

425 West Riverside Drive PUD

C814-2017-0001



STREAM

425 WEST RIVERSIDE

Scheme 1

Conceptual Design



South Central Waterfront Advisory Board Briefing
October 16, 2017

South Central Waterfront Initiative

Final Plan as Adopted on June 16th, 2016

SOUTH CENTRAL WATERFRONT VISION FRAMEWORK PLAN



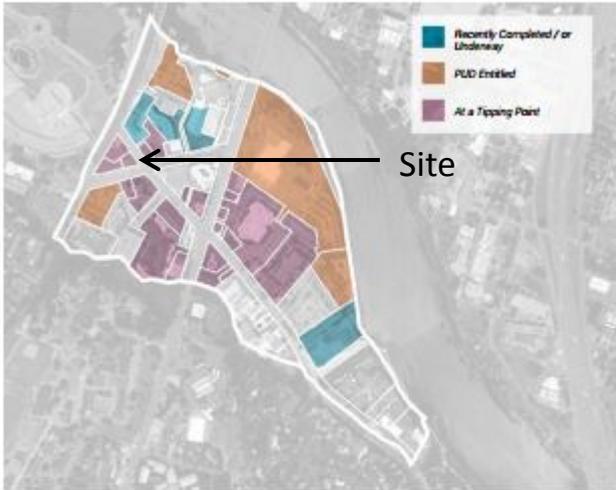
June 2016



Austin, Texas

The goals of the Framework include:

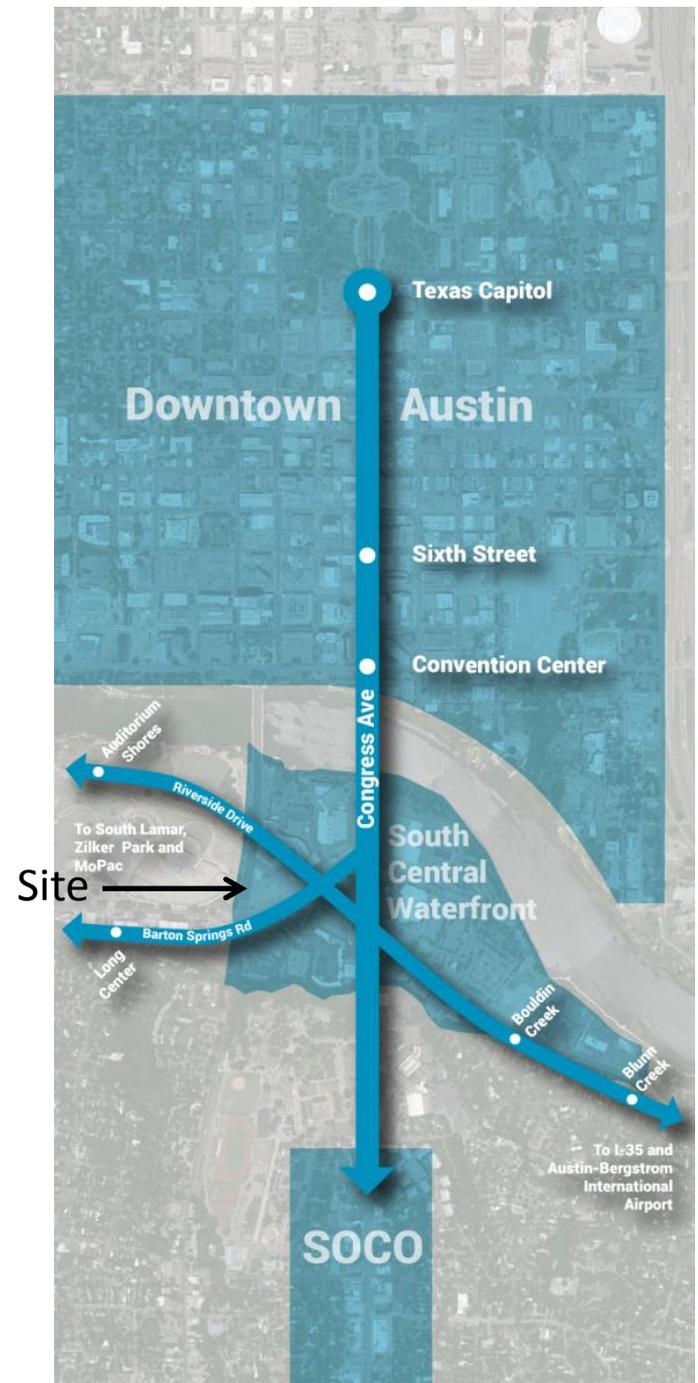
- Establish a lively, attractive pedestrian environment.
- Expand open space and create great public spaces.
- Enhance connections to and along the waterfront.
- Include 20% new housing units as affordable.



