

*What is your biggest hope for the future of Dripping Springs?*

*"Future development in harmony with the protection of the natural landscape."*

- Dripping Springs Resident





**3 LAND USE**

# EXISTING LAND USE MAP

As part of the planning process, a traditional Existing Land Use Map was created merging geospatial parcel data from both the City and County, in order to understand the current land use limitations and conditions.

This map catalogs individual parcels into green space, single family residential, multifamily residential, commercial, development agreement, and available areas (i.e. no designation). Conflicts with datasets such as multiple overlapping designations for the same parcel were rectified with the help of city staff and on the ground site verifications.

As the design team would come to find out, there are significant differences between the development processes and regulations within the City Limits, which is governed by the City of Drippings Springs, and the ETJ, which is largely governed by Hays County. As such, the design team and City decided to look at the City and ETJ data sets independently, and all mapping was done at both the City and ETJ scale.

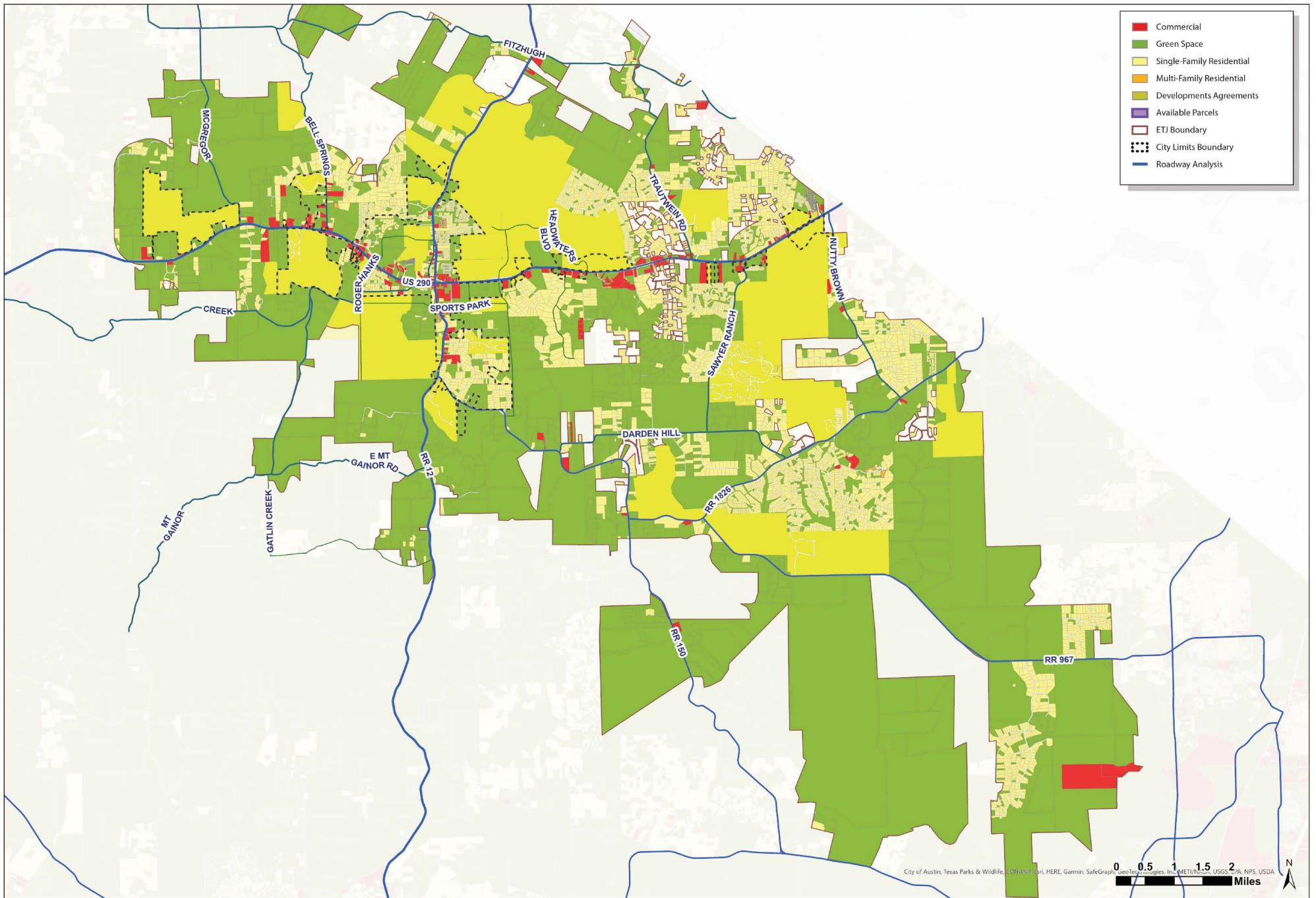


Figure 7. Existing Land Use Map ETJ Scale

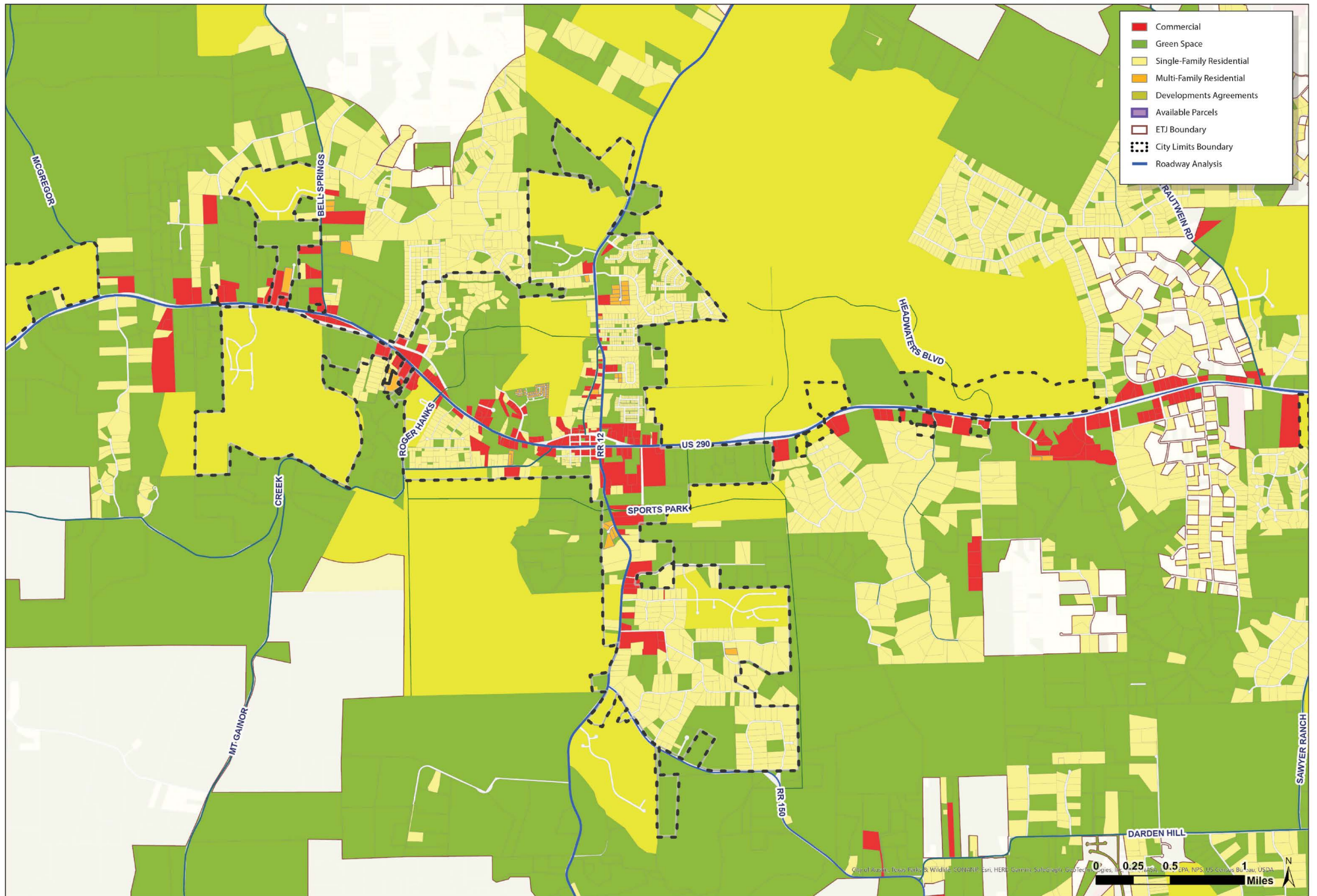


Figure 8. Existing Land Use Map City Scale

# ANALYSIS

## UTILITY ANALYSIS

Utility Infrastructure and limited water and wastewater capacity is a well-known issue in the City of Dripping Springs. The City and Design Team met with Dripping Springs Water Supply Corporation (DSWSC) and the West Travis County Public Utility Agency (WTCPUA) in order to understand the capacity issues facing the City. There are numerous challenges.

### **Wastewater**

The City operates the South Regional Water Reclamation Plant (SRWRP) and associated infrastructure located within the City Limits of Dripping Springs. The City received a Texas Pollution Discharge Elimination System Permit (TPDES) that will allow for the construction of a new Wastewater Treatment Plant, which will be located adjacent to their existing facilities just south of town on West FM 150. This permit would increase the volume of treatment that is currently allowed to 822,500 gallons per day. The City obtained a Beneficial Reuse Authorization from the state, which allows the City to use the treated effluent that is produced by the plant on City-owned parkland and athletic fields. The City also has multiple contracts with private developers for use of the treated effluent (i.e. irrigation of community open spaces, private golf course, parkland, etc.) within their projects. All of these City and privately owned areas currently use either potable water or well water for irrigation of their facilities. Switching the irrigation water source to treated effluent will significantly support Dripping Springs' need for water conservation. A total of \$43m in funding has been allocated by the Texas Water Development Board for

the expansion of the SRWRP and related infrastructure. These funds are earmarked to cover the cost of these improvements as well as necessary property acquisition. The design of the new wastewater treatment facility, and the East and West Interceptors has already been completed. **However, the permits were stalled at the TCEQ due to an on-going lawsuit filed by the Save Our Springs Alliance (SOS).** The SOS suit sought to challenge TCEQ's rights to regulate wastewater discharge. While the TPDES was issued by the TCEQ in 2019, in October 2020, the permit was reversed after the SOS suit was filed. **As a result, ALL plans for this necessary expansion of facilities were halted.** Currently, the system is at or near capacity, although **the City was thinking ahead in both planning and in securing funding for these improvements, however their efforts to provide this necessary service were thwarted by this lawsuit.** The Texas Supreme Court heard Oral Arguments on the Case in October 2024 and in April 2025 ruled in favor of the City's wastewater discharge permit.



Figure 9. South Regional Water Reclamation Plant

## Water

The Dripping Springs Water Supply Corporation (DSWSC) is the primary provider of water inside the City Limits. The DSWSC derives its water from two sources: a wholesale water contract with the West Travis Public Utility Agency (WTCPUA) and its own system of wells. The WTCPUA supplies water to 14 wholesale customers like municipalities, as well as roughly 8,000 retail customers like master planned communities. The contract between the City of Dripping Springs and WTCPUA was renegotiated in the Spring of 2024 and the City will be the retail provider to most of the new development that is located in the northeast quadrant of the City (Cannon Ranch, Wild Ridge, Anarene/Double L and Gateway Village).



