

**ZILKER NEIGHBORHOOD ASSOCIATION PRESENTATION  
TO THE PLANNING COMMISSION HEARING (27 AUG 2019)  
ON 211 SOUTH LAMAR PUD REZONING**

My name is Bruce Wiland, treasurer of the Zilker Neighborhood Association. Other members of our executive committee would have been here, but they are meeting with City staff about the land development code rewrite here in this building as I speak. Our full comments are provided in the written document provided to you in backup. I will try and hit the highlights.

ZNA opposed the original zoning change to PUD in 2012 when 1) the 10-acre minimum size requirement for PUDs was ignored and allowed to be only 0.933 acres and 2) the maximum height was increased from the 60 feet allowed in the base CS zoning to the 96 feet requested in the PUD zoning. To be clear, ZNA still opposes the proposed PUD project on these same grounds. However, we believe the new project is inferior to the original.

- 1) The original project had a maximum height of 96 feet for building block one and 78 feet for building block two; the new project is even higher with building block one remaining at 96 feet but with building block two increasing by eight feet.
- 2) The original project consisted largely of natural building materials; the new project appears to be almost entirely glass.
- 3) The original project had a daily traffic volume of 2,006 vpd; the daily traffic volume of the new project has increased to 2,320 vpd. The daily traffic volume of the new project would be even higher if the traffic volume from the retail shopping area had not been reduced from the original projection by what we believe was the questionable decision to use an average rate rather than a fitted curve.
- 4) The original project, although larger than what ZNA would have wanted, at least provided 175 needed residential units in the neighborhood; the new project provides only 27, assuming that they even get built. The 27 residential units is a maximum. There is no requirement in the zoning ordinance that they be built at all.

In addition to the preceding comments, I will try and quickly summarize a few other issues that are in our written statement:

## **BUILDING HEIGHT**

The language in the ordinance with respect to the height of the project does not seem to make sense. The language seems to propose two building blocks, but the second building block appears to be completely contained within the first building block, so it is unclear whether there will even be a second building block. The entire project could be 96' high as we read the language.

This building will dominate the view along Butler Shores and the southern view from the Pfluger Pedestrian Bridge as one crosses the lake. It will loom over Butler Pitch and Putt where the view still feels like a park setting. However, it will not feel like a park setting when a 96-foot glass building looms over the northern end of the course.

## **WATERFRONT OVERLAY DESIGN STANDARDS**

The edge of the building will be only 230 feet from Lady Bird Lake, 100 feet from park land to the north, and 50 feet from park land to the east. This will be the closest building to the lake between South First and MoPac on either side of Lady Bird Lake. While the proposed building is outside the secondary setback for the Butler Shores Waterfront Overlay, the setback requirement for the Butler Shores Waterfront Overlay was based on adjacent zoning that required buildings to be a maximum height of 60 feet. A PUD that is being granted an increase in height over the base zoning district should be required to meet superior setback requirements. The primary objective of the Waterfront Overlay is to preserve the views and public open space along the river by preventing the construction of tall buildings too close to the river. Allowing a 96-foot high building without increased setbacks violates this principle.

## **TRAFFIC**

The Pollo Tropical restaurant has been closed for over 2 years, so there are no existing vehicle trips to subtract from the site, and all traffic will be additional. The projected traffic is over the 2,000 trips/day that triggers a full TIA. This hotel will dramatically change the traffic flow on West Riverside, South Lamar, and Lee Barton. There will be more traffic on West Riverside through the middle of the park and more traffic on Lee Barton adjacent to the Butler Pitch and Putt. The mix of vehicles will also change as more trucks deliver services and supplies to the hotel, restaurant, and retail establishments. Before the PUD is approved, we believe a Traffic Impact Analysis is imperative to determine the traffic impacts on these streets, the Riverside/Lamar intersection, and the parks, especially since the new Daugherty Art Center location may also utilize West Riverside.

## **LAND USE**

The land at 211 South Lamar should be used for housing at a scale that fits into the requirements of the Butler Shores Waterfront Overlay, the Town Lake Master Plan, the forthcoming new Dougherty Arts Center, and the general feel of an area that is the gateway to our lakefront parks where commercial intensity and traffic generation is explicitly discouraged.

Just because the applicant has proposed the re-zoning for this hotel/condo project, it may not be the project that is ultimately built should financing or other circumstances change its viability. The proposed PUD ordinance could allow an entirely different project than is currently being proposed. Note what happened to the previous apartment project. As an example of what could happen should the project not go forward, there does not seem to be anything that would prevent the hotel from becoming an office building. Before the Planning Commission recommends passage of this ordinance for re-zoning, it should consider the ramifications of the wording in the ordinance if the proposed project should fall through.

## **AFFORDABILITY**

The affordability issues are complicated and I will defer to our written comments. However, ZNA believes that any affordability options should be provided within the Zilker neighborhood, not elsewhere in the City.

## **SUMMARY**

We believe the Planning Commission and the City Council erred in allowing this site to be rezoned to PUD in the first place. Please don't compound it by allowing a project that produces more traffic and is more out of place with the park setting than the existing PUD.

