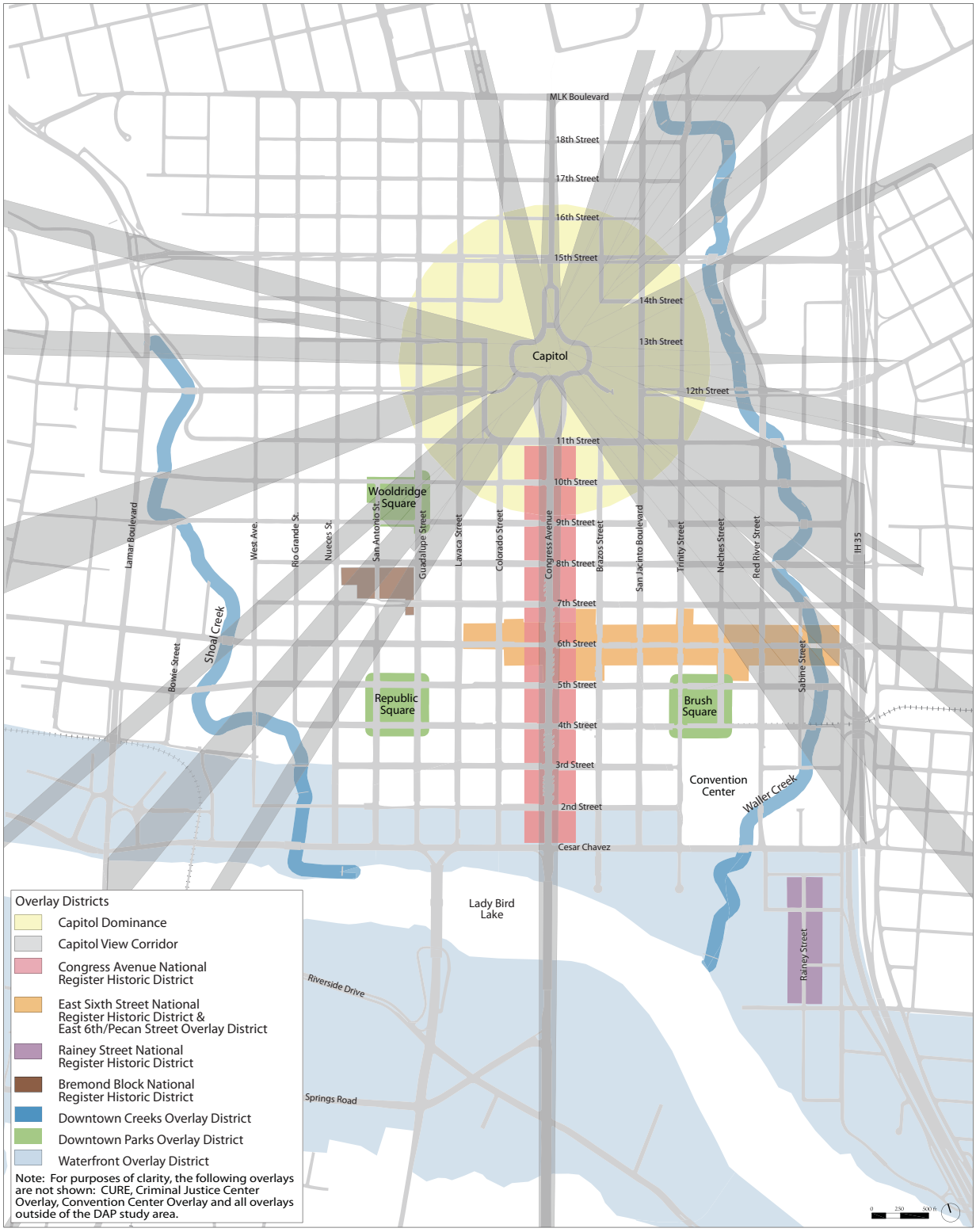
DRAFT

BASE ZONING

Downtown Austin Plan

Prepared by McCann Adams Studio for the City of Austin

REVISED MARCH 2, 2010



Downtown Special Overlay Districts

APPENDIX G

DOWNTOWN AUSTIN PLAN PHASE ONE

DOWNTOWN AFFORDABLE HOUSING STRATEGY

REVISED DRAFT July 6, 2009

HR&A Advisors ROMA Austin

CONTENTS

EXECUTIVE SUMMARY

Purpose of the Plan

The City's Downtown is an essential contributor to the pursuit of Austin's goal to become the most livable city in the United States. The City commissioned the Downtown Austin Plan, which will propose strategies to ensure that Downtown's revitalization contributes to the City's growth, translating new investment into a variety of tangible public benefits, including affordable housing. As part of this effort, the ROMA/HR&A Team developed the Downtown Affordable Housing Strategy for the City that seeks to:

1. **Create a vision for the mix and character of housing** in Downtown Austin that can be realized as Downtown grows and evolves over time,

2. **Set goals and targets for realizing this vision**, based on a realistic assessment of opportunities and constraints, and

3. **Recommend the short- and long-term strategies** that the City and its partners can use as Downtown develops to meet these targets.

A review of affordable housing policies and efforts was conducted from November 2008 through April 2009. This included consultations with City and State officials, affordable housing stakeholders, representatives of the development community and other interested parties; research into Austin's current conditions and policies; a survey of best practices in affordable housing elsewhere in the United States; and culminated in a Town Hall Meeting in May 2009.

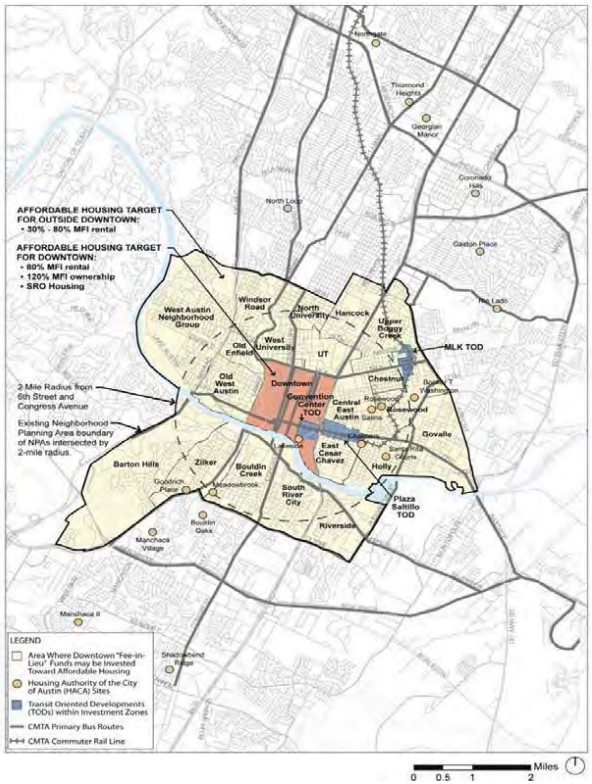
Downtown Overview

Area Boundaries

The "Downtown" (project study area) and a broader "Housing Fee Investment Area" should be considered for an affordable housing strategy. The Downtown (IH 35 to Lamar Blvd., MLK Blvd. to Lady Bird Lake) and the Housing Fee Investment Area surrounding it (neighborhoods within two miles of Sixth Street and Congress Avenue) contain roughly 200,000 Austin residents and 80,000 occupied housing units.[1] These areas are already transit-accessible and will be more so, once future infrastructure improvements are made and therefore are relevant target areas for providing a mix of housing that will support a vibrant daytime and nighttime downtown. Downtown also contains a large number of hard-to-serve residents, including a homeless population proximate to social services.

[1] See full report text for references.

Affordable Housing Fee Investment Area Map



Housing Characteristics

There is an affordable housing gap for low-income residents in Austin. The 2009 Austin Housing Market Survey found a city-wide gap of more than 48,000 units for those earning at or below 30% of median family income (MFI), and a gap of 15,000 affordable ownership opportunities for households earning at or below 50% of MFI. Many existing affordable units are substandard in quality; the majority of privately-owned, non-subsidized affordable housing is in older housing stock.

Subsidized housing is more costly to create Downtown, particularly in high-rise buildings. High-rise construction, demands for on-site parking, and higher land values make the construction of affordable units in Downtown considerably more expensive than in other parts of the City.

Market Trends

Most Downtown workers cannot afford to live in Downtown. City-wide, workforce housing is available, but it is more difficult to find affordable housing there. In 2000, only one-third of owner-occupied homes in Downtown were affordable to households with incomes at or below 120% of MFI. From 2000 to 2008, average single-family home prices in Downtown increased by more than 60%, and average condo sales prices grew by nearly half.

Downtown is becoming less affordable. New housing has begun to make the Downtown less affordable and therefore less diverse. Recent condo buyers have had higher incomes and fewer household members than the average existing Downtown household, suggesting changing demographics and declining affordability in the downtown.

Vision for Downtown Housing Strategy

Importance of a vibrant Downtown: The economic and environmental health of the region depends on the continued health and vitality of the downtown, which expresses the unique Austin character, like no other place in the region. The CBD provides the most sustainable opportunity for regional growth; it is the natural gathering place of the community, and its unique character and culture contribute to the Austin's success in attracting "creative class" businesses.

Key components of a vibrant downtown: The Downtown Austin Plan focuses on ensuring that key components of a vibrant downtown are produced as Austin grows and that an appropriate balance is maintained between these components. These components include:

- Transit accessibility
- Active retail
- Arts, culture and entertainment
- Adequate parking in centralized locations or structures
- Diversified employment
- High-quality parks and open spaces

Mix and character of Downtown housing: Ensuring that the supply of housing provides opportunities for a diverse mix of Austinites to live Downtown is crucial to supporting each of the components described above. Housing should be available *within* or *in proximity* to Downtown, in order to support use of public transit, to provide housing within proximity to employment centers and to provide an adequate market base for retail, arts, culture and entertainment uses. This housing should be available to:

- A range of income groups, including those able to pay market rent or sales prices, "workforce" income groups (80% MFI), very low- and low-income groups (less than 50% MFI), as well as special needs residents.

- A range of family types, including singles and small families as well as larger families, should they seek to live Downtown.

- A range of lifestyles, including Downtown workers and those active in the creative community.

Balance affordable housing with sought-after, responsible Downtown development. The Downtown is in a critical stage of growth as a mixed-use community. Although it has grown substantially in the last decade, adding 8,000 units and increasing resident population by 18%, Downtown Austin remains in the lowest third of southern and western cities in terms of population density per square mile of the CBD (Central Business District), and land prices remain substantially lower than other cities. Housing policies should be carefully crafted, so as not to interfere with the creation of dense and vibrant Downtown development, including commercial development to provide jobs and market residential development to enhance the tax base and local purchasing power.

Options for action. In the context of this vision, the Team examined three options for action:

1. **No Action:** Austin's current policies seek to: streamline the development process through S.M.A.R.T. Housing, reduce operating costs through economic development grants and lower the cost of development through bond funding and public land disposition. In a "no action" scenario, Austin would continue to use these policies, largely on a project-by-project basis, to encourage affordable housing Downtown. However, this review found that these policies apply to the Downtown in a very limited way and have not produced significant results. Most notably, current policies have not produced workforce housing for those at higher income levels to live Downtown.

2. **Limited:** In the short-term, there are a limited number of policy and funding options available to the City to create affordable housing. The City can leverage additional public land, where feasible; explore opportunities to buy down existing market-rate units for long-term affordability; acquire and reposition foreclosed properties; and continue to subsidize housing for very low- to moderate-income households. The City can also adopt a permanent downtown density bonus, which will contribute to meeting, but not fully addressing Austin's goals for affordable housing.

3. **Aggressive:** In the long-term, the City could create a comprehensive policy framework to:
   - Use ***public funding*** to leverage institutional and private financial resources,
   - Create a ***comprehensive financing system*** enabling developers to layer incentives and resources from a variety of public, private and non-profit entities to make deals with affordable housing successful, and
   - Redirect a portion of the value produced by future growth into affordable housing.

The Team recommends that the City adopt a combination of Limited and Aggressive actions for Downtown and its adjacent neighborhoods, using direct subsidy and public land policies in the short-term and developing a comprehensive financing system in the long-term that will leverage the value from development as Austin grows.

<u>Goals and Strategies</u>

To increase affordable housing opportunities, we recommend the City adopt the following goals for Downtown and the surrounding Housing Fee Investment Area. (See map above.)

The Downtown and the suggested Housing Fee Investment Area should provide housing opportunities for an array of Austin households. These opportunities should be accessible by transit and proximate to appropriate amenities. A predictable and transparent system of regulations and incentives should be established and public-private partnerships created to encourage greater income diversity than currently exists Downtown.

Goals for the Downtown area should address workforce housing (80-120% MFI) and supportive housing for special needs populations. Workforce housing will provide desired income diversity in the increasingly dense Downtown, while making efficient use of scarce housing subsidy resources in a high cost environment. The City should also increase the supply of permanent supportive housing opportunities in the Downtown to accommodate hard-to-serve populations, particularly the chronically homeless.

1. ***Ensure that 10% of new housing created in Downtown by 2020 is affordable to Austin's workforce. Assuming the Downtown population reaches 25,000 people by 2020, this would recommend creating a minimum of 1,440 units:***
    - 720 rental units affordable to families earning 80% of MFI, and
    - 720 ownership units affordable to families earning 120% of MFI.

2. ***Double the number of privately-operated supportive housing units in the City***. Given the competition for resources and the complexity of delivering this product, we believe this goal of creating170 new supportive housing units is aggressive but achievable.

	New Workforce Units by 2020	**Subsidy Per Unit**	**Total Subsidy**
Rental	720	$90,000	$65 million
Ownership	720	$150,000	$110 million
TOTAL	**1,440 units**		**$175 million**
	New Units in 5 Years	**Subsidy Per Unit**	**Total Subsidy**
Supportive Housing Units	170	$200,000	$34 million

Affordable housing in the neighborhoods immediately adjacent to Downtown (Housing Fee Investment Area) should address the needs of very low, low and moderate income households (0 - 80% of MFI). The lower cost of creating affordable housing outside Downtown, coupled with the transit accessibility of Downtown, makes the Housing Fee Investment Area a fiscally-prudent alternative to meeting all of the Downtown's affordable housing needs within the Downtown proper.

3. ***Produce very low-, low- and moderate-income units in proportion to Downtown and the Housing Fee Investment Area's share of Austin's housing stock***.
    - Rental units affordable to families earning below 60% of MFI.
    - Ownership units affordable to families earning below 80% of MFI.

Recommended Strategies

Target Workforce Housing in the CBD

1. Create or adapt a Downtown Workforce Housing Corporation to provide centralized funding and administration for Austin's workforce housing programs Downtown.

2. Develop an intergovernmental strategy for public land disposition and development, targeting 20% workforce affordability for any residential development that occurs on public land.

3. Create a revolving loan fund administered by the Downtown Workforce Housing Corporation. Capitalize the fund with public sources, including the proposed Downtown Density Bonus Program's housing fee proceeds and public low-interest bond funding.

4. Expand the public fees that are eligible to be waived by the S.M.A.R.T. Housing program, coordinating across public agencies to identify opportunities.

5. Provide economic development grants as-of-right to workforce housing units Downtown.

6. Explore opportunities to buy down existing market-rate units for long-term affordability.

Funding Sources

1. Create or adapt a non-profit Community Development Financial Institution (CDFI) to support workforce housing and leverage investment from other sources. Gain status for the Downtown Workforce Housing Corporation or develop a CDFI subsidiary of the Corporation.

2. Use public capital to seed the Corporation's programs and loan funds, including possible additional General Obligation Bond funding.

3. Implement a permanent Downtown Density Bonus Program, and dedicate in-lieu housing fees collected from the Program to capitalize the workforce housing financing system.

4. Seek private and foundation partners, including significant Downtown employers, banks with Community Reinvestment Act (CRA) obligations, and development of a non-profit intermediary system, to provide capital for long-term programs.

Target Very Low- and Low-Income Housing in the Housing Fee Investment Area and in the Downtown where feasible:

1. Continue using Austin Housing Finance Corporation (AHFC) to subsidize very low- and low-income housing, including direct public subsidy.

2. Build a model Single Room Occupancy (SRO) project Downtown to demonstrate best practices in supportive housing development and operation.

3. Support the Housing Authority of City of Austin (HACA) redevelopment efforts to increase very low-income and create low- and moderate-income housing by intensifying HACA-owned sites, including the eight sites in Downtown and the Housing Fee Investment Area. (The Team's initial analysis suggests that HACA could produce 3,500 units in addition to the units presently on these sites within maximum allowable densities of their existing zoning.)

4. Provide full property tax abatements and/or economic development grants as-of-right to affordable units in the Housing Fee Investment Area.

5. Seek private and foundation partners, including significant Downtown employers, banks with CRA obligations, and the development of a non-profit intermediary system to provide capital for long-term programs.

INTRODUCTION

Downtown Austin Plan

The City of Austin is committed to making Austin the most livable city in the United States. City policies seek to:

- Promote a rich social and cultural community.
- Build a vibrant urban fabric.
- Create a healthy and safe city.
- Promote sustainable economic development and public health.

The City's Downtown is an essential contributor to the pursuit of these goals. In part to harness the potential of Downtown's substantial growth, the City commissioned a Downtown Plan. The plan will propose strategies to ensure that Downtown's revitalization contributes to the City's growth, translating new investment into a variety of tangible public benefits, including affordable housing.

The initial planning phase recommended that the City create a Downtown affordable housing and density bonus strategy. Those specific recommendations are summarized in the figure at right. Conclusions from the first phase of the Downtown Austin Plan informing the affordable housing strategy were as follows:

- The lack of Downtown affordability and recent construction of substantial numbers of luxury residential units has created a desire to ensure that Downtown evolves as a mixed-income community. However, the cost of creating affordable units Downtown is prohibitive without market intervention. ***Downtown should continue to house a diverse community as it grows.*** Austin should structure a transparent, predictable set of incentives to encourage the creation of community benefits for Downtown, including affordable housing. Incentives should include a density bonus program to replace CURE, in order to create a single administrative path to increased density. ***A density bonus and other incentives can help to shape Downtown's future positively.***

- The Downtown Affordable Housing Strategy should set goals and examine an array of tools to generate housing Downtown for a mix of incomes, including the density bonus, tax abatements and the use of publicly-owned land. ***Create a housing strategy tailored to Downtown.***

Recommendations, Downtown Austin Plan Phase I *(2/2008)*

- Create development standards to promote better urban form and place-making.
- Plan for growth and development district-by-district to recognize the specific needs and goals of each area within Downtown.
- Create a master plan for parks and open spaces.
- Promote entertainment and "creative community" uses Downtown.
- Create an affordable housing strategy tailored to the particular needs of Downtown.
- Create an implementation strategy that enables exploration of funding sources for public improvements.

Approach

The City commissioned this policy review to inform specific recommendations for an Affordable Housing Strategy and a Density Bonus Program. This review included the following components:

I. Evaluation of Austin's existing affordable housing policies and their applicability to Downtown housing.

II. Assessment of Austin's goals for Downtown housing and the cost of achieving those goals.

III. Survey of affordable housing programs in comparable cities across the United States, and comparisons of Austin's policies and results to those of comparable cities.

IV. Consultations with City and State officials, affordable housing stakeholders, representatives of the development community and other interested parties.

V. Recommendations for goals for Downtown housing, specific targets related to the goals and estimates of the timeline and cost of achieving the targets.

VI. Recommendations on policy tools to be adapted and/or implemented to achieve targets in the most cost-effective and fair manner.

The review was conducted in tandem with a study of the potential for a Downtown density bonus to generate community benefits, including affordable housing. Together, the Downtown Density Bonus Program and Downtown Housing Strategy provide Austin with a broad vision, and specific policy recommendations, to establish short- and long-term policy in these areas.

Study Timeline

January 2009:	Affordable Housing Stakeholder Consultations
May 2009:	Density Bonus and Affordable Housing Joint Commissions Meeting
	Town Hall Meeting
July 2009:	Final Recommendations

DOWNTOWN OVERVIEW

The housing strategy should address both the Downtown and the immediately surrounding, more affordable areas.

Policy goals should be established for the Downtown and for the Neighborhood Planning areas within approximately a two-mile radius of Downtown. In those adjacent neighborhoods, transit is relatively accessible and will continue to develop as regional and local transportation projects are constructed. These neighborhoods were designated as a "Downtown Impact Area" by the Interim Density Bonus Ordinance. Therefore, goals are suggested for both the Downtown and this area, which the Team suggests renaming for greater clarity as the "Housing Fee Investment Area".

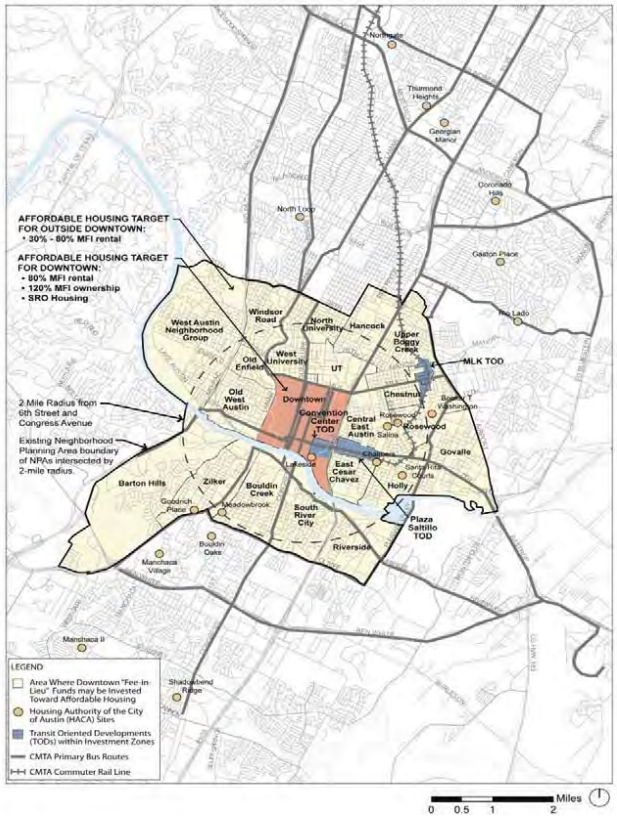
Downtown boundaries:

- IH 35 to Lamar Boulevard
- MLK Boulevard to Lady Bird Lake

Housing Fee Investment Area boundaries:

- Neighborhood planning areas for which any land area falls within a two-mile radius of Sixth Street and Congress Avenue.

Map of Housing Fee Investment Area



Demographic Characteristics

Households in the Downtown tend to be smaller with higher incomes than those in the surrounding Housing Fee Investment Area.

In 2000, the Downtown contained approximately 3,780 individuals in 1,745 occupied housing units. The Housing Fee Investment Area contained approximately 178,780 individuals in 74,380 occupied housing units.

Median household income in the Housing Fee Investment Area was slightly higher than median income in the Downtown in 2000 ($40,000 versus $36,000).[2] However, median household income in the Downtown increased to nearly $45,000 between 2000 and 2007.[3]

Households in the Housing Fee Investment Area are larger than those in the Downtown, on average, with 2.24 individuals per household compared to 1.51 individuals per household in the Downtown.[4]

Downtown residents were more likely to be white than residents in the Housing Fee Investment Area in 2000, while Housing Fee Investment Area residents were more likely to be Hispanic.[5]

Racial Composition, 2000

	Downtown	Housing Fee Investment Area
White	67%	54%
Hispanic	15%	32%
African American	10%	7%
Asian	4%	5%
Other	4%	2%

[2] HR&A analysis of 2000 Census data. Housing Fee Investment Area is approximated as zip codes 78702, 78703, 78704, 78705, 78741, 78746.
[3] HR&A Analysis of 2007 American Community Survey data.
[4] HR&A analysis of 2000 Census data.
[5] HR&A analysis of 2000 Census data.

Downtown contains a large number of hard-to-serve residents, including a homeless population proximate to social services.

There are an estimated 3,760 homeless individuals in Austin at any one time with about 600 individuals characterized as chronically homeless. Despite the needs for transitional and supportive housing, there are only 100 shelter beds and 85 units of single-room occupancy housing units Downtown.[6] Citywide, there were only 340 units of privately-operated supportive housing in 2008.[7]

Other hard-to-serve populations lack sufficient options for housing accompanied by appropriate services. There are an estimated more than 2,700 Travis County residents living with HIV/AIDS, a portion of which could benefit greatly from expanded housing options. In addition, the growing elderly population is likely to tax the supportive housing and assisted living resources currently in the City.[8]

There are three distinct challenges to building new supportive housing: the properties cannot typically support a permanent mortgage and, therefore, must assemble full capital funding; on-going rental subsidies and service funding are scarce; and there is no ongoing or predictable funding source. Some other cities dedicate a portion of Project-Based Section 8 subsidies to supportive housing projects to ensure deep affordability long-term. HACA, which allocates Section 8 subsidies, currently does not have such a policy.

"The combination of permanent affordable housing and support services [supportive housing] is seen as key to providing a stable environment in which individuals can address the underlying causes of their homelessness - at far less cost than placing them in a shelter or treating them in a hospital."[9]

[6] NHCD 2005-2009 Consolidated Plan.

[7] *Ending Chronic Homelessness*. National Community Development Association, 2007.

[8] NHCD 2005-2009 Consolidated Plan.

[9] *The Impact of Supportive Housing on Surrounding Neighborhoods: Evidence from New York City*, Furman Center for Real Estate and Urban Policy, November 2008.

Housing Characteristics

There is an affordable housing gap for low-income residents in Austin.

Affordability: The 2009 Austin Housing Market Survey found a city-wide gap of more than 48,000 units for those earning at or below 30% of median family income (MFI). The study also found a gap of 15,000 affordable ownership opportunities for households earning at or below 50% of MFI. Although housing prices increased significantly during the last real estate cycle, this city-wide gap analysis indicates that affordable housing options are available somewhere in the city for most Austinites with incomes above 30% of MFI.[10]

The overall average percentage of income spent on housing is below the standard set by the U.S. Department of Housing and Urban Development (HUD) of 30% of gross income. In 2007, Austin renters spent 27.3% of income on housing, while Austin homeowners spent 19.1%, well below HUD's housing affordability guideline.[11] However, Austin's Consolidated Plan for 2004-2009 identified 38% of residents that pay more than 30% of income for housing.[12]

However, high residential occupancy rates, particularly for Class B and C units, and increasing rents threaten this level of affordability. Occupancy rates for Class B and C hover near 100%, and rents increased for 11 consecutive quarters in recent years.[13]

HUD Affordability Definitions for Ownership, 2008

	% MFI (at or below)	Income for Single Person	Income for family of 4
Very Low	50%	$24,900	$35,550
Low	80%	$39,850	$55,280
Workforce	120%	$59,760	$82,920

HUD Affordability Definitions for Rentals, 2008

	% MFI (at or below)	Income for Single Person	Income for family of 4
Very Low	30%	$14,950	$21,350
Low	50-60%	$24,900 - $29,880	$35,550 - $41,460
Workforce	80%	$39,850	$56,900

[10] Source: Preliminary findings of Affordable Housing Market Study, BBC Research, March 2009.
[11] HR&A Analysis of 2007 American Community Survey data.
[12] City of Austin Consolidated Plan 2004-2009.
[13] *Preserving Affordable Housing in Austin*, City of Austin NHCD, April 2008.

Existing affordable units have quality problems.

The vast majority of affordable rental units in Austin are privately-owned. Austin's Affordable Housing Preservation Study found that the majority of privately-owned, non-subsidized affordable housing is in older housing stock, and most is Class C – with "fewer amenities, are found in poor locations, and are not well maintained"[14] – or Class D – "generally older than 30 years and are typically marginally maintained or substandard"[15]. About 45% of Austin's housing stock was built prior to 1980, with the age of the stock compounded by environmental health hazards such as asbestos and lead-based paint.[16] Older, affordable units will continue to deteriorate over time as rents are not sufficient to support capital investments by owners for renovations, and/or units will be rehabilitated and converted to market-rate units as market demand continues to grow.

City-wide, workforce housing is available, but it is more difficult to find affordable housing Downtown.

The Austin Housing Market Survey did not find a gap for households earning between 50% and 120% of MFI. Rather, Austin has a surplus of moderate-income and workforce housing across the City. However, affordable housing opportunities, particularly for homeownership, are significantly harder to find Downtown. To the extent that Downtown workers with workforce incomes would prefer to purchase homes Downtown, they have limited choices – in 2000, only one-third of owner-occupied homes Downtown were affordable to households with incomes at or below120% of MFI.[17] From 2000 to 2008, average single-family home prices Downtown increased by more than 60% and average condo sales prices grew by nearly half.[18] The price points of the Downtown market significantly inhibit access of Downtown workers to homes in the Downtown.

[14] *Preserving Affordable Housing in Austin*, City of Austin NHCD, April 2008.
[15] *Preserving Affordable Housing in Austin*, City of Austin NHCD, April 2008.
[16] *Preserving Affordable Housing in Austin*, City of Austin NHCD, April 2008.
[17] HR&A analysis of 2000 Census data.
[18] *Downtown Condominium Study*, Capitol Market Research for Downtown Austin Alliance, April 2, 2008.

Subsidized housing is more costly to create Downtown, particularly in high-rise construction.

High-rise building construction, demands for on-site parking, and higher land values make it more expensive to provide affordable units Downtown.

- Per square foot construction costs for high-rise construction are more than 20% higher than for mid-rise construction Downtown.

- Per square foot construction costs for mid-rise construction Downtown are more than 15% higher than similar construction outside Downtown.

Likely stabilization in construction cost escalation due to current economic conditions is unlikely to affect the relative gap between mid-rise and high-rise construction costs, as both labor and material costs are likely to stabilize, given the current market conditions nationwide, reducing costs of various types of construction.

Higher land prices and more the more costly structured parking typical of Downtown development also make mid-rise construction more costly than outside Downtown. The subsidy required to create an affordable unit Downtown is and will remain substantial.

Typical Construction Costs by Building Type (per square foot)

	High-Rise	Mid-Rise	Low-Rise
Hard Cost	$270	$230	$200
Soft Cost	$60	$40	$30
Total Construction Cost	**$330**	**$270**	**$230**

Required Public Subsidy by Building Type (per unit): 120% MFI Ownership

	High-Rise Downtown	Mid-Rise Downtown	Mid-Rise Outside Downtown
Price for 1,000 SF Unit	$375,000	$300,000	$225,000
Supportable Mortgage	$150,000	$150,000	$150,000
Required Subsidy	**$225,000**	**$150,000**	**$75,000**

Required Public Subsidy by Building Type (per unit): 80% MFI Rental

	High-Rise Downtown	Mid-Rise Downtown	Mid-Rise Outside Downtown
Total Rent for 1,000 SF	$1,750	$1,600	$1,250
Value of Rent	$1,067	$1,067	$1,067
Required Subsidy	**$110,000**	**$90,000**	**$30,000**

Austin has a vigorous and active housing authority with land and resources.

HACA, the Housing Authority of the City of Austin, manages 991 public housing units on eight properties in the Housing Fee Investment Area[19], in addition to managing more than 5,000 Housing Choice (formerly Section 8) rental vouchers city-wide. HACA has a diverse set of activities that it uses to fund its operations and hopes to use to further expand its activities in Austin, including revenues from its nonprofit subsidiary, Southwest Housing Compliance Corporation, which manages Project-Based Section 8 (developments with dedicated Section 8 vouchers) properties in Texas and Arkansas.[20]

Intensification of existing, publicly-owned housing authority sites is an opportunity being pursued by housing authorities across the country, and provides a significant opportunity to make use of low-cost land, particularly for sites within proximity to downtowns. Analysis of zoning entitlements and surrounding context for the eight, HACA-owned properties within two miles of Downtown identified the potential to increase density and create more than 3,500 additional units on those eight properties alone.[21]

HACA also has opportunities to acquire additional properties at low cost through HUD's Direct Sales Program, which allows HACA the first right-of-refusal to purchase foreclosed properties with FHA-insured mortgages at a 30% discount.[22] Although Austin's foreclosures to date have been relatively minimal during the current housing crisis, the number of units in foreclosure proceedings – more than 11,000 units in 2008[23] – presents opportunities nonetheless.

HACA-owned sites within 2 miles of Downtown could hold 3,500 additional units, if intensified to full zoning entitlements.

[19] ROMA analysis of eight HACA-owned properties.
[20] Interview with Ron Kowal, Vice-President Housing Development, HACA.
[21] ROMA analysis.
[22] Interview with Ron Kowal.
[23] Source: RealtyTrac 2008 Foreclosure Market Report.

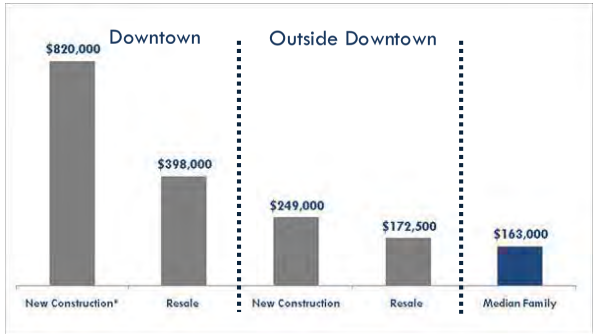
Market Trends

Downtown is becoming less affordable.

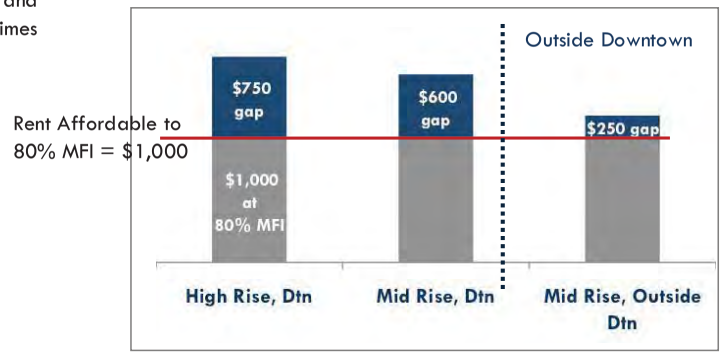
Only seven percent of Austinites can afford to buy a condominium Downtown.[24] The cost per unit of an average new luxury, high-rise condominium Downtown is approximately $450,000, and new rental housing frequently exceeds two dollars per square foot Downtown ($2,000 per month rent per average unit).[25]

Low and moderate income families' housing options are mostly not Downtown. HR&A assessed the gap between the supportable housing cost of a family earning 80% of MFI and the cost of renting a high-rise apartment Downtown as $683 per month, and for a family earning 120% of MFI, the cost of supporting a mortgage at $225,000. Typical sales prices for new condo construction Downtown can run more than three times more than new construction outside Downtown. For new rental units, the gap between monthly rents and affordable workforce rents can reach $750 per month, three times the typical monthly gap outside Downtown.

Typical Condo Sales Prices



Typical Rents Downtown



[24] Downtown Austin Plan Phase I finding.

[25] HR&A analysis of data from Downtown Condominium Study, Downtown Austin Alliance, Capitol Market Research.

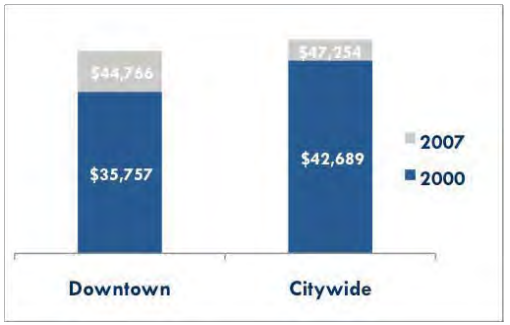
New housing has begun to make Downtown less affordable and therefore less diverse.

To date, Austin's Downtown population has been notably similar to the population city-wide, suggesting that the trend away from a mixed-income Downtown seen in many American cities are not pronounced at Austin's current stage of growth. However, recent demographic trends show marginal increases in household income Downtown and reductions in household size, potentially signaling the beginning of a trend toward a less affordable, less diverse Downtown.

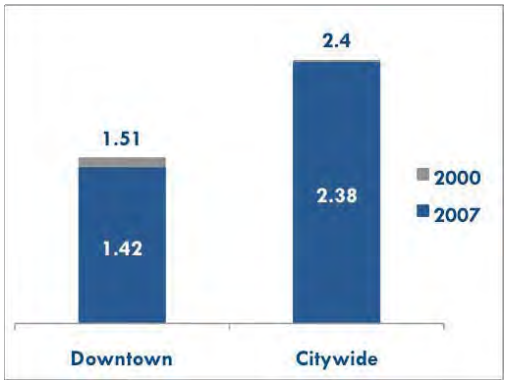
Recent condo buyers Downtown have varied on key characteristics.

One-quarter of recent condo buyers have been under 30 years of age, and 12 percent have been 60 years of age or older. Thirty percent of recent condo purchasers work Downtown, and nearly 70 percent of new purchasers were moving from another part of the Austin Metropolitan Area to Downtown.[26]

Change in Median Household Income, 2000 - 2007



Change in Average Household Size, 2000 - 2007



[26] *Downtown Condominium Study*, Downtown Austin Alliance, Capitol Market Research, April 2008.

Employment Base

Most Downtown workers cannot afford to live Downtown.

Downtown hosts 67,000 daytime employees in the CBD, and 90,000 within a one-mile radius of 6th Street and Congress Avenue.[27] The average income of workers Downtown – approximately $43,000[28] – cannot support market rents or sales prices Downtown,[29] and currently, only 30% of purchasers of new Downtown condo units work Downtown.[30] Downtown workers for whom housing opportunities would produce substantial benefits include:

- *Government Workers*. Nearly 1,300 public sector employees work Downtown. With an average annual salary of just over $50,000 (approximately equal to MFI for an individual),[31] most public sector employees are priced out of the new residential developments Downtown.

- *Creative Community*. Downtown employees who work as artists, musicians, designers, and the like comprise nearly 1,500 workers and have average annual wages near 30 - 40% of MFI.[32]

[27] *Downtown Austin Plan*, ROMA and HR&A Advisors, 2008.
[28] EMSI employment data for zip code 78701, provided by the Capitol Area Council of Governments.
[29] HR&A analysis of data from Downtown Condominium Study, Downtown Austin Alliance, Capitol Market Research, April 2008.
[30] *Downtown Condominium Study*, Capitol Market Research for Downtown Austin Alliance, April 2008.
[31] EMSI employment data.
[32] EMSI employment data.

Providing housing for Downtown workers in or near Downtown produces a range of public benefits, from supporting Downtown's economic and cultural competitiveness to reducing the environmental impacts of commuting. Stakeholders expressed aspirations to maintain affordable housing and transportation costs for a set of groups to continue to live in or in proximity to Downtown.

Comparing Development Incentives Across Cities

City	Incentives Specifically for Housing Downtown?	Incentives for Special Populations?	Incentives for Low-Income?	Incentives for Work Force?
New York	Yes	Yes	Yes	Yes
Chicago	Yes	Yes	Yes	Yes
Los Angeles	No	Yes	Yes	Yes
Houston	No	Yes	Yes	No
Portland	Yes	Yes	Yes	No

Retail, Entertainment and Cultural Offerings

More than half of businesses Downtown appear to be locally-owned From 2005 to 2007, the total amount of occupied retail space Downtown increased fourfold, from 61,883 square feet in 2005 to 254,567 square feet in 2007. However, Downtown still represents only about one percent of the total occupied retail space in Austin.[33]

Austin is recognized as the "Live Music Capital of the World", with Austin City Limits and South by Southwest (SXSW) drawing international acclaim. The music industry is an important economic sector to Austin and central to the identity and energy of Austin and Downtown, employing 5,600 people full-time and 13,000 others related to music-based tourism, and bringing $420 million in annual sales, $580 million in tourism revenue, and $25 million in city taxes annually. Music accounts for over half of all other performing and visual arts income in Austin. [34]

In addition to the music scene, Downtown is also home to a variety of cultural institutions and events, including art museums and galleries, theaters, and outdoor creative activities. The Long Center, the future central public library in the Seaholm District and the future Austin Museum of Art will further reinforce the role of Downtown as the cultural center of the region. The creative community or cultural sector as a whole employs about 44,000 full-time employees, and helps Austin attract and retain its young, creative population.[35]

[33] Capitol Market Research, 2007.

[34] *The Role of the Cultural Sector in the Local Economy: 2005 Update.*

[35] *The Role of the Cultural Sector in the Local Economy: 2005 Update*

VISION

Providing for housing affordability should not impede sought-after, responsible Downtown development.

Downtown has grown substantially in the last decade and the mix of uses has diversified. As Downtown continues to grow in resident and worker population, density of built form, infrastructure and amenities, policy direction must ensure that healthy development Downtown continues.

- Downtown commercial development – including office, hotel and retail uses – must be a priority for Austin to remain vibrant and competitive with other business districts.

- Enhancing the quality of the resident and worker experience, supporting a vibrant character and high quality of streets, streetscapes, open spaces and retail frontages through physical improvements remains a priority:
  - Streetscape, open space and retail frontages attract visitors, residents and workers.
  - Entertainment will remain a competitive advantage for Austinites and a magnet for young, creative workers.

- Continuing to build mass transit infrastructure is a high priority, in order to support density, maintain overall affordability of living in Austin and reduce vehicle miles travelled.

Part of creating a vibrant, healthy Downtown is creating a mix of housing affordability. Cities across the country have acknowledged the need to produce units of housing for those who would otherwise be priced out of the market as urban centers grow and prosper. As density increases in a city core, land becomes scarcer, and therefore more costly, and construction costs increase, contributing to a higher overall cost per unit of housing developed. Austin is no exception to this trend, as the cost per unit of high-rise and mid-rise housing has increased substantially in the last decade.

Downtown is in a critical stage of growth as a mixed-use community.

Downtown has grown substantially in the last decade as a residential community, adding nearly 8,000 units and increasing resident population by 18 percent. However, Downtown population is still a small share of Austin's total population (less than one percent) and has not yet achieved the density per square mile of other southern and western cities. Austin ranks in the bottom third of southern and western cities in terms of population density per square mile of Downtown, and land prices remain substantially lower than other cities.

Austin's Downtown population density is:

- ***1/2 of downtown Portland's***
- ***1/8 of downtown Seattle's***

Downtown Austin's population density is on par with Jacksonville, Phoenix, Dallas and Fort Worth.

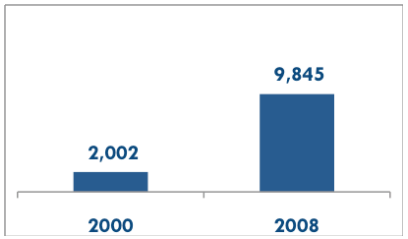
In its current stage of growth, density in Austin does not yet command the consistent real estate premium it does in other cities, owing to a relative abundance of land and lower real estate values. Despite the recent luxury condominium development Downtown, density does not provide a consistent source of market value for the government to leverage. A study of developments from 2002 to 2008 found that:

- 20 development projects Downtown between 2002 and 2008 used only 77% of entitled FAR.
- Only 45% of developments sought additional FAR under CURE, and of those granted, only 57% used it.[36]

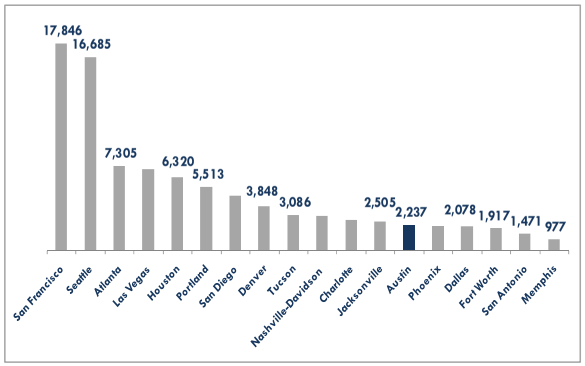
[36] ROMA study of Downtown FAR, sample of 7 developments built from 2002 - 2008.

This places Austin's mixed use Downtown in a stage of growth in which the economics of development are fragile and the balancing of objectives described below is critical.

Downtown Housing Units



Downtown Population Density



Policy Options: No Action

Current policies create affordable housing by streamlining the development process, reducing operating costs and subsidizing development costs.

Intervention to support development of affordable housing can come at a number of points in the development process, as illustrated in the following "Development Incentives" table.

Public support can reduce the time required to develop a project, reduce the cost of capital during construction or project operation, reduce the cost of development, increase revenue through additional project entitlements or increase an owner's operating margin through ongoing tax abatements and/or other subsidies.

Development Incentives

Incentive Affects...	Austin Policies Today	Workforce Income Housing?
Development Timing	S.M.A.R.T. Housing	No
Cost of Capital	G.O. Bond Funding Multi-Family Bond Program	No No
Development Cost	Public Land Disposition Fee Waivers Federal Entitlement Funding Low Income Housing Tax Credit	Yes No No No
Entitlements	Density Bonus	Yes
Operating Margin	Economic Development Grants	No

A range of programs exist to subsidize affordable housing in Austin, with mixed results.

Austin has created a range of programs to support affordable housing. As Texas law does not allow mandatory inclusionary zoning requirements for either on-site or off-site affordable housing, programs are incentive-based. These include the programs in the following "Current Development Incentives" table.

Austin's Housing Finance Corporation (AHFC) supports low-income housing development through the use of federal entitlements. In 2006, the City sold a General Obligation (GO) Bond of 55 million dollars and has dedicated the funds, approximately 10.5 million dollars per year, for low-income housing projects. The GO Bond Program by all accounts has been successful and is oversubscribed. Funding is focused on supporting very low- and low-income rental units. (See Appendix A for list of approved GO Bond projects.)

A limited number of programs apply to Downtown.

While S.M.A.R.T. Housing and fee waivers apply to Downtown and some public land has been or is being considered for disposition with affordable requirements, results have been limited. The following table shows the units that have been created Downtown as a result of public programs.

Current Development Incentives

Austin Incentive	Description	Results
S.M.A.R.T. Housing	Provides fee waivers and expedited approvals, in exchange for meeting increased affordable housing and other standards.	5,708 units
GO Bond Funding	Provides direct subsidy funding for development of very low- and low-income units.	435 units approved
Tax Increment Set-Aside from City-Owned Land	40% of incremental tax revenues from developments on land acquired by public land disposition are dedicated to affordable housing.	$950,00 in fees
Economic Development Grants	Units receive a partial tax abatement in exchange for affordable units and other public benefits.	Domain and Robertson Hill (5-10 % affordable)
Interim Density Bonus Ordinance (2008)	In exchange for 10% of keeping bonused affordable or paying $5-$10 psf, developments receive additional FAR.	No units to date
Revised PUD Ordinance (2008)	To obtain Planned Unit Development zoning, at least 10% of rental units must be affordable at 80% MFI or 5% of for-sale units must be affordable at 80% MFI.	No units to date
Vertical Mixed use Overlay (2007)	To obtain increased FAR, reduced parking ratios, etc., 10% of all residential units in a residential project must be constructed on site for 80%-100% MFI for sale or for 60-80% rental.	No units to date
University Neighborhood Overlay (UNO)	To gain increased building heights, residential developments must make 10% of residential space affordable to families earning 80% MFI and 10% at 65% MFI, or pay a fee-in-lieu amounting to $0.50 per square foot of rentable floor area in the development.	2,393 units $1 m in fees
Rainey Street Ordinance (2005)	To obtain CBD zoning entitlements, developers must build 5% of all housing units in a residential project onsite at 80% MFI.	19 units
TOD Zoning Districts (2008)	To obtain increased FAR and relief from Compatibility Standards, at least 10% - 15% of the bonused residential area must be built for 80% - 100% MFI for sale or for 60 - 80% rental housing.	No units to date

Policy Options: Limited Action, Short-Term

In the short-term, there are a limited number of policy and funding options available to the City to create affordable housing. Over time, the City can build partnerships with public and private entities to increase funding options for a variety of affordable housing options at a variety of price points, including supportive housing for Austin's most vulnerable populations. In the short-term, the City can:

- Leverage public land, where feasible.
- Acquire and reposition foreclosed properties.
- Continue to subsidize housing for very low- to moderate-income households (80% of MFI and below, up to $39,850 for an individual, $55,280 for family of four).

New York City: Housing Trust Fund (HTF)

The HTF acts as a supplement to other existing funding sources for hard-to-reach populations – defined as households with incomes below 30% of MFI or between 61% and 80% of MFI. The HTF was created with $130 million in lease revenues from the Battery Park City Authority and is projected to create or preserve 4,300 units of affordable housing over three years. Subsidies under the program range from $20,000 to $50,000 per unit, and are meant to bridge the gap between other readily available sources and the relatively higher costs of serving the targeted populations.

Policy Options: Aggressive Action, Long-Term

Public funding can leverage institutional and financial resources to build an affordable housing system.

Assuming public resources are fungible, the appropriate criteria for allocating limited resources to Downtown housing is that the maximum amount of desired housing is created for the minimum contribution of public resources. This suggests that the following types of programs should be created:

- Programs that leverage investments by non-profit and for-profit funding partners, including housing intermediaries, corporate and private foundations, and banks;
- Programs that incentivize investments in affordable housing by for-profit housing developers seeking a return on investment, including both non-monetary contributions of public resources (speedier approvals, waivers of regulatory requirements) and dedication of public funds to "prime the pump" for investment by a private developer;
- Programs that leverage federal and state resources; and
- Direct public subsidies in conditions where other programs would not incentivize development of units.

The density bonus for Downtown will contribute to meeting, but not fully address, Austin's goals for affordable housing.

There has been a limited market for additional development density Downtown. In January 2008, the Austin City Council passed an interim density bonus ordinance [Ordinance No. 20080131-132] that included provisions for Downtown. The bonus has not been used to date by any project, and although current economic conditions make this unsurprising, several developments have sought additional FAR under the CURE program since the passage of the ordinance. These developments have received significant increases in FAR in exchange for construction of "Great Streets" sidewalk improvements and/or Green Building – far less than what would have been required of these projects if they had participated in either the existing Interim Density Bonus Program or that proposed as the permanent Downtown Density Bonus Program.

Four projects have elected to achieve additional density through CURE instead of the adopted density bonus program.

The Downtown Austin Plan recommends adoption of a revised and permanent density bonus ordinance with a fee-in-lieu charge for residential development Downtown, wherein the proceeds generated could be used for an affordable housing trust fund and other public benefits.

The density bonus Downtown is an important component of a plan to create affordable housing, but will not on its own meet the challenge. A supportable fee-in-lieu charge of ten dollars per square foot of bonused density would produce $30 million, assuming half of all "soft" (potential redevelopment) sites a quarter-block or more in size are developed over the next 15 to 20 years, and that half of those take advantage of a density bonus averaging a 3.0 FAR (floor area ratio) bonus. A good benchmark for evaluating the level of these proceeds is to measure it against the gross subsidy cost of creating workforce housing units, independent of other subsidies. Thirty million dollars would be sufficient to meet the gross subsidy cost of creating about 200 units of mid-rise affordable housing Downtown, independent of other incentives.

45% of new developments sought additional FAR under CURE, but only 57% of developments that were granted additional FAR used it.

On average, recent developments were built to only 77% of their total entitled FAR.

A Downtown density bonus fee could produce about $30 million over 15 to 20 years, enough to produce about 200 units of mid-rise affordable housing Downtown.

A comprehensive financing system is an important tool to spur affordable housing development.

Financing affordable housing often involves layering a number of incentives and resources from a variety of public, private, and non-profit entities to make a deal successful. Austin's system of affordable housing finance needs additional financial instruments that can contribute to making the process of developing affordable housing more consistent, more robust and more comparable with other, more evolved, municipal financing systems. Conclusions on the adequacy of the existing affordable housing finance system in Austin to support workforce housing are as follows:

- Federal funding programs – such as Low-Income Housing Tax Credits (LIHTC), Community Development Block Grants (CDBG) and HOME grants – cannot be used to create workforce housing, due to regulations limiting their use to very low- and low-income housing. State subsidies to meet goals for workforce housing are not available in Texas as they are in many other states. While Federal and state funding programs can continue to support very low- and low-income housing in Austin, new funding strategies and sources are necessary to support development of affordable housing for workforce housing, particularly as part of income-diverse developments.

- In many cities across the country, funds available from public entities are leveraged by non-profit community developers, supported by a network of housing intermediary funds and financing through banks meeting Community Reinvestment Act (CRA) obligations. However, a large-scale non-profit network to finance affordable housing is not present in Austin. For example, Enterprise Community Partners, Community Preservation Corporation, and Local Initiatives Support Corporation (LISC) – which feature prominently in affordable housing development in cities nationwide – do not maintain a presence in Austin.

- There is a lack of reliable, on-going gap financing sources at the City level, which makes the City less attractive to larger nationwide non-profit developers and intermediaries, as well as presents an obstacle to local affordable housing developers. This condition makes it unattractive to national non-profit organizations seeking to dedicate human and financial resources within a city, and slows the development and financing process for smaller, local affordable housing developers.

There are notable exceptions in the case of local organizations that have linkages to larger national organizations. Foundation Communities – a large non-profit affordable housing developer – for example, is a charter member of NeighborWorks America, and is able to access that organization's revolving loan fund for up to $500,000 of gap financing for a given project.[37] Corporation for Supportive Housing has also recently entered the Austin affordable housing market, which is a promising development.

[37] Interview with Jennifer Hicks, Director of Housing Finance, Foundation Communities.

Waiving development fees and exempting property taxes reduce the operating cost burden on affordable housing units.

Public Fees: Austin implemented the S.M.A.R.T. Housing Program in 2000 in order to encourage creation of affordable housing by reducing the costs of government fees and lengthy approval processes. The desired development fulfills the City's goals – housing that is Safe, Mixed-income, Accessible, Reasonably-priced, and/or Transit-oriented. The fees waived by the program average $1,220 per unit.[38] However, even multifamily developments built with S.M.A.R.T. Housing benefits pay significant fees to the City, often including:

- Drainage
- Electrical meters
- Street lighting
- Water meters
- Sewer taps
- Street closure fee
- License agreements
- Austin energy fees.[39]

Any affordable housing units created with support from AHFC or NHCD must meet S.M.A.R.T. Housing standards.

Property Taxes: Residential property owners in Austin are subject to annual property taxes of 2.1531% of the full appraised market value of the property, of which 0.4034% of the property value is paid directly to the City of Austin. On average, this produces an annual tax burden of $8,000 for a new unit in a high-rise building Downtown, of which roughly $1,500 is paid to the City of Austin.

Except for HACA-owned units, nearly all affordable units are subject to some property taxes. Units developed by a certified Community Housing Development Organization receive partial tax abatements, and properties developed on land leased from AHFC receive full tax abatements.

Austin currently provides tax abatements to new developments on a project-by-project basis. AHFC has entered into ground leases for a subset of new affordable housing developments in Austin to pass through AHFC's full property tax-exempt status, including Villas on Sixth, Spring Terrace, Oak Springs Villas, Chestnut Corner, and properties on Neal Street. For example, the Robertson Hill project was developed with 10% of units affordable to households with incomes at or below 80% of MFI for rentals, using an economic development grant as a developer incentive. AHFC ownership ensures permanent affordability, increased cash flows through tax-exemptions, and very low-income housing in the urban core.

[38] Austin NHCD.

[39] *The Affordable Housing Incentives Task Force Report*, February 20, 2007.

As Downtown continues to grow, the City can implement a policy framework to redirect a portion of growth into affordable housing.

Current policy is largely consistent with the stage of growth of Downtown. Most cities engage in direct financing of affordable housing to ensure that units for low-income and hard-to-serve residents are created. Austin's affordable housing policies – focused on use of subsidized public land, federal entitlement funds, General Obligation bond funding, limited economic development grants, and other direct subsidy sources – are consistent with its stage of growth.

Austin must also prepare for the next stage of growth in its housing market. In cities further advanced in Downtown growth than Austin, market conditions support policies that leverage substantial resources from private development, including density bonus incentives, fees, inclusionary housing, and exactions. As development becomes more consistently lucrative in later stages of growth, cities are also able to marshal resources from private, non-profit, and public actors to "gap finance" the development of lower-income housing.

A strategy for affordable housing Downtown will take advantage of short-term opportunities while putting in place a system of policies to leverage market activity in the long-term as Downtown grows and stabilizes.

RECOMMENDATIONS

Austin should set a policy framework for Downtown housing:

- Set goals and targets, and
- Introduce short-term and long-term policy consistent with market conditions and available resources.

The recommended policy framework contains three sections:

1. *Goals*: Identifies geographic priority areas for affordable housing, establishes goals for creating and/or preserving units by socioeconomic category, sets targets through 2020, and where possible, assesses the cost of achieving those targets.
2. *Short-Term Policies*: Identifies short-term (5-year) policies that Austin should pursue to incentivize and fund targets, given current conditions Downtown.
3. *Long-Term Policy Framework*: Recommends regulatory and program initiatives that will support an affordable housing financing infrastructure to leverage private market activity as the market grows in the long-term.

Recommended Policy Framework for Downtown Austin Housing

- Set goals for Downtown and a surrounding "Housing Fee Investment Area".
- Create workforce and supportive housing Downtown.
- Create very-low and low-income housing in the Housing Fee Investment Area - and Downtown, where feasible.
- Use short-term policy tools:
  - Leverage public land.
  - Acquire foreclosed properties.
  - Explore opportunities to buy down existing market-rate units for long-term affordability.
  - Subsidize low-income housing.
- Create a long-term system:
  - Structure and capitalize a system for financing housing.

Goals and Targets

Set housing goals for Downtown and its surrounding area.

Downtown and the Housing Fee Investment Area should provide housing opportunities for an array of Austin's households. These opportunities should be accessible by transit and proximate to appropriate amenities. A predictable, transparent system of regulations and incentives should be established and public-private partnerships created to encourage greater income diversity than currently exists Downtown.

Policy goals should be established for the Downtown and for the Neighborhood Planning areas within a two-mile radius of Downtown's center. In these neighborhoods, transit is relatively accessible and will continue to develop as regional and local transportation projects are constructed. These neighborhoods were designated as a "Downtown Impact Area" by the Interim Density Bonus Ordinance, therefore, goals are suggested for this now re-named area as well as the Downtown proper.

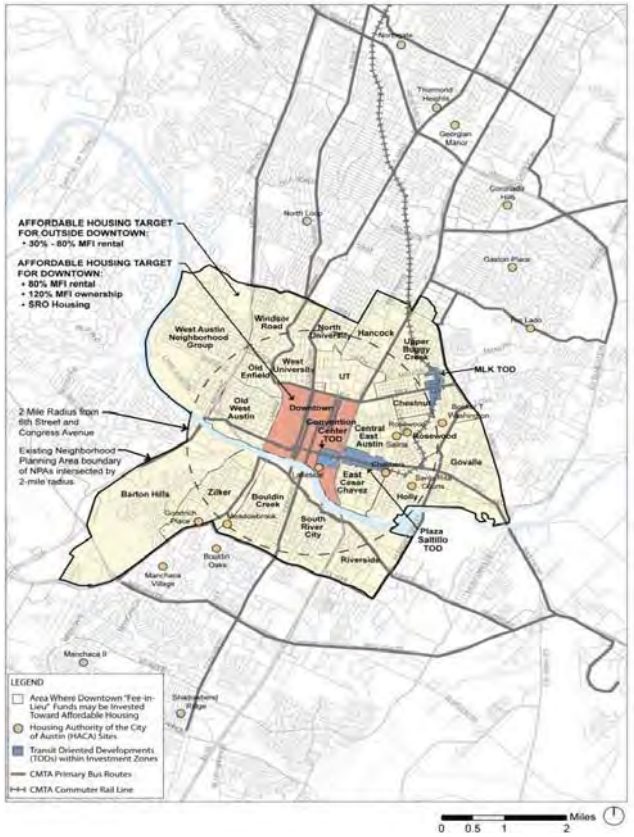
Downtown boundaries:

- IH 35 to Lamar Boulevard
- MLK Boulevard to Lady Bird Lake

Housing Fee Investment Area boundaries:

- Neighborhood Planning areas for which any land area falls within a two-mile radius of Sixth Street and Congress Avenue

Map of Housing Fee Investment Area



Goals in the Downtown should address workforce housing (80-120% of MFI) and supportive housing for special needs populations. Workforce housing will provide desired income diversity in the increasingly dense core, while making efficient use of scarce housing subsidy resources in a high cost environment. Though amenities for families are available in the downtown, the relative level of amenities within the neighborhoods in the Housing Fee Investment Area is more suitable to a wider range of demographics and can, therefore, attract a greater number of affordable units for families.

The City should also increase the supply of permanent, supportive housing opportunities Downtown to accommodate hard-to-serve populations, particularly the chronically homeless. Permanent supportive and transitional housing are cost-effective means of providing housing for various hard-to-house populations. Average daily public costs to provide supportive housing are far below those of the most common alternatives for these individuals, including emergency shelters, hospitals, mental health facilities, and prisons.[40] And, although community objections can present obstacles to developing new supportive housing, research demonstrates that property surrounding new developments actually experience strong and consistent price appreciation compared to similar properties in other parts of a neighborhood, due to the quality of new development.[41] Supportive housing can be a win-win situation for individuals in need and for the stability of the community.

Housing in the neighborhoods immediately adjacent to the Downtown (Housing Fee Investment Area) should address the needs of very low- and low-income households (0- 80% of MFI). The relative lower cost of creating affordable housing outside Downtown, coupled with the transit accessibility being cultivated around Downtown, makes the Housing Fee Investment Area a fiscally-prudent alternative to meeting all of the affordable housing goals within the Downtown proper. These Downtown-adjacent neighborhoods are relatively accessible by transit and could house many Downtown workers in a cost effective manner. The City should focus resources to create more units at deeper levels of affordability here.

This section establishes targets for creating new affordable units in the Downtown and Housing Fee Investment Area, and projects the costs that would be associated with each target, if the City were to provide subsidy to fill the entire funding gap. This gap may be partially filled by a variety of existing Federal, State, local and/or private sources, but the estimate provides a starting point for the City to consider the funding gap, the impact of existing subsidy and incentive programs, and the recommendations for new initiatives presented later in this report.

[40] *The Plan to End Chronic Homelessness in Austin/Travis County,* The City of Austin Affordable Housing Bond Committee, September 26, 2005.
[41] *The Impact of Supportive Housing on Surrounding Neighborhoods: Evidence from New York City*, Furman Center for Real Estate and Urban Policy, November 2008.

Prioritize workforce and supportive housing in Downtown.

Workforce Housing

Strategy: Support development of affordable rental and ownership homes in Downtown for Austin's workforce.

Target: 10% of new housing created in the CBD by 2020 should be affordable to Austin's workforce, with:

- Rental units affordable to families earning 80% of MFI, and
- Ownership units affordable to families earning 120% of MFI.

The Mayor set a goal of 25,000 Downtown residents by 2020, which would require 14,400 units at current Downtown household sizes. Ten percent of this target for workforce housing would be 1,440 affordable units. A target of one in ten affordable units is also consistent with the on-site, interim density bonus requirement established by Austin for Downtown and reflects commitments to affordability by growing cities across the country. It takes into account Austin's desire to create an array of public benefits for the Downtown.

The target reflects an even split between ownership and rental units, consistent with the current distribution of tenure in Austin's Downtown. The Housing Market Survey for Austin found that many renters did not express an interest in owning their own home, suggesting a continued need for rental housing.

Median family income level targets are consistent with workforce income definitions used by HUD and were the consensus targets of the Austin Housing Incentive Task Force.

Cost: The gross overall cost of directly subsidizing this number of units (1,440) would be about $175 million. This gross cost would be met by layering a number of programs, including economic development grants, interest rate subsidies, fee waivers, density bonus fees, and General Obligation bond proceeds.

The calculation assumes the current tenure mix between rental and ownership units and is based on the gross subsidy cost.

Subsequent recommendations provide opportunities to subsidize units at a lower cost to the City. This "gross cost calculation" is intended to provide a maximum cost estimate for future policy analysis.

Projected Maximum Cost: Workforce Housing Target

	New Units by 2020	Subsidy Per Unit	Total Subsidy
Rental	720	$90,000	$65 million
Ownership	720	$150,000	$110 million
TOTAL	**1,440**		**$175 million**

Subsidy per unit determined based on HR&A study of market conditions and Austin demographics, 2007-2009.

Prioritize workforce and supportive housing in the CBD.

Supportive Housing

Strategy: Support development of supportive housing for hard-to-serve populations in the downtown, including homeless and elderly populations and populations with health-related needs.

Target: Double the number of privately-operated supportive housing units in the City.[42] A total of 170 units should be created in the Downtown. Given the competition for resources and the complexity of delivering this product, we believe this goal is aggressive but achievable.

Cost: The subsidy required to fully fund development of each supportive housing unit is substantially higher than for each unit of rental housing, since supportive housing projects typically cannot support a permanent mortgage, due to very low rents and high ongoing costs of providing services to residents.

This gross cost of approximately $34 million can be met using traditional federal, state, and local subsidy programs, as well as additional layers of funding to meet the unique challenges of creating supportive housing.

Subsequent recommendations provide opportunities to subsidize units at a lower cost to the City. This "gross cost calculation" is intended to provide a maximum cost estimate for future policy analysis.

A portion of the development subsidy cost per unit may be re-captured through public operating savings of a supportive housing unit versus public services for a chronically homeless person with mental illness, estimated at $22,000 per person, per year[43] – or nearly $4 million per year for the proposed 170 new units of supportive housing.

Projected Cost: Supportive Housing Target

	New Units in 5 Years	Subsidy Per Unit	Total Subsidy
Supportive Housing Units	170	$200,000	$34 million

Subsidy per unit determined based on HR&A study of market conditions and Austin demographics, 2007-2009.

[42] *Ending Chronic Homelessness.* National Community Development Association, 2007.

[43] *Ending Chronic Homelessness.* National Community Development Association, 2007.

Prioritize low-income housing in the Housing Fee Investment Area.

Very Low- and Low-Income Housing

Strategy: Use existing and new Federal, State and local funding sources to create new rental and homeownership opportunities for very low- and low-income households in the Housing Fee Investment Area.

Target: Produce very low- and low-income units in proportion to Downtown and the Housing Fee Investment Area's share of Austin's housing stock.

- Rental units affordable to families earning at or below 60% of MFI.
- Ownership units affordable to families earning at or below 80% of MFI.

The Downtown and the Housing Fee Investment Area contain roughly one-fifth of Austin's housing stock. As Austin sets its goals for creation and preservation of low-income housing units, it should allocate a unit goal to the Housing Fee Investment Area in relation to its proportion of the city's housing stock.

Cost: The cost of a direct subsidy would be $60,000 for a rental unit outside Downtown at 60% of MFI, and $125,000 for an ownership unit at 80% of MFI.

This gross subsidy cost will be filled using traditional public funding sources, which can be supplemented as new programs are made available.

Subsequent recommendations provide opportunities to subsidize units at a lower cost to the City. This "gross cost calculation" is intended to provide a maximum cost estimate for future policy analysis.

Projected Maximum Cost:
Low-Income Housing Target

	Subsidy Per Unit
Low-Income Rental Units	$60,000
Low-Income Ownership Units	$125,000

Subsidy per unit determined based on HR&A study of market conditions and Austin demographics, 2007-2009.

Initiatives

Austin will achieve the goals and the related targets outlined in the previous section by putting a robust set of policies in place that will subsidize, incentivize and exact benefits from the development process as Downtown grows.

The initiatives that follow are separated into:

- **Short-Term Initiatives** that may be achieved in current conditions, most of which involve direct subsidy of affordable housing development; and

- **Long-Term Initiatives** that provide a framework of support and incentives, and take advantage of changing market conditions, to provide a consistent policy framework for affordable housing.

Short-Term Initiatives	
I.	Leverage public land, where feasible.
II.	Acquire foreclosed properties.
III.	Subsidize low-income housing.
IV.	Buy down existing market-rate units.
V.	Create model SRO in Downtown.

Long-Term Framework	
Create comprehensive, transparent gap financing infrastructure	
I.	Organizational structure • Create or adapt Downtown Workforce Housing Corporation. • Acquire CDFI status, or associate with a separate CDFI.
II.	Regulations and programs • Create revolving loan fund. • Expand S.M.A.R.T. Housing fee waivers. • Implement permanent density bonus program. • Introduce economic development grant policy.
III.	Sources of Funds • Private Sources • Fees from Private Development

Initiatives: Limited, Short-Term

Leverage public land, where feasible.

The City can use public land in the Downtown to produce affordable housing. Providing free or discounted public land in exchange for creation of workforce housing is a commonly-used incentive; reducing land cost can encourage creation of mixed-income housing units in projects on publicly-owned land.

This review concluded that 18% of publicly-owned land Downtown has short-term development potential. If all of these parcels were developed as residential, and 20% of the units were set-aside for workforce housing, approximately 270 units could be created.

Note, however, that Downtown's public land is held by City, State and County entities with a range of public goals for land holdings, requiring an inter-governmental strategy to determine an optimal disposition plan. Approximately one-quarter of the publicly-owned land with short-term development potential is City-owned, compared to nearly three-quarters that is owned by the State, 18% is owned by Travis County, and 8% is Federally-owned.

18% of public land Downtown (38 acres) has short-term development potential, representing 270 units if developed as housing.

Short-Term Initiatives

Housing Authority-controlled sites present additional opportunities for partnership.

There is potential to increase density and create more than 3,500 additional units on the eight HACA-controlled properties in the Downtown and the Housing Fee Investment Area alone.[44] Moreover, the relative old age of the HACA properties makes them excellent candidates for revitalization as their overall quality deteriorates. The City should partner with HACA to prioritize the intensification of its properties, in order to increase availability and improve quality of affordable housing in and around Downtown. To ensure continuity, any redevelopment or intensification plan should preserve or replace *at least* the number of affordable units currently on the site, and set a target for additional units.

Actions:

- *Public Land*: Create an intergovernmental working group to inventory and evaluate development plans for publicly-held land Downtown, and include on-site affordable housing targets where feasible.

