

Appendix G: Public Meetings

PUBLIC INVOLVEMENT: COLORADO RIVER CORRIDOR PLAN

Summary of the December 7, 2010 Colorado River Corridor Plan (CRCP) Meeting:

•The method of invitation for the meeting included a project flyer which was distributed by email to more than 630 recipients and posted on the County's web page. A public service flyer was distributed to local businesses and 60 flyers were mailed to surrounding residents who did not have email addresses. The meeting was conducted in an "open house format." Approximately 25 property owners and interested parties attended the meeting. The meeting provided the opportunity for area residents and interested parties to speak directly with project representatives from Travis County, the City of Austin and the Lower Colorado River Authority (LCRA).

A variety of information about the study was on display at the meeting. This information included:

- The study process
- Preliminary project information
- Aerial photographs defining the study area
- Current and proposed roadway level of service maps
- Current and proposed parks and open space maps
- Floodplain, watershed and surface geology maps

Attendees were encouraged to share their thoughts, opinions, and suggestions. Each individual was provided the opportunity to speak directly with county and city representatives prior to and subsequent to the presentation and to complete comment forms. These comment forms were available at a sign-in table. Attendees also had the opportunity to speak with county and city staff before and after the CRCP presentation.

Each comment form included the CRCP project mailing address, email address and project hotline. The comment forms also provided the opportunity for attendees to provide mailing list signup information and the opportunity to evaluate the meeting.

There were numerous comments after the presentation ranging from safety concerns to opposition to more mining operations in the CRCP study area, and only one (1) comment form was returned to staff and one (1) email was sent after the meeting.

A total of 10 individuals provided their comments to staff immediately following staff's presentation. The preliminary master plan was well received overall. Generally the public's most common concerns regarding the CRCP study area were associated with possible impacts to the environment, community, and resulting traffic increases. Much concern was expressed about whether these impacts would be properly addressed throughout the design of the corridor.

Randy Nicholson, TNR Planning Manager, welcomed the residents and then started the meeting with staff introductions and an explanation of the meeting's purpose followed by highlighting the study area, planning objectives and schedule. Staff started the presentation by providing a brief history of the existing and built environment. Staff then proceeded with the Plan's objectives and the opportunities/constraints and the importance of the residents' involvement with the visioning process.

The most common verbal and written comments regarding the study area were associated with potential residential and environmental impacts. The study team will be meeting with the residents again in late January or early February to discuss the public's comments and to determine the planning principles to be considered. A summary of all comments received from the public relative to the CRCP and staff's responses from Travis County Transportation and Natural Resources and City of Austin are presented below.

Public Comment Period

1. The County/City need to have air and environmental monitoring stations in residential neighborhoods i.e. Chaparral Crossing and along the river in close proximity to active mining sites. It would be a conflict of interest if the Texas Industries Incorporated (TXI) planning consultant has any role on the planning team.

a. It is anticipated that groundwater conditions near Chaparral Crossing could be monitored considering the willingness of well owners to allow private property access for monitoring. Air and noise monitoring seek to evaluate human residential receptor areas like this neighborhood. The environmental monitoring of air quality, noise and groundwater will be conducted by a person or firm that is independent of TXI. The City, County and LCRA are funding this monitoring and no funding comes from any private source. The surface water compliance monitoring will be conducted by government employees of Travis County who are funded completely from public funds.

2. The County/City need to have a contingency plan if the environmental monitoring shows a problem.

a. The first goal of the monitoring is to devise an adequate program that can detect changes in pollutant levels with statistical confidence. The second goal is compliance monitoring to ensure TXI fully complies with its authorizations from local government and the State of Texas. Considering the environmental value of this area and the potential impacts on citizens, it is agreed that available enforcement remedies should be swiftly taken to address degradation.

