

APPENDIX A
(Photographs)



Aerial photographs of the proposed Cranes Mill Road Study Area with views to the northwest (top photo) and north (bottom photo). Both photographs indicate unauthorized use of the study area by the general public.



Photographs of the proposed Cranes Mill Road Study Area with a view to the north (top photo) identifying existing grassland habitat and a view to the south (bottom photo) identifying the Canyon Lake shoreline at the end of Cranes Mill Road.



Photographs of the proposed Cranes Mill Road Study Area with a view (top photo) identifying the Canyon Lake shore line from the proposed boat ramp site east to the end of Cranes Mill Road and a view to the west (bottom photo) identifying buttonbush vegetation along the Canyon Lake shoreline within the proposed boat ramp site.



Photographs of the Canyon Lake Shores Boat Ramp study area (top photo) and the Cranes Mill Park Boat Ramp study area (bottom photo).

APPENDIX B
(Water Related Recreation Development)

WATER-RELATED DEVELOPMENT POLICY FOR FORT WORTH DISTRICT LAKES

CESWF-OD-R/CESWF-RE-M

April 2002

SUBJECT: Enactment of a Policy for Water-Related Recreational Development on Federal Lands and Waters Within the Fort Worth District

1. **PURPOSE:** To establish a development policy for water-related facilities on all Fort Worth District Lakes. This policy applies the criteria and principles gained from the recently completed Water-Related Recreation Use Study (WRRUS) at Lewisville Lake to any lake at which new water-related development is contemplated or planned.
2. **APPLICABILITY:** This policy applies to the Corps of Engineers and all entities and/or leaseholders having rights and responsibilities, now or in the future, for development of Federally-owned land and water areas at any Fort Worth District lake (except Lewisville Lake), as of the date of this policy. Lewisville Lake is currently covered by a water-related development policy in effect since February 1999.
3. **BACKGROUND:** In response to requests for new marina developments on Lewisville Lake, the Corps initiated an effort in the fall of 1997 to facilitate a comprehensive lake use study. The Corps partnered with the North Central Texas Council of Governments (NCTCOG), acting on behalf of eleven governmental entities and several leaseholders agreeing to share half the cost of the lake use study. These governmental entities and leaseholders shared an interest in the future development of the lake and participated both materially and financially in the study effort. The effort consisted of two phases - a water-related recreation use study and a lake-wide programmatic environmental assessment (PEA). The WRRUS provided base level information necessary for the Corps to determine and prudently allocate facilities and services required for new water-related development, including marinas. After completion of the WRRUS, the effort moved into the second phase wherein stakeholders submitted water-related recreation and other land use development plans for inclusion in the PEA. The PEA has now been completed and a water-related development policy for Lewisville Lake has been published. The policy states that the Corps will manage the number of boat slips and boat ramp parking spaces so that on peak-use days, the number of vessels on the lake will rarely exceed 1112. In simple terms, the policy regulates development of facilities which increase boating use of the lake. More information is available on the District website at <http://www.swf.usace.army.mil>.

4. **DISCUSSION:**

a. Lewisville Lake is not alone in the need for prudent allocation of water-related recreation facilities. To some degree, all of the District's lakes experience increasing demand for space on the lake surface. While some lakes do not necessarily have the same boating use characteristics as Lewisville, there are common factors that contribute to water surface congestion at all lakes. These factors include the presence of Corps' and outgranted boat ramp parking spaces, wet slips and dry stack slips at marinas, yacht clubs, private docks, etc. Our main concerns are resource protection, water safety and user enjoyment as affected by the number of vessels on a lake during peak use hours on peak use days.

b. The US Army Corps of Engineers is the steward of the lands and waters at our lakes. Our mission is to manage and conserve those natural resources, consistent with ecosystem management principles, while providing quality public outdoor recreation experiences to serve the needs of present and

future generations. In line with this management responsibility, we have routinely evaluated proposed actions and visitor use patterns for their affect on natural resources and/or the quality of the recreation experience for our visitors. These efforts have resulted in constraints on visitor use such as requiring campers to use only designated sites, or limiting the size of parking lots at beaches and picnic areas to reduce crowding. At some lakes, the numbers of hunters are limited as needed to improve hunter safety and user enjoyment. However, until recently, little consideration had been given to the affect proposed actions might have on use of the lake surface during peak use days. We would be remiss to ignore this factor in future decisions. The absence of a marina on a lake does not negate the potential for lake surface congestion.

5. **POLICY:** Based on the data provided in the WRRUS, dated December 1998, and, in an effort to insure that use of the lake surface is considered in all actions, the Fort Worth District hereby enacts the following policy regarding water-related development:

a. Nothing herein may be inferred to approve development requests or imply future approval of development requests. National Environmental Policy Act (NEPA) compliance will be required for any new development. The NEPA process could prescribe that this policy be adjusted for environmental reasons.

b. Existing written authorization (as of the date of this policy) for development of water-related recreational facility development issued to leaseholders will be honored, even if actual construction has not yet begun. No authorization(s) will be revoked as a result of issuance of this policy. This policy is not intended to cause removal of any existing, or currently authorized facilities.

c. The Corps, in cooperation with its water purveyor partners and recreational leaseholders, will oversee and monitor water-related development programs involving wet slips, dry stack slips, boat ramps and boat ramp parking spaces. Requests for authorizations for these facilities will be evaluated by the Corps for impacts to use of the lake surface, natural resources, water safety, and user enjoyment.

d. In determining an appropriate physical carrying capacity for the lake surface at Lewisville Lake, the WRRUS designated three levels of resource protection/user enjoyment: maximum, median, and minimum. These levels equate to acres of usable water surface per boat - having a high number of acres of water per boat tends to maximize resource protection/user enjoyment while a low number would tend to threaten the resource and reduce user satisfaction. The formula to determine the level is to divide the number of boatable acres of water surface (at normal pool) by the number of acres required for each type of boat (a figure determined by previous research), then multiply the result by the actual percent of each type of boat on the lake simultaneously (determined by an actual count on 6 high-use weekend days). [NOTE; Boatable acres would not include areas that are densely covered with dead timber, extremely shallow, or restricted.] The WRRUS determined that, at Lewisville, the **maximum** resource protection/user enjoyment level requires 27 acres of water per boat, the **median** level requires 18 acres of water per boat, and the **minimum** level requires approximately 14 acres of water per boat. The Lewisville Lake development policy sets the median protection level of 18 acres of water per boat as its standard. All other lakes in the Fort Worth District will adopt a more conservative standard. **This policy hereby establishes a goal of 22 acres of water per boat during peak use times as the District's standard for resource protection and user enjoyment. This figure was derived from the more conservative (protective) extremity of the median**

range determined in the WRRUS. Some lakes are large enough to have definable zones of use, or are geographically configured in a way that results in distinct zones of boating use. In these cases, the 22 acre-per-boat rule would be applied to each zone. In other words, if a comprehensive boating use study indicates the existence of distinct use zones, each zone would be managed so as not to exceed 22 acres-per-boat. Using zone-based capacities will allow for some latitude when hard decisions about future development must be made.

6. POLICY APPLICATION:

a. An inarguably accurate determination of a lake's existing resource protection/user enjoyment level would require an in-depth study similar to the WRRUS wherein actual counts were made on a series of peak use days. (The WRRUS accounted for types of boats, activities, and which sections of the lake were being used and also included face-to-face visitor interviews and mail out surveys.) It is possible to get a thumbnail estimate of a lake's current resource protection/user enjoyment level on peak use days, without performing an in-depth study, by counting "on-water" boats originating from marinas, boat ramps, campsites and any other known significant source. At Lewisville, the WRRUS revealed that marinas contributed 1 boat to the lake surface for every 10 occupied wet slips or dry stack slots in the facility. Dry storage on trailers was found to be negligible in terms of contributing to boats on the lake surface. At boat ramps, each occupied car with trailer parking space (including unauthorized parking) equates to a boat on the lake surface. Boats can originate from other sources such as campsites.

b. It is highly desirable, although not mandatory, that each lake's **current** resource protection/user enjoyment level be estimated to provide a baseline from which this policy can be applied. Operations Managers are responsible for determining which lakes require this estimate. Lakes where an estimation survey should be considered include: a) those which compute to less than 27 acres of water per boat on the Potential Lake Surface Boat Load Table; b) those where major development requests are likely to occur; c) those where there is a current perception of water surface crowding; and/or d) those which are perceived to experience high levels of pleasure boating (as opposed to fishing). The estimation work should be done by a contractor. CESWF-OD-R staff is available to advise on methodology and/or assist in the estimation effort. Requests for major development which would increase the use of the lake surface on any lake which shows less than 27 acres of water per boat on the Potential Lake Surface Boat Load Table will not be processed by CESWF-OD-R until a peak use thumbnail estimate is in hand, unless there are mitigating circumstances.

c. Specific applications of this policy in response to proposed development actions known to increase boating traffic (adding marina slips, expanding boat ramp parking, etc.) are as follows:

(1) At lakes with current estimated resource protection level above 27 acres of water per boat, determine the resulting change in the protection level. [NOTE: 27 surface acres per boat is the threshold for the maximum protection level]. If the protection level estimate remains above 27 acres of water per boat, the proposal is not in opposition to this policy and can be processed accordingly. If the estimate is at or below 27 acres of water per boat, the action **may require** an in-depth water-related recreation use study before approval is issued. The necessity of a study will be determined by the Operations element on a case-by-case basis.

(2) At lakes with current estimated resource protection level at or below 27 acres of water per boat, an in-depth water-related recreation use study and an environmental assessment **will be required** prior to approval of

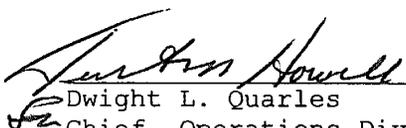
any new development. If the study verifies that the development will cause the protection level to fall **below** 22 acres of water per boat, the development will be disapproved unless it is altered to result in 22 or more acres of water per boat. It may then proceed to the environmental assessment phase.

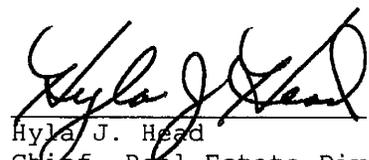
(3) Lakes with current estimated resource protection level at or below 22 acres of water per boat will be considered to have exceeded the District's standard for resource protection/user enjoyment. Generally, no further development actions will be favorably considered. A possible exception would be a relatively large lake that has distinct use zones with some zones being overcrowded while other zones receive only light use. Although it is theoretically possible to remove certain types of facilities to facilitate placement of other types of facilities, such measures are discouraged. A particular concern is that proponents may opt to remove a boat ramp or several parking spaces as a trade-off for an equivalent number of marina slips. An action of this type will most likely require an environmental assessment, to include extensive public involvement, and must be shown to be in the public interest.

d. Requesting entities are responsible for the cost of any study, research effort or NEPA requirement in conjunction with application of this policy.

7. **POLICY EXCEPTIONS:** Approval of water-related development which results in a level of protection below the District standard may be considered at the discretion of the Chief, Operations Division and the Chief, Real Estate Division on a case-by-case basis.

8. **IMPLEMENTATION:** This policy will be implemented by the Operations and Real Estate elements. The term of this policy is indefinite. This policy becomes effective immediately upon the date of signature of the Chief, Operations Division and the Chief, Real Estate Division.

 Date: 4-30-02
Dwight L. Quarles
Chief, Operations Division

 Date: 30 Apr. 02
Hyla J. Head
Chief, Real Estate Division

DRAFT

CESWF-OD

Wiese/1568

Memorandum for Record

Subject: Exception to Fort Worth District Water Related Development Policy (WRDP), Comal County Boat Ramp at Cranes Mill Road, Canyon Lake, Texas

1. PURPOSE: The purpose of this memorandum is to grant approval of an exception to the WRDP to allow Comal County to construct a boat ramp and associated 30-car/trailer parking lot at Canyon Lake.

2. BACKGROUND AND DISCUSSION: Comal County has requested an easement from the U.S. Army Corps of Engineers (USACE) to construct a boat ramp and associated 30-car/trailer parking lot at Canyon Lake near the location where Crane’s Mill Road terminates at the Federal property line on the north shore of the lake. In accordance with the WRDP, the proposal to place the boat ramp and associated parking spaces at Canyon Lake would require the following:

a. Completion of a comprehensive Water Related Recreation Use Study (WRRUS) to determine what, if any, additional water related recreation facilities could be constructed at Canyon Lake. Following completion of the WRRUS the proposal could be approved, approved with modification, or denied.

b. Approval, or approval with modification, could be granted under the exception clause in the WRDP.

c. If approval is recommended under a. or b. above, the proposal would require preparation of an Environmental Assessment pursuant to the National Environmental Policy Act (NEPA) prior to final approval.

3. ANALYSIS: Comal County is a partner with the USACE in providing recreation opportunities at Canyon Lake. The county currently operates eight of the 22 boat ramps at Canyon Lake and wishes to construct a ninth ramp to serve growing populations in the northwest sector of the lake. The WRDP, and on-the-water boat counts on Memorial Day weekend, 2004, indicate a high potential that current boating traffic during peak use periods exceeds the WRDP standard of 22 surface acres per boat. Comal County and USACE agreed that the proposed boat ramp could increase boat traffic on the lake, but this increase could be offset by controlling overflow parking at existing ramps.

4. CONCLUSION: Contingent on completion of an Environmental Assessment, the proposed boat ramp can be approved under the exception clause in the WRDP. This exception is granted with the understanding that any future actions that impact the level of boat traffic on Canyon Lake, even if the action results in a positive, negative, or no-net-change in surface acres of water per boat, will require completion of a WRRUS.

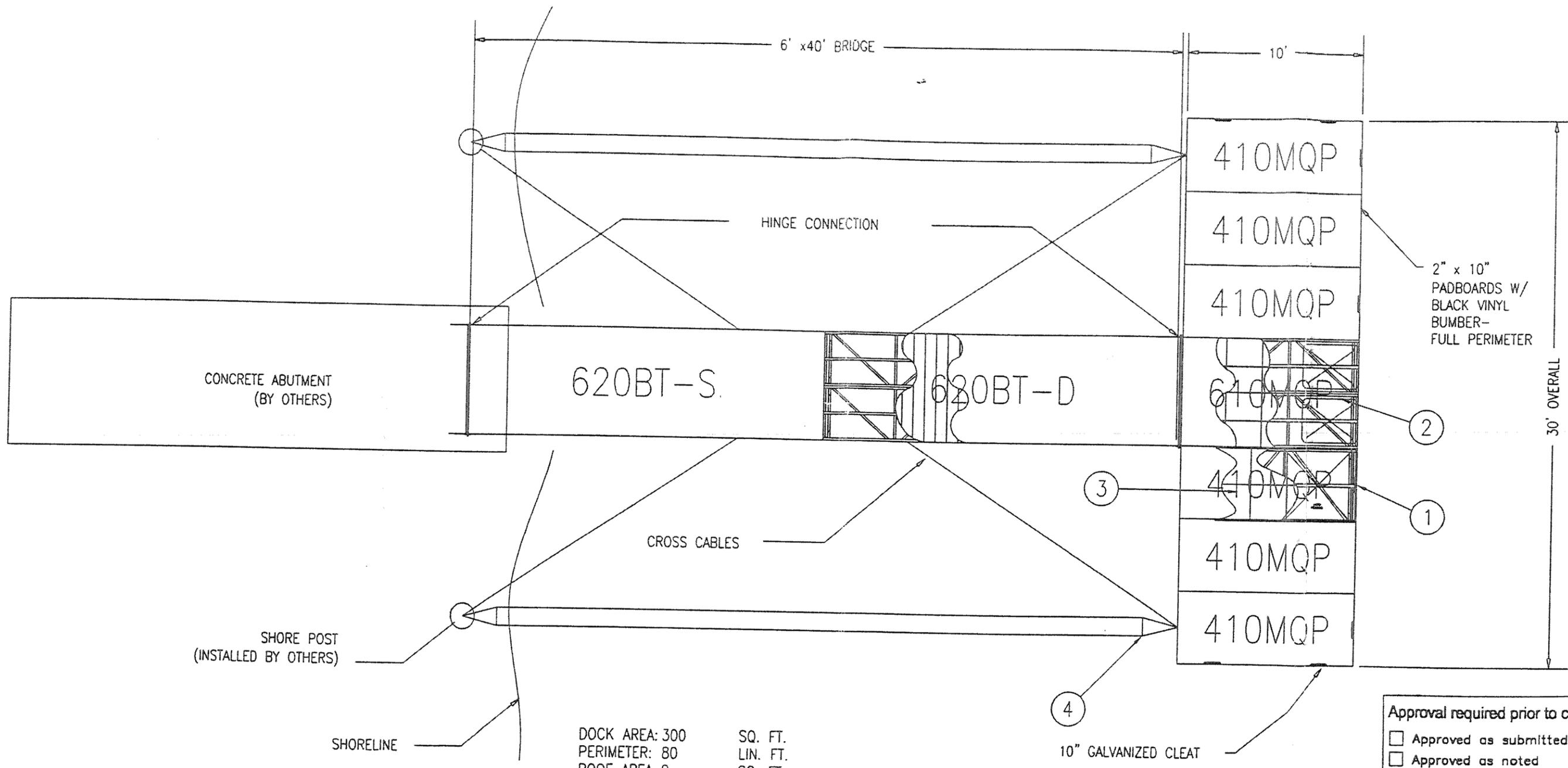
_____ Date: _____
Chief, Operations Division

_____ Date: _____
Chief, Real Estate Division

APPENDIX C
(Design Templates)

Boat Ramp Facility Template & Specifications

Floating Dock Construction Details & Specifications



Approval required prior to construction

Approved as submitted

Approved as noted

Revise and resubmit

Authorization _____ Date _____

- MATERIAL SPECIFICATIONS**
- ① -Galvanized steel frames
 - ② -Polyethylene encased floatation
 - ③ -M.A.P. Decking
 - ④ -Stiff Arm Anchor Location w/ Cross Cables
- DESIGN SPECIFICATIONS**
- Vertical live load (structural) 50psf
 - Flotation allowable live load (deck) 30psf (min.)
 - Flotation allowable live load (roof) 10psf (min.)
 - Horizontal wind load 15psf

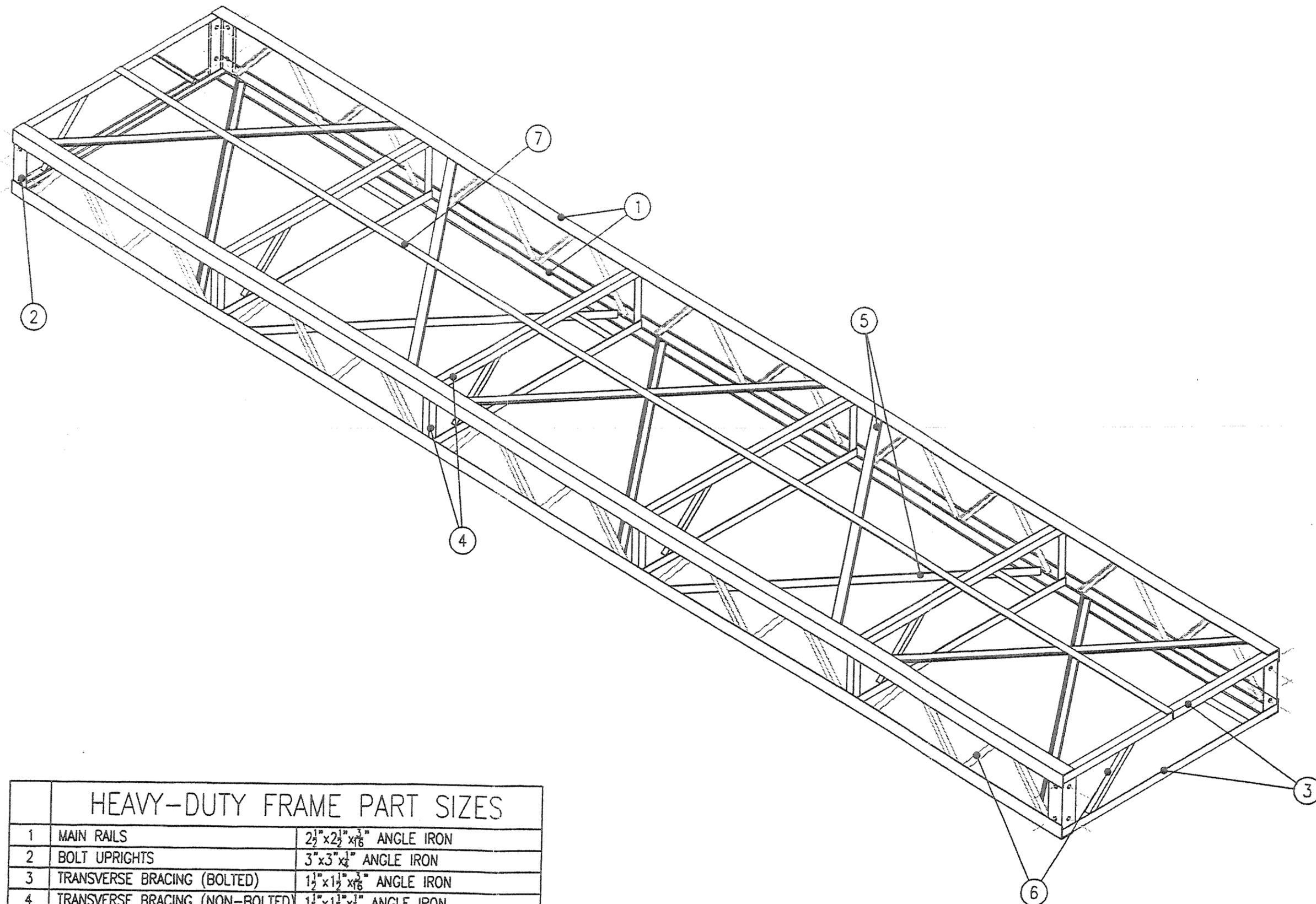
PROPOSED DOCK LAYOUT

10' x 30' PLATFORM

Scale: 0' 3' 6'

