

## North Shoal Creek Neighborhood Plan Process

### Public Input Walk-through

This document is a guide to the public input process for the North Shoal Creek Neighborhood Plan. This is a living document that will be added to as the planning process continues. New stakeholders contributing to the plan should use this guide to find out what has happened in process up through now. Upon completion of the plan, this document will serve as an appendix to the plan.

For each exercise or survey in the public input process, this document tells what was asked, how the input was presented back to the stakeholders, and how the input was brought forward in further exercises and eventually how it was incorporated into the plan.

Results from the exercises and surveys are also included. In some cases results have been summarized. Throughout the process, complete raw results from all exercises have been posted on the plan web page: [www.austintexas.gov/northshoalcreek](http://www.austintexas.gov/northshoalcreek).

#### Kickoff Survey

A “Complete Community” kickoff survey was made available to the general public. There were over 100 respondents that completed this survey. The results were presented during the first meeting and were also on display as a board for review at that meeting.

***The results were presented back to participants on the plan web site and at Meeting #2 during the presentation and as an exhibit.***

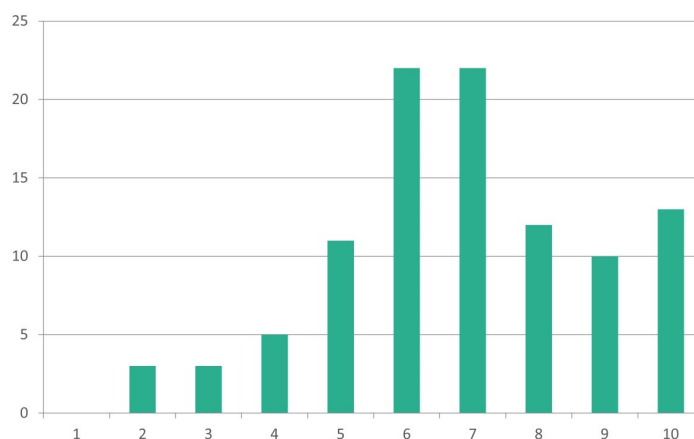
***These results were used to guide future discussions and inform the plan goals and priorities.***

Survey results:

#### How complete is your community?

On a scale of 1 to 10, respondents were asked to rate how complete they thought the North Shoal Creek community was. The average response was 6.9 out of 10.

#### People Responses Scale 1 to 10



## What would make your neighborhood more complete?

	Rating Average
Sidewalk network that makes it easy to walk to nearby goods and services	8.3
Better overall access to open space and parks	7.7
Network of bicycle lanes and/or trails linking homes to shopping and services, recreation, and transit	6.7
Better access to transit stops	6.6
Redevelopment of aging commercial sites that could provide more local-serving businesses	6.5
Preserving the residential core and allowing more housing options in other areas	6.4
Remodeling of existing commercial buildings to promote more local-serving businesses	6.4
Greater variety of nearby community gathering spaces and recreational centers	6.3
Better access to healthy foods and fresh produce	6.1
Greater variety of nearby entertainment, arts and cultural facilities and amenities	5.8



## What are your top priorities for the neighborhood?

- Improving mobility for pedestrians and bicyclists
- Better access to transit
- Ensuring Pillow Elementary students can safely walk and bike to school and back to their home.
- Supporting new, small community gathering places such as “pocket” parks and plazas.
- Making existing commercial areas more walkable.
- Deciding how deteriorating commercial and multi-family sites should be developed.
- Improving access to and quality of parks.

## What do you like best about the neighborhood?

	Rating Average
Close to major roadways/ease of travel	8.6
The “neighborhood forest”/Tree canopy	8.5
Convenient shopping and dining opportunities	8.3
Local-serving businesses	8
Neighborhood character (street layout)	7.9
Sense of community	7.3
Housing styles	7.2
Close to workplace	7.2
Good access to transit	6.8
Area schools	6.7
Diversity of residents	6.7
Housing that is affordable to you and family	6.7
Easy to get around neighborhood without car	6.6
Neighborhood parks	5.8
Access to regional parks/public recreation	5.4
Sidewalks	5.2
Bike lanes and/or trails	5.2

## North Shoal Creek Neighborhood Plan

### Meeting #1 Complete Community - October 1, 2016

#### Summary of community comments and input

The first in a series of community planning workshops was held on Saturday, October 1<sup>st</sup>. The meeting introduced participants to the planning process and began the process of collecting initial information to begin the plan.

Following a presentation that focused on the planning process and why a neighborhood plan is necessary (available at <http://austintexas.gov/page/north-shoal-creek-meeting-and-survey-results>), participants worked in groups of 5-10 people on several exercises, which were facilitated by Planning staff.

Exercise topics and discussions for the first community workshop focused on the concept of complete communities, looking at existing conditions in the neighborhood, and thinking about places in the area that could potentially change in the future.

#### Exercise 1 - How Complete is Your Community?

Participants were asked to think about what a complete community looks like and what characteristics in a complete community are most important to them. Participants discussed what characteristics currently exist in the North Shoal Creek that make it a complete community and generated ideas about characteristics that are missing and are needed to make the area a more complete community.

A map of the planning area was provided for each small group to note where existing elements were found and where missing and or additional elements could be located in the future. Each table recorded their ideas on a separate map and facilitators assisted by recording their ideas using flipcharts.

***The results were presented for participants to review on the plan web site, and at Meeting #2 in the presentation and in poster form.***

***These results were used to inform the draft plan goals and priorities.***

The table below summarizes the key topics that were shared during the exercise.

Missing or needed	Number of Tables		
Walkability and sidewalks	5	Services (i.e. specialty doctors, salons, barber-shops, auto shops, veterinary's, fitness)	2
Safety	3	Park amenities (i.e. pool, sports, dog park)	2
More open space (i.e. parks and trees)	3	Prevent heavy vehicular traffic	2
Public transportation	3	Playground and School	2
Bike routes	3	Traffic Calming	1
Connectivity into other areas	3	Community garden	1
Farmers market and grocery store	2	Affordable housing	1
Community centers	2	Mobility options for aging populations	1
Diverse housing options	2	Minor emergency facilities	1
Local business (i.e. stores, shopping,	2	Bus service	1

Existing	Number of Tables		
Library	3		
Walkability and sidewalks	3	Basic retail for errands (everyday shopping needs), shopping/recreation, movie theater, restaurants, entertainment/arts.	1
Bicycle friendly	3		
Bus and fire stations	1	Yards and single family homes	1
Transportation throughout + out	1	Safe	1
Access to other places - interconnectivity between communities	1	Access to highways/arterials	1
Restaurants	1	Employment	1
Tree canopy/natural shade	1	Housing types – diversity (multifamily)	1
Fitness facilities	1	Affordable dining	1
Integrate restaurants and shopping into single family residential	1	Access to green space	1
		Playground	1
		School	1

## Exercise 2 - Mapping Existing Conditions

During this small group exercise, participants were asked to note on a map where specific conditions existed in the community. Each table was asked to note where excessive speeding and noise existed, problem intersections, pedestrian and vehicular conflicts, places of perceived or actual crime, flooding areas, possible code violations, and current neighborhood centers.

***The results were presented back to participants on the plan web site and as an illustrated map shown during the opening presentation in Meeting #2. Results also formed the basis of an exercise at Meeting #4.***

***These results were used to inform the plan goals and priorities.***

Below are the combined written results and a map illustrating existing conditions:

### Current flooding problems

- Behind KVUE towards the creek, the intersection of Penny Ln with Rockwood Ln and behind homes of intersection Little Laura Dr. and Benbrook Dr.
- On Steck Ave and railroad crossing, intersection of Buell Ave with Stillwood Ln, Military Dr. from Crooscreek Dr. to Steck Ave, and Rockwood from Steck Ave to Anderson Ln.
- Dead end street of Stillwood Ln, drainage issue in between residential homes of Rockwood and Briarwood Ln, Charlwood Dr. and Steck Ave, parking lot run off of Playland Skate Center on McCann Dr. and apartments/condos on Mossrock Dr. and Shoal Creek Blvd.
- Along Shoal Creek, Daleview Dr., Stillwood in between Steck Ave and Penny Ln.

### Code violations are occurring

- Probably on 8306 Briarwood Lane and 8401 Briarwood Lane.
- Buell Ave and Penny Ln, dead end of Mossrock Dr.
- Possibly occurring along Clarkdale Ln.
- Intersections at Steck Ave and Briarwood Ln and Steck Ave and Rockwood Ln.

### **Excessive speeding and noise**

- Excessive speeding on Rockwood Ln, Ashdale Dr., McCann Dr. to Thurshwood Dr. and to Primrose Ln and excessive noise on entertainment shops on Burnet Rd between Penny Ln and Rockwood Ln, Stillwood Ln in between Buell Ave and Steck Ave
- Excessive speeding and noise on Shoal Creek Blvd from Anderson Ln to Research Blvd, Mopac Service Rd, Crosscreek Dr., Steck Ave from Burnet Rd to Mopac, on Burnet Rd between Steck Ave and Buell Ave, Research Blvd, Rockwood Ln from Burnet Rd to Anderson Ln, Steck Ave from Shoal Creek Blvd to Burnet Rd, Mopac Service Rd from Anderson Ln to Steck Ave, Research Blvd, McCann Dr., Primrose Ln, Rockwood Ln from Burnet Rd to Anderson Ln, Steck Ave from Daleview Dr. to Burnet Rd, Ashdale Dr., Crosscreek Dr., Winding Walk, Shoal Creek Blvd and Crosscreek Dr., Crosscreek Dr. and Daleview Dr.
- Steck Ave, Parkdale Dr., Shoal Creek Blvd in between Steck Ave and Research Blvd, and Burnet Rd.