3. The County/City need to have a fair and impartial competitive bid process for the CRCP as well for any and all monitoring or follow-up work. The consultant and/or contractor cannot have been employed in the past or currently working with TXI in any capacity. The consultant and/or contractor needs to provide an affidavit ensuring they haven't worked for TXI directly or as a subcontractor to ensure there isn't a conflict of interest.

a. The environmental monitoring of air quality, noise, and groundwater will be conducted by a person or firm that is independent of TXI. The City, County and LCRA are funding this monitoring and no funding comes from any private source. The selection process includes a public solicitation of bids for the work. Travis County will discuss the question of past relationship with TXI during the selection process. These processes are consistent with all County, State, and Federal competitive procurement requirements.

4. The County/City should consider expanding the study area to include the development north of

FM-969 that will have an impact in the study corridor.

- a. While the boundary chosen to identify the corridor makes use of US-183 South, SH-71 East and FM-969, regional planning information is used in the development of transportation forecasts. Improvements to arterials are forecasted through a regional travel demand model that takes into account population and employment forecasts as well as existing traffic volumes for roads and traffic serial zones that are within and outside of the Colorado River Corridor Plan study area. Forecasts are partly based on current and emerging development forecasts. For example, the Capital Area Metropolitan Planning Organization (CAMPO) 2035 Plan map that was a part of the Town Hall presentation showed future regional arterial projects that provide mobility to a wider region than just the corridor. Another map identified existing and emerging developments in the surrounding corridor. Information from this type of data will be used in the development of concepts for the study.
5. There needs to be a plan for the unsightly legacy mines along SH-130 and FM-969. The County/City need to create a partnership to clean up the legacy mining pits.
 - a. One important objective of the CRCP is to develop a community-based plan for a future use of land with legacy mines. It will be necessary to involve landowners and include the participation of mine companies. Opportunities for privately-funded redevelopment could address this significant issue. Additionally, public and private funding may be able to restore some of these tracts for open space, parklands, or wildlife refuges.
 6. Stormwater ponds which are part of the current and legacy mining operations are breeding grounds for mosquitoes and algae.
 - a. The Austin-Travis County Health and Human Services Department investigates nuisance and contaminant vector complaints. It is recommended that specific issues be referred to them at (512) 972-5600. All landowners are required by state law to abate this type of problem.
 7. Mining operations sediment is polluting the river and impacting commercial recreation and habitat. During heavy rain and when TXI washes down trucks the sludge moves off-site and onto other properties and finally into the river.
 - a. The environmental monitoring phase of the CRCP includes compliance monitoring and sampling of surface water runoff associated with TXI. Additional compliance monitoring activities by local and State agencies are available to ensure compliance and to respond to public complaints. TXI operations are subject to TCEQ permit requirements that limit the pollutant discharges from mining activities. If compliant, a mining operation can significantly limit its impact on water quality.
 8. Mining operations' air borne dust presents health issue.
 - a. The TCEQ is the primary enforcement agency for ensuring compliance with air quality requirements, for evaluating health impacts, and to ensure operations at mines do not cause air pollution or impact nearby citizens. Travis County also required TXI to establish specific measures and practices to curb air pollution (watering roads for dust suppression, truck wash down, etc.). The monitoring phase of the CRCP includes evaluating releases of particulate matter. The plan partners will address an elevation in levels through compliance and

enforcement if necessary.

