

**Austin Energy Site Community Meeting**  
Meeting Recap & Summary

The Office of Council Member Leslie Pool  
January 2018

## OVERVIEW

### OVERVIEW

In November 2017, Council Member Leslie Pool and the Office of Real Estate hosted a meeting to discuss the opportunities and challenges related to redeveloping the Austin Energy site located at the intersection of Ryan Drive and Justin Lane. District 7 staff and the Office of Real Estate presented information on the site, answered questions, and received feedback via a large group discussion and individual response forms.

This report will attempt to summarize the information presented and the feedback received at that meeting. It is organized into three sections:

- **Site Information (Pages 2-5).** This section describes the Austin Energy site, what its current zoning allows, the opportunities it poses, and the constraints it faces.
- **Development Process (Page 6).** This section describes the proposed public process and estimated timeline for developing the site.
- **Community Discussion (Pages 7-12).** This section summarizes the public feedback received at the November 2017 community meeting.

Additionally, this report contains several appendices with supplemental information:

- **Appendix A: Meeting PowerPoint Presentation.** This appendix contains the presentation given at the November 2017 community meeting.
- **Appendix B: Group Discussion Feedback.** During the large group discussion portion of the meeting, District 7 staff and staff from the Office of Real Estate documented attendee feedback. Images of those sheets are attached in this appendix.
- **Appendix C: Individual Feedback Forms.** District 7 staff provided attendees with individual feedback forms they could fill out and return. These forms are attached in this appendix. Any personal identifying information has been redacted.

## SITE INFORMATION

### SITE

The Austin Energy (AE) property is a roughly 5.5-acre lot located at 6909 Ryan Dr., near the intersection of Ryan Drive and Justin Lane.

### ZONING

The AE site is located on property within the following:

- **The Lamar Boulevard/Justin Lane Transit-Oriented Development (TOD) Station Area Plan.** This plan establishes the zoning requirements for the AE site, including: height limits, parking requirements, floor-to-area ratio limits, and other development standards. This plan is available in its entirety online here: [tinyurl.com/LamarJustinTOD](https://tinyurl.com/LamarJustinTOD).
- **The Crestview-Wooten Neighborhood Plan.** This plan establishes a vision for the Crestview neighborhood to guide policymaking. The neighborhood plan includes a Future Land Use Map (FLUM) that specifies where the city envisions different uses in the neighborhood. This site is identified on the FLUM as being regulated by a regulating district (the Lamar Boulevard/Justin Lane TOD Station Area Plan). The Crestview-Wooten Neighborhood Plan is available online here: [tinyurl.com/CrestviewWootenNP](https://tinyurl.com/CrestviewWootenNP). The Future Land Use Map (FLUM) for the neighborhood plan is available here: [tinyurl.com/CrestviewWootenFLUM](https://tinyurl.com/CrestviewWootenFLUM).

At a high level, the Lamar Boulevard/Justin Lane TOD Station Area Plan identifies the AE property as a site for potential parkland and a transit-supportive mixed-use development. The plan also allows a density bonus for a project that provides affordable housing.

### SCENARIO REPORT (2013)

In 2013, the city analyzed the site, received community input, and produced a Development Scenario Report. This report presented different ways the site might be developed, as well as the challenges and opportunities associated with each scenario. The Development Scenario Report is available online here: [tinyurl.com/LamarJustin2013](https://tinyurl.com/LamarJustin2013).

