

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHBORHOOD PLAN: East Riverside/Oltorf Combined & East Riverside Corridor Master Plan

CASE#: NPA-2026-0021.02

DATE FILED: May 14, 2026

PROJECT NAME: South Shore PUD Addition NPA

PC DATE: July 14, 2026

ADDRESS/ES: 1705, 1717 South Lakeshore Blvd and 1712 E. Riverside Drive

DISTRICT AREA: 3

SITE AREA: 1.43 acres

OWNER/APPLICANT: 1717 Lakeshore LP and Morrison-Moore Properties, LTD /
City of Austin

AGENT: Armbrust & Brown, PLLC (Michael J. Whellan)

CASE MANAGER: Maureen Meredith

PHONE: (512) 974-2695

STAFF EMAIL: Maureen.Meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Specific Regulating District

To: Mixed Use

Base District Zoning Change

Related Zoning Case: C814-2008-0087.02

From: ERC (CMU)

To: PUD-NP

NEIGHBORHOOD PLAN ADOPTION DATE:

East Riverside/Oltorf Combined Neighborhood Plan – adopted November 16, 2006.

East Riverside Corridor Master Plan – adopted February 25, 2010.

CITY COUNCIL DATE: July 23, 2026

ACTION:

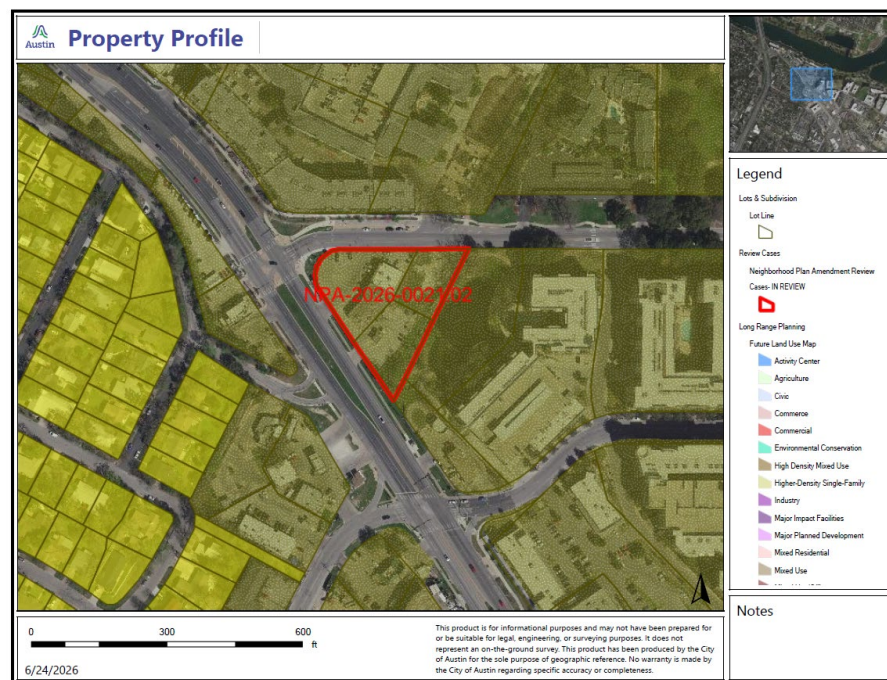
PLANNING COMMISSION RECOMMENDATION:

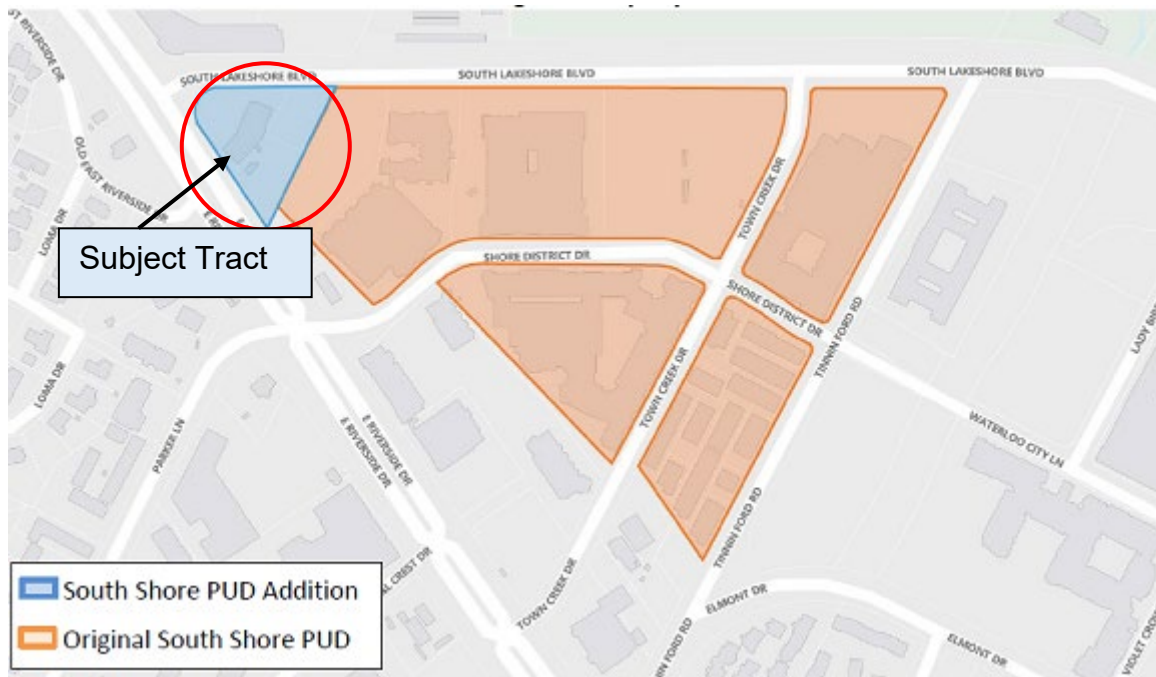
July 14, 2026 – (action pending)

STAFF RECOMMENDATION: Staff supports the Applicant's request for Mixed Use land use.

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the Applicant's request to change the future land use map from Specific Regulating District to Mixed Use land use. The property is located along East Riverside Drive, which is designated as an activity corridor in the Imagine Austin Comprehensive Plan. The property is also located in the Riverside Stations Neighborhood Activity Center. East Riverside Drive has public transportation and is proposed for future light rail line. The property will be incorporated into an adjacent existing 20-acre PUD. See map below.

The applicant proposes a 350-unit multifamily residential development. The applicant will pay fee in-lieu to the Affordable Housing Trust Fund. The proposed development will help meet the Austin Strategic Housing Blueprint's goal of creating 135,000 housing units throughout the City by 2027.





LAND USE DESCRIPTIONS:

EXISTING LAND USE:

Specific Regulating District - This map designation is intended for areas that have an adopted regulating plan. This district will be identified on the Future Land Use Map, but is not considered a typical land use category. The purpose of this designation is to make the user aware of the Regulating Plan and that it should be reviewed for development regulations.

Approved Regulating Plans:

1. Plaza Saltillo TOD Station Area Plan
2. Martin Luther King (MLK) Boulevard TOD Station Area Plan
3. Lamar/Justin TOD Station Area Plan
4. East Riverside Corridor Plan

PROPOSED LAND USE:

Multifamily Residential - Higher-density housing with four or more dwelling units on one lot.

