

AGENDA

CITY OF TAYLOR, TEXAS PLANNING AND ZONING COMMISSION MEETING

October 12, 2021, 6:00 P.M.

City Hall Council Chambers
400 Porter St., Taylor, TX 76574

For Citizens Communication and to speak during the public hearings, please contact the Development Services office at 512-365-3863 prior to 5:30 p.m. on Tuesday, October 12, 2021.

The agenda packet is on the website at: <http://www.taylortx.gov/18/Agendas-and-Minutes>

CALL TO ORDER AND DECLARE A QUORUM

CITIZENS COMMUNICATION

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Commission may act on with one single vote. The Chairman or a Commissioner may pull any item from the Consent Agenda in order to discuss and act upon it individually as part of the Regular Agenda.)

1. Review and approve minutes from the meeting on September 14, 2021.
2. **PZ-2021-1338** – Consider disapproving Stellata Business Subdivision Minor Plat, consisting of approximately 6.602 acres to create one lot, located approximately 285 feet north of the intersection of NW Carlos G. Parker Boulevard and Mallard Lane, fronting on the east side of NW Carlos G. Parker Boulevard for approximately 575 feet, more particularly described as Williamson Central Appraisal District Parcel R018623, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.
3. **PZ-2021-1339** – Consider disapproving Stellata Business Subdivision Improvement Plans, consisting of approximately 6.602 acres, located approximately 285 feet north of the intersection of NW Carlos G. Parker Boulevard and Mallard Lane, fronting on the east side of NW Carlos G. Parker Boulevard for approximately 575 feet, more particularly described as Williamson Central Appraisal District Parcel R018623, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.
4. **PZ-2021-1345** – Consider disapproving Taylor Sportsplex Final Plat, consisting of approximately 29.37 acres including right-of-way dedication to create two lots, located southwest of the intersection of Chandler Road and CR 101, part of and out of the John Thomas Survey, Abstract No. 610, Taylor, Williamson County, Texas.

REGULAR AGENDA

5. Discuss vacancies on the Commission due to recent resignations by Leland Stevens and Mike Aplin and consider election of officers to fill vacancies.
6. **PZ-2021-1281** – Consider approving RCR-Taylor Logistics Park Preliminary Plat, consisting of approximately 645.21 acres, at the southeast corner of US 79 and FM 3349, part of and out of James C. Eaves Survey, Abstract No. 213 and Watkins Nobles Survey, Abstract No. 484, Taylor, Williamson County, Texas.

SUBDIVISION VARIANCE

7. **PZ-2021-1343** – Hold a public hearing regarding a request for a variance to the City of Taylor Subdivision Ordinance for a parcel consisting of approximately 5.101 acres, addressed as 51 CR 405, part of and out of the Thomas Williamson Survey, Abstract No. 755, more particularly described by Williamson Central Appraisal District Parcel R327015, Taylor, Williamson County, Texas.
8. **PZ-2021-1343** – Consider approving/disapproving a request for a variance to the City of Taylor Subdivision Ordinance for a parcel consisting of approximately 5.101 acres, addressed as 51 CR 405, part of and out of the Thomas Williamson Survey, Abstract No. 755, more particularly described by Williamson Central Appraisal District Parcel R327015, Taylor, Williamson County, Texas.

COMPREHENSIVE PLAN

9. Hold a public hearing and consider making a recommendation regarding the adoption of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan and Implementation Plan.

DISCUSSION ITEMS

10. Update regarding City Council actions on items referred by the Planning and Zoning Commission.

ADJOURN

Next Meeting Date: November 9, 2021

The Board may vote and/or act upon each of the items listed in this Agenda. The Board reserves the right to retire into executive session concerning any of the items listed on this Agenda, whenever it is considered necessary and legally justified under the Open Meetings Act. I certify that the notice of this meeting was posted in the Taylor City Hall Lobby continuously for 72 continuous hours before **October 12, 2021**. I further certify that the following news media was notified of this meeting: Taylor Daily Press.

Posted By: Carrie Orts Date: 10/4/21
Carrie Orts, Administrative Assistant

**MINUTES
CITY OF TAYLOR, TEXAS
400 Porter Street, Taylor Texas 76574
PLANNING AND ZONING COMMISSION MEETING
September 14, 2021, 6:00 p.m.**

PRESENT

Donna Frazier
Nora Roy
Michael Aplin
Rick Selin
Annette Maruska
Kellie Billings-Ray
Amy Everhart

ABSENT

Leland Stevens
Mike Eaton

OTHERS PRESENT

Tom Yantis, Director, Development Services
Carrie Orts, Admin. Assistant, Development Services
Shelly Shelton, Senior Planner, Development Services
McKenzi Hicks, Planning Tech, Development Services

CALL TO ORDER AND DECLARE A QUORUM

The meeting was called to order and a quorum declared at 6:02 p.m.

Introduction of new Planning and Zoning Commission Member

Mr. Yantis introduced Nora Roy as the newest P&Z Commissioner. Ms. Roy spoke a little about herself and the other Commissioners welcomed her.

CITIZEN COMMUNICATION

None

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Commission or Board may act on with one single vote. The Chairman or a Board member may pull any item from the Consent Agenda in order to discuss and act upon it as part of the Regular agenda.)

Review and approve minutes from the meeting on August 10, 2021.

PZ-2021-1281 – Consider disapproving RCR-Taylor Logistics Park Preliminary Plat, consisting of approximately 645.21 acres, at the southeast corner of US 79 and FM 3349, part of and out of James C. Eaves Survey, Abstract No. 213 and Watkins Nobles Survey, Abstract No. 484, Taylor, Williamson County, Texas.

PZ-2021-1286 – Consider disapproving RCR-Taylor Logistics Park, Phase 1, Amending Plat, consisting of approximately 97.91 acres, addressed as 201 FM 3349, part of and out of James C. Eaves Survey, Abstract No. 213 and Watkins Nobles Survey, Abstract No. 484, Taylor, Williamson County, Texas.

PZ-2021-1338 – Consider disapproving Stellata Business Subdivision Minor Plat, consisting of approximately 6.602 acres to create one lot, located approximately 285 feet north of the intersection of NW Carlos G. Parker Boulevard and Mallard Lane, fronting on the east side of NW Carlos G. Parker Boulevard for approximately 575 feet, more particularly described as Williamson Central Appraisal District Parcel R018623, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

PZ-2021-1339 – Consider disapproving Stellata Business Subdivision Improvement Plans, consisting of approximately 6.602 acres, located approximately 285 feet north of the intersection of NW Carlos G. Parker Boulevard and Mallard Lane, fronting on the east side of NW Carlos G. Parker Boulevard for approximately 575 feet, more particularly described as Williamson Central Appraisal District Parcel R018623, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

Mrs. Maruska made a motion to approve the consent agenda items as presented. Second by Mr. Selin. All voted aye. Motion carries.

REGULAR AGENDA

PZ-2020-1255 – Consider approving Taylor Corner Preliminary Plat, consisting of approximately 6.50 acres to create one lot, at the location of Taylor Meat Market and currently addressed as 2211 West 2nd Street, part of and out of William R. Williams Survey, Abstract No. 665, Taylor, Williamson County, Texas.

Ms. Shelton made a presentation including staff recommendation for approval of the proposed plat as it meets the requirements of the Subdivision Ordinance. Sarah Corona was present to answer questions. Discussion between Commission, Ms. Corona, and Staff.

Mrs. Maruska made motion to approve. Second by Ms. Billings-Ray. All voted aye. Motion carries.

PZ-2021-1341 – Hold a public hearing regarding a request for a specific use permit to allow a Bed & Breakfast Inn Facility on approximately 0.65 acres, addressed as 905 Davis Street, more particularly described by Williamson Central Appraisal District Parcel R014745, Taylor, Williamson County, Texas.

Public hearing opened. Ms. Hicks gave a presentation including staff recommendation for approval of the proposed specific use permit as it meets the intent of the Comprehensive Plan and is compatible with the surrounding area.

Tira and Richard Ishikawa were present to answer any questions. Discussion between Staff, Mrs. Ishikawa and Commission.

Public hearing closed.

PZ-2021-1341 – Consider making a recommendation regarding a request for a specific use permit to allow a Bed & Breakfast Inn Facility on approximately 0.65 acres, addressed as 905 Davis Street, more particularly described by Williamson Central Appraisal District Parcel R014745, Taylor, Williamson County, Texas.

Mr. Aplin made a motion to approve. Second by Mrs. Maruska. All voted aye. Motion carries.

PZ-2021-1329 – Hold a public hearing regarding a request to change the Future Land Use Plan Map designation on approximately 39.34 acres at the southwest corner of NW Carlos G. Parker Boulevard and North Drive, from Single-Family to approximately 7.63 acres of Commercial and approximately 31.71 acres of Multi-Family designations, part of and out of the William J. Baker Survey, Abstract No. 65, more particularly described by Williamson Central Appraisal District Parcel R018637, Taylor, Williamson County, Texas.

Public hearing opened. Mr. Yantis gave presentation including staff recommendation for approval of the proposed FLUP Amendment as it meets the intent of the Comprehensive Plan. Josh Becker was present to answer questions.

Several residents were present and spoke in opposition of the change: Griffen Teggeman at 1405 Willowbrook Trail; Mark Laurence at 4308 North Dr.; and Jo Heselmeyer at 4302 J.M. Cuba. Michael Prillaman at 1502 Sherry Dr. spoke in support of the change to the FLUP.

Public Hearing closed.

PZ-2021-1329 – Consider making a recommendation regarding a request to change the Future Land Use Plan Map designation on approximately 39.34 acres at the southwest corner of NW Carlos G. Parker Boulevard and North Drive, from Single-Family to approximately 7.63 acres of Commercial and approximately 31.71 acres of Multi-Family designations, part of and out of the William J. Baker Survey, Abstract No. 65, more particularly described by Williamson Central Appraisal District Parcel R018637, Taylor, Williamson County, Texas.

Mrs. Humphrey's located at 4106 North Dr. spoke in opposition of the project due to parking concerns.

Mrs. Maruska made motion to disapprove request to change the Future Land Use Plan Map. Second by Mr. Selin.

In favor: Mrs. Frazier, Mrs. Maruska, Mr. Aplin, and Mr. Selin

Opposed: Ms. Roy, Ms. Billings-Ray, and Ms. Everhart. Motion carries.

PZ-2021-1328 – Hold a public hearing regarding a to change the zoning of approximately 39.34 acres of land at the southwest corner request of NW Carlos G. Parker Boulevard and North Drive, currently zoned Rural/Agriculture Zoning District (R/A) to approximately 7.63 acres of Local Business Zoning District with a Commercial Planned Development Overlay (B-1/CPD) and approximately 31.71 acres to Multi-Family Residential Zoning District with a Residential Planned Development Overlay (MF-1/RPD), part of and out of the William J. Baker Survey, Abstract No. 65, more particularly described by Williamson Central Appraisal District Parcel R018637, Taylor, Williamson County, Texas.

Public hearing opened. Mr. Yantis gave presentation including staff recommendation to approve the re-zoning as it meets the intent of the Comprehensive Plan and is proposed in an area with existing infrastructure. Josh Becker was present to answer questions.

Mr. Cotner located at 4101 Pinehurst stated that he was opposed to the zoning change and asked audience to raise their hands if they were opposed to the change of zoning.

Public Hearing closed.

PZ-2021-1328 – Consider making a recommendation regarding a request to change the zoning of approximately 39.34 acres of land at the southwest corner of NW Carlos G. Parker Boulevard and North Drive, currently zoned Rural/Agriculture Zoning District (R/A) to approximately 7.63 acres of Local Business Zoning District with a Commercial Planned Development Overlay (B-1/CPD) and approximately 31.71 acres to Multi-Family Residential Zoning District with a Residential Planned Development Overlay (MF-1/RPD), part of and out of the William J. Baker Survey, Abstract No. 65, more particularly described by Williamson Central Appraisal District Parcel R018637, Taylor, Williamson County, Texas.

Mrs. Maruska made motion to disapprove request to rezone. Second by Mr. Selin.

In favor: Mrs. Frazier, Mrs. Maruska, Mr. Aplin, and Mr. Selin

Opposed: Ms. Roy, Ms. Billings-Ray, and Ms. Everhart. Motion carries

Update regarding City Council actions on items referred by the Planning and Zoning Commission.

Mr. Yantis stated that there were none at this time but did want to remind everyone that the joint meeting with the City Council on the Comprehensive Plan on September 28, 2021.

Adjourn

Meeting adjourned at 7:17 p.m.

Carrie Orts
Administrative Assistant, Development Services

Donna Frazier
Planning & Zoning Commission Chair

City of Taylor
Stellata Business Subdivision Minor Plat
PZ-2021-1338
Staff Report

Requested Action:

Consider disapproving Stellata Business Subdivision Minor Plat.

Applicant:

Nicholas Sandlin, P.E./Sandlin Services LLC

Subject Property:

Approximately 6.602 acres to create one lot, located approximately 285 feet north of the intersection of NW Carlos G. Parker Boulevard and Mallard Lane, fronting on the east side of NW Carlos G. Parker Boulevard for approximately 575 feet, more particularly described as Williamson Central Appraisal District Parcel R018623, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

Parcel Information:

Current Zoning: B-2/CPD

Current Use: Agricultural

Purpose:

The purpose of the plat is to create one lot for the future headquarters of S&D Plumbing and additional commercial buildings.

Staff Recommendation:

Staff comments are attached for your review. The submitted plat does not meet the minimum requirements of the Subdivision Ordinance so staff recommends disapproval of the proposed plat.

Attachments:

1. Staff Comments
2. Location Map
3. Proposed Plat



City of Taylor

400 Porter Street
Taylor, TX 76574
(512) 352-3675
www.ci.taylor.tx.us

Nick Sandlin
Sandlin Services
8500 N Mopac Ste. 804
Austin TX 78756
operations@sandlinservices.com

Date: Friday, September 24, 2021

Address: FM 397 & Mallard Ln.,

Permit Number PZ-2021-1338

Dear Nick Sandlin,

Staff has completed its review of plans for the Stellata Business Subdivision Minor Plat, located at FM 397 & Mallard Lane. There are some corrections that need to be made prior to recordation of the plat. As the submission did not meet the minimum requirements, it will be on the October 12, 2021, Planning and Zoning Commission agenda and Staff is recommending disapproval of the plat. The meeting be at 6:00 p.m. Comments from this review follow.

Planning Department Comments

The following comments have been provided by Shelly Shelton. Should you have any questions or require additional information regarding any of these comments, please contact Shelly Shelton at (512) 309-6186 or by email at shelly.shelton@taylor.tx.gov.

See mark-ups uploaded to the Review Files from Shelly Shelton

1. Provide recorded joint access agreement. Meet Fire Department requirements for Fire Lane and radii as the joint access does not meet the Fire Code requirements per Fire Marshal.
2. Add a comma after Abstract No. 65 and remove the period. The description of the plat needs to be finished with the City, County and State.
3. Remove Note 4 as you are dedicating the easements.
4. Remove the Planning and Zoning Commission Certificate.
5. Use the language below for the Owners' Certificate:

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

I, <name of current owner>, sole owner (or co-owner) of the certain (acreage) tract of land shown hereon and described in a deed recorded in Document No. _____ (or Volume and Page) of the Official Records of Williamson County, Texas, [and do hereby state that there are no lien holders of the certain tract of land], and do hereby <subdivide, resubdivide, amend, etc.> said tract as shown hereon, and do hereby consent to all plat note requirements shown hereon, and do hereby dedicate to <the City of Taylor or Williamson County if in ETJ> to the streets, alleys, rights-of-way, easements and public places shown hereon for such public purposes as the City of Taylor may deem appropriate. This subdivision is to be known as <subdivision name>.

TO CERTIFY WHICH, WITNESS by my hand this ____ day of _____, 20__.

(Owner's Signature)_____

<Owner's typed name and address>

6. Use a table and provide the dates of all submissions and resubmissions.

7. Per Engineering Provide a public utility easement along the north property line. See Subdivision Ordinance excerpt below:

2.11 Water and Sewer

The subdivider is responsible for extending utilities to the development site and shall make the necessary arrangements therefore with the applicable private utility companies and the City. The City may participate in the oversizing of utilities if desired to serve further development.

2.11.1 Utilities Furnished or Supplied by City

Sewer. Sanitary sewers shall be installed to serve each lot. All sewer systems shall be extended across lots to the adjacent property lines.

Water. Water lines shall be installed to serve each subdivided or platted lots within the corporate limits of the City and within the extraterritorial jurisdiction. All water systems shall be extended across lots to the adjacent property lines.

All public improvements shall be the responsibility of the developer. Upon approval and acceptance of the water and sewer utilities by the City, the systems become the property of the City.

2.11.1.1 Private Utilities

Within new subdivisions, all private utilities, except for distribution mains, shall be placed underground by the developer. There shall be no overhead power lines for street lights. Gas meters shall be placed underground in an appropriate box located in the parkway as approved by the City, or placed adjacent to the residential structure. If adjacent to the residential structure, the backside of the meter and pressure reducing valve shall be at least one (1) foot from the finished edge of the residence, but not more than two (2) feet.

2.11.2 Fire Flow Requirement

No building permit shall be issued by the City for construction, if that proposed construction does not meet the fire flow requirements. Minimum acceptable flow for fire protection is five hundred (500) gallons per minute (gpm) for a duration of not less than two (2) hours. This flow must be met with the water supply system remaining at or above a pressure of twenty (20) pounds per square inch (psi). All water mains must be a minimum of eight inches (8") diameter. Water mains shall be Polyvinyl Chloride Pipe (PVC) and shall be designed, manufactured, and tested in accordance with the applicable requirements of AWWA C-900 and AWWA M-23. Eight inch (8") through twelve inch (12") pipe shall be pressure class 150, DR18. Pressure class requirements for larger diameter pipes shall be subject to the approval of the City Engineer. These requirements apply to all new development. Any variation in these requirements is subject to the approval of the City Engineer.

Engineering Department Review

The following comments have been provided by Javier Vasquez. Should you have any questions or require additional information regarding any of these comments, please contact Javier Vasquez at (713) 576-3691 or by email at javier.vasquez@hdrinc.com.

*Refer to the Associated Files of the permit page for the uploaded engineering plan review comments plan review PDF.

1. Joint easement shall be reviewed and approved by TxDOT and coordinated with adjacent property owner to verify sufficient access and driveway space/turning radius is provided.
2. Provide a 10-ft PUE along north property line for a 15-ft total easement along both properties for the existing water line and sanitary sewer line.

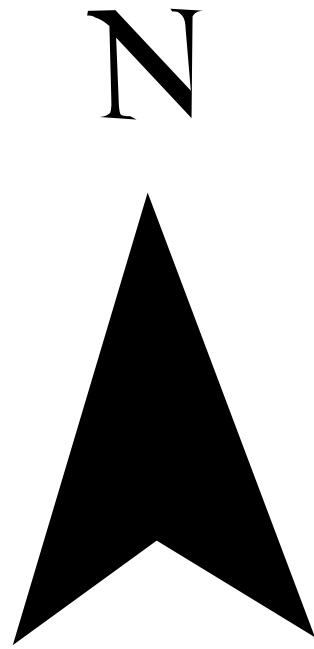
Please revise the plat to address the comments noted above. Following revision, submit the plat electronically with a resolution letter in PDF format.

Should you have questions regarding specific comments, please contact the staff member referenced under the section in which the comment occurs. Should you have questions or require additional information regarding the plan review process itself, please feel free to contact me directly. I can be reached by telephone at (512) 309-6186, or by e-mail at shelly.shelton@taylor.tx.gov.

Thank you,



Shelly Shelton
Development Services
Original Departments: Permit Administrator, Planning (Shelly R Shelton),
Planning Admin., Planning case manager (reviewer)
Attachment



PZ-2021-1338

**Stellata Business Subdivision
Minor Plat**

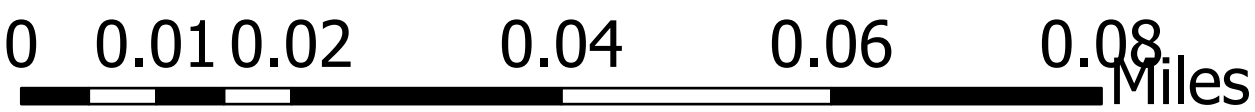
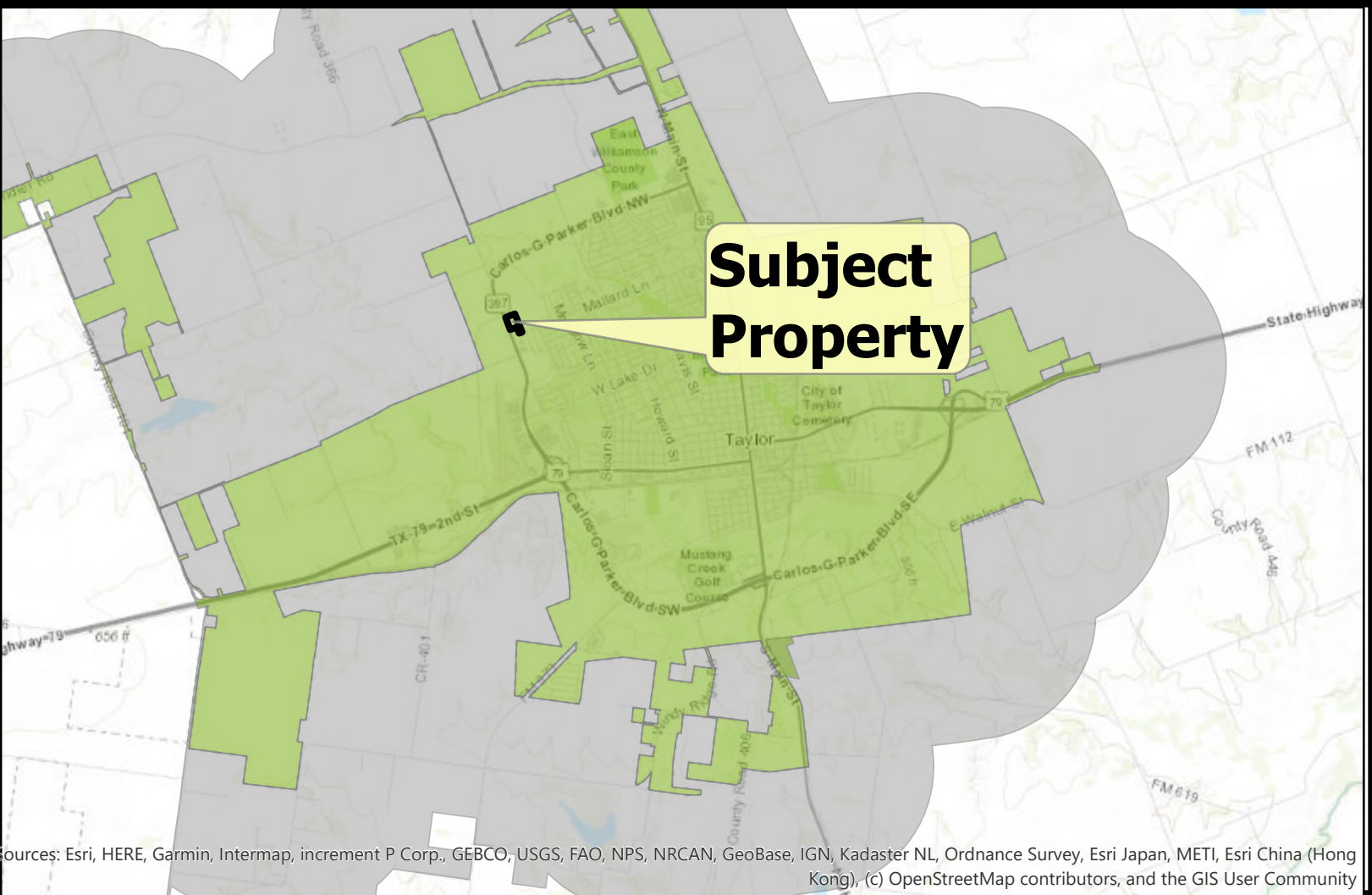
**Located at the Northeast Corner
of Mallard Ln. and Carlos G.**

Parker Blvd.

Approximately 6.60 Acres

Legend

-  City Limits
-  Subject Property
-  Streets



Source: Esri, Maxar, GeoEye, AeroGRID, IGN, and the GIS User Community

STELLATA BUSINESS SUBDIVISION

BEING A MINOR PLAT CONSISTING OF 6.602 ACRES TO CREATE ONE LOT, PART OF AND OUT OF THE WILLIAM J. BAKER SURVEY, ABSTRACT NO. 65.

SITE ADDRESS:

FM ROAD NO. 397 / MALLARD LANE
TAYLOR, TEXAS 76574

OWNER:

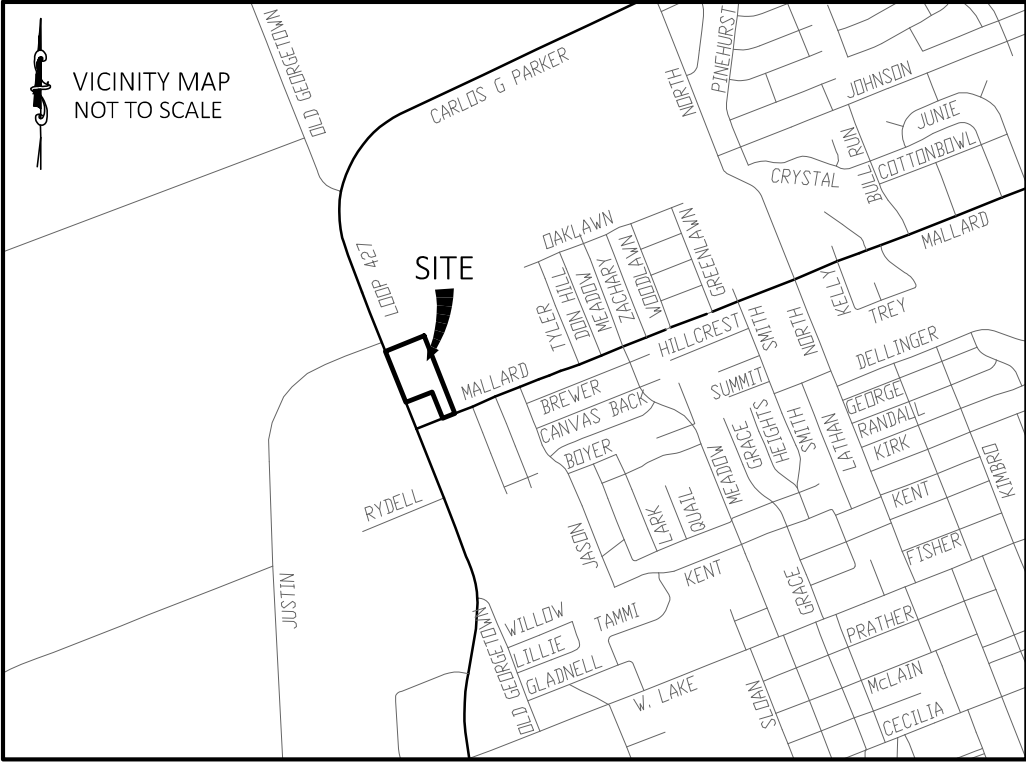
TRACTOR TIRE, LLC.
SAMUEL D. DOWDY, SR., MANAGER
P. O. BOX 1376
TAYLOR, TEXAS 76574

ENGINEER:

NICHOLAS SANDLIN
SANDLIN SERVICES, LLC.
11500 TX-29
LIBERTY HILL, TEXAS 78642
(806) 679-7303 PH

SURVEYOR:

FRED L. DODD, JR.
DODD SURVEYING & MAPPING CO., INC.
P. O. BOX 1695
LIBERTY HILL, TEXAS 78642
(512) 953-5705 PH



LEGEND

- 1/2" IRON ROD SET
- 1/2" IRON ROD FOUND (UNLESS NOTED)
- D.E. DRAINAGE EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT
- P.R.W.C. PLAT RECORDS, WILLIAMSON COUNTY
- O.P.R.W.C. OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY
- () RECORD INFORMATION

LINE LEGEND

- ADJOINER PROPERTY LINES
- - - EASEMENTS
- SUBJECT BOUNDARY LINES
- SIDEWALK TO BE BUILT

LINE	BEARING	DISTANCE
E1	N 21°54'50" W	133.76'
E2	S 68°10'50" W	79.69'
E3	N 21°38'41" W	31.73'
E4	N 68°21'19" E	130.62'
E5	S 21°32'28" E	192.48'
E6	S 68°27'32" W	23.40'
E7	N 21°38'41" W	20.00'
E8	N 68°21'19" E	25.00'
E9	S 21°38'41" E	20.00'
E10	S 68°21'19" W	25.00'
E11	N 53°17'53" W	79.56'
E12	N 68°11'06" E	98.18'
E13	N 68°27'48" E	79.52'

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	42.38'	26.50'	91°38'27"	N 65°57'39" W	38.01'

BENCHMARKS:

BM 1: SOUTHWEST CORNER OF CONCRETE WATER VAULT.
N: 10188524.9
E: 3206812.3
ELEV.:619.90'

BM 2: TOP OF CURB AT EAST PROPERTY LINE EXTENSION AT SOUTHEAST PROPERTY CORNER.
N: 10188079.7
E: 3206978.8
ELEV.:615.85'

DAVID STAGLIK
2005028188
O.P.R.W.C.
(3.952 ACRES)

DAVID STAGLIK &
REBECCA L. STAGLIK
2011007426
O.P.R.W.C.
(7.773 ACRES)

CHRIST FELLOWSHIP
CHURCH
2002026119
O.P.R.W.C.
(4.000 ACRES)

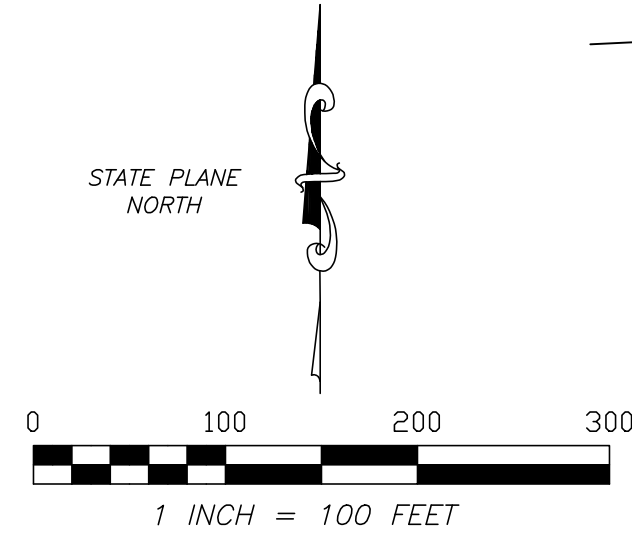
CHRIST FELLOWSHIP
1999082701
O.P.R.W.C.
(6.250 ACRES)

RONALD TODD RANDIG
& MELISSA M. RANDIG
DOC. NO. 2010066274
O.P.R.W.C.
(1.00 ACRES)

RONALD TODD RANDIG
& MELISSA M. RANDIG
DOC. NO. 2010066278
O.P.R.W.C.
(1.00 ACRES)

LOT 1
BLOCK 1
R. AWAD ADDITION
2011056803
(4.48 ACRES)

NORTHLAWN
SECTION TWO
CAB. M, SLIDE 367-368
25



BEARINGS ARE REFERENCED TO THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, TEXAS CENTRAL ZONE, USING A COMBINED SCALE FACTOR OF 0.999878267 AND HAVING A CONVERGENCE ANGLE OF 01°29'23".



LOT SUMMARY:

LOT 1 = 6.602 ACRES (287,583 S.F.)

TOTAL NUMBER OF LOTS = 1
TOTAL AREA = 6.602 ACRES (287,583 S.F.)

NO NEW ROADS

SHEET 1 OF 2
PREPARED: 06/09/2021
SUBMITTAL DATE: 07/30/2021

STELLATA BUSINESS SUBDIVISION

BEING A MINOR PLAT CONSISTING OF 6.602 ACRES TO CREATE ONE LOT, PART OF AND OUT OF THE WILLIAM J. BAKER SURVEY, ABSTRACT NO. 65.

STATE OF TEXAS { KNOW ALL MEN BY THESE PRESENTS
COUNTY OF WILLIAMSON {

WE, THE OWNERS OF TRACTOR TIRE, LLC. OF THAT CERTAIN 6.602 TRACT OF LAND, MORE OR LESS, SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2020015451 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, AND DO HEREBY SUBDIVIDE SAID TRACT AS SHOWN HEREON, AND DO HEREBY CONSENT TO ALL PLAT NOTE REQUIREMENTS SHOWN HEREON, AND DO HEREBY DEDICATE TO THE CITY OF TAYLOR THE STREETS, ALLEYS, RIGHTS-OF-WAY, EASEMENTS AND PUBLIC PLACES SHOWN HEREON FOR PUBLIC PURPOSES AS THE CITY OF TAYLOR MAY DEEM APPROPRIATE. THIS SUBDIVISION IS TO BE KNOW AS:

STELLATA BUSINESS SUBDIVISION

TO CERTIFY WHICH, WITNESS MY HAND, THIS THE ____ DAY OF _____, 20____.

SAMUEL D. DOWDY, SR., MANAGER
TRACTOR TIRE, LLC.
3601 COUNTY ROAD 482
THRALL, TX 76578
RHONDA DOWDY, MANAGER
TRACTOR TIRE, LLC.
3601 COUNTY ROAD 482
THRALL, TX 76578

STATE OF TEXAS { KNOW ALL MEN BY THESE PRESENTS
COUNTY OF WILLIAMSON {

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS DAY PERSONALLY APPEARED SAMUEL D. DOWDY, SR., KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS ____ DAY OF _____, 20____.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS
MY COMMISSION EXPIRES ON: _____

STATE OF TEXAS { KNOW ALL MEN BY THESE PRESENTS
COUNTY OF WILLIAMSON {

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS DAY PERSONALLY APPEARED RHONDA DOWDY, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS ____ DAY OF _____, 20____.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS
MY COMMISSION EXPIRES ON: _____

LEGAL DESCRIPTION:

BEING 6.602 ACRES OF LAND, MORE OR LESS, OUT OF THE WILLIAM J. BAKER SURVEY, ABSTRACT NO. 65, SITUATED IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS, BEING A PORTION OF THE CALLED 27.317 ACRE TRACT DESCRIBED IN THE DEED TO THE FRANKIE AND JUDY LIMMER FAMILY LIMITED PARTNERSHIP, RECORDED IN VOLUME 2288, PAGE 127 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS, SAID 6.602 ACRES OF LAND, BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING, AT AN 1/2 INCH IRON ROD FOUND IN THE NORTH LINE OF MALLARD LANE (80' RIGHT-OF-WAY - PLAT CABINET I, SLIDE 138, AND DOC. NO. 2017006232), ALSO BEING THE SOUTH LINE OF SAID 27.317 ACRE TRACT, FOR THE SOUTHWEST CORNER OF LOT 1, BLOCK A, FIRST BAPTIST CHURCH OF TAYLOR SUBDIVISION, A SUBDIVISION IN WILLIAMSON COUNTY, TEXAS, AS SHOWN UPON THE PLAT RECORDED IN DOCUMENT NO. 2017006232 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, AND SOUTHEAST CORNER HEREOF;

THENCE, S 68°14'25" W, WITH THE NORTH LINE OF SAID MALLARD LANE, AND SOUTH LINE OF SAID 27.317 ACRE TRACT, A DISTANCE OF 135.70 FEET TO A 1/2 INCH IRON ROD FOUND FOR THE SOUTHEAST CORNER OF THE TRACT DESCRIBED IN THE DEED TO RONALD TODD RANDIG AND MELISSA M. RANDIG, RECORDED IN DOCUMENT NO. 2010066274 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS;

THENCE, N 21°33'34" W, DEPARTING THE NORTH LINE OF SAID MALLARD LANE, AND WITH THE EAST LINE OF SAID RANDIG TRACT, A DISTANCE OF 295.62 FEET TO A 1/2 INCH IRON ROD FOUND FOR THE NORTHEAST CORNER OF SAID RANDIG TRACT, AND A RE-ENTRANT CORNER HEREOF;

THENCE, S 68°27'32" W, WITH THE NORTH LINE OF SAID RANDIG TRACT, A DISTANCE OF 295.27 FEET TO AN IRON ROD FOUND WITH CAP STAMPED 'RPLS 1433' IN THE EAST LINE OF FARM-TO-MARKET ROAD NO. 397 (120' RIGHT-OF-WAY), ALSO BEING THE WEST LINE OF SAID 27.317 ACRE TRACT, FOR THE SOUTHWEST CORNER HEREOF;

THENCE, N 21°38'41" W, WITH THE COMMON LINE OF SAID FARM-TO-MARKET ROAD NO. 397, AND SAID 27.317 ACRE TRACT, A DISTANCE OF 572.77 FEET, TO AN IRON ROD FOUND WITH CAP STAMPED 'RPLS 1433, FOR THE SOUTHWEST CORNER OF LOT 1, THE FIREMAN'S ADDITION, AN ADDITION TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS, AS SHOWN UPON THE PLAT RECORDED IN CABINET O, SLIDE 368 OF THE PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS, AND SOUTHWEST CORNER OF THE TRACT DESCRIBED IN THE DEED TO THE CITY OF TAYLOR, TEXAS, RECORDED IN DOCUMENT NO. 9818754 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS, AND NORTHWEST CORNER HEREOF;

THENCE, N 68°13'27" E, WITH THE SOUTH LINE OF SAID CITY OF TAYLOR TRACT, AT 149.81 FEET PASSING AN IRON ROD FOUND CAPPED 'RPLS 4249', CONTINUING IN ALL, A DISTANCE OF 432.17 FEET TO A CALCULATED POINT IN THE WEST LINE OF SAID LOT 1, BLOCK A, FIRST BAPTIST CHURCH OF TAYLOR SUBDIVISION, FOR THE SOUTHEAST CORNER OF SAID LOT 1, THE FIREMAN'S ADDITION, AND NORTHEAST CORNER HEREOF, FROM WHICH A 1/2 INCH IRON ROD FOUND BEARS, S 68°13'27" W, 0.36 FEET;

THENCE, S 21°32'12" E, WITH THE WEST LINE OF SAID LOT 1, BLOCK A, FIRST BAPTIST CHURCH OF TAYLOR SUBDIVISION, A DISTANCE OF 869.64 FEET TO THE PLACE OF BEGINNING, AND CONTAINING 6.602 ACRES OF LAND, MORE OR LESS.

SURVEYOR CERTIFICATION:

STATE OF TEXAS { KNOW ALL MEN BY THESE PRESENTS
COUNTY OF WILLIAMSON {

I, FRED L. DODD, JR., REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECTLY MADE FROM AN ACTUAL SURVEY MADE ON THE GROUND OF THE PROPERTY LEGALLY DESCRIBED HEREON, AND THAT THERE ARE NO APPARENT DISCREPANCIES, CONFLICTS, OVERLAPPING OF IMPROVEMENTS, VISIBLE UTILITY LINES OR ROADS IN PLACE, EXCEPT AS SHOWN ON THE ACCOMPANYING PLAT, AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY SUPERVISION IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF TAYLOR, TEXAS.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT _____, _____ COUNTY, TEXAS, THIS ____ DAY OF _____, 20____.

PRELIMINARY DOCUMENT NOT FOR RECORDATION

FRED L. DODD, JR.
DODD SURVEYING & MAPPING CO., INC.
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 6392, STATE OF TEXAS



SHEET 2 OF 2
PREPARED: 06/09/2021
SUBMITTAL DATE: 07/30/2021

PLAT NOTES:

- 1. UTILITY PROVIDERS - WATER: CITY OF TAYLOR; WASTEWATER: CITY OF TAYLOR; ELECTRICITY: QNCOR ELECTRIC DELIVERY LLC.
- 2. ALL STRUCTURES AND/OR OBSTRUCTIONS ARE PROHIBITED IN DRAINAGE EASEMENTS.
- 3. THERE ARE NOT AREAS WITHIN THE BOUNDARIES OF THIS SUBDIVISION IN THE 100-YEAR FLOODPLAIN AS DEFINED BY FIRM MAP NUMBER 48491C0530F, EFFECTIVE DATE OF 12/20/2019.
- 4. A 10-FT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG ALL STREET FRONTAGES.
- 5. ALL MINIMUM YARD (BUILDING) SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF TAYLOR ZONING ORDINANCE, AS AMENDED.
- 6. MINIMUM FIRE FLOW OF _____ GALLONS PER MINUTE FOR NOT LESS THAN TWO (2) HOURS SHALL BE PROVIDED.

STATE OF TEXAS
COUNTY OF WILLIAMSON

I, NICHOLAS SANDLIN, REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS SUBDIVISION IS NOT ENCROACHED BY A ZONE A FLOOD AREA, AS DENOTED HEREIN, AND AS DEFINED BY FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION FLOOD HAZARD BOUNDARY MAP, COMMUNITY PANEL NUMBER 48491C0530F, EFFECTIVE DATE DECEMBER 20, 2019, AND THAT EACH LOT CONFORMS TO THE CITY OF TAYLOR REGULATIONS. THE FULLY DEVELOPED, CONCENTRATED STORMWATER RUNOFF RESULTING FROM THE ONE HUNDRED (100) YEAR FREQUENCY STORM IS CONTAINED WITHIN THE DRAINAGE EASEMENTS SHOWN AND/OR PUBLIC RIGHTS-OF-WAY DEDICATED BY THIS PLAT.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT _____, _____ COUNTY, TEXAS, THIS ____ DAY OF _____, 20____.

NICHOLAS SANDLIN
SANDLIN SERVICES, LLC.
REGISTERED PROFESSIONAL ENGINEER
NO. 124404, STATE OF TEXAS

I, TOM YANTIS, DEVELOPMENT SERVICES DIRECTOR FOR THE CITY OF TAYLOR, TEXAS, DO HEREBY CERTIFY THIS PLAT IS APPROVED FOR FILING OF RECORD WITH THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS.

TOM YANTIS, DATE
DIRECTOR OF DEVELOPMENT SERVICES

THIS SUBDIVISION TO BE KNOWN AS STELLATA BUSINESS SUBDIVISION HAS BEEN ACCEPTED AND APPROVED FOR FILING OF RECORD WITH THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS, ACCORDING TO THE MINUTES OF THE MEETING OF THE TAYLOR PLANNING AND ZONING COMMISSION ON THE ____ DAY OF _____, 20____, A.D.

_____, CHAIRMAN DATE
_____, SECRETARY DATE

STATE OF TEXAS { KNOW ALL MEN BY THESE PRESENTS
COUNTY OF WILLIAMSON {

I, NANCY E. RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, AND ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY OF _____, 20____ A.D. AT ____ O'CLOCK ____M., AND DULY RECORDED THIS THE ____ DAY OF _____, 20____ A.D. AT ____ O'CLOCK ____M., IN THE OFFICIAL PUBLIC RECORDS OF SAID COUNTY IN DOCUMENT NUMBER _____.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN GEORGETOWN, TEXAS, THE DATE LAST SHOWN ABOVE WRITTEN.