### **Intersections that are a problem for drivers**

- Primrose Ln and Rockwood Ln is a problematic and conflicting intersection for drivers and pedestrians.
- Shoal Creek Blvd and Burnet Rd, Shoal Creek Blvd and Crosscreek Dr., Shoal Creek Blvd with Research Blvd, Buell Ave and Burnet Rd, Ohlen Rd and Burnet Rd, and Rockwood Ln with Burnet Rd, Ashdale Dr. and Burnet Rd.
- Anderson Ln and Shoal Creek Blvd, Anderson Ln and Rockwood Ln, Mopac Service Rd and Steck Ave, Ashdale Dr. and Burnet Rd, Steck Ave and Rockwood Ln, Steck Ave and Burnet Rd, Penny Ln and Burnet Rd, Research Blvd and McCann Dr.
- Shoal Creek Blvd and Steck Ave, Steck Ave and Stillwood Ln, Crosscreek Dr. and Rockwood Ln, Rockwood Ln and Primrose Ln, McCann Dr. and Thrushwood Dr. and Burnet Rd and Research Blvd, Mopac Service Rd and Anderson Ln, Anderson Ln and Burnet Rd, Steck Ave and Rockwood Ln.

### **Pedestrian or/and vehicular conflicts**

- Rockwood Ln in between Crosscreek Dr. and Stanwood Dr. and missing sidewalks mostly on the east side of Shoal Creek Blvd from Anderson Ln to Crosscreek Ln and all along Burnet R, Buell Ave (i.e. need sidewalk)
- Bicycle conflicts on Steck Ave and Mopac Service Rd, pedestrian or/and vehicular conflicts on, Ashdale Dr. and Burnet Rd, McCann Dr. and Primrose Ln, Stillwood Ln towards Rockwood Ln, Steck Ave from Parkdale Dr. to Burnet Rd and Ashdale Dr., Rockwood Ln and Burnet Rd, and Anderson Ln and Burnet Rd.
- Anderson Ln and Rockwood Ln, Ashdale Dr. and Rockwood Ln, Steck Ave and Rockwood Ln, Rockwood Ln and Crosscreek Dr., Rockwood Ln and Primrose Ln, McCann Dr. and Primrose Ln, and Shoal Creek Blvd and Crosscreek Dr.

### **Perception of crime or real instances**

- Anderson Ln and Burnet Rd, Stillwood Ln and Ashdale Dr, and Rockwood Ln and Steck Ave.
- North Village Branch Austin Public Library (attempted kidnap and assault)
- Gas stations and car dealerships on Burnet Rd, Rockwood Apartments, parking lot of Ashdale Gardens Condos
- Area between Thrushwood Dr., Donna Gail Dr., Benbrook Dr., Little Laura Dr., and McCann Dr.
- Mopac and Anderson Ln., Steck and Shoal Creek by Daleview Dr., Shoal Creek and Crosscreek Dr., Primrose curve towards Thrushwood Dr.
- Parking between Village Christian Apartments and shopping center. Parking behind James Avery jewelry.
- Intersection of Ashdale Dr. and Burnet Rd., Steck and Burnet Rd.
- Steck in front of First Texas Honda, homeless under bridge on Steck Ave, Millway Dr., halfway house on Mahone Ave. and Brockman St.
- Steck Ave. and Daleview Dr., Burnet and Research Blvd.
- Primrose Ln and Rockwood Ln (creek tributary), Rockwood Ln and Briarwood Ln, Steck Ave. and Penny Ln



Existing conditions results map below:





### Exercise 3 - Mapping Potential for Change

In small groups, participants evaluated the possibility of change for parcels and buildings based on their condition and a realistic consideration of their potential for redevelopment. Participants were asked to note which buildings and areas they felt could expect actual development or change, some development or change, or zero development or change.

*The results were presented back to participants on the plan web site and as an illustrated map shown during the opening presentation in Meeting #2.*

*These results were used to identify areas of stability for the process.*

These are all the combined table map results:

### Potential for Change Exercise



**AREAS OF  
STABILITY (GREEN)**



**AREAS OF POTENTIAL  
LONG-TERM  
CHANGE (YELLOW)**



**AREAS OF LIKELY  
SHORT-TERM  
CHANGE (ORANGE)**

Potential for Change table map results:





### **Meeting wrap-up question 1: What is the most important planning issue for you?**

Participants were asked to discuss in small groups what their most important planning issue was heading into the process. The following written results were shared online and posted on the wall at the end of the meeting.

These results were used to guide future meetings and discussions.

- Transportation, internal connectivity and connection to other areas, safe mobility for walking and biking (complete streets).
- Safety in known spots
- To preserve the inner core and character of our neighborhood, keeping traffic in check with all development going on
- No PUD (it's impact on Mopac, environment and our neighborhood)
- Grocery store, ensure an outstanding school, more open space and park space
- New development pay own way: infrastructure, drainage, sidewalks, parking, etc.
- Preserve residential characteristics and preserve connection to amenities and shopping

### **Meeting wrap-up question 2: What do you hope to gain from this process?**

Participants were asked what they hoped to gain from the planning process. The following results were shared online and posted on the wall at the end of meeting #1.

These results were used to guide future meetings and discussions.

- How we define North Shoal Creek: characteristics, uniqueness. Put "us" in the map.
- How we define the growth of the neighborhood in the long term and expectation of use along corridors for the residents and the rest of Austin.
- How this plan process will connect with the whole stretch of Burnet Rd development and a chance to have a voice and share ideas.
- Timeline for potential changes.
- A plan that gets adopted and implemented.
- Continued communication and involvement with process.
- More complete community, meet needs of most number of residents.
- Maximize happiness with plan within neighborhood.
- Clear understanding of how this fits with future land use map, Imagine Austin, CodeNEXT, Burnet Corridor Plan, etc.
- Vision of our future as a community and community activation.

#### **North Shoal Creek Neighborhood Plan**

#### **Meeting #2 Mobility / Land Use Connection - November 5, 2016**

#### **Summary of community comments and input**

The second in a series of community planning workshops was held on Saturday, November 5<sup>th</sup>. The meeting re-introduced the neighborhood planning process, re-capped the concepts covered in meeting #1, introduced participants to the Transportation Departments Mobility Plans, and Sustainable Food Systems.

Following a presentation that focused on connectivity, mobility, and food access (**available at <http://austintexas.gov/page/north-shoal-creek-meeting-and-survey-results>**), participants worked in groups of 5-10 people on several exercises, which were facilitated by the City Planning staff.

### Exercise 1 - Who does the plan serve?

Participants were asked to discuss in small groups who the North Shoal Creek Community plan serves. They shared how groups of people might overlap and how different interests can be served by the plan.

***The results were presented back to participants during the opening presentation in Meetings #3 and #5.***

***These results were used to inform the plan goals and priorities.***

The following table emerged from participants shared agreement:

Impacted groups:	How groups overlap	How might each group's interests be served by the plan?
Residents (home owners, renters)	Related to ALL	Safety, affordability, mobility, reliability, stability, facilitate community activities
Children		Open space, recreation, schools, learning
Business, employees		Good access, traffic control, people can get to businesses, diversity of employees
Property owners		Home values, taxes, community character, safety, mobility, desirability of common neighborhood, zoning restrictions, land use, code enforcement
Visitors (shoppers or family)		Accessibility, safety, parking, unique business opportunity/shopping
Animals		Dog park, landscaping & tree preservation, nature/trees, impervious cover
Homeless Halfway house residents Young people Employees Business Pillow students Non-profit organizations Parks and recreation (trees and nature) Pass-thru traffic (big trucks) Cyclists Pedestrians Recreational groups (soccer) Neighborhood association Multi-generational families Seniors + disabled, blind residents Young families Realtors + developers CapMetro 1 <sup>st</sup> Responders (Public safety services (APD, EMS) Office of sustainability and other COA Worship groups	Quality of life: open space, traffic, connectivity, traffic safety, parks.  Safety, transportation, traffic, growth (different definitions), parking, access/connectivity, affordability, mixed income housing	Safety (property, crime, sexual assault), mobility, watershed, property value, business success, health.  Traffic calming, more sidewalks, bike lanes, safety and connectivity, adequate parking for residents, better design of traffic flow.

