Appendix C5 – National Environmental Policy Act Compliance and Public Review

River Road Aquatic Ecosystem Restoration Feasibility Study

March 2021



1 Introduction

In accordance with 40 CFR 1501.7, 1503, and 1506.6, the USACE initiated public involvement and agency scoping activities to solicit input on the River Road Aquatic Ecosystem Restoration Feasibility, identify appropriate measures, and identify significant issues related to the project. The USACE began its public involvement process with a public scoping meeting to provide an avenue for public and agency stakeholders to ask questions and provide comments. This public scoping meeting was held on 13 August 2019 at the Lion's Field Adult and Senior Center, 2809 Broadway Street, San Antonio, TX 78209. The USACE, Fort Worth District, placed advertisements on the USACE webpage and social media prior to the public scoping meeting. A second public meeting was held on 3 December 2019 at the Lion's Field Adult and Senior Center, 2809 Broadway Street, San Antonio, TX 78209. The USACE, Fort Worth District, placed advertisements on the USACE webpage and social media prior to the public scoping meeting. A second public meeting was held on 3 December 2019 at the Lion's Field Adult and Senior Center, 2809 Broadway Street, San Antonio, TX 78209. The USACE, Fort Worth District, placed advertisements on the USACE webpage and social media, and provided the public notice to email addresses provided during the first public meeting prior to the public meeting. A summary of categorized public comments and USACE responses can be found in Table 1.

A third public meeting was held on 19 November 2020 via webinar due to COVID-19 restrictions. The USACE, Fort Worth District, placed advertisements on the USACE webpage and social media, and provided a Notice of Availability to interested parties prior to the third public meeting occurrence. A summary of categorized public comments on the Draft River Road Integrated Feasibility Report and Environmental Assessment and USACE responses can be found in Table 2.

Table 1. Comments Received during the First and Second Public Comment Periods and the USACE Response Prior to the Release of the Draft Report

Number of Related Comments	Comment Description	USACE Response
Individual Public Comme	ents	
Four (4)	Do not close or modify River Road.	Noted. The removal of River Road was evaluated as an alternative for the ecosystem restoration (ER) feasibility study. However, this alternative was not proven to be cost effective compared to other alternatives and is not included in the Tentatively Selected Plan (TSP).
One (1)	Limit movement of River Road to its current right-of-way (ROW).	Noted. Modification of River Road was evaluated during the ER feasibility study but was not limited to its current ROW. If modification of River Road were to be implemented with the TSP, it would have been to reestablish the former alignment of Allison Drive. However, this option is not included in the TSP.
Two (2)	Recommended the restoration of River Road.	Noted. The removal of River Road and reestablishment of Allison Drive was evaluated as an alternative for the ER study. This alternative would have replaced River Road with native soil and vegetation to expand the riparian zone of the San Antonio River. However, this alternative was not proven to be cost effective compared to other alternatives and will not be included in the TSP.
One (1)	Are there other bank areas that are unseen from River Road?	Yes, there are several areas along the western boundary of the San Antonio River that cannot be seen from River Road.

Number of Related Comments	Comment Description	USACE Response
Seven (7)	Recommendations regarding designated parking within the project area (stay out of the western boundary of the study area or within the northernmost section of Avenue A).	Noted. Additional designated parking locations were evaluated within the study area. The removal of Avenue A will reduce parking in the study area. However, there were no viable sites that would not impact restoration efforts and cultural resources on either boundary of the San Antonio River. Additional designated parking was screened out of further consideration. Parking will be facilitated to the existing Brackenridge Park location north of the study area.
One (1)	Add additional access to river from western boundary unless it contributes to flooding.	Noted. The Ecosystem Restoration Feasibility Study has evaluated recreation components (see Section 3.7.6 of the Integrated Feasibility Report and Environmental Assessment [IFR-EA]. However, most access opportunities identified and evaluated within the study were on the eastern boundary of the study area to focus recreation activities on features within the river.
One (1)	Recommend inspections of the study area after large rain events to understand accumulation of water in Davis Park and the acacia.	Noted. Davis Park has been considered during the feasibility study. Measures identified within the TSP are located within this park. To successfully implement restoration components within this area of the study area, monitoring and evaluation throughout the restoration process is important. Notation of the water accumulation within this portion of the study area will be a component of restoration design process.
Two (2)	Create areas in Davis Park that will allow for additional flood storage capacity or direct stormwater runoff.	Noted. Although retention ponds and bioswales will not be incorporated in Davis Park, it is important to note that the establishment of native vegetation will reduce impacts from stormwater runoff by reducing the speed in which it enters the river.
Six (6)	Close Avenue A to vehicular traffic.	Concur. USACE agrees that impacts from vehicular traffic on Avenue A, in combination with other impacts, contribute to the

Number of Related Comments	Comment Description	USACE Response
		lack of native vegetative species and increased erosion and adverse sedimentation in the San Antonio River. USACE has evaluated alternatives that would incorporate the full or partial closure of Avenue A to vehicular traffic.
Two (2)	Remove Avenue A.	Noted. USACE has evaluated alternatives that would address either the partial removal or complete removal of Avenue A.
One (1)	What happened to the parks department plan to eliminate cars and only allow foot traffic?	The previous City of San Antonio plan to modify the use of Avenue A for pedestrian traffic has been used as a resource within the current feasibility study. Many of the alternatives evaluated, are like the previous plan.
Four (4)	Create pedestrian/biking trail from E Mulberry Avenue to low water crossing at E Woodlawn Avenue.	Concur. USACE agrees that a pedestrian/biking trail from East Mulberry Avenue to the low water crossing at East Woodlawn Avenue would be a beneficial recreation opportunity upon implementation of the full removal of Avenue A.
One (1)	Integrate signs to warn individuals about fish consumption and getting in the water.	Noted. The Texas Department of State Health Services (TDSHS) monitors fish for the presence of environmental contaminants and alerts the public through bans (closures) and advisories when a threat to human health may occur from the consumption of contaminated fish. In waters with consumption bans, both possession and consumption of fish and/or shellfish are prohibited. A consumption advisory is a recommendation to limit consumption to specified quantities, species, and sizes of fish. A San Antonio city ordinance exists that prohibits individuals from swimming within the river. Swimmers who are caught can be fined up to \$500.
One (1)	Plan needs to address human uses on site.	Concur. The Integrated Feasibility Report-Environmental Assessment (EA) evaluates all components of the ecosystem, including human use and impacts. Urbanization is a major

Number of Related Comments	Comment Description	USACE Response
		component of the problems within the San Antonio River and will be addressed appropriately.
One (1)	Evaluate the river in the dry season to see trash.	Noted. USACE and the San Antonio River Authority (River Authority) will continue to monitor the study area throughout the feasibility, design, and construction phases of the project.
One (1)	Do not add additional recreation features or trails.	Nonconcur. Recreation is an important feature for ER feasibility studies within an urban setting. Recreation features can be implemented upon evaluation of their benefit and cost as a restoration technique that accounts for human interaction with natural resources.
Three (3)	Request for USACE and the River Authority to review plans set forth by the River Authority for Avenue A pedestrian trail.	Noted. USACE and the River Authority have reviewed the Avenue A pedestrian trail and have utilized the information to formulate an American with Disabilities Act compliant pedestrian path.
One (1)	Add lighting with walking trails.	Nonconcur. Artificial lighting is not a component or alternative under consideration for this study.
Four (4)	Do not include lighting with project.	Concur. Artificial lighting is not a component or alternative under consideration for this study.
One (1)	Recommend restoration plan increases vegetative light buffer from Broadway Avenue.	Noted. Restoration efforts in this feasibility study include widening of the eastern boundary of the San Antonio River's riparian zone with native species. Establishment of native species will naturally reduce adverse impacts from light over a period of 50 years.
Two (2)	Relocate access to the Brackenridge Park Golf Course for maintenance staff.	Noted. In conjunction with the complete removal of Avenue A, the Brackenridge Park Golf Course golf cart path will be widened to accommodate maintenance staff vehicles.

Number of Related Comments	Comment Description	USACE Response
One (1)	Widen San Antonio River.	Nonconcur. It is not advisable to widen the channel of the San Antonio River within the study area due to its location. Habitable structures and cultural and historic resources could be adversely impacted by widening the channel of the San Antonio River.
Six (6)	Avoid increased flood risk.	Concur. One of the constraints of the feasibility study is that an alternative cannot increase flood risk to the neighborhood within or outside of the study area. A hydraulic and hydrologic analysis will be conducted by the River Authority and USACE engineers during the design phase of the project to ensure that the recommended alternative does not increase the base flood elevations within the residential areas of the River Road reach of the San Antonio River. Initial hydraulic analysis has identified that the changes in base flood elevations throughout the projects for each alternative. The TSP balances the goals of the project while limiting increases in base flood elevations to the non-residential areas of the reach.
One (1)	Open low water crossing at E Woodlawn to vehicular traffic.	Nonconcur. Opening the low water crossing at East Woodlawn Avenue is not a component or alternative under consideration for this study and is not advisable under ecosystem restoration.
Five (5)	Do not remove or modify low water crossing at E Woodlawn Avenue.	Noted. The feasibility study has evaluated the options of leaving low water crossings in place, modifying low water crossings, or replacing the low water crossings. In the interest of ecosystem restoration, the low water crossings will be removed and replaced by pedestrian bridges. This alternative will have beneficial impacts on erosion, sedimentation, and native vegetation. The selection of this alternative was dependent upon a cost and benefit analysis conducted by USACE.

Number of Related Comments	Comment Description	USACE Response
Thirteen (13)	Maintain access across river (steppingstones, constructed foot bridge).	Concur. Access across the San Antonio River will not be impacted by this study. One of the constraints upon this study is the requirement to maintain access across the river for recreationalists within the project area. Upon implementation of the project, the low water crossings will be removed and replaced with pedestrian bridges.
One (1)	How will fishing continue, while limiting impacts to banks and vegetation?	Fishing opportunities will continue to exist within the study area. The project area will not be closed to the public. Recreation features, such as fishing piers, have been considered for project implementation to focus the public into areas that will not impact restoration efforts but afford opportunities to recreate.
One (1)	What is the status of the riverbank as it flows by River Road and (down from) Anastacia Place?	The section of the San Antonio River near Anastacia Place has an incredibly thin riparian zone, approximately 20 feet, and is the only shield in place to prevent River Road from being adversely impacted by the river.
Three (3)	Recommends implementation of measures that will address erosion or restrict activities that can cause additional erosion.	Noted. Restricting activities that may cause erosion cannot be implemented by USACE and will be left to the City of San Antonio to enforce. USACE will implement a variety of measures that can restore the aquatic ecosystem of the San Antonio River that will have the ancillary benefit of bank protection and erosion control.
Two (2)	Retain "waterfall" feature of the low water crossing at East Woodlawn Avenue.	Noted. The TSP includes options to retain "waterfall-like" instream structures. The structures, which include pool, riffle, run features, rock vanes, and j-hooks can mimic the auditory and visual aspects of a low water crossing, without negatively impacting the natural stream bed channel.