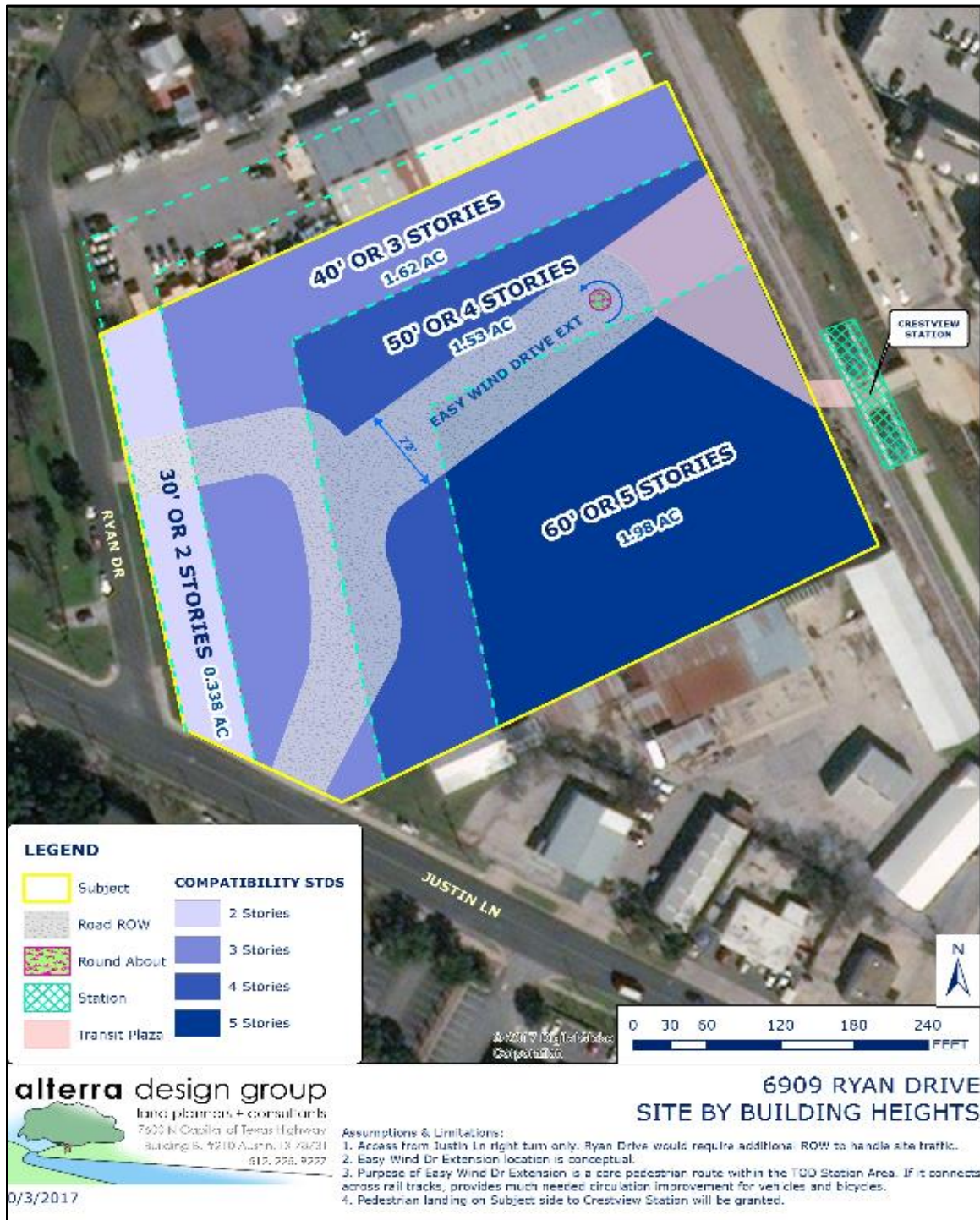
### HEIGHT AND COMPATIBILITY

In 2017, the Office of Real Estate engaged with Alterra Design Group, a land planner, to identify and analyze some of the major regulations included in the plan that would affect how the city could use the property. One of the main regulations that Alterra Design Group analyzed was height.

The plan specifies that compatibility standards, as established in the current Land Development Code (Article 25), apply to this site. Compatibility standards allow a range of heights, from 30 ft. or 40 ft. on the northern and western portions of the lot to 60 ft. on the southeastern portion of the lot (See Figure 1).

However, the plan also specifies that because there are no properties that would trigger compatibility within 25 feet of the site, the city can waive compatibility standard height limitations in exchange for affordable housing. In this scenario, the project could provide affordable housing in exchange for a maximum height of 60 ft. anywhere on the site.

FIGURE 1. Height Limitations under Compatibility Standards





The Lamar Boulevard/Justin Lane TOD Station Area Plan identifies this site as potentially providing a street and/or bicycle/pedestrian path connecting Justin Lane to Easy Wind Drive. The District 7 office has been exploring the logistics of providing this connection.

To date, CapMetro has indicated that they would not allow a vehicular connection across the railroad tracks at Easy Wind Drive, primarily due to the impact it would have on their service in the area and on the Lamar Boulevard/Airport Boulevard intersection.

CapMetro currently plans to double-track Crestview Station. This design would provide a center platform with railroad tracks on either side. Individuals would cross the tracks to reach the center platform, similar to the MLK Jr. MetroRail Station. If the Austin Energy site were developed, CapMetro could potentially provide transit access to the site as well. Under that scenario, the center platform would have access points on both sides.