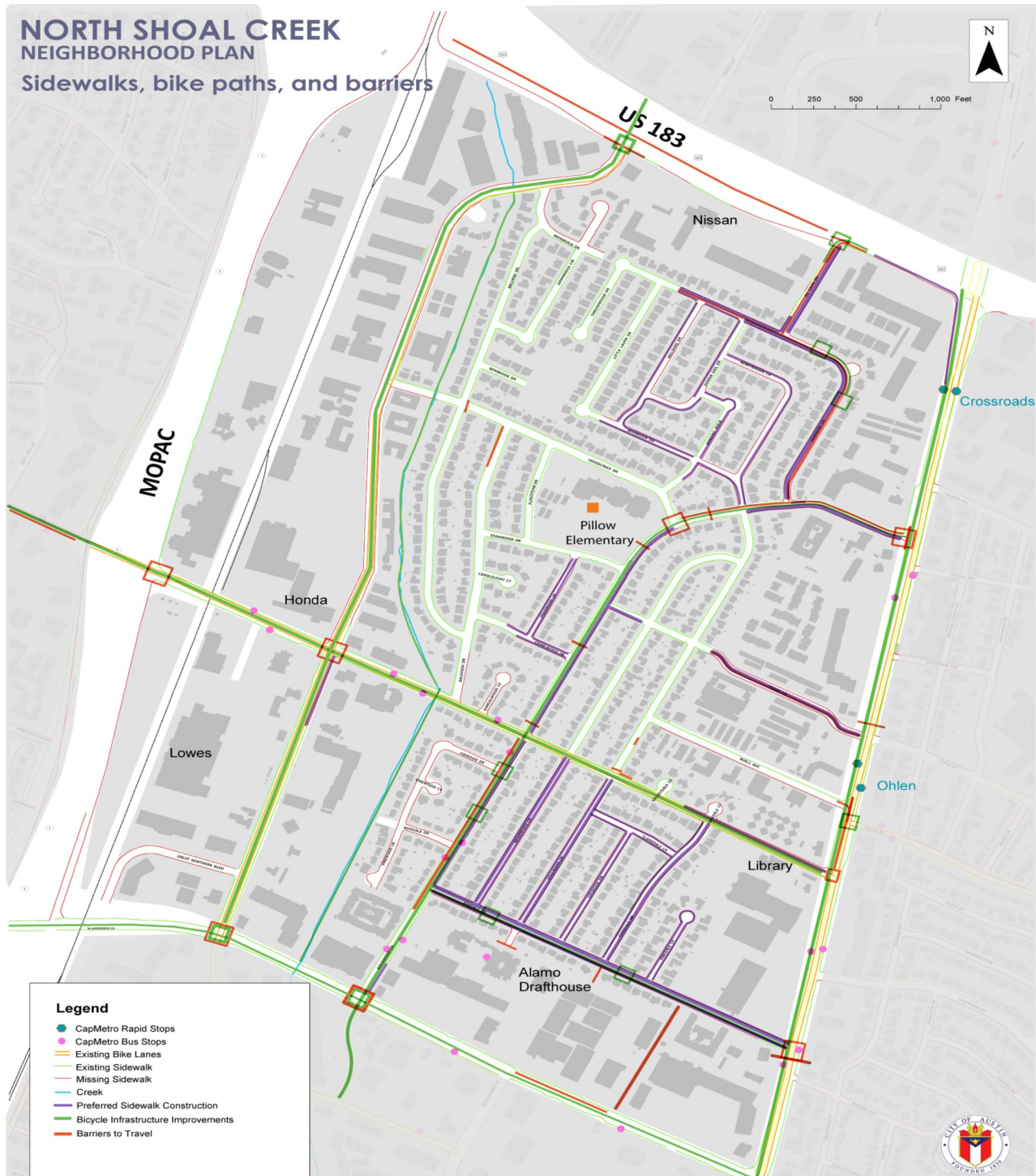
## Exercise 2 - Mobility Destinations and Barriers

Participants were asked to make notes on a map of places and locations where they see travel barriers, places that could use improvements for bicycling, streets where sidewalks and crosswalks are needed, and frequented destinations.

*The results were presented back to participants on the plan web site and as an illustrated map exercise at Meeting #5.*

*These results were used to inform the plan goals and priorities.*

Below are the cumulative results shared by the groups at each table:





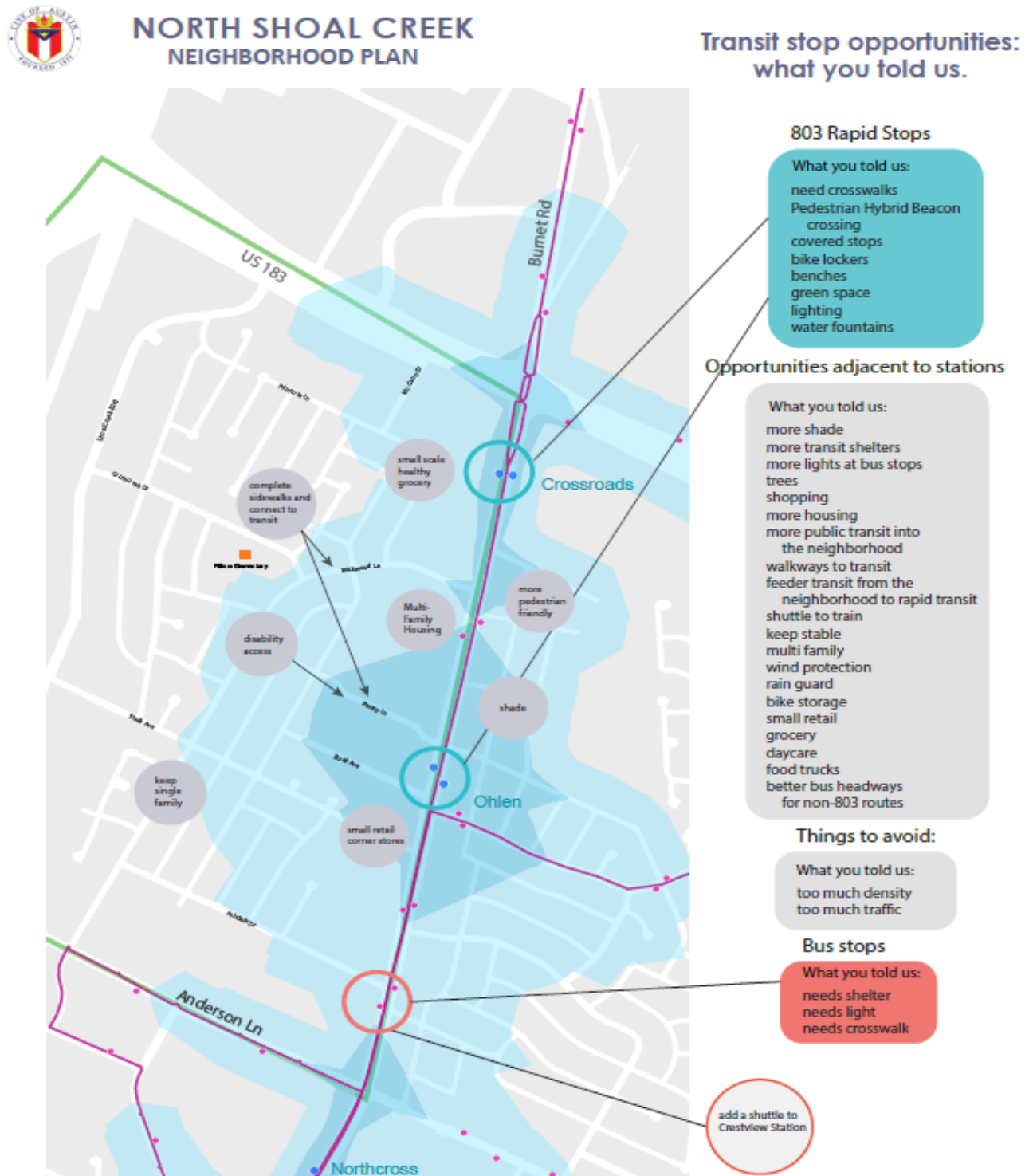
### Exercise 3 - Transit Stop Opportunities

Using a Transit Accessibility Map, participants were asked to think about the types of businesses and housing they think would be appropriate near transit stops. They were also asked to come up with a list of amenities they would like to see near transit areas.

***The results were presented back to participants on the plan web site and as an illustrated map exercise at Meeting #5.***

***These results were used to inform the plan goals and priorities and FLUM.***

The map below illustrates participants comments:



**North Shoal Creek Neighborhood Plan**  
**Meeting #3 Community Character Vision - December 3, 2016**  
**Summary of community comments and input**

The purpose of the third meeting was to help create a land use vision for the North Shoal Creek Neighborhood Planning Area. The concept of community character was introduced and the first discussion around the elements that make up community character took place. Presenters explained the differences between land use and zoning and showed continuum illustrations of different places in the area. Participants joined small groups for exercises that were facilitated by staff who kept a record of comments using flips charts and base maps. Additionally, there was a presentation on affordable housing by the Department of Neighborhood Housing and Community Development.

**Exercise 1 - Envisioning Places; A Conversation about Community Character**

Participants were asked to list the qualities that they envision for each of the seven districts in the neighborhood. The seven places are the major areas and corridors in the community. Participants were asked to list qualities of place using the following questions as guides: *What does the place feel like? Is it busy/active? Is it natural/green? Is it Cozy or sparse? Who is the space serving? Why are they going there? Do they live/shop/work/play in that place? Is the built environment more welcoming to pedestrians or cars? Are there more or less trees, plazas, parking lots, lighting, etc.? Are buildings closer to the street? Is parking in front or behind? Are buildings tall or short?*

***The results were presented back to participants on the plan web site and were directly incorporated into exercises for Meetings #4 and #5 regarding corridor visions and traits for character districts.***

***These results were used to inform the plan corridor visions and FLUM.***

Each table then identified top priorities and points of agreement to create a group vision. Through exercise, a vision began to emerge for each character district in the neighborhood:

MoPac (frontage rd)	
• Keep scenic highway designation	• High profile and easy access
• Buildings no more than four stories tall	• Ok with height (4) with parking behind - not a car lot
• Need landscaping along trail	• Local business
• Need better access to office buildings	• More trees and landscaping
• Connect frontage roads to one another	• Sound walls on both frontage roads
• Express bike lane trail along rail tracks	• Better range of services
• Need safer pedestrian crossing over rail road tracks	• Only commercial
• Safer pedestrian sidewalks	• High density
• Signage should be controlled; don't want big neon signs	

