

December 2020 Open House Comments

This letter is being submitted on behalf of the Dripping Springs Ranch Wildlife Management Cooperative, Inc. (“the Coop”)(a Texas non-profit corporation), the Dripping Springs Ranch Road Maintenance Association (“the RMA”)(also a Texas non-profit corporation) and their members. The members of the RMA and Coop are all property owners within or adjoining Dripping Springs Ranch Phase 2 (“the Ranch”), a subdivision located in Hays County south of Highway 290 and accessed primarily via Sunset Canyon South and Dripping Springs Ranch Road (a private road owned by the RMA).

For the reasons stated below, the RMA and the Coop oppose certain aspects of the City’s draft Transportation Master Plan, namely: the expansion of Sunset Canyon South; the acquisition, expansion and extension of Dripping Springs Ranch Road (all presumably through condemnation; and the construction of a proposed east-west “minor arterial” along the Ranch’s southern boundary (together “the Proposed Road Project”). *See* screen shot of referenced Proposed Road Project taken from the Online Open House #2 Dripping Springs Transportation Master Plan presentation (“Online Open House”) provided as Attachment A.

By way of background, the Coop was formed in 1998, is one of the oldest wildlife management cooperatives in Hays County, covers approximately 350+/- acres, and has nineteen (19) member properties (each family owning property within the Coop is a member). Consistent with Article 8, section 1-d-1 of the Texas Constitution, the Coop was formed to maintain openspace land, to apply wildlife management practices to protect various species of concern including migrating song birds, quail and wild turkey, and to conserve habitat critical to those species. Over the last twenty (20) years, the Coop has identified and documented numerous Golden-cheeked Warblers through its annual bird survey conducted by certified wildlife biologists with Plateau Land & Wildlife Management. As you know, the Golden-cheeked Warbler is a listed species protected under the Endangered Species Act (“ESA”). A map showing thirty-four (34) documented Golden-cheeked Warbler observations on Coop lands by year for the period 2010-2020 is provided as Attachment B. As you can see, the Proposed Road Project runs through the heart of confirmed Golden-cheeked Warbler habitat.

The RMA was formed in 2002 and has twenty-one (21) member families. The RMA owns and maintains Dripping Springs Ranch road system which is used and enjoyed by not only its members and other residents of Dripping Springs Ranch but also by many residents of the Sunset Canyon South neighborhood. It is common to see joggers, bike riders, people walking their dogs, and children in strollers, all using these lightly-traveled private roads which run through a pristine Hill Country setting—the very setting that attracted the Coop’s and RMA’s members to acquire property in Hays County in the first place.

In response to the City’s proposed Transportation Master Plan as currently contemplated, the RMA, Coop and their respective members offer the following comments:

Comments:

1. The Proposed Road Project would threaten the endangered Golden-cheeked Warbler and habitat critical to its survival and could result in ESA violations. Again, the Coop has evidence of continuous Golden-cheeked Warbler activity on the Ranch (including during breeding season) spanning two decades. *See e.g.* Attachment B.

2. The Proposed Road Project would bisect lands contained within a wildlife management cooperative area thus defeating the Texas Constitution's stated purpose for promoting 1-d-1 open space lands and would disrupt the Coop membership's ability to continue coordinating wildlife management practices. *See* Texas Constitution, Article 8, section 1-d-1.

3. In its November 16, 2020, proclamation announcing May 8, 2021, as World Migratory Bird Day, the City of Dripping Springs recognized that "[m]igrant (bird) species play an important economic role in Dripping Springs and help generate millions in recreational dollars statewide." The city has planned annual events to educate the community about the "key role that migrant bird species play in our eco-system and the economy," and how to protect the declining habitats threatening these species. The destruction of established migratory bird habitat by the Proposed Road Project would directly contradict the City's stated goal of promoting species that benefit the ecology and economy of the region.

4. Forcing a private, gated community to become a throughway to other road systems would require condemnation and significantly impair property values.

5. Increased traffic resulting from the Proposed Road Project would create significant safety concerns on Dripping Springs Ranch Road and its tight turns, steep slopes and narrow lowwater crossing. The low-water crossing floods frequently and traffic approaching the flooded bridge would have no way to turn around. Video showing a recent flood was attached to the Online Open House's comment portal and can be seen here: https://youtu.be/F8sSqD7F7_Q

6. Expanding Sunset Canyon South is widely opposed by residents along that road as evidenced by comments submitted in response to the Online Open House. Widening Sunset Canyon South as proposed (with a median and sidewalks) would likely require condemnation of residential properties on both sides of the road. While other north-south collectors located closer to the City might make more sense, connecting Sunset Canyon South to Dripping Springs Ranch Road to form a new north-south "collector" road is redundant to the existing Sawyer Ranch Road which is located only 0.8 +/- miles to the east. Likewise, the east-west "minor arterial" proposed along the south line of the Ranch (which would pass through and impair documented and established Golden-cheeked Warbler habitat) is redundant of Darden Hills Road which is located a mere 0.8 miles directly to the south.

7. Construction activity along the Pier Branch stream would negatively impact water quality. The Pier Branch feeds directly into Onion Creek.

8. The Proposed Road Project would disrupt the serene, unique nature of the Ranch and surrounding neighborhoods and diminish quality of life for the communities that often use RMA-owned roads recreationally.

Although we appreciate that the City must manage traffic and development, we believe and respectfully suggest that the Proposed Road Project is unnecessary, would adversely impact or destroy crucial endangered species habitat, would negatively impact the market value of dozens of properties, be unnecessarily costly, and be wildly unpopular among the vast majority of the local residents that would be directly affected.

We would be happy to meet with City representatives to discuss the Transportation Master Plan and its potential impacts on our community. Also, we respectfully request that you forward these comments to the Transportation Committee, the Planning & Zoning Committee or anyone else with the City, City Council, or Mayor's office to the extent appropriate.

