

# MESA ENGINEERING

ENVIRONMENTALLY CONSCIOUS CIVIL ENGINEERING

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Date: August 19, 2008  
 To: West Park PUD Neighbors  
 From: Bruce Melton, P.E., Oak Hill, Texas  
 Re: Implications for Development Buildout, West Park PUD

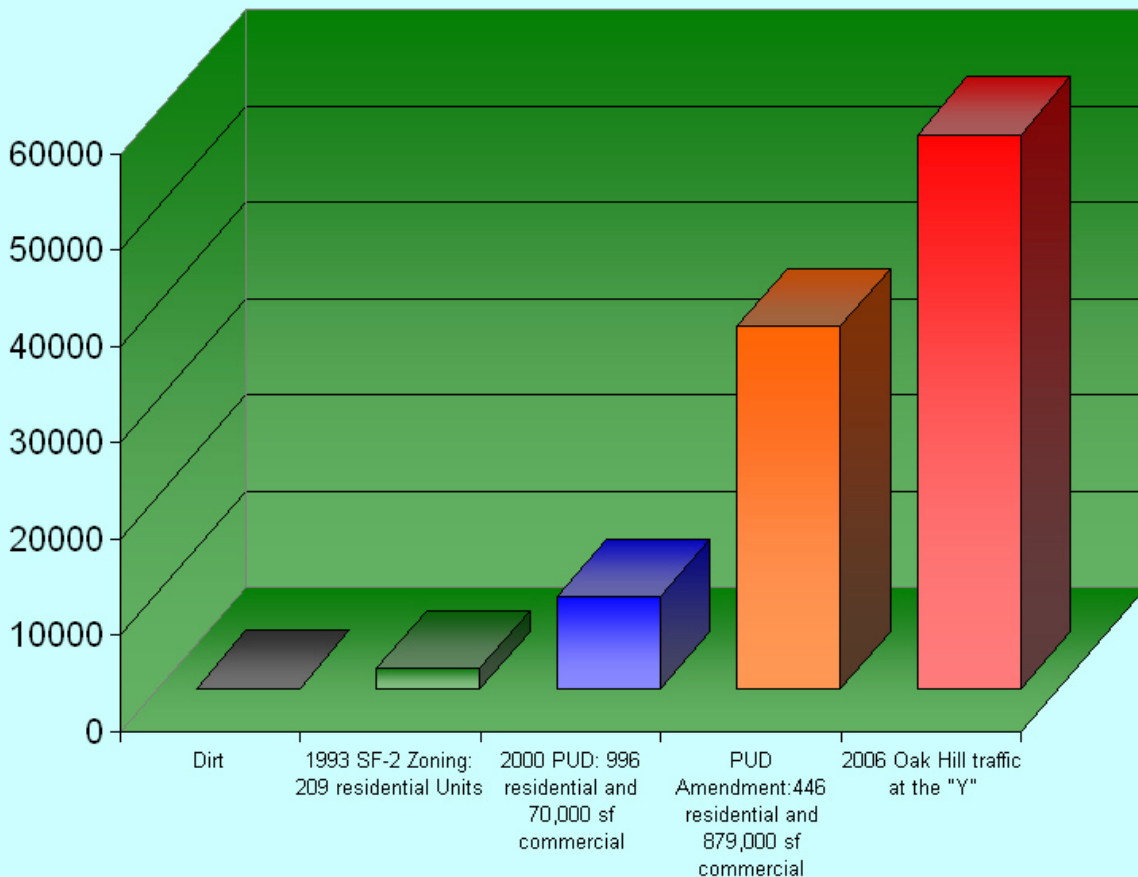
1) Comparison of traffic scenarios for the West Park Development are summarized in the table below:

LAND USE	TRIPS PER DAY*	PERCENT INCREASE
Original Zoning DR	na	na
1993: SF-2 zoning granted at City Council – 209 residential units SOS applicable (10 tpd)	2,090	na
2000: PUD Zoning granted - 966 residential (7 tpd) and 70,000 sf retail (39 tpd per 1,000 sf)	9,492	354%
Proposed PUD: 456 residential (7 tpd), 879,000 sf retail (39 tpd per 1,000 sf),	37,634	1,700%