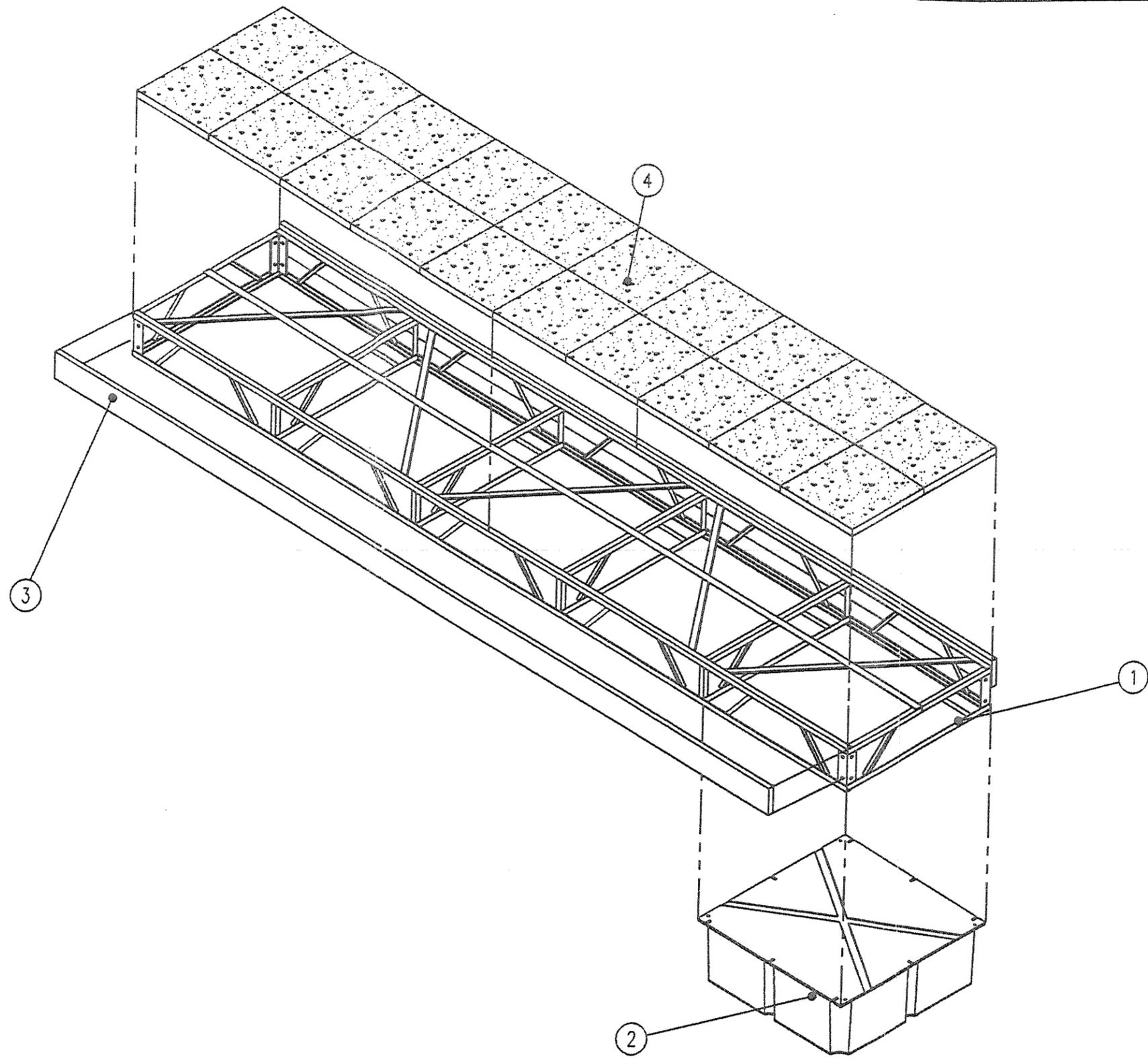
Floating Docks Mfg. Co.
Indianapolis, IN

Date 9-17-01	MYSTIC SHORES COURTESY DOCK
Job# QUOTE	PROPOSAL
Scale NOTED	CANYON LAKE
Drawn RWF	CANYON LAKE, TX
Revisions	Drawing Title DOCK LAYOUT PROPOSAL
Last Printed: September 19, 2001	Sheet # 1-A



HEAVY-DUTY FRAME PART SIZES		
1	MAIN RAILS	2½" x 2½" x ⅜" ANGLE IRON
2	BOLT UPRIGHTS	3" x 3" x ¼" ANGLE IRON
3	TRANSVERSE BRACING (BOLTED)	1½" x 1½" x ⅜" ANGLE IRON
4	TRANSVERSE BRACING (NON-BOLTED)	1½" x 1½" x ⅜" ANGLE IRON
5	TOP/ BOT. DIAGONALS	1½" x 1½" x ⅜" ANGLE IRON
6	SIDE DIAGONALS	1" x 1" x ⅜" ANGLE IRON
7	CENTER RAIL (IF APPLICABLE)	1½" x 1½" x ⅜" ANGLE IRON

Date	09/28/00	STANDARD FRAME
Job/	STD	TYPICAL DRAWING
Scale	NONE	TYP. 4'x20'
Drawn	SCB	
Revisions		
Floating Docks Mfg. Co.		Sheet 1



STANDARD CONCRETE DECKED FRAME		
1	STANDARD FRAME	4' x 20' GALVANIZED STEEL FRAME
2	FLOTATION	ROTATIONAL MOLDED POLYETHYLENE ENCASED FLOAT
3	PAD BOARDS	2" x 8" TREATED PAD BOARDS
4	CONCRETE DECKING	2"4 x 24" CONCRETE DECKING

STRUCTURAL STEEL FRAME All Welded Construction. All steel is A36 Material, Hot-Dip galvanized after fabrication, In Accordance With ASTM A123 Specs.

Date	09/28/00	STANDARD FRAME
Job/	STD	TYPICAL DRAWING
Scale	NONE	TYP. CONCRETE
Drawn	SCB	
Revisions		
Floating Docks Mfg Co		Sheet 1

Dock Description

Overall Dimensions: 10 ft. wide by 30 ft. long.

Description: 10 ft. wide by 30 ft. long platform dock connected to shore with a 6 ft. wide by 40 ft. long bridge assembly as shown on drawing dated 9-17-01.

The dock frames are constructed of 12 in. tall welded box-truss all angle iron steel frames that are hot-dip galvanized after fabrication. Heavy duty frame construction with 2.5 in. x 2.5 in. x 3/16 in angle iron main rails.

Scope: Floating Docks Mfg. Co. will manufacture, assemble, deliver and install dock.

Platform: 10 ft. wide by 30 ft. long.

Decking: 1-½ in. thick, 4000 psi reinforced pre-cast concrete deck panels with "crushed-ice" finish.

Flotation: Rotationally molded, polyethylene encased flotation, – 30 lb. psf flotation deck live load

Bridge: (1) 6 ft. wide by 40 ft. long ADA compliant bridge with 5/4 in. x 6 in. Trex decking fastened crosswise with 5/16 in. by 2-1/2 in. zinc plated self tapping torx screws.
Hinge connection shore-side and hinge connection dock-side.

Anchoring:

(2) Box-truss stiff arm anchors 40 ft. long with shore posts – *shore post installation by others.*

Accessories:

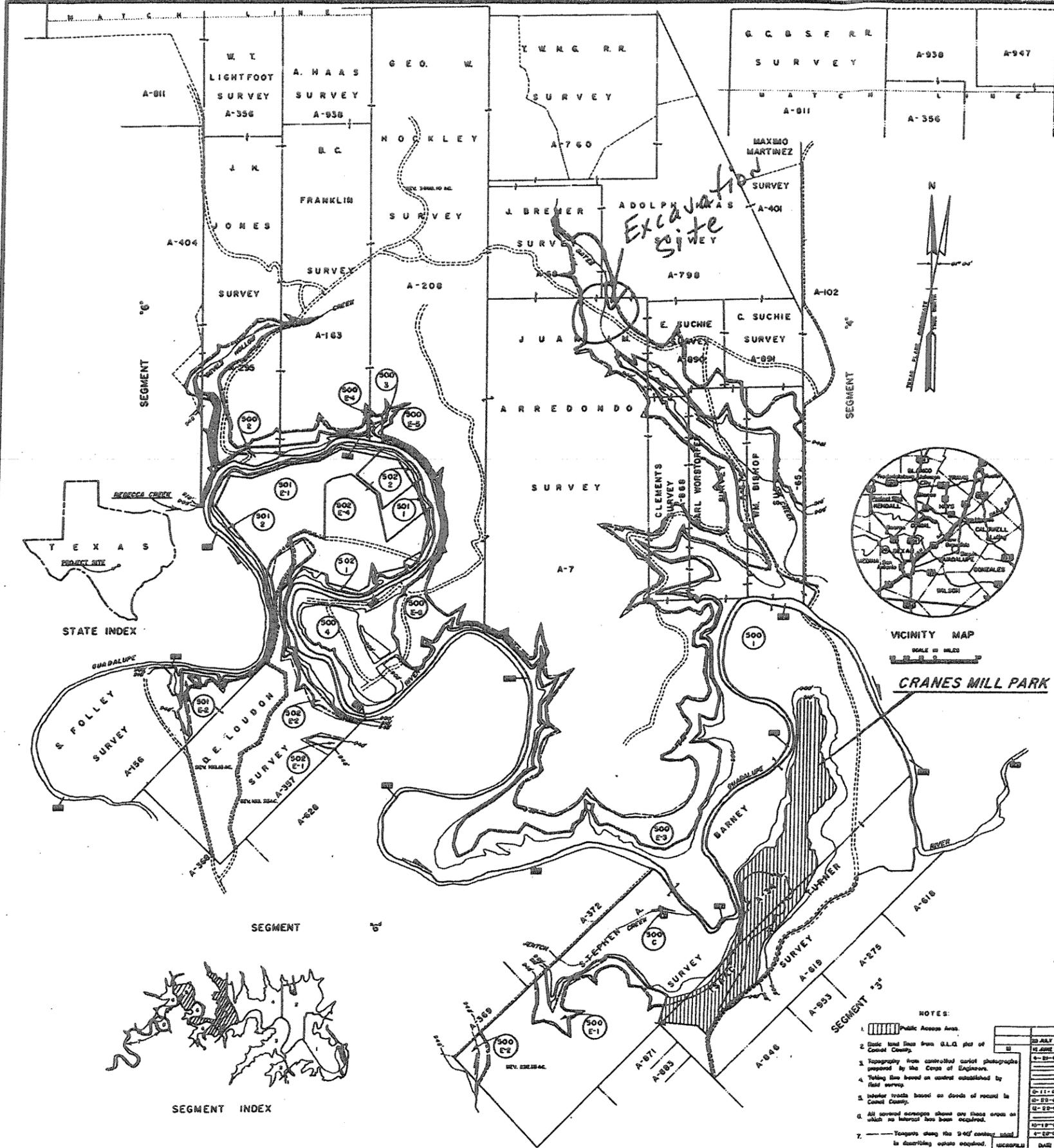
2 in. x 10 in. treated lumber pad-boards fastened around the perimeter of dock.

(8) 10 in. galvanized deck cleats - no shore-side cleats

Horizontal vinyl bumper around the perimeter of the dock – **Black**

Owner's Initials _____

Suchie Creek Excavation Details & Specifications



ACQUISITION TRACT REGISTER			
TRACT NO.	LAND OWNER	ACQ. DATE	REMARKS
500C	CEMERY MOLE	0.23	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-1	L. A. HERRMAN, ET UX	124.40	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-2	L. A. HERRMAN, ET UX	34.40	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-3	L. A. HERRMAN, ET UX	11.00	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-4	L. A. HERRMAN, ET UX	0.50	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-5	L. A. HERRMAN, ET UX	307.00	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-6	L. A. HERRMAN, ET UX	183.00	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-7	L. A. HERRMAN, ET UX	23.00	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
500-8	L. A. HERRMAN, ET UX	50.50	CA. 1900. 1/2 AC. 1/2 AC. 1/2 AC. 1/2 AC.
501-1	WILLARD S. HILL, JR.	2.50	SEED. 1/2 AC. 1/2 AC.
501-2	WILLARD S. HILL, JR.	118.00	SEED. 1/2 AC. 1/2 AC.
501-3	WILLARD S. HILL, JR.	44.40	SEED. 1/2 AC. 1/2 AC.
501-4	WILLARD S. HILL, JR.	6.25	SEED. 1/2 AC. 1/2 AC.
502-1	EDWIN HANSELL, ET UX	45.00	SEED. 1/2 AC. 1/2 AC.
502-2	EDWIN HANSELL, ET UX	3.00	SEED. 1/2 AC. 1/2 AC.
502-3	EDWIN HANSELL, ET UX	0.50	SEED. 1/2 AC. 1/2 AC.
502-4	EDWIN HANSELL, ET UX	7.00	SEED. 1/2 AC. 1/2 AC.
502-5	DELETED		
502-6	DELETED		
502-7	DELETED		
502-8	DELETED		

FINAL
PROJECT MAP

DEPT. OF THE ARMY
ENGINEERING CORPS OF ENGINEERS

LOCATION OF PROJECT

STATE TEXAS
COUNTY COMAL
DIVISION SOUTHWESTERN
DISTRICT FORT WORTH
ARMY AREA 4TH
17 MILES N.W. OF NEW BRANDELS
47 MILES N.E. OF SAN ANTONIO

TRANSPORTATION FACILITIES

RAILROADS I. & M. M. & T.
STATE ROADS 12 & 32
FEDERAL ROADS 281 & 814
AIR LINES AMERICAN BRANIFF

ACQUISITION

TOTAL ACRES ACQUIRED _____

FEE _____

PUBLIC DOMAIN { PERM. WITHDRAWAL
TEMP. WITHDRAWAL

USE PERMIT _____

TRANSFER { _____
SEE SHEET NO. 1

LEASE _____

LESSOR INTERESTS _____

DISPOSAL

TOTAL ACRES DISPOSED OF _____

SOLD _____

PUBLIC DOMAIN { PERM. WITHDRAWAL
TEMP. WITHDRAWAL

USE PERMIT _____

TRANSFER { _____
SEE SHEET NO. 1

LEASES TERMINATED _____

LESSOR INTERESTS TERM. _____

REASSIGNED _____

OTHER _____

LEGEND

EXCEPT FOR THE SPECIAL SYMBOLS SHOWN BELOW MAP SYMBOLS ARE STANDARD IN ARMY MAP SERVICE TECHNICAL MANUAL NO. 22.

RESERVATION LINE _____

RESERVATION LINE (Water Control) _____

TRACT BOUNDARY LINE _____

TRACT NUMBER _____

CONTOUR LINE _____

DISPOSAL _____

RESERVATION LINE (SUPERIOR) _____

SEGMENT 5

DEPARTMENT OF THE ARMY
OFFICE OF THE FORT WORTH DISTRICT ENGINEER
SOUTHWESTERN DIVISION

REAL ESTATE

CANYON LAKE

DATE 10 FEB 1951

SCALE IN FEET

1" = 100'

1" = 200'

1" = 400'

1" = 800'

1" = 1600'

1" = 3200'

1" = 6400'

1" = 12800'

1" = 25600'

1" = 51200'

1" = 102400'

1" = 204800'

1" = 409600'

1" = 819200'

1" = 1638400'

1" = 3276800'

1" = 6553600'

1" = 13107200'

1" = 26214400'

1" = 52428800'

1" = 104857600'

1" = 209715200'

1" = 419430400'

1" = 838860800'

1" = 1677721600'

1" = 3355443200'

1" = 6710886400'

1" = 13421772800'

1" = 26843545600'

1" = 53687091200'

1" = 107374182400'

1" = 214748364800'

1" = 429496729600'

1" = 858993459200'

1" = 1717986918400'

1" = 3435973836800'

1" = 6871947673600'

1" = 13743895347200'

1" = 27487790694400'

1" = 54975581388800'

1" = 109951162777600'

1" = 219902325555200'

1" = 439804651110400'

1" = 879609302220800'

1" = 1759218604441600'

1" = 3518437208883200'

1" = 7036874417766400'

1" = 14073748835532800'

1" = 28147497671065600'

1" = 56294995342131200'

1" = 112589990684262400'

1" = 225179981368524800'

1" = 450359962737049600'

1" = 900719925474099200'

1" = 1801439850948198400'

1" = 3602879701896396800'

1" = 7205759403792793600'

1" = 14411518807585587200'

1" = 28823037615171174400'

1" = 57646075230342348800'

1" = 115292150460684697600'

1" = 230584300921369395200'

1" = 461168601842738790400'

1" = 922337203685477580800'

1" = 1844674407370955161600'

1" = 3689348814741910323200'

1" = 7378697629483820646400'

1" = 14757395258967641292800'

1" = 29514790517935282585600'

1" = 59029581035870565171200'

1" = 118059162071741130342400'

1" = 236118324143482260684800'

1" = 472236648286964521369600'

1" = 944473296573929042739200'

1" = 1888946593147858085478400'

1" = 3777893186295716170956800'

1" = 7555786372591432341913600'

1" = 15111572745182864683827200'

1" = 30223145490365729367654400'

1" = 60446290980731458735308800'

1" = 120892581961462917470617600'

1" = 241785163922925834941235200'

1" = 483570327845851669882470400'

1" = 967140655691703339764940800'

1" = 1934281311383406679529881600'

1" = 3868562622766813359059763200'

1" = 7737125245533626718119526400'

1" = 15474250491067253436239052800'

1" = 30948500982134506872478105600'

1" = 61897001964269013744956211200'

1" = 123794003928538027489912422400'

1" = 247588007857076054979824844800'

1" = 495176015714152109959649689600'

1" = 990352031428304219919299379200'

1" = 1980704062856608439838598758400'

1" = 3961408125713216879677197516800'

1" = 7922816251426433759354395033600'

1" = 15845632502852867518708790067200'

1" = 31691265005705735037417580134400'

1" = 63382530011411470074835160268800'

1" = 126765060022822940149670320537600'

1" = 253530120045645880299340641075200'

1" = 507060240091291760598681282150400'

1" = 1014120480182583521197362564300800'

1" = 2028240960365167042394725128601600'

1" = 4056481920730334084789450257203200'

1" = 8112963841460668169578900514406400'

1" = 16225927683321336339157801028812800'

1" = 32451855366642672678315602057625600'

1" = 64903710733285345356631204115251200'

1" = 129807421466570690713262482230502400'

1" = 259614842933141381426524964461004800'

1" = 519229685866282762853049928922009600'

1" = 103845937173256552570609985784419200'

1" = 207691874346513105141219971578838400'

1" = 415383748693026210282439943157676800'

1" = 830767497386052420564879886315353600'

1" = 166153499477210484112975977263067200'

1" = 332306998954420968225951944526134400'

1" = 664613997908841936451903891052268800'

1" = 1329227995817683872903807782104537600'

1" = 2658455991635367745807615564209075200'

1" = 5316911983270735491615231128418150400'

1" = 10633823966541470983230462256836300800'

1" = 21267647933082941966460924513672601600'

1" = 42535295866165883932921849027345203200'

1" = 85070591732331767865843698054690406400'

1" = 170141183464663535731687396109380812800'

1" = 340282366929327071463374792218761638400'

1" = 680564733858654142926749584437523276800'

1" = 1361129467717308285853499168875046553600'

1" = 2722258935354616571706998337750093107200'

1" = 5444517870709233143413996675500186214400'

1" = 10889035741418466286827993351000372428800'

1" = 21778071482836932573655986702000744857600'

1" = 43556142965673865147311973404001489515200'

1" = 87112285931347730294623946808002979030400'

1" = 174224571862695464893247893616005958060800'

1" = 348449143725390929786495787232011916121600'

1" = 6968982874507818595729915744640238322422400'

1" = 13937965749015637191459831489280476644444800'

1" = 27875931498031274382919662978560953288889600'

1" = 55751862996062548765839325957121906577779200'

1" = 111503725992125097531678651914238131555558400'

1" = 223007451984250195063357303828476263111116800'

1" = 446014903968500390126714607656952526222233600'

1" = 892029807937000780253429215313905052444447200'

1" = 178405961587400156050685843062781004888884400'

1" = 356811923174800312101371686125563009777778800'

1" = 713623846349600624202743372251126019555557600'

1" = 142724769269920124840548674450225203111115200'

1" = 285449538539840249681097348900450406222220400'

1" = 570899077079680499362194697800900812444440800'

1" = 114179815415936099872438939560180162888881600'

1" = 228359630831872199744877879120360325777773200'

1" = 456719261663744399489755758240720651555556400'

1" = 9134385233274887989795115164814413111110800'

1" = 18268770466549775979590230329628826222221600'

1" = 3653754093309955195918046065925765244443200'

1" = 7307508186619910391836092131851530488886400'

1" = 14615016373239820783672184263703060977772800'

1" = 29230032746479641567344368527406121555555600'

1" = 58460065492959283134688737054812243111111200'

1" = 11692013098591856626937747410624486222222400'

1" = 23384026197183713253875494821248972444444800'

1" = 4676805239436742650775098964249794888889600'

1" = 9353610478873485301550197928499589777779200'

