

Q: What are the stages of the proposed project? When and how does the Corps interface with the community at each stage?

The project is divided into two phases: The feasibility phase and the design and implementation phase (D&I). During the feasibility phase we study the problems, the opportunities, and constraints of the project and examine if it is feasible to construct. The next phase is the D&I where we design the project and execute the design. During both phases the public can comment and ask any questions that were not explained in the project report which was posted. There will be a period during D&I where the San Antonio River Authority will facilitate public participation. The public review period for this project during the feasibility phase is 60 days instead of the regular 30 days to maximize the public participation and to give more than enough time to address all comments and concerns. Comments and questions can be sent to email inbox at: RiverRoadER@usace.army.mil.

Q: Can you speak to how this project may ultimately be procured and what that timeline looks like?

Continuing Authorities Program (CAP) include projects of limited size, cost, scope and complexity; thus they are executed in an accelerated manner. Procurement will follow Federal Acquisition Regulations. The D&I phase is expected to take about 12-36 months from the time they begin to execute depending on several variables.

Q: How is the public informed about the review time?

The public is informed through social media, online news releases, email, and the public meeting.

Q: Can we get the answers to all the questions in writing?

Yes, the San Antonio River Authority will post the answers on their project webpage at <https://www.sariverauthority.org/riverroad>.

Q: Has this project been funded? If not, where is it in that process?

The budget process focuses on federal investment where it is most warranted within the primary areas of the mission of the U.S. Army Corps of Engineers (USACE) to address the most significant risks to public safety or to provide a high economic or environmental return to the nation. The FY 21 President's budget provides a USACE construction budget, which includes CAP. USACE is waiting on the Army Civil Works Program FY 2021 workplan. Construction appropriation from congress is expected to be released around March of 2021. This project has been included in the CAP capability database for D&I and will compete nationally for section 206 aquatic ecosystem restoration funding. It is eligible for funding once a project partnership agreement is executed with the non-federal sponsor.

Q: Why isn't the path part of the recreational money so we don't have to find it other places?

The path is covered under the recreational aspect of the project; however, USACE funds a baseline. The baseline includes an Americans with Disabilities compliant asphalt path. If the San Antonio River Authority and local community choose to upgrade to a concrete path, they are free to do so with their own funding. The San Antonio River Authority is taking into consideration the need for additional funding for the recreational path within the Non-Federal Sponsor's budget.

Q: Where are the match funds for this proposed project coming from?

The first \$100,000 of the feasibility phase is all federally funded through the CAP Section 206 budget, any cost beyond that is split 50-50% with the non-federal sponsor during the feasibility phase. Cost for D&I phase is split at 65% federal and 35% non-federal. The federal funding is part of the construction budget of USACE. The San Antonio River Authority is coordinating with Bexar County to identify funding for the local match. Currently, the proposed Bexar County River and Creeks Program has included this project for potential funding. Commissioner's Court will evaluate the program for potential funding in April of 2021.

Q: Will Avenue 'A' be closed to Mulberry, and golf course vehicles moved to the path between the nines or parallel to the current Avenue 'A'? If not, has the City been approached about moving the storage sheds?

Avenue A will be closed at E Mulberry Avenue. The golf course vehicles will be moved to the golf cart path parallel to Avenue A. There will no vehicular access to the western section of the river within the project boundaries.

Q: If Avenue A is closed to traffic where do you want people to park?

There is a parking spot with 17 spaces available, approximately 0.2 miles away in Brackenridge Park northeast of the project area.

Comment: By not providing any parking you are forcing people to park mainly on River Rd. This is a narrow road and there isn't space for parked cars along the roadside. This is a safety problem!

Individuals visiting the project area can use a 17-car parking lot northeast of the project area. Additional safety complaints regarding roadside parking outside of the project area should be addressed to the City of San Antonio.

Comment: Concern of parking at/near project site seems to be of concern for residents (seen in chat). Emphasizing that Brackenridge across the street offers parking and Ave A is within walking distance will help keep more habitat and create less impermeable hardscape. Signage could inform visitors of this expectation to park across the street. "No Parking" Signage along river road may help too

Signage has been included as an option for the Tentatively Selected Plan. USACE and the San Antonio River Authority will work with the City of San Antonio to ensure appropriate signs are in place.