#### POTENTIAL SITE BENEFITS

Developing this site could provide a number of potential benefits, including the following (which are *not* mutually exclusive):

- **Park Space(s).** There has been longstanding interest in Crestview for obtaining public parkland, which would provide community green space in a neighborhood with limited parks options. The TOD plan identifies this site as a location for potential park space, as does the Development Scenario Report from 2013.
- **Industrial Site Changed to Mixed-Use Development.** The site, which Austin Energy currently owns and uses, is located in the Lamar Boulevard/Justin Lane TOD. The TOD plan calls for a mixed-use project on this site. A mixed-use project could help meet citywide housing goals while also providing potential community benefits. Some elements of a mixed-use project could include:
  - **Market & Affordable Housing.** The TOD plan calls for providing a diverse housing mix and contains provisions allowing additional entitlements in exchange for affordable housing. City Council, as a body, has also demonstrated a priority for affordable housing and has established goals for the number of affordable housing units needed to meet population growth in the coming years.
  - **Affordable Creative Space(s).** The city's Music & Creative Ecosystem Stabilization Recommendations recognized the need for affordable creative space. Such a venue could deliver community benefit by providing space for things like lessons, rehearsals, or performances.
  - **Transit Plaza.** The TOD plan aims to provide land use policies that support transit use and the 2013 Development Scenario Report envisioned providing a connection that allowed new development on the Austin Energy site to easily access the train.
- **City Ownership.** If the city retains ownership of the site, it could exert more control over the final product and ensure that the city's goals for the site are fully met.

## SITE CHALLENGES

- **Land Size.** The site is roughly 5.5 acres. This relatively small size may make it difficult to accommodate many different types of uses.
- **Environmental Clean-Up.** Austin Energy owns the site and has used it for operations such as reclamation and storage, among others.

## MAJOR FACTORS

- **Neighborhood Priorities.** Residents' input, feedback, and priorities will guide and inform the work that the Office of Council Member Leslie Pool and the Office of Real Estate will do on this project.
- **Council Priorities.** Ultimately, City Council (as a body) will approve how this site is developed and used. To that end, the Council-established goals in city plans and individual Council Members' priorities will guide Council's discussions on the AE site.
- **Market Drivers.** The mechanism the city will use to develop this site in accordance with the priorities discussed above will be through a Request for Proposal (RFP). Through this process, the city will present its vision for the site and will ask for bids from private and non-profit entities that can present plans to achieve the city's goals. To that end, the vision that the city lays out in its RFP needs to be something that could feasibly be provided.

## DEVELOPMENT PROCESS

### OVERVIEW

The Office of Council Member Leslie Pool plans to develop a Council resolution that would establish high-level goals and guide the city's process for requesting proposals on how to develop the site.

### PROCESS

The description below lays out a tentative schedule for developing the Austin Energy site. This schedule is an estimate and is subject to change.

- **Develop Council Resolution (Early-to-Mid 2018).** The Office of Council Member Leslie Pool plans to work with the community and with the Office of Real Estate to develop a Council resolution that will lay out the goals for the site and provide the Office of Real Estate with guidance on how to draft a Request for Proposal (RFP) that solicits bids on how to develop the site. Some community members have indicated that they intend to organize a working group to provide feedback. Additionally, the Office of Council Member Leslie Pool will take any feedback residents submit directly to [District7@AustinTexas.gov](mailto:District7@AustinTexas.gov) and will organize additional community meetings.
- **Council Discussion (Mid 2018).** Once a Council resolution has been developed, City Council will hear from the public on the resolution, debate and discuss it, and ultimately vote on it.
- **Request for Proposal (Mid 2018).**
  - **Design Request for Proposal.** The Office of Real Estate would develop an RFP with the guidance provided in the Council resolution.
  - **Launch Request for Proposal and Receive Responses.** The city would solicit proposals on how to develop the site in a way that meets the city's goals.
  - **Request for Proposal Awarded.** City Council would vote to select the proposal with which to proceed.
- **Signing of Long-Term Ground Lease (Late 2018).** The city would enter into a long-term lease to develop the property in accordance with the selected proposal.

## COMMUNITY DISCUSSION

### OVERVIEW

In November 2017, Council Member Leslie Pool and the Office of Real Estate hosted a meeting to discuss the opportunities and challenges related to redeveloping the Austin Energy site. Roughly 50 residents from Crestview and Brentwood attended the meeting and provided input via large group discussion, written responses, and one-on-one conversations with District 7 and Office of Real Estate staff.

The feedback received at that meeting is summarized below. This summary attempts to convey the full spectrum of feedback received; it is *not* an attempt to prioritize that feedback. Copies of the group discussion feedback and the individual response forms are attached in Appendix B and Appendix C.

### PARKS

Attendees expressed their opinions on acquiring parkland on the site, placement of parkland, parks amenities, and how parks space could be used and interact with the rest of the site, among other things.