The map above indicates properties currently being redeveloped (already underway), Planned Unit Development (PUD) entitled (redevelopment parameters have been decided), and the "tipping point" properties that are the most likely to redevelop over the next 20 years, given market trends.

PUD Purpose Statement:

The purpose of the PUD is to embody the spirit of the South Central Waterfront Vision Framework Plan, which was unanimously approved by City Council on June 16, 2016.





Theoretical Baseline

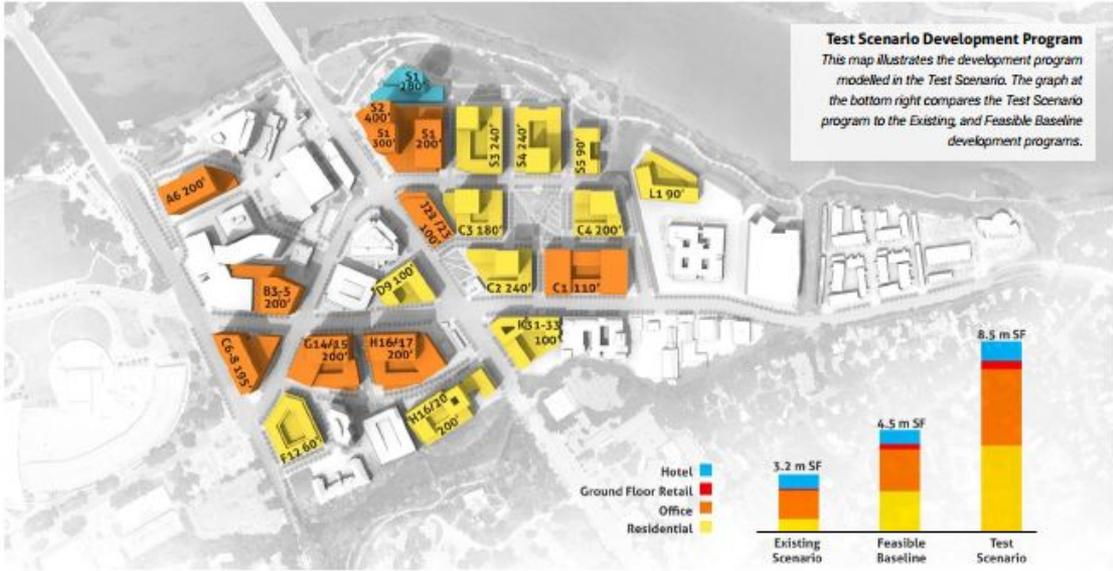
Illustration showing potential redevelopment of "tipping" properties, applying existing zoning regulations.

The property was identified as at "tipping point" and ripe for near-term redevelopment. This site was evaluated under baseline regulations and a development program test scenario.

Test Scenario Development Program

The Financial Framework requires private properties to "buy-in" to the Vision by building the public realm on-site, as well as financially contributing to city-led improvements. To incentivize property owners to contribute, their costs must be offset through increased development allowances. The Test Scenario is a "what if" financial model to calibrate the additional development needed beyond existing entitlements to incentivize private properties to participate in the Vision. The map below shows the Test Scenario on "tipping parcels" – properties most likely to redevelop within the next 15 years. Under the Test Scenario, private properties ultimately pay for the whole public realm vision through on site improvements and the recommended Funding Toolkit on page 97. Please refer to Appendix V: Scenario Evaluation for more details about the scenario modelling.

The PUD proposal is consistent with the development regulations assumed in the test scenario.