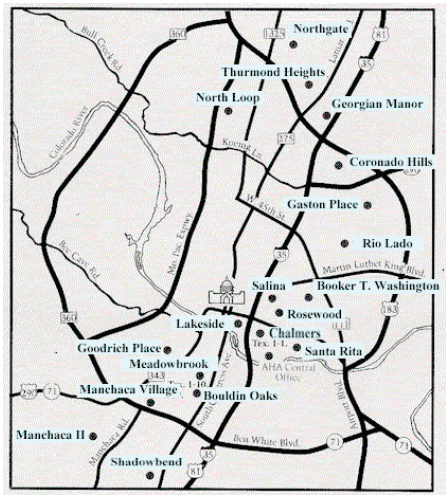
- *HACA Sites*: Create a HACA-NHCD task force to produce a City-supported intensification strategy for HACA-owned properties in Downtown and the Housing Fee Investment Area.

[44] ROMA analysis of HACA-owned properties within Downtown/Housing Fee Investment Area.

Intensification of HACA Properties

Community Name	Year Built	Acreage	Existing Units	Total Potential Units Under Current Zoning
Chalmers Court	1939	8.03	158	433
Rosewood Courts	1939	7.27	124	393
Santa Rita Courts	1939	7.14	97	386
Meadowbrook	1952	19.87	160	1,073
Booker T. Washington	1953	22.26	216	1,202
Salina Apartments	1966	1.55	32	84
Lakeside	1967	2.27	164	791
Goodrich Place	1973	4.47	40	161
TOTAL		**72.87**	**991**	**4,523**

HACA Property Map



Short-Term Initiatives

Acquire foreclosed properties.

Although Austin has not seen the level of foreclosures in other parts of the nation, a recent assessment found that nearly one percent of housing units were foreclosed in 2008.[45] Where FHA foreclosures have taken place, HACA receives a first option to purchase units at a 30% discount. Local governments also have the option to purchase FHA-foreclosed properties for one dollar through HUD's Dollar Homes Program if HUD is unable to sell them for more than six months. The City and HACA should strategically acquire properties through this option and reposition them as permanently affordable units.

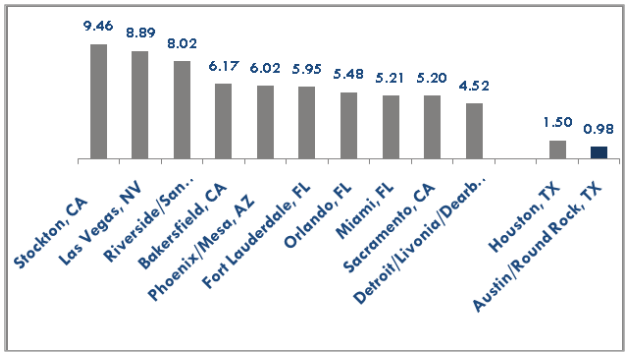
The Federal government recently introduced an additional funding source, the Neighborhood Stabilization Program (NSP), for which Texas and Travis County have received allocations. The City is currently applying for NSP funds to dedicate to the purchase and preservation of foreclosed units as affordable housing, although Austin's funding allocation is expected to be only about $1 million.

Actions:

- The City should identify neighborhoods with high rates of foreclosure and highest risk of vacancy and instability. These neighborhoods should be targeted for City and HACA investment.

- NSP funds should be allocated consistent with the City's identification of priority at-risk neighborhoods.

Foreclosure Rates, 2008
(as a percentage of households)



Utilize existing City, State and Federal resources to subsidize very low- and low-income housing.

In the short-term, the City should continue to dedicate available public resources, including Federal entitlement funding and its General Obligation Bond proceeds, to subsidizing creation of units for very low- and low-income residents. A wide range of subsidy and financing programs exist to build very low- and low-income housing, although little funding is available for and workforce housing.

[45] RealtyTrac 2008 Foreclosure Market Report.

Short-Term Initiatives

Explore opportunities to buy down existing market-rate units for long-term affordability.

In addition to incentivizing new dedicated affordable housing development, the City should explore opportunities to create affordable units in existing construction through buy-down of market-rate units. Changing economic conditions may create opportunities for the City to create affordable units in existing developments in a more cost-effective manner or in a way that creates more public value than it could through new construction. The City need not constrain its use of proceeds from private development fees or other sources to new construction, except where required by programmatic regulations.

Support creation of a model SRO development Downtown.

Other cities have successfully integrated special needs housing and social services within their downtowns, demonstrating that social services and special needs housing can be successfully integrated into an urban environment, without stigmatizing or isolating the population being served. The availability of social services in the CBD – the Salvation Army, the City's ARCH shelter, Caritas and the Downtown Cluster of Churches provide food, shelter and support services in close proximity to one another – presents an opportunity to most efficiently serve the Austin's chronically homeless and other vulnerable populations.

A partnership with a non-profit organization, like the partnership that the City has cultivated with Foundation Communities in recent years, can demonstrate the potential for success of supportive housing Downtown, as well as ways to develop units at a public cost below the gross subsidy cost cited above. For example, Foundation Communities has been able to leverage private contributions for the three developments it has built in Austin since 2003 – Garden Terrace, Spring Terrace, and Skyline Terrace – to reduce public development subsidies to $20,000 or less.[46]

The introduction of the Corporation for Supportive Housing (CSH) into the Austin market presents an additional promising partnership opportunity.

San Francisco: Delancey Street Foundation

In San Francisco, the Delancey Street Foundation constructed a 200-unit mid-rise complex for the rehabilitation of ex-convicts and drug offenders in the middle of a newly redeveloped neighborhood on the waterfront. The facility provides job training, and features a highly successful restaurant staffed by residents.

San Diego: SRO Housing

San Diego has been very successful in providing affordable Single Room Occupancy (SRO) housing in rehabilitated buildings and in new construction. These projects include a mix of more than 700 market-rate and subsidized units, oriented to the transient and workforce populations.

[46] *Ending Chronic Homelessness.* National Community Development Association, 2007.

Initiatives: Aggressive, Long-Term

Organization of Long-Term Policy Framework

Downtown workforce housing can be produced through a combination of regulation and incentive programs that rely upon the commitment of City funding and resources to leverage private market growth. Development of supportive housing in the long-term will require additional subsidy sources to fund deeper levels of affordability and to ensure on-going service provision.

Structure and capitalize a system for financing units Downtown and in the Downtown Impact Area.

As economic conditions recover and development capital becomes available, developers can be incentivized to produce affordable units through public intervention in the development process in the form of regulations and programs that offset lower revenues from affordable units.

Non-profit affordable housing developers need a consistent, systematic set of funding sources to provide publicly-financed affordable housing units at a significant scale. A system to support targeted affordable units would consist of a number of components, including: a capitalized public entity to provide public financing, funding from private and non-profit supporters of Downtown housing goals and a robust non-profit intermediary and developer presence supported by this public infrastructure.

Austin should create a comprehensive, transparent system to support workforce housing in the Downtown and very low- and low-income housing in the Housing Fee Investment Area. The regulations and programs in this system are described below, based on examples of effective "gap financing" systems elsewhere and Austin's current conditions.

Incentive Affects…	Long-Term Programs and Regulations
Cost of Capital	**Revolving Loan Fund**
Development Cost	**Expanded S.M.A.R.T. Housing Fee Waivers** **Direct Subsidy**
Entitlements	**Density Bonus**
Operating Margin	**Economic Development Grants**

Long-Term Initiatives

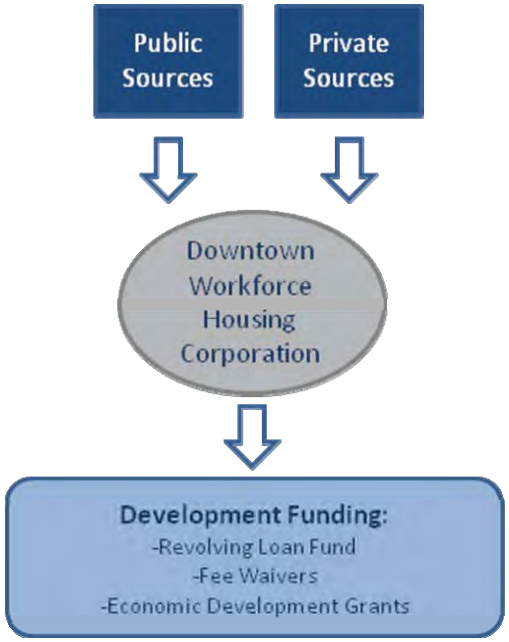
Create or adapt a Downtown Workforce Housing Corporation.

In addition to introducing or modifying existing regulations and subsidizing units through Austin's Housing Finance Corporation, Austin should create or adapt a non-profit Downtown Workforce Housing Corporation that can combine public funds with private and non-profit funds to implement workforce affordability programs Downtown. A Corporation provides a centralized structure to provide funding, while its non-profit status enables collection and distribution of revenues from both public and private sources.

The Corporation could be created as a community development financial institution (CDFI), which is eligible for grants from the Federal CDFI Fund, and which can provide valuable support for the entity. A non-profit Corporation that is also a CDFI, or that has a CDFI subsidiary, would be eligible to receive CDFI funding streams.

Actions:

- Create or adapt a Downtown Workforce Housing Corporation to provide centralized funding and administration for Austin's workforce housing programs Downtown, described below.
- Capitalize the Corporation through sources of funding described below.
- Consider whether to pursue CDFI status for a Downtown Workforce Housing Corporation.
- Continue using AHFC to subsidize very low- and low-income housing.



Programs and Regulations

Reduce cost of capital: provide low-cost financing through a Revolving Loan Fund.

The Austin Housing Finance Corporation (AHFC) has the ability to issue tax-exempt bonds to provide financing for non-profit and for-profit affordable housing development projects, through the 501(c)(3) Bond and Multifamily Rental Bond Programs. However, both programs face challenges to meet the goals outlined above:

- The funding stream is not consistent and reliable, as AHFC must access credit markets regularly to provide this financing;
- Financing can only be used to develop units that are affordable to very low- and low-income households.

A revolving loan fund for workforce housing could provide a stable source of gap financing for affordable housing at a range of income levels. The City could capitalize the fund with both public and private sources, including public low-interest bond funding and private funding from conventional banks. These funding streams would enable the City to target income levels and geographic areas and to provide financing for projects that are ineligible for Federal or State programs. The structure provides a stable, self-sustaining source of financing over a longer term than similarly capitalized subsidy programs – such as the GO Bond program.

Actions:

- Create a revolving loan fund administered by the to-be-created Downtown Workforce Housing Corporation.
- Capitalize the fund with public sources, including density bonus proceeds and public low-interest bond funding.
- Seek philanthropic and other private participation for additional funding sources.

Fort Worth: Housing Developer Fund

The Developer Fund is a component of the Fort Worth Housing Trust Fund (FWHTF), administered by the Fort Worth Housing Finance Corporation. The Fund was created using General Funds, as well as leveraging CDBG and HOME grant funds, in order for the Housing Developer Fund component to target households earning 81-120% of MFI that cannot be addressed using Federal funds. Projects must be in the Central City or in another specially targeted area. Up to $2 million is available for a term of 24 months for multifamily housing development.

Columbus: The Housing Trust

The Housing Trust is a private 501(c)(3) organization that was created as a result of the City of Columbus' efforts to increase affordable housing opportunity in the City. The Trust manages a revolving loan fund in Columbus and Franklin County that provides financing for acquisition and construction, as well as gap and bridge financing. More than $17 million have been committed to affordable housing, creating more than 1,700 homes and leveraging $11.50 in private investment for every dollar in financing provided by the Trust.

Long-Term Initiatives

Reduce development cost: expand public fees waived in exchange for affordable housing.

To increase the supply of affordable housing, Austin should not require that subsidized units pay charges that are normally assessed on real property for community benefits, such as drainage, street lighting, etc. These charges add materially to the cost of construction and operations, increasing the need for one-time and ongoing subsidies. The City should adopt the recommendation of the Austin Housing Incentive Task Force and waive fees for affordable housing, including drainage, electrical meters, street lighting, water meters, sewer taps, street closure fees, license agreements, and Austin energy fees.

Actions:

- Coordinate across public agencies to identify opportunities to waive fees for affordable housing.

Austin Development Fees that Could Be Exempted Under Expanded S.M.A.R.T. Housing Program

- Drainage
- Electrical meters
- Street lighting
- Water meters
- Sewer taps
- Street closure fee
- License agreements
- Austin Energy fees

Long-Term Initiatives

Increase entitlements: implement a permanent density bonus program.

A permanent density bonus ordinance should replace the current statute and CURE should be repealed. This system for additional density can translate current market values for Downtown housing into on-site affordable housing units, or generate fees for affordable housing off-site.

The Downtown Density Bonus Program report (ROMA and HR&A draft report, 2009) provides additional detail related to the implementation of the proposed permanent density bonus.

Actions:

- Implement a permanent Downtown Density Bonus Program, as recommended in the Density Bonus report.
- Dedicate in-lieu housing fees collected from the density bonus fee to capitalize a workforce housing financing system in the Downtown.

Potential Workforce Housing Unit Production Downtown

	Per Unit Subsidy Required	Number of Potential Units
Ownership, Downtown High-Rise	$225,000	133
		OR
Ownership, Downtown Mid-Rise	$150,000	200
		OR
Rental, Downtown High-Rise	$110,000	272
		OR
Rental, Downtown Mid-Rise	$90,000	333

Note: The table describes the outcome if density bonus proceeds over 15 years are used to create workforce housing Downtown. Findings are mutually exclusive, i.e., density bonus proceeds could fund only one of the above.

Long-Term Initiatives

Increase operating margins: reduce the property tax burden on affordable housing units.

Economic development grants for affordable units reduce operating costs, enabling the private market to maximize the creation of affordable units. Such an incentive can save four dollars per $1,000 of market value each year for affordable units. Local governments in Texas can enter into agreements with property owners to abate local *ad valorem* taxes on real and personal property for up to ten years.

Actions:

- Provide tax abatements or economic development grants as-of-right to workforce housing units Downtown.

Columbus: Downtown Housing Incentive

The base program provides an as-of-right 10-year 75% tax abatement for new residential development downtown. The abatement is also applicable to the commercial portion of a project if it does not exceed 1/3 of the gross square footage of the structure. The developer can earn larger tax abatements and/or longer terms for the creation of units that meet other criteria, notably affordable housing and student housing. For example, if affordable housing is included in the development, the property can receive an as-of-right 100% tax abatement for a term ranging from 10 years (for renovation of 1 - 2 units) to 15 years (for new construction).

New York City: 421-a Affordable Housing

The 421-a Affordable Housing Program provides a 10 - 25 year partial tax abatement on the first $65,000 in assessed value per unit for new developments in targeted areas of the city that provides at least 20% affordable units on-site. Rental units must remain affordable for 35 years, while for-sale units must only be affordable at the initial sale. The 421-a tax abatement program has evolved over several decades in New York City from a tool to incentive development to a tool that leverages the rapidly growing strength of the market to achieve goals for creating public goods, including affordable housing.

Long-Term Funding Sources

Creating workforce housing requires commitment of substantial local public resources. The programs above should be funded using a variety of public and private sources.

Available public resources in Austin for workforce housing Downtown are more limited than for low-income and very low-income housing. Federal entitlement funding, including Low Income Housing Tax Credits, HOME, and CDBG funding, is limited to creation and/or preservation of low income units, and Austin has seen substantial calls on its General Obligation Bond funding for low-income units.

The State of Texas does not make additional funds available to finance workforce housing. The implication of the high cost and limited availability of current funding sources is that a substantial dedication of public resources would be required to meet create workforce housing Downtown.

Austin should pursue a number of funding sources to seed its workforce housing development programs that it has not traditionally tapped. These include both public and private funding sources.

Funding Sources for Workforce Housing

- Public sources
  - Federal CDFI Fund
  - Additional bond financing
- Private sources
  - Private and foundation partners
  - Conventional banks
  - Intermediaries
- Fees from private development
  - Density bonus housing in-lieu fees

Long-Term Initiatives

Public sources

Federal CDFI Fund

A CDFI is a specialized financial institution with a community focus. A CDFI can provide an alternative source of gap financing through low-interest financing and/or funds for projects that may be more difficult to finance through conventional banks. Although any well-capitalized non-profit lender could serve in this capacity, CDFIs are eligible for special grants from the Federal CDFI Fund, which can provide valuable support for the entity. A non-profit Downtown Workforce Housing Corporation that is also a CDFI, or that has a CDFI subsidiary, would be eligible to receive these funding streams. The Federal CDFI Fund has been a successful vehicle for providing affordable housing and other community development funding, while leveraging substantial additional investment - $27 in non-Federal investment for every dollar in CDFI Fund grants.[47]

PeopleTrust, a 501(c)(3) subsidiary of PeopleFund, is not presently a CDFI but could be adapted to serve as one, enabling it to channel Federal funding.

Actions:

- Create or adapt a non-profit CDFI to support workforce housing and leverage investment from other sources.
- Gain CDFI status for the Downtown Workforce Housing Corporation or develop a CDFI subsidiary of the Corporation.

Connecticut CDFI Alliance

The Connecticut CDFI Alliance administers the Affordable Housing Gap Financing Fund, which provides a flexible financing source for affordable housing development throughout the state. The Fund prioritizes loans to workforce housing and affordable housing in typically high cost areas. The Alliance is a non-profit collaboration of 7 CDFIs in the state, and was established to provide patient capital to promote affordable and special needs housing development.

[47] "CDFI Grants May Get Boost," *Affordable Housing Finance,* Oct 2007.

Long-Term Initiatives

Additional bond financing

In 2006, Austin issued a General Obligation Bond for $55 million. Affordable housing developers and City officials agree that the program has been widely successful. Nearly $16 million in funds have been committed and are projected to create 435 units of affordable housing – a subsidy of about $36,000 per affordable unit – while leveraging approximately two dollars in private funds for every dollar in GO Bond funding. Units created with the funding will be affordable to households with incomes at or below 50% of MFI for rentals and 80% of MFI for homeownership, although the program has targeted units at the lower end of the MFI scale. (See Appendix A for full list of approved GO Bond projects.)

Affordable housing developers indicate that the Program has provided a consistent, easy-to-access form of subsidy, but that future funding is needed to ensure that gap financing remains readily available. Greater certainty regarding the availability of funding for acquisition and development would allow affordable housing developers, especially non-profits, to be better positioned to take on additional projects with fewer concerns about the adequacy of their cash flows.

Capitalizing a public fund for workforce housing could require GO Bond issuance, particularly during the early years before substantial density bonus funds and private funds are available.

Actions:

- Issue additional GO Bonds to provide public seed capital for workforce housing gap financing, particularly in early years.

Long-Term Initiatives

Private sources

The Downtown Workforce Housing Corporation would bring together local banks with CRA obligations, Downtown corporations seeking to ensure workforce housing, foundations and other non-profit entities with funding sources, to create a pooled capital fund for Downtown.

Seek private and foundation partners.

There are many private philanthropic funders in Austin, some of which currently provide support for affordable housing development. Foundation Communities, for example, accesses funding from various local private funders, particularly for its supportive housing development projects, including:

- Austin Community Foundation
- Citi Foundation
- The Enterprise Foundation
- Home Depot Foundation
- Kresge Foundation
- Stillwater Foundation
- Topfer Family Foundation

The City should engage private funders in discussions surrounding the importance of affordable housing and encourage commitment of funds to affordable housing development. Foundations and other private funders have typically played a veriety of roles in affordable housing in other cities, including:

- Providing funding to non-profit developers to lower public subsidy required
- Contributing to Housing Trust Fund
- Contributing to Revolving Loan Fund

In many cities that successfully produce workforce housing Downtown, a stable commitment from Downtown employers is a key source of financing. Though Austin's businesses are relatively diffuse throughout the City and County, the Downtown corporate presence can be leveraged as part of a larger group of financing sources. Over the long-term as commercial development occurs Downtown, this is a funding source that can expand.

Downtown Austin has 72 businesses, including nearly 40 with 100 or more employees.

Columbus Housing Equity and Investment Fund

As part of a broader effort to revitalize downtown Columbus, OH, the Columbus Downtown Development Corporation worked with a group of private and non-profit investors to create a Housing Equity and Investment Fund. The fund's role would be to create and attract investment to stimulate the development of downtown housing. It brought together at-risk private capital from banks and other investors with more patient capital from foundations, downtown corporations, civic leaders and philanthropists who are willing to accept a lower return (1% or less) in exchange for public benefits. The fund was incorporated as a separate LLC but managed by the Columbus Downtown Development Corporation.

Long-Term Initiatives

Engage banks with CRA obligations.

The Community Reinvestment Act of 1977 provides mechanisms to hold banks accountable to provide financing and banking services to their local communities and to support revitalization efforts.

Non-profit and for-profit developers access gap financing, permanent loans, and other financial support from conventional banks in Austin, including Wachovia, Washington Mutual and other national and regional banks. Although there is a sense that Austin banks have adequate capacity to fund existing levels of affordable housing development, banks should be engaged in the policy process as production is ramped up.

Encourage development of an intermediary system.

The large national non-profit affordable housing intermediaries provide a wide range of vital products and services to local affordable housing developers, including pre-development lending, permanent financing, syndicated Low-Income Housing and New Markets Tax Credits, technical assistance and partnerships with both conventional and community-focused banks.

Enterprise Community Partners had a presence in Austin, but left the city within the last two years. Since the largest intermediaries typically do not maintain a presence in the same cities, in most cases, the Local Initiatives Support Corporation (LISC) did not maintain an office in Austin, although the organization is active in Houston.

The lack of reliable on-going sources of financing is a disincentive for intermediaries to establish a substantial presence in Austin.

A presence in Austin of LISC or a similar intermediary would provide both access to additional financing and technical assistance for non-profit developers. LISC in particular has recently launched initiatives supporting workforce housing as part of an increasing focus on sustainable communities. Houston LISC officials contacted by HR&A suggested that a discussion regarding an Austin presence may be entertained in the second half of 2009.

Enterprise Community Partners

Enterprise Community Partners is one of the largest affordable housing intermediary organizations in the US. Through local offices across the country, Enterprise provides capital and technical support for affordable housing development. In Columbus, OH, for example, since 2000, Enterprise has provided:

- $6 million in grants to local community organizations
- $65 million in LIHTC equity
- $22 million in NMTC equity

Enterprise has contributed to the creation of more than 2,000 affordable housing units in Columbus in eight years by providing financing, grants, and/or tax credit equity.

Long-Term Initiatives

Density bonus funds

HR&A and ROMA analyzed a series of sites and uses in three districts of Downtown and concluded that a residential density bonus would provide sufficient incremental return to a developer to allow for a portion of that value to fund public benefits, either in the form of limited on-site affordable housing or as a fee-in-lieu to create public goods, including affordable housing.

A supportable fee-in-lieu charge of $5 per square foot of bonused density in the Northwest, Uptown and Waller Creek districts and and $10 per square foot of bonused density elsewhere in Downtown could produce approximately $30 million, assuming half of soft sites of a quarter-block or more are developed over the next 15 years and that half of those take advantage of a density bonus averaging a 3.0 FAR.

Density bonus funds could be used to provide seed funding to a system of Downtown workforce housing administered by the Downtown Workforce Housing Corporation.

Actions:

- Dedicate proceeds of a Density Bonus housing fee-in-lieu to gap financing through the Downtown Workforce Housing Corporation.

Valuing Programs

The expected gross cost of reaching the affordable housing production targets outlined above - 1,440 units of workforce housing Downtown and 170 units of supportive housing Downtown - is estimated at approximately $200 million, excluding a proportional allocation of very low- and low-income units in the Housing Fee Investment Area. This is an upper level estimate of the amount of subsidy that would be required to bridge the gap between the market value of those target units and affordable rents or sales prices. Portions of this gap may be filled by for-profit or non-profit developers using traditional federal, state, and local public sources, as well as private sources, especially for very low- and low-income and supportive units. Non-profit developers also continue to build entirely low-income developments using primarily existing financing sources.

However, to the extent that the City aims to create mixed-income, economically-diverse developments and neighborhoods – including low-income, workforce, and market rate units – additional programs aimed at filling the gap between market and affordable rents or sales prices will be required. This layered approach to mixed-income housing development is especially vital for workforce housing and housing in higher income census tracts Downtown, which may not typically be eligible for the deep federal subsidies upon which low-income housing development has traditionally relied.

The following table summarizes relative values of the initiatives outlined above, to provide an order-of-magnitude estimate of the value that a developer can realize from each of the programs.

Initiative	Approximate Value
Short-Term	
Leverage public land Downtown.	$10 - $20,000 per unit
Increase density of HACA properties through redevelopment.	$10 - $20,000 per unit
Acquire foreclosed properties.	Equal to the per unit gap, from $65,000 to $200,000
Long-Term - Regulation	
Expand S.M.A.R.T. Housing fee waivers.	Varies
Capitalize a revolving loan fund.	To be determined based upon magnitude of public investment
Implement permanent density bonus ordinance.	$20,000 per unit over 15 - 20 years of Downtown density bonus
Create economic development grant program for affordable units.	$20,000-$25,000 per affordable unit

Long-Term Initiatives

Leverage public land Downtown.
Land value is estimated at $10 - $20 per buildable square foot, based on HR&A's assessment of Downtown land costs. The value of public land offsets the cost of acquiring land for development. This calculation assumes an average unit size of 1,000 square feet.

Increase density of HACA properties through redevelopment.
Land value is estimated at $10 to $20 per buildable square foot, based on HR&A's assessment of Downtown land costs. The value of public land offsets the cost of acquiring land for development. This calculation assumes an average unit size of 1,000 square feet.

Acquire foreclosed properties.
Each foreclosed property acquired by HACA or the City offsets the cost of creating a new unit of affordable housing, assuming that the unit was a market-rate unit prior to foreclosure. The value of each unit to closing the financing gap is equal to the gap that would need to be otherwise filled to create a comparable affordable unit.

Implement permanent density bonus.
The ROMA and HR&A Team estimates that Austin could generate approximately $30 million in funds over a 20 to 30 year period, assuming 50% of developable sites of a quarter-block or more are developed; 50% of those sites use a density bonus of 3.0 FAR; and the entire benefit for these projects is paid as a fee-in-lieu. Assuming the entire target for Downtown – 1,440 affordable units – is achieved, the fee-in-lieu would translate to approximately $20,000 per affordable unit Downtown.

Expand S.M.A.R.T Housing fee waivers.
The value of expanded fee waivers would be dependent upon which fees a particular project would be subject to in the absence of an expanded S.M.A.R.T. Housing program.

Create economic development grant program.
The value of a tax abatement for the City of Austin property tax is 0.4034%, or $4.034 per $1,000 of market value, per year. Over the life of a unit, this translates to $65 to 75 per $1,000 of market value. Assuming an average market value of $325,000 per unit, a tax abatement would provide a value of $20,000 to 25,000 per unit.

CONCLUSION

Austin policymakers and stakeholders have rightly recognized the importance of a vibrant Downtown with a high quality-of-life for Austin's future. Austin has a unique set of assets to support continued growth and development of Downtown. That dense urban environment will make an increasing significant contribution to the growth and stability of the region, including providing housing affordable to a diverse range of citizens.

The strategy for Downtown housing responds to these goals by establishing the following principles for Downtown housing:

- Downtown's affordable housing policies must be compatible with other key policy goals, including increasing access to mass transit, continued and vibrant music, cultural and retail experiences.

- Downtown and a Housing Fee Investment Area in close proximity should contain a range of housing options, particularly for key Downtown worker groups.

- The City should dedicate substantial public resources to Downtown affordable housing, including funds for direct subsidy, public land and at-risk capital financing sources.

- The government should leverage available funds from other sources, including other levels of government, private and philanthropic funders, banks and non-profit housing intermediaries.

- Resources should be deployed to produce the most targeted units at the least cost, including through regulation and public programs.

- A long-term policy framework is one that will provide organization and structure to these programs, and provide consistent, reliable support for workforce housing Downtown and very low- and low-income housing in the Housing Fee Investment Area.

- An organizational system must be put in place to manage the delivery of complex layers of programs.

Sources and Notes:

Figure 4: *Based on asking prices for four projects in construction Source: HR&A analysis of Austin market conditions, 2008.*

Figure 5: *Based on asking prices for hypothetical 1,000 SF unit in existing developments; MFI calculation based on two-person household. Source: HR&A analysis of Austin market conditions, 2008.*

Figure 6: *Source: 2007 American Community Survey data.*

Figure 7: *Source: 2007 American Community Survey data.*

Figure 9: *Source: HR&A analysis of data from Downtown Condominium Study, Downtown Austin Alliance, Capitol Market Research.*

Figure 10: *Source: HR&A Analysis of 2007 American Community Survey data.*

Figure 15: Source: ROMA analysis of eight HACA-owned properties in the Downtown/Housing Fee Investment Area.

Figure 18: *Based upon housing units with an average of1,000 square feet per unit.*

Figure 17: *Source: RealtyTrac 2008 Foreclosure Market Report.*

Table 1: *Source: HR&A analysis of 2000 Census data. Downtown Impact Area is approximated as zip codes 78702, 78703, 78704, 78705, 78741, 78746.*

Table 2: *Source: HR&A and ROMA density bonus study of Downtown development three-dimensional form, 2009.*

Table 3: *Source: HR&A study of market conditions and Austin demographics, 2007-2009.*

Table 4: *Source: HR&A study of market conditions and Austin demographics, 2007-2009.*

Interviews and Consultations

Margaret Shaw, City of Austin NHCD
Rebecca Giello, City of Austin NHCD
Erica Leak, City of Austin NPZD
Jorge Rousselin, City of Austin NPZD
Ron Kowal, Housing Authority of the City of Austin
Heather Way, University of Texas Law School
Jennifer Hicks, Foundation Communities
Michael Willard, Habitat Austin
Amanda Timm, Houston Local Initiatives Support Corporation
Kelly Weiss, PeopleTrust
Diana McIver, DMA
Miriam Colon, NYC Housing Preservation & Development
Molly Park, NYC Housing Preservation & Develpoment
John McIlwain, Urban Land Institute
Developers
- *Brett Denton*, Ardent Residential
- *Matt Whelan*, Catellus Development Group
- *Terry Mitchell*, Momark Development
- *Larry Warshaw*, Constructive Ventures

Charles Heimsath, Capitol Market Research
Barbara Wilson, ACDDC
Charles Betts, Downtown Austin Alliance
Frances Ferguson, HousingWorks
Frank Fernandez, Community Partnership for the Homeless
Harry Savio, Homebuilders Association
Liz Mueller, University of Texas Community and Regional Planning
Mandy DeMayo, DeMayo & Associates
Mark Sprague, Residential Strategies
Monica Poss, Poss Consulting
Sabino Renteria, Austin Community Development Commission Chair
Regina Copic, City of Austin NHCD
Brooke Bulow, Homebuilders Association of Greater Austin
Chong Shin, LTA Architects
Katherine Gregor, Austin Chronicle
Rachel Thompson, BBC Consulting

APPENDIX: APPROVED CITY OF AUSTIN GO BOND PROJECTS

Project Name	# of Units	Affordability Level(s)	Affordability Period (years)	Housing Type
Children's HOME Initiative & VLI Unit Expansion @ Crossroads Apartments	14	30% MFI	99	Rental
Sweeney Circle Acquisitions	16	50% MFI	99	Rental
Crisis Respite Center	37	50% MFI	99	Transitional
Blackshear Infill Rental Project	3	50% MFI	99	Rental
Tillery 4-acre Acquisition	21	80% MFI	10	Homeowner
Sendero Hills, Phase IV Subdivision	65	80% MFI	10	Homeowner
Skyline Terrace	100	50% MFI	99	Rental
GNDC-Lydia Alley Flat	1	50% MFI	99	Rental
Stoneridge Apts. Redevelopment	30	50% MFI	40	Rental
The Willows	64	28@30% 32@50%	99	Rental
Expansion of proposed Goodwin Ave. Development	3	65% MFI-owner 50% MFI-rental	99	Homeowner or Rental
St. Louise House Transitional Housing & Supportive Services	24	30% MFI	99	Rental/ Transitional Supportive
Carol's House	1	30% MFI	99	Rental
Blackshear Infill Rental Project	6	1@30% 3@50%	99	Rental
Austin Children's Shelter	28	0% (homeless)	99	Rental/ Transitional Supportive
Sunnymeade Apartments Redevelopment	22	50% MFI	40	Rental
TOTAL APPROVED	**435 units**			

Source: City of Austin NHCD, February 2009.

DOWNTOWN AUSTIN PLAN PHASE ONE

DOWNTOWN DENSITY BONUS PROGRAM

DRAFT July 6, 2009

BASE ZONING SCENARIO: FAR 8.0

DENSITY BONUS SCENARIO: FAR 24.9

ROMA Design Group HR&A Advisors Studio 8 Architects Limbacher Godfrey Architects

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EXECUTIVE SUMMARY

Study Purpose

The purpose of this study and report is to recommend a predictable density bonus system that is grounded in an understanding of current development economics, that can continue to support healthy growth in the Downtown, and that can result in clear community benefits.

If approved by the City Council, this new program would replace the existing Density Bonus Ordinance, as it pertains to the Downtown, which has been in place since January 2008.

Conclusion and Principles

The primary conclusion of the study is that a density bonus program can be an effective tool in promoting the fundamental goals of a sustainable, affordable, and authentic downtown, if it adheres to six fundamental principles:

1. **Density should be encouraged, not penalized.** *Developers should have an economic incentive to use the program. The density bonus program should be carefully calibrated to maintain the Downtown's competitive position in the region.*

2. **Existing zoning should be retained as the base for the density bonus program,** *in order to promote a stable and predictable real estate market.*

3. **High quality urban design should be required of all development.** *Properties seeking a density bonus should be subject to existing Urban Design Guidelines, and ultimately to the form-based development standards that will be developed as part of the Downtown Austin Plan.*

4. **There should be one, administrative and predictable pathway to a density bonus.** *The use of the CURE rezoning process to obtain additional density and height should be abolished and replaced with a new density bonus program.*

5. **Additional density should be allowed only where appropriate and compatible.** *Portions of the Downtown can support additional density; some areas are in danger of losing their unique character and should be preserved.*

6. **Community benefits derived from density bonuses should be focused on the most "at-risk" elements.** *These include: housing affordability, climate change and sustainability, preservation of historic resources, cultural vitality and diversity and Downtown open space and pedestrian facilities.* The density bonus program should not become a "catch-all" mechanism for all public objectives.

The Density Bonus Program cannot itself achieve all of the goals articulated in Phase One of the Downtown Austin Plan. To be fully effective, it must go hand in hand with:

- A proactive program of affordable housing and social services;
- Sustainability measures related to transportation, parking, green building, etc.;
- Public investment in a robust transit system and in improved parks and open space;
- Programs for the promotion of live music and cultural vitality; and
- Regulations that promote high quality urban design.

Study Process

The ROMA team tested the form and economic implications of potential density bonuses for three different building types (residential, office and hotel) on nine different sites – three in each of three different districts of the Downtown (the Core, the Uptown and Northwest Districts). The sites included all of the principal zoning designations of the Downtown (e.g., CBD, DMU, CS, GO). (See Appendix E.)

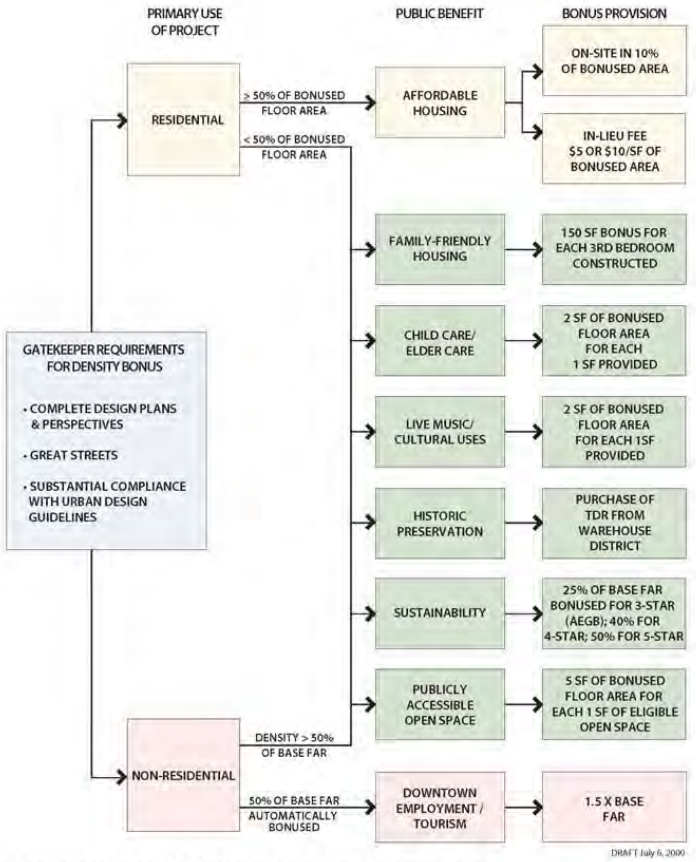
The team mapped and analyzed the three Districts and engaged stakeholders, both through an on-line survey and district-specific meetings, to gain an understanding of District issues and priorities and the development potential of the nine test sites. (See Appendix C.)

In order to understand the economic implications of the proposed density bonus scenarios, HR&A Advisors created test pro-forma models for the base zoning and bonused scenarios on each of the nine sites. (See Appendix F.)

Summary of Proposed Density Bonus Program

Gatekeeper Requirements: All projects seeking a density bonus above the Floor Area Ratios (FARs) currently permitted by the underlying zoning, will be required to meet certain "gatekeeper" requirements to ensure that basic urban design criteria are met. These gatekeeper requirements, which will ultimately be replaced by form-based development standards being prepared as part of the Downtown Austin Plan, include the following:

- *The site must be located within an area of Downtown, eligible for the density bonus program.*
- *Submittal of design plans that include schematic-level building elevations and three-dimensional simulations showing the existing context.*



PROPOSED DENSITY BONUS PROGRAM PATHWAYS

- *Substantial compliance with the Design Commission's Urban Design Guidelines*

- *Commitment to construct Great Streets*

On the basis of this review, City staff will present its recommendation to the Design Commission for any further input or comment. Once a project is deemed to be eligible to participate in the program, the following provisions will apply:

Non-residential Uses: In order to encourage and support office and hotel development vital to the sustainability and competitive success of Downtown Austin, additional density up to 50% of the baseline density is granted for these uses, with no additional provisions beyond those required under existing zoning and the gatekeeper requirements described above. For example, office and hotel development on properties with CBD zoning will be granted increased density from 8:1 FAR to 12:1. This recommendation is based on the economic analysis which found that bonuses provided to commercial developments do not consistently produce sufficiently high incremental returns or revenues to justify charging a public benefit fee.

Residential Uses: At least 50% of a residential development's bonused floor area shall be obtained through the provision of on-site affordable housing (as defined in the body of this report), or through the payment of an in-lieu fee to the Housing Assistance Fund. The fee shall be $5 per square foot of bonused floor area within the Northwest, Uptown, and Waller Creek districts of Downtown, and $10 per square foot of bonused floor area for the remaining districts of Downtown. This recommendation is based on the economic analysis which found that residential developments receiving a bonus do consistently gain sufficient value to support a public benefit fee, particularly those which result in increased height where price premiums can be realized.

All Uses: Additional density for both residential and non-residential development, beyond that described above, can be obtained by one or more of the following:

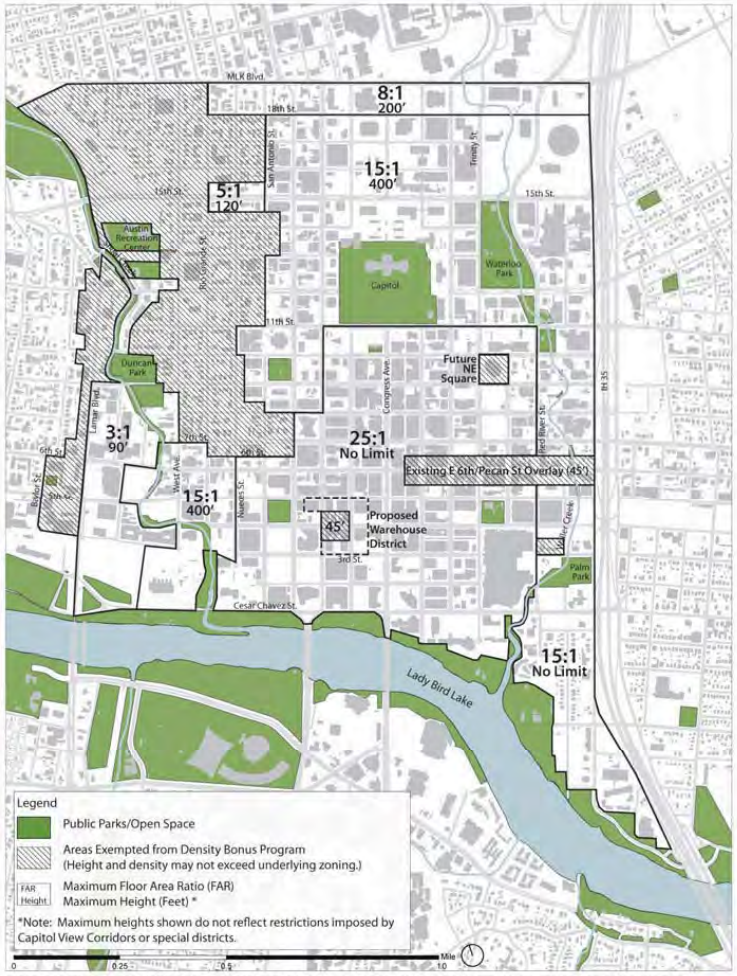
a) ***Green Building:*** Projects achieving a three-star Austin Energy Green Building Program (AEGBP) rating will be allowed additional density up to 25% of the baseline density. Projects achieving a four-star AEGBP rating will be allowed additional density up to 40% of the baseline FAR, and those with a five-star AEGBP rating will be allowed a bonus equivalent to 50% of the baseline density.

b) ***Historic Preservation of the Warehouse District:*** All developments that enter into an agreement with the City of Austin to purchase and transfer development rights from the Warehouse District will be awarded one square foot for each square foot transferred. (Transfer of Development Rights [TDR] provisions are described in the body of the report.)

c) ***Live Music and Cultural Uses:*** All developments that enter into an agreement with the City of Austin to provide the following uses will be awarded two square feet of additional floor area for each square foot provided:

   - ***Cultural Uses*** (e.g., theater, performance space, gallery space, museum, etc.) leased for at least 10 years to a non-profit approved by the Director of the Economic Growth and Redevelopment Services Office (EGRSO); or

   - ***Live Music Venue*** of at least 2,500 square feet, leased to an operator approved by the Director of the EGRSO for at least 10 years, and which meets the City's to-be-determined sound-proofing *specifications*.



PROPOSED DENSITY BONUS PROGRAM: MAXIMUM DENSITIES AND HEIGHTS

d) ***Family-Friendly Housing:*** For every residential dwelling unit, 150 square feet of bonused floor area will be allowed for each additional bedroom over two bedrooms.

e) ***Child or Elder Care Facilities:*** All developments that provide child care or elder care facilities will be awarded two square feet of additional floor area for each square foot provided. This bonus will be subject to the facility's adherence to applicable State codes, and to the City of Austin's approval of the operator and the lease terms.

f) ***On-Site Publicly Accessible Open Space:*** Developments which provide on-site publicly accessible open space contributing to the quality of the Downtown pedestrian experience will be awarded five square feet of bonused floor area for each square foot of eligible open space area provided.

g) ***Waterfront Overlay Zone and Other District-Specific Bonuses:*** Developments may also be awarded additional floor area for providing District-specific benefits, to be determined as part of the Downtown Austin Plan Phase Two district planning process. In addition, bonus provisions may also be developed as part of a future revised Waterfront Overlay Zone Ordinance.

The Downtown Density Bonus Program is applied only to areas of the Downtown defined for additional density, up to the maximums prescribed on the map to the left. Areas where additional density is deemed to be inappropriate are ineligible for the Program. A mechanism for calibration and recalibration of the bonuses needs to be established to ensure that the fees and community benefits remain in balance over time. It is recommended that this recalibration occur on a five-year cycle.

CONTEXT

Introduction and Purpose

The first phase of the Downtown Austin Plan (DAP) established a clear vision for the Downtown. The community supports the continued healthy growth and diversification of Downtown's resident and worker population and the creation of a compact, vibrant and sustainable Downtown. One of the first phase recommendations of the DAP was to establish a transparent and understandable system for awarding additional density, above that which is allowed by established zoning. The City Council acted on this recommendation by directing staff and the DAP consultants to undertake this study and return to Council with a proposed Density Bonus program.

This study is aimed at fulfilling this direction from Council, by developing a predictable density bonus system that is grounded in an understanding of current development economics, that can continue to support growth in the Downtown, and that can result in clear community benefits. If approved by the City Council, this new program would replace the existing Density Bonus Ordinance, as it pertains to the Downtown, which has been in place since January 2008.

What Are Density Bonuses And How Are They Used?

A density bonus is an incentive-based tool, which permits developers to increase the maximum allowable floor area or height on a property in exchange for helping the community achieve public policy goals. Density bonuses are used by municipalities across the country, in conjunction with their zoning ordinances, to achieve a wide range of community benefits, including preservation of historic buildings and sensitive environmental resources, provision of affordable or special-needs housing, higher levels of urban design, provision of public open space, arts and cultural uses and special amenities, etc. Typically, a density bonus program is tied to clear public objectives, providing specific quantities of additional floor area above an established maximum, in return for prescribed community benefits.

Density bonuses work best in mature urban areas where there is strong development pressure and limited land availability. As such, they are most commonly used in established downtown areas and inner-city districts, where additional density is most appropriate, real estate values are high, and where undeveloped land is scarce and at a premium.

Density bonuses are effective when they result in clear benefits to *both* the property developer and the community. The property owner and developer benefit by additional land value and net project revenues, and the community benefits by a project that includes valued public amenities - or one that contributes monetarily to specific programs (e.g., affordable housing, open space, etc.). *For a density program to work effectively, however, bonuses need to be calibrated so that sufficient incremental value is produced for private developers, over and above any community benefits charged, to incentivize the additional development in light of increased risk and cost. Without such calibration, developers will have little incentive to utilize the density bonus, and the Downtown could lose an opportunity to award density and to achieve other benefits.*

Density bonuses can be structured to produce desired on-site amenities or features (e.g., plazas, affordable housing units, underground parking, etc.) and/or to generate revenues for specific community programs (e.g., affordable housing, parks and streetscapes, etc.). Density bonuses have also been used as part of a Transfer of Development Rights (TDR) program, where developers are incentivized to purchase unused development rights from historic building sites or districts that have important community value (e.g., theaters). Density bonuses are also tailored to achieve specific

objectives in different parts of a downtown, for example, to prioritize a particular land use like retail shops or restaurants along particular street frontages, or to contribute to a system of public spaces or amenities.

Density Bonus Programs in Other Cities

Many density bonus systems are facilitated administratively, with specific formulas for additional floor area and community benefits established. Some cities, like Vancouver, British Columbia, use a more discretionary approach, where the value of the additional floor area is calculated and negotiated on a project-by-project basis in relation to the public benefit offered. The following provides a sampling of the kinds of density bonuses offered in other cities to achieve community benefits:

- San Diego exempts ground floor retail uses along designated streets from Floor Area Ratio (FAR) calculations, as well as uses in preserved historic buildings. It also provides additional density for on-site open space, green roofs, streetscape improvements, family-oriented dwelling units, etc.
- Portland's Central City Bonus Program offers 18 density bonus options, ranging from incentives for affordable, middle-income and family housing to specific provisions for public art, eco-roofs, child care and public art. In addition, Portland employs a robust "Transfer Program" which allows for the transfer of density from one site to another, to preserve historic buildings, single-room occupancy hotels and existing residential development.
- Seattle exempts retail and entertainment uses from the FAR calculation in certain downtown districts and provides a density bonus for LEED Silver-rated projects.

Bonus for Retail in Target Area (1 bonus sf for each sf of retail)

Bonus for Moderate Income Housing (3 bonus sf for each 1 sf)

Bonus for Housing in CBD (up to 3.0 FAR)

Bonus for Underground Parking (2 bonus sf for each 1 sf of underground parking)

DENSITY BONUSES: PORTLAND, OREGON

- Vancouver provides density bonuses to interior public spaces devoted to public, social or recreational uses with a demonstrated need. Special "Heritage Bonuses" are provided on a case-by-case basis for projects that reuse/preserve historic buildings.

Density Bonuses Targeting Affordable Housing: Many cities utilize a density bonus to incentivize affordable housing. Typically this incentive can be achieved either by providing a portion of developed area as affordable housing ("on-site"), or in some cases by charging a fee, in lieu of constructing on-site affordable housing. Municipalities then use the fees to fund affordable housing or other public benefits at other locations. This fee may be structured as a flat fee, or it may be tied to the cost or the value of market units. The table to the right lists a range of cities which provide different types of density bonuses aimed at supporting affordable housing.

These cities have various solutions to tackle their affordability needs and illustrate potential policy options that Austin could pursue. A review of bonus programs across the country indicates that bonus and fee-in-lieu mechanisms are often available for residential developments, but are less common for commercial development. This is likely due to the more volatile nature of economic returns on commercial development, and the desirability of downtown commercial density as an end in itself.

In some cases, cities set a fixed fee per square foot of bonused area, updated on a regular schedule, in order to provide a transparent, reliable process for charging for bonused area:

- Boulder, which has a compulsory requirement for the inclusion of affordable housing within a project (i.e., "an inclusionary requirement") charges a fixed fee-in-lieu that allows developers the option of paying into a housing fund; the fee is calibrated in proportion to the on-site affordable requirement generated by a bonus, and varies its fee based on whether a unit is attached or detached.

- San Diego charges a fixed fee of $7.31 per square foot for units in buildings of 10 units or more, and $3.65 per square foot for units in buildings of less than 10 units. (San Diego adjusts its fee-in-lieu annually based on 50% of the gap between the area median home price and supportable housing expenses for those earning median family income.)

- Seattle charges an average fee of $18.94 per square foot of bonused area.

	Bonus for residential	Bonus for commercial	Fee in lieu for residential	Fee in lieu for commercial	Inclusionary Requirement
Arlington, VA	✓		✓		
Boulder	✓		✓		✓
Chicago	✓		✓		
Denver	✓		✓		✓
San Diego	✓	✓	✓	✓	✓
Seattle	✓	✓	✓	✓	

In cases where real estate costs and values fluctuate substantially, some cities have created systems for modifying fees charged based on market conditions:

- New Jersey's Council on Affordable Housing required developers to pay 2.5% of total project costs for all non-residential housing constructed as part of the project into a fund for affordable housing. (Note: this charge was

temporarily suspended by the state legislature recently in light of current economic conditions.)

- Chicago, IL sets the fee-in-lieu to be paid for each square foot of bonused area by periodic appraisal of land values.
- Arlington, VA requires developers to pay 1% of total construction costs into an affordable housing reserve fund.
- Annapolis, MD charges a fee equal to 4% of construction costs quoted on the project's building permit application.

Existing Density Bonuses in Austin

In Austin, various types of density bonuses are being used to achieve public objectives. As early as the 1980s, the Waterfront Overlay District Ordinance contained some provisions for developers to increase allowable FAR in exchange for higher quality development. Most of Austin's density bonus incentives are much more recent, and all are primarily aimed at achieving affordable housing in specific planning areas. Some programs include "gatekeeper" requirements such as the provision of enhanced streetscapes, green-building, etc. The bonus programs, which have been developed over the past ten years to address specific issues and areas have had varied success:

The CURE Ordinance (1996): The City's CURE (Central Urban Redevelopment) Ordinance allows for site development regulations (such as density and height) to be modified by the City Council in order to promote "sustainable redevelopment" in Downtown and in near-Downtown areas and corridors. Almost all high-rise projects have pursued increased entitlements through this re-zoning process, and the City Council has systematically approved increased density and height, in support of the City's desire for dense, compact and sustainable development. (See Appendix A for copy of CURE Ordinance.)

In an "exchange" for these increased entitlements, developers have agreed to provide certain community benefits. These have been relatively modest in scope and have typically been contributions to the Austin Parks Foundation and/or to the Affordable Housing Trust Fund and construction of "Great Streets" streetscapes improvements.

This ad-hoc and unpredictable approach to granting increased development rights in exchange for community benefits has created concern on the part of both the development community and the public. From the developer's point of view, there is uncertainty in terms of the time, cost and outcome of the re-zoning process. From the community's point of view, there is uncertainty as to the levels of community benefits that are appropriate in relation to the entitlements offered, as well the unpredictability of how and when the City Council will act on a given project. This lack of transparency and predictability has engendered some mistrust of the CURE re-zoning system. For this reason, City Council directed the Design Commission to review density bonus programs in other cities and provide recommendations for a specific program for Austin.

University Neighborhood Overlay (UNO) Ordinance (2004): As part of the City's neighborhood planning process an overlay was created that covered significant portions of West Campus. The goal of the UNO overlay was to create a dense and walkable neighborhood adjacent to the University of Texas. In order to gain increased building heights and densities, residential developments must: achieve the One Star Austin Energy Green Building (AEGB) rating, provide streetscape improvements and comply with district design guidelines. In addition developments must construct 10% of bonused residential floor area to be affordable to families earning 80% MFI and 10% of the bonused area at 65% MFI, or pay a fee-in-lieu amounting to $0.50 per square foot of rentable floor area in the development. *So far, 239 on-site affordable units have resulted from a total of 2,393 residential units, as well as almost one million (fee) dollars.*

Rainey Street Ordinance (2005): This district of the downtown was substantially up-zoned from Single-Family, General Office (GO), etc., to CBD zoning, as a result of the desire to see this area redevelop as a dense residential, mixed-use neighborhood. However, in order to obtain CBD zoning entitlements, developers must build 5% of all housing units in a residential project on site at 80% MFI. *So far, only 19 affordable housing units have been produced from this density bonus program, probably due to the disaggregated ownership of properties likely to redevelop.*

Vertical Mixed Use Corridors (VMU) (2007): As part of the City's Commercial Design Standards initiative, the VMU Ordinance was passed to encourage denser, mixed-use development along key transit corridors. In order to obtain increased FAR, reduced parking ratios, etc., at least 10% of all residential units in a residential project must be constructed on site to be affordable to families earning 80%-100% of MFI (for ownership housing) or to families renting at 60-80% of MFI. *No affordable units have been produced from this program thus far.*

Transit Oriented Development Districts (TOD) (2008): This program is aimed at increasing affordable housing adjacent to the new MetroRail stations. Three "Station Area Plans" (SAPs) and their associated Regulating Plans were adopted by Council in late 2008 and early 2009 to regulate development in the one-half mile area around each new rail station. Density bonuses are included as part of the Regulating Plans to incentivize the construction of on-site affordable housing. Generally, in order to obtain increased FAR, density, height, and relief from Compatibility Standards, at least 10% of the entire square footage of the development must be built to be affordable to owners earning 60 to 80% of MFI, and for renters at 50-60% of MFI. A fee-in-lieu of affordable housing may be granted subject to the approval of the City Council if a compelling reason for not providing housing on-site is demonstrated. The fee is

West Campus: 21 Rio Apartments

Rainey Street: Milago Condominiums
Both the University Neighborhood Ordinance (UNO) and the Rainey Street Ordinance provide bonus density for the provision of affordable housing.

set at $10 per square foot of bonus area. *No affordable units have been produced from this program thus far.*

Recently Revised Planned Unit Development (PUD) Ordinance (2008): This substantial revision to the existing PUD ordinance was created to set clearer parameters to achieving the required "superior" development associated with PUDs. As part of this revision, affordable housing parameters were set, along with required green building standards, open space, etc. In order to obtain the PUD zoning (with potentially increased FAR, height and/or building coverage), a project must demonstrate superiority to what would be required under conventional code. One of several ways to demonstrate superiority would be to include an affordable housing component that stipulates that at least 10% of rental units must be affordable at 80% MFI or 5% of for-sale units must be affordable at 80% MFI. *No affordable units have been produced from this program thus far.*

North Burnet Gateway Area Program: This previously industrial area of northwest Austin is undergoing a transformation to become a high-density mixed-use community that will be served by two rail lines. Adopted in November 2007, the neighborhood plan/master plan recommended development of a design-based zoning code and density bonus system for the area. The Regulating Plan for the area was adopted in March 2009 and includes density bonus provisions to incentivize the construction of affordable housing and new collector streets as redevelopment occurs. In order to obtain increased FAR and height, at least 10% of the bonused area must be built for families earning 80% MFI for sale or for 60% rental. A fee-in-lieu of affordable housing may be granted administratively for $6 per square foot of bonus area. In addition, a select group of smaller properties (less than 5 acres in size) may be eligible for a density bonus for constructing new collector streets as identified on the adopted North Burnet/Gateway collector plan. *No affordable units have been produced from this program thus far.*

The North Burnet Gateway Plan includes a density bonus for on-site affordable housing, and an in-lieu fee.

Density Bonus Ordinance (2008): In anticipation of a more economically-grounded density bonus program to be developed by the ROMA/HR&A team as part of this study, the City Council adopted a Density Bonus Ordinance in January 2008, setting up an administrative process for granting increased entitlements in exchange for community benefits, with a particular focus on affordable housing. The ordinance is the result of considerable effort, particularly by the Council-appointed Affordable Housing Incentive Task Force (AHITF) and the Design Commission. Both groups shared a central goal: the desire to ensure that a fair share of community benefits be derived in exchange for increased entitlements

awarded to projects, i.e., greater building height and/or density. (See Appendix B: Density Bonus Ordinance.)

The Density Bonus Ordinance reflects the recommendations developed in the AHITF Report, as well as certain provisions recommended by the City's Design Commission. For Downtown properties zoned CBD and DMU, the ordinance requires that, in addition to meeting the City's Design Guidelines (as judged by the Design Commission) and constructing "Great Streets" streetscapes, a development must meet the following:

For residential developments:

- Provide affordable housing in 10% of the floor area exceeding the floor-area-ratio limitation of the existing zoning (the bonused area), *or*
- Pay a fee to the Housing Assistance Fund equal to $10 per square foot of the bonused area.

For commercial or mixed use developments:

- Pay a fee to the Housing Assistance Fund equal to $5 per square foot of the bonused area, *and*
- Pay a fee to the Community Benefits Fund equal to $5 per square foot of the bonused area. (The Community Benefits Fund could then allocate funds to support a number of purposes, such as open space, child care, transit, green building, historic preservation, live music, etc.)

A key incentive to participate in the Density Bonus is the provision that the City waive all development fees for the project, if the developer elects to pay a fee instead of providing on-site affordable housing. (If the developer is providing on-site affordable housing, then the development fees are already waived as part of S.M.A.R.T. Housing incentives.)

Since adoption in January 2008, however, no Downtown developers have chosen to avail themselves of the Density Bonus Ordinance. The more direct and less costly route to increased entitlements still exists through the CURE re-zoning process, which is in effect a loophole in the Density Bonus Program, allowing developers to revert to the discretionary, Council-driven, re-zoning process. Four such CURE zoning cases have taken place since the passage of the ordinance (January 2008), which have received significant increases in FAR in exchange only for construction of Great Streets sidewalk improvements – far less than what would have been required of these projects if they had participated in the current or proposed Density Bonus Program.

Evaluation of Austin's Density Bonuses: The density bonus program that has received the most response from the development community is that of UNO, where there has been a convergence of pent-up demand for student housing, with bonuses that offer substantially greater entitlements than the base zoning. In addition, the in-lieu fees being charged for affordable housing are set at a level that does not deter developers from building at greater heights and densities.

Greater Density Does Not Always Mean Greater Value

It must be understood that the ability to develop with increased or bonused density does not always generate increased or "incremental value" to a developer sufficient to incentivize the additional development. The following statistics were generated by an analysis the team performed of twenty recent developments in Austin's CBD from 2002 through 2009 with the CURE regime in place. (See Appendix D: Recent Downtown Austin Projects Comparison.)

- 55% of developments did not seek additional zoning rights;
- Only 57% of the sites that did receive additional development entitlements made use of them when they developed their projects; and
- Of the projects that proceeded with the additional entitlements, only 77% of the bonused floor area was ultimately built.

There can be a number of reasons that a private developer may not be able to achieve a sufficiently higher return under a bonus density to justify the increased risk or cost taken on to build a larger building:

- Higher per unit costs due to a change in construction type (i.e., change from mid-rise to high-rise)
- Longer construction and absorption periods
- Exposure to additional types of market risk

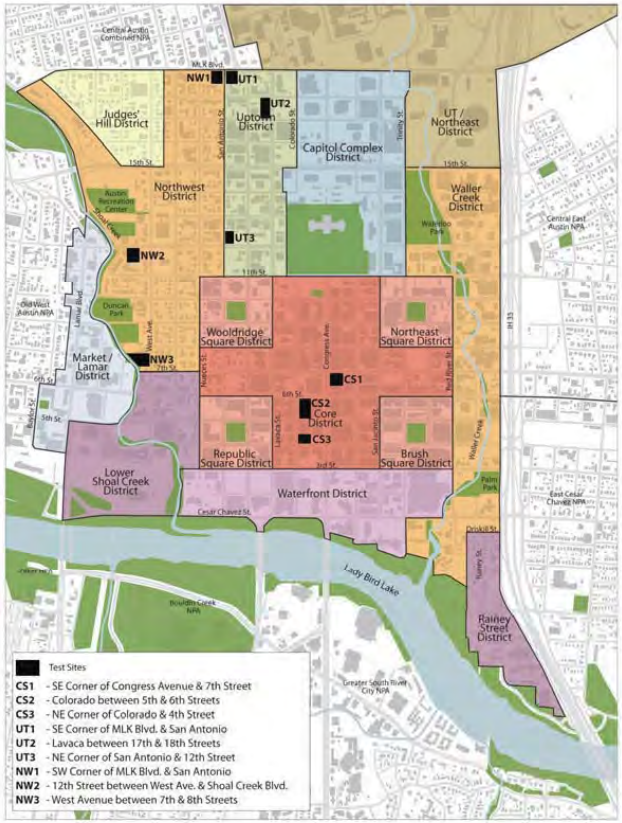
On the other hand, opportunities for higher base revenues and certain construction related economies of scale are available, so there are cases where sufficient incremental value is created to justify a charge for a density bonus. One such case is in high-rise residential development, where the value of units increases with additional height.

STUDY PROCESS AND FINDINGS

In order to devise an economically-grounded density bonus regime that would also result in appropriate and compatible built form for different areas in downtown, the ROMA team tested potential density bonuses for three different building types (residential, office and hotel) in three different districts of the Downtown. The three districts, as identified in DAP Phase One, are the Core, the Uptown and Northwest Districts, which include a diversity of zoning designations from CBD with an FAR of 8.0 and unlimited height, to DMU with an FAR of 5.0 and a maximum height of 120 feet, and GO with a maximum FAR of 1.0 and a height of 60 feet. As such, nine development sites were selected - outside of existing Capitol View Corridors - to be the subjects for testing the implications of increased density, both from a physical form and a development economics standpoint. (See map to right.)

Form and Character Analysis of Test Districts

In order to understand the character of these three sample districts and the three test sites within them, the team mapped and analyzed the areas and engaged stakeholders, both through an on-line survey and in district-specific meetings, to study the following: historic resources, unique built and environmental qualities, areas and buildings to preserve and enhance, location of retail/restaurant and cultural uses and finally, what areas within each district could accommodate increased density above their existing zoning. This analysis informed the team's *physical* modeling or three-dimensional massing of proposed bonused development on each of the nine test sites. The team also queried district stakeholders about their priorities for redevelopment, both in terms of types of buildings and uses and what improvements should be made in the district, such as enhanced open space, better streetscapes, trail connectivity, etc. (See Appendix C: Core, Uptown and Northwest district: Form and Character Analysis.



TEST SITES FOR PROPOSED DENSITY BONUS PROGRAM

Nine "test sites" in three downtown districts were analyzed for their ability to accommodate additional density

For each of the sites, the team then developed three-dimensional simulations of the maximum envelope of development under *existing* zoning regulations and a corresponding scenario illustrating the maximum compatible envelope that might be developed if a density bonus were allowed. (See sample simulations on the following page, and all of the test sites in Appendix E: Physical Form Analysis of Test Sites.)

Parking Assumptions: It is important to note that in all cases, it was assumed that parking would be provided consistent with current market practice in Downtown developments, rather than the full reduction allowed for the downtown by the Land Development Code. Therefore, all the scenarios, except one, reflect the following:

- Residential: 1.8 spaces average per unit assumed; whereas Code permits 1.2 spaces per 2 bedroom unit
- Office, Retail: 1 space per 400 square feet (SF) assumed; whereas Code permits 1 space per 1375 SF
- Hotel: 1 space per room assumed; whereas Code permits 0.22 spaces per room)

In addition, it was assumed that the bonused projects would only park a maximum number of three levels underground and no more than ten levels above grade, which is consistent with current practice Downtown, from a practicality standpoint.

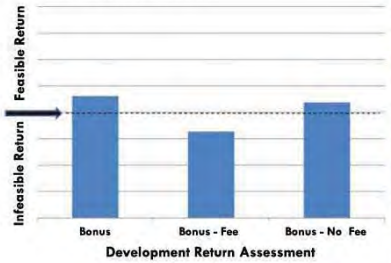
Summary Findings of Form Analysis: From the district form analysis and the testing of each of the nine sites, the team has made the following findings:

- There are opportunities for increased density in many areas, without compromising the scale and character of the surrounding district. Such increases in density should be guided by development standards that promote compatibility. These standards should be developed in conjunction with key stakeholders in Phase Two of the DAP; in the meantime, existing compatibility standards should prevail.
- There are some areas of Downtown where increased density and/or height beyond the current zoning limits should not be allowed, such as in much of the Northwest, Judges' Hill, the East 6th Street and Warehouse districts. *These areas should be excluded from the Downtown Density Bonus Program.*
- It will be difficult to take advantage of a density bonus if the subject site is less than one-quarter block, as incorporating structured parking becomes extremely inefficient (space consumed per parking space yield is very high) and therefore costly. Off-site parking provisions made possible through a parking management or enterprise may change this in the future.
- Current market and financing-driven parking practices which lead to high numbers of on-site parking spaces being required and built limit the ability for projects to achieve densities significantly above what the existing zoning prescribes. This is due to a number of things. First, few developments will build more than nine or ten floors of parking, as beyond this, accessing parking becomes cumbersome and inconvenient for the building users. Second, providing suburban or near-suburban parking quantities can cause projects to reach their height maximums sooner, which has the effect of reducing the amount of habitable space possible. Third, at some point the sheer cost of providing on-site structured parking becomes a deterrent to providing more habitable space/density.

CORE DISTRICT - SITE 2

(Reduced On-Site Parking)
Colorado between 5th & 6th Streets

Existing Zoning = CBD
Maximum FAR = 8.0
Site Area = 43,827 sf
Maximum Floor Area = 350,614 sf
Maximum Height = Unlimited
Maximum Impervious Cover = 100%



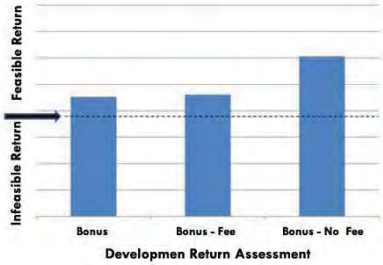
BASE ZONING SCENARIO
Office
350,100 sf (FAR 8.0)*
190 ft (13 Floors)

DENSITY BONUS SCENARIO
Office
1,092,600 sf (FAR 24.9)*
540 ft (37 Floors)

UPTOWN DISTRICT - SITE 2

Lavaca between 17th and 18th Streets

Existing Zoning = DMU
Maximum FAR = 5.0
Site Area = 35,806 sf
Maximum Floor Area = 179,032 sf
Maximum Height = 120'
Maximum Impervious Cover = 100%



BASE ZONING SCENARIO
Residential
178,200 sf (FAR 5.0)*
118 ft (9 Floors)

DENSITY BONUS SCENARIO
Residential
305,600 sf (FAR 8.5)*
304 ft (24 Floors)

TWO SAMPLE TEST SITES

(for remaining Test Site Studies see Appendix E.)

- If Downtown projects were able to provide substantially less on-site parking, there would be greater potential for increased floor area densities, which could create higher levels of community benefits associated with a density bonus program. Reducing the amount of on-site parking in developments would also increase the effectiveness of transit and help to foster a more sustainable Downtown. It would also result in buildings with less bulk and "dead" space, and more habitable floor area, making developments more attractive and human-scaled. As Austin's transit system is expanded, and as centralized shared parking becomes more prevalent in the downtown, the amount of on-site parking will be able to be reduced, and smaller sites (e.g., less than one-quarter block in size) will become more viable for redevelopment.

Economic Analysis of Test Sites

In order to understand the economic implications of the proposed density bonus scenarios, HR&A created test pro-forma models for the base zoning and bonused scenarios on each of the nine sites. (See Appendix F.) This process involved the following:

- Generating the net and gross floor area for each site under existing zoning and the proposed density bonus.
- Determining construction costs and timing through a combination of information gathered from developer interviews, and baseline construction cost estimates of different construction types corresponding with different building types.
- Obtaining appropriate operating information through a combination of national brokerage reports, local market studies, information from local developers, and asking rents and prices from publicly available sites. Information included income, expenses and absorption.
- Obtaining financing information from various market sources and interviews with developers.
- Developing a sources and uses and cash flow/returns schedule resulting from the data for each use and corresponding bonus use.
- Obtaining projected returns from each development, in the form of a net present value calculation to determine the dollar amount of returns and an internal rate of return calculation in order to determine the relative risks and returns.
- The modeling did not assume that any development fees were waived apart from currently available S.M.A.R.T. Housing benefits.

General returns were compared for the base and bonus developments and then aggregated in order to determine the efficacy of a density bonus across product types and across different Downtown districts. It must be noted that although market conditions may change and assumptions may change, the critical factor is *the relationship between base and bonused densities*, which can be estimated at this time. As market conditions change, the analysis should be updated periodically.

