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

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

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

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

Scenario 1: Base Zoning

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

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

Scenario 2 – Affordability Unlocked with Maximum Housing

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

Scenario 3: Affordability Unlocked with Maximum Open Space

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

Scenario 4: Affordability Unlocked with Balanced Housing and Open Space

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

Scenario 5: Affordability Unlocked with Ryan Drive Realignment

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

Redevelopment
CITY OF AUSTIN
ECONOMIC
DEVELOPMENT

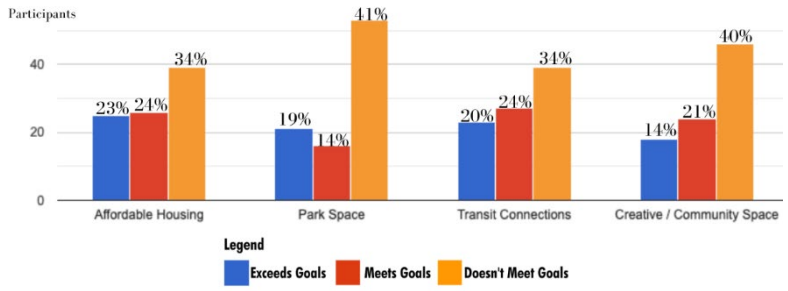
Summary Matrix of Likes and Dislikes for Each Scenario

	Liked	Disliked
Scenario #1	• Number of Affordable Housing Units (at least 20%) • Transit Connectivity • Hidden Parking	• Could cause traffic congestion • Lack of Park Space • Too much sqaure footage devoted to commercial space
Scenario #2	• Number of Affordable Housing Units (at least 50%) • Increased Parking Spots	• Limited public transit accessibility • Small park space • Size of the development (Too big for the neighborhood)
Scenario #3	• Size of Parkland (2 Acres) • Location of the park on Justin Lane to cut down on congestion	• Could use more Affordable Housing Units (at above 50%) • Too much square footage dedicated to commercial space
Scenario #4	• Balance between housing and park space • Number of Affordable Housing Units (at above 50%)	• Too much parking • Lack of park space
Scenario #5	• Park space (at 1.36 acres) • Number of Affordable Housing Units (at above 50%) • Improved transit connectivity	• Unnecessary re-alignment of Ryan Drive

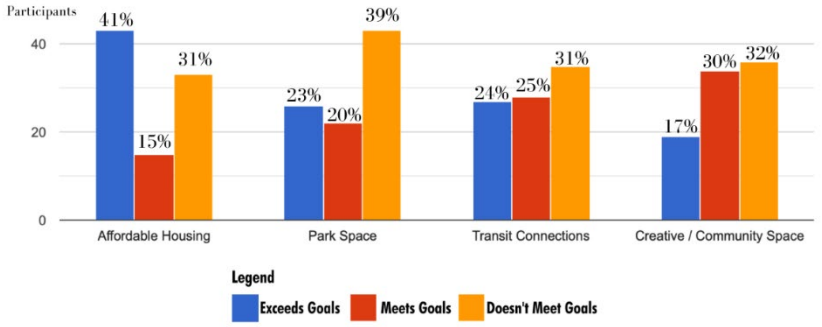
How well does this scenario meet the project goals?

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

SCENARIO 1, Base Zoning:

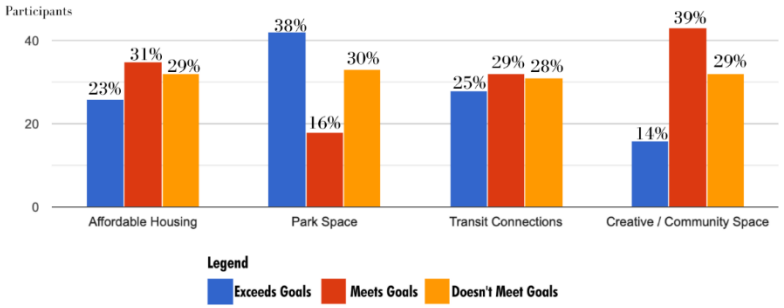


SCENARIO 2, Affordability Unlocked with Maximum Housing:

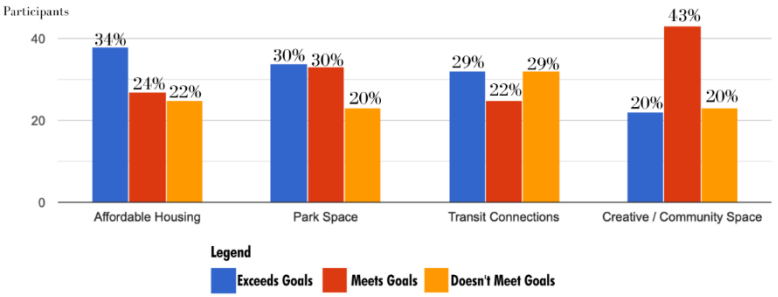


Redevelopment
CITY OF AUSTIN
ECONOMIC
DEVELOPMENT

SCENARIO 3, Affordability Unlocked with Maximum Open Space:



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



SCENARIO 5, Affordability Unlocked with Ryan Drive Realignment: