



# PLANNING & ZONING COMMISSION REGULAR MEETING

City of Dripping Springs  
Council Chambers, 511 Mercer St, Dripping Springs, TX  
Tuesday, October 12, 2021 at 6:30 PM

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## Agenda

### CALL TO ORDER AND ROLL CALL

#### Commission Members

Mim James, Chair  
James Martin, Vice Chair  
Christian Bourguignon  
Doug Crosson  
John McIntosh  
Evelyn Strong  
Tammie Williamson

#### Staff, Consultants & Appointed/Elected Officials

City Administrator Michelle Fischer  
Deputy City Administrator Ginger Faught  
City Attorney Laura Mueller  
City Secretary Andrea Cunningham  
Planning Director Howard Koontz  
Senior Planner Tory Carpenter  
City Engineer Chad Gilpin

### PLEDGE OF ALLEGIANCE

### PRESENTATION OF CITIZENS

*A member of the public who desires to address the Commission regarding any item on an agenda for an open meeting may do so at presentation of citizens before an item or at a public hearing for an item during the Commission's consideration of that item. Citizens wishing to discuss matters not contained within the current agenda may do so, but only during the time allotted for presentation of citizens. Speakers are allowed two (2) minutes to speak during presentation of citizens or during each public hearing. Speakers may not cede or pool time. Members of the public requiring the assistance of a translator will be given twice the amount of time as a member of the public who does not require the assistance of a translator to address the Commission. It is the request of the Commission that members of the public wishing to speak on item(s) on the agenda with a noticed Public Hearing hold their comments until the item(s) are presented for consideration. Speakers are encouraged to sign in. Anyone may request a copy of the City's policy on presentation of citizens from the city secretary. By law no action may be taken during Presentation of Citizens.*

### CONSENT AGENDA

*The following items are anticipated to require little or no individualized discussion due to their nature being clerical, ministerial, mundane or routine. In an effort to enhance the efficiency of Planning & Zoning Commission meetings, it is intended that these items will be acted upon by the Planning & Zoning*

*Commission with a single motion because no public hearing or determination is necessary. However, a Planning & Zoning Commission Member or citizen may request separate deliberation for a specific item, in which event those items will be removed from the consent agenda prior to the Planning & Zoning Commission voting on the consent agenda as a collective, singular item. Prior to voting on the consent agenda, the Planning & Zoning Commission may add additional items that are listed elsewhere on the same agenda.*

- 1. Approval of the September 28, 2021, Planning & Zoning Commission regular meeting minutes.**
- 2. Approval of the 2022 Planning & Zoning Commission meeting calendar.**
- 3. Disapproval of SUB2021-0052: an application for Cannon Ranch Preliminary Plat for a 100.58 acre tract located at the intersection of Cannon Ranch Road and US 290 out of the Philip A. Smith Survey No. 26, Abstract 415 and the C.H. Malott Survey, Abstract 693. Applicant: Jake Helmburg, Doucet & Associates**
- 4. Disapproval of SUB2021-0054: an application for Driftwood Phase 2 Final Plat for a 19.30 acre tract located along the west side of Thurman Roberts Way north of its intersection with RM 1826 out of the Freeloove Woody Survey, Abstract 20. Applicant: Tory Miller, P.E., Murphee Engineering Company**

## **BUSINESS**

- 5. Discuss and consider recommendation regarding an Ordinance Amending Article 22.04 – Transportation Plan, Section 22.04.001, and related to Adoption of the 2021 Transportation Master Plan.**
  - a. Presentation and Staff Report
  - b. Public Hearing
  - c. Transportation Master Plan

## **PLANNING & DEVELOPMENT REPORTS**

### **EXECUTIVE SESSION**

*The Planning & Zoning Commission for the City of Dripping Springs has the right to adjourn into executive session at any time during the course of this meeting to discuss any matter as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 Deliberations about Gifts and Donations), 551.074 Personnel Matters), 551.076 (Deliberations about Security Devices), and 551.086 (Economic Development). The Planning & Zoning Commission for the City of Dripping Springs may act on any item listed in Executive Session in Open Session or move any item from Executive Session to Open Session for action.*

## **UPCOMING MEETINGS**

### **Planning & Zoning Commission Meetings**

October 26, 2021, at 6:30 p.m.

November 9, 2021, at 6:30 p.m.

November 23, 2021, at 6:30 p.m.

**City Council & BOA Meetings**

October 19, 2021, at 6:00 p.m. (CC)

November 2, 2021, at 6:00 p.m. (CC & BOA)

November 16, 2021, at 6:00 p.m. (CC)

**ADJOURN**

**TEXAS OPEN MEETINGS ACT PUBLIC NOTIFICATION & POSTING OF MEETING**

*All agenda items listed above are eligible for discussion and action unless otherwise specifically noted. This notice of meeting is posted in accordance with Chapter 551, Government Code, Vernon's Texas Codes. Annotated. In addition, the Commission may consider a vote to excuse the absence of any Commissioner for absence from this meeting.*

*I certify that this notice of meeting was posted at the City of Dripping Springs City Hall and website, [www.cityofdrippingsprings.com](http://www.cityofdrippingsprings.com), on **October 8, 2021, at 1:00 p.m.***

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City Secretary

*This facility is wheelchair accessible. Accessible parking spaces are available. Requests for auxiliary aids and services must be made 48 hours prior to this meeting by calling (512) 858-4725.*



# PLANNING & ZONING COMMISSION REGULAR MEETING

City of Dripping Springs

Council Chambers, 511 Mercer St, Dripping Springs, TX

Tuesday, September 28, 2021 at 6:30 PM

## MINUTES

### CALL TO ORDER AND ROLL CALL

With a quorum of the Commission present, Chair James called the meeting to order at 6:00 p.m.

**Commission Members present were:**

Mim James, Chair  
James Martin, Vice Chair  
John McIntosh  
Doug Crosson  
Evelyn Strong

**Commission Members absent were:**

Christian Bourguignon  
Tammie Williamson

**Staff, Consultants & Appointed/Elected Officials present were:**

City Attorney Laura Mueller  
City Secretary Andrea Cunningham  
Planning Director Howard Koontz  
Senior Planner Tory Carpenter  
Mayor Pro Tem Taline Manassian

### PLEDGE OF ALLEGIANCE

Commissioner Crosson led the Pledge of Allegiance to the Flag.

### PRESENTATION OF CITIZENS

*A member of the public who desires to address the Commission regarding any item on an agenda for an open meeting may do so at presentation of citizens before an item or at a public hearing for an item during the Commission's consideration of that item. Citizens wishing to discuss matters not contained within the current agenda may do so, but only during the time allotted for presentation of citizens. Speakers are allowed two (2) minutes to speak during presentation of citizens or during each public hearing. Speakers may not cede or pool time. Members of the public requiring the assistance of a translator will be given twice the amount of time as a member of the public who does not require the assistance of a translator to address the Commission. It is the request of the Commission that members of the public wishing to speak on item(s) on the agenda with a noticed Public Hearing hold their comments until the item(s) are presented for consideration. Speakers are encouraged to sign in. Anyone may request a copy of the City's policy on*

*presentation of citizens from the city secretary. By law no action may be taken during Presentation of Citizens.*

No one spoke during Presentation of Citizens.

## **CONSENT AGENDA**

*The following items are anticipated to require little or no individualized discussion due to their nature being clerical, ministerial, mundane or routine. In an effort to enhance the efficiency of Planning & Zoning Commission meetings, it is intended that these items will be acted upon by the Planning & Zoning Commission with a single motion because no public hearing or determination is necessary. However, a Planning & Zoning Commission Member or citizen may request separate deliberation for a specific item, in which event those items will be removed from the consent agenda prior to the Planning & Zoning Commission voting on the consent agenda as a collective, singular item. Prior to voting on the consent agenda, the Planning & Zoning Commission may add additional items that are listed elsewhere on the same agenda.*

Via unanimous consent, the Commission considered Consent Agenda Items individually.

- 1. Discuss and consider approval of the September 28, 2021, Planning & Zoning Commission regular meeting minutes.**

Chair James noted that the caption should read, “September 14, 2021”.

A motion was made by Commissioner Crosson to approve the September 14, 2021, Planning & Zoning Commission minutes. Commissioner Strong seconded the motion which carried 3 to 0 to 2, with Vice Chair Martin and Commissioner McIntosh abstaining.

- 2. Approval of SUB2021-0044: an application for a final plat for Driftwood Phase 1 Section 3 Final Plat for a 42.17 acre tract located along the west side of Thurman Roberts Way north of its intersection with RM 1826 of Driftwood 967 Phase 2, 42.17 acres out of Frelove Woody Sur, Abs 20, Hays County, Texas. Applicant: Tony Miller, P.E., Murfee Engineering Company, Inc.**

A motion was made by Commissioner Strong to approve SUB2021-0044: an application for a final plat for Driftwood Phase 1 Section 3 Final Plat for a 42.17 acre tract located along the west side of Thurman Roberts Way north of its intersection with RM 1826 of Driftwood 967 Phase 2, 42.17 acres out of Frelove Woody Sur, Abs 20, Hays County, Texas, with the condition that the applicant submit a 1445 approval statement from Hays County. Vice Chair Martin seconded the motion which carried 4 to 0 to 1, with Commissioner Crosson abstaining.

- 3. Disapproval of SUB2021-0051: an application for a preliminary plat for the Hardy T Subdivision for a 79.61 acre tract out of the Benjamin F Hannah Survey, Hays County, Texas. Applicant: Brian Estes, Civil and Environmental Consultants, Inc.**

A motion was made by Vice Chair Martin to deny approval of SUB2021-0051: an application for a preliminary plat for the Hardy T Subdivision for a 79.61 acre tract out of the Benjamin F Hannah Survey, Hays County, Texas, due to outstanding comments. Commissioner Crosson seconded the motion which carried unanimously 5 to 0.

## BUSINESS

4. **Public hearing and recommendation regarding VAR2021-0012: a Variance Application to consider a variance to Section 14.7 Minimum lot or unit sizes in city limits of Chapter 28, Exhibit A Subdivision Ordinance to allow a smaller lot than authorized at the 709 Business Park Subdivision at 711 W Hwy 290, Dripping Springs, Texas. Applicant: Randy Hutto.**

Chair James noted that the Planning & Zoning Commission is the approving body for this item, and that it is not required to go to City Council.

**a. Presentation** – Applicant Randy Hutto was available for questions from the Commission.

**b. Staff Report** – Tory Carpenter presented the staff report which is on file. Staff recommends approval of the variance with the condition that the variance only applies to the property in its current configuration and will cease to be valid if the parcel is further divided by sale or other means as this will require replatting and connection to a public wastewater system.

**c. Public Hearing** – No one spoke during the Public Hearing.

**d. Variance** – A motion was made by Vice Chair Martin to approve VAR2021-0012: a Variance Application to consider a variance to Section 14.7 Minimum lot or unit sizes in city limits of Chapter 28, Exhibit A Subdivision Ordinance to allow a smaller lot than authorized at the 709 Business Park Subdivision at 711 W Hwy 290, Dripping Springs, Texas, with the condition that the variance only applies to the property in its current configuration and will cease to be valid if the parcel is further divided by sale or other means as this will require replatting and connection to a public wastewater system. Commissioner McIntosh seconded the motion which carried unanimously 5 to 0.

## PLANNING & DEVELOPMENT REPORTS

5. **Planning Department Report**

Tory Carpenter and Laura Mueller presented the report which is on file.

6. **Presentation on separation of properties by condominium or other means as it relates to Subdivision and related ordinances. Presenter: Laura Mueller, City Attorney**

Laura Mueller gave a presentation on the item which is on file.

## EXECUTIVE SESSION

*The Planning & Zoning Commission for the City of Dripping Springs has the right to adjourn into executive session at any time during the course of this meeting to discuss any matter as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 Deliberations about Gifts and Donations), 551.074 Personnel Matters), 551.076 (Deliberations about Security Devices), and 551.086 (Economic Development). The Planning & Zoning*

*Commission for the City of Dripping Springs may act on any item listed in Executive Session in Open Session or move any item from Executive Session to Open Session for action.*

**7. Consultation with City Attorney on legal issues related to subdivision requirements, property separations, and condominium regimes. Consultation with Attorney, 551.071**

The Commission did not meet in Executive Session.

**UPCOMING MEETINGS**

**Planning & Zoning Commission Meetings**

October 12, 2021, at 6:30 p.m.

October 26, 2021, at 6:30 p.m.

**City Council & BOA Meetings**

October 5, 2021, at 6:00 p.m. (CC & BOA)

October 19, 2021, at 6:00 p.m. (CC)

November 2, 2021, at 6:00 p.m. (CC & BOA)

November 16, 2021, at 6:00 p.m. (CC)

**ADJOURN**

A motion was made by Vice Chair Martin to adjourn the meeting. Commissioner Crosson seconded the motion which carried unanimously 5 to 0.

This regular meeting adjourned at 7:17 p.m.



**STAFF REPORT**  
**City of Dripping Springs**  
**PO Box 384**  
**511 Mercer Street**  
**Dripping Springs, TX 78620**

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**Submitted By:** Andrea Cunningham, City Secretary

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**Commission Meeting Date:** October 12, 2021

**Agenda Item Wording:** **Approval of the 2022 Planning & Zoning Commission meeting calendar.**

**Agenda Item Requestor:** Andrea Cunningham, City Secretary

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**Summary/Background:** The attached 2022 meeting calendar for the Planning & Zoning Commission was drafted using the approved 2022 CODS Holiday Calendar. No meetings required rescheduling due to holidays.

**Recommended Commission Actions:** Staff recommends the Commission approve the calendar as presented.

**Attachments:**

- Draft PZC 2022 Meeting Calendar

**Next Steps/Schedule:** Update meeting calendar with approved meeting dates – website and meeting invite.

# 2022 Planning & Zoning Commission Meetings

## JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

## MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

## MAY

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## JULY

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

## SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

## NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

## FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

## APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

## JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

## AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

## OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

## DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

## City Hall Closures

### January

- 11 - Plat Meeting
- 25 - Regular Meeting

### February

- 8 - Plat Meeting
- 22 - Regular Meeting

### March

- 8 - Plat Meeting
- 22 - Regular Meeting

### April

- 12 - Plat Meeting
- 26 - Regular Meeting

### May

- 10 - Plat Meeting
- 24 - Regular Meeting

### June

- 14 - Plat Meeting
- 28 - Regular Meeting

### July

- 12 - Plat Meeting
- 26 - Regular Meeting

### August

- 9 - Plat Meeting
- 23 - Regular Meeting

### September

- 13 - Plat Meeting
- 27 - Regular Meeting

### October

- 11 - Plat Meeting
- 25 - Regular Meeting

### November

- 8 - Plat Meeting
- 22 - Regular Meeting

### December

- 13 - Plat Meeting
- 27 - Regular Meeting

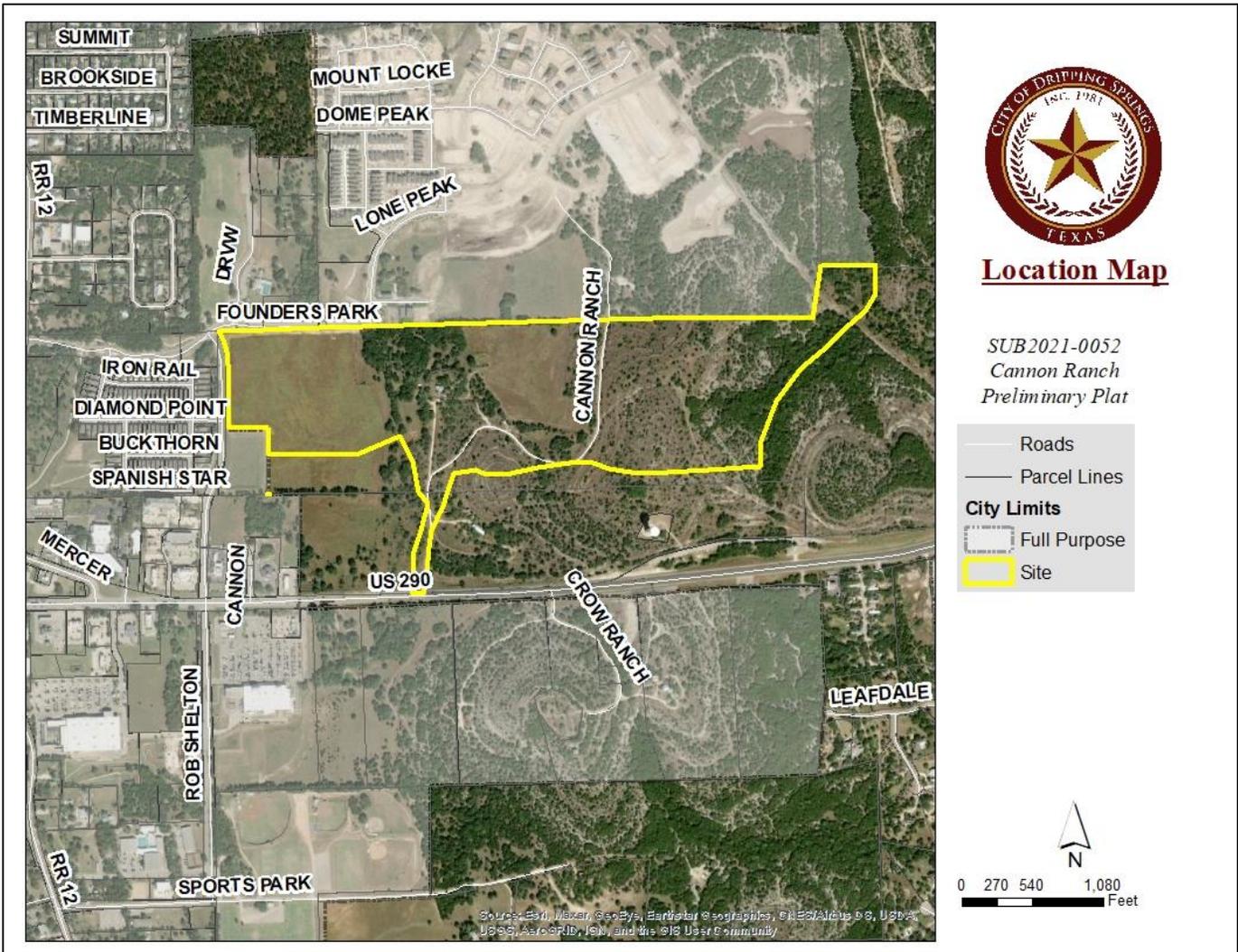


# Planning & Zoning Commission Planning Department Staff Report

**P&Z Meeting:** October 12, 2021  
**Project Number:** SUB2021-0052  
**Project Planner:** Tory Carpenter, Senior Planner

### Item Details

**Project Name:** Cannon Ranch Preliminary Plat  
**Property Location:** Cannon Ranch Road & US 290  
**Legal Description:** 100.58 Acres out of the Philip A. Smith & C.H. Malott Surveys.  
**Applicant:** Doucet & Associates  
**Property Owner:** Ashton Woods  
**Request:** A residential preliminary plat.



## Overview

The applicant is requesting approval of a preliminary plat consisting of 375 residential lots.

## Action Requested

*Disapproval to address comments.*

## Site Information

**Location:**

Cannon Ranch Road at US 290.

**Zoning Designation:** PDD #12

## Property History

The property was annexed and approved as PDD #12 in July 2021. This preliminary plat encompasses the entirety of the Cannon Ranch development.

## Recommendation

Staff is recommending disapproval.

## Attachments

Exhibit 1 – Plat

Exhibit 2 - Application

Recommended Action:	Disapproval.
Budget/Financial Impact:	All fees have been paid.
Public Comments:	None Received at this time.
Enforcement Issues:	N/A



City of Dripping Springs

PHYSICAL: 511 Mercer Street • MAILING: PO Box 384  
Dripping Springs, TX 78620

512.858.4725 • cityofdrippingsprings.com

**PRELIMINARY PLAT APPLICATION**

Case Number (staff use only): \_\_\_\_\_ - \_\_\_\_\_

**MEETINGS REQUIRED**  
(AS APPLICABLE PER SUBDIVISION ORDINANCE)

INFORMAL CONSULTATION

PRE-APPLICATION CONFERENCE

DATE: \_\_\_\_\_

8/26/2021

DATE: \_\_\_\_\_

NOT SCHEDULED

NOT SCHEDULED

**CONTACT INFORMATION**

APPLICANT NAME Jake Helmburg

COMPANY Doucet & Associates

STREET ADDRESS 7401 B Hwy 71 West, Suite 160

CITY Austin STATE Texas ZIP CODE 78735

PHONE 512-583-2677 EMAIL jhelmburg@doucetengineers.com

OWNER NAME Steven Pierce

COMPANY Ashton Woods

STREET ADDRESS 10721 Research Blvd. B-210

CITY Austin STATE Texas ZIP CODE 78759

PHONE 5128094413 EMAIL steven.pierce@ashtonwoods.com

PROPERTY INFORMATION	
PROPERTY OWNER NAME	Ashton Woods
PROPERTY ADDRESS	Cannon Ranch Road
CURRENT LEGAL DESCRIPTION	BEING A 100.58 ACRE TRACT OF LAND OUT OF THE PHILIP A. SMITH SURVEY NUMBER 26, ABSTRACT NUMBER 415, AND THE C.H. MALOTT SURVEY, ABSTRACT NUMBER 693, HAYS COUNTY, TEXAS, SAID TRACT BEING OUT OF THAT CALLED 209.697 ACRE TRACT CONVEYED IN A DEED TO CANNON FAMILY, LTD., AS RECORDED IN VOLUME 1619, PAGE 313 OF THE OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS [O.P.R.H.C.T.], ALSO BEING OUT OF A CALLED 58.000 ACRE TRACT DESCRIBED IN A DEED TO ORYX CANNON 58 LLC., RECORDED IN DOCUMENT NUMBER 20023358 [O.P.R.H.C.T.]
TAX ID #	17786
LOCATED IN	<input type="checkbox"/> City Limits <input type="checkbox"/> Extraterritorial Jurisdiction
CURRENT LAND ACREAGE	100.58
SCHOOL DISTRICT	Dripping Springs ISD
ESD DISTRICT(S)	6
ZONING/PDD/OVERLAY	PDD#12
EXISTING ROAD FRONTAGE	<input type="checkbox"/> Private Name: _____ <input checked="" type="checkbox"/> State Name: Hwy 290 <input checked="" type="checkbox"/> City/County (public) Name: Rob Shelton/Founders Park Road
DEVELOPMENT AGREEMENT? (If so, please attach agreement)	<input checked="" type="checkbox"/> Yes (see attached) <input type="checkbox"/> Not Applicable Development Agreement Name: PDD#12

ENVIRONMENTAL INFORMATION	
IS PROPERTY OVER THE EDWARDS AQUIFER RECHARGE ZONE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
IS PROPERTY OVER THE BARTON SPRINGS CONTRIBUTING ZONE TO THE EDWARDS AQUIFER?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
IS PROPERTY WITHIN A FEMA FLOODPLAIN AS DEFINED BY THE MOST CURRENT FIRM?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

PHYSICAL: 511 Mercer Street • MAILING: PO Box 384 • Dripping Springs, TX 78620

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PROJECT INFORMATION	
PROPOSED SUBDIVISION NAME	Cannon Ranch
TOTAL ACREAGE OF DEVELOPMENT	100.58
TOTAL NUMBER OF LOTS	375
AVERAGE SIZE OF LOTS	
INTENDED USE OF LOTS	<input checked="" type="checkbox"/> RESIDENTIAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> INDUSTRIAL/OTHER: _____
# OF LOTS PER USE	RESIDENTIAL: <u>375</u> COMMERCIAL: _____ INDUSTRIAL: _____
ACREAGE PER USE	RESIDENTIAL: <u>3.72 DU/AC</u> COMMERCIAL: _____ INDUSTRIAL: _____
LINEAR FEET (ADDED) OF PROPOSED ROADS	PUBLIC: <u>17,451</u> PRIVATE: _____
ANTICIPATED WASTEWATER SYSTEM	<input type="checkbox"/> CONVENTIONAL SEPTIC SYSTEM <input type="checkbox"/> CLASS I (AEROBIC) PERMITTED SYSTEM <input checked="" type="checkbox"/> PUBLIC SEWER
WATER SOURCES	<b>SURFACE WATER</b> <input checked="" type="checkbox"/> PUBLIC WATER SUPPLY <input type="checkbox"/> RAIN WATER <b>GROUND WATER*</b> <input type="checkbox"/> PUBLIC WELL <input type="checkbox"/> SHARED WELL <input type="checkbox"/> PUBLIC WATER SUPPLY
<p>*IF DOING GROUND WATER PROVISION FOR THE DEVELOPMENT USING GROUNDWATER RESOURCES, THE HAYS-TRINITY GROUNDWATER CONSERVATION DISTRICT MUST BE NOTIFIED:</p> <p>HAYS-TRINITY GCD NOTIFIED?   <input type="checkbox"/> YES   <input type="checkbox"/> NO</p>	

PHYSICAL: 511 Mercer Street • MAILING: PO Box 384 • Dripping Springs, TX 78620

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COMMENTS: \_\_\_\_\_

TITLE: Engineer Associate III SIGNATURE: *John Valenzuela*

**PUBLIC UTILITY CHECKLIST**

ELECTRIC PROVIDER NAME (if applicable): PEC  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

COMMUNICATIONS PROVIDER NAME (if applicable): Spectrum  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

WATER PROVIDER NAME (if applicable): City of Dripping Springs  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

WASTEWATER PROVIDER NAME (if applicable): City of Dripping Springs  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

GAS PROVIDER NAME (if applicable): Texas Gas  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

PARKLAND DEDICATION?	AGRICULTURE FACILITIES (FINAL PLAT)?
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NOT APPLICABLE	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NOT APPLICABLE

**COMPLIANCE WITH OUTDOOR LIGHTING ORDINANCE?\***

*(See attached agreement)*

\*If proposed subdivision is in the City Limits, compliance with the Lighting Ordinance is **mandatory**. If proposed subdivision is in the ETJ, compliance is **mandatory** when required by a Development Agreement, or as a condition of an Alternative Standard/Special Exception/Variance/Waiver.

Voluntary compliance is strongly encouraged by those not required by above criteria (see Outdoor Lighting tab on the city's website at [www.cityofdrippingsprings.com](http://www.cityofdrippingsprings.com) and online Lighting Ordinance under the Code of Ordinances tab for more information).

YES (REQUIRED)    YES (VOLUNTARY\*)    NO

**APPLICANT'S SIGNATURE**

*Note: An additional signature is required on page 7 of the application verifying completeness. Applications should be submitted **only** when all required information is included in the submittal.*

The above information is true to the best of my knowledge. I attest that the real property described is owned by me and all others as signed below. If the below signed applicant is not the owner of said property, the signature of the property owner must be included below, or consent must be attached (If a corporation, please list title, and name of corporation.)

\_\_\_\_\_

Applicant Name

Jake Helmburg  
\_\_\_\_\_

08/20/2021  
\_\_\_\_\_

Applicant Signature

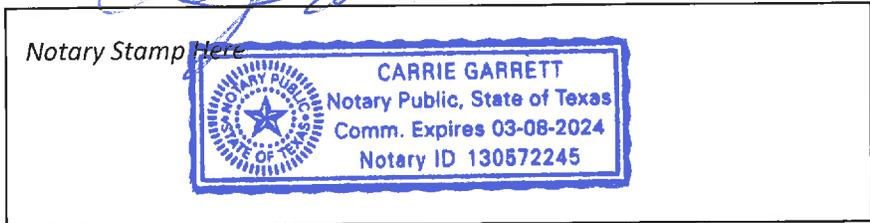
*Jake Helmburg*  
\_\_\_\_\_

Date  
08/20/2021  
\_\_\_\_\_

Notary

*[Handwritten Signature]*

Date  
08/23/2021



Steven Pierce - Ashton Woods  
\_\_\_\_\_

Property Owner Name

*[Handwritten Signature]*  
\_\_\_\_\_

8/23/21  
\_\_\_\_\_

Property Owner Signature

Date

All required items and information (including all applicable below listed exhibits and fees) must be received by the City for an application and request to be considered complete. Incomplete submissions will not be deemed filed and complete. By signing below, I acknowledge that I have read through and met all requirements for a complete submittal:

Applicants Signature: *John Valenzuela* Date: 08/20/2021

For projects within the ETJ, per the City of Dripping Springs Interlocal Cooperation Agreement with Hays County, a county subdivision application must also be submitted for review to the City. Fees for Hays County shall also be paid. The City will forward the application and Hays County Fees to the County.

**PRELIMINARY PLAT CHECKLIST**  
**Subdivision Ordinance, Section 4**

STAFF	APPLICANT	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Completed application form – including all required notarized signatures
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Application fee (refer to Fee Schedule) <span style="border: 1px solid red; padding: 2px;">\$85,140</span>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Digital Copies/PDF of all submitted items – please provide a coversheet outlining what digital contents are included on the CD/USB drive.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Digital Data (GIS) of Subdivision
<input type="checkbox"/>	<input type="checkbox"/>	County Application Submittal – proof of online submission (if applicable) <span style="border: 1px solid red; padding: 2px;">N/A</span>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	ESD #6 Application (if within City or Development Agreement) or Proof of Submittal to Hays County Fire Marshal (if in the ETJ)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	\$240 Fee for ESD #6 Application (if applicable)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Billing Contract Form
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Engineer’s Summary Report
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Preliminary Drainage Study <span style="border: 1px solid red; padding: 2px;">N/A - Included in Prelim engineering report</span>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Preliminary Plats (3 copies required – 11 x 17)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Tax Certificates – verifying that property taxes are current
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Copy of Notice Letter to the School District – notifying of preliminary submittal
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Outdoor Lighting Ordinance Compliance Agreement
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Development Agreement/PDD (If applicable)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Utility Service Provider “Will Serve” Letters
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Documentation showing approval of driveway locations (TxDOT, County,)

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<input type="checkbox"/>	<input checked="" type="checkbox"/>	Documentation showing Hays County 911 addressing approval (if applicable)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Parkland Dedication Submittal (narrative, fees)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	\$25 Public Notice Sign Fee
<input type="checkbox"/>	<input checked="" type="checkbox"/>	ITE Trip Generation Report, or if required; a Traffic Impact Analysis
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Geologic Assessment Identifying Critical Environmental Features [Sub. Ord. 4.8(1)(4)]
<input type="checkbox"/>	<input type="checkbox"/>	OSSF Facility Planning Report or approved OSSF permit (if applicable) <span style="border: 1px solid red; padding: 2px;">N/A</span>
<input type="checkbox"/>	<input type="checkbox"/>	Hays Trinity Groundwater Conservation District approval of water well (if applicable) <span style="border: 1px solid red; padding: 2px;">N/A</span>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Preliminary Conference Form signed by City Staff
<b>PRELIMINARY PLAT INFORMATION REQUIREMENTS</b>		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A vicinity, or location, map that shows the location of the proposed Preliminary Plat within the City (or within its ETJ) and in relationship to existing roadways.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Boundary lines, abstract/survey lines, corporate and other jurisdictional boundaries, existing or proposed highways and streets (including right-of-way widths), bearings and distances sufficient to locate the exact area proposed for the subdivision, and all survey monuments including any required concrete monuments (per the City Engineer); the length and bearing of all straight lines, radii, arc lengths, tangent lengths and central angles of all curves shall be indicated along the lines of each lot or Unit (curve and line data may be placed in a table format); accurate reference ties via courses and distances to at least one recognized abstract or survey corner or existing subdivision corner shall be shown.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The name, location and recording information of all adjacent subdivisions (or property owners of adjacent unplatted property), including those located on the other sides of roads or creeks, shall be drawn to the same scale and shown in dotted lines adjacent to the tract proposed for subdivision in sufficient detail to show accurately the existing streets, alleys, building setbacks, lot and block numbering, easements, and other features that may influence the layout of development of the proposed subdivision; adjacent unplatted land shall show property lines, the names of owners of record, and the recording information.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The location, widths and names of all streets, alleys and easements (it shall be the applicant's responsibility to coordinate with appropriate utility entities for placement of necessary utility easements and for location of all streets and median openings on highways or arterial roadways), existing or proposed, within the subdivision limits and adjacent to the subdivision; a list of proposed street names shall be submitted (in the form of a letter or memo along with

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		the application form) for all new street names (street name approval is required at the time the Preliminary Plat is approved)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The location of all existing property lines, existing lot and block numbers and date recorded, easements of record (with recording information), buildings, existing sewer or water mains (can be shown on a separate sheet, if preferred), gas mains or other underground structures, or other existing features within the area proposed for subdivision;
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Proposed arrangement and square footage of lots or Units (including lot and block numbers or Unit numbers) proposed use of same; for nonresidential uses, the location and size of buildings, existing and proposed. This information shall be provided on a separate sheet, such as on a concept plan or the final site plan.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	All sheets shall have a title block which shows the title or name under which the proposed subdivision is to be recorded; the name, address and phone number of the property owner(s); the name, address and phone number of the licensed engineer or registered professional land surveyor who prepared the plat/plans; the scale of the plat/plans; the date the plat/plan was prepared; and the location of the property according to the abstract or survey records of Hays County, Texas.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sites, if any, to be reserved or dedicated for parks, schools, playgrounds, other public uses or for private facilities or amenities
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Scale (including a graphic scale), date, north arrow oriented to the top or left side of the sheet, and other pertinent informational data
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Contours with intervals of two feet (2') or less shown for the area, with all elevations on the contour map referenced to sea level datum; and the limits of any portion of the 100-year floodplain (pursuant to the flood study, if required by the City Engineer) that may be within or adjacent to (i.e., within 100 feet of) the property (final monumentation of the floodplain shall occur, and shall be shown, on the final plat prior to approval and filing at the County) - if no floodplain is present, then a note stating this shall be shown on the plat
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Areas contributing drainage to the proposed subdivision shall be shown in the drainage study and construction plans; locations proposed for drainage discharge from the site shall be shown by directional arrows.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	All physical features of the property to be subdivided shall be shown, including: <ul style="list-style-type: none"> <li>- The location and size of all watercourses; and</li> <li>- 100-year floodplain according to Federal Emergency Management Agency</li> </ul>

		<p>(FEMA) information; and</p> <ul style="list-style-type: none"> <li>- Water Quality Buffer Zones as required by [WQO 22.05.017]</li> <li>- Drainage ways and drainage easements. Drainage easements are required for bypass of any offsite flows and for concentrated flows conveyed across lots. Drainage easements shall be large enough to contain the 100-yr storm [Sub. Ord. 12.2.2].</li> <li>- U.S. Army Corps of Engineers flowage easement requirements; and</li> <li>- All critical environmental features (CEFs) such as karsts, springs, sinkholes, caves, etc., to be located and documentation to be signed and certified by a geologist. All CEF to have a minimum setback of 150'. All designated wetlands to be certified as such by an accredited wetland biologist relying the presence of wetlands plant species. Applicant to include a slope map identifying the breakdown of all lands in categories from 0% to 15 slope, 15 to 30 slope, and over 30% slope; and</li> <li>- Ravines; and</li> <li>- Bridges; and</li> <li>- Culverts; and</li> <li>- Existing structures; and</li> <li>- Drainage area in acres or area draining into subdivisions (to be included in drainage study and construction plans); and</li> <li>- Outline of major wooded areas or the location of major or important individual trees (excluding Cedar Trees) with trunk diameters exceeding twelve inches (12") measured four feet (4') above the ground, and other features pertinent to subdivision; is defined in the City's Technical Construction Standards and Specifications, and the City's Landscape Ordinance.</li> </ul>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Provide notes identifying the following:</p> <ul style="list-style-type: none"> <li>• Owner responsible for operation and maintenance of stormwater facilities.</li> <li>• Owner/operator of water and wastewater utilities.</li> <li>• Owner/operator of roadway facilities</li> </ul>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Schematic Engineering plans of water and sewer lines and other infrastructure</p>

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		(including sizes) to be constructed in the subdivision; the proposed connections to distribution mains shall be indicated
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Proposed phasing of the development: Where a subdivision is proposed to occur in phases, the applicant, in conjunction with submission of the Preliminary Plat, shall provide a schedule of development, the dedication of rights-of-way for streets and street improvements, whether on-site or off-site, intended to serve each proposed phase of the subdivision. The City Engineer shall determine whether the proposed streets and street improvements are adequate pursuant to standards herein established, and may require that a traffic impact analysis be submitted for the entire project or for such phases as the City Engineer determines to be necessary to adjudge whether the subdivision will be served by adequate streets and thoroughfares.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	All Preliminary Plats shall be submitted in a legible format that complies with Hays County requirements for the filing of plats.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Existing zoning of the subject property and all adjacent properties if within the city limits.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Construction Traffic Plan showing proposed routes for construction vehicle traffic and points of ingress and egress of such vehicles during construction; temporary construction easement approvals if needed, this shall be sealed by a registered engineer
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Certificates and other language shall be included on the plat, pursuant to the following Subsections: A statement signed by the property owner(s) and acknowledged before a Notary Public that the subdivided area is legally owned by the applicant.</p> <ul style="list-style-type: none"> <li>- A statement signed by the property owner(s) and acknowledged before a Notary Public that the subdivided area is legally owned by the applicant.</li> <li>- An accurate legal, such as by metes and bounds, description by bearings and distances (including necessary curve and line data), accurate to the nearest one hundredth of a foot, for all boundary, block and lot lines, with descriptions correlated to a permanent survey monument.</li> <li>- The registered professional land surveyor's certificate, with a place for his or her signature and notarization of his or her signature.</li> <li>- A place for plat approval signature of the Chair or Vice Chair, in the Chair's absence) of the Planning and Zoning Commission, a place for the City Secretary to attest such signature, and the approval dates by Planning and Zoning Commission.</li> <li>- Appendices to this Chapter contain certificates and languages to be used on the plat to accommodate the above requirements:</li> </ul>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	If any amount of surface water is to be used by the subject property, the

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		Applicant must provide documentation to the City establishing that the Applicant has notified the following entities of the Applicant’s plans for the project: Lower Colorado River Authority (LCRA), and the United States Fish and Wildlife Service (USFWS).
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**NARRATIVE OF COMPLIANCE**

A written narrative describing how all portions of the subdivision meets all requirements of this code and other codes, including landscaping, lighting, parkland dedication, site development, water quality protection, and zoning, as may be relevant.

Outdoor Lighting, Article 24.06	Per PDD #12, the subdivision will comply with the Outdoor Lighting Ordinance
Parkland Dedication, Article 28.03	Per Exhibit C of PDD#12, the subdivision will have 18.82 acres of dedicated parkland.  No further dedication or fee in lieu is required.
Landscaping and Tree Preservation, Article 28.06	Per 2.9.1 of PDD #12, a tree survey is submitted with this preliminary plat.

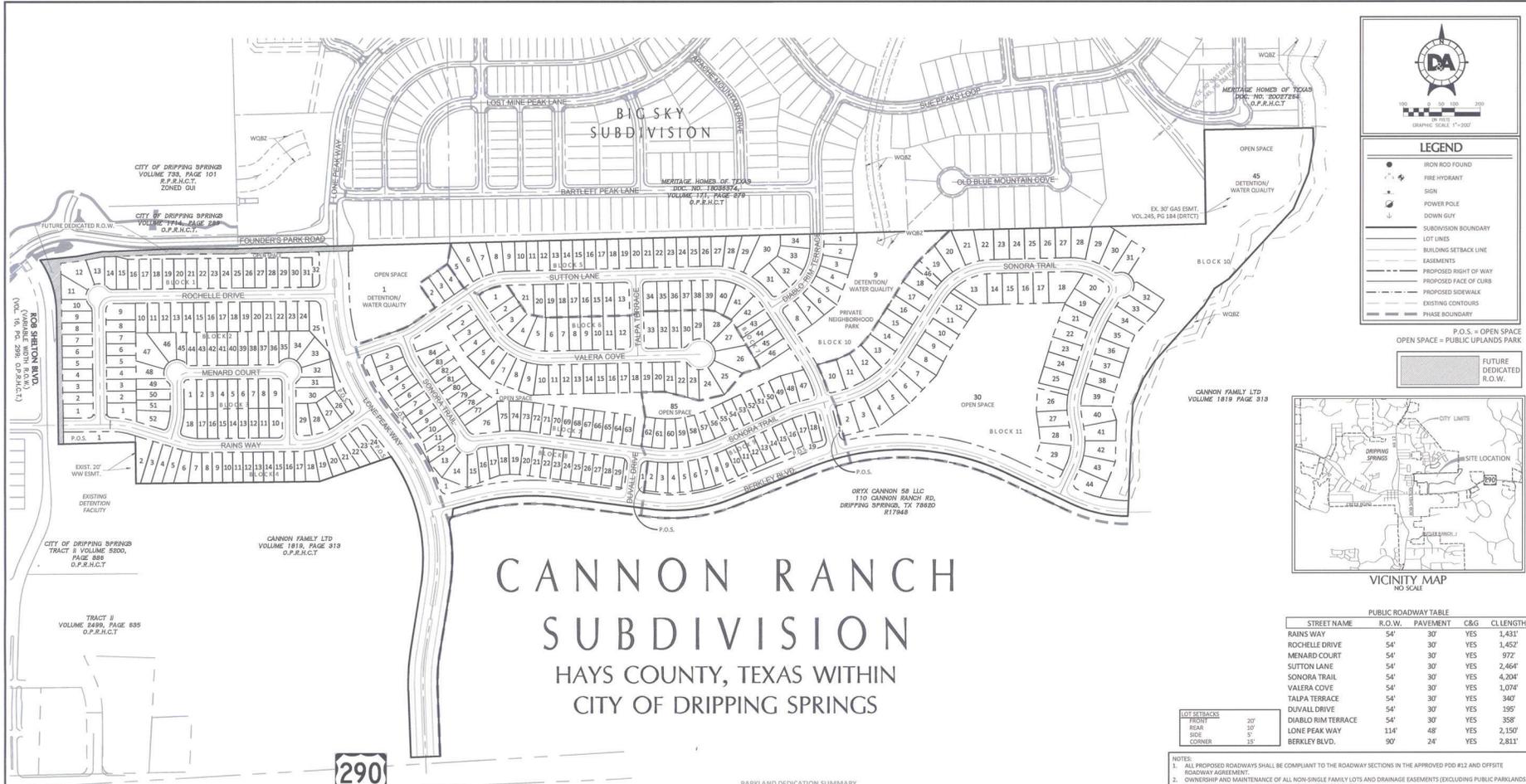
Subdivision, 28.02, Exhibit A	<p>This section shall also include, depending on what type of plat is being filed, how public or private improvements will meet City standards, including water quality, drainage, stormwater, and fire (if applicable).</p> <p>The design of this subdivision is in accordance with the approved PDD #12</p>
Zoning, Article 30.02, Exhibit A	<p>The design of this subdivision is in accordance with the approved PDD #12</p>



Designed: 01-30-2021  
 Drawn: 03-17-2021  
 Reviewed: 01-27-2021  
 Date: 03/26/2021

SHEET  
**1**  
 OF 5

Project No.: 1298-003

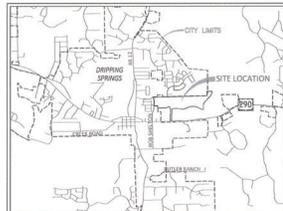


**LEGEND**

- IRON ROD FOUND
- FIRE HYDRANT
- SIGN
- POWER POLE
- DOWN GUY
- SUBDIVISION BOUNDARY
- LOT LINES
- BUILDING SETBACK LINE
- EASEMENTS
- PROPOSED RIGHT OF WAY
- PROPOSED FACE OF CURB
- PROPOSED SIDEWALK
- EXISTING CONTOURS
- PHASE BOUNDARY

P.O.S. = OPEN SPACE  
 OPEN SPACE = PUBLIC UPLANDS PARK

FUTURE DEDICATED R.O.W.



**PUBLIC ROADWAY TABLE**

STREET NAME	R.O.W.	PAVEMENT	C&G	C LENGTH
RAINS WAY	54'	30'	YES	1,431'
ROCHELLE DRIVE	54'	30'	YES	1,452'
MENARD COURT	54'	30'	YES	972'
SUTTON LANE	54'	30'	YES	2,464'
SONORA TRAIL	54'	30'	YES	4,204'
VALERA COVE	54'	30'	YES	1,074'
TALPA TERRACE	54'	30'	YES	347'
DUNAVL DRIVE	54'	30'	YES	195'
DIABLO RIM TERRACE	54'	30'	YES	358'
LONE PEAK WAY	114'	48'	YES	2,150'
BERKLEY BLVD.	90'	24'	YES	2,811'

**LOT SETBACKS**

FRONT	REAR	SIDE	CORNER
20'	10'	5'	15'

**OWNER/DEVELOPER:** ASHTON WOODS HOMES  
 70720 RESEARCH BOULEVARD, SUITE B-210  
 AUSTIN, TEXAS 78659  
 (512) 610-7000

**CONTACT:** STEVEN PIERCE

**ENGINEER:** DOUCET & ASSOCIATES  
 7401 B HWY. 71 WEST, SUITE 160  
 AUSTIN, TEXAS 78735  
 (512) 583-2600

**CONTACT:** JOE GRASSO, P.E. - MANAGING ENGINEER  
 7401 B HWY. 71 WEST, SUITE 160  
 AUSTIN, TEXAS 78735  
 (512) 583-2600

**LAND SURVEY:** DOUCET & ASSOCIATES, INC.  
 7401 B HWY. 71 WEST, SUITE 160  
 AUSTIN, TEXAS 78735  
 (512) 583-2600

**CONTACT:** CHRIS TREIBY, R.P.L.S.

**UTILITY PROVIDERS:** WATER: CITY OF DRIPPING SPRINGS  
 WASTEWATER: CITY OF DRIPPING SPRINGS  
 ELECTRIC: FIDELMANS ELECTRICAL COOPERATIVE

**JURISDICTION:** CITY OF DRIPPING SPRINGS

**LEGAL DESCRIPTION:** BEING A 100.58 ACRE TRACT OF LAND OUT OF THE PHILIP A. SMITH SURVEY NUMBER 26, ABSTRACT NUMBER 415, AND THE CH. MALOTT SURVEY, ABSTRACT NUMBER 663, HAYS COUNTY, TEXAS, SAID TRACT BEING OUT OF THAT CALLED 209.667 ACRE TRACT CONVEYED IN A DEED TO CANNON FAMILY, LTD., AS RECORDED IN VOLUME 1819, PAGE 313 OF THE OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS [O.P.R.H.C.T.] ALSO BEING OUT OF A CALLED 58.000 ACRE TRACT DESCRIBED IN A DEED TO ORLY CANNON SR LLC, RECORDED IN DOCUMENT NUMBER 20033358 [O.P.R.H.C.T.]

**SITE AREA:** 100.58 ACRES

**BENCHMARK:** 1/2-INCH ROD FOUND IN THE NORTH LINE OF THAT CALLED 2723-ACRE TRACT DESCRIBED TO KATHERINE BERKLEY CANNON, ET. AL IN VOLUME 198, PAGE 151 D.R.T.C.T., FOR THE SOUTHEAST CORNER OF THAT CALLED 1979-ACRE TRACT DESCRIBED TO CITY OF DRIPPING SPRINGS AS RECORDED IN VOLUME 174, PAGE 289 OF THE OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS [O.P.R.H.C.T.]

**WATERSHED:** THIS PROJECT IS LOCATED WITHIN THE EDWARDS AQUIFER CONTRIBUTING ZONE.

**FLOODPLAIN:** ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP FOR HAYS COUNTY, TEXAS, COMMUNITY PANEL NUMBER 482090105F, THIS PROJECT IS SUBJECT TO PDD #12 APPROVED BY THE CITY OF DRIPPING SPRINGS AND RECORDED AS DOC #2040591, DATED 8/3/2021, OF THE OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS [O.P.R.H.C.T.]

**PARKLAND DEDICATION SUMMARY**

DESCRIPTION	LOT#	AREA (AC)
OPEN SPACE	Phase One, LOT 32, BLOCK 1	0.38
PRIVATE OPEN SPACE	LOT 25, BLOCK 2	0
PRIVATE OPEN SPACE	LOT 1, BLOCK 4	0
PRIVATE OPEN SPACE	LOT 34, BLOCK 4	0
OPEN SPACE	LOT 1, BLOCK 5	2.53
PONDA	LOT 1, BLOCK 5	-1.98
Phase Two	LOT 1, BLOCK 7	1.50
PRIVATE OPEN SPACE	LOT 1, BLOCK 8	0
PRIVATE OPEN SPACE	LOT 1, BLOCK 9	0
Phase Three	LOT 85, BLOCK 7	1.01
PRIVATE OPEN SPACE	LOT 19, BLOCK 9	0.00
PRIVATE NEIGHBORHOOD PARK	LOT 9, BLOCK 10	2.84
PONDA B	LOT 9, BLOCK 10	-2.50
PRIVATE OPEN SPACE	LOT 1, BLOCK 11	0.00
Phase Four	LOT 45, BLOCK 10	7.91
OPEN SPACE	LOT 46, BLOCK 10	0.08
OPEN SPACE	LOT 30, BLOCK 11	5.94
OPEN SPACE	LOT 45, BLOCK 10	-1.33
PONDA C		
TOTAL DEDICATED		18.38
TOTAL REQUIRED		16.30

**SITE DATA TABLE**

TOTAL SITE AREA		100.58 AC
RESIDENTIAL LOTS (407)	148	17.79 AC
RESIDENTIAL LOTS (45)	164	22.05 AC
RESIDENTIAL LOTS (607)	63	11.63 AC
TOTAL RESIDENTIAL LOTS	375	51.47 AC
TOTAL PARKLAND	15	16.66 AC
STREET R.O.W.		32.45 AC
NUMBER OF BLOCKS	11	
TOTAL PHASE 1 AREA		27.09 AC
RESIDENTIAL LOTS (407)	65	8.53 AC
RESIDENTIAL LOTS (45)	57	6.87 AC
TOTAL PHASE 2 AREA		22.66 AC
RESIDENTIAL LOTS (407)	50	5.55 AC
RESIDENTIAL LOTS (45)	47	6.68 AC
TOTAL PHASE 3 AREA		20.89 AC
RESIDENTIAL LOTS (407)	33	3.71 AC
RESIDENTIAL LOTS (45)	60	8.5 AC
TOTAL PHASE 4 AREA		29.93 AC
RESIDENTIAL LOTS (607)	63	11.63 AC

- NOTES:**
- ALL PROPOSED ROADWAYS SHALL BE COMPLIANT TO THE ROADWAY SECTIONS IN THE APPROVED PDD #12 AND OFFSITE ROADWAY AGREEMENT.
  - OWNERSHIP AND MAINTENANCE OF ALL NON-SINGLE FAMILY LOTS AND DRAINAGE EASEMENTS (EXCLUDING PUBLIC PARKLANDS) WILL BE THE RESPONSIBILITY OF THE HOME OWNERS ASSOCIATION.
  - UTILITIES WILL BE PROVIDED BY THE FOLLOWING:  
 WATER: CITY OF DRIPPING SPRINGS  
 WASTEWATER: CITY OF DRIPPING SPRINGS  
 ELECTRICITY: P.E.C.
  - FINAL DETERMINATION FOR EASEMENTS TO BE DETERMINED WITH FINAL PLAT AND CONSTRUCTION PLANS.
  - STORM WATER SHALL BE CONVEYED VIA DRAINAGE EASEMENTS & PUBLIC ROY.
  - DESIGN STANDARDS PER CITY OF DRIPPING SPRINGS STANDARDS AS MODIFIED BY APPROVED PDD #12.
  - A 5' FOOT, PUBLIC UTILITY EASEMENT ADJACENT TO ALL PUBLIC STREETS IS HEREBY DEDICATED.
  - NO OBJECTS, INCLUDING BUT NOT LIMITED TO BUILDINGS, FENCES, OR LANDSCAPING, SHALL BE ALLOWED IN A DRAINAGE EASEMENT.
  - THE PROPERTY OWNER SHALL PROVIDE ACCESS TO DRAINAGE AND UTILITY EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS FOR INSPECTION, OPERATION AND MAINTENANCE.
  - ALL DRAINAGE EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS/HER ASSIGNS.
  - ALL BORE TELEPHONE AND CABLE TELEVISION UTILITY LINES AND ALL ELECTRIC UTILITY SERVICE LINES AND WIRES SHALL BE PLACED UNDERGROUND.
  - ALL ELECTRICAL, CABLE TELEVISION, AND TELEPHONE SUPPORT EQUIPMENT (TRANSFORMERS, AMPFILES, SWITCHING DEVICES, ETC.) NECESSARY FOR UNDERGROUND INSTALLATIONS IN SUBDIVISIONS SHALL BE PAD MOUNTED OR PLACED UNDERGROUND IN A PUBLIC UTILITY EASEMENT.
  - A PROPERTY OWNERS ASSOCIATION WILL BE CREATED BY RESTRICTIVE COVENANTS AND MUST BE SUBMITTED TO THE CITY AT THE TIME OF FINAL PLAT.
  - STREET LIGHTING WILL COMPLY WITH LIGHTING ORDINANCE [SDA 8.11].

STATE OF TEXAS  
 COUNTY OF HAYS  
 CITY OF DRIPPING SPRINGS

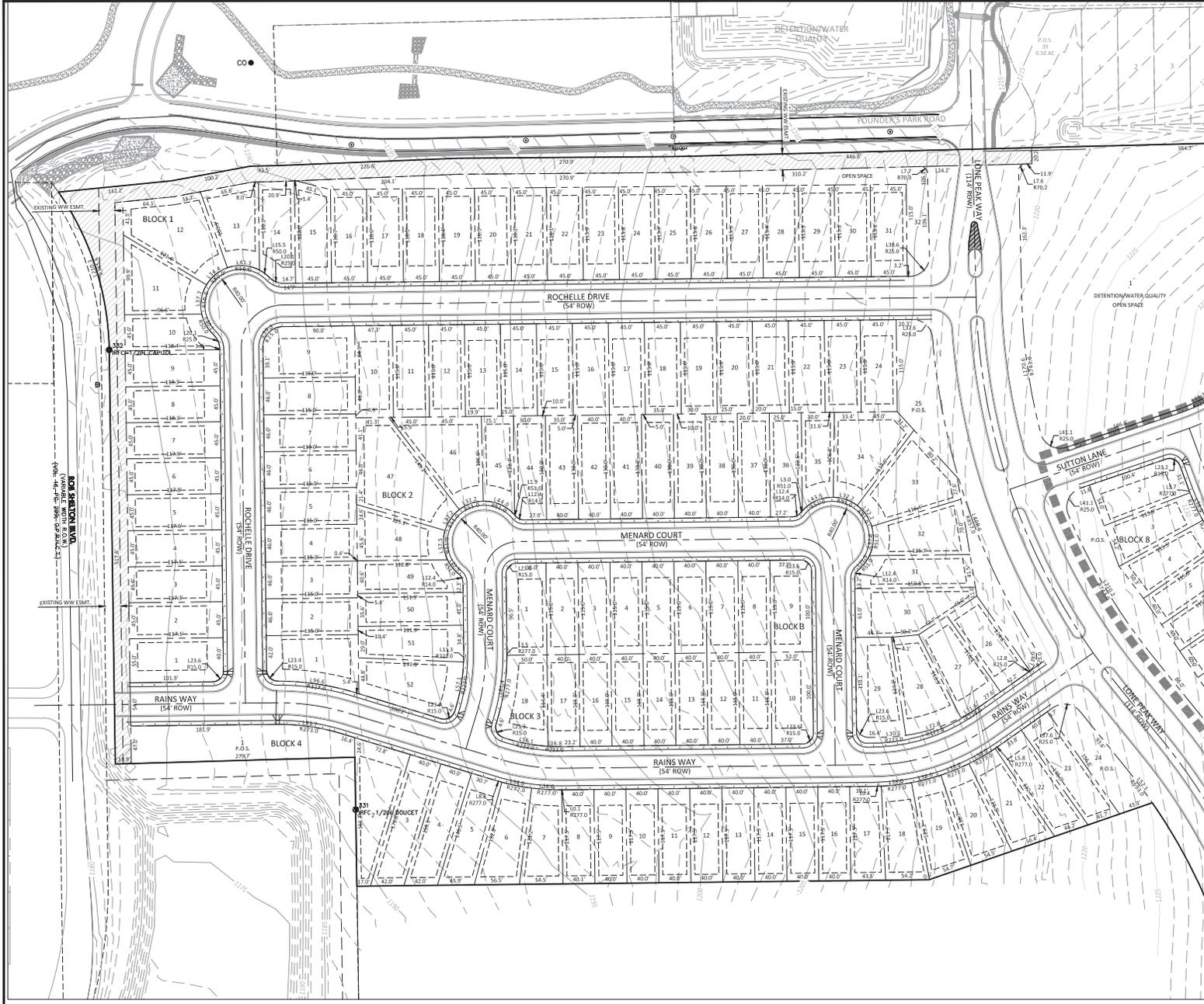
THIS PLAT, CANNON RANCH SUBDIVISION, HAS BEEN SUBMITTED TO AND CONSIDERED BY THE CITY OF DRIPPING SPRINGS AND IS HEREBY APPROVED.

APPROVED, THIS DAY OF \_\_\_\_\_, 2021.

MAYOR OR MAYOR PRO TEM.

ATTEST:  
 ANDREA CUNNINGHAM, CITY SECRETARY

Drawing: C:\msd\m\p\plan\subdivision\cannon\1298-003.plt  
 Date: 03/26/2021 08:45  
 User: jgrasso  
 Plot: 1298-003.dwg



MATCHLINE PRELIMINARY PLAN II

GRAPHIC SCALE 1"=40'

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**LEGEND**

- IRON ROD FOUND
- ⊕ FIRE HYDRANT
- ⊙ SIGN
- ⊖ POWER POLE
- ⊙ DOWN GLY
- ⊖ SUBDIVISION BOUNDARY
- LOT LINES
- BUILDING SETBACK LINE
- - - EASEMENTS
- - - PROPOSED RIGHT OF WAY
- - - PROPOSED FACE OF CURB
- - - PROPOSED SIDEWALK
- - - EXISTING CONTOURS

---

● FUTURE DEDICATED P.O.S.