<b>US 183 (frontage rd)</b>	
• Affordable housing along frontage roads	• 183 and McCann used as cut-through
• More sidewalks	• More Austin Police Department monitoring at McCann
• Need buffers between frontage and residential	• More local services
• Need more efficient and fluid traffic flow	• Allow condos and apartments
• Vehicle friendly	• Maintain commercial
• Two right-turn lanes on US 183 and Burnet	
<b>Shoal Creek Blvd</b>	• No street parking, improve drainage
• Two story height limit	• Keep school, good existing balance of uses
• Parking behind buildings	• Currently missing small business
• More trees (5k) and green space	• Currently lots of large commercial lots
• Less parking/more green	• It is convenient to highways
• More sidewalks	• People bike on weekends
• Easier crossing from apartments	• Don't want tall buildings on west side
• Walking trail and bike lanes	• Keep it quiet and diverse
• Public space along creek	• Connect bike lane with Domain
• Would love a "river walk"	• Need small food or coffee shop
• Residential connectivity to Shoal creek trail	• Like residential mix and mixture of uses
• Widen greenbelt with hike and bike trail	• Need more residential between Steck and Anderson
• Better pedestrian movement and safety	• Northern industrial uses should stay
• Limit views into residential areas (need buffer)	• South side of Blvd. should be mixed use
<b>Anderson LN</b>	• Safety walk and play with grandkids (more like a village)
• Walk and bike on easier and better conditions	• Mighty fine/ arbor walk, ice cream, small food truck
• Anderson urban trail	• Bike and pedestrian friendly with shuttle
• Pedestrian bridge over Anderson next to office depot	• Trees in median/boulevard; not attacked by traffic
• Enhance character of creek and add trees	• Slow down traffic
• Buffers that will reduce traffic	• More shade
• Currently very congested	• Smaller businesses (Ross vs Serentos Coffee)
• Sync lights for better traffic flow	• Neighborhood vs. big box
• Need gathering places; quieter for resting	• Book shop and bakery
• Activity (hopdaddy burger)	• Destinations - currently Alamo and Terratoys



<b>Burnet Rd</b>	<ul style="list-style-type: none"> <li>Don't want tunnel of tall buildings</li> </ul>
<ul style="list-style-type: none"> <li>Better and wider sidewalks with lighting</li> </ul>	<ul style="list-style-type: none"> <li>Trees in median - beautification</li> </ul>
<ul style="list-style-type: none"> <li>More crosswalks and full tree canopy</li> </ul>	<ul style="list-style-type: none"> <li>Not overwhelmed by traffic/more comfortable</li> </ul>
<ul style="list-style-type: none"> <li>Four story height limit</li> </ul>	<ul style="list-style-type: none"> <li>More like a neighborhood</li> </ul>
<ul style="list-style-type: none"> <li>Retail on ground floor</li> </ul>	<ul style="list-style-type: none"> <li>Currently sterile; fast</li> </ul>
<ul style="list-style-type: none"> <li>Moderate density (not high)</li> </ul>	<ul style="list-style-type: none"> <li>Congested, dangerous</li> </ul>
<ul style="list-style-type: none"> <li>Mixed use</li> </ul>	<ul style="list-style-type: none"> <li>Good variety of businesses</li> </ul>
<ul style="list-style-type: none"> <li>Park and ride to transit on Burnet public parking under 183 and crossings (PHB)</li> </ul>	<ul style="list-style-type: none"> <li>More green space and sidewalks without removing driving lanes</li> </ul>
<ul style="list-style-type: none"> <li>Boutique size commercial</li> </ul>	<ul style="list-style-type: none"> <li>No high rise buildings</li> </ul>
<ul style="list-style-type: none"> <li>Similar to Anderson</li> </ul>	<ul style="list-style-type: none"> <li>Bus pullouts (not a lane)</li> </ul>
<ul style="list-style-type: none"> <li>Bike lane not safe; would use if protected</li> </ul>	<ul style="list-style-type: none"> <li>More residential</li> </ul>
<ul style="list-style-type: none"> <li>Walkable amenities</li> </ul>	<ul style="list-style-type: none"> <li>Unconnected goods and services</li> </ul>
<ul style="list-style-type: none"> <li>Rider station at Cap Metro hub</li> </ul>	<ul style="list-style-type: none"> <li>Keep bicycles off the road</li> </ul>
<ul style="list-style-type: none"> <li>Easy access to transit</li> </ul>	<ul style="list-style-type: none"> <li>Need more diversity in service and activity</li> </ul>
<ul style="list-style-type: none"> <li>Need higher frequency transit (bus or rail)</li> </ul>	<ul style="list-style-type: none"> <li>No dealerships</li> </ul>

<b>Residential Core</b>	<ul style="list-style-type: none"> <li>Go up to SF-3 and more housing diversity</li> </ul>
<ul style="list-style-type: none"> <li>Keep SF-2 and SF-3 zoning when translated to CodeNEXT</li> </ul>	<ul style="list-style-type: none"> <li>Small level infill housing is acceptable (garage apartments)</li> </ul>
<ul style="list-style-type: none"> <li>Quiet, calm, green space, more trees</li> </ul>	<ul style="list-style-type: none"> <li>Want protected bike lanes</li> </ul>
<ul style="list-style-type: none"> <li>Slower traffic (20-25 mph) and more traffic calming</li> </ul>	<ul style="list-style-type: none"> <li>Cut-through and service traffic on Shoal Creek</li> </ul>
<ul style="list-style-type: none"> <li>Improve sidewalks, rain water collection and consistent street lighting</li> </ul>	<ul style="list-style-type: none"> <li>Want greater connectivity throughout residential core (sidewalks and connected bike lanes)</li> </ul>
<ul style="list-style-type: none"> <li>Have a mix of single family subsidized, apartment, and condo</li> </ul>	<ul style="list-style-type: none"> <li>Keep school with continued improvements with more rec use</li> </ul>
<ul style="list-style-type: none"> <li>Less cut-through traffic</li> </ul>	<ul style="list-style-type: none"> <li>Enforce truck restrictions on Rockwood</li> </ul>
<ul style="list-style-type: none"> <li>Return bike lanes to Rockwood</li> </ul>	<ul style="list-style-type: none"> <li>Control cut-through traffic</li> </ul>
<ul style="list-style-type: none"> <li>Better drainage and more police</li> </ul>	<ul style="list-style-type: none"> <li>Higher density retail or residential on core's edge</li> </ul>
<ul style="list-style-type: none"> <li>Turn school building into community center on week-ends</li> </ul>	<ul style="list-style-type: none"> <li>Connect to transit</li> </ul>
<ul style="list-style-type: none"> <li>Bike facilities for school children</li> </ul>	<ul style="list-style-type: none"> <li>Explore multi-use potential of wetland and drainage areas</li> </ul>
<ul style="list-style-type: none"> <li>Neighborhood is an oasis, calm, not hectic - Keep as is</li> </ul>	<ul style="list-style-type: none"> <li>Accessible to downtown by car/highway connector</li> </ul>
<ul style="list-style-type: none"> <li>Need more park space - use retention pond near Lt. Laura</li> </ul>	<ul style="list-style-type: none"> <li>Neighborly</li> </ul>

## Exercise 2 - Visual Preference Survey

Two Visual Preference Survey exercises took place. 34 Participants took part in the survey in-person at the December 3rd, 2016 meeting. Using feedback from the meeting, an improved version of the survey was made available online and was open through early January for completion by the public. 162 respondents completed the online version of the survey. In both cases, participants were asked to rank the appropriateness of a series of images for the different character areas of the neighborhood. Each image contained several elements related to massing, architectural features, intensity or green space. Staff analyzed which elements were most common among images that ranked highest and lowest.

***The highest ranking image for each corridor was shown during the presentation at meeting #4. The ranking of elements from each image were also reported back at meeting #4.***

***A board of all the highest and lowest ranking images was presented at the same meeting for review.***

The following table summarizes the ranked elements collected on the visual group voting exercise and online survey.

Elements by ranking	Ranking
Parking behind building	3.4
Seating	3.4
Bicycle Facility	3.3
Three story	3.3
Small parking and mixed use	3.3
Balconies	3.2
Many windows and new façade	3.2
Office	3.2
Grass and trees	3.2
Bus stop and small retail	3.2
Apartment/residential	3.2
Street parking	3.1
Setback: Shallow and strip mall	3.1
Three plus stories	3.1
Medium parking	3.1
Parking deck	3.1
People	3.0
One story, two story	3.0
Setback: deep	3.0
Sidewalks and medium retail	3.0
Large parking	2.9
Old Façade and blank walls	2.8
Few/no windows	2.7
Large retail and big box	2.6
Industrial	2.4