9. Roadway flooding, isolating home sites, and preventing access for emergency vehicles.
 - a. This area includes the lower portion of Carson, Boggy, and Walnut watersheds. There is roadway flooding in this area ranging from very low to very high, as shown in the attached map. The most significant flooding is on Dalton Drive (Carson), Delwau Lane (Boggy), and MLK (Walnut). The area was not included in the Colorado River watershed preliminary master plan, so roadway flooding in this area would not show up as a potential flood hazard.
10. Roads are regional in nature and require regional solutions.
 - a. Transportation staff is looking at issues, constraints and opportunities at a regional level as well as how these regional projects may be integrated into future plans for the area. Out of this planning study, staff expects that there will be new plans developed in the region for arterials as well as other forms of transportation such as transit and bicycle and pedestrian modes. City and County staff working together will be using other staff resources within other transportation agency providers in the development of this study.
11. Urbanization of the area increasing the cost for existing homeowners. Demands on roads, schools, water and wastewater systems increasing the cost to home/land owners.
 - a. The intent of the CRCP study is to include appropriate land uses, transportation improvements, greenways, and TXI will prepare conceptual plans to determine an appropriate use for their properties after the mining has ceased and incorporate all of these factors into a vision for the area. The preliminary master plan will contain findings that will address important issues such as growth, land use, open space and transportation in order to gain a greater understanding of land use issues and challenges, and to pinpoint more specific strategies to address those issues.
12. Ensure the CRCP website is updated with the maps from the presentation, and make the presentation available through all types of information outlets besides the website.
 - a. The CRCP website has been updated with the maps as well as the PowerPoint presentation.
13. Include an additional map that illustrates the current and proposed mining sites with residential development.
 - a. Staff has created a map that displays the legacy, current and proposed mining sites with residential development. This map is now on the website.
14. The County needs to take an active role to get the word out throughout the whole community to encourage more people who live in the community to be involved in the CRCP.
 - a. Staff will continue to get the word out by publishing public service announcements (PSAs), distributing flyers to local businesses, and sending emails to a list of over 600 people and United States Postal Service (USPS) notices to addresses of over 50 residents in the subject area. Getting out the message needs to be a public/private partnership, and staff hopes the residents who attended the first meeting will stress to their neighbors the importance of participating.

15. Residents are encouraged that the County is looking to plan for the future in the Colorado River study area.
 - a. It is encouraging that residents are participating in the planning process and recognizing the benefits of preserving the rural culture and protecting water resources.
16. Concern that the County/City hired Bosse-Pharis as the consultant for the CRCP because it is a conflict of interest.
 - a. It is appropriate for the consultant to maintain working relationships with the City and County as well as with mining companies. Successful development of the CRCP will depend on cooperation among all the principal interests in the corridor, including the mining companies which own 37 percent of the land and will be essential to the redevelopment of the land that has been mined.
17. Concern that two County staff might have a portion of their salaries paid by TXI.
 - a. Travis County and the City of Austin employees who are working on the CRCP study are paid from public funds and they do not have any prior history of employment or private involvement with TXI.
18. The County/City need to preserve the community's rich culture and discourage suburbia development by providing resources for small farms that provide sustainable food source and provide the residents with alternative agriculture resources. The residents in the study area want to maintain their rural lifestyle.
 - a. County Government has limited authority to regulate land use. The County has some authority regarding how roads are constructed and how drainage is managed. Unfortunately, the County has no authority to enact zoning regulations. Since we don't have zoning regulations, our ability to influence development is typically proven in how we can persuade rather than dictate. One of our means to influence development is through the capital improvements program. We can acquire properties and locate public facilities to encourage preferred development patterns. With the CRCP we can develop a vision of how the community wants this area to look in 30 years and set forth strategies for how government can work with the private sector to get there.
19. Identify legislative issues relating to land use and address them through united front.
 - a. The Travis County Commissioners Court strongly advocates that the Texas Legislature provide growing, urban counties with the planning authority necessary to better control and plan orderly development and compatible land use in unincorporated areas. It is agreed that a united front of the community and local governments should work to obtain the planning tools we need.

Email Responses

1. Part of the groundwater study should be a "comparable base study" to evaluate groundwater quality at an area that has already been mined, compared to an area not mined adjacent to the mined area. Mined areas near Webberville or near FM 973 should be evaluated.
 - a. This suggested scope of work has potential value and should be considered as an additional area of research, if funding and resources can be allocated. The current scope of the environmental monitoring seeks, as a short-term priority, to establish baseline data

