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SUBJECT TRACT

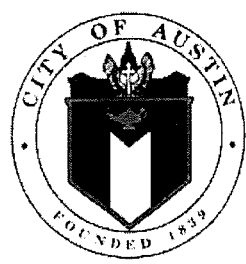
PENDING CASE

ZONING BOUNDARY

NOTIFICATIONS
CASE#: C15-2016-0018
915 WEST 22ND STREET

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



1" = 208'

8/2

CITY OF AUSTIN
Board of Adjustment/Sign Review Board
Decision Sheet

DATE: Monday, February 8, 2016

CASE NUMBER: C15-2016-0018

____ Brooke Bailey
____ Michael Benaglio
____ William Burkhardt
____ Eric Goff
____ Melissa Hawthorne
____ Don Leighton-Burwell
____ Rahm McDaniel
____ Melissa Neslund
____ James Valadez
____ Michael Von Ohlen
____ Kelly Blume (Alternate)

APPLICANT: Mike McHone

OWNER: William Thorgersen

ADDRESS: 915 West 22ND ST

VARIANCE REQUESTED: The applicant has requested variance(s) to Section 25-6-601 (A) (Parking Requirements for University Neighborhood Overlay District) to reduce the number of required parking spaces from 7 spaces (required, 60% of the 12 spaces required by Appendix A) to 1 space (requested) in order to erect a student housing co-op in a "MF-4 – CO - NP" Multifamily Residence Medium Density – Conditional Overlay - Neighborhood Plan zoning district. (West University, Outer West Campus)

Note: Multi-family uses can apply administratively to only provide 40% of spaces required by Appendix A (5 spaces for this site) if the use participates in a car sharing program or sets aside 10% of the dwelling units on the site to house persons whose household income is less than 50 % of the median income.

BOARD'S DECISION: POSTPONED TO MARCH 14, 2016 BY APPLICANT

FINDING:

1. The Zoning regulations applicable to the property do not allow for a reasonable use because:
2. (a) The hardship for which the variance is requested is unique to the property in that:
(b) The hardship is not general to the area in which the property is located because:
3. The variance will not alter the character of the area adjacent to the property, will not impair the use of adjacent conforming property, and will not impair the purpose of the regulations of the zoning district in which the property is located because:

Leane Heldenfels
Executive Liaison

William Burkhardt
Chairman

Heldenfels, Leane

From: Adam Stephens [REDACTED]
Sent: Thursday, February 04, 2016 4:56 PM
To: Heldenfels, Leane
Cc: [REDACTED]
Subject: C15-2016-019/C15-2016-0018
[REDACTED]

28
3

This message is from Adam Stephens. [adam.stephens@canpacplanning.com]

Re: C15-2016-0018 (915 W. 22nd) and C15-2016-0019 (2502 Nueces)

Board of Adjustment:

The Central Area Neighborhood Planning Advisory Committee (CANPAC) requests a postponement for these two cases. The notices mailed 1/29 and 1/28 were the first we have received as the applicant has not contacted any affected neighborhood associations or the contact team for this planning area. Mary Ingle will be attending the hearing on behalf of CANPAC to request the postponement.

Thank you, Adam Stephens and Bart Whatley, CANPAC co-chairs

Heldenfels, Leane

From: Mike Mchone [REDACTED]
Sent: Friday, February 05, 2016 4:44 PM
To: Heldenfels, Leane
Cc: 'Mike McHone'
Subject: RE: C15-2016-019/C15-2016-0018
[REDACTED]

8/15

Leane,
I have discussed this with both clients and they agree to the postponement on the condition that this is noted as the "neighbors" postponement and will not be allowed to again delay the hearing.
Mike

From: Heldenfels, Leane [mailto:Leane.Heldenfels@austintexas.gov]
Sent: Thursday, February 04, 2016 5:23 PM
To: Mike McHone
Subject: FW: C15-2016-019/C15-2016-0018

Hi Mike – do you object to request for postponement below? FYI – community registry notices were postmarked timely. If you don't object, then I'll just read the request into the record at the beginning of the hearing and the Board will most likely vote for it since this is interested party's first request to postpone – so no need to attend the hearing. If you do object, then arrive at the beginning of the meeting to speak to your objection.
Take care – advise if questions –
Leane

From: Adam Stephens [REDACTED]
Sent: Thursday, February 04, 2016 4:56 PM
To: Heldenfels, Leane
Cc: [REDACTED]
Subject: C15-2016-019/C15-2016-0018

This message is from Adam Stephens. [REDACTED]

Re: C15-2016-0018 (915 W. 22nd) and C15-2016-0019 (2502 Nueces)

Board of Adjustment:

The Central Area Neighborhood Planning Advisory Committee (CANPAC) requests a postponement for these two cases. The notices mailed 1/29 and 1/28 were the first we have received as the applicant has not contacted any affected neighborhood associations or the contact team for this planning area. Mary Ingle will be attending the hearing on behalf of CANPAC to request the postponement.

Thank you, Adam Stephens and Bart Whatley, CANPAC co-chairs



CITY OF AUSTIN

Development Services Department

One Texas Center | Phone: 512.978.4000

505 Barton Springs Road, Austin, Texas 78704

Levi Seed

18/5

Board of Adjustment General/Parking Variance Application

WARNING: Filing of this appeal stops all affected construction activity.

This application is a fillable PDF that can be completed electronically. To ensure your information is saved, [click here to Save](#) the form to your computer, then open your copy and continue.

The Tab key may be used to navigate to each field; Shift + Tab moves to the previous field. The Enter key activates links, emails, and buttons. Use the Up & Down Arrow keys to scroll through drop-down lists and check boxes, and hit Enter to make a selection.

The application must be complete and accurate prior to submittal. ***If more space is required, please complete Section 6 as needed.*** All information is required (if applicable).

For Office Use Only

Case #	ROW #	Tax #
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Section 1: Applicant Statement

Street Address: 915 W. 22nd Street, Austin Texas 78705

Subdivision Legal Description:

0.1606 Acres of Outlot 25 Division D (6,981 Sq.ft)

Lot(s): _____ Block(s): _____

Outlot: _____ Division: _____

Zoning District: MF-4-NP UNO Outer West Campus Sub-district 40 ft height

I/We Michael R. McHone on behalf of myself/ourselves as
authorized agent for Inner Cooperative Council of the University of Texas (ICC) affirm that on
Month January, Day 11, Year 2016, hereby apply for a hearing before the
Board of Adjustment for consideration to (select appropriate option below):

☒ Erect ☐ Attach ☐ Complete ☐ Remodel ☐ Maintain ☐ Other: _____

Type of Structure: Group Residential (Low Income Student Housing Cooperative)

L8
6

Portion of the City of Austin Land Development Code applicant is seeking a variance from:

LDC 25-6-601 (C) Parking Requirements for University Neighborhood Overlay District

915 W 22nd will be a 27 bedroom coop 100% fee waived SMART HoUsing
5 parking spaces are required only 2 are provided on site
a variance for 3 parking spaces is requested, ~~XXXX~~

Section 2: Variance Findings

The Board must determine the existence of, sufficiency of, and weight of evidence supporting the findings described below. Therefore, you must complete each of the applicable Findings Statements as part of your application. Failure to do so may result in your application being rejected as incomplete. Please attach any additional supporting documents.

I contend that my entitlement to the requested variance is based on the following findings:

Reasonable Use

The zoning regulations applicable to the property do not allow for a reasonable use because:

The provisions of UNO 25-2-754 (H) ground floor requirements which state that 75% of the street frontage for a depth of 18 ft do not allow for the on-site parking and if parking is required it does not allow a reasonable use of the site.

Hardship

a) The hardship for which the variance is requested is unique to the property in that:

This site is very small on a corner with 2 street frontages and no alley and is in the 40 ft height district. Compliance with the UNO ground floor requirements leave no on site space for full compliance with the parking requirements of this new affordable student housing cooperative.

b) The hardship is not general to the area in which the property is located because:

This site is very small and in the 40 ft height area most other UNO projects are in height heith areas and are on larger sites.

Area Character

The variance will not alter the character of the area adjacent to the property, will not impair the use of adjacent conforming property, and will not impair the purpose of the regulations of the zoning district in which the property is located because:

Most UNO projects have adequate site area and height allowable to provide the required on site parking. UNO requires parking spaces to be leased separately from the unit (room).

5/17

Parking (additional criteria for parking variances only)

Request for a parking variance requires the Board to make additional findings. The Board may grant a variance to a regulation prescribed in the City of Austin Land Development Code Chapter 25-6, Appendix A with respect to the number of off-street parking spaces or loading facilities required if it makes findings of fact that the following additional circumstances also apply:

1. Neither present nor anticipated future traffic volumes generated by the use of the site or the uses of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the specific regulation because:

The minium parking requirement does not correspond to the need of the low income students residents. Current ICC houses operate with out minimum parking. Current and anticipated UNO projects can meet the parking requirement because of their size and height district. The infrequent use of cars by students in the area reduces the need for strict parking regulations.

2. The granting of this variance will not result in the parking or loading of vehicles on public streets in such a manner as to interfere with the free flow of traffic of the streets because:

The site plan for this project provides sufficient parking for ADA on-site, loading and maintenance activities. The project provides an excess of bike and moped parking on site which is the prefered transportation. The UT shuttle bus operates on 22nd St. The UNO Parking Benefit District has metered all on street parking to insure the free flow of traffic and safety.

3. The granting of this variance will not create a safety hazard or any other condition inconsistent with the objectives of this Ordinance because:

UNO was enacted to create a high density, pedestrian-oriented student neighborhood. The low income stuents housed by the ICC in this new UNO Housing Trust Fund finaced project is a goal of the Ordinance and NP. Infrequent use and nearby public parking garages allows for parking for those students who have cars (garages at 22nd and Pearl)

4. The variance will run with the use or uses to which it pertains and shall not run with the site because:

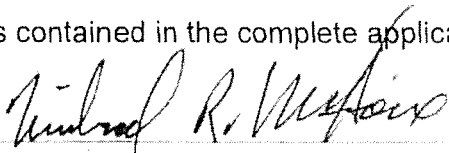
This project is a SMART Housing University Neighborhood Housing Trust Fund financed project administered by City of Austin NHCD department with a term of 40 years. The parking variance is for the group residential use to provide affordable housing. If that use should change, the parking requirement would also.

NOTE: The Board cannot grant a variance that would provide the applicant with a special privilege not enjoyed by others similarly situated or potentially similarly situated.

Section 3: Applicant Certificate

I affirm that my statements contained in the complete application are true and correct to the best of my knowledge and belief.

Applicant Signature:



Date: 01/12/2016

Applicant Name (typed or printed): Michael R. McHone



ICC AUSTIN
COOPERATIVE HOUSING FOR STUDENTS · NOT FOR PROFIT

8/9

To: City of Austin Board of Adjustment
Re: Parking Variance Request for 915 West 22nd Street

ICC Austin is a 501(c)3 non-profit educational organization. Since 1970, we have provided affordable housing to students at the University of Texas in the west campus area. Today, our nine locations serve as home to 188 people.

Our facilities operate on a cooperative basis, which includes substantial resource-sharing in each house community. Examples include having a single shared kitchen, common bathrooms, and coordinated labor system. The result is an efficient cost-effective system that furthers the public benefit of providing quality, low-cost student housing in environments that foster responsible citizenship.