Number of Related Comments	Comment Description	USACE Response
Three (3)	Recommend the use of low impact hydraulic strategies for stream and riverbank protection.	Concur. The TSP includes instream structures. Instream structures would address protection of stream banks and the geomorphology of the stream.
One (1)	Do not remove sediment.	Noted. USACE evaluated a variety of measures for aquatic ecosystem restoration, which included the removal of adverse sediment in the northernmost section of the study area. However, this measure was screened from further evaluation early in the study process. USACE does not intend to remove sediment from the San Antonio River.
Four (4)	Maintain natural setting of the area.	Concur. The focus of this feasibility study is restoration of aquatic and riparian habitats. The TSP will incorporate a variety of measures that will restore the natural setting of the area through native species establishment, non-native invasive species management, and removal of manmade features that have adversely affected the study area.
Eight (8)	Use native plants during implementation of project (drought tolerant, site-specific).	Concur. The restoration plan includes the planting of site- specific native vegetation. Locally sourced seeds, saplings, and container plants would be collected and planted as part of the restoration project. Native herbaceous and shrub species would be incorporated into the planting design to mimic the successional progression of the vegetative community and provide fish and wildlife habitat as the restored area matures.
Seven (7)	Implement program to deal with feral cats (feeding stations, relocation).	Nonconcur. Currently, there is not a Federal policy or guidance on the management or control of feral cats. Management of feral cats rests with local governments, however; USACE will continue to work with local entities to examine ways that would

Number of Related Comments	Comment Description	USACE Response
		use existing local programs to control feral cat populations in the long-term.
Two (2)	Only manually remove non-native invasive species.	Nonconcur. Manual removal is a labor-intensive effort that is a major component of non-native invasive plant management. Some non-native invasive species can spread through leftover biomass in the soil. The use of this method may result in adverse soil impacts through the displacement and disturbance of the soil through their roots. Manual and mechanical removal may not be appropriate in all areas due to disturbance to soils and impacts to nontarget vegetation. Various methods of non-native invasive species management are advisable and will be considered during design and construction of the project.
Two (2)	Remove non-native invasive species.	Concur. Executive Order 13112 requires that a Council of Departments dealing with invasive species be created to prevent the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause. It is the policy of the United States to prevent the introduction, establishment, and spread of invasive species, as well as to eradicate and control populations of invasive species that are established.
Six (6)	Staged removal of non-native invasive species (avoid migratory bird patterns).	Noted. The control and management of invasive species is a component of all the ecosystem restoration alternatives. The invasive species management methodologies proposed for the restoration will be based on the best available science and will utilize an integrated pest management approach. Due to the site-specific construction and cost restraints, the phased construction of restoration measures may not feasible.

Number of Related Comments	Comment Description	USACE Response
One (1)	Is there an effective way to remediate Ligustrum without using chemicals?	Hand removal in small areas can be effective; however, broken root fragments must be removed because of their ability to re- sprout. Mowing and cutting can also be effective in controlling the species but will not control its spread. Stems should be cut as close to the ground as possible. Mechanical removal using bulldozers and heavy equipment can be more effective in the early stages of establishment. However, special consideration should be taken to avoid adverse impacts to the soil.
One (1)	If Ligustrum is quickly removed, how will the soil be stabilized while the natives are being established?	Native plants should be established immediately after the removal of non-native invasive vegetation to prevent further erosion on site.
Four (4)	Implement habitat structure such as bird boxes, bat boxes, and other housing structures.	Concur. Restoration measures under consideration would incorporate the installation of habitat features such as bird nest boxes, bat houses, tree snags, instream structures for fish habitat, etc.
Three (3)	Recommend minimal and careful use of herbicides and pesticides during implementation of the project.	Noted. For all the restoration alternatives, the use of herbicides, in concert with other integrated pest management methods, would only be used for the control of non-native invasive and native noxious plant species. Any use of herbicides would follow federal regulations and label recommendations. Herbicides would be applied by a licensed applicator and all herbicides would be approved for aquatic use.
Six (6)	Mitigate and decrease non-point source pollution from Brackenridge Park Golf Course and surrounding areas.	Nonconcur in part. USACE is not the delegated Federal authority to address water quality issues. However, the restoration measures currently being evaluated, such as increasing the width of the riparian corridor, provides water quality benefits addressing non-point source pollution.

Number of Related Comments	Comment Description	USACE Response
Four (4)	Implement Best Management Practices (BMPs) to maintain integrity of existing site.	Concur. BMPs will be implemented during the construction of the restoration to avoid any unnecessary impacts to the project area are under consideration. To ensure the success of the ecosystem restoration project, the TSP will also include mitigation of any anticipated impacts which cannot be avoided. The best means and methods for BMPs will be developed after selection of the TSP.
Three (2)	Recommend the restoration of native habitat to encourage an increase in diversity of reptile, amphibian, and bird species.	Concur. Sites within the project area will be restored through a variety of measures, such as native species plantings, non- native invasive species management, and instream structures. This will restore native habitat for both aquatic and terrestrial species.
One (1)	How will project be managed through golf course?	The boundaries of the study area extend approximately 50-100 feet onto the Brackenridge Park Golf Course from the banks of the San Antonio River. Measures enacted are restricted to the boundaries of the study area.
Six (6)	Allow public to review plan and funding.	Concur. The IFR-EA provides the necessary information for the public to understand the TSP and the funding associated with Section 206 Continuing Authorities Programs. The maximum federal expenditure per project is \$5 million, including feasibility study, design, and construction costs. The study is initiated with up to \$100,000 in federal funds. Costs exceeding \$100,000 are cost shared 50 percent Federal and 50 percent Non-Federal Sponsor (NFS). The sponsor's cost share may include cash, work-in-kind, or a combination of both. Costs are shared 65 percent Federal and 35 percent NFS during the design and construction phases. The NFS is responsible for all project operation and maintenance costs when the project is completed.

Number of Related Comments	Comment Description	USACE Response
One (1)	Recommend use of San Antonio's Administrative Directive (AD) 10.1.	Nonconcur. As a federal agency USACE follows the spirit and intent of the National Environmental Policy Act (NEPA) and the processes of meeting NEPA requirements. Many of the tools to engage with the public are the same with using NEPA or AD 10.1. USACE will follow the guidelines and procedures of NEPA as mandated by Federal law.
One (1)	Engage City of San Antonio during planning process.	Concur. The non-Federal sponsor (NFS), the River Authority, has partnered with the City of San Antonio to ensure an open line of communication regarding the ER feasibility study.
Three (3)	Will the River Authority or the Parks Dept. maintain the area as the new plants become established?	An Operations and Maintenance (O&M) Manual that documents the maintenance and management of the ecosystem restoration will be developed by USACE and the Non-Federal Sponsor during the Design and Construction Phases of the project. The USACE program requires that the Non-Federal Sponsor agree to maintain the project area to ensure function of the restoration measures.
Three (3)	Select competent company to do the study make sure it is adequately vetted.	Concur. USACE has established procedures for the selection of a contractor that will be responsible for the construction of the aquatic ecosystem restoration project. The selection of a contractor is based on qualifications including a documented record of previous restoration experience and previous performance on other USACE projects.

Number of Related Comments	Comment Description	USACE Response
One (1)	Does not approve of USACE and the River Authority as the implementers of this project.	Nonconcur. USACE is comprised of approximately 30,000 civilian and military personnel, making it the world's largest public engineering, design and construction management agency. Although generally associated with flood risk management, the environmental mission is a main function of the organization. The USACE works to restore degraded ecosystems to a more natural condition through large-scale ecosystem restoration projects, such as the Comprehensive Everglades Restoration, Louisiana Coastal Area Ecosystem Restoration, Chesapeake Bay Oyster Recovery, Aransas National Wildlife Refuge Beneficial Use of Dredged Material (restoration of marsh critical to the endangered Whooping Crane), and Houston Ship Channel Beneficial Use of Dredged Material (marsh restoration in Galveston Bay), and by employing system-wide watershed approaches to problem solving and management for smaller ecosystem restoration projects. USACE and the River Authority have partnered on several projects in the San Antonio area over the last decade with successful results that continue to improve the aquatic ecosystem of the San Antonio River.
Four (4)	Do not implement a project.	Nonconcur. The No Action Alternative was evaluated and considered during the feasibility study. However, it is an ineffective plan that does not address the problems plaguing the study area.
Non-profit, Local, State, and Federal Agency/Organization Comments		
Bexar County Audubon Society	Any alteration of the current habitat should give strong weight to the needs of birds, and particularly migrating birds who use the river	Concur. Migratory birds are nationally significant; therefore, they are one of the first components considered when evaluating restoration methods. USACE Civil Works projects

Number of Related Comments	Comment Description	USACE Response
habitat as a stopover to feed and are mandated to follo rest. example is the Migra		are mandated to follow federal laws and regulations, one example is the Migratory Bird Treaty Act.
Avenue A needs to either be eliminated or confined to eliminate damage to this thin strip of habitat and parking placed near East Mulberry Street.Noted. USACE has either the partial rem Designated parking 		Noted. USACE has evaluated alternatives that would address either the partial removal or complete removal of Avenue A. Designated parking locations were evaluated within the study area. However, there were no viable sites that would not impact restoration efforts and cultural resources on either boundary of the San Antonio River. Additional designated parking was screened out of further consideration. Parking will be facilitated to the existing Brackenridge Park location north of the study area.
	Access for Golf course maintenance vehicles should not be a consideration.	Nonconcur. The City of San Antonio is the fee property owner and a partner in the implementation of this project. Constraints placed upon the project by the City should be considered and evaluated accordingly.
	The low water crossing at East Woodlawn Avenue should either stay, be improved, or replaced with something more suitable to the riverbank habitat improvements under consideration in this project.	Concur. The feasibility study has evaluated the options of leaving low water crossings in place, modifying low water crossings, or replacing the low water crossings. In the interest of ecosystem restoration, the low water crossings will be removed and replaced with pedestrian bridges. This alternative will have beneficial impacts on erosion, sedimentation, and native vegetation. The selection of this alternative was dependent upon a cost and benefit analysis conducted by USACE.
	All work should be scheduled to avoid peak migration seasons in both Fall and Spring.	Noted. All efforts will be made to avoid adverse impacts to migratory birds during nesting and migration season. However,

Number of Related Comments	Comment Description	USACE Response
		some construction may not be completely avoidable during these times, such as establishing native vegetation.
	Habitat restoration should occur in phases and be careful not to eliminate existing native plants. Care should be taken to retain understory habitat throughout the restoration process.	Noted. Habitat restoration will have to occur in phases due to the overwhelming presence of non-native invasive species. It will be necessary to remove non-native invasive species before implementing native vegetation establishment. Care will be taken to avoid impacts to existing native vegetation through field evaluation and site selection.
Texas Parks and Wildlife DepartmentAs riparian restoration efforts progress, I would hope that the feral cat colonies in the area could be addressed, since natural areas should be managed for the benefit of native species.Nonconcur. Currently, there is not a Feder on the management or control of feral cat feral cats rests with local governments, he continue to work with local entities to examine use existing local programs to control feral the long-term.		Nonconcur. Currently, there is not a Federal policy or guidance on the management or control of feral cats. Management of feral cats rests with local governments, however; USACE will continue to work with local entities to examine ways that would use existing local programs to control feral cat populations in the long-term.
	Revegetation efforts should look at existing native species that currently occur in the area and once a baseline has been established, then invasives could be removed and native plants restored with input from local experts and organizations willing to assist. Please take time to conduct thoughtful replanting using native species specific to the area.	Noted. Physical and biological condition surveys of the project area will be used to more precisely allocate project resources to maximize restoration efforts and identify existing stands of beneficial vegetation, such as mature trees that should be left undisturbed. Areas supporting quality habitat will be avoided when selecting planting sites to minimize disturbances in those areas.
	There is a "dam" that exists along this section of river and in an effort to reinstate the river to a more natural setting, this "dam" may be removed	Concur. The modification or removal of three low water crossings was evaluated as a project alternative. Careful consideration has been shown to the social aspects of the river. The feasibility study has evaluated pedestrian bridges to