PUD OVERVIEW:

- Class A Office (289,000 SF)
- Retail/Restaurant (21,000 SF)
- Height: 195'
- Parking: 720 spaces(public parking will be available)
- 2-Star AEGB Greenbuilding
- Elevated building design and materials
- South Central Waterfront streetscapes and enhanced pedestrian realm
- Pedestrian oriented uses along 75% of the building frontages
- 2 CapMetro floating bus stops
- B-cycle station
- Buffered bike lanes
- Transportation Demand Management Plan to be implemented
- Bicycle valet and parking
- Significant traffic mitigation, in alignment with the S. Central Waterfront Plan

PUD OVERVIEW:

- 5-inch caliper street trees, planted 28-feet on center, minimum 100 caliper inches, planted in structured soil cells (minimum 1,000 cubic ft soil volume)
- 100% irrigation from reclaimed water, captured on-site
- 100% water quality on-site, utilizing green infrastructure
- On-site capture of rainwater, AC condensate for beneficial use on-site
- Minimum 2,500 SF of green roofs
- ~1,000 SF of rain gardens within Barton Springs ROW
- 15% open space on-site
- Project to be the first to participate in the Carbon Impact Statement Pilot

Code - SCW - PUD at a glance

Base Code	S. Central Waterfront Plan	PUD Requirements	Proposed PUD
CS-1 (General Commercial Services – Liquor Sales), Waterfront Overlay	Mixed-Use (office and/or residential)	Retain base zoning district	PUD, with CS base district
2:1 FAR	6:1	Negotiated	6:1
60' height, waterfront overlay design articulation and stepback	195'	Negotiated	195'
Subchapter E sidewalks (15') and streetscapes (1 ½" caliper trees, spaced 30' on center) = 30 caliper inches of trees	Enhanced pedestrian realm and streetscapes, as depicted in the plan (minimum 15')	Exceed baseline landscape requirement	Compliant with the S. Central Waterfront Plan, which exceeds Great Streets (5" caliper trees, spaced 28' on center) = minimum of 100 caliper inches
Subchapter E Open Space (only required for site plans 2 acs and greater) = 5% of site area	Evaluated district-wide open space, none identified on-site	Minimum 20% for office; required percentage may be reduced for urban properties	15%
Water quality for the redeveloped area, could be achieved via fee-in-lieu for 1 acre; on-site treatment for .5 ac	Minimum 50% on-site treatment, using green water quality controls	100% on-site treatment, superiority for use of green water quality controls	100% on-site treatment via cisterns and raingardens; additional treatment of ROW along Barton Springs within the ROW (~1,000 SF)
95% code; 100% existing	¾ of the district is impervious cover, no goals identified by site	Reduce existing impervious cover	5% reduction

Code – SCW – PUD at a glance

Base Code	S. Central Waterfront Plan	PUD Requirements	Proposed PUD
No AEGB requirement	Sustainability is a primary goal	2-star AEGB	2-star AEGB
Coordinate with ATD	Multi-modal approach	Provide bicycle facilities that connect to existing or planned routes; or provides other multi-modal transportation features; meets Great Streets.	Roadway specific, multi-modal design as provided by COA, exceeding Great Streets, incl buffered bike lanes, 7' sidewalk, 8' planting zones, 2 CapMetro floating bus stops w- 8' minimum passenger loading area, (approximately 8,000 SF of property utilized to improve the public realm)
Subchapter E bldg design (3 points)	—	Exceed subchapter E bldg design	Minimum of 6 points
Water Reuse	Encouraged	Provides rainwater harvesting for landscape to serve not less than 50% of landscaped areas	100% of landscaped areas to be irrigated with captured water
No requirement; proposed in CodeNEXT	Encouraged	Opportunity for superiority	75% of captured water to be re-used on-site
No requirement	Public art is encouraged	Provides art approved by Art in Public Places Program in open spaces	Compliance with the APP Program
5% of parking requirements should be available for bicycle parking	B-cycle and multi-modal opportunities encouraged; buffered bike lanes	Provide bicycle facilities that connect to existing or planned routes	Minimum 6' buffered bike lanes on street frontages; bicycle valet and protected bike storage; B-cycle station

Environment & Sustainability-

The PUD commits to:



Rain Gardens

Rain gardens provide depressed, contained areas that also utilize engineered soils and perforated pipes to provide a slow, calculated drainage rate. Drainage is typically designed to infiltrate all stormwater within 48 hours in order to prevent mosquito breeding gestation.