- **Public Parkland.** Some attendees expressed a desire to ensure that any parkland provided on the site is publicly accessible. Some attendees cited the limited-access parks space at the North Austin Optimist Club as a missed opportunity for publicly accessible parks space and emphasized the need to learn lessons from that experience.
- **Contiguous Parkland.** Some attendees indicated that they would like to see contiguous parkland on the AE lot, rather than having parks space that was divided by a street or by development. Some attendees indicated they would like to see the parkland located on the western portion of the site.
- **Amenities.** Some attendees discussed several different types of amenities they would potentially like to see at a public park on the AE site, including:
  - **Pool or Splash Pads.** Some attendees indicated they would like the site to feature a pool or other types of aquatics facilities, such as a splash pad or other water elements.
  - **Detention Pond or Features.** Some attendees indicated they would like to see the site's flood mitigation features (such as a detention pond) incorporated into the parkland as an amenity, rather than placed separately.
  - **Trees and Green Space.** Some attendees indicated that they would like to see natural elements incorporated into the park and into the broader development. Specifically, some attendees mentioned wanting to see trees to help provide natural shade protection while also adding green spaces to the site.
  - **Shade Structures.** In addition to trees, some attendees also expressed a desire for shade structures to make elements of the parks space more accessible to the public during hotter months.
  - **Dog Park.** Some attendees asked for a dog park to be considered; they noted that there is an issue with off-leash dogs at Brentwood Park and hoped that including at least part

of the parks space at the AE site for a dog park would help provide a dedicated space for those pet owners to take their dogs.

- **Skate Park.** Some attendees asked for small skate park elements to be considered for local children.
- **Community Gardens.** Some attendees asked for space for community gardens to be considered and noted that a number of Crestview and Brentwood residents live in apartment buildings without access to a backyard where they can have a personal garden.
- **Natural Amphitheater.** Some attendees asked for a natural amphitheater or theater space that could be incorporated into parks space and also used as performance or creative space.
- **Public Restrooms.** Some attendees indicated that they would like to see public restrooms at a potential park to serve park-goers.
- **Public Art.** Some attendees indicated that they would be interested in incorporating public art into the park or into other locations at the site.
- **Real Grass.** Some attendees asked that the grass at a park not be fake grass.
- **Parkland for All Ages.** Some attendees expressed a desire to design the parkland and provide amenities that served residents of all ages, from small children to teenagers to adults.
- **Flexible Community Space.** Some attendees expressed a desire for ‘multi-use’ or flexible parks space that could be used for other community-serving purposes, such as an open-air market, a farmer’s market, community festival, food trucks space, etc. Some attendees pointed to Plaza Saltillo as a potential model for multi-use community space.
- **Parks Space that Interacts with Other Site Elements.** Some attendees indicated they would like to see parkland that interacts with other site features, such as extending into an open area on the ground floor of an apartment building or into refurbished warehouse space (re-using existing structures on the site).
- **Prioritization.** There has historically been strong interest in obtaining park space on the AE property. Some attendees expressed a desire to have as much parkland as possible on the site and referenced prior instances in which city officials indicated that parkland would be provided in the TOD. However, some attendees also expressed a desire to prioritize housing over parkland due to the property’s proximity to the train and rapid transit.

#### TRANSIT & MOBILITY

Attendees expressed their opinions on how the site could improve connectivity, active transportation (such as biking and walking), and public transit use, among other things.

- **Connection.** Some attendees indicated a strong desire to connect the property across the train tracks to Midtown Commons and the restaurants, stores, and rapid-transit bus stop there. The TOD plan also calls for this connection.
- **Bicycle/Pedestrian Path.** Some attendees indicated a desire for bicycle/pedestrian trail(s), including a preference to connect this access to the Midtown Commons development on the eastern side of the train tracks. Attendees also indicated that if CapMetro would not allow such a connection, that there should still be a short bicycle/pedestrian trail along the west side of the train tracks, possibly connecting to the Lamar Boulevard/Airport Boulevard intersection where residents can currently cross the train tracks.
- **Protected Bike Lanes.** Some attendees indicated they would like to see protected bike lanes on any streets on the property. The TOD plan call for bike lanes on the site's roadway. At the meeting, the Office of Real Estate presented a streetscape cross-section from the TOD plan that included bike lanes between the parking lane and drive lane. One comment asked that the parking lane instead serve as a buffer between the drive lane and the bike lane in order to provide more protection for cyclists.
- **Narrowing Streets.** Some attendees indicated a desire to provide narrow streets as a way to slow any vehicular traffic and make the streets more pedestrian friendly. Additionally, there was discussion about the possibility of making the streets one way as a way of further narrowing them.
- **Bicycle Parking.** Some attendees indicated that they would like the project to provide on-site bike parking.
- **Transit Access.** Some attendees indicated that they would like this site to provide access to both the train and to the nearby rapid-transit bus stop.
- **Park and Ride.** Some attendees indicated they would like this site to be considered for 'park and ride' parking spaces that could help serve commuters using the train or rapid transit bus.
- **Bike Sharing.** Some attendees indicated they would like to see bike sharing options (such as B-Cycle) available on the site.
- **Parking.** Some attendees indicated they would like to see the space provide ample parking due to their concerns about the impact on parking on adjacent streets, while other attendees cited the area's transit access and indicated they would like to see parking requirements reduced in order to utilize that space for other site features. Some attendees indicated they would like to see some use of 'shared parking' that can be used for any residential, retail, and other uses on the site; they also indicated they would be interested in de-coupling parking costs from the cost of renting.
- **Traffic Demand Management.** Some attendees indicated that they would like the development to utilize a Traffic Demand Management (TDM) plan in order to address potential mobility impacts on the site and the surrounding transportation network.
- **Commercial Traffic.** Some attendees indicated that they would like to prohibit any commercial traffic related to this site from using Ryan Drive broadly.



