

Community Character	
Goal: Maintain a balance of housing types for a variety household sizes and incomes.	
1	Encourage and support affordable housing in appropriate locations.
2	Meet the housing needs of people of different ages and abilities with a variety of housing options.
3	Promote new dwellings along Mixed-Use Activity Corridors served by transit and near goods and services.
<p>This is the average ranking on how well do these priorities meet the above goals for participants:</p> <p>Poorly Well</p> <p style="text-align: center;">✓</p>	
These are the individual participant comments and poster boards comments for this goal and set of priorities:	
INDIVIDUAL COMMENTS	
Table A	Reduce mixed-use activity corridor and change to neighborhood node alongside Anderson and Burnet.
Table D	Split up the mixed use activity corridor with both neighborhood node and neighborhood transition. A solid strip of MUAC along Burnet and Anderson doesn't meet the current character or the desire character.
Table D	The edits we marked today I think better reflect these goals - considering an increase of Neighborhood Transition and Neighborhood Node segments in place of the mixed use and keeping mixed-use near bus stops. Also increase natural space.
Table D	Add a priority: create a ribbon park along Shoal Creek (ADA access). Develop a pedestrian connection path between Anderson and Ashdale (drainage ditch)
Table C	I'm excited about more dense housing as it facilitates business diversity
Table E	Questions: Who defines "appropriate"?, How do we assess our needs?, Is our current variety of options already great or is it lacking?, Promote at whose expense?
Table E	The language on the slide should parallel this document, who designed this?
Table A	#3 is not our priority; I think we prefer neighborhood node along Burnet/Anderson more than mixed use.
Table A	#3 not a priority of mix use development, want to see more node use along Burnet/Anderson
Table C	Need more parking ways to safely cross the streets
Table C	#1 - affordable housing - leave out of plan completely - the real estate market will longely determine this issue.
Table B	Define "affordable" will family-sized units be encouraged? Priority needs to be overall priority
Table B	#1 Can't/won't define "affordable..."appropriate locations"?, #2 We already have it, #3 With height restrictions
Table B	housing needs - trend seems to go toward singles + couples along corridor away from families - efficiency/one bedroom vs 2+bedroom - affordability of units
Table B	Define affordable
Table D	Burnet Rd south of Koenig Ln is too narrow for the increased development occurring. Maybe the increased development along Burnet Rd north of Anderson harder as it funnels south along that corridor.
Table X	Promote new dwelling, meet and encourage priorities.
Table A	Good priorities, it depends on the type of new dwellings and the density/scale of it.
Table X	Mixed use activity corridor does not help with affordable housing. Expensive apartments. For singles plus bedrooms doesn't improve housing stock. Making single family homes unaffordable, neighborhood already does this.
Table C	What is affordable? Must have a method for accommodation of transit (auto) can't now accommodate traffic.


Poster boards Excited for density along corridors - density facilitates business diversity. Concern about use of word "promote" for mixed use	
Goal: Preserve and enhance the character of the North Shoal Creek Neighborhood.	
4	Use the Future Land Use Map as a guide to ensure redevelopment within NSC matches the desired character.
5	New and remodeled houses should respect the look and feel of the residential core.
6	Redevelopment along Burnet Road should promote transit use, expand retail and housing options, and provide appropriate transitions to the residential core.
7	Redevelopment along Anderson Lane should promote transit use, expand retail and housing options, and provide appropriate transitions to the residential core.
8	The Shoal Creek Boulevard corridor is a mix of several distinct places, ranging from an activity corridor at Anderson Lane to a Neighborhood Transition area at the north end of the road.
9	Due to large traffic volumes, the types of businesses along the U.S. 183 frontage road will continue to be office, industry, and regional-service commerce that will limit impacts on nearby residences.
10	Mopac's frontage road hosts highway-scale office and commercial uses that cater to workers and customers from the larger region.
11	Buell Avenue is a unique part of the neighborhood should serve as a transition from the Burnet Road Activity Corridor to the Residential Core, including live-work spaces.
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These are the individual participant comments and poster boards comments for this goal and set of priorities:	
INDIVIDUAL COMMENTS	
Table A	Redevelopment along Burnet and Anderson should be more neighborhood node than mixed use. Definitely promote transit, housing, retail and transitions. Commerce and business make sense, would like to see more neighborhood node.
Table D	I like many of the designation in the neighborhood so far. Walkability and bikeability are important to me and the enhanced community and culture surrounding areas like Neighborhood nodes and special districts that create an appealing area to live and spend leisure time in.
Table D	Shoal Creek Blvd. properties on the W. side could be redeveloped into missing middle housing and/or park space rather than parking lots.
Table D	Also promote neighborhood new friendly business and pedestrian friendly business
Table C	Transit use is extremely important to any of this working
Table E	8 and 9 are not stated as a priority
Table E	This "priorities" greatly mixes apples and oranges and can't be reflected on one rating.
Table A	BUT - appropriate story heights, neighborhood nodes; mixed use closes to highways only.
Table C	Mostly transitional housing FSW-If any business
Table A	But appropriate heights
Table C	need sidewalks
Table C	#4 - guidance - NOT rigid, #11 - leave as a "special"
Table B	#4 we don't yet know what it finally will look at, #5 This is actually what is here now
Table D	Transition between business and residential is important priority to homeowners. Buell - control traffic into neighborhood.