- before mining occurs at TXI Hornsby Bend. Noise, air quality, and groundwater will all be monitored.
2. Monitoring in one area near TXI's Hornsby Bend site before and after will not prevent impacts but would only measure impacts too late to correct.
 - a. The commenter's focus is on changes to groundwater and it is agreed that alteration of groundwater quality or flow patterns would be difficult to correct once they occur. On the other hand, a comparable base study might provide a technical basis for changes in law or mining regulation in the long-term but may not be enough of an impetus to change or stop already permitted mining from occurring. It should be noted that evidence of surface water quality or air quality changes, or measured, objectionable noise levels would provide a real-time basis for requiring immediate corrective action by TXI once observed.
3. The constraints analysis should be modified to include the constraints that mining in the Colorado River corridor cause.
 - a. The document will be modified to identify the following as a constraint: "The single-most predominant land use in the corridor is land that has either been mined or is planned to be mined for sand and gravel (37 percent). Mining has led to land transformation from an agricultural use or from undeveloped woodlands and wildlife habitat to mining. To date, very little reclamation and redevelopment of areas mined in the past has occurred, leaving behind extensive acreage in the corridor that is of a degraded quality. Unregulated mining poses threats to air quality from particulate matter caused by land disturbance, material processing, and truck traffic. Mining may have altered patterns of groundwater flow due to mining within water-bearing zones."

Evaluation response

Response to the Transportation Comments: The crossing of the Colorado River may see environmental benefits in reducing vehicle miles of travel thereby helping reduce existing vehicle emissions. Currently, with limited ability to cross the Colorado River, persons within the corridor must use the FM-973 and SH-130 bridges to cross or FM-969 in Bastrop County causing extended travel times going north/south within the corridor. Staff acknowledges these benefits may be negated by additional traffic that will use the crossing; however, as more and more traffic is seen through new developments, an additional crossing of the Colorado River will be necessary.

Current plans for FM-973 have the FM-973 bridge at the Colorado River being relocated and built to a six-lane section with four lanes being striped at opening. The new location will allow better connectivity with FM-973 south of SH-71 East. Additional improvements in the CAMPO plan show a continuation of the FM-973 bridge project as a four-lane divided arterial south to Burlison Road.

Other improvements north of the corridor have FM-973 being reconstructed east of Manor to bypass downtown and connect with existing FM-973 at US-290 East.

Currently, no plans exist to expand FM-973 south of Burlison Road in the F1 area.

Travis County has the authority to regulate truck traffics; however, detailed studies will be needed and alternative routes are required to provide a hierarchy for traffic flows. Transportation staff will review the opportunities to make improvements to truck traffic issues as plans are developed.

The CAMPO 2035 Plan identifies linking high density mixed use activity centers with downtown Austin and between other centers with different modes of transportation. How they are financed and who are the providers have not been established. It is safe to say that how transportation projects are funded and the ability of those providers to serve areas will need additional sources of revenue and authority powers to implement the long range transportation plan. The CAMPO Policy Board took a step in that direction when it earmarked 50 percent of future STP-MM funds (Federal transportation grant dollars) to go towards supporting the development of the centers concept. Additionally, the CAMPO Board retained the long standing 15 percent of STP-MM grant dollars going towards bicycle and pedestrian projects.

PUBLIC INVOLVEMENT: COLORADO RIVER CORRIDOR PLAN

Summary of the September 22, 2011 Colorado River Corridor Plan (CRCP) Public Meeting:

A public service flyer was distributed to local businesses and over 50 flyers were mailed to surrounding residents who did not have email addresses. Large posters 36 inches by 24 inches were hung in area government lobbies and project flyers were distributed by email to more than 650 recipients and posted on the County's webpage.

The open house meeting was held at the Dailey Middle School. The Open House meeting room had display tables with various maps depicting the Lower Colorado Corridor (Plan) study area. The maps illustrated current and proposed roadways and park projects as well as floodplain and watershed maps and the surface geology. The meeting opened with a brief update of staff's involvement. After introductions, residents, business owners and staff were asked to participate in break-out sessions to discuss the plan in greater detail.

After the break-out sessions attendees were encouraged to share their thoughts, opinions, and suggestions by filling out a questionnaire and comment form. These were available at a sign-in table and the public was encouraged to provide written comments before and after the CRCP open house. Each comment form included the CRCP project mailing address, email address and project hotline. The comment forms also provided the opportunity for attendees to provide mailing list signup information and the opportunity to evaluate the meeting.

A summary of all comments received from the public relative to the draft CRCP and staff's responses from Travis County Transportation and Natural Resources and City of Austin are presented below.

