

SECOND/THIRD READINGS SUMMARY SHEET

CASE: C814-2023-0057 (200 E. Riverside PUD) DISTRICT: 9

ADDRESS: 200 East Riverside Drive

APPLICANT: Garwald Company, Inc.

AGENT: Armbrust & Brown, PLLC (Richard T. Suttle, Jr.)

CASE MANAGER: Sherri Sirwaitis

PHONE: 512-974-3057

E-MAIL: sherri.sirwaitis@austintexas.gov

REQUEST:

Approve second and third readings of an ordinance amending City Code Title 25 by rezoning property locally known as 200 East Riverside Drive from lake commercial-neighborhood plan combining (L-NP) district zoning to planned unit development-neighborhood plan combining (PUD-NP) district zoning.

PREVIOUS CITY COUNCIL ACTION:

December 12, 2024: Approved PUD-NP zoning, with additional conditions in a motion sheet from Council Member Qadri to amend the draft ordinance to remove part 13 in its entirety, to renumber the remaining sections accordingly and to include Project Connect infrastructure as an element of superiority, by consent on all 3 readings (11-0); Z. Qadri- 1st, N. - Harper-Madison-2nd.

ISSUES: N/A

ZONING CHANGE REVIEW SHEET

CASE: C814-2023-0057 (200 E. Riverside PUD) DISTRICT AREA: 9

ADDRESS: 200 East Riverside Drive

ZONING FROM: L-NP

TO: PUD-NP

SITE AREA: 3.95 acres

PROPERTY OWNER: Garwald Company, Inc.

AGENT: Armbrust & Brown, PLLC (Richard T. Suttle, Jr.)

CASE MANAGER: Sherri Sirwaitis

PHONE: 512-974-3057

sherri.sirwaitis@austintexas.gov

STAFF RECOMMENDATION:

The staff recommendation is to approve the 200 E Riverside Planned Unit Development (PUD) subject to the following conditions:

- 1. The conditions of the PUD shall be established in -**
 - a) the proposed Land Use Plan that includes a breakdown of: the planning site area, exhibit of the surrounding tract uses and acreages, the Site Development Regulations, Permitted Uses, Conditional Uses and Prohibited Uses Tables, proposed maximum Land Use Summary Table and Land Use Notes.**
- 2. The PUD shall comply with the following Environmental staff recommendations:
Tier 1 and Tier 2 Chart
P. 3 of 3
Other Amenities Specific to PUD: Landscape superiority items.**

The applicant has agreed to amend the following superiority item:

4. All new perimeter right-of-way trees installed on the property shall be planted with a minimum soil volume of 1,000 cubic feet at a minimum soil depth of 3 feet. Such soil volume may be shared up to 25 percent between trees in continuous plantings. Where necessary, load bearing soil cells shall be used to meet the soil volume requirement. Nothing limits the City's authority to reduce the minimum soil volume if necessary to reduce utility conflict or to address other constructability issues. ~~If the City reduces the minimum soil volume, Landowner remains compliant with the PUD Ordinance and Environmental Criteria Manual.~~

By replacing the strike-through with:

“All soil volume and depth that cannot be achieved in the ROW due to utility placement will be offset, on a 1:1 basis, by providing soil volume and depth in other locations within the PUD, such as parking.”

- 3. Austin Fire Department requests the following to be provided by the developer: 9,000 to 11,000 square feet unfinished space within the level of discharge ("ground floor") and floor above, with a private convenience stair, adequate space for 2-3 apparatus bays and appropriate apron for fire/EMS apparatus, and an entrance/egress on a major roadway. Final selection of the location must be approved by the Austin Fire Department, Austin-Travis County EMS, and the Developer, with a lease executed or the space conveyed prior to 55% of certificates of occupancy for the development having been issued.**
- 4. The development of the PUD site will be subject to the attached TIA memorandum from the Transportation and Public Works Department (TPW) dated April 25, 2024 – Exhibit L. The TIA memo limits the site development to uses and intensities that will not exceed or vary from the projected traffic conditions assumed in the final TIA [prepared by BOE, dated March 20, 2024]. TPW’s outstanding items with applicant:**
 - Applicant has agreed to TCM standards for all roadways and back-of-curb improvements, with the flexibility that the required improvements may be modified as needed, per the Director’s approval, in consideration of Project Connect improvements.**
 - Applicant has agreed to ROW dedication, in accordance with the ASMP, for adjacent roadways at either subdivision or site plan phase.**

Unaddressed PUD exhibit comments:

- The proposed language of Land Use Note #1 should be modified to reflect this Land Use Note #24- at this time it is unclear how these “improvements” will be above and beyond the base line requirements of the TCM. Please clarify what these improvements may entail and add the language “subject to approval from Director” to the proposed note.**
- Please remove any reference to site access points from the PUD exhibits or note that they are only demonstrative and subject to review at the time of site plan. The proposed language of Land Use Note #1 should be modified to reflect this.**

5. The PUD is requesting to exceed the site development standards established in the proposed "L" baseline district. Therefore, as established under Section 1.3.3 (*Baseline for Determining Development Bonuses*), development in a PUD may exceed the baseline for maximum height, maximum floor area ratio and maximum building coverage. However, the PUD shall be subject to the conditions listed in LDC. Division 5. - Planned Unit Developments. Sec. 2.5.2. (*Requirements for Exceeding Baseline*). If the applicant does not develop residential units on this property, then they will be required to comply with the LDC. Division 5. - Planned Unit Developments. Sec. 2.5.6. (*In Lieu Donation*).

SMALL AREA PLANNING JOINT COMMITTEE ACTION/RECOMMENDATION:

August 14, 2024: On Commissioner Barrera-Ramirez's motion, Commissioner Skidmore's second, with an unanimous vote of 4-0, the site was recommended as described. However, the applicant shall continue discussions about the flexibility of land use, superiority elements, and the inclusion of continued coordination with Austin Transit Partnership and the integration of transit services.

ENVIRONMENTAL COMMISSION RECOMMENDATION:

September 4, 2024: Recommended, with the Environmental staff's conditions. Vote: 7-0 (please see Environmental Motion 20240904-003 - Exhibit N).

PLANNING COMMISSION RECOMMENDATION:

October 10, 2023: Granted staff's request for an indefinite postponement by consent (11-0, G. Cox, A. Phillips-absent); A. Azhar-1st, F. Maxwell-2nd.

April 9, 2024: Approved staff's request for an indefinite postponement t by consent (12-0, A. Phillips-arrived late); A. Azhar-1st, F. Maxwell-2nd.

August 13, 2024: Postponed to September 10, 2024 by the Planning Commission on consent (12-0, P. Howard-absent); A. Azhar-1st, A. Woods-2nd.

September 10, 2024: Approved staff's recommendation of PUD-NP zoning, with the Environmental Commission recommendation conditions and an amendment to the staff's recommendation in item #3 to state, "9,000 to 11,000 square feet unfinished space within the level of discharge ("ground floor") and floor above, with a private convenience stair, adequate space for 2-3 apparatus bays and appropriate apron for fire/EMS apparatus, and an entrance/egress on a major roadway must be included within 1 mile radius of the 200 E. Riverside PUD in consultation with the Austin Fire Department and Austin-Travis County EMS, with a lease executed or the space conveyed or the space identified prior to 55% of certificates of occupancy for the 200 E. Riverside PUD having been issued."

Vote (8-1-2, J. Mushtaler-No, A. Haynes and A. Phillips-abstain); A. Azhar-1st, F. Maxwell-2nd.

SOUTH CENTRAL WATERFRONT ADVISORY BOARD ACTION:

September 16, 2024: Approved the staff's recommendation of PUD-NP zoning (5-0, J. Stephenson and S. Bazan-absent); R. Puzycki-1st, F. Maxwell-2nd.

CITY COUNCIL ACTION:

October 24, 2024: Postponed to November 7, 2024 at the staff's request on consent (11-0).

November 7, 2024: Postponed to November 21, 2024 by consent at the request of staff (10-0, L. Pool-absent); N. Harper-Madison-1st, P. Ellis-2nd.

November 21, 2024: Postponed to December 12, 2024 at the staff's request by consent.

December 12, 2024: Approved PUD-NP zoning, with additional conditions in a motion sheet from Council Member Qadri to amend the draft ordinance to remove part 13 in its entirety, to renumber the remaining sections accordingly and to include Project Connect infrastructure as an element of superiority, by consent on all 3 readings (11-0); Z. Qadri-1st, N. - Harper-Madison-2nd.

February 27, 2025

ORDINANCE NUMBER:

ISSUES:

The applicant has requested that this case be scheduled for public hearings citing LDC Section 25-2-282(E) (please see Applicant's Letter Requesting Scheduling for Land Use Commission – Exhibit M).

Per the Code:

- The PUD must be reviewed by the Environmental Commission. Subsections (I)(11) and (M) of code section 2-1-144 require PUDs to go to this commission before Planning Commission.
- The PUD must also go to the South Central Waterfront Advisory Board. This requirement is noted in Subsection (F) of 2-1-172.
- Because this PUD is located within the Waterfront Overlay (WO) combining district, we must also request a recommendation from the Small Area Planning Joint Committee of the Planning Commission. This requirement is noted in Sections 25-2-715 and 25-2-282.

CASE MANAGER COMMENTS:

The applicant has submitted a rezoning request for a proposed office and commercial development on 3.9555 acres known as the 200 E. Riverside Planned Unit Development (PUD). The property in question is currently developed with a 92,892 square foot two-story vacant office building, with surface parking, that was constructed in 1970. This tract of land has driveway access to East Riverside Drive and "Little" East Riverside Drive, a 60-foot wide private access easement adjacent to the western property line. To the north there is a food mart (Thom's Market) and an office complex (former TXDoT offices) that are zoned CS-V-NP. The lot to the south is developed with a multifamily use (Water Marq) zoned L-NP. To the east, along Lady Bird Lake, there is another multifamily use (So Co on the Lake Apartments) zoned PUD-NP. Across East Riverside Drive to the west, there are office buildings (Pfluger Architects) that are zoned CS-V-CO-NP, CS-CO-NP. This property is within the Greater South River City Combined Neighborhood Planning area (South River City) and is designated as "Mixed Use" on the Future Land Use Map (FLUM). Therefore, a neighborhood plan amendment is not required.

The property is located within the Lady Bird Lake and East Bouldin Creek Watersheds, which are classified as Urban Watersheds. The banks of Lady Bird Lake are approximately 160 feet to the northeast of this tract of land. This site is within the South Central Waterfront subdistrict of the Waterfront Overlay and within the South Central Waterfront Vision Framework Plan district boundaries. The Long Range Planning division in the Planning Department is currently in the process of revising the South Central Waterfront Regulating Plan and the accompanying South Central Waterfront Vision Framework Plan ("Vision Plan") per City Council Resolution No. 20220915-090. According to the staff, the Regulating Plan will now be known as the South Central Waterfront Combining District and Density Bonus Program and has evolved significantly and is based on the Downtown Density Bonus Program. These changes are scheduled to come before the City Council for consideration on September 12, 2024.

The property is currently zoned with the L-NP, Lake Commercial – Neighborhood Plan district. Based on the information submitted with this request, the applicant is asking for a rezoning to PUD-NP zoning to develop a multi-use project that would include two high-rise buildings with approximately 1,377,787 square feet of office uses and 29,318 square feet of ground floor commercial/ retail uses, with a maximum height of 500 feet and a maximum FAR of 14:1. The project proposes access to the surrounding roadway network via one full-access driveway along Little Riverside Drive, one right-in right out driveway along E. Riverside Drive and one service driveway along E. Riverside Drive. The development will be built in one phase and is anticipated to be completed in 2026. The applicant has had conversations with Capital Metro regarding an at-grade train station for the Project Connect Blue Line on “Little” East Riverside Drive. A transportation impact analysis (TIA) was submitted with this rezoning application and the recommendations are listed in the TIA Memorandum - Exhibit L.

The PUD application is requesting 7 code modifications and the applicant has demonstrated in the submittal materials that the project will meet all of the applicable Tier One PUD development standards and offer elements of superiority in ten Tier 2 categories (*Open Space/ Parkland; Environmental/ Drainage; Austin Energy Green Building; Art; Community Amenities; Transportation; Building Design; Parking Structure Frontage; Accessibility; Local Small Business*) to Development Regulations (please see Proposed Code Modifications – Exhibit E). Therefore, they have stated that the proposed PUD will result in a superior development to that which could be developed under conventional zoning standards (please see the Tier One and Tier Two Superiority Chart – Exhibit D).

The staff has reviewed the application for PUD-NP zoning and the stated intent is to comply with all of the Tier One and Tier Two requirements for the proposed office/commercial development. The base zoning district for the PUD is lake commercial (L) which allows for up to 200 feet in height. However, the property’s location within the South Shore Central Subdistrict of the Waterfront Overlay is currently more restrictive as it pertains to height and establishes a 96-foot maximum height limit, thus superseding the 200-foot height allowed by the L base zoning district (Section 25-2-742(G)(4)). In the proposed changes to the South Central Waterfront Regulating Plan and the accompanying South Central Waterfront Vision Framework Plan (now known as the South Central Waterfront Combining District and Density Bonus Program), this property is within Subdistrict 4 and the staff’s recommendation is for no maximum height limit and a maximum FAR of 24:1 on this tract of land.

BASIS OF RECOMMENDATION

- 1. The proposed zoning should be consistent with the purpose statement of the district sought.*

The Planned Unit Development (PUD) zoning district is intended for large or complex developments under unified control, planned as a single contiguous project. The PUD is intended to allow single or multi-use projects within its boundaries and provides greater design flexibility for development proposed within the PUD. Use of the PUD district should result in development superior to that which would occur using conventional zoning and subdivision regulations. PUD zoning is appropriate if

the development enhances preservation of the natural environment; encourages high quality development and innovative design and ensures adequate public facilities and services for development within the PUD.

2. *Zoning changes should result in a balance of land uses, provide an orderly and compatible relationship among land uses and incorporate environmental protection measures.*

The proposed PUD-NP zoning will permit a high-quality office and retail development that will provide for employment opportunities in an area that has been identified as a designated Regional Center (South Central Waterfront) by the Growth Concept Map in the Imagine Austin Comprehensive Plan.

The staff recommends PUD zoning based on the following factors: additional accessibility features to exceed local legal requirements, participation in the Art in Public Places Program, superior building design options, provision for community amenity space on the ground floor, environmental superiority, compliance with at least a 3-Star Green Building rating, provision for approximately 3,500 square feet of commercial space to a local small business, approximately 12,845 square feet/0.295 acres of publicly accessible open space, including two pocket parks and significant improvements for pedestrian and bicycle activity from East Riverside Drive toward Lady Bird Lake in coordination with Project Connect and Austin Transit Partnership.

3. *Zoning should allow for reasonable use of the property.*

The proposed PUD-NP zoning will enable the applicant utilize this vacant property to construct a higher density office and commercial development known as the Met Center II along an Imagine Austin Corridor, East Riverside Drive. The redevelopment of this site will remove the existing building and surface parking areas to construct two new towers which will reduce the overall impervious cover on the property by 9.8%. The PUD will encourage a pedestrian environment by expanding open space with connections to the waterfront at this location along the Project Connect Blue Line near a proposed future Capital Metro rail station. There are numerous transportation options currently available in this area with the Ann and Roy Butler Hike And Bike Trail along the northern border of this tract connecting to the Boardwalk to Congress Avenue on Lady Bird Lake and Capital Metro bus routes (# 7, 20, 483 and 935) along E. Riverside Drive, with a bus stop directly across from this property to the west (Stop #3847: 205 Riverside/Congress).

PURPOSE OF PLANNED UNIT DEVELOPMENTS

Per the Land Development Code, PUD district zoning was established to implement goals of preserving the natural environment, encouraging high quality development and innovative design, and ensuring adequate public facilities and services. The City Council intends PUD district zoning to produce development that achieves these goals to a greater degree than and

thus is superior to development which could occur under conventional zoning and other development-related regulations.

The City Council approved revisions to the PUD regulations that became effective June 29, 2008. To help evaluate the superiority of a proposed PUD, requirements are divided into two categories: Tier 1, which is requirements that all PUDs must meet, and Tier 2 which provides criteria in 13 topical areas in which a PUD may exceed Code requirements and therefore demonstrate superiority. A PUD need not address all criteria listed under Tier 2, and there is no minimum number of categories or individual items required.

PROPOSED CODE MODIFICATIONS

There are 6 modifications to Code and Criteria Manual requirements requested by the applicant (please refer to Exhibit E – Proposed Code Modifications for details). These proposed modifications are summarized below:

- Section 9-2-21(A)(2) (*Permit for Concrete Installation During Non-Peak Hour Periods*) -To authorize the director to issue a Non-Peak Hour Permit to construct improvements on the Property.
- Chapter 25-2 (ZONING), Article 2 (Special Requirements for Certain Districts) Division 5, Subpart B (*Planned Unit Development Standards*) 2.3.1(L) (*Tier 1 Requirements*) – Planned Unit Developments – To allow for a PUD to be less than 10 acres.
- Chapter 25-2 (ZONING), Article 3 (Additional Requirements for Certain Districts), Section 25-2-742(F) (*South Shore Central Subdistrict Regulations*) – To reduce the base wall setback requirements along Riverside Drive.
- Chapter 25-2 (ZONING), Article 3 (Additional Requirements for Certain Districts), Section 25-2-742(F) (*South Shore Central Subdistrict Regulations*) – To allow for a maximum building height of 500 feet.
- Chapter 25-6 (TRANSPORTATION), Section 25-6-532 (*Off-Street Loading Standards*) – To allow shared loading and unloading spaces for the various uses within the PUD regardless of where the use or loading and unloading is located within the PUD.
- Chapter 25-10 (SIGN REGULATIONS), All signage on the Property shall comply with the requirements of Section 25-10-129 (*Downtown Sign District Regulations*).

SUPERIORITY ELEMENTS

As more fully detailed in the Basis for Superiority - Tier 1 and Tier 2 Compliance Summary Table (Exhibit D) and on the proposed PUD Land Use Plan (Exhibit H), this proposed PUD meets the applicable Tier 1 items and offers elements of superiority in ten Tier 2 categories (*Open Space/Parkland; Environmental/ Drainage; Austin Energy Green Building; Art; Community Amenities; Transportation; Building Design; Parking Structure Frontage; Accessibility; Local Small Business*).

The applicant is proposing the following benefits for the PUD:

Accessibility

- As the project's design is further developed, the project proposes to include additional accessibility features to exceed local legal requirements including, but not limited to, additional accessible restrooms and shower stalls.

Art

- Participate in the Art in Public Places Program. The landowner shall spend a minimum of one \$100,000.00 on one art piece and installation with a preference for local artists. The landowner will review the public art plan with the City's AIPP Manager for approval. The art piece will be displayed in a prominent location onsite or may be incorporated into nearby public realm space including the bus stop, rail line, or other public uses. The City shall not issue the final certificate of occupancy for the final phase of development within the PUD until the art piece is on display.