1" = 18707220957746970603100395856999179555558400'

1" = 37414441915493941206200791713998391111116800'

1" = 74828883830987882412401582427996782222233600'

1" = 14965776766197576482480316455593564444467200'

1" = 29931553532395152964960632911187128888134400'

1" = 598631070647903059299212618237545777776800'

1" = 1197262141295806118598425236475091555553600'

1" = 2394524282591612231996850472950183111117200'

1" = 478904856518322446399370094590036622222400'

1" = 957809713036644892798740189180073244444800'

1" = 1915619426073289785597480378360146488889600'

1" = 3831238852146579571194960756720292977779200'

1" = 7662477704293159142389921513440585955558400'

1" = 1532495540858631828477984302688117111116800'

1" = 3064991081717263656955968605376234222233600'

1" = 6129982163434527313911937210752468444467200'

1" = 122599643268690546278238744215049368888134400'

1" = 2451992865373810925564774884300987377776800'

1" = 49039857307476218511289495686019747555553600'

1" = 98079714614952437022578991212039495111117200'

1" = 196159429229904874045157982424078990222233600'

1" = 392318858459809748090315964848157980444467200'

1" = 7846377169196194961806319296963159760888134400'

1" = 1569275433839238992361263859392631555556800'

1" = 3138550867678477984722527718785263111117200'

1" = 6277101735356955969445055437570526222233600'

1" = 1255420347071391193889011075514052444467200'

1" = 25108406941427823677780221510280948888134400'

1" = 502168138828556473555604430205618977776800'

1" = 100433627765711294711120886041137555553600'

1" = 200867255531422589422241772022263111117200'

1" = 401734511062845178844483544044526222233600'

1" = 803469022125690357688967088089052444467200'

1" = 16069380442513807153779341761781048888134400'

1" = 321387608850276143075586835235620977776800'

1" = 642775217700552286151173670471241955553600'

1" = 128555043540110457230234734094243111117200'

1" = 257110087080220914460469468188486222233600'

1" = 514220174160441828920938936376972444467200'

1" = 1028440348320883657841877872753948888134400'

1" = 2056880696641767315683755745507977776800'

1" = 4113761393283534631367511491015955553600'

1" = 82275227865670692627350229820319111117200'

1" = 164550455731341385254700459640638222233600'

1" = 329100911462682770509400919281276444467200'

1" = 6582018229253655410188018356625528888134400'

1" = 131640364585073108203760367132510577776800'

1" = 26328072917014621640752073426502111117200'

1" = 52656145834029243281504148533004222233600'

1" = 105312291668578486563008297066008444467200'

1" = 2106245833371569731260165941320168888134400'

1" = 42124916667431394625203218826403377776800'

1" = 84249833334862789250406437652806755553600'

1" = 16849966668972557850081287530561311117200'

1" = 336999333379451157001657506611222233600'

1" = 67399866675890231400331501322444467200'

1" = 1347997333517804628006630026448888134400'

1" = 26959946670356092560132600528977776800'

1" = 53919893340712185120265201057955553600'

1" = 107839786681443700240530402159111117200'

1" = 215679573362887400481060804318222233600'

1" = 431359146725774800962121608636444467200'

1" = 862718293451549601924243217278888134400'

1" = 17254365869030992038484864345577776800'

1" = 34508731738061984076969728711155553600'

1" = 690174634761239681539394574223111117200'

1" = 138034926952247936307878914844222233600'

1" = 276069853904495872615757829688444467200'

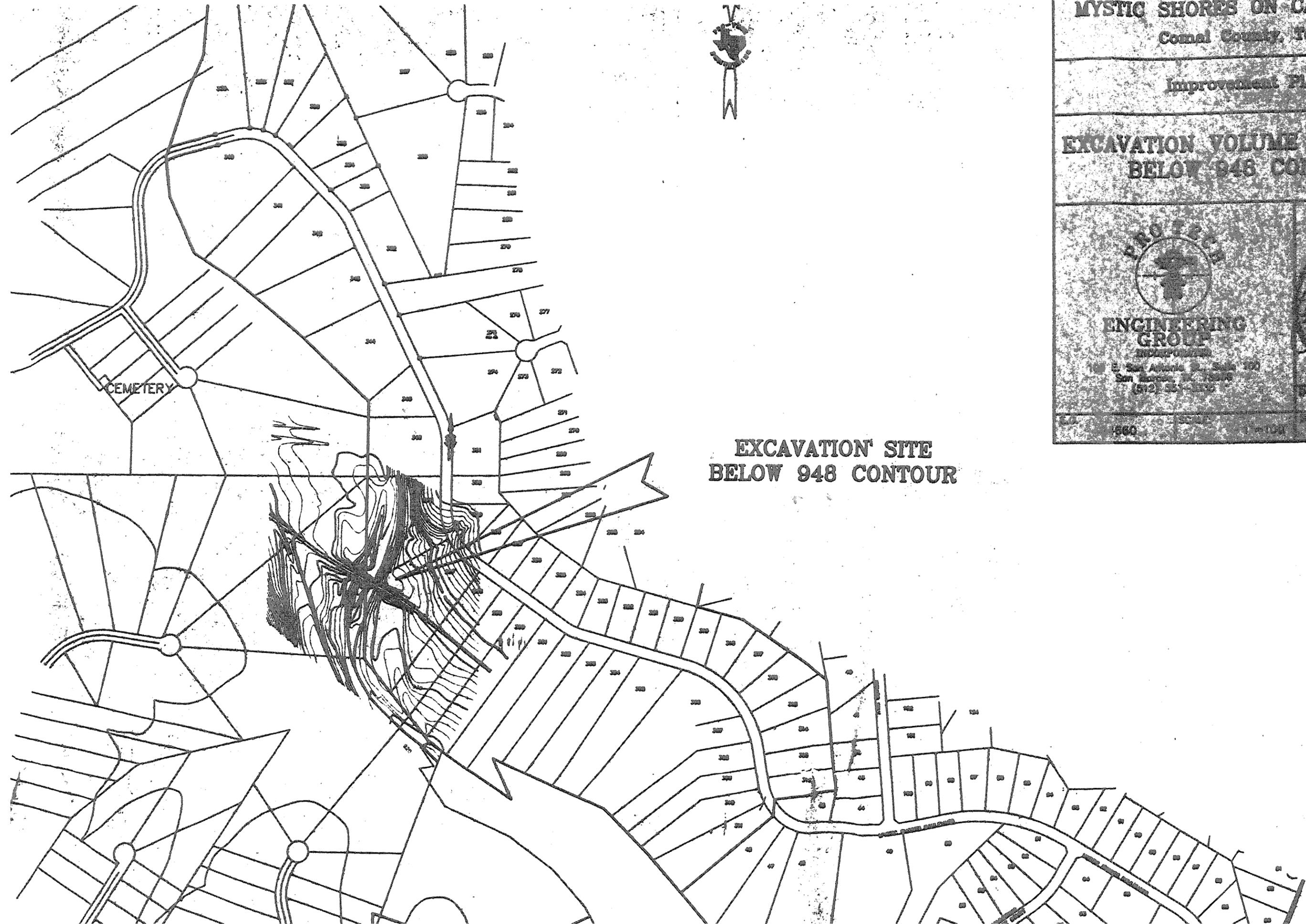
1" = 5521397078089917452315156593768888134400'

1" = 110427941561792349046303130875377776800'

1" = 220855883123584698092606261750755553600'

1" = 441711766247169396185212523501511117200'

1" = 88342353249433879237042504700302222



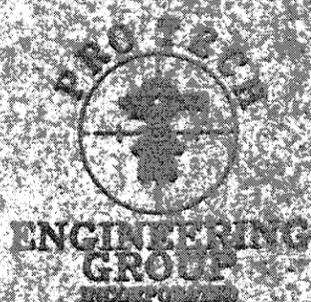
**EXCAVATION SITE
BELOW 948 CONTOUR**

MYSTIC SHORES ON CANYON LAKE

Comal County, Texas

Improvement Plans

**EXCAVATION VOLUME QUANTITIES
BELOW 946 CONTOUR**



**ENGINEERING
GROUP**

100 E. San Antonio St., Suite 100
San Antonio, TX 78204
(512) 351-1234



APRIL 10, 2001

1560



EXISTING PRIVATE RANCH ROAD

960

948

940

930

920

930

940

930

940

EXISTING TOPOGRAPHY



PROPOSED TOPOGRAPHY

APPENDIX D
(Boat Traffic Count Information)

POTENTIAL LAKE SURFACE BOAT LOAD TABLE

1 2 3 4 5 6

	1	2	3	4	5	6
	Conservation Pool Surface Acres	Wet Slips	Boat Ramps	Car/Trailer Parking Spaces	Potential # of Boats on Water	Acres of Water per Boat
Aquilla	3,280	0	2	80	80	41.0
Bardwell	3,558	44	7	330	335	10.6
Belton	12,423	524	21	541	593	20.9
Benbrook	3,770	130	17	242	255	14.8
Canyon	8,240	963	22	944	1,040	7.9
Cooper	19,305	0	5	383	383	50.4
Georgetown	1,310	0	3	155	155	8.5
Granger	4,400	0	5	194	194	22.7
Grapevine	7,380	1,472	17	487	634	12.6
Hords Creek	504	0	8	43	43	11.7
Joe Pool	7,470	701	7	417	488	15.3
Lake O' The Pines	19,780	278	34	600	628	31.5
Lavon	21,400	736	22	1,365	1,438	14.8
Navarro Mills	5,070	20	6	266	268	18.9
Proctor	4,610	0	6	112	112	41.2
Ray Roberts	29,350	476	11	616	663	44.2
Sam Rayburn	114,530	217	29	1,045	1,067	107.3
Somerville	11,460	84	12	398	406	28.2
Stillhouse Hollow	6,430	66	5	358	365	17.6
Town Bluff	13,700	0	13	324	324	42.3
Waco	7,237	574	9	282	339	21.3
Whitney	23,560	392	30	577	616	38.2
Wright Patman	33,750	127	22	503	516	65.4

NOTES:

Actual load can only be determined by a physical count. This table serves only to show the potential boat load, based on available facilities, on a peak use day and time. On many lakes even on peak days it is unlikely that all boat ramp parking spaces would be occupied. Conversely, some lakes have full parking areas at ramps and even use overflow parking. Also, the load contributed by marinas may not adhere to the 10 to 1 rule at all lakes - only a study would determine that.

Column 1 includes "unboatable" surface acres. For accuracy, these would need to be estimated and subtracted before the math is done.

Column 5 assumes 1 boat for every 10 marina slips, and that all car w/trailer spaces are occupied. The number could even be higher if overflow/unauthorized parking is figured in.

Updated Potential Lake Surface Boat Load Analysis

Boat Ramps	Designated Vehicle- With-Trailer Parking Spaces	Estimated Vehicle- With-Trailer Overflow Parking Spaces	Designated Wet Slips
Canyon Lake Village	12	0	0
Canyon Lake Village West	24	10	0
Comal Park East	54	0	0
Comal Park West	16	0	0
Canyon Lake Forest	15	15	0
Canyon Lake Hills 1 East	43	20	0
Canyon Lake Hills 2 West	15	5	0
Canyon Springs Resort	15	0	0
Cranes Mill Park	16	30	0
Cypress Cove	10	10	0
Canyon Lakes Shores	15	5	0
Potter's Creek West	36	0	0
Potter's Creek East	30	0	0
Canyon Park Campground	40	0	0
Little Jacob's Creek	55	10	0
Jacob's Creek 1	0	0	0
Jacob's Creek 2	45	10	0
Cranes Mill Marina	15	0	0
Canyon Park Marina	25	0	0
Ft. Sam Houston Rec Area	15	0	0
Randolph AFB Retreat Area	23	0	0
Lake Canyon Yacht Club	108	0	0
Canyon Marina	0	0	447
Cranes Mill Marina	0	0	250
Ft. Sam Rec Area Marina	0	0	81
Randolph AFB Rec Area Marina	0	0	68
Lake Canyon Yacht Club Marina	0	0	115
Cranes Mill Road	0	15	0
Total*	627	130	961
Potential Boats from Wet Slips (Total Wet Slips/10)			96.1
Total Number of Boats (Designated + Overflow + Potential Wet Slips)			853.1
Alternative 1: Acres of Water per Boat (8240/Total Number of Boats)			9.66
Alternative 2: Acres of Water per boat (8240/Total Number of Boats + 30 - 15)			9.49
Alternative 3: Acres of Water per boat (8240/Total Number of Boats + 30 - 35)			9.72
Alternative 4: Acres of Water per boat (8240/Total Number of Boats + 30 - 30)			9.66

*The total number of trailer parking spots is based on dimensions of existing paved boat ramp areas. The total number of overflow parking spots is based on a visual estimate of unpaved/unmarked areas where cars with trailers have been routinely parking. The total number of wet slips is based on single-boat slips at commercial and private marinas.

APPENDIX E
(Canyon Lake Species Lists)

REPRESENTATIVE LIST OF
NOTED VEGETATION AT CANYON PROJECT
TREES AND SHRUBS

Huisache or Sweet Acacia	<u>Acacia farnesiana</u>
Boxelder Maple	<u>Acer negundo</u> var. <u>texanum</u>
Red Buckeye	<u>Aesculus pavia</u>
Texas Madrone	<u>Arbutus texana</u>
Gum Bumelia	<u>Bumelia lanuginosa</u> var. <u>rigida</u>
Common Paper-Mulberry	<u>Broussonetia payarifera</u>
Pecan	<u>Carya illinoensis</u>
Black Hickory	<u>Carya texana</u>
Sugarberry	<u>Celtis laevigata</u>
Texas Sugarberry	<u>Celtis, l.</u> var. <u>texana</u>
Lindheimer Hackberry	<u>Celtis lindheimeri</u>
Common Hackberry	<u>Celtis occidentalis</u>
Buttonbush	<u>Cephalanthus occidentalis</u>
Eastern Redbud	<u>Cercis canadensis</u>
Texas Redbud	<u>Cercis canadensis texensis</u>
Desert Willow	<u>Chilopsis linearis</u>
American Smoketree	<u>Cotinus obovatus</u>
Texas Persimmon	<u>Diospyros texana</u>
Common Fig	<u>Ficus carica</u>
Berlandier or Mexican Ash	<u>Fraxinus berlandierana</u>
Texas Ash	<u>Fraxinus texensis</u>
Possumhaw Holly or Winterberry	<u>Ilex decidua</u>
Yaupon Holly	<u>Ilex vomitoria</u>
Texas Black Walnut	<u>Juqlans microcarpa</u>
Ashe Juniper	<u>Juniperus ashei</u>
Eastern Redcedar	<u>Juniperus virginiana</u>
Osage-Orange or Bois d'Arc	<u>Maclura pomifera</u>
Chinaberry Tree	<u>Melia azedarach</u>
White Mulberry	<u>Morus alba</u>
Texas Mulberry	<u>M. microphylla</u>
Black Mulberry	<u>M. nigra</u>
Red Mulberry	<u>M. rubra</u>
American Sycamore or Planetree	<u>Platanus occidentalis</u>
Eastern Cottonwood	<u>Populus deltoides</u>
Honey Mesquite	<u>Prosopis juliflora grandulosa</u>
Mexican Plum	<u>Prunus mexicana</u>
Escarpment Black Cherry	<u>Prunus serotina exima</u>
Common Hoptree or Wafer-Ash	<u>Ptelea trifoliata</u>
Duran Oak	<u>Quercus durandii</u>
Bigelow Oak	<u>Q. durandii brevilobata</u>
Blackjack Oak	<u>Q. marilandica</u>
Shumard Oak	<u>Q. shumardii</u>

Texas Oak
Post Oak
Live Oak
Prairie Flameleaf Sumac
Poison Sumac
Black Willow
Western Soapberry
Texas Sophora
Common Baldcypress
Carolina Basswood
Florida Basswood
Winged Elm
American Elm
Cedar Elm
Slippery Elm
Mexian Buckeye

Q. shumardii texana
Q. stellata
Q. virginiana
Rhus lanceolata
Rhus toxicodendron vernix
Salix nigra
Sapindus drummondii
Sophora affinis
Taxodium distichum
Tilia caroliniana
Tilia floridans
Ulmas alata
U. americana
U. crassifolia
U. rubra
Unqnadia speciosa

GRASSES

Big Bluestem
Little Bluestem
Sideoats Grama
Hairy Grama
Buffalograss
Coastal Bermuda
Canada & Virginia Wildrye
Fall Witchgrass
Switchgrass
Johnsongrass
Indiangrass
Texas Wintergrass
Green Sprangletop
Tall Dropseeds
Cane, Pinhole, or Silver Bluestem
Vine Mesquite
Texas Cupgrass
Plains Lovegrass
Slim & Rough Tridens
Seep Muhly
Canyon Muhly
Tall Grama
Purple Threeawn
Wright's Threeawn
Reverchon Panicum
King Ranch Bluestem

Andropogon gerardi
Schizachyrium scoparium
Bouteloua curtipendula
B. hirsuta
Buchloe dactyloides
Cynodon dactylon
Elymus spp.
Leptoloma cognatum
Panicum virgatum
Sorghum halepense
Sorghastrum nutans
Stipa leucotricha
Leptochloa dubia
Sporobolus spp.
Bothriochloa saccharoides
Panicum obtusum
Eriochloa sericea
Eragrostis intermedia
Tridens muticus
Muhlenbergia reverchonii
M. involuta
Bouteloua pectinata
Aristida purpurea
A. wrightii
Panicum reverchonii
Bothriochloa ischaemum,
Var. songarica

FORBS AND VINES

Western Ragweed
Milkweed
Indian Paintbrush
Bluebonnet
Prickly Pear
Scurf Pea
Poison Ivy
Dewberry
Greenbriar
Winter Grape Bitter
Sweet Mountain Grape
Mustang Grape
Post-Oak Grape
Maximilian Sunflower
Bush Sunflower
Engelmann Daisy
Orange Zexmenia
Mexican Sagewort
Blacksamson
Penstemon
Gayfeather
Halfshrub Sundrop
Bundle Flower
Sensitive Briar
Yellow Neptunia
Dalea
Prairie Clover
Wildbean
Snoutbean
Milkpea
Tickclover
Ratany
Vetch
Eryngo
White Rosinweed

Ambrosia psilostachya
Asclepia spp
Castilleja mutis
Lupinus texensis
Opuntia lindheimeri
Psoralea tenuiflora
Rhus radicans
Rubus trivialis
Smilax spp
Vitis spp
Vitis spp
Vitis candicans
Vitis lincecumii
Helianthus maximiliana
Simsia spp
Engelmannia pinnatifida
Zexmenia spp
Artemesia ludoviciana
Echinacea augustifolia
Penstemon spp
Liatris spp
Oenothera serrulata
Desmanthus spp
Schrankia spp
Neptunia lutea
Dalea spp
Petalostemum spp
Strophostyles spp
Rhynchosia spp
Galactia spp
Desmodium spp
Krameria spp
Vicia spp
Eryngo spp
Silphium albiblorum

FISH

Note: All entries have been validated through records of the Texas Parks and Wildlife Department and by species checklists compiled by (Young, et.al., 1973).

All species are endemic, unless otherwise identified.

LEPISOSTEIDAE.

1. Longnose gar

CLUPEIDAE.

1. Gizzard shad
2. Threadfin shad (introduced)

SALMONIDAE.

1. Rainbow trout (introduced below Canyon Dam)

CHARACIDAE.

1. Mexican tetra (introduced)

CYPRINIDAE.

1. Carp
2. Golden shiner
3. Speckled chub
4. Red shiner
5. Mimic shiner
6. Texas shiner
7. Blacktail shiner
8. Bullhead minnow
9. Stoneroller

CATOSTOMIDAE.

1. Grey redhorse
2. Smallmouth buffalo

ICTALURIDAE.

1. Flathead (Yellow) catfish
2. Black bullhead
3. Yellow bullhead
4. Channel catfish

POECILIIDAE.

1. Gambusia or Mosquitofish
2. Sailfin molly (introduced)

ATHERINIDAE.

1. Tidewater Silverside (introduced)

PERCICHTHYIDAE.

1. White bass (introduced)
2. Striped bass (introduced)
3. Hybrid bass (introduced)

CENTRARCHIDAE.

1. Largemouth bass
2. Spotted bass
3. Guadalupe bass
4. Smallmouth bass
5. Bluegill sunfish
6. Redear sunfish
7. Warmouth sunfish
8. Longear sunfish
9. Green sunfish
10. Spotted sunfish
11. Redbreast sunfish
12. White crappie
13. Black crappie

PERCIDAE.

1. Dusky darter
2. Logperch
3. Orangethroat darter
4. Greenthroat darter
5. Walleye (introduced)

CICHLIDAE.

1. Rio Grande cichlid

MAMMALS

MARSUPIALIA

DIDELPHIDAE.

1. Opossum

SORICOMORPHA

SORICIDAE.

1. Desert shrew

TALPIDAE.

1. Eastern mole

CHIROPTERA

VESPERTILIONIDAE.

1. Cave bat
2. Silver-haired bat
3. Georgia bat or
Eastern pipistrelle bat
4. Hoary bat
5. Red bat
6. Evening bat

MOLOSSIDAE.

1. Guano bat or
Brazilian free-tailed bat

ENDENTATA

DASYPODIDAE.

1. Nine-banded armadillo

LAGOMORPHA

LEPORIDAE.

1. Eastern cottontail
2. Black-tailed jack rabbit

RODENTIA

SCIURIDAE.

1. Mexican ground squirrel
2. Rock squirrel
3. Fox squirrel

HETEROMYIDAE.