Q: Why not have parking at Mulberry entrance to Ave A where golf course access will be. Up to ten parking spaces for users of pathway.

Parking at the intersection of E Mulberry and Avenue A was considered; however, the option would have absorbed an area of restoration. In addition, there are numerous constraints that prohibit implementation of parking within this project's guidelines.

Q: Do you consider invasive species if wildlife had adapted to it and do you consider migration patterns when you will be doing restoration? And will these modifications include a greater risk to floods in the River Road?

Invasive species are detrimental to a healthy ecosystem. They can outcompete native species and create monocultures in an area; thereby, decreasing plant and animal diversity. Sensitive species are more likely to be adversely impacted by invasive species. All Federal projects must consider migratory birds via the Migratory Bird Treaty Act and Executive Order 13186, which impose substantive obligations through the conservation of migratory birds. The project's intent is not negatively impact flood risk. Local floodplain regulations will be followed.

COMMENT: Ligustrum does provide food for birds, however it ultimately limits the plant diversity. native plants provide the best habitat and nutrition for birds and if we can just rip off the band-aid (or do it in phases) we will ultimately have a much more balanced ecosystem for our birds (Not an expert, just a neighbor who also loves our birds!) most of the trees are ligustrum, which will remove most shading. Ligustrum are wildscape that provide food for birds.

Unfortunately, ligustrum are highly invasive. Not considered a wildscape plant because they can take over native vegetation. They do have fruit that birds eat, then "replant" especially along riparian areas as they visit these sites for water. This introduces non-natives to these sensitive areas, they grow and often drop fruit directly in the creeks/streams/rivers thereby creating non-native monoculture stands along these sensitive important wildlife areas.

Q: Who is liable for the damage to the animals in the river and banks during the project's work re equipment and pesticides you will be using?

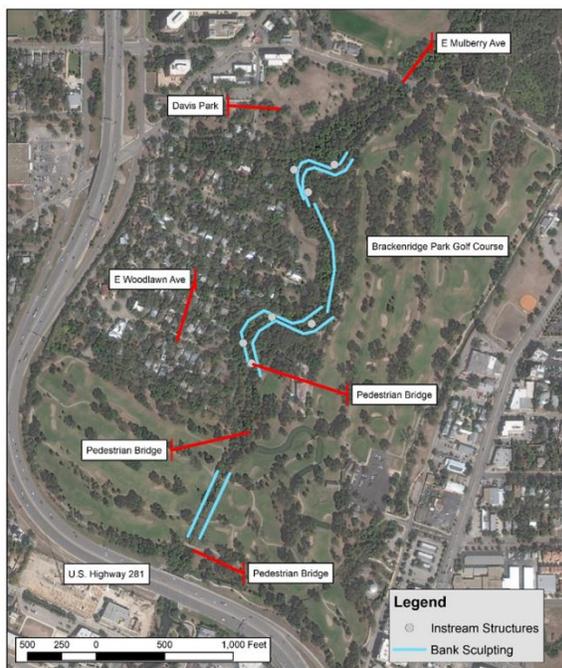
The entities responsible for implementing the project will be responsible for wanton waste, if it does occur. However, it should be noted that this is an ecosystem restoration project. The goal is to improve conditions for native fish and wildlife species; therefore, considerable care will be taken to avoid adverse impacts to these species. Integrated pest management will be applied using best practice guidelines

Q: What percent of the vegetation will be removed during the invasive removal and restructuring of the riverbanks? What portion of the canopy will be removed during this phase?

One of the objectives of this project is to protect and stabilize the river, we will work within our design to ensure the environment is not negatively impacted. Please keep in mind that 60-80% of the study area is inundated with invasive species; however, we will not know what portion of the canopy will be removed until the Design Phase.

Q: Will bank sculpting call for removal of mature native trees (e.g. pecan, cedar elm?). If so, where?

There may be some native trees that will be impacted by bank sculpting; however, this will be avoided to the maximum extent possible and determined during the design phase. Our goal is not to remove native vegetation, only improve conditions for the existing native vegetation and promote more natural conditions for new native vegetation. The bank sculpting will be focused in those areas as shown on the figure below.