Figure 10. Dripping Springs Water Supply Corporation (DSWSC).  
Source: D.S. Century News



Figure 11. West Travis County PUA Facility

**As part of its current Capital Improvements Project (CIP), the WTCPUA is set to increase its water capacity allowing for +/- an additional 20,000 LUEs. These improvements are anticipated to be completed in 2025-26.** A large portion of this CIP project is a parallel existing water line adjacent to US 290, as the existing line is insufficient to push needed capacity. It is important to note that roughly 80% of the water that the WTCPUA supplies is OUTSIDE of the City of Dripping Springs City Limit. Of the 20,000 LUEs of capacity that the CIP will deliver, roughly 6,000 of those have been earmarked for existing or planned projects. At present, WTCPUA does not have additional plans to expand capacity beyond its current CIP, and this expansion will exhaust

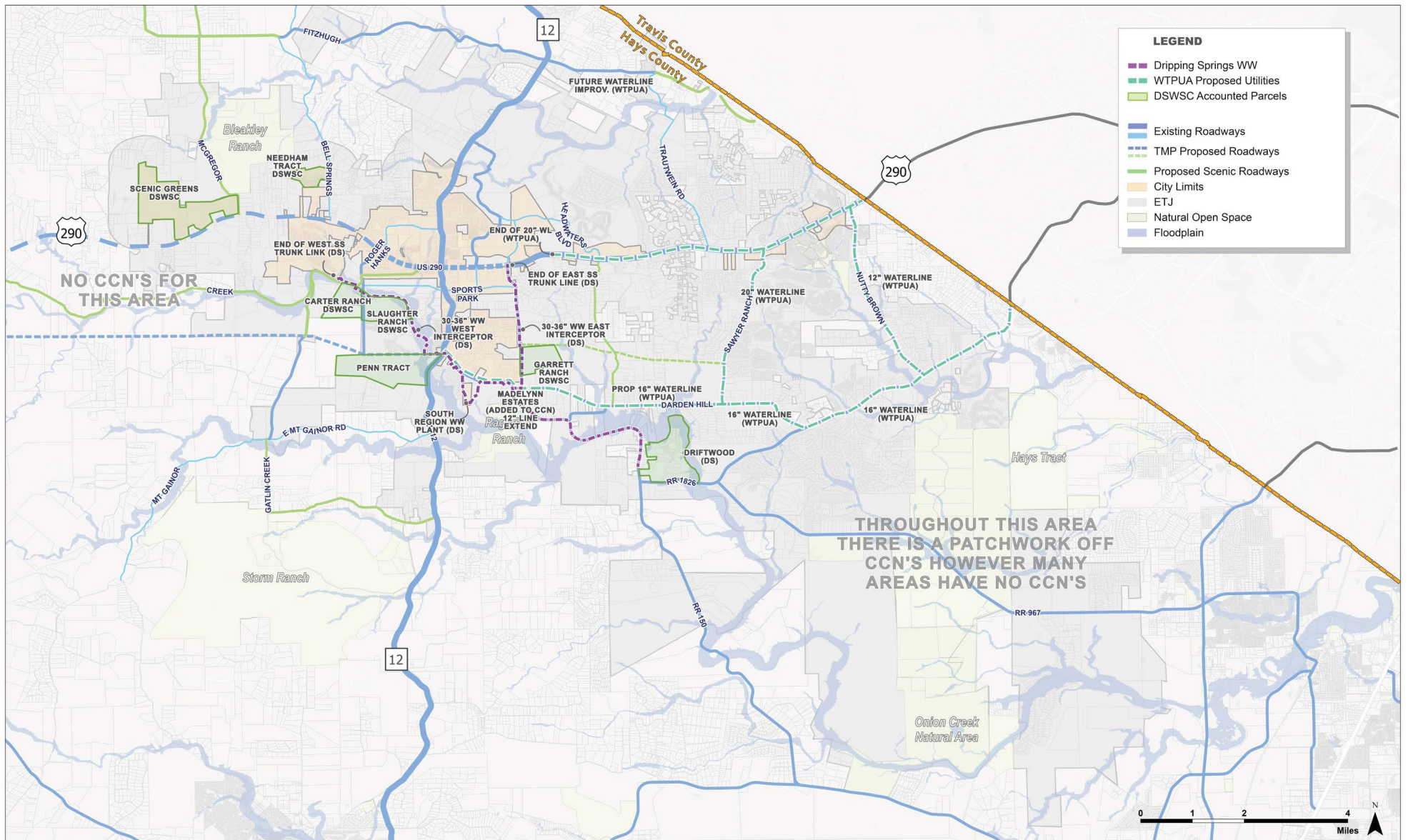


Figure 12. Utility Analysis Map

their existing plant's physical site limitations. **The majority of the water that DSWSC provides comes from the WTCPUA.** DSWSC's other water source is a set of wells that it maintains and has recently expanded. While DSWSC has no immediate plans to increase its CCN, the DSWSC said that it would be open to adding areas to its current system IF that improved the service to the membership. They had suggested that they would be asking the WTCPUA for additional water capacity in the future and there may be additional expansions to the well system. The existing water lines that they manage are at or near capacity. **So from a water supply standpoint, water will continue to be a severely limited resource until additional capacity is secured.**

It is also important to note that many of the existing residences are on large lots served by individual wells for drinking water and septic systems for wastewater needs. Recently, several homeowners mentioned that their wells are going dry. Rainwater harvesting systems are also popular in Drippins Springs, as they are encouraged through incentives and credits.

### ***Electric***

The City is not aware of any electric capacity issues; however, this utility was not studied in this report.

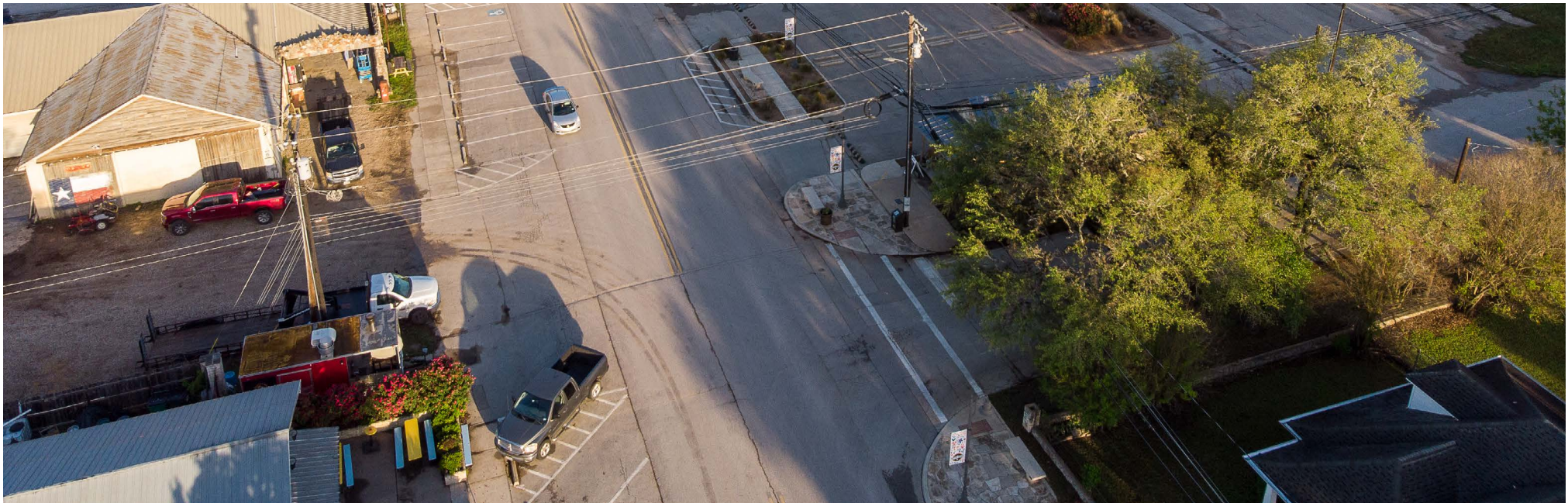
All of the proposed utility improvements have been mapped and can be found on the analysis map.



## THOROUGHFARES AND ROADWAYS

Traffic is and will continue to be a significant concern for Dripping Springs residents. The team spent much time with City staff, engineers who developed the City's Transportation Master Plan, HDR, the Hays County Transportation Master Plan consultants K Friese, the Hays County Transportation Consultant HNTB, and the Hays County Transportation representatives. Recently, TxDOT revealed plans for US 290; however, direct talks with TxDOT have not been able to occur as they wanted to develop their plans first. The scope of TxDOT's improvements also changed during the planning process as originally, their scope stopped east of RR12.

Unpacking the transportation and traffic pain points for the City, while much less legally contentious than the utilities, was nevertheless, still very complicated. It is important to note that ALL of the various agencies and consultants relied on the same data and model, which was the CAMPO model. The only alterations that were made to it were to limit the scope of the model to the various study areas (i.e. just the City Limits, ETJ or the entire County). Alterations to the model were however made in order to forecast improvements and additional demand based upon those known developments that would impact that model in the City, ETJ, and County at the time of these various master plans and studies. No specific plans or plan recommendations have been made to alleviate traffic congestion at US 290 and



RR12, rather the focus of all of the plans has been to improve the overall transportation systems. **It is also important to note that the City and County Transportation Master Plan report were largely drafted in concert and collaboration with one another, so that the plans were not advocating for different goals, and the plans were not making inaccurate assumptions about the other plan's objectives and inputs.**

Delving deeper into the City and County plans, neither of the plans looked at hierarchical roadway improvements scenarios. In other words, the scenarios that were modeled assume ALL or NO roadway improvements as it looked at forecasts. The only nuance was in the City's plan, which did look at scenarios in which there were NO improvements to 290 OR what was anticipated to be the full 290 improvements. Note, these models were only based upon preliminary TxDOT designs, and do not reflect the plans that were