Purpose

1. Preserve existing multifamily and affordable housing;

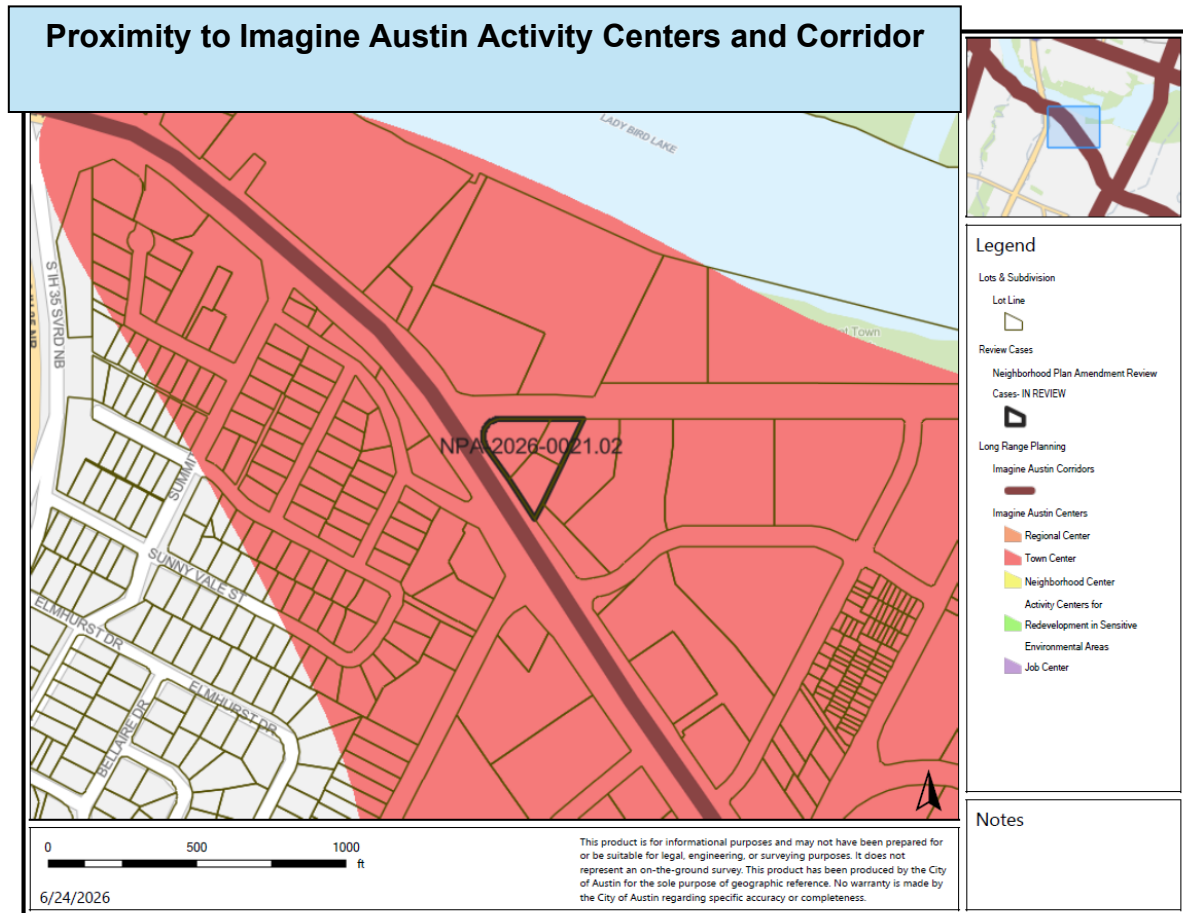
2. Maintain and create affordable, safe, and well-managed rental housing; and
3. Make it possible for existing residents, both homeowners and renters, to continue to live in their neighborhoods.
4. Applied to existing or proposed mobile home parks.