Very limited parking, as with other shared resources, plays an important role in our model. Our existing facilities successfully operate with limited parking, for example:

Eden Co-op	15 members	1 parking space
New Guild Co-op	31 members	4 parking spaces
Seneca Co-op	19 members	2 parking spaces

For the Ruth Schulze Student Housing Cooperative at 915 West 22nd Street, our goal is to maximize affordability without adversely impacting local traffic. In addition to the historic examples of our existing facilities with significant parking constraints, we have identified three areas which will mitigate the impact of reduced parking at the proposed 915 West 22nd Street development.

- Data indicates a decline among our member-residents bringing their cars with them. In 2007, 65% brought cars, and we are down to just below 50% today. This trend will continue as west campus becomes increasingly expensive for cars.
- All the 20+ projects developed under the University Neighborhood Overlay (UNO) zoning built excess parking capacity. This trend continues with all the UNO projects currently planned or under construction. Thus, any potential future parking need at 915 West 22nd Street will easily be absorbed without degrading the public infrastructure.
- ICC Austin turns away 60-100 applicants each year because we simply lack capacity. By removing required parking, our Ruth Schulze Student Housing Cooperative will self-select students who do not own, or choose not to bring, cars into the area. This will benefit the public both by directing those in most need into the affordable housing and reducing the number of cars brought into the dense, pedestrian-focused UNO district.

Billy Thogersen, Executive Director



City of Austin

P.O. Box 1088, Austin, TX 78767
www.cityofaustin.org/housing

C15-2016-0018

43
10

Neighborhood Housing and Community Development Department

October 1, 2015 (revision to letter dated June 18, 2013)

S.M.A.R.T. Housing Certification

University of Texas Inter-Cooperative Council, Inc.:

Ruth R. Schulze House- 915 West 22nd Street- UNO

(id #65501)

TO WHOM IT MAY CONCERN:

University of Texas Inter-Cooperative Council, Inc. (development contact: Billy Thogersen ((512)-476-1957 (o)/(512)-470-4286 (m); billy@iccaustin.coop) has submitted a S.M.A.R.T. Housing application for the construction of a **27-bedroom group residential rental development at 915 West 22nd Street** in the University Neighborhood Overlay in the West Campus Neighborhood Planning Area. The project will be subject to a forty (40) year affordability period after issuance of certificate of occupancy.

The revision was to update the contact, establish that the development has opted to rent by the bedroom and is now subject to the 40-year term, and adjusted the fee waiver percentage to 100% (see below).

NHCD certifies that the proposed construction meets the S.M.A.R.T. Housing standards at the pre-submittal stage. Thirty percent (30%) of the bedrooms (**8 bedrooms**) will serve households at or below 50% Median Family Income (MFI). Since the development has been allocate money from the University Neighborhood District Housing Trust Fund, the development will be eligible for **100%** waiver of the fees listed in Exhibit A of the S.M.A.R.T. Housing Resolution adopted by the City Council. The expected fee waivers include, but are not limited to, the following fees:

Capital Recovery Fees
Building Permit
Concrete Permit
Electrical Permit
Mechanical Permit
Plumbing Permit

Site Plan Review
Misc. Site Plan Fee
Construction Inspection
Subdivision Plan Review
Misc. Subdivision Fee
Zoning Verification

Land Status Determination
Building Plan Review
Parkland Dedication (*b*,
separate ordinance)

In addition, the development must:

- ♦ Pass a final inspection and obtain a signed Final Approval from the Green Building Program. (Separate from any other inspections required by the City of Austin or Austin Energy. Contact Katherine Murray 482-5351).
- ♦ Pass a final inspection to certify that accessibility standards have been met.

The applicant must demonstrate compliance with the reasonably-priced standard after the completion of the units, or repay the City of Austin in full the fees waived for this S.M.A.R.T. Housing certification

Please contact me at 974-3154 if you need additional information.

Javier V. Delgado

Neighborhood Housing and Community Development

Cc: Laurie Shaw, Capital Metro
R. Jenkins, AWU
M. Simmons Smith, PDRD
J. Roig, PDRD

C. Coward, PDRD
Gina Copic, NHCD
M. Lamensdorf, PARD
Heidi Kasper, AEGD

A. Moleri PDRD
Susan Kincl, NHCD
Stephen Castleberry, PDRD
A. Linseisen, PDRD

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NO PARKING HERE

You've heard about how robocars are going to upend the economy. But have you thought about what they'll do to urban space?

BY CLIVE THOMPSON

January/February 2016 Issue

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312 (#disqus_thread)

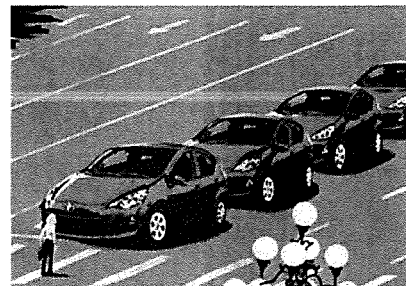
[/PRINT](#)[/289921](#)

IF YOU DRIVE OUT to visit Disney's Epcot center in Orlando, Florida, you will arrive at one of the biggest parking lots in America. With room for 12,000 cars, it sprawls out over 7 million square feet—about the size of 122 football fields. If you look at the lot on Google Maps, you realize that it's nearly the size of Epcot center itself. Disney built one Epcot to hold the visitors. Then it built another to hold the cars.

Disney isn't alone in its expansive approach to parking. Parking is, after all, what cars do most of the time: The average automobile spends 95 percent of its time sitting in place. People buy cars because they need to move around, but the amount of time they actually *do* move around is tiny. So the cars are parked, and in multiple spaces: A car owner needs a spot near home, but also spots near other places he or she might go—the office, a shopping mall, Epcot.

A 2011 [study](http://chester.faculty.asu.edu/library/access39_parking.pdf) (http://chester.faculty.asu.edu/library/access39_parking.pdf) at the University of California-Berkeley found that the United States has somewhere close to a billion parking spots. Since there are only 253 million passenger cars and light trucks in the country, that means we have roughly four times more parking spaces than vehicles. If you totaled up all the area devoted to parking, it'd be roughly 6,500 square miles, bigger than Connecticut.

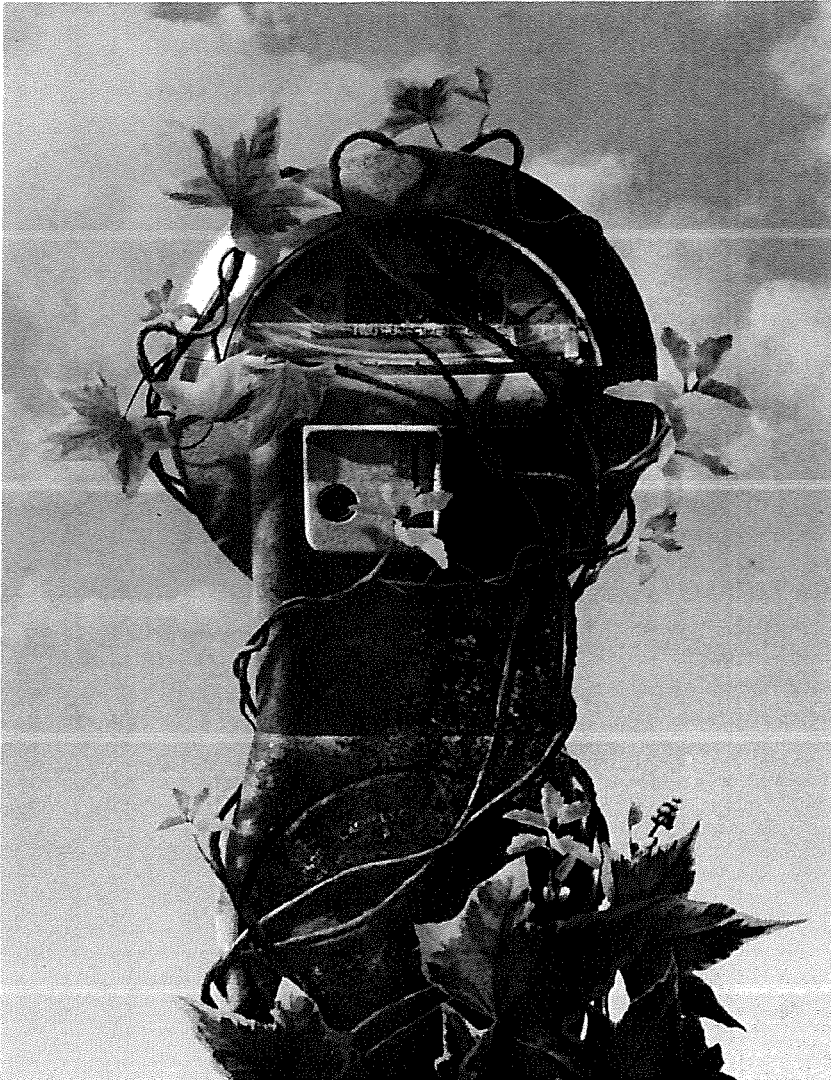
Social critics often complain that the interstate highway system deformed the United States by encouraging sprawl. But the metastasizing of parking has had equally profound effects. On an aesthetic level, it makes cities grimly ugly. Economically, it is expensive to build. A [study](http://www.sightline.org/research_item/who-pays-for-parking/) (http://www.sightline.org/research_item/who-pays-for-parking/) by the Sightline Institute



(<http://www.motherjones.com/politics/2015/12/uber-lawsuit-drivers-class-action-shannon-liss-riordan>)

Meet "Sledgehammer Shannon," Uber's Worst Nightmare
(<http://www.motherjones.com/politics/2015/12/uber-lawsuit-drivers-class-action-shannon-liss-riordan/>)

found that at least 15 percent of the price of rent in Seattle stemmed from developers' cost of building parking.



12/50

Evolver

Those costs are passed on to tenants whether they own a car or not (on top of any per space fee the landlord charges)—padding rent by an average of \$246 a month in Seattle and \$225 nationwide.

And worst of all may be the emissions that parking causes. Studies have found that anywhere from about 30 to 60 percent of the cars you see driving around a downtown core are just circling, looking for an open space to claim. (An IBM [survey](https://www-03.ibm.com/press/us/en/pressrelease/35515.wss) (<https://www-03.ibm.com/press/us/en/pressrelease/35515.wss>) found that worldwide, urban drivers spend an average of 20 minutes per trip looking for parking.) When Donald Shoup, an urban-planning professor at the University of California-Los Angeles, examined just one small business area near his university—Westwood Village—he found that "cruising" for parking, as he dubs it, burns 47,000 gallons of gas and generates 730 tons of carbon dioxide a year. What's more, all that asphalt traps heat and raises the temperature of

cities during the summer. Environmentally, aesthetically, and economically, parking is a mess.

LB
13

If you totaled up all the land devoted to parking, it'd be roughly 6,500 square miles, bigger than Connecticut.

But for the first time in history, urban experts are excited about parking—because they can see the end in sight.

We are, they say, on the cusp of a new era, when cities can begin dramatically reducing the amount of parking spaces they offer. This shift is being driven by a one-two punch of social and technological change. On the social side, people are increasingly opting to live in urban centers, where they don't need—or want—to own a car. They're ride-sharing or using public transit instead.

And technologically, we're seeing the rapid emergence of self-driving cars. Google's models have traveled more than a million miles with almost no accidents, and experts expect that fully autonomous vehicles will hit the consumer market as early as a decade from now. Indeed, car technology is advancing so rapidly that it's causing legitimate economic concerns. Already, companies like Uber and Lyft are under fire for treating drivers as independent contractors, with far fewer rights and benefits than employees (see "[Road Warrior](http://www.motherjones.com/politics/2015/12/uber-lawsuit-drivers-class-action-shannon-liss-riordan) (<http://www.motherjones.com/politics/2015/12/uber-lawsuit-drivers-class-action-shannon-liss-riordan>)"). And that disruption is nothing compared with what will happen once cars can drive themselves; millions of taxi, delivery, and long-haul trucking jobs that traditionally have gone to new immigrants and low-education workers could vanish in a few years. Labor activists and economists are understandably alarmed at the prospect.

