



### Council Question and Answer

Related To

Item #14

Meeting Date

June 22, 2017

### Additional Answer Information

**QUESTION:** 1) Please provide an assessment of how the proposed Texas Capitol Complex master Plan will impact downtown traffic and coordination with current mobility planning as it relates to conversions of identified streets to two-way and vacation of portions of street row. Include impacts to transit services if possible. 2) Please provide a fiscal and staff hourly assessment for providing “expedited processing of all aspects of the project requiring City consideration” and expected impact to existing development services workload. 3) Please provide a fiscal and utility impacts for granting of waiver and easements and right-of-way usage fees. 4) Please clarify opportunity to delay item to later in 2017 to allow for the City to better prepare for proposed Capitol Planning effort. COUNCIL MEMBER KITCHEN'S OFFICE

**ANSWER:**

*1) Please provide an assessment of how the proposed Texas Capitol Complex Master Plan will impact downtown traffic and coordination with current mobility planning as it relates to conversions of identified streets to two-way and vacation of portions of street row. Include impacts to transit services if possible.*

Based on the Traffic Impact Analysis (TIA) submitted by the Applicant, the project is expected to impact downtown traffic most significantly in the area bounded by Guadalupe Street, Martin Luther King Jr. Boulevard, Trinity Street, and 15th Street. Several site transportation improvements were identified to mitigate site impacts from increased project trips. These site transportation improvements include signalization, additional turn lanes, and re-assignment of lanes at several intersections. Additionally, similar system transportation improvements were identified along the periphery of the study area to mitigate impacts on the bordering intersections that are currently servicing non-project traffic. The TIA indicates that the conversion of 16th, 17th, and 18th Streets and vacation of Congress Avenue can be accommodated with the proposed mitigation measures.

The Applicant has agreed to design its proposed project such that it will not preclude possible future urban rail service along 18th Street. Capital Metro has developed an acceptable plan to reroute its limited existing bus service in this area.

*2) Please provide a fiscal and staff hourly assessment for providing “expedited processing of all aspects of the project requiring City consideration” and expected impact to existing development services workload.*

Phase One of the Capitol Complex Master Plan is a multi-package project with buildout projected to occur over a 4 ½ year period. Of the work proposed, City staff would be responsible for review of work impacting City utilities and/ or City right-of-way or easements.

The Texas Facilities Commission’s (TFC) plans are in the conceptual stage at this time but based on available information, staff prepared the attached cost of service estimate. TFC will be responsible for all costs of service (includes direct staff time) associated with review, processing, and inspections. The cost of service estimate assumes that the review and permitting will occur under the General Permit Program. The TFC request for expedited review would primarily be fulfilled through the utilization of the General Permit Program, which

costs \$5,000 annually. This program was also made available to Capital Metro and the University of Texas in recent interlocal agreements.

Outside of the General Permit Program, City staff would prioritize related project submittals and is not committed to any specific days for review other than those that are established by each department. The intent of prioritization is that TFC project submittals “get put at the top of the stack” once the submittal is received.

TFC is requesting the assignment of a project team. Staff does not envision having to invoke this project team outside of the team that normally meets under the General Permit Program.

#### **ATTACHMENT 1**

*3) Please provide a fiscal and utility impacts for granting of waiver and easements and right-of-way usage fees.*

The Texas Facilities Commission (TFC) has requested a waiver of fees associated with the subterranean easements required for construction of the underground utility tunnels extending from the Central Utility Plant, located at 201 East 14<sup>th</sup> Street, to the new building proposed for 1801 Congress Avenue (see Slide 5). Staff estimates the value at approximately 5% of the fee simple interest. At \$250/ square foot for 21,867 square feet, the estimated fee is \$273,338.

TFC has also requested a waiver of the fees associated with right-of-way usage in the project area over the 4 ½ year project term. The fee structure for right-of-way usage includes tiers for which the cost is calculated based on square footage and duration. Fees were estimated over a 5-year period and rounded up to account for the potential for unanticipated issues during the construction stage. The projected total is approximately \$6.6M. Attached is a spreadsheet that details those calculations.