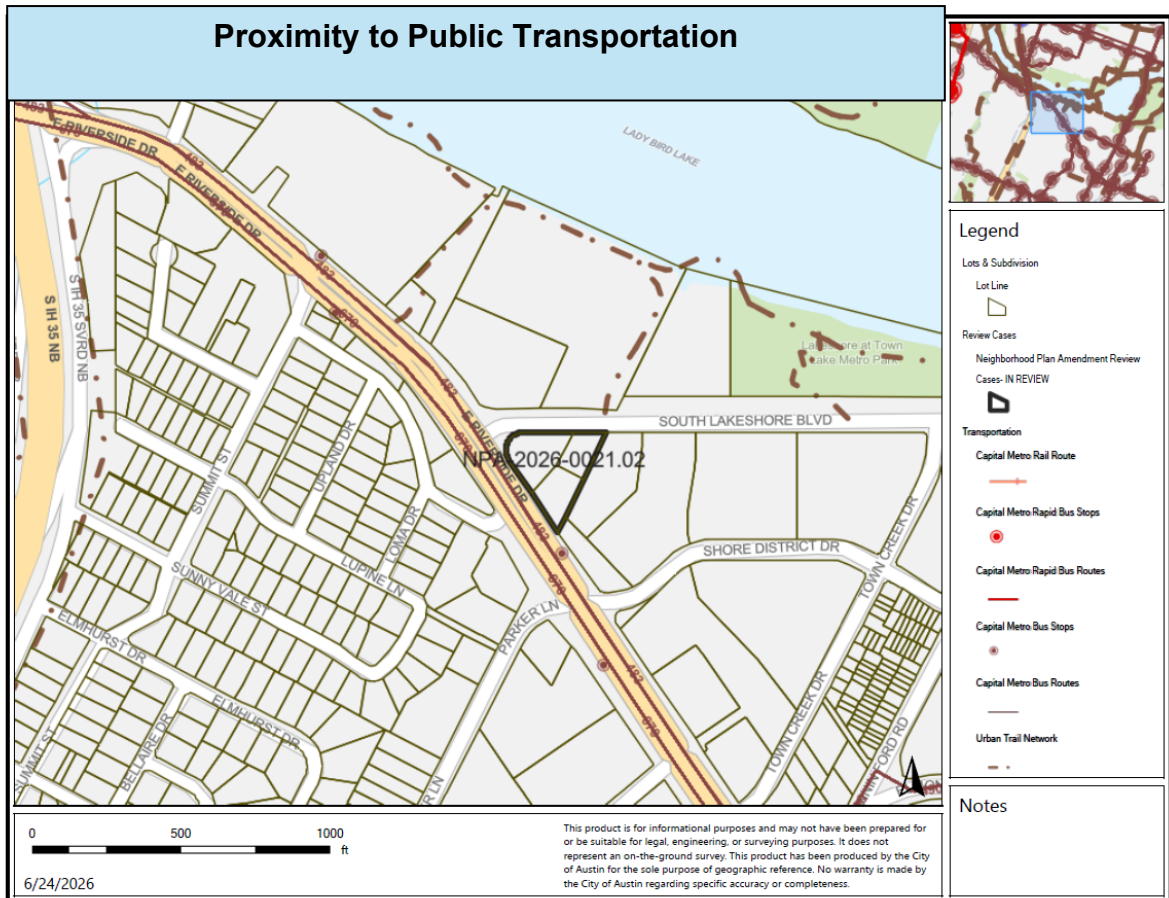
Application

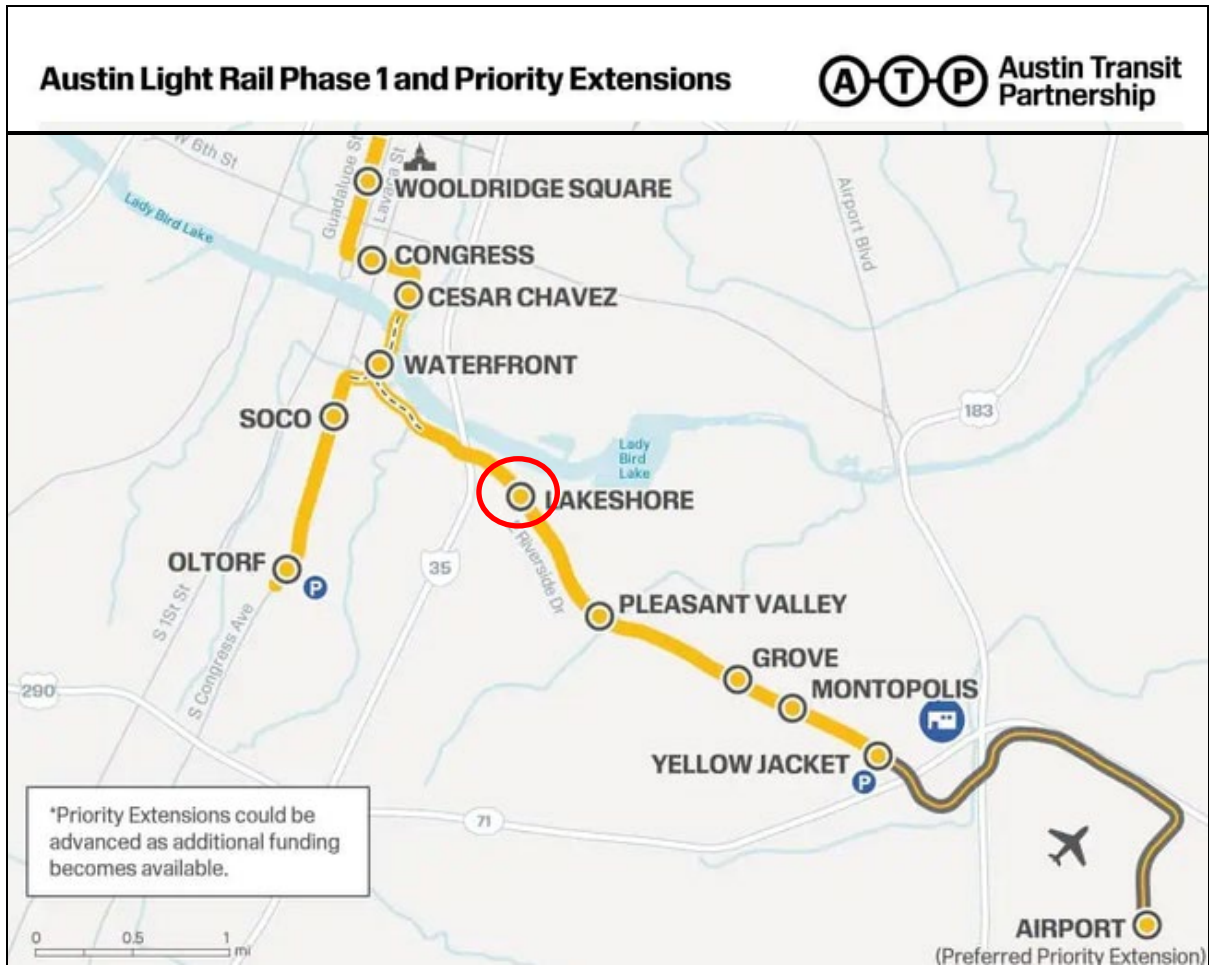
1. Existing apartments should be designated as multifamily unless designated as mixed use;
2. Existing multifamily-zoned land should not be recommended for a less intense land use category, unless based on sound planning principles; and
3. Changing other land uses to multifamily should be encouraged on a case-by-case basis.

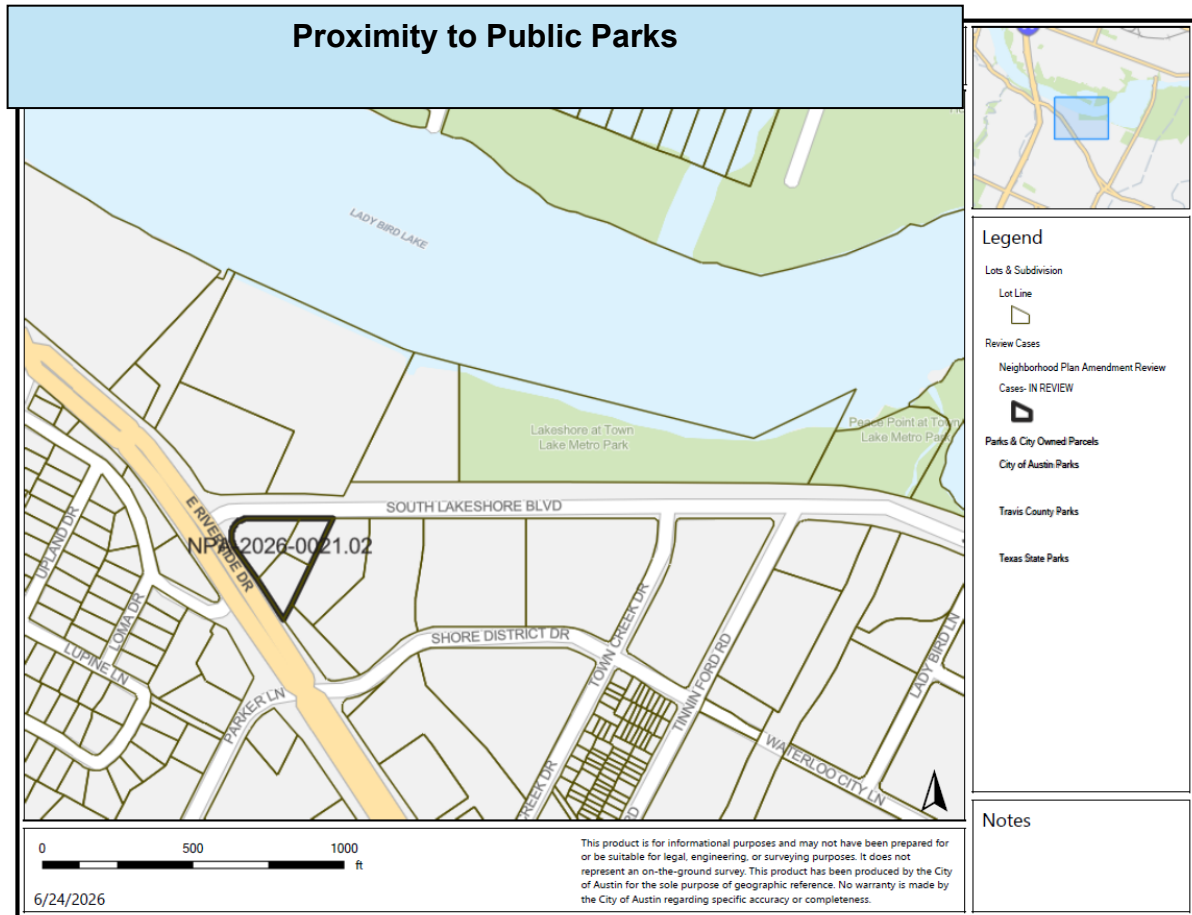
Imagine Austin Decision Guidelines	
Complete Community Measures	
Yes	Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Name(s) of Activity Center/Activity Corridor/Job Center: • Property has frontage on East Riverside Drive, which is an activity corridor • In the Riverside Stations Town Center activity center
Yes	Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station. • Bus routes along East Riverside Drive • East Riverside Drive is proposed for a light rail line • Property is near proposed light rail stop (see map below)
Yes	Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane. • Sidewalks along East Riverside Drive
Yes	Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center. • East Riverside Drive is a commercial corridor
No	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market. • 1.2 miles from HEB on East Riverside Drive
No	Connectivity and Education: Located within 0.50 miles from a public school or university.
Yes	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail. • Property is near Lady Bird Lake Boardwalk and Ann and Roy Butler Hike and Bike Trail • Near Lakeshore at Town Lake Metro Park • 0.6 miles from Norwood Estate Dog Park on E. Riverside, 1018 1/2 Edgecliff Terrace, Austin, TX 78741
Yes	Connectivity and Health: Provides or is located within 0.50 miles of health facility (ex:

	hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.) • 0.3 miles from CareNow Urgent Care - Riverside Drive, 1920 E Riverside Dr #110, Austin, TX 78741
Yes	Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing. • Proposed for 350 apartment units • The applicant will pay fee-in-lieu into the Affordable Housing Trust Fund
Yes	Housing Choice: Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint. • Proposed for 350 apartment units
Yes	Mixed use: Provides a mix of residential and non-industrial uses. • The proposed PUD zoning would allow for a mixed use development of commercial and residential uses, although the applicant is only proposing multifamily residential uses.
No	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
No	Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.
No	Creative Economy: Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)
Not known	Workforce Development, the Economy and Education: Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training.
No	Industrial Land: Preserves or enhances industrial land.
Yes	Not located over the Edwards Aquifer Contributing Zone or Edwards Aquifer Recharge Zone
10	Number of "Yeses"









IMAGINE AUSTIN GROWTH CONCEPT MAP

Definitions

Neighborhood Centers - The smallest and least intense of the three mixed-use centers are neighborhood centers. As with the regional and town centers, neighborhood centers are walkable, bikable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. However, depending on localized conditions, different neighborhood centers can be very different places. If a neighborhood center is designated on an existing commercial area, such as a shopping center or mall, it could represent redevelopment or the addition of housing. A new neighborhood center may be focused on a dense, mixed-use core surrounded by a mix of housing. In other instances, new or redevelopment may occur incrementally and concentrate people and activities along several blocks or around one or two intersections. Neighborhood centers will be more locally focused than either a regional or a town center. Businesses and services—grocery and department stores, doctors and dentists, shops, branch libraries, dry cleaners, hair salons, schools, restaurants, and other small and local businesses—will generally serve the center and surrounding neighborhoods.

