DRAFT

MARCH 14, 2014

Background Report

# LAND, WATER, AND TRANSPORTATION PLAN

# Travis County Commissioners Court

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# A. INTRODUCTION

## Land, Water, Water and Transportation Plan

Travis County's *Land, Water, and Transportation Plan* (LWTP) provides a framework for protecting land and water resources, building transportation and park systems, and efficiently delivering services while maintaining a balanced budget. It is a set of long-term goals and policies that the Commissioners Court will use to guide orderly development and the appropriate conservation of land and water resources within the unincorporated areas of Travis County. The *LWTP* consists of three documents:

- The *Growth Guidance Plan* includes an analysis of growth-related opportunities and challenges in unincorporated Travis County, the goals, objectives, principles, and policies guiding growth, and maps illustrating preferred growth and conservation areas.
- The *Background Report* (see below)
- The *Summary of Select Plans, Ordinances, and Rules* includes growth-related policies and practices currently used by the County for regulating the subdivision property, construction of streets and drainage in subdivisions, and development in floodplains, protecting endangered species, mitigating hazards, managing storm water programs, and planning and implementing capital improvements projects.

## Background Report

The *Background Report* provides contextual information for the LWTP. It includes information about natural conditions, demographics, land use patterns, legislative authority granted to counties for guiding growth, municipal planning in the county, and public opinion about growth-related issues.

# B. NATURAL CONDITIONS

## Physical Setting

Travis County is in Central Texas, 150 miles inland from the Gulf of Mexico. Austin, the state capital and county seat, is 100 miles southwest of Waco and seventy-five miles northeast of San Antonio. Travis County comprises 1,025 square miles on the eastern edge of the Edwards Plateau and is divided in half from lower land below the plateau by the Balcones Escarpment. The lower land is flat to rolling prairies and woodlands and considered a part of the Gulf Coastal Plain. The Colorado River, which bisects the county from northwest to southeast, flows from the Edwards Plateau onto the Gulf Coastal Plain and provides drainage for the entire area. *Map 1* illustrates the distinct contrasts in elevation from west to east across the county and the faults prominent along the escarpment. Elevations in Travis County range from 350 feet along the Colorado River east of Webberville to a high point of 1425 feet above sea level in the Shingle Hills west of the City of Bee Cave. The Edwards Plateau, commonly referred to as the Texas Hill Country, has a terrain deeply dissected by the headward erosion of major streams with steep gradients from the plateau to the base of the Balcones Escarpment. The Balcones Escarpment was formed by faulting along the Balcones fault zone. The land west of the escarpment is more arid than that to the east, and the vegetation varies accordingly.

The climate of Travis County is subtropical, with an average low temperature in January of 38° F and an average high in July of 96°. The average yearly rainfall is thirty-two inches, and the growing season is 270 days.

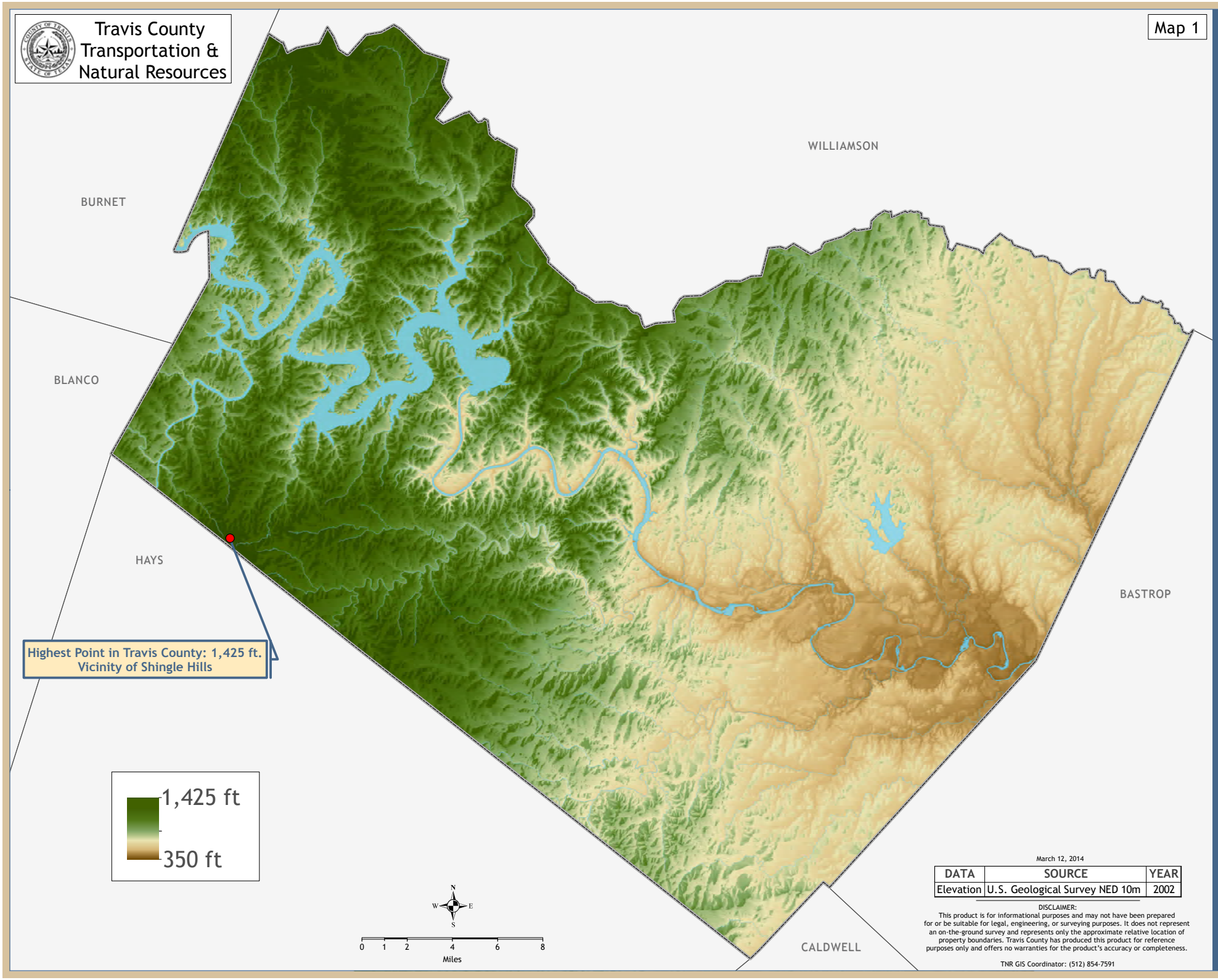
## Surface Hydrology

Nearly all land in Travis County is within the Colorado River watershed, a major river that flows 862 miles from Dawson County, Texas (south of Lubbock) into Matagorda Bay on the Gulf coast. There are no natural lakes in Travis County. However, the Colorado River has been impounded with dams and reservoirs in three places, forming Lake Travis behind Mansfield Dam, Lake Austin behind Tom Miller Dam, and Lady Bird Lake behind Longhorn Dam. Other than the impoundments along the Colorado River, Walter E. Long

Travis County
Transportation &
Natural Resources

Map 1

# Travis County Elevation




March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| Elevation | U.S. Geological Survey NED 10m | 2002 |

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TNR GIS Coordinator: (512) 854-7591

Lake impounds Decker Creek in eastern Travis County. Walter E. Long Lake was impounded to provide storage of water for cooling at the Decker electric generation facility owned by Austin Energy (see *Figure 1)*.

**Figure 1: Travis County Lakes: Surface Area and Storage Capacity**

| Reservoir | Surface Acreage | Storage Capacity(acre-feet) |
|---|---|---|
| Lake Travis | 18,662 | 1,135,000 |
| Lake Austin | 1,599 | 21,725 |
| Lady Bird Lake (formerly Town Lake) | 468 | 3,520 |
| Walter E. Long Lake (also Decker Lake) | 1,269 | 33,940 |

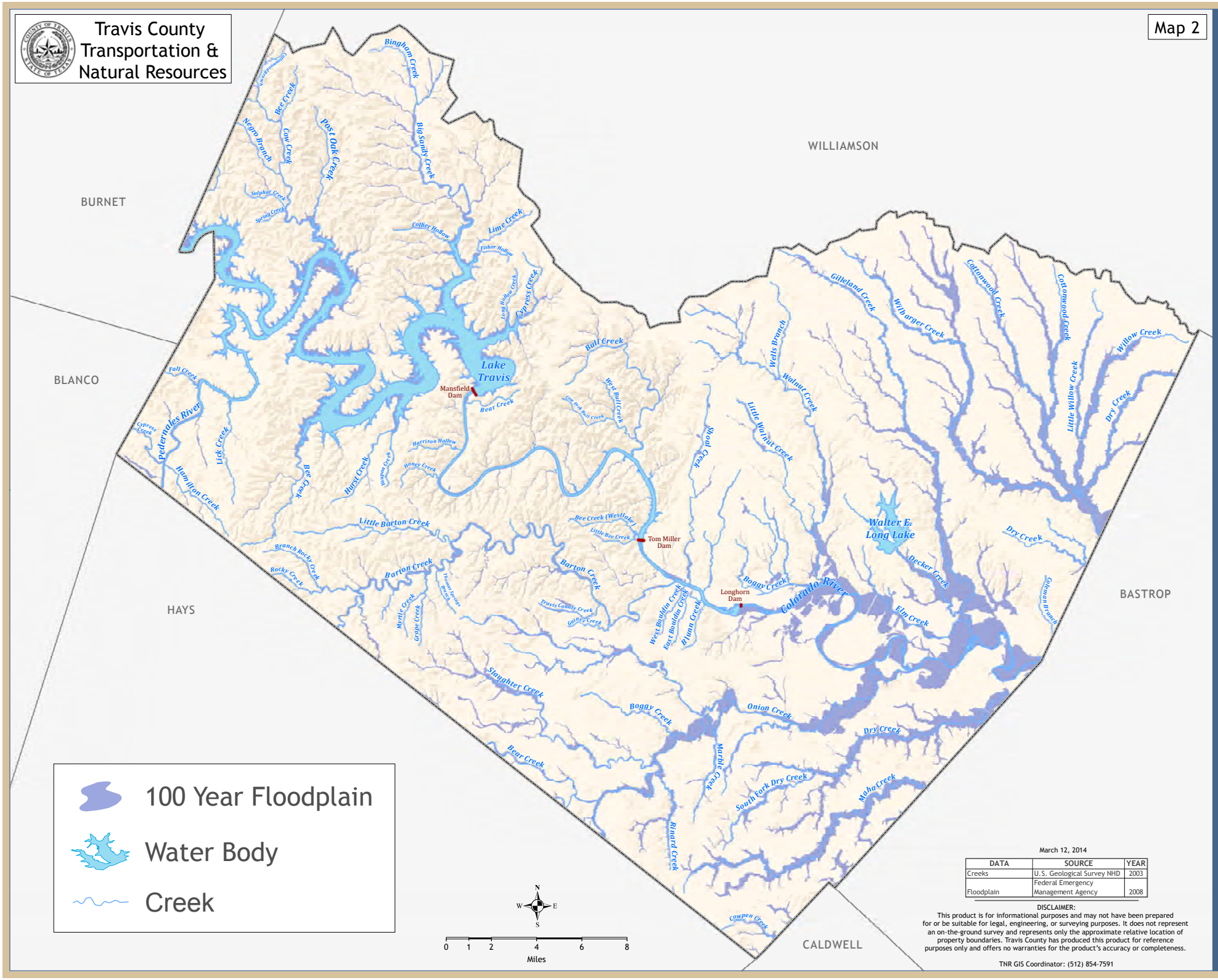
*Map 2* shows the Colorado River and its most significant tributaries and impoundments. It also shows the areas along rivers and streams that are designated 100-year floodplain. These areas are at a high risk of being inundated by flood waters after extraordinary rainfall occurs and therefore places where human habitation and built structures should be avoided. There is at least a one percent chance of flooding occurring in each and every year within a 100-year floodplain. Floodplains are broad and wide in the portion of Travis County within the Gulf Coastal Plain due to the lack of significant topographic relief. In the Edwards Plateau, floodplains are narrower due to the steep relief. Although narrower, rivers and streams can rise suddenly after significant rainfall events and flash flooding is common.

The riparian corridors in Travis County have been less prone to development pressure due to the inherent risk of flooding and therefore remnants of bottomland hardwood forest exist in some places. Lake Travis, Lake Austin, and streams including Onion Creek, Barton Creek, Bull Creek, Hamilton Creek, Walnut Creek, Wilbarger Creek, and the Colorado River downstream from Longhorn Dam offer unique and popular recreational opportunities that includes swimming, canoeing, kayaking, sculling, boating, and nature exploration. Although conditions in floodplains discourage residential and commercial development, floodplains are farmed, ranched, and frequently mined for sand and gravel materials.

Travis County Transportation & Natural Resources

Map 2

# Travis County Hydrology




| DATA | SOURCE | YEAR |
|---|---|---|
| Creeks | U.S. Geological Survey NHD | 2003 |
| Floodplain | Federal Emergency Management Agency | 2008 |

ECONOMIC IMPACT OF LAKE TRAVIS

Lake Travis is the most significant impoundment on the Colorado River due to its tremendous water storage capacity. It is the primary source of water for communities and major industries – including the semiconductor industry – throughout Travis County and a driver of the area's strong economy and population growth. The Lake Travis Economic Impact Report (LTEIR) states that "Without a consistently available supply of water, the Metro-Austin economy likely would not function in the way it does today, nor would it have grown to the size it is today."

The effect of Lake Travis on the economy in the immediate area surrounding the lake is striking as well. In their study of fiscal and economic impacts of fluctuating lake levels, LTEIR found that in-season, below average lake levels have measureable negative fiscal and economic impacts, some of which impact county park and property tax revenues. Their analysis shows that at "…lake levels below 650 feet, visitation sharply declines, driven by the closure of most of the lake's boat ramps as well as media attention which highlights safety and accessibility issues…" This leads to estimated decreases in revenue of $16.4 and $21.9 million, most of which are primarily "…attributed to likely decreases in property values driven by the loss of the 'premium' for property on or in close proximity to the lake." The economic impact of fluctuating lake levels is even greater. LTEIR reports that spending losses associated with either droughts or floods could reduce total spending of $168.8 million "…by $23.6 million to $33.8 million." And at low lake levels, the approximately 23 utilities using the lake water supply incur pumping and water treatment expenses associated, for example, with moving barges, buying new equipment, and using more electricity for pumping.

While not measureable, LTEIR reports that diminishing water quality would likely have a negative effect on the locally economy: recreational use of the lake would likely decrease and lake- related businesses close; water treatment costs would probably increase; and it could possibly negatively affect real estate values.

FLOODING

Travis County is located in an area known as "flash flood alley" due to its vulnerability to flooding from intense storms combined with steep terrain in western Travis County that feeds lower lying areas in the eastern part of the County. There are over 6800 structures, mostly residences, within the unincorporated areas of the county that are within the floodplain. Many more flood due to poor localized drainage. There are 21,630 parcels in the County with at least some overlap with the floodplain. In addition the

county has 72 miles of roads in the floodplain and numerous stream crossings that are subject to flooding. Driving into water is the number one weather-related cause of death in Central Texas. Between 1950 and 2009, Travis County experienced 113 floods. Most recently, the County has been impacted by four significant flood events: in 1997, 1998, 2001, and 2007. The greatest flood on record in Travis County occurred on July 7, 1869. This flood event created flood heights in area creeks and rivers greater than any recorded flood. Historically floods have resulted in loss of life and property; and have resulted in extraordinary public expenditure for flood protection and relief.

Travis County has participated in the National Flood Insurance Program (NFIP) since January 29, 1976. Participation in the NFIP allows citizens to purchase federally subsidized flood insurance to protect their property. As of January 2010, policies were in-force on 1,905 structures in the unincorporated areas of the county. This represents a dollar value of property and contents coverage in excess of $469 million. In order to participate, the County regulates development in all areas of the County in order to minimize the danger of flooding on both new development and existing development. The development regulations are also intended to reduce loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief; and impairment of the tax base caused by floods. Although the County has participated in the NFIP since 1976, a detail county wide Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) was not developed until April 1, 1982. The FIRM and FIS are used to identify areas with a high risk of flooding, specifically areas with a 1% change in any given year of flooding (commonly known as the 100-year floodplain). The most recent FIRM and FIS are dated September 28, 2008.

# Surface Geology[1]

Fossilized remains of fish, marine invertebrates, and plant life reveal that Travis County was once the floor of a shallow sea. The sea had advanced and covered most of Central Texas by the Cretaceous period (135 million years ago). The transgression and regression of the sea resulted in the present day deposits and sequence of sandstones, shales, and limestones of the present day. During the late Cretaceous period, volcanoes rose from the sea. Later, during the Eocene epoch of the Tertiary period (50 million years ago), seas again transgressed over far eastern Travis County laying down the Midway group sediments. During the Miocene and Pliocene epochs of the Tertiary period (2 to 26 million years ago), much readjustment and uplifting of deposited sediments occurred,

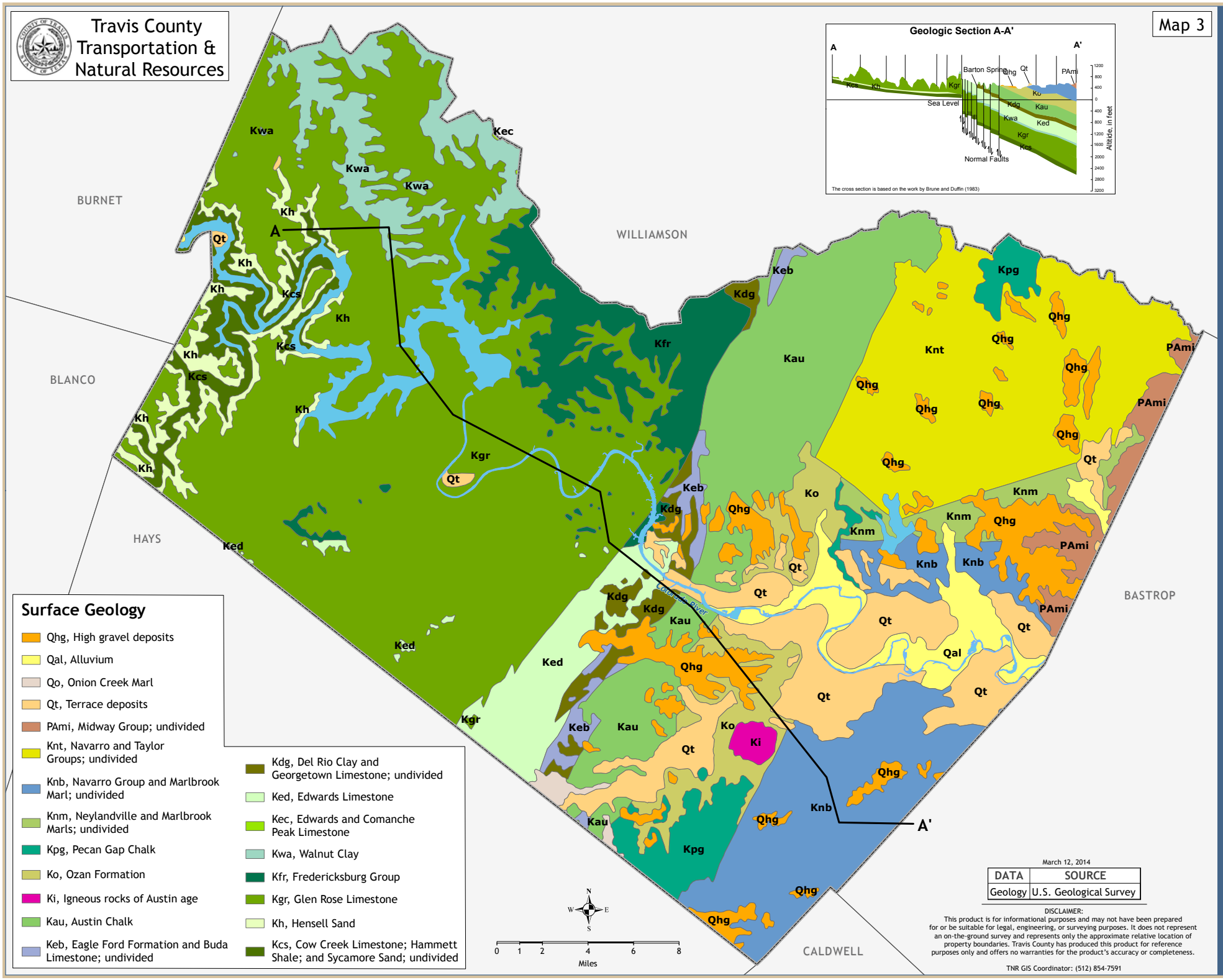
[1] Brune, G. and Duffin, G.L. June 1983. Occurrence, Availability, and Quality of Ground Water in Travis County, Texas. Texas Department of Water Resources, Report 276

resulting in the extensive faulting in the Balcones fault zone. Remnants of an extinct volcano (Pilot Knob in southeast Austin [see Ki in *Map 3]*) and the easily recognized Balcones Escarpment trending northeast to southwest through the middle of Travis County stand as testaments to this violent geological past. Finally, during the Recent and Pleistocene epochs of the Quaternary period (up to 2 million years ago), the many rivers alluvial, terraces and high gravel deposits were laid down upon the older sediments.

These phenomena resulted in the extremely varied and complex surface geology visible today on the land surface of Travis County. *Map 3* describes the stratigraphic units that outcrop throughout the county. In the eastern portion of the county, the more recent alluvial, terrace, and high terrace units (Qa, Qt, Qo, Qhg) appear, particularly near the Colorado River, tributaries, and places where streams once meandered. The eastern portion of the county has significant outcrops of the Midway, Navarro, Taylor, and Marlbrook units (PAmi, Knt, Knb, Knm), composed of marl, shale, limestone and igneous rock. In a north to south orientation, outcrops of the Austin Chalk, Eagle Ford Shale, Del Rio Clay, and Georgetown Limestone (Kau, Keb, Kdg) outcrop throughout the City of Austin. The outcrop of the Edwards Limestone (Ked) occurs in and proximate to the Balcones Escarpment. This outcrop is an area of significant recharge of water. The areas of Travis County west of the escarpment are dominated by the Trinity Group units, a series of formations including from most recent to oldest the Glen Rose Limestone, Hensell Sand, Cow Creek Limestone, Hammett Shale, and Sycamore Sands (Kgr, Kh, Kcs).

# Travis County Transportation & Natural Resources

Map 3

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| DATA | SOURCE |
|---|---|
| Geology | U.S. Geological Survey |

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# Travis County Geology

# Travis County Aquifers

Travis County is underlain by significant groundwater aquifers that supply approximately 27,500 acre-feet of fresh water per year for domestic, agricultural, and industrial usage. Groundwater in Travis County emerges to the surface at world-renowned springs and water courses that nourish aquatic life and provide critical habitat to biological communities that support endangered species. These underground sources of groundwater include the Barton Springs and Northern Segments of the Edwards Aquifer, the Trinity Group Aquifers, and the Colorado River Alluvial Aquifer.

*Map 4* depicts these aquifers present in Travis County. The Trinity-Edwards Aquifer system is the dominant aquifer in Travis County. The updip Trinity Aquifer west of the Balcones Escarpment is generally fresh water while the downdip Trinity Aquifer is saline. The Edwards Aquifer is symbolized on *Map 4* using pattern over the Trinity Aquifer boundaries. The downdip and artesian portion of the Edwards Aquifer provides fresh water eastward until a "bad water line" beyond which saline water occurs. An important local aquifer, the Colorado River Alluvial Aquifer, shown in green stripping, is located in eastern Travis County. A minor aquifer, the downdip Hickory Aquifer also exists in the western portions of the county, also symbolized with pattern. The Hickory in this location is saline. No aquifers are present in the southeast portion of the county.

The recharge of water into these aquifers is almost completely dependent upon rainfall and the flow of surface water in streams that pass over surface outcrops of these aquifers[12]. Groundwater availability in Travis County is vulnerable to over-pumpage due to both continuing population growth and the occurrence of drought conditions. Southwestern Travis County has been formally designated by the State of Texas as a Priority Groundwater Management Area (PGMA) because this area experiences critical groundwater problems, including shortages of supply. Groundwater quality in Travis County is threatened by pollutant discharges of urban storm water and wastewater that have a high potential to seep and recharge into our aquifers.

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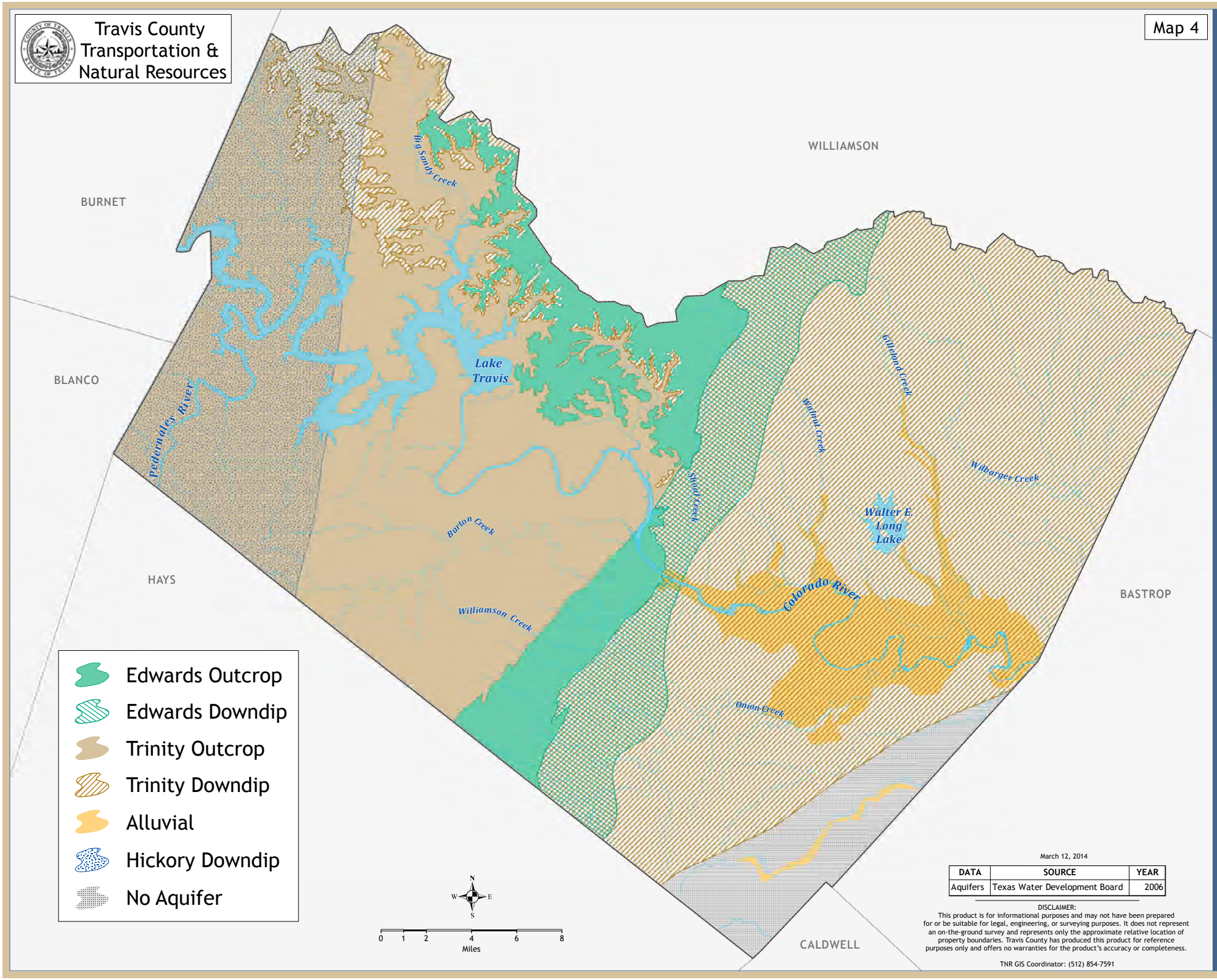
[2] Mace, R.E., etal. September, 2000. Groundwater Availability of the Trinity Aquifer, Hill Country Area, Texas: Numerical Simulations through 2050. Texas Water Development Board, Report 353.

Travis County Transportation & Natural Resources

Map 4

# Travis County Aquifers

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| DATA | SOURCE | YEAR |
|---|---|---|
| Aquifers | Texas Water Development Board | 2006 |

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The Texas Water Development Board (TWDB) has approved quantitative estimates of groundwater available, called modeled available groundwater (MAG). The MAG is the quantity that can be sustainably pumped and still result in a desired future condition (DFC) of groundwater to remain. MAGs and DFCs were developed for each major and minor aquifer in each Groundwater Management Area (GMA) and county. MAGs were adopted by the TWDB and described as acre-feet/year of available pumpage and adopted DFCs are described as either a drawdown elevation in feet or a minimum spring flow at aquifer outlets. *Figure 2* shows the MAG and DFC for aquifers in Travis County. However, due to its classification as a "less than minor" or local aquifer, the Colorado River Alluvial Aquifer has no established MAG and DFC. The Texas Commission on Environmental Quality (TCEQ) estimated that the alluvial aquifer north of the Colorado River has 5,553 acre-feet/year of groundwater available. An unknown quantity is available from the alluvial aquifer south of the Colorado River[3].

**Figure 2: Travis County Aquifers: DFC and MAG**

| **GMA** (location) | **Aquifer** | **Aquifer Condition** | **DFC** *(feet drawdown unless otherwise described)* | **MAG** *(acre-feet per year)* |
|---|---|---|---|---|
| 8 (Travis Co N) | Trinity | All | 61 to 124 | 3,890 |
| 8 (Travis Co N) | Edwards | All | Maintain at least 42 acre-feet per month of aggregated stream/spring flow during a repeat of the drought of record | 5,237 |
| 9 (Travis Co SW) | Trinity | All | 28 | 8,598 |
| 10 (Travis Co SE) | Trinity | All | 25 | 641 |
| 10 (Travis Co SE) | Edwards | Average Recharge | Springflow of Barton Springs shall be no less than 49.7 cfs averaged over an 84-month period | 3,578 |
| 10 (Travis Co SE) | Edwards | Extreme Drought | Springflow of Barton Springs shall be no less than 6.5 cfs, averaged on a monthly basis | 1,166 |

[3] Berehe, A.K. November 2005. Updated Evaluation for the Williamson, Burnet, and Northern Travis Counties Priority Groundwater Management Study Area. Texas Commission on Environmental Quality, PGMA File Report.

# Soils[4]

The *Travis County General Soil Map* (see *Map 5*) shows the county divided into three soil associations: Edwards Plateau in western Travis County, Blackland Prairies in eastern Travis County, and Terraces and Flood Plains along the Colorado River.

Edwards Plateau: The Edwards Plateau association consists of mainly shallow soils over a rolling to steep sloped landscape. Approximately two-thirds of the plateau – including Lake Travis, Lake Austin, and Pedernales River areas – is covered with *Brackett* soils. These are soils that are gravelly, calcareous, and clayey, approximately 18" deep, overlying inter-bedded limestone and marl. The shallower *Tarrant* soils found in fingers extending into the plateau from the north are intermingled stony, calcareous, clayey soils, approximately 8" deep, overlying limestone. They often cap high ridges above Brackett soils. *Speck-Tarrant* soils are found in the southeastern part of the plateau, covering a nearly level, gently sloping, undulating landscape. It is stony, loamy, and clayey – ranging from approximately 8" to 18"deep – overlying limestone.

Most of the soils of the Edwards Plateau are suitable for range but are generally too shallow, stony, gravelly, or steep for farming. Urban development in *Tarrant* and *Speck-Tarrant* soils is particularly difficult because massive limestone bedrock needs to be broken and moved to allow for site leveling, street grading, or septic tank installation.

