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**Sent:** Tuesday, August 13, 2019 6:49 AM

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**Subject:** C14-2018-0128, 2323 S. Lamar, Aug. 13 agenda item 9

Re: C14-2018-0128, 2323 S. Lamar, rezoning hearing, Aug. 13, 2019, agenda item 9

To: City of Austin Planning Commission

Planning Commissioners, Mr. Rivera, and Ms. Chaffin:

The zoning committee of the Zilker Neighborhood Association is opposed to the removal of the 2,000-trip limit in the rezoning at 2323 S. Lamar, but we do have some recommendations for changes to the existing ordinance, detailed in the attached PDF. Please add this letter to the case file and consider it at today's hearing under agenda item 9.

Thank you.

Lorraine Atherton,

For the ZNA zoning committee

## Zilker Neighborhood Association

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August 12, 2019

Re: C14-2018-0128, 2323 S. Lamar, rezoning hearing, Aug. 13, 2019, agenda item 9  
To: City of Austin Planning Commission

The rezoning request reviewed by the Zoning Committee of the Zilker Neighborhood Association (ZNA), along with members of the South Lamar Neighborhood Association, is to extend the current Vertical Mixed Use overlay and remove the existing 2,000-trip limit to accommodate a VMU shopping center project\* on three parcels (total 1.858 ac, 80,934 sf):

Tract 1, on Bluebonnet, is 0.29 ac, 12,832 sf, zoned LO

Tract 2, northeast corner, is 0.35 ac, 15,097 sf, zoned GR

Tract 3, on South Lamar, is 1.24 ac, 54,038 sf, zoned GR-V

\*The project described in the transportation analysis contains 205 multifamily units and 25,000sf shopping center, but the number of residential units varies in the application.

The ZNA zoning committee is opposed to the removal of the 2,000-trip limit, but we do have some recommendations for changes to the existing ordinance, grouped here in three categories.

### **1. Housing people, not cars**

Plans for the South Lamar Corridor should maximize new dwelling units on the remaining undeveloped properties within the VMU overlay while minimizing new traffic generators, like high-turnover restaurants. The current zoning ordinance for 2323 S. Lamar was written to do exactly that. According to the staff response to our question 2-a in February (page 33 of the backup) and the July 17 summary of the Transportation Impact Analysis (page 23 of the backup), close to 300 dwelling units could be built on this property within the 2,000-trip limit. Limiting nonresidential uses to 4,000 square feet and prohibiting the commercial uses listed on page 2 will assure that a viable VMU project will be built here.

### **2. Preserving green space and correcting major infrastructure problems**

If the entire site is built out at the same density as similar multifamily sites on South Lamar, it will have at least 80 dwelling units per acre ( $1.858 \text{ acres} \times 80 = 149$  dwelling units; the application is for 180 units). Tract 1, however, contains a drainage easement, and the South Lamar flood mitigation and drainage improvement program requires that the easement be expanded. Rerouting the drainage would add to the cost of the project. Any multifamily development will require at least 20,000sf of public open space, so it makes sense to set aside Tract 1, its existing trees, and the existing drainage easement as open space. The remaining area ( $1.858 \text{ ac} - 0.29 \text{ ac} = 1.568 \text{ ac}$ ) could accommodate at least 125 dwelling units ( $1.568 \text{ ac} \times 80 = 125$ ). To reduce construction costs for the housing and the South Lamar flood mitigation program, Tract 1 and the existing drainage easement should be preserved as open space as a condition of the rezoning.

### **3. Providing a range of affordability**

The VMU overlay on this site requires that 10% of residential units be affordable to 80% of median family income. Although this part of South Lamar has a great deal of deeply affordable

housing (the Housing Authority's new apartment building at Goodrich Place and the Foundation Communities permanent supportive apartments at Bluebonnet Studios), there is very little housing available between 60% and 100% of MFI. This creates a precarious situation for residents of the publicly supported housing. At the Goodrich Place tour last month, one of the residents, who is in the middle of nursing training, related how difficult it can be to anticipate one's income level for the purposes of affordable housing while also training for a better job. If he gets a job that raises his family income above 60% MFI, he loses his place in the Goodrich project but he can't afford anything else in the neighborhood. To provide more housing affordable in the 60-80% MFI range, the ZNA zoning committee supports the existing VMU affordability requirement (10% of units at 80% MFI) and requests that any new ordinance limit redevelopment of the property to VMU structures including at least 125 units of multifamily housing (which would yield 13 affordable units).

### **Summary of conditions recommended for rezoning**

*Existing Conditional Overlay, traffic limits:*

*Keep Condition A:* Limit of 2,000 vehicle trips per day.

*Keep Condition B:* Vehicle access from the property to Bluebonnet Lane is limited to one driveway cut.

*Add to the traffic limits:* Prohibit driveway or parking garage access (entrance or exit) on South Lamar (see July 17 TIA summary, backup page 21, and question 2-e, backup page 34).

*Other conditions:*

1. Nonresidential development or uses (office, retail, restaurant, or other commercial), considered cumulatively must not exceed 4,000 square feet.
2. Tract 1 (the area on Bluebonnet Lane containing the easement) must remain as open space.
3. The property must be developed with VMU structures including at least 125 units of multifamily housing, with 10% of units available at 80% MFI.

*Prohibited uses in existing CO and recommended by staff:*

Automotive repair services

Automotive rentals

Automotive sales

Automotive washing of any type

Exterminating services

Funeral services

Pawn shop services

*Add to the list of prohibited uses:*

Agricultural sales and services

Alternative financial services

Bail bonds

Drive-in service

Drop-off recycling collection facility

Financial services

Outdoor entertainment

Outdoor sports and recreation

Plant nursery

Restaurant (general)

Scrap and salvage services

Service station

*Also prohibit:*

Adult-oriented businesses

Uses that require a late-hours permit

Outdoor amplified sound