

From: Grayson M Cox [mailto:emailgrayson@gmail.com]

Sent: Friday, April 01, 2016 10:23 PM

To: Adams, George

Cc: Gallo, Sheri; Pool, Leslie; Adler, Steve; Gonzales, Rodney; Guernsey, Greg; Rusthoven, Jerry; Sirwaitis, Sherri

Subject: The Grove at Shoal Creek - Traffic & Transportation Questions

Mr. Adams,

I received your contact info from Council Member Gallo's email below, and I very much appreciate the update you provided in her newsletter. I happen to live on 45th Street directly adjacent to the proposed "The Grove at Shoal Creek," and I am also the vice president of the Bull Creek Road Coalition - a coalition of the seven neighborhoods surrounding this former State property.

I and many of my neighbors appreciate the work staff is doing on this very complex and contentious PUD, but we have some concerns about the latest traffic information from the applicant and City staff. If you or your staff could address the following questions, we would be most appreciative:

The latest (final?) City comments require a street be constructed through the existing home located at 2627 W 45th. This is understandably concerning to the hundreds of residents that live on 45th and within Shoalmont (south Allandale).

1. Has the impact of this proposed street extension to 45th Street traffic and public safety been studied by the City or developer?
2. Specifically, 45th and Shoalmont residents utilize the gaps in traffic created by the split phasing at the 45th & Bull Creek Rd intersection to safely get in and out of their driveways and neighborhood streets. Has the impact to the safety of these turning movements been studied?
3. The proposed street connection is also within the influence area of multiple existing street and driveway intersections. Has the impact to the safety of these intersections been studied?
4. Will the developer of The Grove PUD be allowed to proceed with building on this land if this street extension is found to be unsafe and/or infeasible?

The required street at 2627 W 45th is, according to City comments and the developer's public presentations, going to be a "right-in, right-out" intersection approach.

1. Could you provide examples of this type of intersection approach in Austin on a public street and the width of frontage they typically require?
2. Can you also provide the City's analysis that determined a right-in, right-out would be appropriate for this location?
3. "Channelizing in areas too small to permit islands of adequate size" and "geometric design inadequate to accommodate the size and operating characteristics of vehicles" are listed as common errors in right-in, right-out channelization according to the National Association of City Transportation Officials. The Transportation Research Board provides similar guidance. Has the City studied the feasibility of the geometry of this intersection approach considering the 60 feet SF-2 lot width and the adjacent SF-2 lot improvements (homes, driveways, etc.) on each side of 2627 W 45th? If so, what design standard and design vehicle did the City use?
4. These types of intersection approaches are often discouraged because they induce illegal and unsafe u-turn movements either at the intersection or further upstream/downstream. Since most homes on 45th have circular driveways, residents are understandably concerned that their driveways or other residential side streets will become an easy way to circumvent movement limitations at the 2627 intersection. Did the City consider these potential impacts to upstream and downstream properties and intersections when requiring this street extension?

Documents we reviewed today appear to show TxDOT confirming that they do not intend to make the improvements shown in the applicant's TIA for the intersections of Highland Terrace & Mopac Southbound Frontage Road and 45th & Mopac Northbound Frontage Road. These improvements include dual lanes on each frontage road and a new signal at the SBFR intersection. In these documents and the revised TIA, the applicant's engineer notes TxDOT's comments, and the applicant agrees to pay a small "pro-rata" share to help potentially fund these improvements in the future.

1. Does the City have plans and funding in place to pay for the rest of this cost and construct these improvements? If not, then has the City studied the impact to these intersections in the ultimate build-out condition without these improvements?
2. The developer has indicated that a substantial amount of the cars going to/from The Grove at Shoal Creek will come from Mopac. Since these off ramps are shown to currently fail in the applicant's TIA, is it appropriate to review the potential impacts to safety of the off-ramp vehicle stacking before recommending the approval of a 3.2 million square feet development entitlement at this location? Does the proposed Grove PUD add to the vehicle stacking on these off-ramps with no improvements made, and how does this impact public safety?

The latest City staff comments recommend “Option 2” for the applicant’s proposed layout of the new 45th and Bull Creek Road intersection.

1. Has the City reviewed the feasibility and geometry of this proposed intersection layout? If so, what design vehicle was used? Does this proposed intersection meet the City’s standard design for these classification of streets and intersections?
2. How much area behind the existing curb will be required to make these lane additions to this intersection? Does this area fit entirely within the existing public right-of-way? If not, who is acquiring the necessary land or will the City use its eminent-domain authority to take this land on behalf of the developer?
3. Was consideration given to the safety impacts to adjacent residences, particularly those in the line of vehicle movement prior to the sharp “s-curve” just before this intersection?
4. Will the developer of The Grove PUD be allowed to proceed with building on this land if these intersections are found to be unsafe and/or infeasible?

We’ve been told that City staff has to “wrap this up” in the next two weeks, so we would be grateful for your prompt response to these critically important questions.

Since I have certainly not asked all of the questions my neighbors have regarding traffic and transportation surrounding The Grove site, I would also like to request a meeting with you, your staff, and the families on 45th and in Shoalmont whose daily lives, homes, and safety are most affected by these City staff recommendations. Perhaps a town-hall style meeting could be coordinated with Council Member Gallo’s and Council Member Pool’s offices?

City staff often hold public meetings during construction projects that impact travel patterns in front of people’s homes and within their neighborhoods. This situation is no different, except traffic and public safety impacts from construction is temporary, and the recommendations City staff are making on this zoning case have a permanent impact to traffic and public safety in these residential areas.

Lastly, I implore you and your staff to complete the necessary due diligence, safety analysis, and feasibility studies for *all* of these issues on the proposed Grove PUD before reaching a final recommendation on the zoning case. Delaying this engineering due diligence until site plan is putting the cart before the horse, as the saying goes, and there is no mechanism for public and Council involvement in the administrative site plan review process.

Thank you,

Grayson Cox