1. Merriam pocket mouse
2. Hispid pocket mouse
3. Silky pocket mouse

CASTORIDAE.

1. North American beaver

RODENTIA cont.

CRICETIDAE.

1. Fulvous harvest mouse
2. Plains harvest mouse
3. Northern Pygmy mouse
4. Deer mouse
5. White-footed mouse
6. Encinal mouse
7. Hispid cotton rat
8. Eastern woodrat

MURIDAE.

1. House mouse
2. Roof rat
3. Norway rat

CAPROMYIDAE.

1. Nutria

CARNIVORA

CANIDAE.

1. Coyote
2. Gray fox

PROCYONIDAE.

1. Raccoon
2. Ringtail

MUSTELIDAE.

1. Long-tailed weasel
2. Badger
3. Striped skunk

FELIDAE.

1. Bobcat

ARTIODACTYLA

CERVIDAE.

1. White-tailed deer

BIRDS
(ABUNDANT & COMMON SPECIES)

PODICIPEDIDAE.

1. Eared grebe
2. Pied-billed grebe

PHALACROCORACIDAE.

1. Double-crested cormorant

ANTIDAE. (WATERFOWL)

1. Mallard
2. Gadwall
3. Pintail
4. Green-winged teal
5. Blue-winged teal
6. American wigeon
7. Northern shoveler
8. Wood duck
9. Redhead
10. Ring-necked duck
11. Canvasback
12. Lesser scaup
13. Bufflehead
14. Ruddy duck

CHARADRIIDAE.

1. Lesser goldenplover
2. Killdeer

SCOLOPACIDAE.

1. Common snipe
2. Long-billed curlew
3. Upland sandpiper
4. Spotted sandpiper
5. Greater yellowlegs
6. Lesser yellowlegs

MELEAGRIDIDAE.

1. Wild turkey

ACCIPITRIDAE. (HAWKS, EAGLES)

1. Red-tailed hawk
2. Red-shouldered hawk
3. Swainson's hawk
4. Northern harrier
5. *Bald Eagle (rare sightings)

RALLIDAE

1. American coot

PELECANIDAE.

1. White pelican

LARIDAE.

1. Ring-billed gull
2. Franklin's gull
3. Black tern

ARDEIDAE.

1. Great blue heron
2. Green-backed heron
3. Cattle heron
4. Great egret
5. Yellow-crowned night heron

RECURVIROSTRIDAE.

1. Black-necked stilt
2. American avocet

CATHARTIDAE.

1. Turkey vulture
2. Black vulture

FALCONIDAE. (CARACARAS & FALCONS)

1. Crested caracara
2. American Kestrel

STRIGIDAE.

1. Screech owl
2. Great horned owl
3. Barred owl

COLUMBIDAE.

1. Rock dove
2. Mourning dove
3. Inca dove
4. Ground dove

CUCULIDAE.

1. Yellow-billed cuckoo
2. Greater roadrunner

PANDIONIDAE.

1. Osprey

TROCHILIDAE.

1. Ruby-throated hummingbird

ALCEDINIDAE.

1. Belted kingfisher

PICIDAE.

1. Red-headed woodpecker
2. Common flicker
3. Great crested flycatcher
4. Eastern phoebe

HIRUNDINIDAE.

1. Purple Martin
2. Cliff swallow
3. Barn swallow

APODIDAE.

1. Chimney swift

CORVIDAE.

1. American crow
2. Bluejay
3. Scrub jay

VIREONIDAE.

1. various Vireos

ICTERIDAE.

1. Red-winged blackbird
2. Brown-headed cowbird
3. Great-tailed grackle
4. Northern oriole

FRINGILLIDAE.

1. Dickcissel
2. Northern Cardinal
3. House finch
4. Painted Bunting
5. various Sparrows

CAPRIMULGIDAE.

1. Common nighthawk
2. Chuck-will's-widow
3. Poor-will

PARIDAE.

1. Tufted titmouse
2. Black-crested titmouse
3. Carolina chickadee

TROGLODYTIDAE.

1. Bewick's wren
2. Carolina wren

MIMIDAE.

1. Northern Mockingbird

TURDIDAE.

1. Eastern Bluebird
2. American Robin

LANIIDAE.

1. Loggerhead shrike

BOMBYCILLIDAE.

1. Cedar waxwing

PARULIDAE.

1. various Wood Warblers

STURNIDAE.

1. European starling

THRAUPIDAE.

1. Summer Tanager

PLOCEIDAE.

1. House sparrow

REPTILES AND AMPHIBIANS

REPTILES:

TURTLES

CHELYDRIDAE.

1. Snapping turtle
2. Stinkpot turtle
3. Yellow mud turtle

EMYDIDAE.

1. Ornate (western) box turtle
2. Red-eared turtle
3. Texas slider

TRIONYCHIDAE.

1. Spiny softshell

SNAKES

LEPTOTYPHLOPIDAE.

1. Texas Blind Snake

COLUBRIDAE.

1. Diamond-backed water snake
2. Blotched water snake
3. Texas brown snake
4. Eastern black-necked garter snake
5. Eastern checkered garter snake
6. Western ribbon snake
7. Texas lined snake
8. Eastern hognose snake
9. Eastern yellow-bellied racer
10. Western coachwhip
11. Central Texas whisnake
12. Rough green snake
13. Great plains rat snake
14. Texas rat snake
15. Bullsnake
16. Prairie kingsnake
17. Great plains ground snake
18. Slender flat-headed snake

LIZARDS

IGUANIDAE.

1. Green anole
2. Collared lizard
3. Greater earless lizard
4. Spot-tailed earless lizard
5. Tree lizard
6. Texas spiny lizard
7. Fence lizard
8. Texas horned lizard

TEIIDAE.

1. Texas spotted whiptail
2. Six-lined racerunner

SCINCIDAE.

1. Ground Skink

ANGUIDAE.

1. Texas alligator lizard

ELAPIDAE.

1. Texas coral snake

VIPERIDAE.

1. Copperhead
2. Western cottonmouth
3. Western diamondback rattlesnake
4. Black-tailed rattlesnake

AMPHIBIANS:

TOADS & FROGS

PELOBATIDAE.

1. Couch's spadefoot

LEPTODACTYLIDAE.

1. Barking frog
2. Texas cliff frog

BUFONIDAE.

1. Gulf coast toad
2. Texas toad
3. Red-spotted toad
4. Green toad

HYLIDAE.

1. Central Texas treefrog
2. Green treefrog
3. Blanchard's cricket frog
4. Strecker's chorus frog
5. Spotted chorus frog

SALAMANDERS

AMBYSTOMATIDAE.

1. Barred tiger salamander

PLETHODONTIDAE.

1. Slimy salamander
2. Texas salamander
3. Texas blind salamander

APPENDIX F
(Pertinent Correspondence)



REPLY TO
ATTENTION OF

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

May 26, 2005

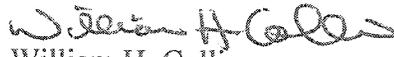
Operations Division

Mr. Lawrence Oaks
State Historic Preservation Officer
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276

Dear Mr. Oaks:

The U.S. Army Corps of Engineers, Fort Worth District, plans to allow construction of a boat ramp at Canyon Lake in Comal County, Texas (see enclosure). This area has been disturbed by previous recreational use. In addition, soil deposits are very thin, with bedrock exposed at the surface over much of the area. For these reasons, we have determined that no historic properties will be affected by the proposed construction. We request your concurrence with this determination.

Sincerely,


William H. Collins
Chief, Natural Resources
and Recreation Branch

Enclosure

NO HISTORIC
PROPERTIES AFFECTED
PROJECT MAY PROCEED

By 
for F. Lawrence Oaks
State Historic Preservation Officer
Date 6/1/05

Tripe, Jeffry A SWF

From: Boyd, Robert [boydro@co.comal.tx.us]
Sent: Friday, February 25, 2005 8:45 AM
To: Tripe, Jeffry A SWF
Cc: 'johnlyon@gvtc.com'; Hornseth, Tom
Subject: RE: Mystic Shores Boat Ramp

Jeff,
With regards to question #4 below, the County will clearly stripe all existing parking spaces at the existing boat ramp facilities. In addition, there will be signs that will read "PARKING ONLY IN DESIGNATED AREAS". The County does not plan to expand the existing parking facilities.

Thanks,

Robert Boyd, P.E.
Assistant Comal County Engineer
phone: (830) 608-2090
fax: (830) 608-2009
www.cceo.org

-----Original Message-----

From: Tripe, Jeffry A SWF [mailto:Jeffry.A.Tripe@swf02.usace.army.mil]
Sent: Wednesday, February 23, 2005 8:58 AM
To: Boyd, Robert
Subject: RE: Mystic Shores Boat Ramp

Robert:

I will use the existing April 2001 boat ramp design and excavation information for the EA. I still need information regarding some of my original questions.

2) Has the Suchie Creek Channel excavation work for mitigation of fill from the Mystic Shores Park (Site One - 11,751 CY) and/or Cranes Mill Road Boat Ramp (Site Two - 5,600 CY) been completed?

4) Also, in regards to the alternatives that will be addressed in the EA; one alternative involves implementing the new boat ramp at Cranes Mill Road along with control of excess parking at existing boat ramps around Canyon Lake. What measures will Comal County implement to control excess parking at the new boat ramp and the existing 7 ramps?

Thanks, Jeff

-----Original Message-----

From: Boyd, Robert [mailto:boydro@co.comal.tx.us]
Sent: Wednesday, February 23, 2005 8:08 AM
To: Tripe, Jeffry A SWF
Subject: FW: Mystic Shores Boat Ramp

Jeff,

Here is the response from Kelly Kilber, the engineer at Pro-Tech, with regards to the e-mail that you sent me last week. Please let us know if you need any additional information.

Thanks,

Robert Boyd, P.E.

Assistant Comal County Engineer

phone: (830) 608-2090

fax: (830) 608-2009

www.cceo.org

-----Original Message-----

From: Kelly Kilber [mailto:kelly@pro-techengr.com]

Sent: Monday, February 21, 2005 2:42 PM

To: 'Boyd, Robert'

Subject: RE: Mystic Shores Boat Ramp

Robert,

I think that it will, at least it is intended to, and is the same data we sent them on the other park at Mystic. Let me know if you need anything further.

Kelly Kilber

-----Original Message-----

From: Boyd, Robert [mailto:boydro@co.comal.tx.us]

Sent: Wednesday, February 16, 2005 1:53 PM

To: 'kelly@pro-techengr.com'

Cc: Hornseth, Tom

Subject: Mystic Shores Boat Ramp

Kelly,

We received your package on Friday with the three sets of the excavation site maps for the Mystic Shores Parks. That package you sent was in response to an e-mail sent by Tom Hornseth to you on 2/9/05. Will this package suffice for the additional information requested by Jeffry Tripe in an e-mail that I forwarded to you this morning?

Thanks,

Robert Boyd, P.E.

Assistant Comal County Engineer

phone: (830) 608-2090

fax: (830) 608-2009

www.cceo.org

Tripe, Jeffry A SWF

From: Tripe, Jeffry A SWF
Sent: Tuesday, February 15, 2005 4:36 PM
To: 'boydro@co.comal.tx.us'
Cc: Wiese, Donald N SWF; Newman, Rob SWF
Subject: Cranes Mill Road Boat Ramp

Robert:

Per our earlier conversation, I have a few questions regarding the mitigation for placement of fill material for the Cranes Mill Road Boat Ramp project.

- 1) I currently have the April 20, 2001 design sheets for the boat ramp, floating dock, parking area, and electrical lines. Are there any new designs since 2001?
- 2) The design indicates a total fill volume of 5,600 CY for the Cranes Mill Road Boat Ramp (Site Two) and 11,751 CY for the Mystic Shores Park (Site One). Has the Suchie Creek Channel excavation work for mitigation of fill from the Mystic Shores Park (Site One) been completed? If so, was the required fill for the Cranes Mill Road Boat Ramp also removed? If not, does additional excavation within the Suchie Creek Channel area need to occur to mitigate for the 5,600 CY of fill from the boat ramp project and are there any updated designs for this excavation work?
- 3) If excavation is still required in the Suchie Creek Channel area to off set fill from the boat ramp project, I will need to determine the potential impacts resulting from excavation for the Environmental Assessment (EA). I will need to know the area and location to be excavated, excavation methods used to remove the fill material, BMPs that would be implemented to reduce impacts, and how the fill material will be disposed of.
- 4) Also, in regards to the alternatives that will be addressed in the EA; one alternative involves implementing the new boat ramp at Cranes Mill Road along with control of excess parking at existing boat ramps around Canyon Lake. What measures will Comal County implement to control excess parking at the new boat ramp and the existing 7 ramps?

Thanks for your help,
Jeff

*Jeffry A. Tripe
Environmental Resource Planner
U.S. Army Corps of Engineers
819 Taylor Street, RM 3A14
P.O. Box 17300
Fort Worth, Texas 76102-0300
Phone: 817-886-1716
Fax: 817-886-6499*

*Comal County
Lease Site*

CESWF-OD-R

DW
12 Oct 04
Wiese/bw/1568

MEMORANDUM FOR CESWF-PER-E, ATTN: Rob Newman

SUBJECT: Request for Memorandum of Understanding (MOU), Comal County Boat Ramp Proposal, Canyon Lake, Texas

1. Reference enclosed memorandums from CESWF-OD-LR and CESWF-OD-CN, dated 2 Aug 04 and 30 July 04, respectively, SAB. (Note: The enclosures to these memorandums have been withdrawn and are being retained by Ron Pivonka in OD-R).
2. Per referenced enclosures, Comal County is requesting permission to construct a new boat ramp at Canyon Lake on the upper end of the reservoir. This ramp proposal has been in the developmental stage for approximately 18 months as both the County and the Corps examined the proposal with respect to the Fort Worth District Water Related Development Policy. Ultimately, Colonel Minahan, District Engineer, informed the County that the Corps would process their request with the understanding that an environmental assessment would be prepared. In a meeting with Danny Scheel, Comal County Judge; Jan Kennady, Commissioner of Pct. 4; and Tom Hornseth, Comal County Engineer, on 30 Sep 04, the Corps explained the process by which an environmental assessment would be prepared. The County agreed with the process and is now waiting for the Corps to send them subject MOU for their consideration and signature.
3. Request PER-E prepare subject MOU and send it to Mr. Thomas H. Hornseth, P.E. The signatory for the County will be Mr. Danny Scheel, Comal County Judge. At the meeting on 30 Sep 04, the County agreed to the Corps' proposal to prepare the EA in-house at a cost to the county of \$15,000.

Encls

RONALD W. PIVONKA
Acting Chief, Natural Resources
and Recreation Branch

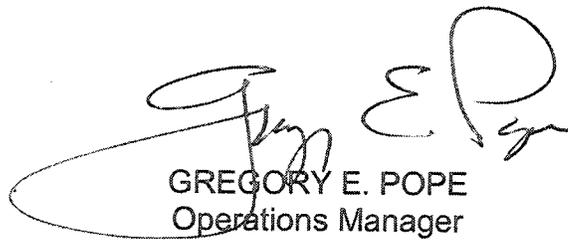
RWP
PIVONKA

CF(wo/encls):
CESWF-OD-CN

MEMORANDUM FOR CESWF-OD-R

SUBJECT: Comal County Boat Ramp Request.

1. Reference memorandum from CESWF-OD-CN, dated 30 July 2004, subject as above.
2. Concur with Lake Manager and share his concerns.
3. Detailed plans for the proposed boat dock facility indicates that the floatation will provide 30 lb. psf floatation deck live load. 40 lb. psf is required to be in compliance with the District's SOP on floating structures.
4. A separate request from Comal County will be necessary for the portions of the proposed development that would be on flowage easement. The request should include the following:
 - a. Letter of application.
 - b. Description of the structure or activity requested. Provide the elevation of the proposed structure and include design plans for the baseline and finished elevation. Finished elevation cannot be above the critical elevation of 948 msl.
 - c. Identify any excavations and/or fill. There can be no net loss of flood storage capacity. Cut and fill calculations should be included.
 - d. Provide a map with elevation of the structure, cut and fill locations, and relationship with the government property line and the flowage easement controlling elevation.
5. Request this proposal be reviewed to determine appropriate level of public involvement and NEPA requirements necessary to proceed.



GREGORY E. POPE
Operations Manager
Little River Project

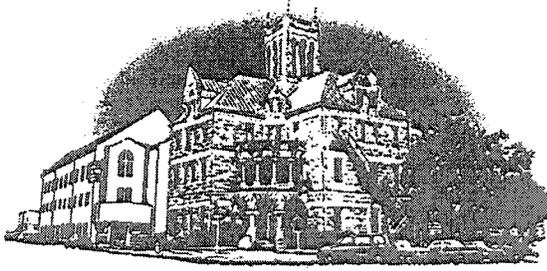
MEMORANDUM THRU: CESWF-OD-LR
FOR: CESWF-OD-R

SUBJECT: Comal County Boat Ramp Request

1. Attached is a request from Comal County to obtain a lease from the Corps of Engineers for the construction of a boat ramp and parking lot at the end of Cranes Mill Road on Canyon Lake (Tract 500). Also attached are plans for the boat ramp, courtesy dock and parking lot. An ROA, EBS, tract maps and a set of metes and bounds are also attached.
2. Reference the Fort Worth District Water Related Development Policy. This policy sets a carrying capacity target of one boat per 22 acres. A "thumbnail" count, conducted during the peak Memorial Day Weekend (29 and 30 May 2004), indicated a ratio of one boat per 14 acres – well below the target.
3. District, Project and Lake Office staffs have attempted to work with the County to find a way to allow the construction of a new boat ramp without violating the Water Related Development Policy. Options offered in discussion with Comal County to make construction of the new ramp a "win/win" proposition included a "swap" option that would have allowed the County to abandon and close an existing under utilized boat ramp to offset the additional spaces at the new ramp. Another option that was offered was to eliminate 3-4 trailer parking spaces at each existing County ramp. These options would not increase the number of boats on the water during peak use periods and would also facilitate approval of the lease by potentially avoiding the need for a full-blown environmental assessment. These proposed options have been rejected by Comal County.
4. County officials claim that the Water Related Development Policy will not succeed in limiting the number of boats operating on Canyon Lake. They claim that boaters cannot be stopped from getting onto the lake. I disagree. The Corps has more experience in managing lake based recreation and has proven over the years that it is possible to manage the number of vehicles using a specific area with the use of management controls such as vehicle barriers.
5. Approval of the lease without some sort of mitigation of boat trailer parking spaces circumvents and greatly weakens our District Water Related Development Policy and opens the Corps to possible liability and litigation. This request could set a precedent and restrict Canyon Lake and other SWF lakes' ability to use the policy as a management tool.



TIM A. HORN
Lake Manager



Comal County
OFFICE OF COMAL COUNTY ENGINEER

July 22, 2004

Mr. Tim Horn
Reservoir Project Manager
U.S. Army Corps of Engineers, Canyon Lake
601 COE Road
Canyon Lake, Texas 78133-4112

Re: Cranes Mill Road Boat Ramp within Comal County, Texas

Dear Mr. Horn:

On July 8, 2004, a telephone conference call was held with the following participants:

- Colonel John R. Minihan, USACE Fort Worth District Commander
- Honorable Danny Scheel, Comal County Judge
- Jan Kennady, Comal County Commissioner, Precinct No. 4
- Tom Hornseth, P.E., Comal County Engineer

During this telephone conference call, the referenced boat ramp was discussed as to the possibility of adding it as an access point to the Canyon Lake Reservoir. After much discussion, Colonel Minihan agreed to allow Comal County to proceed with this proposed boat ramp and asked that Comal County apply for a lease agreement with the USACE to allow access for said boat ramp.

We are writing this letter to comply with Colonel Minihan's request. We have attached the plans for the development of the referenced boat ramp. In addition, we have attached a copy of the metes and bounds description of the Ramp and Dock Easement for which the lease agreement, to be prepared by the USACE, will be developed. Please review these documents and let us know if you have any questions or need additional information.

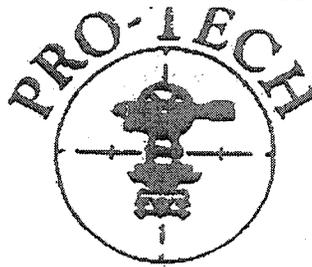
Sincerely,

Thomas H. Hornseth, P.E.
Comal County Engineer

cc: Colonel John R. Minihan, USACE Fort Worth District Commander
Danny Scheel, Comal County Judge
Commissioner Jan Kennady, Precinct No. 4

attachments a/s

100 E. San Antonio St. Suite 100
San Marcos, TX 78666-5568



512 / 353-3335
FAX 512 / 396-0224

**ENGINEERING
GROUP**
INCORPORATED

September 23, 2003

U.S. Army Corp of Engineers
601 COE Road
Canyon Lake, Tx 78133

Attn: Tim Horn
Lake Manager

Re: Consent NO. DACW63-9-02-0592
Canyon Lake, Texas
Tract No. 500 E-3

Dear Sir:

This letter is to notify you that the improvements proposed for Park Site One at the Mystic Shores development, as specified in the above referenced Consent order, have been completed. The construction of the project was completed in general conformance with the plans and specifications with the following exceptions:

1. The Road and Parking areas were not constructed above grade as noted on the plans. For the most part the 6" of subgrade was not utilized and the base sections was reduced from 8" to 6". This resulted in a decrease of 3383 cubic yards in fill material installed within the park.
2. To facilitate a sheet flow drainage regime the paving improvements were excavated into the ground so that finish grade approached existing natural ground elevations as much as possible. This resulted in the excavation and removal of 3575 cubic yards of material from the park area.
3. Nine hundred cubic yards of top soil fill was imported into the park for landscaping purposes.

