Applications at the City of Austin

Rocky Mountain Land Use Institute, March 13, 2015
Waterfront Planning & Green Infrastructure

Affordable Housing Requirements in a Density Bonus Program

Corridor Planning Trend Analysis & Department Collaboration
Waterfront Planning & Green Infrastructure
Green Infrastructure

• Multiple definitions depending on context

• In case of Envision Tomorrow, refers strictly to water quality controls
Water Quality

• First flush of runoff has the most pollutants
• Amount of runoff and associated pollutants increases with impervious cover
• Impervious cover calculated by the Prototype Builder
• Able to calculate minimum volume of water to be captured and treated
Example of conventional control

Example of green infrastructure
Benefits of green infrastructure

• Improved water quality
• Greater water infiltration into the soil
  – Improved base flow in streams
  – Improved riparian health
  – Less potential for erosion
• Decreased energy costs
• Improved air quality
• Reduced carbon emissions
• Reduced heat island effect
• Potential open space and habitat
• Water conservation
Green Infrastructure App

Green roof

Cistern

Rain gardens

Green roof with cistern

Biofiltration
1. **Choose stormwater model**
   - National
   - Local (Austin)

2. **Choose level/type of controls using preset buttons**
   - No green (conventional)
   - Minimum green
   - Medley of green beyond the minimum
   - No controls at all

3. **Customize any presets if desired**
4. **Input annual rainfall**
   - To correctly calculate pollutant load reductions

5. **Review dashboard**
• Square footage and gallons captured for each control
• Impact on project cost
  – Derived from cost section
Scenario Builder

• Annual indicators
  – Runoff reduction
  – Energy savings
  – Air pollutant reduction
  – CO2 reduction
  – Potential open space & habitat

• Based on Center for Neighborhood Technology Value of Green Infrastructure guide
Additional Indicators:

Stormwater facility profile

Opportunities for:

– District-wide management opportunity
– Hydrological connections
Pollutant load reductions -- key indicators

- Total Suspended Solids: turbidity
- Total Nitrogen: nutrient excess
- Total Lead: contaminants
- F.Coli: bacteria
Affordable Housing Requirements in a Density Bonus Program
Downtown Density Bonus Program

- Historically residential area
- On-site affordability requirements
- Ordinance change required affordable units to reflect the rest of the project in:
  - Size
  - Mix
# Sensitivity Analysis

<table>
<thead>
<tr>
<th></th>
<th>Downtown</th>
<th>Skyhouse</th>
<th>Millennium Rainey</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Internal rate of return</strong></td>
<td>12.4%</td>
<td>11.5%</td>
<td>11.9%</td>
</tr>
<tr>
<td><strong>Difference</strong></td>
<td>-0.1%</td>
<td>-0.1%</td>
<td>-0.0%</td>
</tr>
</tbody>
</table>
Corridor Planning Trend Analysis & Department Collaboration
Envision Tomorrow Modeling

Creating Building Types

- Zoning
- Market
- Geography

Inputs:
- Physical
- Financial
- Additional
Major Zoning Related Inputs:

- Building height
- FAR (calculated)
- Land use
  - residential often subsidizes retail
- Impervious cover
- Parking ratios

- Park dedication fees
- Austin Energy fees
- Water quality fees
Envision Tomorrow Modeling
Creating Building Types

Major Market Related Inputs:

• Land acquisition costs
  – (TCAD * 120% to reflect market rates)
• Cost of construction
  – dependent on size of project
  --> relates to size of parcel
• Market rents for:
  • residential
  • retail
  • office
Envision Tomorrow Modeling

Creating Building Types

Major Geographic Related Inputs:

• Size of parcel

• Water quality treatment zone – allowable controls and quantities (i.e., Barton Springs Recharge Zone versus Urban watershed)

Geography
Envision Tomorrow Modeling: Single-Family Compatibility and Parking for Shallow Parcels

Service garage built in 1961 (54 years old)

<table>
<thead>
<tr>
<th></th>
<th>Site</th>
<th>13,888 sf</th>
<th>1/3 acre</th>
<th>138’ deep</th>
<th>100’ wide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bldg footprint</td>
<td>5,732 sf</td>
<td></td>
<td></td>
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Envision Tomorrow Modeling: Single-Family Compatibility and Parking for Shallow Parcels

