

**COMMUNITY MEETING #2 FEEDBACK RESULTS**  
**6909 RYAN DRIVE PROJECT**  
 MARCH 31, 2020 REPORT

This report provides an overview of public input received at Community Meeting #2 on February 20<sup>th</sup>, 2020 and via the corresponding online survey. There were 31 neighborhood attendees at the second community meeting. The online survey was distributed to all stakeholders and posted citywide on NextDoor where it received over 9,000 views. In total, we received 95 complete responses (21 collected at the public meeting and 74 through the online survey). The input provided and discussed below will provide critical information for respondents to the forthcoming Request for Proposals (RFP) to be released later this year.

**Scenario Summaries**

Participants were asked to share their feedback on what they liked about each of five potential redevelopment scenarios and why. Scenarios 1 through 4 included the same amount of commercial or community space, but the number of affordable housing units, parking spaces, building layouts, and open space varied as shown below.

Scenario	1	2	3	4	5
	Base Zoning	Affordability Unlocked with Maximum Housing	Affordability Unlocked with Maximum Open Space	Affordability Unlocked with Balanced Housing and Open Space	Affordability Unlocked with Ryan Drive Realignment
<b>BUILDING</b>					
Total Housing Units	247	455	280	371	390
% Affordable Housing Units	20% Minimum	Above 50%	Above 50%	Above 50%	Above 50%
Commercial or Community Space (SqFt)	10,000	10,000	10,000	10,000	7,000
Parking Spaces	262	480	300	375	300
Maximum Height (feet)	48	81	70	70	81
<b>OPEN SPACE</b>					
Park Area (acres)	0.50	0.50	2.00	1.50	1.36
Transit Plaza (acres)	0.35	0.35	0.35	0.33	0.35
Total Public Open Space (Park + Plaza acres)	0.85	0.85	2.35	1.83	1.71

### SCENARIO 1: BASE ZONING



SCENARIO 1	
Units	100
Units per acre	100
Units per acre (max)	100
Units per acre (min)	100
Units per acre (avg)	100
Units per acre (median)	100
Units per acre (mode)	100
Units per acre (range)	100
Units per acre (std dev)	100
Units per acre (skewness)	100
Units per acre (kurtosis)	100
Units per acre (jitter)	100
Units per acre (density)	100
Units per acre (area)	100
Units per acre (perimeter)	100
Units per acre (volume)	100
Units per acre (mass)	100
Units per acre (moment)	100
Units per acre (inertia)	100
Units per acre (radius of gyration)	100
Units per acre (centroid)	100
Units per acre (moment of inertia)	100
Units per acre (polar moment of inertia)	100
Units per acre (area moment of inertia)	100
Units per acre (second moment of area)	100
Units per acre (moment of inertia tensor)	100
Units per acre (moment of inertia matrix)	100
Units per acre (moment of inertia vector)	100
Units per acre (moment of inertia scalar)	100
Units per acre (moment of inertia tensor)	100
Units per acre (moment of inertia matrix)	100
Units per acre (moment of inertia vector)	100
Units per acre (moment of inertia scalar)	100

City of Austin Surplus Property at Ryan Drive

Draft: 2/17/2020

## Scenario 1: Base Zoning

Scenario 1 was the least favored option overall. Most respondents did not have anything specific that they liked about this scenario.

When asked what they dislike, respondents noted the small size of the park and, to a lesser extent, the amount of parking (too much), the affordability percentage of the housing (too low), and the overall design aesthetic.

### SCENARIO 2: Affordability Unlocked with MAXIMUM HOUSING



SCENARIO 2	
Units	150
Units per acre	150
Units per acre (max)	150
Units per acre (min)	150
Units per acre (avg)	150
Units per acre (median)	150
Units per acre (mode)	150
Units per acre (range)	150
Units per acre (std dev)	150
Units per acre (skewness)	150
Units per acre (kurtosis)	150
Units per acre (jitter)	150
Units per acre (density)	150
Units per acre (area)	150
Units per acre (perimeter)	150
Units per acre (volume)	150
Units per acre (mass)	150
Units per acre (moment)	150
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Units per acre (area moment of inertia)	150
Units per acre (second moment of area)	150
Units per acre (moment of inertia tensor)	150
Units per acre (moment of inertia matrix)	150
Units per acre (moment of inertia vector)	150
Units per acre (moment of inertia scalar)	150

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## Scenario 2 – Affordability Unlocked with Maximum Housing

Scenario 2 received praise from many respondents for the high number of housing units being offered, especially the percentage affordable. However, there were many dislikes as well, including the small size of the park, the high number of parking spaces, and overall size and height of the structure.