Building Design

- Achieve a minimum of 9 points under the building design options of Section 3.3.2 of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).

Community Amenities

- Provide approximately 450 square feet as community amenity space on the ground floor at no cost to the neighborhood association and/or community.

Environmental/Water Quality

- Complying with current code except as modified by the PUD.
- Meet and exceed the required water quality control standards as described in Section 25-8 by providing at least 100% of the required water quality volume onsite and treatment for 100% of the required water quality volume of the site using Green Storm Water Quality Infrastructure as described in Section 1.6.7 of the ECM. The PUD will include green water quality controls such as, but not limited to, biofiltration pond(s), rainwater harvesting, rain gardens, vegetated filter strips, pervious pavers, porous pavement, and non required vegetation.
- Provide water quality treatment using 100% Green Stormwater Infrastructure.
- Remove the existing building and surface parking areas and construct new towers which will reduce the overall impervious cover by 9.8%.
- The proposed project is not making any modifications to the existing 100-year floodplain.
- 100% of all plantings on the Property shall be from the ECM Appendix N (City of Austin Preferred Plant List) or the City of Austin's "Grow Green Native and Adapted Landscape Plants" guide. All new perimeter right-of-way trees installed on the property shall be

planted with a minimum soil volume of 1,000 cubic feet at a minimum soil depth of 3 feet. Such soil volume may be shared up to 25 percent between trees in continuous plantings. The street trees will be a minimum of 3-inch caliper as measured 6 inches above grade.

- Provide approximately 18,000 square feet of porous pavement for all pedestrian areas located onsite.
- Include rainwater harvesting, which will be used to irrigate 100% of the required landscape area.
- Whenever permitted by site topography & circulation routes, stormwater runoff from impervious surfaces will be directed to landscaped areas equal to or greater than the required landscape area (min 20% site area).
- Utilize Integrated Pest Management controls as well as reclaimed double plumbing lines within the new buildings on the Property.

Green Building

- Comply with a 3-Star Austin Energy Green Building rating for development.

Local Small Business

- Provide approximately 3,500 square feet of commercial space to a local independent service provider, restaurant, or small business for a period of 25 years and at 80% of the market rates as similarly located properties.

Parkland and Open Space

- Provide approximately 12,845 square feet/0.295 acres of publicly accessible open space, including two pocket parks.

Parking Structure

- 75% of the ground floor space of a parking garage of a commercial or mixed use building fronting Riverside Drive or the future Metro Rail may provide pedestrian-oriented uses as defined in Section 25-2-691.

Transportation

- The PUD will be focusing on significant improvements for pedestrian and bicycle activity from East Riverside Drive toward Lady Bird Lake in coordination with Project Connect and Austin Transit Partnership. Those improvements will be on the west side of the Property with connectivity to the parkland dedication area on the adjacent property to the north. The improvements will provide clarity in both wayfinding and greater pedestrian and bicycle traffic safety with clearly delineated pathways.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	L-NP	Office
<i>North</i>	CS-V-NP	Food Mart (Thom’s Market), Office (former TXDoT offices)
<i>South</i>	L-NP	Multifamily (Water Marq)
<i>East</i>	PUD-NP	Multifamily (So Co on the Lake Apartments)
<i>West</i>	CS-V-CO-NP, CS-CO-NP	Office (Pfluger Architects), Vacant

NEIGHBORHOOD PLANNING AREA: Greater South River City Neighborhood Plan

WATERSHED: East Bouldin Creek and Lady Bird Lake Watershed

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

NEIGHBORHOOD ORGANIZATIONS:

Austin Independent School District,
 Austin Lost and Found Pets,
 Austin Neighborhoods Council,
 Downtown Austin Alliance,
 Friends of Austin Neighborhoods,
 Greater South River City Combined Neighborhood Plan Contact Team,
 Homeless Neighborhood Association,
 Neighborhood Empowerment Foundation,
 Preservation Austin,
 SELTexas,
 Sierra Club, Austin Regional Group,
 South Central Coalition,
 South Central Waterfront Advisory Board,
 South River City Citizens Assn.,
 Zoning Committee of South River City Citizens

SCHOOLS: Austin Independent School District
 Travis Heights Elementary School
 Lively Middle School
 Travis High School

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2017-0026 (Bouldin Creek Neighborhood Plan Garage Placement Zoning)	Area wide plan: To add Garage Placement provisions to Bouldin Creek Neighborhood Area Plan	Recommended adding placement to planning area	The case was indefinitely postponed by staff; the City Council did not act.
C814-2017-0001 (425 W. Riverside Drive PUD)	CS-1-V-NP to PUD-NP	Recommended staff rec., with additional direction provided by 1) the Environmental Commission, 2) the Small Area Planning Joint Committee, and 3) the South Central	5/10/2018: Approved PUD-NP zoning, with additional direction to staff and revisions to the ordinance

		Waterfront Advisory Board Working Group	
C814-2012-0071 (422 W. Riverside)	LI-NP to PUD-NP	Recommended PUD-NP zoning	10/18/2012: Approved PUD-NP zoning
C814-2008-0165 (222 E. Riverside Drive PUD)	L-V-NP and L-NP to PUD-NP	Recommended PUD-NP zoning	10/16/2008: Approved PUD-NP zoning
C14-2007-0224, C14-2007-0220 (Vertical Mixed Use (VMU) Zoning Cases)	Area wide plans: To add VMU to various tracts in the Greater South River City and the Bouldin NP Areas	Recommended adding V overlay to zoning districts.	12/13/2007: Approved adding VMU to tracts
C814-06-0106 C814-06-0106.01 C814-06-0106.02 C814-06-0106.03 (Hyatt PUD - 208 Barton Springs)	CS-1-NP and L-NP to PUD-NP Amendments were to add additional permitted uses within PUD	Recommended PUDNP with conditions. Recommended both amendments.	2/15/2007: Approved PUD-NP zoning 9/26/2013, 8/7/2014 and 11/30/2023: Approved PUD amendments
C14-99-0069 (200 S. Congress)	LI to LI-PDA	Recommended LI-PDA zoning	10/26/2000: Approved LI-PDA zoning
C814-89-0003.02 (305 S. Congress PUD Amendment)	PUD-NP to PUD-NP, to change conditions of zoning	2/08/2022: Approved an amendment to the PUD as Staff recommended, with conditions and amendments Vote: 12-0. [Commissioner Azhar; Vice-Chair Hempel – 2 nd] Commissioner Praxis was absent	11/03/2022: Approved an amendment to the PUD with a Restrictive Covenant for the conditions of the Traffic Impact Analysis as on First Reading, on Second Reading. Vote: 7-1, Council Member Alter voted nay. Council Members Kelly and Kitchen abstained. Council Member Tovo was off the dais. 12/01/2022: Approved 3 rd reading

RELATED CASES: C14-2007-0224, C14-05-0139, C14-72-161 – Previous Zoning Cases

OTHER STAFF COMMENTS:

Austin Energy

Closed. No comments.

Austin Fire Department Facilities

This project is likely to bring many new employee and commercial visitors to an already strained area, which exceeds National Fire Protection Agency standards of 8 minute emergency response time, 90 percent of the time. This anticipated growth could add unsustainable strain to the limited public safety resources available downtown. AFD has already asked for dedicated space for a Public Safety Station within the 500 South Congress PUD. An additional Public Safety Station at that location could suffice in covering this development as well. Otherwise, AFD requests the following to be provided by the developer:

- **9,000 to 11,000 square feet** unfinished space within the level of discharge ("ground floor") and floor above, with a private convenience stair, adequate space for 2-3 apparatus bays and appropriate apron for fire/EMS apparatus, and an entrance/egress on a major roadway. Final selection of the location must be approved by the Austin Fire Department, Austin-Travis County EMS, and the Developer, with a lease executed or the space conveyed prior to 55% of certificates of occupancy for the development having been issued.

Austin Water Utility

AW1. The 200 East Riverside PUD shall build an off-site reclaimed main from the nearest existing or planned point of intersection of the reclaimed system to the development.

AW2. Reclaimed water shall be used to meet all non-potable uses within the development including irrigation, cooling, and toilet/urinal flushing within buildings.

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing the water and wastewater utility improvements, offsite main extensions, system upgrades, utility relocations and or abandonments required.

Each lot in the P.U.D. shall have separate wastewater taps, separate water meters, and their respective private water and wastewater service lines shall be positioned or located in a manner that will not cross lot lines. No lot shall be occupied until the structure is connected to the City of Austin water and wastewater utility system.

The water and wastewater plan must be in accordance with the City of Austin utility design criteria. The water and wastewater utility plan must be reviewed and approved by Austin Water. All water and wastewater construction must be inspected by the City of Austin. The

landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Dedication of private streets and public utility easements does not obligate the City to approve the placement of City water and wastewater mains within same. Water and wastewater service shall be provided to each lot at their Right of Way frontage.

Provided that the information in this exchange will be included in the ordinance, please consider AW comments resolved with this update.

City Arborist

FYI—ADDITIONAL COMMENTS MAY BE GENERATED WHEN THE REQUESTED INFORMATION IS PROVIDED.

UPDATE 1: 12/7/23

UPDATE 2: 7/15/24

CA 0 The current PUD development amendment proposes no code modifications to LDC SUBCHAPTER B. - TREE AND NATURAL AREA PROTECTION; ENDANGERED SPECIES. ARTICLE 1. - TREE AND NATURAL AREA PROTECTION.

UPDATE 1: Comment cleared.

CA 1 To achieve compliance with Tier 1 requirement 2.3.1 H, the PUD amendment would need to exceed the minimum landscape requirement. Please clarify specifically how the PUD will exceed the landscape requirement for tree plantings as required by the 25-2 landscape code.

UPDATE 1: Is the PUD able to commit to greater than the two additional street trees proposed? May the trees planted be larger? Are there other tree related superiorities proposed that may not have been addressed? Please confirm in the superiority exhibit and within the ordinance the listing of all tree superiority. Additionally, the south-central waterfront district plan would require any new utilities proposed to be placed within the limits of the Barton Springs Rd. extension only and not within its ROW. Is the PUD currently committing to this? Comment pending.

UPDATE 2: Comment not sufficiently addressed.

Illustrate, with an exhibit, the specific elements proposed for tree superiority. Quantify the amount of additional trees that will be planted as a result of the reduced 20' on-center spacing commitment. Further, illustrate, by exhibit, how the additional trees will be accommodated on a schematic site plan that will not require the City Arborist to waive this requirement due to location of utilities, loading docks, and entrances to the parking garages. Also illustrate, by exhibit, where the commitment to new perimeter right of way trees will receive a minimum soil volume of 1,000 cubic feet at a minimum depth of 3 feet (allowed to be shared up to 25% between trees in continuous planters). Diagram how such trees will be accommodated without the need to reduce the minimum soil volume because of utility conflicts or other constructability issues. If the commitment to a minimum soil volume of 1,000 cubic feet cannot be met then this cannot be considered an element of superiority for landscape requirements. Comment is pending.

CA 2 Per the 2.4 Tier two requirements, the PUD agrees to preserve 100% of protected and heritage trees unless they are dead, fatally diseased, or an imminent hazard to life or property which cannot reasonably be mitigated without removing the tree. The PUD also included a tree condition report that indicates low, poor, and dead condition of the trees. Please arrange a meeting and site visit with staff to discuss what actual superiority the PUD agrees to.

UPDATE 1: Thank you for your response. Staff will make themselves available for any meeting request. Comment pending.

UPDATE 2: As per comment above, illustrate, by exhibit, where the commitment to new perimeter right of way trees will receive a minimum soil volume of 1,000 cubic feet at a minimum depth of 3 feet (allowed to be shared up to 25% between trees in continuous planters). Diagram how such trees will be accommodated without the need to reduce the minimum soil volume because of utility conflicts or other constructability issues. If the commitment to a minimum soil volume of 1,000 cubic feet cannot be met then this cannot be considered an element of superiority for landscape requirements. Comment is pending.

CA 3 In this same Tier 2 section, the PUD is proposing to plant native tree stock with adequate soil volume. Please clarify the proposed minimum soil volume to be used.

UPDATE 1: Thank you for confirming the 1000CY of soil volume for the trees proposed. Please confirm in the superiority exhibit and within the ordinance the listing of all tree superiority. Comment pending.

UPDATE 2: Illustrate by exhibit where the commitment to new perimeter right of way trees will receive a minimum soil volume of 1,000 cubic feet at a minimum depth of 3 feet (allowed to be shared up to 25% between trees in continuous planters).

Diagram how such trees will be accommodated without the need to reduce the minimum soil volume because of utility conflicts or other constructability issues. If the commitment to a minimum soil volume of 1,000 cubic feet cannot be met then this cannot be considered an element of superiority for landscape requirements.

Note: Since the Barton Springs Road Extension is a private driveway and the owner does not have the right to place utilities within the property then show how utilities and trees will be accommodated on site without conflict.

Comment is pending.

CA 4 Pending the confirmation of the overall superiority of the PUD for these three previous items, staff may not be able to agree that the PUD is superior for tree preservation and/or planting. Comments on needing additional superiority items may be generated.

UPDATE 1: Comment pending.

UPDATE 2: Comment pending.

Comprehensive Planning

The proposed project and Planned Unit Development for 200 East Riverside, as described in the supporting materials, meets the intent of the South Central Waterfront Vision Framework Plan.

Drainage Engineering

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION, AND CALCULATIONS SUPPLIED BY THE APPLICANT. THE ENGINEER OF RECORD IS SOLELY RESPONSIBLE FOR THE COMPLETENESS, ACCURACY, AND ADEQUACY OF HIS/HER SUBMITTAL, WHETHER OR NOT THE APPLICATION IS REVIEWED FOR CODE COMPLIANCE BY CITY ENGINEERS.

DE1. Demonstration of compliance with drainage and detention requirements will be required with subsequent development applications for the subject site. This includes demonstration of no adverse flooding impact to other property. [LDC 25-7-61]

Update 1: Comment cleared. Acknowledged.

DE 2. It is understood that no superiority is proposed with this subject application for drainage/detention requirements. Please confirm.

Update 1: Comment cleared. See water quality comments.

Electric

FYI: If/when a final plat application is submitted for this site, Austin Energy will likely require electric easements. Easements will be requested on any future site plan submittals.

Environmental

EV 1 TIER ONE. For Tier One requirements 2.3.1.F & H, provide quantifiable, verifiable proposals – how many, what area (sf), what percentage, etc. Reviewers will have to measure compliance. Avoid words or phrases such as ‘more than,’ ‘almost all,’ ‘lively and attractive,’ and ‘such as but not limited to.’ For example, exactly how will you expand open space? In comparison to what and by how many feet/percent? What green infrastructure are you proposing? For landscape, exactly how will you exceed the landscape requirements?

U1 Comment pending.

- ~~Open Space: All landscape that is over the below grade parking structure is a green roof. Take credit for this.~~
- ~~A quantifiable element that I recommend is providing a deeper soil than is required. Take credit for any depth you can provide over the 6-inch requirement for non-tree areas and 1-foot depth requirement for trees.~~
- Continuous trenches are proposed for street tree planting. That is excellent. Provide a utility exhibit to demonstrate that there are no conflicts.
 - **UPDATE 2. Since utility alignment will be determined at the time of site plan, make a provision that all soil volume and depth that cannot be achieved in the ROW due to utility placement will be offset, on a 1:1 basis, by providing soil volume and depth in other locations within the PUD, such as parking. (See sh. 3 of 3, Landscape Superiority Items)**
- ~~Pollinator resources are provided. This is excellent. To be effective, a single resource needs to cover at least 9 contiguous square feet. Specify that resources will be planted in blocks of a minimum of 9 contiguous square feet.~~
- ~~Clarify what the current code requirement is for street trees. The landscape exhibit shows it as 1 tree per 30 feet per the ECM. Please let me know where this requirement is. Also, 1 tree/20 feet is preferable.~~

- ~~The idea that structural parking allows more room for landscape is interesting. But given that the PUD is asking for so much more impervious cover than code allows, I am not sure that it is very significant.~~
- Irrigation. There are conflicting statements about this. If purple pipe will be used, then that would be backup for condensate and rainwater collection. Superiority depends on how much of this is required by AWU. If it is not, then rainwater and condensate collection, with purple pipe as backup, is an excellent superiority element.
 - **UPDATE 2. Strike “potable water or” in landscape superiority item #6 (sh. 3 of 3): “100% of the landscaped area will be irrigated with rainwater harvesting or other non-potable alternative water sources that are sourced on the Property. However, when alternative water sourced on the Property is depleted or unavailable, the property owner shall have the right to supplement such landscape irrigation with ~~potable water or~~ reclaimed water.” Since dual plumbing will be provided, it will not be necessary to have potable water as a backup.**

EV 2 TIER TWO. The provided Tier Two requirements include some quantification. Thank you. Please keep in mind that they should provide benefits over and above the Tier One requirements. Review of Tier Two proposals will follow receipt of quantifiable Tier One proposals.

U1 Comment pending. Further review will follow provision of quantifiable proposals for both Tier One and Two. In the meantime, please note the following about impervious cover. The PUD claims to decrease IC by 9.8% from the existing IC, implying that without the PUD, development would be allowed to maintain the existing IC. I do not believe that this is the case. I believe that new development would have to follow current regulations (see impervious cover comments below). If this is not the case, please explain.

U2 Cleared. Thank you for the explanation.

EV 3 Regarding rainwater harvesting for irrigation, this may already be a requirement for AWU. Given the size of the building in comparison to the landscape, it will not be difficult to provide 100% of irrigation by rainwater harvesting.

U1 Comment pending. The applicant response states, “Irrigation demand will be met by connecting to the proposed reclaimed water main referenced in AW1. Please update the Tier 2 notes. Clarify whether this is a requirement by AWU. If it is, then it is not a superiority element.

U2 Cleared

EV 4 The pedestrian areas will be relatively small. Porous pavers for 100% would provide multiple benefits, including onsite infiltration of stormwater and a cooler surface. A landscape architect could recommend a drought-tolerant groundcover that could be grown between pavers, such as oregano, horse herb, or creeping thyme. There are many possibilities.

U1 Comment pending. When I recommended this, I did not realize that all of the pedestrian walkways would be over the below grade parking structure. Since there is no ground for rainwater to soak into in this situation, I am not sure that it provides much benefit. Also, I would need verification from an engineer that this is structurally feasible.

U2 Cleared

U1 NEW COMMENT

EV 5 IMPERVIOUS COVER. Impervious cover impacts the environment, from increasing runoff, stormwater pollution, and flooding, to causing the urban heat island effect. To demonstrate superiority, compare the proposed project with what you are currently allowed, not the currently existing development. Per the Waterfront Overlay [LDC 25-2-721(B) & (C)], the maximum impervious cover in the primary setback 15%, and the maximum impervious cover in the secondary setback is 30%. The rest of the lot is governed by the existing zoning, L-NP, which allows 50% impervious coverage. The primary setback is 35 feet north of the northern public right-of-way boundary of Riverside Drive [LDC 25-2-742(B)(3)], and the secondary setback is 130 feet from the primary setback line parallel to the East Bouldin Creek centerline [LDC 25-2-742(C)(2)]. The provided Code Comparison Chart states that the "PUD proposes a maximum impervious cover." On another exhibit, 80% is shown as the IC proposal. Provide that information on the Code Comparison Chart and all other relevant documents/exhibits. From an environmental perspective 80% IC is a big request, and I do not see evidence of compensatory environmental advantages being offered.

