



**City Council Questions and Answers for  
Thursday, March 02, 2017**

These questions and answers are related to the  
Austin City Council meeting that will convene at 10:00 AM on  
Thursday, March 02, 2017 at Austin City Hall  
301 W. Second Street, Austin, TX



**Mayor Steve Adler**  
**Mayor Pro Tem Kathie Tovo, District 9**  
**Council Member Ora Houston, District 1**  
**Council Member Delia Garza, District 2**  
**Council Member Sabino Pío Renteria, District 3**  
**Council Member Gregorio Casar, District 4**  
**Council Member Ann Kitchen, District 5**  
**Council Member Jimmy Flannigan, District 6**  
**Council Member Leslie Pool, District 7**  
**Council Member Ellen Troxclair, District 8**  
**Council Member Alison Alter, District 10**

*The City Council Questions and Answers Report was derived from a need to provide City Council Members an opportunity to solicit clarifying information from City Departments as it relates to requests for council action. After a City Council Regular Meeting agenda has been published, Council Members will have the opportunity to ask questions of departments via the City Manager's Agenda Office. This process continues until 5:00 p.m. the Tuesday before the Council meeting. The final report is distributed at noon to City Council the Wednesday before the council meeting.*

## **QUESTIONS FROM COUNCIL**

Agenda Item # 9: Approve an ordinance amending City Code Title 4 relating to requirements for expedited development permitting and worker protection standards.

QUESTION: 1) If a development has multiple buildings and each building is less than 75,000 square feet, but across the entire project their total square footage is greater than 75,000, how would they be treated under this ordinance? Would such a development be exempt from the worker protection certification? 2) Does the living wage requirement under this ordinance correspond with the City of Austin's living wage policy? If the City's living wage changes, will the requirements of this ordinance correspondingly adjust?  
COUNCIL MEMBER ALTER'S OFFICE

ANSWER: 1) A development with multiple buildings that cumulatively exceeds 75,000 square feet would not be subject to worker protection standards. Permits are issued per structure. 2) Yes, the living wage requirement under the Ordinance corresponds with the City of Austin's current living wage and will correspondingly adjust in the event of future changes.

Agenda Item # 25: Authorize negotiation and execution of three contracts with CHAMPION NATIONAL SECURITY, INC., SECURITAS SECURITY SERVICES USA INC., and WHELAN SECURITY CO., or one of the other qualified offerors to Request For Proposals RWS0501, to provide security guard services, with an initial 24-month term in an estimated amount of \$8,348,063, with three 12-month extension options in an estimated amount of \$4,183,979 per extension option, for a total contract amount not to exceed \$20,900,000; each and combined.

QUESTION: Please explain why these security services are proposed to be handled through contracts rather than bringing on individuals as regular employees. Please provide estimated costs for bringing these services in house. Please describe the salary rates that workers will receive and health and other benefits offered by each of the responding offerors. MAYOR PRO TEM TOVO'S OFFICE

ANSWER: See attachment.

QUESTION: Why were the four bids which were deemed "non-responsive," non-responsive? COUNCIL MEMBER TROXCLAIR'S OFFICE

ANSWER: See attachment.

Agenda Item # 34: Approve a resolution directing the City Manager to develop recommendations for reforming the City's economic development incentives policies.

QUESTION: Please provide a copy of the "recently-approved Community Workforce Master Plan" referenced in the resolution. COUNCIL MEMBER ALTER'S OFFICE

ANSWER: The Regional Workforce Master Plan is currently under development by Workforce Solutions Capital Area, which is the publicly-funded governing body for the regional workforce system. The draft proposed plan was presented to the Travis County Commissioner's Court on Feb. 28, 2017. A final plan is expected in May 2017.

Agenda Item # 76: C814-2014-0120 - Austin Oaks PUD - District 10 - Conduct a public hearing and approve second reading of an ordinance amending Title 25 by rezoning property locally known as 3409, 3420, 3429, 3445, 3520, 3636, 3701, 3721, 3724, and 3737 Executive Center Drive and 7601, 7718 and 7719 Wood Hollow Drive (Shoal Creek Watershed) from community commercial (GR) district zoning, neighborhood commercial (LR) district zoning, limited office (LO) district zoning and family residence (SF-3) district zoning to planned unit development (PUD) district zoning. The ordinance may include waiver of fees, alternative funding methods, modifications of City regulations, and acquisition of property. City Council: Approved First Reading PUD zoning with conditions, December 15, 2016. Applicant: Graves Dougherty Hearon & Moody (Michael Whellan). Owner: Twelve Lakes LLC, Jon Ruff. City Staff: Andrew Moore, 512-974-7604. A valid petition has been filed in opposition to this rezoning request.

