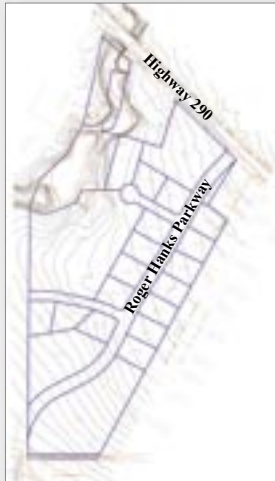


The Project

From its inception, Envision Central Texas has sought to involve the citizens of Central Texas in creating a comprehensive long-term vision for their region. As part of the process, six sites were chosen from around the region where local citizens could explore how to create and enhance their own neighborhoods and communities and provide valuable input about the values and development preferences of the people who live in the cities and towns that make up Central Texas.

The Roger Hanks Park test site is a single parcel of approximately 50 acres. Located in the city of Dripping Springs, Texas, the test site fronts on the south side of US Highway 290. The western portion

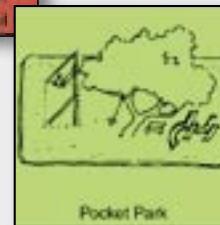
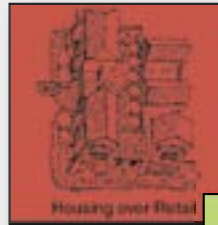


The original development plan for the site.

The Process

In 2003, dozens of Dripping Springs' citizens came together for a hands-on planning workshop to create a vision for the future of the test site. The workshop encouraged participants to share their thoughts on issues like transportation, the local economy, land development and the environment, and formulate plans for how the site could look in the next 20-40 years.

Attendees worked in small groups using maps of the area and built plans with a variety of icons or gamepieces representing different types of development, proposed improvements, new streets and trails, and public amenities such as parks.



Development icons such as these were placed on workshop maps by stakeholders



of the site includes a pair of small lakes. The parcel is zoned for commercial use.

While the site is not currently developed, the current owner had been working on development plans for some time prior to the Envision Central Texas process. Planned road alignments (Roger

Hanks Parkway and Hamilton Crossing) and general parcel arrangements had been fixed and will not be altered as a result of the Envision Central Texas process. In addition, development densities on the site must remain low for the time being because the site is currently not served by sanitary sewer service. When sewer lines are extended to the site, more intense development may occur.



Workshop map

The visions developed by citizens in the workshop served as the primary input into the final concept plan for Roger Hanks Park. The concept plan was presented to the community at a workshop in October 2003.



Consolidating the chips placed by stakeholders onto one map enabled the project team to create a concept plan that closely reflects the residents' priorities.

The Plan

The Roger Hanks Park Concept Plan creates a more walkable and diverse environment primarily by clustering multifamily housing near the open space and commercial area, by demonstrating how very large parcels may be split into more pedestrian-friendly sizes, and by using these guidelines to affect the development of the individual parcels. As the development on the site happens over time, good design and development principles will help to create a pleasant and livable neighborhood and commercial area.

Enhanced Park Access

These additional and improved connections link the park to the neighborhood.

Single Family

Due to its adjacency to a home on another property, the developer has committed to making this site a single family lot. Should it be possible at a later time, it would be appropriate to divide the property into smaller lots. Porches on the fronts of homes (right) provide extra living space and a semi-private area to relax and enjoy the weather.



INITIAL PLAN CONCEPTS



These plans were developed in order to explore development of the site without the constraint of existing roadway and platting plans. Using flexible lotting and staged infrastructure upgrades, the site would be able to fill in over time as sewer service is added.

Roger Hanks Park Concept Plan



Retail which faces the street encourages people to walk and shop. Apartments or small offices above shops create more activity at all times of day.

Commercial

Because of the site's through access and thus probable through traffic, the developer plans to have a significant amount of commercial within the site and adjacent to the Highway. This plan encourages a broad mix of uses, including housing, especially as sewers are extended to the site and intensification of development is possible.

Future Roads

A more connected street system allows people to reach their destinations without traveling on busy, major arterials.

Multifamily

This area could contain a variety of housing types. Proximity to the commercial area will allow residents quick and easy access to commercial areas and transportation amenities. Apartment buildings such as this one can blend easily into a neighborhood.



Commercial Area Layout

Buildings in the commercial area are laid out to facilitate both automobile access and a pleasant pedestrian environment. A larger established store such as a drugstore or grocery serves as an anchor. Other buildings with smaller shops and restaurants line Roger Hanks Parkway in a main street style.



What's next?

