Exhibit C: Revised Executive Summary

DRAFT

November 25, 2014

Travis County

Executive Summary

LAND, WATER, AND TRANSPORTATION PLAN

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd, Precinct 2

Commissioner Gerald Daugherty, Precinct 3

Commissioner Margaret Gómez, Precinct 4

PREPARED BY TRANSPORTATION AND NATURAL RESOURCES

STEVEN M. MANILLA, P.E., COUNTY EXECUTIVE

PROJECT MANAGEMENT
Randy Nicholson, Comprehensive Planning Manager
Wendy Scaperotta, Planning Project Manager

PLANNING AND GIS TEAM
Charlie Watts, Planning Project Manager
Wendy Scaperotta, Planning Project Manager
Sara Dilbert, GIS Specialist Intern

POLICY AND TECHNICAL ADVISORS

Transportation and Natural Resources
Robert Armistead, Division Manager Parks
Anna Bowlin, Division Director Development Services
Charles Bergh, Division Director Parks
Wendy Connally, Program Manager Resource Management Program
Rose Farmer, Program Manager Resource Management Program
Stacey Scheffel, Floodplain Manager
Thomas Weber, Program Manager Environmental Quality
Jon White, Division Director Natural Resources and Environmental Quality
Melissa Zone, Senior Planner

County Attorney's Office
Thomas Nuckols, County Attorney

Commissioner Aides
Deone Wilhite, Precinct 1
Peter Einhorn, Precinct 2
Bob Moore, Precinct 3
Edith Moreida, Precinct 4

Executive Summary

A plan for Travis County

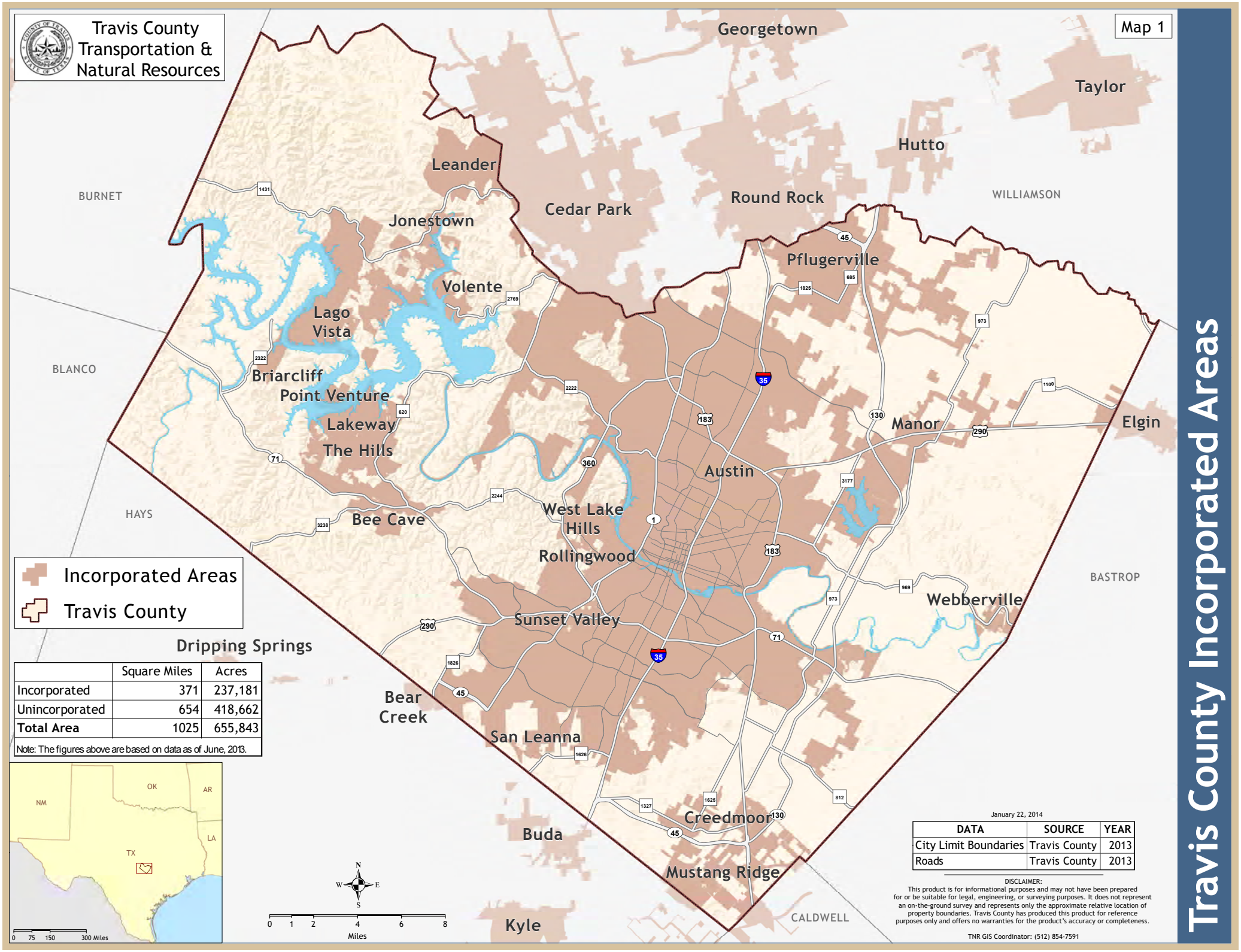
The *Land, Water, and Transportation Plan (LWTP)* is the framework for formulating and enacting policies and developing capital improvement programs to guide growth and protect land and water resources in unincorporated Travis County (map 1). The planning area covers nearly two-thirds of the county, is outside the limits of the county's 22 municipalities, and is governed by the Travis County Commissioners Court. The plan specifically addresses County services, provided through its Transportation and Natural Resources (TNR) department, for planning, building, and maintaining roads, parks and drainage systems, regulating development, mitigating hazards, and protecting land and water resources under its jurisdiction.

