

# **Kendall County – Boerne – Fair Oaks Transportation Committee Minutes**

**04 January 2022  
2:08 – 3:52 p.m.**

## **In Attendance:**

Don Durden, Bob Manning, Jeff Carroll, Ben Eldredge, Bitsy Pratt, Bobby Balli, Bryce Boddie, Del Eulberg, Gary Louie, John Kight, Jonah Evans, Marcus Garcia, Northern Hendricks (attending through Zoom), Steve Sharma, Rich Sena, and Tim Bannwolf.

## **Not in Attendance:**

Henry Acosta, Josh Limmer, Kim Blohm, Rankin D'Spain, and Stephen Zoeller.

## **Item 1: OPENING REMARKS**

Don Durden calls the meeting to order at 2:08 p.m. There are a few members missing from this meeting. This is the first meeting of the new year, and his hope he says is for the Committee to complete its charge this calendar year. He says there are 13 more meetings if they utilize every first and third Tuesdays as they have been.

Bob Manning makes some opening comments as well, just noting that everyone in attendance to these meetings should feel free to take any and every precaution against Covid-19.

## **Item 2: CONSIDER APPROVAL OF MINUTES OF NOVEMBER 30, 2021 AND DECEMBER 7, 2021**

Durden opens the floor for consideration of the minutes for November 30, 2021 and the minutes for December 7, 2021.

Gary Louie notes a misspelling on page 7 of the November 30, 2021 minutes.

Louie makes a motion to adopt the minutes from November 30, 2021. Bobby Balli seconds the motion. There are no objections and the minutes from are adopted.

Louie also makes a motion to approve the minutes from December 7, 2021. Bitsy Pratt seconds the motion. There are no objections, and the minutes are adopted.

### **Item 3: PUBLIC COMMENT**

Durden opens the floor for the first opportunity for Public Comment.

Lance Kyle approaches the lectern. He says he has noticed that there are a lot of plans in place for a lot of different projects. He recognizes that the area will continue to grow. He says that the City/County can control where water, electricity and laborers are imported from; technological trans and economic factors are out of their control. He notes that millennials are not having children and talks about what the projections for population will look like considering this. He wonders when Texas will reach its peak for growth. He says that BISD has projections for growth in the next several years, but they really do not know what will happen after that and what the effects will be.

Kevin Henning approaches the lectern next. He says in February of 2020, there was an issue raised on the intersection of North Main Street and I-10. He asks the Committee to take another look at that intersection as he believes the blinking lights that have been installed have made it a dangerous intersection for drivers.

Wanda McCarthy approaches the lectern after Henning. She notes that she would like to reiterate a non-standard solution to TxDOT about the dual raised roadbed over Herff Road she discussed at the last meeting. While the initial price tag is daunting, she believes the benefits of a loop around like this will outweigh those costs.

### **Item 4: FAIR OAKS RANCH PRESENTATION – GREGORY MAXTON**

Durden introduces Gregory Maxton, the Mayor of Fair Oaks Ranch. He is accompanied by the City Manger of Fair Oaks Ranch as well as the Public Works Director and the GEC of Transportation.

Maxton approaches the lectern and begins by thanking the Committee for having him and all they have been doing. He explains that his presentation will include the Fair Oaks Ranch Comprehensive Plan. It is being used as a guide as they continue in their development plan. Some key points will include information regarding a regional Major Thoroughfare Plan, continued development with increased traffic, and how to incorporate requirements for Fair Oaks Ranch into an overall regional plan.

Maxton continues, discussing transportation requirements such as maintaining the appeal of the area, multi-modal capabilities, efficient movement of traffic, and the consideration of environmental factors. Fair Oaks Ranch and the Hill Country are desirable areas. It's semi-rural landscape, parks and trails, and wildlife are what make it unique. He notes that the commercial development percentage in Fair Oaks Ranch is usually 15% or lower; it is primarily a housing community. He moves on to discuss the types of roads within their community: arterial streets (made to move heavy traffic at high speeds) and collector roads (connectors to arterials to get people from home to work/school/etc.).

Regarding future development, he explains that Fair Oaks Ranch is not promoting development and he believes that most people who live there would like to stop the development. He mentions the BISD briefing and says the housing has gone up 34% in the last two years, and it is critical to look at what the transportation requirements are related to the development. Once development goes in, that can be limiting. He says that providing roads ahead of time could accelerate development.

He pulls up a map of the development he tracks which is predominantly along the I-10 corridor. He discusses Lemon Creek Ranch and the amenities that are going into that development, saying it will accelerate the development in that area. Durden clarifies that the Lemon Creek Ranch development is in Bexar County, and Maxton says yes, but it will affect Kendall County.