Blackland Prairies: The Blackland Prairies association in eastern Travis County consists primarily of deep, mostly clay soils, over a nearly level or gently sloping landscape. Their high shrink-swell potential affects the structural integrity of foundations and streets. They are poorly suited for septic systems. Blackland Prairie soils are mainly used for cultivation and pastures.

The largest area of the prairie is the *Houston Black-Heiden* association, in the northeast and southeast quadrants of the prairie. This is a landscape of broad ridges and valleys with approximately 9' deep, calcareous, clayey soils overlying marl. Alluvial deposits are

[4] USDA Soils Survey

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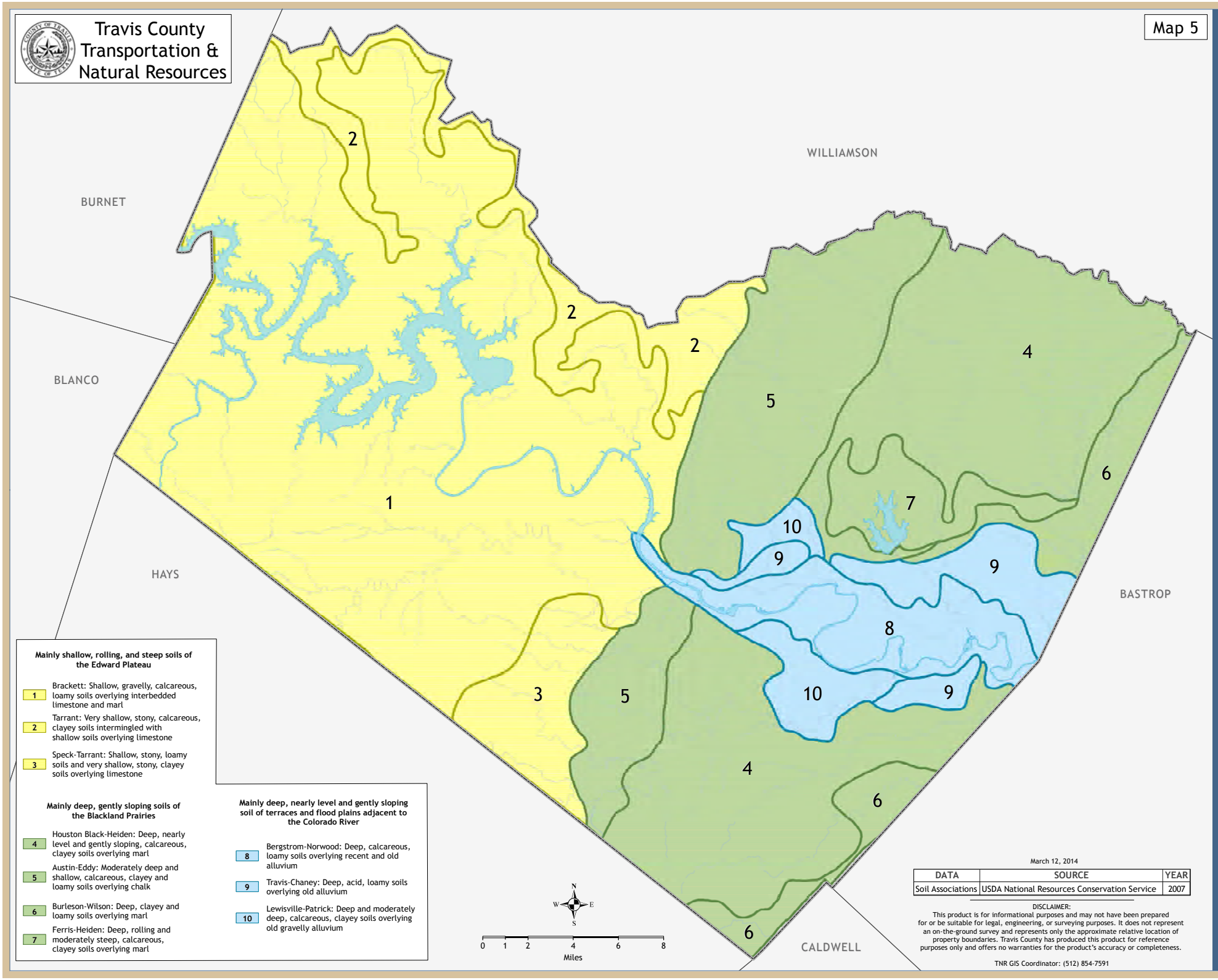
Map 5

# Travis County General Soil Map




**Mainly shallow, rolling, and steep soils of the Edward Plateau**

- 1 Brackett: Shallow, gravelly, calcareous, loamy soils overlying interbedded limestone and marl
- 2 Tarrant: Very shallow, stony, calcareous, clayey soils intermingled with shallow soils overlying limestone
- 3 Speck-Tarrant: Shallow, stony, loamy soils and very shallow, stony, clayey soils overlying limestone

**Mainly deep, gently sloping soils of the Blackland Prairies**

- 4 Houston Black-Heiden: Deep, nearly level and gently sloping, calcareous, clayey soils overlying marl
- 5 Austin-Eddy: Moderately deep and shallow, calcareous, clayey and loamy soils overlying chalk
- 6 Burleson-Wilson: Deep, clayey and loamy soils overlying marl
- 7 Ferris-Heiden: Deep, rolling and moderately steep, calcareous, clayey soils overlying marl

**Mainly deep, nearly level and gently sloping soil of terraces and flood plains adjacent to the Colorado River**

- 8 Bergstrom-Norwood: Deep, calcareous, loamy soils overlying recent and old alluvium
- 9 Travis-Chaney: Deep, acid, loamy soils overlying old alluvium
- 10 Lewisville-Patrick: Deep and moderately deep, calcareous, clayey soils overlying old gravelly alluvium

March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| Soil Associations | USDA National Resources Conservation Service | 2007 |

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found in creek bottomlands. On the western side of the prairie are the *Austin-Eddy* soils, running north-south along the edge of the Edwards Plateau. Ridges in this area start to narrow and soils – approximately 1' to 3' thick – shallow. *Burleson-Wilson* soils are found along the eastern edge of the county. This is a landscape of nearly level to undulating slopes with soils approximately 5' to 8' deep. They have a crusty clay surface, with areas that either crack, allowing water to infiltrate, or don't crack, so water runs off. *Ferris-Heiden* soils are found north of the Colorado River flood plains and terraces, in an area that includes Walter E. Lake. This is a landscape of irregular-shaped, rolling and moderately steep slopes, ridges, valleys, and deep gullies. Soils are approximately 3' deep, calcareous, clayey, overlying marl. When dry, the soil has wide, deep cracks; when wet, cracks close, and infiltration slows. This land is mainly used for range and is too steep and erodible for farming.

Terraces and Flood Plains of the Colorado River: The landscape of the *Terraces and Flood Plains of the Colorado River* is nearly level or gently sloping. The soils are mostly calcareous, loamy, and clayey, up to 3' deep, overlying recent and old alluvium. They are well-suited for crops and pasture, and are mined in many areas for sand and gravel. *Bergstrom-Norwood* soils are found mainly in bottom-land and low terraces of the linear flood plains adjacent to the river. The land is nearly level with short escarpments and gently sloping, shallow drainage ways. *Travis-Chaney* soils are found on high terraces and are acid, loamy soils which, unlike other terrace and flood plain soils, have development limitations associated with corrosion of buried utilities. *Lewisville-Patrick* soils are also found on terraces along creeks and rivers. The underlying material is a more gravelly alluvium than that underlying the other terrace and flood plain soils.

# Prime Farmland[5]

As seen in *Map 6,* Prime farmland is almost exclusively found in the eastern part of Travis County. As defined by the USDA Natural Resources and Conservation Service, this is land that has the best combination of physical and chemical characteristics for producing food, forge, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according

[5] http://soils.usda.gov/technical/handbook/contents/part622.html (United States Department of Agriculture, Natural Resources Conservation Services, NSSH Part 622, Ecological and Interpretative Groups

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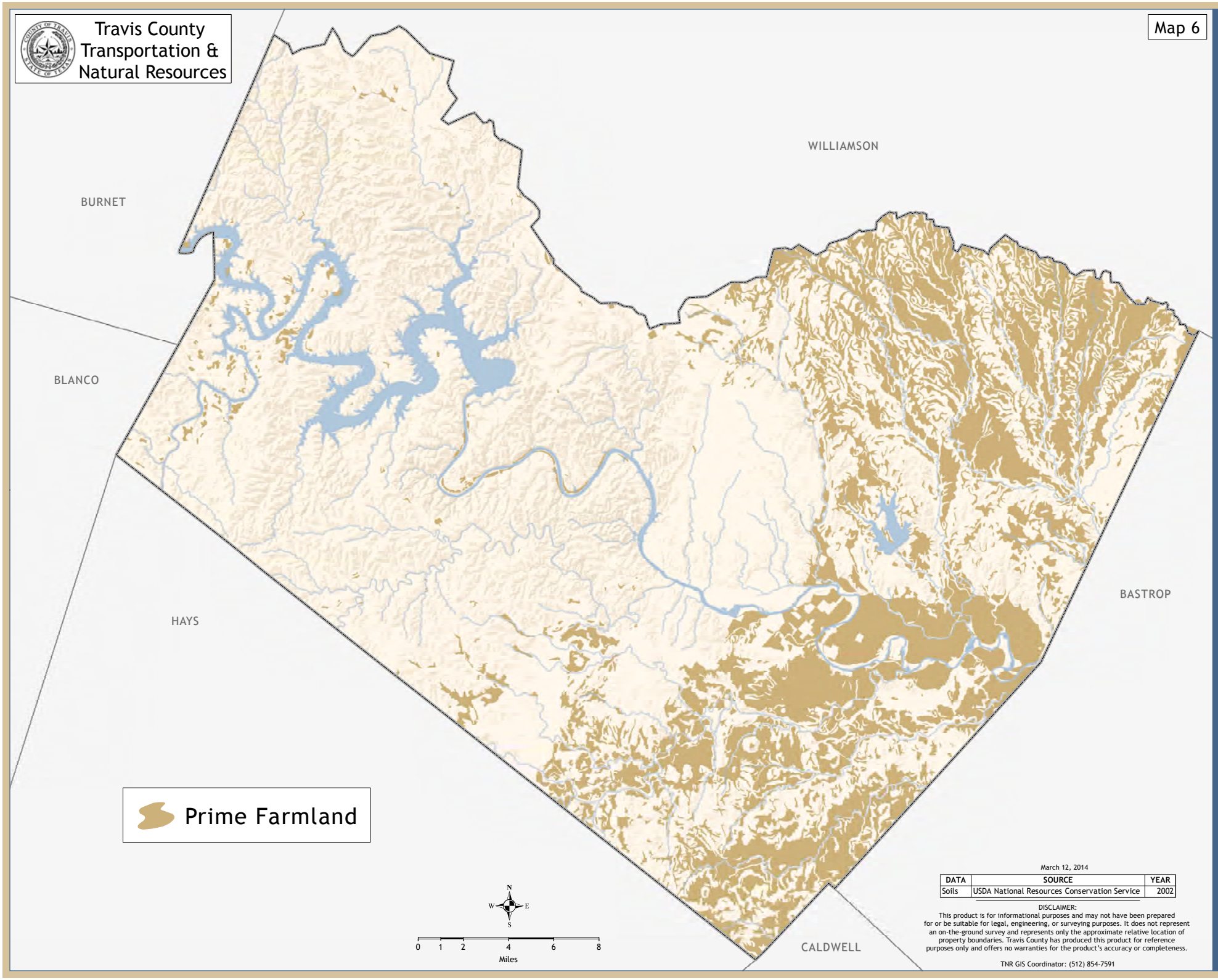
Map 6

# Travis County Prime Farmland




March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| Soils | USDA National Resources Conservation Service | 2002 |

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to acceptable farming methods. In general, prime farmland has an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, an acceptable level of acidity or alkalinity, an acceptable content of salt or sodium, and few or no rocks. Its soils are permeable to water and air. Prime farmland is not excessively eroded or saturated with water for long periods of time, and it either does not flood frequently during the growing season or is protected from flooding.

# Ecoregions[6]

An ecoregion is an area of general similarity in ecosystems and in the type, quality, and quantity of environmental resources. Ecoregions are designed to serve as geographic frameworks for the research, assessment, management, and monitoring of ecosystems and ecosystem components. Ecoregions can be identified broadly or more specifically through the analysis of the patterns and the composition of biological communities and physical characteristics (such as geology, climate, soils, land use, and hydrology). In Texas, ecoregion boundaries and descriptions have been recently updated. In Travis County, three ecoregions intersect: Edwards Plateau, Texas Blackland Prairies, and the East Central Texas Plains (also known as Post Oak Savanna). A subregion, Floodplains and Low Terraces, intersects both the prairies and plains ecoregions in our county, following the Colorado River corridor (*see Map 7)*.

Within the Edwards Plateau ecoregion, the Balcones Canyonlands subregion is highly dissected through the erosion and solution of porous limestone by springs, streams, and rivers working both above and below ground. Limestone geology also supports formation of crevices, cracks, sinkholes, caverns and grottos known as "karst;" these features provide vulnerable habitats for solitary and colonial bats, unique isolated invertebrates, and colonial birds like swifts and swallows. Karst also provides conduit for surface waters to reach groundwater aquifers (e.g. Edwards and Edwards – Trinity) and for artesian groundwater resources to surface (e.g. springs). This subregion has a higher representation of deciduous woodland than elsewhere on the Edwards Plateau, with plateau live oak, escarpment black cherry, Texas mountain-laurel, madrone, and Lacey oak. Mature, large Ashe juniper –known locally as "cedar" – within mixed hardwood woodlands are also characteristic in deep canyons throughout the Edwards Plateau. Some relicts of eastern swamp communities, such as bald cypress, American sycamore, and black willow, occur along major stream courses. It is likely that these trees have persisted as relics of moister, cooler climates following the Pleistocene glacial epoch. Towards the west,

[6] Griffith, G.E., Bryce, S.A., Omernik, J.M., Comstock, J.A., Rogers, A.C., Harrison, B., Hatch, S.L., and Bezanson, D., 2004, Ecoregions of Texas (color poster with map, descriptive text, and photographs): Reston, Virginia, U.S. Geological Survey (map scale 1:2,500,000).

the vegetation changes gradually as the climate becomes more arid. Elevations in Travis County drop sharply from the top of the Plateau off the eastern edge of the Escarpment to the Blackland Prairies.

The Texas Blackland Prairie ecoregion is underlain by Upper Cretaceous marine chalks, marls, limestone, and shale which give rise to the characteristic black, calcareous, alkaline, heavy clay soils. Early settlers were drawn to this region by these productive soils, gentle topography, and luxuriant native grasslands. Although historically a region of tall-grass prairies, today much of the land is devoted to cropland, non-native pasture, and expanding urban uses. Few remnant native prairie sites remain. Historical vegetation was dominated by little bluestem, big bluestem, yellow Indiangrass, needlegrass, and tall dropseed. Woody vegetation including mesquite, sugar hackberry, cedar elm, Osage orange, and other woody species grow along fence lines and field borders. On steep or sloping terrains not subject to cultivation, it is common to find eastern red cedar, Ashe juniper, Texas persimmon, elbowbush, possumhaw holly, and live oak. Stream bottoms may be wooded with bur oak, Shumard oak, elm, ash, eastern cottonwood, and pecan.

The Post Oak Savanna (East Central Texas Plains) ecoregion extends more than 300 miles in a northeast-southwest strip extending from Oklahoma to Bexar and Atascosa counties in South Texas. This ecoregion is found in far eastern Travis County, starting a transition zone between the Texas Blackland Prairie and east Texas pine forests, changing in small ways in soils, vegetation, plant communities, fish and wildlife. Topography is gently rolling to hilly, supporting a mosaic of woodlands mixed with prairie pockets, cross-cutting streams and rivers on their way to the Gulf of Mexico, and some unique rare wetland features. The dominant vegetation is an open deciduous forest or woodland of post oak, blackjack oak, and other drought-tolerant southeastern species. The Post Oak Savanna separates the Pineywoods from the former tall grasslands of the Blackland Prairie and represents the southernmost extension of the transitional oak forests that separate the eastern United States and the Great Plains. Historical accounts describe the Post Oak Savannas as a mixture of open or closed woodlands and prairie openings.

While there are many finer-scale floodplains (e.g. Onion Creek, Pedernales River) in our county, the Floodplains and Low Terraces subregion is a larger category floodplain following the main stem Colorado River. This ecoregion maps primarily the recent alluvial deposits and not the older, high terraces. These bottomland forests contain bur oak, Shumard oak, sugar hackberry, elm, ash, eastern cottonwood, and pecan; however, most of these forests have been converted to cropland and pasture.

Travis County
Transportation &
Natural Resources

Map 7

# Travis County Ecoregions

WILLIAMSON

BURNET

BLANCO

HAYS

BASTROP

CALDWELL

## Ecoregions

- Edwards Plateau
- Texas Blackland Prairie
- Post Oak Savanna
- Floodplains and Low Terraces

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0 1 2 4 6 8
Miles

March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| Ecoregions | U.S. Environmental Protection Agency | 2007 |

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# Endangered Species

An endangered species is a population of organisms which is at risk of becoming extinct because it is very limited in range, few in numbers, and/or threatened by environmental conditions such as habitat loss, predation, or disease. Congress passed the Endangered Species Act (ESA) in 1973 with the purpose of protecting and recovering imperiled species, habitat, and the ecosystems upon which they depend. The ESA is administered by the U.S. Fish and Wildlife Service (USFWS). Texas Parks and Wildlife Department (TPWD) protects state-listed species under Chapter 68 of the Texas Parks and Wildlife Code, covering species considered to be threatened with extinction within Texas.[7]

While western Travis County harbors all known occurrences of federally protected species, certain species listed by the state may occur throughout Travis County. *Figure 3* shows the list of species maintained by TPWD as potentially occurring in our county, either resident or migratory. Not all of these species occur throughout the county; most are habitat specialists. Some species have been deleted from this list as they are known to be extirpated (e.g. Red wolf) from this area. This list is updated regularly by TPWD.[8]

Figure 3: 2013 State and Federally Listed Species in Travis County

| Taxon | Common Name | Scientific Name | Federal Status | State Status |
|---|---|---|---|---|
| Amphibians | Barton Springs salamander | Eurycea sosorum | LE | E |
| Amphibians | Pedernales River springs salamander | Eurycea sp 6 | | |
| Amphibians | Jollyville Plateau salamander | Eurycea tonkawae | C | |
| Amphibians | Austin blind salamander | Eurycea waterlooensis | C | |
| Arachnids | Bandit Cave spider | Cicurina bandida | | |
| Arachnids | Warton's cave meshweaver | Cicurina wartoni | C | |
| Arachnids | Tooth Cave spider | Neoleptoneta myopica | LE | |
| Arachnids | Tooth Cave pseudoscorpion | Tartarocreagris texana | LE | |
| Arachnids | Bee Creek Cave harvestman | Texella reddelli | LE | |
| Arachnids | Bone Cave harvestman | Texella reyesi | LE | |
| Birds | Sprague's Pipit | Anthus spragueii | C | |

[7] http://www.tpwd.state.tx.us/huntwild/wild/wildlife_diversity/habitat_assessment/laws.phtml
[8] http://www.tpwd.state.tx.us/gis/ris/es/SpeciesList.aspx?parm=Travis

| | | | | |
|---|---|---|---|---|
| Birds | Western Burrowing Owl | Athene cunicularia hypugaea | | |
| Birds | Mountain Plover | Charadrius montanus | | |
| Birds | Peregrine Falcon | Falco peregrinus | DL | T |
| Birds | American Peregrine Falcon | Falco peregrinus anatum | DL | T |
| Birds | Arctic Peregrine Falcon | Falco peregrinus tundrius | DL | |
| Birds | Whooping Crane | Grus americana | LE | E |
| Birds | Bald Eagle | Haliaeetus leucocephalus | DL | T |
| Birds | Golden-cheeked Warbler | Setophaga chrysoparia | LE | E |
| Birds | Interior Least Tern | Sterna antillarum athalassos | LE | E |
| Birds | Black-capped Vireo | Vireo atricapilla | LE | E |
| Crustaceans | Balcones Cave amphipod | Stygobromus balconis | | |
| Crustaceans | Bifurcated cave amphipod | Stygobromus bifurcatus | | |
| Crustaceans | An amphipod | Stygobromus russelli | | |
| Fishes | Guadalupe bass | Micropterus treculii | | |
| Fishes | Smalleye shiner | Notropis buccula | C | |
| Insects | Leonora's dancer damselfly | Argia leonorae | | |
| Insects | Rawson's metalmark | Calephelis rawsoni | | |
| Insects | Tooth Cave blind rove beetle | Cylindropsis sp 1 | | |
| Insects | Tooth Cave ground beetle | Rhadine persephone | LE | |
| Insects | Kretschmarr Cave mold beetle | Texamaurops reddelli | LE | |
| Mammals | Cave myotis bat | Myotis velifer | | |
| Mammals | Plains spotted skunk | Spilogale putorius interrupta | | |
| Freshwater Mussel | Texas fatmucket | Lampsilis bracteata | C | T |
| Freshwater Mussel | Smooth pimpleback | Quadrula houstonensis | C | T |
| Freshwater Mussel | False spike mussel | Quadrula mitchelli | | T |
| Freshwater Mussel | Texas pimpleback | Quadrula petrina | C | T |
| Freshwater Mussel | Creeper (squawfoot) | Strophitus undulatus | | |
| Freshwater Mussel | Texas fawnsfoot | Truncilla macrodon | C | T |
| Plants | Basin bellflower | Campanula reverchonii | | |
| Plants | Texabama croton | Croton alabamensis var texensis | | |
| Plants | Warnock's coral-root | Hexalectris warnockii | | |
| Plants | Boerne bean | Phaseolus texensis | | |
| Plants | Correll's false dragon-head | Physostegia correllii | | |

| | | | | |
|---|---|---|---|---|
| Plants | Bracted twistflower | Streptanthus bracteatus | C | |
| Reptiles | Spot-tailed earless lizard | Holbrookia lacerata | | |
| Reptiles | Texas horned lizard | Phrynosoma cornutum | | T |
| Reptiles | Texas garter snake | Thamnophis sirtalis annectens | | |

In Travis County, several bird, aquatic, and cave-dwelling species are federally listed or proposed listed as threatened or endangered. Of these, two endangered song birds and six endangered karst invertebrates (see *Figure 4*) are protected under the Balcones Canyonland Conservation Plan (BCCP)[9]. Another 27 karst and plant species of concern are also protected under the BCCP.

**Figure 4: Endangered Species Protected Under the BCCP**

| Scientific Name | Common Name |
|---|---|
| *Vireo atricapillus* | Black-Capped vireo |
| *Setophaga chrysoparia* | Golden-Cheeked warbler |
| *Neoleptoneta myopica* | Tooth Cave spider |
| *Texella reddelli* | Bee Creek Cave harvestman |
| *Texella reyesi* | Bone Cave harvestman |
| *Tartarocreagris texana* | Tooth Cave pseudoscorpion |
| *Rhadine persephone* | Tooth Cave ground beetle |
| *Texamaurops reddelli* | Kretschmarr Cave mold beetle |

In addition to the species protected under the BCCP, there are several rare salamander species that inhabit Travis County, three of which are federally protected. Two of these salamanders are listed endangered – Barton Springs salamander (*Eurycea sosorum*) and Austin Blind salamander (*Eurycea waterlooensis*) –and one is listed as threatened, Jollyville Plateau salamander (*Eurycea tonkawae*). The Barton Springs and Austin Blind salamanders are confined to the outlets at Barton Springs near central Austin. The Jollyville Plateau salamander lives primarily in the springs and streams of northwest Travis County and southern Williamson County. All three species are fully aquatic and are known as the lungless salamanders. Habitat protection for these species depends on protecting

[9] In 1996, the USFWS issued a 10 (a) "incidental take" permit to Travis County and the City of Austin authorizing the implementation of the Balcones Canyonlands Conservation Plan (BCCP) thereby providing a method for landowners to develop their property by mitigating impact of their land use activities on protected endangered species.

water quality up gradient of (recharge) and directly in the aquifers that source the springs and the surface watersheds supporting these animals, their prey and habitat. Spring and spring-run river and creek habitat protection is also directly important.

*Map 8* shows in cross-hatching the areas of outcrop of the Edwards Limestone which is critical to the protection of habitat for cave-dwelling species. Additionally, the figure shows the areas where, as of 1996, there have been confirmed sightings of Golden-Cheeked warblers and Black-Capped vireos. These lands protect rare, threatened, and endangered species and also contribute to healthy surface and aquifer water quality, air quality, and the visual landscape that defines the Hill Country and western Travis County. Eastern Travis County also harbors significant habitats for resident and migratory rare species; however, these have not yet been mapped with the same level of information as those shown on *Map 8*.

Travis County
Transportation &
Natural Resources

Map 8

# Threatened & Endangered Species Habitat

WILLIAMSON

BURNET

BLANCO

HAYS

BASTROP

CALDWELL

Austin Blind Salamander
Known Locations (2013)

Black Capped Vireo
Confirmed Habitat (1996)

Golden Cheeked Warbler
Confirmed Habitat (1996)

Jollyville Plateau Salamander
Known Locations (2013)

Karst Zones (1996)

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Miles

March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| GCW & BCV Habitat & Karst Zones | Travis County, City of Austin, BCCP | 1996 |
| Listed Salamander Habitat | U.S. Fish & Wildlife Service | 2013 |

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# C. PLANNING CONTEXT

The Planning Context chapter provides information about external conditions impacting county planning efforts. This includes information about the characteristics of people living in the county and how they use the land; how the population is forecasted to grow and be distributed throughout the county; the legislative authority the county has to influence future land use; and municipal comprehensive planning efforts that represent potential opportunities or constraints to county planning efforts.

## THE PEOPLE

Demographic indicators help describe the characteristics of populations and population segments within regions. By looking at characteristics of a region, implications of demographic change can better be understood and useful to local governments in determining needs and where funding for specific resources should be allocated. A synopsis of population and demographic characteristics of Travis County will help to provide a general understanding of the residents who receive county services. Below are recent trends observed for Travis County from the 2010 Census.

- Travis County has continued to see increased growth from 2000 to 2010. The CAMPO five-county region grew by 37% with Travis County growing at 26.1% making it the fastest growing county among Texas's five most populous counties. This growth rate has increased with estimates released by the US Census Bureau for the period between April 2010 and July 2011 where Travis County saw a population increase of 38,858, nearly a 3.8% increase during the period.

- Population growth is occurring in Incorporated Population. Travis County is comprised of 22 cities or villages. The largest incorporated area, City of Austin, makes up approximately 73.7% (754,691) of the County's total population (1,024,266) in 2010. The unincorporated area population, currently at 178,895, has grown since 2000, from 15.4% to 17.4% of the County's total population, even as the unincorporated areas of the county have shrunk due to municipal annexation.

- Population growth occurring outside City of Austin incorporated area. Much of the geographic distribution of this growth in the last decade has occurred in census tracts outside the City of Austin. Part of this growth can be attributed to low-income populations and African American populations shifting away from the City of Austin into eastern portions of Travis County. Many census tracts within incorporated limits of Austin saw negative or little growth. Additionally, a shift in more persons living outside the City of Austin's limits may relate to lower income residents seeking more affordable housing further from Austin's urban core.

- Hispanic share of population is increasing as Anglo share declines. Hispanics have increased as a proportion of Travis County's population (from 28.2% in 2000 to 33.5% in 2010). Of Non-Hispanics in 2010 (66.5%), Non-Hispanic Whites have decreased the most from 56% in 2000 to 51% in 2010.

- Rises seen in aging population. The 65 and over population in Travis County grew by 28% between 2000 and 2009. The 45-64 age group increased 48% over the same time period. Given this substantial growth, and as the population ages, it is likely that individuals 65 and over will comprise a larger percentage of the total population in the future.[1]

- Over the past decade, the median household income in Travis County has consistently exceeded that of the United States and Texas.[1] For 2006-2010, the median household income for Travis County was $54,074, Texas $49,646 and the United States $51,914.

- Approximately 15% of Travis County residents, or 144,055 people, are living in poverty. Hispanic/Latino and Black/African American children under five years of age have some of the highest poverty rates in Travis County, at 37% and 44% respectively.[1]

### Total Population

In the 2010 US Census, Travis County had a population of 1,024,266 (*see Figure 5)*. Since 1990, Travis County's population grew nearly 78% with the addition of nearly 450,000 people. In comparison, the population of Texas as a whole grew by 48% over the same period. Growth continued in the last decade; Travis County added over approximately, 212,000 persons which is a 26.1% increase since 2000 while the State of Texas increased 20.6% to 25.1 million people which led the United States in population growth in the last ten years.

**Figure 5**

| Population Growth (1990-2010) (Travis County vs. State of Texas) Source: US Census 1990, 2000 and 2010 | | | | |
|---|---|---|---|---|
| **Year** | **Texas** | **% Increase (1990-2010)** | **Travis County** | **% Increase (1990-2010)** |
| **1990** | 16,986,510 | | 576,407 | |
| **2000** | 20,851,820 | | 812,280 | |
| **2010** | 25,145,561 | 48% | 1,024,266 | 78% |

[1] *Travis County, TX Consolidated Plan and Action Plan, PY2011-2013,* Travis County Health and Human Services Department, 2011.

## Population by Location

Approximately 83% of the 2010 population in Travis County lives within incorporated areas. The most populous area, City of Austin, is home to approximately 73.7% of the County's population (754,691). The remaining incorporated areas make up approximately 8.9% of the County's population with 90,680 persons. The cities include Bee Cave, Briarcliff, Cedar Park, Creedmoor, Elgin, Jonestown, Lago Vista, Lakeway, Leander, Manor, Mustang Ridge, Pflugerville, Point Venture, Rollingwood, Round Rock, San Leanna, Sunset Valley, The Hills, Volente, Webberville and West Lake Hills. See *Map 9* for location of incorporated areas within the County.

*Figure 6* describes the incorporated population and unincorporated population growth since 2000. In 2010, the number of persons living in the unincorporated area of Travis County was estimated at 178,895 persons or approximately 17% of the total population. This percentage has grown since 2000 from 15% to 17% in 2010. A representation of the 2010 Travis County population is shown in *Map 10.*

**Figure 6**

| Travis County Population (2000 and 2010) (Incorporated and Unincorporated) (Source: US Census 2000 and 2010) | | | | |
|---|---|---|---|---|
| | **2010** | | **2000** | |
| | **Population** | **Percent** | **Population** | **Percent** |
| Incorporated Area (City of Austin) | 754,691 | 73.7% | 644,752 | 79.4% |
| Incorporated Area (Other Incorporated Areas) | 90,680 | 8.9% | 42,310 | 5.2% |
| Total Incorporated Population within Travis County | 845,371 | 82.6% | 687,062 | 84.6% |
| Unincorporated Population within Travis County | 178,895 | 17.4% | 125,218 | 15.4% |
| Travis County (Total Population) | 1,024,266 | 100.0% | 812,280 | 100.0% |

Travis County Transportation & Natural Resources

Map 9

# Travis County Incorporated Areas

Georgetown
Taylor
Hutto
Leander
Round Rock
Cedar Park
Jonestown
Pflugerville
Volente
Lago Vista
Briarcliff
Point Venture
Lakeway
The Hills
Manor
Elgin
Austin
Bee Cave
West Lake Hills
Rollingwood
Webberville
Sunset Valley
Dripping Springs
Bear Creek
San Leanna
Buda
Creedmoor
Mustang Ridge
Kyle

BURNET
WILLIAMSON
BLANCO
HAYS
BASTROP
CALDWELL

Incorporated Areas
Travis County

| | Square Miles | Acres |
|---|---|---|
| Incorporated | 371 | 237,181 |
| Unincorporated | 654 | 418,662 |
| **Total Area** | 1025 | 655,843 |

Note: The figures above are based on data as of June, 2013.