QUESTION: Staff recommended transportation improvements in their TIA memorandum that do not equal the total probable cost of all improvements listed in the TIA. If staff were to require additional improvements listed in the TIA to be funded by the applicant, which would they be? COUNCIL MEMBER ALTER'S OFFICE


ANSWER: See attachment.


QUESTION: Please provide any City of Austin ordinances that require the City of Austin to utilize the "pro-rata" method when calculating required transportation improvement costs in land use cases such as the Austin Oaks PUD. Please provide any City of Austin ordinances that prohibit the Austin City Council from utilizing the rough proportionality method when calculating

the required transportation improvement costs in land use cases such as the Austin Oaks PUD. COUNCIL MEMBER ALTER'S OFFICE

ANSWER: State Law and City Code do not dictate a particular methodology for determining a developer's proportionate share of infrastructure costs required for traffic mitigation. Both the "pro-rata" model and the newer, interim Transportation Mitigation model, are different approaches to ensure that a developer is not required to fund or construct improvements beyond what can fairly be attributed to anticipated impacts of the development. The "pro-rata" model has been used administratively in implementing the Land Development Code for decades and is a well-established part of the development process. The newer "interim Transportation Mitigation" model differs significantly from the "pro-rata" model and provides a basis for capturing a wider range of impacts by focusing more directly on the level of demand generated by a development to the transportation system. Given these differences in approach, there are cases where obtaining contributions up to the maximum "rough proportionality" threshold may prove to be infeasible based on the scale, intensity, or location of a development as well as the potential for constructing improvements that would meaningfully mitigate traffic impacts. The ordinance proposed by DSD and ATD would provide a better foundation for implementing the new interim Transportation Mitigation model and set the stage for adopting procedures necessary to ensure that it can be applied in a fair and predictable manner. For these reasons, City staff has continued to rely primarily on the pro-rata model to determine a developer's proportionate share of transportation improvements both for projects that are approved administratively and when making recommendations to Council on zoning cases. Should Council approve the amendments to be presented at the March 2, 2017 meeting, DSD and ATD will begin the process of more fully implementing the new interim Transportation Mitigation model. The Law Dept. will provide a memo addressing legal issues related to traffic mitigation in advance of 3rd reading on the Austin Oaks ordinance.

**END OF REPORT - ATTACHMENTS TO FOLLOW**

 *The City of Austin is committed to compliance with the Americans with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request.*

 *For assistance, please call 512-974-2210 or TTY users route through 711.*



### Council Question and Answer

**Related To**

Item #25

**Meeting Date**

March 2, 2017

### Additional Answer Information

**QUESTION:** Please explain why these security services are proposed to be handled through contracts rather than bringing on individuals as regular employees. Please provide estimated costs for bringing these services in house. Please describe the salary rates that workers will receive and health **and** other benefits offered by each of the responding offerors. MAYOR PRO TEM TOVO'S OFFICE

**ANSWER:**

*1) Explain why these security services are proposed to be handled through contracts rather than bringing on individuals as regular employees.*

Staff issued a memo concerning this item on Friday, February 10, 2017.

In 2012, Council approved Resolution No. 20120405-054 directing City Staff to research and justify using contractors to perform various non-professional services, versus those services being delivered by City Staff. The results of this research was captured in the document titled "City of Austin Report on Insourcing Select Service Contracts," dated October 1, 2012, jointly developed by the Purchasing Office and the Budget Office. For complete details please refer to the "City of Austin Report on Insourcing Select Service Contracts" that is attached to the current RCA. In summary, the report's research showed that, in a variety of categories including security guard services, engaging contractors for service delivery was far more economical than utilizing City Staff, in both the then-current fiscal year and across a five-year horizon.