P.O.S. = OPEN SPACE  
OPEN SPACE = PUBLIC UPLANDS PARK

LOT SETBACKS	
FRONT	20'
REAR	10'
SIDE	5'
CORNER	15'

**DA DOUCET & ASSOCIATES**  
 Civil Engineering & Planning - Commercial  
 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78735, Tel: (512) 253-5400  
 Fax: (512) 253-5401  
 TBPIS Firm Number: 3937  
 TBPIS Firm Number: 10106900

**PRELIMINARY PLAT I**

**CANNON RANCH  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS**

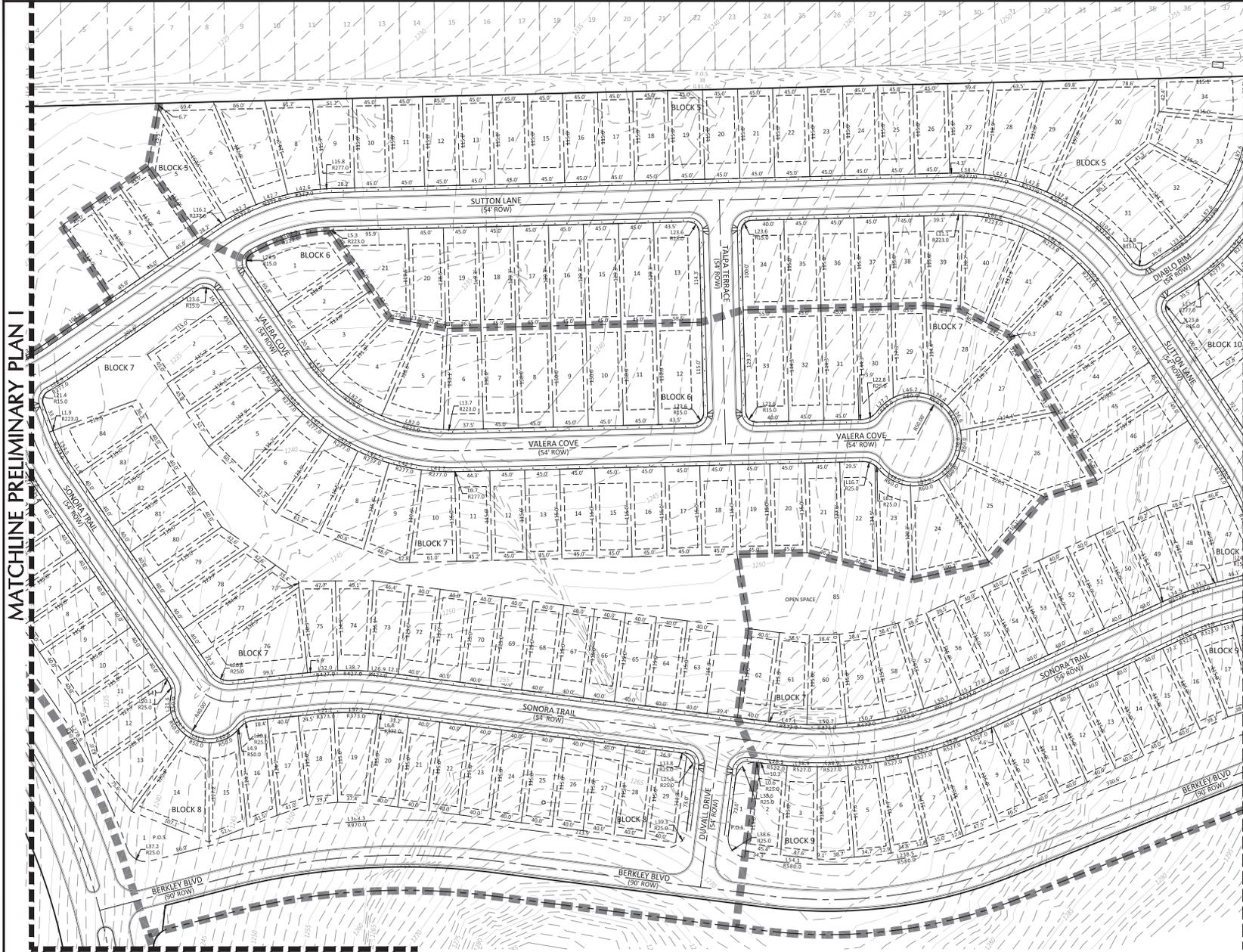
JOE GRASSO  
 73285  
 LICENSED SURVEYOR  
 STATE OF TEXAS

Designed: JH, JG, GS  
 Drawn: GS, PM  
 Reviewed: JH, JG  
 Date: 8/26/2011

SHEET  
**2**  
 OF 5

Project No.: 1298-003

Drawing: c:\pwworking\jg\dwg\1298-003\1298-003-02.dwg  
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 Date: 8/26/2011 11:38  
 Plot Date: 8/26/2011 11:38  
 Plot Path: c:\pwworking\jg\dwg\1298-003\1298-003-02.dwg



GRAPHIC SCALE 1"=40'

**LEGEND**

- IRON ROD FOUND
- ⊕ FIRE HYDRANT
- ⊙ SIGN
- POWER POLE
- ⤵ DOWN GUT
- - - SUBDIVISION BOUNDARY
- LOT LINES
- - - BUILDING SETBACK LINE
- - - EASEMENTS
- - - PROPOSED RIGHT OF WAY
- - - PROPOSED FACE OF CURB
- - - PROPOSED SIDEWALK
- - - EXISTING CONTOURS

P.O.S. = OPEN SPACE  
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**LOT SETBACKS**

FRONT	20'
REAR	10'
SIDE	5'
CORNER	15'

**DA DOUCET & ASSOCIATES**  
 Civil Engineering - Planning - Consulting  
 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78735, Tel: (512) 253-5400  
 Fax: (512) 253-5401  
 TBP# Firm Number: 3937  
 TBP#S Firm Number: 10106800

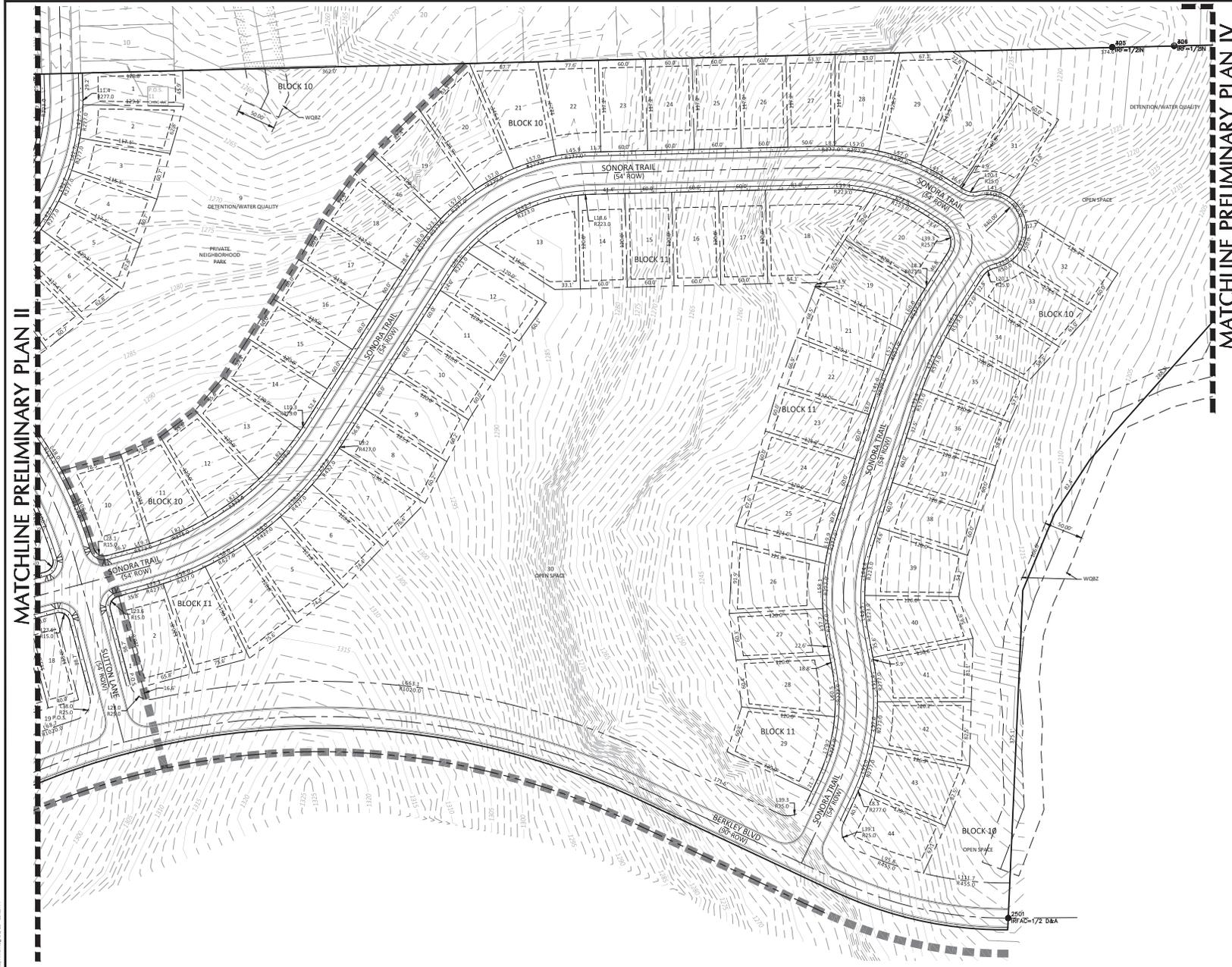
**PRELIMINARY PLAT II**

**CANNON RANCH  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS**



Designed	PH, PG, GS
Drawn	GS, PM
Reviewed	PH, GS
Date	8/26/2021
<b>SHEET</b>	<b>3</b>
<b>OF</b>	<b>5</b>
Project No.:	1298-003

Drawing: c:\pwworking\jg\workspace\1298-003\1298-003-03.dwg  
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 Date: 8/26/2021 11:38:11 AM  
 Plot Date: 8/26/2021 11:38:11 AM



**LEGEND**

- IRON ROD FOUND
- ⊕ FIRE HYDRANT
- ⊙ SIGN
- ⊙ POWER POLE
- ⊙ DOWN GUY
- ⊙ SUBDIVISION BOUNDARY
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- - - PROPOSED FACE OF CURB
- - - PROPOSED SIDEWALK
- - - EXISTING CONTOURS

P.O.S. = OPEN SPACE  
OPEN SPACE = PUBLIC UPLANDS PARK

LOT SETBACKS	
FRONT	20'
REAR	10'
SIDE	5'
CORNER	15'

**DA DOUCET & ASSOCIATES**  
 Civil Engineering - Planning - Construction  
 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78735, Tel: (512) 553-5400  
 Fax: (512) 553-5401  
 TBPIS Firm Number: 3937  
 TBPIS Firm Number: 10106800

**PRELIMINARY PLAT III**

**CANNON RANCH**  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS

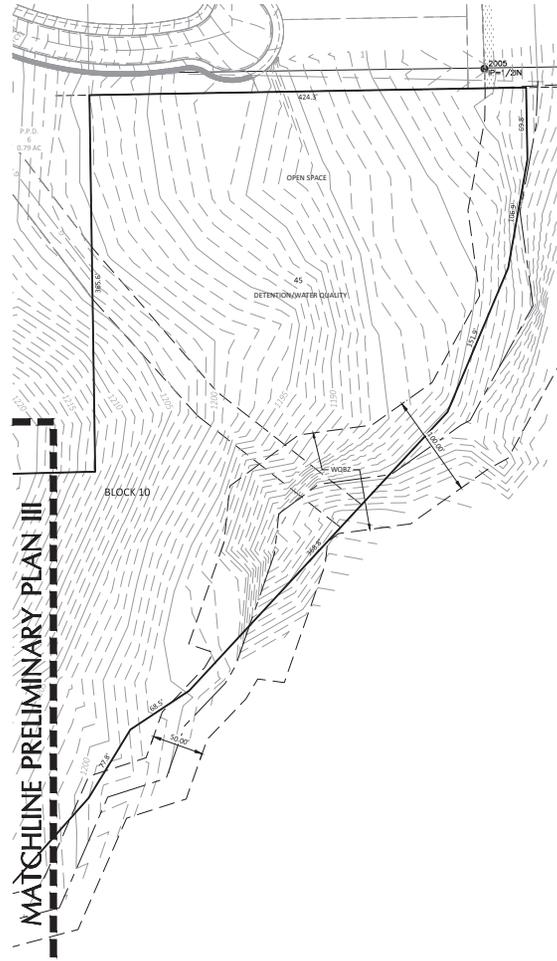
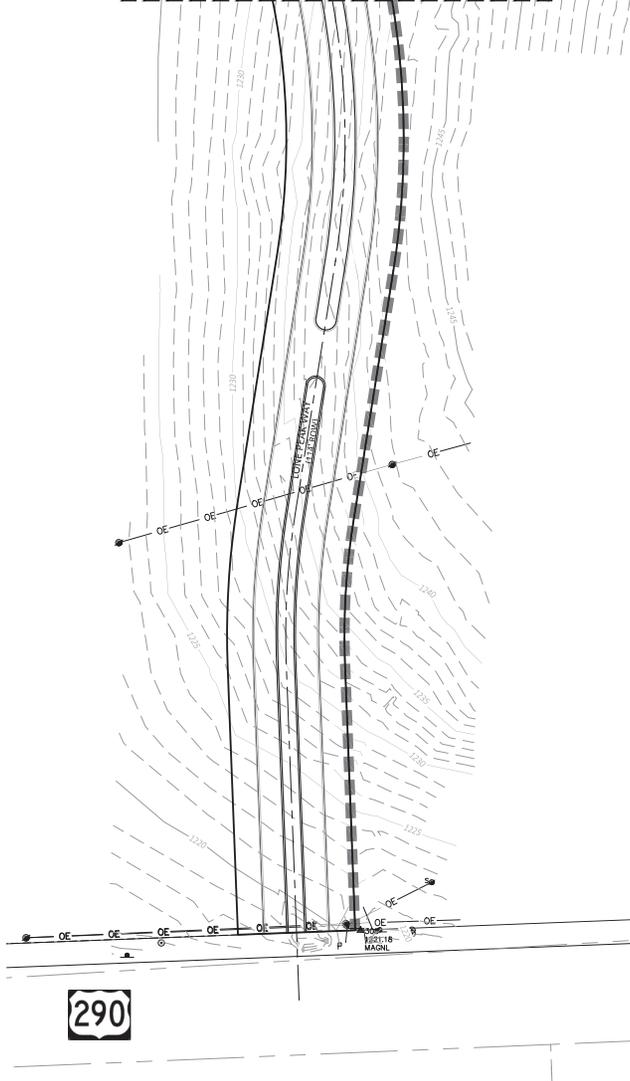
Designed: JH, JG, GS  
 Drawn: GS, PM  
 Reviewed: JH, GS  
 Date: 8/26/2021

SHEET  
**4**  
 OF  
**5**

Project No.: 1298-003

Drawing: c:\pwworking\jg\area\1298-003\1298-003-04.dwg  
 User: jg  
 Date: 8/26/2021 11:38  
 Plot Date: 8/26/2021 11:38  
 Plot Scale: 1"=40'  
 Plot Orientation: Landscape

**MATCHLINE PRELIMINARY PLAN II**



**LEGEND**

- IRON ROD FOUND
- ⊕ FIRE HYDRANT
- ⊙ SIGN
- ⊙ POWER POLE
- ⊙ DOWN GLY
- SUBDIVISION BOUNDARY
- LOT LINES
- BUILDING SETBACK LINE
- EASEMENTS
- - - PROPOSED RIGHT OF WAY
- - - PROPOSED FACE OF CURB
- - - PROPOSED SIDEWALK
- - - EXISTING CONTOURS

P.O.S. = OPEN SPACE  
OPEN SPACE = PUBLIC UPLANDS PARK

LOT SETBACKS	
FRONT	20'
REAR	10'
SIDE	5'
CORNER	15'

**DA DOUCET & ASSOCIATES**  
 Civil Engineering - Planning - Construction  
 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78735, Tel: 512-253-5600  
 Fax: 512-253-5601  
 www.dadoucet.com  
 TBPE Firm Number: 3937  
 TBPLS Firm Number: 10106800

**PRELIMINARY PLAT IV**

**CANNON RANCH**  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS

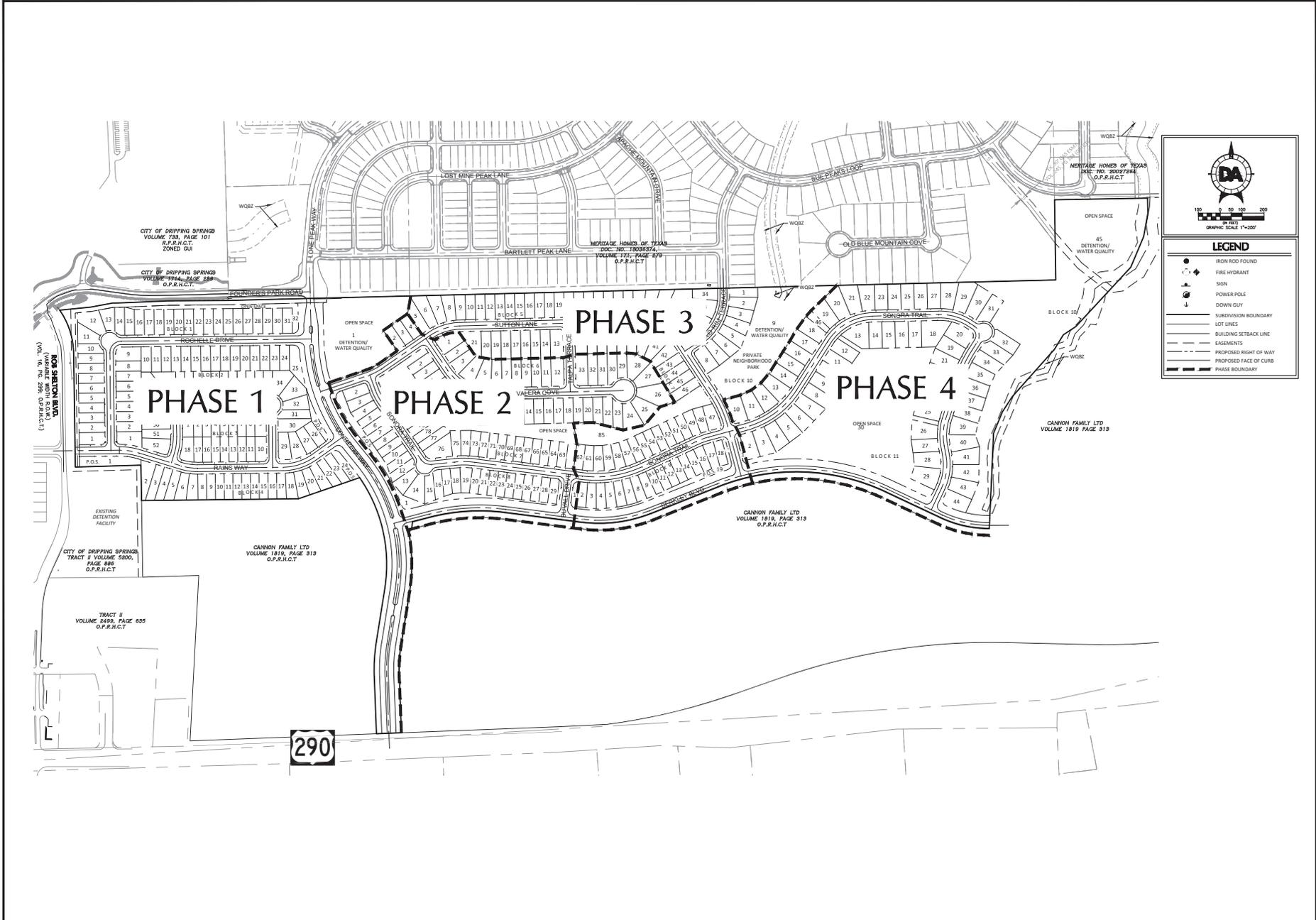


Designed: JH, JG, GS  
 Drawn: GS, PM  
 Reviewed: JH, JG  
 Date: 8/26/2021

**SHEET 5 OF 5**

Project No.: 1298-003

Drawing: c:\pwworking\jg\workspace\1298-003\1298-003-04-01.dwg  
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 Date: 8/26/2021 11:28  
 Plot Date: 8/26/2021 11:28  
 Plot Path: c:\pwworking\jg\workspace\1298-003\1298-003-04-01.dwg



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 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78735, Tel: (512) 253-2400  
 Fax: (512) 253-2401  
 TBE Firm Number: 3937  
 TBEIS Firm Number: 10106800

**PHASING PLAN**

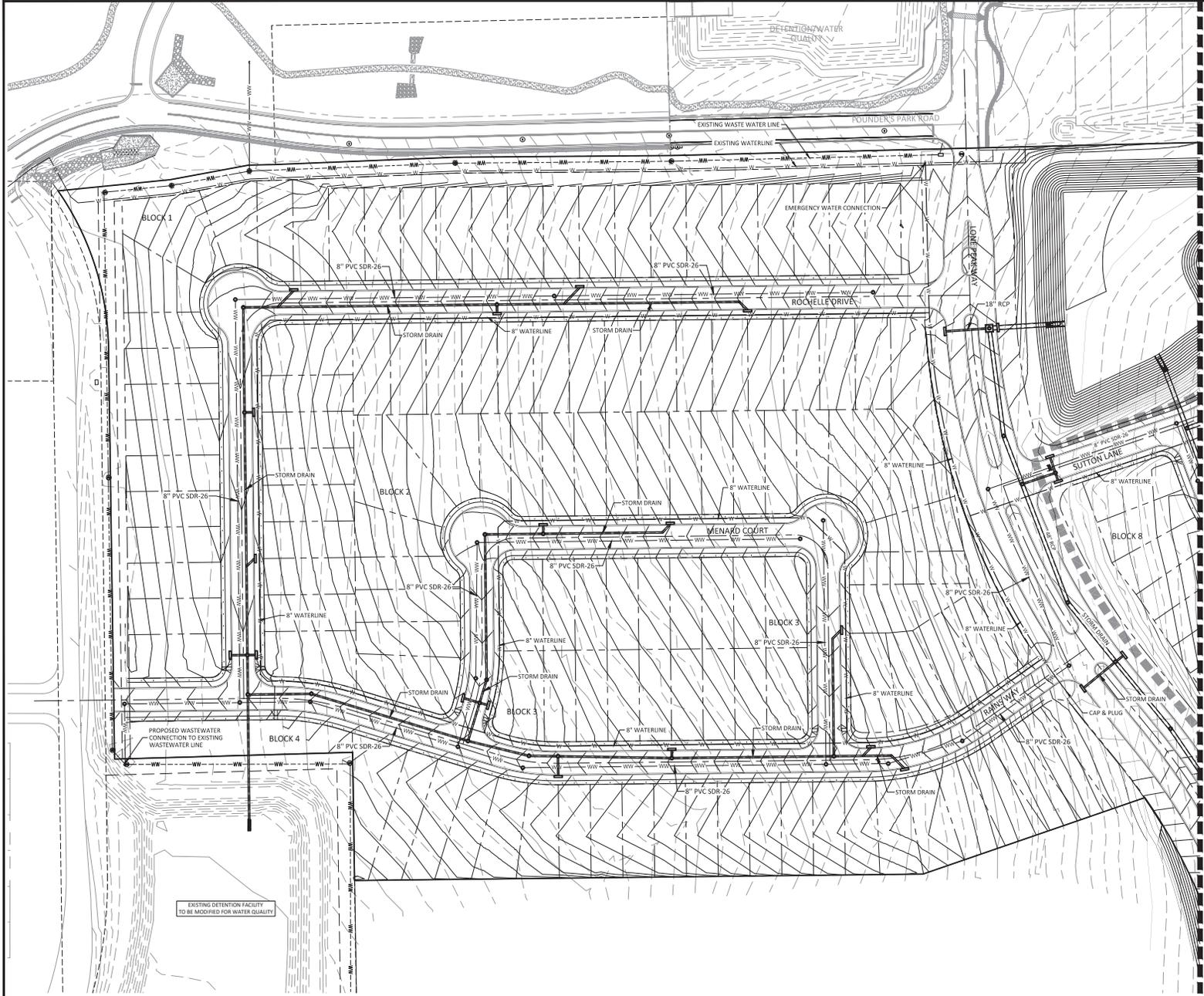
**CANNON RANCH**  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS

**EXHIBIT B**

Designed	JH - JG - GS
Drawn	GS - PM
Reviewed	JH - GS
Date	8/26/2011
<b>SHEET 1 OF 1</b>	
Project No.	1298-003

Drawing: c:\pwworking\da\projects\1298-003\1298-003-01.dwg  
 User: jg  
 Date: 8/26/2011 11:38  
 Plot Date: 8/26/2011 11:38





**LEGEND**

- IRON ROD
- ELECTRIC PULL BOX
- ELECTRIC METER
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE
- ◆ FIRE HYDRANT
- GAS METER
- LIGHT POLE
- TELEPHONE MANHOLE
- TELEPHONE SERVICE BOX
- TRAFFIC SIGNAL BOX
- TRAFFIC SIGNAL
- WATER VALVE
- WATER METER
- STORM SEWER MANHOLE
- WASTEWATER MANHOLE
- WATER MANHOLE
- SIGN
- POWER POLE
- DOWN GUY
- PROPOSED 10' CURB INLET
- PROPOSED WING WALL
- PROPOSED GRATE INLET
- SUBDIVISION BOUNDARY
- LOT BOUNDARY
- EASEMENTS
- W --- PROPOSED WATER PIPE
- WW --- PROPOSED WASTEWATER PIPE
- FM --- PROPOSED FORCE MAIN PIPE
- --- PROPOSED STORM PIPE
- OE --- OVERHEAD ELECTRIC
- --- EDGE OR EXISTING ASPHALT

**NOTES:**  
 1. ALL WATER LINE MATERIAL JOINTS, RESTRAINING AND THRUST BLOCKING TO BE IN ACCORDANCE TO CITY OF DRIPPING SPRINGS DETAILS AND SPECIFICATIONS.  
 2. WATER LINE ASSIGNMENT TO BE 5.5' FROM R.O.W.  
 3. WATER LINE TO HAVE MINIMUM COVER OF 3 FEET.

**MATCHLINE PRELIMINARY UTILITY PLAN II**

**DA DOUCET & ASSOCIATES**  
 Civil Engineering - Planning - Construction  
 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78735. Tel: (512) 253-5600  
 Fax: (512) 253-5601  
 TBE Firm Number: 3937  
 TBEIS Firm Number: 1010800

**PRELIMINARY UTILITY PLAN I**

**CANNON RANCH  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS**

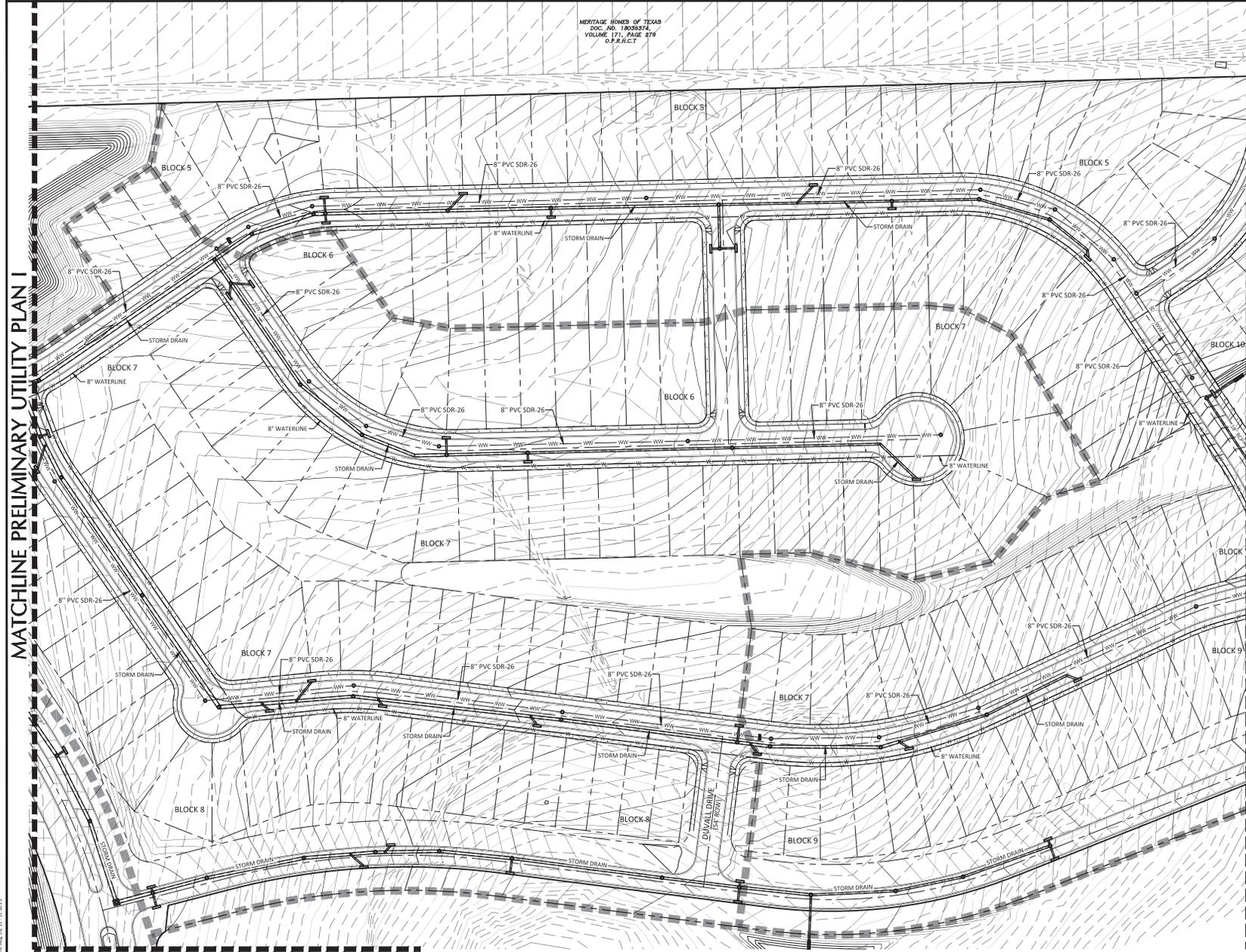
**EXHIBIT C**

Designed: JH, JG, GS  
 Drawn: GS, PM  
 Reviewed: JH, GS  
 Date: 8/26/2011

**SHEET 2 OF 5**

Project No.: 1298-003

Drawing: c:\pwworking\daa\external\1298-003\1298-003-01.dwg  
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 Plot Date: 8/26/2011 11:28:11 AM



HERITAGE HOMES OF TEXAS  
 DOC. NO. 18038374  
 VOLUME 171, PAGE 476  
 O.P.R.H.C.T.



**LEGEND**

- IRON ROD
- ELECTRIC PULL BOX
- ELECTRIC METER
- ELECTRIC TRANSFORMER
- ELECTRIC MANHOLE
- FIRE HYDRANT
- GAS METER
- LIGHT POLE
- TELEPHONE MANHOLE
- TELEPHONE SERVICE BOX
- TRAFFIC SIGNAL BOX
- TRAFFIC SIGNAL
- WATER VALVE
- WATER METER
- STORM SEWER MANHOLE
- WASTEWATER MANHOLE
- WATER MANHOLE
- SIGN
- POWER POLE
- DOWN GUY
- PROPOSED 10' CURB INLET
- PROPOSED WING WALL
- PROPOSED GRATE INLET
- SUBDIVISION BOUNDARY
- LOT BOUNDARY
- EASEMENTS
- PROPOSED WATER PIPE
- PROPOSED WASTEWATER PIPE
- FM --- PROPOSED FORCE MAIN PIPE
- PROPOSED STORM PIPE
- OE --- OVERHEAD ELECTRIC
- EDGE OF EXISTING ASPHALT

- NOTES:**
1. ALL WATER LINE MATERIAL, JOINTS, RESTRAINS AND THRUST BLOCKING TO BE IN ACCORDANCE TO CITY OF DRIPPING SPRINGS DETAILS AND SPECIFICATIONS.
  2. WATER LINE ASSIGNMENT TO BE 5.5' FROM R.O.W.
  3. WATER LINE TO HAVE MINIMUM COVER OF 3' FEET.

MATCHLINE PRELIMINARY UTILITY PLAN I

MATCHLINE PRELIMINARY UTILITY PLAN III

MATCHLINE PRELIMINARY UTILITY PLAN IV

DRAWING: C:\P\WORKING\G\W\18116\18116.dwg  
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 USER: GSK  
 PLOT: 8/26/2011 11:28:51

**DA DOUCET & ASSOCIATES**  
 Civil Engineering - Planning - Construction  
 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78726 Tel: 512-253-5400  
 Fax: 512-253-5401  
 TBE Firm Number: 3937  
 TBEIS Firm Number: 10106800

**PRELIMINARY UTILITY PLAN II**

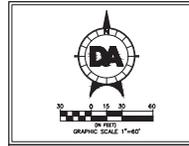
**CANNON RANCH  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS**

**EXHIBIT  
 C**

Designed: JH - JG - GS  
 Drawn: GS - PM  
 Reviewed: JH - GS  
 Date: 8/26/2011

SHEET  
**3**  
 OF 5

Project No.: 1298-003



**LEGEND**

●	IRON ROD
□	ELECTRIC PULL BOX
□	ELECTRIC METER
□	ELECTRIC TRANSFORMER
□	ELECTRIC MANHOLE
⊕	FIRE HYDRANT
⊕	GAS METER
⊕	LIGHT POLE
⊕	TELEPHONE MANHOLE
⊕	TELEPHONE SERVICE BOX
⊕	TRAFFIC SIGNAL BOX
⊕	TRAFFIC SIGNAL
⊕	WATER VALVE
⊕	WATER METER
⊕	STORM SEWER MANHOLE
⊕	WASTEWATER MANHOLE
⊕	WATER MANHOLE
⊕	SIGN
⊕	POWER POLE
⊕	DOWN GUY
⊕	PROPOSED 10' CURB INLET
⊕	PROPOSED WING WALL
⊕	PROPOSED GRATE INLET
---	SUBDIVISION BOUNDARY
---	LOT BOUNDARY
---	EASEMENTS
---	PROPOSED WATER PIPE
---	PROPOSED WASTEWATER PIPE
---	FM PROPOSED FORCE MAIN PIPE
---	PROPOSED STORM PIPE
---	OVERHEAD ELECTRIC
---	EDGE OF EXISTING ASPHALT

- NOTES:**
1. ALL WATER LINE MATERIAL, JOINTS, RESTRAINING AND THRUST BLOCKING TO BE IN ACCORDANCE TO CITY OF DRIPPING SPRINGS DETAILS AND SPECIFICATIONS.
  2. WATER LINE ASSIGNMENT TO BE 5.0' FROM R.O.W.
  3. WATER LINE TO HAVE MINIMUM COVER OF 3 FEET.

CANNON FAMILY LTD  
VOLUME 1819 PAGE 913

Drawing: c:\pwworking\gms\ent\1819\1819-001.dwg  
 Date: 8/26/2013 11:28  
 User: gms  
 Plot Date: 8/26/2013 11:28:13

**DA DOUCET & ASSOCIATES**  
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7401 B. Highway 71 W. Suite 140  
Austin, TX 78735 Tel: (512) 553-5400  
www.dadoucet.com  
TBPIS Firm Number: 3927  
TBPIS Firm Number: 10106800

**PRELIMINARY UTILITY PLAN III**

**CANNON RANCH  
PRELIMINARY PLAT  
DRIPPING SPRINGS, TEXAS**

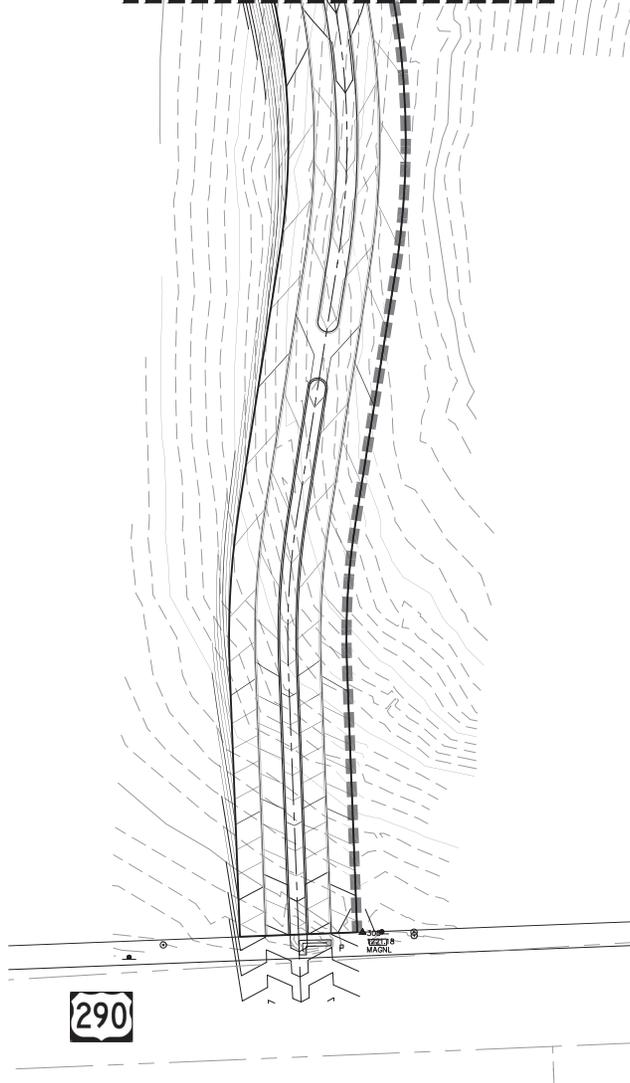
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C**

Designed: JM, JG, GS  
Drawn: GS, PM  
Reviewed: JM, GS  
Date: 8/26/2013

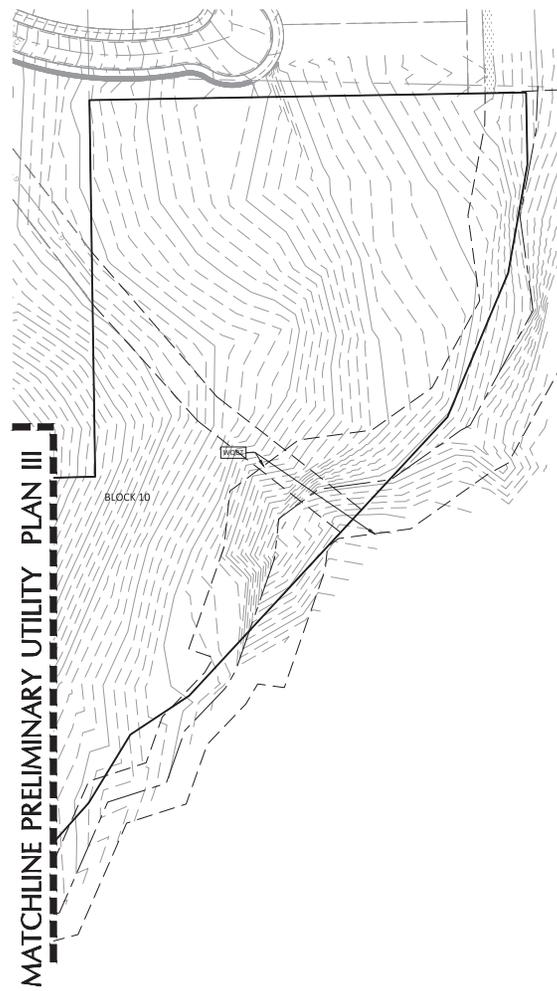
**SHEET  
4  
OF 5**

Project No.: 1298-003

MATCHLINE PRELIMINARY UTILITY PLAN II



MATCHLINE PRELIMINARY UTILITY PLAN III





GRAPHIC SCALE 1"=40'

**LEGEND**

●	IRON ROD
□	ELECTRIC PULL BOX
□	ELECTRIC METER
□	ELECTRIC TRANSFORMER
○	ELECTRIC MANHOLE
○	FIRE HYDRANT
○	GAS METER
☆	LIGHT POLE
○	TELEPHONE MANHOLE
○	TELEPHONE SERVICE BOX
□	TRAFFIC SIGNAL BOX
□	TRAFFIC SIGNAL
○	WATER VALVE
○	WATER METER
○	STORM SEWER MANHOLE
○	WASTEWATER MANHOLE
○	WATER MANHOLE
○	SIGN
○	POWER POLE
↓	DOWN GUY
□	PROPOSED 10' CURB INLET
□	PROPOSED WING WALL
□	PROPOSED GRATE INLET
---	SUBDIVISION BOUNDARY
---	LOT BOUNDARY
---	EASEMENTS
—W—	PROPOSED WATER PIPE
—WW—	PROPOSED WASTEWATER PIPE
—FM—	PROPOSED FORCE MAIN PIPE
—	PROPOSED STORM PIPE
—OE—	OVERHEAD ELECTRIC
---	EDGE OR EXISTING ASPHALT

- NOTES:**
1. ALL WATER LINE MATERIAL, JOINTS, RESTRAINING AND THRUST BLOCKING TO BE IN ACCORDANCE TO CITY OF DRIPPING SPRINGS DETAILS AND SPECIFICATIONS.
  2. WATER LINE ASSIGNMENT TO BE 5.5' FROM R.O.W.
  3. WATER LINE TO HAVE MINIMUM COVER OF 3 FEET.

**DA DOUCET & ASSOCIATES**  
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 7401 B. Highway 71 W. Suite 140  
 Austin, TX 78735 Tel: (512) 253-2400  
 Fax: (512) 253-2401  
 www.dadoucet.com  
 TBP# Firm Number: 3927  
 TBP#S Firm Number: 10106800

PRELIMINARY UTILITY PLAN IV

CANNON RANCH  
 PRELIMINARY PLAT  
 DRIPPING SPRINGS, TEXAS

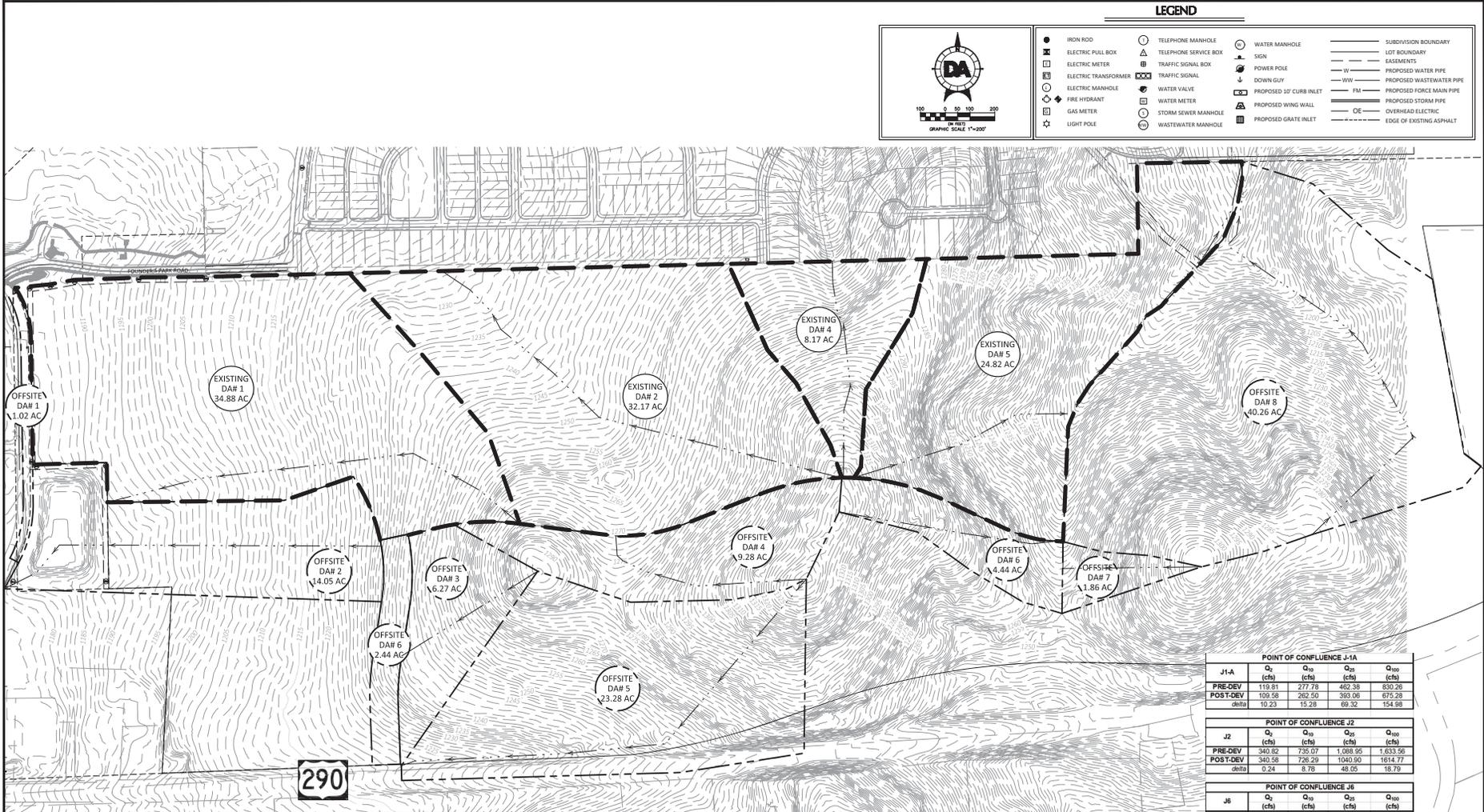
EXHIBIT  
 C

Designed: JH - JG - GS  
 Drawn: GS - PM  
 Reviewed: JH - JG  
 Date: 8/26/2011

SHEET  
 5  
 OF 5

Project No.:  
 1298-003

Drawing: c:\pwworking\gsa\mtd\mtd\1298-003\1298-003.dwg  
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 Date: 8/26/2011 11:28  
 Plot Date: 8/26/2011 11:28  
 Plot Path: c:\pwworking\gsa\mtd\mtd\1298-003\1298-003.dwg



**CURVE NUMBER CALCULATED USING THE SCS METHOD - EXISTING CONDITIONS**

Drainage Basin	Drainage Area (ft)	Drainage Area (ac)	Impervious Area (ft)	I.C. (%)	CN
E-1	1,519,372.80	34.88	16,151.00	1.06%	84
E-2	1,491,325.20	32.17	19,657.00	1.40%	84
E-3	195,286.40	2.44	3,092.00	2.91%	84
E-4	355,885.20	8.17	0.00	0.00%	84
E-5	1,081,159.20	24.82	0.00	0.00%	84
OS-1	44,431.20	1.02	0	0.0%	84
OS-2	612,018.00	14.05	0	0.0%	84
OS-3	273,121.20	6.27	0	0.0%	84
OS-4	404,236.80	9.28	0	0.0%	84
OS-5	1,026,709.20	23.57	0	0.0%	84
OS-6	193,406.40	4.44	0	0.0%	84
OS-7	81,021.60	1.86	0	0.0%	84
OS-8	1,753,724.60	40.26	0	0.0%	84

**EXISTING "Tc" VALUE CALCULATIONS**

Drainage Area	Area (ac)	Sheet Flow			Shallow Concentrated Flow			Channel Flow			Total Allowed Tc (min)
		Length (ft)	Slope (ft/ft)	Tt (min)	Length (ft)	Slope (ft/ft)	Tt (min)	Length (ft)	V (ft/sec)	Tt (min)	
E-1	34.88 Ac.	100	0.06	0.24	8.14	0.04	2625	13.56	881	5.00	21.7
E-2	32.17 Ac.	100	0.05	0.24	10.75	0.07	900	3.51	881	5.00	17.2
E-3	2.44 Ac.	100	0.04	0.24	9.58	0.05	790	3.65	100	5.00	5.0
E-4	8.17 Ac.	100	0.06	0.24	8.14	0.10	608	0.10	1479	5.00	4.93
E-5	24.82 Ac.	100	0.05	0.24	8.76	0.04	1046	5.40	442	5.00	14.7
OS-1	1.02 Ac.	100	0.05	0.24	8.76	0.07	112	0.07	1.12	5.00	1.12
OS-2	14.05 Ac.	100	0.04	0.24	9.58	0.07	263	0.07	2.63	5.00	2.22
OS-3	6.27 Ac.	100	0.03	0.24	10.75	0.1	1184	3.87	656	5.00	2.22
OS-4	9.28 Ac.	100	0.05	0.24	8.76	0.05	359	0.05	3.59	5.00	3.59
OS-5	23.57 Ac.	100	0.03	0.24	10.75	0.1	150	1.50	109	5.00	0.36
OS-6	4.44 Ac.	100	0.02	0.24	12.04	0.15	125	1.463	5.00	4.88	16.8
OS-7	1.86 Ac.	100	0.02	0.24	12.04	0.15	125	1.463	5.00	4.88	16.8
OS-8	40.26 Ac.	100	0.02	0.24	12.04	0.15	125	1.463	5.00	4.88	16.8

**POINT OF CONFLUENCE J-1A**

J-1A	Q <sub>2</sub> (cfs)	Q <sub>10</sub> (cfs)	Q <sub>25</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	119.91	277.78	462.38	830.26
POST-DEV	109.58	262.50	383.06	675.28
delta	10.23	15.28	69.32	154.98

**POINT OF CONFLUENCE J-2**

J-2	Q <sub>2</sub> (cfs)	Q <sub>10</sub> (cfs)	Q <sub>25</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	340.82	735.07	1,088.95	1,633.56
POST-DEV	340.58	729.29	1090.00	1614.77
delta	0.24	8.78	48.05	18.79

**POINT OF CONFLUENCE J-6**

J-6	Q <sub>2</sub> (cfs)	Q <sub>10</sub> (cfs)	Q <sub>25</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	51.21	75.21	91.75	117.94
POST-DEV	41.96	72.49	90.30	116.91
delta	9.25	2.72	1.45	1.03

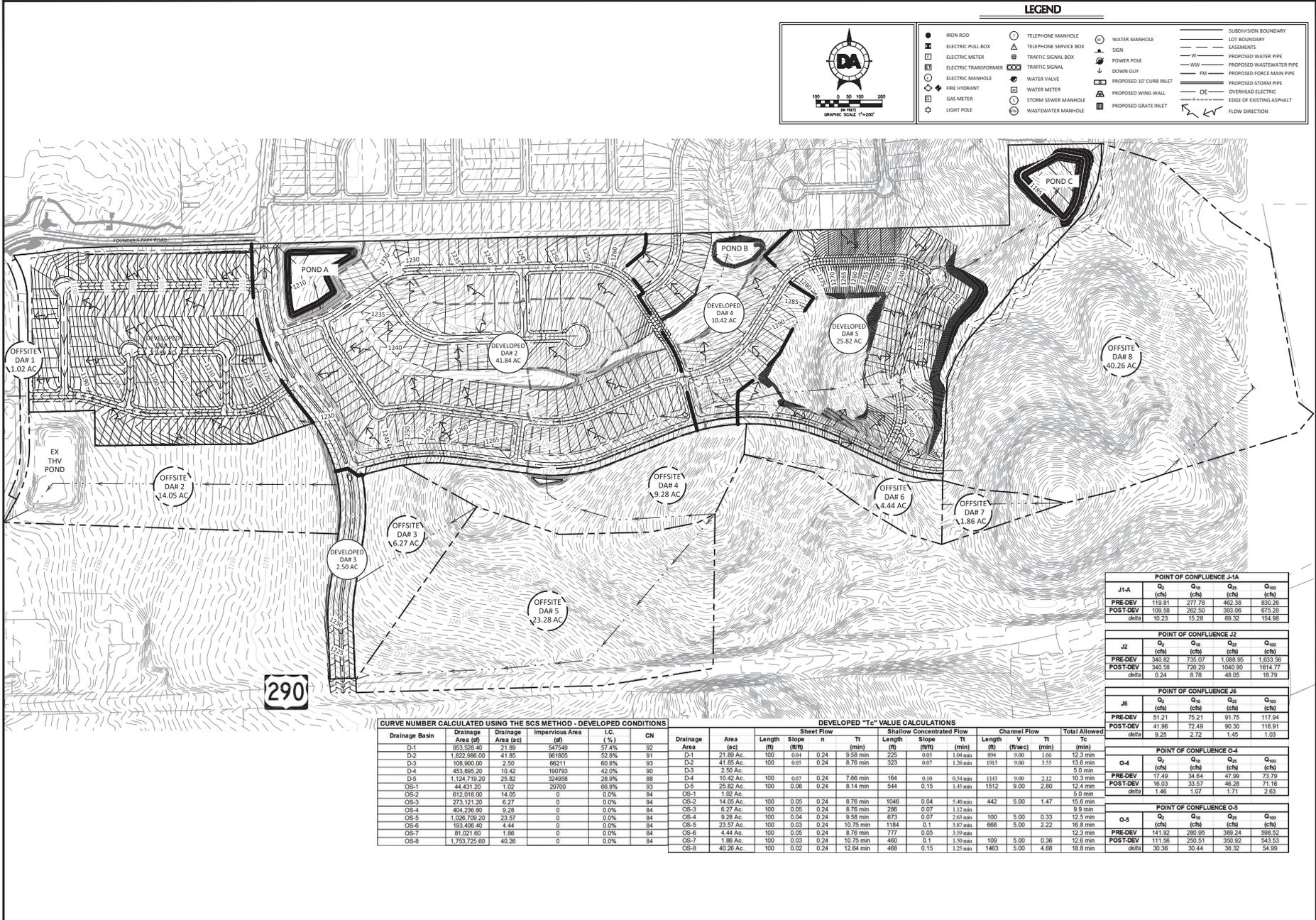
**POINT OF CONFLUENCE O-4**

O-4	Q <sub>2</sub> (cfs)	Q <sub>10</sub> (cfs)	Q <sub>25</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	17.49	34.64	47.99	73.79
POST-DEV	16.03	33.57	46.26	71.16
delta	1.46	1.07	1.71	2.63

**POINT OF CONFLUENCE O-5**

O-5	Q <sub>2</sub> (cfs)	Q <sub>10</sub> (cfs)	Q <sub>25</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	141.92	280.95	389.24	588.52
POST-DEV	111.56	250.51	350.92	543.53
delta	30.36	30.44	38.32	54.99

Drawing: c:\pwworking\da\mfm\1298-003\1298-003.dwg  
 User: jgougeon  
 Date: 8/26/2013 11:15:18  
 Plot Date: 8/26/2013 11:15:18



**LEGEND**

● IRON ROD	○ TELEPHONE MANHOLE	○ WATER MANHOLE	--- SUBMISSION BOUNDARY
⊠ ELECTRIC PULL BOX	⊠ TELEPHONE SERVICE BOX	⬇ SIGN	--- EASEMENTS
⊠ ELECTRIC METER	⊠ TRAFFIC SIGNAL	⬇ POWER POLE	--- PROPOSED WATER PIPE
⊠ ELECTRIC TRANSFORMER	⊠ WATER VALVE	⬇ DOWN GUY	--- PROPOSED WASTEWATER PIPE
⊠ FIRE HYDRANT	⊠ WATER METER	⬇ PROPOSED 10" CURB INLET	--- PROPOSED WASTEWATER MAIN PIPE
⊠ GAS METER	⊠ STORM SEWER MANHOLE	⬇ PROPOSED WING WALL	--- FM
⊠ LIGHT POLE	⊠ WASTEWATER MANHOLE	⬇ PROPOSED GRATE INLET	--- PROPOSED FORCE MAIN PIPE
			--- OVERHEAD ELECTRIC
			--- EDGE OF EXISTING ASPHALT
			--- FLOW DIRECTION

**CURVE NUMBER CALCULATED USING THE SCS METHOD - DEVELOPED CONDITIONS**

Drainage Basin	Drainage Area (sf)	Drainage Area (ac)	Impervious Area (sf)	IC (%)	CN
D-1	953,538.40	21.89	547549	57.4%	92
D-2	1,822,998.00	41.85	981065	52.8%	91
D-3	108,900.00	2.50	66211	60.8%	93
D-4	453,895.20	10.42	190793	42.0%	90
D-5	1,124,719.20	25.82	324958	28.9%	88
OS-1	44,431.20	1.02	29700	66.8%	93
OS-2	612,018.00	14.05	0	0.0%	84
OS-3	273,121.20	6.27	0	0.0%	84
OS-4	494,236.80	11.38	0	0.0%	84
OS-5	1,026,709.20	23.57	0	0.0%	84
OS-6	193,406.40	4.44	0	0.0%	84
OS-7	61,021.60	1.40	0	0.0%	84
OS-8	1,753,725.60	40.26	0	0.0%	84

**DEVELOPED "Tc" VALUE CALCULATIONS**

Drainage Area (ac)	Sheet Flow			Shallow Concentrated Flow			Channel Flow			Total Allowed Tc (min)
	Length (ft)	Slope (ft/ft)	Tt (min)	Length (ft)	Slope (ft/ft)	Tt (min)	Length (ft)	V (ft/sec)	Tt (min)	
D-1	2189	0.04	9.58	225	0.05	1.04	394	9.00	1.66	12.3
D-2	4185	0.05	8.76	323	0.07	1.26	1915	9.00	3.55	13.6
D-3	250	0.07	7.88	164	0.10	0.54	1143	9.00	3.12	5.0
D-4	1042	0.06	8.14	544	0.15	1.45	1512	9.00	2.80	12.4
D-5	2582	0.02	10.42	1046	0.04	5.40	442	5.00	1.47	15.8
D-6	1405	0.05	8.76	296	0.07	1.12	912	9.00	1.66	12.3
D-7	627	0.05	8.76	296	0.07	1.12	912	9.00	1.66	12.3
D-8	928	0.04	9.58	673	0.07	2.63	100	5.00	0.33	12.5
D-9	2357	0.03	10.75	1194	0.1	3.87	666	5.00	2.22	16.8
D-10	444	0.05	8.76	771	0.05	1.39	912	9.00	1.66	12.3
D-11	186	0.03	10.75	460	0.1	1.50	109	5.00	0.36	12.6
D-12	4026	0.02	12.64	688	0.15	1.25	1463	5.00	4.88	18.8

**POINT OF CONFLUENCE J1-A**

J1-A	Q <sub>1</sub> (cfs)	Q <sub>2</sub> (cfs)	Q <sub>3</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	119.81	277.78	462.38	830.26
POST-DEV	108.58	262.50	393.08	675.28
delta	10.23	15.28	69.32	154.98

**POINT OF CONFLUENCE J2**

J2	Q <sub>1</sub> (cfs)	Q <sub>2</sub> (cfs)	Q <sub>3</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	340.82	735.07	1,088.95	1,633.56
POST-DEV	340.58	728.29	1040.90	1614.77
delta	0.24	6.78	48.05	18.79

**POINT OF CONFLUENCE J6**

J6	Q <sub>1</sub> (cfs)	Q <sub>2</sub> (cfs)	Q <sub>3</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	51.21	75.21	91.75	117.94
POST-DEV	41.96	72.49	90.30	116.91
delta	9.25	2.72	1.45	1.03

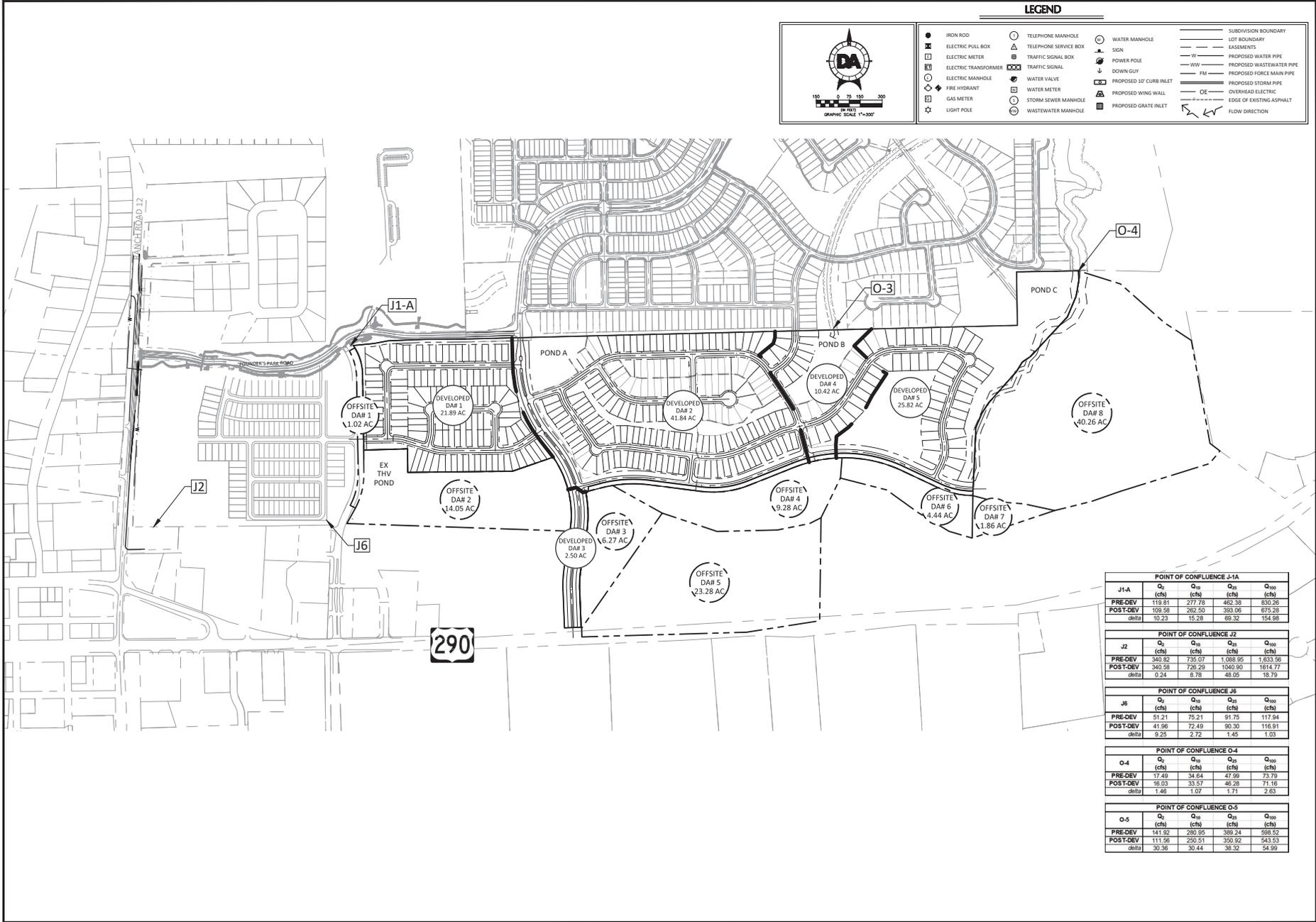
**POINT OF CONFLUENCE O-4**

O-4	Q <sub>1</sub> (cfs)	Q <sub>2</sub> (cfs)	Q <sub>3</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	17.49	34.84	47.59	73.79
POST-DEV	16.03	33.57	46.28	71.16
delta	1.46	1.07	1.71	2.63

**POINT OF CONFLUENCE O-5**

O-5	Q <sub>1</sub> (cfs)	Q <sub>2</sub> (cfs)	Q <sub>3</sub> (cfs)	Q <sub>100</sub> (cfs)
PRE-DEV	141.62	203.95	339.24	598.52
POST-DEV	111.56	250.51	350.92	543.53
delta	30.36	30.44	38.32	54.99

Drawing: c:\pwworking\gms\ent\1298-003\1298-003.dwg  
 User: gsd000001  
 Date: 8/26/2011 11:38  
 Plot: 1298-003.dwg  
 Plot Date: 8/26/2011 11:38



POINT OF CONFLUENCE J1-A					
	Q <sub>1</sub>	Q <sub>10</sub>	Q <sub>25</sub>	Q <sub>50</sub>	Q <sub>100</sub>
	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
PRE-DEV	119.81	277.78	462.38	830.26	830.26
POST-DEV	108.58	262.50	393.08	675.28	675.28
delta	10.23	15.28	69.32	154.98	154.98

POINT OF CONFLUENCE J2					
	Q <sub>1</sub>	Q <sub>10</sub>	Q <sub>25</sub>	Q <sub>50</sub>	Q <sub>100</sub>
	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
PRE-DEV	340.82	735.07	1,088.95	1,633.56	1,633.56
POST-DEV	340.58	728.29	1040.90	1614.77	1614.77
delta	0.24	6.78	48.05	18.79	18.79

POINT OF CONFLUENCE J6					
	Q <sub>1</sub>	Q <sub>10</sub>	Q <sub>25</sub>	Q <sub>50</sub>	Q <sub>100</sub>
	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
PRE-DEV	51.21	75.21	91.75	91.75	117.94
POST-DEV	41.96	72.49	90.30	90.30	116.91
delta	9.25	2.72	1.45	1.45	1.03

POINT OF CONFLUENCE O-4					
	Q <sub>1</sub>	Q <sub>10</sub>	Q <sub>25</sub>	Q <sub>50</sub>	Q <sub>100</sub>
	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
PRE-DEV	17.49	34.64	47.89	73.79	73.79
POST-DEV	16.03	33.57	46.28	71.16	71.16
delta	1.46	1.07	1.71	2.63	2.63

POINT OF CONFLUENCE O-5					
	Q <sub>1</sub>	Q <sub>10</sub>	Q <sub>25</sub>	Q <sub>50</sub>	Q <sub>100</sub>
	(cfs)	(cfs)	(cfs)	(cfs)	(cfs)
PRE-DEV	141.62	293.95	399.24	598.52	598.52
POST-DEV	111.56	250.51	350.92	543.53	543.53
delta	30.36	30.44	38.32	54.99	54.99

Drawing: c:\pwworking\da\projects\1298-003\1298-003-preliminary.plt  
 User: rgs  
 Date: 8/26/2011 11:28:11 AM  
 Plot: 1298-003-preliminary.plt  
 Plot Date: 8/26/2011 11:28:11 AM



# City of Dripping Springs

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*Open spaces, friendly faces.*

Date: October 8, 2021

Permit Number: SUB2021-0052  
Project Name: Cannon Ranch Preliminary Plat  
Project Address: Cannon Ranch Road, Dripping Springs, TX  
78620

City staff has completed its review of the above-named project. Reviewer comments are provided below. These comments are intended to be comprehensive; however, there may be additional comments after reviewing the submitted corrections. Applicants are encouraged to contact reviewers directly with questions.

## **Engineer/Public Works Comments**

The following comments have been provided by Lauren Barzilla and Chad Gilpin. Should you have any questions or require additional information, please contact Lauren Barzilla by email [lbarzilla@cma-engineering.com](mailto:lbarzilla@cma-engineering.com) or Chad Gilpin by email [cgilpin@cityofdrippingsprings.com](mailto:cgilpin@cityofdrippingsprings.com).

1. Construction of 20" waterline by other is pending.
2. Label the points of confluence on the proposed drainage area map in addition to the overall drainage area map.
3. Identify the Sensitive Environmental Feature S-3 on the preliminary plat documents and describe the actions that will be taken to comply with County/State rules or to plug and abandon. [Sub Ord 4.7(I)(4)]
4. Provide a copy of the executed offsite roadway agreement.
5. Clarify the labeling of the "Future Dedicated ROW". I believe that ROW will be dedicated with the Phase 1 Plat for future expansion. Label should read "ROW dedication for future roadway expansion".
6. Provide an overall property keymap on each Preliminary Plat sheet.
7. Provide cost estimate/budget information for expansion of Rob Shelton for consideration by the City per stipulations of the offsite roadway agreement.
8. Provide a status update on the Applicant's acquisition of the offsite Lone Peak Way ROW to US290 and provide a sequence of steps required to complete acquisition of that ROW and permit intersection improvements with TxDOT.
9. Provide proposed contour labels on Utility Plans.
10. Show proposed storm sewer system for Lone Peak Way (offsite construction). [Sub Ord 4.7]

11. Provide a sidewalks and trails plan sheet to demonstrate compliance with the sidewalk and trail requirements of the PDD, offsite road agreement and concept plat.

### Fire Marshal Comments

The following comments have been provided by Dillon Polk. Should you have any questions or require additional information, please contact Dillon Polk by email [dpolk@northhaysfire.com](mailto:dpolk@northhaysfire.com).

12. Approve Cannon Ranch Preliminary Plat

### City Planner Comments

The following comments have been provided by Tory Carpenter. Should you have any questions or require additional information, please contact Tory Carpenter by email [tcarpenter@cityofdrippingsprings.com](mailto:tcarpenter@cityofdrippingsprings.com).

13. Provide a full tree survey. (2.9 of PDD #12.)
14. Include owner and recording information for all adjacent properties (4.7c)
15. On the City of Dripping Springs approval statement, change "Mayor or Mayor Pro Tem" to "Planning & Zoning Commission Chair or Vice Chair." (4.7r4)
16. Update vicinity map to show updated city limits boundary which encompasses this property.
17. The parkland dedication summary appears to be greyed out. Please make darker.

All resubmittals must be transmitted to the Planning Department at the City of Dripping Springs or uploaded to [www.mygovernmentonline.org](http://www.mygovernmentonline.org)\*\*.

Resubmittals must include a cover letter addressing each reviewer comment and noting where associated corrections/revisions/changes can be found in the submittal documents. **Please keep previous review comments on the document as you resubmit your response letter, so that staff can keep track of the original comments.** Resubmittals that do not include a cover letter will be considered incomplete and returned.

Note regarding plats subject to Planning and Zoning Commission review: Resubmittals of corrected plats and associated plans must be received no later than seven (7) calendar days prior to the scheduled P&Z meeting for final review and inclusion in the P&Z packets [Ch. 28, Ex. A, Sec. 3.8].

Note regarding Site Development Plans: Revisions must be submitted within 60 days of the date of this letter or a new application will be required [Sec. 28.04.011].

Regards,

Warlan Rivera,

\*\*\*\*If you are wanting to resubmit on My Government Online, go to [www.mygovernmentonline.org](http://www.mygovernmentonline.org) and login using your customer portal account. After login, click the My Account link located at the top right section of the screen to open the My Account Dashboard. Scroll down to the "My Permits" section and locate the project. Click "View Permit" to open the project. Scroll down to the section of your project labeled "Customer Documents." Click the "Add New File" link located to the far right to upload your files. The jurisdiction will be notified automatically after you've uploaded the files. If you are new to the MyGovernmentOnline customer portal, please note that instructions are available on the portal by clicking the "HELP" link or you may call the technical support line at 1-866-957-3764, option 1 for assistance using the online portal.

*Item 3.*

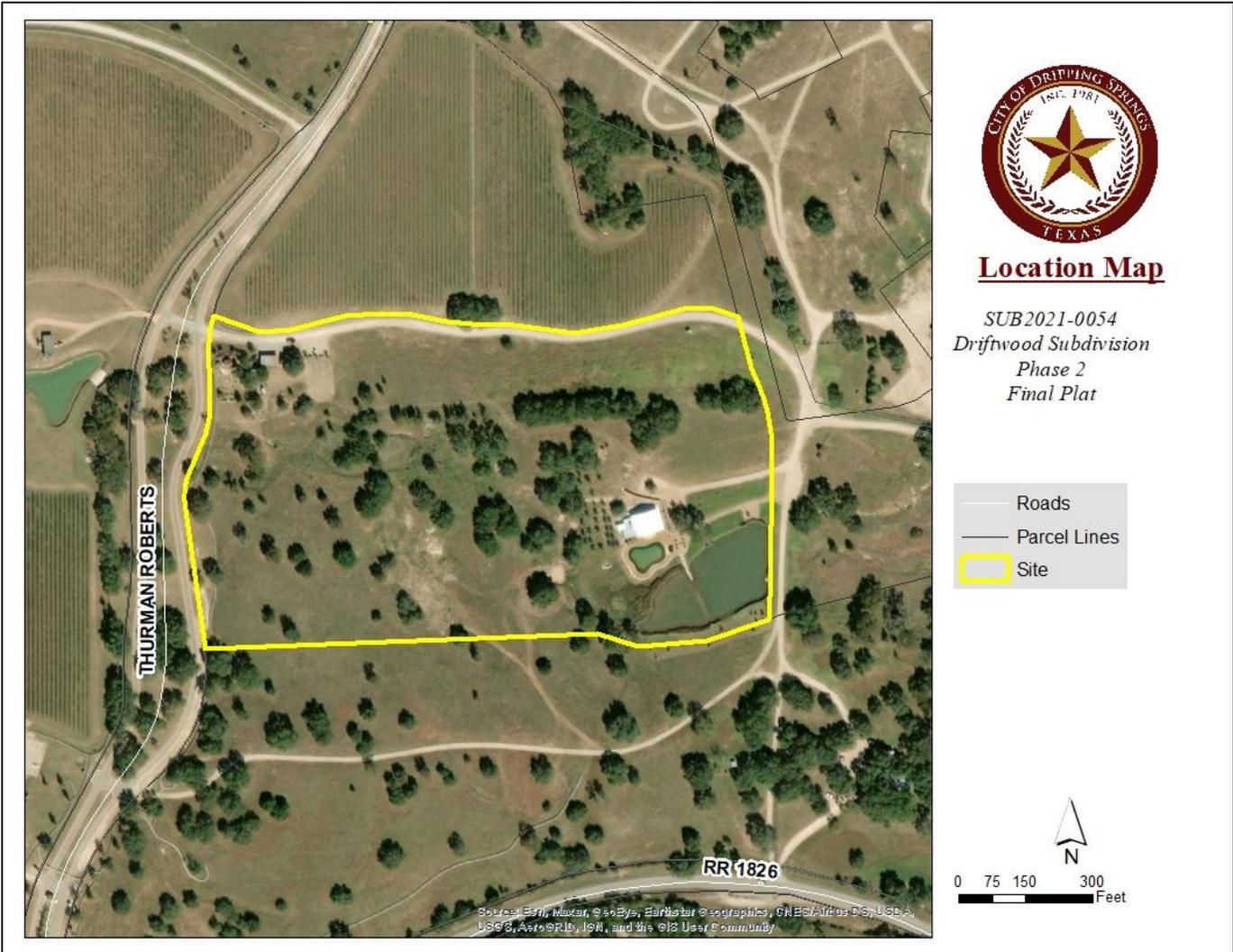


# Planning & Zoning Commission Planning Department Staff Report

**P&Z Meeting:** October 12, 2021  
**Project Number:** SUB2021-0054  
**Project Planner:** Tory Carpenter, Senior Planner

### Item Details

**Project Name:** Driftwood Subdivision Phase 2 Final Plat  
**Property Location:** Thurman Roberts Way  
**Legal Description:** 19.30 acres out of the Freelove Woody Survey, Abstract 20  
**Applicant:** Murfee Engineering Company, Inc.  
**Property Owner:** Driftwood DLC Investors I, LP  
**Request:** A residential final plat.



## Overview

The applicant is requesting approval of a final plat consisting of 18 residential lots. This plat is consistent with the approved preliminary plat.

## Action Requested

*Disapproval to address comments.*

## Site Information

**Location:**

The subject property is located at 214 Thurman Roberts Way, generally located north of FM 1826, east of FM 150, and south of Onion Creek.

**Zoning Designation:** ETJ

## Property History

The preliminary plat was approved March 30, 2021. The surety bond was approved September 21, 2021.

## Recommendation

Staff is recommending disapproval.

## Attachments

- Exhibit 1 – Plat
- Exhibit 2 - Application

Recommended Action:	Disapproval.
Budget/Financial Impact:	All fees have been paid.
Public Comments:	None Received at this time.
Enforcement Issues:	N/A



**DRIPPING SPRINGS**  
Texas

City of Dripping Springs

Item 4.