Bank Sculpting and Instream Structures

The U.S. Army Corps of Engineers provides this spatial data as a representation of the various geographic information gathered from multiple sources. This data should be viewed only as an approximation of the provided information and should not be used for any other purpose. No guarantee is made by the U.S. Army Corps of Engineers regarding the accuracy or completeness of the data or their suitability for a particular use.



Q: What will be the density of new plantings? Do we have modeling to show the regrowth at 1 year, 5 years and 20 years.

Density of the plantings will be dependent on the amount of invasive species management that is required in the area and will be further analyzed in the Design Phase. The habitat modeling in Appendix C2 – Habitat Modeling describes the best professional judgment of the improvements in the area, but there isn't a model used currently to exhibit the visual regrowth at those timeframes.

Q: Do you intend to remove mature trees such as pecans, cedar elm etc?

USACE and the San Antonio River Authority do not intend to remove mature native tree species. However, there may be some native trees that will be impacted by bank sculpting. This will be avoided to the maximum extent possible. Our goal is not to remove native vegetation, only improve conditions for the existing native vegetation and promote more natural conditions for new native vegetation. The project will also implement native species plantings, which could include more mature trees harvested from the City of San Antonio's tree mitigation bank.

Q: Will you be removing mature native trees? Pecans, cedar elm etc?

USACE and the San Antonio River Authority do not intend to remove mature native tree species. However, there may be some native trees that will be impacted by bank sculpting. This will be avoided to the maximum extent possible. Our goal is not to remove native vegetation, only improve conditions for the existing native vegetation and promote more natural conditions for new native vegetation. The project will also be implementing native species plantings, which could include more mature trees harvested from the City of San Antonio's tree mitigation bank.

Q: What % of vegetation do you anticipate removing and over what period of time? Do you have a 1 yr, 2 yr, 5 yr model of regrowth of cover with the new planting?

One of the objectives of this project is to protect and stabilize the river, we will work within our design to ensure the environment is not negatively impacted. Please keep in mind that 60-80% of the study area is inundated with invasive species; however, we will not know what percentage of vegetation will be removed until the Design Phase. There is not a 1 year, 2 year, or 5 year model of regrowth to show how the area will look with the new plantings. There is an appendix (Appendix C2 – Habitat Modeling) that describes the projected decreases/increases of certain vegetation metrics, such as percent canopy cover and number of hard-mast producing species.

Q: Why can't we do a staged replant

The control and management of invasive species is a component of all the ecosystem restoration alternatives. The invasive species management methodologies proposed for the restoration will be based on the best available science and will utilize an integrated pest management approach. Due to the site-specific construction constraints, the phased construction of restoration measures may not be feasible.

Q: It is my understanding that as proposed, removal of the invasive species will occur in one year, during a non-migration season for birds. Is it possible to phase out this so our wildlife (and our neighborhood) does not lose 60% of its vegetative cover at the same time? It seems like spreading out the removal invasives and replanting natives would give all involved a chance to adjust, and time for planted vegetation to grow and create habitat before more is removed.

The control and management of invasive species is a component of all the ecosystem restoration alternatives. The invasive species management methodologies proposed for the restoration will be based on the best available science and will utilize an integrated pest management approach. Due to the site-specific construction, the phased construction of restoration measures may not be feasible.

It should also be noted that native species will be planted in concurrence with removal of invasive species. Native species establishment could potentially be adversely impacted by invasive species remaining in the area. Invasive species are highly competitive and are very likely to outcompete new vegetation in recently disturbed or open areas. A phased approach may inhibit the success of the project.

Q: What is the interim erosion mitigation plan for when the invasive plants are ripped out?

Interim shoreline stabilization methods are located on page 89 of the Draft River Road Aquatic Ecosystem Restoration Feasibility Study Integrated Feasibility Report and Environmental Assessment. These are example stabilization methods that may be used. There may be adjustments to negate erosion during the Design Phase.

Q: What measures will you take to protect the native wildlife (turtles, fish) during the construction, to mitigate the adverse effects

Best Management Practices (BMPs) will be implemented during the construction to avoid any adverse impacts to the project area. To ensure the success of the ecosystem restoration project, the Tentatively Selected Plan will also address any anticipated impacts which cannot be avoided. The best means and methods for BMPs will be developed during the Design Phase. The San Antonio River Authority is a partner on the project and is providing additional assistance in any needed relocations or other biological resources protection.

