



RYAN DRIVE



HOUSING
DEPARTMENT

6909 Ryan Drive

Affordable Rental Housing Development Opportunity

Summary of Community Engagement
February 2024

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BACKGROUND

This report details the public engagement efforts for developing the Austin Housing Finance Corporation (AHFC) owned property at 6909 Ryan Drive.

The publicly owned land on Ryan Drive is a 5.5-acre property adjacent to Capital Metro's Crestview Station. It was previously planned for development by the City of Austin Economic Development Department. Over several years, comprehensive engagement was conducted to find out what was important to the community, and a developer was selected to enter into an exclusive negotiation agreement (ENA). Ultimately, the developer decided to terminate the ENA and not pursue the development. The property was then transferred from the City of Austin to the Austin Housing Finance Corporation in 2023.

In preparation for the search of a new developer partner, AHFC with the City of Austin Housing Department conducted a brief engagement phase in the fall of 2023 to inform community members of updates to the project and create an outlet for desired dialogue. AHFC has issued a Request for Qualifications (RFQ) in February 2024.



TIMELINE

**REQUEST FOR
QUALIFICATIONS
OPENS**
FEB 2024

**COMMUNITY
ENGAGEMENT**
NOV-DEC 2023

**PUBLIC EVALUATION
OF SUBMISSIONS**
MARCH 2024

**SELECTION OF
DEVELOPMENT
PARTNER**
MAY-AUG 2024

CONSTRUCTION BEGINS
2026



COMMUNICATIONS AND ENGAGEMENT APPROACH

Community engagement for the development of Ryan Drive began in 2017. Community priorities to guide the project were clearly identified during the many years of public involvement. Because the community has experienced engagement fatigue leading up to this point, our team placed importance on informing and listening to concerns without demanding more of the public’s time and energy.

In addition, the feasibility study showed that not many changes needed to be made to the original site plan that resulted from the first RFP process. As a result, this phase of engagement fell primarily in the “inform” stage (as described in the image below), accompanied by a small amount of consulting with the community about anything that may have changed their expectations.

IAP2 Spectrum of Public Participation



IAP2’s Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public’s role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

		INCREASING IMPACT ON THE DECISION				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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ENGAGEMENT GOALS

The goals outlined below guided decisions about how to engage the community during this phase of the redevelopment opportunity.

Recognize what the community is experiencing and what has already been done



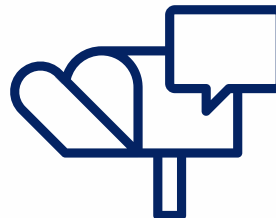
Keep the neighborhood informed about the progress of the project



Make information easily accessible



Bring information and resources as close to people as possible



Create space for open dialogue



GOALS, TOOLS & TACTICS

The tools and tactics aligned with each goal created experiences for the neighborhood surrounding Ryan Drive to stay informed and engage in the level of discourse that was right for each individual.

Goal	Tools & Tactics
<p>Recognize what the community is experiencing and what has already been done</p>	<p>Clear and concise messaging that communicates:</p> <ul style="list-style-type: none"> • “We’ve heard you, and we’re still using your feedback.” • “We’ve heard that these things are important to you. And here is how we’re implementing your priorities.”
<p>Keep the neighborhood informed about the progress of the project</p>	<p>Clear, concise, and transparent messaging that informs people about:</p> <ul style="list-style-type: none"> • What is going on with the project • What has changed and why • What the timeline is
<p>Make information easily accessible</p>	<ul style="list-style-type: none"> • Website with background information and current information: www.SpeakUpAustin.com/RyanDrive • Flyers and mailers with a summary of information and links to more information on the web
<p>Bring information and resources as close to people as possible</p>	<ul style="list-style-type: none"> • Mail postcards to all addresses within a half mile of the project site (2500 addresses) • Host office hours in the community and virtually • Direct email communication with previous participants
<p>Create space for open dialogue</p>	<p>Guiding, open-ended questions:</p> <ul style="list-style-type: none"> • What has changed? • Is there new information the City needs to be aware of? • What is most important now? <p>Opportunities for 1:1 listening</p>



COMMUNITY FEEDBACK

Office Hours

City of Austin staff were available to connect with community members in neighborhood locations and virtually.

