

Comments	Comment Type	Response	Change Made
Quality of Life			
Comment #1 – I prefer 3 to 4 story buildings on the sidewalk. Parking at back to pollution and noise. Buildings close to sidewalks create tunnels and add a buffer between residential single-family homes and apartments, etc.	Comment	Added clarifying text about residential compatibility. In general, buildings should not exceed 2x the height of the street width. With such a wide street Right of Way on Burnet, building heights will be less than 1x the street width.	p. 56
Comment #2 – Keep HPI as priority throughout document, not just one line	Comment		None
Comment #3 – Use of Pillow Elementary as community center during non-school hours	Comment	Action #QL A4 promotes use of Pillow by community groups.	None
Comment #4 – Building height limited to 60 feet – including <u>any</u> density bonus allowed.	Comment	Allowable building heights are established by zoning regulations within the land development code. Once adopted, the plan becomes an element of <i>Imagine Austin</i> and will provide policy guidance for future land use decisions, including zoning amendments; however the Texas Local Government Code says a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.	None
Comment #5 – Keep commercial businesses from intruding into the neighborhood. At Burnet Road and Ashdale Drive neither the pizza place or car dealership have enough on-site parking, commercial parking should not extend into the neighborhood.	Comment	The plan and its future land use map (FLUM) create a clear delineation between the Residential Core and boundary commercial roadways. If there are issues related to the behavior and actions of businesses and/or their patrons, these should be reported to Code Enforcement Department by calling 311. Unless otherwise indicated by a sign, a person may park their car along any public street in the City.	None
Comment #6 – I am against ADU's as they will change the character of the neighborhood. For one thing, it will increase on-street parking. If a street has no sidewalk, this is dangerous for pedestrians. Most of NSC is okay for ADU's, trust me, developers will buy homes, build an ADU and rent both units.	Comment	The development standards (parking, height, setbacks, occupancy, etc.) for ADUs are city-wide regulations governed by the land development code.	None
Comment #7 – No affordable housing density bonuses. Do they work? Are they affordable? (more robust)	Comment	Density bonuses are governed by the Land Development Code. Currently there are number of different density bonuses in place across Austin which have had different degrees of success.	None
Environment			
Comment #1 – Trees and plants throughout!!	Comment	Tree planting was a popular recommendation throughout public input and has been incorporated into plan recommendations.	None
Comment #2 – Hike and bike trail along Shoal Creek between Steck and Anderson (public-private partnership)	Comment	This item was among the most popular items at the open house and is a recommended action.	None
Comment #3 – Plant native Milkweed and become part of Monarch watch near rain gardens.		Comment forwarded to Public Works and WPD. The plan calls for native plantings for beautification and habitat.	None
Comment #4 - Improve drainage at Parkdale Drive and Ashdale Drive.		Added to Actions	EN A19
Community Character			
Comment #1 – Don't have the FLUM show nothing but MUAC on Burnet Road and Anderson Lane.	Comment	Both of the roadways are designated as Activity Corridors on <i>Imagine Austin's</i> "Growth Concept Map." These corridors are roadways where an increased density of people, jobs, businesses, and services will be located. However, due to their linear nature the people, jobs, and services will be located along the length of the corridors. Corridors' character will depend on factors such as road width, traffic volume, the size and configuration of lots, and existing uses. Along different segments of these corridors, there may be multi-story mixed-use buildings, apartment buildings, shops, public uses, offices, as well as townhouses, row houses, duplexes, and single-family houses. This description fits the two roadways mentioned into the comment. For more detailed information on activity corridors, see p. 104 and 106 of the plan.	None