Tim Horn
September 23, 2003
Page 2

4. The size of the tennis court was doubled increase the fill displacement by 195 cubic yards.

The net results of these changes was to decrease the proposed 11,751 cubic yards of fill by 5,863 cubic yards, leaving a total of 5,888 cubic yards of fill material installed below the 948 contour for this project.

Between March and May of last year 15,634 cubic yards of material was removed from the excavation site on Suche Creek. This included the old concrete bridge structure. All of this excavated material was disposed of above the 948 elevation. Efforts are currently ongoing to develop Park Site 2, the Cranes Mill boat ramp area. Should this project be approved, the developer will utilize the 9746 cubic yard excess excavation at this site.

The developer has authorized a survey to locate the park improvements as they were constructed. Upon completion of this survey a copy will be forwarded to you for your record. We have enjoyed working with the Corp on this project and look forward to the next one. Please call if you have any questions or if we can be of service.

Respectfully,
PRO-TECH ENGINEERING GROUP, INC.

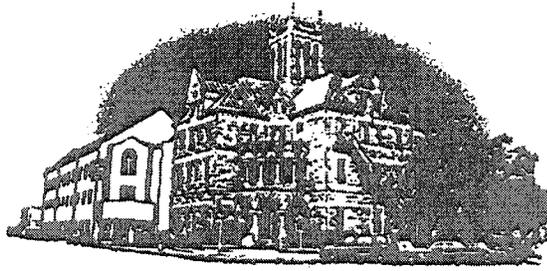


Kelly Kilber, P.E., R.P.L.S.
President

KK/cl

xc: Jack Dean
John Lyon
J.F. Montague "Boots"

EO# 14660
Tim Horn 092303.doc



Comal County
OFFICE OF COMAL COUNTY ENGINEER

July 30, 2003

Mr. Dwight L. Quarles
Chief
Operations Division
P.O. Box 17300
Fort Worth, Texas 76102-0300

Re: Cranes Mill Boat Ramp within Comal County, Texas

Dear Mr. Quarles:

In a letter dated July 8, 2003, the US Army Corps of Engineers stated that the "swapping out" of an existing boat ramp in Canyon Lake Shores' subdivision with a proposed boat ramp in the Cranes Mill Road area near Mystic Shores' subdivision could be allowed under the guidelines established in the Fort Worth District Water Related Development Policy. There were three concerns that the Corps had in relation to this plan:

- a) Fill during the construction process should ideally be offset by removal of material in either the "old" site or the "new" site.
- b) The number of vehicle-with-trailer parking spaces at the new ramp should approximate the number that were available at the old ramp.
- c) The use of the manually operated security gate for the ramp's access road.

In response to these concerns, the County offers these responses:

- a) Fill during the construction process will be offset by the excavation and removal of material from the Suchie Creek channel. We have attached a copy of the plan that reflects the location of the excavation site in relation to the ramp location.
- b) In a conversation on July 15, 2003, Tim Horn stated that there were 30 vehicle-with-trailer spaces available at the old ramp. 30 vehicle-with-trailer spaces have been provided at the new ramp that should satisfy this concern.
- c) The manually operated security gate will be used for closure of the area during flooding.

Comal County
OFFICE OF COMAL COUNTY ENGINEER

Please review these responses. If you approve of these responses, then we will continue on with our plan of action outlined in a letter sent to Tim Horn, dated June 5, 2003. If you have additional questions, please give us a call.

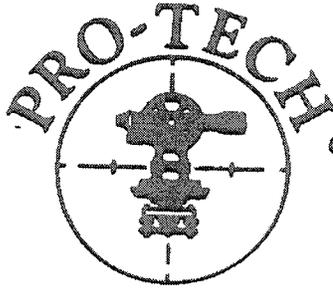
Sincerely,



Robert Boyd, P.E.
Comal County Assistant Engineer

Attachments a/s

Cc: Commissioner Jan Kennady, Precinct No. 4



RECEIVED

AUG 14 2003

COUNTY ENGINEER

100 E. San Antonio St. Suite 100
San Marcos, TX 78666-5568

512 / 353-3335
FAX 512 / 396-0224

**ENGINEERING
GROUP**
INCORPORATED

July 21, 2003

Comal County Engineer's Office
195 David Jonas Dr.
New Braunfels, Tx 78132-3760

Attn: Robert Boyd, P.E.

Re: Cranes Mill Boat Ramp
Comal County, Texas

Dear Sir:

In response to your letter of July 16, the placement of any material within the inundation easement of the above referenced project will be offset by the excavation and removal of material from the Suchie Creek channel. This is the same area from which material was removed to offset the impact of the Mystic Shores park. Attached is a copy of a plan which reflect the location of the Excavation Site in relation to the Ramp Site.

I trust this information will satisfy your needs. If you have any questions or require additional information please call.

Respectfully,
PRO-TECH ENGINEERING GROUP, INC.

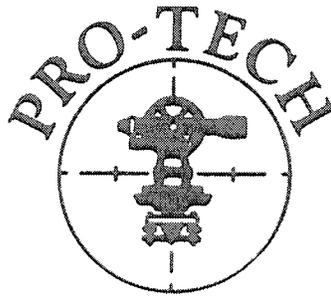
Kelly Kilber, P.E., R.P.L.S.
President

KK/cl

EO# 14660
Robert Boyd, P.E. 072103.doc

100 E. San Antonio St. Suite 100
San Marcos, TX 78666-5568

512 / 353-3335
FAX 512 / 396-0224



**ENGINEERING
GROUP**
INCORPORATED

April 10, 2002

Department of the Army
COE, Ft. Worth District
P.O. Box 17300
Fort Worth, Tx 76102

Attn: Ike W. Wyatt
Real Estate Division

Re: Consent DACW63-9-02-0592
Canyon Lake, Texas

Dear Sir:

Enclosed please find the three original consent agreements which you sent me last week. These documents have been executed by Jack H. Dean, Vice President of Bluegreen Southwest Land, Inc. general partner for Bluegreen Southwest One, LP and his signature has been certified by Dan Koscher, President of Bluegreen Southwest Land, Inc. The certification page has been revised to the proper names and certifying individuals.

Please let me know if you need anything further.

Respectfully,
PRO-TECH ENGINEERING GROUP, INC.

A handwritten signature in black ink, appearing to read "Kelly Kilber", is written over the typed name and title.

Kelly Kilber, P.E., R.P.L.S.
President

KK/cl

EO# 14660
Ike W. Wyatt – COE 041002.doc

Consent

9-02-0577

encompassing consent 0577 canyon

CESWF-OD-R

25 Mar 02
Wiese/bw/1568

MEMORANDUM FOR CESWF-RE

SUBJECT: Request for Easement Construction Permit, Mystic Shores Development, Tract 500, Canyon Lake, Texas

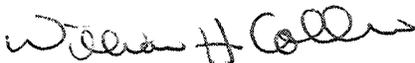
1. Reference:

- a. Enclosed memorandum from CESWF-OD-LR dated 10 Dec 01, SAB.
- b. Enclosed copy of a letter from Chief, OD, to Pro-Tech Engineering Group, dated January 22, 2002.

2. Per reference 1.b. we have informed Pro-Tech that all aspects of the request from Bluegreen Southwest One, L.P., will continue to be processed with the exception of the proposed boat ramp complex. The boat ramp proposal was discussed with all parties at a meeting at Canyon Lake on 4 Mar 02. At the meeting, Bluegreen Southwest confirmed that they wanted to proceed with all aspects of their request with the exception of the boat ramp complex. They are examining their options regarding the boat ramp and will contact us at a later date if they choose to pursue the boat ramp.

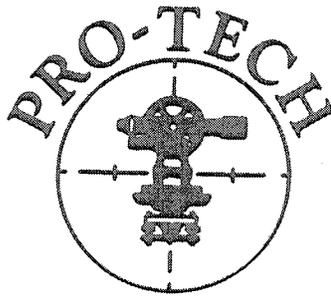
3. Recommend CESWF-RE grant approval of all requested items located on flowage easement with the exception of the proposed parking lots associated with the proposed boat ramp. Briefly, these items include athletic fields and courts, playgrounds, restrooms, trails, open pavilion, and picnic tables.

Encls


WILLIAM H. COLLINS
Chief, Natural Resources and Recreation Branch

CF (wo/encls):
CESWF-OD-CN

100 E. San Antonio St. Suite 100
San Marcos, TX 78666-5568



512 / 353-3335
FAX 512 / 396-0224

**ENGINEERING
GROUP**
INCORPORATED

February 18, 2002

Department of the Army
Fort Worth District
Corps of Engineers
P.O. Box 17300
Fort Worth, Tx 76102-0300

Attn: Dwight L. Quarles
Chief, Operation Division

Re: Canyon Lake
Comal County, Texas

Dear Sir:

Pursuant to your letter of January 22, I spoke with Mr. Don Wiese in your office concerning the boat capacity study and the master plan supplementation process necessary to permit an additional boat ramp on Canyon Lake. My client, Bluegreen Southwest One, L.P. is interested in pursuing the possibility of conducting these studies. Mr. Wiese explained the process of conducting these studies to me and indicated that he would be available to meet with the developer and tell us what we must do to proceed.

Since this proposed boat ramp would be a public facility operated by Comal County their input and concurrence will be necessary to proceed with the project. Mr. Tom Hornseth has indicated that the County would be interested in proceeding with the studies if the developer was willing to undertake them. If you could let us know when Mr. Wiese is next planning to be in the Canyon Lake area I will schedule a meeting with the County Officials and representatives of Bluegreen Southwest to move forward with this project. As I indicated in my conversation with Mr. Wiese, we do wish to move forward with the other aspects, i.e. park improvements, of our application.

Depart of the Army
Corps of Engineers
Dwight L. Quarles
February 18, 2002
Page 2

Please contact me at the above phone number or at kelly@pro-techengr.com electronically if you have any question or if we can be of service.

Respectfully,
PRO-TECH ENGINEERING GROUP, INC.



Kelly Kilber, P.E., R.P.L.S.
President

KK/cl

xc: Bluegreen Southwest, Jack Dean
Comal County, Tom Hornseth, P.E.

EO# 14660
Dwight L. Quarles 021802.doc

January 22, 2002

Operations Division

Mr. Kelly Kilber, P.E., R.P.L.S.
Pro-Tech Engineering Group, Inc.
11 E. San Antonio Street
Suite 100
San Marcos, Texas 78666-5568

Dear Mr. Kilber:

Your letter of October 22, 2001, to Mr. Jerry Brite, Lake Manager at Canyon Lake, requesting permission to construct certain recreational facilities at Canyon Lake, has been forwarded to this office for review and processing. The facilities you have proposed on behalf of your client, Bluegreen Southwest One, L.P., include a variety of athletic facilities and day-use picnic facilities on private land, over which the Federal government holds a perpetual flowage easement, and a boat ramp complex partially located on Federal fee-owned land.

My purpose in sending this letter is to inform you that we are continuing to process all aspects of your request with the exception of your request for the boat ramp at the Park Two site. The request for a boat ramp cannot be considered for two reasons.

First, the Federal land at the proposed boat ramp site is classified in the 1971 Canyon Lake Master Plan as an Esthetic Area. Such areas are not to be developed for intensive recreational use. While it is possible to make changes to land classifications, such a change would require a comprehensive evaluation of all Federal land at Canyon Lake through a master plan supplementation process. This process would very likely require an environmental assessment and considerable public involvement.

Secondly, and we believe most importantly, we could not approve an additional boat ramp, additional boat ramp parking spaces, or other facilities that could result in an increase in boating traffic at Canyon Lake without first conducting a comprehensive boating capacity study. Currently, we have only

DW
CN - Florage
Easement

cursory information about boating use patterns at Canyon Lake, but the boating capacity information we have gathered from comprehensive boating capacity studies at other lakes indicates that growth of boating-related facilities cannot be permitted at Canyon Lake in the absence of a study.

We will continue to process all other aspects of your request. If you wish to discuss the boat ramp proposal in more detail, please contact Mr. Don Wiese at 817-886-1568 or Mr. Ron Pivonka at 817-886-1577.

Sincerely,

DW
COLLINS
HOWELL *HW*
QUARLES *DW*

Dwight L. Quarles
Chief, Operations Division

Copy furnished:

CESWF-OD-LR
CESWF-OD-CN

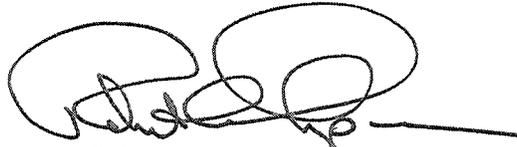
CESWF-OD-LR

1st End

10 December 2001
Adams/254-939-1829

MEMORANDUM FOR CESWF-RE
THRU CESWF-OD

1. Concur with Lake Manager.
2. The portion of 'Park 2' on Fee property will require an easement request from Comal County and should be considered when that request is made.
3. Total area disturbed will exceed one acre, a SWFFF will be required by TNRCC. Request copies be provided to include plans for erosion control on areas where fill is to be removed.

A handwritten signature in black ink, appearing to read 'Robert C. Chapman', with a horizontal line extending to the right from the end of the signature.

ROBERT C. CHAPMAN
Operations Manager
Little River Project

MEMORANDUM FOR CESWF-RE-M

THRU CESWF-OD-LR

THRU CESWF-OD-R

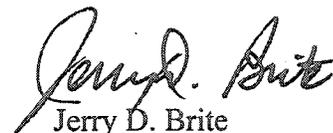
SUBJECT: Request for Easement Construction Permit Tract 500, Canyon Lake, Texas

1. Please find enclosed a copy of a request for an easement construction permit from Pro-Tech Engineering Group, Inc. for recreational facilities to be constructed on Tract 500. The facilities will serve as amenities for landowners in the Mystic Shores subdivision on the northwestern shoreline of Canyon Lake. Mystic Shores is owned by Bluegreen Southwest One, L.P. Pro-Tech Engineering is the official representative of Bluegreen Southwest for the purposes of this request.
2. The permit requests relates to two proposed park sites on flowage easement property. Park Site One includes a baseball field, soccer field, playscape, volley ball courts, basketball courts, horseshoe pits, pavilion, restrooms, picnic shelters, trails, parking lots, driveways, perimeter fencing, area lighting, etc. Sewage from the restrooms and pavilion will be pumped to an on-site facility above the 948' contour. These improvements will displace 11,751 cubic yards of material. Park Site Two contains two areas for development: 1) a public boat ramp, passenger loading dock, parking facility, area lighting, and traffic control barriers (Comal County is preparing a separate request to obtain an easement for construction of this ramp), and 2) a private parking area for property owners of the Mystic Shores subdivision. The facilities associated with this site will displace 14,964 cubic yards of material. Water and/or electrical service to facilities will be underground with main cutoffs located above the 948' contour.
3. The total amount of fill associated with the proposed construction activities is 26,715 cubic yards. To offset this fill amount, Pro-Tech requests approval to remove two box culverts and embankments on an existing ranch road located below the 948' contour. The area will be returned to its natural contour and the material will be used as road subgrade preparation in developed areas above the 948' contour. Total fill removal for this project is 57,504 cubic yards of material. The removal of this amount of material is more than twice the amount of fill that would be added to the flowage easement from the construction of the facilities in the two proposed park sites described above.
4. Enclosed are copies of the appropriate segment and tract maps along with detailed plans and drawings of proposed construction activities as provided by Pro-Tech.

5. Recommend the following actions regarding this request:
- a. Park Site One - approval of all proposed facilities as fully described in the request
 - b. Park Site Two - **concept** approval for the construction of the public boat ramp, parking lot, and boat dock (Comal County will be submitting paperwork for issuance of a boat ramp easement)
- approval for private parking area associated with the public boat ramp
 - c. Approval for removal of box culverts and embankments on existing ranch road located below 948' msl.

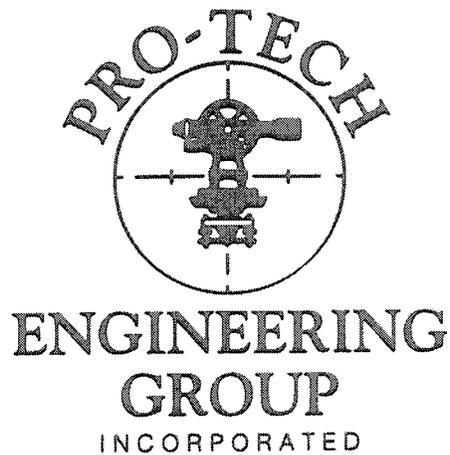
Additionally, we recommend that no construction activity associated with Park Site One or any portion of Park Site Two take place prior to the removal of the box culverts and embankment. Once these are removed and the area is restored to its natural contour, construction activity may be initiated on Park Site One. No activity should take place on Park Site Two until such time that a request for a boatramp easement from Comal County is received, reviewed, and approved.

Encl
as


Jerry D. Brite
Reservoir Manager

100 E. San Antonio St. Suite 100
San Marcos, TX 78666-5568

512 / 353-3335
FAX 512 / 396-0224



October 22, 2001

U. S. Army Corp of Engineers
601 COE Road
Canyon Lake, Tx 78133

Attn: Mr. Jerry Bright
Lake Manager
Canyon Lake Reservoir

Re: Mystic Shores Subdivision
Park Improvements Plans
Comal County, Texas

Dear Sir:

I would first like to thank you for your patience and assistance in traversing the course necessary to obtain permits for the above referenced project. The assistance provided by your staff and that of the regional representatives from the Little River project were highly beneficial in completing these plans.

Please accept this letter as an application for permits to construct the improvements detailed in the attached six sheets of construction plans and further described in the other documents and specifications attached hereto. Sheets one and two of the plans reflect the general and specific locations of the two proposed park sites and of the borrow pit area that will be utilized to offset the improvements (fill) placed below the 948 inundation easement area. Sheet three of the plans for the Park One Site.

Park One is located on the peninsula which contains the ruins of the old ranch house and will be the major homeowner's park for the development of the Mystic Shores Subdivision. Being developed by Bluegreen Southwest One, L.P., a national land development company, Mystic Shores encompasses approximately 7000 acres and will provide approximately 2800 new homesites. This main park will see significant visitation from the future owners of the lots within the

U. S. Corp of Engineers
Mr. Jerry Bright – Lake Manager
October 22, 2001
Page 2

development. The park includes 22 acres and is budgeted for approximately \$1,000,000 in improvements. An olympic size swimming pool and club house are to be constructed at the park site above the 948 inundation easement. Also above the 948 easement will be the secured entry gates and parking for these facilities. The balance of the park improvements will be located within the inundation easement below the 948 elevation.

The Park One site improvements include the following:

- Baseball field with backstop
- Soccer field with goals
- Playscape with swing set
- Volleyball courts (2)
- Tennis courts
- Basketball courts (3)
- Horseshoe pitching pits
- Open Pavilion (See Sheet 6 for details)
- Restrooms
- Covered concrete picnic table shelters (10)
- Walking trails
- Asphalt drives and parking lots
- Trash receptacles, dumpster pads, benches and bar-b-que grills

The perimeter of the park will be fenced with a 48 inch high welded pipe rail fence with wire mesh to control access between the park and Corp properties. This fence will also act as a litter barrier. Six gates will be placed around the park to allow access to the shore line. A 24 inch high pipe rail fence will encircle the drives and parking areas to insure that vehicles remain within them.

Electrical service will be provided to the restrooms, pavilion, and four area lights through the center of the park. The electrical wiring will be installed underground and a main electrical disconnect will be placed above the 948 elevation. Water service to the restrooms and pavilion will be provided by connection to the Canyon Lake Water Supply Corporation system and will also be controlled by a valve above the 948 elevation. A sewage grinder pump will be installed at the pavilion and will collect the waste from the pavilion and restrooms. It will be piped to an approved on-site sewage facility above the 948 inundation easement and properly treated and disposed of. Security gates controlling access to the

U. S. Corp of Engineers
Mr. Jerry Bright – Lake Manger
October 22, 2001
Page 3

park will be placed at the public road access drive and also at the 948 contour elevation to preclude access to the area below the 948 elevation in times of high water.

The location of all these improvements is detailed on sheet three of the plans. Also shown on this sheet is the gross fill volume that these improvements will displace (11,751 cubic yards).

Park Two is located at the end of North Crane's Mill Road. This site will actually contain two parks. One park will contain a public boat ramp, dock and parking facility which will be permitted and operated by Comal County upon approval thereof by the Commissioner's Court. The other park will be a private homeowners park which will contain parking facilities for vehicles utilizing the boat ramp. This permit application does not request approval of the public facilities, i.e. ramp and dock, however it is our intent to provide the necessary documentation to obtain approval for the displacement volumes created by these improvements. We therefore are requesting that this aspect (the displaced volumes) of the future County permit be considered and approved at this time. Nevertheless, the following discussion will address all of the improvements so that the overall scope of the proposal may be better understood.

The improvements proposed for the Park Two site are as follows:

To be permitted by Comal County:

- 45' wide concrete boat ramp
- 10'X30' floating dock with approach ramp designed to meet ADA specifications.
- Concrete sidewalks
- Asphalt drives and parking area
- Concrete dumpster pad
- Area lighting

To be permitted as private park facilities:

- Asphalt parking and driveway improvements
- Area lighting

U. S. Army Corp of Engineers
Mr. Jerry Bright – Lake Manager
October 22, 2001
Page 4

The perimeter of the public park area will be enclosed with an agricultural type wire fence along Crane's Mill Road and a 24 inch high welded pipe rail fence along the Corp boundary and the a portion of the common boundary between the public and private park. The private park will be secured by a 48 inch high welded pipe rail fence with wire mesh along Crane's Mill Road and at the access to the private park. An electronic security gate will control access to the private park. Access to the public park will be controlled by manual security gates. A turn around will be constructed on North Crane's Mill Road approximately 800 feet above the shore line and manual security gates and "Dead End" barricade signage will be provided. All electrical lines will be constructed underground and the disconnect for these facilities will be located above the 948 elevation.