## CREATIVE SPACE

Attendees expressed their opinions on how the site could help support Austin's creative community and provide spaces for creative expression.

- **Define Clear Vision for Creative Space.** Some attendees indicated that they would like the project to clearly define the intent for affordable creative space (whether the intent is to secure instructional space, theater space, etc.).
- **Affordable Creative & Maker Space.** Some attendees indicated that they would like to see locations on this site reserved for affordable creative spaces that people could use for rehearsal, arts exhibits, etc. and affordable maker spaces with on-site resources residents can use to produce art, goods, etc.
- **Flexible & Natural Creative Spaces.** Some attendees indicated that they would like the site to provide flexible spaces that could serve both as open space and also as creative space, such as an amphitheater, an "active" art display (ie. incorporated into parks space), or an outdoor area that could be used for performances. They also indicated a desire for this space to incorporate natural elements.

## MARKET & AFFORDABLE HOUSING

Attendees expressed their opinions on how the site could support the city's goals for providing housing that serves families and residents of different income levels.

- **Affordable Housing.** Some attendees indicated that abundant affordable housing at this location would help provide more residents with the ability to live near transit and provide them access to good schools. Attached separately.
- **Unit Mix & Family-Friendly Housing.** Some attendees indicated they would like to see a diversity of unit sizes in any housing development, including units of different sizes and bedroom counts. Some attendees indicated they would like to ensure that there are a significant number of units of a size and bedroom count that could reasonably house a family.
- **Workforce Housing.** Some attendees indicated that they would like to see workforce housing opportunities that can support people who work in the community but might otherwise be unable to afford to live nearby, such as teachers who work at Brentwood Elementary.
- **Standards to Protect Future Site Residents from Noise.** Some attendees noted that certain uses on this site – such as park space, retail, creative space, etc. – could produce noise. They indicated that residential units on the site should be built with this in mind to mitigate the impact of noise on future site residents.
- **Green Infrastructure.** Some attendees indicated they would like to see green infrastructure elements incorporated into any building design.
- **Live/Work Space.** Some attendees expressed a desire for this site to support live/work spaces that could be used both residentially and commercially.

## RETAIL

Attendees expressed their opinions on the potential for retail space on this site.

- **Food Trucks.** Some attendees indicated an interest in potentially providing a flexible space where food trucks could locate and sell food.
- **Food Hall.** Some attendees indicated they would like to see a ‘food hall’ with individual ‘food stalls’ in which small start-ups could rent a stall, sell food, and help get their business off the ground.
- **Small, Local Businesses.** Some attendees indicated a preference for small, local businesses over large chains.
- **‘Pop-Up Shops.’** Some attendees indicated an interest in providing the opportunity for short-term leases that would allow temporary ‘pop-up shops.’
- **Street-Facing.** Some attendees indicated a desire for any retail businesses on the site to be street-facing in order to improve walkability.
- **Prioritization.** Some attendees indicated that retail uses were lower on their prioritization than other types of uses; they said that some of the Midtown Commons businesses were already struggling to succeed financially and were concerned that additional retail on this site would be unsustainable and provide additional competition to those already-struggling businesses. Other residents indicated a desire to have retail on the ground floor and cited their concerns about individuals being able to see into residences when the first floor is residential.

## OTHER

Attendees expressed their opinions on a number of other topics not covered in the preceding sections, including outreach efforts and developing and managing the property.

- **Outreach and Engagement.**
  - **Ensuring Outreach to Apartments in the Area.** Some attendees noted that there are a number of apartment complexes in the community, especially near the Austin Energy property itself – and that these residents have a stake in how the property is developed. They also noted that residents in apartments do not have access to individual backyards and may have a stake in potential parks space. As a result, some attendees asked for outreach to area apartments to ensure communication with residents who rent.
  - **Design Thinking.** Some attendees indicated that they felt the large group discussion format of the community meeting was a more favorable format for individuals who feel comfortable speaking in front of many other people and less favorable for individuals who do not feel comfortable speaking in front of a group. They recommended looking into ‘design thinking’ formats for future meetings that could better help all attendees participate, regardless of their level of comfort with public speaking.