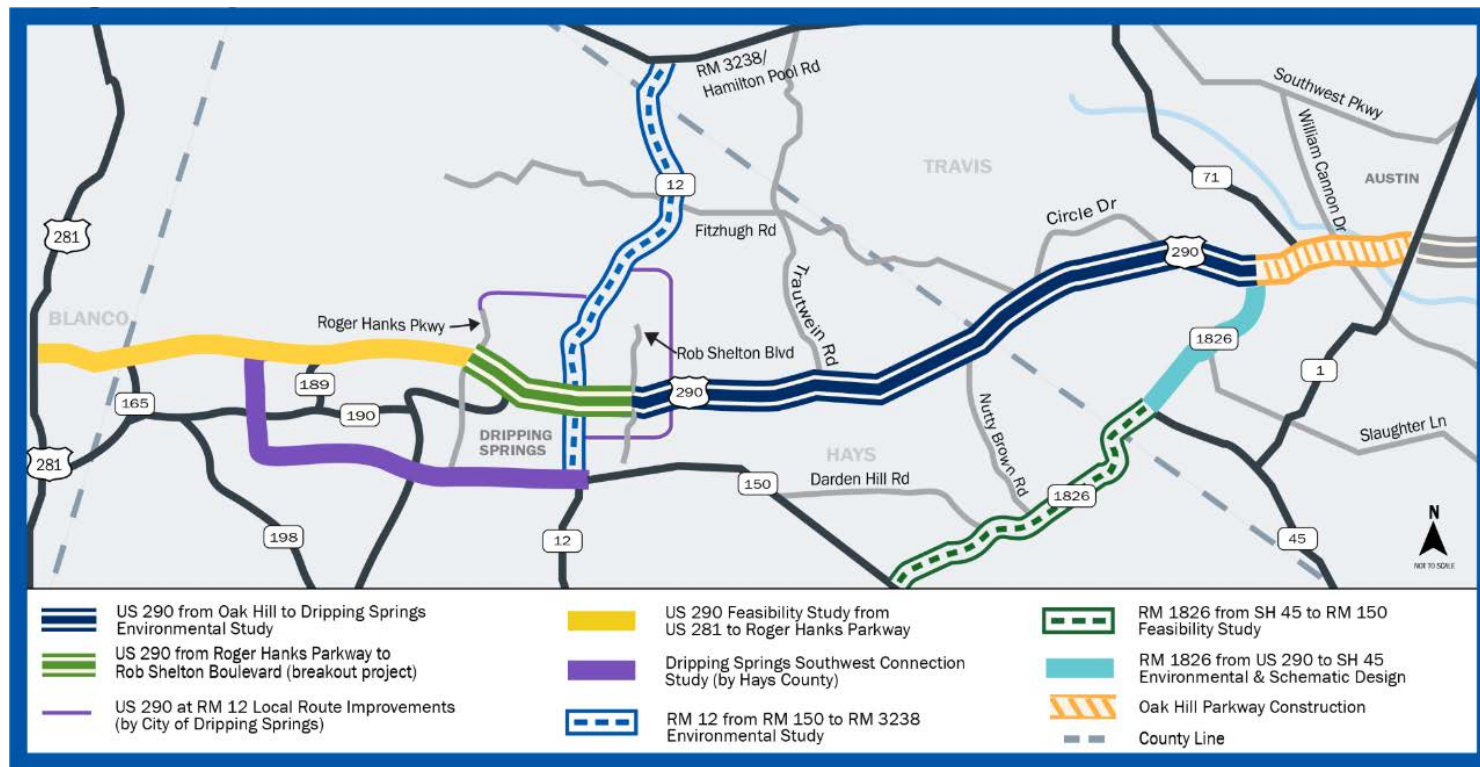


Figure 13. TxDOT US 290 Studies  
Source: TxDOT

released in 2024. The City has and continues to rely on developers to implement its overall thoroughfare and transportation goals both within the City Limits and in the ETJ. **The City's current roadway budgets are primarily for maintenance and small upgrades, they are not for building new roads.** The City has an agreement in place to reimburse developers for significant roadway construction. The impact of recent improvements to Roger Hanks and Lone Peak will be major as these improvements



Figure 14. Bell Springs Rd

may help to relieve one of the biggest headaches to congestion, the intersection US 290 and RR12. **Studying these changes may point to the fact that this strategy from the City is working; however, it is unknown whether these incremental changes will outpace the growth. Regardless, it is also suggested that prioritizing major routes that effectively push the needle significantly should be explored both inside and outside of the City Limits. Roadways identified included: Bell Springs, Trautwein, Sawyer Ranch, Nutty Brown, Darden Hill, and the extension to CR150.**

As many of these roadways are under the purview of the County, there are funding sources available that may be able to push these forward. The County admits however, that while they are part of the overall County plans, all roadway projects in the County have to be considered and not just those specifically in this area. **The County has stated that its three main objectives were public safety, maximizing traffic flow with the existing infrastructure, and thirdly new facilities (only when existing infrastructure cannot meet demand).** On the other side of the coin from increasing capacity, it is also important to note that there are many roadways that were slated improvements and in some cases major upgrades that the Comprehensive Plan is suggesting should remain "rustic" and scenic. These include Fitzhugh, Creek Road, McGregor and East Mt Gainor.

Particular concerns were raised about school traffic and specifically the school bus traffic that floods streets every morning and afternoon and exacerbates congestion on US 290. The County Transportation Master Plan solicited feedback directly from Dripping Springs, Wimberley, Hays and San Marcos school districts. Specific to Dripping Springs, the team likewise spent time with the Dripping Springs Independent School District (DSISD). Unfortunately, it has been inferred that specific talks between ISDs and transportation planning has traditionally not happened. Many of the concerns that DSISD posed relates to its buses not being able to navigate challenging roadway throughout its district. Other pain points both for the school districts and

residents in general focused on the prevalence of low water crossings, early warning systems and generally, the coordination between the school district and transportation officials. DSISD is looking at expansions and upgrades to almost all of its campuses as well as new facilities, as the student population is anticipated to continue to grow. **One of the major draws to Dripping Springs is its exemplary schools, and protecting that asset, in all the ways that can be construed, is imperative to the success of Dripping Springs.** One suggestion that DSISD suggested was the finding a second bus depot location to the east of RR12 which would allow the district to not have to have buses cross RR12 alleviating that cross town traffic congestion.

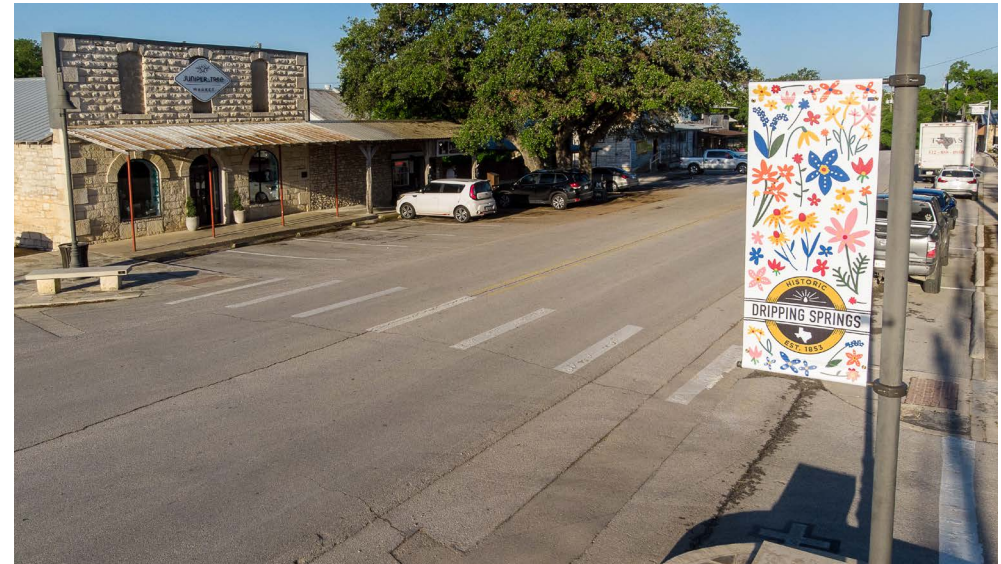


Figure 15. DSISD School Bus Depot  
Source: CBS Austin

The biggest unknowns to the transportation web has been US 290 and TxDOT's expansions. While these plans have only recently been made available, information provided to the design team from the County, City and others with knowledge of TxDOT's plans, were able to provide at least general information. When these plans were unveiled in early 2024, the plans largely followed what had been expressed to the design team. One caveat is that at the time of the publishing of this Comprehensive Plan, it is anticipated that TxDOT will embark on a "bypass study" which would route traffic around Dripping Springs rather than through it, as its current plans propose. The design team has examined the plans, and while we would anticipate that there may be shifts and amendments in the final layout, the overall plans do

not seem to pose the type logistical or public oppositions that have been touted, as the ROW for US 290 largely adheres to the current ROW through the center of the City.

As explained by several stakeholders, the freeway section of US 290 was planned to stop east of the RR12, transition to the 6-lane condition through the City and then transition back to its current ROW configuration after Roger Hanks. Any further improvements to US 290 west of Roger Hanks would be evaluated by TxDOT whenever it looks at improving US 281. The City generally has no issues with the major features of this design; however, it likewise anticipates that individual driveways, access points, etc may change. **Of note, many North-South orientation streets currently intersect/pass through US 290. From the extents of the ETJ, only a few streets are anticipated to provide access “across” US 290. Those include: Nutty Brown, Sawyer Ranch, Trautwein, which will represent a major change in traffic flow patterns for residents.**