Summary Findings of Density Bonus Development Economics: The initial findings are as follows:

- Residential developments receiving a bonus appear to gain sufficient incremental value to support a public benefit in

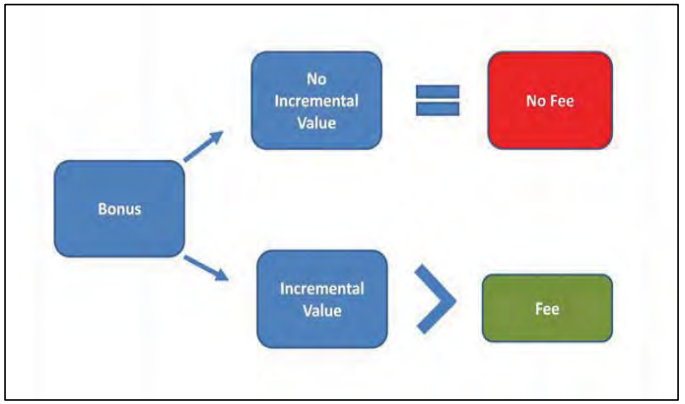
each downtown district. This is due largely to the added value of high-floor residential units.

- For residential projects, the incremental value created varies by district within downtown, with residential development in the Core, Waterfront, Lower Shoal Creek, and Rainey Street districts producing the highest value. The analysis suggests that residential projects in these districts could support a $10 per square foot fee-in-lieu, while residential projects in other districts could support a $5 per square foot fee-in-lieu.

- At this time, commercial development does *not* produce sufficiently high incremental returns on additional building area that could be gained through a density bonus to justify charging a public benefit fee. Office product does not command sufficiently higher rents for additional density to produce significant incremental value, and hotel programs are not easily amenable to scaling, which would be required to take advantage of bonusable areas.

- Bonuses that result in a more expensive construction type (i.e., shifting from mid-rise to high-rise) typically do not yield additional returns high enough to justify their usage. In some cases, however, additional density makes a project feasible where it was not feasible under base zoning. This is particularly the case for commercial (office and hotel) developments outside of the Core, Lower Shoal Creek, Rainey Street and Waterfront districts, which depend on a sufficient density to support the high cost of constructing parking.

- There are limits to the amount of bonus area that will be used for any given site, even assuming strong market conditions and reduced parking requirements. Market absorption time



A fee is justified only where incremental value is created.

(i.e. the period in which a project's units are sold or its spaces completely rented) lengthens for projects over a certain size to the point where returns are no longer sufficient to justify the bonused floor area. Except in special circumstances, more than a 50% floor area increase over base zoning does not produce sufficient incremental returns. This is less likely to be the case in the Core district, where stronger demand has accelerated residential absorption and where office developments will have a more rapid lease-out period.

Potential Value of Density Bonus Fee: Given these considerations, HR&A analyzed the potential value that a density bonus fee-in-lieu could generate for the City of Austin and found that a fee-in-lieu, if implemented now and used by the development community, could generate a substantial fund for creation of public goods, but not one of a magnitude that could solve - for example - Austin's Downtown affordable housing challenges on its own.

Based on an analysis of developable land downtown, HR&A concluded that a density bonus for residential projects in all parts of Downtown could generate $30 million in funds over a 20 to 30 year period, assuming:

- 50% of developable sites of a quarter-block or more were developed;

- All of those sites used a density bonus with an average bonused FAR of 3.0 for 50% of the bonused area, and paid a fee of $5 per square foot for residential development in the Northwest, Uptown and Waller Creek districts of Downtown, and $10 per square foot in the rest of Downtown.

HR&A estimates that these funds would be sufficient to produce about 130 to 200 units of affordable ownership housing Downtown using public funds to subsidize units (assuming units geared to 120% of median family income), or 275 to 330 units of affordable rental housing Downtown (assuming units geared to 80% of median family income). (See Appendix F: Detailed Findings from Economic Analysis of Test Sites.)

FOUNDATIONAL PRINCIPLES

While not a single solution or "silver bullet", the density bonus program can be an effective tool in promoting the community's core values of a more sustainable, diverse and livable Downtown. As the Downtown matures, the program is likely to yield increased returns over time. The following six principles are recommended to promote a simple, clear and predictable density bonus system that offers a level of certainty to all stakeholders:

1. **Density should be encouraged, not penalized.**
2. **Existing zoning should be retained as the base for the density bonus program.**
3. **High quality urban design should be required of all development.**
4. **There should be one, administrative and predictable pathway to a density bonus.**
5. **Additional density should be allowed only where appropriate and compatible.**
6. **Community benefits derived from density bonuses should be focused on the most "at-risk" elements.**

Principle 1: Density should be encouraged, not penalized. Developers should have an economic incentive to use the Density Bonus Program. The program must not penalize or discourage increased density, which in itself can result in an increased tax base, and a more compact and sustainable city center that is supportive of transit. Rather, the Density Bonus Program should be structured in a way that economically incentivizes developers to use the program, and in doing so, to develop projects that result in additional community benefits.

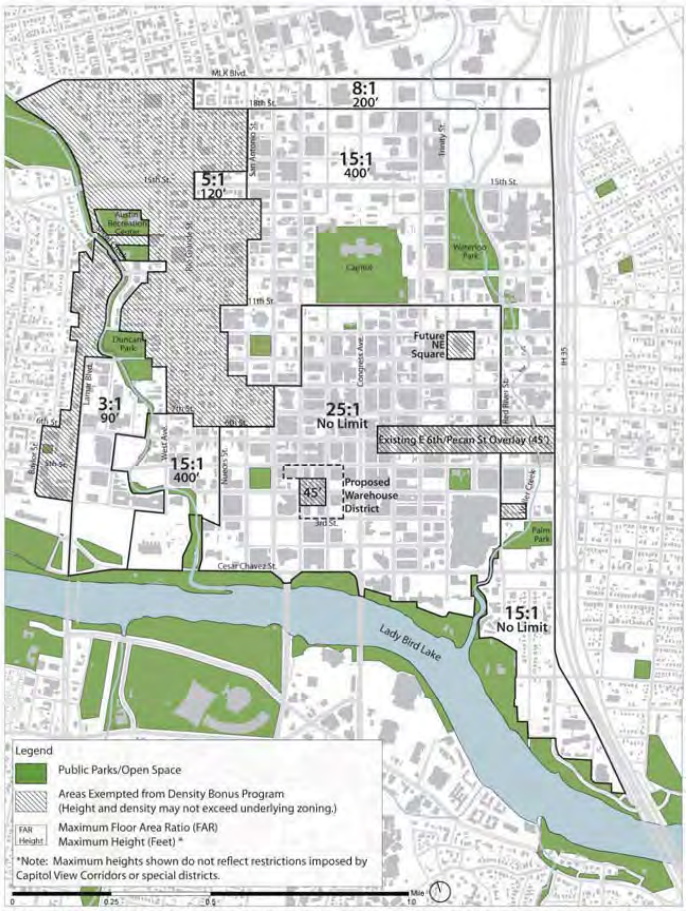
"Charging" for a density bonus, whether through on-site benefits or as a fee-in-lieu can be justified only where sufficient incremental value is created for a private developer to take on the additional risk of building a larger project. The public may feasibly exact a portion, but not all, of the incremental value created from bonus density. In order to incentivize use of a density bonus, private developers must be left with some measure of incremental value for choosing to build the additional density.

In analyzing existing and potential downtown development, it has been concluded that *residential* developments receiving a bonus appear to gain sufficient incremental value to support a public benefit in each downtown district. On the other hand, *commercial* (office and hotel) developments at this time do not produce sufficiently high incremental returns to justify a fee.

Principle 2: Existing zoning should be retained as the base for the density bonus program. Existing zoning designations (e.g., CBD, DMU, CS, GO, etc.) and their specific height and density provisions should be maintained as the baseline for the proposed Density Bonus Program, in order to foster a stable and more predictable real estate market. These entitlements provide a wide spectrum of densities depending on their locations, with Floor Area Ratios (FARs) ranging from 1:1 at the edges of the Downtown (GO: General Office) to 8:1 in the Core (CBD: Central Business District). Height limits under existing zoning range from 60 feet (CS: Commercial Services and GO) to 120 feet (DMU: Downtown Mixed Use) and to unlimited height on properties designated with CBD zoning. This entitlement structure has been in effect for many years and has the status (and benefit) of a norm. Amending the baseline zoning at this point could be disruptive and time-consuming.

Principle 3: High quality urban design should be required of all development. Before developing a program for awarding density, it is important first to determine what should be required of all development. As concluded in the DAP Phase One Issues and Opportunities report, all development within Downtown should be designed to reinforce the community's fundamental goals for a livable, sustainable, diverse and engaging city center that is respectful of its history and culture. As such, high quality design should be a prerequisite for *all* new development within the Downtown, *not just those projects seeking additional density*. It is not wise to depend on developers participating in a density bonus program to achieve fundamental urban design objectives, when it is not known how many projects will choose to take advantage of the program. As part of the DAP Phase Two effort, existing development codes will be refined to respond more purposefully to the unique form and activity characteristics of Downtown and its Districts, as well as to create more sustainable development, independent of the density bonus program. In the meantime, the Design Commission's Urban Design Guidelines should be used as a basis for the review of projects seeking additional density.

Principle 4: There should be only one, administrative and predictable path to receiving a density bonus. The City's CURE (Central Urban Redevelopment) Ordinance provides a mechanism to obtain additional density and height beyond the maximum permitted by the base zoning that is awarded at the discretion of the City Council. The use of CURE to obtain additional density and height should be replaced by a formalized and prescriptive density bonus system that can be processed administratively, and that can provide all stakeholders, including developers and community members, with more certainty and predictability. As evidenced by the non-participation in the 2008 Density Bonus Ordinance, the CURE re-zoning process has proven to be a "loophole" that has rendered the existing Density Bonus Program ineffective for Downtown.



PROPOSED DENSITY BONUS PROGRAM: MAXIMUM DENSITIES AND HEIGHTS

Principle 5: Additional density should be allowed only where appropriate and compatible. Certain areas of the Downtown should be excluded from the Density Bonus Program, because additional density could threaten the area's historic or neighborhood character and integrity. As shown on the map on the opposite page, the following areas are proposed for exclusion:

- The Judges' Hill Neighborhood;
- Portions of the Northwest and Uptown districts, not including portions of the MLK Boulevard, West 15th Street and West 12th Street corridors;
- The blocks including and surrounding the Bremond Block National Register Historic District;
- The East Sixth Street National Register Historic District, which already has a 45-foot height limit;
- All properties west of Lamar Boulevard;
- The Waterloo compound along East Third Street east of the Convention Center, a potential historic district; and
- The most intensive concentration of historic warehouse structures along Fourth Street between Lavaca and Colorado streets. (See discussion of Warehouse District below.)

(Note: The boundaries of these excluded areas may be refined further, as a result of more detailed district planning that will occur during the second phase of the DAP.)

Additional density beyond what is currently permitted by zoning is desirable in many parts of the Downtown, particularly when such density further reinforces goals for a more livable, diverse and sustainable city center that is supportive of transit. The map presented here provides a recommended allocation of maximum densities (FARs) and heights. As part of the Phase 2 District plans, these height and density limits may be refined and adjusted further, and specific development standards will provide further guidance on the form of buildings and their relationship with existing features or conditions within the various districts of the Downtown. In the meantime, it is recommended that all projects seeking additional density be subject to the City's existing Compatibility Standards and to the Design Commission's Urban Design Guidelines as interpreted by the Urban Design Division of the Neighborhood Planning and Zoning Department.

Principle 6: Benefits derived from density bonuses should be targeted to "at-risk" elements and areas of Downtown and the "Downtown Impact Area". The density bonus program should not become a "catch-all" mechanism for the achievement of all public objectives. A recent report evaluating the efficacy of Portland's density bonus system concluded that the most important improvements that could be made would be to enhance the program's:

- ***simplicity***, in the number of bonus options, and how they work;
- ***clarity***, in how these options are interpreted and implemented; and its
- ***certainty***, that developers have access to cost effective options for reaching the maximum density potential, while contributing to public goals.

(Source: Evaluation of Entitlement Bonus and Transfer Portland's Central City: Report on Findings, Johnson Gardner, November 2007.)

While the channels for achieving increased density need to provide a sufficient number of cost-effective options, the number of options

should not be so excessive as to dilute the program's ability to produce real benefits. In addition, the density bonus program should not be utilized to achieve benefits that could be more effectively achieved through other means. For instance, density bonuses should not be used as the primary tool for achieving fundamental urban design objectives, which can more effectively be realized through development standards. Similarly, streetscape enhancements should be required of all new development. The density bonus program is also not an effective or appropriate mechanism for funding downtown parks and open space improvements, or for the expansion of the transit system, both of which require their own robust implementation and financing strategies. Rather, it is recommended that the program be strategically focused to mitigate the most significant risks facing Downtown and bring focus to these in the community. In response to the DAP Phase One findings and stakeholder input, the Density Bonus Program fees and/or benefits should be targeted to bolster five principal needs:

- ***Affordable Housing:*** The need for more affordable housing, including housing suitable for families and others with special needs;

- ***Green Building:*** The need for higher levels of sustainably-designed buildings that conserve energy and natural resources;

- ***Historic Preservation of the Warehouse District:*** The need to preserve the last remaining structures of the historic Warehouse District as a unique place within the Downtown;

- ***Live Music and Cultural Facilities:*** The need to preserve and expand viable live music venues and cultural facilities that provide an important creative, social and economic base to the community; and

- ***Downtown Open Space and Pedestrian Facilities:*** The need for high quality open space that is publicly accessible and that contributes to the pedestrian experience and vitality of the downtown.

PROPOSED DENSITY BONUS PROGRAM

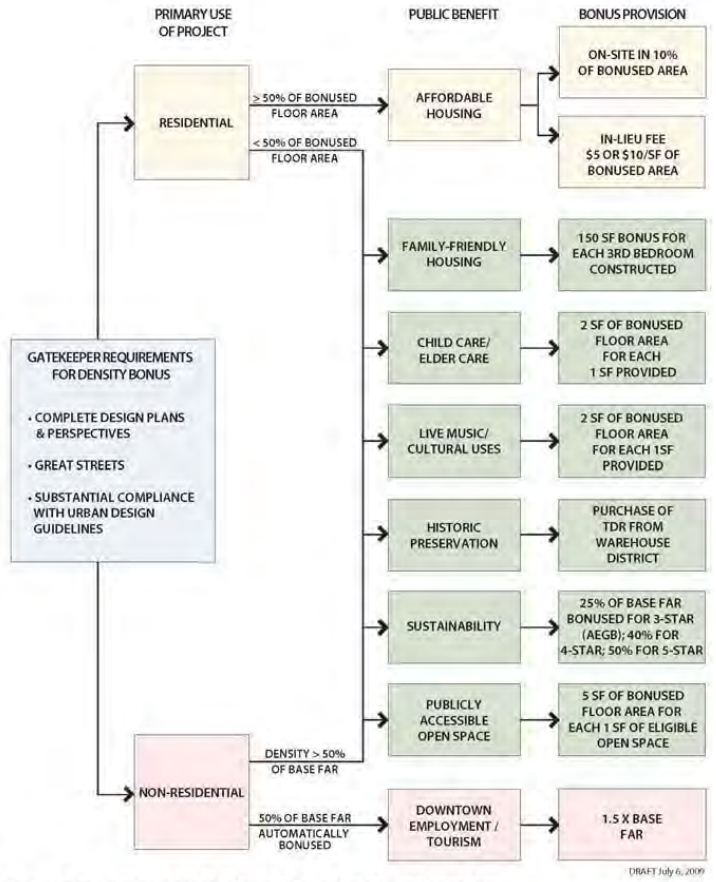
The following density bonus program is based on the six principles described above and the physical form and economic analyses. As discussed, the intention is to create a clear and transparent system, which can be implemented administratively, and which results in clear benefits to the community. Benefits are targeted to the four areas of particular need: affordable and special needs housing, higher levels of green-building and sustainable development, retention and creation of live music venues and cultural facilities and historic preservation of the Warehouse District. The proposed Program is depicted on the adjacent diagram and structured per the following:

Gatekeeper Requirements

All projects seeking a density bonus above the Floor Area Ratios (FARs) currently permitted by the underlying zoning, will be required to file an application with the City and to meet certain "gatekeeper" requirements to ensure that basic urban design criteria are met. The Urban Design Division of the City's Neighborhood Planning and Zoning Department will review each project to determine its eligibility for the density bonus program, based on the following gatekeeper requirements:

Location: The project must be located within an area of the Downtown eligible for the density bonus program (See map on page 20).

Design Plans: All projects seeking density bonuses should include conceptual building elevations and three-dimensional simulations, which describe the urban design character of the proposal in relation to its context. This will enable the City to understand the potential effect that the project could have on the downtown environment.



PROPOSED DENSITY BONUS PROGRAM PATHWAYS

Substantial Compliance with Existing Urban Design Guidelines: All projects seeking density bonuses should comply with the Design Commission's Urban Design Guidelines. These guidelines will ultimately be replaced by the form-based development standards being prepared as part of the Phase Two of the Downtown Austin Plan, which will apply to all downtown development.

Great Streets: All projects seeking density bonuses will be required to implement streetscape improvements adjacent to the property, consistent with the Downtown Austin Plan streetscape standards, or the Great Streets program, whichever applies.

On the basis of this review, City staff will present its recommendation to the Design Commission for any further input or comment. Once a project is deemed to be eligible to participate in the program, the following provisions will apply:

Non-Residential Uses

In order to encourage and support office and hotel development vital to the sustainability and competitive success of Downtown Austin, additional density up to 50% of the baseline density is granted for these uses, with no additional provisions beyond those required under existing zoning and the "gatekeeper requirements" described above. For example, office and hotel development on properties with CBD zoning will be granted increased density from 8:1 FAR to 12:1. This recommendation is based on the economic analysis, which found that commercial developments at this time do not consistently produce sufficiently high incremental returns to justify charging a public benefit fee. Non-residential projects seeking additional density, beyond this 50% FAR bonus, will not be subject to a fee, but will be required to provide community benefits as described below for *All Uses*.

Residential Uses

At least 50% of a residential project's bonused floor area must be achieved by either:

- constructing on-site affordable housing in 10% or more of the bonused square footage; or by
- paying a fee to the Housing Assistance Fund as provided below.

Up to 50% of the remaining bonused floor area of a residential project may be achieved by complying with the community benefit requirements described below for *All Uses*.

On-Site Affordable Housing: The following provisions must be met to qualify for affordable on-site housing:

- An owner-occupied affordable unit must be available for occupancy for a period of not less than 99 years by an occupant whose gross household income does not exceed 120% of the median family income (MFI) for the Austin metropolitan statistical area.
- An affordable rental unit must be available for occupancy for a period of not less than 30 years by an occupant whose gross household income does not exceed 80% of the median family income (MFI) for the Austin metropolitan statistical area.

Buildings which achieve Austin Energy Green Building ratings will be awarded additional density.

Affordable Housing In-Lieu Fee: The in-lieu fee to be paid for each square foot of gross floor area of residential development above the baseline density will be established by ordinance and adjusted annually in accordance with the Consumer Price Index All Consumers, US City Average, All Items (1982-84=100), as published by the Bureau of Labor Statistics of the United States Department of Labor. On the basis of the economic analysis performed as part of this study and presented in Appendix F, the following fees are recommended for residential development:

- Within the Core and Historic Squares, Lower Shoal Creek, Rainey Street and Waterfront districts, the fee shall be $10 per gross square foot of additional space above the baseline density.
- Within all other Districts of the downtown, the fee shall be $5 per gross square foot of bonused space (additional space above the baseline density).
- This fee shall be allocated to the Housing Assistance Fund.

It is recommended that the City Manager adjust the fee amounts every five years through analysis of economic feasibility and report the new fee amounts to City Council. The methodology for determining economic feasibility is described more specifically on page 29. It would involve pro-forma financial analysis to determine if sufficient incremental value is created to justify a certain fee amount.

All Uses

Additional density for both residential and non-residential development, beyond that described above, can be obtained by one or more of the following:

a) ***Green Building:*** Projects achieving a three-star Austin Energy Green Building Program (AEGB) rating will be allowed additional density up to 25% of the baseline density. Projects achieving a four-star AEGB rating will be allowed additional density up to 40% of the baseline FAR, and those with a five-star AEGB rating will be allowed a bonus equivalent to 50% of the baseline density.

b) ***Historic Preservation of the Warehouse District:*** All developments that enter into an agreement with the City of Austin to purchase and transfer development rights from the Warehouse District will be awarded one square foot of bonused floor area for each square foot transferred. (Transfer of Development Rights provisions are described in the following section of this report.)

c) ***Live Music and Cultural Uses:*** All developments that enter into an agreement with the City of Austin to provide the following uses will be awarded two square feet of additional floor area for each square foot provided:

- ***Cultural Uses*** (e.g., theater, performance space, gallery space, museum, etc.) leased for at least 10 years to a non-profit approved by the Director of the Economic Growth and Redevelopment Services Office (EGRSO); or

- ***Live Music Venue*** of at least 2,500 square feet, leased to an operator approved by the Director of the EGRSO for at least 10 years, and which meets the City's to-be-determined sound-proofing *specifications*.

d) ***Family-Friendly Housing:*** For every residential dwelling unit, 150 square feet of bonused floor area will be allowed for each additional bedroom over two bedrooms.

e) ***Child or Elder Care Facilities:*** All developments that provide child care or elder care facilities will be awarded two square feet of additional floor area for each square foot provided. This bonus will be subject to the facility's adherence to applicable State codes, and to the City of Austin's approval of the operator and the lease terms, which shall be for no less than ten years.

f) ***On-Site Publicly Accessible Open Space:*** Developments which provide on-site publicly accessible open space which contributes to the quality of the Downtown pedestrian experience will be awarded five square feet of bonused floor area for each square foot of eligible open space area

New live music venues are incentivized with the density bonus program.

provided. Eligible open space may be in the form of plazas, gardens, paseos, courtyards, or other useable urban spaces that meet the following criteria:

- ***Public Use:*** The space is open to the public for at least 12 hours each day, to be enforced by a deed restriction.

- ***Accessibility and Visibility:*** The space is accessible and visible from the public sidewalk with a grade change no greater than 18 inches from the sidewalk.

- ***Size:*** The space has a minimum area of 600 square feet with no dimension less than 15 feet.

- ***Solar Access and Shade:*** At least 75% of the space is open to the sky, and the space provides adequate solar access and shade.

- ***Usability:*** The space includes amenities and features that will promote pedestrian use and activity, including public seating, adjacent retail or restaurant use, through-block connectivity, public art, etc.

Alternative compliance to the criteria above is permitted, if the Urban Design Division of the City's Neighborhood Planning and Zoning Department finds that the proposed open space will positively contribute to the pedestrian experience of the Downtown and to its life and vitality.

g) ***Waterfront Overlay Zone and Other District-Specific Bonuses:*** Developments may also be awarded additional floor area for providing District-specific benefits, to be determined as part of the Downtown Austin Plan Phase Two district planning process. In addition, bonus provisions may also be developed as part of a future revised Waterfront Overlay Zone Ordinance. Such bonuses could include provision of public open space, ground level retail or restaurant uses along particular street frontages, etc.

Note: The density bonus requirements described in this section (i.e, "All Uses") are based on an understanding of the downtown real estate market, an empirical review of recent downtown projects, and interviews with developers and sustainability specialists. They are not based on the economic analysis performed to determine the basis for the affordable housing in-lieu fee or the bonus for office and hotel development.

Warehouse District Transfer of Development Rights (TDR) and Design Standards

The Warehouse District is a unique concentration of early 20th century industrial buildings, situated along the freight rail lines between Third and Fourth Streets. Originally stretching from IH-35 to MoPAC, the greatest remaining concentration of these one and two-story buildings is now confined to an area west of Congress Avenue to Lavaca Street and between 3rd and 5th Streets. (See map below.) The area has evolved into a unique restaurant and entertainment district, and contributes to the vitality and destination appeal of the downtown. It is also one of the downtown's most significant venues for live music.

PROPOSED WAREHOUSE DISTRICT

The following policies are proposed to promote historic preservation, adaptive reuse, and complimentary new development within the Warehouse District:

a. ***Core Preservation Zone:*** Properties within the Warehouse District fronting Fourth Street between Lavaca and Colorado streets (i.e. the "Core Preservation Zone") shall be limited to a maximum height of 45 feet in order to promote preservation and adaptive reuse of this unique cluster of existing warehouse structures. (See map on page 27.)

b. ***Transfer of Development Rights:*** Property owners within the Core Preservation Zone will be permitted to sell unused floor area to other properties seeking a density bonus in Downtown. Within the Core Preservation Zone, the maximum FAR for purposes of the Transfer of Development Rights program will be 25.0. Property owners within the Warehouse District, but outside of the Core Preservation Zone, will be permitted to sell unused floor area up to the existing CBD-zoned FAR of 8.0. Any property selling unused floor area shall be required to adhere to the following provisions:

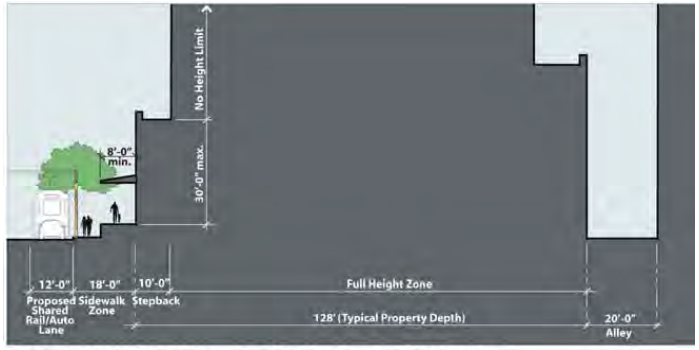
- If the property has an existing building over 50 years, the "sending" property will be required to pursue a City of Austin historic landmark designation, which will result in the historic zoning of the property. This will also make the property eligible for property tax and rehabilitation incentives offered by the City.

- A restrictive covenant shall be recorded against the deed of the "sending property", documenting the reduced FAR for the property, which will be equivalent to the amount sold to the "receiving property".

- The purchase of the floor area by the "receiving property" will be documented as part of the City's approval of the project, and its receipt of the density bonus.

- The cost of transferable floor area will be determined by the parties involved in the transaction.

PROPOSED WAREHOUSE DISTRICT CORE PRESERVATION ZONE HEIGHT LIMITS



PROPOSED WAREHOUSE DISTRICT OVERALL DISTRICT HEIGHT LIMITS

Warehouse District property owners will be permitted to transfer underutilized FAR in return for preserving historic structures.

c. ***Density Bonus Program:*** Properties within the boundaries of the Warehouse District, but outside of the Core Preservation Zone are eligible to participate in the Density Bonus program up to a maximum FAR of 25.0.

d. ***Design Standards:*** In order to promote development that is compatible in scale and character with the historic fabric of warehouse structures, all new development and modifications to existing development within the Warehouse District must adhere to the following design standards:

- ***Building Stepback and Streetwall Height:*** A 10-foot building stepback shall be required at a maximum building height of 30 feet, for at least 60% of the property frontage in order to maintain a streetwall height that is compatible with the historic fabric of the district. Hotel developments may be eligible to exceed the maximum streetwall height by up to 20 feet (or a maximum height of 50 feet), if such hotel is providing ballroom and meeting room facilities, and if the architectural treatment of the building is found by the Urban Design Division of the City's Neighborhood Planning and Zoning Department to be compatible with the character of the Warehouse District. (See Diagrams on page 28).

- ***Awnings and Canopies:*** A minimum of 75% of the building frontage is required to be protected by awnings or canopies that have a minimum eight-foot horizontal projection from the face of the building at the property line. (See Diagrams on page 28).

- ***Existing Elevated Sidewalks:*** All development must preserve the remaining elevated sidewalks that originally served as loading docks in the district.

- ***Curb Cuts:*** Access to service and parking areas shall be from alleys. Curb cuts along street frontages will be permitted if no other access alternatives are possible, and/or if the Urban Design Division of the City's Neighborhood Planning and Zoning Department finds that such curb cuts are compatible with the character of the Warehouse District.

Mixed Use Residential Developments

A residential project, which has 25% or more of its floor area in non-residential uses, will be considered a mixed-use residential development under the provisions of this density bonus program. A residential project with less than 25% of its floor area in non-residential uses will be subject to the density bonus provisions for residential projects, described above.

Mixed-use residential projects will be permitted to pursue density bonuses, using the formulas for both residential and non-residential projects in the same proportion as the floor area to be provided. For example, a 300,000 square foot hotel/condominium development on a 20,000 square foot site would equate to an FAR of 15.0, which exceeds the baseline CBD zoning by an FAR of 7.0 or 140,000 square feet of additional floor area. Assuming that half of the project's bonused floor area is in residential space, and the other half is in hotel space, 50% of the bonused floor area (i.e., 70,000 square feet) would need to be achieved through the residential requirements, and the other 50% through the non-residential requirements. In this example, all of the additional floor area for the hotel portion of the development (i.e, 70,000 square feet) could be achieved through the bonus for non-residential uses, since the 50% bonus for non-residential FAR equates to 80,000 square feet (20,000 square feet x 8.0 x 50%). At least half of the residential portion of the bonused floor area (i.e., 35,000 square feet) would need to be achieved through the affordable housing requirements, with the remaining portion (up to 35,000 square feet) achieved through the affordable housing requirements and/or the other requirements pertaining to all uses.

Properties Seeking Additional Height

There may be instances where a downtown property owner does not require additional density, but wishes to seek additional height above which is allowed by the base zoning. This could occur on all zoned sites except those with a CBD designation, which has no height limit. Under this density bonus program, the total floor area above the prescribed height limits shall be subject to the requirements of the particular land use described above.

For example, a 100,000 square foot residential development on a 20,000 square foot DMU designated site would be within the maximum 5.0 FAR of the baseline zoning. Assuming that this project wished to build to a height of 160 feet, with three floors or 30,000 square feet above the 120-foot height limit, that additional floor area would need to be obtained through the residential requirements of the density bonus program. At least half of the space (i.e., 15,000 square feet) would be subject to the affordable housing requirements, and the other half would be subject to the affordable housing requirements and/or the other requirements pertaining to all uses.

IMPLEMENTATION

If the City Council chooses to proceed with the recommendations of this report, the Density Bonus Program would be codified into an ordinance, which would replace the existing Density Bonus Ordinance as it pertains to the Downtown.

Simultaneous with the Downtown Density Bonus Ordinance, the CURE Ordinance would need to be repealed, if the Program is to have the intended effect.

The proposed ordinance would be heard by the Planning Commission and City Council, and if passed by Council, could take effect immediately in the Downtown. As district planning advances in Phase Two of the DAP, amendments may be made to the ordinance as necessary. For example, provisions could incentivize specific uses along specific streets, or respond to specific District needs and issues. Further economic analysis may also be warranted.

Finally, a mechanism for calibration and recalibration of the bonuses needs to be established to ensure that the fees and community benefits associated with the Program maintain an appropriate balance over time. In each case the City should use a combination of pro forma financial analysis and outreach to stakeholders within the development community to determine:

1. Whether a bonus produces incremental value for a developer/property owner, such that the bonused area is likely to be constructed (assess based on whether rates of return on investment are higher after a bonus).

2. Whether a bonus produces sufficient incremental value to justify charging a proposed fee (assess based on whether rates of return on investment remain higher after payment of a fee-in-lieu, so as to provide additional incentive for a developer to risk more capital to develop a larger building).

The ROMA team has provided pro forma models for three Downtown districts demonstrating this analysis (see Appendix F), and has also provided a pro forma template that may be used by an economic or real estate financial analyst to perform the analysis on new districts and recalibrate the bonus periodically. This methodology can also be utilized to establish density bonus policies in other parts of the city as appropriate.

The Density Bonus Program, in conjunction with other programs and measures, can be an effective tool in promoting the fundamental goals of a sustainable, affordable and authentic downtown.

APPENDIX I

PROPOSED BUILDING DESIGN STANDARDS

The following development standards are intended to guide the form of new construction within the Downtown. The intent is to promote a compact, engaging and livable urban environment, while allowing for further growth and intensification. The intent is also to develop a predictable set of regulations which developers can use to achieve approvals without excessive discretionary review, or, pursue Alternative Compliance through an administrative process. Upon adoption of the Downtown Austin Plan, these standards should be refined with specific quantifiable measures, as part of the ordinance preparation process in conjunction with key stakeholders.

I. MID AND HIGH-RISE BUILDINGS GREATER THAN 60 FEET IN HEIGHT

Purpose: The following standards are intended to govern the form and treatment of mid-rise and high-rise buildings on properties with DMU-120 (Downtown Mixed Use 120 feet) or CBD (Central Business District) zoning designations or on any properties where buildings are allowed to exceed 60 feet in height. They are intended to promote buildings that:

- Contribute to an active and engaging streetfront environment;
- Minimize disruption to public sidewalks;
- Provide spatial definition along public streets and rights-of-way;
- Respect historic buildings;
- Allow light to the street;
- Create attractive skyline expression; and
- Promote livability and intensification by ensuring appropriate spacing between buildings.

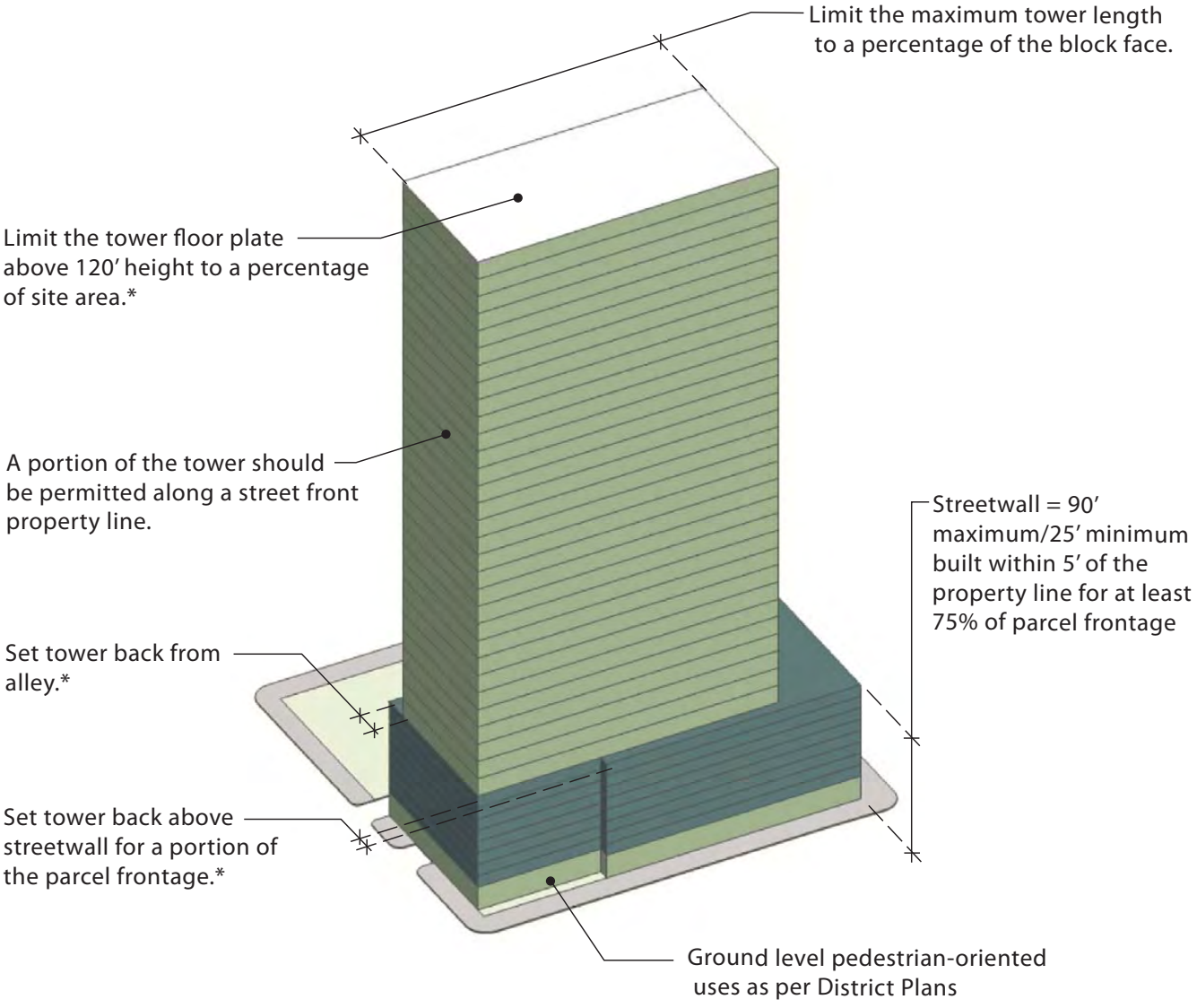
a. Streetwalls and Setbacks: Like walls in a room, private buildings provide critical spatial definition to a city's public streets and open spaces, giving them a sense of enclosure, and in many cases a distinctive scale and character. As such, it is important that there be a level of coordination between buildings, so that strong spatial expression of the public realm can be achieved. Exceptions and variations can also be encouraged to create diversity and to give meaning to particular places and buildings, but these exceptions should be dealt with in specific cases where such variation is deemed to be warranted.

- For mid and high-rise buildings, a streetwall is defined as that portion of the building up to 90 feet in height and constructed within 5 feet of the street front property line.

High-Rise Building
Half-Block and Greater

PARKING AND SERVICING

- Parking and service access from alley
- Driveways along "Pedestrian Activity Streets" not permitted, unless approved by the responsible Director
- Two driveway curb-cuts permitted from street, up to 25' wide each
- Above-grade parking may not be visible from the street



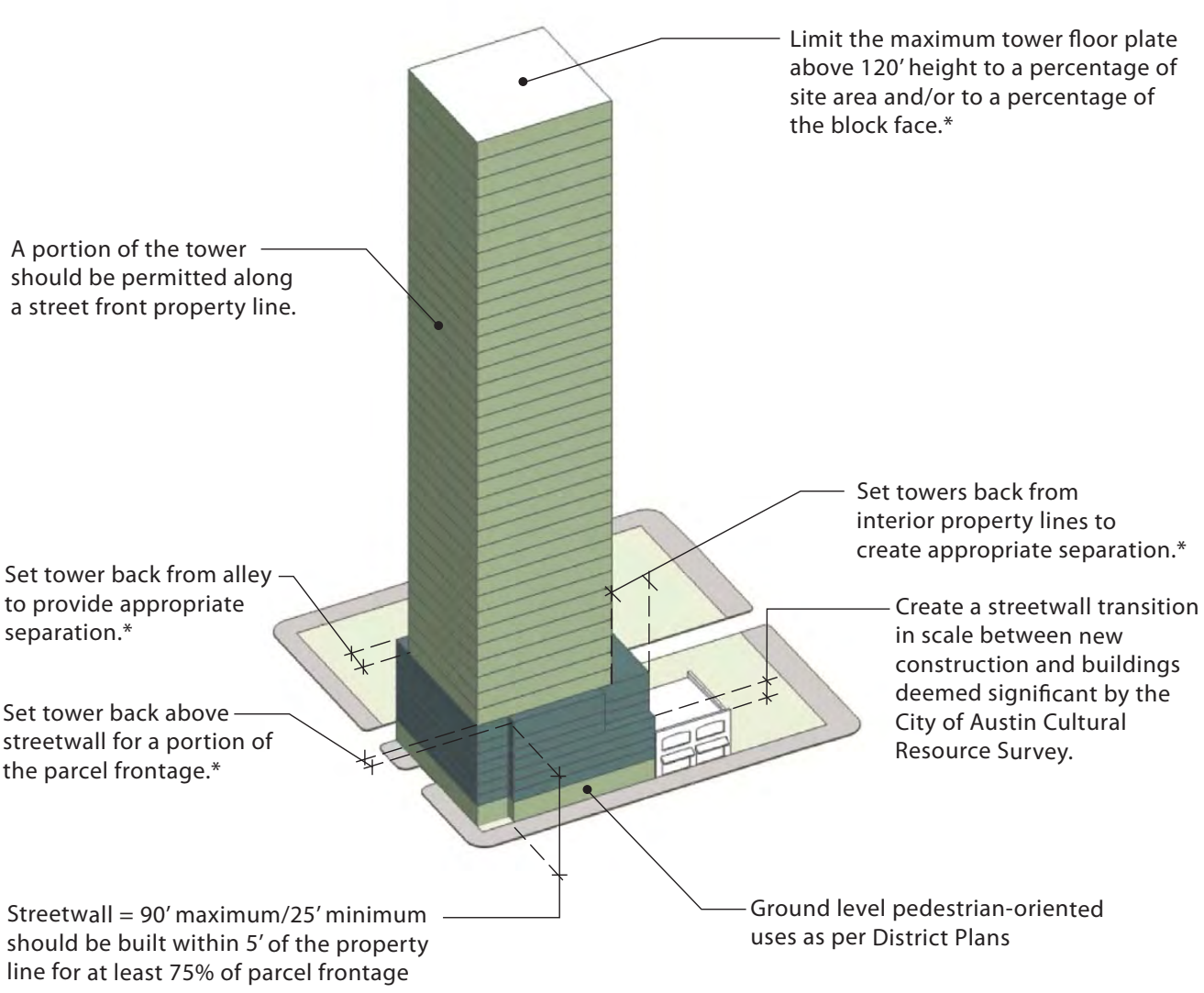
* Properties substantially impacted by Capitol View Corridors (CVCs) should be given special consideration and relief from stepback regulations.

Figure A:
High-Rise Building Proposed Regulations

High-Rise Building
Quarter-Block and Greater

PARKING AND SERVICING

- Parking and service access from alley
- Driveway curb-cuts along "Pedestrian Activity Streets" not permitted, unless approved by the responsible Director
- One driveway curb-cut permitted from street up to 25 feet wide
- Above grade parking may not be visible from the street



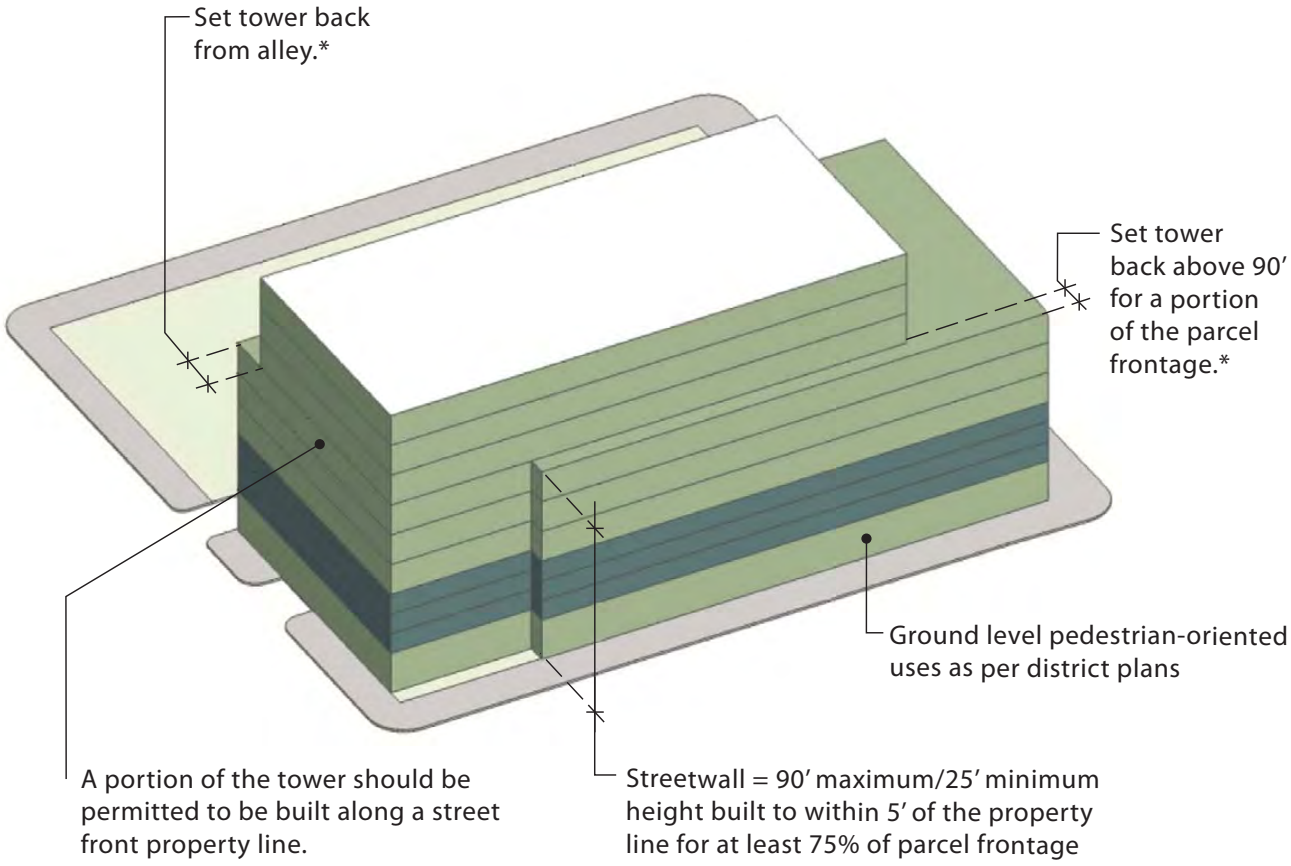
* Properties substantially impacted by Capitol View Corridors (CVCs) should be given special consideration and relief from stepback regulations.

Figure B:
High-Rise Building Proposed Regulations

Mid-Rise Building
Half-Block and Greater

PARKING AND SERVICING

- Parking and service access from alley
- Driveways along a "Pedestrian Activity Street" are not permitted, unless approved by the responsible Director
- Two driveway curb-cuts permitted from street, up to 25' wide each
- Above grade parking may not be visible from the street



* Properties substantially impacted by Capitol View Corridors (CVCs) should be given consideration and relief from stepback regulations.

Figure C:
Mid-Rise Building Proposed Regulations

- A streetwall up to a maximum height of 90 feet but no less than 25 feet should be built along 75% of the parcel frontage within five feet of the street front property line. If the building is adjacent to a structure deemed significant by the City of Austin's Cultural Resource Survey, the height of the streetwall should step down so that there is a compatible relationship (e.g., within 10 feet) between the new construction and the parapet of that building for a horizontal dimension of at least 25 feet.
- Building setbacks of up to 10 feet from the property line should be allowed on the remainder of the streetfront perimeter.
- Greater setbacks should be permitted only if such setbacks comply with the following publicly accessible open space criteria:
    - The setback has a minimum area of 600 square feet, and a minimum dimension of 15 feet;
    - The area is accessible to the public, visible from the public sidewalk, and does not require an admission fee or the purchase of goods or services;
    - The area is useable by the general public throughout daylight hours.
    - The area provides public seating and/or serves as a public pedestrian passageway connecting one public sidewalk with another.
    - The open space has at least 75% of its area is open to the sky.
    - The area has interior ground level space adjoining, overlooking and accessible to it.

b. Ground Level Pedestrian-Oriented Uses and Treatments: In addition to spatial definition, private buildings provide life and activity along a street. This can include restaurants with outdoor cafes, shops with generous storefront displays, office uses with activities that are visible from the street, or residential buildings that provide entry stoops and common spaces along the sidewalk. Such uses not only provide interest and activity, but also a sense of security and safety with "eyes on the street". Conversely, buildings with long expanses of blank or inactive walls can create "dead" spots in an urban district and discourage pedestrian activity; they can also result in areas that are unsafe or that engender anti-social and even criminal behavior. Within the Downtown's various districts there are many different conditions that demand a particular approach. Certain streets (e.g., Congress Avenue, East Sixth Street, Second Street) warrant a high proportion of intensive retail and restaurant uses, critical to their success as regional destinations, while other streets can be successful with a more eclectic range of ground level uses.

- Active ground level pedestrian-oriented uses should be provided along street-facing frontages, in compliance with specific requirements for street frontages established in the Downtown District Plans.

- Such space should meet specific ground level treatment requirements set forth in the Downtown District Plans.

c. Tower Massing and Bulk: As multiple high-rise buildings begin to be constructed within a single block, consideration needs to be given to the spacing and massing of towers. This is particularly important in achieving both the density potential of the Downtown, preserving the value of adjacent sites, and in promoting a livable environment, where sunlight can reach the street. To the extent practicable, tall slender towers are preferred over short and massive ones.

- For the purposes of these standards, a tower is defined as any portion of a building above 90 feet in height.

- Towers should be set back from an alley property line and from an interior property line to provide optimal separation and privacy, while allowing for a reasonable floorplate within the standard Downtown block. The precise stepback dimensions should be finalized as part of the ordinance preparation process. Subject to the responsible Director's approval, such setbacks should be reduced where hardship is demonstrated (e.g., for properties beneath a Capital View Corridor where the height limit is less than 200 feet), or if the proposed development secures an air-rights easement over the adjacent property that assures the prescribed spacing between towers or if conditions (e.g., natural features, historic zoning, or Capitol View Corridors) on the adjacent property ensure that the spacing will be permanently achieved.

- The maximum floorplate of a tower above a height of 120 feet should be limited to a percentage of the site area to avoid bulky buildings and to promote a visually attractive skyline with slender vertical towers. The precise percentage should be considered as part of the ordinance preparation process.

Slender towers are encouraged to create a pleasing skyline and provide light and air to the street. Below are typical floor-plate areas for four Downtown towers.

The Austonian
12,700sf

The Spring
8,000sf

Carr America
29,500sf

Frost Tower
33,000sf

- Along a public street, towers (i.e., the portion of a building above 90' high) should be set back from the property line for a portion of the parcel frontage to allow for a clear streetwall definition. In order to promote vertical expression, a portion of the tower should be built along a streetfront property line. The precise proportion should be developed as part of the ordinance preparation process.

- In order to achieve light to the street and to avoid a continuous "canyon" effect, towers above 120 feet in height should occupy no more than 80% of the length of a block.

- Properties substantially impacted by Capitol View Corridors (CVCs) should be given special consideration and relief from stepback requirements.

The new W Hotel (right) is an example of a tower that occupies approximately 80% of the block. The AMLI building (left) is built along the entire block length.

d. Parking Access and Driveways

- Driveways and curb cuts should be restricted on "Pedestrian Activity Streets" as described in the District Plans (e.g., Congress Avenue, East Sixth Street, Second Street, and the Warehouse District frontages in the Core and Waterfront District) unless the responsible Director finds that such a curb cut is the only reasonable way of achieving access to the property.

- The maximum width of a driveway curb cut should not exceed 25 feet.

- Properties that are one-half block in size or greater should be permitted two driveway curb cuts from perimeter public streets, provided that the curb cuts are not located within 50 feet of one another, and no closer than 50 feet from an intersection.

- Properties less than one-half block in size should be permitted one driveway curb cut; any additional driveways should be provided from the alley. Subject to approval from the responsible Director, up to two driveway curb-cuts from a public street should be allowed on a parcel less than one-half block in size, only if it is found that access from the alley is not feasible or desirable from a public safety standpoint.

e. Service and Loading

- Service and loading and maneuvering should be from the alley; service and loading maneuvering on public streets should be permitted only where the responsible Director determines that there is no practicable alternative".

f. Porte-Cocheres and On-Site Drop-Off Areas

- Porte-cocheres and on-site drop-off areas should be permitted on a case by case basis (as determined by the responsible Director), subject to the following findings:
  - Because of the volume of drop-offs, the operation of the particular use requires a porte-cochere or drop-off area on site. (Note: Special priority should be given to hotel uses; office and residential uses should use designated curbside drop-off lanes within the public right-of-way.)
  - The design and configuration of the drop-off area minimizes disruption to the continuity of the sidewalk along the street.
  - The design and configuration of the drop-off area minimizes disruption to the continuity of ground level pedestrian-oriented uses. The maximum curb cut across a public sidewalk should not exceed 25 feet.

g. On-Site Parking

- Above-grade parking should be architecturally integrated within the building. The façade treatment of the garage should be an integral extension of the primary façade, with the same materials and treatments as the remainder of the building. There should be no views from public streets to cars and garage lighting should be screened to the maximum extent practicable.
- If parking is the predominant use, the façade should employ high quality materials and treatments that reduce the visual impression of the building as a parking garage. Review of the design should be part of the Conditional Use Permit process, required for commercial parking garages.

h. Floor Area Ratio

- In addition to the proposed Downtown Density Bonus Program, Floor Area Ratio (FAR) incentives may be applied on a district-by-district basis within the Downtown to achieve desired outcomes (e.g., below-grade parking, ground level uses, etc.). These should outlined in the District plans

II. LOW-RISE MIXED-USE BUILDINGS 0F 60 FEET OR LESS

Purpose: The following standards govern the form and treatment of low-rise buildings on properties with DMU-60 (Downtown Mixed Use 60 feet) zoning designations except for the portions of the Northwest District, where the regulations for low-rise neighborhood infill buildings apply. The regulations are intended to promote buildings that:

Low-Rise Mixed Use Building
Quarter Block and Greater

PARKING AND SERVICING

- Parking and service access from alley
- One driveway curb-cut permitted on street if access cannot be achieved from alley
- Driveway width 25′ maximum
- Above-grade parking shall be architecturally integrated and/or encapsulated

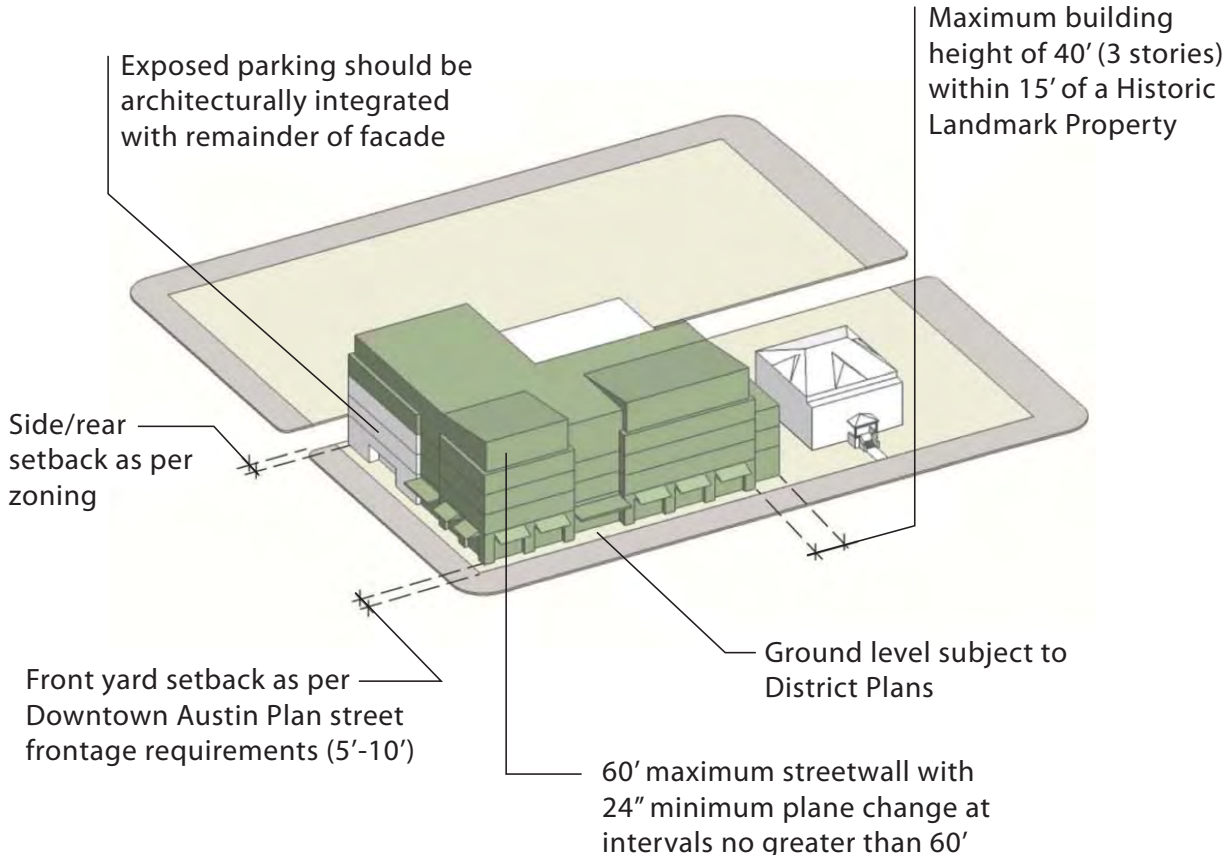


Figure D:
Low-Rise Mixed-Use Building Proposed Regulations

- Contribute to an engaging streetfront environment;
- Minimize disruption to public sidewalks; and
- Provide spatial definition along public streets and rights-of-way;

a. Streetwalls and Setbacks: Like walls in a room, private buildings provide critical spatial definition to a city's public streets and open spaces, giving them a sense of enclosure, and in many cases a distinctive scale and character. As such, it is important that there be a level of coordination between buildings, so that strong spatial expression of the public realm can be achieved. Exceptions and variations should also be permitted to create diversity and to give meaning to particular places and buildings, but these exceptions should be dealt with in specific cases where such variation is deemed by the responsible Director to be warranted.

- For this building type, a streetwall is defined as that portion of the building up to 60 feet in height and constructed along the required front yard setback line of the property. While no stepbacks are required for this building type, variation of the building roof line or parapet is encouraged.
- On sites adjacent to a property with a designated historic landmark, buildings should be stepped back so that no portion of the building within 15 feet of the adjoining property line is greater than 40 feet or three floors in height. If the historic property is greater than 40 feet in height, this stepback should not apply.
- The streetwall should be designed and articulated with changes in plane and materials to reduce its scale and to promote a compatible relationship with existing adjacent structures. A change in plane of at least 24 inches should occur at intervals no greater than 60 feet.
- Building setbacks should comply with the Street Frontage Requirements set forth in the Downtown Austin Plan.
- Side and rear yard setbacks should be consistent with the underlying zoning designation.

b. Ground Level Uses and Treatments: Ground level uses should comply with the regulations set forth in the District Plans of the Downtown Austin Plan.

c. Parking Access and Driveways: Efforts should be made to limit the frequency and width of driveways which interrupt the continuity of sidewalks. More specifically:

- On properties less than one-half block in area, one driveway curb cut should be permitted by the responsible Director only if it is found that access to on-site parking can not be achieved from a rear alley.

- Subject to approval of the responsible Director, up to two driveway curb-cuts from a public street should be allowed on a parcel less than one-half block in size, only if it is found that one driveway is not feasible or desirable from a public safety standpoint.
- The maximum width of a driveway curb cut should not exceed 25 feet.

d. Service and Loading

- Service and loading and maneuvering should be from the alley; where the responsible Director finds that this is not practicable, service and loading maneuvering on public streets may be permitted.

e. Porte-Cocheres and On-Site Drop-Off Areas: Porte-cocheres and on-site drop off areas should be permitted on a case by case basis (as determined by the responsible Director), subject to the following findings:

- Because of the volume of drop-offs, the operation of the particular use requires a porte-cochere or drop-off area on site. (Note: Special priority should be given to hotel uses; office and residential uses should use designated curbside drop-off lanes within the public right-of-way.)
- The design and configuration of the drop-off area minimizes disruption to the continuity of the sidewalk along the street and to existing trees.

f. On-Site Parking

- All above-grade parking should be architecturally integrated and/or encapsulated within the building. No stand-alone parking garages should be permitted. The façade treatment of the garage should be an integral extension of the primary façade, with the same materials and treatments as the remainder of the building. There should be no views from public streets to cars and garage lighting should be screened to the maximum extent practicable.

g. Floor Area Ratio

- In addition to the proposed Downtown Density Bonus Program, Floor Area Ratio (FAR) incentives may be applied on a district-by-district basis within the Downtown to achieve desired outcomes (e.g., below-grade parking, ground level uses, etc.). These are outlined in the District plans.

III. LOW-RISE NEIGHBORHOOD INFILL AND COURTYARD BUILDINGS 0F 60 FEET OR LESS

Purpose: The following standards govern the form and treatment of low-rise buildings up to 60 feet in height on properties with DMU-60 or DMU-40 zoning designations, located in the Northwest District. They are intended to promote buildings that:

- Compliment the residential character and scale of the area;
- Contribute to an engaging streetfront environment;
- Minimize disruption to public sidewalks and to the existing tree canopy; and
- Promote infill residential development with a high degree of livability.

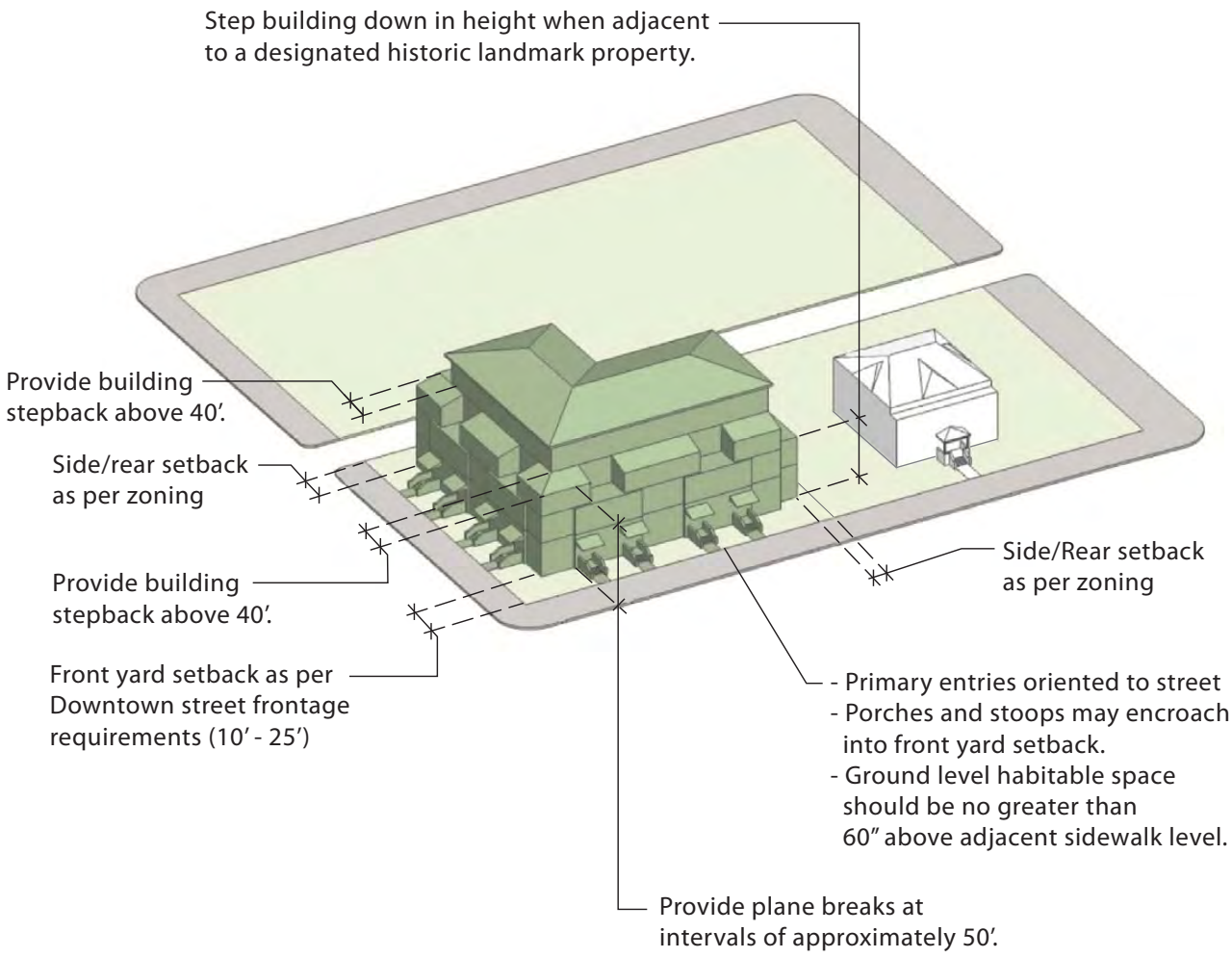
a. Streetwalls and Setbacks: Within the Northwest District, street walls in conjunction with the mature street tree canopies, provide a more relaxed and informal street definition than the taller and denser buildings within other districts of the Downtown.

- For this building type, a streetwall is defined as that portion of the building up to 40 feet in height and constructed along the required front yard setback line of the property.
- Any portion of the building that is more than 40 feet in height above the street wall or side yard walls should be stepped back in order to promote a compatible relationship with existing structures. Alley and rear yard edges are not required to step back.
- On sites adjacent to a property with a designated historic landmark, buildings should be stepped back so that no portion of the building within 15 feet of the adjoining property line is greater than 30 feet or two floors in height. If the historic property is greater than 30 feet in height, this stepback should not apply.
- The streetwall should be designed and articulated with changes in plane and materials to reduce its scale and to promote a compatible relationship with existing adjacent structures. A change in plane of at least 24 inches should occur at intervals no greater than 50 feet.
- Building setbacks should comply with the Street Frontage Requirements set forth in the Downtown Austin Plan.
- Side and rear yard setbacks should be consistent with the underlying zoning designation.

b. Ground Level Uses and Treatments: Within the heart of the Northwest District, ground level uses could be a mixture of residential, commercial or cultural uses. It is the intent to preserve and extend the predominant development pattern of buildings set back with landscaped front yards. More specifically:

Low-Rise Neighborhood Infill Buildings within Northwest District*

PARKING AND SERVICING
- Parking and Service Access From Alley
- One Driveway Curb-Cut Permitted if Alley Access not Possible
- Above-Grade Parking May Not be Visible from the Street



* Except for frontages in the Northwest District along Martin Luther King, Jr. Boulevard, San Antonio, Nueces, and Rio Grande Streets north of 18th Street, 12th Street west of West Avenue, and 15th Street east of Rio Grande Street

Figure E:
Low-Rise Infill Building Proposed Regulations

Low-Rise Courtyard/Walk-up Building
Quarter Block and Greater

PARKING AND SERVICING

- Parking and Service Access From Alley
- One Driveway Curb-Cut Permitted if Alley Access not Possbile
- Above-Grade Parking May Not be Visible from the Street

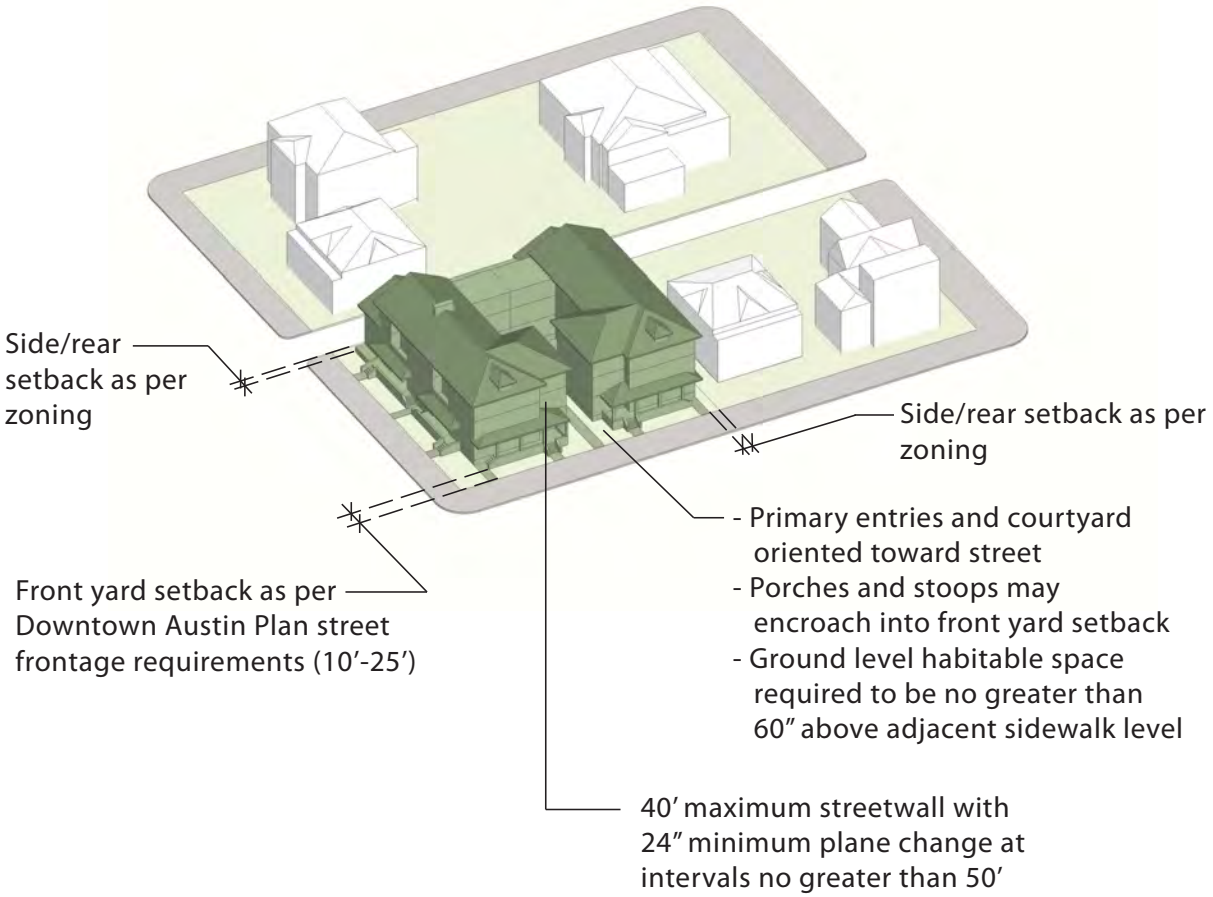


Figure F:
Low-Rise Courtyard/Walk-up Building Proposed Regulations

- All buildings should have their principal entries oriented to the street front.
- Ground level floor area adjacent to public streets should be habitable and located no more than 60 inches above the elevation of the sidewalk; service areas and parking garages above a height of 60 inches should not be permitted within 20 feet of the street front property line.

c. Parking Access and Driveways

- On properties less than one-half block in area, one driveway curb cut should be permitted by the responsible Director only if it is found that access to on-site parking can not be achieved from a rear alley.
- Subject to approval of the responsible Director, up to two driveway curb-cuts from a public street should be allowed on a parcel less than one-half block in size, only if it is found that one driveway is not feasible or desirable from a public safety standpoint.
- The maximum width of a driveway curb cut should not exceed 25 feet.

d. Service and Loading

- Service and loading and maneuvering should be from the alley; where the responsible Director finds that this is not practicable, service and loading maneuvering on public streets should be permitted.

e. Porte-Cocheres and On-Site Drop-Off Areas

- Porte-cocheres and on-site drop-off areas should be permitted on a case by case basis (as determined by the responsible Director), subject to the following findings:
    - Because of the volume of drop-offs, the operation of the particular use requires a porte-cochere or drop-off area on site. (Note: Special priority is given to hotel uses; office and residential uses should use designated curbside drop-off lanes within the public right-of-way.)
    - The design and configuration of the drop-off area minimizes disruption to the continuity of the sidewalk along the street and to existing trees.

f. On-Site Parking

- All above-grade parking should be architecturally integrated within the building. No stand-alone parking garages should be permitted. The façade treatment of the garage should be an integral extension of the primary façade, with the same materials and treatments as the remainder of the building. There should be no views from public streets to cars and garage lighting should be screened to the maximum extent practicable.

g. Floor Area Ratio

- In addition to the proposed Downtown Density Bonus Program, Floor Area Ratio (FAR) incentives may be applied on a district-by-district basis within the Downtown to achieve desired outcomes (e.g., below-grade parking, ground level uses, etc.). These are outlined in the District plans.