The gross fill displacement volume for all of the improvements proposed for Park Two is 14,964 cubic yards. Combining this volume with that of Park One provides for a total of 26,715 cubic yards which will be displaced.

Sheet 5 of the plans shows a detailed topographic survey of an existing private ranch road crossing Suchi Creek within the Mystic Shores development. This crossing is below the 948 elevation. It is composed of two culvert crossings and embankment approaches to these structures. The origin of this road and crossing is unknown, however it is assumed to have been constructed when the property was used as a working ranch, prior to the construction of Canyon Lake. Our proposal is to remove the culverts and the embankments and to return the contour of the land back to what appears to have been its natural condition before the crossing was constructed.

The detail of this is shown by the Proposed Topography on Sheet 5. The end result of this excavation will be removal of 57,504 cubic yards of material. This is over twice the amount of fill proposed for the park improvements. The material removed from this area will be utilized for street subgrade preparation in other areas of the development which are located above the 948 elevation.

I believe the information herein fulfills the requirements set fourth in your publication "REQUIREMENTS FOR SUBMITTING REQUEST TO CONSTRUCT ON LANDS ENCUMBERED WITH FLOWAGE EASEMENTS", and we would respectfully request approval of permits for these improvements.

U. S. Army Corp of Engineers
Mr. Jerry Bright – Lake Manager
October 22, 2001
Page 5

Please call if you have any questions or require any additional information.
Again, thank you for your assistance and prompt consideration of this matter.

Respectfully,
PRO-TECH ENGINEERING GROUP, INC.

A handwritten signature in black ink, appearing to read 'Kelly Kilber', written over the printed name.

Kelly Kilber, P.E., R.P.L.S.
President

KK/cl

xc: Jack Dean, Bluegreen Southwest
Tom Hornseth, Comal County Engineer

EO#14660
COE Ltr. J. Bright – Park Imp. Plans

APPENDIX G
(National Environmental Policy Act Coordination)

MEMORANDUM THRU

~~CESWF-DDE~~

~~CESWF-DD~~

FOR CESWF-DE

SUBJECT: Decision Paper: Proposed out granting of Government fee-owned property to Comal County for the implementation of the Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas.

1. PURPOSE: To initiate National Environmental Policy Act (NEPA) documentation and public review relative to the out granting of Corps fee-owned property for Comal County's proposed project activities.

2. BACKGROUND AND DISCUSSION: A draft Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the proposed action were prepared in accordance with the requirements of the National Environmental Policy Act of 1969, Public Law 91-190, as amended. Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake. This alternative would also meet Comal County's objective of providing a modern boat ramp for residents located in the northwest area of the lake.

3. PROPOSED ACTION: The project activities associated with the Cranes Mill Road Boat Ramp would include: the out-granting of approximately 0.5 acres of Federal land from USACE to Comal County, construction of the new boat ramp and floating dock facility on Government fee-owned property, construction of a 4.0 acres parking lot area on private land on which the USACE owns a flowage easement, and removal of at least 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new Cranes Mill Road Boat Ramp would result in the addition of 30 vehicle-with-trailer parking spaces. The new boat ramp would also remove 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Renovation of the Cranes Mill Park Boat Ramp would include the addition of 15 designated vehicle-with-trailer parking spaces, 10 vehicle-without-trailer parking spaces, and the removal of 30 vehicle-with-trailer overflow parking spaces. Improvements to the Cranes Mill Park Boat Ramp and parking area are scheduled for fiscal year 2006 and would result in the net reduction of 15 vehicle-with-trailer overflow parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would also be considered to better manage water-oriented recreation at existing facilities and improve lake safety. Similar parking control measures, including striping of parking spaces and signage identifying "Parking Only In Designated Areas", would be implemented and enforced at the new Cranes Mill Road Boat Ramp.

In addition, approximately 9,746 cubic yards of fill material was removed from the Suchi Creek Channel area during the Mystic Shores Park development project. Comal County would be granted

credit for this excavated material to offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. This EA will serve as the decision document for revised classification of lands involved with the Cranes Mill Road Boat Ramp project. A revision of the 1970 Updated Master Plan will be prepared following the completion of the NEPA process. Under the preferred alternative, the portion of USACE fee property located within the Cranes Mill Road Boat Ramp study area would be reclassified from Aesthetics land use to Recreation land use; the land use classification at the Cranes Mill Park Boat Ramp study area would be updated from a Public Use area to Recreation land use. With regards to future actions and new development at Canyon Lake, the EA and FONSI would stipulate that a Water Related Recreation Use Study (WRRUS) would be required for actions that impact the potential peak-use level of boating traffic, even if the action results in a positive, negative, or no-net-change in surface acres of water per boat. Public notices will be sent to interested parties and comments received will be incorporated into the final EA.

4. RECOMMENDATION: That the Commander signs the copy of the enclosed Notice of Availability.

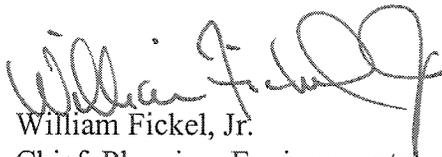


Mark Harberg
Chief, Environmental Resources Branch

5. COORDINATION:

CESWF-PER-R	Concur <input checked="" type="checkbox"/>	Nonconcur <input type="checkbox"/>	<u>Wayne Lea</u>	Date <u>30 August 2005</u>
CESWF-OD	Concur <input checked="" type="checkbox"/>	Nonconcur <input type="checkbox"/>	<u>Douglas R. Perkins</u>	Date <u>3 Aug 05</u>
CESWF-OC	Concur <input checked="" type="checkbox"/>	Nonconcur <input type="checkbox"/>	<u>M. Combs</u>	Date <u>3 Aug 05</u>
CESWF-RE	Concur <input checked="" type="checkbox"/>	Nonconcur <input type="checkbox"/>	<u>Hyler J. Reed</u>	Date <u>3 Aug 05</u>
CESWF-PA	Concur <input checked="" type="checkbox"/>	Nonconcur <input type="checkbox"/>	<u>Christopher M. Wood</u>	Date <u>3 Aug 05</u>

6. CONSIDERATION OF CONCURRENCE/NONCONCURRENCE:



William Fickel, Jr.
Chief, Planning, Environmental, and
Regulatory Division

- Approved
- Disapproved
- See Me



John R. Minahan
Colonel, EN
Commanding



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

REPLY TO
ATTENTION OF:

August 10, 2005

NOTICE OF AVAILABILITY

PROPOSED IMPLEMENTATION OF THE CRANES MILL ROAD BOAT RAMP
BY COMAL COUNTY AT CANYON LAKE, COMAL COUNTY, TEXAS

Description. Interested parties are hereby notified that the District Engineer, U.S. Army Corps of Engineers (USACE), Fort Worth District, has prepared an Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) regarding the out granting of USACE fee-owned property to Comal County for the proposed Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas.

Statutory Authority. This notice is being issued to all interested parties in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Background. The proposed project area is located in south central Texas approximately 35 miles northeast of San Antonio, Texas (Figure 1). The proposed Cranes Mill Road Boat Ramp study site is located on the northwest shoreline of Canyon Lake at the end of Cranes Mill Road; the existing Cranes Mill Park Boat Ramp study site is located on the southwest shoreline of Canyon Lake; and the Canyon Lake Shores Boat Ramp study site is located on the northwest shoreline at the end of Lakeshore Road (Figure 2). Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would meet the USACE policy objective of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake. This alternative would also meet Comal County's objective of providing a modern boat ramp for residents in the northwest area of the lake.

Proposed Action. The activities associated with the "preferred alternative" would include: the out-granting of approximately 0.5 acres of land from USACE to Comal County, construction of a boat ramp and floating dock facility on Government fee-owned property, construction of a 4.0 acres parking lot area on private land on which the USACE owns a flowage easement, and removal of at least 30 vehicle-with-trailer overflow parking spaces. Installation of the new Cranes Mill Road Boat Ramp would result in the addition of 30 designated vehicle-with-trailer parking spaces. The new boat ramp would also remove 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park Boat Ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer overflow parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would also be considered to better manage water-oriented recreation at existing facilities and improve lake safety. Similar parking control measures, including striping of parking spaces and signage identifying "Parking Only In Designated Areas" would be implemented and enforced at the new Cranes Mill Road Boat Ramp.

Construction of the Cranes Mill Road Boat Ramp would require the placement of approximately 5,700 cubic yards of fill material within the flowage easement, which would reduce the flood storage capacity of Canyon Lake. Between March and May of 2002, as part of the Mystic Shores Park residential development project, Bluegreen Southwest One, Limited Partnership (BGSWO) removed an existing ranch road that crosses Suchi Creek within the Canyon Lake flowage easement. This work resulted in the excavation of approximately 9,746 cubic yards of excess fill material. Comal County, in cooperation with BGSWO, would be granted "credit" for this excavated material to offset the placement of the 5,700 cubic yards of fill material from the Cranes Mill Road Boat Ramp project.

Proposed alternatives were compared based on overall project costs, potential impacts to boating traffic on Canyon Lake, direct impacts to environmental resources on USACE property, and cumulative impacts to environmental resources within the project area. The "preferred alternative" would address Comal County's objective of providing a modern boat ramp facility for residents located in the northwest area of Canyon Lake with minor impacts to the social, economic, or human and natural environment. The current potential level of boating traffic at Canyon Lake was estimated at 9.66 surface acres of

water per boat, which is below the Fort Worth District Water Related Development Policy (WRDP) standard of 22 surface acres of water per boat. The “preferred alternative” would increase the total number of boat ramps from 22 to 23, create 30 designated vehicle-with-trailer parking spaces, and remove at least 30 vehicle-with-trailer overflow parking spaces. The “preferred alternative” would maintain the level of boating traffic at 9.66 surface acres of water per boat. Since the current estimated level of boating traffic at Canyon Lake is below the WRDP policy level, approval of the “preferred alternative” would require a policy exception with signatures from the Chief, Operations Division and the Chief, Real Estate Division. The draft EA and FONSI also stipulate that a Water Related Recreation Use Study (WRRUS) would be required for any future actions that impact the level of boating traffic, even if the action results in a positive, negative, or no-net-change in surface acres of water per boat.

Prairie and savannah habitat within the Cranes Mill Road Boat Ramp (4.0 acres) and Cranes Mill Park Boat Ramp (0.3 acres) would incur both short and long-term impacts. Species located within the construction footprints would incur long-term impacts due to the removal and replacement of existing habitat with concrete/asphalt surfaces. Short-term impacts from required clearing and construction-related activities would directly and/or indirectly affect most animals that reside or wander within the study areas. The USACE would recommend to Comal County that removed oak trees (10-15) located within privately-owned flowage easement property within the Cranes Mill Road Boat Ramp study site be replaced with seedlings at a 2 to 1 ratio along the 924 to 934 feet contours. Fringe wetland impacts within the Cranes Mill Road Boat Ramp study site would include the removal of approximately 6-8 buttonbush plants located along the shoreline of Canyon Lake. Mitigation for loss of wetland vegetation would require the replacement of buttonbush along adjacent shoreline areas of Canyon Lake.

The preferred alternative would utilize a Nationwide Permit (NWP) #42 “Recreational Facilities” for removal and placement of dredged or fill material associated with project activities. Construction contractors would be required to comply with the Texas Pollution Discharge Elimination System (TPDES) permit process, which requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that describes the Best Management Practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. Short-term adverse impacts to air quality and increased noise production would likely occur during construction work hours. The “preferred alternative” would not have any significant negative impacts to the existing geology, soils, groundwater, wetlands, flood storage, socioeconomic amenities, cultural resources, or parklands. No adverse impact is expected to occur to plant or animal species that are proposed or listed as threatened or endangered. In the event that hazardous materials, archeological deposits, or endangered species are discovered during construction, all actions would cease and compliance with local, state, and Federal regulations would ensue.

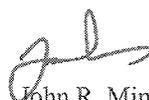
Public Meeting. A public meeting has not been scheduled for the proposed action. Prior to the close of the comment period, any person may make a written request for a public meeting, setting forth the particular reasons for the request. The District Engineer would then determine whether the issues raised are substantial and should be considered in his decision. If a public meeting were warranted, all known interested parties would be notified of the time, date, and location of such a meeting.

Public Review. Pursuant to the regulations implementing the procedural provisions of the National Environmental Policy Act of 1969 as amended in 1975 (40 Code of Federal Regulations [CFR], Parts 1500 through 1508), the U.S. Department of the Army gives notice that it has prepared the required environmental documentation for the Cranes Mill Road Boat Ramp in Comal County, Texas. This document is available for review at the following addresses:

Tye Preston Memorial Library
1321 FM 2673
Canyon Lake, Texas 78133
(830) 964-3744

USACE Canyon Lake Project Office
601 COE Road
Canyon Lake, Texas 78133-4129
(830) 964-3341

Comment Period. The comment period for this action is 30 days from the date of this Public Notice. Please address any comments to Mr. Jeffrey A. Tripe, CESWF-PER-EE, Post Office Box 17300, Fort Worth, Texas 76102-0300, or by e-mail at Jeffrey.A.Tripe@swf02.usace.army.mil. Copies of the EA and draft FONSI may be requested in writing at the above address, by telephone at (817) 886-1716, or visit the Fort Worth District website at www.swf.usace.army.mil.



John R. Minahan
Colonel, Corps of Engineers
District Engineer

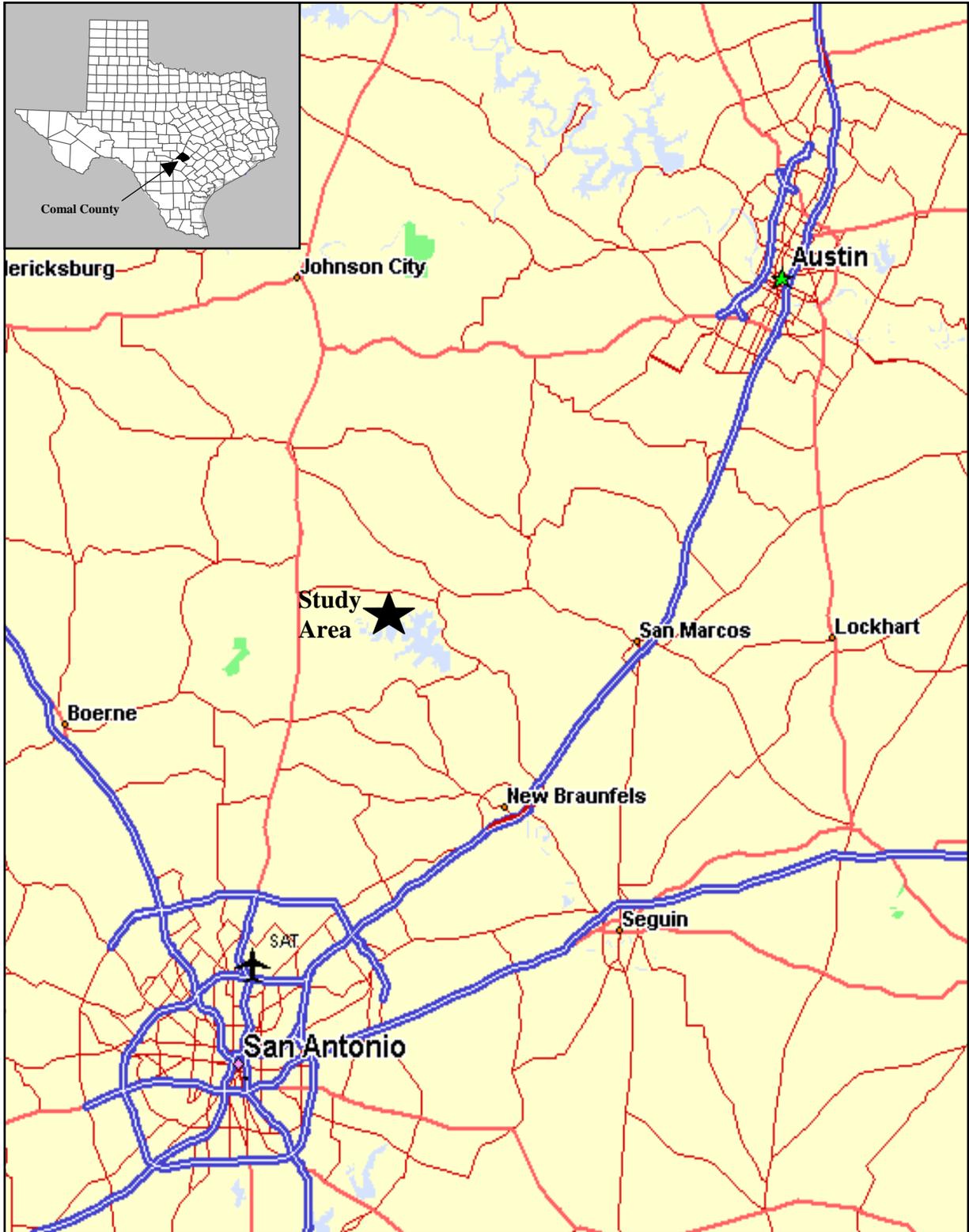


Figure 1
General Study Area Map
Comal County, Canyon Lake, Texas



**U.S. Army Corps
of Engineers
Fort Worth District**

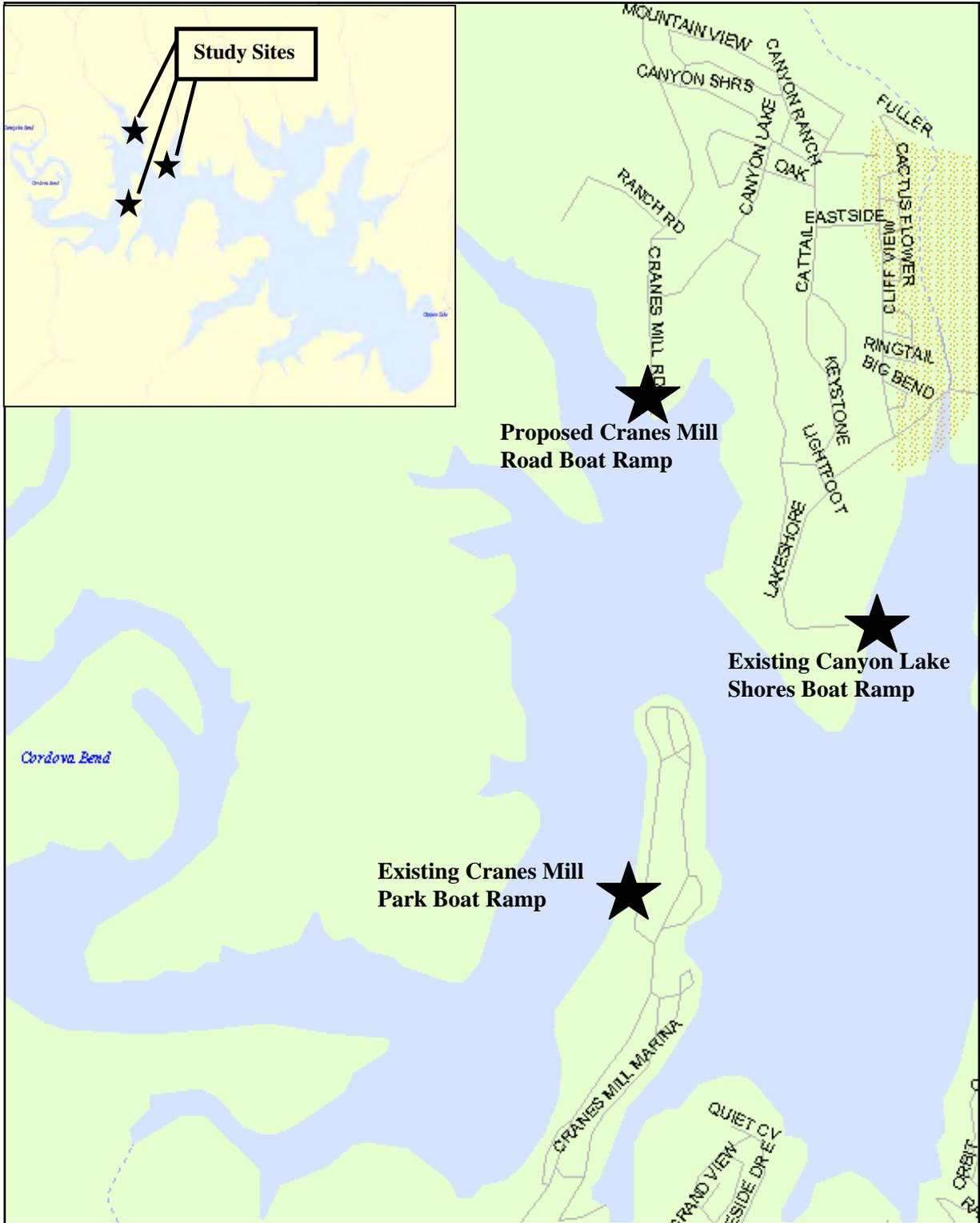


Figure 2
Study Site Map
Canyon Lake, Texas



**U.S. Army Corps
of Engineers
Fort Worth District**



**US Army Corps
of Engineers
Fort Worth District**

News Release

Release No. _____ Contact: Judy Marsicano

For Release: Immediate 10 August 2005 Phone: (817) 886-1517

Corps of Engineers seeks public comment on environmental document for the Cranes Mill Road Boat Ramp at Canyon Lake, Texas

FORT WORTH, TX - The Fort Worth District, U.S. Army Corps of Engineers (Corps) is currently accepting comments on the Environmental Assessment (EA), a National Environmental Policy Act document, for the alternatives pertaining to the proposed implementation of the Cranes Mill Road Boat Ramp by Comal County.