Town Centers - Although less intense than regional centers, town centers are also where many people will live and work. Town centers will have large and small employers, although fewer than in regional centers. These employers will have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. The buildings found in a town center will range in size from one-to three-story houses, duplexes, townhouses, and rowhouses, to low-to midrise apartments, mixed use buildings, and office buildings. These centers will also be important hubs in the transit system.

Regional Centers - Regional centers are the most urban places in the region. These centers are and will become the retail, cultural, recreational, and entertainment destinations for Central Texas. These are the places where the greatest density of people and jobs and the tallest buildings in the region will be located. Housing in regional centers will mostly consist of low to high-rise apartments, mixed use buildings, row houses, and townhouses. However, other housing types, such as single-family units, may be included depending on the location and character of the center. The densities, buildings heights, and overall character of a center will depend on its location.

Activity Centers for Redevelopment in Sensitive Environmental Areas - Five centers are located over the recharge or contributing zones of the Barton Springs Zone of the Edwards Aquifer or within water-supply watersheds. These centers are located on already developed areas and, in some instances, provide opportunities to address long-standing water quality issues and provide walkable areas in and near existing neighborhoods. State-of-the-art development practices will be required of any redevelopment to improve stormwater retention and the water quality flowing into the aquifer or other drinking water sources. These centers should also be carefully evaluated to fit within their infrastructural and environmental context.

Job Centers - Job centers accommodate those businesses not well-suited for residential or environmentally- sensitive areas. These centers take advantage of existing transportation infrastructure such as arterial roadways, freeways, or the Austin-Bergstrom International airport. Job centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics. They should nevertheless become more pedestrian and bicycle friendly, in part by better accommodating services for the people who work in those centers. While many of these centers are currently best served by car, the growth Concept map offers transportation choices such as light rail and bus rapid transit to increase commuter options.

Corridors - Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors, there will be both large and small redevelopment sites. These redevelopment opportunities may be continuous along stretches of the corridor. There may also be a series of small neighborhood centers, connected by the roadway. Other corridors may have fewer redevelopment

opportunities, but already have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to another, such as a service station becoming a restaurant or a large retail space being divided into several storefronts. To improve mobility along an activity corridor, new and redevelopment should reduce per capita car use and increase walking, bicycling, and transit use. Intensity of land use should correspond to the availability of quality transit, public space, and walkable destinations. Site design should use building arrangement and open space to reduce walking distance to transit and destinations, achieve safety and comfort, and draw people outdoors.

BACKGROUND: The applicant proposes to change the future land use map (FLUM) from Specific Regulating District to Mixed Use land use.

The applicant proposes to change the zoning on the property from is ERC-CMU, East Riverside Corridor – Corridor Mixed Use subdistrict to PUD (Planned Development District -Neighborhood Plan) and to also be removed from the East Riverside Corridor Master Plan. For more information on the proposed zoning, see case report C814-2025-087.02.

The applicant proposes an approximately 350-unit multifamily residential development. No affordable units will be provided on-site, but money will be paid fee-in-lieu to the Affordable Housing Trust Fund.

PUBLIC MEETINGS: The ordinance-required community meeting was virtually held on June 24, 2026. The recorded meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Approximately 12,731 meeting notices were mailed to renters and property owners who live within the East Riverside Corridor Master Plan Area and also to people who live within 500 feet of the planning area boundary. Two city staff members attended, Maureen Meredith and Mark Walters. Michael Whellan and Michael Gaudini from Armbrust and Brown, PLLC attended, and two people from the neighborhood attended.

Below are highlights from Michael Whellan’s presentation:

- The property is 1.43-acre parcel of land and will be incorporated into the adjacent 20-acre South Shore PUD development, which is fully built out.
- The property is currently built out with older commercial uses with wide curb cuts.
- We propose a 180 feet height building with estimated 350 residential units.
- Property is located adjacent to a proposed future light rail station, which the applicant believes would make a good location for housing.
- There are three applications with this property. One application is a request to remove the property from the East Riverside Corridor Plan. Another application if the plan amendment application with the request to change the future land use map from Specific Regulating District to Mixed Use. The third application is the rezoning request to change the zoning from ERC-NP to PUD-NP.

- We worked with the neighborhood and have incorporated the Heritage Oaks Neighborhood Park into the ½ acre parcel, Grayco purchased a one acre tract of land and will donate it to Parks Department to be developed into park.

No questions were asked by the two participants.

Applicant Summary Letter from Application

ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

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

FACSIMILE 512-435-2360

June 6, 2025

Joi Harden, Zoning Officer
City of Austin
Housing and Planning Department
1000 E. 11th St.
Austin, Texas 78702

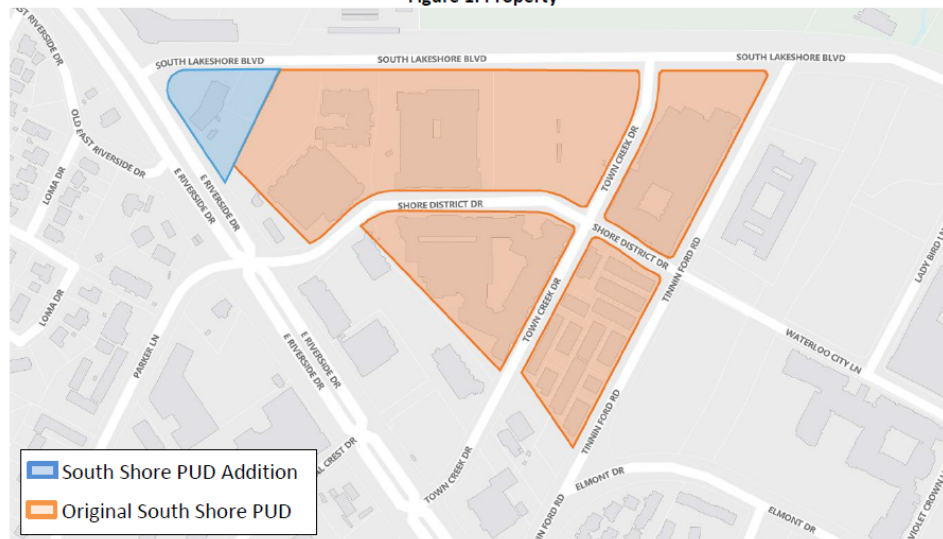
Re: Planned Unit Development ("PUD") amendment rezoning for 1712 E. Riverside Dr., and 1705 and 1717 S. Lakeshore Blvd. (the "Property")

Dear Ms. Harden,

On behalf of Grayco SS Land 2011, LP ("Grayco") and Morrison-Moore Properties, Ltd. ("Morrison-Moore") (collectively, the "Applicants"), please accept the attached application requesting that the city amend the South Shore PUD (Zoning Case No. C814-2008-0087, Ordinances No. 20091217-126, 20140213-081, and 20140417-018) to include the Property and provide it with up to 180 ft. of height (the "South Shore PUD Addition").