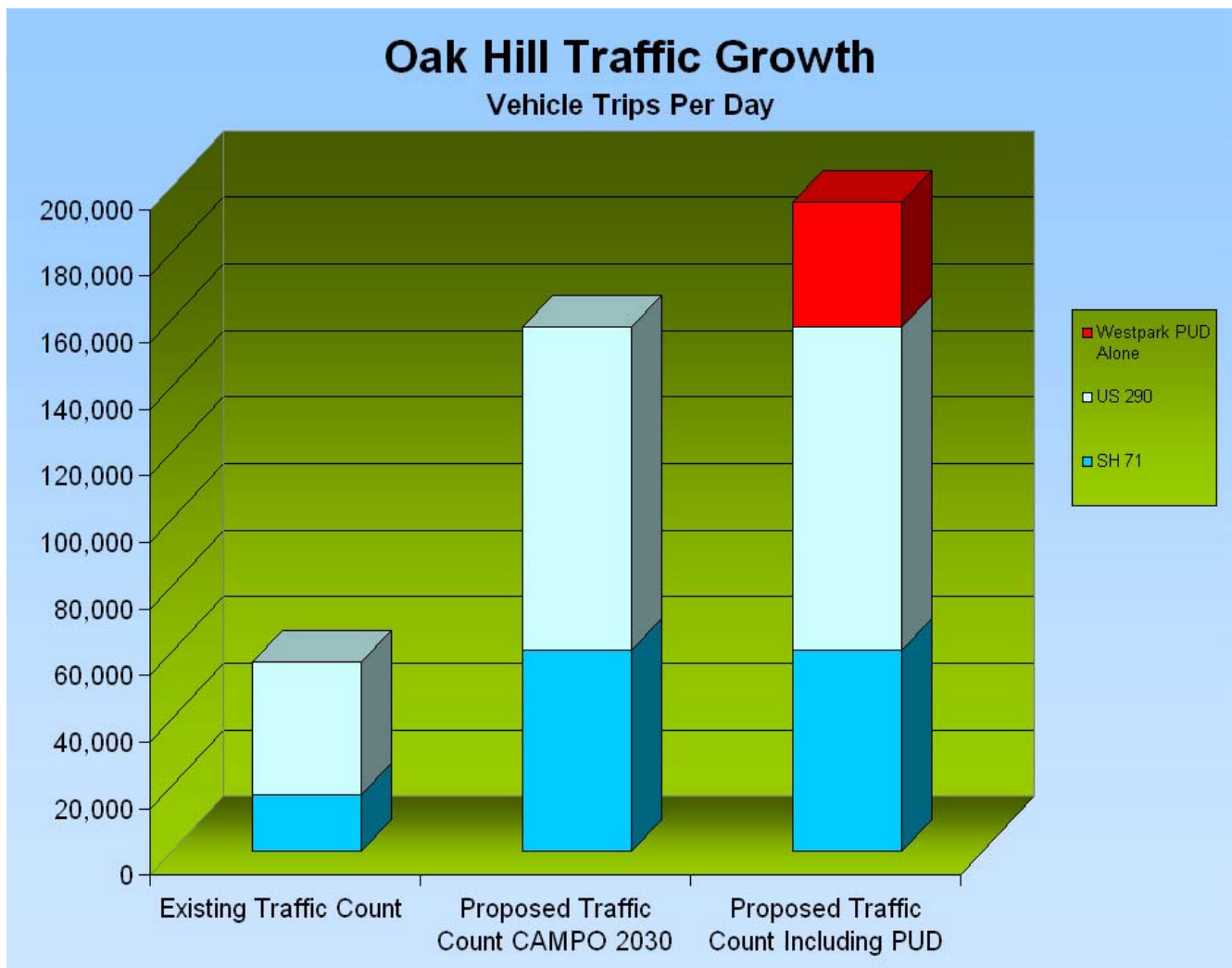
\*tpd = trips per day, does not include proposed Vertical Mixed Use (VMU) at 300,000 sf residential or office

## Oak Hill Traffic Comparison

### Vehicle Trips Per Day



- 2) **ENTITLEMENT INCREASE:** Entitlements are what make land developers money. By actively increasing their entitlements through land use increases like this PUD proposal, the developer can vastly increase the worth of his or her property. At \$28 per square foot, this proposed PUD amendment is worth an additional (approximately) \$28 million more than what the original PUD was worth.
- 3) **MITIGATION:** They have shown no proof of intent to mitigate locally (in downtown Oak Hill) as compensation for their 1,000% increase in entitled land use intensity. Lack of mitigation destroys the “open” character of Oak Hill. Remote mitigation has serious implications for “local” environmental quality. Mitigation locally would also offset the proposed traffic increases of this super-development (Barton Square Mall is 1.4 million square feet. Including the residential traffic, this development is roughly equal to Barton Creek Mall in traffic generation.)
- 4) This “mega development” poses extreme implications for traffic congestion in Oak Hill as shown in the chart below:



- 5) **TRANSPORTAION NODE:** The project does not include a transportation node. Their only effort to decrease the demand on the transportation system is a bus stop. The project is also not physically linked to the college campus. It as acceptable if the project is not linked with the existing town center because of long distances, but the college is immediately adjacent to this project, is an intimate part of our community and should be intimately connected to any development within the community.
- 6) **2018 OR 2030?** The transportation analysis only looks out to the year 2018. This project is so big that it should be required to mirror planning efforts by the City and TxDOT and analyze their impact to the year 2030.
- 7) **EXTREME CONGESTION – FAILING LOS:** TxDOT’s frontage road level of service or LOS (amount of congestion) for their 12-lane section fails badly because of tolling. The frontage roads fail long before 2030 because CAMPO has determined that 33% of all traffic will use the frontage roads to escape tolling. The improvements that are proposed in this project’s Traffic Improvement Analysis do nothing towards mitigation of this extreme congestion issue. Once this development opens, traffic congestion will immediately fail on the frontage roads leading to even more congestion in Oak Hill than exists today.
- 8) **TWO LANE FORNTAGE EACH DIRECTION - CURRENT PROPOSAL:** TxDOT’s new alternative that meets Army Corp, TCEQ and USFW requirements has been suggested by TxDOT to have a 10-lane cross section, with two frontage road lanes in each direction. Obviously, with one third less capacity, and so much traffic using the frontage roads as defined by CAMPO, this development will create traffic congestion in Oak Hill, that - even after TxDOT completes construction – is significantly worse than congestion experienced in Oak Hill today.

Bruce Melton, P.E.