NANCY E. RISTER, CLERK COUNTY COURT
OF WILLIAMSON COUNTY, TEXAS

BY: _____, DEPUTY

City of Taylor
Stellata Business Subdivision Improvement Plans
PZ-2021-1339
Staff Report

Requested Action:

Consider disapproving Stellata Business Subdivision Improvement Plans.

Applicant:

Nicholas Sandlin, P.E./Sandlin Services LLC

Subject Property:

Approximately 6.602 acres, located approximately 285 feet north of the intersection of NW Carlos G. Parker Boulevard and Mallard Lane, fronting on the east side of NW Carlos G. Parker Boulevard for approximately 575 feet, more particularly described as Williamson Central Appraisal District Parcel R018623, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

Parcel Information:

Current Zoning: B-2/CPD

Current Use: Agricultural

Purpose:

The plans are for subdivision improvements for Stellata Business Subdivision.

Staff Recommendation:

Staff comments are attached for your review. The submitted plans do not meet the minimum requirements of the Subdivision Ordinance so staff recommends disapproval of the proposed subdivision improvement plans.

Attachments:

1. Staff Comments
2. Location Map



City of Taylor

400 Porter Street
Taylor, TX 76574
(512) 352-3675
www.ci.taylor.tx.us

Nicholas Sandlin, PE
Sandlin Services, LLC
4501 Whispering Valley Dr
Austin TX 78727
operations@sandlinservices.com

Date: Monday, September 27,
2021

Address: 397 FM / Mallard Ln, Taylor 76574

Permit Number PZ-2021-1339

Dear Nicholas Sandlin, PE,

Staff has completed its review of plans for the Stellata Business Subdivision SIP that is to be located at 397 FM / Mallard Ln, Taylor 76574. There are some corrections that need to be made prior to recordation of the plat. Comments from this review follow.

Planning Department Comments

The following comments have been provided by Shelly Shelton. Should you have any questions or require additional information regarding any of these comments, please contact Shelly Shelton at (512) 309-6186 or by email at shelly.shelton@taylortx.gov.

The plans and the plat are not consistent. The plans must be the same as the plat.

Per Engineering show the easement that is required on the north property line. See Ordinance excerpt below:

2.11 Water and Sewer

The subdivider is responsible for extending utilities to the development site and shall make the necessary arrangements therefore with the applicable private utility companies and the City. The City may participate in the oversizing of utilities if desired to serve further development.

2.11.1 Utilities Furnished or Supplied by City

Sewer. Sanitary sewers shall be installed to serve each lot. All sewer systems shall be extended across lots to the adjacent property lines.

Water. Water lines shall be installed to serve each subdivided or platted lots within the corporate limits of the City and within the extraterritorial jurisdiction. All water systems shall be extended across lots to the adjacent property lines.

All public improvements shall be the responsibility of the developer. Upon approval and acceptance of the water and sewer utilities by the City, the systems become the property of the City.

2.11.1.1 Private Utilities

Within new subdivisions, all private utilities, except for distribution mains, shall be placed underground by the developer. There shall be no overhead power lines for street lights. Gas meters shall be placed underground in an appropriate box located in the parkway as approved by the City, or placed adjacent to the residential structure. If adjacent to the residential structure, the backside of the meter and pressure reducing valve shall be at least one (1) foot from the finished edge of the residence, but not more than two (2) feet.

2.11.2 Fire Flow Requirement

No building permit shall be issued by the City for construction, if that proposed construction does not meet the fire flow requirements. Minimum acceptable flow for fire protection is five hundred (500) gallons per minute (gpm) for a duration of not less than two (2) hours. This flow must be met with the water supply system remaining at or above a pressure of twenty (20) pounds per square inch (psi). All water mains must be a minimum of eight inches (8") diameter. Water mains shall be Polyvinyl Chloride Pipe (PVC) and shall be designed, manufactured, and tested in accordance with the

applicable requirements of AWWA C-900 and AWWA M-23. Eight inch (8") through twelve inch (12") pipe shall be pressure class 150, DR18. Pressure class requirements for larger diameter pipes shall be subject to the approval of the City Engineer. These requirements apply to all new development. Any variation in these requirements is subject to the approval of the City Engineer.

The most current rendition of the plat was not included in the submission. Include the current version of the plat next time you submit.

The property line and the right-of-way line are the same line so use the long dash and two short dashes (repeated over and over again), which is the typical symbology and is in the Legend for the right-of-way. However it is also in the Legend as the phase boundary. The phase boundary is not usually the long dashes two short dashes (repeated over and over again). Change the symbol used for phases if you have phases.

Engineering Department Review

The following comments have been provided by Javier Vasquez. Should you have any questions or require additional information regarding any of these comments, please contact Javier Vasquez at (713) 576-3691 or by email at javier.vasquez@hdrinc.com.

~~The proposed 8-inch water line shall be across the property to the abutting parcel (Ronald Todd Randig – Doc. No. 2010066274). The cost estimate shall be updated to include the additional linear footage of water line and any necessary appurtenances.~~

**Refer to Associated Files portion of the permit page for engineering comments on pdf plan review file.*

1. *Cover Sheet (1 of 9) - Update heading to include sidewalk construction.*
2. *Erosion Control Plan (4 of 9) - Provide silt fencing along portion of property/work adjacent to TxDOT roadside ditch.*
3. *Erosion Control Plan (4 of 9) - Update easement information shown.*
4. *Wastewater Collection Plan (5 of 9) - Update callouts noted to 8-inch.*
5. *Wastewater Collection Plan (5 of 9) - Show all easements on the plans as presented in the plat*
6. *Wastewater Collection Plan (5 of 9) - For the proposed 8-inch sanitary sewer, a minimum TCEQ slope is to be used to allow for adequate slope of sanitary service line for the corner property.*
7. *Wastewater Collection Plan (5 of 9) - Provide sidewalk to projected property line*
8. *Water Distribution Plan (6 of 9) - Verify scale shown. Scaling appears to be 1":20'.*
9. *Water Distribution Plan (6 of 9) - Remove and label updated joint access easement. Easement to be verified with TxDOT and adjacent property owner.*
10. *Water Distribution Plan (6 of 9) - Provide (1) full joint of water pipe and restrained joint fittings at end of line.*
11. *Water Distribution Plan (6 of 9) - Update label to show end of line with cap and plug with restrained joint fittings.*
12. *Site Details (9 of 9) - Provide sidewalk and associated paving details (i.e. joints, curb ramps)*

Fire Department Comments (PZ)

The following comments have been provided by Bobby Copeland. Should you have any questions or require additional information regarding any of these comments, please contact Bobby Copeland at (512) 352-6992 or by email at robert.copeland@taylorlx.gov.

Reviewed resubmitted plans with no comments. The fire department's previous comments have been addressed.

Please revise the plat to address the comments noted above. Following revision, submit the plat electronically with a resolution letter in PDF format.

Should you have questions regarding specific comments, please contact the staff member referenced under the section in which the comment occurs. Should you have questions or require additional information regarding the plan review process itself, please feel free to contact me directly. I can be reached by telephone at (512) 309-6186, or by e-mail at shelly.shelton@taylortx.gov.

Thank you,

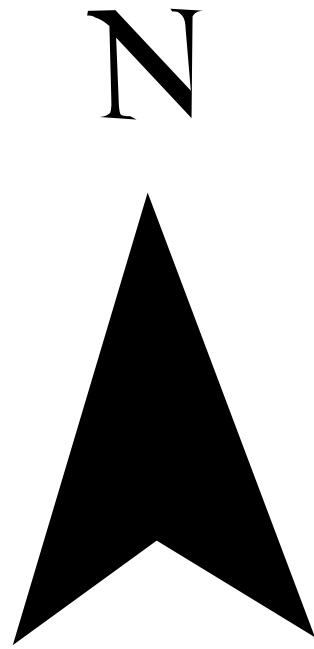


Shelly Shelton

Development Services

Original Departments: Permit Administrator, Planning (Shelly R Shelton),
Planning Admin., Planning case manager (reviewer)

Attachment

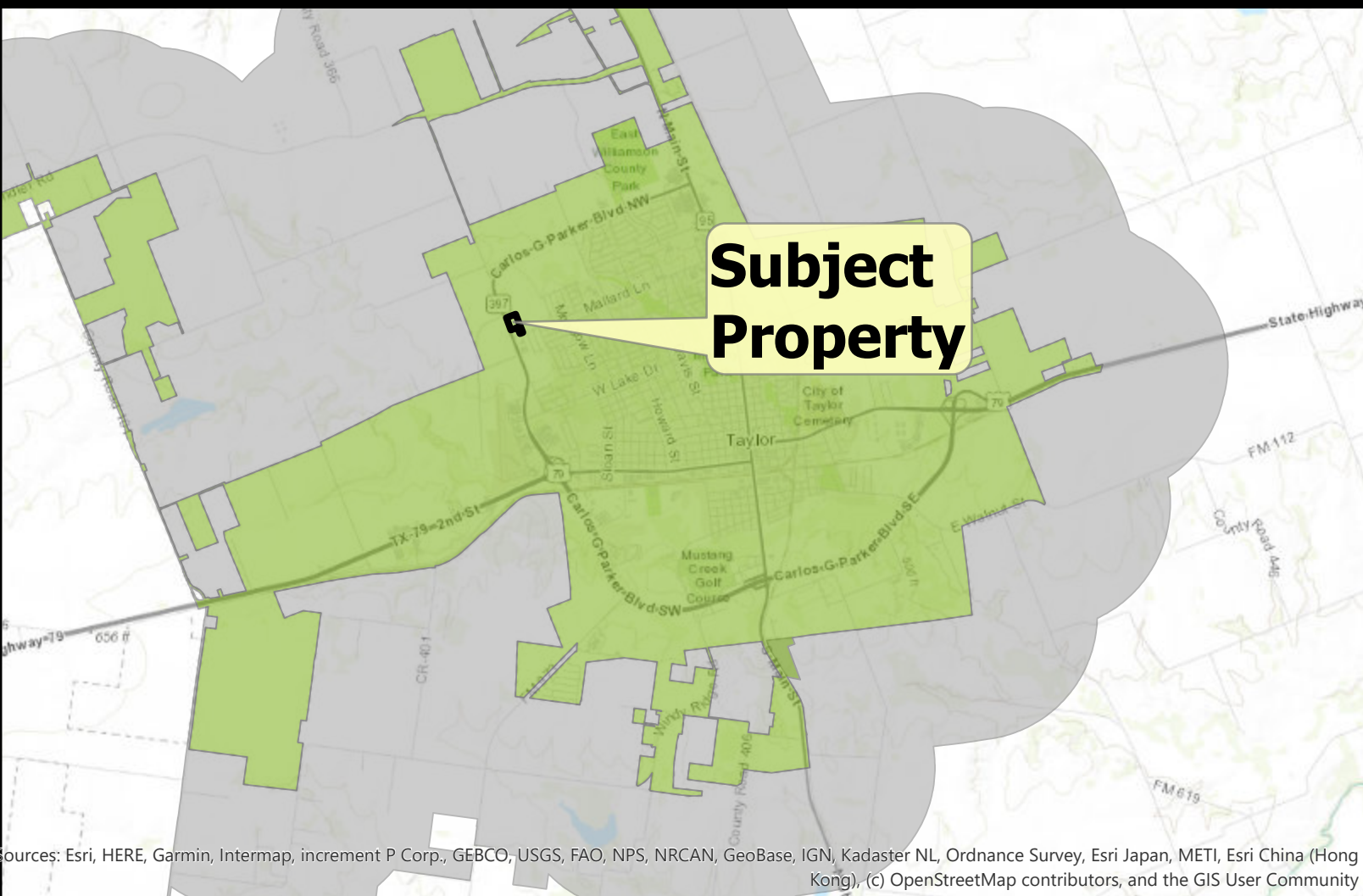


PZ-2021-1339

**Stellata Business
Subdivision Improvement Plans
Located at the Northeast Corner
of Mallard Ln. and Carlos G.
Parker Blvd.
Approximately 6.60 Acres**

Legend

-  City Limits
-  Subject Property
-  Streets



0 0.01 0.02 0.04 0.06 0.08 Miles

City of Taylor
Taylor Sportsplex Final Plat
PZ-2021-1345
Staff Report

Requested Action:

Consider disapproving Taylor Sportsplex Final Plat.

Applicant:

Jayly Ortega/Texas Sports and Civil Engineering

Subject Property:

Approximately 29.37 acres including right-of-way dedication to create two lots, located southwest of the intersection of Chandler Road and County Road 101, part of and out of the John Thomas Survey, Abstract No. 610, Taylor, Williamson County, Texas.

Parcel Information:

Current Zoning: B-1

Current Use: Vacant

Purpose:

The purpose of the plat is to create a baseball sports complex.

Staff Recommendation:

Staff comments are attached for your review. The submitted plat does not meet the minimum requirements of the Subdivision Ordinance so staff recommends disapproval of the proposed preliminary plat.

Attachments:

1. Staff Comments
2. Location Map
3. Proposed Plat



City of Taylor

400 Porter Street
Taylor, TX 76574
(512) 352-3675
www.ci.taylor.tx.us

Kenneth Jurado
TSCE
3100 Richmond Ave Suite 309
Houston TX 77098
k.jurado@texasce.com

Date: Monday, September 27,
2021

Address: 10093 Chandler Rd, TAYLOR 76574

Permit Number PZ-2021-1345

Dear Kenneth Jurado,

Staff has completed its review of plans for the Taylor Sportsplex Final Plat that is to be located at 10093 Chandler Rd, Taylor, Texas 76574. There are some corrections that need to be made prior to recordation of the plat. Your plat will be placed on the October 12, 2021, Planning and Zoning Commission Meeting Agenda. Comments from this review follow.

Planning Department Comments

The following comments have been provided by Shelly Shelton. Should you have any questions or require additional information regarding any of these comments, please contact Shelly Shelton at (512) 309-6186 or by email at shelly.shelton@taylortx.gov.

1. The plat was not submitted June 18, 2021. Make the correction. Include the date of every revision in table.
2. The 100-feet that will be dedicated for future expansion of Chandler Road is not labeled. Label as "Future ROW Reserve" like the prelim.
3. Signature Blocks (in this order, columned top to bottom / left to right, separated by neat lines/boxes, with the applicable 'Label' underlined):
 - i. Owner(s) – signature and Notarization -- (all plats)
 - ii. Lienholder (if any) – signature and Notarization -- (all plats)
 - iii. Surveyor Certification – signature and seal -- (all plats)
 - iv. Engineer Certification (if required) – signature and seal -- (all plats)
 - v. Williamson County & Cities Health District -- (Recording plats utilizing on-site sewage facilities)
 - vi. Planning & Zoning Commission – Chairman & Secretary, blanks for names (plats that require P&Z approval)
 - vii. Williamson County Clerk – leave a 1.5" x 1.5" scale space for Clerk's seal (all recording plats)

All of the Certificates are missing. Label all of the Certificates. See below:

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

I, <name of current owner>, sole owner (or co-owner) of the certain (acreage) tract of land shown hereon and described in a deed recorded in Document No. _____ (or Volume and Page) of the Official Records of Williamson County, Texas, [and do hereby state that there are no lien holders of the certain tract of land], and do hereby <subdivide, resubdivide, amend, etc.> said tract as shown hereon, and do hereby consent to all plat note requirements shown hereon, and do hereby dedicate to <the City of Taylor or Williamson County if in ETJ> to the streets, alleys, rights-of-way, easements and public places shown hereon for such public purposes as the City of Taylor may deem appropriate. This subdivision is to be known as <subdivision name>.

TO CERTIFY WHICH, WITNESS by my hand this ____ day of _____, 20__.

(Owner's Signature)_____

<Owner's typed name and address>

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

Before me, the undersigned, a notary public in and for said county and state, on this day personally appeared <owner's name>, known to me to be the person whose name is subscribed to the foregoing instrument.

GIVEN UNDER MY HAND AND SEAL of office this day of _____, 20__ .

Notary Public in and for the State of Texas

My Commission expires on: _____

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

I, <name of current lien holder> , Lien Holder of the certain (acreage) tract of land shown hereon and described in a deed recorded in Document No. _____ (or Volume and Page) of the Official Records of Williamson County, Texas, do hereby consent to the <subdivision, resubdivision, amendment, etc.> of said tract as shown hereon, and do further hereby join, approve, and consent to all plat note requirements shown hereon, and do hereby dedicate to <the City of Taylor or Williamson County if in ETJ> the streets, alleys, rights-of-way, easements and public places shown hereon for such public purposes as the City of Taylor may deem appropriate. This subdivision is to be known as <subdivision name>.

TO CERTIFY WHICH, WITNESS by my hand this ____ day of _____, 20__.

(Lien Holder's Signature)_____

<Lien Holder's typed name and address>

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

Before me, the undersigned, a notary public in and for said county and state, on this day personally appeared <lien

holder's name>, known to me to be the person whose name is subscribed to the foregoing instrument.

GIVEN UNDER MY HAND AND SEAL of office this day of _____, 20____.

Notary Public in and for the State of Texas

My Commission expires on: _____

I, _____, Registered Professional Engineer in the State of Texas, do hereby certify that this <subdivision, parcel> is not encroached by a Zone A flood area, as denoted herein, and as defined by Federal Emergency Management Administration Flood Hazard Boundary Map, Community Panel Number _____, effective date September 26, 2008, and that each lot conforms to the City of Taylor regulations.

The fully developed, concentrated stormwater runoff resulting from the one hundred (100) year frequency storm is contained within the drainage easements shown and/or public rights-of-way dedicated by this plat.

TO CERTIFY WHICH, WITNESS my hand and seal at _____, _____ County, Texas, this _____ day of _____, 20____.

Registered Professional Engineer (sealed)

No. _____ State of Texas

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

I, _____, Registered Professional Land Surveyor in the State of Texas, do hereby certify that this plat is true and correctly made from an actual survey made on the ground of the property legally described hereon, and that there are no apparent discrepancies, conflicts, overlapping of improvements, visible utility lines or roads in place, except as shown on the accompanying plat, and that the corner monuments shown thereon were properly placed under my supervision in accordance with the subdivision regulations of the City of Taylor, Texas.

TO CERTIFY WHICH, WITNESS my hand and seal at _____, _____ County, Texas, this _____ day of _____, 20____.

Registered Professional Surveyor (sealed)

No. _____ State of Texas

This subdivision to be known as _____ has been accepted and approved for filing of record with the County Clerk of Williamson County, Texas, according to the minutes of the meeting of the Taylor Planning and Zoning Commission on the _____ day of _____, 20____, A.D.

_____, Chairman Date

_____, Secretary Date

Based upon the above representations of the engineer or surveyor whose seal is affixed hereto, and after a review of the plat as represented by the said engineer or surveyor, I find that this plat complies with the requirements of Edwards Aquifer Regulations for Williamson County and Williamson County On-Site Sewage Facility Regulations. This certification is made solely upon such representations and should not be relied upon for verifications of the facts alleged. The Williamson County Engineer's Office and Williamson County disclaim any responsibility to any member of the public for independent verification of the representations, factual or otherwise, contained in this blue line (survey) and the documents associated with it.

J. Terron Evertson, PE, DR, CFM
County Engineer

Date

Based upon the above representations of the Engineer or Surveyor whose seal is affixed hereto, and after a review of the plat as represented by the said Engineer or Surveyor, I find that this plat complies with the City of Taylor Floodplain Regulations. This certification is made solely upon such representations and should not be relied upon for verifications of the facts alleged. The City of Taylor disclaims any responsibility to any member of the public for independent verification of the representations, factual or otherwise, contained in this plat and the documents associated with it.

Date

City of Taylor Floodplain Administrator

To be placed in the bottom right hand corner:

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

I, _____, Clerk of the County Court of said County, do hereby certify that the foregoing instrument in writing, with its certificate of authentication was filed for record in my office on the _____ day of _____, 20____, A.D., at _____ o'clock, __.M., and duly recorded this the _____ day of _____, 20____, A.D., at _____ o'clock, __.M., in the Official Public Records of said County in Document No. _____.

TO CERTIFY WHICH, WITNESS my hand and seal at the County Court of said County, at my office in Georgetown, Texas, the date last shown above written.

_____, Clerk County Court
of Williamson County, Texas

By: _____, Deputy

4. Place the following note on your plat:

Minimum Fire Flow of __ <per Fire Marshall>__ gallons per minutes for not less than two (2) hours shall be provided.

5. Put the Title of the plat at the top of Sheet 3
6. Note that the Future ROW ends at the dedicated PUE in Block 1, Lot2 like the Prelim shows.

Engineering Department Review

The following comments have been provided by Javier Vasquez. Should you have any questions or require additional information regarding any of these comments, please contact Javier Vasquez at (713) 576-3691 or by email at javier.vasquez@hdrinc.com.

Subdivision Ordinance 3.3 Final Plats, 10. Drainage and Floodplains, c.:

The final plat shall also contain certification by a licensed professional engineer that certifies that the information contained on the plat complies with all ordinances adopted by the City.

Potential comments for floodplain/drainage easements pending completed engineering review of the site development plan and completing other department comments.

Fire Department Comments (PZ)

The following comments have been provided by Bobby Copeland. Should you have any questions or require additional information regarding any of these comments, please contact Bobby Copeland at (512) 352-6992 or by email at robert.copeland@taylortx.gov.

Reviewed plat with no comments.

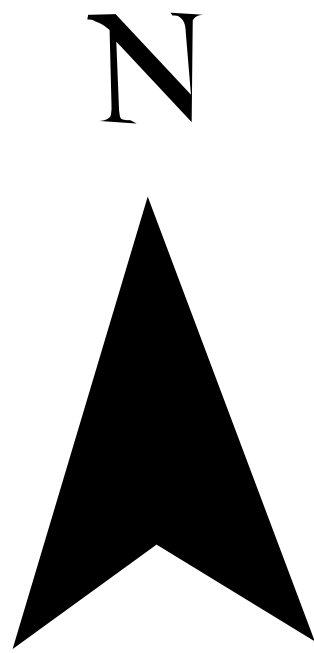
Please revise the plat to address the comments noted above. Following revision, submit the plat electronically with a resolution letter in PDF format.

Should you have questions regarding specific comments, please contact the staff member referenced under the section in which the comment occurs. Should you have questions or require additional information regarding the plan review process itself, please feel free to contact me directly. I can be reached by telephone at (512) 309-6186, or by e-mail at shelly.shelton@taylortx.gov.

Thank you,



Shelly Shelton
Development Services
Original Departments: Permit Administrator, Planning (Shelly R Shelton),
Planning Admin., Planning case manager (reviewer)
Attachment

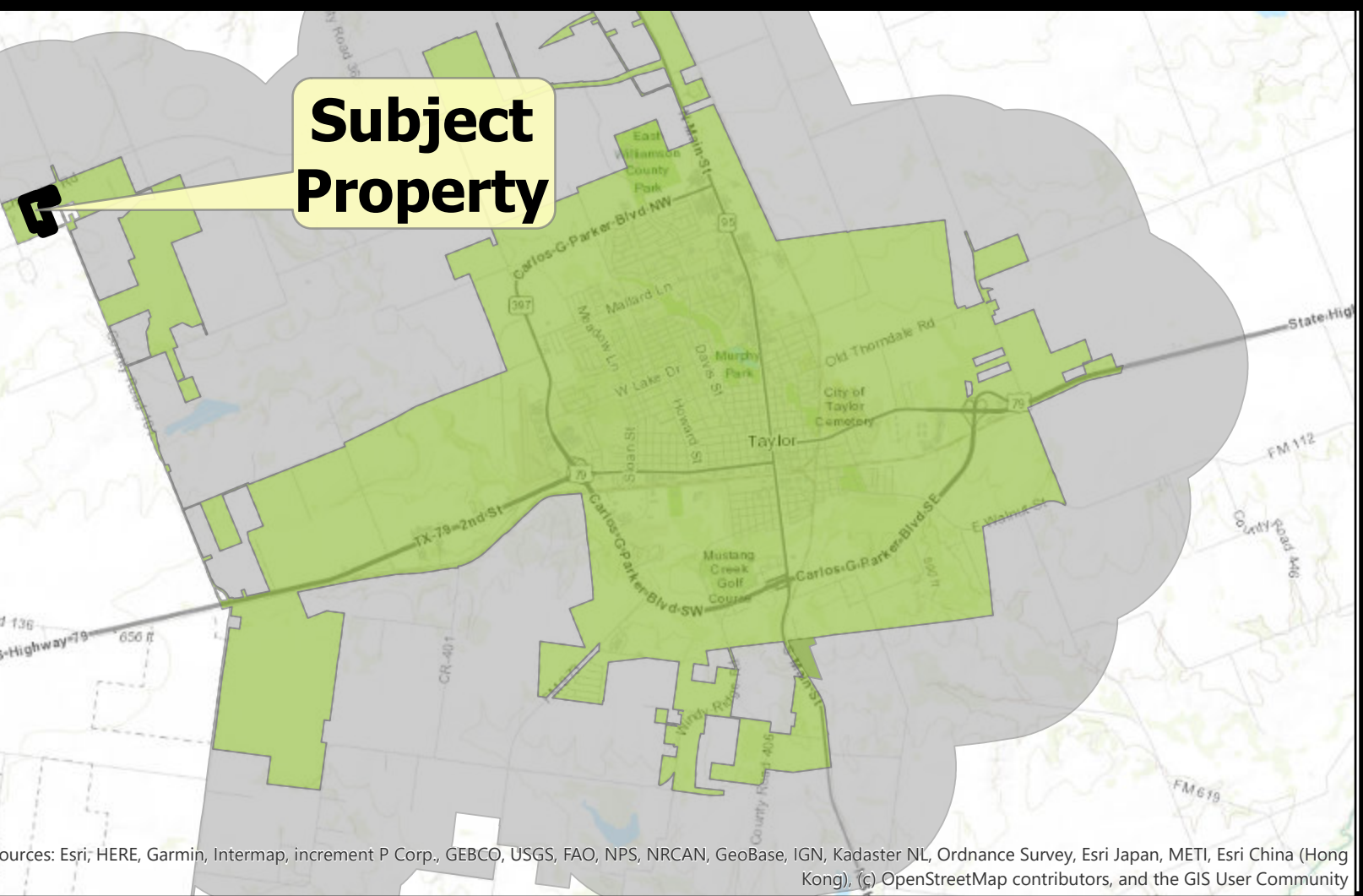


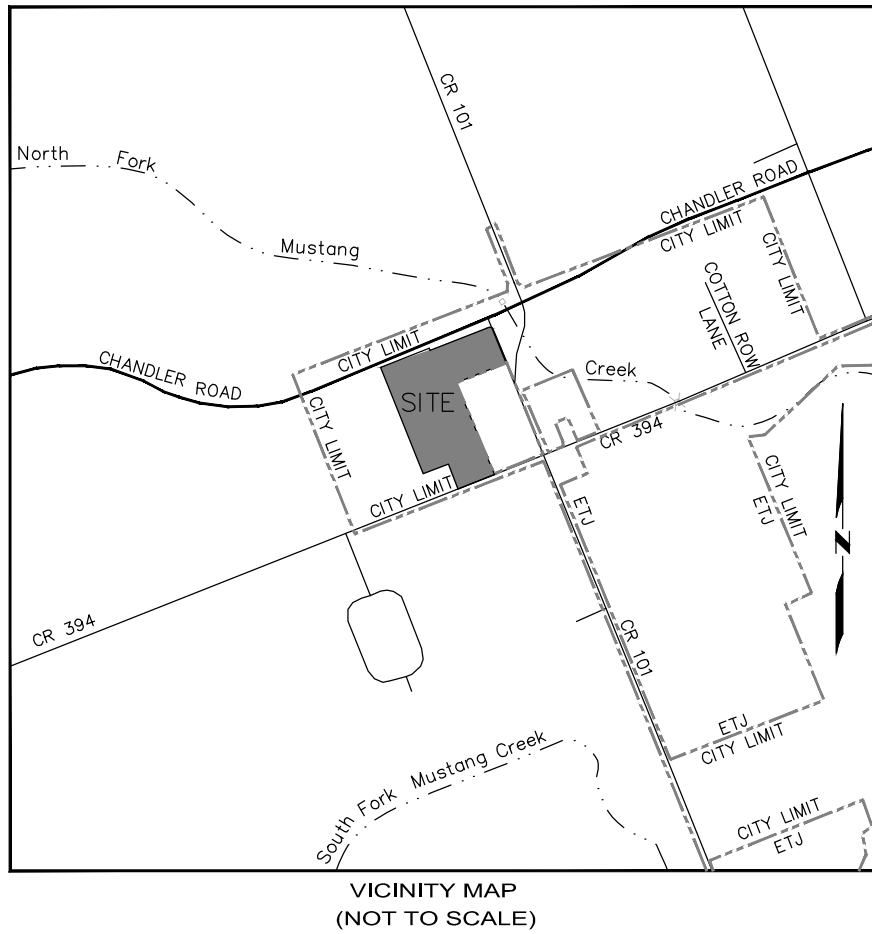
PZ-2021-1345

**Taylor Sportsplex Final Plat
Located at the Southwest
Corner of Chandler Rd. and
CR 101
Approximately 29.37 Acres**

Legend

- City Limits
- ETJ
- Subject Property
- Streets





OWNERS: ROBIN W. FAULK
151 MUSTANG DR,
HUTTO, TX 78734

JASON SEATON
3201 BAY HILL LN,
ROUND ROCK, TX 78664

SURVEYOR: SHANE SHAFER R.P.L.S.
DIAMOND SURVEYING, INC.
T.B.P.E.L.S. #10006900
116 SKYLINE ROAD
GEORGETOWN, TX 78628
(512) 931-3100
shane@diamondsurveying.com

ENGINEER: KENNETH I JURADO, P.E.
TEXAS SPORTS AND CIVIL ENGINEERING
TEXAS PROFESSIONAL ENGINEERING FIRM F-19645
3100 RICHMOND AVE, SUITE 309
HOUSTON, TX 77098
(832) 367-5021
k.jurado@texasce.com

NUMBER OF LOTS: 2

NUMBER OF BLOCKS: 1

TOTAL LINEAR FEET OF NEW STREETS: NONE

TOTAL STREET R.O.W. AREA TO BE DEDICATED: 1.090 ACRES

TOTAL ACREAGE: 29.368 ACRES

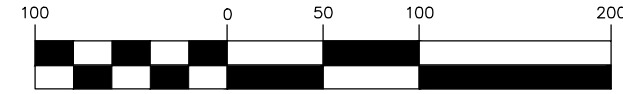
DATE SUBMITTED: JUNE 18, 2021

TAYLOR SPORTSPLEX PLAT

BEING 29.368 ACRES, PART OF AND OUT OF THE JOHN THOMAS SURVEY,
ABSTRACT NO. 610, TO CREATE 2 LOT(S) AND CONVEYED TO JASON
SEATON, IN SPECIAL WARRANTY DEED 2021035103 O.P.R.W.C.T. AND
PREVIOUSLY CONVEYED TO DON L. WEISS AND GLADYS O. WEISS AND
RECORDED IN DOCUMENT NO. 2018019902 IN THE O.P.R.W.C.T., TAYLOR,
WILLIAMSON COUNTY, TEXAS.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S21°28'09"E	27.07'
L2	S67°07'02"E	33.54'
L3	N19°39'44"W	9.08'
L4	N22°35'48"W	179.87'
L5	N21°15'40"W	12.71'
L6	N20°25'20"W	10.82'
L7	N67°14'31"E	40.42'
L8	N67°20'18"E	12.67'
L9	S84°33'06"W	85.89'
L10	S68°18'13"W	35.02'
L11	S21°13'51"E	47.90'
L12	S23°43'52"E	45.18'
L13	S66°39'52"E	35.76'
L14	N22°45'29"W	50.85'
L15	N22°50'31"E	69.78'
L16	N67°38'08"E	39.21'
L17	S21°13'51"E	45.16'

GRAPHIC SCALE



BEARING BASIS: NAD-83, TEXAS CENTRAL ZONE (4203),
STATE PLANE SYSTEM. COORDINATES AND DISTANCES
SHOWN HEREON ARE SURFACE BASED ON A COMBINED
SURFACE ADJUSTMENT FACTOR OF 1.00012.

BENCHMARK NOTE: PK NAIL SET IN EAST SIDE OF
CONCRETE DRIVEWAY ON SOUTH SIDE OF CHANDLER ROAD.
VERTICAL DATUM: NAVD-88 (GEOID 2012A)
SURFACE COORDINATES:
N: 10195171.0
E: 3185805.1
ELEVATION = 648.72'

LEGEND

- IRON ROD FOUND
- IRON PIPE FOUND
- IRON ROD FOUND WITH CAP
- AXLE FOUND
- IRON ROD SET WITH CAP
MARKED "DIAMOND SURVEYING"
- CALCULATED POINT
- BENCHMARK
- POWER POLE
- DOWN GUY
- RIGHT-OF-WAY DEED LINE
- FEMA LINE
- APPROXIMATE SURVEY LINE
- MINIMUM 4' REQUIRED SIDEWALK
- 10' PUBLIC UTILITY LINE
- OVERHEAD UTILITIES LINE
- APPROX. CENTER OF NORTH FORK MUSTANG CREEK
- RIGHT-OF-WAY HEREBY DEDICATED
- FLOODPLAIN AND DRAINAGE EASEMEN
- P.U.E. PUBLIC UTILITY EASEMENT
- R.O.W. RIGHT-OF-WAY
- FEMA FEDERAL EMERGENCY MANAGEMENT AGENCY
- P.O.B. POINT OF BEGINNING
- P.R.W.C.T. PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS
- D.R.W.C.T. DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
- O.P.R.W.C.T. OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS
- O.R.W.C.T. OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS

SILAS PALMER SURVEY ABSTRACT NO. 499

JOHN THOMAS SURVEY ABSTRACT NO. 610

MATCHLINE SHEET 2

SHEET 1 OF 3

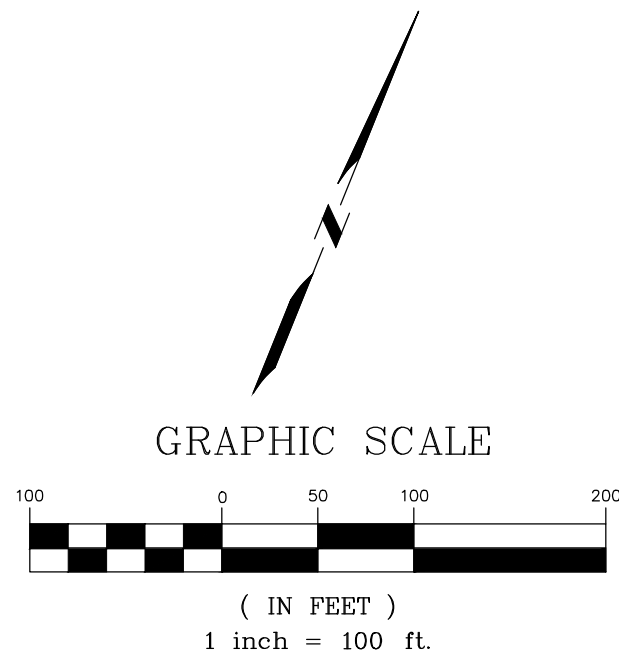


DIAMOND SURVEYING, INC.
116 SKYLINE ROAD, GEORGETOWN, TX 78628
(512) 931-3100
T.B.P.E.L.S. FIRM NO. 10006900

TAYLOR SPORTSPLEX PLAT

BEING 29.368 ACRES, PART OF AND OUT OF THE JOHN THOMAS SURVEY, ABSTRACT NO. 610, TO CREATE 2 LOT(S) AND CONVEYED TO JASON SEATON, IN SPECIAL WARRANTY DEED 2021035103 O.P.R.W.C.T. AND PREVIOUSLY CONVEYED TO DON L. WEISS AND GLADYS O. WEISS AND RECORDED IN DOCUMENT NO. 2018019902 IN THE O.P.R.W.C.T., TAYLOR, WILLIAMSON COUNTY, TEXAS.

MATCHLINE SHEET 1



CTR ACQUISITION SUB, LLC
TRACT 2
CALLED 11.06 ACRES
DOC. NO. 2020035730
O.P.R.W.C.T.

JOHN THOMAS SURVEY
ABSTRACT NO. 610

LOT 1
BLOCK 1
24.591 ACRES

GARY G. BERAN AND WIFE,
BERTHA M. BERAN
CALLED 15.00 ACRES
VOL. 1685, PG. 579
O.R.W.C.T.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S21°28'09"E	27.07'
L2	S67°07'02"E	33.54'
L3	N19°39'44"W	9.08'
L4	N22°35'48"W	179.87'
L5	N21°15'40"W	12.71'
L6	N20°25'20"W	10.82'
L7	N67°14'31"E	40.42'
L8	N67°20'18"E	12.67'
L9	S84°33'06"W	85.89'
L10	S68°18'13"W	35.02'
L11	S21°13'51"E	47.90'
L12	S23°43'52"E	45.18'
L13	S66°39'52"E	35.76'
L14	N22°45'29"W	50.85'
L15	N22°50'31"E	69.78'
L16	N67°38'08"E	39.21'
L17	S21°13'51"E	45.16'

LOT 1

LOT 2

LOT 3

WHEELER SUBDIVISION
CABINET EE, SLIDE 38
P.R.W.C.T.

5' WIDE
RIGHT-OF-WAY DEDICATION
CABINET EE, SLIDE 38
P.R.W.C.T.

20'
TEXAS POWER & LIGHT COMPANY
CENTERLINE OF 20' WIDE EASEMENT
VOL. 1500, PG. 274
O.R.W.C.T.

5' WIDE
0.049 AC.
R.O.W. HEREBY DEDICATED
TO WILLIAMSON COUNTY,
TEXAS

10' P.U.E.
HEREBY
DEDICATED

MINIMUM 4'
REQUIRED
SIDEWALK

W/CAP
(DIAMOND SURVEYING)
SURFACE COORDINATES:
N: 10193769.35
E: 3186485.47

TEXAS POWER & LIGHT COMPANY
15' WIDE EASEMENT AND RIGHT OF WAY
VOL. 1804, PG. 788
O.R.W.C.T.

W/CAP
(WILLIAMSON COUNTY)

WILLIAMSON COUNTY, TEXAS
CHANDLER ROAD 101
RIGHT-OF-WAY
PARCEL 45
CALLED 0.005 AC.
DOC. NO. 2017026329
O.P.R.W.C.T.

W/CAP
(WILLIAMSON COUNTY)

W/CAP
(WILLIAMSON COUNTY)

WILLIAMSON COUNTY, TEXAS
CHANDLER ROAD 101
RIGHT-OF-WAY
PARCEL 42
CALLED 0.007 AC.
DOC. NO. 2017003386
O.P.R.W.C.T.

JANIE R. BARRON
TRACT 1 - CALLED 5.711 AC.
DOC. NO. 2000030575
O.P.R.W.C.T.

BOBBY RUE BARRON
CALLED 5.711 AC.
VOL. 889, PG. 48
D.R.W.C.T.

RONALD E. MORRISON
CALLED 5.7106 AC.
DOC. NO. 2014038317
O.P.R.W.C.T.

DESCRIBED IN
DOC. NO. 199941574

MUSTANG CREEK
(60' R.O.W. WIDTH)

MUSTANG CREEK NORTH
SECTION 1
CAB. P. SLDS. 293-294
P.R.W.C.T.

LOT 6

LOT 7

LOT 8

LOT 9

LOT 10



SHEET 2 OF 3

DIAMOND SURVEYING, INC.
116 SKYLINE ROAD, GEORGETOWN, TX 78628
(512) 931-3100
T.B.P.E.L.S. FIRM NO. 10006900

NOTES:

A. UTILITY PROVIDERS:
WATER: JONAH GROUP
WASTEWATER: SEPTIC WILLIAMSON COUNTY
ELECTRICITY: CENTER POINT ENERGY

B. ALL STRUCTURES AND/OR OBSTRUCTIONS ARE PROHIBITED IN DRAINAGE EASEMENTS.

C. THERE ARE AREAS WITHIN THE BOUNDARIES OF THIS SUBDIVISION IN THE 100–YEAR FLOODPLAIN AS DEFINED BY FIRM MAP NUMBER 48491C0510F, EFFECTIVE DATE OF DECEMBER 20, 2019

D. A 10–FT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG ALL STREET FRONTAGES.

E. ALL MINIMUM YARD (BUILDING) SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF TAYLOR ZONING ORDINANCE, AS AMENDED.

F. NO DEVELOPMENT SHALL BEGIN PRIOR TO THE ISSUANCE OF A FLOODPLAIN DEVELOPMENT PERMIT FOR EACH OF THE FOLLOWING LOTS: 1 AND 2

G. MINIMUM FIRE FLOW OF 500 GALLONS PER MINUTES FOR NOT LESS THAN TWO (2) HOURS SHALL BE PROVIDED.

H. LOT AND BLOCK TABLE		
LOT 1	BLOCK 1	24.591 ACRES
LOT 2	BLOCK 1	4.777 ACRES

TOTAL: 29.368 ACRES

RIGHT–OF–WAY HEREBY DEDICATED PART OF LOT 1: 0.049 ACRE
RIGHT–OF–WAY HEREBY DEDICATED PART OF LOT 2: 1.041 ACRES

TOTAL RIGHT–OF–WAY HEREBY DEDICATED: 1.090 ACRES

BEING 29.368 ACRES, PART OF AND OUT OF THE JOHN THOMAS SURVEY, ABSTRACT NO. 610, TO CREATE 2 LOT(S) AND CONVEYED TO JASON SEATON, IN SPECIAL WARRANTY DEED 2021035103 O.P.R.W.C.T. AND PREVIOUSLY CONVEYED TO DON L. WEISS AND GLADYS O. WEISS AND RECORDED IN DOCUMENT NO. 2018019902 IN THE O.P.R.W.C.T., TAYLOR, WILLIAMSON COUNTY, TEXAS.