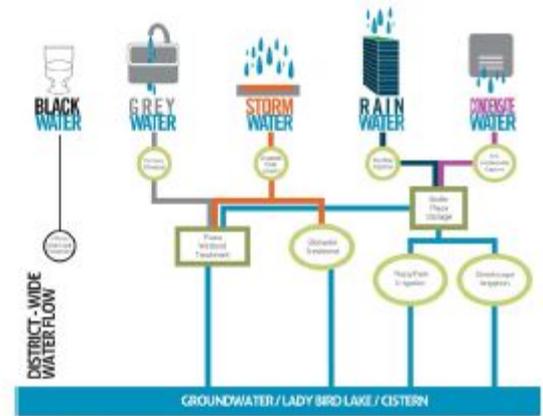
Green Roofs

Green roofs provide soft, green vegetation on roof tops that slow rainfall runoff and filter airborne pollutants. This filtered runoff is often harvested in underground or above ground tanks for uses in landscape irrigation and greywater within buildings. The vegetated surfaces reduce area temperatures inside the building and on the rooftops as well.



District-wide Water Management

Rainwater, stormwater, greywater, and air conditioning condensate are integrated into the district's water management concept. Rainwater and condensate are collected and stored to irrigate green roofs and district right-of-ways and open space. Stormwater is diverted to green infrastructure in the right-of-way where it can be filtered before reaching open space in the riparian area of Lady Bird Lake. Greywater is treated on each building site using an underground sand filter before being stored and then released to contribute to district wide irrigation. Stored rainwater, condensate, and treated greywater can all be utilized by buildings where double piping allows for reuse for flushing toilets.



District-wide water flows

The diagram above illustrates how different sources of water flow through the district, and how each type of water source can be accounted for by various green infrastructure strategies to ensure treatment before reaching the City's aquifers and waterways.

Rainwater Capture

What is Rainwater harvesting

Harvesting of rainwater and condensate is the collection of water for future use. Rainwater and condensate can be collected in pressurized systems with large cisterns. The most common use of harvested rainwater is landscape irrigation, but it can also be used for watering indoor plants, washing equipment, and filling fountains.

Benefit to developer

Using captured rainwater is less expensive than potable water for the building operator and the tenants. Water efficient features can differentiate the building against non-green and water intensive users.

Benefit to city and community

Using on-site water reduces the demand on potable water. This reduces the impact of climate variability for the city, community and property. Water reuse also saves energy associated with pumping the water from more distant sources.



Cistern below buildings to capture rainwater and condensate. Water to be reused for on-site toilets and irrigation



The PUD provides for elevated design, enhanced sustainability and significant open space.



Toolkit:

Transportation Demand Management

Benefits of Transportation Demand Management

Transportation Demand Management (TDM) provides opportunities to decrease trip generation on a district level and lower the burdens of increased density and development on surrounding communities. The South Central Waterfront's proximity to downtown, mix of uses, and coordinated development program is uniquely situated to take advantage of these opportunities.

Within the South Central Waterfront, it is recommended that all multi-family and mixed-use developments will be required to participate in the Transportation Demand Management program. A development receives reduced parking requirements when it provides at least four elements from the TDM toolkit.

A developer will appoint a transportation coordinator to monitor the effectiveness of the program and the status of each strategy employed from the toolkit. The transportation coordinator will submit an annual monitoring report to the Transportation Department.



Parking

Reduced and shared parking strategies are one of the main requirements of Transportation Demand Management. In addition to these strategies, the TDM toolkit includes unbundled parking (separating the cost of parking spaces from the cost of housing units) and shared parking between complementary uses.



Transit

A property may provide monthly transit passes to corporate employees or to housing units in lieu of parking. Real time transit monitors can be installed in building lobbies to help residents and employees plan trips.

Transportation Demand Management:

- Transit
- Parking
- Bicycle accommodations
- Public and event parking
- Tenant education
- Off-site shuttle options



Car Sharing

A property should provide dedicated parking spots for existing car sharing systems, may provide shared cars or trucks for residents, and may provide memberships or monthly stipends for existing car share systems.



Bike Accommodations

A property may provide bike share memberships to Austin B-Cycle. Dedicated bicycle parking should be included in parking garages, on each floor of residential buildings, or within each unit. A property may also provide cargo bicycles for residents or employees to check out for larger shopping trips. Office uses should provide showers and lockers.