**SCENARIO 3: Affordability Unlocked with MAXIMUM OPEN SPACE**



SCENARIO 3	
Development Area	2,000
Open Space	10,000
Green Space	10,000
Public Space	10,000
Greenhouse Gas	10,000
Water	10,000
Energy	10,000
Land Use	10,000
Population	10,000
Jobs	10,000
Income	10,000
Equity	10,000
Health	10,000
Quality of Life	10,000
Community	10,000
Environment	10,000
Transportation	10,000
Infrastructure	10,000
Public Services	10,000
City of Austin	10,000

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**Scenario 3: Affordability Unlocked with Maximum Open Space**

Participants favored the larger size of the park and greater balance between open and developed space. However, the community expressed a desire to see more affordable housing overall. Respondents were split on what they dislike about the scenario depending on their preference for more housing and transit-oriented development or more park space.

**SCENARIO 4: Affordability Unlocked with BALANCED HOUSING & OPEN SPACE**



SCENARIO 4	
Development Area	2,000
Open Space	10,000
Green Space	10,000
Public Space	10,000
Greenhouse Gas	10,000
Water	10,000
Energy	10,000
Land Use	10,000
Population	10,000
Jobs	10,000
Income	10,000
Equity	10,000
Health	10,000
Quality of Life	10,000
Community	10,000
Environment	10,000
Transportation	10,000
Infrastructure	10,000
Public Services	10,000
City of Austin	10,000

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**Scenario 4: Affordability Unlocked with Balanced Housing and Open Space**

Scenario 4 had something that most respondents liked, whether it is the design, the park space, or the amount of housing provided. Several respondents felt it struck a balance and compromise among the goals. A very large number of respondents felt this scenario provided far too much parking. Many respondents were also unsure if this was a good park location and layout.

**SCENARIO 5: Affordability Unlocked with RYAN DRIVE REALIGNMENT**



**Scenario 5: Affordability Unlocked with Ryan Drive Realignment**

Survey participants felt this scenario best met or exceeded project goals for affordable housing, park space, and transit connectivity. However, some respondents did express concerns about the cost and the value of realigning Ryan Drive as part of this redevelopment project.



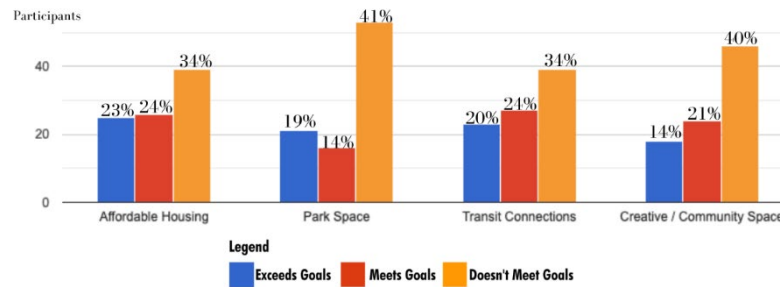
**Summary Matrix of Likes and Dislikes for Each Scenario**