Q: Can current populations of aquatic life be protected during the construction period?

Yes, current populations of aquatic life can be protected during the construction period using BMPs. The San Antonio River Authority has an on-site team that conducts permitting and coordination with Texas Parks and Wildlife Department for fish and wildlife relocation.

Q: How will fishing occur if the water level is low?

Fishing will still be able to occur in the river. The project will restore the aquatic habitats that are necessary for healthy populations of fish and other aquatic species. The restored aquatic habitat will include pool-riffle-run sequences, which are necessary for different species and life stages of fish.

Q: Do you intend to remove any of the trees that are currently in Allison/Davis Park? You mentioned planting trees in this park so I'm wondering if there is planned removal?

Unless the trees are noted as invasive species; they will not be removed from Allison/Davis Park.

COMMENT: Davis/Allison Park should be left as a park--it is a part urban landscape and is heavily used. This is not a wild area--in reality it is an urban area and will not revert to a wild area anytime soon.

Although Davis/Allison Park is a regularly mowed area there is opportunity to promote the establishment of native riparian species to promote the health of the San Antonio River. There are opportunities that will improve conditions for wildlife, such as migratory birds that may be able to better utilize the restored habitat over the life of the project. The park's continued recreation use will be considered during the design phase.

Q: Is there an option to leave Alison park as is and proceed with the rest?

Allison/Davis Park was integrated into the project because of its location within the floodplain. It is adjacent to the San Antonio River and has the potential to provide excellent benefits for wildlife. Leaving Allison/Davis Park out would remove some of the benefits of ecosystem restoration that helped promote the feasibility of the project within this study.

Q: Will vegetation in Allison/Davis Park and the open areas along River Road between East Magnolia and Armour remain in conditions to permit continued picnicking, soccer games, dog walking, etc.?

The vegetation in Allison/Davis Park and the open areas along River Road will have some open areas. There will still be enough open areas to permit recreation. However, these areas will no longer be conducive for large group activities such as regulation soccer games. These areas will be planted with native grasses that transition to trees and shrubs near the river. As the proposed project develops and changes through time, there will be varying levels of under- and midstory canopies.

Q: What is the projected width and depth of the river at various points through River Rd? Do you have a model of that?

The width and depth of the river will be determined during the design phase and will use existing hydraulic models developed by the community for floodplain management.

Q: If removal of the low water crossings is expected to reduce the width and depth of the river, how will this impact the local wildlife? Will there be risk of the river drying up in places during periods of drought which are common?

During periods of drought, the City of San Antonio ensures a minimum flow of 10 cubic feet per second (cfs) through the input of re-use water within Brackenridge Park, upstream of the project. Because of the natural baseflow from the Blue Hole and other springs associated with the San Antonio River along with the input of re-use water, the river will not dry up, in fact the flows through the River will be the same as they are now. The removal of the low water crossing will allow wildlife to use a greater length of the river. It is expected that there will be some changes to the prevalence of species that prefer deep and open water habitat; however, the depth of the river will return to more natural conditions (before the low water crossings were installed). Wildlife that are more sensitive are more likely to return throughout the years because of the reduction in artificial pooling.

Q: Given that the water flow in the SA river is largely artificial, I'm not sure why you can't model what the river will look like if you remove the Woodlawn crossing. This is going to be a huge sticking point with the neighborhood if you can't answer this question. No one wants to go from a 20' wide and deep enough not to be waded river to a 10' wide seasonal or hop across on rocks creek. If you can't give some assurances on depth and width I think this will be dead in the water (pun intended) as far as the neighborhood is concerned.

The width and depth of the river will be determined during the design phase and will be influenced by many other decisions or constraints during the design phase. The design phase will use existing hydraulic models developed by the community for floodplain management.

Q: Neighbors that have been here for years remember a time when culverts were open under the low water crossing and the water was not dammed. When that happened, they say that the river pretty much dried up. The major concern of the neighborhood is that they will have a small stream or trickle... no longer a river. Can you address this concern? Will people be able to take their canoes out on the river?

The City of San Antonio ensures a continuous flow through the river presently with a minimum of 10 cfs of re-use water when the Blue Hole is not flowing, preventing it from drying up. The depths of flow will be determined during the design process, however it is generally anticipated that the depth of the River would be similar to downstream sections that you can presently take a canoe onto the River.