U2 Cleared.

EV 6 SETBACKS. Setbacks affect the space available for plants, which in turn affects air quality, ambient temperature at ground level, and human health, among other aspects of the pedestrian experience. A sidewalk/pedestrian zone, consisting of a planting zone and a clear zone, will be required adjacent to the curb. Riverside is a Level 3 street, which requires a planting and street furniture zone of 7 or 8 feet, depending on the ROW width [TCM 2.8.2.4]. A 10-foot streetside/front yard setback is proposed in the Code Comparisons Chart. Where is the curb in relation to the Riverside ROW (existing and/or proposed in the future), and what will the width of the pedestrian area be with a 10-foot building setback? The Tier One table, under Commercial Design Standards, implies that enhanced street sections have been provided. Please upload these through the AB+C portal so that all reviewers can access them.

U2 **Comment pending. I do not see the street sections in the database.**

Environmental Officer

EO1 U0 Consider incorporating light pollution reduction criteria into the development by committing to compliance with Austin Energy Green Building ST7 Light Pollution Reduction criteria as a part of achieving 3-star Austin Energy Green Building Rating.

Update 1: Comment cleared. Applicant is committing to comply.

Update 2. The commitment to comply with the light pollution reduction criteria must be added to PUD notes and subsequently the PUD ordinance

EO2 U0 Consider incorporating bird friendly design criteria into the development by committing to compliance with Austin Energy Green Building STEL5 Bird Collision Deterrence criteria as a part of achieving 3-star Austin Energy Green Building Rating.

Update 1: Comment cleared. Applicant is committing to comply.

Update 2. The commitment to comply with the bird collision deterrence criteria must be added to PUD notes and subsequently the PUD ordinance

EO3 U0 Current code requires that water quality treatment must be provided using green stormwater control measures for 100% treatment pursuant to 25-8-213 (*Water Quality Control Standards*). Non-compliance with this requirement will require a code modification.

Update 1. Per approved fair notice application associated with the 200 E. Riverside address, the property is vested to 10/27/2022. However, this application was submitted the day the GSI ordinance was approved by City Council and for the project to demonstrate good faith superiority it should achieve 100% water quality treatment with GSI. Rainwater collection should be considered as an additional option for providing GSI water quality treatment. FYI, beneficial reuse of stormwater, per Austin Water's standards, can reduce the total amount of water quality treatment required.

Update 2. Comment cleared

EO4 U0 The use of sedimentation/filtration water quality treatment could be considered superior if the control is designed to treat offsite stormwater.

Update 1. Comments cleared.

EO5 Update 1. FYI, The WPD Environmental Office will take into consideration resolution of all environmental items related to the proposed PUD development before issuing a staff recommendation. This includes but is not limited to review comments from Environmental, Water Quality, Drainage, City Arborist, Wetland Biologist, Hydrogeologist, and Floodplain review staff.

Update 2. Final determination of staff support of the environmental superiority of the PUD from an environmental perspective is pending resolution of Environmental and City Arborist review staff comments.

Fire

No comments.

Floodplain

No comments.

Hydrogeologist

Closed. No comments.

Housing

No comments as an affordable housing component is not included in the proposal.

Parks and Recreation

PR 1: PARD does not currently support modifications to the Waterfront Overlay regulations (comment remains from DA).

U1: Cleared.

PR2: Demonstrate how the PUD would advance the South Central Waterfront Vision Plan's parks and open space components. PARD recommends that parks and open space meet the standards of parkland dedication to meet superiority, including, at minimum, public access via dedication or easement along the identified open space from the Vision Plan (comment remains from DA).

U1: Comment noted – applicant is not pursuing parkland dedication superiority. Additional park spaces to achieve superiority. The pocket parks may be considered elements should superiority for parks be sought; if so, please codify the provision of the pocket parks in the applicable exhibit.

U1: PARD reviewer acknowledges the pocket parks for open space. Please note the pocket parks on the land use plan notes.

PR3: Demonstrate how the PUD would meet parkland dedication superiority for commercial developments, effective since January 1, 2023 (comment remains from DA).

U1: Cleared.

Site Plan

Update #2

SP1 – SP2. Comments cleared.

SP3. The applicant has stated that the PUD will comply with the Corridor Overlay Ordinance (Ordinance No. 20221201-056). Add a note to this effect to the PUD land use plan.

APPLICANT RESPONSE: For clarification, the Corridor Overlay Ordinance applies to the Property but the Applicant is not required to comply with the Ordinance. A note has been added to the PUD Exhibit which states “The Property is located on Riverside Drive which is classified as a Light Rail Line and is subject to Ordinance No. 20221201-056.” Please see Note 28 on the Notes & Summary PUD Exhibit.

SP3 Update #1: Due to current litigation challenging the Corridor Overlay Ordinance, the City of Austin currently cannot enforce the adopted ordinance. If the property owner would like to utilize site development standards and criteria, those code modifications must be added to the PUD ordinance.

Update #2: Please note that the 25' setback still applies with the revised compatibility code and adjust your code modifications if necessary to account for that.

SP4 – SP13. Comments cleared.

Transportation

A Traffic Impact Analysis is required and has been submitted. Please see TIA memorandum from the Transportation Public Works Department (TPW) dated April 25, 2024 – **Exhibit P**.

ATD 1. The Austin Strategic Mobility Plan (ASMP) calls for 116 feet of right-of-way for **E. Riverside Drive**. It is recommended that 58 feet of right-of-way from the existing centerline should be dedicated for E. Riverside according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

U1: Response noted. Comment pending.

U2: ROW shall be dedicated either at subdivision or site plan, whichever is to occur first.

ATD 2. The Austin Strategic Mobility Plan (ASMP) calls for 116 feet of right-of-way for the **Barton Springs Road** extension. It is recommended that 58 feet of right-of-way from the existing centerline should be dedicated for Barton Springs Road according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

U2: ROW shall be dedicated either at subdivision or site plan, whichever is to occur first.

ATD 3. A Transportation Impact Analysis (TIA) analysis is required and has not yet been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC 25-6-142]. Comments will be provided in a separate memo. TPW recommends that the TIA review and final memo be issued prior to 3rd reading at Council at the latest.

U1: Comment pending approval of final TIA memo.

U2: Comment cleared.

Article 2, Division 5 (Tier 1 Criteria)

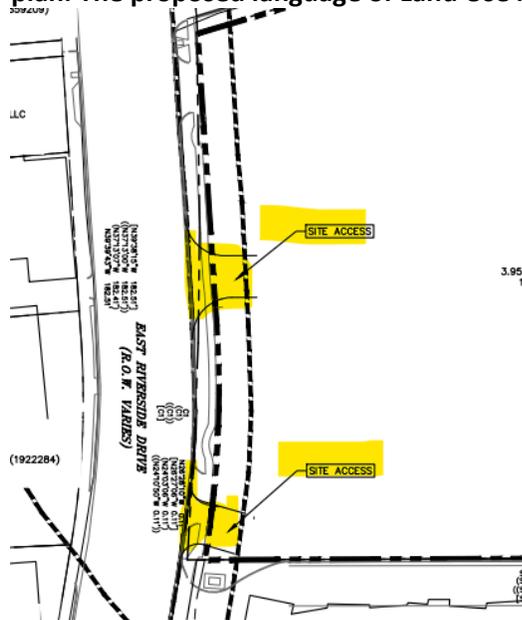
ATD 4. 2.3.1.I – Recommendation pending. The PUD shall be subject to the mitigations, conditions and assumptions outlined by the TIA final memo.

U1: Comment pending approval of final TIA memo.

U2: Comment pending. The TIA final memo states the following:

8. Approval of this TIA does not grant nor guarantee approval of proposed driveway locations or driveway types. An updated TIA or addendum may be required at the time of the site plan when more details about the site are available.

Accordingly, please remove any reference to site access points from the PUD exhibits or note that they are only demonstrative and subject to review at the time of site plan. The proposed language of Land Use Note #1 should be modified to reflect this.



ATD 5. 2.3.1.J – TPW recommends approval.

U1: *Comment cleared.*

ATD 6. 2.3.2.B. –TPW recommends compliance with SCWP streetscape standards for the Barton Springs Road extension and Subchapter E Core Transit Corridor standards for E. Riverside Drive frontage.

U1: In lieu of pending adoption of the South-Central Waterfront Regulating Plan and ongoing Project Connect coordination, TPW recommends that the PUD adhere to TCM streetscape standards, at a minimum. If additional widths or facilities are prescribed by Project Connect, the PUD will utilize those identified standards in its streetscape facilities. Please provide this as an explicit PUD note.

U2: TPW will not recommend approval of the proposed Subchapter E Core Transit Corridor standards (Land Use Note #18). TCM standards for the streetscapes are recommended at this stage and may be modified as needed by Project Connect at the time of site plan.

Article 2, Division 5 (Tier 2 Criteria)

ATD 7. Great Streets:

Great Streets

Complies with City's Great Streets Program, or a successor program. Applicable only to commercial, retail, or mixed-use development that is not subject to the requirements of [Chapter 25-2](#), Subchapter E (*Design Standards and Mixed Use*).

TPW recommends utilizing the streetscape standards prescribed by the TCM/South Central Waterfront Plan in lieu of Great Streets standards.

U1: Comment pending TPW comment #6.

U2: TPW will not recommend approval of the proposed Subchapter E Core Transit Corridor standards (Land Use Note #18). TCM standards for the streetscapes are recommended at this stage and may be modified as needed by Project Connect at the time of site plan.

ATD 8. Transportation:

Transportation

Provides bicycle facilities that connect to existing or planned bicycle routes or provides other multi-modal transportation features not required by code.

Comment pending. TPW supports the application's commitment to coordinating improvements with ATP/Project Connect, however, final recommendation is contingent upon the PUD's commitment to the recommendations of the TIA as well.

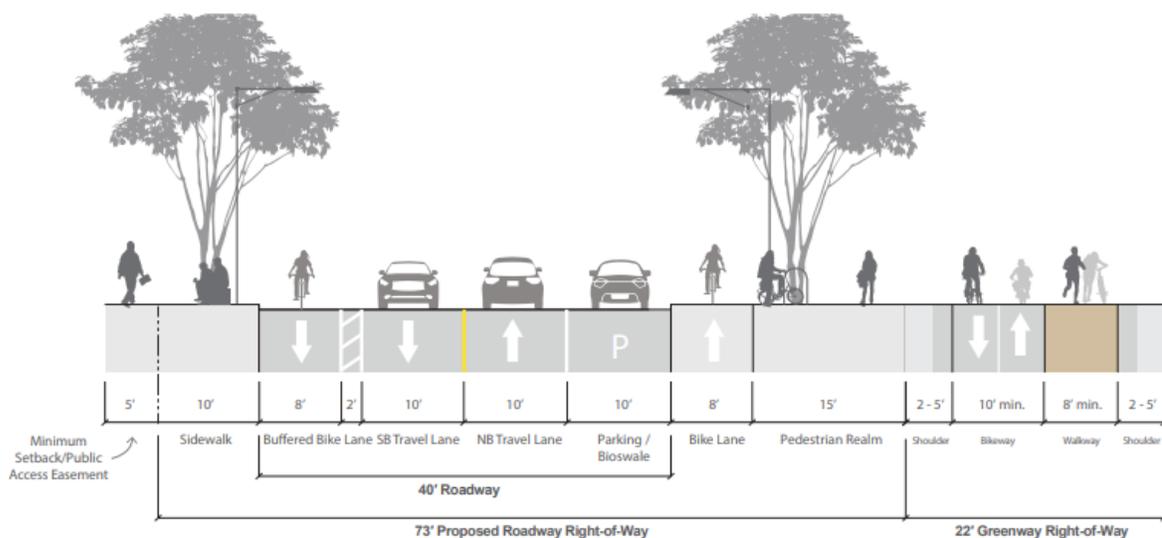
U1: Comment pending approval of final TIA memo.

U2: Comment cleared.

ATD 9. Additional Comments:

17. THE PUD WILL BE FOCUSING ON SIGNIFICANT IMPROVEMENTS FOR PEDESTRIAN AND BICYCLE ACTIVITY FROM EAST RIVERSIDE DRIVE TOWARD LADY BIRD LAKE IN COORDINATION OF PROJECT CONNECT AND AUSTIN TRANSIT PARTNERSHIP. THE IMPROVEMENTS WILL BE ON THE WEST SIDE OF THE PROPERTY WITH CONNECTIVITY TO THE PARKLAND DEDICATION AREA ON THE ADJACENT PROPERTY TO THE NORTH. THE IMPROVEMENTS WILL PROVIDE CLARITY IN BOTH WAYFINDING AND GREATER PEDESTRIAN AND BICYCLE TRAFFIC SAFETY WITH CLEARLY DELINEATED PATHWAYS.

TPW recommends that the PUD specify these improvements by offering deference to the South Central Waterfront Plan, specifically the 22' "greenway" and/or the desired cross-section as identified by Project Connect when available:



2b. North-South Segment of Barton Springs Road Extension

Figure 2: Barton Springs Road Extension Cross Sections

- U1: Comment pending TPW comment #6.
- U2: **Comment pending. Land Use Note #24- at this time it is unclear how these “improvements” will be above and beyond the base line requirements of the TCM. Please clarify what these improvements may entail and add the language “subject to approval from Director” to the proposed note.**

10. EXCEPT WHERE MODIFIED HEREIN, DEVELOPMENT WITHIN THE PUD SHALL BE SUBJECT TO SUBCHAPTER E (DESIGN STANDARDS AND MIXED USE).

TPW approves of this note so long as modifications reflecting the SCWP (noted in TPW 6) are added.

U1: *Comment cleared.* To be addressed through TPW comment #6.

20. SECTION 25-6-532 (OFF-STREET LOADING STANDARDS) IS MODIFIED TO ALLOW SHARED LOADING AND UNLOADING SPACES FOR THE VARIOUS USES WITHIN THE PUD REGARDLESS OF WHERE THE USE OR LOADING AND UNLOADING IS LOCATED WITHIN THE PUD.

TPW approves of this proposed modification.

NEW AND EXISTING ROADWAYS TABLE

Name	Existing ROW	ASMP Required ROW	Pavement	ASMP Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Barton Springs (N-S extension)	0'	116'	40' ("Little Riverside" easement)	3	No	Yes	Yes
Riverside Drive	77'-90'	116'	60'	3	Yes	Yes	Yes

Water Quality

Release of this application does not constitute a verification of all data, information, and calculations supplied by the applicant. The engineer of record is solely responsible for the completeness, accuracy, and adequacy of his/her submittal, whether or not the application is reviewed for code compliance by city engineers.

WQ 1. Demonstration of compliance with all water quality requirements will be required subsequent development application for the subject site. This includes providing water quality controls for all new and/or redevelopment impervious cover if it exceeds 8,000 sf. [LDC 25-8-211]

WQ 2. Projects submitted after November 7, 2022, will be required to provide green stormwater control measures to meet water quality control requirements (with some exceptions) in accordance with the recently passed Ordinance No. 20221027-045, Part 18 [25-8-213 (C) and (D)]. Green infrastructure options are outlined in ECM 1.6.7. Administrative waivers may be granted on a case-by-case basis. The ordinance document can be found here (see pg. 24-26 for green infrastructure requirements): <https://services.austintexas.gov/edims/document.cfm?id=399108>.

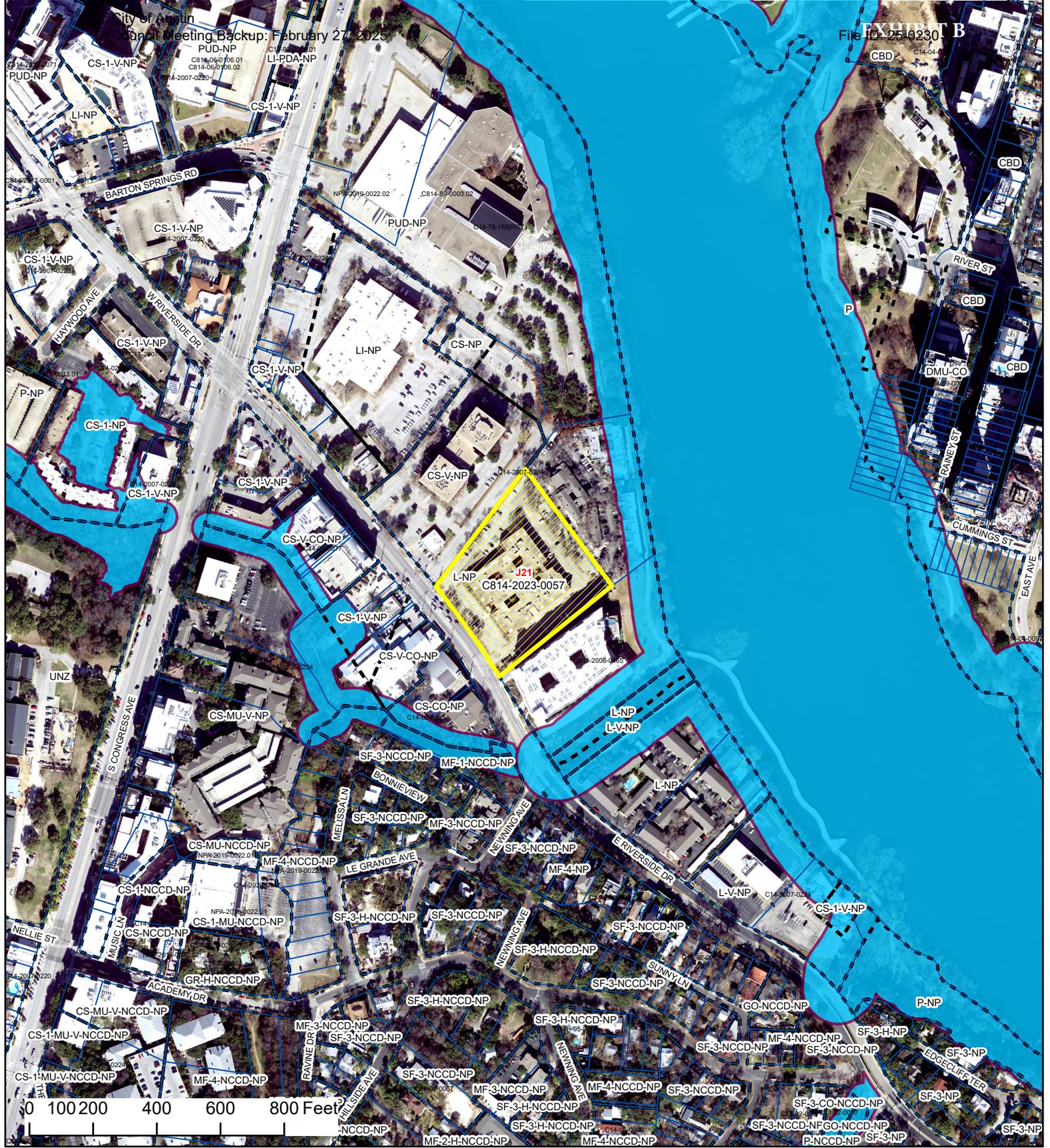
Per the superiority table provided, green water quality controls as prescribed in ECM 1.6.7 are proposed to treat 50% of the required water quality volume. Please note that the use of green water quality controls as prescribed in the ECM should not be considered superior for the purposes of Tier 2 requirements. Please confirm acknowledgment.

