

SH 130 Corridor Summit

November 19, 2005

Hosted by Envision Central Texas and the Greater Austin-San Antonio Corridor Council
Texas Disposal Systems Exotic Game Ranch and Pavilion, Creedmoor, Texas

Meeting Summary

Welcome and Introductions

- **Jerry M. Keys**, Winstead, Sechrest & Minick, P.C., 2005 Chairman, Greater Austin-San Antonio Corridor Council
- **Dean Frederick R. Steiner**, UT School of Architecture, Co-Chair, ECT Transportation and Land Use Committee, 2006 Chairman, Envision Central Texas

Progress of the SH 130 Construction

- Video courtesy of Lone Star Infrastructure and Edelman

State of the Corridor

- Significance of the SH130 Corridor **Mayor Will Wynn**, City of Austin
 - We should be thinking about additional investments along SH 130, such as bike and pedestrian facilities and right of way for possible future rail.
 - We should be talking about delivering a mix of land uses, clean industries along the corridor, and a jobs/housing balance.
 - Proactive investments in water, wastewater, electricity and some transportation are needed, rather than reactive response by municipalities.
 - We should be creating green-space linkages throughout the corridor, which will tie together transportation, utilities and economic infrastructure.
- Transportation **Robert B. Daigh**, P.E., Texas Department of Transportation
 - The construction of SH 130 is on time and under budget.
 - TxDOT is releasing a call for enhancement projects and would like governmental agencies along the corridor to request funds to construct bike and pedestrian corridors along the road.
 - Certain areas present a challenge to the local community, such as where SH 130 crosses the Colorado River, because this is a floodplain area.
 - Land use planning around SH 130 is very significant and the roadway structure that feeds SH 130 is critical.
- Demographics **Betty Voights**, Capital Area Council of Governments
 - Our Metropolitan Statistical Area (MSA) is the fastest growing MSA in Texas.
 - A review of workforce data shows that most counties in the area provide 60-65% of the jobs for their residents, which means that the remaining residents commute to other counties for work.
 - Travis County provides approximately 180,000 more jobs than there are residents. That trend is expected to continue, however their model did not take into account SH 130.

- **Regulatory and Jurisdictional Status** **Mayor Catherine Callen**, City of Pflugerville
 - A multitude of jurisdictions are affected by SH 130, however there are only a few that have development authority.
 - Counties have subdivision control and some influence over areas that have public rights of way. Cities have subdivision authority, as well as zoning and site development authority.
 - There are also Extra-Territorial Jurisdictions (ETJ's) which are not in city limits but are provided as a means for cities to have some influence over areas that may be within their limits some day.
 - Since most of SH 130 passes through counties and ETJ's, rather than through cities, the various jurisdictions will need to work together, and they will need to work closely with land owners and developers to ensure quality growth along the corridor.

- **Infrastructure** **Associate Dean Kent Butler**, UT School of Architecture
 - To manage and conserve water, we need to establish livable patterns of growth for new communities.
 - Based on his rough projection of how much growth is likely to occur within a three-mile stretch along SH 130, the water required would be more than half of the entire Austin Water Utility service today and three times more than the Lower Colorado River Authority has remaining for the entire basin.
 - To address this, we will need large utility providers to move out in front of development in the SH 130 corridor.
 - Water infrastructure is a major determinant as to the location, timing and scale of development.
 - There are 59 different water utilities in the SH 130 corridor, and it will require planning and cooperation between the entities to successfully address future needs.

- **Environment, Context and Character** **Valarie Bristol**, The Nature Conservancy of Texas
 - The Colorado River is a key piece of infrastructure that must be considered when planning development in the SH 130 Corridor.
 - It provides important riparian and forest lands and is an enormous recreational resource for the region.
 - We need to understand the hydrology of the region and plan ahead so that we can avoid the negative consequences of flooding and erosion.
 - The recent Travis County bond package is a very important and significant investment in thinking ahead about recreational land that will also help protect water resources.

