

SHNA meeting 10-1-2013

Toria English calls meeting to order.

Agenda Item #1

Introduction of 2013-14 Board members, titles, and interests

Toria English, President: Neighborhood beautification, safety, cemetery improvements

Polina Koronkevich, Treasurer: Improvements to SHNA website

Sean Garretson, Vice President: UT and upcoming medical school, Project Connect, IH-35

Louisa C. Brinsmade, Secretary: Development issues and codes, parking, neighborhood beautification

Kirsten Siegfried, Assistant Secretary: SHNA bylaws

Jeff Harris, Board Member: OCEAN representative

Hunt Andre, Board Member: Transportation and parking

Jennifer Pritchard, Board Member: Neighborhood beautification, IH-35, cemetery improvements, transportation and parking

Agenda Item #2

Presentation of Project Connect by Capitol Metro representative John-Michael Cortez and Willie Cecil, and discussion of improvements to the East 12th St. bus stop.

(Some of these notes are truncated due to lengthy discussion)

Re: Improvements to East 12th St. bus stop

In the following comments, Cap Metro rep John-Michael Cortez gives context.

JM: Cap Metro serves incorporated and unincorporated areas of Austin with nearly 3,000 stops. We get that question a lot: why don't you have a shelter at every stop?

There's not enough money, but we have been improving stops with benches and trash cans. Our focus was towards more shelters, but then the priority changed towards infrastructure (sidewalks) - we have a dearth of sidewalks. Plus, we had to upgrade all the stops to meet the new ADA accessibility standards.

We do know we need shelters. We've accomplished those retrofittings, and we're ready to put up shelters with cooperation from the City of Austin (COA). Many of our stops are on COA and private property. The cost range for each sheltered stop is 10k-25k. Many of those stops require engineering due to right of way.

The criteria that needs to be met for us to consider improvements to a bus stop with a bench or trash can is 15 or more daily boardings. The criteria for a shelter is 50 boardings daily. Exceptions: stops in front of medical clinics or facilities for the elderly.

This stop at 12th and Waller only gets 5-10 boardings daily. It has a bench and trash can, but not a new ADA pad.

We need to consider that the property behind the stop will be redeveloped. If we work with a developer, we can take opportunity to make that stop ADA accessible and have a shelter, especially if we can project more ridership with the development.

We also can utilize neighborhood-matching dollars - we stand ready to work with you, the developers and the city to make those bus stops safe and accessible.

Really, we want to work towards core corridors for ridership - running those 24/7 so that riders don't have to wait that long.

Sean Garretson: does a development that includes a bus stop trigger something in Cap Metro being part of the review? JM: Yes.

Kirsten Siegfried: What about residential development? How many units triggers review for upgrading of bus stop?

JM: 8-15 daily boardings is the minimum for basic services.

Re: Project Connect

Central Corridor Mobility study

1. Regional challenges & opportunities: focus on the core activity centers like downtown Austin, Kyle, Buda. But you'll need to move between these centers - connect them, and connect them to the "core of the core", which is downtown Austin. Issues outlined in Project Connect include: Centers, Core, Constraints, Growth, Congestion
2. Project Connect: Our "System Plan" focuses on high capacity transit, using different kinds of transit, such as high-speed rail, local buses, urban rail, express bus lanes and bike lanes.

3. Metro Bus and Metro Rail - Cap Metro got an \$11 million fed grant to increase capacity. Metro Rapid, our express bus service, is coming with the new MoPac express lanes that will be under construction soon - by 2015.
4. Central corridor work plan focus: High-Capacity Transit (HCT)
 - a. Decision making process: where are we going next? How will we get there?
 - b. Work plan and schedule
 - c. Select priority sub-corridor
 - d. Select locally preferred alternative
5. Gather problem statements: How do we tie in the different modes of transportation, and connect activity centers?

Kirsten Siefried: One of our coming problems is that the medical school construction will affect the E/W crosstown traffic.