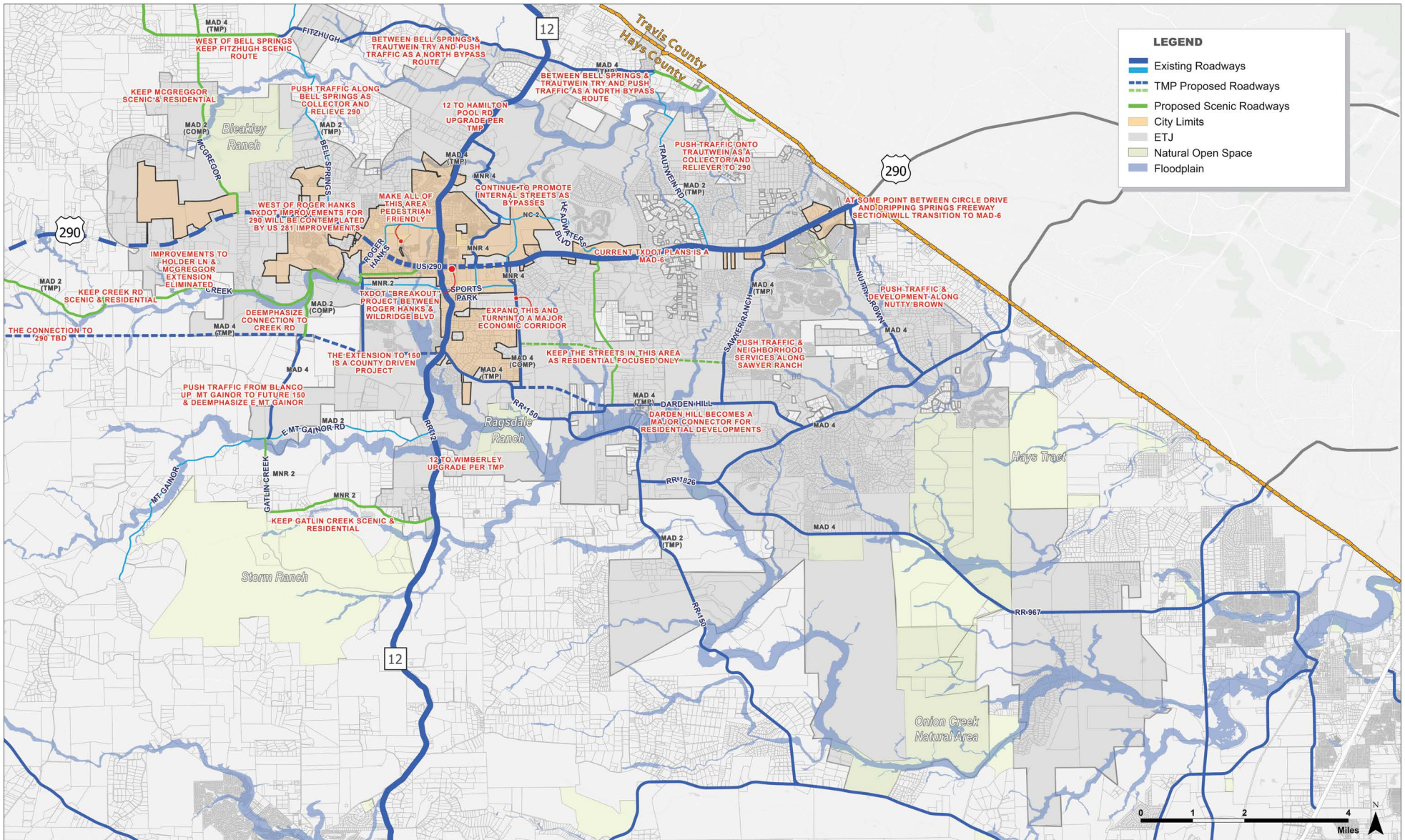


Figure 16. Roadway Analysis Map

## PARCEL ANALYSIS AND MAPPING CONSTRAINTS

The last piece of our mapping analysis dealt with geographic, visual/aesthetic, and regulatory constraints, and were informed heavily through the public engagement process. As stated in the Guiding Principles, Dripping Springs owes its growth and desirability to the environment in which it sits. The preservation and protection of that environment is imperative to maintaining that character. When citizens, the CPAC, City and other stakeholders were pressed to describe what made their environment so special, it quickly became clear that the plan would need to take a decidedly “preservationist” approach. As such, the design team identified all significant hills, large patches of vegetation/tree cover, and as suggested by the City, adopted the Atlas 14 recommendation for Flood Plain, which is effectively the current 500 Year Flood Plain. All of these areas were identified and mapped and generally, “taken off the table” as potential areas for future development. In addition, the design team reached out to various conservation organizations and interfaced with the City regarding future park and green space plans to further expand areas that should be “protected”. Lastly, the design team looked at remaining parcels and areas and ONLY those that were either vacant or underutilized were characterized as “potential”. While the design team did not directly contact individual owners regarding their vacant or underutilized parcels, they did a “windshield” review of all potential parcels to confirm their current states. Lastly, the design team, with help of the City, identified and mapped all “planned development” parcels,

which included all projects the City was either in the entitlement process with or that the City had heard might be developed. **To summarize, the only parcels suggested for new development were:**

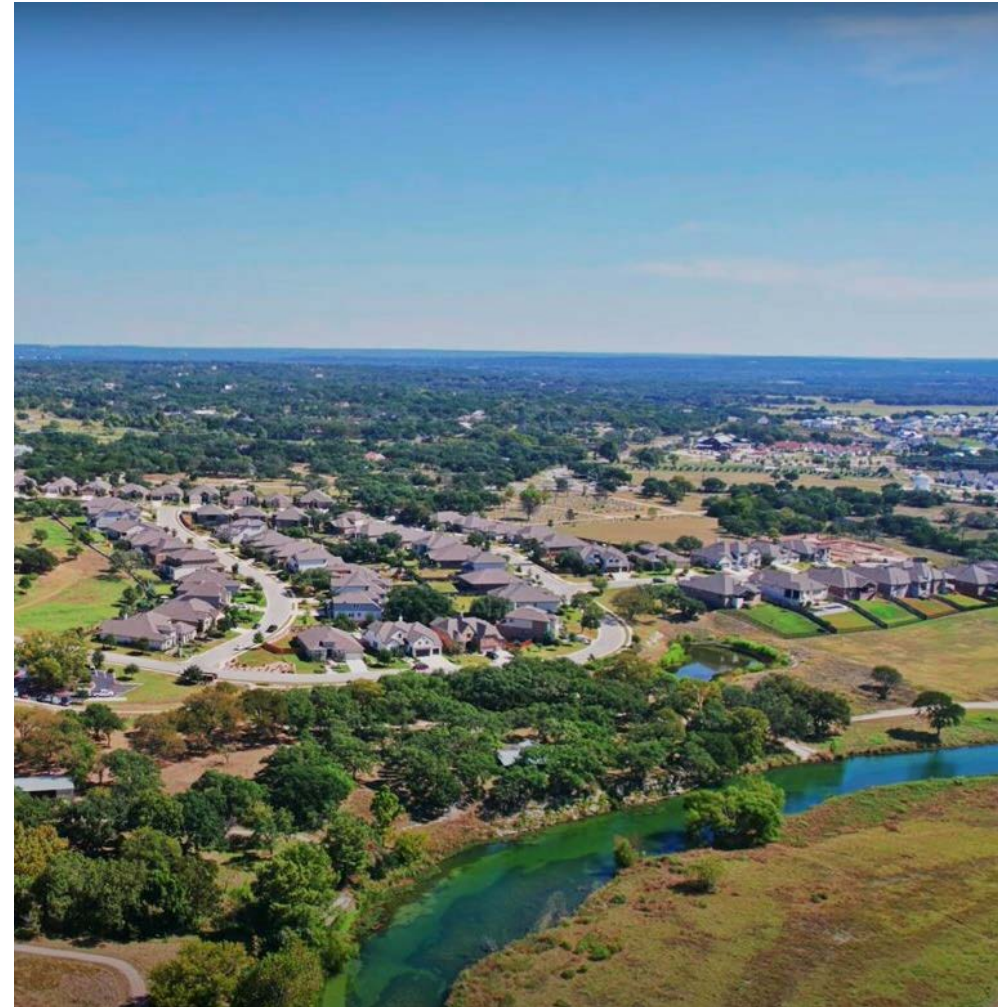
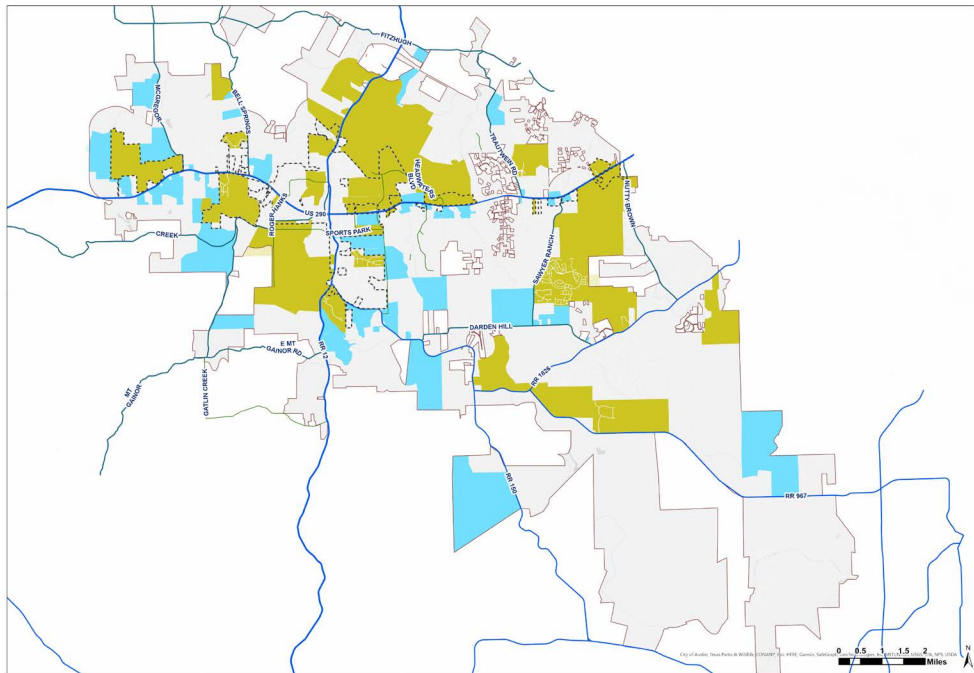
- **not part of a planned or proposed development,**
- **vacant or heavily under utilized,**
- **not heavily vegetated,**
- **did not have a lot of topography,**
- **not in the 500 year flood plain,**
- **not slated for future green/park space,**
- **AND close to future infrastructure improvements (water, wastewater and roadway).**

It was only after vetting all of these constraints that the design team looked at potential future development, and that became the basis for our Future Land Use Map.



# PLANNED DEVELOPMENTS

A significant part of the growth in Dripping Springs will come from existing planned developments. For the purposes of the Comprehensive Plan, planned developments represent those areas that are in various stages of development (from entitlements through actual construction) as well as other properties for which the City is aware of impending development. The overall growth of Dripping Springs is seen through a blend of these existing planned developments and the opportunity areas that were described in previous sections.



## CURRENT DEVELOPMENT PROCESS

Like most towns on the outskirts of Austin, Dripping Springs has grown and changed from a bedroom community/retirement destination to a city. With a relatively recent and steady influx of population, the City has had to pivot its priorities to keeping up with an increasingly larger population that demands higher quality services and amenities while contending with utility and infrastructure limitations. It also must contend with the fact that many of the current residents of Dripping Springs are relatively recent arrivals, which means that they have a different perception of the City. The growth of the population and necessary services has been illustrated above; however, beyond the physical impact of these changes, the process through which development occurs has also had to pivot.

The expansion and creation of large, master-planned communities continues to drive much of the development in the City and ETJ. Generally, these communities have secured their own water capacity and their developments have been approved through the creation of Planned Development District (PDD) zoning process rather than being able to go through a conventional zoning and approval process. The PDD, from a zoning perspective, then becomes the approved zoning for that development and supercedes its previous zoning requirements. In most Cities the PDD or Planned Unit Development (PUD) zoning is reserved for large developments that seek certain accommodations/incentives from a city in exchange for the creation of a superior end product than would have been required under a conventional zoning. The superior end product varies

from upgraded building materials, to increased public park/green space to stronger pedestrian connectivity. Incentives that cities are often willing to make, might include things like elimination of parkland fee/dedication, density bonuses or additive uses. As part of the PDD process, a Development Agreement (DA), which formalizes all of the criteria, rights, and obligations of both the City and Developer, is required. So automatically one can see that the PDD process is a far longer approval process. In Dripping Springs, the PDD/DA process generally takes a minimum of 9 months to multiple years, which is fairly standard. The City has experimented with other processes and interim steps such as Memorandums of Understanding (MOUs), but generally, these have not been used or necessary, and the desire to develop in Dripping Springs remains high. This elongated entitlement timeframe and uncertainty plagues many other cities including



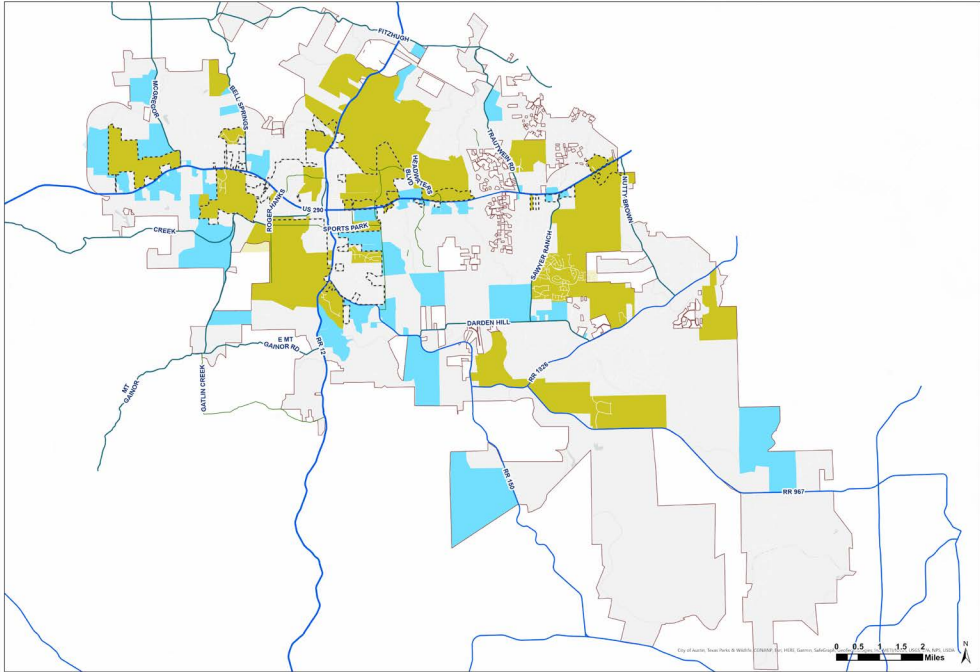
Austin and has stalled their development.

