

MEETING MINUTES
PUBLIC HEARING
Friday, February 15, 2002
Salado Civic Center Auditorium
6:30PM

Alderman Present: Charlotte Douglass, Michael Cooper, Rick Ashe, Jackie Mills, Raymond Carver

Aldermen Absent: Vic Means

Mayor Douglass called the meeting to order at 6:30pm. Quorum determined. Mayor Douglass explained to the audience that anyone who would like to address the Board would be expected to fill out a Speaker Information sheet which also gave the rules of the meeting. Each speaker had three minutes before the Board. Mayor Douglass also stated that the purpose of the hearing was to get public input on the proposed Comprehensive Plan.

Mayor Douglass introduced Dan Sefko with Dunkin, Sefko & Associates. Mr. Sefko informed the audience of what a Comprehensive Plan is and why Salado needs one. Mr. Sefko stated that this plan is an Interim Plan and in order to get a Zoning and Subdivision ordinance in place Salado must have a comprehensive plan. Mr. Sefko explained that this plan has two parts, a Thoroughfare Plan and a Future Land Use Plan. The Plan is intended to guide the growth.

Motion was made by Alderman Cooper at 6:40pm to open the meeting for public input, motion seconded by Alderman Mills, motion carried.

Speaker #1 – Earnest Wilkerson	Opposed Transportation Plan
Speaker #2 – Dennis Ready	Opposed All Issues
Speaker #3 – Jill & Johnny Shipman	Opposed Center Circle Transp. Plan
Speaker #4 – Cooper Daw	Opposed Salado Oaks Road Plan
Speaker #5 – Debbie & Ron Harrison	Opposed College Hill Road Plan
Speaker #6 – Ann Parsons	Opposed Stinnett Mill Road Plan
Speaker #7 – Phyllis Johnson	Opposed Salado Oaks Road Plan
Speaker #8 – Eloise Smith	Opposed Transportation Plan
Speaker #9 – Dewayne Dean	Opposed Stinnett Mill Road Plan
Speaker #10 – Jay Johnson	Opposed Stinnett Mill Road Plan
Speaker #11 – Ronnie Tynes	Opposed Salado Oaks Road Plan
Speaker #12 – Bill Bartlett	Opposed All Issues
Speaker #13 – Joyce Vannatta	Opposed Salado Oaks Road Plan
Speaker #14 – Sandy Emmons	Opposed Stinnett Mill Road Plan
Speaker #15 – David Alvarez	Opposed Stinnett Mill Road Plan
Speaker #16 – Joe Pehoskey	Opposed Stinnett Mill Road Plan
Speaker #17 – Jennifer Arthur	Opposed Salado Oaks Road Plan

Speaker #18 – Alice Cooper
Speaker #19 – Rod Russell
Speaker #20 – Reed Dunn
Speaker #21 – George McAulay

Speaker #22 – David Glasscock

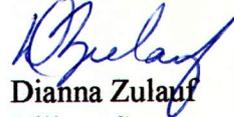
Opposed Rose Lane Road Plan
Opposed All Issues
Opposed Thomas Arnold Road Plan
Wants street in front of Old Town
Salado on map
Opposed Stinnett Mill and Rose Ln.
Road Plan

Motion was made by Alderman Mills to close the meeting for public input, motion seconded by Alderman Cooper, motion carried.

Adjourned at 7:35pm.

Mayor Douglass stated that she and the Board members would stay a little longer to talk with residents on an individual basis.

Respectfully submitted,



Dianna Zulauf
Village Secretary

David and Pat Mikulencak

10195 Stinnett Mill Road

Salado, TX 76571

(254)947-8673

Stinnett Mill Road, one of the shortest roads in Bell County, is a road to quieter times in central Texas. This road along Salado Creek once had a canopy of trees that shaded the entire length of this quiet road. The road was widened on its south end years ago with the complete destruction of the tree canopy on that half of the road. Only a small portion of the tree canopy and the old river road remain today.