- Wednesday, November 15 - Virtual Office Hours, 10:30 a.m. - 2:30 p.m.
- Tuesday, November 28 - Yarborough Public Library, 10 a.m. - 2 p.m.
- Thursday, November 30 - Yarborough Public Library, 3 p.m. - 7 p.m.
- Tuesday, December 5 - The Violet Crown, 3 p.m. - 7 p.m.
- Thursday, December 7 - Virtual Office Hours, 11:00 a.m. - 1:00 p.m.

Online Input

A SpeakUp Austin engagement page was live beginning November 6, 2023. This page communicated updates about the project and offered the opportunity for community members to share about the priorities that are important to them.

www.SpeakUpAustin.org/RyanDrive

Who did we hear from?



COMMUNITY FEEDBACK

The primary priorities established by prior engagement included affordable housing, park space, connectivity to transit and neighborhood amenities. We found these priorities to still be the primary desires for the neighborhood.

Although some participants expressed a desire for no housing to be built on this site, a much more significant proportion offered support for building affordable housing balanced with other community needs.

The input has been categorized into the topics outlined in the table on pages 8 and 9. All of the comments, organized by topic, can be found in Exhibit B.

AHFC utilized the feedback received throughout the community engagement phase to shape some of the Request for Qualifications (RFQ) requirements. The community feedback table captures how AHFC addressed these feedback themes within the RFQ process. The full RFQ can be viewed at: www.austintexas.gov/page/request-proposals

Priorities include:



Affordable Housing



Park Space



Connectivity to transit



Neighborhood Amenities



COMMUNITY FEEDBACK

Feedback Themes	How feedback is being used
<p>Housing</p> <ul style="list-style-type: none"> • Density • Affordability 	<p>We heard that a focus on building as much housing as possible is important to many people. The project is anticipated to include a 300-unit multifamily development with 90% of the units affordable to households earning from 50% to 120% of the Median Family Income. This is the densest we can build on this site to make the project financially feasible.</p>
<p>Access to transit</p> <ul style="list-style-type: none"> • Direct access through the property • Maximize the opportunity as a transit hub 	<p>Community feedback showed significant emphasis on creating direct access to the transit station from the property as well as to maximize the opportunities of a fully integrated transit-oriented development. A portion of the site will be dedicated as a transit plaza with safe bike and pedestrian access from public right-of-way to the plaza. The development partners will share in their application about their experience with this type of development.</p>
<p>Community amenities</p> <ul style="list-style-type: none"> • Park space • Community space 	<p>The desire for more park space in this neighborhood was consistently communicated. Approximately 1.25 acres of the site is anticipated to be park space and/or publicly accessible amenities. This may be publicly dedicated or privately maintained, depending on what the developer and the community decide together.</p>
<p>Commercial Space</p>	<p>Commercial space was important to some community members for the benefits it would bring to the area. The selected developer will be required to explore opportunities to incorporate non-residential civic or commercial ground floor space as part of the development. If financing sources are available, a portion of the site will be used as commercial space.</p>
<p>Safety/traffic control</p> <ul style="list-style-type: none"> • Bike and pedestrian access • The impact on the adjacent neighbors on Ryan Drive and St. John's Circle. 	<p>We understand and appreciate the concern that more density will create the need for more safety precautions both during and after construction. As mentioned above, the development will include safe bike and pedestrian access. In addition, the developer will be required in their application to elaborate on their development team's construction management practices to act as a good neighbor to the adjacent property owners.</p>
<p>Relationship with surrounding properties</p>	<p>Quite a few questions arose during our engagement about the properties adjacent to 6909 Ryan Drive. We hear that it is important to the neighborhood that there is collaboration among developers. AHFC will have the chosen development partner reach out to neighboring property owners to ensure coordination and awareness of Ryan Drive's development and its impact on the area.</p>