Sincerely,

Thomas M. Weber

Dear Representatives of the City of Dripping Springs,

We are writing to provide direct feedback about concerns we have regarding the currently proposed inclusion of our neighborhood community in the Transportation Master Plan (TMP). Our area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land between High Sierra and Summit Pass.

We do not understand why this route has been suggested when there are two other routes, and maybe more, which could be chosen for less cost and without taking the land of so many and adversely impacting the lives of the residents of Big Country incl. High Sierra

The proposed minor road which links Fitzhugh Road to Dripping Springs will, as drawn, bisect our property, it looks as if we will lose a large portion of our land including two building sites to it. Additionally, it will come directly in front of our existing house leaving our home, which was tranquil, relatively pollution free and on 10 acres, within a few yards of the new 55mph major road (even though it is called a minor road!). The impact upon us and our property will be huge and adverse in terms of our way of life, safety, lifestyle choices, property size and liveability and general neighbourhood desirability. It feels as if we will lose everything we have worked for over many years and its unnecessary as other routes exist.

We were extremely surprised that a proposal of this magnitude was not communicated DIRECTLY to us. It is strange to ask for feedback if you do not take steps to tell us that the proposal has been made. Indeed, it seems that this could have happened to us without us ever hearing of the plan. It is hard to find any information about how it was communicated to us and we can only conclude that it was not. This is a clear breach of your duty to keep us, as affected citizens and voters, aware of plans which affect our property and way of life. This is a MAJOR and UNNECESARY assault on our way of life. We chose to live in the country surrounded by rare wildlife and flora. Had we wanted to live on a road such as is proposed we would have made a different choice. Indeed, we could live on Slaughter Lane and have slower traffic flow! Additionally, the road is not supported by the local residents, everyone in our old and established community of Big Country whether near or far from the road will be affected by the tire and engine, light and fumes pollution. It will echo around the valley which will increase the level of noise. Indeed, it will also impact the new development at Saratoga Hills. All will also have their view tragically altered by the road inserted into our tranquil natural habitat. What is more the road is unnecessary given that traffic can be carried on the enlarged Fitzhugh Road. Currently it only takes 2 mins longer on the existing Fitzhugh Road than to travel to the same destination via the proposed new road. If it is thought that by building the road, development will follow then the damage to flora and fauna and the natural beauty of this environment will be substantially increased which only increases our concerns about this development. In addition to the above we have the following concerns about the way this proposal is put:

Improve Connectivity:

This proposal does not improve connectivity because the traffic can flow on Fitzhugh and there at least two alternatives which do not affect the only residential community on Fitzhugh. These are

- a. Using the first part of Pauls Valley Road and connecting a new road at the end by Argus Cider. That road has industrial units on one side which would benefit from it and there is much undeveloped land to the right and between it and RR12.
- b. Another possibility is to take the Road off Fitzhugh at, say Austin Stables (where there is unused land) and then run it to RR12.

The benefits of the two alternatives is that they don't run through a new \$7.5m wilderness area and don't impact the lives of a whole community (plus Saratoga Hills) who have chosen to live a rural idyll.

Safety:

Your plan takes land away from residents and does not improve the safety of the area at all. This plan appears to favour as yet unknown residents over current residents. This weekend I walked my dogs 14 miles around Big Country. With the proposed road I would not have felt safe with visitors having ingress and egress from the neighbourhood increasing the number of cars and crime, which hitherto has been all but absent. Additionally, I walk every day I can categorically say that this is a safe neighbourhood. Additionally, proper changes to 290 would address the crash problems on that road and the widening of Fitzhugh will also increase safety. Our neighbourhood, where animals and children can wander safely will lose its character and safety.

The safety of the environment does not seem to have been considered, increased pollution brings increased breathing problems for young and old and the safety of our wildlife has not apparently been considered at all. The fact that this road is planned to bisect a newly protected wilderness area!

One of us works in artificial intelligence. **This is supposed to be a future plan but it doesn't address the future at all. It merely envisages the future will look like the present.** That is simply not so with drones, autonomous car and more remote working and job loss through automation. IF those questions are addressed there must be real doubt the the road is needed. This also speaks to safety, **autonomous vehicles and drone delivery will take cars off the road and those which remain will be much safer than human driven vehicles. This negates the need for more roads in the future.** You should instead be thinking about truck parks from which drones can operate and making roads friendly for autonomy.

As to the impact on our neighborhood:

We have not been told of any comprehensive outline for the acquisition of our land, if any, or payment for diminution of value. The road will bring crime to our neighbourhood which is safe at the moment. When walking we rarely encounter anyone, this is a rural community and the road will kill it. We seek to protect not just our own way of life but for our neighbours. Currently people from outside the area could visit and use the roads we walk but if there is a road running through this area, the whole will be irredeemably destroyed. Additionally, we have been told nothing about utilities, waste water , electricity and more which will be needed for this scheme to happen. Indeed, the number of things we have not had access to shows a lack of interest in the welfare of citizens of this neighborhood by our elected representatives.

Currently our road has 10 houses and only the individuals and their visitors use the road. This provides the tranquillity we all wanted when we moved here and means there is little of any type of pollution, traffic noise or risks to our neighbors or us. However, if the road is built, we will be plunged into a town like environment with all the problems we moved here to avoid and abhor. Whereas, currently, we live on a private caliche road we will have large amounts of traffic on a paved road. This will bring noise, environmental, light pollution and will lead to lack of safety for those of us using our road as people drive on the new road much more quickly than they can on our road where we deliberately don't mend the potholes.

Ours is the only established community off Fitzhugh. It is inconceivable that you would wish to destroy a residential area which has existed for 50 years when there are alternatives. Thousands of people will be adversely affected, force to move, leave their homes or have their safety and way of life destroyed.