Number of Related Comments	Comment Description	USACE Response
and replaced with large boulders, all rocks, or square pavers possibly that cr are spaced out so that natural ripples be can be brought back into this area fis getting rid of the pooling of water w around this section and possibly other sections of the river. I would encourage consideration of the social aspects that this river offers to neighbors and visitors and hopefully restore the river to a more natural state, but also create a safe way for rocks to be placed so that people can still cross from one side to the other to discourage people from climbing the embankments that are trying to be restored in an effort to get from one side to the other or to fish.		allow all individuals to take part in recreation opportunities created by the proposed project. Other recreation aspects have been evaluated during this study including bird blinds and fishing piers to protect and maintain the restoration efforts while also providing recreational opportunities.
	I would encourage USACE & affiliates to reach out to local partners for assistance if needed.	Concur. USACE begins communication efforts with state and federal resource agencies to comply with the Fish and Wildlife Coordination Act of 1958. Communication continues throughout the study process, along with public meetings to receive information about project concerns, wants, needs, etc. The NFS maintains communication with local sponsors and stakeholders and relays information through those channels. USACE is partnered with a local source.

Table 2. The public, local, state, and Federal agency comments provided during the Draft release of the River Road Integrated Feasibility Report and Environmental Assessment

Number of Related Comments	Comment Description	USACE Response
Public Individual (Comments	
One (1)	Objection to the timeframe provided by USACE for the public comment period.	Noted, the formal written comments submitted during the three separate comment periods throughout the study have been included in the Final River Road Integrated Feasibility Report and Environmental Assessment. In addition, the Draft public review period was 60 days rather than the standard 30-day comment period to allow maximum participation and thorough review during the COVID-19 pandemic.
One (1)	Objection to web-based public meeting.	Noted. USACE understands the difficulty of maintaining interpersonal communication during a web-based public meeting. However, this format was utilized to ensure the safety of the public, USACE staff, and the River Authority employees during the COVID-19 pandemic.
One (1)	River Road section of the San Antonio River needs work and maintenance.	Noted.
One (1)	Recommends naming the project the "Brackenridge Park Southern Riparian Ecological Restoration."	Noted. However, the project name will remain the same to ensure consistency with the original funding allocation, Feasibility Cost Share Agreement, and the IFR-EA.

Number of Related Comments	Comment Description	USACE Response
One (1)	In support of recreation elements as recommended by USACE.	Noted.
One (1)	Concern about fishing platforms causing additional flooding.	Noted. The recreation features will be designed with consideration of the flows of the potential flood events.
Four (4)	Do not recommend the installation of fishing features.	Noted. USACE and River Authority have incorporated recreation features into the Final IFR-EA to maintain recreation opportunities in the area.
Six (6)	Recommend the use of cedar bollards in place of boulders.	Noted. Protection of the restoration features within the project area is very important to USACE and the River Authority. We want to ensure the native species are not damaged by humans after completion of the project.
		The boulder barrier as described in the Final IFR-EA is a cost-effective option as compared to bollards. The River Authority has the discretion to upgrade from boulders to bollards.
Four (4)	Recommendation to include a parking area off East Mulberry and Avenue A.	Noted. Parking at the intersection of E Mulberry and Avenue A was considered; however, the option would have absorbed an area of restoration. In addition, there are numerous constraints that prohibit

Number of Related Comments	Comment Description	USACE Response
		implementation of parking within this project's guidelines.
Three (3)	Support removing vehicles from Avenue A.	Concur. USACE and the River Authority are recommending incorporating Avenue A into the restoration plan.
One (1)	Supports idea of redirecting service vehicles from Avenue A.	Concur. USACE and the River Authority are recommending incorporating Avenue A into the restoration plan.
Two (2)	Supports conversion of Avenue A into a walking trail.	Concur. USACE and the River Authority are recommending incorporating Avenue A into the restoration plan.
One (1)	Do not allow cars to park on the River Road side of the San Antonio River.	Noted. However, USACE and the River Authority do not have the authority to maintain parking along River Road through this project.
One (1)	Does not recommend installing lights on the Avenue A side of the river.	Concur. Artificial lighting is not a component or alternative under consideration for this study.

Number of Related Comments	Comment Description	USACE Response
One (1)	Focus of project should be bank stabilization and removing traffic from Avenue A.	Noted. Restricting activities that may cause erosion cannot be implemented by USACE and will be left to designated local authorities. USACE will implement a variety of measures that can restore the aquatic ecosystem of the San Antonio River that will have the ancillary benefit of bank protection and erosion control. USACE has proposed measures that will remove traffic from Avenue A in the IFR-EA.
Five (5)	Use of funds towards flood control instead of ecosystem restoration.	Nonconcur. The feasibility phase and subsequent Design and Implementation phase are federally funded through the Continuing Authorities Program Section 206 budget, which is allocated for ecosystem restoration and not for flood control.
Ten (10)	Recommend staged removal of invasive species.	Noted. The control and management of invasive species is a component of all the ecosystem restoration alternatives. The invasive species management methodologies proposed for the restoration will be based on the best available science and will utilize an integrated pest management approach. Due to the site-specific construction and cost

Number of Related Comments	Comment Description	USACE Response
		restraints, the phased construction of restoration measures may not feasible.
One (1)	No removal of invasive species.	Nonconcur. The control and management of invasive species is a component of all the ecosystem restoration alternatives. Invasive species management is an essential component of the plan.
Two (2)	Concern about disturbing native vegetation for the sake of bank sculpting and invasive species removal.	Noted. There may be some native trees that will be impacted by bank sculpting; however, this will be avoided to the maximum extent practicable and determined during the design phase. Our goal is not to remove native vegetation, only improve conditions for the existing native vegetation and promote more natural conditions for new native vegetation.
One (1)	Clean up sediment and invasive species in the river.	Noted. The alternatives evaluated do not include sediment removal but addressing erosion and stability through restoration will decrease the amount of sediment loading into the river. Invasive species management is an essential component of the plan.

Number of Related Comments	Comment Description	USACE Response
One (1)	Ensure project construction does not extend into migratory bird nesting seasons.	Concur. Migratory birds are nationally significant; therefore, they are one of the first components considered when evaluating restoration methods. USACE Civil Works projects are mandated to follow federal laws and regulations, one example is the Migratory Bird Treaty Act.
One (1)	In favor of converting Davis/Allison Park into natural area.	Concur.
Five (5)	Allison/Davis Park should be left as an open field.	Nonconcur. Allison/Davis Park was integrated into the project because of its location within the floodplain. It is adjacent to the San Antonio River and has the potential to provide excellent benefits for wildlife. Leaving Allison/Davis Park out would remove some of the benefits of ecosystem restoration that helped promote the feasibility of the project within this study. Allison/Davis Park has significant erosion that impacts the San Antonio River. Addressing this erosion through restoration will improve the

Number of Related Comments	Comment Description	USACE Response
		stability of Allison/Davis Park and the San Antonio River.
Two (2)	Do not recommend the installation of manmade bird houses.	Nonconcur. Manmade bird houses are a simple and cost-effective manner of providing additional habitat for bird species.
Ten (10)	Recommend no alteration or change to the low water crossing at E Woodlawn Avenue.	Nonconcur. There are significant impacts from the low water crossing because of the pooling it has created. This is an ecosystem restoration project, and the low water crossing is not a natural feature of the San Antonio River. The artificial pooling contributes to the other conditions that exacerbate excessive erosion and sedimentation within the river.
Two (2)	Restoration of E Woodlawn Avenue low water crossing instead of removal.	Nonconcur. There are significant impacts from the low water crossing because of the pooling it has created. This is an ecosystem restoration project, and the low water crossing is not a natural feature of the San Antonio River. The artificial pooling contributes to the other conditions that exacerbate excessive erosion and sedimentation within the river.

Number of Related Comments	Comment Description	USACE Response
One (1)	Allow changes to E Woodlawn Avenue low water crossing, if USACE/the River Authority can maintain water levels in the river and replace it with a similar structure.	Noted.
Five (5)	Maintain water levels within the river regardless of the recommended plan.	Noted.
Ten (10)	Non-support of the project as recommended by USACE.	Noted.
Three (3)	Only in support of project if RRNA's demands are met.	Noted.
One (1)	Should funds for an ecosystem restoration project be used right now?	Noted.
Thirteen (13)	In support of the project as recommended by USACE.	Concur.
Non-profit, Local, State, and Federal Agency/Organization Comments		

Number of Related Comments	Comment Description	USACE Response
U.S. Fish and Wildlife Service	I have reviewed the River Road EA and I agree that Plan 6 (combining the alternatives River Road Scale 3B, Avenue A Scale 2A, and Instream Modification Scale 1A) should be the preferred Plan to meet the objectives of the River Road ER Feasibility Study through the restoration of David Park, Avenue A, and the San Antonio River.	Concur.
The Nature Conservancy of Texas	The Nature Conservancy of Texas supports the continued study of the ecosystem restoration of the River Road section of the San Antonio River. This stretch of the San Antonio River is the last remaining previously un-channelized section of the San Antonio River. This island of riparian ecosystem in an urban setting is an important avian and aquatic organism (fish) habitat. Unfortunately, this aquatic resource has been severely degraded by several past and current stressors including the impact of upstream development. Even further, the ecosystem and stability of the river are currently at risk for further destabilization, threatening the future use by avian and fish populations as well as the recreational enjoyment by people. In addition, left unaddressed, the current erosion that has occurred along the river threatens the adjacent road providing access to the River Road neighborhood, and the further loss of large trees along its banks. Reestablishing a healthy, functioning native vegetation in the riparian corridor would also contribute to improved water quality in the river. The project identified by the USACE takes necessary steps to begin addressing the stability of the San Antonio River and the restoration of native riparian vegetation and instream habitats. With a balanced approach, which recognizes that the current human use of the San Antonio River is interconnected with the health of this natural resource, this project can build upon the success of other ecosystem restoration projects along the Eagleland and Mission Reach sections of the San Antonio River and make much needed investment in this important upstream section of the river.	Concur.