COMMUNITY FEEDBACK

Feedback Themes	How feedback is being used
<p>Specific considerations</p> <ul style="list-style-type: none"> • Aesthetics/Design • Needs of seniors • Needs of families 	<p>The site’s location in a transit-oriented district and community’s priorities for the site will necessitate a heavy focus on sustainable and accessible design. The project will integrate the different uses on the site and connect the site to the greater district. In addition, the Request for Qualifications process provides a collaborative approach to design, where the development partner will work closely with the community to design a property that meets the needs of the future residents.</p>
<p>Transparency in RFQ process</p> <ul style="list-style-type: none"> • Focus on affordability over profit 	<p>We understand how important transparency is as we select a partner to develop this site and we know the community wants to see a community-minded developer chosen.</p> <p>Following the conclusion of interviews with developers who submit their qualifications, AHFC will publish a summary of the RFQ Evaluation Panel’s scores and all complete applications. These will be available online at https://www.austintexas.gov/page/request-proposals.</p> <p>Between April 1 and April 14, residents may choose which application they think is best most qualified at www.SpeakUpAustin.org/RyanDrive. The online survey will also allow residents to provide general and application-specific comments. This information will be provided to the AHFC Executive Team and the AHFC Board of Directors, in addition to the RFQ Evaluation Panel Scores, to assist each body in recommending and selecting the preferred development partner for this development.</p>
<p>Reasons to de-prioritize housing</p> <ul style="list-style-type: none"> • More commercial space and park space instead 	<p>We recognize that there are some community members that would prefer to see this space used from non-housing purposes. Given the prevailing support of affordable housing on the site from the community and City Council, affordable housing will be the primary priority for the development. However, additional community priorities are incorporated, and we commit to meeting as many diverse neighborhood desires as possible.</p>
<p>Maintenance/use of City properties</p>	<p>Some community members wanted to know if we make use of this site until construction begins as well as wanting to ensure the property is regularly maintained. The property is currently leased from AHFC by Austin Energy for the storage of transformers. Austin Energy will keep the site secure and maintained until the project is ready to move into the site work.</p>



APPENDIX

Exhibit A: Marketing and Outreach Materials10-11

Flyer

Mailer

Exhibit B: Community Input Log by topic12-22

Support of the previous priorities and plan

Access to Transit

Community Amenities

Housing

Commercial Space

Safety/Traffic Control

Relationship with surrounding properties

Transparent selection of development partner

Specific considerations

Reasons to de-prioritize housing



Flyer



HOUSING
DEPARTMENT

RYAN DRIVE

Share your thoughts with the
City of Austin about Ryan Drive.
www.SpeakUpAustin.org/RyanDrive

COMMUNITY
ENGAGEMENT
NOV-DEC 2023

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6909 Ryan Drive is a 5.5 acre property that was formerly used by Austin Energy. Since 2018 community members have been very involved in shaping the priorities for its **redevelopment goals**. Stay informed and follow along as the project progresses.



Priorities include:

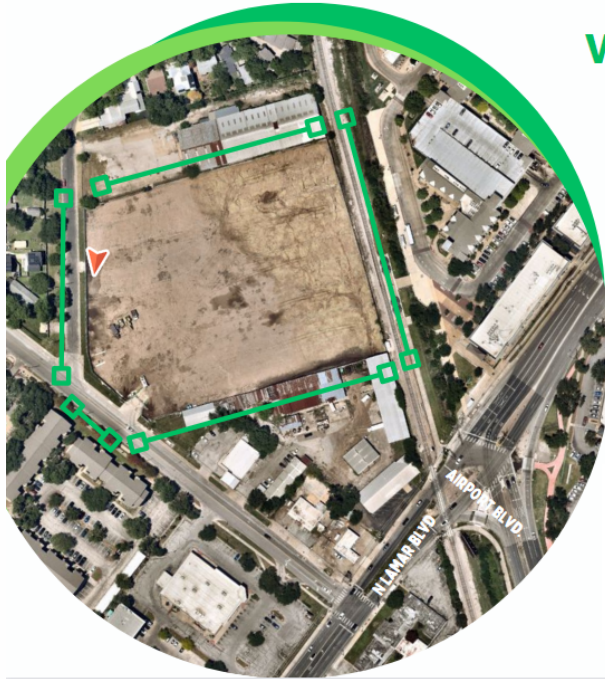
-  Affordable Housing
-  Park Space
-  Connectivity to transit
-  Neighborhood Amenities