Rebuilding on parcel with service garage built in 1961

| Site  | 13,888 sf | 1/3 acre | 138’ deep | 100’ wide |

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Rebuilding on parcel with service garage built in 1961

| Site         | 13,888 sf | 1/3 acre | 138’ deep | 100’ wide |

Single-family compatibility zones

| No build     | 2,060 sf  | 15%      | 25’       |
| 2-story (30’) | 3,500 sf  | 25%      | 35’       |
| 3-story (40’) | 5,000 sf  | 36%      | 50’       |
| 4-story (50’) | 3,330 sf  | 24%      | 33’       |

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Envision Tomorrow Modeling: Single-Family Compatibility and Parking for Shallow Parcels

| Rebuilding on parcel with service garage built in 1961 |
|---------------------------------|-----------|---------|--------|-------|
| Site                           | 13,888 sf | 1/3 acre| 138’ deep | 100’ wide |

| Single-family compatibility zones |
|-----------------------------------|-----------|---------|--------|-------|
| No build                          | 2,060 sf  | 15%     | 25’    |       |
| 2-story (30’)                     | 3,500 sf  | 25%     | 35’    |       |
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### Envision Tomorrow Modeling:

#### Single-Family Compatibility and Parking for Shallow Parcels

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<tr>
<th>Modeling assumptions</th>
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<tbody>
<tr>
<td>Residential parking ratio</td>
</tr>
<tr>
<td>Retail parking ratio</td>
</tr>
<tr>
<td>Land cost</td>
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Rebuilding mixed use

| Site    | 13,888 sf | 1/3 acre | 138’ deep | 100’ wide |

Modeling assumptions

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<th>1.5 space/unit</th>
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<tr>
<td>Retail parking ratio</td>
<td>3.6 spaces / 1000 sf</td>
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<tr>
<td>Land cost</td>
<td>$501,587</td>
</tr>
</tbody>
</table>

Results

<table>
<thead>
<tr>
<th>Project cost</th>
<th>$2,383,600</th>
</tr>
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<tbody>
<tr>
<td>Rate of return</td>
<td>7.9%</td>
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</table>

NOT FINANCIALLY FEASIBLE

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Envision Tomorrow Modeling: Single-Family Compatibility and Parking for Shallow Parcels

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Envision Tomorrow Modeling: Single-Family Compatibility and Parking for Shallow Parcels

**Rebuilding mixed use 2-story**

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**Results**

<table>
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<tr>
<th>Project cost</th>
<th>$1,668,541</th>
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<tr>
<td>Rate of return</td>
<td>7.7%</td>
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Envision Tomorrow Modeling: Single-Family Compatibility and Parking for Shallow Parcels

<table>
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<th>Remodeling current owner</th>
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Single-Family Compatibility

DRAFT

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Building Types

Burnet Flats

Burnet Marketplace

Building Types

- 5-story Mixed (residential-retail) w/Structured Parking
- 5-story Office mixed
- 4-story Mixed (residential-retail)
- 4-story Office
- 4-story Office mixed
- 3-story Mixed (residential-retail)
- 3-story Office
- 3-story Office mixed
- 1-story Retail

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Lower Burnet Compatibility

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Lower Burnet Opportunities

Commercial and multi-family parcels

Does not include following uses:
- Single-family
- Religious
- Civic

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Lower Burnet Base Zoning

- Vertical mixed use (VMU) supersedes many aspects of base zoning
- Similar categories provide similar uses but differ in development standards
  - Allowed impervious cover
  - Setbacks
  - FAR

Base Zoning

- VMU (vertical mixed use)
- MF (multi-family)
- CS (commercial services)
- GR (general retail)
- LR (limited retail)
- GO (general office)
- LO (limited office)
- NO (neighborhood office)
Lower Burnet Land Use

- Commercial primarily along corridor with some office
- Existing multi-family likely to remain multi-family

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Lower Burnet Land Acquisition Costs

- Includes both land and any improvements
- Generally higher on per square foot basis in Lower Burnet

NOTE: TCAD 2014 data is incomplete for some parcels.
Lower Burnet
Zoning-Market Capacity

Projects likely to pencil given:

• Zoning
• Compatibility
• Size of parcel
• Land acquisition costs
• Construction costs
• Current market rents

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Lower Burnet
Determining Developable Parcels

- Impact of 100-year floodplain
- Recent investments
  - >10% of TCAD value
  - Less likely to redevelop in near future

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Lower Burnet Developable Parcels