Number of Related Comments	Comment Description	USACE Response
	Thank you for the opportunity to provide comments on the River Road Ecosystem Restoration Project.	
Texas Parks and Wildlife Department	Your feasibility study and environmental assessment looks sound. This important section of the San Antonio river should be enhanced and restored to allow this section of aquatic ecosystem to best serve the variety of wildlife found in the area already and to allow the surrounding community the opportunity to also benefit from the various nature related activities that this area can offer.	
	I appreciate that the project is looking at the problems in the area, such as lack of vegetation, limited habitat diversity especially due to an abundance of invasive species, and the reduced bank protection. The restoration project appears to be on track to restore function and structure to the aquatic ecosystem and hopefully improve the water quality in the San Antonio River while also providing additional recreation benefits to the public.	Concur. Noted. Currently, there is not a Federal policy or guidance on the management or control of feral cats. Management of feral cats rests with
	As an urban biologist who is often frustrated by the abundance of introduced plant species in urban communities, I especially appreciate the project's plan to use native plants appropriate for the riparian area and ecoregion of this part of the city. Native plants create the habitat that is crucial for the variety of wildlife that will be attracted to the river in this area. Many migrating songbirds would highly benefit from the resting spot that this site offers as well as the abundance of feeding opportunities if diversity of plants is present. These native plants will also attract a host of pollinators and other insects that will help to aid in propagating the habitat being enhanced and will also serve as an additional food source to the birds/wildlife that wind up nesting in the area.	local governments, however; USACE will continue to work with local entities to examine ways that would use existing local programs to control feral cat populations in the long-term.

Number of Related Comments	Comment Description	USACE Response
	Addressing the overabundance of invasives is equally important to limit the establishment of these invasives which often wind up downstream when their seed falls into the water and travels to other areas of the river throughout the city/county. Certain aggressive invasives can create monoculture stands, limiting the growth of the native habitat that should be present in these riparian zones. I also approve of the nesting structures being added within the project area for waterfowl, birds and even bats!	
	Improving the function of the river is yet another aspect of this project that I find will benefit aquatic life in addition to a multitude of other wildlife. Stabilizing the bank with vegetation, and focusing on improving instream structures enhancing the pool, riffle, and run features of a natural riparian area should increase diversity of aquatic life that will also benefit wildlife, the environment, and the community. Stormwater runoff, pollution, erosion, and sedimentation will be improved from these efforts too.	
	Offering recreation features for the public and the nearby community of homeowners is a great way to connect families to nature and to have them connect to the site. This often helps to sustain the area when the public engages in its care and may also become engaged in citizen science within the area. Wildlife viewing blinds, fishing decks, and interpretive signage are great ways to connect the community to this area.	
	Overall, a great project if implemented in the manner depicted in the study. One area of concern, however, is the feral cat population that continues to exist in the area. I know this can be a sensitive subject to broach. However, feral cat populations have a severe impact on birds and other wildlife. (https://abcbirds.org/program/cats-indoors/) Feral cat populations exist throughout many cities, but because of the impact that they have on wildlife, they really should not be allowed to be established & managed within or near natural areas/properties and	

Number of Related Comments	Comment Description	USACE Response
	parks. These natural areas are magnets to wildlife within cities because they are often the only remaining habitat left in a sea of development.	
	Allowing feral cat populations to reside within this environmental sensitive area, especially when the project's goal is to enhance the site for wildlife, would appear counterproductive since the birds/wildlife will become prey to one of the world's worst non-native invasive species which impact 2.4 billion birds every year. Engaging the nearby community to come up with a solution to either relocate the feral cat population or fostering/finding homes for the animals would be ideal. Signage about the benefits of "keeping cats indoors" (https://abcbirds.org/program/cats-indoors/takeaction/) would also greatly benefit this site and the wildlife that will use this important riparian habitat within San Antonio.	
Brackenridge Park Conservancy	The Brackenridge Park Conservancy (BPC) is in support of the River Road Aquatic Ecosystem Restoration Project with funding from Section 206 of the Water Resource Development Act. The BPC in partnership with the San Antonio Parks and Recreation Department and the San Antonio River Authority authorized a Cultural Landscape Report (CLR) for Brackenridge Park that was completed in January 2020. The CLR was produced by Reed Hilderbrand LLC with support from Suzanne Turner Associates and in collaboration with the Lady Bird Johnson Wildflower Center.	Concur. Noted. However, the project name will remain the same to ensure consistency with the original funding allocation, Feasibility Cost Share Agreement, and the IFR-EA.
	The CLR was developed to be a Management Tool based on the National Park Service definition of a CLR which is:	
	• The Cultural Landscape Report serves two important functions—it is the principle treatment document for cultural landscapes and is the primary tool for long-term management of those landscapes.	

Number of Related Comments	Comment Description	USACE Response
	The Brackenridge Park CLR is modeled by the NPS process for initiating and guiding cultural landscape preservation. A statement of significance was developed to outline the ways in which the Brackenridge Park landscape is culturally significant at the national, state, and local levels.	
	In addition, a treatment plan was developed for Brackenridge Park that is informed by the NPS-defined approach to protecting landscapes. The treatment plan developed for Brackenridge Park will primarily employ a balanced mix of Rehabilitation and Eco- Restoration throughout the Park, particularly addressing the condition of the San Antonio River which is no longer healthy or safely accessible. The recommendations found in the Ecological Site Assessment for BP state:	
	• Riparian Buffer Design: establish a riparian buffer along the San Antonio River to reduce and eliminate erosion and to address compaction issues resulting from stormwater runoff.	
	Based on the CLR's recommendation to improve the health of the San Antonio River, the BPC supports the River Road Aquatic Ecosystem Restoration for the southern stretch of the San Antonio River located within the historic boundaries of Brackenridge Park. This project will carry out the recommendations of the CLR and the Ecological Site Assessment. This project, with the design that is to be developed, will address issues that exist in this section of the San Antonio River and in the riparian edges along with public access points.	
	The BPC recommends the name of the project be reconsidered to refer to the Brackenridge Park Southern Riparian Ecological Restoration because the land is part of the Park.	

Number of Related Comments	Comment Description	USACE Response
River and Parks Committee of the River Road Neighborhood Association	The following are comments and suggestions as compiled by the River and Parks Committee of the River Road Neighborhood Association (RRNA) and approved by the RRNA Board of Directors. The following document is not to be interpreted as the views of all neighborhood residents but represents the sentiments of the majority we have heard from and whose representatives comprise the RRNA Board.	 Nonconcur. There are significant impacts from the low water crossing because of the pooling it has created. This is an ecosystem restoration project, and the low water crossing is not a natural feature of the San Antonio River. The artificial pooling contributes to the other conditions that exacerbate excessive erosion and sedimentation within the river. The proposed project will maintain compliance with Section 106 of the National Historic Preservation Act. Noted. Natural and nature-based features will be used to the maximum extent practicable. The project will not exacerbate flooding in the River Road neighborhood. Noted. The control and management of invasive species is a component of all the ecosystem restoration alternatives. The invasive species management methodologies proposed for the restoration will be based on the best available science and will utilize an integrated pest management approach. Due to the
	With regard to the River Road Ecosystem Restoration Feasibility Study, SARA/USACE proposed certain alternatives and recommendations in a proposal in the Public Meeting November 20, 2020. The RRNA supports moving onto the design phase of the River Road Eco System Restoration given the stipulations below.	
	 following: 1. Low Water Crossing/Bridge at Woodlawn: The Low Water Crossing is a cultural and historic amenity and is similar in age to other historic features in Brackenridge Park. For almost a century it has been extremely popular and is considered a signature aspect of the River 	
	Road Neighborhood character, with recreational and historic value to both the neighborhood and the larger San Antonio community. This historic structure is essential to maintaining the width and depth of the river, as well as the sound and sight of the waterfall. In addition to the simple, relaxed appreciation for the natural world, it provides the opportunity for fishing, kayaking, birding, walking, and biking. The RRNA is adamant about preserving the Low Water Crossing and deems it essential that the structure be stabilized and preserved to protect this integral characteristic of our neighborhood.	
	2. Erosion Control and bank stabilization: We will authorize only the use of natural elements in efforts for SARA/USACE to stabilize the riverbank and mitigate erosion of the San Antonio River. We must	site-specific construction and cost restraints, the phased construction of

Number of Related Comments	Comment Description	USACE Response
	have prior knowledge and give approval regarding design and materials used sculpting of the banks and seek to minimize loss of mature native tree cover and space for walking (on the east) and River Road (on the west). Prior to beginning the project, we must receive assurance and authoritative scientific documentation that there will be no significant impact on the neighborhood regarding the 2010 EEMA Elocid Zone (100 and 500- year flooding)	restoration measures may not feasible.4. Noted. Parking at the intersection of E Mulberry and Avenue A was considered; however, the option would have absorbed an area of
	 3. Removal of Invasive species staging and replacement of native plants: The RRNA deems it necessary that the removal of invasive plants be a staged, multi-year process which allows for new and appropriate native plant growth. The plan will include the removal of invasive species and replacement with native, drought-tolerant plants and trees. We require the assurance that funding will be available for this to be completed in stages and properly maintained in the future. 4. Avenue A: We call for the removal of vehicles from Ave A and a provision for 8 parking spaces along Avenue A near Mulberry Avenue. Additionally, new fencing must be constructed between the golf course and the walking trail and in accordance with the RIO-1 guidelines. We are emphatic that only natural river access points be implemented and no use or building of artificial piers or other structures be allowed. The natural aspect of this area must be maintained without artificial lighting. 	 would have absorbed an area of restoration. In addition, there are numerous constraints that prohibit implementation of parking within this project's guidelines. 5. Noted. The vegetation in Allison/Davis Park and the open areas along River Road will have some open areas. However, these areas will no longer be conducive for large group activities such as regulation soccer games. These areas will be planted with native grasses that transition to trees and shrubs near the river. As the proposed project develops and changes through time, there will be varying levels of under- and midstory canopies. The boulder barrier as described in the Final IFR-EA is a cost-effective option as compared to bollards. The River Authority has the discretion to upgrade from boulders to bollards. Noted. Throughout the potential Design and Implementation Phase,
	5. Open Areas (Davis/Allison Park, River Road): This is a popular urban park used frequently for dog walking, soccer games, picnics, walking/running, as well as Easter and Fourth of July celebrations by the RRNA. In short, open areas are a neighborhood and community asset. The River Road Scale 3B calls for the restoration of Davis Park with increased vertical vegetative cover for filtering storm and runoff drainage. We require a design that retains at a minimum one-third (1/3) open park space for the community to use this area for low- impact recreation as it has for decades. Critically important, the	

Number of Related Comments	Comment Description	USACE Response
	neighborhood requires the use of cedar bollards rather than boulders along River Road (a park road). These have worked well to date and provide historic referencing and uniformity with other park roads.	the River Authority are happy to answer technical questions from the public and discuss the opportunities that this project provides for ecosystem restoration.
	6. RRNA recognizes that we do not have the technical expertise to offer solutions to the issues listed above and have serious concerns about our ability to effectively engage with SARA/ACE in project design. Consequently, we request SARA/ACE contract a design consulting firm to advise our neighborhood concerning the possibilities and opportunities for our river. As an example of what this agency might look like, some of our members have had considerable success working on design issues with Biohabitats, Inc. a national design consulting firm. Biohabitats specializes in conservation planning, ecological restoration, and regenerative design, with attention to physical, ecological, and cultural attributes. We understand the RRNA will have incremental periods of review of the project. Our continuation of approval is based upon the condition that the stipulations cited above are satisfied.	
San Antonio River Foundation	The mission of the San Antonio River Foundation is to preserve, enhance, and transform the San Antonio River Basin as a vibrant cultural, educational, ecological, and recreational experience. As such, protecting and restoring the native ecology within and along the river is paramount to our mission. The River Foundation believes the ecological restoration of the San Antonio River within the River Road Restoration Project is critical to the long-term health and viability of the river and the native flora and fauna it supports, and thus supports moving the project to the design phase with continuous community involvement prior to implementation. Equally important is the understanding and preservation of the deep historical and cultural ties that exist between the community and the river. The Foundation encourages all parties to consider, and be	Concur. USACE begins communication efforts with state and federal resource agencies to comply with the Fish and Wildlife Coordination Act of 1958. Communication continues throughout the study process, along with public meetings to receive information about project concerns, wants, needs, etc. The NFS maintains communication with local sponsors and stakeholders and relays information through those channels.

