



# City of Dripping Springs

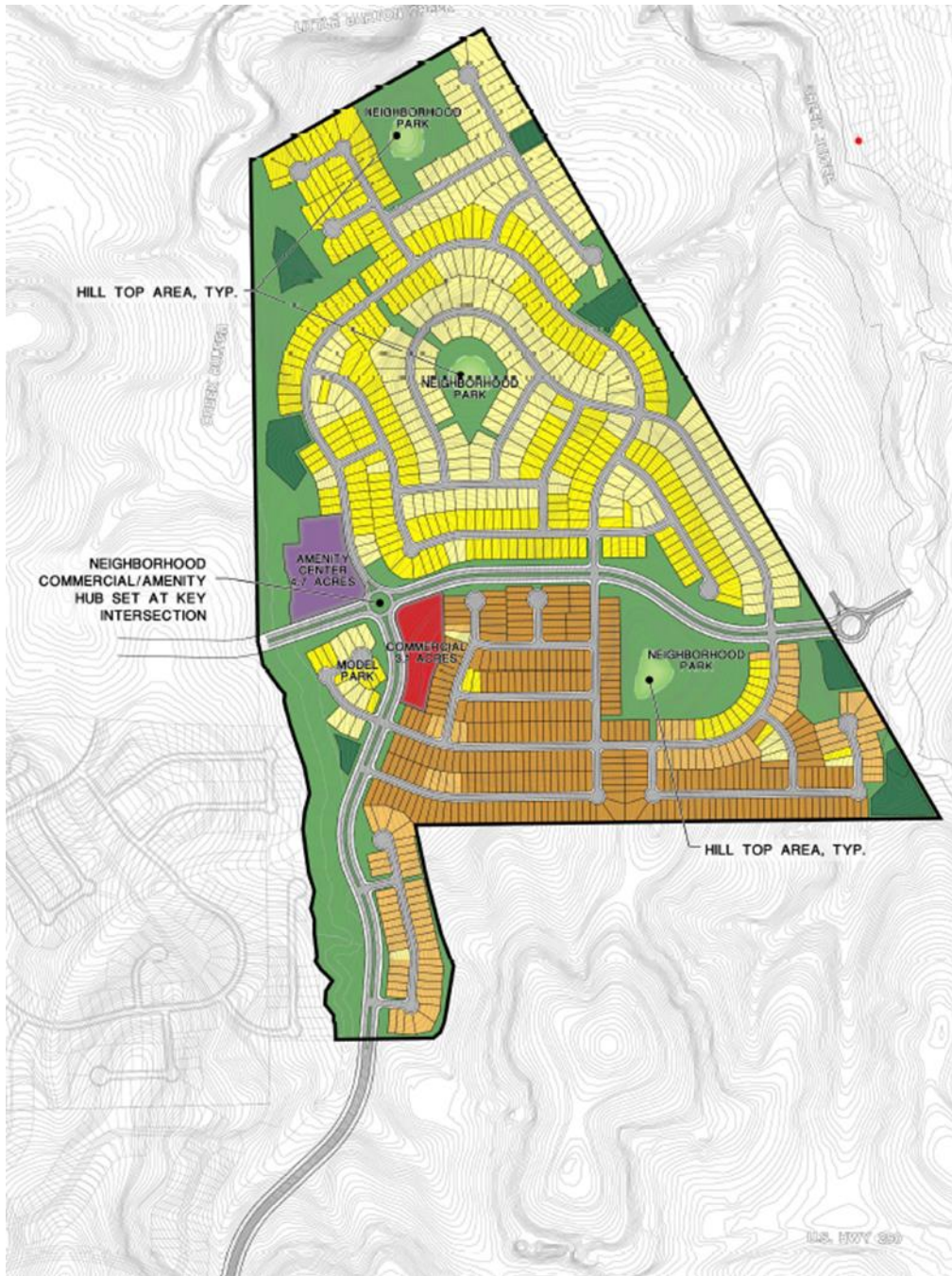
Post Office Box 384  
 511 Mercer Street  
 Dripping Springs, Texas 78620

**Agenda Item Report from:** Laura Mueller, City Attorney; Leslie Pollack, Transportation Engineer; David Tuckfield, Utility Counsel