# PC Hearing Presentation by ZNA August 27, 2019

211 South Lamar PUD



Apartments (original approved project)



Hotel (new proposed project)






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**MEMORANDUM**

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**Date:** July 16, 2019  
**To:** Wendy Rhoades, Zoning Case Manager  
**CC:** Dan Hennessey, P.E., Big Red Dog/WGI  
 Eric Bollich, P.E., PTOE, Austin Transportation Department  
 Upal Barua, P.E., P. Eng., PTOE, Austin Transportation Department  
**Reference:** 211 S Lamar Blvd (PUD Amendment) – Transpiration Mitigation Memo  
 C814-2012-0160.01

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**Traffic Impact Analysis:**

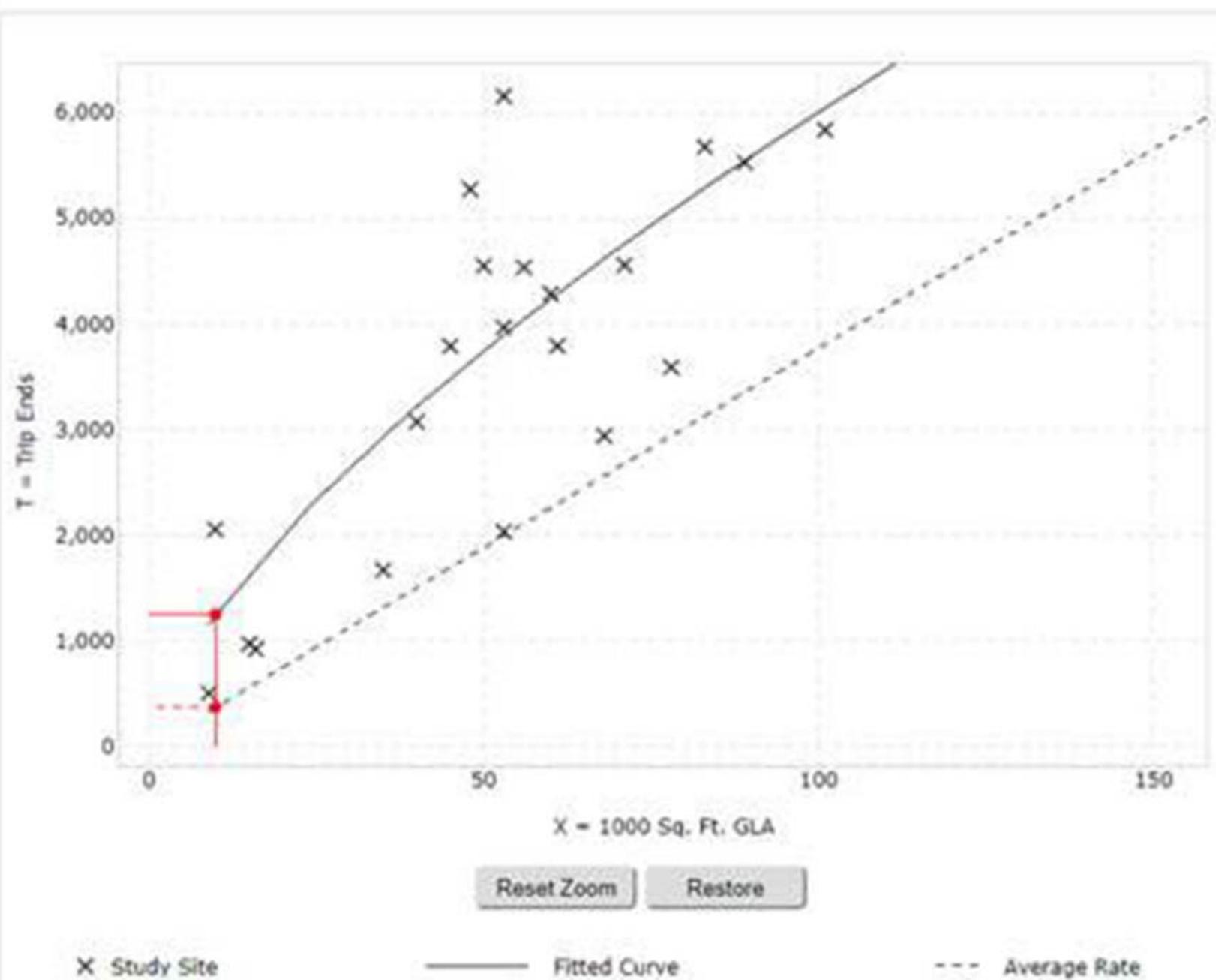
The Austin Transportation Department has reviewed the June 12, 2019 (received February 12, 2019) “211 South Lamar Boulevard Development Transportation Memorandum”, prepared by Wantman Group, Inc. (WGI). The memo identifies additional transportation mitigation to account for the PUD amendment land use changes.