Population growing in unincorporated areas

The Commissioners Court approved TNR's recommendation to undertake this planning effort because of the population growth occurring in their jurisdiction and corresponding impact on demand for County services. If current trends continue, many of the estimated 1.5 million people residing in the county in 2035 will have settled on the fringe of existing urban areas, and many of these people will be residing in unincorporated areas (one-quarter of the approximately 212,000 people added to county-wide population between 2000 and 2010 located outside municipalities). Taking the lead from the six county Capital Area Metropolitan Planning Organization (CAMPO) policy board, this plan strives to minimize conventional urban sprawl and encourage an alternative pattern of development.

It's about choice

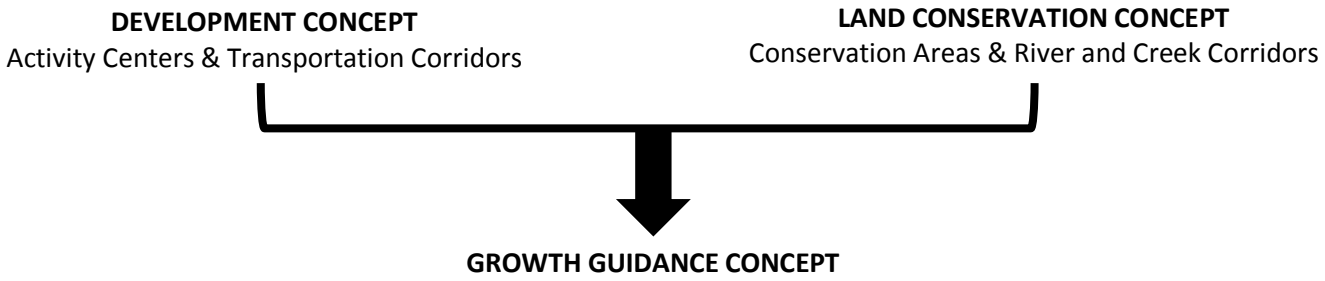
The *LWTP* is about choice, about expanding the options people have when choosing where they live, work, and play and how they travel on a daily basis. It's about providing options that enhance Travis County residents' quality of life, protect land and water resources for future generations, and use County resources wisely. With respect to transportation, the *LWTP* recommends building a transportation system that accommodates multiple modes of transportation – motor vehicles, walking, bicycling, and transit. Automobiles will continue to be the predominant mode of transportation for the foreseeable future, and building new roadways or adding lanes to existing roadways will continue to be a strategy for reducing congestion. Also, the County will continue to see traditional, low density, single family developments occurring in the unincorporated area of the County. The County will continue to support mobility through the planning and funding of transportation infrastructure improvements to these areas. But people are


Travis County
Transportation &
Natural Resources
Map 1
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
Creedmoor
Buda
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.
NM
OK
AR
LA
TX
0 75 150 300 Miles
N
W
E
S
0 1 2 4 6 8
Miles
January 22, 2014
DATA
SOURCE
YEAR
City Limit Boundaries
Travis County
2013
Roads
Travis County
2013
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TNR GIS Coordinator: (512) 854-7591

more receptive to using other modes of transportation for personal travel[1] as traffic congestion worsens, and with this in mind, the *LWTP* seeks to provide residents with a full range of travel options to supplement motor vehicle travel. Similarly, the *LWTP* supports the new housing options that a segment of the population is seeking and the market is providing. It is expected that the choice of low density, single family housing will continue to be available but so will the mixed-use, compact, walkable developments that are being planned and built by developers in the SH 130 growth corridor.