Table A	depends on how FLUM turns out
Table X	The level of density is running the neighborhood. Traffic. Maintain the core - including houses that are in transition areas. Responsible development depends on FLUM results.
Table X	Would like ability to build duplex from single family home that can be separated by owner.
Table C	Not sure what "promote transit use" means. Making it difficult to park all by itself won't promote transit use.
Poster boards	More transition areas so residential core and MUAC districts are not abutting
Economy	
Goal: Provide a range of shops and services for neighborhood residents and other Austinites.	
12	Ensure businesses have adequate access for vehicles, bicycles, and pedestrians.
13	Support and encourage more local businesses.
14	Provide new and renovated spaces for businesses of all sizes.
Goal: Provide quality jobs.	
15	Retain the strong base of office and low-intensity industrial uses.
This is the average ranking on how well do these priorities meet the above goals for participants:	
Poorly	Well
✓	
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INDIVIDUAL COMMENTS	
Table A	New and renovated spaces as needed, if things need to be fixed.
Table D	Promote diversity of business types to ensure the sustainability of the local economy.
Table D	I'd like to see more business develop car parking behind and better walkability and bike parking in front of the business to increase fast traffic for business.
Table D	Smaller business along Burnet, Anderson and Shoal Creek
Table C	We have plenty of big retail space. Less big places like wall-mart + ross, more small + medium.
Table C	All good
Table B	#12 small businesses don't need designated parking under CodeNEXT, #13 not appropriate, #14 that is the plan what will real estate cost?
Table B	Does retail have the requirement to have adequate parking - while future mentality mode us to less dependency on our cars.
Table X	Small business, restaurants are good.
Table C	If there's good and rapid transportation available to downtown and other commercial areas, this one isn't necessary.
Table C	Where is traffic info? Needs: plan to deal with increase of traffic!
Poster boards	Low-intensity industrial? New term to me in process. No more big-box, lowes, wal-mart, ross, car dealerships are plenty
Environment	
Goal: Enhance and increase open space throughout the neighborhood.	
16	Increase publicly-accessible open space within new development.
17	Improve access to and expand the amenities at Pillow Park.
18	Increase the tree canopy.

19	Develop a community garden.
20	Create partnerships and look for opportunities to provide increased access to Shoal Creek.
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<p>These are the individual participant comments and poster boards comments for this goal and set of priorities:</p>	
INDIVIDUAL COMMENTS	
Table A	Community garden is needed! Also a neighborhood park.
Table D	Make the area behind KVUE into a park
Table D	Our edits to the map at table D better reflect my hopes for more natural land and parks. I want more trees. A tree canopy also absorbs noise and improve the neighborhood aesthetics. I'm happy for the comm. garden.
Table D	Set min. landscape requirements. Require tree and landscaping in transition zones between commercial and multi-family and single-family residential.
Table D	Budget loss of tree canopy is business along Shoal Creek. More neighborhood friendly small boutique business
Table C	Need green space
Table C	#16 don't go crazy with this, #18 good luck - especially with residential access, #19 already in progress at Pillow elementary, #20 unsafe and potentially unhealthy situation
Table B	City needs to lean on water department about Benbrook or pond - more green space!
Table B	#16 FLUM and CodeNEXT need to allow us to plan for this, #17 this goal has been met, #18-19 our neighborhood is moving forward with this, #20 what does this mean?
Table B	retrofitting area for green space is not feasible
Table D	Develop a pedestrian connection (handicap accessible) where existing drainage ditch is now between Ashdale and Anderson, develop a walking path along Shoal Creek.
Table D	ADA access
Table D	definite need
Table X	Hike/bike trail along Shoal Creek from Anderson to 183 and if possible under 183 to shopping center north of 183.
Table C	I don't know that this goal is all that realistic or important for this neighborhood
Poster boards	good job
Goal: Protect water quality and reduce the effects of flooding.	
21	Preserve and enhance Shoal Creek.
22	Use natural storm water abatement techniques on private and public property.
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INDIVIDUAL COMMENTS

Table D	Make sure that redevelopment handles its fair share of run-off mitigation
Table D	Improving tree canopy along Shoal Creek would help with aesthetics and absorbing sound from surrounding busy roadways.
Table D	Upgrade our drainage systems pipes to handle increasing density and impervious cover.
Table D	Add path and access, problem is that to reduce the flood plan streets like Millway you have to use unnatural techniques to increase downstream flow
Table C	#21 what does this even mean!, #22 much better flood element plan
Table B	Rain gardens
Table B	already happening
Table B	preserve Shoal Creek yes - public uses – No
Table D	entire length on Shoal Creek
Poster boards	consider pedestrian path on western bank of creek

Mobility & Connectivity

Goal: Improve connectivity for pedestrians and bicyclists.

