

SECOND / THIRD READINGS SUMMARY SHEET

CASE: C14-2022-0031 – Remove Vehicular Access Restriction to Morrow Street

DISTRICT: 7

ADDRESS: Intersection of Easy Wind Drive and Morrow Street

APPLICANT: City of Austin – Housing and Planning Department

CASE MANAGER: Andrei Lubomudrov (512-974-7659)
Andrei.lubomudrov@austintexas.gov

REQUEST: **Approve Second and Third Readings
From transit oriented development – neighborhood plan (TOD-
NP)
To transit oriented development – neighborhood plan (TOD-
NP), to remove the vehicular access restriction to Morrow Street**

CITY COUNCIL ACTION:
June 16, 2022:

June 9, 2022: *APPROVED TOD-NP DISTRICT ZONING AS STAFF RECOMMENDED,
ON FIRST READING. VOTE: 11-0.*

ORDINANCE NUMBER:

ISSUES:

The ordinance reflects Council action taken on First Reading.

Comments in favor and in opposition to the proposed rezoning are attached at the back of the Staff report.

The Applicant, in this case the City of Austin, has submitted a zoning application to remove a condition added to the Crestview TOD in 2011 to restrict vehicular access to Morrow Street from Easy Wind Drive. The application was filed as a result of City Council direction provided in Resolution No. 20220217-037. Removing the zoning condition restricting access would ensure long-term unimpeded access to Morrow Street from the Crestview Station area. The Austin Transportation Department recommended removal of the gate following a three-month traffic study that found opening the gate created no significant safety risks.

ZONING CHANGE REVIEW SHEET

CASE: C14-2022-0031 – Remove Vehicular Access Restriction
to Morrow Street

DISTRICT: 7

ZONING FROM / TO: TOD-NP, to change a condition of zoning

ADDRESS: Intersection of Easy Wind Drive and Morrow Street SITE AREA: 32.63 acres

APPLICANT: City of Austin – Housing and Planning Department

CASE MANAGER: Andrei Lubomudrov (512-974-7659)
Andrei.lubomudrov@austintexas.gov

STAFF RECOMMENDATION:

The Staff recommendation is to approve the zoning change to transit oriented development – neighborhood plan (TOD-NP) combining district zoning, to remove the vehicular access restriction to Morrow Street. *For a summary of the basis of Staff's recommendation, see case manager comments on page 2.*

PLANNING COMMISSION ACTION / RECOMMENDATION:

May 24, 2022: *TO FORWARD TO COUNCIL WITHOUT A RECOMMENDATION DUE TO LACK OF AN AFFIRMATIVE VOTE*

May 10, 2022: *APPROVED A POSTPONEMENT REQUEST BY THE NEIGHBORHOOD TO MAY 24, 2022*

[A. AZHAR; J. MUSHTALER – 2ND) (13-0)

CITY COUNCIL ACTION:

June 16, 2022:

June 9, 2022: *APPROVED TOD-NP DISTRICT ZONING AS STAFF RECOMMENDED, ON FIRST READING. VOTE: 11-0.*

ORDINANCE NUMBER:

ISSUES:

The ordinance reflects Council action taken on First Reading.

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from Easy Wind Drive. The application was filed as a result of City Council direction provided in Resolution No. 20220217-037. Removing the zoning condition restricting access would ensure long-term unimpeded access to Morrow Street from the Crestview Station area. The Austin Transportation Department recommended removal of the gate following a three-month traffic study that found opening the gate created no significant safety risks.

CASE MANAGER COMMENTS:

The proposed rezoning change removes the restriction on vehicular access to Morrow Street via Easy Wind Drive. Further changes to the Crestview Station TOD are not proposed.

BASIS OF RECOMMENDATION:

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*

The transit oriented development (TOD) district is the designation for an identified transit station and the area around it. The district provides for development that is compatible with and supportive of public transit and a pedestrian-oriented environment. Staff believes the proposed zoning is consistent with the district as it increases overall access to transit at Crestview Station. The neighborhood plan (NP) district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

2. *Zoning changes should promote compatibility with adjacent and nearby uses.*

The requested change to the TOD-NP zoning would promote compatibility with adjacent and nearby uses by promoting easier vehicular access to transit, housing, and commercial uses.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	TOD-NP	Mixed use development
<i>North</i>	SF-3-NP	Single family residences and two-family residences
<i>South</i>	TOD-NP	Commercial fronting Lamar Boulevard
<i>East</i>	TOD-NP; SF-3-NP	Commercial fronting Lamar Boulevard; Single family residences
<i>West</i>	LI-PDA-NP	Community recreation (private)

NEIGHBORHOOD PLANNING AREA: Crestview / Wooten Combined NP (Crestview);
Lamar Blvd. / Justin Lane TOD Station Area Plan (SAP)

WATERSHED: Waller Creek – Urban

TIA: Is not required

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS: Brentwood Elementary School Lamar Middle School McCallum High School

COMMUNITY REGISTRY LIST:

1057 – Highland/Skyview Neighborhood Plan Contact Team
 511 – Austin Neighborhoods Council 943 – Save Our Springs Alliance
 742 – Austin Independent School District 93 – Crestview Neighborhood Assn.
 1228 – Sierra Club, Austin Regional Group 1530 – Friends of Austin Neighborhoods
 1774 – Austin Lost and Found Pets 1263 – Crestview Neighborhood Plan Contact Team
 223 – Highland Neighborhood Association 1550 – Homeless Neighborhood Association
 1616 – Neighborhood Empowerment Foundation 1363 – SELTexas
 283 – North Austin Neighborhood Alliance 1497 – Shoal Creek Conservancy

AREA CASE HISTORIES:

A brief history of relevant rezoning cases follows:

- In 2004, the Crestview Station property was zoned Light Industrial-Planned Development Area-Neighborhood Plan (LI-PDA-NP) by Ordinance #040415-50, which was the Crestview Neighborhood Plan.
- In 2008, the City completed the Lamar Blvd/Justin Lane TOD and the City Council adopted the plan with Ordinance #20081211-086. The Ordinance applied TOD-NP zoning to the Lamar Blvd/Justin Lane area as well as to the Crestview Station area.
- In 2011, City Council amended the Crestview station area TOD-NP zoning, allowing duplex uses, waiving compatibility standards within the station area, and relaxing certain site development standards. Staff at the time extended conditional support for the changes, provided that access from Crestview station to Morrow Street would be for emergency access only, closed with a gate only accessible to first responders and not open to general vehicular access. The City's rationale for this was based on the fact that even though the PDA allowed for one thousand vehicle trips per day to Morrow Street, there was no perceived way of ensuring that that limit was not exceeded. ***Please refer to Exhibit B.***

RELATED CASES:

Two related Council resolutions informed this rezoning application. They are as follows:

Resolution No. 20210902-074 directed the City Traffic Engineer to perform a three-month pilot to provide vehicular access to Morrow Street by opening the gate installed on Easy Wind Drive to assess the mobility and safety implications. Staff responded in a memo on January 13, 2022, revealing results of the study and indicating that no significant safety concerns were identified as a result of opening the gate.

Resolution No. 20220217-037 directed the City Manager to initiate rezoning of the property generally known as the Crestview Station Development to remove the condition prohibiting vehicular access to Morrow Street. ***Please refer to Exhibits C, D, and E.***

OTHER STAFF COMMENTS:Inclusive Planning

Project Name and Proposed Use: The City of Austin is proposing to rezone 32.63 acres of land from / to TOD-NP to remove the condition that restricts vehicular access to Morrow Street. FLUM: Mixed Use within Crestview / Wooten NP.

Yes	Imagine Austin Decision Guidelines
Compact and Connected Measures	
Y	Imagine Austin Growth Concept Map: Located close to, within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified on the Growth Concept Map. Name of Activity Center / Activity Corridor / Job Center: within Crestview Station Town Center; 0.17 miles from North Lamar Activity Corridor
Y	Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station.
Y	Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane.
Y	Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center.
	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market.
Y	Connectivity and Education: Is located within 0.50 miles from a public school or university.
Y	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreational area, park and/or walking trail.
	Connectivity and Health: Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, specialized outpatient care.)
	Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable house.
Y	Housing Choice: Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint.
	Mixed Use: Provides mixed use development (minimum 10% residential and 10% non-residential floor area).
	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
7	Total Number of "Yes's"
Imagine Austin Priority Program Bonus Features (Extra Points)	
Y	Small Area Plan Policies: Supports applicable Small Area Plans, including the Future Land Use Map, goals, objectives, actions and text. List three small area plan policies that relate to this project. Name of Small Area Plan: Crestview/Wooten NP (Crestview)
	Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.
	Culture and Creative Economy: Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)
	Workforce Development, the Economy and Education: Expands the economic base by creating permanent jobs, especially an industry that is currently not represented in particular area or that promotes a new technology.

	Workforce Development, the Economy and Education: Promotes educational opportunities or workforce development training.
8	Total Number of “Yes’s” From Up Top and Under Bonus Features

Applicable Crestview/Wooten NP policies:

1. Encourage the development of residential uses on Morrow Street adjacent to the existing neighborhood (p. 29)
 - a) Morrow Street should be developed primarily with single family residential that complements the existing homes on the north side of the street.
 - b) Other portions of the site should be used to develop housing types currently not widely available in Crestview, particularly housing for retirees and first time homebuyers.

Transportation Objective 4: Reduce cut-through traffic on residential streets. (p. 53)

Recommendation 1. Maintain the current turning restrictions at the intersection of Lamar Boulevard and Morrow Street.

PARD – Planning & Design Review

There are no parkland dedication requirements associated with this rezoning.

ATD Engineering Review

Austin Transportation Department supports the proposed zoning change.

INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

Exhibit A: Zoning Map

Exhibit A-1: Aerial Map

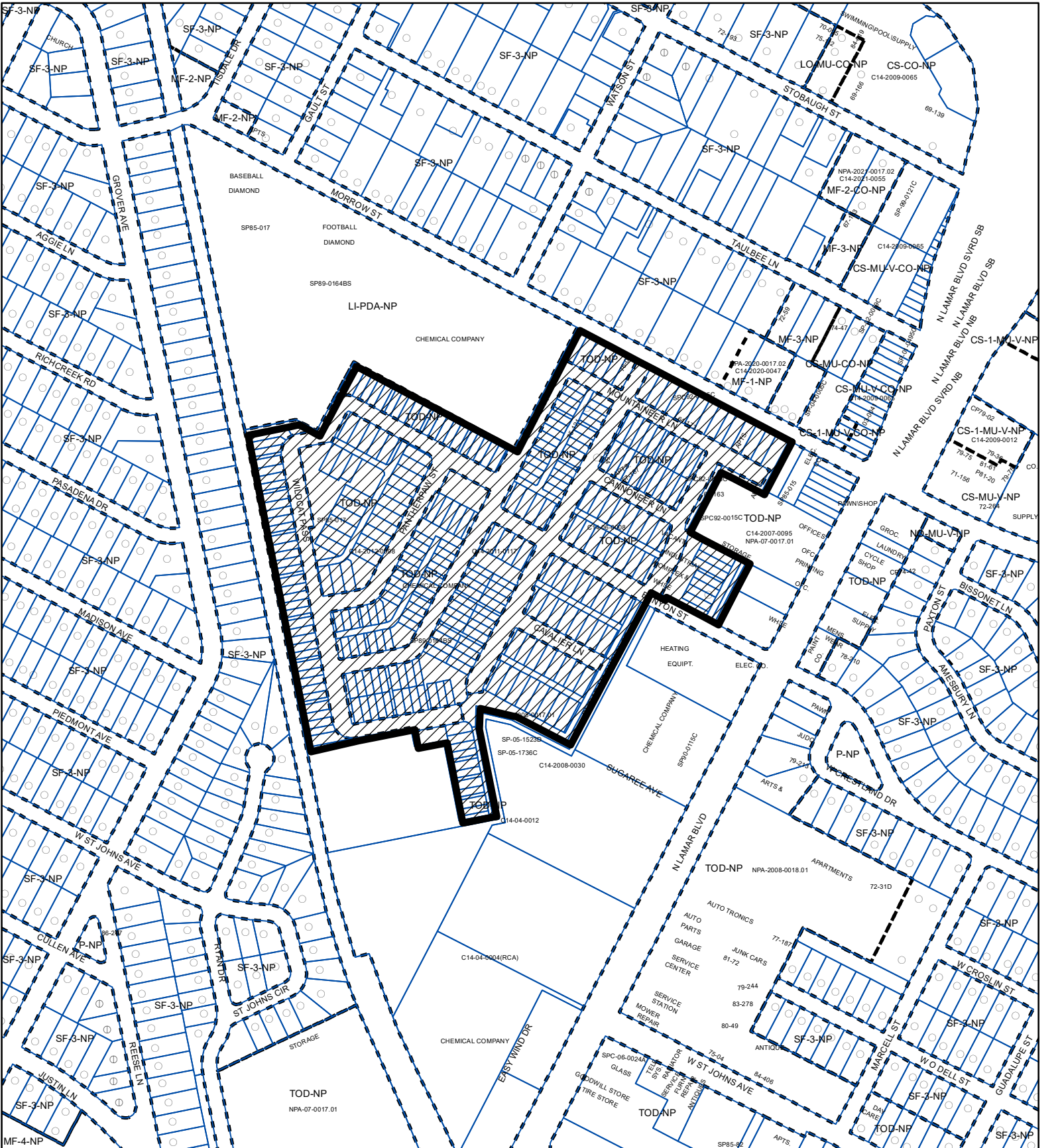
Exhibit B: 2011 Crestview Station Rezoning

Exhibit C: 2021 Resolution instructing the City Traffic Engineer to perform a three-month pilot to provide vehicular access to Morrow Street

Exhibit D: January 2022 Memo from ATD

Exhibit E: February 2022 Resolution instructing Manager to initiate rezoning

Correspondence Received



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

1" = 400'

ZONING

Exhibit A

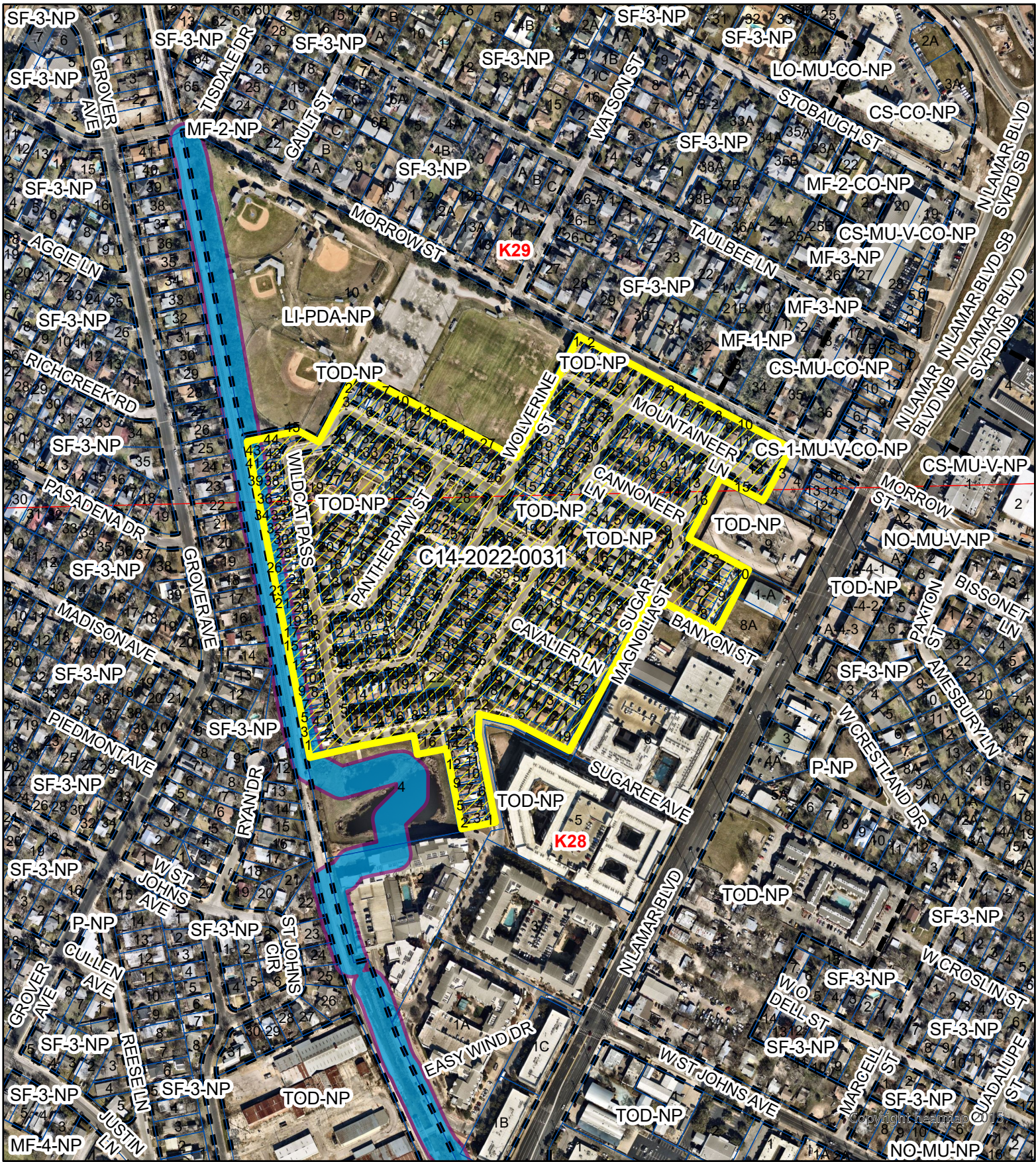
ZONING CASE#: C14-2022-0031

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by the Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or



Created: 3/17/2022



Remove Vehicular Access Restriction to Morrow Street

-  SUBJECT TRACT
-  ZONING BOUNDARY
-  PENDING CASE
-  CREEK BUFFER

ZONING CASE#: C14-2022-0031
 LOCATION: Intersection of Easy Wind Drive and Morrow Street
 SUBJECT AREA: 32.63 Acres
 GRID: K28
 MANAGER: WENDY RHODAD

Exhibit A - 1



This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

ORDINANCE NO. 20111215-077

AN ORDINANCE AMENDING ORDINANCE NO. 040415-50, REZONING AND CHANGING THE ZONING MAP FOR THE PROPERTY GENERALLY KNOWN AS THE CRESTVIEW STATION DEVELOPMENT LOCATED AT 950 BANYON STREET IN THE CRESTVIEW NEIGHBORHOOD PLAN AREA WITHIN THE LAMAR BLVD/JUSTIN LANE TOD DISTRICT FROM TRANSIT ORIENTED DEVELOPMENT-NEIGHBORHOOD PLAN (TOD-NP) COMBINING DISTRICT TO TRANSIT ORIENTED DEVELOPMENT-NEIGHBORHOOD PLAN (TOD-NP) COMBINING DISTRICT.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. Ordinance No. 040415-50 included the Crestview Station planned development area ("Crestview PDA") in the Crestview neighborhood plan and provided the use and site development regulations for Crestview PDA. In December of 2008, the Crestview PDA became part of the Lamar Blvd/Justin Lane TOD district station area plan under Ordinance No. 20081211-086. According to Section 1.2.5 (*Conflicting Provisions*) of the Regulating Plan the regulations for Crestview PDA under Ordinance No. 040415-50 supersede the requirements of the Regulating Plan to the extent of conflict.

PART 2. The zoning map established by Section 25-2-191 of the City Code is amended to change the base district from transit oriented development-neighborhood plan (TOD-NP) combining district to transit oriented development-neighborhood plan (TOD-NP) combining district on the property described in Zoning Case No. C14-2011-0117, on file at the Planning and Development Review Department, as follows:

Lot 7, Crestview Station Subdivision, a subdivision in the City of Austin, Travis County, Texas, according to the map or plat of record in Document No. 200700309, of the Official Public Records of Travis County, Texas (the "Lot 7 Property"),

locally known as 950 Banyon Street, in the City of Austin, Travis County, Texas, and generally identified in the map attached as Exhibit "A".

Exhibit

PART 3. Part 6 of Ordinance No. 040415-50 is amended as to the current Lot 7 Property, as follows:

A. Subsections 3 and 5 of Part 6 are amended to allow duplex residential use as a permitted use of the current Lot 7 Property and are revised to read as follows:

3. The following uses are additional permitted uses of Tract 160a:

Administrative services	Park & recreation services (special)
Bed & breakfast residential (Group 1)	Research assembly services
Bed & breakfast residential (Group 2)	Research warehousing services
Consumer repair services	Retirement housing (large site)
Convalescent services	Retirement housing (small site)
Multifamily residential	Single family residential
Pet services	Townhouse residential
Park & recreation services (general)	Urban farm
Condominium residential	Two-family residential
Family home	<u>Duplex residential</u>

5. The following uses are additional permitted uses of Tracts 160b-1 and 160c:

Bed & breakfast residential (Group 1)	Bed & breakfast residential (Group 2)
Condominium residential	Park & recreation services (general)
Park & recreation services (special)	Retirement housing (small site)
Single family residential	Townhouse residential
Two-family residential	Urban farm
Family home	Community recreation (private)
Community recreation (public)	<u>Duplex residential</u>

The following uses are permitted uses of Tract 160b-2:

Park & recreation services (special)	Park & recreation services (general)
Community recreation (private)	Community recreation (public)

B. Subsection 20 of Part 6 is amended to read: Notwithstanding Sections 18 and 19, development of the property is not subject to Chapter 25-2, Subchapter C, Article 10 (*Compatibility Standards*), within the current Lot 7 site only.

C. Subsection 24 of Part 6, Schedule 1 Site Development Chart is amended as follows as to the current Lot 7 Property.

Regulation	COLUMN A SINGLE FAMILY RESIDENTIAL	COLUMN B TOWNHOUSE & CONDOMINIUM	COLUMN C ALL OTHER RESIDENTIAL USES
<i>Minimum Lot Size</i>	<u>2,500 SF</u> {3,500-SF}	<u>1,500 SF</u> {2,000-SF}	<u>2,500 SF</u> {5,750-SF}
<i>Minimum Lot Width</i>	<u>20 FT</u> {30-FT}	20 FT	50 FT
<i>Maximum Height</i>	<u>40 FT</u> {35-FT}	<u>40 FT</u> {35-FT}	60 FT
<i>Minimum Front Yard Setback</i>	<u>5 FT</u> {10-FT}	5 FT	5 FT
<i>Minimum Front Garage Setback</i>	20 FT	20 FT	--
<i>Minimum Street Side Yard Setback</i>	<u>5 FT</u> 10-FT	<u>5 FT</u> 10-FT	10 FT
<i>Minimum Interior Side Yard Setback</i>	<u>0 FT *</u> {5-FT}	0 FT	5 FT
<i>Minimum Rear Yard Setback</i>	5 FT	5 FT	10 FT
<i>Maximum Building Coverage</i>	<u>85%</u> {55%}	<u>85%</u> {70%}	<u>85%</u> {75%}
<i>Maximum Impervious Cover</i>	<u>85%</u> {65%}	<u>85%</u> {75%}	<u>85%</u> {80%}

*A 10 foot separation shall be maintained between buildings.

- D. Subsection 25 of Part 6 does not apply to the current Lot 7 Property. Vehicular access to Morrow Street is prohibited except for emergency vehicular use. Bicycle and pedestrian access is allowed from the current Lot 7 Property to Morrow Street.

PART 4. The following additional conditions apply to the current Lot 7 Property.

- A. A 10-foot high fence may be provided and maintained along the property lines of lots that back up to the railroad right-of-way that runs along the western boundary of the current Lot 7 Property.
- B. Two pedestrian/bicycle access points shall be provided along the west property line that lies adjacent to the railroad right-of-way. Each access point shall be a minimum of 15-feet wide and located at the northwest and southwest corners of the west property line. An easement for this public access shall be dedicated at the time of final plat for the development sections adjacent to the proposed access point(s) locations.
- C. An internal connection shall be provided between each access point, constructed of an impervious surface material and extend into the property no more than 140 feet from the railroad right-of-way. No front-in angle parking is allowed along this connection.
- D. A residential unit facing Morrow Street shall have its front door oriented to Morrow Street.

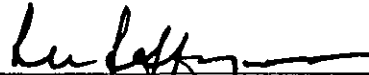
PART 5. Except as otherwise provided for in this ordinance, the terms and conditions of Ordinance No. 040415-50, remain in effect on the current Lot 7 Property and the Crestview PDA.

PART 6. This ordinance takes effect on December 26, 2011.

PASSED AND APPROVED

December 15, 2011

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§
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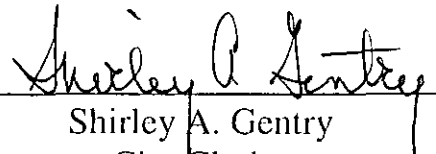
Lee Leffingwell
Mayor

APPROVED:

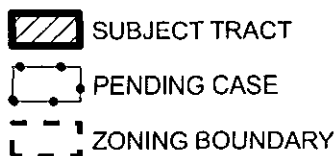


Karen M. Kennard
City Attorney

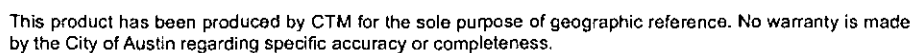
ATTEST:



Shirley A. Gentry
City Clerk



ZONING CASE#: C14-2011-0117



RESOLUTION NO. 20210902-074

WHEREAS, per Ordinance No. 20111215-077 which rezoned and changed the zoning map for the property generally known as the Crestview Station Development located at 905 Banyon Street, vehicular access to Morrow Street via Easy Wind Drive is prohibited via a locked gate, except for emergency vehicular use; and

WHEREAS, the City Traffic Engineer has determined that Morrow Street and Easy Wind Drive are public and should be accessible to all roadway users and that the existing gate is a traffic control device under his purview; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

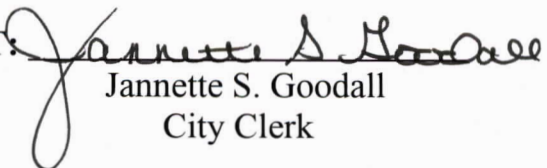
The City Manager is directed to initiate a three-month pilot providing vehicular access to Morrow Street by opening the gate installed on Easy Wind Drive, and monitoring the safety and mobility impact.

BE IT FURTHER RESOLVED:

The City Traffic Engineer will make the final recommendation whether to permanently open the gate based on the City Traffic Engineer's evaluation of the pilot, up to and including modifying or installing other traffic control devices to mitigate concerns based on the engineering evaluation.

ADOPTED: September 2, 2021

ATTEST:


Jannette S. Goodall
City Clerk



MEMORANDUM

TO: Mayor and City Council

FROM: Robert Spillar, P.E., Director, Austin Transportation Department

DATE: January 13, 2022

SUBJECT: Council Resolution 20210902-074 – Evaluation of Pilot to Provide Vehicular Access to Morrow Street by Opening the Gate Installed on Easy Wind Drive

Council Resolution 20210902-074 directed the City Manager to initiate a three-month pilot to provide vehicular access to Morrow Street by opening the gate installed on Easy Wind Drive and to assess the mobility and safety implications.

Background

Ordinance 20111215-077 rezoned and changed the zoning map for the property generally known as the Crestview Station Development located at 905 Banyon Street. Vehicular access to Morrow Street via Easy Wind Drive, both public streets, was prohibited via a locked gate, except for emergency vehicular use; however, bicycle and pedestrian access was allowed.

Analysis

To assess mobility and safety implications of the pilot, the Austin Transportation Department (ATD) completed an engineering investigation by collecting 24-hour traffic speed and volume data on Morrow Street, Easy Wind Drive, and Banyon Street, streets in the network most directly impacted by the presence of the gate. Data collection began in August 2021 with the gate closed to capture baseline conditions. ATD collected data at the same locations in October and November 2021 with the gate opened to compare results between the two scenarios. Results of the data collection are summarized in Table 1.

Daily traffic volumes generally increased immediately after the gate opened but leveled off after this initial increase. The resulting volumes with the gate opened are within expected and safe ranges for these types of streets. The speed data indicates that the prevailing speeds (85th percentile) were not impacted by the increased volumes, and drivers continued to travel within reasonable conformance of the posted 25 mph speed limits. Note that some data collection results were incomplete due to equipment malfunction; however, ATD determined that the remaining valid data were consistent to accept the results of the overall collection effort.

Exhibit D

Table 1: Daily Traffic Volumes and Speeds with Gate Opened and Closed

Location		Daily Traffic Volume (vpd)			85 th Percentile Speeds (mph)	
		Eastbound/Northbound	Westbound/Southbound	Total	Eastbound/Northbound	Westbound/Southbound
904 Morrow Street	August 2021 (Gate Closed)	935	443	1,378	29.2	28.1
	October 2021 (Gate Open)	1037	623	1,660	24.2	27.6
	November 2021 (Gate Open)	1026	479	1,505	25.4	26.1
1112 Morrow Street	August 2021 (Gate Closed)	940	444	1,384	25.9	27.6
	October 2021 (Gate Open)	1236	754	1,990	26.5	22.4
	November 2021 (Gate Open)	1128	621	1,749	25.5	21.4
7412 Easy Wind Drive	August 2021 (Gate Closed)	109	118	227	17.5	17.1
	October 2021 (Gate Open)	230	282	512	-	-
	November 2021 (Gate Open)	-	-	-	-	-
7610 Easy Wind Drive	August 2021 (Gate Closed)	71	104	175	22.5	21.9
	October 2021 (Gate Open)	205	166	371	22.9	22.1
	November 2021 (Gate Open)	215	192	407	23.8	21.6
7800 Easy Wind Drive	August 2021 (Gate Closed)	N/A	N/A	N/A	N/A	N/A
	October 2021 (Gate Open)	413	244	657	-	-
	November 2021 (Gate Open)	329	259	588	15.7	14.5
910 Banyon Street	August 2021 (Gate Closed)	330	413	743	23.1	20.7
	October 2021 (Gate Open)	254	344	598	22.8	22.0
	November 2021 (Gate Open)	136	315	451	23.0	22.0

Recommendation

As City Traffic Engineer with purview of traffic control devices such as access control gates, and based on the review of the above data, I am recommending vehicular access to Morrow Street be facilitated by permanently opening and removing the gate installed on Easy Wind Drive.

ATD generally does not support restricting or closing public streets when such measures do not improve safety or mobility for the greater public. Connected streets provide the public with multiple choices of travel routes, which helps reduce travel times and congestion on our street network. Safe connections also support one of the principles of the City's Complete Streets Policy (Ordinance No 20140612-119): "2. Complete Streets require connected travel networks." Only in unique situations will ATD recommend such measures. The closure at Easy Wind does not present such conditions.

Additionally, ATD installed a sidewalk last year on the north side of Morrow Street from N. Lamar Boulevard to Watson Street. The recorded speeds, along with the existing pedestrian sidewalk, do not present a notable safety concern. Existing speed cushions on Morrow Street also serve to lower speeds on the street and improve safety.

Next Steps

With City Council approval, ATD will work with the Public Works Department to permanently remove the gate equipment on Easy Wind Street.

For more information, contact Eric Bollich, P.E., ATD Managing Engineer and Transportation Engineering Division Manager, at eric.bollich@austintexas.gov or (512) 974-7767.

CC: Spencer Cronk, City Manager
Gina Fiandaca, Assistant City Manager, Mobility

RESOLUTION NO. 20220217-037

WHEREAS, Ordinance No. 20111215-077 rezoned and changed the zoning map for the property generally known as the Crestview Station Development located at 905 Banyon Street; and

WHEREAS, Ordinance No. 20111215-077 contains a condition prohibiting vehicular access to Morrow Street except for emergency vehicular use; and

WHEREAS, all non-emergency vehicle access to Morrow Street via Easy Wind Drive is prohibited by a locked gate; and

WHEREAS, in Resolution No. 20210902-074, the City Traffic Engineer was directed to perform a three-month pilot to provide vehicular access to Morrow Street by opening the gate installed on Easy Wind Drive to assess the mobility and safety implications; and

WHEREAS, based on the data gathered by the City Traffic Engineer during the time of the pilot, no notable safety concerns were discovered and traffic speeds remained low due to existing mitigation devices on Morrow Street; and

WHEREAS, the City Traffic Engineer has determined that Morrow Street and Easy Wind Drive are public and should be accessible to all roadway users and that the existing gate on Easy Wind Drive should be removed; and

WHEREAS, access to emergency and public safety services are also improved for the Crestview Station residents by the removal of the existing gate on Easy Wind Drive; **NOW, THEREFORE,**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to initiate rezoning of the property generally known as the Crestview Station Development located at 905 Banyon Street to remove the condition prohibiting vehicular access to Morrow Street.

ADOPTED: February 17, 2022

ATTEST:


Myrna Rios
City Clerk

From:
To: [Rhoades, Wendy](#)
Subject: Case Number: C14-2022-0031 Intersection of Easy Wind Drive and Morrow St
Date: Wednesday, March 30, 2022 5:43:16 PM

*** External Email - Exercise Caution ***

Dear Ms. Rhoades,

I received a notification via mail that the city is proposing to open the intersection of Easy Wind Drive and Morrow Street to vehicular traffic.

I know that a previous traffic impact analysis study indicated that opening this intersection would result in over 1,000 vehicle trips per day down Morrow St. This will exceed the threshold of traffic that would be considered safe for a residential street like Morrow.

I live in the Crestview neighborhood to the West of this development where a large part of that traffic would be cutting through to other major thoroughfares. There is no reason to encourage additional thru traffic in a residential neighborhood. The traffic impact won't have changed since the initial analysis and I would like to officially lodge my opposition to this change.

Please let me know if there is another way that I should be officially registering my opposition to this zoning change.

Thank you.
Mark Foohey
1701 Aggie Lane
Austin, TX 78757

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From:
To: [Rhoades, Wendy](#)
Subject: Case Number: C14-2022-0031
Date: Wednesday, April 6, 2022 12:25:30 PM

*** External Email - Exercise Caution ***

I am the owner of 7614 Watson

I object to the proposed change

The traffic study does not address the nuisance factor which just 10 years ago was agreed by all parties as part of the initial zoning and density permitted at the time

I note the gate is down and the fail to obey the prior zoning and believe the gate should be reinstated as agreed at the time of development

Many thanks

Sent from my iPhone

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From: [Rhoades, Wendy](#)
To:
Subject: RE: Case Number: C14-2022-0031
Date: Thursday, April 7, 2022 10:33:00 AM
Attachments: [2011 Ordinance.pdf](#)
[Resolution.pdf](#)

Mr. Santangelo,

Thank you for your call yesterday. I will attach your correspondence to the backup material that is forwarded to the Planning Commission and City Council when the case is scheduled for consideration by the Planning Commission and City Council (I haven't scheduled the case for these public hearings yet).

As I mentioned yesterday, the rezoning case was filed by City staff in accordance with a City Council Resolution adopted in February 2022 directing Staff to initiate a rezoning on property that includes an access restriction from Easy Wind to Morrow Street. There is a statement in Part 3.D. of the rezoning ordinance that includes the Easy Wind / Morrow intersection and prohibits vehicular access to Morrow Street other than emergency access (see the top of page 4 of the 2011 zoning ordinance). Both the 2011 ordinance and the February 2022 Council Resolution are attached.

I am inquiring with the Public Works Department about the recent removal of the physical gate at the Easy Wind / Morrow intersection.

Sincerely,
Wendy Rhoades
512-974-7719

-----Original Message-----

From: Robert Santangelo
Sent: Wednesday, April 6, 2022 12:25 PM
To: Rhoades, Wendy <Wendy.Rhoades@austintexas.gov>
Subject: Case Number: C14-2022-0031

*** External Email - Exercise Caution ***

I am the owner of 7614 Watson

I object to the proposed change

The traffic study does not address the nuisance factor which just 10 years ago was agreed by all parties as part of the initial zoning and density permitted at the time

I note the gate is down and the fail to obey the prior zoning and believe the gate should be reinstated as agreed at the time of development

Many thanks

Sent from my iPhone

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From: [Rhoades, Wendy](#)
To:
Subject: FW: Case # C14-2022-0031
Date: Tuesday, April 19, 2022 5:29:27 PM

Dear Mr. James,

I'm writing to follow up about the removal of the barricade / physical gate from Easy Wind to Morrow Street. I received the response below from Mr. Pirouz Moin, Assistant Director at the Public Works Department.

Once the gate issue was discussed at Council, the Austin Transportation Department wanted to keep the gate open and do a traffic study with the gate left open.

The gate was broken and on the ground – so Street and Bridge Operations staff with the Public Works Department removed the broken gate – what was left was a post in the middle of the street that was not safe.

Any obstruction on or within 18" of traffic is considered a safety issue. Street and Bridge Operations staff then removed the post for safety. Without the arm and markings the post was not safe to stay in the middle of the street.

If it is decided for the gate to remain and stay closed, Street and Bridge Operations staff would have to close the street in a different manner, as the old gate was cut into quite often and the last attempt broke the gate arm completely.

Sincerely,
Wendy Rhoades

From: Rhoades, Wendy
Sent: Thursday, March 31, 2022 7:48 PM
To: Bill James
Subject: RE: Case # C14-2022-0031

Dear Mr. James,

Thank you for your email. The rezoning case was filed by City staff in accordance with a City Council Resolution adopted in February 2022 directing Staff to initiate a rezoning on property that includes an access restriction from Easy Wind to Morrow Street. There is a statement in Part 3.D. of the rezoning ordinance that includes the Easy Wind / Morrow intersection (see the top of page 4 of the 2011 zoning ordinance) that applies to the property and prohibits vehicular access to Morrow Street other than emergency access.

The rezoning case to remove the access restriction will be considered by the Planning Commission and City Council in the near future.

I have inquired with ATD staff about the removal of the barricade / physical gate from Easy Wind to Morrow Street and will follow up after as soon as I hear from them.

Sincerely,
Wendy Rhoades

From: Bill James
Sent: Wednesday, March 30, 2022 10:58 AM
To: Rhoades, Wendy <Wendy.Rhoades@austintexas.gov>
Subject: Case # C14-2022-0031

*** External Email - Exercise Caution ***

Dear Ms. Rhoades,

I am seeking clarification on the Notice of Filing of Application for Rezoning, Case # C14-2022-0031 that I received today.

The notice is for opening access from Easy Wind Dr. to Morrow St. and states ""The Commission may not take action on this application until a public hearing is held."

In spite of this requirement for prior public input, I see the barricades prohibiting access between the two streets have already been removed.

Please explain.

Regards,
Bill James
1301 Morrow St
Austin, 78757

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From:
To: [Rhoades, Wendy](#)
Subject: Re: Case #C14-2022-0031 Concerns
Date: Wednesday, April 27, 2022 6:33:05 PM

*** External Email - Exercise Caution ***

Wendy,

The access has been open for months - chains were cut by residents and then they removed the gate completely. Should I call 311, the police? If it's not legal to be open (until the hearing) why is it open now? Please let me know who I should call to have the gate closer PER City of Austin traffic code.

Once Brentwood is open next fall and those residents aren't traveling to Webb Middle School (where Brentwood is currently housed in portables) the additional traffic is going to be incredibly unsafe for children walking or biking to school along both Morrow and Woodrow where Crestview Commons residents will be driving on to access the school.

The developer LIED to original buyers saying the gate would be open and it has caused an incredibly hostile neighborhood - convenience over safety. It would be absolutely ridiculous for the city to side with a greedy developer to appease buyers who bought into the neighborhood at a discount. Which if they did any research would know that the gate was NOT meant to be opened due to a traffic study prior to the builder starting the development.

Do you have time for a call prior to the hearing?

Thank you,

Emily Cornelius

On Wed, 27 Apr 2022 at 18:16, Rhoades, Wendy <Wendy.Rhoades@austintexas.gov> wrote:

Hi Emily,

Thank you for your email. The rezoning case was filed by City staff in accordance with a City Council Resolution adopted in February 2022 directing Staff to initiate a rezoning on property that includes an access restriction from Easy Wind to Morrow Street. There is a statement in Part 3.D. of the rezoning ordinance that includes the Easy Wind / Morrow intersection (see the top of page 4 of the 2011 zoning ordinance) that applies to the property and prohibits vehicular access to Morrow Street other than emergency access.

The rezoning case to remove the access restriction has been scheduled for consideration by the Planning Commission on Tuesday, May 10th at 6 pm and the City Council on Thursday, June 9th at 2pm. A public hearing notice that includes this information will be mailed by this Friday, April 29th.

I will attach your comments to the Staff report that is forwarded to the Planning Commission and City Council.

Sincerely,

Wendy Rhoades

From: Byron & Emily
Sent: Wednesday, April 27, 2022 10:04 AM
To: Rhoades, Wendy <Wendy.Rhoades@austintexas.gov>
Subject: Case #C14-2022-0031 Concerns

*** External Email - Exercise Caution ***

Hi Wendy,

I hope this finds you well. I'm writing regarding subject case to remove the condition to prohibit vehicle access to Morrow Street.

As a local resident with young children and pets, I absolutely think this is a terrible safety risk for the neighborhood. People already speed and run stops signs along Morrow while it's bustling with young children, pets, bikers and all the pedestrians associated with the many churches and daycares which are located along Morrow Street.

When Crestview Station was originally built, the city study said access to Morrow would cause too much traffic and I know that would still be the case.

I ask that you please reconsider adding additional traffic along an already busy area that is putting tax paying residents at risk.

Thank you for your time.

Best,

Emily Cornelius

1309 Morrow St, Austin, TX 78757

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PUBLIC HEARING INFORMATION

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Staff is conducting a pilot program to receive case-related comments online which can be accessed through this link or QR code:
<https://bit.ly/ATXZoningComment>



During its public hearing, the board or commission may postpone or continue an application's hearing to a later date or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before the public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice. Correspondence and information submitted to the City of Austin are subject to the Texas Public Information Act (Chapter 552) and will be published online.

Case Number: C14-2022-0031

Contact: Andrei Lubomudrov, 512-974-7659

Public Hearings: May 10, 2022, Planning Commission
June 9, 2022, City Council

Lovdes Jones

Your Name (please print)

☐ I am in favor
☒ I object

7601 Gault St.

Your address(es) affected by this application (optional)

Lovdes Jones

Signature

4.30.2022
Date

Daytime Telephone (Optional):

Comments: The removal of the gate at this location has caused increased traffic that "Does Not Adhere to the speed limit posted." Speeding will continue and the safety of the neighborhood will continue to be at risk.

If you use this form to comment, it may be returned to:
City of Austin, Housing & Planning Department

Andrei Lubomudrov

P. O. Box 1088, Austin, TX 78767

Or email to:

andrei.lubomudrov@austintexas.gov

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Case Number: C14-2022-0031

Contact: Andrei Lubomudrov, 512-974-7659

Public Hearings: May 10, 2022, Planning Commission

June 9, 2022, City Council

George Nance

Your Name (please print)

☐ I am in favor
☒ I object

Your address(es) affected by this application (optional)

George Nance

(Signature)

5/2/22

(Date)

Daytime Telephone (Optional): _____

Comments: _____

If you use this form to comment, it may be returned to:

City of Austin, Housing & Planning Department

Andrei Lubomudrov

P. O. Box 1088, Austin, TX 78767

Or email to:

andrei.lubomudrov@austintexas.gov

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This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to participate in a public hearing, you are not required to participate. This meeting will be conducted both online and in-person at which you will have the opportunity to speak FOR or AGAINST the proposed development or change. Contact the case manager for further information on how to participate in the public hearings. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

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Case Number: C14-2022-0031

Contact: Andrei Lubomudrov, 512-974-7659

Public Hearings: May 10, 2022, Planning Commission

June 9, 2022, City Council

STEPHANIE L. PHILLIPS

Your Name (please print)

1001 STOKAUGH ST.

Your address(es) affected by this application (optional)

☐ I am in favor
☒ I object

Signature

Date

Daytime Telephone (Optional): _____

Comments: _____

If you use this form to comment, it may be returned to:

City of Austin, Housing & Planning Department

Andrei Lubomudrov

P. O. Box 1088, Austin, TX 78767

Or email to:

andrei.lubomudrov@austintexas.gov

Brandy Maggio
810 W St Johns Ave
Unit 1159
Austin, TX 78752

May 9th, 2022

I'm writing to oppose 2022-036792 ZC, which would permanently open the gate between Easy Wind and Morrow St and which they have been recently testing out.

I have serious concerns around how this will impact the safety of the residents using the street.

In particular, I'm worried about how it would disproportionately affect: 1) those with visual impairments and other disabilities who live in this area to be closer to transit and 2) the many children who live in the neighborhood and their families who chose this area to raise them.

The neighborhood off of Easy Wind is extremely walkable and there are always people enjoying the day, strolling with their children, people walking dogs, and frequent bicycle riders on the road. The way the area is developed, it encourages people to cross Easy Wind frequently, as well as many side roads.

For years, this has never been a problem; people driving around were not driving *thru* the neighborhood; they lived in the neighborhood and were respectful of their neighbors. They took a care for their safety.

Since the gate was removed, I've noticed an increase in traffic going thru the neighborhood. Additionally, those who are driving out towards Morrow are driving at higher speeds.

I, personally, have had one very close call with a car who was driving out of Easy Wind towards Morrow street and did not stop as I attempted to cross at an intersection. There have been other situations that were avoided primarily because I chose not to attempt to cross, even when I had the right of way.

And I have full vision; I worry about the impact for my neighbors who are more limited. That easily could have been a tragedy. Children are also not always so wise, no matter how many times we tell them to look both ways.

I'm assuming that part of the reason this is being opened is to allow for easier access of emergency vehicles. Or perhaps it was to allow an alternative route out of the area for the first responders who live in our neighborhood.

I was also concerned when I saw the way the gate was closed off, with the lock and everything. I had hoped that the reason it was removed was to upgrade the barrier into something that first responders can lower when they need and otherwise would be raised to prevent thru traffic.

Since that is not the case, here are the measures that I would need to see in place in order to feel that opening this road to thru traffic is being done responsibly:

- 1) All cross streets have stop signs on Easy Wind that are extremely visible.
- 2) All have bold crosswalks that are clearly marked for drivers to know to look for pedestrian crossings.
- 3) An evaluation by a group who is knowledgeable about how to create public areas that are safer for the visually impaired be completed and any recommendations considered.

To be frank, as a tax paying citizen, I'm not certain that all these measures are a good use of my tax money. I think it would be far more prudent to simply keep the road gated off, and invest instead in something that allows emergency responders an alternative entrance if it is needful.

However, if you are going to open the street to thru traffic, it is imperative that the safety of the neighborhood be maintained as much as we can. It is incredibly irresponsible to open it up without a serious effort to reduce the negative impact to the neighborhood.

Sincerely,

Brandy Maggio

Brandy Maggio

FROM THE DESK OF

Andrew Crawford

May 9, 2022

I'm writing to oppose 2022-036792 ZC, a proposal by the city to allow vehicle access between Easy Wind & Morrow St. I understand a small intersection is not the largest item on Council's desk, but I think the concerns in my letter may reflect more broadly on the quality of planning applications you may receive.

For the past five years, I've lived 0.4 miles from the gate in question. I've accessed it as a pedestrian and bicyclist almost every day. I was therefore surprised to recently learn that the gate's inconsistency over the past few months has not been vandalism, or the aftermath of an emergency use, but an intentional pilot program that has been ongoing since 2021.

This gate sees frequent pedestrian use. It is 400 feet from a soccer field, and a 10-minute walk from commuter rail and MetroExpress. It's a popular bypass for Lamar, an uncomfortable roadway for pedestrians and bicyclists alike. As I will discuss, this street is a so-called "Pedestrian Priority Street" in the relevant Regulating Plan. During peak hours, it's not uncommon to have 4 pedestrians and 3 animals approach some nearby intersection simultaneously, prompting some combination of us to use the roadway as an extended sidewalk to give each others enough distance to pass without conflict.

Since the 2021 pilot, vehicles have entered this mix and have created new road conflicts. More than once I've participated in games of chicken with impatient vehicles at a stop sign in front of this gate. Perhaps once a week I must decide whether to risk conflict with an animal on the sidewalk or a vehicle on the road.

Quite frankly none of this is necessary. There is no pressing need to send car traffic down this road, there is no advantage in doing so, and there is a significant impact to vulnerable road users.

The Applicant's arguments

While that is perhaps all that needs to be said, I would like to briefly address the stated reasons the Applicant (e.g., a City agency) filed to make this change. Beyond the question of this particular gate, I am concerned that this application is representative of quality of information that reaches you and upon which you are expected to make planning decisions.

ATD's January 13th memorandum is the only document I can find articulating a rationale for this change.¹ I'd encourage you to read it in full, but I think it's a fair summary that it advances three arguments supporting the change:

1. The results of the pilot program
2. ATD "generally does not support restricting or closing public streets".
3. ATD recently installed a sidewalk.

I think these arguments are deficient; I will discuss each briefly.

The pilot program

The pilot program conducted by ATD is, in point of fact, **a traffic study**. That is, it studied the impact of the zoning change **to vehicular traffic**. (As it turned out, this impact was mixed-to-inconclusive.) What it did **not** measure is any effect on pedestrians, bicyclists, transit, or other road users. No interviews, datapoints, or measurements on these road users were reported.

It did make some indirect attempt at understanding pedestrian safety through the proxy of vehicle speeds, observing that "recorded speeds... do not present a notable safety concern." In fact, according to the widely-cited study on pedestrian safety², a pedestrian impacted at the speeds ATD measured on Morrow St would sustain a severe injury roughly half of the time.

This raises some questions:

1. If the study shows mixed or insignificant effects, why make any change at all?
2. What is ATD's threshold for vehicle speeds, and why isn't that threshold those speeds which are likely to cause severe injury?
3. If the traffic study omitted any real examination of the impact to pedestrians or bicyclists, how can you rely on it as the basis for this petition?

While this study might in passing seem to support to this petition, it actually says very little that is of interest.

Generally restricting streets

The reason this is a zoning issue is because the area is part of a transit-oriented development (TOD). TODs are distinct from other city areas; they have their own separate city plans which prioritize differently than broader Austin, and they express these preferences through zoning features like this gate.

The purpose of a TOD is to "Create compact development with sufficient density to support transit ridership located within easy walking distance of transit stops." I

¹ For whatever reason, this document is missing from the Austin Build + Connect page for this change. Interested parties may obtain a copy at <https://www.austintexas.gov/edims/document.cfm?id=382629>

² <https://nacto.org/wp-content/uploads/2017/11/2011PedestrianRiskVsSpeed.pdf>

specifically chose to live in one because it prioritized walkability more aggressively than the city more generally.

Easy Wind Drive, on which this gate is located, is a designated “TOD Pedestrian Priority Street”. According to the Regulating Plan³, these designated streets are “essential for providing appropriate pedestrian circulation within the Station Area. [They] typically lead directly to the transit stop or form a key part of the pedestrian network that leads to it.”

With that context, I submit that whether ATD supports restricting streets in Austin ‘generally’ has no relevance to this issue, which involves a specially-designated street intended to prioritize pedestrian traffic, in a specially-designated zone intended to prioritize transit users. The Applicant omits any discussion of these circumstances in its memorandum. On the contrary, it concludes that no “unique situations” exist here.

This raises some questions:

1. Is the Applicant aware that the gate in question controls access to a TOD and a Pedestrian Priority Street?
2. What steps, if any, has the Applicant taken to assess the impact of the change against the relevant planning standards for TODs or Pedestrian Priority Streets?
3. Do City agencies have an appropriate process to make recommendations that appropriately engage with the unique planning issues arising in TODs and similar districts?

³ https://www.austintexas.gov/sites/default/files/files/Planning/Urban_Design/Lamar-Justin%20Regulating%20Plan.pdf

Sidewalks

In the memorandum, ATD observes that a sidewalk exists. Specifically, “the recorded speeds [of the traffic study], along with the existing pedestrian sidewalk, do not present a notable safety concern.” This fails to account for the tendency of pedestrians like myself to enter the roadway, because the sidewalks are at peak times insufficient for actual pedestrian traffic.

While sidewalks may have an impact on perceived safety and encourage walkability, in fact only **3%** of pedestrian-involved crashes in Austin occur along a roadway, including sidewalks.⁴ But **55%** occur when crossing a roadway. For example, as pedestrians now must cross when using that sidewalk, because the gate was removed.

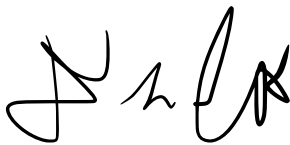
This raises some questions:

1. Is the Applicant suggesting that a sidewalk, which improves **perceived** pedestrian safety, is a substitute for the gate, which improves **actual** pedestrian safety?
2. In the Applicant’s traffic study, each measurement along Easy Wind Drive showed **more than twice** the baseline traffic. How many more **crossings** are conflicted due to the additional traffic, and how do those additional crossing conflicts impact pedestrian safety?

Conclusion

I’d ask that you reject this change. On the basis of its impact on vulnerable road users, on its inconsistency with the goals and purposes of the TOD in which the gate exists, on the insubstantial arguments submitted by the Applicant, on the lack of any actual benefit to anyone, and on the inconsistency of this proposal with the goals of the City as it works to achieve its Vision Zero, transit, and environmental aims.

Sincerely yours,



Andrew Crawford

810 W ST JOHNS AVE, UNIT 1168, AUSTIN TX 78752
512-537-3989

⁴ https://www.austintexas.gov/sites/default/files/files/Transportation/Pedestrian_Safety_Action_Plan_1-11-18.pdf, p. 35

From: [Lubomudrov, Andrei](#)
To: [Rhoades, Wendy](#)
Subject: FW: C14-2022-0031 Morrow St.
Date: Tuesday, May 10, 2022 12:35:19 PM

Wendy, FYI. Let me know if I need to do anything else on this correspondence. - Andrei

-----Original Message-----

From: Helen Kelley
Sent: Tuesday, May 10, 2022 9:42 AM
To: Lubomudrov, Andrei <Andrei.Lubomudrov@austintexas.gov>; Chip Harris

Subject: C14-2022-0031 Morrow St.

*** External Email - Exercise Caution ***

I am opposed to the TOD gaining access to Morrow Street as it impacts my safety on my morning runs with my dog. There is not sidewalk along both sides of Morrow and so people clump together on the south side that runs the entire length. The new sidewalk that was recently added along part of the north side goes largely under utilized. As a person undergoing cancer treatment last year, this presented a health risk for me since people were not keeping their distance and so frequently I would have to step into the street to maintain distance so that I didn't risk contracting Covid, which would have delayed my surgery and radiation treatments. On trash pick-up days, cars frequently go around trash trucks risking a collision with traffic coming from the opposite direction. Additionally, there are several cars that park on the street, especially during game days, which leads to further visibility issues. The train crossing also leads people to speed to avoid being stuck waiting for it to pass. In my opinion, the road should be a one way with bike lanes on each side of the street and sidewalks on both sides of the right of way spanning the entire length of Morrow. If ever there was a candidate for the city's healthy streets initiative this is it.

I'd like to point out the hypocrisy and poor planning that finds us considering more road access for a "transit oriented development." If anyone reading this had any common sense they would be asking themselves why do people living near a train station and bus lines need two car garages, street parking and more road access. That development and Muller should have been much more dense. Instead it was set up to maximize the developer's profits and the city council members' donations. Now existing neighborhoods are being asked to bear the brunt of committees like this and the city council's lack of foresight by accommodating denser development than what exists in the "Transit Oriented Development."

Helen Kelley-Bass
1005 Stobaugh St.
Austin, Texas 78757
806-681-2754
7 year resident of Crestview

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PUBLIC HEARING INFORMATION

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Staff is conducting a pilot program to receive case-related comments online which can be accessed through this link or QR code:
<https://bit.ly/ATXZoningComment>



During its public hearing, the board or commission may postpone or continue an application's hearing to a later date or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before the public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice. Correspondence and information submitted to the City of Austin are subject to the Texas Public Information Act (Chapter 552) and will be published online.

Case Number: C14-2022-0031

Contact: Andrei Lubomudrov, 512-974-7659

Public Hearings: May 10, 2022, Planning Commission

June 9, 2022, City Council

Danielle + Fernando Treviño

Your Name (please print)

7412 Wildcat Pass 78757

Your address(es) affected by this application (optional)

Danielle Treviño

Signature

☒ I am in favor
☐ I object

5/4/2022

Date

Daytime Telephone (Optional):

Comments: We strongly support this
zoning change and permanently
allowing traffic through the
intersection at Easy Wind & Morrow.

If you use this form to comment, it may be returned to:

City of Austin, Housing & Planning Department

Andrei Lubomudrov

P. O. Box 1088, Austin, TX 78767

Or email to:

andrei.lubomudrov@austintexas.gov

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Case Number: C14-2022-0031

Contact: Andrei Lubomudrov, 512-974-7659

**Public Hearings: May 10, 2022, Planning Commission
June 9, 2022, City Council**

Joan Nowotny Ewell

Your Name (please print)

1700 Madison Ave. Austin Tx 78757

Your address(es) affected by this application (optional)

Joan Nowotny Ewell

Signature

☒	I am in favor
☐	I object

5/23/2022

Date

Daytime Telephone (Optional): _____

Comments: I believe it would benefit us by reducing unnecessary traffic at the light at Morrow & Lamar, and on Lamar itself, for neighborhood trips to Retail or neighbors within Crestview Station. This would reduce back-ups that occur on Morrow at the light at Lamar.

If you use this form to comment, it may be returned to:

City of Austin, Housing & Planning Department

Andrei Lubomudrov

P. O. Box 1088, Austin, TX 78767

Or email to:

andrei.lubomudrov@austintexas.gov

Respondent



62

Anonymous



03:07

Time to complete



1. What is the Zoning/Rezoning Case Number? *

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You can find Zoning and Platting Commission Agendas here:

http://austintexas.gov/cityclerk/boards_commissions/meetings/54_1.htm

(http://austintexas.gov/cityclerk/boards_commissions/meetings/54_1.htm)

You can find Planning Commission Agendas here:

http://austintexas.gov/cityclerk/boards_commissions/meetings/40_1.htm

(http://austintexas.gov/cityclerk/boards_commissions/meetings/40_1.htm)

C14-2022-0031 – Remove Vehicular Access Res... 

2. Your name (providing this information will be part of the public record and will be available online)

Lisa He

3. Your address (providing this information will be part of the public record and will be available online)

Sugaree ave

4. Your zip code (providing this information will be part of the public record and will be available online)

78757

5. Position on Zoning/Rezoning *

I am in favor



6. Daytime telephone number (providing this information will be part of the public record and will be available online)

7. Comments

The original zoning information was based on estimates traffic volume. Now that the actual traffic volume has been measured by City, it is clear the gate was not necessary. Removing the gate will improve neighborhood connectivity.



Respondent



64

Anonymous



04:29

Time to complete



1. What is the Zoning/Rezoning Case Number? *

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C14-2022-0031 – Remove Vehicular Access Res... 

2. Your name (providing this information will be part of the public record and will be available online)

Ryan Grosskopf

3. Your address (providing this information will be part of the public record and will be available online)

4. Your zip code (providing this information will be part of the public record and will be available online)

78757

5. Position on Zoning/Rezoning *

I am in favor



6. Daytime telephone number (providing this information will be part of the public record and will be available online)

7. Comments

Dense, mixed-use development along transit corridors served by frequent buses and a nascent light rail system is exactly what Austin needs to address accelerating housing costs and car traffic. I live in adjacent neighborhood and support the proposed zoning changes.



Respondent



65

Anonymous



13:28

Time to complete



1. What is the Zoning/Rezoning Case Number? *

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C14-2022-0031 – Remove Vehicular Access Res... 

2. Your name (providing this information will be part of the public record and will be available online)

7505 Grover Ave

3. Your address (providing this information will be part of the public record and will be available online)

7505 Grover Ave

4. Your zip code (providing this information will be part of the public record and will be available online)

78757

5. Position on Zoning/Rezoning *

I am in favor

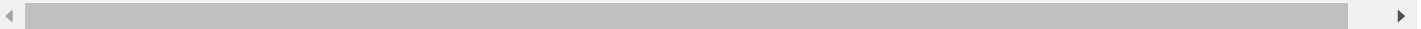


6. Daytime telephone number (providing this information will be part of the public record and will be available online)

5124549884

7. Comments

Crestview resident since 2002. Owner of 1953 house. I wholeheartedly support the removal of this provision disallowing vehicular access onto Morrow Street. In my opinion, gates, walls, tall fences, etc. are things whose purpose is to segregate, limit and divide; and as such - will never be reasonable solutions to creating healthy neighborhoods and communities. And I understand gates are also problematic from an emergency access standpoint.



Respondent



68

Anonymous



09:23

Time to complete



1. What is the Zoning/Rezoning Case Number? *

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C14-2022-0031 – Remove Vehicular Access Res... 

2. Your name (providing this information will be part of the public record and will be available online)

Meredith Conley

3. Your address (providing this information will be part of the public record and will be available online)

1516 Morrow Street

4. Your zip code (providing this information will be part of the public record and will be available online)

78757

5. Position on Zoning/Rezoning *

I object



6. Daytime telephone number (providing this information will be part of the public record and will be available online)

(512)587-9804

7. Comments

This has already been removed for a while. If we vote not to change the zoning is someone going to put it back in? Also I think it's unsafe since Morrow Street is narrow there and frequently has cars obscuring the view of the road so I vote no.



Respondent



84

Anonymous



01:05

Time to complete



1. What is the Zoning/Rezoning Case Number? *

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C14-2022-0031 – Remove Vehicular Access Res... 

2. Your name (providing this information will be part of the public record and will be available online)

Steve Boren

3. Your address (providing this information will be part of the public record and will be available online)

1115 Stobaugh

4. Your zip code (providing this information will be part of the public record and will be available online)

78757

5. Position on Zoning/Rezoning *

I am in favor



6. Daytime telephone number (providing this information will be part of the public record and will be available online)

7. Comments



View results

Respondent



99

Anonymous



06:53

Time to complete



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C14-2022-0031 – Remove Vehicular Access Res... 

2. Your name (providing this information will be part of the public record and will be available online)

Dustin Kim

3. Your address (providing this information will be part of the public record and will be available online)

911 Banyon St

3. Your address (providing this information will be part of the public record and will be available online)

911 Banyon St

4. Your zip code (providing this information will be part of the public record and will be available online)

78757

5. Position on Zoning/Rezoning *

I am in favor



6. Daytime telephone number (providing this information will be part of the public record and will be available online)

7. Comments

I am in favor of removing the gate permanently, here at the Morrow and Easy Wind intersection and in virtually every other instance where one of these same intra-neighborhood barriers might appear in Austin. These types of gates do little to nothing to increase safety. In this particular instance, the existence of this gate made conditions more unsafe, increased vehicle miles traveled, and was antithetical to the vision of a compact and connected Austin. It was wholly inappropriate for a TOD area as well.

From: [Lubomudrov, Andrei](#)
To: [Rhoades, Wendy](#)
Subject: FW: Postponement request for case #C14-2022-0031
Date: Thursday, May 5, 2022 3:54:42 PM

FYI, here is the postponement request.

From: Chip Harris
Sent: Thursday, May 5, 2022 3:49 PM
To: Lubomudrov, Andrei <Andrei.Lubomudrov@austintexas.gov>
Subject: Postponement request for case #C14-2022-0031

*** External Email - Exercise Caution ***

Andrei,

Thanks for talking with me over the phone about my request to postpone the May 10th hearing at the Planning Commission on case # C14-2022-0031 (Intersection of Easy Wind Drive and Morrow Street).

Below you will find the email announcing the community meeting that conflicts with the hearing.

Thanks again for assisting me in my request for a postponement of the case and providing the directions on how to request a postponement.

Chip Harris
512-458-2488

From: Anne-Charlotte Patterson
Sent: Wednesday, May 4, 2022 5:42 PM
To: CNA Leaders
Subject: Community meeting

Hello!

I hope everyone is well. Forwarding some info from the Ryan Drive working group re: a community meeting next Tuesday, Would love to see your faces! Details below.

Cheers!
Anne-Charlotte

Ryan Drive Project Community Meeting

Tuesday, May 10th, 7-8pm

- Welcome
- Ryan Drive development overview from Capital A Housing
- Project Connect and Crestview Station redesign highlights
- Redline Parkway overview from Tom Wald, Red Line Parkway Initiative
- City park planning process overview from Nancy Barnard, Parks Board
- Q & A
- Next steps

Scheduled Zoom meeting.

Topic: Ryan Drive Community Meeting Spring '22

Time: May 10, 2022 07:00 PM Central Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/89470927235>

Meeting ID: 894 7092 7235

Dial by your location

+1 346 248 7799 US (Houston)

CAUTION: This email was received at the City of Austin, from an EXTERNAL source. Please use caution when clicking links or opening attachments. If you believe this to be a malicious and/or phishing email, please forward this email to cybersecurity@austintexas.gov.