What is the point of the Road?

We remain unconvinced of the necessity of the road. Traffic can get to the same places via Fitzhugh Road which will become a major highway. Furthermore, *according to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trail Driver, and High Sierra.*

Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.

As requested, we provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, our property, and way of life that we felt compelled to contact you with our concerns.

In conclusion, we cannot give our support to the inclusion of our neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

We call on you to reach out directly to us, and our neighborhood community, right away. We invite you to visit and see the neighbourhood and our concerns for yourself. We would be glad to host you.

Respectfully,

Kay Firth-Butterfield and Walter Burrough

List of grievances from the neighbourhood residents:

1. Monumental increase in traffic, this will make our property particularly noisy as we already have Paul's Valley Road on one of our boundaries.
2. Monumental increase in environmental pollution. There is hardly any pollution at the moment with only the local traffic passing with only 10 houses on the entire caliche road.
3. Monumental increase in vehicle pollution.
4. Monumental increase in light pollution;
5. Monumental increase in noise pollution.
6. Monumental increase in the risks of vehicles who travel at excessive speeds past the speed limit.
7. No proposals on how the area will be monitored safely with the increase in traffic in the proposed plan.
8. No studies, publicly presented or published on the environmental impact to our area with the implementation of the proposed Transportation Master Plan.
9. No studies, publicly presented or published on the environmental impact to Cambrian Creek with the implementation of the proposed Transportation Master Plan.
10. No studies, publicly presented or published on the environmental impact to any aquifer recharge zones with the implementation of the proposed Transportation Master Plan.
11. No studies, publicly presented or published on the environmental impact to Barton Creek with the implementation of the proposed Transportation Master Plan.
12. No studies, publicly presented or published on the environmental impact to our groundwater supply and potential pollution of our private residential water wells with the implementation of the proposed Transportation Master Plan.
13. No studies, publicly presented or published on the environmental impact of the removal of the 3 Historic Oaks that are over 400-years-old in the neighborhood with the implementation of the proposed Transportation Master Plan. What fees will be imposed?

14. No studies, publicly presented or published on the environmental impact of the removal of the Heritage Oaks in the neighborhood with the implementation of the proposed Transportation Master Plan. What fees will be imposed?
15. No studies, publicly presented or published on the environmental impact of the removal, destruction and death of the local wildlife with the implementation of the proposed Transportation Master Plan.
16. No studies have been publicly presented or published on the environmental impact of the local endangered species (Golden Cheeked Warbler, The Melanastic White Tail Deer) that have been seen in the area of Trail Driver, Summit Pass and High Sierra
17. No comprehensive outline has been publicly presented or published on the acquisition of private lands and properties for public use.
18. No comprehensive outline has been publicly presented or published on the cost of this plan.
19. No comprehensive outline has been publicly presented or published on the cost of maintenance once this plan has been implemented.
20. No comprehensive plan has been publicly presented or published on the absence of public utilities on Summit Pass.
21. What is the cost of installing public water, wastewater, and electric lines from Trail Driver all the way down Summit Pass?
22. What is the cost of installing public water, wastewater, and electric lines across the 60+ raw acres of private land at the end of Summit Pass?
23. No comprehensive outline has been publicly presented or published on the installation of fire hydrants, emergency call boxes, road signage and emergency road illumination on the proposed path of the Transportation Master Plan.
24. No comprehensive outline or plan has been publicly presented or published on the rate of payment that property owners would receive if their lands are deemed "required lands" that the Transportation Master Plan needs.
25. No comprehensive outline or plan has been publicly presented or published on the rate of payment that property owners would receive if eminent domain is enacted regarding the acquisition of their property is imposed.
26. No comprehensive outline or plan has been publicly presented or published on the rate of decrease in personal property value due to the TMP traffic thoroughfare.
27. No comprehensive survey or meeting has been conducted, collected, published or publicly presented on the feelings and opinions of the people and neighborhoods directly affected by the DS TMP.
28. No comprehensive outline or plan has been publicly presented or published on the legality of using Extra Territorial Jurisdiction (ETJ) lands for a City of Dripping Springs Transportation project.
29. No consultation disclosure The City of Dripping Springs conducted in partnership with any Urban Planning firm or company has been publicly presented or published.
30. Was a certified, reputable, established Urban Planning firm or company consulted? Name the company and publish their findings.
31. No comprehensive outline or plan has been publicly presented or published on where the public will park their cars if the public will park and use the nature areas.
32. No comprehensive outline or plan has been publicly presented or published on where the traffic lights will be installed on Trail Driver.

33. No comprehensive outline or plan has been publicly presented or published on how the proposed 4 lane Fitzhugh Road will transition to the 2 lane Trail Driver.
 34. No comprehensive outline or plan has been publicly presented or published on if a traffic light will be needed at the “Triangle” in the Big Country neighborhood where Trail Driver forks.
 35. Properties off Trail Driver and Summit Pass are not in the ETJ. These properties opted out of the Dripping Springs ETJ in the 1980’s. How then can these properties be forced to participate in the DS TMP?
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Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass.

Here are a few of my concerns:

1. No comprehensive outline has been publicly presented or published on the acquisition of private lands and properties for public use.
2. No comprehensive outline has been publicly presented or published on the cost of this plan.
3. This plan would split my property right down the middle making its value decrease.
4. This planned road would come very close to my house making noise pollution increase.
5. No comprehensive outline has been publicly presented or published on acquisition of private lands and properties for public use.
6. No comprehensive outline has been publicly presented or published on the cost of this plan.
7. According to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trial Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Springs City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my I neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community, right away.

Respectfully, John S. Chalmers

December 1, 2020

To: Representatives of the City of Dripping Springs, Members of the Planning & Zoning Commission, Transportation Commission, and City Council

Subject: Input, comments, and feedback regarding the proposed Transportation Master Plan as it relates to the Big Country neighborhood and to the affected homeowners on High Sierra

Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community, Big Country, in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land along Cambrian Creek between the end of Summit Pass and the properties on High Sierra.