But at the level of urban design and the environment, self-driving cars could produce huge benefits. After all, if cars can drive themselves, fleets of them could scurry around picking people up and dropping them off, working with sleek, robotic efficiency. With perfect computerized knowledge of where potential riders were, they could pick up several people heading the same way, optimizing ride-sharing on the fly. One [study](http://www.cae.utexas.edu/prof/kockelman/public_html/TRB15SAVsInAustin.pdf) (http://www.cae.utexas.edu/prof/kockelman/public_html/TRB15SAVsInAustin.pdf) suggests a single self-driving car could replace up to 12 regular vehicles. Indeed, many urbanists predict that fleets of robocars could become so reliable that many, many people would choose not to own automobiles, causing the amount of parking needed to drop through the floor.

"Parking has been this sacred cow that we couldn't touch—and now we *can* touch it," says Gabe Klein, who has headed the transportation departments in Chicago and Washington, DC. He sees enormous potential—all that paved-over space suddenly freed up for houses and schools, plazas and playgrounds, or just about anything. "All that parking could go away, and then what happens?" he asks. "You unlock a tremendous amount of value."

AMERICA BEGAN ITS love affair with parking in the 1940s and '50s, when car use exploded. Panicked cities realized they would soon run out of curb space, but they didn't want to discourage car ownership or build enough public transit. So instead they passed minimum parking requirements: If a developer wanted to erect a new office or apartment building, it had to build parking. For residences, typically two spots per household are required. And in general, cities calculated the highest peak amount of parking a location might need and demanded that developers build it.

Way back in the 1960s, UCLA's Shoup became alarmed by the massive growth of parking. As he saw it, the problem was that in most people's minds, the spaces seemed to be "free." When developers are forced to build parking, the cost is folded into the purchase price, be it a home, an office, or a restaurant. And when people don't pay to park at the curb (only a tiny fraction of curbside spots in the United States are metered), it's the city that pays to build and maintain that spot. These costs are passed down to consumers and taxpayers, but since they're never itemized, they're easy to ignore. In my neighborhood in Brooklyn, for example, housing prices are sky-high, but the city doesn't charge me to park on the street. When I tell this to Shoup, he points out that if they *did* charge me, the odds are high that I'd never have bought my car. When a city provides free parking, it's also economically unfair, since it's a subsidy available only to those who are wealthy enough to own cars.

"Parking is wildly mismanaged—it's probably our most inefficient use of resources in many ways."

"Parking is wildly mismanaged—it's probably our most inefficient use of resources in many ways," Shoup tells me. Indeed, minimum parking requirements usually force developers to build more parking than the market actually calls for. Sightline [found \(http://www.sightline.org/research_item/who-pays-for-parking/\)](http://www.sightline.org/research_item/who-pays-for-parking/) that in greater Seattle, 37 percent of residential lots are empty at night—precisely when you'd expect residential parking spaces to be *most* used.

There are
4
times as
many parking
spaces as
cars in
America.

5/14

The deep irony is that cities rarely require developers to construct enough affordable housing, but they pass strict laws making sure vehicles can be adequately housed. "We don't force [developers] to build the right number of bedrooms for people! We just force them to build the right number of bedrooms for cars," says Jeffrey Tumlin, the principal and director of strategy for Nelson Nygaard, a parking consultancy.

To be fair to politicians, there's a long history of people freaking out if parking isn't plentiful. "Thinking about parking seems to take place in the reptilian cortex, the most primitive part of the brain responsible for making snap decisions about urgent fight-or-flight choices, such as how to avoid being eaten," as Shoup dryly wrote in his 2005 book, *The High Cost of Free Parking*.



Evolver

Ultimately, he notes, parking is a self-reinforcing problem. Cities trained people to expect that parking would be plentiful and free, which encouraged them to drive everywhere—which made them demand more parking. Decades of perverse incentives cemented the automobile as the main way people get around. As the Census Bureau reported (<https://www.census.gov/hhes/commuting/files/2014/acs-32.pdf>) in 2005, fully 76.4 percent of US workers who lived in the same city where they worked commuted to their jobs in a car, by themselves. Only 7.8 percent of them

5/15

commuted by public transit. Parking, urban reformers fretted, seemed like an intractable problem.

AT LEAST, THAT'S how the picture looked 10 years ago. But then something strange happened to our relationship with cars.

LS
16

Jeff Kenworthy is a professor of sustainability at Curtin University in Australia, and for decades he has been collecting data on how people travel in major industrialized cities around the world. He's found (<http://www.eco-logica.co.uk/pdf/wtpp17.2.pdf>) that the pace at which people increase their use of cars has been slowing. In the '60s, car use grew by 42 percent. In the '80s, it grew by less—only 23 percent. Then from 1995 to 2005, it went up by only 5 percent. In some cities car use actually declined, including London (down 1.2 percent), Atlanta (10.1 percent), and Houston (15.2 percent). Kenworthy says many cities are reaching "peak car use," and it's all downhill from here.

"The dominance of the car," he says, "is on the wane in many places."

Why? It's partly the price of gas, which rose dramatically in the early 2000s and has in many parts of the world stayed high since then. (Car insurance is historically high too.) But Kenworthy suspects it is also related to a concept known as the "Marchetti Wall (https://en.wikipedia.org/wiki/Marchetti%27s_constant)." Back in 1994, the Italian physicist Cesare Marchetti observed that throughout history—going back to ancient Rome—the majority of people disliked commuting more than one hour to work. If you're faced with a longer commute, you hit the Wall and rearrange your life, finding a new, more local job or moving closer to the office. In the 1990s and early 2000s, not only did use of public transit grow, but Kenworthy found that cities worldwide were becoming denser, in part because millennials weren't decamping for the suburbs (like their boomer parents did), and because seniors were moving back to urban cores, to enjoy the walkable life. As a society, we slammed into the Marchetti Wall and backed away.

True, this trend isn't necessarily set in stone. While the number of vehicle miles traveled per capita in the United States began declining in 2005, it began rising again in 2014. The dip might have been a result of the Great Recession and \$4-per-gallon gas, says Constantine Samaras, a civil and environmental engineer at Carnegie Mellon University. The price of gas in the United States has since gone down, and "when the price is cheap, people are going to drive more."

But many experts argue that the urbanizing trend is likely to accelerate because millennials are a Marchetti generation—they're increasingly turning

Millennials are much more likely than their elders to say they try to actively minimize driving to avoid causing environmental damage.

8/1/16

against the car. Research (<http://www.frontiergroup.org/reports/fg/transportation-and-new-generation>) by the Frontier Group, a think tank that often publishes work on energy and transportation, found that the average annual number of miles driven by American 16- to 34-year-olds dropped 23 percent between 2001 and 2009, a pretty stunning fall. Meanwhile, millennials took 24 percent more bike rides and used more public transit. Indeed, they're much less likely than previous generations to even be *able* to drive: In 1983, some 87.3 percent of 19-year-olds nationwide had a driver's license. By 2010, only 69.5 percent of them did. And while you might suspect that the recession was at play, rates of driving are down even among young adults with high-paying jobs.

When millennials are polled, they're much more likely than their elders to say they try to actively minimize driving to avoid causing environmental damage. They're buying far fewer cars than their forebears did, which worries carmakers. Toyota USA President Jim Lentz said in a speech last year, "We have to face the growing reality that today young people don't seem to be as interested in cars as previous generations."

THERE IS ONE trend of mobility that young people have embraced, though: On-demand car services like Uber and Lyft.

A year ago, Uber reported that its drivers were making 1 million trips per day; this past summer, the company told prospective investors that it was growing 300 percent year over year. Fully 70 percent of Uber's customers are under the age of 34, and 56 percent of them live in cities, as a survey by the market research firm Global Web Index found. Ride-hailing has big implications for weaning cities off their addiction to parking. The millennial generation is learning that it can have a car without needing to own or ever park one.

What's more, Uber is seeing especially rapid growth in its ride-sharing offering, Uber Pool, which matches travelers heading to roughly the same destination. In exchange for sharing a ride, the fare is at least 25 percent cheaper than a regular Uber fare. The company introduced the service in San Francisco a year ago, and already nearly *50 percent* of all Uber rides in the city are pooled.

This fact stuns even Uber itself. "The adoption of ride-sharing is larger than

anybody anticipated. The market is massive," says David Plouffe, the former Obama campaign manager who is now Uber's chief adviser and a board member, during an interview at the company's shiny headquarters in downtown San Francisco. "I don't think anyone who was around in the beginning suggested that the market would be this big. I mean, we have a good service, but clearly this is married up with how people want to live."

Uber, he says, is now launching a service aimed at ride-sharing for daily commutes. "So, I'm getting ready to go to work. I put my coffee mug in the sink. I turn on the app. I pick up my keys. Somebody three blocks away says, 'I'm going the same way,'" he says.

Carpooling, of course, has been touted for decades as a way to use cars more efficiently. But it never took off because it suffered from an information problem: There was no way to coordinate rides on the fly, no way to know whether someone four blocks away was heading in the same direction as you, *right this instant*. Safer just to drive yourself, right? And this gave birth to a welter of personal choices that seemed perfectly reasonable individually, but that together created a massive environmental and urban land use problem—with many of us heading off to work in the same direction and with cars that contained, statistically, only 1.13 people each.

That information problem is now gone. The smartphone has solved it. Equipped with GPS and mobile data, the mobile phone may ruin our concentration and erode our privacy at every turn, but it's remarkably good at one task: on-the-fly coordination. If the trend toward ride-sharing keeps accelerating, how might that change traffic and parking? When a group of MIT scientists crunched data on Boston-area commuting patterns, they found (http://www2.cs.uic.edu/~urbcomp2013/urbcomp2015/papers/Real-time-Ridesharing_Alexander.pdf) that if 50 percent of drivers shifted over to ride-sharing, it would reduce traffic congestion by 37 percent and decrease the number of vehicles on the road by 19 percent.

Tumlin, the parking consultant, is struck by the shift in the zeitgeist. He's 46 and says that "my generation was the last generation to believe that owning our own car would bring us freedom, autonomy, social status, sex." For today's young people, the mobile phone is a much more potent technology of autonomy and social status—and, in a neat twist, you can't use your phone while you're driving. They are rival activities, and the phone is winning. People want access to a car, but don't feel a need to own one, just as they've increasingly adopted streaming services instead of vinyl, CDs, or even MP3s.

"This conflation of auto ownership and personal identity," Tumlin concludes,

31% ^{13/18}
of our
downtown
commercial
cores are
devoted to
parking.

58
19

"is permanently broken."

WHEN THE GOOGLE self-driving car first pulled out into a busy intersection, with convertibles racing past us, I stole a look over at the driving wheel. It was turning by itself, as if a ghost were piloting the vehicle. It was an unnerving sight, though the Google engineers riding along with me were by now quite blasé: These cars have already driven a total of 1.2 million miles and have only been in a tiny number of accidents. The computer guidance system, said the engineer sitting in the driver's seat—his hands folded in his lap—is a very cautious driver.

Google's latest prototype was tooling around: a cute, egg-shaped little pod that was about as big as a Smart Car, except it didn't even have a steering wheel.