- More properties likely to “remodel” instead of redevelop
  - Remodeling does not require site plan
  - Must leave only one original wall standing during remodeling
- Others may not do further remodeling

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Lower Burnet Trend

- Evaluation of developable parcels for:
  - Surrounding land uses/development
  - Accessibility
  - Site plans under review
- Market study needed for more detail of likely absorption of retail and office
Lower Burnet
Trend without Remodels

- Areas where significant private-sector streetscape improvements likely through existing code
- CIP needed for other areas
  - Current building placement would remain

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Mid Burnet Opportunities

Commercial and multi-family parcels

Does not include following uses:
- Single-family
- Religious
- Civic

This analysis is for planning purposes only and is not intended to replace a feasibility analysis and/or market study for an individual parcel.

Cap Metro Bus Rapid Transit Stops

Opportunity Parcels

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Mid Burnet Trend

- Parcels producing significant income (mini-storage) less likely to redevelop
- Market study needed for more detail on likely absorption of retail and office

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Mid Burnet Trend without Remodels

- Areas where significant private-sector streetscape improvements likely through existing code
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Upper Burnet and Anderson: Compatibility

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Upper Burnet and Anderson: Opportunities

Commercial and multi-family parcels

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- Single-family
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- Civic

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Opportunity Parcels

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Upper Burnet and Anderson: Trend

- Evaluation of developable parcels for:
  - Surrounding land uses/development
  - Accessibility
  - Site plans under review
- Further market study needed for retail and office uses

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Upper Burnet and Anderson: Trend without Remodels

- Areas where significant private-sector streetscape improvements likely through existing code
- CIP needed for other areas
  - Current building placement would remain

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Building Types
- 5-story Mixed (residential-retail) w/Structured Parking
- 5-story Office mixed
- 4-story Mixed (residential-retail)
- 4-story Office
- 4-story Office mixed
- 3-story Mixed (residential-retail)
- 3-story Office
- 3-story Office mixed
- 1-story Retail
- REMODEL

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Additional comments

- Assembling shallow parcels
  - For Lower Burnet less likely to be financially feasible due to combination of:
    - Required parking ratios
    - Cost of land
    - Depth of parcel
  ➢ Expensive land used for non-revenue-producing parking
- May occur in mid and upper sections
- Mixed Use (MU) zoning not likely to produce housing because of large unit square footage requirements.
Envision Tomorrow Modeling

*DRAFT Trend Scenario Totals*

**by ACREAGE**
- REMODEL: 249 (46%)
- Redevelopment: 164 (31%)
- Other (MF, condos, already redeveloped or remodeled, significant current income, etc): 124 (23%)

**by PARCEL**
- REMODEL: 131 (30%)
- Redevelopment: 81 (18%)
- Other (MF, condos, already redeveloped or remodeled, significant current income, etc): 233 (52%)

**Will we achieve Imagine Austin objectives with the trend scenario?**
- 233 (52%)

This analysis is for planning purposes only and is not intended to replace a feasibility analysis and/or market study for an individual parcel.
Envision Tomorrow Modeling

Opportunities for code revision

Zoning Related Inputs

- Building height
- FAR (calculated)
- Land use
  - residential often subsidizes retail
- Impervious cover
- Parking ratios
- Park dedication fees
- Austin Energy fees
- Water quality fees
Envision Tomorrow Modeling
Springboard for collaboration

Collaborating departments and agencies

- Transportation
- Water Utility
- Electric Utility
- Parks and Recreation
- Watershed
- Public Works
- Capital Planning
- Economic Development
- Transit agency
- School district

Integrating land use and transportation planning

Travel app results for daily trips:
- Walking
- Transit
- Vehicle
- Internal
- External
Collaborating departments and agencies

- Transportation
- Water Utility
- Electric Utility
- Parks and Recreation
- Watershed

Envision Tomorrow Modeling

*Springboard for collaboration*

CIP planning and departmental goals
• Open source
• Custom applications possible to address specific issues
• Ability to leverage off other calculations

• Sensitivity analysis for issues of particular interest
• Insight into cost of community benefits

• Insight into regulatory and market interactions
• Potential for strategic CIP planning
• Springboard for collaboration with other departments and agencies
Applications at the City of Austin

For more information contact:
Sylvia N. Leon Guerrero
Urban Design Division
512.974.2757
Sylvia.LeonGuerrero@austintexas.gov