Balancing Development and Conservation

The *LWTP* seeks to balance development with conservation and subsequently has two main components: the Development Concept and the Land Conservation Concept, which feed into the Growth Guidance Concept.



Activity Centers and Transportation Corridors

The *LWTP* encourages growth that follows CAMPO's "Activity Centers and Transportation Corridors"[2] land use patterns. "Activity Centers" are mixed-use developments that have the density and design attributes that accommodate vehicular traffic, support walking and bicycling, and are conducive to transit. "Transportation Corridors" accommodate multiple modes of transportation -- automobiles, pedestrians, bicyclists, and transit -- and connect Activity Centers. Travis County encourages this type of development pattern because it provides housing and transportation options consistent with community values and market trends and, due to its compactness, reduces vehicle-miles-traveled, service area requiring roadway infrastructure, and size of footprint impacting land and water resources.

[1] CAMPO 2035 Regional Transportation Plan, Public Involvement Surveys, 2010; City of Austin Strategic Mobility Plan, Community Objectives, April 2010.
[2] "Activity Centers are planned and built mixed use developments that have the density and diversity of land use and design attributes that produce lower vehicle miles traveled and support transit, bicycling and walking." CAMPO definition created for draft CAMPO 2040 Plan, Dec. 2013.

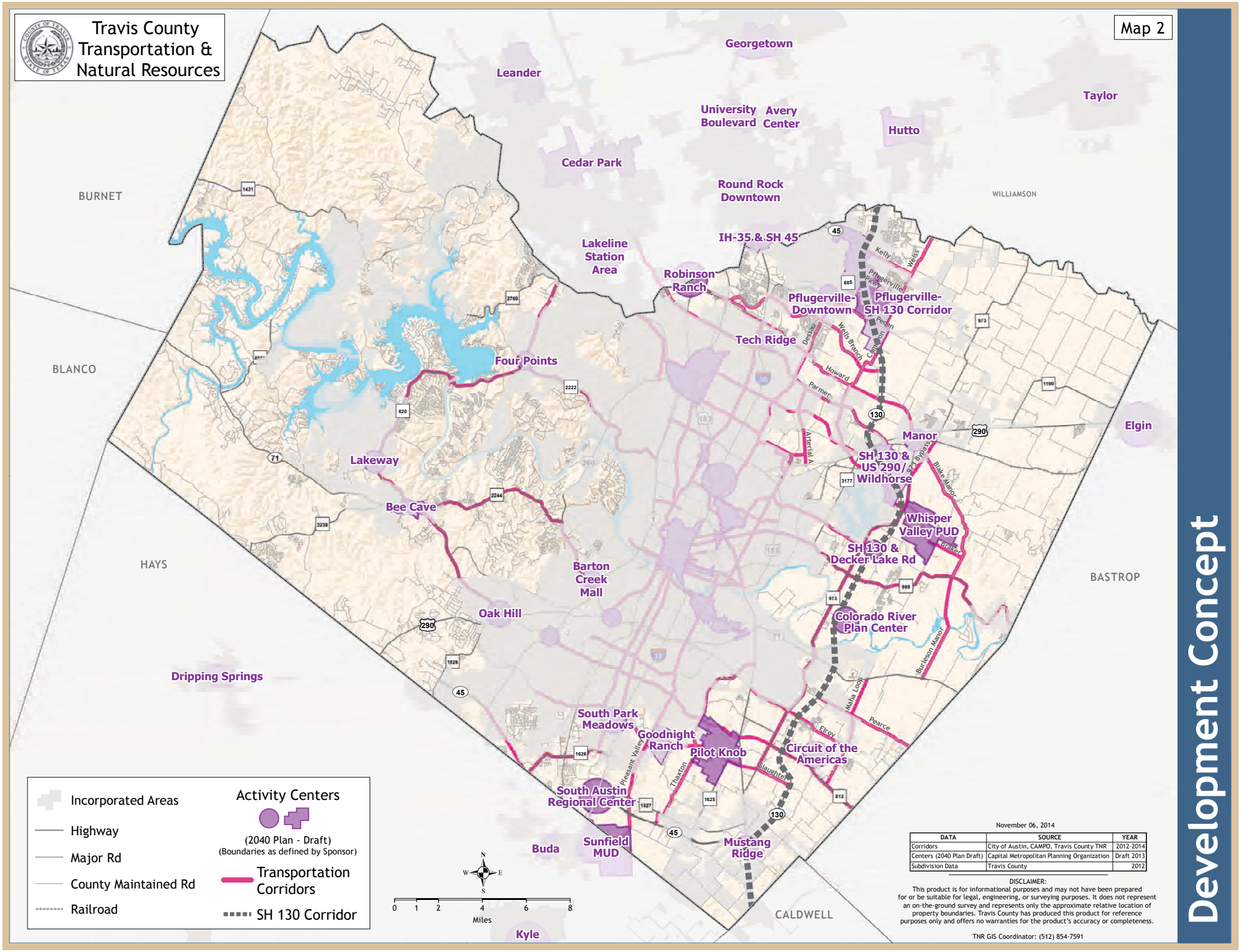
NOTE: CAMPO's policy and TNR's recommendation to support activity centers and transportation growth management strategies are not intended to preclude the use of any mode of travel. However high-cost modes, such as rail, require careful consideration of cost-effectiveness and the support of market forces. TNR's plan is not intended to get the County into the transit business but it is suggested that the County can do more to help existing service providers expand their service areas and enhance the quality of those services by partnering on infrastructure improvements such as those that were funded by Capital Metro (Cap Metro) through its Build Greater Austin Program (BGAP)/Build Central Texas (BCT) and sharing facilities such as the County's Interlocal Agreement with Capital Area Rural Transportation Services (CARTS) to utilize part of the Southeast Metropolitan Park (SE Metro Park) as a transfer station.