"Almost like a new person who's driving for the first month or so," he added. These cars can also sense far more than humans can. Another engineer riding shotgun held a laptop showing how our car "saw" the road with its laser, radar, and camera vision: The screen looked like the wireframe of a video game, with yellow boxes for pedestrians, red boxes for cyclists, and purple and green ones for other vehicles. The car could see not just what was ahead of us, but far off to the sides and behind us too.

"That's what makes computers more fun, that they can detect a million things at one time, whereas your average driver is probably only focused on that one thing," the engineer said with a grin. As if to prove the point, the car abruptly slowed down: It had detected a woman to our right drifting slightly into our lane.

Ten years ago, self-driving car prototypes could barely drive 10 miles across a relatively uncluttered desert. Now they're expertly weaving through traffic in Silicon Valley, Austin, and Pittsburgh. "The rate of progress," marveled the engineer, "is mind-blowing." They dropped me off at Google's headquarters, where I wandered up to a rooftop parking lot. There, Google's latest prototype—so new that journalists aren't allowed to ride in it—was tooling around: a cute, egg-shaped little pod that was about as big as a Smart Car, except it didn't even have a steering wheel.



Gilles Peress/Magnum Photos

How will self-driving cars change the way we get around? Many urban experts think the future of those egg-shaped cars isn't in private ownership. It's in fleet deployment. Certainly, that's what Uber believes; last year it set up a research lab in Pittsburgh specifically to develop its own self-driving cars. In the not-too-far-off future, CEO Travis Kalanick predicts, you could call for an Uber car and a self-driving robocar could zip up to whisk you away.

Unlike human drivers, robot cars wouldn't need to look up the route or the location of the nearest passenger, so they wouldn't waste time dithering, as humans do. Robot cars could also drive much more closely to one another, packing far more vehicles onto a street. (Computer scientist Peter Stone even created [software \(http://www.cs.utexas.edu/~pstone/Papers/bib2html-links/JAIR08-dresner.pdf\)](http://www.cs.utexas.edu/~pstone/Papers/bib2html-links/JAIR08-dresner.pdf) that would let robot cars do away with traffic lights; instead of stopping at an intersection, they would simply weave around one another, navigating street corners nearly 10 times faster than cars do today.)

What's more, they'd never need to park. At the University of Texas-Austin, Kara Kockelman—a professor of transportation engineering—modeled the impact of autonomous ride-sharing vehicles and found that each one could replace up to a dozen regular cars. The robocars could drive all day long, stopping only to refuel or for maintenance; at night, when there was less demand, they could drive out to a remote parking spot on the outskirts of

2/2

town. The upshot, Kockelman figures, is that if you shifted the entire city to autonomous cars, it would need a staggering 90 percent less parking than it needs today. It'd be speedy travel: In Kockelman's model, when people called for a car, one typically came along in about 20 seconds. It'd be profitable: When she spec'd out the cost of running an Uber-like fleet of robot cars, she calculated it would cost \$70,000 to buy and deploy each vehicle, but that each would earn a 19 percent profit on investment every year. And rides would only be about \$1 per mile, even if just a single passenger rode at a time—half as cheap as today's typical Austin cab fare.

A city run on shared autonomous cars would likely have a dramatically lower environmental footprint.

"You could make the fleet smaller," she says, "and you can reduce parking in downtown." The streets would still be busy—crowded, even—with vehicles whizzing to and fro. It's just that they wouldn't need to park. It would be the taxi-ization of nearly all human mobility.

A city run on shared autonomous cars would likely have a dramatically lower environmental footprint. That's partly because you'd get rid of the "circling" that plagues urban traffic. But it's also because high-tech cars would be new—and, given that they'll probably emerge en masse about 10 years from now, they'd be electric. A model (<http://www.nature.com/nclimate/journal/v5/n9/full/nclimate2685.html>) of city traffic published in *Nature* last July by Berkeley Lab scientist Jeffrey Greenblatt deduced that emissions would be 90 percent lower if cars were all autonomous and electric. And the truth is, it's easier for a fleet of robot cars to go electric than it is for individual car owners to do so. If I owned an electric car, I'd constantly be at risk for "range anxiety": the fear that my battery might die when I'm far from a charging station. But a robot fleet could optimize repowering, sending a car to pick up a traveler only when the car had enough juice to get to the traveler's destination, and taking low-battery cars out of service to recharge as needed.

"You could conceivably imagine a world in which you don't need to pave as much of the roadway," says James Anderson, a behavioral scientist at RAND who co-authored a report on autonomous cars in 2014. "If they're driving themselves, cars could precisely put themselves on four-meter-wide bits of pavement," leaving the rest of the road to some other purpose or surface,

L8
/22

maybe grass. "You can imagine fairly utopian, far-off visions."

We won't know what's truly possible until there are lots of autonomous vehicles on the road. For all the success that Google, Stanford, and Carnegie Mellon University have had with their robot cars, they've mostly been driven in mild climates. Nobody has figured out how to tackle snow, which tends to confuse today's computer vision systems. It's probably solvable, but precisely when—or when governments will be satisfied enough of self-driving cars' safety to approve them for sale—is anybody's guess.

"Who will be the last human driver?" asks Samaras. "It'll probably be our grandkids."

But you don't need fully autonomous cars to get big reductions in parking. Already some cars can parallel park themselves. Carmakers could soon produce vehicles that you drive yourself but that, once you're at a parking lot, you send off to find a space by themselves. Since nobody would need to get in or out of them after they parked, they could position themselves as snugly together as Tetris bricks, fitting far more cars into our existing parking lots and garages. Achieve even this small feat of self-driving, and it could be possible to never build another piece of parking, says Samaras, the Carnegie Mellon engineer.

Some urban thinkers told me that 15 years from now, autonomous vehicles will have erased the need for up to 90 percent of our current lots. "There is more parking today in American cities than they will ever, ever need," Tumlin says. It'll vanish as human driving vanishes.

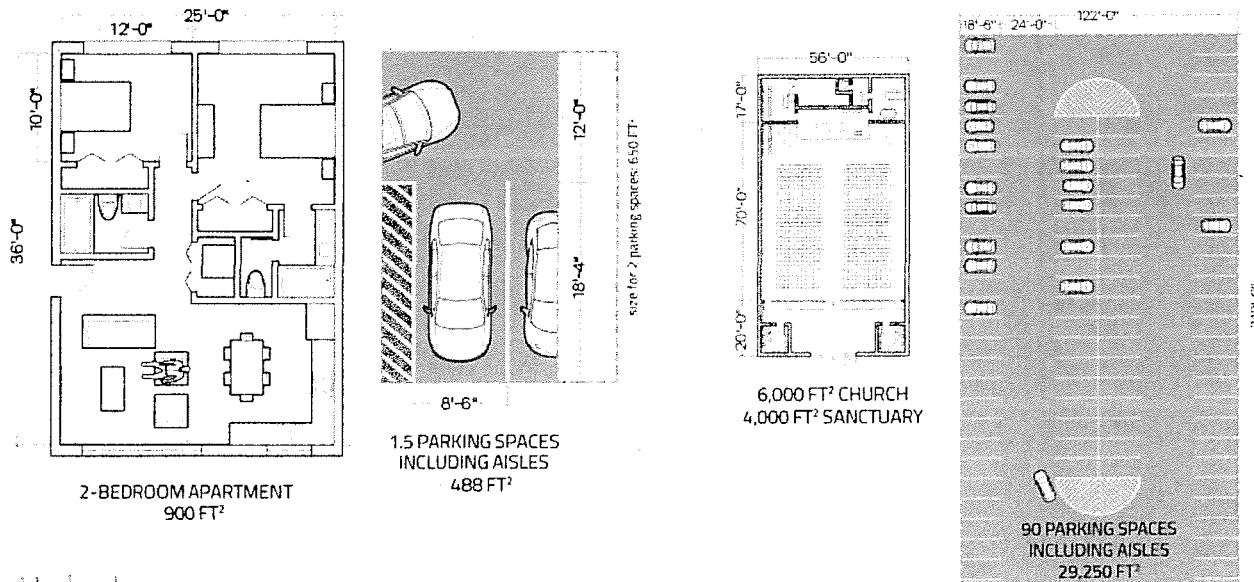
"Who will be the last human driver?" asks Samaras. "It'll probably be our grandkids."

WHAT WOULD A CITY look like if it suddenly needed 90 percent less parking?

A few cities have experimented with reclaiming road space. One of the biggest such projects was in Seoul, South Korea, in the early 2000s, when the municipal government tore up a 3.5-mile elevated highway that had covered the Cheonggyecheon River and transformed (<http://landscapeperformance.org/case-study-briefs/cheonggyecheon-stream-restoration#/overview>) it into a public park. The effects on the city were immediate: In addition to encouraging a surge in tourism, the park cooled the surrounding area by 9 degrees Fahrenheit during the summer.

L8
23

"Now they have this incredible green corridor with tons of space and hundreds of thousands of people using it," says Kenworthy. There had been 120,000 cars a day flowing through the area, and opponents of the project had claimed that all these cars would cram onto side streets instead. But car use went down. We often believe traffic is like a liquid; prevent it from going down one road, and it'll just flow down a nearby one. But in reality, Kenworthy says, traffic is more like a gas: "A gas compresses or expands based on how much space you give it."



Mother Jones

WASTED SPACE: A study by the Seattle-based Sightline Institute found that developers are required to build an average of 1.5 parking spaces for every two bedroom unit—more than half the size of the average apartment itself. Or consider that the average church in America seats 400. A church that size is typically required to have a parking lot almost five times larger than the church itself. *Based on designs by Seth Goodman/Graphing Parking. (<http://graphingparking.com>) Graphic by Chris Philpot*

New York City has seen similar experiments. Ex-Mayor Mike Bloomberg

closed (<http://www1.nyc.gov/office-of-the-mayor/news/432-13/mayor-bloomberg-transportation-commissioner-sadik-khan-design-construction-commissioner/#/o>) down

several blocks of Times Square, turning them into well-trafficked pedestrian

hangouts. The most famous reclaimed space is Manhattan's High Line

(<http://www.nycgovparks.org/parks/the-high-line>), once a dilapidated elevated railway

and now a verdant park that drew 6.2 million visitors in 2014 (2 million of

whom were locals) and hosts live events. "It's a park, it's a cultural institution,

it's a plaza, all put together," says Robert Hammond, who spearheaded the

restoration project and now runs the nonprofit that tends it. He suspects the

future of public parks is these sorts of "hybrid" spaces, built on reclaimed

urban space.

When land in a city suddenly becomes freed up for new uses, it's called "infill."

18/24

The downside of our love affair with cars is that on average we've asphalted over 31 percent of our commercial downtown cores with parking. But the upside, Shoup tells me, is massive potential infill. If we wean ourselves off the need to store cars, spots and lots could be converted into parks, schools, hospitals, housing. Better yet, it's property that is precisely where you'd want new development: downtown, inherently walkable. "The upside of the mess we've made," Shoup says, "is that we have a lot of land."

Take New York City, where there are roughly 102,000 public parking spaces below 60th Street—taking up roughly 18.4 million square feet, a space equal to about half of Central Park.

"San Francisco is going bananas for new housing, and Manhattan is always looking for space, and here we have this sitting in front of us," Samaras says. "That's what autonomous vehicles can do."

THERE ARE SOME big speed bumps on the road to a low-parking future, though. That's because most of these rosy projections assume self-driving cars are likely to be deployed en masse by ride-sharing firms that would use them with deep efficiency, offering such convenience and cheapness that we'd all ditch our personal vehicles.