Public Comment Period

What are the most critical issues or challenges for the corridor? While participants cite transportation and natural resource-related issues and challenges most often as the most critical for the corridor there are concerns about parks and land conservation as well: participants want to preserve natural corridors as an amenity for future residents in the area, improve Austin's Colony parks, and have "24/7" access to all trails.

1. *Lack of viable park space around Austin's Colony subdivision, especially along the Colorado River. Could the City of Austin or Travis County approach the owners of the "City of Austin Colony Park", Phase III Austin's Colony HOA and Qualico (developers of Austin's Colony RiverCreek HOA) to see if they would sell these parks to them so we can get these (2) parks maintained and improved? "City of Austin Colony Park" on your Plan map is not the correct name - these are 2 different adjacent parks owned by 2 different entities (HOAs) and there is no consistent maintenance and there is a big problem with dumping. These parks could easily be turned into real parks. This section of the river is just beautiful. Connect this park to Harold Green Rd.*
 - a. *Travis County and the City of Austin are committed to building a comprehensive park system in the Colorado River corridor that will connect to the Austin's Colony subdivision. Travis County is currently committed to buying land on Onion Creek, Gilleland Creek, and the Colorado River with 2005 park bond funds, and will continue to buy parkland in this area with County's Proposition 2 funds earmarked for this purpose. The City of Austin's Park label will be corrected.*

What do you like most about the concept plan? Participants cited parks and recreation-related aspects of the CRCP most often when asked what they like most about the plan. They particularly like the proposed expansion of the parks, greenways, and trail systems and improved access to the river for recreation.

1. Concept Plan shows existing trail on County land adjacent to the jail. Is there a trail there?
 - a. There isn't an existing trail on the Travis County jail property. This is a "Proposed Trail". The concept plan will be corrected.

What are some of your concerns? Participants' concerns are varied and listed below.

1. I would like to see this plan include as much transit options as possible. Do we have development nodes with mixed use planned for this area? If so, the developer should include a plan for transit options.
 - a. The CRCP envisions urban intensity nodes near Garfield and SH 71, Watersedge, Interport, Rio de Vida, along SH 71 across from ABIA, along US 183, and FM 969 west of SH 130. Amend plan to show a future transit node in Rio de Vida near SH 130 and Harold Green Blvd. Location would provide future connection to proposed City of Austin Urban Rail node at ABIA.
2. Page 27 of the draft plan - Inadequate Road Capacity Truck traffic from the mining project exacerbates the inadequate road capacity. This negatively affects local residents and commuters by contributing to traffic congestion and extended travel times.
 - a. Staff will include as bullet under Inadequate Road Capacity in Existing Conditions. Also, comment forwarded to Traffic Safety Division of TNR. The Planning Team encourages you to stay involved with all aspects of infrastructure planning within the Corridor area.
3. Page 27 of the draft plan –Safety It must be stressed that truck traffic is dangerous for local resident and commuter traffic on rural roads. The mining activity will contribute to and increase dangerous traffic for local residents and commuters. ****Please note: I have reviewed the "open space acquisition and development agreement" which addresses the two concerns stated above. However, I have additional issues with the aforementioned agreement that I will not address at this time.**
 - a. Page 27 of the draft plan, Under Safety, recommend revision to "The mix of local traffic, commuting traffic and truck traffic is another major challenge within the Corridor."
4. SH 130 ROW has space reserved for a trail. Consider best location for the trail – in the ROW or adjacent to pavement?
 - a. The CRCP Concept Plan accommodates a trail along SH 130 through a portion of the Corridor. Recommend amending the Plan to show the SH 130 trail extending to SH 71 East.