HOUSING
DEPARTMENT

AUSTIN HOUSING
FINANCE CORPORATION

Mailer Front



WHAT'S HAPPENING IN YOUR NEIGHBORHOOD?

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Share your thoughts with the City of Austin about Ryan Drive.

Mailer Back

Priorities include:

- Affordable Housing
- Park Space
- Connectivity to transit
- Neighborhood Amenities

HOUSING DEPARTMENT

www.SpeakUpAustin.org/RyanDrive



HOUSING DEPARTMENT



SUPPORT OF THE PREVIOUS PRIORITIES AND PLAN

- Balance the need for housing, access to transportation and community amenities
- Maximize the opportunity as a Transit Oriented Development (TOD)

Our neighborhood needs affordable housing, community spaces, and greenspaces. While that is a big ask, it is also a big space. So hopefully we can find a partner who is committed to those values more than just how much money they can earn.

Personally, I liked the proposed development before it fell through. It seemed like there was a good mix of apartments, green space, and tying in the southern parts to the transit center.

Things I would like to see prioritized in the development of this property are: ped/bike connection from Justin Ln to Crestview station, walkability, density, LOW parking, commercial space, affordable housing, family housing (2+ bedrooms), and public parkland or outdoor gathering spaces.

Please consider Transit and park space. Those are things that our neighborhood desperately needs and that would go a long way to improving the quality of life for everyone. Thank you!

Would love to see a developed train station that connected the area to the rest of Crestview. I was happy with the previous plans. It would be wasteful to not see more housing there.

My preference would be for ground-level retail and more than 4 stories of housing, with many of them being affordable housing units. It should be an example of what a dense walkable community can be, and we should push for Project Connect to include the Crestview station in their phase 1 of light rail implementation.

This site's location basically on top of the transit station should be THE beacon of what kind of development should be happening. That includes mixed used, dense homes (with affordable homes making up a large part) and WITHOUT lots of parking.

Community park space, storefronts, and walkability is key. There are thousands of people who live in this area, and North Lamar is not a walkable street. Crestview loves the small businesses like Violet Crown, Dias Market, and Little Deli that are all walkable destinations from home. In addition to affordable housing, I'd love to see this space become a hub for the immediate community and potentially attract others to visit via the metro rail.

Frankly, just copying this from a comment below, as it expresses what I'd want, too: "Things I would like to see prioritized in the development of this property are: ped/bike connection from Justin Ln to Crestview station, walkability, density, LOW parking, commercial space, affordable housing, family housing (2+ bedrooms), and public parkland or outdoor gathering spaces."

In support of deeply affordable familial housing with access to transit and walkability. In favor of park space, areas to gather as a community, preserved nature, and limited parking



SUPPORT OF THE PREVIOUS PRIORITIES AND PLAN

(continued)

Agreed with others that any project should also serve as communal space. Park, walking path, playgrounds, and more. Make it easy and safe to get to the train stop and into the shopping centers nearby. Housing alone is great, as it is needed in the city, but it can be incredible with communal spaces.