Legislative Perspective

Representative Mike Krusee, District 52, Texas House of Representatives

- Our highest priority should be doing development right in order to preserve our quality of life.
- We need to identify impediments to implementing the vision and form a consensus around what tools are needed to achieve the vision. This will make it easier for the state legislature to support these tools and/or the legislation needed.
- We must build places that rival the best in America in order to be globally competitive and attract the best talent.
- Rail is an essential component of building the best places to live. We should outline a plan for Central Texas to build a rail system now and put that on the ballot as soon as possible.
- We should extend the commuter rail system to Manor and Elgin, develop the MoKan line, connect to the airport, have rail on MOPAC, and have a downtown streetcar circulator system.

Keynote Address

Robert J. Grow, O'Melveny & Myers LLP, Founding chair emeritus,
Envision Utah

- Recapped highlights from other visioning projects. In Los Angeles, they found that by changing the transportation and land use interaction in 2% of the land area of Los Angeles, they can cut congestion by 20%, and this is true for every major metropolitan area.
- Recapped process undertaken with Envision Utah, key findings of their public input process and the resultant vision and strategies to address growth.
- They have a balanced transportation plan, have opened up two legs of a light rail line which is running at double its 20 year projected ridership and they have broken ground this year for 40 miles of commuter rail. Their goal is to have 1 million people living within 1000 steps of a high-quality transit node by 2030.
- Recapped their experience of corridor planning in the Mountain View Corridor, which will help relieve congestion and be an economic growth engine for their future. They created a stakeholder group, had public workshops, developed a variety of scenarios, all of which resulted in a vision for the road system and the land use around it. That will become part of a formalized plan and the jurisdictions are figuring out how to put that into their plans.
- Visioning is about looking beyond normal planning horizons and finding better long-term solutions. It is about protecting your options for the future.
- Land use planning is critical to ensuring that we can have a high quality of life in our communities.

Private-Sector Roundtable on SH 130

Moderator: **Tom Spencer**, KLRU-TV

Panelists:

- **Thomas Cedel**, Concordia University
- **Pete Dwyer**, Dwyer Realty
- **Greg Marshall**, Capital City African American Chamber of Commerce
- **Sandy Rae**, Tejas Land Development
- **Steve Taylor**, Applied Materials
- **Kirk Watson**, Greater Austin Chamber of Commerce
- **Pete Winstead**, Winstead, Sechrest & Minick, P.C
- **Eliza May**, Greater Austin Hispanic Chamber of Commerce

Question: What is the most important issue or concern you would like to see addressed?

- Ensure that SH 130 does not create the same problems as those of I-35.
- How will the land that is being held for future expansion of the road be managed and utilized in the near term and how will that affect developments along the highway?
- How do we ensure equity, education and economic opportunity for all citizens that will live in the corridor, especially for minorities?
- The legislature should create a management district to set minimum standards for what is along the road. Platting, zoning and enforcement would be with counties and cities, but state would set the standard and provide some financial support for infrastructure.
- How can the business community and private sector help upgrade the tools needed and foster consensus with the various jurisdictions?
- We need to create inter-jurisdictional cooperation and help those cities that may not have the necessary planning tools.

Questions: What are some strategies to address these concerns, how do we balance long-term and short-term priorities, and what are the barriers?

- Create a “best practices” planning toolbox and make that available to all of the communities and jurisdictions in the region.
- Building standards are needed to ensure these are quality developments.
- We need to be patient but have a sense of urgency and pull together the jurisdictions and immediately create the tools that are needed.
- Look to other models for this kind of collaboration, such as the redevelopment of Mueller Airport.
- Jurisdictions need funds and it is important to have the tax base that will help pay for building all of the infrastructure needed.
- Perhaps communities could get a share of the toll revenue to help fund things like trails, landscaping, and the arts.
- Rail and mass transit are very important, especially to an entity like Concordia that is looking to relocate.
- We need to form partnerships and work collaboratively so the entire area benefits.
- We have a mind set that says we need traditional development, and we need to get comfortable with new patterns of development.
- The public sector needs to identify a shared vision along the corridor and the private sector then needs to adopt that vision to help ensure it unfolds.
- We need more East/West corridors to connect downtown with SH 130 and secure those corridors now so we can protect neighborhoods as they grow.