Q: Does the ground level at the bottom of the river remain the same or will it be raised up to address the erosion over the years? If the banks are less steep, does this mean flooding will spread further and the littoral edge that will be effected by flooding is going to be larger?

The dynamics of the river channel will be determined during and are impacted by the design process. The bank stabilization is not anticipated to expand the floodplain. The banks that are impacted by the stream flow will be in a more stable configuration, better able to withstand the force of flood flows.

Q: What is the intent of the modifications' regarding the riparian environment in a flood situation? What is the intended performance and outcome? Explain what that will look like and how it will repair itself or what maintenance will be needed?

The intended performance and outcome is described in the Draft River Road Integrated Feasibility Report and Environmental Assessment. In short, there will be beneficial outcomes as a result of the riparian vegetation 1) improved water quality due to filtration through grasses, shrubs, and root systems 2) improved wildlife habitat for dens, nesting, and protection and 3) improved bank stabilization.

Bank stabilization through the use riparian vegetation will occur throughout the project. As vegetation grows and root systems deepen, soil along the banks will be held better in place. Roots can bind loose soil, which will stabilize the tree, reduce erosion, and improve drainage. Vegetation can slow the disbursement of water, which will allow for more absorption of precipitation by the soil. Roots can also reduce soil compaction. Soil compaction can decrease the ability of soil to absorb moisture and increase runoff. Tree canopies also have a similar effect, by reducing the impact of precipitation onto soil by absorbing the initial force.

Q: What will be the width and depth of the river once the crossing is removed?

The width and depth of the river will vary throughout the project area. Detailed geometries of the river will be determined in the preconstruction engineering and design phase and influenced by the feedback from the community throughout this process.

Q: What is the projected width and depth of the river at various points if the LWC is removed?

The width and depth of the river will vary throughout the project area. Detailed geometries of the river will be determined in the preconstruction engineering and design phase and influenced by the feedback from the community throughout this process.

Q: Will there will be pooling depth and breadth to support the current 10' to 16' inch bass population?

The bass population makes use of multiple types of aquatic habitat and require riffles for hunting. Currently, there is excessive pooling that limits the riffle habitat upon which bass depend. By restoring aquatic habitat, fish species, such as bass, will be better able to make use of a greater length of river and variety of river habitats, creating an overall ecological uplift in their habitat.

Q: Why is it necessary to remove the low water crossing, when most of the environmental remediation could be accomplished with it in place?

Although some measures could be enacted without the removal of the low water crossing, there are still significant impacts from the low water crossing because of the pooling it has created. This is an ecosystem restoration project, and the low water crossing is not a natural feature of the San Antonio River. The artificial pooling induced by the low water crossing is additive to the other conditions that exist in the project area that have created excessive erosion and sedimentation within the river.

Q: What is the intent of the modifications' regarding the riparian environment in a flood situation? What is the intended performance and outcome? Explain what that will look like and how it will repair itself or what maintenance will be needed? If these improvements are determined to affect flooding in the area, will you have to apply for a LOMAR? Will the neighborhood be advised prior to that application?

It is anticipated that during preconstruction engineering and design (PED) (the next major phase of the project) that the project will submit a Conditional Letter of Map Revision (CLOMR) per City of San Antonio and FEMA guidelines. As a part of that process, the community and nearby property owners will be notified per FEMA requirements. In addition, the community will also be apprised of this step via public meetings that will be a component of the PED phase. After the construction of the project, a Letter of Map Revision (LOMR) would be submitted to FEMA in order to officially modify the hydraulics models to account for changes to the River.

Q: Since another neighborhood along the SA River was flooded by river improvements which caused an enormous buy-out, who would be buying out the homes damaged and remediating those lots so that our neighborhood would not be ruined.

The project will not be designed with the intent of exacerbating flooding, therefore buyouts are not anticipated at this time.

Q: Why is the low water crossing not considered as a “cultural resource”, given its significance as a National Youth Administration (NYA) construction project?

It is considered a cultural resource and it will be evaluated for its eligibility for inclusion in the National Register of Historic Places (NRHP). Brackenridge Park itself is listed on the NRHP as a historic district, thus the structure(s) will also need to be evaluated in terms of its contribution to the district.