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## SUBDIVISION APPLICATION

Case Number (staff use only): \_\_\_\_\_ - \_\_\_\_\_

**MEETINGS REQUIRED**  
(AS APPLICABLE PER SITE DEVELOPMENT ORDINANCE)

INFORMAL CONSULTATION DATE: _____	PRE-APPLICATION CONFERENCE DATE: <u>8/31/2021</u>
<input type="checkbox"/> NOT SCHEDULED	<input type="checkbox"/> NOT SCHEDULED

**PLAT TYPE**

- Amending Plat
- Minor Plat
- Replat
- Final Plat
- Plat Vacation
- Other: \_\_\_\_\_

### CONTACT INFORMATION

**APPLICANT NAME** TORY MILLER, PE.  
**COMPANY** Murtee Engineering Company  
**STREET ADDRESS** 1101 S Capital of Texas Highway  
**CITY** Austin **STATE** Texas **ZIP CODE** 78746  
**PHONE** 512-327-9204 **EMAIL** rgilbert@murtee.com

**OWNER NAME** J David Rhoades  
**COMPANY** Driftwood DLC Investor 1, LP, c/o Don Bosse, VP of Dev, Driftwood Golf Club  
**STREET ADDRESS** 582 Thurman Roberts Way  
**CITY** Driftwood **STATE** Texas **ZIP CODE** 78619  
**PHONE** 737-241-3517 **EMAIL** dbosse@driftwoodgolfclub.com

<b>PROPERTY INFORMATION</b>	
PROPERTY OWNER NAME	Driftwood DLC Investors I, LP
PROPERTY ADDRESS	Thurman Roberts Way
CURRENT LEGAL DESCRIPTION	19.30 ac out of Freelove Woody Sur, Abs 20, Hays Co, TX
TAX ID #	R12537
LOCATED IN	<input type="checkbox"/> City Limits <input checked="" type="checkbox"/> Extraterritorial Jurisdiction
CURRENT LAND ACREAGE	1930
SCHOOL DISTRICT	Hays Consolidated ISD and Dripping Springs ISD
ESD DISTRICT(S)	ESD 6 and ESD 1
ZONING/PDD/OVERLAY	NA
EXISTING ROAD FRONTAGE	<input checked="" type="checkbox"/> Private                      Name: <u>Thurman Roberts Way</u> <input type="checkbox"/> State                                      Name: _____ <input type="checkbox"/> City/County (public)                      Name: _____
DEVELOPMENT AGREEMENT? (If so, please attach agreement)	<input checked="" type="checkbox"/> Yes (see attached) <input type="checkbox"/> Not Applicable Development Agreement Name: <small>Driftwood Amended and Restated DA between CoDS &amp; M Scott Roberts &amp; Equity Ltd</small> _____

<b>ENVIRONMENTAL INFORMATION</b>	
IS PROPERTY OVER THE EDWARDS AQUIFER RECHARGE ZONE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
IS PROPERTY OVER THE BARTON SPRINGS CONTRIBUTING ZONE TO THE EDWARDS AQUIFER?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
IS PROPERTY WITHIN A FEMA FLOODPLAIN AS DEFINED BY THE MOST CURRENT FIRM?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

PROJECT INFORMATION	
PROPOSED SUBDIVISION NAME	Driftwood Subdivision, Phase Two Final Plat
TOTAL ACREAGE OF DEVELOPMENT	19.30
TOTAL NUMBER OF LOTS	23
AVERAGE SIZE OF LOTS	0.832
INTENDED USE OF LOTS	<input checked="" type="checkbox"/> RESIDENTIAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> INDUSTRIAL/OTHER: <u>OS, PVT ST</u>
# OF LOTS PER USE	RESIDENTIAL: <u>18</u> COMMERCIAL: _____ INDUSTRIAL: _____
ACREAGE PER USE	RESIDENTIAL: <u>9.5</u> COMMERCIAL: _____ INDUSTRIAL: _____
LINEAR FEET (ADDED) OF PROPOSED ROADS	PUBLIC: _____ PRIVATE: <u>2,300</u>
ANTICIPATED WASTEWATER SYSTEM	<input type="checkbox"/> CONVENTIONAL SEPTIC SYSTEM <input type="checkbox"/> CLASS I (AEROBIC) PERMITTED SYSTEM <input checked="" type="checkbox"/> PUBLIC SEWER
WATER SOURCES	<b>SURFACE WATER</b> <input checked="" type="checkbox"/> PUBLIC WATER SUPPLY <input type="checkbox"/> RAIN WATER <b>GROUND WATER*</b> <input type="checkbox"/> PUBLIC WELL <input type="checkbox"/> SHARED WELL <input type="checkbox"/> PUBLIC WATER SUPPLY
<p>*IF DOING GROUND WATER PROVISION FOR THE DEVELOPMENT USING GROUNDWATER RESOURCES, THE HAYS-TRINITY GROUNDWATER CONSERVATION DISTRICT MUST BE NOTIFIED:</p> <p>HAYS-TRINITY GCD NOTIFIED?   <input checked="" type="checkbox"/> YES   <input type="checkbox"/> NO</p>	

COMMENTS: \_\_\_\_\_

TITLE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

**PUBLIC UTILITY CHECKLIST**

**ELECTRIC PROVIDER NAME** (if applicable): Pedernales Electric Cooperative Inc  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

**COMMUNICATIONS PROVIDER NAME** (if applicable): Charter Business - Spectrum  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

**WATER PROVIDER NAME** (if applicable): City of Dripping Springs  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

**WASTEWATER PROVIDER NAME** (if applicable): City of Dripping Springs  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

**GAS PROVIDER NAME** (if applicable): \_\_\_\_\_  
 VERIFICATION LETTER ATTACHED     NOT APPLICABLE

PARKLAND DEDICATION?	AGRICULTURE FACILITIES (FINAL PLAT)?
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NOT APPLICABLE	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NOT APPLICABLE

**COMPLIANCE WITH OUTDOOR LIGHTING ORDINANCE?\***

*(See attached agreement)*

\*If proposed subdivision is in the City Limits, compliance with the Lighting Ordinance is **mandatory**. If proposed subdivision is in the ETJ, compliance is **mandatory** when required by a Development Agreement, or as a condition of an Alternative Standard/Special Exception/Variance/Waiver.

Voluntary compliance is strongly encouraged by those not required by above criteria (see Outdoor Lighting tab on the city's website at [www.cityofdrippingsprings.com](http://www.cityofdrippingsprings.com) and online Lighting Ordinance under the Code of Ordinances tab for more information).

YES (REQUIRED)    YES (VOLUNTARY\*)    NO

**APPLICANT'S SIGNATURE**

*Note: An additional signature is required on page 7 of the application verifying completeness. Applications should be submitted **only** when all required information is included in the submittal.*

The above information is true to the best of my knowledge. I attest that the real property described is owned by me and all others as signed below. If the below signed applicant is not the owner of said property, the signature of the property owner must be included below, or consent must be attached (If a corporation, please list title, and name of corporation.)

TORY MILLER

Applicant Name

Tory Miller

9-2-21

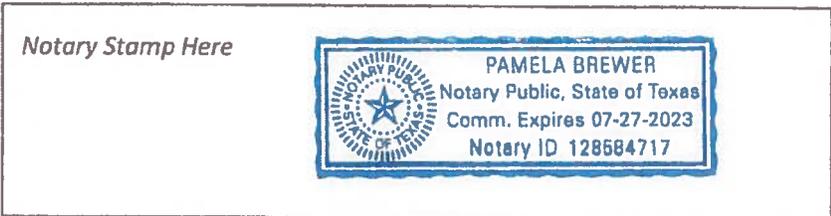
Applicant Signature

Pamela Brewer

Date  
9-2-21

Notary

Date



J. DAVID RITORDE S

Property Owner Name

\* [Signature]

Property Owner Signature

Date  
9.2.2021

All required items and information (including all applicable below listed exhibits and fees) must be received by the City for an application and request to be considered complete. Incomplete submissions will not be deemed filed and complete. By signing below, I acknowledge that I have read through and met all requirements for a complete submittal:

Applicants Signature: Tommy MBL Date: 9-2-21

FINAL, REPLAT, MINOR, AND AMENDING PLAT CHECKLIST		
Subdivision Ordinance, Section 5		
STAFF	APPLICANT	
<input type="checkbox"/>	<input type="checkbox"/>	Completed application form – including all required notarized signatures
<input type="checkbox"/>	<input type="checkbox"/>	Application fee (refer to Fee Schedule)
<input type="checkbox"/>	<input type="checkbox"/>	Digital Copies/PDF of all submitted items
<input type="checkbox"/>	<input type="checkbox"/>	County Application Submittal – proof of online submission (if applicable)
<input type="checkbox"/>	<input type="checkbox"/>	ESD #6 Application (if within City or Development Agreement) or Proof of Submittal to Hays County Fire Marshal (if in the ETJ)
<input type="checkbox"/>	<input type="checkbox"/>	\$240 Fee for ESD #6 Application (if applicable)
<input type="checkbox"/>	<input type="checkbox"/>	Billing Contact Form
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Engineer's Summary Report
<input type="checkbox"/>	<input type="checkbox"/>	Drainage Report – if not included in the Engineer's summary
<input type="checkbox"/>	<input type="checkbox"/> NA	Geological Assessment Identifying Critical Environmental Features [Sub. Ord. 4.8(l)(4)] (if applicable)
<input type="checkbox"/>	<input type="checkbox"/> NA	OSSF Facility Planning Report or approved OSSF permit (if applicable)
<input type="checkbox"/>	<input type="checkbox"/>	Final Plats (11 x 17 to scale)
<input type="checkbox"/>	<input type="checkbox"/>	Copy of Current Configuration of Plat (if applicable)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Copy of Preliminary Plat (if applicable)
<input type="checkbox"/>	<input type="checkbox"/> NA	Proof of final acceptance of all public infrastructure by the jurisdiction that will own and maintain it; or posting of fiscal for public infrastructure.
<input type="checkbox"/>	<input type="checkbox"/>	Digital Data (GIS) of Subdivision
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Tax Certificates – verifying that property taxes are current
<input type="checkbox"/>	<input type="checkbox"/>	Copy of Notice Letter to the School District – notifying of preliminary submittal
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Outdoor Lighting Ordinance Compliance Agreement

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<input checked="" type="checkbox"/>	<input type="checkbox"/>	Development Agreement/PDD (If applicable)
<input type="checkbox"/>	<input type="checkbox"/>	Cost estimate of public infrastructure improvements (all public infrastructure improvements including water, wastewater, roads, drainage, curbs, sidewalks, etc.) (if applicable). *A Final Plat application will not be accepted if staff has not already approved this.
<input type="checkbox"/>	<input checked="" type="checkbox"/> NA	Documentation showing approval of driveway locations (TxDOT, County)
<input type="checkbox"/>	<input type="checkbox"/>	Documentation showing Hays County 911 Addressing approval (If applicable)
<input type="checkbox"/>	<input checked="" type="checkbox"/> NA	Parkland Dedication fee (if applicable)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	\$25 Public Notice Sign Fee
<input type="checkbox"/>	<input type="checkbox"/>	Ag Facility Fees - \$35 per residential LUE (if applicable)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Proof of Utility Service (Water & Wastewater) or permit to serve
<input type="checkbox"/>	<input checked="" type="checkbox"/> NA	Geologic Assessment Identifying Critical Environmental Features [Sub. Ord. 4.8(i)(4)]
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pre-Application Meeting Form signed by City Staff

<b>FINAL PLAT INFORMATION REQUIREMENTS</b>		
<input type="checkbox"/>	<input checked="" type="checkbox"/>	A vicinity, or location, map that shows the location of the proposed Plat within the City (or within its ETJ) and in relationship to existing roadways.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Boundary lines, abstract/survey lines, corporate and other jurisdictional boundaries, existing or proposed highways and street right-of-way, bearings and distances sufficient to locate the exact area proposed for the subdivision, and all survey monuments including any required concrete monuments (per the City Engineer); the length and bearing of all straight lines, radii, arc lengths, tangent lengths and central angles of all curves shall be indicated along the lines of each lot or Unit (curve and line data may be placed in a table format); accurate reference ties via courses and distances to at least one recognized abstract or survey corner or existing subdivision corner shall be shown.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	The name, location and recording information of all adjacent subdivisions (or property owners of adjacent unplatted property), including those located on the other sides of roads or creeks, shall be drawn to the same scale and shown in dotted lines adjacent to the tract proposed for subdivision in sufficient detail to show accurately the existing streets, alleys, building setbacks, lot and block numbering, easements, and other features that may influence the layout of development of the proposed subdivision; adjacent unplatted land shall show property lines, the names of owners of record, and the recording information.

<input type="checkbox"/>	<input type="checkbox"/>	<p>The location, widths and names of all street right-of-way and easements (it shall be the applicant's responsibility to coordinate with appropriate utility entities for placement of necessary utility easements and for location of all streets and median openings on highways or arterial roadways), existing or proposed, within the subdivision limits and adjacent to the subdivision; a list of proposed street names shall be submitted (in the form of a letter or memo along with the application form) for all new street names (street name approval is required at the time the Plat is approved)</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>The location of all existing property lines, existing lot and block numbers and date recorded, easements of record (with recording information),</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>Proposed arrangement and square footage of lots or Units (including lot and block numbers or Unit numbers).</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>All sheets shall have a title block which shows the title or name under which the proposed subdivision is to be recorded; the name, address and phone number of the property owner(s); the name, address and phone number of the licensed engineer or registered professional land surveyor who prepared the plat/plans; the scale of the plat/plans; the date the plat/plan was prepared; and the location of the property according to the abstract or survey records of Hays County, Texas.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>Sites, if any, to be reserved or dedicated for parks, schools, playgrounds, other public uses or for private facilities or amenities</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>Scale (including a graphic scale), date, north arrow oriented to the top or left side of the sheet, and other pertinent informational data</p>
<input type="checkbox"/>	<input type="checkbox"/>	<p>All physical features of the property to be subdivided shall be shown, including:</p> <ul style="list-style-type: none"> <li>- The location and size of all watercourses; and</li> <li>- 100-year floodplain according to Federal Emergency Management Agency (FEMA) information; and</li> <li>- Water Quality Buffer Zones as required by [WQO 22.05.017]</li> <li>- Drainage ways and drainage easements. Drainage easements are required for bypass of any offsite flows and for concentrated flows conveyed across lots. Drainage easements shall be large enough to contain the 100-yr storm [Sub. Ord. 12.2.2].</li> <li>- U.S. Army Corps of Engineers flowage easement requirements; and</li> <li>- All critical environmental features (CEFs) such as karsts, springs, sinkholes,</li> </ul>

		<p>caves, etc., to be located and documentation to be signed and certified by a geologist. All CEF to have a minimum setback of 150'. All designated wetlands to be certified as such by an accredited wetland biologist relying the presence of wetlands plant species.</p> <p>- Drainage area in acres or area draining into subdivisions (to be included in drainage report and construction plans); and</p>
<input type="checkbox"/>	<input type="checkbox"/>	Existing zoning of the subject property and all adjacent properties if within the city limits.
<input type="checkbox"/>	<input type="checkbox"/>	<p>Provide notes identifying the following:</p> <ul style="list-style-type: none"> <li>• Owner responsible for operation and maintenance of stormwater facilities.</li> <li>• Owner/operator of water and wastewater utilities.</li> <li>• Owner/operator of roadway facilities</li> </ul>
<input type="checkbox"/>	<input type="checkbox"/>	<p>Certificates and other language shall be included on the plat, pursuant to the following Subsections: A statement signed by the property owner(s) and acknowledged before a Notary Public that the subdivided area is legally owned by the applicant.</p> <ul style="list-style-type: none"> <li>- A statement signed by the property owner(s) and acknowledged before a Notary Public that the subdivided area is legally owned by the applicant.</li> <li>- An accurate legal, such as by metes and bounds, description by bearings and distances (including necessary curve and line data), accurate to the nearest one hundredth of a foot, for all boundary, block and lot lines, with descriptions correlated to a permanent survey monument.</li> <li>- The registered professional land surveyor's certificate, with a place for his or her signature and notarization of his or her signature.</li> <li>- A place for plat approval signature of the Chair or Vice Chair, in the Chair's absence) of the Planning and Zoning Commission, a place for the City Secretary to attest such signature, and the approval dates by Planning and Zoning Commission.</li> <li>- Appendices to this Chapter contain certificates and languages to be used on the plat to accommodate the above requirements:</li> </ul>

**NARRATIVE OF COMPLIANCE**

A written narrative describing how all portions of the subdivision meets all requirements of this code and other codes, including landscaping, lighting, parkland dedication, site development, water quality protection, and zoning, as may be relevant.

Outdoor Lighting, Article 24.06	In accordance with DA and City of DS regulations.
Parkland Dedication, Article 28.03	In accordance with DA additional parkland dedication is not required.
Landscaping and Tree Preservation, Article 28.06	In accordance with DA.

Subdivision, 28.02, Exhibit A	This section shall also include, depending on what type of plat is being filed, how public or private improvements will meet City standards, including water quality, drainage, stormwater, and fire (if applicable).  Improvements in accordance with DA and City and County regulations
Zoning, Article 30.02, Exhibit A	NA

# DRIFTWOOD SUBDIVISION, PHASE TWO FINAL PLAT

STATE OF TEXAS )  
COUNTY OF HAYS )

KNOW ALL MEN BY THESE PRESENTS, THAT DRIFTWOOD DLC INVESTOR I, A DELAWARE LIMITED PARTNERSHIP, ACTING HEREIN BY AND THROUGH J. DAVID RHOADES, AUTHORIZED AGENT OWNER OF 19.302 ACRES OF LAND, RECORDED IN DOCUMENT No. 20031323 OF THE OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS, OUT OF THE FRELLOVE WOODY SURVEY No. 23, ABSTRACT No. 20, HAYS COUNTY, TEXAS, DO HEREBY SUBDIVIDE 19.302 ACRES, TO BE KNOWN AS "DRIFTWOOD SUBDIVISION, PHASE TWO FINAL PLAT", IN ACCORDANCE WITH THE PLAT SHOWN HEREON, SUBJECT TO ANY AND ALL EASEMENTS OR RESTRICTIONS HERETOFORE GRANTED AND DO HEREBY DEDICATE TO THE PUBLIC THE USE OF THE EASEMENTS SHOWN HEREON.

GOLF CLUB DEVELOPMENT, INC.  
A DELAWARE COMPANY,

BY: J. DAVID RHOADES, AUTHORIZED AGENT DATE  
582 THURMAN ROBERTS WAY.  
DRIFTWOOD, TEXAS 78619

STATE OF ARIZONA )  
COUNTY OF MARICOPA )

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED J. DAVID RHOADES, AUTHORIZED AGENT, KNOWN BY ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FORGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS THE \_\_\_\_ DAY OF \_\_\_\_\_, 2019. A.D.

NOTARY PUBLIC IN AND FOR THE STATE OF ARIZONA

THIS IS TO CERTIFY THAT I AM CERTIFIED TO PRACTICE THE PROFESSION OF ENGINEERING IN THE STATE OF TEXAS; THAT I PREPARED THE PLAN SUBMITTED HERewith, AND THAT ALL INFORMATION SHOWN THEREON IS ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE AS RELATED TO THE ENGINEERING PORTIONS THEREOF AND THAT SAID PLAN COMPLIES WITH ORDINANCE No. 1230.6 SETTING FORTH REQUIREMENTS AND OBLIGATIONS FOR SUBDIVISIONS IN THE CITY OF DRIPPING SPRINGS AND THE SUBDIVISION AND DEVELOPMENT REGULATIONS OF HAYS COUNTY, TEXAS, EXCEPT FOR THOSE VARIANCES GRANTED BY THE COMMISSIONERS COURT.

WITNESS MY HAND THIS THE 31<sup>st</sup> DAY OF August, 2021.

*Tory Duane Miller*  
TORY DUANE MILLER, P.E.  
MURFEE ENGINEERING CO., INC.  
1101 SOUTH CAPITAL OF TEXAS HIGHWAY  
BUILDING D, SUITE 110  
AUSTIN, TEXAS 78746



**ENGINEER'S NOTES:**

- NO PORTION OF THIS SUBDIVISION LIES WITHIN THE BOUNDARIES OF THE EDWARDS AQUIFER RECHARGE ZONE.
- THE ENTIRETY OF THIS SUBDIVISION LIES WITHIN THE BOUNDARIES OF THE CONTRIBUTING ZONE OF THE EDWARDS AQUIFER.
- NO PORTION OF THIS SUBDIVISION LIES WITHIN THE BOUNDARIES OF ANY MUNICIPALITY'S CORPORATE CITY LIMITS, BUT IS WITHIN THE EXTRATERRITORIAL JURISDICTION OF THE CITY OF DRIPPING SPRINGS.
- A PORTION OF THIS SUBDIVISION LIES WITHIN THE BOUNDARIES OF A ZONE "A" FLOOD HAZARD AREA AS DELINEATED ON HAYS COUNTY COMMUNITY PANEL MAPS #48209C0120 F, #48209C0140 F, #48209C0235 F, AND #48209C0255 F, EFFECTIVE DATE SEPTEMBER 2, 2005.

I GREGORY A. WAY, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT COMPLIES WITH THE SURVEY RELATED REQUIREMENTS OF THE CITY OF DRIPPING SPRINGS SUBDIVISION ORDINANCE AND FURTHER CERTIFY THAT THIS PLAT IS TRUE AND CORRECTLY MADE AND IS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND AND THAT THE CORNER MONUMENTS WERE PROPERLY PLACED UNDER MY SUPERVISION.

WITNESS MY HAND THIS THE 30th DAY OF July, 2021.

*Gregory A. Way*  
GREGORY A. WAY  
REGISTERED PROFESSIONAL LAND SURVEYOR  
NO. 4567 - STATE OF TEXAS  
CAPITAL SURVEYING COMPANY, INC.  
925 CAPITAL OF TEXAS HWY.  
AUSTIN, TEXAS 78746



**GENERAL NOTES:**

- THIS SUBDIVISION IS LOCATED WITHIN THE CITY OF DRIPPING SPRINGS EXTRATERRITORIAL JURISDICTION.
- THIS SUBDIVISION IS WITHIN THIS SUBDIVISION IS WITHIN ESD No. 1 AND ESD No. 6 AND THE HAYS CONSOLIDATED INDEPENDENT SCHOOL DISTRICT.
- THIS SUBDIVISION IS LOCATED IN THE EDWARDS AQUIFER CONTRIBUTING ZONE.
- NO FENCES SHALL BE PLACED SO AS TO IMPEDE THE FLOW OF DRAINAGE WITHIN AN EXISTING DRAINAGE WAY.
- TOTAL ACREAGE OF DEVELOPMENT: 19.3018  
TOTAL ACREAGE OF LOTS: 19.3018  
INTENDED USE OF LOTS: RESIDENTIAL, DRAINAGE AND PRIVATE STREETS  
TOTAL NUMBER OF LOTS: 23 AVERAGE SIZE OF LOTS: 0.8321  
NUMBER OF LOTS: Greater than 10 acres 0  
Larger than 5, less than 10 1  
Between 2 & 5 acres 0  
Between 1 & 2 acres 2  
Less than an acre 20
- ALL CULVERTS, WHEN REQUIRED, SHALL COMPLY WITH THE CURRENT HAYS COUNTY STANDARDS, PER HAYS COUNTY DEVELOPMENT REGULATIONS, CHAPTER 705, SUBCHAPTER 8.03.
- WHILE THE WATER AVAILABILITY RULES ARE INTENDED TO PRESERVE AND PROTECT THE WATER RESOURCES OF HAYS COUNTY, THE COMMISSIONERS COURT OF HAYS COUNTY DOES NOT MAKE ANY WARRANTY - EXPRESSED, IMPLIED, OR OTHERWISE - THAT SUBDIVISIONS THAT COMPLY WITH THESE RULES WILL BE ABLE TO MEET THE WATER NEEDS OF THOSE PURCHASING LOTS WITHIN THE SUBDIVISION.
- THIS SUBDIVISION IS SUBJECT TO THE DEVELOPMENT AGREEMENT REACHED BETWEEN THE CITY OF DRIPPING SPRINGS AND M. SCOTT ROBERTS, RECORDED IN VOLUME 3381, PAGE 708 AND THE AMENDED AND THE RESTATED DEVELOPMENT AGREEMENT RECORDED IN VOLUME 5150 PAGE 594, BOTH OF THE OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS, AS AMENDED FROM TIME TO TIME. SITE DEVELOPMENT AND BUILDING PERMITS ARE REQUIRED FOR COMMERCIAL DEVELOPMENT.
- THE OWNER WILL ALLOW THE RIGHT-OF-ENTRY TO THE CITY, UTILITY OR PUBLIC SERVICE PROVIDERS AND EMERGENCY VEHICLES AS NECESSARY.
- DEVELOPMENT IN THE WATER QUALITY BUFFER ZONE IS PROHIBITED PER THE CITY'S WATER QUALITY PROTECTION ORDINANCE.
- THIS SUBDIVISION IS WITHIN THE JURISDICTION OF THE DRIFTWOOD ECONOMIC DEVELOPMENT MUNICIPAL MANAGEMENT DISTRICT.
- THIS PLAT AND SUBSEQUENT SITE DEVELOPMENT PLANS SHALL COMPLY WITH THE MOST CURRENT INTERNATIONAL FIRE CODE AS ADOPTED AND AMENDED BY THE EMERGENCY SERVICE DISTRICT No. 6 OR ITS SUCCESSORS.
- HOMEOWNERS ASSOCIATION MAINTAINED STREETS: DRIFTWOOD DLC INVESTOR I, LP, BY FILING OF THIS PLAT OF RECORD AND ALL FUTURE OWNERS OF PROPERTY WITHIN THIS SUBDIVISION, BY PURCHASING PROPERTY, ACKNOWLEDGE AND AGREE THAT HAYS COUNTY SHALL HAVE NO OBLIGATION WHATSOEVER TO REPAIR OR ACCEPT MAINTENANCE OF THE ROADS SHOWN ON THIS SUBDIVISION: VOLMERING LANE AND THIELEPAPE COVE UNTIL AND UNLESS DRIFTWOOD DLC INVESTOR I, LP, AND/OR THE DRIFTWOOD PROPERTY ASSOCIATION HAS IMPROVED THE ROADWAY TO THE THEN CURRENT STANDARDS REQUIRED BY HAYS COUNTY AND THE ROAD HAS BEEN ACCEPTED FOR MAINTENANCE BY FORMAL, WRITTEN ACTION OF THE COUNTY COMMISSIONERS COURT AND THE ROADWAY, WITH ALL REQUIRED RIGHT-OF-WAY, HAS BEEN DEDICATED BY THE OWNERS THEREOF, AND ACCEPTED BY THE COUNTY, AS A PUBLIC STREET. DRIFTWOOD DLC INVESTOR I, LP AND ALL FUTURE OWNERS OF THE PROPERTY WITHIN THIS SUBDIVISION SHALL LOOK SOLELY TO THE DRIFTWOOD PROPERTY OWNERS ASSOCIATION, INC. FOR FUTURE MAINTENANCE AND REPAIR OF THE ROAD AND STREETS SHOWN IN THIS SUBDIVISION.
- THIS SUBDIVISION IS SUBJECT TO DECLARATIONS OF COVENANTS, CONDITIONS AND RESTRICTIONS AS REFERRED TO IN DOCUMENT No. 15007648 OF THE OFFICIAL PUBLIC RECORDS OF HAYS COUNTY, TEXAS.
- THIS SUBDIVISION IS UNDER THE HAYS TRINITY GROUNDWATER CONSERVATION DISTRICT, (HTGCD).
- POST-DEVELOPMENT CONDITIONS RUNOFF RATE SHALL NOT BE GREATER THAN THE PRE-DEVELOPED CONDITION FOR 2, 5, 10, 25 AND 100 YEAR STORM EVENTS, PER HAYS COUNTY DEVELOPMENT REGULATIONS, CHAPTER 725, SUBCHAPTER 3.02. PRE AND POST DEVELOPMENT RUNOFF CALCULATIONS SHALL BE INCLUDED WITH THE CONSTRUCTION DRAWINGS FOR THIS SUBDIVISION.

**SUBDIVISION PLAT NOTES:**

SEWAGE DISPOSAL/INDIVIDUAL WATER SUPPLY CERTIFICATION, TO-WIT:

- NO STRUCTURE IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO AN INDIVIDUAL OR STATE-APPROVED COMMUNITY WATER SYSTEM. DUE TO DECLINING WATER SUPPLIES AND DIMINISHING WATER QUALITY, PROSPECTIVE PROPERTY OWNERS ARE CAUTIONED BY HAYS COUNTY TO QUESTION THE SELLER CONCERNING GROUND WATER AVAILABILITY. RAIN WATER COLLECTION IS ENCOURAGED AND IN SOME AREAS, MAY OFFER THE BEST AVAILABLE WATER RESOURCE.
- NO STRUCTURE IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO PUBLIC SEWER SYSTEM OR TO AN ON-SITE WASTEWATER SYSTEM WHICH HAS BEEN APPROVED AND PERMITTED BY HAYS COUNTY DEVELOPMENT SERVICES.
- NO CONSTRUCTION OR OTHER DEVELOPMENT WITHIN THIS SUBDIVISION MAY BEGIN UNTIL HAYS COUNTY DEVELOPMENT PERMIT REQUIREMENTS HAVE BEEN MET.

ERIC VAN GAASBEEK, R.S., C.F.M. DATE \_\_\_\_\_ MARCUS PACHECO, DIRECTOR DATE \_\_\_\_\_  
COUNTY FLOODPLAIN ADMINISTRATOR HAYS COUNTY DEVELOPMENT SERVICES

STATE OF TEXAS )  
COUNTY OF HAYS )  
CITY OF DRIPPING SPRINGS )

THIS PLAT, FINAL PLAT OF THE DRIFTWOOD SUBDIVISION, PHASE TWO, HAS BEEN SUBMITTED TO AND CONSIDERED BY THE CITY OF DRIPPING SPRINGS AND IS HEREBY APPROVED.

APPROVED, THIS THE \_\_\_\_ DAY OF \_\_\_\_\_, 2021.

BY: \_\_\_\_\_  
MIM JAMES  
PLANNING & ZONING COMMISSION CHAIRPERSON

ATTEST: \_\_\_\_\_  
ANDREA CUNNINGHAM, CITY SECRETARY

I, THE UNDERSIGNED, DIRECTOR OF THE HAYS COUNTY DEVELOPMENT SERVICES DEPARTMENT, HEREBY CERTIFY THAT THIS SUBDIVISION PLAT CONFORMS TO ALL HAYS COUNTY REQUIREMENTS AS STATED IN THE INTERLOCAL COOPERATION AGREEMENT BETWEEN HAYS COUNTY AND THE CITY OF DRIPPING SPRINGS FOR SUBDIVISION REGULATION WITHIN THE EXTRATERRITORIAL JURISDICTION OF THE CITY OF DRIPPING SPRINGS.

MARCUS PACHECO, DIRECTOR DATE \_\_\_\_\_  
HAYS COUNTY DEVELOPMENT SERVICES

STATE OF TEXAS )  
COUNTY OF HAYS )

I, ELAINE HANSON CARDENAS, CLERK OF HAYS COUNTY, TEXAS, HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT OF WRITING WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE \_\_\_\_ DAY OF \_\_\_\_\_, 2021, AT \_\_\_\_ O'CLOCK \_\_\_\_M., AND DULY RECORDED ON THE \_\_\_\_ DAY OF \_\_\_\_\_, 2021, AT \_\_\_\_ O'CLOCK \_\_\_\_M. IN THE PLAT RECORDS OF HAYS COUNTY, TEXAS, IN INSTRUMENT NO. \_\_\_\_\_

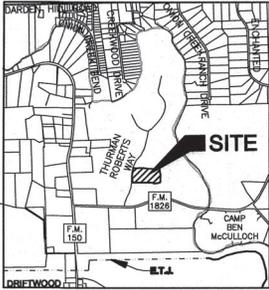
ELAINE HANSON CARDENAS  
COUNTY CLERK, HAYS COUNTY, TEXAS

**DRIFTWOOD SUBDIVISION,  
PHASE TWO**

<b>CSCI</b>		CAPITAL SURVEYING COMPANY INCORPORATED
925 Capital of Texas Highway South Building B, Suite 110 Austin, Texas 78746 (512) 327-6606		FORM REGISTRATION No. 101267-9
DRAWN BY: WAL	SCALE: 1" = 100'	F.B.
JOB NO.: 21523.10	DATE: AUGUST 27, 2021	SHEET NO.:
DRAWING NO.: 21523P1	CRD #: 18508	

# DRIFTWOOD SUBDIVISION PHASE TWO FINAL PLAT

Item 4.



FREELove WOODY  
SURVEY No. 23  
ABSTRACT No. 20

TBM-4  
N = 13962349.83  
E = 2277095.94  
TOP OF NORTH BOLT ON  
THE FLANGE OF FH  
ELEV. = 1003.72'  
(NAVD ELEV. = 1004.02')

200 ACRES (TRACT 4)  
MESA SCOTT ROBERTS  
V. 966, P. 677  
H.C.D.R.

BLOCK  
"AB"  
LOT  
1-B

"FINAL PLAT" OF THE  
DRIFTWOOD SOLAGE SUBDIVISION,  
BLOCK A, LOTS 1-B,  
BEING A REPLAT OF BLOCK A, LOT 1  
OF THE DRIFTWOOD SOLAGE SUBDIVISION AND  
17.3859 ACRES OUT OF THE FREELove WOODY  
SURVEY NO. 23, ABSTRACT NO. 664,  
WITHIN THE EXTRATERRITORIAL JURISDICTION  
OF THE CITY OF DRIPPING SPRINGS,  
HAYS COUNTY, TEXAS  
Doc. No. 19037665  
O.P.R.H.C.

TBM-3  
N = 13961859.8  
E = 2276725.5  
TOP OF NORTH  
GATE POST  
ELEV. = 1003.29'  
(NAVD ELEV. = 1003.59')

200 ACRES (TRACT 4)  
MESA SCOTT ROBERTS  
V. 966, P. 677  
H.C.D.R.

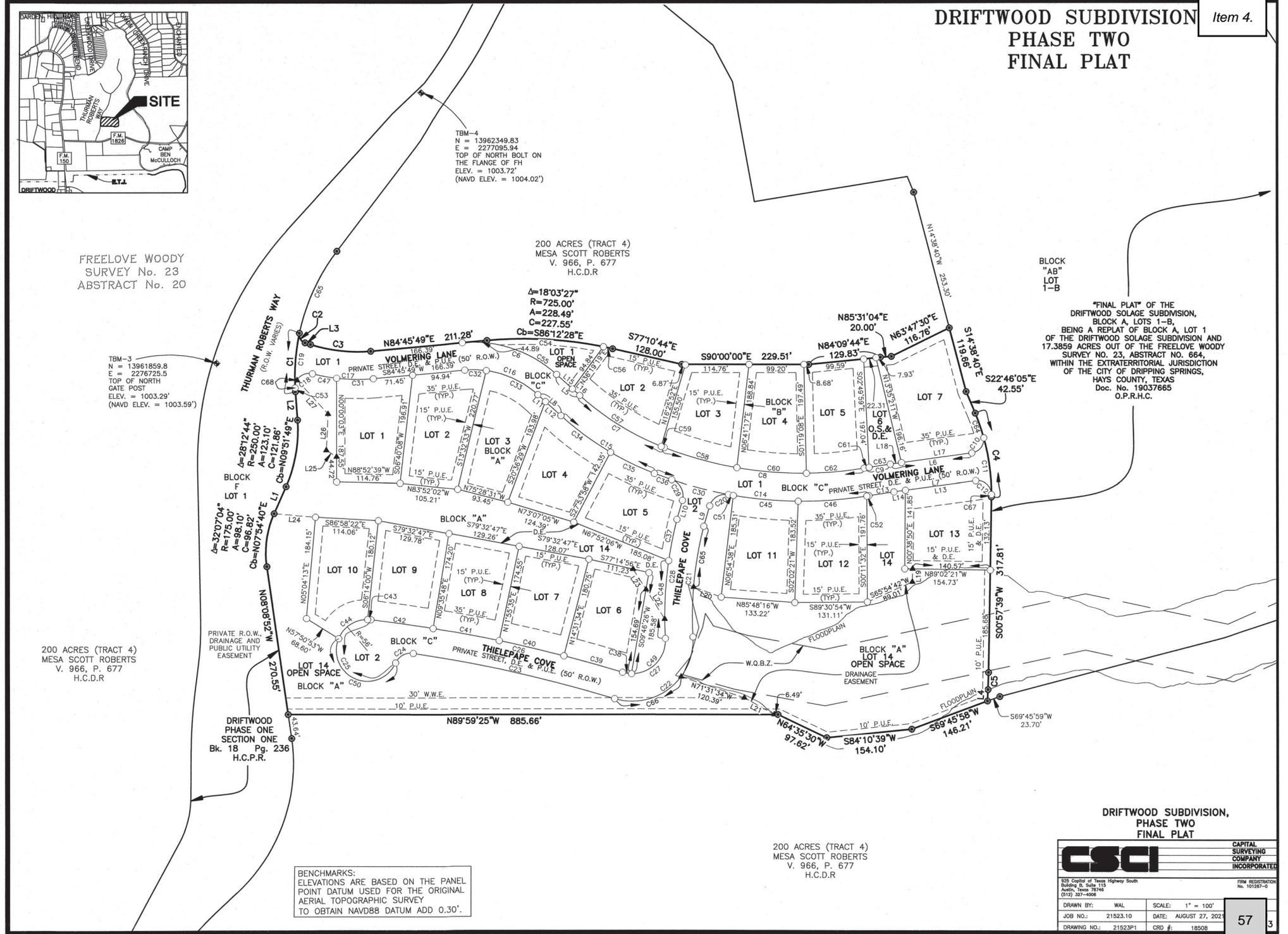
DRIFTWOOD  
PHASE ONE  
SECTION ONE  
Bk. 18 Pg. 236  
H.C.P.R.

BENCHMARKS:  
ELEVATIONS ARE BASED ON THE PANEL  
POINT DATUM USED FOR THE ORIGINAL  
AERIAL TOPOGRAPHIC SURVEY  
TO OBTAIN NAVD88 DATUM ADD 0.30'.

200 ACRES (TRACT 4)  
MESA SCOTT ROBERTS  
V. 966, P. 677  
H.C.D.R.

DRIFTWOOD SUBDIVISION,  
PHASE TWO  
FINAL PLAT

<b>CSCI</b>		CAPITAL SURVEYING COUNTY INCORPORATED
		825 Capital of Texas Highway South Building B, Suite 115 Austin, Texas 78746 (512) 327-4008
DRAWN BY: WAL	SCALE: 1" = 100'	57
JOB NO.: 21523.10	DATE: AUGUST 27, 2021	
DRAWING NO.: 21523P1	CRD #: 18508	



# DRIFTWOOD SUBDIVISION, PHASE TWO FINAL PLAT

CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD	CH. BEARING
C1	16°19'00"	375.00'	106.79'	106.43'	N03°54'57"E
C2	84°22'00"	15.00'	22.09'	20.15'	S30°06'34"E
C3	22°56'38"	275.00'	110.12'	109.39'	S83°45'53"E
C4	23°43'44"	375.00'	155.31'	154.20'	S10°54'13"E
C5	1°48'33"	975.00'	30.79'	30.79'	S01°51'55"W
C6	47°46'30"	222.00'	185.11'	179.79'	S71°20'56"E
C7	21°25'25"	484.00'	180.97'	179.92'	S58°10'24"E
C8	30°35'28"	688.00'	367.33'	362.99'	S84°10'50"E
C9	1°47'11"	1525.00'	47.55'	47.55'	N81°25'01"E
C10	88°35'45"	25.00'	38.66'	34.92'	N38°00'45"E
C11	15°45'48"	375.00'	103.17'	102.85'	S07°37'15"E
C12	97°57'00"	25.00'	42.74'	37.72'	N48°42'52"W
C13	1°47'11"	1475.00'	45.99'	45.99'	S81°25'01"W
C14	30°35'28"	738.00'	394.03'	389.37'	N84°10'50"W
C15	21°25'25"	534.00'	199.67'	198.51'	N58°10'24"W
C16	47°46'30"	172.00'	143.42'	139.30'	N71°20'56"W
C17	19°34'53"	325.00'	111.07'	110.53'	N85°26'45"W
C18	107°30'52"	25.00'	46.91'	40.33'	S50°35'13"W
C19	15°14'43"	375.00'	99.78'	99.48'	N04°27'06"E
C20	82°22'39"	30.00'	43.13'	39.51'	S59°06'35"W
C21	17°48'50"	650.00'	202.09'	201.28'	S05°34'53"W
C22	110°14'35"	110.00'	211.66'	180.48'	S51°47'46"W
C23	8°15'35"	2592.00'	373.66'	373.34'	N77°12'44"W
C24	74°42'59"	30.00'	39.12'	36.41'	S61°17'58"W
C25	252°52'41"	56.00'	247.16'	90.10'	N29°37'11"W
C26	10°05'53"	2642.00'	465.84'	465.03'	S78°07'53"E
C27	110°14'35"	60.00'	115.45'	98.44'	N51°47'46"E
C28	17°48'49"	700.00'	217.64'	216.76'	N05°34'53"E
C29	87°41'22"	30.00'	45.91'	41.56'	N27°38'25"W
C30	8°12'59"	738.00'	105.83'	105.74'	S75°35'36"E
C31	11°44'13"	325.00'	66.58'	66.46'	S89°21'38"E
C32	12°59'15"	172.00'	38.99'	38.90'	S88°44'34"E
C33	34°47'15"	172.00'	104.43'	102.83'	S64°51'19"E
C34	11°59'13"	534.00'	111.72'	111.52'	S53°27'18"E
C35	9°26'11"	534.00'	87.95'	87.85'	S64°10'01"E
C36	2°56'00"	738.00'	33.49'	33.49'	S70°11'06"E
C37	6°13'02"	700.00'	75.96'	75.92'	S11°22'47"W
C38	15°41'23"	60.00'	16.43'	16.38'	N80°55'38"W
C39	2°23'29"	2642.00'	110.28'	110.27'	N74°16'42"W
C40	2°35'59"	2642.00'	119.87'	119.86'	N76°46'25"W
C41	2°36'59"	2642.00'	122.18'	122.17'	N79°23'54"W
C42	2°27'26"	2642.00'	113.31'	113.30'	N81°57'07"W
C43	6°06'51"	56.00'	5.98'	5.97'	N86°14'17"W
C44	68°31'20"	56.00'	66.97'	63.05'	S56°26'40"W
C45	9°08'09"	738.00'	117.68'	117.55'	S84°58'10"E
C46	9°39'39"	738.00'	124.44'	124.29'	N85°37'56"E
C47	7°50'39"	325.00'	44.49'	44.46'	S79°34'38"E
C48	11°35'47"	700.00'	141.68'	141.44'	S02°28'22"W
C49	94°33'12"	60.00'	99.02'	88.16'	S43°57'04"W
C50	178°14'31"	56.00'	174.21'	111.99'	S66°56'16"E
C51	0°41'59"	738.00'	9.01'	9.01'	S80°03'06"E
C52	0°16'41"	738.00'	3.58'	3.58'	N80°39'44"E
C53	1°04'17"	375.00'	7.01'	7.01'	N03°42'24"W
C54	16°43'03"	725.00'	211.54'	210.79'	S86°52'40"E
C55	47°46'30"	222.00'	185.11'	179.79'	N71°20'56"W
C56	1°20'24"	725.00'	16.96'	16.96'	S77°50'57"E
C57	20°43'27"	484.00'	175.07'	174.11'	N57°49'25"W
C58	11°21'32"	688.00'	136.40'	136.17'	N74°33'52"W
C59	0°41'57"	484.00'	5.91'	5.91'	N68°32'09"W
C60	10°31'08"	688.00'	126.31'	126.13'	N85°30'12"W
C61	0°20'11"	1525.00'	8.95'	8.95'	S80°41'31"W
C62	8°42'49"	688.00'	104.63'	104.53'	S84°52'50"W
C63	1°27'01"	1525.00'	38.60'	38.60'	S81°35'07"W
C64	7°15'56"	375.00'	47.55'	47.52'	S19°08'08"E
C65	9°49'52"	650.00'	111.53'	111.39'	N09°34'22"E
C66	70°23'57"	110.00'	135.16'	126.81'	S71°43'05"W
C67	0°42'00"	375.00'	4.58'	4.58'	S00°36'37"W
C68	33°10'31"	25.00'	14.48'	14.27'	N13°25'00"E

LINE TABLE		
LINE	BEARING	LENGTH
L1	N2°58'11"E	53.58'
L2	N04°14'33"W	51.42'
L3	S72°17'33"E	10.71'
L4	S02°46'12"W	20.69'
L5	S47°27'41"E	56.63'
L6	N82°18'37"E	148.99'
L7	S82°18'37"W	149.10'
L8	N47°27'42"W	56.63'
L9	S16°12'17"W	38.93'
L10	N16°10'08"E	36.08'
L11	S47°27'42"E	18.94'
L12	S47°27'42"E	37.69'
L13	N82°18'37"E	128.17'
L14	N82°18'37"E	20.92'
L15	N47°27'41"W	38.89'
L16	N47°27'42"W	17.74'
L17	S82°18'37"W	128.44'
L18	S82°18'37"W	20.55'
L19	S00°57'39"W	23.60'
L20	N70°09'01"W	53.03'
L21	N60°57'57"W	61.83'
L22	N32°14'55"W	63.28'
L23	N32°14'56"W	43.62'
L24	N84°59'36"W	74.97'
L25	N57°13'10"W	22.07'
L26	N02°46'50"E	65.88'
L27	N42°28'27"W	83.24'

Block A - 14 Lots	
Lot	Acres
1	0.5471
2	0.5673
3	0.5233
4	0.5061
5	0.5197
6	0.5007
7	0.5039
8	0.5018
9	0.5043
10	0.5044
11	0.5261
12	0.5436
13	0.5429
14*	6.6641
TOTAL	13.4555

Block B - 7 Lots	
Lot	Acres
1*	0.1840
2	0.5034
3	0.5086
4	0.5036
5	0.5040
6*	0.1828
7	0.7070
TOTAL	3.0934

Block C - 2 Lots	
Lot	Acres
1	1.5321
2	1.2208
TOTAL	2.7529

\*DENOTES OPEN SPACE

\*DENOTES OPEN SPACE

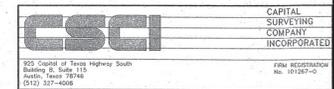
Block C - 2 Lots					
Private Street, Drainage and Public Utility	Classification	Linear Ft.	Width	Acres	
VOLMERING LANE (LOT 1, BLOCK "C")	LOCAL	1325	50.00'	1.5321 Ac.	
THIELEPAPE COVE (LOT 2, BLOCK "C")	LOCAL	975	50.00'	1.2208 Ac.	
Total Right of Way		2300		2.7529 Ac.	

BLOCK "A"	13 Single Family Lots	6.7914 Ac.
BLOCK "A"	1 Open Space Lot	6.6641 Ac.
BLOCK "B"	5 Single Family Lots	2.7266 Ac.
BLOCK "B"	2 Open Space Lots	0.3668 Ac.
Total Single Family Lots	18	9.5182 Ac.
Total Right of Way		2.7529 Ac.
Total Acreage of Subdivision		19.3018 Ac.

DRIFTWOOD IMPERVIOUS COVER (IC)						
	TOTAL AC	IC (AC) ROADS	IC (AC) LOTS*	IC (AC) LOTS W/ RAINWATER CAPTURE CREDIT	TOTAL IC (AC) W/ RAINWATER CAPTURE CREDIT	% IC
PHASE ONE, SECTION ONE	37.07	3.97	4.98	2.49	6.46	17%
PHASE ONE, SECTION TWO	119.51	2.50	4.98	2.49	4.99	4.2%
PHASE ONE PRELIM REVISED	42.17	3.66	3.21	1.61	5.27	12.5%
PHASE TWO	19.3	0.11	2.89	1.45	1.56	8.1%
CLUB CORE, PH. 1	10.1	0.52	0.89	0.45	0.97	9.6%
CLUB CORE, PH. 2	5.34	1.17	1.21	0.61	1.78	33.2%
CLUB CORE, PH. 3	3.00	0.79	0.70	0.35	1.14	38.0%
TOTAL	236.49	12.72	18.87	9.44	22.16	9.4%

\* Assumes 7000 SF IC/LOT w/o Rainwater Capture Credit for Residential  
 \* Assumes 5000 SF IC/LOT w/o Rainwater Capture Credit for Club Core

## DRIFTWOOD SUBDIVISION PHASE TWO FINAL PLAT



805 Capital of Texas Highway South  
 Building B, Suite 115  
 Austin, Texas 78784  
 (512) 337-6008  
 FIRM REGISTRATION NO. 01087-0

DRAWN BY:	WAL	SCALE:	1" = 100'	F.B.
JOB NO.:	18512.10	DATE:	SEPTEMBER 2, 2021	
DRAWING NO.:	18512P3	CRD #:	18512	



# City of Dripping Springs

Item 4.

511 Mercer Street • PO Box 384 • Dripping Springs, TX 78620 • 512.858.4725  
cityofdrippingsprings.com

*Open spaces, friendly faces.*

Date: October 8, 2021

Permit Number: SUB2021-0054  
Project Name: Driftwood Subdivision Phase Two Final Plat  
Project Address: Thurman Roberts Way, Driftwood, TX, TX 78619

City staff has completed its review of the above-named project. Reviewer comments are provided below. These comments are intended to be comprehensive; however, there may be additional comments after reviewing the submitted corrections. Applicants are encouraged to contact reviewers directly with questions.

### **City Planner Comments**

The following comments have been provided by Tory Carpenter. Should you have any questions or require additional information, please contact Tory Carpenter by email [tcarpenter@cityofdrippingsprings.com](mailto:tcarpenter@cityofdrippingsprings.com).

1. In the preamble on the plat the wrong document number is used to reference the recorded deed. Please revise "20031323" to "20031232." (4.7e)
2. Include a graphic scale and north arrow. (4.7i)
3. Provide 1445 approval letter.

### **Engineer/Public Works Comments**

The following comments have been provided by Chad Gilpin. Should you have any questions or require additional information, please contact Chad Gilpin by email [cgilpin@cityofdrippingsprings.com](mailto:cgilpin@cityofdrippingsprings.com).

4. The drainage easement linework is difficult to identify. Please update line style to make the drainage easement more visible.

### Fire Marshal Comments

The following comments have been provided by Dillon Polk. Should you have any questions or require additional information, please contact Dillon Polk by email [dpolk@northhaysfire.com](mailto:dpolk@northhaysfire.com).

#### 5. Fire Approves

All resubmittals must be transmitted to the Planning Department at the City of Dripping Springs or uploaded to [www.mygovernmentonline.org](http://www.mygovernmentonline.org)\*\*.

Resubmittals must include a cover letter addressing each reviewer comment and noting where associated corrections/revisions/changes can be found in the submittal documents. **Please keep previous review comments on the document as you resubmit your response letter, so that staff can keep track of the original comments.** Resubmittals that do not include a cover letter will be considered incomplete and returned.

Note regarding plats subject to Planning and Zoning Commission review: Resubmittals of corrected plats and associated plans must be received no later than seven (7) calendar days prior to the scheduled P&Z meeting for final review and inclusion in the P&Z packets [Ch. 28, Ex. A, Sec. 3.8].

Note regarding Site Development Plans: Revisions must be submitted within 60 days of the date of this letter or a new application will be required [Sec. 28.04.011].

Regards,

Warlan Rivera,

\*\*\*\*If you are wanting to resubmit on My Government Online, go to [www.mygovernmentonline.org](http://www.mygovernmentonline.org) and login using your customer portal account. After login, click the My Account link located at the top right section of the screen to open the My Account Dashboard. Scroll down to the "My Permits" section and locate the project. Click "View Permit" to open the project. Scroll down to the section of your project labeled "Customer Documents." Click the "Add New File" link located to the far right to upload your files. The jurisdiction will be notified automatically after you've uploaded the files. If you are new to the MyGovernmentOnline customer portal, please note that instructions are available on the portal by clicking the "HELP" link or you may call the technical support line at 1-866-957-3764, option 1 for assistance using the online portal.



**DRIPPING SPRINGS**  
Texas

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

**Agenda Item Report from:** Leslie Pollack, Transportation Engineer

<b>Meeting Date:</b>	October 12, 2021
<b>Agenda Item Wording:</b>	<b>Discuss and consider recommendations related to an Ordinance amending Article 22.04 – Transportation Plan, Section 22.04.001 - Adopted adopting the 2021 Transportation Master Plan.</b>
<b>Agenda Item Requestor:</b>	Leslie Pollack, Transportation Engineer
<b>Staff Recommendation</b>	Provide recommendations related to the City of Drippings Springs Transportation Master Plan.

### **Summary/Background:**

The City of Dripping Springs initiated development of a Transportation Master Plan and a Thoroughfare Plan Update in 2018. A Transportation Master Plan is a long-range planning document that defines goals and policies for transportation system and develops recommendations to prepare for future needs of the community. The City has an adopted “Transportation Plan” map, last amended in July 2019. This map depicts existing and proposed vehicular connections within the City of Dripping Springs ETJ. Key pedestrian connections are also shown on this map. This transportation map will be referred to as the “Thoroughfare Plan” from here forward. The City does not have an approved Transportation Master Plan report.

### **Project Purpose**

The purpose of the project is to:

- Update the Thoroughfare Plan
- Complete traffic analysis supporting routes identified on the Thoroughfare Plan
- Develop recommended cross-sections
- Identify cross-section and right-of-way needs on new and existing roads
- Prepare a Transportation Master Plan documenting analysis, recommendations, and best practices

Four documents are included for adoption of the Transportation Master Plan.

1. Transportation Master Plan – This Plan documents existing transportation conditions, analyzes future conditions, documents the public involvement process, and presents recommendations for adoption.
2. Thoroughfare Plan, Multimodal Plan, Prioritization Plans – These maps identify recommended vehicular and multimodal enhancements and new routes throughout the Dripping Springs ETJ.
3. Cross-Sections – The cross-sections provide the geometric configuration for new roadways to be constructed within the City of Dripping Springs. Cross-sections will be coordinated with Hays County within the ETJ.
4. Traffic Study – The traffic study is a mesoscopic evaluation of traffic operations in the City and identifies intersection level improvements and recommendations at key locations throughout the City.

### **Transportation Master Plan**

The Transportation Master Plan identifies and prioritize mobility improvements that encourage safe and efficient travel in Dripping Springs. Nine goals were established at the initial stage of the transportation planning process. The assessment, traffic analysis, and recommendations are developed to align with these goals.

#### Existing Conditions Evaluation

An assessment of the existing transportation network documented roadway classifications, ownership, and vehicular operations. An inventory of pedestrian facilities is included. Data was collected on traffic volumes and crashes within the study area.

### Future Conditions

Roadway operations were modeled for the Year 2040. The Capital Area Metropolitan Organization's Regional Travel Demand Model was modified to incorporate detailed information on future developments, and corresponding population and employment growth within the City of Dripping Springs. The resulting traffic operations are presented in a No Build Roadway Operations map. Most modeled roadways are projected to be over capacity in 2040. The widening of existing roadways and the construction of new roadways were evaluated in the Build Roadway Operations map. With the proposed enhancements, many roadways are still forecasted to operate over capacity, but connection of new routes provides congestion relief on many of the existing facilities.

### Recommendations

Recommendations include the adoption of proposed cross-sections, implementation of the proposed Thoroughfare and Multimodal Plans, and expansion of existing transit services.

The Thoroughfare Plan identifies enhanced and proposed roadways within the City of Dripping Springs ETJ. The alignment of proposed roadways will need to be determined through a Preliminary Engineering Study.

The Multimodal Plan identifies recommended pedestrian and bicycle amenities within the transportation system. These include sidewalks, shared-use paths, and raised bicycle lanes. The Multimodal Plan ties into the City's off-street trails system; however new trails are not included on this plan.

The Prioritization Plan prioritizes enhancements and construction of proposed roadways into short-, mid-, and long-term improvements. This Prioritization Plan map is for planning purposes and the location of new developments and availability of funding will ultimately determine the timeline for enhancement or construction of transportation facilities.

### Public Involvement

Three opportunities for Public Involvement were documented:

1. An Open House in January 2019 summarized existing conditions on area roadways and sought feedback on transportation priorities within Dripping Springs. The number one priority of residents was indicated as congestion on major streets.
2. A draft Thoroughfare Plan and Multimodal Plan was presented to the public in an online, virtual open house. Participants left feedback in an online forum for three weeks in November/December of 2020.
3. A virtual Town Hall with a City presentation was conducted via Zoom in February of 2021. A question-and-answer session was conducted to address public concerns on the Thoroughfare Plan.

The City reviewed, considered, and evaluated feedback from each of these events. Modifications were made to the Thoroughfare Plan based on public feedback.

### **Cross-Sections**

Several proposed cross-sections were developed for application within the City of Dripping Springs. These cross-sections follow these roadway classifications:

Roads – Roads serve low-volume rural routes. These are narrow, two-lane facilities with ribbon curb, no parking, and sidewalks located at the back of the right-of-way behind open-ditch drainage.

- 50' ROW
- 25 mph
- 0-1,000 vehicles per day

Residential streets – Residential streets provide direct access to driveways in residential areas. These are two-lane 30'-40' sections with varying parking configurations. The provision of parking will need to be approved by City staff. Residential streets typically provide sidewalks but may include wider, shared-use paths depending on the location and context.

- 65'-75' ROW
- 20-30 mph
- 0-3,000 vehicles per day

Commercial Street – Commercial Streets provide direct access to commercial land uses, typically with on-street parking provided. These are intended for use in Downtown Dripping Springs and provide sidewalk facilities from the curb line to the back of right-of-way; the width will vary depending on space available.

- 50'-60' ROW
- 25-30 mph
- 0-2,000 vehicles per day

Collectors – Collector roadways balance vehicular mobility and land use access. A neighborhood collector is typically the “spine” road through a neighborhood. These are two-lane divided roadways with pedestrian and bicycle amenities, often a shared-use path. Commercial collectors provide direct connection to arterials and carry higher traffic volumes than commercial streets but still have adjacent commercial land use. Commercial collectors typically provide parking and have pedestrian and bicycle amenities. Major collectors provide connections between communities. Major collectors may have parking, but always provide pedestrian and bicycle amenities.

- 90'-110' ROW
- 30-35 mph
- Neighborhood Collector: 0-6,000 vehicles per day
- Commercial and Major Collectors: 0-10,000 vehicles per day

Arterials – Arterials prioritize vehicular mobility and throughput. Direct access should be discouraged on arterials. Major arterials carry higher traffic volumes than minor arterials. The maximum separation of vehicular, pedestrian, and bicycle components are essential to these facilities.

- 90'-155' ROW

- 35+ mph
- 2-Lane Minor Arterial: 0-15,000 vehicles per day
- 2-Lane Major Arterial: 0-18,000 vehicles per day
- 4-Lane Minor Arterial: 0-20,000 vehicles per day
- 4-Lane Major Arterial: 0-35,000 vehicles per day

**Traffic Study**

The Traffic Study serves as an update to the previous Dripping Springs Traffic Study, completed in 2015. This study is intended to supplement the Transportation Master Plan and provides an evaluation of traffic operations at an intersection level. The Traffic Study evaluated 23 intersections on TxDOT, Hays County, and City roads. Intersection level improvements including the construction of turn bays, signalization, restriping, and traffic signal timing optimization are recommended under short- and mid-term scenarios. These transportation improvements will be considered as recommendations in future Traffic Impact Analyses reviewed and approved by the City of Dripping Springs.

**Stakeholder Coordination**

Key roadways within the City of Dripping Springs are operated and maintained by TxDOT, including US 290, RM 12, RM 150, FM 1826, and FM 967. Any recommendations within the Transportation Master Plan or Traffic Study on TxDOT roadways will be subject to final review and approval by TxDOT and will follow TxDOT standards and specifications.

Many roadways within the ETJ are operated and maintained by Hays County. Enhancements to these roadways will be subject to review and approval by Hays County. New roadways within the ETJ will be coordinated with Hays County to meet City and County needs. Hays County adopted an update to their Thoroughfare Plan on July 13, 2021. The City’s Thoroughfare Plan was closely coordinated with Hays County to provide complimentary routes. While all routes are not shown on both plans, key routes are consistent between the plans. The City and Hays County will continue coordination throughout implementation of these plans.

Dripping Springs Independent School District was identified as a key stakeholder, as traffic operations around campuses impact mobility within the City. The City will continue to coordinate with DSISD to improve access and circulation around school sites.

<b>Commission Recommendations:</b>	Transportation Committee met multiple times related to the 2021 Transportation Master Plan and recommends approval.
<b>Actions by Other Jurisdictions/Entities:</b>	The Transportation Master Plan was coordinated with DSISD, Hays County, and TxDOT.
<b>Previous Action:</b>	

<b>Recommended Action:</b>	Provide specific recommendations related to the proposed 2021 Transportation Master Plan.
<b>Budget/Financial Impact:</b>	The City will have priorities related to the construction of roads and related amenities.
<b>Attachments:</b>	<ul style="list-style-type: none"> <li>- Thoroughfare Plan</li> <li>- Multimodal Plan</li> <li>- Prioritization Plan</li> <li>- Cross Sections</li> <li>- Traffic Study</li> <li>- Transportation Master Plan</li> </ul>
<b>Related Documents at City Hall:</b>	Draft documents
<b>Public Notice Process:</b>	Notice has been placed on the City Website.
<b>Public Comments:</b>	Comments have been received and are uploaded to the agenda.

---

**CITY OF DRIPPING SPRINGS**

**ORDINANCE No. 2021-**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DRIPPING SPRINGS, TEXAS AMENDING ARTICLE 22.04 TRANSPORTATION MASTER PLAN, SECTION 22.04.001 ADOPTION, ADOPTING THE 2021 CITY OF DRIPPING SPRINGS TRANSPORTATION MASTER PLAN AND ASSOCIATED POLICIES.**

**WHEREAS**, Chapter 213 of the Texas Local Government Code authorizes the City to adopt a comprehensive plan for the long-range development of the City; and

**WHEREAS**, the Transportation Master Plan, represents a single plan organized by subject matter and geographic area to be used to coordinate and guide the establishment of development regulations; and

**WHEREAS**, the City Council approved a Professional Services Agreement with HDR to conduct transportation master planning services on May 18, 2018; and

**WHEREAS**, the primary purposes of the Transportation Master Plan are as follows:

1. Update the Thoroughfare Plan
2. Complete traffic analysis supporting routes identified on the Thoroughfare Plan
3. Develop recommended cross-sections
4. Identify cross-section and right-of-way needs on new and existing roads
5. Prepare a Transportation Master Plan documenting analysis, recommendations, and best practices

**WHEREAS**, the City Council of the City of Dripping Springs conducted a transportation master planning open house in January 2019; draft Thoroughfare Plan and Multimodal Plan was presented online for public comment in November/December 2020; and a virtual Town Hall in February 2021; and

**WHEREAS**, the City staff conducted stakeholder meetings with key representatives from local agencies that included Dripping Springs Independent School District, Hays County Commissioners Court, Texas Department of Transportation, and Hays County Transportation Department to address specific concerns related to local and regional mobility; and

**WHEREAS**, the Transportation Committee of the City of Dripping Springs received multiple presentations related to the Transportation Master Plan and provided input related to the proposed Plan; and

**WHEREAS**, the City Council and Planning and Zoning Commission were invited to participate in the transportation master planning open house in January 2019; and

**WHEREAS**, the Planning & Zoning Commission of the City of Dripping Springs conducted a public hearing on October 12, 2021, to consider the draft Transportation Master Plan report and provide recommendations for City Council consideration; and

**WHEREAS**, the City has conducted all necessary public hearings regarding the need and desirability of amendments, revisions, deletions, and modifications to the proposed 2021 Transportation Master Plan; and

**WHEREAS**, the City finds it has satisfied all legal prerequisites and has determined that the adoption of this Ordinance is in the interest of promoting the general health, safety, morals, and welfare of the community; and

**WHEREAS**, this Ordinance was passed and approved at a meeting of the City Council of the City of Dripping Springs held in compliance with the Texas Open Meetings Act at which a quorum of the City Council Members was present and voting.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DRIPPING SPRINGS, TEXAS THAT:**

**SECTION 1: ADOPTION OF MASTER PLAN**

That the City Council of the City of Dripping Springs does hereby adopt the attached 2021 Transportation Master Plan (the “Plan”), which supersedes previous existing Transportation Master Plans.

**ARTICLE 22.04. TRANSPORTATION PLAN**

**Sec. 22.04.001. Adopted.**

The transportation plan attached to Ordinance No. 2021-\_\_\_\_\_ as exhibit A is adopted by reference.

**SECTION 2: POLICIES STATEMENT**

That the City Council of the City of Dripping Springs does hereby adopt the Plan subject to the following policies:

- (a) It is the intent of the City Council to adopt a Plan that provides direction to enhance the development of a transportation network of roads, bicycle lanes, trails, sidewalks, and shared use paths that adequately supports existing and planned land uses, as well as to integrate and support interconnectivity among subdivisions, commercial areas, schools, and places of interest. .
- (b) It is the intent of the City Council that projects listed in the Plan will be constructed or developed within the general time frame outlined in the Plan.
- (c) The City Council recognizes the need for annexation planning and transportation master planning to be coordinated activities.
- (d) The Plan is designed to ensure compliance with applicable federal, state, and local regulatory programs. Projects identified within the Plan should be designed to ensure that transportation mobility within the City of Dripping Springs is managed in a comprehensive manner that minimizes project life-cycle costs and maximizes overall benefits for the citizens of Dripping Springs.
- (e) The City Council acknowledges that circumstances may arise where adjustments or deviations from the Plan may be in the best interest of the City of Dripping Springs. If it is determined that an adjustment or deviation should be made, the Dripping Springs City Council may amend the Plan at any time to reflect the change.

**SECTION 3. REPEALER**

In the case of any conflict between other provisions of this Ordinance and any existing Ordinance of the City, the provisions of this Ordinance will control.

**SECTION 4. SEVERABILITY**

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, that invalidity or the unenforceability will not affect any other provisions or applications of this Ordinance that can be given effect without the invalid provision.

**SECTION 6. EFFECTIVE DATE**

The Ordinance shall be effective immediately upon passage and publication.

**SECTION 7. PROPER NOTICE & MEETING**

It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

**PASSED & APPROVED** this, the \_\_\_ day of \_\_\_\_\_ 2021, by a vote of \_\_\_ (ayes) to \_\_\_ (nays) to \_\_\_ (abstentions) of the City Council of Dripping Springs, Texas.