But there's another route the future might take. Shannon McDonald, an architect and historian of American parking, recently got a glimpse of it. She flew to Baltimore to visit her brother, who picked her up in his new car. It included several self-piloting features; he showed her how it wouldn't let him steer accidentally into a neighboring lane on the highway, and when he got home, the car parallel parked itself. Such features might make self-driving cars so alluring that everyone wants one.

"What if they're all privately owned? You've got a driverless vehicle, and maybe you don't share it," McDonald tells me. If her brother and sister-in-law had a fully self-driving car, maybe they'd decide to go to New York to see theater. It's a crazy-long five-hour drive, but who cares? They could kick back. They would "ride all the way in and sleep in it all the way back," she says. If you can read, watch TV, work and do email, or catch up on sleep while your car steers, the sting goes out of commuting.

In this version of the future, self-driving cars could smash through the Marchetti Wall. They would unlock what's known as "induced demand"—prompting commutes of such lengths that they'd have been previously unfathomable. Or we might find people deciding they never need to park their cars because, hey, cars can circle on their own.

48
11
25

McDonald imagines a commuter going to work in his self-driving car: "Let's say he gets to the office, he gets dropped off at the front door. And he tells the car to go find its cheapest parking." Maybe it drives out to the far suburbs, to park for free on a side street. "He says, 'Okay, just go have fun today! Go drive around! Come back and get me at five. Why not? It's cheaper!'" The problem of cruising could morph into a Monty Pythonesque parody of modern life: a street clogged with traffic, but all the cars are empty. In economic terms, this is called a "rebound effect": If you make something suddenly more efficient to do, people will do more of it.

Urban and traffic thinkers are divided about how serious these negative impacts could be. Many suspect the Marchetti Wall will remain in place. "We're unmoved by these arguments," says Berkeley Lab's Greenblatt. "Because seriously, most people are not going to sit in a car for hours a day." Others agree, pointing out that the generational shift away from owning a personal car isn't likely to dim. Most experts I spoke to said governments should set policies that make fleet-based ride-sharing more appealing than individual car ownership. The main lever here is "congestion pricing": A city could—as London already does—require drivers to pay extra fees to travel in the congested downtown areas unless they're in ride-shared vehicles. Nearly every expert I spoke to advocated some version of congestion pricing to prevent a rebound effect.

If cities leave self-driving cars entirely to the private sector, they court risk.

Others pointed out that personal ownership might well blur with fleet ownership. If someone owned a self-driving car, she might opt to make money off it by having it drive off to work for a fleet when she's at the office. Cities could also offer incentives to ride-sharing services that augment public transit, feeding people to major subway and rail lines. (This is already a trend: Uber reports that in some cities, one-third of its trips begin or end at a public-transit station.)

The bottom line is, if urban officials want to make sure these technologies benefit civic life, they need to start talking about them now. "If we want it to be sustainable, the city has to get involved in these services," says Tom Radulovich, executive director of Livable City, a nonprofit transit group. Cities could deploy their own fleets of subsidized self-driving cars—the next

8/26

generation of public transit—aiming them particularly at the mobility disabled and underserved and low-income areas, where residents often lack the credit cards required by ride-sharing apps. They could commission vans that could pool more people than a car, providing a nice midpoint between personal vehicle ownership and a bus.

If cities leave self-driving cars entirely to the private sector, they court risk. When the usage of public transit grows or shrinks, the city knows immediately, and can adapt to what the public is demanding. But companies like Lyft and Uber are opaque, releasing very little information about their usage. This is already making it hard for San Francisco to plan for the future: Figuring out where to develop public transit hinges on understanding how people are moving themselves around using private-sector means. "We don't have the data to understand the market size and what's happening to it," says Timothy Papandreou, the city's director of strategic planning and policy for SFMTA.



A parklet in San Francisco. *San Francisco Planning Department*

As Radulovich points out, there's historical precedent for the government getting more deeply involved in regulating private ride-sharing. After all, today's public transit started out as a hodgepodge of private systems—a bus line here, a streetcar there—that slowly merged into one large system. "Public transit went through this—it was venture funded, but then it became public." That reverse privatization is unlikely to happen again, but cities could ensure the system serves civic needs by using carrots and sticks: incentivize people to use ride-sharing but require that ride-sharing firms share their data.

48
27

Gabe Klein argues that good deals can serve both the city and the private sector. When he ran the transportation system in Washington, DC, Klein—who'd previously worked for Zipcar—created a new policy: Zipcar would be allowed to park its cars for free in some curbside city spots. It was controversial: giving away a public resource to a private firm? But Klein argued that because a single Zipcar is used by many people and driven far more often than a regular single-owner car, each would take cars off the road. Klein also got DC to charge more for on-street parking, again nudging people away from owning private cars. In the ensuing years (which also saw the rise of the ride-sharing apps), DC saw 6 percent fewer registrations for cars, even as the population increased by 3 percent.

OBVIOUSLY, CITIES SHOULD get cracking on their plans for the self-driving future. But are there things they can do right now to reduce the amount of parking and driving?

Shoup recommends that cities apply something like Uber's infamous surge pricing to parking: If a block tends to be full of parked cars at a particular time of day, the city should charge more, and if the demand is lower, it should charge less. The goal, Shoup says, is to price parking so that there are always one or two spots open on a block. Achieve that, and presto: A city could get rid of circling, since drivers could always quickly find a spot. Emissions and traffic would go down, while higher meter fees would encourage use of public transit.

Shoup recommends that cities apply something like Uber's infamous surge pricing to parking.

Would dynamic pricing actually work?

In 2011, San Francisco decided to find out. In several areas of downtown, it set up new high-tech meters ([http://people.ucsc.edu/~adammb/publications/Millard-Ball Weinberger Hampshire 2014 Assessing the impacts SFPark.pdf](http://people.ucsc.edu/~adammb/publications/Millard-Ball%20Weinberger%20Hampshire%202014%20Assessing%20the%20impacts%20SFPark.pdf)) and sensors in the ground that told the city how busy these blocks and city parking lots were from morning to noon, from noon to 3 p.m., and from 3 p.m. to the evening. Every few months, the city examined the data and adjusted the price for each time segment of each block or lot up or down. Over the next two years, the city shifted parking costs upward on 37 percent of the time segments per blocks or lots, while at another 37 percent, the prices dropped. (The price of the others fluctuated.) It turned out that the hottest demand for parking was between noon and 3 p.m.



The new pricing scheme had precisely the effect the city hoped it would. Blocks that were previously jammed all day now typically had one spot open. Overall, driving in the pilot areas went down by about 2,400 miles per day—and circling plummeted by 50 percent. That helped reduce greenhouse gas emissions by 30 percent. (In comparison, areas in the city that weren't in this pilot study saw their emissions go down by only 6 percent.) Meanwhile, drivers reported that it took them 43 percent less time to find parking. And the program was even profitable: The city took in \$3.3 million more at the meters, even as it lost \$500,000 as parking citations decreased.

"Seeing the circling go down was one of the nicest findings," said Tom Maguire, director of Sustainable Streets for the city's Municipal Transportation Agency, when I visited him in his downtown office. "The circling hurts everybody: air quality, greenhouse gas, collisions, making the streets much less pleasant." He was also happy to put some meat on Shoup's arguments against free parking. "If there's one takeaway, it's that the theory is true: If you raise the price, you have a little less parking demand. Until we did something on the scale of almost the entire downtown of San Francisco plus seven other neighborhoods, I don't think it had been proven that the theory was true."

So far, alas, few cities are following San Francisco's lead. People—especially merchants—tend to holler when a city starts charging for parking. Three years ago, Ellicott City, a historic town in Maryland, installed smart meters on its main drag, only to have so many merchants complain that the city soon tore them out.

Shoup thinks cities need to be politically savvy to get citizens on board. One way, he says, is to engineer the meters to provide a hyperlocal benefit—plow some of the profits a meter generates back into sprucing up the very street on which the meter sits. Ventura County in California installed smart meters that were connected by wifi to the city, and then used those meters to broadcast free wifi to locals. It was an immediate hit.

But the central policy that can discourage the growth of parking is to eliminate minimum parking requirements. Take Los Angeles, which used to force developers to build two parking spots for every new unit of housing, hampering redevelopment in the downtown core. In 1999, the city eased the rules, and in a short time, developers started renovating the old buildings, providing an average of only 1.3 parking spots per unit. Buyers didn't care: They still bought the housing. The market, as Shoup observes, is willing to cope. Build less parking, and people will find other ways to get around.

The average
automobile
spends
95%
of its time
sitting in place.

L3
29

A LOWER-PARKING FUTURE could be downright lovely, judging by a glimpse I recently got of it. I was walking through the Mission District of San Francisco when I came across a curious sight: two curbside parking spots that had been transformed into a tiny public "parklet" (<http://sf.curbed.com/archives/2013/04/08/highlighting-a-few-of-the-many-parklets-along-busy-valencia-street.php>). Built out of huge, curved pieces of wood, it looked like a ship beached on the side of the road. Two young men sat on the benches having a business meeting. Across the street was another parklet, where thick desert vegetation—some clipped to resemble a triceratops—spilled out in front of a private residence.

Founded five years ago—and since emulated by cities ranging from London to Ames, Iowa—San Francisco's parklet program allows a property owner or business to apply to transform their storefront parking spots into a wee little plaza. There are now scores of parklets throughout San Francisco, including a particularly fascinating cluster of nine between 20th and 24th streets on Valencia Street. As I toured the strip, it gave me a vision of how remarkably a city could evolve: Imagine if 90 percent of all curbside parking spots were turned into strips of public parks, filled with greenery, urban gardening, and people relaxing.

They are oddly peaceful places. A few blocks down the strip at another parklet with a rainwater catchment exhibit, I found Nicole Hubman, a 30-year-old who was sitting and reading, waiting for her yoga class across the street. It turns out that Hubman's life is a study in the massive changes already underway in our relationship to driving. She used to live in Boston, where her commute was an hour and a half each day. She hit her own Marchetti Wall, and it made her miserable. So when she moved to San Francisco, she decided to get around on public transit.

"I hate driving," she says. "I'm allergic to it."

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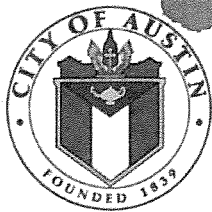
CLIVE THOMPSON (/authors/clive-thompson)

Clive Thompson is a contributing writer for the *New York Times Magazine* and a columnist for *Wired*.

/authors/cl

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thompson)



CITY OF AUSTIN

Development Services Department

One Texas Center | Phone: 512.978.4000

505 Barton Springs Road, Austin, Texas 78704

57/30

Board of Adjustment General/Parking Variance Application

WARNING: Filing of this appeal stops all affected construction activity.

This application is a fillable PDF that can be completed electronically. To ensure your information is saved, [click here to Save](#) the form to your computer, then open your copy and continue.

The Tab key may be used to navigate to each field; Shift + Tab moves to the previous field. The Enter key activates links, emails, and buttons. Use the Up & Down Arrow keys to scroll through drop-down lists and check boxes, and hit Enter to make a selection.

The application must be complete and accurate prior to submittal. ***If more space is required, please complete Section 6 as needed.*** All information is required (if applicable).