Evans chimes in to say that he thinks the Lemon Creek Ranch HEB will help alleviate some of the congestion at the Boerne HEB, since many Fair Oaks Ranch residents do their shopping there.

Maxton then discusses some of the impacts of TxDOT's plans in their area. They are prepared to work with them, but they also have some concerns. Ben Eldredge chimes in and asks if TxDOT has clarified what they want to do. Maxton says there are no specifics. TxDOT owns the land they plan to work on, but the city of Fair Oaks Ranch hopes to influence some of those decisions.

Maxton goes on to discuss some other roads and connections throughout the city. Pratt asks about development in the northeast quadrant, and who manages the percentage of housing versus commercial development within the city, to which Maxton responds that the City does. Through the UDC and future land use map, they have rezoned many areas to 10-acre lots. Eldredge asks if there is a Major Thoroughfare Plan for the City, and Maxton says not currently. He says all the City of Fair Oaks Ranch is suggesting is a more direct route to 3351.

Bill McNaught from the public chimes in to ask a question about whether developers can contribute to the building of collectors. Maxton says yes, that could possibly be negotiated.

McCarthy from the audience also chimes in with a concern that the City's solution would just move the traffic from one location to another within Kendall County, which would not really solve any problem. She says many people use Ammann Road as a "racetrack." Maxton replies and says that no matter what, traffic will continue to increase on Ammann Road.

Maxton continues, discussing concerns regarding Dietz Elkhorn. There are no plans for expansion, but for an upgrade.

Evans chimes in and asks if Fair Oaks Ranch has had conversations about the benefits of a Major Thoroughfare Plan. Maxton says they are looking at how development affects their roads and laying out possibilities with what is available. Evans talks about having regulations in place for what a developer must provide if they are building on land and the effects of what

they build will have an impact on traffic. Conversation ensues about thoroughfare planning and tools to encourage developers to have a direction that aligns with the desires of the community.

Maxton addresses Fair Oaks Parkway. He says there is no plan for expansion, and they are looking at providing opportunities to connect the trails system.

To close, Maxton says that Fair Oaks Ranch supports the County and City's Major Thoroughfare Plan and the alignment of the three entities to create a system that works well for the whole community.

Pratt has concerns about environmental impacts, to which Maxton replies that every option and opportunity should be looked at to protect sensitive areas within their jurisdiction.

Evans adds that there has been a lot of talk about intersections in this Committee's time together. He says there could be a more efficient option between now and a potential fly over exchange. He expresses his concerns about sensitive karst features as well.

Tim Bannwolf chimes in to thank Maxton and notes that these are not easy issues to address. He is concerned as well with how to address traffic problems without accelerating future development, but he notes that cities do have power over how roadways are constructed.

Manning has some comments as well. He says he appreciated the comments Maxton made about multi-modal transportation. Manning noticed that the controversial topics were saved for last, and he reiterates the importance of hearing the interests of the community regarding those topics. He also expresses concern about the structural integrity of what is underneath the area (karst features).

## **Item 5:     ADDITIONAL DISCUSSION REGARDING POLICY               RECOMMENDATIONS**

The room is directed to the next agenda item. Last meeting, Balli discussed future advocacy committee options. He submitted a draft to the co-chairs

with wording for a policy recommendation regarding this idea. Some conversation ensues between the Committee members after the draft is read and looked over about who should be involved, what details should be added and adjusted, and the confines of the duties of that future committee.

Del Eulberg is concerned about the wording that says, “specific planning of Kendall County,” and he thinks it should be more inclusive for the entities *within* the County.

With that, Balli plans to adjust and bring it back to the Committee for approval.

#### **Item 6: PUBLIC COMMENT**

The second opportunity for public comment arises.

McCarthy approaches the lectern again. She says that Jeff Carroll and Evans discussed planning with development and having a map engaged for the City’s various thoroughfares that when a developer comes through that those maps are pertained to, and the developer gives up the land. She says Herff Ranch and Ranches at Creekside, those planned lines on a map were moved over which she says went through her address. Those tracks, she says, will not be high density subdivisions. What’s left will be empty land, and a developer will take it. If a raised roadbed is a viable option, rather than put it on land that will not support it, why not go on a short track as she previously presented since the land she suggests using is already owned.

Eldredge makes final comments about karst zones and development. He reiterates his concerns about water wells and resources.

Durden says they will meet again for a regularly scheduled meeting on January 18, 2022.

#### **Item 7: ADJOURNMENT**

The meeting adjourns at 3:52 p.m.