N W E S

0 1 2 4 6 8
Miles

March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| City Limit Boundaries | Travis County | 2013 |
| Roads | Travis County | 2013 |

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Travis County
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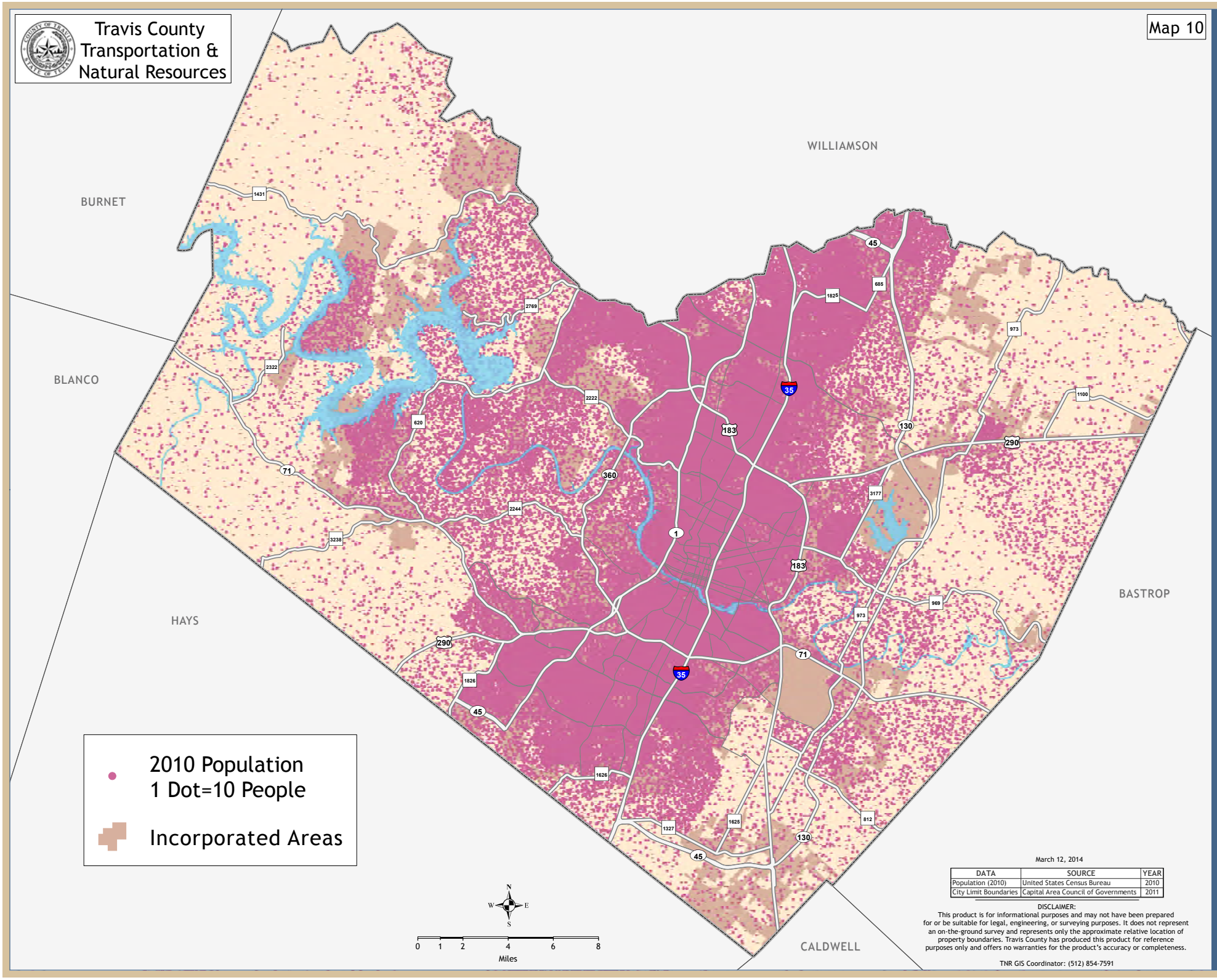
Map 10

# Travis County Population




March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| Population (2010) | United States Census Bureau | 2010 |
| City Limit Boundaries | Capital Area Council of Governments | 2011 |

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## Population by Age

For 2010, the median age in Travis County is 31.9, which is slightly younger than Texas which is 33.1. However, since 1990, the percentage of total population for ages 45-64 has increased in Travis County while ages 18-44 has decreased in the same time period (see *Figure 7*).

**Figure 7**

| Travis County Population by Age (1990 – 2010) | | | | | | |
|---|---|---|---|---|---|---|
| | Number | | | Percent | | |
| | 1990 | 2000 | 2010 | 1990 | 2000 | 2010 |
| **Population** | | | | | | |
| Total population | 576,407 | 812,280 | 1,024,266 | 100% | 100% | 100% |
| Male | 288,256 | 415,901 | 516,637 | 50% | 51% | 50% |
| Female | 288,151 | 396,379 | 507,629 | 50% | 49% | 50% |
| **Median Age** | | | | | | |
| Median age | 29.5 | 30.4 | 31.9 | - | - | - |
| **Age Distribution** | | | | | | |
| Under 5 years | 44,113 | 58,840 | 75,774 | 8% | 7% | 7% |
| 5 to 9 years | 40,447 | 54,192 | 70,686 | 7% | 7% | 7% |
| 10 to 14 years | 33,984 | 50,171 | 62,789 | 6% | 6% | 6% |
| 15 to 17 years | 19,667 | 29,741 | 35,788 | 3% | 4% | 3% |
| 18 to 24 years | 91,217 | 119,727 | 130,115 | 16% | 15% | 13% |
| 25 to 34 years | 128,194 | 161,292 | 192,573 | 22% | 20% | 19% |
| 35 to 44 years | 94,427 | 135,428 | 154,525 | 16% | 17% | 15% |
| 45 to 54 years | 48,598 | 99,736 | 132,397 | 8% | 12% | 13% |
| 55 to 64 years | 33,899 | 48,329 | 94,860 | 6% | 6% | 9% |
| 65 to 79 years | 32,621 | 41,111 | 55,688 | 6% | 5% | 5% |
| 80 years and over | 9,240 | 13,713 | 19,071 | 2% | 2% | 2% |

*Figure 8* compares Travis County's population by age with the State of Texas for 2010. At 68.8%, Travis County continues to have a large working age population (18-64 year olds). In comparison, the same age group in the State of Texas comprises 62% of Texas' population. Additionally, percentage of population of individuals under 18 years old and 65 years and older were less in Travis County as compared to the State of Texas.

**Figure 8**

| 2010 Population by Age (Travis County vs. State of Texas) | | | | |
|---|---|---|---|---|
| **Age** | **Travis Co. Population** | **Percent** | **State of Texas Population** | **Percent** |
| Under 18 | 245,037 | 23.9% | 6,865,824 | 27.3% |
| 18 to 24 | 130,115 | 12.7% | 2,572,969 | 10.2% |
| 25 to 44 | 347,098 | 33.9% | 7,071,855 | 28.1% |
| 45 to 64 | 227,257 | 22.2% | 6,033,027 | 24.0% |
| 65 and over | 74,759 | 7.3% | 2,601,886 | 10.4% |
| Total | 1,024,266 | 100% | 25,145,561 | 100.0% |

Source: *US Census 2010*

In the coming years, there will be a rapid rise in elderly populations which will cause competition for funding with programs already stretched for children and lower income families. These shifting demographics will place a larger burden of caring for the elderly on minority populations who have long not had the wages or resources to provide such support.

### Population by Race/Ethnicity

As of 2010, the U.S. Census reported that there were 1,024,266 people in Travis County. The racial makeup of the County, starting with the largest group, was 709,814 White (69.3%), followed by 124,706 Some other race alone (12.18%), 87,308 Black or African American (8.52%), 59,333 Asian (5.79%), 8,555 Native American (0.84%) 33,832 Two or more races (3.30%); and the smallest census-classified group was Pacific Islander with 718 people (0.07%). Hispanic or Latino of any race was 342,766 of the total population (33.46%). Hispanics have increased as a percentage of the total population from 28.20% in 2000 to 33.46% in 2010. All other races increased slightly as a percentage of total population from 2000 to 2010, except for two races which have declined in percentage of total population since 2000. Black/African American slipped from 9.26% of the population to 8.52% in 2010 and some other race

alone fell from 14.56% in 2000 to 12.18% in 2010. *Figure 9* shows Travis County's population by race and ethnicity in 2000 and 2010 and *Figure B-3e* compares the 2010 population by race and ethnicity to that of the State of Texas.

**Figure 9**

| Travis County Population (2000 and 2010) (Incorporated and Unincorporated) | | | | | | |
|---|---|---|---|---|---|---|
| | 2000 Census | | 2010 Census | | 2000-2010 Change | |
| | Population | Percent | Population | Percent | Change | Percent |
| **Race** | | | | | | |
| **Amer. Indian/Alaska native** | 4,684 | 0.58% | 8,555 | 0.84% | 3,871 | 0.48% |
| **Asian alone** | 36,286 | 4.47% | 59,333 | 5.79% | 23,047 | 2.84% |
| **Black/African American alone** | 75,247 | 9.26% | 87,308 | 8.52% | 12,061 | 1.48% |
| **Native Hawaiian and Other Pacific native alone** | 559 | 0.07% | 718 | 0.07% | 159 | 0.02% |
| **Some other race alone** | 118,294 | 14.56% | 124,706 | 12.18% | 6,412 | 0.79% |
| **Two or more races** | 23,152 | 2.85% | 33,832 | 3.30% | 10,680 | 1.31% |
| **White alone** | 554,058 | 68.21% | 709,814 | 69.30% | 155,756 | 19.18% |
| **Total Population** | 812,280 | 100.00% | 1,024,266 | 100.00% | 211,986 | 26.10% |
| | | | | | | |
| **Ethnicity*** | | | | | | |
| **Persons not of Hispanic or Latino Origin** | 583,232 | 71.80% | 681,500 | 66.54% | 98,268 | 12.10% |
| **Persons of Hispanic or Latino Origin** | 229,048 | 28.20% | 342,766 | 33.46% | 113,718 | 14.00% |

*Hispanic population can be of any race.

Hispanics have increased as a proportion of Travis County's population (from 28.2% in 2000 to 33.5% in 2010). Of Non-Hispanics in 2010 (66.5%), Non-Hispanic Whites have decreased the most from 56% in 2000 to 51% in 2010. *Maps 11* and *Map 12* provide locational information for each race and people of Hispanic origin in Travis County by Census block for 2010. *Figure 10* provides a comparison of race and ethnicity population percentages for Travis County, the State of Texas and the United States for 2010.

**Figure 10**

| Travis County vs. State of Texas Population (2010) | | | | |
|---|---|---|---|---|
| | State of Texas | | Travis | |
| | Population | Percent | Population | Percent |
| **Race** | | | | |
| **American Indian and Alaska native alone** | 170,972 | 0.7% | 8,555 | 0.84% |
| **Asian alone** | 964,596 | 3.8% | 59,333 | 5.79% |
| **Black or African American alone** | 2,979,598 | 11.8% | 87,308 | 8.52% |
| **Native Hawaiian and Other Pacific native alone** | 21,656 | 0.1% | 718 | 0.07% |
| **Some other race alone** | 2,628,186 | 10.5% | 124,706 | 12.18% |
| **Two or more races** | 679,001 | 2.7% | 33,832 | 3.30% |
| **White alone** | 17,701,552 | 70.4% | 709,814 | 69.30% |
| **Total Population** | 25,145,561 | 100.00% | 1,024,266 | 100.00% |
| | | | | |
| **Ethnicity** | | | | |
| **Persons not of Hispanic or Latino Origin** | 15,684,640 | 62.4% | 681,500 | 66.54% |
| **Persons of Hispanic or Latino Origin** | 9,460,921 | 37.6% | 342,766 | 33.46% |

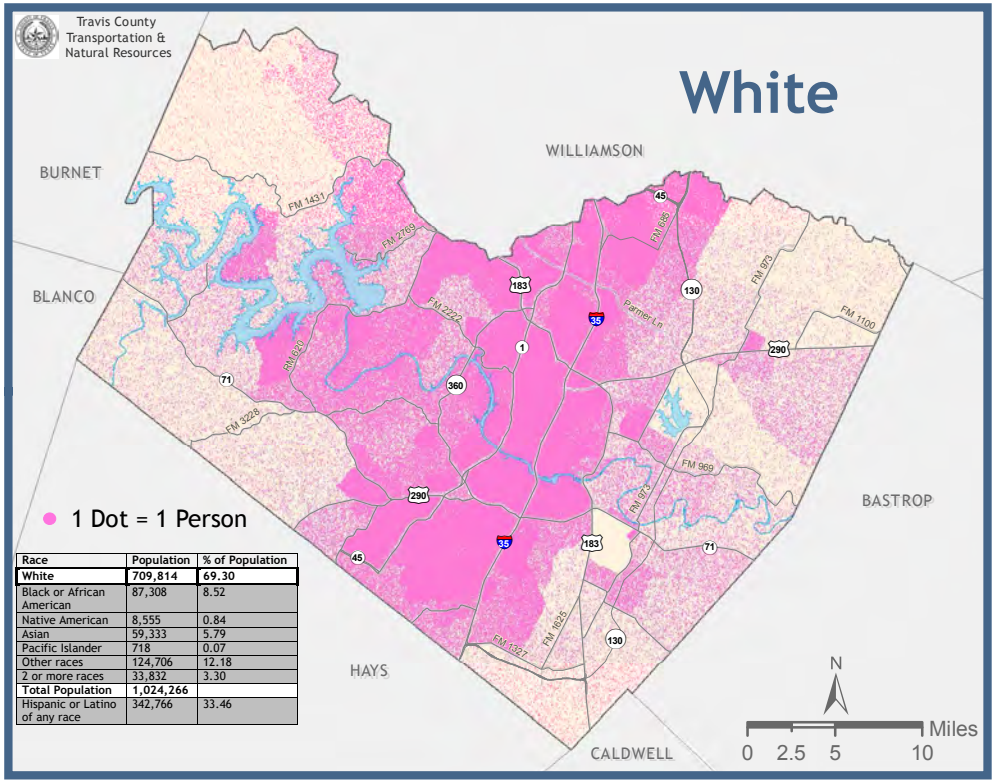
**Source:** *U.S. Census Bureau, Census 2010*
**Data Note:** Total population is the number of people who consider the area their primary residence. It does not include persons residing here less than half the year or persons who are here temporarily only for work (unless they consider this area their primary residence).
Population Reporting Two or More Races includes special counts of the population who reported at least two races.
Hispanic Population Reporting Two or More Races includes special counts of the Hispanic population who reported at least two races.

Travis County Transportation & Natural Resources

Map 11

# Travis County Racial Makeup

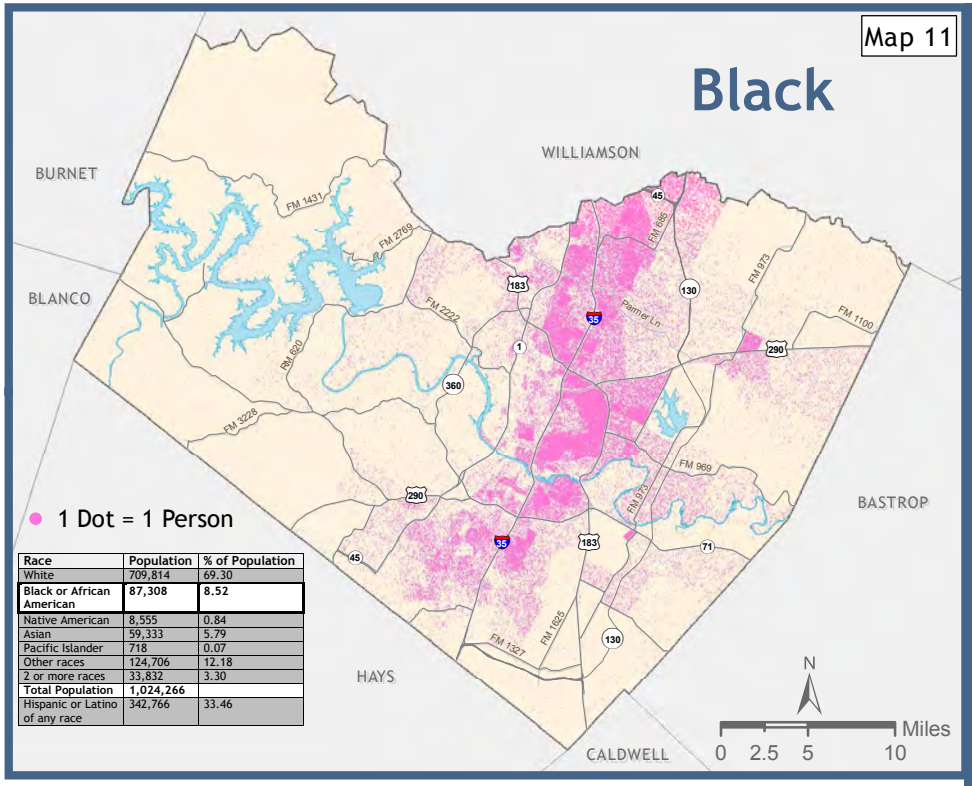
## White




1 Dot = 1 Person

| Race | Population | % of Population |
|---|---|---|
| **White** | **709,814** | **69.30** |
| Black or African American | 87,308 | 8.52 |
| Native American | 8,555 | 0.84 |
| Asian | 59,333 | 5.79 |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| **Total Population** | **1,024,266** | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

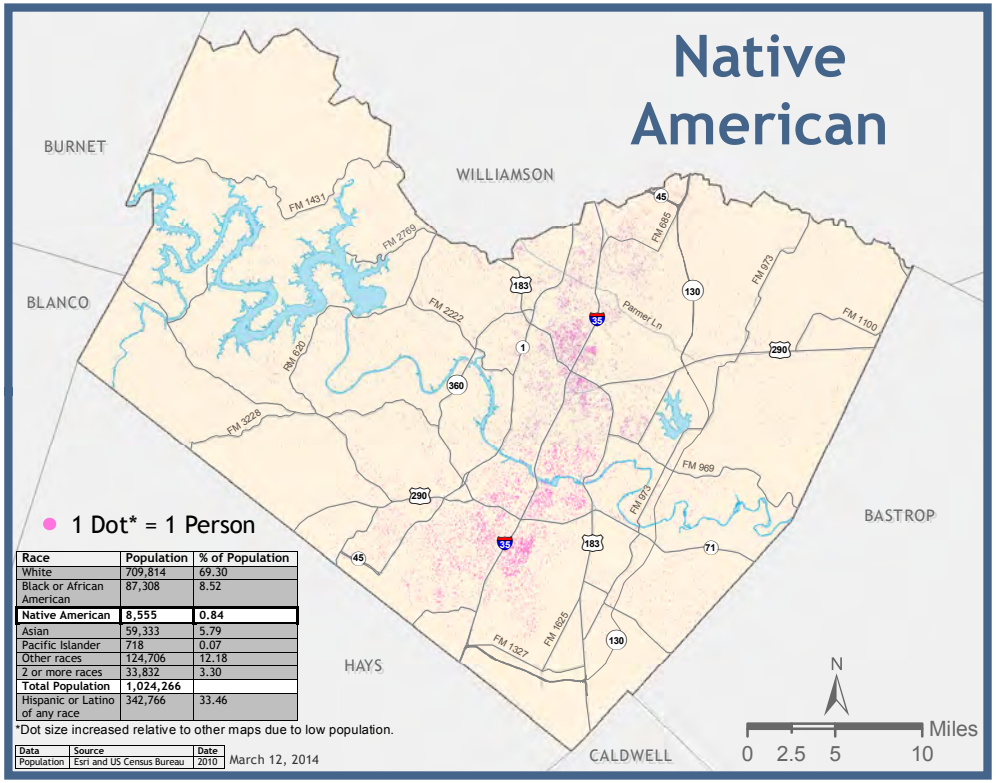
## Black




1 Dot = 1 Person

| Race | Population | % of Population |
|---|---|---|
| White | 709,814 | 69.30 |
| **Black or African American** | **87,308** | **8.52** |
| Native American | 8,555 | 0.84 |
| Asian | 59,333 | 5.79 |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| **Total Population** | **1,024,266** | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

## Native American




1 Dot* = 1 Person

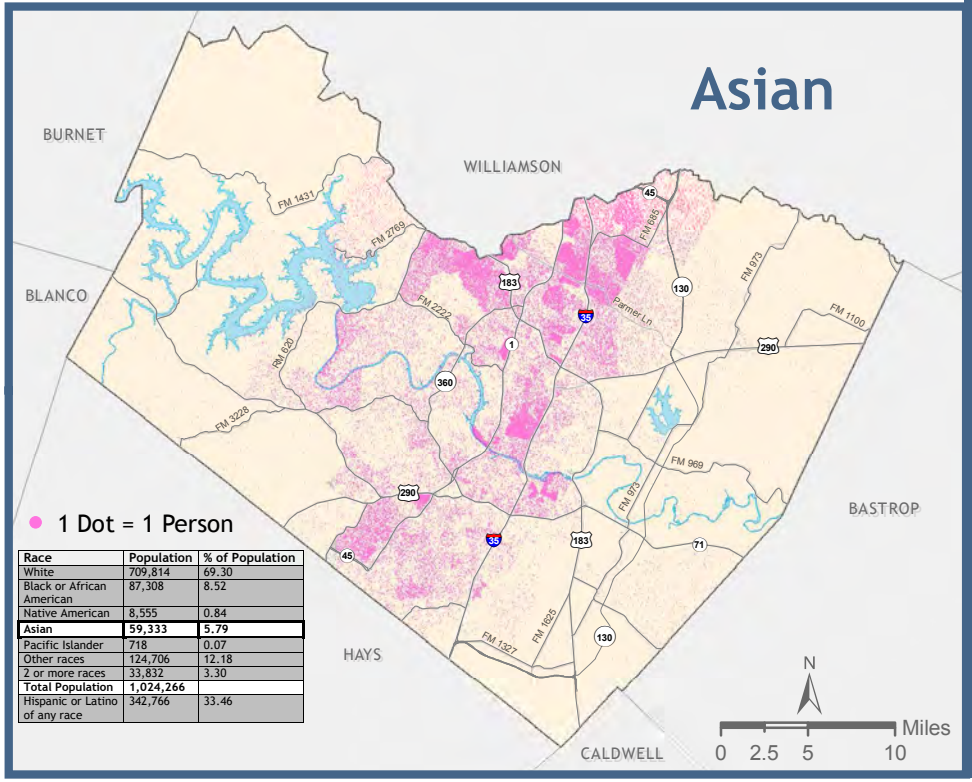
| Race | Population | % of Population |
|---|---|---|
| White | 709,814 | 69.30 |
| Black or African American | 87,308 | 8.52 |
| **Native American** | **8,555** | **0.84** |
| Asian | 59,333 | 5.79 |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| **Total Population** | **1,024,266** | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

*Dot size increased relative to other maps due to low population.

| Data | Source | Date |
|---|---|---|
| Population | Esri and US Census Bureau | 2010 |

March 12, 2014

## Asian



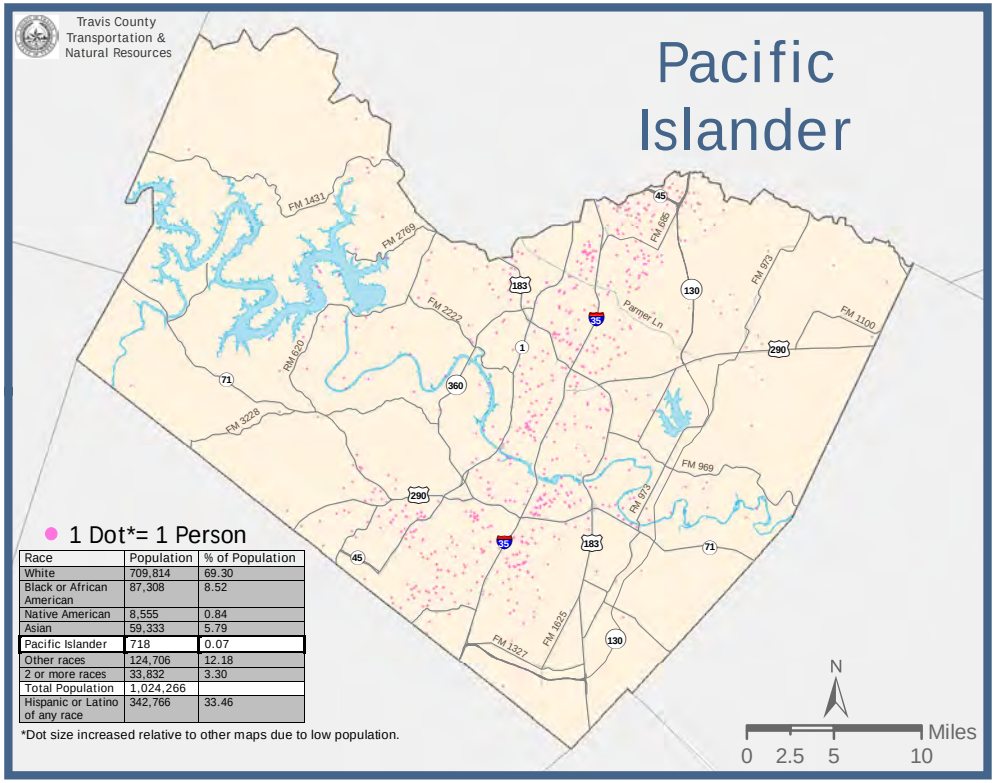

1 Dot = 1 Person

| Race | Population | % of Population |
|---|---|---|
| White | 709,814 | 69.30 |
| Black or African American | 87,308 | 8.52 |
| Native American | 8,555 | 0.84 |
| **Asian** | **59,333** | **5.79** |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| **Total Population** | **1,024,266** | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

Travis County
Transportation &
Natural Resources

Map 12

# Pacific Islander

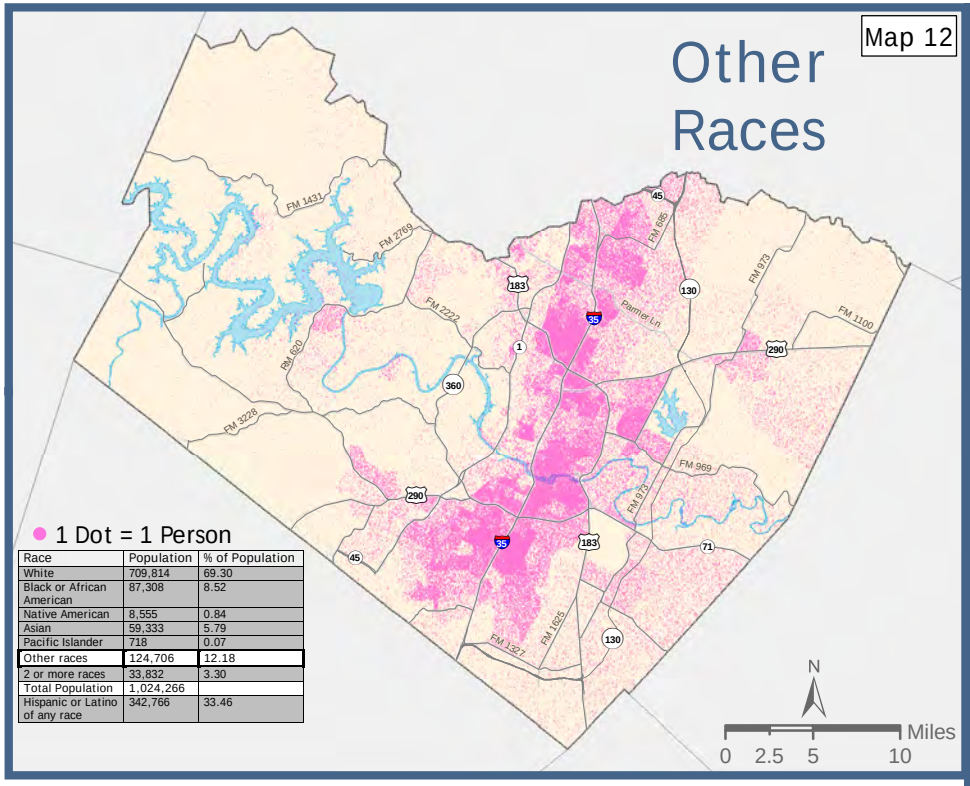



● 1 Dot*= 1 Person

| Race | Population | % of Population |
|---|---|---|
| White | 709,814 | 69.30 |
| Black or African American | 87,308 | 8.52 |
| Native American | 8,555 | 0.84 |
| Asian | 59,333 | 5.79 |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| Total Population | 1,024,266 | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

*Dot size increased relative to other maps due to low population.