METES AND BOUNDS DESCRIPTION

FOR A 29.368 ACRE TRACT OF LAND BEING SITUATED IN THE JOHN THOMAS SURVEY, ABSTRACT NO. 610, WILLIAMSON COUNTY, TEXAS, BEING ALL OF THE 29.368 ACRE TRACT OF LAND CONVEYED TO JASON SEATON, RECORDED IN DOCUMENT NO. 2021035103 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS. SAID 29.368 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at an iron rod found with cap marked "CS LTD"monumenting the northwest corner of said 29.368 acre Seaton tract and the northeast corner of a called 11.06 acre tract of land (Tract 2) conveyed to CTR Acquisition Sub, LLC, recorded in Document No. 2020035730 of the Official Public Records of Williamson County, Texas, same being on the south boundary line of a called 8.897 acre tract of land described in a Special Warranty Deed (Chandler Road Phase IIIA Right of Way) to Williamson County, Texas, recorded in Document No. 2011051301, Official Public Records of Williamson County, Texas, same being the south right–of–way line of Chandler Road, for the northwest corner and POINT OF BEGINNING hereof;

THENCE, with the north boundary line of said 29.368 acre Seaton tract, said south boundary line of the 8.897 acre Williamson County, Texas tract and said south right–of–way line of Chandler Road, the following four (4) courses and distances:

1. N 68°26'00"E for a distance of 572.58 feet to a 1/2" iron rod found with cap marked "Diamond Surveying", for an angle point;
2. S 21°28'09"E for a distance of 27.07 feet to a 1/2" iron rod set with cap marked "Diamond Surveying", for an angle point
3. N 68°26'19"E for a distance of 706.21 feet to a 1/2" iron rod found with cap marked "Diamond Surveying", for the most northerly northeast corner of said 29.368 acre Seaton tract tract and for the most northerly northeast corner hereof;
4. S 67°07'02"E for a distance of 33.54 feet to a 1/2" iron rod found (bent) on the west right–of–way line of County Road 101, for the most easterly northeast corner of said 29.368 acre Seaton tract and for the most easterly northeast corner hereof;

THENCE, S 22°35'22"E with the east boundary line of said 29.368 acre Seaton tract and said west right–of–way line of County Road 101 for a distance of 411.43 feet to a 3/4" iron pipe found monumenting the northeast corner of a called 15.00 acre tract of land described in a Warranty Deed to Gary G. Beran and wife, Bertha M. Beran, recorded in Volume 1685, Page 579 of the Official Records of Williamson County, Texas, and the most easterly southeast corner of said 29.368 acre Seaton tract;

THENCE, departing said west right–of–way line of County Road 101, S 68°18'13"W with the north boundary line of said 15.00 acre Beran tract common with said 29.368 acre Seaton tract for a distance of 599.70 feet to a 3/8"iron rod found monumenting the northwest corner of said 15.00 acre Beran tract and an interior ell corner of 29.368 acre Seaton tract;

THENCE, S 22°34'50"E with the west boundary line of said 15.00 acre Beran tract common with said 29.368 acre Seaton tract for a distance of 1092.24 feet to a 1/2" iron rod found with cap marked "Diamond Surveying", for the southwest corner of said 15.00 acre Beran tract and the most southerly southeast corner of said 29.368 acre Seaton tract, same being on the north right–of–way line of County Road 394, from which an iron rod found with cap marked "Williamson County" monumenting the southwest corner of the called 0.005 acre tract of land (Parcel 45) conveyed to Williamson County, Texas (Chandler Road 101 Right–of–way), bears N 69°02'50" E for a distance of 579.65 feet;

THENCE, S 68°24'15"W with the south boundary line of said 29.368 acre Seaton tract and said north right–of–way line of County Road 394 for a distance of 430.13 feet to a power pole on the most southerly southwest corner of said 29.368 acre Seaton tract and the southeast corner of Lot 3, Wheeler Subdivision, recorded in Cabinet EE, Slide 38 of the Plat Records of Williamson County, Texas, for the most southerly southwest corner hereof;

THENCE, departing said north right–of way line of County Road 394, N 21°10'34"W with the east boundary line of said Lot 3, Wheeler Subdivision common with said 29.368 acre Seaton tract for a distance of 295.04 feet to a 1/2" iron rod found (bent) monumenting the northeast corner of said Lot 3 and an interior ell corner of said 29.368 acre Seaton tract;

THENCE, S 68°55'15"W with the north boundary line of said Lot 3, Wheeler Subdivision common with said 29.368 acre Seaton tract for a distance of 295.34 feet to an iron rod found with cap marked "RPLS 5748"monumenting the northwest corner of said Lot 3, Wheeler Subdivision and the most westerly southwest corner of said 29.368 acre Seaton tract, same being on the east boundary line of Lot 2, Wheeler Subdivision, for the most westerly southwest corner hereof;

THENCE, N 19°39'44"W with the west boundary line of said 29.368 acre Seaton tract and said east boundary line of Lot 2, Wheeler Subdivision for a distance of 9.08 feet to an iron rod set with cap marked "Diamond Surveying"for the northeast corner of said Lot 2 and the southeast corner of Lot 1, Wheeler Subdivision;

THENCE, N 22°35'48"W with the west boundary line of said 29.368 acre Seaton tract and the east boundary line of said Lot 1, Wheeler Subdivision for a distance of 179.87 feet to an iron rod found with cap marked "CS LTD"monumenting the northeast corner of said Lot 1, Wheeler Subdivision and the southeast corner of said 11.06 acre CTR Acquisition Sub, LLC tract;

THENCE, N 21°44'33"W with the west boundary line of said 29.368 acre Seaton tract and the east boundary line of said 11.06 acre CTR Acquisition Sub, LLC tract for a distance of 1069.17 feet to the POINT OF BEGINNING hereof and containing 29.368 acres of land more or less.

Bearing Basis: NAD–83, Texas Central Zone (4203), State Plane System. Distances shown hereon are surface distances based on a combined surface adjustment factor of 1.00012.



SHEET 3 OF 3



City of Taylor
RCR-Taylor Logistics Park Subdivision
Preliminary Plat, Phases 2 &3
PZ-2021-1281
Staff Report

Requested Action:

Consider approving RCR-Taylor Logistics Park Subdivision Preliminary Plat, Phases 2 & 3.

Applicant:

Richard Heiges/RITD

Subject Property:

Approximately 645.21 acres, at the southeast corner of US Hwy 79 and FM 3349, part of and out of James C. Eaves Survey, Abstract No. 213 and Watkins Nobles Survey, Abstract No. 484, Taylor, Williamson County, Texas.

Parcel Information:

Current Zoning: B-2/CPD

Current Use: Vacant

Purpose:

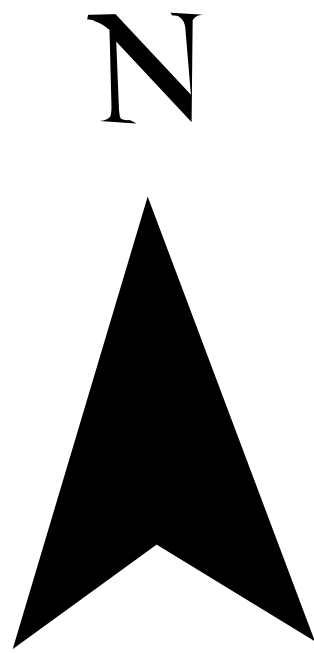
The purpose of the plat is the future development of a Commercial Planned Development.

Staff Recommendation:

The submitted preliminary plat meets the minimum requirements of the Subdivision Ordinance so staff recommends approval of the proposed subdivision.

Attachments:

1. Location Map
2. Proposed Plat

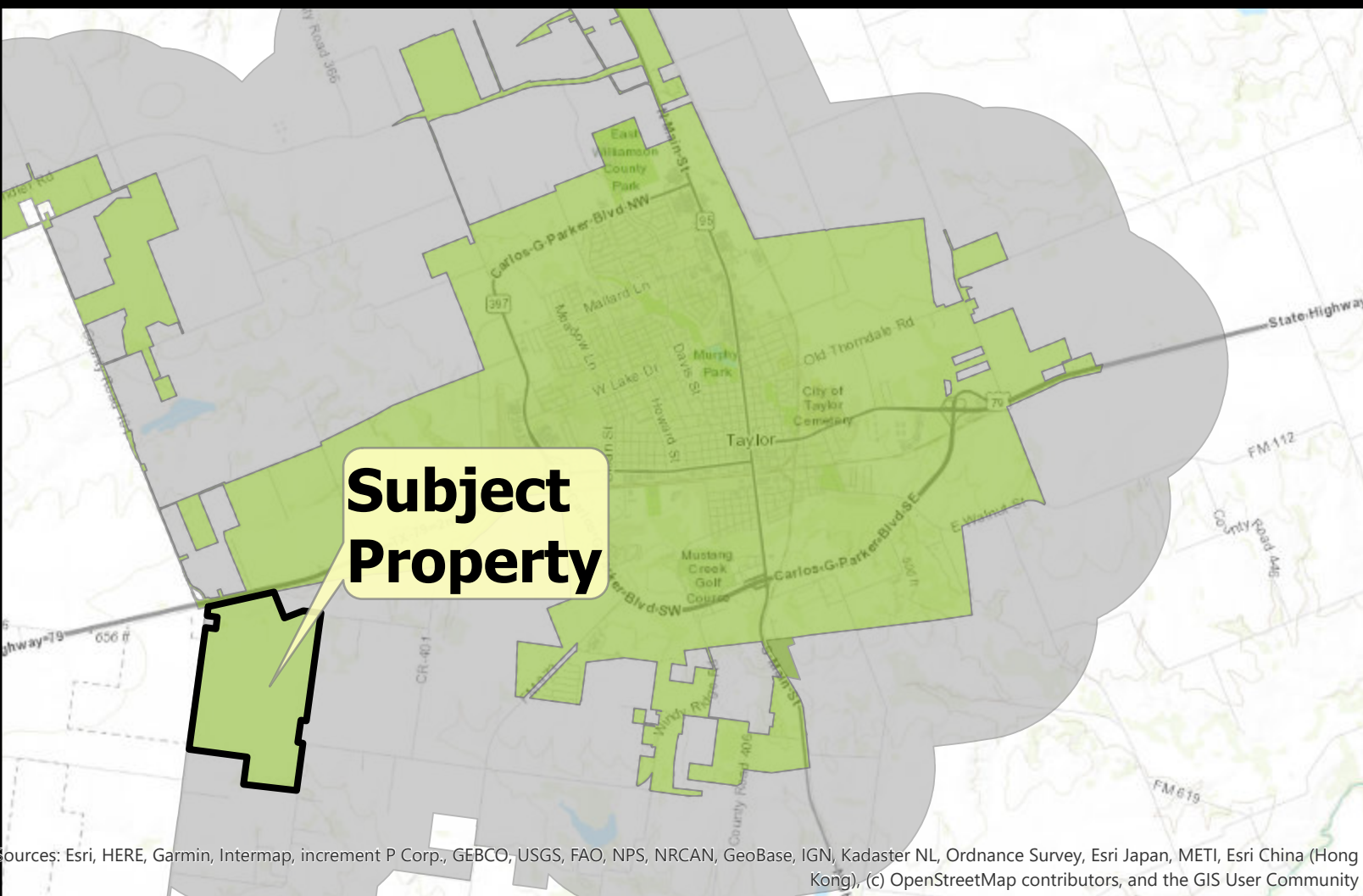


PZ-2021-1281

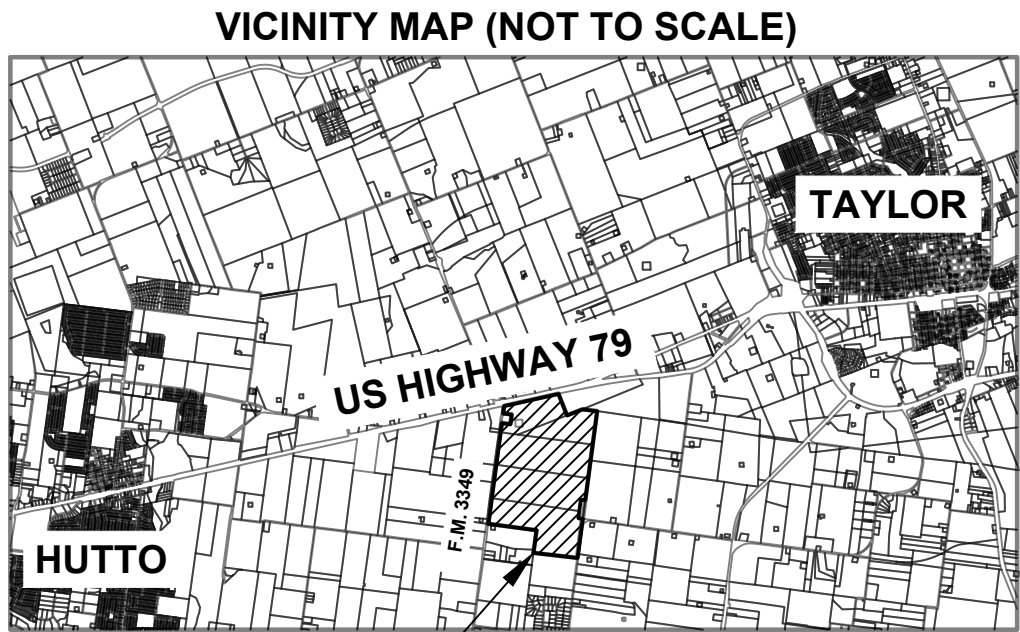
**RCR-Taylor Logistics Park
Preliminary Plat
Located at the Southwest Corner
of US 79 and CR 3349
Approximately 645.21 Acres**

Legend

- City Limits
- ETJ
- Subject Property
- Streets

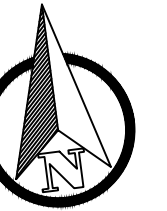


C:\Users\rheiges\ACCDocs\RITD\474-2 RCR Taylor Rail\Project Files\2-DESIGN\5 - SURV\3-DWG\474-2_Preliminary-Plat-Revision-4.dwg * 9/28/2021 6:30 PM * Plotted by Richard Heiges



RCR-TAYLOR LOGISTICS PARK PRELIMINARY PLAT, PHASE 2 & 3

ALL THAT CERTAIN TRACT OR PARCEL OF 645.214 ACRES OUT OF THE ORIGINAL 755.41 ACRES, PART OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484, AND THE JAMES C. EAVES SURVEY, ABSTRACT NO. 213, TAYLOR, WILLIAMSON COUNTY, TEXAS.



NOTE: TOPOGRAPHIC CONTOURS SHOWN HEREON ARE BASED ON LIDAR DATA PROVIDED BY OTHERS.

PHASE	BLOCK	LOT	OWNERSHIP DEED NUMBER(S)
1	1	1A (EXISTING)	2020121869, 2020166309 (TR.2), P/O 2021132303
2	2	1 (PROPOSED)	2018058726(RES), 2018058735(RES), 2018058736(RES), 2018058746(RES), 2020166309(1R.1), P/O 2021132303
3	3	1 (PROPOSED)	2018058726 (RES.)

RCR-TAYLOR LOGISTICS PARK

ONCOR ELECTRIC DELIVERY, LLC
20' PERMANENT EASEMENT
DOCUMENT NO. 2021067295
O.P.R.W.C.TX.

ONCOR ELECTRIC DELIVERY, LLC
20' PERMANENT EASEMENT
DOCUMENT NO. 2021067295
O.P.R.W.C.TX.

LOT 1
18.626 ACRES

CITY OF HUTTO
CALLED 5.00 ACRES
DOC. NO. 2003011596
O.P.R.W.C.TX.

DETENTION RESERVE 1

SEE
DETAIL 'A'

J.J. STUBBLEFIELD SURVEY
ABSTRACT NO. 562

KOCH REFINING COMPANY
25' PERMANENT EASEMENT
VOL 1782, PG 127
D.R.W.C.TX.

RESERVED FOR FUTURE
R.O.W./EASEMENT - WIDTH VARIES
(12.282 ACRES)

LOT 1
626.588 ACRES

①

②

LOT 1
626.588 ACRES

JAMES C EAVES SURVEY
ABSTRACT NO. 213

WATKINS NOBLES SURVEY
ABSTRACT NO. 484

THOMAS B LEE SURVEY
ABSTRACT NO. 800

DETAIL 'A'
(NOT TO SCALE)

OWNER/DEVELOPER	RCR TAYLOR LAND, L.P. RCR TAYLOR RAIL, L.P.
DEVELOPMENT ACREAGE: 755.41	
SURVEY: JAMES C. EAVES SURVEY, ABSTRACT NO. 213 WATKINS NOBLES SURVEY, ABSTRACT NO. 484	
NUMBER OF PARCELS: 2	
DATE OF SURVEY: 01/12/21	
SURVEYOR:	RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC 35505 COOPER ROAD BROOKSHIRE, TEXAS 77423
ENGINEER:	RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC 35505 COOPER ROAD BROOKSHIRE, TEXAS 77423
NUMBER OF LOTS: 2	645.214 ACRES
TOTAL	645.214 ACRES

EUGENE R. KANAK & JUDY A. KANAK,
EACH AS TRUSTEE OF THE EUGENE R. & JUDY A.
KANAK LIVING TRUST DATED OCTOBER 14, 1997
CALLED 164.685 ACRES
DOC. NO. 2015101314 O.P.R.W.C.TX.

MATCHLINE SHEET 2

RITD

RAILROAD INFRASTRUCTURE &
TERMINAL DEVELOPMENT, LLC

35505 COOPER ROAD - P.O. BOX 1087
BROOKSHIRE, TEXAS 77423
(281) 392-4850 WWW.RITD-LLC.COM FIRM NO. 10194405

FOR REVIEW

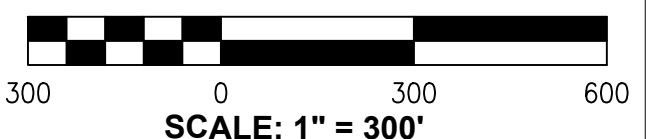
DATE 09/28/2021 DRAWN MS
CHECK RH APPRV'D RH

THIS DRAWING SET WAS CREATED FROM INFORMATION PROVIDED BY OTHERS AND HAS NOT BEEN VERIFIED BY FIELD MEASUREMENTS OR TOPOGRAPHICAL SURVEYS. RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED IN THE DRAWING SET. USE OF ANY PORTION OF THIS DRAWING CONSTITUTES ACCEPTANCE OF THE TERMS & CONDITIONS OF RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC.

RCR - TAYLOR LOGISTICS PARK
RCR - TAYLOR RAIL, L.P.

PRELIMINARY PLAT

REV	DATE	DESCRIPTION	BY



SHEET NO.

1 OF 3

32

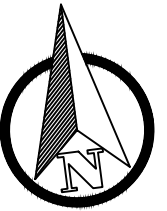
C:\Users\rheiges\ACCDocs\RITD\474-2 RCR Taylor Rail\Project Files\2-DESIGN\5 - SURV\3-DWG\474-2 Preliminary-Plat-Revision-4.dwg * 9/28/2021 6:32 PM * Plotted by Richard Heiges

RCR-TAYLOR LOGISTICS PARK PRELIMINARY PLAT, PHASE 2 & 3

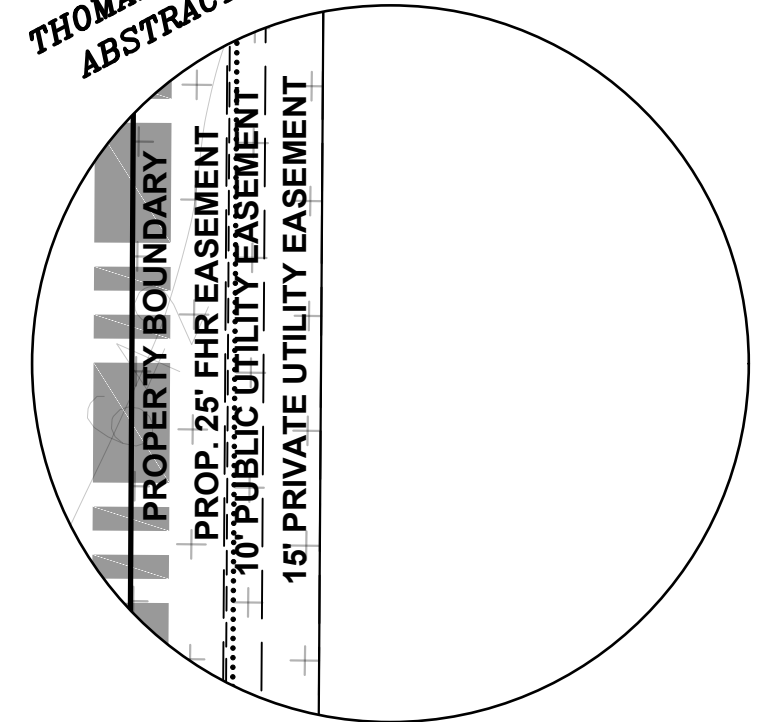
ALL THAT CERTAIN TRACT OR PARCEL OF 645.214 ACRES OUT OF THE ORIGINAL 755.41 ACRES, PART OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484, AND THE JAMES C. EAVES SURVEY, ABSTRACT NO. 213, TAYLOR, WILLIAMSON COUNTY, TEXAS.

MATCHLINE SHEET 1

NOTE: TOPOGRAPHIC CONTOURS SHOWN
HEREON ARE BASED ON LIDAR DATA
PROVIDED BY OTHERS.



THOMAS B LEE SURVEY
ABSTRACT NO. 800



DETAIL 'B'
(NOT TO SCALE)

EUGENE R. KANAK & JUDY A. KANAK,
EACH AS TRUSTEE OF THE EUGENE R. & JUDY A. KANAK LIVING
TRUST DATED OCTOBER 14, 1997
CALLED 164.685 ACRES
DOC. NO. 2015101314 O.P.R.W.C.TX.

J.J. STUBBLEFIELD SURVEY
ABSTRACT NO. 562

SEE
DETAIL 'B'

KOCH REFINING COMPANY
25' PERMANENT EASEMENT
VOL 1792, PG 127
O.P.R.W.C.TX.

FM 3349 (100' ROW)

RESERVED FOR FUTURE
R.O.W./EASEMENT - WIDTH VARIES
(12.282 ACRES)

PROPOSED
DRAINAGE
EASEMENT

1

DETENTION RESERVE 2

2

WATKINS NOBLES SURVEY
ABSTRACT NO. 484

LOT 1
626.588 ACRES

HEART OF TEXAS SUPPLIERS, L.P.
30' WIDE WATER LINE EASEMENT
DOCUMENT NO. 2006042992
O.P.R.W.C.TX.

HEART OF TEXAS SUPPLIERS, L.P.
30' WIDE WATER LINE EASEMENT
DOCUMENT NO. 2006042992
O.P.R.W.C.TX.

COUNTY ROAD 404 (VARIABLE WIDTH ROW)

HT&B RAILROAD CO.
ABSTRACT NO. 318

KOCH REFINING COMPANY
GATE VALVE EASEMENT
VOL 1850, PG 69
O.P.R.W.C.TX.

KOCH REFINING COMPANY
25' PERMANENT EASEMENT
CALLED 0.875 ACRES
VOL 1804, PG 958 (O.P.R.W.C.TX.)
(TO BE ABANDONED VIA AGREEMENT
WITH FLINT HILLS RESOURCES)

RAYMOND E. NAIVAR & WIFE,
DIANE E. NAIVAR
CALLED 68.001 ACRES
VOL. 713, PG. 723
D.R.W.C.TX.

JOEL B. CARPENTER
CALLED 18.165 ACRES
DOC. NO. 2012073128
O.P.R.W.C.TX.

N: 10,169,027.79
E: 3,195,202.661

HENRY H. HOLUBEC JR., ET AL.
CALLED 85.681 ACRES
VOL. 1051, PG. 818
O.P.R.W.C.TX.

THIS AREA IS IN A SPECIAL FLOOD HAZARD AREA
SUBJECT TO INUNDATION BY THE 1% ANNUAL
CHANCE FLOOD.
(DRAINAGE EASEMENT)



RAILROAD INFRASTRUCTURE &
TERMINAL DEVELOPMENT, LLC

35505 COOPER ROAD - P.O. BOX 1087
BROOKSHIRE, TEXAS 77423

(281) 392-4850 WWW.RITD-LLC.COM FIRM NO. 10194405

FOR REVIEW

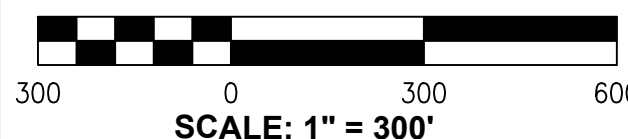
DATE 09/28/2021 DRAWN MS
CHECK RH APPRV'D RH

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OF RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC.

RCR - TAYLOR LOGISTICS PARK
RCR - TAYLOR RAIL, L.P.

PRELIMINARY PLAT

REV	DATE	DESCRIPTION	BY



SHEET NO.

2 OF 3

33

C:\Users\rheiges\ACCDocs\RITD\474-2_RCR Taylor Rail\Project Files\2-DESIGN\5 - SURV\3-DWG\474-2_Preliminary-Plat-Revision-4.dwg * 9/28/2021 6:31 PM * Plotted by Richard Heiges

OWNER'S CERTIFICATION

STATE OF TEXAS { KNOW ALL MEN BY THESE PRESENTS

COUNTY OF _____ {

WE, RCR TAYLOR RAIL, L.P. (HYDIE McALISTER, MANAGER) AND RCR TAYLOR LAND, L.P. (HYDIE McALISTER, MANAGER), OWNERS OF THE CERTAIN 755.41 ACRES TRACT OF LAND SHOWN HEREON AND DESCRIBED IN DEEDS RECORDED IN DOCUMENT NUMBERS 2018058726, 2018058735, 2018058736, 2018058746, 2019088597, 2020166309, AND 2021132303 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS, DO HEREBY STATE THAT THERE ARE NO LIEN HOLDERS OF THE CERTAIN TRACT OF LAND, AND DO HEREBY SUBDIVIDE SAID TRACT AS SHOWN HEREON, AND DO HEREBY CONSENT TO ALL PLAT NOTE REQUIREMENTS SHOWN HEREON, AND DO HEREBY DEDICATE TO THE CITY OF TAYLOR THE STREETS, ALLEYS, RIGHTS-OF-WAY, EASEMENTS AND PUBLIC PLACES SHOWN HEREON FOR SUCH PUBLIC PURPOSES AS THE CITY OF TAYLOR MAY DEEM APPROPRIATE. THIS SUBDIVISION IS TO BE KNOWN AS THE RCR-TAYLOR LOGISTICS PARK.

TO CERTIFY WHICH, WITNESS BY MY HAND THIS _____ DAY OF , 2021.

PRELIMINARY

HYDIE McALISTER, MANAGER, RCR TAYLOR RAIL, L.P.
250 BUSINESS HIGHWAY 290 N
HEMPSTEAD, TEXAS 77445

PRELIMINARY

HYDIE McALISTER, MANAGER, RCR TAYLOR LAND, L.P.
250 BUSINESS HIGHWAY 290 N
HEMPSTEAD, TEXAS 77445

NOTARY'S CERTIFICATION

STATE OF TEXAS { KNOW ALL MEN BY THESE PRESENTS

COUNTY OF _____ {

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS DAY PERSONALLY APPEARED HYDIE McALISTER, KNOWN TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS _____ DAY OF , 2021.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

MY COMMISSION EXPIRES ON:

ENGINEER'S CERTIFICATION

THE INFORMATION SHOWN HEREON SUBSTANTIALLY COMPLIES WITH ALL ORDINANCES SPECIFIED IN THE CITY OF TAYLOR, TEXAS ORDINANCE NO. 2019-28, COMMERCIAL PLANNED DEVELOPMENT FOR THE RCR-TAYLOR LOGISTICS PARK PLANNED DEVELOPMENT. ADDITIONALLY, AREA, AS DENOTED HEREIN, AND AS DEFINED BY FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION FLOOD HAZARD BOUNDARY MAP, COMMUNITY PANEL NUMBER 48491C0540F, EFFECTIVE DATE DECEMBER 20, 2019, AND THAT EACH LOT CONFORMS TO THE CITY OF TAYLOR REGULATIONS. THE FULLY DEVELOPED, CONCENTRATED STORMWATER RUNOFF RESULTING FROM THE ONE HUNDRED (100) YEAR FREQUENCY STORM IS CONTAINED WITHIN THE DRAINAGE EASEMENT SHOWN AND/OR PUBLIC RIGHTS-OF-WAY DEDICATED BY THIS PLAT.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT _____ BROOKSHIRE
WALLER COUNTY, TEXAS, THIS _____ DAY OF _____, 2021

PRELIMINARY

RICHARD W. HEIGES, P.E.
REGISTERED PROFESSIONAL
ENGINEER NO. 123135, STATE OF TEXAS
TBPELS FIRM NO. F-16264

PLANNING AND ZONING COMMISSION - PRELIMINARY PLATS

A PRELIMINARY PLAT FOR A SUBDIVISION TO BE KNOWN AS RCR TAYLOR LOGISTICS PARK HAS BEEN APPROVED ACCORDING TO THE MINUTES OF THE MEETING OF THE TAYLOR PLANNING AND ZONING COMMISSION ON THE _____ DAY OF _____, 2021, A.D.

CHAIRMAN	SIGNATURE	DATE
SECRETARY	SIGNATURE	DATE

FLOODPLAIN ADMINISTRATOR'S CERTIFICATION

BASED UPON THE ABOVE REPRESENTATIONS OF THE ENGINEER OF SURVEYOR WHOSE SEAL IS AFFIXED HERETO, AND AFTER A REVIEW OF THE PLAT AS REPRESENTED BY THE SAID ENGINEER OR SURVEYOR, I FIND THAT THIS PLAT COMPLIES WITH THE CITY OF TAYLOR FLOODPLAIN REGULATIONS. THIS CERTIFICATION IS MADE SOLELY UPON SUCH REGULATIONS AND SHOULD NOT BE RELIED UPON FOR VERIFICATIONS OF THE FACTS ALLEGED. WILLIAMSON COUNTY DISCLAIMS ANY RESPONSIBILITY TO ANY MEMBER OF THE PUBLIC FOR INDEPENDENT VERIFICATION OF THE REPRESENTATIONS, FACTUAL OR OTHERWISE, CONTAINED IN THIS PLAT AND THE DOCUMENTS ASSOCIATED WITH IT.

CITY OF TAYLOR FLOODPLAIN ADMINISTRATOR _____ DATE _____

RCR-TAYLOR LOGISTICS PARK
PRELIMINARY PLAT, PHASE 2 & 3

ALL THAT CERTAIN TRACT OR PARCEL OF 645.214 ACRES OUT OF THE ORIGINAL 755.41 ACRES, PART OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484, AND THE JAMES C. EAVES SURVEY, ABSTRACT NO. 213, TAYLOR, WILLIAMSON COUNTY, TEXAS.

NOTES:

- THE BEARINGS SHOWN HEREON ARE RELATIVE TO THE TEXAS STATE PLANE GRID SYSTEM, NAD-83 (2011), CENTRAL ZONE 4203, DISTANCES SHOWN ARE GROUND DISTANCES. SCALE FACTOR IS 0.9998800. DISTANCES AND COORDINATES SHOWN HEREON ARE U.S. SURVEY FEET.
- SUBJECT TO EASEMENTS, CONDITIONS, COVENANTS AND RESTRICTIONS AS STATED OR SHOWN HEREON, AS REQUIRED BY THE CITY OF TAYLOR, TEXAS, AND ANY OF RECORD WHICH MAY BE APPLICABLE.
- A CURRENT TITLE COMMITMENT OR REPORT WAS NOT AVAILABLE OR PROVIDED TO THE UNDERSIGNED SURVEYOR AS OF THE DATE OF THIS SURVEY AND THE UNDERSIGNED SURVEYOR DID NOT ABSTRACT THE SUBJECT PROPERTY.
- UTILITY PROVIDERS - WATER: CITY OF TAYLOR, TEXAS; WASTEWATER/SEPTIC: WILLIAMSON COUNTY, TEXAS; ELECTRICITY: ONCOR ELECTRIC.
- PART OF THE SUBJECT PROPERTY LIES WITHIN THE SPECIAL FLOOD HAZARD AREA ACCORDING TO THE FLOOD INSURANCE RATE MAP (FIRM) AS COMPILED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, NATIONAL FLOOD INSURANCE PROGRAM, MAP NUMBER 48491C0540F EFFECTIVE DATE DECEMBER 20, 2019, WILLIAMSON COUNTY, TEXAS, AND IS SHOWN HEREON AS APPROXIMATE FLOOD HAZARD BOUNDARY. THERE IS HEREBY DEDICATED A DRAINAGE EASEMENT TO COVER ONE HUNDRED (100) YEAR FLOODPLAIN AREAS, DRAINAGE CHANNELS, PIPE SYSTEMS AND ANY OTHER RELATED DRAINAGE FACILITIES SITUATED HEREON.
- NO STRUCTURES AND/OR OBSTRUCTIONS ARE PERMITTED IN DRAINAGE EASEMENTS WITHOUT PRIOR REVIEW AND APPROVAL BY THE CITY OF TAYLOR, TEXAS DEVELOPMENT SERVICES DEPARTMENT.
- ALL MINIMUM YARD (BUILDING) SETBACKS SHALL BE IN ACCORDANCE WITH THE COMMERCIAL PLANNED DEVELOPMENT FOR RCR-TAYLOR LOGISTICS PARK.
- NO DEVELOPMENT SHALL BEGIN PRIOR TO THE ISSUANCE OF A FLOODPLAIN DEVELOPMENT PERMIT FOR LOTS SITUATED IN THE 100-YEAR FLOOD PLAIN.
- TYPICAL FIRE SUPPRESSION SYSTEMS THAT MEET CHAPTER 9 FIRE SUPPRESSIONS SYSTEM OF THE INTERNATIONAL FIRE CODE AND NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 13 REQUIREMENTS AS REQUIRED BY THE CITY OF TAYLOR, TEXAS WILL BE DESIGNED ACCORDINGLY IN ALL PHASES THAT INCLUDE PLANNED BUILDING CONSTRUCTION.
- THIS SUBDIVISION IS SUBJECT TO CITY OF TAYLOR, TEXAS ORDINANCE 2019-28 (COMMERCIAL PLANNED DEVELOPMENT DISTRICT) AND CORRESPONDING SITE DEVELOPMENT PERMITS.
- STRUCTURES AND BUILDINGS CONSTRUCTED NEXT TO THE FLOODPLAIN MUST BE A MINIMUM OF TWO (2) FEET ABOVE THE 100-YEAR FLOODPLAIN BASE FLOOD ELEVATION (BFE).
- ALL DRAINAGE AND DETENTION FACILITIES SHOWN HEREIN ARE PRIVATE FACILITIES. THE LAND OWNER/DEVELOPER SHALL BE REQUIRED TO MEET THE STANDARDS SPECIFIED IN THE OPERATIONS & MAINTENANCE PLAN FOR DETENTION FACILITIES FILED UNDER CITY OF TAYLOR PERMIT PZ-2019-1182. THE CITY OF TAYLOR, TEXAS SHALL NOT BE RESPONSIBLE FOR MAINTENANCE ACTIVITIES FOR DRAINAGE AND DETENTION FACILITIES SHOWN HEREIN.
- A 10-FOOT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG ALL STREET FRONTAGES. UNLESS OTHERWISE SHOWN HEREON.
- THE SUBDIVIDER IS RESPONSIBLE TO NOTE THE LOCATION OF SIDEWALKS ON THE PLAT. SIDEWALKS SHALL BE CONSTRUCTED AND EXTENDED ACROSS THEIR PROPERTY ALONG THE PERIMETER OF ALL PROPERTY BOUNDARIES ADJACENT TO PUBLIC RIGHT-OF-WAYS. SIDEWALKS SHALL BE A MINIMUM OF FIVE (5) FEET IN WIDTH AND BE IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA). ALL SIDEWALKS MUST BE IN COMPLIANCE WITH SPECIFICATIONS PROVIDED BY THE CITY ENGINEER. SIDEWALK LOCATIONS SHOWN HEREON ARE SUBJECT TO CHANGE DUE TO THE EXPANSION OF FM 3349 AND MUST COMPLY WITH STATE AND/OR LOCAL ORDINANCES.
- PUBLIC RIGHT-OF-WAY ACCESS FOR PHASE 3, LOT 1 WILL BE PROVIDED BY THE 80' SHARED ACCESS EASEMENT SHOWN HEREON. SAID EASEMENT MAY BE USED BY PHASE 3, LOT 1 AND PHASE 1, LOT 1A.
- MINIMUM FIRE FLOW OF 750 GALLONS PER MINUTES FOR NOT LESS THAN TWO (2) HOURS SHALL BE PROVIDED, THE PLATTED PROPERTY HAS ADJACENT ACCESS TO THE CITY OF TAYLOR WATER SYSTEM. TYPICAL FIRE SUPPRESSION SYSTEMS AND FIRE PROTECTION WATER SUPPLY WILL COMPLY WITH CITY OF TAYLOR, TEXAS CODE REQUIREMENTS AND WILL BE DESIGNED ACCORDINGLY.
- AN INDIVIDUAL SEWER TAP AND WATER TAP SHALL BE INSTALLED FOR EACH LOT.
- WASTEWATER SERVICES FOR RCR-TAYLOR LOGISTICS PARK WILL BE PROVIDED BY ON-SITE SEPTIC FACILITIES UNTIL THE PERMANENT SERVICE IS RESOLVED.
- ON-SITE SEWAGE FACILITIES (OSSF), PERMITTED THROUGH WILLIAMSON COUNTY, MAY BE TEMPORARILY UTILIZED FOR WASTEWATER SERVICE AND TREATMENT FOR DEVELOPMENT WITHIN THE BOUNDARY OF THIS PRELIMINARY PLAT UNTIL PERMANENT WASTEWATER SERVICES FROM THE CITY OF TAYLOR'S SANITARY SEWER SYSTEM ARE AVAILABLE TO THE PROPERTY, AT WHICH TIME ALL LOTS AND DEVELOPMENT WITHIN THE BOUNDARY OF THIS PRELIMINARY PLAT SHALL BE CONNECTED TO THE CITY OF TAYLOR'S SANITARY SEWER SYSTEM. WITHIN SIXTY DAYS OF APPROVAL OF THIS PRELIMINARY PLAT, DEVELOPER AND CITY AGREE TO NEGOTIATE A MUTUALLY AGREED UPON FINANCIAL STRUCTURE FOR THE CONSTRUCTION OF PERMANENT SANITARY SEWER SERVICE TO THE PROPERTY. A REFERENCE TO THE AGREEMENT AND THE DEADLINE FOR PERMANENT WASTEWATER SERVICE CONNECTION SHALL BE REQUIRED ON ALL FUTURE FINAL PLATS OR REPLATS WITHIN THE BOUNDARY OF THIS PRELIMINARY PLAT.
- THE PROPOSED LANDSCAPE BUFFER SHOWN HEREON IS 50 FEET WIDE AND ADJACENT TO THE PROPOSED FM3349 RIGHT-OF-WAY LINE / FUTURE RIGHT-OF-WAY RESERVE. THE LANDSCAPING PLAN SHALL MEET THE REQUIREMENTS STATED IN THE RCR TAYLOR LOGISTICS PARK COMMERCIAL PLANNED DEVELOPMENT CODES.

LEGEND

- POINT FOR CORNER
- FOUND 5/8" IRON ROD
- FOUND 1/2" IRON ROD
- FOUND CONCRETE MONUMENT
- FENCE POST FOR CORNER
- SITE BENCHMARK (3" DISK IN CONCRETE)
- ORIGINAL ABSTRACT CORNER

D.R.W.C.TX. = DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
O.P.R.W.C.TX. = OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS
P/O = PART OF RES. = RESIDUE BM=BENCHMARK

- PROPOSED SIDEWALK
- PHASE LINE
- APPROX. ABSTRACT LINE
- PROPOSED LANDSCAPE BUFFER (SEE NOTE 20)

LOT SUMMARY

4933 = CORNER MONUMENT AS SHOWN
ALSO HAS A CAP MARKED "ROW 4933"
SAM = CORNER MONUMENT AS SHOWN
ALSO HAS A CAP MARKED "SAM"
6452 = CORNER MONUMENT AS SHOWN
ALSO HAS A CAP MARKED "RPLS 6452"
VARA = CORNER MONUMENT AS SHOWN
ALSO HAS A CAP MARKED "VARA"

CURVE TABLE					
CURVE NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD LENGTH
C1	53°50'59"	350.00'	328.95'	N37°09'02"W	317.01'
C2	56°55'28"	400.00'	397.41'	S19°28'36"W	381.31'
C3	105°12'28"	80.00'	146.90'	N20°01'09"E	127.13'
C4	65°01'19"	55.00'	62.42'	N40°06'44"E	59.13'
LOT SUMMARY					
PHASE	BLOCK	LOT	ACREAGE	OWNERSHIP DEED NUMBER(S)	
1	1	1A (EXISTING)	97.914	2019088597, 2020166309 (TR.2), P/O 2021132303	
2	2	1 (PROPOSED)	626.588	2018058726(RES), 2018058735(RES), 2018058736(RES), 2018058746(RES), 2020166309(TR.1), P/O 2021132303	
3	3	1 (PROPOSED)	18.626	2018058726 (RES.)	

LINE TABLE					
NUMBER	DIRECTION	LENGTH	NUMBER	DIRECTION	LENGTH
L1	N06°37'40"W	124.23'	L8	S84°27'28"W	307.11'
L2	S85°20'29"E	415.86'	L9	N07°13'58"E	383.12'
L3	N13°53'41"E	79.86'	L10	N82°38'41"W	436.93'
L4	N82°43'52"E	82.80'	L11	N07°13'58"E	498.81'
L5	N04°39'31"E	343.85'	L12	S82°38'41"E	436.93'
L6	N10°03'05"W	381.71'	L13	N06°37'40"W	71.26'
L7	N64°04'32"W	331.79'	L14	N34°52'29"W	289.05'

SURVEYOR'S CERTIFICATION

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, RICHARD W. HEIGES, REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6452 IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECTLY MADE FROM AN ACTUAL SURVEY MADE ON THE GROUND OF THE PROPERTY LEGALLY DESCRIBED HEREON, AND THAT THERE ARE NO APPARENT DISCREPANCIES, CONFLICTS, OVERLAPPING OF IMPROVEMENTS, VISIBLE UTILITY LINES OR ROADS IN PLACE, EXCEPT AS SHOWN ON THE ACCOMPANYING PLAT, AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY SUPERVISION IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF TAYLOR, TEXAS.

DATED THIS THE ____ DAY OF _____, 2021, A.D.

