

## City of Rollingwood Comprehensive Plan 2022

### Future Policy/Objectives

<b>FUTURE LAND USE CHAPTER</b>	
<b>General Policies</b>	Review and, if necessary, create or strengthen City ordinances to protect Rollingwood tree canopy in residential and commercial areas.
	Create and encourage water-wise policies for landscaping in residential and commercial areas.
	Review and consider methods to ameliorate additional future drainage and storm water runoff, including additional drainage fees on new development.
	Review and revise City ordinances to ensure that new developments pay the costs they impose on drainage infrastructure.
	If allowable, enact rules making it more difficult to “upzone” properties from a residential use to a more intensive non-residential use.
<b>Residential Policies</b>	Commission a traffic study to address residents’ concerns over the amount and speed of traffic within residential areas; look for ways to reduce cut-through traffic; consider installation of crosswalks and pedestrian islands to permit the safe crossing of Rollingwood Drive near the park.
	Prohibit short-term rentals.
	Connect residential and commercial areas with a dedicated, safe pathway for pedestrians and bicyclists alongside Edgegrove Drive between Rollingwood Drive and Bee Caves Rd.
	Evaluate and consider connecting residential and commercial areas with a dedicated pathway along old Dellana Lane.
	Maintain standard and uniform setback and building rules on residential lots throughout Rollingwood regardless of whether a residential lot borders a lot that is either non-residential or outside Rollingwood.
Regulate “estate lots” as necessary to protect nearby and adjacent residential properties.	
<b>Commercial Policies</b>	Allow retail and office uses on all commercially zoned properties and encourage restaurant development where a restaurant use would not create a nuisance for adjacent residential properties.
	On the north side of Bee Caves Road, limit development on commercially zoned lots to two stories and 30 feet in height. On the south side of Bee Caves Road, limit development on commercially zoned lots to 3 stories and 45 feet in height.
	Maintain current Rollingwood Drive frontage setbacks ( <i>i.e.</i> , setbacks between commercial buildings and Rollingwood Drive).
	Prohibit the clearing of native vegetation within the FEMA floodplain on commercially zoned properties.
	Work with stakeholders to envision and create a safer pedestrian crossing of Bee Caves Road at Edgegrove Drive. (Long-term vision: build a pedestrian bridge across Bee Caves Road within Rollingwood.)

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<b>Commercial Policies Continued (FUTURE LAND USE CHAPTER)</b>	<p>Replace current setbacks between commercially zoned properties and residentially zoned properties with a setback of 75 feet measured from the edge of any residentially zoned lot to the edge of any building on any commercially zoned lot. The clearing of native vegetation shall be prohibited in this 75-foot setback. In addition, the City should require replanting of previously cleared spaces within the 75-foot setback between the edge of any residentially zoned lot and the edge of any building on any commercially zoned lot.</p>
	<p>To reduce the number of ingress/egress points on Bee Caves Road, eliminate any existing code provisions that require a driveway on every commercially zoned lot.</p>
	<p>Encourage the building of walking and biking paths on commercially zoned lots along the south side of Dry Creek (sometimes called Eanes Creek) on the north side of Bee Caves Road.</p>
	<p>Enforcement: The City should require an as-built survey as part of its final permitting and Certificate of Occupancy for all new commercial development. In addition, the City should exercise its full discretion and employ all means to enforce all development rules regulating commercially zoned lots.</p>
	<p>Modify development standards as necessary based on following recommendations:</p>
	<p><i>Front set back:</i></p>
	<p>the front setback for commercial properties along the north side of Bee Caves Road be reduced from the current 25' setback to a 5' setback, where the developer has agreed to: 1) contribute any required right of way to TX DOT, and 2) implement a landscape plan, including appropriate irrigation and maintenance, that provides native species shade trees along sidewalks and rear lot pedestrian paths.</p>
	<p><i>Impervious cover:</i></p>
	<p>City should establish commercial impervious cover requirements such that impervious cover shall not exceed 55% provided that no new project development will create any increases to storm water runoff (either volume or rate of flow of runoff).</p>
	<p>Incentives: the development code should incentivize permanent low impact development practices such as rainwater harvesting, bio-retention, rain gardens, green roofs, infiltration/filter strips, conservation landscaping using native plants and trees that promote the area's natural habitat including bird-, bee-, butterfly-friendly plants, and natural area preservation over and above required greenbelt setbacks, by development of a schedule of impervious cover limit increases up to an additional 10% for use of such practices: 1) there are no increases to storm water runoff (either volume or rate of flow of runoff), 2) the site plan meets all TCEQ best management practices for water quality, and meets the design elements described below.</p>
	<p>Certification: all requirements associated with impervious cover incentives, storm water management and water quality be mandatory, not subject to variance, and enforced by requirements for engineering certification that the design meets all requirements as initially submitted in the permitting process and for engineering certification that the design as built meets all impervious cover, storm water management and water quality requirements before the issuance of any occupancy permit.</p>
<p><i>Design requirements to lessen impact of commercial development to adjacent residential properties:</i></p>	