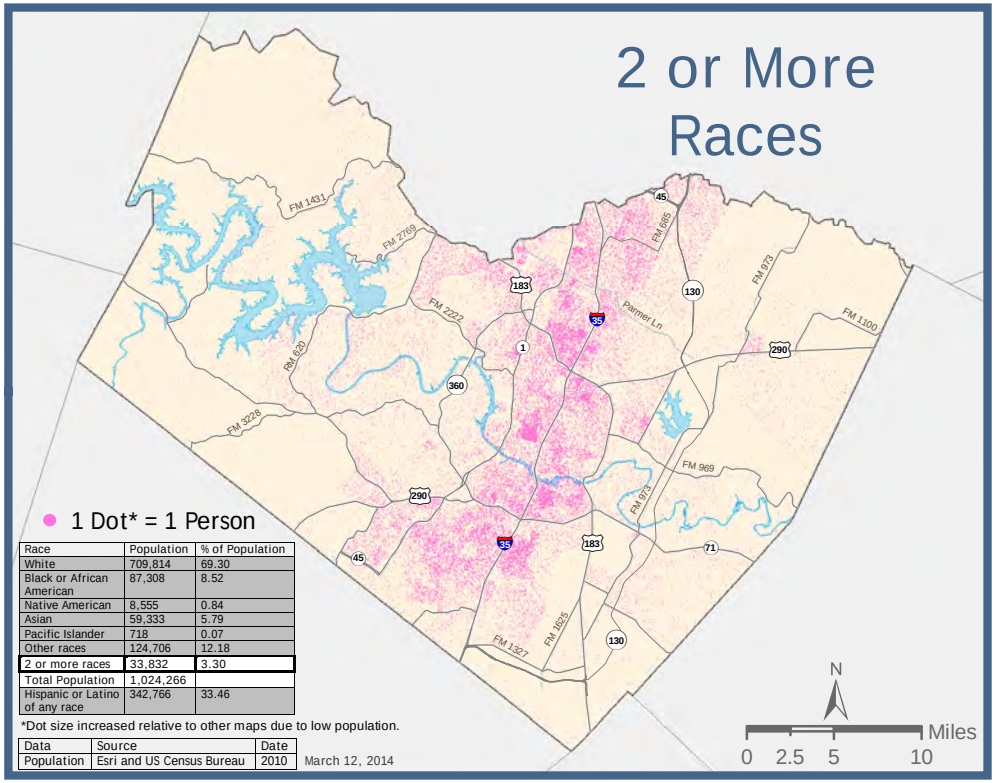
# Other Races




● 1 Dot = 1 Person

| Race | Population | % of Population |
|---|---|---|
| White | 709,814 | 69.30 |
| Black or African American | 87,308 | 8.52 |
| Native American | 8,555 | 0.84 |
| Asian | 59,333 | 5.79 |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| Total Population | 1,024,266 | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

# 2 or More Races




● 1 Dot* = 1 Person

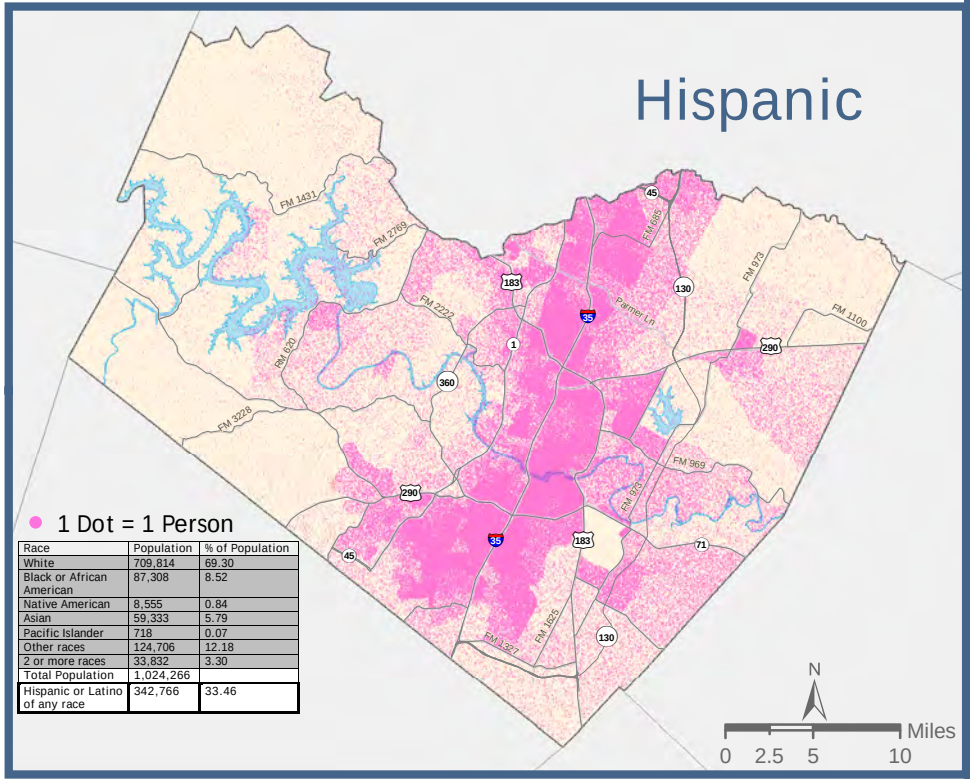
| Race | Population | % of Population |
|---|---|---|
| White | 709,814 | 69.30 |
| Black or African American | 87,308 | 8.52 |
| Native American | 8,555 | 0.84 |
| Asian | 59,333 | 5.79 |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| Total Population | 1,024,266 | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

*Dot size increased relative to other maps due to low population.

| Data | Source | Date |
|---|---|---|
| Population | Esri and US Census Bureau | 2010 |

March 12, 2014

# Hispanic

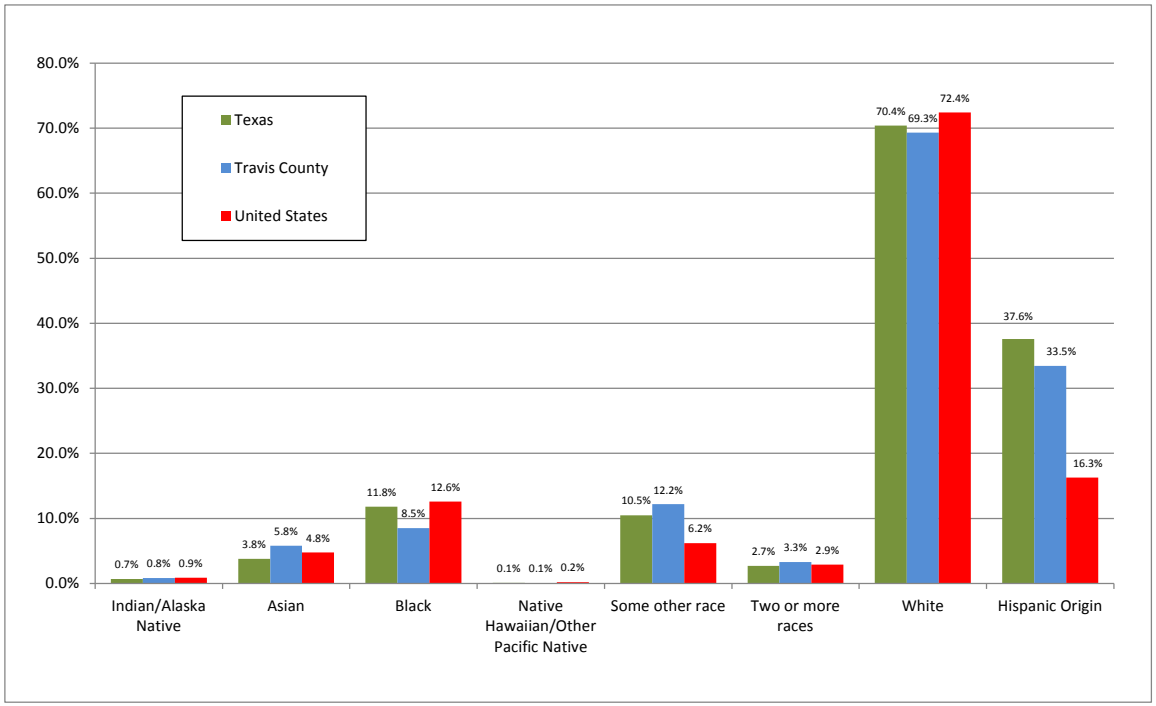



● 1 Dot = 1 Person

| Race | Population | % of Population |
|---|---|---|
| White | 709,814 | 69.30 |
| Black or African American | 87,308 | 8.52 |
| Native American | 8,555 | 0.84 |
| Asian | 59,333 | 5.79 |
| Pacific Islander | 718 | 0.07 |
| Other races | 124,706 | 12.18 |
| 2 or more races | 33,832 | 3.30 |
| Total Population | 1,024,266 | |
| Hispanic or Latino of any race | 342,766 | 33.46 |

# Travis County Racial Makeup

**Figure 11: Population by Race and Ethnicity for 2010 (Travis County, State of Texas and the United States)**



## Poverty[1]

The following observations were developed by the Travis County Health and Human Services Department in the creation of the *Travis County, TX Consolidated Plan and Action Plan, PY2011-2013*. Much of the data was excerpted from *Focus on Poverty in Travis County*, prepared by Travis County Health and Human Services.

- Approximately 15% of Travis County residents, or 144,055 people, are living in poverty.*
- The number of people below the poverty threshold in Travis County has increased steadily from 1990, while the overall poverty rate fluctuated from 16% in 1990, to 13% in 2000, and returned to 15% in the 2005-2009 dataset. Children consistently have the highest poverty rate (21% in current data set) across sub-groups.
- An analysis of poverty rates in the U.S., Texas and Travis County since 1990 reveal that, in most age groups and years, Travis County fares better than Texas overall but worse than the U.S.
- Areas along the I-35 corridor and areas east of I-35 have higher rates of individuals living in poverty.
- In Travis County, the poverty rate among females (17%) is moderately higher than among males (14%).
- Poverty rates are highest among children and young adults. In Travis County, 75% of those living in poverty are under the age of 35 (compared with 68% of those in Texas and 63% in the U.S.).
- Hispanic/Latino children under age 18 make up a significant share of the Travis County population living in poverty. Hispanic/Latino and Black/African American children under 5 years of age have some of the highest poverty rates in Travis County, 37% and 44% respectively.

*Poverty Threshold: For this data, in 2010, the most recent year available, the Poverty Threshold was $11,369 for a single adult and $22,162 for a household of two adults and two children. Households with annual incomes under 100% of the Poverty Threshold are counted as living in poverty. The Poverty Threshold is adjusted annually for inflation using the Consumer Price Index.

# LAND USE

The following information describes the land area of Travis County and its existing land use patterns. This section of the LWTP has been created to assist in the understanding of the different land use categories within the County. Travis County has experienced a significant amount of change to its rural landscape due to population growth and development. The once rural communities are rapidly evolving into suburban subdivisions. This section provides an analytical assessment of these land use patterns accompanied by a GIS map of the current land use distribution within the County. The County uses Travis Central Appraisal District (TCAD) March 2012 data to create the land category map which illustrates the current land uses in the County.

The LWTP utilizes the TCAD property classifications which have been divided into the following categories: Agriculture, Single-Family, Multi-Family, Commercial, Industrial, Civic and Vacant Land. A general description of each land use category and two maps follow the descriptions. TCAD follows the current property use and land cover data as the primary consideration for determining appropriate property classification for tax assessments. The TCAD Land Use Categories Map (*Map 13*) depicts the current land use patterns throughout Travis County.

TCAD does not have a land use category for parks and preserves so park and preserve land has generally retained its TCAD land category designation assigned to it prior to a government agency or civic organization purchase (see Appendix A for the location of parks, preserves, and conservation easements in unincorporated Travis County). Furthermore, TCAD does not have a land use category for active mining operations. Therefore, depending on the type of business operation, some land falls under Industrial or Commercial, and if the land owner is just extracting layers of dirt it could fall under a nonexempt agricultural category. Typically, mineral processing and crushing plants fall under Industrial use, whereas, selling of aggregate could be classified under Commercial.

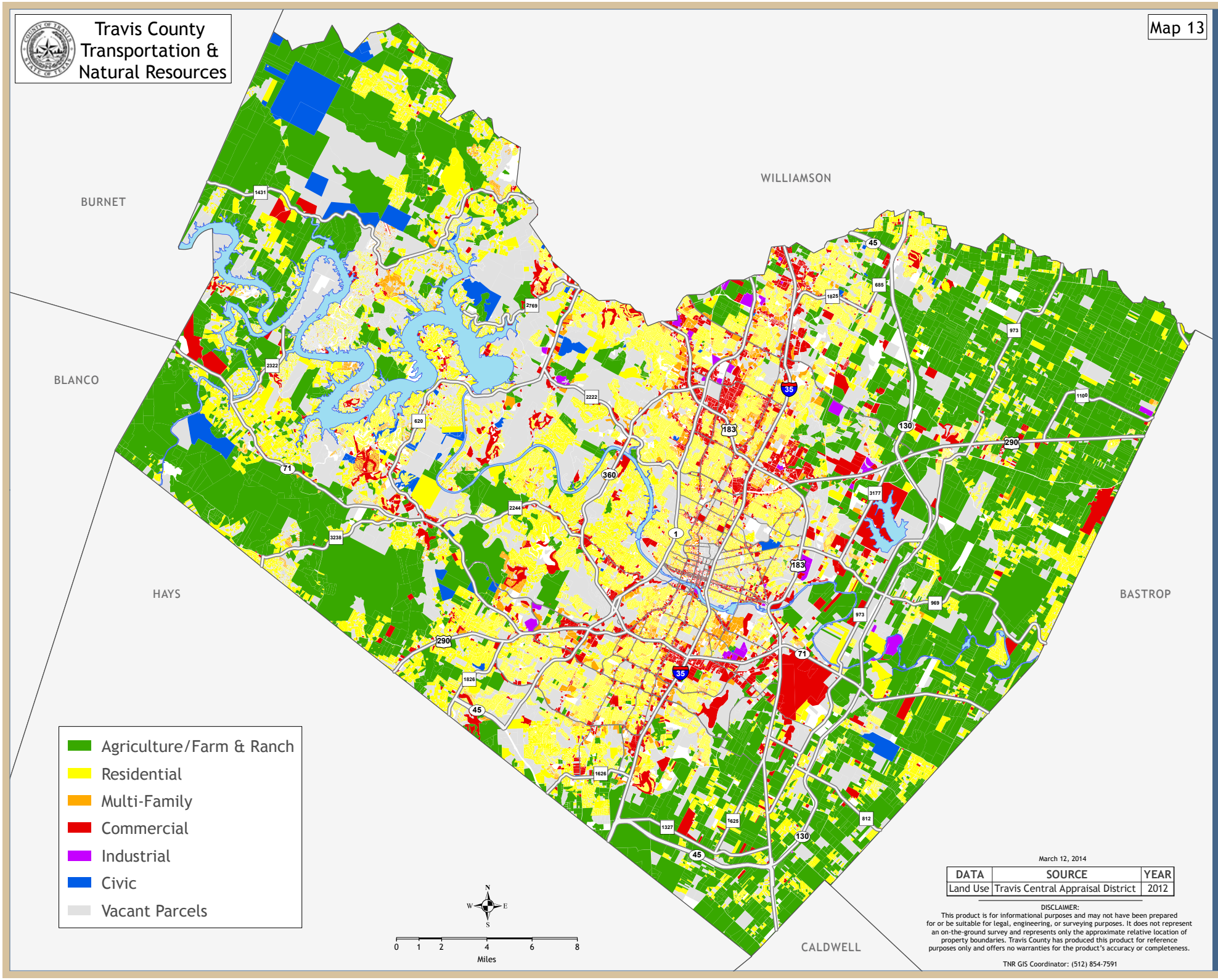
## Land Use Categories

It is important to emphasize that the land use categories used in the LWTP are intentionally broad. While it is noted that these land use categories have unique purposes solely related to the collection of property taxes, the data provides insight into the land use character of each unincorporated area of the County. The County Land Use Map on the following page depicts the locations for each type of land use in the unincorporated area of the County and is a snapshot in time.

Travis County
Transportation &
Natural Resources

Map 13

# TCAD Land Use Categories




March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| Land Use | Travis Central Appraisal District | 2012 |

DISCLAIMER:
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. Travis County has produced this product for reference purposes only and offers no warranties for the product's accuracy or completeness.

TNR GIS Coordinator: (512) 854-7591

**Agriculture/Farm & Ranch**: All acreage qualified for use in agriculture and farm and ranch productivity and the improvements associated with land. These improvements include all houses, barns, sheds, silos, garages and other structures associated with farming or ranching. Included is all land areas associated with agricultural production. The greatest amount of these lands would be areas used in the active cultivation of crops, both row and field crops. Also included, however, are pasturelands and grazing lands associated with horse or cattle raising operations, orchards, vineyards, nurseries and other horticultural areas and confined feeding operations. In addition, other lands used in support of the agricultural activities, such as the farmsteads, associated barns, stables, and corrals are also included.

**Single-Family Residential**: Single-Family Residential property includes land on which homes are situated. Townhouses, condominiums, row houses and owner-occupied duplexes are included in this category as well as mobile homes located on land owned by occupants.

**Multi-Family Residential**: Properties that fall under this category are residential structures containing two or more residential units under single ownership and include apartment complexes.

**Vacant Parcels**: These properties may be idle tracts in various stages of development or awaiting construction, tracts planned for residential structures, recreational lots or commercial and industrial building sites. Because property use determines classification, there is no minimum or maximum acreage requirement for this category.

**Commercial**: These properties include land and improvements associated with businesses that sell goods or services to the general public. Some examples of commercial businesses are: wholesale and retail stores, shopping centers, office buildings, restaurants, hotels and motels, gas stations, parking garages and lots, auto dealers, repair shops, finance companies, insurance companies, savings and loan associations, banks, credit unions, clinics, nursing homes, hospitals, marinas, bowling alleys, golf courses and mobile home parks.

**Industrial**: Properties that add value to products through development, manufacturing, fabrication or processing of those products. Some examples of industrial businesses are: cotton gins, processing plants, paper mills, steel mills, refineries, warehouse storing for a manufacturing facility, cement plants, chemical plants, canning companies and clothing manufacturers. Warehouses that receive

goods from only one manufacturer to hold for distribution or that provide storage as part of a manufacturing process are classified as industrial real property.

**Civic**: Tax exempt properties are school property, religious organizations, property owned by the federal, state, county or city government and used for public purposes, charitable organizations, cemeteries, youth spiritual, mental and physical development associations and low-income housing.

**Unclassified Parcels**: The parcel boundaries are identified by TCAD but were not given a classification.

## Land Use Categories not Identified by TCAD

**Preserve**: Highly sensitive lands that have been set aside for conservation that might otherwise have been used for development of subdivisions.

**Parks**: Land that has been set aside for public recreational use and open space.

## Land Use Inventory

The county has an area of approximately 1,024 square miles (including incorporated areas) which is roughly 599,718 acres. The unincorporated area is 402,769 acres (628 square miles), the incorporated area is 196,319 acres (306 square miles) and, according to the Texas Water Development Board, the water bodies are approximately 33 square miles. These numbers do not account for the remaining 57 square miles of dedicated rights-of-way, railroad lines and utility easements. The table below identifies the approximate proportion of land associated with each land use category in the unincorporated areas of the county. Agricultural uses make up approximately 52.3 percent of the land, residential uses make up 18.3 percent, nonresidential uses make up almost 5 percent and civic uses make up 2.5 percent of the county. The data shows that agriculture and farm and ranch are the predominant land uses covering over 210,710 acres of the total land area, followed by vacant parcels at 87,213 acres which is 21.65 percent.

Agricultural and rural lands are being developed into housing subdivisions because of the pressures created by growth, which points to a future of relatively dense development for a once relatively isolated and stable rural county. The eastern portion of the county, generally, is ideal for Agricultural use. Much of this area is currently farmed and is characterized by flat land and good soils. Effort should be made to plan for the stabilization of those areas which might be best retained in their rural-like character, promoting their value as agricultural resources and/or adequate land reserves for the future.

The Land Use Map was created to assist policy makers to guide land use-related decision making. Until the State Legislature grants land use and zoning control to counties, the risk of inconsistent and incompatible development will remain. The changing social, cultural, economic and environmental dynamics of the county make it crucial to have an effective, ongoing review mechanism that will measure actual change and adjust land use needs in line with these evolving dynamics.

Land use is only one element of this background report, but knowledge about land use and land cover has become increasingly important as the county strives to overcome the problems of uncontrolled development, loss of prime agricultural lands and loss of wildlife habitat. Land use data is needed in the analysis of environmental processes and problems that must be understood if living conditions and standards are to be maintained at current levels or improved.

## Land Use Calculations for Unincorporated Travis County

**Figure 12: Land Use Calculations**

| TCAD Land Use Categories | Agriculture | Residential | Commercial | Industrial | Civic | Vacant Parcels | Unclassified Parcels | Totals |
|---|---|---|---|---|---|---|---|---|
| **Acreage** | 210,710 | 73,883 | 16,155 | 478 | 10,196 | 87,213 | 4,134 | 402,769 |
| **Square Miles** | 329 | 115 | 25 | 1 | 16 | 136 | 6 | 628 |
| **Percentage of unincorporated Travis County** | 52.31% | 18.34% | 4.01% | 0.12% | 2.54% | 21.65% | 1.02% | 99.99% |

# FORECASTED DISTRIBUTION OF POPULATION

**Historical Population**

From 1980 to 2010, the population of Travis County grew at an average rate of 3.02% per year from 419,573 residents in 1980 to 1,024,266 in 2010. In comparison, population of the five counties (Travis, Williamson, Hays, Bastrop and Caldwell) that make-up the region's Metropolitan Planning Organization (MPO) grew at a combined average rate of 3.65%. In 2010, most of the population within the 5-county region, 60%, resides within Travis County. By 2035, the County's percentage of the 5-county region will decline to 48%. See *Figure 13*.

**Figure 13: Historical Population and Forecast by County**

| County | 1980 Census | 1990 Census | 2000 Census | 2010 Census | 2025 Forecast | 2035 Forecast |
|---|---|---|---|---|---|---|
| **Travis** | 419,573 | 576,407 | 812,280 | 1,024,266 | 1,318,000 | 1,555,300 |
| **Williamson** | 76,521 | 139,551 | 249,967 | 422,679 | 702,700 | 1,026,500 |
| **Hays** | 40,594 | 65,614 | 97,589 | 157,107 | 271,600 | 371,200 |
| **Bastrop** | 24,726 | 38,263 | 57,733 | 74,171 | 149,200 | 215,500 |
| **Caldwell** | 23,637 | 26,392 | 32,194 | 38,066 | 65,300 | 82,100 |
| **5-County Total** | 585,501 | 846,227 | 1,249,763 | 1,716,289 | 2,506,800 | 3,250,600 |

Source: CAMPO 2035 Regional Transportation Plan, June 2010.

Much of the new population in the region between 1980 and 2010 has located in low density single family uses on the fringe of the existing urban areas. A large percentage of the region's growth is occurring outside municipal boundaries, with limited land use control powers. Travis County continues to have little ability to regulate the location, quality, and impacts of development. An example of the extent of this continued growth is represented in the increase in estimates of Travis County's unincorporated population. Since 2000, an additional 100,000 persons are living in the unincorporated area of Travis County. See *Figure 14*. In the 2010 Census, it is estimated that the unincorporated population of Travis County makes up 17.5% of Travis County's total population. This unincorporated population percentage has increased from the 2000 Census which showed approximately 9.1% of the total population living in the unincorporated portion of the County.

**Figure 14: Travis County Incorporated vs. Unincorporated Population (2000 and 2010)**

| Travis County | 2000 Census | % of County Total | 2010 Census | % of County Total |
|---|---|---|---|---|
| **Incorporated** | 740,119 | 90.9% | 845,371 | 82.5% |
| **Unincorporated** | 72,161 | 9.1% | 178,895 | 17.5% |
| **Total** | 812,280 | | 1,024,266 | |

Source: 2000 and 2010 US Census.

**Population Forecast**

The Land, Water, Transportation Plan 2035 will use the same demographic forecast that was developed in the Capital Area Metropolitan Planning Organization (CAMPO) 2035 Regional Transportation Plan. Reasons for using the same forecast include: the current CAMPO forecast is relatively current (June 2010), it has been adopted by various jurisdictions within the region, and the forecast is based on a new growth allocation approach known as the CAMPO Centers Concept which was vetted during the long range transportation plan adoption. The use of a centers growth allocation concept has been held up in the region as an opportunity to take a different approach to growth developed from the previously based trends forecasts. The Centers concept allows for higher density, mixed use developments located around public transportation and incorporates alternative mobility options with the goal of reducing investment that has been made in regional infrastructure that have been based on previous trends forecasts.

**County Control Totals-** CAMPO develops population and employment forecasts for use in the development of the region's long range transportation plan. In each plan, the CAMPO policy board adopts County control totals that will be used in the development of the travel demand model. CAMPO reviewed several forecast scenarios with the board which adopted an averaged scenario of the Texas State Demographer's highest (1.0) and medium growth (0.5) scenarios. The 1.0 Scenario assumes that trends from growth between1990-2000 will continue into the future and is identified as being a high growth scenario. Since the 1990s were characterized by rapid growth in the region, demographers view the 1.0 Scenario as being unsustainable over time. Scenario (0.5) is an average of the zero (0.0) and (1.0) scenarios. It assumes rates of net migration to be one-half of those of those in Scenario (1.0). This scenario projects rates of population growth that are slower than Scenario (1.0), but show steady growth. After reviewing the

two scenarios, the Board felt that a Scenario that was between the two would allow for a forecast where in-migration occurs at a rate slightly lower than the high growth rate of Scenario (1.0).

In June 2010, the long range plan, CAMPO 2035 Regional Transportation Plan, was approved by the Transportation Policy Board and showed the five county total population was expected to grow to approximately 3.25 million residents by 2035. By 2035, Travis County will have added approximately 525,000 persons and will make-up 48% of the five county total. This amount of growth would equal, if the birth rare and death rates were held constant, 58 new persons, per day for 25 years (see *Figure 13)*.

**Allocation of Forecasted Population**

As part of the demographic forecast, a Centers Growth Concept scenario was developed to guide where future population would be allocated forming the basis for the 2035 regional transportation plan and the travel demand model. The Centers Growth Concept is the implementation of a network of high density mixed use centers oriented around transportation investments included in the long range transportation plan. In Travis County, there are currently 18 centers, located mainly at the intersections of existing and/or future planned transportation systems which include rail, transit and roadway improvements (see *Map 14)*.

Of these, only one center, (Webberville) is located completely within the unincorporated area of Travis County. Six of the centers, (Pflugerville, SH 130 and US 290, Manor, Webberville, SH 130 and SH 71, and Mustang Ridge) are located along the SH 130 corridor. Another six centers are located in the I-35 corridor (Ben White, Central Austin, Mueller, Highland Mall, Tech Ridge and I-35 and SH 45 N. To implement the Centers concept, it is expected that regional partners will implement strategies to encourage development. Targets have been identified to increase the percentage of regional population. For medium centers, the population target ranges from 9,000 – 75,000 persons, for small centers, the range is 1,000 – 10,000 persons. Locations of future population show in the forecast that growth has been allocated to these center locations (see *Map 15)*.

Staff also expects that new Centers will be established at future transit stations being planned for in the City of Austin's Urban Rail project and more importantly for unincorporated Travis County along the rail stations being planned for in the Lone Star Rail project.

**Emerging Projects and Preliminary and Final Plat Subdivisions as Growth Indicators -** Another indicator of where growth will occur is through locations of undeveloped platted and existing platted subdivisions. In *Map 15*, for Travis County, there still are large areas of mainly agricultural land that do not show potential for new development to occur and have no emerging projects. These are

located mainly in northeast Travis County and to some extent large areas remain within the SH 130 corridor. In western Travis County, many potential areas for development are protected lands under the BCCP and cannot be developed. However, changes in future growth can be identified in the location of emerging projects.

**SH 130 Corridor-** Much of the forecasted growth is planned to occur along the SH 130 corridor. Large mixed use tracts that include single and multi-family residential are being planned that access the new transportation corridor that runs mostly in the unincorporated area of the County. Shown in *Map 15,* mixed use developments are planned at Wildhorse Ranch (US 290 west of the City of Manor), Whisper Valley (east of SH 130 along future Barker Lane) and Rio de Vida (along SH 130 between SH 71 E and FM 969). These three developments represent over 20,000 new planned residential units at build out.

**SE Travis County-** Another area of high growth is planned to occur in southeastern Travis County just west of SH 130. Two large mixed use developments, Goodnight Ranch (Slaughter Lane and Thaxton Rd.) and Brookfield (along future Slaughter Lane and William Cannon Drive west of US 183 S) have just over 19,500 residential units planned for these new mixed use developments. Additionally, further to the east of SH 130 is the new F1 site. While, the project was not included in the current population forecast, the impact on the surrounding area will be dramatic especially in the potential for new job growth.

**Center Locations-** Other new growth will be occurring in new and existing centers planned within Travis County, see *Map B-5c*. In northeastern Travis County, the City Pflugerville and its ETJ are expected to see continued growth especially to the east of its incorporated area. In southwest Travis County, the Village of Bee Cave located at RM 620 and SH 71 W will see growth spreading along highway corridors. In northwestern Travis County, the cities of Jonestown and Lago Vista show continued growth north of Lake Travis. While it is not a defined center, the City of Lakeway will grow along its sourthern boundary west of the new medical Center and along Bee Creek Road.

**Growth on County Boundaries-** Other significant growth areas will impact Travis County just outside the County's boundary. In northern Travis County, a medium center (Robinson Ranch) is located west of Burnet Road along SH 45 and will include 10,000 new residential units. In southern Travis County, continued growth in Buda and Kyle is impacting the quality of life of residents in southwest Travis County along FM 1626. Plans for new development along I-35 at Estancia and the old Heap Ranch will continue to impact the people living in this area of the County.

Travis County Transportation & Natural Resources

Map 14

# CAMPO Centers in Travis County

WILLIAMSON

BURNET

BLANCO

HAYS

BASTROP

CALDWELL

I-35 & SH 45 N

Pflugerville

Howard Ln.