JM: Next steps

1. Evaluate sub corridors
2. Select priority sub-corridors – looking for feedback from public on this now
3. Public meetings in November as part of an ongoing public outreach
4. Plan goes to City Council for discussion and approval, Cap-Metro board, and Lone Star board for approval. It will go through lots of sub groups for discussion and approval before it gets to the City Council, however.

For more information and to get involved, or to make comments:
projetconnect.com/vision/central-corridor.php

Agenda Item #3

Urban Renewal Board update

- a. RFPs have been issued by URB, for the development of Tract 3 (1120 East 12th Street) and Tract 5 (1328-1336 East 12th Street)
- b. Discussion of action to be taken by SHNA to impact RFP award (15 min)

Reported by: Kris Bowen (KB)

KB: Urban Renewal Board (URB) will not release the chosen RFPs for public review. URB will not allow public input on the projects submitted until the board's final decision on the one winning proposal. Board members cited confidentiality agreements with the developers submitting to URB. There will be no neighborhood input to URB on what we

want to see developed on those lots. (Bowen mentions there is room here for a judicial challenge.)

Rob Seidenberg: (Rob has access to the details of the RFP due to his submission to URB to win the lots) The RFP includes an appraised price of the land and the price is very high. Certainly that will have an impact on who applies and what goes there. The fact is at those prices it becomes a challenge for anybody to acquire that land, build something and create businesses or housing to succeed. For the first time, there is a minimum bid. It is \$32/sq ft, on unimproved lots. (The property across the street just sold for that, and it has some infrastructure in it already.)

Agenda Item #4

Little Monsters Halloween Party: October 27th 4-7 pm in Swede Hill Park
(date changed from Sat to Sun)

Miscellaneous end of meeting discussion:

Toria English: OCEAN is supporting Kealing neighborhood association's desire to reinstate Neighborhood Conservation Combining District (NCCD) compatibility standards for incoming development. At the OCEAN meeting, Swede Hill representatives abstained from voting. What does it mean?

Kirsten Siegfried: The city relaxed compatibility standards, but each neighborhood can vote to reinstate the higher standards of the NCCD.

Sean Garretson: Those standards will be difficult to reinstate since a neighborhood's decision has to go through the process of the URB, which has to make recommendation to the Planning Commission. (Sean mentions that he is a member of the Tactical Urbanism Committee. Nov 17-18th, happy hour, do better bicycle striking, sidewalks on both sides, cemetery improvements. MLK and 12th st on Comal.

Meeting adjourned: 8:25pm

Addendum to the minutes from Kirsten Siegfried to Louisa C. Brinsmade, Secretary

From your notes, I can see that there is still some confusion regarding the NCCD and compatibility standards and the Kealing NA request. First, the NCCD has more relaxed building standards than the City's "Compatibility Standards." For example, under the NCCD, buildings adjacent to single family homes can be *taller* with a *smaller setback* than what is allowed under the city's normal Compatibility Standards, and require *fewer parking spaces* than what is allowed under normal compatibility standards.

The NCCD was a plan spearheaded primarily by 12th St property owners and some Swede Hill residents who wanted to see development happen sooner, rather than later, on East 12th, and believed the laxer building standards would encourage development. The NCCD covered all of E. 12th from the highway to Chicon, but I don't think any of the other neighborhood associations affected actually supported it through a formal voting process. At the time, Davis Thompson and Kealing NA's were basically non-existent. Robertson Hill could not get a quorum to vote either way. There was also a lengthy petition in opposition (seventy some names, I believe. Eric Jansson of DTNA has a copy of it) that was circulated. The Kealing NA wants to repeal the NCCD for their stretch of East 12th, in order to restore compatibility standards in their neighborhood. OCEAN is supporting that request. Swede Hill abstained from supporting or opposing their request.

At the same meeting where Swede Hill abstained from supporting or opposing Kealing's request, I and several other neighbors presented a resolution to restore Compatibility Standards to our stretch of 12th St., as well, but it didn't pass.

Another small point of clarification: The city recently sold the lots on the south side of 12th, where they're building town homes, for \$31/sf. The minimum bid for the lots currently for sale under the city's rfp process (tracts 3 and 5) is \$33.48/sf.

~K