Number of Related Comments	Comment Description	USACE Response
	sensitive to, the long-term relationship this stretch of the river has with Brackenridge Park and the River Road neighborhood. There must be adequate public input to safeguard these historic ties.	USACE is partnered with a local source.
Councilman Trevino, Council District 1	As the San Antonio City Councilman representing Council District 1, which includes the headwaters and the northern-most part of the San Antonio River, as well as the adjoining River Road neighborhood, I would like to comment on the proposed River Road Aquatic Ecosystem Restoration Feasibility Study.	1. Nonconcur. There are significant impacts from the low water crossing because of the pooling it has created. This is an ecosystem restoration project, and the low water crossing is not a natural feature of the San Antonio River. The artificial pooling contributes to the other conditions that exacerbates excessive erosion and sedimentation within the river.
	I have reviewed documents, recommendations and comments relating to the proposed Feasibility study, including those from the November 20, 2020 Public Meeting. I have conferred with members of the River Road Neighborhood Association and other River Road neighbors. I am also familiar with the history of development along the river from the earliest settlements up to and including the present time.	
	I fully support the recommendations for proceeding with the Design Phase of the River Road Ecosystem Restoration. My support is subject to the following stipulations:	 Noted. The project will not exacerbate flooding in the River Road neighborhood.
	1. It is important that the Low Water Crossing/ Bridge at Woodlawn Avenue be stabilized and preserved.	3. Noted. The control and management of invasive species is a component of all the ecosystem restoration alternatives. The invasive species management methodologies proposed for the restoration will be based on the best available science and will utilize an integrated pest management approach. Due to the site-specific construction and cost restraints, the phased construction of
	2. Only natural elements should be used in supporting erosion control and bank stabilization. There be no adverse impact on the neighborhood regarding the 2010 FEMA Flood Zone (100 and 500) year.	
	3. In removing invasive species along the river to allow and support the growth of native, drought tolerant species, it is important that any	

Number of Related Comments	Comment Description	USACE Response
	removal be done in stages over multiple years, with the caveat that funding be available over multiple years.	restoration measures may not feasible.
	4. I support the closing of Avenue A to automobile traffic, with the allowance of 8 parking spaces at or near Mulberry Avenue, and the construction of new fencing between the golf course and the walking trail according to RIO guidelines.	 4. Noted. Parking at the intersection of E Mulberry and Avenue A was considered; however, the option would have absorbed an area of restoration. In addition, there are numerous constraints that prohibit implementation of parking within this project's guidelines. 5. Noted. The vegetation in Allison/Davis Park and the open areas along River Road will have some open areas. However, these areas will no longer be conducive for large group activities such as regulation soccer games. These areas will be planted with native grasses that transition to trees and shrubs near the river. As the proposed project develops and changes through time, there will be varying levels of under- and midstory canopies.
	5. I support the retention of Davis/ Allison Park as a recreation area for its River Road neighbors and other city residents. Restoration of the Park should be undertaken according to the River Road Scale 3B with increased vertical vegetative cover with some open park space.	
	In addition, any traffic/ parking control devices along the park roads should be by cedar bollards rather than boulders.	
	I appreciate the opportunity to make these comments in favor of the Design Phase of this important project. Please let me know if I may be of further assistance.	
		The boulder barrier as described in the Final IFR-EA is a cost-effective option as compared to bollards. The River Authority has the discretion to upgrade from boulders to bollards.

Number of Related Comments	Comment Description	USACE Response
Conservation Society of San Antonio	The Conservation Society of San Antonio is dedicated to preserving the architectural, natural, and cultural heritage of San Antonio, Bexar County and the surrounding counties. We have reviewed the proposed River Road Restoration Project and urge you to ensure that this project goes forward.	Concur. Sites within the project area will be restored through a variety of measures, such as native species plantings, non-native invasive species management, and instream structures. This will restore native habitat for both aquatic and terrestrial species. Nonconcur. There are significant impacts from the low water crossing because of the pooling it has created. This is an ecosystem restoration project, and the low water crossing is not a natural feature of the San Antonio River. The artificial pooling contributes to the other conditions that exacerbate excessive erosion and sedimentation within the river.
	The River Road Restoration project will positively enhance an important segment of the San Antonio River, provide ecological benefits throughout the River Road historic district and Brackenridge Park, and serve as a visible model of best practices for waterway protection. The restoration of native ecosystems is one of many benefits being explored in this study.	
	At the same time, the Conservation Society strongly urges the conservation of the Woodlawn Low Water Crossing, an important historic resource to the River Road area and a reminder of the significant National Youth Administration work done here and throughout the City of San Antonio in the 1930s. We oppose any demolition of this resource.	
		Federal agencies are required under Section 106 of the National Historic Preservation Act to take into account the effects of their undertakings on historic properties and consider alternatives to avoid, minimize or mitigate the undertaking's adverse effects on historic properties in consultation with the State Historic Preservation Officer (SHPO) and appropriate federally recognized Tribal Nations. In accordance with
Number of Related Comments	Comment Description	USACE Response
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		this and other applicable regulations, the identification of possible historic resources such as low-water crossings or bridges will be conducted by a qualified Architectural Historian that meets the Secretary of the Interior's Standards and Guidelines for Architectural History or Historic Architecture. If the USACE determines that the undertaking will have an adverse effect on such historic properties, the USACE shall consult with SHPO and other appropriate parties to resolve these adverse effects. This resolution may involve varying levels of documentation to record the history of the structure and explain its significance.

Attachments



June 25, 2019

Adam Zerrenner Field Supervisor U.S. Fish and Wildlife Service 10711 Burnet Rd, Suite 200 Austin, TX 78758

Dear Mr. Zerrenner:

The U.S. Army Corps of Engineers, Fort Worth District (USACE), in partnership with the non-Federal sponsor, the San Antonio River Authority (SARA), has initiated the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study. This aquatic ecosystem restoration study is being conducted under the authority of the Continuing Authorities Program Section 206 of the Water Resources Development Act of 1996 (Public Law 104-33). The ER study will develop alternatives to restore function and structure to the degraded aquatic ecosystem.

The study area is located on the San Antonio River, San Antonio, Texas between East Mulberry and US 281 (see enclosure). This reach of the San Antonio River is one of the last unchannelized segments remaining. The river within the study area exhibits excessive erosion and sedimentation. Two roads (River Road and Avenue A) parallel the banks, where cut banks are eroding the remaining riparian corridor. Urban development, through the narrowing of riparian habitats, and low water dams have altered the hydrology of the river over time, leading to imbalanced sediment transport. This imbalance has triggered the formation of gravel sand bars, and river head cuts. In addition to reduced size, the riparian corridor has been invaded by non-native species and surrounded by planted non-native Bermudagrass (*Cynodon spp*.).

Pursuant to Section 102 of the National Environmental Policy Act (NEPA) as implemented by the regulations promulgated by the Council on Environmental Quality (40 Code of Federal Regulations Parts 1500-1508 and USACE Engineering Regulation 200-2-2), an Environmental Assessment will be prepared to describe aquatic ecosystem restoration alternatives and the affected environment, as well as analyze the potential direct, indirect, and cumulative environmental effects.

In accordance with Section 1005 of the Water Resources Reform and Development Act of 2014 and other applicable laws and regulations, the USACE held a Resource Agency meeting at San Antonio River Authority, 600 E Euclid Ave, San Antonio, Texas 78212, on 11 June 2019 to introduce the River Road Aquatic ER Feasibility Study along with the general USACE study processes and schedule.

Our office would like to solicit any input you may have with respect to the River Road area in accordance with the Fish and Wildlife Coordination Act and other applicable laws and regulations to assist us as we progress through the NEPA process. We would also like to invite you to serve as a cooperating agency for this project. We ask that you respond in writing to confirm or deny your participation by 15 September 2019. We will assume your agency as cooperating if no response is received. Please note, we will accept new information and comments throughout the process. Please contact Justyss Watson, Biologist, Environmental Compliance Branch, Regional Planning and Environmental Center, by mail at U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102-0300; by telephone at (817) 886-1828; or by email at Justyss.A.Watson@usace.army.mil with comments, questions, or the need for further information.

Sincerely,

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Douglas C. Sims, PMP, RPA Chief, Environmental Branch Regional Planning and Environmental Center



June 25, 2019

Laura Zebehazy Program Leader Texas Parks and Wildlife Department Wildlife Division Wildlife Habitat Assessment Program 4200 Smith School Road Austin, TX 78744

Dear Ms. Zebehazy:

The U.S. Army Corps of Engineers, Fort Worth District (USACE), in partnership with the non-Federal sponsor, the San Antonio River Authority (SARA), has initiated the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study. This aquatic ecosystem restoration study is being conducted under the authority of the Continuing Authorities Program Section 206 of the Water Resources Development Act of 1996 (Public Law 104-33). The ER study will develop alternatives to restore function and structure to the degraded aquatic ecosystem.

The study area is located on the San Antonio River, San Antonio, Texas between East Mulberry and US 281 (see enclosure). This reach of the San Antonio River is one of the last unchannelized segments remaining. The river within the study area exhibits excessive erosion and sedimentation. Two roads (River Road and Avenue A) parallel the banks, where cut banks are eroding the remaining riparian corridor. Urban development, through the narrowing of riparian habitats, and low water dams have altered the hydrology of the river over time, leading to imbalanced sediment transport. This imbalance has triggered the formation of gravel sand bars, and river head cuts. In addition to reduced size, the riparian corridor has been invaded by non-native species and surrounded by planted non-native Bermudagrass (*Cynodon spp*.).

Pursuant to Section 102 of the National Environmental Policy Act (NEPA) as implemented by the regulations promulgated by the Council on Environmental Quality (40 Code of Federal Regulations Parts 1500-1508 and USACE Engineering Regulation 200-2-2), an Environmental Assessment will be prepared to describe aquatic ecosystem restoration alternatives and the affected environment, as well as analyze the potential direct, indirect, and cumulative environmental effects.

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Our office would like to solicit any input you may have with respect to the River Road area in accordance with the Fish and Wildlife Coordination Act and other applicable laws and regulations to assist us as we progress through the NEPA process. We would also like to invite you to serve as a participating agency for this project. We ask that you respond in writing to confirm or deny your participation by 15 September 2019. We will assume your agency as participating if no response is received. Please note, we will accept new information and comments throughout the process. Please contact Justyss Watson, Biologist, Environmental Compliance Branch, Regional Planning and Environmental Center, by mail at U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102-0300, by telephone at (817) 886-1828, or by email at Justyss.A.Watson@usace.army.mil with comments, questions, or the need for further information.