Conservation Areas and River and Creek Corridors

The *LWTP* encourages conservation that follows "Conservation Areas and River and Creek Corridors" land use patterns. "Conservation Areas" are large, contiguous tracts of land that has been prioritized for conservation – such as prime farmland – and are preferred because they protect land and water resources better and provide richer nature-related recreational and educational experiences than smaller, isolated tracts. "River and Creek Corridors" are minimally developed, often used for passive recreation or agriculture, and ideally connect conservation areas. In eastern Travis County, they typically include floodplains and riparian zones. They are a preferred configuration because they lessen stormwater impacts, facilitate filtering of runoff and groundwater recharge, provide wildlife and multi-purpose trail corridors, and provide recreational and educational access to rivers and creeks. Strategically locating conservation areas and corridors near or within population centers mitigates impacts of increased impervious cover on land and water resources, brings nature close to where people live, and positively affects real estate values.

Development Concept (map 2)

The Development Concept provides an alternative to how new growth will be accommodated and supported in the unincorporated areas of Travis County. The Concept allows for expanded choices for residents living in these areas through the encouragement of new alternatives for land development (Activity Centers) and through choices in the ways residents commute (Transportation Corridors).


Travis County
Transportation &
Natural Resources
Map 2
Development Concept
Georgetown
Leander
Taylor
University Boulevard
Avery Center
Hutto
Cedar Park
Round Rock Downtown
BURNET
WILLIAMSON
IH-35 & SH 45
Lakeline Station Area
Robinson Ranch
Pflugerville-Downtown
Pflugerville-SH 130 Corridor
Tech Ridge
Four Points
BLANCO
Lakeway
Bee Cave
Manor
SH 130 & US 290 / Wildhorse
Elgin
Whisper Valley PUD
SH 130 & Decker Lake Rd
Barton Creek Mall
HAYS
BASTROP
Oak Hill
Colorado River Plan Center
Dripping Springs
South Park Meadows
Goodnight Ranch
Pilot Knob
Circuit of the Americas
South Austin Regional Center
Buda
Sunfield MUD
Mustang Ridge
CALDWELL
Kyle
Incorporated Areas
Highway
Major Rd
County Maintained Rd
Railroad
Activity Centers
(2040 Plan - Draft)
(Boundaries as defined by Sponsor)
Transportation Corridors
SH 130 Corridor
N
W
E
S
0 1 2 4 6 8
Miles
November 06, 2014
DATA | SOURCE | YEAR
Corridors | City of Austin, CAMPO, Travis County TNR | 2012-2014
Centers (2040 Plan Draft) | Capital Metropolitan Planning Organization | Draft 2013
Subdivision Data | Travis County | 2012
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Activity Centers are:

- *Compact, multi-use, developments that are well connected by all transportation modes (autos, pedestrians, bikes and transit),*
- *Designed to allow for an alternative land development pattern and increased housing options,*
- *Locations identified through the local Metropolitan Planning Organization (MPO) transportation planning process in the preparation for the CAMPO 2040 long range transportation plan.*

Transportation Corridors provide:

- *Connectivity within and between Activity Centers and other transportation corridors,*
- *Opportunities to add automobile lane capacity and multi-modal options that allow commuters' transportation choices and encourage and support locations of new growth.*

Benefits of the Development Concept

Benefits of encouraging this type of growth pattern can lead to reductions in traffic congestion and travel times, increased natural resource opportunities, reduced impact of surrounding sensitive natural resources, cost savings related to transportation travel, and public infrastructure cost savings.