As it relates to development in the City, **it is increased density that developments are seeking which pushes the PDD process.** Again, these are the “concessions” that the City has most often been willing to make. In exchange for additional density, the City has been able to push Parkland Dedication, Transportation Improvements, Dark Sky Compliance, Sidewalk/Trail Construction and Building Material Upgrades. **This has been the City’s primary mechanism to increasing its parkland and to building substantial portions of the roadways in its transportation master plan.** While the City’s ability to regulate development in the City Limits is constrained due to infrastructure limitation and funding for transportation improvements, it is almost non-existent in the County which oversees the ETJ. With relatively less rules in effect for the County, there is almost no incentive for developers to try and annex into the City, which thus, limits the overall amount of tax base that Dripping Springs could get. One caveat is on commercial developments as the maximum impervious cover in the County is 35% but it is 70% in the City. While this has not dissuaded commercial development in the County, mostly because there are no parking requirements in the County, **it has been a driver for commercial development to want to occur in the City versus the ETJ.** Recently, there have been several changes/pushes in the County that may begin to “level” the playing field for the development within the City versus the ETJ. The County is amending its Tree Mitigation ordinances to more closely align with those of the City and other jurisdictions.

Under the current rules, a developer can pay \$6,000/acre to remove as much tree cover as desired. Second, the County is pushing Conservation Subdivision Development (CSD). This is a concerted effort by Hays County to establish minimum regulations for open space preservation, water quality and conservation, water recapture/reuse, floodplain and stream buffer protection, and other conservation/environmentally focused measures for its future subdivisions. While this is currently a voluntary program, the anticipation is that these newer, more environmentally sensitive neighborhoods may establish the standard for future developments. The City also indicated that another objective and potential push that they may exercise through the PDD program are attainable housing initiatives. A code rewrite is not a part of the Comprehensive Plan, but it is suggested that adding some potential language related to PDDs may help to speed the overall PDD process (i.e. codifying the most common incentives and accommodations similar to the CSD Matrix). In addition, the City prefers direct negotiations with developers as their interests vary based upon the individual parcel(s) that may be sought for rezoning.

# FINAL ANALYSIS

When all factors are merged together, the resulting map shows opportunity areas spread throughout the City and ETJ (as shown in light blue on the map). Likewise, as there continues to be activity within existing and planned developments, these parcels are called out as well (as shown in yellow on the map). The majority of planned developments are located either in or close to the City Limits, which aligns with the data. Likewise, most opportunity areas fall within the ETJ, reflecting how extensively the land inside the city limits is already built out OR planned for development. While the analysis clearly identified where changes are needed, further work was required to determine what those changes should be.



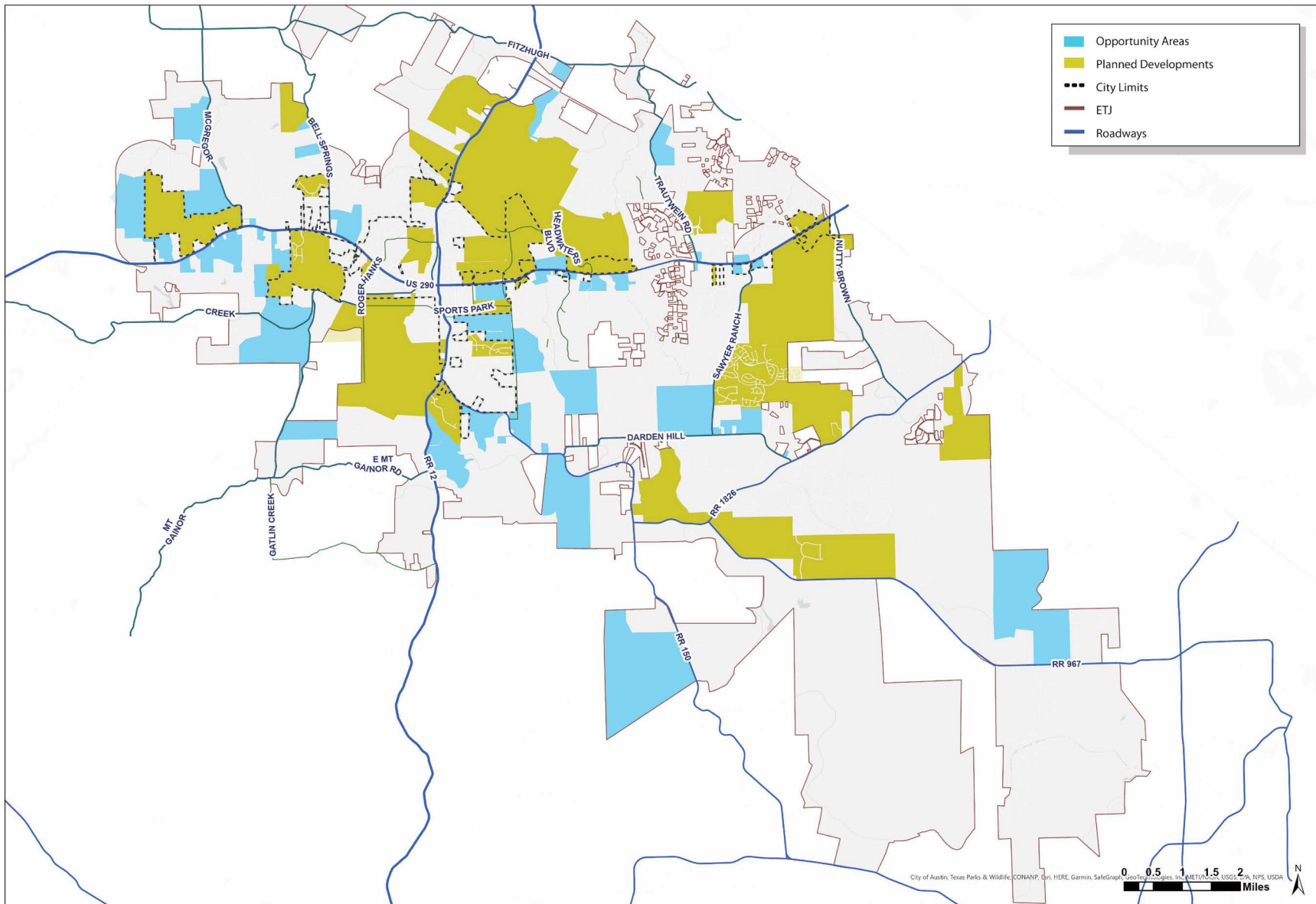


Figure 17. Parcel Analysis Map

# PLACE TYPES

## WHAT ARE PLACE TYPES?

In analyzing the existing land uses in Dripping Springs, two things became very clear. The first is that the current land use designations, while sufficient for differentiating major classifications like residential and commercial uses, did not adequately describe the area's character. In other words, while a 5-acre estate and a 60' x 120' lot are both residential, they are very different types of places. The second is that because so much of Dripping Springs' City and ETJ were developed as PDDs, wholesale areas are a single, homogeneous land use type of PDD or PUD, which likewise neither describes the use NOR the place. Therefore, we had to create an understandable way to reclassify existing land uses so that we could plan for the creation of appropriate future places. The backbone of this future vision is the Future Land Use Map. A Future Land Use Map (FLUM) establishes and defines land use categories and applies it to all the land within the city and the ETJ. The FLUM guides future development and redevelopment by providing the decision-making bodies information on the intended land uses of future development. Typically, land use designations on FLUMs are one-dimensional (density-based) and may not provide enough specificity on the intended character of the land use. Place Types are an effort to provide character-based land use designations that help the residents and elected officials to better envision their community's future.



Every place leaves an impression on the people who live there, work there, or visit. Dripping Springs already has a strong identity and character that is deeply felt by local residents and visitors. Future development in Dripping Springs should respect that strong identity and character through the use of Place Type designations which focuses on the look and feel of places—their form and character—instead of focusing only on land use.

What makes a place unique, memorable, and loved by the community? Often, it’s a mix of natural, cultural, and man-made elements in the built environment. Some key elements that contribute to Dripping Springs’ sense of place include the rolling landscape of the Hill Country with its stunning vistas, its creeks (Onion Creek, Little Barton Creek), its dark skies initiative, historic Mercer Street, its unique tourist destinations, and its livable neighborhoods. Of course, this sense of place can occur at multiple levels - across an entire city, within individual neighborhoods, or on a specific block.

The 12 Place Types that were designated in Dripping Springs were established by examining the City and ETJ as it exists, because, as previously stated, the sense of place that Dripping Springs already possesses is what it wants to continue to be. Unlike some plans, which use prototypical zoning and land uses to characterize places, the Plan’s place type designations are not arbitrary.

The place types are also characterized by their development context -Rural, Suburban, and Village. Place types will include the following:

- Brief description of the character
- Land uses permitted
- Appropriate zoning tools to be utilized
- Development metrics
- Additional policy considerations



# PLACE TYPES - RURAL

## HILL COUNTRY/RURAL PRESERVE

Includes designated flood plains, steep grades/ravines, wooded areas or forests, wetlands, wildlife corridors, protected areas, nature preserves and parks (both public and private parks). These areas are to be preserved in perpetuity. No significant development is permitted in these areas.

- **Uses permitted:** uses and structures related to these areas used for park purposes shall be permitted. Uses may include passive open spaces, parks, wetlands, wildlife corridors, etc., with associated customary functions. These customary functions may include picnic areas, trails (paved and natural), parking areas, camping areas, low impact cabins, rest rooms, concession areas, etc. They may also include instructional areas for wildlife and nature education. Limited areas (10% or less) may be dedicated to active recreation such as ball fields and courts. This may include low impact recreation facilities such as frisbee golf, etc. but shall not include regular golf courses or facilities that require regrading, re-vegetation or removal of natural areas.
- **Appropriate zoning:** Public Park or Preserve (PP)
- **Development metrics:** development plans shall be approved as part of the plans for the parks and preserves (through the City for areas within the City Limits, through the county for areas in the ETJ or Texas Parks and Wildlife Department (TPWD) for areas that are state preserves or state parks).



## HILL COUNTRY/RURAL RESERVE

Shall include lands dedicated to active farms, ranches, vineyards, and conservation neighborhoods (lots smaller than one acre only if sewer is available) with significant dedicated open space, etc.