<b>Meeting Date:</b>	August 17, 2021
<b>Agenda Item Wording:</b>	Public hearing and consideration of an ordinance regarding PDD2021-002 Cynosure-Wild Ridge: an application for a Planned Development District to consider an ordinance enacting Planned Development District Number 13 and approving the zoning change from Agriculture (AG) to Planned Development District Number 13 (PDD #13) with a base zoning of SF-3 for up to 960 units with some local retail uses to be located on approximately 283 acres on the Cynosure Tract north of the Cannon Tract and east of the Scott Tract northeast of city limits at I.V. DAVIS, jr. Preemption Survey, Abstract Number 673, and the Edward W. Brown Survey Number 136, Abstract Number 44, Hays County, Texas.. <i>Applicant: Rex Baker, Baker &amp; Robertson</i>
<b>Agenda Item Requestor:</b>	Rex G. Baker III, Barker & Robertson
<b>Applicant:</b>	Rex G. Baker III, Barker & Robertson
<b>Owner:</b>	Cynosure Corporation, 171 Benney Lane, Bldg II
<b>Date of Application:</b>	August 27, 2020
<b>Staff Recommendation</b>	Approval as presented.
<b>Blue Lined – Cynosure Ranch</b>  <b>Light Gray-City Limits</b>  <b>283 acres</b>  <b>Proposed Site of Wild Ridge</b>	

**Summary/Background:**

The subject property is currently located in the extraterritorial jurisdiction (ETJ) but will be annexed into the City. Upon annexation, the applicant is requesting a Planned Development District for an approximately 283 acre tract of land, generally located north of U.S. 290, west of Headwaters Boulevard, and east of Ranch Road 12. The applicant is requesting a Planned Development District with a base zoning district of Single-family residential—Town center (SF-3) with the intent of developing 960 single family lots including up to 315 40-foot lots, 98 45-foot lots, 292 50-foot lots, and the remainder as 60-foot lots (255).



This project also involves a Transportation Enhancement Agreement for roads connecting the property to U.S. 290, and the Anarene and Headwaters developments, for which they are seeking reimbursement for some infrastructure. There is a separate staff report related to this agreement. This application was submitted in May 2020 and the City has conducted multiple meetings with developer, which included many internal meetings with staff, the Development Agreement Working Group, Parks & Recreation Commission, Transportation Committee, as well as workshops with the Planning & Zoning Commission and City Council, including with the Development Agreement Working Group.

**Location:**

The property is located north of U.S. Highway 290, east of RR 12, west of Headwaters Boulevard, and just east of the Big Sky Development.

**Physical and Natural Features:**

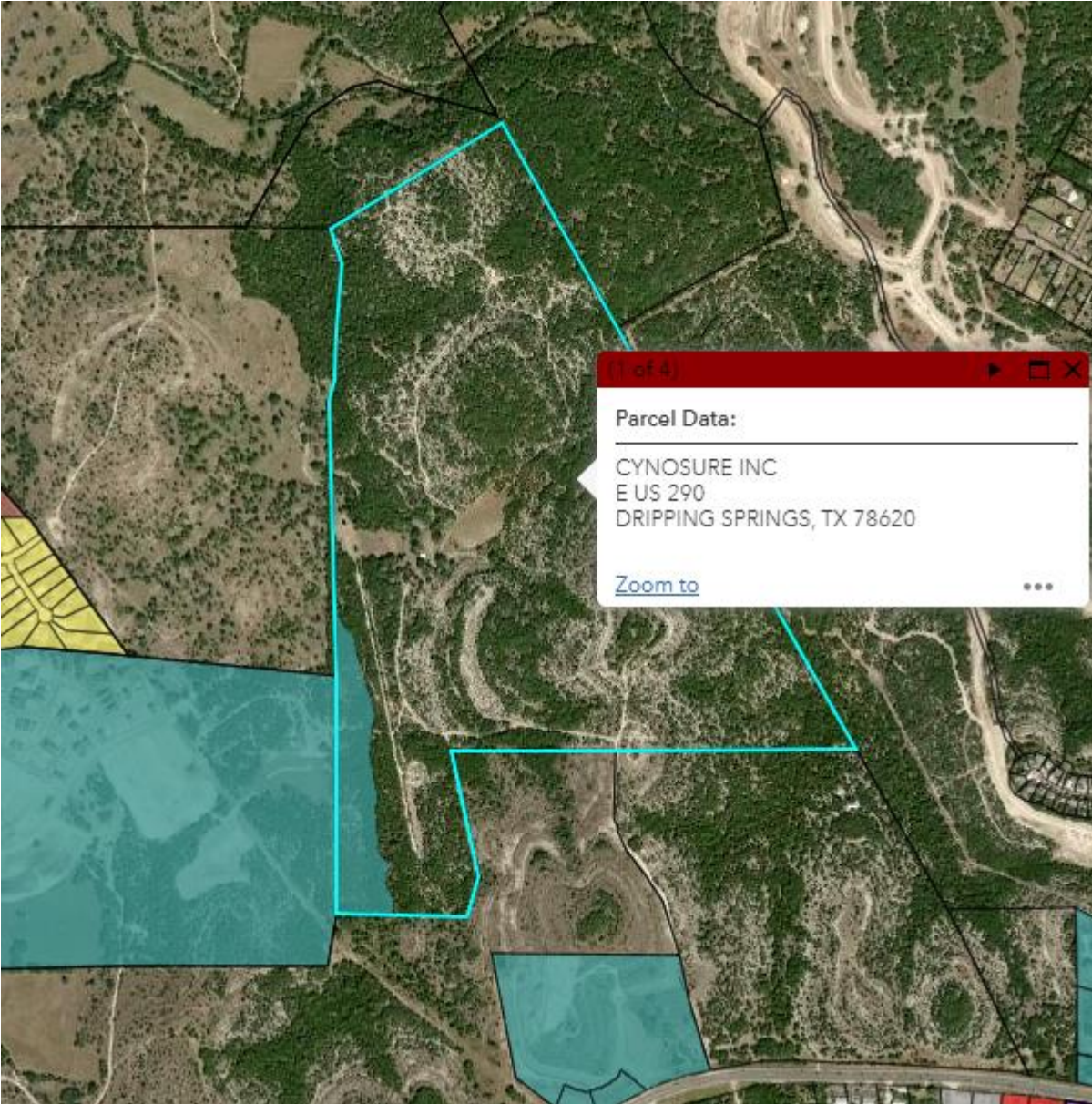
The property is vacant, with tree coverage and three hilltops.