Wetland Biologist

No review required.

INDEX OF EXHIBITS TO FOLLOW

- Exhibit A: Zoning Map
- Exhibit B: Aerial Map
- Exhibit C: Applicant's Summary Letter
- Exhibit D: Basis for Superiority - Tier 1 and Tier 2 Compliance Summary
- Exhibit E: Proposed Code Modifications to Development Regulations
- Exhibit F: Existing Zoning
- Exhibit G: Existing Conditions
- Exhibit H: PUD Land Use Plan
- Exhibit I: Notes & Summary Sheet (Site Development Regulations Table; Permitted, Prohibited and Conditional Use Tables; Maximum Densities Table and Land Use Notes)
- Exhibit J: Code Comparison Chart
- Exhibit K: Carbon Impact Statement
- Exhibit L: TIA Memorandum
- Exhibit M: Applicant's Letter Requesting Scheduling for Land Use Commission
- Exhibit N: Environmental Commission Motion 20240904-003
- Exhibit O: Supplemental TIA Memo
- Exhibit P: Updated TIA Memorandum from TPW



200 E. Riverside PUD

-  SUBJECT TRACT
-  ZONING BOUNDARY
-  PENDING CASE
-  CREEK BUFFER

ZONING CASE#: C814-2023-0057
 LOCATION: 200 E Riverside Dr
 SUBJECT AREA: 3.9555 Acres
 GRID: J21
 MANAGER: Sherri Sirwaitis



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

ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

100 CONGRESS AVENUE, SUITE 1300
AUSTIN, TEXAS 78701-2744
512-435-2300

FACSIMILE 512-435-2360

Richard T. Suttle, Jr.
(512) 435-2310
rsuttle@abaustin.com

April 5, 2023

David Gray
Interim Director, Planning Department
City of Austin
1100 E. 11th Street, Suite 200
Austin, Texas 78702

Re: PUD Zoning Application for the 200 E. Riverside PUD (the "Application")

Dear Mr. Gray:

This Application is submitted in accordance with Chapter 25-2, Subchapter B, Article 2, Division 5 (*Planned Unit Developments*) of the City Code for ±3.9555 acres of land located at 200 E. Riverside Drive in Austin, Travis County, Texas (the "Property"). The purpose of this Application is to request that the Property be rezoned from Lake Commercial ("L") to a Planned Unit Development ("PUD") in order to allow for a development that would not otherwise be permitted under conventional zoning regulations.

The Property is currently developed with a 92,892 square foot vacant office building with surface parking and related appurtenances that were constructed in 1970. The current development on the Property consists of approximately 89.8% impervious cover and provides no water quality controls. The proposed development includes two high-rise towers with a maximum height of 410 feet. The towers will include approximately 1,377,787 square feet of office space and 29,318 square feet of commercial/retail uses on the ground floor (the "Project"). The proposed PUD will provide a development that is far superior to that which can be developed under conventional zoning.

The 200 E. Riverside PUD (the "PUD") proposes to maintain the existing L base district as the baseline for the PUD. The Project will provide a development that is superior than what currently exists on the Property and what could otherwise be developed under conventional zoning. A full list of the superiority elements are described in greater detail in the Tier One and Tier Two Superiority Chart included with the Application.

Below is a list of the items that have been provided to assist with your review of the Application. A Superiority Table is included with the Application that outlines all of the PUD Tier One and Tier Two requirements to show how the Project meets or exceeds City Code. Additionally, a Code Modification Table is also included with this submittal which identifies the code modifications that are being requested and provides justification for each modification.

{W1219035.1}

ARMBRUST & BROWN, PLLC
Page 2

These code modifications may be modified after consultation with your staff. It is our intent to modify all applicable City Codes and rules as necessary to facilitate development of the Project.

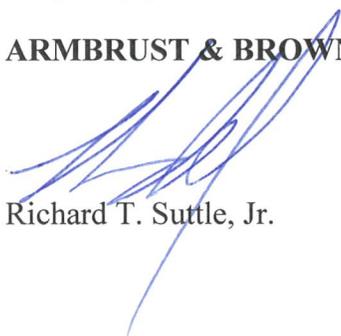
Attached are the following:

1. Zoning Application
2. TIA Determination Worksheet
3. Metes and bounds/survey
4. Tax plat and Tax Certificate
5. Owner's Authorization Letter
6. Tier 1 and Tier 2 Superiority Table
7. Code Comparison Table
8. List of proposed code modifications
9. Land Use Plan Exhibits

Thank you in advance for your time and consideration of this matter. If you have any questions or need additional information, please do not hesitate to contact me or Amanda Morrow at (512) 435-2368.

Very truly yours,

ARMBRUST & BROWN, PLLC



Richard T. Suttle, Jr.

cc: Joi Harden, City of Austin
Amanda Morrow
Kelly Wright

**200 E. Riverside PUD (the "Property")
 Tier 1 and Tier 2 Superiority Table**

	Section	Tier One Requirements	Superior
	2.3.1.A	Meet the objectives of the City Code	The PUD meets the objectives of City Code.
	2.3.1.B	Provide for development standards that achieve equal or greater consistency with the goals in Section 1.1 (General Intent) than development under the regulations in the Land Development Code. Section 1.1 states that "[t]his division provides the procedures and minimum requirements for a planned unit development zoning district to implement the goals of preserving the natural environment, encouraging high quality development and innovative design, and ensuring adequate public facilities and services.	Adopting the 200 E. Riverside PUD will allow the City to deliver on it's goals of the South Central Waterfront Plan (SCWP) and the proposed adjacent Capital Metro Rail Station by creating an attractive pedestrian environment, expanding open spaces, and enhancing connection to the waterfront.
Open Space	2.3.1.C	Provide a total amount of open space that equals or exceeds 10 percent of the residential tracts, 15 percent of the industrial tracts, and 20 percent of the nonresidential tracts within the PUD, except that: 1. a detention or filtration area is excluded from the calculation unless it is designed and maintained as an amenity; and 2. the required percentage of open space may be reduced for urban property with characteristics that make open space infeasible if other community benefits are provided.	The PUD will include approximately 12,845 square feet (0.295 acres) of publically accessible open space which will include two pocket parks. The Property is located within the urban watershed and adjacent to the proposed Capital Metro Rail Station where density is necessary to facilitate ridership and create a mass transit program which makes additional open space infeasible.
Green Building	2.3.1.D	Comply with the City's Planned Unit Development Green Building Program	The PUD will achieve a 3-Star Austin Energy Green Building rating for development.
Neighborhood Plans, Historic Areas, Compatibility	2.3.1.E	Be consistent with applicable neighborhood plans, neighborhood combining district regulations, historic area and landmark regulations, and compatible with adjacent property and land uses	The Property is located in the Greater South River City Neighborhood Plan which designates this site as "Mixed Use" on the FLUM. Since the adoption of the neighborhood plan, City Council has enacted the SCWP which encourages mixed use development on the Property. The PUD is designed to comply with the neighborhood plan and the intent of the SCWP. There are no historic areas or landmarks on the Property.
Environmental Preservation	2.3.1.F	Provide for environmental preservation and protection relating to air quality, water quality, trees, buffer zones and greenbelt areas, critical environmental features, soils, waterways, topography, and the natural and traditional character of the land	The current development on the Property consists of approximately 89.8% impervious cover. The proposed PUD will remove the existing building and surface parking areas and construct new towers which will reduce the overall impervious cover by 9.8%. The PUD proposes to create a lively, attractive pedestrian environment by expanding open space, a location for a future Capital Metro rail station, and enhancing connections along the waterfront. The proposed PUD will provide enhanced landscaping, provide water quality treatment with 100% Green Stormwater Infrastructure, and keep the natural and traditional character of the land.
Public Facilities	2.3.1.G	Provide for public facilities and services that are adequate to support the proposed development including school, fire protection, emergency service, and police facilities.	The PUD proposes to include the following public facilities: <ul style="list-style-type: none"> • The enhancement of the public realm space and connectivity to the future Capital Metro Rail Station. • The PUD will achieve access and connectivity to the surrounding area by establishing a lively, attractive pedestrian environment, expanding open space, enhancing connections to the waterfront and implementing a new mixed-use development adjacent to the future Capital Metro Rail Station.
Landscaping	2.3.1.H	Exceed the minimum landscaping requirements of the City Code.	The PUD will exceed the minimum landscape requirements of the City Code. A full list of the landscape superiority is included under Tier 2 below. The new development will provide an environmentally superior project as opposed to what is currently on the Property or allowed under current Code.
Transportation, Connectivity	2.3.1.I	Provide for appropriate transportation and mass transit connections to areas adjacent to the PUD district and mitigation of adverse cumulative transportation impacts with sidewalks, trails, and roadways.	The PUD will provide for the enhancement of the pedestrian realm space adjacent to the future Capital Metro train station adjoining the Property.
Prohibit Gated Roadways	2.3.1.J	Prohibit gated roadways	The PUD will not include any gated public right-of-ways.
Historical Preservation	2.3.1.K	Protect, enhance, and preserve areas that include structures or sites that are of architectural, historical, archaeological, or cultural significance	There are no identified historic structures or landmarks on the Property.
PUD Size	2.3.1.L	Include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints	The proposed PUD consists of approximately 3.955 acres. There are several zoning overlays on the Property which further restrict the development of the Property including the Greater South River City Neighborhood Plan, the South Shore Central Subdistrict located in the Town Lake Waterfront Overlay, and the Riverside Drive Scenic Roadway Overlay. Furthermore, the Property is located adjacent to the proposed Capital Metro Rail Station where density is necessary to facilitate ridership and create a mass transit program.
Commercial Design Standards	2.3.2.A	Comply with Chapter 25-2, Subchapter E (Design Standards and Mixed Use)	The PUD will comply with Subchapter E of the City's Land Development Code except as modified in the PUD.
	2.3.2.B	Inside the urban roadway boundary depicted in Figure 2, Subchapter E, Chapter 25-2 (Design Standards and Mixed Use), comply with the sidewalk standards in Section 2.2.2., (Core Transit Corridors: Sidewalks And Building Placement)	Street sections have been enhanced and modified to meet the objectives of the SCWP, City Code, and future connection to the Capital Metro Rail Station.
	2.3.2.C	Contain pedestrian-oriented uses as defined in Section 25-2-691(C) (Waterfront Overlay District Uses) on the first floor of a multi-story commercial or mixed use building.	The PUD will comply with pedestrian-oriented uses on the first floor of a multi-story commercial or mixed use building.

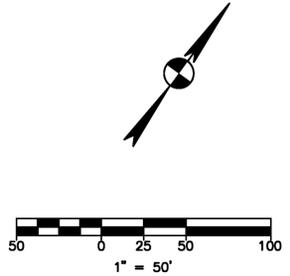
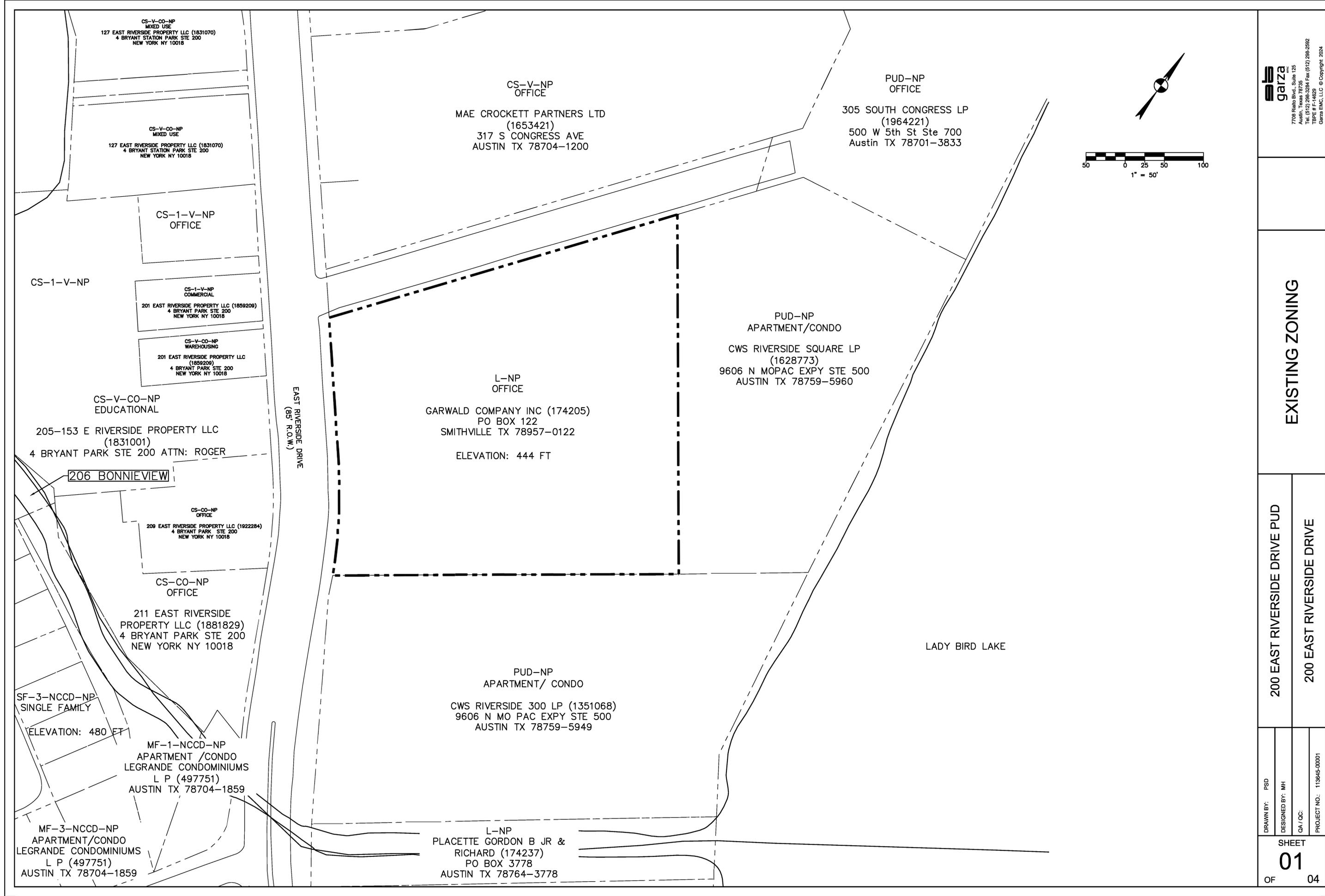
		Tier Two Requirements	Superior
Open Space		Provides open space at least 10% above the requirements of Section 2.3.1.A. (Minimum Requirements). Alternatively, within the urban roadway boundary established in Figure 2 of Subchapter E of Chapter 25-2 (Design Standards and Mixed Use), provide for proportional enhancements to existing or planned trails, parks, or other recreational common open space in consultation with the Director of the Parks and Recreation Department.	The PUD will meet the goals of the SCWP by creating connections comprised of open space through the development. The PUD will provide approximately 12,845 square feet (0.295 acres) of publically accessible open space which will include two pocket parks.
Environment/Drainage		Complies with current code instead of asserting entitlement to follow older code provisions by application of law or agreement.	The PUD will comply with current code except as modified by the PUD.
		Provides water quality controls superior to those otherwise required by code.	The PUD will meet and exceed the required water quality control standards as described in Section 25-8 by providing at least 100% of the required water quality volume onsite and treatment for 100% of the required water quality volume of the site using Green Storm Water Quality Infrastructure as described in Section 1.6.7 of the ECM. The PUD will include green water quality controls such as, but not limited to, biofiltration pond(s), rainwater harvesting, rain gardens, vegetated filter strips, pervious pavers, porous pavement, and non required vegetation.
		Uses green water quality controls as described in the Environmental Criteria Manual to treat at least 50 percent of the water quality volume required by code.	The PUD will provide water quality treatment using 100% Green Stormwater Infrastructure.
		Provides water quality treatment for currently untreated, developed off-site areas of at least 10 acres in size.	N/A