Retail and housing together – walkability, Space for a farmers' market, Walking bridges over Lamar would be ideal

Rail design is driven so much by CapMetro and rail designers – not sure how to get there but would be valuable to lead a discussion that centers on this area being a transit hub. This conversation has not been had publicly – only privately among people who don't specialize in public space or in increasing transit use

Crestview is a public transit hub that feels lackluster. If it were more of a *destination* that could be accessed via transit, we could start to build a more walkable, lively area that really leverages the presence of the red line. So with that in mind, what is important to me is: connectivity to the Crestview to encourage use of public transit, incorporation of well-curated local/small business retail space to encourage lively gatherings, public space with native plant landscaping to encourage walkability and enjoyment of the outdoors. People flock to areas that are aesthetically enjoyable to be in and convenient to gather at - currently the Crestview Station misses the mark, which is a real shame.

As others have mentioned, a splash pad would really bring something to the neighborhood that is usually found in more affluent areas of the city. Also, commercial, community spaces are critical to have meaningful development. There are some many projects going up that offer living space without providing the necessities for living. This is right next to a transit hub so to reinforce the ability to live while not being 100% reliant on a car is dependent on whether or not people can walk to the things they need. Otherwise you are just contributing to the congestion of Just/Airport/Lamar. Please make this a space for people to live not just a place where people come to disappear into their file-cabinet of an apartment.

The previous plan had a great mix of park space, community event space, affordable housing and retail space given the height restrictions and proximity to existing homes. The new developer should aim to stay as close to that community-approved plan as possible.

This represents one of the most important areas for future development, thanks to the location off several major transit corridors: Lamar, Airport, and the Red Line, in addition to future light rail development. This area already functions as a dense commercial hub, and as a neighborhood within walking distance of this, I strongly support any project which adds density or amenities to the neighborhood, to realize the potential of a truly multimodal hub.

This site would benefit from considering several things in overall design. First, transit access should be a priority; developers should coordinate with CapMetro to add double-tracking and a second platform to Crestview Station and there should be minimal parking to minimize car traffic added to the neighborhood. Second, green space; there are small parks in Crestview Commons but the largest green space areas nearby are baseball and soccer fields. Third, we need high-density homes and retail. Density of homes and businesses should be maximized in order to complement the area on the other side of the tracks. Additionally, we need more 3-4 bedroom apartments for families and this is a chance to encourage that kind of development.

More housing near such an important transit hub. Ground floor retail is always nice too.



ACCESS TO TRANSIT

- Ensure direct access to the transit station through the property
- Maximize the opportunity as a transit hub/TOD

Creating a through street (for transit at the very least) from EasyWind to Ryan Drive could allow for bus route 300 to be extended down Justin Ln to Burnet Rd (or even NorthCross). There is no easy way to get from MetroRail to the western half of Crestview or the 803 rapid transit.

More than anything, extend the street grid through this site, and build a pedestrian/bike crossing across the railroad

Make a nicely groomed path from the Ryan Road/Justin Lane to the Crestview public transportation UrbanRail and bus station pickups.

Access through the property to Crestview Station for Crestview and Brentwood neighborhoods. Amenities and affordable housing are important too.

It would be nice to redevelop the existing bike lanes on Justin Ln to be behind curb, terracotta like many other developments in Austin. Including secure bike parking like lockers could be a plus to encourage residents and visitors using the nearby and upcoming bike paths on Justin and Airport. Create an improved crossing to the rail station - might be a good opportunity to double track Crestview Station. Potential for mid-block crossing on Justin to commercial area just south of the new development - does EB lane need to be that wide? This has been mentioned many times, but density and mixed uses should be the priority here.

I think it would be great to accelerate the development of the pedestrian rail connection from Justin Lane to the train station.