**Surrounding Properties:**

The western portion of this property is located near the core of the City of Dripping Springs, which has denser development patterns. There has been rapid growth in this area of the City, therefore making it essential to coordinate densities as the property pushes away from the core.

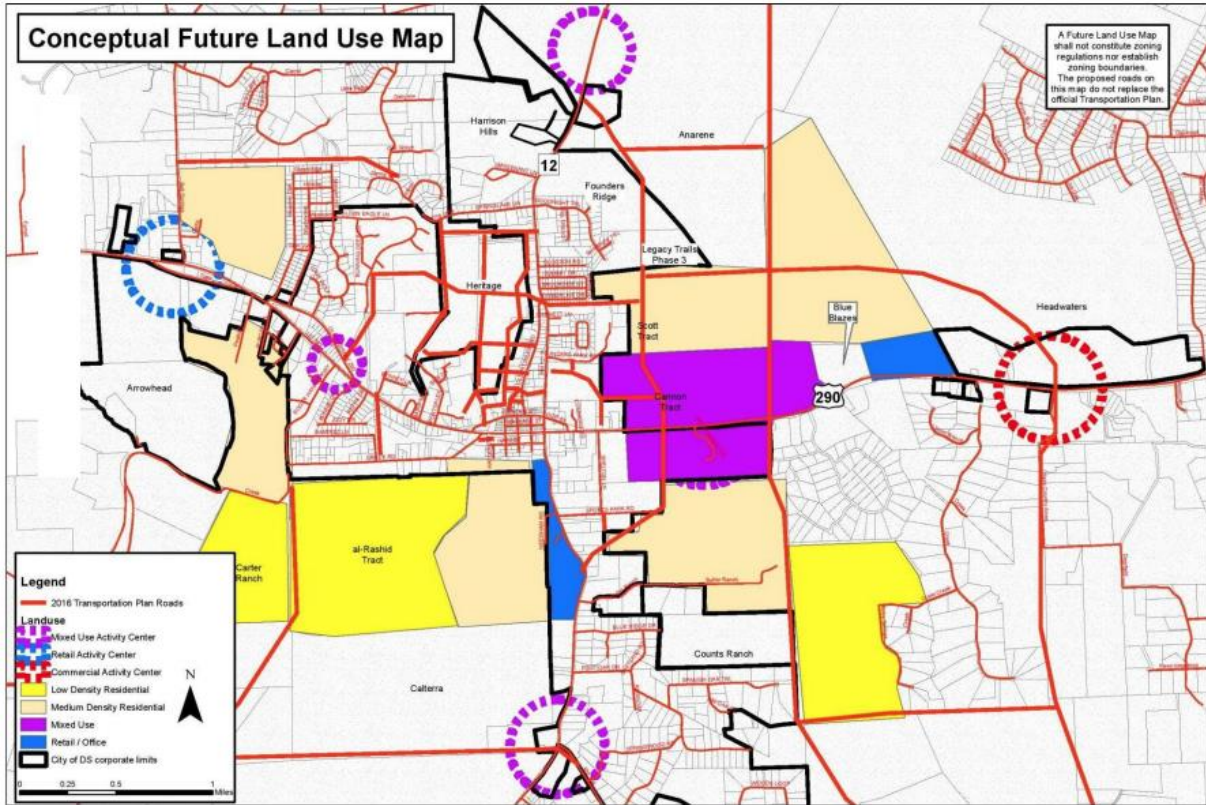
The current zoning, future land use designation, and existing uses on the adjacent properties to the north, south, east, and west are outlined in the table below:

Direction	Zoning District	Existing Use	Comprehensive Plan / Future Land Use Plan
North	ETJ (Anarene/Headwaters)	Undeveloped /Residential	Not in Future Land Use Plan
East	ETJ (Headwaters Tract)	Residential	Residential
South	ETJ (Cannon Tract)	Undeveloped	Mixed-Use
West	PDD-Big Sky	Residential	Medium Density Residential



**Future Land use Map and Zoning Designation:**

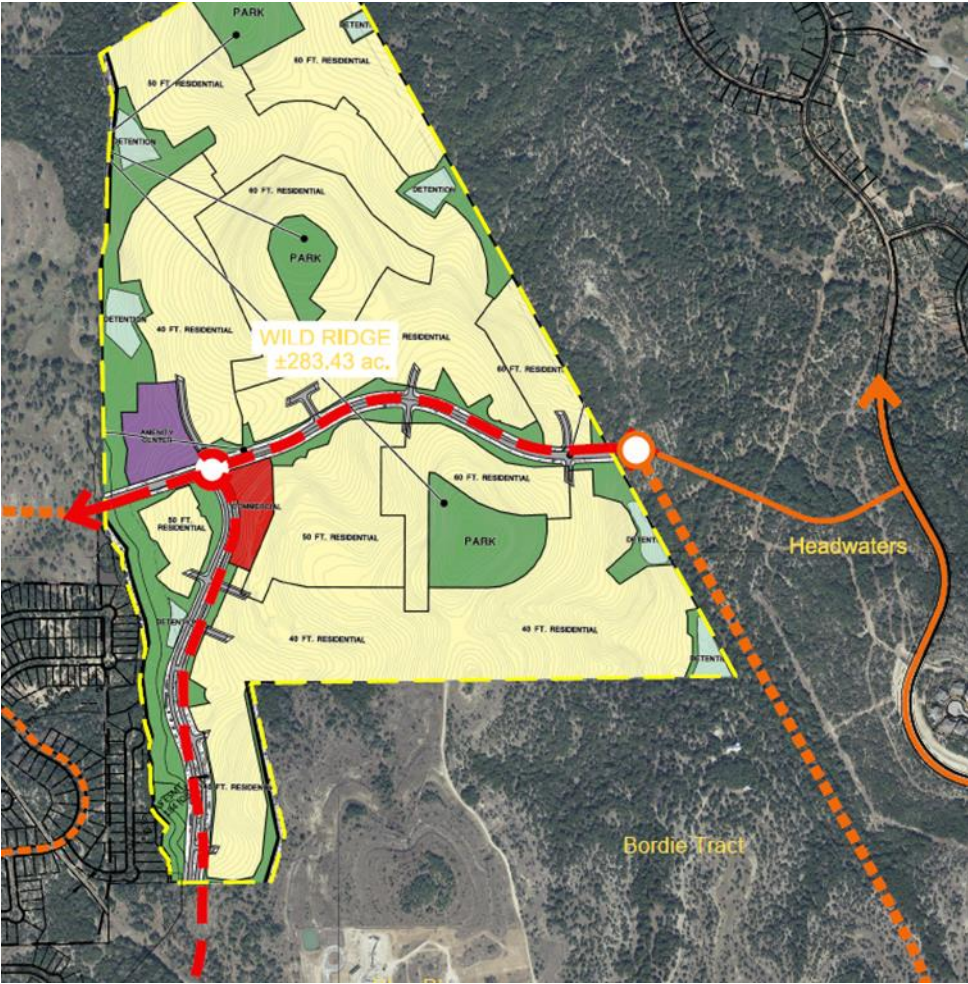
The subject property is designated on the Future Land Use Map as Medium Residential. This category includes smaller lot single family homes. Though the development includes some Local Retail uses, it is primarily single-family homes.



The base zoning of Single-family residential—Town center (SF-3) allows for connectivity and access to adjacent neighborhoods and amenities such as parks and future schools. The Planned Development districts places regulations that are compatible with the adjacent tracts and allows for a smooth transition from high density to a lower density housing product.

**Other Master Plans:**

The 2019 Amended Transportation Plan shows a proposed north/south vehicular connection on the eastern border of the development. The proposal is to move it to the center of the development. The applicant has worked with Staff to comply with the proposed Master Transportation Plan. The below section outlines the Transportation issues.



**Transportation/ Road Improvements:**

The overall development will be accessed from US Highway 290 with the construction of the North/South Roadway as a four-lane minor arterial between US 290 and the East/West Roadway. The East/West Roadway will be constructed as a four-lane minor arterial between Big Sky Ranch and Headwaters. The pedestrian facilities (sidewalks, etc.) will be provided only within the subject property. An arterial street is intended to serve both local and regional traffic by connecting cities and rural areas to the highway system while limiting access.

<b>Summary of Estimated Additional Costs</b>		
<b>Item</b>	<b>Cost</b>	<b>Meritage Costs</b>
<b>Transportation/Road Facilities</b>	\$ 5,837,676	\$ 12,732,750
<b>Utility Increased Costs</b>	1,303,894	11,577,829
<b>Additional Amenities and Parks</b>	1,116,992	6,736,756
<b>Estimated Total of Additional Costs for City Facilities</b>	<b>\$ 8,258,562</b>	<b>\$ 31,047,335</b>

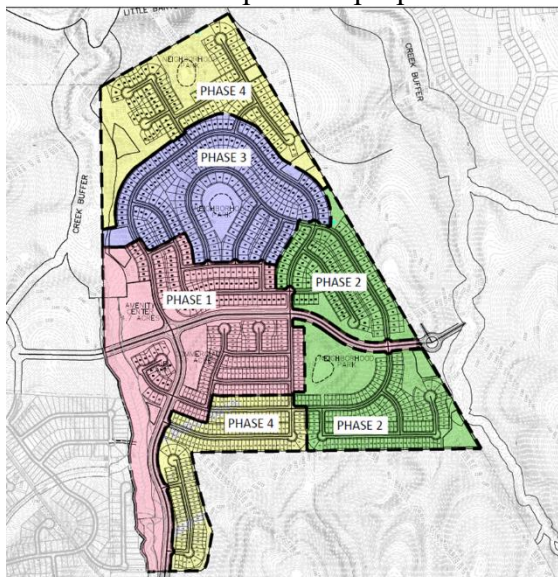
***City staff initially requested the following improvements from the Wild Ridge Development:***

1. Construction of the North/South Roadway as a two-lane collector with pedestrian facilities between US 290 and East / West Roadway.
2. Construction of the East/West Roadway as a four-lane minor arterial with pedestrian facilities between Big Sky Ranch and Headwaters.
3. Construction of a North/South Roadway on the east property line as a four-lane minor arterial.
4. Intersection improvements as identified in the TIA.

***The Wild Ridge Development has agreed to the following:***

1. Construction of the North/South Roadway as a four-lane minor arterial with pedestrian facilities between US 290 and East/West Roadway. A 10' shared-use path will be constructed on one side of the North/South Roadway within the subject property.
2. Construction of an East/West Roadway as a four-lane minor arterial with pedestrian facilities between Big Sky Ranch and Headwaters. A 10' shared-use path will be constructed on one side of the East/West Roadway.
3. Construction of a roundabout at North/South Roadway and East/West Roadway.
4. Construction of a roundabout at East/West Roadway and DSISD school property in Headwaters.
5. Intersection improvements as identified in the TIA:
  - Construction of a westbound right-turn lane on US 2920 at the North/South Roadway
  - \$350,000 to a traffic signal at US 290 and North/South Roadway

The transportation improvements proposed to be constructed by the Wild Ridge development are those that provide additional roadway capacity. These improvements align with the City's transportation priorities. The construction of a four-lane North/South arterial provides needed mobility in this quadrant of the City. Two-lane roadways are needed to meet the traffic demands of the Wild Ridge Development, but four-lane roadways are needed for the demands of area including future growth. Collectively, the transportation improvements proposed by Wild Ridge exceed the Development's proportional share identified in the TIA.



**Utilities:**

The subject lot is within the City of Dripping Springs service area for wastewater and water and will be worked out through an agreement. They will have 1,050 Water LUEs and 1,014 Wastewater LUEs including both the residential houses and the commercial uses. Electricity will be provided through Pedernales Electric Cooperative (PEC).

**Proposed Zoning District and PDD Development Regulations:**

The Planned Development District is requesting a base zoning of Single-family residential—Town center (SF-3). Single-family residential—Town center (SF-3) is intended to promote stable, quality, detached-occupancy residential development on individual lots at increased densities. Individual ownership of each lot is encouraged. This district provides a "buffer" or transition district between lower density residential areas and multiple-family or nonresidential areas or major thoroughfares.