- **Developing and Managing the Property.**

- **Partnering with Developer with Successful Track Record.** Some attendees expressed a desire for the city to consider a developer's record when determining with whom to partner on this project, in order to ensure that the city meets its goals and achieves its vision.
- **Tracking Promises & Learning Lessons from the Past.** Some attendees indicated that they felt as if promises made in the past relating to the Huntsman Tract (now Midtown Commons) were not fulfilled. They asked that there be a clear system for tracking expectations and promises on this property to avoid a similar situation.
- **Retaining City Ownership of Property.** Some attendees indicated they would like the city to retain ownership of the property in order to ensure that it is developed in a manner that is consistent with the city's goals and to ensure that affordable residential units remain affordable.
- **Reuse Buildings.** Some attendees expressed a desire for the city to prioritize reusing existing on-site Austin Energy structures
- **Activating Adjacent Properties.** Some attendees expressed a desire for the city to consider partnering with the owners of adjacent properties in order to redevelop those properties in tandem and provide a larger project.
- **Grass along the Railroad Right-of-Way.** Some attendees indicated that they would like the project to provide clarity regarding who would mow the grass on the side of the property adjacent to the railroad.



# Parks

- what % ? is park
- Dog Park - some %
- Lessons learned from past  
Re: "Optimist Club"

## Ensure Public Park

- Mixed Age Spaces  
Playgrounds / kids  
Spaces for families / seniors
- Active spaces / Design
- Western portion of tract



- Avoid disuse of bldgs adjacent
- Input from renters / apt.
  - Community Garden
- [Outreach to Argosy]
- Trees — Canopy for shade
- Contiguous Park Space
- Detention Pond as Amenity
- Skate Park — on a %
- Festival / Event Space
- Farmers' Market
  - Food truck space
- Splash Pad element - heat
  - Cooling elements



- Open Air Market
- Model: Plaza Saltillo?
- Parks remain priority in dev. Agreement
- Shade
- Community Space
- Nature elements  
Green infrastructure
- Blend: indoor/outdoor space
- Re-use of existing bldgs  
for comm./creative space
- Natural amphitheater space
- Public Restrooms
- Water
- Art in Public Spaces - Climable!



• No less than 75% park



# Transit Access Transit Plaza

- Bicycle Lockups
- Connecting Transit Access
- Park & Ride
- ↳ Highland Mall Space?
- B-Cycle Station
- \* • Flexible space overall  
Sustainable  
Serves many needs/priorities
- \* • Crossing over tracks
- Parking Needs for station



## Transit cont...

- TDM
- Impact on Surrounding Sts
  - Not addressed
- Parking Need Pooled
  - Shared Parking program
- No commercial Traffic  
ON Ryan Dr.



- Traffic management
- Parking needs pooled
  - Shared - decouple from rent
- Developer has successful tract record
- Track promises
  - get tool in place
  - on line - find vacancies
  - Accountability
- Lessons learned - remains off Affordable
  - tracts of land
- Notes that 75% park - contg.
- Brentwood involved
- Reach out to people w/ no yards



# Creative Space

- Needed close by
- Food trucks
- Important to Health of community
- Define cleared vision - define
- Open air market
- Community meetings
- wood working tools - build projects
  - community maker space
- Blend
- Historical space - Reuse
- Doesn't have to be Big - flexible
- Natural space - poetry



- Rehab as many bldgs as possible  
- re purpose

- Public Restroom

- Art in public spaces



# Market / Affordable Housing

- Business in area + apts - walk to work
- Brentwood teachers - incentive
- Min Sq ft. Not a closet -  
- family friendly
- Suggest sound proofing
- High Bldg standards
- Min/reduce parking
- Diversity of unit size
- Green roofs - solar roof
- Great location for affordable → good school
- Mixed income
- off site parking concerns



# Retail

Food trucks

Food Hall - stalls - startups (only)

Maximized on 1<sup>st</sup> floor

locally owned - Not National retailers  
small

Retail less important  
- perform lots of uses

Don't flood the neighborhood  
- success of small business

possible short term leases - pop up shops



# Other

Learning lessons from the past

Community Gardens

Ground two / bars open air

Plaza Saltillo

Drainage - Detention pond  
- fly fishing

# of trees - top of bldgs

Cover - Shade

Parking addressed



- Road design - placement
- Live work space



# AUSTIN ENERGY SITE COMMUNITY MEETING

## FURTHER QUESTIONS & FEEDBACK

Please use the spaces below to identify any additional questions or feedback you would like to share with Council Member Pool and the Office of Real Estate. You can hand this sheet to a staff member or place it in the submission box at any time.

- Please share any further questions that were not answered during this discussion.

What are the equity impacts of unity housing here?  
- traffic  
- affordability

- Please share any further thoughts or feedback you have on the project elements.

- Park(s).

Park is a dramatically less than optimal use for this space. It would be an environmental disaster to leave such an accessible transit-oriented place flat.

- Market & Affordable Housing.

None of the proposals presented have nearly the amount of housing that should be here. We deserve at least considering a much denser, mixed

- Creative Space(s).

Use mixed income space that incorporates surrounding parcels in a major Red Line / Guadalupe  
Lamar  
Rail  
Station

- Transit Access & Transit Plaza.

pedestrian (including ADA) & bike  
access a cross street at Red Line

- Retail.

Yes our neighborhood desperately needs more.

is crucial.  
both to get between neighborhood  
on both sides and to  
allow people to board and exit  
transit going both ways.

- Other.

Please do a Health Impact Assessment for the various options

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What is market value.  
What would the shape of a non-profit corporation need to be to form and be responsible for development?

- Please share any further thoughts or feedback you have on the project elements.

- Park(s). Yes, please

- Market & Affordable Housing.

No more than 1/3rd of space — if necessary

- Creative Space(s). Yes, please

- Transit Access & Transit Plaza.

Would constructing a bridge to Crestview Station, providing access to Crestview neighbors — a good — also open up more run through for as a shortcut for people wanting a ~~short cut~~ fast way <sup>of</sup> toward Burnett etc? (We have discouraged through space from Airport to Justin) (As an elder — a bridge would help shorten access)

- Retail.

No. Plenty at Justin + Lamar

- Other.

one way in, one way out road would lead to smaller road — good pedestrian emphasis essential

Please request green space



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- Please share any further questions that were not answered during this discussion.

- Please share any further thoughts or feedback you have on the project elements.

- **Park(s).**

My family is most interested in the park

- **Market & Affordable Housing.**

My ideal reference for mixed single family/apartment is Kew Gardens NY. All the high density buildings are on major blvd with transit. Ryan isn't that type of blvd.

- **Creative Space(s).**

- **Transit Access & Transit Plaza.**

A pedestrian over bridge sounds really good.  
We sometimes cross the tracks to get to Crestview Commons

- **Retail.**

I would like to see anything that draws foot traffic  
We like Dora's Market but it's kind of lonely and we don't hang out there.

- **Other.**

# AUSTIN ENERGY SITE COMMUNITY MEETING

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- Park(s).

For years there has been conflicts at Brentwood Park. Can we solve that w/ designating a % to a dog park? 3 yrs ago I started an initiative to get a % at Brentwood designated as a dog park. Over 75% of over 400 respondents to a survey were in favor.

- Market & Affordable Housing.

I went to PARD w/ a proposal to evaluate it & the main person was a no show.

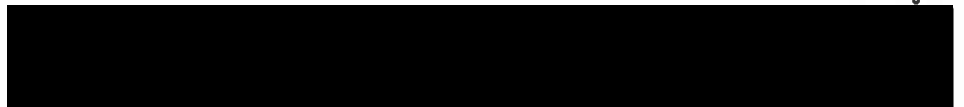
- Creative Space(s).

The 2 people that attended live in the neighborhood & said no. I pleaded to allow us to go through the process & was turned down.

- Transit Access & Transit Plaza.

I'd be will to spearhead an effort for the neighborhood partnering program.

- Retail.



- Other.

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- Please share any further thoughts or feedback you have on the project elements.

- **Park(s).**

Make sure it's open to the public

- **Market & Affordable Housing.**

High priority for us. A mix of market + affordable housing is important. It's high opportunity for transit, good schools, + small business.

- **Creative Space(s).**

- **Transit Access & Transit Plaza.**

Extremely important to have access to the bus, not just the train. Many more people use the bus in our neighborhood than the train. A bridge or even a path to the at-grade crossing on Lamar.

- **Retail.**

Less important. There are several existing businesses in the area (Dia's, Black Star, Fat Cuts, Nugents, etc.)

- **Other.**

~~Access~~

# AUSTIN ENERGY SITE COMMUNITY MEETING

## FURTHER QUESTIONS & FEEDBACK

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- Park(s).

- preserve space for a short <sup>ped-bike</sup> trail on the west side of the train tracks
- would be great to have ped-bike access to <sup>large</sup> water retention pond on east side of tracks, and that pond is converted to a park
- lots of housing at one of the most transit accessible parcels away from downtown

- Creative Space(s).

- Transit Access & Transit Plaza.

- easy, straight ped-bike access to Crestview Station, away from Lamar Blvd.

- Retail.

- facing Lamar <sup>and Crestview Station</sup> (and other ways) in order to activate Lamar street activity

- Other.