For Office Use Only

Case # C15-2016-008 ROW # 11469365 Tax # 0212010801

TCAD✓

Section 1: Applicant Statement

Street Address: 915 West 22nd Street, Austin, TX 78705

Subdivision Legal Description:

0.1606 acres of outlot 25 division D

Lot(s): _____ Block(s): _____

Outlot: 25 Division: D

Zoning District: MF4-NP-UNO

I/We Mike McHone on behalf of myself/ourselves as

authorized agent for ICC Austin affirm that on

Month January, Day 7, Year 2016, hereby apply for a hearing before the

Board of Adjustment for consideration to (select appropriate option below):

☒ Erect ☐ Attach ☐ Complete ☐ Remodel ☐ Maintain ☐ Other: _____

Type of Structure: Student Housing Cooperative

Portion of the City of Austin Land Development Code applicant is seeking a variance from:

13
31

We are seeking a reduction from the UNO ordinance parking requirements.

Section 2: Variance Findings

The Board must determine the existence of, sufficiency of, and weight of evidence supporting the findings described below. Therefore, you must complete each of the applicable Findings Statements as part of your application. Failure to do so may result in your application being rejected as incomplete. Please attach any additional supporting documents.

I contend that my entitlement to the requested variance is based on the following findings:

Reasonable Use

The zoning regulations applicable to the property do not allow for a reasonable use because:

The UNO zoning envisions the provision of affordable student housing in a dense, pedestrian-oriented environment. The parking requirements restrict the ability for the proposed student housing cooperative to provide affordable housing and discourage bringing vehicles to the area.

Hardship

a) The hardship for which the variance is requested is unique to the property in that:

The parking requirement (housing for vehicles) undermines the ability to maximize affordable housing on the site and maximize the public benefit from the City of Austin trust funds being used to construct the project. No project using affordable housing trust funds has been constructed in this area on a site this small.

b) The hardship is not general to the area in which the property is located because:

Most of the other sites in the area are either larger parcels or have additional height bonuses which offset the negative impact of the parking requirement.

Area Character

The variance will not alter the character of the area adjacent to the property, will not impair the use of adjacent conforming property, and will not impair the purpose of the regulations of the zoning district in which the property is located because:

A reduced parking variance will result in less alteration to the character of the adjacent areas than not issuing a variance. Reduced parking on this site has no impact on the use of adjacent conforming property. Reduced parking will enhance the purpose of the the zoning district by increasing affordable housing in, and pedestrian-friendly character of, the neighborhood.

Parking (additional criteria for parking variances only)

Request for a parking variance requires the Board to make additional findings. The Board may grant a variance to a regulation prescribed in the City of Austin Land Development Code Chapter 25-6, Appendix A with respect to the number of off-street parking spaces or loading facilities required if it makes findings of fact that the following additional circumstances also apply:

1. Neither present nor anticipated future traffic volumes generated by the use of the site or the uses of sites in the vicinity reasonably require strict or literal interpretation and enforcement of the specific regulation because:

The minimum parking requirement does not correspond to the actual current and anticipated parking needs for the residents in the UNO area. The current and anticipated future parking capacity is already far in excess of that actually needed. The infrequent use of vehicles by the student population in the area reduces the importance of strict parking regulations.

2. The granting of this variance will not result in the parking or loading of vehicles on public streets in such a manner as to interfere with the free flow of traffic of the streets because:

The site plan for this property provides sufficient parking for ADA access, normal loading and maintenance activities. As with other properties in the area, periods of heavy use (semester move-in/move-out), will be managed through temporary use permits to prevent traffic interference.

3. The granting of this variance will not create a safety hazard or any other condition inconsistent with the objectives of this Ordinance because:

Reducing the required parking disincentivizes bringing vehicles to the area and enhances pedestrian safety and the overall objective of making the area pedestrian-oriented.

4. The variance will run with the use or uses to which it pertains and shall not run with the site because:

Reduced parking for group residential use in the UNO zoning area is appropriate because the use provides the potential to maximize density, affordability, safety, and to promote the pedestrian-oriented, student housing environment envisioned by the UNO ordinance.

NOTE: The Board cannot grant a variance that would provide the applicant with a special privilege not enjoyed by others similarly situated or potentially similarly situated.

Section 3: Applicant Certificate

I affirm that my statements contained in the complete application are true and correct to the best of my knowledge and belief.

Applicant Signature: _____ Date: _____

Applicant Name (typed or printed): Mike McHone

Applicant Mailing Address: _____
City: _____ State: _____ Zip: 78733
Phone (will be public information): _____
Email (optional – will be public information): _____

Section 4: Owner Certificate

I affirm that my statements contained in the complete application are true and correct to the best of my knowledge and belief.

Owner Signature: _____ Date: _____

Owner Name (typed or printed): William Thogersen, Executive Director - ICC Austin

Owner Mailing Address: 2305 Nueces St

City: Austin State: Texas Zip: 78705

Phone (will be public information): (512) 470-4286

Email (optional – will be public information): billy@iccaustin.coop

Section 5: Agent Information

Agent Name: Mike McHone

Agent Mailing Address: _____

City: _____ State: _____ Zip: _____

Phone (will be public information): _____

Email (optional – will be public information): _____

Section 6: Additional Space (if applicable)

Please use the space below to provide additional information as needed. To ensure the information is referenced to the proper item, include the Section and Field names as well (continued on next page).

ICC Austin is a 501(c)3 non-profit corporation providing affordable housing to students in the UT area.

Heldenfels, Leane

From: Isabella De La Rosa [REDACTED]
Sent: Tuesday, March 01, 2016 11:30 AM
To: Heldenfels, Leane
Subject: RE: Case C15-2016-0018, 915 West 22nd
[REDACTED]

LS
34

Dear Leane,

My name is Isabella De La Rosa. I have lived at 710 W 21st Street for 1 year.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Isabella De La Rosa

2107441678

Heldenfels, Leane

LS
1/35

From: William Salazar [REDACTED]
Sent: Monday, February 29, 2016 11:32 AM
To: Heldenfels, Leane
Subject: Case C15-2016-0018, 915 West 22nd
[REDACTED]

Dear Leane,

My name is William Salazar. I have lived at 1910 Rio Grande St. for 5 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

Although I do own a car now, my time at ICC as a West Campus resident discouraged me from having a car that would take up space and instead walk and ride on my bike to get to places around my neighborhood. Seeing how crowded West Campus can get during move in/move out days would leave those with cars in stand still traffic for hours in areas so densely populated. It was not only me but many of my former housemates who shared the same sentiments. I know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,
William Salazar
(832) 646 6052

Heldenfels, Leane

From: kim <[REDACTED]>
Sent: Sunday, February 28, 2016 6:31 PM
To: Heldenfels, Leane
Subject: RE: Case C15-2016-0018, 915 West 22nd
[REDACTED]

LS
36

Dear Leane,

My name is Kimberly Hill. I have lived at **WEST CAMPUS ADDRESS** for 14 years. I fully support the ICC Austin request to reduce the required parking spaces to 1. ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The West Campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park." The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

As someone who lives across the street from the intended co-op, I can attest that the increased population in West Campus has led to more cars, more traffic, and hazardous streets. The new, denser culture has resulted in more reckless driving in an area filled with pedestrians. We should not encourage students in West Campus to own cars. Quite the opposite.

I do not own a car, and know many others without cars, who would love to live in a non-auto-dependent community.

Respectfully,
Kimberly Hill
(512) 560-7666

Heldenfels, Leane

L8
31

From: Mike Gorse [REDACTED]
Sent: Sunday, February 28, 2016 8:29 AM
To: Heldenfels, Leane
Subject: Case C15-2016-0018, 915 West 22nd
[REDACTED]

Dear Leane,

As a former resident and board member of an ICC student coop, I am writing in support of the ICC request to reduce the number of required parking spaces to 1. At the closing of the CodeNext sound check a few months ago, we were shown a model which demonstrated that apartments with fewer parking spaces are less expensive to rent, as they can be developed less expensively, and, where ICC is a member-owned cooperative, any savings benefit current and future members. It is thus about creating affordable housing for students, not about increasing profits for developers. Since it is a small lot, it is not feasible to build parking on-site and build the affordable housing that ICC would like to build, and, while ICC may decide to rent some parking spaces off-site, I would like to allow the organization to decide what makes the most sense for its members. I realize that people generally do not like to deviate from existing code and that UNO already provides some parking reductions. Nevertheless, I consider this project unusual, in that it is taking advantage of UNO affordable housing funds and will be setting aside some units for lower-income students, so I think that it warrants a variance.

Thanks,
-Mike Gorse
(512)947-2259

C15-2016-0018

Heldenfels, Leane

From: Luca Masters [REDACTED]
Sent: Thursday, February 25, 2016 11:24 PM
To: Heldenfels, Leane
Subject: Parking variance for ICC Austin

28
38

Dear Leane,

My name is Luca Masters and I've lived at 2309 Nueces St. for eight years (plus one summer next door at 510 W 23rd St.) I fully support the ICC Austin request to reduce the required parking spaces for their new development to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The residents at ICC Austin's new house will chiefly be students at UT. They will be walking or biking to class, not driving. Because of the way co-ops are organized (central food buying, e.g.), most residents have no need for a vehicle. Or, not a motor vehicle--at my house, we have significantly more bicycles than we have cars.

I've lived here in West Campus for eight years, and in that time I've never owned a car. Buses and biking have met all my travel needs, and with the current traffic situation in Austin and parking situation in West Campus, encouraging these sustainable modes of transport is the way to go, rather than insisting on further subsidizing of personal car ownership.

Again, I have found West Campus an ideal location for a car-free lifestyle, and I am strongly in support of increased housing in the area that is designed around that reality. I have friends in the area who have opted to go without their cars while living here because they found it wasn't worth the cost of owning and maintaining a car, even when parking is freely available to them. Allowing low-income housing to forgo the expense of providing parking increases affordability and supports students trying to live an environmentally sustainable, and affordable, lifestyle.

Please grant ICC Austin's request for a parking waiver.

Thank you for your time and consideration.

Respectfully,
Luca Masters
(512) 775-2552

C15-2016-0018

Heldenfels, Leane

From: Cameron C Miller [REDACTED]
Sent: Thursday, February 25, 2016 9:43 PM
To: Heldenfels, Leane
Subject: West Campus Parking Variance request

18
39

Dear Leane,

My name is Cameron Miller. I have lived at 1909 Nueces St for 3 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,
Cameron Miller
5122843810

C15-2016-0018

Heldenfels, Leane

From: Kevin Quist [REDACTED]
Sent: Thursday, February 25, 2016 6:37 PM
To: Heldenfels, Leane
Subject: CO-OP Parking

L3
40

Dear Leane,

My name is Kevin Quist. I have live in Jester East.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

MY OWN NOTE:

The streets in west campus are narrow, the drivers are impatient college students, and the side walks can barely contain the traffic that walks on them. This is a recipe for disaster and it is time to move on from a car-controlled west campus. It is perfectly viable to expect people to walk around west campus and, if it weren't for the garages inside every Texas doughnut, west campus could certainly be a car free zone. I guess what I'm trying to say is that cars have their place in the city, but west campus is not one of them, please don't encourage the use of cars in an already congested zone that is much more suited for pedestrians.