PRELIMINARY

RICHARD W. HEIGES
REGISTERED PROFESSIONAL
LAND SURVEYOR NO. 6452, STATE OF TEXAS
TEXAS FIRM REGISTRATION NO. 10194405

LEGAL DESCRIPTION

ALL THAT CERTAIN TRACT OR PARCEL OF 755.41 ACRES, LYING AND BEING SITUATED IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS PART OF THE WATKINS NOBLES SURVEY, A-484, AND THE JAMES C. EAVES SURVEY, A-213, BEING ALL OF THE SAME LAND DESCRIBED AS 105.275 ACRES (TRACT 1) AND 15.285 ACRES (TRACT 2) IN THE DEED FROM RCR TAYLOR LAND, L.P. TO RCR TAYLOR RAIL, L.P., AS RECORDED IN INSTRUMENT NO. 2020166309, IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, BEING THE RESIDUE OF THE SAME LAND DESCRIBED AS 67.16 ACRES IN THE DEED FROM RCR TAYLOR LAND, L.P. TO RCR TAYLOR RAIL, L.P., DATED SEPTEMBER 18, 2019, AS RECORDED IN INSTRUMENT NO. 2019088597, IN SAID OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, SAID RESIDUE BEING PART OF RCR TAYLOR LOGISTICS PARK, PHASE 1, A MAP OR PLAT OF SAID SUBDIVISION BEING OF RECORD IN INSTRUMENT NO. 2020121869, IN SAID OFFICIAL PUBLIC RECORDS, BEING ALL OF THE SAME LAND DESCRIBED AS 84.000 ACRES IN THE DEED FROM RCR TAYLOR LAND, L.P. TO RCR TAYLOR RAIL, L.P., AS RECORDED IN INSTRUMENT NO. 2021132303, IN SAID OFFICIAL PUBLIC RECORDS, PART OF THE SAME LAND DESCRIBED AS 193.41 ACRES IN THE IN THE DEED FROM STEVEN SLAUGHTER TO RCR TAYLOR LAND, L.P., AS RECORDED IN INSTRUMENT NO. 2018058726, IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, PART OF THE SAME LAND DESCRIBED AS 193.94 ACRES IN THE DEED FROM JEFFREY B. BENTLEY AND JAMES V. BENTLEY TO RCR TAYLOR LAND, L.P., AS RECORDED IN INSTRUMENT NO. 2018058735, IN SAID OFFICIAL PUBLIC RECORDS, PART OF THE SAME LAND DESCRIBED AS 183.84 ACRES IN THE DEED FROM CONSTANCE SLOOMB, TRUSTEE OF THE JOHN GUY SLOOMB FAMILY TRUST AND LUCILE SLOOMB THOMPSON TO RCR TAYLOR LAND, L.P., AS RECORDED IN INSTRUMENT NO. 2018058736, IN SAID OFFICIAL PUBLIC RECORDS, AND PART OF THE SAME LAND DESCRIBED AS 194.559 ACRES IN THE DEED FROM DAVID C. BLANKENSHIP, ET AL TO RCR TAYLOR LAND, L.P., AS RECORDED IN INSTRUMENT NO. 2018058746, IN SAID OFFICIAL PUBLIC RECORDS, SAID 194.559 ACRE TRACT INCLUDING 1.34 ACRES SITUATED WITHIN THE ROAD MARGINS OF WILLIAMSON COUNTY ROAD 404., SAID 755.41 BEING MORE FULLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, TO-WIT:

BEGINNING AT A 1/2 INCH IRON ROD FOUND WITH ID. CAP (SAM) BEING ON THE EAST RIGHT OF WAY LINE OF F.M. 3349 FOR AN ANGLE POINT HEREOF AND OF SAID ORIGINAL TRACT CALLED 193.41 ACRES, A TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) TYPE 1 CONCRETE MONUMENT FOUND ON THE WEST RIGHT OF WAY LINE OF SAID F.M. 3349 BEARS N 82°24'18" W 100.00 FEET;

THENCE ALONG THE EAST RIGHT-OF-WAY LINE OF SAID FM 3349 FOR A WEST LINE HEREOF AND OF SAID ORIGINAL TRACT CALLED 193.41 ACRES, N 07°13'58" E, AT 148.06 FEET PASS A 5/8 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR THE SOUTHWEST CORNER OF THE WILLIAMSON COUNTY, TEXAS TRACT CALLED 0.211 ACRES AS RECORDED IN INSTRUMENT NO. 2020113642 IN SAID OFFICIAL PUBLIC RECORDS, AT 270.06 FEET PASS A 5/8 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR THE NORTHWEST CORNER OF SAID WILLIAMSON COUNTY, TEXAS TRACT CALLED 0.211 ACRES, AND AT A TOTAL DISTANCE OF 342.08 FEET TO A 1/2 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR A NORTHWEST CORNER HEREOF AND OF SAID ORIGINAL 193.41 ACRES, COMMON WITH A SOUTHWEST CORNER OF THE CITY OF HUTTO TRACT CALLED 5.00 ACRES, AS RECORDED IN INSTRUMENT NO. 2030011596, IN SAID OFFICIAL PUBLIC RECORDS;

THENCE COMMON WITH THE SOUTH, EAST, AND NORTH LINES OF SAID CITY OF HUTTO TRACT CALLED 5.00 ACRES, S 82°38'41" E 436.92 FEET TO A 1/2 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR THE SOUTHEAST CORNER OF SAID CITY OF HUTTO TRACT CALLED 5.00 ACRES, COMMON WITH AN INTERIOR CORNER HEREOF, N 07°13'58" E 498.81 FEET TO 1/2 INCH IRON ROD FOUND FOR THE NORTHEAST CORNER OF SAID CITY OF HUTTO TRACT CALLED 5.00 ACRES, COMMON WITH AN INTERIOR CORNER HEREOF, AND N 82°38'41" W 436.93 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (VARA SURVEYING) ON THE EAST RIGHT-OF-WAY LINE OF SAID FM 3349 FOR THE NORTHWEST CORNER OF SAID CITY OF HUTTO TRACT CALLED 5.00 ACRES, COMMON WITH A SOUTHWEST CORNER HEREOF AND OF SAID ORIGINAL TRACT;

THENCE ALONG THE EAST RIGHT-OF-WAY LINE OF SAID FM 3349, COMMON WITH THE WEST LINE OF SAID ORIGINAL 193.41 ACRES TRACT, FOR A WEST LINE HEREOF, N 07°13'58" E 383.12 FEET TO A POINT FOR CORNER FOR THE NORTHWEST CORNER HEREOF AND OF SAID ORIGINAL 193.41 ACRES TRACT, BEING ON THE EAST RIGHT-OF-WAY LINE OF SAID FM 3349 AT ITS INTERSECTION WITH THE OCCUPIED SOUTH RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD;

THENCE ALONG THE OCCUPIED SOUTH LINE OF SAID UNION PACIFIC RAILROAD, COMMON WITH THE NORTH LINE HEREOF AND OF SAID ORIGINAL 193.41 ACRES TRACT, N 77°23'39"E, AT 446.66 FEET PASS THE NORTHWEST CORNER OF RCR TAYLOR LOGISTICS PARK, PHASE 1 LOT 1 (CALLED 67.16 ACRES), AS RECORDED IN INSTRUMENT NO. 2020121869, IN SAID OFFICIAL PUBLIC RECORDS, AT 1888.89 FEET PASS THE NORTHEAST CORNER OF SAID RCR TAYLOR, LOT 1 (CALLED 67.16 ACRES), AND CONTINUING FOR A TOTAL DISTANCE OF 2,846.85 FEET TO A 2-INCH CEDAR POST FOUND FOR THE MOST NORTHERLY NORTHEAST CORNER HEREOF AND OF SAID ORIGINAL 193.41 ACRES TRACT;

THENCE ALONG AN EAST LINE HEREOF AND OF SAID ORIGINAL 193.41 ACRES TRACT, BEING ALONG A WEST LINE OF THE C. ERNEST LAWRENCE TRACT CALLED 305.22 ACRES AS RECORDED IN DOCUMENT NO. 2005011334, OF SAID OFFICIAL PUBLIC RECORDS, S 21°32'51" E 1,181.09 FEET TO A 1/2-INCH IRON ROD FOUND FOR AN INTERIOR CORNER HEREOF AND OF SAID ORIGINAL TRACT CALLED 193.41 ACRES, COMMON WITH A SOUTHWEST CORNER OF SAID LAWRENCE TRACT CALLED 305.22 ACRES, ALSO BEING ON OR NEAR THE DIVISION LINE BETWEEN SAID ORIGINAL EAVES AND NOBLES SURVEYS;

THENCE ALONG A NORTH LINE HEREOF AND OF SAID 193.41 ACRES TRACT, COMMON WITH A SOUTH LINE OF SAID 305.22 ACRES TRACT, BEING ALONG OR NEAR THE DIVISION LINE OF SAID SURVEYS, N 68°47'13" E 856.19 FEET TO A 1/2 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOUND FOR AN EXTERIOR ANGLE POINT HEREOF AND OF SAID ORIGINAL TRACT, COMMON WITH AN INTERIOR ANGLE POINT OF SAID 305.22 ACRES TRACT, ALSO BEING AN EXTERIOR CORNER OF THE JAMES C. EAVES SURVEY, A-214;

THENCE ALONG THE NORTH LINE HEREOF AND OF SAID 193.41 ACRES TRACT, COMMON WITH A SOUTH LINE OF SAID 305.22 ACRES TRACT, BEING ALONG OR NEAR THE DIVISION LINE BETWEEN SAID NOBLES SURVEY, A-484 AND SAID EAVES SURVEY, A-214, S 82°23'17" E 750.03 FEET TO A 3-INCH METAL POST FOUND FOR THE NORTHEAST CORNER HEREOF AND OF SAID ORIGINAL 193.41 ACRES TRACT, COMMON WITH AN INTERIOR CORNER OF SAID 305.22 ACRES TRACT, BEING ON OR NEAR THE NORTHEAST CORNER OF SAID NOBLES SURVEY, A-484, COMMON WITH THE NORTHEAST CORNER OF THE THOMAS B. LEE SURVEY, A-800, AND THE SOUTH LINE OF SAID EAVES SURVEY, A-214;

THENCE ALONG AN EAST LINE HEREOF, BEING ALONG THE EAST LINE OF SAID ORIGINAL TRACT CALLED 193.41 ACRES, THE EAST LINE OF SAID ORIGINAL TRACT CALLED 183.94 ACRES, THE EAST LINE OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, COMMON WITH THE WEST LINE OF SAID 305.22 ACRES TRACT, AND THE WEST LINE OF THE EUGENE R. KANAK & JUDY A. KANAK, EACH AS TRUSTEE OF THE EUGENE R. KANAK LIVING TRUST DATED OCTOBER 14, 1997 TRACT CALLED 164.685 ACRES, AS RECORDED IN INSTRUMENT NO. 2012107105, IN SAID OFFICIAL PUBLIC RECORDS, ALSO BEING ALONG OR NEAR THE DIVISION LINE BETWEEN SAID NOBLES SURVEY, A-484 AND SAID LEE SURVEY, A-800, S 07°32'28" W, AT 1747.60 FEET PASS A 1/2 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR THE SOUTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 193.41 ACRES, COMMON WITH THE NORTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 183.94 ACRES, AT 3437.28 FEET PASS A BENT 3/4-INCH IRON ROD FOUND FOR THE SOUTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 183.94 ACRES, COMMON WITH THE NORTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, AND AT A TOTAL DISTANCE OF 4,577.16 FEET TO A FENCE CORNER POST FOUND FOR A SOUTHEAST CORNER HEREOF AND OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, COMMON WITH AN INTERIOR CORNER OF SAID KANAK TRACT CALLED 164.685 ACRES;

THENCE ALONG A SOUTH LINE HEREOF AND OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, COMMON WITH A NORTH LINE OF SAID 164.685 ACRES, N 83°33'29" W 231.81 FEET TO A 1/2 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR AN INTERIOR CORNER HEREOF AND OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, COMMON WITH A NORTHWEST CORNER OF SAID 164.685 ACRES;

THENCE ALONG AN EAST LINE HEREOF AND OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, COMMON WITH A WEST LINE OF SAID 164.685 ACRES, S 07°23'02" W, AT 574.06 FEET PASS A 1/2 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR A SOUTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, COMMON WITH A NORTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, AND AT A TOTAL DISTANCE OF 960.27 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (BRYAN TECH SERVICES) FOR AN INTERIOR CORNER HEREOF AND OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, COMMON WITH A SOUTHWEST CORNER OF SAID 164.685 ACRES;

THENCE ALONG A NORTH LINE HEREOF AND OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, COMMON WITH A PORTION OF A SOUTH LINE OF SAID 164.685 ACRES TRACT, S 82°29'31" E 233.54 FEET TO A NORTHEAST CORNER HEREOF AND OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, BEING ON THE SOUTH LINE OF SAID 164.685 ACRES, BEING ON OR NEAR THE DIVISION LINE BETWEEN SAID NOBLES SURVEY, A-484 AND THE H.T. & B. RAILROAD CO. SURVEY, A-318, SAID CORNER BEING WITHIN THE MARGINS OF SAID WILLIAMSON COUNTY ROAD 404;

THENCE ALONG AN EAST LINE HEREOF AND OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, BEING WITHIN THE MARGINS OF SAID WILLIAMSON COUNTY ROAD 404, S 07°37'22" 2017.60 FEET TO THE SOUTHEAST CORNER OF THE SAID ORIGINAL TRACT CALLED 194.559 ACRES, AND THE SOUTHEAST CORNER HEREOF;

THENCE ALONG A SOUTH LINE HEREOF, AND OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, A PORTION OF WHICH BEING ALONG THE NORTH LINE OF THE HENRY H. HOLUBEC JR., ET AL., TRACT CALLED 85.681 ACRES, AS RECORDED IN VOLUME 1051, PAGE 818, OF SAID OFFICIAL PUBLIC RECORDS, N 83°29'47" W, AT 29.00 FEET PASS A CONCRETE MONUMENT FOUND FOR THE NORTHEAST CORNER OF SAID HOLUBEC TRACT, AND AT A TOTAL DISTANCE OF 2269.71 FEET TO A BROKEN-OF CONCRETE MONUMENT FOUND FOR THE NORTHWEST CORNER OF SAID HOLUBEC TRACT, COMMON WITH A SOUTHWEST CORNER HEREOF, AND OF SAID ORIGINAL TRACT, BEING ON EAST LINE OF THE JOEL B. CARPENTER TRACT CALLED 18.165 ACRES, AS RECORDED IN INSTRUMENT NO. 2012073128 OF SAID OFFICIAL PUBLIC RECORDS;

THENCE ALONG A WEST LINE HEREOF, AND OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, BEING ALONG A PORTION OF SAID EAST LINE OF SAID CARPENTER TRACT, AND ALONG THE EAST LINE OF SAID NAIVAR TRACT, N 07°28'48" E 1165.53 FEET TO A FENCE CORNER POST FOUND FOR THE NORTHEAST CORNER OF SAID NAIVAR TRACT, COMMON WITH AN INTERIOR CORNER HEREOF, AND OF SAID ORIGINAL 194.559 ACRES;

THENCE ALONG A SOUTH LINE HEREOF, AND A PORTION OF A SOUTH LINE OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, COMMON WITH A PORTION OF THE NORTH LINE OF SAID NAIVAR TRACT, N 82°24'57" W, AT 1009.97 FEET PASS A 5/8 INCH IRON ROD SET WITH ID. CAP (RITD, LLC - RPLS 6452) SET FOR A REFERENCE POINT ON THE SOUTH LINE HEREOF, FOR A TOTAL DISTANCE OF 2471.67 FEET TO CORNER IN A FOUND FENCE CORNER POST FOR THE NORTHWEST CORNER OF SAID NAIVAR TRACT, THE SOUTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, AND THE SOUTHWEST CORNER HEREOF;

THENCE ALONG THE WEST LINE HEREOF, AND THE WEST LINE OF THE SAID ORIGINAL TRACT CALLED 194.58 ACRES, COMMON WITH THE EAST RIGHT-OF-WAY LINE OF SAID F.M. 3349, N 07°30'27" W 1241.34 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR THE NORTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 194.559 ACRES, COMMON WITH THE SOUTHWEST CORNER HEREOF AND OF THE SAID ORIGINAL TRACT CALLED 183.84 ACRES;

THENCE ALONG THE WEST LINE HEREOF, AND THE WEST LINE OF THE SAID ORIGINAL TRACT CALLED 183.84 ACRES, COMMON WITH THE EAST RIGHT-OF-WAY LINE OF SAID F.M. 3349, N 07°31'56" E 1716.26 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR THE NORTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 183.84 ACRES, THE SOUTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 183.94 ACRES;

THENCE ALONG THE WEST LINE HEREOF, AND OF SAID ORIGINAL TRACT CALLED 183.94 ACRES, COMMON WITH THE EAST RIGHT-OF-WAY LINE OF SAID F.M. 3349, N 07°35'42" W, AT 1689.67 FEET PASS A 5/8 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR THE NORTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 183.94 ACRES, THE SOUTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 193.41 ACRES, AND A SOUTHWEST CORNER HEREOF, FOR A TOTAL DISTANCE OF 1893.85 FEET TO THE PLACE OF BEGINNING CONTAINING 755.41 ACRES OF LAND.

COUNTY CLERK'S CERTIFICATION

COUNTY OF WILLIAMSON

I, NANCY E. RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY OF ____, 2021, A.D., AT ____ O'CLOCK, ____ M., IN THE OFFICIAL PUBLIC RECORDS OF SAID COUNTY IN INSTRUMENT NO. _____

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN GEORGETOWN, TEXAS, THE DATE LAST SHOWN ABOVE WRITTEN.

NANCY E RISTER, CLERK COUNTY COURT OF WILLIAMSON COUNTY, TEXAS

City of Taylor
PZ-2021-1343
51 CR 405 Subdivision Variance
Staff Report

Requested Action:

The applicant is requesting a variance regarding fire protection requirements as described in Sec. 2.11.2 of the City of Taylor Subdivision Ordinance.

Applicant:

Lance Richter, Property Owner

Subject Property:

Approximately 5.101 acres, addressed as 51 CR 405, part of and out of Thomas Williamson Survey, Abstract No. 755, Extraterritorial Jurisdiction of Taylor, Williamson County, Texas.

Parcel Information:

Current Zoning: Outside of the city limits (no zoning)

Current Use: Agricultural

Adjacent Parcel Information

Direction	Land Use	Zoning
<u>North</u>	Agricultural	R-3
<u>South</u>	Agricultural	N/A (ETJ)
<u>East</u>	Agricultural	N/A (ETJ)
<u>West</u>	CR 405 ROW and Residential/Agricultural	N/A (ETJ)

Purpose:

The applicant is proposing a variance to the fire protection requirements in Sec. 2.11.2 of the Subdivision Ordinance. The purpose of the variance is to allow the applicant to be exempt from providing fire protection for their property.

Background:

In January 2021, City Staff issued a Plat Certification Letter for this property, stating that platting would be required. Additionally, a fire hydrant in the public right-of-way would be required. Once the fire hydrant was installed it would be dedicated to the public. In response, the applicant decided to apply for a variance to Sec. 2.11.2 of the Subdivision Ordinance to become exempt from the fire protection requirements of the Subdivision Ordinance.

Since the property is in the service area of Manville Water Supply Co., the applicant would be required to receive water service from them. However, according to Erik Prinz, Director of Chief Operators at Manville Water Supply Co., there is insufficient water capacity to serve the property. Therefore, the applicant would not achieve the minimum acceptable flow of 500 gallons per minute for no less than two hours as required in Sec. 2.11.2 of the Subdivision Ordinance.

Staff Recommendation:

As Staff, we use the regulations to make recommendations to the Planning and Zoning Commission and guide growth in the community. Therefore, Staff recommends approval of the request for a variance to the Subdivision Ordinance as the applicant does have a hardship as the existing water capacity cannot meet the requirement for the minimum flow for fire hydrants. The cost of improving the water system to provide for fire flow would be disproportionate to the proposed development of one single-family house. Staff recommends requiring a plat note stipulating the amount of development on the lot that is allowed under this variance.

In addition to a hardship, four other questions in the Ordinance must be addressed below by the Commission.

Planning and Zoning Commission Recommendation:

No variance shall be granted or imposed unless the Planning and Zoning Commission finds:

1. That there are special circumstances or conditions affecting the land involved such that the strict application of the provisions of this Ordinance would deprive the applicant of the reasonable use of his land or the City of orderly development; and

There are special circumstances as Manville Water Supply Co., does not have sufficient water capacity to meet fire-flow requirements. Therefore, this inability to meet fire-flow requirements is not a self-created hardship. Requiring the applicant to install a fire hydrant that cannot be used is an impractical and an undue burden.

2. That granting of the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant; and

The granting of the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant as he is planning to construct a home on the property that would otherwise not be possible without the variance.

3. That the granting or imposition of the variance will not be detrimental to the public health, safety, and welfare; and

Granting of the requested variance could be detrimental to the public health, safety, and welfare. Per a conversation with Fire Marshal Robert Copeland, the lack of adequate water for fire protection will impede the ability to control fires in the area. If this variance is granted the Commission should require a note on the plat that provides notice of the lack of adequate water for fire protection within the subdivision.

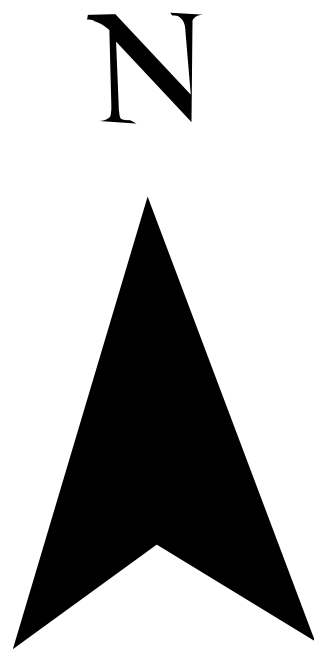
4. That the granting or imposition of the variance will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of this Ordinance.

The granting of the variance would not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of this Ordinance because a limit to the extent of development on the property under this variance will be noted on the plat.

Such findings of the Planning and Zoning Commission together with the specific facts upon which such findings are based, shall be incorporated into the official minutes of the Planning and Zoning Commission meeting at which such variance is granted or imposed. Variances may be granted or imposed only when in harmony with the general purpose and intent of this Ordinance so that the public health, safety, and welfare may be secured. Pecuniary hardship to the subdivider, standing alone, shall not be deemed to constitute undue hardship. All variances shall be granted or imposed on a case-by-case basis and no variance shall be construed to serve as a precedence for subsequent variances.

Attachments:

1. Location Map
2. Notice Area Map



PZ-2021-1343

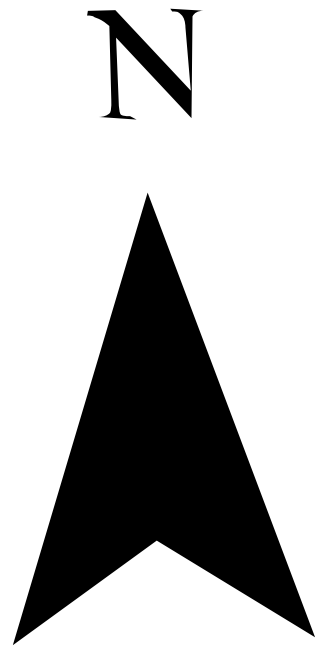
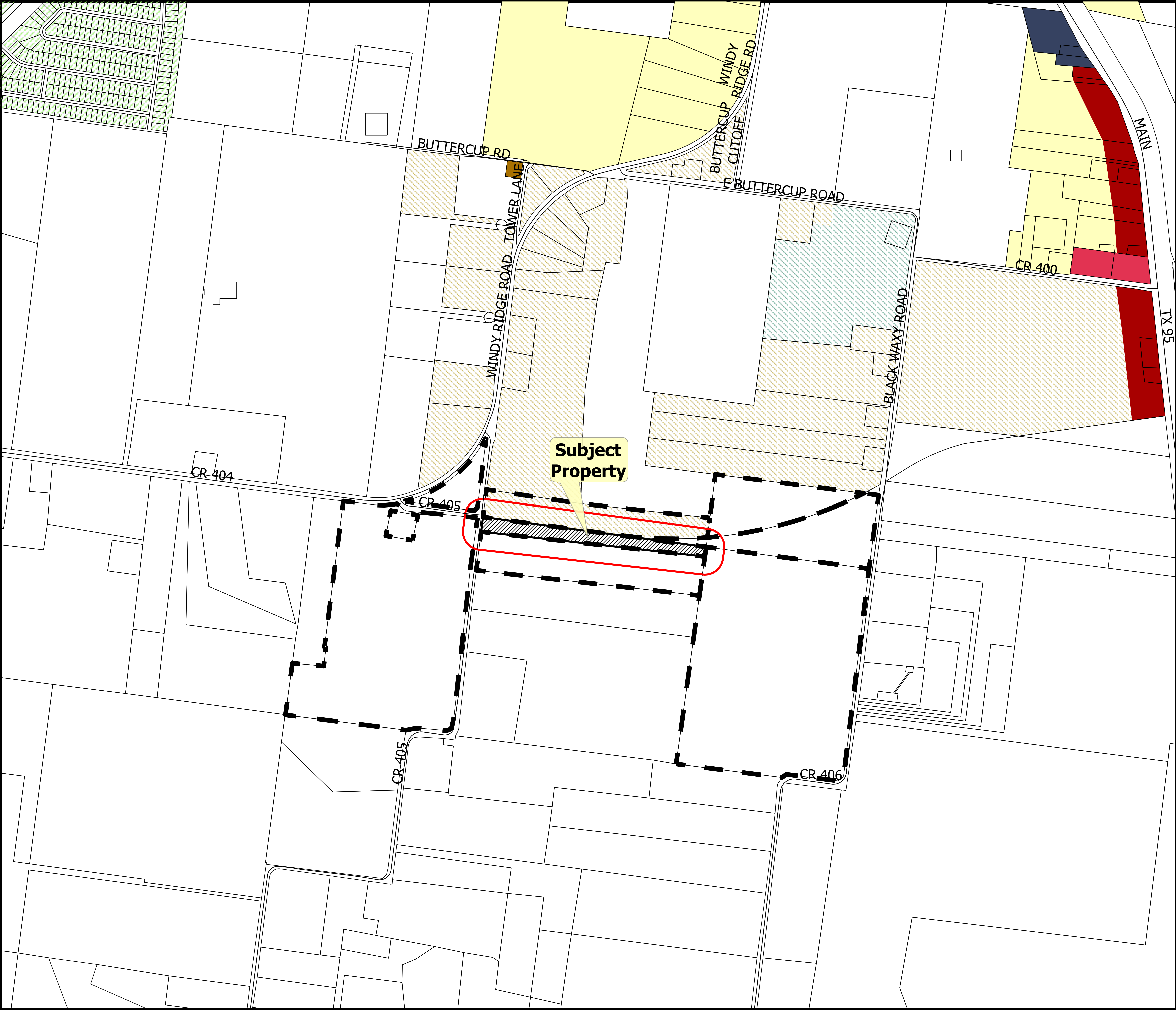
**Zoning Map
Subdivision Variance
51 CR 405
Approximately 5.101 Acres**

Legend

- ETJ
- Subject Property
- ZONING
- R-3 Single Family
- Streets



0 212.5 425 850 US Feet

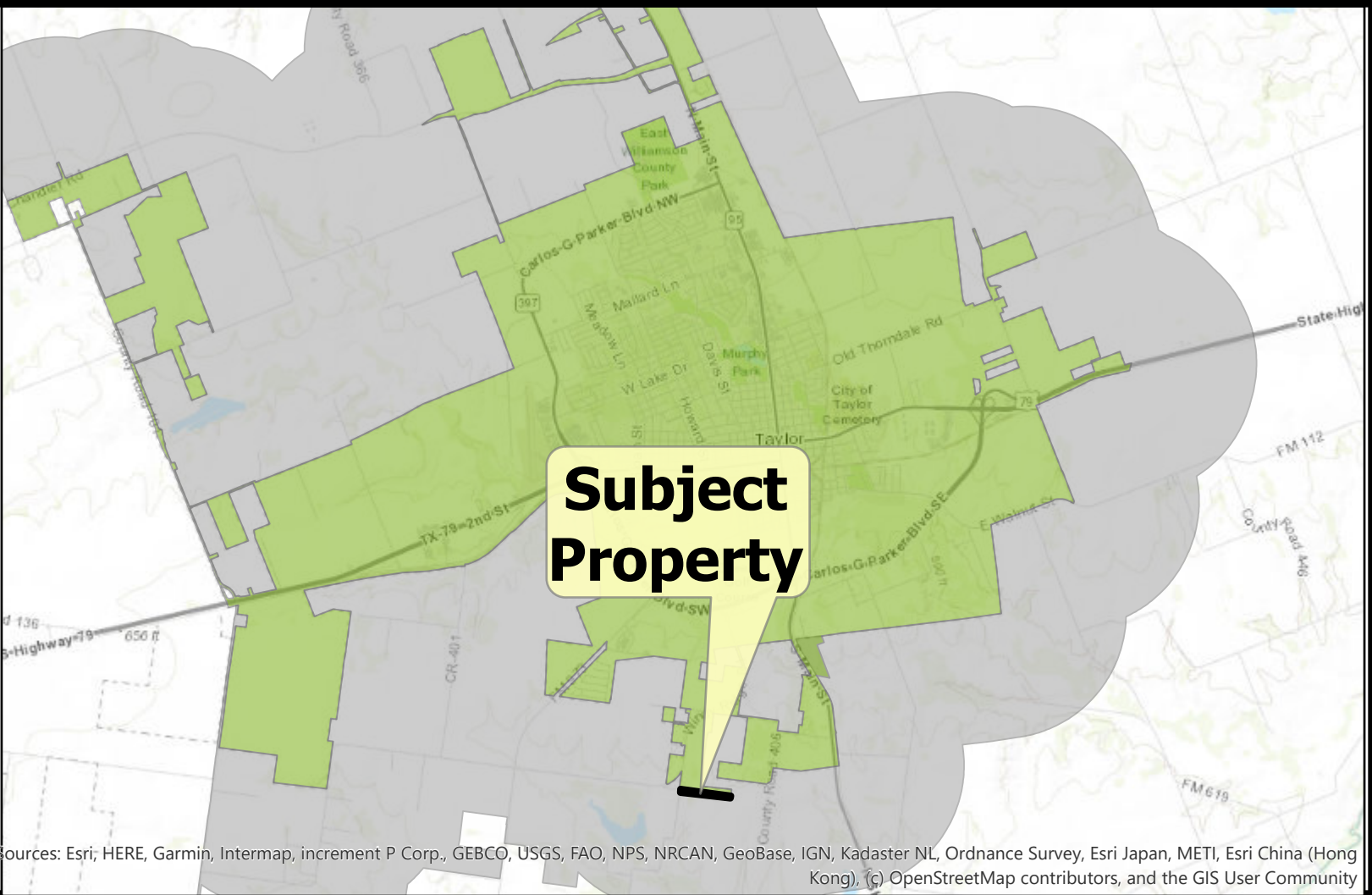


PZ-2021-1343

Notice Area Map
Subdivision Variance
51 CR 405
Approximately 5.101 Acres

Legend

- | | |
|---------------------|--|
| Subject Property | M-2 Heavy Industry |
| 200 ft. Buffer | R-1 Single Family |
| Notified Properties | R-3 Single Family |
| ZONING | |
| B-1 | R-1/RPD: Residential Planned Development |
| B-2 | R/A Rural Agriculture |
| I Institutional | Parcels |
| | Streets |



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox, OpenStreetMap contributors, and the GIS User Community



**City of Taylor
Comprehensive Plan Adoption
Staff Report**

Requested Action:

Receive a presentation and consider a recommendation to City Council on the adoption of the Envision Taylor Comprehensive Plan.

Applicant:

City of Taylor

Purpose:

Chapter 213 of the Texas Local Government Code authorizes cities to adopt comprehensive plans. The Code states:

“The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan.

A comprehensive plan may:

- (1) include but is not limited to provisions on land use, transportation, and public facilities;
- (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- (3) be used to coordinate and guide the establishment of development regulations.”

Prior to adoption of the comprehensive plan, the plan must first be reviewed by the City’s Planning and Zoning Commission.

Background:

The City of Taylor last adopted a comprehensive plan in 2004. City Council authorized funding for the update of the City’s comprehensive plan in the FY 2019-2020 budget. After soliciting qualifications from consulting firms, the City selected Lionheart Places to lead the planning effort with Verdunity providing fiscal analysis.

Due to COVID-19, the project was paused in early 2020 and restarted in August of 2020. Since then, 3 community workshops, 2 Strong Towns presentations, 4 CPAC meetings, 4 planning for growth workshops, a P&Z workshop and a joint meeting between City Council, P&Z and the CPAC have been held.

Public meetings related to the comprehensive plan were held on the following dates:

- September 17, 2020 – Strong Towns Presentation
- September 22, 2020 – Community Workshop #1
- January 27, 2021 – Planning for Growth Workshop #1
- March 3, 2021 – Planning for Growth Workshop #2
- March 10, 2021 – Community Workshop #2
- April 7, 2021 – Planning for Growth Workshop #3
- May 5, 2021 – Planning for Growth Workshop #4
- July 14, 2021 – Community Workshop #3
- August 10, 2021 – P&Z Workshop

Staff Recommendation:

Staff recommends that P&Z recommend adoption of the Envision Taylor Comprehensive Plan.

Attachments:

1. Presentation
2. Envision Taylor Comprehensive Plan



Comprehensive Plan

Planning & Zoning Commission Meeting

October 12, 2021

What is a comprehensive plan?

- Authorized by State law – Ch. 213 Local Government Code

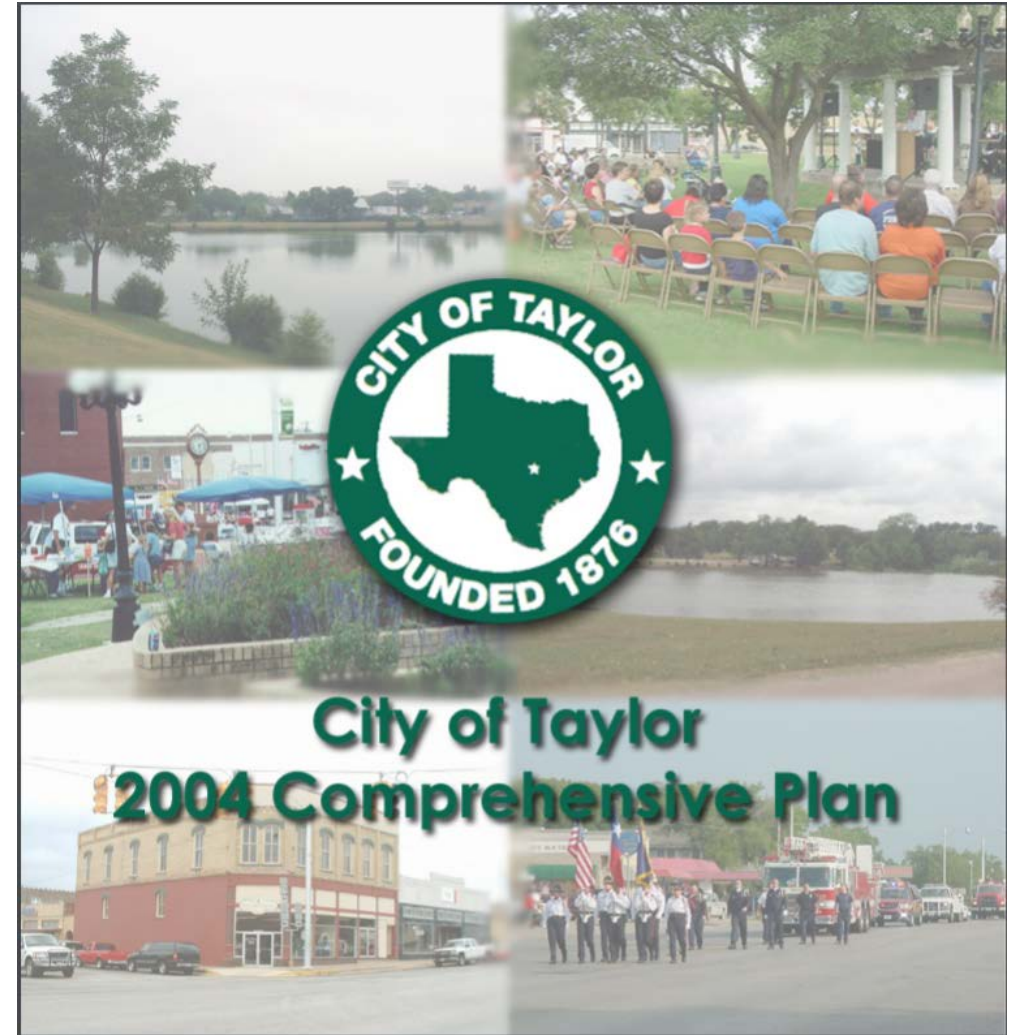
Sec. 213.002. COMPREHENSIVE PLAN. (a) The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan.

(b) A comprehensive plan may:

- (1) include but is not limited to provisions on land use, transportation, and public facilities;
- (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
- (3) be used to coordinate and guide the establishment of development regulations.

When was Taylor's last updated?

- 2004 – 16 years ago



Why an update?

- Significant changes since 2004
 - State law limitations on annexation
 - State law limitations on tax revenues
 - Identification of significant, un-funded infrastructure maintenance
- Taylor is on the brink of significant population growth
 - How do we accommodate that growth while addressing other issues

What is the process?



Who has been involved in the process?

- Citizens and businesses
- Advisory Committee
- Consultants
 - Lionheart Places, HDR
 - Verdunity
- City Staff
- Planning & Zoning Commission
- City Council



What meetings have we had?

Strong Towns Presentations

- Sept. 17, 2020
- August 31, 2021

Community Workshops

- Sept. 22, 2020
- March 10, 2021
- July 14, 2021

CPAC Meetings

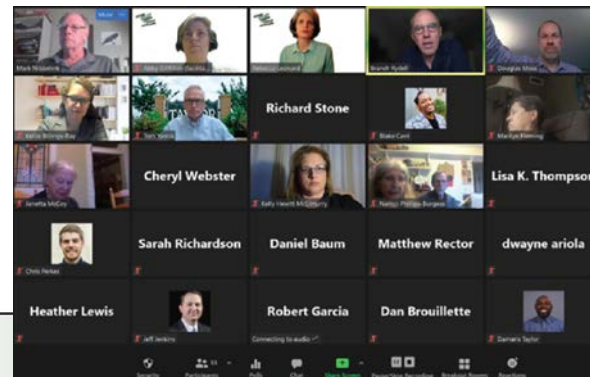
- Aug. 24, 2020
- March 1, 2021
- June 28, 2021
- July 19, 2021

Planning for Growth Workshops

- Jan. 27, 2021
- March 3, 2021
- April 7, 2021
- May 5, 2021

Other

- P&Z workshop Aug. 10, 2021
- Council, P&Z, CPAC workshop Sep. 28, 2021



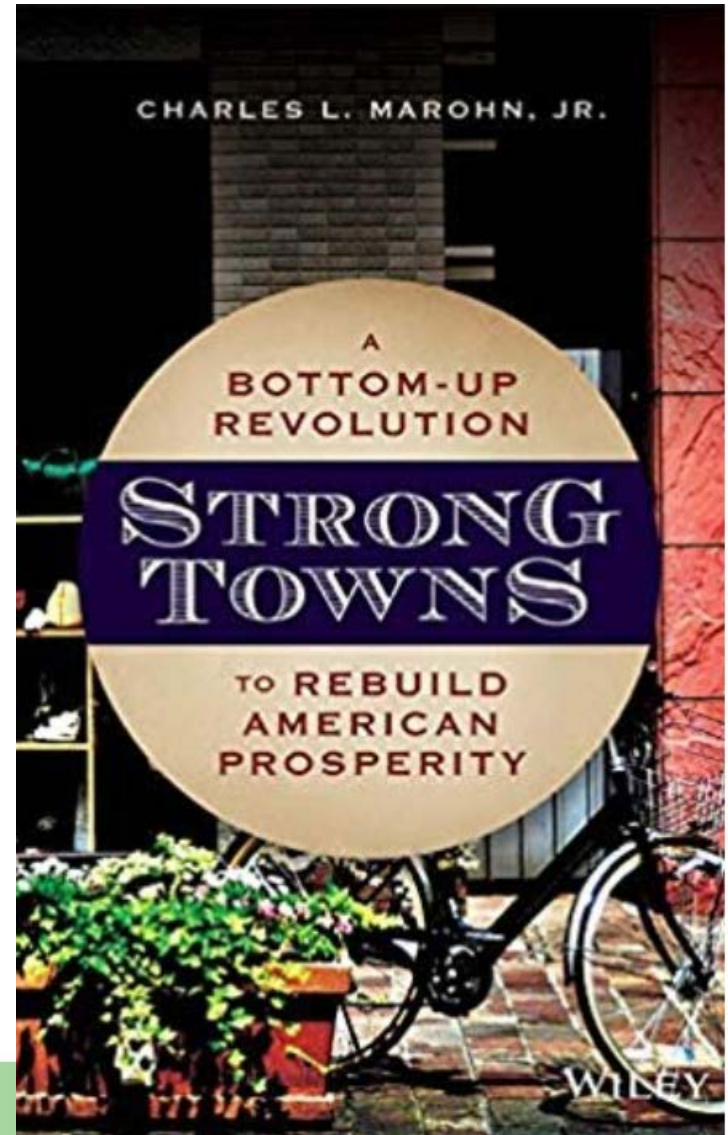
What's in the plan?

- Community Vision (Big Ideas)
- Future Land Use Plan
- Transportation Plan
- Housing and Neighborhoods Plan
- Implementation Plan



What is the planning framework?

- Strong Towns
- Understanding the link between land use decisions and long-term financial resiliency
- Fully accounting for infrastructure maintenance
- Recognizing that growth must be financially sustainable



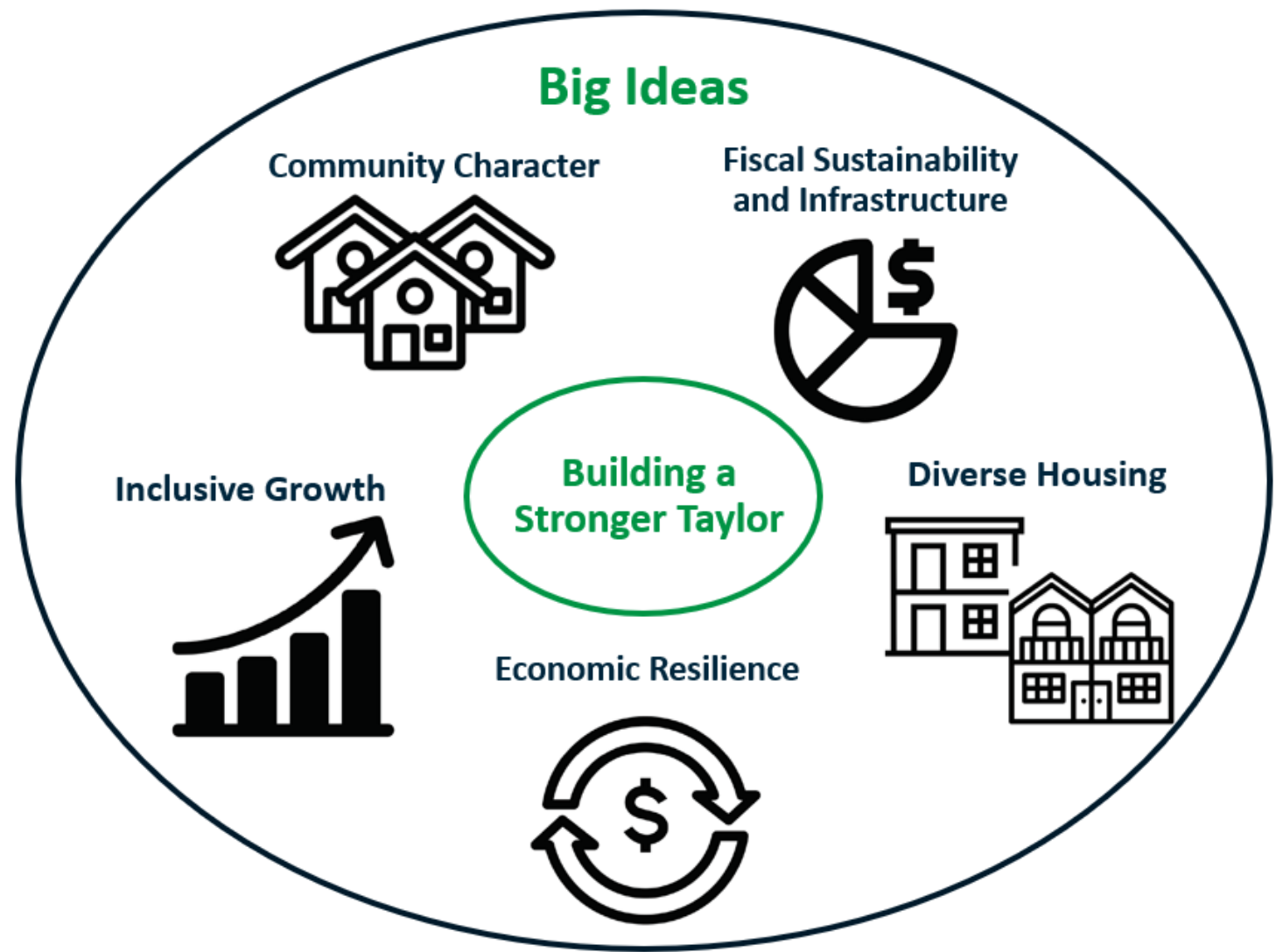
What are some Strong Towns strategies?