For reference, Grayco was the applicant for the original 20-acre South Shore PUD case. While Grayco has since sold off portions of the original PUD area, they still retain ownership of two tracts constituting roughly 6.6 acres and control of the roughly 1.2-acre detention pond tract immediately adjacent to the Property. The South Shore PUD Addition will add roughly 1.4 acres into the PUD.

Figure 1. Property



Land Use Context

The Property consists of roughly 1.4 acres located at the intersection of East Riverside Drive and South Lakeshore Boulevard – adjacent to the location that the Austin Transit Partnership (“ATP”) has identified for the Austin Light Rail’s Lakeshore Station. Grayco has proactively engaged with ATP regarding their future plans at this intersection and the need for transit-supportive growth on the Property to support the Austin Light Rail.

The Property is generally surrounded by properties zoned for mixed-use growth, including for the South Shore PUD and for the Commercial Mixed-Use (“CMU”) and Neighborhood Mixed-Use (“NMU”) subdistricts within the East Riverside Corridor (“ERC”) Regulating Plan, as follows:

- South: East Riverside Drive (beyond that, NMU and CMU, up to 65 ft. to 120 ft. of height)
- East: South Shore PUD (up to 60 ft. to 90 ft.) and CMU (up to 120 ft.)
- North: South Lakeshore Boulevard (beyond that, CMU up to 60 ft.)
- West: South Lakeshore Boulevard (beyond that, CMU up to 60 ft.)

In terms of existing uses, the Property is surrounded by a mix of newer multifamily, with some commercial uses (with the AMLI South Shore to the north and the fully developed South Shore PUD to the east) and older commercial buildings (to the south and the west, across East Riverside Drive).

The Property is also:

- At the heart of the **Lakeshore Station Area**.
- Within an **Imagine Austin Center** (Riverside Stations).
- Along an **Imagine Austin Corridor** and **Transit Priority Network Roadway** (East Riverside Drive).

These designations identify the Property as an appropriate area for growth and transit-supportive density.

Figure 2. Existing Land Use Context



Existing Zoning

The Property consists of three tracts, as shown in Figure 3 below. It is located in the ERC Regulating Plan, which designates it for the Corridor Mixed-Use subdistrict and for a range of heights, as shown in Figure 4. Additionally, the East Riverside subdistrict within the Waterfront Overlay applies to two tracts, limiting their potential height to 96 ft., while other areas in the East Riverside corridor currently allow up to 160 ft.

Figure 3. Property Tracts



Figure 4. Current Regulations

Property Tracts	ERC Subdistrict	Current Maximum Height	Waterfront Overlay
Tract 1	Corridor Mixed-Use	60 ft.	Applicable
Tract 2	Corridor Mixed-Use	60 ft.	Applicable
Tract 3	Corridor Mixed-Use	120 ft. with bonus	-

Council initially adopted the 96-ft. Waterfront Overlay height limit in 1986, through Ordinance No. 860904-X. Council later removed this height limit in 1999, during the recodification of the Land Development Code, and then re-adopted it in 2009, through Ordinance No. 20090611-074.

Case Rationale

While many PUDs are large and complex, the South Shore PUD Addition is relatively straightforward: we are asking primarily to apply the South Shore PUD's provisions to the Property and to increase the height to 180 ft. at a major Austin Light Rail station. We have attached a summary list of proposed provisions to this cover letter and have provided a draft PUD ordinance and a revised land use plan as part of this application package.

We believe this request is critical to updating the city's policies to reflect its current land-use needs – most notably, supporting the Austin Light Rail at this critical station location.

The city's needs have evolved substantially over the 39 years since the Waterfront Overlay height limit was adopted, and the 16 years since it was re-adopted. Most notably, Austin voters in 2020 approved Project Connect, including a light rail system running along East Riverside Drive, with a stop at East Riverside Drive and Lakeshore Boulevard.

Additionally, from a practical perspective, the Property does not materially affect the Lady Bird Lake waterfront or the Ann and Roy Butler Hike-and-Bike Trail. It is located over 500 ft. away from both the lake and the trail and is separated from both by an intervening, developed property and a street (Lakeshore Boulevard), as shown previously in Figure 2.

Newer development in the area around the Property generally consists of mid-rise buildings (primarily four to five stories, with some slightly taller buildings), making it even more important that the city provide additional height at this critical location to boost ridership on the forthcoming Austin Light Rail.

Finally, the PUD will provide the regulatory certainty and consistency needed to support Grayco's ability to deliver this important project for the city despite the major macroeconomic turmoil currently facing Austin and the nation. Grayco has delivered on this for the city before, bringing forward the original South Shore PUD during the Great Recession and building it out in several phases over the next decade.

Given the significant uncertainty regarding the costs of materials, labor, and financing – among many other things – the ability to have the greater certainty and consistency that PUD zoning provides will help support Grayco's ability to truly deliver a dense, transit-oriented project at this strategic location. This project will, in turn, support the city's ability to win the federal grants needed to build the Austin Light Rail – and will provide the ridership needed to support the Austin Light Rail's ongoing operations.

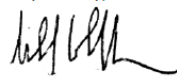
Conclusion

This Property is strategically located at the Austin Light Rail's Lakeshore Station. Much of the surrounding area has already redeveloped as mid-rise buildings, making it critical that this Property deliver a dense project that can fully support the city's transit investments.

PUD zoning can help provide the density needed to support the Austin Light Rail – and provide the regulatory certainty and consistency needed to support projects during a period of macroeconomic turmoil. Grayco – which brought forward the South Shore PUD during the Great Recession – has proven that they can deliver on such projects.

I appreciate your consideration and look forward to answering any questions and providing further details.

Respectfully,



Michael J. Whellan

Attachment A – Summary of Proposed Provisions

Category	Description
South Shore PUD Provisions	This proposal specifies that all terms, conditions, and provisions within the original South Shore PUD control except as specifically modified in this PUD amendment.
Additional Height	This proposal's main entitlement request is to increase the maximum height for this transit-oriented 1.4-acre property to 180 ft.
Affordable Housing Funding	This proposal requests the ability to pay a fee in lieu of on-site affordable housing for the area above the property's baseline. (The property's baseline is calculated to be 125,240 sf).
Existing Stormwater Management and Water Quality Facilities	The property is small and already features extensive impervious cover that is directly served by immediately adjacent water quality facilities that the applicant controls. Accordingly, this proposal would confirm those facilities as sufficient to serve the project.
East Riverside Corridor Plan Development Option	This proposal would allow the applicant to 'opt into' the East Riverside Corridor Regulating Plan regulations at time of site plan.

**Letter of Recommendation from the Neighborhood
Plan Contact Team (NPCT)**

(No letter as of July 1, 2026)

.....

From: Meredith, Maureen

Sent: Wednesday, June 24, 2026 3:01 PM

To: cabraun309@[REDACTED]; dai.ziran@[REDACTED]; fdeworken@[REDACTED];
ian.dille@[REDACTED]; clhedwards@[REDACTED]; dan.in.austin@[REDACTED];
gayle.goff@[REDACTED]; nicholaskehl@[REDACTED]; elael.austin@[REDACTED];
landry541865@[REDACTED]; jlong91@[REDACTED]; popscribe@[REDACTED];
heather@[REDACTED]; mark@[REDACTED]; outhavong@[REDACTED]; janeannp@[REDACTED];
mpiano@[REDACTED]; zach.davis.stone@[REDACTED]; allynstott@[REDACTED];
lor@[REDACTED]; lsunderland@[REDACTED]; Ron Thrower <ront@[REDACTED]>;
ttrentham@[REDACTED]; lindajwatkins@[REDACTED]; moonbeamweaver@[REDACTED];
myeatts@[REDACTED]

Cc: Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>

Subject: EROC NPCT Rec?: NPA-2026-0021.02_1705 S Lakeshore Blvd

Importance: High

Dear EROC NPCT:

NPA-2026-0021.02 and **C814-2008-0087.02_1705 South Lakeshore Blvd** cases are scheduled for the **July 14, 2026 Planning Commission** hearing and the **July 23, 2026 City Council** hearing date. If your team would like to have a letter of recommendation included in our staff reports for the Planning Commission hearing, please email it to me and Jonathan Tomko, the zoning planner, ***no later than Tuesday, July 7th by 5:00 pm***, which is when our staff reports are due. If we receive it after this date and time, we will submit it as late material to the Planning Commission.