The total amount requested is \$6.9M. Neither fee type is considered a direct staff cost nor a cost to the City; they are considered unrealized revenue. This is consistent with the previously approved interlocal agreement with the University of Texas.

Utility relocations associated with this project will be reviewed and approved by the City and subject to City design standards. TFC will be responsible for all project related costs.

#### **ATTACHMENT 2**

*4) Please clarify opportunity to delay item to later in 2017 to allow for the City to better prepare for proposed Capitol Planning effort.*

The following response was provided by the Texas Facilities Commission (TFC).

To meet its legislative mandate, and make efficient use of taxpayer’s funds, TFC needs to execute the work as efficiently as possible. An interlocal with the City will allow TFC to collaborate and coordinate with City staff and services so the work can be expedited, street closure times reduced, and the project completed sooner. TFC believes this is a mutually beneficial arrangement and needs to complete the ILA process by August in order to achieve these objectives.

*5) Please provide a copy of the Traffic Impact Analysis.*

A copy of the TIA is attached.

#### **ATTACHMENT 3**

*6) Please provide additional information regarding any analysis of the potential impact on the surrounding stormwater system.*

At this point in time, City staff has not received detailed plans for review. The Texas Facilities Commission (TFC)

provided the following information.

#### Stormwater Management:

The design intent is that the project will comply with the City of Austin water quality requirements. Both the Texas Government Code and the City of Austin require the proposed improvements not increase the runoff rate from existing conditions. To achieve this requirement, some form of detention is required for any increase in impervious cover. The existing site for the Capitol Complex Phase 1 project is mostly impervious (roughly 85%). Our design team has assumed that new green spaces built over the top of below grade structures will be considered impervious for the purpose of stormwater calculations, even though there will be more public green space once the project is completed. Given this assumption, the project site will have a slight increase in impervious cover (90%, up from 85%). This small increase in impervious cover will require some on-site detention. The design concept for achieving the on-site detention is to utilize a sustainable design concept to capture rainwater in the porous fill materials at the bottom of the tree wells, at the allée of trees flanking each side of the new mall. This achieves the goals of mitigating runoff, while directing stormwater into planted, landscaped areas.

#### Stormwater Infrastructure:

The TFC project team has met with the City of Austin Watershed Protection Department, and will continue to collaborate with the City departments in developing the final design. There are existing storm sewer systems in place within the project area, specifically 17th Street and 18th Street. The project will assume the responsibility for maintaining conveyance of the storm discharge during construction, and will replace these lines with new pipes installed within the fill material over the new below grade parking structure to reconnect the gravity flows of the existing infrastructure. The new stormwater infrastructure installed will be sized to accommodate any increased demand from the project, modeling the fully developed conditions for the watershed. The model will account for COA infrastructure upstream and downstream.

#### Stormwater Quality:

The Texas Commission of Environmental Quality regulates stormwater discharges from construction activity. To minimize the effect of non-point source pollutants, stormwater control measures will be put in place to improve water quality by removing suspended solids. Stormwater Pollution Prevention Plans (SWPPP) will be followed for all phases of construction.

*7) With regard to Slide 8 which summarizes the requests related to Expedited Process, please clarify whether these benefits are extended to other community partners such as the Austin Independent School District (AISD), Capital Metro, etc.*

The interlocal proposed for negotiation with the Texas Facilities Commission (TFC) is for Phase One of the Capitol Complex Master Plan and is not intended to apply to all TFC projects. The City of Austin has entered into similar agreements with the referenced community partners. Although the terms and the vehicle for those terms may vary on a case by case basis based on the specific needs of the community partner, requests similar to those made by the TFC are typically reviewed by staff and forwarded to Council for consideration.

As described previously, the TFC request for expedited review would primarily be fulfilled through the utilization of the General Permit Program, which costs \$5,000 and will be paid by the TFC. This program was also made available to Capital Metro and the University of Texas in recent interlocal agreements.

Outside of the General Permit Program, City staff would prioritize related project submittals and is not committed to any specific days for review other than those that are established by each department. The intent of prioritization is that TFC project submittals “get put at the top of the stack” once the submittal is received.