- **Uses permitted:** Uses related to ranching, agriculture, viticulture, residential uses, farm stores, farmers' markets, etc.
- **Appropriate zoning:** AG (and future conservation neighborhood zoning). Average density of 1 dwelling unit (DU)/acre or lower with connection to sewer.
- **Development metrics :** Refer to requirements for conservation neighborhoods:
  - + Minimum land area assembly = 100 acres.
  - + Minimum open space (or area dedicated to farmstead, ranch, or open space/preserve) = 50%.
  - + Lots smaller than 1 ac permitted only with access to sewer. Average density shall be no more than 1 DU/gross acre.
  - + Limit regrading, clearcutting, and development in floodplain.



## HILL COUNTRY ESTATE

Shall include older, mature and established neighborhoods that were developed prior to city sewer installation. These are desirable since they have larger lots (larger than 1 acre) with mature vegetation and modest homes. They are generally along existing county roadways or limited new streets with cul-de-sacs and no significant amount of open space dedicated. Any floodplain, etc. is platted into residential lots. This category shall also include ranchettes which offer larger parcels to accommodate farm animals and/or horses in a rural environment as a hobby and not as a business.

- **Uses Permitted:** Single-family residential with accessory dwelling units permitted. Accessory farm uses and structures for domestic animals and horses shall also be permitted.
- **Appropriate zoning:** AG and Single-Family Residential - Low Density.
- **Development metrics:**
  - + Allow accessory DU on lots with access to sewer or septic capacity (over 1 acre). Fences in the front yard are rural type (open pipe rail, post and rail, etc.).



# PLACE TYPES - SUBURBAN

## SUBURBAN NEIGHBORHOOD

Suburban Neighborhood: Existing and new neighborhoods (mostly single family or suburban multifamily pods) with a suburban street pattern - large blocks, limited street connectivity, dendritic street pattern, no variety in lot sizes or housing types, and uses separated by density.

- **Uses Permitted:** Single-family residential (detached) (Densities range from 1 DU/acre to 6 DU/ac), multi-family residential (12 - 15DU/ac). Limited neighborhood commercial maybe permitted at key intersections or nodes in the neighborhood.
- **Appropriate zoning:** Single-Family Residential - moderate density, multifamily residential, planned development.
- **Development metrics:**
  - + Encourage street connectivity/limit the use of cul-de-sacs with the exception of areas of steep grade.
  - + Encourage a range of lot sizes and housing types within a development.
  - + Reserve prominent sites for neighborhood schools and parks. Provide a continuous network of sidewalks and trails to connect areas within the neighborhood and outside the neighborhood to adjoining destinations.
  - + Consider locating multi-family near commercial and/or employment nodes with appropriate buffers to adjoining uses.



## NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial: This land use category is intended to allow for a mix of neighborhood oriented commercial development with office and multi-family that transitions to adjoining new neighborhoods. Generally, this land use designation is located along US 290 and key intersections along US 290. Typically, this category is predominantly auto-oriented development (buildings setback from the roadway and parking in the front).

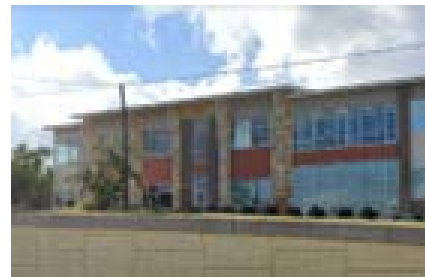
- **Uses Permitted:** Uses permitted in this category are mainly neighborhood serving retail, some garden office, lodging, and services.
- **Appropriate Zoning:** Local Retail, General Retail, Commercial Services District
- **Development Metrics:**
  - + Development along US 290 to include a landscape buffer (min. 20' wide) with which the following elements should be included -- canopy trees, rural fencing, parking lot screening using rustic masonry (limestone) retaining walls to create a unique look and feel along US 290.
  - + Cross access easements and internal connectivity should be prioritized in commercial developments.
  - + Pedestrian access and connectivity within the development and to adjoining cross streets.
  - + Parking lot lighting and building lighting to utilize dark skies.



## EMPLOYMENT CENTER/BUSINESS PARK

This land use category allows for larger, master planned corporate office, garden office, flex office, and light industrial type developments that provide for regional and local employment. They are still auto-oriented and located along US 290. Some of them are on larger sites and some are older light manufacturing uses on smaller sites (e.g., Right Space Storage, industrial along Frog Pond Ln, development between Canyon Bend Dr and Sunset Canyon along south side of US 290). These are not located at major intersections, rather located between intersections.

- **Uses Permitted:** Corporate office, garden office, flex-office, light industrial, storage, lodging (to support the office uses), and retail and restaurants (to support the office uses).
- **Appropriate Zoning:** Office, Industrial, Commercial Services
- **Development Metrics:**
  - + Same frontage treatment along US 290 as Neighborhood Commercial
  - + Large properties and parcels of land along US 290 to develop corporate / flex office campuses and buildings.
  - + Smaller properties to develop garden style offices.
  - + Typically includes properties that are not at a highway interchange and may not be attractive for regional retail uses.
  - + Encourage site design that incorporates large flex office/industrial buildings with smaller professional office buildings with a hierarchy of connected streets and blocks.
  - + Locate service bays, outdoor storage (if any), trash/ dumpsters and truck loading/unloading away from direct frontage on US 290 (to be located on the side or to the rear of buildings along US 290).



## REGIONAL COMMERCIAL

This land use category shall facilitate the development of regional scale larger retail and commercial centers that draw from a regional market shed. They shall be located at a major intersection on US 290 to maximize regional access and access to adjoining residential.

- **Uses Permitted:**

- + Mostly large format retail with restaurants and entertainment uses or mid-rise office buildings.
- + May include lodging and related uses.
- + May include multi-family and professional offices as a transition to adjoining neighborhoods.

- **Appropriate Zoning:** Local Retail, General Retail, Office, Multi-family Residential, Planned Development.

- **Development Metrics:**

- + Same frontage treatment along US 290 as Neighborhood Commercial.
- + Focus on minimizing the impact of a 'big box' look by articulating the building mass horizontally and vertically.
- + Allow a range of local building materials.



# PLACE TYPES - VILLAGE

## VILLAGE CENTER (DOWNTOWN)

This land use category is intended for Dripping Spring's historic core along Mercer Street between RR 12 and Sportsplex Drive. It is intended to maintain the quality of Downtown as a main historic and cultural destination in the region, preserve the historic character and context of Downtown including the appearance of the historic buildings along Mercer Street. Downtown should grow as a destination for dining, entertainment, and festivals for all residents of Dripping Springs.

- **Uses Permitted:** Allow mixed use by right (retail, restaurant, office, civic, entertainment, and residential uses as transitions).
- **Appropriate Zoning Districts:** Create a new Village Center District as a new form-based zoning district to establish clear use and development standards for Mercer Street (as the Village Core) and adjoining areas (Village Transitions/Village Neighborhood). Incorporate the existing historic district standards into the form-based zoning district.
- **Development Metrics:**
  - + Historic and contextually appropriate buildings (scale, height of 1 - 2 stories, façade design, fenestration) restored/revitalized and repurposed to allow for flexible building use reflective of and in response to the market demand.
  - + Prioritize public realm (streetscape improvements) with bulb-outs, wide sidewalks, and trees.
  - + Orient auto-oriented site elements like off-street parking, driveways, and drive-through facilities away from Mercer Street.
  - + Identify catalytic projects that can drive private development.



## VILLAGE RESIDENTIAL

This land use category is intended to accommodate older (and some newer) residential blocks immediately surrounding the Village Center (historic Mercer Street), Old Fitzhugh Road corridor, some areas south of US 290 across from Downtown (Hays Street west of RR 12). The goal is to maintain the scale, character, and context of the existing neighborhood fabric including the existing street grid and connectivity.

- **Uses Permitted:**

- + Historic buildings to maintain their original intent (mostly single family) while allowing garage apartments/granny flats.
- + Allow professional office, live/work, and corner retail uses.
- + Transition to downtown with context sensitive infill including “missing middle” residential types such as cottage courts, duplexes, quad-plexes, townhomes, and small courtyard apartment buildings.
- + Density based on existing neighborhood context.

- **Appropriate Zoning Districts:** Create a new Village Residential District as a new form-based zoning district to establish clear use and development standards for the blocks adjoining Mercer Street (including Old Fitzhugh Road). Incorporate any existing historic district standards into the form-based zoning district. PDs may be appropriate for areas that are greenfield, but the design of neighborhoods must follow the principles of a traditional neighborhood (metrics below).

- **Development Metrics:**

- **Existing neighborhoods:**

- + Encourage renovation and infill design that is in keeping with historic structures.
- + Maintain existing street network, parks and open space.
- + Provide additional trail connections.
- + Connect to new adjoining neighborhoods.

- **New Neighborhoods:**

- + Connected street (grid-like).
- + Streets with view corridors along that focus on open space and the lake (which allows for both visual and physical access).
- + Network of parks and trails.
- + Architectural design recommendations to ensure quality neighborhoods.
- + Mix of lot and housing types.



## MIXED USE

This category shall include new developments that are designed along the principles of new urbanism (typically new town centers) with retail, restaurant, office, and residential uses in a walkable context. It may include both horizontal or vertical mixed use. Emphasis shall be placed on the development being walkable with buildings at the sidewalk and parking behind the building.

- **Uses Permitted:**

- + Range of commercial uses (retail, restaurant, entertainment, office, personal service uses).
- + It shall also include a variety of residential types (single-family detached, patio homes, cottage courts, townhomes, multi-family, etc.).
- + It shall include a range of parks, plazas, playgrounds and open spaces connected by sidewalks and trails and integrated into the design of the mixed use neighborhood.

- **Appropriate Zoning Districts:** Develop a new zoning tool (Mixed Use District) to implement new mixed use developments with distinct sub-districts --core, transition, and neighborhood. The new Mixed Use District should allow calibration of the specific subdistricts based on the specific context of the location and market demand.

- **Development Metrics:**

- + Compact blocks and connected street grid.
- + Network of walkable streets with buildings lining them (80% building frontage).
- + Establish tailored standards for the component subdistricts (core, transition, and neighborhood).
- + Dedicated streets or alley network for service and parking frontage and access.
- + Create a variety of connected community gathering places and passive open spaces with trails to make walking and biking easy from one place to another and connect to off-site trails.
- + Provide appropriate transitions to protect adjacent neighborhoods and to promote sustained value.



## HILL COUNTRY DESTINATION

This category is intended to address the unique land use and design context of emerging entertainment and tourist corridors and nodes in and around Dripping Springs. These include Bell Springs Road, sections of US 290 and RR 12.

- **Uses Permitted:** Uses shall include entertainment and tourist related uses such as wineries, distilleries, tasting rooms, music destinations, wedding/event destinations along Bell Springs Rd, US 290 and RR 12 and amusement parks such as Dreamland.
- **Appropriate Zoning Districts:** General Retail, Planned Development.
- **Development Metrics:**
  - + Cluster future destinations along corridors with existing destinations
  - + Create a local trolley loop to connect major destination nodes with remote shared parking locations (schools, churches, other large parking facilities that could be shared on weeknights and weekends).
  - + Work with destinations to align with community events and activities to drive more visibility and branding.
  - + Design of new venues should incorporate the landscape and architecture of the Hill Country.



## PUBLIC AND CIVIC DESTINATION

This land use category is intended to accommodate a range of public and civic uses such as regional parks, cemeteries, golf courses, DS Ranch Park and Event Center, etc.