**CITY OF DRIPPING SPRINGS:**

\_\_\_\_\_  
Bill Foulds, Jr., Mayor

**ATTEST:**

\_\_\_\_\_  
Andrea Cunningham, City Secretary

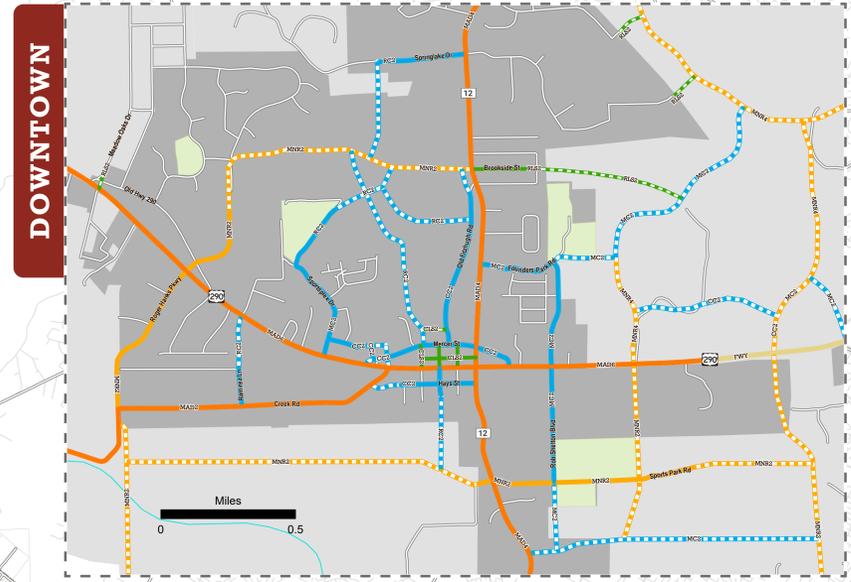
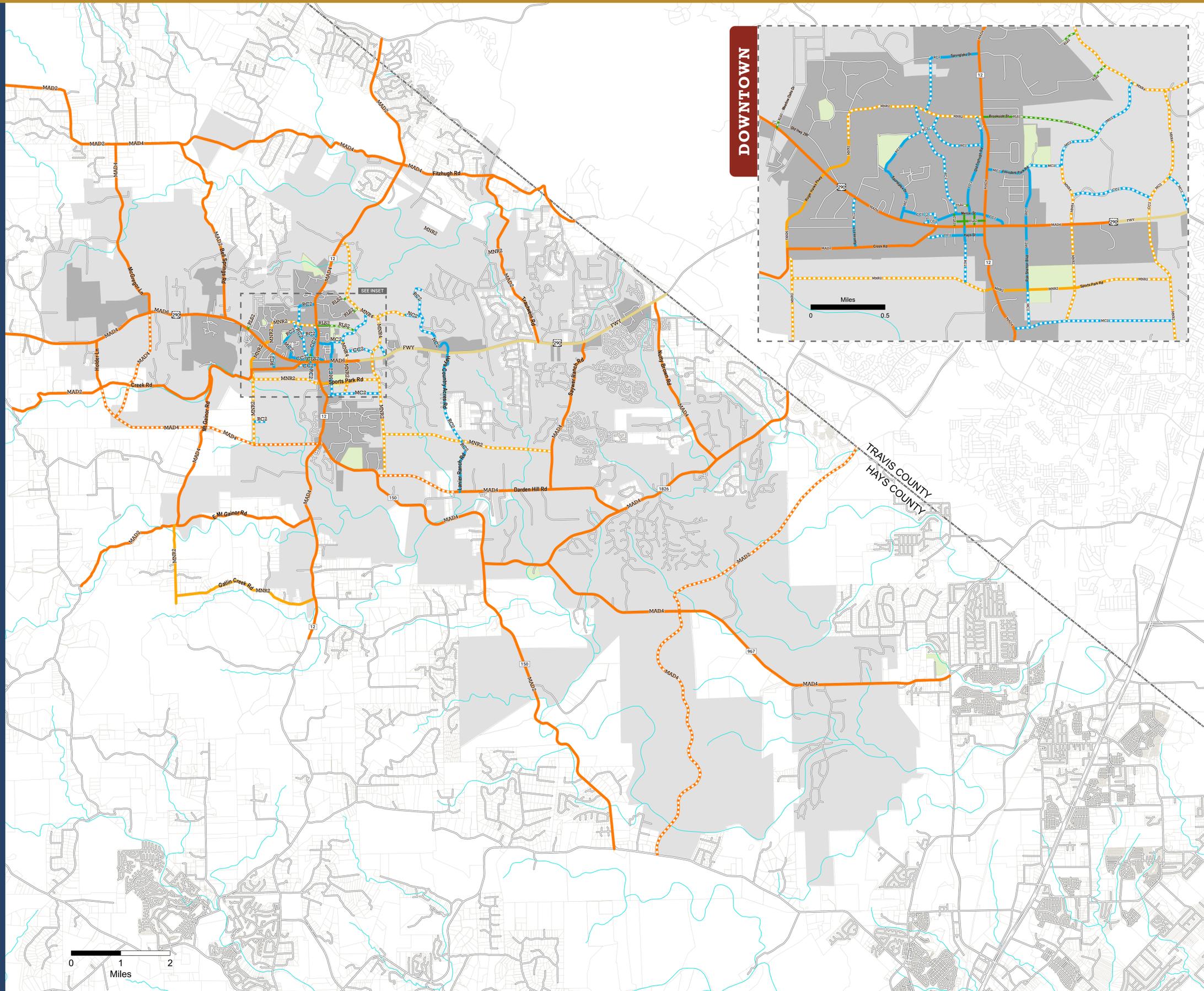
Exhibit "A"  
Transportation Master Plan

# THOROUGHFARE PLAN

September 10, 2021  
DRAFT



DRIPPING SPRINGS  
Texas



**LEGEND**

**THOROUGHFARE PLAN**

<b>MAJOR ARTERIAL</b>	<b>MINOR ARTERIAL</b>
Enhanced (Solid Orange)	Enhanced (Dashed Orange)
Proposed (Dashed Orange)	Proposed (Dashed Orange)

<b>COLLECTOR</b>	<b>STREET</b>
Enhanced (Solid Blue)	Enhanced (Solid Green)
Proposed (Dashed Blue)	Proposed (Dashed Green)

**FREEWAY**

Enhanced\* (Solid Yellow)

**ROADWAY CLASSIFICATIONS**

- MAD6 - 6 Lane Major Divided Arterial
- MAD4 - 4 Lane Major Divided Arterial
- MAD2 - 2 Lane Major Divided Arterial
- MNR4 - 4 Lane Minor Divided Arterial
- MNR2 - 2 Lane Minor Divided Arterial
- MC2 - 2 Lane Major Collector
- CC2 - 2 Lane Commercial Collector
- NC2 - 2 Lane Neighborhood Collector
- RC2 - 2 Lane Residential Collector
- CLS2 - 2 Lane Commercial Local Street
- RLS2 - 2 Lane Residential Local Street

**OTHER**

- CITY LIMITS (Grey fill)
- EXTRATERRITORIAL JURISDICTION (ETJ) (Light Grey fill)
- PARKS (Light Green fill)
- CREEKS & RIVERS (Blue line)
- COUNTY BOUNDARY (Dashed line)

**2021 UPDATE**

This Thoroughfare Plan depicts proposed enhancements to existing roadways and proposed roadways.

Final alignments of proposed roadways will be determined in cooperation with TxDOT, Hays County and its Long Range Transportation Plan, and the subdivision platting process.

\* US 290 classification and roadway cross-section to be determined by TxDOT as part of US 290 Corridor Study.



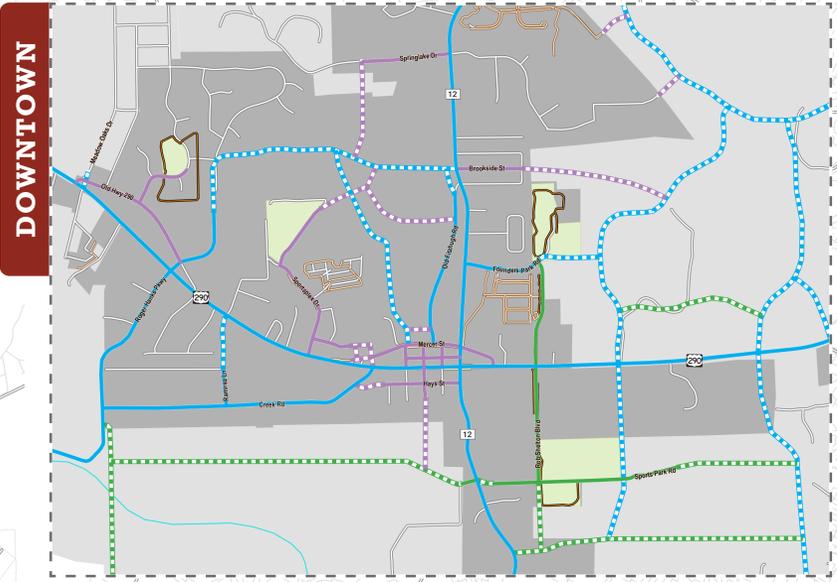
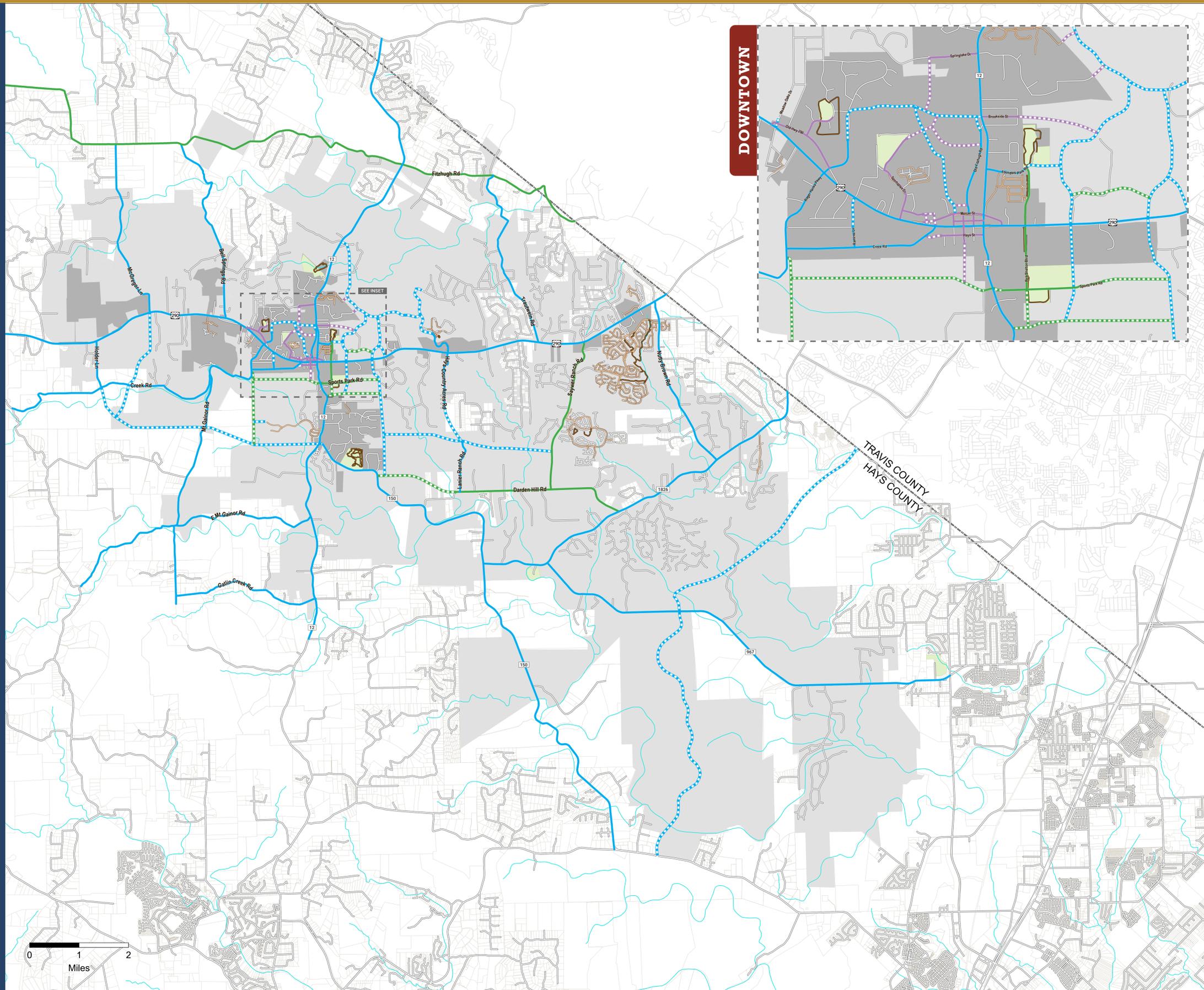
504 Lavaca Street, Suite 900, Austin, TX 78701  
512-904-3700 | www.hdrinc.com

# MULTIMODAL PLAN

September 10, 2021  
DRAFT



DRIPPING SPRINGS  
Texas



**LEGEND**

**MULTIMODAL PLAN**

- SHARED-USE PATH
  - Enhanced (Solid Blue Line)
  - Proposed (Dotted Blue Line)
- SIDEWALK
  - Enhanced (Solid Purple Line)
  - Proposed (Dotted Purple Line)
- SIDEWALK WITH RAISED BICYCLE LANE
  - Enhanced (Solid Green Line)
  - Proposed (Dotted Green Line)
- EXISTING SIDEWALKS (Solid Orange Line)
- EXISTING TRAILS (Solid Brown Line)

**OTHER**

- CITY LIMITS (Grey Shaded Area)
- EXTRATERRITORIAL JURISDICTION (ETJ) (Light Grey Shaded Area)
- PARKS (Light Green Shaded Area)
- CREEKS & RIVERS (Blue Line)
- COUNTY BOUNDARY (Dashed Black Line)

**2021 UPDATE**

This Multimodal Plan depicts proposed multimodal enhancements to existing roadways and proposed roadways. This Multimodal Plan does not preclude pedestrian and/or bicycle enhancements not indicated on this map.

Final alignments of proposed roadways will be determined in cooperation with TxDOT, Hays County and its Long Range Transportation Plan, and the subdivision platting process.



504 Lavaca Street, Suite 900, Austin, TX 78701  
512-904-3700 | www.hdrinc.com

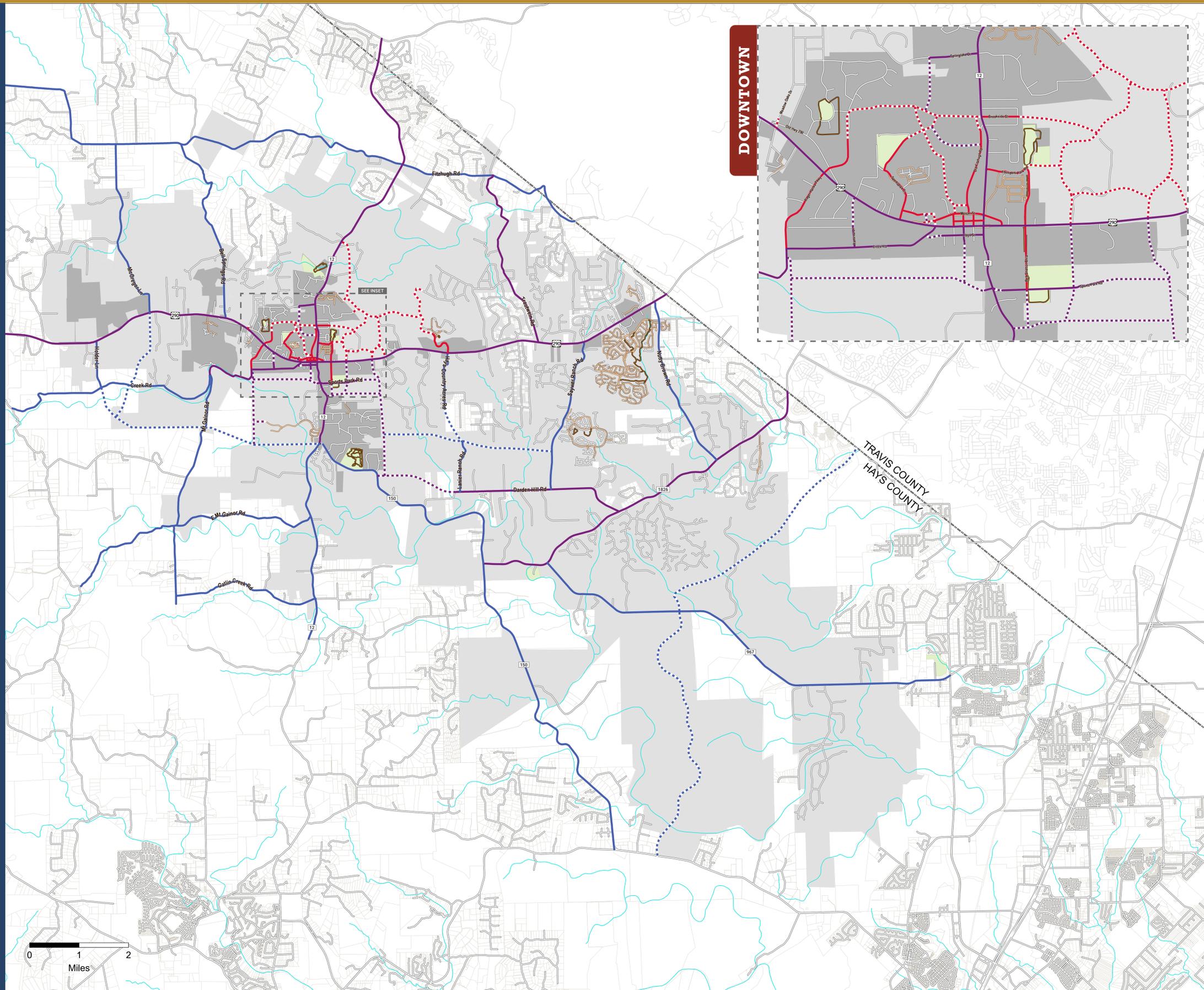


# PRIORITIZATION PLAN

September 10, 2021  
DRAFT



DRIPPING SPRINGS  
Texas



## LEGEND

### PRIORITIZATION PLAN

#### SHORT-TERM

- Enhanced
- Proposed

#### MID-TERM

- Enhanced
- Proposed

#### LONG-TERM

- Enhanced
- Proposed

- EXISTING SIDEWALKS
- EXISTING TRAILS

#### OTHER

- CITY LIMITS
- EXTRATERRITORIAL JURISDICTION (ETJ)
- PARKS
- CREEKS & RIVERS
- COUNTY BOUNDARY



## 2021 UPDATE

This Prioritization Plan depicts the recommended project priority for enhancements to existing roadways and proposed roadways.

Final alignments of proposed roadways will be determined in cooperation with TxDOT, Hays County and its Long Range Transportation Plan, and the subdivision platting process.



504 Lavaca Street, Suite 900, Austin, TX 78701  
512-904-3700 | www.hdrinc.com



# City of Dripping Springs 2021 Traffic Study Update

May 18, 2021

*Prepared by HDR Engineering, Inc.*

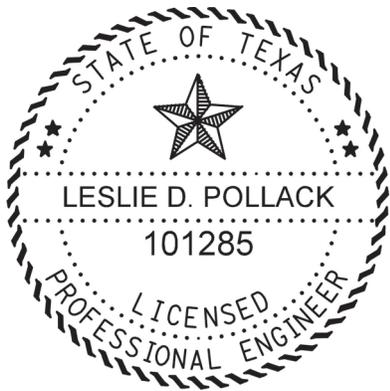


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# City of Dripping Springs 2021 Traffic Study Update

May 18, 2021

05/18/2021



*Prepared by*

HDR Engineering, Inc.

Texas P.E. Firm Registration No. F-754

504 Lavaca Street, Suite 900

Austin, Texas 78701 USA

Telephone: 512 904-3700

Website: [hdrinc.com](http://hdrinc.com)

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# Introduction

HDR Engineering, Inc. has been retained by the City of Dripping Springs to perform an update to the previous Dripping Springs Traffic Study completed in 2015. This study analyzes intersections on US 290, between West Tiger Lane and Nutty Brown Road, and intersections on RM 12, from Fitzhugh Road to FM 150. Additionally, one intersection on Sawyer Ranch Road and two intersections along RM 1826 are included in the study. The study intersections are shown in Figure 1, and existing 2018 traffic volumes for major roadways are shown in Figure 2.

Existing traffic conditions in the area are characterized by significant congestion on US 290 and RM 12. The transportation network connectivity is limited, and existing roadway infrastructure is challenged to keep up with growth in the area. The City of Dripping Springs is expected to experience significant growth by 2040, with several residential and commercial developments planned for the area. This traffic study evaluates 2018 existing traffic conditions and 2040 traffic conditions to assess the current and future operations of the roadway network. The study also recommends short and mid-term improvements, re-evaluating the previously recommended improvements from the 2015 Traffic Study and proposing new improvements, as necessary. Long-term improvements will be proposed and evaluated as part of the Dripping Springs Transportation Master Plan.

This report documents existing 2018 traffic conditions, presents future 2040 traffic conditions, and develops and prioritizes transportation improvements for the City of Dripping Springs.

## Existing Thoroughfare System

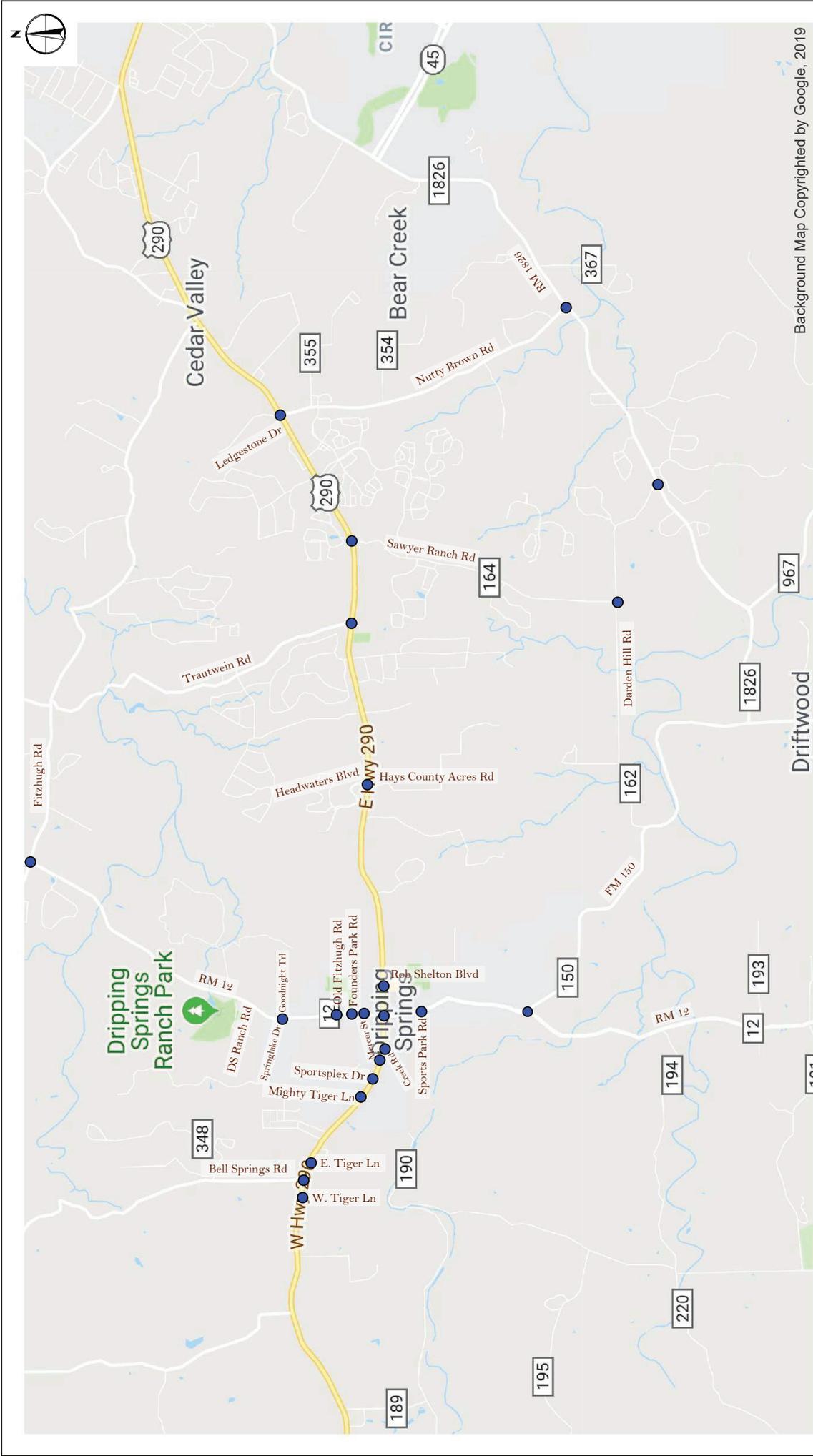
This traffic study consists of several primary thoroughfares in Dripping Springs and the surrounding area. The interrelationship of the study roadways and others in the study area are shown in Figures 1 and 2. Average daily traffic estimates for the study roadways were obtained from counts conducted by HDR in January 2018. The Hays County Transportation Plan (Ref. 1) and Capital Area Metropolitan Planning Organization (CAMPO) 2045 Plan (Ref. 2) classify these roadways and propose recommendations discussed in the following paragraphs.

### *US 290*

US 290 is a four-lane divided roadway with a two-way center left-turn lane and posted speed limits ranging between 45 miles per hour (mph) and 60 mph within the study area. The Hays County Transportation Plan and the CAMPO 2045 Plan classify US 290 as a principal arterial. 24-hour count data collected as part of this study reported the following 2018 daily traffic volumes:

- 15,000 vehicles per day (vpd) west of Bell Springs Road
- 29,300 vpd east of Sportsplex Drive

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Background Map Copyrighted by Google, 2019

FIGURE 1  
STUDY  
INTERSECTION MAP

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● Study Intersection



- 27,900 vpd west of RM 12
- 33,800 west of Ledgestone Drive
- 33,200 vpd west of Nutty Brown Road
- 40,800 vpd west of RM 1826

The Hays County Transportation Plan recommends that US 290 from RM 12 to Nutty Brown Road be widened to a six-lane expressway. CAMPO 2045 indicates that US 290 is proposed to be widened to a 6-lane divided roadway with frontage roads between RM 1826 and RM 12. The Texas Department of Transportation (TxDOT) is conducting a planning and feasibility study for the widening of US 290 between RM 1826 and RM 12. TxDOT is currently evaluating a six-lane arterial section between Sportsplex Drive and Cannon Ranch Road and a six-lane freeway section with frontage roads east Cannon Ranch Road. TxDOT also plans to conduct a second feasibility study evaluating US 290, west of RM 12 to determine future roadway needs.

### *RM 12*

RM 12 is a two-lane roadway with posted speed limits ranging between 45 mph and 60 mph within the study area. The majority of the roadway within the study area is undivided, with a two-way left-turn lane only present between Founders Park Road and Springlake Drive. The Hays County Transportation Plan classifies RM 12 as a principal arterial south of US 290 and a minor arterial north of US 290. The CAMPO 2045 Plan classifies RM 12 as a minor arterial. 24-hour count data collected as part of this study reported the following 2018 daily traffic volumes:

- 10,000 vpd north of DS Ranch Road
- 12,500 vpd south of Old Fitzhugh Road
- 15,400 vpd south of Chestnut Ridge Road
- 8,100 vpd south of FM 150

According to CAMPO 2040 and the Hays County Transportation Plan, RM 12 is proposed to be widened to a 4-lane divided roadway from Fitzhugh Road to FM 150.

### *FM 150*

FM 150 is a two-lane undivided roadway with a posted speed limit of 55 mph within the study area. The Hays County Transportation Plan classifies FM 150 as a minor arterial. 24-hour 2017 count data obtained from TxDOT's Traffic County Database System (TCDS) (Ref. 3) reported the following daily traffic volumes:

- 4,600 vpd east of RM 12
- 3,700 vpd north of RM 1826

According to the Hays County Transportation Plan, FM 150 is proposed to be widened to a four-lane divided major arterial between RM 12 and RM 1826. The CAMPO 2045 Plan recommends that FM 150 be realigned and improved to a four-lane roadway. The FM 150 Character Plan (Ref. 4) completed by Hays County proposes several short-term improvements for long-term transportation planning along FM 150, including the

construction of a two-way left-turn lane and shoulders as well as intermittent curb and gutter within the study area. Hays County is undergoing further studies for nearby proposed roadways within the City of Dripping Springs' extraterritorial jurisdiction (ETJ) that may impact the recommendations for FM 150.

#### *RM 1826*

RM 1826 is a two-lane undivided roadway with a posted speed limit of 55 mph within the study area. The Hays County Transportation Plan classifies RM 1826 as a minor arterial. 24-hour count data collected as part of this study reported the following 2018 daily traffic volumes:

- 7,600 vpd east of FM 150
- 11,800 vpd south of US 290

According to the Hays County Transportation Plan, RM 1826 is proposed to be widened to a 4-lane divided major arterial from SH 45 to FM 150. The CAMPO 2045 Plan recommends that RM 1826 be widened to a six-lane divided roadway between RM 967 and SH 45.

#### *Fitzhugh Road*

Fitzhugh Road is a two-lane undivided roadway with a posted speed limit of 45 mph within the study area. The Hays County Transportation Plan classifies Fitzhugh Road as a minor arterial. 24-hour count data collected as part of this study reported the following 2018 daily traffic volumes:

- 1,800 vpd west of RM 12
- 3,300 vpd east of RM 12
- 5,400 vpd north of US 290

According to CAMPO 2045, Fitzhugh Road is proposed to be widened to a four-lane undivided roadway from RM 12 to the Hays County/Travis County Line. The Hays County Transportation Plan proposes to upgrade the roadway from a minor arterial to a two-lane major undivided arterial.

#### *Nutty Brown Road*

Nutty Brown Road is a two-lane undivided roadway with posted speed limits ranging from 35 mph to 50 mph within the study area. The Hays County Transportation Plan classifies Nutty Brown Road as a minor arterial. 24-hour 2017 count data obtained from TxDOT's TCDS reported the following daily traffic volumes:

- 6,300 vpd south of US 290
- 4,800 vpd north of RM 1826

According to the Hays County Transportation Plan, Nutty Brown Road is proposed to be widened to a 4-lane divided major arterial from US 290 to RM 1826. The CAMPO 2045 Plan recommends widening Nutty Brown Road to a four-lane divided roadway with shoulders and additional safety improvements.

### *Sawyer Ranch Road*

Sawyer Ranch Road is a two-lane undivided roadway with posted limits ranging from 35 mph to 50 mph within the study area. The Hays County Transportation Plan classifies Sawyer Ranch Road as a minor arterial. 24-hour count data collected as part of this study reported 2018 daily traffic volumes of approximately 3,500 vpd north of Darden Hill Road. According to CAMPO 2045 and the Hays County Transportation Plan, Sawyer Ranch Road is proposed to be widened to a four-lane divided roadway between US 290 and Darden Hill Road

### *Darden Hill Road*

Darden Hill Road is a two-lane undivided roadway with a posted speed limit of 40 mph within the study area. The Hays County Transportation Plan classifies Darden Hill Road as a minor arterial. 24-hour count data collected as part of this study reported 2018 daily traffic volumes of approximately 1,600 vpd west of Sawyer Ranch Road. According to the CAMPO 2045 Plan, Darden Hill Road is proposed to be widened to a four-lane divided roadway from FM 150 to RM 1826. The Hays County Transportation Plan proposes to widen Darden Hill Road to a two-lane divided major arterial. Hays County proposes to realign and improve the roadway and to study the feasibility of extending the thoroughfare west to provide a bypass to US 290.

### *Trautwein Road*

Trautwein Road is a two-lane undivided roadway with a posted speed limit of 40 mph within the study area. The Hays County Transportation Plan and CAMPO 2040 Plan classify Trautwein Road as a collector. Based on estimates from 2018 peak hour turning movement counts collected as part of this study, Trautwein Road has approximately 1,900 vpd north of US 290. CAMPO 2045 does not provide planned improvements for Trautwein Road. Hays County plans to construct intersection safety improvements, including a right-turn lane, at the intersection of US 290 and Trautwein Road.

# Traffic Analysis

In order to assess the traffic impacts of the proposed development, two (2) time periods (AM and PM) and three (3) travel conditions were evaluated using Synchro 9 (Ref. 5):

- 2018 Existing Conditions
- 2040 Forecasted Conditions without Recommended Improvements
- 2040 Forecasted Conditions with Recommended Improvements

The standard used to evaluate traffic conditions at intersections is level of service (LOS), which is a qualitative measure of the effect of a number of factors such as speed, volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

Two types of intersections to be evaluated are signalized and unsignalized, which use different criteria for assessment of operating levels. The analysis procedures are described in the following sections.

## Signalized Intersection Level of Service

Signalized intersection LOS is defined in terms of delay, which determines driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service have been established based on driver acceptability of various levels of delays. The delay for each approach lane group is calculated based on a number of factors including lane geometrics, percentage of trucks, peak hour factor, number of lanes, signal progression, volume, signal green time to total cycle time ratio, roadway grades, parking conditions, and pedestrian flows.

Table 1 summarizes the levels of service that are defined for different levels of average control delay, and a qualitative description for each.

**Table 1. Signalized Intersection: Level of Service Measurement and Qualitative Descriptions**

Level of Service	Control Delay Per Vehicle (sec)	Qualitative Description
A	< 10	Good progression and short cycle lengths
B	≥ 10 and < 20	Good progression or short cycle lengths, more vehicle stops
C	≥ 20 and < 35	Fair progression and/or longer cycle lengths, some cycle failures
D	≥ 35 and < 55	Congestion becomes noticeable, high volume to capacity ratio
E	≥ 55 and < 80	Limit of acceptable delay, poor progression, long cycles, and/or high volume
F	> 80	Unacceptable to drivers, volume greater than capacity

Source: 2010 Highway Capacity Manual (Ref. 6)

### Unsignalized Intersection Level of Service

Unsignalized intersection LOS is defined in terms of average control delay and, in some cases, v/c ratio. Control delay is the portion of total delay attributed to traffic control measures—either traffic signals or stop signs. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Table 2 shows the relationship between average control delay and LOS. The LOS range for unsignalized intersections is different than that for signalized intersections. This difference is due to the fact that drivers expect different levels of performance from different kinds of transportation facilities. Unsignalized intersections carry less traffic volume than signalized intersections and delays at unsignalized intersections are variable. For these reasons, control delay would be less for an unsignalized intersection than for a signalized intersection. The overall approach LOS is computed as a weighted average of the vehicle delay for each movement; therefore, an approach may have an overall LOS C or D and have individual movements of LOS E or F.

**Table 2. Unsignalized Intersection: Level of Service Measurement**

Level of Service	Control Delay Per Vehicle (sec)
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50

Source: 2010 Highway Capacity Manual (Ref. 6)

## 2018 Existing Conditions

The analysis of existing traffic requires the collection of data on the major roadways and intersections. Turning movement counts for both the AM and PM peak hours were collected on Tuesday, January 30, 2018, while Dripping Springs ISD schools were in session.

### Signalized Intersections

The following intersections within the study area are signalized:

- US 290 and Bell Springs Road
- US 290 and Mighty Tiger Trail
- US 290 and Sportsplex Drive
- US 290 and RM 12
- US 290 and Rob Shelton Boulevard
- US 290 and Hays County Acres Road/Headwaters Boulevard
- US 290 and Sawyer Ranch Road
- US 290 and Nutty Brown Road
- RM 12 and Fitzhugh Road
- RM 12 and Mercer Street
- RM 12 and Sports Park Road
- RM 1826 and Nutty Brown Road

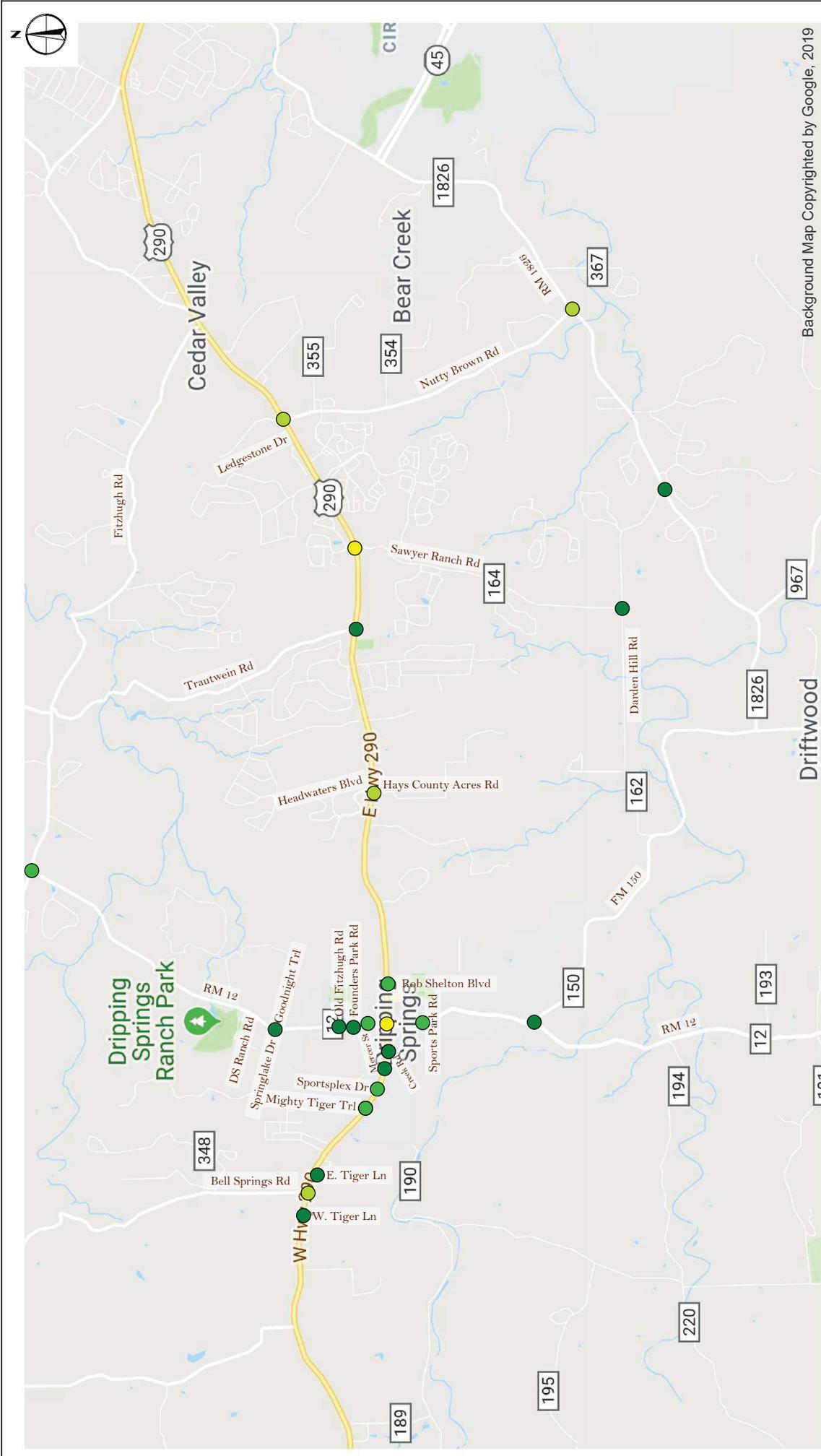
### Unsignalized Intersections

The following intersections within the study area are unsignalized:

- US 290 and West Tiger Lane
- US 290 and East Tiger Lane
- US 290 and West Mercer Street
- US 290 and Creek Road
- US 290 and Trautwein Road
- RM 12 and Springlake Drive/Goodnight Trail
- RM 12 and Old Fitzhugh Road
- RM 12 and Founders Park Road
- RM 12 and FM 150
- Sawyer Ranch Road and Darden Hill Road
- RM 1826 and Darden Hill Road

Existing LOS of the study intersections are presented in Figures 3 and 4.

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**INTERSECTION LOS**

- A
- B
- C
- D
- E
- F

FIGURE 3  
2018 EXISTING AM  
LEVEL OF SERVICE

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## 2040 Forecasted Conditions

2040 traffic conditions in the Dripping Springs area were estimated and analyzed in the traffic study. The 2040 time frame was used to evaluate future transportation network operations and to develop potential transportation improvements. The estimation of area traffic growth for the traffic analysis process involved both the use of primary data and engineering judgment. For the Dripping Springs Traffic Study Update, several sources of data were used in order to estimate expected area growth and develop future traffic models.

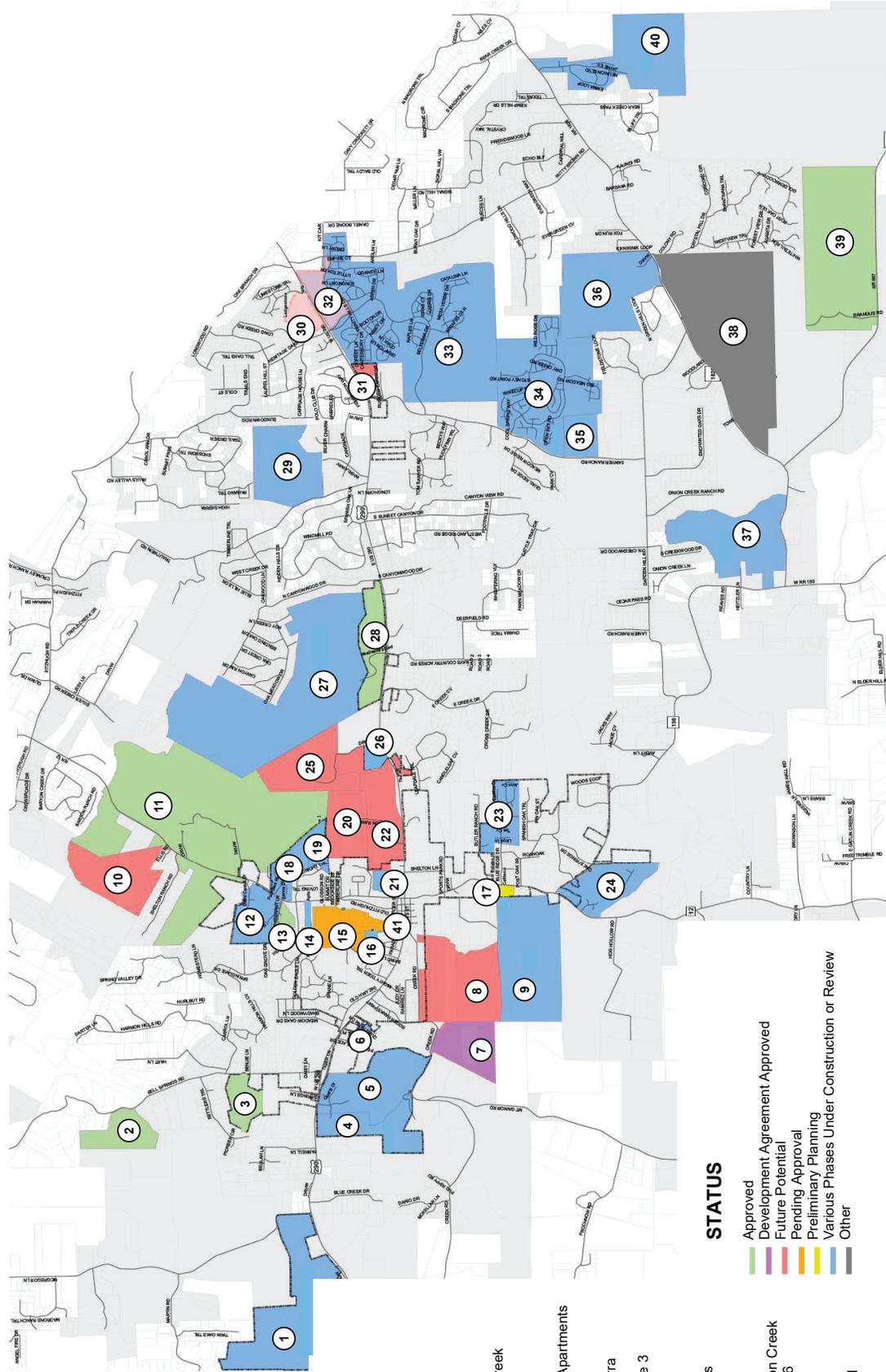
The total 2040 traffic demand is the sum of traffic generated by proposed projects and changes in existing traffic due to area growth. Traffic growth rates for the area were examined using historical counts obtained from TxDOT's TCDS in the vicinity of the project area. Based on available count data, a two (2) percent annual growth rate was assumed for this study. A separate Traffic Study Growth Memo detailing the methodology behind the growth rate determination is provided in the Technical Addendum.

In addition to background area traffic growth, the Dripping Springs area is expected to experience significant growth due to several proposed residential and commercial developments in the area. The developments anticipated to be completed by 2040 were obtained from the City of Dripping Springs and are shown in Figure 5. The 10th Edition Institute of Transportation Engineers Trip Generation Manual (Ref. 7) was used to estimate total trips generated per day for the proposed developments. Trip generation was completed for the provided land uses for the developments. Field reviews estimated the existing percentage build-out of each development to better understand future expected growth. The expected trips generated by each remaining development were then distributed throughout the network based on traffic patterns determined from traffic counts. Trip generation reductions for trip internal capture and pass-by trips were not applied, resulting in a conservative analysis. Further analysis should be done to determine and include internal capture and pass-by once the future land uses and surrounding roadway network are known with greater certainty. When built out, the proposed projects will generate approximately 190,119 daily trips. Table 3 provides a summary of traffic generation due to proposed developments, which is directly related to the assumed land uses.

A Town Center proposed to be constructed in Downtown Dripping Springs is currently under study. Although proposed land use types and sizes as well as layouts may change as the planning and development of the Town Center continues, preliminary roadway layouts and land uses were considered in the Dripping Springs 2018 Traffic Study Update. Table 3 includes the assumed preliminary Town Center land uses and the expected traffic generated from the development.

Expected background growth of existing traffic volumes combined with additional proposed developments in the area provided an estimate of 2040 traffic conditions in the Dripping Springs area. Future daily 2040 traffic volumes developed as part of the Transportation Master Plan process are provided in Figure 6. 2040 traffic volumes were then used to estimate future traffic operations and develop recommended short and mid-term transportation improvements. Long-term improvements will be evaluated as part of the Dripping Springs Transportation Master Plan.

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**LEGEND**

- 1. Westwood PDD # 7
- 2. Bella Vista
- 3. Esperanza
- 4. Bunker Ranch
- 5. Arrowhead
- 6. Gateway 26 Doors
- 7. Carter Ranch
- 8. al-Rashid Tract
- 9. Caliterra
- 10. Springs at Barton Creek
- 11. Double L Ranch
- 12. Harrison Hills
- 13. Cortaro
- 14. Hill Country Senior Apartments
- 15. Heritage
- 16. Burrows
- 17. Farmstead at Caliterra
- 18. Founders Ridge
- 19. Legacy Trails, Phase 3
- 20. Scott Tract
- 21. Heritage
- 22. Cannon Tract
- 23. Butler Ranch Estates
- 24. Howard Ranch
- 25. Cynosure
- 26. Blue Blazes
- 27. Headwaters at Barton Creek
- 28. Headwaters PDD # 6
- 29. Saratoga Hills
- 30. Ledgestone
- 31. JM Assets
- 32. Belterra Commercial
- 33. Belterra
- 34. Highpoint
- 35. Burba Ranch
- 36. Parten Tract
- 37. Driftwood
- 38. Rim Rock
- 39. Rutherford Ranch
- 40. Reunion Ranch
- 41. Dripping Springs Town Center

**STATUS**

- Approved
- Development Agreement Approved
- Future Potential
- Pending Approval
- Preliminary Planning
- Various Phases Under Construction or Review
- Other

**FIGURE 5**  
**PROPOSED**  
**DEVELOPMENTS BY 2040**

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Intersection LOS results for 2018 existing and 2040 forecasted traffic conditions, with and without short-term and mid-term improvements, are provided in Table 4 as well as in Figures 7 through 10. Short-term and mid-term improvements are described in the Transportation Improvements section of the report.

**Table 3. Summary of Daily and Peak Hour Trip Generation**

Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Single Family	11,904 DU	106,792	2,140	6,420	7,065	4,153
Multi-Family Housing (Low-Rise)	282 DU	2,050	30	102	101	59
Multi-Family Housing (Mid-Rise)	1,090 DU	5,119	81	231	239	152
Senior Adult Housing - Attached	340 DU	1,329	24	44	46	38
Library	34,000 SF	1,912	25	10	119	129
Government Office Building	62,500 SF	4,308	309	59	23	52
General Office Building	7,500 SF	183	21	3	15	72
Day Care Center	17,000 SF	1,259	110	97	99	111
Shopping Center	1,142,000 SF	49,256	832	510	2,263	2,453
High-Turnover (Sit-Down) Restaurant	51,075 SF	6,525	316	259	344	214
Fast Food Restaurant with Drive Thru	13,500 SF	6,358	277	266	229	212
Hotel	130 Rooms	1,474	42	30	116	121
Clinic	60,000 SF	2,290	172	49	57	140
Gas/Service Station with Convenience Market	8 Pumps	987	28	27	57	55
Mini-Warehouse	150,000 SF	277	9	6	12	14
<b>Total</b>		<b>190,119</b>	<b>4,416</b>	<b>8,113</b>	<b>10,785</b>	<b>7,975</b>

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## Transportation Improvements

The primary corridors and study intersections are projected to operate with significant delays in 2040 if transportation improvements are not implemented. Figures 7 and 8 depict the projected traffic conditions under this scenario. This report identifies transportation improvements to mitigate the impacts of the anticipated growth. Recommended improvements are separated into short and mid-term improvements for project prioritization purposes. Figures 9 and 10 depict the projected traffic conditions with implementation of short and mid-term recommended improvements. Though several intersections remain at LOS F, overall delay improves significantly with improvements.

### Short and Mid-Term Improvements

All short and mid-term improvements are listed in Table 5 and shown by location in Figure 11. Short-term and mid-term improvements were defined by considering the traffic conditions and the scale of the identified improvement. It is assumed that intersections recommended for signalization will meet signal warrants by 2040.

The recommended typical cross section for the proposed widening of US 290 to a 6-lane section as part of this traffic study is shown in Figure 12. Coordination will be required between the City and TxDOT to determine a final recommended section for US 290 through Dripping Springs.

### Dripping Springs Independent School District Coordination

As traffic volumes increase on US 290 and new school campuses open in the City, continued discussions are necessary to determine solutions that will best meet the needs of DSISD and the City of Dripping Springs.

DSISD High School and Middle School currently both start at 9:00 AM and end at 4:15 PM. Located across US 290 from each other, these schools contribute to congestion along US 290 and the surrounding network during the PM peak period. DSISD should consider staggering the start and end time of the two schools to help mitigate congestion and improve traffic operations within the City. An alternative being considered is a satellite drop-off and pick-up location east of RM 12 which would reduce vehicular traffic converging on the schools during these time periods. DSISD should consider modifying traffic circulation routes around the schools to facilitate ease of ingress/egress. School busing programs should be revisited to increase ridership and reduce the number of vehicles on the road.

DSISD and the City should continue to work together to make sure that long-term facility planning takes into account the future proposed school facilities and the surrounding transportation network. Planning for several future school sites is underway, and transportation studies should be conducted to ensure that school circulation and surrounding transportation network needs work in harmony.

### Roadway Alignments and Connectivity

Along US 290 and RM 12, single outlet neighborhoods and skewed intersections contribute to congestion along the two major thoroughfares. As the City of Dripping Springs improves and expands its roadway network, careful consideration should be given to proper alignment of roadways and creating a connected network with the implementation of new roadways. When given the opportunity, existing alignments should also be corrected.

### Future Development

The City’s transportation network is expected to experience a significant impact from already planned projects. It is crucial that the overall network continue to be considered when approving future projects to prevent the roadway network from exceeding capacity.

### Access Management

The City should implement access management to improve safety along its major corridors. Access management regulates vehicle access to businesses, public facilities and residences. Strategies for improving access management include optimal spacing between traffic signals and driveways, safe turning lanes, and median treatments. Good access management promotes safe and efficient use of the transportation network.

**Table 4. Short and Mid-Term Recommendations**

Location	Short-Term Recommendations	Mid-Term Recommendations
US 290	A Coordinate traffic signals and optimize timings	1 Widen to a 6-lane divided roadway within the ETJ limits, with widening to the east of ETJ contingent on future developments in the area. Coordination with TxDOT to determine a final recommended section is required.
US 290 and Tiger Lane (W)	No short-term improvements	No mid-term improvements
US 290 and Bell Springs Road	B Construct left-turn lanes to provide a left-turn lane and shared through/right-turn lane for the NB and SB approaches	No mid-term improvements
US 290 and Tiger Lane (E)	No short-term improvements	2 •Signalize when warrants are met (contingent on school revised operations and circulation) •Construct a NB right-turn lane
US 290 and Peabody Place	No short-term improvements	3 Reconfigure intersection to right-in/right-out only

**Table 4. Short and Mid-Term Recommendations**

Location	Short-Term Recommendations		Mid-Term Recommendations	
US 290 and Meadow Oak Drive		No short-term improvements	4	<ul style="list-style-type: none"> <li>Realign Meadow Oaks Drive across US 290 with new roadway on south side to provide connection to middle school</li> <li>Provide two lanes on NB and SB approaches</li> </ul>
US 290 and Roger Hanks Parkway		No short-term improvements	5	<ul style="list-style-type: none"> <li>Construct an EB right-turn lane</li> <li>Construct an additional left-turn lane to provide dual WB left-turn lanes</li> </ul>
US 290 and Mighty Tiger Trail	C	Construct an additional lane to provide dual SB left-turn lanes and a SB right-turn lane	6	Construct a WB right-turn lane
US 290 and Sportsplex Drive	D	Construct an additional lane to provide dual SB left-turn lanes and a shared through/right-turn lane	7	Construct a WB right-turn lane
US 290 and Mercer Street		No short-term improvements	8	Re-align and modify to minor driveway with right-in/right-out operations (contingent on construction of proposed Town Center)
US 290 and Creek Road	E	Construct a NB right-turn lane	9	<p>The following mid-term improvements are contingent on the construction of the proposed Town Center and realignment of Mercer Street:</p> <ul style="list-style-type: none"> <li>Signalize when warrants are met</li> <li>Construct an EB left-turn lane</li> <li>Construct dual WB left-turn lanes (requires bridge widening)</li> <li>Construct a NB right-turn lane</li> <li>Construct SB approach to provide a left-turn lane, a shared left-turn/through lane, and a right-turn lane</li> </ul>
US 290 and RM 12	F	<ul style="list-style-type: none"> <li>Construct additional lanes to provide dedicated dual left-turn lanes, a through lane, and a right-turn lane for both the NB and SB approaches</li> <li>Construct a WB right-turn lane</li> <li>Construct an EB right-turn lane</li> <li>Modify signal operations to provide a protected right-turn overlap phase for the EB and WB approaches</li> </ul>	10	Construct additional left-turn lanes to provide dual EB and WB left-turn lanes with US 290 widening
US 290 and Rob Shelton Boulevard	G	<ul style="list-style-type: none"> <li>Re-construct NB approach and SB approach medians to provide dual left-turn lanes and one through/right-turn shared lane</li> <li>Construct an EB right-turn lane</li> </ul>		No mid-term improvements

**Table 4. Short and Mid-Term Recommendations**

Location		Short-Term Recommendations		Mid-Term Recommendations
US 290 and Headwaters Boulevard/Hays Country Acres Road		No short-term improvements	11	Widen NB approach to provide a shared left-turn/through lane and a right-turn lane
US 290 and Trautwein Road	H	Widen SB approach to provide a left-turn and a right-turn lane	12	<ul style="list-style-type: none"> <li>•Signalize when warrants are met</li> <li>•Modification of intersection to a “Florida T” with an SB left-turn acceleration lane and free-flowing EB through movement</li> </ul>
US 290 and Sawyer Ranch Road	I	<ul style="list-style-type: none"> <li>• Widen NB approach to provide dual left-turn lanes, a through lane, and a right-turn lane</li> <li>•Modify signal operations to provide protected NB and EB right-turn overlap phases</li> </ul>		<ul style="list-style-type: none"> <li>• Construct an additional lane to provide dual WB left-turn lanes</li> </ul>
US 290 and Nutty Brown Road/Oak Branch Road	J	<ul style="list-style-type: none"> <li>• Widen NB approach to provide dual left-turn lanes, a through lane, and a right-turn lane</li> <li>• Modify signal operations to provide protected NB and EB right-turn overlap phases</li> </ul>		<ul style="list-style-type: none"> <li>• Construct an additional lane to provide dual WB left-turn lanes</li> </ul>
Fitzhugh Road		No short-term improvements	13	Widen to a 4-lane divided roadway east of McGregor Lane
RM 12	K	Coordinate traffic signals and optimize timings	14	Widen to a 4-lane divided roadway within ETJ limits
RM 12 and Fitzhugh Road	L	<ul style="list-style-type: none"> <li>•Construct a NB left-turn and right-turn lane</li> <li>•Construct dual WB left-turn lanes</li> <li>•Construct a SB left-turn lane</li> <li>•Construct an EB left-turn lane</li> <li>•Modify signal operations to provide a protected NB right-turn overlap phase</li> </ul>	15	Widen Fitzhugh Road to a 4-lane undivided roadway within ETJ limits
RM 12 and Springlake Drive/Goodnight Trail		No short-term improvements	16	Signalize when warrants are met
RM 12 and Old Fitzhugh Road/Timberline Road	M	• Modify intersection operations to right-in/right-out		No mid-term improvements
RM 12 and Founders Park Road	N	<ul style="list-style-type: none"> <li>•Construct a NB right-turn lane</li> <li>•Construct a SB left-turn lane</li> <li>•Construct a WB left-turn lane</li> </ul>	17	Signalize when warrants are met
RM 12 and Mercer Street	O	<ul style="list-style-type: none"> <li>•Construct a NB left-turn lane</li> <li>•Construct a SB left-turn lane</li> <li>•Construct a WB channelized free-flowing right-turn lane</li> <li>•Construct the EB approach to provide a left-turn lane and a shared through/right-turn lane</li> <li>•Modify signal operations to provide split phasing for the EB and WB approaches</li> </ul>		No mid-term improvements

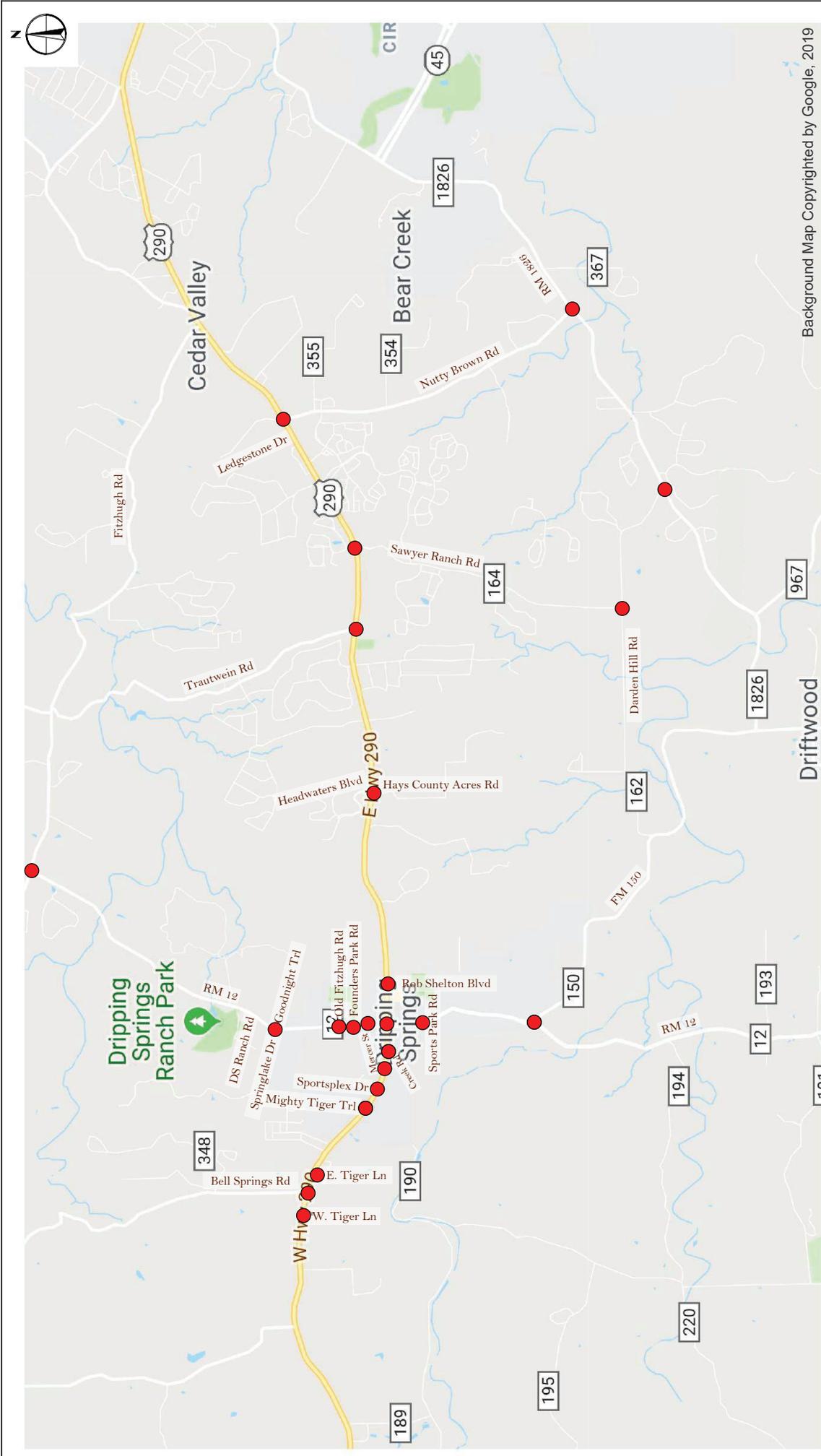
**Table 4. Short and Mid-Term Recommendations**

Location	Short-Term Recommendations	Mid-Term Recommendations
RM 12 and Wallace Street	P Restrict access from Wallace Street to RM 12	No mid-term improvements
RM 12 and Sports Park Road	No short-term improvements	18 <ul style="list-style-type: none"> <li>•Re-align Needham Road/Sports Park Drive for future roadway connection to west</li> <li>•Construct a WB left-turn lane</li> <li>•Construct a NB right-turn lane</li> </ul>
FM 150	No short-term improvements	19 Widen to a 4-lane divided roadway between RM 12 and RM 1826
RM 12 and FM 150	No short-term improvements	20 <ul style="list-style-type: none"> <li>•Signalize when warrants are met</li> <li>•Realign intersection to allow for extension of FM 150 to the west</li> <li>•Construct an additional lane to provide dual WB right-turn lanes</li> <li>•Modify signal operations to provide a protected WB right-turn overlap</li> <li>•Construct an additional lane to provide dual SB left-turn lanes</li> <li>•Construct a NB right-turn lane</li> </ul>
Sawyer Ranch Road	No short-term improvements	21 Widen to a 4-lane divided roadway between US 290 and Darden Hill Road
Sawyer Ranch Road and Darden Hill Road	Q <ul style="list-style-type: none"> <li>• Construct an EB left-turn lane</li> <li>• Construct a WB right-turn lane</li> </ul>	22 <ul style="list-style-type: none"> <li>• Signalize when warrants are met</li> <li>• Construct an additional lane to provide dual SB left-turn lanes</li> </ul>
RM 1826	No short-term improvements	23 Widen to a 4-lane divided roadway within ETJ limits
RM 1826 and Darden Hill Road	R Construct a WB right-turn lane	24 Signalize when warrants are met
Darden Hill Road	No short-term improvements	25 Widen to a 4-lane divided roadway
Nutty Brown Road	No short-term improvements	26 Widen to a 4-lane divided roadway between US 290 and RM 1826
RM 1826 and Nutty Brown Road	S <ul style="list-style-type: none"> <li>• Widen SB approach to provide dual left-turn lanes, a through lane, and a right-turn lane</li> <li>• Construct EB right-turn lane</li> <li>• Restripe to lengthen EB left-turn lane</li> <li>• Construct WB right-turn lane</li> <li>• Modify signal operations to provide a protected WB right-turn overlap phase and split phasing for the NB and SB approaches</li> </ul>	No mid-term improvements

**Table 5. Intersection Level of Service and Delay (veh/sec)**

Location	2018 Existing		2040 Forecasted w/o Recommended Improvements		2040 Forecasted w/ Recommended Improvements	
	AM	PM	AM	PM	AM	PM
US 290 and Tiger Lane (W)	A* (1.7)	A* (0.8)	F* (+)	F* (+)	F* (+)	F* (139.8)
US 290 and Bell Springs Road	C (24.2)	C (20.4)	F (131.6)	F (322.4)	C (28.1)	F (99.5)
US 290 and Tiger Lane (E)	A* (6.6)	A* (1.5)	F* (+)	F* (+)	D (40.2)	D (39.4)
US 290 and Mighty Tiger Trail	B (12.5)	A (5.7)	F (244.5)	F (181.8)	C (20.6)	B (17.0)
US 290 and Sportsplex Drive	B (12.6)	B (11.9)	F (324.5)	F (364.1)	E (58.2)	F (121.0)
US 290 and Mercer Street (W)	A* (2.2)	A* (2.2)	F* (+)	F* (+)	-	-
US 290 and Creek Road	A* (0.7)	A* (2.0)	F* (491.2)	F* (+)	F (217.6)	F (340.8)
US 290 and RM 12	D (51.9)	E (63.0)	F (805.8)	F (1036.4)	F (258.2)	F (370.5)
US 290 and Rob Shelton Boulevard	B (13.6)	C (32.7)	F (385.8)	F (642.7)	F (189.8)	F (329.8)
US 290 and Hays Country Acres Road/Headwaters Boulevard	C (21.3)	B (15.9)	F (686.4)	F (993.0)	F (335.6)	F (534.3)
US 290 and Trautwein Road	A* (7.1)	A* (3.0)	F* (119.1)	F* (527.2)	E (66.7)	F (226.9)
US 290 and Sawyer Ranch Road	D (37.7)	C (32.8)	F (746.5)	F (1114.8)	F (275.7)	F (364.9)
US 290 and Nutty Brown Road	C (23.6)	C (27.7)	F (537.1)	F (940.1)	F (267.9)	F (491.7)
RM 12 and Fitzhugh Road	B (12.5)	B (15.4)	F (443.7)	F (654.7)	C (28.1)	E (64.2)
RM 12 and Springlake Drive/Goodnight Trail	A* (3.2)	A* (3.1)	F* (+)	F* (+)	B (19.7)	C (31.6)
RM 12 and Old Fitzhugh Road/Timberline Road	A* (2.4)	A* (6.8)	F* (+)	F* (+)	A* (0.1)	A* (0.2)
RM 12 and Founders Park Road	A* (0.8)	A* (2.5)	F* (123.5)	F* (100.7)	B (11.5)	F (31.9)
RM 12 and Mercer Street	B (13.4)	C (20.3)	F (496.1)	F (507.1)	F (92.6)	F (126.5)
RM 12 and Sports Park Road	B (16.9)	C (24.4)	F (679.0)	F (1582.3)	B (16.1)	F (89.2)
RM 12 and FM 150	A* (8.0)	A* (7.9)	F* (+)	F* (+)	D (40.5)	F (89.8)
Sawyer Ranch Road and Darden Hill Road	A* (4.0)	A* (5.7)	F* (82.7)	F* (179.4)	B (11.4)	B (11.9)
Darden Hill Road and RM 1826	A* (7.7)	A* (5.5)	F* (2656.6)	F* (+)	C (21.3)	F (177.6)
RM 1826 and Nutty Brown Road	C (20.3)	D (38.3)	F (363.2)	F (817.5)	D (49.6)	F (102.1)

\*Unsignalized



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**INTERSECTION LOS**

- A
- B
- C
- D
- E
- F

FIGURE 7  
2040 FORECASTED AM  
LEVEL OF SERVICE  
WITHOUT IMPROVEMENTS

Item 5.