Salado prides itself in its historic buildings and historical district. Old buildings are great; we live in Stinnett Mill built in 1871. Buildings can be repaired, rebuilt and remodeled and still resemble what they once looked like. Scenic drives like Stinnett Mill Road are disappearing as fast as the old iron bridges that once spanned our streams. These historic trails once they are destroyed with "new" roads will never return.

With Salado's historic love of its heritage, I often wonder why there is no desire to preserve the only remaining portion of the *old river road*. This road once went from the mills in Salado to those mills downstream. Beginning at Salado Springs and going down the river, there were once nine mills. Only two mills remain that are restored and serve as homes---Stinnett Mill and Summers Mill.

We humbly request that the board of aldermen consider the historic importance of Stinnett Mill Road before adopting the Transportation plan submitted by Dunkin, Sefko and Associates. The recommendation made would take the 20-30' wide existing road and expand it to 100' destroying what remains of the historic river road. The historic Stinnett Mill structure (our home) is only 20 feet from the small gravel road. Any expansion of this road west of Stinnett Mill would bring much heavier traffic with increased speed. The proposed "new" bridge over Salado Creek as planned would bring another road and bridge 60 feet wide on the direct north side of the mill again less than 50 feet from this historic structure. The Mill would be in the center of this intersection.

The placement of a proposed new bridge within 50' of the old Stinnett Mill crossing Salado Creek would cut a large scar across a beautifully wooded area and bring additional traffic to Stinnett Mill Road. The mill and adjacent properties are subject to flooding. Adding a bridge embankment to build a bridge here would only add to the flooding problem because the bridge would be downstream from these structures slowing the flow of water and increasing the water backup into existing buildings.

judge

increasing the flow of water and increasing the water back into existing and the flooding problem because the bridge would be downstream from these structures to flooding. Adding a bridge embankment to build a bridge here would only add to additional traffic to Shinnert Mill Road. The mill and adjacent properties are subject Salado Creek would cut a large scar across a beautifully wooded area and ruin the placement of a proposed new bridge within 50' of the old Shinnert Mill crossing center of this intersection.

The mill again less than 50 feet from the historic structure. The mill would be replaced would ruin another road and bridge 50 feet wide on the direct north side of traffic with increased speed. The proposed "new" bridge over Salado Creek as road. Any expansion of this road west of Shinnert Mill would ruin much heritage. The historic Shinnert Mill structure (not power) is only 50 feet from the main travel road and expand it to 100, destroying what remains of the historic river road, Salado and Associates. The recommendation made would take the 50-30' wide existing Shinnert Mill Road before adopting the transportation plan submitted by Quirk. We humbly request that the board of Aldermen consider the historic importance of restored and serve as homes--Shinnert Mill and Shinnert Mill.

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streams. These historic trails once they are destroyed with "new" roads will never Mill Road are disappearing as fast as the old iron bridges that once spanned our remodeled and still resemble what they once looked like. Some cities like Shinnert Mill we live in Shinnert Mill built in 1871 and abandoned and repaired and are significant historic and architectural district. Old buildings are only a small portion of the tree canopy and the old river road remain today.

years ago with the complete destruction of the tree canopy on the part of the road and the entire length of this road. The road was widened on its north end and in center Texas. This road along Salado Creek once had a canopy of trees that completely of back a sl. I think I'll be in about 10 years and I don't know if I'll be there.

1521043-2013

Salado, TX 75271

10105 Shinnert Mill Road

David and Pat Mikulencak

The wooded area where the "new" bridge is indicated is the home of a family of barn owls, blue birds, wood ducks, and it serves as a crossing for deer and other wildlife. The blue heron seen in Mill Creek often fishes and suns in this area. Large oak trees, there long before the mill was built, have survived live oak decline and the forces of nature. The bridge would require their destruction.

The Salado Creek Crossing on Amity Road is only 0.7 mile downstream. Extending the newly expanded Mill Creek community roads to the north would be more easily accomplished by routing them to Blackberry Lane and to the Amity Road crossing of Salado Creek. The low water crossing will need to be replaced eventually and this would be an excellent place for a four lane minor arterial linking the northern extension of Mill Creek to Interstate 35.

Please contact us if you have any questions or concerns. We trust that you will do the right thing.

Pat and David Mikulencak