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- **Park(s).**

Eliminate  
Ryan Dr entrance to make  
one continuous park space

72' ROW

P	Housing
P	Housing

- **Market & Affordable Housing.**

Reduce/eliminate parking  
Trigger max density bonus

- **Creative Space(s).**

- **Transit Access & Transit Plaza.**

At-grade crossing to Easy Wind  
Reduce ~~road~~ lane width to 10' for cars

- **Retail.**

Require 1st floor retail for entire building footprint

- **Other.**

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- Park(s). 21st century playground ("creative pods") for kids young & old. splash pad / water elements.  
multi-use / flexible space → food trucks / farmer's market
- Market & Affordable Housing. community festival.
- Creative Space(s). Blended indoor / outdoor space → creative workshops, performances, even a covered farmer's market.
- Transit Access & Transit Plaza.  
must have a pedestrian X-ing to Midtown Commons
- Retail.  
boutique shops, privately / locally owned.  
no chains. friendly for pop up shops.
- Other.  
Solve the parking issues. cars are parking up & down Ryan Drive.

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- **Park(s).**

no fake grass like the midtown commons pocket parks

- **Market & Affordable Housing.**

- **Creative Space(s).**

use Peter's desire to develop old warehouse as negotiation to add/move housing to his corner (can go higher closer to Lamar?) and keep more park/creative space on site

- **Transit Access & Transit Plaza.**

- **Retail.**

- **Other.**

thanks for listening to neighborhood!.

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- **Park(s).** Flexible space, Shade structure, Food forest, Focus on local community. As much green as possible. Place for shared meals. Reduce # of heavy equipment.
- **Market & Affordable Housing.** Yes to affordable housing. Recruit creatives. Some live-work spaces. Diversity of spaces.
- **Creative Space(s).** Important to community. Keep flexible. Use existing buildings? Community activity area. creative
- **Transit Access & Transit Plaza.** one-way road. covered area. Access to train.
- **Retail.** could ground floor retail be creative spaces.
- **Other.**



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Is there any way to modify compatibility type standards to get more height for the residential

- Please share any further thoughts or feedback you have on the project elements.

- Park(s). → see if there's any way to get "half-open" park space underneath some apartments - like a ~~colonnade~~ colonnade or pavilion type thing but with multiple stories on top. Also, need to make it of people who can enjoy parks. 75% park too high.
- Market & Affordable Housing.

We need more housing everywhere possible to address the shortage that is forcing more and more people further and further out. We need more density of housing on this site.

- Creative Space(s).
- Transit Access & Transit Plaza.
- Retail.
- Other. Parking: a pool requirements between P&R and housing so that some spaces "needed" for apartments can be used for transit parking. Also, de-couple parking rent from apartment rent like they do in UNO.

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- Park(s).

Some enclosed dog park within Affordable Living

- Market & Affordable Housing.

Yes. Crestview has always been a welcoming and inclusive neighborhood - the more, the better!

- Creative Space(s).

We Need more Affordable housing

- Transit Access & Transit Plaza.

yes!

- Retail

NO!

- Other.

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Costs involved w/ Park, Train access etc.

What is the Goal of ~~the~~ revenue? is there a target?  
lease

- Please share any further thoughts or feedback you have on the project elements.

- Park(s).

The more the better

- Market & Affordable Housing.

500/6 mfi

- Creative Space(s).

Instructional space, small theater

- Transit Access & Transit Plaza.

Not having ped or bike access across tracks is a Deal Breaker

- Retail.

As little as possible

- Other.

Thanks!

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- Park(s).

- Market & Affordable Housing.

- Creative Space(s).

Close RYAN Dr  
For Vehicle Traffic  
at Commercial Business

- Transit Access & Transit Plaza.

[Redacted]

- Retail.

Ryan Dr. is a small residential street  
at this time is used by commercial trucks  
and commercial vehicle

- Other.

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- Park(s).

- Market & Affordable Housing.

- Creative Space(s).

- Transit Access & Transit Plaza.

- Retail.

- Other.

Please consider using  
design thinking  
activities to conduct these  
meetings. It's hard  
for people to truly  
voice their thoughts  
and opinions with  
unruly conversations  
constantly going on.

My biggest wants for  
this property are:

play area  
for kids  
Dog friendly!

✓ - Significant Greenspace/Park space

✓ - Affordable housing +/or Creative  
Space

Do Not  
Break  
Up the  
Green Space  
into tiny  
pieces!!

NO Retail! we do not need  
another crappy mixed use like  
the Triangle or New Crestview  
development just North of this  
property. It would struggle + put too much  
pressure on existing businesses.

★ Crossing / Access to the  
New Crestview Development ★

- Good w/ higher structure ONLY if  
it gives more Green space

- Must do traffic impact analysis

- Must have Parking to support this