Pedestrian connection to the train station



COMMUNITY AMENITIES

- Park space
- Community space

We need more safe park space
How about a Unity Park with native tree and foliage lined pathways, meditation benches and a spot for a community garden! A structure or two that would provide shade & welcome smaller public events, gatherings.
It would be great if we could have a grassy field area. Maybe some food trucks and picnic benches?
It might seem trivial, but this area is in desperate need of a splash pad. Summers are only getting hotter and the closest options for North Central Austin are Mueller or 33rd St. This would be a huge asset for all ages in Brentwood, Crestview, Wooten, Highland, and others.
Park and community use space would be great! I'd also consider parking for public transit as this is currently difficult for the transit site right next door.
Our family would use and enjoy a properly-kempt park or a library.
Use it as public park land instead. Consider repurposing an existing building rather than building another.
I would like to see the development include a space that could be used for activities that build community such as dancing, yoga classes, art classes, clothing swaps, skill share groups, podcast producer meetups, music jam sessions, etc. It could be like a mini recreation center that would benefit the whole neighborhood. Some of the activities, like music and dance, would require good acoustics and a wood floor.
More parkland should be part of the development
Would love to see a public park with shaded splash pad - there are none nearby and that would be a wonderful community asset in the summer. And a shaded picnic pavilion please for parties/gatherings at the splash pad. A mini community center/rec center would be awesome too with space for yoga classes, dance classes, community meetings, etc. Or a library branch would be a great neighborhood amenity here. Please have connectivity to the Crestview Station! If there's affordable housing - please add ground floor retail, it's a miss not to add something for the whole community.
Want actual open space (not under the building)
This area needs a youth sports facility/community center. Could that be an option for the site next to 6909? Could include: Indoor public space, basketball, volley ball, Afterschool programming, Concerts, parents night out, 4000 seat arena with expandable bleacher seats More people might use Brentwood park if some improvements were made. (Pool needs shade). If park space down the street isn't being used, then hesitant to put more in here.

EXHIBIT B: COMMUNITY INPUT, BY TOPIC



HOUSING

- Prioritize more density
- Guarantee affordability

If the city insists on increasing the number of affordable housing units built on this site (as it should), we should also dramatically increase the overall amount of development to offset the cost of that housing. This massive site can support far more than 300 units, especially with direct access to the transit station.

pack the whole thing as densely as possible with housing and neighborhood-serving commercial.

This space is extremely rare among city-owned parcels: directly adjacent to the highest concentration of current/future transit in Austin, adjacent to a major commercial corridor, convenient to schools, and a centrally-located infill opportunity. 5.5 acres is a massive amount of space that should be allowed to develop to well beyond the form and height of the current surroundings. We need more than just a 4-story Texas doughnut apartment building here to maximize public benefit. Please consider adjusting the Justin TOD to include greater utilization categories like with North Burnet/Gateway.

More density. Please more density. Please more housing. Please more neighbors here in our backyard

I don't agree at all. To maximize the impact we need to create hubs of density, so this is exactly where more housing should go: near transit!

This development should be more ambitious from a housing density perspective. If more than 300 units can pencil with higher density and more market rate and affordable housing added, then it's a win-win. 5.5 acres is a massive lot and 300 units is just way too low on such prime transit-oriented real estate in Austin.

We need to add as much housing as we possibly can here, this is a transit station that will one day be the connection between the existing rail line and our future light rail line. It's very important we get transit accessibility and density maximized if we want those projects to be a success. We are in a housing crisis and we need more housing!



HOUSING (continued)

- Prioritize more density
- Guarantee affordability

The city can build more housing units here and should because it's right next to a rail station. The city should target building at least 100 units per acre and since it's 5.5 acres, best case would be building a minimum of 550 units. This would entice more developers to bid on the project as it would be economically feasible for them. Ideally this should be a mixed-use project so the area can become a place people will flock to, creating more economic opportunity for all and bring more passengers from the rail line.

300 units seems like quite few given the location. This needs to use the full TOD and build much denser housing

Building high density housing immediately next to the red line station is an absolute no brainer. Build as much housing as you possibly can, and improve the pedestrian infrastructure on Lamar while you're at it!

focus on highest # of units and lowest number of parking spaces!

Why can't the city develop the property instead of having a developer who will only increase the price and be less receptive to the citizens desires?