Development Concept Map

As mentioned, all Activity Centers were identified and supported by area jurisdictions and other implementing planning agencies, see Map 2. The cities of Austin, Pflugerville and Bee Cave provided locations derived from approved comprehensive plans and Travis County used its Colorado River Corridor Plan as a guide in locating an Activity Center in eastern Travis County. Other locations, such as Whisper Valley, Pilot Knob MUD, South Austin Regional Center and SH 130 & US 290/Wildhorse MUD have development agreements and in many cases roadway public/private partnerships that provide and enhance connectivity within and to Activity Centers. Finally, adjacency to existing utilities along municipal boundaries where growth has been accommodated through traditional development provide opportunities for new Activity Centers. Goodnight Ranch and the Decker Lake Road Centers are examples of these locations supported by roadway public/private partnerships.

Map 2 also identifies the location of Transportation Corridors that support Activity Centers within the unincorporated areas of the County. Identified are two areas of emphasis, the SH 130 corridor and the RM 620 corridor. In many areas, the market has already begun to plan and develop using this land and transportation development concept especially in eastern Travis County along the SH 130 corridor. Travis County will continue to use the Capital Area Metropolitan Planning Organization (CAMPO) long range transportation plan as its transportation plan to plan for future transportation infrastructure improvements. The current plan,

CAMPO 2035 Regional Transportation Plan, is used by the County to assess transportation needs during development review, develop capital improvement projects, direct regional transportation policy, and identify needs and connectivity between other jurisdictions and agencies. Part of the CAMPO 2035 Plan identifies future arterial improvements for the region and in the unincorporated area of the County. In the LWTP, the Development Concept map identifies which arterials in the CAMPO 2035 Plan are Transportation Corridors. In the future, the Commissioners Court may look to prioritize these Corridors to help support the Activity Center concept.

Development concentrated in SH 130 corridor

In the unincorporated area, most new development is emerging along the SH 130 corridor where numerous single-family and multi-family subdivisions are under construction and large mixed-use centers have been planned or are underway. Development is particularly concentrated in the northern part of the corridor, near the SH 130 and SH 45 intersection, but extends linearly along SH 130 and SH 45 SE. Growth in this area will require additional roadway capacity provided through new and improved Transportation Corridors, including a proposed new crossing of the Colorado River in eastern Travis County.