Q: Is the low water crossing a historic feature that will be preserved and when is that determined,- and by whom??

The feature is historic, but its eligibility for listing in the NRHP will be determined in consultation with the State Historic Preservation Office and other consulting parties. If the structure is deemed eligible for the NRHP, the consulting parties will determine the appropriate course of action. One potential course of action is preservation. Other courses of action might include removal, and the mitigation for loss of the structure.

Q: What are the boundaries of the Brackenridge Park National Historic District

All information concerning the district can be found on its NRHP nomination form:
<https://atlas.thc.texas.gov/NR/pdfs/11000513/11000513.pdf>

Q: USACE that sounds like a really long process. if there's a good chance that you can't remove the Woodlawn crossing, aren't we wasting time until that gets decided?

This project is following the federal project processes.

Q: I thought USACE archaeologist did a great job and didn't want my comment in the chat to come off as snarky. But I would like to know whether this project is feasible at all without the removal of the Woodlawn crossing? If the historical folks reject the removal, is that game over? At what point in the process will we know that? It does seem like a waste to spend so much time and money on planning if that removal is a no-go.

Per federal guidelines, we are following the process of evaluation.

Q: Can we be assured that fishing piers and birding platforms will withstand the force of water and debris during heavy rain events?
The recreation features will be designed with consideration of the flows of the flood events.

Q: Will there be upgrades to the river through the golf course, such as continuing the trail to connect with the bike trail under 281?

There will be upgrades to the river through the golf course, but they will be limited to ecosystem restoration features.

Q: What do you all expect to happen to the fishing platforms in a flood? Who will maintain them?

As the local sponsor, the San Antonio River Authority will be responsible for maintaining the fishing platforms and adaptively managing the project amenities.

Q: When it was mentioned that we had concerns about fishing platforms being swept away during high raging water, I believe that you did not understand our concern. We were not concerned about the costs of replacement, but rather the fact that in 1998 the intake tunnel downstream was clogged with heavy debris and caused the backup of the flood waters causing more flooding than would have otherwise happened.

The recreation features will be designed with consideration of the flows of the flood events.

Q: What do the bird blinds look like?

The bird blinds have not yet been designed. It should be noted that the design will most likely follow the City of San Antonio' standards for recreational features.

Q: Why are boulders proposed between River Road and the river, when the current bollards both keep vehicles on the pavement and match the rest of the park?

Protection of the restoration features within the project area is very important to USACE and the San Antonio River Authority. We want to ensure the native species are not damaged by humans after completion of the project.

The boulder barrier as described in the Draft Integrated Feasibility Report and Environmental Assessment was a much more cost-effective option as compared to bollards. The San Antonio River Authority has the discretion to upgrade from boulders to bollards .

Q: 3' to 4' boulders at 7' on center? unnecessary?

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Q: If you have not been over here recently, I would suggest a visit. Very Large Bollards have been installed around Allison/Davis Park and are not going to be easily disturbed. The neighbors I have talked to are appalled at the thought of boulders being in place of bollards, and if the same type of Huge bollards as I mentioned the need for boulders would not exist and would continue to make the east side of River Road look like the park that it is.

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Q: Aesthetics must be considered, too. first, the boulders on River Road are not necessary and are totally out of character.

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Q: Why would the Corps put concrete bollards be used instead of the historically used cedar bollards?

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Q: Why not use large limestone blocks with spacing for water flow, yet allows a walkway at the low water crossing at Woodlawn?

A pedestrian bridge has been proposed by USACE and the San Antonio River Authority to ensure all individuals are provided an opportunity to use the recreational features as part of the proposed project. Specifics and details will be determined during the design phase.

Q: Has the homeless population been taken into consideration throughout this process? Maybe you could implement homeless deterrent devices or make sure that it is not appealing to homeless people.

A wide variety of human elements has been considered in the evaluation of project components within this feasibility phase. It is anticipated that the current rules of Brackenridge Park would remain in place, which closes the park from 11pm to 5am. City of San Antonio Parks Police would police the area to ensure compliance with park rules.

Q: This is a living neighborhood, introducing all these recreation things will draw additional vagrants to our neighborhood and be safety issues Will you provide security for the neighborhood?