Tech Ridge

FM 2222 & FM 620

North Burnet Gateway

SH 130 & US 290

Manor

Highland Mall

Mueller

Bee Cave

Central Austin

Webberville

Oak Hill

Ben White

SH 130 & US 71

South Austin Station

Mustang Ridge

FM 1431

FM 2769

FM 2222

RM 620

FM 3228

FM 973

FM 969

FM 1625

FM 1327

1

35

71

130

183

290

360

## Centers

| | |
|---|---|
| 2 miles | Large |
| 1 mile | Medium |
| 0.5 miles | Small |
| | Railroad |

N W E S

0 1 2 4 6 8

Miles

March 12, 2014

| DATA | SOURCE | YEAR |
|---|---|---|
| CAMPO Centers (2035 Plan) | Capital Metropolitan Planning Organization | Approved 2010 |

DISCLAIMER:
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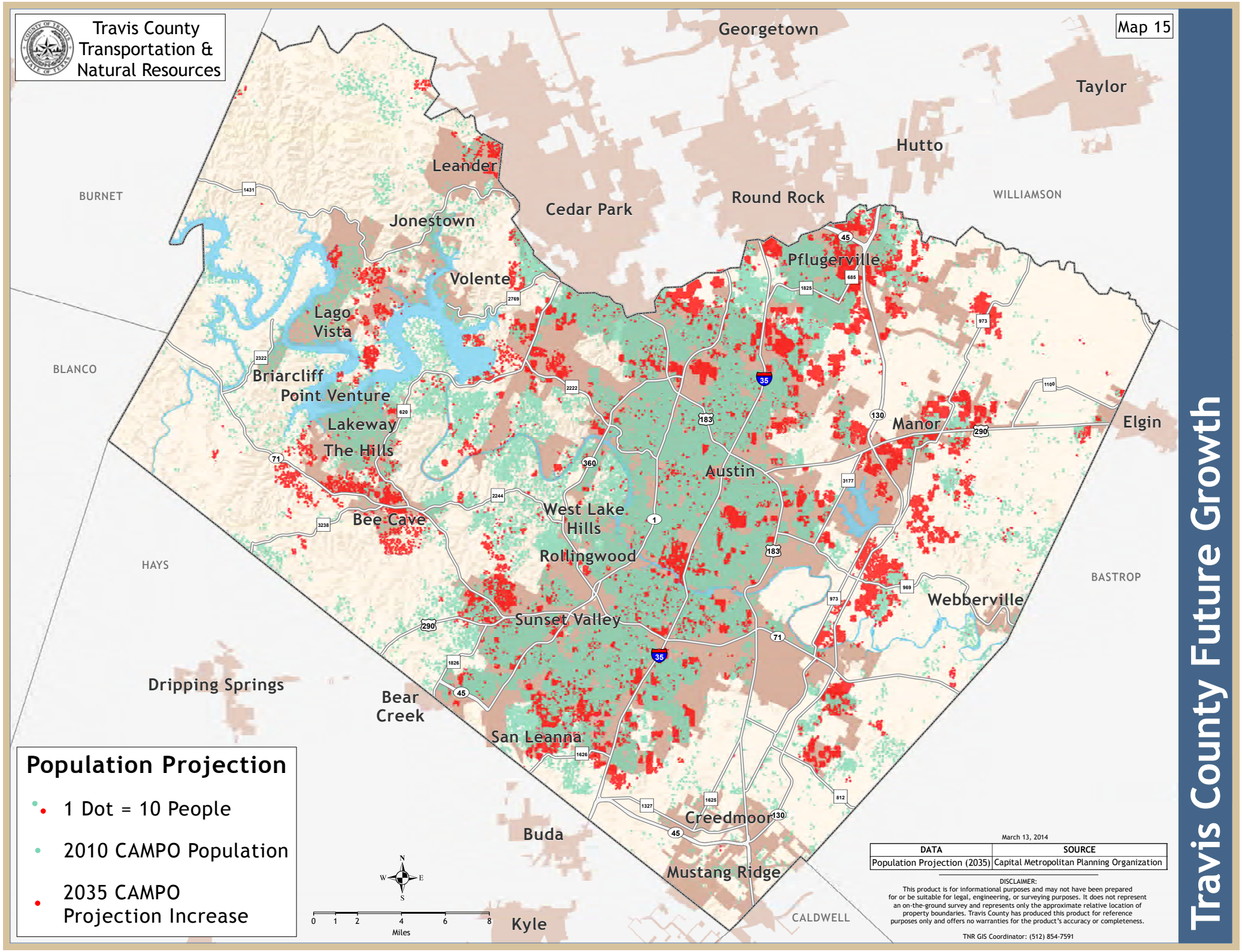
TNR GIS Coordinator: (512) 854-7591


Travis County
Transportation &
Natural Resources
Map 15
Travis County Future Growth
Georgetown
Taylor
Hutto
Leander
Round Rock
Cedar Park
Jonestown
Pflugerville
Volente
Lago
Vista
Briarcliff
Point Venture
Lakeway
The Hills
Bee Cave
West Lake
Hills
Rollingwood
Austin
Manor
Elgin
Webberville
Sunset Valley
Dripping Springs
Bear
Creek
San Leanna
Buda
Creedmoor
Mustang Ridge
Kyle
BURNET
WILLIAMSON
BLANCO
HAYS
BASTROP
CALDWELL
Population Projection
1 Dot = 10 People
2010 CAMPO Population
2035 CAMPO
Projection Increase
N
W
E
S
0
1
2
4
6
8
Miles
March 13, 2014
DATA
SOURCE
Population Projection (2035)
Capital Metropolitan Planning Organization
DISCLAIMER:
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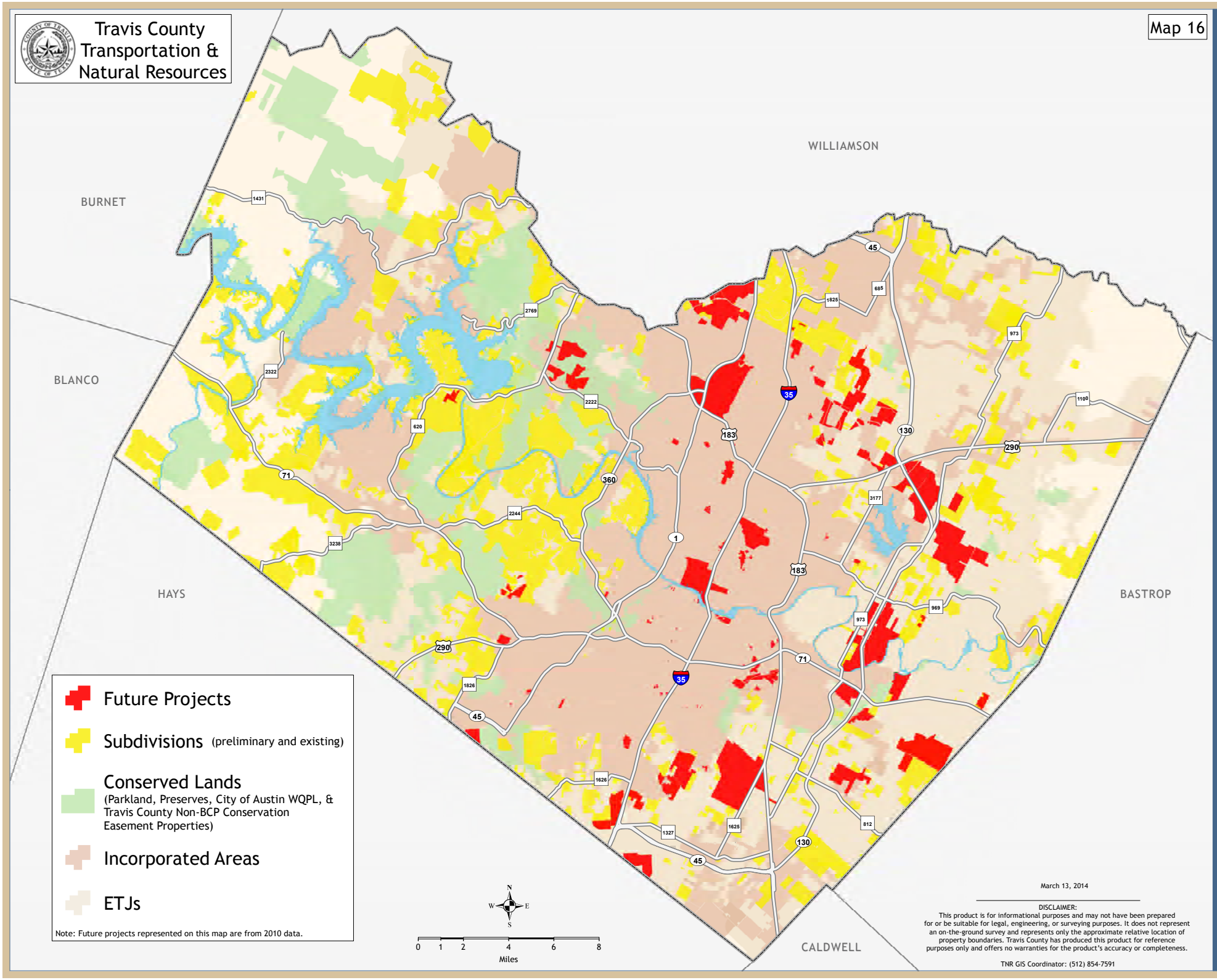
Travis County Transportation & Natural Resources

Map 16

# Travis County Future Growth Areas (2010)




March 13, 2014

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TNR GIS Coordinator: (512) 854-7591

# COUNTY LAND USE & DEVELOPMENT REGULATORY AUTHORITY

Texas counties have no comprehensive land use and development regulatory authority and for this reason Travis County has limited authority to regulate new development. However, the Texas Constitution and State Law granted some counties legal authority to handle growth. As a result Travis County has authority to approve subdivision of land and require land owners/developers to comply with state regulations for water supply. Construct and maintain subdivision roads in unincorporated area and assess costs to landowners, and specify minimum standards for roads construction and drainage facilities.

Below is a list of legal tools that Transportation and Natural Resources (TNR) currently utilizes to address development issues when handling new growth within the unincorporated areas.

**Figure 15: List of Legal Tools to Address Development Issues**

| LWT Plan Section | Statutory Rule | County Legal Authority and Procedures |
|---|---|---|
| Land | Chapter 109.33, Alcoholic Beverage Code | Sales near school, church, or hospital: May prohibit within 300 feet of church, school, or hospital, or within 1,000 feet of a school if school board requests. |
| Land | Chapters 361.111 and 361.112, Health & Safety Code (unincorporated area). Chapter 364.011, Health & Safety code (unincorporated area outside extraterritorial jurisdiction). | Solid Waste Disposal Act: May regulate manner of collection, handling or disposal of solid waste. May regulate location of facilities, but may not exclude from county. |
| Land | Chapter 341.012, Health & Safety Code | Minimum standards of sanitation and health protection measures: County health authority may order landowner to abate nuisance. |
| Land | Chapter 751, Health & Safety Code | Texas Mass Gatherings Act: May grant or deny a permit based on various public health and safety criteria. Applies to gatherings of over 2,500 persons or over 500 persons if half are under 21 years old. |

| LWT Plan Section | Statutory Rule | County Legal Authority and Procedures |
|---|---|---|
| Land | Chapters 232.001 and 232.101, Local Govt. Code. Also subject to Chapter 242, Local Govt. code. | Subdivision platting requirements of property: Requires county approval of plat "to promote the health, safety, morals or general welfare" and "safer, orderly, and healthful development." May not regulate use; bulk, height, or number of buildings; size of buildings; or number of residential units per acre. |
| Land | Subchapter B, Chapter 233, Local Govt. Code | Establish building and set-back lines: Limited to 50 feet from major highways and 25 feet from other roads. |
| Land | Subchapter C, Chapter 233, Local Govt. Code | May require compliance with International Fire Code, Uniform Fire Code, or more protective local-adopted measures: Applies only in a county of over 250,000 population adjacent to another county of over 250,000 population. Affects improvement of building for commercial or public use or multi-family dwelling. |
| Land | Subchapter F, Chapter 233, Local Govt. Code | Allows a local jurisdiction to require that builders give notice to the jurisdiction of the location of construction, approximate date of construction and the version of the International Residential Code that will be used to construct a new home or duplex. In addition, a local jurisdiction can require a builder to submit a summary notice of the inspections (foundation, framing/mechanical, and final) after construction is completed. The law also allows a jurisdiction to enforce the notice provisions, but not the building code itself. |
| Land and Transportation | Subchapter A, Chapter 234, Local Govt. Code, Chapter 396, Transportation Code | Automotive wrecking or salvage yards, flea markets, outdoor resale businesses: Statute sets minimums for |

| LWT Plan Section | Statutory Rule | County Legal Authority and Procedures |
|---|---|---|
| | | screening and setbacks from roads and houses. County may adopt rules for screening and other visual and aesthetic standards. Statute requires operator to comply, "to the extent practicable." |
| Land | Subchapter D, Chapter 234, Local Govt. Code | Massage parlors: May prohibit or regulate to promote public health, safety and welfare. |
| Land | Subchapter A, Chapter 235, Local Govt. Code | Matters relating to explosives and weapons: May regulate production, distribution, transport, transfer, use, handling, storage and possession. Applies only in a county of over 1 million population. |
| Land | Subchapter B and C, Chapter 235, Local Govt. Code | Discharge of firearms or hunting with bows and arrows on platted lot over 10 acres: May prohibit or regulate. |
| Land | Subchapter A, Chapter 240, Local Govt. Code | Establish regulations for keeping of wild animals: May prohibit or regulate the keeping of non-domestic animals found to be dangerous and in need of control. |
| Land | Chapter 241, Local Govt. Code | County zoning authority around airports: May specify permissible land uses, regulate type of structures and restrict height of structures and objects of natural growth. |
| Land | Chapter 243, Local Govt. Code | Establish reasonable and uniform regulations for sexually oriented businesses: May regulate as necessary to promote the public health, safety or welfare. |
| Land | Subchapter A, Chapter 244, Local Govt. Code | Location of correctional or rehabilitation facilities and shelter: May prohibit within 1,000 feet of a residential area, school, public park or place of worship. |
| Land | Chapter 250.002, Local Govt. Code | Regulation of amateur radio antennas: May require compliance with minimal practicable regulations for |

| LWT Plan Section | Statutory Rule | County Legal Authority and Procedures |
|---|---|---|
| | | placement, height, and screening. |
| Land | Subchapter A, Chapter 183, Natural Resources Code | County Financing for Acquisition of Conservation Easement: Authorizes a county, in addition to other methods of financing, including the use of the county's general fund, to finance the acquisition of a conservation easement. |
| Land | Chapter 13.304, Parks & Wildlife Code | Wildlife management areas, sanctuaries and preserves: Acquire land for public recreation areas. Construct facilities for public use on land acquired for public recreation. |
| Land | Chapter 83.013, Parks & Wildlife Code | Habitat conservation plans: May participate in the study, development and creation of a habitat conservation plan. |
| Land | Chapter 203, Property Code | Enforcement of land use restrictions: If authorized by a commissioner's court, the county attorney may enforce plat and deed restrictions. |
| Transportation | Chapters 251.003, 251.0016, and 251.017 Transportation Code | General County authority relating to roads and bridges: May make and enforce all necessary rules for construction and maintenance of public roads and exercise general control over all roads, highways and bridges. |
| Water | Chapter 366, Health & Safety Code | Establish regulations to eliminate and prevent health hazards: General authority over the location, design, construction, installation and proper functioning of on-site sewage disposal systems. Rules are subject to TCEQ approval. |
| Water | Chapter 232.007, Local Govt. Code | Enforce minimum infrastructure standards for manufactured home: May require compliance with |

| LWT Plan Section | Statutory Rule | County Legal Authority and Procedures |
|---|---|---|
| | | standards for drainage, water and wastewater services, and roads. |
| Water | Chapter 573, Local Govt. Code | Regulate stormwater management: Applies to a county with a population of 800,000 or more that contains a portion of the Edwards Aquifer. May require development to comply with stormwater quality regulations. |
| Water | Subchapter I, Chapter 16, Water Code | Flood Insurance Act: Allows a local jurisdiction to adopt necessary regulations and measures to prevent and reduce flooding throughout the jurisdiction. |
| Water | Chapter 31.092, Parks & Wildlife Code | Water Safety Act: May designate areas for bathing, fishing, swimming or otherwise restrict operation of boats and equipment of public lakes. |
| Water | Chapter 35.019, Water Code | Water availability for Counties in priority groundwater management areas: Requirements and standards for determining whether an adequate supply of water for a proposed subdivision is available. |

# SUMMARY OF LOCAL COMPREHENSIVE PLANS

This section focuses on Travis County's local jurisdictions' comprehensive plans and is intended to promote consistency between this Plan and comprehensive plans of the neighboring jurisdictions. The intent of the County is to focus on beneficial intergovernmental relations with nearby and overlapping jurisdictions and to coordinate plans, policies, and programs in order to address and resolve land use, transportation, natural resource, utility, facility, services or other issues of mutual interest. Intergovernmental communication, coordination, and cooperation are critical in implementing some of the recommendations in this Plan.

Of the 22 local jurisdictions, only 12 have adopted comprehensive plans. This section discusses which cities have adopted comprehensive plans and their key policies for relations with other agencies. Because many of the County's goals and objectives relate to issues that transcend municipal boundaries (e.g., transportation, natural resource, farmland preservation, land use), the County intends to maintain an active and open dialogue with surrounding cities and neighboring counties. See the Appendix C for a list of opportunities where the County can collaborate with local jurisdictions.

There is consistency among the 12 jurisdiction-adopted comprehensive plans that rural character and open spaces are important community amenities and should be preserved as much as is feasible. The methods by which rural character and open space preservation could be accomplished vary among the different jurisdictions; however, the idea of permanently preserving rural open space is common to all of the Plans.

In addition to the overall rural character of the County, there is consensus that certain natural resources need protection. These include, but are not limited to, water quality, farmland and streams. Flood control and the need for stricter environmental standards are important values, as is the conservation of water. Many are concerned about the quality and quantity of water resources and the capacity of the current water supply to keep up with growth.

There is consensus that transportation is an important issue affecting quality of life. Whereas, many of the complaints about traffic are associated with municipal growth, the timing of improvements to the transportation network concurrent with the impacts of development is a primary concern.

The City of **Austin** on June 15, 2012 adopted a new comprehensive plan called Imagine Austin which defines a vision and framework for how the city should grow and develop. The City first Comprehensive Plan, the Austin Tomorrow Comprehensive Plan (ATCP), was developed during the 1970s and adopted in 1979. It was amended numerous times through the adoption of neighborhood and transportation plans. However, Imagine Austin is based on sustainable growth by encouraging investments to support mixed-use development, transit and the creation of compact and walkable places. The policies prioritize City investments into transportation/utility/mixed-use corridors and include City incentives to help foster this type of development within the City and its extraterritorial jurisdiction (ETJ).

The Imagine Austin Growth Concept Map (*see Appendix B*) applies the Imagine Austin vision statement and existing development patterns to illustrate the desired manner to accommodate new residents, jobs, mixed-use areas, open space and transportation infrastructure over the next 30 years. This map illustrates how, in the future, Austin should coordinate transportation features—roads, transit, and urban trails with activity centers and corridors, in such a way as to reduce degradation of Austin's environmental resources.

Austin is the largest city in Travis County comprising 306 square miles and over 300 square miles in the Extra Territorial Jurisdiction (ETJ). The City limits are in three different counties, Hays, Travis and Williamson. The 2010 estimated population of the City within Travis County is 754,691 residents. There are no known conflicts between the City of Austin's Comprehensive Plan and the plans and policies of the County.

The City of **Bee Cave** is located in the southwest quadrant of the County about 12 miles west of the City of Austin. In 2010, the City had an estimated population of 3,925 residents. Their Plan emphasizes that the City should establish itself as a progressive and growing community that intends to plan for future growth and development while maintaining the integrity and security of a family-oriented, sub-rural or suburban community. They intend to achieve these goals by designing the City on a human-scale by limiting the size of nonresidential buildings and the density of residential development and by emphasizing pedestrian traffic, whenever possible.

One of the City's goals is to protect their watershed areas, especially Little Barton Creek. Another goal is creating a greenbelt system along the local creeks with hike and bike trails within large parks and developments. The third goal is to establish and maintain scenic roadways. The City strives to develop a local transportation planning process that ensures coordination with the regional planning goals by having stronger coordination with surrounding municipalities, CAMPO and the Texas Department of Transportation (TXDoT) on roadway planning issues. The plan also provides a clear statement of future roadway alignments, capacities (i.e., number of lanes) and right-of-way requirements within the City and its ETJ. There are no known conflicts between the City of Bee Cave's Comprehensive Plan and the plans and policies of the County.

The Village of **Briarcliff** is located in the southwest quadrant of Travis County on the South shore of Lake Travis 30 miles west of Austin, and in 2010 had an estimated population of 1,438 residents. The Village of Briarcliff does not have an adopted Comprehensive Plan.

The City of **Cedar Park** is located in the northwest quadrant of the County, and a portion of the City is located in Williamson County. In 2010, the City's estimated population was 56,072 of which only 489 residents lived within Travis County. In 1998, the City of Cedar Park adopted its first Comprehensive Plan, and the last update was in 2007. The updated Comprehensive Plan builds on and refines the 1998 Plan to include the mission that Cedar Park is a place to live, work and play. In order for the City to achieve that goal, there need to be residents, employment centers, retail and entertainment, and parks and recreation. The stated Goals and Objectives only apply to the jurisdictional lines. The plan makes a brief reference that they intend to continue to annex land within their ETJ, but nothing is specified in their Plan. There are no known conflicts between the City of Cedar Park's Comprehensive Plan and the plans and policies of the County.

The Village of **Creedmoor** is located in the southeast quadrant of the County and is about 15 miles south of the City of Austin. In 2010, the estimated population was 202. The Village of Creedmoor does not have an adopted Comprehensive Plan.

The City of **Elgin** is located in the northeast quadrant of Travis County 19 miles east of Austin. Most of the City is located in Bastrop County and in 2010 had an estimated population of 9,917 residents of which 909 were in Travis County. In 1998, the City of Elgin adopted its first Comprehensive Plan and the last update was in 2008. The stated Goals and Objectives only apply within the jurisdictional lines, Bastrop and Williamson Counties. The plan makes a brief reference that they intend to continue to annex land within their ETJ, but nothing is specified in their Plan. There are no known conflicts between the City of Elgin's Comprehensive Plan and the plans and policies of the County.

The City of **Jonestown** is located in the northwest quadrant of the County and is about 20 miles northwest of the City of Austin. In 2010 the estimated population was 1,834. The Plan calls for slow, steady growth and to become a disaster-resistant community through an active understanding of its floodplains, creek systems, drainage patterns and the City's role in the management of floodplain resources. The plan suggests a desire for retail and commercial service areas in identified nodes on FM 1431 to increase opportunities for residents and business development. A transition of compatible land uses is encouraged in the ETJ. As areas become incorporated, zoning decisions should account for future adjacent uses with the intent of protecting property values.

The Plan calls for the City to coordinate with FEMA, the LCRA, Travis County and private development to study the drainage systems to minimize duplication of efforts and individual entity costs, to actively pursue the acquisition of flood-prone properties and to

explore partnerships with Travis County, Pedernales Electric Cooperative and the Lower Colorado River Authority in order to leverage resources for expanded park, recreation and open space development/preservation.

The City of Jonestown adopted their first Comprehensive Plan in 2002, and it was last updated in 2006. There are no known conflicts between the City of Jonestown's Comprehensive Plan and the plans and policies of the County.

The City of **Lago Vista** is located in the northwest quadrant of the County and on the north shore of Lake Travis 20 miles northwest of Austin. In 2010, the City had an estimated population of 6,041 residents. The original Lago Vista Comprehensive Master Plan was adopted in 1988. Since then the Plan has been revised several times, and in 2001 the City adopted a new master Plan which was amended in 2008 and 2010.

Their Plan proposes to maximize future benefits for its residential neighborhoods while maintaining a viable business and economic environment. The policies are written to ensure that all new development (both residential and nonresidential) is environmentally sensitive, aesthetically pleasing, improves the tax base, does not adversely affect existing neighborhoods and businesses, and is not a fiscal burden.

The City anticipates growth and the need for an expansion of the "park and ride" program by examining the feasibility of additional bus routes within Lago Vista and into Austin and the surrounding areas to assist in minimizing traffic. The City also wants to expand existing hiking and scenic viewing trails throughout the community and consider linking these trails to the Balcones Canyonlands National Wildlife Refuge. There are no known conflicts between the City of Lago Vista's Comprehensive Plan and the plans and policies of the County.

The City of **Lakeway** is located in the southwest quadrant of the County 16 miles west of Austin. In 2010, the City had an estimated population of 11,391 residents. Retirees continue to comprise a significant segment of the city's population, but there is a surge of urban working families with children that have started to make Lakeway their home. Lakeway's popularity among new residents will continue to grow, and careful planning is required to assure that the culture and character of the community are preserved. The City adopted their first Comprehensive Plan in 1999 and it was last updated in 2006.

The City will continue to be a unique, prestigious, growth-managed community that will meet the needs of its citizens through the efforts of its local government and civic-minded volunteers, who will ensure a continued high quality of life by providing safe, secure neighborhoods and cost effective government services. One of their goals is to ensure that improvements are made along the intersection of RR 620 and SH 71. The plan also calls for the development of other commercial corridors in a manner that reflects the special character while protecting the residents' quality of life. The City wants to work with Travis County to ensure the timely completion of the County bond project that will build a new road from the Flintrock Subdivision area south to SH 71 and to consider an inter-local agreement with Travis County and the Village of the Hills in making improvements to Serene Hills Drive. There are no known conflicts between the City of Lakeway's Comprehensive Plan and the plans and policies of the County.

The City of **Leander** is located in the northwest quadrant of the County is located about 22 miles northwest of Austin and the majority of the city is located in Williamson County. In 2010, the City had an estimated population of 26,551, of which 1,077 residents were within Travis County. The original Leander Comprehensive Plan was only partially adopted from the draft comprehensive plan submitted in 2001. Since then, the Plan has been revised several times, and in 2001 the City adopted a new Master Plan which was amended in 2008 and 2010.

The Plan calls for continued growth and development that improves the community's overall quality of life and economic viability. The Plan has taken an approach that encourages density at major intersections of arterials and collectors while respecting existing developments and neighborhoods. While the City is expecting growth to occur, they also want to protect the Old Town area and assure that it maintains a pedestrian-oriented atmosphere with a greater flexibility of land uses as well as unique local retail services. The Plan's goals and objectives are focused on the growth that is occurring in Williamson County rather than the Travis County portion of the City. There are no known conflicts between the City of Leander's Comprehensive Plan and the plans and policies of the County.

The City of **Manor** is located in the northeast quadrant of the County 12 miles northeast of downtown Austin. In 2010, the City had an estimated population of 5,037 residents. The City of Manor does not have an adopted Comprehensive Plan.

The City of **Mustang Ridge** is located in the southeast quadrant of the County about 18 miles southeast of downtown Austin. In 2010, the City had an estimated population of 434 residents. The City of Mustang Ridge does not have an adopted Comprehensive Plan.

The City of **Pflugerville** is located in the northeast quadrant of the County 14 miles northeast of downtown Austin. In 2010, the City had an estimated population of 46,936 residents. In 1998, the City adopted its first Comprehensive Plan and amended in 2004 and 2007. The City adopted Pflugerville 2030 Comprehensive Plan in 2010, and this plan updates and superseded the 2004 Land Use and Transportation Plans.

The Plan's vision for Pflugerville is a vibrant community center, and new development will be planned by promoting a mix of uses, in-fill development, and higher densities to limit the amount of sprawl and to minimize impacts on government services and finances. The goal is to concentrate growth along the recently opened toll roads of SH 130 and SH 45 because the City anticipates that these corridors will be the primary drivers of economic growth in Pflugerville. The City also intends to minimize development in the unincorporated areas, which will promote open space preservation and allow for the continuation of viable agricultural enterprises, as appropriate. There are no known conflicts between the City of Pflugerville's Comprehensive Plan and the plans and policies of the County.

The Village of **Point Venture** is a residential community on the north bank of Lake Travis located in the northwest quadrant of the County. In 2010, the community had an estimated population of 800 residents. The Village of Point Venture does not have an adopted Comprehensive Plan.

The City of **Rollingwood** is a located in the southwest quadrant of the County and is located three miles west of downtown Austin. In 2010, the City had an estimated population of 1,412 residents. The City of Rollingwood does not have an adopted Comprehensive Plan.

The City of **Round Rock** is a city in Travis and Williamson counties. A small portion of the City is located in the northeast quadrant of Travis County and is located 20 miles north of downtown Austin. In 2010, the City had an estimated population of 105,412 residents of which 1,362 resided within Travis County. The City last amended their Comprehensive Plan in 2000, and in 2010 the City adopted Places and Spaces: General Plan 2020, which updated and superseded the 2000 Comprehensive Plan. This Plan seeks to diversify the City's economy by including diverse economic sectors and a range of employment, provide a range of transportation options, and ensure there is a diversity of housing choices, a diversity of cultural and recreational options and a diversity of educational

opportunities. There are no known conflicts between the City of Round Rock's Comprehensive Plan and the plans and policies of the County.

The Village of **San Leanna** is a located in the southwest quadrant of the County 11 miles south of downtown Austin. According to the 2010 U.S. Census, San Leanna has a total population of 497. In 2002, the Village of San Leanna adopted its first Comprehensive Plan and no other amendments have been subsequently adopted. The Plan does not intend to seek out annexation, but all the goals and policies are concentrated within the Village limits. There are no known conflicts between the Village of San Leanna's Comprehensive Plan and the plans and policies of the County.

The City of **Sunset Valley** is a located in the southwest quadrant of the County and is five miles south of downtown Austin. According to the 2010 U.S. Census, Sunset Valley has a total population of 749. The City of Sunset Valley does not have an adopted Comprehensive Plan.

The Village of **The Hills** is a located in the southwest quadrant of the County 16 miles west of downtown Austin. In 2010, the City had an estimated population of 2,472 residents. The Hills does not have an adopted Comprehensive Plan.

The Village of **Volente** is a located in the northwest quadrant of the County on the north shore of Lake Travis. In 2010, the City had an estimated population of 520 residents. In 2004, Village of Volente adopted its first Comprehensive Plan and there are no known conflicts between the Village of Volente's Comprehensive Plan and the plans and policies of the County.

The Village of **Webberville** is a located in the northeast quadrant of the County 16 miles east of downtown Austin. In 2010, the City had an estimated population of 392 residents. The Village of Webberville does not have an adopted Comprehensive Plan.

The City of **West Lake Hills** is a located in the southwest quadrant of the County five miles west of downtown Austin. In 2010, the City had an estimated population of 3,063 residents. The City of West Lake Hills does not have an adopted Comprehensive Plan.

# D. PUBLIC OPINION

## PLANNING PRIORITIES

### Overview

Information about planning priorities is taken from the 2010 Community Survey Executive Summary Report (Community Survey) completed for the City of Austin in 2010. In summary, it revealed the following:

- Transportation is a top priority. The survey shows that the respondents feel that the largest share -- 25% -- of capital improvement dollars should be allocated to transportation improvements, and identifies "reduced traffic congestion" as a top priority for the future.

- Availability of parks and open-space is a "major strength" of the city and having parks, recreation, sports facilities and biking/walking trails and sidewalks nearby is "very important". The survey also shows that there is a willingness to invest in parks and land acquisition.

### 2010 Community Survey Executive Summary Report[10]

The City of Austin conducted the "Community Survey"[11] in 2010 as part of their comprehensive long range planning process. Statistically valid information from households throughout Austin was gathered via both mail and telephone surveys. The survey was tailored to strategic issues related to planning the future. Major survey findings are provided below.

[10] Insert reference
[11] Insert reference

Major strengths for the City:

- Arts, music, and cultural amenities (79%)
- University of Texas (76%)
- State Capital (75%)
- Unique local identity (74%)
- Availability of parks and open space (73%)
- Quality of local businesses (73%)

Nearby facilities that were deemed "very important" by the greatest number of households included:

- Fire stations (93%)
- Grocery stores (92%)
- Hospitals and medical facilities (91%)
- Parks, recreation, and sports facilities (87%)
- Shopping (84%)
- Place of employment (82%)
- Biking/walking trails, sidewalks (80%)
- Schools (80%)

Potential Areas for Growth and Development- The areas where households most support growth and development occurring are: near public transportation stations, stops, and routes (56%), centers outside of downtown (50%), and along roadway corridors (43%).

Transportation issues to emphasize next two years:

- Ease of travel on freeways (49%)
- North/south travel in Austin (37%)
- Quality of public transportation-bus service (33%)
- Major streets (31%)
- East/west travel in Austin (30%)

Allocation of $100 for transportation:

- Public transportation -$33
- Freeways -$27
- Major streets- $18
- Neighborhood streets -$13
- Walking and biking -$12
- Other -$2

Best represents household's vision for the future:

- Quality of public schools-38%
- Affordable tax rate -32%
- Affordable housing-28%
- High paying jobs/employment opportunities -27%
- Reduced traffic congestion – 26%

Allocation of $100 for Capital Improvements:

- Transportation- $25
- Health and human services-$21
- Repair/restore infrastructure-$16
- Public safety-$13
- Parks and recreation (trails)- $9
- Acquire open space- $6
- Community facilities (libraries, arts, music, etc.)- $5
- Other-$2

# INCOMPATIBLE LAND USE

## Overview

Public opinion regarding incompatible land uses in unincorporated Travis County is determined through citizens' requests to the court for regulatory action. Siting and expansion of landfills and sewage sludge farms and permitting of aggregate mining operations have emerged as the most contentious issues that residents have asked the county to regulate better.

## Landfill Siting and Expansion

Over the years, residents living near landfills in northeast Travis County have pushed for the closure of these sites. "The landfills have been the subject of more than 800 odor complaints since 2001 and were cited by the Texas Commission on Environmental Quality in 2002 for storm water violations…"[12] Windborne trash is reported as a constant problem. Citizen lobbying of the Commissioners Court intensified in 2005 when permit applications were submitted to TCEQ to expand existing landfills. In protracted public hearings with the court, citizens lobbied them to not support the applications nor engage in negotiations with waste management operations to adopt performance standards.

## Sewage Sludge Siting

Numerous sewage sludge land application projects brought before the court over the past ten years garnered strong opposition from the community. Citizens objected to a proposal for a sludge land application farm near Manor in 2003, a proposal for a site near the intersection of Taylor Lane and FM 969 in 2005, and most recently, a proposal for a site near Richards Drive and State Highway 71. Opponents were concerned about companies' failure to comply with conditions of permits, lax monitoring, runoff polluting surrounding land and water, health hazards of being exposed to water and wind borne contaminants, quality of sludge trucked in from other counties, noxious odors, and degradation of the rural character of their community. Citizens lobbied the court to request TCEQ to deny permits.

[12] The Austin Chronicle, Naked City, edited by Lee Nichols and Cheryl Smith, August 19, 2005.

### Aggregate Mining

In October2008, an application was submitted to Travis County for development permits for a proposed Hornsby Bend sand and gravel mining operation near the junction of Dunlap and Hunters Bend roads. The mine activity would occur on 786 acres near the north bank of the Colorado River and bisect three adjacent watersheds where they converge (Gilleland Creek, Decker Creek, and Elm Creek).

In a series of public meetings held by the commissioners court In late 2009 and early 2010, citizens who reside near the proposed operation -- in Austin's Colony, Chaparral Crossing, Twin Creek Meadows, and other areas – made their concerns known relative to the closeness of mining to their homes: excessive noise, truck traffic, and blowing dust would negatively impact their standard of living and quality of life. Opponents vigorously lobbied the court to deny the permits.