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<b>Commercial Policies Continued (FUTURE LAND USE CHAPTER)</b>	<p>Where roofs are visible from adjacent residential lots, the City should adopt appropriate design requirements that mask and/or eliminate the impact of (i) building mechanical elements (AC units, vents, wireless facilities, etc.) by requiring such elements be located at ground level and not on roofs, or if located on roofs, masked by the roof; (ii) require all solar panels be masked; and (iii) require the site plan to provide a vegetative buffer and safety features between a residential lot and a commercial lot where there is no greenbelt, topographical, or line of sight buffer between the commercial lot and any residential lot.</p>
	<p>The City should adopt lighting design criteria to eliminate impact to adjacent residential properties, down-shield night-time lights, and adopt standards consistent with the “Dark Skies” lighting policies of similarly-sized Central Texas Hill Country communities, the International Dark Skies communities or other state-certified "Dark Skies" organization.</p>
	<p>Review and revise necessary ordinances regarding interior and exterior lighting.</p>
	<p><i>Landscaping/Shade/setback incentives for commercial properties: the City should:</i></p>
	<p>Require that landscaping within the setback along Bee Caves Road, where possible, and along any pedestrian walkways, include sufficient trees to shade sidewalks and pedestrian paths.</p>
	<p>Employ a tree ordinance similar to that in residential areas that will preserve heritage trees, that requires replacement of heritage trees with a tree or trees of the same species and having the same total caliper inches, and require replacement of other protected trees so as to maintain current tree canopies.</p>
	<p>Safe harbor: the City should permit the renovation and, if necessary, rebuilding of existing structures on commercially zoned lots provided that such renovation or rebuilding (1) was in compliance with all City ordinances at the time it was built; and (2) is limited to the footprint of the existing structure.</p>
	<p>Update commercial signage regulations as needed to bring rules up to date with modern technology and building needs.</p>
	<p>Post-permit Enforcement and penalties: The zoning ordinance for commercial properties should include provisions sufficient to permit revocation of occupancy permits in the event the owner fails to maintain compliance with any permit requirement including impervious cover incentives, and landscaping, shade, setback requirements, and/or Dark Sky requirements, in addition to use of all fines and other enforcement provisions, including daily financial penalties for non-compliance.</p>

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<b>PARKS AND RECREATION CHAPTER</b>	
<b>Additional Strike Force Recommendations</b>	Add sources of shade to Rollingwood Park, including through tree planting
	Explore possibility of working with City of Austin and nearby neighbors to convert old Dellana Lane into a safe and publicly assessable hike and bike trail. (Long term: explore possibility of permitting golfcart use on pathway to connect residential areas with commercial corridor.)
	Improve and expand walking paths and sidewalks within Rollingwood Park
	The Strike Force took no position on the dog-park issues or concessions.

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<b>FACILITIES AND INFRASTRUCTURE CHAPTER</b>	
<b>Drainage</b>	The Strike Force strongly supports implementing stormwater drainage improvements that address the most significant risks to the health and safety of Rollingwood residents. The Strike Force also emphasizes that drainage improvements were identified as the highest community need by residents. Because the Strike Force was asked not to reassess the 2020 Infrastructure Improvement Plan, it takes no other positions on drainage issues
<b>City Hall</b>	The Strike Force received input from City administrators and the Chief of Police on the need for more space and other improvements to City administrative and Police facilities. City and police employees indicated that there is no more space to add additional employees, that there is no shower for employees or private bathroom, and no private room to interview crime victims or suspects. However, the Strike Force did not take a position on which option should be selected for contemplated City Hall improvements.
<b>Water</b>	The Strike Force notes that many Rollingwood residents expressed the need to address frequent water-line breaks and boil-water notices. The Strike Force did not receive testimony or engineering reports on water lines and therefore defers to the City Council as to the best way to manage the City's water infrastructure.

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<b>MOBILITY CHAPTER</b>	
	Conduct a traffic study with an eye towards creating safe accessibility from the residential areas of Rollingwood to commercial areas along Bee Cave Road; specifically, along Dellana Lane, Rollingwood Drive and Edgegrove Drive and at the crossings of these two roadways over Bee Caves Road.
	Consider creating Pedestrian Refuge Islands and crosswalks at or near Bee Cave Road at the intersections of Rollingwood Drive and Edgegrove Drive (this requires additional study).
	Consider adopting a policy allowing usage of golf cart type vehicles on residential roads and up to commercial areas at Bee Cave Road.
	Encourage sidewalks on rear of commercial development for additional bike and pedestrian usage.
	Add a crosswalk over Rollingwood Drive next to the Rollingwood Park
	Add an improved hike and bike path along Edgegrove Drive from Rollingwood Drive to Bee Cave Road.

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<b>ECONOMIC DEVELOPMENT CHAPTER</b>	
	Build and maintain a positive and competitive business-friendly climate that will retain, grow and attract high-quality restaurants and retail businesses in the City's commercial corridor along Bee Cave Road.
	Rather than build multi-story multi-tenant housing, continue to invest in the single-family character and quality of life attributes that provide the City with a competitive advantage in terms of economic development and growth in property values.
	Look first to new revenue made available by increases in the market value of new and existing Rollingwood properties to fund projects rather than raising property taxes.
	Explore to the greatest extent possible third party sources of funds, including state and federal funds, to assist in financing of infrastructure projects.
	Require voter approval for any new debt.
	Develop a fiscal policy that balances use of tax funds between annual expenses and long-term project funding.