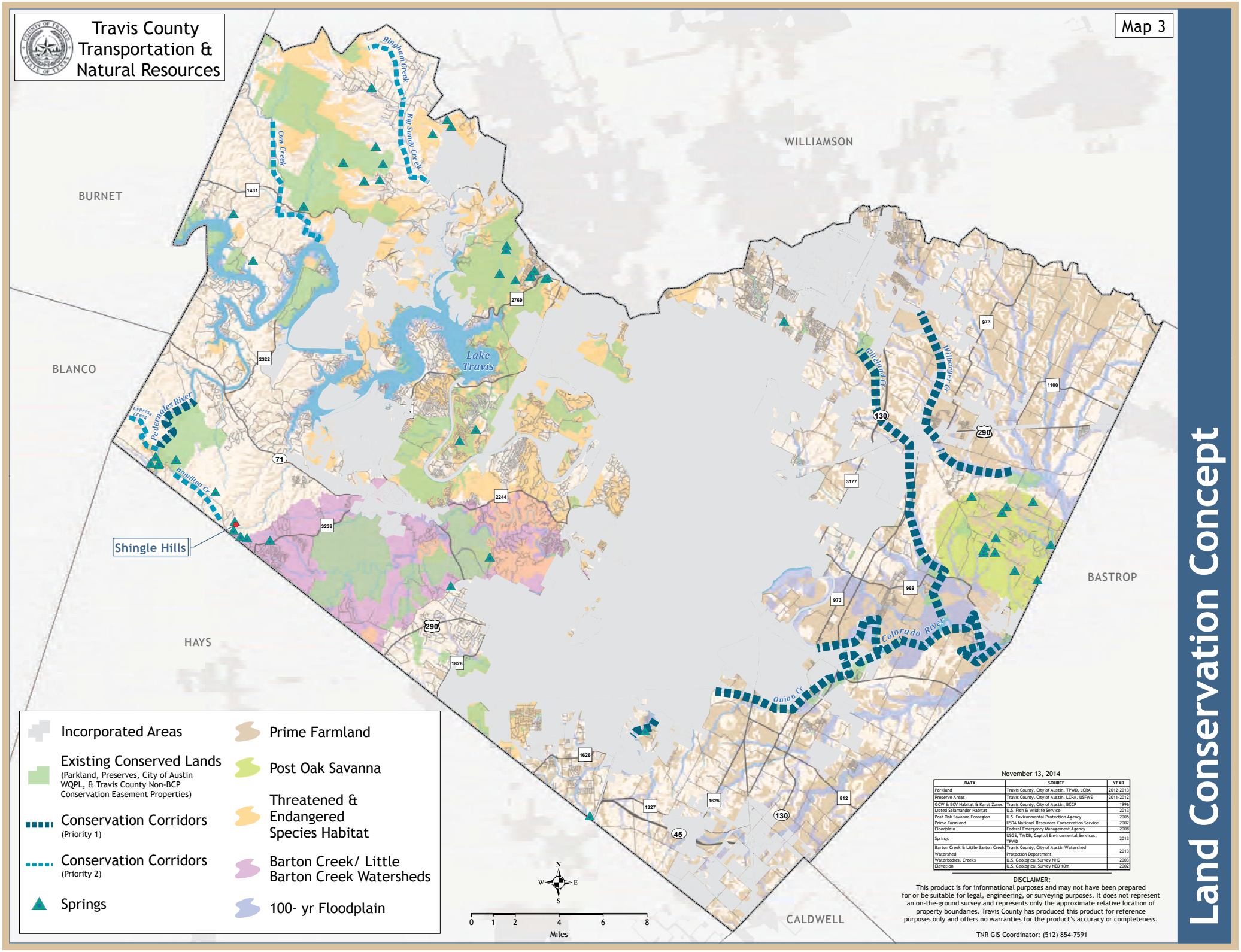
RM 620 Transportation corridor

Although projects are emerging in western Travis County, development constraints create smaller and less intensely developed locations than those in the eastern part of the county. The jurisdictions of Bee Cave, Lakeway and Cedar Park have identified portions of their communities as Activity Centers; however, limited improvements to existing western Transportation Corridors have impacted the quality of life for residents living within the area. These Centers will require improvements to all transportation modes (automobile, pedestrian, bicycle and transit) within the Transportation Corridor along RM 620 and connecting to RM 620 (RM 2244, RM 2222, and SH 71 West).

Conservation Concept (map 3)

A Conservation Tradition

The conservation component of the *LWTP* is built upon twenty years of conserving land in unincorporated Travis County. Through previous plans and programs, *all of which were vetted by the public and adopted by the Commissioners Court*, the County developed and subsequently implemented two major initiatives: to develop a preserve for endangered species habitat protection (*Balcones Canyonland Conservation Plan*, 1995) and to acquire parkland *(Travis County Parks and Natural Areas Master Plan, 2006 and Colorado River Corridor Plan,* 2012*).* In 2012 it also initiated its *Conservation Easement Program* to establish conservation


Travis County
Transportation &
Natural Resources
Map 3
Land Conservation Concept
WILLIAMSON
BURNET
BLANCO
HAYS
BASTROP
CALDWELL
Lake
Travis
Bingham Creek
Big Sandy Creek
Cow Creek
Pedernales River
Cypress Creek
Hamilton Cr
Shingle Hills
Gilleland Cr
Wilbarger Cr
Colorado River
Onion Cr
1431
2322
2769
71
2244
3238
290
1826
130
973
1100
290
3177
969
973
1626
1625
1327
812
130
45
Incorporated Areas
Existing Conserved Lands
(Parkland, Preserves, City of Austin
WQPL, & Travis County Non-BCP
Conservation Easement Properties)
Conservation Corridors
(Priority 1)
Conservation Corridors
(Priority 2)
Springs
Prime Farmland
Post Oak Savanna
Threatened &
Endangered
Species Habitat
Barton Creek/ Little
Barton Creek Watersheds
100- yr Floodplain
N
W
E
S
0
1
2
4
6
8
Miles
November 13, 2014
DATA
SOURCE
YEAR
Parkland
Travis County, City of Austin, TPWD, LCRA
2012-2013
Preserve Areas
Travis County, City of Austin, LCRA, USFWS
2011-2012
GCW & BCV Habitat & Karst Zones
Travis County, City of Austin, BCCP
1996
Listed Salamander Habitat
U.S. Fish & Wildlife Service
2013
Post Oak Savanna Ecoregion
U.S. Environmental Protection Agency
2005
Prime Farmland
USDA National Resources Conservation Service
2002
Floodplain
Federal Emergency Management Agency
2008
Springs
USGS, TWDB, Capitol Environmental Services, TPWD
2013
Barton Creek & Little Barton Creek Watershed
Travis County, City of Austin Watershed Protection Department
2013
Waterbodies, Creeks
U.S. Geological Survey NHD
2003
Elevation
U.S. Geological Survey NED 10m
2002
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easements on private properties, most of which are working farms, in partnership with willing landowners. The purpose of this plan is to chart a course for conserving land in over the next twenty years.