The Test Site process results in a community vision. The plan may serve both as a goal-setting device for local planning efforts and as an example for other towns in the region dealing with similar issues. It does not have the power to regulate development in the test site area. It is up to the community and developer now to decide which elements should be implemented. Citizens and officials may advocate for changes in zoning and building ordinances during the planning process, and support infrastructure improvements which advance the goals of the plan.

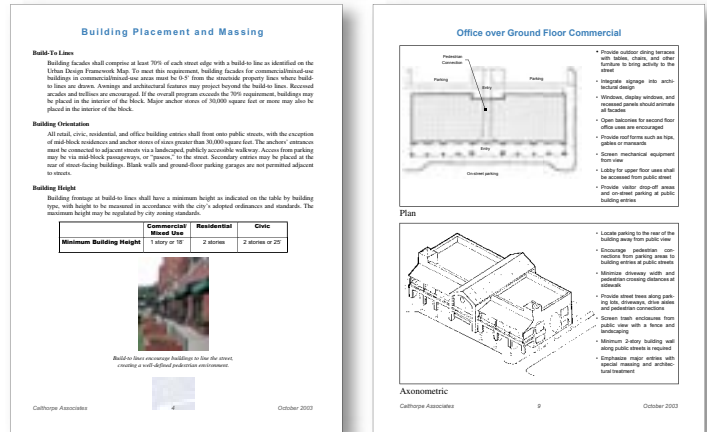


Urban Design Framework Map

URBAN DESIGN GUIDELINES

The Urban Design Framework Map simplifies the concept plan into areas of generalized land use. In most areas, mixing of uses is allowed along with the dominant use. The map also shows critical

“build-to” lines, where buildings must be built close to the street and at a minimum height that varies by the type of use. Sufficient height is required to ensure that buildings shape an adequate and memorable public realm. These urban design standards specify those features deemed essential to a coherent district or neighborhood, while maintaining flexibility for land owners and developers and supporting design creativity.



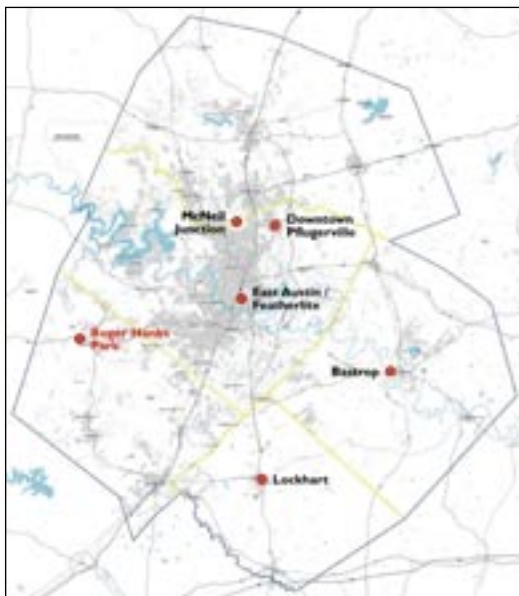
Example pages from the proposed urban design guidelines

While these principles have been applied here to the test site, they would also be valuable for Dripping Springs' other housing and commercial developments. Clustering development as was done in historic small towns while maintaining open spaces and farmland preserves the rural character of an area. A connected network of streets reduces traffic congestion. Placing stores, parks and schools near homes enable some trips to be made by foot and bicycle. Quality sidewalks and well-designed buildings create a better and safer and more pleasant environment for everyone.

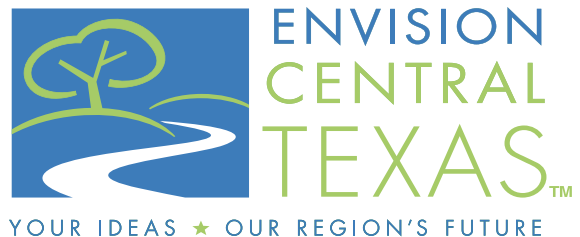
The Envision Central Texas Project

Envision Central Texas is a nonprofit organization formed to assist in the public development and implementation of a regional vision addressing the growth of Central Texas, with an emphasis on land use, transportation and the environment. Envision Central Texas dramatically alters the planning process by inviting the participation of every citizen from Bastrop, Caldwell, Hays,

Travis and Williamson counties. By working with the people of Central Texas to build a consensus, we can preserve and enhance our region's quality of life, natural resources, and economic prosperity. The goal of this process is to develop a preferred growth scenario combining broad public input and advanced analysis techniques to measure the effects of growth alternatives.



A Community Visioning Project of



For more information:

Envision Central Texas
 2512 S. IH 35
 Suite 200
 Austin, TX 78704
 Phone: (512) 916-6037
 Fax: (512) 916-6001
www.envisioncentraltexas.org