- Residential projects with an underlying zoning of DMU-60 (formerly GO, CS or MF-4) should be allowed to a maximum FAR of 2:1, provided that they meet the form standards described above. Residential projects with an underlying zoning of DMU-40 (formerly LO) should be allowed to a maximum FAR of 1.5:1, provided that they meet the form standards described above.

APPENDIX J

Report

Strategies and Policies to Sustain and Enhance Austin's Creative Culture: a Report for the Downtown Austin Plan, Phase Two

Prepared for:

City of Austin

Prepared by:

Economic & Planning Systems, Inc.

September 2009

EPS #17177

The Economics of Land Use

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1. INTRODUCTION AND OVERVIEW

Background and Purpose of Study

The cultural and entertainment offerings of Austin are vast and unique, and there is no doubt in anyone's mind that the creative community contributes significantly to the vitality, livability and distinct character of the City. It is essential to the life of Austin to sustain and enhance the vibrancy of culture, arts and music. Members of Austin's creative community as well as other stakeholders have been engaged in this important endeavor, recognizing not only its significant contribution to the City's culture, but also the substantial economic benefits it generates for the City.

The Downtown Austin Plan

ROMA has been retained by the City to prepare both the Downtown Austin Plan (DAP) and the Waller Creek District Master Plan (WCDMP—an area completely within the study boundaries of the DAP), which will provide a framework for future land use and urban design policies for Downtown Austin and the Waller Creek Corridor within it. Economic & Planning Systems, Inc. (EPS) is a subconsultant on both plans, charged with formulating policy recommendations intended to preserve and enhance Downtown Austin's creative community and culture. These policies will focus on land use, economic development, funding and implementation strategies that are appropriate within the context of these two master plans. These policies and strategies are intended to link and complement others being developed by ROMA. It is worth noting that although the strategies and policy recommendations contained herein are focused on the Downtown area per the boundaries of the DAP, the creative community is not constrained by these boundaries and many of the concepts explored could be feasible or applicable elsewhere in Austin. Thus, there are many aspects related to the long-term health and wellbeing of arts and music in Austin that are beyond the purview of the policies that may be established through the DAP and the Waller Creek Plan that are, therefore, out of the range of policy considerations addressed in this report.

The DAP—which will relate the creative community policies and strategies within its overall framework—will be a master plan to guide the future of Downtown in terms of broad policies and their *physical* planning implications. A diagnostic, first phase of work for the DAP was completed in February 2008; this is compiled in a highly-illustrated report called "Issues and Opportunities" (see www.cityofaustin.org/downtown). The report established the four foundations for the Downtown, identified key risks and floated broad strategies for addressing these in Phase Two, which is currently underway. The key foundations are:

1. **Physical Form and Place:** to ensure that the public and private realms of Downtown combine to create a vibrant and livable mixed-use environment that builds on the unique culture of the place.

2. **Sustainability and Mobility**: to ensure that Downtown contributes to a healthy and livable region and is a model for sustainable development throughout the country.

3. **Economic Viability:** to ensure that Downtown supports and expresses the creative and innovative energy of Austin – its human capital – in a way that leverages the powerful economic drivers that exist, including technology, culture, education and government.

4. **Affordability and Diversity:** to ensure that Downtown is a place that attracts and welcomes all members of the community, and that it maintains its unique character and personality.

Clearly, consideration for the creative community should be addressed through all four of these foundations.

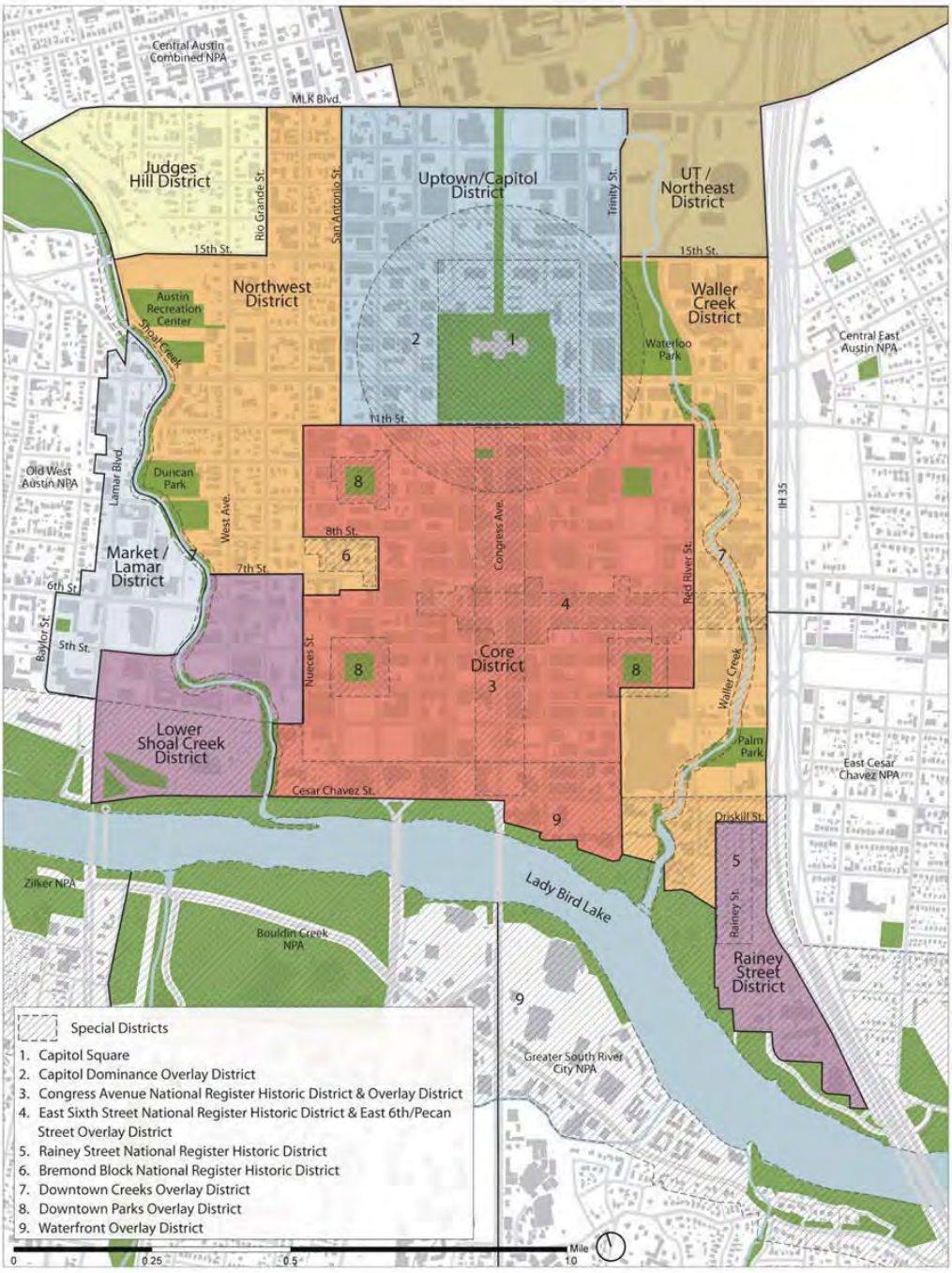
During Phase One, three key efforts emerged beyond that of the Issues and Opportunities Report. An affordable housing strategy and a density bonus program were developed, and a framework for transportation defined that addressed the Downtown network through understanding the role and function of each street. In addition a proposal for a first phase of streetcar or light rail transit service was developed that would serve Downtown and link it to other major Austin destinations: the Long Center, the airport and the Mueller Community, while serving central city residents and employees.

During Phase Two of the DAP, new policies will emerge that will address district- and possibly even street-specific density bonuses, affordable housing, historic preservation, urban design (parking, building design, streetscapes, allowed uses, etc.) and live music and cultural arts (what is being referred to as the "creative culture" or the "creative community"). The plan will also develop an overall plan that treats Downtown as a series of unique districts with great streets and public places. The plan will create district plans for the "Core/Waterfront District" and the "Northwest District," as illustrated on **Figure 1** below. These district plans will provide a level of detail at the sub-district, and even on a street-by-street level. For example, it will consider the role and desired character of Congress Avenue, what uses should be encouraged or discouraged there, what the streetscape should look like, what building design regulations should apply, etc. Likewise the Waller Creek District Master Plan is being developed in parallel with the DAP with a similar level of detail.

Phase Two will also produce a Parks and Open Space Master Plan, which will promote the use of these spaces for cultural uses and activities, as well as places for public art and design excellence. Finally, and perhaps most importantly, the DAP will provide guidance on how to implement the master plan. With the community's input, it will assign priorities and phasing to the many recommendations, as well as suggest a very focused type of implementing agent or organization that could work with the City in moving the DAP forward.

The Opportunity

The opportunity inherent in the DAP is to advance the causes of the creative community in a holistic way, integrating and leveraging these with key Downtown initiatives and recommendations that will become part of the DAP's *implementation* plan. As stated in the DAP "Issues and Opportunities" report (ROMA, Phase One, February 2008), it is essential to the life and unique identity of Austin to sustain and enhance the vibrancy of culture, arts and music. As Downtown is—and should be—the premier physical or geographic space where much of



DRAFT

POTENTIAL DOWNTOWN FORM AND CHARACTER DISTRICTS

Downtown Austin Plan

Prepared by ROMA Austin for the City of Austin

Revised June 16, 2009

the artistic expression is present and unfolds, it is appropriate that the DAP speak loudly to bolster the creative community which gives the region heart and soul, making it different from any other place in the country. After all, *"Austin would not be Austin without its creatives!"*[1]

Study Approach

EPS's recommendations herein are intended to complement and provide a Downtown focus for the extensive work that has been done already by key stakeholders in the creative community, including the participants of *CreateAustin*, the Live Music Task Force and City staff. In reviewing the recommendations in the *CreateAustin* and Live Music Task Force documents, it is clear that there are shared issues and concerns critical to both the cultural arts and live music communities that may be best addressed through a joint effort.

As part of a work session in mid-May 2009, EPS presented materials that were intended to facilitate a brainstorming session on issues critical to Austin's creative arts community. The discussion was organized around four key common points of discussion that affect the entire creative community: 1) Place Making: Districts, Exhibition Space and Performance Venues; 2) Affordable Housing and Support Space; 3) Funding; and 4) Services and Support. While other categorizations were possible to address the many dimensions of Austin's creative scene, these were selected because they cover shared issues and recommendations from both *CreateAustin* and the Live Music Task Force.

For each of the four points of discussion listed above, key objectives identified by these prior studies were highlighted. EPS interviewed a number of community arts leaders, live music venue owners and operators, City staff, and involved residents by phone or e-mail, to better understand the perspectives of affected groups.[2] EPS also reviewed research compiled by City staff in the Economic Growth and Redevelopment Services office that reviewed best practices in cities across the country, and conducted supplementary research to extend the case study information.[3] This work identified ideas that merit consideration in Austin and provided several "lessons learned" that could help Austin avoid mistakes others have made.

EPS then identified what appear to be common concerns for both the arts/cultural sector and the live music sector, as well as concerns that are unique to their particular media and support "industries." These initial observations were then reviewed with a panel of creative community stakeholders and additional analysis and research was done in response to the feedback received in this initial work session.

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[1] Cliff Redd, Executive Director, The Long Center.

[2] Jim Butler and Janet Seibert, City of Austin, Economic Growth & Redevelopment Services Office (EGRSO); Molly Alexander, Downtown Austin Alliance (DAA); Don Pitts, James Moody and Paul Oveisi, Live Music Task Force; Cliff Redd, Executive Director, The Long Center; Cookie Ruiz, Executive Director, Ballet Austin; Josh Allen, Executive Director, East Sixth Street PID.

[3] Jocelyn Kane, San Francisco; Ernest Collins, New Orleans; on-line research, Seattle, Minneapolis, Memphis, Dallas and San Diego.

A first draft of this document was presented to the stakeholder panel on August 18, 2009. Stakeholders suggested that a better balance between addressing the arts and live music concerns was necessary and they cautioned the team against recommending strategies that are overly place-specific. This final draft addresses issues raised in August and more clearly integrates the recommendations with those of the DAP. The policy recommendations presented in this report reflect all the work done to date. Recommendations will be further refined and finalized before incorporation in the Downtown Austin Plan and the Waller Creek Plan.

Overview of Austin's Creative Community

Richard Florida, the "creative class" guru, has generated a ranking of the country's large, medium and small cities in terms of their creativity. Among large cities (population of over 1 million) Austin is ranked second, behind San Francisco, with 36.4 percent of its workers employed in a creative industry.[4] Florida's ranking is based on a creativity index he devised, which takes a number of criteria into account, including the percentage of creative workers, and the City's relative ranking along creative, high-tech, innovative and diversity lines.

A recent economic benefit study estimates that Austin's creative industry generates $2.2 billion of economic activity annually, a finding that supports Florida's analysis.[5] There is a wide variety of players who contribute to Austin's creative economy—a group that is composed of seemingly disparate factions who, in fact, have much more in common than not. Among the members of the "creative community" are dancers, performers, sculptors, photographers, filmmakers, musicians, painters, writers, poets, printmakers, fashion designers, industrial designers, web designers, sound engineers, multi-media and interactive artists, videographers, graphic designers—the list is enormous, as is their contribution to the unique character of Austin.

But many in Austin's creative class do not feel supported by the City government structure. A perception articulated often among Austin's creative community is that there is a lack of creative culture leadership at the City level and as a result, a lack of support for artists. Some even feel that the City bureaucracy creates barriers and added expense for creatives. Though there are individuals earnestly working within City government on behalf of the creative community, there is no entity within the City's government structure that advocates for the creative community and that is truly on the side of artists. There are not enough of the right kind of resources being directed at helping artists, musicians and other creative individuals to develop their talents and grow their careers in Austin. Rather, many artists find their careers stalling once they achieve a certain threshold of success and feel compelled to move to Nashville, Los Angeles or New York to continue their career trajectory. This represents an economic development opportunity to expand Austin's creative economy and help the City's struggling creative class stay in Austin—where many would like to stay.

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[4] http://www.washingtonmonthly.com/features/2001/0205.florida.html

[5] Almost half of the $2.2 billion is attributable directly to music. http://www.ci.austin.tx.us/redevelopment/downloads/txp_2005.pdf

A failure to invest in Austin's creative culture and adopt policies to support it could pose a real risk to Austin's economy and future identity. Today, there is a lively debate occurring among artists, policymakers, and residents about what needs to be done and by whom—not only to preserve, but to grow and improve, the vital cultural scene that is so central to Austin's identity and to its future. There is much that is already being done, and there is more that can be done to marshal the required financial and creative resources. It clearly is in the City of Austin's best interest to support its creative community given that a healthy creative culture with broad appeal benefits the City and its residents both culturally and economically.

The creative community will be better positioned to partner with the City to sustain a flourishing creative culture in Austin if it develops an integrated vision for the arts, music, and related interactive technologies. While there is no single cohesive vision for what the creative community should be, there are common aspirations, and there is agreement that a future that unfolds organically is bound to be more authentic and more "Austin" than one that is overly planned and programmed. Put differently, the creative community needs to be supported through systems, programs and technical assistance but the City should not try to "hardwire" the future and dictate the where and when of the creative community.

The issue of how to bring together the various elements of the arts community is especially timely as planned flood control improvements to Waller Creek could displace some live music venues located along Red River Street. This has generated a community-wide discussion about the future viability of Downtown Austin's music scene, specifically, and Austin's larger creative culture, generally.

2. *Current Efforts to Sustain and Enhance the Arts and Live Music in Austin*

The number of task forces, studies, and recommendations that have been produced over the last several years is a testimonial to both the scale and importance of the arts and music community in Austin. There is a clear sense of urgency shared by all the stakeholders to address these issues that are central to the vitality and sustainability of this character-defining aspect of Austin's culture. Building on this substantial base, the task at hand now is to develop an integrated approach that pulls Austin's creative community together to further its success. Some of the key initiatives are summarized below. Also noted are select programs and entities that, with appropriate resources and direction, could be valuable allies in the effort to sustain and enhance the arts and music in Austin.

- ***CreateAustin*, Austin's Cultural Master Plan**, was completed in April 2008, after a two-year public/private cultural planning process. Six task forces focused on strategic areas: (1) support for individual creativity, (2) the built environment, (3) communications and collaborative ventures, (4) creativity and learning, (5) financial resources, and (6) cultural infrastructure. The result is a document that highlights the importance of Austin's "culture of creativity" and recommends strategies for supporting Austin's creative culture going forward. As of yet, this "master plan" has not been adopted by City Council.

- The **Community Cultural Profile and Cultural Assessment Report** describes Austin's cultural ecosystem as being composed of (1) presenters, producers and creators, (2) cultural habitat, (3) cultural transaction and transformation, (4) the support system, and (5) the audience and cultural consumers. As noted in the summary of the report,

  > "As a system, there are close and dynamic interconnections among the various components that make up the cultural ecosystem. In an arts ecology the cultural levers of investment, leadership, education, and policies help to generate the cultural assets, cultural works and cultural venues that provide a basis for public participation in the arts, and culture as audience and consumers. The result of this participation is the outcome of the cultural experience. These contribute toward the community's creative and innovative milieu; they are the source of community pride, they promote understanding of other people and different lifestyles, help preserve and share cultural heritage, provide opportunities to socialize, contribute to lifelong learning in adults, and contribute to the education and development of children."

  The report describes the reach and impact of music, film, theater, dance, visual arts, written and spoken word and technology to Austin's cultural assets.

- A Downtown Arts Development Study called **Austin Alive: Mapping Place through Art and Culture** was produced in 2007 with support from the City's Cultural Arts Division. More than 40 recommendations for public art and cultural vitality are described in the study. Each recommendation is organized around one of four categories of systems: the natural environment system, the built environment system, the connectivity system and the cultural system. To gather input to the Study, the City assembled a "Downtown Arts Development

Study Advisory Group" made up of City staff, representatives from City of Austin Council-appointed Boards and Commissions, Downtown stakeholders and individuals representing artists and design professionals and various other constituents. Many of the recommendations contained in this study are mentioned again in *CreateAustin* and highlighted in **Chapter 4** of this report.

- The **Responsible Hospitality Institute** issued a report in August 2009 that recommends strategies and an action plan for managing the nighttime economy of the Sixth Street Historic and Entertainment District. Four roundtables were held to gather the community's perspective and discussions resulted in five action items: (1) clean, repair and invest in infrastructure, (2) create visible systems of order on the street, (3) improve perceptions of safety, (4) assist businesses to succeed, and (5) improve communication/collaboration. One overarching theme that emerged was the desire to achieve a broader mix of daytime businesses and clientele on the street.

- The **Live Music Task Force** was created in early 2008 to address four key issues: (1) entertainment districts; (2) redevelopment, incentives, affordability and financing for music venues; (3) sound control, ordinances, and issues; and (4) program assistance for local musicians. The Task Force generated recommendations to strengthen and grow the various segments of Austin's music industry, particularly musicians. The Task Force has since disbanded, but implementation of the recommendations is being carried on in part by Austin's Music Commission. Like *CreateAustin*, these recommendations have been heard, but not yet adopted by City Council.

- The **Austin Music Commission** is appointed by the City Council to advise the City Council on music-related development issues. Duties are advisory and include studying the development of the music industry, assisting in the implementation of programs to meet the needs created by the development of the industry, and reviewing matters that may affect the music industry in Austin.

- The **Austin Music Office** is an office within the Austin Convention and Visitors Bureau (ACVB) and is responsible for promoting music to Austin's visitors. The Austin Music Office is also available to help match events such as conventions, keynote luncheons and off-site receptions with the appropriate musical performance or venue. The ACVB is charged with marketing Austin nationally and internationally as a business and leisure destination.

- The **City of Austin Music Position** staff position, approved as part of the City's 2009/2010 fiscal budget, will be housed in the Economic Growth and Redevelopment Services Office and will consist of one full time employee, who reports to the Director of Economic Growth and Redevelopment Services. This position will be effective October 1, 2009, will be responsible for overseeing programs and services that support Austin's music industry, and will work with neighborhoods and with City permitting departments on issues related to live music. The details of the position have not been firmly established.

- **Austin's Cultural Arts Division (CAD)** is housed within the Economic Growth and Redevelopment Services Office (EGRSO) and provides leadership, management, planning and research for the City's cultural arts programs and for the development of arts and cultural industries as an economic development strategy on behalf of the City. CAD administers the Cultural Funding Program, utilizing a portion of the Hotel Occupancy Tax and allocating up to

$5 million to nonprofit arts and culture organizations for services related to "public benefit." CAD administers the Austin Art in Public Places program, which, by ordinance, allocates 2 percent of budgets to commission or purchase art for public sites such as the airport, convention center, libraries, parks, police stations, recreation centers and streetscapes. CAD also manages the City's film and visual media-related prog*rams and music-related pro*grams and sponsors the *Take it to the Next Level* professional development workshops, designed to enhance the management capacity of nonprofit creative organizations and for profit creative industries and to grow jobs, wealth, and the economic impact of the creative economy. These workshops are offered free of charge.

- The **Downtown Austin Public Improvement District (PID)** was created in 1993 by the City Council (the result of a private-sector signature gathering initiative) to generate a reliable source of funding to implement downtown initiatives, including quality of life improvements and Downtown Austin planning and marketing efforts. The City contracts with the Downtown Austin Alliance (DAA) in five-year periods to manage the activities and initiatives of the Downtown Austin PID. While DAA's mission is broad and extends beyond directly serving Downtown Austin's creative community, the quality of life initiatives DAA supports benefit all. The DAA is funded through a special assessment on privately-owned properties. The City of Austin and Travis County also contribute funds to the DAA.

  The DAA has produced the Destination Downtown Map for Austin Arts and Entertainment. The map highlights the many artistic, cultural and recreational places of interest in the Downtown area, while promoting Downtown's vital arts industry. To further their involvement in supporting the City's creative culture, DAA has recently hired an arts and parks coordinator, an individual who could be well-suited to furthering the development of arts and live music projects and initiatives, including assisting in the re-envisioning of the Waller Creek Corridor.

- The **East Sixth Street PID** was formed in 2004 and is an organization of property owners formed in an effort to bring property owners together and to make them more accountable to one another and the community. Business owners are increasingly involved and active. The East Sixth Street PID seeks to (1) create a vibrant mixed-use district, where diverse offerings are a strong asset appreciated by both locals and visitors alike; (2) make Sixth Street an important economic and cultural asset to the community for present and future generations; and (3) advocate for the preservation and enhancement of the district's unique historic character. Properties in the District are assessed an additional $.10 per $100 in assessed value, up to a maximum value of $500,000, to pay for the District's programs.

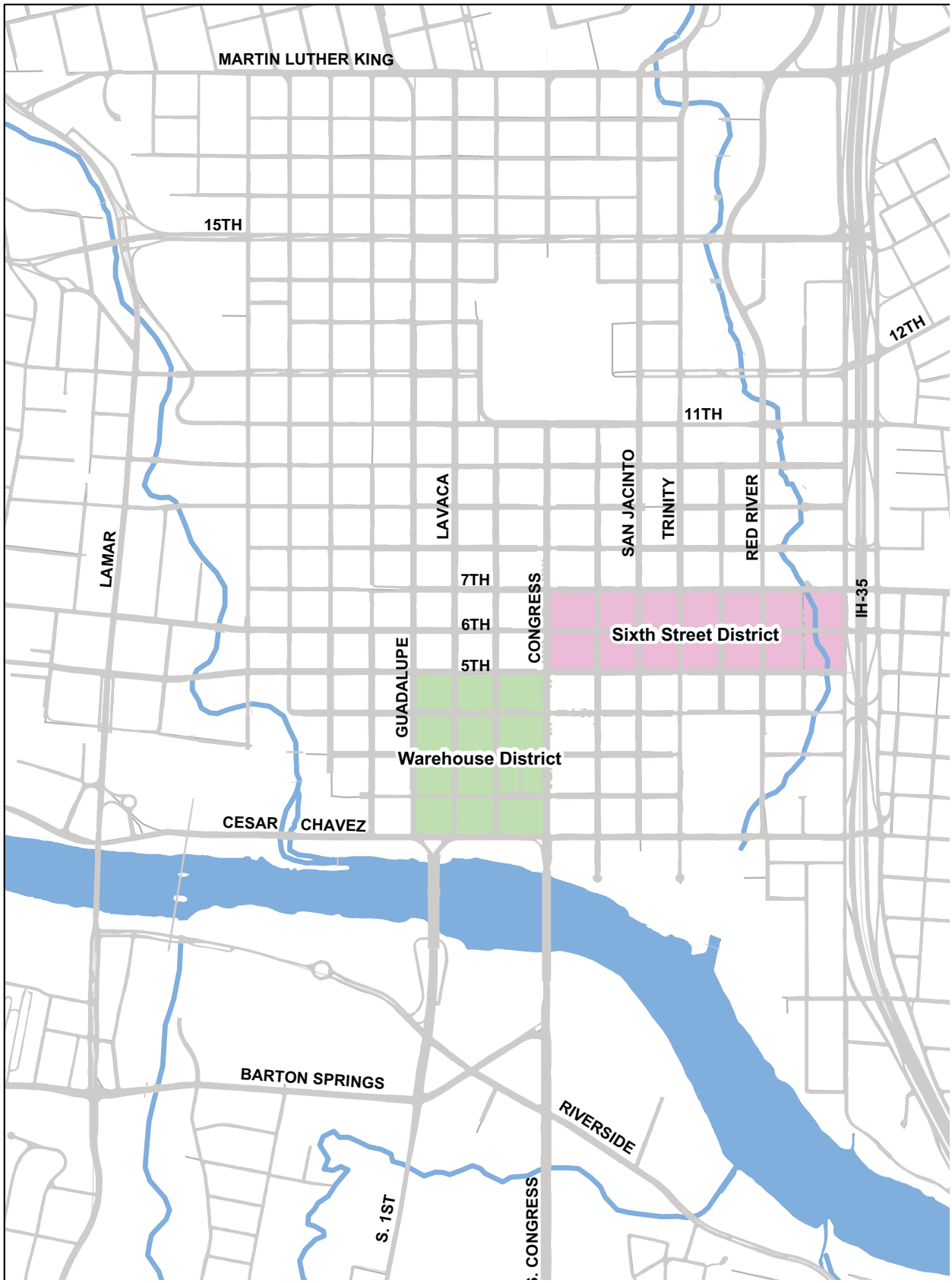
- The **Business Retention and Enhancement (BRE) Program** is a City of Austin economic development program to support re-establishing Congress Avenue and East Sixth Street as retail and urban entertainment district destinations. The BRE Program provides low-interest loans for eligible costs to (1) existing businesses located within the Eligible Area that are being displaced because of development and (2) attract new businesses to the Eligible Area. One of the express goals of the Program is to enhance East Sixth Street's live music and entertainment district. This Program has only provided two loans to date but could be a key resource for displaced live music venues that wish to relocate to East Sixth Street.

- The **City's Draft Downtown Density Bonus Program** (currently being reviewed by City Council) is designed to allow greater density in exchange for community benefits, such as affordable housing, historic preservation, green building and open space. Live music venues and other cultural venues are specifically mentioned as a community benefit that would be awarded increased density through the proposed program.

- **Health Alliance for Austin Musicians (HAAM)** provides access to affordable health care for Austin's low-income, uninsured musicians, focusing on prevention and wellness. Available services include primary medical care, basic dental services and mental health counseling. Sliding scale fees and minimal co-pays and charges are applicable to all HAAM services. Initially, HAAM was funded by grants, community donations and an annual fundraiser. More recently, HAAM introduced a Sustaining Sponsors campaign with the goal of securing and expanding musicians' access to caring and affordable healthcare in future years. In its first three years, HAAM served more than 1,000 musicians.

- And finally, the concept of an expansive **Entertainment District (Cultural/Creative District)** has been proposed to the City Council by the Live Music Task Force. The proposed District includes much of the core Downtown area, but also extends into South Austin and East Austin. Today there are two City-designated entertainment districts: Sixth Street and the Warehouse District, where permitted outdoor music venues can use sound equipment that produces sound not greater than 85 decibels within certain hours as measured at any point along the property line (see **Figure 2**).

Figure 2. City of Austin Entertainment District Map



3. *Ideas and Lessons Learned from Other Cities*

EPS reviewed strategies and policies that are related to preserving, enhancing and growing the arts, live music and creative cultures in other cities in an effort to uncover good strategies for Austin to consider, as well as ineffective strategies for Austin to avoid. The case studies below are based on phone interviews and internet research. Very few cities are using land use-based incentives (or disincentives) as a means of encouraging the creative arts, and it is worth noting that many of the individuals contacted view Austin as a model city that is already directing resources and focusing its efforts on growing the City's cultural resources. While there is more that Austin can and should be doing to encourage the arts and other creative initiatives, Austin is already doing more than most cities that are also known for their live music scenes.

Selected Case Studies

New Orleans

In New Orleans, the zoning ordinance allows for the creation of Arts and Cultural Overlay Districts where the purpose is to sustain and promote arts and cultural uses, including small live entertainment venues. Frenchman Street, between Royal Street and Esplanade Avenue, has adopted this overlay, and is home to approximately 12 to 15 music clubs (representing a 50 to 75 percent increase over the previous number of venues offering live music). Before the adoption of this overlay, live music was a prohibited use along Frenchman Street. Venues nevertheless operated illegally without the required live entertainment licensing, and the City did not allocate resources to enforcing the law. The overlay concept was suggested by the area's business association, and the City saw an opportunity to preserve the authenticity of the Frenchman Street experience while preventing the emergence of an imitation Bourbon Street.

The two-block long Frenchman Street Arts and Cultural Corridor offers music every night of the week, including normally quiet Mondays. It is adjacent to the French Quarter but a world apart from the frenetic atmosphere of Bourbon Street. There are no neon lights to attract visitors—plain wood signs and the sounds of live music are enough. Admission to most of the clubs is free although generously tipping the musicians is actively encouraged. Among the clubs are numerous late-night eateries that are open as long as the clubs and taxicabs are available to transport patrons safely. There is a 1:00 a.m. music curfew on weekends and an 11:00 p.m. music curfew during the week, and there is a growing emphasis on daytime uses such as art galleries.

The overlay can be applied to any commercially-zoned area (minimum of two contiguous blocks) when initiated by a City Council motion, and when the area proposed for application is designated as an Arts and Cultural Corridor in the Arts & Culture Element of the City's Master Plan. Other infrastructure, including police protection and sanitation services, is also required. Live entertainment is specifically allowed as an accessory use to cocktail lounges, standard restaurants and theaters. Disk jockeys and karaoke clubs are banned. The ordinance specifically excludes T-shirt shops and other novelty/souvenir shops. Frenchman Street caters directly to locals, and leaves Bourbon Street for the tourists.

Relevance to Austin: *As Austin continues to evaluate how to define what an Entertainment District is—and what it is not—the New Orleans example provides some guidance. New Orleans revised its zoning ordinance to permit Arts and Cultural Overlay Districts where the purpose is to sustain and promote arts and cultural uses, including small live entertainment venues.*

Louisiana

Based in New Orleans, Louisiana ArtWorks is a nonprofit organization whose mission is to "inspire artistic growth, enhance technical skills, and provide marketing and economic development for Louisiana artists in a unique arts environment, while offering the public opportunities to see, enjoy, and explore the processes involved in the creation of the visual and applied arts." ArtWorks is funded through support of individuals, organizations and foundations.

The organization's 93,000-square foot facility creates an infrastructure for the growth of the creative industry by providing needed workspace for artists, including printmakers, metalworkers, ceramicists and glass workers. Equipment for artists is also provided and/or available for rent.

ArtWorks involves the larger community by offering regular exhibitions, panels and lectures, artist residency programs, young apprentice programs and event space rental. ArtWorks is marketed as a premier cultural destination in the City.

Relevance to Austin: *Austin needs to engage the community and encourage community participation in the arts; developing an incubator facility that anchors the downtown and stimulates new creative works by providing a venue for making and experiencing art could be considered.*

Berkeley

The Downtown Berkeley Arts District is managed by the Downtown Berkeley Association (DBA) which promotes art and commerce in the heart of Downtown Berkeley. Live theater, live music, visual arts, film and family activities are located throughout the City but there is an important concentration of arts and culture in the downtown core, easily accessible by public transportation.

The District's arts activities and venues are concentrated along a single street. The Berkeley Repertory Theater was the anchor use whose success offering first-rate, award winning productions generated attention and catalyzed the Aurora Theater to open its doors. Freight and Salvage, a coffee house and venue for traditional music, relocated to be a part of the District. Three movie houses in the area show community films, independent films and blockbusters, thereby appealing to the entire community. The Jazzschool offers instrumentalists and vocalists of all ages and levels a broad spectrum of performance and lecture classes and short-term workshops. A few blocks away, an old movie theater is proposed to be renovated and adapted into a 1,200-person capacity concert venue that will showcase top rock, bluegrass, jazz, reggae, and alternative performers.

Downtown Berkeley became a Business Improvement District (BID) in 1996. The DBA is funded by an assessment paid by all businesses in the district including business and property owners, nonprofits, and financial institutions. The DBA has a full-time staff and a downtown office. A Board of Directors representing various community interests governs the association. Projects are executed by volunteers and staff. The DBA works closely with the Berkeley Cultural Trust, an entity representing area arts organizations.

The DBA's activities are prioritized to ensure that the members' investment is returned in direct services that promote, market, and support the downtown and individual businesses. The DBA advocates for the implementation of policies aimed at the continued revitalization of the downtown: beautification and preservation, improved retail mix, clean and safe streets, and improved transportation and parking.

Clean and safe streets are a key priority, and the DBA partners with the Berkeley Host Ambassador Program, an addiction-recovery program, by hiring graduates of the program to patrol the District, report problems, walk visitors to the District to their cars after late-night shows, etc.

Relevance to Austin: *Austin lacks a cohesive vision for how and by whom the City's many cultural arts and live music initiatives should be managed and implemented. In* ***Berkeley****, the Downtown Berkeley Arts District is managed by the DBA which promotes art and commerce in the heart of Downtown Berkeley. The DBA is funded by an assessment paid by all businesses in the district including business and property owners, nonprofits, and financial institutions. The Downtown Austin Alliance could play a similar arts-advocacy role in Austin.*

Minneapolis

Artspace is a nonprofit real estate developer for the arts whose mission is to create, foster and preserve affordable space for artists and arts organizations. The creation of Artspace in Minneapolis was precipitated by gentrification in Minneapolis' historic Warehouse District in the 1970s. Artspace had been serving as an advocate for artists' space needs and worked in that capacity for approximately ten years before getting involved in the development of artists' spaces.

Artspace's development projects typically involve the adaptive reuse of older buildings but can also involve new construction. Project managers finance and coordinate the construction of projects throughout the country. In communities across the nation, Artspace develops a mix of affordable live/work units, retail space, and administrative and performance space for arts organizations.

One of Artspace's 32 properties is Grain Belt Studios in Minneapolis. It provides 67,000 square feet of leasable space for artists and arts-friendly businesses that might otherwise have been converted into offices or condominiums (used only for retail, work-only studios, and office space). It was previously a brewery that closed in 1975 and stood vacant until artists and other creative businesses began to occupy the space. When the neighborhood started to gentrify, the City wanted to sell the buildings. The artists asked Artspace to buy and operate the buildings as affordable, nonresidential facilities. Artspace Projects' work is made possible through the contributions of various organizations, foundations and individual donations.

Relevance to Austin: *Austin's creative class is struggling to afford decent housing in or near Downtown where they practice their art and where it is critical that cross-pollination occur across the different creative disciplines. Artspace is a Minneapolis-based, nonprofit real estate developer for the arts whose mission is to create, foster and preserve affordable space for artists and arts organizations.*

Ventura

In Ventura, California's Downtown Cultural District, a community called Working Artists Ventura (WAV), designed for artists and creative businesses, is currently under construction. It offers affordable living and working space for all kinds of artists (painters, sculptors, dancers, poets, musicians, filmmakers, etc.). Thirteen market-rate, for-sale spaces will offer ocean views. The net proceeds from the sale of these units will provide nearly $3 million in cross-subsidy to the 69 affordable units—54 for artists and 15 for recently homeless families. The project is a partnership between PLACE, a 501(C)3 nonprofit organization with offices in Minneapolis and Ventura and the John Stewart Company, a California housing management and development company. Several fundraising partners are also involved. The site is owned by the Ventura Redevelopment Agency and is controlled by PLACE through a Disposition and Development Agreement (DDA).

Relevance to Austin: *The lack of affordable housing is a perennial problem for Austin creatives. A partnership between PLACE, a 501(C)3 nonprofit organization and the John Stewart Company, a California housing management and development company, is currently developing a community in Ventura called Working Artists Ventura (WAV), designed for artists and creative businesses. Though the real estate market may not be ready to support this kind of development, it is a model to consider later when the market has recovered sufficiently to make this type of project feasible.*

Seattle

Seattle is actively working to promote live music venues in the City and recently implemented an admissions tax exemption for live music venues. The admissions tax exemption waives the five-percent tax assessed on the price of ticket. The exemption included in the Mayor's 2009-2010 proposed budget would benefit venues that have live music regularly by allowing venues to keep more of the money they collect at the door.

The City estimates that up to 65 live music venues will take advantage of the admissions tax exemption. To be eligible, a live music venue must:

1. Have an established certificate of occupancy for less than 1,000 persons;
2. Host or present live music on average at least three times per week on a regular schedule;
3. Hire on average at least 16 musicians per week; and
4. Have committed no more than three violations of any one or more civil or criminal laws concerning public health, noise, licensing, taxing or permitting in the calendar year preceding or during the date the admission tax is due.

Seattle also offers significant technical assistance to potential live music venue owners and operators. The City introduced a music venue assistance program in autumn 2008 housed in the Office of Film and Music, which gives business owners technical assistance and a single point of entry to the city.

A comprehensive nightlife establishment guidebook has been developed through this program, detailing all the expectations of what it takes to operate a successful venue in Seattle and the resources available to succeed. The guidebook is available online at www.seattle.gov/music/nightlife.

Relevance to Austin: *If the City of Austin finds that it needs to offer incentives of various kinds to encourage the retention or relocation of live music venues, the City of Seattle's admission tax exemption is an idea to consider. The City of Austin taxes ticket sales and cover charges. Although only 2 percent of the 8.25 percent tax goes to the City of Austin, waiving the tax would return some revenue to the City's live music venues.*

The City of Austin lacks a clear singular point of entry for potential live music venue operators who need assistance navigating the City's zoning, building and operations requirements. Seattle offers significant technical assistance through a program administered in the Office of Film and Music, and a comprehensive nightlife establishment guidebook has been developed through this program.

Dayton

DaytonCREATE is a community empowerment initiative catalyzing economic development in the Dayton-Springfield region. Individuals involved in the initiative are referred to as "catalysts." The Dayton Creative Incubator Initiative is one of DaytonCREATE's five core initiatives. The mission of the Creative Incubator team is to catalyze a renaissance of urban, creative culture in the Dayton region by cultivating and promoting street level art, music and independent business in downtown Dayton.

The incubator initiative is conceived as a project to bring life back to one or several vacant downtown spaces by working with building owners to allow local artists to use the spaces for creating and displaying art as well as providing community spaces where artists, musicians and other creatives can hang out, network and simply exchange creative ideas.

Initiative volunteers arranged for the use of a 5,000-square foot former bank on the eastern edge of downtown Dayton which is being called "c{space." c{space is a center for creative community collaboration and has already held successful events. The space, which was vacant for many years, is being provided to DaytonCREATE for the cost of some utility payments.

Relevance to Austin: *The City of Austin could consider reaching out to private property owners whose properties are temporarily underutilized and who may be willing to provide the space on a temporary basis. In Dayton, Ohio creative entrepreneurs arranged for the use of a 5,000-square foot former bank on the eastern edge of the downtown which is being called "c{space" to be used as a center for creative community collaboration. The space, which was vacant for many years, is being provided to DaytonCREATE for the cost of some utility payments.*

San Francisco

Eastern Neighborhoods Rezoning

In San Francisco's Eastern Neighborhoods area, light industrial, service and entertainment uses were being pushed out by loft conversions and new residential buildings. New zoning specifically does not permit residential uses and specifically permits nighttime entertainment, adult entertainment, theater and movie theater (limited to three screens) in certain areas south of Market Street (SOMA). One interviewee believes that protected zoning is probably enough for most live music venue operators and that financial incentives are not necessary to encourage new live music venues because operators of music venues are entrepreneurs who operate at the fringe and tend to be skeptical of money with "strings" attached.

The lessons learned from the Eastern Neighborhoods example is that arts and entertainment uses need to be specifically referenced and protected in the zoning ordinance. Early consultation with planners and licensing officials is key. Additionally, residential uses and entertainment uses do not make good neighbors, regardless of who was there first as evidenced by the transformation of the City's South of Market (SOMA) neighborhood. SOMA had been a hot-bed of music venues and clubs until the dot-com boom when the area began to be redeveloped with high-end condominiums. Among the many clubs and uses that could not compete against the nuisance complaints arising from the area's new residents were Paradise Lounge, Oasis and Downtown Studios.

Relevance to Austin: *New condo development in Downtown Austin is bringing residents to the Downtown area and may introduce conflicts between residents and existing uses. San Francisco learned, at the expense of SOMA's music scene, that residential uses and entertainment uses do not make good neighbors. Where live music is permitted, it needs to be expressly allowed in the zoning ordinance, and residential buyers and renters need to be made aware of these areas and what is permitted.*

Fillmore District[6]

Over the years, San Francisco's Fillmore District has transitioned from a primarily Jewish neighborhood in the 1800s to a primarily Japanese neighborhood in the 1910s through the 1930s. When many of the Japanese residents were interned under President Franklin D. Roosevelt's order during World War II, the vacant homes attracted many African-Americans who came to work in San Francisco's shipyards. As they settled in the neighborhood, creating their own culture and economy, artists and musicians also settled there, and the local music clubs attracted big names.

Economic blight in the late 1940s triggered the City to designate the Fillmore District as an urban renewal area, and most of the neighborhood's homes and businesses were demolished. Large, low-rise, multifamily residential structures were developed, many of which included affordable units for low-income residents. The redevelopment period was lengthy, persisting through the end of the century. Many, if not most, of the originally displaced residents and businesses opted not to return to the area, and the neighborhood is still troubled with crime.

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6 http://en.wikipedia.org/wiki/Fillmore_District

A more recent redevelopment/revitalization effort to create a jazz district has generated minimal success. The high-end music venues, such as Yoshi's, are mismatched and incompatible with the economic-means of the area's existing residents. The Fillmore District case study emphasizes that it is far more difficult to recreate a music district than it is to preserve music/arts districts that already exist.

Relevance to Austin: *Austin's Sixth Street is already branded in the minds of music lovers as a premier destination for live music, and it would be a waste to squander the existing brand recognition. The example of San Francisco's Fillmore District is an important reminder that it is far more difficult to recreate a music district than it is to preserve music/arts districts that already exist.*

Entertainment Commission

San Francisco's Entertainment Commission, a seven-member Commission established in 2003, has the powers and duties to accept, review, gather information regarding and conduct hearings for entertainment-related permit applications.

The Commission's key responsibilities include the following:

- Assist the organizers and operators of cultural, entertainment, athletic and similar events and establishments to apply for and obtain all necessary permits from the City.
- Promote the responsible conduct and operation of such events and establishments.
- Promote the development of a vibrant entertainment and late-night entertainment industry within the City.
- Foster harm-reduction policies, including but not limited to reduction of risks from substance use, hearing protection, heat exhaustion, and relevant health and safety measures.
- Develop and recommend to the Mayor and Board of Supervisors "good neighbor policies" that appropriately balance the cultural, economic, employment and other benefits of a vibrant entertainment and late-night entertainment industry with the needs of residents and businesses in the vicinity of entertainment venues.
- Mediate disputes between persons affected by cultural, entertainment, athletic and similar events and establishments, and the organizers of such events and operators of such establishments.
- Assume responsibility from the Police Department for issuing entertainment-related permits.
- Plan and coordinate City services for major events or which there is no recognized or adequate organizer or promoter.

The Entertainment Commission may suspend, revoke or withdraw entertainment-related permits in accordance with the law and regulations governing such permits. The Commission's responsibilities are to simultaneously support and regulate entertainment venues and operators.

Relevance to Austin: *San Francisco's Entertainment Commission has the powers and duties to accept, review, streamline, gather information regarding and conduct hearings for entertainment-related permit applications. Although these responsibilities sound as though they are in conflict with one another, the technical and strategic support venue owners and operators receive early on diminish the need for regulation later. The marriage of these two roles is a model that the Austin Music Office could replicate.*

Nashville

Nashville is widely considered to be the home of the country music industry, but the City is just now beginning to take the critical steps needed to ensure the ongoing viability of the City's music economy. In May 2009, the Mayor's Office partnered with the Nashville Area Chamber of Commerce to create a 46-member Music Business Council. The Council is composed of musicians and industry professionals who will be responsible for advising the Mayor regarding trends in the music industry, advocating for the industry and promoting economic development efforts that build upon Nashville's identity as Music City. Specifically, the Council is tasked with increasing live music venues, increasing music business relocations, improving Nashville's public school music education program, expanding the Country Music Association (CMA) Music Festival, and developing a new multi-genre music festival.

Relevance to Austin: *Austin is ahead of the game in the sense that the City and the creative community recognize the significant economic impact of the creative industry to Austin. Nashville's Mayor's Office recently partnered with the Nashville Area Chamber of Commerce to create a 46-member Music Business Council. Improved cooperation between the City of Austin and private business organizations could be worth exploring.*

Dallas

The Dallas Arts District is a 68-acre, 19-block area in downtown Dallas that was established to bring state-of-the art cultural facilities to the City. The architecturally-distinctive district is partially funded through membership dues, a concept that could be applied in Austin, but private-sector philanthropy is the primary funding source for the district. Funds generated at the inaugural gala helped form the Arts District Foundation. The Arts District Friends was founded as a nonprofit organization in 1984 at the same time as the Foundation. The District is anchored by the Dallas Museum of Art, the Morton H. Meyerson Symphony Center, the Nasher Sculpture Center, and the Booker T. Washington High School for the Performing and Visual Arts. Free Arts District Strolls are held on the first Saturday of every month.

Deep Ellum is an arts and entertainment district located just east of Downtown Dallas. In the late 1800s, Deep Ellum was an industrial neighborhood with a cotton machine company; by 1913, it was home to a Ford assembly plant. It then transitioned to a haven of blues and jazz in the 1920s and 1930s. Well-known clubs like The Harlem and The Palace hosted seminal artists such as Blind Lemon Jefferson, Robert Johnson, Huddie "Leadbelly" Ledbetter and Bessie Smith.

In the 1960s and 1970s, Deep Ellum's warehouse spaces, which offered cheap rents and unusual loft-like spaces, began to attract artists and other creative individuals, and the area became home to a thriving punk rock scene that persisted well into the 1980s. A wave of crime,

including several high-profile incidents, and a real-estate downturn generated increased attention and focused City-led revitalization efforts to the area that involved lighting the streets and upgrading the roads and parking.

The music scene has diminished somewhat as a result of rising rents and restrictive zoning regulations as well as a concern over street crime, but Deep Ellum remains a vital, mixed-use district that is home to an eclectic and creative population. The Deep Ellum Film Festival and the Deep Ellum Arts Festival are popular events, accessible to all.[7] Dallas Area Rapid Transit (DART) built a new line and is opening a station in Deep Ellum this year. Many expect access via public transportation to be the beginning of an even greater resurgence that will bring more pedestrian traffic to Deep Ellum's streets.

Deep Ellum became an entertainment district in the 1990s, home to music clubs and art galleries. The Deep Ellum Foundation, a nonprofit 501(c)(3) corporation, exists to serve, develop, protect, preserve, and enhance the community of Deep Ellum while nurturing the ongoing developments, art, music, culture, and commercial interests of the community. The Foundation raises and distributes funds within the community to enhance the interests of the neighborhood as a whole. At present the Deep Ellum Foundation manages the Deep Ellum Public Improvement District, funds the Deep Ellum Dog Park, contributes to the Deep Ellum Arts Festival and Mural Competition and maintains an office which acts as a center of government affairs for the neighborhood. In addition, the Deep Ellum Foundation, in coordination with the Deep Ellum Association and other community groups, strives to provide a unified neighborhood voice to the city.

Relevance to Austin: *Portions of Austin's Sixth Street are in states of disrepair. Sidewalks are failing in places and the streetscape needs refreshing. City attention to these problems at this stage could diminish undesirable behavior by those who interpret the declining state of the street as City indifference. In Dallas' Deep Ellum district, a wave of crime, including several high-profile incidents, generated increased attention and focused City-led renewal efforts that involved lighting the streets and upgrading the roads and parking.*

Memphis

Beale Street in Memphis, Tennessee, is a two-mile long entertainment district that runs from the Mississippi River to East Street. Since the early 1900s when Beale Street was a prominent African-American enclave of clubs, restaurants, and shops, it has played a significant role in the history of the blues.

In 1905, the Mayor at the time recruited W.C. Handy, a talented trumpet player and seminal blues musician, to relocate from Mississippi and serve as a music teacher for the Mayor's band. Handy established himself on Beale Street, and he was soon commissioned to write a campaign song for E.H. Crump that was called "Mr. Crump," a well-known hit at the time later renamed "The Memphis Blues." Handy later went on to write classics such as "The St. Louis Blues" and "The Beale Street Blues" and became known as "The Father of the Blues."

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[7] http://en.wikipedia.org/wiki/Deep_Ellum

Throughout the next 50 years, Beale Street remained a hub for Black culture and music. In 1948, a Memphis radio station began broadcasting programming directed solely at the African-American community. As a consequence, Beale Street's influence on the culture and music of the area increased dramatically.

However, in the late 1960s, Beale Street became run down and many businesses closed. Dr. Martin Luther King, Jr. was assassinated at the Lorraine Motel, not far from Beale Street, on April 4, 1968. This tragedy and subsequent unrest preceded the near-total decline of Beale Street. Nevertheless, in 1966 a section of Beale Street was declared a National Historic Landmark and an act of Congress in 1977 established Beale Street as Home of the Blues.

In the late 1970s, the City acquired a significant portion of the properties along Beale Street in an effort to revitalize the area. The City formed the Beale Street Management Corporation, which, in turn, hired Performa Entertainment Real Estate to handle the marketing, leasing, and property management of the Street. Performa is a privately-owned real estate development and consulting firm, located in Memphis, specializing in the development of urban retail/entertainment districts.

The blues clubs and restaurants are now major tourist attractions in Memphis. Festivals and outdoor concerts attract large crowds to the street and its surrounding areas. During the first weekend in May, the Beale Street Music Festival brings major music to Tom Lee Park at the end of Beale Street on the Mississippi River. However, the scene along Beale Street has lost its original authenticity. It is a commercial rather than musical experience, avoided by locals. However, while Beale Street may not be where locals choose to go hear live music, it is worth noting that the clubs do provide gig opportunities for working musicians who are then able to pursue making the music that interests them.

Relevance to Austin: *The lessons learned from Beale Street are two-fold: 1) An entertainment district that targets tourists may not appeal to locals but it can draw large crowds and it can provide employment opportunities for working musicians; 2) Having just a single property owner has created a unified feel and experience along Beale Street, but at the cost of too much "sameness." Sixth Street consists of 116 parcels and 80 different property owners; these multiple owners can contribute to a diversity that should be fostered.*

Kansas City[8]

The Eighteenth and Vine Street District in Kansas City is internationally recognized as one of the cradles of jazz. The historic district was much more than an entertainment center. Between 1920 and 1956, 18th and Vine was the heart of the African-American community—a bustling business district at the center of a self-contained community.

The decline of the historic district began in 1940. When reformers cleaned up the town, they closed many of the clubs that provided work for musicians. The draft during World War II devastated the ranks of the bands and shortages of materials (especially gasoline and rubber for

[8] http://web2.umkc.edu/orgs/kcjazz/jazztext/18thvine.htm

tires) made touring difficult. Ironically, the final two blows to the area, urban renewal and government-owned public housing, were intended to improve the lives of the people in the community.

In 1954, the Land Clearance for Urban Renewal authority began the first urban renewal project in Kansas City by clearing a 19-block area in the historic district. The area sat fallow and barren for many years because of poor financial planning. Remaining businesses closed and years of neglect led to a physical deterioration of the district.

Efforts have been made to restore the 18th and Vine Historic District. In 1989, the City Council led by Councilman Emmanuel Cleaver allocated $20 million to revitalize the 18th and Vine historic area as part of his "Cleaver Plan." Jazz and Negro Leagues Baseball museums have been established, combination tickets permitting admission to both museums are available. In addition, new housing is being constructed.

Relevance to Austin: *It is much more difficult to recreate a sense of place that has been lost than it is to preserve it. Despite efforts to restore the Historic District, the level of activity in the area is minimal. Austin needs to be careful not to lose the brand recognition already established for Sixth Street and the Downtown area.*

Denver

Housed within Denver's Office of Cultural Affairs, Create Denver is both an initiative and a strategy intended to strengthen the overall health and vitality of Denver by supporting the growth and development of the creative sector, including creative enterprises such as film, music, art galleries, art districts, fashion and graphic design and individual artists.[9] Create Denver offers policy recommendations, programmatic initiatives, technical assistance and advocacy. It seeks to leverage opportunities for impact through other City agencies such as the Office of Economic Development and Community Planning and Development.

A few of the programs promoted by Create Denver include the following:

- **Create Denver Revolving Loan Fund** offers creative enterprises in the City and County of Denver access to affordable and flexible business capital at reasonable rates.
- **Creative Space Agent Web Site** is a Web portal that helps creatives find and advertise space for creative pursuits in the City and County of Denver (www.CreativeSpaceAgent.org).
- **Create Denver Expo** is a day-long event that provides creative individuals and business owners a "one-stop" opportunity to learn of various small business services and programs that can help stabilize their creative enterprises and plan for the future.
- **Creative Enterprise Maps** assist in cultural policymaking, featuring Denver's non- and for-profit establishments whose core business is the creation, production, distribution and commercialization of creative goods and services.

[9] http://www.denvergov.org/Portals/220/documents/Create%20Denver%20Fact%20Sheet%20-%20arial%20font_2009.doc

- **Create Denver Friday eBulletin** is a weekly bulletin that alerts the creative community of business development, networking and learning opportunities that support the economic growth of Denver's creative enterprises.
- **Creative Vitality Index** is a weighted measure of a basket of creative sector economic activities. The economic vitality of Denver's creative sector, or Creative Vitality Index (CVI), is almost three times greater than the national average.

Relevance to Austin: *To facilitate the temporary use of underutilized facilities, Austin could model the* ***Denver*** *effort. Denver has established a Creative Space Agent Web Site that helps creatives find and advertise space for creative pursuits in the City and County of Denver (www.CreativeSpaceAgent.org).*

Britain[10]

Acknowledging the role of live music to the UK economy, the British government is investing in converting underutilized properties into fully-equipped rehearsal spaces to support emerging youth-bands. The rehearsal spaces are located in economically-depressed areas that have few youth-targeted resources; ten are expected to open by the end of the year. The effort is being spearheaded by former Undertones singer Feargal Sharkey. The intention is to provide an outlet for young people in need of practice space to pursue their musical ambitions. According to Sharkey, "The benefits stack up socially, economically and culturally—and hopefully some of those young people will pick up valuable skills and go on to work in one of our fantastic creative industries." The rehearsal space is free to bands with members under age 18. Older bands pay minimal rehearsal fees.

The pilot scheme opened in North Wales last year. Wrexham Council donated the rehearsal rooms and instruments; mixing desks and PA equipment were provided by the Music Industries Association. Additionally, instrument-makers are supporting the effort and several musicians have offered to donate equipment they no longer use.

Relevance to Austin: *The City of Austin owns several properties in the Downtown Area that could be adapted to support various needs of the creative industry. The British government is investing in converting underutilized properties into fully-equipped rehearsal spaces to support emerging youth-bands in distressed areas of Britain.*

East Berlin

With the fall of the Berlin Wall in 1989, what had been East Berlin exploded into the European and World art scene. Former industrial warehouses, deserted despite their central location, have been adapted into museums, galleries and sculpture yards. Every autumn, contemporary art fans attend Art Forum, an art fair made up of contemporary works from around the world. The popularity of Art Forum has created more demand for exhibition space, and Berlin has a new art district with more than 20 galleries located along a stretch of the Heidestrasse, which used to be the site of a freight-train yard.

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10 http://news.bbc.co.uk/2/hi/entertainment/8043697.stm

Street art, meaning everything from graffiti to sticker art, cut-outs, stencils, installations, and paste-ups, is also popular in Berlin, and the City's streets are an open gallery for those who appreciate urban art. A digital application called "Urban Art Guide" can be used online and on iPhones. The application documents and curates the interesting and unique examples of the City's street art. It offers a Berlin map which outlines the pieces of urban art in the vicinity, information about them, the artist and how to get there. It also offers selected tours, mapped out in Berlin's hippest neighborhoods and highlights the best of the City's street art. Users of the guide are encouraged to contribute to the content.

Relevance to Austin: *Austin lacks affordable performance, practice, studio and exhibition space, the availability of which is a necessary prerequisite to establishing a vibrant cultural scene. In the years after the fall of the Berlin Wall, there was a surplus of large, centrally located industrial buildings in what had been East Berlin. Many of these spaces were adapted into galleries and museums, which catalyzed the formation of arts districts across the City and spawned an annual contemporary art fair that brings dedicated visitors to the City.*

4. *Arts and Live Music in Austin: Shared Objectives and Unique Concerns*

EPS reviewed the various documents described above and interviewed stakeholders in both the arts and music communities in order to identify key objectives, including those that were shared by the two groups, and those that were unique to each. In reviewing the existing arts and culture related reports, it is clear that many of the goals and recommendations of the various arts groups overlap. Some of the shared objectives between the groups as well as some of the unique concerns are summarized below as they provide input critical to the policies recommended in this document.

Place-Making Objectives

With respect to place-making, *CreateAustin* makes the following recommendations:

- Explore and support "ground up" development of cultural and heritage community/neighborhood districts and promote these as part of the mix of cultural amenities and destinations.
- Encourage development of affordable and accessible cultural space of all types. Create policies and incentives for private developers to create affordable cultural spaces.
- Inventory available public and private spaces for cultural uses.
- Improve transportation access (including parking) to cultural activities.

The Live Music Task Force makes the following recommendations:

- City should consider expanding "entertainment districts" throughout the City where live music venues are encouraged to locate.
- City should also consider and establish a process for the creation of entertainment district nodes, or satellite districts, that encourage live music but do not contain all of the benefits of the Downtown Entertainment District.

Common Ground

From reviewing the documents and speaking with stakeholders, it is clear that both the arts and music communities need incubator space, practice/studio space, and performance/exhibition space. Both groups would benefit from "creative clustering" that would result from being a part of an Arts and Entertainment District, since clustering creates a draw for the consumer and decreases the costs associated with managing potential nuisances.

Both would benefit from having a district where arts and entertainment are protected uses and, in the case of East Sixth Street, for example, where historic preservation requirements restrict future intensification of uses resulting in land values and rents that are relatively more affordable. Both would benefit from being in a district that is accessible by public transportation.

That being said, both groups are already represented in areas throughout the Downtown and across the City. For example, many of the gallery spaces in Downtown Austin are scattered in different parts of Downtown, including the Uptown, Northwest, 2nd Street and the Market districts. Though both could benefit from being a part of a creative district, the designation of an arts and entertainment district should not disadvantage existing galleries or venues.

Unique Attributes and Issues

Arts and Culture

- Art/cultural uses are generally more compatible with a greater variety of uses than live music venues. (However, there are exceptions--Ballet Austin's orchestra, for example, can be loud.)
- Art/cultural work spaces often have specific physical requirements (i.e., specialized facilities, natural light, high ceilings, storage).

Live Music

- Live music venues can generate external nuisance, particularly noise late at night Even if properly soundproofed, people arriving and/or leaving can cause disturbances for nearby residents.
- Music venues can degrade into purely drinking establishments, or other non-music uses, if no financial or regulatory incentives exist to preserve the presentation of live music.
- A variety of commercial spaces can be adapted to accommodate live music, so there is less need for specialized facilities.

Affordable Housing Objectives

With respect to affordable housing, *CreateAustin* suggests encouraging development of more affordable housing and live/work space.

The Live Music Task Force makes the following recommendations:

- Develop ordinances to promote more affordable housing in duplexes, cottages, co-housing projects, and cooperatives.
- Offer incentives to builders to preserve or replace existing musician housing stock whenever possible as redevelopment occurs.
- Offer density bonuses to developers to create musician housing stock.

Common Ground

The entire community benefits if Austin can retain its creative residents, and artists of all persuasions tend not to be able to afford the market-rate housing that is available near the downtown where they work/perform. Both groups would benefit from the availability of affordable co-op-style live/work opportunities in or near the downtown.

Unique Attributes and Issues

Arts and Culture

- Live/work spaces are more compatible with studio arts than performance arts.
- Existing performance locations are more dispersed than live music venues—locating housing close to performance spaces is more of a challenge.

Live Music

- Live/work space for musicians may generate noise incompatible with other artists or even other musicians.
- Musicians may need practice/recording spaces separate from living spaces.
- Downtown housing targeted to musicians would complement the music scene Downtown, but the extent of the affordable housing need is much broader than for this particular group alone.

Funding Objectives

With respect to funding, *CreateAustin* makes the following recommendations:

- Increase private sector support for culture and creativity through four strategies: 1) engage and galvanize business leaders; 2) create materials that showcase economic and community benefits; 3) explore other mechanisms for giving; and 4) develop campaign for workplace giving.
- Increase fundraising training for arts and cultural organizations and creative industries businesses.
- Create educational tools and networking mechanisms to build a culture of giving.
- Increase and diversify public funding for culture and creativity.

The Live Music Task Force makes the following recommendations with regard to funding:

- Qualify live music venues for consideration of reduced tax burdens.
- The City should consider utilizing existing Tax Increment Financing (TIF) zones or BIDs and allocating portions of the increment to enhance live music or relocate live music venues being displaced by development.
- Recommend that City Council budget and appropriate adequate monies for public improvements that will improve soundproofing and sound attenuation at outdoor venues that experience higher than normal complaints and violations.
- Minimize City fees imposed on live music venues for issues and permits related to general operations, sound dampening, venue renovations, parking, safety upgrades and sound/lighting/weather structures.

- Lobby the State Legislature for enhanced incentives and/or tax reductions (specifically liquor tax reductions).

Common Ground

Both groups need funding to subsidize artist performances/exhibits, housing, and support facilities and services. In turn, a robust arts/cultural/music scene with broad appeal benefits the City, culturally and economically.

Unique Attributes and Issues

Arts and Culture

- Many art/cultural organizations are classified as nonprofits, because admission charges fall far short of the cost of producing performances and exhibitions.
- Arts requiring specialized facilities, such as spaces with stages and audience seating, require costly upfront investments.
- The Economic Growth and Redevelopment Services Office (EGRSO) administers and manages contracts for services with some nonprofit arts organizations. The contracts are funded with revenue from the City's Hotel Occupancy Tax (9 percent).

Live Music

- In some cases, sound attenuation in commercial buildings is an inexpensive fix to adapting existing spaces (relative to designing and building specialized facilities including stages, audience seating, stage lighting, etc.). However, the sound attenuation issue can be more complicated. For example, if a building is mixed-use residential, isolating vibration is very expensive, both for existing and new construction.
- Music businesses tend to be for-profit. Clubs make money primarily through liquor sales.
- In many clubs, musicians make little to no money from performing.
- Density bonuses, TDRs, or in-lieu fees may be used to help retain existing venues along Red River Street or relocate some music venues elsewhere. However, live music compatibility issues may affect where these tools may be applied.

Organizational and Technical Support Objectives

Recommendations from *CreateAustin* include the following:

- Establish a *CreateAustin* Leadership Taskforce.
- Create a Creative Alliance to provide essential services to individuals and organizations.
- Create a City Department of Arts, Culture and Creativity.
- Increase technical assistance and business development services.

Recommendations from the Live Music Task Force:

- Establish a central Music Department within the City of Austin government structure. The new Music Department should report directly to an appropriate Assistant City Manager. The Music Department should be independent of the existing Cultural Arts Division.
- The City should promote the Health Alliance for Austin Musicians (HAAM) to local musicians with insurance needs.
- The City should provide business services including job training, centralized information, booking/management/professional services, loans for business/education, etc.

Common Ground

- Both live music and the cultural arts need to be viewed as part of Austin's larger economic growth strategy since both are economic drivers in need of coordinated public/private support. Both groups need to be advocated for within the City's government structure, and both need government/technical assistance with goal/policy implementation.
- Both need to address the maturation cycle of their creative individuals and provide the support and services artists need to grow their careers in Austin, beyond the debut, starving-artist phase.

Unique Attributes and Issues

Arts and Culture

- Austin already has the Cultural Arts Division (CAD), which is housed within the Economic Growth and Redevelopment Services Office and provides leadership and management for the City's cultural arts programs and for the development of arts and cultural industries as an economic development strategy on behalf of the City.
- The Cultural Affairs Division under the City's Parks and Recreation Department manages the City's cultural facilities.

Live Music

- Music already has a voice within the Economic Growth and Redevelopment Services Office, separate from CAD.
- Music has operational permitting and nuisance abatement issues that do not necessarily apply to other performing arts and visual arts.

5. *Fostering the Arts and Live Music Through the Downtown Austin Plan and the Waller Creek Plan: Strategies and Policy Recommendations*

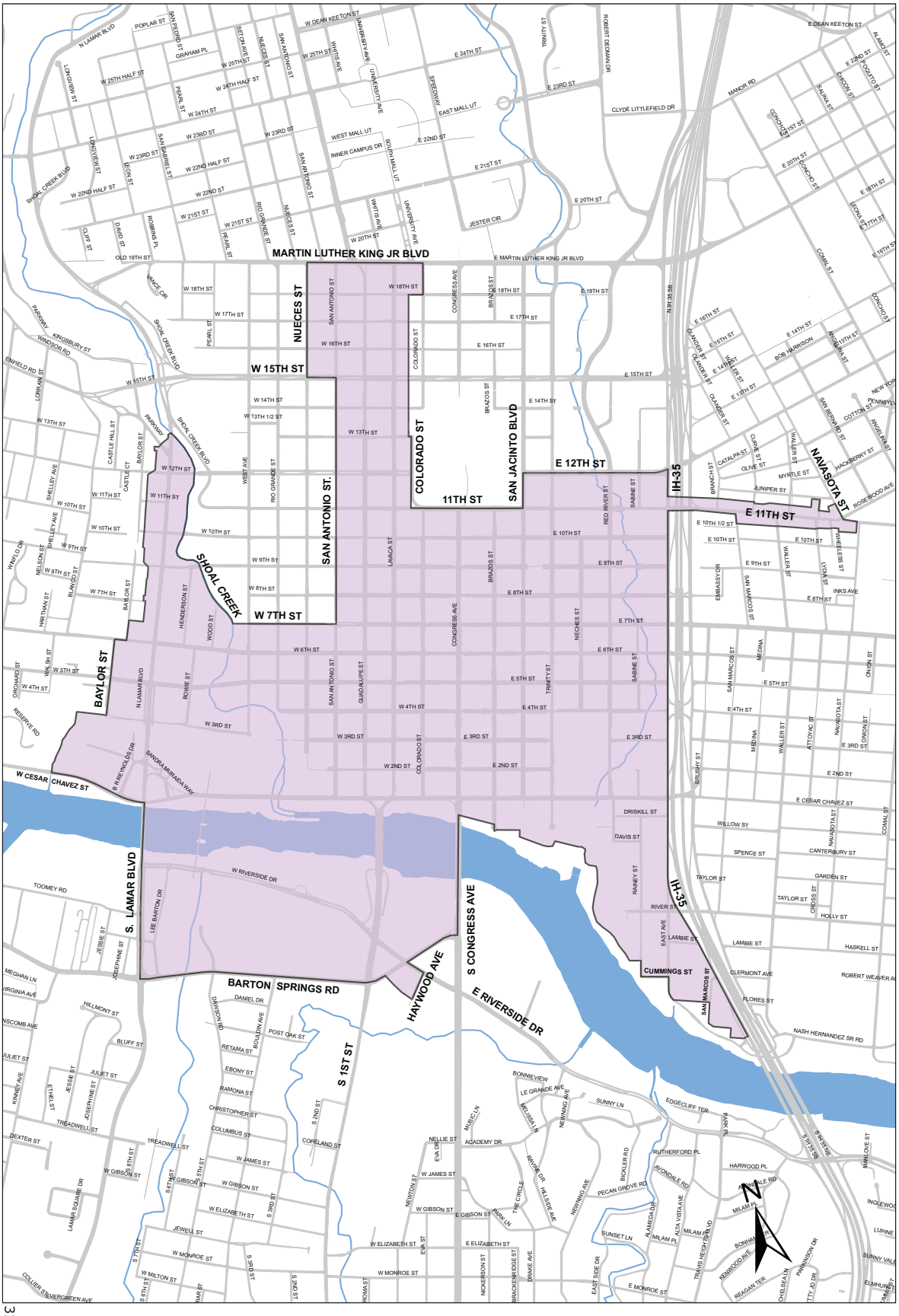
Based on the preceding research and input, EPS developed the policy recommendations described in this section to help foster the creative culture in Downtown Austin. The strategies and policy recommendations are categorized into Downtown-wide strategies, district-specific strategies and implementation strategies. These recommendations are limited to the Downtown area to be consistent with the scope of work of this study, but the creative community, of course, is not limited by these geographical boundaries. The strategies and policies explored below could be feasible beyond the boundaries of the Downtown, as defined in the DAP project. Each recommendation is intended to retain and attract Downtown Austin's creative community. There is, however, a critical tension between the organic culture of the creative community and regulation inherent in policy setting that is important to keep in mind. The ideas herein that are deemed by stakeholders to be the most viable will become part of both the DAP and the Waller Creek Master Plan to address issues critical to the growth and vitality of the creative community in Austin.

