

ORDINANCE AMENDMENT REVIEW SHEET

Amendment:

C20-2022-003 South Central Waterfront Combining District and Density Bonus Program.

Description:

Conduct a public hearing and consider an ordinance amending City Code Title 25 to create a new zoning district and modify related site development regulations and compatibility standards; and create a new zoning district for density bonus that includes granting additional floor-to-area ratio in exchange for providing community benefits; to establish boundaries for the new zoning districts located in the vicinity commonly known as the South Central Waterfront; and initiating zoning and rezoning for all properties within the South Central Waterfront District except those with Planned Unit Development zoning, Planned Development Area zoning, and subject to Planned Development Agreement, and initiate necessary neighborhood plan amendments for the properties located in the new zoning district's boundaries.

Background:

On June 16, 2016, the [South Central Waterfront Vision Framework Plan](#) (Vision Plan) was adopted as an amendment to the [Imagine Austin Comprehensive Plan](#). As defined in the Vision Plan, the South Central Waterfront district encompasses roughly 118 acres.

The intent of the Vision Plan was to leverage forecasted development through a districtwide approach that creates a dynamic people-centered district in Central Austin by:

- Establishing a lively, attractive pedestrian environment;
- Expanding open space and creating great public places;
- Enhancing connections to and along the waterfront; and
- Providing 20% new affordable housing units, or approximately 527 affordable units in the district.

A districtwide approach had been identified as an essential method in realizing the intent of the Vision Plan. Through this approach, the South Central Waterfront is hoped to become a model for how a districtwide green infrastructure system, paired with quality urban design, can provide an interconnected network of public spaces – streets, streetscapes, lakeside trails, and parks – that provides the framework for redevelopment and districtwide value capture to fund other community benefits, such as affordable housing.

The urban development envisioned in the Vision Plan requires modifications to the existing zoning and development regulations. To support the development envisioned in the Vision Plan, the City Council passed [Resolution Number 20220915-090](#) on September 15, 2022, to initiate the development of regulations for the South Central Waterfront area. In the resolution, Council asked staff to create regulations that consider today's market realities, anticipate future demand, and realize the intent of the Vision Plan to:

- Create a density bonus program “akin” to the Downtown Density Bonus Program;
- Allow building height, floor-to-area ratio (FAR), and entitlements that support the economics required to achieve infrastructure and community benefits;
- Allow additional entitlements exclusively through density bonus;
- Conduct regulation updates, at a minimum, every five years;
- Ensure development entitlements are sufficient to sustain and address increasing market demands and the rising inflation of labor and materials;
- Maximize the number of affordable units;
- Maximize infrastructure investments;
- Maximize other on-site community benefits;
- Ensure enhanced environmental standards and protection;
- Support Project Connect; and
- Create a connected, pedestrian-oriented, mixed-use district where thousands more Austinites can live, work, and play.

Summary of Proposed Code Amendment:

The creation of the South Central Waterfront Density Bonus Program and Combining District has been a cooperative effort between city departments, boards and commissions, property owners, and the general public.

Additionally, staff contracted with two consulting firms to analyze the structure of the South Central Waterfront Density Bonus Program (Density Bonus Program). One contracted team looked at the Density Bonus Program to analyze various alternatives including different fee rates and affordable housing rates under current and improved market conditions. A second consultant team analyzed the cost of various on-site community benefits identified in the program to inform the bonus structure, and aided in the development of the Density Bonus Calculator to easily determine the number of affordable units, fees, and community benefits owed based on project characteristics.

This Land Development Code (LDC) amendment is written as a combining district, similar to an overlay and optional for landowners, with an associated density bonus program. While Council requested a regulating plan, which requires certain steps by developers, the opt-in nature of a density bonus program better fits the needs of the South Central Waterfront District. In alignment with recent legal findings, this density bonus program for the South Central Waterfront is paired with a combining district.

If approved by City Council, the adopted Combining District and Density Bonus Program will become regulations that can then be applied to properties by rezoning them. As part of this item, Council will also be initiating rezoning for properties in the SCW District that are not approved Planned Unit Developments (PUDs), Planned Development Areas (PDAs), or Planned Development Agreements.

Exhibit 1 shows the boundary and existing (PUDs), (PDAs), and Planned Development Agreements within the South Central Waterfront.

While all properties within the South Central Waterfront boundary are eligible to participate in the Density Bonus Program, only those properties that are not an existing PUD, PDA, or Planned Development Agreement are included for city-initiated rezoning.

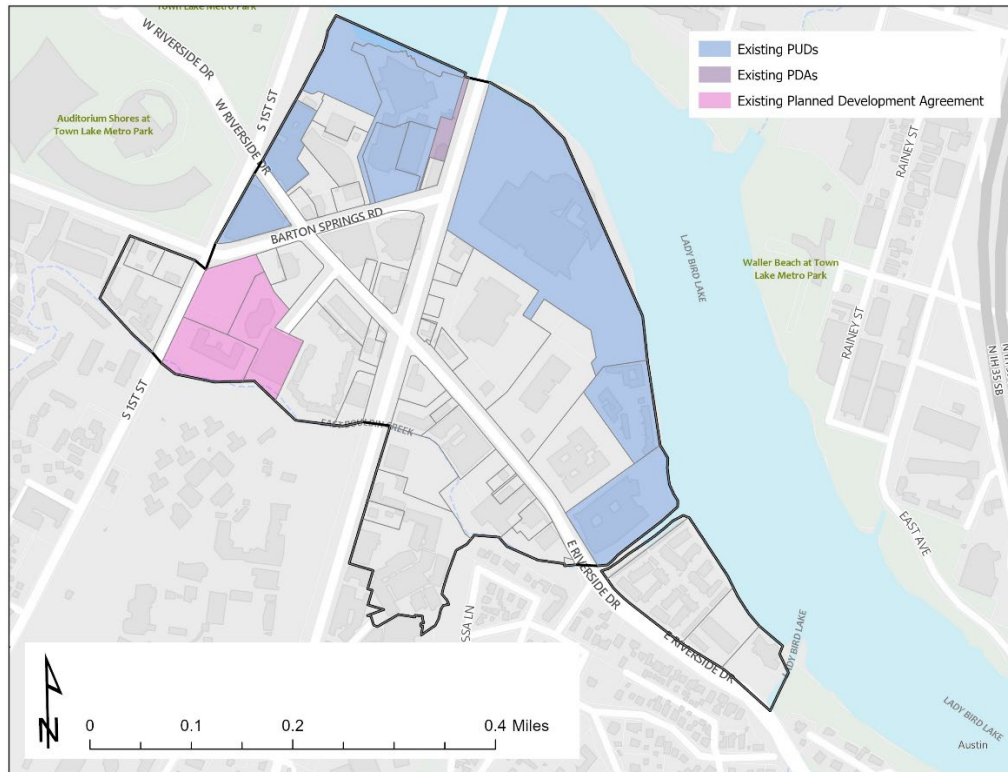


Exhibit 1 (South Central Waterfront District Boundary with existing PUDs, PDAs, and Planned Development Agreements)

The South Central Waterfront Combining District element of the code includes:

- Background
 - A high-level overview of the area's planning efforts, development, and current conditions today.
- Article 1: General Provisions
 - The detailed guide for how to participate and apply for new development projects in the South Central Waterfront Combining District.
 - A review of requirements, conflicting provisions, exemptions, and program evaluation.
- Article 2: Land Use Standards
 - The permitted, permitted with conditions, and conditional land uses.
- Article 3: Development Standards
 - The development regulations that shape the built environment of the South Central Waterfront Combining District.
- Article 4: Design Standards
 - The quality design standards within the South Central Waterfront that promote human-scale, visually interesting, and walkable streetscapes that emphasize a balance between natural and built elements.
- Article 5: Definitions

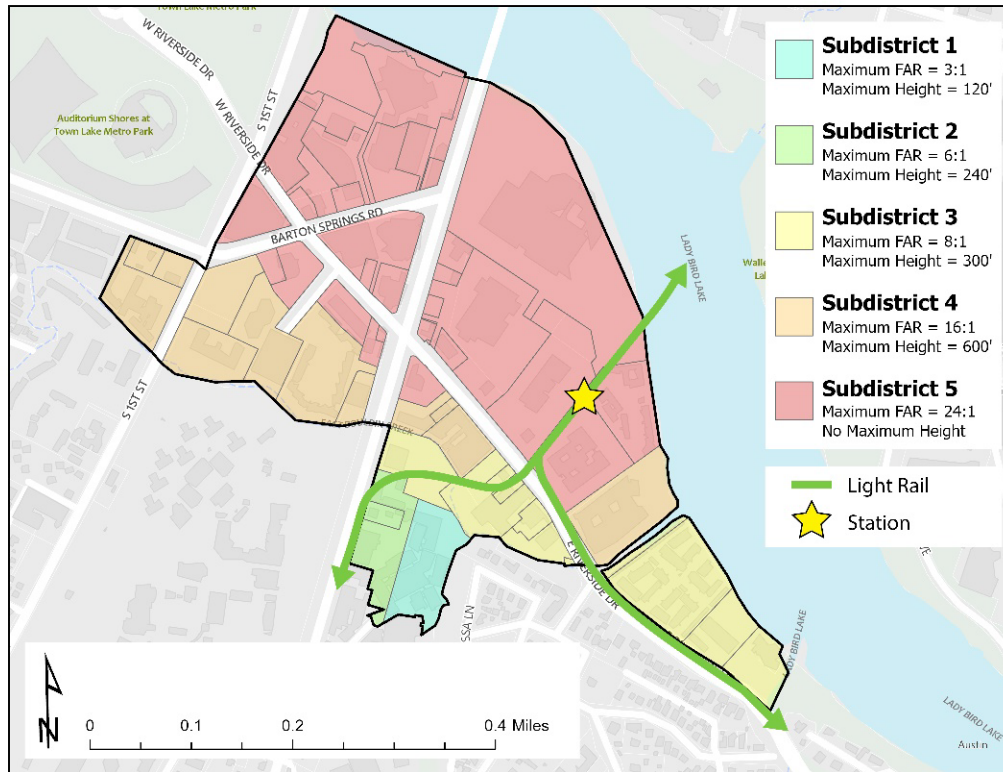


Exhibit 2 (South Central Waterfront Subdistrict Map)

The South Central Waterfront **Density Bonus Program** element of the code includes:

- Subdistricts and Maximum Floor-to-Area Ratios / Building Height
 - o The South Central Waterfront Combining District has been divided into 5 subdistricts with corresponding FARs and building height maximums.
- Program Requirements
 - o Gatekeeper requirements that must be met to participate in the Density Bonus Program, as well as Planning Director and Housing Director determinations.
- Community Benefits
 - o An itemized list of individual on-site community benefits each assigned their own programmatic requirements.

Key components of the South Central Waterfront Combining District and Density Bonus Program are explained in further detail below.

FAR and Height Limits

The South Central Waterfront is divided into five subdistricts with distinct FAR and height limits (See **Exhibit 2**). These subdistricts are intended to provide a gradient between the highest level of development nearest Downtown and tapering off towards existing single-family housing. As a direct result of the public input process, staff proposes the following adjustments to the subdistricts in South Central Waterfront:

- The South Central Waterfront boundary has been expanded from the Vision Plan to include:
 - o Three parcels added to the southernmost boundary to include those parcels directly impacted by Project Connect and to support cohesive transit oriented development.
 - o Three additional properties added on the southwest corner of Barton Springs Road and South 1st Street based on additional community feedback.
- Additionally, FAR is increased (from the initial public version released on February 20, 2024) on the parcels adjacent to and due east of the proposed light rail station. This is to directly support the goals of transit oriented development on the parcels closest to the station area.
- Height limits have been added for Subdistricts 1-4 as follows:
 - o Subdistrict 1: 120ft
 - o Subdistrict 2: 240ft
 - o Subdistrict 3: 300ft
 - o Subdistrict 4: 600ft
 - o Subdistrict 5: Continues to have no height limits.

Additional FAR and height are available beyond the maximums shown in the map subject to approval by Council.

The Density Bonus Program includes above-grade parking past a certain entitlement (based on the uses in the building) in the FAR calculation. Parking has not generally been included in FAR in the past and this disincentivizes large parking plinths.

Waterfront Overlays within the South Central Waterfront

The South Central Waterfront Overlays (See **Exhibit 3**) for Auditorium Shores, South Shore, and Travis Heights will continue to apply to projects that participate in the Density Bonus Program.

- Regulations maintained include design standards such as building materiality, utility screening, and base wall structures.
- New regulations in the South Central Waterfront Combining District supersede some elements of the existing overlays, including:
 - o Maximum building height, impervious coverage, Land Use Commission site plan approval, and the 70 degree building step back.
 - o Additional pedestrian-oriented land uses were added as permitted, conditional, or permitted with conditions.

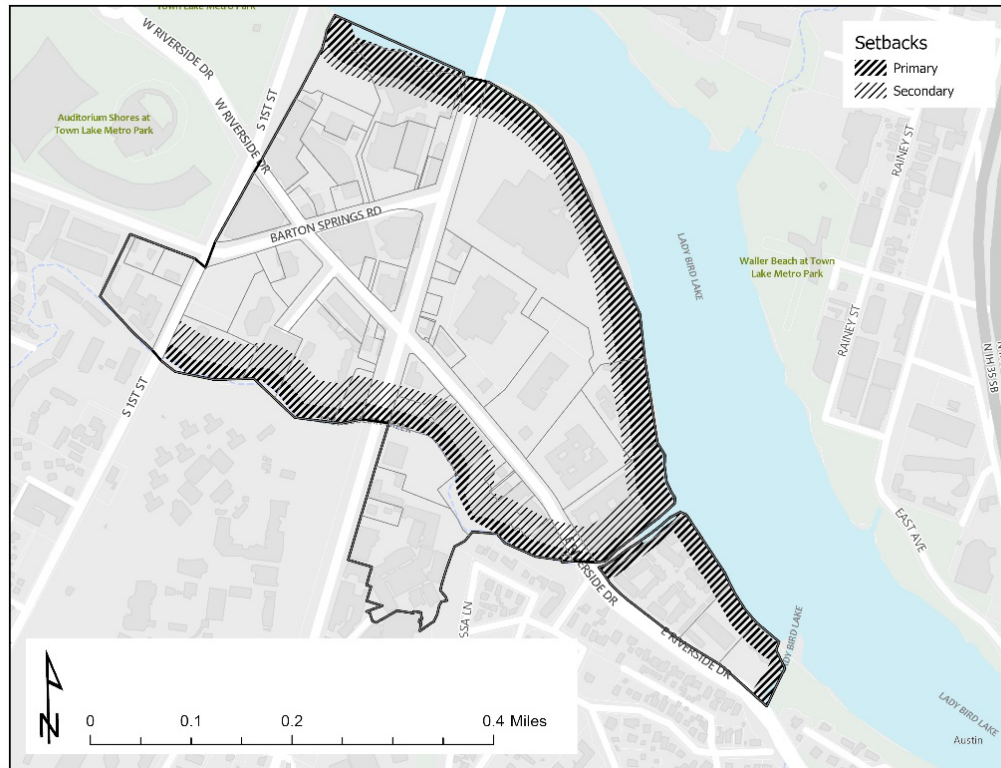


Exhibit 3 (South Central Waterfront Overlay Primary & Secondary Setbacks)

Open Space & Parks

- A minimum of 5% of gross site area shall be provided as Private Common Open Space with Public Access Easements.

Critical Water Quality Zones

- Compliance to Critical Water Quality Zone criteria must meet or exceed the ecological outcomes of water quality, riparian habitat restoration or preservation, erosion control and prevention, and vegetation diversity.
- Critical Water Quality Zones along the shoreline of Lady Bird Lake are measured from the shoreline boundary. The buffer width is 100 feet or 75 feet for a detached single-family residential use.
- Critical Water Quality Zones along Bouldin Creek are measured at 50 feet from creek centerline.

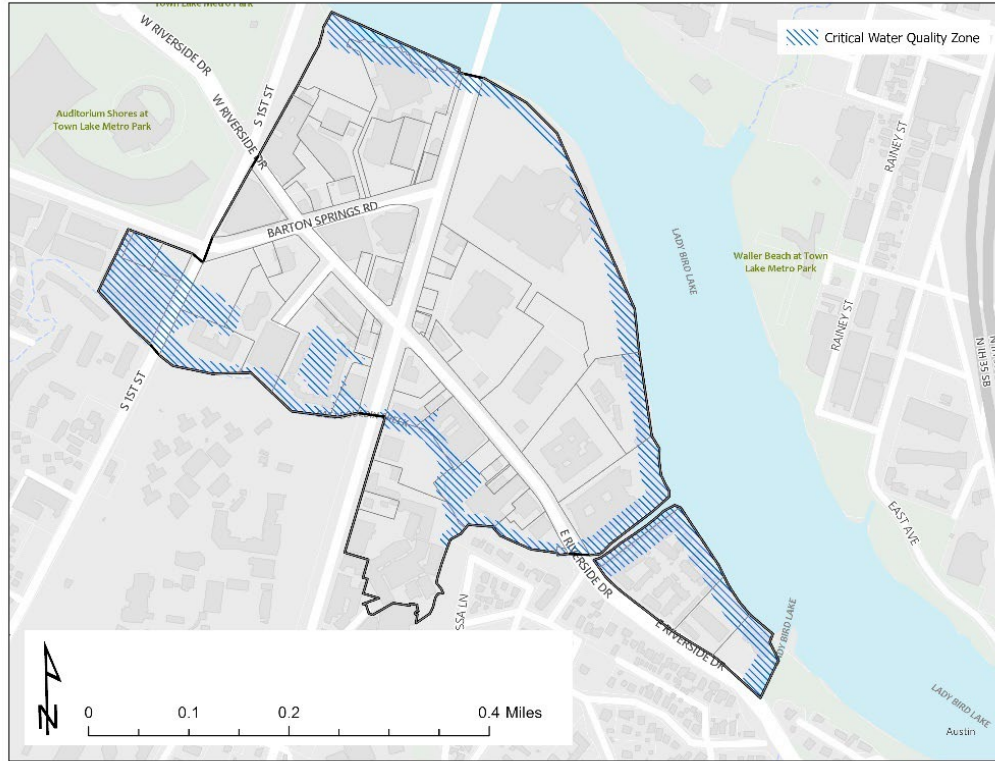


Exhibit 4 (Critical Water Quality Zones)

Transportation & Project Connect

All pedestrian, bicycle, and vehicular right of way shall adhere, at a minimum, to the standards outlined in the Transportation Criteria Manual (TCM) and Austin Strategic Mobility Plan (ASMP), as shown in **Exhibit 5**.

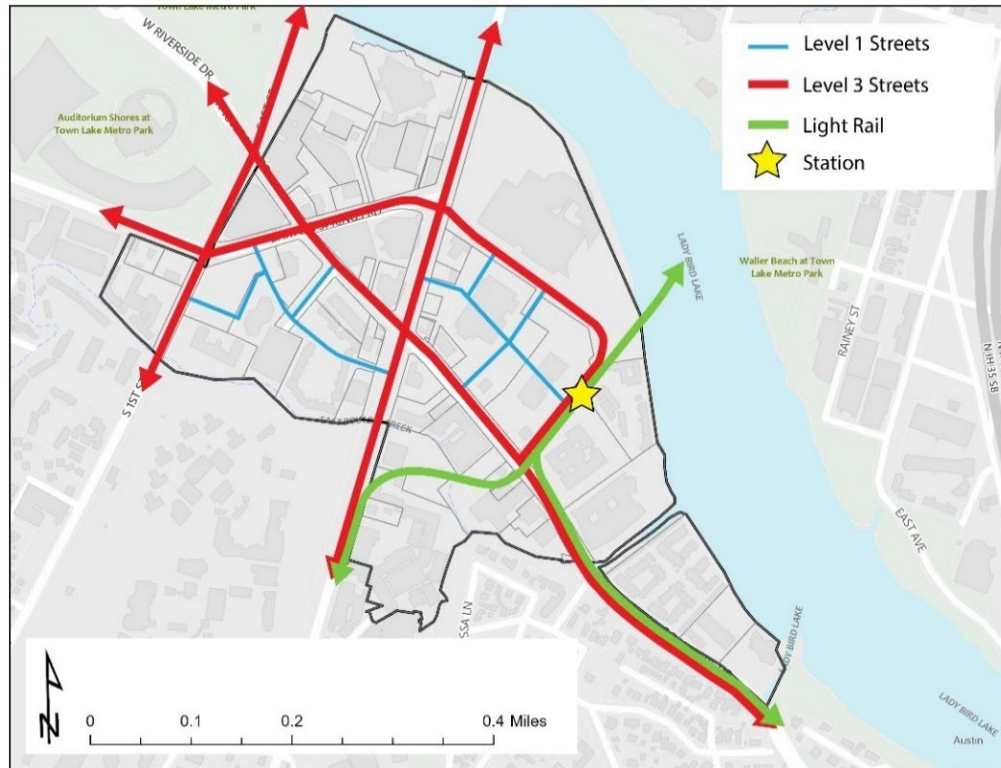


Exhibit 5 (South Central Waterfront Roadway Network)

The South Central Waterfront transportation network is comprised of:

- **Level 3 streets,**

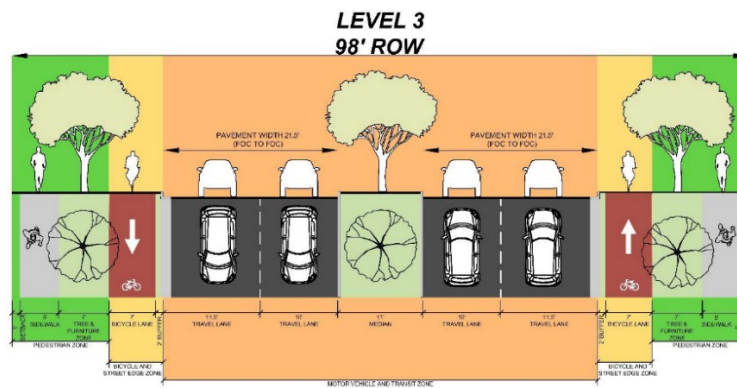
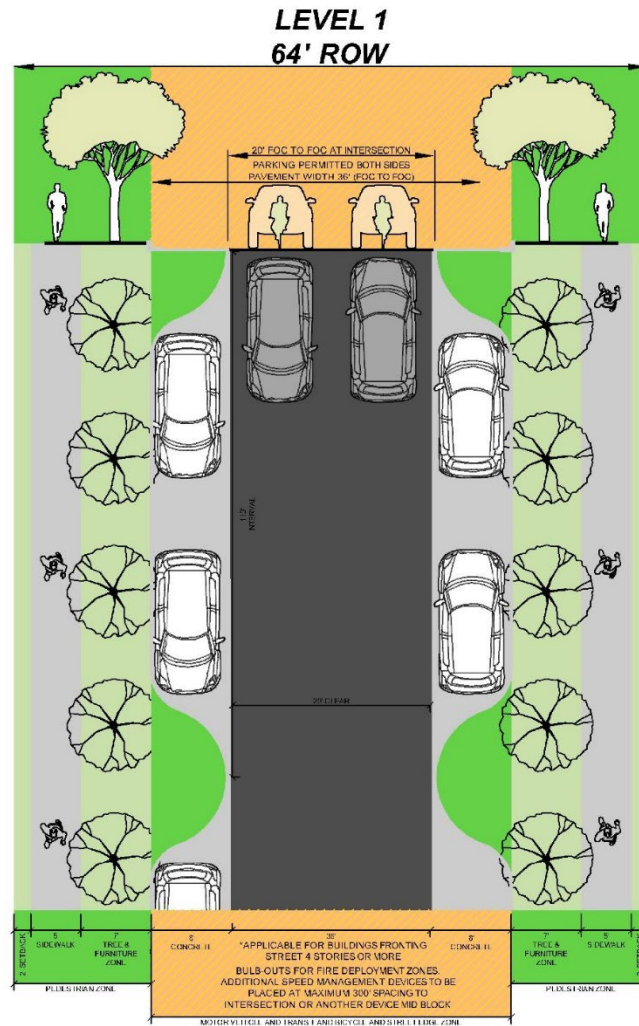


Exhibit 6 (Level 3 Street)

- Level 1 streets, and



- Proposed **alignment of the Project Connect Light Rail** (see **Exhibit 5**).

Density Distribution Areas

- To account for the variation of the sizes and shapes of the parcels in this district, and to prevent the creation of monolithic structures, the concept of “Density Distribution Areas” (DDAs) is created to distribute density throughout large sites.
- Density Distribution Areas are to be no larger than 90,000 square feet (approximately the size of a downtown city block).
- FAR maximums apply separately to each DDA within a site, preventing all of a project’s density from being located in a single portion of the site or in a singular building that does not adhere to a pedestrian-friendly scale.

- To encourage good pedestrian circulation through a site, internal circulation routes are required along each of the dividing lines of the DDAs. Multiple design options exist for internal circulation including options that allow for vehicular or bicycle circulation and are provided in Exhibits 8 through 11.

Density Bonus Program

The Vision Plan for the South Central Waterfront and subsequent Council resolution identified a number of goals for this area. To incentivize development to meet the diverse intent of the Vision and the Council resolution's community benefits as the South Central Waterfront develops in the coming decades, the Density Bonus Program is constructed with gatekeeper requirements, fees-in-lieu, and other onsite community benefits.

- **Gatekeeper Requirements.** If a property is using the Combining District, it will automatically have a 2:1 FAR. To access the Density Bonus Program, a development must adhere to the gatekeeper requirements for the South Central Waterfront. Gatekeeper requirements, as further explained below, allow for a development to access up to 3:1 FAR:
 - **Enhanced Environmental Standards**
 - Heritage Tree and Protected Tree preservation requirements will continue to apply.
 - All landscaped areas shall be irrigated with a non-potable water reuse system if not located within a Critical Water Quality Zone.
 - Development projects shall make provisions to connect to the City's reclaimed water distribution system.
 - At a minimum, all projects shall receive a 2-Star Austin Energy Green Building rating or have LEED certification.
 - Rain gardens shall be planted with native species in accordance with the Environmental Criteria Manual.
 - Bird friendly design criteria for light pollution reduction and collision deterrence.
 - **Enhanced Streetscape and Urban Design Standards** - As a requirement of the Combining District, all site development, building design, and streetscapes shall meet the minimum requirements outlined in Subchapter E: Design Standards and Mixed Use.
 - If opting into the Density Bonus Program, projects shall exceed Subchapter E: Design Standards and Mixed Use by providing streetscapes that meet sidewalk width, street furnishing, and shade tree elements found in the Great Streets Program. Additionally, Urban Design Guidelines shall substantively be met if participating in the Density Bonus Program.

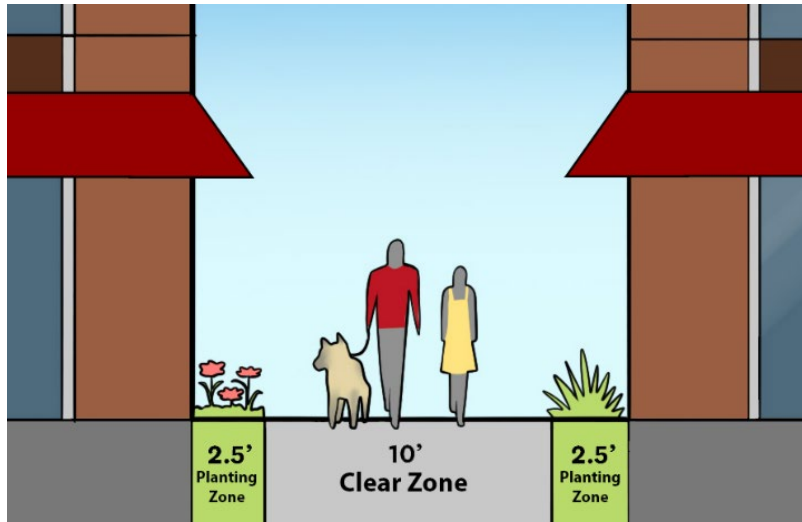


Exhibit 8 (Internal Circulation Route Option 1)

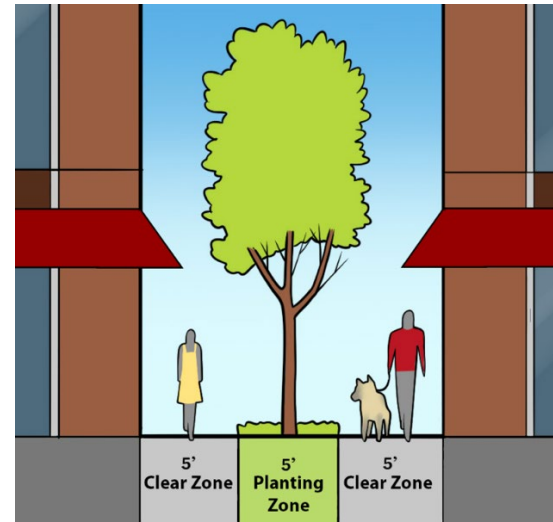


Exhibit 9 (Internal Circulation Route Option 2)

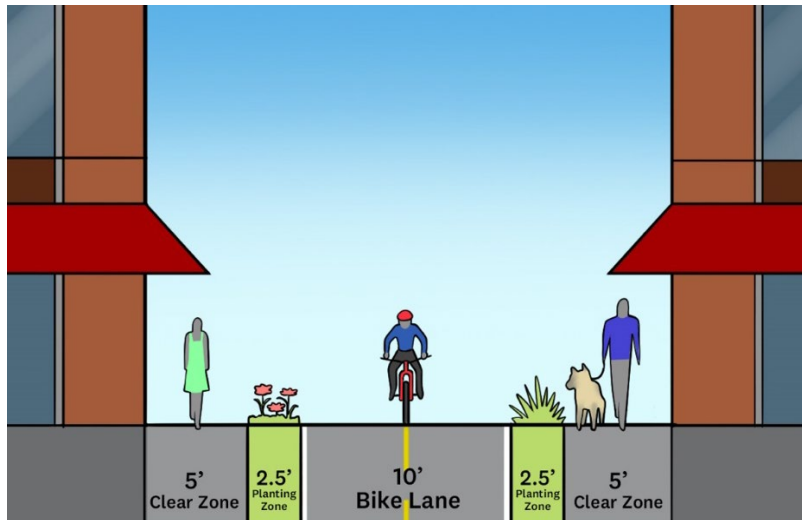


Exhibit 10 (Internal Circulation Route Option 3)

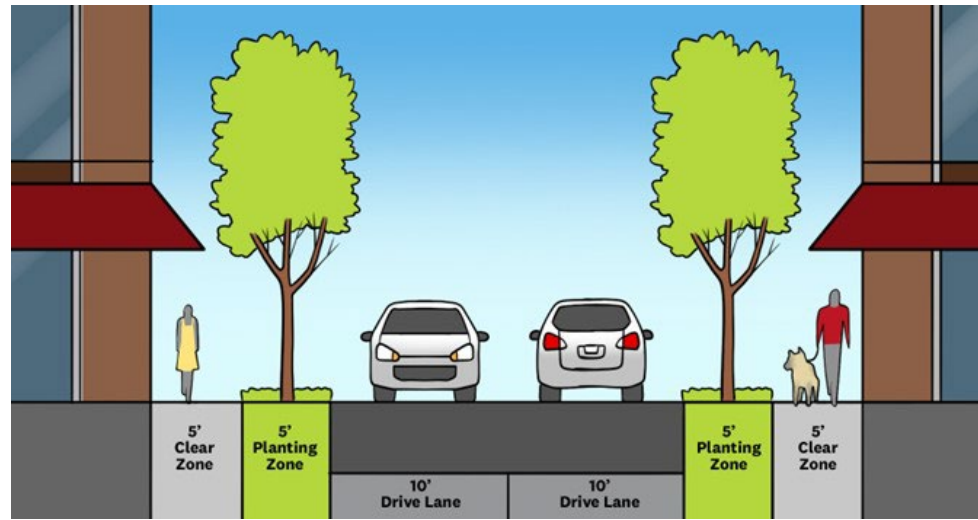


Exhibit 11 (Internal Circulation Route Option 4)

- **On-site Affordable Housing** - If a development opts into the South Central Waterfront Density Bonus Program, 5% of housing units within 3:1 FAR must be affordable at:
 - 60% of median family income (MFI) for rental units; and
 - 80% MFI for on-site units for condo units, or
 - a fee-in-lieu equivalent for market-rate condo units.
- **Fees-in-Lieu.** Beyond 3:1 FAR, 70% of bonus area must be achieved through fees-in-lieu and dedications and 30% must be achieved through on-site community benefits. Fees-in-lieu include fees for affordable housing, parks, and infrastructure.
 - **Affordable housing fee-in-lieu** is to be spent in the SCW Affordable Housing Investment Area. Additional affordable housing may be achieved in the south central Austin area from the affordable housing fee-in-lieu generated from the Density Bonus Program.
 - The Housing Department may spend funds generated by the Density Bonus Program within the area defined by Lady Bird Lake to the north, Ben White Boulevard to the south, I-35 to the east, and Mopac to the west.
 - Additionally, funds must be spent within 1/2 mile of a rail station or 1/4 mile of a bus stop.

Additional onsite affordable units may be dedicated for credit towards the fee-in-lieu amount.

 - The **parks fee-in-lieu** is added to the amount owed for the standard Parks Fee used elsewhere in the city and is to be used within a distance of the property from which it is obtained based on existing PARD expenditure procedures. Dedication of parkland may be credited towards the fee-in-lieu amount.
 - The **infrastructure fee-in-lieu** is to be used within the SCW District itself to provide area-benefitting public infrastructure including but not limited to new arterial roadways; upgrades to water, wastewater, reclaimed water, and stormwater infrastructure; and watershed improvements.- **Other Onsite Community Benefits & Bonus Schedule.** Numerous onsite community benefits have been identified for the South Central Waterfront in support of the Vision Plan and 2022 Council resolution. The following is a list of the onsite community benefits and their associated bonus rate.
 - **Note:** Several bonuses are temporarily being given a value of 0 until improved enforcement options are evaluated to ensure compliance with maintaining tenants for particular benefits. This evaluation is anticipated to occur within 2024.
 - The bonus schedule has been produced with bonus rates that are economically calibrated to ensure approximately the same cost for bonus area regardless of the community benefits being provided.

Community Benefit	Notes	Bonus Rate
Private Common Open Space	Plazas, squares, greenspace, etc.	15 bonus SF per 1 SF
Childcare and Adult Care Services		0 bonus SF per 1 SF
Affordable Childcare		67 bonus SF per 1 SF
Cultural Uses	501(c) uses that are eligible to participate in the City of Austin Core Cultural Funding Program	0 bonus SF per 1 SF
Affordable Creative Space	Gallery, art workshop, theater, etc.	0 bonus SF per 1 SF
Live Music Venues	Concert halls, etc.	0 bonus SF per 1 SF
Grocery Uses	8,000 square foot minimum grocer	0 bonus SF per 1 SF
Public Parkland Buildout	Adding amenities and improvements to public parkland, such as landscaping and playground equipment	11 bonus SF per \$100
Transit Supportive Infrastructure Buildout	Bus stations, bikeshares, etc.	11 bonus SF per \$100
Public Art	Permanent installations as approved by the Arts Commission and Art in Public Places Panel	11 bonus SF per \$100
Alternative Community Benefits Not Described	Community benefits as approved by City Council	Will vary

Adjustments Resulting from Public Comments

On February 20, 2024, the first draft Combining District & Density Bonus Program was released for public access and review (www.SpeakUpAustin.org/SouthCentralWaterfront).

Concurrent to the draft release, the public was provided a survey with questions on various topic areas including: land use, desired built environment, and potential boundary adjustments. Staff received 439 survey results leaving left 1,434 comments to open ended questions and completing a priority ranking question which generated 2,111 responses. Three public meetings, two virtual and one in-person, were conducted during the public input period that concluded on March 20, 2024. Staff also received comments and questions via emails and phone calls.

Engagement numbers for the methods of engagement include:

- 439 survey responses
- 32 attendees in the in-person meeting
- 44 attendees combined in the two virtual meetings

Staff additionally presented and received feedback from numerous Boards and Commissions including the: South Central Waterfront Advisory Board; Environmental Commission; Downtown Commission; Small Area Planning Joint Committee; and the Codes and Ordinances Joint Committee.

After the public comment period, all feedback was catalogued and analyzed. Staff made adjustments to the draft Combining District and Density Bonus Program based on this feedback. Community feedback resulted in the following adjustments to the initial draft:

- The boundary was expanded further to the west with three additional properties west of South 1st Street.

- Height limits were added to 4 of 5 Subdistricts.
- Properties near to the proposed rail station were adjusted to higher FARs.
- The Affordable Creative Space community benefit was added.
- Additional multi-modal mobility options were added to internal circulation routes.
- Design provisions have been established to prevent conflict between cantilevered, affixed, or freestanding shade structures and shade tree canopies.
- Public access easements to be required for publicly accessible open space.
- The Affordable Housing Investment Area, where the portion of the fee-in-lieu that will go to affordable housing will be invested, is adjusted: the boundary has been expanded to now have a southern border of Ben White Boulevard, and the investment will now be limited within ½ mile of light rail stations, and/or ¼ mile of bus stops.
- Public access easements to be required for internal circulation routes.
- The Infrastructure Fee-in-Lieu has been changed to the “Infrastructure and Community Impact Benefits” Fee-in-Lieu.

Near-term Future Considerations

In support of realizing the South Central Waterfront there are a number of activities staff recommend as near-term activities once the Combining District and Density Bonus Program are adopted by Council:

- Staff recommend initiating a holistic rezoning of all parcels in the district with the exception of those that are currently zoned Planned Unit Development (PUD), Planned Development Area, or Planned Development Agreements (PDAs) (see **Exhibit 1** for parcels with those zoning classifications).
- For certain non-residential onsite community benefits, **re-examine density bonus once compliance options have been determined by staff**. As discussed, staff are reviewing the ability to effectively administer compliance. These discussions are expected to conclude in 2024.
- **Explore all financing tools to achieve the vision; re-examine distribution of fees if needed**. As the city is examining other funding mechanisms to realize this district, it may inform the distribution of fees.
- **Re-evaluate fees once the citywide density bonus analysis is complete**. If the citywide density bonus study impacts SCW, those changes will be reflected early in the life of the Density Bonus Program.
- **Explore the addition of Transfer of Development Rights**. Staff will explore the concept discussed during the February 22, 2024, SCWAB Meeting. Transfer of Development Rights, if a viable option for the South Central Waterfront, could allow properties to exchange bonus entitlements gained through community benefits with other properties.
- As discussed during the Downtown Commission and Codes and Ordinances meetings in February, for Council priorities such as affordable child care, affordable creative space, etc.,

staff will **explore opportunities for below market rent for select non-residential uses** with adjustments over time.

Proposed Text Amendment:

See South Central Waterfront Combining District and Density Bonus Program document.

Staff Recommendation: Recommended

Staff recommends this code amendment for approval in order to provide the regulatory tools necessary to dynamically transform the South Central Waterfront from an underutilized neighborhood into a connected, pedestrian-oriented, mixed use district where thousands more Austinites can live, work, and play.

The interconnected nature of a Combining District with a Density Bonus Program facilitates both baseline regulations and provides a structure for future development to go above and beyond those baseline regulations with additional on-site community benefits in exchange for added density to further enhance the area.

Lastly, through an extensive cross coordination effort between various city departments, property owners, and the general public, staff believes that the South Central Waterfront Combining District and Density Bonus Program fulfills the intent of the 2016 South Central Waterfront Vision Framework Plan and Resolution No. 20220915-090 to the greatest extent possible. This districtwide initiative establishes a tangible and effective tool to source investment for future parks and open space, crucial infrastructure expansion, and affordable housing.

Board and Commission Action:

April 9, 2024 – To be reviewed by the Planning Commission.

Council Action:

[Resolution Number 20220915-090](#) on September 15, 2022.

Sponsor Department:

Planning Department

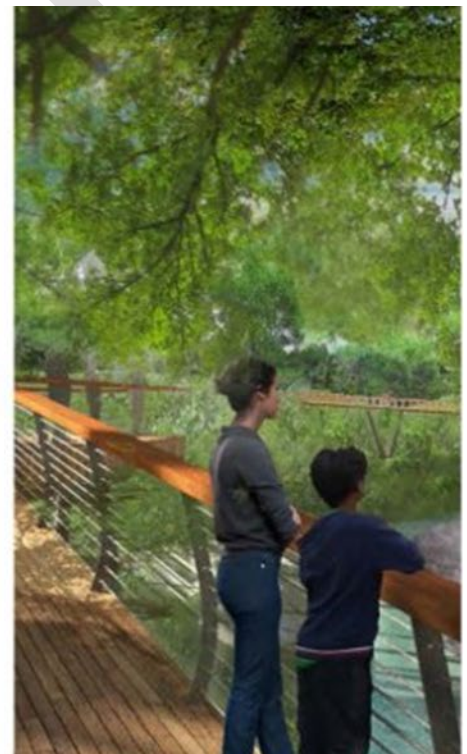
City Staff:

April Geruso, Division Manager, Planning Department, LDCupdates@austintexas.gov, 512-974-7220.



SOUTH CENTRAL WATERFRONT COMBINING DISTRICT & DENSITY BONUS PROGRAM

DRAFT – April 3, 2024



PLANNING DEPARTMENT

CITY OF AUSTIN

Pending further legal review

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New since close of public comment period

New since Board and Commission feedback (SCWAB, COJC, & UTC)

Law review is ongoing but incomplete.

BACKGROUND.

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The intent of the Vision Plan is to leverage forecasted development through a districtwide approach that creates a dynamic people-centered district in Central Austin by:

- Establishing a lively, attractive pedestrian environment;
- Expanding open space and creating great public places;
- Enhancing connections to and along the waterfront; and
- Providing 20% new affordable housing units.

A districtwide approach is essential to realize the Vision Plan's intent:

The [South Central Waterfront] initiative can become a model for how a districtwide green infrastructure system, paired with quality urban design, can provide an interconnected framework of public spaces – streets, streetscapes, lakeside trails, and parks – that provides the framework for redevelopment and districtwide value capture to fund other community benefits, such as affordable housing. A transformed South Central Waterfront district will not only become a great new neighborhood in the central city and a destination in itself, but will serve as an iconic gateway from South Austin to the downtown and the State Capitol, and an inspiration for the region.

(South Central Waterfront Vision Framework Plan, p. 17)

The urban development envisioned in the Vision Plan requires modifications to the existing zoning and development regulations. To support the development envisioned in the Vision Plan, the City Council passed [Resolution Number 20220915-090](#) on September 15, 2022 to initiate the development of the South Central Waterfront Regulating Plan. In the resolution, Council asked staff to create regulations that considers today's market realities, anticipates future demand, and realizes the intent of the Vision Plan to:

- Create a density bonus program “akin” to the Downtown Density Bonus Program;
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- Create a connected, pedestrian-oriented, mixed-use district where “thousands more Austinites can live, work, and play.”

This document has been written in support of the intent of 2016 Vision Plan and 2022 Council Resolution. The following adjustments have been made to support both effectively:

- The proposed alignment of the Project Connect Phase 1 Light Rail has been updated to reflect the latest financial and engineering findings. Properties adjacent to the SCW district were identified to further support Project Connect. The South Central Waterfront area is comprised of the SCW district including additional properties and being generally located in the vicinity of Lady Bird Lake to the north, Blunn Creek to the east, South 1st Street to the west, **and Bouldin Creek with some properties extending to the north end of Music Lane** to the south.
- A property owner within the SCW Combining District (SCWCD) may use the regulations herein as an alternative to their base zoning. Modification to the standard regulations to achieve increased density may be accomplished by a property owner electing to participate in the Density Bonus South Central Waterfront Program (DBSCW) by implementing certain design criteria and providing community benefits. This combining district implements the direction provided in Resolution Number 20220915-090 by establishing a clear and user-friendly regulations and incentives to improve development quality.
- To align with current and future economic conditions in the South Central Waterfront area and the City as a whole, the on-site affordable housing percentage is lowered, and the requirement is adjusted to target deeper levels of affordability. The reduction in on-site residential units is attributed to increasing interest rates and inflation, leading to higher costs in high-rise construction. This adjustment in affordable housing requirements aims to also achieve additional community benefits such as parks and infrastructure. The City intends to reassess the set-aside requirement to gauge the favorability of market conditions. Alongside the on-site mandate, the City will also collect a fee-in-lieu for affordable housing for all developments exceeding a 3:1 FAR.

USING THIS DOCUMENT.

Applicability.