The preferred alternative would consist of out-granting approximately 0.5 acres of Federal land from the Corps to Comal County, construction of a new boat ramp and floating dock facility on Corps fee-owned property, construction of a 4.0 acres parking lot area on private land on which the Corps owns a flowage easement, and removal of at least 30 vehicle-with-trailer overflow parking spaces within the Cranes Mill Park Boat Ramp and at the end of Cranes Mill Road. In addition, approximately 9,746 cubic yards of fill material was removed from the Suchi Creek Channel area during the Mystic Shores Park development project. Comal County would be granted credit for this excavated material to offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project.

Written comments on the EA will be accepted through 10 September, 2005 by sending them directly to Jeffrey A. Tripe, CESWF-PER-EE, P.O. Box 17300, Fort Worth, Texas, 76102-0300, or by e-mail at Jeffry.A.Tripe@swf02.usace.army.mil. Copies of the EA and Draft Finding of No Significant Impact may be requested in writing at the above address, by telephone at (817) 886-1716, or visit the Fort Worth District website at www.swf.usace.army.mil.

Comal County Mailing List for the Cranes Mill Road Boat Ramp. Addresses received the Notice of Availability at the start of the 30-day Public Review Period.

Name/Agency	Address 1	Address 2	Address 3	City/State/Zip
Mr. Danny Scheel	County Judge	199 Main Plaza		New Braunfels TX 78130
Mr. Jack Dawson	County Commissioner Pct 1	199 Main Plaza		New Braunfels TX 78130
Mr. Jay Millikin	County Commissioner Pct 2	199 Main Plaza		New Braunfels TX 78130
Mr. Greg Parker	County Commissioner Pct 3	199 Main Plaza		New Braunfels TX 78130
Ms. Jan Kennady	County Commissioner Pct 4	199 Main Plaza		New Braunfels TX 78130
Capt. Danny Shaw	TPWD	858 West Rhapsody		San Antonio TX 78216
Mr. Don King	Canyon Lake/Cranes Mill Marina	280 Marina		Canyon Lake TX 78133
Canyon Lake Chamber of Commerce		3934 FM 2673		Canyon Lake TX 78133
New Braunfels Chamber of Commerce		P.O. Box 311417		New Braunfels TX 78131-1417
Mr. John Davis	Water Oriented Recreation District	14299 River Road		New Braunfels TX 78132
Friends of Canyon Lake		P.O. Box 1392		Canyon Lake TX 78133
GEN Thomas A. Schwartz		185 Shimmering Shore		Spring Branch TX 78070
Mr. Lamar Smith	U.S. Congressman	1100 NE Loop 410, Suite 640		San Antonio TX 78209
Ms. Jan Kennady	State Representative	254 East Mill Street		New Braunfels TX 78130
Mr. John Lyon	Mystic Shores	25801 FM 306		Spring Branch TX 78070
Mr. Bill West	Guadalupe Blanco River Authority	933 East Court Street		Seguin TX 78155
Ms. Peaches Kelley		2421 Lake Shore Drive		Canyon Lake TX 78133
Ms. Anna Albers	Trinity River Action Coalition	201 N. Edgefield Avenue		Dallas TX 75208
Dr. Dede Armentrout	Mountain Lion Foundation	1715 Horton Preiss Road		Blanco TX 78606
Dr. John Baccus	Texas Chapter, Wildlife Society	Biology Department	TxSt University	San Marcos TX 78666
Mr. Tom Ball	Boy Scouts of America	1121 Shorecrest		Garland TX 75040
Ms. Sue Barham	League of Women Voters	1815 Courtney Drive		Tyler TX 75701
Mr. James R. Barnes	Fort Worth Audubon Society	1810 Jackson Drive		Arlington TX 76013
Mr. Jim Bergan	Texas Nature Conservancy	P.O. Box 1440		San Antonio TX 78295-1440
President	Bexar Audubon Society	P.O. Box 6084		San Antonio TX 78209
Ms. Janice Bezanson	Texas Committee on Natural Res	1101 Yaupon Valley Road		Austin TX 78746-5311
Mr. Wayne Boyd	Texas Association of Bass Clubs	4500 Jinx Avenue		Austin TX 78745
Ms. Valarie Bristol	Trust for Public Land	815 Brazos Street, Suite 400		Austin TX 78701
Ms. Julia Burgen	Texas Committee on Natural Res	2312 Winewood		Arlington TX 76013
Mr. Earl Burnam	Fort Worth Audubon Society	3821 Burkett Drive		Fort Worth TX 76116
Ms. Alma Burnam	Greater Fort Worth Sierra Club	3821 Burkett Drive		Fort Worth TX 76116
Dr. Susan Casby-Horton	League of Women Voters	1806 Canton Springs Drive		Belton TX 76513
Mr. Wayne Clark	Ft Worth Nature Center and Refuge	9601 Fossil Ridge Road		Fort Worth TX 76135
Ms. Kelly Cotton	Dallas County Audubon Society	8626 Angora Street		Dallas TX 75218
Dr. Kenneth L. Dickson	Institute of Applied Sciences	University of North Texas	P.O. Box 310559	Denton TX 76203-0059
Mr. David Donohue		7019 Santa Fe		Dallas TX 75223
Dr. Edward C. and Mrs. Genie Fritz	Texas Committee on Natural Res	4144 Cochran Chapel Road		Dallas TX 75209
Mr. David Gray	Texas Sierra Club	9432 Viewside		Dallas TX 75231
Mr. Bill Hallmon		716 Parkhurst Drive		Dallas TX 75218
Mr. Myron Hess	National Wildlife Federation	44 East Avenue, Suite 200		Austin TX 78701
Ms. Joanne Hill	Friends of the Trinity	4518 Ridge Road		Dallas TX 75229
Mr. Roy Hudson		10176 Betty Jane Place		Dallas TX 75229
Ms. Susan Jackson	Environmental Resources, Inc.	7030 Fisher Road		Dallas TX 75214
Ms. Diane Schenke		4702 Hwy 146 N		Texas City TX 77590

Comal County Mailing List for the Cranes Mill Road Boat Ramp. Addresses received the Notice of Availability at the start of the 30-day Public Review Period.

Name/Agency	Address 1	Address 2	Address 3	City/State/Zip
Ms. Mary Kelly	Texas Center for Policy Studies	44 East Avenue		Austin TX 75228
Mr. Neeley Kerr	Texas Committee on Natural Res	2306 Millmar		Dallas TX 75228
Mr. Ken Kramer	Executive Director	Lone Star Chapter Sierra Club	P.O. Box 1931	Austin TX 78767-1931
Mr. Gary Kredeman	Chairman, Sierra Club	3819 Rochelle Drive		Arlington TX 76016
Ms. Carolyn Langham		2955 Park Square Drive, # 201		Irving TX 75060-4780
Mr. Jim Lillis	Ducks Unlimited	1112 Idlewild		Sherman TX 75090
Ms. Karen Mangum	Cross Timbers Equestrian Trails, Inc.	P.O. Box 255		Argyle TX 76226-0255
Ms. Julia Marsden	League of Women Voters	1701 Spyglass Circle # 11		Austin TX 78746
Mr. Jim Marston	Environmental Defense	44 East Avenue, Suite 304		Austin TX 78701
Mr. Mark McLeod	Environmental Defense	44 East Avenue, Suite 304		Austin TX 78701
Mr. and Mrs. Bud and Annie Melton	Texas Trails Network	613 Mt. Auburn		Dallas TX 75223
Ms. Jan Miller		4320 Rockwood Trail		Arlington TX 76016
Mr. Fernando Alborno	National Wildlife Federation	44 East Avenue, Suite 200		Austin TX 78701
Ms. Madeleine Myers	Irving League of Women Voters	817 Shorewood Drive		Coppell TX 75019-5603
Mr. Ray Newby	Resource Management Program	Texas General Land Office	1700 N. Congress Avenue	Austin TX 78701-1495
Mr. Dick Olmstead	Fort Worth Audubon Society	2315 Westbrook Avenue		Fort Worth TX 76111
Mr. Burt Peeples	Central Texas Sierra Club	1220 North Wall		Belton TX 76513
Ms. Susan Petersen	Texas Committee on Natural Res	2017 Brentwood		Austin TX 78757
Ms. Mary Phinney		411 Elm Street		Dallas TX 75202
President	Greater Fort Worth Sierra Club	P.O. Box 1925		Fort Worth TX 76101-1925
Mr. John Promise	North Central Texas Council of Govs	P.O. Box 5888		Arlington TX 76005-5888
Dr. Campbell Read		5839 Monticello		Dallas TX 75206
Mr. Martin Reid	Fort Worth Audubon Society	3928 Weyburn Drive		Fort Worth TX 76102
Mr. and Mrs. R. O. Scott	Tarrant County Env Coalition	1101 Circle Lane		Bedford TX 76022
Ms. Julie Shackelford	American Farmland Trust	101 Uhland Road, Suite 205		San Marcos TX 78666
Mr. Ross Stephens	Trails Coalition	4701 Three River Court		Fort Worth TX 76103
Mr. Brian Sybert	Lone Star Chapter Sierra Club	P.O. Box 1931		Austin TX 78767-1931
Mr. Jack Tidwell	North Central Texas Council of Govs	P.O. Box 5888		Arlington TX 76005-5888
Ms. Mary Vogelson	Dallas League of Women Voters	9316 Guernsey Lane		Dallas TX 75220
Ms. Tatjana Walker	Bexar County Audubon Society	P.O. Box 6084		San Antonio TX 78209
Mr. Owen Yost		215 East McKinney		Denton TX 76201
Ms. Sandra Youngblood	Assistant Director	Parks & Community Serv Dep	4200 S Freeway, Suite 2200	Fort Worth TX 76115-1499
Ms. Tracy Gross	League of Women Voters	7505 Chapel Avenue		Fort Worth TX 76116
Ms. Linda Price	Ward Timber Company	P.O. Box 360		Linden TX 75563
Ms. Carolyn Ahrens		515 Congress Ave, Suite 1515		Austin TX 78701
Alamo Area Council of Governments	Ms. Shelley A. Whitworth	8700 Tesoro Dr. #700		San Antonio TX 78217-6228
Ms. Kelly Allen	408 Colonial Place			Fort Worth TX 76140
Austin American-Statesman	For News Release Only	305 South Congress Avenue		Austin TX 78704
Ms. Carrie Bausch	Mail Code 11.182	501 Westlake Park Boulevard		Houston TX 77253-3092
Brazos River Authority	Gil Gregory	P.O. Box 7555		Waco TX 76714-7555
Bureau of Reclamation	Oklahoma-Texas Area Office	5316 HW 290 West, Suite 510		Austin TX 78735-8931
Caddo Tribal Headquarters	P.O. Box 487			Binger OK 73009
Mr. Andrew Chartrand	7600 West Tidwell Road, Suite 400			Houston TX 77040
City of Carrollton	Mr. Timothy M. Tumulty, P.E.	City Engineer	P.O. Box 110535	Carrollton TX 75011-0535

Comal County Mailing List for the Cranes Mill Road Boat Ramp. Addresses received the Notice of Availability at the start of the 30-day Public Review Period.

Name/Agency	Address 1	Address 2	Address 3	City/State/Zip
City of Garden Ridge Floodplain Adm	Mayor	9357 Schoenthal Road		Garden Ridge TX 78266-1839
City of New Braunfels Floodplain Adm	City Manager	P.O. Box 311747		New Braunfels TX 78131-1747
City of San Angelo	Mr. W.H. Wilde	Public Works Department	P.O. Box 1751	San Angelo TX 76902
City of Seguin	A.G. Hodges	P.O. Box 591		Seguin TX 78156
John Clardy		Route 1, Box 210		Lometa TX 76853
Colorado River Municipal Water Dist	John W. Grant	General Manager	P.O. Box 869	Big Spring TX 79721-0869
Comal County Floodplain Administrator	County Engineer	195 David Jonas Dr		New Braunfels TX 78132-3710
County Judge, Comal County	Comal County Courthouse	150 N. Seguin Street		New Braunfels TX 78130
James Cummings	Environmental Services Department	P.O. Box 534045		Grand Prairie TX 75053-4045
Ms. Darlene Faloney	307 Robin Court			Burleson TX 76028-5324
Federal Aviation Administration	Mr. Mike Nicely	TX Airports Development Off	2601 Meacham Boulevard	Fort Worth TX 76193
FEMA	Mr. Alton S. Ray, Jr.	Federal Regional Center	800 North Loop 288	Denton TX 76201 3698
FEMA	Regional Environmental Officer	ATTN: Mr. Ross Richardson	800 North Loop 288	Denton TX 76201-3698
Guadalupe-Blanco River Authority	General Manager	933 East Court Street		Seguin TX 78155
Mr. Presley Hatcher	6228 Ravenswood Drive			Fort Worth TX 76112-3128
Brent Jasper	368 Markedstone Road			Burleson TX 76028
Mr. Jim Kelly	9702 Rosalie Court			Granbury TX 76049
Mr. Ken Laterza	4533 Phillip Court			Fort Worth TX 76116
Lauralee Vallon, General Counsel	Brazos River Authority	P.O. Box 7555		Waco TX 76714-7555
Mr. Wayne Lea	2604 Sylvanglen			Burleson TX 76028
Mr. Neil Lebsock	3740 Wyatt Earp Drive #931			Roanoke TX 76262
Mr. Brian Loftin	321 Schumacher Drive			Burleson TX 76028
Mr. Richard B. Lowe	330 N.E. Todd			Burleson TX 76028
Lower Colorado River Authority	Ms. Rachel Andrews	NPS Pollution Control Permit	P.O. Box 220	Austin TX 78767-0220
Mr. David Madden	100 SW Brushy Mound Drive			Burleson TX 76028
Mr. Raymond Dolezol	509 Laurel Lane			Nacogdoches TX 75964
Mrs. Jessica Napier	4718 Pershing Avenue			Fort Worth TX 76107
National Wildlife Federation	44 East Avenue, Suite 200			Austin TX 78701-4334
Natural Resources Conservation Service	Mr. Russell O. Castro	101 South Main Street		Temple TX 76501
Natural Resources Conservation Service	State Conservationist	101 South Main Street		Temple TX 76501-7682
Natural Resources Conservation Service	Mr. Russell Castro, Biologist	State Planning Staff	101 South Main Street	Temple TX 76501
Natural Resources Conservation Service	Lee Davis	4609 NW Stallings Drive		Nacogdoches TX 75961
North Central TX Council of Gov	Mr. Jack Tidwell	Env and Development Dep	P. O. Box 5888	Arlington TX 76005-5888
North Texas Municipal Water District	Carl Riehn	P.O. Box 2408		Wylie TX 75098
Office of the Attorney General	Natural Resources Division	Mr. Burgess Jackson	P.O. Box 12548	Austin TX 78711-2548
Office of the Lieutenant Governor	P.O. Box 12068, Capitol Station			Austin TX 78711
Mr. Bruce Ogallvie	121 South Broadway, Suite 572			Tyler TX 75702
Mr. Barry Osborn	1501 Misty Meadow Drive			Granbury TX 76048
Railroad Commission of Texas	Surface Mining and Reclamation Div	ATTN: Mr. Melvin B. Hodgkis	P.O. Box 12967	Austin TX 78711-2967
Railroad Commission of Texas	Director, Oil and Gas Division	P.O. Box 12967		Austin TX 78711-2967
Railroad Commission of Texas	Ms. Leslie Savage	Water Quality Certifying Agent	P. O. Box 12967	Austin TX 78711-2967
Red River County Water Supply Corp.	Mr. Wendell Davis	1404 East Main Street		Clarksville TX 75426
Reservoir Manager	Canyon Lake Office	CESWF-OD-CN	601 Coe Road	Canyon Lake TX 78133-4129
Mr. Jed Rowe	P.O. Box 791			Pittsburg TX 75686

Comal County Mailing List for the Cranes Mill Road Boat Ramp. Addresses received the Notice of Availability at the start of the 30-day Public Review Period.

Name/Agency	Address 1	Address 2	Address 3	City/State/Zip
San Antonio Express-News	For News Release Only	Avenue East & 3rd Street		San Antonio TX 78205
San Antonio Water System	Herb Mueller	1001 East Market Street		San Antonio TX 78205
Mr. Skipper Scott	2616 Glencove			Burleson TX 76028
Sierra Club	Greater Fort Worth Group	P.O. Box 1925		Fort Worth TX 76101
Smith Robertson	Attn: Mr. Craig Douglas	1717 West 6th Street, Suite 300		Austin TX 78703
Dr. Max Spindler	CE Department	University of Arlington	P.O. Box 19308	Arlington TX 76019
Sportsmen Conservationists of Texas	807 Brazos Street, Suite 506			Austin TX 78701 2521
Mr. Matt Stahman	31702 Roehen Road			Waller TX 77484-8354
State Representative, District 45	Texas House of Representatives	P.O. Box 2910		Austin TX 78768-2910
State Senator, District 21	Texas Senate	P.O. Box 12068		Austin TX 78711-2068
State Senator, District 25	Texas Senate	P.O. Box 12068		Austin TX 78711-2068
Texas Commission on Env. Quality	Mark Fisher, 401 Coordinator	Env Assessments Division	P.O. Box 13087	Austin TX 78711-3087
Texas Commission on Env. Quality	Mr. Mike Howard	Floodplain Mgmt Sec, MC 160	P.O. Box 13087	Austin TX 78711-3087
Texas Committee on Natural Resources	Ms. Janice Bezanson	3532 Bee Caves Rd, Suite 110		Austin TX 78746
Texas Department of Transportation	Permit Assistance Officer/Liaison	Ms. Carla Kartman	125 East 11th Street	Austin TX 78701
Texas Department of Transportation	Director of Natural Resources Mgmt	Mr. Duncan Stewart	125 East 11th Street	Austin TX 78701
Texas Forest Service	Burl Carraway	John B. Connally Boulevard	301 Tarrow, Suite 364	College Station TX 77840-7896
Texas Forest Service	Mr. Tom G. Boggus	Associate Dir, Forest Res Div.	301 Tarrow, Suite 364	College Station TX 77840-7896
Texas Forestry Association	P.O. Box 1488			Lufkin TX 75901
Texas General Land Office	Asset Management Division	ATTN: Tex Elliott or Kay Cripes	1700 North Congress Avenue	Austin TX 78701-1495
Texas General Land Office	Asset Management Section	Mark Neugebauer	1700 North Congress Avenue	Austin TX 78701-1495
Texas General Land Office	C. Bruce Smith	Dir of Permit, Asset Mgmt Div	1700 North Congress Avenue	Austin TX 78701-1495
Texas Historical Commission	Mr. Bill Martin	Dep of Antiquities Protection	P.O. Box 12276	Austin TX 78711
Texas Historical Commission	Mr. Dan Potter	P.O. Box 12276		Austin TX 78711
Texas Historical Commission	Mr. Mike Davis	P.O. Box 12276		Austin TX 78711
Texas Parks and Wildlife Department	Wetlands Conservation Team	Mr. Rollin MacRae	4200 Smith School Road	Austin TX 78744
Texas Parks and Wildlife Department	Ms. Celeste Brancel	Wildlife Division	4200 Smith School Road	Austin TX 78744-3291
Texas Parks and Wildlife Department	Ray C. Telfair II, Ph.D.	11942 FM 848		Tyler TX 75707-9657
Texas Soil & Water Conservation	Roland Wheat	Star Route		Higgins TX 79046
Texas Water Development Board	Mr. Kevin Ward	Executive Administrator	P. O. Box 13231	Austin TX 78711-3231
Texas Water Development Board	Mr. Bill Mullican	Dep Exec Admin for Planning	P. O. Box 13231	Austin TX 78711-3231
Texas Wildlife Association	Sharron Jay	401 Isom Road, Suite 237		San Antonio TX 78216-5143
The Nature Conservancy	Texas Field Office	P.O. Box 1440	711 Navarro, Suite 410	San Antonio TX 78295-1440
Trinity River Authority of Texas	Richard M. Browning	Planning and Env Manager	P.O. Box 60	Arlington TX 76004-0060
U.S. Environmental Protection Agency	Marine & Wetlands Sect (6WQ-EM)	1445 Ross Avenue		Dallas TX 75202-2733
U.S. Fish and Wildlife Service	TAMU-CC, Campus Box 338	6300 Ocean Drive		Corpus Christi TX 78412
U.S. Fish and Wildlife Service	Stadium Centre Building	711 Stadium Drive E, Suite 252		Arlington TX 76011
U.S. Fish and Wildlife Service	Field Supervisor	10711 Burnet Road, Suite 200		Austin TX 78758
United States Geological Survey	Water Resources Division	944 Arroyo Street		San Angelo TX 76903-9345
Hendrik Van Heyst	1106 N. Winnetka			Dallas TX 75208



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Mr. Robert Lawrence
Office of Planning and Coordination
U.S. Environmental Protection Agency, Region 6
1445 Ross Avenue
Dallas, Texas 75202

Dear Mr. Lawrence:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would consist of constructing a new boat ramp and floating dock facility on Government fee-owned property, constructing 4.0 acres of parking lot area on private land on which the USACE owns a flowage easement, and removal of 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new boat ramp would result in the addition of 30 vehicle-with-trailer parking spaces and the removal of 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park boat ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would be considered to better manage water-oriented recreation and improve lake safety. In Addition, Comal County would be granted credit for approximately 9,746 cubic yards of fill material that was removed from the Suchi Creek Channel Area during the Mystic Shores Park development project. This would offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. The "preferred alternative" would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake and would provide a modern boat ramp for residents located in the northwest area of the lake.