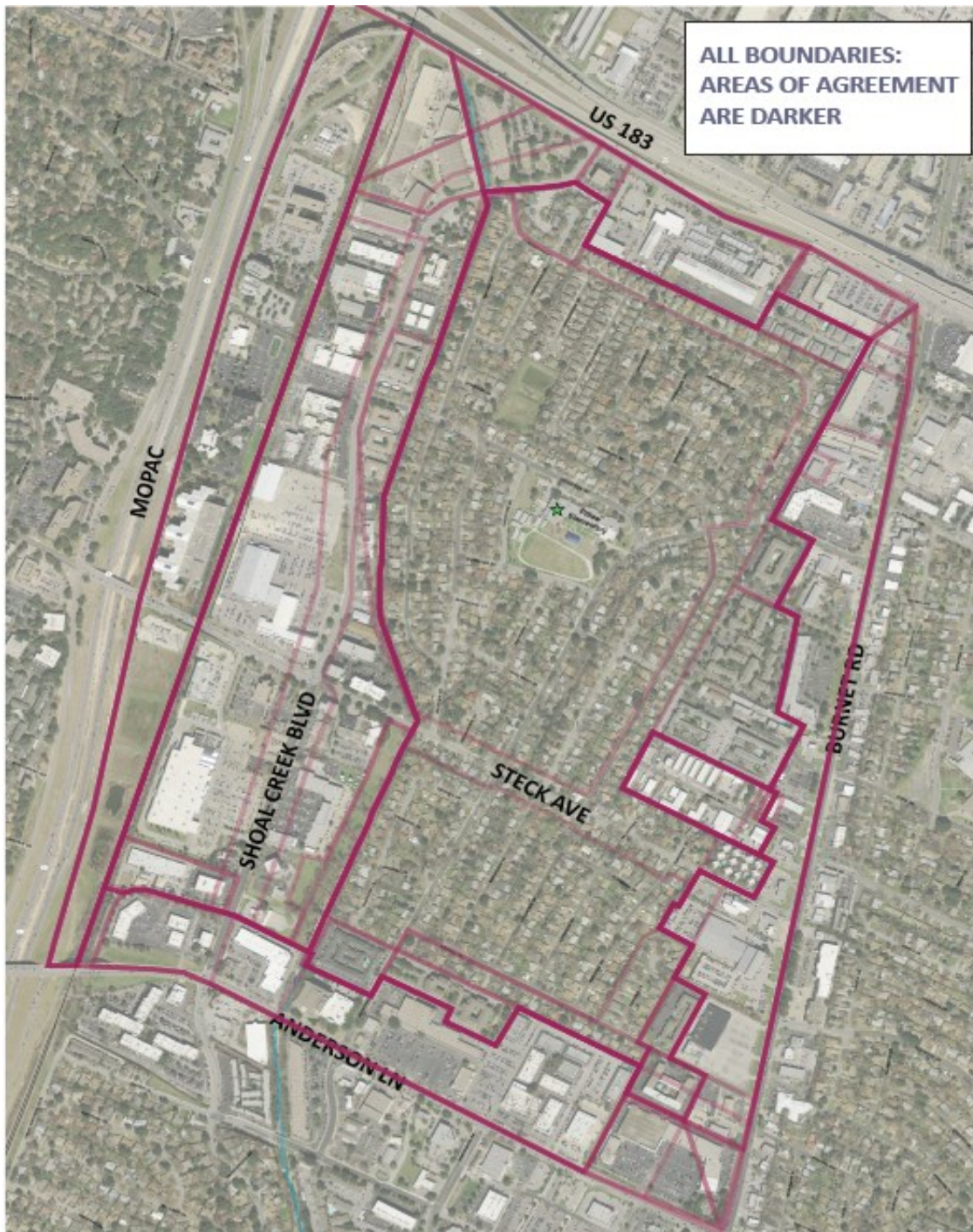
### Exercise 3 - Map the Neighborhood Character Districts

This exercise asked participants to discuss and identify where the borders of each character district lie on their base maps. They referenced land use maps in order to take into account the current land uses. Each group drew the boundary lines for each of the seven character districts. Participants also indicated on the map where if any transitional areas existed between districts.

***Results were posted to the plan web site and presented back at the next meeting.***

***This exercise helped inform and create a DRAFT FLUM (presented at meetings #4 and #5), identifying the perceived borders and transitional areas for each character district.***

The map below shows all of the boundary lines that were drawn. The dense lines reveal where groups agreed on boundary lines. The lighter transparent lines show where groups differed on the boundary lines for the character districts.





**North Shoal Creek Neighborhood Plan**  
**Meeting #4 Community Character Districts - January 21, 2017**  
**Summary of community comments and input**

The focus of meeting #4 was to refine the community character vision for areas throughout North Shoal Creek. The Watershed Protection Department presented at the meeting as well. The results from Meeting #3's exercises were reviewed. The concept of character districts was reintroduced. A review of what the Future Land Use Map (FLUM) does and how it works took place. Also reviewed and presented were compatibility standards, how transitions are currently handled, and how community character relates to zoning.

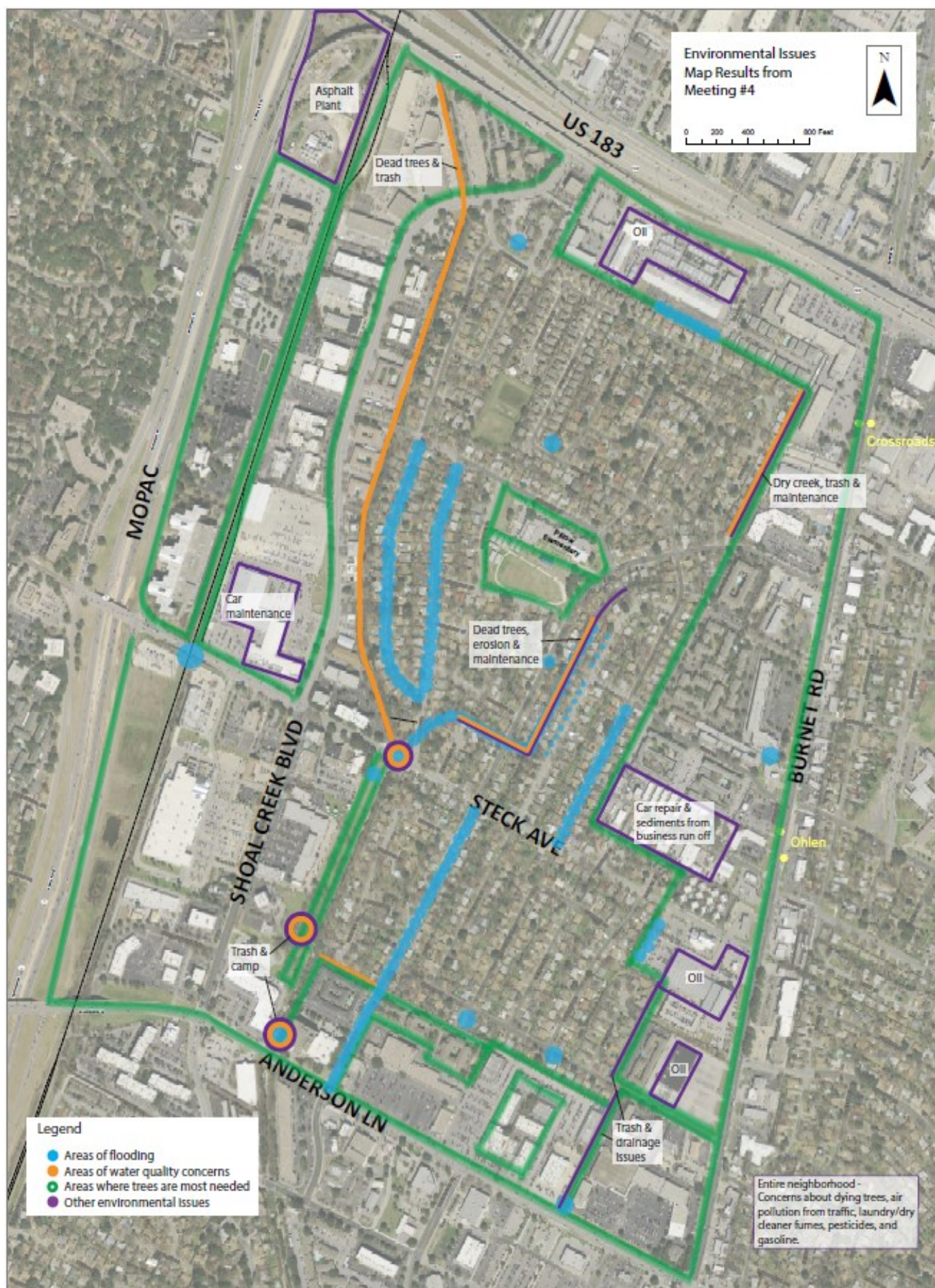
**Exercise 1 - Mapping Environmental Issues**

Participants worked in small groups on exercises that were guided by City staff who helped record comments using flips charts and base maps. This table exercise intended to collect community data pertaining to the most pressing environmental issues facing the neighborhood. Participants were asked to discuss and draw areas of local environmental concerns on the map. Their notes and cumulative map will help inform and prioritize policy and action items that will be included in the Neighborhood Plan.

***Results were posted to the plan web site and presented back at the next meeting.***

***This exercise helped inform plan goals and priorities.***

The map illustrates areas within the community where participants have noticed environmental issues.



## Exercise 2 - Character Districts Priorities

This exercise was intended to clarify and prioritize the elements and qualities that describe each character district and corridor in the area. Participants were asked to discuss and prioritize characteristics and elements that describe each corridor area. Each group then ranked the list of qualities for each area according to how they would prioritize the element for each district.

***Results were posted to the plan web site and presented back at the next meeting.***

***This exercise helped inform and create draft visions for each corridor/area, presented as an exercise at Meeting #5.***

The following tables emerged from participants discussions and shared agreement:

Anderson Ln	Number of tables
Tree Shade	7
Active/Vibrant	5
Mix of retail and services	5
Sidewalk cafés and shops	5
Arts spaces	4
Plazas and Squares	4
<b>Burnet Rd</b>	
Tree shade	6
Mix of retail and services	5
Mix of residential and commercial uses	4
Active/Vibrant	4
Arts spaces	4
Sidewalk cafés and shops	4
<b>Buell Ave</b>	
Quiet/Calm	5
Small businesses	4
Townhomes	4
Tree shade	4
Affordable	3
Arts spaces	3
<b>Residential Core</b>	
Single Family/Duplex	7
People of all ages	7
Preserve character	7
Easy to travel by foot	6
Quiet/Calm	6

Shoal Creek Blvd	Number of tables
Affordable	5
Offices	5
Townhomes	4
Environmentally friendly infrastructure	4
Tree shade	4
Mix of residential and commercial uses	4
Environmentally friendly infrastructure	4
Offices	3
Big stores	3
Tree shade	2
Medium scale	2
Easy to park	2
<b>US 183</b>	
Offices	4
Big stores	3
Environmentally friendly infrastructure	3
Tree shade	2
Medium scale	2
Easy to park	2



Participants were asked to refine where character districts should be located using two potential draft FLUM maps. They added comments and marked boundary changes as each table saw fit.