The Planned Development Districts permitted uses are as follows:

- Single-Family Dwelling, Detached;
- Home Occupation;
- Swimming Pool, Private;
- Amenity Center;
- Local Retail. Used allowed in Local Retail (LR) zone except that residential uses, including multifamily, are prohibited in the Commercial Area. Financial institutions are allowed in the Commercial Area.

Uses not specifically listed above are not permitted within this zoning district. No accessory dwelling unit is permitted in this zoning district except for lots that are at least sixty (60) feet wide.



<b>Development Standards</b>		
	<b>Single-family residential— Town center (SF-3)</b>	<b>Planned Development District</b>
<b>Size of Lots</b>		
Minimum Lot area	3,500 square feet	4,800 square ft./dwelling unit
Minimum Lot Width	35 feet	40 feet (Internal); 50 feet (Corner)
Minimum Building Width	25 feet	25 feet
<b>Setback Requirements</b>		
Minimum Front Yard	10 feet	10 feet
Minimum Side Yard	5 feet, 7.5 feet	5 feet; 10 feet (Corner)
Minimum Rear Yard	10 feet	10 feet
Accessory Building	5 feet	5 feet
<b>Height Regulations</b>		
Main Building	2 ½ stories, or 40'	2 ½ stories, or 40'
<b>Other Development Standards</b>		
Impervious Cover	65 %	50% total, maximum 60% per residential lot; 70% per commercial lot

**Other development regulations:**

Maximum Height of Fence Outside of Street Yard: Six (6) feet; provided, however, that the Property may have an eight (8) foot maximum height of fence where separating residential lots from adjacent arterial or collector roads. Material of a fence in excess of six (6) feet shall be constructed of masonry, reinforced concrete, or other approved materials that do not contain openings. All wall or fence openings shall be equipped with gates equal in height and screening characteristics to the wall or fence. Approval shall be by the Development Review Committee.

2.4.7 Parking.

A. Residential Parking. Development of the Property shall include parking at a minimum of two spaces per residence.

B. Parkland Areas. If it is determined by City staff that the development of parks requires parking to be provided for recreational areas, the quantity of spaces shall be determined under Section 5.6.2 (12) Commercial amusement (outdoor) of the City’s Zoning Ordinances. The quantity of required parking spaces shall be met by on-street parallel parking. Current parkland elements include but are not limited to, a Children’s Playground, sidewalks, picnic areas, seating areas and an unstructured play area. If additional elements are added to the park, then the increase of required parking shall meet the City Ordinance requirements and may be administratively approved by the Development Review Committee. A parking study may be commissioned by the applicant to justify a reduction in the overall amount of off-street parking required for an amenity center, but in no case shall the reduction exceed twenty percent (20%). The intent of this provision is to best facilitate a walkable environment where additional surface parking would be detrimental to the overall development.

2.4.8 Design of Residences: Homes shall consist of 100% Masonry on all elevations. Native Stone, Brick Masonry, Stucco, and Cementitious Siding shall be deemed appropriate materials to satisfy the Masonry requirement. Homes shall consist of 100% Masonry on all elevations. Native Stone, Brick Masonry, Stucco, and Cementitious Siding shall be deemed appropriate materials to satisfy the Masonry requirement.

(a) The front elevation of all homes shall contain wall plane articulation. No elevation shall be single wall plan across the entire width of the front elevation. Each front elevation shall contain a minimum of two of the following elements, to be identified on the architectural plans submitted for building permit:

1. A minimum of two wall planes on the front elevation, offset a minimum of 18 inches;
2. Covered front porches or patio with a minimum size of 60 square feet;
3. A side-entry or swing-in garage entry (for garage doors that do not face the front street);
4. A garage door recessed from the primary front facade a minimum of four feet (for garage doors that face the street):
5. Enhanced garage door materials (wood, ornamental metal, decorative door, window inserts and hardware, painted or stained to match house).
6. Shed roof or trellis (at least 18" deep) above garage door for additional architectural detail.
7. A combination of at least two roof types (e.g. hip and gable) or two different roof planes of varying height and/or direction.
8. Two or more masonry finishes to compliment the architectural style of the home; and
9. The addition of one or more dormers on the front elevation to compliment the architectural style of the home.

(b) Floorplans will be available in single and two-story housing plans. A minimum of six (6) floorplans will be available, offering a variation of front elevations so that there is no discernable repetition in any street scape. Articulation on the front face should be used to ensure a nonrepetitive streetscene. Where building pads are interrupted by a street or open space lot of at least 50 feet in width, a plan may repeat. A plan can be repeated every third building pad (Example: Plan A 1, Plan B 1, Plan A 1, Plan B 2), although elevations shall be different on the two houses.