- Development that pays for itself now and in the future
- Investments of public funds that have high returns
- Re-investment in the core of the City
- Infill and redevelopment to utilize existing infrastructure
- Fully recognize and budget for the cost of maintenance

“The mission of Strong Towns is to support a model of development that allows America’s cities, towns and neighborhoods to become financially strong and resilient.”

StrongTowns.org

What are the Big Ideas in the plan?



BIG IDEAS



Community Character

Maintain Taylor's small-town atmosphere.



Inclusive Growth

Be intentional and thoughtful about ensuring that all people and communities benefit from growth.



Diverse Housing

Ensure that housing accommodates all ages, abilities, household types, and income.



Fiscal Sustainability and Infrastructure

Make smart investments that maximize use of existing infrastructure and provide sufficient resources for long term maintenance, repairs, and replacement.

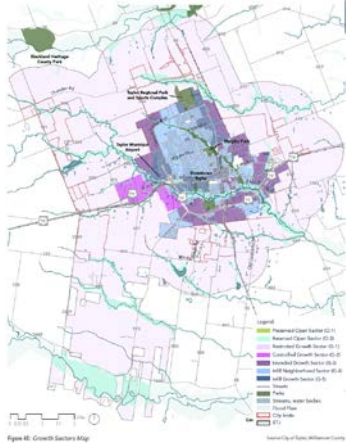


Economic Resilience

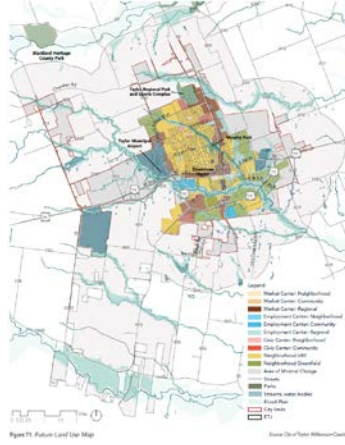
Support and promote unique, local businesses.

How do the Big Ideas take shape?

Land Use



Growth Sectors (where we grow)



Future Land Use (how we grow)

Transportation



Figure 91: Roadway Hierarchy and Grid Spacing System

-  Regional Road
 Community Boulevard
 Neighborhood Avenue
 Neighborhood Street

Expand the grid

Figure 8B. Thorax of female *Masteria* sp.

Thoroughfare Plan

Housing & Neighborhoods



Housing Diversity & Incremental Density

Land Use – Growth Sectors

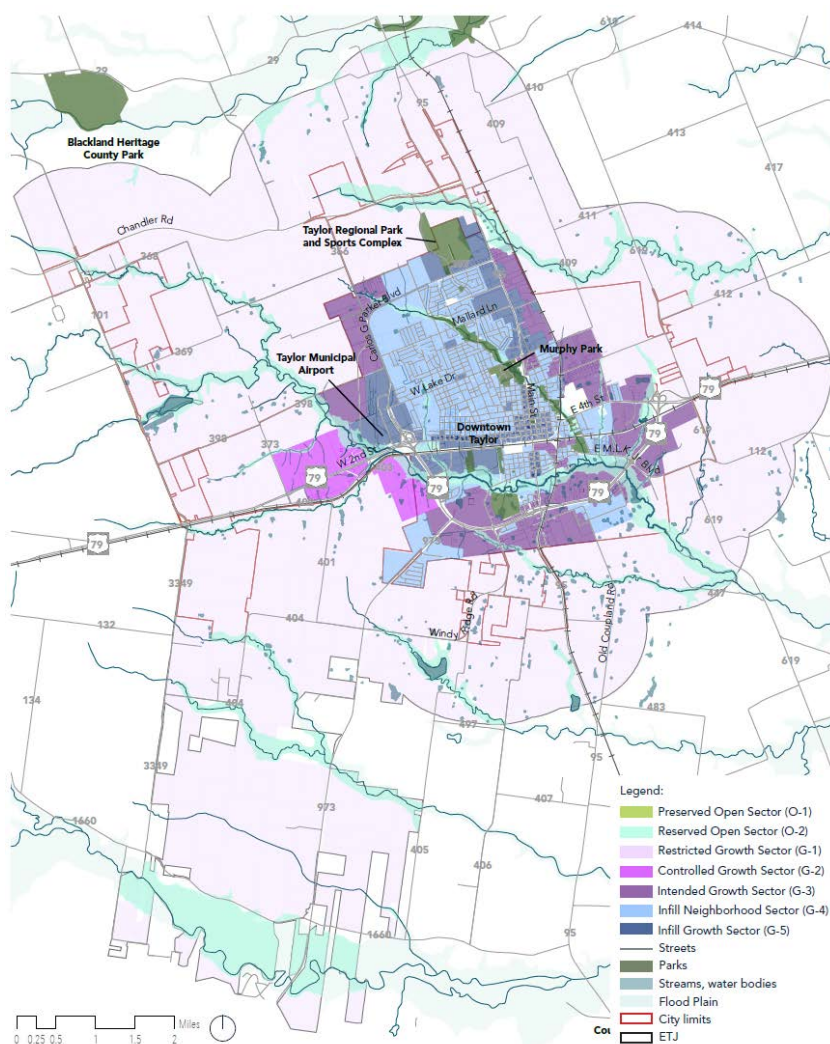


Figure 45: Growth Sectors Map

Source: City of Taylor, Williamson County

PRESERVED OPEN SECTOR (O-1)

The Preserved Open Sector is made up of open space that is protected from development in perpetuity. This includes dedicated parkland and any other conservation easement.

CONTROLLED GROWTH SECTOR (G-2)

The Contolled Growth Sector consists of areas that can support limited mixed use based on proximity to an existing or planned Thoroughfare. The Controlled Growth Sector Should be limited in area to nodes where infrastructure or services already exist. But they are not adjacent to the existing developed areas.

RESERVED OPEN SECTOR (O-2)

The Reserved Open Sector consists of land that is not yet protected but is valuable as open space. This includes floodplains and floodways and may also include areas of steep slope, desired open space, desired transportation corridors, buffers, or viewsheds.

INTENDED GROWTH SECTOR (G-3)

The Intended Growth Sector consists of areas with access to existing or planned transportation / infrastructure and are on the periphery of existing developed areas. These are primarily vacant, underutilized, or poorly developed commercial areas adjacent to existing centers and service areas. Growth policies should encourage the development or redevelopment of these areas as compact residential and mixed-use development.

RESTRICTED GROWTH SECTOR (G-1)

The Restricted Growth Sector consists of areas that have value as open space but are subject to development because zoning or limited development already exists. This includes large lot homesteads and farmland with limited infrastructure availability.

INFILL NEIGHBORHOOD SECTOR (G-4)

The Infill Neighborhood Sector consists of areas within the city that are already developed and served by infrastructure. Infill development is encouraged to generally match the character of the existing development.

INFILL GROWTH SECTOR (G-5)

The Infill Growth Sector is made up of areas that are already developed and served by infrastructure. They are also intended for higher intensity uses than are currently in place.

Land Use – Future Land Use Map

CENTERS

MARKET

Market Centers are mixed-use areas anchored by a retail destination where surrounding residents go to get daily goods and services. As with all centers, Market Centers are envisioned as mixed use and walkable places.

Market Centers can be developed as new centers or as a redevelopment of an existing suburban big box retail center. The series of images included below shows how a retail center can redevelop over time to become a mixed use and walkable place.

Total area: **948 acres**

Land Use and Building Types:
Multifamily: **25%**, Retail: **52.5%**,
Office: **5%**, Mixed use: **2.5%**, Public:
2.5%, and Industrial: **12.5%**

- Market Center: Neighborhood
- Market Center: Community
- Market Center: Regional

CIVIC

Civic Centers are mixed-use areas centered around a civic destination such as a school, library, recreation center or park.

Total area: 349 acres

Land Use and Building Types: Retail: **10%**, Office: **10%**, Mixed use: **10%**, and Public: **70%**

- Civic Center: Neighborhood
- Civic Center: Community

EMPLOYMENT

Employment Centers are mixed-use areas centered around office or industrial uses that can support significant employment. The office and industrial uses help support local retail and restaurants.

Total area: 1,784

Land Use and Building Types: Retail: **22.5%**, Office: **10%**, Mixed use: **2.5%**, Public: **5%**, and Industrial: **60%**

- Employment Center: Neighborhood
- Employment Center: Community
- Employment Center: Regional

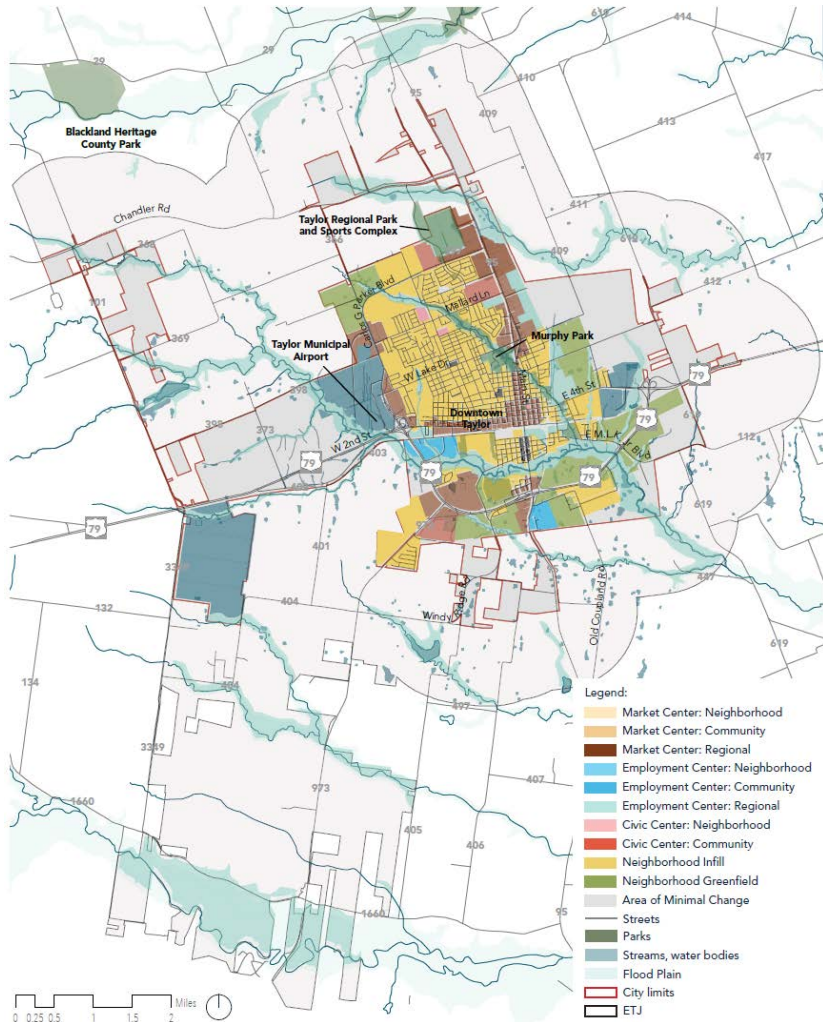


Figure 71: Future Land Use Map

Source: City of Taylor, Williamson County

Land Use – Future Land Use Map contd.

NEIGHBORHOOD

INFILL

Infill Neighborhoods represent existing developed areas in Taylor that have access to existing streets and utility infrastructure. Infill development is anticipated to fill in vacant and underutilized lots within the City of Taylor. These areas are anticipated to accommodate a slight increase in density with the inclusion of accessory dwelling units or smaller lots and additional corner units.

Total area: 2,600 acres

Total proposed Units: 22,620 approx

Land Use and Building Types: Single family Residential (DUA 5): **30%**, 2-4 Units (DUA 10): **60%**, 5+ Units (DUA 12): **10%**

 **Neighborhood Infill**

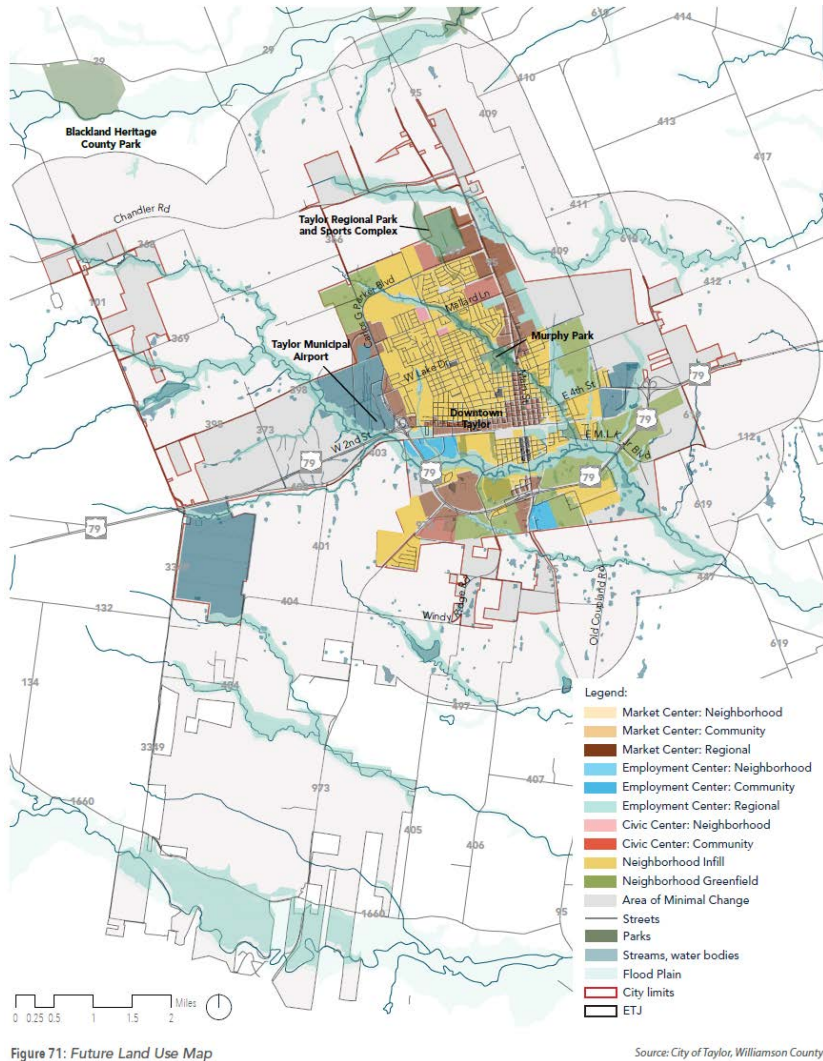
GREENFIELD

Greenfield Neighborhoods are new communities that contain a wide mix of residential uses and limited amounts of neighborhood services. Greenfield development should be developed as an extension of the existing urban fabric in Taylor.

Total area: 1,378 acres

Total Proposed Units: 7,235 approx

 **Neighborhood Greenfield**



Transportation – The Grid

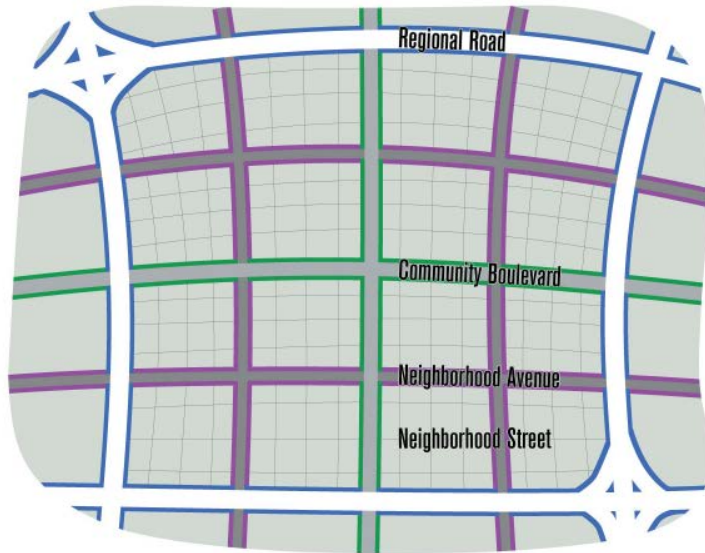
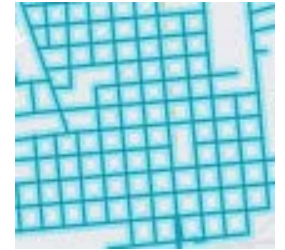


Figure 91: Roadway Hierarchy and Grid Spacing System

Regional Road
Community Boulevard
Neighborhood Avenue
Neighborhood Street

- Expand the grid
 - Safer
 - Less congestion
 - Shorter trips
 - Encourages walking/bicycling
 - More flexible for development



Taylor



Neighboring City

Transportation – Streets & Roads - NOT Stroads



Street



Road



Stroad

Transportation – Streets Types



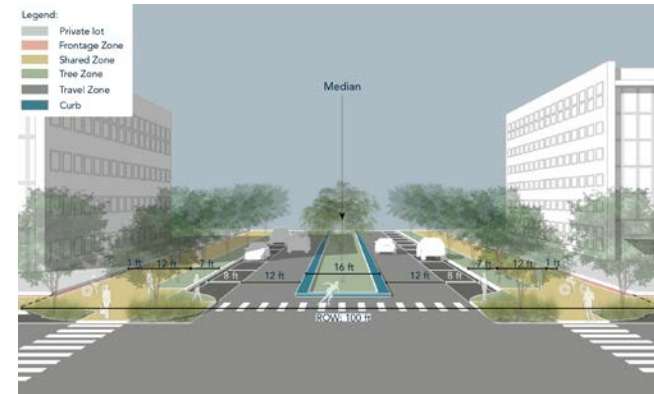
Neighborhood Street
(lowest land use density)



Neighborhood Street
(higher land use density)



Neighborhood Avenue
(connects neighborhoods)



Community Boulevard
2 lane
(primary mixed-use and
commercial streets)

Transportation – Streets Types



Community Boulevard 4 lane
(primary mixed-use and
commercial streets)

MULTI-WAY BOULEVARD

A multi-way boulevard is a boulevard section with an adjacent access lane. The access lane is separated from the primary boulevard section and provides local access to driveways and parking. Multi-way boulevards have larger right-of-way needs, but serve the function of separating through traffic, local traffic, pedestrians, any cyclists well. Special consideration should be given to intersection treatments on multi-way boulevards.



A multi-way boulevard with angled parking.



Transportation – Thoroughfare Plan

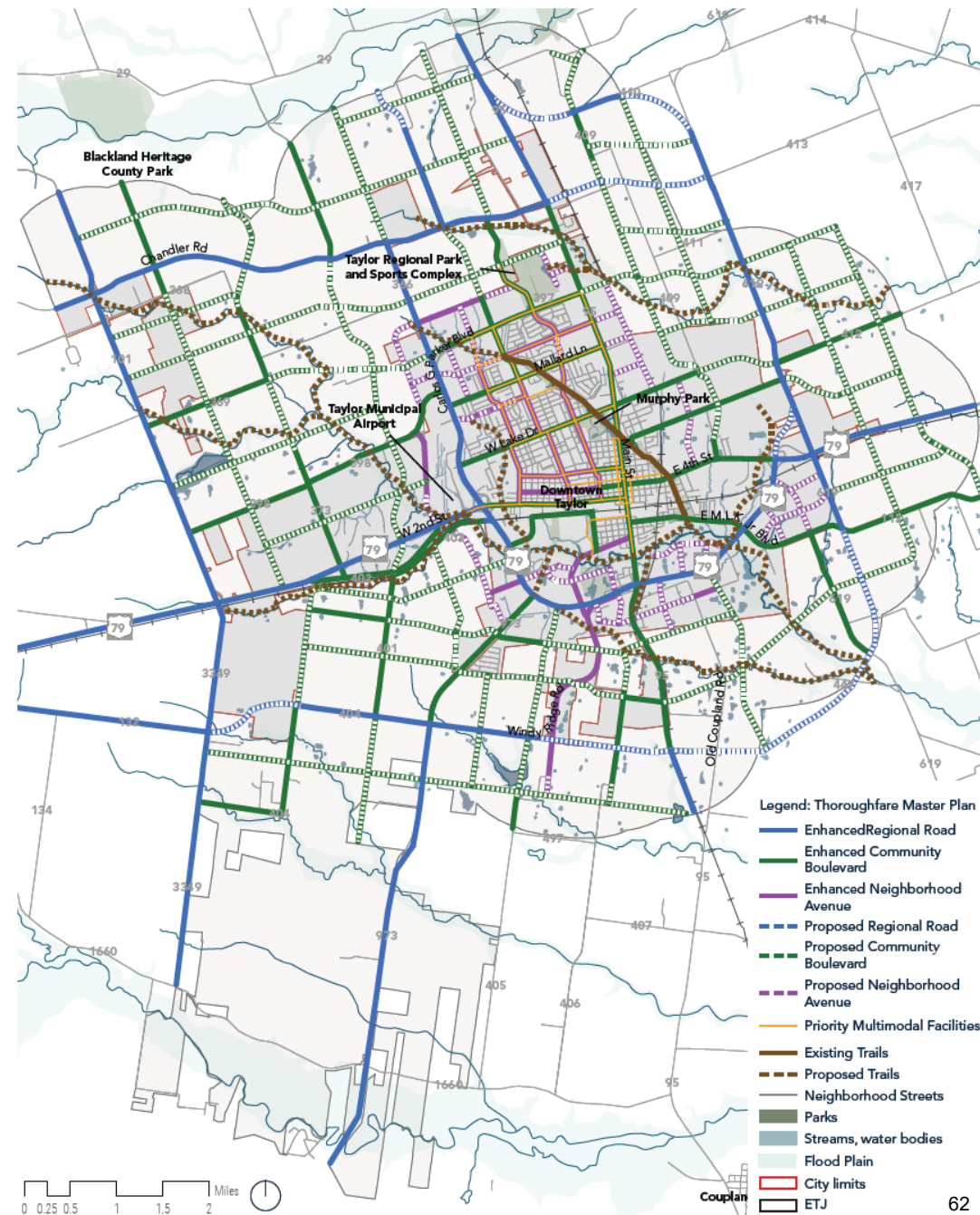
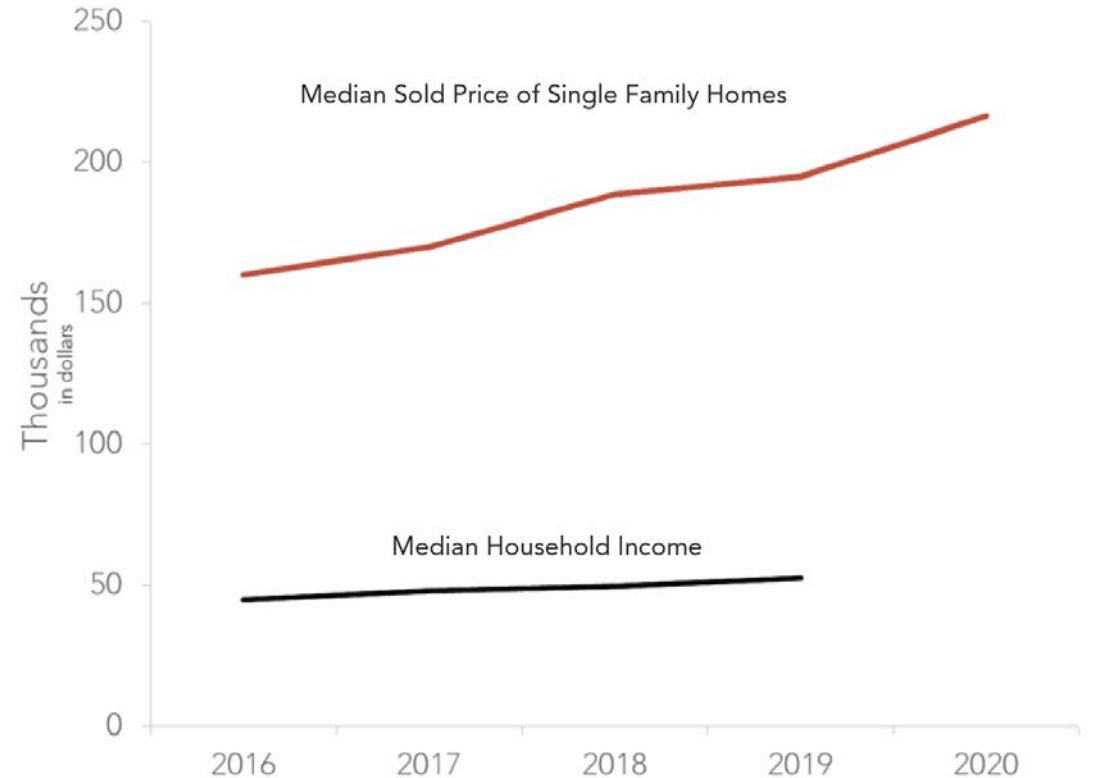


Figure 88: Thoroughfare Master Plan

Source: City of Taylor, HDR

Housing & Neighborhoods – Affordability Gap

2018 MEDIAN SALE PRICE	\$188,500
THE MAX AFFORDABLE HOME PRICE BASED ON THE 2018 MEDIAN INCOME	\$149,151
HOUSING GAP	\$39,349



Housing & Neighborhoods – Housing Variety

Legend:

- Detached House Large Lot (Lots greater than 5,000 Sf)
- Accessory Dwelling Unit
- Detached House Small Lot (Lots less than 5,000 Sf)
- Attached House
- Mobile Home
- Courtyard Housing
- Duplex
- Triplex / Quadraplex
- Apartment building: 5 - 9 units
- Apartment building: 10 - 19 unit:
- Apartment building: 20 + units



Figure 99: Missing middle housing graphic

Source: Opticos

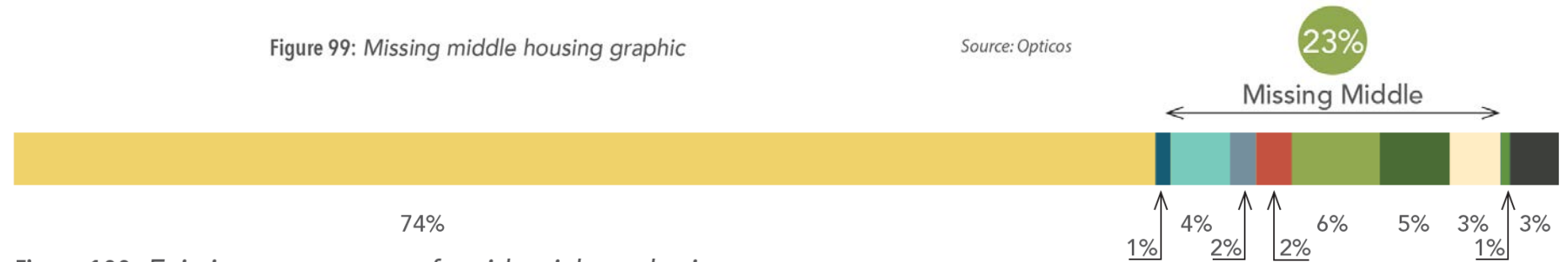


Figure 100: Existing percentage of residential typologies

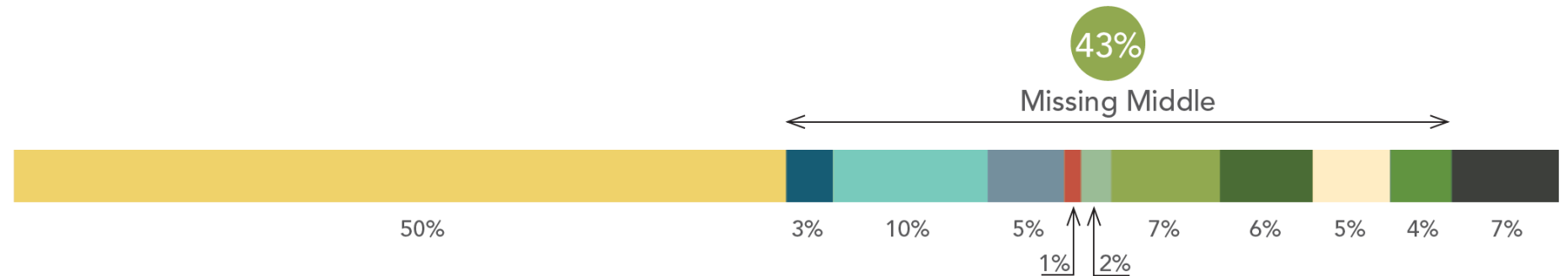


Figure 101: Proposed percentage of residential typologies

IMPLEMENTATION STRATEGIES

There are a total of 15 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools, and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan.

1. Taylor Preferred Growth Dashboard
2. Land Use Evaluation Tool
3. Direct Growth to Centers
4. Update Development Standards to support Centers and Infill
5. Implement policies to Discourage Development in Restricted Growth Sectors
6. Implement the new Transportation Plan
7. Plan for Non-Vehicular Trips
8. Adopt a Vision Zero Policy
9. Prioritize Infill Areas and Centers for Street Improvements
10. Enhance Cross-town Corridors
11. Encourage Missing Middle Housing
12. Discourage Displacement
13. Encourage more Accessory Dwelling Units
14. Maintain Small Town Character in New Neighborhoods
15. Expand and Connect the Park and Trail System

Public Hearing

CITY OF TAYLOR COMPREHENSIVE PLAN





ENVISION TAYLOR COMPREHENSIVE PLAN





PREPARED FOR:
CITY OF TAYLOR

PREPARED BY:
LIONHEART
www.lionheartplaces.com

ACKNOWLEDGMENTS

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Annette Maruska, Member

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Leland Stevens, Member

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Kellie Billings-Ray, Member

Anette Maruska, Member

Nora Roy, Member

CITY COUNCIL

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Gerald Anderson, Mayor Pro Tem/District 1

Mitchell Drummond, District 2

Robert Garcia, District 4

Dwayne Ariola, At Large

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CONSULTANT TEAM

 LIONHEART

 VERDUNITY



TABLE OF CONTENTS

List of figures	6
Executive summary	10
Chapter 1: Introduction and Context	
History	18
Envision taylor	20
Fiscal sustainability and land use fiscal analysis	22
Community outreach	24
Big ideas	29
Community and demographic profile	30
Chapter 2: Land Use	
Introduction	44
Existing conditions	46
Growth & development pattern	54
Land use fiscal analysis	58
Future land use	64
Summary and Key takeaways	81
Chapter 3: Transportation	
Introduction	86
Existing conditions	87
Transportation plan	96
Street design	104
Street sections	108
On going recommendations	113
Summary and Key takeaways	114
Chapter 4: Housing and Neighborhoods	
Introduction	120
Existing conditions	121
Residential typologies	128
Summary and Key takeaways	135
Chapter 5: Implementation	
Strategies	140
Appendix	160

LIST OF FIGURES

Figure 1: Key projections and targets	10
Figure 2: Growth Sector	12
Figure 3: Future Land Use	12
Figure 4: Transportation Master Plan	13
Figure 5: Regional Context	19
Figure 6: City of Taylor's City Limits and ETJ	21
Figure 7: Impacts of Rate and Pattern of Growth	22
Figure 8: Responses to Question About Infill Housing	27
Figure 9: Responses to Question About Growth Scenarios	27
Figure 10: Responses to Question About Growth Rate.....	28
Figure 11: Responses to Question About Future Diversity Projections.....	28
Figure 12: City of Taylor and Williamson County Historic Population Totals.....	30
Figure 13: City of Taylor and Williamson County Current Population Trends.....	30
Figure 14: Comparison of Growth Patterns in Williamson County	30
Figure 15: Previous Population Projections for Taylor Compared to Actuals	31
Figure 16: 2004 Comprehensive Plan and Regional Population Projections for Taylor.....	31
Figure 17: Regional Growth Peaks by Decade	32
Figure 18: Regional Population Growth by Decade of Highest Annual Growth	33
Figure 19: Envision Taylor Population Projections	34
Figure 20: Growth and Density Comparison Chart.....	35
Figure 21: Population density of Texas cities	35
Figure 22: Median Age Comparison Cities.....	36
Figure 23: Age Trends in Taylor.....	36
Figure 24: Gender Characteristics in Taylor	37
Figure 25: Racial and Ethnic Characteristics in Taylor	37
Figure 26: Racial and Ethnic Trends	37
Figure 27: Household Trends in Taylor.....	38
Figure 28: Household Size Trends in Taylor	38
Figure 29: Median Household Income Comparison - 2018	39
Figure 30: Income Trends 2000 - 2018 in Taylor	39
Figure 31: Comparison of Unemployment Rates - 2018.....	39
Figure 32: Residential Zoning Districts by Acre	46
Figure 33: Non-Residential Zoning Districts by Acre	46
Figure 34: Public Zoning Districts by Acre	46
Figure 35: Overall Zoning Districts.....	46
Figure 36: Existing Zoning.....	47
Figure 37: Result from the public survey question.....	48
Figure 38: Development Patterns (2016-2020).....	49
Figure 39: Proportion of Existing Vacant Lots.....	50
Figure 40: Existing Vacant Lots	51
Figure 41: Growth Sectors Chart by acreage.....	52
Figure 42: Growth Sectors	53
Figure 43: Trends, pre and post 1990	54
Figure 44: Historical Annexation Progression.....	54
Figure 45: Taylor's Population and Land Area in Acres by Decade	54

Figure 46: Nearby City Comparative Data.....	55
Figure 47: Pavement Condition	56
Figure 48: Pavement Replacement Chart	56
Figure 49: Main Street & Pad Site Comparison	57
Figure 50: Traditional Grid & Big Box Comparison.....	57
Figure 51: Revenue Per Acre.....	58
Figure 52: Net Revenue Per Acre (Current + Projected Costs)	58
Figure 53: Single Family Improvement Value compared to Rev/Acre	59
Figure 54: Multi-Family Improvement Value compared to Rev/Acre.....	59
Figure 55: Commercial Improvement Value compared to Rev/Acre	59
Figure 56: Highest Value Parcels.....	63
Figure 57: Highest Value Parcels.....	63
Figure 58: Future Land Use originally adopted in 2004 as updated in 2013.....	64
Figure 59: Scales of the centers	65
Figure 60: Trend Scenario	67
Figure 61: Fiscal Scenario.....	67
Figure 62: Future Land Use by Acreage.....	68
Figure 63: Future Land Use	69
Figure 64: Current Value Per Acre.....	70
Figure 65: Projected Value Per Acre	71
Figure 66: Market Centers	72
Figure 67: Civic Centers	74
Figure 68: Employment Centers	75
Figure 69: Neighborhood Infill.....	76
Figure 70: Existing conditions at E. Pecan Street and Booth Street, Taylor	77
Figure 71: Example of a Projected Infill Development at E. Pecan Street and Booth Street, Taylor ...	78
Figure 72: Neighborhood Greenfield	79
Figure 73: Road Ownership	89
Figure 74: Existing Roadway Pavement Conditions.....	91
Figure 75: Major Traffic Destinations	93
Figure 76: Traffic Count Locations	95
Figure 77: Transportation Master Plan.....	97
Figure 78: CARTS Service Area	99
Figure 79: AMTRAK Route	99
Figure 80: Grid Roadway Network.....	102
Figure 81: Dendritic Roadway Network.....	102
Figure 82: Street Contexts	104
Figure 83: Perspective Section Through Neighborhood Queuing Street	108
Figure 84: Perspective Section Through Neighborhood Street	109
Figure 85: Perspective Section Through Neighborhood Avenue	110
Figure 86: Perspective Section Through Community Boulevard - 2 lane	111
Figure 87: Perspective Section Through Community Boulevard - 4 lane	112
Figure 88: Taylor's Occupied Housing by Type	121
Figure 89: Occupied Housing by Type.....	121
Figure 90: Housing Stock Age in Taylor	122

LIST OF FIGURES

Figure 91: Value of Existing Housing in Taylor	122
Figure 92: Homeownership Rate in Taylor	123
Figure 93: New Single Family Home Trends in Taylor	123
Figure 94: Cost-Burdened Households in Taylor	124
Figure 95: Median Sold Price of Single Family Homes vs Median Household Income since 2016	125
Figure 96: Median Sold Price of Single Family Homes	125
Figure 97: Percent of Renters compared to Percent of Homes sold in 2018	126
Figure 98: Housing Affordability Chart in Taylor	127
Figure 99: Missing middle housing graphic	128
Figure 100: Existing percentage of residential typologies	128
Figure 101: Proposed percentage of residential typologies.....	128
Figure 102: Detached Large Lot	129
Figure 103: The Missing Middle.....	130
Figure 104: The Missing Middle.....	131
Figure 105: The Missing Middle.....	132
Figure 106: The Missing Middle.....	133
Figure 107: Apartment building: 20 + units.....	134
Figure 108: Plot and building mass divided into 1, 2, 4 and 8 units.....	135
Figure 109: Policies, Projects, and Programs Description	140
Figure 110: A Vision for Future Development Growth Sector	160
Figure 111: City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities..	161
Figure 112: Downtown Master Plan Framework Plan	162
Figure 113: City of Taylor Future Land Use Plan	163
Figure 114: Projected Land Area by Future Land Use Category 2025	163
Figure 115: 2004 Thoroughfare Plan.....	165
Figure 116: Planned Projects	167



EXECUTIVE SUMMARY

KEY CHALLENGE: FISCAL SUSTAINABILITY

The City of Taylor has drafted Envision Taylor Comprehensive Plan to address the key challenge of establishing and maintaining fiscal sustainability. The type and location of development has a large impact on the cost of providing and maintaining high quality public services and infrastructure, such as streets, utilities, public safety services, and parks. While these services are provided by the City, they are paid for by residents and businesses, who must accept either lower quality services, higher costs and potential higher taxes (to pay for higher costs), resulting from inefficient development patterns or changing the allowed development pattern.

APPROACH: RESILIENCY

To remain strong, Taylor requires communities, infrastructure, and systems that can thrive in the face of future economic, fiscal, and environmental uncertainties. Resilient communities do not wait until challenges present themselves to react but instead work to build a strong foundation based in sustainable decision making. Using resilience as a guiding principle requires making infrastructure, natural systems, and social structures more durable so that they can withstand and recover from acute shocks and chronic stresses. Addressing the key challenge of fiscal sustainability means that as we make land use and infrastructure decisions we ensure that there will be enough money to pay for basic services and infrastructure now and in the future.

ENVISION TAYLOR - BY THE NUMBERS

The Envision Taylor process included a detailed analysis of some of the key elements of a City including the people, the land, the economic resources, and housing. Below is a summary of some of the key projections and targets established through the Envision Taylor process.

YEAR	POPULATION	HOUSING UNITS	TAX REVENUE/ACRE CITYWIDE	LARGE LOT SINGLE FAMILY	MISSING MIDDLE	LARGE APARTMENTS
2020	16,267	5,732	\$540	74%	23%	3%
2040	39,552	13,878	\$3,329	50%	43%	7%

Figure 1: Key projections and targets

BIG IDEAS

Big ideas and policies about how Taylor should accommodate the projected growth were developed through an extensive public outreach process. Policy statements are categorized by Land Use, Transportation, and Housing and are further related to the Big ideas in each chapter.



Fiscal Sustainability and Infrastructure

Maintain Taylor's Uniqueness and small town atmosphere where people feel connected.



Housing

Ensure that housing accommodates all ages, abilities, household types, and income levels.



Community Character

Maintain Taylor's uniqueness and small town atmosphere where people feel connected.



Economic Resilience

Support and promote unique, local businesses.



Inclusive Growth

Be intentional and thoughtful about ensuring that all people and communities benefit from growth.

POLICIES

LAND USE

LU1

New development should resemble the form and scale of traditional development patterns in Taylor.

LU2

Create, preserve, and enhance special destinations and experiences that celebrate and build on Taylor's history.

LU3

New mixed-use centers should complement the existing Downtown and accommodate additional growth within a compact urban fabric that includes walkable streets, mixed-use buildings, and high-quality public spaces.

LU4

New development and growth should not increase the flood hazards or other risks associated with climate change in existing neighborhoods.

LU5

New buildings and developments should be constructed in a way that they can be repurposed over time and as market conditions change.

LU6

Continue to leverage existing downtown assets to support more small businesses.

LU7

Economic development incentives should support the downtown and future mixed-use centers.

LU8

A jobs-housing balance that supports people living and working in Taylor should be encouraged.

LU9

Promote development patterns that maximize the use of existing infrastructure and land before expanding infrastructure to underdeveloped areas.

LU10

New development should generate sufficient revenue to support the long-term cost of maintaining the infrastructure that serves it.

LU11

Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.

TRANSPORTATION

T1

New streets should connect to Taylor's existing street grid and should be consistent with traditional block sizes in Taylor.

T2

Investments in streets and other infrastructure should be prioritized for maintenance or replacement in existing neighborhoods before extensions to new areas.

T3

The transportation network should encourage all modes of travel including support for a future transit network.

T4

Utilize durable materials and construction techniques to lengthen the life of major infrastructure and improve safety.

T5

Improve access management policies along major corridors to encourage fiscally sustainable land use patterns.

T6

Improve the utilization of roadways that have available capacity and evaluate existing roadways for opportunities to expand or enhance alternative modes of transportation.

T7

Link investments in infrastructure to revenue generated from adjacent development.

T8

Streets should be designed to prioritize economic productivity and placemaking while roads should be designed to prioritize vehicular throughput.

HOUSING

H1

Neighborhoods should have a mix of housing affordable to all income levels and age groups.

H2

Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.

H3

Housing policies and development regulations should consider the need to reduce the gap between median income and rental rates or sales price of housing.

H4

Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.

EXECUTIVE SUMMARY

THE GROWTH SECTORS MAP

The Growth Sector Map identifies the areas within Taylor and its ETJ where development and redevelopment are intended, where they should be controlled, and areas where they should be restricted. Envision Taylor's Growth Sector Map focuses growth into areas where infrastructure is already available or adjacent. The Growth Sector Map forms the framework for the Future Land Use Map.