1. Downtown-wide Strategies

Encourage creative businesses and cultural facilities including galleries, museums, performing arts centers and live music venues to locate in Downtown Austin thereby contributing to the creative energy that defines Austin.

Downtown Austin is the City's premiere destination for culture, but the City needs to take active measures to ensure that it remains the premiere destination. The City and the creative community can enliven the creative energy of Austin in the Downtown/Central City by interconnecting the creative community with each other, with the public, and with the government within the physical space of Downtown and the Central City. See **Figure 3** for boundaries of a potential Downtown Entertainment District, as proposed by the Live Music Task Force.

- Develop way-finding systems, both physical and technological. Physical way-finding includes signs and information. Extended sidewalks and small plazas could be created in front of cultural facilities to signify "place" and to allow for activities of the cultural institutions to spill out onto the street. Technological way-finding includes social networking, event-finding and interactive cultural mapping available through smart phones applications.
- Austin's creative culture should be marketed and promoted at every opportunity by all of the various entities responsible for Austin marketing (ACVB, Chamber, DAA, COA, etc.)
- The City could consider developing a "creative ramble" through Downtown via an art shuttle, or sidewalk markers oriented for pedestrians. An event similar to the East Austin Studio Tour could focus attention on the many creative initiatives occurring in Downtown Austin.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W 15TH ST
COLORADO ST
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E 11TH ST
IH-35
NAVASOTA ST
SAN ANTONIO ST.
SHOAL CREEK
W 7TH ST
BAYLOR ST
S. LAMAR BLVD
W CESAR CHAVEZ ST
W RIVERSIDE DR
BARTON SPRINGS RD
HAYWOOD AVE
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RED RIVER ST
NECHES ST
WEST AVE
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PEARL ST
NUECES ST
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LONGVIEW ST
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PARKWAY
KINGSBURY ST
WINDSOR RD
ENFIELD RD
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W 13TH ST
CASTLE HILL ST
CASTLE CT
BAYLOR ST
SHELLEY AVE
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W 6TH ST
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W 4TH ST
W 3RD ST
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HINDS DR
HARTHAN ST
BLANCO ST
HENDERSON ST
WOOD ST
BOWIE ST
N LAMAR BLVD
ORCHARD ST
RESERVE RD
W RIVERSIDE DR
LEE BARTON DR
SANDRA MURAIDA WAY
TOOMEY RD
JESSIE ST
JOSEPHINE ST
MEGHAN LN
VIRGINIA AVE
HILLMONT ST
BLUFF ST
JULIET ST
KINNEY AVE
TREADWELL ST
DEXTER ST
W GIBSON ST
W JAMES ST
W ELIZABETH ST
JEWELL ST
W MONROE ST
W MILTON ST
COLLIER ST
EVERGREEN AVE
LAMAR SQUARE DR
S 5TH ST
S 3RD ST
S 2ND ST
S 1ST ST
DANIEL DR
POST OAK ST
RETAMA ST
EBONY ST
RAMONA ST
CHRISTOPHER ST
COLUMBUS ST
CORELAND ST
BOULDIN AVE
DAWSON RD
NELLIE ST
ACADEMY DR
MUSIC LN
EVA DR
NEWTON ST
PARK LN
THE CIRCLE
E GIBSON ST
E ELIZABETH ST
E MONROE ST
NOKOMIS ST
BRACKENRIDGE ST
DRAKE AVE
EAST SIDE DR
BONNIEVIEW
LE GRANDE AVE
MERIDIAN LN
NEWNING AVE
SUNNY LN
EDGECLIFF TER
BAKER RD
RUTHERFORD PL
AVONDALE RD
HARWOOD PL
MILAM PL
MILAM PKWY
MILAM RD
ALAMEDA DR
ALTA VISTA AVE
TRAVIS HEIGHTS BLVD
SUNSET LN
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PECAN GROVE RD
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DAVIS ST
WILLOW ST
SPENCE ST
CANTERBURY ST
TAYLOR ST
GARDEN ST
HOLLY ST
LAMBIE ST
HASKELL ST
CLERMONT AVE
FLORES ST
NASH HERNANDEZ SR RD
ROBERT WEAVER AVE
RANEY ST
EAST AVE
RIVER ST
CROSS ST
SAN MARCOS ST
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WALLER ST
ATTOYAC ST
NAVARRO ST
ONION ST
COMAL ST
CHICON ST
CONCHO ST
SAN BERNARD ST
COTTON ST
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NEW YORK AVE
ANGELINA ST
BOB HARRISON
WALLER ST
CHAMBER ST
CLANTON ST
CLARK ST
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OLIVE ST
MYRTLE ST
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- Austin's Downtown parks could be more intensively programmed as outdoor venues for programs like Ballet in the Park, Symphony in the Park, Movies in the Park, Theater in the Park, etc. Parks are excellent venues for art fairs and can serve as flexible/temporary spaces for a variety of creative endeavors. See **Figure 4** for an overview of Downtown's many parks and open space, including those that may be private, but are publicly-accessible.
- In addition, Downtown streets can play a much more active role in the cultural life of Downtown, creating the opportunity for performance spaces, busking, public art, small plazas associated with cultural venues, etc.
- Capitalize on the success of the "Live Music Capital of the World" brand and incentivize the location of live music venues throughout Downtown Austin.

The City of Austin has staked its claim on being the *Live Music Capital of the World*. With hundreds of live music venues, a multitude of successful artists, and popular and successful music festivals, the title is well deserved. But cultural communities are dynamic and always in a state of change, so Austin cannot afford to sit back and coast on its reputation.

Often, creative spaces concentrate around one another, creating informal districts. In Downtown Austin, real estate market conditions make it difficult for the existing districts to be sustained organically. Musicians and artists and the venues that showcase their work are already looking beyond Central Austin for affordable work/live/performance space. But the City can help refocus the creative community's attention to Downtown Austin by designating districts where creative uses are not only permitted, but incentivized. Establishing a live music district provides creative individuals with opportunities to be near one another in environments that are conducive to idea-sharing. Designating a concentrated Live Music Entertainment District across Downtown Austin where live music is an expressly protected use serves several purposes. It brings live music venues to an appropriate location in the City, which can reduce land use conflicts with residential neighbors elsewhere. It allows for a healthy concentration of venues that benefits live music consumers by creating ample choice, while consolidating the areas of the City that may require increased public safety monitoring. And most importantly, it fosters a sense of place and contributes to Austin's self-proclaimed identity as the "Live Music Capital of the World."

Relocation and reestablishment of displaced clubs, in particular, will be challenging and may require assistance. The zoning code should be explicit that live music venues are permitted uses within the Downtown Entertainment District. It is unlikely that simply designating Downtown Austin as a Live Music Entertainment District where live music is a protected use is enough to encourage new venue operators to set up a club as well as existing venue operators to relocate, such as those whose leases on Red River Street may not be renewed. Therefore, it may be appropriate for the City to offer incentives to actively attract live music venues to the Downtown in order to facilitate the concentration of quality live music venues and provide momentum to improving the quality and character of Downtown's live music experience.

Figure 4

DRAFT
PARKS, OPEN SPACE AND PRINCIPAL CONNECTING STREETS
Downtown Austin Plan
Prepared by ROMA for the City of Austin
JULY 24, 2009
(Note: Map Source is City of Austin 2003 GIS Data.)

If incentives for live music venues are offered it will be important to set a threshold definition to determine which businesses are eligible for incentives. The goal in crafting this language is not to define what a live music venue is, but rather to establish the minimum criteria required for a live music venue to be eligible for incentives. For example, zoning code language could specify the following:

- present live music a minimum number of nights per week;
- charge a cover at the door, at least some of which (a percentage perhaps) goes to the musician(s) performing;
- staff professional sound engineers to ensure quality sound and compliance with the City's sound ordinance; and
- designate an individual to represent the venues' interests in a live music venue operator subcommittee of the Downtown Austin Alliance PID.

Tax and fee policies can reduce costs and improve the business economics of exhibition space and performance venues. More specifically, the City could consider offering the following incentives to encourage live music venue operators to locate in Downtown Austin:

- low interest financing or grants for sound-proofing and audio systems;
- reduced building permit inspection fees;
- free parking for musicians in City-owned garages (e.g., Convention Center Garages);
- live music venue technical support offered through the Downtown Austin Alliance PID (may require an expansion of what the PID is authorized to do);
- new residential/hotel projects located within Downtown Austin required to sign a covenant acknowledging that Downtown is a Live Music Entertainment District and that live music is a permitted use;
- waived admissions tax;[11]
- free publicity on the City's website and in published City materials, where appropriate; and
- City-owned property could be rented to high-caliber venue operators as a way of establishing a key anchor to the district. (A long-term lease would encourage investment in the property. The City has already entered into a similar arrangement with the Austin Film Society within the Mueller development.)

[11] Sales tax applies to the sale of a ticket for a live music performance (as well as cover charges). The sales tax is considered an amusement tax. The tax collected is split with 6.25 percent going to the State of Texas and 2 percent going to the City of Austin. The local 2 percent is split with 1 percent going to the City's General Fund and 1 percent going to the local transit authority.

2. District-specific Strategies

Invest in capital improvements along Sixth Street (from Congress to IH 35) to halt the deterioration of the street and to catalyze its transformation into a vibrant, economically-diverse, mixed-use day and nighttime arts and entertainment scene.

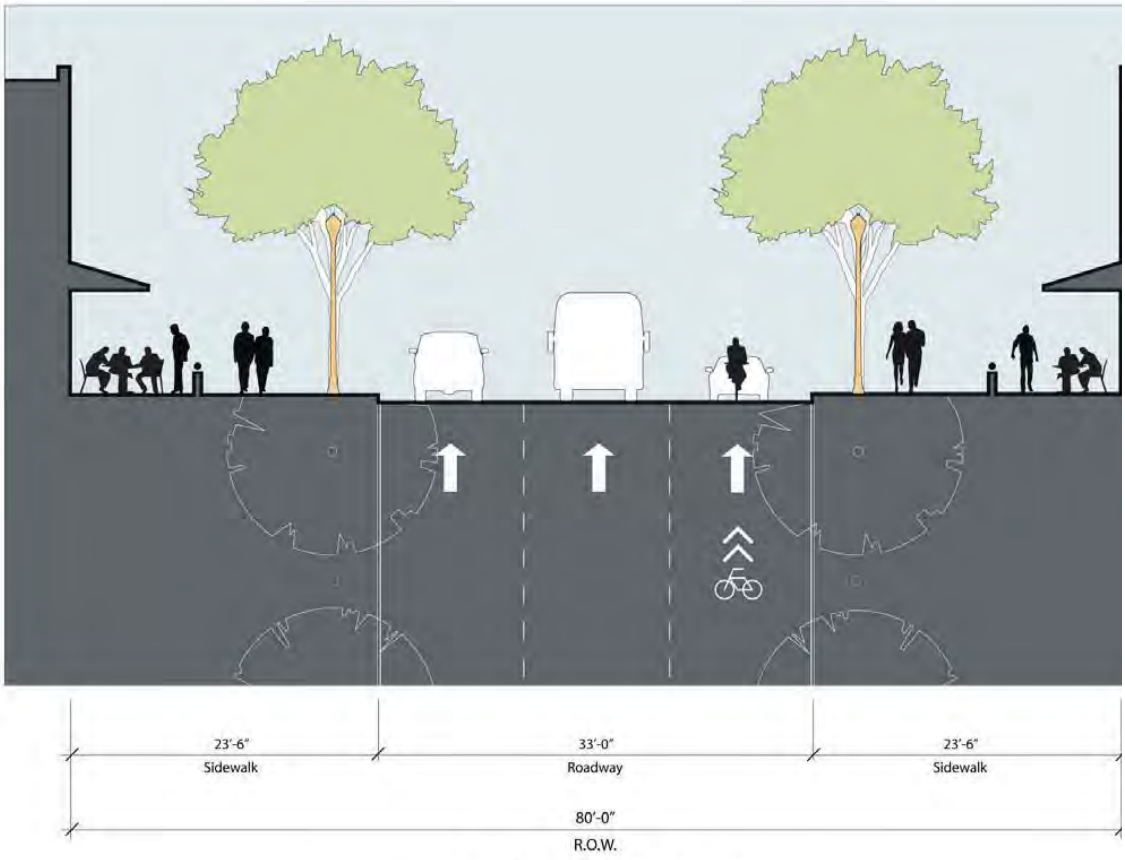
Sixth Street is centrally located in Downtown Austin and has reinvented itself several times through the years. Over the decades, Sixth Street has transformed from a seedy, red-light district to a hip haven for edgy live music venues to a stretch filled primarily with shot bars and venues offering cover bands that locals avoid and leave to the tourists and college students. But still, despite failing infrastructure and deteriorating street life, Sixth Street remains synonymous with "live music" in the minds of many.

As a result, Sixth Street is one location within the Downtown area where it makes sense to focus live music venues. Furthermore, the current historic district designation and the many landmarked buildings on East Sixth Street will preclude their more intensive redevelopment and will limit residential development, resulting in fewer potential conflicts with live music. The focus of East Sixth Street as an appropriate place for live music should not be viewed as an effort to impede live music venues from opening and operating elsewhere in the City. Rather, existing entertainment and cultural districts and other areas of Downtown should also be nurtured including the Warehouse District, West Sixth Street and Congress Avenue. However, East Sixth Street is where the City's efforts at retaining and preserving Austin's identity and "brand" as the Live Music Capital of the World can be most powerfully focused.

Before this brand is lost, the City should invest in capital improvements along Sixth Street, from Congress Avenue to IH 35. From a visual perspective, façade improvements, sign guidelines, wider sidewalks and street trees will result in a more pleasing environment. See **Figure 5** for a view of the potential cross section of an improved Sixth Street. From a use perspective, a greater variety of uses, and uses that generate day-time activity, will reinvigorate the Sixth Street experience. The Alamo Drafthouse brings film to Sixth Street and is a good example of a Sixth Street business that contributes to Downtown Austin's creative community. Bars that do not serve food and do not offer live music (i.e., cocktail lounge use) could be conditionally-permitted uses with provisions that would limit them to a maximum percentage of the total store fronts or parcels along the street. The City should strive for a percentage or an absolute number of locally-owned and/or operated venues/businesses to ensure that Sixth Street continues to feel like Austin and becomes increasingly attractive to locals. Retail uses should be encouraged to extend their hours into the evening. See **Figure 6** for an overview of Sixth Street's current distribution of uses.

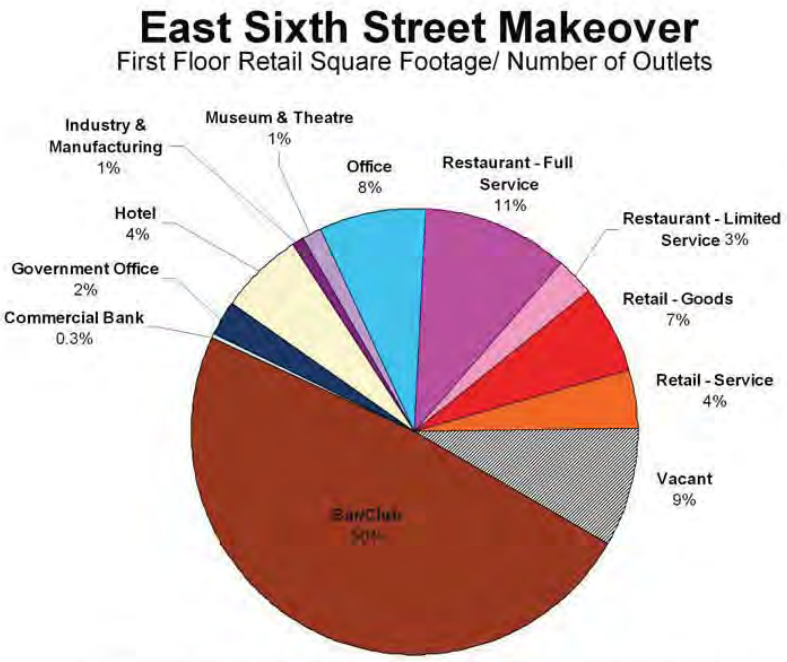
The East Sixth Street PID could assist with the effort. The PID's programs are funded in part by an assessment on properties in the District, which are assessed an additional $0.10 per $100 in assessed value, up to a maximum value of $500,000. Because of this cap, the East Sixth Street PID is underfunded and limited in what it can accomplish. Given adequate resources, its mission could be expanded and it could be a very effective organization to oversee East Sixth Street improvements, administer live music venue programs and provide technical assistance to start-up businesses in the District.

Figure 5



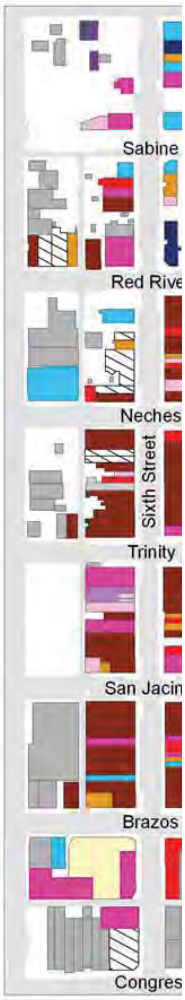
POTENTIAL CROSS SECTION
East Sixth Street: IH 35 to Brazos Street Segment Looking West
DOWNTOWN AUSTIN PLAN
Prepared by ROMA Austin for the City of Austin
September 2, 2009

Figure 6. Sixth Street: Current Distribution of Uses



General Description Use	Number of Outlets	Total Square Footage
Bar/Club	52	205,861
Commercial Bank	1	1,191
Government Office	2	10,298
Hotel	2	25,900
Industry & Manufacturing	2	3,500
Museum & Theatre	1	5,800
Office	11	32,885
Restaurant - Full Service	15	44,714
Restaurant - Limited Service	8	12,210
Retail - Goods	15	27,057
Retail - Service	11	18,021
Vacant	8	36,171
Total	**128**	**416,653**
	Average Size of Spaces	**3,156**
	Median Size of Spaces	**2,760**
Smallest Space	Hatbox: A Modern Haberdashery	575
Largest Space	Buffalo Billiards	12,000

As of August 2009



Designate the Waller Creek Corridor as a creative and cultural arts district that encourages public art and creek-side cultural events and supports the business side of the creative community.

With the Waller Creek improvements, flood plain development constraints will be lifted from the properties along Red River Street and elsewhere in the Waller Creek Corridor. The underlying zoning generally permits high-density residential and commercial uses, except where Capitol View Corridors restrict heights. Given the dramatic differential between the value of the existing uses and the value of the potential uses, land owners will have financial incentives to redevelop their land into higher value uses. Limited demand for the densities that are zoned along Waller Creek and the continued tightness of the credit markets may impede redevelopment in the near term, but some of the existing live music venues that lease their space along Red River Street could be displaced in the next business cycle.

As noted in the Downtown Austin Alliance 2008 Annual Report, "Downtown Austin is not only the epicenter of the Live Music Capital of the World, but also the heart of a burgeoning downtown cultural district flanked by new neighbors such as the Long Center for the Performing Arts and Ballet Austin." Designating the Waller Creek Corridor as a creative and cultural arts district that supports development of the business side of the creative community is a pro-active response to the potential transformation of Red River Street while it simultaneously provides the economic development benefit of encouraging the maturation of creative industries in Austin.

The changes envisioned along Red River Street create a challenge to replace or reabsorb displaced music venues, and at the same time, an opportunity to re-envision the Waller Creek Corridor as the future center of Austin's creative and cultural identity, to include a flourishing mixed-media, cultural, residential and business district. Uses that support live music will contribute to the vitality of the Corridor, but live music venues are likely to be more welcome along East Sixth Street than they will be along Waller Creek, whose north-south orientation will amplify sound up the creek to residential areas. (Of course, established owner-occupied clubs, such as Stubb's, that have invested significantly in their properties and sound attenuation are likely to stay put on Red River Street.)

Transforming the Corridor into a creative and cultural arts district could be a viable way to bring together a wide variety of Austin's creative enterprises and the services that support them while simultaneously growing the industry and allowing the industry to explore new directions. For example, the music industry is in the midst of paradigm-changing transformations resulting from technological innovations that are turning existing business models upside down. The future of music needs to acknowledge and promote the synergies between music and technology, and the Waller Creek Corridor could become a hub for this industry. If Austin can plan for the future today, creative individuals are going to see that they will have access to the support and assistance they need to grow their careers *in Austin* without having to take their talent elsewhere.

Examples of the types of business support services that could locate in the Creative Services District include game developers, interactive media technology companies, film and television companies, entertainment companies, traditional and digital record labels, booking agents, publicists, recording studios, sound engineers and other technicians, rehearsal space, storage, artist management, entertainment attorneys, digital distributors, licensing/copywrite companies,

and other new technologies that broadly help the creative arts. While all of the above uses (among others) would contribute to Austin's creative industry, the City may want to focus its business attraction efforts on those uses that will also enliven the corridor and bring a sense of vitality to the district. See **Figure 7** for an overview of the Draft Waller Creek District Master Plan, currently being prepared for the City of Austin.

Attracting these types of businesses will require an economic development effort on behalf of the City. Some feasibility analysis will need to be conducted to verify that businesses in this industry prefer to locate in Downtown settings and that they can afford Downtown rents. The following strategies are designed to assist in the establishment of the Waller Creek creative and cultural arts district:

- Promote the business side of the creative arts community through the City's Economic Growth and Redevelopment Services Department. Tools could include business tax relief or low interest rate loans for build-out. Other components of this effort could include: active outreach to the business sector, branding of the Waller Creek Corridor as a Creative District and cooperation with property owners, developers and brokers to target this market.

- Work to attract and establish an iconic anchor for the Waller Creek Corridor, perhaps at Palm Park. Identify creative institutions looking for space, such as the Savannah College of Art and Design, a noted art school with a growing curriculum in digital arts and interactive media that has been seeking new campus opportunities (e.g., in Dallas).

- The City owns a significant amount of land along Waller Creek that could be leveraged and developed to encourage the creative district concept. Work with a nonprofit developer like Artspace (see description in **Chapter 3**), to explore development of artist and creative community housing in the Waller Creek Corridor.

- Encourage galleries and other visual arts studios to locate along Sabine Street between 3rd and 7th streets; Sabine Street is proposed as a pedestrian-oriented promenade as part of the Waller Creek District Master Plan. Encourage uses that can take advantage of proximity to the creek, including cafes.

- Establish a public art program for the Waller Creek Corridor that could be extended along the trail between Lady Bird Lake and The University of Texas.

- Encourage performance, events, exhibitions, films and music in parks, streets and public spaces along the Corridor. See **Figure 8** which illustrates potential performance and/or exhibition space along the Creek.

- Explore with the Austin Museum of Art (AMOA) the feasibility of a new, permanent location along Waller Creek near Palm Park (ideally where Capitol View Corridors limit height) to act as an anchor to the Waller Creek creative arts district. Development could be funded in part by the sale of AMOA's existing land adjacent to Republic Square.

- Increase development feasibility by reducing the requirement for on-site parking throughout the Waller Creek Corridor. There are two convention center garages in the vicinity. If shared-use agreements can be negotiated, development of smaller sites with mid-rise buildings along Waller Creek could become financially feasible.

FIC RECOMMENDATIONS

rve habitat islands and create bird-viewing areas from ge and east shore of Waller Creek.
rve and enhance natural sancturary-feel of Waller Creek n of Cesar Chavez Street.
cate access/park easement that links to existing trail.
nd Rainey Street to Cesar Chavez and north to Palm Park.
nd Davis Street through to IH 35 frontage road.
te trail on pier structure to reduce its impact on creek.
ove Palm Park as family-friendly open space with active water play area.

7. Create bike station with adequate parking for families and commuters.
8. Create Sabine Street promenade to provide access and activity adjacent to constrained segment of creek (4th to 7th streets).
9. Promote creekside restaurant development.
10. Improve plaza and create new accessible descent point into creek.
11. Explore redevelopment potential for police and municipal courts sites that creates new public parkland areas at the creek edge.
12. Explore future removal of vehicular bridge and replacement with a ped/bike bridge that allows for trail undercrossing.
13. Create secure, covered bike parking in Symphony Plaza.
14. Revitalize and program Symphony Square and plaza. Repurpose various buildings for more active, pedestrian uses.
15. Extend creekside trail under 15th Street to connect to UT campus via Centennial Park.
16. Explore re-building E. 11th and Red River street bridges to improve sense of safety and space for the creekside trail.
17. Create flood benches where possible by laying back creek banks.
18. Implement bike lanes on Red River Street per City of Austin Bike Plan.
19. Improve east-west pedestrian/bicycle linkages between East Austin and Downtown.

0 275 550 Feet

ISION

ance the creek's ecological, hydrological and open space value.

2. Improve pedestrian and bicycle linkage to, across and along the creek.

3. Promote activity and investment along the creek and in the surrounding area.

CONCEPT PLAN

Waller Creek District Master Plan

Prepared for the City of Austin by ROMA Design Group

DRAFT FOR CITY REVIEW: AUGUST 31, 2009

Figure 7

- Facilitate a buyer-assistance program that would allow interested parties to leverage their assets to buy-out existing owners of Waller Creek District and Red River Street properties who might not be interested in redeveloping their parcel.
- Encourage the location of nonprofit organizations within the Waller Creek Corridor through business tax incentives. Nonprofits are a key element to funding of the arts. Therefore, public policies that support nonprofits can indirectly assist with funding.

Reinforce Congress Avenue as a linear promenade featuring cultural institutions that focus on the visual arts.

Congress Avenue has emerged as one of the City's principal destinations for the visual arts, with the AMOA, ArtHouse, Mexic-Arte, the Paramount Theater and State Theater all located within a few blocks of one another. As the City's and State's principal ceremonial boulevard, the role of the visual arts should be retained and given higher prominence along the street, specifically:

- Parallel with the DAA's efforts to revitalize the retail role of the street, efforts should also be made to attract cultural institutions that promote a more intensive concentration of visual arts activities.
- Existing office lobbies should be programmed in collaboration with building managers to include art installations and/or rotating exhibits that contribute to the cultural identity of the street. Office lobbies can be treated as impromptu galleries where art is for viewing and for sale.
- Any reconstruction of Congress Avenue to accommodate streetcar or light rail transit service should include public art as an integral and significant part of the design approach.
- As visual arts activities intensify along the street, promotional campaigns should be established to heighten the identity of Congress Avenue and the Downtown as a destination for the visual arts.

3. Implementation Strategies

Authorize one or more Economic Growth and Redevelopment Services staff members to advocate for the creative community and serve as a single point of entry to the City.

Members of the creative community do not feel supported by the City government structure. As noted previously, a perception articulated often among Austin's creative community is that there is a lack of creative culture leadership at the City level and as a result, a lack of support for artists. Some even feel that the City bureaucracy creates barriers and added expense for creatives. The creative community needs a single point of entry into the City—one or more individuals whose job it is to help creative individuals navigate the City's maze of rules and programs. This individual can help streamline the permitting process, assist with program/grant applications, broker temporary real estate deals (i.e., match individuals who need performance/exhibition/practice/studio space with temporarily available space), and pursue opportunities for the creative community with an entrepreneurial spirit. This individual should be an advocate for Austin's creative class.

Explore the feasibility of creating a Downtown Economic Development Corporation.

Implementation and administration of the above incentives could be handled by a strengthened Downtown Austin Alliance in partnership with the City. Alternatively, the City could authorize a downtown economic development corporation to work on creative industry issues and other economic development efforts across the Downtown area. If such a development corporation is established, it could be engaged to augment and supplement the operational and technical support resources already provided by the City that creative individuals and organizations require. It could focus on specific districts in the Downtown without losing sight of how each of the parts complements the whole.

A downtown economic development corporation would be responsible for attracting museums, galleries, live music venues and performance spaces to Downtown Austin. The current distribution of first floor uses in Austin's Downtown is illustrated on **Figure 9**. The responsibilities of a downtown Economic Development Corporation (or one of the existing PIDs) could include working with the City to achieve the following:

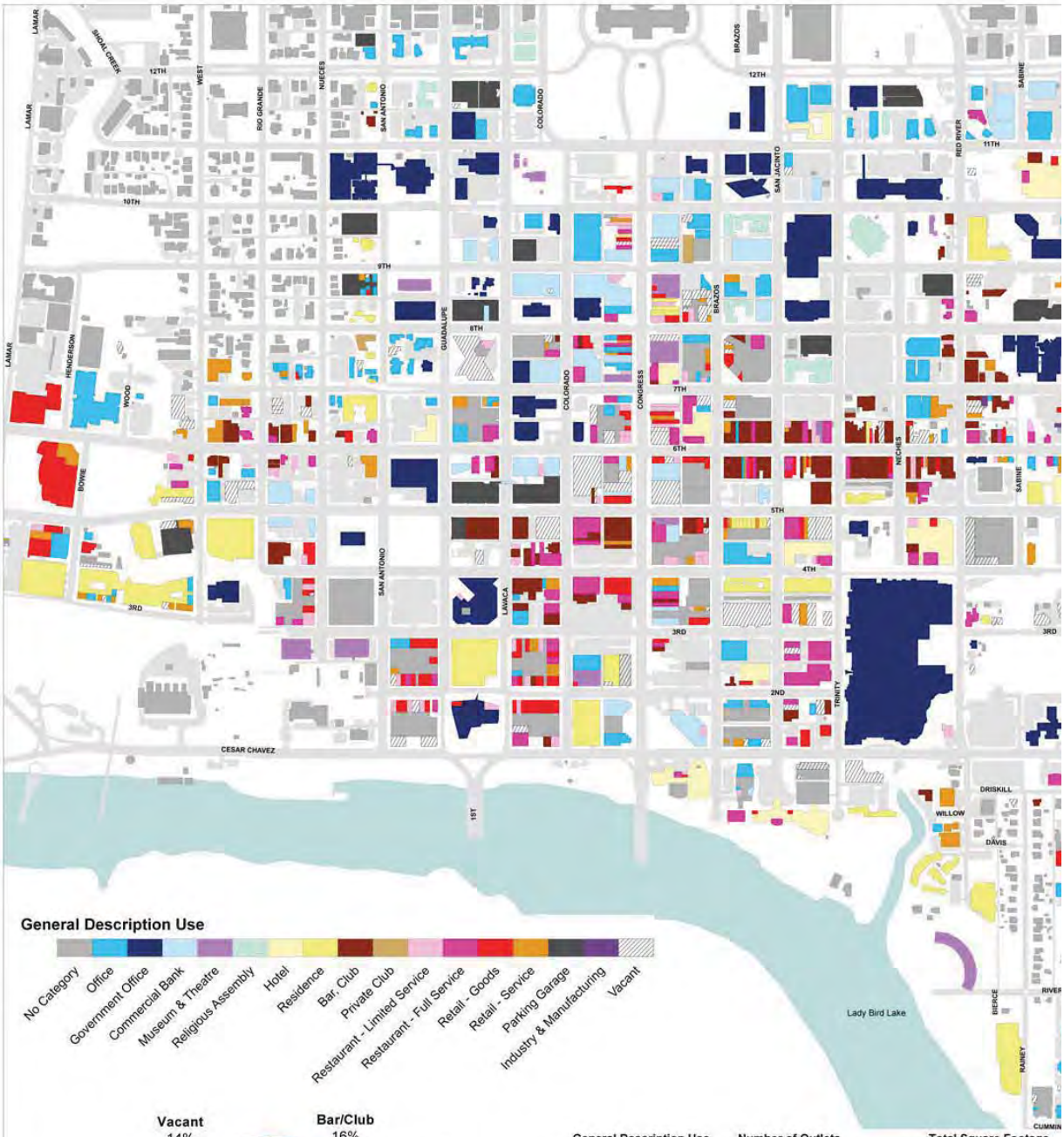
- Facilitate a subcommittee within the Downtown Austin Alliance to represent the interests of cultural facility operators in addition to landowners.
- Assist with identifying underutilized spaces that could be used as support/incubator spaces in the Downtown and issue temporary permits for temporary places.
- Advocate for the creative industry.
- Work with transportation planners to develop strategies to improve public transportation options in and out of the Downtown area to help artists who work primarily Downtown but who are unable to afford to live Downtown.
- Permit, suspend, and revoke permits, as with San Francisco Entertainment Commission.
- Assist with technical support, as with Seattle's music venue assistance program.
- Assist with live music venue security training.

Develop sustainable funding mechanisms.

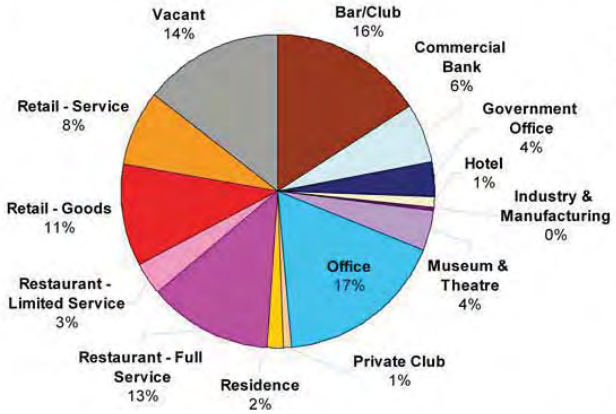
Tax Increment Reinvestment Zone

In support of an overall implementation strategy for the Downtown area (including but not limited to East Sixth Street and the Waller Creek Corridor), the City could explore the legal and administrative feasibility of establishing a Tax Increment Reinvestment Zone (TIRZ) for the Downtown Creative Community to fund the downtown-wide strategies and Waller Creek Corridor creative arts initiatives/districts.

Through a Downtown economic development corporation or perhaps through the Downtown Austin Alliance if an economic development corporation is not viable, the City could establish a TIRZ to fund Downtown Austin's arts and creative initiatives along Sixth Street and the Waller Creek Corridor.



General Description Use



General Description Use	Number of Outlets	Total Square Footage
Bar/Club	132	433,38
Commercial Bank	35	168,53
Government Office	43	104,24
Hotel	11	32,08
Industry & Manufacturing	3	4,42
Museum & Theatre	13	111,32
Office	128	486,93
Parking Garage	16	
Private Club	3	21,86
Religious Assembly	8	
Residence	41	43,71
Restaurant - Full Service	92	357,10
Restaurant - Limited Service	63	88,81
Retail - Goods	97	290,76
Retail - Service	79	217,13
Vacant	108	396,04
Total	**872**	**2,756,36**
	Average Size of Spaces	**4,28**
	Median Size of Spaces	**2,78**
Smallest Space	1108 Lavaca, Suite 118 (Vacant)	16

TIRZs are special districts created by City Council to attract new investment to an area. TIRZs help finance the cost of redeveloping or encouraging infill development in an area that would otherwise not attract sufficient market development in a timely manner. Taxes attributable to new improvements (tax increment) are set-aside in a fund to finance public improvements in the zone. Property owners pay a normally increasing tax bill. The cost to the City is that the increment that is captured is preempted for use within the zone rather than for the City's general fund.

The existing TIF Program was established to fund the Waller Creek flood improvements. The recommended TIRZ would be exclusive of the existing TIF project area and would have the broad mission of remediating blight through a variety of strategies, including creating and funding an arts and creative district. The geography of the zone will be important. It will need to be expansive enough to capture enough new development to generate sufficient revenue for the program. The City may wish to include a portion of East Austin, such as the Saltillo and MLK TOD Districts, as these areas are also in need of major reinvestment and contain a large concentration of artists' studios and performance spaces.

The DAP may be proposing the development of a downtown economic development corporation, whose responsibility would be to implement the DAP. This entity, or its sub-entity, could be charged with the redevelopment of the Waller Creek Corridor, but it could also provide additional funding for East Sixth Street revitalization efforts. Additional areas of effort could include affordable housing, site acquisition assistance for museum and exhibition space, provision of incubator space and economic development strategy and outreach to attract creative-oriented businesses to the Downtown. This idea will be further developed as part of the overall DAP in the months to come.

Business Retention and Enhancement Fund

The City could strengthen and increase funding for the existing Business Retention and Enhancement Fund through raising the fee and/or expanding the area subject to the fee. The existing fund is valued at approximately $750,000 and offers low-interest loans in amounts as much as $250,000 to tenants or owners for improvements such as tenant finish-out improvements, acquisition of machinery and equipment and building façade improvements. The source of the funds is a development fee along 6th Street and Congress Avenue. As established, this fund could be a helpful resource for any live music venues displaced from Red River Street. The area eligible to receive the fee is currently limited to Congress Avenue (bounded by 11th Street on the north and Town Lake on the south) and East Sixth Street (bounded by Congress Avenue to the west and the southbound frontage road of IH-35 on the east). The eligible area could be expanded to include the Waller Creek Corridor including Red River Street.

Cultural Mitigation Fee

Additional funds could be raised through a live music mitigation fee, tied perhaps to the square footage of the redevelopment. The fee would be collected from developers who redevelop any parcel of land along the Waller Creek Corridor. If the parcel that is redeveloped is currently occupied by live music venues, the collected fees could be designated to assist with live music venue relocation efforts. If a parcel is redeveloped that is not currently occupied by a live music venue, the funds could be designated to support other creative uses. The statutory basis for such a fee will need to be reviewed by the City's attorneys.

APPENDIX K

DOWNTOWN AUSTIN PLAN: PHASE TWO
DOWNTOWN INFRASTRUCTURE STRATEGY

August 6, 2010 Prepared by Urban Design Group

Introduction

The goal of the infrastructure analysis is to support the development of the Downtown Austin Plan by analyzing near and long term infrastructure needs and costs based on the priorities established through the district specific and overall Downtown planning. The report seeks to provide recommendations for upgrades to utility and drainage infrastructure and for policy, organizational and departmental process procedures that will support the implementation of the plan. The scope of the project did not allow for the preparation of utility master plans but rather a gathering and assimilation of exiting data from City staff and extensive interviews with staff to determine what strengths and weakness might be within the system as it pertains to development incentives or obstacles Downtown.

The report includes recommendations for Water Quality measures for the Downtown and a discussion of Stormwater Conveyance concerns, the obstacles to developing a conceptual approach to drainage across Downtown and the need and steps toward a Downtown Drainage Master Plan.

Development of cost estimates for required improvements was challenged by the fact that most of the Downtown area has aged undersized systems yet these systems function rather well to serve existing and redeveloping areas by incorporating location specific improvements funded by the private and public sector. In a world not compromised by financial constraints, one would want to upgrade a large percentage of the utilities and roadways in Downtown yet when considering the best use of funds, then a more dynamic process that responds to where redevelopment occurs will best serve our community. The 20-year Implementation Program does include some line item costs for infrastructure related items but the focus of funding future improvements should be through designating Downtown CIP funds to upgrade infrastructure in a location- responsive manner as deficiencies are identified or proposed projects come to the City.

Why Invest in Downtown?

The Downtown Austin Plan (DAP) serves to support the community's vision of a vibrant downtown. The ultimate strategies must include targeted infrastructure planning that will mature along with the build-out of the plan. Sustainable infrastructure lays the groundwork for planning visions by providing safe reliable water, wastewater, storm drainage and other utility systems which are central to health and safety issues, quality of life and prosperity. Strong infrastructure attracts economic growth, new businesses and residences.

Due to the compact, high-density nature of Downtown, there is more return for dollars invested in infrastructure within the core. Downtown buildings can be anywhere from 10 to 100 times as dense as those outside it. The cost to install water and wastewater improvements per fee unit can be less in regard to number of units served and in general the revenue per linear foot of line will be higher for high rise residential, restaurants and other intense uses which occur in the Downtown. The Downtown is physically at a lower elevation, which results in significantly less electricity needed to pump water to serve as compared to pumping to the higher elevations of the suburbs.

Postponement of capital improvements to upgrade aging systems should not be delayed, if the goal is to encourage redevelopment within the inner city. The City should prioritize investment in the downtown area within each of its department's rehabilitation dollars. By adopting a policy to allocate an appropriate amount of the capital improvements budget to Downtown infrastructure, the City will then be able to exercise the discipline to spend those funds in the downtown area, avoiding the temptation to spend the funds on pressing projects elsewhere in the city.

Infrastructure Improvement Strategy

The infrastructure systems within the Downtown are for the most part outdated, and in many cases, are undersized. The water, wastewater and storm sewer systems were installed when the original street system was constructed, starting in the early 1900s. Since that time, upgrades have been installed for water and wastewater as system deficiencies have been identified or improvements were required to serve new development. The general approach over the last 20 years that has driven improvements has been a single-department approach, where each has its own system of prioritizing projects across the city. This approach has not resulted in the coordination and prioritization between departments that would allow a more comprehensive strategy to the upgrading of streets and utilities. For example, Austin Water Utility (AWU) may have funds to upgrade the water and wastewater within a street, yet Watershed Protection and Public Work's Street and Bridge Division do not have the funds to replace the storm sewer system and street section. This leads to situations where the utilities may be upgraded one year, with another construction project a few years later when street or drainage reconstruction becomes a priority.

In general, the overall infrastructure systems in the downtown are handicapped by their age and size, but those systems have been fortified by major "spinal" upgrades. The systems do serve the existing development fairly well, and departments respond to required upgrades either by general maintenance, developer-funded improvements and in some cases CIP projects. This has been a rather "piecemeal" approach, that in some cases is inefficient, time-consuming and not cost-effective for the developer or the City. In order to facilitate a Downtown that encourages new development, there will need to be a more predictable, dynamic and coordinated infrastructure approach to respond to the projects as they occur.

Key infrastructure issues and opportunities in Downtown

Water & Wastewater – The Austin Water Utility (AWU) has completed two major water and wastewater improvements that feed the downtown area. These projects, a 72-inch water transmission line and the Downtown Wastewater Tunnel, which have substantially increased the capacity of the downtown area to support future growth. In addition, according to AWU staff, from an overall perspective, water and wastewater service in the downtown area exceeds most other areas in the City and most other urban cores in the country. By its geographic location, between both of the City's large water treatment plants and their related major transmission systems, the water transmission grid downtown provides abundant supply for even the most pressing fire-flow needs. While there are stretches of older, undersized distribution mains that connect to the strong transmission grid, many of them are being replaced/rehabilitated as part of other improvement projects (street, sidewalk, bicycle, development, etc.) as well as AWU-initiated projects. With the addition of the downtown tunnel to the wastewater system, the wastewater capacity issues are related strictly to the aging collection system grid.

In summary, the water transmission capacity to the downtown area is adequate, but many of the distribution mains within the area are for the most part old and undersized to provide code-required fire flow for redevelopment. Likewise, the main wastewater collection lines that serve the downtown are adequate with an older collection system within the downtown area.

With Council adoption of the DAP's policy and procedures changes, there is an opportunity for new proposed developments to meet early in the process with AWU, in order to establish the capacity/constraints within the area of the proposed development. While it is probable that much of the distribution system could provide domestic water needs, the current code-required fire flows will likely dictate that the developer upgrade the water line to service the project. The required fire flow is affected by the building size as determined by locations of fire separation elements and building materials and the water flow availability as determined by the size and existing pressures within adjacent water lines. There is an opportunity, if this process is started earlier than is typically the case, to explore building design changes and utility modeling scenarios, in order to minimize fire-flow utility upgrades.

Wastewater upgrades tend to be less of an impact on new development, yet can be unpredictable due to the age and sometimes unknown condition of the wastewater lines, therefore, some upgrades may be required.

The process to determine the extent of required utility improvements for a new project is the Service Extension Request (SER). Historically, projects wait until they are in the Site Plan Process to submit this application. The application process costs only $66 and can be submitted at any time. If the applicant does not submit until the site plan is in process, there can be an element of surprise about off-site utility improvement needs, and the project may be at a point in the schedule where delays and added costs are more problematic. In the Downtown area, projects should submit an SER request as early in the planning stages as possible, since this is the trigger for AWU to model the system in respect to the development proposal. The SER process creates a Conceptual Plan for service to a development based on the utility demands of the project and the existing infrastructure near the proposed development. There can be a considerable amount of complexity in finding the best solution and multiple divisions of the Utility often give input. Larger Downtown projects can create further complexity by proposing alley closures and service relocations, while smaller projects may prefer that alleys remain, which provides the location for

their utility service. SER program staff is available to meet with developers and their engineers to discuss future projects and explore options early in the planning process.

The current AWU policy is that a project must bear the cost to upgrade the water and wastewater system to serve the demands generated by that project. According to AWU staff, State Law dictates that their reimbursement policy must be consistent across the city. The SER ordinance is their mechanism for defining the improvements and a cost-sharing or reimbursement formula. Cost participation may only occur if the developer is increasing the size of the utility above what is required by the new development, that is, for "over-sizing".

The SER ordinance was recently updated in 2009 and methods are in place to cost-participate in the developer's cost to oversize improvements. Over-sizing a water or wastewater line means that the line is being requested to be a larger diameter than what would be required for suitable and sufficient service for the project (e.g., the project needs a 12-inch line for domestic demands and fire flow and the City wants a 16-inch line based on system planning needs).

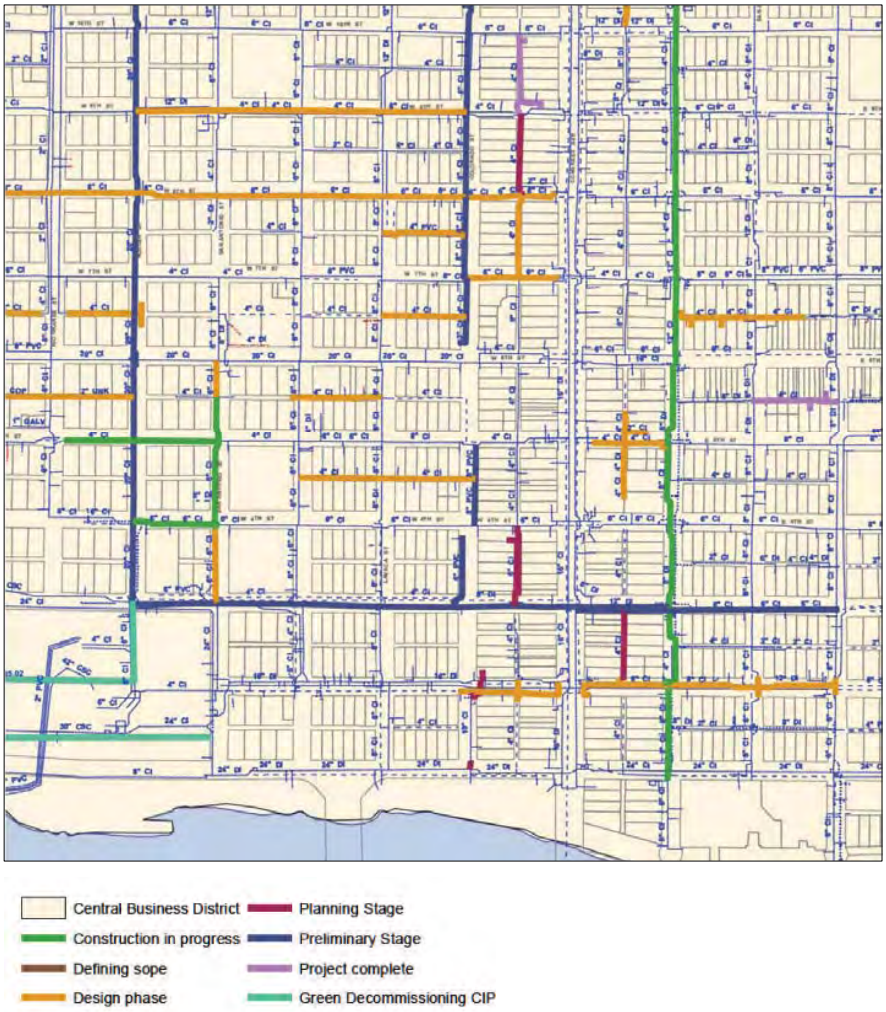
If a developer chooses to agree to the line upsize requested by AWU and qualify for cost-participation, then the City of Austin public bidding procedures must be followed, since public funds are involved. Typically, from the private sector's point of view, this requirement is unacceptable, because it results in increased cost and time as compared to their ability to negotiate with a contractor of their choice.

In the Downtown area, there will be limited opportunities for SER cost-participation from the City in water line upgrades since most of the upgrades will be to an eight-inch or 12-inch line. Some water lines in the downtown area are as small as two-inch so an upgrade to an eight-inch would not qualify since reimbursement starts with an upgrade to a 12 inches. The SER ordinance does provide for participation (33%), if AWU requests an upgrade to 12 inches, but due to the more onerous City bidding requirements, it is doubtful that there is any cost incentive for many developers to choose this option.

In order to establish the extent of possible utility off-site extensions, AWU provided the data on all the SER's approved for the Downtown area over the last 10 years. Analysis of that data show that of 37 approved Service Extension Requests (SER's) in the downtown area dated from November 1999 to September 2009. City Staff issued letters for three of these SER's stating they had suitable and sufficient existing service. The applicants of the other 34 SER's were required to construct varying size and length of water and/or wastewater infrastructure. On average applicants were required to upgrade approximately 450 linear feet of water line (varying from 8-inch diameter to 16-inch diameter) and 280 linear feet of wastewater line (varying from 8-inch diameter to 30-inch diameter). Typically applicants were asked to upgrade the existing utilities the full length of their project frontage and connect to the nearest upgraded line.

If the law prevents AWU from treating Downtown differently from other areas of the city, then the most flexibility to respond to water and wastewater infrastructure upgrades will be through the use of AWU's CIP and maintenance funds to continue to monitor Downtown needs from an overall supply and collection perspective. This will help to ensure that a project's utility upgrades are minimized by the ability to connect to a larger line within an average of two city blocks.

The following graphic is a portion of an exhibit (see Exhibit E, Appendix) prepared by the AWU and shows the existing and proposed major upgrades to the water system that supports their effort to reinforce the basic spines of the system. The AWU should continue to complete design on the proposed projects. These projects should be points of discussion within the current CIP Coordinating Committee (facilitated by Mike Trimble) such that other departments have the opportunity to schedule and fund their utility upgrades within the project area.



Stormwater Conveyance Analysis - Watershed Protection Department staff reported that the majority of the downtown system is outdated (most installed in the 1930s) has exceeded its life cycle and in many cases is undersized. See *Exhibit G, Storm Sewer System*. It should be noted that approximately 60% of the whole city system is over 60 years old, so this is not a unique situation. With approximately 25 miles of storm sewer lines in the downtown area, the upgrades to the system will have to occur over time with the adoption of a Downtown priority upgrade program. Upgrade priority across the City is currently driven by flooding complaints and

problems. Flooding or drainage complaints in the Downtown area tend to be minor so the current prioritization tool will not be appropriate in channeling funds to the Downtown.

In 2007, the Watershed Protection Department authorized the preparation of a Little Shoal Creek and Congress Avenue Hydrology and Hydraulics Report by Dannenbaum Engineering in response to flooding conditions in the areas west of the University Texas and west of the State Capitol grounds. The report analyzed the Little Shoal Creek/Nueces Street and Congress Ave storm drain trunk lines systems and resulted in recommendations regarding a Little Shoal Creek Tunnel and lateral line upgrades within parts of the Downtown. Many of the recommendations address improvements north of the Downtown Plan area. This report is the basis of the recommendation within the Implementation Plan for funding of the Shoal Creek Flood Control and Public Improvements Project.

The creation of a Downtown drainage priority program must begin with the creation of a Downtown Drainage Master Plan. Although there has been some drainage analysis in the Downtown area such as the Dannenbaum study, the Watershed Protection Department does not have the existing system mapped and documented in GIS. This process has been started but won't be complete for the whole city until 2012. The staff has started on the CBD first, and it is estimated to take another eight months to complete. Staff hopes to televise the Downtown system so that it can be cataloged as to age and condition. Once this work is complete, it will be in a format where the staff or a consultant can model the drainage system which can lead to the creation of a Downtown Master Drainage Plan. The results of this plan will define the system required to bring the drainage up to current code. This master plan can then be used by the Drainage Utility to respond to new development as it occurs and to prioritize drainage system upgrades.

This future Downtown Drainage Master Plan will facilitate in the design of new Great Streets sections. The Great Streets Program streetscapes that have been constructed since 1999, with their widened sidewalk areas and reduced roadway section, has reduced the surface conveyance capacity of streets. This effect, coupled with an undersized storm sewer system most likely will require additional subsurface storm sewers to accommodate runoff. Currently, if a private development proposes Great Streets sidewalk improvements as a part of their project, the drainage issues have been addressed on a case-by-case basis. The burden is on the developer to analyze the current conditions and design a solution through working with the City drainage review staff. This has been difficult due to the absence of adequate information regarding the condition of the existing system and an overall drainage master plan. As the DAP is encouraging development and proposes to require the construction of Great Streets streetscapes, then there is a compelling need for a Downtown Drainage Master Plan and an implementation strategy and funding.

Water Quality – Well-protected and managed waterways are an asset to a community and bring ecological and recreational benefits to its citizens. All the waterways downtown are enjoyed by the entire city and visitors to the city. In Downtown, which has a high percentage of impervious cover, all the landforms, buildings and pavements, creeks, soil and vegetation serve as catchments and filters of rain and stormwater runoff. The green infrastructure within the downtown is its parks and creek corridors which support plants, trees and wildlife. There are limited opportunities for increased vegetation but what vegetation that does exist helps to reduce air pollution by filtering dust particles and reduction of heat island effects.

The primary focus for water quality improvement and control in Downtown should focus on infrastructure and maintenance solutions which address odor control, trash and floatable materials

and the color and condition of the creek and lake water, as well as maintaining and increasing the adjacent native vegetation, wherever possible.

Austin Energy - The Downtown electric service area is called the Network, because it is an underground system. It is supplied by transmission mains feeding the network from outside of the system. Bringing new transmission feeds to serve the downtown would be a difficult challenge. Current projections by AE do not indicate the need for new feeds, but the uncertainty of long term density increases leaves this open as a distant possibility. The Downtown is currently served by two substations, Seaholm and Brackenridge. There is a new substation planned in the Rainey Street District, where a site has been obtained by AE. This future substation will provide for new development and contingency if problems with the two other existing stations.

Upon presenting the projected development map from the Downtown Master Plan, AE staff stated that an additional new substation may be needed in the northwest quadrant of downtown to serve future development. Approximately 1.5 acres is required for a substation. See *Exhibit K, Austin Energy System Downtown Network Substation Locations and Exhibit L, Austin Energy Project System Map*.

Regarding site development, the location of the electric vault poses the biggest problem on Downtown projects. It must be at ground level, located within the customer's property and be accessible by AE service equipment. Also transformers are getting larger due to energy efficiency design. It can be a challenge for a project to locate the required vault within their proposed building design.

In the development of Great Streets sidewalks, the expansion of the sidewalk can sometimes result in the utilities being located under the new sidewalk instead of the street. This can occur due to the large amount of utilities within the ROW rendering it impossible to relocate. The new street trees can create a barrier to get repair equipment in and some of the heavy equipment is more damaging to the sidewalk than the street pavement.

Street and Alley Issues – City of Austin Street & Bridge Department (S&B) manages the Pavement Management Information System (PMIS) data which is available for all streets within the city. New pavement condition data is collected every two years in the normal PMIS data cycle. New data will be available for the downtown streets at the end of 2010. The summary of the PMIS for downtown streets is provided in *Exhibit C, Condition of All City Maintained Streets in Downtown.* Streets are graded from A to F with D and F being "less than desirable and unsatisfactory". From the current PMIS data, there are 165 lane miles in the downtown area of which 81% of the lane miles are rated D or F.

Downtown streets are generally pretty old. The department indicates that the best course of action will be to rehabilitate or reconstruct most of them over the next 25 years. However, if this is not fiscally possible, overlays and spot maintenance will continue as necessary as stop gap measures to defer extensive capital expenses. Coupled with the need to upgrade the streets, the tolerance from the public for traffic control congestion, noise, dust, and disruption of normal business activities is very low. Street & Bridge Department staff has recommended the following items which could help reduce frustrations over street construction projects.

- Reconsider limitations on night and extended hours work especially the noise ordinance to allow for shorter construction periods and better service to the public at large.
- Better communication plan to engage public in execution of planned projects.

- Better education on benefits of street maintenance and all construction activities.

Maintenance street overlay projects occur in approximately a 10-yr cycle. This cycle can be affected by changes in vehicular loading and bus routes. In Downtown the biggest issue affecting street condition is bus traffic since they are the hardest on the streets due to the heavy single rear axle load. In some instances, some downtown streets are being constructed with concrete paving which has an average life of 30 years. Depending on economic conditions and budget constraints, reconstruction solutions may be either concrete or asphalt.

According to staff, many of the alleys Downtown are in poor condition, but overall most of them are functional. S&B has a good inventory of the current alleys and their general condition. The Public Works Department (PWD) has been letting the Downtown Austin Alliance (DAA) drive the priorities for alley reconstruction by request. PWD has committed to reconstruct the DAA's two highest priority alleys (one block each) per year. The 6th Street area was highlighted in a cross departmental effort beginning in 2008 and that focus continued through the last two alleys selected for reconstruction in 2009. *Exhibit D, Downtown Alley Reference Grid Map and summary list* shows the alley detail and schedule.

Funding Challenges – Each city department faces major funding challenges. The AWU, Street and Bridge and Watershed Protection use fees generated by the utility customers to fund their non-CIP projects. The funds generated by these fees tend to remain fairly constant from year to year. This leaves CIP projects, Taxing Districts, Private and Private/Public funding scenarios as the sources to increase funding to the Downtown area.

Department Fee Revenue Summary:

STREET & BRIDGE, Street Preventive Maintenance Program (SPMP) – This fund is for all routine maintenance (primarily overlays and surface treatments; occasionally re-striping for bike lanes) and is funded from the transportation user fee in customer utility bills. This fund is approximately $28 million/year and is designated for the whole city and not broken into areas or neighborhoods.

AUSTIN WATER UTILITY, General Utility Relocation Projects - $16 million/year funded by utility customers' fees. This fund is for city wide projects. The current policy is to allocate approximately $2 million per year to Downtown projects.

WATERSHED PROTECTION, Drainage Utility Fund - $18 million/year generated from customers' utility bills. Amount applied to CBD comes from this fund starting in 2007 and the amount varies each year. The amount is determined by balancing city wide project priorities. In 2009 the CBD amount was $700,000. 2010 will likely have the same amount available. *Operations and Maintenance Budget* - $10 million city wide which includes employee salaries

WATERSHED PROTECTION/AWU SITE PLAN FEES - Site Development Permit review fees for the Downtown qualify for the Desired Development Zone reduction which is as much as 50% for some elements of the fee total. Water and Wastewater Tap fees are determined by meter size and are the same cost across the City. Due to State law requirements on the impact fee calculation, the AWU must treat the entire service area equally on fee requirements.

Prioritization Challenges – Each department uses a different methodology to determine where to spend their funds and how to prioritize projects. Each department is charged with providing service and upgrade to the entire city. The issue is how to assign and prioritize funds to the Downtown.

Prioritization Methods:

Drainage Utility

- The current Drainage Master Plan for the City of Austin as adopted by the City Council states that the first priority is to address flooding problem areas.
- The repair and upgrade priorities are complaint-driven.
- Direction from City Council route priorities, such as upgrades to the TODs.
- Funding opportunities/savings occur when upgrades are done as a part of or in tandem with another department's project.

Street & Bridge (S & B) *Division of Public Works*

- Condition of the street as determined by the PMIS Street Condition scores.
- S & B representative on the Utility Coordination Committee is made aware of a project when it comes to the committee and S&B moves a street project up the priority list to coordinate.
- City's Project Management Division (Public Works) identifies a project.
- A S & B project is reviewed by other departments and they communicate a need, e. g., bicycle coordinator may prioritize a bike project if S & B is going to resurface a designated bikeway road.

Austin Water Utility

- Capacity and condition of lines drives everything.
- In Downtown, some funds are directed towards alley work, as driven by DAA priorities.
- Responds to wastewater overflows.
- Lines that have had multiple breaks receive priority.
- Failing fire flow levels to existing buildings.

CIP Coordination Efforts - The Public Works Department has just begun a coordination process for the current CIP cycle which will use a GIS-based system to integrate and coordinate all the City departments' CIP projects. Each city department will have to prepare their 2010 CIP list using GIS. This data will be input into the new Envista, a GIS-based project coordination software which has the capacity to determine conflicts and opportunities. This program should be a tremendous improvement to the system as it pertains to Downtown and the rest of the city. A working group, which is referred to as the CIP Coordinating Committee, is facilitated by Mike Trimble and is composed of representatives of each department. It has been meeting in order to institute changes that will facilitate the use of this Envista coordination tool. The end result will provide a mechanism to identify common projects between departments that can lead to greater efficiencies and potentials for complete upgrade of streets, utilities, drainage, bike and pedestrian within one CIP project.

Lesson Learned from Brazos Street Improvements – Currently, there is a CIP project under construction for Brazos Street from Cesar Chavez to 11th Street. This project includes sidewalk,

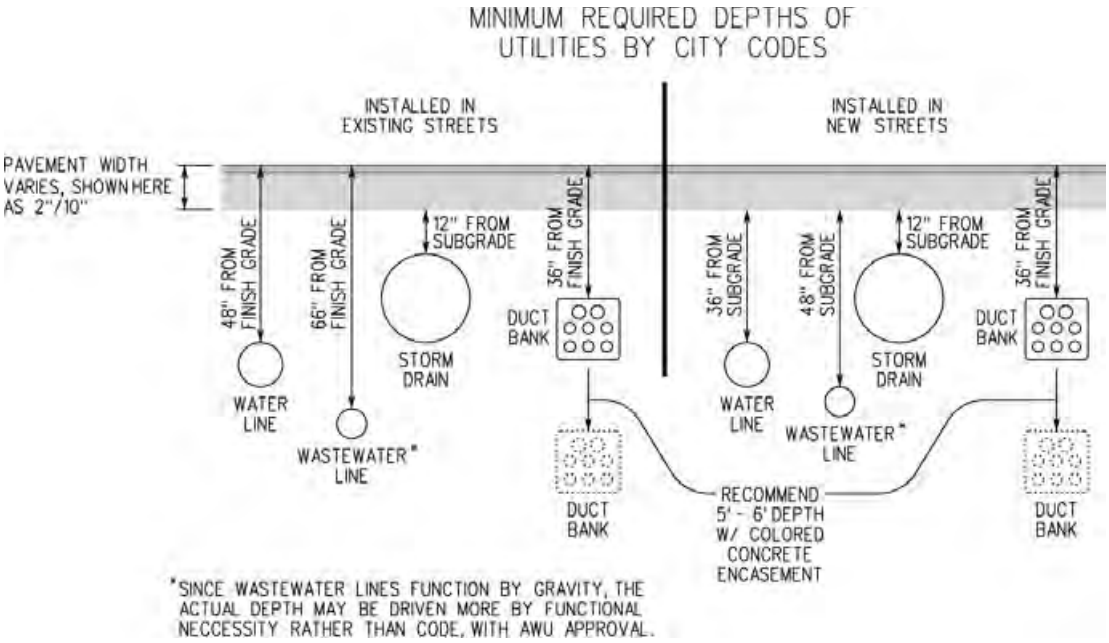
landscape, utility and roadway reconstruction. The project scope developed over a number of years as it grew from a street-only reconstruction project to include additional upgrades as allowed by specific department budgets. Analysis of the design process for Brazos is useful in identifying certain challenges and opportunities that may occur in future Downtown CIP projects.

Project design did include a drainage analysis of the project area. Since this project includes Great Streets sidewalk sections, there was a need at a minimum to replace storm sewer inlets and a desire, if possible, to upgrade the entire drainage system to current standards. A challenge to the drainage analysis was lack of information concerning the existing drainage system size, location and condition. Extensive field verification was required in order to determine an existing system basis. The final drainage report defined the need to replace the entire drainage system within the street as well as some parts of the system that fell outside of the street area. Lack of funding sources to accomplish the entire replacement resulted in a reduced upgrade scope. Another large impediment to replacing storm sewers was the existence of a very shallow concrete-encased utility conduit within the street right-of-way. This shallow conduit restricted the ability to revise the grade of the street or run new storm sewer.

Cost Estimating – The Brazos Street project serves as an applicable model for determining the cost to construct Great Streets with utility upgrades. The project, which was bid in 2009, resulted in an average cost of $1.1 million per block. Of the $10.5 million total cost of the project, the following percentages apply: Street/Landscape - 56%, Drainage – 30%, Water – 12%, and Wastewater – 2%. Since every street within the Downtown is unique with varying conditions for new and relocation of utilities, the Brazos Street cost information is the most current and useful tool for general application. For planning purposes, a cost estimate of $1.5 million per block can be used for future Great Streets segments.

Private Utilities - The issue of private utilities (telecommunications) creates a number of challenges in the Downtown area. The permitting process and installation of these utilities in the past was not heavily regulated as to alignment and installation procedures. Additionally, current location of these utilities and conduits is limited by inaccurate or few as-built records. Installation methods have included inconsistent assignments in vertical and horizontal location and construction of concrete encased conduits that can have as little as a couple of inches of cover within the street right-of-way. This shallow installation severely restricts utility upgrades in street reconstruction since new sanitary and storm sewer assignments would most likely occur in the top five to six feet of the street section. State franchise legislation appears to complicate the City's ability to require private utilities to relocate lines in a timely manner and at their cost. This has resulted in most City roadway reconstruction projects either absorbing the cost to relocate these lines or, due to budgetary constraints, abandoning complete upgrades to the infrastructure system or new landscaping installation.

The following exhibit demonstrates the required vertical locations for various utilities. If possible, future installations of private utilities would best allow public infrastructure upgrades if they were installed at a five to six foot depth.



Currently, there are several policy and procedural changes underway within the ROW Management Division of the City to improve the permitting, coordination and construction of private utilities. Within the Downtown area, a new utility construction of 25+ feet requires a permit that must be submitted to the supervisor of the Austin Utility Location Coordinating Committee (AULCC) and the City's General Permit process. A new process has been initiated within the AULCC office that uses the existing AMANDA and new Envista tracking systems to input all new utility permit applications in order to identify existing and proposed projects within the utility permit location. The goal of this tracking system is to better assist in identifying proposed projects that might influence the location of new utilities.

Another coordinating effort that was recently started is the Streetscape Conflict Task Force facilitated by George Adams, Assistant Director within the Planning and Review Department. This task force is composed of representatives from each Department which regulates infrastructure that can be affected by Great Streets design and construction. This task force will explore conflict resolution and methodologies such as joint trenching that will support a more systematic approach to Great Streets construction.

Design Issues - It is recommended that early in the design of new streets and infrastructure a request for pot-holing the exact location of all utilities should be made. This will facilitate the most effective and efficient design. Although there may be conflicting opinions as to whether the City or the private utility should pay for this location effort, this should not result in abandoning the decision to perform this action. The existing locations of these utilities most likely will result in increased construction cost either in the need to relocate the private utilities or to develop an alternative design. This discussion must occur early in the design effort such that there is adequate time to weigh the cost benefit of various solutions.

Identifying Specific Infrastructure Projects to support the Downtown Plan – Infrastructure improvements will occur in one of two ways to support Downtown development: either improvements will occur as a result of private development initiatives, or the city will undertake public improvements as part of a major CIP project, similar to the Second Street streetscape improvements.

In the first case, infrastructure improvements will be required to respond to development projects. For small projects of a quarter-block or less, the improvements may consist of waterline upgrades to satisfy fire flow or other small scale improvements that arise in the development review process. Larger projects may result in more extensive improvements, including Great Streets and the associated utility and drainage improvements. The city should be prepared to respond to these development proposals with flexibility and appropriate participation to incrementally rebuild the Downtown infrastructure.

In the second case, the City may undertake a complete street reconstruction project similar to the current Brazos Street project incorporating Great Streets improvements and the rehabilitation of all or a portion of the utilities and drainage within the street reconstruction. This type of project should resolve the local infrastructure issues such that development has an incentive to locate along this street.

Site Development Permit Process – The Site Development Permit process for Downtown projects is the same as for any project in Austin. The major requirement difference is that projects within the Downtown are exempt from storm water detention requirements due to the proximity to Lady Bird Lake. Water quality is addressed on a case-by-case basis and addressed either by a payment of a fee for water quality, or if the site is large enough, by incorporation of innovative controls such as sediment traps, oil-water separators, subsurface filtration basins, rainwater harvesting, porous pavement or rain gardens.