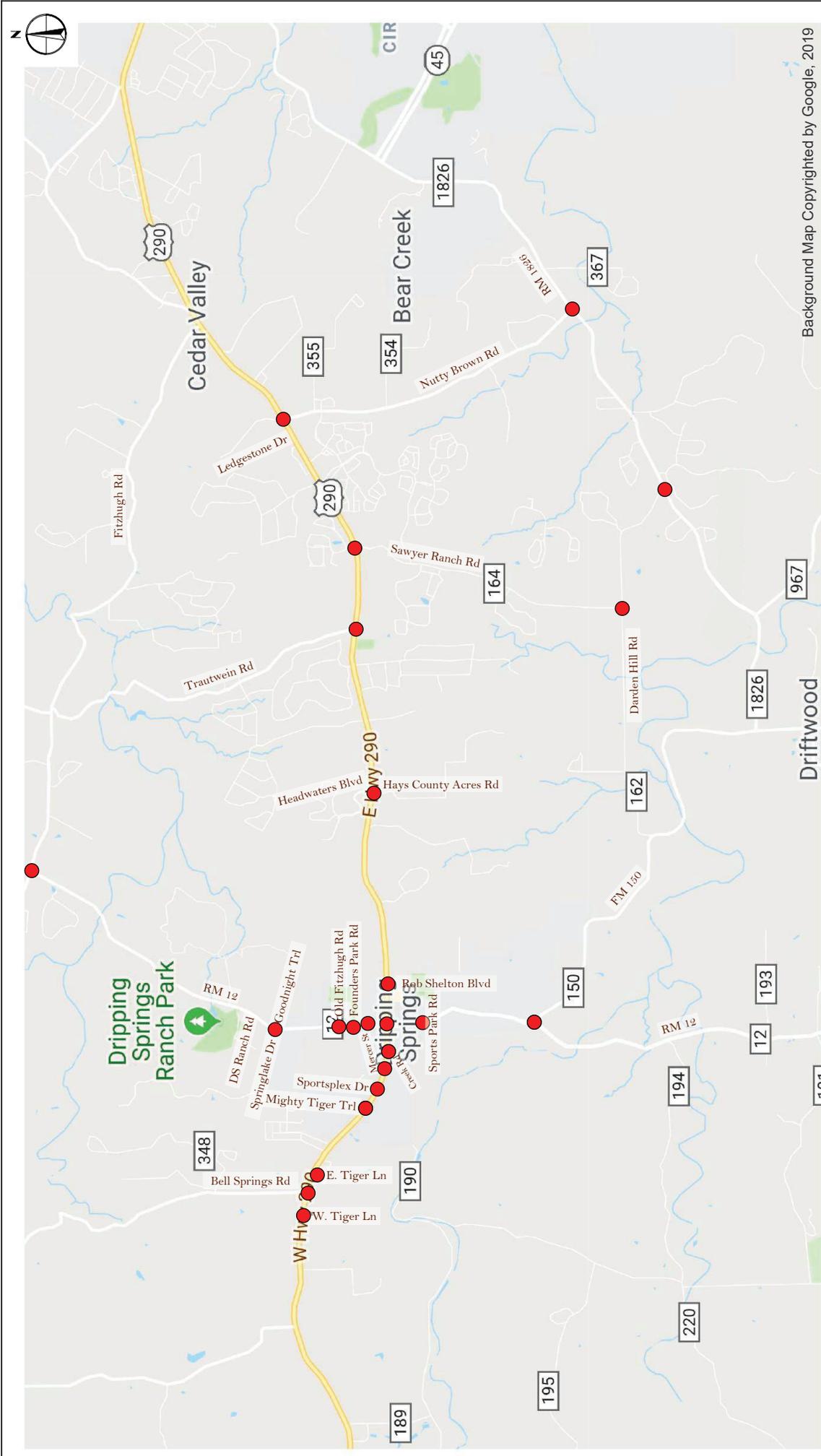


FIGURE 8  
2040 FORECASTED PM  
LEVEL OF SERVICE  
WITHOUT IMPROVEMENTS

Item 5.

Background Map Copyrighted by Google, 2019

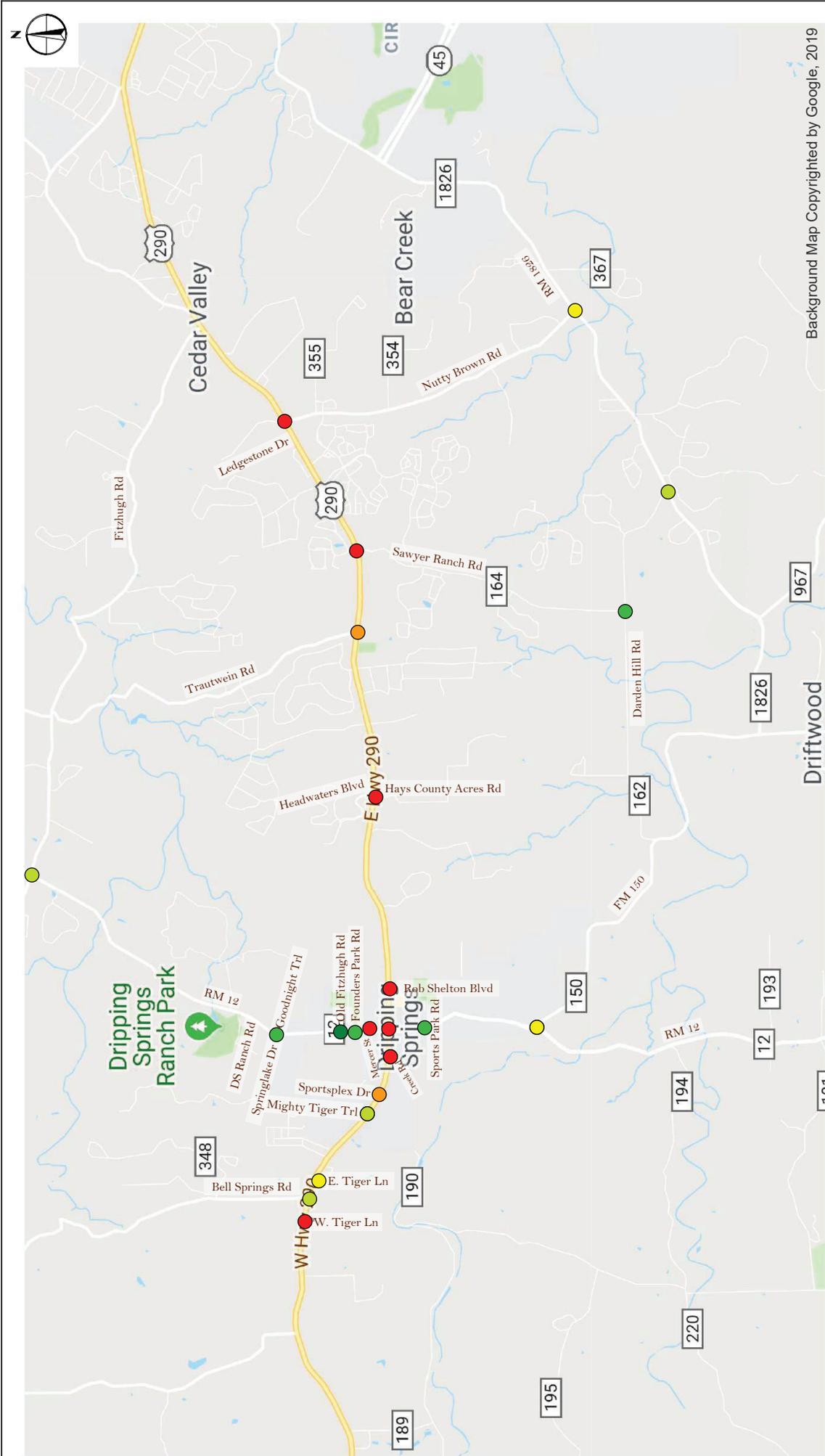


FIGURE 9  
2040 FORECASTED AM  
LEVEL OF SERVICE  
WITH IMPROVEMENTS

Item 5.

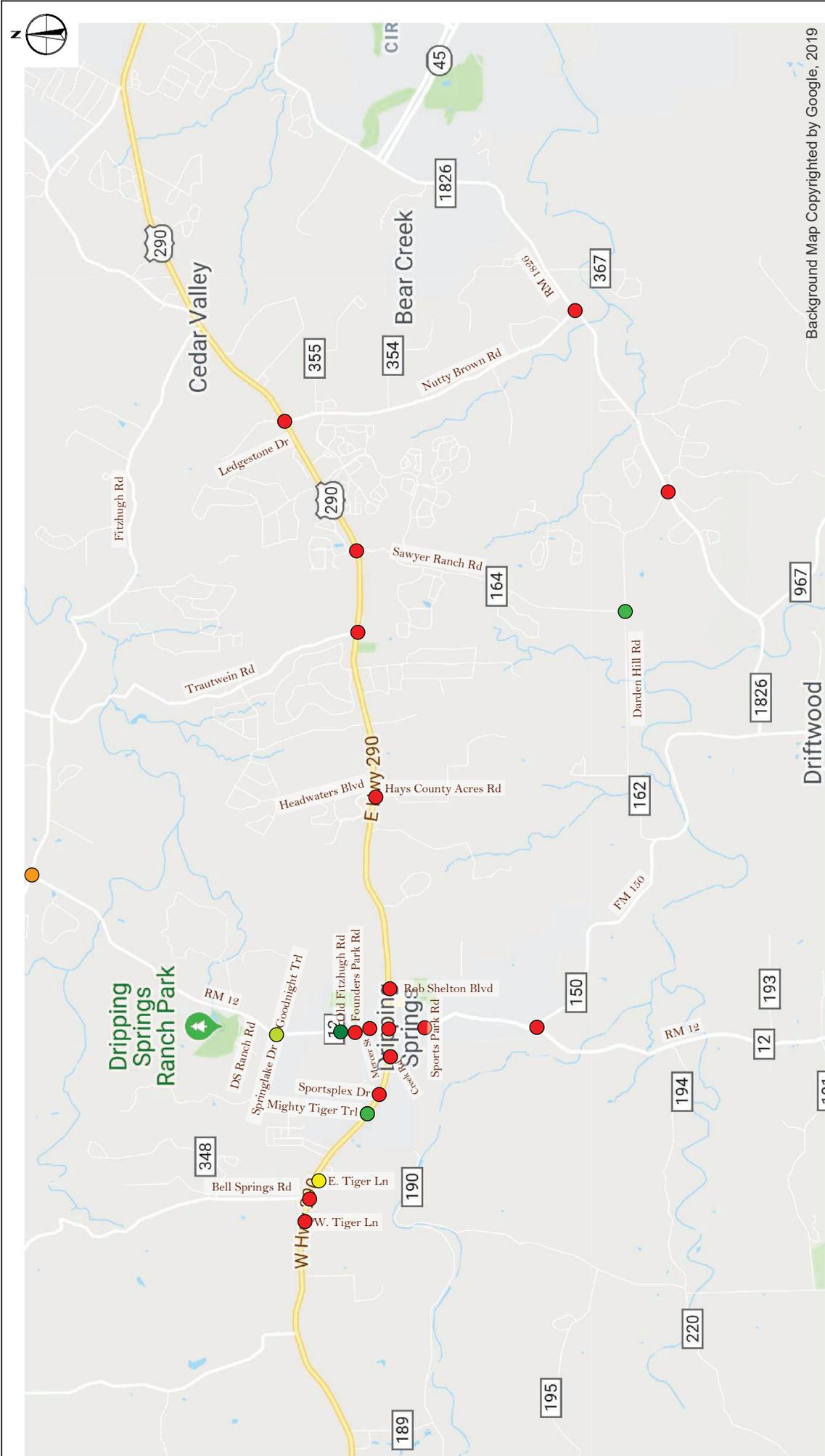
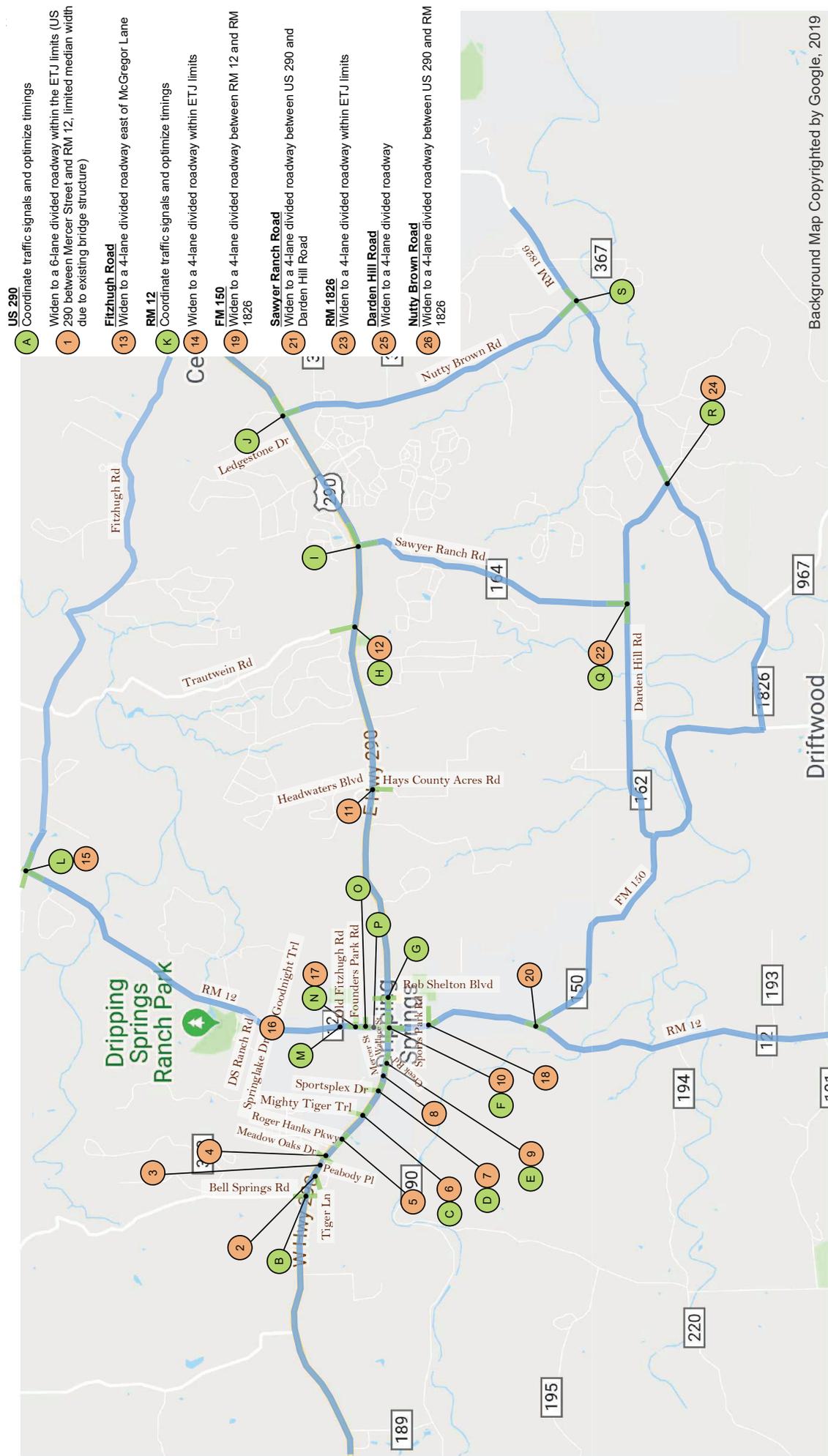


FIGURE 10  
2040 FORECASTED PM  
LEVEL OF SERVICE  
WITH IMPROVEMENTS

Item 5.

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**US 290**  
**A** Coordinate traffic signals and optimize timings

**1** Widen to a 6-lane divided roadway within the ETJ limits (US 290 between Mercer Street and RM 12, limited median width due to existing bridge structure)

**Fitzhugh Road**  
**13** Widen to a 4-lane divided roadway east of McGregor Lane

**RM 12**  
**K** Coordinate traffic signals and optimize timings

**14** Widen to a 4-lane divided roadway within ETJ limits

**FM 150**  
**19** Widen to a 4-lane divided roadway between RM 12 and RM 1826

**Sawyer Ranch Road**  
**21** Widen to a 4-lane divided roadway between US 290 and Darden Hill Road

**RM 1826**  
**23** Widen to a 4-lane divided roadway within ETJ limits

**Darden Hill Road**  
**25** Widen to a 4-lane divided roadway

**Nutty Brown Road**  
**26** Widen to a 4-lane divided roadway between US 290 and RM 1826

FIGURE 11  
 SHORT AND MID-TERM  
 IMPROVEMENTS

Item 5.

**A** Short-Term Improvement  
**1** Mid-Term Improvement  
 Roadway Widening  
 Intersection Widening

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## Long-Term Improvements

To meet the long-term needs of the City of Dripping Springs, a more robust roadway network is necessary. A well-coordinated network of north/south and east/west roadways will help facilitate and redistribute long term traffic demand expected from the additional development projects rather than solely utilizing US 290 as ingress/egress. Long-term improvements are proposed in the Hays County Transportation Plan and the CAMPO 2045 Plan. The Dripping Springs Transportation Master Plan evaluated previously proposed thoroughfares and transportation improvements and proposed new routes throughout the Dripping Springs area. The Transportation Master Plan provides guidance for long-term transportation planning and aims to improve future traffic operations in Dripping Springs. As part of the Transportation Master Plan, the proposed Thoroughfare Plan recommends roadway enhancements and proposed roadways to improve the roadway network, including recommendations that intend to reduce congestion on US 290 and RM 12. The City of Dripping Springs should coordinate with Hays County, TxDOT, and CAMPO to initiate feasibility analyses and development of these routes and connections. The City should also work closely with the developers to establish a roadway network aligned with the Transportation Master Plan to enhance safety and mobility in the future.

## Summary

As the City of Dripping Springs continues to grow at a rapid pace over the next decade, it is important that the City plans ahead and develops strategies to mitigate the impacts of the large-scale growth. Strategies should be comprised of a variety of improvements for implementation in the short, mid, and long-term. This traffic study recommends the following:

- Short-term improvements should be implemented immediately while mid-term improvements should be coordinated with TxDOT and Hays County.
- The City should work with DSISD to develop plans to reduce peak period traffic demand on US 290 and to manage traffic for future school sites.
- Access management guidelines along US 290 and RM 12 should be developed with TxDOT to reduce conflict points and enhance safety in heavily developed areas.
- As development occurs, improvements to the roadway network should work towards a well-coordinated roadway network to redistribute traffic away from US 290.

To meet the long-term needs of the City of Dripping Springs, a more robust roadway network is necessary. The City should work with Hays County, TxDOT, CAMPO, and developers to ensure that future transportation plans in the Dripping Springs area are informed by the long-term goals and recommendations in the Transportation Master Plan.

# References

1. Hays County  
2013 Hays County Transportation Plan, Hays County, Texas
2. Capital Area Metropolitan Planning Organization  
2020 CAMPO 2045 Regional Transportation Plan, Travis County
3. Texas Department of Transportation  
2018 Traffic Count Database System, Austin, Texas
4. Hays County  
2017 The FM 150 West Character Plan, Hays County, Texas
5. Trafficware Ltd  
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6. Transportation Research Board  
2010 Highway Capacity Manual, Washington, D.C.
7. Institute of Transportation Engineers  
2017 Trip Generation Manual, An Informational Report, 10<sup>th</sup> Edition, Washington D.C.



CITY OF DRIPPING SPRINGS

# TRANSPORTATION MASTER PLAN

2021



DRIPPING SPRINGS  
Texas



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- 2-1 Existing Conditions Evaluation
- 3-1 Public Involvement
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- 7-1 Summary & Conclusions





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- Map 17:** Prioritization Plan



# INTRODUCTION

## OVERVIEW

Dripping Springs is experiencing significant growth with many new developments planned for the next ten years and beyond. This rapid growth is creating transportation challenges within the community. Mobility within Dripping Springs is highly dependent on state and county transportation infrastructure. HDR Engineering was retained to develop the Dripping Springs Transportation Master Plan with a goal to identify and prioritize mobility improvements within the City Limits and extraterritorial jurisdiction through the year 2040.

## PURPOSE

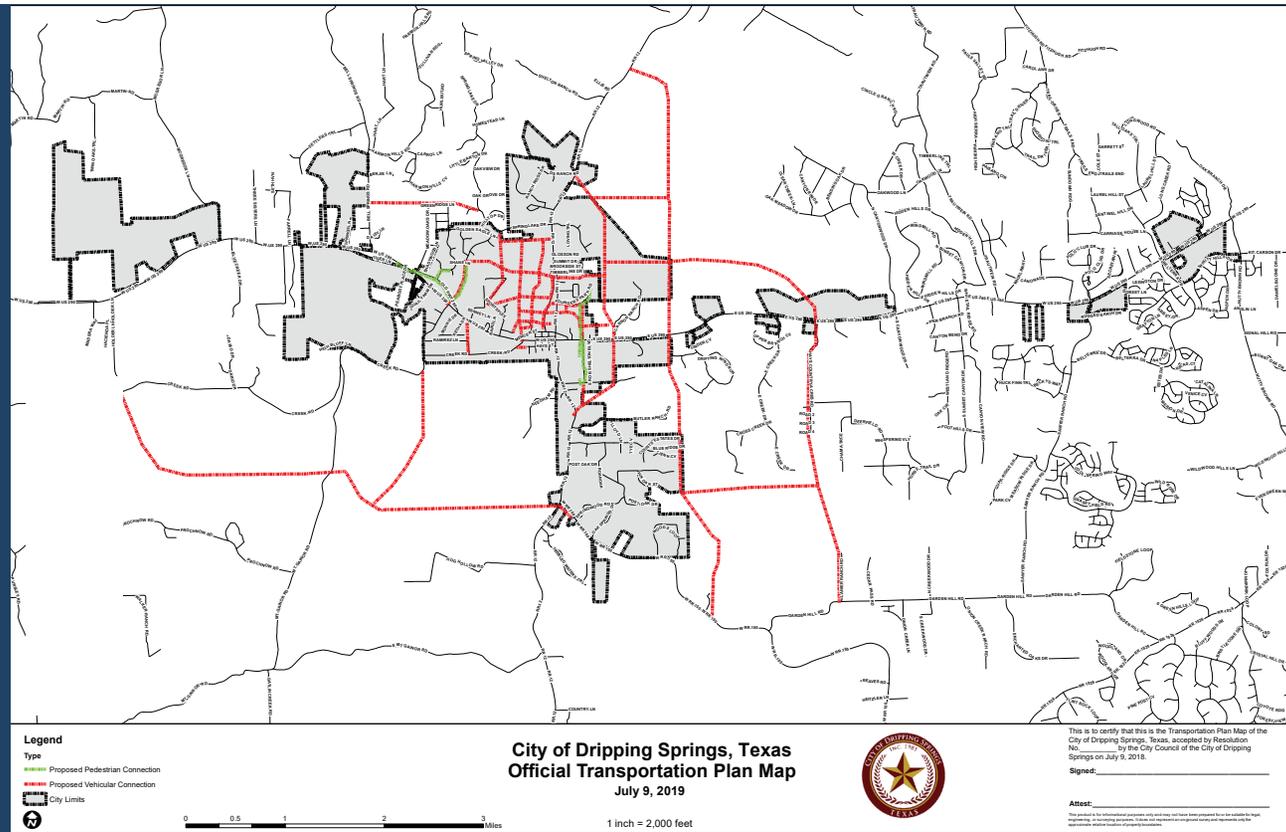
The purpose of the Dripping Springs Transportation Master Plan Update is to identify and prioritize mobility improvements that encourage safe and efficient travel. The City's 2016 Comprehensive Plan defined an infrastructure goal of developing a Mobility Plan: "A Mobility Plan would build on the existing Transportation Plan and Trails Master Plan to provide a holistic approach to addressing transportation needs in and around Dripping Springs. It would explore all options for moving people to include pedestrians, transit users, cyclists, and drivers." This Transportation Master Plan will serve as this Mobility Plan and holistically evaluate transportation needs.





## PREVIOUS TRANSPORTATION MASTER PLAN

Dripping Springs previously developed a Transportation Plan map, depicting proposed transportation routes within Dripping Springs and the City's extraterritorial jurisdiction. The map is continually updated by the City, and it was most recently amended in 2019. This map is continually updated by the City. This Transportation Master Plan will inform the existing 2019 Master Transportation Plan map and support the recommended routes with a technical evaluation of existing and future conditions. Additional recommendations for enhancing existing facilities and providing multimodal connectivity will be incorporated into the plan. In addition, this Transportation Master Plan document will provide policy guidance and best practices.



## TRANSPORTATION MASTER PLAN PROCESS

A successful Transportation Master Plan follows a defined process. This TMP will document each of these steps required to develop a TMP that meets community needs.

### Develop Goals.

---

Define goals that will inform recommendations in the Transportation Master Plan.

### Document Conditions.

---

Document existing transportation conditions and inventory infrastructure.

### Gather Feedback.

---

Engage the community and incorporate feedback throughout the planning process.

### Partner with Agencies.

---

Coordinate planning efforts and partner with other regulatory agencies such as the County and State.

### Analyze Future Growth.

---

Use a model to develop a future scenario that reflects the anticipated level of growth.

### Plan For the Future.

---

Develop a Thoroughfare Plan and recommendations that meet the future needs of the City.

## TRANSPORTATION MASTER PLAN GOALS

The following goals were established by the City of Dripping Springs to guide the development of the Transportation Master Plan and recommendations within the City limits and extraterritorial jurisdiction.



Identify deficiencies in the existing transportation network.



Identify opportunities for improved connectivity.



Develop a plan that meets future mobility needs.



Support growth through transportation infrastructure investment.



Establish policy that guides developers in planning for a cohesive transportation network.



Encourage safe and efficient travel for all modes of transportation.



Build on recommendations from the City's Comprehensive Plan, Hays County Transportation Plan, and TxDOT's Statewide Long-Range Transportation Plan.



Adopt a Thoroughfare Plan to identify preliminary alignments and right-of-way needs for future transportation facilities.



Leverage available funds for improving transportation efficiency and safety.







# EXISTING CONDITIONS EVALUATION

# DOCUMENTING EXISTING INFRASTRUCTURE AND ANALYZING TRANSPORTATION OPERATIONS AND SAFETY IS AN IMPORTANT FIRST STEP IN DEVELOPING A TRANSPORTATION MASTER PLAN.

**Existing conditions data is analyzed and evaluated to provide the foundation on which to plan and build for the future needs of a community. Developing a Transportation Master Plan is a process that involves many steps.**

 **Gather the data**

Collect data relevant to the transportation system and needs of the surrounding community to begin analyzing the existing transportation network.



**Analyze the data**

Assess traffic operations, mobility and connectivity for motorized and non-motorized travel.

Identify roadway deficiencies, safety issues and projected employment and population growth.



**Evaluate the data**

Evaluate the data to begin identification of needed improvements throughout the transportation network.

**Data is analyzed as a whole to build a complete picture of community needs and to understand how the transportation network is responding to current demand.**

## Several types of data are collected from many sources.

### Existing transportation network

Existing roadway capacity, 24-hour roadway volumes, multi-modal facilities and crash history are all used to assess the roadway network.

### Intersection operations

Intersection geometry, intersection peak period counts, and traffic signal timing plans provide a basis to evaluate intersection operations at key locations within the City.

### Future growth rates and demand

Data documenting growth rates within the community and surrounding region is collected.

- » Expected future developments in the Dripping Springs area
- » Population data from the Texas State Data Center and U.S. Census Bureau
- » Capital Area Metropolitan Planning Organization (CAMPO) 2040 Travel Demand Forecasts

## AREA OVERVIEW

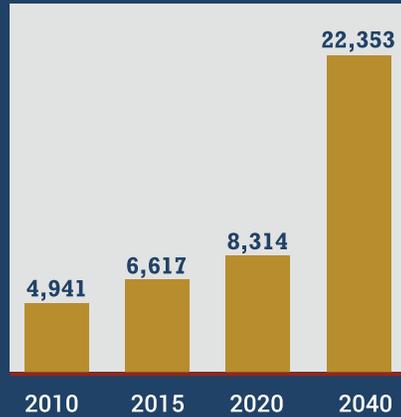
The study area for the Dripping Springs Transportation Master Plan includes the City Limits and its extraterritorial jurisdiction (ETJ).

## DEMOGRAPHICS

Dripping Springs' unique location situated at the outskirts of Austin within the Hill Country allows for ideal access to both urban and natural environments. It has experienced high growth in recent years, with many newly built and proposed residential and commercial developments in the area. Over 40 new developments are planned for Dripping Springs and the surrounding area in the near future.

### EMPLOYMENT GROWTH

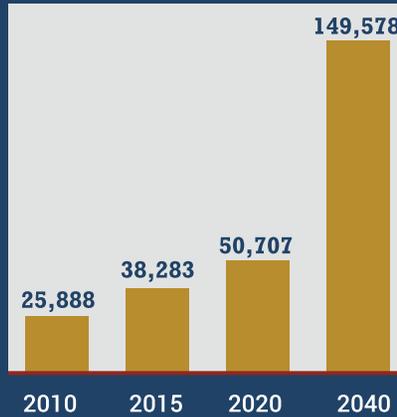
Dripping Springs ETJ



Source: CAMPO 2040 Travel Demand Model

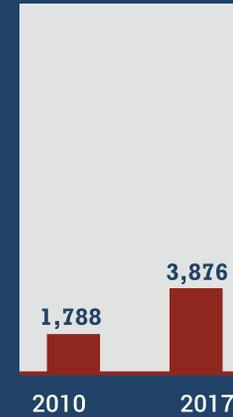
### POPULATION GROWTH

Dripping Springs ETJ

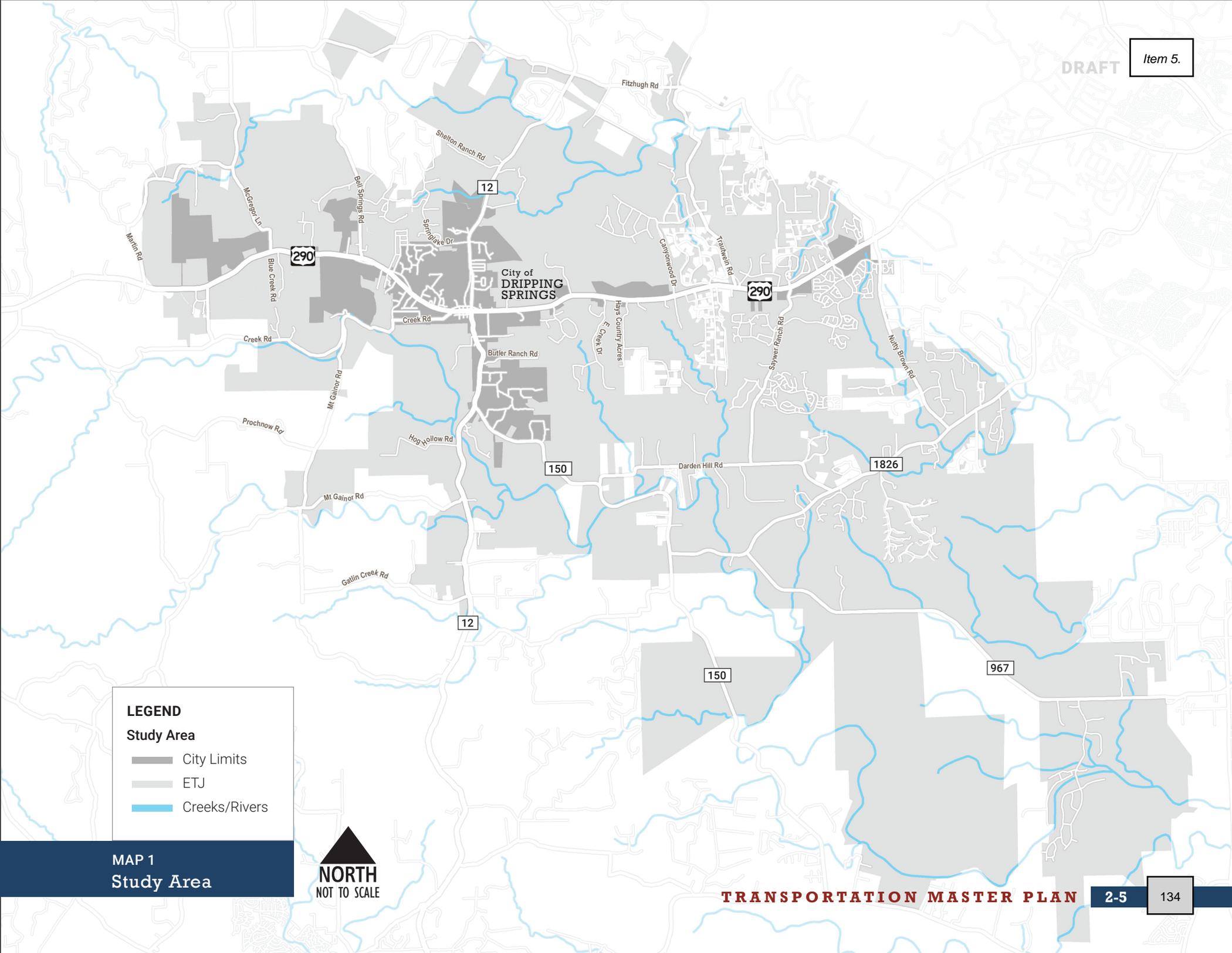


Source: CAMPO 2040 Travel Demand Model

Dripping Springs City Limits



Source: U.S. Census Bureau



**LEGEND**

**Study Area**

- City Limits
- ETJ
- Creeks/Rivers

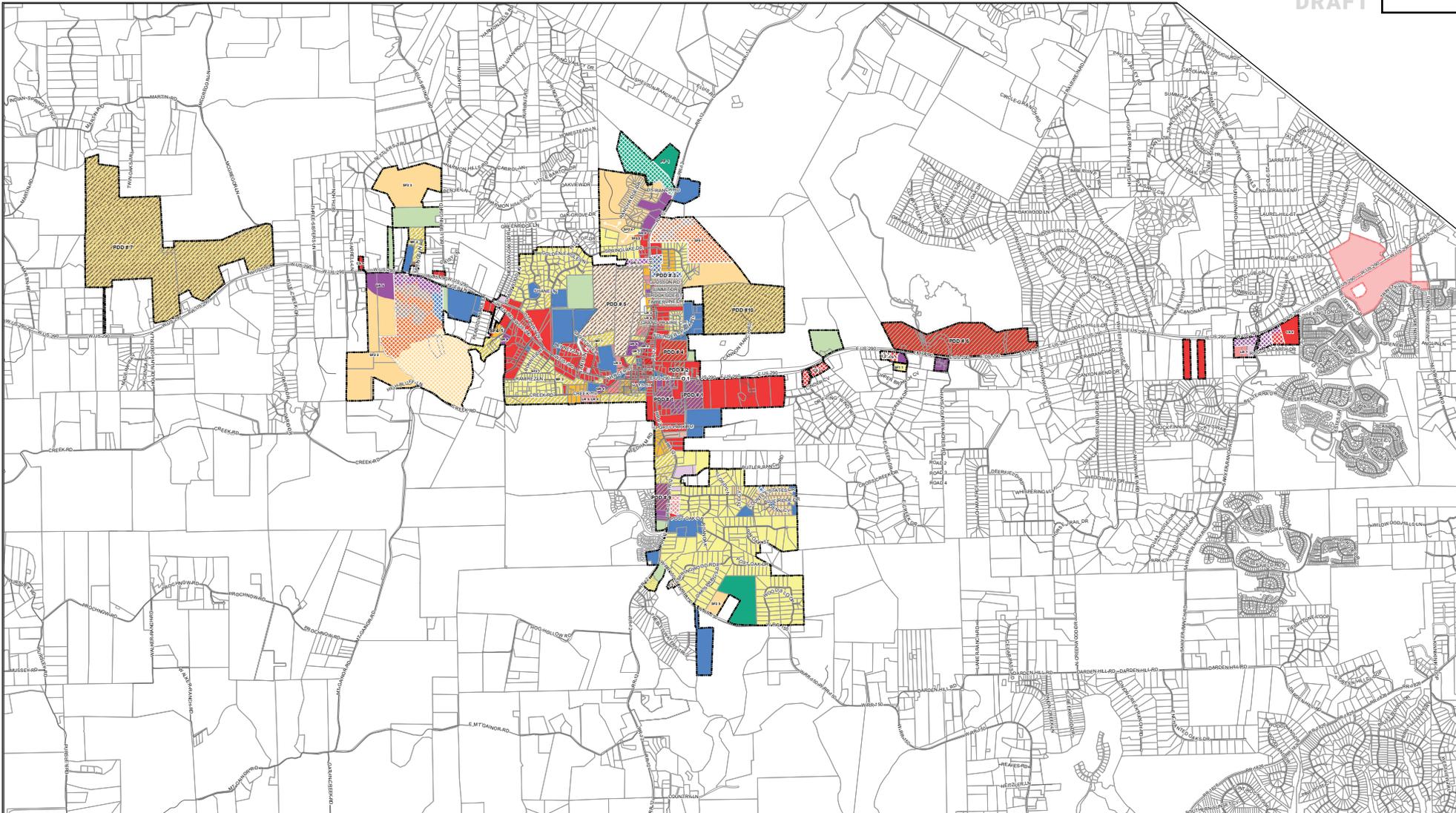
**MAP 1**  
Study Area



## LAND USE AND ZONING

Dripping Springs currently includes residential, commercial, and institutional land uses. Commercial land uses are generally concentrated in Downtown Dripping Springs, in the Belterra Development, and along US 290.

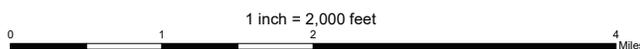




**Legend**

City Limits	Historic Overlay	SF-1	SF-5	LR
Full Purpose	PDD Overlay	SF-2	MF	GR
Limited Purpose	AG	SF-3	MH	GUI
Conditional Overlays	PP	SF-4	O	CS
			Industrial	

**City of Dripping Springs, Texas**  
**Official Zoning Map**  
 October 15, 2019



This is to certify that this is the Official Zoning Map of the City of Dripping Springs, Texas, accepted by Ordinance No. \_\_\_\_\_ by the City Council of the City of Dripping Springs on October 15, 2019.

Signed: \_\_\_\_\_

Attest: \_\_\_\_\_

This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-ground survey and represents only the approximate relative location of property boundaries.

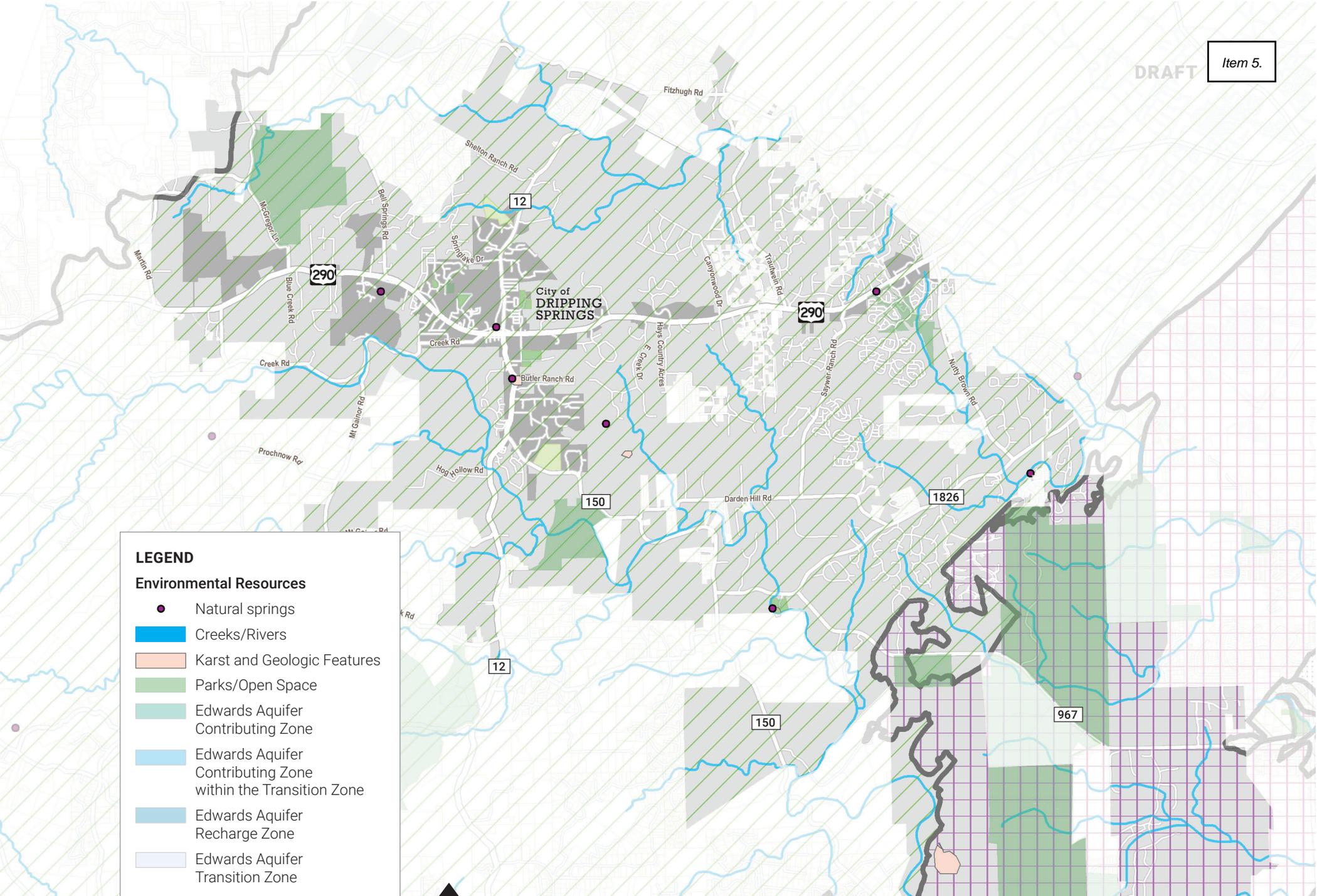
## ENVIRONMENTAL RESOURCES

Impacts to the environment should be analyzed before new infrastructure is built. The Dripping Springs area lies within the Contributing and Recharge Zones of the Edwards Aquifer, an important water source for the Central Texas region. The hilly topography and creeks throughout the area may affect future development and expansion of the transportation network.

Low water crossings occur in some locations where creeks meet roads. Heavy rain can sometimes cause flooding, impacting some exit routes for certain areas of the City. The City's namesake, the Dripping Springs, lies downtown in the heart of the City, and there are other springs located within the ETJ.

Wildlife habitat is abundant through the Texas Hill Country and potential impacts will be evaluated as Dripping Springs implements the Transportation Plan.





**LEGEND**

**Environmental Resources**

- Natural springs
- █ Creeks/Rivers
- █ Karst and Geologic Features
- █ Parks/Open Space
- █ Edwards Aquifer Contributing Zone
- █ Edwards Aquifer Contributing Zone within the Transition Zone
- █ Edwards Aquifer Recharge Zone
- █ Edwards Aquifer Transition Zone

MAP 3  
Environmental Resources





## EXISTING ROADWAY NETWORK

Roadway functional classifications describe the interaction and dynamics of the roadway with the surrounding land uses and other connecting roadways. Classifications define the level of mobility and access control of the roadway.

Dripping Springs currently follows Hays County roadway classifications. The 2013 Hays County Transportation Plan classifies the existing roadway network into the following categories:

### » Arterial Streets (Principal and Minor)

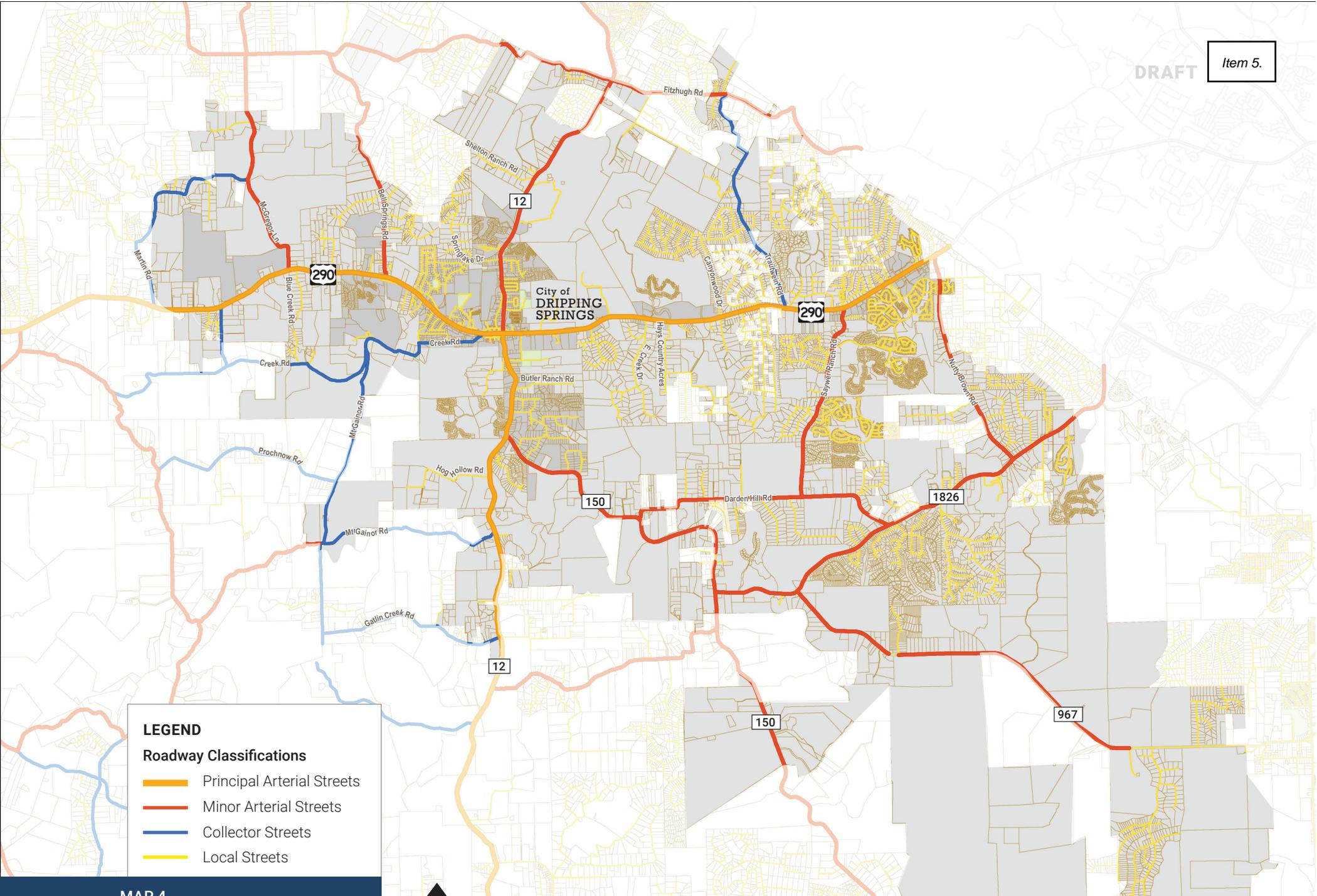
Serve both local and regional traffic by connecting cities and rural areas to the highway system while limiting access.

### » Collector Streets

Provide equal levels of mobility and access by connecting local roads and the arterial network and by providing direct access to developments.

### » Local Streets

Provide primary land access and connectivity between land parcels and other streets and collectors.



**LEGEND**

**Roadway Classifications**

- Principal Arterial Streets
- Minor Arterial Streets
- Collector Streets
- Local Streets

**MAP 4**  
**Existing Roadway**  
**Classifications**



### **FACILITY OWNERSHIP**

Roadways throughout Dripping Springs and its ETJ are operated and maintained by TxDOT, Hays County, Dripping Springs, neighborhoods and other private entities.

## **MAJOR ROADWAYS ARE THE PRIMARY THOROUGHFARES PROVIDING REGIONAL CONNECTIVITY TO COMMUNITIES.**

.....

**These major roadways connect the neighborhoods and businesses of Dripping Springs.**

#### **US 290**

US 290 is one of the primary TxDOT roadways that connects Dripping Springs with the City of Austin and other outlying regions. A four-lane divided principal arterial throughout the majority of Dripping Springs, it transitions to a three-lane divided arterial west of McGregor Lane.

#### **RM 12**

RM 12 is a TxDOT roadway connecting Dripping Springs with Fitzhugh Road to the north and with RM 150 to the south. RM 12 is a two-lane undivided principal arterial south of US 290 and a two-lane undivided minor arterial north of US 290.

#### **RM 150**

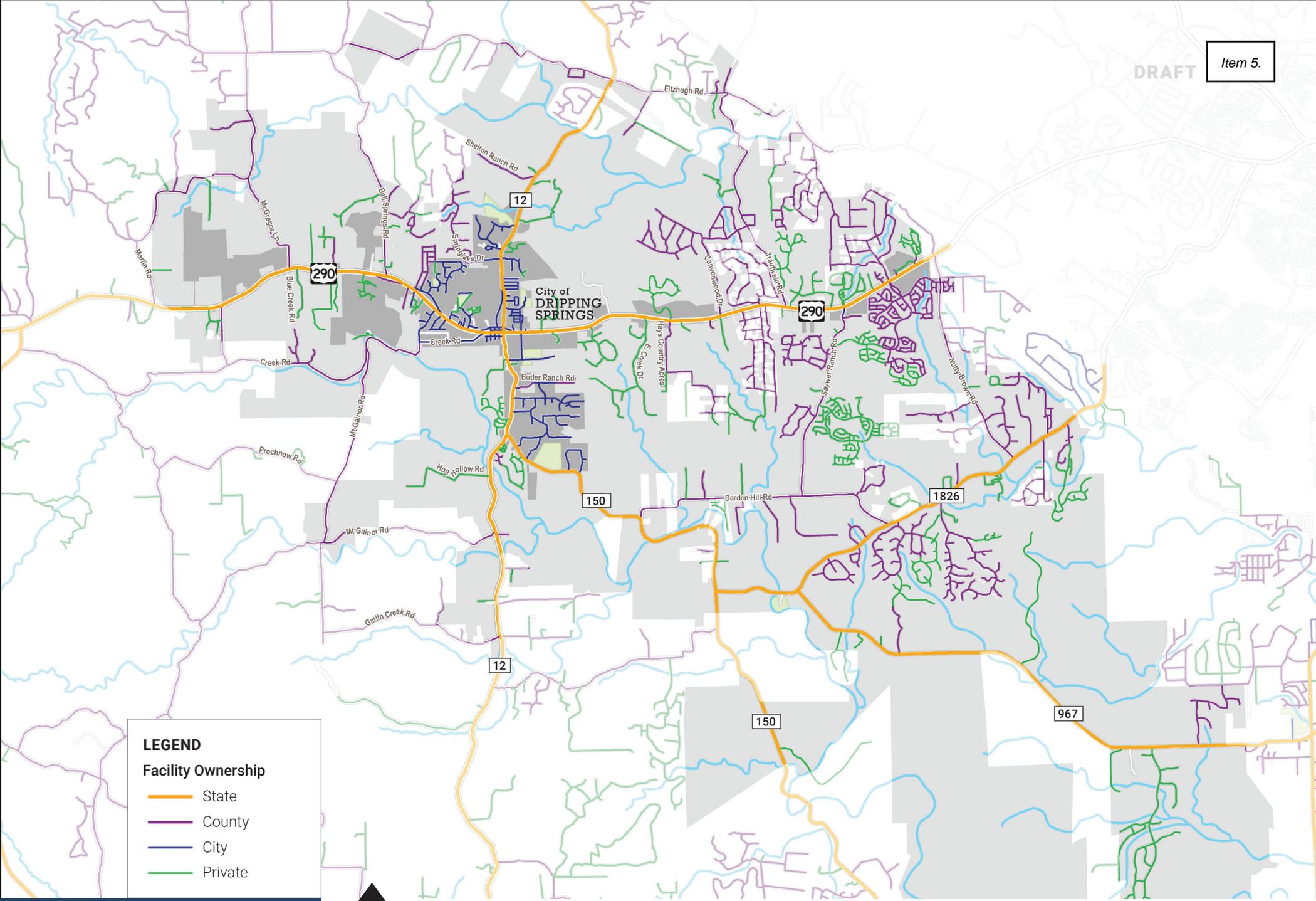
RM 150 is a major route from Dripping Springs to Driftwood and San Marcos. RM 150 is a two-lane undivided minor arterial maintained by TxDOT connecting RM 12 to RM 1826.

#### **RM 1826**

RM 1826 is a two-lane undivided minor arterial between RM 150 to US 290. The roadway is maintained by TxDOT and provides connectivity between Dripping Springs and Austin.

#### **Fitzhugh Rd.**

Fitzhugh Road is a two-lane undivided minor arterial maintained by Hays County. The roadway connects Dripping Springs with Johnson City to the west and Austin to the east.



**LEGEND**

**Facility Ownership**

- State
- County
- City
- Private

MAP 5  
Facility Ownership



## MULTI-MODAL TRANSPORTATION

In the historic Downtown Dripping Springs, sidewalk connectivity along Mercer Street provides convenient pedestrian facilities for popular Downtown businesses. There is opportunity to extend pedestrian facilities throughout the rest of the Downtown business and recreation area. Beyond Downtown Dripping Springs, portions of sidewalks and trails have been built with recent developments.

Park trails are provided in several Dripping Springs Parks, including the Dripping Springs Sports and Recreation Park, Founders Memorial Park and Dripping Springs Ranch Park. The Dripping Springs area currently does not provide designated bike lanes, shared-use paths, or a transit system.

The Dripping Springs area currently does not provide designated bike lanes, shared use paths, or a transit system.





**Legend**

- Sidewalks
- Trails
- City Limits
- ETJ
- Creeks/Rivers

MAP 6  
Existing Sidewalks and Trails



DRAFT

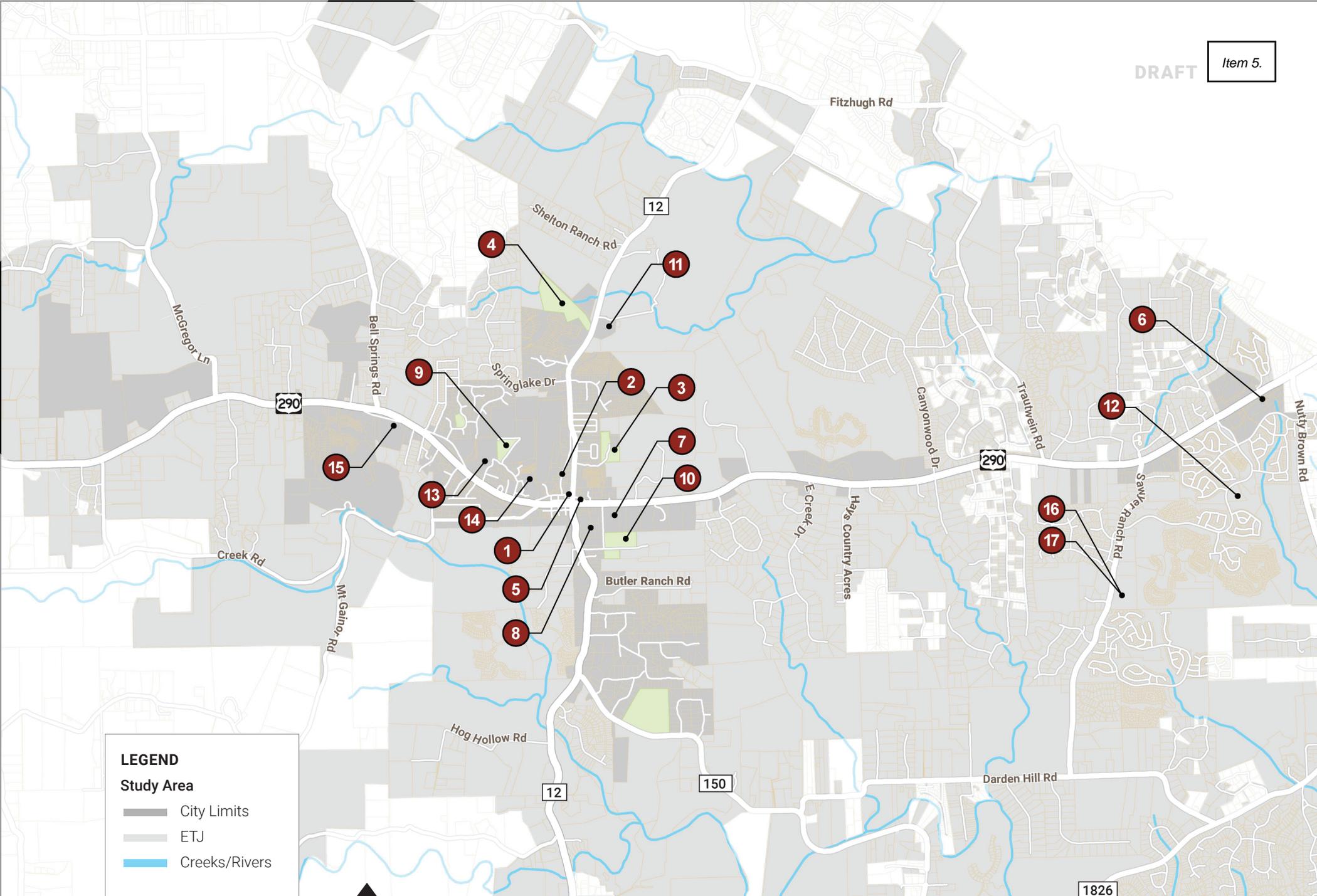


## TRIP GENERATORS

A trip generator is a development or destination that creates a high number of vehicular trips. Several trip generators in Dripping Springs impact traffic operations in the area.

These include:

- 1 Downtown Dripping Springs/Mercer Street
- 2 Old Fitzhugh Road
- 3 Founders Memorial Park
- 4 Dripping Springs Ranch Park
- 5 Dripping Springs Farmers Market at the Triangle
- 6 Belterra Commercial Development
- 7 H-E-B
- 8 The Home Depot
- 9 Dripping Springs Youth Sports Association Baseball Fields
- 10 Dripping Springs Sports and Recreation Park
- 11 Dripping Springs Elementary School
- 12 Rooster Springs Elementary School
- 13 Dripping Springs High School
- 14 Walnut Springs Elementary School
- 15 Dripping Springs Middle School
- 16 Sycamore Springs Middle School
- 17 Sycamore Springs Elementary School



**LEGEND**

**Study Area**

- City Limits
- ETJ
- Creeks/Rivers

MAP 7  
Trip Generators



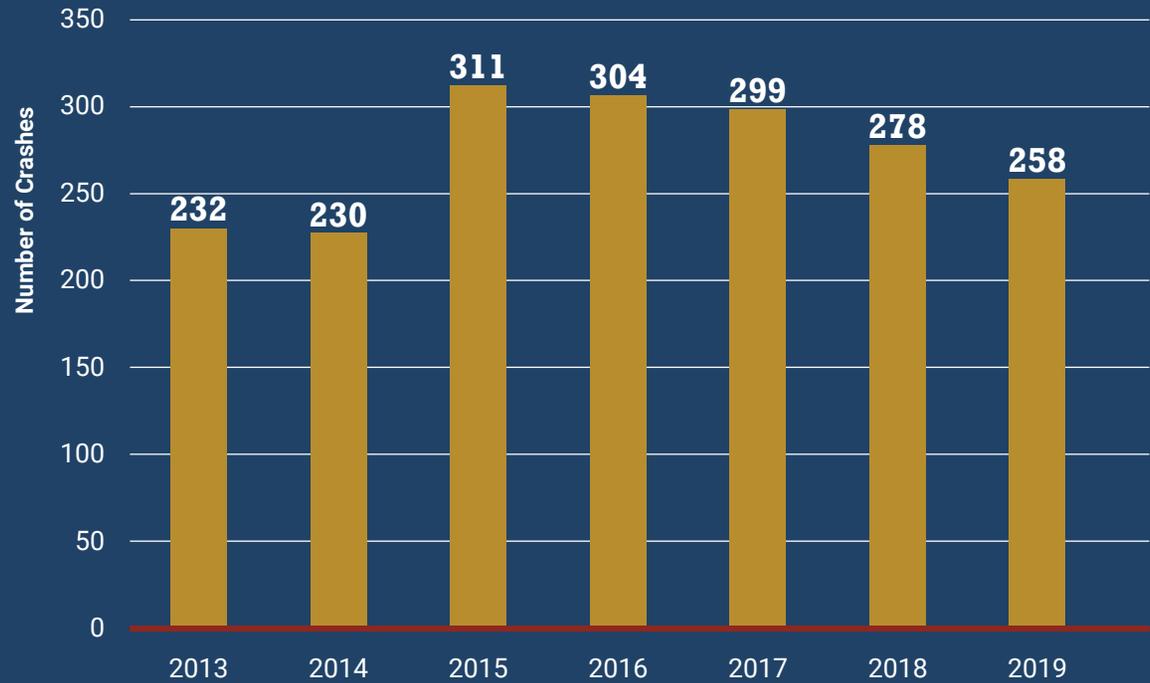
### CRASH DATA

Crash records for Dripping Springs and its ETJ were obtained for years 2013 through 2019 from TxDOT.

Several crashes with fatalities have occurred on US 290 in recent years, increasing awareness for the need for transportation improvements.

**Total Crashes per Year**

Dripping Springs ETJ



Source: TxDOT Crash Records Information System (CRIS)





## TRAFFIC VOLUMES

Current traffic volumes form the foundation for long-term transportation projections and planning.

Traffic volumes help identify high volume roadways where problems may exist. Daily volumes were obtained for several major corridors in Dripping Springs and its ETJ.

Peak traffic conditions occur within Dripping Springs during typical peak traffic hours and during school pick-up periods at key locations.



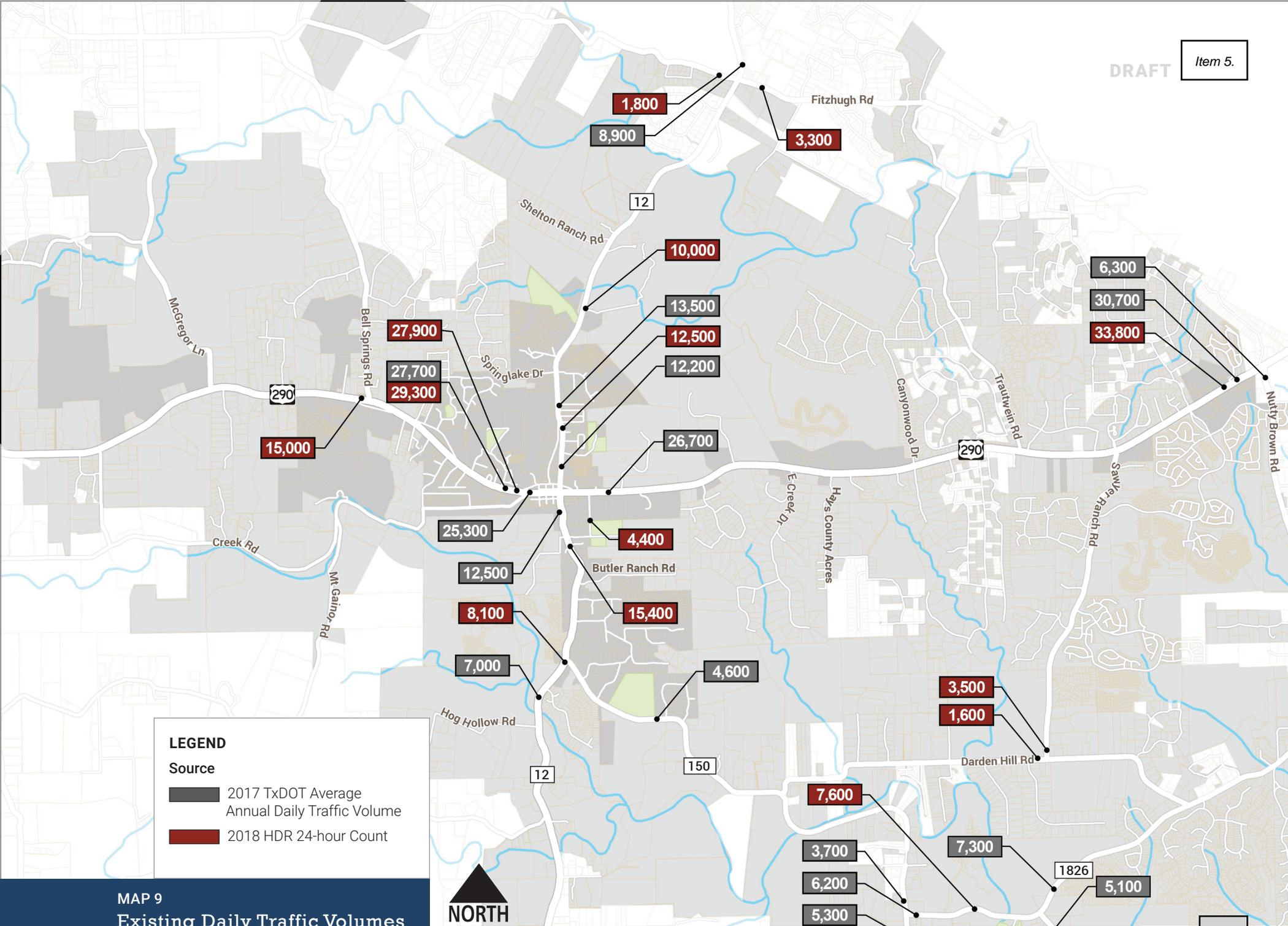
**AM Peak Period**  
7:45 am - 8:45 am



**School Peak Period**  
3:45 pm - 4:45 pm



**PM Peak Period**  
4:45 pm - 5:45 pm



MAP 9  
Existing Daily Traffic Volumes



## ROADWAY OPERATIONS

Roadways are designed to serve the projected number of vehicles that will use the road through its design life. A roadway is designed with an established vehicular capacity. When roadway volumes exceed the capacity, congestion will occur.

The volume-to-capacity (V/C) ratio documents level of congestion of area roadways. Operations degrade once the V/C ratio reaches 1.0, or 100 percent of the roadway capacity.



