



**CR 403  
From CR 94 to FM 865  
Citizen Meeting Summary  
0912-31-127**

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- Purpose:** Brazoria County and the Texas Department of Transportation (TxDOT) are proposing to improve County Road (CR) 403 from CR 94 to Farm to Market Road (FM) 865. The proposed project consists of widening CR 403 from the existing two-lane roadway with no shoulders and open ditches to a four-lane divided roadway with a raised median with a curb and gutter drainage system and detention pond. A notice affording the opportunity for a public hearing was published and six requests for a public hearing were received. Brazoria County and TxDOT decided to meet with the citizens that made a request prior to holding a public hearing to address their concerns and answer any questions they may have about the proposed CR 403 road widening project.
- Location:** At the home of the president of the Crystal Lakes Property Owner's Association, located within the Crystal Lakes Subdivision at 1206 Kingfisher Court N, Pearland, Texas 77584
- Date:** Thursday, October 23, 2008, Open Format 6:00 - 8:00 p.m.
- Attendance:** There were representatives from Brazoria County, TxDOT Project Development and Right-of-way (ROW) divisions, the City of Pearland, the engineering design consultant, the environmental consultant, and 17 citizens (See attached sign-in sheet).
- Media:** Houston Chronicle – Noticed published August 10, 2008 and August 31, 2008  
Pearland Journal – Notice published August 7, 2008 and August 28, 2008  
La Voz – Notice published August 6, 2008 and August 27, 2008

**Description of Meeting**

As part of the NEPA (National Environmental Policy Act) public involvement process, Brazoria County and TxDOT published a notice affording the opportunity for a public hearing (NAOPH) regarding the CR 403 road widening project, from CR 94 to FM 518. The NAOPH was announced and advertised through a variety of methods. Thirty days prior to the public meeting, Brazoria County and TxDOT began engaging in an extensive effort to announce the meeting through mailings and published advertisements. The NAOPH and a location map of the proposed project were mailed to a list of interested parties and landowners with property adjacent to the existing right-of-way and to several public officials. The NAOPH was also published in newspapers with local and city-wide circulation, which included the Houston Chronicle, the Pearland Journal, and the La Voz (a Spanish language newspaper). The notice was advertised thirty days and ten days prior to the request deadline of September 10, 2008.

Six requests for a public hearing were received by citizens; four of the requests received were received from citizens within the gated community of Crystal Lakes. Brazoria County and TxDOT decided to hold an informal citizen meeting within the Crystal Lakes Subdivision on October 23, 2008 to address the concerns of citizens who requested a public hearing and answer any of their questions prior to having a public hearing. The meeting took place at the personal home of Mr. Cullen, the president of the Crystal Lakes Property Owner's Association, within the Crystal Lake Subdivision in Pearland, Texas from 6:00 pm to 8:00 pm.



The four citizens within the Crystal Lakes subdivision who requested a public hearing were in attendance: Mr. Cullen, Mr. Clark, Ms. Philbrook and Mr. Morrison. In addition, other citizens within the subdivision were also at the meeting. Sign-in sheets indicated that a total of 17 citizens attended the meeting. In addition, there were representatives from Brazoria County, TxDOT (Project Development and Right-of-Way divisions), the engineering design consultant, and the environmental consultant. The meeting began with a brief discussion as to the purpose of the meeting and a review of the proposed project. After a brief introduction, the floor was opened to receive any comments from the citizens. A summary of all comments received and any response to the comments are noted below.