Respectfully,
Kevin Quist
832-589-5656

C15-2016-0018

Heldenfels, Leane

From: Erin A Dowd [REDACTED]
Sent: Thursday, February 25, 2016 6:31 PM
To: Heldenfels, Leane
Subject: in support of reduced parking for new ICC buildings

L3
41

Dear Leane,

My name is Erin Dowd. I have lived at 710 W. 21st St. for .5 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Erin Dowd

2403918740

Heldenfels, Leane

From: [REDACTED]
Sent: Thursday, February 25, 2016 6:28 PM
To: Heldenfels, Leane
Subject: parking for the Ruth Schulze Co-op project

53
42

Dear Leane,

My name is Christa Hopkins. I lived in West Campus from 1997-2002 and have worked at UT Austin since 2008.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

When I lived in West Campus and for several years after I moved to East Austin, I did not own a car, and knew many others without cars. Further, I believe that many people who are on the fence about bringing their cars to west campus would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Christa Hopkins
512-762-5409

C15-2016-0018

Heldenfels, Leane

From: 0m3ga.ph03nix [REDACTED]
Sent: Thursday, February 25, 2016 6:25 PM
To: Heldenfels, Leane
Subject: Please accept ICC's variance request for reduced parking

L2
43

My name is Christopher Cunningham. I have lived at 604 Elmwood Pl. for 3 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Christopher Cunningham
5129083181

Sent from my T-Mobile 4G LTE Device

C15-2016-0018

Heldenfels, Leane

From: Khristian Kesterson [REDACTED]
Sent: Thursday, February 25, 2016 6:24 PM
To: Heldenfels, Leane

2/25/16
44

Dear Leane,

My name is Khristian. I have lived at 909 W 22 1/2 st for one year and in the west campus area for 4 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The west campus area is a dense, walk-able area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Khristian Kesterson

Heldenfels, Leane

From: Roxanne Personal [REDACTED]
Sent: Thursday, February 25, 2016 6:22 PM
To: Heldenfels, Leane
Subject: Support ICC

L8
45

Dear Leane,

My name is **Roxanne Zech** . I have lived at **2309 nieces street** for **2** years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,
Roxanne Zech
9546755722

Heldenfels, Leane

From: Esme West [REDACTED]
Sent: Thursday, February 25, 2016 6:18 PM
To: Heldenfels, Leane
Subject: Please Support the ICC Austin Variance Request for Reduced Parking

L8
46

Dear Leane,

My name is Esme West. I lived at House of Commons Co-op at 2610 Rio Grande St for 2 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Esme West

410-656-1514

C15-2016-0018

Heldenfels, Leane

From: Marie Harnisch [REDACTED]
Sent: Thursday, February 25, 2016 6:15 PM
To: Heldenfels, Leane
Subject: In support of ICC Austin

2
L3
47

Dear Leane,

My name is Marie Harnisch. I lived in co-ops in West Campus for 4 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Marie Harnisch
(505) 690-9759

C15. 2016-008

Heldenfels, Leane

From: Alex Aviles [REDACTED]
Sent: Thursday, February 25, 2016 6:13 PM
To: Heldenfels, Leane
Subject: [Released] ICC Austin Variance Request

L8
48

Dear Leane,

My name is Alex Aviles. I have lived at 510 W 23rd st for about 2 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Alex Aviles

254-223-0405

C15. 2016-0018

Heldenfels, Leane

From: Natalie Bradford [REDACTED]
Sent: Thursday, February 25, 2016 5:18 PM
To: Heldenfels, Leane
Subject: [Released] ICC Austin's Variance Request for Reduced Parking at the New Co-op

2/24/16

Dear Leane,

My name is Natalie. I have lived at 2610 Rio Grande Street for 3 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I know many people and students without cars who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,
Natalie Bradford
469 245 6992

Heldenfels, Leane

From: Samuel Bean [REDACTED]
Sent: Thursday, February 25, 2016 5:59 PM
To: Heldenfels, Leane; nick@iccaustin.coop
Subject: ICC Austin Variance Request for Reduced Parking at the New Co-op

L8
50

Dear Leane,

My name is Samuel Bean. I have lived at Sasona Coop in South Austin for 8 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Samuel Bean
(512) 888 8287

C15-2016-0018

Heldenfels, Leane

From: Huyler Marsh [REDACTED]
Sent: Thursday, February 25, 2016 5:59 PM
To: Heldenfels, Leane
Subject: ICC Parking Variance

5/5

Dear Leane,

My name is Huyler. I have lived at 710 West 21st for 2 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do own a car, but I know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Huyler Marsh
The University of Texas at Austin
Accounting | iMPA 2017
(469) 422-1785

Heldenfels, Leane

From: Blake Griffith [REDACTED]
Sent: Thursday, February 25, 2016 5:48 PM
To: Heldenfels, Leane
Subject: Please accept ICC's variance request for reduced parking

5/52

Dear Leane,

My name is Blake Griffith. I have lived at 510 w 23rd st for 3 years, 1907 Rio Grande for 1 year (before it was demolished), 2610 Rio Grande for 1 year. Throughout this entire time I never had a car.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Blake Griffith

7137021366

C15-2016-0018

Heldenfels, Leane

From: Meghan Currey [REDACTED]
Sent: Thursday, February 25, 2016 5:40 PM
To: Heldenfels, Leane
Subject: Support the ICC Austin's Variance Request for Reduced Parking at the New Co-op

L3
53

Dear Leane,

My name is **Meghan Currey**. I have lived at **1204 Luna St. Austin TX 78721** for **1** year.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do choose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do own a car, but choose to ride my bike, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Meghan Currey

5128312842

Heldenfels, Leane

From: David "Daud" Tashnick [REDACTED]
Sent: Thursday, February 25, 2016 5:38 PM
To: Heldenfels, Leane
Subject: Parking variance west campus

L3
54

Dear Leane,

My name is **David Tashnick**. I lived at 2610 Rio Grande for 2 years and 707 W 21st for 2 years.

I rode my bike to class at UT for the entire time I was there.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

David "Daud" Tashnick
Owner, Easy Rider Pedicab
(512) 964-8695

Heldenfels, Leane

From: Connor Healy [REDACTED]
Sent: Thursday, February 25, 2016 5:36 PM
To: Heldenfels, Leane
Subject: ICC Austin parking spaces

L3
/55

Dear Leane,

My name is Connor Healy. I have lived at Seneca Falls Co-op at 2309 Nueces St for 3 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Connor Healy

Heldenfels, Leane

From: Joshua D McCauley [REDACTED]
Sent: Thursday, February 25, 2016 5:34 PM
To: Heldenfels, Leane
Subject: Support the ICC Austin's Variance Request for Reduced Parking at the New Co-op

L3
56

Dear Leane,

My name is Joshua McCauley. I have lived at 1910 Rio Grande St for one year.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission.

The west campus area is a dense, walk-able area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Joshua McCauley
469-222-3785

C15-2016-0018

Heldenfels, Leane

From: Sarah Watson [REDACTED]
Sent: Thursday, February 25, 2016 5:27 PM
To: Heldenfels, Leane
Subject: West Campus Co-op Parking

5/5

Dear Leane,

My name is Sarah Watson. I have lived at 710 W 21st Street for 2 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Sarah Watson

210 306 9609

Heldenfels, Leane

From: Layla Farahbakhsh [REDACTED]
Sent: Thursday, February 25, 2016 5:22 PM
To: Heldenfels, Leane
Subject: ICC Austin Coop

LB
58

Dear Leane,

My name is Layla Farahbakhsh. I have lived at 2305 Nueces Street for two years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Layla Farahbakhsh

512 784 6345

C15-2016-0018

Heldenfels, Leane

From: Arjun Mukerji [REDACTED]
Sent: Thursday, February 25, 2016 5:16 PM
To: Heldenfels, Leane
Subject: icc parking reduction

LS
59

Dear Leane,

My name is Arjun Mukerji. I have lived at 1909 Nueces for 2 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,
Arjun Mukerji
281-744-5466

Heldenfels, Leane

From: Jessica Wilson ~~ssw@houstonia.edu~~
Sent: Thursday, February 25, 2016 4:39 PM
To: Heldenfels, Leane
Subject: Support for ICC Austin

L8
/60

Dear Leane,

My name is Jessica Wilson I have lived at 2704 French Place for two years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I know many others without cars who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Jessica Wilson
530-604-1359

C15.2015-0018

Heldenfels, Leane

From: J.T. Harechmak [REDACTED]
Sent: Thursday, February 25, 2016 4:04 PM
To: Heldenfels, Leane
Subject: Parking Variance for Student Housing

LB
61

Dear Leane,

My name is J.T. and I have lived at 814 Mary St. West in Austin for 3 years. Before that, I lived at 2610 Rio Grande St. in West Campus for 3 years.

I fully support the ICC Austin request to reduce the required parking spaces to a single space for 3 reasons

1. Thanks in large part to the University Neighborhood Overlay (UNO), the **west campus area is a dense, walkable area** in which cars are unnecessary. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens. Requiring the full amount of parking also goes against the goals of UNO, especially when the University of Texas and high-traffic bus lines are so close.
2. I personally do not drive into the central city anymore because parking is so troublesome. As cliché as it may sound, this is our new normal. Lots of students without cars would love to live here and lots of student on the fence about leaving a car back home would be swayed by housing without parking. This is the type of city encouragement that we need to **get people out of their cars and into transit**.
3. ICC Austin has provided affordable housing to students like me for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission within the very tight non-profit budget that they operate in. Podium construction is cost prohibitive to a small, non-profit developer like ICC. ICC doesn't have the luxury of raising rents on students to make the budget work, the way that people like American Campus do. **Decoupling parking from units is an affordability tool** and Austin needs to use all the tools it has.

Please let me know if i can attend any meetings on this issue, or be of any help in this matter.

Respectfully,

J.T. Harechmak
(925) 918-2216

Structure Development
702 San Antonio St.
Austin, TX 78701

Heldenfels, Leane

C15-2015-0018

From: Michael Behrman [REDACTED]
Sent: Thursday, February 25, 2016 4:06 PM
To: Heldenfels, Leane
Subject: ICC Austin parking variance

5/2/16

Dear Leane,

My name is Mike Behrman. I have lived at 5111 woodrow for 1 year.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Mike Behrman, 512-736-4468

C15-2015-0018

Heldenfels, Leane

From: Danielle Alling [REDACTED]
Sent: Thursday, February 25, 2016 4:04 PM
To: Heldenfels, Leane
Subject: I Support Reduced Parking Request for ICC Austin

17
63

Dear Leane,

My name is Danielle Alling. I lived at 2601 Rio Grande for a years

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually decrease the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Danielle Alling
608.217.6325

C15-2016-0018

Heldenfels, Leane

From: Jeanne Stern <[REDACTED]>
Sent: Friday, February 26, 2016 10:26 AM
To: Heldenfels, Leane
Subject: RE: Case C15-2016-0018, 915 West 22nd

18
64

To: Leane.heldenfels@austintexas.gov
RE: Case C15-2016-0018, 915 West 22nd
Dear Leane,

My name is Jeanne Stern. I lived at an ICC coop, The House of Commons, at 2610 Rio Grande for 2 years, and currently at 611 W. 31 1/2 Street for 11 years. In all this time I have never owned a car and have traveled via foot, bicycle, bus and car2go.

I fully support the ICC Austin request to reduce the required parking spaces to 1. ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfill the organization's charitable mission. The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars. Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens. Residents who do chose to bring vehicles will not clog up streets since there is virtually no free on-street parking in the area. Thus, there will be no "driving around looking for a place to park". The proposed on-site parking and loading areas of the building will provide ample space for pick-up and drop off, and will not cause any overflow into neighboring areas. Any car-owning residents will need to pay for parking in any of the many structured parking locations in the areas.

I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,
Jeanne Stern
(512) 431-9894

Heldenfels, Leane

From: Chris Correll [REDACTED]
Sent: Friday, February 26, 2016 2:51 AM
To: Heldenfels, Leane
Subject: ICC Austin request to reduce the required parking spaces to 1.