**Parkland:**

The total parkland dedication is 64.26 acres, 59.56 acres of the development is set aside for public parkland dedication; another 16.86 acres of the development is set aside for private parkland dedication and detention ponds. The HOA will be maintaining all public and private part amenities and trails.

The applicant has asked for a waiver of park development fees based on their agreed to maintenance of all public park facilities on their site and their agreement to come within the city limits.

At 23 DUs for the proposed development, Wild Ridge is adding a potential 2,800+ people to the Dripping Springs community that will be using the City’s Community Parks. Per ordinance, the “Parkland Development Fee is meant to provide active recreation parks and sports field options, and /or provide trails that connect park users to existing community parks.”

Approximately 8,847 linear feet of Off-road Nature Trails and Public Parkland Footpaths throughout the development including a 10 foot concrete trails along Lone Peak, East/West Arterial, and the North/South Arterial. A trailhead to Rathgeber Park, pursuant to City direction, is also proposed.

Section of the parkland dedication narrative states the following:

“The Park Development Fee shall be offset by parkland improvements as outlined in this narrative, that exceed the required fee total.”

Wild Ridge was not vested under the old parkland dedication ordinance but was halfway through negotiations when the City adopted the new parkland dedication ordinance so there is an equity argument on why we should not be as strict with allowing mitigation; and the Developer Agreement has been heavily negotiated.

Wild Ridge will be providing amenities at their public parks (with some requested reimbursement by the City):

1. A Children’s Playground
2. Disc Golf
3. Trails
4. Sidewalks
5. Picnic Areas
6. Seating Areas with Shade
7. Unstructured play areas
8. Irrigated and enhanced landscaping

**Highlights:**

1. A 4-lane arterial will be built within Cynosure/Wild Ridge east west and from center of development to edge of property.
2. A 4-lane arterial will be built from southern border of the property to 290.
3. Main roads will be built in Phase 1.
4. Will be annexed on request of City.
5. City will reimburse for some oversizing of roads and utilities and for some public park improvements.

6. Meritage has agreed to the City’s design requests.

**Evaluation:**

According to Article 30.03.007 (c)(3), the PDD shall be evaluated with respect to the following:

<b>Article 30.03.007 (c)(3)</b>	
a) The plan's compliance with all provisions of the zoning ordinance and other ordinances of the city.	The PDD is in compliance with all provisions of the city’s code of ordinances, with the exceptions of the amendments requested herein.
b) The impact of the development relating to the preservation of existing natural resources on the site and the impact on the natural resources of the surrounding properties and neighborhood.	The development of the property will impact the existing natural resources on the site. The development will be off setting the impact by planting two 3-inch size trees per residential lot and 237 4-inch size tree at amenity center and boulevards. The development will preserve existing natural drainageways by establishing Water Quality Buffer Zones along them per the City’s water quality ordinance. The development will preserve Critical Environmental Features (CEFs) by providing a geologic assessment for the tract and establishing protective setbacks for any CEFs identified per the City’s subdivision ordinance. The development will also protect existing natural drainageways and water quality by providing stormwater detention and water quality facilities per City and TCEQ regulations.
c) The relationship of the development to adjacent uses in terms of harmonious design, facade treatment, setbacks, building materials, maintenance of property values, and any possible negative impacts.	The proposed development is a compatible use with the surrounding lots/uses. The development is proposing design standards for the homes. The standards would require 100% masonry on all elevations which include native stone, brick, masonry, stucco, and cementitious siding.  The development will also provide variation on the front façade of all residential homes to ensure a nonrepetitive streetscape (See 2.4.8 of the Proposed PDD.)
d) The provision of a safe and efficient vehicular and pedestrian circulation system.	The applicant has worked with staff to ensure safe and efficient vehicular and pedestrian circulation. The applicant presented their request to the Transportation Committee in May 2021 and the Committee had no opposition to approval of the transportation plan. As stated above the applicant will be providing a 4-lane east/west connection through the property from Anarene to Headwaters and a 4 lane connection from the center of the development to 290. They are requesting reimbursement for portions of these roadways.
e) The general design and location of off-street parking and loading facilities to ensure that all such spaces are usable and are safely and conveniently arranged.	