	Reduces impervious cover by five percent below the maximum otherwise allowed by code or includes off-site measures that lower overall impervious cover within the same watershed by five percent below that allowed by code.	The current development on the Property consists of approximately 89.8% impervious cover. The PUD proposes to remove the existing building and surface parking areas and construct new towers which will reduce the overall impervious cover by 9.8%.
	Provides minimum 50-foot setback for at least 50 percent of all unclassified waterways with a drainage area of 32 acres.	N/A
	Provides volumetric flood detention as described in the Drainage Criteria Manual.	N/A
	Provides drainage upgrades to off-site drainage infrastructure that does not meet current criteria in the Drainage or Environmental Criteria Manuals, such as storm drains and culverts that provide a public benefit.	N/A
	Proposes no modifications to the existing 100-year floodplain.	The proposed project is not making any modifications to the existing 100-year floodplain.
	Uses natural channel design techniques as described in the Drainage Criteria Manual.	N/A
	Restores riparian vegetation in existing, degraded Critical Water Quality Zone areas.	N/A
	Removes existing impervious cover from the Critical Water Quality Zone.	N/A
	Preserves all heritage trees; preserves 75% of the caliper inches associated with native protected size trees; and preserves 75% of all of the native caliper inches.	The PUD will remove all trees currently located on the Property. Please refer to the observations included in the tree evaluation report provided by Bartlett Tree Experts regarding the condition of the existing trees.
	Tree plantings use Central Texas seed stock native and with adequate soil volume.	100% of all plantings on the Property shall be from the ECM Appendix N (City of Austin Preferred Plant List) or the City of Austin's "Grow Green Native and Adapted Landscape Plants" guide. All new perimeter right-of-way trees installed on the property shall be planted with a minimum soil volume of 1,000 cubic feet at a minimum soil depth of 3 feet. Such soil volume may be shared up to 25 percent between trees in continuous plantings. The street trees will be a minimum of 3-inch caliper as measured 6 inches above grade.
	Provides at least a 50 percent increase in the minimum waterway and/or critical environmental feature setbacks required by code.	N/A
	Clusters impervious cover and disturbed areas in a manner that preserves the most environmentally sensitive areas of the site that are not otherwise protected.	N/A
	Provides porous pavement for at least 20 percent or more of all paved areas for non-pedestrian in non-aquifer recharge areas.	N/A
	Provides porous pavement for at least 50 percent or more of all paved areas limited to pedestrian use.	The PUD will provide approximately 18,000 square feet of porous pavement for all pedestrian areas located onsite.
	Provides rainwater harvesting for landscape irrigation to serve not less than 50% of the landscaped areas.	100% of the landscaped area will be irrigated with rainwater harvesting or other non-potable alternative water sources that are sourced on the Property. However, when alternative water sourced on the Property is depleted or unavailable, the Property owner shall have the right to supplement such landscape irrigation with potable water or reclaimed water.
	Directs stormwater runoff from impervious surfaces to a landscaped area at least equal to the total required landscape area.	Whenever permitted by site topography & circulation routes, stormwater runoff from impervious surfaces will be directed to landscaped areas equal to or greater than the required landscape area (min 20% site area).
	Employs other creative or innovative measures to provide environmental protection.	The PUD will use Integrated Pest Management controls as well as reclaimed double plumbing lines within the new buildings on the Property.
Austin Energy Green Building	Provides an Austin Energy Green Building Rating of three stars or above.	The PUD has registered with Austin Energy to comply with the 3-Star Austin Energy Green Building Rating.
Art	Provides art approved by the Art in Public Places Program in open spaces, either by providing the art directly or by making a contribution to the City's Art in Public Places Program or a successor program.	The PUD will participate in the Art in Public Places ("AIPP") program. Landowner shall spend a minimum of one hundred thousand dollars (\$100,000.00) on one art piece and installation with a preference for local artists. Landowner will review the public art plan with the City's AIPP Manager for approval. The art piece will be displayed in a prominent location onsite or may be incorporated into nearby public realm space including the bus stop, rail line, or other public uses. The City shall not issue the final certificate of occupancy for the final phase of development within the PUD until the art piece is on display.
Great Streets	Complies with City's Great Streets Program, or a successor program. Applicable only to commercial, retail, or mixed-use development that is not subject to the requirements of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).	N/A
Community Amenities	Provides community or public amenities, which may include spaces for community meetings, community gardens or urban farms, day care facilities, non-profit organizations, or other uses that fulfill an identified community need.	The PUD will provide approximately 450 square feet as community amenity space on the ground floor at no cost to the neighborhood association and/or community.
	Provides publicly accessible multi-use trail and greenway along creek or waterway.	N/A
Transportation	Provides bicycle facilities that connect to existing or planned bicycle routes or provides other multi-modal transportation features not required by code.	The PUD will be focusing on significant improvements for pedestrian and bicycle activity from East Riverside Drive toward Lady Bird Lake in coordination with Project Connect and Austin Transit Partnership. Those improvements will be on the west side of the Property with connectivity to the parkland dedication area on the adjacent property to the north. The improvements will provide clarity in both wayfinding and greater pedestrian and bicycle traffic safety with clearly delineated pathways.
Building Design	Exceeds the minimum points required by the Building Design Options of Section 3.3.2. of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).	The PUD will achieve a minimum of 9 points under the building design options of Section 3.3.2 of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).
Parking Structure Frontage	In a commercial or mixed-use development, at least 75 percent of the building frontage of all parking structures is designed for pedestrian-oriented uses as defined in Section 25-2-691(C) (Waterfront Overlay District Uses) in ground floor spaces.	75% of the ground floor space of a parking garage of a commercial or mixed use building fronting Riverside Drive or the future Metro Rail shall provide pedestrian-oriented uses as defined in Section 25-2-691.
Affordable Housing	Provides for affordable housing or participation in programs to achieve affordable housing.	If the PUD includes a residential component, the Applicant will comply with the PUD affordable housing requirements or an alternative affordable housing proposal.
Historic Preservation	Preserves historic structures, landmarks, or other features to a degree exceeding applicable legal requirements.	N/A
Accessibility	Provides for accessibility for persons with disabilities to a degree exceeding applicable legal requirements.	As the project's design is further developed, the project proposes to include additional accessibility features to exceed local legal requirements including, but not limited to, additional accessible restrooms and shower stalls.
Local Small Business	Provides space at affordable rates to one or more independent retail or restaurant small businesses whose principal place of business is within the Austin metropolitan statistical area.	The PUD will provide approximately 3,500 square feet of commercial space to a local independent service provider, restaurant, or small business for a period of 25 years and at 80% of the market rates as similarly located properties.

<p>Other Amenities Specific to PUD</p>			<p>The PUD will comply with Austin Energy Green Building ST7 Light Pollution Reduction criteria with the following site assumptions: site is categorized as lightening zone LZ3 along the south and west side of the site (Riverside and Little Riverside Dr) and as LZ2 along the north and east side of the site (Ladybird Lake and adjacent residential property).</p> <p>The PUD will comply with option 2 of AEGB credit STEL 5 and all additional credit requirements.</p> <p>The PUD will comply with the City's Dark Sky regulations based on the ST7 Light Pollution Reduction criteria as described above.</p> <p>The PUD will provide the following landscape superiority items:</p> <ol style="list-style-type: none"> 1. The PUD will provide approximately 18,000 square feet of porous pavement for all pedestrian areas located onsite. 2. The PUD shall exceed code requirements for street yard landscape area by at least 5,000 square feet. 3. Street trees shall be planted at a maximum of 20 feet on center along public right-of-ways. If street trees cannot be located within the right-of-way, a similar number of trees shall be planted onsite adjacent to the right-of-way. The City arborist or landscape reviewer may waive this requirement for spacing or number of trees when the spacing or quantity requirements are infeasible due to location of infrastructure including utilities, driveways and public improvements. 4. All new perimeter right-of-way trees installed on the Property shall be planted with a minimum soil volume of 1,000 cubic feet at a minimum soil depth of 3 feet. Such soil volume may be shared up to 25 percent between trees in continuous plantings. Where necessary, load bearing soil cells shall be used to meet the soil volume requirement. If this condition cannot be met within the right-of-way due to a conflict, the PUD shall provide an equivalent offset on a 1:1 basis within other location of the Property. The City arborist or landscape reviewer may waive this requirement to reduce the minimum soil volume if necessary to reduce utility conflict or to address other constructability issues. 5. Except when authorized by the City arborist or landscape reviewer, street trees will change at every block length. Landowner shall install at least five trees species on the Property. The street trees will be a minimum of 3-inch caliper as measured 6 inches above grade. No more than 25 percent of street trees will be from the same species. 6. 100% of the landscaped area will be irrigated with rainwater harvesting or other non-potable alternative water sources that are sourced on the Property. However, when alternative water sourced on the Property is depleted or unavailable, the property owner shall have the right to supplement such landscape irrigation with potable water or reclaimed water. 7. 100% of all plantings on the Property shall be from the ECM Appendix N (City of Austin Preferred Plant List) as defined in Appendix F of the ECM (Descriptive Categories of Tree Species) or the City of Austin's "Grow Green Native and Adapted Landscape Plants" guide. 100% of all plantings will be drought tolerant. 8. Rain gardens will be designed to water quality and drainage standards of the City's Land Development Code, Environmental Criteria Manual, and Drainage Criteria Manual. 9. The PUD shall incorporate approximately 5,000 square feet of pollinator habitat. All pollinator resources will be a minimum of 9 contiguous square feet. 10. The PUD will provide a minimum of 6,500 square feet of private amenity space incorporated over the garage or within the buildings. 11. The PUD will adhere to an Integrated Pest Management Plan.
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200 E. Riverside Code Modifications

1. Section 25-6-532 (*Off-Street Loading Standards*) is modified to allow shared loading and unloading spaces for the various uses within the PUD regardless of where the use or loading and unloading is located within the PUD.
2. Section 25-2-742(F) (*South Shore Central Subdistrict Regulations*) is modified to reduce the base wall setback requirements along Riverside Drive.
3. Section 25-2-742(G)(4) (*South Shore Central Subdistrict Regulations*) is modified to allow for a maximum building height of 500 feet.
4. Chapter 25-10 is modified to provide that the Property shall be subject to the Downtown Sign District regulations.
5. Section 25-2, Division 5, 2.3.1(L) (*Planned Unit Developments*) is modified to allowed for a PUD to be less than 10 acres.
6. Section 9-2-21(A)(2) (*Permit for Concrete Installation During Non-Peak Hour Periods*) is modified to authorize the director to issue a Non-Peak Hour Permit to construct improvements on the Property.



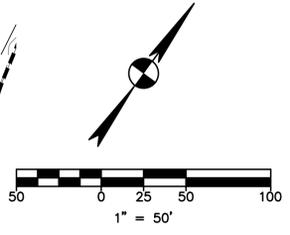
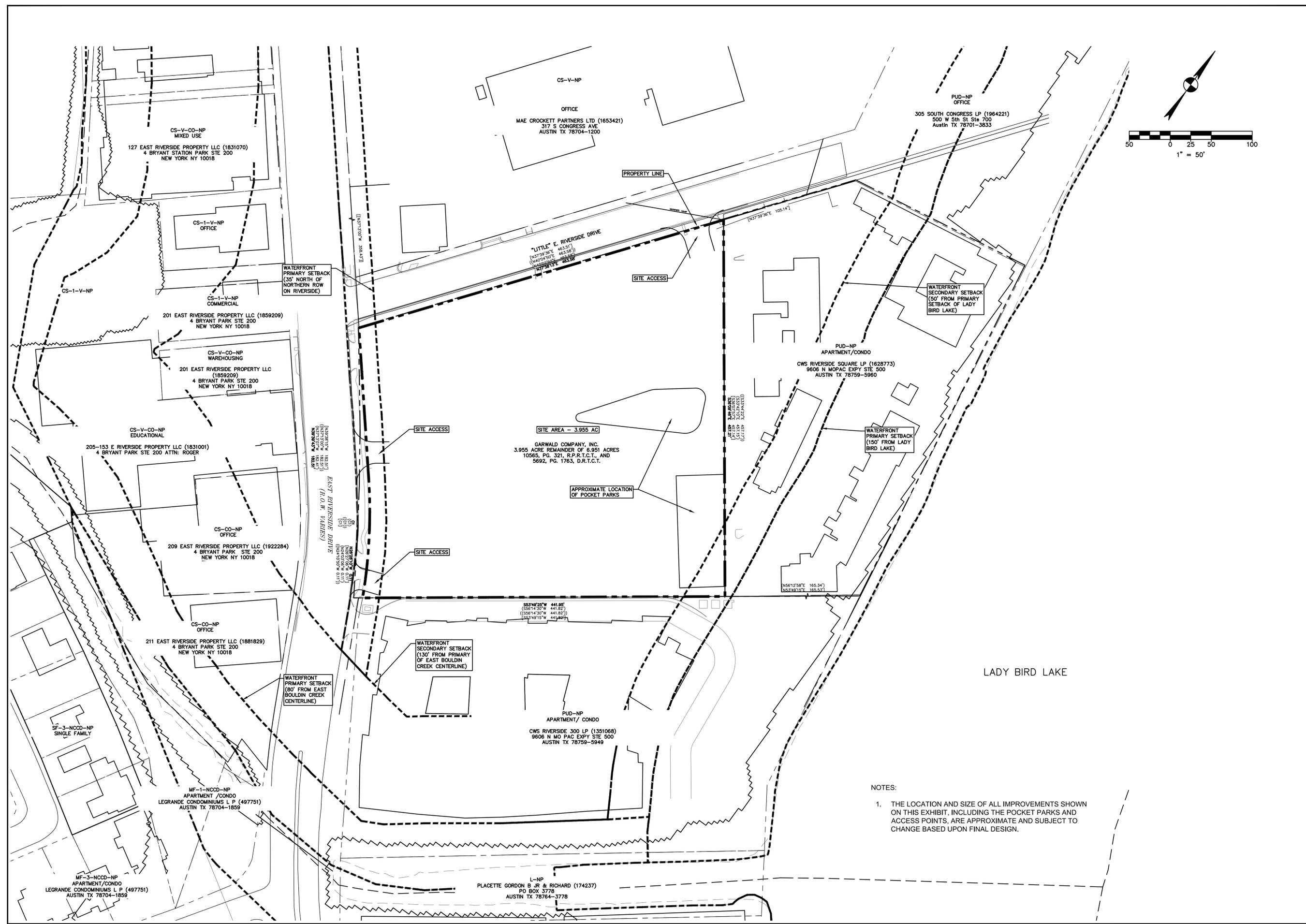
garza
7708 Rialto Blvd., Suite 125
Austin, Texas 78725
Tel: (512) 298-3284 Fax: (512) 298-2592
TBP# F-14629
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EXISTING ZONING

200 EAST RIVERSIDE DRIVE PUD
200 EAST RIVERSIDE DRIVE

DRAWN BY: PSD
DESIGNED BY: MH
OA / OC:
PROJECT NO.: 113645-0001

SHEET
01
OF 04



garza
 7708 Rialto Blvd., Suite 125
 Austin, Texas 78725
 Tel: (512) 298-3284 Fax: (512) 298-2592
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LAND USE

200 EAST RIVERSIDE DRIVE PUD

200 EAST RIVERSIDE DRIVE

DRAWN BY: PSD	DESIGNED BY: MH	QA / QC:	PROJECT NO.: 113645-0001
SHEET			03
OF			

NOTES:
 1. THE LOCATION AND SIZE OF ALL IMPROVEMENTS SHOWN ON THIS EXHIBIT, INCLUDING THE POCKET PARKS AND ACCESS POINTS, ARE APPROXIMATE AND SUBJECT TO CHANGE BASED UPON FINAL DESIGN.

SITE DEVELOPMENT REGULATIONS

Total Site Area		172,280 sq.ft/3.955 ac
Minimum Lot Size		5,750 sq. ft.
Minimum Lot Width		50 ft.
Maximum Height		500 ft.
Maximum Impervious Cover	**	80%
Maximum Building Coverage	**	80%
Maximum Floor Area Ratio	**	14:1
Minimum Setbacks	Front Yard	10 ft.
	Street Side Yard	10 ft.
	Interior Side Yard	N/A
	Rear Yard	N/A

*Base District L

**Impervious cover/building coverage/floor to area ratio is based on gross site area of all land within the PUD. Impervious cover/building coverage/floor to area ratio will be higher on a parcel by parcel calculation.

LAND USE INTENSITIES

Maximum Residential Units	897
Maximum Hotel Keys	513
Maximum Office	1,286,619 sq. ft
Maximum Retail/Food Beverage	31,631 sq. ft.

* LAND USE INTENSITIES NOTED ABOVE MAY CHANGE SO LONG AS DEVELOPMENT SUBJECT TO THE PUD ADHERES TO THE TRIP LIMITATION OUTLINED IN THE TIA DATED MARCH 20, 2024 AND ANY SUBSEQUENT AMENDMENTS TO THE TIA.

PERMITTED USES		
Administrative and Business Offices	Private Primary Educational Facilities	Hotel/Motel
Bed and Breakfast (Group 1)	Private Secondary Educational Facilities	Indoor Entertainment
Bed and Breakfast (Group 2)	Public Primary Educational Facilities	Indoor Sports and Recreation
Club or Lodge	Public Secondary Educational Facilities	Medical Offices
College and University Facilities	Religious Assembly	Multifamily Residential
Community Events	Safety Services	Off-Site Accessory Parking
Community Recreational (Private)	Short-Term Rental (Type 1, 2 and 3)	Outdoor Sports and Recreation
Community Recreational (Public)	Townhouse Residential	Personal Improvement Services
Condominium Residential	Art Gallery	Personal Services
Counseling Services	Art Workshop	Pet Services
Cultural Services	Commercial Off-Street Parking	Professional Office
Custom Manufacturing	Communications Services	Restaurant (General)
Day Care Services (Commercial)	Consumer Convenience Services	Restaurant (Limited)
Day Care Services (Limited)	Consumer Repair Services	Retirement Housing (Large Site)
Day Care Services (General)	Food Preparation	Software Development
Family Homes	Food Sales	Theater
Group Home: Class I (General)	Financial Services	Community Garden
Group Home: Class I (Limited)	General Retail Sales (General)	Hospital Services (Limited)
Group Home: Class II	General Retail Sales (Convenience)	Residential Treatment
Group Residential	Guidance Services	Local Utility Services
Transitional Housing	Congregate Living	Performance Venue

PROHIBITED USES		
Equipment Repair Services	Extermination Services	Bail Bond Services
Pedicab Storage and Dispatch	Employee Recreation	Pawn Shop Services
Funeral Services	Laundry Services	Commercial Blood Plasma Center
Automotive Washing	Business or Trade School	Research Services
Monument Retail Services	Plant Nursery	Drop-Off Recycling Collection Facilities
Campground	Construction Sales and Services	Transportation Terminal
Printing and Publishing Services	Service Station	Indoor Crop Production
Convenience Storage	Electronic Prototype Assembly	Building Maintenance Services
Vehicle Storage	Agricultural Sales and Services	Hospital Services (General)
Alternative Financial Services	Urban Farm	
Limited Warehousing and Distribution	Maintenance and Service Facilities	
Business Support Services	Equipment Sales	
Electronic Testing	Automotive Repair Services	
Adult-Oriented Business	Kennels	

CONDITIONAL USES		
Automotive Rentals	Automotive Sales	Cocktail Lounge

LAND USE NOTES:

- THE SIZE, CONFIGURATION AND LOCATION OF THE DRIVEWAYS AS SHOWN ON SHEET NO. 3 IS AN APPROXIMATION FOR ILLUSTRATION PURPOSES. SUBJECT TO CITY APPROVAL, THE OWNER WILL ESTABLISH AND SET FORTH THE SIZE, CONFIGURATION AND LOCATION OF THE DRIVEWAYS AT THE TIME OF SITE DEVELOPMENT PERMIT.
- NO GATED PUBLIC ROADWAYS WILL BE PERMITTED WITHIN THE PUD.
- AN INTEGRATED PEST MANAGEMENT PLAN WILL BE IMPLEMENTED FOLLOWING THE GUIDELINES DEVELOPED BY THE CITY OF AUSTIN GROW GREEN PROGRAM.
- THIS PUD WILL COMPLY WITH THE AUSTIN ENERGY GREEN BUILDING PROGRAM TO ACHIEVE A MINIMUM OF A 3-STAR RATING.
- THE PUD WILL PARTICIPATE IN THE ART IN PUBLIC PLACES ("AIPP") PROGRAM. LANDOWNER SHALL SPEND A MINIMUM OF ONE HUNDRED THOUSAND DOLLARS (\$100,000.00) ON ONE ART PIECE AND INSTALLATION WITH A PREFERENCE FOR LOCAL ARTISTS. LANDOWNER WILL REVIEW THE PUBLIC ART PLAN WITH THE CITY'S AIPP MANAGER FOR APPROVAL. THE ART PIECE WILL BE DISPLAYED IN A PROMINENT LOCATION ONSITE OR MAY BE INCORPORATED INTO NEARBY PUBLIC REALM SPACE INCLUDING THE BUS STOP, RAIL LINE, OR OTHER PUBLIC USES. THE CITY SHALL NOT ISSUE THE FINAL CERTIFICATE OF OCCUPANCY FOR THE FINAL PHASE OF DEVELOPMENT WITHIN THE PUD UNTIL THE ART PIECE IS ON DISPLAY.
- THE PUD SHALL EXCEED CODE REQUIREMENTS FOR STREET YARD LANDSCAPE AREA BY AT LEAST 5,000 SQUARE FEET.
- THE PUD WILL PROVIDE APPROXIMATELY 18,000 SQUARE FEET OF POROUS PAVEMENT FOR ALL PEDESTRIAN AREAS LOCATED ONSITE.
- STREET TREES SHALL BE PLANTED AT A MAXIMUM OF 20 FEET ON CENTER ALONG PUBLIC RIGHT-OF-WAYS. IF STREET TREES CANNOT BE LOCATED WITHIN THE RIGHT-OF-WAY, A SIMILAR NUMBER OF TREES SHALL BE PLANTED ONSITE ADJACENT TO THE RIGHT-OF-WAY. THE CITY ARBORIST OR LANDSCAPE REVIEWER MAY WAIVE THIS REQUIREMENT FOR SPACING OR NUMBER OF TREES WHEN THE SPACING OR QUANTITY REQUIREMENTS ARE INFEASIBLE DUE TO LOCATION OF INFRASTRUCTURE INCLUDING UTILITIES, DRIVEWAYS AND PUBLIC IMPROVEMENTS.
- ALL NEW PERIMETER RIGHT-OF-WAY TREES INSTALLED ON THE PROPERTY SHALL BE PLANTED WITH A MINIMUM SOIL VOLUME OF 1,000 CUBIC FEET AT A MINIMUM SOIL DEPTH OF 3 FEET. SUCH SOIL VOLUME MAY BE SHARED UP TO 25 PERCENT BETWEEN TREES IN CONTINUOUS PLANTINGS. WHERE NECESSARY, LOAD BEARING SOIL CELLS SHALL BE USED TO MEET THE SOIL VOLUME REQUIREMENT. IF THIS CONDITION CANNOT BE MET WITHIN THE RIGHT-OF-WAY DUE TO A CONFLICT, THE PUD SHALL PROVIDE AN EQUIVALENT OFFSET ON A 1:1 BASIS WITHIN OTHER LOCATION OF THE PROPERTY. THE CITY ARBORIST OR LANDSCAPE REVIEWER MAY WAIVE THIS REQUIREMENT TO REDUCE THE MINIMUM SOIL VOLUME IF NECESSARY TO REDUCE UTILITY CONFLICT OR TO ADDRESS OTHER CONSTRUCTABILITY ISSUES.
- EXCEPT WHEN AUTHORIZED BY THE CITY ARBORIST OR LANDSCAPE REVIEWER, STREET TREES WILL CHANGE AT EVERY BLOCK LENGTH. LANDOWNER SHALL INSTALL AT LEAST FIVE TREES SPECIES ON THE PROPERTY. THE STREET TREES WILL BE A MINIMUM OF 3-INCH CALIPER AS MEASURED 6 INCHES ABOVE GRADE. NO MORE THAN 25 PERCENT OF STREET TREES WILL BE FROM THE SAME SPECIES.
- 100% OF THE LANDSCAPED AREA WILL BE IRRIGATED WITH RAINWATER HARVESTING OR OTHER NON-POTABLE ALTERNATIVE WATER SOURCES THAT ARE SOURCED ON THE PROPERTY. HOWEVER, WHEN ALTERNATIVE WATER SOURCED ON THE PROPERTY IS DEPLETED OR UNAVAILABLE, THE PROPERTY OWNER SHALL HAVE THE RIGHT TO SUPPLEMENT SUCH LANDSCAPE IRRIGATION WITH POTABLE WATER OR RECLAIMED WATER.
- 100% OF ALL PLANTINGS ON THE PROPERTY SHALL BE FROM THE EGM APPENDIX N (CITY OF AUSTIN PREFERRED PLANT LIST) AS DEFINED IN APPENDIX F OF THE EGM (DESCRIPTIVE CATEGORIES OF TREE SPECIES) OR THE CITY OF AUSTIN'S "GROW GREEN NATIVE AND ADAPTED LANDSCAPE PLANTS" GUIDE. 100% OF ALL PLANTINGS WILL BE DROUGHT TOLERANT.
- RAIN GARDENS WILL BE DESIGNED TO WATER QUALITY AND DRAINAGE STANDARDS OF THE CITY'S LAND DEVELOPMENT CODE, ENVIRONMENTAL CRITERIA MANUAL, AND DRAINAGE CRITERIA MANUAL.
- THE PUD SHALL INCORPORATE APPROXIMATELY 5,000 SQUARE FEET OF POLLINATOR HABITAT. ALL POLLINATOR RESOURCES WILL BE A MINIMUM OF 9 CONTIGUOUS SQUARE FEET.
- THE PUD WILL PROVIDE A MINIMUM OF 6,500 SQUARE FEET OF PRIVATE AMENITY SPACE INCORPORATED OVER THE GARAGE OR WITHIN THE BUILDINGS.
- THE PUD SHALL UTILIZE GREEN WATER QUALITY CONTROLS AS DESCRIBED IN THE ENVIRONMENTAL CRITERIA MANUAL TO TREAT 100% OF THE WATER QUALITY VOLUME REQUIRED BY CODE.
- THE PUD WILL ACHIEVE A MINIMUM OF NINE (9) POINTS UNDER THE BUILDING DESIGN OPTIONS OF SECTION 3.3.2 OF CHAPTER 25-2, SUBCHAPTER E (DESIGN STANDARDS AND MIXED USE).
- THE PUD WILL COMPLY WITH AUSTIN ENERGY GREEN BUILDING ST7 LIGHT POLLUTION REDUCTION CRITERIA WITH THE FOLLOWING SITE ASSUMPTIONS: SITE IS CATEGORIZED AS LIGHTNING ZONE LZ3 ALONG THE SOUTH AND WEST SIDE OF THE SITE (RIVERSIDE AND LITTLE RIVERSIDE DR) AND AS LZ2 ALONG THE NORTH AND EAST SIDE OF THE SIDE (LADYBIRD LAKE AND ADJACENT RESIDENTIAL PROPERTY).
- THE PUD WILL COMPLY WITH OPTION 2 OF AEGB CREDIT STEL 5 AND ALL ADDITIONAL CREDIT REQUIREMENTS.
- THE PUD WILL COMPLY WITH THE CITY'S DARK SKY REGULATIONS BASED ON THE ST7 LIGHT POLLUTION REDUCTION CRITERIA AS DESCRIBED ABOVE.
- THE PUD WILL COMPLY WITH PEDESTRIAN-ORIENTED USES ON THE FIRST FLOOR OF A MULTI-STORY COMMERCIAL OR MIXED USE BUILDING.
- SEVENTY-FIVE PERCENT (75%) OF THE GROUND FLOOR SPACE OF A PARKING GARAGE OF A COMMERCIAL OR MIXED USE BUILDING FRONTING RIVERSIDE DRIVE OR THE FUTURE METRO RAIL SHALL PROVIDE PEDESTRIAN-ORIENTED USES AS DEFINED IN SECTION 25-2-691

- WHENEVER PERMITTED BY SITE TOPOGRAPHY AND CIRCULATION ROUTES, STORMWATER RUNOFF FROM IMPERVIOUS SURFACES WILL BE DIRECTED TO LANDSCAPED AREAS EQUAL TO OR GREATER THAN THE REQUIRED LANDSCAPE AREA (MINIMUM 20% SITE AREA).
- THE PROJECT WILL PROVIDE APPROXIMATELY 450 SQUARE FEET OF COMMUNITY MEETING SPACE ON THE GROUND FLOOR AT NO COST TO THE SOUTH RIVER CITY CITIZENS ASSOCIATION AND/OR COMMUNITY.
- AS THE PROJECT'S DESIGN IS FURTHER DEVELOPED, THE PROJECT PROPOSES TO INCLUDE ADDITIONAL ACCESSIBILITY FEATURES TO EXCEED LOCAL LEGAL REQUIREMENTS INCLUDING, BUT NOT LIMITED TO, ADDITIONAL ACCESSIBLE RESTROOMS AND SHOWER STALLS.
- THE PUD WILL PROVIDE APPROXIMATELY 3,500 SQUARE FEET OF COMMERCIAL SPACE TO A LOCAL INDEPENDENT SERVICE PROVIDER, RESTAURANT, OR SMALL BUSINESS FOR A PERIOD OF 25 YEARS AT 80% OF THE MARKET RATE.
- RIGHT-OF-WAY MAY BE DEDICATED AT TIME OF SITE PLAN, HOWEVER, ANY ASPM REQUIRED ROW AND ITS ASSOCIATED ROUGH PROPORTIONALITY IMPACTS SHALL BE BASED ON THE LAND USES AND INTENSITIES ENCOMPASSED BY THE PUD ZONING BOUNDARIES AT TIME OF ZONING ORDINANCE.
- THIS PROJECT WILL NOT ADHERE TO GREAT STREETS. AS RELATED TO PUBLIC RIGHTS-OF-WAYS IN WHICH THIS PUD FRONTS AND WILL FRONT IN THE FUTURE, THE PUD WILL ADHERE TO THE ADOPTED BACK-OF-CURB REQUIREMENTS AS ESTABLISHED BY THE TCM. IF THE BACK-OF-CURB ELEMENTS NEED TO BE REVISED TO INCORPORATE CONDITIONS OF THE PHASE 1 LIGHT RAIL PROJECT THE PUD WILL COMPLY WITH THE NEW STANDARDS AT TIME OF SITE PLAN WITH TPW DIRECTOR APPROVAL AND SUBJECT TO ROUGH PROPORTIONALITY CONSIDERATIONS.
- IN ADDITION TO ASPM AND TCM REQUIREMENTS, AND IN FULFILLMENT OF TIER II SUPERIORITY ELEMENTS, THE PROJECT SHALL PROVIDE WAYFINDING AND GREATER PEDESTRIAN AND BICYCLE TRAFFIC SAFETY ELEMENTS ADJACENT TO THE SUBJECT PROPERTY, SUBJECT TO MEASURES AND LOCATIONS APPROVED BY THE DIRECTOR.
- BUILDINGS WILL BE DUAL PIPED FOR RECLAIMED WATER.
- APPROXIMATELY 320 FEET OF RECLAIMED WATER MAIN EXTENSION SHALL BE CONSTRUCTED ALONG E. RIVERSIDE DRIVE.
- SECTION 25-6-532 (OFF-STREET LOADING STANDARDS) IS MODIFIED TO ALLOW SHARED LOADING AND UNLOADING SPACES FOR THE VARIOUS USES WITHIN THE PUD REGARDLESS OF WHERE THE USE OR LOADING AND UNLOADING IS LOCATED WITHIN THE PUD.
- SECTION 25-2-742(F) (SOUTH SHORE CENTRAL SUBDISTRICT REGULATIONS) IS MODIFIED TO REDUCE THE BASEWALL SETBACK REQUIREMENTS ALONG RIVERSIDE DRIVE.
- SECTION 25-2-742(G)(4) (SOUTH SHORE CENTRAL SUBDISTRICT REGULATIONS) IS MODIFIED TO ALLOW FOR A MAXIMUM HEIGHT OF 500 FEET.
- CHAPTER 25-10 IS MODIFIED TO PROVIDE THAT THE PROPERTY SHALL BE SUBJECT TO THE DOWNTOWN SIGN DISTRICT REGULATIONS.
- EXCEPT AS MODIFIED BY THE LAND USE PLAN AND ASSOCIATED NOTE, THE PUD IS SUBJECT TO THE SITE DEVELOPMENT REGULATIONS ASSOCIATED WITH THE LAKE COMMERCIAL L' ZONING BASE DISTRICT.
- ELECTRICAL EASEMENTS SHALL BE REQUIRED FOR ALL DEVELOPMENTS. THEIR LOCATIONS AND SIZE ONSITE WILL BE DETERMINED AT THE SUBDIVISION PLAT/SITE PLAN SUBMITTAL AND MAY REQUIRE MORE SPACE THAN THE MINIMUM BUILDING SETBACK.
- SECTION 25-2-2, DIVISION 5 (PLANNED UNIT DEVELOPMENTS) 2.3.1(L) IS MODIFIED TO ALLOW FOR A PUD LESS THAN 10 ACRES.
- SECTION 9-2-21(A)(2) (PERMIT FOR CONCRETE INSTALLATION DURING NON-PEAK HOUR PERIODS) IS MODIFIED TO AUTHORIZE THE DIRECTOR TO ISSUE A NON-PEAK HOUR PERMIT TO CONSTRUCT IMPROVEMENTS ON THE PROPERTY.



NOTES & SUMMARY

200 EAST RIVERSIDE DRIVE PUD

200 EAST RIVERSIDE DRIVE

DRAWN BY: PSD
DESIGNED BY: MH
QA / QC:
PROJECT NO.: 113645-0001

SHEET
04
OF 04

Park Acreage	N/A	N/A	The PUD will provide approximately 12,845 square feet (0.295 acres) of publically accessible open space which will include two pocket parks.
Open Space Acreage	N/A	N/A	The PUD will provide approximately 12,845 square feet (0.295 acres) of publically accessible open space which will include two pocket parks.
Water Quality	The existing development does not provide any water quality control standards.	Water quality controls are required for development if the total of new and redeveloped impervious cover exceeds 8,000 square feet.	The PUD will meet and exceed the required water quality control standards by providing at least 100% of the required water quality volume onsite and treatment for 100% of the required water quality volume of the site using Green Storm Water Quality Infrastructure as described in 1.6.7 of the ECM. The PUD will include green water quality controls such as, but not limited to, biofiltration pond(s), rainwater harvesting, rain gardens, vegetated filter strips, pervious pavers, porous pavement, and non required vegetation.
Drainage	N/A	N/A	N/A
Impervious Cover	The current development on the property consists of approximately 89.8% impervious cover.	Section 25-2-492: Lake Commercial "L" zoning district allows for a maximum of 50% impervious cover.	The PUD proposes a maximum impervious cover of 80%.
Limits of Disturbance	N/A	N/A	N/A
Creek Buffers	N/A	N/A	N/A
CWQZ Crossings	N/A	N/A	N/A
Erosion Hazard Zone	N/A	N/A	N/A
Critical Environmental Features (CEFs)	N/A	N/A	N/A
Floodplain Modification	N/A	N/A	N/A
Cut	N/A	N/A	N/A
Fill	N/A	N/A	N/A
Construction on Slopes	N/A	N/A	N/A

<p>Tree Protection</p>	<p>N/A</p>	<p>Section 25-8-602 - Protected Trees = 19 inches or greater</p>	<p>The PUD will remove all existing trees. A copy of the arborist's report is included in the Application.</p> <p>The PUD shall exceed code requirements for street yard landscape area by at least 5,000 square feet.</p> <p>The PUD shall space street trees at a maximum of 20 feet on center which is a 20 percent increase in tree plantings beyond code requirements. The City arborist may waive this requirement for the spacing of trees when the spacing requirement is infeasible due to location of utilities, loading docks, and entrances into the parking garages.</p> <p>All new perimeter right-of-way trees installed on the property shall be planted with a minimum soil volume of 1,000 cubic feet at a minimum soil depth of 3 feet. Such soil volume may be shared up to 25 percent between trees in continuous plantings. Where necessary, load bearing soil cells shall be used to meet the soil volume requirement. Nothing limits the City's authority to reduce the minimum soil volume if necessary to reduce utility conflict or to address other constructability issues. If the City reduces the minimum soil volume, Landowner remains compliant with the PUD Ordinance and Environmental Criteria Manual.</p> <p>Except when authorized by the City arborist, street trees will change at every block length. Landowner shall install at least five trees species on the Property. The street trees will be a minimum of 3-inch caliper as measured 6 inches above grade. No more than 25 percent of street trees will be from the same species.</p> <p>100% of all plantings on the property shall be from the ECM Appendix N (City of Austin Preferred Plant List) or the City of Austin's "Grow Green Native and Adapted Landscape Plants" guide. 100% of all plantings will be drought tolerant.</p>
<p>Heritage Tree Ord.</p>	<p>N/A</p>	<p>Section 25-8-602 - Heritage Trees = 24 inches or greater and is one of the following species: Texas Ash, Bald Cypress, American Elm, Cedar Elm, Texas Madrone, Bigtooth Maple, Oaks, Pecan, Arizona Walnut, and Eastern Black Walnut</p>	<p>The PUD will remove all existing trees. A copy of the arborist's report is included in the Application.</p> <p>The PUD shall exceed code requirements for street yard landscape area by at least 5,000 square feet.</p> <p>The PUD shall space street trees at a maximum of 20 feet on center which is a 20 percent increase in tree plantings beyond code requirements. The City arborist may waive this requirement for the spacing of trees when the spacing requirement is infeasible due to location of utilities, loading docks, and entrances into the parking garages.</p> <p>All new perimeter right-of-way trees installed on the property shall be planted with a minimum soil volume of 1,000 cubic feet at a minimum soil depth of 3 feet. Such soil volume may be shared up to 25 percent between trees in continuous plantings. Where necessary, load bearing soil cells shall be used to meet the soil volume requirement. Nothing limits the City's authority to reduce the minimum soil volume if necessary to reduce utility conflict or to address other constructability issues. If the City reduces the minimum soil volume, Landowner remains compliant with the PUD Ordinance and Environmental Criteria Manual.</p> <p>Except when authorized by the City arborist, street trees will change at every block length. Landowner shall install at least five trees species on the Property. The street trees will be a minimum of 3-inch caliper as measured 6 inches above grade. No more than 25 percent of street trees will be from the same species.</p> <p>100% of all plantings on the property shall be from the ECM Appendix N (City of Austin Preferred Plant List) or the City of Austin's "Grow Green Native and Adapted Landscape Plants" guide. 100% of all plantings will be drought tolerant.</p>
<p>Signage</p>	<p>N/A</p>	<p>Chapter 25-10 (<i>Sign Regulations</i>) Riverside Drive is a Scenic Roadway as described in Sections 25-10-7 and 25-10-124.</p>	<p>All signage on the Property shall comply with the requirements of Section 25-10-129 (<i>Downtown Sign District Regulations</i>)</p>



Carbon Impact Statement Project:

EXHIBIT K

Scoring Guide:

1-4: Business as usual

5-8: Some positive actions

9-12: Demonstrated leadership



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

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

- 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?



MEMORANDUM

Date: April 25, 2024
To: Aditya Jatar, BOE
CC: Kaylie Coleman, Bryan Golden,
Transportation and Public Works Department
Reference: **200 E Riverside PUD Traffic Impact Analysis** (C814-2023-0057) – 200 E Riverside Dr,
Austin, Final Memo

Summary of the Transportation Impact Analysis (TIA):

The Transportation and Public Works Department has reviewed the updated 03/20/2024 submittal of “200 E Riverside TIA”, prepared by BOE. The proposal is for 1,400,000 square feet of general office space and 32,000 square feet of strip retail plaza. It will be located at 200 E Riverside Dr, Austin. The site location is shown in Figure 1.