*2) Provide estimated costs for bringing these services in house.*

Per the February 10 memo, the Purchasing Office compared the hourly rates proposed by each of the three Contractors to the City's current hourly rates for equivalent security guard titles (excluding higher grade airport security titles). The cost of City security guard titles was calculated based on the minimum rate of pay for each City title, plus the estimated cost of benefits per title. Even at the entry level, all of the City's titles reflected a higher hourly cost to the City than any of the Contractors' proposed rates. The table below provides a brief analysis by position titles and pay rates, for both the Contractor and the City:

SEE NEXT PAGE

Contract Titles	Champion (City's Cost)	Securitas (City's Cost)	Whelan (City's Cost)
Security Guard	\$19.81	\$18.83	\$18.58
Security Officer I	\$19.81	\$18.83	\$18.24
Security Officer II	\$20.53	\$19.17	\$18.64
Security Officer III	\$21.25	\$20.14	\$18.97
Supervisor/Lead Security Guard	\$23.41	\$22.09	\$19.93
Lead Officer	\$23.41	\$35.52	\$32.20

Comparable City Titles	Entry Level Pay (Employee Pay)	Entry Pay w/Load (City's Cost)
Security Guard	\$13.75	\$24.09
Security Guard Lead	\$15.12	\$25.82
Security Supervisor	\$17.93	\$29.35
Security Coordinator	\$22.83	\$35.50
Security Manager	\$34.40	\$50.04

3) Describe the salary rates that workers will receive and health and other benefits offered by each of the responding offerors.

The table below provides a summary of benefits offered to employees by each Contractor:

Contractor	Available Benefits
<b>Champion National Security, Inc.</b>	Health plan meets the minimum requirements defined by the Affordable Care Act. Employees may elect health, dental, vision, critical illness, term life and dependent life insurance coverage on a pre-tax basis. Additionally, vacation and sick leave benefits are available.
<b>Securitas Security Services USA Inc.</b>	Health plan meets the minimum requirements defined by the Affordable Care Act and applicable state/local laws. Access to regional HMOs is provided where required. Dental plans and full-service vision care are available. Other benefits offered include: 401(k) savings, life and accident insurance, employee assistance, holiday and vacation pay and free-of charge uniforms and equipment.
<b>Whelan Security Co</b>	Health plan includes multiple choices for coverage; each meets the current Affordable Care Act requirements. Additional coverage is available for dental, vision, disability, critical illness, life insurance and legal access. Additionally, 401(k) savings, paid vacations and holidays and an employee assistance program are available.





### Council Question and Answer

**Related To**

Item #25

**Meeting Date**

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### Council Question and Answer

**Related To**

**Item #76**

**Meeting Date**

**March 2, 2017**

### Additional Answer Information

**QUESTION:** 1) Staff recommended transportation improvements in their TIA memorandum that do not equal the total probable cost of all improvements listed in the TIA. If staff were to require additional improvements listed in the TIA to be funded by the applicant, which would they be? 2) What is the rough proportionality demand estimate for existing conditions, the Code-Compliant Plan, and the PUD Plan?

**ANSWER:**

Austin Transportation Department (ATD) maintains the transportation improvements included in the TIA memorandum are critical to mitigate the impact of vehicular trips added from the development. Should Mayor and Council decide to require additional transportation improvements, this response may be used to assist in this policy decision. It should be noted that ATD's standard practice is to require transportation improvements based on calculated pro-rata share of improvement costs. Pro-rata share is the fair contributed cost from the developer, calculated as the ratio of project trips to non-project trips on the transportation network.

ATD analyzed transportation improvements not funded by the applicant and selected nine additional improvements. These nine improvements total \$685,000, raising the cumulative probable cost of improvements to \$1,490,000 when including the \$805,000 cost of improvements that the applicant has already agreed to fund. This cumulative probable cost equates to 74% of the total \$2,015,000 cost of improvements identified in the TIA memorandum.

Background

ATD required the following four transportation improvements in its TIA memorandum based on analysis included in the TIA submitted by the applicant. Full costs of each improvement are included.

- Install a fully actuated traffic signal at Spicewood Springs Road and Hart Lane. (\$420,000)
- Construct a free eastbound right-turn movement from Spicewood Springs Road to Mo-Pac (Loop 1) southbound frontage road. (\$35,000)
- Construct a southbound right-turn deceleration lane on Mo-Pac (Loop 1) southbound frontage road (upstream of Executive Center Drive). (\$160,000)
- Construct a southbound acceleration lane on Mo-Pac (Loop 1) southbound frontage road (downstream of Executive Center Drive). (\$130,000)

These four improvements total \$745,000, which exceeds the pro-rata cost share of \$628,000. ATD determined that these improvements were necessary despite the total exceeding the pro-rate cost share; the applicant agreed to fully fund these improvements.