First, I would like to express my extreme disappointment that there was apparently no process to notify property owners in the Dripping Springs ETJ that a Transportation Plan was being formulated that would affect them. We were not provided the opportunity to give feedback at the first Public Meeting; fortunately, one of our neighbors alerted us to the second Public Meeting on the TMP so I hope our input is not too little, too late.

My comments relate to the new Minor Arterial and Shared Use Paths proposed to start on Fitzhugh Road, through Big Country via Trail Driver and Summit Pass, across Cambrian Creek, through four residential properties on High Sierra, then across residential properties and undeveloped land along Trautwein Road, and across more undeveloped ranch land to RM 12. My personal interest is as the owner of one of the four properties on High Sierra that this road would pass through. I have lived on this property for 35 years, and am recently widowed and retired. I love living on my wild ten acres on a quiet caliche road, and I was planning on making improvements to enable me to age in place for the next fifteen to twenty years. Those plans are now on hold as it appears that the road would either take my house, rendering the " remainder of the property unsuitable, or take a strip along the property line, leaving me with a view of a busy street with its attendant noise, light pollution, air pollution, runoff, and safety concerns.

Without having been privy to discussions about the reason for this road, it appears that the purpose might be to provide a cut-through from Fitzhugh Road to RM 12 in order to open up new land for development. This is wrong for many reasons, the main one being that it would damage an existing neighborhood in favor of people who will move here from outside the area in the future. While development can be a net positive, it should not be done at the expense of existing long-time residents. According to the Dripping Springs Proposed Development Plan, there are no future developments that are planned or have been applied for, in the area surrounding Trail Driver, Summit Pass, and High Sierra, so there is no need or justification for this road based on the needs of the immediate area. Additionally, looking at the Proposed

Development plan, the road would pass through large tracts of existing ranch land that contain no planned future developments

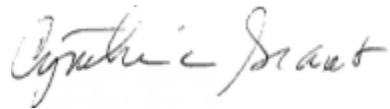
With respect to the proposed road itself, I would like to make the following comments:

- With the expansion of Fitzhugh Road to four lanes according to the CAMPO 2045 Transportation Plan, the current bottleneck at the narrow bridge over Barton Creek would be eliminated by a bridge matching the newly widened roadway. That would speed up the time to travel to RM 12, and would alleviate any need for a back way to cut through to Trautwein when the creek is high. The distances are short enough that a possibly five-minute faster route from Big Country to RM 12 would not justify the destruction and expense that the new Minor Arterial would involve.
- The proposed road would cross Cambrian Creek between the end of Summit Pass and High Sierra. Cambrian Creek is in the bottom of a little canyon, and the terrain between the end of Summit Pass and High Sierra, down to the creek and back up, is steep enough that a bridge over the creek would be required. This would add considerably to the cost of the new road, particularly if the bridge would have to accommodate bike and pedestrian paths.
- The land along Cambrian Creek is truly a pocket wilderness area, with as a wide diversity of native plant and animal species, including resident endangered species. Having a road and/or bridge pass over it would unavoidably damage it with runoff, noise, light pollution, and air pollution, not to mention litter. Cambrian Creek drains into Barton Creek; increased silt caused by construction and pollution from runoff from a completed road would end up in Barton Creek.
- Given that the risk to Cambrian Creek is obvious, have any environmental impact studies been done on the proposed route of the road? If not, how long would it take to do them, and how much would they cost? How much would ongoing mitigation measures cost? Rather than subject the neighborhood and property owners to possibly years of uncertainty caused by the environmental review process, it would be better to remove this road from the TMP and let people in our neighborhood get on with their lives.
- The entire area of the proposed road between Fitzhugh Road and the large Approved Subdivision along RM 12 shown in green on the Potential Development Map shows no tracts depicted as Approved, Development Agreement Approved, Future Potential, Pending Approval, Preliminary Planning, or Under Construction or Review. So, what is the purpose of the road through this area? It is not needed to access any of this land on which no developments are planned, and the one Approved Subdivision has plenty of access via a long stretch of RM 12. This private ranchland provides open space for wildlife and for the activities and interests of the owners. The road would deprive the owners of the full enjoyment of their land for no public purpose, and would be very expensive for the taxpayers. I'm sure that if the route were to be surveyed more critical environmental areas along the route would be discovered, similar to Cambrian Creek, that would raise the cost even more.

In summary, this Minor Arterial from Fitzhugh Road via Summit Pass, over Cambrian Creek and past High Sierra, is unnecessary, causes harm to existing property owners, is environmentally harmful, and spends taxpayer money that would be better used elsewhere. I urge you to remove this road from the TMP, saving the taxpayers money, removing the threat to Barton Creek, and taking the cloud off of the property values of the residents of Big Country and others along the proposed route.

I strongly urge you to remove this road from the Dripping Springs Transportation Master Plan.

Respectfully,



Cynthia Grant

I have lived on Darden Hill Rd all my life and seen changes to it. I am not in favor of the County plan to change it. This plan only connects to 150 and does not address the Jackson creek as it floods. Plus you will be making several families lose land or homes. The plan from the city is a much straighter direct route plus eliminate the creek that floods. This connects to RR 12 and Dripping Springs where most cars are headed anyway. I hope you will consider cost of land, homes and new bridge for the creek and vote for the City plan. Thank You Sandra Ruston. 203 Darden Hill.

Sandy Ruston

The DS Planning and Zoning department has directed me to you for answers to several questions I had about the draft Transportation Master Plan.