Comment #2 – Provide some parcel specific zoning and include maximum height of each parcel.	Comment	The Texas Local Government Code says a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.	None
Comment #3 – Use a new color and a new designation to identify buffer areas on the FLUM.	Comment	New map added to show areas where compatibility is a concern. The Neighborhood Transition character district is intended to indicate areas that transition from places of greater and lesser intensity (uses, building heights, traffic, etc.).	p. 57
Comment #4 – Include max heights for each zoning area on FLUM also include max. with density bonus.	Comment	The Texas Local Government Code says a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.	None
Comment #5 – show which zones are eligible for density bonus and how much the density bonuses are.	Comment	A FLUM's character districts allow for a variety of different zones which may or may not have applicable density bonuses associated with them. Currently the only zoning tool that could be applied in the planning area that has any density bonus associated with it is Vertical Mixed Use or "V" which is indicated as a "V" in the zoning string. Density bonus will likely be expanded in CodeNEXT, but locations of zones has not yet been finalized.	None
Comment #6 – in implementing the strategic housing blueprint means we'll lose any of our affordable housing – we don't support those parts.	Comment	The Strategic Housing Blueprint is a citywide strategy to preserve and increase the stock of affordable housing. The NSC plan aims to preserve existing housing patterns through the FLUM.	None
Comment #7 – Draw in buffer zones like “neighborhood transition” next to the neighborhood core.	Comment	Added map showing where compatibility standards will apply.	p. 57
Comment #8 – Keep and highlight these policies:			
AL P6	Comment	Kept in plan	None
BR P5	Comment	Kept in plan	None
BA P2	Comment	Kept in plan	None
SC P1	Comment	Kept in plan	None
MF P3	Comment	Kept in plan	None
Comment #9 –On FLUM indicate the green areas –existing watershed at Benbrook and Thrushwood, visions of urban trails Ashdale to Anderson, Steck to Anderson.	Comment	This is being added as a new, separate map. Note that it has been a long-standing policy for neighborhood plans to NOT designate privately held land as park/open space on the FLUM.	p. 56
Comment #10 – Ensure compatibility buffer zones between residential and commercial	Comment	Adding text and map to clarify in plan.	p. 56-57
Mobility and Connectivity			
Comment #1 – Put in missing sidewalk (other side) on Rockwood lane between Penny Lane and Crosscreek.		The City is working to make sure priority street segments have at least one side of sidewalks before adding a second side to streets that already have one side.	None
Comment #2 – MC A21 Make it a mixed-use path to accommodate peds and bikes.		Added "and pedestrians"	MC A21
Comment #3 – Bike lane needed from Burnet Road at Rockwood and Rockwood to Steck, please.		Forwarded to ATD. This is shown as a future bike lane in the 2014 Bicycle Master Plan.	None
Comment #4 – Don't cancel bus #19. Buses in North Shoal Creek and all of Austin should run every 15 mins to 30 mins from 6am to 1am. Do away with designated bus stops. No protection from heat, rain, or cold weather.	Request	Captial Metro is responsible for local bus service. This plan calls for more shade to protect bus riders from heat. Comment forwarded to Captial Metro.	None
Comment #5 – Can we use electric scooters or golf carts on bike lanes/paths? Sidewalks? Aging population needs scooters!		Yes, as long as the scooter cannot exceed 20MPH, per City Code, Section 12-1-21.	None
Comment #6 – Have some type of campaign to educate bicyclists about their responsibility to follow traffic laws and to exercise good sense.	Request	The City is promoting bicycle safety through various programs.	None

<p>Comment #7 – Are we becoming a highrise, busy metropolis?</p>	<p>Comment</p>	<p>Austin has historically doubled its population about every 25 years. The city of Austin Demographer estimates its current population to be 960,000 and that it will probably reach 1,000,000 by 2020. As the</p> <ul style="list-style-type: none"> • Population continues to grow, • Demand for housing within the City remains, and • Land prices in the City continue to increase <p>it can be expected that the development trends of the last 10-15 years will continue into the intermediate future. The number of four to six-story developments will continue to increase along the major roadways and in areas like Downtown, West Campus, the Domain, and Plaza Saltillo, the construction of mid and high-rise buildings will likely continue.</p>	<p>None</p>
<p>Comment #8 – Rockwood and Stillwood - Traffic</p>	<p>Comment</p>	<p>Traffic calming is slated for this intersection. If there are concerns about local streets with heavy traffic, call 311 and make a report. This information will be forwarded to the Austin Transportation Department.</p>	<p>None</p>
<p>Comment #9 – develop a park and ride under 183 for train</p>	<p>Comment</p>	<p>Forwarded to Captial Metro. Lone Star Rail was to proposed to provide passenger rail service between Georgetown and San Antonio. In 2016 efforts to realize this passenger line ended. While TxDOT, Capital Metro, and other regional partners are continuing to explore options, there are no near-term plans to add passenger rail (other than the existing Amtrak service) that may need a park and ride facility under US 183.</p>	<p>None</p>
<p>Comment #10 – Busses should stop and pick up anyone roadside “hailing” the bus. Not just pick up at official stops.</p>	<p>Request</p>	<p>Capitall Metro is responsible for local bus service. Forwarded to CapMetro.</p>	<p>None</p>
<p>Comment #11 – Need more bus/ Capital Metro Service. #19 more frequent, #325 extended in NSC area.</p>	<p>Request</p>	<p>Capitall Metro is responsible for local bus service. Forwarded to CapMetro.</p>	<p>None</p>