Friendly Reminder: The virtual community meeting for these cases is tonight at 6:00 pm.

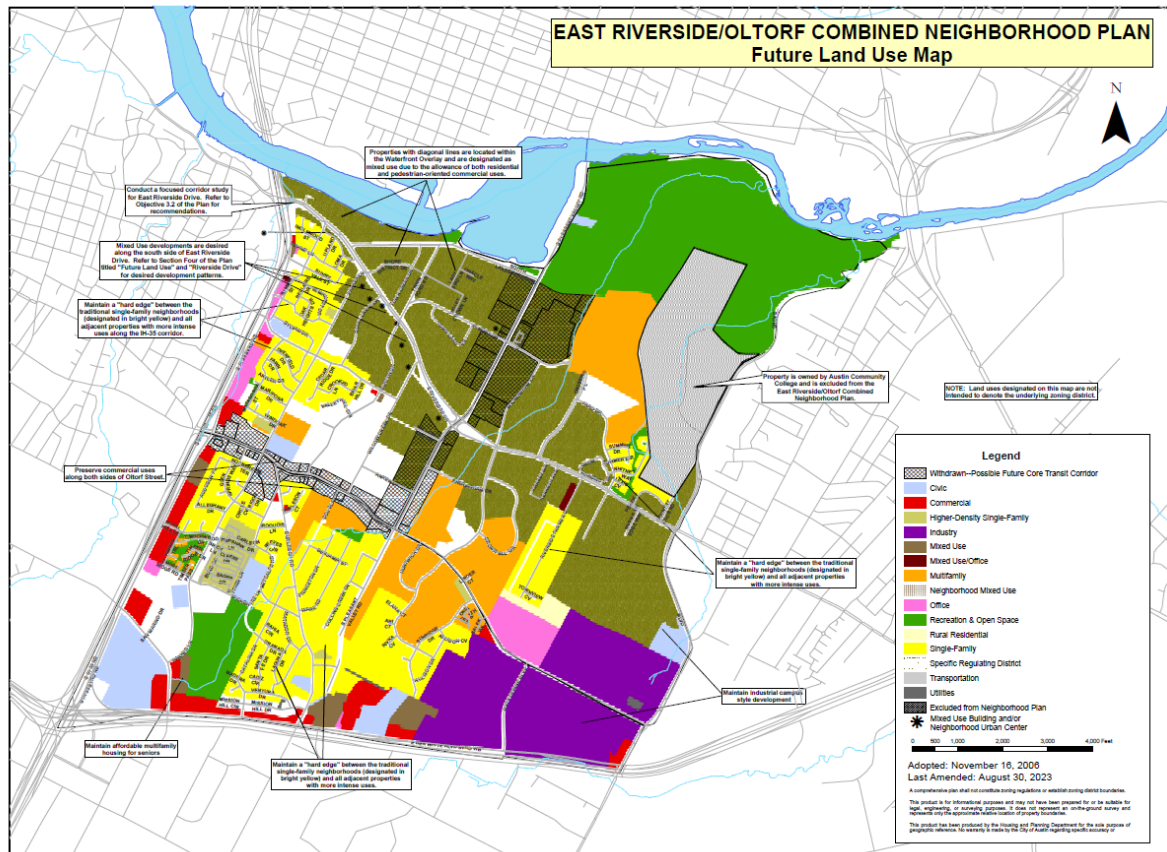
Here's the link to the meeting: <https://publicinput.com/a28288>.

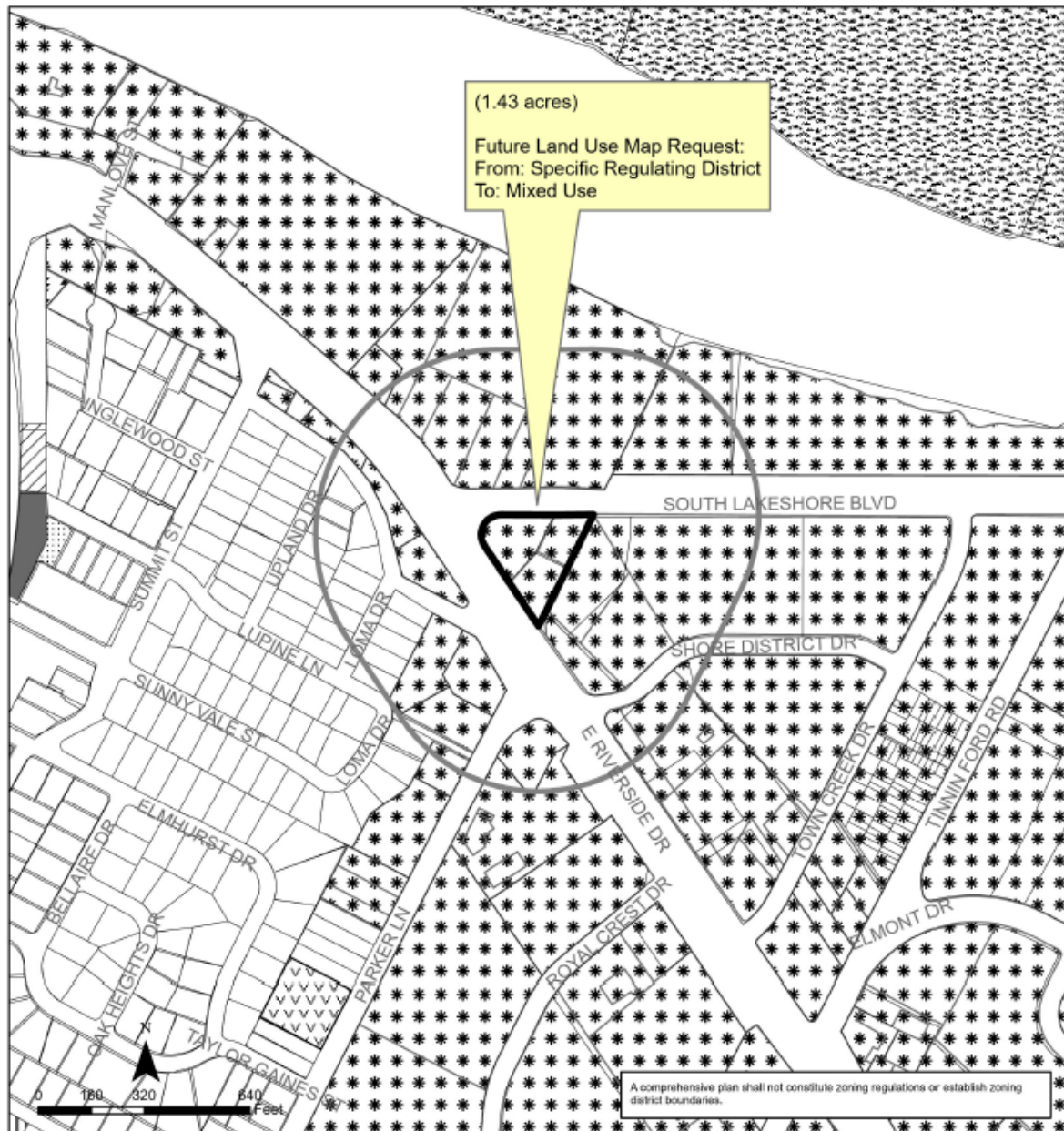
Thanks.