During the Zoning and Platting Commission meeting on November 1, 2016, the applicant agreed to fully fund the following two improvements that were included in the TIA memorandum as additional transportation improvements, raising the total cost of improvements to \$805,000.

- Extend westbound left-turn bay at Spicewood Springs Road and Wood Hollow Drive. (\$50,000)
- Provide a right-turn signal overlap operation at Spicewood Springs Road and Wood Hollow Drive. (\$10,000)

### Analysis

The TIA memorandum lists 24 transportation improvements that help mitigate the impact of the development for a total of \$2,015,000. ATD analyzed the remaining 18 improvements that do not include the six that the applicant agreed to fund. ATD selected the following nine improvements, which are summarized in the following table, be implemented as possible additional mitigation should the Mayor and Council decide on this policy decision. Improvements that have a high percentage of site traffic and would be more difficult for the City of Austin to implement using its own resources, such as street widening and signal installation, were favored as improvements. Some improvements identified in the TIA memorandum would serve to reduce vehicular delay but could result in safety concerns when considering the holistic transportation network; therefore, they were not included in the following improvements.

Location	Improvements	Probable Cost (\$)	Site Traffic (%)
Spicewood Springs Road & Hart Lane (2018)	Widen Hart Lane	\$150,000	11.0%
Spicewood Springs Road & Loop 1 SBFR (2018)	Create channelized turn from Mo-Pac to Spicewood Springs	\$175,000	7.3%
Far West Blvd & Wood Hollow Drive (2018)	Provide a right-turn overlap signal operation	\$20,000	5.8%
Executive Center Drive & Wood Hollow Drive (2022)	Widen Executive Center Drive to a four-lane cross-section	\$20,000	52.6%
Executive Center Drive & Hart Lane (2024)	Restripe westbound approach of Executive Center Drive and Hart Lane	\$20,000	79.1%
Executive Center Drive & Hart Lane (2024)	Restripe Hart Lane	\$20,000	79.1%
Executive Center Drive & Wood Hollow Drive (2024)	Conduct traffic signal warrant analysis	\$10,000	52.6%
Executive Center Drive & Wood Hollow Drive (2024)	Install a fully actuated traffic signal	\$250,000	52.6%
Greystone Drive & Wood Hollow Drive (2024)	Restripe northbound approach	\$20,000	40.2%
<b>Recommended Improvements Total</b>		<b>\$685,000</b>	--

These nine improvements total \$685,000, raising the cumulative probable cost to \$1,490,000 when including the \$805,000 cost of improvements that the applicant has already agreed to fund. This cumulative probable cost equates to 74% of the

total \$2,015,000 cost of improvements identified in the TIA memorandum.

2) The Development Service Department (DSD) estimated impacts for these three scenarios based on estimated trips per the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and the City's rough proportionality determination worksheet tool.

As shown in the following table, the demand estimates total \$1.87M (Existing), \$5.02M (Code-Compliant Plan), and \$5.56M (PUD Plan).

Land Use (ITE Code)	Existing (daily trips)	Code-Compliant Plan (daily trips)	PUD Plan (daily trips)
Apartment (220)	-	-	250 units (1663 vpd)
Hotel (310)	-	-	100 rooms (892 vpd)
General Office (710)	445.322 ksf (4085 vpd)	645.596 ksf (7121 vpd)	676.8 ksf (5634 vpd)
Medical Office (720)	-	215.199 ksf (8585 vpd)	169.2 ksf (6704 vpd)
Specialty Retail (826)	-	-	20 ksf (893 vpd)
Sit down (high-turnover) restaurant (932)	-	30 ksf (3815 vpd)	30 ksf (3815 vpd)
<b>Total Daily Trips</b>	<b>4,085 vehicles</b>	<b>19,521 vehicles</b>	<b>19,601 vehicles</b>
<b>RP Worksheet Demand Estimate</b>	<b>\$1.87M</b>	<b>\$5.02M</b>	<b>\$5.56M</b>