Figure 1: Site Location

The project proposes access to the surrounding roadway network via one full-access driveway along Little Riverside Dr, one RIRO driveway along E Riverside Dr, and one service driveway along E Riverside Dr. The proposed development will be built in one phase and is anticipated to be completed in 2026.

As a transportation condition of approval for the above-referenced site plan application, the applicant shall comply with the following:

1. Due to the uncertainty of the LRT Lines (Project Connect) design and construction timeline, this site shall plan its transportation-related improvements for various scenarios. This TIA has analyzed and identified several improvements as shown in Table 2 and Table 3, however, these improvements will be reevaluated at the time of the site plan considering the uncertainty of the LRT Lines adjacent to this site.
2. Considering the uncertainty of the LRT Line options (at-grade or grade-separated), Driveway C can operate as full-access before the implementation of the LRT Lines. However, city will reevaluate once Project Connect LRT line designs are finalized. This driveway may be closed or limited to RIRO based on Project Connect needs. Staff suggests this development shall plan their site layout considering these constraints. The number of driveways, driveway type, and location will be evaluated in detail at the time of the site plan when specific details of the site are available. The City will approve the location, type, and number of driveways, accordingly at the time of the site plan.
3. ASMP currently identifies 116 feet of right-of-way (ROW) for both E Riverside Dr and Little Riverside Dr. Staff recommends that this development plans for ROW dedication per ASMP, however, ROW dedication will be evaluated at the time of the site plan when more detailed information about the site and Project Connect LRT lines will be available.
4. The site must achieve a minimum TDM threshold of 30% using various measures. The applicant has the flexibility to substitute and/or add other relevant TDM measures as per the TCM at the time of the site plan as long as the overall TDM reduction is achieved. TDM measures will be further reevaluated and approved by COA during the site plan review.
5. The proposed development is subject to the City of Austin Street Impact Fee (SIF) (Ordinance # 20201220-061 & 20201210-062). The final SIF will be calculated and invoiced for this development at the time of building permit and will satisfy the mitigation requirements of this site. No building permit shall be issued until the total required SIF collection amount is paid in full. The SIF study identifies that the projected future developments can require improvements to the transportation network. Street impact fees help fund roadway capacity projects necessitated by new developments. Payments to the SIF to build these projects/improvements, which are identified in the Roadway Capacity Plan, will satisfy the mitigation requirements.
6. If the applicant constructs any SIF offset-eligible improvements with this site plan, the cost incurred for construction may be considered as an offset toward the final SIF collection amount through an Offset Agreement. If constructed before building permit issuance, actual construction costs may be used; otherwise, a signed and sealed cost estimate will be required.
7. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other

identified conditions. Any change in the assumptions made to the TIA document shall be reviewed by TPW and may require a new or updated TIA/addendum.

8. Approval of this TIA does not grant nor guarantee approval of proposed driveway locations or driveway types. An updated TIA or addendum may be required at the time of the site plan when more details about the site are available.
9. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of the traffic counts in the TIA or the date of this memo, whichever comes first, after which a revised TIA or addendum may be required.

Trip Generation and Land Use:

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the development will generate 8,015 adjusted daily trips, 1,020 trips during the AM peak hour and 997 trips during the PM peak hour, details are shown in Table 1.

Table 1: Trip Generation

Land Uses	ITE Code	Quantity	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
General Office	710	1,400,000	SF	11,527	1,425	195	1,620	252	1,232	1,484
Strip Retail Plaza (<40k)	822	32,000	SF	1,580	45	31	76	89	89	178
Total Unadjusted Daily Trips				13,107	1,470	226	1,696	341	1,321	1,662
TDM (30% Reduction)				3,932	441	68	509	102	396	499
Existing Trips				1,160	147	20	167	28	138	166
Total Adjusted Daily Trips				8,015	882	138	1,020	211	787	997

Summary of Identified Improvements:

<i>Table 2. Improvements Identified in the TIA (This will be reevaluated at the time of the site plan when more information about the site and Project Connect is available.)</i>	
Name	Improvement
E Riverside Dr & Little Riverside Dr (See Figure 2 for the improvement extent)	Restripe existing pavement to 1L, 1 TR along SB Little Riverside approach to accommodate SB LTL on Little Riverside
	Provide 1 additional LTL to create dual left turn lanes along EB approach
	Widen NB approach with merge taper along Little Riverside Dr to provide additional receiving lane for EB to NB dual left turns
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
E Riverside Dr & S Congress Ave (See Figure 2 for the improvement extent)	Install 1 additional LTL to create dual left turn lanes along EB E Riverside Dr approach
	Install 1 additional LTL to create dual left turn lanes along WB E Riverside Dr approach
	Install 1 RTL along WB E Riverside Dr approach
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
Back-of-curb Improvements (See Figure 2 for the improvement extent)	Design and construct back-of-curb improvements with the coordination of TPW along site frontages on Little Riverside Dr & E Riverside Dr

Summary of Identified TDM Measures:

<i>Table 3. TDM Measures</i>		
<i>(This will be reevaluated at the time of the site plan when more information about the site and Project Connect is available.)</i>		
Category	TDM Measure	Details
Contextual Trip Reduction Measures	Internal Trip Capture	5%
	Transit Proximity	At least half of the development site falls within ¼-mile of a High Capacity transit stop, or 1/8-mile of a High Frequency (15 min) transit stop; and a complete sidewalk network is in place between the development site and the nearest transit stop. AND at least 1 point is also received for any Parking measure OR for either API-5 or API-6
Parking Measures	Reduced Parking Supply	21% to 50% of the Parking Ratio Identified in the LDC
	Unbundled Parking	Exceed the IRS limit on pre-tax parking purchases by at least 10%
	Daily Tenant Parking Rates	All non-resident tenants
	Visitor Parking Pricing	Are at least \$2 per hour during identified congestion-pricing periods
Amenities, Programs, and Incentives Measures	Transportation Management Association Membership	Yes
	Designated Mobility Coordinator	Yes
	Marketing and Information	Yes
	Universal Transit Pass	50% Subsidy for All Site Employees
	Mobility Wallet	50% Subsidy for All Site Employees
	Ride-Home Benefit	Program Limited to Building Employees
	Telecommuting Work Option	Yes
	Delivery-Supportive Amenities	Yes
Sustainable Mode Improvement Measures	Pedestrian Access and Connectivity Improvements	Identified improvements in the TDM plan with this TIA will be reevaluated at the time of the site plan
	Bicycle Access and Connectivity	
	Transit Access and Connectivity	
	Site Plan Access and Connectivity	

Assumptions:

- An annual growth rate of 2.00%
- Minimum 30% trip reduction for TDM

Please contact me at (512) 978-1699 if you have questions or require additional information.

Sincerely,



Matiur Rahman, PhD, P.Eng.

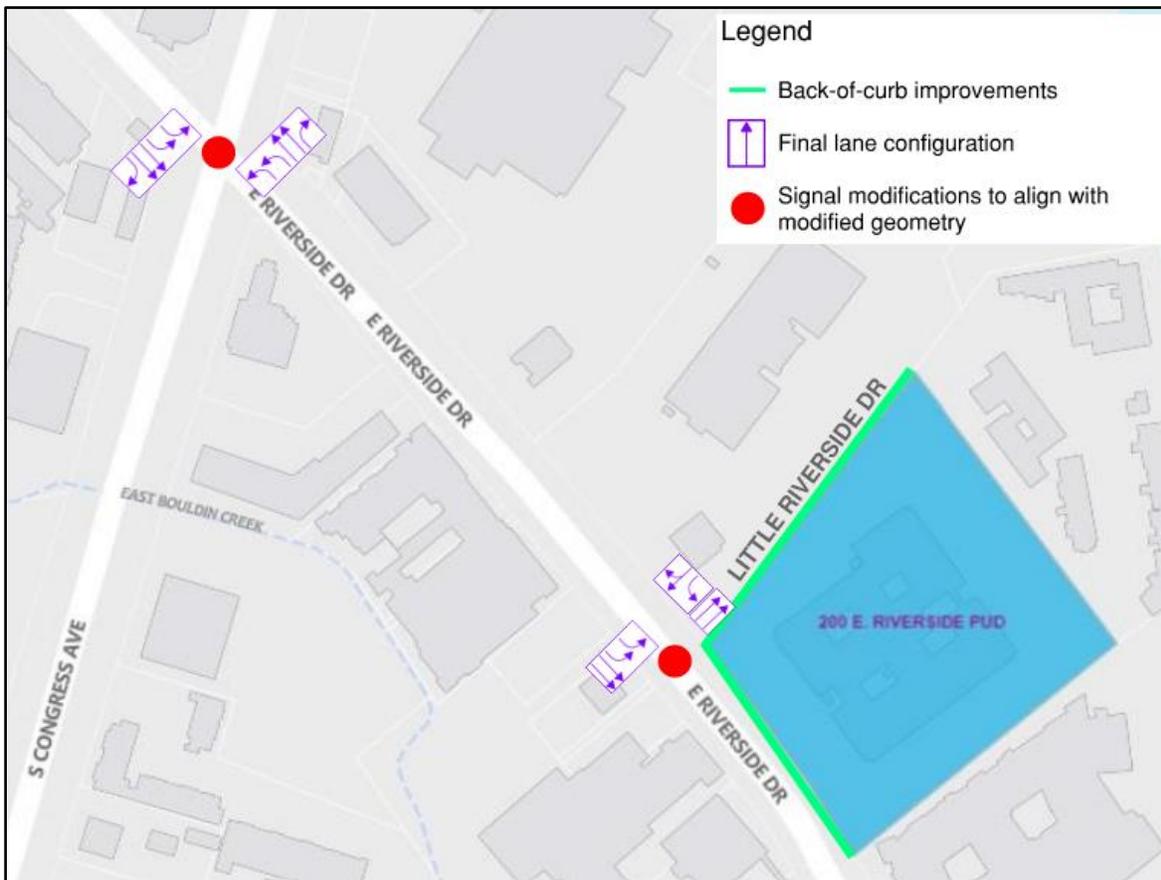


Figure 2. Improvement Extent

ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

100 CONGRESS AVENUE, SUITE 1300
AUSTIN, TEXAS 78701-2744
512-435-2300

FACSIMILE 512-435-2360

RICHARD T. SUTTLE, JR.
(512) 435-2310
rsuttle@abaustin.com

July 1, 2024

VIA ELECTRONIC MAIL

Lauren.Middleton-Pratt@austintexas.gov

Lauren Middleton-Pratt
Director
City of Austin | Planning Department
City of Austin
6310 Wilhelmina Delco Drive
Austin, Texas 78752

Re: C814-2023-0057 – 200 E. Riverside Drive PUD Rezoning Application (the
“Application”)

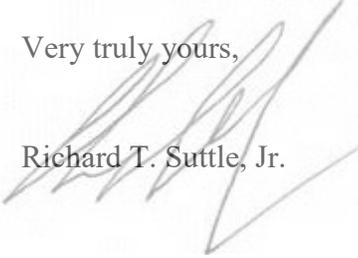
Dear Lauren,

In accordance with Section 25-2-282(E) of the Land Development Code (“City Code”) I respectfully request that the above-referenced case be scheduled for a public hearing at the next available Land Use Commission meeting after the date of this letter for which the City of Austin can provide notice under Section 25-1-132(A) of the City Code. The Application was filed on April 7th 2023, and the Development Assessment Application filed on June 28, 2022.

The applicant would like to start the hearing and public engagement process. 200 E. Riverside would significantly help the City of Austin achieve many of the following Council’s stated policy goals: support of the Economic Development Corporation, affordable housing, ability to provide additional housing, improved mobility, sustainable transit, mix of uses, implementation of the South Central Waterfront Framework Plan and except as modified by the Application current environmental rules and regulations.

I look forward to continuing to engage with City staff on this project and will remain available to you and your staff to answer questions and provide information concerning the Application.

Very truly yours,


Richard T. Suttle, Jr.

cc: Veronica Briseno, Assistant City Manager
Joi Harden, Division Manager
Sherri Sirwaitis, Case Manger
Chair Claire E. Hempel, Planning Commission
Gary Sapp, Hunt Companies
Ben Wullschlager, Hunt Companies
Kelly Wright, Armbrust & Brown PLLC
Amanda Morrow, Armbrust & Brown PLLC



ENVIRONMENTAL COMMISSION MOTION 20240904-003

Date: September 4, 2024

Subject: 200 E Riverside Planned Unit Development (PUD) (C814-2023-0057)

Motion by: Jennifer Bristol

Seconded by: Colin Nickells

RATIONALE:

WHEREAS, the Environmental Commission recognizes the applicant is requesting a Planned Unit Development; and

WHEREAS, the Environmental Commission recognizes the site is located in Urban Watershed and Lady Bird Lake and East Bouldin Creek Watersheds; and

WHEREAS, the Environmental Commission recognizes that staff recommends this planned unit development.

THEREFORE, the Environmental Commission recommends the 200 E Riverside Planned Unit Development with the following conditions:

Staff Conditions:

1. 3-star Austin Energy Green Building rating
2. ST7 Light Pollution Reduction and STEL5 Bird Collision Deterrence criteria
3. Current code except as modified by the PUD
4. 100% of water quality volume treated on-site and treated with Green Stormwater Infrastructure (GSI)
5. 9.8% reduction in Impervious Cover (IC)
6. 100% native plants
7. Enhanced requirements for street tree plantings (soil volume & depth, planting distance, species diversity, size)
8. 18,000 sq ft porous pavement for all pedestrian areas on site
9. 100% of landscape irrigation provided by rainwater harvesting or other non-potable source
10. Stormwater runoff directed to landscape areas greater than required landscape area
11. Integrated pest management plan
12. 5,000 sq ft of pollinator habitat

VOTE: 7-0

For: Perry Bedford, Jennifer Bristol, Peter Einhorn, Mariana Krueger, Colin Nickells, Haris Qureshi,
and David Sullivan

Against: None

Abstain: Richard Brimer

Recuse: None

Absent: Hanna Cofer and Melinda Schiera

Approved By:

A handwritten signature in blue ink, appearing to read "Perry Bedford". The signature is stylized with large, rounded letters and a prominent initial "P".

Perry Bedford, Environmental Commission Chair

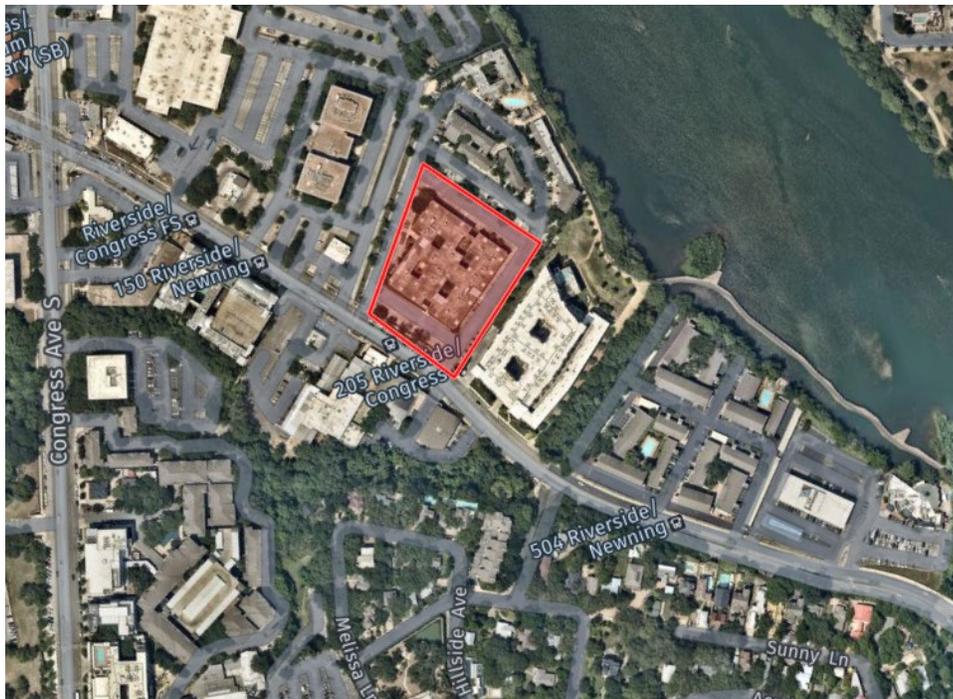
To: Matiur Rahman
Curtis Beaty
Nate Aubert.
Transportation and Public Works (TPW)
City of Austin
File: 100311

From: Aditya Jatar (AJ), P.E.
BOE Consulting Services, LLC
Date: October 10, 2024

Regarding: 200 E Riverside PUD Application

BOE Consulting Services, LLC (BOE) was retained by STG Design Group to complete a Traffic Impact Analysis (TIA) study for the proposed development referred to as **200 E Riverside Site (Project)** located at 200 E Riverside Drive within Austin, Texas, as shown in **Figure 1** below. The 200 E Riverside Site TIA was approved by the City of Austin on April 25, 2024. The approval memo received from City of Austin is included within the attachments of this technical memo as **A.1**.

Figure 1: Project Location Map (NTS)



Since the time of the TIA approval memo, the land uses proposed as part of the current PUD application differ from the land uses shown within the approved TIA. **Table 1** below provides the unadjusted trip generation for the Project documented within the approved TIA.

Table 1: Site Trip Gen Adjusted (TIA Land Uses)

ITE Code	Land Use	Size		24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
EXISTING										
710	General Office	100,000	sqft	1,160	147	20	167	28	138	166
Total Existing				1,160	147	20	167	28	138	166
710	General Office	1,400,000	sqft	11,527	1,425	194	1,620	252	1,232	1,484
822	Strip Retail Plaza (<40k)	32,000	sqft	1,580	45	30	76	89	89	178
Total Proposed (Unadjusted)				13,107	1,471	225	1,695	341	1,321	1,662
TDM (30% Reduction)				9,175	1,029	157	1,187	239	925	1,163
Net Change of Trips (Adjusted)				8,015	882	138	1,020	211	787	997

For the purposes of trip generation of land uses proposed as part of the PUD application, the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition was utilized. The decision on whether to utilize rates versus equations from the ITE Trip Generation Manual is defined in the ITE Trip Generation Handbook, 3rd Edition. A process flow chart is provided identifying the various parameters that are required to be met to utilize a rate versus an equation for a specific land use. **Table 2** below shows the selection of applicable equation and relevant variables for the land uses proposed as part of the PUD application.