5. In the body of the CRCP there is a section titled Existing Transportation System (p. 22) which contains a map labeled Development. This map shows Subdivisions, Preliminary Plats and Emerging Developments. It would be useful addition to the Concept Plan to have this information included on the base map so that proposed roadways are reflected per previous approvals.
 - a. Recommend change. Agree the Concept Plan should reflect the proposed land use intensity shown on page 22.
6. Having not had the time to study the plan it would be unfair for me to comment on the quality and likes and dislikes. Having skimmed the draft, the one thing that I think may be missing is any plan to preserve any excess water passing through the Corridor by setting land aside for percolation fields or injection wells to recharge the aquifer and not lose any water that is not needed downstream. With the long term forecast or more severe drought into the foreseeable future this should be, in my mind, paramount in the corridor planning.
 - a. Recommend amending p. 20 to include statement: "As a part of implementation, planners could look at the viability of projects to enhance aquifer recharge." The Colorado River Alluvial Aquifer is recharged directly from the underflow of creeks and rivers in the Corridor. The plan's land conservation goal calls for acquisition of land to allow for more natural hydrologic processes that retard water velocity, spreads out flows into natural floodplains, and therefore, results in greater recharge. It also makes sense to analyze other alternatives such as man-made recharge enhancement.
7. What does it mean that Hornsby Bend and COA use surface water, and the rest use groundwater? (Page 18)
 - a. The statement is meant to convey that the COA drinking water source is "primarily" from the Colorado River water storage in Lake Travis and that Hornsby Bend is supplied by diversions of water from the Colorado River. A correction will be made.
8. Austin's Colony Phase V, Section 3 approved unrecorded Final Plat is not shown on the Concept Plan. Our concern is the Concept Plan has a rural arterial roadway running through the Plat without taking into account the approvals currently in place...
 - a. Amend Concept Plan to show the approved unrecorded final plat for Austin's Colony Phase V Section 3. A future rural arterial (Deaf Smith Blvd.) is aligned through this plat. Travis County will be required to negotiate with the owner to amend the unrecorded final plat to accommodate the alignment of the future arterial.
9. Austin's Colony Phase 6-14, approved unrecorded Preliminary Plat is not shown on the Concept Plan. Our concern is the Concept Plan has a rural arterial roadway running through the Plat without taking into account the approvals currently in place...
 - a. Amend Concept Plan to show Future Arterial C as a Rural Arterial (light blue). Amend Concept Plan to show future Arterial C north of Hunters Bend Road offset from Arterial C south of Hunters Bend Road. Alignment of Arterial C south of Hunters Bend Road remains as shown on Concept Plan. Amend Arterial C north of Hunters Bend Road to follow existing Hallday Avenue and extend northward to terminus at FM 969. Travis County will be required to negotiate with the owner Austin's Colony Phases 6A and 6B to accommodate the future alignment of Arterial C north of Hunters Bend Road.
10. A proposed Neighborhood Collector running north and south to FM 969 from the proposed westward extension of Dunlap Rd S. runs through and adjacent existing subdivisions and various platted properties (Austin's Colony Sec 6B, 7B and Chaparral Crossing). While we are in support of the need for this collector, it is our responsibility to point out that it will affect previously approve plans, plats, and site plans. Also, a proposed Neighborhood Collector running north and south to FM 969 from the proposed westward extension of Dunlap Rd S. runs through and adjacent existing subdivisions and various platted properties (Austin's Colony Sec 6B, 7B and Chaparral Crossing). While we are in support of the need for this collector, it is our responsibility to point out that it will affect previously approve plans, plats, and site plans.
 - a. The intent of the CRCP study is to include appropriate land uses, transportation improvements, greenways, and TXI will prepare conceptual plans to determine an appropriate use for their properties after the mining has ceased and incorporate all of these factors into a vision for the area. The preliminary master plan will contain findings that will address important issues such as growth, land use, open space and transportation in order to gain a greater understanding of land use issues and challenges, and to pinpoint more specific strategies to address those issues.
- 11 The Plan reflects a proposed Rural Arterial from Dunlap Rd S. running west through the approved preliminary plan for Austin's Colony Phases 6-13. We are requesting that the alignment be adjusted per the preliminary plan. Further this same Rural Arterial affects the Austin's Colony Phase V, Sec 3.
 - a. Amend Concept Plan to show the approved preliminary plat for Austin's Colony Phases 6, 7, 8, 9, 10, 11, 12 and 13. Amend alignment of Deaf Smith Blvd to reflect alignment in Austin's Colony Phases 9, 10, 11 and 12. Amend Concept Plan to terminate Deaf Smith Blvd. at future Arterial C. Delete section of Deaf Smith Blvd. from Future Arterial C to Dunlap Rd. North. See comment for #162 for alignment through Austin's Colony Phase V Section 3.
12. At the Town Hall meeting on 9/22 ...there was no discussion of the extension of Westall St past Hound Dog Trail. We question the need for this extension as it runs near and parallel to the Austin's Colony Secondary Access Rd to Gilbert Lane. This roadway is included in the 2011 Travis County Bond Election.
 - a. Amend Concept Plan to show current alignment of Austin Colony Secondary Access project that was included in 2011 voter approved bond election. Amend extension of Sandifer Street to parallel Elm Creek flood plain. A roadway parallel to the floodplain visually integrates the greenspace into the neighborhood and puts more eyes on the greenway users which improve safety. Also, amend roadway classification of future Sandifer Street extension from Minor Arterial to Neighborhood Collector (green). With limited options for east/west connectivity to FM 973 and expected high volumes of traffic connecting to work destinations in the Urban Core, Transportation and Natural Resources staff have identified the need to study the use of roundabouts as a traffic safety measure to calm traffic. As plans develop for Rio de Vida, future collector level intersections would offer an opportunity apply this traffic calming technique especially for collector intersections west of Austin's Colony subdivision.