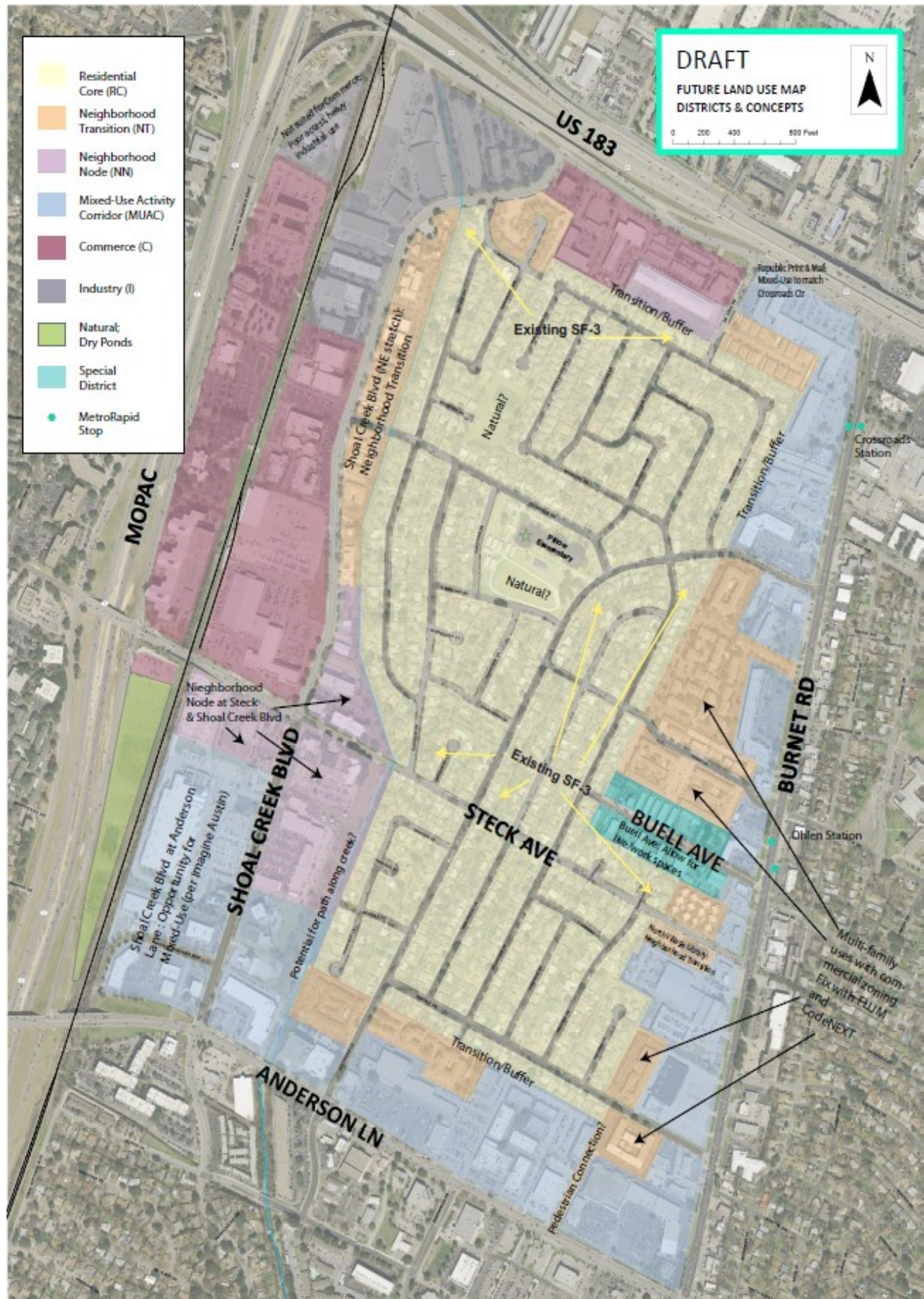
The draft FLUM scenarios were created based on several factors:

- Boundaries and transition area results from Meeting #3 mapping exercises
- Standardized FLUM Character Districts
- Existing zoning entitlements and land uses
- Verifying what exists in the ground and property rights
- Imagine Austin's Growth Concept Map

***Results were posted to the plan web site and presented back at the next meeting.***

***This exercise helped inform and create a DRAFT FLUM (presented as an exercise at meeting #5).***

Each table discussed which character district would be the best match, scenario 1, scenario 2, or a different option. The following map was the result:



**North Shoal Creek Neighborhood Plan**  
**Meeting #5 Implementing the Vision - January 21, 2016**  
**Summary of community comments and input**

At this meeting we recapped highlights from Meeting #4 and turned to implementing the vision based on input collected at the first four workshops. Staff walked attendees through the plan structure and implementation, including how the FLUM interacts with Zoning, and formation of Neighborhood Plan Contact Teams. The discussion focused on participants refining the draft FLUM and reviewed priorities for the North Shoal Creek Neighborhood Plan. Participants joined a table for small group exercises where facilitators guided each exercise and helped record comments using flips charts and base maps.

**Exercise 1 - FLUM Draft Comments (table exercise)**

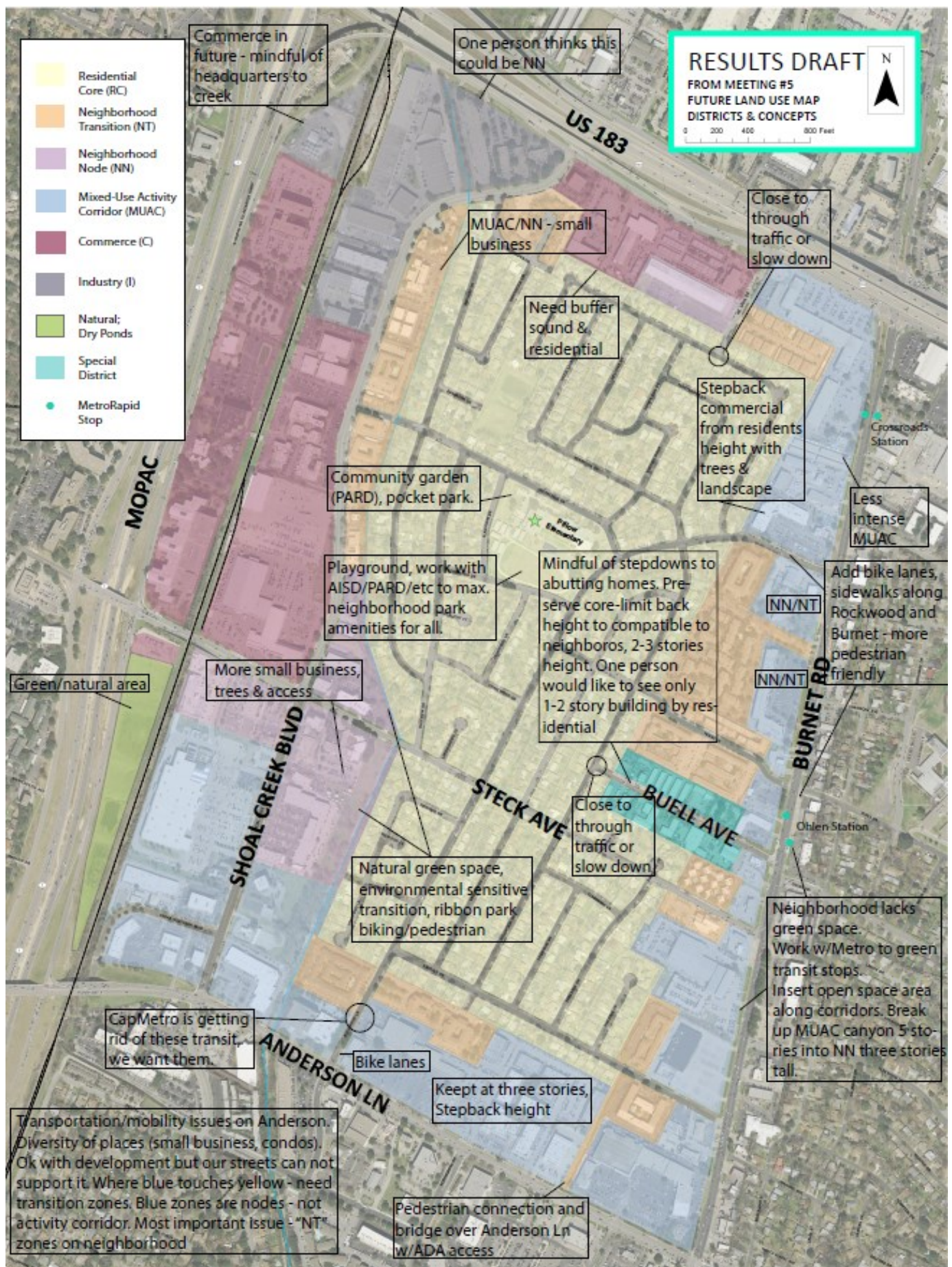
Participants in each table were asked to discuss the second draft FLUM, read through each character district description on the given sheet and look at the map to see where that district is shown.

***Results were posted to the plan web site.***

***This exercise will be used to refine the FLUM for the draft plan.***



This map reflects participants comments from all tables:





## Exercise 2 - Draft Plan Priorities (table exercise and board exercise)

Participants were introduced to and asked to comment on draft elements and priorities either in a group or individually. Participants reviewed the list of draft plan elements, goals and priorities. There were four different boards.