Sincerely,

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Douglas C. Sims, PMP, RPA Chief, Environmental Branch Regional Planning and Environmental Center



June 25, 2019

Robert Houston Staff Director Office of Communities, Tribes and Environmental Assessment U.S. EPA Region 6 1445 Ross Avenue, Suite 1200 (ORACN) Dallas, TX 75202-2733

Dear Mr. Houston:

The U.S. Army Corps of Engineers, Fort Worth District (USACE), in partnership with the non-Federal sponsor, the San Antonio River Authority (SARA), has initiated the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study. This aquatic ecosystem restoration study is being conducted under the authority of the Continuing Authorities Program Section 206 of the Water Resources Development Act of 1996 (Public Law 104-33). The ER study will develop alternatives to restore function and structure to the degraded aquatic ecosystem.

The study area is located on the San Antonio River, San Antonio, Texas between East Mulberry and US 281 (see enclosure). This reach of the San Antonio River is one of the last unchannelized segments remaining. The river within the study area exhibits excessive erosion and sedimentation. Two roads (River Road and Avenue A) parallel the banks, where cut banks are eroding the remaining riparian corridor. Urban development, through the narrowing of riparian habitats, and low water dams have altered the hydrology of the river over time, leading to imbalanced sediment transport. This imbalance has triggered the formation of gravel sand bars, and river head cuts. In addition to reduced size, the riparian corridor has been invaded by non-native species and surrounded by planted non-native Bermudagrass (*Cynodon spp*.).

Pursuant to Section 102 of the National Environmental Policy Act (NEPA) as implemented by the regulations promulgated by the Council on Environmental Quality (40 Code of Federal Regulations Parts 1500-1508 and USACE Engineering Regulation 200-2-2), an Environmental Assessment will be prepared to describe aquatic ecosystem restoration alternatives and the affected environment, as well as analyze the potential direct, indirect, and cumulative environmental effects.

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Our office would like to solicit any input you may have with respect to the River Road area. We would also like to invite you to serve as a cooperating agency for this project, to assist us as we progress through the NEPA process. We ask that you respond in writing to confirm or deny your participation by 15 September 2019. We will assume your agency as cooperating if no response is received. Please note, we will accept new information and comments throughout the process. Please contact Justyss Watson, Biologist, Environmental Compliance Branch, Regional Planning and Environmental Center, by mail at U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102-0300; by telephone at (817) 886-1828; or by email at Justyss.A.Watson@usace.army.mil with comments, questions, or the need for further information.

Sincerely,

Douglas C. Sims, PMP, RPA Chief, Environmental Branch Regional Planning and Environmental Center



June 25, 2019

Charles Kneuper State Resource Conservationist, Acting USDA-NRCS 101 South Main Street Temple, TX 76501

Dear Mr. Kneuper:

The U.S. Army Corps of Engineers, Fort Worth District (USACE), in partnership with the non-Federal sponsor, the San Antonio River Authority (SARA), has initiated the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study. This aquatic ecosystem restoration study is being conducted under the authority of the Continuing Authorities Program Section 206 of the Water Resources Development Act of 1996 (Public Law 104-33). The ER study will develop alternatives to restore function and structure to the degraded aquatic ecosystem.

The study area is located on the San Antonio River, San Antonio, Texas between East Mulberry and US 281 (see enclosure). This reach of the San Antonio River is one of the last unchannelized segments remaining. The river within the study area exhibits excessive erosion and sedimentation. Two roads (River Road and Avenue A) parallel the banks, where cut banks are eroding the remaining riparian corridor. Urban development, through the narrowing of riparian habitats, and low water dams have altered the hydrology of the river over time, leading to imbalanced sediment transport. This imbalance has triggered the formation of gravel sand bars, and river head cuts. In addition to reduced size, the riparian corridor has been invaded by non-native species and surrounded by planted non-native Bermudagrass (*Cynodon spp*.).

Pursuant to Section 102 of the National Environmental Policy Act (NEPA) as implemented by the regulations promulgated by the Council on Environmental Quality (40 Code of Federal Regulations Parts 1500-1508 and USACE Engineering Regulation 200-2-2), an Environmental Assessment will be prepared to describe aquatic ecosystem restoration alternatives and the affected environment, as well as analyze the potential direct, indirect, and cumulative environmental effects.

In accordance with Section 1005 of the Water Resources Reform and Development Act of 2014 and other applicable laws and regulations, the USACE held a Resource Agency meeting at San Antonio River Authority, 600 E Euclid Ave, San Antonio, Texas 78212, on 11 June 2019 to introduce the River Road Aquatic ER Feasibility Study along with the general USACE study processes and schedule.

Our office would like to solicit any input you may have with respect to the River Road area, to assist us as we progress through the NEPA process. We would also like to invite you to serve as a cooperating agency for this project. We ask that you respond in writing to confirm or deny your participation by 15 September 2019. We will assume your agency as cooperating if no response is received. Please note, we will accept new information and comments throughout the process. Please contact Justyss Watson, Biologist, Environmental Compliance Branch, Regional Planning and Environmental Center, by mail at U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102-0300; by telephone at (817) 886-1828; or by email at Justyss.A.Watson@usace.army.mil with comments, questions, or the need for further information.

Sincerely,

Douglas C. Sims, PMP, RPA Chief, Environmental Branch Regional Planning and Environmental Center



June 25, 2019

John MacFarlane Department of Transportation Federal Aviation Administration 10101 Hillwood Parkway Fort Worth, TX 76177

Dear Mr. MacFarlane:

The U.S. Army Corps of Engineers, Fort Worth District (USACE), in partnership with the non-Federal sponsor, the San Antonio River Authority (SARA), has initiated the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study. This aquatic ecosystem restoration study is being conducted under the authority of the Continuing Authorities Program Section 206 of the Water Resources Development Act of 1996 (Public Law 104-33). The ER study will develop alternatives to restore function and structure to the degraded aquatic ecosystem.

The study area is located on the San Antonio River, San Antonio, Texas between East Mulberry and US 281 (see enclosure). This reach of the San Antonio River is one of the last unchannelized segments remaining. The river within the study area exhibits excessive erosion and sedimentation. Two roads (River Road and Avenue A) parallel the banks, where cut banks are eroding the remaining riparian corridor. Urban development, through the narrowing of riparian habitats, and low water dams have altered the hydrology of the river over time, leading to imbalanced sediment transport. This imbalance has triggered the formation of gravel sand bars, and river head cuts. In addition to reduced size, the riparian corridor has been invaded by non-native species and surrounded by planted non-native Bermudagrass (*Cynodon spp*.).

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Sincerely,

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Douglas C. Sims, PMP, RPA Chief, Environmental Branch Regional Planning and Environmental Center



June 25, 2019

Peter Schaefer, MC 150 TCEQ P.O. Box 13087 Austin, TX 78711-3087

Dear Mr. Schaefer,

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Sincerely,

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Douglas C. Sims, PMP, RPA Chief, Environmental Branch Regional Planning and Environmental Center



June 25, 2019

Public Notice

River Road Aquatic Ecosystem Restoration Feasibility Study Initiation

The U.S. Army Corps of Engineers, Fort Worth District (USACE), in partnership with the non-Federal sponsor, the San Antonio River Authority (SARA), has initiated the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study. This aquatic ecosystem restoration study is being conducted under the authority of the Continuing Authorities Program Section 206 of the Water Resources Development Act of 1996 (Public Law 104-33). The ER study will develop alternatives to restore function and structure to the degraded aquatic ecosystem.

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Our office would like to solicit any input you may have with respect to the River Road area, to assist us as we progress through the NEPA process. We look forward to receiving your comments. Please contact Justyss Watson, Biologist, Environmental Compliance Branch, Regional Planning and Environmental Center, by mail at U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102-0300, by email at Justyss.A.Watson@usace.army.mil, or by

telephone at (817) 886-1828 with comments, questions, or the need for further information.

Sincerely,

2 M. 2

Douglas C. Sims, PMP, RPA Chief, Environmental Branch Regional Planning and Environmental Center



July 10, 2019

Public Notice

River Road Aquatic Ecosystem Restoration Feasibility Study Public Scoping Meeting

The U.S. Army Corps of Engineers, Fort Worth District (USACE), hereby informs the public of the public scoping meeting to be held for the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study, San Antonio, Texas.

The ER feasibility study will develop and analyze ecosystem restoration alternatives, including the No Action Alternative, to restore degraded ecological structure and function to aquatic and riparian habitat on the River Road reach of the San Antonio River between East Mulberry Avenue and US 281.

A public scoping meeting will be held at 6 p.m. on August 13, 2019 at Lion's Field Adult and Senior Center, 2809 Broadway Street, San Antonio, TX 78209. General information about the ER feasibility study and its process will be available for review. There will be an opportunity to ask questions and provide written comments about the project. USACE staff will be on site to answer any questions and/or address concerns about the project.

A 30-day public comment period begins Tuesday, August 13, 2019 and ends September 12, 2019. Comments may be submitted at the public meeting, mailed to Justyss Watson, Biologist, Environmental Branch, Regional Planning and Environmental Center, U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, TX 76102-0300, or emailed to RiverRoadER@usace.army.mil.

Sincerely,

Angela M. Lane

Angela M. Lane Acting Chief, Environmental Branch Regional Planning and Environmental Center



October 31, 2019

Public Notice

River Road Aquatic Ecosystem Restoration Feasibility Study Public Meeting

The U.S. Army Corps of Engineers, Fort Worth District (USACE), hereby informs the public of the public meeting to be held for the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study, San Antonio, Texas.

Ecosystem restoration measures have been developed for the ER feasibility study to restore degraded ecological structure and function to aquatic and riparian habitat on the River Road reach of the San Antonio River between East Mulberry Avenue and US 281.

A public meeting will be held at 6 p.m. on December 3, 2019 at Lion's Field Adult and Senior Center, 2809 Broadway Street, San Antonio, TX 78209. Information about the ER feasibility study and the developed measures will be available for review. There will be an opportunity to ask questions and provide written comments about the project. USACE staff will be on site to answer any questions and/or address concerns about the project.

A 30-day public comment period begins Tuesday, December 3, 2019 and ends Friday, January 3, 2020. Comments may be submitted at the public meeting, mailed to Justyss Watson, Biologist, Environmental Branch, Regional Planning and Environmental Center, U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, TX 76102-0300, or emailed to RiverRoadER@usace.army.mil.

Sincerely,

amanda MCGette

Amanda (Mandy) McGuire Chief, Environmental Branch Regional Planning and Environmental Center

From:	Marcus Machemehl (Aviation)	
То:	Watson, Justyss A CIV USARMY CESWD (USA); Steven Southers (Aviation)	
Cc:	Joshua Heiss (Aviation); John MacFarlane (john.macfarlane@faa.gov); Allen, Daniel L CIV USARMY CESWF (USA)	
Subject:	[Non-DoD Source] RE: FAA consultation - Potential Effects of Ecosystem Restoration USACE River Road, San Antonio River, San Antonio, TX (View in HTML) - NEPA	
Date:	Friday, January 24, 2020 9:57:21 AM	

Justyss,

Thank you for the information. I feel that your project will not cause us any problems. Please keep me informed of any change and status of the project.