**Trip Generation:**

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), the development will generate approximately 2,320 unadjusted average daily vehicles trips (ADT) upon build out. The table below shows the trip generation by land uses for the proposed development.

Table 1: Unadjusted Trip Generation						
Proposed Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Multifamily Housing (Mid-Rise) (211)	26 DU	140	2	8	7	4
Hotel (310)	107 rooms	895	30	20	33	31
Shopping Center (820)	10 ksf	378	6	3	18	20
General Office (710)	1.008 ksf	10	1	0	0	1
Hight Turnover Restaurant (932)	8 ksf	897	44	36	48	30
<b>Total</b>		<b>2,320</b>	<b>83</b>	<b>67</b>	<b>106</b>	<b>86</b>

## Data Plot and Equation

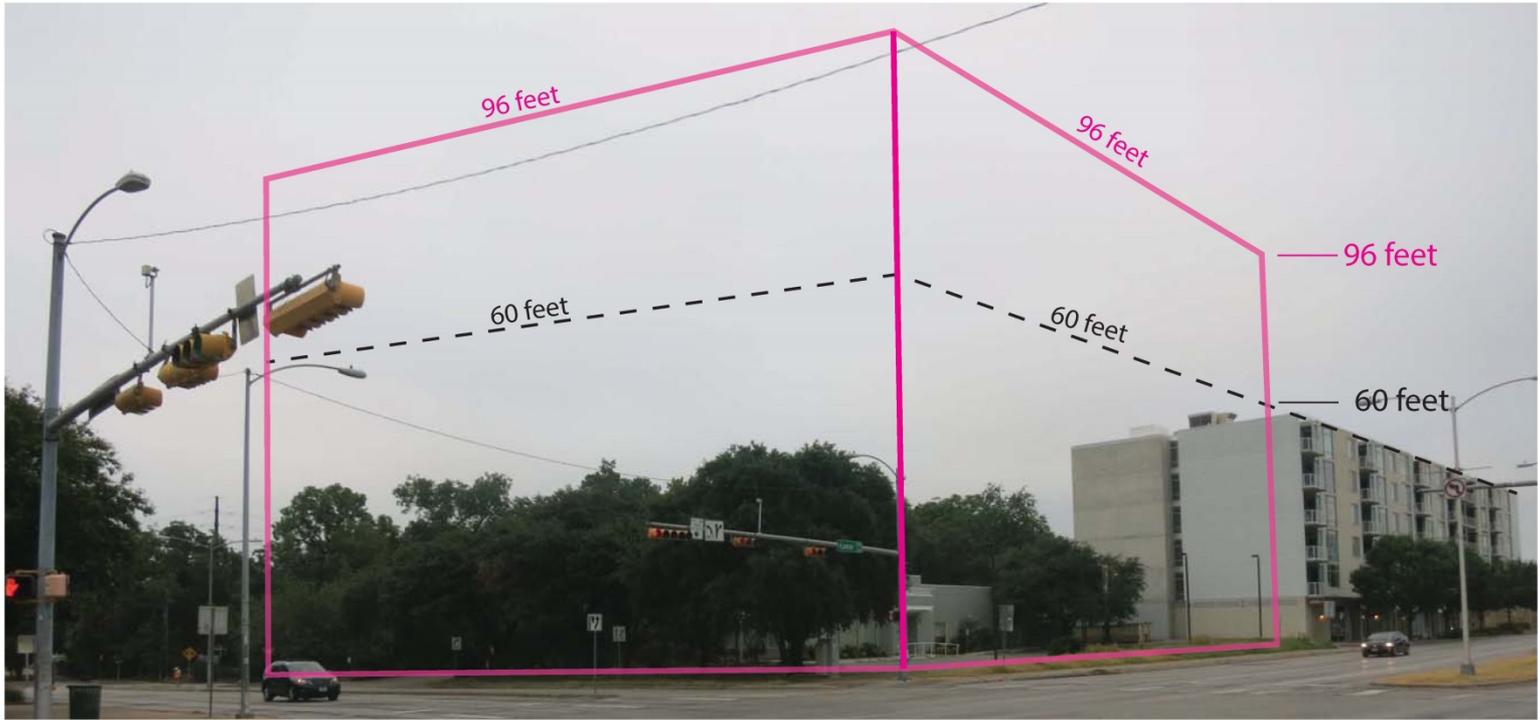


# EXHIBIT 1



- Property Lines
- Ordinance Description of Location 96' Maximum Height for First Building Block
- Ordinance Description of Location 86' Maximum Height for Second Building Block (dashed line indicates the location is indeterminate)

EXHIBIT 2



View from Butler Shores at northwest corner of South Lamar Blvd and West Riverside Dr



View from Pfluger Pedestrian Bridge  
(dashed red line shows 96' height at edge of The Bridges; solid red line shows approximate location of hotel)

EXHIBIT 3



Most of the sky behind the trees along Lee Barton in this photo will be replaced by a view of the hotel



Most of the sky on the left three-quarters of this photo will be replaced by a view of the hotel



Apartments (original approved project)



Hotel (new proposed project)