## PARKS AND OUTDOOR RECREATION

### Overview

As shown in the 2010 Community Survey results above, parks, open space, and trails are highly valued by the community. The "Recreation Survey for the City of Austin and Travis County, Texas" completed by the US Corps of Engineers (USCOE), citizens' requests to the county for park improvements, and voters' approval of county park bond packages confirm this support. More specifically, public opinion with respect to parks and outdoor recreational preferences is as follows:

- The USCOE study showed that walking and nature-based recreation are the most popular outdoor recreational activities; and that "lack of trails" and "not knowing where trails are located" were the top constraints to not running, jogging, and walking on paved or unpaved trails more (whereas "not having time" to recreate more is the single greatest constraint to participating in other activities).
- Residents of the Oak Hill and Lake Way areas would like the county to provide additional ball fields in their community
- Residents and elected officials in the City of Lago Vista would like the county to improve Arkansas Bend Parks as a recreational and economic resource for their community.

- Travis County voters have demonstrated their support for county park improvements by passing four park bond packages for land acquisition and park improvements.

### A Recreation Survey for the City of Austin and Travis County, Texas

The USCOE contracted Responsive Management in 2004 to study recreational needs in the Austin Metropolitan Area (AMA) for their Onion Creek Flood Damage Evaluation project (The results of the survey were used in an economic analysis of the costs and benefits of buying out flood-prone residences and converting land to parks). A total of 1,228 statistically representative households in the AMA were interviewed about their participation in ninety-nine different recreational activities. Reported findings of the survey relevant to outdoor recreation are as follows[13].

**Outdoor Recreation:** Most of the top-ten recreational activities are outdoor activities. Walking and swimming were the most popular activities. Cultural activities were also an important activity in which more than half the residents participated. Swimming in natural waters and picnicking are the most popular nature-based activities.

- Walking (General) – 81%
- Swimming in Outdoor Pools – 67%
- Walking on Roads/Sidewalks – 64%
- Outdoor Cultural/Arts Activities – 57%
- General Fitness – 56%
- Indoors Cultural/Arts Activities – 55%
- Swimming in Natural Waters – 54%
- Picnicking – 52%
- Running, Jogging (General) – 49%
- Using Playgrounds – 48%

[13] The full study can be viewed at www.responsivemanagement.com

**Recreational Interests:** "Interest" is a measure of the combined number of people who participate in an outdoor activity and the number of people who would like to participate in that activity. The activities that respondents are most interested in are walking on roads and sidewalks, swimming in outdoor pools, visiting nature/outdoor recreational centers, and cultural activities. The three nature-based activities with the greatest interest are visiting nature centers, picnicking, and swimming in natural waters.

- Walking on Roads and Sidewalks – 79%
- Swimming in Outdoor Pools – 75%
- Visiting nature/Outdoor Educational Centers – 72 %
- Outdoor Cultural Activities or Arts –72 %
- Picnicking – 69%
- Walking on Paved Trails – 68%
- Swimming in Natural Waters – 67%
- Walking on Unpaved Trails – 63%
- Using Water Parks – 56%
- Using Playgrounds – 54%

**Constraints to Participation**: Time was the most important constraint against participation overall. Nonetheless, facility related constraints (lack of nearby facilities/areas, lack of information about facilities/areas, expensive fees, and perception of safety/health problems) were also important for many activities. For running, jogging, and walking on paved or unpaved trails, lack of trails and not knowing where the trails are located were the top constraints, followed by time constraints.

### Demand for Ball Fields in Southwest Travis County

Residents of southwest Travis County, particularly those living in Oakhill and Lakeway areas have asked the county – as well as the City of Austin – to provide baseball and soccer facilities because they maintain that existing facilities do not meet the demands in their community.

## Arkansas Bend Park Improvements

Elected and appointed officials and residents of Lago Vista have lobbied the county in recent years to improve Arkansas Bend Park. Because they only have access to Lake Travis on Property Owner Association (POA) lands, they rely on Arkansas Bend Park for recreational access to the lake. Little investment has been made in this park, however, so it isn't a comfortable or attractive place, is perceived by many to be unsafe, and therefore underutilized. Improving it, they argue, will greatly enhance its recreational value to the community, and an improved Arkansas Bend Park will also be an economic development resource for the city (As a result of this lobbying and strong community support for improving this park, funding for park improvements were included in the 2011 bond package approved by voters).

## Voter-Approved Park Bond Referendums

Travis County voters have consistently demonstrated their support for improving the county's park system by passing four park bond referendums over the past 15 years: they approved approximately $19 million in 1997, $28.6 million in 2001, $62 in 2005, and $74 million in 2011 to purchase parkland and build recreational facilities in Travis County parks (an additional $8,332,500 was included in 2011 bond proposition for acquisition of land conservation easements).

Although bond planning processes start with staff proposing specific bond projects, for each of these elections, a 15-member citizen bond advisory committee is appointed by the court to vet the projects through public meetings and hearings, thereby ensuring that the projects meet the needs of Travis County residents. A focus on building metropolitan parks – parks that are at least 200 acres and have both developed recreational facilities and preserved natural areas and are sited in the developing parts of unincorporated Travis County -- dominated the 1997 and 2001 bond programs. Although metropolitan park development was a large part of the 2005 bond package, an initiative to protect natural areas kicked off in the 2005 bond program and continued in the 2011 bond program.

# LAND CONSERVATION

## Overview

Findings of both the 2010 Community Survey and Imagine Austin Priority Program Survey, as described above, show that the public values "open space": approximately three-fourths of the respondents identify "availability of parks and open space" as a major strength for the city, and are willing to allocate $6 out of $100 to acquire open space; and a "network of parks, trails, and natural areas" is a top planning priority.

More evidence of public support for land conservation is demonstrated through community-based planning initiatives, petitions to the court, and market behavior. Highlights of these opinions are as follows:

- Residents in both southwest Travis County and along Wilbarger Creek, in far eastern Travis County, advocate for land conservation in those specific regions.
- Conservation of floodplains along the Colorado River and creeks in eastern Travis County emerge as critical lands to be conserved (note: much critical land in western Travis County has already been protected).
- The development community supports and participates in the implementation of the Balcones Canyon Conservation Plan.
- Land conservation advocates prompted the 2011 Texas State Legislature to give Texas counties authority to acquire conservation easements; Travis County voters, in turn, approved the bond referendum allocating funds for this purpose.

## Southwest Travis County Growth Dialogue

In 2004, people living in far southwestern Travis County feared that the character of the region was threatened as market forces made the area more attractive to home buyers and growth was poorly planned. This concern was exacerbated when the LCRA Board of Directors approved extension of water service to Sweetwater Ranch on SH 71 W. west of Bee Cave. In response, the Hill Country Alliance (HCA) formed to "…raise public awareness and build community support around the need to preserve the heritage of the Central Texas Hill Country". At the same time, Travis County and the LCRA co-sponsored the Southwest Travis County Growth Dialogue (SWGD) to facilitate discussions with concerned citizens. The SWGD subsequently issued its report, recommending

preservation of 6,000 acres through the "…combined initiatives for open space preservation, historic ranch land conservation…" and conservation developments. The SWGD also prompted the development and adoption by the county of the Conservation Development Ordinance, which is applicable to the entire county. Detailed recommendations of the SWGD are provided in the SOUTHWEST TRAVIS COUNTY GROWTH DIALOG, Advisory Panel Final Report, May 31, 2005.

### The Travis County Greenprint for Growth

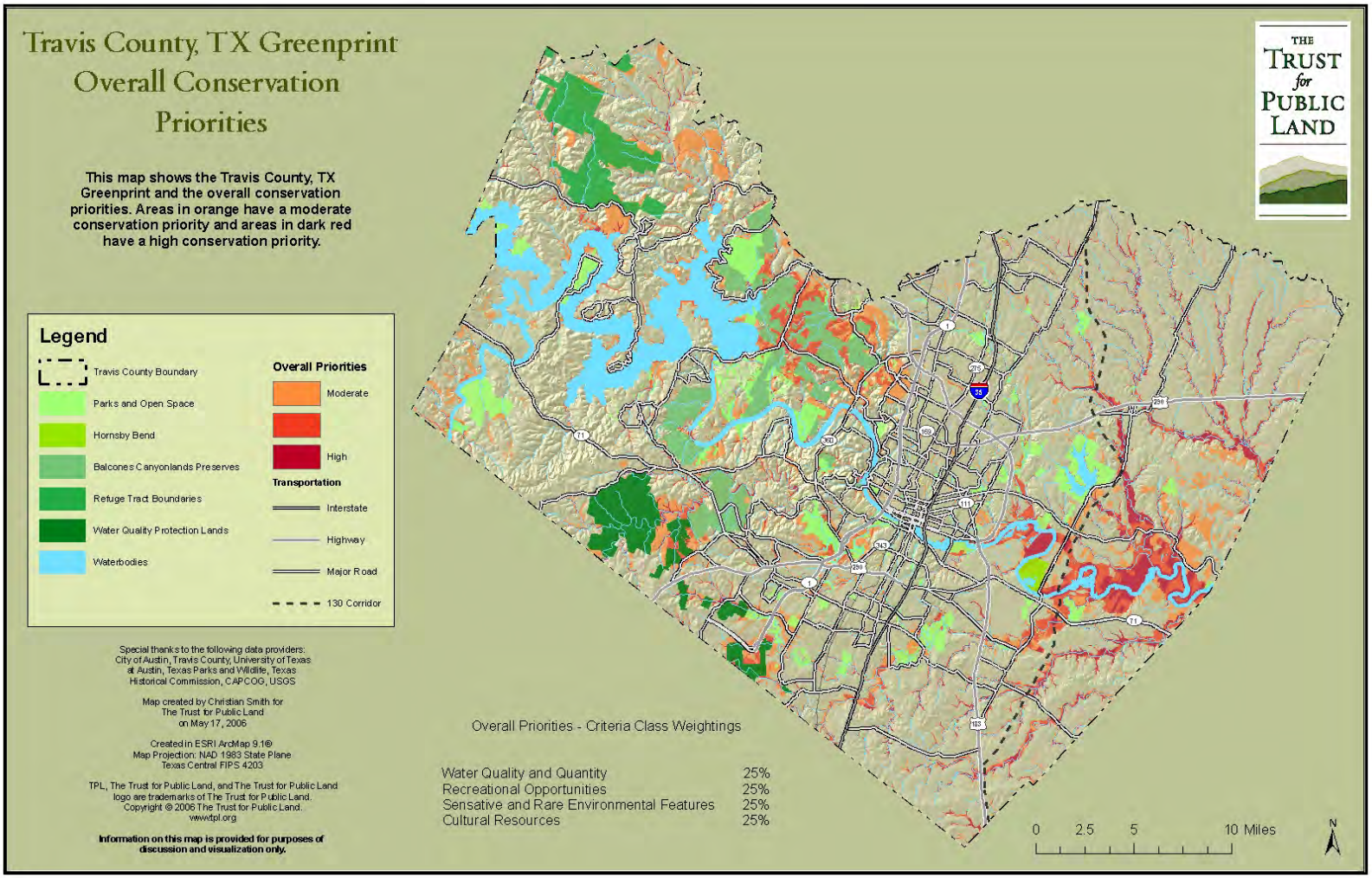
In 2005, The Trust for Public Land (TPL) undertook, with technical assistance from Travis County, City of Austin, Capital Area Planning Councils of Government (CAPCOG), and the University of Texas, a comprehensive study to systematically identify land conservation priorities in Travis County. The Travis County Greenprint for Growth was developed using a GIS process that incorporates community values into the spatial analysis of high conservation priorities. The process consisted of collecting the best available GIS data about natural and cultural conditions in the county, setting and weighting prioritization criteria, and mapping of high priority lands. TPL worked closely with a stakeholder group comprised of citizens, advocates, and civic and business leaders throughout the process. Based on their input, the following were set as the criteria for prioritizing conservation needs: a) protecting water quality and supply, b) providing recreational opportunities, c) protecting sensitive and rare environmental features, and d) protecting cultural resources. As can be seen in *Figure 16*, the floodplains of the Colorado River and its tributaries emerged as the highest land conservation priorities. Much of the land prioritized for conservation in western Travis County – such as endangered species habitat – has already been preserved.

### Willbarger Creek Conservation Alliance

The Willbarger Creek Conservation Alliance (WCCA) formed in 2011 for the purpose of "conserving cultural heritage and sustaining ecosystem services in the Wilbarger Creek watershed". They are particularly concerned with conserving farms and ranches in an area of prime agricultural soils, protecting the heritage of the historically African-American Littig community, and preserving scenic views and natural functions of the land relative to flood control, wildlife habitat, erosion control, water quality, and riparian and upland ecosystems in an approximately 2100-acre area in far eastern Travis County.

**Figure 16**

# Travis County Greenprint



## 2011 Legislative Action

WCCA's first project was the conservation of a 287-acre ranch on Wilbarger Creek funded through a landowner donation, grant from the USDA Natural Resources and Conservation Services' Farm and Ranchland Protection Program, and public-private participation. It is notable because the landowner's request for county participation spurred the 2011 Texas State Legislature – at Travis County's behest -- to grant counties authority to purchase conservation easements. Travis County agreed to participate in this conservation project as a co-holder of the easement following the granting of this authority.

## 2011 Voter-Approved Land Conservation Referendum

While the initial request for county participation was made by one landowner, the 2011 Citizen Bond Advisory Committee (CBAC) -- charged with recommending a community-vetted bond package to the Travis County Commissioners Court -- heard strong support for a county-initiated land conservation program at the public meetings they held throughout the county in mid-2011. With its newly acquired legislative authority and CBAC's recommendation to fund a land conservation easement program, Travis County Commissioners allocated $8.3 million of the 2011 park bond package to this purpose. Voters approved the park bond package in November 2011.

## Balcones Canyonland Conservation Plan: A Win-Win Situation

In 1973, the United States Congress passed the Endangered Species Act (ESA). While this act protected species, it increasingly set up conflicts between environmental protection agencies and landowners and resulted in increased restrictions on landowners and concerns for economic development. Lawmakers responded to the situation by amending section 10 of the ESA in 1982 to authorize the "incidental take" of a species following the creation of a Habitat Conservation Plan (HCP). An HCP requires study of what impacts an activity will have on a species and their habitat and then lays out a strategy for minimizing and mitigating that disturbance. An HCP accompanies a request for an incidental take permit.

In 1996, Travis County and the City of Austin were jointly issued a regional permit from the U.S. Fish and Wildlife Service that allows "incidental take" of eight locally occurring, federally-listed, endangered species under Section 10(a)(1)(B) of the Endangered Species Act ("Take" includes both killing, harassing, or harming an endangered species including the removal of occupied endangered species habitat or species displacement due to development of habitat areas). It was the first multi-species, regional permit issued in the nation and is based on the agreement with Permit Holders that they would implement the Balcones Canyonlands Conservation Plan (BCCP) which requires, in part, assembling a minimum of 30,428 acres of endangered species habitat in western Travis County in the Balcones Canyonlands Preserve (BCP) to protect habitat for two endangered bird species, six karsts (cave) invertebrates, and twenty-seven species of concern (including two rare plants and twenty-five karst species) by 2016. This is being accomplished in partnership with the Lower Colorado River Authority (LCRA), The Nature Conservancy, and the Travis Audubon Society.

By participating in the BCCP, private landowners are provided a streamlined method of mitigating for "take" of endangered species habitat and do not have to pursue their own 10(a) permit with the U.S. Fish & Wildlife Service; they are able to develop land within the Permit area without further endangered species restrictions. To date, the Permit Holders have processed 660 Habitat Determination Applications with landowners, and have issued 246 Participation Certificates to landowners allowing for 11,856 acres of endangered species habitat in Western Travis County to be "taken" and mitigated under the Permit. In 2005, the Home Builders Association of Greater Austin called the BCCP a "win-win situation for both developers and endangered species by establishing (1) a habitat preserve, and (2) the ability of developers to pay into the BCCP in return for development rights elsewhere."

# WATER RESOURCES

## Overview

Public opinion about water resources is based on two particular cases in which residents petitioned the county to take greater action to protect water quality and a stakeholder forum assembled by the county to address water issues. Findings are as follows:

- Residents of Lick Creek in southwestern Travis County petitioned the court to take greater regulatory action regarding a problem plagued detention pond.

- Residents near existing and proposed aggregate mining operations in eastern Travis County, near the Colorado River, petitioned the court to not permit the operations.

### Lick Creek

In June, 2004, the Lower Colorado River Authority (LCRA) shut down construction of a master-planned community off SHWY 71 in western Travis County. For nearly a year, residents along Lick Creek watched as sediment from a "problem plagued" detention pond and dam at the headwaters of the east fork of Lick Creek, darkened creek water. Although primary regulatory responsibility fell to the LCRA and Texas Commission on Environmental Quality (TCEQ), residents were surprised to learn, as they lobbied the county for help, that counties have little regulatory control on developments. And although the county could – and did – issue violation notices for silt-containment failures, it had more limited enforcement powers at that time.

### Aggregate Mining

As described above, residents living close to the proposed Hornsby Bend sand and gravel mining operation objected to its permitting on the basis of it being incompatible with nearby residential land use. They were concerned, however, with the impact of excavations on groundwater wells and lobbied the court to not approve the permit for this reason as well. Whereas the surface geology of the project area, consisting of alluvium and fluviatile terrace deposits with layers of clay, silt, sand, and gravel lain down within the floodplain of the ancestral Colorado River, makes it attractive for mining, it is also, as an alluvial aquifer, a plentiful supply of groundwater.

# TRANSPORTATION

## Overview

In the last 5 years, many surveys and forums have been completed to gauge transportation preferences and values within the Central Texas region. This type of public participation has been the most common tool used to identify community values used in guiding the development of transportation planning documents. It provides insight into what is valuable or preferable to a community and is used to articulate the framework to guide the plan and any proposed improvements to the transportation system. In this region, many of the identified regional values are long-standing and have been consistently identified during the region's high growth rate over the last 20 years. However, more recent surveys show new values or values that have not been as accepted within the region are becoming more identifiable and recognized as viable solutions to area concerns. These values have emerged as changes to how transportation services and improvements are or are not being provided within the region and as fuel costs continue to rise.

"Relief of congestion" continues to be a major concern for most residents within the region. This value is demonstrated most recently in the release of the 2010 Urban Mobility Report by the Texas Transportation Institute (TTI) for the Austin Metro area. The report shows that congestion continues to be a major challenge with too little progress being made to ensure that the future transportation system can keep up with future job growth.

Public comment views congestion as a major concern for the area; additional concerns attributable to congestion can also be identified. Congestion in the region can reduce quality of life, impact public safety, and an area's economic vitality. Some associated impacts are:

- Poor air quality can result from idling and slow-moving vehicles.
- Economic impacts associated with rising costs from business deliveries and shipments stuck in traffic.
- Commuter frustration with constant delays and increasing travel times.

While congestion concerns stay constant, responses to how the region should work towards reducing congestion have begun to change. Previously, "adding capacity" was the popular solution. Now, more opportunities for mobility options are viewed by the public as a more responsible solution to the problem. Public views are shifting to include providing for more choice in transportation modes and new mobility options. More and more, the idea that congestion relief will not occur through the widening of roadways for single occupancy vehicles are being voiced. Views now include that improvements in mobility will only occur through a multi-modal transportation system. While the views of adding more capacity to the transportation network remain, desires for additional and more efficient transit alternatives, new modes such as commuter and urban rail, and new development patterns that provide for walkable and transit oriented development are being expressed. Finally, efficiency in the provision of these alternatives is being voiced not only in the operation and management of the transportation network, but through more responsible financing of projects, ones that leverage multi-modal opportunities.

Other opinions on transportation are brought forward through discussions with the public at Commissioners Court and at regional planning meetings such as the CAMPO Transportation Policy Board meetings.

## CAMPO Public Participation Surveys

The Capital Area Metropolitan Planning Organization (CAMPO) has developed many surveys to measure local values and preferences in transportation especially during the update of the region's long range transportation plan adopted in May 2010. Two main surveys used in the plan's development were Round 1 and Round 2 public participation surveys.

**CAMPO 2035 Plan Round 1 Public Involvement**

As part of its planning effort in the development of the CAMPO 2035 Regional Transportation Plan (adopted May 24, 2010), CAMPO staff developed a survey to identify the region's key transportation challenges and asked how transportation funding should be allocated in the region. The survey was completed in March 2009 and approximately 1,200 surveys were received.

Question 1 asked respondents whether they agreed with a list of regional challenges (created by CAMPO staff) and to add additional challenges they felt were left off the list. **Sixty five percent** of the responses agreed that the following were the key regional challenges:

- continued population growth
- population growing older
- economic instability
- infrastructure aging
- congestion and system reliability
- gas tax revenues not keeping up with inflation
- project costs increasing
- energy and fuel costs increasing
- preserving air quality
- climate change
- preserving our environment and quality of life
- safety and security of the transportation system
- low-density development patterns (may be transportation in-efficient)

Additional challenges from Question 1 found the following important views within the region:

***Importance of Providing for Mobility Choices, Multimodal Opportunities*** "Overall, comments expressed preference for a multimodal transportation system that offers choice and balance for the region. Among the most common interests were rail service, and enhanced bus services, resource protection, maintaining existing infrastructure, and reaching system affordability."

***Better and Enhanced Transit Service***
"Respondents voiced that more transit services should be provided, whether through newly planned services or enhanced services from better coordinated efforts among existing transit providers. Several requests for reliable transit connections between rural, suburban, and urban communities were made, and respondents expressed interest in creating better connections for commuters from periphery and surrounding communities to Austin."

***Land Use and Transportation Connection***
Interest in transit-oriented development and land-use transportation planning integration region-wide was identified.

***No to new Tolls and Tolling Existing Roadways***
Survey found that residents prefer that policy makers not create additional toll roads or impose tolls on existing roadways.

***Congestion Reduction, Connectivity, and Safety Concerns Remain Important to Region***
"On the region's major roadways, congestion was reported, and safety concerns were voiced. Respondents asked that CAMPO properly plan for freight travel and minimize safety hazards that freight travel may create. Maintaining aging infrastructure and reducing levels of congestion were wide-spread concerns. Also, comments reflected the community's desire to create adequate connections among the region's major roadways and provide better connections between the eastern and western portions of the region."

In Question 2, the importance of providing additional and improved mobility choices is shown. The two most popular transportation improvements where residents think funding should be allocated relate to rail and transit. These ranked above adding capacity and building new roadways. The results were as follows:

**Question 2: If you had a dollar to spend toward transportation improvements between now and the year 2035, how would you spend it? Allocate 0-100¢ toward each of the following activities. Total sums to 100¢.**

**Responses:**

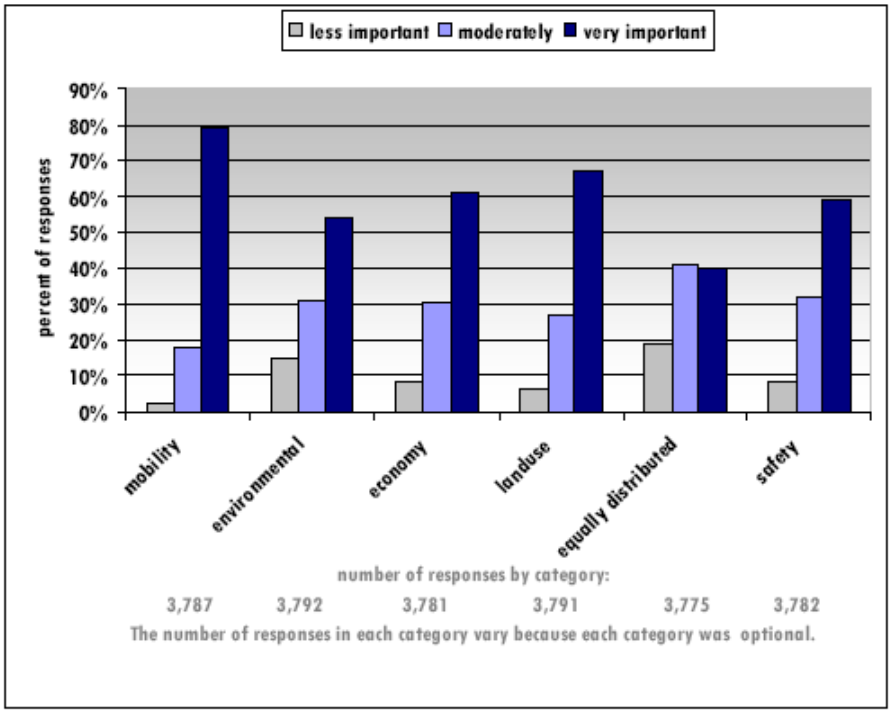
- Build new passenger rail lines- 20¢
- Implement new transit routes and improve bus service- 14¢
- Add lanes to existing roadways- 12¢
- Make safety and operational improvements to the existing transportation system- 11¢
- Improve maintenance of existing transportation system- 11¢
- Construct bicycle lanes and sidewalks- 10¢
- Build new freeways- 8¢
- Build new arterial roadways- 7¢
- Add high-occupancy vehicle or other managed lanes to highways- 7¢

**CAMPO 2035 Plan Round 2 Public Involvement**

CAMPO staff developed a public input survey for Round 2 to receive comments on transportation priorities, growth preferences, and prioritization of projects. Since the survey was an open survey, it is not considered a representative survey. Approximately 4,100 responses were received during September - October 2009. Results from this survey show that the region would accept a change in how future growth was being forecasted through the CAMPO Centers Concept of higher density, mixed use centers around the region.

**Question 1: Please indicate how important each of the following is to you regarding the development of the regional transportation system.** Respondents were asked to rank using Less Important, Moderately Important, or Very Important (see *Figure 17)*.

**Figure 17**

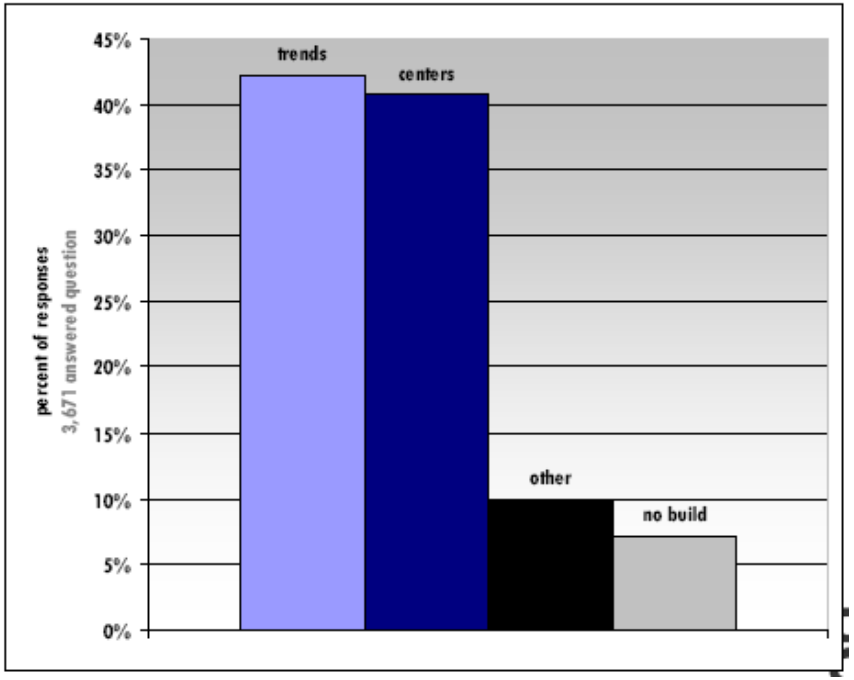


**Question 2: Which of the following statements best describes your opinion?**

Respondents were asked to choose among three basic land use and transportation concepts, or define an "other" recommendation (see *Figure 18)*.

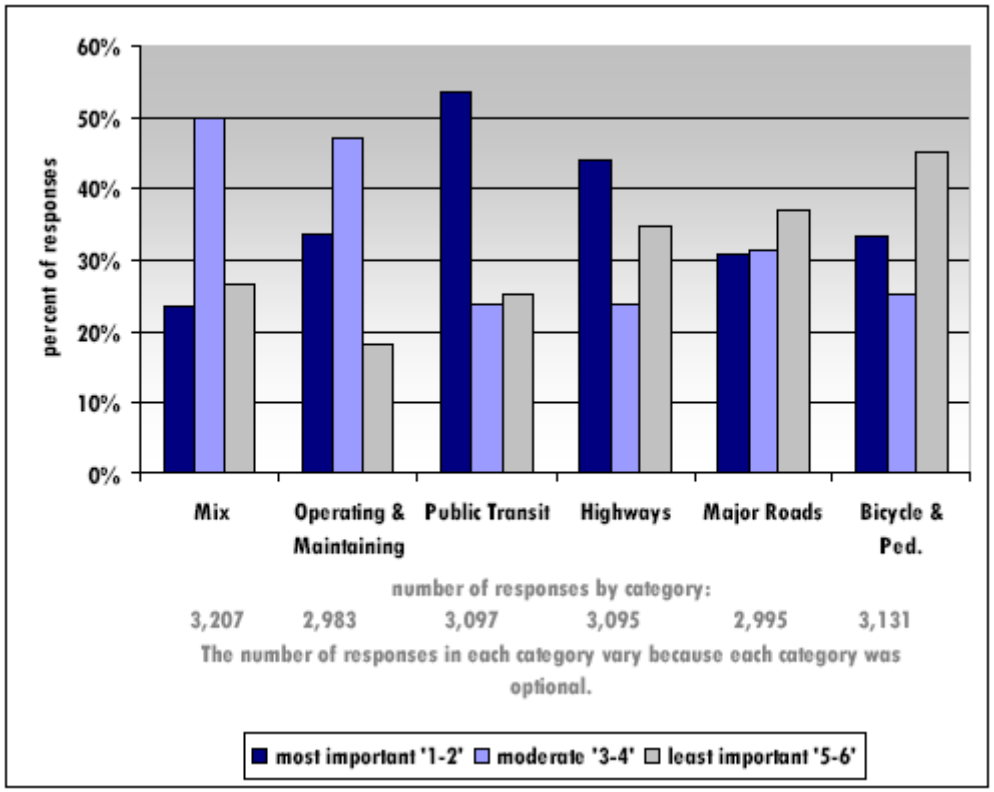
- The region should put in place policies to encourage more growth in mixed use development **centers** throughout the region, and transportation system investments should be made to support development of these centers.
- Growth **trends** should continue in the region and transportation system investments should be made according to the location of current and future growth.
- Past growth trends should continue in the region and **no major projects** should be added to the regional transportation system. Available funding should be used to support improved operation and maintenance of the existing system instead.

**Figure 18**



**Question 3: How should CAMPO prioritize regional transportation system projects over the next 10-30 years?**
Please rank the following in order of importance to you, with 1 being most important, and 5 being least important (see *Figure 19)*.

**Figure 19**



City of Austin Strategic Mobility Plan (ASMP) Community Objectives (April 2010)

In the development of the City of Austin's Strategic Mobility Plan (Spring, Summer 2010) that lead to a voter approved $85 million Mobility Bond election in November 2010, City staff developed a survey to help rank a set of community values that were used in the ASMP Project Prioritization Process. Staff developed the eight values from previous work used in the CAMPO 2035 planning process, Envision Central Texas, and the US Department of Transportation's new principles for livability. Through forums and an on-line survey, the eight criteria were ranked with efficiency, regional integration and mobility choices receiving just over 50%.