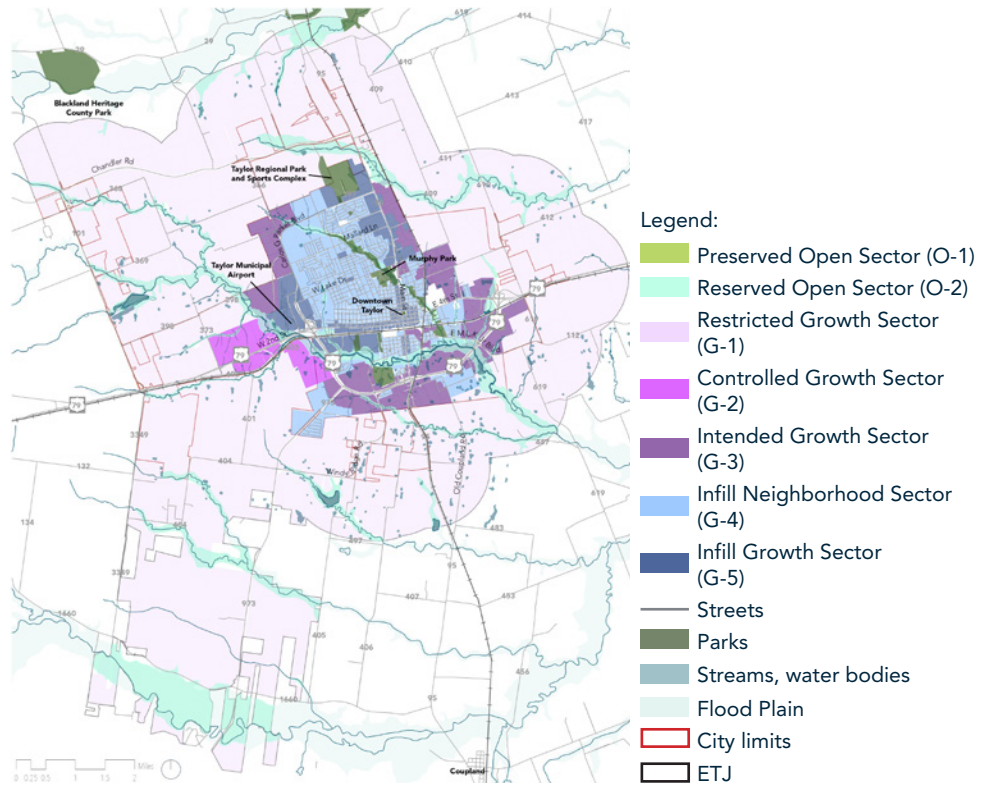


Figure 2: Growth Sector

THE FUTURE LAND USE MAP (FLUM)

While the Growth Sector's Map identifies where development and redevelopment should be focused the Future Land Use Map guides how that development or redevelopment should look and function.

The Future Land Use Map is an important policy tool that is used to guide future growth in the City of Taylor. The map forms the basis for future regulatory decisions like new and updated development standards or future zoning changes. The Future Land Use Map should be aligned with the Big Ideas and policies of this Comprehensive Plan.

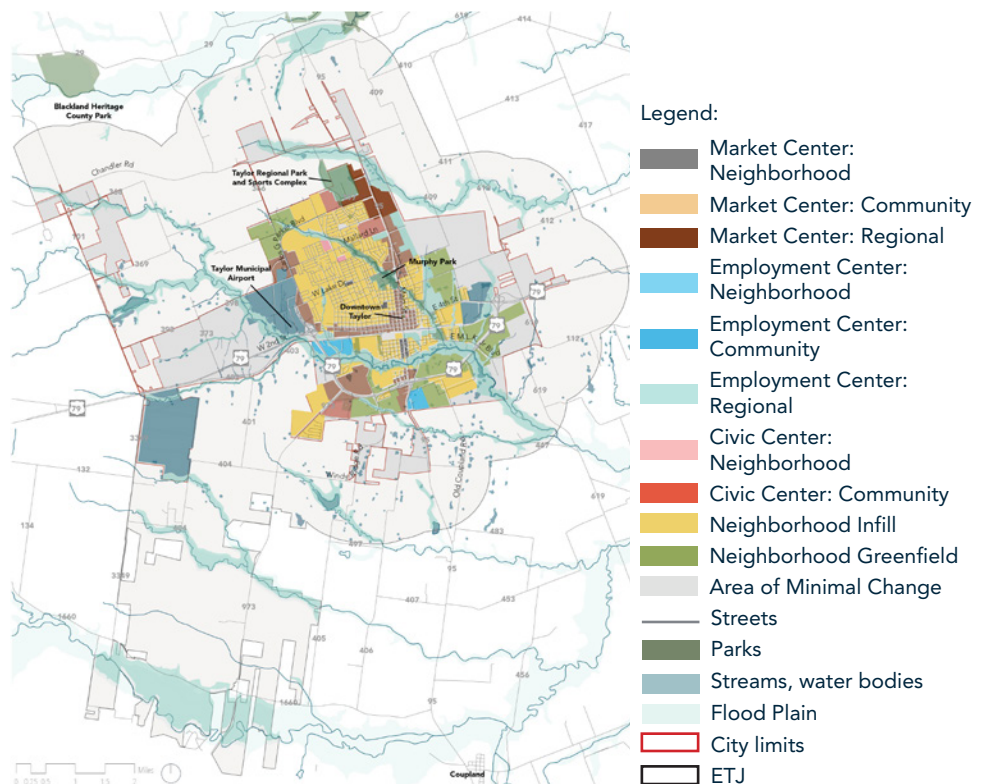


Figure 3: Future Land Use

TRANSPORTATION MASTER PLAN

The goal of the Transportation Master Plan is to meet the future mobility needs of the City of Taylor by identifying smart transportation investments that maximize the use of existing infrastructure and enable the city to provide and utilize sufficient resources for long-term maintenance, repairs, and replacement. The City of Taylor's vision is to develop transportation infrastructure to create community wealth fosters inclusive growth, and maintaining Taylor's small-town atmosphere, where people feel connected.

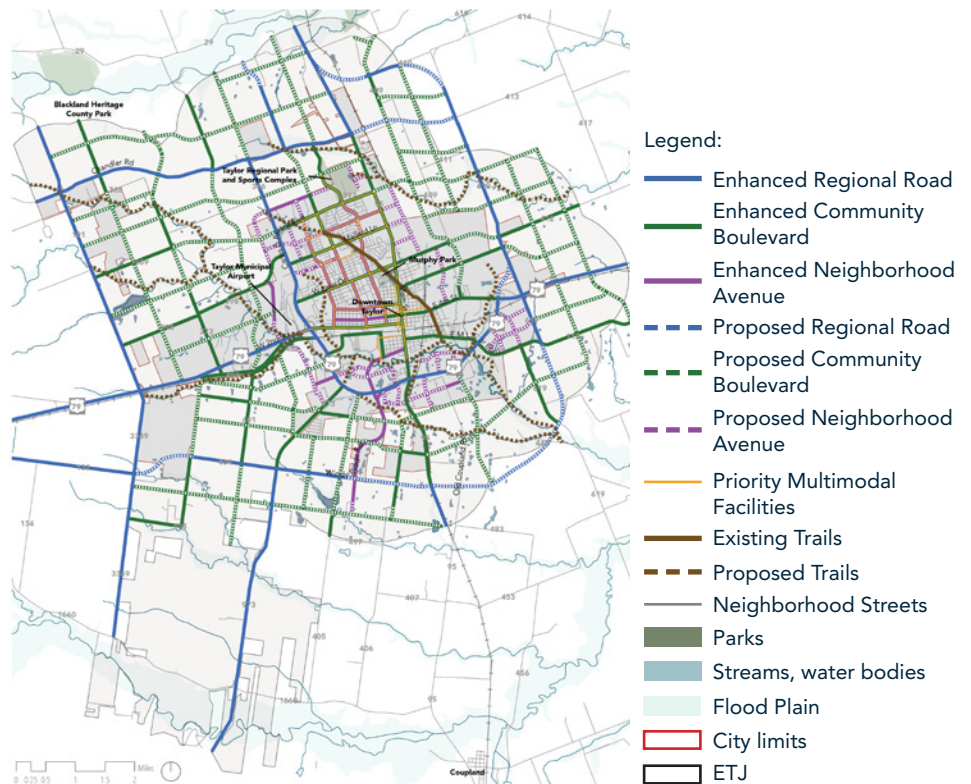


Figure 4: Transportation Master Plan

IMPLEMENTATION STRATEGIES

There are a total of 15 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools, and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan.

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12. Discourage Displacement
13. Encourage more Accessory Dwelling Units
14. Maintain Small Town Character in New Neighborhoods
15. Expand and Connect the Park and Trail System







CHAPTER 1

INTRODUCTION AND CONTEXT

↳ HISTORY

↳ ENVISION TAYLOR

↳ FISCAL SUSTAINABILITY AND LAND USE
FISCAL ANALYSIS

↳ COMMUNITY OUTREACH

↳ BIG IDEAS

↳ COMMUNITY AND DEMOGRAPHIC PROFILE

HISTORY

Originally named Taylorsville, the city was laid out by the Texas Land Company in anticipation of the coming railroad and incorporated in 1882. Like many towns in Texas, Taylor was a railroad town. After the International and Great Northern Railroad (IG&N) built a route through Williamson County, early business people saw the potential and purchased land along the proposed line and sold lots for a town site. Taylor's location became more significant when the Missouri, Kansas and Texas railroad line was extended to the city.

On February 25, 1879 a fire started at the International Hotel, located between First and Second Streets. Fanned by wind, the fire spread quickly to neighboring structures. The wind died down and flames were extinguished for a little while, but overnight winds fanned the embers and the fire grew. By the time it was over, 29 of the 32 downtown businesses were in ruin. Taylor rebuilt, and you can still see the brick and stone buildings today.

By 1900, settlers from Bohemia, Germany, Austria, England, Scotland, and Mexico had created a lively community with a mayor/council

government, a public school system, banks, a cotton compress, electric company and several newspapers. These community structures enabled the city to maintain steady growth throughout the 20th century and helped make Taylor the largest city in Williamson County until 1980. While other cities in the county grew rapidly, Taylor remained an important commercial and community center in the region.

Today, Taylor is an ethnically diverse city with a population of over 17,000, proud of its "small town" atmosphere and friendly people.



"Trades Day" in Taylor created a bustle of activity in the downtown (1923).

Source: Taylor Public Library

REGIONAL CONTEXT

Located in central Texas, Taylor is an established regional residential, agricultural, and manufacturing center. Approximately 29 miles northeast of Austin and 17 miles east of IH 35, the city is part of the five county Austin - Round Rock - San Marcos Metropolitan Statistical Area (MSA), one of the fastest growing areas of the United States.

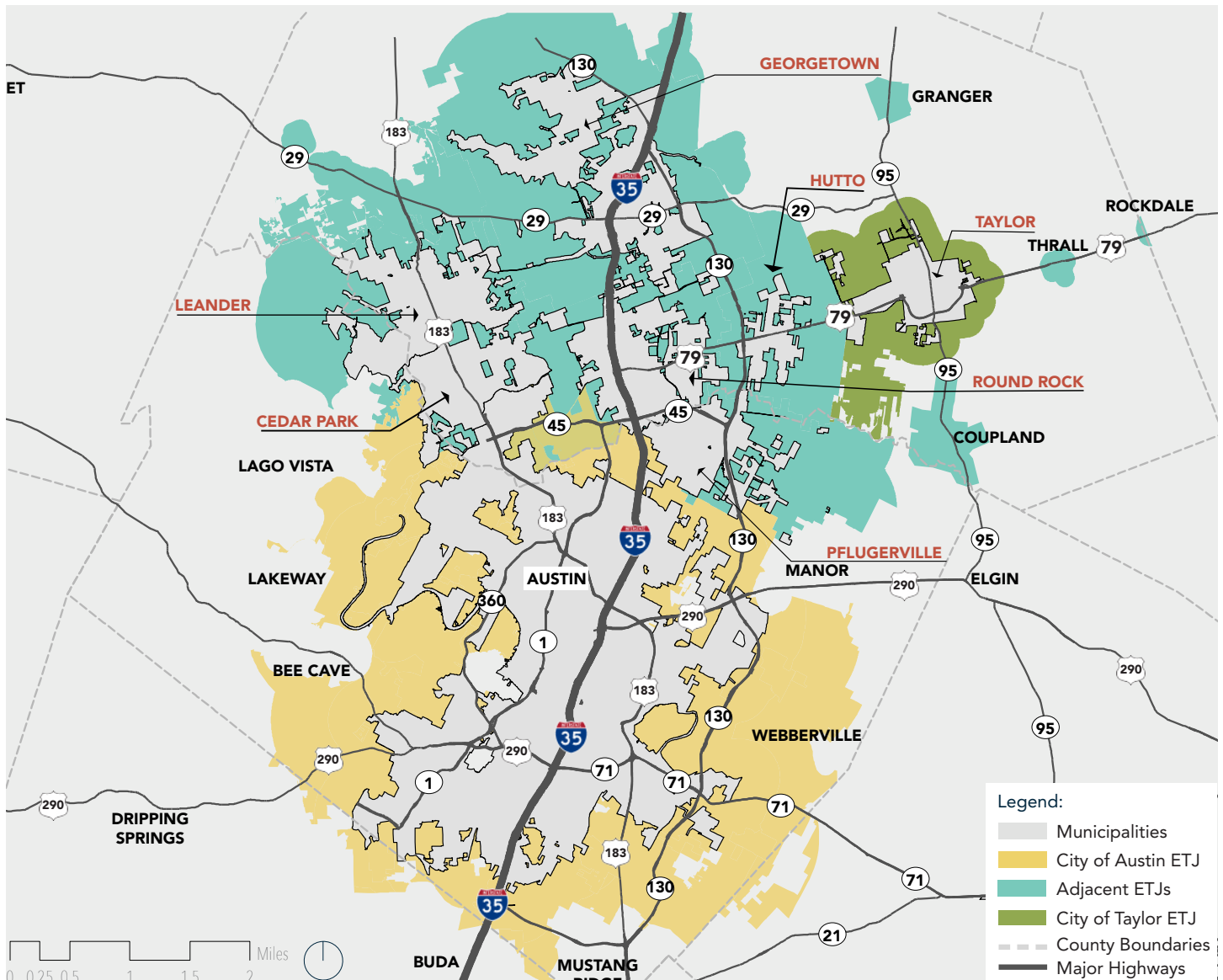


Figure 5: Regional Context

Source: City of Taylor, City of Austin, Williamson County, TxDOT

ENVISION TAYLOR

Envision Taylor as officially adopted by the Planning Commission and City Council, is a comprehensive plan that establishes a vision and framework for the future of the City. Created through an extensive public process, it reflects the vision and desires of Taylor residents.

Envision Taylor Comprehensive Plan is a policy document used by city leaders, developers, business owners, and citizens to make decisions about how Taylor will develop and where growth will take place.

The current Comprehensive Plan was adopted in 2004. Taylor has seen a lot of growth and change since that time and anticipates a significant population increase over the next 20 - 30 years. Envision Taylor reflects the needs relevant to the community today and is intended to be a framework for building a stronger, more financially resilient, and fiscally sustainable future.

In Texas, Comprehensive Plans are advisory only and the degree to which this vision is realized will be based on the degree to which future decisions follow the plan.

The geographical planning area for this Plan is shown in *Figure 2: City of Taylor's City Limits and ETJ* to the right. It includes the incorporated city shown in dark gray and the one-mile Extraterritorial Jurisdiction (ETJ) in light gray. The ETJ also includes a number of properties that have executed voluntary ETJ agreements with the City. In these areas, the city extending the limits of the ETJ to the south. In these areas the City has the right to protect and effectively manage growth patterns.



Main Street has transitioned over time from a rural road to a bustling shopping street then, again, to a state highway.

Source: Taylor Public Library

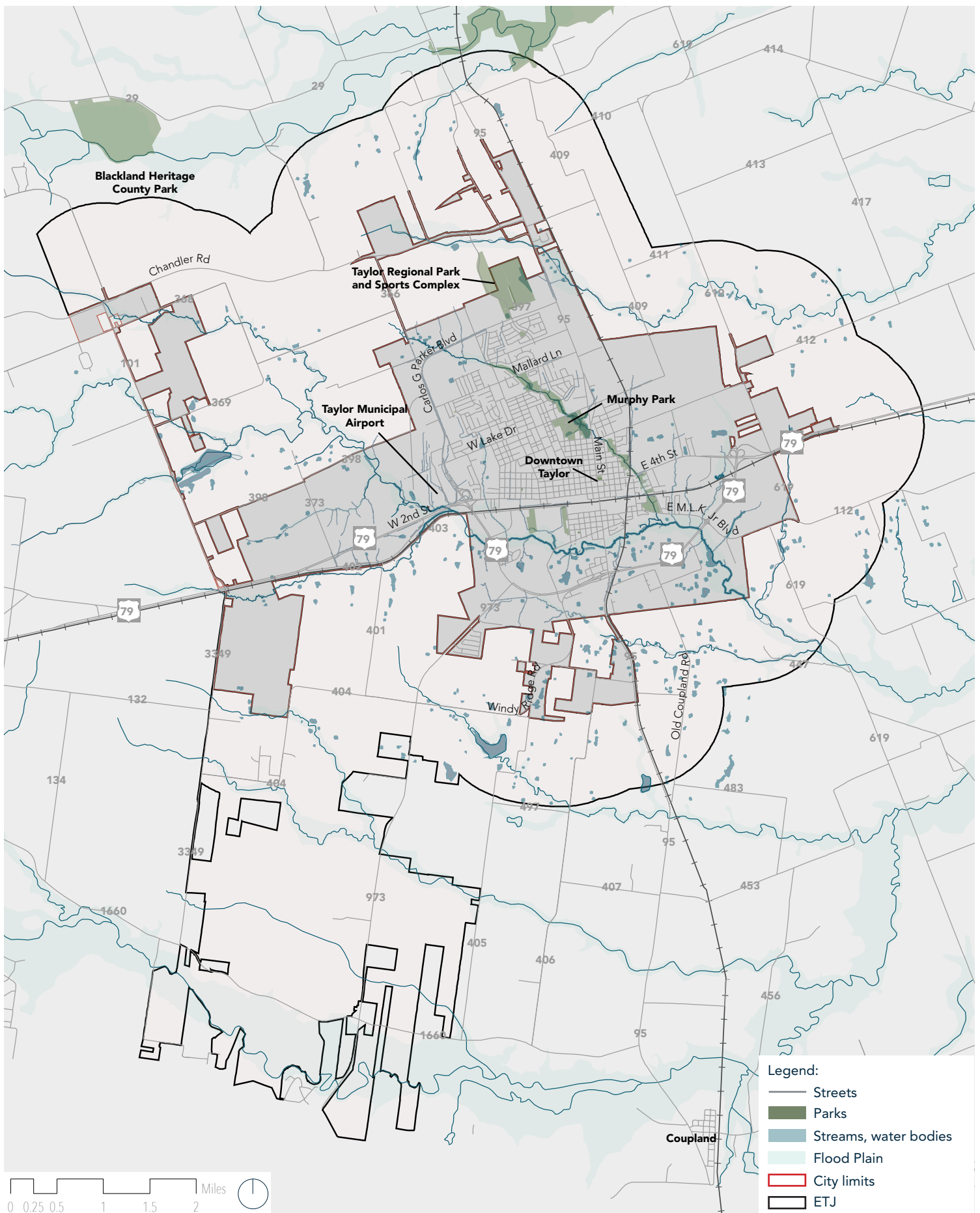


Figure 6: City of Taylor's City Limits and ETJ

Source: City of Taylor, Williamson County

FISCAL SUSTAINABILITY AND LAND USE FISCAL ANALYSIS

WHAT DOES IT MEAN TO BE FISCALLY SUSTAINABLE?

Being fiscally sustainable means having sufficient resources to cover the basic needs and services of residents, not just today, but over time. In most communities, there is a growing gap between the funds cities have available and what is needed to serve and maintain neighborhoods and infrastructure.

Post World War II, cities across the country have aggressively pursued fast growth and auto-centric development in the near-term (and the revenue boost

that comes from new development) without fully considering long-term costs and impacts of these decisions. During this growth phase, many new neighborhoods and commercial developments are built and a city's service area expands significantly over a short period of time – typically one or two decades.

This presents what Strong Towns founder Charles Marohn refers to as an "illusion of wealth", where the overall look and feel of the community is new

and affluent. During this time, there is also typically pressure to keep property taxes down and sales tax revenue will fluctuate up and down based on market conditions and demand. As cities age and expand, development and the revenue boost from the additional homes and businesses slows down, but there is more infrastructure to maintain and more services to provide. Community leaders are left struggling to keep up with basic service, employment and lifestyle expectations with limited resources.

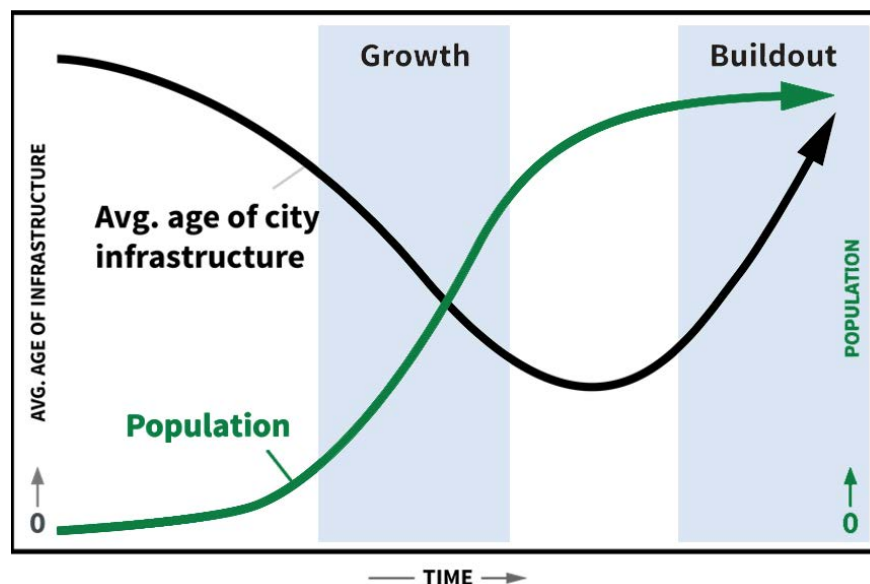


Figure 7: Impacts of Rate and Pattern of Growth

Source: Verdunity



Land use fiscal analysis provides the baseline to inform the future land use and growth management elements of the comprehensive plan. The goal is to align the City's development pattern and service levels with what citizens are willing and able to pay for - now and in the future.

BRIDGING THE RESOURCE GAP

For Taylor to be fiscally resilient and affordable for years to come, city leaders must work to close the gap between their resources and their obligations to citizens. More specifically, they must find ways to generate additional revenue to rebuild aging streets and infrastructure. **Generally speaking, there are three ways in which the city can close this gap.**

1

Keep development patterns and service levels as-is but charge more (via higher taxes and fees) to cover the true costs. This is a difficult option because an increasing number of people do not have the means to pay much more than they are currently paying.



Increase Taxes or Fees

2

Maintain current taxes and fees where they are but cut services to align with revenues. This is what most cities are currently doing, where services and maintenance needs are budgeted to fit available revenue and those that are unfunded get deferred. This can work for a short period, but eventually the neighborhoods and infrastructure must be maintained, or property values will start to decline and people and businesses will leave the city.



Reduce Services

3

Adjust development and infrastructure to enable an affordable balance of services and taxes. By prioritizing infill, redevelopment, and more financially productive development patterns, the city can generate additional tax base from its service area and improve the return on investment of taxpayer dollars without necessarily having to raise the tax rate or charge more fees. This is the most feasible and effective option.



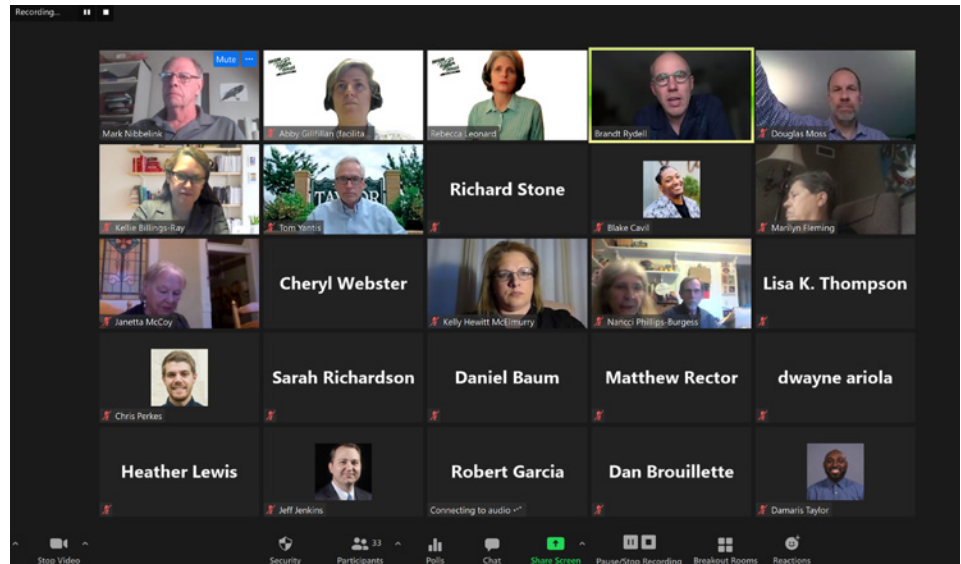
Develop Responsibly

COMMUNITY OUTREACH

WORKSHOP 1

Defining our Vision and Goals

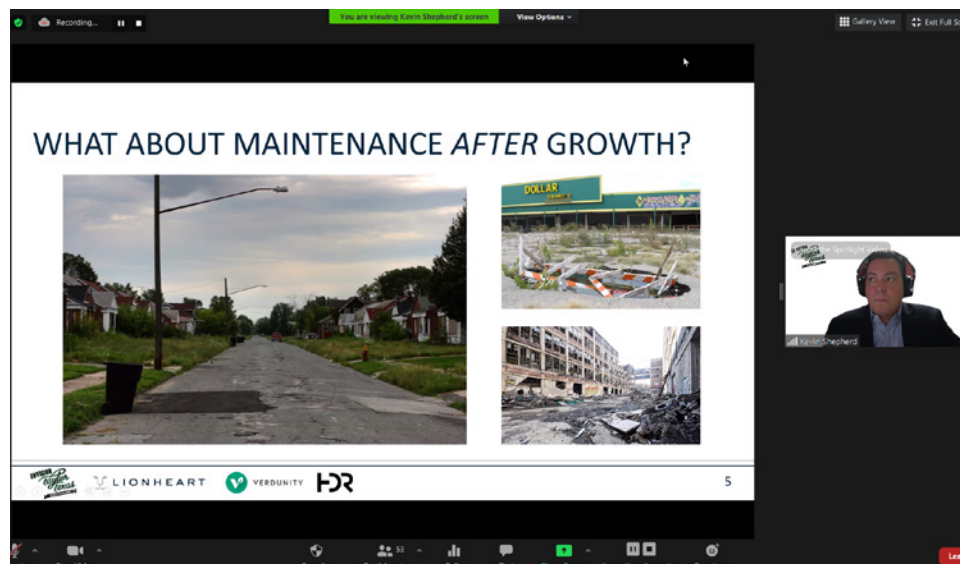
Workshop 1 included a brief overview of the process to develop the Comprehensive Plan, a presentation on Strong Towns and the initial fiscal impact analysis for Taylor, and a guided virtual discussion that became the foundation of project goals.



WORKSHOP 2

Defining a Preferred Path Forward

Workshop 2 included an overview of the results of the existing conditions analysis and description of several different growth scenarios.



WORKSHOP 3

Turning Vision into Action

During the final workshop, the results of the planning process were presented and participants discussed strategies for implementing the plan.



CITY COUNCIL GROWTH WORKSHOPS

The City of Taylor City Council held a four part workshop series focused on how the City can guide growth that support the big ideas from the Envision Taylor Comprehensive Plan including:

1. Community Character,
2. Inclusive Growth,
3. Housing,
4. Fiscal Sustainability, and
5. Economic Resilience.

The four workshops were:

Public Workshop #1- Fiscal Impacts of New Development!

Public Workshop #2 - Neighborhood Design that Promotes Small-town Atmosphere!

Public Workshop #3 - Prioritizing the Use of Existing Infrastructure before Expanding Outward!

Public Workshop #4 - Housing Types and Price Points that Meet the Needs of All Income Levels and Household Types!

STRONG TOWN WEBINAR AND PRESENTATION

Strong Towns founder, Chuck Marohn presented about Strong Towns: A bottom-up revolution to rebuild American prosperity on 09/17/20 followed by a Q & A.



COMMUNITY OUTREACH

ADVISORY COMMITTEE

The purpose of the Comprehensive Plan Advisory Committee is to utilize local knowledge and expertise to advise the City Council, staff and consultants on relevant issues and opportunities that are important for the future of Taylor.

The advisory committee acted as a sounding board. As community engagement materials and outreach efforts were proposed the Advisory Committee reviewed and helped shape the message to ensure that all perspectives and interests within the City of Taylor would be represented. In summary the advisory committee:

- Assisted with community engagement;
- Helped review community engagement formats to achieve the most successful outcomes;

- Helped review public meeting materials before each outreach milestone; and
- Acted as an ambassador for the Comprehensive Plan process within the community.

Advisory Committee Meetings and Events:

- August 2020
- September 2020
- February 2021
- March 2021
- June 2021
- July 2021
- August 2021

PROJECT WEBSITE

The Envision Taylor website, which served as the portal for public information relating to the Comprehensive Plan, provided visitors information to learn about the guiding principles of the plan, submit input, find meeting materials, and information about upcoming events.

Building a Stronger Taylor

The City of Taylor is working on a new Comprehensive Plan, a policy document used by city leaders, developers, business owners, and citizens to make decisions about how we want to grow and develop in the future. The **current comprehensive plan** was adopted in 2004 and Taylor has seen a lot of growth and change in that time.

"Envision Taylor" is an opportunity for the community to shape the future of Taylor. To build a successful new plan, we must understand the priorities and concerns of the community through a robust and inclusive community engagement process. The process for developing the new plan will include multiple opportunities to get involved and have your voice heard. This web site will be the "home base" of the planning process and we encourage you to check back often for updates!

Envision Taylor website page

A Message From the Mayor

The screenshot shows the Envision Taylor website interface. At the top, there's a navigation bar with 'Comprehensive Plan Kick-off with Mayor' and 'Watch later' links. Below this, a central banner reads 'Envision Taylor - Comprehensive Plan Building a Stronger Taylor' with a play button icon. To the left, under 'STRONG TOWNS', it says 'PRESENTED BY CHUCK MARONIN Live webinar Thursday, September 7 at 6 p.m.'. To the right, under 'VIRTUAL COMMUNITY WORKSHOP', it says 'Tuesday, September 22 at 6 p.m.'. At the bottom, it says 'FOR MORE INFORMATION, VISIT WWW.TAYLORTX.GOV'.

HOW COMMUNITY INPUT SHAPED ENVISION TAYLOR

The Envision Taylor process informed, involved and empowered stakeholders. Following are responses to key pad polling questions and input and feedback that was provided throughout the process.



In your opinion, should the percentage of infill housing be more, less, or equal to the percentage of infill housing constructed over the last four years?

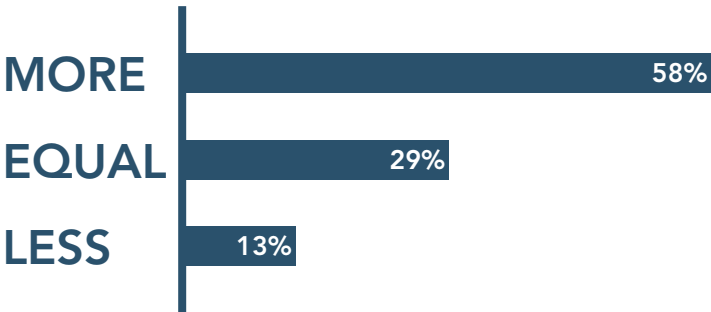


Figure 8: Responses to Question About Infill Housing

Which of these alternative growth scenarios best advances the community’s Big Ideas?

Trend Scenario: uses more land and requires more infrastructure to create greenfield development and single-use retail centers.

Fiscal Scenario: increases utilization of infill to maximize use of existing infrastructure and encourage mixed-use centers to create higher tax revenue per acre.

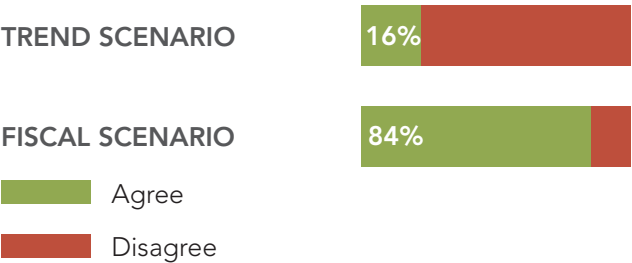


Figure 9: Responses to Question About Growth Scenarios

COMMUNITY OUTREACH

How do you feel about the Envision Taylor population projections for the year 2040?

The population is expected to increase by 21,169 people by 2040, a growth rate of 128%.

53% ON TARGET **27%** TOO HIGH **10%** TOO LOW

Figure 10: Responses to Question About Growth Rate

One of the main reasons my husband and I moved to Taylor was because it was one of the few remaining, charming small towns in the Austin area.

It's OK to be a small town, but courting folks who can bring businesses and restaurants to the town would be nice.

The population in 2040 is expected to be older, more diverse, and high-income earners. Do you agree?

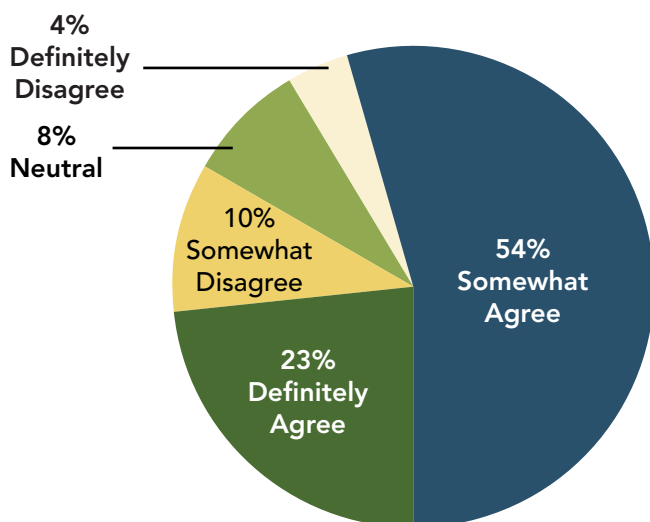


Figure 11: Responses to Question About Future Diversity Projections

I believe there will be an increase in the white population. Looking at the current situation in town, I believe there will be a much larger gap between populations in the health equity zone and newer residents in the developing subdivisions.

I think there will be more families wanting to move here - if the schools improve. The town needs to encourage more people in their 30s and 40s to move, to continue to revitalize downtown.

BIG IDEAS

The big ideas of the Envision Taylor Comprehensive Plan set the direction for the planning process and cast a vision for what the plan is about.

FISCAL SUSTAINABILITY AND INFRASTRUCTURE



Make smart investments that maximize use of existing infrastructure and provide sufficient resources for long-term maintenance, repairs, and replacement.

COMMUNITY CHARACTER



Maintain Taylor's Uniqueness and small town atmosphere where people feel connected.

INCLUSIVE GROWTH



Be intentional and thoughtful about ensuring that all people and communities benefit from growth.

HOUSING



Ensure that housing accommodates all ages, abilities, household types, and income levels.

ECONOMIC RESILIENCE



Support and promote unique, local businesses.

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION GROWTH

Past, current and future population characteristics are important in understanding the current development patterns and characteristics of a city, and in planning for its future. The following section examines the historical population of the City of Taylor and Williamson County, current trends, projections and methodologies.

YEAR	TAYLOR POP.	CHANGE (%)	WILLIAMSON POP.	CHANGE (%)	TAYLOR'S % OF COUNTY
1940	7,875		41,698		18.9%
1950	9,071	15.2%	38,853	-6.8%	23.3%
1960	9,434	4.0%	35,044	-9.8%	26.9%
1970	9,616	1.9%	37,305	6.5%	25.8%
1980	10,619	10.4%	76,521	105.1%	13.9%
1990	11,472	8.0%	139,551	82.4%	8.2%
2000	13,575	18.3%	249,967	79.1%	5.4%
2010	15,191	11.9%	422,679	69.1%	3.6%
2020	16,267	7.1%	590,551	39.7%	2.8%

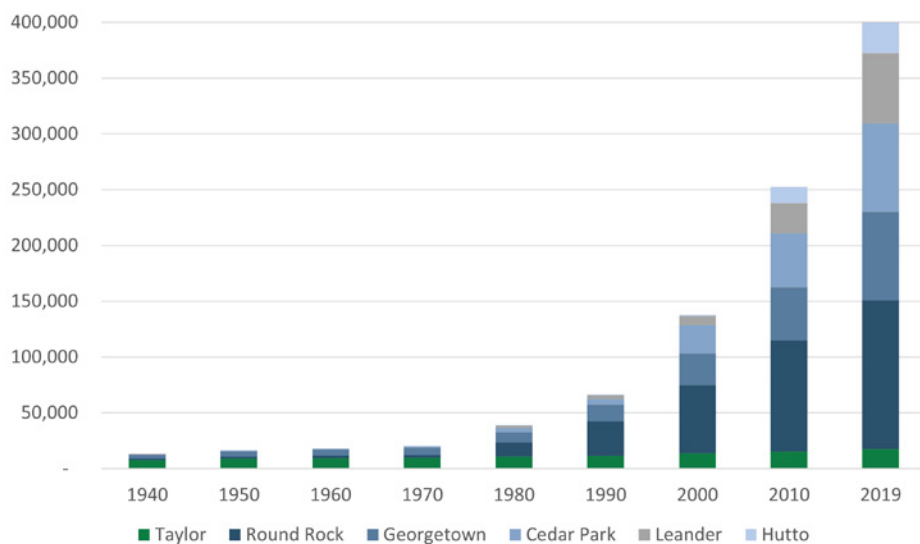
Source: Decennial Census, American Community Survey

Figure 12: City of Taylor and Williamson County Historic Population Totals

YEAR	TAYLOR POP.	CHANGE (%)	WILLIAMSON POP.	CHANGE (%)	TAYLOR'S % OF COUNTY
2011	15,275	0.6%	442,031	4.6%	3.5%
2012	15,475	1.3%	455,750	3.1%	3.4%
2013	15,734	1.7%	470,017	3.1%	3.3%
2014	16,001	1.7%	487,913	3.8%	3.3%
2015	16,276	1.7%	507,133	3.9%	3.2%
2016	16,492	1.3%	527,622	4.0%	3.1%
2017	16,603	0.7%	546,251	3.5%	3.0%
2018	16,811	1.3%	566,463	3.7%	3.0%
2019	17,001	1.1%	590,551	4.3%	2.9%

Source: Decennial Census, American Community Survey

Figure 13: City of Taylor and Williamson County Current Population Trends



Source: Decennial Census, American Community Survey

Figure 14: Comparison of Growth Patterns in Williamson County

HISTORICAL POPULATION

The decades that saw the largest change in population in Taylor were the 1940's, 1990's and 2000's. While the City of Taylor has seen consistent growth since 1940, it has not experienced the same level of growth that Williamson County has experienced. Williamson County experienced the most dramatic change in population during the 1970's, 1980's, and 1990's.

POPULATION TRENDS IN WILLIAMSON COUNTY

In March of 2020 the Census Bureau named Williamson County as one of the top 10 fastest growing counties since 2010. Until approximately 1980, the City of Taylor was the largest city in Williamson County. Since the 1980's four cities in Williamson County have surpassed the population of Taylor while Taylor's population has remained relatively stable.

HISTORICAL AND REGIONAL POPULATION PROJECTIONS

Population projection methodologies utilize existing population trends and extrapolate those trends into the future. Projection methodologies that directly extrapolate historical growth trends into the future are called trend extrapolation techniques. Projection methodologies that extrapolate future populations based on the share of population within another larger jurisdiction are called ratio-share techniques.

2004 COMPREHENSIVE PLAN PROJECTIONS

The 2004 Comprehensive Plan utilized three different population projection methodologies as described here. The linear regression methodology provided the most accurate prediction of population and the step down method was the least accurate.

Step Down Method

A ratio-share technique, where a ratio is established between the county's population and the city's then that proportional relationship is projected into the future. Based on this methodology the city's proportional relationship was 5.4% and the 2030 population was projected to be 31,564.

Linear Regression Method

A trend extrapolation technique that projects future values as a straight line trend. Based on this methodology the 2030 population of Taylor was projected to be 19,884.

Exponential Growth Method

A trend extrapolation technique that shows greater increases in population with the passing of time. Based on this methodology the 2030 population of Taylor was projected to be 22,493.

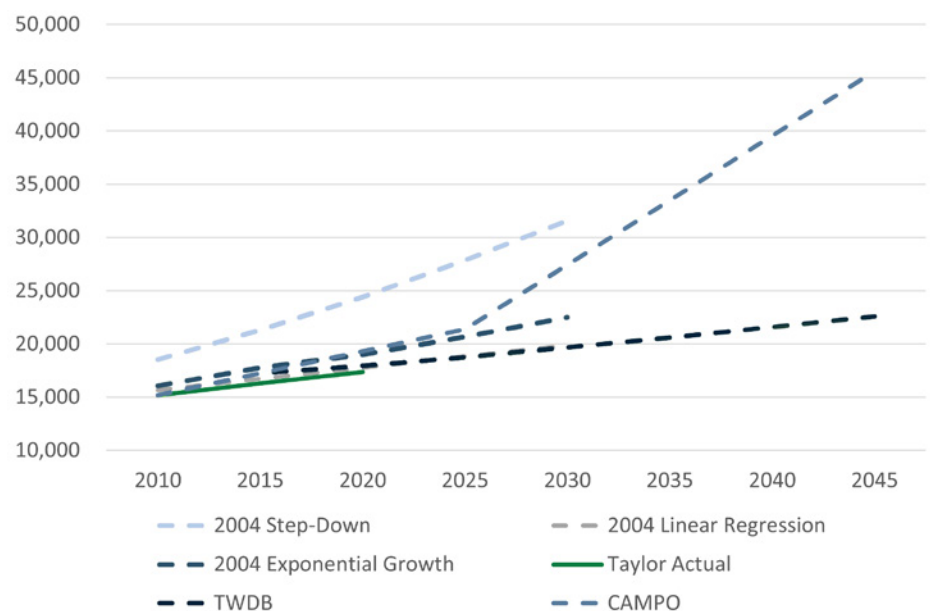
REGIONAL AGENCY PROJECTIONS

The Texas Water Development Board (TWDB) and the Capital Area Metropolitan Planning Organization (CAMPO) are two different regional agencies that project population growth for the purpose of regional infrastructure planning. These projections generally were the most aggressive in terms of population growth.

YEAR	TAYLOR ACTUAL	'04 STEP-DOWN	'04 LINEAR REGRESSION	'04 EXP. GROWTH	TWDB	CAMPO
2010	15,191	18,536	15,678	16,064	15,191	
2015	16,276	21,314	16,730	17,781	16,276	
2020	17,383	24,419	17,781	19,008	17,233	
2025		27,872	18,833	20,677	17,981	21,375
2030		31,564	19,884	22,493	18,728	
2035					19,659	
2040					20,589	
2045					21,592	45,611
2050					22,594	

Source: www.twdb.texas.gov; CAMPO 2045 Plan

Figure 15: Previous Population Projections for Taylor Compared to Actuals



Source: www.twdb.texas.gov; CAMPO 2045 Plan

Figure 16: 2004 Comprehensive Plan and Regional Population Projections for Taylor

COMMUNITY AND DEMOGRAPHIC PROFILE

REGIONAL GROWTH TRENDS

Williamson County's population growth has largely been fueled by people moving to cities in Williamson County from Travis County. According to the 2018 American Community Survey, net in-migration from Travis County made up 33% of all in-migration to Williamson County. *Figure 17: Regional Growth Peaks by Decade* shows average annual growth rate of surrounding cities and the decade in which the largest population growth began. Similarly *Figure 18: Regional Population Growth by Decade of Highest Annual Growth*

displays the growth trend measured by the percent change in population by decade.