The concept "affordable housing" is misnomer in it's use with housing development. More smaller units is not affordable unless there is a rent cap and or rent coop. Smaller units and more density is not affordable nor does it accurately reflect a good quality of life. All it does is provide another means of getting more money/ units for a developer to gouge renters. This location is more desirable for a rail station with small businesses and free parking.

Want to see 100 percent affordable housing. This needs to be the primary criteria or selecting the development partner (which was not the case with the previous RFP) Need family-friendly, affordable housing with multifamily units - not efficiencies and 1 bedrooms. True consideration of affordable, 60 percent MFI, - need 2 and 3 bedrooms, Area already have enough smaller units for younger people in the area. Ownership units would be good- use of land banks



COMMERCIAL SPACE

The change in requirement of "commercial/community space as permitted by funding sources" is unacceptable and will only encourage developers NOT to include any commercial/community space in the plan! Too many developers have proven to be greedy, lazy, and disingenuous with incorporating mixed use, falsely claiming that retail isn't financially feasible. The Domain, Mueller, S. Congress, Plaza Saltillo, and numerous other developments in the area tell a different story. We're not making the community more walkable if we add density without any walkable amenities.

SAFETY/TRAFFIC CONTROL

- Bike and pedestrian access

Approx. 25 small children live and play outside on St. John Circle/Ryan Drive. Even with signage, cars speed through the circle where children frequently walk from house to house. Please choose a developer and a plan that prevents car traffic and overflow parking on the Circle. If you develop the property, consider closing off Ryan Drive between the last home's driveway and the development, allowing bikes and pedestrians only to flow through. Residents of St Johns Circle and Ryan Drive would still be able to enter/leave the are via St. Johns.

The Justin /Lamar intersection has become a bottleneck. The intersection can not handle additional vehicles from a high density use such as apartments. Just and Ryan are already seeing roadway parking for commuters using the train at Crestview Station. Crime has skyrocketed in Crestview . This is at least partially due to the large transient population in this area.

Personally I'd love to see roundabouts on St John's Circle and Ryan Drive. The physical barrier would force cars to slow down and discourage cut-throughs and improve drainage over the current all-asphalt intersections, and provide an opportunity for placemaking and beautification

The impact on the adjacent neighbors on Ryan Drive and St. John's Circle.



RELATIONSHIP WITH SURROUNDING PROPERTIES

Many questions arose during our office hours about who owned the adjacent properties and how we planned to work with them to address the needs of the community

TRANSPARENT SELECTION OF DEVELOPMENT PARTNER

- Focus on affordability over profit

Heard a city rep say the site was too valuable for low-income If you look at the matrix from the previous RFP, community benefits were combined with affordable housing. Gave the proposals with the least amount of affordable housing the highest score. Heard through the developer that they knew they'd been selected months before it was announced. Told them they already knew they had the bid.

One of the issues I had with the previous round was the inclusion of service agencies and support entities in some of the applications, when it became clear that some applicants had not actually spoken with those groups before listing them as partners. I do think there's an opportunity to make this a scoring component of the application by asking for the submission of signed letters from complementary service agencies or nonprofits. I also noted in some of the other RFPs that required submission materials, like audited financials, were scoring items. This seems a bit odd to me, as it suggests that if an applicant doesn't submit a required document they still might score well enough to be competitive. Finally, there didn't appear to be a minimum score requirement in some of the other RFPs. I've always felt that scoring items should advance key policies or desirable development goals (i.e. energy efficiency, letters of support, affordability, cost efficiency, experience, etc..) that one wants to promote. A minimum scoring requirement may ensure that some of the Neighborhood's and City's desired development goals are met. If the process is competitive it may also ensure most, if not all, of the goals are achieved.

The impact on the adjacent neighbors on Ryan Drive and St. John's Circle.