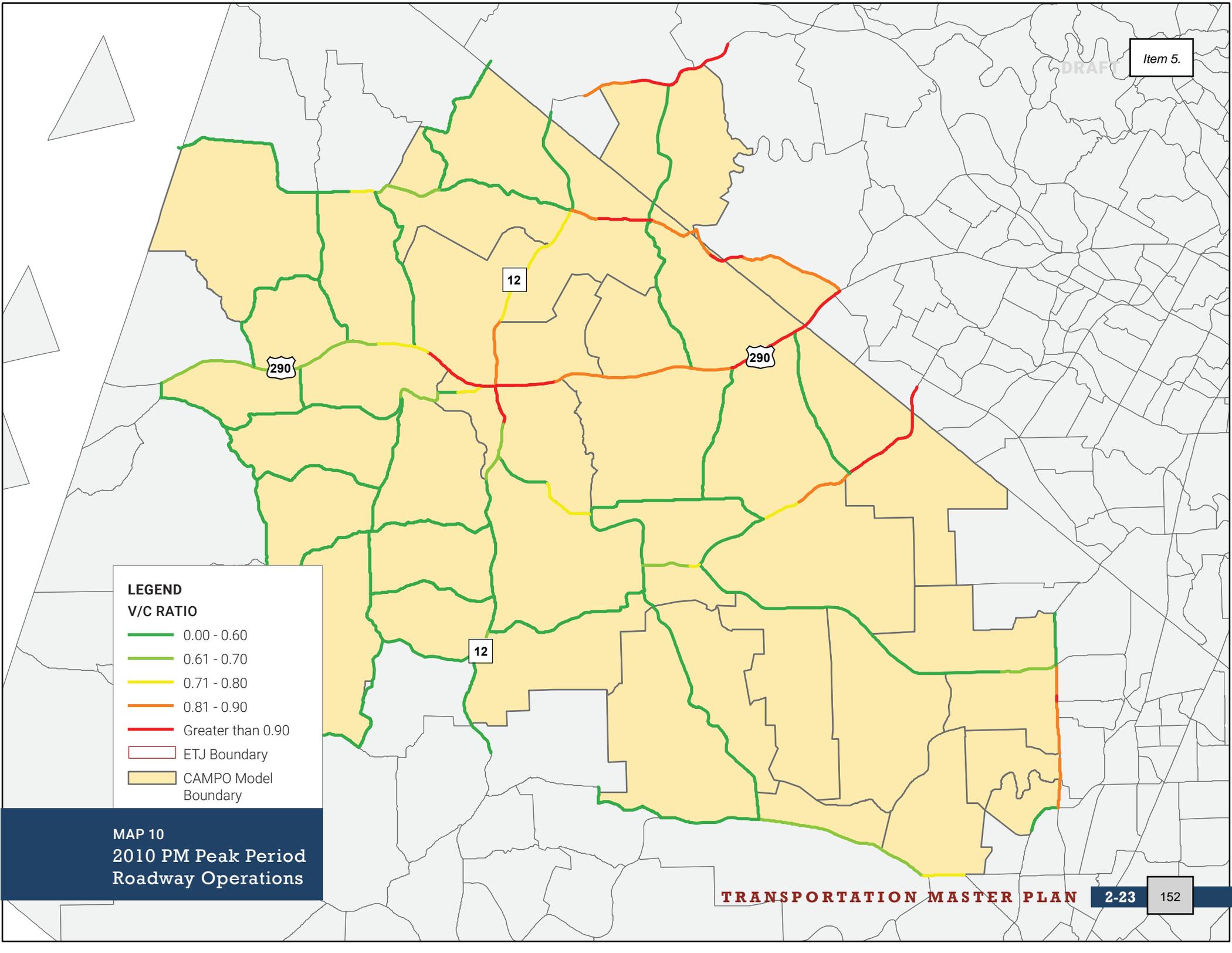
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Item 5.

**LEGEND**  
**V/C RATIO**

- 0.00 - 0.60
- 0.61 - 0.70
- 0.71 - 0.80
- 0.81 - 0.90
- Greater than 0.90
- ETJ Boundary
- CAMPO Model Boundary

MAP 10  
2010 PM Peak Period  
Roadway Operations



## INTERSECTION OPERATIONS

To identify deficiencies in the network, intersection level of service is assessed. Level of Service (LOS) measures how well an intersection operates, and is expressed using a grading system. Grades A through D are generally considered acceptable, while grades E and F are considered unfavorable or failing. Poor LOS at intersections can be addressed through a variety of infrastructure improvements.

Key intersections along US 290 operate at LOS D during the peak periods. However, the documented LOS at several intersections in Dripping Springs do not convey the extent of vehicular congestion and queuing experienced on US 290 due to the short duration of the peak periods (often less than one hour).

**Several factors are analyzed together to determine how well an intersection operates.**

### Traffic progression

When traffic forms into “platoons” of cars that pass through intersections when the signals at those intersections are green.

### Lane geometrics

How a facility is striped or divided, and how those lanes serve the traffic negotiating any given facility.

### Signal timing

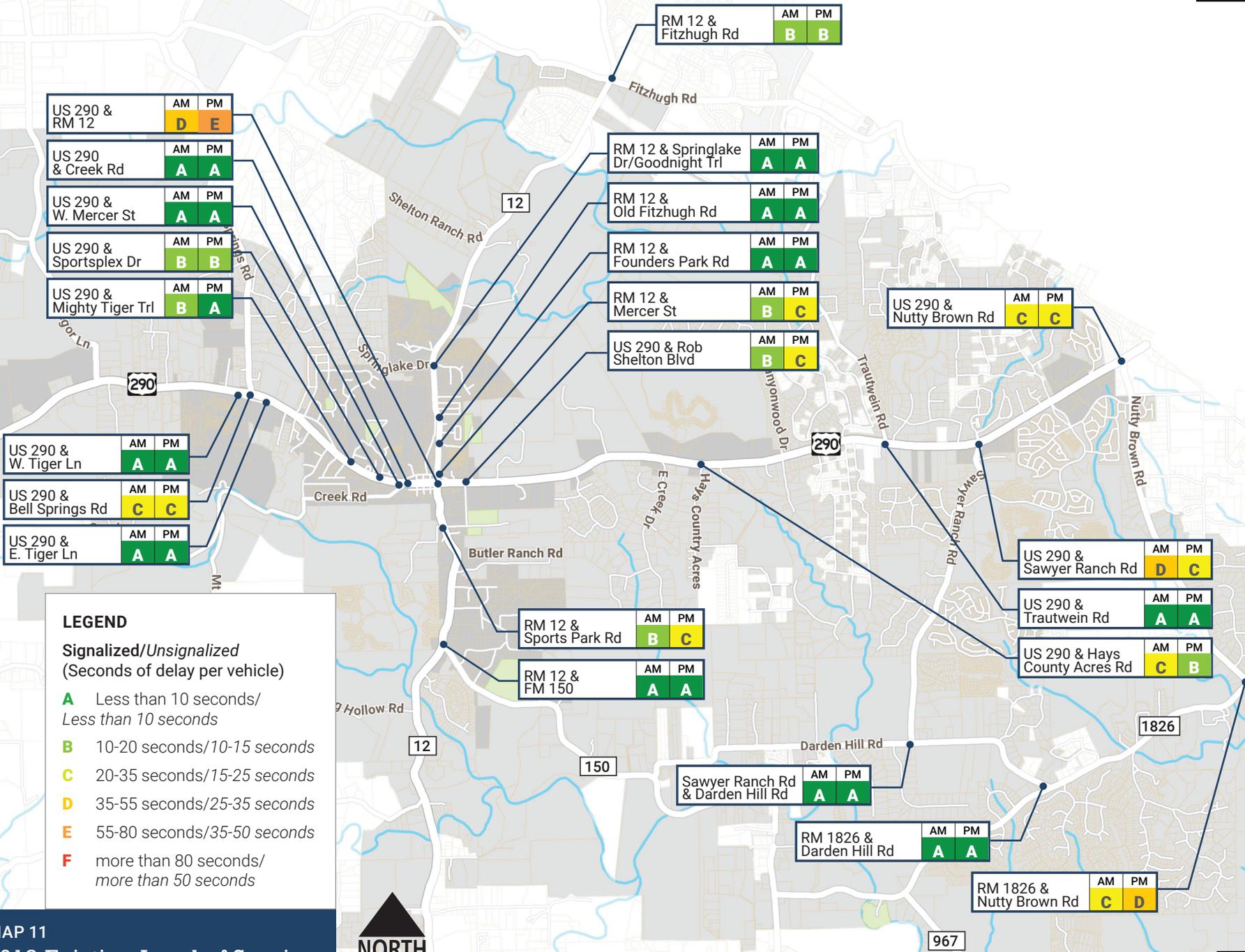
How much red time or green time each movement gets, and how well signals are coordinated.

### Traffic volumes

The number of vehicles passing through any given intersection.

### Pedestrian volumes

The number of pedestrians crossing over any given facility.



**LEGEND**

**Signalized/Unsignalized**  
(Seconds of delay per vehicle)

- A** Less than 10 seconds/  
Less than 10 seconds
- B** 10-20 seconds/10-15 seconds
- C** 20-35 seconds/15-25 seconds
- D** 35-55 seconds/25-35 seconds
- E** 55-80 seconds/35-50 seconds
- F** more than 80 seconds/  
more than 50 seconds

MAP 11  
2018 Existing Level of Service







Item 5.

# PUBLIC INVOLVEMENT

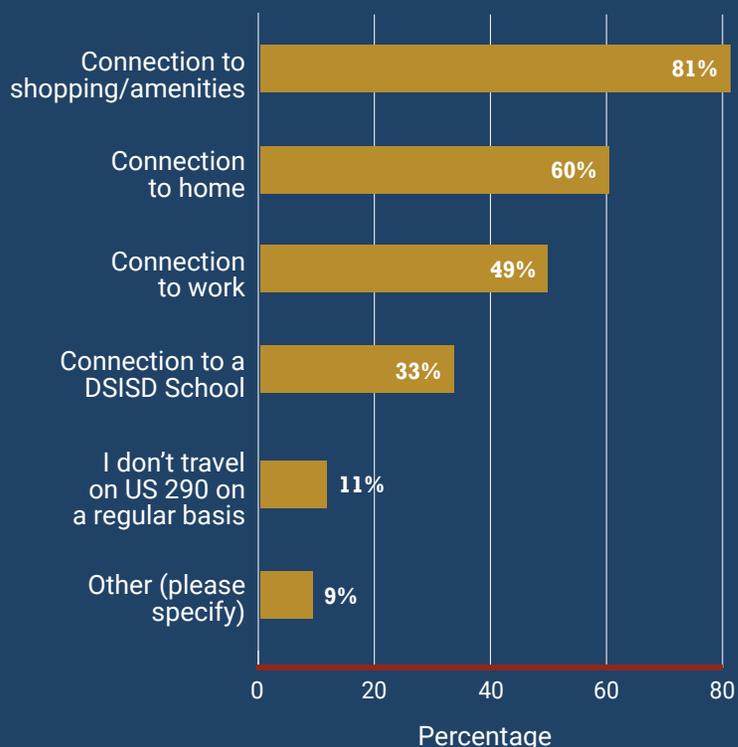


### Residents were able to answer questions about daily travel patterns, travel preferences, roadway concerns, and their transportation priorities.

#### How do you use US 290 in your daily travel?

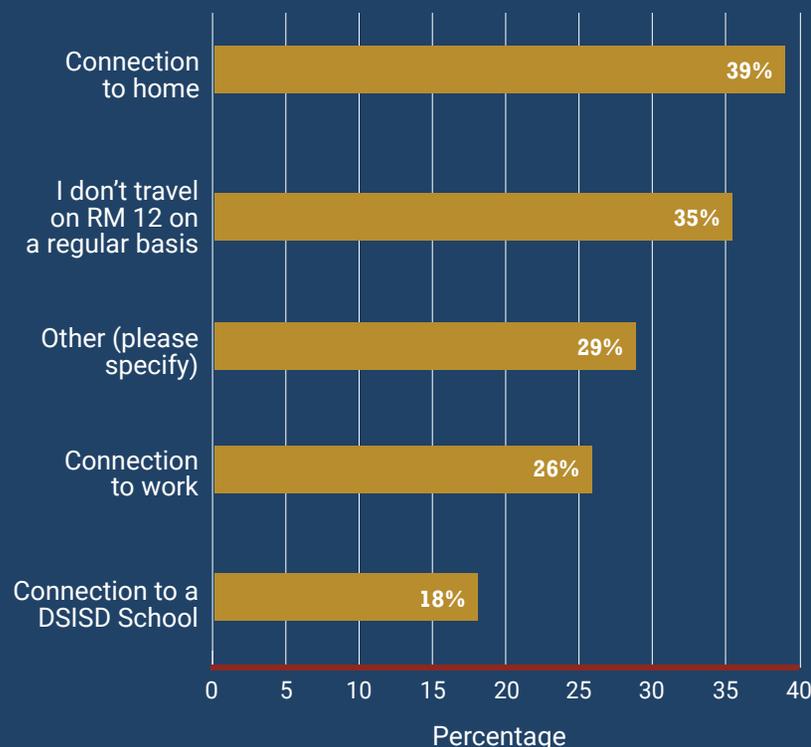
(Select all that apply)

Percentage shown represents the proportion of all respondents who selected each option.



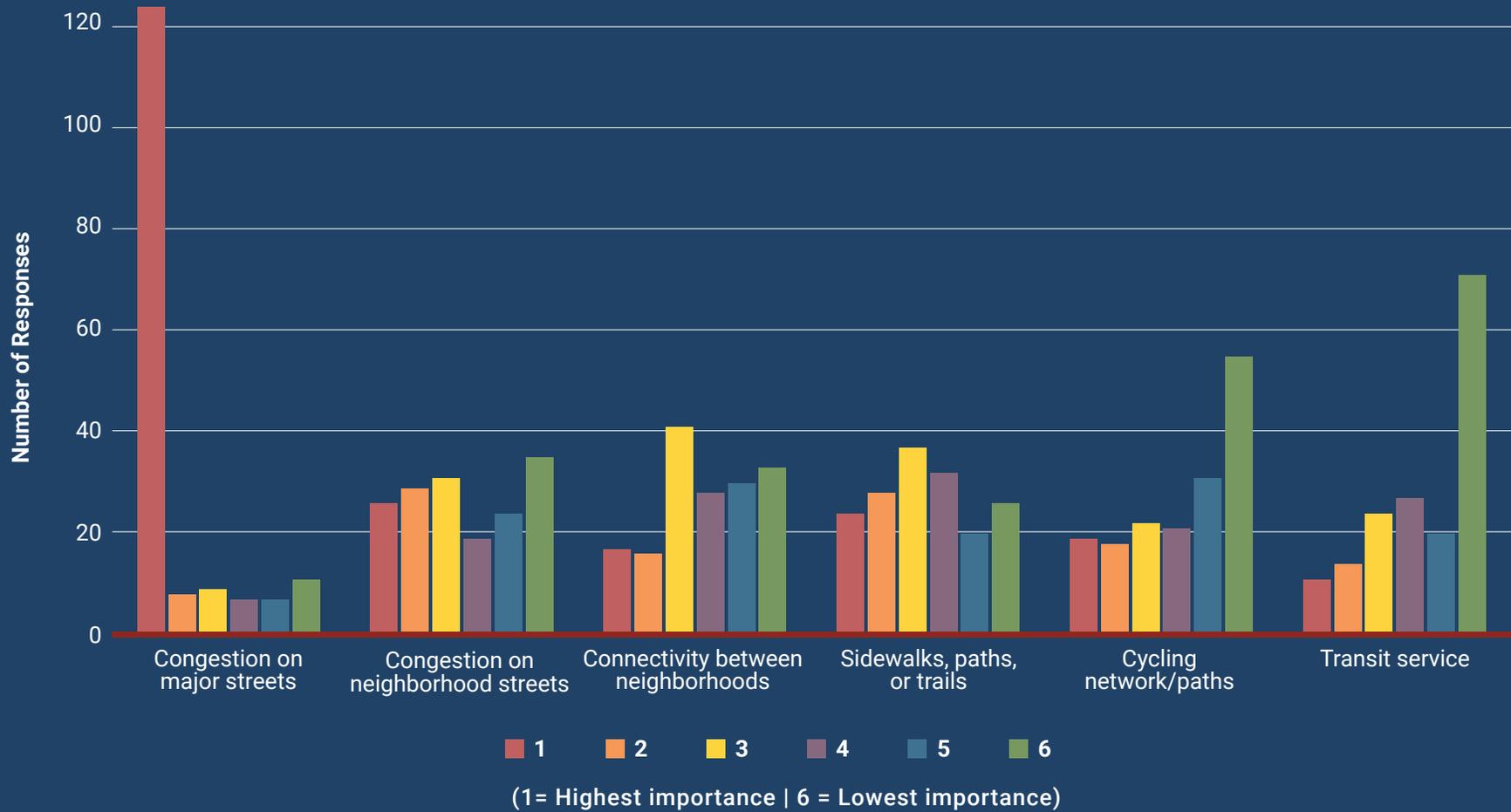
#### How do you use RM 12 in your daily travel?

(Select all that apply)



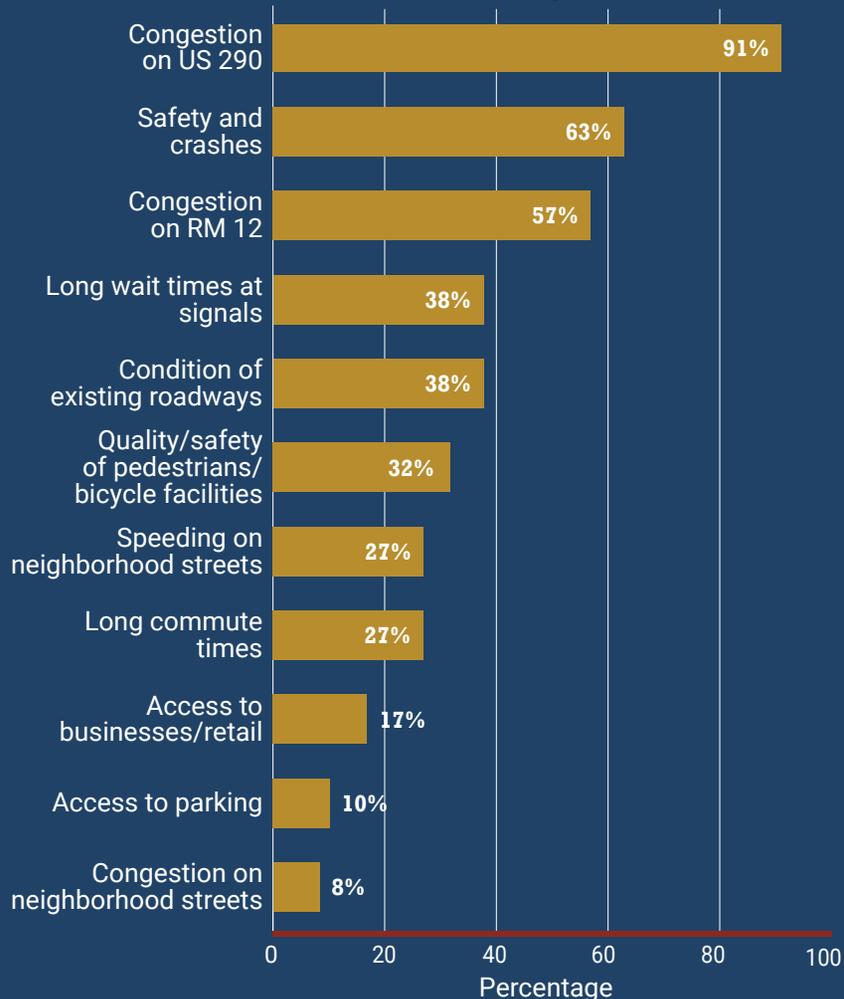
### Over 120 people ranked congestion on major streets as their highest priority.

What aspect of the Dripping Spring transportation system should be highest priority?  
Ranked in order of importance.



### What are the top issues and challenges facing the Dripping Springs transportation network?

(Select all that apply)

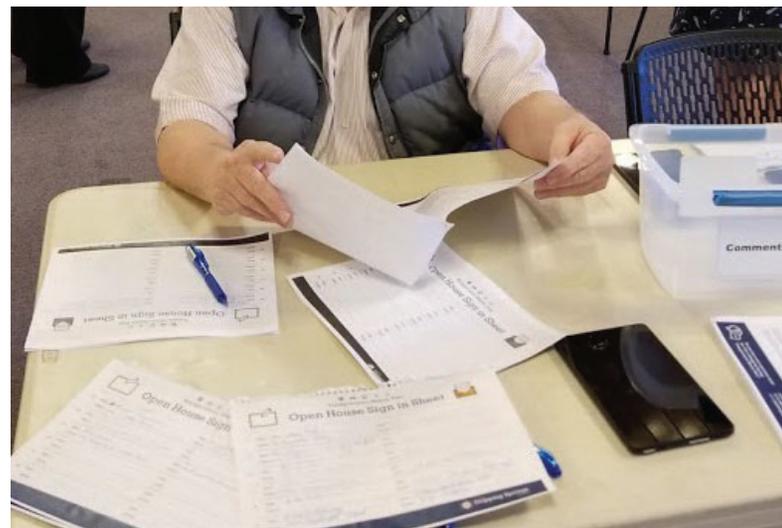


Percentage shown represents the proportion of all respondents who selected each option.

### FIRST TRANSPORTATION MASTER PLAN OPEN HOUSE

The first public open house for the Transportation Master Plan was held at the Dripping Springs City Hall on January 17th, 2019. Attendees were able to sign in and pick up a flier describing the purpose and process of developing a Transportation Master Plan. City officials were on hand to answer questions and discuss concerns. Approximately 100 community members attended the event.

Materials and exhibits displayed at the open house provided information about the surrounding transportation network, existing roadway and trail plans, crash history in the area, and future developments in Dripping Springs.

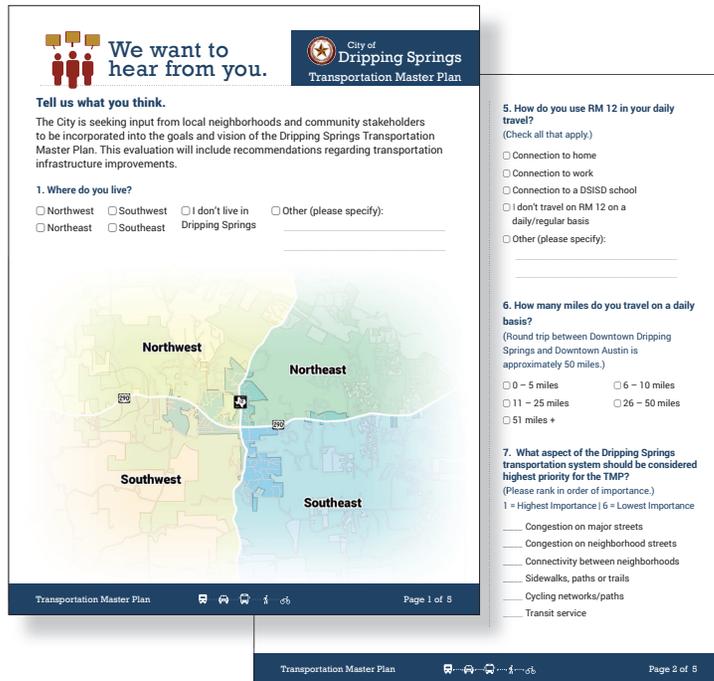


DRAFT

Attendees were able to take the Transportation Master Plan Survey and fill out comment cards to share any other feedback.

A large-scale aerial map of the Dripping Springs area was provided for visitors to write comments and feedback on locations of concern and ideas for improvements. Comments were geo-located digitally and an exhibit summarizing the comments was developed after the open house.

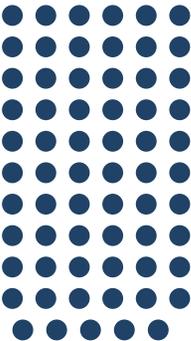
Public input collected at the open house informed and guided the recommendations in the Transportation Master Plan.



**Participants used stickers at the Open House to indicate their priorities for the transportation network.**

# What are your priorities?

Use the stickers to tell us what's most important to you.

 Congestion and signal wait times	 Roadway safety	 Connectivity	 Pedestrian safety and mobility	 Bicycle safety and mobility	 Transit
					

Learn more about the Dripping Springs Transportation Master Plan  
[www.CityofDrippingSprings.com](http://www.CityofDrippingSprings.com)

 City of Dripping Springs TEXAS

## SECOND TRANSPORTATION MASTER PLAN OPEN HOUSE

The second open house for the Transportation Master Plan was conducted virtually online in the face of 2020 COVID-19 pandemic. For three weeks, between November 17th, 2020, and December 8th, 2020, attendees were able to go online to review the goals of the TMP, learn about the factors and requirements of the planning process, and view the proposed Thoroughfare and Multimodal Plans alongside a sample of recommended cross-sections.

An interactive website was developed to convey information, graphics, and maps where users could navigate through the virtual open house at their own pace and convenience. Dynamic maps for the Thoroughfare Plan and Multimodal Plan allowed visitors to zoom and scroll through the proposed improvements, noting the location and type of improvement for each thoroughfare.

Attendees were able to add virtual comments to the Thoroughfare Plan and Multimodal Plan maps, and add open-ended feedback to any location on the maps. A survey was also included as part of the virtual open house to allow participants to share their feedback about the draft Transportation Master Plan improvements and the effectiveness of the virtual open house.

The feedback received at the virtual open house helped refine the improvements and develop the final Transportation Master Plan. Many proposed thoroughfare alignments were eliminated, modified, or brought for further discussion and consideration based on the comments received in the second open house.

**Dripping Springs Transportation Master Plan Open House #2**

### 6 Transportation Plan Development

The Thoroughfare and Multimodal Plans were developed through a systematic process. Tasks included incorporating feedback and consideration of the public's priorities, coordinating with other agencies, and high-level planning and analysis.

[What we Heard](#) [click here](#)  
The first Dripping Springs TMP Open House took place on January 12, 2019. Priorities, concerns, and feedback from residents and guests were taken into account when developing the Thoroughfare Plan.

[What we Considered](#) [click here](#)  
Existing plans and geographic conditions formed the foundation of the Dripping Springs TMP, while traffic models and

Public involvement, agency coordination and guiding policy are essential components that go into final recommendations for the transportation network and future projects.

### Dripping Springs TMP Virtual Open House Survey

Please help the Dripping Springs Transportation Master Plan process by providing feedback on the information presented at this Virtual Open House.

**How well does the plan address congestion for vehicles?**  
Select an answer between 1 and 5, with 1 being "not well at all" and 5 being "very well".

1 — 2 — 3 — 4 — 5

**How well does the plan support alternative modes of transportation (pedestrian and bicycle)?**  
Select an answer between 1 and 5, with 1 being "not well at all" and 5 being "very well".

1 — 2 — 3 — 4 — 5

**How well does the plan improve alternate routes to US 290?**  
Select an answer between 1 and 5, with 1 being "not well at all" and 5 being "very well".

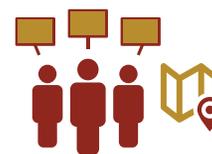
1 — 2 — 3 — 4 — 5

## THE VIRTUAL OPEN HOUSE WAS OPEN FOR FEEDBACK FROM NOV. 17 TO DEC. 8, 2020



# 8,000

**Number of virtual open house views**



# 1,500

**Number of comments received on the Thoroughfare Plan and Multimodal Plan**

### The second open house provided the public with Transportation Master Plan updates.

#### ✓ Review Process

The goals and Transportation Master Plan process were presented to inform the public of the development of the plans and the next steps ahead.

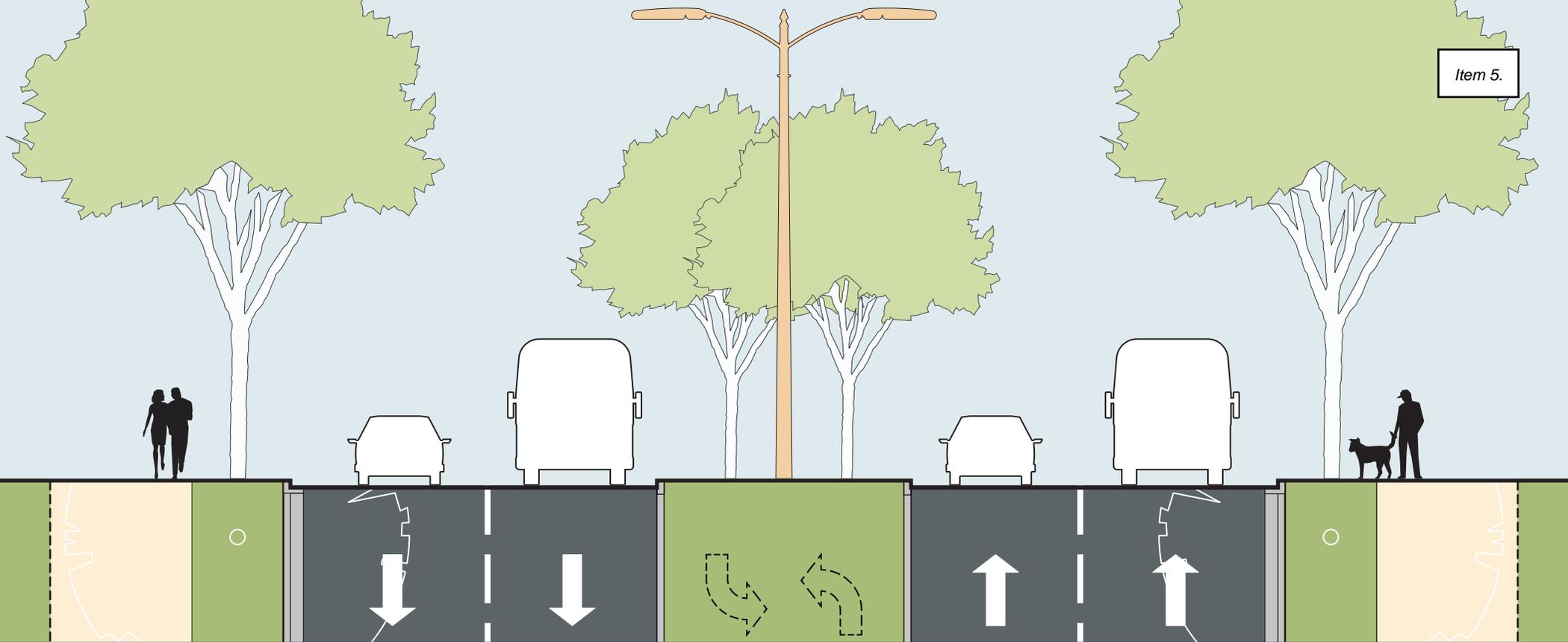
#### ✓ Reveal Draft Plans

The draft Thoroughfare Plan and Multimodal Plan were revealed for public review and feedback.

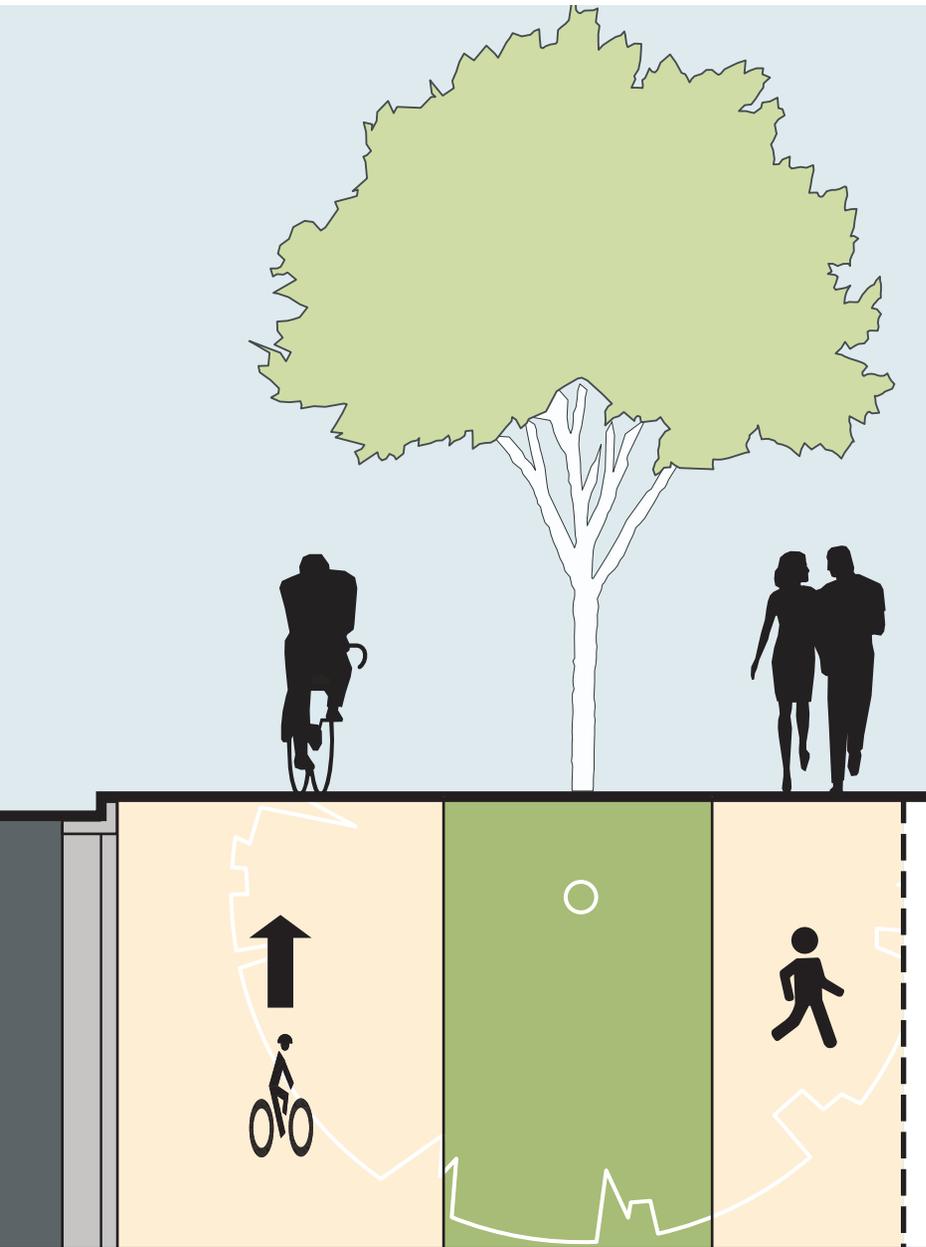
#### ✓ Present Cross-Sections

A selection of recommended cross-sections were presented, and the Complete Streets concept that formed the foundation of the cross-sections was discussed.





# FUTURE CONDITIONS



## OVERVIEW

The year 2040 was analyzed to assess future conditions. The following scenarios were used to evaluate traffic operations with the projected traffic growth:

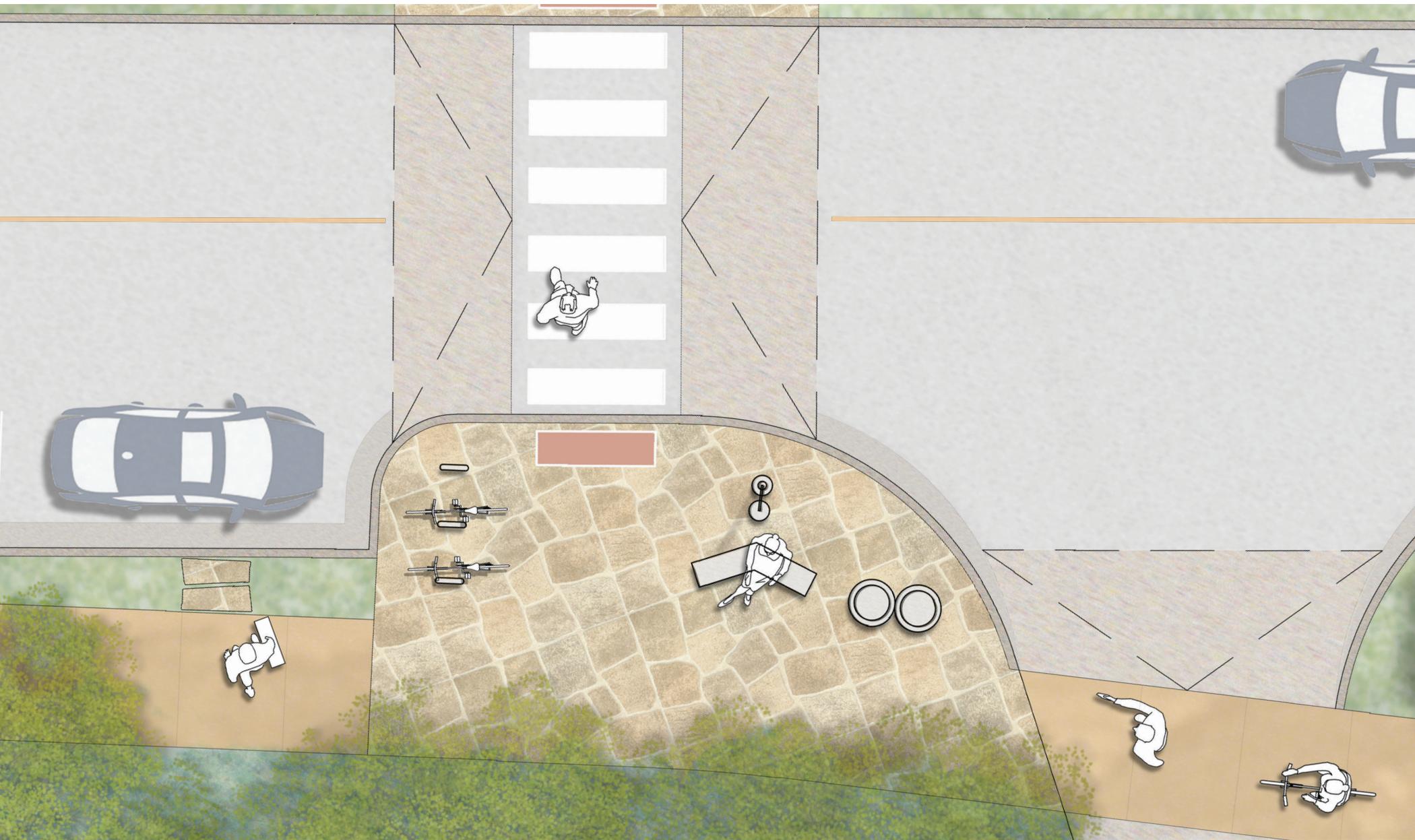
» **2040 No Build**

These traffic conditions can be expected if no additional roadway improvements are constructed.

» **2040 Build**

These traffic conditions can be expected if the recommended improvements identified as part of this Transportation Master Plan are implemented.

2040 traffic conditions required the development of a travel demand model fine-tuned to represent the expected growth in the Dripping Springs area. Proposed residential and commercial developments in the Dripping Springs area were used as the basis for calibrating the model to forecast future traffic conditions.



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## TRAFFIC GROWTH AND FUTURE DEVELOPMENTS

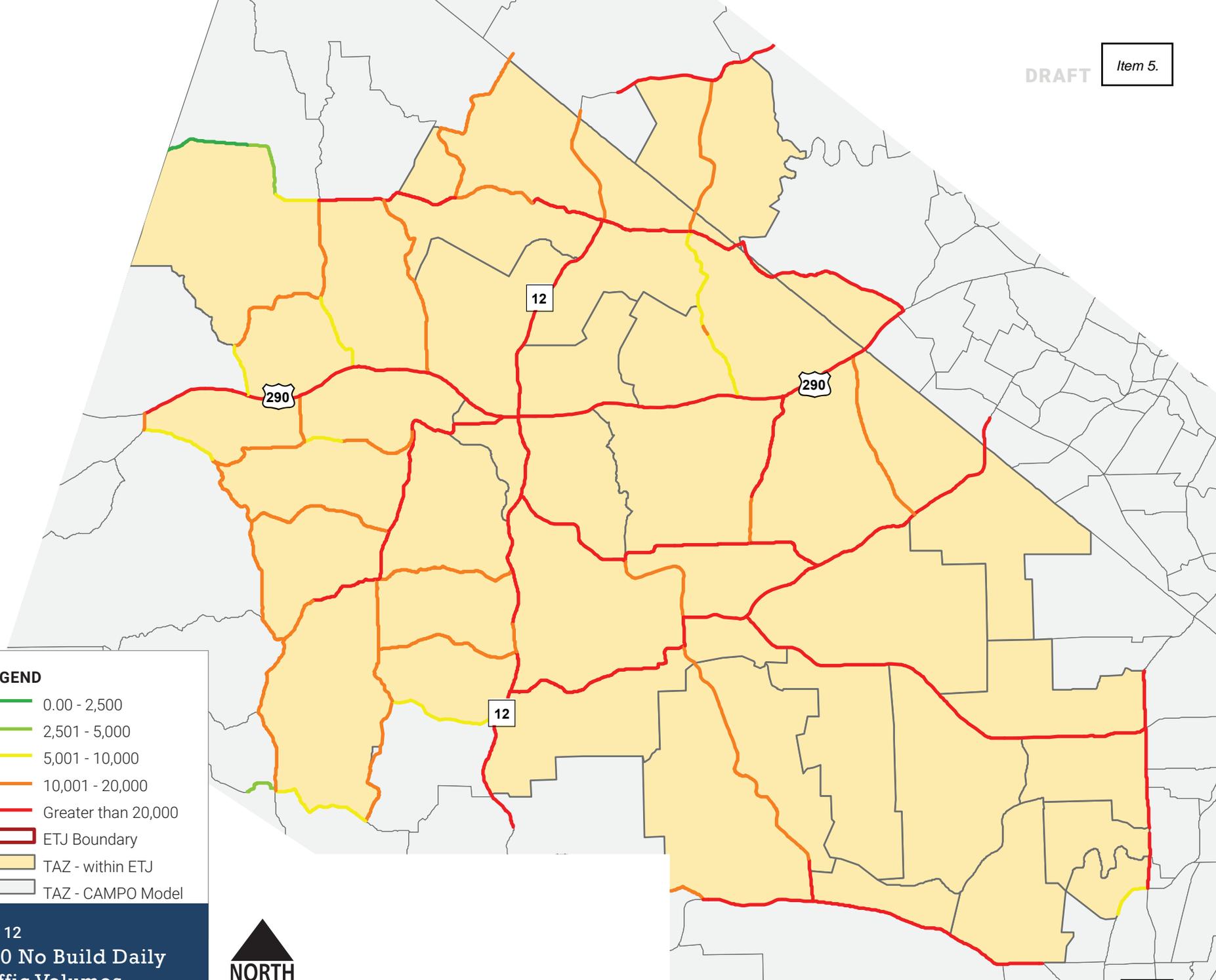
Traffic growth rates for Dripping Springs were determined using a variety of resources:

- » CAMPO 2040 forecasted traffic volumes
- » Historic traffic count data
- » Anticipated future developments

Future developments in the Dripping Springs area expected to be built out by 2040 were evaluated by land use, size, and trips generated to determine the additional traffic impact from the future growth in Dripping Springs. Over 10,000 new homes and commercial development are planned in the area.

Historic traffic growth in Dripping Springs has been approximately two percent annually. With the impact of the numerous planned developments, the growth rate is anticipated to increase to six percent annually over the next 20 years.





**LEGEND**

- 0.00 - 2,500
- 2,501 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- Greater than 20,000
- ETJ Boundary
- TAZ - within ETJ
- TAZ - CAMPO Model

MAP 12  
2040 No Build Daily  
Traffic Volumes



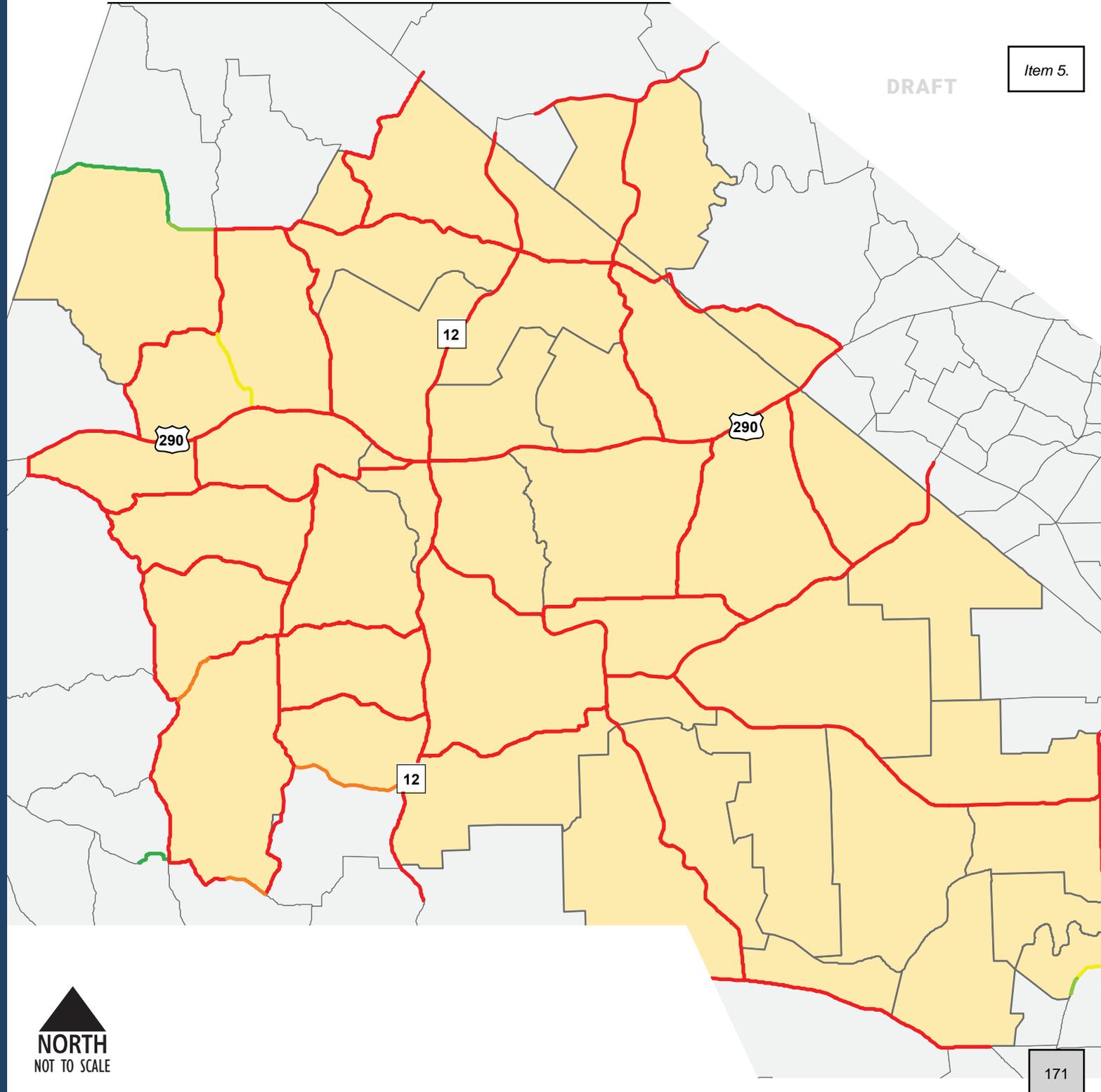
## 2040 NO BUILD CONDITIONS

2040 No Build conditions evaluate operations of existing roadways without transportation improvements. Most roadways in the Drippings Springs area will operate with vehicle capacity ratios greater than 0.90, indicating that the capacity of the existing roadway will be exceeded with the projected traffic growth.

MAP 13  
2040 No Build  
PM Peak Period  
Roadway Operations

### LEGEND

-  0.00 - 0.60
-  0.61 - 0.70
-  0.71 - 0.80
-  0.81 - 0.90
-  Greater than 0.90
-  ETJ Boundary
-  CAMPO Model

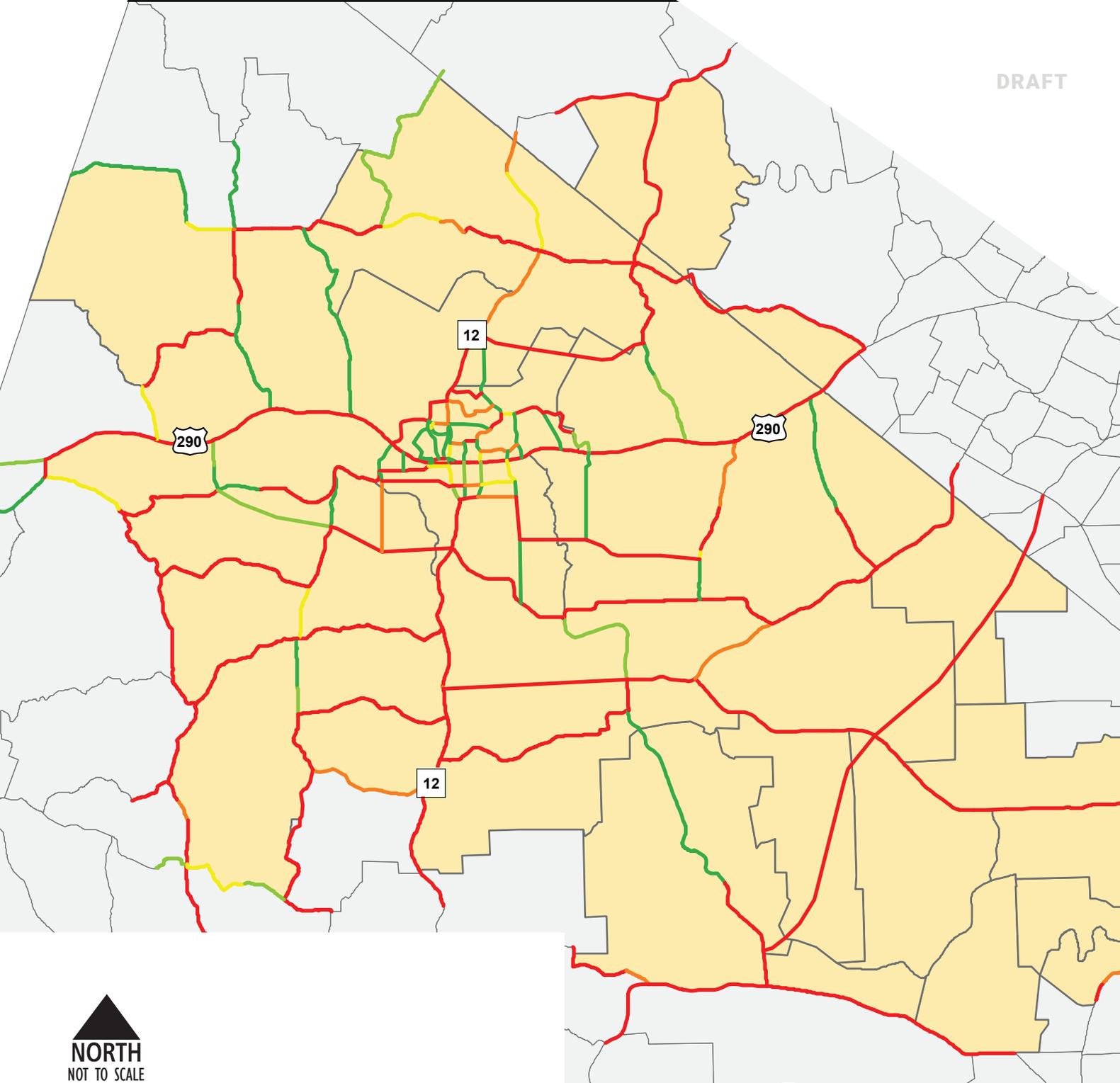


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## 2040 BUILD CONDITIONS

Item 5.

2040 Build conditions evaluation includes improvements to the transportation system. Roadway widening to add lanes that increase capacity and the construction of new roadways to improve connectivity are recommended. By incorporating new roadways into the Dripping Springs transportation network, the vehicular demand on existing roadways was reduced and traffic congestion decreased. V/C ratios decreased with the recommended improvements, though some roadways are still forecasted to operate over capacity.



MAP 14  
2040 Build  
PM Peak Period  
Roadway Operations

### LEGEND

- 0.00 - 0.60
- 0.61 - 0.70
- 0.71 - 0.80
- 0.81 - 0.90
- Greater than 0.90
- ETJ Boundary
- CAMPO Model

**NORTH**  
NOT TO SCALE





# RECOMMENDATIONS

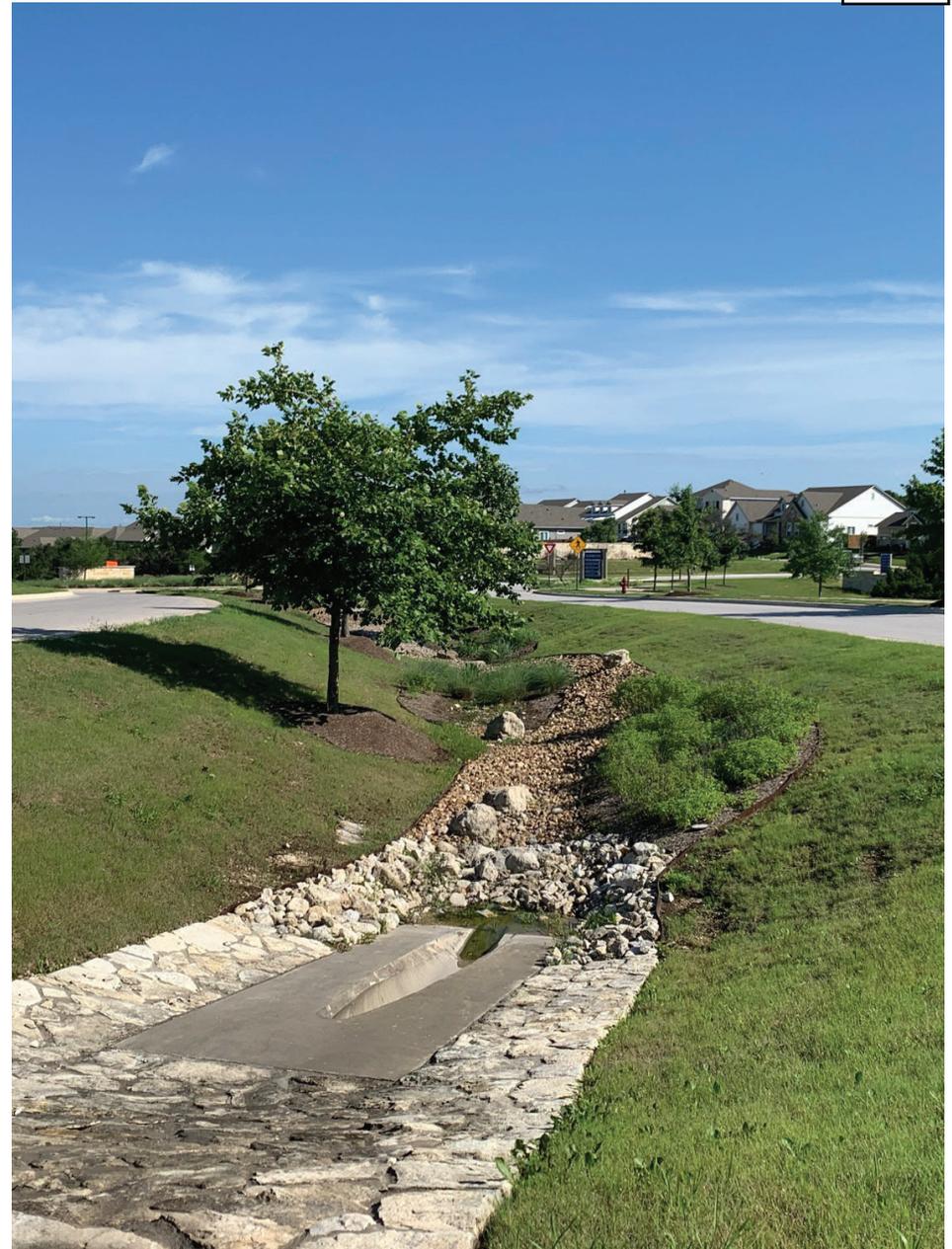
## THOROUGHFARE PLAN

The proposed Thoroughfare Plan aims to improve existing thoroughfares, propose additional network connections, and accommodate future automobile, pedestrian, and bicycle demand for the Dripping Springs area. Coordination was required between Dripping Springs, Hays County, and TxDOT to develop a Thoroughfare Plan that aligns with each agency's planning efforts.

## ROADWAY NETWORK IMPROVEMENTS

The roadway network in the Thoroughfare Plan promotes network connectivity in the Dripping Springs area to increase mobility and decrease strain on the existing network. The Thoroughfare Plan also identifies cross-sections for each roadway based on its location and character.

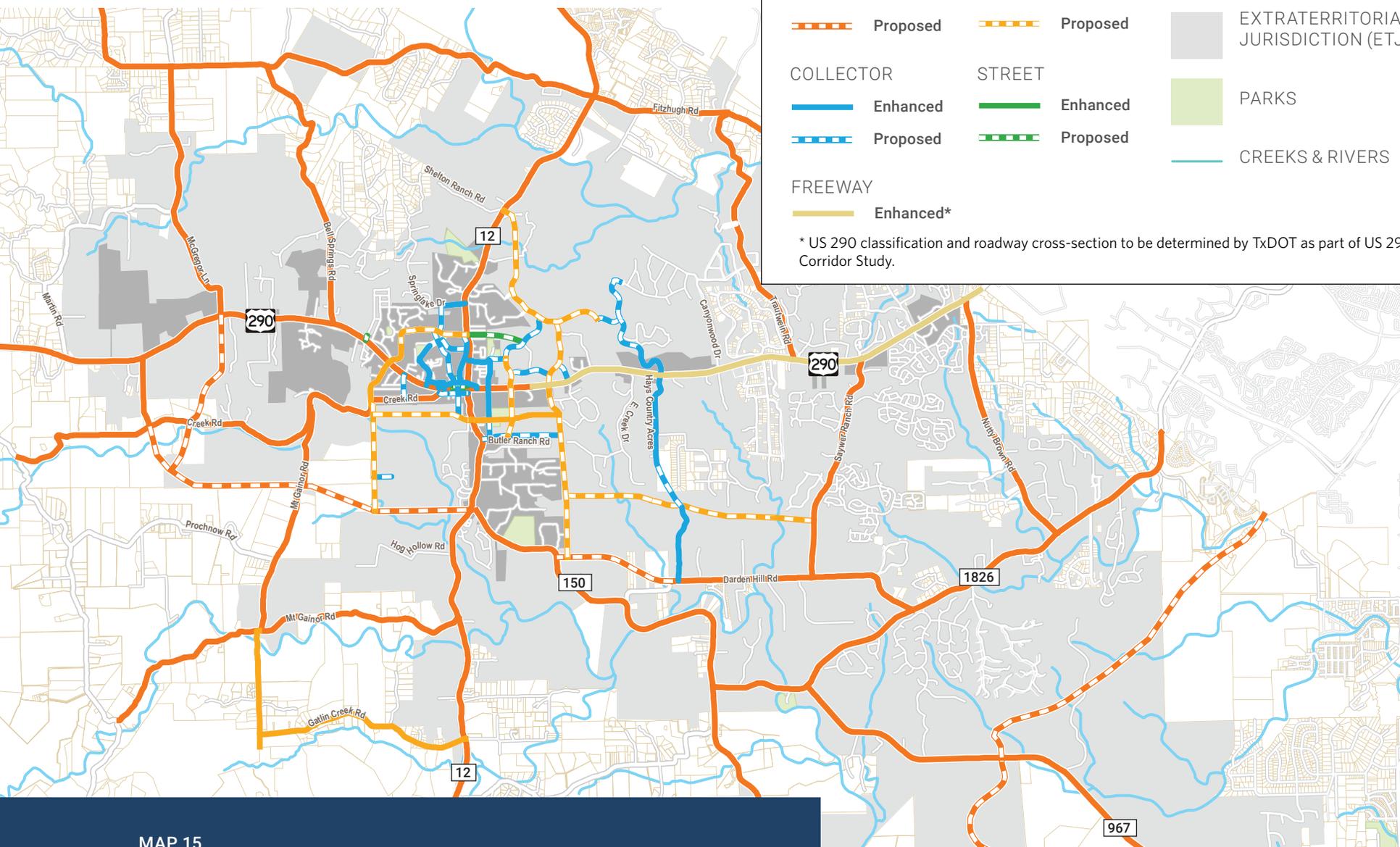
Roadways in recreational or commercial areas are designed to encourage safe pedestrian and bicycle activity while still providing mobility and access. Roadways in suburban or rural areas are designed with a focus on throughput while still providing safety measures and multimodal facilities. Cross-sections were developed with the goal of creating Complete Streets—streets that provide safe and convenient transportation facilities regardless of mode of transport.



# LEGEND

- |                       |                       |                                     |
|-----------------------|-----------------------|-------------------------------------|
| <b>MAJOR ARTERIAL</b> | <b>MINOR ARTERIAL</b> | CITY LIMITS                         |
| Enhanced              | Enhanced              | EXTRATERRITORIAL JURISDICTION (ETJ) |
| Proposed              | Proposed              | PARKS                               |
| <b>COLLECTOR</b>      | <b>STREET</b>         | CREEKS & RIVERS                     |
| Enhanced              | Enhanced              |                                     |
| Proposed              | Proposed              |                                     |
| <b>FREEWAY</b>        |                       |                                     |
| Enhanced*             |                       |                                     |

\* US 290 classification and roadway cross-section to be determined by TxDOT as part of US 290 Corridor Study.



MAP 15  
Thoroughfare Plan



## SPECIAL CONSIDERATION AND COORDINATION WERE NEEDED TO DEVELOP TRANSPORTATION RECOMMENDATIONS FOR DOWNTOWN DRIPPING SPRINGS AND US 290.

### DOWNTOWN DRIPPING SPRINGS

Downtown Dripping Springs is characterized by historic, narrow roadways lined by restaurants, bars, retail, and a variety of other businesses. The roadway cross-sections for this area had to be unique to accommodate the limited right-of-way while maintaining and promoting the historic nature and thriving center of Dripping Springs. The Thoroughfare Plan proposes cross-sections that maximize the available right-of-way while providing a balance between improving the pedestrian experience and maintaining vehicular access.



## US 290

US 290 provides mobility between Dripping Springs and Austin and access to roadside businesses. Balancing capacity and throughput with access was a considerable challenge to address when considering the future of the roadway.

Coordination was required between Dripping Springs, TxDOT, and Hays County to consider existing and developing plans for the corridor. Feasibility studies for US 290 by TxDOT are ongoing, and long-term plans for the roadway continue to evolve. Long-term coordination between Dripping Springs, TxDOT, and Hays County will be required to plan for the future traffic demand and right-of-way needs of US 290.



### NEXT STEPS

#### Adopt the Plan

Adopt the Thoroughfare Plan. Continue to update the plan based on evolving City needs.

#### Improve progression

Coordinate with TxDOT to install traffic signals along US 290 and RM 12 to reduce congestion and improve traffic progression through Dripping Springs.

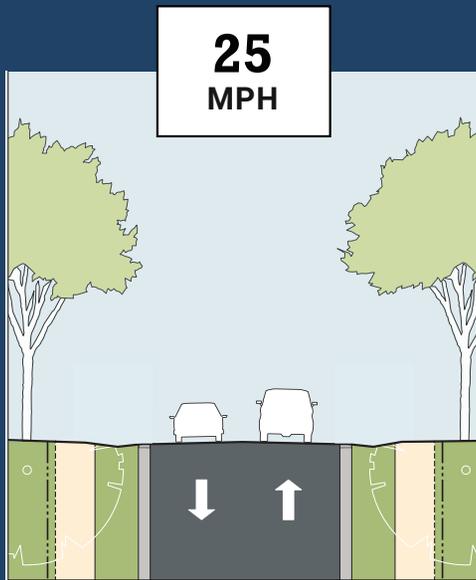
#### Plan Long-Term

Coordinate with DSISD for long-term planning to strategically position proposed schools with the goal of minimizing traffic and providing sufficient access.

#### Align goals

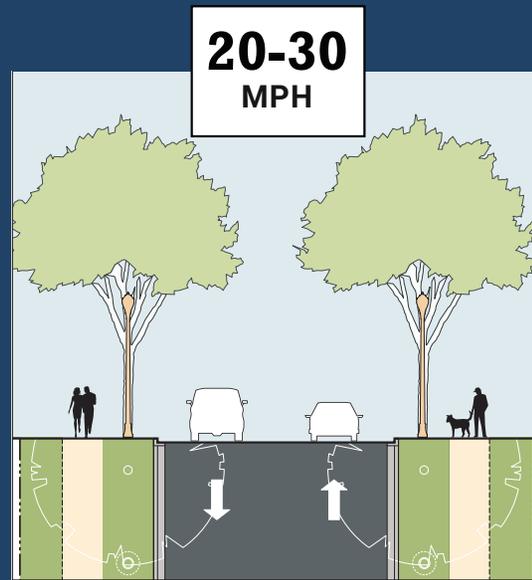
Continue to work with surrounding municipalities and agencies such as Hays County and TxDOT to align transportation goals and enhance transportation improvement impacts.