Summary of Planner Roundtables

Alice Glasco, City of Austin

- Provided a recap of the Planner Roundtables hosted in October and November, which provided an opportunity for planners from the various jurisdictions to discuss what planning efforts they have underway and the challenges they are facing.
- The issues fell into four main categories: Water, Land Use Planning, Transportation and Incentives.
- Some of the challenges identified in land use were lack of legislation that facilitates regional planning (no legal authority to plan and implement together), limited land use planning authority in counties, current annexation regulations that inhibit land use planning (annual annexation limits and mandatory service provision). There is a need for a special legislative tool to address community and regional land use planning in the corridor.
- Some of the challenges regarding water and wastewater have to do with capacity of rural water and wastewater providers and the need to urbanize these systems. Another issue was funding sources for planning utility infrastructure.
- Regarding transportation, there are concerns about traffic coming off SH 130 into neighborhoods, the location and timing of segments 5 and 6, the potential relocation of Union Pacific, East/West connectivity, adequate arterials, and the relationship of SH 130 to the Trans Texas Corridor.
- Regarding other issues, there is a desire to explore incentives that can entice developers to provide the desired land uses along the corridor. They are also concerned with the potential that this road may be a socio-economic divide in order to avoid the kind of negative impacts created by I-35.

Public-Sector Roundtable on SH 130

Moderator: **Tom Spencer**, KLRU-TV

Panelists:

- **Judge Sam Biscoe**, Travis County
- **Commissioner Tom Bonn**, Caldwell County
- **Mayor Catherine Callen**, City of Pflugerville
- **Councilmember Joe Flores**, City of Mustang Ridge
- **Commissioner Margaret Gomez**, Travis County
- **Commissioner Neto Madrigal**, Caldwell County
- **Councilmember Brewster McCracken**, City of Austin
- **Mayor Pro Tem Doug Smith**, City of Georgetown
- **Commissioner Karen Sonleitner**, Travis County
- **Mayor Jeff Turner**, City of Manor
- **Mayor Robert Wilhite**, City of Creedmoor

Question: What do you think your community wants and needs from the development of SH 130?

- People want to get the trucks off of I-35, and over the long term, want business development to provide jobs for the City of Georgetown.
- There are serious gaps in the local road network, a reliance on rural roads, and a need to go from a rural to an urban infrastructure.
- Economic development that positively impacts local residents and avoiding negative impacts of traffic from SH 130 on nearby communities.
- We need to avoid mistakes of the past, we need to be inclusive, we need to focus on safety and have a diversified transportation system.
- We need jobs and retail and the tax base that brings, while maintaining a small-town feel.
- We need to focus on infrastructure, such as roads, drainage and curbs.
- We need the state legislature to pass legislation so counties will have planning authority.
- Citizens are concerned about how they will get to work without having to pay a toll and with how close the road comes to the Lockhart Junior High School.
- Citizens are concerned with traffic and bus safety.
- Concerned with how the road will affect the rural nature of their communities.
- The smaller communities need the support and planning tools utilized by the larger communities.

Question: What are the biggest barriers when addressing growth along SH 130?

- We need to address citizen's concerns and distrust over development and help them see how density and new types of development can be positive.
- It will be important to leverage infrastructure up front, plan ahead and create tax base.
- We do not have adequate resources to get out in front of development to install adequate infrastructure. We also need partnerships between developers and the public sector.
- We need to think about things like healthcare, schools, fire stations, churches, and parks, and the connectivity between all of these things.
- Communities need to have a land use plan so that you can encourage development to go where you want it to go.
- Communication is a major barrier and it is difficult to get the word out about issues to citizens.

Question: What are the short-term changes that are needed to maximize the benefits to your community?

- We need water and wastewater services, so those areas can be annexed and there will be more planning control.
- Counties in the corridor need the legislatures help in getting the planning tools they need.
- We need to deal with the funding for segments 5 and 6, and deal with SH 45 SE.

- We need infrastructure in that area and to pay for that, we need tax base. We need to integrate land use planning and infrastructure planning so we can have the development that will pay for the infrastructure.
- We need help to get communities on the same page for what they want to see happen so that can be implemented.
- If there is a jurisdictional authority for the corridor, it will be important that no one jurisdiction dictates to the others and there is flexibility so that each community can maintain their unique character.
- We need to develop trust and foster people's ability to work together.