1. The map shows Sunset Canyon South and Dripping Springs Ranch Road becoming collector streets under the proposal. When this proposal was developed, were you aware that Dripping Springs Ranch Road is a private road in a gated neighborhood? I realize that none of the commonly used maps for this area show the road to be private, but was HDR aware of it?
2. The plan also shows an example of what a 2-lane neighborhood collector divided street would look like. Also, the plan indicates these streets would be shared use. However, there is no information about the width of this type of street and the shared-use paths. How wide would one of these streets be, and how much total right-of-way would be required to build one? Thank you for taking the time to address these questions!

Best,

Douglas deVidal

Dear TXDOT, Dripping Springs City Council Members, and Hays County Commissioner's Office

You are probably already receiving inputs from citizens in Northern Hays County and South Travis County regarding the various safety concerns on FM1826 from HWY290 to FM150. To name a few concerns:

1. Skyridge development with THREE planned entrances on FM1826 across from an already busy area – Sports Academy and the Hindu Temple.
2. FM1826 in general. There were 2 fatalities at the bottom of the big hill between HWY45 and Bear Creek subdivision entrance just last December 2019. Pre-Covid traffic was already getting excessive for the 2-lane road. Hays County Commissioner reported 19 years ago the 20 year plan was for FM1826 to be an 8-lane road between HWY290 Slaughter Ln and 4-lane between Slaughter Ln and FM150. A few center turn lanes were constructed over the years but is superficial for the traffic the road is supporting and will support in the future.
3. South entrance of JD Convenience Store (FM1826/HWY45) – no light (numerous accidents)
-Acknowledge is Travis County
4. Meridian entrance on FM1826 (two fatalities last week)
-Acknowledge is Travis County
5. CVS entrance on FM1826 (same type of configuration)
-Acknowledge is Travis County

6. The new HEB at HWY290W and FM1826 and congestion that will bring given number of fatalities and wrecks historically at this intersection
-Acknowledge this is in Travis County

There are too many subdivisions being built along FM1826 for the volume this 2-way roadway can safely manage but there appears to be no constraint on ongoing housing/subdivision approvals. There were also numerous other wrecks, fatalities, and reports of very unsafe driving along the entire stretch over the past 20 years. Most recent concern is the approval of the Skyridge subdivision which is planned to include THREE entrances to FM1826 along a very dangerous stretch just across from the Hindu temple and the Sports Academy. PLEASE apply reason and humanity to mitigating risk to citizens' lives until FM1826 can be upgraded to a 4-lane highway per the 20 year plan (19+ years ago). Please see below for additional documentation for your reference. I sincerely appreciate your consideration....

Best Regards,

Duane Cripe

Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass. Here are a few of my concerns:

1. This is a pristine ecosystem, providing an increasingly rare greenbelt for wildlife. We do not need to develop everywhere in Hays County.
2. I am against this proposed minor arterial due to increased traffic, danger to children and it will completely disrupt my quiet and peaceful neighborhood that I have lived in since 1985.
3. If Fitzhugh Road has a 4 lane bridge over Barton Creek (as planned), there will be no need for an alternate way to access Trautwein Road from Fitzhugh Road. In my opinion, this makes the proposed Fitzhugh to Trautwein road a road to nowhere and a total waste of taxpayer money.
4. Please focus instead on Fitzhugh Rd and making it safer. Please do not disrupt the way of life for an old established neighbor (Big Country).
5. An minor arterial roadway would certainly affect the Golden Cheeked Warblers in this cambrian Creek area, Barton Creek and environmentally impact to the groundwater supply and pollute private residential water wells.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life

that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Spring City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community, right away.

Respectfully,

Geoffery Jackson

Harmon Hills and Springlake Connector

1) The funding for this Master Plan (MP) is unclear. There is language in the Frequently Asked Questions (FAQ) that indicates any of the proposed roadways are responsibility of Hays County. The funding will be an important issue as no one in many of the proposed developments will want their taxes raised to fund this plan. And, if any federal funds are used, there will be a requirement to comply with the National Environmental Policy Act, which will require preparation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS). This would possibly apply to any state funds that have federal funds associated with them. Any developer funded roadways etc., will be required to comply with all federal and state laws as well.

2) There is no demonstrated Purpose or Need for the connection from Ranch Road 12 to Bell Springs that goes through Springlake and Harmon Hills. The residents of Springlake and Harmon Hills do not see the need for this as it will disrupt two neighborhoods with no real benefit, except taking of private property and environmental degradation. Most residents are opposed to this collector segment.

3) This segment will also increase the cut-through traffic in Harmon Hills. There will be increased traffic down other parts of Harmon Hills Road. The roads in Harmon Hills are designed for low numbers of residential traffic and not for commercial vehicle use. This will place burden of lower quality roads on residents in Harmon Hills as some of these roads are not designated county roads.

4) Environmental issues will be numerous. This is an ecologically sensitive area with the shallow soil layer and lack of moisture. The increase in erosion potential will be significant. The loss of vegetation and increases impervious cover will decrease the amount of rainfall into the aquifer, adding to the water supply concerns in an area that is already stressed with water supply issues. This could impact the habitat for several federal and state listed species, the Black-capped Vireo and Golden-cheeked Warbler, for example, as well as several other listed terrestrial and aquatic species. The water quality in Barton Creek may be impacted as well and associated aquatic species.

Bell Springs Road

1) No demonstrated Purpose and Need has been provided; Bell Springs current residents do not want

this type of improvement. To improve Bell Springs Road to the level shown would require much taking of private property and would have significant environmental impacts.

2) One option to make Bell Springs safer would be to add shoulders, not lanes. This could possibly be done within the current right-of-way. To increase the safety of Bell Springs Road a stoplight could be added at the entrance to Harmon Hills as well as the entrance to Bella Vista, depending on where it is located. These stoplights would have to be preceded by warning signs north and south of lights as visibility is poor along much of Bell Springs.