**Results were posted to the plan web site.**

**This information will be used to refine the draft elements and priorities for the draft plan.**

The following table shows participants **average** rating of agreement with goals and priorities and their comments:

### 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.

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well



These are the individual participant comments and poster boards comments for this goal and set of priorities:

### INDIVIDUAL COMMENTS

<b>Table A</b>	<i>Reduce mixed-use activity corridor and change to neighborhood node alongside Anderson and Burnet.</i>
<b>Table D</b>	<i>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.</i>
<b>Table D</b>	<i>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.</i>
<b>Table D</b>	<i>Add a priority: create a ribbon park along Shoal Creek (ADA access). Develop a pedestrian connection path between Anderson and Ashdale (drainage ditch)</i>
<b>Table C</b>	<i>I'm excited about more dense housing as it facilitates business diversity</i>
<b>Table E</b>	<i>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?</i>
<b>Table E</b>	<i>The language on the slide should parallel this document, who designed this?</i>
<b>Table A</b>	<i>#3 is not our priority; I think we prefer neighborhood node along Burnet/Anderson more than mixed use.</i>
<b>Table A</b>	<i>#3 not a priority of mix use development, want to see more node use along Burnet/Anderson</i>
<b>Table C</b>	<i>Need more parking, ways to safely cross the streets</i>
<b>Table C</b>	<i>#1 - affordable housing - leave out of plan completely - the real estate market will largely determine this issue.</i>
<b>Table B</b>	<i>Define "affordable" will family-sized units be encouraged? Priority needs to be overall priority</i>
<b>Table B</b>	<i>#1 Can't/won't define "affordable..."appropriate locations"?, #2 We already have it, #3 With height restrictions</i>
<b>Table B</b>	<i>housing needs - trend seems to go toward singles + couples along corridor away from families - efficiency/ one bedroom vs 2+bedroom - affordability of units</i>
<b>Table B</b>	<i>Define affordable</i>
<b>Table D</b>	<i>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.</i>
<b>Table A</b>	<i>Good priorities, it depends on the type of new dwellings and the density/scale of it.</i>

<b>Table X</b>	<i>Promote new dwelling, meet and encourage priorities and 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.</i>
<b>Table C</b>	<i>What is affordable? Must have a method for accommodation of transit (auto) can't now accommodate traffic.</i>
<b>Poster boards</b>	<i>Excited for density along corridors - density facilitates business diversity. Concern about use of word "promote" for mixed use</i>

**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.

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well



These are the individual participant comments and poster boards comments for this goal and set of priorities:

**INDIVIDUAL COMMENTS**

<b>Table A</b>	<i>Burnet &amp; Anderson: Redevelopment along Burnet and Anderson should be more neighborhood node than mixed use. Definitely promote transit, housing, retail and transitions. SCB &amp; Frontages: Commerce and business make sense, would like to see more neighborhood node.</i>
<b>Table D</b>	<i>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.</i>
<b>Table D</b>	<i>Shoal Creek Blvd. properties on the W. side could be redeveloped into missing middle housing and/or park space rather than parking lots.</i>
<b>Table D</b>	<i>Also promote neighborhood new friendly business and pedestrian friendly business</i>
<b>Table C</b>	<i>Transit use is extremely important to any of this working and need sidewalks</i>
<b>Table E</b>	<i>8 and 9 are not stated as a priority</i>
<b>Table E</b>	<i>This "priorities" greatly mixes apples and oranges and can't be reflected on one rating.</i>
<b>Table A</b>	<i>BUT - appropriate story heights, neighborhood nodes; mixed use closes to highways only.</i>
<b>Table C</b>	<i>#11 - Mostly transitional housing FEW-If any business</i>
<b>Table A</b>	<i>But appropriate heights</i>
<b>Table C</b>	<i>#4 - guidance - NOT rigid, #11 - leave as a "special"</i>
<b>Table B</b>	<i>#4 we don't yet know what it finally will look at, #5 This is actually what is here now</i>
<b>Table D</b>	<i>Transition between business and residential is important priority to homeowners. Buell - control traffic into neighborhood.</i>
<b>Table A</b>	<i>Depends on how FLUM turns out</i>



<b>Table X</b>	<i>The level of density is ruining the neighborhood. Traffic. Maintain the core - including houses that are in transition areas. Responsible development depends on FLUM results.</i>
<b>Table X</b>	<i>Would like ability to build duplex from single family home that can be separated by owner.</i>
<b>Table C</b>	<i>Not sure what "promote transit use" means. Making it difficult to park all by itself won't promote transit use.</i>
<b>Poster boards</b>	<i>More transition areas so residential core and MUAC districts are not abutting</i>

## 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



These are the individual participant comments and poster boards comments for this goal and set of priorities:

## INDIVIDUAL COMMENTS

<b>Table A</b>	<i>New and renovated spaces as needed, if things need to be fixed.</i>
<b>Table D</b>	<i>Promote diversity of business types to ensure the sustainability of the local economy.</i>
<b>Table D</b>	<i>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.</i>
<b>Table D</b>	<i>Smaller business along Burnet, Anderson and Shoal Creek</i>
<b>Table C</b>	<i>We have plenty of big retail space. Less big places like wall-mart + ross, more small + medium.</i>
<b>Table C</b>	<i>All good</i>
<b>Table B</b>	<i>#12 small businesses don't need designated parking under CodeNEXT, #13 not appropriate, #14 that is the plan what will real estate cost?</i>
<b>Table B</b>	<i>Does retail have the requirement to have adequate parking - while future mentality mode us to less dependency on our cars.</i>
<b>Table X</b>	<i>Small business, restaurants are good.</i>
<b>Table C</b>	<i>If there's good and rapid transportation available to downtown and other commercial areas, this one isn't necessary.</i>
<b>Table C</b>	<i>Where is traffic info? Needs: plan to deal with increase of traffic!</i>
<b>Poster boards</b>	<i>Low-intensity industrial? New term to me in process. No more big-box, lowes, wal-mart, ross, car dealerships are plenty</i>

## 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.

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well



These are the individual participant comments and poster boards comments for this goal and set of priorities:

#### INDIVIDUAL COMMENTS

<b>Table A</b>	<i>Community garden is needed! Also a neighborhood park.</i>
<b>Table D</b>	<i>Make the area behind KVUE into a park</i>
<b>Table D</b>	<i>Our edits to the map at table D better reflect my hopes for more natural land and parks. I want more trees.</i>
<b>Table D</b>	<i>A tree canopy also absorbs noise and improve the neighborhood aesthetics. I'm happy for the comm. garden.</i>
<b>Table D</b>	<i>Set min. landscape requirements. Require tree and landscaping in transition zones between commercial and multi-family and single-family residential.</i>
<b>Table D</b>	<i>Biggest loss of tree canopy is business along Shoal Creek. More neighborhood friendly small boutique business</i>
<b>Table C</b>	<i>Need green space</i>
<b>Table C</b>	<i>#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</i>
<b>Table B</b>	<i>City needs to lean on water department about Benbrook or pond - more green space!</i>
<b>Table B</b>	<i>#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?</i>
<b>Table B</b>	<i>Retrofitting area for green space is not feasible</i>
<b>Table D</b>	<i>Develop a pedestrian connection (handicap accessible) where existing drainage ditch is now between Ashdale and Anderson, develop a walking path along Shoal Creek.</i>
<b>Table D</b>	<i>ADA access and definite need</i>
<b>Table C</b>	<i>I don't know that this goal is all that realistic or important for this neighborhood</i>
<b>Table X</b>	<i>Hike/bike trail along Shoal Creek from Anderson to 183 and if possible under 183 to shopping center north of 183.</i>
<b>Poster boards</b>	<i>Good job</i>

#### **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.

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well



These are the individual participant comments and poster boards comments for this goal and set of priorities:

#### INDIVIDUAL COMMENTS

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

## 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.

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well



These are the individual participant comments and poster boards comments for this goal and set of priorities:

### INDIVIDUAL COMMENTS

<b>Table A</b>	<i>Pedestrian connections and increase sidewalks. More walkability - buildings that are human scale.</i>
<b>Table D</b>	<i>Don't take away public transit routes without planned reasonable alternatives</i>
<b>Table D</b>	<i>I need more info to properly rank this one. The north side from Crosscreek to Burnet on Rockwood needs 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.</i>
<b>Table D</b>	<i>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.</i>
<b>Table D</b>	<i>Need to encourage nearby stops that we would want to walk to</i>
<b>Table C</b>	<i>Pedestrian/biking options</i>
<b>Table A</b>	<i>More frequent buses + benches at stops</i>
<b>Table C</b>	<i>#25 less bicycle emphasis, #26 high priority on this issue</i>
<b>Table B</b>	<i>There's way too much attention paid to cyclists - not everyone can cycle - and too little paid to public transit.</i>
<b>Table B</b>	<i>CapMetro is discounting 2 vital bus routes in our area</i>
<b>Table B</b>	<i>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</i>
<b>Table B</b>	<i>Educate - bus/transit users how to transition to city transit options</i>
<b>Table D</b>	<i>ADA access</i>
<b>Table D</b>	<i>More ADA access of sidewalks. Too much disconnection on Anderson and Burnet</i>
<b>Table A</b>	<i>Not if it means more density</i>
<b>Table X</b>	<i>Priority on walkability</i>
<b>Poster boards</b>	<i>Safety should be priority by control of traffic. Consider more pedestrian crossings across Steck Ave, such as at Stillwood</i>

### 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 is safer for people to walk within the neighborhood and to nearby commercial areas.
30	Reduce conflicts between vehicular and non-vehicular traffic.

