





PLANNED UNIT DEVELOPMENT

ZONING CASE#: C814-2008-0087.02

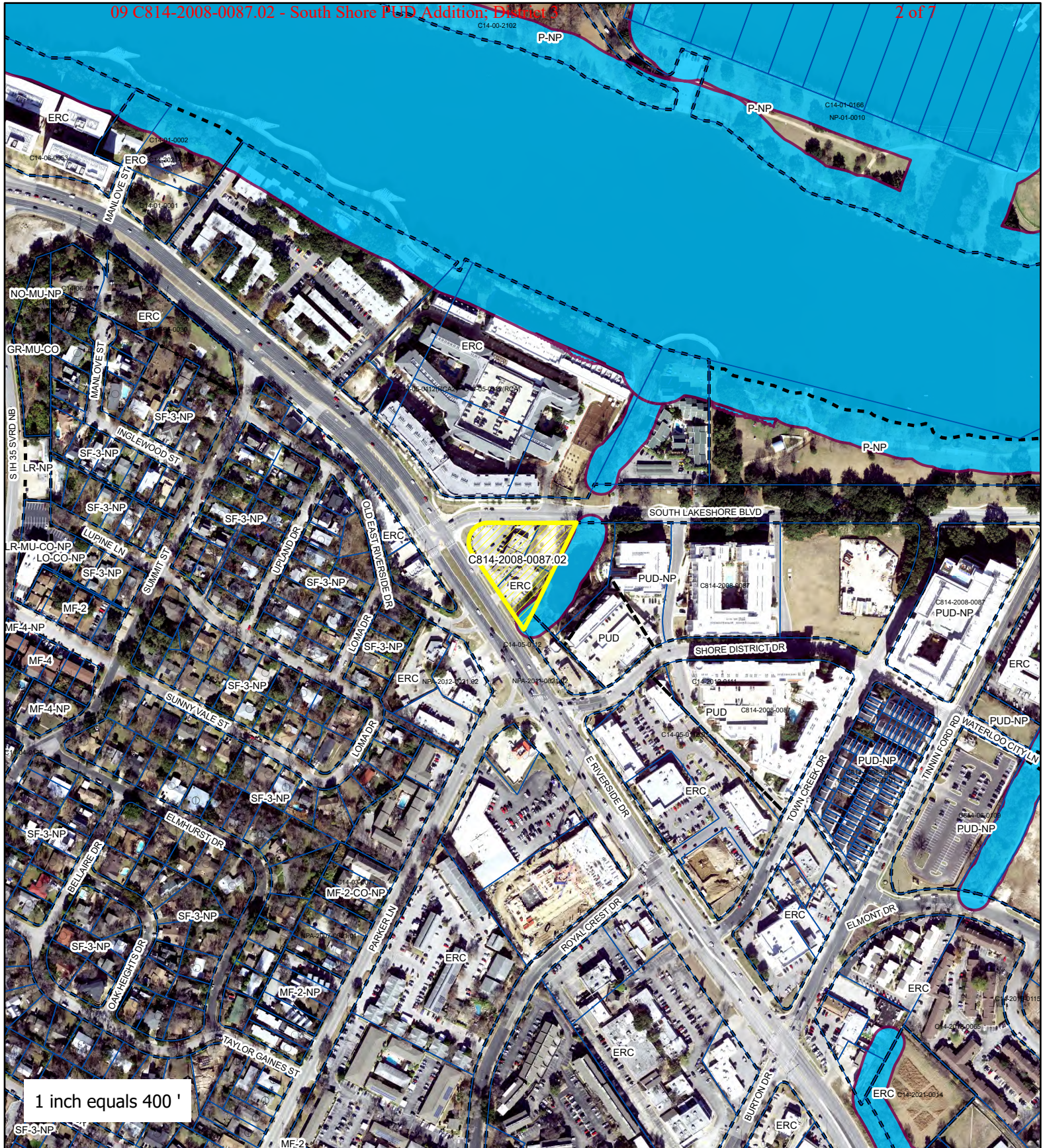
-  N
-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

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



1" = 400'



South Shore PUD Addition



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

ZONING CASE#: C814-2008-0087.02
 LOCATION: 1705 and 1717 S Lakeshore Blvd;
 1712 E Riverside Dr
 SUBJECT AREA: 1.43 Acres
 MANAGER: Marcelle Boudreaux



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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.