L3
65

Dear Leane,

My name is Chris Correll. I have lived at 2309 Nueces St. for more than 2 years.

I fully support the ICC Austin request to reduce the required parking spaces to 1.

ICC Austin has provided affordable housing to students for nearly 50 years, and granting this parking variance request will help continue to fulfil the organization's charitable mission.

The west campus area is a dense, walkable area in which cars are unnecessary. Reduced parking at this facility will actually *decrease* the traffic problem since it will attract residents who do not own cars.

Requiring the full amount of parking, either on-site or off-site will permanently increase the traffic in the area, and permanently decrease the level of affordability the organization can offer to our citizens.

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I do not own a car, and know many others without cars, who would love to live in this new non-auto-dependent building. Further, I know many people who are on the fence about bringing their cars to west campus who would not bring them to the west campus area if this parking variance request is granted.

Respectfully,

Chris Correll

PUBLIC HEARING INFORMATION

Although applicants and/or their agent(s) are expected to attend a public hearing, **you are not required to attend**. However, if you do attend, you have the opportunity to speak **FOR** or **AGAINST** the proposed application. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During a public hearing, the board or commission may postpone or continue an application's hearing to a later date, or recommend approval or denial of the application. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice will be sent.

A board or commission's decision may be appealed by a person with standing to appeal, or an interested party that is identified as a person who can appeal the decision. The body holding a public hearing on an appeal will determine whether a person has standing to appeal the decision.

An interested party is defined as a person who is the applicant or record owner of the subject property, or who communicates an interest to a board or commission by:

- delivering a written statement to the board or commission before or during the public hearing that generally identifies the issues of concern (*it may be delivered to the contact person listed on a notice*); or
- appearing and speaking for the record at the public hearing; and:

- occupies a primary residence that is within 500 feet of the subject property or proposed development;
- is the record owner of property within 500 feet of the subject property or proposed development; or
- is an officer of an environmental or neighborhood organization that has an interest in or whose declared boundaries are within 500 feet of the subject property or proposed development.

A notice of appeal must be filed with the director of the responsible department no later than 10 days after the decision. An appeal form may be available from the responsible department.

For additional information on the City of Austin's land development process, visit our web site: www.austintexas.gov/devservices

Written comments must be submitted to the contact person listed on the notice before or at a public hearing. Your comments should include the name of the board or commission, or Council; the scheduled date of the public hearing; the Case Number; and the contact person listed on the notice. **All comments received will become part of the public record of this case.**

Case Number: C15-2016-0018, 915 W. 22nd St.

Contact: Leane Heldenfels, 512-974-2202, leana.heldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

Steve Beverlein

Your Name (please print)

2204 San Gabriel

Your address(es) affected by this application

Ann Bryan

Signature

2/12/16

Date

Daytime Telephone:

512 476-0111

Comments:

Please use the parking

in W. campus is terrible

and relentlessly spills onto

neighboring properties.

If you use this form to comment, it may be returned by noon the day of the hearing by either:

Mail: City of Austin-Development Services Department/ 1st Floor

Leane Heldenfels

P. O. Box 1088

Austin, TX 78767-1088

(note that comments postmarked Wednesday or sooner prior to the hearing may not be received by noon the day of the hearing)

Fax: (512) 974-6305

Email: leana.heldenfels@austintexas.gov

6/5

PUBLIC HEARING INFORMATION

Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak **FOR** or **AGAINST** the proposed application. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During a public hearing, the board or commission may postpone or continue an application's hearing to a later date, or recommend approval or denial of the application. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice will be sent.

A board or commission's decision may be appealed by a person with standing to appeal, or an interested party that is identified as a person who can appeal the decision. The body holding a public hearing on an appeal will determine whether a person has standing to appeal the decision.

An interested party is defined as a person who is the applicant or record owner of the subject property, or who communicates an interest to a board or commission by:

- delivering a written statement to the board or commission before or during the public hearing that generally identifies the issues of concern (it may be delivered to the contact person listed on a notice); or
- appearing and speaking for the record at the public hearing; and:
- occupies a primary residence that is within 500 feet of the subject property or proposed development;
- is the record owner of property within 500 feet of the subject property or proposed development; or
- is an officer of an environmental or neighborhood organization that has an interest in or whose declared boundaries are within 500 feet of the subject property or proposed development.

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Written comments must be submitted to the contact person listed on the notice before or at a public hearing. Your comments should include the name of the board or commission, or Council; the scheduled date of the public hearing; the Case Number; and the contact person listed on the notice. All comments received will become part of the public record of this case.

Case Number: C15-2016-0018, 915 W. 22nd St.

Contact: Leane Heidenfels, 512-974-2202, leana.heidenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

John Austin

Your Name (please print)

1113 W 22

Your address(es) affected by this application

John E. Austin

Signature

Date

Daytime Telephone: 817-240-6794 2-2-2016

Comments: Please deny this variance application. Allowing the applicant to reduce the required parking spaces will increase already existing pressure on an area that is too cluttered with street side cars as it is. If the applicant wants the benefit of parking, he must accept the burden of providing parking.

If you use this form to comment, it may be returned by noon the day of the hearing by either:

Mail: City of Austin-Development Services Department/ 1st Floor
Leane Heidenfels
P. O. Box 1088
Austin, TX 78767-1088

(note that comments postmarked Wednesday or sooner prior to the hearing may not be received by noon the day of the hearing)

Fax: (512) 974-6305

Email: leana.heidenfels@austintexas.gov

6/52

PUBLIC HEARING INFORMATION

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Case Number: C15-2016-0018, 915 W. 22nd St.

Contact: Leane Heldenfels, 512-974-2202, leaneheldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

Lee Anderson

Your Name (please print)

☐ I am in favor
☒ I object

2401 Leon

Your address(es) affected by this application

Leane Heldenfels

Signature

Date

Daytime Telephone: (217) 739-1960

Comments: I object to any project in this area that reduces available parking spaces. There is already not enough parking available which forces street parking. There is not enough street parking and streets in this area are already congested and dangerous.

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5/5/20

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Case Number: C15-2016-0018, 915 W. 22nd St.

Contact: Leane Heldenfels, 512-974-2202, leane.heldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

JAMES P. ALEXANDER

Your Name (please print)

904 West 21st Street Unit 115

Your address(es) affected by this application

James P. Alexander

Signature

Daytime Telephone: 361-350-0961

Date

2/1/16

Comments:

Parking is already a serious problem in our neighborhood. The requested parking variance should be disallowed! It doesn't make sense to grant a waiver from 12 spaces to 7 spaces down to only one space!

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6/2/16

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Case Number: C15-2016-0018, 915 West 22nd St.

Contact: Leane Heldenfels, 512-974-2202, leana.heldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

IRESSIE DAMPANO

Your Name (please print)

☐ I am in favor
☒ I object

Caswell Heights Neighborhood Assn.

Your address(es) affected by this application

1110 W. 22nd St.

2-1-16

Signature

Date

Daytime Telephone:

Comments:

Residents are concerned that parking will severely impact their own parking if adequate parking is not provided by property.

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2/1/16

Heldenfels, Leane

From: Richard Finley <[REDACTED]>
Sent: Monday, February 01, 2016 4:14 PM
To: Heldenfels, Leane
Cc: rdfinley@avenueview.com
Subject: Case #: C15-2016-0018, 915 W 22nd
[REDACTED]

2/1

This message is from Richard Finley. [rdfinley@avenueview.com]

Dear Leane,

My name is Richard Finley. I am employed by Washoe Company, which has been ICC's landlord at one of their housing coops for over 20 years, and I am the Treasurer of Lack and Hurley, Inc., which owns property 1/2 block from the subject property, at 909 W 22 1/2.

I support without hesitation ICC's request for a variance enabling them to reduce their required parking spaces from 7 to 1.

ICC provides much needed, low-cost housing options in West Campus. Adding parking to a project adds cost, and so makes it harder or impossible for them to continue providing affordable housing for students. Also, car ownership and use is rare amongst its residents. They are tenants, so I know this to be true. They just don't need the spaces.

Austin residents, particularly those living in this central location, have plenty of options (biking, car sharing, Cap Metro, etc.) to car ownership, and I assure you the future residents of 915 W 22nd will take full advantage of those options. If car ownership isn't quite yet considered "a ball and chain," it soon will be. West campus doesn't need any more storage for balls and chains.

Feel free to contact me with any questions.

Respectfully,
Richard Finley
rdfinley@avenueview.com
512-478-0885 ext. 214

C15-2016-0018

1/29

Heldenfels, Leane

From: KAMRAN Ziai <~~kamran.ziai@yahoo.com~~>
Sent: Friday, January 29, 2016 3:30 PM
To: Heldenfels, Leane
Subject: Objecting to the exemption requested for 915 W. 22nd St
Attachments: 2016-01-28-protest915at22ndSt.pdf

Hi Leane

Enclosed please find my letter of objection to the exemption requested for 915 W. 22nd st. I already see congested streets with barely enough space between park cars on both sides to have a two way traffic. Also, students often stop by the buildings which are usually by the intersections and wait for each other and block traffic behind them and completely disregards the "no parking signs". They should at least have enough parking as everyone else is required.

See enclosed

Thanks,

--Kamran Ziai
at 1010 W. 22nd St
Austin, TX 78705
512-784-5860

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Case Number: C15-2016-0018, 915 West 22nd St.

Contact: Leane Heldenfels, 512-974-2202, leaneheldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

☐ I am in favor
☒ I object

Your Name (please print)

Kamran Zai

1010 W. 22nd St. Austin Tx 78705

Your address(es) affected by this application

Kamran Zai

1-29-2016

Signature

Date

Daytime Telephone:

512-784-5860

Comments: The high number of residents

plus the low number of parking spots will create even more congestion in the neighborhood.

The streets closeby are horribly congested for parking and students often stop at no parking areas regardless of cars stuck behind them. This coop will create this situation by design. I am opposed to this exemption.

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Leane Heldenfels

P. O. Box 1088

Austin, TX 78767-1088

(comments postmarked on the Wednesday prior to the hearing or sooner may not be received by noon the day of the hearing)

Or Fax: (512) 974-6305

Or Email: leaneheldenfels@austintexas.gov

2/3/16

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Contact: Leane Heldenfels, 512-974-2202, leana.heldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

Anna Dreier
Your Name (please print)

1900 San Gabriel
Your address(es) affected by this application

[Signature]
Signature

1-29-16
Date

Daytime Telephone: *512 476-7059*

Comments: *I will be out of town*
on Feb 8

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48
74

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Contact: Leane Heldenfels, 512-974-2202, leane.heldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

Bradley Price
Your Name (please print)

<input checked="" type="checkbox"/> I am in favor <input type="checkbox"/> I object
--

1907 + 1913 Robbins Pl.

Your address(es) affected by this application

B. Price 1/29/16
Signature Date

Daytime Telephone: 512 699-5659

Comments:

I agree we need more
affordable housing in West Camas

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18/25

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Contact: Leane Heldenfels, 512-974-2202, leana.heldenfels@austintexas.gov

Public Hearing: Board of Adjustment, February 8th, 2016

Steve Benerlein

Your Name (please print)

☐ I am in favor
☒ I object

2204 San Gabriel

Your address(es) affected by this application

6801 J Gault

1.27.16

Signature

Date

Daytime Telephone: 512 476-0111

Comments:

Please No, the

parking in w/c is awful

already. Landlord can price-in

cost to market

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2/5/16