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well





These are the individual participant comments and poster boards comments for this goal and set of priorities:

#### INDIVIDUAL COMMENTS

<b>Table A</b>	<i>Pedestrian connections and increase sidewalks. More walkability - buildings that are human scale.</i>
<b>Table D</b>	<i>Street lighting is missing along corridors like parts of Penny and Buell</i>
<b>Table D</b>	<i>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.</i>
<b>Table D</b>	<i>need good safe non-driving access to retail grocery</i>
<b>Table C</b>	<i>#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?,</i>
<b>Table B</b>	<i>Public transit is the ultimate solution to traffic problems</i>
<b>Table B</b>	<i>Increase sidewalks</i>
<b>Table B</b>	<i>Great good job - how do you solve!</i>
<b>Table B</b>	<i>Explore green infrastructure at Benbrook holding pond - mini park. Etc.</i>
<b>Table X</b>	<i>Fix traffic issues, limit density to not destroy neighborhood</i>
<b>Poster boards</b>	<i>Need sidewalks on Ashdale, north side of street to protect pedestrians from cars speeding on road</i>

#### 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.
----	---

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well



These are the individual participant comments and poster boards comments for this goal and set of priorities:

#### INDIVIDUAL COMMENTS

<b>Table A</b>	<i>Neighborhood feeling is important. Community collaboration.</i>
<b>Table D</b>	<i>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.</i>
<b>Table D</b>	<i>I appreciate the helpful signage about the meetings and notification via social media and next door.</i>
<b>Table D</b>	<i>Establish 20mph speed limit on some 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.</i>
<b>Table E</b>	<i>If you had any ideas of how to do this - more enthusiasm.</i>
<b>Table C</b>	<i>All good</i>
<b>Table B</b>	<i>#31 that's what we are doing, #32 too vague, #33 already done</i>
<b>Table B</b>	<i>Mentality of people is I want more - the concept of compromise is no longer a part of our vocabulary.</i>
<b>Table X</b>	<i>What does this mean?</i>
<b>Poster boards</b>	<i>Expand quality public facilities and services as well</i>

**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.
----	---

This is the average ranking on how well do these priorities meet the above goals for participants:

Poorly

Well



These are the individual participant comments and poster boards comments for this goal and set of priorities:

**INDIVIDUAL COMMENTS**

**Table A** *Walkability is key!*

*To improve pleasantness of neighborhood walking - complete sidewalks and develop a dense tree canopy.*

**Table D** *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 freaks 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*

**Exercise 3 - Draft Area Vision (board exercise)**

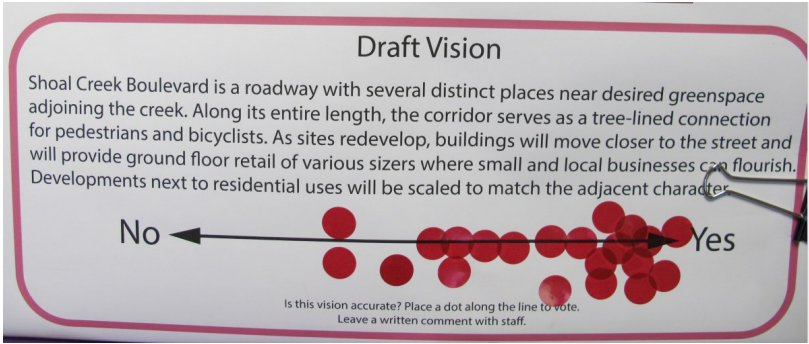
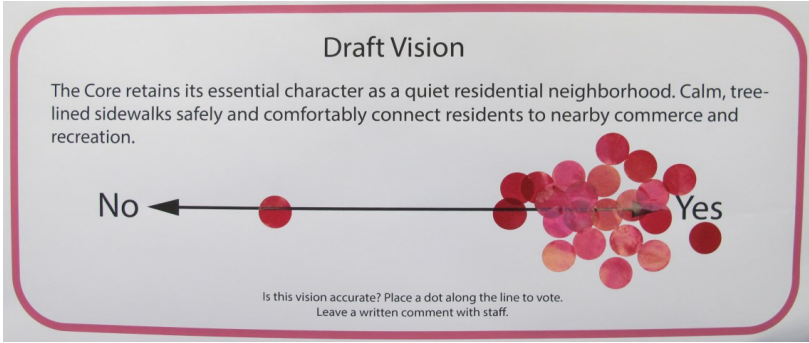
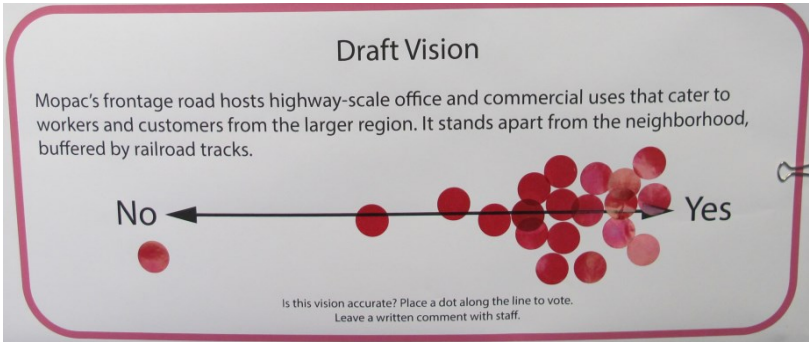
Participants were asked to comment on each of the draft area vision statement boards that staff developed based on exercises from the previous three meetings. Participants were asked how much they agreed that the draft vision statement was accurate. Participants also had the opportunity to respond with written comments.

**Results were posted to the plan web site.**

**These results will inform further refinement of the area vision statements for the draft plan.**

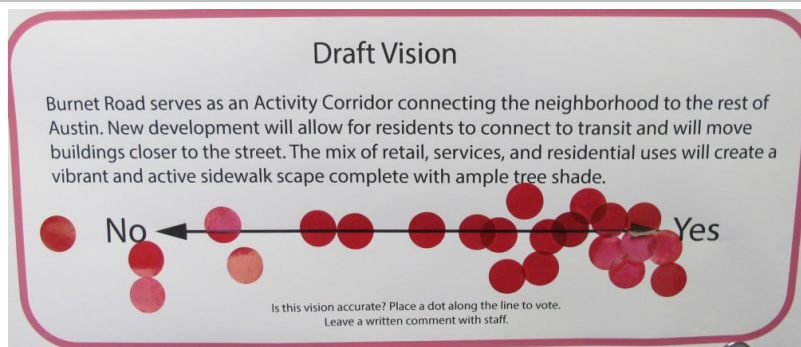
Rankings and comments are shown below:

Anderson Lane	
Comment 1	Would like this to be neighborhood node rather than mixed use. This area as mixed use doesn't fit with the neighborhood character. It should be walkable, with better sidewalks, and not parking lot centric. More human scale.

Comment 2	Access to creek and paved path correct as well as transition zones. Way too much mixed-use. Half as much acceptable. Mixed use should be Northcross Mall. More neighborhood node along Anderson (like village).
Comment 3	Need more transition to residential core so that MUAC isn't abutting homes.
<b>Shoal Creek Blvd</b>	
	
Comment 1	Less mixed-use, more neighborhood node and transition. Visual preference correct but not enough areas to realize it. Actually, no mixed-use, 2 story max. There is no more rail in plans at Mopac so less walking oriented, now possible.
Comment 2	Concerns about mitigating traffic on road. Sidewalks are essential to this future vision. Would rather commercial become more neighborhood nodes or work/live places. Ok with mixed-use on NW corner of Shoal Creek and Anderson Lane. The rest should be neighborhood node.
<b>Residential Core</b>	
	
Comment 1	This works.
Comment 2	Need to prioritize sidewalks and walkability. Mitigate traffic concerns.
<b>MoPac Frontage Road</b>	
	
Comment 1	Less industry if possible
Comment 2	Would rather see commercial and industry designated areas as neighborhood nodes or work-live areas.



## Burnet Road



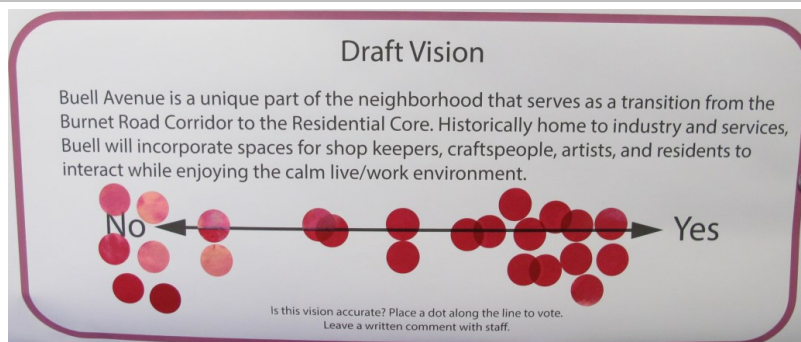
- |           |   |
|-----------|---|
| Comment 1 | Too much mixed-use. Needs to be concentrated at ends. More neighborhood node. Should try to keep to 3 story max. Hard to plan without context of Wooten side. |
| Comment 2 | We need more discussion. Not too much discussion on it, yet.  |
| Comment 3 | Burnet Road (No), Neighborhood (Yes) - Mixed messages on this.  |
| Comment 4 | Need more transition to residential core. Table F said it would like to see neighborhood node next to residential core, not MUAC abutting homes.              |
| Comment 5 | Need more Family housing, not 1 bedroom apartments.   |

## US 183 Frontage Road



- |           |  |
|-----------|--|
| Comment 1 | Less industry. Appropriate spot for mixed-use.   |
| Comment 2 | In 10+ years when Austin population booms, this area could be better served as a neighborhood node. Speed on frontage road is very fast. Not enough buffer to the neighborhood. Example: would be better like I-35 lower deck land area with more stop lights and sidewalks. |

## Buell Ave



- |           |   |
|-----------|---|
| Comment 1 | Would like to ensure that this is kept as a work/live but Max 1-2 stories tall, since it is right on the neighborhood transition area.  |
| Comment 2 | Allow for live/work space if current properties owners desire. Would need to have plan for how the transition happens. Should be mostly neighborhood transition.                    |
| Comment 3 | More neighborhood transition with pocket park. Allow businesses closer to Burnet (neighborhood node). Stillwood (core) - neighborhood transition - Burnet Road (neighborhood node). |