3) The crossing at Barton Creek would be very problematic, both from private property issues as well as environmental issues. To straighten that section and provide anything but an updated low water crossing would have an significant environmental impact on water quality as well as potential impacts to federal and state listed terrestrial and aquatic species.

Kathy Boydston

Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass.

Here are a few of my concerns:

1. No comprehensive outline has been publicly presented or published on the acquisition of private lands and properties for public use.
2. No comprehensive outline has been publicly presented or published on the cost of this plan.
3. This plan would split my property right down the middle making its value decrease.
4. This planned road would come very close to my house making noise pollution increase.
5. No comprehensive outline has been publicly presented or published on acquisition of private lands and properties for public use.
6. No comprehensive outline has been publicly presented or published on the cost of this plan.
7. According to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trial Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Springs City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my I neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community, right away.

Respectfully,

John S. Chalmers

We have been residents and property owners in the Harmon Hills, Douglas Estates area since February 1989 when we purchased our property. We are vehemently opposed to the proposed connecting road from RR 12 to Highway 290 through our nature-filled property.

We had a neighborhood meeting on November 23, 2020, and we all have collective concerns with this proposal. Attached are some of the items that were discussed:

1. We bought properties in this subdivision BECAUSE there were tiny roads and closed loops, NOT allowing for hundreds of cars a day through our neighborhoods.
2. We highly VALUE the tranquil, quiet, pristine, undeveloped, nature-filled land, under star-filled, dark skies that we still enjoy and pay taxes on.
3. We are 100% COMMITTED to taking whatever steps necessary to preserve our rights to the continued quiet enjoyment of these beautiful acres of which we are the proud stewards and caretakers.

Here are just a few of the things we are passionate about preserving and we know that a new, connecting road through ANY part of our land would permanently desecrate:

- WILDLIFE: Foxes, armadillos, porcupines, opossum, raccoons, roadrunners, Woodhouse Scrub Jays, cardinals, hummingbirds, blue jays, tufted titmouse, horned toads, squirrels, rabbits, and deer all freely roam these lands. WE WANT our amazing wildlife alive and any other option is not acceptable.
- SAFETY: Our children and pets are not prepared for the undoubted threat that these small, safe roads they are accustomed to walking and crossing will become, if annexed to highly trafficked thoroughfare. WE WANT our children, pets, and residents to be safe as we walk and visit with each other throughout our neighborhood.
- DARK SKIES: We can still see the stars at night. We LOVE seeing the stars. WE WANT our dark, star-spangled skies. The increased light pollution of a connecting road would destroy our dark skies possibly forever.
- QUIET: We all bought property in Dripping Springs and specifically in the Harmon Hills area, because WE WANT a peaceful and quiet home to return to after work every day. These pristine lands provide a respite that we already see is changing WAY too fast in Dripping Springs. We purchased property here to get away from the cacophony of noise pollution.

- **ECOLOGY:** Many of the properties where the connecting road is proposed, include a wet weather "creek" that is a tributary to Barton Creek. The added pollution that this overbearing road would allow, will threaten the fragile Barton Springs eco-system that is already imperiled. A bridge would have to be constructed and maintained to allow passage over this creek. This added cost to build and maintain needs to be discussed, as well as expelling the current wildlife from their domain.

The seeming unfettered approval of dozens and dozens of home developments, apartment complexes in our once delightful community, added to the requisite retail and commercial infrastructure to support that tidal wave of incoming residents, is beyond frustrating.

The reasons anyone wants to visit or live in Dripping Springs are disappearing alarmingly quickly with proposals such as this.

We are respectfully requesting the current connecting road proposal be permanently removed. We also suggest that proposals such as this one be abandoned. We do not want the devastation to so many resident's quiet enjoyment of our homes now or later. We do not want to have to continually wonder if this is the year the developer's money wins, and we are driven from our homes.

This is our first step. We have also contacted Save Our Springs on how this would affect us all. We are prepared to take next steps to involve the media, legal representation and grass-roots campaigns if necessary. We sincerely hope that this will not be necessary.

Best regards,

Lyndel and Connie Shelburn

Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass and High Sierra. Here are a few of my concerns:

1. The large Big Country subdivision is an old establish subdivision with lots sizes 1-10 acres. I have lived here for 35 years. There is no need for additional roads in this area. The acreages are an awesome habitat for wildlife and with the growth in Central Texas, wildlife needs a place to live.
2. A road in this area would certainly affect my water well (and my neighbors), Cambrian Creek and Barton Creek.

3. If Fitzhugh Road has a 4 lane bridge over Barton Creek (as planned), there will be no need for an alternate way to access Trautwein Road from Fitzhugh Road. In my opinion, this makes the proposed Fitzhugh to Trautwein road a road to nowhere and a total waste of taxpayer money.

4. The large Big Country subdivision is an old establish subdivision. No future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trail Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.

5. No studies have been publicly presented or published on the environmental impact to our groundwater supply and potential pollution of our private residential water wells with the implementation of the proposed Transportation Master Plan.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Spring City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community. Thank you for taking the time to read my concerns.

Respectfully,

Marilyn Jackson

Entering Big Country from Fitzhugh Road requires turning onto Trail Driver and passing through the facilities of Molecular Rebar Design, a carbon nanotube factory. Worse case scenario of a fire in this facility, with the hazardous materials on premises, would require the following items not yet in place:

1. A half mile isolating distance
2. A HAZMAT team (which Dripping Springs does not have)
3. An emergency plan
4. A warning system for the Big Country neighborhood
5. An emergency exit for evacuation of Big Country residents and EMS access to Big Country (April 2013 West Fertilizer Company explosion and its proximity to residential development , and the deaths of first responders not being aware what they were facing comes to mind)

Under the existing circumstances a through road (Trail Driver, Summit Pass, Trautwein)

directing additional traffic through this facility does not make sense. The proposed route requires the construction of an expensive bridge over Cambrian Creek, not a low water crossing.