- Efficiency 19%
- Regional Integration 18%
- Mobility Choices 14%
- Sustainable Growth 12%
- Environmental Stewardship 11%
- Investment and Economic Development 10%
- Safety 9%
- Neighborhood Connectivity 7%

**Community Mobility Forums (February 2010)**
Community Forums during February and March 2010, participants were asked to identify which four of eight community objectives were most important to them. The results were as follows:

- Mobility Choices (172) Rank 1
- Sustainable Growth (140) Rank 2
- Regional Integration (126) Rank 3
- Efficiency (110) Rank 4
- Safety (96) Rank 5
- Investment and Economic Development (81) Rank 6
- Environmental Stewardship (80) Rank 7
- Neighborhood Connectivity (63) Rank 8

**Online Survey (March 2010)**
Question: You have $40 to spend. Look at the following eight statements and indicate how much of your $40 you'd spend to achieve each of these objectives. You can spend $40 on one, $5 on each, or any other combination you choose, but you must spend all $40.

- Efficiency $8.02
- Regional Integration $7.28
- Mobility Choices $5.16
- Investment and Economic Development $4.59
- Sustainable Growth $4.58
- Environmental Stewardship $4.27
- Safety $3.16
- Neighborhood Connectivity $2.91

## CAMPO /Central Texas Sustainability Indicators Project

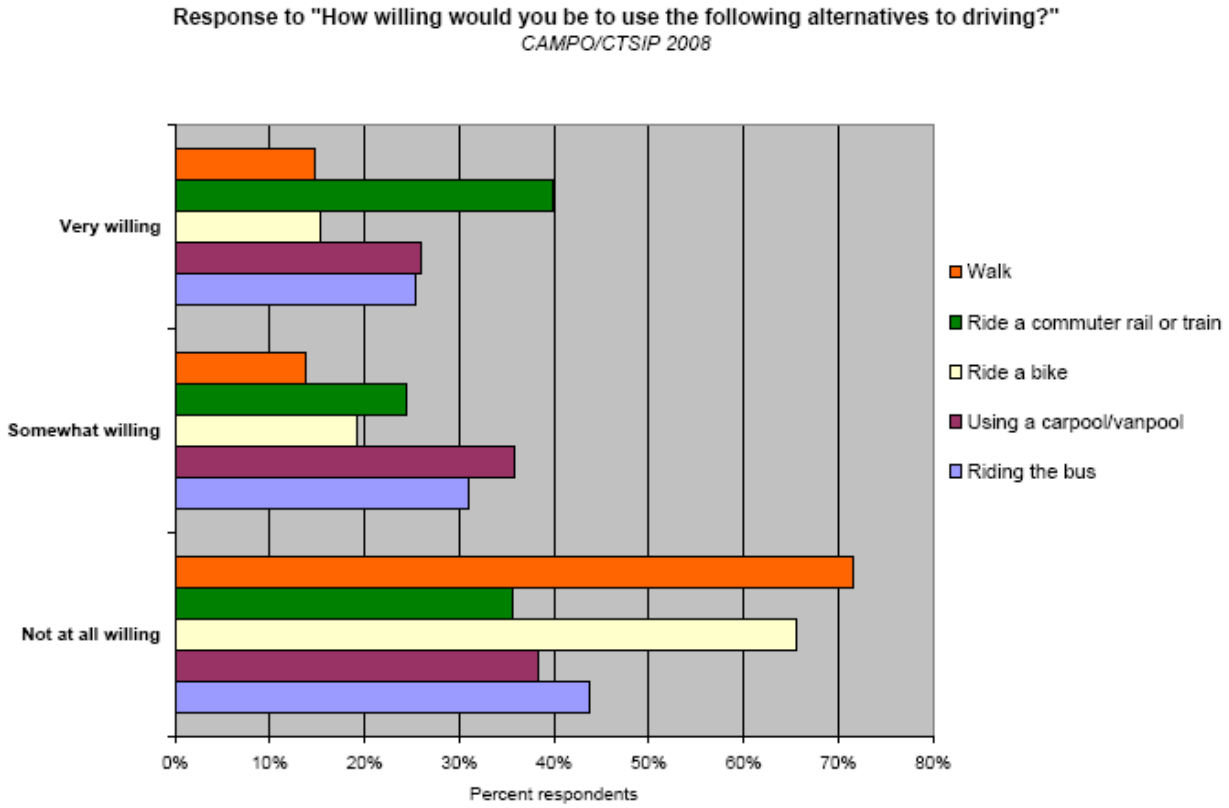
Since 2000, the Central Texas Sustainability Indicators project has been measuring sustainability indicators where there is no adequate or publically available data. In 2008 and 2010, CAMPO collaborated with CTSIP to add transportation related survey questions. Two surveys have been completed, 2008 and 2010. CAMPO plans on continuing to ask transportation questions to measure travel data, and receive input on values within the region.

**CAMPO /Central Texas Sustainability Indicators Project 2008 Community Survey**
In 2008, 2,392 surveys were completed for the six-county region which includes the five County CAMPO region plus Burnet County. Of the transportation questions asked, two questions examine the values and preferences of persons within Central Texas.

In Question 1, concerning alternatives to driving, riding commuter rail or train was the most favored alternative to driving followed by carpooling and riding the bus. The least favorite alternative was walking, followed by riding a bike (see *Figure 20)*.

Results of the survey are as follows:

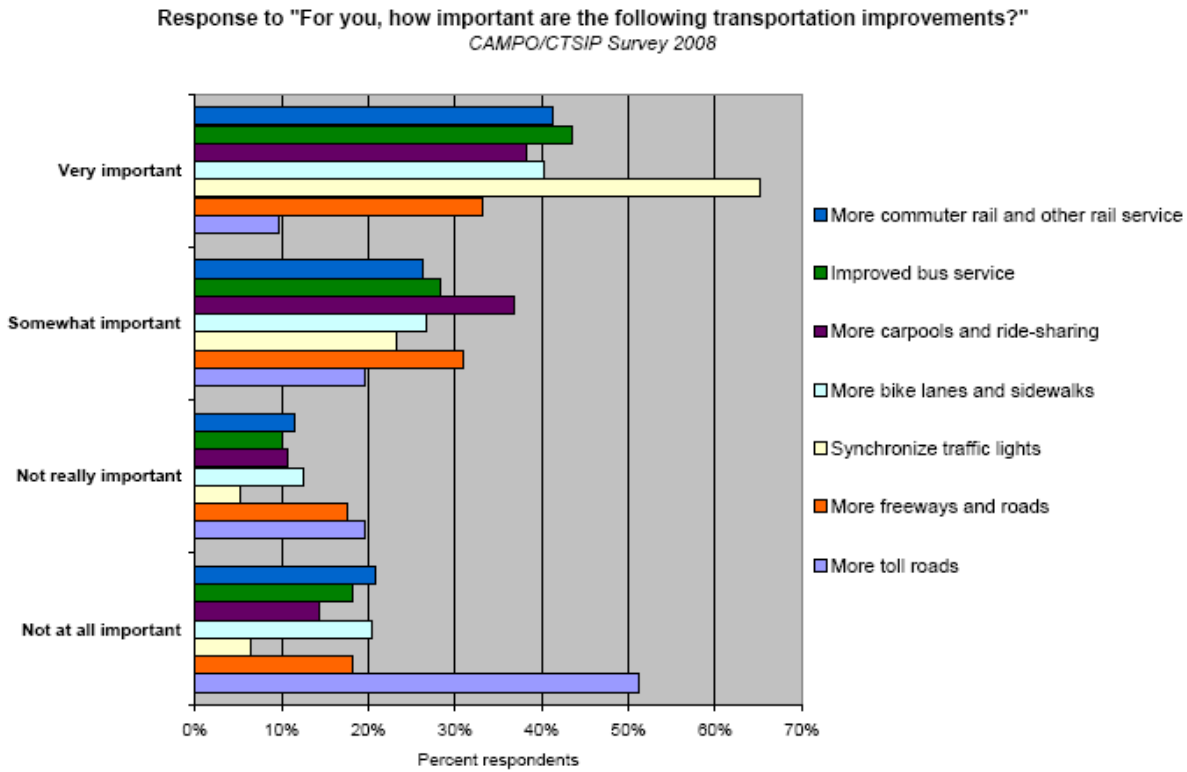
**Figure 20: Willingness to Use Alternatives to Driving**




In the following question, a mixture of transportation alternatives is shown to be either "very important" or "somewhat important" within the region with most alternatives receiving around 60-69 % response in those categories except for "more toll roads" which showed a strong negative opinion as an alternative for the region (see *Figure 21*).

Results of the survey are follows:

**Figure 21: Importance of Transportation Modes**




## Surveys on Environmental Justice Populations

**2008 Toll Road Opinion Survey "An Examination of Use and Opinion for Targeted Communities in the Austin Metropolitan Area"**
The first survey, 2008 Toll Road Opinion Survey, was conducted by the Texas Transportation Institute. The purpose of the survey was to assess the use of existing toll roads in the Austin area by members of Environmental Justice (EJ) communities. EJ

communities are defined as traditionally under-represented groups made up of racial and ethnic minorities and low income individuals and families. This survey provided input into the CAMPO 2035 plan update. In short, the survey found that disadvantaged communities do not have a disproportionate reaction to existing toll roads, and have the same negative opinion regarding new toll roads as do other segments of the region.

**Summary of Results from the Report:**

- "Respondents use toll roads to the same extent as all regional travelers.
- Respondents were more likely to use transit and use it frequently. Almost 20 percent of all Core (EJ) respondents claim to use transit once a week or more.
- Respondents are more likely to use toll roads for non-discretionary trips, with the primary reasons for using the toll roads are congestion avoidance and convenience for trip making.
- Respondents were more likely not to use toll roads because they were not convenient (alternate routes provided easier ways to reach their destinations).
- Respondents perceived toll roads as less congested and saving time.
- As to raising new revenues, respondents perceived tolling as unfavorable, but increasing gas taxes were even more unfavorable."

**Transportation Needs Survey for Environmental Justice Populations in the CAMPO Area** - July 2008

Another survey was conducted on behalf of the Environmental Justice Workgroup. The survey results were derived from 734 completed surveys of persons within EJ areas. The survey was offered in English and Spanish.

**Summary of results:**

Top 3 concerns:

- Existing roadway conditions
- Not enough bicycle and pedestrian facilities
- Cost of gas or diesel

"Not surprisingly, the cost of gas and diesel was selected by the most people as their primary transportation concern. Lack of bicycle and pedestrian facilities, existing roadway conditions and transit routes were also identified by many people as major transportation concerns."

Top 3 safety issues:

- Not enough sidewalks
- Not enough bicycle lanes
- Speeding in your neighborhood

"Insufficient sidewalks and bicycle lanes and neighborhood speeding were the top safety concerns identified during the survey on both the English and Spanish surveys. Additionally, respondents on the Spanish survey ranked school crossings as a main transportation safety concern."

Top 3 solutions to Areas Transportation Problems:

- More transit options
- More bicycle lanes
- More sidewalks

"The number one solution identified was increasing transit options. Nearly 60 percent of participants identified this solution. Participants were asked to rank their top five solutions. Increasing the number of roads, making improvements to existing local roads, more bicycle lanes, and increasing the number of buses were all highly ranked as solutions to the CAMPO area's transportation problems."

### Envision Central Texas Infrastructure Forum

In March, 2010, Envision Central Texas (ECT) convened approximately 250 Central Texans from the public, private and civic sectors to discuss the challenges facing our region in providing efficient and coordinated infrastructure in a time of limited resources. Leaders and subject-matter experts from public sector entities and private firms shared their knowledge and insights on the issues

through a series of presentations and panel discussions. Attendees at the Forum participated in table discussions and a real-time polling process through which they provided their input on a series of questions about the topics.

Results of Interactive Poll: The audience participants voted on what they perceived to be the two most important challenges to regional coordination. The results of interactive polling are shown below. (# of Respondents: 226)

| Challenges to Coordination… (Top two) | Responses | |
|---|---|---|
| Lack of common goals and objectives | 107 | 23% |
| Thinking local rather than regional | 76 | 17% |
| Conflicting / competing funding priorities | 76 | 17% |
| Political will | 67 | 15% |
| Lack of regional authority | 43 | 10% |
| Different priorities between urban and rural | 46 | 10% |
| Lack of education on regional issues | 37 | 8% |
| Totals | 452 | 100% |

Results of Interactive Poll: The audience participants voted on what they perceived to be the two most important consequences if we do nothing different in the future. The results of interactive polling are shown below. (# of Respondents: 225)

| Consequences for our Region... (Top two) | Responses | |
|---|---|---|
| Declining quality of life | 135 | 30% |
| Declining economic vitality | 92 | 20% |
| Unsustainable growth | 85 | 19% |
| Increased cost of infrastructure | 61 | 14% |
| Increased taxes | 34 | 7% |
| Silos remain / become more entrenched | 22 | 5% |
| Chaos | 21 | 5% |
| Totals | 450 | 100% |

Results of Interactive Poll: The audience participants voted on what they perceived to be the two most important near-term tools needed to improve regional coordination of infrastructure. The results of interactive polling are shown below.

| Near-Term Tools Needed... (Multiple choice - top two) | Responses | |
|---|---|---|
| Legislative reform to permit local funding | 98 | 27% |
| More intergovernmental collaboration | 73 | 20% |
| County land use authority | 73 | 20% |
| Regional comprehensive plan | 64 | 17% |
| Implement optional transportation modes | 31 | 8% |
| Inventory of plans | 30 | 8% |
| Totals | 369 | 100% |

## 2011 Bond

Part of Travis County's Transportation and Natural Resources Department (TNR) responsibilities are to ensure that available transportation funding is allocated to address short-range and long-range prioritized needs. A main product of that planning process is the development of the County's long-range transportation plan and development of the County's roadway capital improvement projects. Travis County is a member of the area's metropolitan planning organization, Capital Area Metropolitan Planning Organization (CAMPO), along with other key transportation stakeholders. The main transportation function of the MPO and member jurisdictions is the development of the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The area's current long-range transportation plan and the plan that is adopted by Travis County is known as the *CAMPO 2035 Regional Transportation Plan*. This document is updated every five years and provides information on what arterial roadway projects are expected to be completed in the next 25 years. The long range plan is a resource that provides identification of future transportation needs.

Traditionally, the County has used voter approved general obligation bond elections to fund large investments into its transportation system (see *Figure 22*). The most recent bond election occurred in November 2011. In February 2011, the Travis County

Commissioners Court appointed a 15-member Citizens Bond Advisory Committee (CBAC) to help with determining whether an election was needed, and if so, what would be a potential capital improvement budget and potential projects. The CBAC worked with County staff to develop a preliminary list of projects that were presented at six public meetings held throughout the County during June 2011. After receiving public comment, the CBAC presented their recommendations to the Commissioners Court in July 2011. In August 2011, the Commissioners Court approved holding a November 2011 bond election and a list of projects were put forward in two Propositions totaling $214,945,000. Proposition One was formed to include roadway, drainage, bridge and bike/pedestrian projects and totaled $132,840,000. Over $400 Million of mobility improvements have been approved by voters since 1997. Below are the funding totals for the last five bond elections with the 2011 bond election showing the second highest amount of funding for mobility improvements since 1997.

**Figure 22: Voter Approved Transportation Bond Referendums (1997-2011) (Roads, Bridges, Right-of-Way, Sidewalks/Trails)**

| | |
|---|---|
| **1997** | **$45.2 Million** |
| **2000** | **$28.0 Million** |
| **2001** | **$153.2 Million** |
| **2005** | **$62.8 Million** |
| **2011** | **$132.8 Million** |
| **Total:** | **$422.0 Million** |

### Bicycle Task Force

In March 2011 Travis County Commissioners Court approved the formation of a Bicycle Task Force that included representatives from TXDOT, the City of Austin, the bicycle community, TNR and others to address bicycle safety on Travis County roads in the unincorporated area. State law allows that bicyclists may ride on public roadways; however, the condition of some roads can make bicycling difficult. As Travis County's population continues to grow, more people are bicycling and using rural roads for recreation and commuting. However, funding for roadway construction and maintenance is declining thereby increasing risks for bicyclists. The Task Force was charged to:

- Develop materials and methods to educate the public, cyclists, and elected officials about the issues of cycling on rural roads.
- The cycling community can report bicycle obstacles and potential hazards to jurisdictions for quicker response and better planning.

- Build partnerships between cyclists and elected officials and agency staff.

At the same time this group was created, the Citizens Bond Advisory Committee was formed by the Commissioners Court to investigate whether to hold a capital improvement bond election, and if so, recommend a size and a draft list of proposed projects for the Courts consideration. The Task Force took this opportunity to ask for funding to help in providing for safer roadways for the bicycling community. In November 2011, voters approved $3,333,000 to make improvements for bicycle safety. Currently, the group is going to compare their local use maps with CAMPO 2035 Priority Bicycle Corridors to come up with a list of priority projects. A portion of the funds allocated to Bicycle Safety may be used to help in the planning for project identification.

## Views on Transportation Funding

**INADEQUATE TRANSPORTATION INFRASTRUCTURE FUNDING SOURCES**

County transportation improvements have traditionally been provided by developer participation through the subdivision platting process and tax financed voter approved bond funding. With unprecedented population growth continuing within the County, both are viewed as inadequate sources to fund comprehensive regional transportation improvements. Competing budgets and inadequate funding sources have required the County to seek alternative ways to fund new transportation infrastructure.

Currently, through the County's subdivision platting process, the private sector is required to provide for localized arterial improvements within or abutting (boundary street) their proposed subdivisions. Off-site improvements to intersections and additional lanes have been funded by the private sector when identified as directly related to the traffic generated from the subdivision. Regional transportation needs have relied on taxpayer funded revenue (bond funds) to fund major transportation improvements. Travis County staff views these processes as localized piecemeal approaches (development by development) with the burden of larger, regional, more costly projects being funded by the public through tax revenues and not from the developments that generate the additional traffic. The County seeks to shift the cost of providing transportation capital improvements from the taxpayer to new development generating the demand for the improvements.

The Commissioners Court has discussed the need for a regional solution to deal with large development projects that place tens of thousands of vehicle trips on an existing roadway network that doesn't have the capacity to accommodate future traffic at an

acceptable level of service. The following are alternative mechanisms the County has or may use to finance future transportation projects:

Developers Pay Their Share Under a Regional Phasing Agreement

Historically, the main way of financing road improvements necessitated by development is for the developer of a large tract of land, as a condition of preliminary plan approval by the County, to enter into a phasing agreement with the County requiring the developer to improve the arterials providing access to the project as individual plats are approved for each phase of the project. The developer pays for 100% of the improvements by obtaining a loan and/or equity contribution from private sources.

The Public- Private Partnerships (P3's) under the 2005 and 2011 bonds involved large tracts and built on this historical model. As would have happened under a phasing agreement, the developer obtained private capital to pay to build two new lanes of road. The County used bond funds to pay the developer to build a third and fourth lane. P3s where the developer has paid its share using private financing include Elroy Road, Scofield Ridge Parkway, Wells Branch Parkway, and Heatherwilde Boulevard.

Another way phasing agreements can be used to finance arterial improvements is for the developer to pay to the County a fixed sum of money each time a lot in the project is platted or sold. Once enough money is deposited or collected, the County can use it to pay for improving the arterials necessitated by the development projects. This technique allows the developer to avoid some of the cost or difficulty of raising private capital.

Developers Pay Their Share Using a District

Another mechanism developers in Travis County are currently using to finance arterial improvements necessitated by their projects is to create a special district that generates revenue to pay those costs by levying *ad valorem* taxes or special assessments on the land owners who benefit most from the arterials. Three basic types of special districts are currently being used: road districts, municipal utility districts, and public improvement districts.

> County Road Districts - State law allows the Commissioners Court to create a road district without the consent of landowners in the district. However, Chapter 83, Travis County Code, provides that the Commissioners Court will consider creation of a road district only upon application of a landowner.

The governing body of a road district is the Commissioners Court, but the district itself is a political subdivision separate from the county. The district may levy an *ad valorem* tax and use the proceeds to issue bonds to purchase or construct an arterial or other road. However, issuance of bonds must be approved at an election of all landowners in the district.

Travis County's most recent use of a road district to pay for arterial improvements was the creation of the Travis County Bee Cave Road District No. 1 (Galleria) in 2007. The district issued bonds to pay for Galleria Parkway, which linked RR 2244 and RR 620 and was necessitated by construction of the Hill Country Galleria Mall.

Municipal Utility Districts (MUD) and Other Special Districts - Like a county road district, MUDs, water control and improvements districts (WCID), and various other special districts are independent political subdivisions. However, MUDs and special districts have their own governing board.

Only the Texas Legislature can give a MUD or other special district the power to levy an *ad valorem* tax and use the proceeds to issue bonds to construct roads. The Legislature has authorized the following special districts in Travis County to pay for road construction: Pilot Knob MUD (Easton), Rio de Vida Planning and Improvement District No. 1, Travis-Creedmore MUD, Travis County Water Control and Improvement District No. 17, and Southeast Travis County MUD (Brookfield Residential).

Brookfield Residential has proposed using the Southeast Travis County MUD to pay for arterial improvements to both William Cannon Drive and Slaughter Lane under a P3 agreement with Travis County using 2011 bonds.

Public Improvement Districts (PID) - Unlike county road districts, MUDs, and other special districts, PIDs are not independent political subdivisions. Rather, PIDs are simply a mechanism a county can use to levy special assessments on a defined group of landowners to pay for roads or other public improvements that benefit these landowners more than citizens countywide.
A county may use the revenue from these assessments to issue bonds to pay for the improvements. Or, instead of issuing debt, the county may let the assessments accrue over time until a certain amount has accumulated and then use the accrued funds to pay for the improvements.

A county can create a PID only upon petition of (i) the owners of land constituting 50% of the total appraised value of all land in the PID, and either (ii) 50% of the total number of land owners in the PID, or (iii) owners of 50% of the land area in the PID.

Currently, the developers of the Indian Hills project are using PIDs to pay for their share of the cost to construct Decker Lake Road under a P3 agreement with Travis County. Travis County is paying its share with 2005 bond funds. The same developers are using PIDs to pay their share of the cost to construct Braker Lane through the Whisper Valley project, also under a P3 agreement in which Travis County is paying its share with 2005 bond funds.

Funding of Developer Share by Tax Increment Financing by the County

Another mechanism raised by developer stakeholders in the stakeholder meetings is for the Commissioners Court to divert the incremental increase in *ad valorem* tax revenue from growth in the area in question away from general county services. Instead, it would be used to pay for improvement of the arterials necessitated by the five large development projects in the area. Travis County has never done this before.

Issues

Developers are reluctant to commit to any funding mechanism that would not apply equally to all developers who benefit from the project. They believe that, unless all developers who they believe benefit from the roads commit to the funding mechanism, it unfairly creates a competitive advantage or disadvantage among them.

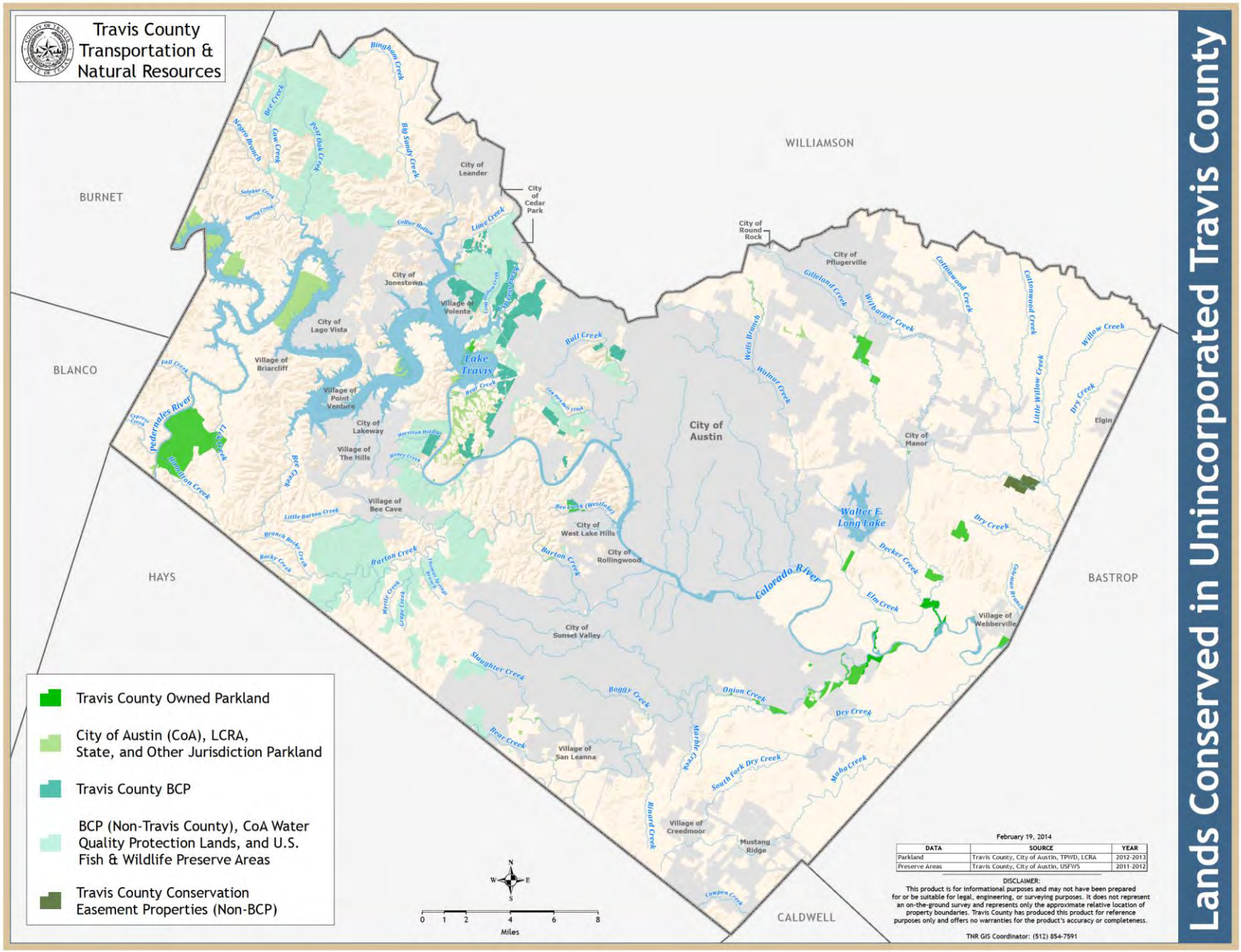
Financing mechanisms tied to per lot fees under a regional phasing agreement or the collection of PID assessments over time, can take years to accumulate sufficient funds to carry out a project. MUD's can make improvements faster; however, MUD's require legislative action and risk not passing.

The most significant downside of tax increment financing are the diversion of revenue away from basic County services and the uncertainty that property values will increase as projected and accumulate sufficient funds to carry out a project.

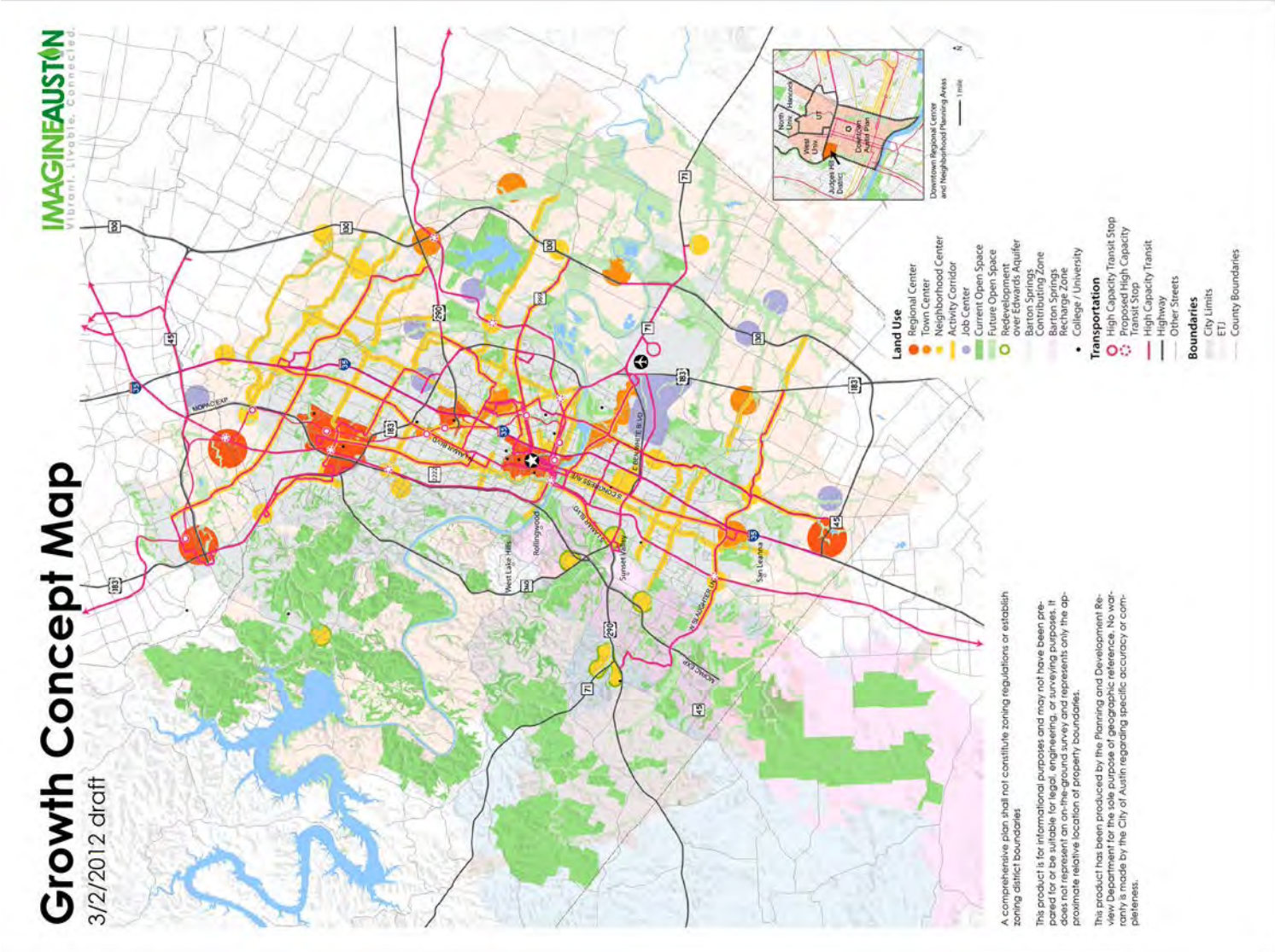
Rough Proportionality

Transportation and Natural Resources (TNR) staff and the City of Austin continue to work on a mechanism that derives what a subdivision's proportionate share is (rough proportionality) of the cost of the future regional transportation system thereby making growth pay for attributable costs of the needed transportation infrastructure. The County identifies a "rough proportionality" between the burden a subdivision places on the transportation system and the cost of the burden to system.

# APPENDIX A: Lands Conserved in Unincorporated Travis County



# APPENDIX B: IMAGINE AUSTIN GROWTH CONCEPT PLAN



# APPENDIX C: MUNICIPAL COLLABORATION OPPORTUNITIES

The following municipal comprehensive plans were reviewed to identify opportunities as of 2012 for collaborating on land, water, and transportation issues. Language from each plan is noted in each category followed by comments on Partnerships and County Related Initiatives.