#### **Summary of Comments Presented and General Response to Comments**

- 1) There were concerns with safety and congestion due to the construction of the new high school located north of CR 403 and the Crystal Lakes subdivision. Specific concerns expressed were the need for wide sidewalks, painted crosswalks with pedestrian crossing signs, flashing school zone signs, and that the speed limit should remain 35 mph. The engineering design consultant stated that there would be a crosswalk for the school zone, with flashing school zone lights, and that the speed limit would not be increased from 35 mph. Sidewalks are a part of the design and are approximately 3 - 5 feet in width depending on the right-of-way (ROW). The engineering design consultant stated that side walks will be widened where they can and placed as far from the road as the ROW constraints allows, approximately 7 - 10 feet off the roadway. In addition, it was also discussed that there would be a need for a signal light at the gate located on CR 403, especially so residents can head west on CR 403. Some citizens felt that having a light at the gate would allow the general public access to the gated community, which was not desirable. The general consensus seemed to be that if a light at the gate was not a possibility, perhaps a light at Hillhouse Road would help. Brazoria County and the engineering design consultant said that a study could be conducted to see if a traffic light at Hillhouse Road would be feasible.
- 2) There was a concern about the increase in noise levels and the need of a noise wall as traffic volumes increase. TxDOT explained that based on the projected traffic volumes, the noise analysis prepared and documented within the Environmental Assessment did not identified noise impacts. Citizens questioned if the projected traffic volumes accounted for the construction of a high school rather than the originally proposed elementary school. The design engineer stated the project traffic volumes did not account for the high school, so Brazoria County and TxDOT said that it is possible that another traffic study could be conducted to account for the high school. Based on any change in projected traffic volumes, Brazoria County and TxDOT could determine if a revised noise analysis would be necessary. In addition, it was asked why a subdivision located off Dixie Farm Road was able to get a noise wall. TxDOT stated that more information would be needed as to the location of the noise walls in question to examine the traffic projections within that area and to review the noise analysis that was conducted for that roadway. Another citizen questioned the need to expand to a four lane facility. Brazoria County explained that based on growth in the next 20 - 30 years, the immediate area surrounding the CR 403 project would continue to develop which would contribute to higher congestion levels. Therefore, the County is being proactive in expanding the facility before mobility levels deteriorate.
- 3) A citizen expressed the need for traffic lights at the subdivision entrance along FM 865, especially for those that want to exit the subdivision and turn north on FM 865. The engineering design consultant explained about the restrictions due to the short distance between the subdivision access point and the light at FM 865 and CR 403. There was some discussion that if a light could not be provided at the entrance off FM 865, then perhaps a separate access from the subdivision to FM 518 could be constructed. The engineering



design consultant and Brazoria County stated that this could be discussed further during the public hearing for the FM 865 project.

- 4) There was concern about access into the subdivision during the construction of FM 865 and CR 403. The engineering design engineer stated that the two projects would not be constructed at the same time; therefore access would not be affected at both entrances at the same time.
- 5) There were several concerns with drainage/flooding at intersections, other low-lying areas, and Hickory Slough. The engineering design consultant explained that drainage studies were conducted based on local rainfall events and three detention ponds are included in the design to hold temporary overflow. In addition, he wanted to note that TxDOT drainage criteria does allow for one lane to be blocked by high water while draining. Another citizen wants to know if Hickory Slough could hold the all the run-off from the proposed detention ponds, especially since the new high school seems to contain some type of drainage feature but it never drains. He is concerned that if Hickory Slough can not handle the run-off, then the slough will back up and affect the water quality of the lake within the subdivision. The engineering design consultant explained that the Pearland ISD would have to be consulted to determine what that water feature really is. However, the engineering design consultant stated that a drainage study was conducted during the development of the design and coordination with the City of Pearland has been conducted to ensure that Hickory Slough can hold run off from local rain events. In addition, as development continues, both Brazoria County and the City of Pearland have an ordinance requiring a drainage plan for developments larger than 4,000 acres. Therefore, the lake within the subdivision should not be affected.
- 6) A concern was expressed about the removal of the trees within the ROW and how air quality would be affected. TxDOT explained that air quality studies were conducted and concluded that traffic volumes would have to exceed 140,000 average annual daily traffic (AADT) before carbon monoxide levels begin to exceed EPA standards. The current and project traffic volumes for this project are far below the 140,000 (AADT) threshold; therefore, there would not be any effects to the air quality. The City of Pearland stated there is an ordinance, which addresses qualified trees only. If a tree is not listed on the qualified tree list and it is removed, then no replacement is required. If the tree is on the qualified tree list and it is removed, then the tree will have to be replaced or funds are required to be paid to the Tree Trust Fund for mitigation purposes. Even though the City is exempt from their own Ordinances, they typically adhere to them.

In most cases when the City plans for new roads that are going to be constructed and maintained by the City, they specify tree plantings for those roads that have medians. If there is enough space available, they may also call for tree plantings and/or landscaped areas that are outside the medians within the ROW of the road.

In the case of the CR 403 project, the road is designed and built by the County. As stated by the County, they do not have any plans for landscaping and would see if the City would have any funding available. If the residents are requests to have landscaping, the City will submit a supplemental proposal to Council for direction and the administration will consider the proposal during their budget process.

After all concerns were expressed, it was determined that additional public involvement would be needed. All parties involved with the development of the proposed project thanked everyone coming and noted that notice of further public involvement would be sent to all of those that attended the meeting. A reminder was given to make sure that everyone has signed the sign-in sheet and the meeting was adjourned at 8:00 pm.