Water and wastewater infrastructure issues are addressed by the Service Extension Request (SER). If a new project is proposed Downtown and adjacent utility service is inadequate, the applicant submits a SER to AWU to determine service extension upgrades requirements. In many cases, projects are required to improve the water system in order to meet fire flow needs. The extent of these improvements will be made on a case-by-case basis. For larger projects that cover a whole block or increase demands substantially, there may be more significant upgrades or extensions required of the developer. The SER process allows AWU to look at the system and determine the best solution to service. It is also a process that allows the system planning staff within AWU to update their models and identify system upgrades that may be required, beyond those triggered by a new development. Drainage infrastructure issues are more difficult to determine due to the lack of information on the existing system. If the project proposes to reconstruct the street section, the burden is on the developer to determine what the existing system is and what upgrades will be required by the project.

If landscape or cafe improvements are proposed within the public right-of-way (ROW), then a License Agreement is required. This process is separate from the Site Development Permit process and plan and does not have a predictable review time, due in part to the Law Department's processing time. It should be incorporated into the Site Development Permit application process and should have required response times from City staff.

Summary of Issues and Policy Recommendations

1) Continue to improve overall coordination and interaction among City of Austin departments that affect Downtown infrastructure development. This is imperative to accomplish infrastructure upgrades in a consolidated and cost-effective manner. The current Public Works process to integrate and coordinate all CIP projects with Envista should be continued and developed into an on-going project monitoring/coordination system.

   - Create a Downtown "coordination team" with representatives from all the departments charged with continued infrastructure upgrade coordination for Downtown.

2) With the adoption of the Downtown Master Plan, City Council should include policy directives for each department that controls development review and/or infrastructure planning and construction.

   - Upon adoption of the Downtown Plan, each department should incorporate the near-term and long-term development projections of the plan into their programming, planning, and design processes. It should inform their decisions on maintenance, CIP and private sector development service requirements.
   - Since the near and long-term projections are broad across the downtown area, specific modeling methodology as employed by AWU will be enhanced by the creation of the recommended Downtown Review Team and encouragement of early stage Service Extension Requests, which are the vehicle to model specific demands into the existing system.
   - Develop a methodology regarding allocations and priorities out of the city-wide budgets for Downtown infrastructure upgrades. This methodology should be adopted by the City Council and/or the City Manager as a part of the DAP.

3) The age and condition of the majority of Downtown water, wastewater, storm sewer and street surfaces dictate considerable upgrade and replacement at some time in the future. The basic "bones" of the system are functioning, and upgrades will be driven by development location and other municipal priorities. Funding for the replacement of these improvements will always be a challenge, therefore it is imperative that a recurring annual fund be developed, as well as a dynamic development response process to address projects as they come through the permit process.

   - Develop a priority process for Downtown and annual Capital Improvement funds within AWU to address utility upgrades needed for new Downtown projects.
   - Develop a similar CIP fund for the Drainage Utility to fund a Downtown Drainage Master Plan and strategic stormwater system upgrades.
   - The Watershed Protection Department should prepare a Downtown Drainage Master Plan that will define systems requirements. This will allow for a systematic approach to storm water improvements in response to development and preparation of CIP priorities.
   - Define major improvements as CIP projects for area-specific investments such as the Waller Creek District, East 6th Street and the Shoal Creek area.
   - AWU should inspect the Downtown wastewater system and use these findings and data, along with DAP Downtown development projections, to prioritize replacement projects.

4) Take a proactive approach to planning by anticipating future energy needs and requirements.

   - Develop design criteria options to address Austin Energy requirements for underground vaults. Address maintenance equipment options for current and future designs.

- Austin Energy should begin the planning for a future substation site within the Downtown service area.

5) Create a Water Quality Program for Downtown.

   - Encourage the development of public/private programs for maintenance of downtown creeks and Lady Bird Lake similar to the Keep Austin Beautiful programs.
   - Increase number of dedicated City staff for trash control and maintenance along creeks and the river.
   - Much of the trash that lands in the downtown sections of Shoal and Waller Creek comes from the upstream drainage area. Address trash control in these areas with public education and creek clean up programs for the entire creek area.
   - Create education programs to inform the public, property owners and tenants about "source control" water quality methods.
   - Expand street sweeping schedules as more areas of Downtown redevelop.
   - Expand use of trash and sediment control storm water inlets, as appropriate. (City staff is currently pursuing a downtown inlet replacement program.)
   - When the site area allows, encourage innovative water quality controls and landscaping with adoption of Integrated Pest Management Plan.
   - When the Green Roof Stakeholder Group completes their work, incorporate recommendations into the Downtown Master Plan, as appropriate.

6) The City of Austin should create a Site Development Permit process that facilitates the permitting and construction of projects within the DAP area. There is a need to address Downtown projects on a case-by-case basis.

   - Create a position for an overall Downtown Project Manager whose charge is to assist in an efficient and positive permitting process for Downtown projects. This person would assist in resolving permitting and infrastructure issues which typically cause project delays.

   - Create a Downtown Review Team within the Planning and Development Review Department that is assigned with the task of facilitating, reviewing and permitting Downtown projects. It could be similar to the former Smart Housing Review Team, which acted as advocate for projects that qualified for the Smart Housing Program.

   - Encourage/require developers to meet early on with this Downtown Review Team, to bring the City into the project planning process, allowing the various infrastructure departments to have input on the existing systems and possible opportunities or conflicts in the area. The SER process should be started at this early planning stage to allow AWU to model the proposed development and assist in determining water and wastewater needs.

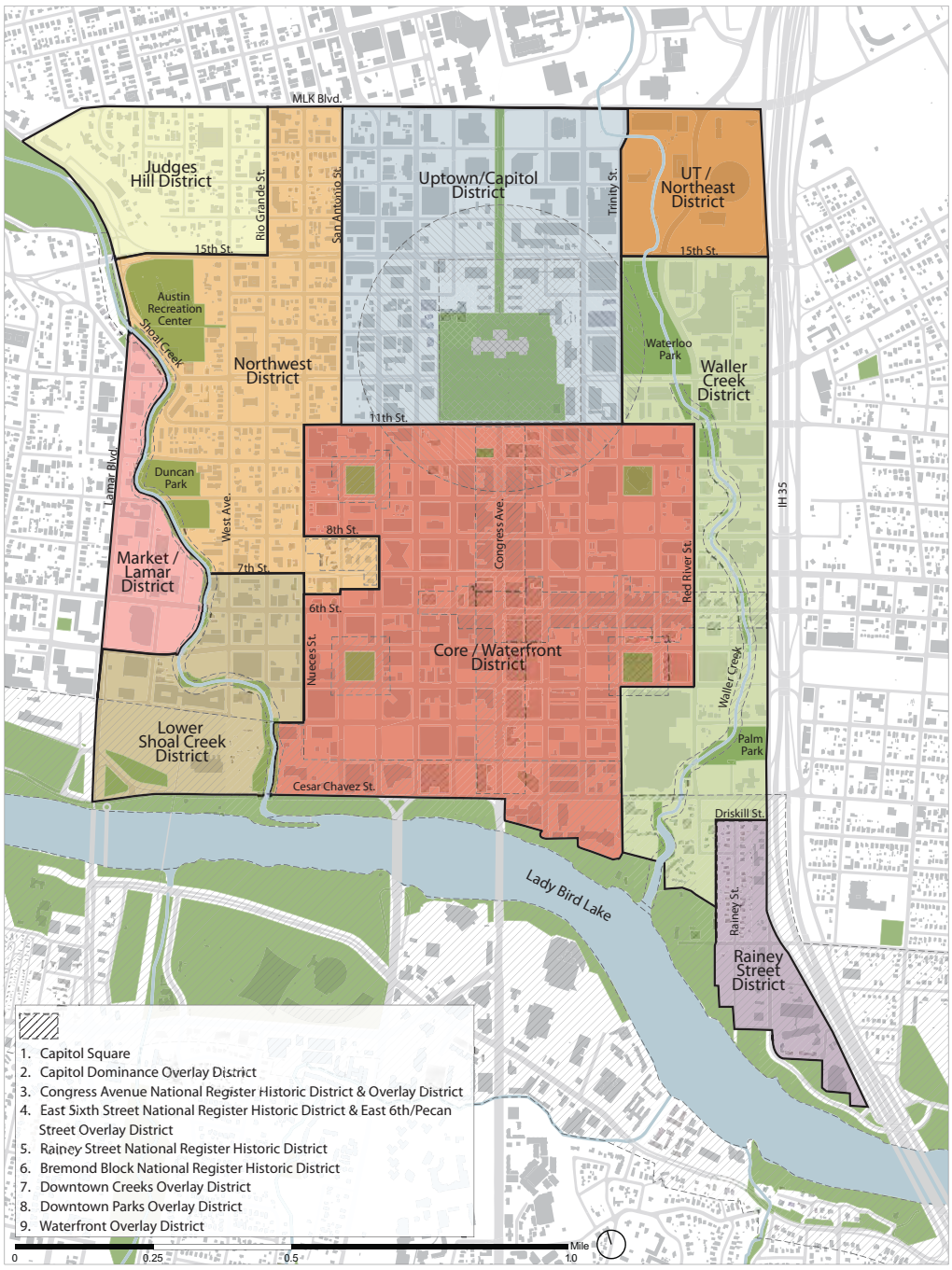
   - Incorporate the License Agreement process into the Site Development Permit review process.

7) Continue to prioritize maintenance improvements to Downtown street and alleys as necessary and work with other departments to facilitate and fund complete street reconstruction which provides for all utilities and utility conduits for future needs.

APPENDIX LIST
INFRASTRUCTURE REPORT

July 23, 2010 Draft

A	Potential Downtown Form and Character Districts
B	Development Potential of Downtown Sites
C	Existing Water System > 12”
D	Existing Wastewater System > 8”
E (1 of 2)	AWU CBD Project Status, Water
E (2 of 2)	CBD Project Status List
F	AWU CBD Project Status, Wastewater
G	Storm Sewer System
H (1 of 2)	Drainage Complaints Map – UDG
H (2 of 2)	Drainage Complaints Spreadsheet
I (1 of 2)	Drainage Repairs or Replacements Map – UDG
I (2 of 2)	Drainage Repairs or Replacement Spreadsheet
J	Shoal Creek Tunnel
K	Austin Energy Network Map
L	Austin Energy Project System Map
M (1 of 2)	PMIS Street Condition Scores
M (2 of 2)	Street Grades Reporting Definitions
N (1 of 3)	Downtown Alleys Schematic Map
N (2 of 3)	Downtown Alley Reconstruction Priorities
N (3 of 3)	Downtown Alley Reconstruction List 2009.05.29
O	Alleys Paving Cost Estimate
P	Planned Street Maintenance Projects
Q	Utility Project Street Repair Strategy Options



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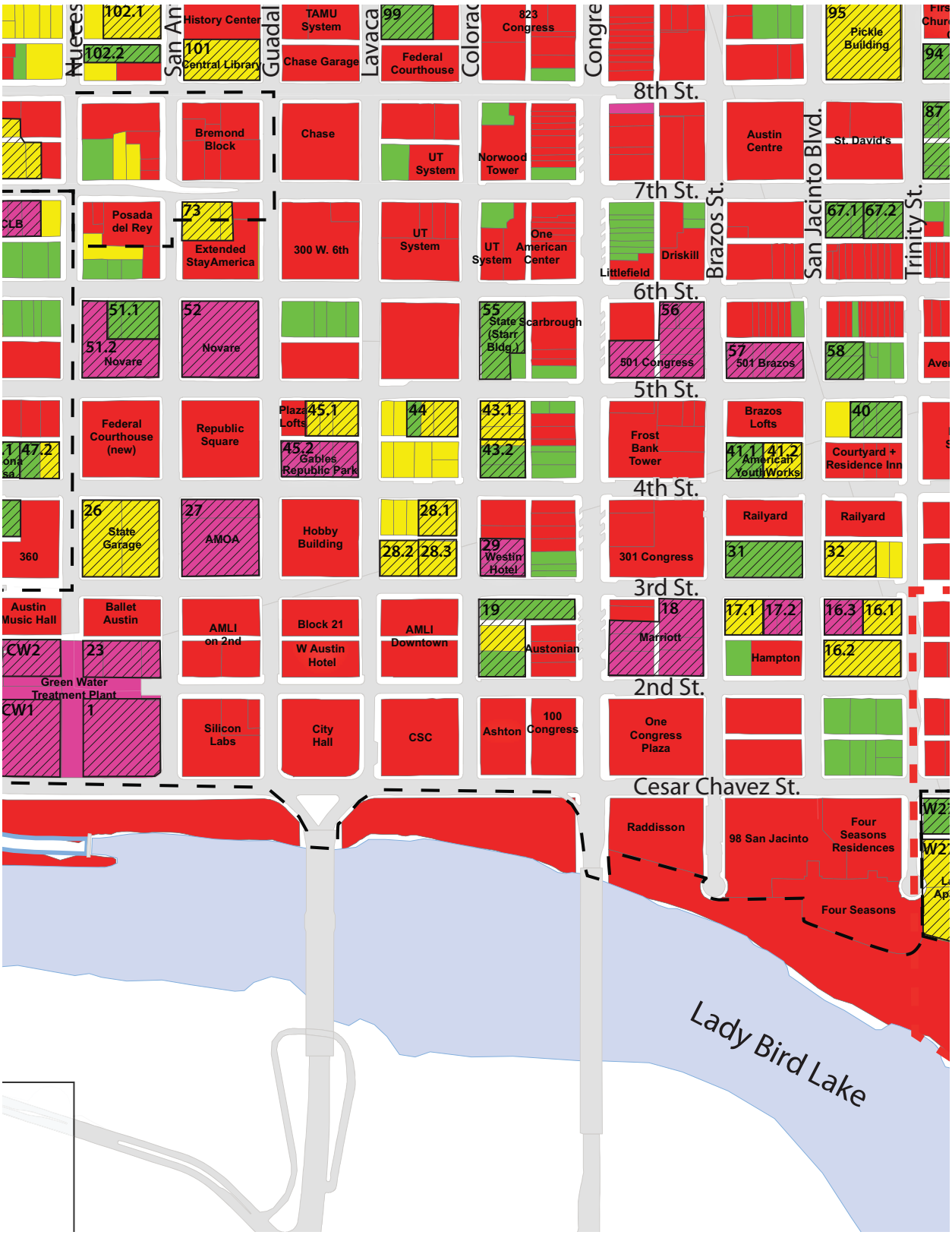
POTENTIAL DOWNTOWN FORM AND CHARACTER DISTRICTS

Downtown Austin Plan

Prepared by McCann Adams Studio Austin for the City of Austin

Revised May 21, 2010


8th St.
7th St.
6th St.
5th St.
4th St.
3rd St.
2nd St.
Cesar Chavez St.
Lady Bird Lake
Brazos St.
San Jacinto Blvd.
Trinity St.
Lavaca
Congress
History Center
Central Library
TAMU System
Chase Garage
Federal Courthouse
823 Congress
Pickle Building
Bremond Block
Chase
UT System
Norwood Tower
Austin Centre
St. David's
Posada del Rey
Extended StayAmerica
300 W. 6th
One American Center
Littlefield
Driskill
Novare
State Scarbrough (Starr Bldg.)
501 Congress
501 Brazos
Federal Courthouse (new)
Republic Square
Gables Republic Park
Frost Bank Tower
Brazos Lofts
American YouthWorks
Courtyard + Residence Inn
State Garage
AMOA
Hobby Building
Westin Hotel
301 Congress
Railyard
Austin Music Hall
Ballet Austin
AMLI on 2nd
Block 21
W Austin Hotel
AMLI Downtown
Austonian
Marriott
Hampton
Green Water Treatment Plant
Silicon Labs
City Hall
CSC
Ashton
100 Congress
One Congress Plaza
Raddisson
98 San Jacinto
Four Seasons Residences
Four Seasons


Water Main => 12"
In Service
Proposed
Downtown Austin
0 500 1,000 2,000
Feet
Existing Water System
12 Inches and Larger
Exhibit C
Urban Design Group
3660 Stoneridge Road
Suite E101
Austin, TX 78746
Tel: 512.347.0040
www.udg.com
12 In. PVC
12 In. DI
12 In. CI
12 In. AC
16 In. DI
16 In. CI
20 In. CI
24 In. DI
24 In. CI
8 In. DI
66 In. CSC
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COLORADO
GRANDE
ANTONIO
NUECES
BRAZOS
TRINITY
LAVACA
JACINTO
NECHES
SABINE
RIVER
CONGRESS
GUADALUPE
BAYLOR
HENDERSON
WOOD
WEST
BOWIE
BRANCH
CURVE
EMBASSY
MARCOS
BRUSHY
DRISKILL
DAVIS
WILLOW
SPENCE
TAYLOR
HOLLY
LAMBIE
RAINEY
WALLER
EAST
CESAR CHAVEZ
BARTON SPRINGS
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DANIEL
OAK
BLUFF
BOULDIN
CHRISTOPHER
RIVERSIDE
SUNNY
EDGECLIFF
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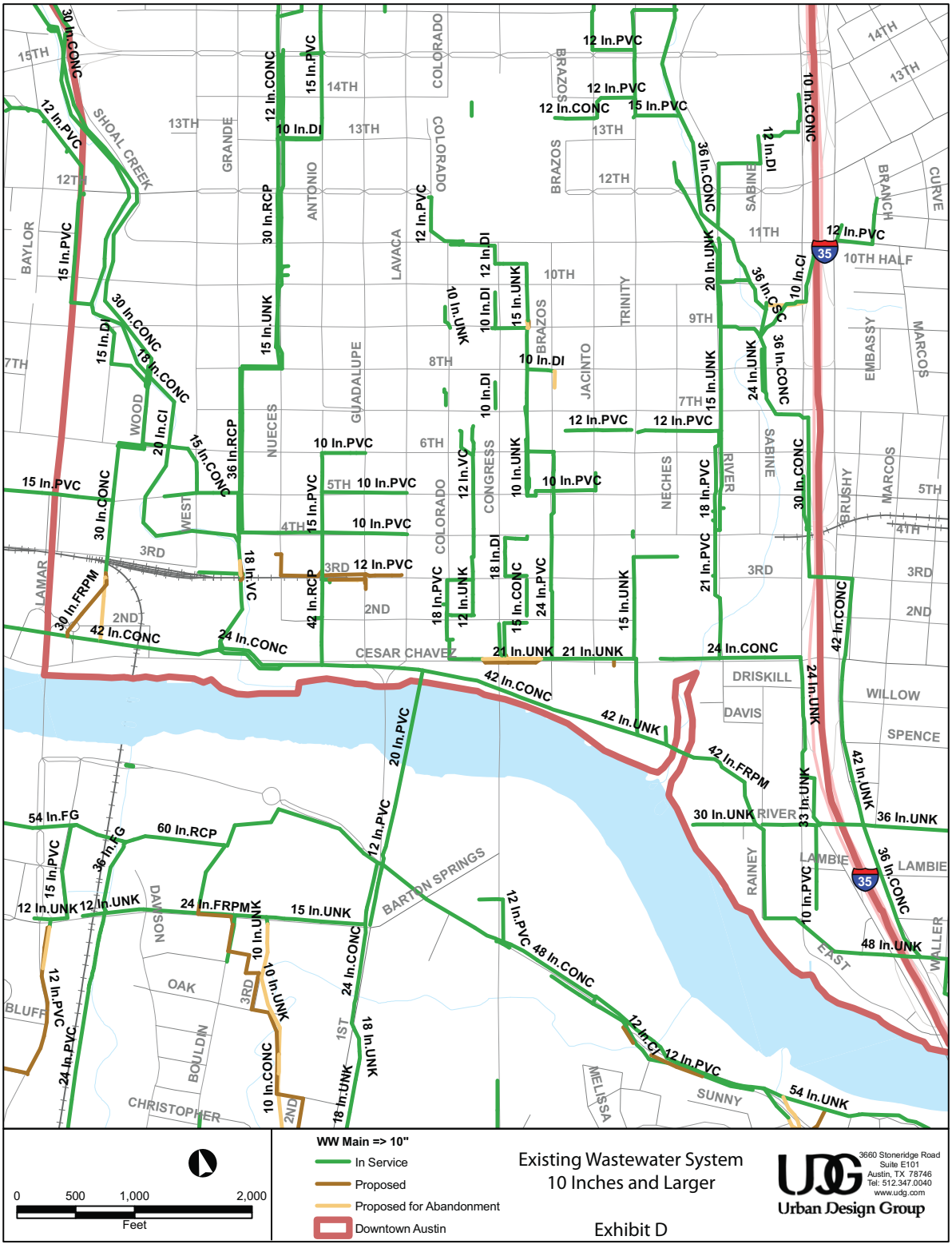
0
500
1,000
2,000
Feet
WW Main => 10"
In Service
Proposed
Proposed for Abandonment
Downtown Austin
Existing Wastewater System
10 Inches and Larger
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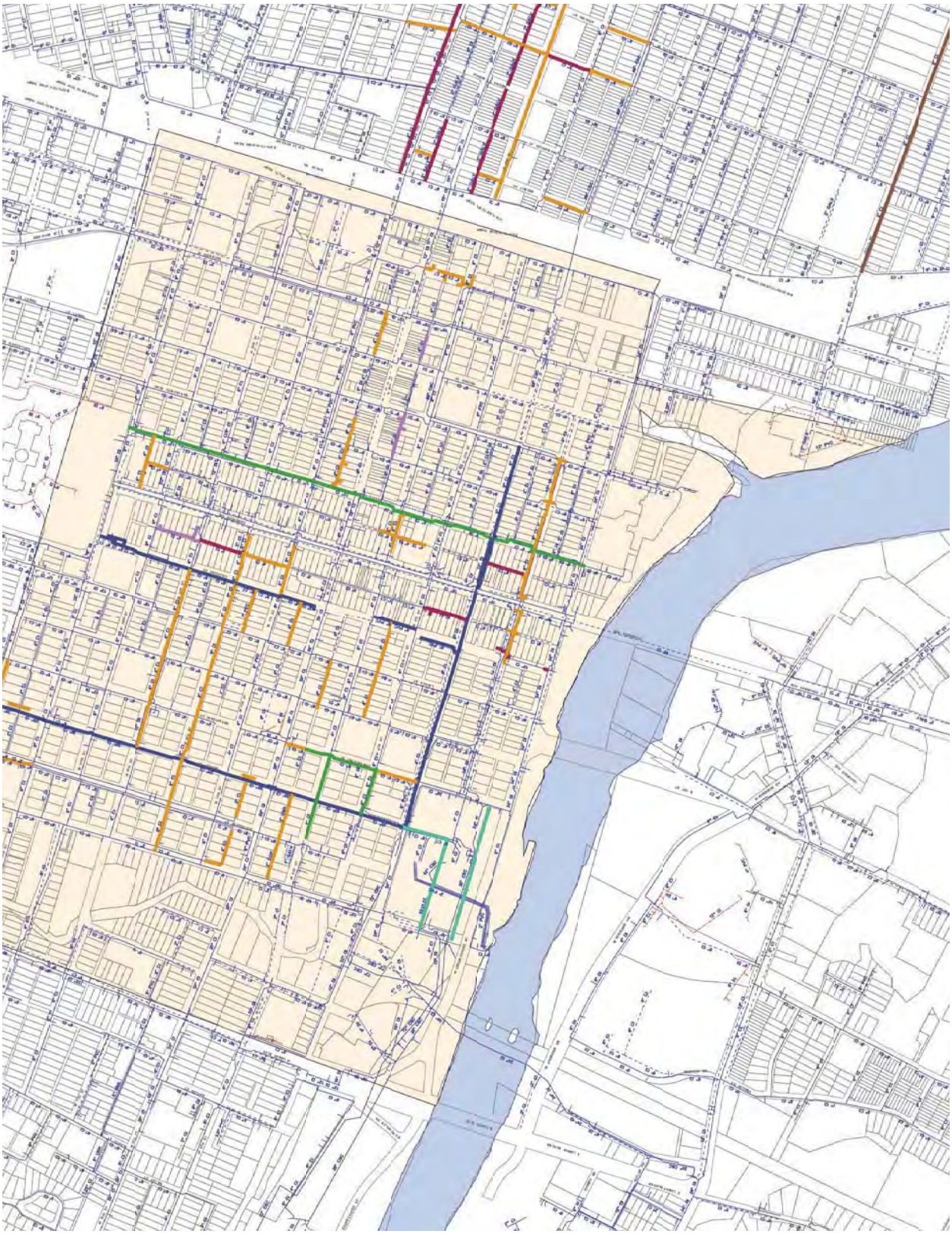


CBD Project Status List - Water
Exhibit E (2 of 2)

Comp Type	Year Proposed	Installed	Function	Project Name	Type	Phase	Priority	Class.	Const. Type	Status	Proj. Aband.	Project Area	Prop. Diam.	Fund Category
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Alley 5E	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
0	0		FIRE	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
0	2000		DIST	Colorado St			0			Planning			0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1985		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			D		esign		0 REHAE
41	1989		DIST	Alley 5E	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
0	0		FIRE	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	1982		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Alley 7D 7th St. Alley Colorado to Congress	WA		1	A	OCE	Design			0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	1985		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	2002	7/18/2003	DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1985		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1997	5/17/2000	DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Alley 6Y	WA		1	A	OCE	Design		CBD	8	REHAB

Comp Type	Year Proposed	Installed	Function	Project Name	Type	Phase	Priority	Class.	Const. Type	Status	Proj. Aband.	Project Area	Prop. Diam.	Fund Category
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Alley 5E	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Alley 6Y	WA		1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Colorado St			0			Planning			0	REHAB
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	2002	10/27/2003	DIST	Alley 5E	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
0	1998		FIRE	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1999		DIST	Group33			0			Design	Y		0	RELOCATION
41	1995		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	1999		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1994		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1994		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	2000		DIST	Colorado St			0			Planning			0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	1985		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Alley 6X	WA		1	A	OCE	Design		CBD	8	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1999		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary	Y		0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	2001	5/26/2003	DIST	Colorado St			0			Planning			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0			Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST				0					CBD	12	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1997	5/17/2000	DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	2001	5/26/2003	DIST	Colorado St			0			Planning			0	REHAB

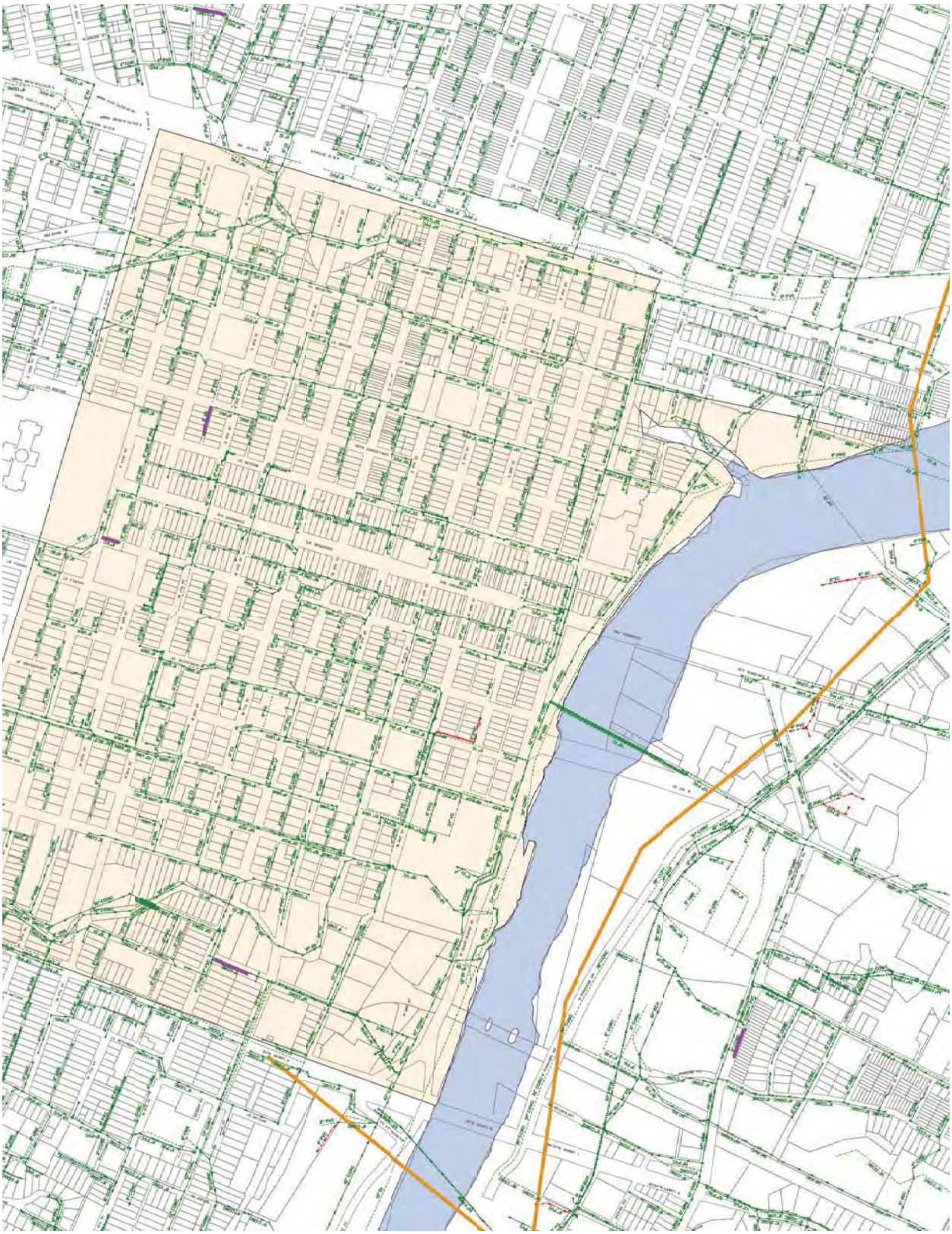
Comp Type	Year Proposed	Installed	Function	Project Name	Type	Phase	Priority	Class.	Const. Type	Status	Proj. Aband.	Project Area	Prop. Diam.	Fund Category
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1999			Group33			0			Design	Y		0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Alley 6Y	WA		1	A	OCE	Design		CBD	8	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST				0					CBD	0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1989		DIST	Alley 5E	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1994		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	2001	5/26/2003	DIST	Colorado St			0			Planning			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST				0					CBD	8	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	2000		DIST	Colorado St			0			Planning			0	REHAB
0	1998		FIRE	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	1999		DIST	Group33			0			Design	Y		0	RELOCATION
41	2002	7/18/2003	DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1999			Group33			0			Design			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	1999		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1999		DIST	Group33			0			Design	Y		0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Alley 5E	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1985		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1999		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	1994		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Alley 7D 7th St. Alley Colorado to Congress	WA		1	A	OCE	Design		CBD	12	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary	Y		0	RELOCATION
41	2002	7/18/2003		Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	2002	7/18/2003	DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Alley 7D 7th St. Alley Colorado to Congress	WA		1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1985		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB

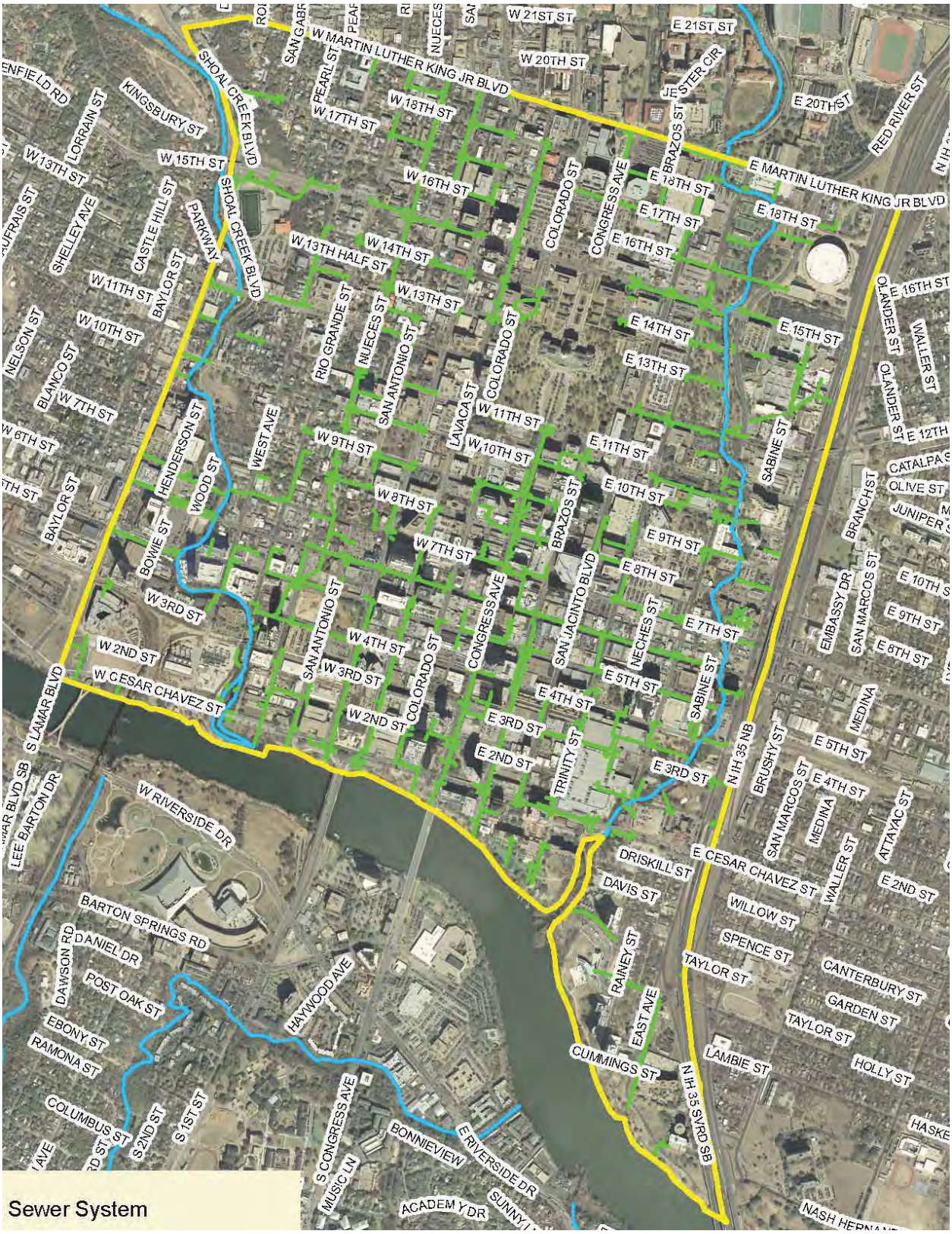
Comp Type	Year Proposed	Installed	Function	Project Name	Type	Phase	Priority	Class.	Const. Type	Status	Proj. Aband.	Project Area	Prop. Diam.	Fund Category
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	1999		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
0	2000		DIST	Colorado St			0			Planning			0	REHAB
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Alley 7D 7th St. Alley Colorado to Congress	WA		1	A	OCE	Design		CBD	8	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	2002	7/18/2003	DIST	Group33			0			Design			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1985		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	2002	7/18/2003	DIST	Group33			0			Design	Y		0	RELOCATION
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Alley 7D 7th St. Alley Colorado to Congress	WA		1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1985		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	2002	7/18/2003	DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1995		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1985		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1997	5/17/2000	DIST	Group33			0			Design			0	RELOCATION
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	1994		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Alley 6Y	WA		1	A	OCE	Design		CBD	8	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1985		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1971		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION

Comp Type	Year Proposed	Installed	Function	Project Name	Type	Phase	Priority	Class.	Const. Type	Status	Proj. Aband.	Project Area	Prop. Diam.	Fund Category
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1938		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1995		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	2002	7/18/2003	DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1999		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	1982		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1997	5/17/2000	DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Alley 6F	WA		1	A	OCE	Design		CBD	0	REHAB
41	0		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1999		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Alley 6Y	WA		1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	2002	7/18/2003	DIST	Group33			0			Design			0	REHAB
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary	Y		0	RELOCATION
41	1995		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	1955		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1994		DIST	Group 17			0	A	OCE	Design			0	RELOCATION
41	0		DIST	Alley 7D 7th St. Alley Colorado to Congress	WA		1	A	OCE	Design			0	REHAB
41	0		DIST	Group33			0			Design	Y		0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	2002	7/18/2003		Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	2002	7/18/2003	DIST	Nueces Water Rehab W.3rd St. to W. 19th St.			0	A	OCE	Preliminary			0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Nueces Water Rehab W.3rd St. to W. 19th St.	WA		1	A	OCE	Preliminary			0	REHAB
41	1989		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	2nd St. PH 2- Colorado & Trinity St.	WA	2	1	A	OCE	Design			0	RELOCATION
41	0		DIST	Colorado St			0			Planning			0	REHAB
41	1989		DIST	Group 20 3rd St.-Nueces to Trinity			0	A	OCE	Preliminary			0	RELOCATION
41	1999		DIST	Group33			0			Design	Y		0	REHAB
41	1999		DIST	Group33			0			Design	Y		0	REHAB
41	0		DIST	Brazos-Cesar Chavez To E. 11th St.	WA		1	A	OCE	Construction			0	RELOCATION
41	0		DIST	Group33			0			Design			0	RELOCATION
41	0		DIST	Alley 7D 7th St. Alley Colorado to Congress	WA		1	A	OCE	Design		CBD	12	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Group33			0			Design			0	REHAB
41	0		DIST	Alley 5E 5th St. Congress to Brazos	WA		1	A	OCE	Design		CBD	0	REHAB
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	1994		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	0		DIST	CBD 09-10 Alleys	WA	1	1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 San Antonio Federal Bldg.	WA		0	A	OCE	Design		CBD	16	REHAB
41	1978		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
0	2007	8/20/2008	FIRE	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	2006		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	1994		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 San Antonio Federal Bldg.	WA		0	A	OCE	Design		CBD	16	REHAB
41	1989		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	1996		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	1978		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB

Comp Type	Year Proposed	Installed	Function	Project Name	Type	Phase	Priority	Class.	Const. Type	Status	Proj. Aband.	Project Area	Prop. Diam.	Fund Category
41	2006		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	1	A	OCE	Design		CBD	8	REHAB
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	1989		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	1983		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	2006		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 San Antonio Federal Bldg.	WA		0	A	OCE	Design		CBD	16	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 San Antonio Federal Bldg.	WA		0	A	OCE	Design		CBD	16	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	1993			Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary	Y		0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	0		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	1978		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 San Antonio Federal Bldg.	WA		0	A	OCE	Design		CBD	16	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	2006		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	0		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	1996		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	2006		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
0	2007	8/20/2008	FIRE	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	2006		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
0	0		FIRE	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	1978		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	1989		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
0	0		FIRE	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	1983		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	2006		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	1994		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.	WA		1	A	OCE	Preliminary		CBD	12	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	1978		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	2006		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
0	0		FIRE	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	2006		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	1994		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	1	A	OCE	Design		CBD	8	REHAB

Comp Type	Year Proposed	Installed	Function	Project Name	Type	Phase	Priority	Class.	Const. Type	Status	Proj. Aband.	Project Area	Prop. Diam.	Fund Category
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	SER 2883 Federal Courthouse	WA		0	A	OCE	Construction	Y	CBD	0	SER
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 San Antonio Federal Bldg.	WA		0	A	OCE	Design		CBD	16	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	2006		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	1	A	OCE	Design		CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	Alley 9D	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	SER 2883 Federal Courthouse	WA		0		OCE	Construction		CBD	12	SER
41	1993		DIST	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design	Y	CBD	8	REHAB
41	0		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	2006		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
0	0		FIRE	Alley 5G	WA		1	A	OCE	Complete		CBD	0	REHAB
41	0		DIST	SER 2883 Federal Courthouse	WA		0	A	OCE	Construction	Y	CBD	0	SER
41	0		DIST	CBD 09-10 Alleys	WA	1	0	A	OCE	Design		CBD	8	REHAB
41	1996		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION
41	1996		DIST	Group 20 Colorado- 3rd St. to 11th St.			0	A	OCE	Preliminary			0	RELOCATION




W MARTIN LUTHER KING JR BLVD
E MARTIN LUTHER KING JR BLVD
SHOAL CREEK BLVD
W 21ST ST
E 21ST ST
W 20TH ST
W 18TH ST
W 17TH ST
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KINGSBURY ST
LORRAIN ST
SHELLEY AVE
CASTLE HILL ST
PARKWAY
BAYLOR ST
NELSON ST
BLANCO ST
HENDERSON ST
WOOD ST
WEST AVE
BOWIE ST
RIO GRANDE ST
NUECES ST
SAN ANTONIO ST
LAVACA ST
COLORADO ST
BRAZOS ST
CONGRESS AVE
SAN JACINTO BLVD
TRINITY ST
NECHES ST
SABINE ST
OLANDER ST
WALLER ST
CATALPA S
OLIVE ST
JUNIPER S
BRANCH ST
EMBASSY DR
SAN MARCOS ST
MEDINA
ATTAYAC ST
JESTER CIR
RED RIVER ST
W CESAR CHAVEZ ST
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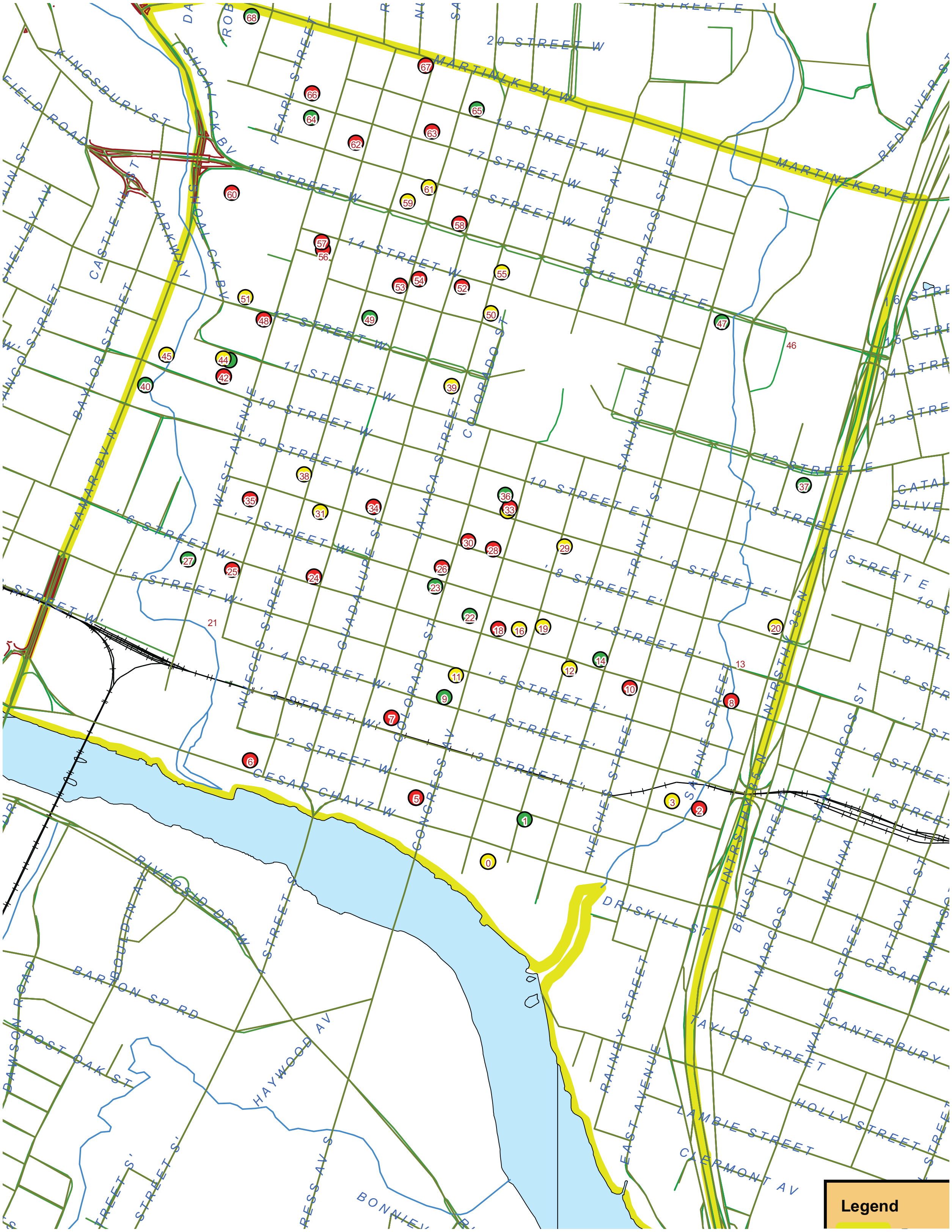
S LAMAR BLVD
S LAMAR BLVD SB
LEE BARTON DR
W RIVERSIDE DR
E RIVERSIDE DR
BARTON SPRINGS RD
DANIEL DR
DAWSON RD
POST OAK ST
EBONY ST
RAMONA ST
COLUMBUS ST
S 2ND ST
S 1ST ST
HAYWOOD AVE
S CONGRESS AVE
BONNIEVIEW
MUSIC LN
ACADEMY DR
SUNNY
N IH 35 NB
N IH 35 SVRD SB
BRUSHY ST
DRISKILL ST
DAVIS ST
WILLOW ST
SPENCE ST
TAYLOR ST
RANEY ST
EAST AVE
CUMMINGS ST
LAMBIE ST
CANTERBURY ST
GARDEN ST
HOLLY ST
NASH HERNA
Sewer System



MARTIN LK BV W
20 STREET W
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CESAR CHAVZ W
MARTIN LK BV E
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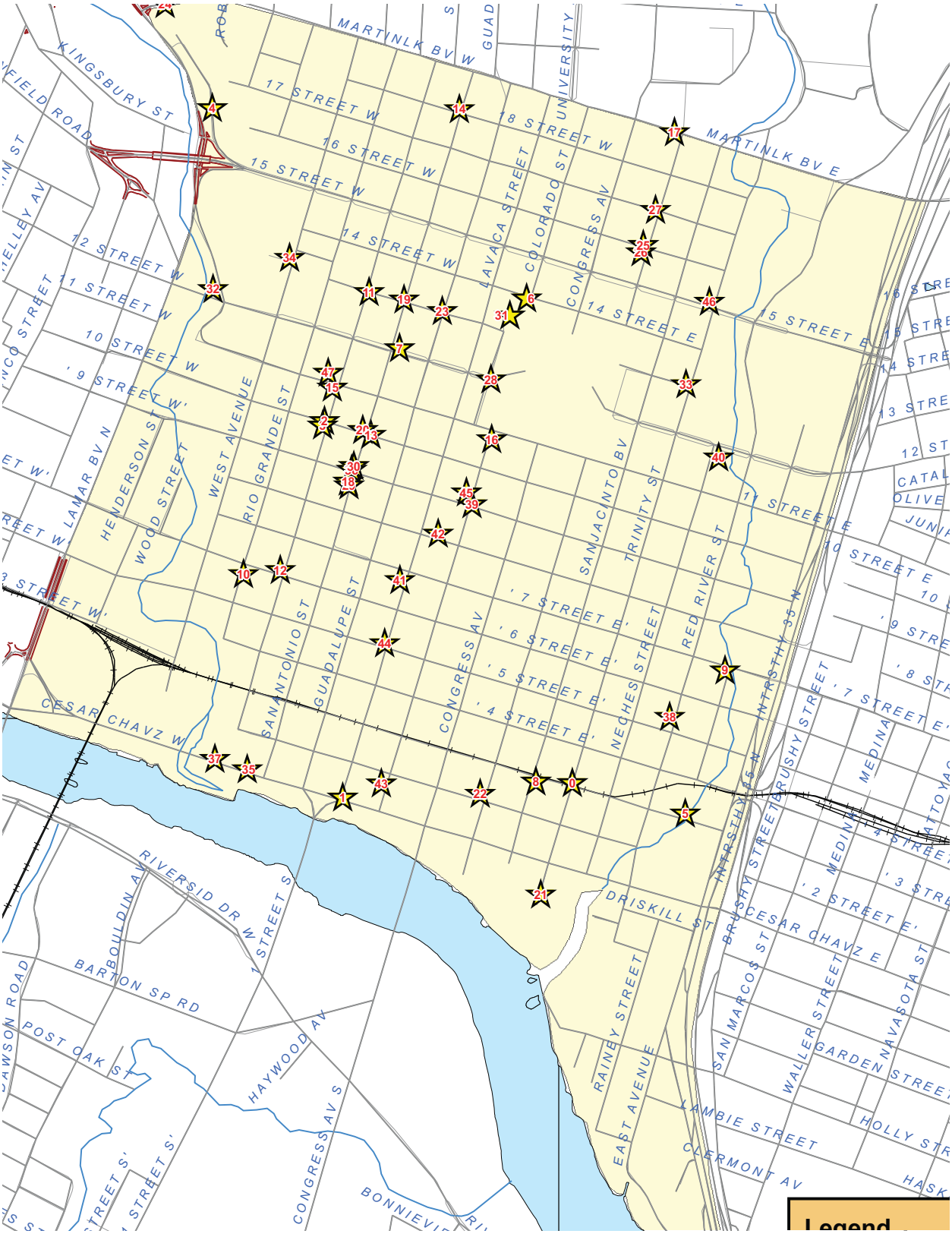
8 STREET E
7 STREET E
5 STREET E
4 STREET E
3 STREET E
KINGSBURY ST
PEARL STREET
WEST AVENUE
NUECES STREET
GUADALUPE ST
LAVACA STREET
COLORADO ST
CONGRESS AV
BRAZOS STREET
SAN JACINTO BV
TRINITY ST
NECHES STREET
SABINE STREET
INTRSTHY 35 N
RED RIVER ST
LAMAR BV N
BAYLOR STREET
SHOAL CK BV
RIVERSIDE DR W
BARTON SP RD
POST OAK ST
HAYWOOD AV
DRISKILL ST
RAINEY STREET
EAST AVENUE
BRUSHY STREET
SAN MARCOS ST
WALLER STREET
TAYLOR STREET
CANTERBURY
HOLLY STREET
LAMBIE STREET
CLERMONT AV
Legend

	ADDRESS	FLOOD_TYPE	FLOOD_CODE	NOTES
EGIN	9 San Jacinto Blvd	STR	Street	Northeast corner of San Jacinto & 9th inlet is full of sediment_ needs removal of standing water.
EGIN	117 San Jacinto Blvd	YRD	Yard	Mongolian Bar-B-Que business_ water coming from the alley.
EGIN	702 E. 3rd St	BLD	Building	There is flooding at this location. Please call before going out.
EGIN	606 E. 3rd St	STR	Street	Water stands between house & Waller Creek next to street. The water is run-off from street. Water allegedly stands for weeks.
EGIN	100 Congress Av	YRD	Yard	
EGIN	100 Congress Av	BLD	Building	
EGIN	500 W. Cesar Chavez St	BLD	Building	
EGIN	300 Colorado St	BLD	Building	
EGIN	706 E. 6th St	BLD	Building	Mr. Grief is concerned with the flooding (possibly ground seepage) of his basement. He would like for an inspector to determine what the problem is caused from and how it can be stopped.
EGIN	400 Congress Av.	YRD	Yard	
EGIN	421 E. 6th St	BLD	Building	
EGIN	422 Congress Av	STR	Street	We are the owners of the property at San Jacinto and East 4th Streeet. For the last few years that we have owned that property_ we have noticed that water floods that corner. We believe that th
EGIN	301 E. 6th St	STR	Street	At the corner of 6th & San Jacinto there are no drains. Which makes the water at that corner just stand. What can the City do to help him out? Wants to meet with inspector.
EGIN	700 E 7TH ST		Street	
EGIN	606 Trinity St	YRD	Yard	Drainage problem in the alley. All the water stands there and doesn't go anywhere.
EGIN	604 Brazos St	BLD	Building	
EGIN	604 Brazos St	STR	Street	Grates are too small. Causes the alley to flood when it rains. This alley is at the Driskill Hotel.
EGIN	106 E. 6th St	YRD	Yard	
EGIN	106 E. 6th St	BLD	Building	
EGIN	605 Brazos Street	STR	Street	The storm drain is overflowing and covered with sediment.
EGIN	714 E. 8th St	STR	Street	Storm drain clogged. Called into Water & Wastewater by Austin Police Department.
EGIN	404 RIO GRANDE ST		Street	
EGIN	600 Congress Av	YRD	Yard	
EGIN	210 W. 7th Street	YRD	Yard	Mr. Cruse believes the inlet at Colorado St. backs up causing the inlet at 210 W.7th St. to flood.
EGIN	500 W. 6th St	BLD	Building	
EGIN	510 Rio Grande St	BLD	Building	
EGIN	601 Colorado Street	BLD	Building	An inlet is clogged on the corner of Colorado St. & W. 7th St. The water is traveling inside the building.
EGIN	508 West Av	YRD	Yard	There is a sinkhole at Frank & Angie's pizza_ next to the patio. Water came over the patio.
EGIN	124 W. 8th St	BLD	Building	
EGIN	808 Brazos St	STR	Street	Storm sewer drain clogged. Public has problems coming in and out of businesses. Water flooding street. Routed to: 551
EGIN	124 W. 8th St	BLD	Building	Construction on Ben White and that planned for Congress are causing serious drainage problems in Dawson neighborhood.Routed to Anne V.
EGIN	708 San Antonio St	STR	Street	Per Frank_ This citizen wants engineer to call back for an appointment with her. She wants to discuss flooding in separate building behind 708 San Antonio @ 8th & Nueces. She says flooding h
EGIN	900 S. Congress Av	STR	Street	Street flooded - thinks inlet is clogged.
EGIN	900 S. Congress Av	BLD	Building	
EGIN	800 Guadalupe St	BLD	Building	
EGIN	704 Rio Grande St	BLD	Building	
EGIN	912 Congress Av	YRD	Yard	
EGIN	705 E. 12th St	YRD	Yard	
EGIN	808 Nueces St	STR	Street	Citizen is requesting that city cut in an inlet so water will drain properly. Ground water is not going into the other two inlets but stands in front of his law firm business. The law firm of Barron_ Adle
EGIN	1100 Lavaca St	STR	Street	Storm drain inlet overflowing_ called in by Water and WasteWater.
EGIN	913 N. Lamar Blvd	YRD	Yard	Property had flooded before_ caused damage to property. Wants creek to be cleaned out of vegetation and debris.
EGIN	808 W. 10th St	YRD	Yard	
EGIN	808 W. 10th St	BLD	Building	
EGIN	815 11th St.	YRD	Yard	
EGIN	817 W. 11th St	STR	Street	Alley behind this company always has standing water due to a low spot in the alley. He says it's been getting worst for the past several months. Wants a call back.
EGIN	900 W. 10th St	STR	Street	There is a stopped drain the alley.
EGIN	601 E 15TH ST		Street	
EGIN	403 E. 15th St	YRD	Yard	Waller Creek is flooding and backed up and water is coming through the drain.
EGIN	801 12th St.	BLD	Building	
EGIN	1205 Nueces St	YRD	Yard	
EGIN	1301 Lavaca St	STR	Street	This morning filter screens were placed in front of storm drain_ It's now flooding this intersection.
EGIN	816 W. 12th St	STR	Street	WWW called in 816 W. 12th_ storm drain holding water. Wants someone to go out there and look at it & let them know who's responsible for maintenance.
EGIN	1309 Guadalupe St	BLD	Building	
EGIN	500 13th St.	BLD	Building	
EGIN	1305 San Antonio St	BLD	Building	
EGIN	1409 Lavaca St	STR	Street	A storm drain in the alley by "The Texas Chili Parlor"_ next to a dumpster_ needs to be cleaned. Still has standing water in it and it smells real bad.
EGIN	1304 Rio Grande St.	BLD	Building	
EGIN	707 W. 14th St	BLD	Building	
EGIN	400 W. 15th St	BLD	Building	
EGIN	506 W. 15th St	STR	Street	Water in alley doesn't drain-gets too deep to walk through. Routed to Geoff
EGIN	1301 Shoal Creek Blvd	BLD	Building	Storm water is flooding the recreation center. Please call Sgt Miller @ 797-5985
EGIN	1515 San Antonio St	STR	Street	Storm water baking up_ possible an inlet is clogged. Dispatched to Street & Bridge (Stand-By) on 10-29-93 @ 4:34 p.m. (10-29-93)
EGIN	1604 Rio Grande St.	BLD	Building	
EGIN	504 W. 17th St	BLD	Building	
EGIN	803 W. 17th St	YRD	Yard	
EGIN	410 W. 18th St	YRD	Yard	
EGIN	807 W. 17th Street	BLD	Building	There must be a break in the storm drain line. When it rains a huge amount of water comes in to properties 805 and 803.
EGIN	601 W. Martin Luther King Blvd	BLD	Building	
EGIN	1003 W. Martin Luther King Blvd	YRD	Yard	


MARTIN LK BV W
MARTIN LK BV E
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17 STREET W
16 STREET W
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11 STREET W
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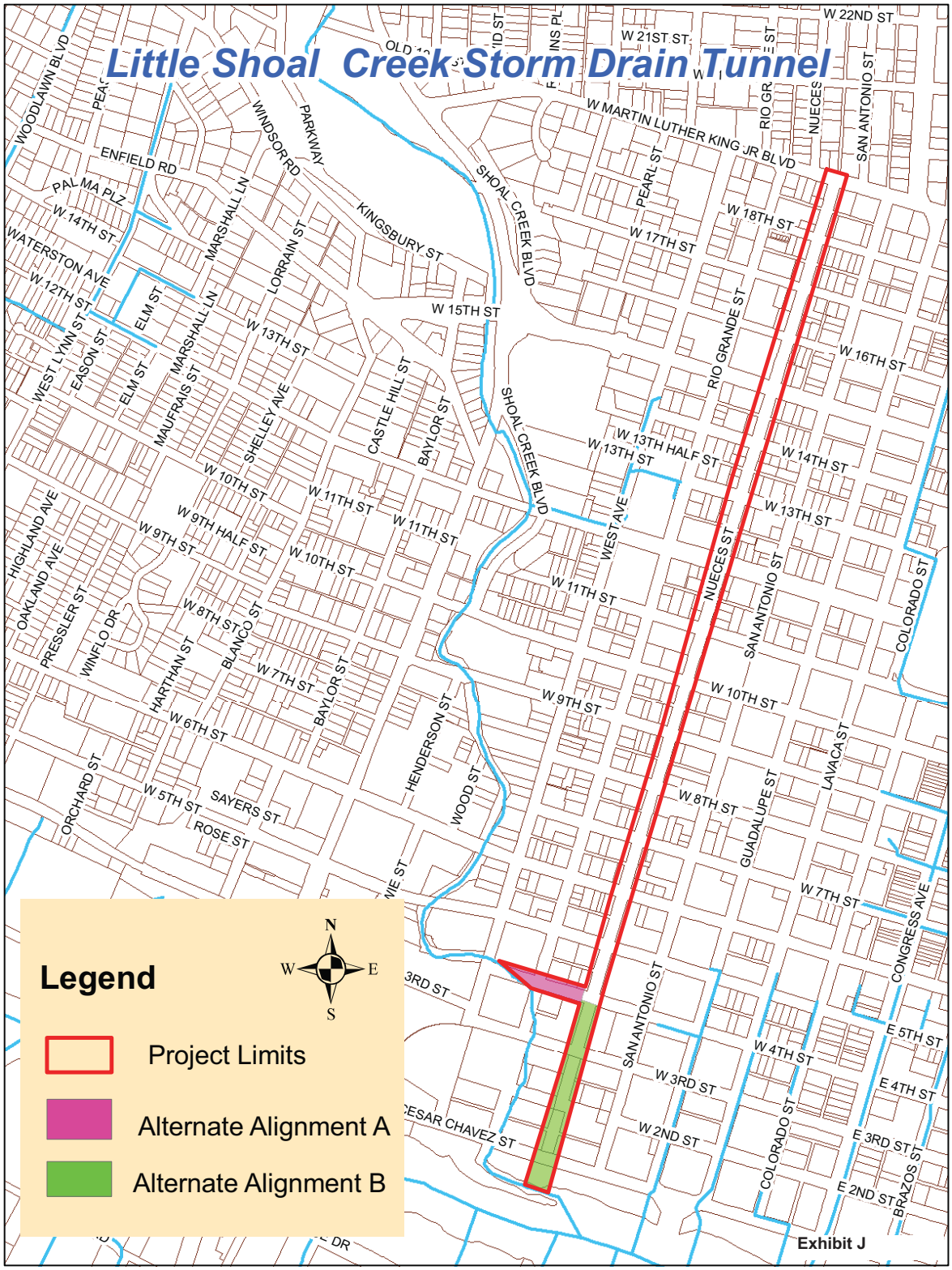
11 STREET E
10 STREET E
LAVACA STREET
COLORADO ST
UNIVERSITY
CONGRESS AV
SANJACINTO BV
TRINITY ST
RED RIVER ST
NECHES STREET
WEST AVENUE
RIO GRANDE ST
GUADALUPE ST
SAN ANTONIO ST
WOOD STREET
HENDERSON ST
LAMAR BV N
CESAR CHAVZ W
CESAR CHAVZ E
7 STREET E
6 STREET E
5 STREET E
4 STREET E
3 STREET E
2 STREET E
INTERSTHWY 35 N
BRUSHY STREET
MEDINA STREET
SAN MARCOS ST
WALLER STREET
NAVASOTA ST
GARDEN STREET
HOLLY STR
DRISKILL ST
RAINEY STREET
EAST AVENUE
LAMBIE STREET
CLERMONT AV
RIVERSID DR W
BARTON SP RD
POST OAK ST
HAYWOOD AV
CONGRESS AV S
BONNIEVIEW
LAWSON ROAD
FIELD ROAD
Legend

	Type of Work	Description	Date Completed
	repair	reattach SS pipe on north side of 3d at Trinity	01/28/2005
	replsmnt	replaced manhole	03/10/2005
	replsmnt	replaced inlet - placed a new inlet top and 601 W	05/10/2005
	replsmnt	the same	
eek	replsmnt	installed 36" of RCP to a MH	07/21/2005
	repair	reshaping of pilot channel	08/03/2005
	replsmnt	installed a standard inlet top	12/27/2005
	replsmnt	installed a new inlet top	12/28/2005
	repair	repaired an 18" RCP next to junction box	06/08/2006
	replsmnt	24" MH was replaced with a new 24"	07/27/2006
St	repair	cut a 1 inch plate to fit in the inlet and installed	08/30/2006
	repair	repaired collaps on top of Storm water tunnel	09/20/2006
	replsmnt	inlet top replaced with standard top	09/21/2006
	replsmnt	replased inlet	10/25/2006
	repair	repaired a broken SD pipe_ 8ft of 30" new	10/31/2006
	replsmnt	replaced top inled with a standard	02/22/2006
	replsmnt	replaced inlet top	01/12/2006
d	replsmnt	replased square top with standard ring and top	07/19/2006
io St	replsmnt	replaced crushed inlet pipe	11/18/2006
nio St	replsmnt	upgraded inlet to standard	12/06/2006
	repair	repaired 24" pipe and steel plate in top in front of inlet	05/01/2007
	repair	repaired inlet box	06/18/2007
	repair	backfilled the SD with 4 yds of concrete. pipe was ok	09/27/2007
	replsmnt	upgraded inlet to standard	10/16/2007
lvd	replsmnt	installed a MH and 24' of 42" RCP	05/19/2008
	repair	placed footing in inlet box	01/21/2009
	repair	placed footing in inlet box	01/21/2009
	repair	resurface inlet box	01/21/2009
St	replsmnt	upgraded inlet to standard	01/27/2009
io St	replsmnt	replasmnt of damaged sect of pipe	02/09/2009
io	replsmnt	replaced inlet top with standard	02/09/2009
St	replsmnt	upgrated inlet to standard	02/10/2009
eek Blvd	replsmnt	upgrated inlet to standard	02/11/2009
	replsmnt	upgraded inlet top to standard	02/11/2009
	replsmnt	upgraded inlet top to standard	02/11/2009
Chavez St	replsmnt	upgraded inlet top to standard	03/26/2009
io St	replsmnt	replaced 27" inlet top with smaller standard inlet top	03/30/2009
Chavez St	repair	repaired crushed inlet	03/30/2009
St	repair	weld steel plates over the trenches	04/13/2009
	replsmnt	upgraded inlet top to standard	04/22/2009
	repair	repaired 24" RCP for 8 feet	06/18/2009
	repair	repaired 8' of 21" damaged SD	08/03/2009
	repair	repaired 16 ' of damaged SD	08/04/2009
St	replsmnt	raised inlet top and put a standard ring and cover	08/27/2009
	repair	rebuilded grate	11/16/2009
St	repair	repaired SD in the 9th street alley	12/08/2009
	repair	repaired SD damaged by contractor	01/12/2010
	replsmnt	upgraded to standard ring and inlet top	01/28/2010


Little Shoal Creek Storm Drain Tunnel
Legend
Project Limits
Alternate Alignment A
Alternate Alignment B
N
W
E
S
Exhibit J
W 22ND ST
W 21ST ST
W MARTIN LUTHER KING JR BLVD
SAN ANTONIO ST
NUECES
RIO GR
PEARL ST
W 18TH ST
W 17TH ST
W 16TH ST
W 15TH ST
W 14TH ST
W 13TH HALF ST
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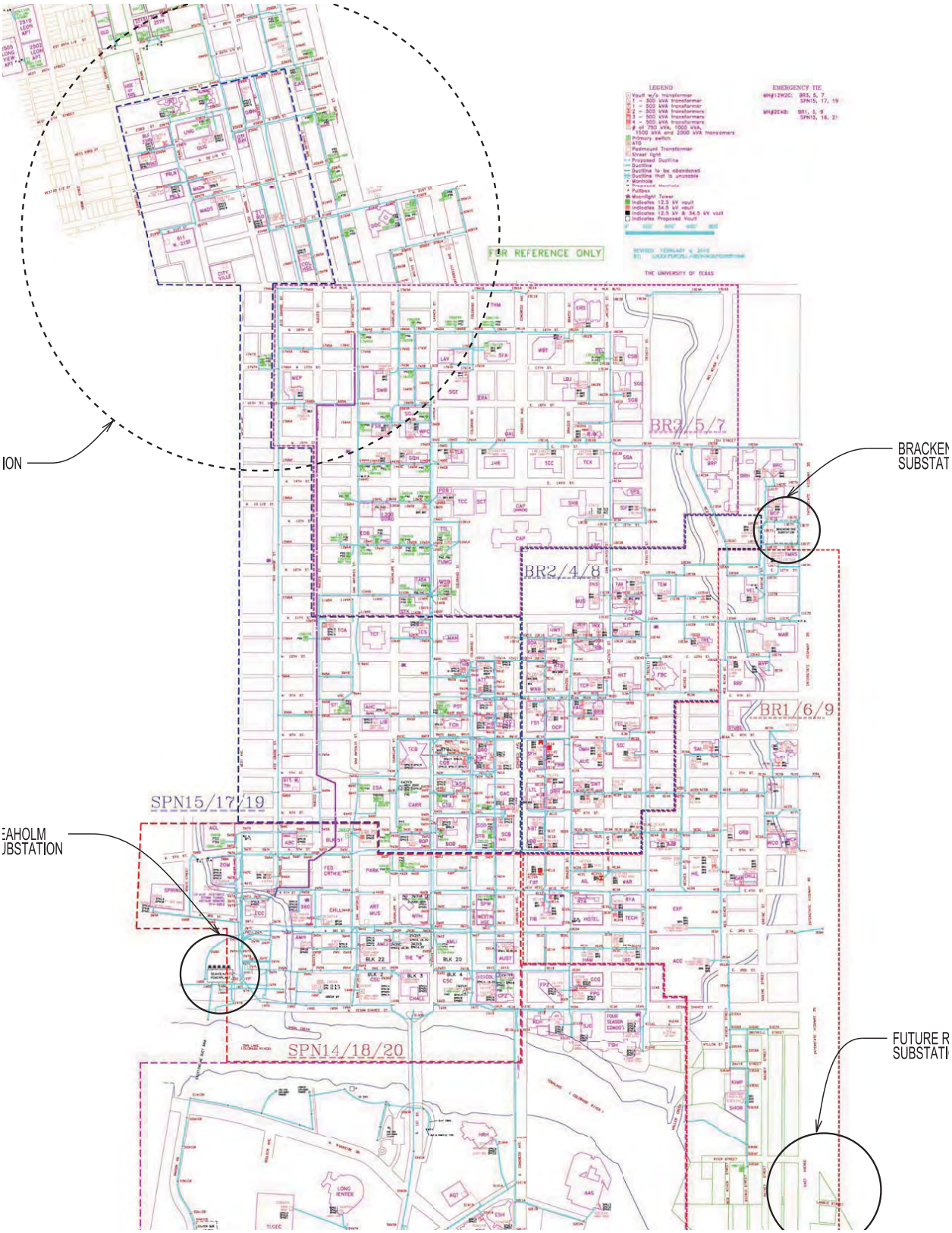
E 2ND ST
SHOAL CREEK BLVD
RIO GRANDE ST
NUECES ST
SAN ANTONIO ST
COLORADO ST
LAVACA ST
GUADALUPE ST
CONGRESS AVE
BRAZOS ST
WEST AVE
BAYLOR ST
CASTLE HILL ST
HENDERSON ST
WOOD ST
SHELLEY AVE
MAUFRAS ST
MARSHALL LN
LORRAIN ST
KINGSBURY ST
WINDSOR RD
PARKWAY
ENFIELD RD
PALMA PLZ
WATERSTON AVE
WEST LYNN ST
EASON ST
ELM ST
HIGHLAND AVE
OAKLAND AVE
PRESSLER ST
WINFLO DR
HARTHAN ST
BLANCO ST
ORCHARD ST
SAYERS ST
ROSE ST
CESAR CHAVEZ ST
WOODLAWN BLVD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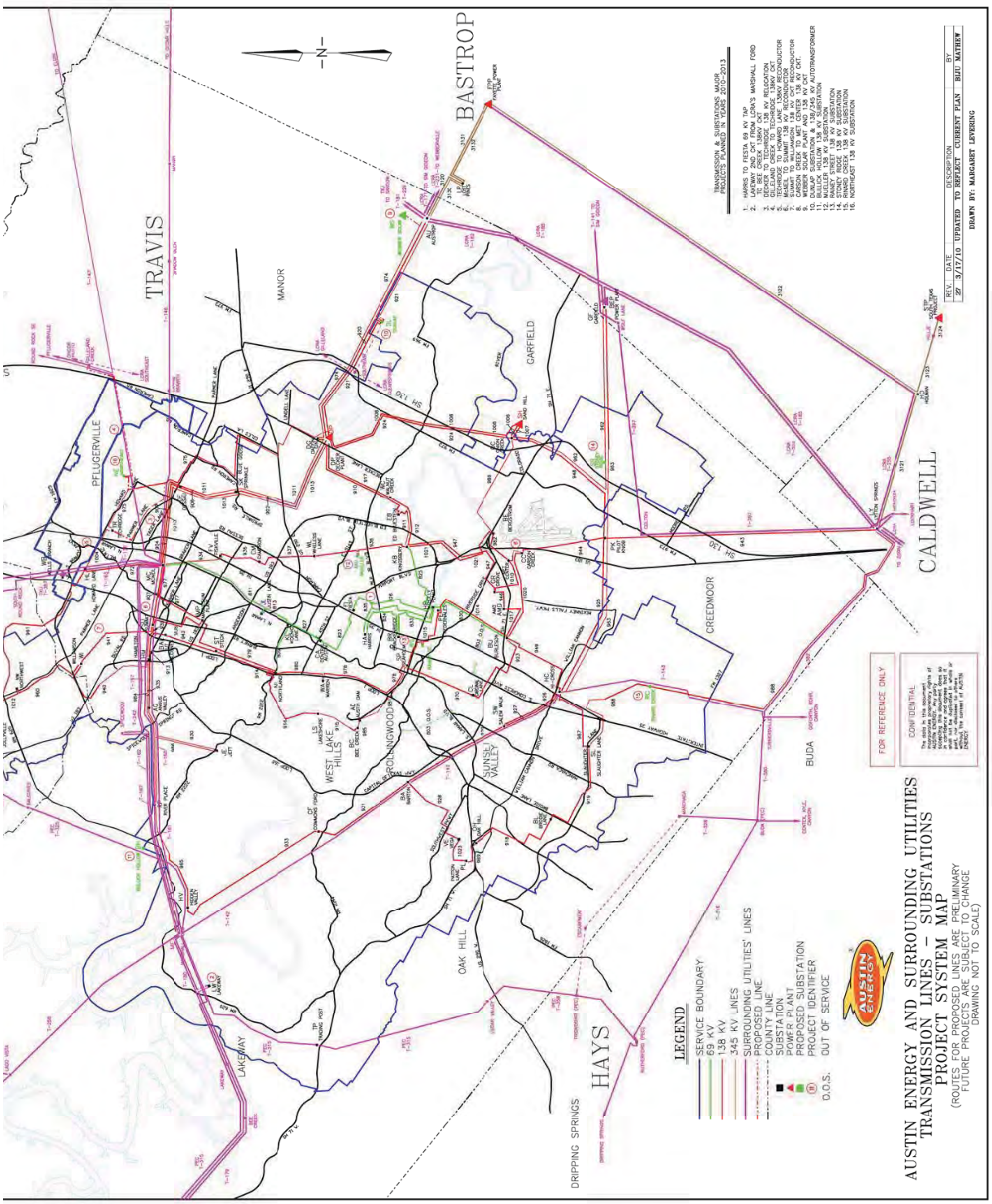