The regulations of the South Central Waterfront (SCW) Combining District (SCWCD) modify elements of the applicable base zoning district, including permitted and conditional uses and other site development regulations. The SCWCD shall only apply to a property located in the boundaries indicated in [Figure 1.1: South Central Waterfront District Boundary Map](#) and be rezoned to include the SCWCD to the base zoning district.

A property owner shall have the option to participate in the SCWCD regulations as an alternative to base zoning should the property be rezoned to include SCWCD to the base zoning district.

A property owner shall have the option to participate in the Density Bonus South Central Waterfront Program (DBSCW) should they adhere to SCWCD regulations and rezone to include the SCWCD to the base zoning district. Projects may achieve increased density, including additional square footage by implementing certain design criteria and providing community benefits as described in the DBSCW.

Along with the DBSCW, a Bonus Calculator has been produced to assist applicants in determining the required number of affordable units, the amount of the in-lieu fees required, and the total value of on-site community benefits to achieve the desired building density.

Organization

The SCWCD is comprised of 5 Articles and a Density Bonus Program.

Article 1 — General Provisions.

- Participation, application, and review requirements;
- Conflicting provisions and exemptions; and
- Program evaluation.

Article 2 — Land Use Standards.

- Permitted, permitted with conditions, and conditional land uses requiring a conditional use permit.

Article 3 — Development Standards.

- Waterfront Overlay applicability;
- Building height, floor-to-area ratio, and impervious coverage;
- Building setbacks;
- Floor-to-area ratio calculation;
- Density Distribution Areas;
- Parking regulations;

- On-site open space requirement.

Article 4 — Design Standards.

- Streetscape and built environment;
- Internal **circulation routes**;
- Supplemental zones; and

Article 5 — Definitions.

- Terms not defined in the Land Development Code (LDC).

South Central Waterfront Density Bonus Program.

- Program procedures and requirements;
- Affordable housing;
- Environmental protection;
- Fees-in-lieu; and
- On-Site community benefits.

ARTICLE 1: GENERAL PROVISIONS.

1.1. Intent.

The SCWCD is incorporated as part of Land Development Code (LDC) of the City Code Title 25 (Title 25) with the Density Bonus South Central Waterfront Program (DBSCW), allowing for additional density in exchange for implementing certain design criteria and providing community benefits as described in the DBSCW.

1.2. Applicability.

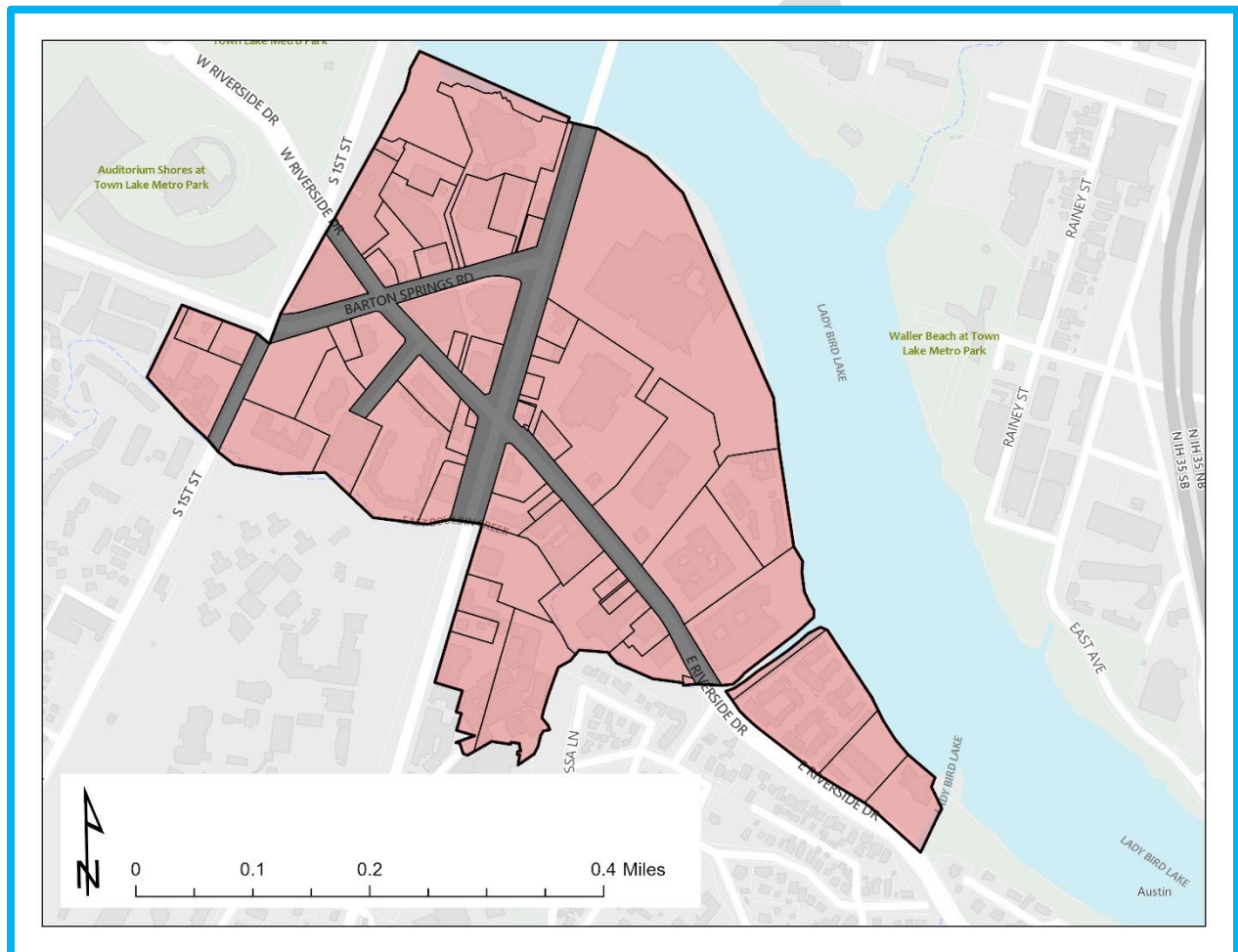


Figure 1.1: South Central Waterfront Boundary Map

A property located within the boundary—as indicated in [Figure 1.1](#): South Central Waterfront Boundary Map (Boundary Map) and rezoned to include SCWCD to the base zoning district — may elect to develop under the provisions of the SCWCD as an alternative to the property’s base zoning district.

1.2.1. Conflicting Provisions.

- A. The provisions of the SCWCD are applicable to a property located within the boundary illustrated in [Figure 1.1](#): South Central Waterfront Boundary Map which includes SCWCD zoning.
- B. If the provisions of the SCWCD conflict with provisions found in Chapter 25-2 (Zoning), the SCWCD shall control unless otherwise expressly provided.

1.3. Application and Review Requirements.

1.3.1. Development Services Department Director's Administration.

The director of the Development Services Department (Director) will administer and review projects for compliance with the SCWCD unless a director of another department is specified.

1.4. Text, Graphics, and Maps.

The SCWCD includes images to enhance understanding and comprehension by providing visual aids for some of the standards; however, in the event of a conflict or inconsistency between the text of the SCWCD and any heading, caption, figure, illustration, table, or map, the text shall control.

- A. In the event of conflict, the Boundary Map ([Figure 1.1](#)) and the South Central Waterfront Subdistrict and Floor-to-Area Ratio Map ([Figure 3.1](#)) shall supersede provisions in [Title 25-2 Zoning](#).

1.5. Density Bonus Program Evaluation.

The City Manager shall evaluate and, if necessary, recommend adjusting the development bonus fees, the list of on-site community benefits and their values, the on-site affordable housing bonus area, and the allocation of funds generated by the fee as needed. The City Manager shall submit those recommendations to the City Council for approval.

Additionally, the SCWCD and DBSCW shall be evaluated for applicable updates at a minimum of every five years. Initial South Central Waterfront Combining District and Bonus Program evaluation shall occur one year after initial adoption to support Project Connect and Urban Design. Updates may occur within the five year period to reevaluate affordable housing options under updated market conditions.

ARTICLE 2: LAND USE STANDARDS.

2.1. Intent.

Promote land uses within the South Central Waterfront Combining District (SCWCD) that prioritize walkability, diversity in use, and enhance multi-modal connectivity to housing, employment, recreation, and public transportation facilities.

2.2. Applicability.

For the purpose of applying the standards in this article, refer to the area identified in [Figure 1.1](#): South Central Waterfront Boundary Map.

2.3. Land Uses.

Any use not listed in this is a prohibited use.

2.3.1. Permitted (P), Permitted with Conditions (PC), and Conditional Uses (C).

A. Residential Uses:

1. Condominium Residential (P);
2. Group Residential (C);
3. Multifamily Residential (P);
4. Retirement Housing (Large Site) (C); and
5. Townhouse Residential (P).

B. Civic Uses:

1. Administrative Services (C);
2. Adult Care Services (Limited) (P);
3. Adult Care Services (General) (P);
4. Club or Lodge (C);
5. College and University Facilities (P);
6. Communication Service Facilities (P);
7. Community Events (P);
8. Community Recreation (Private) (P);
9. Community Recreation (Public) (P);
10. Congregate Living (P);
11. Convention Center (P);

12. Counseling Services (P);
13. Cultural Services (P);
14. Child Care Services (Commercial) (P);
15. Child Care Services (General) (P);
16. Child Care Services (Limited) (P);
17. Employee Recreation (C);
18. Family Home (P);
19. Group Home, Class I (General) (P);
20. Group Home, Class I (Limited) (P);
21. Group Home, Class II (P);
22. Guidance Services (P);
23. Hospital Services (General) (C);
24. Hospital Services (Limited) (C);
25. Local Utility Services (P);
26. Park and Recreation Services (General) (P);
27. Park and Recreation Services (Special) (C);
28. Postal Facilities (C);
29. Private Primary Educational Facilities (P);
30. Private Secondary Educational Facilities (P);
31. Public Primary Educational Facilities (P);
32. Public Secondary Educational Facilities (P);
33. Qualified Community Garden (P);
34. Religious Assembly (P);
35. Residential Treatment (P);
36. Safety Services (C);
37. Transitional Housing (P);
38. Transportation Terminal (C);

C. Commercial Uses:

1. Administrative and Business Offices (P);

2. Art Gallery (P);
3. Art Workshop (P);
4. Automotive Sales (PC);
 - a. Automobile sales are limited to an automobile dealer with only an indoor showroom with a maximum area of 3,500 square feet, not including square footage used for business functions such as offices, breakrooms, copy rooms, restrooms, or storage.
5. Automotive Washing (PC);
 - a. Automobile washing is allowed only within a structured parking facility and may not be visible from roadways.
6. Business or Trade School (C);
7. Business Support Services (C);
8. Cocktail Lounge (PC);
 - a. Cocktail Lounges beyond 3,500 square feet shall require a Conditional Use Permit.
9. Commercial Off-Street Parking (C);
10. Communication Services (C);
11. Construction Sales and Services (C);
12. Consumer Convenience Services (P);
13. Consumer Repair Services (P);
14. Financial Services (P);
15. Food Preparation (P);
16. Food Sales (P);
17. General Retail Sales (Convenience) (P);
18. General Retail Sales (General) (P);
19. Hotel-Motel (P);
20. Indoor Entertainment (P);
21. Indoor Sports and Recreations (P);
22. Kennels (C);
23. Laundry Services (C);

- 24. Liquor Sales (C);
- 25. Medical Offices – exceeding 5,000 sq. ft. gross floor area (P);
- 26. Medical Offices – not exceeding 5,000 sq. ft. gross floor area (P);
- 27. Monument Retail Sales (C);
- 28. Off-Site Accessory Parking (C);
- 29. Outdoor Entertainment (C);
- 30. Outdoor Sports and Recreations (C);
- 31. Pedicab Storage and Dispatch (C);
- 32. Personal Improvement Services (P);
- 33. Personal Services (P);
- 34. Pet Services (P);
- 35. Plant Nursery (P);
- 36. Printing and Publishing (P);
- 37. Professional Office (P);
- 38. Research Services (P);
- 39. Restaurant (General) (P);
- 40. Restaurant (Limited) (P);
- ~~41. Service Station (C);~~
- 42. Software Development (P);
- 43. Theater (P);
- 44. Veterinary Services (P);
- D. Industrial Uses:
 - 1. Custom Manufacturing (PC);
 - a. Custom Manufacturing establishments are limited to a maximum size of 2,500 square feet.
 - 2. Telecommunication Tower (PC);
- E. Agricultural Uses:
 - 1. Community Garden (P);
 - 2. Urban Farm (P);

- F. Other uses as permitted by base zoning district and approved by the Planning Commission through the Conditional Site Plan Review Process.
- G. For the uses listed in 2.3.1. Permitted, Permitted with Conditions, and Conditional Uses additional regulations may apply per Section [25-2-491\(C\) \(Table of Permitted, Conditional, and Prohibited Uses\)](#).

2.3.2. Pedestrian-Oriented Building Frontage Uses.

- A. A minimum of 60 percent of first and second floor ([lower-level](#)) building frontage on a street shall be uses classified as pedestrian-oriented in Section [25-2-691 \(Waterfront Overlay \(Wo\) District Uses\) \(C\)](#) with the addition of the following uses listed in Subsection 2.3. (Land Uses):
 - 1. Financial Services;
 - 2. Hotel-Motel;
 - 3. Liquor Sales;
 - 4. Monument Retail Sales;
 - 5. Personal Improvement Services;
 - 6. Personal Services;
 - 7. Pet Services;
 - 8. Postal Facilities;
 - 9. Theater;
- B. A minimum of 85 percent of the required 60 percent of the [lower-level](#) building frontages are required to be immediately accessible by pedestrians, and 15 percent of the required lower-level frontages may be satisfied by mezzanine levels.

ARTICLE 3: DEVELOPMENT STANDARDS.

3.1. Intent.

Establish development regulations that shape the built environment of the South Central Waterfront (SCW) Combining District (SCWCD) into an inviting mixed-use pedestrian-friendly district where thousands of Austinites and visitors can live, work, and play.

3.2. South Central Waterfront Overlays.

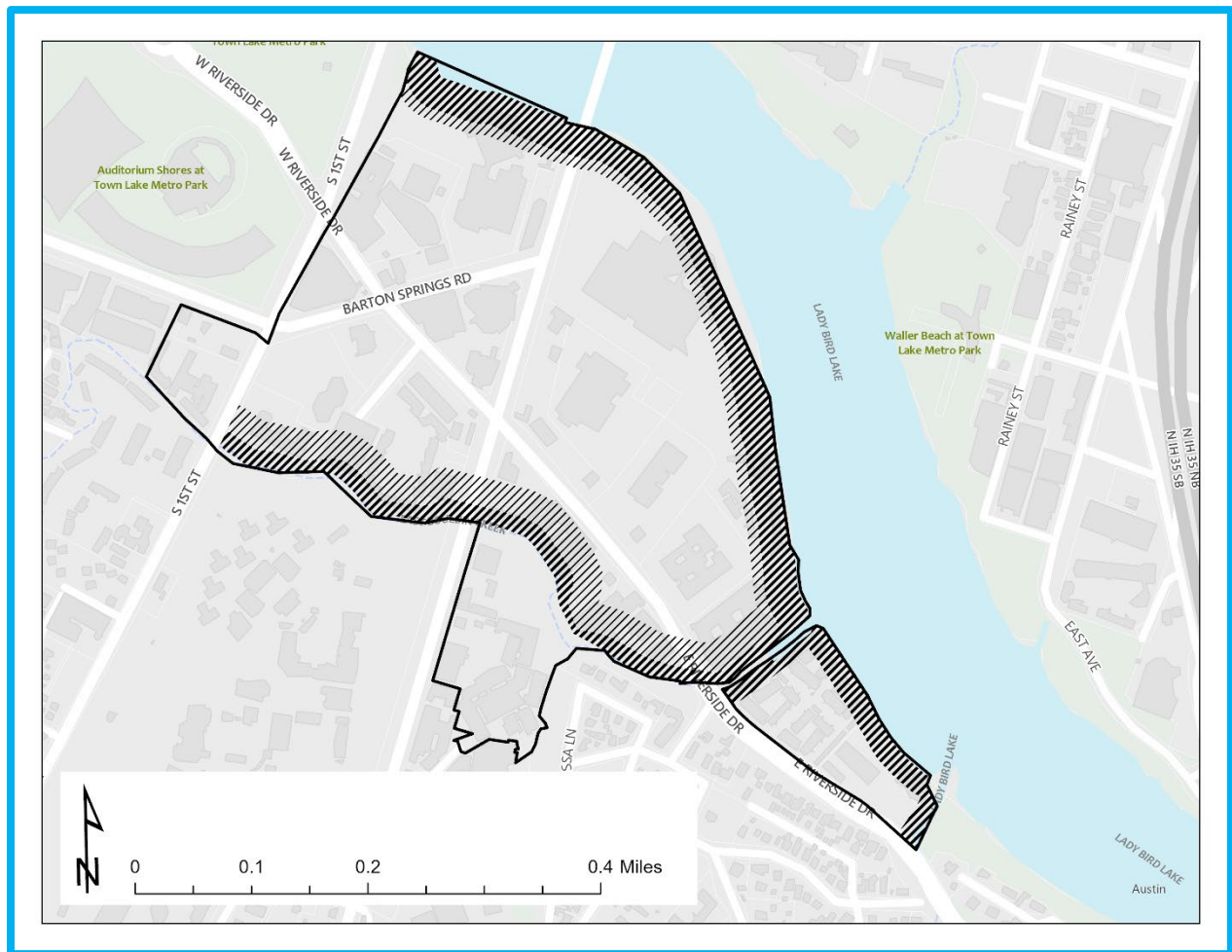


Figure 3.1: Waterfront Overlay Setbacks

3.2.1. Waterfront Overlay (WO) Combining District.

- A. Section [25-2-721 \(Waterfront Overlay \(WO\) Combining District Regulations\)](#) shall apply, excepting:
 - 1. Section 25-2-721 (A)(1);
 - 2. Section 25-2-721 (A)(3);
 - 3. Section [25-2-721 \(B\)](#);

4. Section [25-2-721 \(C\)](#); and
5. Section [25-2-721 \(D\)](#).

3.2.2. South Shore Subdistrict.

- A. Section [25-2-742 \(South Shore Central Subdistrict Regulations\)](#) shall apply, excepting:
 1. Section [25-2-742 \(B\)\(3\)](#);
 2. Section [25-2-742 \(E\)](#);
 3. Section [25-2-742 \(F\)](#); and
 4. Section [25-2-742 \(G\)](#).

3.2.3. Travis Heights Subdistrict.

- A. Section [25-2-743 \(Travis Heights Subdistrict Regulations\)](#) shall apply, excepting:
 1. Section [25-2-743 \(C\)](#);
 2. Section [25-2-743 \(D\)](#); and
 3. Section [25-2-743 \(E\)](#).

3.2.4. Auditorium Shores Subdistrict.

- A. Section [25-2-731 \(Auditorium Shores Subdistrict Regulations\)](#) shall apply.

3.3. Allowed Density.

3.3.1. Units per Acre.

There is no maximum units per acre requirement.

3.3.2. Floor-to-Area Ratios by Subdistrict.

- A. The SCWCD has five subdistricts, as illustrated on [Figure 3.2](#): SCW District Floor-to-Area Ratio and Subdistrict Map.
- B. The floor-to-area ratios illustrated in [Figure 3.2](#): SCW District Floor-to-Area Ratio and Subdistrict Map and as outlined in this subsection can only be achieved through participation with the SCW Density Bonus Program (DBSCW).
- C. The maximum floor-to-area (FAR) ratio achievable without providing fees-in-lieu, dedications, or on-site community benefits outlined in [SCW Density Bonus Program Section 6](#) (Community Benefits), is 2:1.
- D. Maximum FAR and Height achievable in the SCWCD through the DBSCW:
 1. Subdistrict 1:

The lowest density subdistrict, Subdistrict 1 serves as a transitional buffer between existing low density residential to the east and the subsequent low-medium density of Subdistrict 2.

The boundaries of Subdistrict 1 shall apply to the portions of property no less than 250 feet from the public-right-of way along South Congress Avenue.

a. The maximum floor-to-area ratio is 3:1.

b. The maximum building height is 120 feet.

2. Subdistrict 2:

Fronting along the eastern side of South Congress, Subdistrict 2 is characterized by low-medium density. Partial inclusion into Subdistrict 2 occurs for properties that are within 250 feet of the public right-of-way along South Congress Avenue.

a. The maximum floor-to-area ratio is 6:1.

b. The maximum building height is 240 feet.

3. Subdistrict 3:

Containing the easternmost properties of the South Central Waterfront, Subdistrict 3 is characterized by medium density. This subdistrict is generally located north of Riverside Drive while extensively abutting the shoreline of Ladybird Lake and shall serve as a transitional buffer from higher densities found in Subdistrict 4 and 5.

a. The maximum floor-to-area ratio is 8:1.

b. The maximum building height is 300 feet.

4. Subdistrict 4:

Subdistrict 4 shall be characterized by medium-high density that will accommodate a level of density appropriate for its proximity to future transit infrastructure and services.

a. The maximum floor-to-area ratio is 16:1.

b. The maximum building height is 600 feet.

5. Subdistrict 5:

Serving as the urban core of the South Central Waterfront, Subdistrict 5 shall be characterized by a high level of density that facilitates a walkable and transit-oriented built form. Subdistrict 5 is generally located north of Riverside Drive and contains the longest unbroken shoreline of all other subdistricts along Ladybird Lake.

a. The maximum floor-to-area ratio is 24:1.

b. There is no maximum building height.

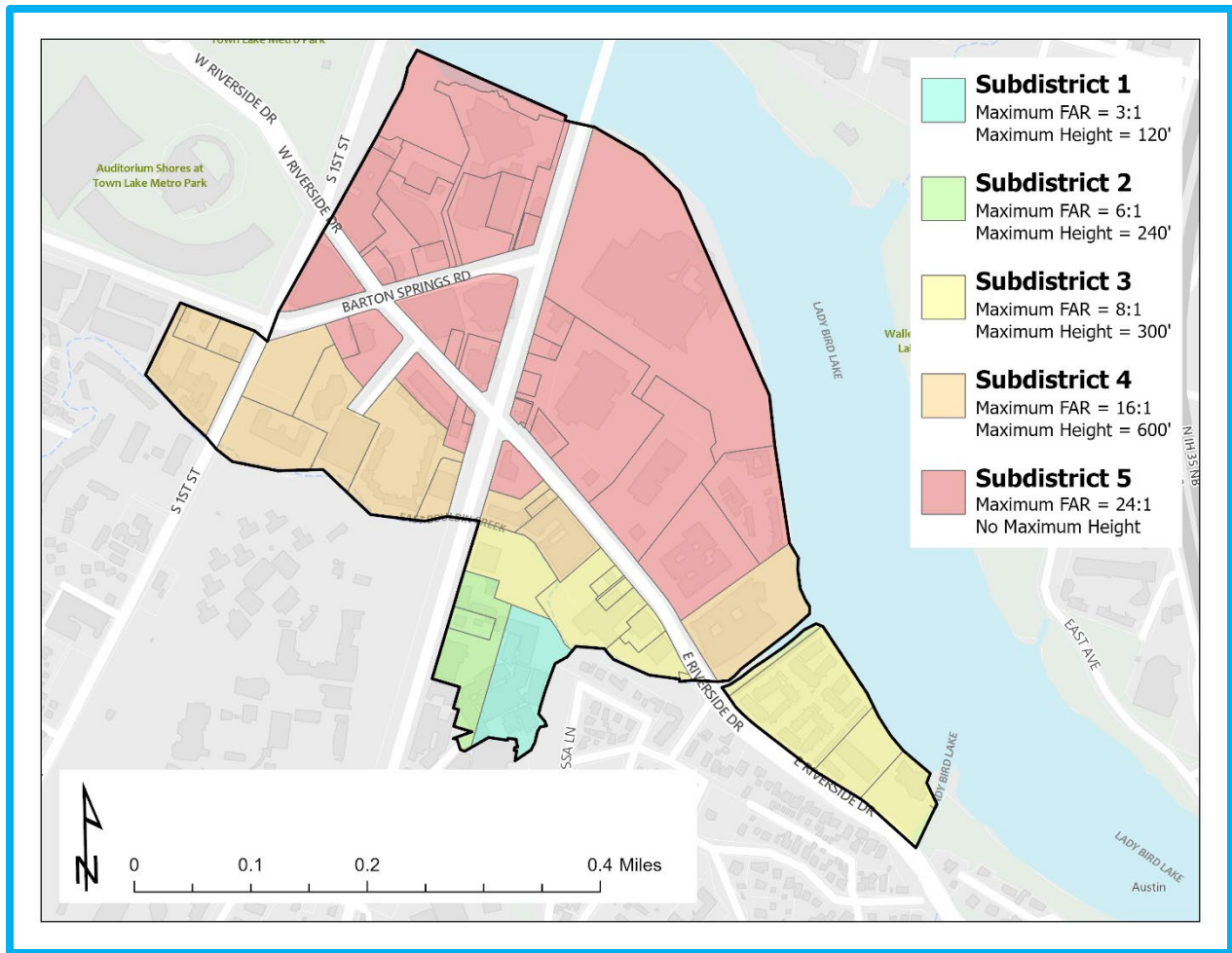


Figure 3.2: SCW Subdistrict and Floor-to-Area Ratio Map

3.3.3. Lot Size.

- A. There is no minimum lot size.
- B. Lots are subject to the Density Distribution Area sizes outlined in [Subsection 3.5.1](#) Density Distribution Areas.

3.3.4. Impervious Cover and Building Coverage.

- A. The maximum impervious cover is 85 percent.
- B. The maximum building coverage is 85 percent.

3.4. Building Setbacks

There is no minimum building setback.

3.5. Floor-to-Area Ratio Calculation.

3.5.1. Density Distribution Areas.

As part of the site plan application, the applicant shall submit a supplemental Density Distribution Plan for the purposes of calculating floor-to-area ratio and distributing Bonus Area to one or more Density Distribution Areas.

The intent of Density Distribution Areas is to **distribute density throughout** larger sites in order to distribute building massing and density throughout a site and establish pedestrian-scaled internal circulation and pathways. This aims to promote greater pedestrian connectivity, building in a scale envisioned in the SCW Vision Framework Plan (Vision Plan).

A. Density Distribution Area Characteristics.

1. Density Distribution Areas shall not exceed 90,000 square feet of site area.
2. Buildings within a Density Distribution Area are limited to maximum the floor-to-area ratio of the subdistrict in which it is located ([Figure 3.2: SCW Floor-to-Area Ratio and Subdistrict Map](#)).
3. A minimum 15-foot-wide **internal circulation route** shall follow the boundaries of Density Distribution Areas. See [Subsection 4.2.3. \(Internal Circulation Routes\)](#).
 - a. Vehicular circulation may be provided in addition to **a** required internal walkway.
 - b. If compliance is infeasible due to site layout or topography, the Director may waive the requirement or approve an alternate **circulation route** alignment that deviates from the required boundary as necessary to accommodate site features.
4. For the purposes of allocating FAR as described in Subsection 3.5.1. (A)(4) the required community benefits are described in [DBSCW Section 6 \(Community Benefits\)](#).

B. As an attachment to a site plan, a Density Distribution Plan shall include:

1. Defined boundaries for:
 - a. Total site; and
 - b. Density Distribution Areas.
2. Location of:
 - a. Buildings;
 - b. Sidewalks as described in [Subsection 4.2.1 \(Streetscape\)](#);
 - c. Internal **circulation routes** as described in [Subsection 4.2.3 \(Internal Circulation Routes\)](#);

- d. Streets;
 - e. Rights-of way;
 - f. Location of any on-site community benefits as described in [DBSCW Section 6](#) (Community Benefits);
 - g. Bonus Program design features; and
 - h. The allocation of community benefits to other Density Distribution Areas if the community benefits will be located in other Density Distribution Areas on the same site.
3. A data table indicating:
- a. The types of community benefits provided;
 - b. The specific bonus area generated by each community benefit;
 - c. The distribution of bonus area throughout individual density distribution areas.

3.5.2. Floor-to-Area Ratio Calculation for Structured Parking.

- A. Above-ground structured parking shall be counted towards the overall floor-to-area ratio calculation above the base parking entitlement **FAR** which is equivalent to the sum of:
- 1. 0.45 times the proportion of the **conditioned space** that is hotel space;
 - 2. 0.90 times the proportion of the **conditioned space** that is residential space;
 - 3. 1.80 times the proportion of the **conditioned space** that is office space; and
 - 4. 3.60 times the proportion of the **conditioned space** that is retail space.
- B. Underground structured parking shall not be counted towards the total floor-to-ratio calculation.

3.5.3. Floor-to-Area Ratio and Dedication of Land.

If site area is required to be dedicated or is dedicated for a reduction in fees-in-lieu, FAR calculations for the non-dedicated portion of the site shall be made based on the total site area prior to the dedication.

3.6. Parking.

3.6.1. Vehicle Parking

- A. All off-street motor vehicle parking, including parking for persons with disabilities and bicycle parking, shall be in accordance with the requirements of [Chapter 25-6](#) (Transportation).

- B. Off-street parking may not exceed 80 percent of the parking previously required by the [Chapter 25-6 \(Transportation\), Appendix A](#) (Tables of Off-Street Loading Requirements and Former Off-Street Parking Requirements).
- C. Above-ground Structured Parking.
 - 1. A free-standing, above-ground structured parking facility that is not incorporated into the footprint of a building is prohibited.
 - 2. Upper-level parking structures may be exposed to a street front provided that the structure's façade maintains the same materials and treatments as the primary building.
- D. On-street parallel parking shall be subject to the approval of the director of the Transportation and Public Works Department.
- E. Surface parking lots are prohibited.

3.6.2. Bicycle Parking.

- A. Minimum Requirement.
 - 1. All bicycle parking requirements shall be in accordance with [Section 25-6-476](#) (Bicycle Parking for Mixed Use Developments) and [Section 25-6-477](#) (Bicycle Parking).
 - 2. For retail uses, a minimum of 75% of all required bicycle parking shall be located within 50 feet of a primary building entrance.
 - 3. All bicycle parking shall meet the standards outlined in the Transportation Criteria Manual (TCM).

3.7. Required Open Space.

All development subject to this Combining District shall provide a minimum of 5 percent of the gross site area to private common open space use.

- A. The private common open space must be indicated on a site plan.
 - 1. Approval of design and location of on-site private common area open space shall be required from the Director.
- B. Covering of open space.
 - 1. Trees shall be the dominant mechanism used for on-site shading features.
 - 2. Shade trees, at maximum maturity, shall not conflict with any artificial shade structures affixed to building facades, such as, but not limited to;
 - a. Overhangs;
 - b. Building cantilevers;

- c. Porticos;
- d. Balconies; or
- e. Any other building projections.

3.8. Compatibility Standards.

Properties developed under the standard regulations in the SCWCD are not subject to Chapter [25-2 \(Zoning\)](#), Subchapter C (Use and Development Regulations), Article 10 (Compatibility Standards).

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ARTICLE 4: DESIGN STANDARDS

4.1. Intent.

Establish quality design standards within the South Central Waterfront (SCW) Combining District (SCWCD) to promote human-scale, visually interesting, and walkable streetscapes that emphasize a balance between natural and built elements.

4.2. Streetscape & Built Environment Requirements.

All components of site development, building design, and streetscapes shall meet the minimum requirements as outlined in [Subchapter E: Design Standards and Mixed Use](#).

4.3. Right of Way Standards.

All pedestrian, bicycle, and vehicular right of way shall adhere, at a minimum, to the standards outlined in the [Transportation Criteria Manual](#) (TCM) and [Austin Strategic Mobility Plan](#) (ASMP).

4.4. Internal Circulation Routes.

All internal circulation routes as described in [Section 3.5.1](#) (Density Distribution Areas) must have a minimum 15-foot width with either:

4.4.1. Internal Circulation Route Option 1:

- A. A minimum 10-foot clear zone; and
- B. A minimum of 5 feet of planting zone(s).

1. Trees are not required for compliance with Internal Circulation Route Option 1.

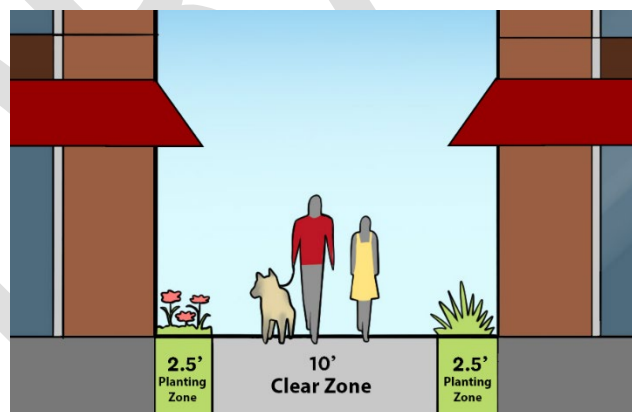


Figure 4.1: Internal Circulation Route Option 1 Cross Section

4.4.2. Internal Circulation Route Option 2:

- A. A minimum of two 5-foot clear zones; and
- B. A minimum 5-foot planting zone between clear zones.

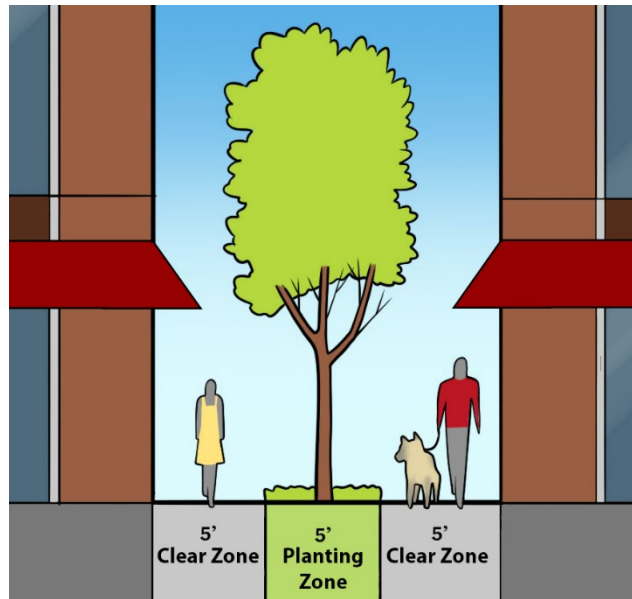


Figure 4.2: Internal Circulation Route Option 2 Cross Section

4.4.3. Internal Circulation Route Option 3:

If a bicycle or scooter lane is desired, the internal circulation route shall include:

- A. A minimum of two 5-foot clear zones or one 10-foot clear zone; and
- B. A minimum of 5 feet of planting zone(s).
 - 1. Trees are not required for compliance with Internal Circulation Route Option 3.
- C. One 10-foot two-way bicycle lane.
 - 1. Bicycle lane(s) shall not abut a building façade at entrances or exits.

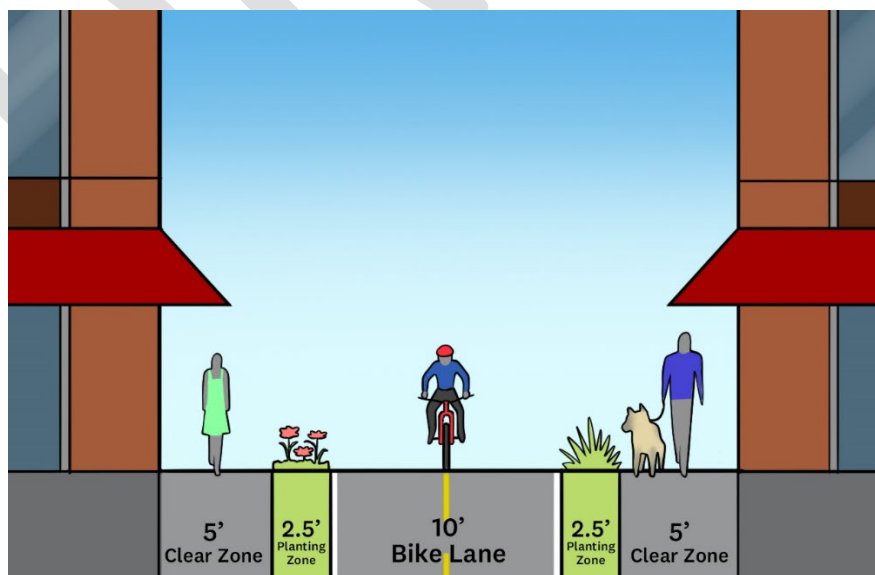


Figure 4.3: Internal Circulation Route Option 3 Cross Section

4.4.4. Internal Circulation Route Option 4:

If an internal [circulation route](#) includes a vehicle circulation route not identified in the ASMP, it shall include:

- A. The minimums identified in 4.4.1 ([Internal Circulation Route](#) Option 1); or
- B. A minimum of two 5-foot clear zones; and
 - 1. A minimum of 10 feet of planting zone(s), or a combination of both between the vehicle circulation route and the pedestrian zones.
- C. Meet the minimum standards in the [Transportation Criteria Manual Section 3.8.0 – Shared Streets](#).

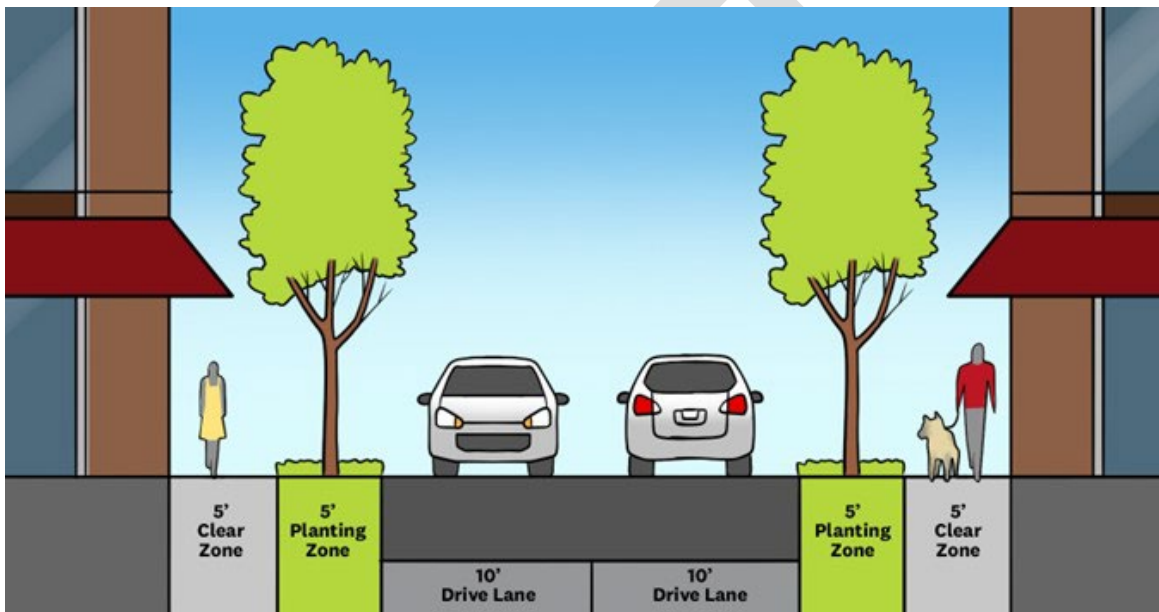


Figure 4.4: [Internal Circulation Route](#) Option 4 Cross Section

4.5. Supplemental Zones.

A supplemental zone as defined in [Article 5](#) (Definitions) may be a design option for the space between the street-facing façade line and the required sidewalk clear zone. This zone is available so that a development may provide active public uses such as a plaza, outdoor café, or patio.

4.5.1. Supplemental Zone Standards.

- A. If a supplemental zone is provided, up to 30 percent of the linear frontage of the supplemental zone may be a maximum of 30 feet deep, and the remainder of the supplemental zone shall be a maximum of 12 feet deep.
- B. If a supplemental zone is provided, then no more or less than 60 to 80 percent of the building's frontage may be dedicated to supplemental zone.
- C. The following elements may be located within the supplemental zone:

1. Accessory outdoor dining, provided that the dining area is separated from the sidewalk only with planters, shrubs, or fencing with a maximum height of 42 inches;
 2. Balconies, pedestrian walkways, porches, handicap ramps, and stoops; provided that no such feature shall extend beyond the supplemental zone without obtaining a license or encroachment agreement that adheres to Land Development Code (LDC) Chapter [14-11-205 \(Use of Right-of-Way\)](#);
 3. Terraces, if they have a maximum finished floor height of 24 inches above the sidewalk elevation and are surrounded by a guardrail that meets City specifications;
 4. Landscape, water, and public art features;
 5. Plazas; or
 6. Incidental display and sales.
- D. Any features in the supplemental zone must not obstruct the open pedestrian connection between the building's primary entrance and the clear zone.

ARTICLE 5: DEFINITIONS

Except as provided in this article within the South Central Waterfront (SCW) Combining District (SCWCD), all other terms have the meaning provided in City Code Title 25. In the event of a conflict with City Code Title 25, this document shall control.

Lower Level – Consists of both the ground floor and second floor.

Residential Project – A project for which the predominant use is within one or more of the classifications described in Land Development Code (LDC) Section [25-2-3 \(Residential Uses Described\)](#).

DRAFT

SOUTH CENTRAL WATERFRONT DENSITY BONUS PROGRAM

1. Intent.

The Density Bonus South Central Waterfront Program (DBSCW, or Bonus Program) has been designed to foster the development of a new vibrant destination-worthy district in the heart of Austin. The creation of the DBSCW promotes new affordable housing and on-site community benefits in exchange for additional height and density in the district. The DBSCW shall be incorporated as part of Title 25 allowing for additional density beyond SCW Combining District (SCWCD) standard regulation in exchange for implementing certain design criteria and providing community benefits as described in this DBSCW.

2. Applicability.

A property owner is allowed to participate in the DBSCW when complying with SCWCD regulations and have rezoned the property to include the South Central Waterfront Combining District to the base zoning district. Projects may achieve increased density, including additional square footage, by implementing certain design criteria and providing community benefits as described in this DBSCW.

3. Program Overview.

The DBSCW offers development bonuses to all development within in the SCWCD for increased density by way of developer-provided onsite community benefits. The requirements for opting into this program, the procedures for utilizing this program, and the eligible community benefits are outlined in this section, and the procedure requirements in LDC Chapter 4-18 (Density Bonus Requirements).

4. South Central Waterfront Subdistricts and Floor-to-Area Ratios

4.1. Floor-to-Area Ratio and Height Maximum Exceptions

- A. The default maximum floor-to-area ratios and heights are described in [SCW Combining District Subsection 3.3.2](#) (Floor-to-Area Ratios by Subdistrict).
- B. Notwithstanding the limitation provided in this section, the City Council may grant an applicant additional floor-to-area ratio (FAR) and height that exceeds the maximum FAR and height beyond that described in [SCW Combining District Subsection 3.3.2](#) (Floor-to-Area Ratios by Subdistrict). If the applicant has already achieved the maximum FAR or height permitted by participating in DBSCW, the applicant may request additional FAR and height through the following process:
 1. The applicant submits a written request and rationale for the additional FAR or height to the Planning Director.
 2. Based on the written request, the Planning Director makes a written recommendation to the Land Use Commission for its review and recommendation.
 3. The Land Use Commission reviews the request and the Planning Director's recommendation and submits a written recommendation to the City Council.

4. The City Council determines if additional floor-to-area ratio **or height** beyond those allowable in [Figure 3.1](#): South Central Waterfront Subdistrict and Floor-to-Area Ratio Map should be granted based on the following considerations:
 - a. A recommendation by the Land Use Commission based on the following criteria:
 - i. The applicant is providing additional community benefits, described in [Section 6](#) (Community Benefits), beyond those necessary to achieve the floor-to-area ratio in Figure 3.1: South Central Waterfront Subdistrict and Floor-to-Area Ratio Map;
 - ii. The additional FAR is consistent with the bonus rates for community benefits in excess of the existing maximum FAR.
 - iii. Awarding the additional FAR **or height** substantially furthers the goals and objectives of the South Central Waterfront Vision Framework Plan (Vision Plan) and the [Imagine Austin Comprehensive Plan](#).

4.2. Achievable Bonus Area.

- A. An FAR greater than 2:1 may be achieved through the DBSCW subject to the limitations outlined in [SCWCD Subsection 3.3.2](#) (Floor-to-Area Ratio by Subdistrict).
 1. An FAR of 3:1 may be achieved by fulfilling the requirements outlined in Subsections 6.1, 6.2, and 6.3 of the DBSCW.
 - a. An FAR greater than 3:1 may be achieved by meeting the requirements outlined in Subsections 6.4 and 6.5 of the DBSCW.

5. Program Requirements

5.1. General Requirements

- A. To be eligible for the DBSCW, an applicant must:
 1. Follow the requirements of the SCWCD and this Bonus Program.
 2. Provide community benefits in accordance with:
 - a. DBSCW Subsections:
 - i. [6.1](#) (Affordable Housing);
 - ii. [6.2](#) (Environmental Protection); and
 - iii. [6.3](#) (Improved Streetscape and Built Environment).
 3. Submit to the Development Services Director a schematic level site plan, building elevations, supplementary drawings, simulations, and other documentation necessary to fully describe the urban design character of the project and its relationship to the adjacent built and natural environment.
 4. Be compliant with all provisions of Articles 1, 2, 3, and 4 within the SCWCD.

- B. The applicant shall provide benefits in Section 6 (Community Benefits) for a period of at least 10 years **unless otherwise specified**.

5.2. **Planning Director's** Determination

- A. After the Planning Director determines that the applicant meets the requirements in [Subsection 5.1](#) (Program Requirements), the applicant shall provide sufficient written information so that the **Planning Director** can determine the total development bonus area obtainable through a combination of on-site affordable housing, development bonus fees, and community benefits as described in [Section 6](#) (Community Benefits).
- B. The **Planning Director** will provide the following information to the applicant:
 - 1. The dollar amount of fees-in-lieu to be paid as outlined in [Section 6](#) (Community Benefits);
 - 2. The number of required on-site affordable housing units for a rental residential development or for-sale residential development, if applicable;
 - 3. Approval or denial of the amount of bonus area that the applicant is requesting; and
 - 4. The amount of bonus area that the **Planning Director** determined based on the materials submitted under [Subsection 5.2](#) (**Planning Director's** Determination) (A).

5.3. Housing Director's Determination

- A. Compliance Application.
 - 1. An applicant shall comply with Land Development Code (LDC) [Chapter 4-18](#) (*General Permitting Standards*) before applying for a building permit or site plan that utilizes the DBSCW.

6. Community Benefits

6.1. Affordable Housing.

- A. Affordable Housing Requirements.
 - 1. **Residential elements of projects** must meet either the requirements of Subsection 6.1 (Affordable Housing) (B) for for-lease units developed or Subsection 6.1 (Affordable Housing) (C) for condominium units developed.
 - 2. Non-residential elements of projects must meet the requirements as set forth in Subsection 6.3. In-Lieu Fees and Dedications (C) (Fees Applicable Under 3:1 Floor-to-Area Ratio).
 - 3. At minimum, on-site affordable units must be provided within the development equivalent to the total number of residential units, multiplied by the proportion of 3:1 FAR to the total project FAR, multiplied by 5 percent.
- B. On-Site Production of For-Lease Affordable Units.

1. Units in a for-lease building shall be made available to households earning an average of 60 percent or less of the current Austin-Round Rock Metropolitan Statistical Area (MSA) Median Family Income (MFI) as determined by the Director of the Housing Department.
- C. On-Site Production of Affordable Ownership Units.
1. An affordable owner-occupied unit shall be made available to a household earning 80 percent or less of the current Austin-Round Rock Metropolitan Statistical Area Median Family Income (MFI) as determined by the Director of the Housing Department.
- D. On-Site Equivalency Fee for Ownership Units.
1. To provide an Affordable Housing Community Benefit, owner-occupied housing developments may opt to pay a development bonus fee to the Housing Trust Fund equivalent to the on-site requirement at the rate established by the [City of Austin Annual Budget Fee Schedule](#) at the time of formal site plan submittal.
 2. Owner-occupied housing developments may provide a combination of on-site units and fee-in-lieu equivalent at the rate established by the City of Austin as long as the combination satisfies the requirement of 5 percent of the residential units for the 3:1 floor-to-area ratio.

6.2. Environmental Protection.

A. Heritage Trees.

1. All development shall conform LDC Section [25-8 Subchapter B Article 1 Division 3](#) (Heritage Trees).

B. Protected Trees.

1. All development shall conform to LDC [30-5 Subchapter A Article 2](#) (Protected Trees).

C. Critical Water Quality Zones.

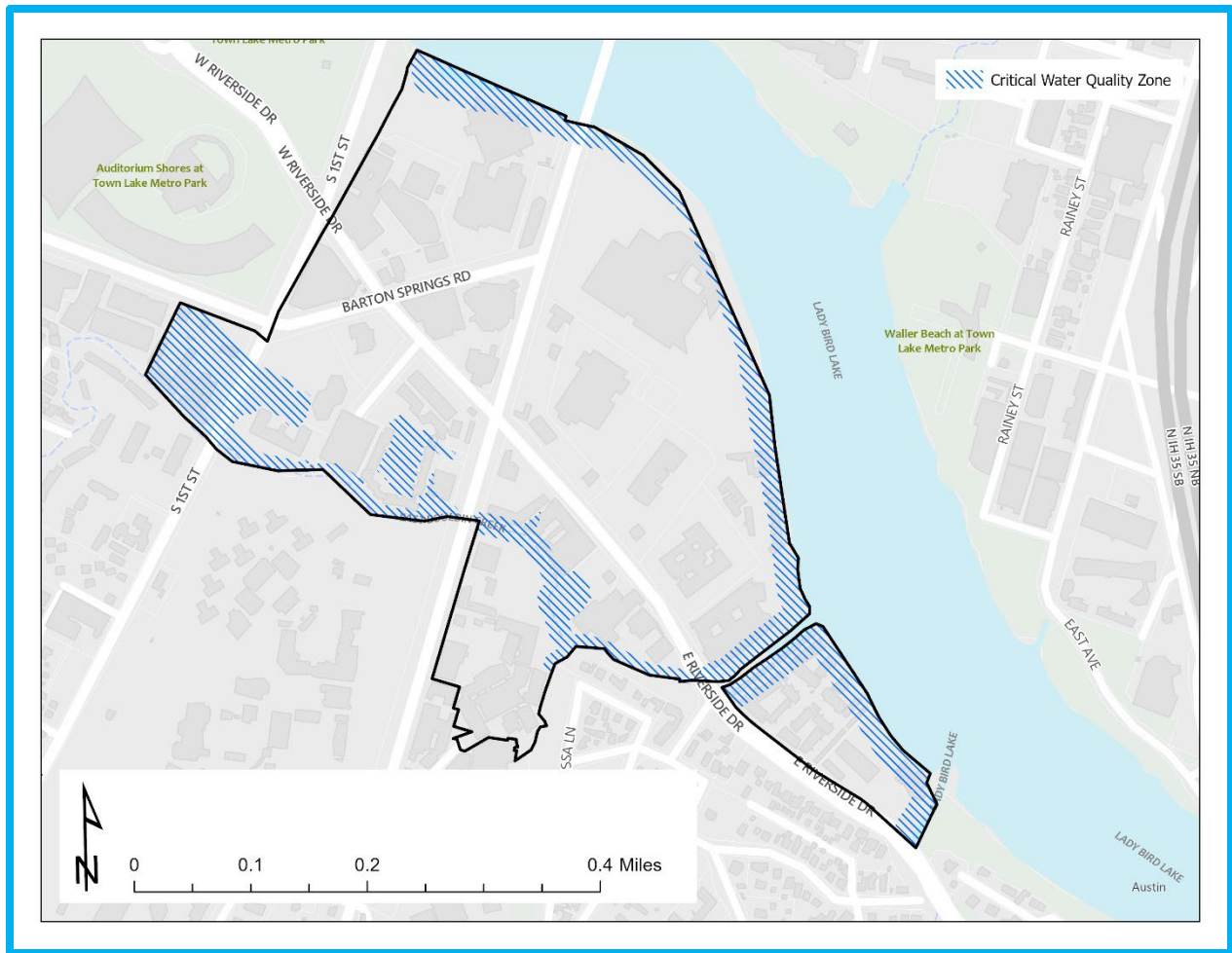


Figure 6.1: Critical Water Quality Zones

1. Ladybird Lake Critical Water Quality Zone.

- a. Projects on sites within the SCWCD that contain or are adjacent to the Ann and Roy Butler Hike-and-Bike Trail may maintain the existing location of the trail while demonstrating that the square footage area of new or existing trail located in the inner half of the Critical Water Quality Zone shall be provided elsewhere on site, adjacent, if possible, to existing Critical Water Quality Zone with a 2:1 ratio of new Critical Water Quality Zone kept at, or restored to, a score of "Good" per the Environmental Criteria Manual ([ECM Appendix X \(Functional Assessment of Floodplain Health\), Zone 4 - Lake Shoreline](#)), with an agreed-upon maintenance plan approved by the Watershed Protection Department and the Parks and Recreation Department.
- i. Where the trail extends closer than 50 feet from the shoreline, vegetation between the shoreline and the trail will be kept at, or restored to, a score of "Excellent" per the ECM Appendix X (Functional Assessment of Floodplain Health), Zone 4 - Lake Shoreline.

- ii. Where the trail is further than 50 feet from the shoreline, vegetation between the shoreline and the trail will be kept at, or restored to, a score of “Good” per the [ECM Appendix X \(Functional Assessment of Floodplain Health\), Zone 4-Lake Shoreline](#), with an agreed-upon maintenance plan approved by the Watershed Protection Department and the Parks and Recreation Department.
 - iii. If the trail is paved, it shall be constructed in a manner ensuring runoff is routed to the upland side of the trail to minimize erosion of the shoreline.
 - b. To encourage creative and original design and to accommodate projects where the particular site conditions or the proposed structure or use prevent strict compliance with the requirements contained in Subsection 6.2. (C) (1) (Ladybird Lake Critical Water Quality Zone), alternative compliance may be proposed and may allow a design that does not strictly adhere to the standards above if the design meets the intent of the Vision Plan and the SCWCD.
 - i. Alternative compliance must meet or exceed the ecological outcomes of water quality, riparian habitat restoration or preservation, erosion control and prevention, vegetation diversity, and the recreation goals of shade and dynamic and meandering views of the lake, and multi-use.
 - ii. Requests for alternative compliance may be considered for approval by the directors of the Parks and Recreation and the Watershed Protection Departments.
 - c. If the trail is reestablished, it may be reestablished as a dual track with a minimum width established by the Urban Trails Master Plan adopted as an element of the Image Austin Comprehensive Plan ([Ordinance No. 20140925-143](#)) or a subsequently adopted trails master plan. Unless located on dedicated parkland, the owner of the property shall dedicate a new or revised multi-use trail easement to the City of Austin to reflect the realignment of the trail.
- 2. East Bouldin Creek Critical Water Quality Zone.
 - a. Any proposed public trails along East Bouldin Creek shall be located at least 50 feet from the creek centerline and outside of the Erosion Hazard Zone unless protective works are provided as required by the [Drainage Criteria Manual \(DCM\)](#).
- 3. Variance Requests.
 - a. For variance requests, refer to: LDC Section [25-8-41 \(Land Use Commission Variances\)](#) and LDC Section [25-8-42 \(Administrative Variances\)](#).
- C. Landscaping.
 - 1. All landscape areas shall be irrigated with a non-potable water reuse system, which may include:

- a. Collection and distribution of rainwater;
 - b. Graywater;
 - c. Condensate water;
 - d. Reclaimed water; or,
 - e. Any other approved alternate water source per the adopted Uniform Plumbing Code (UPC) with the exception of water drawn from the Lady Bird Lake.
2. Potable water shall only be used as a backup supply if the on-site non-potable water reuse system sources are depleted or unavailable.
 3. Reclaimed water may not be used for irrigation within a Critical Water Quality Zone, 100-year floodplain, critical environmental feature setback, or water quality control.
 4. Projects must provide and follow an Integrated Pest Management Plan for all landscape areas.
 5. Turf may be allowed within the Critical Water Quality Zone in compliance with the requirements for open space.
 - a. Turf shall be located no closer than 25 feet from the centerline of a creek; or,
 - b. 50 feet from the shoreline of Lady Bird Lake, unless approved by the director of the Watershed Protection Department.
 6. Rain gardens shall be planted with native plant species in accordance with the ECM [Subsections 1.6.7 \(Green Storm Water Quality Infrastructure\)](#) and [1.6.7.4 \(H\) \(Rain Garden\)](#).

D. Resource Efficiency.

1. Reclaimed Water.

- a. Development project applicants shall make provisions to connect to the City's reclaimed water distribution system in the following manner:
 - i. The applicant shall design and build 16", 24", or other diameter public reclaimed water mains (as determined by Austin Water) along a project's property boundary and up to 250 feet from the project's property right-of-way (public or private) frontage as identified in the reclaimed water service plan for the District, as may be revised over time to reflect updated reclaimed water demands for the area.
 - ii. The reclaimed water mains must either be extended from an adjacent reclaimed water main at the time of construction or capped at each end for future connection to a reclaimed water main by others.
 - iii. The applicant shall install separate dedicated non-potable water distribution plumbing within the property to supply reclaimed water to irrigation

systems, cooling tower make up systems, and all toilets/urinals within buildings.

- iv. The applicant shall install reclaimed water meters to connect to the separate non-potable water distribution plumbing within the property.
- v. The City's potable water may only be used to supply the non-potable water distribution plumbing, irrigation systems, cooling tower make up systems, and all toilets/urinals if reclaimed water is unavailable to a project or where use of the reclaimed water is prohibited.
- vi. The applicant shall connect the reclaimed water meters to the reclaimed water main installed by the applicant. Unless a serviceable reclaimed water main is available to the project to connect to, the applicant will connect the reclaimed water main to the potable water main in a manner approved by Austin Water so that potable water may be used to serve the reclaimed water meters until reclaimed water service becomes available to the property. Austin Water will be responsible for connecting reclaimed water service to the reclaimed water main(s) when reclaimed water service becomes available to the property and/or district. Austin Water will also be responsible for disconnecting the reclaimed water main(s) from the potable water mains.

2. Green Building Standards.

- a. The applicant shall execute a restrictive covenant committing to achieve a minimum two-star rating under the [Austin Energy Green Building](#) program or LEED Certified using the ratings in effect at the time the project is registered with the Austin Energy Green Building program or LEED.
- b. The applicant shall provide the Director with a copy of the project's signed Austin Energy Green Building Letter of Intent before the Director may approve bonus area for a site.
- c. Projects shall adopt bird friendly design criteria by complying with ST7 Light Pollution Reduction and STEL5 Bird Collision Deterrence standards as a part of achieving a 2-star Austin Energy Green Building rating.

6.3. Improved Streetscape and Built Environment.

A. Improved Streetscape.

Projects shall provide a streetscape that meets the following elements of the [Great Streets Program](#) Requirements:

- 1. Sidewalk Width
- 2. Street Furnishings
- 3. Shade Trees

B. Improved Built Environment.

To receive bonus area, projects shall adhere to:

1. Subsection 25-2-586 (C)(1)(A); and
2. Subsection 25-2-586 (D).

C. Public Access to Open Space and Internal Circulation Routes.

1. Public Access Easements shall be required for all private common open spaces described [SCWCD Section 3.7](#) (Required Open Space) and [DBSCW Section 6.5](#) (On-Site Community Benefits) (B) (Private Common Open Space).
 - a. Approval of Public Access Easement locations shall be required from the Director.
2. Public Access Easements shall be required for all Internal Circulation Routes as described in [SCWCD Section 4.4](#) (Internal Circulation Routes).
 - a. Approval of Public Access Easement locations shall be required from the Director of Transportation and Public Works.

6.4. In-Lieu Fees and Dedications.

- A. South Central Waterfront residential and non-residential fee rates are established in the City of Austin Annual Budget Fee Schedule.
- B. Non-Residential Fee.

The non-residential fee shall apply to the proportion of the project that is non-residential development, including the amount of above-grade parking indicated in [SCW Combining District Subsection 3.5.2](#) (FAR Calculation for Structured Parking).

- C. Fees for Development over 3:1 FAR
 1. 70 percent of the total bonus area, excluding the 3:1 floor-to-area ratio for residential uses, must be achieved through the payment of fees-in-lieu.
 2. A project may achieve bonus area by paying the non-residential fee equivalent to the proportion of the project that is non-residential development and the residential fee equivalent to the proportion of the project that is residential for each square foot of bonus area.
- D. The total fee amount associated with this Bonus Program will be divided into Fees-in-Lieu for different amenities or infrastructure at the following rates:
 1. 33% of the fee will be allocated to the Housing Trust Fund Fee-in-Lieu.
 - a. Additional on-site units may be credited to the amount of the Housing Trust Fund Fee-in-Lieu at the rate outlined in the City of Austin Annual Budget Fee Schedule.

2. 33% of the fee will be allocated to the Parks Fee-in-Lieu.
 - a. The Parks Fee-in-Lieu associated with this Density Bonus Program shall be added to the standard fee-in-lieu for parkland dedication as described in LDC Section [25-1-605 \(Fee In-Lieu of Parkland Dedication\)](#).
 - i. Dedication of parkland by deed or parkland easement may be credited to the amount of Parks Fee required for the desired bonus area.
 - (a) Dedication of parkland is subject to approval by the Director of the Parks and Recreation Department.
 - (b) Refer to LDC 25-1-604 (Standards for Dedicated Parkland), regarding the determination of how the applicant will satisfy parkland dedication, by land, fee, or a combination. This determination is made by the PARC Director.
 - b. Dedication Criteria.
 - i. The minimum dedication to achieve a reduction of the Parks Fee-in-Lieu area shall be 10% of the site area;
 - ii. Public parkland shall be identified on initial site plan;
 - iii. A deed or easement shall be in form as approved by the City Attorney.
 - iv. Parkland shall be visible from a right-of-way or provide a connection to a trail system;
 - v. Signage shall be provided and visible from a right-of-way and approved by the director of the Parks and Recreation Department, which:
 - (a) States that the area, including any recreational amenities, is open and available for public use;
 - (b) Is posted at the park entrance or in a location visible to the public; and
 - (c) States the park hours and contact for park manager if it is not the Parks and Recreation Department.
 - vi. Acreage of ponds and drainage facilities shall be excluded from area eligible for reduction in the Parks Fee-in-Lieu.
 - c. Location Criteria.
 - i. To the maximum extent feasible, where significant natural and scenic resource assets exist, the applicant shall give priority to their preservation as parkland.
 - ii. In reviewing the proposed location of parkland, the **Parks and Recreation** Director shall use all applicable plans, maps, and reports to determine whether significant resources exist on a proposed site that should be

protected, with priority being given to the following areas, which are not listed in a particular order:

- (a) Wetlands, native prairies, or meadows;
- (b) Flood hazard areas;
- (c) Lakes, rivers, stream, or riparian corridors; and
- (d) Tree preservation areas.

iii. Where parkland, trails, parks, or other public spaces exist or in the [City of Austin Trails Master Plan](#), [Austin Parks and Recreation Long-Range Plan](#), [City of Austin Sidewalks, Crossings, and Shared Street Plan](#), or [Austin Bicycle Plan](#) within or adjacent to the tract to be subdivided or developed, the publicly accessible private common open space or pedestrian amenity shall, to the maximum extent feasible, be located to adjoin, extend, and enlarge the presently existing or proposed trail, park, or other open area land.

- (a) Public access easements may be required to guarantee public access to these facilities.

d. Design Criteria.

- i. Land set aside for parkland or pedestrian amenities pursuant to this section shall meet the following design criteria, as relevant:
 - (a) Parkland shall be located to be readily accessible and usable by residents or visitors in various locations of the development unless the lands are sensitive natural resources and access should be restricted.
 - (b) Parkland areas shall be compact and contiguous unless a different configuration is required due to its use as a continuation of an existing trail or adjacency of specific or unique topographic features, such as a riparian corridor.

e. Maintenance.

- i. All parkland areas shall be permanently maintained by the owners of the property.
- ii. An Agreement of the Applicant (on behalf of their heirs and assigns) to maintain the parkland through a Parkland Improvement and Maintenance Agreement shall be required at the time of site plan.

3. 33% of the fee will be allocated to the Infrastructure and Community Impact Benefits Fee-in-Lieu.

- a. The Infrastructure and Community Impact Benefits Fee-in-Lieu may be used to provide public infrastructure within SCWCD area at the City's discretion including, yet not limited to, new arterial roadways, upgrades to water,

wastewater, reclaimed water, stormwater, and watershed improvements to achieve the goals of the SCW Vision Plan Framework.

- b. The Infrastructure and Community Impact Benefits Fee-in-Lieu may be used to fund City Council approved incentive agreements that secure additional Location Enhancement Program community benefits as authorized in [Ordinance 20180830-058](#) and related actions. Upon Council approval of the Location Enhancement Program that executes this Ordinance, this language may be refined through future Council action in a manner consistent with the goals of the Vision Plan Framework.

6.5. On-Site Community Benefits.

- A. A project may achieve bonus area by providing the on-site community benefits described in this section. Bonus area shall only be granted for on-site community benefits that exceed the baseline requirements outlined in the SCWCD and DBSCW.
 - 1. 30 percent of the total bonus area above 3:1 floor-to-area ratio must be achieved through Community Benefits outlined in this Subsection.
 - a. Up to an additional 5 percent of the bonus may be achieved through Community Benefits outlined in this Section to be removed from the 70-percent fee-in-lieu obligation in [Subsection 6.4](#) (In-Lieu Fees and Dedications) should the bonus from the proposed community benefits exceed 30 percent of the bonus being sought.
 - 2. Bonus area is granted at the rates established by the SCW Bonus Schedule Ordinance *TBD*.
 - 3. The requirements for community benefits available for bonus area are described in this Subsection. These community benefits include:
 - a. Private Common Open Space;
 - b. Child Care and Adult Care Services;
 - c. Cultural Uses;
 - d. Affordable Creative Space;
 - e. Live Music Venues;
 - f. Grocery Uses;
 - g. Public Parkland Buildout;
 - h. Transit Supportive Infrastructure Buildout;
 - i. Public Art; and
 - j. Alternative Community Benefits Not Described.

B. Private Common Open Space.

1. Requirements:

- a. The minimum 5 percent requirement for private common open space in [SCWCD Subsection 3.7](#) (Required Open Space) shall not serve as credit towards this bonus calculation.
- b. Lands within the following areas shall not be counted towards private common open space:
 - i. Supplemental zones;
 - ii. Public or private streets or rights-of-way;
 - iii. Internal circulation routes required in [SCW Combining District Subsection 3.5.1](#) (Density Distribution Areas);
 - iv. Off-street parking, loading areas, driveways, and service areas;
 - v. Water quality and stormwater detention ponds, unless designed as an accessible amenity and approved by the [Director of Planning](#); and
 - vi. A required sidewalk planting zone.

C. Child Care and Adult Care Services.

1. Requirements:

- a. The City of Austin must approve of the operator and the lease terms, which shall be at least 10 years;
- b. The facility must comply with applicable state and local codes;
- c. The facility must be open for at least eight hours a day, at least 5 days each week and fifty weeks each calendar year;

2. Requirements for Affordable Childcare Services.

- a. The applicant shall provide a portion of the structure of at least 5,000 square feet as shell to the City of Austin for a period of at least [20 years](#).
- b. Prior to site plan review, the Financial Services Department and Austin Public Health must conduct a feasibility study for the subject site to determine the viability of affordable childcare.
- c. The applicant is provided the option of identifying a childcare provider. If no provider is identified, the City shall select a provider.

D. Cultural Uses.

1. Requirements:

- a. Provided on-site cultural uses must be eligible to participate in the City of Austin's Thrive, Elevate, or Nexus Cultural Funding Programs.
- b. Use must meet the definition of cultural uses and the space must be leased to a 501(c) organization.

E. Affordable Creative Space.

1. Requirements:

- a. An Affordable Creative Space must consist of one or more of the following occupancies:
 - i. gallery;
 - ii. performance venue;
 - iii. theater;
 - iv. art, dance, or studios for performing art, music, or visual art;
 - v. art workshop; or
 - vi. other related uses as approved by the Economic Development Director.

F. Live Music Venue.

1. Requirements:

- a. The operator of the facility must maintain proper permitting and documentation to play amplified music in said space.
- b. The space must meet the City of Austin's sound-proofing specifications.

G. Grocery Uses.

1. Requirements:

- a. Grocery stores must have pedestrian access on the ground floor of the building.
- b. Grocery stores must have a gross area of no less than 8,000 square feet.

H. Public Parkland Buildout.

1. Requirements:

- a. Construction of any parkland amenity shall require approval from the director of the Parks and Recreation Department.
- b. Parkland buildout shall include the applicant completing the necessary site plan review requirements for the proposed amenities.
- c. Buildout may include:

- i. Active recreational amenities including, but not limited to, playscapes, sport courts, table game recreation, climbing or exercise structures, or trails;
 - ii. Group gathering spaces, such as open lawns, picnic areas, plazas, or pavilions;
 - iii. Landscaping that enhances the park recreation features by providing shade, educational opportunities, fruit and nut trees, or wildlife habitat;
 - iv. A multi-use trail proposed in the [City of Austin Trails Master Plan](#), [Austin Parks and Recreation Long-Range Plan](#), [City of Austin Sidewalks, Crossings, and Shared Street Plan](#), or [Austin Bicycle Plan](#); or
 - v. Other amenities as approved by the director of the Parks and Recreation Department.
 - d. The surface of built parkland must be suitable for outdoor activities.
 - i. The surface must consist of lawn, garden, flagstone, wood planking, concrete, or other serviceable, dust-free material.
 - ii. Asphalt or similar surfacing may be used for designated recreation areas such as multi-purpose trails.
 - iii. Decomposed granite may only be used for Bocce Ball, Pétanque, similar ball game court, or trails.
 - iv. A combination of different materials is required.
- I. Transit Supportive Infrastructure Buildout.
 - 1. Requirements:
 - a. Buildout may include appurtenances, facilities, and amenities related to a Transit System Project, as defined in [Ordinance No. 20221115-048](#) for Project Connect.
 - b. The applicant must provide sufficient information about the proposed Transit System Project appurtenances, facilities, and/or amenities for the Project Connect Mobility Officer to determine whether these benefits serve a public and municipal purpose.
 - c. Provision of any Transit System Project facilities, amenities, or appurtenances are subject to approval from the Mobility Officer for Project Connect.
- J. Public Art.
 - 1. Requirements:
 - a. Prior to site plan review, proposed public art is subject to review by the Art in Public Places Panel and approval by the Arts Commission.

- b. Provision of a Maintenance Plan inclusive of vandalism mitigation recommendations.
 - c. Public Art opportunities budgeted under \$100,000 shall commission local Austin-based artists.
 - d. Public art project scopes invite artists to consider thematic contexts and artistic concepts that draw inspiration from Austin's rich multi-layered and diverse historical heritages, multicultural traditions of under-represented communities as well as artistic excellence dedicated to ideals of creativity, originality, and authenticity.
 - e. Proposed artwork should embody universal concepts rather than commercial, partisan, or personal interests.
 - f. Opportunities should be identified for artists who have varying levels of experience in creating 2-dimensional, 3-dimensional, multimedia, and digital art forms.
 - g. The process of choosing artists, integrated artwork designs, development of artwork or purchase of artwork should have site-specific or site-responsive considerations, must be unique to Austin and must consider guidelines provided by the City of Austin's Art in Public Places Program Administrator.
 - h. To support and facilitate the successful integration of public artwork, contractors should consider working collaboratively with selected artists during the design and construction phases of the building program or project implementation.
- K. Alternative Community Benefits Not Described.
- 1. An applicant may offer to provide alternative community benefits not described in Subsection 6.5 (On-Site Community Benefits) (B)-(J). The applicant must provide sufficient information about the alternative community benefits for the **Planning Director** to determine whether the alternative community benefits serve a public and municipal purpose considering the following criteria:
 - a. If members of the general public will be able to enjoy the proposed alternative community benefit without paying for its access, use, or enjoyment;
 - b. If the proposed alternative community benefit will connect to and be accessible from public right-of-way or other publicly-accessible space;
 - c. If the proposed alternative community benefit will provide a public amenity that is particularly lacking in the proposed location;
 - d. If the proposed alternative community benefit will not impose a significant burden on public resources for maintenance, management, policing, or other reasons;

- e. If the alternative community benefit is consistent with the goals or intent of the SCW Vision Framework Plan; and
 - f. Any other information provided by the applicant that shows the alternative community benefit serves a public and municipal purpose and furthers the city's comprehensive planning goals.
2. If the Planning Director determines that the proposed alternative benefit qualifies as a community benefit, the Planning Director shall quantify the monetary cost for the proposed alternative community benefit by using standard industry sources as well as locally based data on development costs to quantify the monetary cost, without mark-up, for the proposed alternative community benefit.
- a. The amount determined by the Planning Director may be applied to achieve bonus area on the same basis as the non-residential fee applicable to the type and location of the project.
 - b. If a proposed alternative community benefit provides a partial benefit to a project, it will not be disqualified; the Director will allocate only the cost of the public portion of the benefit to the other community benefits.
3. The Planning Director's recommendation concerning the proposed alternative community benefit and the monetary value that is applied to achieve the bonus area shall be presented to the Land Use Commission for recommendation and the City Council for approval.
4. If the applicant proposes to achieve bonus area by providing alternative community benefits, the value of the public portion of the proposed alternative community benefits must be equal to or greater than the total dollar amount the applicant would pay if the payment were based on the applicable development bonus fee required to earn that requested bonus area.

DBSCW FEE SCHEDULE.

South Central Waterfront Development Fee Table.

Development Type	Development Bonus Fee
Residential	\$5/ Sq. Ft. Bonus Area
Non-Residential	\$9/ Sq. Ft. Bonus Area

On-Site Equivalency Fee for Ownership Units.

Calculated by subtracting the [Development Incentive Programs' Maximum Sale Price](#) set annually by the Director of the Housing Department and the Median Condominium Sales Price by Bedroom Count for Downtown by the Austin Board of Realtors.

Unit Type	Development Bonus Fee
Studio/One Bedroom	\$ Pending Data
Two Bedroom	\$ Pending Data
Three Bedroom	\$ Pending Data
Four Bedroom	\$ Pending Data

DBSCW BONUS SCHEDULE.

Community Benefit	Bonus Rate
Private Common Open Space	15 bonus SF per 1 SF
Childcare and Adult Care Services	0 bonus SF per 1 SF
Affordable Childcare	67 bonus SF per 1 SF
Cultural Uses	0 bonus SF per 1 SF
Affordable Creative Space	0 bonus SF per 1 SF
Live Music Venues	0 bonus SF per 1 SF
Grocery Uses	0 bonus SF per 1 SF
Public Parkland Buildout	11 bonus SF per \$100
Transit Supportive Infrastructure Buildout	11 bonus SF per \$100
Public Art	11 bonus SF per \$100

Key Adjustments to the South Central Waterfront Combining District and Density Bonus Program

April 9, 2024

The South Central Waterfront Combining District and Density Bonus program underwent a one-month public input process. As a result, feedback was provided by community members, Boards and Commissions, staff, and other stakeholders. Staff consolidated and assessed the feedback to determine recommended adjustments to the draft code for the South Central Waterfront.

The following is a list of the key changes made in the draft code as a result of the discussion, using the following key as the source of the adjustment: Boards and Commissions, Public Input, and/or Staff.

Key: Source of Input



Boards and
Commissions









Public





Staff





District Boundary and Subdistricts

Source	Adjustment
	District boundaries were further expanded to include three properties on the western side of the South Central Waterfront. See the updated map for detail. Section 1.2
 	To underscore the commitment to transit-oriented development in the area, the FAR was adjusted to properties near to the proposed Project Connect station on the north side of East Riverside Drive. See the updated map for detail. Section 3.3.2
	Added Public Access Easements over all Internal Circulation Route options. This was an approved recommendation from Urban Transportation Commission. Section Density Bonus 6.3(C)
 	Height limits have been added to Subdistricts 1 through 4. They are: 1 - 120', 2 - 240', 3 - 300', 4 - 600'. Subdistrict 5 remains with unlimited height. This adjustment reinforces and improves the density gradient from the closest areas to downtown being the most dense, and for the density to transition down as one moves further away from downtown. Section 3.3.2








Land Use

Source	Adjustment
	Cocktail Lounges above 3,500sf in size will trigger the need for a conditional use permit. The conditional use permit process will better assist in the review and regulation of entertainment / nightlife noise disturbances. Section 2.3.1(C)(4)
	The Custom Manufacturing land use has been limited to 2,500sf. The limitation will deter larger single-purpose land uses and encourage more flexible development that supports smaller creative businesses. Section 2.3.1(D)(1)



Design

Source	Adjustment
	Shade provisions increased for cantilevered, affixed, and freestanding options. Trees will still be the dominant shade mechanism, but this change allows for strong urban design and diversity in design of the urban space. This is also consistent with activities in other urban areas in the city. Section 2.7(C)
	An additional internal circulation route type with a bicycle lane was added. This addition increases bicycle connectivity within the South Central Waterfront area and facilitates safe separation of cyclists/scooters from pedestrians. Section 4.4.3
	Removed Flat Deck Parking Garages as a design requirement. This will be explored further as an on-site community benefit or as an amendment to the Building Criteria Manual. Section 3.6.1(C)
	Projects shall adopt bird friendly design criteria by complying with ST7 Light Pollution Reduction and STEL5 Bird Collision Deterrence standards as a part of achieving a 2-star Austin Energy Green Building rating. Section Density Bonus 6.2(D)(2)(c)

Community Benefits








Source	Adjustment
	<p>To increase the opportunities to support the creation of the parks identified in the Vision Plan Framework, language has been added to grant the Parks and Recreation Department (PARD) the opportunity to require up to 25% of the property be dedicated as public parkland within the limitations of the amount of the parks fee.</p> <p>Section [Density Bonus] DB 6.4(D)(2) REMOVED</p>
	<p>The Infrastructure Fee-in-Lieu has been changed to the “Infrastructure and Community Impact Benefits” Fee-in-Lieu and language has been added to further support priorities such as incentive agreements for community benefits not fully provided by the Density Bonus Program requirements.</p> <p>Section [Density Bonus] DB 6.4(D)(3)</p>
 	<p>Consistent with other programs in process within the city, an on-site community benefit of Affordable Creative Space at 50% market rent has been added.</p> <p>Section DB 6.5</p>
	<p>City staff are currently in the process of determining effective enforcement mechanisms of some on-site non-residential community benefits. Childcare/adult care services, cultural uses, live music venues, affordable creative spaces, and grocery uses have been set to 0 square feet of bonus area until additional processes and responsible parties are defined. Values of zero are placeholders until a solution can be generated in a future iteration of the program, ideally in 2024.</p> <p>Section South Central Waterfront Bonus Schedule</p>
	<p>Consistent with standard operations for City-subsidized childcare, the Affordable Childcare agreement period has been expanded to 20 years. This is the minimum period required for the City to subsidize affordable childcare.</p> <p>Section DB 6.5(C)(2)(a)</p>
	<p>To align with the values of transit-oriented development and promote access to opportunity, the affordable housing fee area has been expanded to have a southern boundary of Ben White Boulevard. Additionally, properties must be located within 1/2 mile of a rail station or 1/4 mile of a bus stop.</p> <p>Section 6.4.D.1.b.</p>








Process

Source	Adjustment
 	<p>To protect site improvements from being altered without re-review from Planning and ensure on-site community benefits are upheld, Subsection 25-2-586 (D) has been added. This section states, "if the design of a building changes a permit application must be submitted with a new site plan for the Director to review that must comply to UD [Urban Design] Guidelines and Gatekeeper requirements. If this is a change to a community benefit the restricted covenant must be revised."</p> <p>Section DB 6.3(B)</p>

Near-term Future Considerations

Beyond changes made to the Combining District and Density Bonus Program during this phase of the code development process, a number of items have been identified as more immediate next steps for the South Central Waterfront. Highlights of those next steps anticipated by staff are provided below.

Source	Adjustment
	<p>As mentioned in the Community Benefits section above, staff is determining the details of certain non-residential density bonuses and determining compliance processes and checks, and will bring changes back to Council for consideration, ideally in 2024.</p> <p>Future Potential Section: South Central Waterfront Bonus Schedule</p>
  	<p>As the City is examining other funding mechanisms to realize this district, it may inform the distribution of fees for the South Central Waterfront. Staff will explore all financing tools to achieve the vision and may re-examine distribution of fees if needed.</p> <p>Future Potential Section: South Central Waterfront Fee Schedule (in CoA Annual Budget)</p>
	<p>Re-evaluate fees once citywide density bonus study is complete. If the citywide density bonus study impacts SCW, those changes will be reflected early in the life of the Bonus Program.</p> <p>Future Potential Section: South Central Waterfront Fee Schedule (in CoA Annual Budget)</p>
 	<p>As Project Connect's design is further refined in this area, more examples of Transit Supportive Infrastructure will be added.</p> <p>Future Potential Section: DB 6.5 (On-Site Community Benefits)</p>

 	<p>Explore the addition of Transfer of Development Rights. This would allow properties to exchange amount of bonus gained through community benefits.</p> <p>Future Potential Section: To Be Determined</p>
 	<p>Explore opportunities for below-market rent, with adjustments over time, for Council priorities such as affordable child care, affordable creative space, and other community beneficial real estate.</p> <p>Future Potential Section: To Be Determined</p>
	<p>Explore construction code amendment for the South Central Waterfront be similar to those applicable to the Central Business District.</p> <p>Future Potential Section: Land Development Code § 9-2-21</p>
 	<p>Explore flat deck parking as an on-site community benefit or as an amendment to the Building Criteria Manual.</p> <p>Future Potential Section: To Be Determined</p>



Affordability Impact Statement

South Central Waterfront Combining District and Density Bonus Program

Case number: C20-2022-003

Date: March 27, 2024

Proposed Regulation

- The proposed code amendments will create the South Central Waterfront Combining District (SCWCD) and the South Central Waterfront Density Bonus (SCWDB). The SCWCD is established to implement the intent of the 2016 South Central Waterfront Vision Framework Plan (Vision Plan). The SCWDB will allow for additional density beyond the South Central Waterfront SCWCD standard regulation in exchange for implementing certain design criteria and providing community benefits.
- The affordable housing component includes:
 - Require 5% of housing on-site within 3:1 Floor Area Ratio (FAR) must be affordable
 - For rental units:
 - 60% MFI; or
 - For ownership units:
 - 80% of ownership units; or
 - A fee in lieu equivalent to the otherwise required on-site set-aside percentage of the total residential units, including the mix of bedrooms required, at the rate set in the fee schedule at the time of final site plan submission.
- Apart from meeting the on-site requirements within the 3:1 FAR, up to 70% of the additional bonus area can be attained through fees-in-lieu and dedications. These fees-in-lieu will be equally allocated among affordable housing, parks, and infrastructure.

- The funds designated for affordable housing will be spent within a boundary delineated by Ladybird Lake to the North, E Ben White to the South, IH-35 to the East, and MoPac to the West and within a ½ mile of a rail stop or ¼ mile of a bus stop.
- Recently, the City Council approved changes to City Code Chapter 4-18, impacting both residential and non-residential redevelopment. These changes included regulations for density bonus programs, with specific focus on residential redevelopment requirements. Initially, the ordinance called for the replacement of all units affordable to households earning 80% or less of the Median Family Income (MFI). However, subsequent collaboration among various City departments led staff to conclude that a more finely-tuned threshold for triggering unit replacement under this requirement would be to replace existing units affordable to a household earning 60% MFI or below. This adjustment aligns with the goals outlined in the Strategic Housing Blueprint, prioritizing deeper levels of affordability, and aiming to enhance participation in density bonus programs. Staff recommends bringing forward an item on a future Council agenda to update this provision of Chapter 4-18.
- The staff proposal for redevelopment protections for existing multi-family, include:
 - Confirm extensive repairs exceeding 50% of market value as deemed necessary by the Building Official.
 - Ensure that rents for units affordable to households earning 60% of the Median Family Income (MFI) or below have not risen by more than 10% within the last 24 months.
 - Replace existing units affordable to households earning 60% of MFI or below in the past 12 months with units of comparable affordability and size.
 - Provide current tenants with notice and information about the redevelopment plans, using an approved form.
 - Furnish current tenants with relocation benefits consistent with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.
 - Offer current tenants the option to lease a unit of comparable affordability and size following the completion of redevelopment.

Land Use/Zoning Impacts on Housing Costs

The proposed changes would have a **positive** impact on housing costs via land use and zoning.

The South Central Waterfront District is in a highly desirable location directly across from Downtown and adjacent to Lady Bird Lake. The current zoning for many of the parcels in the South Central Waterfront District does not result in a financially feasible project because the density allowed by-right does not generate enough value to justify the land costs. Today, to achieve a financially viable project, developers pursue rezoning the

property to a Planned Unit Development (PUD), which is a unique zoning district with negotiated land uses and development standards approved by City Council. PUDs can result in a lengthy negotiation process which can be costly and time consuming. A recent report developed by city staff and UT researchers found that in Austin, additional regulatory costs, including rezoning, affect the cost of multifamily housing more than low-intensity uses like single-family.¹

To take advantage of the additional entitlements allowed by the SCWCD and SCWDB, a property must be rezoned to add the combining district to a property's base zoning. Every zoning case contains varying levels of uncertainty; however, a case to add combining district would likely not affect a project's timeline as compared to the PUD rezoning process. To further address the uncertainty, time delays, and associated costs, staff is requesting that the Council initiate a South Central Waterfront District-wide rezoning case to add the SCWCD to properties within the district with the exception of those present zoned Planned Development Area (PDA) or PUD and those subject to a Planned Development Agreement. Once a site is rezoned, a project would then be subject to administrative approval if they choose to develop under these regulations.

Impact on Development Cost

The proposed changes would have a **neutral** impact on development costs.

Impact on Affordable Housing

The proposed changes would have a **positive** impact on subsidized affordable housing.

- This incentive program would create an additional pathway to increasing subsidized affordable rental supply at 60% MFI and ownership supply at 80% MFI without direct public subsidies.
- The program would also generate fee-in-lieu for affordable housing to be within a boundary delineated by Ladybird Lake to the North, E Ben White to the South, IH-35 to the East, and MoPac to the West and within a ½ mile of a rail stop or ¼ mile of a bus stop.

City Policies Implemented

The proposed amendment aligns with council adopted plans, including the ETOD Policy Plan, Imagine Austin, and the Austin Climate Equity Plan.

Other Housing Policy Considerations

None

Manager's Signature Marla Torrado

1. Kennedy, B., Lopez, S., Hemeon-McMahon, A., Pepper, A. (2022). *Smart Cities Policy Research Project: Cost of Housing in the City of Austin*. City of Austin, University of Texas at Austin.

SCW Survey Ranked Choice Results

Q5: “In addition to onsite affordable housing, the bonus program will require contributions toward community benefits. How would you prioritize these potential on-site community benefits?” Below are the ranked selections (221 responses).

1. Public open spaces (plazas, boardwalks, trails, etc.) that allow for outdoor recreation without requiring you to make a purchase.
2. Parks and Playgrounds
3. Cultural uses like art galleries or museums
4. Transit-supportive infrastructure and amenities (bikeshare stations, shaded waiting areas, digital info displays, etc.)
5. Grocery stores
6. Live music venues
7. Sustainable building certifications
8. Enhanced accessibility standards
9. Childcare and adult care services
10. Other (e.g. “no towers,” “no bonuses,” “dedicated and protected bike infrastructure,” “open and unused space,” “breweries/wineries,” “if a museum....a history of music in Austin,” among others)

Q6: “The 2016 South Central Waterfront Vision Framework Plan named four priorities that the district would need to include. Each one remains a priority for the City of Austin and will be incentivized in the final plan. But, in your opinion, how would you sort these four priorities in order of importance?” Below are the ranked selections (212 responses).

1. A lively, safe, and attractive pedestrian environment
2. Open spaces and great public places
3. Connections to and along the waterfront
4. New affordable housing units

Land Use	
Permitted Uses (Q1)	Prohibited Uses (Q2)
	Q(2): Commercial office space, hotels, luxury retail
Q1: Housing. Community centers, music venues, dining	Q(2): Parking lots, hotels, luxury goods, expensive restaurants, excessive parking garages, density below 5 stories, this area should have AT MINIMUM 5 stories.
Q(1) retail, restaurants, bars, hotels, housing, community or rec centers, offices, medical, and parks	Q(2): high-end
Q(1) Housing, offices, restaraunts, gyms, grocery stores, a school	Q(2): Be very selective land use dedicated to parking; use only to minimize or completely eliminate on-street parking. Luxury Commercial (Ensure retail can serve any proposed affordable housing). Anything related to automotive.
Q(1) Retail, hotels, restaurants + potentially events spaces or schools. Housing prioritized, as well as bike, pedestrian, and rail connectivity.	Q(2): Gas stations, parking lots, parking garages, drive-thrus, car dealerships, tire shops, anything low density, anything set far back from the street
Q(1) Grocery stores, and lots of lots of housing	Q(2): Parking lots, gas stations
Q(1) Housing, restaurants, food trucks, some sort of new museum/attraction (aquarium??), grocery store, park space, coffee shops. A central outdoor space with seating, trees, and maybe a fountain would be a nice community gathering place	Q(2): luxury retail, a concrete filled waterloo style “park”/venue that charges for public access
Q(1) Housing, retail, museums, parks	Q(2): Gas stations and parking lots
Q(1) Mixed use! Dense housing, retail, office, BIKE LANES, parkland, pedestrianized streets, transit-oriented development, no major parking lots	Q(2): This should be a very lively area so no medical, industrial, and not too much office space as it has not demonstrated the ability to activate space in recent years.
Q(1) ALL OF IT! As much density as possible in the center of the city, especially around the new rail station is ideal.	Q(2): high-end retail, gas stations
Q(1) #1 World class museum, #2 Affordable residential, #3 Restaurants, #4 Grocery store, #5 Music venues	Q(2): Car focused infrastructure. No parking lots, no above ground structured parking, no drive-thrus, and no gas stations.
Q(1) Housing is number one, but also for the retail to be able to be occupied by a variety of uses beyond restaurant or shops. Supermarket style grocery stores not just boutique grocers. Furniture shops, hardware stores, essentially spaces that can provide a wider use and shorten the distance needed to find suppliers for a wide selection of products. Arts and culture spaces with room for world class museums would anchor this district for decades of use too.	Q(2): too much parking, low density, too much office, all one kind of housing (mixed income
Q(1) Housing, retail, community green spaces, childcare.	Q(2): Keep us clear of car-oriented uses, commercial office space, and high-end retail. As a bonus, please implement the changes that will get rid of these [explitive] parking podiums
Q(1) Affordable housing, retail, rec center, dining	Q(2): only office space that will be dead at night. needs 24hr activation
Q(1) Super tall high rise residential and commercial buildings, first floor bar, restaurant, grocery, gym, etc. spaces. Car free streets with dedicated street vendor spaces for rent from city	Q(2): Gas stations, parking lots, loading docks, industrial use
Q(1) Lots and lots of affordable housing (for singles, roommates, couples, and families)! Great public access to the lake; some of it programmed, some of it natural. Housing in general. Good transit/pedestrian/bike connectivity throughout, and to other parts of the city. A food hall, like Chelsea Market (NY) or Pike Market (Seattle) with lots of small, preferably local retail operations, small-scale restaurants, and farmer's market stalls. Music and art venues, maybe with bars. A small-business incubator. One or more commercial kitchens so that small businesses can create food products. A coworking space to support all the residents to build their own businesses, work remotely, or whatever they need. Lots of restaurants and stores, some offices. A place that is alive all day long, that people from all over the city will want to experience regularly. Oh, with all the potential residents moving in, there might need to be an elementary school.	Q(2): Gas stations, parking lots, loading docks, industrial use
Q(1) High density housing, pedestrian-oriented streets, mixed use buildings with groundfloor commercial space, neighborhood grocers and drugstores, music venues, rail transportation.	Q(2): Parking lots
Q(1) Housing, Museum, Hotels, Retail, Greenspace	Q(2): parking lots, gas stations, private-access park, drive-thrus, industrial use
Q(1) please don't take away old Austin. We need some things here but things like Bennu, Freebirds, and Taco Joint make that area that area. That one building that used to be a music venue/restaurant that has been abandoned since they closed, please return that to music venue and something local, without other things around it. I know we're changing, but there's already enough "stuff" there.	Q(2): Anything that makes it hard to walk or bike around (e.g. roads with signals that take a long time or large parking lots)
Q(1) Riverfront Park with residential, commercial and retail midrise buildings including affordable housing.	Q(2): Parking.
Q(1) All of it. Housing, retail, office, public. It should be a complete community that can serve all needs for everyone in the surrounding neighborhoods.	Q(2): High-rise luxury residential housing, office and hotels.
Q(1) Local businesses (restaurants, retail, etc). At least one large grocery store. Focus on green space, especially if it facilitates access to lake (especially hike/bike trail). Access to public transit. Public restrooms.	Q(2): Parking lots, gas stations, low density
Q(1) housing, community park or recreation space, public bat viewing, restaurants, retail	Q(2): No private, restricted access to the lake! No heavy industrial. No parking garages (unless maybe they have street level retail and are "disguised" on the exterior), but require all tall buildings to have underground parking. No car dealerships. Not just a bunch of tall offices that only a few people go to during the day.
Q(1) Indoor community rec areas, housing, food incubator, bars, museum	Q(2): Offices, industrial, hotels, luxury retail
Q(1) housing, retail, restaurants, and hotels! Also music venues. The more density the better.	Q(2): Tall buildings right up against the lake. Buildings nearest the lake should be shorter with taller ones farther from the lake. Don't let Lady Bird Lake become a canyon like in Chicago.
Q(1) Housing, retail that is protected for local/small business, and outdoor rec space! A live music venue would also be awesome.	Q(2): above ground parking garages, street parking other than loading zones, drive-throughs, ground floor street facing leasing offices, gas stations
Q(1) Housing, public market (mix of local artisans and food stalls) and maybe a new museum/aquarium? (in addition to more obvious transit oriented development in general)	Q(2): Office space, single use buildings, parking lots or garages.

Q(1) small retail and grocery, restaurants, bars (sports and wine type), hotels, gym, offices, coffee shop, and parks	Q(2): Car oriented businesses (bank drive throughs, gas stations, service centers, etc.); buildings with inactive street interactions (get those darn electrical rooms underground!).
Q(1) As much ground level retail as possible! Ideally, it should be required that ground level is only usages that are for the general public.	Q(2): anything labeled "luxury"
Q(1) Cafes, housing, community spaces, lively street frontages, a bike shop, cultural destinations	Q(2): Parking: it should have as little as possible, enough to meet ADA requirements. Market-rate condos or apartments: we already have thousands in the area, and will add scores more by the time the District is completed. Market-rate units have, at minimum, a huge perception problem as representative of "one-percenter life," and I think that's a fair assessment. (Subsidized housing for downtown city or state workers – or even for mostly full-time musicians who typically play downtown venues – would be better IMO, as explained above.)
Q(1) Retail, food and housing. The downward spiral of CRE would make this one of Austin's greatest missed opportunities if we didn't pack the SCWD with tons of housing and amenities for residents	Q(2): [explitive] condos, apartments, hotels, HEBS, and all the same [explitive] that is at every street corner in this [explitive] city.
Q(1) grocery store, housing, retail, F&B, parks	Q(2): Offices
Q(1) Income-restricted housing, parkland, significant buffers for the lake and creek, restoring natural filtration.	Q(2): I don't want anything to change. More nature, less development.
Q(1) High end retail, parking	Q(2): Less emphasis on office space.
Q(1) Hotels, office, residential. I don't think this is an entertainment area (restaurants won't survive).	Q(2): Parking, storage, single family housing
Q(1) Transportation Terminal. Public Spaces (Plazas, parks, etc.). Public Markets/Street vendors. Affordable multifamily housing. Affordable groceries. If offices, include mixed use with ground floor commercial. Urban Farm/Community garden.	Q(2): Medical uses, homeless services
Q(1) inexpensive	Q(2): Industrial, warehouses, single story parking lots
Q(1) I would like to see mixed use housing with essential businesses, like grocery stores, gyms, generic retail with restaurants and chains, pharmacies, etc. This combined with density and Capmetro will be the perfect destination to live and travel to.	Q(2): Less enthusiastic about hotels
Q(1) as many different types of uses as possible! a mix of different sizes of retail and restaurants to allow for lots of different types of businesses. multiple smaller scale grocery stores will be important to minimize the need for vehicle trips out of this area for residents.	Q(2): Large event venues; at least not before the transit is in place.
Q(1) Lots and lots of affordable housing (for singles, roommates, couples, and families)! Great public access to the lake; some of it programmed, some of it natural. Housing in general. Good transit/pedestrian/bike connectivity throughout, and to other parts of the city. A food hall, like Chelsea Market (NY) or Pike Market (Seattle) with lots of small, preferably local retail operations, small-scale restaurants, and farmer's market stalls. Music and art venues, maybe with bars. A small-business incubator. One or more commercial kitchens so that small businesses can create food products. A coworking space to support all the residents to build their own businesses, work remotely, or whatever they need. Lots of restaurants and stores, some offices. A place that is alive all day long, that people from all over the city will want to experience regularly. Oh, with all the potential residents moving in, there might need to be an elementary school.	Q(2): Drive throughs and gas stations
Q(1) EVERYTHING!!!! Specifically, grocery stores, restaurants, coffee shops, and gyms. The more the better. We need Austin to become denser!!!!!!!!	Q(2): Chain retail, hotels, offices - especially tall empty office buildings!
Q(1) All of it! I would like to see mixed use development with a focus on housing.	Q(2): Sports stadiums, arenas, warehouses.
Q(1) MLB Stadium	Q(2): Only noxious uses not already allowed in downtown.
Q(1) Retail and restaurants, similar to the San Antonio River walk. Allow space for hanging out, water front dining, and a gorgeous view of the city. Have space to host events, small scale live music, farmers markets on the weekends, etc. deeper into the development prioritize retail and restaurants on lower floors with some office but mostly residential towers/space above.	Q(2): Anything or business that blocks the "view of the water " the citizens of Austin do NOT want. The water is the crown jewel of Austin, Texas. . " Having a number 1 priority on how we can design public use by utilizing the BEST views of the water to be enjoyed by all. Think FOCUS on the WATER VIEWS 4 all to enjoy. Keep our city beautiful, please. Quality buildings only.
Q(1) All of the uses listed, plus more. Let's make this a real, dense, diverse urban neighborhood. For example, if I do not leave the planning area for a month, can I get everything I need? If not, add it!	Q(2): Parking, buildings that solely house offices.
Q(1) Affordable housing, community rec center, free indoor play park	Q(2): Offices and hotels
Q(1) Affordable mixed income housing options, dedicated local business space, creative/maker space, theater/event space, grocery or convenient store	Q(2): Publicly operated recreation or community centers.
Q(1) integrated parking garages	Q(2): High-value and high-rent/high-mortgage housing. This is a central connection point in our town and allowing it to become a place for upper-income folks will be a huge disservice.
Q(1) Given how the Music Lane development down the street has almost unilaterally turned that portion of South Congress into a surprisingly not-that-far-off variation of Rodeo Drive, I think it's critical for the Waterfront District to remain as egalitarian as possible. If it has a housing component – and considering the reality that, even right now, condo prices nearby are at a near-NYC-level \$1,000/sq ft – I think 100% of it should be both subsidized & set aside specifically for the people who need it the most: people with steady, but modestly paid, jobs working downtown either for the city or state, potentially with different options depending on MFI levels. I definitely think it's essential to keep as much built-out space as possible flexible in nature, primarily for reasons that people came to understand during the pandemic. We won't need any class-A office space downtown for quite some time, and if the project has a hotel component, I definitely think it should be locally owned and a non-chain. Mainstream chains are recovering slowly from the pandemic, but despite the surge in boutique-hotel development in Austin over the past decade, we STILL have far fewer than Seattle or even much-smaller Portland. A group such as Bunkhouse could theoretically have a "multistrata" properties: literally anything from ultra-ultra-deluxe at the high end, a couple middle-tier options, and an upscale hostel option akin to the Firehouse on Brazos, or Europe's Generator chain.	Q(2): More buildings. If we must then enforce a serious setback or buffer from the lake.
Q(1) [explitive] [explitive] haven't we developed the [explitive] [explitive] out of this city? ENOUGH.	Q(2): Exclusive, gated. Unaffordable fancy pants stuff. Development down to the edge of the lake that disrupts the park and trail.
Q(1) Retail (Restaurants, Bars, Food Hall), Hotel, Housing (Apartments & Condos), Recreational (Parks, Promenades, Public Sports Courts, Gym, Spa), Offices (Traditional, Flex, Co-working)	Q(2): See above
Q(1) Housing and entertainment	Q(2): More office space or rec centers.

Q(1) None.	Q(2): auto uses, office.
Q(1) Housing and street level retail/public space incorporated into each development. An emphasis on mixed use.	Q(2): No more hotels or housing for the rich
Q(1) housing, retail, community, workplaces, hotel,	Q(2): above ground parking, street parking,
Q(1) Retail, multifamily, office and hospitality with live music installations	Q(2): Car based uses like drive throughs, car washes, gas stations.
Q(1) Retail, housing, community ideas such as museums, parks, etc	Q(2): I'm opposed to further development of hotels or offices in our area, as we already have a significant concentration of these establishments near downtown. They primarily benefit only a select few individuals and do not offer widespread opportunities to the entire community. I would consider retail and medical uses if they are implemented in an economical and accessible manner for the broader community. However, my main concern is avoiding the construction of luxury housing, as this will continue to drive up prices and make it unaffordable for most individuals in our area.
Q(1) Retail, hotels, housing, offices	Q(2): Hotels, medical uses, parking lots
Q(1) Residential, office, retail. It should serve as a natural transition from downtown to Bouldin Creek and Travis Heights.	Q(2): Parking lots. Tourist attractions. Encouraging people to come here from all over the world is an environmental disaster. Everyone needs to stay close to home. Make your own culture and entertainment scene.
Q(1) Housing, community, rec centers, parks, local restaurants (not chain)	Q(2): Tall buildings, nothing over 5 stories. We want to see the Capitol.
Q(1) Emergency medical	Q(2): High density housing, including tall buildings; offices; hospitals. Restaurants would be ok.
Q(1) I would like to see retail, recreational, and mixed use in the district.	Q(2): Small, low density buildings.
Q(1) Some beautiful restaurants that overlook the water that all people have access to. Special views like Steiner Ranch restaurant overlooks like Travis and it has a peaceful view. Like Bigas on the Bank in San Antonio that overlooks the River Walk. Nice restaurants for special occasions. Anything that gets us ordinary citizens to enjoy the view of the water, please! - Jeanne Murray Austin, Tx.	Q(2): Retail, offices, medical
Q(1) board walks; no retail, hotels, housing, offices, medical use; no cement ; habitats for birds and animals,.	Q(2): ANYthing low density
Q(1) Mostly housing but a full range of uses should be allowed, just like any urban center.	Q(2): Parking. As we grapple with a climate emergency, policies should limit new cars entering the center city, particularly in areas well served by transit like this one. Please bar new parking spaces in this area.
Q(1) No business on our waterfront that are not for the “public” to enjoy. Medical no, hotels yes, housing behind and way back of waterfront - not near the bank, only, rec centers no, offices NO. *****Priority is for all citizens to have access to, NOT just the rich citizens. Thank you.	Q(2): I would just very much like the land to be fully utilized -- and by that I mean that I hope there are a lot of towers.
Q(1) Restaurant, brewery with outdoor seating. Plenty of green space maybe a playground	Q(2): Big chains, overly commercial. Needs to maintain Austin's vibe and culture.
Q(1) Grocery and restaurants/retail, housing, community spaces, music venues.	Q(2): Concrete/large open parking without shade or trees
Q(1) Retail, housing, parks	Q(2): Single family homes, low rise buildings, or any other low density uses.
Q(1) Whatever commercial / residential uses best support full density and long-term 24-hour activation of the south shore.	Q(2): Parking lots, office, above ground parking, drive throughs, low rise buildings under 4 stories for any purpose.
Q(1) Affordable housing, transit connections (great location for a hub), and a mix of retail/general needs establishments (health care, grocery, recreation)	Q(2): short small townhomes and single family homes.
Q(1) None. Protecting the watershed and a big duffer to Town Lake is of the utmost importance. Plus ATX does not have the water for this continued growth.	Q(2): Single family homes, gas stations, car dealerships, drive-through restaurants, drive-through banks
Q(1) I want to see accessible (for people with disabilities) and affordable for people of all incomes land use whatever it is.	Q2: A hotel is fine, but don't let hotels take over this district. Same with office space. This should have a primarily residential and retail use, similar to Seaholm.
Q(1) I am very invested in revisioning this area to create a thriving urban hub with deep affordability as well as market rate housing, and opportunities for work, arts, music, and retail.	Q(2): Just office space with no public use inside the buildings on the storefront spaces would be bad. Think what happened at Seaholm with the great ideas for a museum and then it just never happened.
Q(1) Retail shops, restaurants on the lower levels Offices, housing, and medical on the upper levels	Q2: Tall skyscrapers. Giant buildings that create a density that doesn't feel happy. Looking monstrosities along the lake revolt those who cannot afford to take advantage of private spaces. Shared spaces for the public should feel welcoming.
Q(1) I would love to see a lot of good walkability options, lots of plant life incorporated into the streets and buildings, and a lot of retail and dining in the bottom areas of the buildings.	Q2: Commercial buildings or medical offices
Q(1) Hotels, entertainment, F&B, outdoor recreation, retail, grocery store.	Q2: automotive uses.
Q(1) None. Keep it all public park land	Q9: No offices, more affordable housing, not luxury housing
Q(1) Housing, retail, schools, grocery stores, wide sidewalks, pedestrian and bicycle only streets, entertainment, restaurants, public gathering spaces, breweries. Would love to see a ballpark here, but that will probably never happen...	Q2: preserve and expand the riparian zone and natural spaces. you are adding thousands of residents but almost zero NEW parkland.
Q(1) I think a mixed use housing/office/retail like downtown should be here.	Q2: No more high density housing along lakeside!
Q(1) I believe it's crucial to prioritize the development of affordable housing options for middle-income individuals. Too often, housing projects seem to benefit only the ultra-wealthy or the lower class, leaving individuals like myself overlooked and shut out from affordable housing opportunities. This needs to change. Additionally, it's essential to ensure that such projects offer services accessible to all, not just the ultra-wealthy. I'm particularly interested in seeing access to free green space and a community recreation center included in this development. These amenities would greatly enhance the quality of life for all residents.	Q2: No more high density housing along lakefront
Q(1) Housing, retail, and park space/town square space!	Q2: No auto-oriented retail, no hotels
Q3: Cafés, tree cover	Q2: No banks, no child care
Q(1) High level runoff and inflow treatment to protect Bouldin Creek and the river. Strict enforcement of sanitation rules for homes, businesses, vacant properties, and parks. Bike and pedestrian trails along Bouldin Creek. Recreation, housing, everyday essentials retail, offices.	Q2: No industrial, or single family lots. No parking above street level i.e. parking podiums!
Q(1) Affordable housing! Quick response center for police and EMT's. A large expanse of lawn for frisbee or fun and games, with local food stands (food trucks).	Q2: Low density buildings in the fastest city in America

Q(1) Parkland, community/rec centers, low density housing	Q2: Hotels or retail
Q(1) Tall unique skyscrapers to transform Austin skyline to be globally recognized.	Q2: parking. car-centric development
Q(1) Parkland. No amusement park rides. No towers. Leave it green!	Q2: I would not like to see industrial, single-family residential, vacant land, parking lots, or standalone parking garages.
Q(1) Parks! Open space! Recreation!	Q2: bars. too many eeting bars. they begin to "districtify" and become night-time only destinations which sucks for most people over 30
Q(1) I dont think the land use regs should be overly restrictive. Please allow housing and mixed-use development. Development should be market driven.	Q2: Surface parking, parking podiums, narrow sidewalks, basically anything that resembles what is there now.
Q(1) Housing that is affordable to public servants such as teachers and city staff. Visual art galleries.	Q2: Parking lots and parking garages
Q(1) All of it -- retail, hotels, housing, rec centers, offices, hospitals, and to a lesser extent, offices.	Q2: No low rise buildings. Let's add to the ATX skyline
Q(1) Live music, green/outdoor space, food trucks or even a food hall	Q2: I hope it won't be dominated by any single use; a healthy mix is important. Medical uses tend to dominate their areas, and depend heavily on parking, so I'd be leery about too much of that.
Q(1) Community or event center (dancing or performance space), public rooftop with view, more pedestrian bridges/biking trails	Q2: No giant tall buildings, no expensive chain stores, no office space, and no hotels.
Q(1) All of the above! We need real urban density. Bring Austin into the 21st century.	Q2: I would not like to see low density in this area. I also wouldn't like to see building that are not connected to the foot traffic below.
Q(1) Retail, housing, social and medical services, recreation, entertainment. Housing should include affordable rental and homeowner options in mid to high rise buildings.	Q2: Anything that isn't land
Q(1) dense\tall housing thats transit and park oriented with multi use at street level	Q2: Parking
Q(1) Mixed use housing with retail/restaurant space on the bottom floor(s). Restaurants, coffeeshops, maybe 1 or 2 bars, gym/fitness studio, retail, small grocery market or convenience store	Q2: Car-centric, sprawling architecture. This is right next to downtown! We are a city! The light rail is going right past this district! If we want the rail to be successful, and the city to thrive, we should ALLOW buildings to rise to welcome people and businesses to come to Austin and flourish. Anything here that's subdistrict 1 or 2 - aka forcing sprawl through regulation - should be moved up to subdistrict 3 or less. I repeat - this district is next to downtown and the light rail goes right past it. We all know that density supports the rail, and makes for vibrant, living communities - we shouldn't stifle our potential!
Q(1) Retail and housing, but also park space to watch the bats. A live music club (interior space, not part of the park) and coffee shop would be preferable. Also a covered station for the Project Connect stop and ample protected bike lanes.	Q2: Parking lots, large single family homes
Q(1) Retail shops, food, coffee, but most especially we need nonprofit centers for art, or a Center for Design to be there. Please insist that the developers give free or reduced cost rent to artists, galleries, nonprofit orgs that can have exhibitions and other public activities for kids and families that serve the public.	Q2: I would not like to see any land use that creates a "blank wall" for a significant portion of a block or that cuts off walking/biking paths
Q(1) Less of everything. The open space should be preserved or it will eventually be eaten up by development that benefits no one.	Q2: Lots of open parking lots. Bad land use.
Q(1) Restaurants and local boutique shops	Q2: Fast food
Q9: Heavily weight this new district towards residential uses instead of office space. We need homes.	Q2: Low slung buildings, community rec centers.
Q9: Please make sure this area has tons of housing options, along with not having over-expensive retail options. Austin needs homes and people don't want to spend \$40 on a simple meal. Have essential services for people who actually live there, not just "eatertainment". People are living and traveling here, so have robust transit access and encourage capmetro to have frequent services connect to this district. Be extensive in planning with them.	Q2: None
Q1: Retail and housing are highest on my priority list. Hotels are nice, and I assume will be part of the development. I prefer a bigger shift to housing to help steer the downtown area to residents more than travelers.	Q2: Things that aren't conducive to a vibrant street life like residential buildings with no publically available first floor activation. Its right where the bats are so pretty important pedestrian access point and would be great to see lots of patio restaurants and bars right on the water
Q1: recreational park and concert venue	Q2: another bougie mall like Music Lane, fancy restaurants that normal people can't enjoy, hotels.
Q1: housing, retail, office, medical - but most importantly, it needs to be pedestrian focused!	Q2: Too much office space
Q1: Major food grocer, public outdoor space, retail, restaurants!	Q2: concrete "park" structures
Q1: any and all	Q9: No more office buildings - we have enough and tired of empty buildings taking up space. No more parking garages.
Q1: Rec centers, and housing	Q2: No more commercial/office buildings. So many of these buildings sit empty after 5 pm, and so many of them aren't getting leased out. There also isn't a need for hotels taking up more space near central Austin. There are plenty of them directly across the river. This is an opportunity to build something for the residents of Austin.
Q1: More things for people to do downtown like parks, boutique shopping, plazas, decent, grocery store, lots of green area. No more high-rises. By the time you build them, you will ruin the skyline, and the city vacancy will have peaked and you will have empty, high-rises the beautiful vista to the south.	Q2: no high-end or national brands - I want local to keep the "Keep Austin Weird" vibe that south Austin is known for
Q1: Housing, and retail	Q2: Any auto oriented land uses (ie parking, gas station, car wash, through streets etc). Would love to see any parking be put underground. Would also love to see any parking accessed from Congress and Riverside so vehicles do not have to drive around the district. New streets should be designed for delivery access for businesses only (or an internal parking garage if absolutely necessary). There is no reason why a new district of this size can't have all its parking located on existing auto thoroughfares. No on street parking. Usually on street parking is a great way for businesses and residents to share the burden of parking that they require at different times. However, in a dense neighborhood where land is at a premium, on street parking creates traffic and takes away space from pedestrians, people on bikes, open space and development. There is really no need to increase the street grid density for private vehicles, only for other modes of transportation.
Q1: lots of housing	Q9: We don't need density on the river. Those shores needs to be left open and accessible to all, not just rich people who can afford high rise fancy apartments and condos.
Q1: I think a mix of uses would be great (shops, restaurants, multifamily residential, grocery store, hotel, offices, and park space).	Q2: Please do not allow drive through businesses of any kind here. Banks and restaurants should be welcome but only as walk-in uses. Car oriented businesses should be avoided here in general. I think it would also be good to avoid land uses that are generally low use most of the time like religious institutions, long term parking, or storage units.

Q1: Il of the above is the correct answer. retail, hotels, housing, community or rec centers, offices, medical uses, etc.	Q2: Tall Retail or Office buildings. Nothing about 60 feet
Q1: Housing, housing, housing. Diverse employment and training opportunities. Live music & entertainment. Outdoor parkland and trees. Trails.	Q2: Hotel and office
Q1: A good mix of rented and owned housing, first floor retail (a larger shopping center would be good too), green space that is shielded from the loudness of the streets around it, and space for transit connections	Q2: rich people housing
Q1: All of the above. Ideally with retail on the ground level of any buildings	Q2: hotel, offices
Q1: City Parks along the waterfront and a trail near the water with strict enforced environmental regulations and no variances or waivers to the environmental regulations .	Q2: Parking
Q1: Affordable housing, hotels, all in high-rises with public access to the water	Q2: Offices should be discouraged. Single-use buildings and developments should be discouraged
Q1: I'd like to see a healthy mix of residential, office, and retail.	Q2: No office!!!! No Community / Rec centers, they are poorly managed and are a breeding ground for homeless people which the city clearly cannot get a grip on. Community centers and common gathering places are great but only if the city is able to upkeep the space or else they just get littered wtih graffiti and trash everywhere
Q1: Locally owned retail, affordable housing, parks, small music stages. Rec center, children's water play park. No tall buildings.	Q2: Gas stations, big box stores, parking lot moats, and any road more that 2-3 lanes wide.
Q1: I would like to see a density similar to downtown with mix use of both retail, hotels and housing. I lived here 6 years without a car and love how walkable our inner city is. I frequently walked through this area and with more connection to foot traffic I think it would be a great utilization of the land. Especially with the new rail lines coming through there in the future.	Q2: i would not like to see office buildings
Q1: I want to see land used as LAND	Q2: Offices. There are plenty of office buildings right across the lake, many of which are seeing high vacancy, and more already being built/permitted. On the other hand, we continue to experience a historic housing shortage and cannot build too much housing. Land use here should be heavily oriented towards housing rather than office.
Q1: Housing, a public market, and possibly a new public museum/aquarium.	Q2: Large arenas or music venues, big box or chain stores, hotels (more than 1), dog parks. The amount of affordable housing should be limited because it's so expensive in that location; I would prefer to see fee in lieu and affordable housing built elsewhere.
Q1: More liberalized uses across the whole area - there shouldn't be a reason why someone can only build housing in one spot if the market is there for a grocery store.	Q2: Entertainment (bars and clubs)
Q1: I especially treasure nature, and beautiful green space.	Q2: High rises
Q1: Mixed use: ie residential, commercial including retail/resaurant on ground floors, plus community uses including park, open space, environmental sustainability, educational esp. waterfront raparian areas	Q2: Hospitals are two blocks away
Q1: Housing, retail, grocery stores, hospitals, offices, basic amenities	Q2: Luxury/exclusive housing only, more people need access to the river and amenities
Q1: Retail and restaurants, housing, including multigenerational, housing with an affordable component. A community center with again, a multigenerational component.	Q2: Above ground parking
Q1: I would like to see a lot of housing, as well as retail/restaurants that would support people walking/biking nearby to stop and enjoy the waterfront (so smaller, more casual spaces rather than a few large restaurants)	Q2: Offices
Q1: A grocery store and some kind of landmark to anchor the area as a neighborhood rather than a more generic "development" would be nice too. For example a children's museum, rec center, etc	Q2: Hotels
Q1: All of the above, but dense so that we can make the most use of and gain the most from our land. Retail should be a major focus being so close to South Congress, but office and housing keep the area thriving throughout the day.	Q2: pickleball courts. bike trail
Q1: Lots of access to water- boat rentals, piers, etc; Small-business-locally-owned preferred Retail; small library branch or community center with art, cooking, music, all kinds of classes- for adults not just kids); space and parking for farmers market; housing (variety, not just towers) and small hotels; some offices	Q2: pickleball courts, bike centered trails.
Q1: Nature trails, restaurants, small grocery store, low income housing, family housing	Q2: industrial, single family
Q1: Affordable housing, hotels, and condominiums in super tall high-rises (60+ stories).	Q2: Industrial, warehouse, manufacturing.
Q1: All uses listed	Q2: Offices, housing
Q1: We need mixed use for everything this close to downtown, residential or commercial above with retail below.	Q2: Hotel and retail.
Q1: parkland, practical retail for people who actually live in the area, fun restaurants that everyday people can easily afford.	Q2: bars, hat shops, tourist traps, above ground parking structures
Q1: Housing, and retail! Community parks	Q2: No fast food, avoid major franchise, don't recreate Music Lane (i.e. Hermes).
Q1: preserve and expand the riparian zone and natural spaces. you are adding thousands of residents but almost zero NEW parkland.	Q2: Private, gated community; too much impervious cover
Q1: Grocery store. Retail. Open space. Hotel	Q2: Private clubs, too much private apartments/condos.
Q3: Cafés, tree cover	Q2: Auto centric uses
Q3: Feeling of protection from cars, which comes from generous sidewalks and bike lanes, and reduced car speeds. Additionally, a vibrant, pedestrian oriented ground floor program on buildings. Please please please don't let apartment developers use their first floor retail space as a leasing office - this is such a joke. They need to be consumer / pedestrian oriented businesses with high throughput - cafes, salons, yoga studios, restaurants - literally anything except a leasing office. I'd literally rather it be a vape store.	Q2: offices
Q3: Slow car speeds (achieved with good traffic design and not just a speed limit sign). Pedestrian-only zones. Trees, lights, benches, a variety of restaurants, stores, and other businesses. Well-lit sidewalks.	Q2: Auto oriented uses - drive thrus, auto shops, gas stations, surface or structured parking.

Q1: More housing! Specifically affordable housing! The buildings currently in place are either space-wasters (think huge lots for single story buildings) or sparkly new commercial/office towers sitting empty. Adding more commercial to the area would make it more bleak and unwalkable than it already is. Adding a rec center to the area would make sense to serve East Riverside communities.	Q2: I don't think that industrial or business park land use is wise in this district. The aim should be to build a mid-town style neighborhood which is car-lite.
Q1: light rail station, local retail, restaurants, affordable housing, park area w/cherry blossom trees & park benches.	Q2: No luxury condos. No offices. No public or street parking except on fringes, in parking garages. Restaurants, but no live music venues. No bars.
Q1: Housing, hotel, commercial, retail and open space would all be great. Small shops retail and commercial spaces are great for smaller businesses and fewer chains. Breweries, food halls and performance spaces are great as well.	Q2: NO hotels and condos
Q1: Retail, housing, GROCERY STORE, restaurants, coffeeshops!	Q2: Warehouse, Single-family dwellings, strip malls, drive-through banks, and drive-through fast food restaurants. Basically anything that is not mixed-use dense development.
Q1: Large amount of Affordable Housing	Q2: Luxury housing and more bar/nightlife neighborhoods.
Q1: I would like to see land uses that result in an 18-hour neighborhood, where pedestrian activity is seen all day and all week. This should be an eclectic mix of small and medium sized retail, hotel, housing, clinics, dining, small grocery, entertainment, and office. It would also be beneficial to have more third place type uses that don't require maximizing commercial activity as the primary function. I also hope that we can emphasize housing here as a means of making sure that there is constant activity in the area.	Q2: parking lots, too much impervious ground cover, roads that prioritize cars,
Q2: Any use is fine, but I do not want to see the land undertutilized. we only have so much downtown-adjacent land, and this is a great opportunity to prevent sprawl by building housing in our core	Q2: Religious centers/churches and community and rec centers. We have enough of those.
Q0: Please do not allow drive through businesses of any kind here. Banks and restaurants should be welcome but only as walk-in uses. Car oriented businesses should be avoided here in general. I think it would also be good to avoid land uses that are generally low use most of the time like religious institutions, long term parking, or storage units.	Q2: Literally anything commercial or residential
Q1: 1. Housing, esp. affordable. 2. Retail, esp. smaller/affordable spaces and locally-owned or local preference. 3. Open space/green space/trail and park connections. 4. Community- or culturally-oriented spaces.	Q2: Parking big box retail
Q5: Postal service	Q2: Retail, hotels, offices
Q5:Restaurants (mcdonalds, chik-fil-a, etc.)	Q2: Surface parking lots, members only clubs, etc.
Q5: Brewery	Q2: Condos, luxury apartments.
Q1: All	Q2: Offices.
Q1: Multi-use retail/housing. High density, while maintaining good access to greenspace.	Q2: industrial, hospital
Q1: Restaurant, bars, museum, housing, music venue. Business / restaurant interaction with water / downtown views.	Q2: Skyscrapers and new developments
Q1: retail, housing, community	Q2: Any buildings
Q9: No offices, more affordable housing, not luxury housing	Q2: Medical uses
Q9: It would also be nice to have an area that could also double as a public market on weekends	Q2: No new skyline! We don't need anymore hotels, retail, or restaurants in that area.
Q1: residential, local businesses, low income housing provided, rent control in place	Q2: Industrial, manufacturing
Q1: This is an ideal place for ample dense housing as well as retail. It would be great to have the option of a large grocery store in the area, potentially.	Q2: Medical, office
Q1: Retail, hotels, housing would all be great. This would be a great spot for grocery and medical services to complement the likely residential and hotel uses	Q2: Office buildings
Q1: lots of retail & housing - no office spaces. Most of the prime waterfront property in downtown Austin (with the exception of Rainey St) is used for primarily office. Residential units will make it a vibrant space and retail will thrive making it a walkable/pedestrian community. GROCERY STORES PLEASE.	Q2: Loud bars and music venues with very late hours
Q1: Medical offices and restaurants. No hotels and no buildings taller than 60 feet	Q2: Loud music venues and bars with very late hours.
Q1: I want to see places to live, work, and play. Austin needs more housing, simple as that. We need condos, apartments, townhomes, duplexes, rowhouses, etc. There is too many of us for inefficient single family housing taking up prime land.	Q2: high end retail and hotels that is inaccessible for purchase for most people.
Q1: public restrooms and small local cafes and restaurants	Q2: parking
Q1: public restrooms and small local cafes and restaurants	Q2: Office space
Q1: I would love to see a mix of uses that create a complete neighborhood so people will not have to travel outside of it for daily goods and services. This includes retail of various sizes to support both small and large retailers, including a grocery store. I also would like to see residential (both condos and apartments), hotels, and office. Park space with a public vendor hall (food and goods) similar to the Milwaukee Public Market.	Q2: medical
Q1: To keep the area vibrant it would be great to see a balanced mix of property types and public spaces that would allow the area to function as functional neighborhood	Q2: Hotels, housing, office, medical uses, retail of any kind.
Q7: Cool restaurants, parks, and museums that are easy to get to and fun to walk around in.	Q2: Low rise buildings, parking garages (make it underground), generic structures. We should hold out for exceptional architecture and function.
Q1: Housing, retail, offices and open space/parkland.	Q2: As above, I think commercial interests are already well met. Over represented in fact
Q1: native vegetation and parkland	Q2: Offices (we have enough empty office space in Austin), retail, hotels, medical uses, anything that might increase pollution/harm the lake and bat population
Q1: Community and rec centers, dedicated bike infrastructure	Q2: Single family housing or low rises.

Q1: community, retail, dining/bars	Q2: Offices, anything that might increase pollution/harm the lake and bat population
Q1: Virtually any public transit-friendly land use should be encouraged in this zone.	Q2: Office space and expensive apartments
Q1: Restaurants and retail	Q2: Office space and buildings to high
Q1: retail, hotels, condos.	Q2: Surface Parking, Car-related infrastructure, Drive-throughs, Gas stations,
Q1: Community recreation centers, civic/cultural, commerce/retail, education, affordable housing,	Q2: Office, medical, parking.
Q1: All	Q2: We do not need more office space until we fill the massive amounts of empty offices in northeast Austin near Tech Ridge and Parmer. Building more offices when there is so much available already is a poor use of land and resources and promotes blight on communities surrounding empty buildings. Please don't do that to north Austin! We are already mostly ignored in city plans. We also don't need more luxury housing nearly as much as we need moderate to low priced units. It is vital to our culture that musicians, artists, and students can thrive in Austin instead of being priced out of town. Everyone deserves to live in the center of Austin if they want, not just the wealthy.
Q1: Green Space including community gathering places, housing, community and rec centers, offices, restaurants and grocery (organic) stores but not other retail, dedicated pedestrian areas	Q2: Leave it alone
Q1: Trails, parks, pools with a mix of retail	Q2: Anything closed off to the public entirely. If there are offices, that should be balanced with community spaces (parks, shops, etc)
Q1: Affordable housing and retail	Q2: office buildings
Q1: A variety of uses in this area would truly revitalize it - retail, housing, community center. City of Austin needs an aquarium and this would be a great spot for one!	Q2: The District should deemphasize automobile centric land uses and noxious industrial uses. Everything else should be on the table.
Q1: Retail and community centers to continue drawing locals and tourists to the area	Q2: Any development.
Q1: Mixed use that supports quality public open space.	Q2: Not too much retail, not a lot of road/vehicle area, not too many offices, not bars or other loud areas that encourage public drunks late at night (I get that people like to go out for a drink. I do too sometimes. However, research shows that more people, particularly young adults are abstaining, are taking better care of themselves, and are going to bed early. Be on the cutting edge and give these people a place for fun and socializing that isn't loud, late, and full of alcohol.)
Q1: Gas Stations. Car Wash. Automotive customization shops. Butcher shop/meat market.	Q2: Hotels, Offices, Medical centers
Q1: Retail hotels housing	Q2: Luxury housing!
Q1: Restaurant and retail for sure. Hotels a close second. Sidewalks wide enough for street vendor carts.	Q2: We got enough cocktail bars and enough office space.
Q1: None. Stop ruining the entire city and getting rid of all the greenery. It's become absolutely abhorrent living or even driving through downtown and more construction just makes it a worse nightmare.	Q2: Only business and high income housing
Q1: I would like no development and retain the area as a natural green space. The land should be used for water (aquifer & river) recharge with trees, native plants, and space for waterfowl and wildlife. This would be the land use most enjoyed by Austinites, not more office space or retail space in downtown/central Austin that would be unused.	Q2: Retail
Q1: Cultural - Museum. Art. Music. Games.	Q2: More high rises, keep that area low density and more natural
Q1 Waterfront/ water view/ trail view restaurants.	Q2: More chain taco joints, soulless coffee joints, overpriced "organic" groceries.
Q1: Parks with native trees and plants. An LGBT+ district with shops, cafes, galleries and museums.	Q2: Gentrified upscale and expensive housing and retail that will be unusable to any of the current residents who will be kicked out of their housing to build and redistrict this area,
Q1: Housing primarily. Parkland also. Retail to support that housing, and for recreation along the park and trail. One hotel would be ok.	Q2: Affordable housing does not have to be right in the most expensive parts of a city. This is not a requirement to make affordable housing in immediate proximity to the city center. Move the housing south and east where land isn't as precious and where it is still within reasonable travel distance via public transportation. Stop trying to force a square peg in a round hole. I have travelled and lived all over the world and these well planned cities don't try to force affordable housing right in their most desirable real estate, park, viewing and high rise areas. It makes no sense.
Q1: Community or rec center, hotel, housing	Q2: Condo, apartment, hotel, fracking.
Q1: Housing and hotels	Q2: More Office Buildings. More Condos. More Rentals. More Airbnb property. Any and all non local businesses.
Q1: All of the above! Mixed use development is very important especially this close to downtown. I think housing should be a priority but in order to make it a livable place we need amenities that people want like shopping, restaurants, and coffee shops. Groceries are important as well. Having offices would also be great. Cities should be a destination to live, work, and play.	Q2: I would not like any development.
Q1: All. More tax base. Taller buildings. Set a small maximum width for ground level retail, this allows for smaller businesses and faster turnover. It's more resilient.	Q2: Shopping
Q1: All uses. Residential, commercial, hotel, public, etc. It should be a mix.	Q2: Office buildings.
Q1: Retail, restaurants, nightlife, music venues. Would love to see a landmark attraction(s) in the district like a stadium, museum, or supertall iconic tower with an observation deck, especially since it's a major stop on the light rail line.	Q2: Absolutely no more office space and no more retail than necessary for the use/enjoyment of the neighborhood. Should not be a "shopping district" although restaurants along the trail with a lake view should be encouraged.
Q1: Green space, single-story, stand-alone LOCAL restaurants and businesses, like it is now.	Q2: Hotels and retail
Q1: Community, rec centers	Q2: I don't think we need any more mansions and 'luxury' apts & condos that only the wealthy can buy. Avoid totally covering the area in impervious pavement. Show some grace to trees and wildlife.
Q1: Retail, office, restaurants, hotels, green spaces, housing,	Q2: Office, retail
Q1: Retail, hotel, housing	Q2: Huge condos
Q1: If it would be amazing for retail, hotels, housing, medical and more community spaces. It's unusable and an eye sore in its current state. Anything is better than nothing at this point. Get this project started!!!	Q2: Industrial

Q1: I'd like to see mixed-use developments with residential units above places open to the public such as restaurants, offices, museums, and stores. We need more places like coffee shops, bars, and libraries that allow for coworking and socializing with neighbors.	Q2: Nimbys.
Q1: Mixed use - shops and a grocery store on the ground floor. Residential/hotel/offices above. I frequently use LBL trail and would like a grocery store here.	Q2: The land is sitting there and needs to be revitalized. It would be amazing to connect downtown and south Austin
Q1: Restaurant and retail.	Q2: There are other high density mixed-use areas, such as the Domain or parts of Downtown which have expensive stores and fancy restaurants that make those areas less inviting to the average person. I hope to see fewer of these high-end places and more spots that any income bracket can feel welcome in.
Q1: Retail, hotels, housing, public space, offices.	Q2: No parking lots! The first four floors of buildings should have windows and be able to view the street.
Q1: Office, medical, churches, housing, hotels, entertainment.	Q2: Office/medical/elite, cordoned off buildings. Needs to increase pedestrian flow and flow of local people doing nice things outside and in.
Q1: Affordable housing, hotels, and retail. Build tall and high buildings and add to the ATX skyline.	Q2: Definitely no more high rise office space. We now know that giant buildings cause the land to sink. It's happening in NYC, but it's also happening everywhere else that has a concentration of high rise buildings. The amount of concrete that is needed, right next to Austin's signature lake running through downtown. Don't do it!
Q1: parks, urban trails, connectedness for bikes and pedestrians, connectedness for public transportation, local stores, mixed use	Q2: Surface parking, wide streets.
Q1: Resource centers for the unhoused, affordable housing, F&B, public park space.	Q2: No industrial.
Q1: All mixed-use, dense, uses should be available in the South Central Waterfront District.	Q2: High rise towers,
Q1: Please, no more overpriced condos and hotels. We have enough and they've hugely impacted the vibe of Austin negatively. More community, rec centers, affordable housing	Q2: Apartments, retail
Q1: All of the above - a mix of land uses	Q2: Retail, apartments
Q1: Multi-use buildings. There's no reason the South Central Waterfront district cannot have all of those land uses within the same area. You can have high rise buildings with ground level retail, community and rec centers on the 2nd and 3rd floor, medical offices on the next 5 floors and housing on every floor above it.	Q2: Apartments, condos, hotels, anything that would make more people come to Austin
Q1: Hotels, retail, cultural attractions, affordable housing. NO HIGH DOLLAR HOUSING!!!	Q5: Helipad for ultra-rich
Q1: restaurants, bars, hotels, retail, parks and pedestrian extensions to area's larger buildings from the parks system	Q2: Any type of pedestrian-hostile use should be barred: surface parking lots, drive-thrus, mini storage units, etc.
Q1: Want true mixed use transit friendly development	Q2: Commercial use of the land along Lady Bird Lake. The trail must remain public space and natural
Q1: housing, community or rec centers	Q2: Parking garages
Q1: ETOD Please	Q2: Short term rentals, street parking
Q1: public parks and spaces, performance areas (music, plays, other art), restaurants and shops, sports, other community centers.	Q2: Housing.
Q1: Housing, public market, another museum or aquarium, in addition to walkable, pedestrian and transit friendly spaces.	Q2: Too many high rises already.
Q1: museums. alamo drafthouse.	Q2: Parking - dramatically limit parking and full-on outlaw above-ground parking (make all parking underground)
Q1: Local, authentic, part of a real neighborhood. No (or very few) corporate chains.	Q2: Too much development with little community enhancement
Q1: Mixed Use should be the standard for this district to emphasize a 24/7 vibrancy for this district.	Q2: Parking
Q1: Hotel, restaurants, retail, green area, park	Q2: Office
Q1: Residential, retail (including grocery), office, hospitality, services -daycare, salons, vets, etc	Q2: hotels, industrial
Q1: hotels, restaurants, music venue, retail.	Q2: Boring national stores (including hotels and apartment builders) that you can find anywhere. That would be the worst. Not another Domain. Bad samey architecture (so many fantastic architects in austin to give opportunities to, including landscape architects!), not medical, or at least not retail medical like those fake ERs.
Q1: Green Space, Housing, Retail, Community Centers, Offices, Resturants/cafes	Q7: Great live music, great restaurants, great bars, the bats, hike and bike trail, cool museums, fun shops, and farmers markets. I do not want housing or offices there.
Q1: Parkland and housing. We have enough offices. Hotels.	Q9: Do not put in housing or offices. We can't even fill the Facebook, Google, old Uship, One Texas Center, old Austin Energy, all We Work buildings, and the new/old Schlotskys are all struggling to fill occupancy. We need hotels and more significant event spaces mostly. Travis County just saw its first in decades drop in population growth. Population decline is expected in Travis County over the next decade, so we can hold off on downtown housing.
Q1: Retail, entertainment and hotels	Q9: Limit housing. Prioritize nature and the bat population. Increase police presence for safety.
Q1: Mixed residential and office with a few retail and food. I think 50 story buildings are much too high. Also there needs to be view corridors where the river can be seen. Do not let the buildings wall off the river. Also minimize the wind tunnel effect caused by large buildings. There must be public parking options for people visiting the area to walk by the river	Q9: Making space for creative community (rehearsal space, gallery space, etc) and people with average incomes/expectations should be a priority. not every new square foot of space can be a premium experience for us to maintain credibility as a center of creativity. being weird takes space.
Q1: live music, housing, coffee and unique shops and activity workshops, more trails and dog friendly venues, outdoor yoga, tai chi etc.	Q9: Lots of trees and not a lot of parking please.
Q1: housing, retail, parks, cultural centers	Q2: I don't really see why we should limit anything but surface parking. I also don't think we should be limiting height. We are better off maximizing the land here since it's basically downtown.
Q1: Retail, housing, hotels, recreation	
Q1: Mixed-use, retail, hotels, housing, rec center, office	
Q1: All of the above	
Q1: Housing and retail would be great to further develop the southern region of Austin	
Q1: all types of uses should be available so the district can change and grow organically. the market will drive the most complimentary uses adjacent to downtown. it should include at least some workforce and mixed income housing, education space and daycare options.	

Q1: A mix of uses including retail, hotel, office, multifamily, condos and area for community engagement and arts including music venues and comedy venues.	
Q1: I think austin has plenty commercial real estate already. I'd like to see more community focused development. Affordable housing and community & rec centers	
Q1: Green space, community/recreational area, affordable housing	
Q1: I would prefer to see the area rezoned for maximum density, then have the precise uses left to the market. I think that with high density this close to downtown, private actors will naturally invest in housing and commercial uses at no taxpayer expense.	
Q1: Afford able residential apartments. No more unused office space!	
Q1: Housing, retail, hotel	
Q1: Market rate housing, retail (esp grocery), hotel, green space.	
Q1: AFFORDABLE housing, parks, community rec centers, public art, natural green space, medical facilities	
Q1: Retail, housing, hotel, community spaces, offices.	
Q2: I think any development is fine	
Q2: all options should be available so growth can be organic.	
Q5: Other entertainment besides live music venues	
Q4: 2nd street - easily accessible, clean, an array of things to do and see. East 6th - great restaurants and bars, live/work, bike trail access, train access.	
Q4: South Congress - retail and restaurants mixed together, and it is walkable and inviting.	
Q1: Any mix of typical downtown land uses would be great: multifamily, hotel, office, retail, parks, clinics, etc.	
Q1: Park space open to everyone. Housing, restaurants, shops. No buildings above 10 stories	
Q1: Housing, grocery store, green spaces, pedestrianized streets, secure bike parking facilities	
Q1: Hotels, retail, restaurants, medical offices.	
Q1: Medical facilities, community centers, museums, art spaces, parkland, retail and hotel space, restaurants, event centers for festivals like SXSW, and garage parking.	
Q1: Retail, hotel, medical uses	
Q1: Some of everything, with an emphasis on lots of retail, live music venues, cultural venues (museums, etc.), residential, and hotels	
Q1: Parks. Affordable housing. Retail and community centers	
Q1: Housing affordable to people at and below 80% AMI, retail, food and beverage, outdoor recreational facilities.	
Q1: housing, community centers, parks, medical, retail, restaurants	
Q5: Breweries/wineries	
Q7: Great live music, great restaurants, great bars, the bats, hike and bike trail, cool museums, fun shops, and farmers markets. I do not want housing or offices there.	
Q7: Live music, street entertainment, museums, great restaurants and bars.	
Q3: Trees along the streets. And cafes to sit, eat and drink and meet friends. Allowance for live music such as singer/songwriter/acoustic guitar - not bands - would be nice.	
Q9: When people visit Austin it's always hard to recommend what to do. You have the Capitol building, BBQ, Lady Bird Lake, Zilker, and South Congress during the day, and bats, music, and 6th street/Rainey at night. These are all great, but we're missing huge opportunities to make Austin the tourism city everyone is talking about. The South Central Waterfront District can help us get there. We should play into our strengths with this district: 1) create a massive food hall (packed with BBQ) 2) create a large shared outdoor dining space with great views of the bats/city 3) create a live music museum (with history of ACL) 4) When a new album is released there isn't usually a live performance for it. Austin should change this and copy what the film industry does when new movies are released with Regency Village / Regency Bruin Theatres in LA https://thewestwoodvillage.com/events/movie-premieres/ . Partner with Netflix, hold music premieres, and create a modern Austin City Limits that streams from the South Central Waterfront District. 5) create indoor and outdoor concert venues 6) create unique art installations that preserve the vibe of keeping Austin weird 7) create an organization to help with the programing of the space (ensuring musicians are regularly performing during peak hours) 8) create a boat service that has a station at Mozarts, the South Central Waterfront District, Zilker park, and at what will eventually be River Park at Lakeshore Blvd & Pleasant Valley (easy tourism transit) 9) create designated areas for temporary interactive installations (company marketing promos) 10) create a wall that serves as a time capsule for music legends that came through Austin These are just a few ideas, but this area should be one of the first things tourists think of when they think of Austin	
Q3: Wide sidewalks with room for cafe seating. Do not mess this up by allowing bad architectural design create uninspiring places.	
Q3: adequate sidewalk width, shade trees, heavy landscaping, sidewalk dining where appropriate	
Q3: Active ground floor uses. Also active second floor balconies and uses (this adds extra eyes on the street). Also sidewalks clearly separated from car and bike traffic. Places for scooter and bike parking out of pedestrian pathways. Shade trees. Exteremly limited curb cuts. Dumpsters, loading docks, etc underground.	
Q3: Wide sidewalks that allow for outdoor restaurant seating and pedestrian usage separate from protected bike lane.	
Q1: allowing for existing waterfront businesses to remain and continue to provide water based activities (including city and non-city concessions)	

Q1: Retail, restaurants. community amenities	
Q1: Live music venues, mixed income housing, retail, hotels, some office.	
Q1: housing, community centers, open space, recreation, cultural space	
Q1: Residential is my top priority, supported by retail and commercial services like a grocery store, modern convenience store/market like Royal blue, restaurants, coffee shops, urgent care, gym. Secondary commercial uses would include hair salons, offices, medical offices, a vet, hotel, bars, music venue, museum, rec center. Parks/green space are a priority too, but not little pocket parks; I'd rather see a big undertaking that is a district-wide priority e focus funding towards	
Q5: If a museum is created it should be a history of music in Austin	
Q1: Housing, community/rec centers, hotels. Outdoor dining, outdoor recreation, public access, quality of life.	
Q7: As an "old" Austin guy, we always call anything S of the river as "bubba-land". And they sorta like that. But on a serious note, anything that describes the location as waterfront or riverside (really like this one) hearkens back a bit to Austin's history, days of the Aqua Fest and concerts on Auditorium Shores.	
Q9: Just please make sure culture has a chance. Cultural nonprofits can't afford market rent. The city needs to get developers to give these places a chance.	

Environment	
Creeks	Conservation
Q1: None. Protecting the watershed and a big duffer to Town Lake is of the utmost importance. Plus ATX does not have the water for this continued growth.	Q3: Lots of trees, shrubs, and greenery. As Austin's populations grows, we need to combat air pollution, and plants help do that.
Q4: barton springs, barton creek, town lake, any of the remaining wild and natural spaces that defined the region as desirable for thousands of years, before manufactured recreation.	Q9: Re-use irrigation for the district is an excellent idea if it is majority funded by the City and AWU.
Q4: lady bird area barton springs. its pretty fun to walk around	Q9: Add transit. Reduce need for cars. Preserve nature and natural habitats and wildlife (NOT just artificial parks with non sustainable water hungry grass)
Q4: Riverside/Chavez around the east side of Lady Bird due to the greenery, hike and bike trail and local businesses. Downtown due to variety of businesses/bars/eateries and architecture	Q9: Buildings are too high and traffic is too terrible. Not nearly enough nature. Needs more wildlife habitats and natural areas.
Q4: creeks, springs, rivers, lakes. whatever nature is left of austin before it is paved over and destroyed.	Q4: The feeling of being in Nature and not just another city turning into DFW.
Q4: Zilker Park. The Barton Creek Greenbelt. Edwards Park. Places to breathe, play, and cool off in clean water.	Q2: Dense building with vegetation relegated to flower beds. This area should utilize storm water management sources like LID and native green roofs that can help improve water quality, prevent large amounts of run off, and allow habitat to extend beyond minimized margins.
Q4: The river, access to nature	
Q4: As a rowing member, heading east as the sun is coming up is pretty close to heaven for me and my wife.	
Q9: I think adding additional density off the major corridors and tucked away will expand and grow this district in some of the most unique and creative ways. This will allow developers and architects to work together to highlight and bring the natural elements of the creek to life instead of keeping the creek as the back of the house as it is currently.	

Development				
Building Heights / Stepbacks / Setbacks	Building Design	Streetscape	Parks / Trails	Desired Urban Character/Form
Q2: Tall buildings right up against the lake. Buildings nearest the lake should be shorter with taller ones farther from the lake. Don't let Lady Bird Lake become a canyon like in Chicago.	Q1: Tall unique skyscrapers to transform Austin skyline to be globally recognized.	Q3: Very wide sidewalks, and shaded where possible. Streets should be narrower.	Q1: Less of everything. The open space should be preserved or it will eventually be eaten up by development that benefits no one.	Q4: The Domain, UT Austin, 6th St, Downtown in general. I like these areas because they have plenty of opportunity to be a dense, mixed use, pedestrian friendly area where parking isn't a priority over people's well-being and safety. They also have tons of pedestrianization and transit options. They give me a glimmer of hope for a better future versus the car-dependent lifestyle we have adopted.
Q3: Slow-or-no car facilities. Separated bike and pedestrian facilities. Low-to-no setback buildings with a variety of uses, and lots of density. People talk about trees and making shade - buildings do too. BUILD!	Q1: Parkland. No amusement park rides. No towers. Leave it green!	Q3: Buildings as close to the sidewalk and not set far away, as few and as narrow driveways as possible preferably with a raises continuous crossing. Awnings, shade structures, trees, outdoor seating and stalls—build wide sidewalks and then actually let the buildings use them instead of just letting them bake in the sun	Q9: The Hike and bike trail should be more accessible. It gets impossible to navigate on a wheelchair whenever it ruts or has too much foot traffic.	Q4: Downtown, Saltillo, MLK, Crestview stations TOD - Integration of multiple modes of transport in a high activity area. Please plan in advance for TOD in the waterfront. Mueller - Good mix of commercial, residential, and recreational land uses within walking distance. Ample use of protected bike lanes. Third Street - Safe concrete barrier protected bike lanes that provides key E-W connection in bike network. 1st/Barton Springs/Riverside - Grade separated, terracotta bike lanes and sidewalks, clearly demarcated. Please emulate this everywhere. Pfluger Ped Bridge - Both a good bike/ped path, but also a good public space for artists, performers, community gatherings, etc. Seaholm District - Good plaza area with space for children and pets, groceries. Housing could be more affordable. 23rd/Guadalupe - There's a giant pedestrian crosswalk that the students use that is connected to bike lanes and a bus pad. There's good utility for this in the waterfront where pedestrian traffic is prioritized, and is a good example of a "complete street".
Q9: The properties along edgecliff terrace. That area should be more dense at least the 3:1 FAR designation	Q2: I would just very much like the land to be fully utilized -- and by that I mean that I hope there are a lot of towers.	Q3: protected bike lanes, ground floor patio space, shade, trees, creative integrated storm water treatment	Q3: I want to see the enhanced Butler Trail link with other spokes of wide sidewalks and walkable streets for easy pedestrian access.	Q4: Downtown, there are a lot of destinations. Around Saltillo too, things are dense and close together
Q9: allow for greater height if people want more open space. building height solves lots of open space problems.	Q9: No high-rise luxury residential or office towers.	Q3: Wide sidewalks, and narrow streets to keep car speed low in high pedestrian-density areas. Separate bike facilities. Good connectivity to trails. Good wayfinding.	Q(:Mandate free public access to the water in as many places as possible. This should be a defining feature.	Q4: 2nd Street, 3rd street. Wider sidewalks, restaurants/cafes with outdoor seating on the sidewalks. Trees, bike lanes. East 6th- High density of things to do and places to visit. Hike and Bike Trail, Shoal Creek Trail downtown, Red Line Trail- Separate from car traffic routes that all offer great connectivity for bikes and pedestrians
Q9: Please allow for as many skyscrapers as possible. This is prime real estate in which the residents will not have to travel far for work or for amenities (assuming enough allocated retail space). It will add to the city's housing without contributing to the traffic problem.	Q9: Allowing taller buildings with mixed uses would be great!	Q3: Separate from roads, shade, storefronts, patios	Q9: i worked on the original SCWP for years. i don't trust the plan will be executed as intended now that richard suttler is involved. the statesman has already pushed for changes that do not align with the plan. i had high hopes but now i think it will be a net loss of prime parkland for austin residents. i think the city should walk away from any deal that falls short.	Q4: 2nd Street, 3rd street. Wider sidewalks, restaurants/cafes with outdoor seating on the sidewalks. Trees, bike lanes. East 6th- High density of things to do and places to visit. Hike and Bike Trail, Shoal Creek Trail downtown, Red Line Trail- Separate from car traffic routes that all offer great connectivity for bikes and pedestrians
Q9: Buildings are too high and traffic is too terrible. Not nearly enough nature. Needs more wildlife habitats and natural areas.	Q1: Medical offices and restaurants. No hotels and no buildings taller than 60 feet	Q3: Larger focus on pedestrian walkways than streets/parking. Wide sidewalks with shade and space for biking.	Q4: Hike and bike trail. It's natural and there aren't any cars.	Q4: 2nd street downtown with it's street level pedestrian activation with plenty of restaurants and bars with outdoor seating and plenty of street trees. Plaza Saltillo with it's red line stop and accompanying transit oriented development in the area
Q9: Tall and unique skyscrapers have potential to change Austin for the better.	Q1: I do not want to see on street parking or buildings with large parking podiums. Parking should be underground or in a few centralized locations.	Q3: Cafés, tree cover	Q4: Zilker Park/Barton Springs.....Roy Guerrero River Parkany of the parks	Q4: places for people, not cars - saltillo, parts of the domain, the Hike and Bike Traill, 2nd street, shade, activation from cafes, storefronts, lots of people and activity, public transit, alternate transit places for people, not cars - saltillo, parts of the domain, the Hike and Bike Traill, 2nd street, shade, activation from cafes, storefronts, lots of people and activity, public transit, alternate transit

Q9: The higher the buildings the better. Add to the ATx skyline!	Q3: Streets with wide sidewalks, separate bike paths, and ample shading are very important. I also like to see activated storefronts with front patio dining and the ability for businesses to opening doors/windows. There should also be several Metrobike stations and bike racks.	Q3: shade	Q4: The trail around lady bird lake. Love nature and the space to walk around for free	Q9: It will be knew construction. Aim for development feels more like downtown then the artificial feel of the Domain.
Q9: I think the heights proposed are fine, and I'd also be fine with allowing taller buildings if that would help achieve the goals of the district. Parking should be actively discouraged; all above-grade parking should count toward FAR. All parking should be available to the public (at market rates) rather than being limited to the occupants of a particular building or use. All parking for residential should be decoupled (leased separately) from the units.	Q3: The most important part is having dedicated right of ways for bicyclists and pedestrians, no mixed together. The second most is having living streetscapes. Businesses with outdoor seating, housing with front porches. Whatever it takes to get more people outside together is good.	Q3: Wide with plenty of shade, safe distance from automobiles	Q4: Zilker Park, hike and bike trails, boardwalks, urban creeks and greenbelts, They're not commercialized, preserve wildlife, and for the most part, users respect peace and quiet	Q4: second street, third street, east 5th and 6th streets, hyde park. Narrow streets and buildings right up to the curb make the areas more lively/friendly.
9: diculuos 400 ft. Tall point towers. Density is NOT always a benefit everywhere! This is an environmentally fragile area.	Q1: Multi-use buildings! They reduce traffic and help the environment.	Q3: wide sidewalks, public transit, shade, cafe seating, storefront activation (not dead podium parking garages), good crosswalks and intersections that prioritize peds and bikes	Q4: Zilker Park and the hike and bike trail. Natural areas to get away from intense urban development.	Q9: Please create more dense, walkable, transit oriented districts across the city
Q9: Please build super tall buildings here and add to the Austin skyline.	Q1: All. More tax base. Taller buildings. Set a small maximum width for ground level retail, this allows for smaller businesses and faster turnover. It's more resilient.	Q3: Narrow streets with buildings close by. Protected bike lanes. Tree canopies as well please	Q4: Hike and bike trail--nature and people watching. The Domain--its nice to shop and dine at, in part because it's people-focused more than car-focused and has wide, shady sidewalks. It also has a good variety of shops and restaurants, though it could have more local shops. Botanical Gardens in Zilker Park--beauty and nature. Lady Bird Johnson Wildfire Center--beauty and nature. 2nd Street--shopping and nice shady sidewalks.	Q9: I strongly support this program and look forward to seeing it come to fruition. Austin needs more dense, walkable, mixed-use zones with abundant housing. The more housing units, the better - ideally some affordable ones, but also simply having more market-rate units has helped lower the median rents here (anyone confused on this should look up the concept of "filtering"). Continuing to add housing will further alleviate the rents. Also, having more vibrant, entertaining districts is something that would help this city be an amazing place to live in. Walkable areas are great for business as well. The small businesses that open up shop in an around this development will see way more customers and people stopping in than if those same businesses were tucked away in some isolated strip mall in the suburbs.
Q9: I don't think there should be height limits at all in the areas near the train. We MUST start thinking 30-50 years ahead so we aren't constantly tearing down old infrastructure simply because people had a fallilure to imagine how much Austin will contour to grow. Our main problem will always be housing and traffic and density alleviates both.	Q1: Green space, single-story, stand-alone LOCAL restaurants and businesses, like it is now.	Q3: Better light timings, better shade on sidewalks, and more crosswalks. Walking in this area usually means that I'm getting singed by the sun and having to stand in the tiny sliver of shade provided by poles. It also means that I'm walking across 6 lanes of traffic with drivers angry that my presence makes them wait an extra ten seconds to turn right. Better traffic calming would make this area less hostile to walk in.	Q4: South Congress before all the local stores went away--it was unique and fun. Hike and bike trail for natural beauty away from cars. Red River district for live music	Q9: I think this is a fantastic opportunity to build something special, a dense, mixed-use area with spectacular views and public spaces and pedestrian environment with connections to trails and nearby districts and an impressive skyline of its own.
Q9: Tall Retail or Office buildings. Nothing about 60 feet	Q2: No more high rises, hotels, skyscrapers, etc.	Q3: all ages bike and ped friendly. storm water into rain gardens. shade. trees.	Q4: East 6th, barthalomew park, and zilker. I like entertainment areas and parks with disc golf and other unique sports	Q9: I love the plan. 20 years from now we're going to look back and recognize this district as part of "downtown," so I say full steam ahead!
Q4: We don't want towers and the greed and commercialism that they bring.	Q2: High rise buildings - nothing over 10 - 15 stories. Inadequate handicapped access,	Q3: Size. Separate path for bicyclists	Q4 Town lake hike and bike trail, zilker park, auditorium shores, mayfield park, Waller trail, central library, the Capitol, downtown, domain. I enjoy high density, walkable areas where lots of shops, restaurants and so forth are within close proximity to each other. I love spending time in parks in urban areas and enjoying the juxtaposition of green space with towering buildings. Even the Capitol is a pleasant place to walk around with all the old growth trees against downtown.	Q9: Do this everywhere there will be rail stations or metro rapids! We need more housing in the city and those are prime corridors.

Q1: I don't want to see high-rise buildings, forming a "canyon" along Lady Bird Lake. Buildings should not be over 5 stories tall.	Q2: High rise buildings, (none)	Q3: Crosswalks. Wide sidewalks. Slower traffic so it's not zooming right be your elbow. Bike/scooter lanes. But also trees and landscaping and as mentioned before very important for public access in all first floors, bars restaurants etc not just private lobby.	Q4: Eilers Park, Deep Eddy Pool, Hike 'n Bike Trails on Lady Bird Lake, Barton Spring Pool, Zilker Hillside Theatre. What do I like? They are free or low-cost - affordable the general public, outdoors, promote healthy lifestyle.	Q9: i'd love to see this get built sooner rather than later. Upgrades to the hike and bike trail would be great. Love to see the light rail integrated into private development. Would love to see bike and pedestrian access improved in the area that is currently very hostile (ie congress, 1st and riverside). Lower speed limits on main street (25 mph), new roads that are ped/bike only, delivery only or at least are not thru roads (the auto infrastructure in this area is already top notch, maybe even a bit overboard, I mean why does 1st st have 3 lanes of vehicle traffic). The development proposed at 500 S Congress is a great example of what the area should strive for. Lets build the downtown of the future not the downtown of the past!
Q9: We need the density	Q2: High rise buildings (none)	Q3: Wide, accessible paths Natural shading from trees	Q4: Ladybird Lake.... The water and nature surrounding the lake make the area so peaceful right next to a busy city. The serenity and beauty of nature make it a place where everyone wants to relax for an hour or more.	Q9: This is just an incredible opportunity to essentially "add" to downtown while only sacrificing empty lots, low-rise commercial, and empty office buildings. The area is surrounded by Downtown to the north, the Rainey district to the east, parks to the west, and SoCo to the south. It should be treated just the same as downtown. Every home we build there is one that doesn't need to be built in the hill country, and an integrated, continuous downtown from the capitol down to South Congress will benefit EVERYONE.
Q9: We need downtown level density (and more if possible), while prioritizing pedestrians and public transit. Creating a dense and lively neighborhood right along the water that can stand toe to toe with cosmopolitan cities around the world. We build that and people will wonder why we didn't do it sooner.	Q9: While encouraging use of mass transit, biking and walking, please also provide adequate parking, preferably underground. Building, especially housing, without enough parking just creates problems for the surrounding community that ends up being used as a parking lot.	Q3: Shade, connectivity, curb cuts/wheelchair ramps, connection with nature	Q4: Mount Bonnell, Ladybird Lake, all city parks, all city swimming pools	Q9: I would like to see land uses that result in an 18-hour neighborhood, where pedestrian activity is seen all day and all week. This should be an eclectic mix of small and medium sized retail, hotel, housing, clinics, dining, small grocery, entertainment, and office. It would also be beneficial to have more third place type uses that don't require maximizing commercial activity as the primary function. I also hope that we can emphasize housing here as a means of making sure that there is constant activity in the area.
Q9: density	Q9: Please make sure there is adequate parking garages for the dense population that don't cost a fortune to park!	Q3: Sidewalks with tree cover is worth spending on everywhere. This is the most beautiful part of our city and we should make it a jewel.	Q4: Town lake trail because of the juxtaposition of urbanism and nature	Q2: Maximize the return to the public (in either taxes or public amenities) on this investment and make sure developed land is used to its highest and fullest potential. Make the remaining spaces a model for transit use, pedestrian spaces, and public parks.
Q9: It is important that this area be tall and dense and that it be primarily tailored for pedestrians, cyclists, and transit riders. Cars should be secondary for an inner core urban district.	Q9: Get rid of density plan and many onerous city building regulations and just let them build best usage.	Q3: Shade, air circulation, places to sit, plants, light (that sounds counter to shade, but it needn't be).	Q4: I like the urban trails where you can see and be a part of nature right downtown. They are often at a different height from the rest of what's going on. Also bridges where you can look down on a creek or something. South first st has a bit of the old Austin feel which is very nice. Everything is getting too yupified. Chalmers Apts on 2 & 3rd STS. Nice housing for lower income folks that wasn't destroyed by gentrification like what happened to Rainy St.	Q4: e 6th , local businesses with character, music venues,
Q9: Review 2012 SDAT study and presentation. No community benefits justify ridiculuos 400 ft. Tall point towers. Density is NOT always a benefit everywhere! This is an environmentally fragile area.		Q3: The sidewalk should be wide enough for people to walk alongside each other and pass each other comfortably. The Great Streets sidewalks downtown are very nice but sometimes the portion that's dedicated to actually walking through is too narrow. Shade/trees, lighting, and water fountains are other features that are important!	Q4: Mount Bonnell (it is very beautiful and I love the views from the top), The Domain (I love the shopping aspect and how urban it feels), Downtown (I love the density, nightlife, and tall buildings), Zilker Park (Super fun for recreational activities)	Q4: South Congress. South Lamar. South 1st. East 6th. 4th Street. They have unique character that feels like Austin.

Q9: This neighborhood will come to define central Austin for generations to come. Please allow the maximum building (and therefore community benefits) possible to endow future generations with even if it means a temporary inconvenience to those currently living nearby (like myself)		Q3: Full accessibility, where e bikes and scooters are not blocking the sidewalk. Ramps and ADA, for those of us who are getting older with difficulty walking. Ample seating for rest periods.	Q4: SoCo with the older, smaller buildings adds so much flavor to our town. It used to be our artists community area before it became a thriving, fun place to walk. At least some of the old Austin has survived. East Austin Blvd is another favorite of mine, down by the waterside and the restaurants... Red Bud Trail/Island. And of course, Zilker and the Flower gardens.	Q4: Riverside/Chavez around the east side of Lady Bird due to the greenery, hike and bike trail and local businesses. Downtown due to variety of businesses/bars/eateries and architecture
Q9: If you could start from scratch and build a highly dense, highly environmentally sound downtown, how would you do it?		Q3: Protected bike lanes, shade, accessibility for all mobility needs	Q4: Barton Creek Greenbelt. Close and gets me away from city noise and crowds. Needs to be made legally off leash however. Zilker Park. Should be obvious. 78704, although as the area changes I am liking it less and less as Project Connect screws up traffic lanes and housing developments intrude on neighborhoods.	Q4: I love spending time on the boardwalk and the hike and bike trail. I enjoy spending time where infrastructure meets nature in a good balance. I also am enjoying the re-imagining of Waller Creek/Waterloo Greenway for the same reasons. I love going to the Central Library and think of it as a source of great civic pride. We can build world-class amenities for all to enjoy, regardless of income. The Alliance Children's Garden is a world class amenity for families that we should try to build more of. My kids love spending time there and the skyline view can't be beat. I also enjoy South Congress and Domain Northside shopping districts for their vibrant nature, abundance of pedestrians, and mix of uses. I wish that downtown had more of that feeling within it as well.
Q2: I don't want to see high-rise buildings, forming a "canyon" along Lady Bird Lake. Buildings should not be over 5 stories tall.		Q3: Connectivity among these various transpo. Assets is imperative, breaking up existing superblocks for easy public access to roads, parks, trails, etc.	Q4: Pease park and Shoal Creek trail: long shaded greenway area with quick foot/bike access to retail, restaurants, and buses. Hyde Park: shaded, spacious neighborhood with foot/bike access to retail, restaurants and public transportation. Mueller lake area: the mix of park and sportsfields accessible by foot and bike to retail, restaurants, and entertainment.	Q4: Hike and bike trail, Seaholm district, east 6th, govalle, Mueller. Safe to walk/bike, interesting or useful businesses (grocery, local eateries/breweries/coffee), car free spaces, green space/parks, relaxing atmosphere (calm neighborhoods away from hustle and bustle (ie through roads))
Q1: Nothing taller than 60 ft		Q3: I want to see the enhanced Butler Trail link with other spokes of wide sidewalks and walkable streets for easy pedestrian access.	Q4: I love the urban trails that allow me to travel safely without a vehicle	Q4: I like north campus because there are plenty of shaded sidewalks, parks within walking distance, and several housing types to meet different needs. I can walk to a grocery store, a dentist, or a thrift store within 15 minutes. I like spending time here because it doesn't feel like a paved over wasteland and isn't evacuated after 5 pm on weekdays. I work in the South Central Waterfront District. I would love to be able to live there, too! But as it is now, it's soulless, hot, and made more for cars than people.
Q2: I prefer if the tall buildings don't overwhelm the area or block views. More focus on the open spaces and parkland rather than on the tall buildings.		Q3: Protection/separation from cars and street trees.	Q4: Alliance Children's Garden at Butler Park. Barton Springs Pool. These places because there is outdoor space for families with shaded areas. Also mixed middle retail and food spaces like First Light Books and Tiny Grocer. Lovely scaled buildings and places for people to gather.	Q4: 6th st east of 35 -because it feels amenity rich walkable streets. Love the new coffee shops and other things that aren't so all bar oriented. Area near mozarts coffee right on the lake because it's publically accessible lake access. South congress for walkable shopping with a bit of a circus atmosphere. Beer breweries near st Elmo.
Q1: any buildings over 10 stories		Q3: All of them. The less construction, the less traffic, the less distractions, the better and SAFER for ALL pedestrians	Q4: Lady bird trail. Running. Feels like you are not trapped in a city. Close and accesible with minimal obstructions.	Q4: East Austin, Foster Heights, Chestnut, Rosewood. Lots of culture and fun activities.
Q1: Medical facilities, community centers, museums, art spaces, parkland, retail and hotel space, restaurants, event centers for festivals like SXSW, and garage parking.		Q3: I love good safe sidewalks and beautiful native plant garden beds, with local art too.	Q4: 2nd street and the area around the Moody Theater where there are a lot of shops and activities and it feels safe to walk around. The Town Lake trail because it is scenic and away from roads.	Q4: Town lake, south Congress when it was more local, redbud, of course Barton springs pool and the greenbelt, butler pitch and put, the hike and bike trail, red river live music before the condos. Being able to see the Capitol, so many things. These things all connect you to place, they feel or felt like Austin, imperfect and left alone a little bit, not over branded and manicured.
Q1: Restrict high rise and allow mid rise only. Maintain the austerity of a neighborhood feel on the south side and not compete and eliminate the skyline south of Congress. Maintain the Congress corridor of DT Austin. Growth and integrity of Austin, music, culture and keeping it holistically is important. Music, art, and culture needs to stay in tact, otherwise, we will be just another DT city.		Q3: wide sidewalks lined with active uses and shade trees; calm streets that prioritize pedestrians and sidewalks, with no more than one car lane in each direction. Both the sidewalks and the bike lanes should be amply shaded, and the bike lanes should be fully separated & protected from the car lanes, ideally with shade trees between the car lanes and the bike lanes.	Q4: 2nd street and the area around the Moody Theater where there are a lot of shops and activities and it feels safe to walk around. The Town Lake trail because it is scenic and away from roads.	Q4: South Congress is great because it is walkable and filled with retail. Town Lake is great for nature, views and the feeling of being in nature in the city. University of Texas because the amount of trees and architecture.

Q9: Height/Density and large gathering places can and should go together, and they allow us to make the greatest benefit to our citizens and the largest amount of pedestrian activity/placemaking we're able to accomplish. We'll all be looking across the Lake at the tallest building in Texas, how can the South Central Waterfront react to/dialogue with Rainey? In many ways this will be the view of Austin so many see as they drive along 35 or go from North Austin to South Austin. This is our front porch.		Q3: Safe, well lit, sidewalks.	Q4: Zilker, Hike and Bike trail, East Austin, Downtown Relaxing, big spaces, green, vibrant, walkable to most places I need to get to	Q4: One of my favorite parts of town to spend time in is East 6th St (East of I-35 close to Plaza Saltillo). I enjoy spending time there because of the variety of food trucks, restaurants, bars, and stores that are all small/narrow and easy to walk between with no parking lot entrances getting in the way. I also like that it's a "day and night" neighborhood so it has grocery stores, offices, and other necessities during the day but then also stays alive at night time with other uses. It feels like the space in the neighborhood is never being wasted
Q9: Don't place height restrictions on structures. Get rid of Capitol View corridor restrictions for this project.		Q3: Trees, greenery, shrubs	Q4: Pease park - it's well maintained, very lush and green, and family-oriented. Second street district / public library is also a good place to be a pedestrian.	Q4: Holly (trees, close to lake, relatively calm streets, local businesses). Hike/bike trail (nature). 2nd street downtown (narrow street, trees, prioritize pedestrian spaces).
Q1: Too many high rises already.		Q3: WIDE sidewalks. Vegetative buffers between roads and sidewalks.	Q4: lakefront. combination of nature and urban amenities	Q4: Pflueger bridge, Second Street, Rainey Street, Drag, SoCo, Congress Ave, Saltillo, Auditorium Shores. Active uses on ground floor and second floors. Plazas. Street Trees. Pedestrian prioritized streets. Street Cafes. No surface parking and limited street parking. Few curb cuts.
		Q3: Separation from the roadway is important (ideally with a row of street trees). Adequate sidewalk width is important (ideally at least 10'). Intersections designed for low speed turns and short crossing distances is important. Narrow lane widths and raised intersections may help discourage speeding, as may street trees.	Q4: Auditorium shores (open space with great views and activities for active people with trail connections); 2nd Street District (shops and restaurants along street with residential and commercial density, calm street and nice sidewalks); Domain Northside (shops and restaurants along streets with residential and commercial development, calm streets and nice sidewalks);	Q4: Hike and bike trail--nature and people watching. The Domain--its nice to shop and dine at, in part because it's people-focused more than car-focused and has wide, shady sidewalks. It also has a good variety of shops and restaurants, though it could have more local shops. Botanical Gardens in Zilker Park--beauty and nature. Lady Bird Johnson Wildfire Center--beauty and nature. 2nd Street--shopping and nice shady sidewalks.
		Q3: protection from cars. not being in close proximity to fast moving cars.	Q4: The hike and bike trail. The protected bike lanes on 3rd st, Congress and now Barton springs. I like being able to take in the sights on my bike without feeling in danger of being hit by a car. I also like 6th street once it's closed off for pedestrians only. It's nice when the city feels like it's designed for humans instead of machines	Q4: South Congress before all the local stores went away--it was unique and fun. Hike and bike trail for natural beauty away from cars. Red River district for live music
		Q3: Wide sidewalks with trees and street side restaurants	Q4: Anything that promotes outdoor activity. Green space, views of the water, trees and art.	Q4: Mueller Aldrich; 2nd St.; E. 6th. Places where there is a good mix of retail and dining. Narrow streets that prioritize pedestrians, interesting lighting and public art.
		Q3: Landscaping to reduce urban heat island affects, permanent bike lane barriers, roundabouts instead of traffic lights.	Q4: The natural reserves and resources. The natural beauty. Barton Springs. The Greenbelt. The rivers. The trails. The wildlife. The bluebonnets. The very essence of what makes Austin, Austin.	Q4: Anywhere with a large amounts of activity, focused on pedestrians, landscaped
		Q3: Feeling of protection from cars, which comes from generous sidewalks and bike lanes, and reduced car speeds. Additionally, a vibrant, pedestrian oriented ground floor program on buildings. Please please please don't let apartment developers use their first floor retail space as a leasing office - this is such a joke. They need to be consumer / pedestrian oriented businesses with high throughput - cafes, salons, yoga studios, restaurants - literally anything except a leasing office. I'd literally rather it be a vape store.	Q4: I love the Butler Trail that winds through residential and downtown Austin. With the city's growth I'd like to see the trail expanded to include dedicated pedestrian and bike lanes. I want to spend more time there because it's a sanctuary with green space, water, birds, turtles and nature's healing properties.	Q4: East 6th, Bartholomew park, and Zilker. I like entertainment areas and parks with disc golf and other unique sports
		Q3: Shade	Q7: Beautiful waterfront park	Q4: Places with mixed use development, high walkability scores, and prioritize people walking, biking, and using transit over cars. Mueller, Hyde Park, South Congress, Zilker.

		Q3: Trees and shading! Places to sit that are shaded. Separation from cars to feel safe. Plantings and trees everywhere.	Q7: Natural, safe, easy access to trails and lake.	Q4: Town lake hike and bike trail, zilker park, auditorium shores, mayfield park, Waller trail, central library, the Capitol, downtown, domain. I enjoy high density, walkable areas where lots of shops, restaurants and so forth are within close proximity to each other. I love spending time in parks in urban areas and enjoying the juxtaposition of green space with towering buildings. Even the Capitol is a pleasant place to walk around with all the old growth trees against downtown.
		Q3: Wide sidewalks with plenty of trees for shade help to make for a good pedestrian environment. No slip lanes for cars. And the pedestrian crossing lights at intersections should turn on automatically without having to hit the button on the light pole.	Q7: the natural trail along the lake. please don't build another waterloo.	Q4: The trail, South Congress retail, ACL
		Q3: Slow car speeds (achieved with good traffic design and not just a speed limit sign). Pedestrian-only zones. Trees, lights, benches, a variety of restaurants, stores, and other businesses. Well-lit sidewalks.	Q7: A bustling, scenic area that offers all the amenities that you could want along with something culturally significant amongst a beautiful, inspiring green space that feels like an expansion of town lake and the hike and bike trail	Q4: Walkability, entertainment, recreation, shopping, and ease of access.
		Q3: Shade, crosswalks, outdoor cafe space, bus pull-in, some limited public on street parking, adequate lighting, grid connectivity.	Q7: Views of Bats!!! Views of turtles!! Views of birds on lake. Nutrinass. Easy access both for folks with disabilities and just for everyone to get in and out. Affordable housing for very low income people (like 30 %> MFI) not just 80%ers. This would help push Austin back from becoming a playground for the rich able bodied and demand some inclusivity.	Q4: East Austin because of the density. Walkability and culture. The bike lanes connect all of the best restaurants, bars, parks, and other activities. You actively see people walking around without loud pass through streets. It's not impossible to cross the street like South Lamar.
		Q3: Greenery/trees and shade; it's hot in Austin! Also safety and noise protection from car traffic	Q7: Parks to enjoy for free and easy to get to	Q4: The Domain (the newer east / NE portion; less the original Simon phase). E 11th Street and the Tx St Cemetery: integrated dense development with old neighborhood connectivity and open space separate adjacency.
		Q3: Benches, art, and space/light	Q7: Green space, walkable areas that cross the lake	Q4: North Hyde park. Walkable neighborhood. Easy access to groceries, restaurants, bars, theater, shopping, etc...
		Q3: Safety from drivers. I don't care if they're malicious or just careless, but we're also in a pedestrian-safety crisis with deaths increasing each year. The solution to is discourage bringing cars into the center city.	Q7: The Bats	Q4: I like the urban trails where you can see and be a part of nature right downtown. They are often at a different height from the rest of what's going on. Also bridges where you can look down on a creek or something. South first st has a bit of the old Austin feel which is very nice. Everything is getting too yuppified. Chalmers Apts on 2 & 3rd STS. Nice housing for lower income folks that wasn't destroyed by gentrification like what happened to Rainy St.
		Q3: Distance and protection from vehicular traffic, tree coverage (shade), vegetation, noise buffering	Q4: Mount Bonnell (it is very beautiful and I love the views from the top), The Domain (I love the shopping aspect and how urban it feels), Downtown (I love the density, nightlife, and tall buildings), Zilker Park (Super fun for recreational activities)	Q4: Mount Bonnell (it is very beautiful and I love the views from the top), The Domain (I love the shopping aspect and how urban it feels), Downtown (I love the density, nightlife, and tall buildings), Zilker Park (Super fun for recreational activities)
		Q3: Foot and bike traffic should be well separated from car traffic and should NOT steal vehicle lanes. Shade is also an important feature.	Q4: Barton Creek Greenbelt. Close and gets me away from city noise and crowds. Needs to be made legally off leash however. Zilker Park. Should be obvious. 78704, although as the area changes I am liking it less and less as Project Connect screws up traffic lanes and housing developments intrude on neighborhoods.	Q4: Downtown, 2nd St, Aldrich St., Clarksville. Wide sidewalks, pedestrian priority over cars, trees, shops, things to do and places to live.
		Q9: Please make this a safe place to walk and bike around with my kids. Build streets that force cars to move slowly.	Q4: Alliance Children's Garden at Butler Park. Barton Springs Pool. These places because there is outdoor space for families with shaded areas. Also mixed middle retail and food spaces like First Light Books and Tiny Grocer. Lovely scaled buildings and places for people to gather.	Q4:Crestview Station. It's got my favorite bar, Black-Star Co-op, and there is nice indoor and outdoor seating. Also, I frequently take the 801 from there. It's nice havng a corner store at my station too.

		Q7: Pedestrian friendly environment.	Q3: The trails make Austin an easy walking city. Keep 'em.	Q4: Some of my favorite parts of town are Tarrytown and the Clarksville area near Pease Park. These neighborhoods impress me because they strike a perfect balance between integrating nature and urban density while preserving the unique character of the area. They also offer retail and mixed-use housing options without compromising the neighborhood's aesthetic appeal.
		Q3: There should be integration with greenery with shade, and there should be car free areas that are completely pedestrianized. I would also like to see proper separation of bike paths from automobiles.	Q1: Housing, retail, offices and open space/parkland.	Q4: Auditorium shores, food truck parks. I tend to most enjoy places in town where I can interact with the city's diversity (people, food, etc) while experiencing the lowest volume of vehicle noise pollution.
		Q3: Benches. Buffer between pedestrians and vehicles. For cyclists, ensure they have grade separated paths away from vehicles as well and sufficient bike parking. Ensure bike and pedestrian paths are clearly demarcated.	Q7: The most walkable and bikeable area in town. So far, the City is FAILING to do so. The Statesman site was approved with Barton Springs extension as a 4 lane major arterial that will be unsafe to cross as a pedestrian. And they failed to follow the TCM's requirement of providing protected bike lanes. So far there has been one major development and they were let off of even providing the basics of bike/ped infrastructure. The developer also fought to not build the Butler Trail connections shown in the ASMP and they would have gotten off on that requirement as well if not for Kitchen's office. This regulating plan needs to be far more clear about all of these required connections before the City gets rolled over by development again.	Q4: SoCo with the older, smaller buildings adds so much flavor to our town. It used to be our artists community area before it became a thriving, fun place to walk. At least some of the old Austin has survived. East Austin Blvd is another favorite of mine, down by the waterside and the restaurants... Red Bud Trail/Island. And of course, Zilker and the Flower gardens.
		Q3: Shade. Elevated crosswalks.	Q7: If there was a place we could sit down at.	Q4: Barton Creek Greenbelt. Close and gets me away from city noise and crowds. Needs to be made legally off leash however. Zilker Park. Should be obvious. 78704, although as the area changes I am liking it less and less as Project Connect screws up traffic lanes and housing developments intrude on neighborhoods.
		Q3: Most important would be protected bike lanes and wide, shaded sidewalks. I'm partial to just making Barton Springs Road between First and Congress entirely pedestrianized. There's really no need to send cars through this space and having a pedestrian plaza between the buildings here would create a wonderful space for cafes or other retail.	Q1: None. Or conservation space.	Q4: Pease park and Shoal Creek trail: long shaded greenway area with quick foot/bike access to retail, restaurants, and buses. Hyde Park: shaded, spacious neighborhood with foot/bike access to retail, restaurants and public transportation. Mueller lake area: the mix of park and sportsfields accessible by foot and bike to retail, restaurants, and entertainment.
		Q3: wide sidewalks, narrow roadways/no "four-lane arterials", bike lanes/bikeways, transit stops and street trees, sidewalk cafes, bike parking	Q1: Green Space including community gathering places, housing, community and rec centers, offices, restaurants and grocery (organic) stores but not other retail, dedicated pedestrian areas	Q4: UT Austin: very limited parking, high transit use.
		Q3: Wide sidewalks - OR separate bike, pedestrian and scooter/board lanes.	Q1: Trails, parks, pools with a mix of retail	Q4: Laid back, sustainable, and community centric spaces. Focus on art and music. Keep it local
		Q3: wide, comfortable, convenient sidewalks that connect key points in an efficient way. separated vehicular traffic. shade. narrow, slow streets	Q1: Community gathering - public spaces. Don't block off the waterfront from pedestrians- with housing and such.	Q4: Everywhere that's walkable

		<p>Q3: Physically small streets, as many plants as possible. If car *need* access, preferably one way streets. Otherwise, as much pedestrian/bike/public transit focused space as possible.</p>	<p>Q1: Forget affordable housing here. This is not the place for it. The number one consideration should be a well planned green space for the community and city which has flexibility in its usage and be large enough for the tenth largest US city's residents and its tourists to utilize daily and for special occasions. Experienced planners who can integrate the hotels, offices, and buildings planned in a way that can preserve this unique location with shade trees, native landscaping that will bloom in all seasons, open space with a resilient and irrigated grass variety, lighted walkways and bike paths, lighted pedestrian bridge with seating and large, over water viewing areas to utilize this potential huge square footage space to accommodate more city, sunset and bat viewing areas and potential large decks built off the shoreline to add to the square footage that the community could use.</p>	<p>Q4: 2nd street district - urban walkability with great amenities and access to parks and trails</p>
		<p>Q3: Wide sidewalks, separated from the street. Few curb cuts. Raised cross walks. Noxious uses (dumpsters, etc.) underground.</p>	<p>Q1: The entire track of land should be turned into a park.</p>	<p>Q4: Downtown, East Austin, Mueller except the strip center, and other walkable area with a mix of uses including residential, retail, services, recreation, entertainment.</p>
		<p>Q3: Natural landscaping with minimal handshaking and impervious cover.</p>	<p>Q1: I would like no development and retain the area as a natural green space. The land should be used for water (aquifer & river) recharge with trees, native plants, and space for waterfowl and wildlife. This would be the land use most enjoyed by Austinites, not more office space or retail space in downtown/central Austin that would be unused.</p>	<p>Q4: 2nd st, Clarksville</p>
		<p>Q3: Wide sidewalks. Bike lanes separate from the street, crosswalks</p>	<p>Q1 Waterfront/ water view/ trail view restaurants.</p>	<p>Q4: east central austin and around zilker and town lake. walk-ability and diverse people and usage while being accessible to transit and somewhat pedestrian friendly</p>
		<p>Q3: Trees or other cover over sidewalks (like deep building porches) to keep residents and shoppers more comfortable even when it's hot. Prioritize sidewalks and bike lanes throughout. Maybe every other street is for cars, and the rest are tree-lined sidewalks and bike ways. Obviously sidewalks should be accessible with long crosswalk times (so many are too short for an average person to cross before the light changes!) Bus stops should have some sort of covers as well. Some small grassy areas throughout so that residents' dogs have some place to go. Oh, regular doggie bag stations so people will be more inclined to pick up after their dog.</p>	<p>Q1: Parks with native trees and plants. An LGBTQ+ district with shops, cafes, galleries and museums.</p>	<p>Q4: Downtown Austin around the 2nd street and Seaholm districts, South Congress street, UT campus area, the Domain, Town Lake trail. I love the walkability of those areas, the mix of residential and commercial space. They're well-maintained, safe, and I can eat, shop, etc. easily around those places. They also tend to have spaces where I can sit and relax without spending money.</p>
		<p>Q3: Shady wide protected sidewalks with greenery/trees, safe crosswalks</p>	<p>Q1: Housing primarily. Parkland also. Retail to support that housing, and for recreation along the park and trail. One hotel would be ok.</p>	<p>Q4: Alliance Children's Garden at Butler Park. Barton Springs Pool. These places because there is outdoor space for families with shaded areas. Also mixed middle retail and food spaces like First Light Books and Tiny Grocer. Lovely scaled buildings and places for people to gather.</p>
		<p>Q3: Forgot to add. For streets that might have a lot of dining options, make the sidewalks extra wide to allow for outdoor dining in the Spring and Fall.</p>	<p>Q1: Green space, single-story, stand-alone LOCAL restaurants and businesses, like it is now.</p>	<p>Q4: 2nd street and the area around the Moody Theater where there are a lot of shops and activities and it feels safe to walk around. The Town Lake trail because it is scenic and away from roads.</p>
		<p>Q3: Wide protected sidewalks with shade and greenery.</p>	<p>Q1: Free public space- to make up for residents losing out on months usage of our Zilker park and other areas- due to our leadership in Austin choosing to make funds at our expense</p>	<p>Q4: 2nd street and the area around the Moody Theater where there are a lot of shops and activities and it feels safe to walk around. The Town Lake trail because it is scenic and away from roads.</p>

		Q3: very wide, space for cafe seating, trees, raised intersections/crosswalks, very narrow masonry paved streets to keep car speeds low, very few through streets for cars	Q1: Parks, trails, housing, retail, small businesses, offices,	Q4: Pease park - it's well maintained, very lush and green, and family-oriented. Second street district / public library is also a good place to be a pedestrian.
		Q3: Shade, seating, sidewalk cafes, public art.	Q1: Retail, high density housing, green space and public transit options	Q4: Seaholm District, ground level retail, public outdoor spaces, great mix of residential and commercial space.
		Q3: Active ROW, Interpretive Signage/Wayfinding Systems, "broadways", tree-lined/green streets	Q1: Natural Patks	Q4: Second street in downtown Austin, north loop in Hyde park and mueller. Multiple shops from local owners, lots of space for walking and sitting.
		Q3: Safety, and being away from the [explitive] maniac cars driving around [explitive] everything up in this god forsaken [explitive].	Q1: Nice well tended to fields, like zilker park	Q4: Auditorium shores (open space with great views and activities for active people with trail connections); 2nd Street District (shops and restaurants along street with residential and commercial density, calm street and nice sidewalks); Domain Northside (shops and restaurants along streets with residential and commercial development, calm streets and nice sidewalks);
		Q3: Buffer from vehicles, trees, and desire path design	Q1: Parks and open spaces with NO buildings	Q4: I already live near south congress and love to spend time exploring the cool places there. The only issue is that it's only bearable with noise cancelling headphones in, because the 5 lanes of traffic make it extremely loud and unpleasant. I also enjoy downtown, and enjoy that I'm close to transit services that take me into downtown easily
		Q3: Protected from cars, wide enough for walking and recreational/transportation bikes. Sidewalks and bike right of ways should not be impeded (utility poles) or awkwardly flowing (strange angles or curving. Intersections should not have turn slips or right on red. Crosswalks should be highly visible and walk signs change automatically with traffic lights. Car speeds less than 30 mph. All on street parking should be parallel to curb.	Q1: parks, urban trails, connectedness for bikes and pedestrians, connectedness for public transportation, local stores, mixed use	Q4: The hike and bike trail. The protected bike lanes on 3rd st, Congress and now Barton springs. I like being able to take in the sights on my bike without feeling in danger of being hit by a car. I also like 6th street once it's closed off for pedestrians only. It's nice when the city feels like it's designed for humans instead of machines
		Q3: Safety is key	Q1: Resource centers for the unhoused, affordable housing, F&B, public park space.	Q4: The hike and bike trail. The protected bike lanes on 3rd st, Congress and now Barton springs. I like being able to take in the sights on my bike without feeling in danger of being hit by a car. I also like 6th street once it's closed off for pedestrians only. It's nice when the city feels like it's designed for humans instead of machines
		Q3: Wide, walkable sidewalks, streets with very visible/user friendly pedestrian crossings and clear signage overall as this area has some very high-traffic areas/intersections	Q1: Parks and open spaces with NO buildings	Q4: I love downtown, and the east side. I also love the northloop area it's all very walkable and transit friendly as well as beautiful.
		Q3: Connectivity between trails, bike lanes, upcoming transit changes, etc. We have designed the city to be too car centric and requiring pedestrians to live around the cars. This will be a central hub once project connect is in place and natural hop off point for the many amenities of Zilker park as well as attractions of 78704. The primary design choice should be the optimization of this hub as a mult-modal exchange point.	Q1: public parks and spaces, performance areas (music, plays, other art), restaurants and shops, sports, other community centers.	Q4: Anywhere that has a variety of uses and the foot traffic to support them! Downtown, parts of Mueller, the Domain, Barton Springs Rd. This is because we've allowed people to build what they want, where they want it (Downtown, Muller, Domain) or we got lucky (Barton Springs Rd)
		Q3: That the sidewalks be safe and accessible, with handrails when necessary, and with trash and recycling containers. Bike lanes that are clearly marked and kept free of trash and debris.	Q1: Green spaces with LOTS of trees and affordable housing.	Q4: Mueller area - lots of gentle recreation, the option to walk to multiple restaurants/cafes in one area. North Loop strip - character, walkability, and it just feels fun.
		Q3: That the sidewalks be safe and accessible, with handrails when necessary, and with trash and recycling containers. Bike lanes that are clearly marked and kept free of trash and debris.	Q1: a sandy beach front	Q4: 2nd Street, Mueller, West Campus. These are places that have lots of businesses close together instead of allocating one or two retail spaces per building. It creates the sense of vibrancy that other parts of the city lack

		Q3: That the sidewalks be safe and accessible, with handrails when necessary, and with trash and recycling containers. Bike lanes that are clearly marked and kept free of trash and debris.	Q1: Easily accessible public parks	Q4: 2nd Street, Mueller, West Campus. These are places that have lots of businesses close together instead of allocating one or two retail spaces per building. It creates the sense of vibrancy that other parts of the city lack
		Q3: ADA accessible, shared walking and bike paths, and cohesiveness.	Q1: Parkland and housing. We have enough offices. Hotels.	Q9: Please do not listen to the noisy naysayers who say density is unnecessary or over-built. It's important to build spaces for the next generation of Austinites and it's important to not just listen to the loudest voices in the room who have the time and money to oppose responsible development.
		Q3: Access for all citizens.	Q1: Trails with trees, no buildings that will create erosion and runoff or cut down trees. Possibly a community or rec center for all of Austin and not just the rich if it is environmentally friendly and doesn't further erode out tree canopy causing more urban heat.	Q7: Lively space bustling with pedestrian activity, plentiful and affordable food options, and quieter areas to grab a coffee and enjoy nature. Great place to find ethnically diverse food.
		Q3: Shade and connectivity	Q1: Green space	Q7: It would be exciting to have bustling pedestrian plazas filled with people enjoying themselves, and the opportunity to explore more of Austin with direct and frequent capmetro services.
		Q3: Some sort of barrier between the sidewalk and the street if the street is busy and encourages high speeds. Greenery/trees. For sidewalks: accessibility and connectivity to other sidewalks.	Q2: I would love to see more greenspace but curated appropriately with proper lighting and security measures so the population feels safe to access it at all times of the day/night.	Q7: It's like the SA riverwalk, but better. Hopefully we can get there without a car. My family is too old to enjoy being in a car and really enjoy walking in pleasant spaces. Hopefully they won't have to pay an arm and a leg to enjoy the amenities there.
		Q3: Shared use paths integrated into a full width streetscape that allows space for on-loading / off-loading and event support (farmer's markets, block parties, festivals, etc.)	Q4: Pease Park, Zilker Park. Open areas with free space	Q7: Practical and functional. Easy to access by car from elsewhere in the city.
		Q3: Low speed limits on streets, tree lining or other "protection", pedestrian-only areas	Q4: I love the Lady Bird Lake Trail and Boardwalk, nature intertwined with the urban is the best. Think Singapore! If there were areas that had small coffee stands, snow cone stands and covered seating I would definitely spend more time out there. Local musicians playing in certain parts of the trails sponsored and paid for by the city.	Q7: Would be a great place for visitors to stay, where they can enjoy all the amenities of the area and the downtown within walking distance, hopefully taking pressure off surrounding neighborhoods who are bearing far too much tourism through both legal and illegal STRs.
		Q3: Safety! That means safety when crossing at intersections, safety of cars turning into and out of driveways, parking garages, etc. Wider sidewalks to accommodate more pedestrians in congested areas	Q4: Hike and Bike trail and boardwalk, Zilker park, greenbelt, Barton Springs, Pease Park, City Park, all the nature preserves. Studies after studies come up with the same conclusions that nature enhances health and wellness (physical, emotional, psychological, spiritual). It is a positive for all the residents in our awesome city. They also provide habitats for birds and bees that are the life-force for our food.	Q7: An extension of downtown with a greater focus on people rather than cars. Walkable, bikeable, fun restaurants, destinations, and easy to get to because of the planned light rail. Seamlessly transition from a downtown vibe to a park space vibe in and around the hike and bike area (Trees, plants, pedestrian/bike only, etc...)
		Q3: Wide Sidewalks, pedestrian bridges, less car lanes, sectioned off bike paths or bike lanes	Q4: I love the Lady Bird Lake trail, South Congress and Deep Eddy. Areas that are quintessentially Austin however they prioritize a street level experience.	Q7: A natural extension of downtown with an even greater focus on pedestrians, cyclists, and public transit
		Q3: Safe cross walks and safety from motor vehicles, good lighting in the evening, safety cameras that will actually be used, safety telephones.	Q4: Pease Park, Zilker Park, Town Lake - Our green spaces and places for outdoor recreational activities sets Austin apart from other major cities in Texas. We shouldn't sacrifice our outdoor recreational spaces and make downtown Austin like San Antonio, Dallas, or Houston. The river walk in San Antonio is disgusting and polluted. In Dallas and Houston, you're constantly reminded that you're in a huge city and their parks are pathetic	Q7: a complete neighborhood with complete streets with a distinctive feel/place. It has all the requirements of a self contained neighborhood that make it walkable, integrated mix of incomes, housing, office, retail etc with direct access to the rest of the city and the lake

		Q3: Separation from cars and future rail. Shaded sidewalks.	Q4: Zilker and Barton springs no other city has something like this	Q7: Austin's best district for third places
		Q3: Wide sidewalks, street cafes, trees. Basically the street designs should be similar to what was done on 2nd St.	Q4: Zilker Park/Barton Springs - I love parks. Being outdoors in nature is vital to humans' mental & physical health. Free recreation opportunities are also vital to a city. This area also has local restaurants and character, and hosts signature Austin events. SoCo - art galleries and unique stores and eateries, not just chain stores. Good vibe with lots going on. Rainy Street - inclusive, fun, Mueller - retail & residential centered in big community park, walkable amenities	Q9: Walkable, connected to the lake and downtown, a bit of downtown south of the river, beautiful views of the park, lake, and downtown, funky shops and entertainment options, great streetside cafes, shady leafy green place to relax on the heart of the city, eclectic housing choices for a variety of incomes and ages.
		Q3: Incorporating local flora and trees not only provides shade but also enhances the area's beauty. It's also essential to strike a balance that allows pedestrians to walk safely without adding to congestion in a heavily trafficked area. Additionally, prioritizing well-lit areas that are sustainable and minimize light pollution is crucial for creating a vibrant yet environmentally conscious community.	Q3: Bike/scooter lanes, pedestrian bridges, boardwalks, river access	Q7: A bustling, scenic area that offers all the amenities that you could want along with something culturally significant amongst a beautiful, inspiring green space that feels like an expansion of town lake and the hike and bike trail
		Q3: wide sidewalks, slow enough streets that I can cross anywhere safely, TREE SHADE	Q3: walkable and bikeable streets. accessibility to the hike	Q7: The South Waterfront should be a place filled with people, well connected to the rest of the city via public transit, that takes advantage of some of the best views of Lady Bird Lake and downtown. It should have strong connections to the trails along the lake. It should be a place where I can take my family and let kids run around safely without having to worry about fast moving vehicles.
		Q3: Our newly narrowed streets have created a hazard for walkers on the main north south streets (all 4 of them). If you think those plastic bumpers will protect bicyclists and walkers, you are delusional. There isn't enough room for everything you want to do to make living here safe. It's too late for that. Get real here, you are blocking the flow of traffic that enters and leaves the downtown area, making the southside absolutely backed up every single week day or night, ex: Congress and Ben White!!! lined with those bumpers! And you will not see a biker or walker in the area. Focus on the small businesses and foot traffic, medium businesses with parking and skip inviting corporations for now, please. They will bend and pay people to side with them for their visions and not Austin's vision. I would also add more affordable housing here, but that's a misnomer in Austin. No such thing.	Q4: Barton springs pool	Q7: Clean and crime & vandalism-free
		Q3: Wide and/or physically separated paths for biking and walking. Shade trees	Q3: Even sidewalks, safe trails, pedestrian lights at busy intersections. Clearly obvious signs prohibiting electric scooters and bikes on the boardwalk and hike and bike trails.	Q7: lively, connected to the water, full of fun stuff to do for all kinds of people
		Q3: Wide sidewalks and separate bike paths. Restricted vehicle use and parking. Stop building for the car.	Q4: The nooks and crannies of the town lake trail that afford nature and solitude. The greenbelt. The free side of Barton Springs left unimproved.	Q7: A pedestrian, transit friendly new development that keeps the spirit of inclusive Austin alive. Like 70's Austin, but grown up.
		Q3: Wide Sidewalks, pedestrian bridges, less car lanes, sectioned off bike paths or bike lanes	Q4: The trails are my very favorite part of Austin. When I moved to this area, I looked at cities based on their walkability and access to trails. Green space and safe, clean, well-maintained trails are a huge benefit to any city.	Q7: Great place to spend an afternoon outside that's easy to get to :)

		Q3: separate bike path from walking/running	Q4: Barton springs is the best part of austin. Zilker is a close second and the trail around lady bird lake is awesome too. Anything that is nature related brings a sense of peace and friendli-ness to the city	Q7: It's just a cool destination to hang out and meet up with friends (who maybe live there). You can dine at unique eateries, shop in unique stores, visit art galleries, and listen to music.
		Q3: No cars, separated bike facility, no parked cars, green space, trees, no curbs (helps for ADA too) (use bollards/trees instead or for a delivery only space just varied pavement types), wide sidewalk (8'+ not including amenity space)	Q4: Trails and lake for kayaking	Q7: the best spot to stay to explore the city because so many things are right next to the hotel, and because of the great transit, bike, and pedestrian connectivity it is super easy to get around to the other hotspots around town
		Q3: Pervious concrete , room for trees for shade, bike ways separate from cars	Q4: The hike and bike trail, Zilker park, and Barton Springs because they are all connected by the trail and can be reached with minimal street contact. Thus making it a safer and more relaxing way to move around the city, especially during one of the many festival weeks/ends	Q7: A location with unique experiences, that is safe and well lit, that does not feel elitist or cater to only one demographic (e.g. 20-30 year olds at the expense of older folks); good wine tasting rooms! We have good wine in TX--let's celebrate that!
		Q3: Shade and green areas are most important. Some benches. Drinking water. Fully accessible. Sidewalks need to be wide enough to accommodate the expected number of people, but not any wider than needed. Need separate bike and scooter lanes.	Q4: Austin is at its best when nature is allowed to thrive. Our downtown would be a completely different place if it wasn't for the lake, trail, Barton springs, and parks.	Q7: Accessible and welcoming space that reflects the essence of an ever evolving but steadfast Austin.
		Q3: Breadth and separation. Our city has too many narrow sidewalks with no buffer to traffic on a 4-lane road. A strip of trees and grass between cars and the sidewalk does so much to make it feel safer and more pleasant.	Q4: It used to be Zilker park, before it was taken over by the bums and drug addicts. We should have less bums and druggies in our parks.	Q7: A modern neighborhood that fosters community
		Q3: Shade trees and benches	Q4: Parks and swimming locations.	Q7: New entertainment hot spot. Things to do like live music, restaurants, coffee, bike connections, and bars
		Q3: Shade from street trees and awnings is hugely important for comfort while walking n this city. Protection from car traffic is also essential. Sidewalks should be wide whenever possible, with pedestrian safety amenities like bulb outs to reduce the distance of crossings and bollards for protection from traffic. It's also important that buildings and businesses have interesting street facing interactions with sidewalk cages and other items of interest. Wayfinding elements like signs and maps are also helpful in some areas.	Q4: Lady Bird Lake hike & bike trail, Zilker Park & Botanical Garden, Circle Metro Park, Barton Springs & Creek. I enjoy spending time in Austin's parks and nature preserves. Hidden Comment	Q7: It's clean, safe, sanitary, prestige and preserved.
		Q3: Wide enough for walk/bike/ADDA accessibility. Greenery/tree plantings. Connections to trails, Congress bridge, South First	Q4: Zilker park. Barton Springs. The trail around Lady Bird lake. It's nice to have a place outside to sit and relax and enjoy the day with others. Connecting with nature in the urban environment.	Q7: It's a walkable, mixed use vibrant space with shops, restaurants, and public spaces that's easy to get to by bike or transit. It's a modern example of new urbanism.
		Q3: Sidewalks are present and useable.	Q4: Zilker Park, Barton Springs, Hike & Bike trail, Hippie Hollow. I love the outdoors and lots of trees.	Q7: A model example of a new urbanist development on prime real estate built according to international best practices
		Q3: trees or shade structures over the sidewalks. separate paths for bicycles and pedestrians. Priority of pedestrians over cars at conflict points (raised crosswalks, traffic lights that don't need beg buttons, traffic calming)	Q4: My favorite is the trail around ladybird lake. I like it because it has great views, and it still feels safe.	Q7: A bustling, scenic area that offers all the amenities that you could want along with something culturally significant amongst a beautiful, inspiring green space that feels like an expansion of town lake and the hike and bike trail
		Q3: The most important part is having dedicated right of ways for bicyclists and pedestrians, no mixed together. The second most is having living streetscapes. Businesses with outdoor seating, housing with front porches. Whatever it takes to get more people outside together is good.	Q4: Hike and bike trail - safe from cars. Needs better lighting and cold water fountains.	Q7: An amazing pedestrian landscape that rivals the best spots in NYC and LA

		Q3: Protected Bike lanes, two-lane roads for vehicular traffic (one in each direction) with good tree cover and large sidewalks.	Q4: The trail around Lady Bird Lake, the pedestrian bridge over the lake, Zilker Park. All for open space to both enjoy walking and relaxing. South Congress, downtown for eating and shopping.	Q7: A central accessible spot to live/work/visit that is particularly easy to get in and out of and walk or bus to any number of places from
		Q3: biker friendly! integrated planting between street and side walk	Q4: Town Lake hike and bike trail	Q7: There is so much to do. Great food, shopping, entertainment, nightlife, and recreation. Its beautiful, clean, and easily accessible. Great to spend the day with friends and family.
		Q3: Wide sidewalks with shade trees, benches, artwork, and patio dining. See Second Street for example	Q4: Waterloo Park- open nature spaces. SoCo- shopping and restaurants.	Q7: The top destination in the city accessible by rail and trail
		Q3: less parking - wider side walks & bike paths, no scooters	Q4: Old SoCo: it's a blend of the old with the new like how Music Lane transitions into the the old SoCo. Waterloo Park: blend of nature, art, and music.	Q7: Something that exemplifies Austin's unique character (music/nature/innovation) and also enables Austinites who might not otherwise be able to afford housing a place to live close to the city's center.
		Q3: very importatnt (response to Q3)	Q4: Open space. Off leash dog parks. Bike and walking trails. Clean lake.	Q7: A pedestrian first, citizen first, public space that is great for walking around, grabbing food, coffee or a drink. A place where you are not dependent on your car. A place that is pleasant to hang out in during the day or night.
		Q3: Pedestrian infrastructure that is protected from motor traffic	Q4: Waterloo Park- open parkland, nature. SoCo- shopping mall.	Q7: I would want to describe it as a vibrant area with cool shops and good restaurants, many of which are locally owned/unique to Austin. I'd love to be able to tell them that it's walkable, safe, and an overall fun place to be.
		Q1: Restaurant and retail for sure. Hotels a close second. Sidewalks wide enough fie street vendor carts.	Q4: Parks!!!!	Q7: A transit/pedestrian friendly urban neighborhood on Town Lake with local retail, restaurants, and live music.
		Q3: wide sidewalks, places for scooters, separation from cars, shade, transit access	Q4: Town lake; Zilker Park; Mueller Lake Park - nature supported by urban	Q7: Great spaces for people to experience arts and culture, to shop and gather, to enjoy the waterfront.
		Q4: South congress (walkability + access to the trails), east 6th (walkability to restaurants, bars, housing):	Q4: Lady Bird Lake Trail + Trail system (pease park, Guerrero park, Zilker, etc). They're all connected, I can walk/bike without crossing any roads. Beautiful nature and a network that lets me safely bike. Seaholm - I love eating on the lawn with all the dogs, people, and activity. Auditorium shores - beautiful green space in the city with great view of downtown. Greenbelt - feels like you're not even in the city! Austin does an excellent job of blending nature and the urban environment	Q7: ReallA place where you feel safe and can walk around and explore the area with a mix of uses.y cool outdoor space with lots of places to walk, eat, drink and hang out. Very dog friendly.
		Q3: wide enough sidewalks that allow for walking with pets and bicycles in both directions. Trash and Recycling receptacles, urban wildlife areas and spaces.	Q4: Hike and Bike Trail along Lady Bird Lake, the Domain Mixed Use Development with outdoor cafes and restaurants as well as shopping.	Q7: A safe, fun place where you can walk everywhere and all needed items are close by
		Q3: shade and bike lanes, frequent crosswalks	Q4: And and Roy Butler trail -proximity to water and nature.	Q7: Lovely open and green spaces
		Q3: Bike/scooter lanes, pedestrian bridges, boardwalks, river access	Q4: Zilker it's free	Q7: Walkable entertainment area
		Q3: walkable and bikeable streets. accessibility to the hike and bike trail	Q4: Green spaces and sidewalks make it easy to enjoy the city instead of sitting in the car all the time	Q7: A fun place to hang out. great views of the lake and the city

		Q3: Even sidewalks, safe trails, pedestrian lights at busy intersections. Clearly obvious signs prohibiting electric scooters and bikes on the boardwalk and hike and bike trails.	Q4: Hike and Bike trail and boardwalk, Zilker park, greenbelt, Barton Springs, Pease Park, City Park, all the nature preserves. Studies after studies come up with the same conclusions that nature enhances health and wellness (physical, emotional, psychological, spiritual). It is a positive for all the residents in our awesome city. They also provide habitats for birds and bees that are the life-force for our food.	Q4: East 5th/6th has a nice mix of enough density that the sidewalks, plazas, cafes, and bars always feel buzzy. And enough retail space that there's something for everyone a short walk away from wherever you find yourself. Plus it's fairly accessible by transit by Austin standards - red line and 4 route. The west side of downtown (roughly Republic Square to Seaholm) also has some of these qualities. Very walkable, decent amount of retail on 2nd and 3rd streets, it's one of the more residentially-oriented areas of downtown, the central library is a top-tier community space, and connections to shoal creek and the lake make for great parks and outdoors access. And of course republic square is great for transit connections.
		Q3: I think keeping Austin walkable is super important it's a nice nature city while also not giving up that city aspect so keeping that would be nice	Q4: Trails and lake for kayaking	Q4: I enjoy the Seaholm District, Second Street District, and South Congress because these are accessible, have a wide variety of services/retail, and have welcoming/enjoyable designs. Seaholm is especially nice because it has a fully pedestrianized courtyard.
		Q3: safe intersections are critical, followed by sidewalks that allow for shared use if bike lanes are not feasible. trees should be prioritized in areas with hot sun or limited building shade	Q4: Outdoor space and beautiful like the trail close to shops and restraunts	Q4: Hyde Park - small businesses interspersed with housing, slow traffic, bus and bike access
		Q3: I would love to see ore sidewalk cafes and street level activations. The current sidewalk requirements prioritizes bike traffic but not the pedestrian experience.	Q4: Town Lake, close proximity to water.	Q4: seaholm, it's an awesome adaptive reuse project that is clean, has retail and residential with little to no office. It's walkable and safe, restaurants, grocery store, coffee, services etc. it's a lively district.
		Q3: Safe separation from vehicle traffic is paramount. Shaded pedestrian and bicycle lanes would also be nice	Q4: Green spaces that have no "skyline" or new development	Q4: The Domain, UT Austin, 6th St, Downtown in general. I like these areas because they have plenty of opportunity to be a dense, mixed use, pedestrian friendly area where parking isn't a priority over people's well-being and safety. They also have tons of pedestrianization and transit options. They give me a glimmer of hope for a better future versus the car-dependent lifestyle we have adopted.
		Q3: Tree coverage, paseos, ways to make this space excellent for the summer in addition to more temperature times of year.	Q4: hike and bike trail because it's outdoors and nature-y.	Q7: A fun, new district with lots of public spaces to spend time at, while also having amazing dining and shopping options (a museum or observation deck would be appreciated as well).
		Q3: Green space, shade (especially natural shade from trees), Texas-native vegetation, access to water fountains, trash/recycling recepticals	Q4: This exact spot. I walk,run,ride, and bike commute along this track EVERY day. This can be wonderful addition to south riverfront if done with community improvement as top priority	Q7: A clean, eco friendly, attractive, educational, living space where everyone behaves or else.
		Q3: Sidewalks, bike lanes, and driving lanes are all important. Street parking, on the other hand, should be minimized.	Q4: Peace park is shady, plenty of space and gas retained Austin's old charm. Every other part of Austin has been negatively impacted by overdevelopment.	Q7: "Just leave the terminal at AlBA, hop on the train, and get out at the south congress station and my apartment is right there. Don't worry, there's plenty of bars and restaurants around so no need to drive or uber anywhere, we can walk"
		Q3: Designated bike lanes	Q4: Mount Bonnell (it is very beautiful and I love the views from the top), The Domain (I love the shopping aspect and how urban it feels), Downtown (I love the density, nightlife, and tall buildings), Zilker Park (Super fun for recreational activities)	Q7: Modern and upscale
		Q3: Width of sidewalk and buffer from cars. It is also extremely helpful to have the entrances to businesses be up to the side walk.	Q1: Trails, parks, bike paths	Q7: Local businesses, local art work, farmers market. A representation of old Austin promoting what is unique about our city.
		Q3: Wide - trees between street and walkway	Q7: Parks!!!!	Q7: A place that finally embraces what it means to be a city, and has good pedestrian connections, excellent transportation options, an incredible variety of stores, shops, bars, clubs, places of worship, and more, and the density to support it all.
		Q3: Clear signage, regular crosswalks, shade and landscaping near the sidewalk to reduce heat and air pollution to make walking safer and more enjoyable	Q7: Lots of greenery, open park, shopping, places to see, places to eat	Q7: It's so easy to get around

		Q3: Pedestrian	Q7: Open green space with attractions for everyone.	Q7: Artistic endeavor to housing situated close to downtown and the arts district that has it's own communal areas with shopping. No cars necessary!
		Q3: There are wide sidewalks (great streets) that can accommodate a lot of people moving around. I love the idea of patio/cafe seating outside of a coffee shop or restaurant. Plants and nature bring softness into the hardscape.	Q7: Shaded areas, trails that provide connectivity to neighborhoods, outdoor rec features.	Q7: It's a beautiful place to hike and enjoy the river, then we can go eat at an affordable restaurant potentially without having to get back in the car.
		Q3: bike lanes! green space	Q7: A new and visually stunning access to trails, the lake and the outdoors	Q7: New well thought out development that bring new exciting district to the city, similar to Hudson Yards
		Q3: The sidewalks should be wide and tree-lined. Pedestrian space should be separated from bicycle lanes. Ideally, the buildings come right up to the sidewalk like in downtown.	Q7: Great outdoor space	Q7: Beautiful natural space and cool architecture
		Q3: Generous planted buffer between sidewalk and street. Wide sidewalks (5 feet). Mid block crossings. No speed bumps - other traffic calming methods used.	Q7: A beautiful safe place to experience nature	Q7: a great place to experience AUstin, get food, walk, connect with people
		Q3: Separate them from the road! Walking on a sidewalk by loud, smelly traffic might get you somewhere, but it won't be enjoyable. Make sidewalks work to get you from A to B but also work to give someone a mental health boost. That means farther away from traffic, wide enough so groups can meet each other and comfortably pass, and lots of plantings. It would also be great to have as many alternative street crossings as possible - under or over or something where you don't have to cross a street or wait on the light.	Q7: A beautiful safe place to experience nature	Q7: Like Austin in the 1990s, but taller. Affordable housing, colorful residents, thriving cultural scene where producers can live in the neighborhood.
		Q3: wide sidewalks & bikeways!	Q7: A beautiful safe place to experience nature	Q7: Our cultural center, an art and music hub that showcases Austin's vibrant history and sense of community
		Q3: Slow car traffic with good road design (traffic calming devices, raised crosswalks, etc) - ensure the streets are safe for pedestrians and cyclists and not just built for cars. Close some streets to car traffic to make great pedestrian and bicycle paths especially along the river. Easy connectivity for pedestrians to other roads and paths - don't make a nice pedestrian path surrounded by high speed roads that are difficult to cross. Ensure there is good connectivity from this site to other streets outside of the development so people can truly walk and bike from south or north of the site easily and safely.	Q9: Limit housing. Prioritize nature and the bat population. Increase police presence for safety.	Q7: I would hope to describe it to my friends visiting as a uniquely Austin version of what great cities around the world do with their riverfront (like the Riverwalk in Chicago or exploring around the river in Budapest). I would be excited to come bring someone if there are areas to hang out that feel truly public where we can grab a bite to eat or a drink and simply walk or rent a kayak and enjoy the architecture on both sides of the river
		Q3: separated (and safe) bike lanes from the sidewalks. Wide sidewalks. Dedicated bike parking AND scooter parking.	Q3: Separation from the busy street. The hike and bike trail is the best example of that. Provides safety and reduces the noise, smell, and stress of traffic	Q7: I'd want to describe it as super local, unmistakably Austin. This means connected to nature in a natural way, preference for local businesses (this involves affordability for businesses not just National or international chains), and especially acknowledgment of how hot it is outside most of the year. It's easy to talk about biking and walking when it's February, but shade and air circulation are mandatory for development to work in austin.
		Q3: Ample shade - Pedestrian-scale lighting - Adequate sidewalk width - Frequent benches - Adequate bike facilities on the street (and calm traffic) so that cyclists and scooterists don't feel like they have to be on the sidewalk to feel safe. - Also: we should really start including more public bathrooms.	Q9: Leave it alone. We need our access to the waterfront otherwise there will be constant shade from the tall buildings, horrible traffic jams, and added pollution.	Q7: A great pedestrian and bicycle friendly area of town on the water with lots to do - plenty of restaurants, music venues, comedy clubs and art galleries

		Q3: Sidewalks that are wide enough for groups. Bike lanes for bikes and scooters.	Q9: I would want to emphasize “quality green space.” It isn’t enough to design a bunch of flower beds that have non native plants that merely serve an aesthetic. These measures should plan for the incorporation of diverse plant communities that will help create resilience with our ever increasing and intensifying seasons while also giving back to species that have been pushed out from our downtown area. Parks that are mowed regularly, planted with no regard for their ability to provide food, shelter, and refuge for other species are not representative of the native communities that make central Texas so beautiful and unique.	Q7: A vibrant, safe place to move with ease, see great art, hear fantastic music, eat delicious foods, be surrounded by nature.
		Q3: Bike lanes	Q9: Don’t squander a great opportunity. Austin needs more larger parks, too many of the current ones are over crowded.	Q7: Lively and beautiful
		Q3: Pedestrianized streets, trees for shade, connections to public transportation	Q3: Protected bike lanes, street trees, easy connection to LBL trail and light rail	Q7: Lots of pedestrians access withcuties highest density of bars and restaurants
		Q3: All way crosswalks. No right on red lights. Good street lighting. No street plastic markers in the crossways.	Q9: 1) high-rise buildings; let's continue building up, and add to our beautiful Austin skyline. This area needs at least 3 high-rises towers, with one of them being 70+ stories. 2) lots of affordable housing. 3) public access to the waterfront and our most previous commodity in Austin (perhaps a public dock with artwork).with lots of trees, greenery, shrubs, and plants 4) a bridge with car lanes and pedestrian walkways; we absolutely need another connection over the south and north sides of the waterway, probably to the Rainey Street district. 5) Finally, a sense of urgency. Let's start building now so we're not waiting years to see this plan come to fruition.	Q7: A fun place to hang out that attracts a wide range of different people. And feels like it could only be in Austin, not some generic development that could literally be anywhere. Casual and a little weird.
		Q3: All-way pedestrian crossing and no right-on red lights in downtown. Sidewalks that are 12’ wide for large crowds. Sidewalks that offer space for retail and restaurants.	Q9: green spaces make people happier and walking decreases pollution	Q7: A great public space with connections to nature and public transit
		Q3: Street trees, wide sidewalks, short block lengths, easy access to transit (both light rail and bus)	Q3: SHADE (if some fans or misters, even better). Landscaping of local plants, public art, mini dog parks, interactive infrastructure such as playgrounds or public art which people can climb on/occupy. Public pavilions and public assembly spaces.	Q7: A welcoming, walkable, dense neighborhood. I'd like to bring them there because the housing is architecturally interesting.
		Q3: Crosswalks that don’t need a button pushed to activate. All way crossing at crosswalks. No large plastic marker nubs in the street at crosswalks. Good street/sidewalk lighting.	Q3: Keeping trail access. Sidewalks and bike lanes everywhere	Q7: Easy, laid-back vibe. No one is there to impress (like the Domain).

		Q3: Bike and pedestrian trails.	Q3: Hike and bike trail, which is now overrun with non-walkers. More hike and biek trails.	Q7: Three keys: multiple amenities (ex walk along riverfront, get food/drink, art/music, etc), safe and enjoyable environment (some place I would like to hang out, good "3rd places", quality public squares (not surrounded by roads like Woolridge square), safe to walk or bike), and its got to be Austin/Texas (if it is corporate or generic then the space will be no good (ie the domain, the domain isnt terrible but its just a step up from a mall)) (a great example is the Austin Airport, the city did a great job making the airport feel very Austin Texas while maintaining a modern airport feel)
		Q3: Wide sidewalk away from vehicle traffic. Good separation	Q3: Hike and bike trail, which is now overrun with non-walkers. More hike and biek trails.	Q7: I hope the South Central Waterfront District can serve as a combination of the best aspects of modern Austin, where natural amenities and public infrastructure combine to make a vibrant neighborhood that is attractive to both Austinites and visitors of all backgrounds. I want it to be an example of responsible development and transportation planning, with transit, biking, walking, and human-level design at the forefront. I also hope we can make sure the businesses are mostly local and not just high-end chains.
		Q3: Them being useable and actually well maintained so they're not falling apart and cracking.	Q3: Keeping trail access. Sidewalks and bike lanes everywhere	Q7: Best views in Austin (meaning lots of retail to enjoy the views from).
		Q3: Those crosswalks with the lights on top.	Q3: Connectivity to urban trails and other open space	Q7: lots of foot traffic, high energy space, activated with retail, shopping and access to public spaces
		Q3: Areas to walk, bike, walk pets, sit and relax and view this spectacular city.	Q7: Wonderful public amenity along Lady Bird Lake. Beautiful park. Great views of the lake and trail and bats.	Q7: A nice place to walk around and experience the waterfront.
		Q3: Bike paths divided from walking paths . It is dangerous and uncomfortable to have them together.	Q8: I wish there could be an additional pedestrian only bridge that would connect the boardwalk over to Rainey street. Like the Millenium Bridge in London.	Q7: I hope it is a district that has its own unique character and offerings. I hope that it sets a new bar for sustainable and pedestrian friendly developments in Austin.
		Q3: Separation from the busy street. The hike and bike trail is the best example of that. Provides safety and reduces the noise, smell, and stress of traffic	Q7:	Q7: I would be excited to have a place to spend time and create memories without the expectation to spend any money
		Q3: Safe walking areas. We need pedestrian lanes divided from the bike lane on the walking trails.		Q7: I hope it is a district that has its own unique character and offerings. I hope that it sets a new bar for sustainable and pedestrian friendly developments in Austin.
		Q3: Width for high activity of walkers and bike riders		Q7: "Let's just go to the south central waterfront and decide what we want to do after we get there. There's something for everyone and it's all walkable, plus we can hang out by the lake after we eat and maybe catch some music." "It's like west campus, but not just for students."
		Q3: Shade, places to rest, intriguing things to look at. That is enough parking pedestals downtown! No more!		Q7: UT Austin: very limited parking, high transit use.
		Q3: Wide sidewalks with separate clear zones for planting, walking, and seating. Lighting at the pedestrian side, as well as street side. Shade. Protected bike lanes in the street and protected bike zones at intersections and turns.		Q7: East 6th, town lake (running, paddleboarding, enjoying lawn), barton springs greenbelt and also pool, south austin restaurants. Things that make Austin feel unique and like home matter to me. Daytime and nighttime pursuits are important. More and more traffic and parking are considerations for when I go to do things, or worse, if I decline to go and do things.
		Q3: I prefer crushed granite trails that are not impervious and are less impactful to joints when walking or running.		Q4: seaholm, it's an awesome adaptive reuse project that is clean, has retail and residential with little to no office. It's walkable and safe, restaurants, grocery store, coffee, services etc. it's a lively district.
		Q3: Wide sidewalks. Marked bike and walking lanes		Q7: I prefer if the tall buildings don't overwhelm the area or block views. More focus on the open spaces and parkland rather than on the tall buildings.

		Q3: Trees along the streets. And cafes to sit, eat and drink and meet friends. Allowance for live music such as singer/songwriter/acoustic guitar - not bands - would be nice.		Q7: Travis Heights for the interesting older homes
		Q3: Street trees and native landscaping.		Q7: SOCO, Downtown, Travis Heights
		Q3: Having accessible sidewalks and bike paths is important to me. Shade is important as I get older and slower.		Q7: This is our downtown south of the river, nobody needs a car there, and young families can live there without needing to move to the suburbs
		Q3: Streets that are not car centric. Narrow roads with protected bike lanes and pedestrian crossings that prioritize pedestrians.		Q7: An extension of downtown, active with people, and a world class museum
		Q3: Safety! That means safety when crossing at intersections, safety of cars turning into and out of driveways, parking garages, etc. Wider sidewalks to accommodate more pedestrians in congested areas		Q7: Downtown south austin. The cultural and economic hub for the area that holds its own next to central downtown.
		Q3: It's amazing to live in a walkable city and given vacant buildings it feels unsafe in its current state.		Q7: the new heart of what downtown could be
		Q3: Narrow automobile lanes. Tight corners to slow turning movements. Shorter crossings. Speed bumps in front of mid block pedestrian crossings. All way stops and roundabouts. Block new signals, they only increase traffic speeds, contrary to Vision Zero policy.		Q7: A second downtown with fantastic public spaces and scenic views along the Colorado River full of incredible public venues (restaurants and bars) with views of Downtown Austin. A social environment. It is my favorite place to run through and I may even live and work there. Modern and clean and well designed. Very dense with mixed uses and tall (up to 800') narrow towers with activated street level. Very little wasted space and very lively. All of your day-to-day needs in one place. Calm streets on its interior. Transportation options other than driving are prioritized.
		Q3: Art in public places (sculptures, murals, etc.), bins for all three waste streams (trash, recycling, and composting), drinking water fountains/water bottle fill stations, covered seating, wide sidewalks, bike lanes, and xeriscaped areas with native plants.		Q7: austin's embarcadero
		Q3: Protected bike lanes, street trees, easy connection to LBL trail and light rail		Q7: South Austin's downtown.
		Q3: safety		Q7: A modern extension of downtown that is accessible to all, with residents from all walks of life and incomes, with great public amenities and green spaces
		Q3: Safe trail/sidewalk, protected bike lanes, shade and cooling stations (water, benches, misters) for the hot months		Q7: The continued build-out and modern dense expansion of the downtown city that embraces growth for a wide range of uses and offers opportunities for development and transition away from the southern adjacent ultra-wealthy legacy neighborhoods.
		Q3: Wide sidewalks with room for cafe seating. Do not mess this up by allowing bad architectural design create uninspiring places.		Q7: Walkable, connected to the lake and downtown, a bit of downtown south of the river, beautiful views of the park, lake, and downtown, funky shops and entertainment options, great streetside cafes, shady leafy green place to relax on the heart of the city, eclectic housing choices for a variety of incomes and ages.
		Q3: Travis Heights is lacking actual sidewalks - Sidewalks are key for pedestrian safety (and to encourage walking, for wheelchair use, etc.).		Q7: A more sustainable and pedestrian version of downtown.
		Q3: water views, trees		Q3: Wide sidewalks, street cafes, trees. Basically the street designs should be similar to what was done on 2nd St.

		Q3: adequate sidewalk width, shade trees, heavy landscaping, sidewalk dining where appropriate		Q7: I've been following this development as well as others for years. There is a huge disparity in usage of this area currently versus just to the west of it, or north of it. It is clearly underutilized space in a city that needs to really level off the differences like this. For me, having it be integrated as an open commercial district to pair with zilker park and vic mathias shores gives that entire southern stretch a broader use than someone like me who is fine with being strictly outdoors. Instead of following up a walk around town lake with crossing into the north side and going up a few blocks to some of my favorite places, it would be great to bring a visitor to similar options immediately along the hike and bike trail.
Q1: Too many high rises already.		Q3: Streetscape need to be vibrant with adequate room for all uses, pedestrian area, vehicles area are both important. Bicycle lanes need to be limited.		Q1: Affordable housing, hotels, and retail. Build tall and high buildings and add to the ATX skyline.
		Q3: Wide sidewalks with shade trees, benches, artwork, and patio dining. See Second Street for example		Q1: Leave it alone. South Congress has already been ruined with all sorts of high end retail while removing every ounce of character/culture it once had. Let the rest of the city be and stop ruining it. Put in local shops and restaurants and bring back some weirdness to Austin.
		Q3: safety, room for multiple walkers, wide enough, trash bins to keep clean		Q2: automobile-centered design (parking, roads)
		Q3: Wide, tree-shaded sidewalks		Q1: This should be both the 78704 version of Downtown and a reimagining of all that we would want to in downtown currently that we cannot do. With public transportation coming through this area as well, there are a myriad of opportunities for placemaking via higher density for retail, office, housing and community use at Ladybird Lake. Rarely if ever does a city have an opportunity to build a better downtown and transform how the rest of the country/world views development. But we cannot let "perfect" be the enemy of the good. I would add that privileging a few areas for live music and or what makes South Austin, South Austin within the development (local businesses etc.) so that we're not completely overrun with Chanel and Music Lane style generic retailers would be a helpful north star to aim for.
		Q3: The Boardwalk, downtown, Second Street, S. Congress, Saltillo. Create more of these.		Q2: Dense building with vegetation relegated to flower beds. This area should utilize storm water management sources like LID and native green roofs that can help improve water quality, prevent large amounts of run off, and allow habitat to extend beyond minimalized margins.
		Q3: Boardwalk, Second Street, Saltillo, S. Congress. Create more of these		Q4: I love the Lady Bird Lake Tail and Boardwalk, nature intertwined with the urban is the best. Think Singapore! If there were areas that had small coffee stands, snow cone stands and covered seating I would definitely spend more time out there. Local musicians playing in certain parts of the trails sponsored and paid for by the city.
		Q3: wide sidewalks. there's lots of traffic and road noise which could mitigated with vegetative/landscape buffer between the roads (riverside and congress) and sidewalks.		Q4: i spend almost all of my time in south-central austin. i like the diversity of people, buildings/spaces, presence of trees and slow pace of life. we need more trails and better access to our creek systems.
		Q3: Shade! Separation from bike lanes and car traffic.		Q4: Hyde park, deep Eddy, and mueller. They are walkable with places people need and want to visit. I live in deep Eddy and love that I can walk to the grocery, restaurants, and access deep Eddy pool and Zilker easily. The downside to all these neighborhoods is the expense. There's no way I would be able to move into the house I live in without having inherited it.

		Q3: wide and separated sidewalks with lots of street trees (shade)		Q4: Lamar Union, Second St District, Pedestrian Bridge/Seaholm. Al these areas match walkability and a myriad of functional uses and 2-3 floors of human centered retail, grocery, live music, commercial with density, height, and connectedness to their surroundings (outdoors, Ladybird Lake, underground/hidden parking).
		Q3: wide sidewalks, projected bike lanes		Q4: Pease Park, Zilker Park, Town Lake - Our green spaces and places for outdoor recreational activities sets Austin apart from other major cities in Texas. We shouldn't sacrifice our outdoor recreational spaces and make downtown Austin like San Antonio, Dallas, or Houston. The river walk in San Antonio is disgusting and polluted. In Dallas and Houston, you're constantly reminded that you're in a huge city and their parks are pathetic.
		Q3: ADA compliant		Q4: Downtown, East Cesar Chavez, SoCo, the Domain. In these places it's possible to walk between different destinations.
		Q3: Clean, wide sidewalks with retail activities spilling out into the sidewalks, including outdoor seating for retailers.		Q3: wide enough sidewalks that allow for walking with pets and bicycles in both directions. Trash and Recycling receptacles, urban wildlife areas and spaces.
		Q3: Wide sidewalks, bike lanes, street trees and plantings, slow moving traffic, active street frontage (no garages, loading docks, blank walls), small and narrow storefronts, street art, patios.		Q4: Zilker Park/Barton Springs - I love parks. Being outdoors in nature is vital to humans' mental & physical health. Free recreation opportunities are also vital to a city. This area also has local restaurants and character, and hosts signature Austin events. SoCo - art galleries and unique stores and eateries, not just chain stores. Good vibe with lots going on. Rainy Street - inclusive, fun, Mueller - retail & residential centered in big community park, walkable amenities
		Q3: Protected bike lanes, bike parking, outdoor dining areas, and transit shelters. This district should abolish street parking to achieve these goals.		Q4: south congress and downtown. Walkability is key!
		Q3: Wide sidewalks with benches and shade. Since this is planned as a high density area, no vehicular streets - service alley access only for buildings.		Q3: Width of sidewalk and buffer from cars. It is also extremely helpful to have the entrances to businesses be up to the side walk.
		Q3: A focus on designing streets that promote a lower speed for drivers and are more pedestrian focused. Incorporating a landscape edge with bike lines between the sidewalk and street. Reducing car lanes to promote transit use.		Q4: Downtown, Hyde Park, East Austin, West Campus -- all of these are walkable, mixed-use neighborhoods that are also the more desirable and delightful parts of Austin. We need more of that.
		Q3: SHADE (if some fans or misters, even better). Landscaping of local plants, public art, mini dog parks, interactive infrastructure such as playgrounds or public art which people can climb on/occupy. Public pavilions and public assembly spaces.		Q3: The sidewalks should be wide and tree-lined. Pedestrian space should be separated from bicycle lanes. Ideally, the buildings come right up to the sidewalk like in downtown.
		Q3: walking areas/sidewalks are separated from the road, shade, greenery, easy to get to public transportation		Q4: The area near the Austin waterworks - opens areas and nice art
		Q3: Large sidewalks with tree shade.		Q4: Near the library main branch - mixes art and pedestrian spaces well. Open area for activity and hanging out after walking there.
		Q3: Enough walking space and safety features		Q4: 2nd street. Walkable with restaurants and shopping
		Q3: Continuous sidewalks that are well maintained. Some areas blocked off to cars are nice too.		Q4: Hyde park. Walkable. No heavy traffic.
		Q3: Keeping trail access. Sidewalks and bike lanes everywhere		Q4: Downtown. Walkability. Bikability. Diversity of options for food and culture.
		Q3: Set backs from traffic, green spaces, crossings.		Q4: South Austin. More locals, less density

		Q3: The city is still giving Green arrows to drivers, and green walk signs to pedestrians at exactly the same time in some places. Yes they have added a delay in some spots, but getting a green arrow to turn left from Congress Ave. (A very short light duration) Only to then have a pedestrian green walk light happening at the same time is unacceptable. It's not well planned or thought out. Building islands of concrete in the roadways is not a solution. Bike lanes that go completely unused all across the city. The bike lanes that they have now are not even wide enough and the cyclist is half into the road way. Then the bike lane just ends and then what? Who knows because there are literally no bicycles using them.		Q4: The trail around Lady Bird Lake, the pedestrian bridge over the lake, Zilker Park. All for open space to both enjoy walking and relaxing. South Congress, downtown for eating and shopping.
		Q3: Active ground floor uses. Also active second floor balconies and uses (this adds extra eyes on the street). Also sidewalks clearly separated from car and bike traffic. Places for scooter and bike parking out of pedestrian pathways. Shade trees. Exteremly limited curb cuts. Dumpsters, loading docks, etc underground.		Q4: Waterloo Park- open nature spaces. SoCo- shopping and restaurants.
		Q3: Wide sidewalks that allow for outdoor restaurant seating and pedestrian usage separate from protected bike lane.		Q4: Old SoCo: it's a blend of the old with the new like how Music Lane transitions into the the old SoCo. Waterloo Park: blend of nature, art, and music.
		Q3: No congestion		Q4: Waterloo Park- open parkland, nature. SoCo- shopping mall.
		Q3: No panhandling or camping. Safety.		Q9: Please stop the madness of overdevelopment. If it is a given, no public money goes to any facet of commercial development.
		Q3: Lights to see, easy gradient, and all Ada accessible.		Q1: [explitive] [explitive] haven't we developed the [explitive] [explitive] out of this city? ENOUGH.
		Q3: Connectivity for actual pedestrians, not scooter riders, Segway tours, or running groups.		Q7: The latest development disaster in the continuing ruination of Austin.
		Q3: Wide sidewalks (no scooters on sidewalks, please!), access to public transit!!!		Q4: Mueller - lively and pedestrian focused and things to do for all ages, lower part of downtown - lots of retail and street trees, East Austin - wide range of businesses in walkable setting
		Q3: Clearly visible signals and lights at crosswalks		Q4: The 2nd Street district has a great street energy and enough variety of uses that one doesn't feel out of place just strolling. The only thing missing is bike infrastructure and slightly wider sidewalks to better accommodate strollers along with all the furniture, trees, and people.
		Q3: Barrier protected sidewalks and walkways		Q4: East Austin is great because it has an abundance of housing as well as restaurants, grocery stores, coffee shops, and connections to public transit.
		Q3: Bike lanes, low speed corridors, limitation of through-traffic		Q4: Rainey street and west campus. Lots of people, lots of activity. A real city. Planners need to focus more on the public realm, not the private realm.
		Q3: Wide sidewalks with dedicated bike lanes		Q4: I enjoy spending time in the North Loop area. There's a variety of things to do (live, shop, eat, drink, etc.) within walking distance of each other and access to bus routes that connect to other parts of the city. There are local businesses to support, and multiple spots that serve as a "third place" where I've made friends with staff and regular patrons while working, studying, or hanging out. It's an area that feels welcoming, laid-back, and homey.
		Q3: Accessible parking, handicapped access, possible restriction of all street parking to handicapped tag holders. Enforcement of scooter rules.		Q4: Old power plant redevelopment/downtown library because walkable, public, beautiful and useful to locals for running errands and recreating
		Q3: Bike lane - but one that doesn't take away parking, clear sidewalks without scooters.		Q4: West Campus, Central East Austin, Second Street. A mix of housing/office with a variety of ground floor uses. Very active street life.


		Q3: Streets that are not car centric. Narrow roads with protected bike lanes and pedestrian crossings that prioritize pedestrians.		Q4: East 6th. 4th / Colorado. West 6th. South Congress. South Lamar. South 1st. These are my fav central neighborhoods that have a unique character and many more are in development. This south central area would be smack dab in the middle of it all.
		Q3: Art in public places (sculptures, murals, etc.), bins for all three waste streams (trash, recycling, and composting), drinking water fountains/water bottle fill stations, covered seating, wide sidewalks, bike lanes, and xeriscaped areas with native plants.		Q4: South Austin, because it hasn't been converted like East or North Austin have. It's still funky and quirky even though a lot of developments are ruining that and tearing down local businesses, Austin was built on being weird and having/supporting live music & local businesses. Big outdoor spaces (Cosmic, Radio, breweries, etc.) have done a great job of preserving old structures but repurposing them. We don't want to look like other big cities.
		Q3: Protected bike lanes, street trees, easy connection to LBL trail and light rail		Q4: Northwest Austin! Trees, single family housing with a few duplexes, townhomes, good retail areas, accessible parking. Westlake Hills,
		Q3: Set backs from traffic, green spaces, crossings.		Q4: I enjoy neighborhoods like Mueller with access to shopping, dining and access to trails and parks.
		Q3: Active ground floor uses. Also active second floor balconies and uses (this adds extra eyes on the street). Also sidewalks clearly separated from car and bike traffic. Places for scooter and bike parking out of pedestrian pathways. Shade trees. Exteremly limited curb cuts. Dumpsters, loading docks, etc underground.		Q4: Lady Bird Lake Trail + Trail system (pease park, Guerrero park, Zilker, etc). They're all connected, I can walk/bike without crossing any roads. Beautiful nature and a network that lets me safely bike. Seaholm - I love eating on the lawn with all the dogs, people, and activity. Auditorium shores - beautiful green space in the city with great view of downtown. Greenbelt - feels like you're not even in the city! Austin does an excellent job of blending nature and the urban environment
		Q3: Wide sidewalks that allow for outdoor restaurant seating and pedestrian usage separate from protected bike lane.		Q4: Mueller before the new additions
		Q3: Wide sidewalks with dedicated bike lanes		Q4: Mueller is great because it's mixed-use. The domain has terrible traffic, so the mass transit planning will be key.
		Q3: Barrier protected sidewalks and walkways		Q4: The Domain - Phase 1 and Northside: ample free parking makes it easy and cost-effective to access, lots of well designed public spaces, nice mix of uses including housing, office, retail, restaurants, services, always clean and well maintained, feels safe
		Q3: Barrier protected sidewalks and walkways		Q4: South Congress - easily walkable, something for everyone Waterloo amphitheater - beautiful space and music venue
		Q3: Wide sidewalks (no scooters on sidewalks, please!), access to public transit!!!		Q4: Auditorium Shores, Zilker, UT campus. The integration of green space and third space into the community, the pedestrian-centered environment, ease of social interaction.
		Q3: Connectivity for actual pedestrians, not scooter riders, Segway tours, or running groups.		Q4: Soco, saltillo, and the domain feel like communities and are not car dependent. Please use those as blueprints they worked.
		Q3: Lights to see, easy gradient, and all Ada accessible.		Q4: South Lamar, lots of interesting shopping and activity.
		Q3: Keeping trail access. Sidewalks and bike lanes everywhere		Q4: South 1st and Bouldin Creek since the still retain some weirdness. Holly with its low profile construction but a ton of great restaurants in a walkable area. South Congress before it got ruined back when it had weird thrift shops and a quaintness to it.
		Q3: Continuous sidewalks that are well maintained. Some areas blocked off to cars are nice too.		Q4: Nothing, yall ruined my hometown
		Q3: Enough walking space and safety features		Q4: East Austin. Beautiful and growing area.
		Q3: walking areas/sidewalks are separated from the road, shade, greenery, easy to get to public transportation		Q4: walkability, shade, access to food and places to go to the bathroom that are clean, interesting local people, streets that are NOT blocked by construction or cars, sidewalks that are accessible, places that are easy to get to on public transportation, street lights for easier crossing,
		Q3: SHADE (if some fans or misters, even better). Landscaping of local plants, public art, mini dog parks, interactive infrastructure such as playgrounds or public art which people can climb on/occupy. Public pavilions and public assembly spaces.		Q4: North loop - local businesses in a walkable district without feeling unaffordable or fancy/stuffy. South 1st - beautiful area with fun to visit local businesses, good mix of drivable/walkable.

		Q3: A focus on designing streets that promote a lower speed for drivers and are more pedestrian focused. Incorporating a landscape edge with bike lines between the sidewalk and street. Reducing car lanes to promote transit use.		Q4: Austin has grown so much and has such an influx of new people that I no longer participate in most Austin events. I now primarily attend events or visit businesses or stores south of William Cannon, where, for the most part, it still feels like Austin.
		Q3: Wide sidewalks with benches and shade. Since this is planned as a high density area, no vehicular streets - service alley access only for buildings.		Q4: The Seaholm area. It's quiet because it's away from major thoroughfares, easily navigable by bike & walking, has ample amenities for daily living, and good connections to transit & parks.
		Q3: Protected bike lanes, bike parking, outdoor dining areas, and transit shelters. This district should abolish street parking to achieve these goals.		Q4: Domain, South Congress - vibrant retail-based uses.
		Q3: Wide sidewalks, bike lanes, street trees and plantings, slow moving traffic, active street frontage (no garages, loading docks, blank walls), small and narrow storefronts, street art, patios.		Q4: North Loop, South Menchaca, and South 1st. Walkability. Pedestrian access to ADA compliant sidewalks. Local businesses. Close proximity to public open spaces, parks, and playgrounds.
		Q3: Clean, wide sidewalks with retail activities spilling out into the sidewalks, including outdoor seating for retailers.		Q4: Downtown - walkability
		Q3: ADA compliant		Q4: Seaholm, Triangle, Manor Road. Dense, mixed-use, and walkable PLUS easy public transit, road access, and parking.
		Q3: wide sidewalks, projected bike lanes		Q4: mozarts (oyster landing) for obvious reasons. the domain is active, mix of uses, lots of retail options, and feels safe!
		Q3: Shade! Separation from bike lanes and car traffic.		Q4: Boardwalk, Second Street, Saltillo, S. Congress. North Loop, Mueller, Create more of these.
		Q3: wide and separated sidewalks with lots of street trees (shade)		Q4: Hike and Bike Trail along Lady Bird Lake, the Domain Mixed Use Development with outdoor cafes and restaurants as well as shopping.
		Q3: wide sidewalks. there's lots of traffic and road noise which could mitigated with vegetative/lanscape buffer between the roads (riverside and congress) and sidewalks.		Q4: Mueller Farmer's Market. It's physically open, free, public gathering space, has a public market, and it has a nice little playground. Zilker Park. Open, public green space, with a playground. Connected via separated bike lanes.
		Q3: Boardwalk, Second Street, Saltillo, S. Congress. Create more of these.		Q4: Capitol and its grounds; Waterloo Park; Laguna Gloria; Speedway pedestrian mall on UT campus
		Q3: The Boardwalk, downtown, Second Street, S. Congress, Saltillo. Create more of these.		Q4: Capitol and its grounds; Waterloo Park; Laguna Gloria; Speedway pedestrian mall on UT campus
		Q3: Wide, tree-shaded sidewalks		Q4: Mount Bonnell (it is very beautiful and I love the views from the top), The Domain (I love the shopping aspect and how urban it feels), Downtown (I love the density, nightlife, and tall buildings), Zilker Park (Super fun for recreational activities)
		Q3: safety, room for multiple walkers, wide enough, trash bins to keep clean		Q4: Mueller because it's comfortable to walk around. Traffic speeds are low, plenty of bike lanes and quality sidewalks. Grocery and restaurants in walking distance mixed with housing and retail
		Q3: Streetscape need to be vibrant with adequate room for all uses, pedestrian area, vehicles area are both important. Bicycle lanes need to be limited.		Q4: Restrict high rise and allow mid rise only. Maintain the austerity of a neighborhood feel on the south side and not compete and eliminate the skyline south of Congress. Maintain the Congress corridor of DT Austin. Growth and integrity of Austin, music, culture and keeping it holistically is important. Music, art, and culture needs to stay in tact, otherwise, we will be just another DT city.
		Q3: adequate sidewalk width, shade trees, heavy landscaping, sidewalk dining where appropriate		Q4: South Congress before all the local stores went away--it was unique and fun. Hike and bike trail for natural beauty away from cars. Red River district for live music
		Q3: water views, trees		Q7: Like an extension of Downtown, but south of the lake. And a lively area that makes walking from the lake to South Congress feel enjoyable and pleasurable--a new district that eliminates that "dead zone" that you feel now when you walk to South Congress from (North) Congress.

		Q3: Travis Heights is lacking actual sidewalks - Sidewalks are key for pedestrian safety (and to encourage walking, for wheelchair use, etc.).		Q7: Attractive, fun things to do, great restaurants, good outdoor spaces
		Q3: Wide sidewalks with room for cafe seating. Do not mess this up by allowing bad architectural design create uninspiring places.		Q7: Walkable, people oriented, car free, sustainable
		Q3: Safe trail/sidewalk, protected bike lanes, shade and cooling stations (water, benches, misters) for the hot months		Q7: Live music, street entertainment, great food/drinks, clean and safe, bats.
		Q3: safety		Q7: Open green space with attractions for everyone.
		Q3: Shade, colorful store fronts, separation from motor vehicles, wide sidewalks, ease in crossing streets, bus stops, enforcement against parking on sidewalks or riding bikes or scooters on sidewalks.		Q7: Lively, clean, connected to nature, lots of things to do (dining, cultural attractions, music, etc). In short, it would be a super dense urban version of all the classic stuff from the older low density Austin.
		Q3: Separation from the roadway is important for safety, both real and perceived. Striped crosswalks, even across driveways, not just across streets. Lighting is also important. Sidewalks should be bigger than the standard 3-4 ft. width. Streets shouldn't be paved with dark black paving because it makes the heat island effect so much worse.		Q7: A uniquely Austin experience with access to the water, outdoors, sunshine, and 24/7 pedestrian energy. The water is what will make it unique.
				Q7: outdoor space; dog friendly space; cool restaurants; outdoor art/murals; easy to get to/park
				Q7: Austin's new entertainment district. Visitors will be able to go and enjoy themselves in the middle of one of the largest cities in the country.
				Q7: London area along Thames.
				Q7: A wonderful way to spend a day walking in and around a beautiful urban center of culture with locals who appreciate nature and show care for their green spaces and community.
				Q7: It should be the art and culture neighborhood since the symphony parks and theaters already occupy parts of the area.
				Q7: More walkable/bikeable streets with activated storefronts. Daytime and nightlife activation is important.
				Q7: Accessible to all, beautiful trees and other vegetation to look at and walk through, shade, playground, green space. No large commercial buildings.
				Q7: i hope it just feels like a continuation of Austin. Cities should be blended-the value comes from it being useful, engaging and accessible.
				Q7: The connectivity to Lady Bird Lake from South Congress seems like a huge priority. Accessibility to future mass modal transportation in an unique pedestrian experience with interactive retail is what drives the crowds, local & tourists alike, to this area.
				Q7: It's a very "austin" area with fun and interesting stuff to do and see. It's something I'm proud we have in our city
				Q7: South Austin's Downtown.
				Q7: Fun, walkable, accessible to the waterfront, Peaceful - not overtaken by car traffic.
				Q7: Beautiful, fun place to walk around and enjoy some time outdoors while browsing unique shops and galleries, viewing public art, and choosing from an array of local restaurants and markets, a place that is laid-back, welcoming to all, and remembers to keep it weird
				Q7: Hopefully this district will be left as is.
				Q7: A place where you want to go to shop, relax, and view the bats. Fun and energetically Austin. Authentic yet new.

				Q7: The South Central Waterfront district (in future simply called "The Waterfront District") is a vibrant and beautiful part of Downtown Austin where people live, work, and enjoy the best of Austin.
				Q7: Safe, clean, family-friendly, beautiful
				Q7: Beautiful, peaceful, happy - a place for relaxing and enjoying how accessible nature is in the heart of Austin
				Q7: Great public viewing area of the city
				Q7: Walking along the waterfront with exciting views and venues
				Q7: Being able to walk there from the trail would be a major plus and demonstrate that, as a city, we are coming up with a circulatory system that is diversified and not beholden to the automobile. Experiencing downtown by way of the lake completely changes your experience of Austin.
				Q7: Hopefully it won't be crawling with drug addicts and homeless people like the current downtown district.
				Q7: A beautiful open, public space that is a safe, well landscaped, shaded and lively pedestrian area.
				Q7: If it turns out awful like I image it will, direct them to another part of town, or to a different city altogether.
				Q7: I wouldn't take visitors to an area that used to be a natural space but is now covered in concrete and buildings.
				Q7: Finally a place to hang out downtown along the water that's relaxing fun and safe
				Q7: It's full of outdoor cafes, museums, galleries, with lots of beautiful trees, native plants and green spaces. A great place to learn about the bats, and watch native birds enjoy their habitat.
				Q7: Good example of urban planning
				Q7: Not sure
				Q7: Lively and full of people, restaurants, bars, and shopping.
				Q7: Music outdoor spaces eating retail
				Q7: Second downtown has arrived!
				Q7: Music outdoor spaces eating retail
				Q7: Second downtown has arrived!
				Q7: Mixed use development, live music venues, walkable streets with few cars/narrow streets, street trees + connection to nature and the waterfront
				Q7: Cool vibe. Creative. Beautiful urban design.
				Q7: Like downtown, but designed for people not cars.
				Q7: Central attractions like a world class museum, stadium, major shopping hub.
				Q7: I really hope I don't describe it as similar to The Domain. I hope I can describe it as old Austin being rebuilt, with local businesses. I don't know that I would bring a visitor there, when South Congress and 1st streets are just down the way.
				Q7: Pleasant place to visit, shop, stay,
				Q7: I find this development exciting and if it looks like a downtown south adding to the skyline that will be exciting to bring visitors to.
				Q7: A wonderful area to take a walk, grab a coffee and relax with many great options to grab lunch or dinner. I'd be excited to take a new visitor to the green space and explore the urban interface that intertwines with its environment.
				Q7: The view and/or the connection to water
				Q7: That it's a great neighborhood to hang out in without having to worry about craziness like SoCo
				Q7: This is home.
				Q7: The livable downtown. Museums, entertainment, modern and safe from crime and vagrancy.

				Q7: An eyesore to be avoided. Austin is dead.
				Q7: I would be excited to see it's demolition.
				Q7: We can walk or take transit there
				Q7: Hope I don't have to describe it as ruined. Hope the city makes the right decision and doesn't build more bland looking blue glass skyscrapers while erasing more of the city's culture and weirdness.
				Q7: Architecturally beautiful.
				Q7: walkable, lots to do, attractive parks with native plants
				Q7: "The district is a wonderful example of condensed, walkable buildings which are new but speak to the vernacular historic architecture of central Texas. It feels like you're in a beautifully restored small town, but also still comfortably within the city. The stores and restaurants there are all locally owned and super accessibly priced. They even opened a new We Luv Video location there! All the drunk people stick to Rainey street, thankfully, but still some spots to get a cocktail if you're in the mood. I really wanna get an apartment there because there's so much housing to pick from and they're all reasonably priced!" - I mean, not feasible, but yall asked...
				Q7: That it is a pleasant walking experience with affordable food and shopping and housing that is affordable to a wider range of people than most of the surrounding area. I'm tired of Austin catering to young and childless upper class abd would love a more inclusive area that is child friendly
				Q7: Hopefully, it will be family friendly and have a relaxing atmosphere. A great place to chill, grab some good food, visit a park or a museum. Think Balboa Park or Old Town in San Diego, or the Riverwalk in San Antonio.
				Q7: Hopefully I could describe it as home. It's the place the locals go. There's affordable restaurants, non-glamorous shopping, grocery stores, coffee shops, and lots of transit. I would be excited to show it to them to illustrate the quality of life you can have by living there.
				Q7: Lots to do, daytime or night. family friendly, safe, and vibrant
				Q7: I would hope to describe the South Central Waterfront as a safe and attractive pedestrian environment. Free access to the area and connections to and along the waterfront would make me more excited to bring someone there as a new visitor.
				Q7: Transit focused hub
				Q7: A lush, lively promenade in the heart of Austin.
				Q7: A beautiful green space packed with a vibrant diverse population that we can easily ride to on our bikes! If there were some bonus items (museum, aquarium, music venue), that pitch would be made even more easily. I think the underlying goal should be to continue to create spaces for Austin's most valuable asset: its people.
				Q7: A new but authentic and inclusive part of Austin.
				Q7: Good connections to hike-and-bike trail and public transportation; thoughtful waterfront amenities; interesting variety of LOCAL dining and retail options.
				Q7: Area full of life connected to the Lady Bird Lake, that is pedestrian friendly with outdoor dining, and shopping that has amazing views from roof decks of Downtown Austin from a southern perspective.
				Q7: Easy /low cost to access for visitors, vibrant, interesting mix of uses including daily needs, cultural / music, great retail, restaurants, comfortable, shaded and well designed public open space including the streetscape

				Q7: Things to do, can enjoy the waterfront, safe, easy to get back and forth across the river to downtown.
				Q7: Bat District 
				Q7: Pedestrian oriented destination for culture and high-quality, active public spaces. I would bring a visitor to have a meal or a drink in a restaurant with seating in a public plaza that was car free and easy to get without a car.
				Q7: An vibrant, connected, accessible, inclusive, and equitable district that connects the community with water and nature
				Q7: Lots of greenery, open park, shopping, places to see, places to eat
				Q7: A place where there's good restaurants, good nightlife, where there are plenty of pedestrian-only zones, where you can still find parts of history like Sandy's but it's modern, you're not dodging traffic, and people are having fun.
				Q9: Increase police presence for safety. Keep it clean and free of graffiti. Preserve bats and nature/clean water.
				Q9: Densification like this is a great idea. It allows people to get downtown by walking or taking a short drive, which reduces traffic and helps the environment. The large number of units also helps lower the rent all over the city.
				Q9: Please don't turn it into another shopping district with expensive condos for out of town people. In my opinion the whole space could be a park along the lake with some tall residential buildings that are affordably priced with small local businesses like Thoms and Jos to serve that community and the people who come there for the park.
				Q9: Make this truly and affordable area to all. Not just transplants that know loopholes.
				Q9: Once it's built out it'd be nice if it's well-maintained and not allowed to fall into disrepair or taken over by homeless encampments.

				<p>Q9: 1) high-rise buildings; let's continue building up, and add to our beautiful Austin skyline. This area needs at least 3 high-rises towers, with one of them being 70+ stories. 2) lots of affordable housing. 3) public access to the waterfront and our most previous commodity in Austin (perhaps a public dock with artwork).with lots of trees, greenery, shrubs, and plants 4) a bridge with car lanes and pedestrian walkways; we absolutely need another connection over the south and north sides of the waterway, probably to the Rainey Street district. 5) Finally, a sense of urgency. Let's start building now so we're not waiting years to see this plan come to fruition.</p>
				<p>Q9: Please please please don't make this a bunch of luxury housing for rich out-of-towners. Or if you must, make a whole bunch of them so they all move there and I won't get priced out of my neighborhood again.</p>
				<p>Q9: When people visit Austin it's always hard to recommend what to do. You have the Capitol building, BBQ, Lady Bird Lake, Zilker, and South Congress during the day, and bats, music, and 6th street/Rainey at night. These are all great, but we're missing huge opportunities to make Austin the tourism city everyone is talking about. The South Central Waterfront District can help us get there. We should play into our strengths with this district: 1) create a massive food hall (packed with BBQ) 2) create a large shared outdoor dining space with great views of the bats/city 3) create a live music museum (with history of ACL) 4) When a new album is released there isn't usually a live performance for it. Austin should change this and copy what the film industry does when new movies are released with Regency Village / Regency Bruin Theatres in LA https://thewestwoodvillage.com/events/movie-premieres/. Partner with Netflix, hold music premieres, and create a modern Austin City Limits that streams from the South Central Waterfront District. 5) create indoor and outdoor concert venues 6) create unique art installations that preserve the vibe of keeping Austin weird 7) create an organization to help with the programing of the space (ensuring musicians are regularly performing during peak hours) 8) create a boat service that has a station at Mozarts, the South Central Waterfront District, Zilker park, and at what will eventually be River Park at Lakeshore Blvd & Pleasant Valley (easy tourism transit) 9) create designated areas for temporary interactive installations (company marketing promos) 10) create a wall that serves as a time capsule for music legends that came through Austin These are just a few ideas, but this area should be one of the first things tourists think of when they think of Austin</p>
				<p>Q3: Art in public places (sculptures, murals, etc.), bins for all three waste streams (trash, recycling, and composting), drinking water fountains/water bottle fill stations, covered seating, wide sidewalks, bike lanes, and xeriscaped areas with native plants.</p>
				<p>Q9: We are concerned that the District will become a destination that is too crowded to get through to other parts of town (much the way the South Congress area has become a destination).</p>
				<p>Q3: It's amazing to live in a walkable city and given vacant buildings it feels unsafe in its current state.</p>
				<p>Q4: Red River Cultural District (very walkable, interesting people, I am a live music fan), South Congress north of Oltorf (walkable, shopping, dining, people watching, live music).</p>

				<p>Q4: I love Clarksville because it feels like a real city neighborhood. W 6th has those restaurants and bars and it's surrounded by a nice grid of residential housing. It's so easy to walk throughout the neighborhood with roads that are small and have safe car speeds for pedestrians and bicyclists. The grid pattern makes it easy to understand and navigate. I wish I could live there so I could walk to the retail and restaurants.</p>
				<p>Q4: Walkable areas from residences to grocery stores, restaurants, and other supporting services (dry cleaners, kids classes, coffee). My neighborhood is like this at Slaughter & Mopac (Escarpment Village).</p>
				<p>Q4: Mueller; Lady Bird Lake; Urban trails like Shoal Creek; Parks</p>
				<p>Q7: Being able to bike there and dine and see a live music show.</p>
				<p>Q7: Cultural district with great food and arts, and a beautiful park to spend the day hanging out and taking a stroll. You can easily walk to downtown or South Congress and make a nice day of walking and enjoying the city sights through these well-connected pedestrian and bike access areas. You get to enjoy the natural beauty of the waterfront and the great skyline.</p>
				<p>Q7: Open green space with attractions for everyone.</p>
				<p>Q7: A lively greenbelt in the middle of downtown that has access to great commercial areas and downtown</p>
				<p>Q7: A place where there's good restaurants, good nightlife, where there are plenty of pedestrian-only zones, where you can still find parts of history like Sandy's but it's modern, you're not dodging traffic, and people are having fun.</p>
				<p>Q8: The Long Center. The Long Center is designed for cars, it's isolated from the surrounding neighborhood and streetscape, and it's massively underbuilt. Pedestrian access is laughable--there's no sidewalk that directly connects to the (really poorly designed) main entrance from South 1st Street; pedestrians have to walk halfway across the lawn and then backtrack to get to the sidewalk. During performances, car traffic is prioritized over foot traffic. The whole thing seems designed to keep people on foot away from the facility. The parking garage also occupies a huge amount of space that could be housing and retail, creating a vibrant, walkable corridor along Barton Springs Road instead of an urban wasteland.</p>
				<p>Q9: I think this is a good place to both add housing and amenities, but also improve public access to Lady Bird Lake. We should be getting public benefits, public open spaces, great walkability (safe, comfortable, places to walk TO, and easy access), lots of new trees, better connectivity to surrounding uses, neighborhoods, etc.</p>

Policy			
Affordable Housing	Other Subsidies	Bonus Program	Addition / Removal of Parcels
Q(1) Housing that is affordable to public servants such as teachers and city staff. Visual art galleries.	Q9: no public subsidies!	Q9: Please do not allow LEED certification or energy star to count as a community benefit. Any community benefits should have clearly identifiable communities and benefits to that community. A builder choosing better insulation does neither. Additionally, community benefits should be optimized to create the largest benefit to the largest communities. On-site amenities for building tenants should not be considered community benefits with the exception of items that allow for significant reductions in vehicular traffic.	Q8: Norwood Tract. The entire section of Riverside should be heavily pedestrianized and turned into a destination rather than a place people pass through
Q9: Ensuring housing for all Austin’s residents is not important	Q9: incentive local Austin run businesses to lease space - DO NOT ALLOW OUT OF TOWN RESTURANTERS AND MANAGEMENT	Q9: No bonus to developers! Affordable housing the way ATX does it is a smokescreen and just doesn’t work. We need to think about future long term water use.	Q8: The lots south of Auditorium Shores on Barton Springs, 1200 Barton Springs Rd. to 601 Barton Springs Rd. a lot of them have huge surface parking lots with low-value uses right next to our best parks and amenities
Q9: This is a high-demand area; use your leverage and authority to make it the most accessible and equitable development you can!	Q7: No more subsidizing luxury condos and tax the property at its market value	Q9: The Density Bonus Program focuses on making developers pay into affordable housing programs. The ironic thing about that is that the developer building housing is going to do more for making housing affordable than any city mandated rent controls will.	Q8: The block surrounded by Riverside, South Congress and South 1st has a ton of surface parking and would help extend this district even further, offering more potential for affordable housing, as well as for more people to live within walking distance of the planned light rail.
Q9: You need more DEEPLY affordable housing, that takes section 8 and other subsidies. You need to not disturb the wildlife that lives there.	Q9: This development should not receive tax incentives. The developers should be required to pay themselves	Q9: Review 2012 SDAT study and presentation. No community benefits justify ridiculous 400 ft. Tall point towers. Density is NOT always a benefit everywhere! This is an environmentally fragile area.	Q8: The area around the Hyatt Regency. The large surface parking lots should be replaced with buildings
Q9: Affordable housing is a joke. In the end only rich people will live in these spaces. It is tiring,.	Q9: Don’t give away the little we have left. It’s already becoming a canyon around the lake and that’s not good. We’re ruining the attractions of Austin by catering to billionaires. We have plenty of money, business and jobs here, quit giving incentives like we are a backwater village.	Q5: Postal service	Q8: I'm not sure which areas are available for inclusion but the more height and density we can bring in, the better.
Q1: More housing! Specifically affordable housing! The buildings currently in place are either space-wasters (think huge lots for single story buildings) or sparkly new commercial/office towers sitting empty. Adding more commercial to the area would make it more bleak and unwalkable than it already is. Adding a rec center to the area would make sense to serve East Riverside communities.		Q5: Restaurants (mcdonalds, chik-fil-a, etc.)	Q8: No

Q1: light rail station, local retail, restaurants, affordable housing, park area w/cherry blossom trees & park benches.		Q5: Brewery	Q8: I would want to make sure it incorporated well into the hike and bike trail.
Q9: Make sure to include middle income housing		Q5: We don't want towers and the greed and commercialism that they bring.	Q8: south lamar
Q9: It matters to me that a range of affordable units are offered. So many of the properties on AHOST only have a few units for MFI 80. I don't want the new developments to only be accessible to high-earners. I want them to be accessible to the average working person, too. Including incentives for MFI 60 and below, and encouraging them to offer more than just 400 sq. ft. studios, would be great.		Q5: nonprofit arts and culture!	Q8: Not adjacent - but UT needs to redevelop all of the graduate housing along Lake Austin Blvd and redevelop the golf course at Lake Austin Blvd and Exposition. Both are horrible wastes of urban space and a blight on Austin.
Q1: Large amount of Affordable Housing		Q5: No "affordable" housing bonuses, waterfront parkland for passive recreation, no live music venues. No bonuses period. A development like this will provide amenities to enhance its marketability without needing giveaways compromising waterfront design standards.	Q8: 600 E Riverside Dr, 505 Barton Springs
Q9: Yes, More affordable housing units.		Q5: No bonus program, period. The development will provide amenities to enhance its marketability without requiring compromise to waterfront design standards. No music venues. No bonus program, especially for affordable housing.	Q8: 505, 515 S Congress
Q7: Views of Bats!!! Views of turtles!! Views of birds on lake. Nutrinass. Easy access both for folks with disabilities and just for everyone to get in and out. Affordable housing for very low income people (like 30 %> MFI) not just 80%ers. This would help push Austin back from becoming a playground for the rich able bodied and demand some inclusivity.		Q9: I would like to see the maximum FAR in subdistricts 1 2 and 3 increased but not too much. 5:1, 8:1 and 10:1 respectively. Additionally I'd like to see smaller footprints of buildings. Things like 405 Colorado feel dead and aren't pleasant to walk around. The Republic has a good mix of open space and smaller building footprint and a significant number of retail slots. There should be maximum parking, no giant podiums. Buildings should be encouraged to be like the Aloft on Congress instead of 6th and Guadalupe.	Q8: No
Q7: somewhere people can afford to live 😊 ya right		Q9: I think the city should work closely with developers to better understand what bonuses would be needed to create some of the unique features (fun, unique public spaces) we are looking for in this district. The city needs to be willing to compromise and should try to finalize this plan as soon as possible since several properties are already announcing new developments.	Q8: I believe it's important to include the Long Center in the district. As a significant cultural hub, it would make sense to connect it with the entire district, offering integration and accessibility to residents and visitors alike.

Q2: Large arenas or music venues, big box or chain stores, hotels (more than 1), dog parks. The amount of affordable housing should be limited because it's so expensive in that location; I would prefer to see fee in lieu and affordable housing built elsewhere.		Q9: You must make qualifying for bonus density MORE restrictive and have developers put more community improvements to get the density. They are going to still make have huge profits and since This is premium location they will potentially reduce them to develop. A projection of 7m in lieu payment is nothing. Make them contribute to community more!!!!	Q8: not sure.
Q1: Community recreation centers, civic/cultural, commerce/retail, education, affordable housing,		Q9: The district should be mandatory; not optional. Voluntary density bonus programs do not generate the requisite levels of income-restricted housing to meet the goals embedded in the plan. Also, the district should replace the PUDs. Get everyone on the same page.	Q8: No
Q1: Affordable housing and retail		Q9: Go big! Expand the tax base with tall projects to subsidize city services, including more police for public safety.	Q8: I would like to see 611 S. Congress added, the Whataburger and Willows Apartments, as well as the properties directly across Barton Springs Rd. from the Long Center. I see no reason these properties should be left out of this district, and I would love to see cleanup and addition of a public trail along East Bouldin Creek.
Q1: Affordable SFR housing		Q9: I thin the Density Program is important but the City needs to be carefully that they do not create a dense of a district that creates dark shaded canyons. Building need to step back as they reach for the sky to let light in.	Q8: How about the Waterloo Boathouse? The Austin Rowing Club has helped build Austin's reputation as one of the most fit cities in the US. Help to keep it that way!
Q1: Housing for the current residents.		Q9: I thin the Density Program is important but the City needs to be carefully that they do not create a dense of a district that creates dark shaded canyons. Building need to step back as they reach for the sky to let light in.	Q8: Nope
Q1: Housing primarily. Parkland also. Retail to support that housing, and for recreation along the park and trail. One hotel would be ok.		Q9: I think the city should work closely with developers to better understand what bonuses would be needed to create some of the unique features (fun, unique public spaces) we are looking for in this district. The city needs to be willing to compromise and should try to finalize this plan as soon as possible since several properties are already announcing new developments.	Q8: 600 E Riverside Dr, Austin, TX 78704 - yes, but only if that property is given by-right waivers concerning compatibility setbacks, FAR, and EV setbacks (with associated reasonable contributions / conditions for the latter).
Q1: We need housing most of all, but only missing middle type, such as duplexes, quads, townhomes, tiny homes. We also need space to stage parades on Congress ave (horses, floats, bands, etc). I understand some parades have been cancelled due to lack of staging space. Let's not build ourselves out of our community traditions.		Q9: Any fee in lieu affordable housing should be spent near the location of a high frequency bus stop.	Q8: Texas school for the deaf. The utilization of that land for a possible public/private partnership would be amazing

Q1: Housing and hotels		Q9: Re-add progressive height limits for sub districts 1 through 4 to reflect the October 2023 version of the regulating plan. Reduce FAR along Bouldin Creek (change to subdistrict 4). Maximize the ability to require parkland dedication and reduce the ability for projects to use parkland fee in lieu in order to more proactively incentivize public open space. Add additional community benefit menu options - green roofs, bird deterrent options (echoing the Audubon requests), alternative energy options, and green wall technology.	Q8: Auditorium shores - think more could be done with that space
Q1: Housing, community/rec centers, hotels. Outdoor dining, outdoor recreation, public access, quality of life.		Duplicative entry Q9: Please consider: Re-add progressive height limits for sub districts 1 through 4 to reflect the October 2023 version of the regulating plan. Reduce FAR along Bouldin Creek (change to subdistrict 4). Maximize the ability to require parkland dedication and reduce the ability for projects to use parkland fee in lieu in order to more proactively incentivize public open space. Add additional community benefit menu options - green roofs, bird deterrent options (echoing the Audubon requests), alternative energy options, and green wall technology.	Q8: The triangular parcel across the street – surrounded by S. Congress, Riverside & Barton Springs and mainly housing an older Embassy Suites along with a parking garage – seems like an obvious answer. Also, the Hyatt complex – including the hotel, parking garage & surface parking – is pretty much terrible all around, particularly in terms of density. Even the hotel itself isn't that dense! (Much like the Embassy Suites, it has rooms on the edges but a huge, empty atrium in the middle.) Considering the land it's sitting on may very well be worth more than the structures on it, I think it'd be a good candidate for replacement.
Q1: Parks, trails, housing, retail, small businesses, offices,		Favor dedication requirements and a fee if noncomplying	Q8: Include the South Shore Cultural District
Q1: Retail, high density housing, green space and public transit options		Want a fee-in-lieu reduction for on-site open space	Q8: Need to ensure that the planned light rail station is included and that it has good pedestrian/bike connectivity with the rest of the site. You want people to take the train in and not try to drive and park.
Q1: Affordable income based apartments is the only thing that should even be considered at this point. Traffic downtown and in South Austin is already a nightmare so let's not make it worse.			Q8: No
Q1: Housing for the love of God.			Q8: Integrate as much as possible going east along Riverside towards I-35 because its currently very inaccessible because of roads
Q1: Affordable housing, hotels, and retail. Build tall and high buildings and add to the ATX skyline.			Q8: East on Riverside and Lamar/Barton Springs.

Q1: Resource centers for the unhoused, affordable housing, F&B, public park space.			Q8: Riverside Drive west of South Congress should have vehicle traffic removed and turned into a transitway/bikeway or circulator road for small EV shuttles
Q1: Hotels, retail, cultural attractions, affordable housing. NO HIGH DOLLAR HOUSING!!!			Q8: everything on the south side of riverside to newning, connect down congress to music lane, include up to Blunn creek (cidercade), texas one center up to School for the Deaf
Q1: Green spaces with LOTS of trees and affordable housing.			Q8: Norwood Tract area. This entire side of the river should be heavily pedestrianized and dense.
2: Affordable housing does not have to be right in the most expensive parts of a city. This is not a requirement to make affordable housing in immediate proximity to the city center. Move the housing south and east where land isn't as precious and where it is still within reasonable travel distance via public transportation. Stop trying to force a square peg in a round hole. I have travelled and lived all over the world and these well planned cities don't try to force affordable housing right in their most desirable real estate, park, viewing and high rise areas. It makes no sense.			Q8: Directly connecting to south congress would be important
Q1: Housing affordable to people at and below 80% AMI, retail, food and beverage, outdoor recreational facilities.			Q8: the entirety of east riverside drive from congress to the norwood house is dilapidated single family homes adjacent to high speed vehicle traffic. Just a ridiculous use for this gateway into town. the travis heights rail stop would transform this stretch and bring density close to downtown, where it belongs.
Q9: Priority on housing in general. Market supply/demand will dictate pricing. By forcing affordable housing, you are then placing the burden on the market renters to pick-up the slack for the affordable units. More housing at all price levels is important in and around the core of Austin.			Q8: I think the district could extend east all the way to Cidercade Austin and extend south all the way to East Bouldin Creek. I think it would be great if there were seamless transitions between the district, Auditorium Shores, and the Music Lane development on South Congress Avenue.
Q9: The housing won't be affordable, it never is no matter how many times the council insist that it will be. It's to the point of being insulting to say that.			Q8: The Wells Fargo and strip mall across the street. There's no sense in making one part of Austin great while making the other side of the street be the crappy parking lot it's been since the 60s
Q9: My fear is that any affordable housing will be last on the list in the end because developers ALWAYS win in my home town. My family has lived in Austin since at least the 1870s. My kids are planning on moving away because it's so unaffordable			Q8: Yes. 7th and Red River/Nueces. That land needs much incentivizing

Q9: please consider that affordable housing can have a negative impact on the safety of the area. I wish it weren't true, but it's happened close to my current location			Q8: All of Travis Heights - put it in subdistrict 5. KIDDING! (not really...) This kind of up zoning should be done for most of the businesses along Barton Springs Rd all the way to S Lamar. For adjacent parcels, cross S 1st and grab the apartment buildings just south of Barton Springs Rd (as you go up the hill if you're going south on 1st)
Q9: 1) high-rise buildings; let's continue building up, and add to our beautiful Austin skyline. This area needs at least 3 high-rises towers, with one of them being 70+ stories. 2) lots of affordable housing. 3) public access to the waterfront and our most previous commodity in Austin (perhaps a public dock with artwork).with lots of trees, greenery, shrubs, and plants 4) a bridge with car lanes and pedestrian walkways; we absolutely need another connection over the south and north sides of the waterway, probably to the Rainey Street district. 5) Finally, a sense of urgency. Let's start building now so we're not waiting years to see this plan come to fruition.			Q8: There are already too many disparate privately-owned properties in the plan area to manage!
Feel that they are being "double taxed" by on-site requirement and Housing Fee-in-Lieu			Q8: No, it's big enough already.
Would like the option of building units offsite as onsite units are a negative to investors			Q8: The Ego's property up for redevelopment.
Wanted affordable housing to scale with the size of the project rather than the size of the site			Q8: Would like connectivity to City office buildings to be able to access the space easily for breaks
Affordable housing requirement should start after base entitlement (2:1)			Q8: District should go all the way to 35 along riverside, the houses in those districts are too small for such a major street especially once train goes in. And could open up a lot of tax value to put higher density housing in the cliffs above the boardwalk rather than just single family homes where there really isn't that much demand by traditional families (especially close to Rainey and dog park. Also the dog park at 35 needs more upkeep.

Affordable condos are prohibitively expensive			<p>Q9: Would like to see the district extended along Barton springs road to Bouldin road, up first street to gibson st, up congress to academy, along east riverside dr to the cidercade. It would also be great to see the Long center develop their frontage along 1st and Barton springs adjacent to their parking garage and the Texas school from the deaf develop their frontage along congress and 1st street. This would help fill in gaps along the street frontage, increase business activity along to corridors, bring in property tax for the city and provide income for the Long center and the Texas school for the deaf. Including the edges of those properties in the district could give those pubic entities more flexibility.</p>
			<p>Q9: As much as we possibly can. I'd like to see it integrate over to Lamar boulevard. I would also explore creative options with the school for the deaf.</p>
			<p>Q8: TxDOT's 200 E Riverside Campus along with the properties across the street at Thundercloud Subs (201 E Riverside) all through the building at 211 E Riverside. It makes sense to open up the density bonuses for those adjacent properties when they are eventually redeveloped.</p>
			<p>Q8: The Willows Apartments, the Whataburger, and Town Lake Center. It'd be great to see those redeveloped so they transition into the South Central Waterfront</p>
			<p>Q8: Every parking lot moat and road above 2-3 lanes wide. They waste valuable resources, disconnect our community, and decrease access to anyone without a car</p>
			<p>Q8: The proposed extents are well defined so no changes are needed.</p>
			<p>Q8: Many of the properties on the south side of Barton Springs Rd between S 1st and Lamar could benefit from similar levels of increased density and greater amounts of affordable housing and public amenities. I'd also love to see the district stretched as far east down Riverside as possible.</p>
			<p>Q8: No</p>
			<p>Q8: N/A</p>
			<p>Q8: None</p>

			Q8: No
			Q8: Y'all can't make people sell their property.
			Q8: No.
			Q8: No
			Q8: No
			Q8: Including one Texas Center
			Q8: Not sure
			Q8: No
			Q8: All of the single family exclusionary neighborhoods. Upzone to downtown zoning.
			Q8: Lamar
			Q8: Please please please knock down that terrible waste of space parking garage around the long center. Bury the parking, activate retail, and create more housing for families, musicians, and downtown service industry workers on top!
			Q8: Keep Aussies, keep what's there already.
			Q8: Austin American Statesman if not already included. It is an eyesore.
			Q8: N/A
			Q8: No. Leave Austin alone. Find some where else to pervert the natural resources
			Q8: No. Stop expanding. Enough is enough!
			Q8: No
			Q8: A new bridge over the waterway connecting South Central Austin and North Central Austin.
			Q8: I'm not sure what this question is asking. Are you saying you want to relocate a building to the district? Revise the extents of what will be included in the development?
			Q8: It would be great to include Auditorium Shores, Dougherty Arts, Long Center, Butler Pitch & Putt in creating a expansive family friendly entertainment zone. Close off Riverside from South 1st to S Lamar with the exception of a tram system (bring back the 'Dillo!!) or pedicabs (no vehicular traffic). That area is as close to the true Austin that is left in South Austin.
			Q8: Could be extended west to include properties along Barton Springs Road, as well as south to include properties on the west side of S 1st st. These are contiguous to the district and have a similar character, as well as significant redevelopment potential.
			Q8: Area next to Long Center

			Q8: Should be the entirety of East Riverside from Congress to the Norwood House dog park (I-35). It currently has narrow or no sidewalks that feel dangerous to pedestrians. Major boulevards are incompatible with single-family uses anyhow.
			Q8: Ego's property
			Q8: No
			Q8: This District should be expanded all the way to IH-35 to revitalize that part of the southern shoreline to better connect it to the City.
			Q8: I would have to see a map with this survey question to know. It would be more helpful to ask about a particular lot or collection of lots and what the considerations are. This is too open ended and does not provide the survey taker with critical context
			Q8: I think the district should expand west to the apartments and surface parking/fast food restaurants west of 1st St.
			Q8:No! This is already way too large a development area
			Q8: No, this is already way too big a development!
			Q8: N/A
			Q8: Did the developer buy another property there? Beyond the original purchases.
			Q8: NA
			Q8: N/A
			Q8: No
			Q8: land on Barton Springs Rd across the Palmer Center
			Q8: It should be the entire area of riverside between 35 and S Congress
			Q8: Don't take up more land.
			Q8: 1007 South Congress should be included in the district at a higher density than allocated at the moment. It's proximity to the creek allows for a unique experience and the way it is tucked back, away from the hustle and bustle of south congress but still a good distance from the residential neighborhoods could provide an amazing opportunity for an intentional and creative development.

			Q8: As far down Riverside as we can go. Most of those buildings are in need of further upkeep and repair, and the more we can connect them all, the more we can enrich this essential artery of our city.
			Q8: No
			Q8: I would support including the next several blocks in each direction.
			Q8: N/a
			Q8: NA
			Q8: The Long Center. The Long Center is designed for cars, it's isolated from the surrounding neighborhood and streetscape, and it's massively underbuilt. Pedestrian access is laughable--there's no sidewalk that directly connects to the (really poorly designed) main entrance from South 1st Street; pedestrians have to walk halfway across the lawn and then backtrack to get to the sidewalk. During performances, car traffic is prioritized over foot traffic. The whole thing seems designed to keep people on foot away from the facility. The parking garage also occupies a huge amount of space that could be housing and retail, creating a vibrant, walkable corridor along Barton Springs Road instead of an urban wasteland.

Infrastructure				
Rail	Bike	Roadway	Bus	Micro-Mobility
Q9: Train needs to be elevated through the district otherwise there is no district.	Q3: Wide sidewalks, and narrow streets to keep car speed low in high pedestrian-density areas. Separate bike facilities. Good connectivity to trails. Good wayfinding.	Q9: The parking overflow onto Academy drive and into Travis Heights is a real bummer for residents..	Q3: Shade, crosswalks, outdoor cafe space, bus pull-in, some limited public on street parking, adequate lighting, grid connectivity.	Q3: Full accessibility, where e bikes and scooters are not blocking the sidewalk. Ramps and ADA, for those of us who are getting older with difficulty walking. Ample seating for rest periods.
Q9: Rail???	Q3: Larger focus on pedestrian walkways than streets/parking. Wide sidewalks with shade and space for biking.	Q3: Better light timings, better shade on sidewalks, and more crosswalks. Walking in this area usually means that I'm getting singed by the sun and having to stand in the tiny sliver of shade provided by poles. It also means that I'm walking across 6 lanes of traffic with drivers angry that my presence makes them wait an extra ten seconds to turn right. Better traffic calming would make this area less hostile to walk in.	Q3: wide sidewalks, narrow roadways/no "four-lane arterials", bike lanes/bikeways, transit stops and street trees, sidewalk cafes, bike parking	Q3: Wide sidewalks - OR separate bike, pedestrian and scooter/board lanes.
Q1: light rail station, local retail, restaurants, affordable housing, park area w/cherry blossom trees & park benches.	Q1: Retail and housing, but also park space to watch the bats. A live music club (interior space, not part of the park) and coffee shop would be preferable. Also a covered station for the Project Connect stop and ample protected bike lanes.	Q3: Crossing signs and signals speed limit signs and more safety measures to protect to community	Q3: Trees or other cover over sidewalks (like deep building porches) to keep residents and shoppers more comfortable even when it's hot. Prioritize sidewalks and bike lanes throughout. Maybe every other street is for cars, and the rest are tree-lined sidewalks and bike ways. Obviously sidewalks should be accessible with long crosswalk times (so many are too short for an average person to cross before the light changes!) Bus stops should have some sort of covers as well. Some small grassy areas throughout so that residents' dogs have some place to go. Oh, regular doggie bag stations so people will be more inclined to pick up after their dog.	Given the huge number of folks who already use the hike-and-bike trail, along with the also huge number of folks who get around via rental e-scooter or e-assist bike, I think it's critical for each *separate* use to have its own, clearly defined lane (preferably grade-separated or with a physical - meaning permanent, not the thin white plastic cones on Austin roads today - barrier to prevent collisions). Considering the District will be coming online around the time when the world will (hopefully) start weaning itself off of fossil fuels, I think it's extremely important to keep in mind that personally owned automobiles will at some point finally be replaced. Could be an eVTOL. (Flying robotaxi.) Could be an Elon tube. (The Boring Company's pneumatic underground tubes, though I know the project was recently suspended.) We need both options and flexibility, and definitely a lot of future-proofing.
Q1: The lightrail	Q3: Narrow streets with buildings close by. Protected bike lanes. Tree canopies as well please	Q2: Any auto oriented land uses (ie parking, gas station, car wash, through streets etc). Would love to see any parking be put underground. Would also love to see any parking accessed from Congress and Riverside so vehicles do not have to drive around the district. New streets should be designed for delivery access for businesses only (or an internal parking garage if absolutely necessary). There is no reason why a new district of this size can't have all its parking located on existing auto thoroughfares. No on street parking. Usually on street parking is a great way for businesses and residents to share the burden of parking that they require at different times. However, in a dense neighborhood where land is at a premium, on street parking creates traffic and takes away space from pedestrians, people on bikes, open space and development. There is really no need to increase the street grid density for private vehicles, only for other modes of transportation.	Q9: More focus on Transit please	Q3: Shade and green areas are most important. Some benches. Drinking water. Fully accessible. Sidewalks need to be wide enough to accommodate the expected number of people, but not any wider than needed. Need separate bike and scooter lanes.

Q9: Make sure there is strong incentive for developers to contribute to the cost of light rail in the area	Q3: Size. Separate path for bicyclists	Q9: Buildings are too high and traffic is too terrible. Not nearly enough nature. Needs more wildlife habitats and natural areas.		Q3: Accessible parking, handicapped access, possible restriction of all street parking to handicapped tag holders. Enforcement of scooter rules.
Q9: Add transit. Reduce need for cars. Preserve nature and natural habitats and wildlife (NOT just artificial parks with non sustainable water hungry grass)	Q3: wide sidewalks with shade. Real bike lanes that aren't just re-purposed gutters. And please think about the signal lights -- it's obvious that whoever designs these things is not an actual pedestrian or cyclist. The signal cycles are ridiculously long. It's one thing to sit for 2 minutes at a light in your air conditioned car. But standing on the sidewalk in the sun for 2-3 minutes at every intersection is really tough. And it's worse when you miss your chance to push the button and then have to wait a full 2-3 minutes extra. Cars don't have to push a button -- they sail through even if they were blocks away when the light changed! Why do you treat pedestrians as such second class citizens? Please enforce the traffic and parking laws. The bike lanes up and down Congress and South Congress are used as loading zones by every Uber driver in town and nobody ever seems to pay a fine. Cars routinely run red lights in the area, endangering pedestrians and cyclists. And I've never seen one get a ticket.	Q9: Please limit the number of cars entering the area. Please add no more parking spaces to this area.		
Q1: parks, urban trails, connectedness for bikes and pedestrians, connectedness for public transportation, local stores, mixed use	Q3: Crosswalks. Wide sidewalks. Slower traffic so it's not zooming right be your elbow. Bike/scooter lanes. But also trees and landscaping and as mentioned before very important for public access in all first floors, bars restaurants etc not just private lobby.	Q9: i'd love to see this get built sooner rather than later. Upgrades to the hike and bike trail would be great. Love to see the light rail integrated into private development. Would love to see bike and pedestrian access improved in the area that is currently very hostile (ie congress, 1st and riverside). Lower speed limits on main street (25 mph), new roads that are ped/bike only, delivery only or at least are not thru roads (the auto infrastructure in this area is already top notch, maybe even a bit overboard, I mean why does 1st st have 3 lanes of vehicle traffic). The development proposed at 500 S Congress is a great example of what the area should strive for. Lets build the downtown of the future not the downtown of the past!		
Q9: There should be commuter train access buit to go to the airport and connect to the Leander line	Q3: Protected bike lanes, shade, accessibility for all mobility needs	Q9: The city should consider road realignment of Barton Springs and Riverside so that they don't jackknife across the District in an "X" but instead continue in straight lines that would better fit with the goal of creating a more functional grid in this area. Perhaps this could be an incentive for developers. Additionally, pedestrian access from the surrounding neighborhoods must be prioritized to the District and the transit stops.		
Q9: More focus on Transit please	Q3: Slow-or-no car facilities. Separated bike and pedestrian facilities. Low-to-no setback buildings with a variety of uses, and lots of density. People talk about trees and making shade - buildings do too. BUILD!	Q9: Narrow the streets, prohibit dangerous traffic signals. Brick streets to slow vehicle speeds, slow runoff.		
Q9: Get it approved so development can start. Take advantage of light rail.	Q3: wide sidewalks lined with active uses and shade trees; calm streets that prioritize pedestrians and sidewalks, with no more than one car lane in each direction. Both the sidewalks and the bike lanes should be amply shaded, and the bike lanes should be fully separated & protected from the car lanes, ideally with shade trees between the car lanes and the bike lanes.	Q3: Landscaping to reduce urban heat island affects, permanent bike lane barriers, roundabouts instead of traffic lights.		

Q9: We need Project Connect!!! This district will be most successful if there are transit options (bus and light rail) to get people to and from the district easily. Otherwise we will continue to live in a nightmare of car traffic that will only get worse. We need easily transit connections to downtown, South Congress and S Lamar so that people can hop on a bus and go shopping or see another restaurant. We also need to ensure there are well-connected and SAFE bike paths and sidewalks so people can walk or bike to these other areas that are so close by. Prioritize other forms of mobility besides car traffic!	Q3: Dedicated protected bikes lanes are #1 for me	Q3: Safe crossings from cars		
	Q3: Landscaping to reduce urban heat island affects, permanent bike lane barriers, roundabouts instead of traffic lights.	Q3: Wide sidewalks with plenty of trees for shade help to make for a good pedestrian environment. No slip lanes for cars. And the pedestrian crossing lights at intersections should turn on automatically without having to hit the button on the light pole.		
	Q3: protected bike lanes and protected pedestrian paths!	Q3: Slow car speeds (achieved with good traffic design and not just a speed limit sign). Pedestrian-only zones. Trees, lights, benches, a variety of restaurants, stores, and other businesses. Well-lit sidewalks.		
	Q3: pedestrian, bike, transit integration. ADA approved. Away from vehicle traffic	Q3: Safety from drivers. I don't care if they're malicious or just careless, but we're also in a pedestrian-safety crisis with deaths increasing each year. The solution to is discourage bringing cars into the center city.		
	Q3: I really appreciate a bicycle lane that has some buffer with the street's car lanes.	Q3: Safety for pedestrian and other active transportation modes.		
	Q4: Our trails and streets with dedicated bike and pedestrian facilities are the best and most active parts of town.	Q3: Distance and protection from vehicular traffic, tree coverage (shade), vegetation, noise buffering		
	Q3: Benches. Buffer between pedestrians and vehicles. For cyclists, ensure they have grade separated paths away from vehicles as well and sufficient bike parking. Ensure bike and pedestrian paths are clearly demarcated.	Q3: Physically small streets, as many plants as possible. If car *need* access, preferably one way streets. Otherwise, as much pedestrian/bike/public transit focused space as possible.		
	Q3: Most important would be protected bike lanes and wide, shaded sidewalks. I'm partial to just making Barton Springs Road between First and Congress entirely pedestrianized. There's really no need to send cars through this space and having a pedestrian plaza between the buildings here would create a wonderful space for cafes or other retail.	Q9: 1) high-rise buildings; let's continue building up, and add to our beautiful Austin skyline. This area needs at least 3 high-rises towers, with one of them being 70+ stories. 2) lots of affordable housing. 3) public access to the waterfront and our most previous commodity in Austin (perhaps a public dock with artwork).with lots of trees, greenery, shrubs, and plants 4) a bridge with car lanes and pedestrian walkways; we absolutely need another connection over the south and north sides of the waterway, probably to the Rainey Street district. 5) Finally, a sense of urgency. Let's start building now so we're not waiting years to see this plan come to fruition.		
	Q3: wide sidewalks, narrow roadways/no "four-lane arterials", bike lanes/bikeways, transit stops and street trees, sidewalk cafes, bike parking	Q3: Accessible parking, handicapped access, possible restriction of all street parking to handicapped tag holders. Enforcement of scooter rules.		

	<p>Q3: This regulating plan makes no mention of protected bike lanes and none are shown in cross sections, which is ridiculous. At minimum, the plan should state that any street needs to meet the preferred bike/ped/planting dimensions from the Transportation Criteria Manual. As written, your plan is allowing for additional density while providing less than already required by the TCM. You only mention the TCM in relation to "vehicular right of way" and I can guarantee you that the developers' lawyers will argue that this does not apply to the bike lanes and planting zones, like they always do. Notice how the Barton Springs extension on the Statesman site is already planned to fall far short of the TCM.</p>	<p>Q3: Trees or other cover over sidewalks (like deep building porches) to keep residents and shoppers more comfortable even when it's hot. Prioritize sidewalks and bike lanes throughout. Maybe every other street is for cars, and the rest are tree-lined sidewalks and bike ways. Obviously sidewalks should be accessible with long crosswalk times (so many are too short for an average person to cross before the light changes!) Bus stops should have some sort of covers as well. Some small grassy areas throughout so that residents' dogs have some place to go. Oh, regular doggie bag stations so people will be more inclined to pick up after their dog.</p>		
	<p>Q3: Wide sidewalks - OR separate bike, pedestrian and scooter/board lanes.</p>	<p>Q3: Protected from cars, wide enough for walking and recreational/transportation bikes. Sidewalks and bike right of ways should not be impeded (utility poles) or awkwardly flowing (strange angles or curving. Intersections should not have turn slips or right on red. Crosswalks should be highly visible and walk signs change automatically with traffic lights. Car speeds less than 30 mph. All on street parking should be parallel to curb.</p>		
	<p>Q3: Wide sidewalks. Bike lanes separate from the street, crosswalks</p>	<p>Q3: Low speed limits on streets, tree lining or other "protection", pedestrian-only areas</p>		
	<p>Q3: Trees or other cover over sidewalks (like deep building porches) to keep residents and shoppers more comfortable even when it's hot. Prioritize sidewalks and bike lanes throughout. Maybe every other street is for cars, and the rest are tree-lined sidewalks and bike ways. Obviously sidewalks should be accessible with long crosswalk times (so many are too short for an average person to cross before the light changes!) Bus stops should have some sort of covers as well. Some small grassy areas throughout so that residents' dogs have some place to go. Oh, regular doggie bag stations so people will be more inclined to pick up after their dog.</p>	<p>Q3: Our newly narrowed streets have created a hazard for walkers on the main north south streets (all 4 of them). If you think those plastic bumpers will protect bicyclists and walkers, you are delusional. There isn't enough room for everything you want to do to make living here safe. It's too late for that. Get real here, you are blocking the flow of traffic that enters and leaves the downtown area, making the southside absolutely backed up every single week day or night, ex: Congress and Ben White!!! lined with those bumpers! And you will not see a biker or walker in the area. Focus on the small businesses and foot traffic, medium businesses with parking and skip inviting corporations for now, please. They will bend and pay people to side with them for their visions and not Austin's vision. I would also add more affordable housing here, but that's a misnomer in Austin. No such thing.</p>		

	Q3: Trees, protected bike lines, wide sidewalks with ground level activation (like cafes), pedestrian only pathways away from streets.	Q3: No cars, separated bike facility, no parked cars, green space, trees, no curbs (helps for ADA too) (use bollards/trees instead or for a delivery only space just varied pavement types), wide sidewalk (8'+ not including amenity space)		
	Q3: Protected from cars, wide enough for walking and recreational/transportation bikes. Sidewalks and bike right of ways should not be impeded (utility poles) or awkwardly flowing (strange angles or curving. Intersections should not have turn slips or right on red. Crosswalks should be highly visible and walk signs change automatically with traffic lights. Car speeds less than 30 mph. All on street parking should be parallel to curb.	Q2: Surface parking, wide streets.		
	Q3: That the sidewalks be safe and accessible, with handrails when necessary, and with trash and recycling containers. Bike lanes that are clearly marked and kept free of trash and debris.	Q3: Safety! That means safety when crossing at intersections, safety of cars turning into and out of driveways, parking garages, etc. Wider sidewalks to accommodate more pedestrians in congested areas		
	Q3: Wide Sidewalks, pedestrian bridges, less car lanes, sectioned off bike paths or bike lanes	Q3: Streets that are not car centric. Narrow roads with protected bike lanes and pedestrian crossings that prioritize pedestrians.		
	Q3: Our newly narrowed streets have created a hazard for walkers on the main north south streets (all 4 of them). If you think those plastic bumpers will protect bicyclists and walkers, you are delusional. There isn't enough room for everything you want to do to make living here safe. It's too late for that. Get real here, you are blocking the flow of traffic that enters and leaves the downtown area, making the southside absolutely backed up every single week day or night, ex: Congress and Ben White!!! lined with those bumpers! And you will not see a biker or walker in the area. Focus on the small businesses and foot traffic, medium businesses with parking and skip inviting corporations for now, please. They will bend and pay people to side with them for their visions and not Austin's vision. I would also add more affordable housing here, but that's a misnomer in Austin. No such thing.	Q3: Narrow automobile lanes. Tight corners to slow turning movements. Shorter crossings. Speed bumps in front of mid block pedestrian crossings. All way stops and roundabouts. Block new signals, they only increase traffic speeds, contrary to Vision Zero policy.		

	<p>Q3: Wide and/or physically separated paths for biking and walking. Shade trees</p>	<p>Q3: The city is still giving Green arrows to drivers, and green walk signs to pedestrians at exactly the same time in some places. Yes they have added a delay in some spots, but getting a green arrow to turn left from Congress Ave. (A very short light duration) Only to then have a pedestrian green walk light happening at the same time is unacceptable. It's not well planned or thought out. Building islands of concrete in the roadways is not a solution. Bike lanes that go completely unused all across the city. The bike lanes that they have now are not even wide enough and the cyclist is half into the road way. Then the bike lane just ends and then what? Who knows because there are literally no bicycles using them.</p>		
	<p>Q3: Wide sidewalks and separate bike paths. Restricted vehicle use and parking. Stop building for the car.</p>	<p>Q3: Bike lanes, low speed corridors, limitation of through-traffic</p>		
	<p>Q3: Wide Sidewalks, pedestrian bridges, less car lanes, sectioned off bike paths or bike lanes</p>	<p>Q3: A focus on designing streets that promote a lower speed for drivers and are more pedestrian focused. Incorporating a landscape edge with bike lines between the sidewalk and street. Reducing car lanes to promote transit use.</p>		
	<p>Q3: separate bike path from walking/running</p>	<p>Q3: trees or shade structures over the sidewalks. separate paths for bicycles and pedestrians. Priority of pedestrians over cars at conflict points (raised crosswalks, traffic lights that don't need beg buttons, traffic calming)</p>		
	<p>Q3: No cars, separated bike facility, no parked cars, green space, trees, no curbs (helps for ADA too) (use bollards/trees instead or for a delivery only space just varied pavement types), wide sidewalk (8'+ not including amenity space)</p>	<p>Q3: Wide sidewalks, bike lanes, street trees and plantings, slow moving traffic, active street frontage (no garages, loading docks, blank walls), small and narrow storefronts, street art, patios.</p>		
	<p>Q3: Pervious concrete , room for trees for shade, bike ways separate from cars</p>	<p>Q3: Protected Bike lanes, two-lane roads for vehicular traffic (one in each direction) with good tree cover and large sidewalks.</p>		
	<p>Q3: Shade and green areas are most important. Some benches. Drinking water. Fully accessible. Sidewalks need to be wide enough to accommodate the expected number of people, but not any wider than needed. Need separate bike and scooter lanes.</p>	<p>Q3: Narrow, slow lanes for car traffic, and car free spaces.</p>		
	<p>Q3: Streets with wide sidewalks, separate bike paths, and ample shading are very important. I also like to see activated storefronts with front patio dining and the ability for businesses to opening doors/windows. There should also be several Metrobike stations and bike racks.</p>	<p>Q3: less parking - wider side walks & bike paths, no scooters</p>		
	<p>Q3: trees or shade structures over the sidewalks. separate paths for bicycles and pedestrians. Priority of pedestrians over cars at conflict points (raised crosswalks, traffic lights that don't need beg buttons, traffic calming)</p>	<p>Q2: parking lots, too much impervious ground cover, roads that prioritize cars,</p>		
	<p>Q3: The most important part is having dedicated right of ways for bicyclists and pedestrians, no mixed together. The second most is having living streetscapes. Businesses with outdoor seating, housing with front porches. Whatever it takes to get more people outside together is good.</p>	<p>Q3: No congestion</p>		

	Q3: Protected Bike lanes, two-lane roads for vehicular traffic (one in each direction) with good tree cover and large sidewalks.	Q3: Protected bike lanes, bike parking, outdoor dining areas, and transit shelters. This district should abolish street parking to achieve these goals.		
	Q3: biker friendly! integrated planting between street and side walk			
	Q3: less parking - wider side walks & bike paths, no scooters			
	Q3: Community and rec centers, dedicated bike infrastructure			
	Q7: Safe and easy bike access to other parts of town			
	Q7: The most walkable and bikeable area in town. So far, the City is FAILING to do so. The Statesman site was approved with Barton Springs extension as a 4 lane major arterial that will be unsafe to cross as a pedestrian. And they failed to follow the TCM's requirement of providing protected bike lanes. So far there has been one major development and they were let off of even providing the basics of bike/ped infrastructure. The developer also fought to not build the Butler Trail connections shown in the ASMP and they would have gotten off on that requirement as well if not for Kitchen's office. This regulating plan needs to be far more clear about all of these required connections before the City gets rolled over by development again.			
	Q5: Dedicated and protected bike infrastructure			
	Q4: hike and bike trail; accessibility to CBD and E Austin. Boardwalk has greatly improved access back into CBD from E Austin near oracle campus			
	Q3: Bike lanes			
	Q3: Streets that are not car centric. Narrow roads with protected bike lanes and pedestrian crossings that prioritize pedestrians.			
	Q3: Protected bike lanes, street trees, easy connection to LBL trail and light rail			
	Q3: The city is still giving Green arrows to drivers, and green walk signs to pedestrians at exactly the same time in some places. Yes they have added a delay in some spots, but getting a green arrow to turn left from Congress Ave. (A very short light duration) Only to then have a pedestrian green walk light happening at the same time is unacceptable. It's not well planned or thought out. Building islands of concrete in the roadways is not a solution. Bike lanes that go completely unused all across the city. The bike lanes that they have now are not even wide enough and the cyclist is half into the road way. Then the bike lane just ends and then what? Who knows because there are literally no bicycles using them.			
	Q3: Bike lane - but one that doesn't take away parking, clear sidewalks without scooters.			
	Q3: Wide sidewalks with dedicated bike lanes			
	Q3: Bike lanes, low speed corridors, limitation of through-traffic			
	Q3: Keeping trail access. Sidewalks and bike lanes everywhere			
	Q3: A focus on designing streets that promote a lower speed for drivers and are more pedestrian focused. Incorporating a landscape edge with bike lines between the sidewalk and street. Reducing car lanes to promote transit use.			
	Q3: Protected bike lanes, bike parking, outdoor dining areas, and transit shelters. This district should abolish street parking to achieve these goals.			

	Q3: Wide sidewalks, bike lanes, street trees and plantings, slow moving traffic, active street frontage (no garages, loading docks, blank walls), small and narrow storefronts, street art, patios.			
	Q3: wide sidewalks, projected bike lanes			
	Q3: Safe trail/sidewalk, protected bike lanes, shade and cooling stations (water, benches, misters) for the hot months			
	Q9: Don't make bike and pedestrian paths that are meandering and for recreation only. Ensure there are paths that are functional and efficient so people can bike or walk as the most effective mode of transportation to other parts of the city. Think about walking and biking as transportation on par with car travel and not just leisure. If you create more functional walking and biking options that are time efficient (and help you avoid sitting in car traffic), then more people will be able to use those modes as part of their day-to-day commutes - for example, to get from this district where they live to downtown where they work, or south to go to dinner, etc.			

Misc.

Q9: Excited about the possibilities here!

Q9: No. {in response to the question}

Q9: no. {in response to the question}

Q9: This area is the heart of the city and should be valued as such—only the most worthy plans benefiting the

Q9: Please also build a pedestrian bridge across Pleasant Valley

Q9: BRING IT ON!!!

Q9: Yeah. Don't. {in response to the question}

Q9: Keep up the great work!

Q9: i worked on the original SCWP for years. i don't trust the plan will be executed as intended now that richard suttle is involved. the statesman has already pushed for changes that do not align with the plan. i had high hopes but now i think it will be a net loss of prime parkland for austin residents. i think the city should walk

Q7: not exclusive {referring to the SCW}

Q7: Something [expletive] different from the rest of the city. [expletive] the developers and planners who don't have an imagination. Make it like Carmel California, except with [expletive] weather.

Q7: If it's close by and not packed with people, then would bring friends there.

Q5: anything but another breeding place for homeless people to terrorize pedestrians

Q7: Please take care of our city.

Q7: I'd like to show a visiting guest that Austin is finally not a suburban backwater aspiring to the credo "if we

Q9: please get rid of the homeless people that have no regard for the city, trash our public waterways, ruin public spaces like the trail, litter the place with trash. It's disgusting. There are over 1 Million people in this city, the beautiful aspects of it are being ruined by a few thousand people and it's [expletive]. I shouldn't have to be worried while i'm walking downtown or on the trail that a homeless person can have a mental episode and stab me. It's truly crazy that we let the few thousand homeless people ruin the experience and grant them rights like shitting in public and dumping trash everywhere with no repercussions. But hey, if a person who works hard to

Q9: Don't let the NIMBYs prevent this from being an incredible project!

Q3: Get rid of homeless camps and maintain restrooms.

Q7: A win for citizens vs. developers

Q9: Get it done before the moment to build it passes!

Q9: NA

Q9: Protect the bats!

Q3: The land adjacent to Lady Bird Lake was once a thriving and biodiverse riparian habitat. I would like to see the city embrace methods that utilize green infrastructure to help mitigate heat island effect, provide storm water management, foster carbon sequestration, and replace habitat while simultaneously improving human

Q3: Population density is already way too high, with not enough parking. There should be a 1:1 ratio for

Q9: People over profit

Q9: The developers should be up-front about what properties they have under contract.

Q9: It's just an excuse for developers to build on top of the lake waterfront - there is little to no public value or need for office, retail, medical buildings etc. There is already a lot of this type of space unused in central Austin.

Q9: No {to the question}

Q9: The developer is going to 'game the system' no matter what.

Q9: Protect or replace the arts center at S. 5th and Barton Springs rd.

Q9: 👍

Q9: No {to the question}

Q9: STOP DEVELOPING. DO IT SOMEWHERE ELSE. THIS AIN'T DALLAS OR CALIFORNIA

Q9: Stop it already. Enough is enough. Already. Enough. Give citizens room to breathe please.

Q9: This is pivotal point in downtown development
Q9: No {to the question}
Q9: No {to the question}
Q3: No panhandling or camping. Safety.
Q9: I'm concerned that the South Central Waterfront Advisory Board will be complete soon and there will be no
Q7: I feel ashamed bringing anyone to Austin or Texas in general at the moment. Until everywhere feels safe for
Q5: The pieces of Austin that are still Austin.
Q5: Honoring the heritage of native Austinites and the Travis Heights/South Austin history
Q4: I've lived here since 1986 and there isn't one [expletive] thing left in this city that makes it special or awesome. It's just another [expletive] city with insane traffic and everyone who thinks they have to drive a Tesla
Q9: I'm really excited about the potential of this project and hope it can positively affect as many locals as
Q9: This town has gone to absolute [expletive], and I'm embarrassed that Greg Abbott and Ken Paxton live here. We need to go back to our roots as an independent, free-thinking community of hippies.

Email
<p>Hello,</p> <p>I'm writing to recommend an expansion of the boundary of the south central waterfront to include a new sub-district from Newning to 35 along Riverside.</p> <p>This new district should raise maximum FAR and help ease the transition to other single family areas, but it is an integral piece in a cohesive south central plan and future Travis Heights Station.</p> <p>It can be called a historic district or whatever makes it palatable, but all the same should be included.</p> <p>Thank you,</p>
<p>Hello, I love that this area of town is finally being addressed. Too many years have passed with no movement, so it's time we start developing this area. As an Austinite that is raising a family here, below are my top suggestions to incorporate into the South Central Waterfront development:</p> <ol style="list-style-type: none"> 1) high-rise buildings; let's continue building up, and add to our beautiful Austin skyline. This area needs at least 3 high-rises towers, with one of them being 70+ stories. 2) lots of affordable housing. 3) public access to the waterfront and our most previous commodity in Austin (perhaps a public dock with artwork).with lots of trees, greenery, shrubs, and plants 4) a bridge with car lanes and pedestrian walkways; we absolutely need another connection over the south and north sides of the waterway, probably to the Rainey Street district. 5) Finally, a sense of urgency. Let's start building now so we're not waiting years to see this plan come to fruition. <p>Thank you very much for your time.</p>
<p>Hi,</p> <p>I just saw the new PowerPoint presentation on the SCW, https://services.austintexas.gov/edims/document.cfm?id=423512 and I noticed there's no mention anywhere in it of the TIRZ or of Endeavor's plans for the area.</p> <p>Do the plans outlined in this PowerPoint take affect whether or not the Bill Bunch lawsuit prevails?</p> <p>I believe we had broad agreement on the SCWAB that the fee in lieu revenue for low-income housing should be spent at or near high frequency transit stops. IMHO, this should be stated on the map on the speakupaustin page.</p>
<p>In our last SCWAB meeting we requested some feedback from City Legal on a couple of topics relative to our recommendation. Are you able to put us in touch with the right people to get these answered?</p> <ol style="list-style-type: none"> 1. Can the Developer of the approved Statesman PUD unilaterally decide to abandon it and instead opt into the Combining District (CD) once it's approved? If so, would there be any legal mechanism like a restrictive covenant that would require them to uphold the previously negotiated Community Amenities in Part 7 of the attached, or would they get to "start from scratch"? The obvious concern is that the City, with much public input and oversight from the SCWAB, helped sculpt the Community benefits package in the Statesman PUD to prioritize the development of Statesman Park, one of the pivotal open spaces in the District. If that Agreement is somehow nullified, that Developer is left to their own devices to build a community benefits package that may not align with the public's input, and potentially be outside of any public transparency/oversight. 2. The City Council's resolution directed staff to create a Density Bonus Program akin to Downtown's. However, one of the key gatekeeper requirements of the Downtown Density Bonus Program is that each project is subject to the purview of the Design Commission, a public oversight committee specifically charged with determining substantial compliance with Austin's Urban Design Guidelines. One would naturally assume that a similar committee would be constituted for the SCW to not only ensure that these projects meet or exceed the Urban Design Guidelines, but also that their Community Benefits packages align with the original vision framework plan (potentially solving the issue above). However, there is no equivalent public oversight committee contemplated in the existing CD, and we are told that recent legal developments would prohibit its purview over elements of the CD. Could you provide a detailed explanation of why this is allowed in the Downtown Density Bonus program, but not across the river? Also, if no new committees could be constituted for this purpose, could the responsibility be extended to the existing Design Commission?
<p>I took a closer look at the draft combining district/density bonus draft plan. I filled out the SpeakUpAustin comment page. I want to empathize again that in our modern city, scooters have taken off and need to be specifically addressed in land use plans. We do not want scooters using pedestrian walkways with way they are used on our Downtown streets. Same goes for bicycles and other forms of "micro-mobility". Thanks!!!!</p>
<p>I enjoyed learning more about the South Central Waterfront plan this morning.</p> <p>I provided anonymous responses in the survey a few weeks ago but wanted to email a comment as well.</p> <p>I really like the high density, the emphasis on park/open space, the pedestrian design, and the density distribution areas to break up buildings. I think these will guide developers to make a well-designed district.</p> <p>I also like the concept of fees in lieu and think it may make sense to consolidate fees from multiple developments to build one very nice park along the waterfront (or a central park for the district) with views of downtown.</p> <p>In my opinion, it would make sense for the majority of the development to be residential or hotel, and it would be nice if the ground floor of buildings was activated with restaurants, retail, and grocery stores. It would also be nice if there were public venues with views (possibly on higher floors of the buildings), but I think that would be up to the developers 😊</p> <p>I think it is important that the district is attractive to developers so that it gets developed in the near future. It may make sense to get input from developers to make sure that development is financially viable with the incentives/tradeoffs proposed. I wouldn't want to create more obstacles to development and I'm sure you've already considered this.</p> <p>Thanks again! I'm excited to see this area become one of the nicest places in Austin.</p>

Commissioners,

I intend to deliver the attached letter and speak at tonight's meeting concerning the South Shore Central item. But, to account for Murphy's law, I am emailing these comments in advance, with recommendations from the Save Our Springs Alliance.

Thank you,

High-Level Bullets from their input:

1. ~~R~~iparian Zone Impacts. Mandate City Council oversight and approval for any modifications of the hike-and-bike trail and for any expansion of trails within the Critical Water Quality Zone and Water Quality Transition Zone.
2. ~~D~~istrict Overreach. Remove properties that were not previously included within the Southshore Vision Framework.
3. ~~M~~aintain Waterfront Overlay. Maintain the current waterfront overlay regulations, including setbacks, height limits, use restrictions, and impervious cover limits.
4. ~~S~~outh Shore is Not Downtown. Scale back on the downtown-level densities within the South Shore Subdistrict of the Waterfront Overlay, which was intentionally more of a natural aesthetic compared to Downtown.
5. ~~R~~ezone All Properties. Rezone all the properties within the Southshore District to require compliance with the regulating plan and ensure consistency with the Vision Framework. Optional/piecemeal compliance will not achieve the community benefits.
6. ~~E~~nhance Open Space Requirement. Increase the requirements for public open space recognizing the constraints on requirements for dedicated, on-site parkland.
7. ~~R~~equire On-Site Dedication / No Fee-in-Lieu. To the maximum extent permitted under state law, require that all parkland requirements be met through on-site dedication (removing the fee-in-lieu). Please also enhance the density bonus program to include more emphasis on on-site
8. ~~P~~arkland dedication.
9. ~~N~~o Public Subsidies. The ensure district relies too much on subsidization from public tax dollars.
10. ~~A~~dding a density bonus on top of public subsidies is conceptually flawed.

Attached for submission to the SCWAB meeting today, is the Travis Audubon Society's report on bird safe building design.

Please confirm receipt.

Thank you.

Travis County Audobon Society

High Level Summary of multi-page document:

Millions to billions of birds are killed annually through collisions with buildings, particularly those with low and high reflective glass – either birds cannot see the glass or it reflects habitat. The US Green Building Council's LEED standards have incorporated and credit buildings that employ LEED (v4.1) Innovation: Bird Collision Deterrence designs. These standards have light pollution requirements.

Since 2008, over 20 municipalities across the country have implemented bird safe building and lighting codes. These are generally applicable to new construction and major glazing retrofits. Because New York City, Chicago, San Francisco, San Jose, and other cities as well as states have adopted these laws, demand for bird safe products has increased dramatically. As a result, glass manufacturers have responded with diverse offerings: etch, frit, UV, and textured glass products are among the options available to meet bird safe product demand.

The costs of these materials are minimal compared to a building's overall construction budget. Structural shades and fritted glass can decrease energy usage, saving considerable costs over a building's lifetime, all the while protecting birds.