## PROPOSED CROSS-SECTIONS



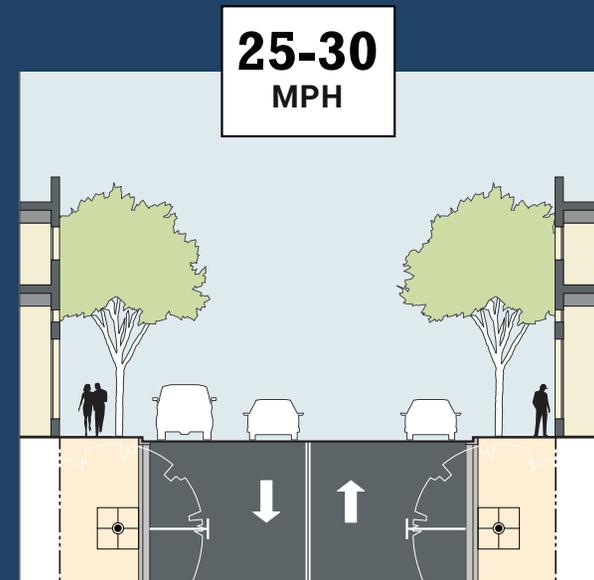
### Roads

Serve low-volume routes



### Residential Streets

Provide direct access to residential areas

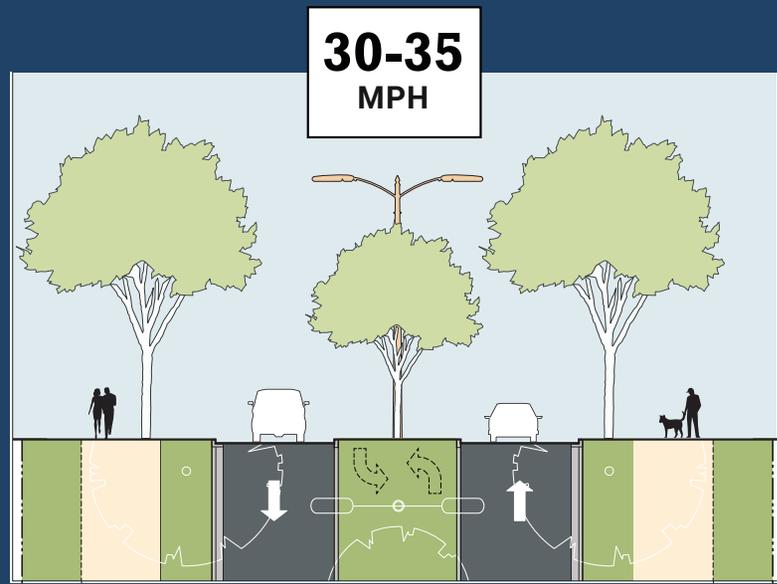


### Commercial Streets

Provide direct access to commercial land uses, often with on-street parking

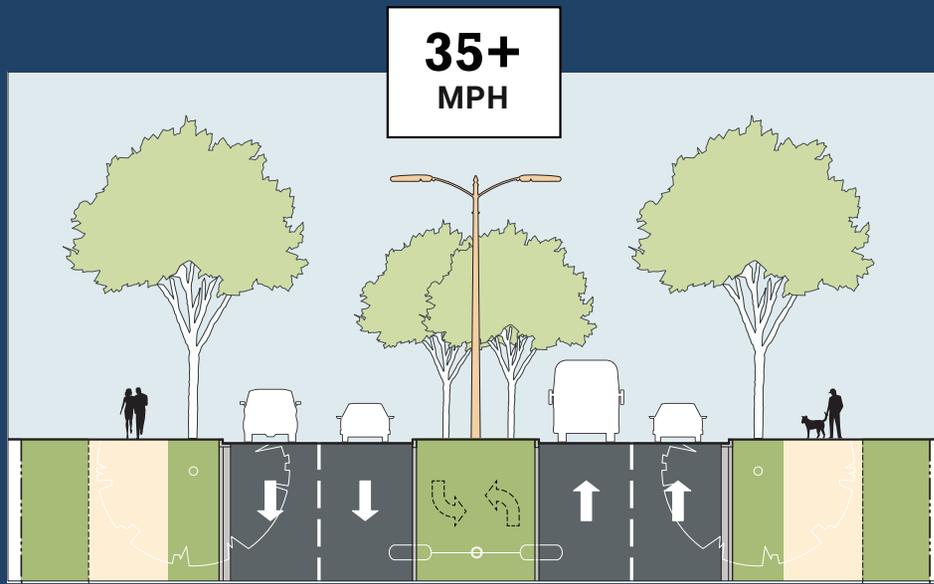
**Recommended cross-sections developed as part of the Transportation Master Plan are intended to improve roadway conditions for drivers, pedestrians, and cyclists.**

# PROPOSED CROSS-SECTIONS



## Collectors

Balance vehicular mobility and land use access



## Arterials

Prioritize vehicular mobility and throughput

**The recommended cross-sections provide flexibility and offer key elements that can inform the design of enhanced and proposed thoroughfares.**

## MULTIMODAL IMPROVEMENTS

Dripping Springs recognizes the value of balancing growth and quality of life with the use of open spaces, parks, and trails. Multimodal facilities can improve the quality of life of area residents by providing recreation and an alternate travel mode.

Providing multimodal improvements may offset some of the traffic increase caused by explosive population growth. Safe options for different types of transportation such as cycling and walking can promote health, reduce congestion, and improve quality of life.

The recommendations in this section are provided to improve mobility for the residents of Dripping Springs while preserving the character of the City and promoting the enjoyment of outdoor spaces.



## Several studies and plans have identified goals and improvements for convenient and safe pedestrian and bicycle facilities in Dripping Springs.

### ✓ 2013 Sustainable Places Project (SPP)

Focuses on planning for desirable growth in central Dripping Springs, with land development and multimodal improvements designed in harmony. The SPP identified the need for off-street hike and bike trails along creeks.

### ✓ 2014-2024 Parks, Recreation, and Open Space Master Plan

Aims to complement existing plans and build upon proposed improvements to the City's parks. The plan identified several on-street pedestrian routes, including along RM 12, RM 150, RM 1826, RM 967, and Sawyer Ranch Road. Off-street pedestrian routes were proposed along several creeks throughout the Dripping Springs area.

### ✓ 2015 Dripping Springs City Wide Trails Plan

Identifies the need for a convenient hike and bike trail system to provide recreation, exercise, and pedestrian transportation in Dripping Springs. The Trails Plan incorporated proposed land and roadway developments into the trail system network.

### ✓ 2016 Dripping Springs Comprehensive Plan

Prioritizes the construction of sidewalks on Old Fitzhugh Road, as the street has become a major destination in Dripping Springs for dining, shopping, and recreation in the historic Downtown area.

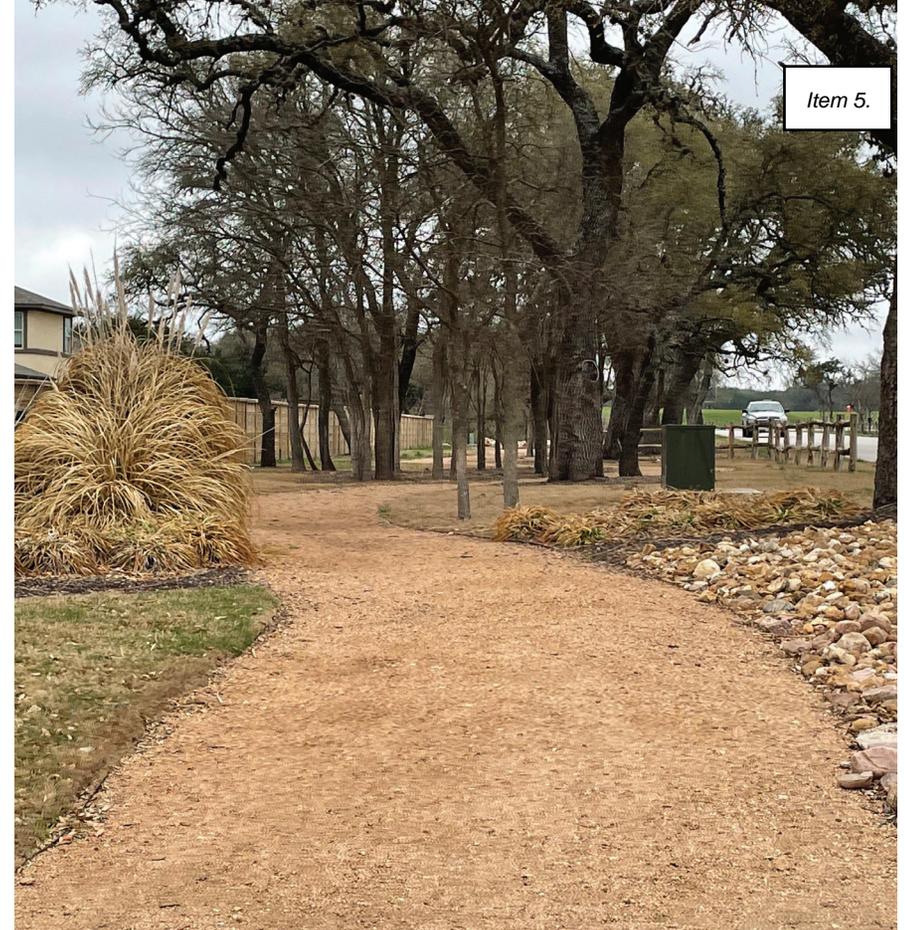
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## BICYCLE AND PEDESTRIAN NETWORKS

The Transportation Master Plan incorporates recommendations and initiatives from previous studies. The Multimodal Plan supports the best practices of Complete Streets, providing better pedestrian and bicycle improvements on enhanced or proposed roadways. The plan recommends and identifies the following facilities:

- » Sidewalks
- » Shared-Use Paths
- » Raised Bicycle Lanes

To enhance safety and provide an alternate transportation choice, sidewalks at a minimum are recommended on all Dripping Springs roads. Raised cycle tracks are proposed on roadways with high traffic volumes, available right-of-way, and popular cycling routes. A shared-use path should be considered to accommodate both pedestrians and cyclists where space is limited.



### NEXT STEPS

#### Adopt the plan

Adopt the Multimodal Plan and Complete Streets cross-sections. Continue to update the plan based on evolving City needs.

#### Improve access

Review the existing pedestrian network for ADA compliance.

#### Plan ahead

Coordinate with developers to identify opportunities for sidewalks and trails.

#### Eliminate gaps

Construct new sidewalks to fill existing gaps to form a connected pedestrian network with access to schools, parks, and nature preserves.

#### Design for schools

Coordinate with DSISD to provide safe pedestrian and bicycle facilities between residential

#### Connect trails

Plan trail connections to the proposed Phase III of the Violet Crown Trail and Emerald Crown Trail.

# LEGEND

## SHARED-USE PATH

- Enhanced
- Proposed

## SIDEWALK

- Enhanced
- Proposed

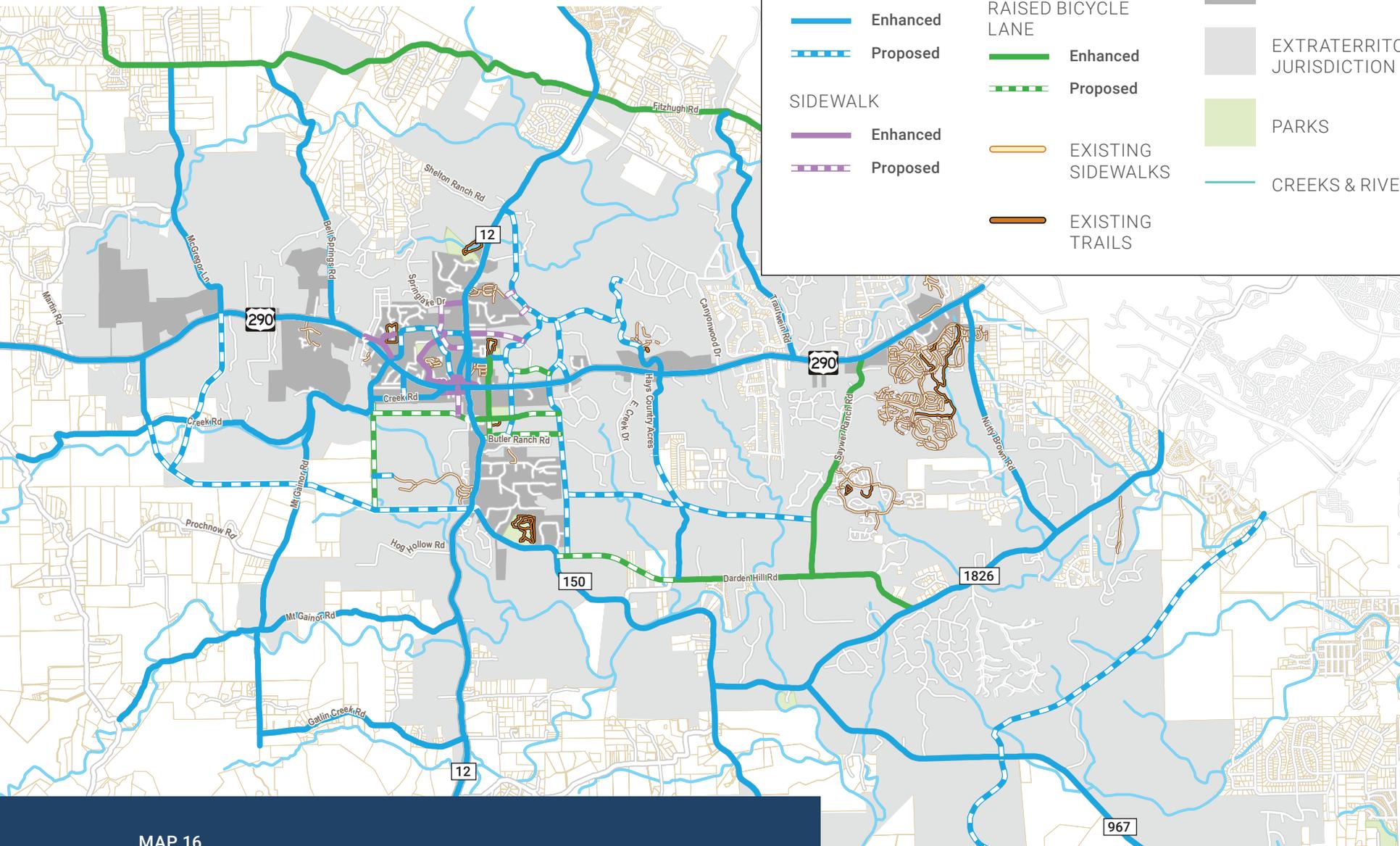
## SIDEWALK WITH RAISED BICYCLE LANE

- Enhanced
- Proposed

EXISTING SIDEWALKS

EXISTING TRAILS

- CITY LIMITS
- EXTRATERRITORIAL JURISDICTION (ETJ)
- PARKS
- CREEKS & RIVERS



MAP 16  
Multimodal Plan



## TRANSIT/PUBLIC TRANSPORTATION

Many Dripping Springs residents work outside the City, including the 36 percent of Dripping Springs residents working in Austin, based on survey results from the first Transportation Master Plan Open House. With significant growth and increasing traffic volumes, transit can help manage the traffic load on the City’s roadway network while providing residents an alternate method of getting around for work, errands, or recreation.

Transit in Dripping Springs is currently provided by the Capital Area Rural Transportation System (CARTS). Dripping Springs residents may schedule on-demand Origin to Destination Routes to the Capital Area region within a limited schedule and frequency using the CARTS Country Bus. Although the on-demand transit service provides a valuable service for those in need, the scope of service it provides does not impact the daily needs of commuters.

Transit and public transportation relates to the school busing system as well. DSISD includes seven public schools, and busing is available to students. A combination of increased school bus use and improved pedestrian route connectivity would reduce vehicular demand on roadways.

### NEXT STEPS

#### Inform riders

Improve awareness of available on-demand CARTS services for Dripping Springs residents, particularly for elderly and persons with disabilities.

#### Increase routes

Coordinate with CARTS to evaluate the feasibility of increased service levels for on-demand routes to and from Dripping Springs.

#### Partner up

Discuss with Capital Metro about the potential for a Park-and-Ride and/or transit center in Dripping Springs.

#### Bus to school

Promote ridership of school bus use within DSISD through awareness and system improvements.

#### Plan ahead

Evaluate the potential for on-demand mobility services, potentially through a public-private partnership, to provide improved connectivity and access within the area.

**Public transportation services should provide regular and frequent trips for travel to work or school. Flexibility is key for trips related to errands or recreation.**

For increased service levels to be financially viable, complementary actions such as improving pedestrian connectivity, developing walkable, mixed-use communities and expanding bicycle networks can all work together to increase the viability of public transportation and reduce the need for automobile use.







# IMPLEMENTATION PLAN

## PRIORITIZATION OF IMPROVEMENTS

Funding and resources are not available to implement all recommended projects immediately. Project prioritization helps identify critical and/or short-term projects while initiating planning and coordination for design and implementation of mid- and long-term improvements.

Implementation of projects in the Thoroughfare Plan and Multimodal Plan will occur over the next 20+ years. The identified transportation improvements were assessed based on project scope and the transportation impact to help prioritize projects by need and feasibility.

Smaller and more critical projects, such as safety improvements to a local roadway, are prioritized for short-term implementation. Projects with large scopes and complex planning requirements or those aimed at addressing future traffic demands are identified for long-term implementation. Projects requiring additional right-of-way, environmental assessments, and partner-agency coordination will occur in the mid- to long-term time periods. Ultimately, project time frames will be dependent on several factors such as agency coordination, funding, and the rate of development.



Short-term  
(next 10 years)



Mid-term  
(10-20 years)



Long-term  
(20+ years)



# LEGEND

## SHORT-TERM

- Enhanced (Red solid line)
- Proposed (Red dashed line)

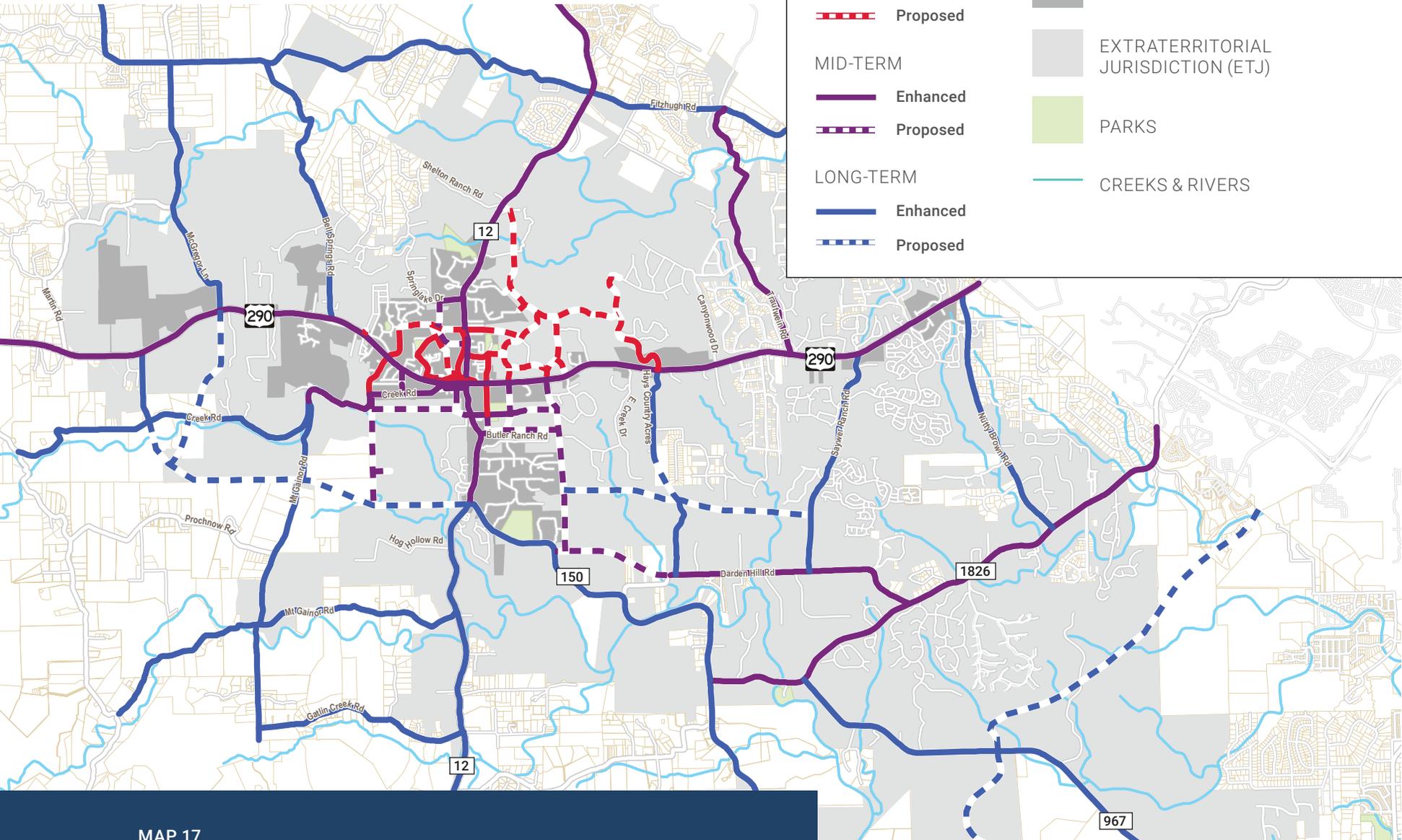
## MID-TERM

- Enhanced (Purple solid line)
- Proposed (Purple dashed line)

## LONG-TERM

- Enhanced (Blue solid line)
- Proposed (Blue dashed line)

- CITY LIMITS (Grey square)
- EXTRATERRITORIAL JURISDICTION (ETJ) (Light grey square)
- PARKS (Green square)
- CREEKS & RIVERS (Blue line)



MAP 17  
Prioritization Plan



## FUNDING PLAN AND COORDINATION STRATEGIES

The implementation of improvements identified in the Thoroughfare Plan and Multimodal Plan will consider available funding sources for project design, construction, and long-term maintenance and operations.

Many of the roadways Dripping Springs residents use daily are operated and maintained by TxDOT and Hays County. Coordination must be maintained between the City and these agencies to plan for the recommended projects and identify available funding sources. Hays County anticipates adopting a Transportation Plan in 2021 that prioritizes transportation improvements on County roadways. In 2019, TxDOT initiated feasibility studies on US 290 throughout the City Limits.

The Thoroughfare Plan and Multimodal Plan also propose new facilities in areas identified for future development. This Plan enables the City to be proactive in the planning of transportation facilities that will serve these areas. The City will negotiate with developers to build roadways within and adjacent to their developments along the alignments proposed in the Thoroughfare and Multimodal Plans. Additional traffic impact fees should also be fairly assessed to be used for funding for other needed transportation projects.

Grant funding is available regularly from TxDOT and CAMPO, and the City has had success applying for and acquiring funding through TxDOT grant programs. The City should continue to take advantage of this creative funding source for future projects.

Additional funding sources that can be leveraged for transportation projects include:

- » Property taxes
- » Local and state partnerships
- » Tax Increment Reinvestment Zones (TIRZ)
- » Public-Private Partnerships
- » Developer Implemented Projects
- » Development Impact Fees
- » TxDOT and CAMPO grant funding programs
- » Grant funding opportunities (e.g., RAISE, FASTLANE)
- » Transportation Infrastructure Finance and Innovation Act (TIFIA) loan/credit program
- » State Infrastructure Bank (SIB) loans







# SUMMARY & CONCLUSIONS



## **RECOMMENDATIONS AND STRATEGIES**

The Dripping Springs Transportation Master Plan identifies and prioritizes multimodal transportation improvements to promote efficient and safe travel and enhance the quality of life of Dripping Springs residents. The TMP document and Thoroughfare and Multimodal Plan aim to plan for the existing and future mobility needs of the City and surrounding ETJ and should continuously be updated with the evolving transportation and lifestyle needs of the growing City. The plan should be updated every 5 years to adapt to regional transportation thoroughfare plan updates and the rapid development in Dripping Springs and its ETJ.

### **COMPLETE ROADWAY NETWORK**

Dripping Springs has developed a plan with a network of enhanced and proposed thoroughfares in the Thoroughfare Plan. The plan helps promote connectivity and reduce future congestion by providing more routes for travel and improvements to existing routes of travel.

### **BYPASS ROUTE IDENTIFICATION**

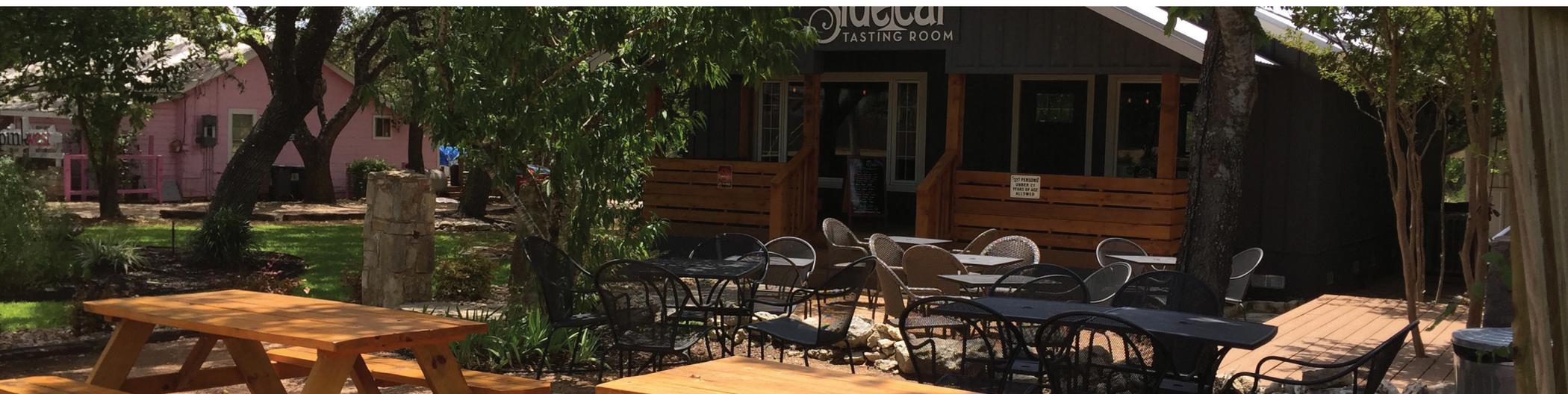
US 290 currently serves as the primary access for many neighborhoods, developments, and businesses within Dripping Springs. It also serves a major regional facility connecting Austin to Johnson City, Fredericksburg, and beyond. The Thoroughfare Plan recommends enhanced and proposed alternate routes to US 290 to the north and to the south. These routes serve both as a local bypass to the US 290 and RM 12 intersection and a regional bypass to central Dripping Springs. By establishing bypass routes to the Dripping Springs area, the US 290 thoroughfare will be more capable of serving those traveling within Dripping Springs.

## **EMBRACE THE CHARACTER OF DRIPPING SPRINGS**

Dripping Springs is growing rapidly and relying on limited transportation infrastructure to move people through the community. The Thoroughfare Plan has prioritized transportation enhancements in areas with existing congestion and prioritized new thoroughfares in areas with imminent growth. The goal is to support growth as it occurs by investing in transportation infrastructure. As feasibility studies are initiated for new roadways, careful evaluation of the new roadway impacts on the community, its character, and the environment must be undertaken.

## **PRESERVE AND ENHANCE DOWNTOWN DRIPPING SPRINGS**

Downtown Dripping Springs, at the heart of the City, is continuously evolving in land use, becoming a greater attraction for residents and visitors alike. Dripping Springs' Historic Preservation Ordinance has preserved many historic land buildings along the US 290 corridor. Enhancements to US 290 consider the limited right-of-way in Downtown Dripping Springs, and the recommended cross-sections for downtown streets provide visitor parking and a safe pedestrian environment within the available right-of-way. Dripping Springs should continue to work with TxDOT to maintain the character of Downtown Dripping Springs as US 290 evolves in the future.





### **COMPLETE STREETS FOR ALL**

The recommended cross-sections are designed for complete streets—promoting safe and efficient travel for all users. Enhanced and future thoroughfares improve vehicular travel while providing sidewalks, shared-use paths, and raised bicycle lanes for pedestrians and cyclists outside of roadway travel lanes. These facilities are critical to moving people throughout Dripping Springs while providing a mobility option that supports health and recreation for residents.

### **GROWING THE TRANSIT SYSTEM**

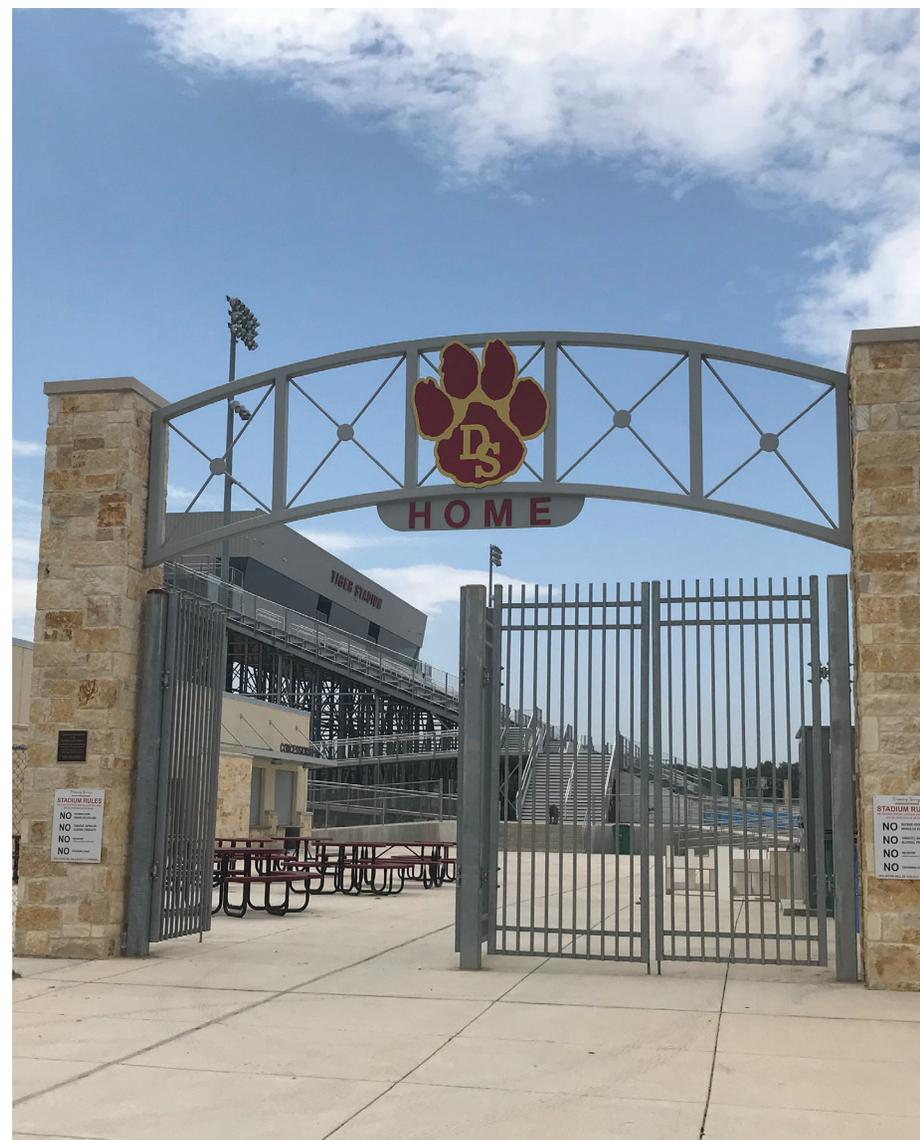
Dripping Springs should initiate coordination for future transit service through partnerships with service providers such as CARTS and Capital Metro. The City should work towards a Park and Ride system, establishing a convenient location and working towards a reasonable schedule based on Dripping Springs residents' existing and future transit needs.

## SCHOOL TRAFFIC

School campuses generate a high volume of trips within Dripping Springs. Student pick-up and drop-off operations have a notable impact on traffic congestion. The City should work to implement complete streets cross-sections to provide safe routes to schools and encourage walking/ bicycling trips to campuses. The City should work with DSISD to identify and prioritize routes that capture the demand for pedestrian connectivity. The City should also continue discussions with DSISD to encourage students to ride the bus, helping to reduce the number of individual pick-up and drop-off trips within the transportation network.

## AGENCY COORDINATION

The City will continue to coordinate with TxDOT and Hays County as each agency moves forward with planned infrastructure improvements. A close relationship with these agencies will help maintain consistency in transportation planning and infrastructures improvements to provide a stronger foundation to meet the future transportation needs of the City.





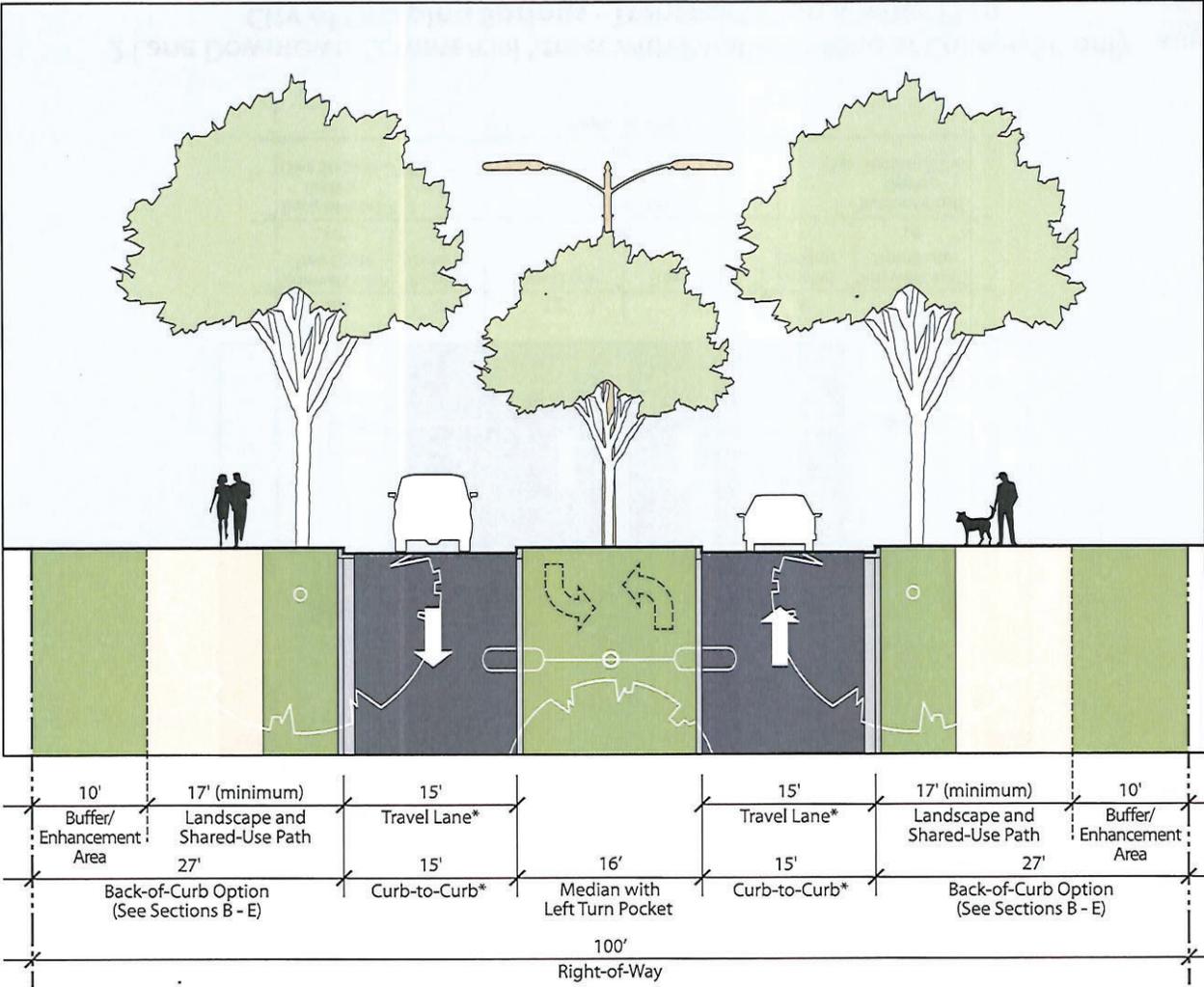
CITY OF DRIPPING SPRINGS

# TRANSPORTATION MASTER PLAN

2021



DRIPPING SPRINGS  
Texas

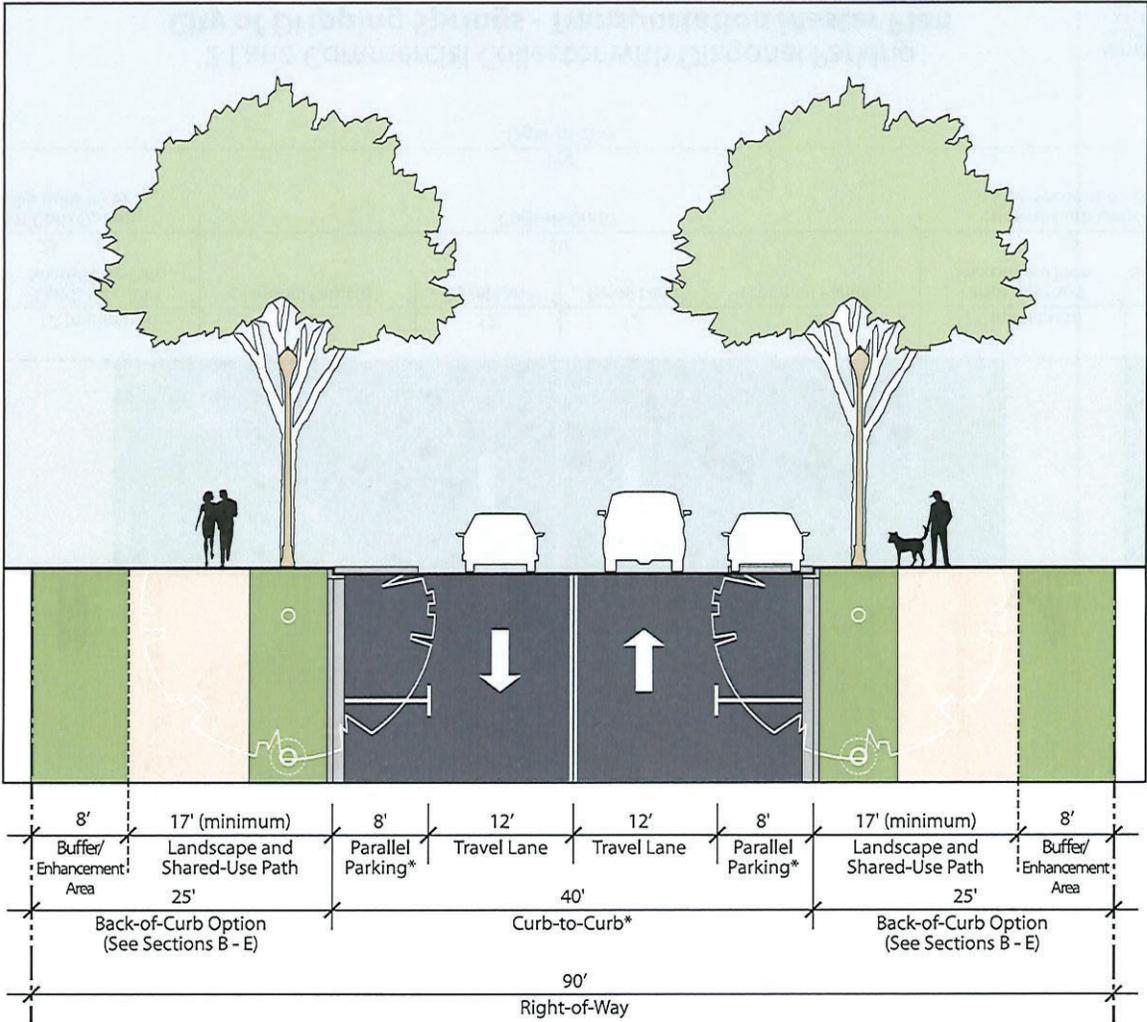


\* Parking is prohibited to allow for fire truck access.

**2 Lane Neighborhood Collector Divided**  
**City of Dripping Springs - Transportation Master Plan**

Draft: February 13, 2020

- NOTES**
- Curb-to-curb dimensions are to face-of-curb.
  - For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the Buffer/Enhancement Area.



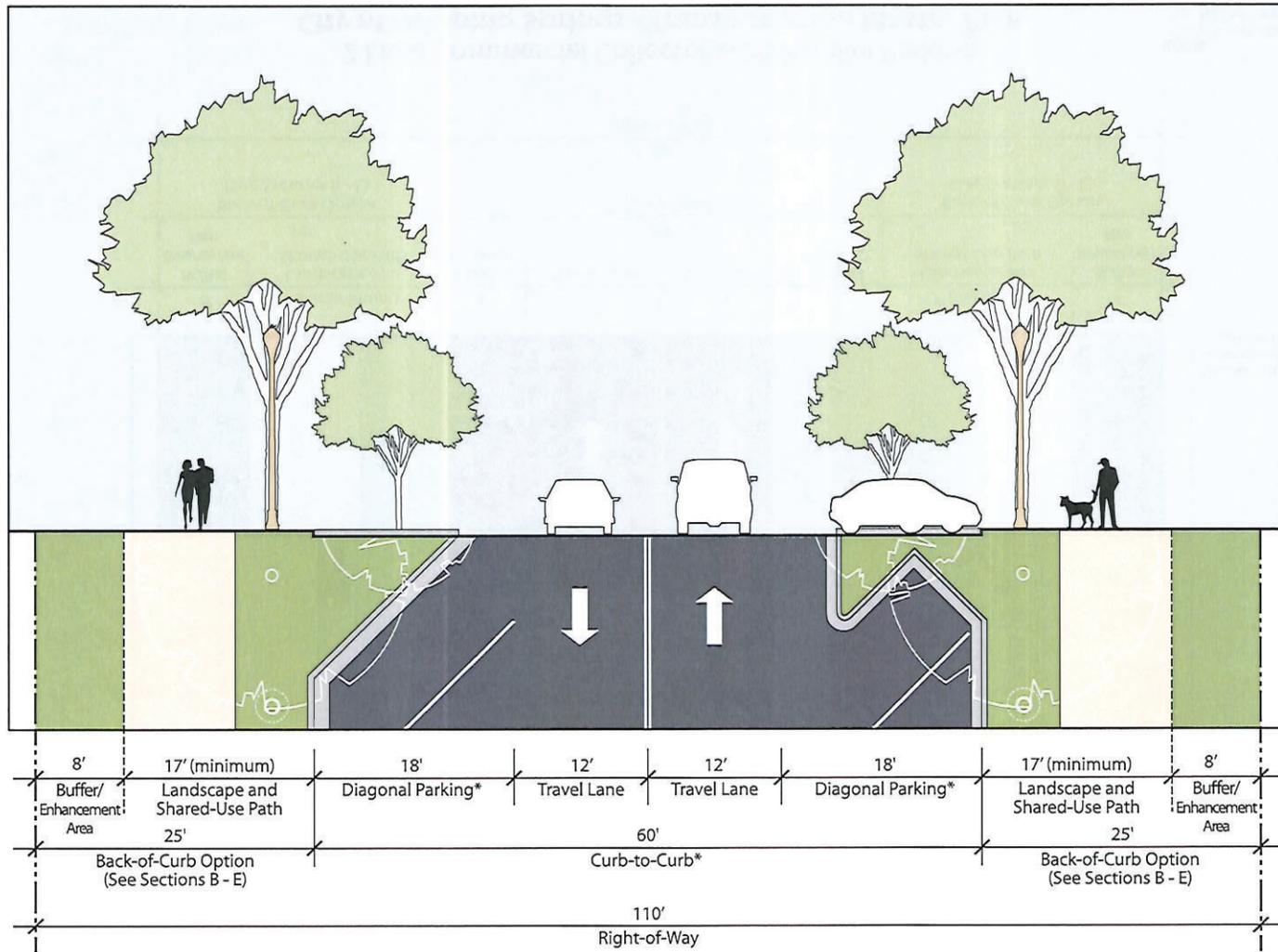
\* Provide 7-ft. bulb outs at intersections to reduce crosswalk distance.

0' 5' 10 ft.

### 2 Lane Commercial Collector with Parallel Parking City of Dripping Springs - Transportation Master Plan

Draft: February 13, 2020

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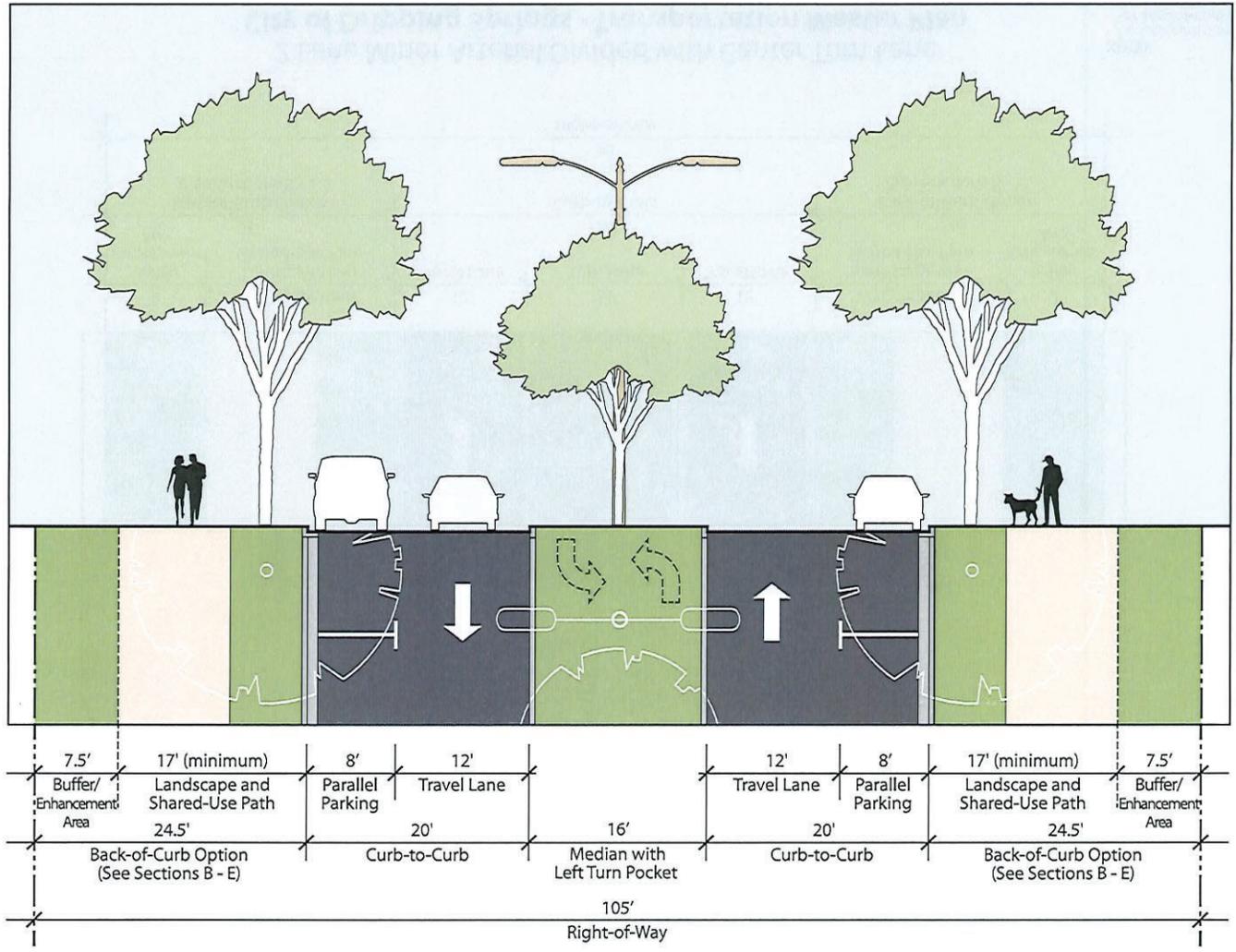
\* Provide 13-ft. bulb outs at intersections to reduce crosswalk distance.

## 2 Lane Commercial Collector with Diagonal Parking City of Dripping Springs - Transportation Master Plan

Draft: February 13, 2020

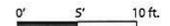
**NOTES**

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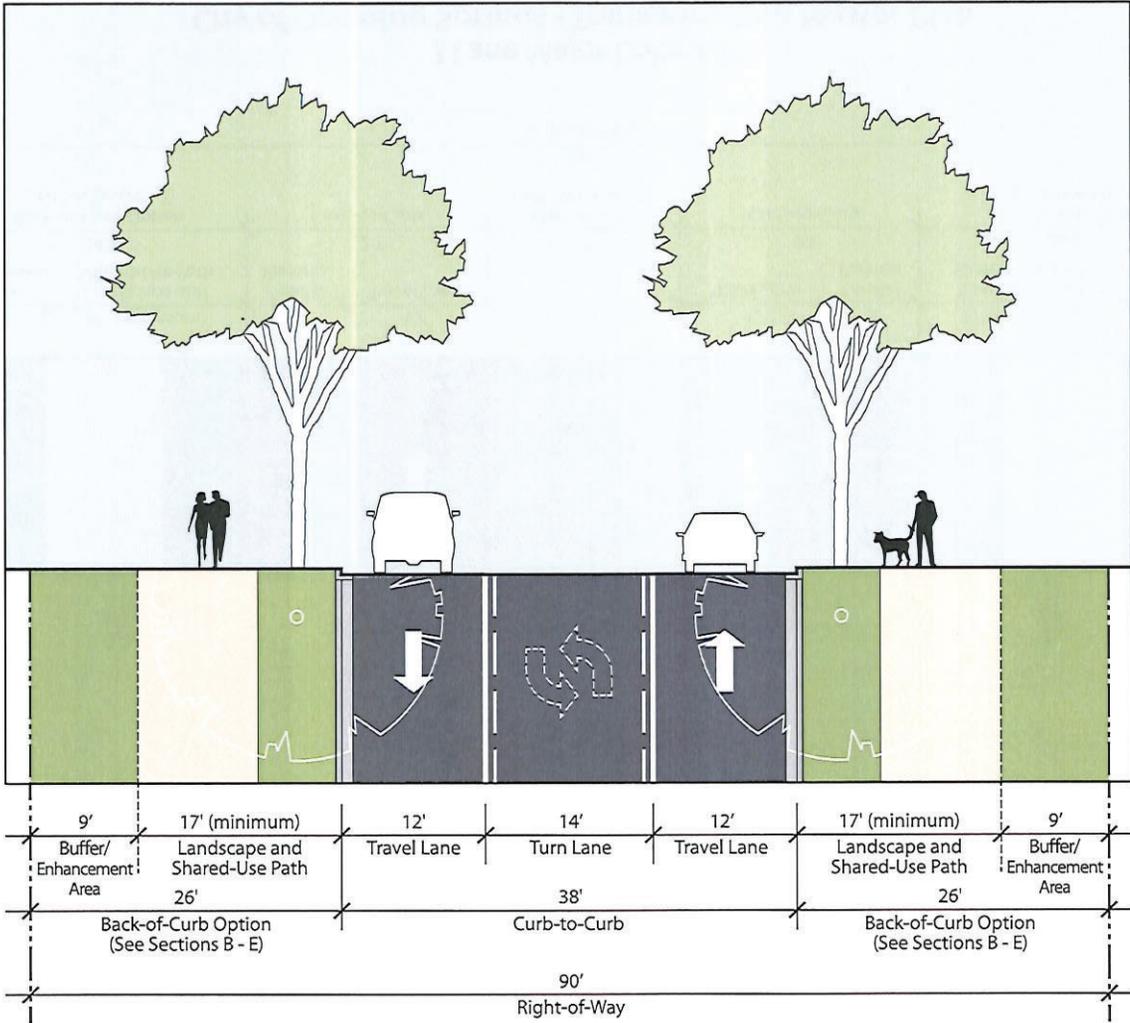


## 2 Lane Major Collector City of Dripping Springs - Transportation Master Plan

Draft: February 13, 2020

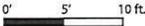


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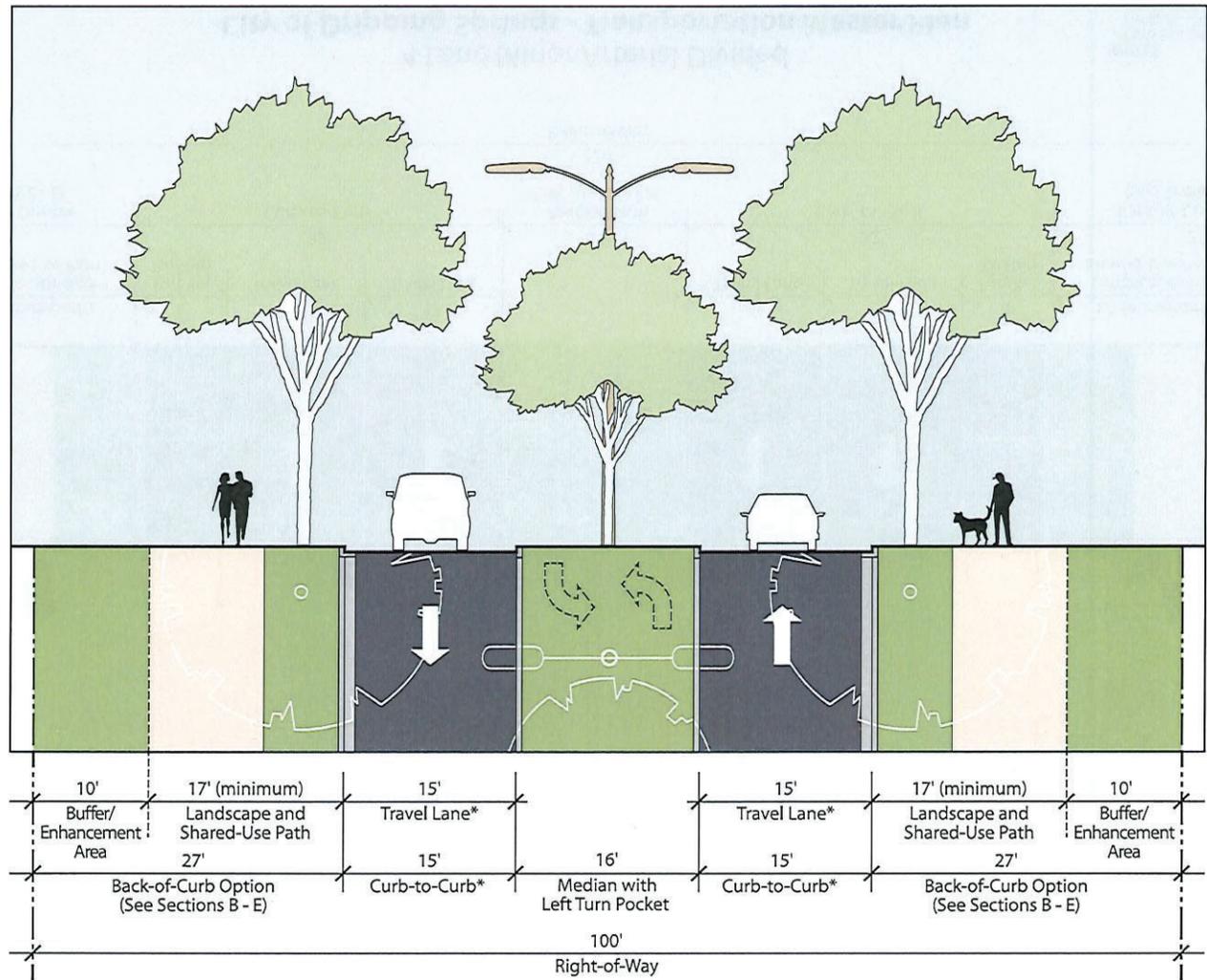


**2 Lane Minor Arterial Divided with Center Turn Lane**  
**City of Dripping Springs - Transportation Master Plan**

Draft: February 13, 2020



- NOTES**
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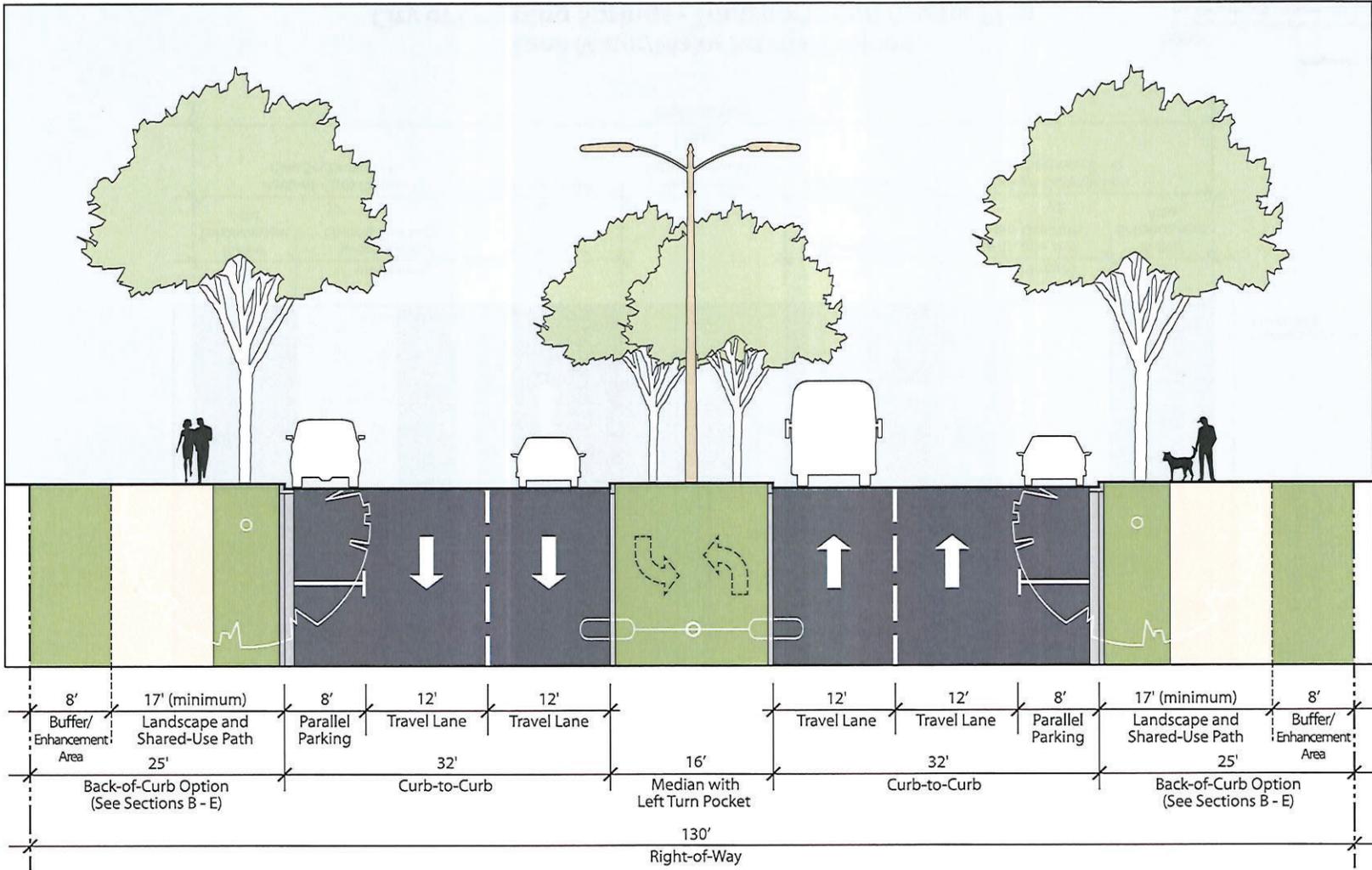
\* Parking is prohibited to allow for fire truck access.

0' 5' 10 ft.

### 2 Lane Minor/Major Arterial Divided City of Dripping Springs - Transportation Master Plan

Draft: February 13, 2020

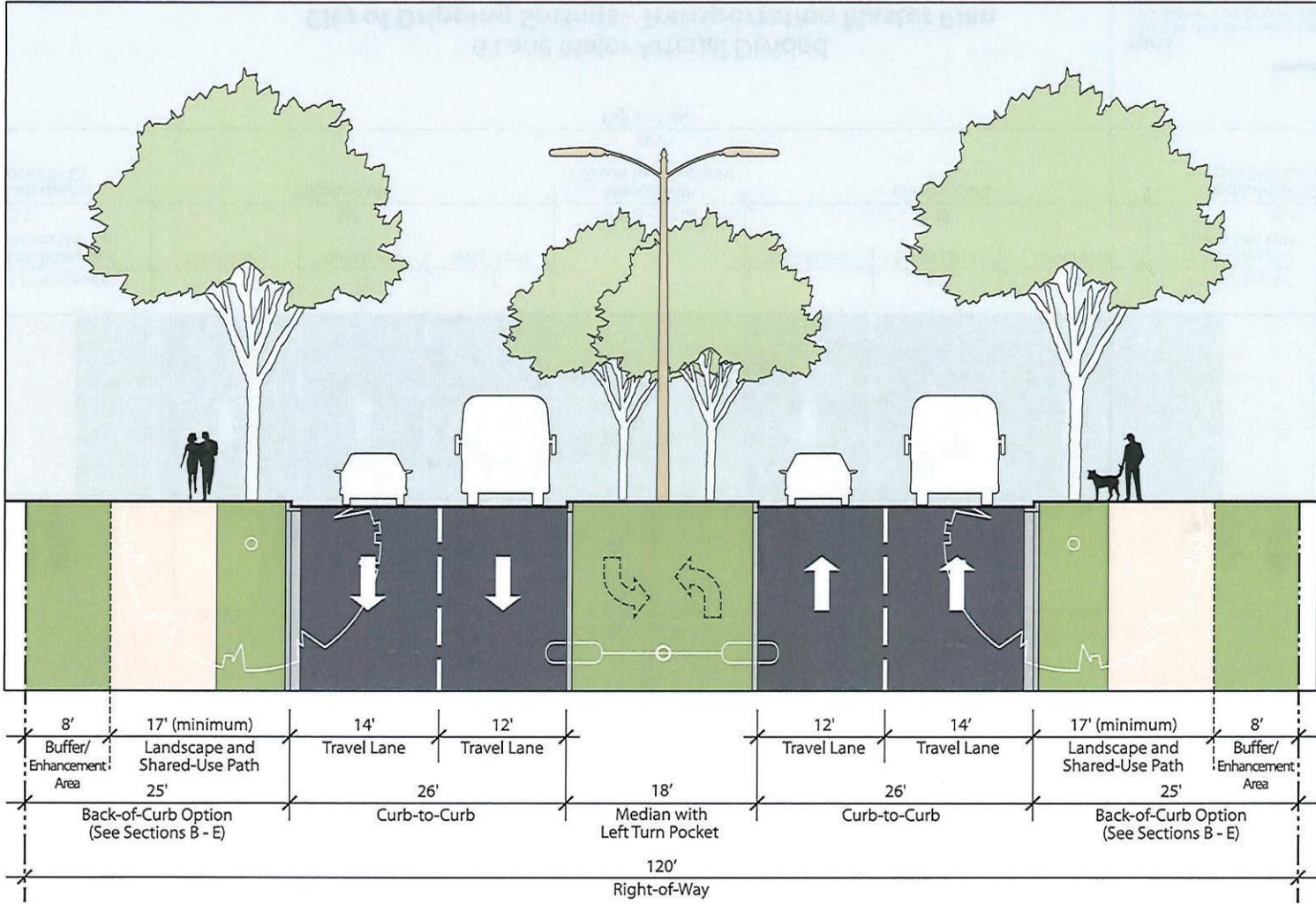
**NOTES**  
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 - For Back-of-Curb Options refer to the Sections supplement for alternate configurations and dimensions. Use of an alternate Section may encroach into the Buffer/Enhancement Area.



### 4 Lane Minor Arterial Divided City of Dripping Springs - Transportation Master Plan

Draft: February 13, 2020

- NOTES**
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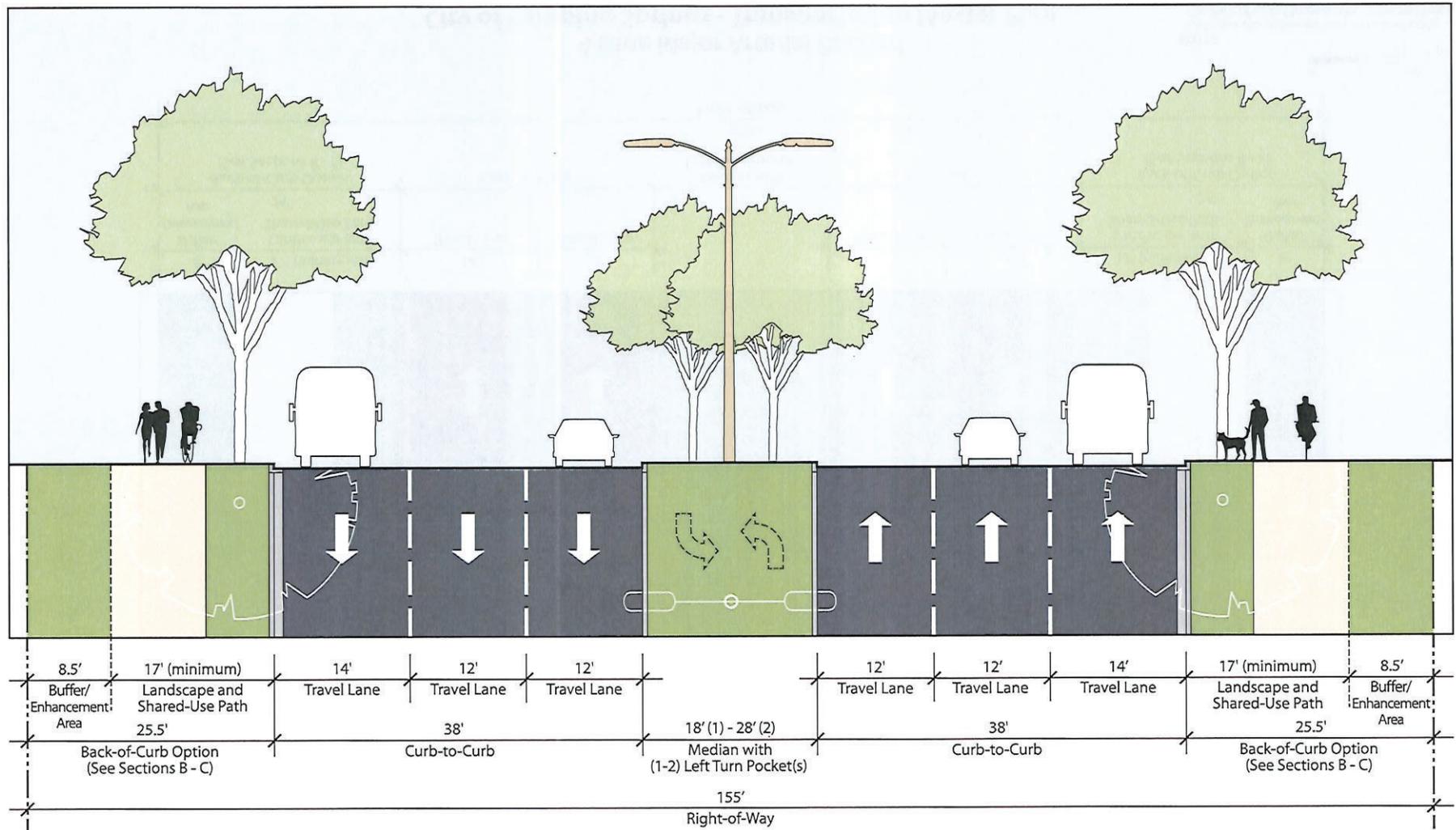


0' 5' 10 ft.