Maureen



Maureen Meredith (*she/her*)
Senior Planner
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6310 Wilhelmina Delco Dr.
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512-974-2695
maureen.meredith@austintexas.gov





East Riverside/Oltorf Combined Neighborhood Planning Area NPA-2026-0021.02

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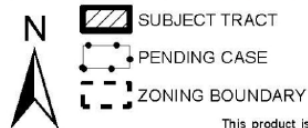
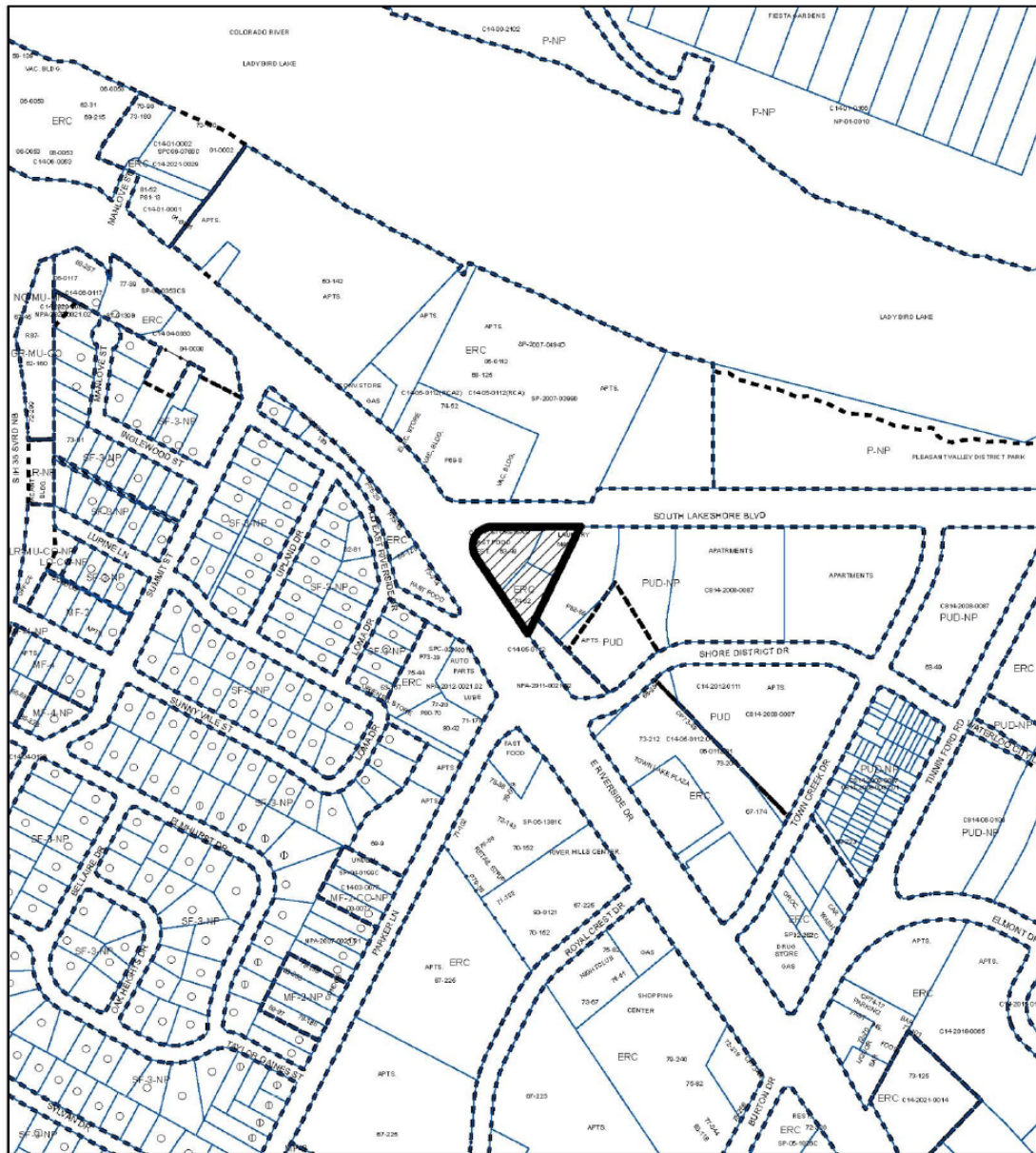
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Austin Planning
Created: 5/19/2026
by: meekss

Future Land Use

Subject Tract	Mixed Use/Office
500 ft. notif. boundary	Neighborhood Mixed Use
Civic	Office
Commercial	Recreation & Open Space
Excluded from FLUM	Single-Family
Higher-Density Single-Family	Specific Regulating District
Mixed Use	Transportation



PLANNED UNIT DEVELOPMENT
ZONING CASE#: C814-2008-0087.02

1" = 400'

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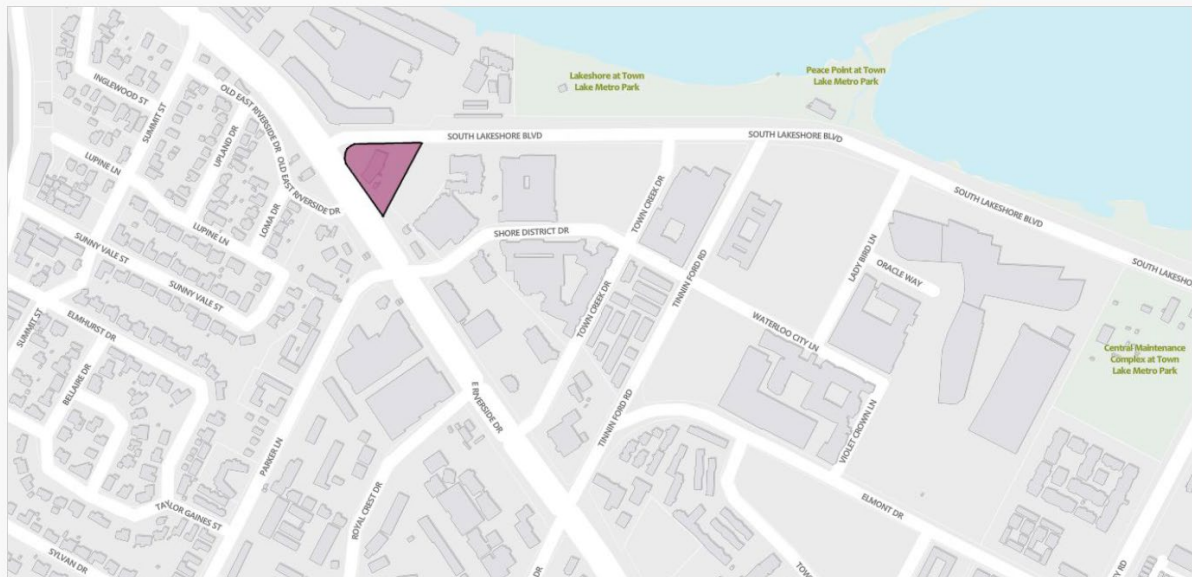
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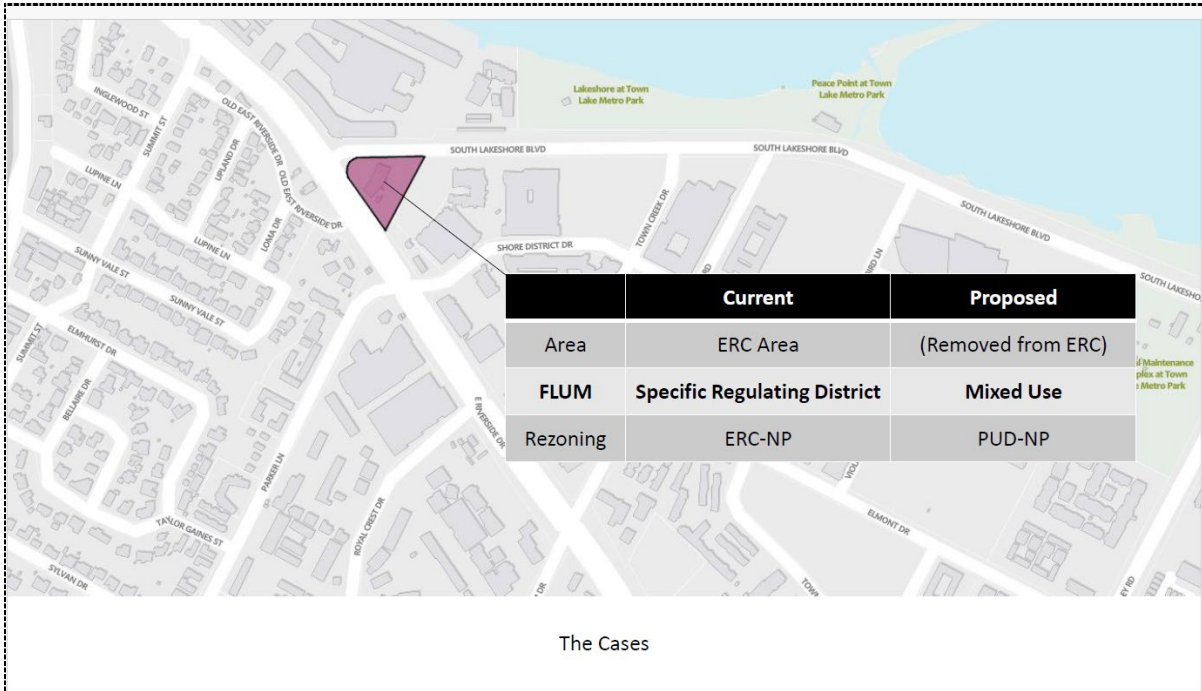
**Michael Whellan's Presentation at the June 24, 2026
Virtual Community Meeting**