	<b>Liked</b>	<b>Disliked</b>
<b>Scenario #1</b>	<ul style="list-style-type: none"> <li>• Number of Affordable Housing Units (at least 20%)</li> <li>• Transit Connectivity</li> <li>• Hidden Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Could cause traffic congestion</li> <li>• Lack of Park Space</li> <li>• Too much square footage devoted to commercial space</li> </ul>
<b>Scenario #2</b>	<ul style="list-style-type: none"> <li>• Number of Affordable Housing Units (at least 50%)</li> <li>• Increased Parking Spots</li> </ul>	<ul style="list-style-type: none"> <li>• Limited public transit accessibility</li> <li>• Small park space</li> <li>• Size of the development (Too big for the neighborhood)</li> </ul>
<b>Scenario #3</b>	<ul style="list-style-type: none"> <li>• Size of Parkland (2 Acres)</li> <li>• Location of the park on Justin Lane to cut down on congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Could use more Affordable Housing Units (at above 50%)</li> <li>• Too much square footage dedicated to commercial space</li> </ul>
<b>Scenario #4</b>	<ul style="list-style-type: none"> <li>• Balance between housing and park space</li> <li>• Number of Affordable Housing Units (at above 50%)</li> </ul>	<ul style="list-style-type: none"> <li>• Too much parking</li> <li>• Lack of park space</li> </ul>
<b>Scenario #5</b>	<ul style="list-style-type: none"> <li>• Park space (at 1.36 acres)</li> <li>• Number of Affordable Housing Units (at above 50%)</li> <li>• Improved transit connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Unnecessary re-alignment of Ryan Drive</li> </ul>

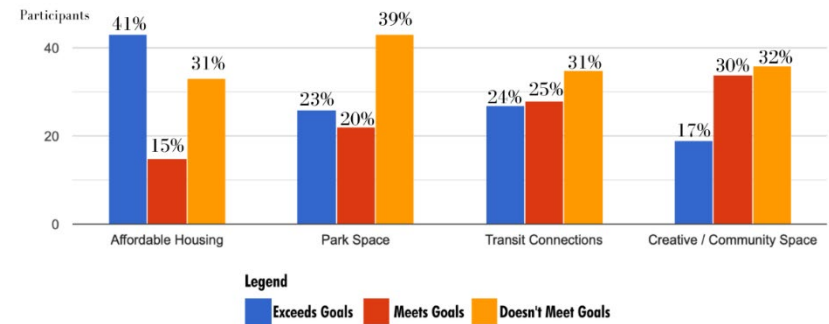
**How well does this scenario meet the project goals?**

Respondents were also asked how well they felt each of the five scenarios addressed the three main project goals established by this process and previous processes to date: affordable housing, parkland, transit connectivity, and creative/community space. Respondents were asked in each scenario if, for a given goal, that scenario: 1) exceeds goals; 2) meets goals; or 3) does not meet goals.

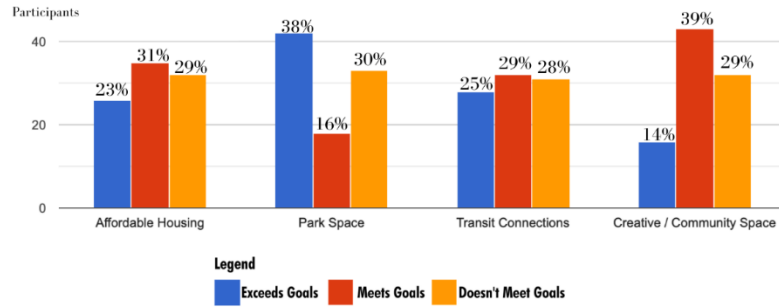
SCENARIO 1, Base Zoning:



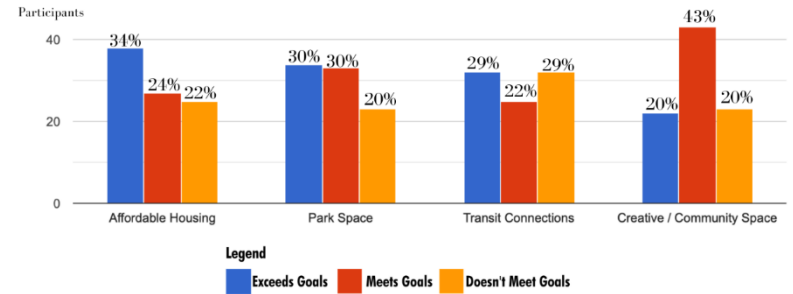
SCENARIO 2, Affordability Unlocked with Maximum Housing:



SCENARIO 3, Affordability Unlocked with Maximum Open Space:



SCENARIO 4, Affordability Unlocked with Balanced Housing and Open Space:



SCENARIO 5, Affordability Unlocked with Ryan Drive Realignment:

