



August 19, 2022

Re: **Opposition to Rezoning Request & Request for Postponement**  
C814-92-0006.02 - 1201 W. 38th Street

Dear Planning Commissioners,

On behalf of the West 31st Street Creekside Neighborhood Association, we are requesting postponement of the above-referenced rezoning request. **We are requesting a postponement until the September 27th meeting of the Planning Commission to provide the applicant sufficient time to provide the City and the impacted neighborhoods an adequate traffic impact analysis.** Earlier this week, we received a copy of a letter by which the applicant intends to “show compliance with” a TIA approved in 1992.

Under the applicant’s figures, the proposed expansion of the facility would increase trips per day by 5,364 over what was previously approved, an increase of approximately 33% of the total trips generated from the facility. Additionally, the proposed PUD amendment significantly alters the configuration of the buildings, including ingress and egress onto the local roadways. The applicant’s data shows that some roadways will increase up to 10%, while also completely omitting the impact that the new configuration and expansion will have on West 34th and West 31st Streets. The applicant’s analysis demonstrates the need for a new TIA.

Conditions in the area have changed substantially since 1992; that point should be well understood. As the city and the area has grown, this area of Austin has become increasingly more congested, with failing intersections and non-stop traffic. At the same time, the City of Austin has prioritized the improvement of its bicycle and pedestrian networks. This neighborhood serves as a critical link for bicycle commuters making their way across Central Austin, as well as recreational users of the Shoal Creek Trail.

Planned Unit Developments are about *superiority*. This PUD presents an opportunity to help address known gaps in the bicycle and pedestrian network. Given the substantial impact this expansion will have on the overall traffic in this area, we believe the most important metric for superiority on this project should be how it helps address the deficiencies in the area’s bicycle and pedestrian network.

The City, our adjacent neighborhoods, and bicycling and trail advocates have been engaged in several years of discussions for how to best address bicycle and pedestrian safety in this area. While we understand that the applicant does not want to be dragged into these discussions, the traffic generated from this project will be part of the mix of users, and proper planning and coordination should occur to ensure that we are improving conditions overall.

Thank you for the consideration of our postponement request.

Best regards,

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