### 4 Lane Major Arterial Divided City of Dripping Springs - Transportation Master Plan

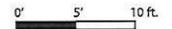
Draft: February 13, 2020

**NOTES**  
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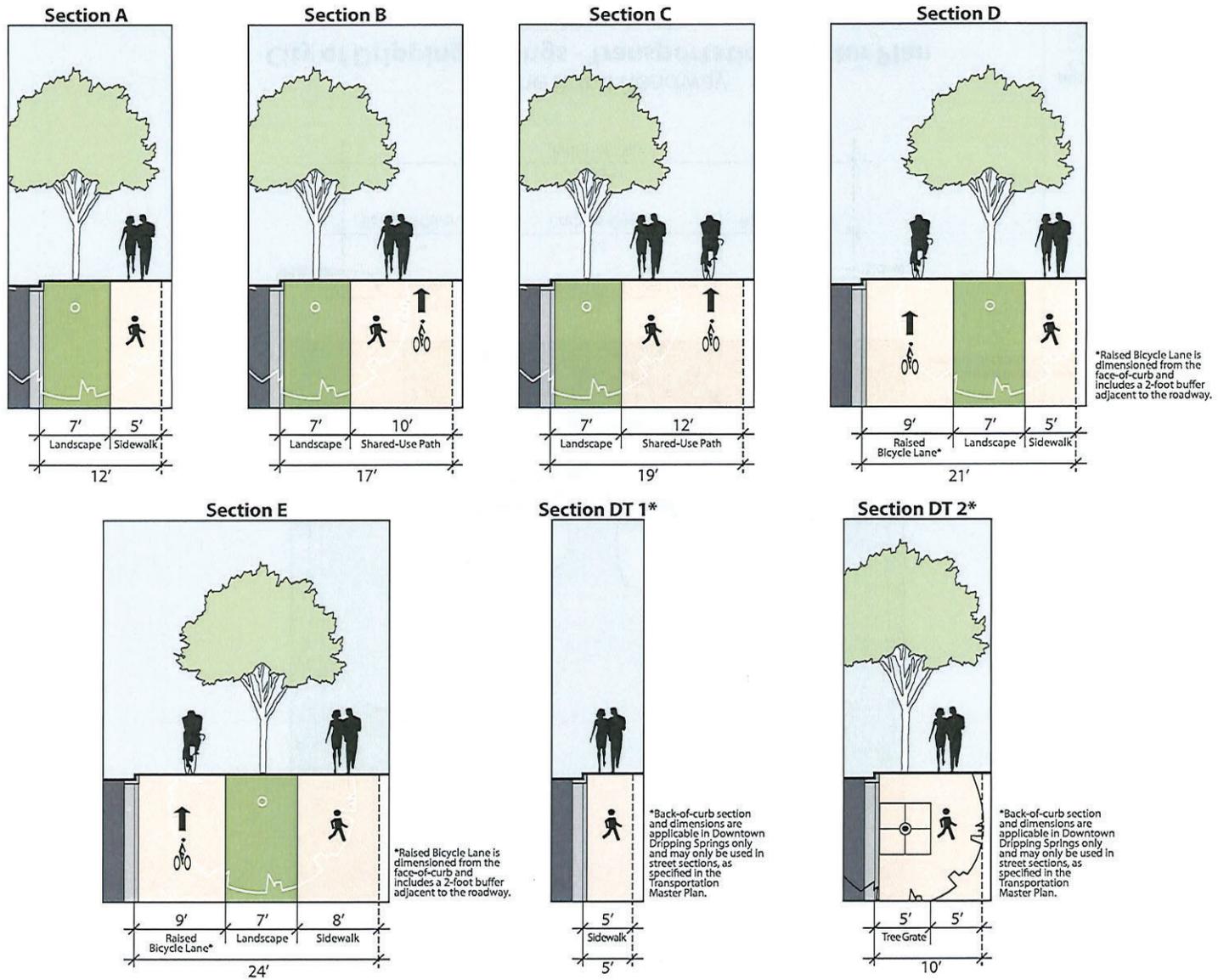


### 6 Lane Major Arterial Divided City of Dripping Springs - Transportation Master Plan

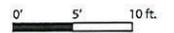
Draft: February 13, 2020

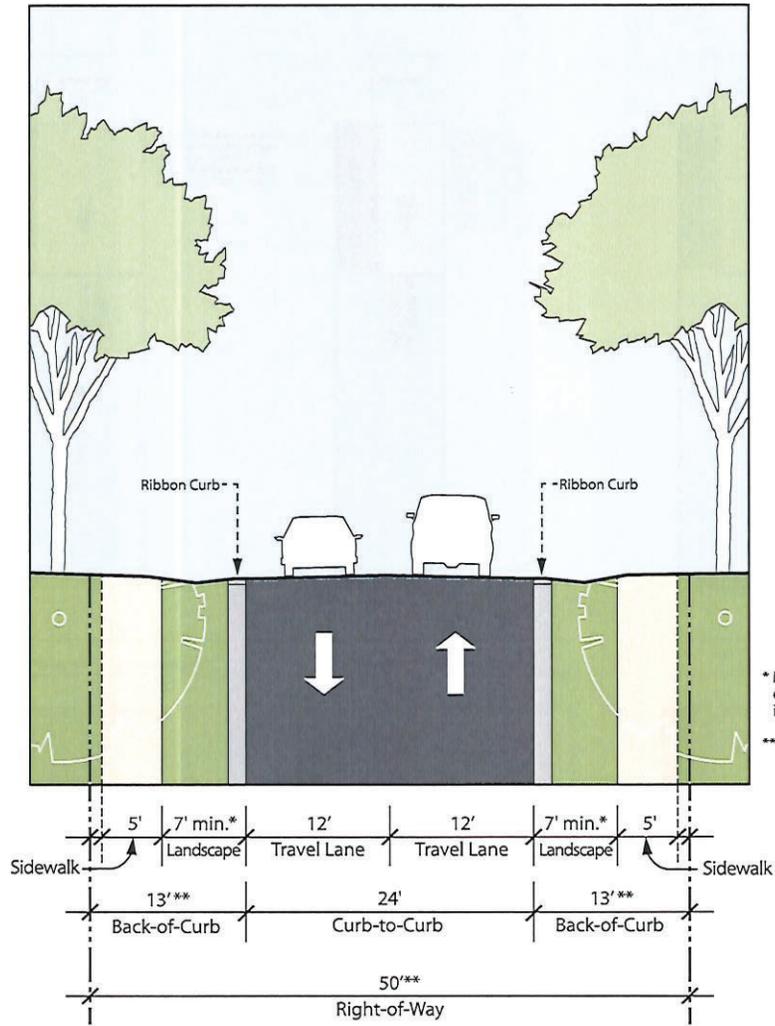


- NOTES**
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Back-of-Curb Options  
 City of Dripping Springs - Transportation Master Plan  
 Draft: February 13, 2020



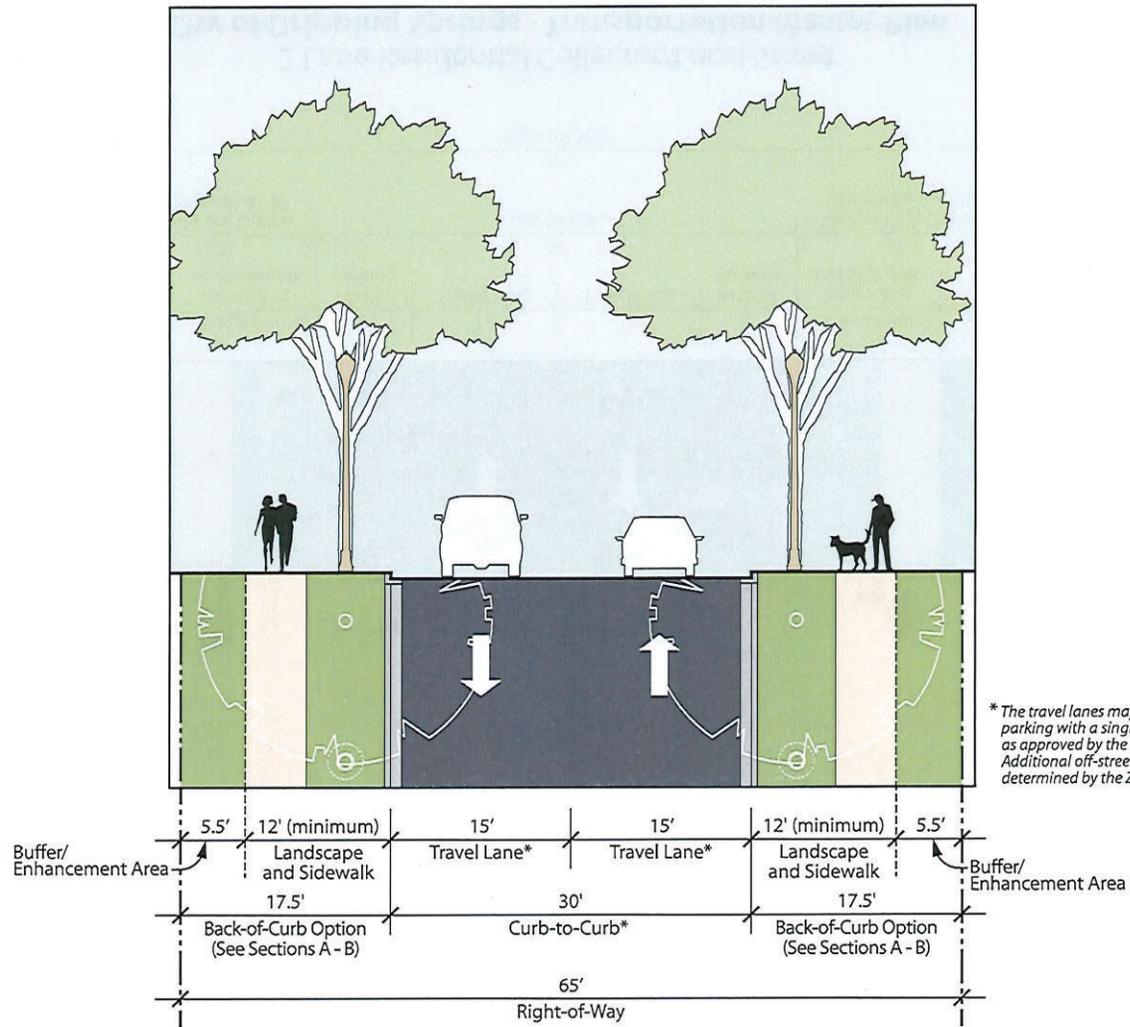


\* Minimum landscape clear space width between edge of pavement and sidewalk to be determined in coordination with the City of Dripping Springs.  
 \*\*Accommodations for drainage may impact required Right-of-Way width.

**2 Lane Rural Roadway**  
**City of Dripping Springs - Transportation Master Plan**

Draft: February 13, 2020

- NOTES**
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\*The travel lanes may be used for parallel parking with a single, queuing lane of traffic, as approved by the City of Dripping Springs. Additional off-street parking requirements are determined by the Zoning Code.

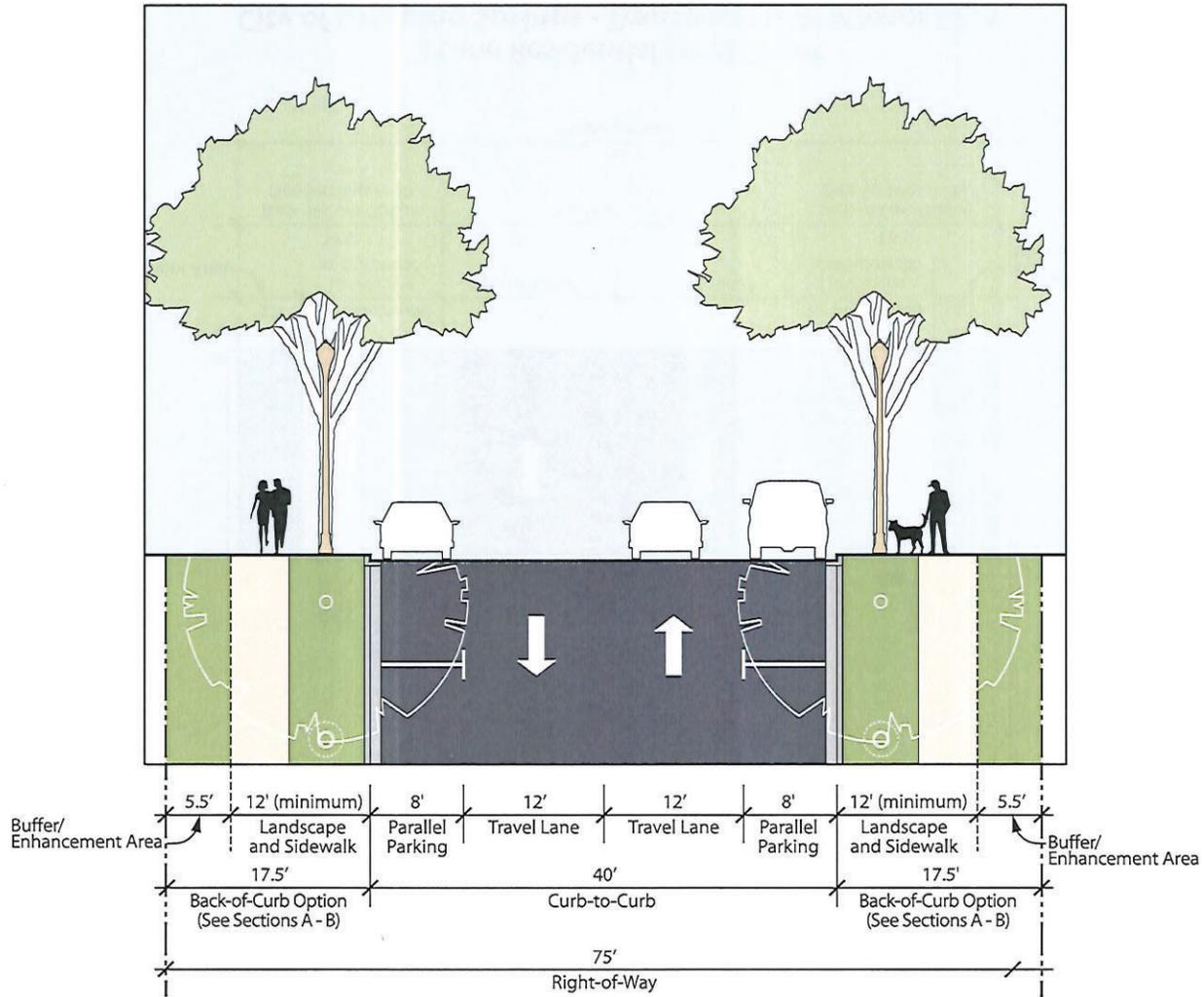
0' 5' 10 ft.

### 2 Lane Residential Local Street City of Dripping Springs - Transportation Master Plan

Draft: February 13, 2020

**NOTES**

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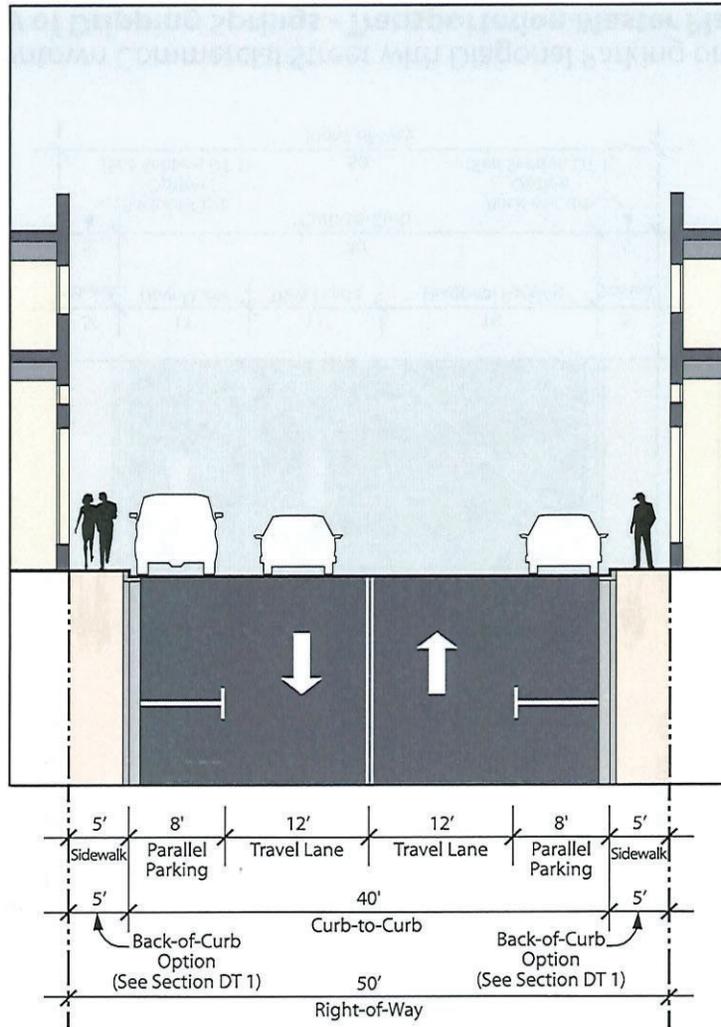


**2 Lane Residential Collector/Local Street**  
**City of Dripping Springs - Transportation Master Plan**

Draft: February 13, 2020



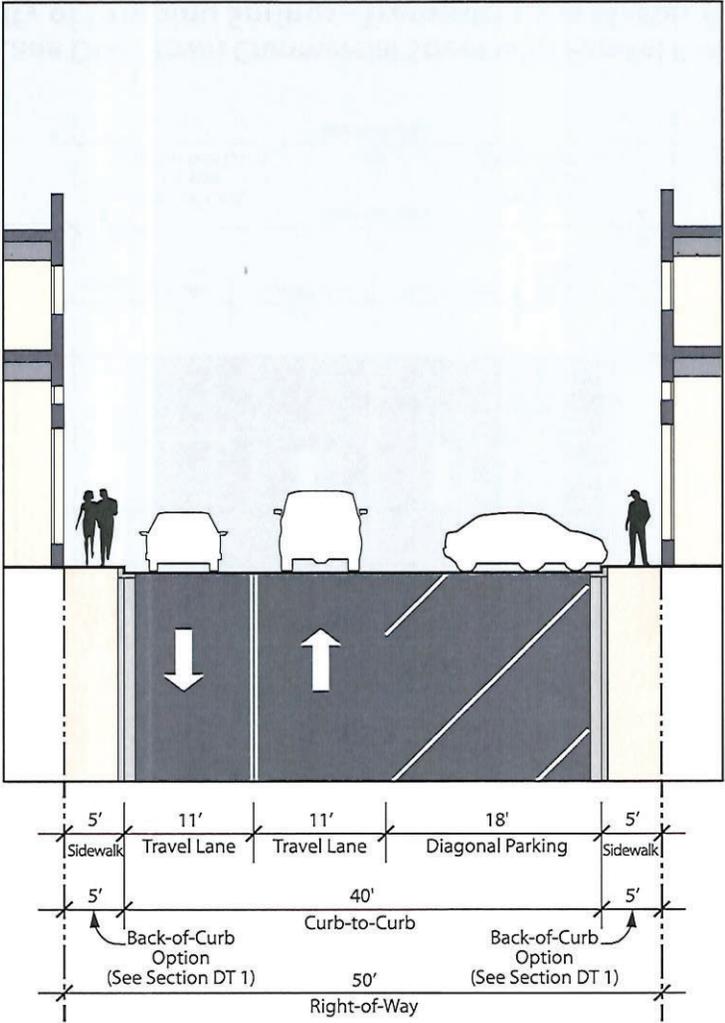
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### 2 Lane Downtown Commercial Street with Parallel Parking City of Dripping Springs - Transportation Master Plan

Draft: February 13, 2020

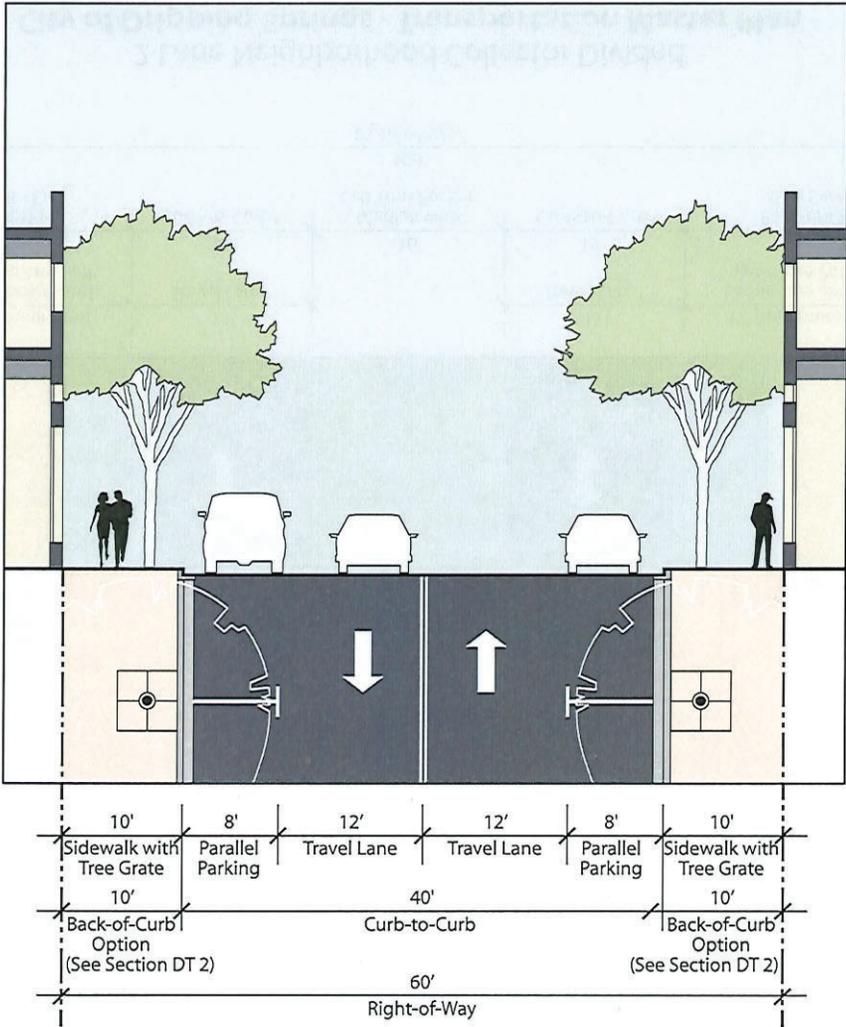
- NOTES**
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**2 Lane Downtown Commercial Street with Diagonal Parking on One Side**  
**City of Dripping Springs - Transportation Master Plan**

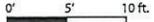
Draft: February 13, 2020

- NOTES**
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**2 Lane Downtown Commercial Street with Parallel Parking at College St. only**  
**City of Dripping Springs - Transportation Master Plan**

Draft: February 13, 2020



- NOTES**
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## December 2020 Open House Comments

This letter is being submitted on behalf of the Dripping Springs Ranch Wildlife Management Cooperative, Inc. (“the Coop”)(a Texas non-profit corporation), the Dripping Springs Ranch Road Maintenance Association (“the RMA”)(also a Texas non-profit corporation) and their members. The members of the RMA and Coop are all property owners within or adjoining Dripping Springs Ranch Phase 2 (“the Ranch”), a subdivision located in Hays County south of Highway 290 and accessed primarily via Sunset Canyon South and Dripping Springs Ranch Road (a private road owned by the RMA).

For the reasons stated below, the RMA and the Coop oppose certain aspects of the City’s draft Transportation Master Plan, namely: the expansion of Sunset Canyon South; the acquisition, expansion and extension of Dripping Springs Ranch Road (all presumably through condemnation; and the construction of a proposed east-west “minor arterial” along the Ranch’s southern boundary (together “the Proposed Road Project”). *See* screen shot of referenced Proposed Road Project taken from the Online Open House #2 Dripping Springs Transportation Master Plan presentation (“Online Open House”) provided as Attachment A.

By way of background, the Coop was formed in 1998, is one of the oldest wildlife management cooperatives in Hays County, covers approximately 350+/- acres, and has nineteen (19) member properties (each family owning property within the Coop is a member). Consistent with Article 8, section 1-d-1 of the Texas Constitution, the Coop was formed to maintain openspace land, to apply wildlife management practices to protect various species of concern including migrating song birds, quail and wild turkey, and to conserve habitat critical to those species. Over the last twenty (20) years, the Coop has identified and documented numerous Golden-cheeked Warblers through its annual bird survey conducted by certified wildlife biologists with Plateau Land & Wildlife Management. As you know, the Golden-cheeked Warbler is a listed species protected under the Endangered Species Act (“ESA”). A map showing thirty-four (34) documented Golden-cheeked Warbler observations on Coop lands by year for the period 2010-2020 is provided as Attachment B. As you can see, the Proposed Road Project runs through the heart of confirmed Golden-cheeked Warbler habitat.

The RMA was formed in 2002 and has twenty-one (21) member families. The RMA owns and maintains Dripping Springs Ranch road system which is used and enjoyed by not only its members and other residents of Dripping Springs Ranch but also by many residents of the Sunset Canyon South neighborhood. It is common to see joggers, bike riders, people walking their dogs, and children in strollers, all using these lightly-traveled private roads which run through a pristine Hill Country setting—the very setting that attracted the Coop’s and RMA’s members to acquire property in Hays County in the first place.

In response to the City’s proposed Transportation Master Plan as currently contemplated, the RMA, Coop and their respective members offer the following comments:

Comments:

1. The Proposed Road Project would threaten the endangered Golden-cheeked Warbler and habitat critical to its survival and could result in ESA violations. Again, the Coop has evidence of continuous Golden-cheeked Warbler activity on the Ranch (including during breeding season) spanning two decades. *See e.g.* Attachment B.
2. The Proposed Road Project would bisect lands contained within a wildlife management cooperative area thus defeating the Texas Constitution's stated purpose for promoting 1-d-1 open space lands and would disrupt the Coop membership's ability to continue coordinating wildlife management practices. *See* Texas Constitution, Article 8, section 1-d-1.
3. In its November 16, 2020, proclamation announcing May 8, 2021, as World Migratory Bird Day, the City of Dripping Springs recognized that "[m]igrant (bird) species play an important economic role in Dripping Springs and help generate millions in recreational dollars statewide." The city has planned annual events to educate the community about the "key role that migrant bird species play in our eco-system and the economy," and how to protect the declining habitats threatening these species. The destruction of established migratory bird habitat by the Proposed Road Project would directly contradict the City's stated goal of promoting species that benefit the ecology and economy of the region.
4. Forcing a private, gated community to become a throughway to other road systems would require condemnation and significantly impair property values.
5. Increased traffic resulting from the Proposed Road Project would create significant safety concerns on Dripping Springs Ranch Road and its tight turns, steep slopes and narrow lowwater crossing. The low-water crossing floods frequently and traffic approaching the flooded bridge would have no way to turn around. Video showing a recent flood was attached to the Online Open House's comment portal and can be seen here: [https://youtu.be/F8sSqD7F7\\_Q](https://youtu.be/F8sSqD7F7_Q)
6. Expanding Sunset Canyon South is widely opposed by residents along that road as evidenced by comments submitted in response to the Online Open House. Widening Sunset Canyon South as proposed (with a median and sidewalks) would likely require condemnation of residential properties on both sides of the road. While other north-south collectors located closer to the City might make more sense, connecting Sunset Canyon South to Dripping Springs Ranch Road to form a new north-south "collector" road is redundant to the existing Sawyer Ranch Road which is located only 0.8 +/- miles to the east. Likewise, the east-west "minor arterial" proposed along the south line of the Ranch (which would pass through and impair documented and established Golden-cheeked Warbler habitat) is redundant of Darden Hills Road which is located a mere 0.8 miles directly to the south.
7. Construction activity along the Pier Branch stream would negatively impact water quality. The Pier Branch feeds directly into Onion Creek.

8. The Proposed Road Project would disrupt the serene, unique nature of the Ranch and surrounding neighborhoods and diminish quality of life for the communities that often use RMA-owned roads recreationally.

Although we appreciate that the City must manage traffic and development, we believe and respectfully suggest that the Proposed Road Project is unnecessary, would adversely impact or destroy crucial endangered species habitat, would negatively impact the market value of dozens of properties, be unnecessarily costly, and be wildly unpopular among the vast majority of the local residents that would be directly affected.

We would be happy to meet with City representatives to discuss the Transportation Master Plan and its potential impacts on our community. Also, we respectfully request that you forward these comments to the Transportation Committee, the Planning & Zoning Committee or anyone else with the City, City Council, or Mayor's office to the extent appropriate.

Sincerely,

Thomas M. Weber

Dear Representatives of the City of Dripping Springs,

We are writing to provide direct feedback about concerns we have regarding the currently proposed inclusion of our neighborhood community in the Transportation Master Plan (TMP). Our area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land between High Sierra and Summit Pass.

We do not understand why this route has been suggested when there are two other routes, and maybe more, which could be chosen for less cost and without taking the land of so many and adversely impacting the lives of the residents of Big Country incl. High Sierra

**The proposed minor road which links Fitzhugh Road to Dripping Springs will, as drawn, bisect our property, it looks as if we will lose a large portion of our land including two building sites to it. Additionally, it will come directly in front of our existing house leaving our home, which was tranquil, relatively pollution free and on 10 acres, within a few yards of the new 55mph major road (even though it is called a minor road!). The impact upon us and our property will be huge and adverse in terms of our way of life, safety, lifestyle choices, property size and liveability and general neighbourhood desirability. It feels as if we will lose everything we have worked for over many years and its unnecessary as other routes exist.**

We were extremely surprised that a proposal of this magnitude was not communicated DIRECTLY to us. It is strange to ask for feedback if you do not take steps to tell us that the proposal has been made. Indeed, it seems that this could have happened to us without us ever hearing of the plan. It is hard to find any information about how it was communicated to us and we can only conclude that it was not. This is a clear breach of your duty to keep us, as affected citizens and voters, aware of plans which affect our property and way of life.

This is a MAJOR and UNNECESARY assault on our way of life. We chose to live in the country surrounded by rare wildlife and flora. Had we wanted to live on a road such as is proposed we would have made a different choice. Indeed, we could live on Slaughter Lane and have slower traffic flow! Additionally, the road is not supported by the local residents, everyone in our old and established community of Big Country whether near or far from the road will be affected by the tire and engine, light and fumes pollution. It will echo around the valley which will increase the level of noise. Indeed, it will also impact the new development at Saratoga Hills. All will also have their view tragically altered by the road inserted into our tranquil natural habitat. What is more the road is unnecessary given that traffic can be carried on the enlarged Fitzhugh Road. Currently it only takes 2 mins longer on the existing Fitzhugh Road than to travel to the same destination via the proposed new road. If it is thought that by building the road, development will follow then the damage to flora and fauna and the natural beauty of this environment will be substantially increased which only increases our concerns about this development. In addition to the above we have the following concerns about the way this proposal is put:

#### **Improve Connectivity:**

**This proposal does not improve connectivity because the traffic can flow on Fitzhugh and there at least two alternatives** which do not affect the only residential community on Fitzhugh. These are

- a. Using the first part of Pauls Valley Road and connecting a new road at the end by Argus Cider. That road has industrial units on one side which would benefit from it and there is much undeveloped land to the right and between it and RR12.
- b. Another possibility is to take the Road off Fitzhugh at, say Austin Stables (where there is unused land) and then run it to RR12.

**The benefits of the two alternatives is that they don't run through a new \$7.5m wilderness area and don't impact the lives of a whole community (plus Saratoga Hills) who have chosen to live a rural idyll.**

#### **Safety:**

Your plan takes land away from residents and does not improve the safety of the area at all. This plan appears to favour as yet unknown residents over current residents. This weekend I walked my dogs 14 miles around Big Country. With the proposed road I would not have felt safe with visitors having ingress and egress from the neighbourhood increasing the number of cars and crime, which hitherto has been all but absent. Additionally, I walk every day I can categorically say that this is a safe neighbourhood. Additionally, proper changes to 290 would address the crash problems on that road and the widening of Fitzhugh will also increase safety. Our neighbourhood, where animals and children can wander safely will lose its character and safety.

The safety of the environment does not seem to have been considered, increased pollution brings increased breathing problems for young and old and the safety of our wildlife has not apparently been considered at all. The fact that this road is planned to bisect a newly protected wilderness area!

One of us works in artificial intelligence. **This is supposed to be a future plan but it doesn't address the future at all. It merely envisages the future will look like the present.** That is simply not so with drones, autonomous car and more remote working and job loss through automation. IF those questions are addressed there must be real doubt the the road is needed. This also speaks to safety, **autonomous vehicles and drone delivery will take cars off the road and those which remain will be much safer than human driven vehicles. This negates the need for more roads in the future.** You should instead be thinking about truck parks from which drones can operate and making roads friendly for autonomy.

#### **As to the impact on our neighborhood:**

We have not been told of any comprehensive outline for the acquisition of our land, if any, or payment for diminution of value. The road will bring crime to our neighbourhood which is safe at the moment. When walking we rarely encounter anyone, this is a rural community and the road will kill it. We seek to protect not just our own way of life but for our neighbours. Currently people from outside the area could visit and use the roads we walk but if there is a road running through this area, the whole will be irredeemably destroyed. Additionally, we have been told nothing about utilities, waste water , electricity and more which will be needed for this scheme to happen. Indeed, the number of things we have not had access to shows a lack of interest in the welfare of citizens of this neighborhood by our elected representatives.

Currently our road has 10 houses and only the individuals and their visitors use the road. This provides the tranquillity we all wanted when we moved here and means there is little of any type of pollution, traffic noise or risks to our neighbors or us. However, if the road is built, we will be plunged into a town like environment with all the problems we moved here to avoid and abhor. Whereas, currently, we live on a private caliche road we will have large amounts of traffic on a paved road. This will bring noise, environmental, light pollution and will lead to lack of safety for those of us using our road as people drive on the new road much more quickly than they can on our road where we deliberately don't mend the potholes.

Ours is the only established community off Fitzhugh. It is inconceivable that you would wish to destroy a residential area which has existed for 50 years when there are alternatives. Thousands of people will be adversely affected, force to move, leave their homes or have their safety and way of life destroyed.

#### **What is the point of the Road?**

We remain unconvinced of the necessity of the road. Traffic can get to the same places via Fitzhugh Road which will become a major highway. Furthermore, *according to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trail Driver, and High Sierra.*

*Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.*

As requested, we provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, our property, and way of life that we felt compelled to contact you with our concerns.

In conclusion, we cannot give our support to the inclusion of our neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

We call on you to reach out directly to us, and our neighborhood community, right away. We invite you to visit and see the neighbourhood and our concerns for yourself. We would be glad to host you.

Respectfully,

Kay Firth-Butterfield and Walter Burrough

List of grievances from the neighbourhood residents:

1. Monumental increase in traffic, this will make our property particularly noisy as we already have Paul's Valley Road on one of our boundaries.
2. Monumental increase in environmental pollution. There is hardly any pollution at the moment with only the local traffic passing with only 10 houses on the entire caliche road.
3. Monumental increase in vehicle pollution.
4. Monumental increase in light pollution;
5. Monumental increase in noise pollution.
6. Monumental increase in the risks of vehicles who travel at excessive speeds past the speed limit.
7. No proposals on how the area will be monitored safely with the increase in traffic in the proposed plan.
8. No studies, publicly presented or published on the environmental impact to our area with the implementation of the proposed Transportation Master Plan.
9. No studies, publicly presented or published on the environmental impact to Cambrian Creek with the implementation of the proposed Transportation Master Plan.
10. No studies, publicly presented or published on the environmental impact to any aquifer recharge zones with the implementation of the proposed Transportation Master Plan.
11. No studies, publicly presented or published on the environmental impact to Barton Creek with the implementation of the proposed Transportation Master Plan.
12. No studies, publicly presented or published on the environmental impact to our groundwater supply and potential pollution of our private residential water wells with the implementation of the proposed Transportation Master Plan.
13. No studies, publicly presented or published on the environmental impact of the removal of the 3 Historic Oaks that are over 400-years-old in the neighborhood with the implementation of the proposed Transportation Master Plan. What fees will be imposed?

14. No studies, publicly presented or published on the environmental impact of the removal of the Heritage Oaks in the neighborhood with the implementation of the proposed Transportation Master Plan. What fees will be imposed?
15. No studies, publicly presented or published on the environmental impact of the removal, destruction and death of the local wildlife with the implementation of the proposed Transportation Master Plan.
16. No studies have been publicly presented or published on the environmental impact of the local endangered species (Golden Cheeked Warbler, The Melanastic White Tail Deer) that have been seen in the area of Trail Driver, Summit Pass and High Sierra
17. No comprehensive outline has been publicly presented or published on the acquisition of private lands and properties for public use.
18. No comprehensive outline has been publicly presented or published on the cost of this plan.
19. No comprehensive outline has been publicly presented or published on the cost of maintenance once this plan has been implemented.
20. No comprehensive plan has been publicly presented or published on the absence of public utilities on Summit Pass.
21. What is the cost of installing public water, wastewater, and electric lines from Trail Driver all the way down Summit Pass?
22. What is the cost of installing public water, wastewater, and electric lines across the 60+ raw acres of private land at the end of Summit Pass?
23. No comprehensive outline has been publicly presented or published on the installation of fire hydrants, emergency call boxes, road signage and emergency road illumination on the proposed path of the Transportation Master Plan.
24. No comprehensive outline or plan has been publicly presented or published on the rate of payment that property owners would receive if their lands are deemed "required lands" that the Transportation Master Plan needs.
25. No comprehensive outline or plan has been publicly presented or published on the rate of payment that property owners would receive if eminent domain is enacted regarding the acquisition of their property is imposed.
26. No comprehensive outline or plan has been publicly presented or published on the rate of decrease in personal property value due to the TMP traffic thoroughfare.
27. No comprehensive survey or meeting has been conducted, collected, published or publicly presented on the feelings and opinions of the people and neighborhoods directly affected by the DS TMP.
28. No comprehensive outline or plan has been publicly presented or published on the legality of using Extra Territorial Jurisdiction (ETJ) lands for a City of Dripping Springs Transportation project.
29. No consultation disclosure The City of Dripping Springs conducted in partnership with any Urban Planning firm or company has been publicly presented or published.
30. Was a certified, reputable, established Urban Planning firm or company consulted? Name the company and publish their findings.
31. No comprehensive outline or plan has been publicly presented or published on where the public will park their cars if the public will park and use the nature areas.
32. No comprehensive outline or plan has been publicly presented or published on where the traffic lights will be installed on Trail Driver.

33. No comprehensive outline or plan has been publicly presented or published on how the proposed 4 lane Fitzhugh Road will transition to the 2 lane Trail Driver.
34. No comprehensive outline or plan has been publicly presented or published on if a traffic light will be needed at the “Triangle” in the Big Country neighborhood where Trail Driver forks.
35. Properties off Trail Driver and Summit Pass are not in the ETJ. These properties opted out of the Dripping Springs ETJ in the 1980’s. How then can these properties be forced to participate in the DS TMP?

Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass.

Here are a few of my concerns:

1. No comprehensive outline has been publicly presented or published on the acquisition of private lands and properties for public use.
2. No comprehensive outline has been publicly presented or published on the cost of this plan.
3. This plan would split my property right down the middle making its value decrease.
4. This planned road would come very close to my house making noise pollution increase.
5. No comprehensive outline has been publicly presented or published on acquisition of private lands and properties for public use.
6. No comprehensive outline has been publicly presented or published on the cost of this plan.
7. According to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trial Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Springs City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my I neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community, right away.

Respectfully, John S. Chalmers

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December 1, 2020

To: Representatives of the City of Dripping Springs, Members of the Planning & Zoning Commission, Transportation Commission, and City Council

Subject: Input, comments, and feedback regarding the proposed Transportation Master Plan as it relates to the Big Country neighborhood and to the affected homeowners on High Sierra

Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community, Big Country, in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land along Cambrian Creek between the end of Summit Pass and the properties on High Sierra.

First, I would like to express my extreme disappointment that there was apparently no process to notify property owners in the Dripping Springs ETJ that a Transportation Plan was being formulated that would affect them. We were not provided the opportunity to give feedback at the first Public Meeting; fortunately, one of our neighbors alerted us to the second Public Meeting on the TMP so I hope our input is not too little, too late.

My comments relate to the new Minor Arterial and Shared Use Paths proposed to start on Fitzhugh Road, through Big Country via Trail Driver and Summit Pass, across Cambrian Creek, through four residential properties on High Sierra, then across residential properties and undeveloped land along Trautwein Road, and across more undeveloped ranch land to RM 12. My personal interest is as the owner of one of the four properties on High Sierra that this road would pass through. I have lived on this property for 35 years, and am recently widowed and retired. I love living on my wild ten acres on a quiet caliche road, and I was planning on making improvements to enable me to age in place for the next fifteen to twenty years. Those plans are now on hold as it appears that the road would either take my house, rendering the " remainder of the property unsuitable, or take a strip along the property line, leaving me with a view of a busy street with its attendant noise, light pollution, air pollution, runoff, and safety concerns.

Without having been privy to discussions about the reason for this road, it appears that the purpose might be to provide a cut-through from Fitzhugh Road to RM 12 in order to open up new land for development. This is wrong for many reasons, the main one being that it would damage an existing neighborhood in favor of people who will move here from outside the area in the future. While development can be a net positive, it should not be done at the expense of existing long-time residents. According to the Dripping Springs Proposed Development Plan, there are no future developments that are planned or have been applied for, in the area surrounding Trail Driver, Summit Pass, and High Sierra, so there is no need or justification for this road based on the needs of the immediate area. Additionally, looking at the Proposed

Development plan, the road would pass through large tracts of existing ranch land that contain no planned future developments

With respect to the proposed road itself, I would like to make the following comments:

- With the expansion of Fitzhugh Road to four lanes according to the CAMPO 2045 Transportation Plan, the current bottleneck at the narrow bridge over Barton Creek would be eliminated by a bridge matching the newly widened roadway. That would speed up the time to travel to RM 12, and would alleviate any need for a back way to cut through to Trautwein when the creek is high. The distances are short enough that a possibly five-minute faster route from Big Country to RM 12 would not justify the destruction and expense that the new Minor Arterial would involve.
- The proposed road would cross Cambrian Creek between the end of Summit Pass and High Sierra. Cambrian Creek is in the bottom of a little canyon, and the terrain between the end of Summit Pass and High Sierra, down to the creek and back up, is steep enough that a bridge over the creek would be required. This would add considerably to the cost of the new road, particularly if the bridge would have to accommodate bike and pedestrian paths.
- The land along Cambrian Creek is truly a pocket wilderness area, with as a wide diversity of native plant and animal species, including resident endangered species. Having a road and/or bridge pass over it would unavoidably damage it with runoff, noise, light pollution, and air pollution, not to mention litter. Cambrian Creek drains into Barton Creek; increased silt caused by construction and pollution from runoff from a completed road would end up in Barton Creek.
- Given that the risk to Cambrian Creek is obvious, have any environmental impact studies been done on the proposed route of the road? If not, how long would it take to do them, and how much would they cost? How much would ongoing mitigation measures cost? Rather than subject the neighborhood and property owners to possibly years of uncertainty caused by the environmental review process, it would be better to remove this road from the TMP and let people in our neighborhood get on with their lives.
- The entire area of the proposed road between Fitzhugh Road and the large Approved Subdivision along RM 12 shown in green on the Potential Development Map shows no tracts depicted as Approved, Development Agreement Approved, Future Potential, Pending Approval, Preliminary Planning, or Under Construction or Review. So, what is the purpose of the road through this area? It is not needed to access any of this land on which no developments are planned, and the one Approved Subdivision has plenty of access via a long stretch of RM 12. This private ranchland provides open space for wildlife and for the activities and interests of the owners. The road would deprive the owners of the full enjoyment of their land for no public purpose, and would be very expensive for the taxpayers. I'm sure that if the route were to be surveyed more critical environmental areas along the route would be discovered, similar to Cambrian Creek, that would raise the cost even more.

In summary, this Minor Arterial from Fitzhugh Road via Summit Pass, over Cambrian Creek and past High Sierra, is unnecessary, causes harm to existing property owners, is environmentally harmful, and spends taxpayer money that would be better used elsewhere. I urge you to remove this road from the TMP, saving the taxpayers money, removing the threat to Barton Creek, and taking the cloud off of the property values of the residents of Big Country and others along the proposed route.

I strongly urge you to remove this road from the Dripping Springs Transportation Master Plan.

Respectfully,



Cynthia Grant

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I have lived on Darden Hill Rd all my life and seen changes to it. I am not in favor of the County plan to change it. This plan only connects to 150 and does not address the Jackson creek as it floods. Plus you will be making several families lose land or homes. The plan from the city is a much straighter direct route plus eliminate the creek that floods. This connects to RR 12 and Dripping Springs where most cars are headed anyway. I hope you will consider cost of land, homes and new bridge for the creek and vote for the City plan. Thank You Sandra Ruston. 203 Darden Hill.

Sandy Ruston

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The DS Planning and Zoning department has directed me to you for answers to several questions I had about the draft Transportation Master Plan.

1. The map shows Sunset Canyon South and Dripping Springs Ranch Road becoming collector streets under the proposal. When this proposal was developed, were you aware that Dripping Springs Ranch Road is a private road in a gated neighborhood? I realize that none of the commonly used maps for this area show the road to be private, but was HDR aware of it?
2. The plan also shows an example of what a 2-lane neighborhood collector divided street would look like. Also, the plan indicates these streets would be shared use. However, there is no information about the width of this type of street and the shared-use paths. How wide would one of these streets be, and how much total right-of-way would be required to build one? Thank you for taking the time to address these questions!

Best,

Douglas deVidal

Dear TXDOT, Dripping Springs City Council Members, and Hays County Commissioner's Office

You are probably already receiving inputs from citizens in Northern Hays County and South Travis County regarding the various safety concerns on FM1826 from HWY290 to FM150. To name a few concerns:

1. Skyridge development with THREE planned entrances on FM1826 across from an already busy area – Sports Academy and the Hindu Temple.
2. FM1826 in general. There were 2 fatalities at the bottom of the big hill between HWY45 and Bear Creek subdivision entrance just last December 2019. Pre-Covid traffic was already getting excessive for the 2-lane road. Hays County Commissioner reported 19 years ago the 20 year plan was for FM1826 to be an 8-lane road between HWY290 Slaughter Ln and 4-lane between Slaughter Ln and FM150. A few center turn lanes were constructed over the years but is superficial for the traffic the road is supporting and will support in the future.
3. South entrance of JD Convenience Store (FM1826/HWY45) – no light (numerous accidents)  
-Acknowledge is Travis County
4. Meridian entrance on FM1826 (two fatalities last week)  
-Acknowledge is Travis County
5. CVS entrance on FM1826 (same type of configuration)  
-Acknowledge is Travis County

6. The new HEB at HWY290W and FM1826 and congestion that will bring given number of fatalities and wrecks historically at this intersection  
-Acknowledge this is in Travis County

There are too many subdivisions being built along FM1826 for the volume this 2-way roadway can safely manage but there appears to be no constraint on ongoing housing/subdivision approvals. There were also numerous other wrecks, fatalities, and reports of very unsafe driving along the entire stretch over the past 20 years. Most recent concern is the approval of the Skyridge subdivision which is planned to include THREE entrances to FM1826 along a very dangerous stretch just across from the Hindu temple and the Sports Academy. PLEASE apply reason and humanity to mitigating risk to citizens' lives until FM1826 can be upgraded to a 4-lane highway per the 20 year plan (19+ years ago). Please see below for additional documentation for your reference. I sincerely appreciate your consideration....

Best Regards,

Duane Cripe

Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass. Here are a few of my concerns:

1. This is a pristine ecosystem, providing an increasingly rare greenbelt for wildlife. We do not need to develop everywhere in Hays County.
2. I am against this proposed minor arterial due to increased traffic, danger to children and it will completely disrupt my quiet and peaceful neighborhood that I have lived in since 1985.
3. If Fitzhugh Road has a 4 lane bridge over Barton Creek (as planned), there will be no need for an alternate way to access Trautwein Road from Fitzhugh Road. In my opinion, this makes the proposed Fitzhugh to Trautwein road a road to nowhere and a total waste of taxpayer money.
4. Please focus instead on Fitzhugh Rd and making it safer. Please do not disrupt the way of life for an old established neighbor (Big Country).
5. An minor arterial roadway would certainly affect the Golden Cheeked Warblers in this cambrian Creek area, Barton Creek and environmentally impact to the groundwater supply and pollute private residential water wells.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life

that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Spring City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community, right away.

Respectfully,

Geoffery Jackson

### Harmon Hills and Springlake Connector

- 1) The funding for this Master Plan (MP) is unclear. There is language in the Frequently Asked Questions (FAQ) that indicates any of the proposed roadways are responsibility of Hays County. The funding will be an important issue as no one in many of the proposed developments will want their taxes raised to fund this plan. And, if any federal funds are used, there will be a requirement to comply with the National Environmental Policy Act, which will require preparation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS). This would possibly apply to any state funds that have federal funds associated with them. Any developer funded roadways etc., will be required to comply with all federal and state laws as well.
- 2) There is no demonstrated Purpose or Need for the connection from Ranch Road 12 to Bell Springs that goes through Springlake and Harmon Hills. The residents of Springlake and Harmon Hills do not see the need for this as it will disrupt two neighborhoods with no real benefit, except taking of private property and environmental degradation. Most residents are opposed to this collector segment.
- 3) This segment will also increase the cut-through traffic in Harmon Hills. There will be increased traffic down other parts of Harmon Hills Road. The roads in Harmon Hills are designed for low numbers of residential traffic and not for commercial vehicle use. This will place burden of lower quality roads on residents in Harmon Hills as some of these roads are not designated county roads.
- 4) Environmental issues will be numerous. This is an ecologically sensitive area with the shallow soil layer and lack of moisture. The increase in erosion potential will be significant. The loss of vegetation and increases impervious cover will decrease the amount of rainfall into the aquifer, adding to the water supply concerns in an area that is already stressed with water supply issues. This could impact the habitat for several federal and state listed species, the Black-capped Vireo and Golden-cheeked Warbler, for example, as well as several other listed terrestrial and aquatic species. The water quality in Barton Creek may be impacted as well and associated aquatic species.

### Bell Springs Road

- 1) No demonstrated Purpose and Need has been provided; Bell Springs current residents do not want

this type of improvement. To improve Bell Springs Road to the level shown would require much taking of private property and would have significant environmental impacts.

2) One option to make Bell Springs safer would be to add shoulders, not lanes. This could possibly be done within the current right-of-way. To increase the safety of Bell Springs Road a stoplight could be added at the entrance to Harmon Hills as well as the entrance to Bella Vista, depending on where it is located. These stoplights would have to be preceded by warning signs north and south of lights as visibility is poor along much of Bell Springs.

3) The crossing at Barton Creek would be very problematic, both from private property issues as well as environmental issues. To straighten that section and provide anything but an updated low water crossing would have an significant environmental impact on water quality as well as potential impacts to federal and state listed terrestrial and aquatic species.

Kathy Boydston

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Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass.

Here are a few of my concerns:

1. No comprehensive outline has been publicly presented or published on the acquisition of private lands and properties for public use.
2. No comprehensive outline has been publicly presented or published on the cost of this plan.
3. This plan would split my property right down the middle making its value decrease.
4. This planned road would come very close to my house making noise pollution increase.
5. No comprehensive outline has been publicly presented or published on acquisition of private lands and properties for public use.
6. No comprehensive outline has been publicly presented or published on the cost of this plan.
7. According to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trial Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Springs City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my I neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community, right away.

Respectfully,

John S. Chalmers

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We have been residents and property owners in the Harmon Hills, Douglas Estates area since February 1989 when we purchased our property. We are vehemently opposed to the proposed connecting road from RR 12 to Highway 290 through our nature-filled property.

We had a neighborhood meeting on November 23, 2020, and we all have collective concerns with this proposal. Attached are some of the items that were discussed:

1. We bought properties in this subdivision BECAUSE there were tiny roads and closed loops, NOT allowing for hundreds of cars a day through our neighborhoods.
2. We highly VALUE the tranquil, quiet, pristine, undeveloped, nature-filled land, under star-filled, dark skies that we still enjoy and pay taxes on.
3. We are 100% COMMITTED to taking whatever steps necessary to preserve our rights to the continued quiet enjoyment of these beautiful acres of which we are the proud stewards and caretakers.

Here are just a few of the things we are passionate about preserving and we know that a new, connecting road through ANY part of our land would permanently desecrate:

- WILDLIFE: Foxes, armadillos, porcupines, opossum, raccoons, roadrunners, Woodhouse Scrub Jays, cardinals, hummingbirds, blue jays, tufted titmouse, horned toads, squirrels, rabbits, and deer all freely roam these lands. WE WANT our amazing wildlife alive and any other option is not acceptable.
- SAFETY: Our children and pets are not prepared for the undoubted threat that these small, safe roads they are accustomed to walking and crossing will become, if annexed to highly trafficked thoroughfare. WE WANT our children, pets, and residents to be safe as we walk and visit with each other throughout our neighborhood.
- DARK SKIES: We can still see the stars at night. We LOVE seeing the stars. WE WANT our dark, star-spangled skies. The increased light pollution of a connecting road would destroy our dark skies possibly forever.
- QUIET: We all bought property in Dripping Springs and specifically in the Harmon Hills area, because WE WANT a peaceful and quiet home to return to after work every day. These pristine lands provide a respite that we already see is changing WAY too fast in Dripping Springs. We purchased property here to get away from the cacophony of noise pollution.

- **ECOLOGY:** Many of the properties where the connecting road is proposed, include a wet weather "creek" that is a tributary to Barton Creek. The added pollution that this overbearing road would allow, will threaten the fragile Barton Springs eco-system that is already imperiled. A bridge would have to be constructed and maintained to allow passage over this creek. This added cost to build and maintain needs to be discussed, as well as expelling the current wildlife from their domain.

The seeming unfettered approval of dozens and dozens of home developments, apartment complexes in our once delightful community, added to the requisite retail and commercial infrastructure to support that tidal wave of incoming residents, is beyond frustrating.

The reasons anyone wants to visit or live in Dripping Springs are disappearing alarmingly quickly with proposals such as this.

We are respectfully requesting the current connecting road proposal be permanently removed. We also suggest that proposals such as this one be abandoned. We do not want the devastation to so many resident's quiet enjoyment of our homes now or later. We do not want to have to continually wonder if this is the year the developer's money wins, and we are driven from our homes.

This is our first step. We have also contacted Save Our Springs on how this would affect us all. We are prepared to take next steps to involve the media, legal representation and grass-roots campaigns if necessary. We sincerely hope that this will not be necessary.

Best regards,

Lyndel and Connie Shelburn

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Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass and High Sierra. Here are a few of my concerns:

1. The large Big Country subdivision is an old establish subdivision with lots sizes 1-10 acres. I have lived here for 35 years. There is no need for additional roads in this area. The acreages are an awesome habitat for wildlife and with the growth in Central Texas, wildlife needs a place to live.
2. A road in this area would certainly affect my water well (and my neighbors), Cambrian Creek and Barton Creek.

3. If Fitzhugh Road has a 4 lane bridge over Barton Creek (as planned), there will be no need for an alternate way to access Trautwein Road from Fitzhugh Road. In my opinion, this makes the proposed Fitzhugh to Trautwein road a road to nowhere and a total waste of taxpayer money.

4. The large Big Country subdivision is an old establish subdivision. No future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trail Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the DS TMP itself.

5. No studies have been publicly presented or published on the environmental impact to our groundwater supply and potential pollution of our private residential water wells with the implementation of the proposed Transportation Master Plan.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Spring City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

I call on you to reach out directly to me, and our neighborhood community. Thank you for taking the time to read my concerns.

Respectfully,

Marilyn Jackson

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Entering Big Country from Fitzhugh Road requires turning onto Trail Driver and passing through the facilities of Molecular Rebar Design, a carbon nanotube factory. Worse case scenario of a fire in this facility, with the hazardous materials on premises, would require the following items not yet in place:

1. A half mile isolating distance
2. A HAZMAT team (which Dripping Springs does not have)
3. An emergency plan
4. A warning system for the Big Country neighborhood
5. An emergency exit for evacuation of Big Country residents and EMS access to Big Country (April 2013 West Fertilizer Company explosion and its proximity to residential development , and the deaths of first responders not being aware what they were facing comes to mind)

Under the existing circumstances a through road (Trail Driver, Summit Pass, Trautwein)

directing additional traffic through this facility does not make sense. The proposed route requires the construction of an expensive bridge over Cambrian Creek, not a low water crossing.

For planning purposes and since the Master Plan can go through the middle of properties (Summit Pass to Trautwein), it would be wise to move the egress for Big Country at least a half mile away from the Trail Driver/Fitzhugh intersection towards 290 ie through Jester King to Stunt Ranch to feed into Trial Driver.

The Master Plan should consider an additional emergency exit/entry for the Big Country Neighborhood, deemed an emergency evacuation route for residents and entry for first responders only, it should not be developed as a through road. Not being a planner and looking at the map Paisano Trail and Paisano Pass to High Sierra and the shortest distance to Trautwein seems to be a good emergency evacuation option to make up for Hays County's poor planning in allowing hazardous industry in the middle of a neighborhood and then surrounding it with recreational beer gardens.

The proposed road is not in the interest of your long standing tax paying citizens that live here for over 40 years. It opens the entire properties around Big Country to be developed into industrial and commercial enterprises, not residential, following the current trend and and destroying the beauty of this part of the hill country that these citizens moved here in order to some day retire here. They will find themselves in an unregulated, obviously unrestricted (environmentally or otherwise), uncontrolled, metastasizing commercial/ industrial zone, not the Hill Country they envisioned.

The Passernig Family  
Stefan, Mollie Bea and Anna

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NEIGHBORHOOD: BIG COUNTRY and HIGH SIERRA  
Dear Representatives of the City of Dripping Springs,

I am writing to provide direct feedback about concerns I have regarding the currently proposed inclusion of my neighborhood community in the Transportation Master Plan (TMP). My area includes the streets of Trail Driver, Carol Ann, Summit Pass, High Sierra, and the privately owned undeveloped land at the end of Summit Pass.

Negative Road Impact

We are residents on High Sierra and strongly oppose a road thru Big Country and High Sierra.

Earle Britton has a Masters degree from Harvard University in Urban Design and Planning. There appears to be significant voids of planning policy in the proposed road thru this environmentally sensitive area. There are several reasons that we feel significantly and strongly object to the proposed parallel road to Fitzhugh that is a negative destructive impact of the Big

Country High Sierra community. Our quality of life and our Big Country High Sierra Community would be greatly negatively impacted with the thoughtless decision and improper poor planning of this destructive invasive road. There is no communication of the purpose, need or benefit of this destructive road invasion. There has been no communication of an environmental impact study?

The map proposal shows dividing single family homes and detaching them from the community making them into an island and imposing high traffic and high freeway speeds. Sectioning off homes from its community is breaking many planning policies and restrictions. In zoning that is called spot zoning and has legal implications. That type of planning is destructive and totally unacceptable. Loss of one's home and property is severe. Never in proper planning of cities do the roads purposely destroy and "take" a home and property away from its community. Any home located on a high speed highway has low value and generally consents to commercial uses, which also impacts adjacent property and more commercial property is created. This violates the deed restrictions of our community.

According to the published Dripping Springs Proposed Development plan, no future developments are planned, or have been applied for, in the area surrounding Summit Pass, Trail Driver, and High Sierra. Therefore, the proposed Minor Arterial Thoroughfare is not needed, and is warranted completely obsolete by the OS TMP itself.

The expense vs the benefit is not justified.

The planning department has obviously not studied the topography and steep grades of slope differential of this area or the many creeks, canyons and grottoes that are a burden to road planning and construction. The expense vs the benefit is not justified. There is NO benefit to building this road. The excessive costs of building two major bridges in such a short distance for a small distance to Trauwein with a distance already so close to Fitzhugh.

The impact of such a poor plan is a burden to the taxpayer and a huge cost to the Big Country High Sierra community that cause destruction and loss of homes and life quality. Sensitive wildlife loss will be unnecessary and inexcusable. There is devastating loss not only to the adjacent and nearby properties, but the properties in the entire community have terrible negative impacts. The environmental impacts of pollution, noise, lights, crime are life changing and debilitating. Crime opportunity is prevalent especially in access and egress locations of roads such as the proposed. This poorly planned invasion of an unnecessary road destroys environmental integrity, livestock sustainability and wildlife.

We located here to live our lives in peace and tranquility free from the fumes of cars and trucks, free from the noise of close roads. The air quality is extremely important to my family, as an asthmatic who is sensitive to car and truck exhaust fumes will ruin the health of my family. A road proposed thru this neighborhood will destroy the integrity of this environmentally sensitive area. The road will destroy our ability to exist here. We see no purpose in this arbitrarily placed road. It does not benefit us or our community. The road destroys our property values. There is already Trauwein Road nearby and vehicles can get to 290 using Trautwein Road. The destruction of Big Country community would have a huge public cost not only in property value

purchases, but in the construction of two substantial bridges and dangerous slope and grade concerns. The proposed road also has the alternatives to begin at Trautwein Road which would save this community and the cost of two expensive bridges could be omitted. Our quality of life and our Big Country High Sierra Community would be greatly negatively impacted with the thoughtless decision and improper poor planning of this destructive invasive road.

As requested, I provided feedback through the online TMP Open House #2. However, the Master Plan shows such immense changes to our neighborhood, my property, and way of life that I felt compelled to contact you with my concerns.

In conclusion, without clarification and communication from the Dripping Spring City Representatives who are chairing this transportation project, I cannot give my support to the inclusion of my neighborhood area in the Dripping Springs Transportation Master Plan as it is currently proposed.

Respectfully,

Paula Britton  
Earle Britton

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To the City of Dripping Springs,

Summit Pass is a narrow cul-de-sac that serves the access and egress of only a few homeowners. It was never intended to be a major thoroughfare. To change it would threaten the placid nature of the Big Country neighborhood, require a bridge over Cambrian Creek, and disturb a natural conservation reserve.

Anticipated growth in traffic can best be handled by making improvements to existing numbered routes like Fitzhugh and Trautwein.

Yours truly,  
Robert M. Gillespie

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Dear Ms. Padilla,

Thank you again for our extremely productive meeting on 12-4-20. The residents of Big Country truly feel you will hear our feedback & take it into consideration. We trust you – Thank you!

Here are a few letters from our community members who were not comfortable leaving open house comments. Most letters are from prior to our meeting on 12-4-20. However, I gave these elderly residents my word and would deliver these to City Hall, and I must honor my word to them.

Thank you again Ms. Padilla. You are a great steward of the City of Dripping Springs.

Sincerely, Tara Ewing Big Country Resident.

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Hi,

My wife and I recently heard about a plan to turn Sunset Canyon South into a collector road for the planned arteries around Sawyer Ranch Road and Darden Hills Road. There has been much discussion on Next Door and there seems to be near universal disapproval for this plan from our neighbors.

Sunset Canyon South consists of several small, poorly maintained roads that frequently develop repeated pot holes. The hill at 290 has poor visibility and adding any additional traffic from the minor road would be dangerous. The neighborhood streets also have limited visibility due to a number of hills. Deer frequently block the roads and dart out in front of cars, bringing the little traffic that exists to a stand-still. People often walk on the gravel edges of the road (as there is no sidewalk, nor room for one), and children play and ride bikes. While nicer roads are great, we don't want them at the expense of becoming a collector street with increased traffic. Please repair the road without expanding it. The quiet, rural atmosphere is what most of us love about this area.

We have also heard that there is an attempt to build the connecting road through private ranches, and possibly to expand the road width into the easements in front of people's yards. I don't know if any of this is accurate, but this is not what the folks in this subdivision want for our neighbors who may be affected.

Can you provide us with more information on the specifics of what the exact proposal is for our road (how many lanes, will it be widened, bike paths, easements, etc.)? From the town hall data it appears to be a much wider road than we currently have, with a divider and bike lanes. If you aren't the right person, please let us know who we should speak to, as several of our neighbors are also quite upset.

Thanks,

Jeff & Kristen Trattner

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## March 31st, 2021 Open House Comments

Hi there,

I attended the open house tonight and there were many comments that drove the meeting extra long. Thus I have held my comments during and I wanted to officially voice my objections via email. The proposed road in this email subject will either run along our property line or completely wipe out our property. The Andrews have stated that there is no plans for development on their ranch that would drive the traffic planning and traffic predictions. I agree with others that the road is redundant of Darden Hill; it will destroy wildlife and uniqueness of this area. Sawyer Ranch Rd is currently a 2 lane road just like the proposed road would be, and today they drive crazy down Sawyer Ranch. I fear that the same will happen with the proposed road causing a safety concern.

Thank you for taking my opinions and providing this open house for public comment.

Jeanine & Branko Hoffmann

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Andrea,

I'd like to ask the question of how the Master Transportation Plan (the "Plan") would have roads that would require developer participation but if they go through an area that has little likelihood of redevelopment thus meaning the City wouldn't build the road and the County wouldn't build the road why include it on the Plan?

The area in the southeast quadrant has one or two roads that match that description in that there are few, if any, tracts that are of a developable size that would trigger a requirement for new roads of this magnitude. Following that logic, if there's little or no possibility of development, why show the road in an area that has a low density population that can't raise enough concerns with few voices that can sway the opinion of the decision-makers?

I can appreciate roads being shown that have a high probability of developer participation or of being bonded by the City or County to be built. (The road to the south of Caliterra for instance.) Yet, there are other roads that seem illogical or even overkill for the low existing density and even lower potential for future growth.

I didn't want to intrude in the public hearing with another question since there appeared to be over 100 people in attendance and to respect the opportunities of other's to have a chance to speak, I felt like emailing the question might be a better forum giving the City a chance to register the concern and respond if it feels necessary.

Thanks for the chance to speak this evening at the public meeting. I appreciate all of your time spent working on this.

Best regards,

Jon

Jon Thompson

I strongly oppose this potential highway. It will literally run through my backyard. From the meeting this evening it seems there is no real intent for this to come to fruition. I strongly urge a revision of this map to remove MNR2.

Thank you,  
Sarah Mutchler

Blue Creek Property Owners Association (BCPOA)

City of Dripping Springs Mayor and City Council  
City of Dripping Springs Planning & Development Department Planning and Zoning  
Commission

Mr. Walt Smith, Precinct 4 Commissioner

Ms. Erin Zwiener, Representative, House District 45

Re: Blue Creek Property Owners Association; Amended Restrictions and Limitations Blue Creek Ranch Subdivision

Dear Sirs and Madams,

Recently, members of the Blue Creek Property Owners Association (the "POA") met with regard to the enforcement of the Amended Restrictions and Limitations of Blue Creek Ranch Subdivision (the "Deed Restrictions"). The meeting was in response to information that a property within the subdivision would be purchased by a company which is building a development to the east of Blue Creek Ranch in order to construct a road that would be utilized to connect their development to Blue Creek Drive within the Blue Creek Ranch Subdivision.

This letter is to advise you that such a road or roadway would be in violation of the Deed Restrictions and will not be allowed by the POA or the Architectural Control Committee (the "ACC") of the POA. Section 1 of the Deed Restrictions states that "each lot shall be improved and used for private single family residential use and accessory uses thereto, including, without limitation, a garage, guesthouse, and such other improvements as are necessary and customary

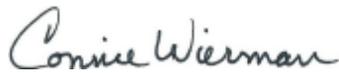
incident to single family residential use." Constructing a road across a lot is not a "single family residential use," nor is it "such other improvement as is necessary and customary incident to a single family residential use."

Further, the Deed Restrictions require that the ACC must approve the construction of any improvements that will substantially change the exterior appearance of any tract of land in the subdivision. The construction of a road across a tract would clearly constitute a material change in the exterior appearance of the property, and would therefore require the approval of the ACC. The POA believes that the ACC will not approve such an improvement due to the negative impact such a road would have on the other property owners in Blue Creek Ranch Subdivision.

Finally, the construction of such a road would also constitute a nuisance under the terms of the Deed Restrictions due to increased traffic and other disturbances that would be inevitable if such a road was constructed.

The company in question has since identified another route for access to Hwy 290. However, Blue Creek Ranch property owners want to ensure that the City Council, City Planning & Development Department, Planning and Zoning Commission, Precinct 4 Commissioner and Representative for House District 45 are aware that construction of any such road by the above mentioned company or any other entity, is not acceptable to the members of Blue Creek POA (as determined by unanimous member vote at the meeting described above), and would be seen as a violation of the Deed Restrictions.

Kind regards,



Connie Wierman  
Secretary-Treasurer, BCPOA