The City of San Antonio Parks and Recreation Department is a partner in this project. The Parks and Recreation Department currently operates a Parks Police Force to ensure safety within City of San Antonio Parks.

Q: What evidence do we have that water quality is poor in this stretch (e.g. ecoli, O2, sediment) , and what indices of water quality will be improved with this project?

The TCEQ has listed this segment of the San Antonio River impaired fish community in water, impaired microbenthic community in water, and *E. coli* bacteria (Category 4a) on the 2020 Draft Integrated Report of Water Quality. While the primary goal of this project is not to improve water quality, it is expected that the project will improve dissolved oxygen, return a healthy sediment balance to this section of the San Antonio River, and improve the habitat to improve both the fish and microbenthic communities.

Q: Will there be any art installations to mimic other sections of the River?

Currently the project does not include consideration of art installations. If the community so chooses and the local sponsor elects to fully fund, appropriate art installations that are compatible with the aquatic habitat restoration goals of the project can be included. The local sponsor would be responsible for 100% of the costs of any art installation.

Q: I do not support the majority of this plan: the low water crossing at Woodlawn and the others are historic features and should remain (these are documented in the research done by the Brackenridge Park Conservancy for the Cultural Landscape Report), Davis/Alison Park is a historic park feature and should remain as a park amenity. This plan does not balance the urban environment and its uses with the restoration. The whole project needs to be developed as a compromise between the urban reality and the stabilization of the river and riparian environment.

USACE and the San Antonio River Authority is aware that the low water crossing is a historic feature. Page 470 and 471 of the Brackenridge Park Cultural Landscape Report recommends evaluation of the low water crossing for replacement with a structure allowing natural stream flow. This project was developed with consideration of the recommendations found within the Brackenridge Park Cultural Landscape Report.

Q: Why are we not considering the human aspects? Such as tradition of the LWC and fishing in the deep pool, also why can't we leave things the way they are and do more plant exchange. Changes are very drastic. Also why hasn't Parks done any maintenance in this area.

USACE and the San Antonio River Authority have given a significant amount of consideration to human aspects of this project. Although the low water crossing is historic, it has created an unhealthy system for the San Antonio River. The project has also provided options recreation features that will alleviate the removal of the low water crossing such as a pedestrian path, pedestrian bridge, and fishing decks or piers. The proposed project will change the area, but they have been mitigated through other recreational aspects.

Q: From the feasibility study, can you share with us any findings about the water quality? What parameters are used to measure this, and how are they expected to be improved by the in-stream modifications? I think it's important for our neighborhood to understand why removing the low water crossing is important for the health of the river ecosystem.

Reduced pooling caused by the removal of the low water crossing will encourage stream flow, thereby improving oxygenation and other abiotic factors within the river. A more natural river flow will allow for natural processes to return such as sediment transport and connectivity which have significant controls over habitat characteristics for flora and fauna.

Comment: We bought this house in 2013 primarily for the view, the deep water and the waterfall. We would never have bought this home if we knew about these drastic changes.

The primary goal of this project is to improve the aquatic ecosystem. Aesthetics are addressed in the EA portion of the detailed project report.

Q: How is it that you considered moving River Road upstream of Allison, but not below?

The portion of River Road that was considered for removal was due to its connection with Allison/Davis Park. USACE and San Antonio River Authority understand the need to maintain connectivity for the neighboring residences via River Road. A previous alignment for Allison Drive would have been used, which is still somewhat visible via aerial imagery. There are already existing roads and homes south of Allison Drive. This project option was not selected for inclusion within the Tentatively Selected Plan.

Comment: I am writing in support River Road Ecosystem Restoration Feasibility study. The questionable ecological practices (or complete lack thereof) in this historic stretch of the San Antonio River have left it in a severely degraded condition. Erosion, invasive species, urban runoff, fertilizers and siting can only continue to degrade the few last miles of the original San Antonio River watercourse left in Bexar County. Not only will the proposed enhancements reverse the ecological damage occurring today, it will provide a valuable amenity for all users of Brackenridge Park, the River Road neighborhood and the public at large. Enhancing this ecosystem in a known flyway can only further add to the appeal of the project. Bravo!! On the incredible Mission Reach and I welcome the continued Leadership and Vision of the USACE in the historic San Antonio River Watershed.