Thank you Marcus

. . .



Partners





A / Media / Public Notices

Public Notices by Year

- **2020 (7)**
- 2019 (33)
- 2018 (23)
- 2017 (19)
- **2016 (19)**
- **2015 (25)**
- **2014 (40)**
- 2013 (56)
- **2012 (10)**

River Road Aquatic Ecosystem Restoration Feasibility Study Public Scoping

Published July 31, 2019 / Expiration date: 9/12/2019

PRINT | E-MAIL

View full public notice

The Ecosystem Restoration (ER) feasibility study will develop and analyze ecosystem restoration alternatives, including the No Action Alternative, to restore degraded ecological structure and function to aquatic and riparian habitat on the River Road reach of the San Antonio River between East Mulberry Avenue and US 281.



Fort Worth District, U.S. Army Corps of Engineers Published by Clay Church (?) - July 31, 2019 - 🕥

San Antonio River: River Road Aquatic Ecosystem Restoration Feasibility Study scoping meeting and comment period. See public notice for more information:

https://www.swf.usace.army.mil/.../river-road-aquatic-ecosys.../



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- 2010 (1)

San Antonio River Road Aquatic Ecosystem Restoration Feasibility Study public meeting announced

SWF USACE

Published Nov. 4, 2019

PRINT | E-MAIL

San Antonio, Texas --FORT WORTH, Texas - U.S. Army Corps of Engineers officials from the Fort Worth District announced earlier today a public meeting to be held for the River Road Aquatic Ecosystem Restoration Feasibility Study in San Antonio, Texas on Tuesday, December 3 at 6 p.m.

Ecosystem restoration measures have been developed for the ER feasibility study to restore degraded ecological structure and function to aquatic and riparian habitat on the River Road reach of the San Antonio River between East Mulberry Avenue and US 281.

The public meeting will be held at 6 p.m., December 3, at Lion's Field Adult and Senior Center, 2809 Broadway Street, San Antonio, TX 78209. Information about the ER feasibility study and the developed measures will be available for review. There will be an opportunity to ask questions and provide written comments about the project. USACE staff will be on site to answer any questions and/or address concerns about the project.

A 30-day public comment period begins Tuesday, December 3, 2019 and ends Friday, January 3, 2020. Comments may be submitted at the public meeting, mailed to Justyss Watson, Biologist, Environmental Branch, Regional Planning and Environmental Center, U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, TX 76102-0300, or emailed to RiverRoadER@usace.army.mil.

-30-

About the Fort Worth District: The Fort Worth District, U.S. Army Corps of Engineers was established in 1950. The District is responsible for water resources development in two-thirds of Texas, and design and construction at military installations in Texas and parts of Louisiana and New Mexico. Visit the Fort Worth District Web site at: www.swf.usace.army.mil and SWF Facebook at: https://www.facebook.com/usacefortworth/.



San Antonio River Road public meeting:

A public meeting will be held for the River Road Aquatic Ecosystem Restoration Feasibility Study in San Antonio, Texas on Tuesday, December 3 at 6 p.m. at Lion's Field Adult and Senior Center, 2809 Broadway Street, San Antonio, TX 78209. Ecosystem restoration measures have been developed for the ER feasibility study to restore degraded ecological structure and function to aquatic and riparian habitat on the River Road reach of the San A... See More



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912 People Reached 26 Engagements

Boost Post

Neighbors navigate SA River project

by LUCILLE SIMS THOMAS

A POTENTIAL PROJECT to restore the San Antonio River's wetlands ecosystem in Brackenridge Park is prompting both concerns and cautious optimism from a nearby neighborhood.

The San Antonio River Authority is working with the U.S. Army Corps of Engineers and the San Antonio Parks and Recreation Department to examine the feasibility of an aquatic and riparian ecosystem restoration project along the river between Mulberry Avenue and U.S. 281 North.

A public meeting was held to introduce the project and then a second session was convened to solicit suggestions and opinions, primarily from the adjacent River Road Historic District, local businesses and cultural institutions.

Aarin Teague, senior engineer with SARA, said the community seems mostly in favor of the project, but noted a wide variety of opinions have been expressed.

"The community has long been asking for the restoring of habitat, for us to take care of some of the erosion and address other challenges that the river is experiencing to improve the sustainability and resilience of the river through this stretch," Teague said.

Planners welcome the community's views, he added.

"We want to go ahead and improve it, but we don't want to make it so stylized that it loses its qualities that make it unique," said Arlene Fisher, who serves on the Parks and River Committee of the River Road Neighborhood Association. She said her neighborhood's unique layout is one of the reasons she has loved

之

living there since 2006.

"I guess the River Authority and the Corps of Engineers have had different priorities for use of funds other than this section of the river," she said. "We're hoping to go ahead and move forward this time. I think this area of the river warrants the attention."

The River Road neighborhood is a long-established, secluded enclave with homes ranging from bungalows to Tudor Revival cottages. Within its boundaries lies one of the last remaining natural, unchanneled portions of the San Antonio River.

The neighborhood, which borders the river, 281 and the Brackenridge Park Golf Course, has wanted some help with the waterway for quite awhile, but a lack of funding has kept any plans from moving forward, neighbors said.

According to SARA's website, the portion of the river being studied is excellent for birding and fishing with catfish, largemouth bass and spotted gar. But, erosion has become a problem as well as some invasive species of flora and fauna that threaten the natural

habitat.

Planners are cognizant of the impact the project could have on the neighborhood, said Justyss<cq> Watson, a biologist with the Corps of Engineers.

"We do have constraints on the project. We don't want to make anything negatively impact the neighborhood," Watson said. "With this project, there is going to be an environmental assessment, so there shouldn't be significant impact to the neighborhood from what we can tell for now," she said.

Fisher said the main issues that concern her are the river's erosion, the sedimentation and flooding from rains. She also worries about drainage, maintaining the integrity of the river and keeping it as natural as possible.

Fisher and the committee also don't want the low-water crossing replaced with a bridge or changes that might interfere with migratory birds.

"It's got a lot of natural amenities that typically you don't have in an inner-city neighborhood," Fisher said.

^{*} Longtime resident William Sibley said he and most of his neighbors deeply care about the river and want to be good stewards of the waterway.

"I'm not opposed to some thoughtful pruning of non-native

PROJECT continues on pg. 15

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LOWDOWN continues from pg. 10

employees' philanthropy club. The program provides foster and foster-to-adopt services across Texas. The money is to help the San Antonio location fund its Bridge the Gap program, which includes summer camp, back-toschool and holiday initiatives.

NORTH STAR MALL IS OFFERING A

FIESTA MEDAL commemorating the legacy of the late Bob Wade, artist of the World's Largest Boots, the 35-foot-tall sculpture fronting the mall. Wade died Dec. 24 at age 76. It was 1979 when he was contacted by the Washington Project for the Arts to create a Texas-themed sculpture to install on an empty lot in Washington, D.C., near the White House. The giant boots instantly became such a sensation that a Houston company and the Rouse Co., then-owners of North Star Mall, mounted a bidding war for the sculpture. Rouse bought the landmark for \$20,000. The effort to relocate the boots inspired a song and a documentary film about the move.

A 24-MEMBER TASK FORCE

WILL HELP THE San Antonio Independent School District research a potential bond referendum in November. The group will provide feedback on existing district facilities and educational needs, input on priority projects, and present a long-range plan recommendation to trustees late this summer.

TEXAS PUBLIC SCHOOLS OBSERVED HOLOCAUST REMEMBRANCE WEEK Jan. 27-31, thanks in part to the

efforts of Woodridge Elementary School teacher Lisa Barry and three daughters of Holocaust survivors, Varda Ratner, Sharon Scharff and Ginny Wind. The four women went to the state Capitol to push for legislation that requires Texas public school curriculum to include a history of the Holocaust. A fifth-grade teacher in the Alamo **Heights Independent School** District, Barry incorporates the Holocaust into classroom lessons about bullying, tolerance and empathy. Students were also working to collect 6 million pennies - a tribute to the estimated 6 million Jews who died in the Holocaust - that will be donated to local nonprofits and charities such as David's Legacy Foundation, Child Advocates San Antonio, and the San Antonio Holocaust Memorial Museum.

THE SAN ANTONIO BOARD OF Adjustment Feb. 17 Reversed

A RULING by the Historic and Design Review Commission, which had approved a controversial townhome project in the River Road neighborhood. The BOA sided with resident John Hertz's appeal of HDRC's decision in December to grant a certificate of appropriateness to a project proposing 24 two- and three-story townhomes in six buildings at 335 Trail St. Despite efforts by the developer, MNO Partners, to appease neighbors, several residents continued to voice concerns with the proposed buildings' heights and sizes. Neighbors argued the project was incompatible with River Road Historic District guidelines. Find Local Lowdown at www. localcommunitynews.com.

PROILCT continues from pg. 13

species along the river banks, but I love the low-water crossing and feel its elimination will terminate the pooling that allows a summertime dwelling for fish, ducks, turtles, birds, etc.," Sibley said.

He also supports closing off the golf course maintenance road from Mulberry – provided there is adequate parking at the entrance for walkers, fishers and nature lovers. However, Sibley said he doesn't want to see a new accessway through Allison Drive/Davis Park and the closing of the longtime entrance at Mulberry, adjacent to the river. Watson said several options are

Watson said several options are being weighed.

"Measures depend on the project, but some of the measures that we've looked at are planting native vegetative species, removing invasive species and modifying or removing the low-water crossing within that (part) of the river," Watson said.

The corps is working with the golf course, but is mostly staying out of that area except the part of the river to plant native species about 50 feet along the banks.

The corps is funding a large component of the feasibility study with a local match from SARA. The study is not expected to be finished until the end of this year or early 2021. Another public meeting will follow.

Find this story and more at www. localcommunitynews.com.



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Modification or replacement of three low water crossings with pedestrian bridges in order to restore stream flow and function.





Low Motor Crossing of E. Croig



Low Water Crossing in Golf Course

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is required, they are ngly & not maintained Diarge rock blocks or other way to cross niver Mill Race Rd >need to allow ability to use by kids, pets, people to cross rirer Datterations to #22/3 need to balance changes made to #1 softwoot extreme changes in water level & water depths Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



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Modification or replacement of three low water crossings with pedestrian bridges in order to restore stream flow and function.





Low Water Creesing at E. Creig



Low Water Crossing in Golf Course 3

Disclaimer:



Modification or replacement of three low water crossings with pedestrian bridges in order to restore stream flow and function.







Low Water Crossing in Golf Course

Overalls Reed to understand the cultural characteristics of each crossing 3 Drecommended Herbarchy for modifications: 1) preserving (least impact to structure) 2) enhancing 3) transforming D need more detailed into HE' H analysis before alternatives chosen sri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri iland), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



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Modification or replacement of three low water crossings with pedestrian bridges in order to restore stream flow and function.







Low Water Crossing in Golf Course

3



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Alternative 3: Reroute River Road



3A. Partial removal of River Road, rerouting traffic to re-established Allison Drive, while protecting the acequia. Plant Allison Park with native species.