Town Hall Meeting

Moderator: **Tom Spencer**, KLRU-TV

Panelists:

- **Robert B. Daigh**, P.E., Texas Department of Transportation
- **Pete Dwyer**, Dwyer Realty
- **Alice Glasco**, City of Austin
- **Commissioner Margaret Gomez**, Travis County
- **Robert J. Grow**, O'Melveny & Myers LLP
- **Representative Mike Krusee**

Question: What are the barriers for legislative approval for creating a management district and what might the structure and services of this management district be?

- It needs to be specific to our region for a specific purpose. There needs to be consensus from this region that it is what we want, and even then, there will be others who will oppose it.
- There are examples around the country of public / private financing and different kinds of districts, however all of this takes money and developers do better projects when they have the money to finance them.
- Developers need to build quality developments and the public sector needs to ensure that they do.
- Perhaps it could be structured as a 48-mile long tax and revenue reinvestment zone that would require developers to comply with the higher standards.

Question: What might be next steps for Envision Central Texas and the Greater Austin-San Antonio Corridor?

- They could develop a tool box of best practices with model codes, guidelines, practices and design standards and disseminate those to communities that don't have those planning resources.
- Envision Utah has provided these tools and trained government officials and planning staff to use these tools.
- The planners that have been meeting will be convening smaller groups that will focus on particular issue areas, such as land use planning, transportation and incentives, and identify what is required to overcome obstacles.

Question: Are people ready to live in close quarters and is there public acceptance of these ideas?

- The price of gas and other economic considerations may play a role in changing current biases.
- The choices that people are making and the market trends seem to reflect that people are ready for the kind of development that we are discussing.
- Often it is not the amount of development but the nature of the design that concern people. If we keep new development to scale and in character of the existing community, that may address concerns.
- There is a natural tendency to let transit lead the density which makes for better places. You can focus on changing those areas of regional transportation significance that will be catalytic, but there will also be plenty of single-family suburban development.

Question: How will rural communities afford meeting the infrastructure needs?

- Travis County is relying on AAA rating that allows them to borrow money at a good interest rate through bond elections. This may be a vehicle available to other counties.
- The private sector could probably bring a lot of funds to the table, especially if there is more certainty in the public sector commitment and investment in development.
- An example of this is the initiative in Leander where the Mayor approached the land owners and worked together so that they could create the kind of development that they desire.

Question: What is being done to acquire open space and parkland, and how are we addressing the floodplain issue?

- SH 130 is in Precinct Four in Travis County, which is very prepared for dealing with flooding issues.
- High-quality developments with private public partnerships will address the issues.

Question: What about the interconnectivity of SH 130 and the rest of the region?

- TxDOT hopes to have 45 SE complete by the end of 2007, so that it is open when SH 130 is open. CTRMA is working on a project to connect 130 to the northern part of town. One area of concern is how to get from SH 130 directly to downtown Austin.

Summit Analysis

Robert J. Grow, Founding chair emeritus, Envision Utah

- The right horizon to be thinking about what life will be like here for your grandchildren.
- There is a great opportunity here to address planning issues because Texas is not constrained by some dated laws as other states are.
- Take the time to go through a process where you create a vision for the corridor and the communities in the corridor so that people can see the choices. Visioning is about picking strategies that are effective in multiple future scenarios.
- This is an economic development zone that will guide the future of your region long term and a vision will put that center stage. It should be made an economic driver.
- Leave this meeting ready to take the next steps, create a vision and work together.

Next Steps

John Langmore, John Langmore Consulting,
Co-Chair, ECT Transportation and Land Use Committee

- Some key things that we must do: plan in advance and as a region; come together regarding what legislation we need at the state level; integrate transportation with land use planning; look at multiple modes of transportation, ensure that we SH 130 does not create a barrier; create pedestrian-friendly environments; and protect our natural infrastructure.
- This Summit is the beginning of a process and everyone needs to stay committed to the process and involved in creating solutions.
- ECT will re-convene the planners from the jurisdictions along the corridor to discuss the outcomes of this meeting and to address the issues identified in the first two planner meetings.
- Some other possible next steps: pull together groups focused on the particular infrastructure issues to address the challenges; analyze possible legislative changes; develop a toolbox to address growth; and host local regional visioning meetings so the community can arrive at a vision for what they want for their future.