The Cranes Mill Road Boat Ramp construction would follow the requirements of the National Pollution Discharge Elimination System (NPDES) regulations and requirements for construction and storm water discharge. The construction contractors would be required, as part of their contracts, to obtain the necessary construction permits and comply with all permit requirements. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared describing the Best Management Practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. Examples of BMPs that could be utilized during construction include: silt fences, earthen dikes, sediment traps, rock berms, and other appropriate measures that would filter storm water runoff from all disturbed areas. These temporary erosion control measures would remain in place until the disturbed areas are re-vegetated and permanently stabilized. All construction activity and related traffic would be confined to the construction easements. Following disturbance on USACE property, soils would be protected from erosion and re-vegetated using an appropriate mixture of native grasses.

Based on the EA and result of extensive agency coordination, a draft FONSI has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication for your review and to solicit any additional comments or concerns your agency may have regarding this action. We will consider any additional comments that we receive from your office by the close of the comment period as indicated on the Public Notice. Additional information regarding the proposed project is also available upon request. Please address any requests or comments to the contact information indicated in the Public Notice. Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "William Fickel Jr.", written in a cursive style.

William Fickel Jr.
Chief, Planning Environmental, and
Regulatory Division

Enclosures



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Tye Preston Memorial Library
1321 FM 2673
Canyon Lake, Texas 78133

Dear Tye Preston Memorial Library:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Based on the EA and results of extensive agency coordination, a draft Finding of No Significant Impact (FONSI) has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication to solicit any additional comments or concerns the public may have regarding this action. Please post the enclosed information at the library for public review until September 10, 2005. We will consider any additional comments that we receive by the close of the comment period. Please address any requests or comments to the contact information indicated in the Public Notice. This information can be removed from public review after the 30-day comment period on September 10, 2005. Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in black ink that reads "William Fickel Jr." with a stylized flourish at the end.

William Fickel Jr.
Chief, Planning, Environmental, and
Regulatory Division

Enclosures



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Mr. F. Lawrence Oaks
State Historic Preservation Office
P.O. Box 12276
Capital Station
Austin, Texas 78711

Dear Mr. Oaks:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would consist of constructing a new boat ramp and floating dock facility on Government fee-owned property, constructing 4.0 acres of parking lot area on private land on which the USACE owns a flowage easement, and removal of 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new boat ramp would result in the addition of 30 vehicle-with-trailer parking spaces and the removal of 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park boat ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would be considered to better manage water-oriented recreation and improve lake safety. In Addition, Comal County would be granted credit for approximately 9,746 cubic yards of fill material that was removed from the Suchi Creek Channel Area during the Mystic Shores Park development project. This would offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. The "preferred alternative" would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake and would provide a modern boat ramp for residents located in the northwest area of the lake.

The Fort Worth District, Operation Division cultural resources specialist has reviewed the existing cultural resource information and study area and has indicated there is no evidence that the proposed project would encounter any significant cultural resources. Because no cultural resources were identified within the study area, no impacts on cultural resources are likely to occur under any of the proposed alternatives. The State Historic Preservation Officer (SHPO) has reviewed the results and findings of the proposed project, and issued a finding of "No Historic Properties Affected Project May Proceed" on 1 June 2005. In the event that archeological or paleontological deposits are encountered during the Cranes Mill Road Boat Ramp project, all construction activities in the immediate area would cease, accidental discovery procedures would be implemented in accordance with SHPO, and a thorough archeological investigation would be coordinated to determine the presence and type of resources that could be impacted by construction in the area.

Based on the EA and result of extensive agency coordination, a draft FONSI has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication for your review and to solicit any additional comments or concerns your agency may have regarding this action. We will consider any additional comments that we receive from your office by the close of the comment period as indicated on the Public Notice. Additional information regarding the proposed project is also available upon request. Please address any requests or comments to the contact information indicated in the Public Notice. Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in black ink that reads "William Fickel Jr." with a stylized flourish at the end.

William Fickel Jr.
Chief, Planning Environmental, and
Regulatory Division

Enclosures



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Mr. Mark Fisher
Research and Environmental Assessment Section
Water Planning and Assessment Division
Texas Commission on Environmental Quality MC 150
12100 Park Circle 35, Building F
P.O. Box 13087, Capitol Station
Austin, Texas 78711

Dear Mr. Fisher:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would consist of constructing a new boat ramp and floating dock facility on Government fee-owned property, constructing 4.0 acres of parking lot area on private land on which the USACE owns a flowage easement, and removal of 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new boat ramp would result in the addition of 30 vehicle-with-trailer parking spaces and the removal of 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park boat ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would be considered to better manage water-oriented recreation and improve lake safety. In Addition, Comal County would be granted credit for approximately 9,746 cubic yards of fill material that was removed from the Suchi Creek Channel Area during the Mystic Shores Park development project. This would offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. The "preferred alternative" would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake and would provide a modern boat ramp for residents located in the northwest area of the lake.

Canyon Lake is considered Waters of the United States and is protected under Section 404 of the Clean Water Act (CWA) as administered by the USACE. Site preparation, excavation, grading, and other construction related activities associated with implementation of the “preferred alternative” would result in minor soil disturbances to approximately five acres, which could result in temporary discharges of soil materials into Canyon Lake. Construction activities also have the potential to discharge hazardous substances into surface water, such as fuel, oil, grease, and other petroleum products that may be used during construction. Fringe wetland impacts would include the removal of approximately 6-8 buttonbush plants located along the shoreline of Canyon Lake. Minor negative impacts to water quality, due to increased emissions from boat engine exhaust, is also anticipated with the “preferred alternative”.

Adverse impacts to Waters of the United States would be avoided and minimized to the extent practicable. The need for compensatory mitigation for adverse impacts to Waters of the United States is not anticipated. If implemented, the proposed project would assume a NWP #42 (Recreational Facilities) for discharges of dredged or fill material into Waters of the United States. Comal County would be required to abide by the conditions set forth in the NWP and the requirements of the National Pollution Discharge Elimination System (NPDES) for construction and storm water discharge. Construction contractors would be required, as part of their contracts, to obtain the necessary construction permits and comply with all permit requirements. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared describing the Best Management Practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. Temporary erosion control measures would remain in place until the disturbed areas are re-vegetated and permanently stabilized. All construction activity and related traffic would be confined to the construction easements. Following disturbance on USACE property, soils would be protected from erosion and re-vegetated using an appropriate mixture of native grasses.

Based on the EA and result of extensive agency coordination, a draft FONSI has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication for your review and to solicit any additional comments or concerns your agency may have regarding this action. We will consider any additional comments that we receive from your office by the close of the comment period as indicated on the Public Notice. Additional information regarding the proposed project is also available upon request. Please address any requests or comments to the contact information indicated in the Public Notice. Thank you for your cooperation in this matter.

Sincerely,

A handwritten signature in black ink that reads "William Fickel Jr." with a stylized flourish at the end.

William Fickel Jr.
Chief, Planning Environmental, and
Regulatory Division

Enclosures



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Ms. Kathy Boydston
Texas Parks & Wildlife Department
4200 Smith School Road
Austin, Texas 78744

Dear Ms. Boydston:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would consist of constructing a new boat ramp and floating dock facility on Government fee-owned property, constructing 4.0 acres of parking lot area on private land on which the USACE owns a flowage easement, and removal of 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new boat ramp would result in the addition of 30 vehicle-with-trailer parking spaces and the removal of 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park boat ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would be considered to better manage water-oriented recreation and improve lake safety. In Addition, Comal County would be granted credit for approximately 9,746 cubic yards of fill material that was removed from the Suchi Creek Channel Area during the Mystic Shores Park development project. This would offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. The "preferred alternative" would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake and would provide a modern boat ramp for residents located in the northwest area of the lake.

Long-term impacts from site preparation and construction activities associated with the “preferred alternative” would include the removal of approximately 10-15 mature live oak trees located on the privately owned flowage easement property within the Cranes Mill Road Boat Ramp study area. The USACE would recommend to Comal County that removed live oak trees located within the flowage easement property of the study area be replaced with seedlings at a 2 to 1 ratio along the 924 to 934 feet msl contour. Long-term wetland impacts would include the removal of approximately 6-8 buttonbush plants located within the footprint of the boat ramp along the shoreline of Canyon Lake. Mitigation for loss of wetland vegetation would include the replacement of buttonbush along adjacent shoreline areas of Canyon Lake. Approximately 4.0 acres of prairie habitat consisting of a mixture of switchgrass, bluestem, buffalograss, Indian grass, and several species of forbs would be replaced with concrete and asphalt surfaces.

Short-term impacts from required clearing and construction-related activities would directly and/or indirectly affect most animals that reside or wander within the study area. The heavy machinery might kill some small, low-mobility animals such as mollusks, amphibians, and reptiles. Aquatic species may experience some impacts from decreased water quality due to increased turbidity associated with construction activities. To limit impacts to existing fish and wildlife resources, construction activities would occur at a time other than the spring spawning season when fish and wildlife are more vulnerable to disturbances in the environment. In addition, construction of the Cranes Mill Road Boat Ramp would follow the requirements of the National Pollution Discharge Elimination System (NPDES) for construction and storm water discharge. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared describing the Best Management Practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. Following disturbance on USACE property, soils would be protected from erosion and re-vegetated using an appropriate mixture of native grasses. No impacts to threatened and endangered species are anticipated with implementation of any of the proposed alternatives.

Based on the EA and result of extensive agency coordination, a draft FONSI has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication for your review and to solicit any additional comments or concerns your agency may have regarding this action. We will consider any additional comments that we receive from your office by the close of the comment period as indicated on the Public Notice. Additional information regarding the proposed project is also available upon request. Please address any requests or comments to the contact information indicated in the Public Notice. Thank you for your cooperation in this matter.

Sincerely,



William Fickel Jr.
Chief, Planning Environmental, and
Regulatory Division

Enclosures



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Mr. Rolin MacRae
Texas Parks & Wildlife Department
4200 Smith School Road
Austin, Texas 78744

Dear Mr. MacRae:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would consist of constructing a new boat ramp and floating dock facility on Government fee-owned property, constructing 4.0 acres of parking lot area on private land on which the USACE owns a flowage easement, and removal of 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new boat ramp would result in the addition of 30 vehicle-with-trailer parking spaces and the removal of 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park boat ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would be considered to better manage water-oriented recreation and improve lake safety. In Addition, Comal County would be granted credit for approximately 9,746 cubic yards of fill material that was removed from the Suchi Creek Channel Area during the Mystic Shores Park development project. This would offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. The "preferred alternative" would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake and would provide a modern boat ramp for residents located in the northwest area of the lake.

Long-term impacts from site preparation and construction activities associated with the “preferred alternative” would include the removal of approximately 10-15 mature live oak trees located on the privately owned flowage easement property within the Cranes Mill Road Boat Ramp study area. The USACE would recommend to Comal County that removed live oak trees located within the flowage easement property of the study area be replaced with seedlings at a 2 to 1 ratio along the 924 to 934 feet msl contour. Long-term wetland impacts would include the removal of approximately 6-8 buttonbush plants located within the footprint of the boat ramp along the shoreline of Canyon Lake. Mitigation for loss of wetland vegetation would include the replacement of buttonbush along adjacent shoreline areas of Canyon Lake. Approximately 4.0 acres of prairie habitat consisting of a mixture of switchgrass, bluestem, buffalograss, Indian grass, and several species of forbs would be replaced with concrete and asphalt surfaces.

Short-term impacts from required clearing and construction-related activities would directly and/or indirectly affect most animals that reside or wander within the study area. The heavy machinery might kill some small, low-mobility animals such as mollusks, amphibians, and reptiles. Aquatic species may experience some impacts from decreased water quality due to increased turbidity associated with construction activities. To limit impacts to existing fish and wildlife resources, construction activities would occur at a time other than the spring spawning season when fish and wildlife are more vulnerable to disturbances in the environment. In addition, construction of the Cranes Mill Road Boat Ramp would follow the requirements of the National Pollution Discharge Elimination System (NPDES) for construction and storm water discharge. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared describing the Best Management Practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. Following disturbance on USACE property, soils would be protected from erosion and re-vegetated using an appropriate mixture of native grasses. No impacts to threatened and endangered species are anticipated with implementation of any of the proposed alternatives.

Based on the EA and result of extensive agency coordination, a draft FONSI has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication for your review and to solicit any additional comments or concerns your agency may have regarding this action. We will consider any additional comments that we receive from your office by the close of the comment period as indicated on the Public Notice. Additional information regarding the proposed project is also available upon request. Please address any requests or comments to the contact information indicated in the Public Notice. Thank you for your cooperation in this matter.

Sincerely,



William Fickel Jr.
Chief, Planning Environmental, and
Regulatory Division

Enclosures



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Mr. Roy Kleinsasser
Texas Parks & Wildlife Department
4200 Smith School Road
Austin, Texas 78744

Dear Mr. Kleinsasser:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would consist of constructing a new boat ramp and floating dock facility on Government fee-owned property, constructing 4.0 acres of parking lot area on private land on which the USACE owns a flowage easement, and removal of 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new boat ramp would result in the addition of 30 vehicle-with-trailer parking spaces and the removal of 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park boat ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would be considered to better manage water-oriented recreation and improve lake safety. In Addition, Comal County would be granted credit for approximately 9,746 cubic yards of fill material that was removed from the Suchi Creek Channel Area during the Mystic Shores Park development project. This would offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. The "preferred alternative" would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake and would provide a modern boat ramp for residents located in the northwest area of the lake.

Long-term impacts from site preparation and construction activities associated with the “preferred alternative” would include the removal of approximately 10-15 mature live oak trees located on the privately owned flowage easement property within the Cranes Mill Road Boat Ramp study area. The USACE would recommend to Comal County that removed live oak trees located within the flowage easement property of the study area be replaced with seedlings at a 2 to 1 ratio along the 924 to 934 feet msl contour. Long-term wetland impacts would include the removal of approximately 6-8 buttonbush plants located within the footprint of the boat ramp along the shoreline of Canyon Lake. Mitigation for loss of wetland vegetation would include the replacement of buttonbush along adjacent shoreline areas of Canyon Lake. Approximately 4.0 acres of prairie habitat consisting of a mixture of switchgrass, bluestem, buffalograss, Indian grass, and several species of forbs would be replaced with concrete and asphalt surfaces.

Short-term impacts from required clearing and construction-related activities would directly and/or indirectly affect most animals that reside or wander within the study area. The heavy machinery might kill some small, low-mobility animals such as mollusks, amphibians, and reptiles. Aquatic species may experience some impacts from decreased water quality due to increased turbidity associated with construction activities. To limit impacts to existing fish and wildlife resources, construction activities would occur at a time other than the spring spawning season when fish and wildlife are more vulnerable to disturbances in the environment. In addition, construction of the Cranes Mill Road Boat Ramp would follow the requirements of the National Pollution Discharge Elimination System (NPDES) for construction and storm water discharge. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared describing the Best Management Practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. Following disturbance on USACE property, soils would be protected from erosion and re-vegetated using an appropriate mixture of native grasses. No impacts to threatened and endangered species are anticipated with implementation of any of the proposed alternatives.

Based on the EA and result of extensive agency coordination, a draft FONSI has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication for your review and to solicit any additional comments or concerns your agency may have regarding this action. We will consider any additional comments that we receive from your office by the close of the comment period as indicated on the Public Notice. Additional information regarding the proposed project is also available upon request. Please address any requests or comments to the contact information indicated in the Public Notice. Thank you for your cooperation in this matter.

Sincerely,



William Fickel Jr.
Chief, Planning Environmental, and
Regulatory Division

Enclosures



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

August 8, 2005

Planning, Environmental, and Regulatory Division

Mr. Robert Pine
U.S. Fish and Wildlife Service
10711 Burnet Road, Suite 200
Austin, Texas 78758

Dear Mr. Pine:

The United States Army Corps of Engineers (USACE) is assessing potential impacts to the environment that may result from the out granting of USACE property for the Comal County, Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas. The Environmental Assessment (EA) addresses the existing environmental resources, proposed project measures, and impacts to environmental resources that could occur with implementation of the proposed alternatives. The purpose of this EA is to identify and evaluate the environmental aspects of implementing the proposed alternatives in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Council on Environmental Quality (CEQ) Code of Federal Regulations (40 CFR parts 1500-1508), and Engineering Regulation (ER) 200-2-2.

Four alternatives were considered in the EA and included: 1) No Action, 2) Implementation of the Cranes Mill Road Boat Ramp, 3) Alternative 2 With Closure of the Existing Comal County Boat Ramp at Canyon Lake Shores, and 4) Alternative 2 With Renovation of the Existing USACE Boat Ramp at Cranes Mill Park. Alternative 4 was identified as the "preferred alternative" and would consist of constructing a new boat ramp and floating dock facility on Government fee-owned property, constructing 4.0 acres of parking lot area on private land on which the USACE owns a flowage easement, and removal of 30 vehicle-with-trailer overflow parking spaces around Canyon Lake. Installation of the new boat ramp would result in the addition of 30 vehicle-with-trailer parking spaces and the removal of 15 vehicle-with-trailer overflow parking spaces by eliminating unauthorized launching at the end of Cranes Mill Road. Scheduled improvements to the Cranes Mill Park boat ramp and parking area in 2006 would result in the net reduction of an additional 15 vehicle-with-trailer parking spaces. Through continued coordination between the USACE and Comal County, parking control measures such as vehicle barriers, enhanced surveillance, and gated access would be considered to better manage water-oriented recreation and improve lake safety. In Addition, Comal County would be granted credit for approximately 9,746 cubic yards of fill material that was removed from the Suchi Creek Channel Area during the Mystic Shores Park development project. This would offset the placement of approximately 5,700 cubic yards of fill material in the Canyon Lake flood storage pool required for construction of the Cranes Mill Road Boat Ramp project. The "preferred alternative" would meet USACE policy objectives of insuring that new water-related recreation development would not increase boating traffic on Canyon Lake and would provide a modern boat ramp for residents located in the northwest area of the lake.

Long-term impacts from site preparation and construction activities associated with the “preferred alternative” would include the removal of approximately 10-15 mature live oak trees located on the privately owned flowage easement property within the Cranes Mill Road Boat Ramp study area. The USACE would recommend to Comal County that removed live oak trees located within the flowage easement property of the study area be replaced with seedlings at a 2 to 1 ratio along the 924 to 934 feet msl contour. Long-term wetland impacts would include the removal of approximately 6-8 buttonbush plants located within the footprint of the boat ramp along the shoreline of Canyon Lake. Mitigation for loss of wetland vegetation would include the replacement of buttonbush along adjacent shoreline areas of Canyon Lake. Approximately 4.0 acres of prairie habitat consisting of a mixture of switchgrass, bluestem, buffalograss, Indian grass, and several species of forbs would be replaced with concrete and asphalt surfaces.

Short-term impacts from required clearing and construction-related activities would directly and/or indirectly affect most animals that reside or wander within the study area. The heavy machinery might kill some small, low-mobility animals such as mollusks, amphibians, and reptiles. Aquatic species may experience some impacts from decreased water quality due to increased turbidity associated with construction activities. To limit impacts to existing fish and wildlife resources, construction activities would occur at a time other than the spring spawning season when fish and wildlife are more vulnerable to disturbances in the environment. In addition, construction of the Cranes Mill Road Boat Ramp would follow the requirements of the National Pollution Discharge Elimination System (NPDES) for construction and storm water discharge. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared describing the Best Management Practices (BMPs) that would be employed before, during, and after construction to minimize erosion and runoff from construction activities. Following disturbance on USACE property, soils would be protected from erosion and re-vegetated using an appropriate mixture of native grasses. No impacts to threatened and endangered species are anticipated with implementation of any of the proposed alternatives.

Based on the EA and result of extensive agency coordination, a draft FONSI has been prepared for this action. A Notice of Availability (NOA) has been prepared to notify the public of this action and to solicit comments. The NOA, draft FONSI, and, EA are enclosed with this communication for your review and to solicit any additional comments or concerns your agency may have regarding this action. We will consider any additional comments that we receive from your office by the close of the comment period as indicated on the Public Notice. Additional information regarding the proposed project is also available upon request. Please address any requests or comments to the contact information indicated in the Public Notice. Thank you for your cooperation in this matter.

Sincerely,



William Fickel Jr.
Chief, Planning Environmental, and
Regulatory Division

Enclosures

CESWF-PER-EE

8 August 2005

Tripe/1716 

MEMORANDUM FOR RECORD

CESWF-OD-NF

TO: Mr. Tim Horn

SUBJECT: Notice of Availability (NOA) and public review for the proposed out granting of Government fee-owned property to Comal County for the implementation of the Cranes Mill Road Boat Ramp at Canyon Lake, Comal County, Texas.

1. The NOA, draft Environmental Assessment (EA), and draft Finding of No Significant Impact (FONSI) are attached.
2. Please post the enclosed information for public review at the Canyon Lake Project Office until August 10, 2005. We will consider any additional comments that we receive by the close of the comment period.
3. Please address any requests for additional information and/or comments on the EA to the contact information indicated in the NOA.
4. This information can be removed from public review after the 30-day comment period on August 10, 2005.



Joseph Paxton
Chief, Environmental Section