<p>Section 2.4.7 states the parking requirements for the development. The parking for residential uses is compatible with the city’s current parking requirements for residential dwellings.</p> <p>The developer has requested a variance for the parking for the amenity center and staff has worked out the details with the applicant. If any of the amenities on the parkland lots are to change parking outside the approved variance will be reevaluated by the Development Review Committee (City Planner, City Engineer, City Administrator, Building Official.)</p>
<p>f) The sufficient width and suitable grade and location of streets designed to accommodate prospective traffic and to provide access for firefighting and emergency equipment to buildings.</p>
<p>The applicant is proposing adequate traffic circulation and will be required to comply with fire code in order to provide adequate access to the structures.</p> <p>The street widths exceed our current ordinance and meet the proposed Master Transportation Plan.</p>
<p>g) The coordination of streets so as to arrange a convenient system consistent with the transportation plan of the city.</p>
<p>The applicant has worked with staff to ensure that transportation system within the development is compatible with the city’s current Transportation Plan as well as the proposed Master Transportation Plan including moving a north/south connector from the eastern border of the development which has difficult topography to the center of the development.</p> <p>The proposed master transportation plan proposes a north/south connection as well as the east/west connection. The new master plan will ensure that there is proper safety and circulation for vehicles and pedestrian traffic.</p>
<p>h) The use of landscaping and screening to provide adequate buffers to shield lights, noise, movement, or activities from adjacent properties when necessary, and to complement and integrate the design and location of buildings into the overall site design.</p>
<p>The applicant is not proposing any screening for adjacent lots or surrounding uses outside of their property boundaries, however they have requested the ability to provide a taller fence along the four-lane arterial that’s proposed through the development..</p>
<p>i) Exterior lighting to ensure safe movement and for security purposes, which shall be arranged so as to minimize glare and reflection upon adjacent properties.</p>
<p>The development will comply with the city’s lighting ordinance.</p>
<p>j) The location, size, accessibility, and configuration of open space areas to ensure that such areas are suitable for intended recreation and conservation uses</p>
<p>The applicant presented their Parkland Dedication and Development Fee to the Parks Commission on June 7, 2021. The Parks Commission voted 6-1 to recommend approval of the Parkland dedication and development fee proposed. (see above parkland section for more information).</p>

k) Protection and conservation of soils from erosion by wind or water or from excavation or grading.
The applicant will be required to conform to all ordinances as well as State regulations regarding conservation and erosion control at the time of development.
l) Protection and conservation of watercourses and areas subject to flooding.
There are no FEMA designated floodplains located on this tract. The applicant will be required to designate local floodplains when applicable per City and County Ordinances. In addition, the Applicant will protect existing natural drainageways by providing stormwater detention and water quality facilities per City and TCEQ regulations as well as establish Water Quality Buffer Zones.
m) The adequacy of water, drainage, sewage facilities, solid waste disposal, and other utilities necessary for essential services to residents and occupants.
The applicant has negotiated a wastewater and water agreement with the City in order to secure LUEs for the site. This Agreement will be presented to the Council on August 17, 2021. The wastewater agreement provides that in the event that there is not enough wastewater capacity to accommodate the development in the near term, the applicant may construct a temporary package plant. If that occurs, the development will ultimately connect to the City's wastewater system as soon as it is available. Furthermore, both the water and wastewater agreements require that the applicant provide facilities required to serve the development and that such facilities will be constructed in accordance with the public improvement plans. The development will also manage drainage providing stormwater detention and water quality facilities per City and TCEQ regulations.
n) Consistency with the comprehensive plan.
The comprehensive plan and future land use plan designates the area as medium residential density which allows for residential as proposed. Though the development is primarily residential with some commercial it is a compatible with the medium residential use designation.

<b>Commission Recommendations:</b>	<p>The DAWG requested various road improvements for the 960 density which the developer agreed to in the form of construction with some reimbursement.</p> <p>The Transportation Committee recommended approval at the May 2021 meeting; and</p> <p>The Parks &amp; Recreation Commission recommended approval at their June 7, 2021 meeting.</p>
<b>Actions by Other Jurisdictions/Entities:</b>	The TIA is still under review by the Texas Department of Transportation.

<b>Previous Action:</b>	No previous action taken.
<b>Recommended Action:</b>	Recommendation of Approval of the Planned Development District as presented.
<b>Alternatives/Options:</b>	Recommendation of Disapproval of the Planned Development District; Recommendation of Approval of the Planned Development District with conditions deemed necessary by the Commission
<b>Budget/Financial Impact:</b>	The City will gain additional property tax, roads, trails, and various development fees. City will be reimbursing for some of the oversizing of the improvements in recognition of the development annexing into the City.
<b>Attachments:</b>	<ul style="list-style-type: none"> <li>- Proposed Planned Development District</li> <li>- Exhibits</li> <li>- Staff Report</li> </ul>
<b>Related Documents at City Hall:</b>	Annexation documents.
<b>Public Notice Process:</b>	Notice was published in the newspaper.
<b>Public Comments:</b>	None Received at this time.
<b>Enforcement Issues:</b>	N/A
<b>Comprehensive Plan Element:</b>	This property is listed as Medium Residential on the Future Land Use Plan.