Table 2: Site Trip Gen Unadjusted (PUD Application Land Uses)

ITE Code	Land Use	24-Hour Daily Volume Rate or Eq	AM Peak Hour			PM Peak Hour		
			% Ent	% Ext	Rate or Eq	% Ent	% Ext	Rate or Eq
EXISTING								
710	General Office	$\text{Ln}(T) = 0.87 \text{Ln}(X) + 3.05$	88%	12%	$\text{Ln}(T) = 0.86 \text{Ln}(X) + 1.16$	17%	83%	$\text{Ln}(T) = 0.83 \text{Ln}(X) + 1.29$
PROPOSED								
222	Multifamily Housing High Rise	4.54	26%	74%	$T = 0.22(X) + 18.85$	62%	38%	$T = 0.26(X) + 23.12$
310	Hotel	7.99	56%	44%	$T = 0.502(X) - 7.45$	51%	49%	$T = 0.74(X) - 27.89$
710	General Office	$\text{Ln}(T) = 0.87 \text{Ln}(X) + 3.05$	88%	12%	$\text{Ln}(T) = 0.86 \text{Ln}(X) + 1.16$	17%	83%	$\text{Ln}(T) = 0.83 \text{Ln}(X) + 1.29$
822	Strip Retail Plaza (<40k)	54.45	60%	40%	2.36	50%	50%	$\text{Ln}(T) = 0.71 \text{Ln}(X) + 2.72$

¹ Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition used to calculate trip generation

From the rates/equation provided in Table 2 above, the anticipated unadjusted trip generation was then calculated for each land use proposed for the Project. **Table 3** below provides the unadjusted trip generation for the Project.

Table 3: Site Trip Gen Adjusted (PUD Application Land Uses)

ITE Code	Land Use	Size		24-Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
EXISTING										
710	General Office	100,000	sqft	1,160	147	20	167	28	138	166
Total Existing				1,160	147	20	167	28	138	166
222	Multifamily Housing (High-Rise)	897	du	4,072	56	160	216	159	97	256
310	Hotel	513	rms	4,099	139	110	249	179	173	352
710	General Office	1,286,619	sqft	10,711	1,326	180	1,506	235	1,149	1,384
822	Strip Retail Plaza (<40k)	31,631	sqft	1,722	45	30	75	88	88	176
Total Proposed (Unadjusted)				20,604	1,566	480	2,046	661	1,507	2,168
TDM (30% Reduction)				14,423	1,096	336	1,432	463	1,055	1,518
Net Change of Trips (Adjusted)				13,263	949	316	1,265	434	917	1,352

Table 3 below provides the summary of the net changes in trips between the land uses documents within the approved TIA and land uses recorded as part of the PUD application.

Table 4: Summary of Net Change in Adjusted Trips (Land Uses TIA vs PUD)

Total Adjusted Trips within Approved TIA	8,015	882	138	1,020	211	787	997
Total Adjusted Trips recorded in PUD	13,263	949	316	1,265	434	917	1,352
NET CHANGE IN ADJUSTED TRIPS	5,248	67	178	245	224	130	355

From Table 4 above, the land uses proposed as part of the PUD application generate a higher number of unadjusted trips vs the trips documented within the approved TIA. Based on the information provided by Client, the Project has modified the land uses as part of the PUD application to be able to represent maximum density for each land use and improve the development potential of the site considering current market conditions. Additionally, the land uses proposed as part of the PUD application will also provide a higher percentage value of Travel Demand Management (TDM) parameters that can be selected and benefit the City of Austin mobility goals in vicinity of the project. The land uses proposed as part of the PUD application are conservative and in no case will the overall density of the project exceed a maximum of 8,015 (**Daily**), 1,020 (**AM**) and 997 (**PM**)

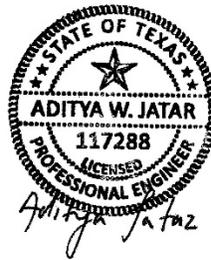
adjusted trips as documented within the TIA approval memo dated April 25, 2025. If the final land uses determined at the time of the Site Development Permit Application result in increase in trips above a 10% considered a typical threshold per prior experience with City of Austin, an updated TIA will be performed as needed in concurrence with City of Austin.

We appreciate your review of this material and should you have any questions or need any additional information please contact us.

Sincerely,

BOE CONSULTING SERVICES, LLC
Texas Engineering Firm No. F-19220

Aditya Jatar (AJ), P.E.
Project Manager
Phone: 737.301.2153
aj@bo-engineering.com



ATTACHMENTS:

A.1.– Approved TIA Memo (200 E Riverside)

A.1

200 E RIVERSIDE FINAL MEMO



MEMORANDUM

Date: April 25, 2024
To: Aditya Jatar, BOE
CC: Kaylie Coleman, Bryan Golden,
Transportation and Public Works Department
Reference: **200 E Riverside PUD Traffic Impact Analysis** (C814-2023-0057) – 200 E Riverside Dr,
Austin, Final Memo

Summary of the Transportation Impact Analysis (TIA):

The Transportation and Public Works Department has reviewed the updated 03/20/2024 submittal of “200 E Riverside TIA”, prepared by BOE. The proposal is for 1,400,000 square feet of general office space and 32,000 square feet of strip retail plaza. It will be located at 200 E Riverside Dr, Austin. The site location is shown in Figure 1.



Figure 1: Site Location

The project proposes access to the surrounding roadway network via one full-access driveway along Little Riverside Dr, one RIRO driveway along E Riverside Dr, and one service driveway along E Riverside Dr. The proposed development will be built in one phase and is anticipated to be completed in 2026.

As a transportation condition of approval for the above-referenced site plan application, the applicant shall comply with the following:

1. Due to the uncertainty of the LRT Lines (Project Connect) design and construction timeline, this site shall plan its transportation-related improvements for various scenarios. This TIA has analyzed and identified several improvements as shown in Table 2 and Table 3, however, these improvements will be reevaluated at the time of the site plan considering the uncertainty of the LRT Lines adjacent to this site.
2. Considering the uncertainty of the LRT Line options (at-grade or grade-separated), Driveway C can operate as full-access before the implementation of the LRT Lines. However, city will reevaluate once Project Connect LRT line designs are finalized. This driveway may be closed or limited to RIRO based on Project Connect needs. Staff suggests this development shall plan their site layout considering these constraints. The number of driveways, driveway type, and location will be evaluated in detail at the time of the site plan when specific details of the site are available. The City will approve the location, type, and number of driveways, accordingly at the time of the site plan.
3. ASMP currently identifies 116 feet of right-of-way (ROW) for both E Riverside Dr and Little Riverside Dr. Staff recommends that this development plans for ROW dedication per ASMP, however, ROW dedication will be evaluated at the time of the site plan when more detailed information about the site and Project Connect LRT lines will be available.
4. The site must achieve a minimum TDM threshold of 30% using various measures. The applicant has the flexibility to substitute and/or add other relevant TDM measures as per the TCM at the time of the site plan as long as the overall TDM reduction is achieved. TDM measures will be further reevaluated and approved by COA during the site plan review.
5. The proposed development is subject to the City of Austin Street Impact Fee (SIF) (Ordinance # 20201220-061 & 20201210-062). The final SIF will be calculated and invoiced for this development at the time of building permit and will satisfy the mitigation requirements of this site. No building permit shall be issued until the total required SIF collection amount is paid in full. The SIF study identifies that the projected future developments can require improvements to the transportation network. Street impact fees help fund roadway capacity projects necessitated by new developments. Payments to the SIF to build these projects/improvements, which are identified in the Roadway Capacity Plan, will satisfy the mitigation requirements.
6. If the applicant constructs any SIF offset-eligible improvements with this site plan, the cost incurred for construction may be considered as an offset toward the final SIF collection amount through an Offset Agreement. If constructed before building permit issuance, actual construction costs may be used; otherwise, a signed and sealed cost estimate will be required.
7. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other

identified conditions. Any change in the assumptions made to the TIA document shall be reviewed by TPW and may require a new or updated TIA/addendum.

8. Approval of this TIA does not grant nor guarantee approval of proposed driveway locations or driveway types. An updated TIA or addendum may be required at the time of the site plan when more details about the site are available.
9. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of the traffic counts in the TIA or the date of this memo, whichever comes first, after which a revised TIA or addendum may be required.

Trip Generation and Land Use:

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the development will generate 8,015 adjusted daily trips, 1,020 trips during the AM peak hour and 997 trips during the PM peak hour, details are shown in Table 1.

Table 1: Trip Generation

Land Uses	ITE Code	Quantity	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
General Office	710	1,400,000	SF	11,527	1,425	195	1,620	252	1,232	1,484
Strip Retail Plaza (<40k)	822	32,000	SF	1,580	45	31	76	89	89	178
Total Unadjusted Daily Trips				13,107	1,470	226	1,696	341	1,321	1,662
TDM (30% Reduction)				3,932	441	68	509	102	396	499
Existing Trips				1,160	147	20	167	28	138	166
Total Adjusted Daily Trips				8,015	882	138	1,020	211	787	997

Summary of Identified Improvements:

<i>Table 2. Improvements Identified in the TIA (This will be reevaluated at the time of the site plan when more information about the site and Project Connect is available.)</i>	
Name	Improvement
E Riverside Dr & Little Riverside Dr (See Figure 2 for the improvement extent)	Restripe existing pavement to 1L, 1 TR along SB Little Riverside approach to accommodate SB LTL on Little Riverside
	Provide 1 additional LTL to create dual left turn lanes along EB approach
	Widen NB approach with merge taper along Little Riverside Dr to provide additional receiving lane for EB to NB dual left turns
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
E Riverside Dr & S Congress Ave (See Figure 2 for the improvement extent)	Install 1 additional LTL to create dual left turn lanes along EB E Riverside Dr approach
	Install 1 additional LTL to create dual left turn lanes along WB E Riverside Dr approach
	Install 1 RTL along WB E Riverside Dr approach
	Signal re-timing, lane assignment sign, signal head modification as needed to align with modified geometry
Back-of-curb Improvements (See Figure 2 for the improvement extent)	Design and construct back-of-curb improvements with the coordination of TPW along site frontages on Little Riverside Dr & E Riverside Dr

Summary of Identified TDM Measures:

<i>Table 3. TDM Measures</i>		
<i>(This will be reevaluated at the time of the site plan when more information about the site and Project Connect is available.)</i>		
Category	TDM Measure	Details
Contextual Trip Reduction Measures	Internal Trip Capture	5%
	Transit Proximity	At least half of the development site falls within ¼-mile of a High Capacity transit stop, or 1/8-mile of a High Frequency (15 min) transit stop; and a complete sidewalk network is in place between the development site and the nearest transit stop. AND at least 1 point is also received for any Parking measure OR for either API-5 or API-6
Parking Measures	Reduced Parking Supply	21% to 50% of the Parking Ratio Identified in the LDC
	Unbundled Parking	Exceed the IRS limit on pre-tax parking purchases by at least 10%
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	Designated Mobility Coordinator	Yes
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	Telecommuting Work Option	Yes
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	Bicycle Access and Connectivity	
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	Site Plan Access and Connectivity	

Assumptions:

- An annual growth rate of 2.00%
- Minimum 30% trip reduction for TDM

Please contact me at (512) 978-1699 if you have questions or require additional information.

Sincerely,



Matiur Rahman, PhD, P.Eng.

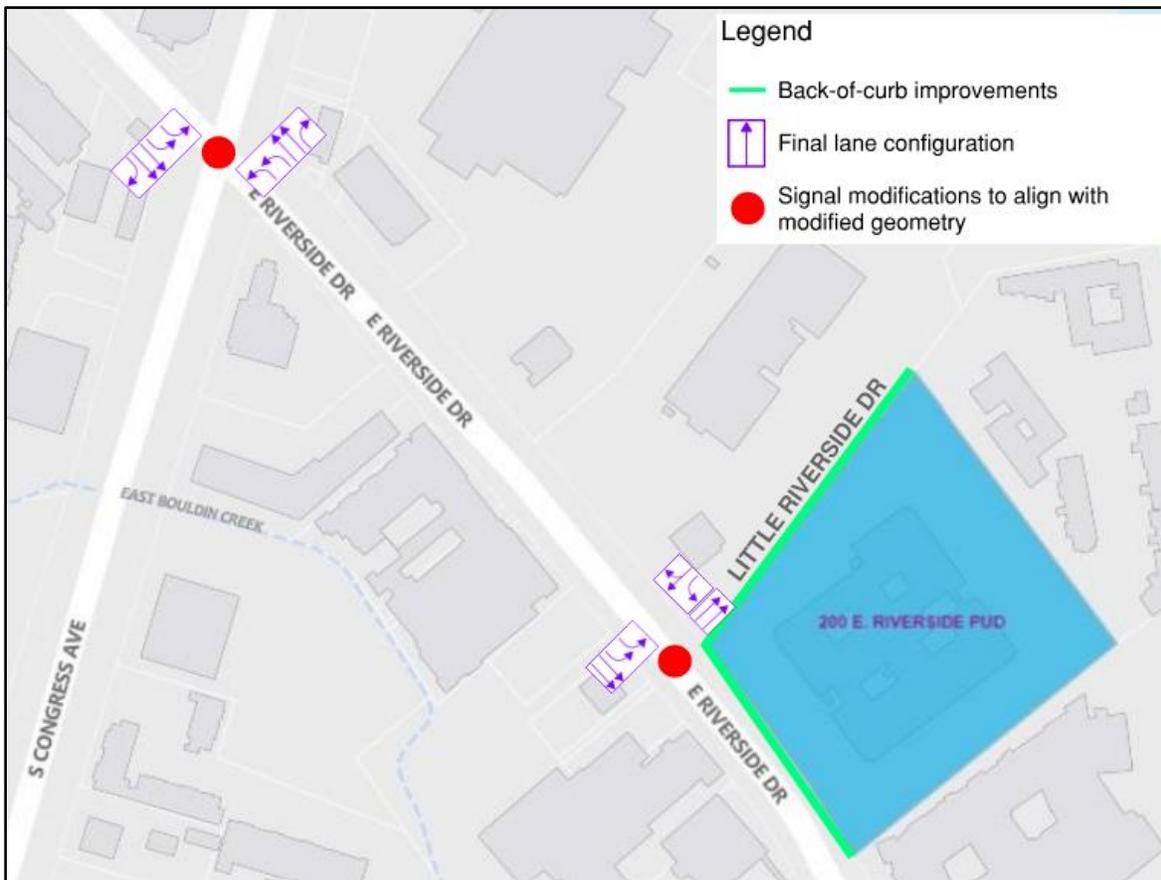


Figure 2. Improvement Extent



MEMORANDUM

Date: ~~April 25, 2024~~ November 19, 2024
To: Aditya Jatar, BOE
CC: Kaylie Coleman, Bryan Golden,
Transportation and Public Works Department
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	Site Plan Access and Connectivity	

Assumptions:

- An annual growth rate of 2.00%
- Minimum 30% trip reduction for TDM

Addendum:

After the TIA was approved, the PUD application included a maximum land use density that differed from the land uses analyzed in the approved TIA. According to the applicant, the PUD application includes maximum densities for each land use to allow additional flexibility, though the final land use mix remains uncertain. Given these differences, staff recommended a TIA addendum to address the variation between the analyzed land uses in the TIA and the maximum entitlements in the PUD application. BOE Consulting Services prepared the TIA addendum outlining the differences in trip generation between the original TIA and the maximum entitlements allowed under the PUD ordinance. Considering the uncertainty of the final land use mix in the PUD, adjacent Project Connect LRT options, TIA addendum, and timelines, staff recommended—and the applicant agreed to—trip caps for this site based on the trips analyzed in the approved TIA. The site will therefore be limited to 8,015 daily trips, 1,020 AM peak trips, and 997 PM peak trips. These trip restrictions per the TIA have also been noted in the PUD ordinance. Should the site exceed these trip caps, further analysis may be required.

Please contact me at (512) 978-1699 if you have questions or require additional information.

Sincerely,



Matiur Rahman, PhD, P.Eng.

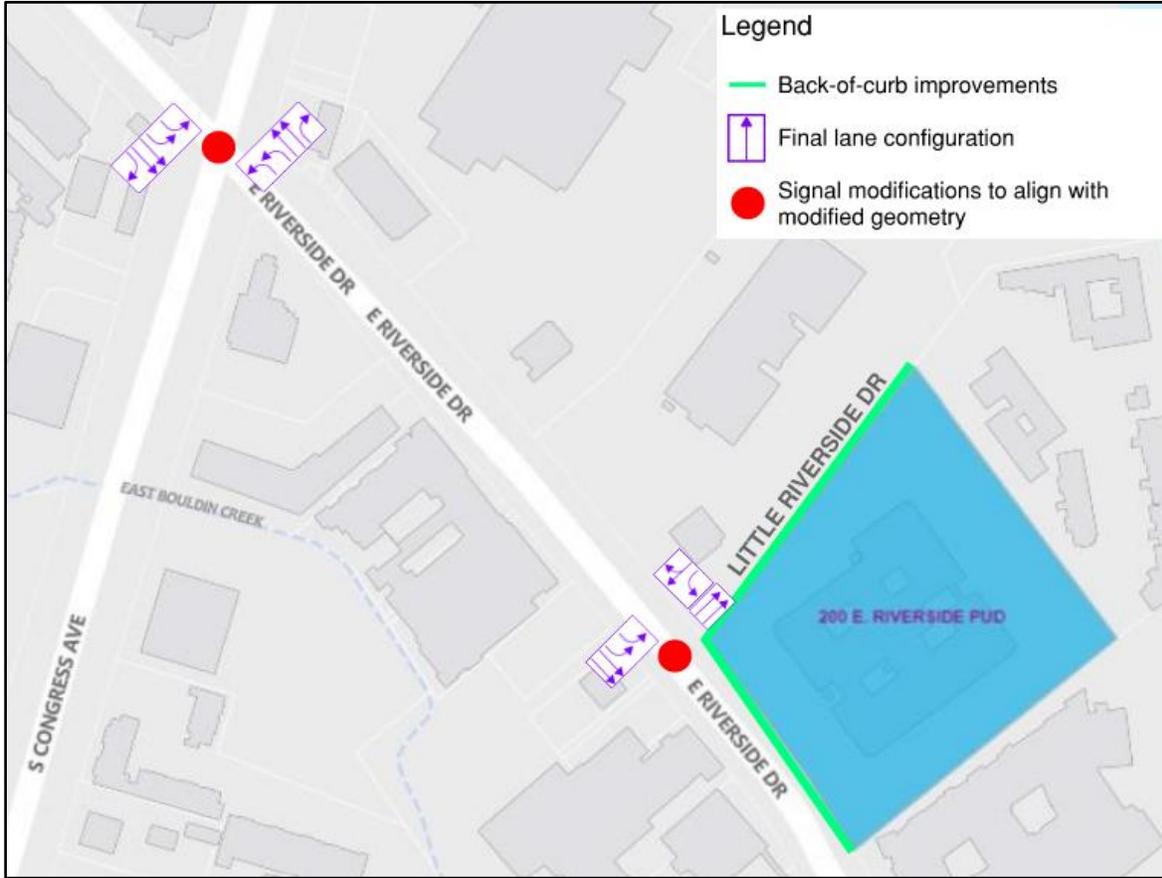


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