Education for Residents

Each building should have a "transportation concierge" to assist residents, employees and visitors in making transportation choices. These employees should undergo training on best practices for and availability of transit, bicycle, and pedestrian options.

425 W. Riverside PUD – 1st Project to Participate in Carbon Impact Statement Pilot



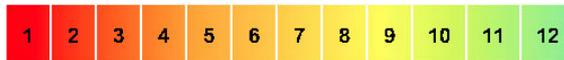
Carbon Impact Statement Project:

Scoring Guide:

1-4: Business as usual

5-8: Some positive actions

9-12: Demonstrated leadership



	Response: Y=1, N=0	Documentation: Y/N
Transportation		
T1: Public Transit Connectivity	1	Y
T2: Bicycle Infrastructure	1	Y
T3: Walkability	1	Y
T4: Utilize TDM Strategies	1	Y
T5: Electric Vehicle Charging	1	Y
T6: Maximize Parking Reductions	1	
Water + Energy		
WE1: Onsite Renewable Energy	0	
WE2: Reclaimed Water	1	Y
Land Use		
LU1: Imagine Austin Activity Center or Corridor	1	Y
LU2: Floor-to-Area Ratio	1	Y
Food		
F1: Access to Food	1	Y
Materials		
M1: Adaptive Reuse	0	
Total Score:	10	

The Carbon Impact Statement calculation is a good indicator of how your individual buildings will perform in the Site Category of your Austin Energy Green Building rating.

Notes: Brief description of project, further explanation of score and what it means

See 425 W. Riverside Drive PUD land use plan and notes exhibits for specific project information and see additional attached supporting documentation.

T1. Is any functional entry of the project within 1/4 mile walking distance of existing or planned bus stop(s) serving at least two bus routes, or within 1/2 mile walking distance of existing or planned bus rapid transit stop(s), or rail station(s)?

T2. Is there safe connectivity from the project site to an "all ages and abilities bicycle facility" as listed in the Austin Bicycle Master Plan?

T3. Is the property location "very walkable" with a minimum Walk Score of 70 (found at walkscore.com), or will the project include at least five new distinct basic services (such as a bank, restaurant, fitness center, retail store, daycare, or supermarket)?

T4. Does the project utilize two or more of the following Transportation Demand Management strategies: unbundling parking costs from cost of housing/office space, providing shower facilities, providing secured and covered bicycle storage, and/or providing 2+ car sharing parking spaces for City-approved car share programs?

T5. Will the project include at least one DC Fast Charging electric vehicle charging station?

T6. Does the project utilize existing parking reductions in code to provide 20% less than the minimum number of parking spaces required under the current land development code (or 60% less than the code's base ratios if there is no minimum parking capacity requirement)?

WE1. Will the project include on-site renewable energy generation to offset at least 1% of building electricity consumption?

WE2. Will the project include one or more of the following reclaimed water systems: large scale cisterns, onsite grey or blackwater treatment, and reuse or utilization of Austin Water Utility's auxiliary water system to eliminate the use of potable water on landscape/irrigation?

LU1. Is the proposed project site located within one of the centers or corridors as defined in the Imagine Austin Comprehensive Plan Growth Concept Map?

LU2. If located in an Imagine Austin activity center or corridor, will the proposed project use at least 90% of its entitled amount of floor-to-area ratio?

F1. Will the project include a full service grocery store onsite, or is one located within 1 mile of the project, or will the project integrate opportunities for agriculture to the scale as defined by Austin Energy Green Building?

M1. Will the project reuse or deconstruct existing buildings on the project site?

PUD Potential Community Benefits

City of Austin Auxiliary Water (Purple Pipe)

What is Purple Pipe

Reclaimed water is recycled from greywater generated by homes and businesses and treated for virtually any use not requiring higher-quality drinking water. Such uses may include irrigation, cooling towers, industrial uses and toilet flushing. More than 50 miles of reclaimed water runs in specially colored purple pipes beneath Austin streets—and that number is continuing to grow.

Benefit to developer

Reclaimed water is less expensive to use and can be as little as one-third the price of drinking water. Users can see a reduction in water fees.

Benefit to city and community

Reclaimed water is less expensive to treat, and reduces the demand on potable water. This reduces the community's risk to climate variability. Plus, the city can make additional profits for a product that is usually discarded.