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3A. Partial removal of River Road, rerouting traffic to re-established Allison Drive, while protecting the acequia. Plant Allison Park with native species.



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3A. Partial removal of River Road, rerouting traffic to re-established Allison Drive, while protecting the acequia. Plant Allison Park with native species.



3B: Leave River Road in place and replant Allison Park with native species.



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DEPARTMENT OF THE ARMY U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT P.O. BOX 17300 FORT WORTH, TX 76102-0300

November 10, 2020

NOTICE OF AVAILABILITY

DRAFT INTEGRATED FEASIBILITY REPORT AND ENVIRONMENTAL ASSESSMENT FOR THE RIVER ROAD AQUATIC ECOSYSTEM RESTORATION FEASIBILITY STUDY SAN ANTONIO, BEXAR COUNTY, TEXAS

The public is hereby notified of the availability of the Draft Integrated Feasibility Report and Environmental Assessment (EA) and Draft Finding of No Significant Impact (FONSI) for the River Road Aquatic Ecosystem Restoration (ER) Feasibility Study in San Antonio, Texas. The U.S. Army Corps of Engineers, Fort Worth District prepared the Draft Integrated Feasibility Report and EA to identify, evaluate, and disclose all impacts that would result from the implementation of the proposed plans to address ecosystem restoration.

The ER feasibility study has developed and analyzed ecosystem restoration alternatives, including the "No Action" alternative, to restore degraded ecological functions and riverine habitats in the River Road study area to increase habitat quality for migratory birds, aquatic wildlife, and other wildlife species. Alternatives evaluated in the feasibility study include native species plantings, invasive species management, and riverine and riparian habitat restoration. The Draft Integrated Feasibility Report and EA, Draft FONSI, and comment form will be posted at the link below starting Tuesday, November 10, 2020.

https://www.swf.usace.army.mil/Missions/Water-Sustainment/River-Road/

A virtual-based public meeting will be held on Thursday, November 19, 2020 from 6 p.m. to 8 p.m. and will be accessible through the link below.

https://global.gotomeeting.com/join/546923605; Call-In Number: +1 (646) 749-3122; Access Code: 546-923-605

A 45-day public comment period begins on Tuesday, November 10, 2020 and ends Monday, December 28, 2020. Please address any comments by mail to Ms. Justyss Watson, Compliance Section, Environmental Branch, Regional Planning and Environmental Center, U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102-0300, or by email at RiverRoadER@usace.army.mil.

Sincerely,

Amanda M. McGuire Chief, Environmental Branch Regional Planning and Environmental Center



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US Army Corps of Engineers Fort Worth District Website

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Draft Integrated Feasibility Report and Environmental Assessment for River Road now available

U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT

Published Nov. 12, 2020

PRINT | E-MAIL

FORT WORTH, Texas --- U.S. Army Corps of Engineers Officials announce today the release of the Draft Environmental Assessment and Friding of No Significant Impact for the River Road Aquatic Ecosystem Restoration Feasibility Study in San Antonio, Texas:

The U.S. Army Corps of Engineers. For Worth Distric pregared the Draft Integrated Feasibility Report and DA to identify, evaluate, and idscional all impacts that would result from the implementation of the proposed pains to address ecosystem restoration. The CR leasibility study has developed and analyzed ecosystem restoration alternatives, including the TNA Action? alternative, to restore degraded ecological functions and inferient hatfattasis. The R-BwR dada tody area to increase habitast quality for migratory birds, aquasis widdlife, and other widdlife species. Alternatives evaluated in the feasibility study include noise species planeting, invasive species management, and revient and ingrarion habitast contains.

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A 5-6 kg public comment period begins on November 10 and ends Monday. December 28, 2020. Please address any comments by public Mo, hugs Watson, Compliance Seison, Throwomenal Branch, Regional Panning and Thrivinomenia Cherner, U.S. Arrny Corps of Engineers, 81 Paylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102.0300, or by email at RowfmodEIP@watset.armg.niul.

Visit the Fort Worth District Web site at: www.swf.usace.army.mil and social media at: https://about.me/usacefortworth

Contact

Clay Church 817-886-1314 clayton.a.church@usace.army.mil

Release no. 20-053

Environmental Assessment River Road Aquatic Ecosystem Restoration Feasibility Study

Our Mission

The mission of the U.S. Army Corps of Engineers is to deliver vital public and military engineering services; partnering in peace and war to strengthen our nation's security, energize the economy and reduce risks from disasters.





NEWS RELEASE

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG®

For Immediate Release: NR 20-055 December 14, 2020

Contact: Clay Church, 817-886-1314 clayton.a.church@usace.army.mil

Comment period extended for the Draft Integrated Feasibility Report and Environmental Assessment for River Road in San Antonio, Texas

FORT WORTH, Texas – U.S. Army Corps of Engineers Officials announce today the extension of the comment period for the Draft Environmental Assessment and Finding of No Significant Impact for the River Road Aquatic Ecosystem Restoration Feasibility Study in San Antonio, Texas to January 12, 2021.

The comment period extension was requested to provide time for stakeholders and members of the public to review responses to comments and questions. U.S. Army Corps of Engineers, Fort Worth District prepared the Draft Integrated Feasibility Report and EA to identify, evaluate, and disclose all impacts that would result from the implementation of the proposed plans to address ecosystem restoration. The ER feasibility study has developed and analyzed ecosystem restoration alternatives, including the "No Action" alternative, to restore degraded ecological functions and riverine habitats in the River Road study area to increase habitat quality for migratory birds, aquatic wildlife, and other wildlife species. Alternatives evaluated in the feasibility study include native species plantings, invasive species management, and riverine and riparian habitat restoration.

The Draft Integrated Feasibility Report and EA, Draft FONSI, and comment form are available at:

https://www.swf.usace.army.mil/Missions/Water-Sustainment/River-Road/

The 60-day public comment period began on November 10 and ends Tuesday, January 12, 2021. Please address any comments by mail to Ms. Justyss Watson, Compliance Section, Environmental Branch, Regional Planning and Environmental Center, U.S. Army Corps of Engineers, 819 Taylor Street, P.O. Box 17300, Room 3A12, Fort Worth, Texas 76102-0300, or by email at RiverRoadER@usace.army.mil.

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Visit the Fort Worth District Web site at: <u>www.swf.usace.army.mil</u> and social media at: <u>https://about.me/usacefortworth</u>



SAN ANTONIO RIVER AUTHORITY

River Road VIRTUAL PUBLIC MEETING

November 19, 2020 • 6 p.m. - 8 p.m. (CST) Please join from your computer, tablet or smartphone. global.gotomeeting.com/join/546923605

You can also dial in using your phone.



United States: +1 (646) 749-3122 Access Code: 546-923-605

The Presentation and Question Form for the River Road Virtual Public Meeting can be found onine at sariverauthority.org/riverroad. This meeting will be recorded and placed on the River Authority's River Road webpage.

A RIVER AUTHORITY PARTNERSHIP WITH



US Army Corps of Engineers.

River Road

November 19, 2020 • 6 p.m. - 8 p.m. (CST) Please join from your computer, tablet or smartphone.

A RIVER AUTHORITY PARTNERSHIP WITH



US Army Corps of Engineers®

MEETING TO DISCUSS:

The San Antonio River Authority (River Authority) is collaborating with the U.S. Army Corps of Engineers (USACE) to identify the feasibility of an aquatic ecosystem restoration project on the San Antonio River between Mulberry and US Hwy 281 near the River Road neighborhood. The community is invited to meet the project managers from USACE and the River Authority to learn about and provide comments on reviewed potential ecosystem restoration measures. Comments on the project may be submitted at the public meeting, emailed to RiverRoadER@usace.army.mil or mailed to:

Justyss Watson, Biologist, Environmental Branch Regional Planning & Environmental Center U.S. Army Corps of Engineers 819 Taylor Street. P.O. Box 17300, Room 3A12 Fort Worth, TX 76102-0300

sariverauthority.org/riverroad



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SA River feasibility study all wet, neighbors say

By Lucille Sims Thomas - January 10, 2021



Despite some community members making waves, a potential San Antonio River reclamation project in Brackenridge Park poses no environmental threat, according to officials.

The Army Corps of Engineers said its feasibility study indicates its initiative to restore the river's natural state adjacent to the River Road Historic District won't take a toll on the waters' ecosystem.

The San Antonio River Authority is working with the corps, but emphasized at this stage the report is merely preliminary and doesn't mean the endeavor is going forward.

"We still have a little bit of work to do to get from a feasibility study to an actual project," said Aarin Teague, a senior engineer with SARA. "This was the first step – you got to go through this step with a federal project."

Money must first be allocated from a federal funding program used for aquatic ecosystem restoration before more work is done.

Many neighbors, however, expressed concerns in spite of assurances the river's ecology will be unharmed.

"Right now, we have catfish that are longer than your arm. We've got bass that are 10 to 16 inches out here," said Richard Reed, former River Road Neighborhood Association president. "If SARA buys this plan, they're not going to have water that can support those catfish or those bass." The corps recently held a virtual meeting to hear public remarks.

"We just got a whole wide range of comments about the project, which was pretty awesome," Teague said.

The initiative is two-pronged, said Zia Burns, continuing authorities program manager with the corps.

Phase one includes the current feasibility assessment, and a follow-up designer-implementation stage where the project would be blueprinted and constructed.

The estimated price tag is about \$6 million, officials said. The \$100,000 feasibility report was federally funded, Burns said, but thereafter, costs are shared 50-50.

For the designer-implementation phase, the split is 65% U.S. government and 35% SARA.

Reed, a participant in the virtual session, also was a onetime SARA environmental advisory committee member. The group is the public-input arm of the river authority specifically interested in the Texas Clean Rivers Program.

He said SARA has long wanted to do something with this stretch of water. It was part of the Museum Reach project but the money dried up.

The corps' River Road aquatic ecosystem reclamation roughly involves a section from East Mulberry Avenue to U.S. 281 North.

Reed supports the undertaking's nature trail, but worries how the corps plans to remove all the concrete, including a century-old dam. He fears there will be a negative affect to the river, leaving it with very little water as part of the plan to return it to its natural habitat.

"What would it look like if the river were dropped down 5 feet? It would be a little stream at the bottom of a gully, which would be really similar to the little stream that you get north of Mulberry," Reed said.

Justyss Watson, a biologist with the corps, said the river is naturally transforming; the project aims to restore the watercourse.

"The aesthetics will change as you go into the future, so with restoration, there will be some shortterm impact. But in the long term, the aesthetics will return to a more natural kind of state. It's just going to take a little bit of time to get there," Watson said. William Sibley, who also lives in River Road, is worried about the proposed removal of the low-water crossing at East Woodlawn Avenue and the uprooting of all nonnative vegetation along the riverbanks.

"The location of the low-water crossing itself predates Native American usage as the traditional passageway of the upper San Antonio River for both humans and animals alike," Sibley said.

Reed feels the corps is only interested in redoing stream environments and believes SARA has partnered with the wrong entity, since it also won't address floods in the area.

"This is a lot of money to spend on the water without reducing the danger of flooding in the neighborhood," he said.

To see the feasibility report, visit https://www.swf.usace.army.mil/Missions/Water-Sustainment/River-Road/.



Lucille Sims Thomas