For planning purposes and since the Master Plan can go through the middle of properties (Summit Pass to Trautwein), it would be wise to move the egress for Big Country at least a half mile away from the Trail Driver/Fitzhugh intersection towards 290 ie through Jester King to Stunt Ranch to feed into Trial Driver.

The Master Plan should consider an additional emergency exit/entry for the Big Country Neighborhood, deemed an emergency evacuation route for residents and entry for first responders only, it should not be developed as a through road. Not being a planner and looking at the map Paisano Trail and Paisano Pass to High Sierra and the shortest distance to Trautwein seems to be a good emergency evacuation option to make up for Hays County's poor planning in allowing hazardous industry in the middle of a neighborhood and then surrounding it with recreational beer gardens.

The proposed road is not in the interest of your long standing tax paying citizens that live here for over 40 years. It opens the entire properties around Big Country to be developed into industrial and commercial enterprises, not residential, following the current trend and destroying the beauty of this part of the hill country that these citizens moved here in order to some day retire here. They will find themselves in an unregulated, obviously unrestricted (environmentally or otherwise), uncontrolled, metastasizing commercial/ industrial zone, not the Hill Country they envisioned.

The Passernig Family
Stefan, Mollie Bea and Anna

NEIGHBORHOOD: BIG COUNTRY and HIGH SIERRA
Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass.

Negative Road Impact

We are residents on High Sierra and strongly oppose a road thru Big Country and High Sierra.

Earle Britton has a Masters degree from Harvard University in Urban Design and Planning. There appears to be significant voids of planning policy in the proposed road thru this environmentally sensitive area. There are several reasons that we feel significantly and strongly object to the proposed parallel road to Fitzhugh that is a negative destructive impact of the Big

Country High Sierra community. Our quality of life and our Big Country High Sierra Community would be greatly negatively impacted with the thoughtless decision and improper poor planning of this destructive invasive road. There is no communication of the purpose, need or benefit of this destructive road invasion. There has been no communication of an environmental impact study?

The map proposal shows dividing single family homes and detaching them from the community making them into an island and imposing high traffic and high freeway speeds. Sectioning off homes from its community is breaking many planning policies and restrictions. In zoning that is called spot zoning and has legal implications. That type of planning is destructive and totally unacceptable. Loss of one's home and property is severe. Never in proper planning of cities do the roads purposely destroy and "take" a home and property away from its community. Any home located on a high speed highway has low value and generally consents to commercial uses, which also impacts adjacent property and more commercial property is created. This violates the deed restrictions of our community.

According to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trail Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the OS TMP itself.

The expense vs the benefit is not justified.

The planning department has obviously not studied the topography and steep grades of slope differential of this area or the many creeks, canyons and grottoes that are a burden to road planning and construction. The expense vs the benefit is not justified. There is NO benefit to building this road. The excessive costs of building two major bridges in such a short distance for a small distance to Trauwein with a distance already so close to Fitzhugh.

The impact of such a poor plan is a burden to the taxpayer and a huge cost to the Big Country High Sierra community that cause destruction and loss of homes and life quality. Sensitive wildlife loss will be unnecessary and inexcusable. There is devastating loss not only to the adjacent and nearby properties, but the properties in the entire community have terrible negative impacts. The environmental impacts of pollution, noise, lights, crime are life changing and debilitating. Crime opportunity is prevalent especially in access and egress locations of roads such as the proposed. This poorly planned invasion of an unnecessary road destroys environmental integrity, livestock sustainability and wildlife.

We located here to live our lives in peace and tranquility free from the fumes of cars and trucks, free from the noise of close roads. The air quality is extremely important to my family, as an asthmatic who is sensitive to car and truck exhaust fumes will ruin the health of my family. A road proposed thru this neighborhood will destroy the integrity of this environmentally sensitive area. The road will destroy our ability to exist here. We see no purpose in this arbitrarily placed road. It does not benefit us or our community. The road destroys our property values. There is already Trauwein Road nearby and vehicles can get to 290 using Trautwein Road. The destruction of Big Country community would have a huge public cost not only in property value

purchases, but in the construction of two substantial bridges and dangerous slope and grade concerns. The proposed road also has the alternatives to begin at Trautwein Road which would save this community and the cost of two expensive bridges could be omitted. Our quality of life and our Big Country High Sierra Community would be greatly negatively impacted with the thoughtless decision and improper poor planning of this destructive invasive road.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Spring City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

Respectfully,

Paula Britton
Earle Britton

To the City of Dripping Springs,

Summit Pass is a narrow cul-de-sac that serves the access and egress of only a few homeowners. It was never intended to be a major thoroughfare. To change it would threaten the placid nature of the Big Country neighborhood, require a bridge over Cambrian Creek, and disturb a natural conservation reserve.

Anticipated growth in traffic can best be handled by making improvements to existing numbered routes like Fitzhugh and Trautwein.

Yours truly,
Robert M. Gillespie

Dear Ms. Padilla,

Thank you again for our extremely productive meeting on 12-4-20. The residents of Big Country truly feel you will hear our feedback & take it into consideration. We trust you – Thank you!

Here are a few letters from our community members who were not comfortable leaving open house comments. Most letters are from prior to our meeting on 12-4-20. However, I gave these elderly residents my word and would deliver these to City Hall, and I must honor my word to them.

Thank you again Ms. Padilla. You are a great steward of the City of Dripping Springs.

Sincerely, Tara Ewing Big Country Resident.

Hi,

My wife and I recently heard about a plan to turn Sunset Canyon South into a collector road for the planned arteries around Sawyer Ranch Road and Darden Hills Road. There has been much discussion on Next Door and there seems to be near universal disapproval for this plan from our neighbors.