Public Art

Engaging with Artists

The SCW Initiative invited public artists to work aside planners, designers and residents, in a variety of workshops to lend an artist's eye to envisioning the future. Additionally, the SCW Initiative worked with public artists to provide advertised engagement activities, which helped involve those who don't usually come to planning meetings. This engagement highlighted the importance of involving public art into the landscape and infrastructure to lend a unique identity to the SCW as the area transforms.

The Value of Public Art

Public art can address economic prosperity, creating work for professional artists and associated trades, such as fabricators, materials suppliers, design support professionals, insurance agencies and transportation operators. It can also address economic prosperity by affecting how people view the importance of art, by developing an audience of art lovers and future art owners.

Public art can contribute to ecological health of an area by shining light on an environmental issue, by creating infrastructure to facilitate a needed physical process, such as removing pollutants from runoff before it goes back to a waterway, and by providing ecological services such as shade or reduction of the urban heat island effect.

Public art can address social equity through participation in the political and cultural life of a community, addressing community issues and perhaps facilitating discussion and solution. Public art contributes to the identity of a place through artwork as cultural touchstones. Small interventions, such as an unexpected mural or an iconic sculpture, become opportunities for conversation and photos. Larger pieces can become place-making institutions, or even icons of their neighborhoods or business locales. Art creates a place to meet,

a moment of reflection or humor and/or a chance for interaction in a way few other public amenities can.

Public Art Master Plan

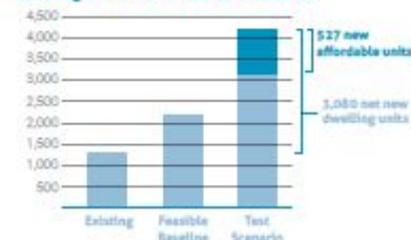
Because of the valuable contributions public art can make to the civic engagement, policy goals, sustainability and cultural identity of an urban area, public art is recommended for inclusion in the South Central Waterfront Vision Framework Plan, using the City of Austin's 2% of capital improvement project budgets as a model. Public art should be included in the master agreements with developers who renovate the public right-of-way or other public amenities. In addition, developer incentives for public art based on a percentage of private construction budgets should be established. A master planning framework for public art should be completed and amended to the SCW Vision Framework Plan.



Affordable Housing

South Central Waterfront offers a unique and unprecedented opportunity to help the City turn one of its most vexing challenges into an opportunity. The City faces an enormous shortage of affordable housing. Many close-in neighborhoods as well as downtown provide only limited capacity (for a variety of reasons) to accommodate close in affordable units that are accessible to transit. The South Central Waterfront district offers the potential to set and achieve a target of making 20 percent of future housing units developed in the area affordable to households at 60 to 80 percent of Area Median Income for rental and 100 to 120% AMI for ownership. Achieving this goal will require partnerships between the City and private property owners, participation by various affordable housing providers, and a strong portfolio of affordable housing tools. The district's close proximity to downtown employment and public transit also reduces the transportation cost burden for households by increasing commute options, including the ability to walk, bike, or take transit to work instead of owning and operating a personal vehicle.

Housing Potential in the SCW District



Economic Model Established \$3.1 million value toward district community benefits; benefits currently being requested by Staff for consideration:

- Pedestrian realm upgrades surrounding site: \$645,000
- Affordability (would be paid into the Housing Trust Fund, designated for SCWPA): \$1,500,000
- Reclaimed water extension into the district (purple pipe): \$1,480,000
- Reconstruct bike lanes at grade with ped bridge on S. First: \$1,100,000
- Bat Park (pocket park at S. Congress and Riverside): \$800,000
- Art in Public Places (assume 3 pieces of art): \$180,000



Next Steps...

- **Submit PUD final formal update:**
 - **October 10, 2017**
- **Staff review and clearing informal comments:**
 - **October**
- **Environmental Commission Sub-committee:**
 - **Week of October 30, 2017**
 - **Environmental Commission:**
 - **November 15, 2017**
- **South Central Waterfront Advisory Board:**
 - **November 20, 2017**
 - **Planning Commission:**
 - **December 12, 2017**
 - **City Council:**
 - **January 2018 (schedule not posted)**



THANK YOU