13. In the body of the CRCP there is a section titled Existing Transportation System (p. 22) which contains a map labeled Development. This map shows Subdivisions, Preliminary Plats and Emerging Developments. It would be useful addition to the Concept Plan to have this information included on the base map so that proposed roadways are reflected per previous approvals.
 - a. Recommend change. Agree the Concept Plan should reflect the proposed land use intensity shown on page 22.
14. What fees were paid to Bosse and Associates by TXI?
 - a. Staff is not knowledgeable of the contract scope and fees with these to private entities.
15. What fees were paid to Bosse and Associates by the County?
 - a. Bosse and Associates contract was for \$98,095. Travis County's portion of the contract is \$72,095.
16. What was the relationship of Bosse and TXI during plan preparation?
 - a. Bosse provide analysis and feasibility of redevelopment of existing TXI legacy mining land.
17. Why is the CAMPO Center, which is eligible for future transportation funds located on TXI Property and not near existing residential commercial area at Hunters Bend and FM 969?
 - a. CAMPO policy sets aside 50% of future funds to Centers. The DRAFT plan recommendation is to locate the center along SH 130 between FM 969 and the river. The intensity of uses envision in the Centers concept is not suitable along FM 969 at Hunters Bend. Significant internal connectors and pedestrian/vehicular movements could negatively impact the existing abutting neighbors. Additionally, the Concept Plan encourages the redevelopment of legacy mining rather impacts to undeveloped land areas.

Emails sent to staff since the second open house.

1. Correct maps with regards to land ownership of land shown as parks along the Colorado River at Austin Colony.
 - a. Staff corrected the maps.
2. Concurrent reclamation, is that recommendation part of the Tri-party agreement?
 - a. Staff recommends that the agreement will seek to include concurrent mining concept.
3. How exactly has the draft Plan changed as a result of the citizen input that you discussed in court? I'm not the only one who wants to know.
 - a. Staff recommended changes are found on the web.
4. What services, projects, infrastructure etc. might be denied the people that live in the corridor now if the Campo 2035 Village Center is changed to where Rio de Vida is as per plan dictates.
 - a. Staff is not aware of any services that might be denied. Staff has recommended transit be evaluated to serve the area which generally feasible when higher insensitive of uses and thus users increase.

5. What have the neighbors priority item was accidentally left off the info passed out to the neighborhood meeting been told about this since the priority item was accidentally left off the info passed out to the neighborhood meeting?
 - a. Although the item was inadvertently left off the public meeting handout, the online Draft and all other information has not change until the Court to make changes. The Center relocation remains and has always been a part of the Draft Plan proposal.

FINAL PUBLIC HEARING: COLORADO RIVER CORRIDOR PLAN

The Commissioners Court approved the Colorado River Corridor Plan on May 15, 2012 by an unanimous vote.