Sunset Canyon South consists of several small, poorly maintained roads that frequently develop repeated pot holes. The hill at 290 has poor visibility and adding any additional traffic from the minor road would be dangerous. The neighborhood streets also have limited visibility due to a number of hills. Deer frequently block the roads and dart out in front of cars, bringing the little traffic that exists to a stand-still. People often walk on the gravel edges of the road (as there is no sidewalk, nor room for one), and children play and ride bikes. While nicer roads are great, we don't want them at the expense of becoming a collector street with increased traffic. Please repair the road without expanding it. The quiet, rural atmosphere is what most of us love about this area.

We have also heard that there is an attempt to build the connecting road through private ranches, and possibly to expand the road width into the easements in front of people's yards. I don't know if any of this is accurate, but this is not what the folks in this subdivision want for our neighbors who may be affected.

Can you provide us with more information on the specifics of what the exact proposal is for our road (how many lanes, will it be widened, bike paths, easements, etc.)? From the town hall data it appears to be a much wider road than we currently have, with a divider and bike lanes. If you aren't the right person, please let us know who we should speak to, as several of our neighbors are also quite upset.

Thanks,

Jeff & Kristen Trattner

March 31st, 2021 Open House Comments

Hi there,

I attended the open house tonight and there were many comments that drove the meeting extra long. Thus I have held my comments during and I wanted to officially voice my objections via email. The proposed road in this email subject will either run along our property line or completely wipe out our property. The Andrews have stated that there is no plans for development on their ranch that would drive the traffic planning and traffic predictions. I agree with others that the road is redundant of Darden Hill; it will destroy wildlife and uniqueness of this area. Sawyer Ranch Rd is currently a 2 lane road just like the proposed road would be, and today they drive crazy down Sawyer Ranch. I fear that the same will happen with the proposed road causing a safety concern.

Thank you for taking my opinions and providing this open house for public comment.

Jeanine & Branko Hoffmann

Andrea,

I'd like to ask the question of how the Master Transportation Plan (the "Plan") would have roads that would require developer participation but if they go through an area that has little likelihood of redevelopment thus meaning the City wouldn't build the road and the County wouldn't build the road why include it on the Plan?

The area in the southeast quadrant has one or two roads that match that description in that there are few, if any, tracts that are of a developable size that would trigger a requirement for new roads of this magnitude. Following that logic, if there's little or no possibility of development, why show the road in an area that has a low density population that can't raise enough concerns with few voices that can sway the opinion of the decision-makers?

I can appreciate roads being shown that have a high probability of developer participation or of being bonded by the City or County to be built. (The road to the south of Caliterra for instance.) Yet, there are other roads that seem illogical or even overkill for the low existing density and even lower potential for future growth.

I didn't want to intrude in the public hearing with another question since there appeared to be over 100 people in attendance and to respect the opportunities of other's to have a chance to speak, I felt like emailing the question might be a better forum giving the City a chance to register the concern and respond if it feels necessary.

Thanks for the chance to speak this evening at the public meeting. I appreciate all of your time spent working on this.

Best regards,

Jon

Jon Thompson

I strongly oppose this potential highway. It will literally run through my backyard. From the meeting this evening it seems there is no real intent for this to come to fruition. I strongly urge a revision of this map to remove MNR2.

Thank you,
Sarah Mutchler

Blue Creek Property Owners Association (BCPOA)

City of Dripping Springs Mayor and City Council
City of Dripping Springs Planning & Development Department Planning and Zoning
Commission

Mr. Walt Smith, Precinct 4 Commissioner

Ms. Erin Zwiener, Representative, House District 45

Re: Blue Creek Property Owners Association; Amended Restrictions and Limitations Blue Creek Ranch Subdivision

Dear Sirs and Madams,

Recently, members of the Blue Creek Property Owners Association (the "POA") met with regard to the enforcement of the Amended Restrictions and Limitations of Blue Creek Ranch Subdivision (the "Deed Restrictions"). The meeting was in response to information that a property within the subdivision would be purchased by a company which is building a development to the east of Blue Creek Ranch in order to construct a road that would be utilized to connect their development to Blue Creek Drive within the Blue Creek Ranch Subdivision.

This letter is to advise you that such a road or roadway would be in violation of the Deed Restrictions and will not be allowed by the POA or the Architectural Control Committee (the "ACC") of the POA. Section 1 of the Deed Restrictions states that "each lot shall be improved and used for private single family residential use and accessory uses thereto, including, without limitation, a garage, guesthouse, and such other improvements as are necessary and customary

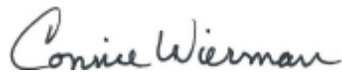
incident to single family residential use." Constructing a road across a lot is not a "single family residential use," nor is it "such other improvement as is necessary and customary incident to a single family residential use."

Further, the Deed Restrictions require that the ACC must approve the construction of any improvements that will substantially change the exterior appearance of any tract of land in the subdivision. The construction of a road across a tract would clearly constitute a material change in the exterior appearance of the property, and would therefore require the approval of the ACC. The POA believes that the ACC will not approve such an improvement due to the negative impact such a road would have on the other property owners in Blue Creek Ranch Subdivision.

Finally, the construction of such a road would also constitute a nuisance under the terms of the Deed Restrictions due to increased traffic and other disturbances that would be inevitable if such a road was constructed.

The company in question has since identified another route for access to Hwy 290. However, Blue Creek Ranch property owners want to ensure that the City Council, City Planning & Development Department, Planning and Zoning Commission, Precinct 4 Commissioner and Representative for House District 45 are aware that construction of any such road by the above mentioned company or any other entity, is not acceptable to the members of Blue Creek POA (as determined by unanimous member vote at the meeting described above), and would be seen as a violation of the Deed Restrictions.

Kind regards,



Connie Wierman
Secretary-Treasurer, BCPOA