AUSTIN ENERGY AND SURROUNDING UTILITIES
TRANSMISSION LINES – SUBSTATIONS
PROJECT SYSTEM MAP
(ROUTES FOR PROPOSED LINES ARE PRELIMINARY
FUTURE PROJECTS ARE SUBJECT TO CHANGE
DRAWING NOT TO SCALE)
LEGEND
SERVICE BOUNDARY
69 KV
138 KV
345 KV LINES
SURROUNDING UTILITIES' LINES
PROPOSED LINE
COUNTY LINE
SUBSTATION
POWER PLANT
PROPOSED SUBSTATION
PROJECT IDENTIFIER
O.O.S. OUT OF SERVICE
TRAVIS
BASTROP
CALDWELL
HAYS
MANOR
PFLUGERVILLE
GARFIELD
CREEDMOOR
BUDA
OAK HILL
DRIPPING SPRINGS
LAKEWAY
WEST LAKE HILLS
ROLLINGWOOD
SUNSET VALLEY
FOR REFERENCE ONLY
CONFIDENTIAL
TRANSMISSION & SUBSTATIONS MAJOR PROJECTS PLANNED IN YEARS 2010-2013
REV. DATE DESCRIPTION BY
27 3/17/10 UPDATED TO REFLECT CURRENT PLAN BIJU MATHEW
DRAWN BY: MARGARET LEVERING

Condition of All City of Austin Maintained Streets in Downtown
Exhibit M (1 of 2)

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2033241	10TH 1/2 ST E	800	SAN MARCOS ST	398	27	0.20	RES	C	4.25	585T
2018483	10TH ST E	CONGRESS AVE	BRAZOS ST	450	27	0.23	COL	F	3.30	585S
2018496	10TH ST E	BRAZOS ST	SAN JACINTO BLVD	362	48	0.33	COL	D	4.27	585T
2018563	10TH ST E	NECHES ST	RED RIVER ST	360	57	0.39	COL	D	4.86	585T
2041138	10TH ST E	RED RIVER ST	I 35 SVC RD SB N	709	57	0.77	COL	D	4.72	585T
2018512	10TH ST E	SAN JACINTO BLVD	TRINITY ST	355	57	0.38	COL	C	5.03	585T
2018533	10TH ST E	TRINITY ST	NECHES ST	351	57	0.38	COL	C	5.36	585T
2041078	10TH ST W	WEST AVE	LAMAR BLVD N	1039	37	0.73	COL	D	4.58	584R
2018350	10TH ST W	RIO GRANDE ST	WEST AVE	350	37	0.25	COL	D	4.45	585N
2018428	10TH ST W	COLORADO ST	LAVACA ST	353	44	0.29	COL	D	4.65	585S
2018453	10TH ST W	CONGRESS AVE	COLORADO ST	432	57	0.47	COL	F	2.86	585S
2019738	10TH ST W	GUADALUPE ST	SAN ANTONIO ST	360	37	0.25	COL	F	3.94	585S
2018411	10TH ST W	LAVACA ST	GUADALUPE ST	359	33	0.22	COL	F	4.00	585S
2018366	10TH ST W	NUECES ST	RIO GRANDE ST	368	37	0.26	COL	F	2.93	585S
2019739	10TH ST W	SAN ANTONIO ST	NUECES ST	354	37	0.25	COL	F	3.67	585S
2018415	11TH ST E	CONGRESS AVE	BRAZOS ST	453	68	0.58	ART	B	6.98	585S
2018430	11TH ST E	BRAZOS ST	SAN JACINTO BLVD	360	48	0.33	ART	F	4.90	585T
2041125	11TH ST E	RED RIVER ST	SABINE ST	361	40	0.27	ART	F	3.22	585T
2018530	11TH ST E	SABINE ST	I 35 SVC RD SB N	355	40	0.27	ART	F	4.61	585T
2018450	11TH ST E	SAN JACINTO BLVD	TRINITY ST	360	48	0.33	ART	F	3.59	585T
2041121	11TH ST E	TRINITY ST	RED RIVER ST	702	40	0.53	ART	D	5.25	585T
2019735	11TH ST W	GUADALUPE ST	SAN ANTONIO ST	341	46	0.30	COL	D	4.81	585N
2018317	11TH ST W	NUECES ST	RIO GRANDE ST	363	37	0.25	COL	F	2.89	585N
2019768	11TH ST W	RIO GRANDE ST	WEST AVE	347	37	0.24	COL	D	4.77	585N
2019736	11TH ST W	SAN ANTONIO ST	NUECES ST	366	37	0.26	COL	C	5.04	585N
2019770	11TH ST W	WEST AVE	SHOAL CREEK BLVD	586	37	0.41	COL	F	3.05	585N
2018375	11TH ST W	COLORADO ST	COLORADO ST	148	68	0.19	ART	D	5.69	585S
2018369	11TH ST W	COLORADO ST	LAVACA ST	204	40	0.15	ART	F	4.51	585S
2018391	11TH ST W	CONGRESS AVE	COLORADO ST	429	68	0.55	ART	D	5.92	585S
2018361	11TH ST W	LAVACA ST	GUADALUPE ST	370	46	0.32	ART	F	3.55	585S
2018426	12TH ST E	RED RIVER ST	SABINE ST	377	25	0.18	ART	F	3.61	585T
2037550	12TH ST E	RED RIVER ST	SABINE ST	373	25	0.18	ART	F	2.33	585T
2018442	12TH ST E	SABINE ST	I 35 SVC RD SB N	360	25	0.17	ART	F	3.78	585T
2037551	12TH ST E	SABINE ST	I 35 SVC RD SB N	377	25	0.18	ART	F	3.53	585T
2018379	12TH ST E	SAN JACINTO BLVD	TRINITY ST	353	25	0.17	ART	F	3.33	585T
2037548	12TH ST E	SAN JACINTO BLVD	TRINITY ST	355	25	0.17	ART	F	3.50	585T
2037547	12TH ST E	TRINITY ST	RED RIVER ST	701	25	0.33	ART	F	3.29	585T
2037549	12TH ST E	TRINITY ST	RED RIVER ST	705	25	0.33	ART	F	3.28	585T
2018172	12TH ST W	SHOAL CREEK BLVD	LAMAR BLVD N	502	37	0.35	ART	F	4.48	584R
2018307	12TH ST W	COLORADO ST	LAVACA ST	214	25	0.10	ART	F	4.34	585N
2037553	12TH ST W	COLORADO ST	LAVACA ST	207	25	0.10	ART	F	2.97	585N
2018276	12TH ST W	GUADALUPE ST	SAN ANTONIO ST	356	25	0.17	ART	C	6.16	585N
2037555	12TH ST W	GUADALUPE ST	SAN ANTONIO ST	355	25	0.17	ART	F	4.81	585N
2018289	12TH ST W	LAVACA ST	GUADALUPE ST	366	25	0.17	ART	F	4.03	585N
2037554	12TH ST W	LAVACA ST	GUADALUPE ST	366	25	0.17	ART	F	3.52	585N
2018237	12TH ST W	NUECES ST	RIO GRANDE ST	359	25	0.17	ART	D	5.49	585N
2037557	12TH ST W	NUECES ST	RIO GRANDE ST	361	25	0.17	ART	D	5.21	585N
2018216	12TH ST W	RIO GRANDE ST	WEST AVE	359	25	0.17	ART	D	5.57	585N
2037558	12TH ST W	RIO GRANDE ST	WEST AVE	357	25	0.17	ART	D	5.99	585N
2018256	12TH ST W	SAN ANTONIO ST	NUECES ST	357	25	0.17	ART	C	6.43	585N
2037556	12TH ST W	SAN ANTONIO ST	NUECES ST	357	25	0.17	ART	D	5.30	585N
2018201	12TH ST W	WEST AVE	SHOAL CREEK BLVD	485	52	0.48	ART	F	4.43	585N
2018104	13TH 1/2 ST W	RIO GRANDE ST	WEST AVE	345	37	0.24	COL	D	4.78	585N
2018223	13TH ST W	COLORADO ST	LAVACA ST	203	40	0.15	COL	F	3.05	585N
2018195	13TH ST W	GUADALUPE ST	SAN ANTONIO ST	353	37	0.25	COL	F	2.56	585N
2018210	13TH ST W	LAVACA ST	GUADALUPE ST	368	37	0.26	COL	F	3.02	585N
2018152	13TH ST W	NUECES ST	RIO GRANDE ST	367	37	0.26	COL	F	3.31	585N
2018174	13TH ST W	SAN ANTONIO ST	NUECES ST	352	37	0.25	COL	F	1.46	585N
2037814	13TH ST W	WEST AVE	815	217	27.1	0.11	RES	D	3.25	585N
2018231	14TH ST E	BRAZOS ST	SAN JACINTO BLVD	356	37	0.25	COL	F	1.73	585P
3192576	14TH ST E	I 35 SVC RD NB N	OLANDER ST	155	27	0.08	RES	D	3.23	585P
2018298	14TH ST E	OLANDER ST	OLANDER ST	50	27	0.03	RES	D	4.20	585P
2018290	14TH ST E	OLANDER ST	WALLER ST	350	27	0.18	RES	F	1.61	585P
2018254	14TH ST E	SAN JACINTO BLVD	TRINITY ST	359	37	0.25	COL	F	3.22	585P
2018163	14TH ST W	COLORADO ST	LAVACA ST	360	37	0.25	COL	F	3.29	585N
2018130	14TH ST W	GUADALUPE ST	SAN ANTONIO ST	367	37	0.26	COL	F	3.67	585N
2018145	14TH ST W	LAVACA ST	GUADALUPE ST	351	37	0.25	COL	F	3.58	585N
2018082	14TH ST W	NUECES ST	RIO GRANDE ST	360	37	0.25	COL	D	4.51	585N
2018059	14TH ST W	RIO GRANDE ST	WEST AVE	355	37	0.25	COL	D	4.86	585N
2018113	14TH ST W	SAN ANTONIO ST	NUECES ST	354	37	0.25	COL	D	4.26	585N
2018159	15TH ST E	BRAZOS ST	SAN JACINTO BLVD	362	29	0.20	ART	F	4.36	585P
2037560	15TH ST E	BRAZOS ST	SAN JACINTO BLVD	360	29	0.20	ART	D	5.72	585P

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2018143	15TH ST E	CONGRESS AVE	BRAZOS ST	428	29	0.24	ART	F	4.78	585P
2037559	15TH ST E	CONGRESS AVE	BRAZOS ST	436	29	0.24	ART	D	5.18	585P
2018239	15TH ST E	OLANDER ST	OLANDER ST	90	27	0.05	RES	C	4.49	585P
2019729	15TH ST E	OLANDER ST	WALLER ST	246	27	0.13	RES	D	4.10	585P
3270881	15TH ST E	RED RIVER ST	I 35 SVC RD SB N	1012	58	1.11	ART	C	6.06	585P
3270881	15TH ST E	RED RIVER ST	I 35 SVC RD SB N	1021	58	1.12	ART	C	6.46	585P
2018181	15TH ST E	SAN JACINTO BLVD	TRINITY ST	356	29	0.20	ART	F	4.62	585P
2037561	15TH ST E	SAN JACINTO BLVD	TRINITY ST	357	29	0.20	ART	F	4.19	585P
2037552	15TH ST E	TRINITY ST	RED RIVER ST	396	29	0.22	ART	F	3.93	585P
2037562	15TH ST E	TRINITY ST	RED RIVER ST	387	29	0.21	ART	D	5.33	585P
2018091	15TH ST W	COLORADO ST	LAVACA ST	365	29	0.20	ART	F	4.80	585N
2037570	15TH ST W	COLORADO ST	LAVACA ST	364	29	0.20	ART	F	4.66	585N
2018126	15TH ST W	CONGRESS AVE	COLORADO ST	449	29	0.25	ART	C	6.50	585N
2037571	15TH ST W	CONGRESS AVE	COLORADO ST	443	29	0.24	ART	D	5.79	585N
2018050	15TH ST W	GUADALUPE ST	SAN ANTONIO ST	355	29	0.19	ART	F	3.93	585N
2037568	15TH ST W	GUADALUPE ST	SAN ANTONIO ST	357	29	0.20	ART	F	4.60	585N
2018067	15TH ST W	LAVACA ST	GUADALUPE ST	352	29	0.19	ART	F	4.23	585N
2037569	15TH ST W	LAVACA ST	GUADALUPE ST	352	29	0.19	ART	F	4.06	585N
2018012	15TH ST W	NUECES ST	RIO GRANDE ST	361	29	0.20	ART	F	3.39	585N
2037566	15TH ST W	NUECES ST	RIO GRANDE ST	359	29	0.20	ART	F	4.79	585N
2017993	15TH ST W	RIO GRANDE ST	WEST AVE	350	29	0.19	ART	F	4.57	585N
2037565	15TH ST W	RIO GRANDE ST	WEST AVE	353	29	0.19	ART	F	4.76	585N
2018031	15TH ST W	SAN ANTONIO ST	NUECES ST	363	29	0.20	ART	F	4.20	585N
2037567	15TH ST W	SAN ANTONIO ST	NUECES ST	361	29	0.20	ART	F	3.86	585N
2019772	15TH ST W	WEST AVE	LAMAR NB TO W 15TH EB R	654	29	0.36	ART	C	6.14	585N
2037564	15TH ST W	WEST AVE	LAMAR NB TO W 15TH EB R	654	29	0.36	ART	D	5.42	585N
2019726	16TH ST E	I 35 SVC RD NB N	WALLER ST	224	33	0.14	RES	D	3.72	585P
2017941	16TH ST W	NUECES ST	RIO GRANDE ST	372	37	0.26	COL	F	2.32	585J
2033314	16TH ST W	PEARL ST	913	276	37	0.19	COL	F	1.84	585J
2017920	16TH ST W	RIO GRANDE ST	WEST AVE	354	37	0.25	COL	F	2.34	585J
2017901	16TH ST W	WEST AVE	PEARL ST	437	37	0.31	COL	F	3.22	585J
2018025	16TH ST W	COLORADO ST	LAVACA ST	350	27	0.18	COL	F	2.28	585N
2017981	16TH ST W	GUADALUPE ST	SAN ANTONIO ST	376	37	0.26	COL	F	3.02	585N
2018005	16TH ST W	LAVACA ST	GUADALUPE ST	353	33	0.22	COL	F	2.82	585N
2017963	16TH ST W	SAN ANTONIO ST	NUECES ST	338	27	0.17	COL	F	2.91	585N
2018048	16TH ST W	CONGRESS AVE	COLORADO ST	440	27	0.23	COL	F	3.16	585P
2018035	17TH ST E	BRAZOS ST	SAN JACINTO BLVD	354	30	0.20	COL	D	4.44	585P
2018015	17TH ST E	CONGRESS AVE	BRAZOS ST	448	30	0.25	COL	D	4.50	585P
2018052	17TH ST E	SAN JACINTO BLVD	TRINITY ST	360	30	0.20	COL	F	2.57	585P
2017916	17TH ST W	GUADALUPE ST	SAN ANTONIO ST	367	37	0.26	COL	F	2.39	585J
2017935	17TH ST W	LAVACA ST	GUADALUPE ST	356	27	0.18	COL	F	3.06	585J
2017879	17TH ST W	NUECES ST	RIO GRANDE ST	367	37	0.26	COL	F	2.16	585J
2017818	17TH ST W	PEARL ST	SAN GABRIEL ST	397	27	0.20	COL	F	3.63	585J
2017856	17TH ST W	RIO GRANDE ST	WEST AVE	345	37	0.24	COL	F	2.07	585J
2017895	17TH ST W	SAN ANTONIO ST	NUECES ST	354	27	0.18	COL	F	1.83	585J
2033206	17TH ST W	SAN GABRIEL ST	1009	182	27	0.09	COL	F	2.96	585J
2017840	17TH ST W	WEST AVE	PEARL ST	432	27	0.22	COL	F	3.48	585J
2017957	17TH ST W	COLORADO ST	LAVACA ST	344	33	0.22	COL	F	2.46	585N
2017985	17TH ST W	CONGRESS AVE	COLORADO ST	444	33	0.28	COL	F	2.87	585P
2017965	18TH ST E	BRAZOS ST	SAN JACINTO BLVD	355	27	0.18	COL	F	1.42	585P
2017945	18TH ST E	CONGRESS AVE	BRAZOS ST	449	27	0.23	COL	F	2.87	585P
2017986	18TH ST E	SAN JACINTO BLVD	TRINITY ST	367	37	0.26	COL	F	2.21	585P
2017893	18TH ST W	COLORADO ST	LAVACA ST	352	27	0.18	COL	F	3.55	585J
2017854	18TH ST W	GUADALUPE ST	SAN ANTONIO ST	359	27	0.18	COL	F	2.98	585J
2017876	18TH ST W	LAVACA ST	GUADALUPE ST	370	27	0.19	COL	F	3.35	585J
2017822	18TH ST W	NUECES ST	RIO GRANDE ST	368	27	0.19	COL	F	3.25	585J
2017751	18TH ST W	PEARL ST	SAN GABRIEL ST	384	25	0.18	RES	D	3.48	585J
2017798	18TH ST W	RIO GRANDE ST	WEST AVE	343	27	0.18	COL	F	3.23	585J
2017836	18TH ST W	SAN ANTONIO ST	NUECES ST	350	27	0.18	COL	D	4.02	585J
2017918	18TH ST W	CONGRESS AVE	COLORADO ST	436	27	0.22	COL	F	3.74	585K
2019057	2ND ST E	BRAZOS ST	SAN JACINTO BLVD	356	50	0.34	COL	F	3.96	585W
2019036	2ND ST E	CONGRESS AVE	BRAZOS ST	443	57	0.48	COL	D	4.10	585W
2019085	2ND ST E	SAN JACINTO BLVD	TRINITY ST	357	50	0.34	COL	D	4.26	585W
2018990	2ND ST W	COLORADO ST	LAVACA ST	358	57	0.39	COL	F	3.48	585W
2019010	2ND ST W	CONGRESS AVE	COLORADO ST	435	57	0.47	COL	F	3.57	585W
2018946	2ND ST W	GUADALUPE ST	SAN ANTONIO ST	354	57	0.38	COL	F	3.16	585W
2018965	2ND ST W	LAVACA ST	GUADALUPE ST	358	57	0.39	COL	F	2.89	585W
2018993	3RD ST E	BRAZOS ST	SAN JACINTO BLVD	353	57	0.38	COL	C	5.07	585W
2018967	3RD ST E	CONGRESS AVE	BRAZOS ST	450	57	0.49	COL	F	3.55	585W
2019006	3RD ST E	SAN JACINTO BLVD	TRINITY ST	359	57	0.39	COL	F	2.93	585W
2041207	3RD ST E	RED RIVER ST	I 35 SVC RD SB N	702	35	0.47	COL	D	4.31	585X
2047062	3RD ST W	BOWIE ST	LAMAR BLVD SVC RD NB N	425	16	0.13	COL	F	2.03	584V
2018921	3RD ST W	COLORADO ST	LAVACA ST	363	57	0.39	COL	F	3.02	585W
2018944	3RD ST W	CONGRESS AVE	COLORADO ST	428	57	0.46	COL	F	3.93	585W
2018878	3RD ST W	GUADALUPE ST	SAN ANTONIO ST	374	57	0.40	COL	F	3.22	585W

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2018893	3RD ST W	LAVACA ST	GUADALUPE ST	352	57	0.38	COL	F	3.43	585W
2018853	3RD ST W	SAN ANTONIO ST	NUECES ST	341	57	0.37	COL	F	3.64	585W
2018919	4TH ST E	BRAZOS ST	SAN JACINTO BLVD	361	45	0.31	COL	F	3.41	585W
2018895	4TH ST E	CONGRESS AVE	BRAZOS ST	446	57	0.48	COL	F	2.92	585W
2018935	4TH ST E	SAN JACINTO BLVD	TRINITY ST	351	45	0.30	COL	F	3.46	585W
2018982	4TH ST E	NECHES ST	RED RIVER ST	367	45	0.31	COL	F	2.67	585X
2018999	4TH ST E	RED RIVER ST	SABINE ST	344	56	0.36	COL	D	4.24	585X
2041197	4TH ST E	SABINE ST	I 35 SVC RD SB N	362	56	0.38	COL	F	1.13	585X
2018954	4TH ST E	TRINITY ST	NECHES ST	351	45	0.30	COL	D	4.88	585X
2018762	4TH ST W	NUECES ST	RIO GRANDE ST	348	57	0.38	COL	F	3.16	585S
2018845	4TH ST W	COLORADO ST	LAVACA ST	353	57	0.38	COL	F	3.38	585W
2018866	4TH ST W	CONGRESS AVE	COLORADO ST	435	57	0.47	COL	F	2.62	585W
2018803	4TH ST W	GUADALUPE ST	SAN ANTONIO ST	364	57	0.39	COL	F	1.95	585W
2018822	4TH ST W	LAVACA ST	GUADALUPE ST	362	57	0.39	COL	F	3.54	585W
2018785	4TH ST W	SAN ANTONIO ST	NUECES ST	356	57	0.38	COL	F	1.97	585W
2018849	5TH ST E	BRAZOS ST	SAN JACINTO BLVD	367	57	0.40	ART	F	3.77	585W
2018825	5TH ST E	CONGRESS AVE	BRAZOS ST	441	57	0.48	ART	F	3.41	585W
2018868	5TH ST E	SAN JACINTO BLVD	TRINITY ST	351	57	0.38	ART	C	6.16	585W
2018912	5TH ST E	NECHES ST	RED RIVER ST	366	57	0.40	ART	F	4.43	585X
2018929	5TH ST E	RED RIVER ST	SABINE ST	338	57	0.36	ART	D	5.41	585X
2041185	5TH ST E	SABINE ST	I 35 SVC RD SB N	361	57	0.39	ART	F	4.82	585X
2018887	5TH ST E	TRINITY ST	NECHES ST	359	57	0.39	ART	D	5.67	585X
2018621	5TH ST W	BOWIE ST	LAMAR BLVD SVC RD NB N	444	57	0.48	ART	D	5.14	584V
2041144	5TH ST W	WEST AVE	BOWIE ST	717	57	0.77	ART	D	5.12	584V
2018738	5TH ST W	GUADALUPE ST	SAN ANTONIO ST	355	57	0.38	ART	F	4.33	585S
2018755	5TH ST W	LAVACA ST	GUADALUPE ST	360	57	0.39	ART	F	3.25	585S
2018696	5TH ST W	NUECES ST	RIO GRANDE ST	363	57	0.39	ART	F	3.47	585S
2018720	5TH ST W	SAN ANTONIO ST	NUECES ST	355	57	0.38	ART	F	3.96	585S
2018779	5TH ST W	COLORADO ST	LAVACA ST	359	57	0.39	ART	F	3.22	585W
2018801	5TH ST W	CONGRESS AVE	COLORADO ST	430	57	0.46	ART	F	3.94	585W
2018758	6TH ST E	CONGRESS AVE	BRAZOS ST	451	57	0.49	ART	F	4.30	585S
2018781	6TH ST E	BRAZOS ST	SAN JACINTO BLVD	356	57	0.38	ART	C	6.60	585W
2018838	6TH ST E	NECHES ST	RED RIVER ST	353	44	0.29	ART	C	6.20	585X
2018857	6TH ST E	RED RIVER ST	SABINE ST	352	44	0.29	ART	C	6.31	585X
2041178	6TH ST E	SABINE ST	I 35 SVC RD SB N	371	44	0.31	ART	F	4.78	585X
2018797	6TH ST E	SAN JACINTO BLVD	TRINITY ST	349	57	0.38	ART	F	4.78	585X
2018816	6TH ST E	TRINITY ST	NECHES ST	359	57	0.39	ART	F	4.82	585X
2019755	6TH ST W	BOWIE ST	HENDERSON ST	146	57	0.16	ART	A	9.98	584V
2019754	6TH ST W	HENDERSON ST	LAMAR BLVD N	355	57	0.38	ART	A	9.27	584V
2041132	6TH ST W	WEST AVE	WOOD ST	445	57	0.48	ART	A	8.94	584V
2019757	6TH ST W	WOOD ST	BOWIE ST	213	57	0.23	ART	A	10.00	584V
2018711	6TH ST W	COLORADO ST	LAVACA ST	357	52	0.35	ART	B	7.60	585S
2018732	6TH ST W	CONGRESS AVE	COLORADO ST	434	46	0.38	ART	C	6.34	585S
2018659	6TH ST W	GUADALUPE ST	SAN ANTONIO ST	365	57	0.39	ART	C	6.76	585S
2018681	6TH ST W	LAVACA ST	GUADALUPE ST	352	52	0.35	ART	B	7.68	585S
2018623	6TH ST W	NUECES ST	RIO GRANDE ST	366	57	0.40	ART	A	9.19	585S
2018604	6TH ST W	RIO GRANDE ST	WEST AVE	359	57	0.39	ART	A	9.65	585S
2018643	6TH ST W	SAN ANTONIO ST	NUECES ST	353	57	0.38	ART	A	8.08	585S
2018715	7TH ST E	BRAZOS ST	SAN JACINTO BLVD	357	57	0.39	ART	F	4.42	585S
2018688	7TH ST E	CONGRESS AVE	BRAZOS ST	450	57	0.49	ART	F	3.57	585S
2018730	7TH ST E	SAN JACINTO BLVD	TRINITY ST	359	57	0.39	ART	D	5.82	585T
2018753	7TH ST E	TRINITY ST	NECHES ST	344	57	0.37	ART	B	7.35	585T
2018773	7TH ST E	NECHES ST	RED RIVER ST	364	57	0.39	ART	C	6.41	585X
2018790	7TH ST E	RED RIVER ST	SABINE ST	341	57	0.37	ART	C	6.25	585X
2018809	7TH ST E	SABINE ST	I 35 SVC RD SB N	371	57	0.40	ART	D	5.39	585X
2018635	7TH ST W	COLORADO ST	LAVACA ST	357	57	0.39	ART	C	6.27	585S
2018657	7TH ST W	CONGRESS AVE	COLORADO ST	434	57	0.47	ART	D	5.76	585S
2018600	7TH ST W	GUADALUPE ST	SAN ANTONIO ST	354	18	0.12	COL	D	4.08	585S
2018615	7TH ST W	LAVACA ST	GUADALUPE ST	361	57	0.39	ART	F	4.71	585S
2018551	7TH ST W	NUECES ST	RIO GRANDE ST	361	35	0.24	COL	C	5.23	585S
2018523	7TH ST W	RIO GRANDE ST	WEST AVE	360	35	0.24	COL	C	5.26	585S
2018579	7TH ST W	SAN ANTONIO ST	NUECES ST	355	35	0.24	COL	D	4.30	585S
2018638	8TH ST E	BRAZOS ST	SAN JACINTO BLVD	359	48	0.33	ART	F	4.71	585S
2018618	8TH ST E	CONGRESS AVE	BRAZOS ST	442	48	0.40	ART	F	3.96	585S
2018705	8TH ST E	NECHES ST	RED RIVER ST	358	57	0.39	ART	D	5.12	585T
2041159	8TH ST E	RED RIVER ST	I 35 SVC RD SB N	725	57	0.78	ART	D	5.08	585T
2018653	8TH ST E	SAN JACINTO BLVD	TRINITY ST	361	57	0.39	ART	D	5.71	585T
2018672	8TH ST E	TRINITY ST	NECHES ST	346	57	0.37	ART	C	6.30	585T
2018783	8TH ST E	I 35 SVC RD NB N	EMBASSY DR	387	22	0.16	RES	C	4.50	585X
2018835	8TH ST E	SAN MARCOS ST	WALLER ST	489	27	0.25	RES	C	4.29	585X
2018572	8TH ST W	COLORADO ST	LAVACA ST	357	57	0.39	ART	F	4.26	585S
2018598	8TH ST W	CONGRESS AVE	COLORADO ST	432	57	0.47	ART	F	3.43	585S
2018520	8TH ST W	GUADALUPE ST	SAN ANTONIO ST	356	57	0.38	COL	D	4.52	585S
2018539	8TH ST W	LAVACA ST	GUADALUPE ST	365	57	0.39	ART	F	3.49	585S
2018487	8TH ST W	NUECES ST	RIO GRANDE ST	356	34	0.23	COL	F	1.57	585S

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2018469	8TH ST W	RIO GRANDE ST	WEST AVE	365	34	0.24	COL	F	2.53	585S
2018501	8TH ST W	SAN ANTONIO ST	NUECES ST	358	34	0.23	COL	F	2.64	585S
2018544	9TH ST E	CONGRESS AVE	BRAZOS ST	442	54	0.45	COL	F	2.99	585S
2033250	9TH ST E	800	EMBASSY DR	273	27	0.14	RES	C	4.97	585T
2018575	9TH ST E	BRAZOS ST	SAN JACINTO BLVD	360	54	0.37	COL	D	4.28	585T
2018629	9TH ST E	NECHES ST	RED RIVER ST	348	57	0.38	COL	F	3.22	585T
2041147	9TH ST E	RED RIVER ST	I 35 SVC RD SB N	725	57	0.78	COL	D	4.45	585T
2018592	9TH ST E	SAN JACINTO BLVD	TRINITY ST	353	25	0.17	COL	F	3.59	585T
2018611	9TH ST E	TRINITY ST	NECHES ST	352	57	0.38	COL	D	4.61	585T
2018760	9TH ST E	SAN MARCOS ST	WALLER ST	489	27	0.25	RES	D	3.99	585X
2019761	9TH ST W	HENDERSON ST	LAMAR BLVD N	363	37	0.25	COL	D	4.46	584R
2041095	9TH ST W	WEST AVE	HENDERSON ST	712	37	0.50	COL	F	3.69	584V
2018491	9TH ST W	COLORADO ST	LAVACA ST	359	54	0.37	COL	F	2.93	585S
2018518	9TH ST W	CONGRESS AVE	COLORADO ST	436	54	0.45	COL	F	2.99	585S
2018458	9TH ST W	GUADALUPE ST	SAN ANTONIO ST	367	37	0.26	COL	F	2.53	585S
2018480	9TH ST W	LAVACA ST	GUADALUPE ST	358	54	0.37	COL	F	2.64	585S
2018421	9TH ST W	NUECES ST	RIO GRANDE ST	356	37	0.25	COL	F	1.80	585S
2018403	9TH ST W	RIO GRANDE ST	WEST AVE	357	37	0.25	COL	F	1.30	585S
2018436	9TH ST W	SAN ANTONIO ST	NUECES ST	352	37	0.25	COL	F	1.95	585S
2018716	BOWIE ST	3RD ST W	5TH ST W	468	37	0.33	COL	D	4.72	584V
2019756	BOWIE ST	5TH ST W	6TH ST W	490	37	0.34	COL	F	3.99	584V
2017944	BRAZOS ST	18TH ST E	MARTIN LUTHER KING BLVD	384	37	0.27	COL	F	3.77	585K
2018214	BRAZOS ST	14TH ST E	15TH ST E	339	37	0.24	COL	F	3.64	585P
2011692	BRAZOS ST	15TH ST E	15TH ST E	43	27.1	0.02	RES	D	3.64	585P
2018014	BRAZOS ST	17TH ST E	18TH ST E	340	37	0.24	COL	F	2.91	585P
2018482	BRAZOS ST	10TH ST E	11TH ST E	355	57	0.38	ART	F	1.37	585S
2018757	BRAZOS ST	6TH ST E	7TH ST E	352	57	0.38	ART	F	1.33	585S
2018687	BRAZOS ST	7TH ST E	8TH ST E	353	57	0.38	ART	F	1.50	585S
2018617	BRAZOS ST	8TH ST E	9TH ST E	359	57	0.39	ART	F	1.35	585S
2018543	BRAZOS ST	9TH ST E	10TH ST E	365	46	0.32	ART	F	2.20	585S
2033270	BRAZOS ST	2	CESAR CHAVEZ ST E	330	59	0.37	COL	F	3.85	585W
2019035	BRAZOS ST	2ND ST E	3RD ST E	357	57	0.39	ART	F	2.18	585W
2018966	BRAZOS ST	3RD ST E	4TH ST E	366	57	0.40	ART	F	2.11	585W
2018894	BRAZOS ST	4TH ST E	5TH ST E	349	57	0.38	ART	F	2.54	585W
2018824	BRAZOS ST	5TH ST E	6TH ST E	358	57	0.39	ART	F	3.01	585W
2019102	BRAZOS ST	CESAR CHAVEZ ST E	2ND ST E	351	57	0.38	ART	F	2.21	585W
2019127	CESAR CHAVEZ ST E	BRAZOS ST	SAN JACINTO BLVD	369	57	0.40	ART	C	6.37	585W
2019103	CESAR CHAVEZ ST E	CONGRESS AVE	BRAZOS ST	448	57	0.48	ART	F	4.17	585W
2019138	CESAR CHAVEZ ST E	SAN JACINTO BLVD	TRINITY ST	342	57	0.37	ART	D	5.49	585W
2041228	CESAR CHAVEZ ST E	TRINITY ST	RED RIVER ST	755	57	0.82	ART	C	6.76	585W
2041186	CESAR CHAVEZ ST W	SAN ANTONIO ST	W CESAR CHAVEZ WB TO L	1765	57	1.91	ART	C	6.47	584Z
2047064	CESAR CHAVEZ ST W	W CESAR CHAVEZ WB TO LAMAR NB RA	LAMAR NB TO CESAR CHAV	211	27.1	0.11	RES	A	7.07	584Z
2019052	CESAR CHAVEZ ST W	COLORADO ST	LAVACA ST	361	57	0.39	ART	F	4.21	585W
2019087	CESAR CHAVEZ ST W	CONGRESS AVE	COLORADO ST	430	57	0.46	ART	F	4.08	585W
2019016	CESAR CHAVEZ ST W	GUADALUPE ST	SAN ANTONIO ST	368	57	0.40	ART	F	4.62	585W
2019031	CESAR CHAVEZ ST W	LAVACA ST	GUADALUPE ST	351	57	0.38	ART	F	4.26	585W
2017956	COLORADO ST	17TH ST W	18TH ST W	343	40	0.26	COL	D	4.85	585J
2017892	COLORADO ST	18TH ST W	MARTIN LUTHER KING BLVD	378	40	0.29	COL	C	5.13	585K
2018368	COLORADO ST	11TH ST W	12TH ST W	424	47	0.38	COL	D	4.74	585N
2018306	COLORADO ST	12TH ST W	13TH ST W	452	47	0.40	COL	C	5.62	585N
2018162	COLORADO ST	14TH ST W	15TH ST W	341	34	0.22	COL	C	5.33	585N
2018225	COLORADO ST	15TH ST W	15TH ST W	44	27.1	0.02	RES	D	4.05	585N
2018090	COLORADO ST	15TH ST W	16TH ST W	343	34	0.22	COL	D	4.88	585N
2018024	COLORADO ST	16TH ST W	17TH ST W	338	34	0.22	COL	C	5.42	585N
2018427	COLORADO ST	10TH ST W	11TH ST W	354	57	0.38	ART	F	2.41	585S
2018778	COLORADO ST	5TH ST W	6TH ST W	358	57	0.39	ART	F	2.82	585S
2018710	COLORADO ST	6TH ST W	7TH ST W	357	57	0.39	ART	F	3.75	585S
2018634	COLORADO ST	7TH ST W	8TH ST W	353	57	0.38	ART	F	3.45	585S
2018571	COLORADO ST	8TH ST W	9TH ST W	373	57	0.40	ART	F	2.52	585S
2018490	COLORADO ST	9TH ST W	10TH ST W	352	57	0.38	ART	F	2.87	585S
2018989	COLORADO ST	2ND ST W	3RD ST W	353	57	0.38	ART	F	1.77	585W
2018920	COLORADO ST	3RD ST W	4TH ST W	368	57	0.40	ART	F	2.90	585W
2018844	COLORADO ST	4TH ST W	5TH ST W	348	57	0.38	ART	F	2.91	585W
2019051	COLORADO ST	CESAR CHAVEZ ST W	2ND ST W	352	57	0.38	ART	F	2.65	585W
2017917	CONGRESS AVE	18TH ST W	SPEEDWAY	394	46	0.34	ART	F	4.06	585K
2047535	CONGRESS AVE	15TH ST W	15TH ST W	43	27.1	0.02	RES	D	3.63	585P
2018125	CONGRESS AVE	15TH ST W	16TH ST W	342	46	0.30	ART	F	3.35	585P
2018047	CONGRESS AVE	16TH ST W	17TH ST W	346	46	0.30	ART	F	4.59	585P
2017984	CONGRESS AVE	17TH ST W	18TH ST W	340	46	0.30	ART	F	3.60	585P
2018452	CONGRESS AVE	10TH ST W	11TH ST W	360	61	0.42	ART	F	3.52	585S
2018731	CONGRESS AVE	6TH ST W	7TH ST W	345	61	0.40	ART	B	7.66	585S
2018656	CONGRESS AVE	7TH ST W	8TH ST W	360	61	0.42	ART	B	7.64	585S
2018597	CONGRESS AVE	8TH ST W	9TH ST W	363	61	0.42	ART	B	6.92	585S
2018517	CONGRESS AVE	9TH ST W	10TH ST W	360	61	0.42	ART	C	6.26	585S

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2019009	CONGRESS AVE	2ND ST W	3RD ST W	350	61	0.40	ART	C	6.16	585W
2018943	CONGRESS AVE	3RD ST W	4TH ST W	371	61	0.43	ART	D	5.85	585W
2018865	CONGRESS AVE	4TH ST W	5TH ST W	346	61	0.40	ART	B	7.10	585W
2018800	CONGRESS AVE	5TH ST W	6TH ST W	363	61	0.42	ART	B	7.24	585W
2019086	CONGRESS AVE	CESAR CHAVEZ ST W	2ND ST W	361	61	0.42	ART	D	5.26	585W
2041222	CONGRESS AVE	CONGRESS AVE S	CESAR CHAVEZ ST W	640	87	1.05	ART	C	6.48	585W
2018782	EMBASSY DR	8TH ST E	9TH ST E	350	22	0.15	RES	C	4.24	585X
2017915	GUADALUPE ST	17TH ST W	18TH ST W	339	37	0.24	ART	A	8.04	585J
2017853	GUADALUPE ST	18TH ST W	MARTIN LUTHER KING BLVD	388	37	0.27	ART	B	7.56	585J
2018344	GUADALUPE ST	11TH ST W	12TH ST W	416	57	0.45	ART	B	7.74	585N
2018275	GUADALUPE ST	12TH ST W	13TH ST W	421	57	0.45	ART	D	5.14	585N
2018194	GUADALUPE ST	13TH ST W	14TH ST W	358	47	0.32	ART	F	3.86	585N
2018129	GUADALUPE ST	14TH ST W	15TH ST W	346	47	0.31	ART	F	4.84	585N
2044289	GUADALUPE ST	15TH ST W	15TH ST W	33	27.1	0.02	RES	D	3.52	585N
2018049	GUADALUPE ST	15TH ST W	16TH ST W	358	37	0.25	ART	F	4.78	585N
2017980	GUADALUPE ST	16TH ST W	17TH ST W	333	37	0.23	ART	D	5.64	585N
2018397	GUADALUPE ST	10TH ST W	11TH ST W	355	57	0.38	ART	F	4.24	585S
2018737	GUADALUPE ST	5TH ST W	6TH ST W	358	57	0.39	ART	F	3.49	585S
2018658	GUADALUPE ST	6TH ST W	7TH ST W	357	57	0.39	ART	F	3.20	585S
2018599	GUADALUPE ST	7TH ST W	8TH ST W	348	57	0.38	ART	F	4.63	585S
2018519	GUADALUPE ST	8TH ST W	9TH ST W	363	57	0.39	ART	D	5.83	585S
2018457	GUADALUPE ST	9TH ST W	10TH ST W	362	57	0.39	ART	F	4.88	585S
2018945	GUADALUPE ST	2ND ST W	3RD ST W	361	57	0.39	ART	F	1.56	585W
2018877	GUADALUPE ST	3RD ST W	4TH ST W	365	57	0.39	ART	F	3.27	585W
2018802	GUADALUPE ST	4TH ST W	5TH ST W	347	57	0.37	ART	F	4.29	585W
2019015	GUADALUPE ST	CESAR CHAVEZ ST W	2ND ST W	350	57	0.38	ART	F	2.56	585W
2019071	GUADALUPE ST	LAVACA ST	CESAR CHAVEZ ST W	287	27	0.15	RES	C	4.22	585W
2019758	HENDERSON ST	6TH ST W	9TH ST W	965	27	0.49	COL	D	4.84	584V
31631	LAMAR NB TO W 15TH EB RAMP N	SHOAL CREEK BLVD	15TH ST W	659	27	0.34	ART	F	4.27	585J
2017934	LAVACA ST	17TH ST W	18TH ST W	334	57	0.36	ART	B	7.05	585J
2017875	LAVACA ST	18TH ST W	MARTIN LUTHER KING BLVD	377	57	0.41	ART	D	5.78	585J
2018360	LAVACA ST	11TH ST W	12TH ST W	409	57	0.44	ART	F	4.52	585N
2018288	LAVACA ST	12TH ST W	13TH ST W	434	57	0.47	ART	C	6.32	585N
2018209	LAVACA ST	13TH ST W	14TH ST W	352	57	0.38	ART	C	6.86	585N
2018144	LAVACA ST	14TH ST W	15TH ST W	337	57	0.36	ART	B	7.08	585N
2002370	LAVACA ST	15TH ST W	15TH ST W	38	57	0.04	ART	F	3.56	585N
2018066	LAVACA ST	15TH ST W	16TH ST W	354	57	0.38	ART	C	6.09	585N
2018004	LAVACA ST	16TH ST W	17TH ST W	346	57	0.37	ART	C	6.62	585N
2018410	LAVACA ST	10TH ST W	11TH ST W	354	57	0.38	ART	F	4.52	585S
2018754	LAVACA ST	5TH ST W	6TH ST W	352	57	0.38	ART	F	4.61	585S
2018680	LAVACA ST	6TH ST W	7TH ST W	360	57	0.39	ART	F	3.23	585S
2018614	LAVACA ST	7TH ST W	8TH ST W	353	57	0.38	ART	F	3.85	585S
2018538	LAVACA ST	8TH ST W	9TH ST W	368	57	0.40	ART	B	7.16	585S
2018479	LAVACA ST	9TH ST W	10TH ST W	358	57	0.39	ART	F	4.37	585S
2018964	LAVACA ST	2ND ST W	3RD ST W	355	57	0.38	ART	F	3.78	585W
2018892	LAVACA ST	3RD ST W	4TH ST W	364	57	0.39	ART	F	3.29	585W
2018821	LAVACA ST	4TH ST W	5TH ST W	350	57	0.38	ART	F	4.31	585W
2019030	LAVACA ST	CESAR CHAVEZ ST W	2ND ST W	356	57	0.38	ART	F	1.02	585W
2019070	LAVACA ST	GUADALUPE ST	CESAR CHAVEZ ST W	294	57	0.32	ART	F	3.19	585W
2017891	MARTIN LUTHER KING BLVD E	BRAZOS ST	SAN JACINTO BLVD	356	57	0.38	ART	D	5.64	585K
2017874	MARTIN LUTHER KING BLVD E	CONGRESS AVE	BRAZOS ST	444	57	0.48	ART	F	4.57	585K
2017912	MARTIN LUTHER KING BLVD E	SAN JACINTO BLVD	TRINITY ST	398	57	0.43	ART	D	5.06	585K
2017991	MARTIN LUTHER KING BLVD E	RED RIVER ST	I 35 SVC RD SB N	560	57	0.60	ART	D	5.42	585P
2017959	MARTIN LUTHER KING BLVD E	TRINITY ST	RED RIVER ST	770	57	0.83	ART	F	4.87	585P
2017786	MARTIN LUTHER KING BLVD W	GUADALUPE ST	GUADALUPE ST	153	57	0.17	ART	F	2.47	585J
2017777	MARTIN LUTHER KING BLVD W	GUADALUPE ST	SAN ANTONIO ST	199	57	0.21	ART	F	3.25	585J
2017810	MARTIN LUTHER KING BLVD W	LAVACA ST	WHITIS AVE	171	57	0.18	ART	F	2.63	585J
2017746	MARTIN LUTHER KING BLVD W	NUECES ST	NUECES ST	150	57	0.16	ART	F	3.83	585J
2017733	MARTIN LUTHER KING BLVD W	NUECES ST	RIO GRANDE ST	212	57	0.23	ART	F	4.11	585J
2017692	MARTIN LUTHER KING BLVD W	PEARL ST	PEARL ST	149	57	0.16	ART	F	2.23	585J
2017680	MARTIN LUTHER KING BLVD W	PEARL ST	SAN GABRIEL ST	377	27	0.19	ART	F	2.42	585J

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2017723	MARTIN LUTHER KING BLVD W	RIO GRANDE ST	RIO GRANDE ST	116	57	0.13	ART	F	4.43	585J
2017716	MARTIN LUTHER KING BLVD W	RIO GRANDE ST	WEST AVE	250	57	0.27	ART	F	3.31	585J
2017755	MARTIN LUTHER KING BLVD W	SAN ANTONIO ST	NUECES ST	173	57	0.19	ART	D	5.11	585J
2017765	MARTIN LUTHER KING BLVD W	SAN ANTONIO ST	SAN ANTONIO ST	175	57	0.19	ART	D	5.27	585J
2017666	MARTIN LUTHER KING BLVD W	SAN GABRIEL ST	VANCE CIR	391	27	0.20	ART	F	2.23	585J
2017820	MARTIN LUTHER KING BLVD W	UNIVERSITY AVE	LAVACA ST	173	57	0.19	ART	F	3.02	585J
2017646	MARTIN LUTHER KING BLVD W	VANCE CIR	OLD 19TH ST	102	27	0.05	ART	F	1.95	585J
2017702	MARTIN LUTHER KING BLVD W	WEST AVE	PEARL ST	267	57	0.29	ART	F	1.39	585J
2017796	MARTIN LUTHER KING BLVD W	WHITIS AVE	GUADALUPE ST	201	57	0.22	ART	F	3.58	585J
2017830	MARTIN LUTHER KING BLVD W	COLORADO ST	UNIVERSITY AVE	117	57	0.13	ART	F	3.89	585K
2040991	MARTIN LUTHER KING BLVD W	CONGRESS AVE	COLORADO ST	437	57	0.47	ART	F	4.83	585K
2018752	NECHES ST	7TH ST E	8TH ST E	359	37	0.25	COL	F	3.34	585T
2018671	NECHES ST	8TH ST E	9TH ST E	366	57	0.40	COL	C	5.50	585T
2018610	NECHES ST	9TH ST E	10TH ST E	355	57	0.38	COL	D	4.88	585T
2018953	NECHES ST	4TH ST E	5TH ST E	346	56	0.37	COL	F	2.60	585X
2018886	NECHES ST	5TH ST E	6TH ST E	358	56	0.38	COL	F	1.93	585X
2018815	NECHES ST	6TH ST E	7TH ST E	349	56	0.37	COL	F	2.94	585X
2017940	NUECES ST	16TH ST W	17TH ST W	335	37	0.23	COL	B	6.59	585J
2017878	NUECES ST	17TH ST W	18TH ST W	331	37	0.23	COL	B	6.91	585J
2017821	NUECES ST	18TH ST W	MARTIN LUTHER KING BLVD	388	37	0.27	COL	A	8.17	585J
2017624	NUECES ST	21ST ST W	22ND ST W	447	33	0.28	RES	C	4.73	585J
2017732	NUECES ST	MARTIN LUTHER KING BLVD W	21ST ST W	574	33	0.36	RES	F	2.14	585J
2018365	NUECES ST	10TH ST W	11TH ST W	349	37	0.24	COL	C	5.84	585N
2018316	NUECES ST	11TH ST W	12TH ST W	423	37	0.30	COL	C	5.23	585N
2018236	NUECES ST	12TH ST W	13TH ST W	408	37	0.29	COL	A	7.69	585N
2018151	NUECES ST	13TH ST W	14TH ST W	376	37	0.26	COL	A	8.23	585N
2018081	NUECES ST	14TH ST W	15TH ST W	345	37	0.24	COL	B	6.55	585N
2032544	NUECES ST	15TH ST W	15TH ST W	41	37	0.03	COL	F	1.96	585N
2018011	NUECES ST	15TH ST W	16TH ST W	347	37	0.24	COL	A	7.81	585N
2018761	NUECES ST	4TH ST W	5TH ST W	345	57	0.37	COL	C	5.12	585S
2018695	NUECES ST	5TH ST W	6TH ST W	363	57	0.39	COL	D	4.23	585S
2018622	NUECES ST	6TH ST W	7TH ST W	363	37	0.25	COL	F	3.65	585S
2018550	NUECES ST	7TH ST W	8TH ST W	347	37	0.24	COL	C	6.06	585S
2018486	NUECES ST	8TH ST W	9TH ST W	365	37	0.26	COL	C	5.47	585S
2018420	NUECES ST	9TH ST W	10TH ST W	359	37	0.25	COL	B	6.25	585S
2018901	NUECES ST	200	3RD ST W	181	57	0.20	COL	D	4.73	585W
2018828	NUECES ST	3RD ST W	4TH ST W	365	57	0.39	COL	B	6.23	585W
2018356	OLANDER ST	13TH ST E	14TH ST E	381	23	0.17	RES	C	5.29	585P
2018291	OLANDER ST	14TH ST E	15TH ST E	288	23	0.13	RES	C	4.99	585P
2018232	OLANDER ST	15TH ST E	I 35 SVC RD NB N	300	23	0.13	RES	C	4.84	585P
2017640	OLD 19TH ST	MARTIN LUTHER KING BLVD W	DAVID ST	270	27	0.14	RES	D	3.70	585J
2018499	OLIVE ST	BRANCH ST	CURVE ST	435	27	0.22	RES	D	3.71	585T
2017877	PEARL ST	16TH ST W	17TH ST W	340	22	0.14	RES	D	3.31	585J
2017817	PEARL ST	17TH ST W	18TH ST W	331	22	0.14	RES	F	2.98	585J
2017750	PEARL ST	18TH ST W	MARTIN LUTHER KING BLVD	388	22	0.16	RES	D	4.19	585J
2017614	PEARL ST	21ST ST W	21ST ST W	219	27	0.11	RES	F	2.87	585J
2017578	PEARL ST	21ST ST W	22ND ST W	228	27	0.12	RES	F	2.09	585J
2017691	PEARL ST	MARTIN LUTHER KING BLVD W	21ST ST W	380	27	0.19	RES	F	2.91	585J
2041091	RED RIVER ST	12TH ST E	15TH ST E	1176	57	1.27	ART	B	7.37	585P
2017958	RED RIVER ST	MARTIN LUTHER KING BLVD E	ROBERT DEDMAN DR	754	57	0.81	ART	D	5.09	585P
2018562	RED RIVER ST	10TH ST E	11TH ST E	358	57	0.39	ART	F	4.41	585T
2041118	RED RIVER ST	11TH ST E	12TH ST E	407	57	0.44	ART	F	4.05	585T
2018772	RED RIVER ST	7TH ST E	8TH ST E	350	37	0.25	ART	F	2.59	585T
2018704	RED RIVER ST	8TH ST E	9TH ST E	372	37	0.26	ART	F	4.77	585T
2018628	RED RIVER ST	9TH ST E	10TH ST E	357	37	0.25	ART	F	3.75	585T
2041198	RED RIVER ST	3RD ST E	4TH ST E	366	39	0.27	ART	F	3.13	585X
2018981	RED RIVER ST	4TH ST E	5TH ST E	349	52	0.34	ART	F	2.78	585X
2018911	RED RIVER ST	5TH ST E	6TH ST E	355	52	0.35	ART	F	2.69	585X
2018837	RED RIVER ST	6TH ST E	7TH ST E	357	52	0.35	ART	F	2.14	585X
2041215	RED RIVER ST	CESAR CHAVEZ ST E	3RD ST E	712	37	0.50	ART	F	3.05	585X

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2017919	RIO GRANDE ST	16TH ST W	17TH ST W	345	37	0.24	COL	F	1.81	585J
2017855	RIO GRANDE ST	17TH ST W	18TH ST W	328	37	0.23	COL	F	2.23	585J
2017797	RIO GRANDE ST	18TH ST W	MARTIN LUTHER KING BLVD	385	37	0.27	COL	F	1.99	585J
2017618	RIO GRANDE ST	21ST ST W	22ND ST W	447	35	0.30	COL	F	1.70	585J
2017715	RIO GRANDE ST	MARTIN LUTHER KING BLVD W	21ST ST W	502	35	0.33	COL	F	1.68	585J
2018349	RIO GRANDE ST	10TH ST W	11TH ST W	349	37	0.24	COL	D	4.80	585N
2018297	RIO GRANDE ST	11TH ST W	12TH ST W	433	37	0.30	COL	D	4.79	585N
2018215	RIO GRANDE ST	12TH ST W	13TH ST W	422	37	0.30	COL	D	4.35	585N
2018103	RIO GRANDE ST	13TH 1/2 ST W	14TH ST W	204	37	0.14	COL	F	2.67	585N
2018135	RIO GRANDE ST	13TH ST W	13TH 1/2 ST W	161	37	0.11	COL	F	2.75	585N
2018058	RIO GRANDE ST	14TH ST W	15TH ST W	348	37	0.24	COL	F	3.44	585N
2046243	RIO GRANDE ST	15TH ST W	15TH ST W	41	27.1	0.02	RES	F	2.43	585N
2017992	RIO GRANDE ST	15TH ST W	16TH ST W	341	37	0.24	COL	F	3.32	585N
2018740	RIO GRANDE ST	4TH ST W	5TH ST W	335	37	0.23	COL	F	3.82	585S
2018665	RIO GRANDE ST	5TH ST W	6TH ST W	361	37	0.25	COL	F	3.18	585S
2018603	RIO GRANDE ST	6TH ST W	7TH ST W	361	37	0.25	COL	D	4.50	585S
2018522	RIO GRANDE ST	7TH ST W	8TH ST W	352	37	0.25	COL	C	5.18	585S
2018468	RIO GRANDE ST	8TH ST W	9TH ST W	358	37	0.25	COL	C	5.68	585S
2018402	RIO GRANDE ST	9TH ST W	10TH ST W	354	37	0.25	COL	C	5.66	585S
2018505	SABINE ST	11TH ST E	12TH ST E	413	37	0.29	COL	C	5.64	585T
2033234	SABINE ST	12TH ST E	1216	378	37	0.26	COL	F	3.69	585T
2018998	SABINE ST	4TH ST E	5TH ST E	336	37	0.24	COL	A	8.40	585X
2018928	SABINE ST	5TH ST E	6TH ST E	358	37	0.25	COL	F	2.70	585X
2018856	SABINE ST	6TH ST E	7TH ST E	360	37	0.25	COL	F	2.16	585X
2017962	SAN ANTONIO ST	16TH ST W	17TH ST W	345	37	0.24	COL	C	5.61	585J
2017894	SAN ANTONIO ST	17TH ST W	18TH ST W	323	37	0.23	COL	D	4.80	585J
2017835	SAN ANTONIO ST	18TH ST W	MARTIN LUTHER KING BLVD	391	37	0.27	COL	D	4.26	585J
2019927	SAN ANTONIO ST	11TH ST W	12TH ST W	414	27	0.21	COL	F	3.06	585N
2018255	SAN ANTONIO ST	12TH ST W	13TH ST W	419	37	0.29	COL	D	4.51	585N
2018173	SAN ANTONIO ST	13TH ST W	14TH ST W	362	37	0.25	COL	D	4.52	585N
2018112	SAN ANTONIO ST	14TH ST W	15TH ST W	348	37	0.24	COL	D	4.75	585N
2017997	SAN ANTONIO ST	15TH ST W	15TH ST W	38	37	0.03	COL	D	4.47	585N
2018030	SAN ANTONIO ST	15TH ST W	16TH ST W	349	37	0.24	COL	D	4.53	585N
2019928	SAN ANTONIO ST	10TH ST W	11TH ST W	357	57	0.39	COL	D	4.85	585S
2018784	SAN ANTONIO ST	4TH ST W	5TH ST W	346	57	0.37	COL	F	3.05	585S
2018719	SAN ANTONIO ST	5TH ST W	6TH ST W	358	57	0.39	COL	D	4.31	585S
2018642	SAN ANTONIO ST	6TH ST W	7TH ST W	359	36	0.24	COL	F	3.16	585S
2018578	SAN ANTONIO ST	7TH ST W	8TH ST W	351	37	0.25	COL	D	4.53	585S
2018500	SAN ANTONIO ST	8TH ST W	9TH ST W	365	37	0.26	COL	F	2.09	585S
2019737	SAN ANTONIO ST	9TH ST W	10TH ST W	360	37	0.25	COL	F	3.89	585S
2018922	SAN ANTONIO ST	2ND ST W	3RD ST W	355	57	0.38	COL	F	3.37	585W
2018852	SAN ANTONIO ST	3RD ST W	4TH ST W	364	57	0.39	COL	D	4.77	585W
2018994	SAN ANTONIO ST	CESAR CHAVEZ ST W	2ND ST W	362	57	0.39	COL	F	2.86	585W
2017792	SAN GABRIEL ST	17TH ST W	18TH ST W	322	27	0.16	RES	C	4.73	585J
2017727	SAN GABRIEL ST	18TH ST W	MARTIN LUTHER KING BLVD	391	27	0.20	RES	D	3.13	585J
2017964	SAN JACINTO BLVD	18TH ST E	MARTIN LUTHER KING BLVD	378	53	0.38	ART	D	5.62	585K
2047451	SAN JACINTO BLVD	12TH ST E	1218	418	53	0.42	ART	B	7.11	585P
2018230	SAN JACINTO BLVD	14TH ST E	15TH ST E	346	53	0.35	ART	D	5.34	585P
2018158	SAN JACINTO BLVD	15TH ST E	16TH ST E	342	53	0.34	ART	F	4.59	585P
2018099	SAN JACINTO BLVD	16TH ST E	17TH ST E	338	53	0.34	ART	D	5.21	585P
2018034	SAN JACINTO BLVD	17TH ST E	18TH ST E	348	53	0.35	ART	F	4.74	585P
2018780	SAN JACINTO BLVD	6TH ST E	7TH ST E	345	53	0.35	ART	F	3.98	585S
2018495	SAN JACINTO BLVD	10TH ST E	11TH ST E	361	53	0.36	ART	C	6.01	585T
2018429	SAN JACINTO BLVD	11TH ST E	12TH ST E	411	57	0.44	ART	D	5.76	585T
2018429	SAN JACINTO BLVD	12TH ST E	12TH ST E	47	27.1	0.02	RES	D	3.75	585T
2018714	SAN JACINTO BLVD	7TH ST E	8TH ST E	358	53	0.36	ART	F	4.34	585T
2018637	SAN JACINTO BLVD	8TH ST E	9TH ST E	360	53	0.36	ART	D	5.76	585T
2018574	SAN JACINTO BLVD	9TH ST E	10TH ST E	358	53	0.36	ART	D	5.99	585T
2033268	SAN JACINTO BLVD	98	CESAR CHAVEZ ST E	108	27	0.06	COL	F	1.45	585W
2019056	SAN JACINTO BLVD	2ND ST E	3RD ST E	351	57	0.38	ART	D	5.19	585W
2018992	SAN JACINTO BLVD	3RD ST E	4TH ST E	373	57	0.40	ART	F	4.56	585W
2018918	SAN JACINTO BLVD	4TH ST E	5TH ST E	347	57	0.37	ART	F	4.55	585W
2018848	SAN JACINTO BLVD	5TH ST E	6TH ST E	366	57	0.40	ART	F	2.91	585W
2019126	SAN JACINTO BLVD	CESAR CHAVEZ ST E	2ND ST E	360	57	0.39	ART	F	4.55	585W
2018626	SAN MARCOS ST	10TH 1/2 ST E	11TH ST E	204	27	0.10	RES	C	4.37	585T
2018646	SAN MARCOS ST	10TH ST E	10TH 1/2 ST E	139	27	0.07	RES	B	6.38	585T
2018662	SAN MARCOS ST	10TH ST E	10TH ST E	68	27	0.03	RES	C	4.82	585T
2018727	SAN MARCOS ST	9TH ST E	10TH ST E	301	27	0.15	RES	C	4.27	585T
2019170	SAN MARCOS ST	2ND ST E	3RD ST E	328	27	0.17	RES	D	3.70	585X
2019131	SAN MARCOS ST	3RD ST E	4TH ST E	364	34	0.23	COL	D	4.28	585X
2033310	SAN MARCOS ST	4TH ST E	5TH ST E	345	27	0.18	COL	B	7.22	585X
2019001	SAN MARCOS ST	5TH ST E	6TH ST E	355	24	0.16	COL	D	4.84	585X
2018937	SAN MARCOS ST	6TH ST E	7TH ST E	373	34	0.24	COL	F	3.21	585X
2018875	SAN MARCOS ST	7TH ST E	8TH ST E	365	27	0.19	RES	C	4.78	585X

Segment_ID	Street	From	To	L	W	LM	Class	Grade	PQI	Mapsco
2018798	SAN MARCOS ST	8TH ST E	9TH ST E	356	27	0.18	RES	C	4.41	585X
2040980	SHOAL CREEK BLVD	LAMAR NB TO W 15TH EB RAMP N	1620	1415	29	0.78	COL	D	4.50	585J
2019771	SHOAL CREEK BLVD	11TH ST W	12TH ST W	419	37	0.29	COL	D	4.45	585N
2019773	SHOAL CREEK BLVD	12TH ST W	LAMAR BLVD N	919	37	0.64	COL	F	3.83	585N
2047450	TRINITY ST	1300	14TH ST E	347	37	0.24	COL	D	4.02	585P
2018253	TRINITY ST	14TH ST E	15TH ST E	352	37	0.25	COL	C	5.32	585P
2041046	TRINITY ST	15TH ST E	17TH ST E	683	57	0.74	COL	C	5.49	585P
2018051	TRINITY ST	17TH ST E	18TH ST E	347	57	0.37	COL	D	4.27	585P
2041012	TRINITY ST	18TH ST E	MARTIN LUTHER KING BLVD	384	57	0.41	COL	D	4.22	585P
2018511	TRINITY ST	10TH ST E	11TH ST E	359	57	0.39	COL	C	5.41	585T
2018449	TRINITY ST	11TH ST E	12TH ST E	410	37	0.29	COL	D	4.69	585T
2047450	TRINITY ST	12TH ST E	1218	416	37	0.29	COL	D	4.32	585T
2018729	TRINITY ST	7TH ST E	8TH ST E	352	57	0.38	COL	C	5.33	585T
2018652	TRINITY ST	8TH ST E	9TH ST E	369	57	0.40	COL	C	5.22	585T
2018591	TRINITY ST	9TH ST E	10TH ST E	355	57	0.38	COL	B	7.39	585T
2019084	TRINITY ST	2ND ST E	3RD ST E	360	37	0.25	COL	F	4.00	585W
2019005	TRINITY ST	3RD ST E	4TH ST E	369	37	0.26	COL	D	4.72	585W
2019137	TRINITY ST	CESAR CHAVEZ ST E	2ND ST E	360	37	0.25	COL	F	3.71	585W
2018934	TRINITY ST	4TH ST E	5TH ST E	341	37	0.24	COL	F	3.33	585X
2018867	TRINITY ST	5TH ST E	6TH ST E	357	57	0.39	COL	F	3.58	585X
2018796	TRINITY ST	6TH ST E	7TH ST E	362	57	0.39	COL	F	3.11	585X
2033316	VANCE CIR	1800	MARTIN LUTHER KING BLVD	475	27	0.24	RES	D	3.52	585J
2019727	WALLER ST	15TH ST E	16TH ST E	341	27	0.17	RES	D	3.72	585P
2018759	WALLER ST	9TH ST E	10TH ST E	354	37	0.25	COL	B	6.91	585T
2041165	WEST AVE	3RD ST W	5TH ST W	627	37	0.44	COL	A	7.73	584V
2018644	WEST AVE	5TH ST W	6TH ST W	377	35	0.25	COL	F	2.01	584V
2018580	WEST AVE	6TH ST W	7TH ST W	343	35	0.23	COL	F	2.42	584V
2017968	WEST AVE	15TH ST W	16TH ST W	347	33	0.22	COL	F	2.66	585J
2017900	WEST AVE	16TH ST W	17TH ST W	336	33	0.21	COL	F	2.66	585J
2017839	WEST AVE	17TH ST W	18TH ST W	326	33	0.20	COL	F	2.66	585J
2017781	WEST AVE	18TH ST W	MARTIN LUTHER KING BLVD	399	33	0.25	COL	F	2.66	585J
2019767	WEST AVE	10TH ST W	11TH ST W	363	35	0.24	COL	F	3.40	585N
2019769	WEST AVE	11TH ST W	12TH ST W	439	35	0.29	COL	D	4.37	585N
2018200	WEST AVE	12TH ST W	13TH ST W	493	35	0.33	COL	F	2.66	585N
2018078	WEST AVE	13TH 1/2 ST W	14TH ST W	199	35	0.13	COL	F	2.66	585N
2018040	WEST AVE	14TH ST W	15TH ST W	347	35	0.23	COL	F	2.66	585N
2043471	WEST AVE	15TH ST W	15TH ST W	44	27.1	0.02	RES	F	2.46	585N
2018504	WEST AVE	7TH ST W	8TH ST W	347	35	0.23	COL	F	3.76	585S
2018443	WEST AVE	8TH ST W	9TH ST W	365	35	0.24	COL	F	3.66	585S
2018382	WEST AVE	9TH ST W	10TH ST W	347	35	0.23	COL	F	3.89	585S
2033313	WOOD ST	6TH ST W	712	539	27	0.28	COL	F	3.17	584V
		Downtown Total		**198,736**		**165.32**				
		Other Total		**12,650,172**		**7350.88**				
		Grand Total		**12,848,908**		**7516.20**				

November 9, 2004

Street Grades Reporting Definitions
Exhibit M (2 of 2)

Pavement Quality Index

Our condition ratings A-F are correlated to the Pavement Quality Index (PQI) and the street's Functional Classification (Arterial, Collector, and Residential) from the Pavement Management Information System (PMIS). Arterial and Collector streets are held to a higher standard because they are more important streets within the network that affect a much higher percentage of the public, have most of the heavy truck traffic, and have higher speeds in general.