- **Uses Permitted:** More specifically, this category shall allow:

- + Access to a range of parks and open space amenities from child-friendly neighborhood parks to active plazas and squares within new developments.
- + Protection of natural landscapes and open space for wildflower viewing, bird watching, and the general enjoyment of nature including educational opportunities.
- + Opportunities for both active/programmed and passive/unprogrammed recreation.

- **Appropriate Zoning Districts:** Public Recreation, Public Park or Reserve, Government, Utility, Institutional.

- **Development Metrics:**

- Natural Landscapes:

- + Protection of the natural quality of the landscape (steep grades, hills).
- + Physical and visual access to natural landscapes (view sheds).
- + Improvements to be of a subtle character that fit the natural landscape.

- Programmed and Designed Landscapes:

- + Landscape improvements with an emphasis on native plants and plants with low water requirements.
- + Trails designed with hard and/or soft surface depending on the use.

- Enhance all parks and open space with a citywide and interconnected network of trails and paths for pedestrians and bicyclists.



# EXISTING LAND USE OVERLAY

Using the appropriate place type categories, the design team reclassified all of the parcels within City and ETJ. The intention of this was to better understand the fabric of the community rather than just designed parcel use. As noted earlier the design team field verified these results and also consulted with the City. The analysis allowed the design team to see potential development areas green space corridors, and growth patterns.



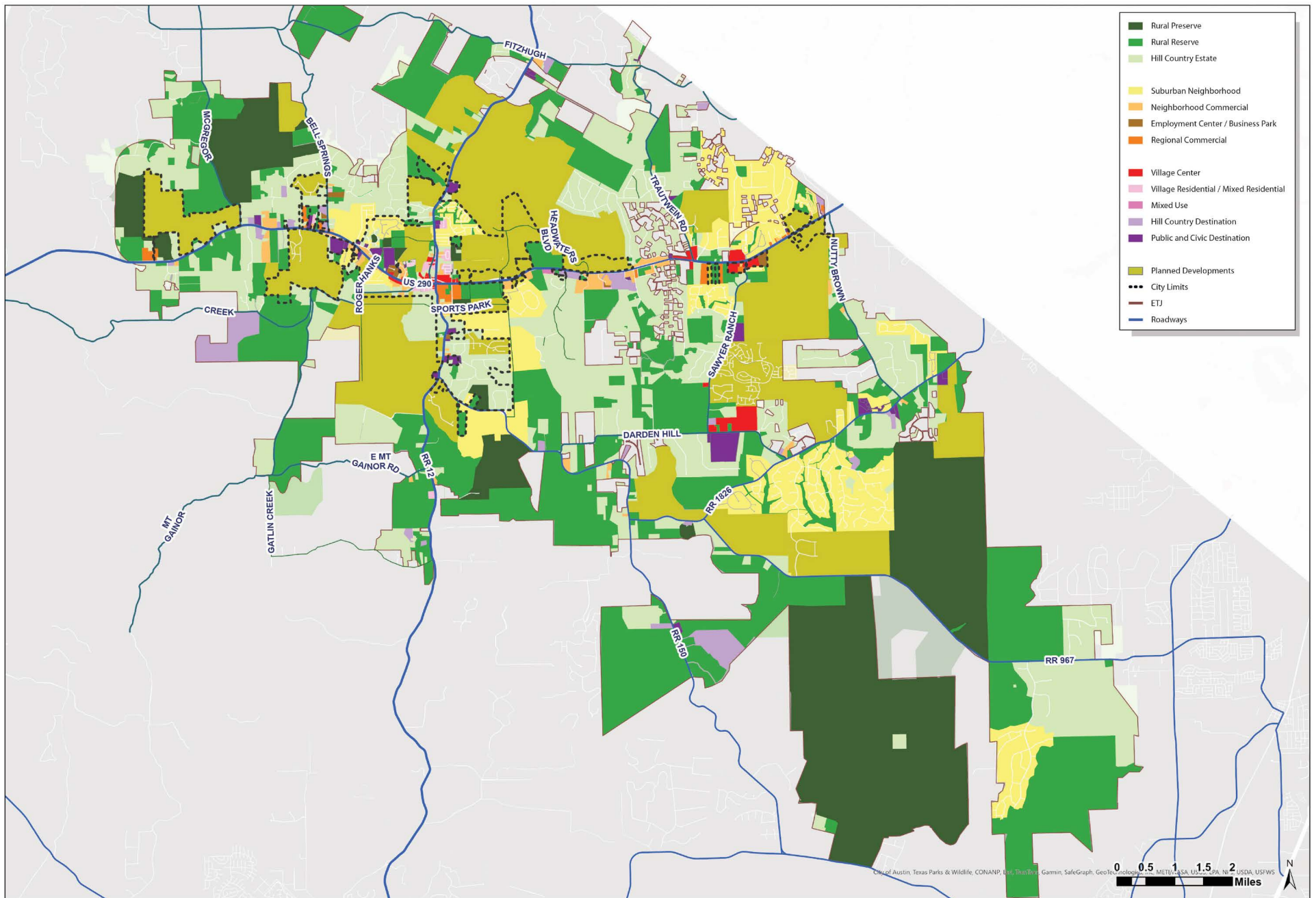


Figure 19. Existing Land Use - Place Types. ETJ Scale

# STRATEGY

The 2040 Comprehensive Plan serves as a guide for managing future growth in a way that enhances the community character of Dripping Springs. The Future Land Use Map provides a roadmap for how to direct this growth while maintaining and enhancing the physical characteristics of the City.

## OPPORTUNITY AREAS

Based upon the parameters previously outlined for determining Opportunity Areas and designating the various Place Types, the updated map shows a place type for all Opportunity Areas.

The Opportunity Areas were designated Place Types based on the following parameters:

- Utility Access
- Roadway Access (At the time of this study, the full TxDOT plan had not been released)
- Hydrology (500 Year Flood Plain used as Atlas 14 data has not been formally recognized)
- Topography
- Vegetation density
- Adjacent uses

## OPPORTUNITY AREA PLACE TYPES (ACRES)

<i>Opportunity Area Place Types</i>	<i>Total Within ETJ (Acres)</i>	<i>Within City Limits (Acres)</i>
Rural Preserve	503	-
Rural Reserve	5,668	108
Hill Country Estate	326	-
Suburban Neighborhood	1,346	-
Neighborhood Commercial	129	19
Village Center	232	28
Village Residential	82	-
Mixed Use	38	2
Hill Country Destination	110	6

In drafting the final future land use map, the design team also thought it important to subdivide the existing PDD areas into their appropriate constituent place types rather than leaving them as a single development parcel in order to better understand the overall community fabric.

