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December 6, 2007

Ms. Shirley A. Gentry
Office of the City Clerk
P. O. Box 1088
Austin, TX 78767

via FAX # 512-974-2374

Dear Ms. Gentry:

Re: City Council Agenda Item # 87, December 6, 2007
Case # C14-2007-0083, 2803-2901 Manchaca Road
To be read into the record.

Thank you for this opportunity to speak to what I believe is an important issue - the traffic at the intersection of Manchaca Road and South Lamar Blvd.

First, I want to make it clear that I am not a member of the South Lamar Neighborhood Association just like the overwhelming number of homeowners in my neighborhood who also are not.

Second, the Neighborhood Association was given the authority to speak for everyone in the neighborhood by the developer as usual with the City's blessing. In the beginning I asked Michele Rogerson with the developer if she would meet with me and others who live and/or work in the affected area, and she refused. (This was after she approached me and asked if I had any questions.)

Thirdly, I asked Oscar Lipchak, president of the association, before the Planning Commission meeting if he had read the transportation study. His answer was no, yet the association did not ask for a postponement, only that construction vehicles be restricted to access the site from Manchaca and South Lamar rather than Del Curto. The concerns about Del Curto are legitimate but not to the exclusion of the overwhelming problem area which is Mancha and South Lamar.

When I learned that the developer prepared the transportation study for the City I was shocked. It's like having the FOX watch the henhouse.

When I went to the CAMPO website I found their numbers were approximately five years old for this area and that the studies were not done the same.

I believe if this project goes ahead as planned that it will make the affected streets and intersections much more congested and more dangerous.

There are alot of accidents at the intersection of Mancha and South Lamar already. (The number of accidents at all of the affected intersections should have been researched as a part of the Traffic Impact Analysis - TIA.) The adverse effects will only begin with the construction phase and will last indefinitely.

A few examples of problems I found with the TIA follow. I could use more time to study it as well as more time to speak to this matter.

(cont.)

- 1) It did not take into consideration the effect of the two "Y's" - streets that merge at an angle. (These are treated as if they were perpendicular.)
- 2) Mr. Metcalfe said at the Planning Commission that the number of trips per day for Del Curto would decrease by 39 vehicles. I checked with the Eco School and the Church - that's an exaggeration therefore other numbers may be skewed as well.
- 3) The effect of busses was omitted in the study. The bus stops (plural) here already back up traffic. (The more people who ride the busses the more time it will take to load and unload and/or the more busses that will be blocking the outside lane of traffic.)

I'm here to ask that you not make a decision today - that the City postpone this project until they update their own numbers (on the CAMPO website by doing a new count) and their methods of studying transportation.

A lot of the people who will be adversely affected by the traffic problems don't even know that they will need to share this intersection with the people from 425 residences who will be attempting to enter traffic at the already crowded Manchaca and South Lamar intersection during the peak hours mornings and exit there during the peak hours afternoons. (I addressed the problems concerning notification by signage before the Planning Commission and sent letters to the Mayor and Councilmembers at the time of the VMU zoning request for this location. The same problem recurred with notification by signage now that the remainder of the tracts are being considered for rezoning. The signs are put up at angles difficult to read by passing motorists, and are so flimsy and put up so carelessly that they do well to stay up for one day. When the last sign was put up the Planning Commission date had not yet been set and the sign was gone months before this went before the Planning Commission. When I looked for it I found it blown across South Lamar in the grass, warped from the rain.)

When individual developments are considered individually by the City the collective effect of many projects from streets that feed into a collector street or corridor can be overlooked.

This is an ill-conceived project. The VMU part of this project should not have been considered separately before the VMU corridor requests for rezoning collectively for the South Lamar corridor have even been considered by Council.

And, last but not least, the final Traffic Impact Analysis for this project was not given to the City's traffic engineer from the developer until within the week of the Planning Commission meeting for this last zoning request. The final Traffic Impact Analysis should have been required before the VMU zoning request for this project was even considered.

If you have questions about anything that I have said I will be happy to elaborate. Three minutes does not allow for elaboration.

Thank you again for the opportunity to speak.

Sincerely,

Camille Perry
Camille Perry