The PQI is composed of two major components:

Riding Comfort Index (RCI) - "what you feel" – surface riding roughness based on accelerometer measurements.

Surface Distress Index (SDI) - "defects you can see" – distresses apparent at the surface such as cracking, rutting, and potholes based on visual inspection.

Street Network Condition Definitions:

The following are very generalized descriptions of each of the grade or condition classes assigned to every street on street network condition reports and annual performance measure assessments. The section following this one gives very specific information on the exact PMIS values for these grade assignments.

"A" - Excellent - may need only crack sealing or very minor repairs if any, very smooth ride.

"B" - Good - may need crack sealing or seal coat and some minor repairs, smooth ride.

"C" - Fair - may need seal coat with repairs or overlay to maintain in acceptable condition, street has acceptable ride with minimal roughness.

"D" - Poor - less than desirable and unsatisfactory ride, acceptable ride at reduced speeds; needs more major repairs and overlay at a minimum; needs reconstruction at lower end of range; moderately rough ride.

"F" - Failed - may not even have acceptable ride at reduced speeds, no maintenance or rehabilitation is appropriate; reconstruction is necessary to improve the street; very rough ride.

Actual PQI Data Value Ranges Used to Assign A-F Street Grade Ratings

Arterial Streets
Arterial streets are held to the highest standards because they are more important streets within the network, affect a much higher percentage of the public, have most of the heavy truck traffic, and have higher speeds in general. The cutoff for the "Good" category at PQI = 7.0 (used >6.9) is in sync with Utility Ordinance Definition of a "Street in Good Condition" which applies to arterial and collector streets. The "Failed" street criteria is in sync with our standard pavement design definition of failure of an arterial street at PQI > 5.0. This is roughly equivalent to a PSI of 2.5 in the AASHTO system. All other ranges have been adjusted and distributed appropriately.

"A" – Excellent 10.0<= PQI > 7.8
"B" – Good 7.8 <= PQI > 6.9
"C" – Fair 6.9 <= PQI > 6.0
"D" – Poor 6.0 <= PQI > 5.0
"F" – Failed 5.0 <= PQI>=0.0

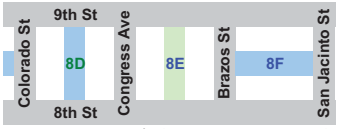
Collector Streets
Collector streets are also held to fairly high standards because they are also important streets within the network. However, they have slightly relaxed PQI cutoff values compared to the arterial ranges. The "Failed" street criteria is in sync with our standard pavement design definition of failure of a collector street at PQI > 4.0. This is roughly equivalent to a PSI of 2.0 in the AASHTO system. All other ranges have been adjusted and distributed appropriately.

"A" – Excellent 10.0<= PQI > 7.4
"B" – Good 7.4 <= PQI > 6.2
"C" – Fair 6.2 <= PQI > 5.0
"D" – Poor 5.0 <= PQI > 4.0
"F" – Failed 4.0 <= PQI>=0.0

Residential Streets
Residential streets are the least critical in terms of pavement quality in that speeds are low, traffic volumes are low, and the amount of the typical motorist's time spent on residential streets is limited. Therefore, the PQI cutoff values have been substantially relaxed compared to the collector street ranges. The "Failed" street criteria is in sync with our standard pavement design definition of failure of a Residential street at PQI > 3.0. This is roughly equivalent to a PSI of 1.5 in the AASHTO system. All other ranges have been adjusted and distributed appropriately.

"A" – Excellent 10.0<= PQI > 7.0
"B" – Good 7.0 <= PQI > 5.6
"C" – Fair 5.6 <= PQI > 4.2
"D" – Poor 4.2 <= PQI > 3.0
"F" – Failed 3.0 <= PQI>=0.0

aming Convention:



st Alleys (take street name to the **South**)
n Alley from Lavaca St to Colorado St
n Alley from Brazos St to San Jacinto St

proposed year: **2005**

Map Legend

- 4C — Needs Reconstruction per DAA May 2004 List
- 2 — ranking (#1-10) from 2004 DAA list
- 2E — Needs some patching or repairs
- AP — AP: patching; CP: concrete patching; OL: Overlay; DR: drainage
- 6C — Adequate Condition or Not on List

Standard

No alley, alley

Private A

Downtown Alley Reconstruction Priorities

E.Poppitt - rev.02/22/06

\\srv1\Data Drive\Projects\Downtown Austin Plan - 06-413\Documents\Infrastructure Report - Phase 2\Exhibits\[D 1 and 2 of 3 Downtown Alleys Schematic Map.xls]Map

Grid	Alley Name	Status	DAA rank	DAA rating	S&B rating	S&B Comments
3D	Colorado Alley - 3rd to 4th	Design	3	Very Poor	Poor	construct in 2006, standing water problems, business back doors at or below grade
7C	Lavaca Alley - 7th to 8th	Design	4	Very Poor	-	construct in 2006
9D	Colorado Alley - 9th to 10th	2007	5	Very Poor	-	
5F	5th Alley - Brazos to San Jacinto	2007	6	Poor	-	
5G	5th Alley - San Jacinto to Trinity	2008	7	Poor	Fair	fair condition in 1999 (S&B), steep slope, lots of parked vehicles
5H	5th Alley - Trinity to Neches	2008	8	Poor	Fair	fair condition in 1999 (S&B), steep slope, lots of parked vehicles
5I	5th Alley - Neches to Red River	2009	9	Poor	Fair	fair condition in 1999 (S&B), steep slope, lots of parked vehicles
9E	Congress Alley - 9th to 10th	2009	10	Poor	Poor	many concrete utility patches, one inlet available
2E	Congress Alley - 2nd to 3rd	Requested	P	Very Poor	Poor	HMAC Patches were necessary
4B	Guadalupe Alley - 4th to 5th	Design	C	?	-	Concrete patches are all that is necessary
6F	6th Alley - San Jacinto to Trinity	Design	C	Poor	-	
5E	Congress Alley - 5th to 6th	Completed	1	Very Poor	-	2005
4C	Lavaca Alley - 4th to 5th	Completed	2	Very Poor	-	2005
2G	2nd Alley - San Jacinto to Trinity	Completed	-	-	Poor	
3G	3rd Alley - San Jacinto to Trinity	Completed	2	Very Poor	Poor	near the convention center, concrete requested
4D	Colorado Alley - 4th to 5th	Completed	8	Poor	Poor	lots of concrete, standing water problems, business back doors at or below grade
4G	4th Alley - San Jacinto to Trinity	Completed	-	OK	Poor	
5D	Colorado Alley - 5th to 6th	Completed	7	Poor	Poor	standing water problems, business back doors at or below grade
6E	Congress Alley - 6th to 7th	Completed	-	-	Poor	extended limits of project with 7E and 8E to include this block
6H	6th Alley - Trinity to Neches	Completed	-	-	Poor	a lot of concrete utility patches, considered urgent to repair per S&B assessment
7E	Congress Alley - 7th to 8th	Completed	4	Very Poor	Poor	many concrete utility patches, one inlet available
8E	Congress Alley - 8th to 9th	Completed	5	Very Poor	Poor	many concrete utility patches, one inlet available, condensation drip
8J	8th Alley - Red River to Waller Creek	Private	6	Very Poor	n/a	gated, private entrance to concert area

►►	Reconstruct	Group from 2004 DAA list.
►	Repairs	Second highest priority group (Requested FY06 #6-11) from new May 2004 DAA list.
	Completed	Alley reconstruction has been completed within the last 5 years - all defects addressed.
	Private	Alley was found to be private property and not maintained by Street and Bridge.

Downtown Alley Reconstruction Priorities
Exhibit N (2 of 3)

DOWNTOWN ALLEYS SUMMARY

Printed 5/29/2009 @ 9:49 AM

	ALLEYS	DESIGN	BID DATE	CONSTRUCTION START DATE	CALENDAR DAYS IN CONTRACT	COMPLETION DATE	COMMENTS
1	5G 2008	100% COMPLETE	5/7/2009	9/30/2009	80	12/31/2010	Street & Bridge Project
2	5I 2008	100% COMPLETE	5/7/2009	9/30/2009	80	12/31/2010	Street & Bridge Project
3	9D 2009	100% COMPLETE	7/2/2009	10/30/2009	90	1/28/2010	Street & Bridge Project
4	9E 2009	100% COMPLETE	7/2/2009	10/30/2009	90	1/28/2010	Street & Bridge Project
5	6J 2010	04/01/10	7/1/2010	11/1/2010	80	4/30/2011	Street & Bridge Project
6	6G 2010	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Street & Bridge Project and Austin Water Utility Project
7	6F	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Austin Water Utility Project
8	6I	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Austin Water Utility Project
9	7D	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Austin Water Utility Project
10	5X	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Austin Water Utility Project
11	5Y	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Austin Water Utility Project
12	6X	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Austin Water Utility Project
13	6Y	60% COMPLETE	11/1/2009	3/1/2010	180	8/28/2010	Austin Water Utility Project
14	10E 2012	0% Complete	N/A**	1/1/2013	80	3/22/2013	Alley that Bill Brice added to the list to be constructed
15	8D 2012	0% Complete	N/A**	1/1/2013	80	3/22/2013	Alley that Bill Brice added to the list to be constructed
16	3D 2013	0% Complete	N/A**	1/1/2014	80	3/22/2014	Alley that Bill Brice added to the list to be constructed
17	2E 2013	0% Complete	N/A**	1/1/2014	80	3/22/2014	Alley that Bill Brice added to the list to be constructed

**Schedule for Alleys 10E, 8D, 3D and 2E are estimated dates to be revised when more inforamtion is available.

File: C:\Documents and Settings\SampsonA\Local Settings\Temporary Internet Files\OLKD5\Copy of DAA Downtown Alleys Summary 5-28-09 (2) (2)

Exhibit N (3 of 3)

Alleys Paving Estimate
Exhibit O

Location	Lines to be Replaced	Street / Alley	Area (sq-yd)	Cost / sq-yd	AWU Percent	S&B Percent	AWU Cost	S&B Cost
Alley- 5th / 6th St and Rio Grande St / West Ave.	Water and Wastewater	Alley	745	$ 60.00	100%	0%	$ 44,686.67	$ -
Alley- 5th / 6th St and Rio Grande St / Nueces St.	Water and Wastewater	Alley	851	$ 60.00	100%	0%	$ 51,040.00	$ -
Alley- 6th / 7th St and Rio Grande St / West Ave.	Water and Wastewater	Alley	898	$ 60.00	100%	0%	$ 53,866.67	$ -
Alley- 6th / 7th St and Rio Grande St / Nueces St.	Water and Wastewater	Alley	737	$ 60.00	100%	0%	$ 44,213.33	$ -
7th St between Colorado Ave / Congress Ave	Water	Street	2497	$ 20.00	50%	50%	$ 24,965.56	$ 24,965.56
Alley - 7th / 8th St and Colorado Ave / Congress Ave.	Water	Alley	911	$ 60.00	50%	50%	$ 27,333.33	$ 27,333.33
5th St between Brazos St / Congress Ave.	Water	Street	2016	$ 20.00	50%	50%	$ 20,157.78	$ 20,157.78
Neches St. Between 5th St. / 4th St.	Wastewater	Street	1947	$ 20.00	50%	50%	$ 19,470.00	$ 19,470.00
Sabine St. Between 6th St. / 5th St.	Water	Street	896	$ 20.00	50%	50%	$ 8,963.33	$ 8,963.33
Alley- 6th / 7th St and Red River St / Nueces St.	Water	Alley	752	$ 60.00	50%	50%	$ 22,556.67	$ 22,556.67
Alley- 6th / 7th St and Brazos St / Trinity.	Water Only	Alley	453	$ 60.00	50%	50%	$ 13,590.00	$ 13,590.00
Alley- 6th / 7th St and Brazos St / Trinity.	Water / Wastewater	Alley	869	$ 60.00	100%	0%	$ 52,146.67	$ -
Alley- 6th / 7th St and Brazos St / Trinity.	None	Alley	154	$ 60.00	0%	100%	$ -	$ 9,253.33
						Total	$ 385,290.00	$

Alley Paving Costs
Exhibit O

Planned Street Maintenance Projects
Exhibit P

gis_id	segment_id	proj_id	atb_street	atb_from	atb_to	LM	Type	year	proj_name
29889	2018483	30935	10TH ST E	CONGRESS AVE	SAN JACINTO BLVD	0.23	Overlay	2010	Overlay 2010
29909	2018496	30935	10TH ST E	BRAZOS ST	SAN JACINTO BLVD	0.33	Overlay	2010	Overlay 2010
29708	2018350	29912	10TH ST W	RIO GRANDE ST	MO-PAC NB TO NEWFIELD RAMP N	0.25	Overlay	2012	Overlay 2012
29727	2018366	29912	10TH ST W	NUECES ST	MO-PAC NB TO NEWFIELD RAMP N	0.26	Overlay	2012	Overlay 2012
29790	2018411	29912	10TH ST W	LAVACA ST	MO-PAC NB TO NEWFIELD RAMP N	0.22	Overlay	2012	Overlay 2012
29817	2018428	29912	10TH ST W	COLORADO ST	LAVACA ST	0.29	Overlay	2012	Overlay 2012
29817	2018428	11521	10TH ST W	COLORADO ST	MO-PAC NB TO NEWFIELD RAMP N	0.29	Reconstruction	2012	CIP 2012
29849	2018453	29912	10TH ST W	CONGRESS AVE	MO-PAC NB TO NEWFIELD RAMP N	0.47	Overlay	2012	Overlay 2012
29849	2018453	30937	10TH ST W	CONGRESS AVE	COLORADO ST	0.47	Overlay	2013	Overlay 2013
31466	2019738	29912	10TH ST W	GUADALUPE ST	MO-PAC NB TO NEWFIELD RAMP N	0.25	Overlay	2012	Overlay 2012
31467	2019739	29912	10TH ST W	SAN ANTONIO ST	MO-PAC NB TO NEWFIELD RAMP N	0.25	Overlay	2012	Overlay 2012
66638	2041078	29912	10TH ST W	WEST AVE	MO-PAC NB TO NEWFIELD RAMP N	0.73	Overlay	2012	Overlay 2012
29745	2018379	10546	12TH ST E	SAN JACINTO BLVD	I 35 SVC RD SB N	0.17	Reconstruction	2010	2006 CIP Group 17
29815	2018426	10546	12TH ST E	RED RIVER ST	I 35 SVC RD SB N	0.18	Reconstruction	2010	2006 CIP Group 17
29834	2018442	10546	12TH ST E	SABINE ST	I 35 SVC RD SB N	0.17	Reconstruction	2010	2006 CIP Group 17
60609	2037547	10546	12TH ST E	TRINITY ST	I 35 SVC RD SB N	0.33	Reconstruction	2010	2006 CIP Group 17
60611	2037548	10546	12TH ST E	SAN JACINTO BLVD	I 35 SVC RD SB N	0.17	Reconstruction	2010	2006 CIP Group 17
60612	2037549	10546	12TH ST E	TRINITY ST	I 35 SVC RD SB N	0.33	Reconstruction	2010	2006 CIP Group 17
60613	2037550	10546	12TH ST E	RED RIVER ST	I 35 SVC RD SB N	0.18	Reconstruction	2010	2006 CIP Group 17
60614	2037551	10546	12TH ST E	SABINE ST	I 35 SVC RD SB N	0.18	Reconstruction	2010	2006 CIP Group 17
72742	2018379	10546	12TH ST E	SAN JACINTO BLVD	I 35 SVC RD SB N	1.71	Reconstruction	2010	2006 CIP Group 17
29467	2018152	30939	13TH ST W	NUECES ST	RIO GRANDE ST	0.26	Overlay	2013	Overlay 2013
29492	2018174	30939	13TH ST W	SAN ANTONIO ST	RIO GRANDE ST	0.25	Overlay	2013	Overlay 2013
29518	2018195	30939	13TH ST W	GUADALUPE ST	RIO GRANDE ST	0.25	Overlay	2013	Overlay 2013
29538	2018210	30939	13TH ST W	LAVACA ST	RIO GRANDE ST	0.26	Overlay	2013	Overlay 2013
29564	2018231	11525	14TH ST E	BRAZOS ST	SAN JACINTO BLVD	0.25	Reconstruction	2012	CIP 2012
29181	2017920	30941	16TH ST W	RIO GRANDE ST	WEST AVE	0.25	Overlay	2013	Overlay 2013
29203	2017941	30941	16TH ST W	NUECES ST	WEST AVE	0.26	Overlay	2013	Overlay 2013
29236	2017963	30941	16TH ST W	SAN ANTONIO ST	WEST AVE	0.17	Overlay	2013	Overlay 2013
29263	2017981	30941	16TH ST W	GUADALUPE ST	WEST AVE	0.26	Overlay	2013	Overlay 2013
29295	2018005	18745	16TH ST W	LAVACA ST	GUADALUPE ST	0.22	Reconstruction	2012	CIP 2012
29317	2018025	18745	16TH ST W	COLORADO ST	GUADALUPE ST	0.18	Reconstruction	2012	CIP 2012
29344	2018048	18745	16TH ST W	CONGRESS AVE	GUADALUPE ST	0.23	Reconstruction	2012	CIP 2012
29305	2018015	30942	17TH ST E	CONGRESS AVE	TRINITY ST	0.25	Overlay	2013	Overlay 2013
29329	2018035	30942	17TH ST E	BRAZOS ST	TRINITY ST	0.2	Overlay	2013	Overlay 2013
29348	2018052	30942	17TH ST E	SAN JACINTO BLVD	TRINITY ST	0.2	Overlay	2013	Overlay 2013
29057	2017818	18393	17TH ST W	PEARL ST	DE W OF SAN GABRIEL ST	0.2	Overlay	2010	585J 17th St W / Guad to DE east
29084	2017840	18393	17TH ST W	WEST AVE	DE W OF SAN GABRIEL ST	0.22	Overlay	2010	585J 17th St W / Guad to DE east
29104	2017856	18393	17TH ST W	RIO GRANDE ST	DE W OF SAN GABRIEL ST	0.24	Overlay	2010	585J 17th St W / Guad to DE east
29130	2017879	18393	17TH ST W	NUECES ST	DE W OF SAN GABRIEL ST	0.26	Overlay	2010	585J 17th St W / Guad to DE east
29151	2017895	18393	17TH ST W	SAN ANTONIO ST	DE W OF SAN GABRIEL ST	0.18	Overlay	2010	585J 17th St W / Guad to DE east
29177	2017916	18393	17TH ST W	GUADALUPE ST	DE W OF SAN GABRIEL ST	0.26	Overlay	2010	585J 17th St W / Guad to DE east
29197	2017935	30943	17TH ST W	LAVACA ST	GUADALUPE ST	0.18	Overlay	2013	Overlay 2013
29229	2017957	30943	17TH ST W	COLORADO ST	GUADALUPE ST	0.22	Overlay	2013	Overlay 2013
29268	2017985	30943	17TH ST W	CONGRESS AVE	GUADALUPE ST	0.28	Overlay	2013	Overlay 2013
51463	2033206	18393	17TH ST W	SAN GABRIEL ST	DE W OF SAN GABRIEL ST	0.09	Overlay	2010	585J 17th St W / Guad to DE east
29209	2017945	30944	18TH ST E	CONGRESS AVE	BRAZOS ST	0.23	Overlay	2013	Overlay 2013
29240	2017965	11562	18TH ST E	BRAZOS ST	TRINITY ST	0.18	Reconstruction	2012	CIP 2012
29270	2017986	11562	18TH ST E	SAN JACINTO BLVD	TRINITY ST	0.26	Reconstruction	2012	CIP 2012
29036	2017798	30945	18TH ST W	RIO GRANDE ST	WEST AVE	0.18	Overlay	2013	Overlay 2013
29061	2017822	30945	18TH ST W	NUECES ST	WEST AVE	0.19	Overlay	2013	Overlay 2013
29080	2017836	30945	18TH ST W	SAN ANTONIO ST	WEST AVE	0.18	Overlay	2013	Overlay 2013
29101	2017854	30945	18TH ST W	GUADALUPE ST	WEST AVE	0.18	Overlay	2013	Overlay 2013
29127	2017876	30945	18TH ST W	LAVACA ST	WEST AVE	0.19	Overlay	2013	Overlay 2013
29149	2017893	30945	18TH ST W	COLORADO ST	WEST AVE	0.18	Overlay	2013	Overlay 2013
29179	2017918	30945	18TH ST W	CONGRESS AVE	WEST AVE	0.22	Overlay	2013	Overlay 2013

gis_id	segment_id	proj_id	atb_street	atb_from	atb_to	LM	Type	year	proj_name
30463	2018967	28599	3RD ST E	CONGRESS AVE	TRINITY ST	0.49	Reconstruction	2010	Grp 20 - Bond06 - DT
30490	2018993	28599	3RD ST E	BRAZOS ST	TRINITY ST	0.38	Reconstruction	2010	Grp 20 - Bond06 - DT
30509	2019006	28599	3RD ST E	SAN JACINTO BLVD	TRINITY ST	0.39	Reconstruction	2010	Grp 20 - Bond06 - DT
66886	2041207	8560	3RD ST E	RED RIVER ST	I 35 SVC RD SB N	0.47	Reconstruction	2012	CIP 2012
30331	2018853	18369	3RD ST W	SAN ANTONIO ST	NUECES ST	0.37	Overlay	2012	CSC/City Hall Improvements
30331	2018853	28600	3RD ST W	SAN ANTONIO ST	NUECES ST	0.37	Reconstruction	2010	Grp 20 - Bond06 - DT
30358	2018878	18369	3RD ST W	GUADALUPE ST	NUECES ST	0.4	Overlay	2012	CSC/City Hall Improvements
30358	2018878	28600	3RD ST W	GUADALUPE ST	NUECES ST	0.4	Reconstruction	2010	Grp 20 - Bond06 - DT
30377	2018893	18369	3RD ST W	LAVACA ST	NUECES ST	0.38	Overlay	2012	CSC/City Hall Improvements
30377	2018893	28600	3RD ST W	LAVACA ST	NUECES ST	0.38	Reconstruction	2010	Grp 20 - Bond06 - DT
30405	2018921	18369	3RD ST W	COLORADO ST	NUECES ST	0.39	Overlay	2012	CSC/City Hall Improvements
30405	2018921	28600	3RD ST W	COLORADO ST	NUECES ST	0.39	Reconstruction	2010	Grp 20 - Bond06 - DT
30432	2018944	18369	3RD ST W	CONGRESS AVE	NUECES ST	0.46	Overlay	2012	CSC/City Hall Improvements
30432	2018944	28600	3RD ST W	CONGRESS AVE	NUECES ST	0.46	Reconstruction	2010	Grp 20 - Bond06 - DT
30379	2018895	28601	4TH ST E	CONGRESS AVE	SAN JACINTO BLVD	0.48	Reconstruction	2010	Grp 20 - Bond06 - DT
30403	2018919	28601	4TH ST E	BRAZOS ST	SAN JACINTO BLVD	0.31	Reconstruction	2010	Grp 20 - Bond06 - DT
30423	2018935	28601	4TH ST E	SAN JACINTO BLVD	SAN JACINTO BLVD	0.3	Reconstruction	2010	Grp 20 - Bond06 - DT
30448	2018954	20470	4TH ST E	TRINITY ST	I 35 SVC RD SB N	0.3	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
30479	2018982	20470	4TH ST E	NECHES ST	I 35 SVC RD SB N	0.31	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
30499	2018999	20470	4TH ST E	RED RIVER ST	I 35 SVC RD SB N	0.36	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
66868	2041197	20470	4TH ST E	SABINE ST	I 35 SVC RD SB N	0.38	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
30230	2018762	18376	4TH ST W	NUECES ST	RIO GRANDE ST	0.38	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
30254	2018785	18376	4TH ST W	SAN ANTONIO ST	RIO GRANDE ST	0.38	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
30274	2018803	18376	4TH ST W	GUADALUPE ST	RIO GRANDE ST	0.39	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
30297	2018822	18376	4TH ST W	LAVACA ST	RIO GRANDE ST	0.39	Reconstruction	2012	6962.001 4th St / IH-35 to Rio Grande
30322	2018845	28602	4TH ST W	COLORADO ST	COLORADO ST	0.38	Reconstruction	2010	Grp 20 - Bond06 - DT
30346	2018866	28602	4TH ST W	CONGRESS AVE	COLORADO ST	0.47	Reconstruction	2010	Grp 20 - Bond06 - DT
30057	2018618	30946	8TH ST E	CONGRESS AVE	BRAZOS ST	0.4	Overlay	2013	Overlay 2013
29867	2018469	25739	8TH ST W	RIO GRANDE ST	WEST AVE	0.24	Reconstruction	2010	2006 CIP Group 17
29893	2018487	25739	8TH ST W	NUECES ST	WEST AVE	0.23	Reconstruction	2010	2006 CIP Group 17
29915	2018501	25739	8TH ST W	SAN ANTONIO ST	WEST AVE	0.23	Reconstruction	2010	2006 CIP Group 17
29939	2018520	25739	8TH ST W	GUADALUPE ST	WEST AVE	0.38	Reconstruction	2010	2006 CIP Group 17
29963	2018539	25739	8TH ST W	LAVACA ST	WEST AVE	0.39	Reconstruction	2010	2006 CIP Group 17
30002	2018572	25739	8TH ST W	COLORADO ST	WEST AVE	0.39	Reconstruction	2010	2006 CIP Group 17
30034	2018598	25739	8TH ST W	CONGRESS AVE	WEST AVE	0.47	Reconstruction	2010	2006 CIP Group 17
29969	2018544	30947	9TH ST E	CONGRESS AVE	SAN JACINTO BLVD	0.45	Overlay	2013	Overlay 2013
30007	2018575	30947	9TH ST E	BRAZOS ST	SAN JACINTO BLVD	0.37	Overlay	2013	Overlay 2013
66769	2041147	30948	9TH ST E	RED RIVER ST	I 35 SVC RD SB N	0.78	Overlay	2013	Overlay 2013
29777	2018403	5875	9TH ST W	RIO GRANDE ST	WEST AVE	0.25	Reconstruction	2012	6689.001
29806	2018421	5875	9TH ST W	NUECES ST	WEST AVE	0.25	Reconstruction	2012	6689.001
29827	2018436	29007	9TH ST W	SAN ANTONIO ST	WEST AVE	0.25	Overlay	2011	Various Streets req by ACWP
29827	2018436	5875	9TH ST W	SAN ANTONIO ST	NUECES ST	0.25	Reconstruction	2012	6689.001
29855	2018458	29007	9TH ST W	GUADALUPE ST	WEST AVE	0.26	Overlay	2011	Various Streets req by ACWP
29855	2018458	5875	9TH ST W	GUADALUPE ST	NUECES ST	0.26	Reconstruction	2012	6689.001
29886	2018480	22725	9TH ST W	LAVACA ST	GUADALUPE ST	0.37	Overlay	2011	585S 9th St W
29903	2018491	22725	9TH ST W	COLORADO ST	GUADALUPE ST	0.37	Overlay	2011	585S 9th St W
29937	2018518	30949	9TH ST W	CONGRESS AVE	COLORADO ST	0.45	Overlay	2013	Overlay 2013

Planned Street Maintenance Projects
Exhibit P

gis_id	segment_id	proj_id	atb_street	atb_from	atb_to	LM	Type	year	proj_name
31494	2019761	7254	9TH ST W	HENDERSON ST	DEAD END	0.25	Overlay	2012	CIP 2005-2010 Collector
66666	2041095	7254	9TH ST W	WEST AVE	DEAD END	0.5	Overlay	2012	CIP 2005-2010 Collector
29208	2017944	30950	BRAZOS ST	18TH ST E	MARTIN LUTHER KING BLVD E	0.27	Overlay	2013	Overlay 2013
29304	2018014	30950	BRAZOS ST	17TH ST E	MARTIN LUTHER KING BLVD E	0.24	Overlay	2013	Overlay 2013
19417	2011692	30189	BRENTWOOD S	WOODROW AVE	ARROYO SECO	0.51	Reconstruction	2010	CIP 2010
29816	2018427	7442	COLORADO ST	10TH ST W	11TH ST W	0.38	Reconstruction	2010	6961.001
29902	2018490	7442	COLORADO ST	9TH ST W	11TH ST W	0.38	Reconstruction	2010	6961.001
30001	2018571	7442	COLORADO ST	8TH ST W	11TH ST W	0.4	Reconstruction	2010	6961.001
30078	2018634	7442	COLORADO ST	7TH ST W	11TH ST W	0.38	Reconstruction	2010	6961.001
30167	2018710	7442	COLORADO ST	6TH ST W	11TH ST W	0.39	Reconstruction	2010	6961.001
30246	2018778	7442	COLORADO ST	5TH ST W	11TH ST W	0.39	Reconstruction	2010	6961.001
30321	2018844	7442	COLORADO ST	4TH ST W	11TH ST W	0.38	Reconstruction	2010	6961.001
30404	2018920	7442	COLORADO ST	3RD ST W	11TH ST W	0.4	Reconstruction	2010	6961.001
29178	2017917	30951	CONGRESS AV	18TH ST W	SPEEDWAY	0.34	Overlay	2013	Overlay 2013
29267	2017984	30951	CONGRESS AV	17TH ST W	SPEEDWAY	0.3	Overlay	2013	Overlay 2013
29343	2018047	30951	CONGRESS AV	16TH ST W	SPEEDWAY	0.3	Overlay	2013	Overlay 2013
29434	2018125	30951	CONGRESS AV	15TH ST W	SPEEDWAY	0.3	Overlay	2013	Overlay 2013
29769	2018397	5373	GUADALUPE S	10TH ST W	11TH ST W	0.38	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
29854	2018457	5373	GUADALUPE S	9TH ST W	11TH ST W	0.39	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
29938	2018519	5373	GUADALUPE S	8TH ST W	11TH ST W	0.39	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
30035	2018599	5373	GUADALUPE S	7TH ST W	11TH ST W	0.38	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
30109	2018658	5373	GUADALUPE S	6TH ST W	11TH ST W	0.39	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
30201	2018737	5373	GUADALUPE S	5TH ST W	11TH ST W	0.39	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
30273	2018802	5373	GUADALUPE S	4TH ST W	11TH ST W	0.37	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
30357	2018877	5373	GUADALUPE S	3RD ST W	11TH ST W	0.39	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
30435	2018945	5373	GUADALUPE S	2ND ST W	11TH ST W	0.39	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
30518	2019015	5373	GUADALUPE S	CESAR CHAVEZ ST W	11TH ST W	0.38	Overlay	2012	Guadalupe St / Cesar Chavez to 11th
31490	2019758	16042	HENDERSON S	6TH ST W	9TH ST W	0.49	Reconstruction	2012	Unfunded - Henderson St Recon
29721	2018360	30952	LAVACA ST	11TH ST W	12TH ST W	0.44	Overlay	2013	Overlay 2013
29789	2018410	19731	LAVACA ST	10TH ST W	11TH ST W	0.38	Reconstruction	2012	CIP Bus Route Restoration
29885	2018479	19731	LAVACA ST	9TH ST W	11TH ST W	0.39	Reconstruction	2012	CIP Bus Route Restoration
29962	2018538	19731	LAVACA ST	8TH ST W	11TH ST W	0.4	Reconstruction	2012	CIP Bus Route Restoration
30053	2018614	19731	LAVACA ST	7TH ST W	11TH ST W	0.38	Reconstruction	2012	CIP Bus Route Restoration
30134	2018680	19731	LAVACA ST	6TH ST W	11TH ST W	0.39	Reconstruction	2012	CIP Bus Route Restoration
30221	2018754	19731	LAVACA ST	5TH ST W	11TH ST W	0.38	Reconstruction	2012	CIP Bus Route Restoration
30296	2018821	19731	LAVACA ST	4TH ST W	11TH ST W	0.38	Reconstruction	2012	CIP Bus Route Restoration
30376	2018892	19731	LAVACA ST	3RD ST W	11TH ST W	0.39	Reconstruction	2012	CIP Bus Route Restoration
30458	2018964	19731	LAVACA ST	2ND ST W	11TH ST W	0.38	Reconstruction	2012	CIP Bus Route Restoration
30541	2019030	19731	LAVACA ST	CESAR CHAVEZ ST W	11TH ST W	0.38	Reconstruction	2012	CIP Bus Route Restoration

Planned Street Maintenance Projects
Exhibit P

gis_id	segment_id	proj_id	atb_street	atb_from	atb_to	LM	Type	year	proj_name
28843	2017646	28618	MARTIN LUTHE	VANCE CIR	WEST AVE	0.05	Reconstruction	2010	Grp 29 - Bond06 - C
28871	2017666	28618	MARTIN LUTHE	SAN GABRIEL ST	WEST AVE	0.2	Reconstruction	2010	Grp 29 - Bond06 - C
28893	2017680	28618	MARTIN LUTHE	PEARL ST	WEST AVE	0.19	Reconstruction	2010	Grp 29 - Bond06 - C
28908	2017692	28618	MARTIN LUTHE	PEARL ST	WEST AVE	0.16	Reconstruction	2010	Grp 29 - Bond06 - C
28921	2017702	28618	MARTIN LUTHE	WEST AVE	WEST AVE	0.29	Reconstruction	2010	Grp 29 - Bond06 - C
28939	2017716	28618	MARTIN LUTHE	RIO GRANDE ST	WEST AVE	0.27	Reconstruction	2010	Grp 29 - Bond06 - C
30125	2018671	10563	NECHES ST	8TH ST E	9TH ST E	0.4	Overlay	2011	585X Neches St
30219	2018752	10563	NECHES ST	7TH ST E	9TH ST E	0.25	Overlay	2011	585X Neches St
30290	2018815	10563	NECHES ST	6TH ST E	9TH ST E	0.37	Overlay	2011	585X Neches St
30369	2018886	10563	NECHES ST	5TH ST E	9TH ST E	0.38	Overlay	2011	585X Neches St
28821	2017624	28623	NUECES ST	21ST ST W	GUADALUPE ST	0.28	Reconstruction	2010	Grp 31 - Bond06 - C
28961	2017732	28623	NUECES ST	MARTIN LUTHER KING E	GUADALUPE ST	0.36	Reconstruction	2010	Grp 31 - Bond06 - C
29060	2017821	28625	NUECES ST	18TH ST W	MARTIN LUTHER KING BLVD W	0.27	Reconstruction	2010	Grp 33 - Bond06 - C
29129	2017878	28625	NUECES ST	17TH ST W	MARTIN LUTHER KING BLVD W	0.23	Reconstruction	2010	Grp 33 - Bond06 - C
29202	2017940	28625	NUECES ST	16TH ST W	MARTIN LUTHER KING BLVD W	0.23	Reconstruction	2010	Grp 33 - Bond06 - C
29301	2018011	28625	NUECES ST	15TH ST W	MARTIN LUTHER KING BLVD W	0.24	Reconstruction	2010	Grp 33 - Bond06 - C
29384	2018081	28625	NUECES ST	14TH ST W	MARTIN LUTHER KING BLVD W	0.24	Reconstruction	2010	Grp 33 - Bond06 - C
29466	2018151	28625	NUECES ST	13TH ST W	MARTIN LUTHER KING BLVD W	0.26	Reconstruction	2010	Grp 33 - Bond06 - C
29570	2018236	28625	NUECES ST	12TH ST W	MARTIN LUTHER KING BLVD W	0.29	Reconstruction	2010	Grp 33 - Bond06 - C
60660	2032544	28625	NUECES ST	15TH ST W	MARTIN LUTHER KING BLVD W	0.03	Reconstruction	2010	Grp 33 - Bond06 - C
29639	2018291	31524	OLANDER ST	14TH ST E	15TH ST E	0.13	Seal Coat	2010	E 11th St Area
28837	2017640	30470	OLD 19TH ST	MARTIN LUTHER KING E	DAVID ST	0.14	Reconstruction	2010	CIP 2010
29912	2018499	30001	OLIVE ST	BRANCH ST	WALLER ST	0.22	Overlay	2012	Overlay 2012
28763	2017578	30472	PEARL ST	21ST ST W	23RD ST W	0.12	Reconstruction	2010	CIP 2010
28808	2017614	30472	PEARL ST	21ST ST W	23RD ST W	0.11	Reconstruction	2010	CIP 2010
28907	2017691	30472	PEARL ST	MARTIN LUTHER KING E	23RD ST W	0.19	Reconstruction	2010	CIP 2010
30314	2018837	30475	RED RIVER ST	6TH ST E	7TH ST E	0.35	Reconstruction	2010	CIP 2010
30395	2018911	30475	RED RIVER ST	5TH ST E	7TH ST E	0.35	Reconstruction	2010	CIP 2010
30478	2018981	30475	RED RIVER ST	4TH ST E	7TH ST E	0.34	Reconstruction	2010	CIP 2010
66870	2041198	30475	RED RIVER ST	3RD ST E	7TH ST E	0.27	Reconstruction	2010	CIP 2010
66903	2041215	30475	RED RIVER ST	CESAR CHAVEZ ST E	7TH ST E	0.5	Reconstruction	2010	CIP 2010
28815	2017618	7413	RIO GRANDE S	21ST ST W	29TH ST W	0.3	Reconstruction	2010	Grp 29 - Bond06 - Central; eCapris ID 54
28938	2017715	7413	RIO GRANDE S	MARTIN LUTHER KING E	29TH ST W	0.33	Reconstruction	2010	Grp 29 - Bond06 - Central; eCapris ID 54
29035	2017797	17695	RIO GRANDE S	18TH ST W	MARTIN LUTHER KING BLVD	0.27	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
29103	2017855	17695	RIO GRANDE S	17TH ST W	MARTIN LUTHER KING BLVD	0.23	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
29180	2017919	17695	RIO GRANDE S	16TH ST W	MARTIN LUTHER KING BLVD	0.24	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
29276	2017992	17695	RIO GRANDE S	15TH ST W	MARTIN LUTHER KING BLVD	0.24	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
29354	2018058	17695	RIO GRANDE S	14TH ST W	MARTIN LUTHER KING BLVD	0.24	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
29409	2018103	17695	RIO GRANDE S	13TH 1/2 ST W	MARTIN LUTHER KING BLVD	0.14	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
29447	2018135	17695	RIO GRANDE S	13TH ST W	MARTIN LUTHER KING BLVD	0.11	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
29545	2018215	17695	RIO GRANDE S	12TH ST W	MARTIN LUTHER KING BLVD	0.3	Reconstruction	2011	Grp 33 - Bond06 - Central; eCapris ID 54
51495	2033234	30953	SABINE ST	12TH ST E	1216	0.26	Overlay	2013	Overlay 2013
29914	2018500	22724	SAN ANTONIO	8TH ST W	10TH ST W	0.26	Overlay	2011	585S San Antonio St
30330	2018852	18372	SAN ANTONIO	3RD ST W	4TH ST W	0.39	Overlay	2011	CSC/City Hall Improvements

Planned Street Maintenance Projects
Exhibit P

gis_id	segment_id	proj_id	atb_street	atb_from	atb_to	LM	Type	year	proj_name
30406	2018922	16812	SAN ANTONIO	2ND ST W	3RD ST W	0.38	Overlay	2012	585W San Antonio / 2nd to 3rd
30491	2018994	18304	SAN ANTONIO	CESAR CHAVEZ ST W	2ND ST W	0.39	Overlay	2011	CSC/City Hall Improvements
31465	2019737	22724	SAN ANTONIO	9TH ST W	10TH ST W	0.25	Overlay	2011	585S San Antonio St
30248	2018780	27526	SAN JACINTO E	6TH ST E	7TH ST E	0.35	Overlay	2011	2011 Overlay Contract
30326	2018848	27526	SAN JACINTO E	5TH ST E	7TH ST E	0.4	Overlay	2011	2011 Overlay Contract
30668	2019131	21295	SAN MARCOS S	3RD ST E	4TH ST E	0.23	PM Crack Sealing	2014	615C - Cesar Chavez to 4th St E
30668	2019131	30566	SAN MARCOS S	3RD ST E	4TH ST E	0.23	Overlay	2010	2010 Overlay Contract - ALT
30738	2019170	21295	SAN MARCOS S	2ND ST E	4TH ST E	0.17	PM Crack Sealing	2014	615C - Cesar Chavez to 4th St E
30738	2019170	30566	SAN MARCOS S	2ND ST E	4TH ST E	0.17	Overlay	2010	2010 Overlay Contract - ALT
31515	2019773	28614	SHOAL CREEK	12TH ST W	LAMAR BLVD N	0.64	Reconstruction	2010	Grp 22 - Bond06 - C
29347	2018051	5778	TRINITY ST	17TH ST E	MARTIN LUTHER KING JR BLVD	0.37	Reconstruction	2012	5M
29590	2018253	5778	TRINITY ST	14TH ST E	MARTIN LUTHER KING JR BLVD	0.25	Reconstruction	2012	5M
29670	2047450	5778	TRINITY ST	1300	MARTIN LUTHER KING JR BLVD	0.24	Reconstruction	2012	5M
29744	2047450	5778	TRINITY ST	12TH ST E	MARTIN LUTHER KING JR BLVD	0.29	Reconstruction	2012	5M
29845	2018449	5778	TRINITY ST	11TH ST E	MARTIN LUTHER KING JR BLVD	0.29	Reconstruction	2012	5M
29929	2018511	5778	TRINITY ST	10TH ST E	MARTIN LUTHER KING JR BLVD	0.39	Reconstruction	2012	5M
30027	2018591	5778	TRINITY ST	9TH ST E	MARTIN LUTHER KING JR BLVD	0.38	Reconstruction	2012	5M
30103	2018652	5778	TRINITY ST	8TH ST E	MARTIN LUTHER KING JR BLVD	0.4	Reconstruction	2012	5M
30193	2018729	5778	TRINITY ST	7TH ST E	MARTIN LUTHER KING JR BLVD	0.38	Reconstruction	2012	5M
30267	2018796	5778	TRINITY ST	6TH ST E	MARTIN LUTHER KING JR BLVD	0.39	Reconstruction	2012	5M
66532	2041012	5778	TRINITY ST	18TH ST E	MARTIN LUTHER KING JR BLVD	0.41	Reconstruction	2012	5M
66579	2041046	5778	TRINITY ST	15TH ST E	MARTIN LUTHER KING JR BLVD	0.74	Reconstruction	2012	5M
51594	2033316	29692	VANCE CIR	1800	MARTIN LUTHER KING BLVD W	0.24	Slurry Seal	2010	2010 Slurry Contract
29750	2018382	10566	WEST AVE	9TH ST W	12TH ST W	0.23	Overlay	2012	584V West Ave / 3rd St W to 12th St W
29835	2018443	10566	WEST AVE	8TH ST W	12TH ST W	0.24	Overlay	2012	584V West Ave / 3rd St W to 12th St W
29919	2018504	10566	WEST AVE	7TH ST W	12TH ST W	0.23	Overlay	2012	584V West Ave / 3rd St W to 12th St W
30013	2018580	10566	WEST AVE	6TH ST W	12TH ST W	0.23	Overlay	2012	584V West Ave / 3rd St W to 12th St W
30090	2018644	10566	WEST AVE	5TH ST W	12TH ST W	0.25	Overlay	2012	584V West Ave / 3rd St W to 12th St W
31502	2019767	10566	WEST AVE	10TH ST W	12TH ST W	0.24	Overlay	2012	584V West Ave / 3rd St W to 12th St W
31504	2019769	10566	WEST AVE	11TH ST W	12TH ST W	0.29	Overlay	2012	584V West Ave / 3rd St W to 12th St W
					Downtown Total	68.12			
					NO Total	1842.51			
					Grand Total	1910.63			

Planned Street Maintenance Projects
Exhibit P

Utility Project Street Repair Strategy Options – September 2009

Utility Repair Strategy Option Descriptions
(see attachment 1 for table of unit costs, benefits, and concerns)

Fog Seals (not used very often in Austin)

Tire Rubber Modified Surface Seal (TRMSS) – the addition of recycled tire rubber to a fog seal emulsion base for surface sealing, may last longer than standard fog seal due to UV resistance from tire rubber and carbon black

Road Over Coat (ROC) – special formulation of an emulsion to place over a roadway surface to add binder from the top down, aids in reducing raveling, being tested as a curative product for loose rock

Fog Seal – application of an emulsion only to seal an asphalt surface from the effects of aging and oxidation

Seal Coats

Seal Coat #5 (high-performance) – standard COA #5 (3/8" max) trap rock seal coat with polymer emulsion and fairly uniform sized crushed rock, lasts twice the industry average life cycle for a "chip seal"

Seal Coat #6 (small rock) – seal coat with #6 (1/4" max effective size) trap rock

Seal Coat (multi-course) – multiple courses of seal coat aka double seal typically of different sizes to fill-in or complement each other, also used for unpaved roads

Slurry Seals

Slurry Seal – thick mixture of quick setting polymerized emulsion and fine aggregate (Delta sand stone) placed at 18lbs/SY on residential streets resulting in about a 3/8" final thickness, cures by evaporation of water in 1 to 4 hours.

Microsurfacing – though nearly the same as slurry, microsurfacing is a slightly more robust mixture that can fill in ruts and level-up minor distortion in surfaces due to a modified aggregate gradation and emulsion formulation

Hybrid Seals (not used in Austin yet, but under consideration)

Cape Seal – combination of a standard seal coat followed by a slurry seal or microsurfacing on top, benefits of both types of treatments on older roadways

Scrub Seal – fog seal with the addition of sand, then swept so that mixture is pushed into the open cracks, better traction (less slick than fresh emulsion on surface) and better crack sealing than fog seal alone

Overlays

PM Overlay – 1.5" to 2.0" HMAC edge mill and overlay (aka a standard Overlay)

Thin Overlay – 0.75" to 1.25" HMAC edge mill and overlay

Nova Chip – polymerized underseal and 0.50" to 0.75" polymer overlay

Rehabilitation

Structural Overlay – 2.5" to 4.0" HMAC full surface mill and overlay

Minor Rehabilitation – rebuild up to 30% of street, mill, and overlay

Major Rehabilitation – rebuild 30% to 50% of the street, mill, and overlay

Reconstruction

Full-depth reconstruction of the pavement section for the full width of the street.

Exhibit Q
1 of 3

Attachment 1 – Table: Commonly Available Surface Treatments

Surface Treatments	Unit Cost	Advantages	Concerns
Fog Seal	$0.77/SY $4,100/LM	very low cost, 100% surface protection	very limited life, may cause slickness, may cause flushing/excess asphalt, does nothing for cracking
Road Over Coat (ROC)	$0.80/SY $4,700/LM	low cost, may salvage raveling seal coat	effectiveness varies, must be done in cooler weather – very limiting
Tire Rubber Modified Surface Seal	$0.92/SY $5,300/LM	100% surface protection at lower cost, UV resistance, recycling of tires	limited local performance data, relatively high cost, limited crack sealing ability, limited durability
Scrub Seal	$1.25/SY $7,300/LM	relatively low cost, better friction and seals cracks better than simple fog seal	much more effort than fog seal for just a little more functional value. Not commonly used here in Central Texas
Slurry Seal	$2.50/SY $14,700/LM	smooth, relatively quiet, very fine aggregate mix used, minimal objections, uniform appearance, industry standard treatment for streets in good condition.	poor performance on bad streets. Does not seal cracks. Takes hours to cure, street closure causes scheduling complaints. poor bonding may cause failure of slurry or future treatment placed on top. lasts about 7 years.
Seal Coat #5 (high-perf)	$2.65/SY $15,500/LM	industry treatment of choice for crack sealing and protection of older streets. acceptable anywhere from a street maintenance perspective. trap rock and polymer emulsion lasts 10 to 12 years.	citizen perception of gravel road, loose rock, noise, potential for complaints, bleeding/bare asphalt patches, high temp rock loss with tacky asphalt
Seal Coat #6 (small rock)	$2.80/SY $16,400/LM	smoother than standard seal coat with much smaller rock. Less noise and less rough. No damage with very small rock.	similar to standard seal coat, but less objectionable. less effective, but far better than slurry seal w.r.t. cracking
Surface or Edge Milling	$3.00/SY $17,600/LM	efficient, quick, relatively clean means of excavation for asphalt removal – full surface or just edges	none
Microsurfacing	$3.25/SY $19,100/LM	more robust than slurry seal. cures minor rutting and distortion for smoother final street	30% more expensive than slurry, minimal crack resistance like slurry
Slurry Seal (cul de sacs)	$4.50/SY $26,400/LM	resists garbage truck double-axle tires sliding because of thicker application rate	cost; however, best treatment solution found to date.
Thin Overlay (1" w/o mill)	$5.00/SY $29,400/LM	smooth, good use of asphaltic materials	inexpensive for an overlay, but very limited life on poor streets, limited leveling capability, reflective cracking
Nova Chip	$5.25/SY $30,800/LM	high performance, smooth, no milling, new street perception	very expensive for a surface treatment
Cape Seal	$5.30/SY $31,100/LM	standard seal coat under-seals cracks with smooth slurry as final surface course	moderately expensive, double the work and citizen inconvenience
Seal Coat (multi-course)	$5.45/SY $32,000/LM	allows for all the advantages of a seal coat with optimization of layers. last rock layer can be wedged in tight and smooth.	same as seal coat or small rock seal coat depending upon layering
Overlay (1.5" w/o mill)	$6.50/SY $38,000/LM	high performance, smoothing effects, "new" street appearance to citizens	unit cost applies to large quantities of street work
Thin Overlay & Edge Mill	$7.00/SY $41,000/LM	high performance, smooth, minor milling, better use of asphaltic materials than PMOL	inexpensive for an overlay, but very limited life on poor streets, limited leveling capability, reflective cracking

Attachment 1 – Table: Commonly Available Surface Treatments

Surface Treatments	Unit Cost	Advantages	Concerns
Overlay (2" w/o milling)	$8.00/SY $47,000/LM	high performance, more smoothing, stronger than thinner overlays, "new" street appearance	unit cost applies to large quantities of street work
Overlay & Edge Mill (2")	$11.00/SY $65,000/LM	high performance, smooth, cures distortion, adds structure, new street perception, lasts 15-20 years with minor PM at 10-12 yrs, and crack sealing	unit cost applies to large quantities of street work
Structural Overlay (3.5")	$17.00/SY $100,000/LM	very high performance, smooth, cures distortion and structural distresses, minor spot repairs, adds substantial structure and strength, more reliable and extended life cycle with repairs and thicker structure, new street perception, lasts 18-22 years	More expensive than standard overlays
Minor Rehabilitation	$30.00/SY $175,000/LM	very high performance, smooth, cures distortion and structural distresses, extensive spot repairs (up to 30% of street), C&G repairs, thickened edge milling, and structural overlay, adds substantial structure and strength, new street perception, may last 20-24 years	very expensive, longer construction time frame than overlays alone, many separate operations and crews must be coordinated and scheduled to complete the various repair tasks, approaching capital level project
HMAC Trench Repair - 2"	$35.00/SY $205,000/LM	standard methodology for restoration of street in utility trench areas; includes cold mix & saw cutting	very expensive; not very cost effective; unit cost only applies to small quantities relative to paving projects
Major Rehabilitation	$45.00/SY $265,000/LM	very high performance, smooth, cures distortion and structural distresses, extensive spot repairs (30% to 50% of street), more extensive C&G replacement, thickened edge milling, and structural overlay, adds substantial structure and strength, new street perception, may last 22-26 years	very expensive, much longer construction time frame than overlays alone, many separate operations and crews must be coordinated and scheduled to complete the various repair tasks, approaching capital level project
Complete Street Reconstruction – Local (Residential)	$70.00/SY $400,000/LM	street reconstruction projects result in a completely new street, the pavement section is reconstructed full-depth between the curbs, curb & gutter is only repaired and replaced as necessary for drainage	extremely expensive – capital level project, homeowner access and public disruption in developed areas while reconstructing existing streets, construction limitations due to noise and proximity to residential areas
Complete Street Reconstruct. – Collector	$100.00/SY $600,000/LM	street reconstruction projects result in a completely new street, the pavement section is reconstructed full-depth between the curbs, curb & gutter is only repaired and replaced as necessary for drainage	extremely expensive – capital level project, homeowner access and public disruption in developed areas while reconstructing existing streets, construction limitations due to noise and proximity to residential areas
Complete Street Reconstruction – Arterial	$135.00/SY $800,000/LM	street reconstruction projects result in a completely new street, the pavement section is reconstructed full-depth between the curbs, curb & gutter is only repaired and replaced as necessary for drainage	extremely expensive – capital level project, detours , traffic control, and public disruption of businesses in developed areas while reconstructing existing streets
New Street Construction (new ROW & alignment)	$200.00/SY $1.2M+ /LM	brand new pavement section and complete right of way construction with all public infrastructure, all new curb & gutter, sidewalk, drainage, utilities	extremely expensive – often more than $1.2 Million per lane mile, capital level project, requires purchase of ROW, difficult to find reasonably priced land for new roadways in developed areas

DOWNTOWN AUSTIN PLAN
TEN-YEAR IMPLEMENTATION PROGRAM FY2012 - FY2021
NOVEMBER 2010

NOTES:
1. All figures expressed in 2010 dollars.
2. The following are budget estimates for planning purposes only. Low and high budget ranges are provided. Low = 85% of estimate / High = 115% of estimate.
3. Architectural and Enigneering (A&E) budgets assumed to be 15% of project construction cost.

INITIATIVE / PROJECT	ESTIMATED CAPITAL BUDGET NEEDED (2010 $)				ESTIMATED O&M and FTE BUDGETS NEEDED (2010 $)				NOTES / ASSUMPTIONS
	5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		
	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	
A. PARKS AND OPEN SPACE INITIATIVES									
A1: Address short term needs for all City-controlled Downtown parks.									
A1.1: Increase annual PARD O&M budget.					$4,037,500	$5,462,500	$4,037,500	$5,462,500	A $950,000 annual O&M budget is recommended by PARD to fund Downtown maintenance crew/equipment.)
A1.2: Develop Parks Furnishings and Signage Master Plan.	$35,000	$50,000							
A1.3: Create a full-time Downtown Parks Project Manager position.									Staff re-assignment assumed.
A2: Implement the Waller Creek Public Improvement Project.									Waller Creek Conservancy under formation with mission to raise funds/guide design of WC, Palm and Waterloo parks.
A2.1: Complete A&E for Waller Creek Projects 1 - 3.	$4,347,750	$5,882,250							Per WCDMP budget estimate of 15% A&E of Projects 1 - 3 construction cost ($34.1 million).
A2.2: Construct Project 1.	$15,678,250	$21,211,750			$783,913	$1,060,588	$783,913	$1,060,588	O&M budgeted at 5% of capital budget (Greenway); $6.2 million budgeted to address erosion in 5-yr WP CIP per WP staff.
A2.3: Complete Waller Creek Projects 2 and 3.			$8,959,000	$12,121,000			$447,950	$606,050	Per Waller Creek District Master Plan; O&M budgeted at 5% of capital budget (Greenway).
A3: Establish and implement long-term vision for Palm Park.									PARD will explore a Dougherty Arts-style center for Palm Park or other downtown site.
A3.1: Prepare master plan and bid docs.	$765,000	$1,035,000							$6 million overall budget assumed; $4.5 million construction budget.
A3.2: Construct improvements.			$4,335,000	$5,865,000			$433,500	$586,500	O&M budgeted at 10% of capital budget (Signature Urban Park).
A4: Establish and implement long-term vision for Waterloo Park.									
A4.1: Prepare master plan and bid docs.	$867,000	$1,173,000							$8 million overall budget assumed; $6.8 million construction.
A4.2: Construct improvements.			$5,780,000	$7,820,000			$578,000	$782,000	O&M budgeted at 10% of capital budget (Signature Urban Park).
A5: Establish and implement long-term vision for Brush Square.									
A5.1: Prepare master plan and bid docs.	$765,000	$1,035,000							$3 million overall budget assumed; $2.55 million construction budget.
A5.2: Construct first phase improvements with reduced Fire Station parking.			$2,167,500	$2,932,500			$216,750	$293,250	AFD station relocation assumed after 2020. O&M budgeted at 10% of capital budget (Signature Urban Park). Hilton & Convention Center may be partner in improvements, O&M.
A6: Establish long term vision for Wooldridge Square.									
A6.1: Prepare master plan and bid docs.			$541,875	$733,125					$5 million overall budget; $4.25 million construction budget. Travis County may partner for improvements, O&M.
A7: Establish long term vision for Old Bakery Emporium and adjacent State-owned park.									
A7.1: Initiate public planning process and feasibility study to create an engaging visitor destination and "Great Street" link between Capitol and Downtown.	$127,500	$172,500							Assumed planning & market study cost of $150,000. CMTA, State, City, DAA are potential public partners.
A7.2: Engage public-private partnerships to implement plan.									
SUBTOTAL PARKS AND OPEN SPACE INITIATIVES	***$22,585,500***	***$30,559,500***	***$21,783,375***	***$29,471,625***	***$4,821,413***	***$6,523,088***	***$6,497,613***	***$8,790,888***	

INITIATIVE / PROJECT	ESTIMATED CAPITAL BUDGET (2010 $)				ESTIMATED O&M and FTE BUDGETS (2010 $)				NOTES / ASSUMPTIONS
	5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		
	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	
B. STREETSCAPE INITIATIVES									
B1: Improve East 6th St Streetscape, IH 35 to Brazos.									
B1.1: Prepare master plan and bid docs.	$1,080,000	$1,350,000							
B1.1: Construct East 6th St streetscape.	$7,200,000	$9,000,000							The cost of new 16" waterline has already been budgeted for this project, so is not included in DAP budget.
B1.2: Add new full-time, assistant director position for the 6ixth Street Austin PID.					$250,000	$375,000	$250,000	$375,000	$50,000 - $75,000 annual salary assumed.
B2: Improve Congress Avenue with transit improvements (Cesar Chavez to 11th).									
B2.1: Prepare master plan and bid docs.	$1,500,000	$3,000,000							
B2.2: Construct improvements as part of urban rail project.			$10,000,000	$20,000,000					Assumes $250 - $500,000 per blockface; does not include rail-related construction.
B3: Develop a comprehensive Signage and Way-finding Master Plan.									
B3.1: Develop Downtown-wide master plan and budget/phasing strategy.									~$200,000 has been allocated for this effort in PDR's FY 2011 budget.
B3.2: Implement a first phase program for the Core/Waterfront District.									See note above.
B4: Develop a public restroom program.									
B4.1: Develop Public Restroom Master Plan, and construct two pilot projects.	$300,000	$500,000							Allowance for two pilot project restrooms @$50,000 each.
SUBTOTAL STREETSCAPE INITIATIVES	***$10,080,000***	***$13,850,000***	***$10,000,000***	***$20,000,000***	***$250,000***	***$375,000***	***$250,000***	***$375,000***	
C. TRANSPORTATION AND PARKING INITIATIVES									
C1: Complete basic pedestrian sidewalk connectivity improvements.									
C1.1: Construct sidewalk "gaps"/segments per City's Sidewalk Master Plan.	$2,275,000	$3,250,000	$2,275,000	$3,250,000					Assumes 6'-wide sidewalks, cost per PW Bike & Ped Program staff.
C2: Complete top priority bicycle improvements.									
C2.1: Stripe Red River Bike Lanes (12th to Davis Streets).	$51,000	$69,000							Assumes resurfacing of street, cost per PW Bike & Ped Program staff.
C2.2: Complete A&E and construct UPPR undercrossing at Bowie Street.	$280,000	$400,000	$2,800,000	$4,000,000					Partially funded: overall budget estimate = $4 million, per PW Bike & Ped Program staff.
C3: Complete the two-way conversion of certain one-way streets.									
C3.1: Conduct design/engineering, then convert 7th, 8th, 9th, 10th, Brazos, Colorado, San Jacinto and Trinity (above 7th) streets to 2-way.	$1,912,500	$2,587,500							Assumes 30 signal changes averaging $75k each.
C4: Support CMTA in improving the Guadalupe/Lavaca corridor for premium bus service.	$8,075,000	$10,925,000							Bus facilities/station improvements are assumed to be funded by CMTA, but COA may fund utility relocation thru 2010 Bond: final amount TBD, but assumed $250,000 per blockface required X 38 blockfaces (Cesar Chavez to MLK)
C5: Activate the City's Parking Enterprise to manage parking supply and construct public parking spaces.									
C5.1: Conduct Downtown Parking Enterprise policy study.	$100,000	$150,000							
C6: Establish a Central City Transportation Management Association.					$89,250	$120,750			Assumes 1-1.5 staff person and start-up outreach funding, shared by 4 partners. COA's share would be ~$35,000 per year for 3 years.
SUBTOTAL TRANSPORTATION AND PARKING	***$12,693,500***	***$17,381,500***	***$5,075,000***	***$7,250,000***	***$89,250***	***$120,750***			
D. AFFORDABLE HOUSING INITIATIVES									
D1: Develop a supportive housing project in Downtown.									
D1.1: Identify and acquire site, and issue developer RFP.									Existing staff effort assumed, with possible coordination with other agencies (HACA, etc.).
D1.2: Partner with other agencies to construct first supportive housing project (225 DUs).			$31,875,000	$43,125,000					Reflects cost of construction only, for 150,000 SF building @ $250 PSF ($37.5 million) for 225 SRO units (per 3/2010 Council Resolution). Land cost, A&E and development costs assumed to be carried by development partners. Some existing NHCD bonds may be available.
D2. Create a Downtown workforce housing corporation.									This would be done as part of the DAP-proposed Economic Development Corp, not NHCD.
D2.1: Create and staff the organization.					$1,402,500	$1,897,500	$1,402,500	$1,897,500	Assumes 3 staff with $110,000 average salary each.
D2.2: Create five- and ten-year production and financing targets and identify priority projects.									
D2.3: Take actions to develop long-term sources of financing.									
D2.4: Provide project management and financing support to encourage creation of public/private and private developments to meet five-and ten-year production targets.	TBD	TBD	TBD	TBD					
SUBTOTAL AFFORDABLE HOUSING INITIATIVES	***$0***	***$0***	***$31,875,000***	***$43,125,000***	***$1,402,500***	***$1,897,500***	***$1,402,500***	***$1,897,500***	

INITIATIVE / PROJECT	ESTIMATED CAPITAL BUDGET (2010 $)				ESTIMATED O&M and FTE BUDGETS (2010 $)				NOTES / ASSUMPTIONS
	5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		
	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	
E. HISTORIC PRESERVATION INITIATIVES									
E1: Update the citywide Cultural Resource Survey and Historic Preservation Plan, prioritizing Downtown.	$1,020,000	$1,380,000							CHPO estimates city-wide CRS and Preservation Plan consultant effort to cost $1.2 million.
E2: Add two, full-time architectural staff positions to CHPO to implement DAP Historic Preservation polices.					$625,000	$875,000	$625,000	$875,000	
E3: Create annual historic preservation budget to promote preservation projects for both public and private property owners.	$1,000,000	$1,200,000	$1,000,000	$1,200,000					
SUBTOTAL HISTORIC PRESERVATION INITIATIVES	***$2,020,000***	***$2,580,000***	***$1,000,000***	***$1,200,000***	***$625,000***	***$875,000***	***$625,000***	***$875,000***	
F. CREATIVE CULTURE INITIATIVES									
F1: Create Central City Creative Community Officer position to implement DAP recommendations.									Existing staff reassinment assumed. See also "Strategies and Policies to sustain and Enhance Austin's Creative Culture, Section 5 for recommendations.
F2: Conduct feasibility, programming and financing strategy study for a 6th Street "Austin Experience" Visitors Center that can anchor the Red River and E 6th street entertainment districts.	$75,000	$100,000							
F3: Initiate feasibility and site selection for affordable housing project for artists (eg, Artspace) in/near Downtown. Contribute to construction of non-profit development.			$8,500,000	$11,500,000					Existing staff effort assumed. Some work begun with Artspace. City contribution based on 50,000 sf (50 du) @ $200 PSF.
F4: Promote and incentivize live music to be retained and added in the Red River Live Music District. Prioritize BRE grant and Waller Creek cultural mitigation funds to be applied in this district.									Existing staff effort assumed.
SUBTOTAL CREATIVE CULTURE INITIATIVES	***$75,000***	***$100,000***	***$8,500,000***	***$11,500,000***	***$0***	***$0***	***$0***	***$0***	
G. REGULATORY INITIATIVES									
G1: Downtown Zoning and Code Amendments									
G1.1: Finalize and implement a Downtown Density Bonus Program ordinance.									Existing staff effort assumed.
G1.2: Develop recommended regulations into ordinance language, including form-based code.									Existing staff effort assumed.
G1.3: Implement policies and process improvements called for in the DAP.									New staff effort assumed.
G2: Increase capacity for Downtown development review, coordination and facilitation.									
G2.1: Create one executive-level architect position to lead/manage Downtown development review, coordination and code amendments.	$0	$0	$0	$0					Existing staff reassingment assumed.
SUBTOTAL REGULATORY INITIATIVES	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	***$0***	

INITIATIVE / PROJECT	ESTIMATED CAPITAL BUDGET (2010 $)				ESTIMATED O&M and FTE BUDGETS (2010 $)				NOTES / ASSUMPTIONS
	5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		5-YEAR PRIORITY ACTIONS 2012 to 2016		10-YEAR PRIORITY ACTIONS 2017 to 2021		
	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	LOW RANGE	HIGH RANGE	
H. UTLITIES AND INFRASTRUCTURE INITIATIVES									
H1: Interdepartmental Coordination									
H1.1: Create/consolidate Downtown executive utility coordination team.									Existing staff effort assumed.
H1.2: Create full-time interdepartmental manager of Downtown infrastructure investment.									Existing staff reassingment assumed. (Recently, Mike Trimble has been assigned as Manager of Downtown Infrastructure Coordination Team: City should confirm his role, responsibilities cover this need.)
H2: Develop annual funding stream to finance utility service extensions.									
H2.1: Create flexible CIP fund & reimbursement program within AWU.	$8,500,000	$11,500,000	$8,500,000	$11,500,000					Assumes continutation of AWU's typical $2 million annual budget.
H2.2: Continue flexible CIP fund & reimbursement program within WPD.	$21,250,000	$28,750,000	$21,250,000	$28,750,000					Assumes $5 million annual budget for developer participation agreements, street reconstruction and other Downtown priorities.
H3: Improve watershed infrastructure.									
H3.1: Complete a Downtown Drainage Master Plan.	$2,000,000	$3,500,000							WP staff has funded/begun the GIS documentation of existing storm drainage infrastructure in Downtown and the "extended Downtown", consisting of the DAP study area extended eastward to Chicon Street. Budget assumes that remaining effort (closing data gaps, televising, modeling and master plan) will be completed through consultant study. (The $2 - $3.5 million budget range estimate was provided by WP.)
H3.2: Create a Downtown water quality program and commit staffing focused on maintenance, erosion control and public education.	$3,000,000	$4,000,000	$1,000,000	$2,000,000	$1,519,000	$2,022,000	$3,054,000	$4,054,000	Includes 3 ongoing FTE staff increase for maintenance crew. First 5-year budget include equipment and inlet filter investments. $1 million is included in 10-year WPD CIP plan and includes funding for Lower Waller Creek. The program cost of $1,519,000 is not included in WPD budget forecast: it is based on providing 2 FTE-crew for trash removal at an initial annual cost of $225,000 and a factor for increased budget costs of 15% per year is included. (Budget estimate provided by WPD.)
H3.3: Construct Little Shoal Creek Flood Control Project.	$21,000,000	$35,000,000							(Budget range estimate provided by WPD.)
H3.4: Implement Lower Shoal Creek Restoration Project.	$5,100,000	$6,900,000							(Budget estimate of $6 million provided by WPD.)
H3.5: Undertake master plan, cost/benefit analysis and funding strategy for Downtown Shoal Creek Greenway flood control & public improvement project.	$300,000	$400,000							United States Army Corps of Engineers' participation may be possible for future by-pass tunnel.
H4: Locate and purchase site for future AE substation.			$4,165,425	$5,635,575					Substation could be located in northwest part of Downtown or southwest part of West University area. A 1.5-acre site assumed at $75 PSF land cost = $4,900,500.
SUBTOTAL UTILITIES AND INFRASTRUCTURE INITIATIVES	***$61,150,000***	***$90,050,000***	***$34,915,425***	***$47,885,575***	***$1,519,000***	***$2,022,000***	***$3,054,000***	***$4,054,000***	
I. PUBLIC SERVICES									
I1: Initiate feasibility and funding strategy study to relocate the downtown fire station.	$40,000	$50,000							Some existing staff effort assumed.
I2: Initiate feasibility and funding strategy study for new police station and municipal courts.	$40,000	$50,000							Some existing staff effort assumed.
I3: Acquire/lease location for park police to station park patrol operations.									Existing staff effort assumed. Ideally, location should be adjacent to intersection of Waller Creek and Lady Bird Lake trail systems. Room for bicycle and some vehicles needed. Possible locations could be within the MACC or Convention Center.
SUBTOTAL PUBLIC SERVICES	***$80,000***	***$100,000***	***$50,000***	***$0***	***$0***	***$0***	***$0***	***$0***	
J. LEADERSHIP AND IMPLEMENTATION									
J1: Create a Central City Economic Development Corporation.									
J1.1: Staff CCEDC with capacity in planning, development project management and finance.					$1,900,000	$3,000,000	$1,900,000	$3,000,000	Assumes $75,000 - $85,000 average salary, 30% personnel benefits gross-up, and 37% OTPS gross-up.
J1.2: Create a short and long-term business plan, identifying annual, 5 and 10-year priorities.									
SUBTOTAL LEADERSHIP AND IMPLEMENTATION	***$0***	***$0***	***$0***	***$0***	***$1,900,000***	***$3,000,000***	***$1,900,000***	***$3,000,000***	
TOTAL ALL INITIATIVES	**$108,684,000**	**$154,621,000**	**$113,198,800**	**$160,432,200**	**$10,607,163**	**$14,813,338**	**$13,729,113**	**$18,992,388**	
RANGE OF TOTAL 10-YEAR CAPITAL AND OPERATING COSTS			**$246,219,075**	**$348,858,925**					