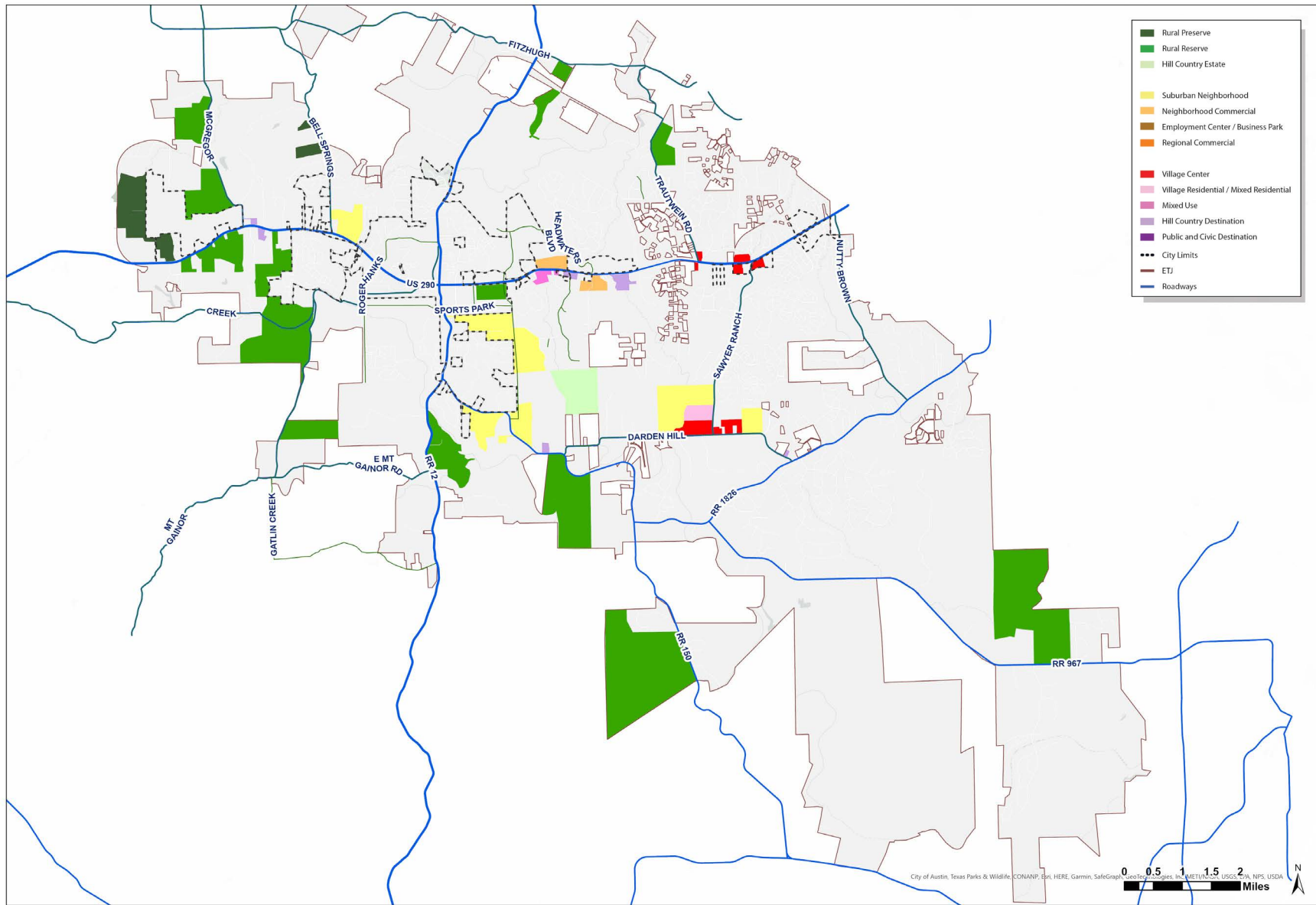


Figure 20. Opportunity Areas Map

# FUTURE CONSIDERATIONS

## FUTURE LAND USE MAP

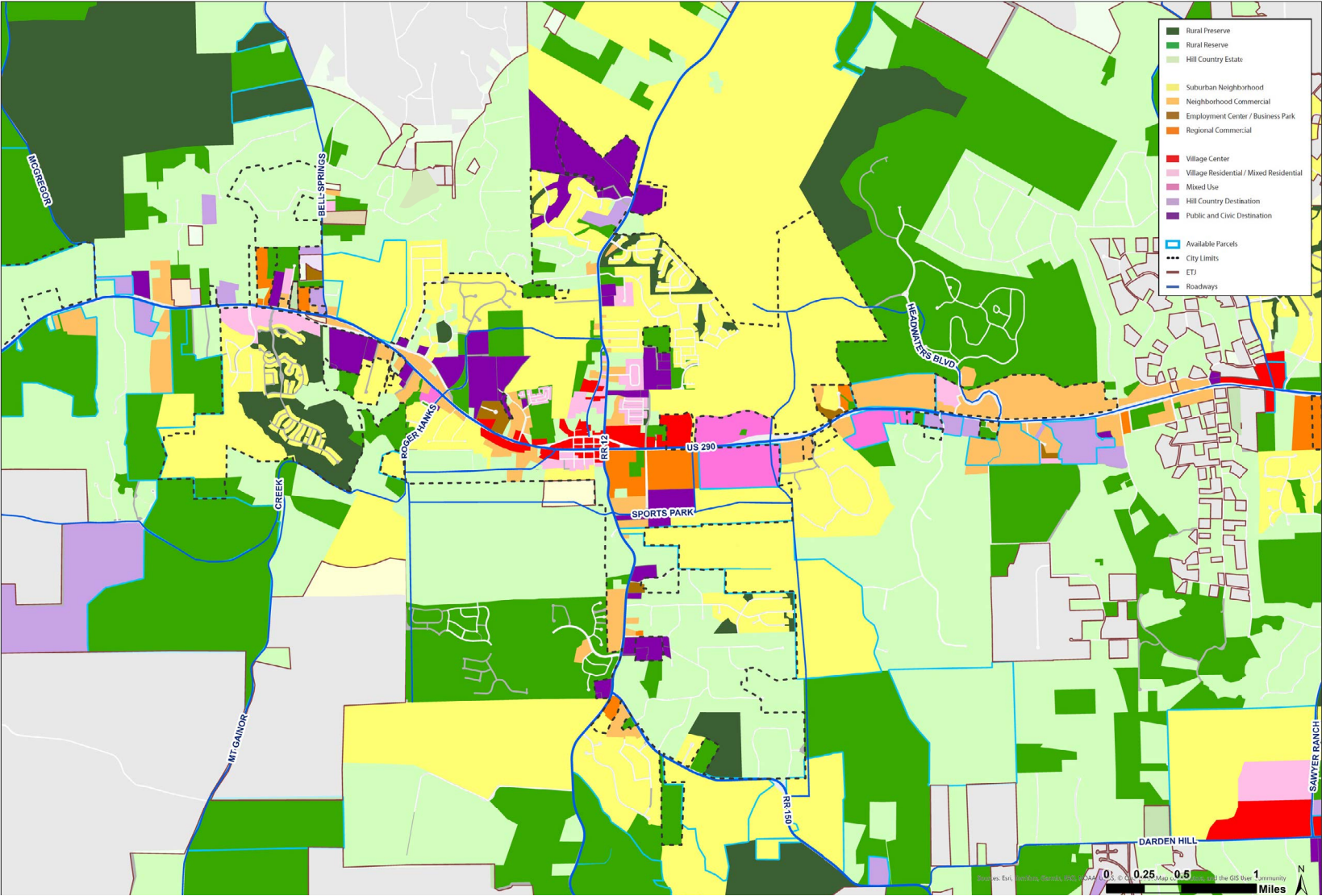


Figure 21. Future Land Use Map City Scale

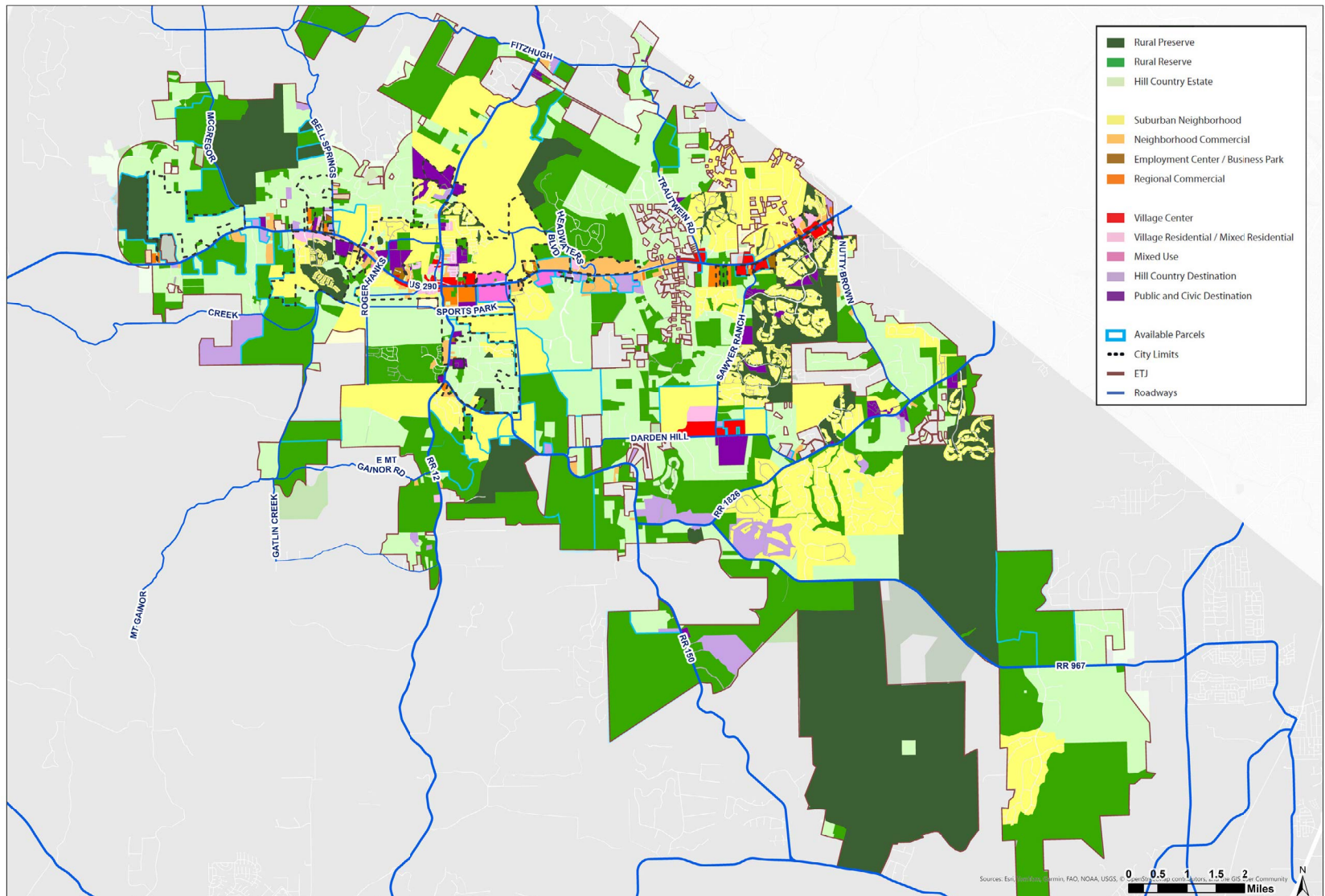


Figure 22. Future Land Use Map ETJ Scale

## FUTURE DEVELOPMENT POTENTIAL

The cumulative additional program per 5 year increment results in the chart below. A full description of the results including absorption rates, assumptions, etc, can be found in the appendices.

*Table 3. Additional Program by Land Use*

<b>Place Type (city + ETJ)</b>	<b>SF Residential Units</b>	<b>Multifamily Units</b>	<b>Office SF</b>	<b>Retail SF</b>	<b>Industrial SF</b>
Existing Entitled Residential	6,854	949	-	-	-
Existing Entitled Commercial	-	-	338,113	1,098,866	147,924
Rural Preserve	3	-	-	-	-
Rural Reserve	170	-	-	-	-
Hill Country Estate	33	-	-	-	-
Suburban Neighborhood	1,884	-	1,172,322	2,344,643	-
Neighborhood Commercial	129	-	225,014	225,014	281,267
Village Center	279	558	303,648	506,080	-
Village Residential	294	131	35,567	106,700	-
Mixed Use	106	114	32,975	49,462	-
Hill Country Destination	-	-	96,006	336,022	600,039
<b>Grand Total</b>	<b>9,751</b>	<b>1,751</b>	<b>2,203,644</b>	<b>4,666,788</b>	<b>1,029,230</b>

The resulting net fiscal benefits per 5 years increment results in the chart below broken out by City and ETJ. A full description of the results can be found in appendices. Of note, while the overall annual population continues to increase throughout the extent of the time line horizon, population growth based upon availability of area to grow stop in year 15 of the projection with growth only happening in the ETJ from there on.

### CUMULATIVE ADDITIONAL PROGRAM BY YEAR

<b>CITY + ETJ</b>		<b>Cumulative SF Residential</b>	<b>Cumulative Multifamily Units</b>	<b>Cumulative Office SF</b>	<b>Cumulative Retail SF</b>	<b>Cumulative SF Industrial</b>
2025	Year 3	1989	949	85200	153000	114000
2030	Year 8	5304	1314	227200	408000	304000
2035	Year 13	6842	1679	369200	663000	494000
2040	Year 18	8092	1751	511200	918000	684000
2045	Year 23	9342	1751	653200	1173000	874000

<b>Fiscal Benefits CITY + ETJ</b>		<b>Total Net New Taxable Property Value</b>	<b>Annual Property Tax</b>	<b>Annual Net New Sales Tax</b>	<b>Annual Additional Jobs</b>	<b>Annual Increase in Population</b>
2025	Year 3	\$971,735,700	\$20,078,828	\$918,000	184	2,062
2030	Year 8	\$2,408,825,700	\$49,363,383	\$2,448,000	184	1,840
2035	Year 13	\$3,149,482,777	\$65,531,321	\$3,978,000	184	762
2040	Year 18	\$3,733,139,177	\$78,742,309	\$5,508,000	184	653
2045	Year 23	\$4,305,999,177	\$91,749,957	\$7,038,000	184	653

<b>Fiscal Benefits CITY</b>		<b>Total Net New Taxable Property Value</b>	<b>Annual Property Tax</b>	<b>Annual Net New Sales Tax</b>	<b>Annual Additional Jobs</b>	<b>Annual Increase in Population</b>
2025	Year 3	\$535,602,000	\$10,087,528	\$405,000	48	1,187
2030	Year 8	\$1,428,272,000	\$26,900,075	\$1,080,000	48	1,187
2035	Year 13	\$1,624,509,077	\$30,596,004	\$1,755,000	48	110
2040	Year 18	\$1,663,745,477	\$31,334,982	\$2,430,000	48	-
2045	Year 23	\$1,692,185,477	\$31,870,621	\$3,105,000	48	-

<b>Fiscal Benefits ETJ</b>		<b>Total Net New Taxable Property Value</b>	<b>Annual Property Tax</b>	<b>Annual Net New Sales Tax</b>	<b>Annual Additional Jobs</b>	<b>Annual Increase in Population</b>
2025	Year 3	\$436,133,700	\$9,9910,300	\$513,000	136	874
2030	Year 8	\$980,553,700	\$22,463,309	\$1,368,000	136	653
2035	Year 13	\$1,524,973,700	\$34,935,317	\$2,223,000	136	653
2040	Year 18	\$2,069,393,700	\$47,407,326	\$3,078,000	136	653
2045	Year 23	\$2,613,813,700	\$59,879,335	\$3,933,000	136	653