SPECIFIC CONSIDERATIONS

- Needs of seniors
- Needs of families
- Aesthetics/Design

Specific considerations Needs of seniors Needs of families Aesthetics/Design

Ensure that seniors with limited income have safe and affordable designated housing, even if this housing is located in a multi-family structure with residents of all ages. Please ensure that the apartments for seniors allow for maximum levels of peace--possibly situated a bit apart from the other residents. I lived for only 10 months at Aldrich 51 and found it untenable. Here is a partial list of problems: seniors could count on having young children trip us as we walked down halls; the halls ways did not have carpet, thus contributing to noise levels, The needs of senior residents were not a priority. Maintenance did not respond well many times; the construction of the building was shoddy, with rain pouring into the garage and into windows that were not well-sealed; the garage doors did not work after the complex opened; people had their cars broken into; graffiti appeared on the interior walls; etc. No amount of contacting the management seemed to help. We were ignored to too large a degree. So I left after 10 months. Residents who paid market rates stayed for short times before moving on.

A 45 percent increase in the need for senior housing is coming. Crestview is full of seniors who are interested in TODs and access to transit and want more than housing. The Boomers Collaborative is interested in the Ryan Drive site for senior cooperative housing, including intergenerational "maker space" and a nonprofit restaurant. A limited equity cooperative model needs to be more utilized. Housing America's Older Adults 2023 (harvard.edu)

If more housing is what is decided, please consider offering something architecturally beautiful. Please no "modern farmhouse" "clean line" box/rectangle/Mueller style; perhaps consider rowhomes that are nice and timeless (e.g., San Francisco, Richmond VA rowhomes) and a shared greenspace, if possible.

I saw the previous plans...the buildings ran parallel to Justin Lane, blocking the view of the property. I suggest making them perpendicular so one can see the train station and any park space from Justin Lane. This would open it up and make it more inviting. Access to the train station is a must as well as public space.



REASONS TO DE-PRIORITIZE HOUSING

- More commercial space and park space instead

Park space and trees! Also, solar on the roofs of the buildings, or green roofs, and responsible containment of runoff. Redevelopment in this area is really reinforcing the urban heat island effect and leading to increased runoff when it does rain, and we are in Flash Flood Alley here.

In 2018, the idea of more 5-story apartment blocks with no street-level commerce might have sounded like a good idea. But now this area is FLOODED with them, and that's the last thing we need. Focus on augmenting Crestview Station, pedestrian connection to Easy Wind Dr, green space, library, etc.

There are two dense apartment complexes under construction at Justin & Burnet and just south of Justin & Lamar - dense housing options / congestion is on the way.

Access to public transportation, some retail/amenities for commuters and nearby residents, and park space. Please more green space. Given market changes we have a lot of under construction apartments nearby and it's not critical to have more at this time. What we are missing is more green space.

There are already so many dense housing units going up in this area. We desperately need more green spaces as this growth continues.

I'm concerned about the density of the development and also want to see land set aside for Parkland or Green space

We would prefer the land would be part of the rail line system and be a public park. We don't need more apartments.

This area is one of the most park deficient areas in the entire City. Accordingly, all or most of this site should become park land. A splash pad would be great. Other possible amenities to consider: a library and/or recreation center.

Austin needs more public parks where people can go walk and gather. I personally prefer this to become park space. It is also important for the city to consider building pedestrian bridges around this area, they have built so many apartments bringing just more people and cars into Lamar... why not make it easier for people to cross to the shopping areas and Crestview station by foot?



MAINTENANCE/USE OF CITY PROPERTIES

I would like for the city to maintain it's property like it requires citizens to do. I called 311 on November 2nd saying the weeds were over 12 inches high. Today on November the 27th I call 311 again and get the run around. Please maintain this property and don't let the fence to curb get overgrown with weeds !!!!.

Please have a plan on how this property will be properly maintained.

It would be nice to have something usable here outside the final planned development near term instead of exclusively a fenced in field for the next several years. With the hard work of clearing the site complete, we should be able to safely access this city land for that purpose.

