

February 23, 2015

Austin City Council
Austin, Texas

Case Number: C14-2014-0011A, C14-2014-0011B

Dear Council Representative,

Maple Run (Wheeler Creek-Woodstone Village) Neighborhood in Southwest Austin joins other Southwest neighborhoods (Circle C, Western Oaks, Westcreek, and others) and submits **our objection** to modify the Conditional Overlay by removing the daily vehicle trip limit as proposed before Council for the Ben Garza tracts (C142014-0011A, C142014-0011B). Our neighborhood borders Brodie and we experience the tremendous traffic in this area on a daily basis.

Our main concern centers on the current traffic levels along Brodie and William Cannon as well as the "F-rated, or failed" intersections of Brodie and William Cannon and that of William Cannon and Mopac. We recently learned the nature of the requested zoning change is to modify the Conditional Overlay by removing the daily vehicle trip limit. This would result in a projected increase in the 14,000 to 16,000 range with a projected annual increase of only 1%.

Naturally, this proposal raises immediate concerns for surrounding neighborhoods due to the already congested traffic we are experiencing at nearby intersections such as Mopac and William Cannon, an intersection that is currently graded at "F" for failing in the Traffic Impact Analysis completed for the proposed development. The Brodie and William Cannon intersection will also be negatively impacted. It is already extremely congested and there is no right of way available to make improvements. The TIA projects that it would also drop to a "failing" grade if the trip limits are lifted. Other nearby intersections, such as Mopac and 290 as well as Brodie and 290 were not included in the TIA.

We do not make this position lightly. We have met with various organizations in our area and heard from several HOAs (home owner associations) and NAs (neighborhood associations), including the Oak Hill Association of Neighborhoods (2/04/2015), Concerned Citizens of South Austin (2/17/2015), the Ben Garza Legal team (2/04/2015, 2/18/2015), Westcreek Neighborhood Association, Circle C Homeowners Association, and Western Oaks Homeowners Association. We have also had lengthy discussions with Wendy Rhodes and Ivan Naranjo, city staff involved in making recommendations before the City District Council.

Based on these conversations, we believe that:

- Modifying the Conditional Overlay by removing the daily vehicle trip limit would exacerbate already failing traffic intersections and create a dangerous hazard for the Southwest, both in terms of traffic and environmentally.
- The proposed mitigation techniques of improving signaling and adding dedicated turn lanes to Mopac's south-bound and north-bound service roads will not mitigate the effects of an increase in car trips estimated to be between 6,000 and 16,000 cars daily on Brodie, William Cannon, Mopac, or 290. Other comparable developments in the area have between 4,000 - 10,000 trips per day. With

the failing intersections and congestion it seems reasonable to retain the 2,000 cap on trips per day on the Garza Tract, that is, at the low end of that range.

- A proposed "gate," disallowing northbound traffic exiting Ben Garza Street to enter William Cannon - Mopac's northbound entry between 7am and 9am is a poor solution. The addition of a gate will exacerbate the traffic problem on north-bound Mopac as cars exiting Ben Garza attempt to force their entry into Mopac, continue to 290, or just turn around and clog northbound or southbound Brodie.
- A more up-to-date transportation plan needs to be completed that adequately discusses the current growth patterns in our area, which have increased considerably since 2012.

We would like to request that as our representatives you enter a vote to "Postpone" with the purpose of completing an updated traffic analysis in the future in order to revisit these issues and possible alternatives.

Respectfully yours,

Pamela Rogers
President
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