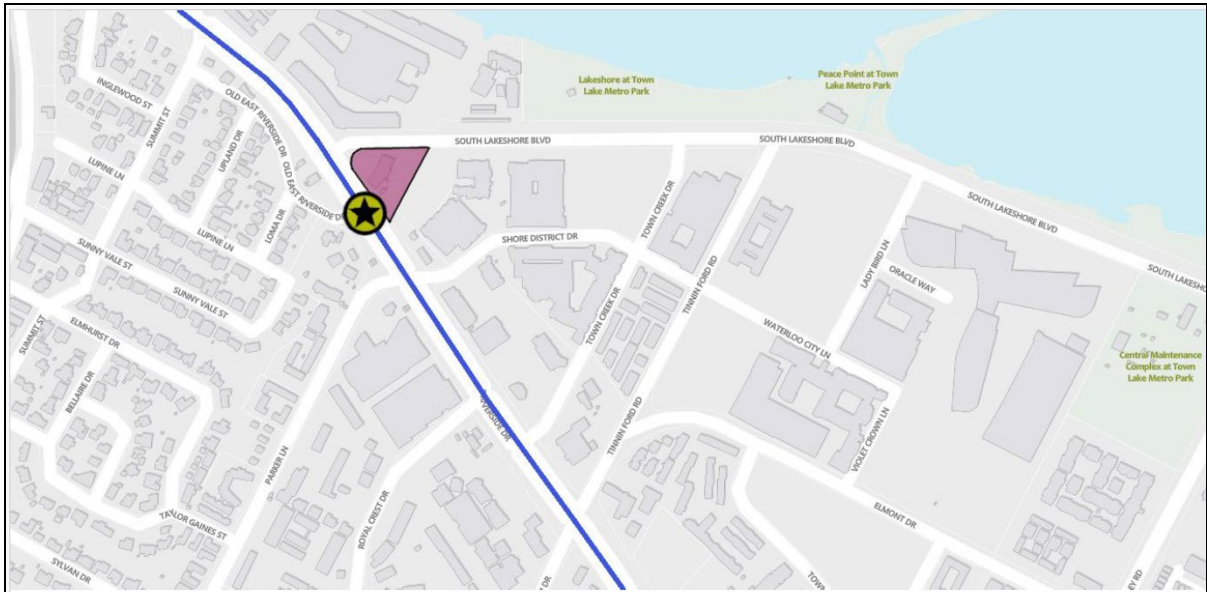
South Shore PUD Addition

Neighborhood Plan Amendment



The Property





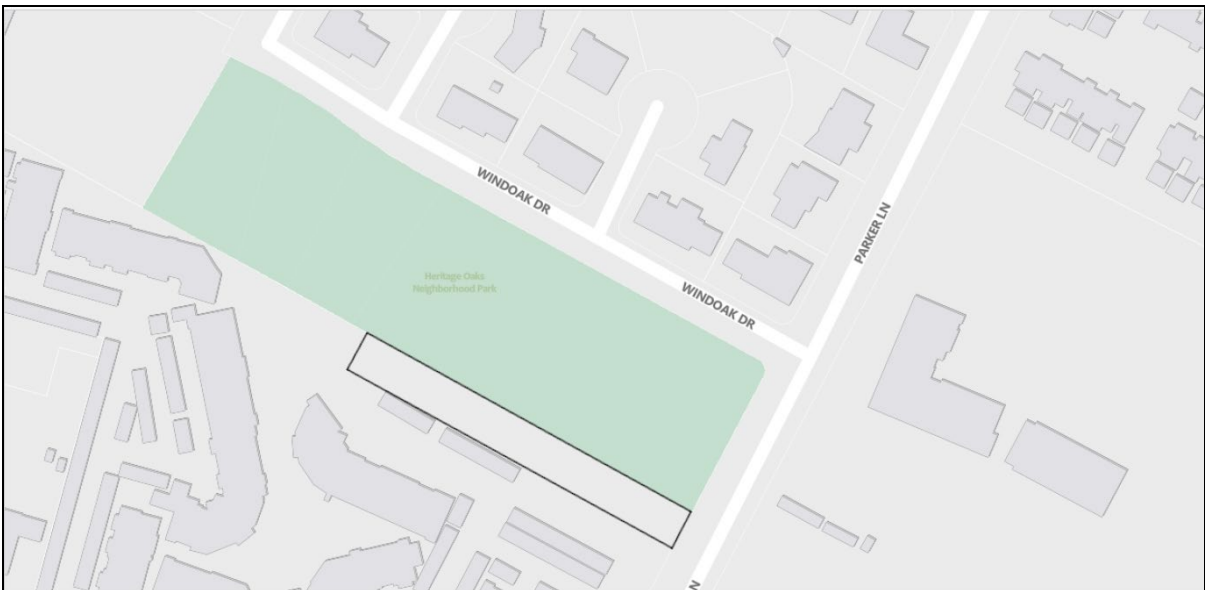
The property is located at a forthcoming Austin Light Rail station.



The property is currently developed as outdated, auto-oriented suburban-style commercial.



The property is currently developed as outdated, auto-oriented suburban-style commercial.



Expanding Heritage Oaks Neighborhood Park

Recap

The site is located along the East Riverside corridor, at a future Austin Light Rail Station.

The applicant has worked throughout the process with the Neighborhood Contact Team – including working to expand the Heritage Oaks Neighborhood Park.

These cases would designate this property for Mixed Use and add it into an adjacent PUD.

Correspondence Received

COMMENT FORM	
be submitted to:	
Maureen Meredith City of Austin - PDC Austin Planning P. O. Box 1088 Austin, TX 78767-8810	
If you do not use this form to submit your comments, you must include the name of the body conducting the public hearing, its scheduled date, the Case Number and the case person listed on the notice in your submission.	
Case Number: NPA-2026-074-2695 Contact: Maureen Meredith maureen.meredith@austintx.gov	Hearings: JUL 14, 2026 - Planning Commission JUL 23, 2026 - City Council
☐ I am in favor ☒ I object	
Your Name (please print) Wes Tucker	
Your address(es) affected by this application 2306 Wickersham Lane #1214	
Signature Wes Tucker	Date 6.24.26
Comments: I'm a little surprised this is even considered. The app is far weeks pre-emption. What if nobody else thinks of the scale matters?	