Conservation Opportunities and Challenges

- *Travis County is ecologically diverse and differs dramatically east from west*
- *Far more land has been conserved in the western part of the county than the eastern part: approximately one-quarter of unincorporated western Travis County is conserved while only approximately 2% of eastern Travis County is conserved (because protecting endangered species habitat, all of which is in western Travis County, has been a major driver of conservation)*
- *Virtually all 100-year floodplain is in eastern Travis County and provides a template for the Colorado River and eastern creeks*
- *Virtually all Prime Farmland is in eastern Travis and can be conserved ahead of development*
- *The Post Oak Savanna and adjacent Blackland Prairies and Colorado River Floodplain region is the most ecologically diverse area in the county*
- *Many springs are co-located with high priority resources -- endangered species habitat in western Travis County and Post Oak Savanna in eastern Travis County*
- *Careful consideration needs to be given to future acquisitions to ensure they do not conflict with access needed in areas susceptible to wildfires or floods or areas having severe safety or congestion issues.*

Conservation Initiatives West

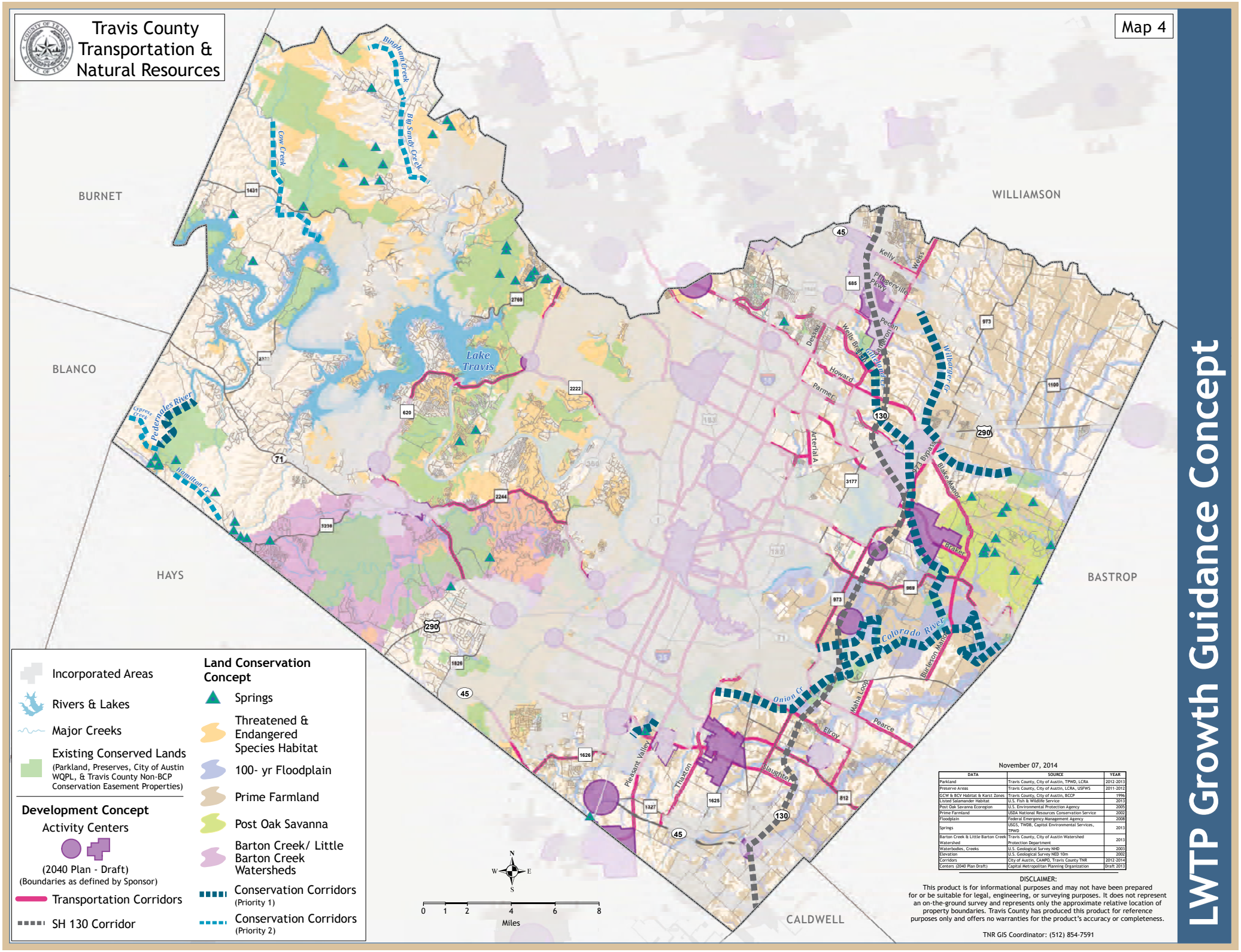
- *Complete land acquisition for the Balcones Canyonland Preserve (BCP)*
- *Continue land conservation for the Pedernales River Corridor*
- *Initiate land conservation in Barton Creek and Little Barton Creek watersheds*
- *Maintain Hamilton Creek and Cypress Creek corridors as secondary priorities*
- *Maintain Cow Creek and Bingham/Big Sandy Creek corridors as secondary priorities*