Municipality Page

1. Bee Cave Comprehensive Plan……..C-2
2. Cedar Park Comprehensive Plan……..C-3
3. Elgin Comprehensive Plan……C-4
4. Imagine Austin Comprehensive Plan……C-6
5. Jonestown Comprehensive Plan……C-14
6. Lago Vista Comprehensive Plan……..C-16
7. Lakeway Comprehensive Plan……..C-17
8. Leander Comprehensive Plan……C-20
9. Pflugerville Comprehensive Plan……C-21
10. Round Rock Comprehensive Plan……C-23
11. San Leanna Comprehensive Plan……C-25
12. Volente Comprehensive Plan……C-25

# Bee Cave Comprehensive Plan

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. It is in the best interest of the City of Bee Cave, to require areas within the ETJ to be annexed prior to development rather than after development has occurred. Page 10-5
2. Establish and/or enhance green space and natural areas along existing floodways and within the 100-year flood plain. Page 3-8

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Maintain guidelines to ensure the protection of watershed areas, especially the area in and around Little Barton Creek. Page 3-8

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Coordinate land use and roadway decisions within Bee Cave and its ETJ area and with other communities in the vicinity, future compatibility problems between roads and adjacent land uses can be minimized. 4-17
2. The basic major thoroughfare system should be considered as the structuring framework for future neighborhoods and as the framework for any redevelopment and rehabilitation of existing areas within the City, as well as neighborhoods located within the ETJ. Page 4-24

3. Continued local efforts will be necessary to finance future thoroughfare development and, in some cases, require widening of rights-of-way at the time of subdivision platting and development. Page 4-25
4. The City of Bee Cave should coordinate with TXDOT and other local jurisdictions, such as surrounding communities and Travis County, when planning transportation improvements. Page 4-26
5. Develop a regular proactive program to coordinate with and lobby CAMPO and TXDOT to promote transportation and roadway planning, funding, and construction. Page 10-7

**PARTNERSHIPS**

1. Coordinating with/lobbying CAMPO and TXDOT to influence roadway planning, funding, and construction. Page 10-4

## Cedar Park Comprehensive Plan

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Utilize the current GIS technology to its fullest potential in order to assist City personnel and offer developers and residents increased information services. Page 53
2. Pursue the collection of additional statistical information to assist in tracking the City's growth, as well as indicating the relative success of various policies and initiatives. Page 53

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

None

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Address the ever increasing commuter traffic volumes through the City. 51
2. Develop a comprehensive inventory of bicycle routes and sidewalks to formulate a building plan. Page 51

**PARTNERSHIPS**

1. Strategic Prioritization—"Prime the Pump to put money and resources where the best long-term impact will result. Page 54

## Elgin Comprehensive Plan

**LAND RESOURCES**

**Actions Immediate/Short Term**

1. Work with regional and national land conservancy organizations, such as the Pines and Prairies Land Trust, and/or the American Farmland Trust to hold a community presentation or to meet with farmers and landowners who are interested in learning about options for farmland preservation and supporting the tools necessary to preserve the land for family farming and/or ranching. Page 153

**Actions Ongoing Mid/Long Term**

1. Accommodating population growth using existing streets and infrastructure rather than needing to extend services to outlying areas of the City. Page 35
2. Protecting the rural landscape by establishing policies to direct annexation and service provision away from agricultural areas. Page 35
3. Work with local farmers and the Texas Department of Agriculture to determine if there is interest and significant benefit in establishing an agricultural district to promote active farming and agricultural business. Page 159

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

None

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing, Mid/Long Term**

1. Work with TXDOT and the Counties to examine the intersection improvement locations identified as problem areas as part of the Comprehensive Plan effort. Page 158
2. Taylor Road- Preserving rural character in areas where existing conditions and land use designations do not require the need for additional capacity. Page 79
3. Promoting efforts in providing additional capacity through transit improvements along important arterial corridors, as appropriate. Page 79

**PARTNERSHIPS**

1. Work with regional and national land conservancy organizations, such as the Pines and Prairies Land Trust, and/or the American Farmland Trust to hold a community presentation or to meet with farmers and landowners who are interested in learning about options for farmland preservation and supporting the tools necessary to preserve the land for family farming and/or ranching. Page 153

# Imagine Austin Comprehensive Plan

**LAND RESOURCES**

***Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city.***

**Actions Short Term (1-3yrs) Pages 177-178**

1. Create an integrated green infrastructure plan and ongoing green infrastructure program.
2. The plan should:

a. Perform an initial inventory and evaluation of existing green infrastructure resources, such as conserved land, the urban forest, habitat, trails and bike paths, greenbelts, community gardens, urban farms, parks and recreation areas, and green streets. Identify current plans, such as the **Travis** and Hays County Greenprint plans, networks, and identify gaps.
b. Develop green infrastructure targets (such as percentage of tree cover, connectivity, or current or anticipated residents within walking distance of parks, see Figure 4.11) and priorities for new areas for conservation, parks and open space, green streets, and urban trails.
c. Include a series of interactive maps illustrating the components of the green infrastructure network, along with priority c
d. Include implementation strategies and approaches to promote interdepartmental, intergovernmental, and interagency coordination.
e. Calculate direct and indirect costs and savings from green infrastructure projects, when compared with traditional “grey” infrastructure, including the asset value of ecosystem services and contribution to long-term risk management.
f. Develop and implement unified, comprehensive land management of all City of Austin lands for integrated environmental sustainability, including carbon sequestration, wildlife habitat, water quality and quantity, and education.
g. Identify a lead to oversee ongoing implementation of the plan and program conservation and restoration areas.

3. Continue funding support and acquisition of land in the Balcones Canyonlands Preserves and in other environmentally significant areas to protect water quality conserve endangered species habitat, and provide open space for passive public use.
4. Protect farmland and conduct and stimulate research to facilitate growing techniques that minimize water usage and build healthy soils accounting for regional climate change.
5. Identify approaches to track and monitor the costs and savings associated with green infrastructure projects. Solicit research and funding partners, such as the University of Texas’ Lady Bird Johnson Wildflower Research Center and the Trust for Public Lands.
6. Promote Austin's and the surrounding area's green infrastructure by utilizing web-based tools such as maps and other resources. Page 213
7. Create a system for identifying, defining, and mapping environmentally sensitive areas for their protection. Page 222.
8. Create a green infrastructure program to protect environmentally sensitive areas and integrate nature into the city. Page 222
9. Collaborate regionally to align conservation and sustainable development regulations and policies to protect environmentally sensitive areas that cross political boundaries. Page 222
10. Encourage designs and building practices that reduce the environmental impact of development and that result in accessible green space. Page 222
11. Identify existing areas with limited access to parks, open space, and trails and create mechanisms to address these gaps (P 223).
12. Develop regulations and incentives to protect prime farmland such as transferable development rights, farmland trusts, farmland mitigation, and conservation easements. Page 223

13. Support local farmers by creating incentives and removing regulatory barriers, offering tailored small business support, and creating public information campaigns to promote local food. Page 223
14. Expand the City of Austin's acquisition of environmentally significant land, conservation easements, and/or development rights for the protection of sensitive areas. Page 223
15. Develop and implement unified, comprehensive land management of all City of Austin lands for integrated environmental sustainability, including carbon sequestration, wildlife habitat, water quality and quantity and education. Page 223
16. Limit, buffer, or prohibit public access to certain environmentally sensitive areas to maintain their value (i.e. wildlife protection and erosion control). Page 225
17. Expand partnerships between local organizations and the City of Austin to maintain and improve local parks and open spaces. Page 225
18. Restore trees and vegetation along degraded waterways, especially in eastern watersheds. Page 226
19. Create a trails master plan to ensure connectivity and provide consistency with regional, city and neighborhood-level trail and transportation goals to provide pedestrian and bicycle connections between neighborhoods and destinations; incorporate trails throughout the city and region; encourage developers to connect to or complete the trail system; and use protected land along creeks and floodplains in an environmentally sustainable way. Page 226
20. Develop multi-disciplinary, cross-jurisdictional planning teams for projects that involve major natural features, such as the Colorado River or Onion Creek Greenway. Page 226

**County Related Initiatives:**

- Travis County Parks and Natural Areas Master Plan (2006)
- The Travis County Greenprint for Growth (2006)
- Concept Plan for the Onion Creek Greenway (2010)
- 2011 Park Bonds Program (2011)
- 2011 Conservation Easement Program (2012)
- Colorado River Corridor Plan (2012)
- Tri-Party Agreement (TXI, COA, County, TBD)

***Create a "Healthy Austin" program*** *Page 187*

**Actions Short Term (1-3yrs) Page 187**

1. Create a Healthy Austin Program plan to develop and document program priorities; findings, recommendations, and outcomes related to:
   a. Increasing healthy behaviors;
   b. Educating the public and providing better access to information on healthy lifestyles and community health resources;
   c. Expanding access to health care services in underserved populations;
   d. Promoting healthy foods and discouraging unhealthy ones; and
   e. Improving coordination between the Health and Human Services Department, other City of Austin and **Travis County departments**, non-profits, and the community.
2. Create a healthy community code, including revisions to Austin's land development ordinances that make it easier to produce and access healthy, sustainable food and to lead a more active lifestyle.
   a. Support and expand farm direct programs that link local farmers and food vendors to consumers.
   b. Expand the market for local food producers by connection them to hunger-relief organizations, community institutions, restaurants, and retail food markets.
3. Encourage use of public land for community gardens.
4. Establish strategies, incentives, or investments in healthful outdoor activities and venues that generate economic benefits to local businesses while promoting wellness. Page 221
5. Identify and map food deserts and provide incentives for full service grocery stores and farmers markets to locate in these underserved areas. Page 223

**County Related Initiatives:**

- Travis County Parks and Natural Areas Master Plan (2006)
- Concept Plan for the Onion Creek Greenway (2010)
- Colorado River Corridor Plan (2012)
- Onion Creek Farmers Market (TBD)

***Develop and maintain household affordability throughout Austin.*** *Page 185*

**Actions Ongoing and Long Term (3+yrs) Page 185**

1. Replicate and adopt best practice models for affordable housing in Texas to make state lawmakers aware of the statutory barriers that impede household affordability, such as the inability of cities to provide property tax relief to low-income renters and the challenges of meeting market demand.

***Revise Austin's development regulations and processes to promote a compact and connected city.***

Generally, these actions:
1. Integrate nature into the city and protect environmental sensitive areas.
2. Implement a transfer of development rights program to transfer development rights from environmentally sensitive areas to areas identified on the growth concept map for new development or redevelopment.

**County Related Initiatives:**

- Conservation Development Ordinances (to be revised)

**Annexation** Page 201

Annexation is an important tool to guide growth and development and is the only way to expand municipal boundaries. The City of Austin uses annexation to apply zoning and development regulations, to protect and expand the tax base, to more efficiently deliver municipal services such as public safety and utilities, and to provide these services to developing areas. To be consistent with Imagine Austin, provide efficient, equitable, and environmentally sensitive utility services, and coordinate the extension of municipal services, the City of Austin should continue to maintain its annexation program. This program should be based on the following policies:

1. Annex areas that can be the most economically served with existing and proposed infrastructure and services.
2. Annex areas that will be provided with municipal services and utilities through coordinated municipal utility and service extension plans and the capital improvements program.
3. Continue to annex major industrial and commercial areas on the periphery of the city.
4. Use limited purpose annexation in cooperation with landowners to expand environmental, land use, and development regulations on land currently **in the extraterritorial jurisdictions.**
5. Consider annexing areas served by aging or substandard septic systems where quality degradation is probable or citizens have submitted petitions for annexation.
6. Annex residential areas to broadly distribute the cost of services.

7. Provide City consent to independent utility or improvement districts only where the City is the water and wastewater utility provider. The districts must promote sustainable development in accordance with the growth concept map. Proposed districts must be financially viable, located entirely within Austin's extraterritorial jurisdiction, and provide extraordinary public benefits.

**WATER RESOURCES**

***Sustainably manage our water resources. Page 173***

**Actions Short Term (1-3yrs) Page 173**

1. Enact a new watershed protection ordinance to streamline, expand protection of headwaters and to promote low-impact stormwater management strategies, and to reduce capital expenditures required to mitigate water quality problems, erosion, and flooding.

**Actions Ongoing and Long Term (3+yrs) Page 174**

1. Participate in state and regional water resources planning, including regional efforts to improve water quality and quantity of the Edwards Aquifer.
2. Develop a regulatory framework to incentivize the use of Low Impact Development (LID) design features such as rainwater harvesting, increased permeable surfaces, rain gardens, green roofs, green streets, and natural-looking water quality features such as bioswales to manage stormwater.
3. Create a system for identifying, defining, and mapping environmentally sensitive areas for their protection. Page 222.
4. Establish regulations, programs, and funding sources to allow offsite, including regional, stormwater detention and water quality controls to be used in concert with green infrastructure and low-impact development techniques in areas identified for compact, walkable development or redevelopment and identify opportunities for recreational uses and habitat creation or restoration. Page 230
5. Participate in national, state, and local efforts to identify, assess, and reduce emerging contaminants in water, such as pharmaceuticals and personal care products. Page 231
6. Strengthen flood control, erosion, and water quality programs, incentives, regulations, and enforcement to incorporate best practices and meet or exceed national standards. Page 231

**County Related Initiatives:**

- Travis County Greenway (Park land acquisition and bottomland restoration)

- Water Quantity Availably Rules
- Water Quality Protection Rules
- Conservation Development Ordinances (to be revised)

**TRANSPORTATION**

***Invest in a compact and connected Austin Work Program. Page 170***

**Actions Short Term (1-3yrs) Page 170**

1. Develop criteria and guidelines for coordinating business recruitment, expansion, and retention to support activity centers and corridors, transit, and urban trails plans in line with Imagine Austin and the growth concept map.

**Actions Ongoing and Long Term (3+yrs) Page 174**

1. Work with federal, state, and local public and private agencies, organizations, and businesses to identify potential funding sources for partnerships to implement transportation improvements.
2. Coordinate with **Travis County** and local school districts to manage infrastructure investments.
3. Give priority to City of Austin investments to support mixed use, transit, and the creation of compact walkable, and bikeable places. (CIP) Page 208 Use incentives and regulations to direct growth to areas consistent with the growth concept map that have existing infrastructure capacity including roads, water, wastewater, drainage and schools.
4. Add Park and Ride Facilities Page 210
5. Implement first and last mile solutions such as carpooling, vanpools and bicycle and car sharing Page 210
6. Ensure that the construction, operation, and management of rail, bus rapid transit, local bus systems, and future public transportation are integrated and coordinated across City Departments and with our partners such as other local governments, agencies and districts. Page 210
7. Create a network of on and off-street physically separated bicycle and walking routes or trails linking all parts of Austin and the region. Page 211
8. Encourage the relocation of the Missouri-Pacific road freight line from its current alignment through the middle of Austin.
9. Work with employers to locate their place of business along activity centers and corridors in proximity to residential areas that could provide housing for their employees. Page 216
10. Improve Austin's transportation and economic connections between other major cities in Texas by supporting the construction of a high speed rail network. Page 218

11. Collaborate with sponsoring organizations, sponsors, and transportation companies to develop special Event transportation plans to mitigate traffic congestion associated with these events. Page 238

**County Related Initiatives:**

- Waller Creek TIF
- Lone Star Rail TIF
- Transportation, Parks CIP
- Comprehensive Bike/Pedestrian Plan (to be completed)
- Thoroughfare Plan (to be completed)

**PARTNERSHIPS ACTIONS,** Page 201

1. The City of Austin cannot implement Imagine Austin by itself. It will need to enter into Partnerships with public, private, and non-profit organizations and develop coalitions with our regional neighbors to address mutual concerns. The City of Austin currently has relationships with a number of surrounding local governments and agencies such as **Travis County**, the Capital Metropolitan Transportation Agency, and Central Health. To implement Imagine Austin these relationships may need to be strengthened and those with other organizations such as area school districts, colleges, and universities made more firm. For example, to achieve the desired land use patterns, transportation improvements, environmental protections, and service coordination within Austin's extraterritorial jurisdiction, coordination with **Travis County** is essential.
2. Create a regional planning initiative to encourage local governments in Central Texas to promote a mix of housing and land uses for diverse populations and income groups, located near work, shopping, and services.
3. Preserve and promote iconic and unique Austin facilities and events that attract tourists, convention business, corporate relocations, and the recruitment of skilled workers. Page 219
4. Develop economic development programs and incentives to promote the employment of historically under-employed segments of the population. Page 220
5. Create a regional economic development task force, led by the Greater Austin Chamber of Commerce, that includes the City of Austin, nearby municipalities and surrounding **counties;** the University of Texas, Austin Community College and other area institutions of higher learning; area transportation providers such the Capital Area Metropolitan Planning Agency, Texas Department of Transportation, Central Texas Regional Mobility Authority, and Capital Metropolitan Transportation Agency, major Employers and representatives from major industries, and other regional partners to develop a strategic direction for the Austin region by (Page 221):
   a. Developing a shared direction for the region;

b. Sharing information between the public and private sector;
c. Establishing collaborative communication links among regional planning efforts;
d. Analyzing the impacts of publically-owned land;
e. Collaborating and co-locating institutional uses;
f. Attracting and supporting target industries;
g. Assisting with grant research and writing.

6. Create a public-private task force between the State of Texas, the City of Austin, Travis County, local universities, the Chamber of Commerce, and local industries to invest in research and development and green tech, biotech, high tech, and other emerging technologies.
7. Create a regional task force to address inter-jurisdictional environmental sustainability issues. Page 224
8. Conduct and maintain a comprehensive existing Austin Fire Department and Austin-Travis County Emergency Management Services building condition report to assess the need for remodeling, expansion, replacement, or consolidation of facilities. Page 227
9. Develop an integrated emergency mitigation and response plan through coordination with our public and private sector regional partners: -Surrounding municipalities and counties… Page 227
10. Improve communication between City of Austin departments, as well as other local governments and school districts, regarding future facility planning to ensure that opportunities for shared facilities are discussed at the earliest stage of the planning process. Page 227
11. Continue expansion of public safety regional service delivery model. This may be accomplished though Interlocal agreements with surrounding municipalities and agencies or a confederation or consolidation of public safety agency operations. Page 227
12. Collaborate with counties, the hospital district, and school districts to dedicate funding to mental health & substance abuse programming. Page 231

**County Related Initiatives:**

- Waller Creek TIF
- Lone Star Rail TIF
- Transportation, Parks CIP
- Comprehensive Bike/Pedestrian Plan (to be completed)
- Thoroughfare Plan (to be completed)
- Greenway Development (working with PARD)

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Maintain a continuous and coordinated planning process and dialogue that involves citizens, stakeholders, the City Council, Planning and Zoning Commission, city departments, and other local entities in deliberations concerning policy development and decision-making. Page 21
2. A transitioning of compatible land uses is encouraged in the ETJ. As areas become incorporated, zoning decisions should be cognizant of future adjacent uses, with the intent of protecting property values. Page 23
3. Begin discussions and coordination with the Travis County Emergency Services District #1, which provides fire services and Austin/Travis County EMS, which provides emergency medical services, to determine optimum locations for future stations. Page 23-24
4. Explore partnerships with Travis County, Pedernales Electric Cooperative, and the Lower Colorado River Authority in order to leverage resources for expanded park, recreation, and open space development/preservation. Page 30

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. It is in the City's long-term interest to work toward and incrementally developed community wastewater service system in order to protect the environment and to achieve development in desired areas. Page 22
2. Coordinate with FEMA, the LCRA, Travis County and private development in studying the drainage systems, to minimize duplication of efforts and individual entity costs. Page 23
3. Actively pursue the acquisition of flood-prone properties. Page 23

**TRANSPORTATION RESOURCES**

None

**PARTNERSHIPS**

1. Intergovernmental cooperation can be another tool to work on implementation of the Goals, Policies, and Programs contained in this Plan. Page 43

## Lago Vista Comprehensive Plan

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Protect Lago Vista's environment by acquiring or protecting significant drainageways, maintaining healthy forests and protecting wildlife and natural resources. Page 5 of updated plan
2. Develop a comprehensive drainage plan and ensure that it adequately addresses decreasing flood damage and protection of the environment. . Page 5 of updated plan
3. Consider annexation for the purpose of encouraging nonresidential development and increasing the tax base. Page 9 of updated plan
4. Alleviate the occurrence of substandard and/or deteriorated development within the City and its extraterritorial jurisdiction through the use of regular, consistent development review and code enforcement practices. Page 10 of updated plan
5. Alleviate the occurrence of substandard and/or deteriorated development within the City and its ETJ through the use of regular, consistent development review and code enforcement practices. Page 12 of updated plan
6. Fully develop existing hiking trails and scenic viewing trails throughout the community. Consider possibly linking these trails to the Balcones Canyonlands National Wildlife Refuge. Page 16 of updated plan
7. Ensuring annexations are consistent with the Plan.  Page 18 of updated plan

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Utilize as much of the City's drainage corridors and floodplain areas as possible for open space, parks, wildlife habitat and other uses that are compatible with the flood hazard. Develop a system of walking trails throughout the community and coordinate with surrounding communities to develop a regional hike and bike trail. Page 16 of updated plan

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Proactively pursue state and county planning and funding that benefit the city transportation system. Page 15 of updated plan

**PARTNERSHIPS**

None

## Lakeway Comprehensive Plan[1]

**LAND RESOURCES**

**Actions Immediate/Short Term**

1. WORK WITH LAKEWAY CITY PLANNERS TO ENSURE THAT LAND AVAILABLE FOR FUTURE PARKS AND GREENBELTS IS DEVELOPED ON A TIMELY BASIS, CONSISTENT WITH AVAILABLE RESOURCES, COMMUNITY NEEDS, AND TOPOGRAPHICAL LIMITATIONS. Page 6-9

[1] Note: The Plans GOALS are all caps. Other statements are plan "Objectives".

2. Establish cooperative relationships with public agencies and other private organizations having mutual interests in improving the physical integrity of park and recreation resources. Page 6-11

**Actions Ongoing Mid/Long Term**

1. THE CITY WILL SERVE AS A STEWARD OF THE ENVIRONMENT TO PROTECT CRITICAL AREAS, MAINTAIN WATER QUALITY, AND CONSERVE LAND, AIR, AND ENERGY RESOURCES BY ASSURING THAT PROPOSED DEVELOPMENT MEETS ENVIRONMENTAL STANDARDS AND REQUIREMENTS**. Page 2-1**
2. Where possible, ensure site design protects existing terrain, preserves vegetation and scenic views, and incorporates native shrubbery into landscape plans.
3. Control development in sensitive/critical environmental areas.
4. Ensure plant and wildlife habitat areas are protected in accordance with Federal and State requirements.
5. Ensure that no new development is detrimental to air or water quality.
6. *PROTECT AND PRESERVE EXCEPTIONAL TREES THREATENED BY DEVELOPMENT. Page 2-11*
7. Continue to educate builders and developers on the importance of protecting trees throughout the entire construction process. Page 2-11
8. REDUCE THE THREAT OF WILDFIRE IN THE GREENBELTS. Page 2-13
9. Educate property owners living along the greenbelts on the importance of creating defensible space around their homes. Page 2-13
10. Maintain a constant surveillance to ensure that large, new residential developments will be adequately served by streets, utilities, schools, parks, greenbelts, City services, and other community facilities. Page 3-2
11. ENCOURAGE MAINTENANCE OF CURRENT LAND USE PATTERNS TO ENSURE CONSISTENCY BETWEEN CURRENT LAND USE AND FUTURE DEVELOPMENTS IN THE ETJ. Page 3-3
12. While recognizing the rights of individuals to use and develop private property in the ETJ, encourage compliance with the City's development and building ordinances for new construction in order to accommodate future annexation if desired. Page 3-3
13. ALL LAND IN THE CITY'S ETJ SHALL BE EVALUATED FOR ANNEXATION POTENTIAL. Page 3-9
14. Identify potential annexation areas that are developed and appropriate for inclusion in the City's Municipal Annexation Plan. Page 3-9

**WATER RESOURCES**

**Actions Immediate/Short Term**

1. Encourage sewer service to new construction and discourage individual septic systems. Page 2-1

**Actions Ongoing Mid/Long Term**

1. *PLAY A LEADERSHIP ROLE IN PROVIDING ASSISTANCE TO AFFECTED RESIDENTS, SHOULD THEY DECIDE TO PURSUE INSTALLATION OF SANITARY SEWERS IN THEIR AREAS OF LAKEWAY, AND TAKE A PROACTIVE ROLE SHOULD ENVIRONMENTAL ISSUES ARISE REGARDING LAKE TRAVIS THAT COULD HARM PROPERTY VALUES. Page 5-2*
2. *MONITOR THE IMPACT OF NEW DEVELOPMENT ON EXISTING STORMWATER SYSTEMS AND REACT TO EMERGING PROBLEMS WITH ENGINEERING STUDIES LEADING TO FISCALLY RESPONSIBLE SOLUTIONS. Page 5-5*

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

1. Working with Travis County, ensure the timely completion of the County bond project that would build a new road from the Flintrock Subdivision area south to SH 71. Page 4-2
2. At the completion of this County bond project, consider joining with Travis County and the Village of the Hills in making improvements to Serene Hills Drive. Page 4-2
3. Work with TXDOT and Travis County in establishing an access management policy. Page 4-8

**Actions Ongoing Mid/Long Term**

1. Discourage commercial development that may cause serious traffic problems unless the impact can be mitigated through project engineering to the satisfaction of the City Council. Page 3-2
2. Promote ease of travel through the residential sectors of the City while respecting the character of these areas. Page 4-1
3. PLAY AN ACTIVE ROLE IN PLANNING FOR AND CONTINUE TO SUPPORT ANY TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT), CAPITAL AREA REGIONAL TRANSPORTATION PLANNING ORGANIZATION (CARTPO), THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO), AND TRAVIS COUNTY TRANSPORTATION INITIATIVES TO IMPROVE ROADWAY SYSTEMS THAT DIRECTLY AFFECT LAKEWAY RESIDENTS. Page 4-1

**PARTNERSHIPS**

1. Transportation- County should work closely with Lakeway on several transportation projects.

# Leander Comprehensive Plan

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Identify entities and agencies that preserve and regulate for endangered species and establish a line of communication for the benefit of the City so that future listings will not have an unintended consequence to facilities and needs of the Citizens. Page 68.

**WATER RESOURCES**

**Actions Immediate/Short Term**

1. None are listed. The County regulates general storm runoff volume, which limits runoff from a developed track to no more than "undeveloped" volume, to protect the downstream property owners from increased flood waters.

**Actions Ongoing Mid/Long Term**

1. Consider the creation of a Drainage Utility to manage storm water projects and facilities and to provide protection for Leander's waterways. Page 77

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

1. Adopt inter-connectivity requirements for adjacent developments that may be phased, over time.

**Actions Ongoing Mid/Long Term**

1. Consider taking all County roadways over for operation and maintenance so that the City would have control of access, signalization and safety patrol of these facilities. Page 34

**PARTNERSHIPS**

1. Create cooperative efforts with other jurisdictions. Page 71
2. Explore the possibility of Master Funding Agreements with TXDOT, Travis County and Williamson County. Page 72 and page 77
3. Identify policy agreements that the City can make with local and County jurisdictions. Page 72
4. Initiate an equipment and resource catalog for municipal and public works efforts and explore opportunities to share with other cities. Page 72

## Pflugerville Comprehensive Plan

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Study the opportunities and benefits of future annexations to guide implementation of the Preferred Land Use Vision Map. Page 57
2. Work with land owners in the ETJ to secure Non-Annexation Development Agreements that will prevent annexation if land owners do not develop the land. Page 57
3. Proactively solicit partnerships and coordinate the provision of parks and recreational programs with other governmental bodies, community organizations, and private entities that exist in Pflugerville. Page 69
4. Open Space Acquisition and/or Improvement and Trail Acquisition and/or Improvement. Page 139

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Gilleland Creek and Wilbarger Creek and portions of their watershed areas were considered to be 'Moderate' through 'High' Priority areas for conservation. Page 65
2. Continue cooperative initiatives with other governmental entities to adopt and implement measures to reduce pollutants in the City's creeks. Page 108
3. Apply appropriate preventative measures to protect against the risks of flooding and implement mitigation strategies to avoid future losses. Page 109
4. When new municipal utility districts (MUDs) are created in the City's ETJ, the City must give consent. Page 134
    a. Requiring annexation of drainage infrastructure.
    b. Requiring green building practices (though cities are specifically restricted from exercising building code standards in the ETJ).

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Cooperate with local, county, and state governmental entities in the expansion, maintenance, and enhancement of the roadway system. Page 91
2. Evaluate the potential for developing public transportation options. Page 91
3. Creating tax increment reinvestment zone (TIRZ) in areas the plan calls for commercial or mixed use development along SH 45 and SH 130 so as to attract developers to those locations by reimbursing them for installation or extension of public utilities, street networks, and other infrastructure. Page 133
4. Reinforcement of Centers. Page 139

**PARTNERSHIPS**

1. Coordination with other Organizations. Page 139

# City of Round Rock Comprehensive Plan[2][3][4]

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Protect and preserve the natural areas of the City to include parks, floodplains and open spaces. Page 6-1
2. Foster transportation systems that would support the development of major density centers. Page 6-1
3. …., to enhance the value of Round Rock's parkland and other open spaces, compatible uses, such as residential development or office parks, should be encouraged to locate adjacent to parkland and other open spaces while incompatible uses, such as low-end industry, should be restricted. Page 7-3
4. Acquire development rights to key properties: Prevent key properties from being developed by acquiring the development rights to each property. Conservation easements may also be used to preserve property. This technique is recommended for the preservation of farmland, ranch land, or prairies in key areas. Funding to acquire development rights must be identified. Page 6.27

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Provide for effective management of stormwater. Page 7-1
2. …, to better regulate water use and pollutants which contaminate stormwater runoff, a regional partnership can be developed so that all municipalities which are built on the local aquifer can have a legitimate stake in its protection, and coordinate protection measures. Page 7-3

[2] City of Round Rock Comprehensive Transportation Master Plan, 2010
[3] Places & Spaces: Round Rock General Plan 2020, July 2010
[4] The Round Rock Strategic Parks and Recreation Master Plan,

3. Native or adaptive vegetation, soil management, and other physical design solutions should be introduced and/or protected in creek corridors to assist in flood control and maintaining the quality of stormwater runoff. Ordinances should be amended accordingly. Page 7-8

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

1. Identify and plan for future connectivity and mobility needs and options. Page 8-1
2. Streets which provide access to open spaces should be single-loaded where possible and ordinances should be amended to maximize public access to open space. Page 7-8

**Actions Ongoing Mid/Long Term**

1. Improvements to the City's transportation system should be planned methodically to avoid costly mistakes that could be detrimental to the system's integrity in the future. This may require amendments to City ordinances and policies to protect future rights-of-way requirements. (SP 21.0) Page 13-3

**PARTNERSHIPS**

1. Goal 22.0 Foster transportation systems that would support the development of major density centers. Page A-2

## San Leanna Village Comprehensive Plan

**LAND RESOURCES**

None

**WATER RESOURCES**

None

**TRANSPORTATION RESOURCES**

None

**PARTNERSHIPS**

Due to its limited system of small rural roads the Village restricts development to a scale conducive to lower traffic and reduced trips. The County and primarily the City of Austin should collaborate with the Village to maintain or improve their stated desires.

## Volente Comprehensive Plan

**LAND RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Enact a Village Subdivision Ordinance to implement the guidelines, proposals, and standards recommended within the Comprehensive Plan. Page 11-6

**WATER RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Enact a Village Water Quality Ordinance to implement the guidelines, proposals, and standards recommended within the Comprehensive Plan. Page 11-6

**TRANSPORTATION RESOURCES**

**Actions Immediate/Short Term**

None

**Actions Ongoing Mid/Long Term**

1. Create a transportation system that will minimize the impact on the Environmental Quality of the Village. 4-33

2. Many of the major streets and thoroughfares that are improved in the Village of Volente will involve cooperation with TXDOT, Travis County and, in some cases, will involve some financial participation by the Village itself… It should be of prime importance for the Village to work with CAMPO and TXDOT on major improvement projects. Page 4-33

**PARTNERSHIPS**

1. Coordinating with/lobbying CAMPO and TXDOT to influence roadway planning, funding, and construction. Page 11-3