

## Additional elements to be considered by Oversight Committee upon PTMD approval.

1. BCNA requires proportional representation and representative voting on the Oversight Committee, where the number of managed paid parking spaces on the commercial avenue(s) and in the neighborhood(s) determine the composition of the committee. No fewer than 2 representatives from each neighborhood to the original Oversight Committee. Periodic evaluation of representation by stakeholders on the Oversight Committee will take place as future parking area, development and or additional stakeholders are added to Oversight Committee. (Example: Establishment and involvement of a South First Street Merchants Association, which may be a new separate constituent or be combined with the original merchant group.)
2. Establish principles, operational guidelines, and meeting schedules for the PTMD Oversight Committee. Bylaws will provide all details related to representation and voting rights of stakeholders. Bylaws will outline the role of stakeholders and the involvement of other interested parties such as Austin Transportation Department; TOD, Downtown Austin Alliance; City of Austin, Economic Development District, SoCo PID, SoFi Merchants or other interested parties.
3. A minimum of (6) enforcement officers is required for the SoCo PTMD. Additional officers should be available to serve during special events that impact the PTMD service area. Future staffing needs will be evaluated regularly subject to ongoing needs and newly added paid and/or “Hybrid” RPP zones.
4. Provision of two free vehicle parking permits and two guest “hang tags” (temporary use permits) per residence structure on streets where paid parking or “Hybrid” RPP is in place.
5. Future paid parking or “Hybrid” RPP area additions must have 66% support of residents living on the side of each street where a proposed block will be impacted by any change to a currently unregulated parking zone.
6. Towing of cars blocking Resident homes driveways, handicapped or restricted zones will be enforced.
7. The SoCo PTMD will have the ability to increase paid parking fees for parking violations during peak demand or special event hours.
8. Parking violation fines will be increased during peak demand or special event hours or days. **Note: The PTMD via the ATD must secure City Council ordinance(s) that allows for increased parking fees and violation fines for peak hours, and special events within the SoCo PTMD.**
9. Parking zone striping will be in place at all locations providing at least the code required setbacks from intersections and driveways to allow for safe entrance and egress from resident homes and at street intersections.
10. Employee Parking permit fees will be underwritten by a portion of the revenue sharing funds directed to the merchants association. These fees will be redirected to neighborhood stakeholders based on the number of Metered Parking Spaces allocated to merchant employee parking.

11. Enforcement of designated employee parking at proposed Hybrid RPP zones. Ensure that no less than 90% of RPP parking be dedicated to residents and their “hang tag” guests. Ensure that employee parking is controlled and allocated to a limited number of spaces per RPP block face (no more than 1 per block face for the first block off of S. Congress Ave and S 1<sup>st</sup> Street. Enforcement procedures and application of restrictions are to be defined in operational guidelines and evaluated by PTMD Oversight Committee. A specific number of employee available parking space(s) are to be allocated widely among designated “Hybrid” RPP streets.
12. Provide for continual evaluation of SoCo PTMD operations as it relates to the current City-wide initiatives such as Project Connect, Mobility Austin and zoning changes including reduced compatibility standards on major and medium corridors.
- 13.. **Desired Outcome: [This goal is a hope for]. BCNA realizes that the city is not currently able to coordinate this function.**  
  
Limit parking permits to two per Licensed STR (Short Term Rental) establishments. STRs must be licensed by the City of Austin to receive free parking permits. Permits for non-licensed STRs will cost \$100 per annual permit limit of two per residence.
14. Evaluate metered parking fee structure that encourages utilization of available public parking garages.

Others to be determined.

#### **Community benefits funded from stakeholder revenue derived from Metered Parking Spaces.**

1. Improved pedestrian markings at crosswalks at intersections.
2. Enhanced bike lanes and alternate bike routes away from major traffic lanes.
3. Enforcement of scooter and alternate transportation rules.
4. Specific pick-up and drop-off locations for scooters and alternative transportation.
5. Specific pick-up and drop-off locations for ride share/taxi drivers
6. Additional trash receptacles located at intersections
7. Installation of sidewalks where appropriate.
8. Installation of wayfinding signage for parking and pedestrians.
9. Provide parking zone stripping at providing setbacks from intersections.
10. Installation of speed-calming tools on streets deemed appropriate.
11. Improved Street lighting