Conservation Initiatives East

- *Complete Onion Creek Greenway (Bluff Springs, McKinney Falls Parkway to Colorado River)*
- *Complete Gilleland Creek Greenway (Northeast Metro Park to Colorado River)*
- *Continue land conservation for the Colorado River Corridor*
- *Initiate land conservation for the Wilbarger Creek corridor*
- *Initiate farmland conservation program*
- *Initiate Post Oak Savanna conservation program (including adjacent Blackland Prairie and Colorado River Floodplain and Terraces eco-regions)*

Growth Guidance Concept (map 4)

- *The Growth Guidance Concept identifies areas where both development and conservation interests need to be considered.*
- *Development pressure on land and water resources is greater in the eastern part of the county than the western part but compact development along the SH 130 corridor allows conservation to occur ahead of development*
- *Development associated with Elgin Activity Center in Bastrop County is pressing northeast Travis County where prime farmland and potential conservation corridors are located.*
- *The Manor Activity Center is notable because it is a bridge between the Wilbarger Creek corridor on its northeast side and the Gilleland Creek Corridor on its southwest side*
- *A comprehensive bike and pedestrian trail system – interconnecting transportation and conservation corridors – can be developed in the SH 130 corridor*
- *The Colorado River and eastern creek corridors connect to Activity Centers and help mitigate the environmental impacts of development and bring nature and recreational opportunities close to where people live*
- *Transportation Corridors cross numerous flood plains, including the Colorado River's broad floodplain, and are areas of potential conflicts*
- *Conservation of the Post Oak Savanna and adjacent Blackland Prairie and Colorado River Floodplain is time sensitive because development is encroaching from the west*
- *Location of BCP limits Transportation Corridor development in western Travis County.*



DATA	SOURCE	YEAR
Parkland	Travis County, City of Austin, TPWD, LCRA	2012-2013
Preserve Areas	Travis County, City of Austin, LCRA, USFWS	2011-2012
GCW & BCV Habitat & Karst Zones	Travis County, City of Austin, BCCP	1996
Listed Salamander Habitat	U.S. Fish & Wildlife Service	2013
Post Oak Savanna Ecoregion	U.S. Environmental Protection Agency	2005
Prime Farmland	USDA National Resources Conservation Service	2002
Floodplain	Federal Emergency Management Agency	2008
Springs	USGS, TWDB, Capitol Environmental Services, TPWD	2013
Barton Creek & Little Barton Creek Watershed	Travis County, City of Austin Watershed Protection Department	2013
Waterbodies, Creeks	U.S. Geological Survey NHD	2003
Elevation	U.S. Geological Survey NED 10m	2002
Corridors	City of Austin, CAMPO, Travis County TNR	2012-2014
Centers (2040 Plan Draft)	Capital Metropolitan Planning Organization	Draft 2013

Funding Capital Improvements

Travis County's traditional revenue sources for capital improvements have been General Funds, Certificates of Obligations, and General Obligation Bonds, of which only General Obligation Bonds require voter approval. Less commonly-used sources are Participation Agreements (public/private partnerships), Tax Abatements, and Tax Increment Financing (TIF) Bonds. Transportation Infrastructure Reinvestments Zones (TIRZ) and 380/381 Agreements have not been used but are potential funding sources.

State and federal funding distributed through CAMPO is more and more difficult to obtain due to increased competition and CAMPO allocation policies. All demands will force us to seek new or unconventional funds such as federal transit monies that could be used to improve infrastructure such as sidewalks that support transit, walking, and biking.

Unprecedented growth has also demanded collaboration among city, county, TXDoT, the Central Texas Regional Mobility Authority (CTRMA) and developers. Of particular concern is the State's continuing funding shortage leading to the County's increasing funding of improvement to the state highway system, improvements demanded by frustrated county residents who do not care about jurisdictional boundaries but care greatly about the safety and congestion on the roads they rely upon for work, school, shopping, etc.

LWTP Use

- *Sets priorities for transportation and conservation-related Capital Improvement Programs (CIPs)*
- *Guides formulation of growth-related policies and practices*
- *Guides long range, collaborative planning efforts such as the Colorado River Corridor Plan (CRCP)*
- *Guides transportation and conservation-related public/private partnership*
- *Sets Travis County's growth-related agenda for Texas State legislative action*
- *Guides Travis County Annual Work Plans and Annual Budgets*

An Umbrella Plan

The *LWTP* is an umbrella plan for growth-related capital improvement plans, regulations, permits, programs, and services. Many are already in place and only need to be monitored and updated as required. Other actions, however, need to be undertaken to accomplish the plan's goals to improve the quality of life of Travis County residents, optimize the benefits of land and water resources, and use Travis County resources wisely.