23	Complete the sidewalk network, starting with key connections.
24	Improve and promote transit to connect to other areas of Austin.
25	Complete the bicycle lane network, starting with key connections.
26	Establish paths to connect the residential core to nearby shops and services.

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Poorly

Well



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INDIVIDUAL COMMENTS

Table A	Pedestrian connections and increase sidewalks. More walkability - buildings that are human scale.
Table D	Don't take away public transit routes without planned reasoned alternatives
Table D	I need more info to properly rank this one. The north side from Crosscreek to Burnet on Rockwood ne to be continued to improve pedestrian travel to the Burnet corridor. Neighborhood is currently difficult to bike in since current bike lanes are partially blocked along Rockwood.
Table D	Remove the current traffic calming south of Steck and put in speed cushions like those north of Steck; reinstate bicycle lane on Rockwood. Work with CapMetro to provide transit access at least as good as current access.
Table D	Need to encourage nearby stops that we would want to walk to
Table C	Pedestrian/biking options
Table A	More frequent buses + benches at stops
Table C	#25 less bicycle emphasis, #26 high priority on this issue
Table B	There's way too much attention paid to cyclists - not everyone can cycle - and too little paid to public transit.
Table B	CapMetro is discounting 2 vital bus routes in our area

Table B	Bike lanes? Who wants to ride along Burnet Rd or on a trail/sidewall along MoPac. No scenery and the heat index from asphalt of car exhaust is prohibitive
Table B	Educate man - bus/transit user is here to transition to city transit options
Table D	ADA access
Table D	More ADA access of sidewalks. Too much disconnection on Anderson and Burnet
Table A	Not if it means more density
Table X	Priority on walkability
Poster boards	Safety should be priority by control of traffic. Consider more pedestrian crossings across Steck Ave, such as at Stillwood

Goal: Make traffic safer for all.

27 Work to reduce traffic speed and volume within the residential core.

28 Enhance safety for bicyclists.

29 Make it safer for people to walk within the neighborhood and to nearby commercial areas.

30 Reduce conflicts between vehicular and non-vehicular traffic.

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Poorly

Well



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INDIVIDUAL COMMENTS

Table A	Pedestrian connections and increase sidewalks. More walkability - buildings that are human scale.
Table D	Street lighting is missing along corridors like parts of Penny and Buell
Table D	Improvement needed here, as stated above. Need complete sidewalks and better designated and marked bike lanes. I think Woodrow (in Crestview neighborhood) is one example of a successful street that slows traffic and provides a safe bike lane.
Table D	need good safe non-driving access to retail grocery
Table C	#27 good luck, #28 for those who choose this node - let's keep them as safe from themselves as possible, #30 what would this look like?,
Table B	Public transit is the ultimate solution to traffic problems
Table B	increase sidewalks
Table B	Great good job - how do you solve!
Table B	Explore green infrastructure at Ben Broke holding pond - mini park. Etc.
Table X	Fix traffic issues, limit density to not destroy neighborhood
Poster boards	need sidewalks on Ashdale, north side of street to protect pedestrians from cars speeding on road

Quality of Life

Goal: Encourage a sense of community.

31 Encourage interaction and collaboration among community stakeholders.

32 Expand opportunities for interaction among the community.

Goal: Maintain quality public facilities and services.

33 Promote resources such as the North Village Branch Library and Pillow Elementary.

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✓	
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INDIVIDUAL COMMENTS	
Table A	Neighborhood feeling is important. Community collaboration.
Table D	Concentrate on connectivity of every transportation mode for every ability level. Access to these areas like the library and park are paramount to their usefulness.
Table D	I appreciate the helpful signage about the meetings and notification via social media and next door.
Table D	Establish 20mph speed limit on same neighborhood streets. Close Buell at Stillwood to stop cut-through traffic. Close McCann at 183 and re-route traffic to turn-around at Burnet back West to exit out to Shoal Creek.
Table E	If you had any ideas of how to do this - more enthusiasm.
Table C	All good
Table B	#31 that's what we are doing, #32 too vague, #33 already done
Table B	Mentality of people is I want more - the concept of compromise is no longer a part of our vocabulary.
Table X	What does this mean?
Poster boards	Expand quality public facilities and services as well
Goal: Promote health throughout the neighborhood.	
34	Make it more pleasant to walk to nearby commercial and recreational spaces.
35	Provide more healthy food options within the neighborhood.
36	Promote active lifestyles and provide recreational spaces and opportunities.
Goal: Promote safety and maintenance	
37	Increase awareness of safety and maintenance issues and prevention.
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✓	
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INDIVIDUAL COMMENTS	
Table A	Walkability is key!
Table D	To improve pleasantness of neighborhood walking - complete sidewalks and develop a dense tree canopy. Our idea of park space along the creek - I think addresses this too. Would like to see more development within neighborhood like the corner in Hyde Park.
Table C	more sidewalks, make it easier to cross streets
Table C	#35 don't be control breaks about this - what I eat is none of your business, #36 good for rec spaces and opportunities
Table B	These are individual goals not part of city planning.
Poster boards	Promote clean, clear and beautiful walking areas. To make Burnet more pleasant, please add more trees and create a buffer between sidewalk and street