Population growth began in Williamson County in the 1970's and was primarily fueled by cities such as Round Rock and Cedar Park.

The next comparison cities to feel the influences of out-migration from the City of Austin were the City of Leander in the 1990's and the City of Hutto in the early 2000's. The City of Taylor

has not yet felt the impacts of out migration from the City of Austin and growth rates have largely stayed below the average growth rates for the State of Texas.

It is expected that within the study period of this comprehensive plan, Taylor will likely experience larger growth due to the expansion of the Austin metro area and the location of significant employment centers along FM 973, US 290 and US 79.

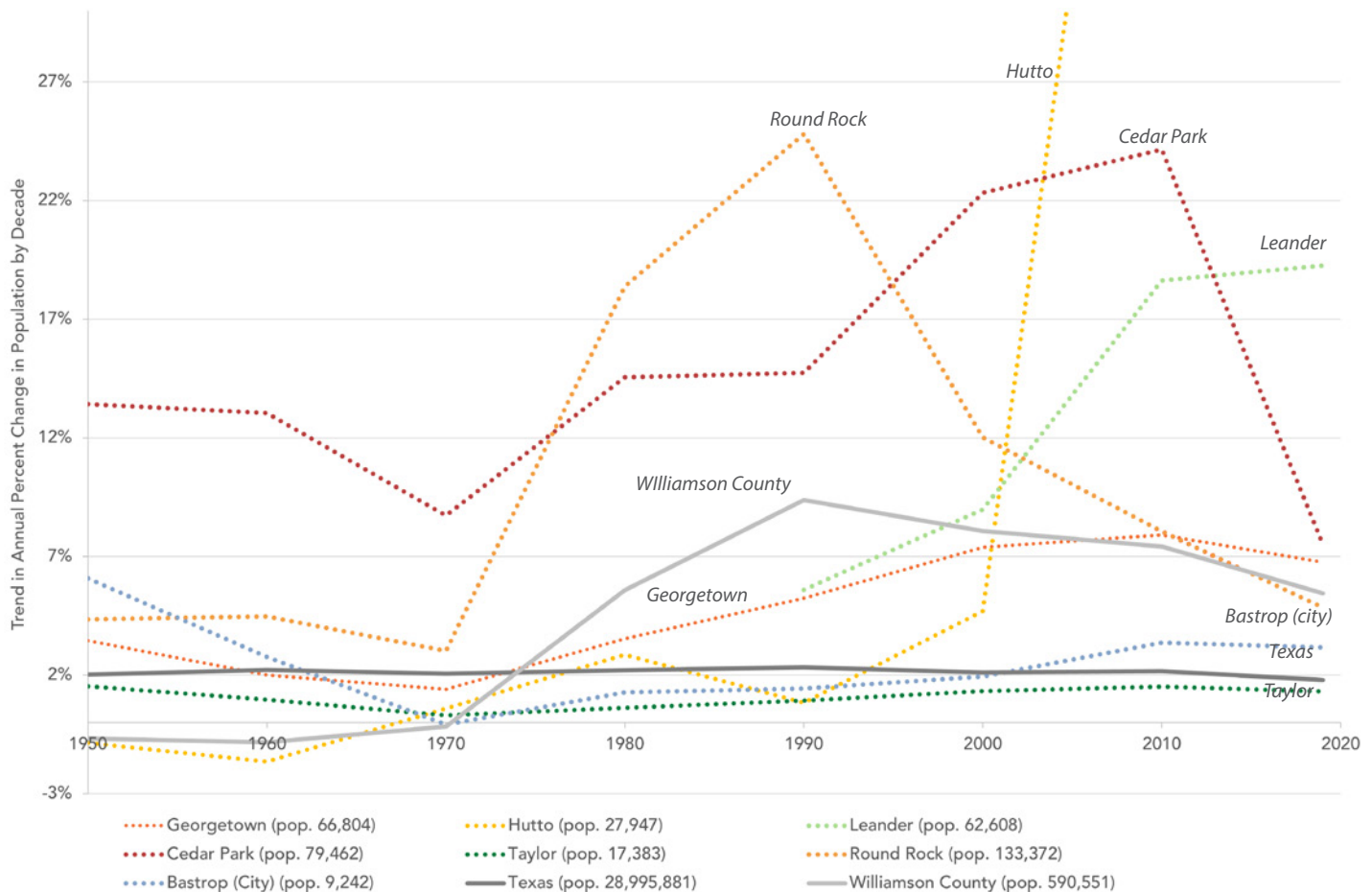
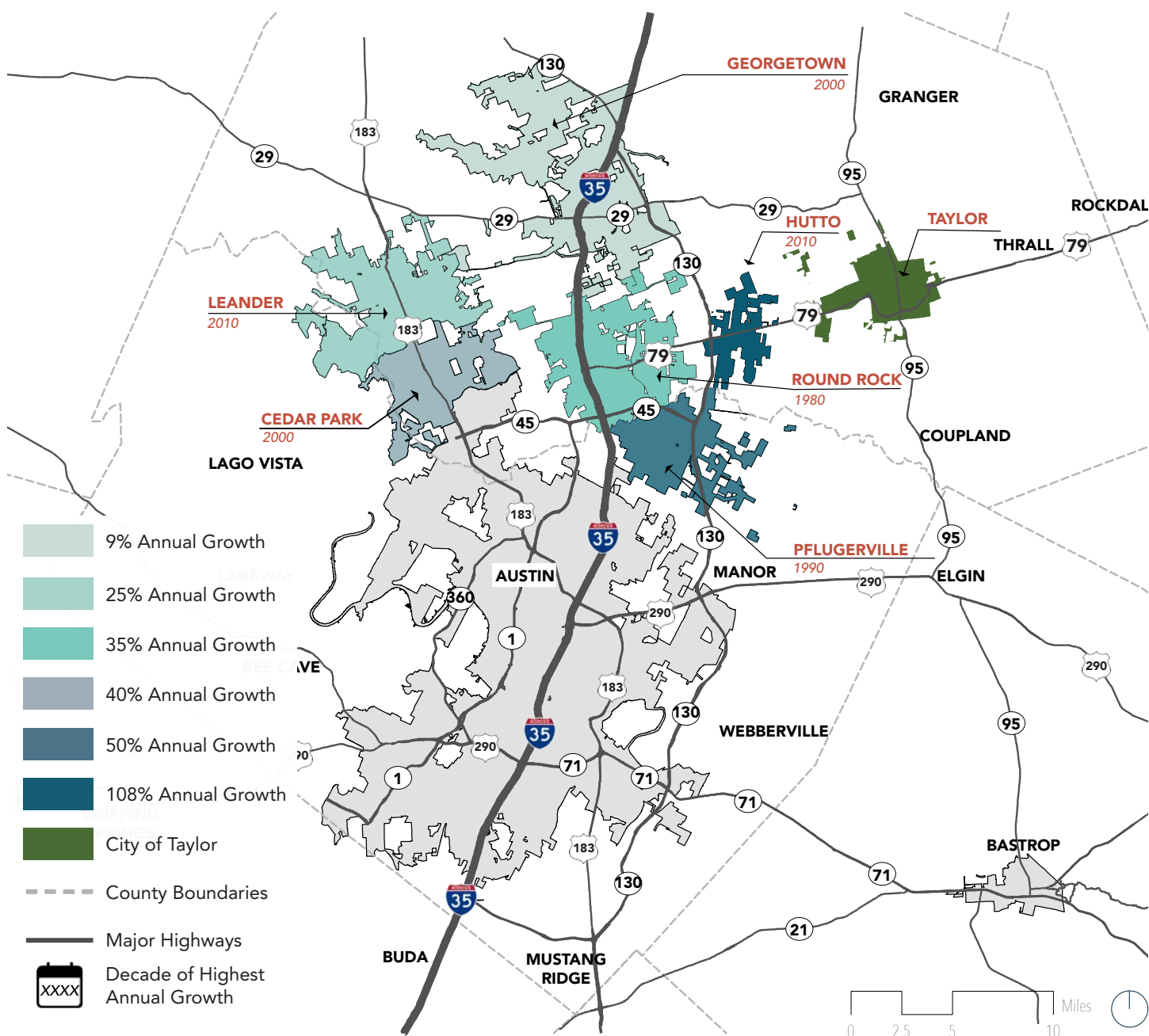


Figure 17: Regional Growth Peaks by Decade

Source: www.twdp.texas.gov; CAMPO 2045 Plan

The central Texas region is experiencing rapid growth, largely expanding outwards from the Austin core into its immediate suburbs and nearby communities that are regionally connected via highways. As shown in *Figure 18: Regional Population Growth by Decade of Highest Annual Growth* below, these surrounding communities

have historically experienced a spike in population growth, followed by a nearly two-decade growth period before slowing down. The map depicts the decade which the comparison cities experienced the highest population growth rate.



Source: City of Taylor, City of Austin, Williamson County, TxDOT, Decennial Census, American Community Survey

Figure 18: Regional Population Growth by Decade of Highest Annual Growth

COMMUNITY AND DEMOGRAPHIC PROFILE

ENVISION TAYLOR POPULATION PROJECTIONS

Envision Taylor is utilizing a combination of population methodologies informed by the accuracy of past projections and current and historic population growth trends in Williamson County and the City of Taylor. The following key observations and assumptions have been incorporated into the recommended population projections for Envision Taylor.

- 1. The rate of growth in Williamson County is higher than in the City of Taylor. However, the rate of growth in the City of Taylor is increasing at a faster rate than in Williamson County.
- 2. Regional growth trends in the Central Texas corridor indicate that people are moving from the City

of Austin to smaller cities within an ever expanding radius of the downtown core. In addition to growth moving out from the core, growth is beginning to move to the east of Austin along SH 130, and SH 45 as well as FM 973. These trends will most likely have an impact on the City of Taylor by 2040.

- 3. During the 2004 comprehensive planing effort, the linear regression model proved to be the most accurate methodology.
- 4. The Texas Water Development Board is anticipating the current linear growth trend to continue in the City of Taylor.
- 5. The CAMPO 2045 Plan projects a 3% annual growth rate for the entire CAMPO region. The plan projects

a higher growth rate for the City of Taylor with a 2.4% annual growth rate between 2015 and 2025 and a 5.7% annual growth rate between 2025 and 2045.

Based on these assumptions, Envision Taylor is recommending that population projections rely more heavily on regional trends than historical population trends.

**Envision Taylor
Population
Projection.**

39,552 in 2040.

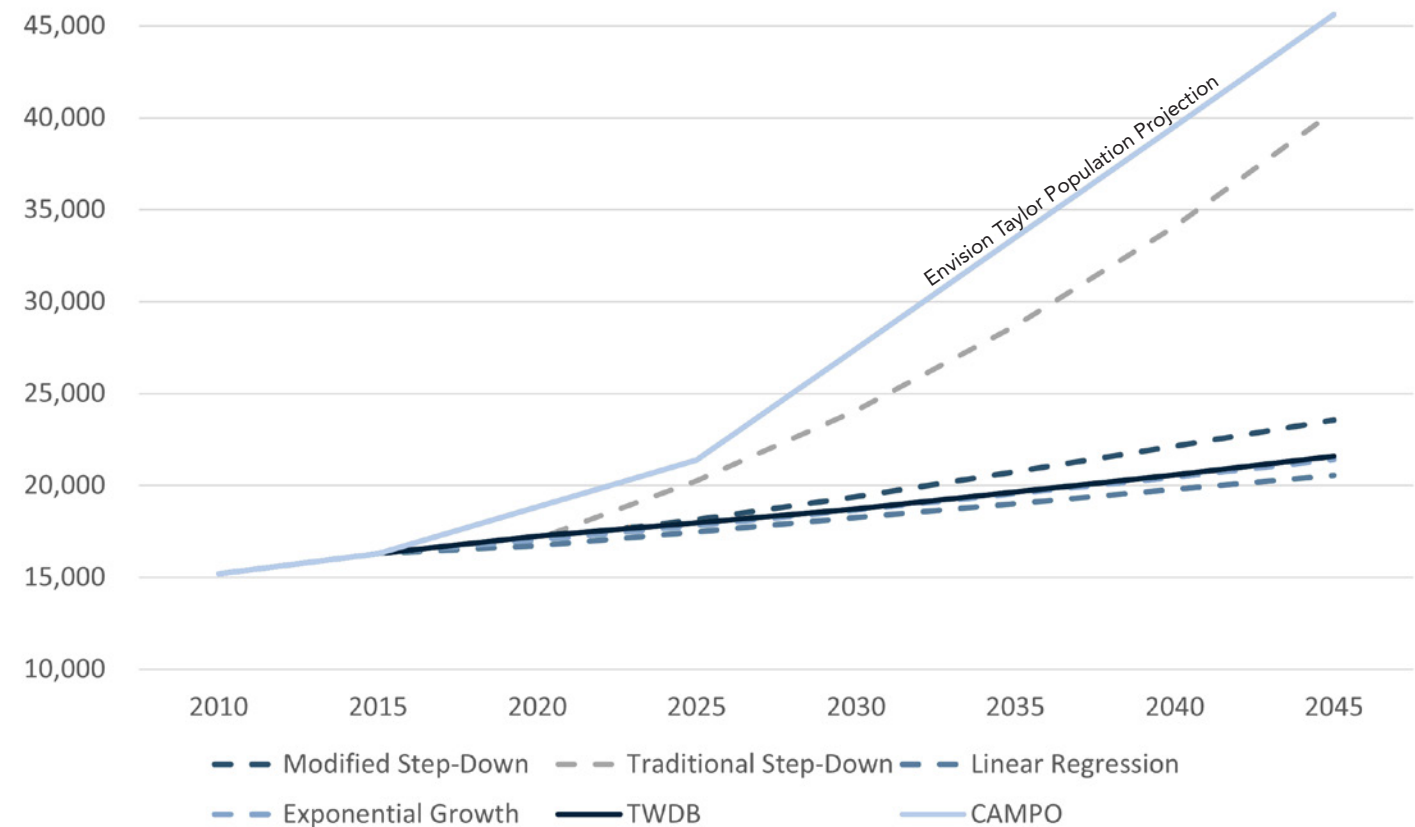


Figure 19: Envision Taylor Population Projections

Source: www.twdp.texas.gov; CAMPO 2045 Plan

POPULATION DENSITY TRENDS

Prior to 1990, the population density in the City of Taylor was increasing. This means that as more people were moving to Taylor, the city limits only grew moderately to accommodate the new residents and the overall population density of the city increased. During the 1990's and even more significantly the 2000's the City of Taylor grew it's city limits at a faster rate than population growth. This trend slowed between 2010 and 2019.

**Pop. Density
in 1990**

2.29

**Pop. Density
in 2019**

1.33

The population density of Taylor has been decreasing since 1990.

	ACREAGE IN CITY LIMITS	POP.	POP. DENSITY (ACRES)	POP. DENSITY (SQUARE MILES)	ANNUAL PERCENT CHANGE IN POP. DENSITY
1890	4,612	2,584	0.56	359	
1900	4,612	4,211	0.91	584	6.30%
1910	4,612	5,314	1.15	737	2.62%
1920	4,612	5,965	1.29	828	1.23%
1930	4,612	7,463	1.62	1,036	2.51%
1940	4,612	7,875	1.71	1,093	0.55%
1950	4,612	9,071	1.97	1,259	1.52%
1960	4,612	9,434	2.05	1,309	0.40%
1970	4,732	9,616	2.03	1,301	-0.07%
1980	4,836	10,619	2.20	1,405	0.83%
1990	5,019	11,472	2.29	1,463	0.41%
2000	6,820	13,575	1.99	1,274	-1.31%
2010	10,629	15,191	1.43	915	-2.81%
2019	13,084	17,383	1.33	850	-0.70%

Source: Decennial Census, American Community Survey

Figure 20: Growth and Density Comparison Chart

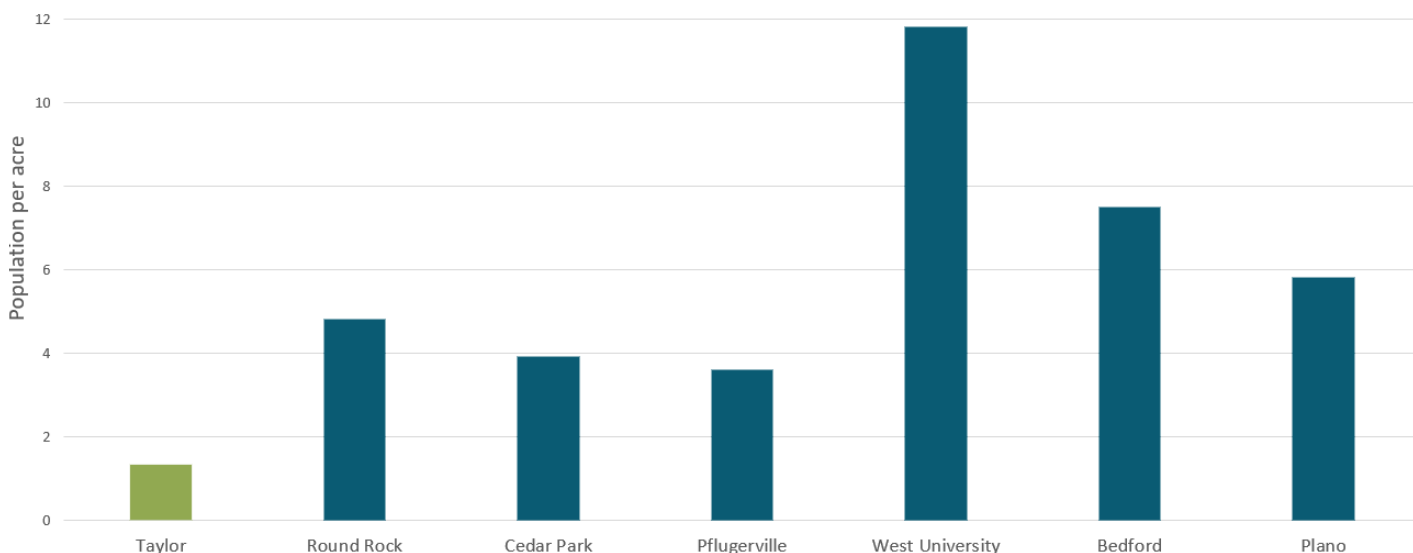


Figure 21: Population density of Texas cities

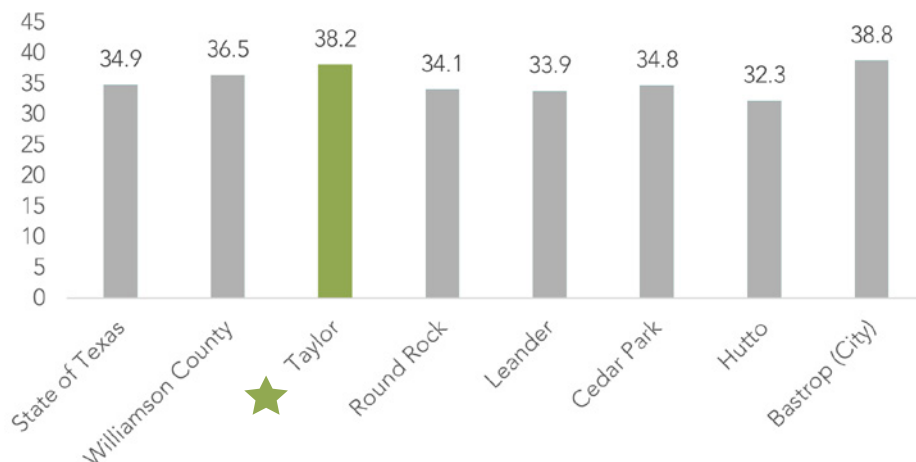
Source: City of Taylor

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION CHARACTERISTICS

AGE

The median age in Taylor is 38.2 which is higher than the median age in the State of Texas, Williamson County, or any other comparison city with the exception of Bastrop. The higher median age is a result of older adults (age 45-64) comprising the largest group of residents in Taylor. While older adults make up the largest age cohort, the fastest growing age group between 2010 and 2018 were young adults between the ages of 25 and 34. The next fastest growing age groups were seniors (65 and older) and older adults.



Source: Decennial Census, American Community Survey

Figure 22: Median Age Comparison Cities

	2000		2010		2018		ANNUAL GROWTH RATE 2010 - 2018
	Num.	Pct.	Num.	Pct.	Num.	Pct.	
Infants and Toddlers (Under 5 years)	1,075	7.9%	930	6.2%	924	5.5%	-0.1%
School Aged Children (5-19)	3,163	23.2%	3,255	21.9%	3,090	18.3%	-0.6%
College Aged Adults (20-24)	875	6.4%	963	6.5%	919	5.5%	-0.6%
Young Adults (25-34)	1,964	14.5%	1,755	11.8%	2,674	15.9%	6.5%
Middle Adults (35-44)	1,984	14.6%	2,391	16%	2,401	14.3%	0.1%
Older Adults (45-64)	2,604	19.1%	3,668	24.6%	4,379	26%	2.4%
Seniors (65 and Older)	1,910	14.1%	1,966	13.2%	2,424	14.4%	2.9%
Total	13,575	100%	14,928	100%	16,811	100%	1.6%

Figure 23: Age Trends in Taylor

Source: Decennial Census, American Community Survey

GENDER

Gender characteristics in Taylor are balanced and similar to comparison cities and the State of Texas as a whole. Williamson County has a slightly higher population of males to females (50.8 percent males to 49.2 percent females).



Source: Decennial Census, American Community Survey

Figure 24: Gender Characteristics in Taylor

RACE AND ETHNICITY

The City of Taylor's largest ethnic group identifies as Hispanic, 44.1 percent, and the next largest group 42.3 percent is Non-Hispanic White. The Hispanic population increased between 2010 and 2018 by 4.8 percent. Just less than 10 percent of Taylor residents are Black or African American, and the remaining 2 - 3 percent belong to other racial minority groups.

	TAYLOR ★	ROUND ROCK	LEANDER	CEDAR PARK	HUTTO	BASTROP, CITY	STATE OF TEXAS	WILLIAMSON COUNTY
Hispanic	44.1%	24.8%	24.1%	18.8%	29.8%	21.2%	39.6%	24.8%
Non-Hispanic White	42.3%	55.4%	63.0%	65.0%	51.9%	66.2%	41.1%	58.4%
Black or African American	9.5%	10.1%	5.3%	2.7%	13.5%	9.5%	11.9%	6.1%
American Indian and Alaska Native	0.2%	0.1%	0.1%	0.2%	0.2%	0.7%	0.2%	0.1%
Asian	0.6%	6.3%	3.2%	9.7%	1.7%	2.0%	4.9%	6.8%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.1%
Other, non-Hispanic minority	0.0%	0.3%	0.0%	0.6%	0.1%	0.0%	0.2%	0.3%

Source: Decennial Census, American Community Survey

Figure 25: Racial and Ethnic Characteristics in Taylor

	2010		2018		ANNUAL GROWTH RATE 2010 - 2018
	Num.	Pct.	Num.	Pct.	
Hispanic	5368	36.0%	7418	44.1%	4.8%
Non-Hispanic White	7815	52.4%	7108	42.3%	-1.1%
Black or African American	1337	9.0%	1605	9.5%	2.5%
American Indian and Alaska Native	0	0.0%	36	0.2%	--
Asian	319	2.1%	106	0.6%	-8.3%
Native Hawaiian and Other Pacific Islander	16	0.1%	0	0.0%	-12.5%
Other, non-Hispanic minority	64	0.4%	0	0.0%	-12.5%

Source: Decennial Census, American Community Survey

Figure 26: Racial and Ethnic Trends

COMMUNITY AND DEMOGRAPHIC PROFILE

HOUSEHOLD CHARACTERISTICS

The City of Taylor has seen an increase in all family types with the exception of married couples with children. The household type that increased the most was non-family households which saw a 3.1 percent increase between 2000 and 2018. Changes in household types can be linked to trends in age groups moving to or remaining in Taylor.

PEOPLE PER HOUSEHOLD

While the average number of people per household has increased in the last 18 years in both the City of Taylor and Williamson County, the average people per household has grown at a slower rate in the City of Taylor.

Average people per household is an important metric for understanding how increasing population is accommodated within a city. As the population continues to increase and home values rise the average people per household will begin to more closely resemble the ratio in Williamson County.

	2000		2018		AVG. ANNUAL % CHANGE
	Num.	Pct.	Num.	Pct.	
Family households	3,429	72.5%	3,703	64.6%	0.4%
Married couple families	2,486	52.6%	2,643	46.1%	0.4%
- with children under 18	1,192	25.2%	992	17.3%	-0.9%
- without children under 18	1,294	27.4%	1,651	28.8%	1.5%
Female householder, no spouse	681	14.4%	771	13.5%	0.7%
- with children under 18	420	8.9%	432	7.5%	0.2%
- without children under 18	261	5.5%	339	5.9%	1.7%
Non-family households	1,301	27.5%	2,029	35.4%	3.1%
Total households	4,730		5,732		1.2%

Source: Decennial Census, American Community Survey

Figure 27: Household Trends in Taylor

	2000	2018	ANNUAL GROWTH RATE
Taylor	2.74	2.85	0.22%
Williamson County	2.82	2.99	0.33%

Source: Decennial Census, American Community Survey

Figure 28: Household Size Trends in Taylor

INCOME

Taylor's median household income is significantly lower than the median state, county and comparison city median incomes. The difference between Taylor's median and the state's median, which is the next lowest, is nearly \$10,000.

Comparison cities that experienced dramatic population increases as a result of people moving from the central Austin core, such as Hutto, experienced a corresponding increase in median income with the growth. Hutto's median income grew from \$53,295 in 2000 to \$73,764 in 2018.



Source: Decennial Census, American Community Survey

Figure 29: Median Household Income Comparison - 2018

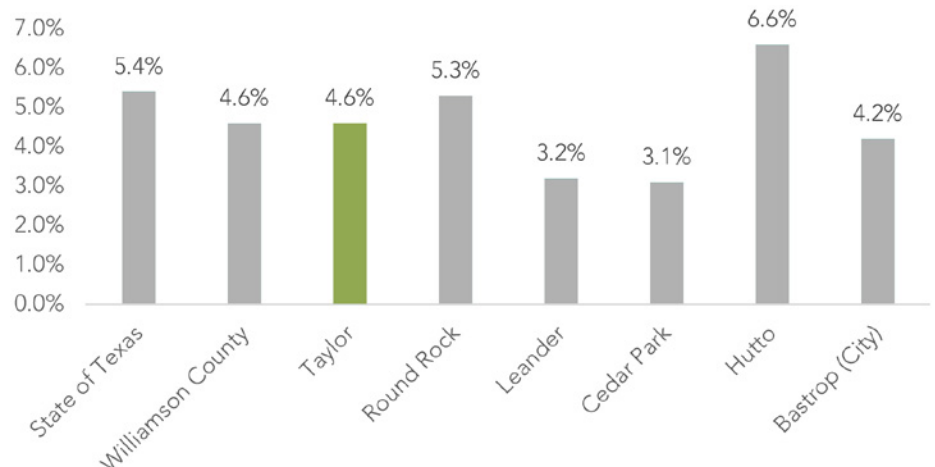
INCOME CATEGORY	2000	2018	PERCENTAGE POINT CHANGE
Less than \$25,000	32.5%	21.4%	-11.1%
\$25,000-\$50,000	29.6%	28.9%	-0.7%
\$50,000-\$75,000	20.2%	19.7%	-0.5%
\$75,000-\$100,000	9.3%	14.7%	+5.4%
\$100,000+	8.4%	15.4%	+0.7%

Source: Decennial Census, American Community Survey

Figure 30: Income Trends 2000 - 2018 in Taylor

UNEMPLOYMENT RATE

Taylor's unemployment rate is 4.6 percent, which is below the state average, but even with the county average. Nearby, larger cities like Round Rock and Hutto have higher rates of unemployment.



Source: Decennial Census, American Community Survey

Figure 31: Comparison of Unemployment Rates - 2018



Vintage Affaire
Antiques, Gifts & Whimsy

104

CHAPTER 2

LAND USE

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ GROWTH & DEVELOPMENT PATTERN

↳ LAND USE FISCAL ANALYSIS

↳ FUTURE LAND USE

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

The land use element of Envision Taylor Comprehensive Plan provides a framework for making decisions and setting policy about what will be built and where. Land use decisions impact public spaces, development patterns, and overall quality of life. The table below includes the policy statements that should be used when making land use decisions and links them to the most relevant Big Ideas.

POLICY ID	BIG IDEA	POLICY STATEMENT
LU1	 Community Character	New development should resemble the form and scale of traditional development patterns in Taylor.
LU2	 Community Character	Create, preserve, and enhance special destinations and experiences that celebrate and build on Taylor's history.
LU3	 Community Character	New mixed-use centers should complement the existing Downtown and accommodate additional growth within a compact urban fabric that includes walkable streets, mixed-use buildings, and high-quality public spaces.
LU4	 Inclusive Growth	New development and growth should not increase the flood hazards or other risks associated with climate change in existing neighborhoods.
LU5	 Economic Resilience	New buildings and developments should be constructed in a way that they can be repurposed over time and as market conditions change.
LU6	 Economic Resilience	Continue to leverage existing downtown assets to support more small businesses.
LU7	 Economic Resilience	Economic development incentives should support the downtown and future mixed-use centers.
LU8	 Economic Resilience	A jobs-housing balance that supports people living and working in Taylor should be encouraged.
LU9	 Fiscal sustainability and infrastructure	Promote development patterns that maximize the use of existing infrastructure and land before expanding infrastructure to underdeveloped areas.
LU10	 Fiscal sustainability and infrastructure	New development should generate sufficient revenue to support the long-term cost of maintaining the infrastructure that serves it.
LU11	 Fiscal sustainability and infrastructure	Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.



EXISTING CONDITIONS

ZONING

A city's zoning code, map, and regulations control the types of land uses allowed within a certain area of a city. These regulations can determine parameters such as setbacks, height limits, and building coverage.

As displayed in the overall chart below, the City of Taylor is predominantly zoned for Single Family land uses (62%), with Commercial (22%) and Industrial (11%) following. Multifamily (5%) land uses make up the remaining area.

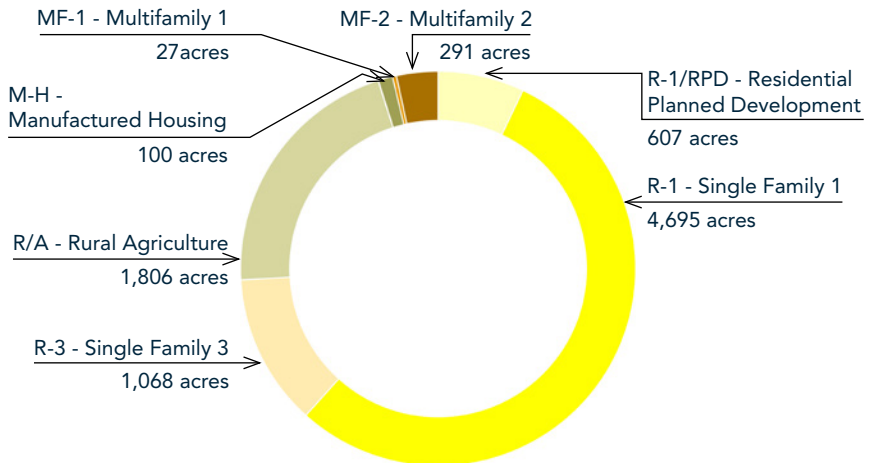


Figure 32: Residential Zoning Districts by Acre

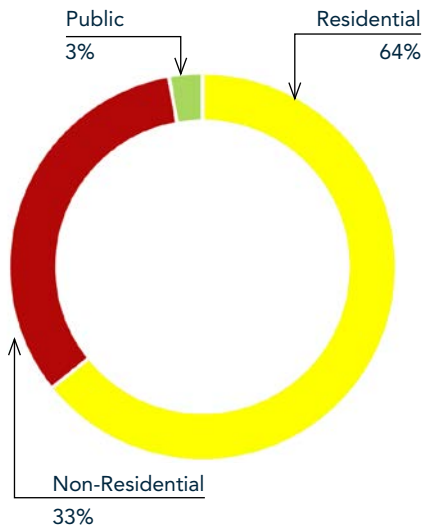


Figure 35: Overall Zoning Districts

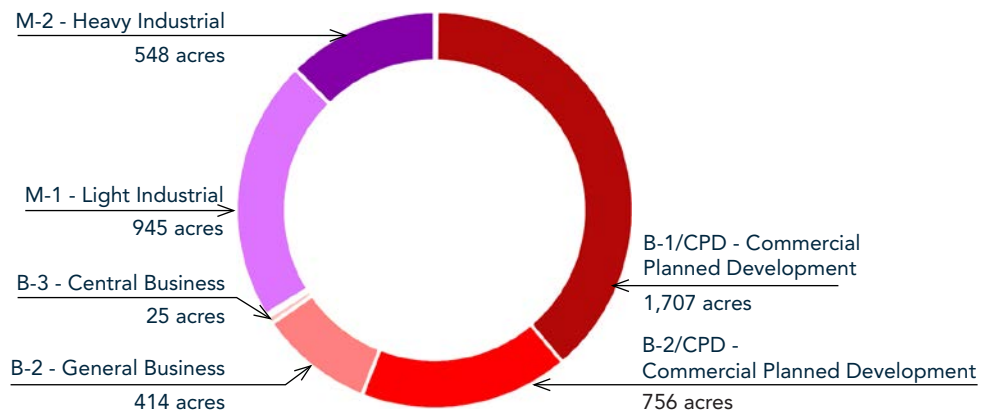


Figure 33: Non-Residential Zoning Districts by Acre

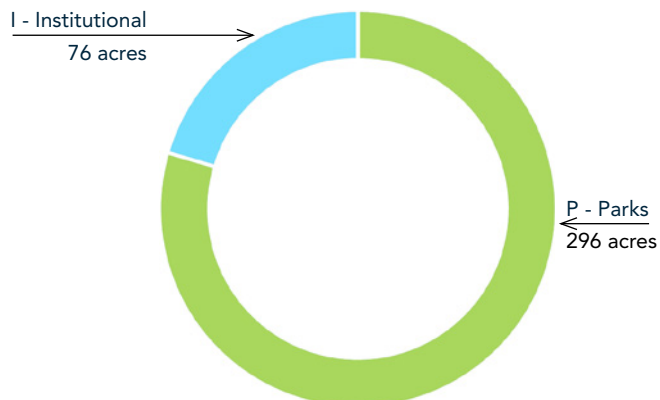


Figure 34: Public Zoning Districts by Acre

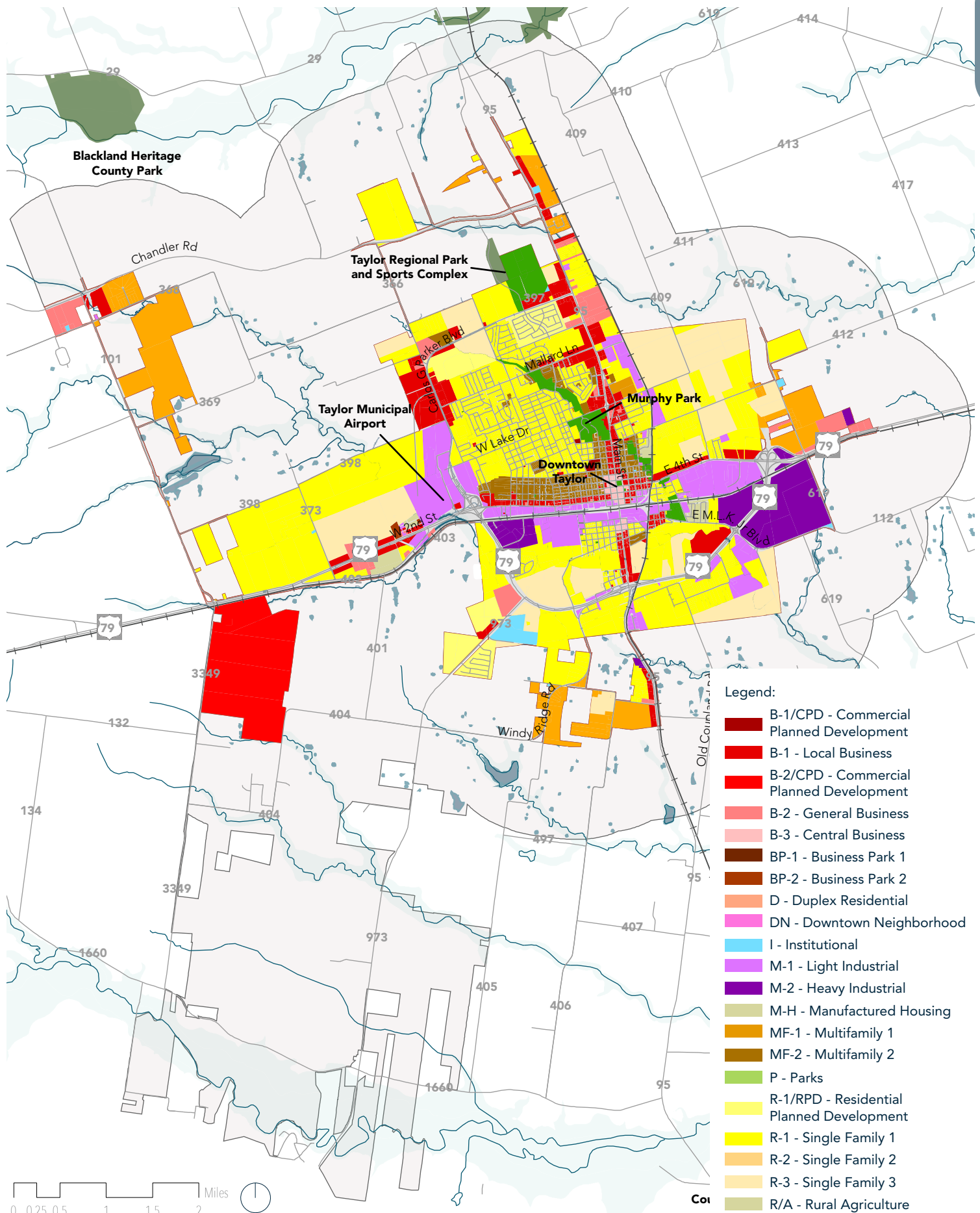


Figure 36: Existing Zoning

Source: City of Taylor, Williamson County

EXISTING CONDITIONS

DEVELOPMENT PATTERNS

Recent residential permit data shows that geographically diverse infill is being permitted, the vast majority of new residential being built in recent years is at the suburban fringes in two subdivisions: Avery Glen (near Taylor High School in the southwest) and Summerfield (near the Taylor Regional Park and Sports Complex in the north). While there are plenty of vacant infill lots 83% of new housing is built on new greenfield lots.



Empty lot on 700 W. 6th Street, Taylor Tx.

Should the percentage of infill housing be more, less, or equal to the percentage of infill housing (18%) constructed over the last four years?

"There are so many great plots available in the town that should be utilized. Additionally, the city is already struggling to maintain the roads they already have. Why add additional roads when we need to utilize what we have?"

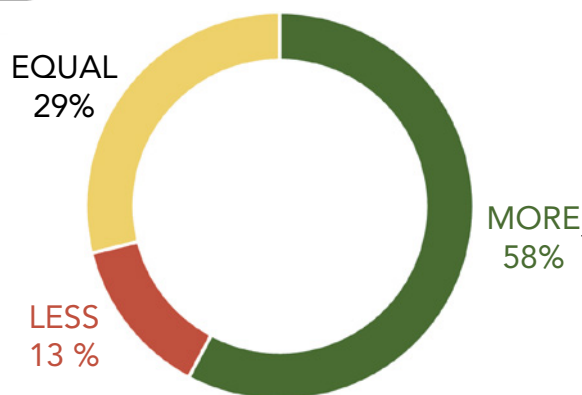


Figure 37: Result from the public survey question

"New housing is needed but also revitalizing existing homes will help maintain the character of the town. Invest in restoration not just new development."



402 Booth St, Taylor TX



400 Booth St, Taylor TX



305 Lizzie St, Taylor TX

Source: Envision Taylor Stakeholder Poll

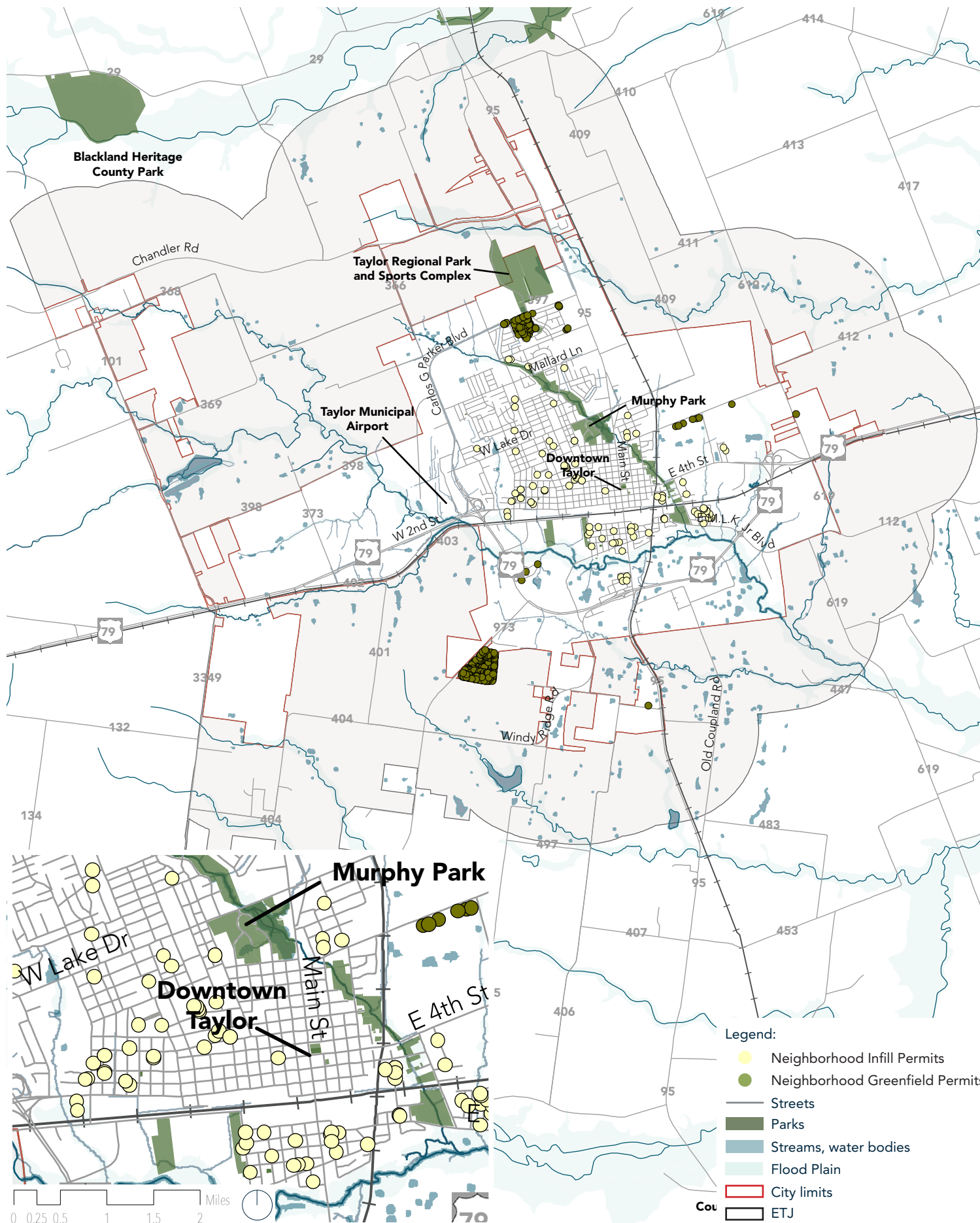


Figure 38: Development Patterns (2016-2020)

Source: City of Taylor Permit Data, Williamson County

EXISTING CONDITIONS

VACANT LOTS

More than half of the land area within the city limits is vacant (55 percent), defined here as having zero improvement value associated with the parcel. The categories of vacant lots described to the right break down the vacant lot category based on the types of improvements and adjacency to existing infrastructure. Currently, the majority of vacant parcels are zoned for Single Family or Rural/Agriculture uses, with another large portion zoned as Local Business.

Figure 39: Existing Vacant Lots depicts where these vacant parcels are geographically distributed across the city. One key takeaway is that the majority of these vacant parcels appear to be located towards the edges of the city limits as opposed to the inner core.

VACANT LOTS

This category consists of vacant lots of less than one acre in size and an improvement value of less than \$10,000. These lots have access to water and wastewater lines.

UNDERDEVELOPED LOTS

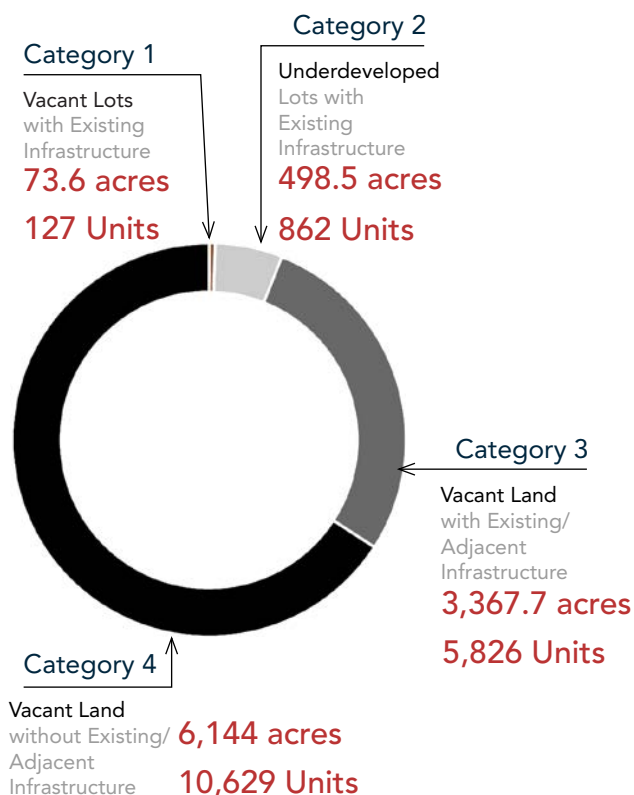
This category consists of underdeveloped lots of less than one acre in size where the improvement value is more than \$10,000 and building coverage is less than 40% of the lots area. Underdeveloped means that the improvement value is low when compared to the minimum lot size permitted by the zoning and additional units could be added. These lots have access to water and wastewater lines.

VACANT LAND WITH INFRASTRUCTURE

This category consists of vacant land holdings greater than one acre in size with improvement value of less than \$10,000. Land in this category is located within 100-feet of a wastewater line.

VACANT LAND NO INFRASTRUCTURE

This category consists of vacant land holdings greater than one acre in size with improvement value of less than \$10,000. Land in this category does not have a wastewater line within 100-feet.



City limits: **13,400 acres**

Vacant and underutilized area **10,084 acres**

Fully Developed area: **3,316 acres**

Existing number of Units = **5,732**

Units per acre of Fully Developed Area = **1.73**

Total Capacity Vacant and Underutilized Land: **17,445 Units**

Taylor is projected to add **8,146 Units** by 2040.

Figure 39: Proportion of Existing Vacant Lots

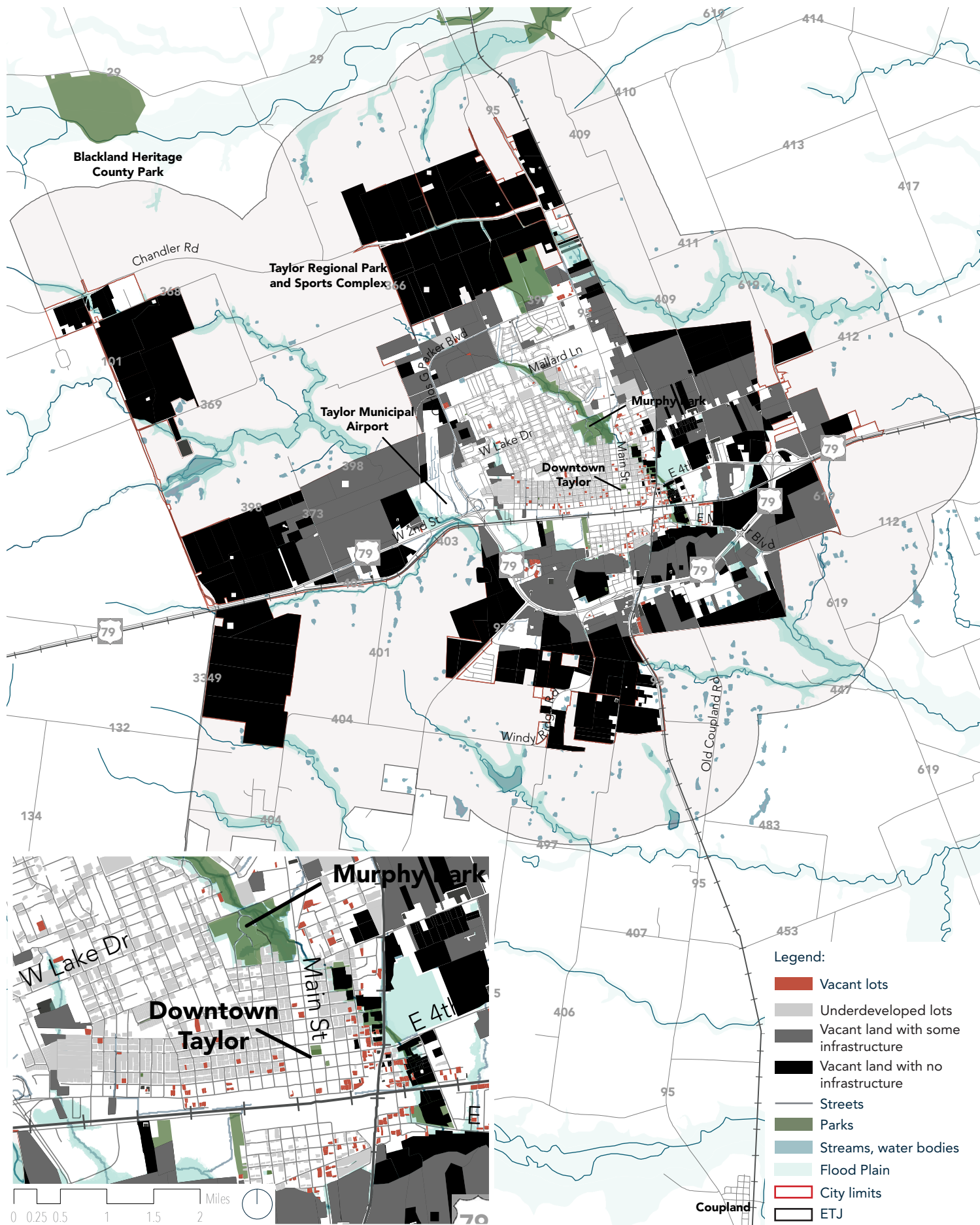


Figure 40: Existing Vacant Lots

Source: City of Taylor, Williamson County

GROWTH SECTOR MAP

PRESERVED OPEN SECTOR (O-1)

The Preserved Open Sector is made up of open space that is protected from development in perpetuity. This includes dedicated parkland and any other conservation easement.

RESERVED OPEN SECTOR (O-2)

The Reserved Open Sector consists of land that is not yet protected but is valuable as open space. This includes floodplains and floodways and may also include areas of steep slope, desired open space, desired transportation corridors, buffers, or viewsheds.

RESTRICTED GROWTH SECTOR (G-1)

The Restricted Growth Sector consists of areas that have value as open space and where increased development and additional entitlements are discouraged. This includes large lot homesteads and farmland with limited infrastructure availability.

CONTROLLED GROWTH SECTOR (G-2)

The Controlled Growth Sector consists of areas that can support limited development based on proximity to an existing or planned Thoroughfare. The Controlled Growth Sector should be limited in area to nodes where infrastructure or services already exist, but these areas are not adjacent to the existing developed areas.

INTENDED GROWTH SECTOR (G-3)

The Intended Growth Sector consists of areas with access to existing or planned transportation / infrastructure and are on the periphery of existing developed areas. These are primarily vacant, underutilized, or poorly developed commercial areas adjacent to existing centers and service areas. Growth policies should encourage the development or redevelopment of these areas as compact residential and mixed-use development.

INFILL NEIGHBORHOOD SECTOR (G-4)

The Infill Neighborhood Sector consists of areas within the city that are already developed and served by infrastructure. Infill development is encouraged to generally match the character of the existing development while allowing for incremental increases in density.

INFILL GROWTH SECTOR (G-5)

The Infill Growth Sector is made up of areas that are already developed and served by infrastructure. They are also intended for higher intensity uses than are currently in place.

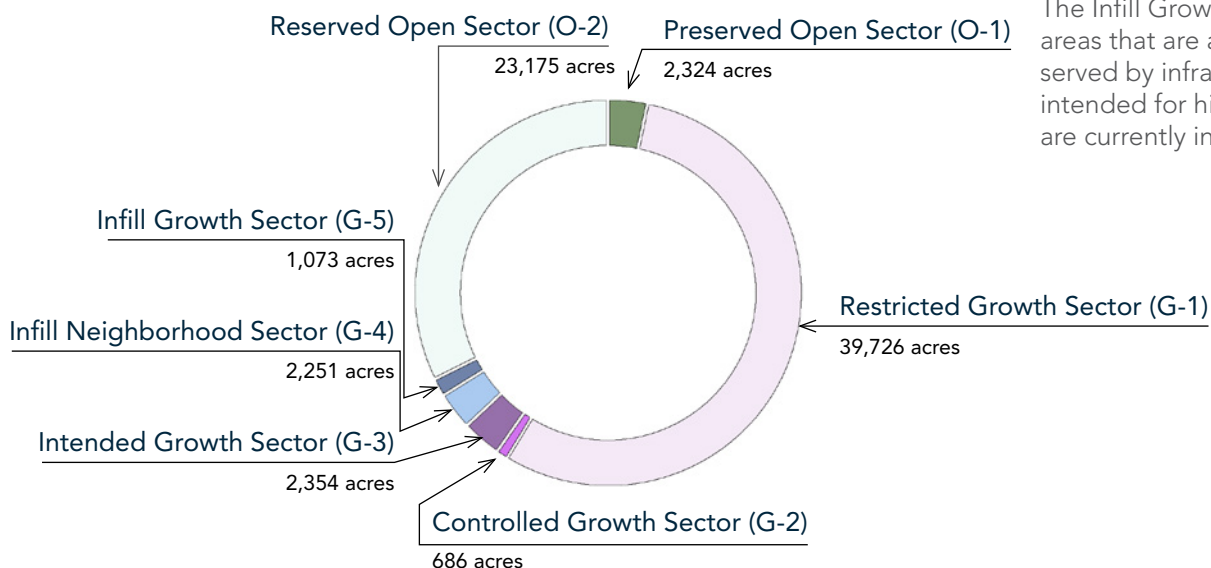


Figure 41: Growth Sectors Chart by acreage

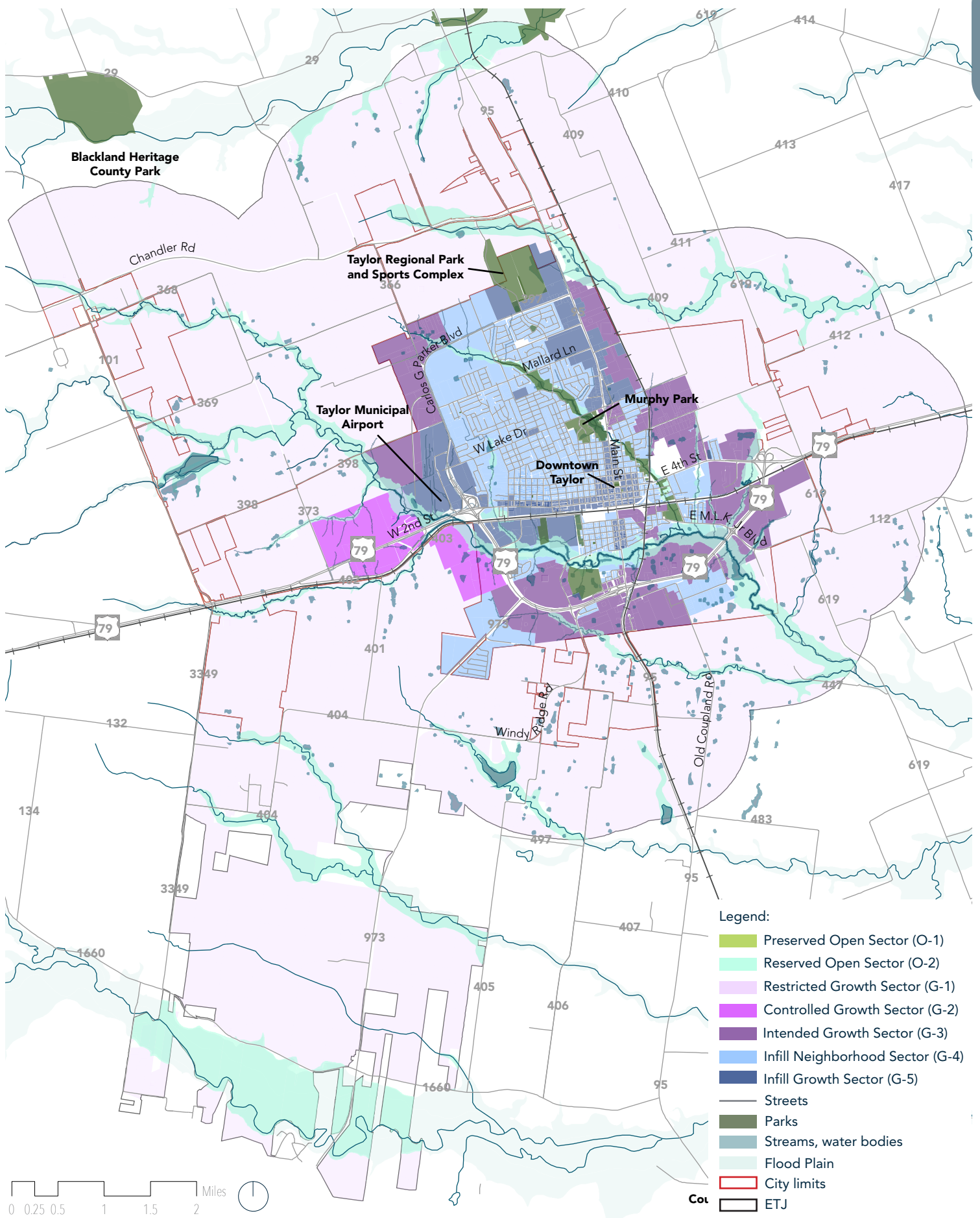


Figure 42: Growth Sectors

Source: City of Taylor, Williamson County

GROWTH & DEVELOPMENT PATTERN

EXPLOSIVE GROWTH

Taylor is in the early years of its “explosive growth” phase. Historical population growth has been relatively slow and consistent, but the city is projected to grow at a much faster rate in the next decade or two. The city’s development footprint was a compact 5,400 acres until 1954, and then annexations began that have expanded the city limits outward in multiple directions, increasing the service area to 13,083 acres in 2020. Over this same time period, the city’s population roughly doubled from 9,071 people in 1950 to 17,383 people in 2019.



Figure 44: Historical Annexation Progression

Source: City of Taylor, Verdunity

Trends Pre-1990



Population Density Increasing



Few New Infrastructure Improvements



Slow, Incremental Annexation

Trends Post-1990



Population Density Decreasing

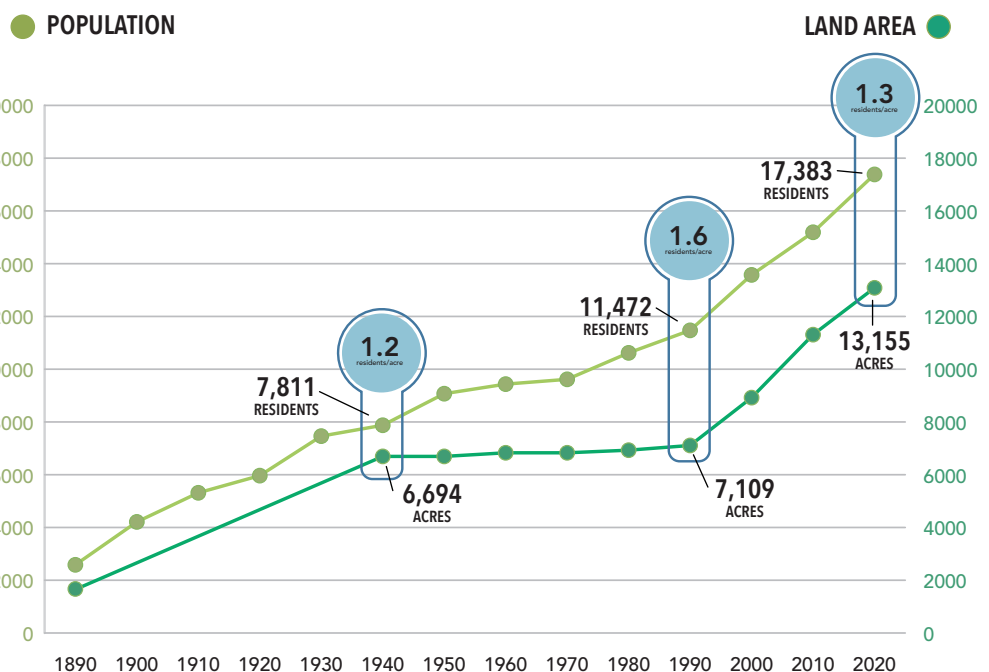


Major New Infrastructure



Significant Expansion of City Limits and Service Responsibilities

Figure 43: Trends, pre and post 1990



Source: US Census, City of Taylor

Figure 45: Taylor's Population and Land Area in Acres by Decade

GENERAL FUND BENCHMARKING

In a property tax state like Texas, ideally the property tax revenue generated by development in a city should be enough to cover street maintenance and reconstruction as well as at least half the cost of other basic services. When property tax revenue can cover more basic services, this frees up revenue from sales tax to focus on economic development and quality of life improvements that preserve and enhance property values over time. The more a city has to rely on sales tax for basic services, the less funding it will have for amenities and economic development incentives.

The city's total **general fund revenue** for the FY19/20 fiscal year was \$14.8 million, which comes out to roughly **\$1,050 per acre**. The table to the right shows how Taylor's general fund metrics compare to some other communities in the region. Taylor has the lowest GF/Acre and lowest population/acre. **Just over \$7 million of this (52%) was obtained from property tax.**

	TAYLOR	ROUND ROCK	LEANDER	CEDAR PARK	HUTTO
2020 Pop. Est.	17,167	128,739	56,111	76,999	26,434
2020 GF Revenue	\$14,830,304	\$121,760,638	\$41,787,626	\$57,136,667	\$18,152,056
Area (Acres)	13,155	22,976	21,811	15,680	4,960
Pop. Per Acre	1.30	5.60	2.57	4.91	5.33
Tax Rate	0.788000	0.420000	0.551867	0.449000	0.515171
GF Per Capita	\$864	\$946	\$745	\$742	\$687
GF Per Acre	\$1,050	\$5,299	\$1,916	\$3,644	\$3,660
GF Per Household	\$2,177	\$2,383	\$1,877	\$1,870	\$1,730

Figure 46: Nearby City Comparative Data Source: Decennial Census, American Community Survey



CULTIVATING FISCAL HEALTH AND LOCAL WEALTH

By focusing infrastructure, housing, and economic development investments into redevelopment and infill in older neighborhoods and prioritizing high return on investment development patterns such as smaller/narrower lots, vertical buildings, and mixed use, the city has an opportunity to generate additional property tax revenue without necessarily having to adjust the tax rate. In addition to improving the fiscal health of the city's operation, partnering with local residents, entrepreneurs, and developers to build more small scale residential and commercial spaces can also help to cultivate the wealth of residents and local businesses and increase community pride and identity. Together, this combination of cultivating public and private wealth can put Taylor on the path to becoming a vibrant, inclusive, and resilient community for years to come.

\$1.7M

Current Yearly Budget for Street Maintenance/Replacement

\$543

Average Property Tax Revenue/Acre – Citywide

TAYLOR'S RESOURCE GAP

PROJECTED STREET REPLACEMENT COSTS

The city has roughly 150 miles of street today. Using a lean replacement cost of \$500,000 per 11' lane-mile, it would require over \$124 million to replace the existing streets when they reach the end of their life cycle. Averaged over 20 years, this would require the city to be saving or spending an average of \$6.2M per year on street reconstruction, \$4.5M per year more than what the city currently allocates to street maintenance from its General Fund. Street costs for more recent projects have exceeded \$1 million per lane-mile. If this higher value is used, the city's street liabilities could exceed \$248 million total or \$12.4 million per year, which is almost as much as the city's entire general fund budget (\$14.8M). If you incorporate Capital Improvement Program (CIP) dollars into this, it partially reduces this gap, but not nearly enough to get the city to a break-even point. As additional development is built, the amount of streets to maintain and replace in the future will continue to increase.

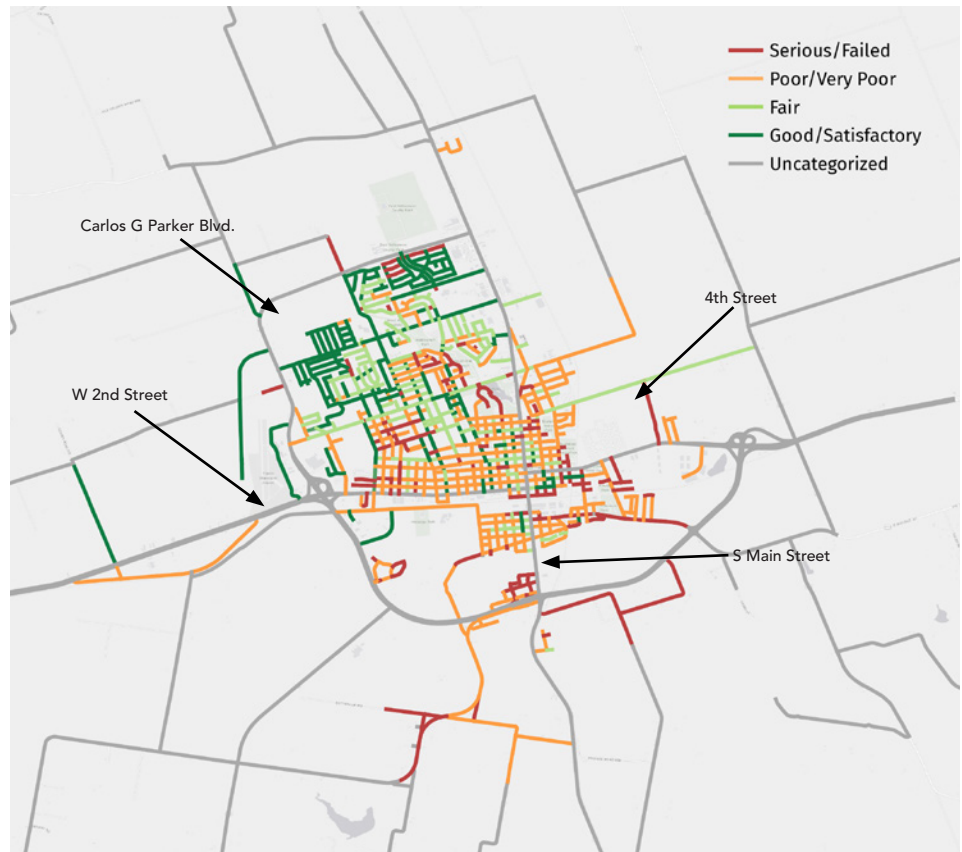


Figure 47: Pavement Condition

Source: City of Taylor, Verdunity

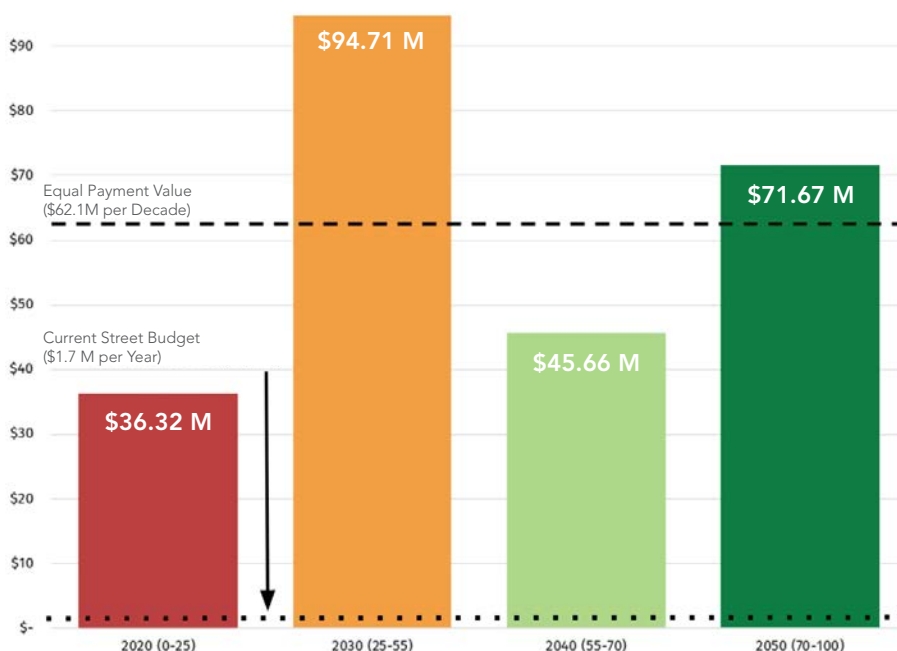


Figure 48: Pavement Replacement Chart

Source: City of Taylor, Verdunity

Total liabilities for Taylor's road network over a 40-year life cycle...

\$248 MILLION

and this assumes there are no new roads built.

COMPARING THE VALUE OF DEVELOPMENT PATTERNS

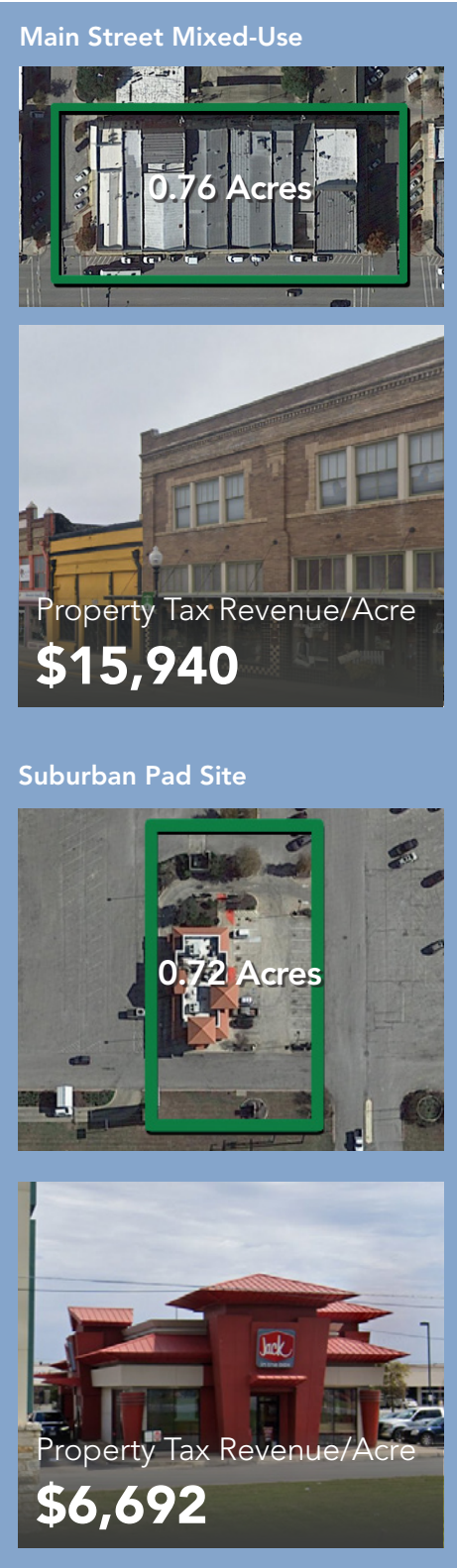


Figure 49: Main Street & Pad Site Comparison



Figure 50: Traditional Grid & Big Box Comparison

Source: WCAD, Google Earth, Verdunity

LAND USE FISCAL ANALYSIS

An in-depth analysis of the fiscal productivity of Taylor's development pattern and service model was performed as part of the comprehensive plan process. A parcel-level analysis of the property taxes and general fund service costs for the various land uses and development patterns in Taylor provides a glimpse into which perform better than others in terms of their ability to meet their costs, including long-term roadway maintenance. The analysis used the metrics of property tax revenue per acre and net revenue per acre to map the net fiscal productivity (revenue minus costs) of all parcels in Taylor. Three levels of analysis were completed to understand the fiscal performance of development today and when costs for future infrastructure replacement are considered.



Figure 51: Revenue Per Acre

Source: Verdunity

LEVEL 1: PROPERTY TAX REVENUE PER ACRE

Existing property tax revenue (levy) on a per acre basis for all parcels in the city was mapped. Exempt parcels such as city owned properties, churches, and other tax exempt entities were removed from the analysis.

LEVEL 2: NET PER ACRE - CURRENT CONDITIONS (WHAT THE CITY CURRENTLY SPENDS)

Existing property tax revenue minus current operating budget funded by property taxes was mapped to get a net value for each parcel. This map shows which parcels produce more in property tax revenue than they cost to serve, and which ones cost more than they generate in revenue.

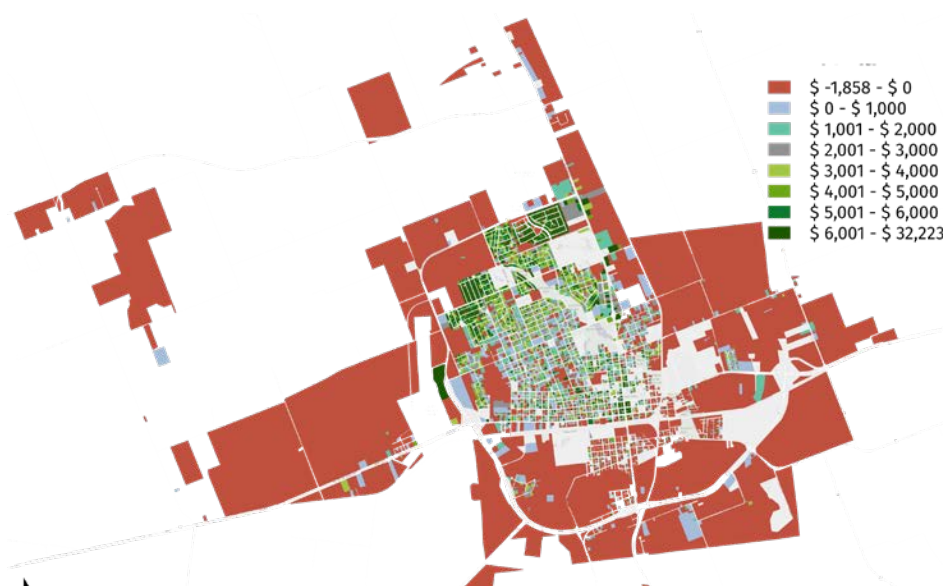


Figure 52: Net Revenue Per Acre (Current + Projected Costs)

Source: Verdunity

LEVEL 3: NET PER ACRE - DEFICIT (WHAT THE CITY REALLY NEEDS)

The final step adds unfunded street replacement costs to reveal how parcels perform if street reconstruction costs are factored in.

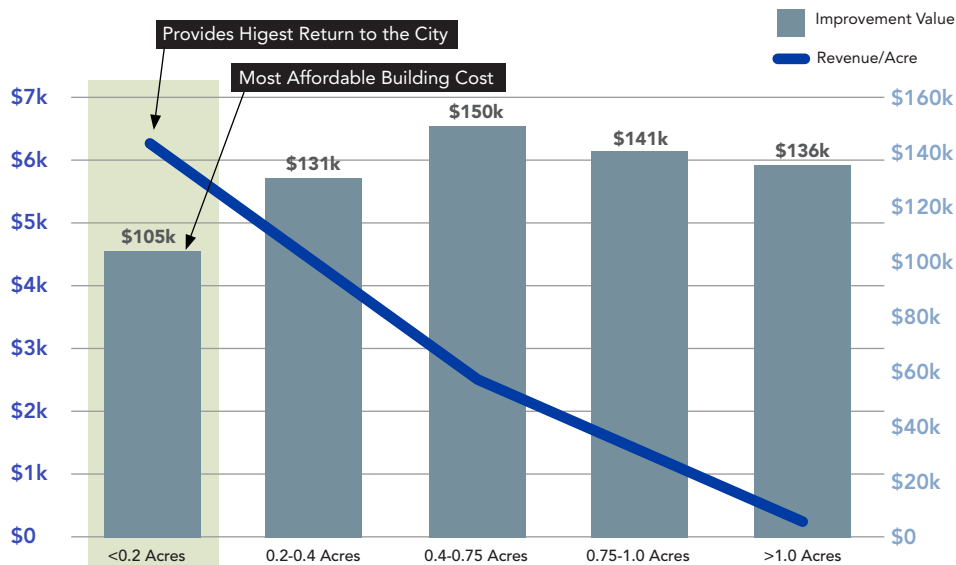


Figure 53: Single Family Improvement Value compared to Rev/Acre Source: Verdunity

Analysis Results

Taylor is in the middle of its growth, with a more compact core that includes some highly productive parcels in the downtown area, and less productive areas around the periphery of the city limits that are in the city's service area but have yet to build out. In its current state, only 20% of the city's area generates enough revenue to cover current costs. Less than 10% of the city's area covers anticipated future costs.



In order to generate sufficient revenue to cover future service costs and infrastructure liabilities, the City must increase the value per acre in existing parts of the city while ensuring new development covers its costs, if not producing a surplus

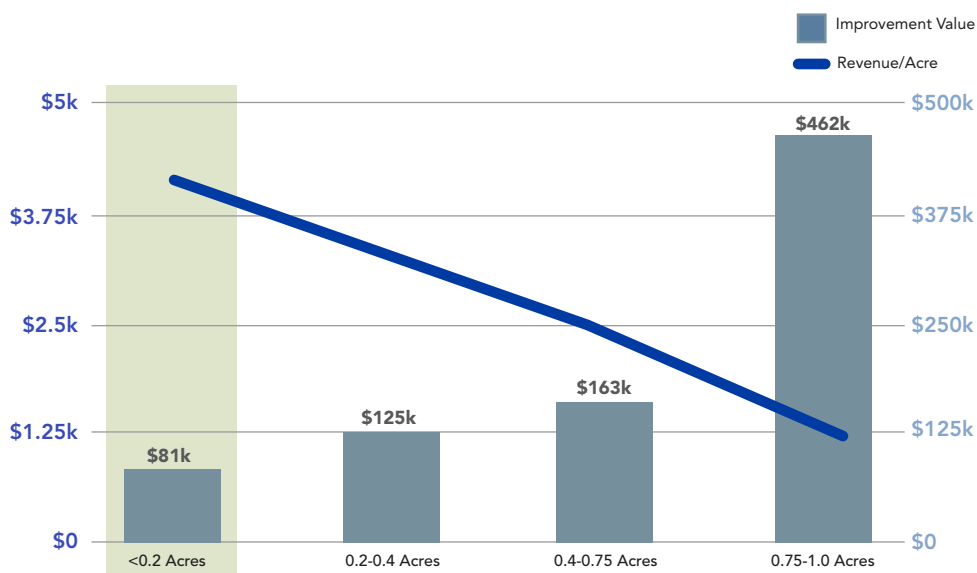


Figure 54: Multi-Family Improvement Value compared to Rev/Acre Source: Verdunity

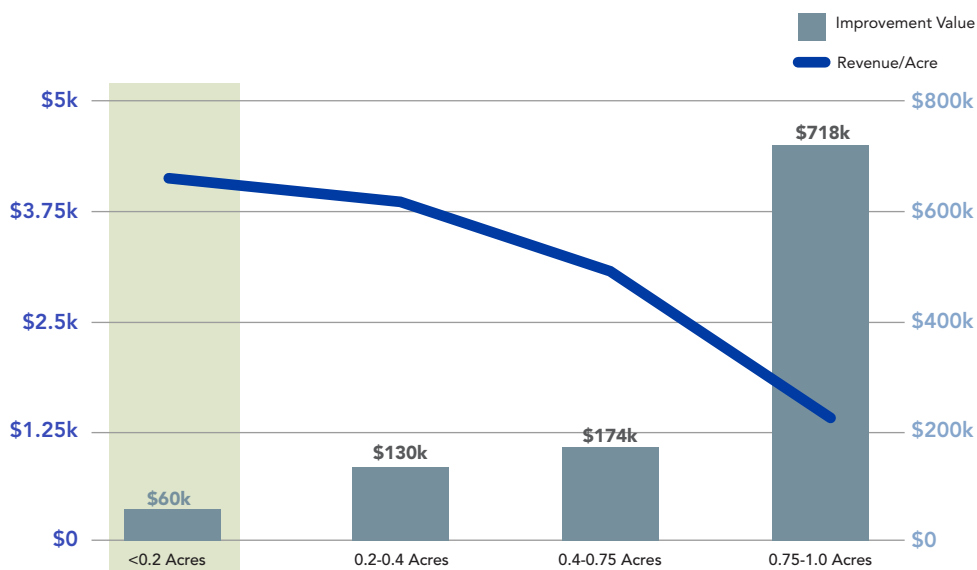


Figure 55: Commercial Improvement Value compared to Rev/Acre Source: Verdunity

One of the key concepts introduced during the modeling process and reinforced with the model results is how more compact development outperforms more spread-out development. Figure 64: Comparing Improvement Value to Revenue Per Acre shows how the revenue per acre for single family is the highest for the smallest lots. Buildings on these smaller lots also tend to be less expensive due to their smaller size. This presents a "win-win" opportunity for the city where it can provide more affordable housing and commercial options for residents and small business owners/entrepreneurs while also maximizing tax revenues to the city (on a per acre basis) - just by building smaller buildings on smaller lots.

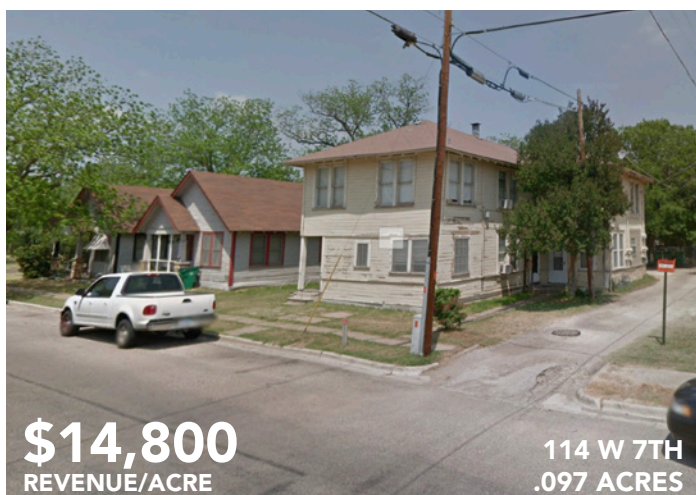
THE EFFECT OF LOT SIZE ON PRODUCTIVITY

SMALLER LOTS

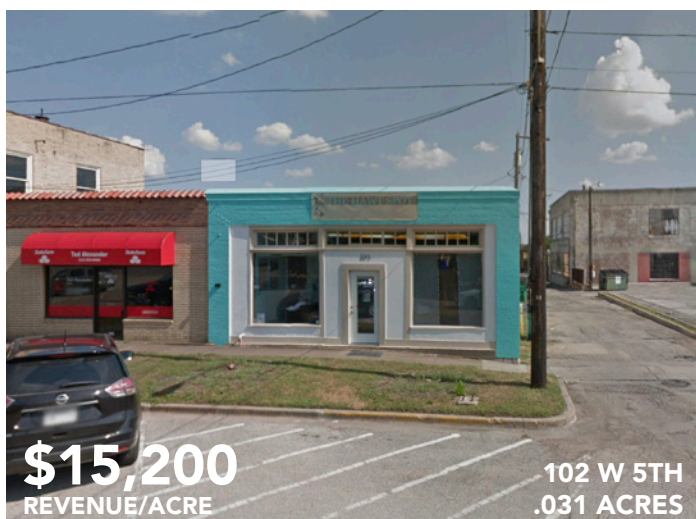
Single Family



Multi-Family



Commercial



Sources: Verdunity, Google Street View, 2018 WCAD Parcel Data

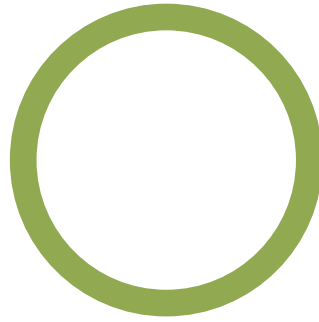
LARGER LOTS



TAKEAWAYS

City costs *are going to increase* - this will consist of primarily infrastructure maintenance and replacement. The current general fund per acre is only \$1,716 per acre. At current tax rate and revenue source ratios, it would require at least \$5,000 per acre to cover existing street infrastructure liabilities with property tax. This value will need to be significantly higher to cover all infrastructure and service needs when the city is closer to buildout. To cover these costs, the city needs to increase revenues. Raising tax rates and fees is not popular, so adjusting the development pattern to generate more revenue per acre and reduce costs per acre is a reasonable place to start.

Depending on the location and pattern of new development, the city will likely need to generate above \$4,000 per acre for its general fund from property to cover future costs. The lower of these values assumes development will be done in a more compact pattern with a large amount of infill and narrower streets, while the higher value assumes new development will follow a more spread out, suburban style pattern with wider streets.



\$540/acre
Where we are now

Current Property Tax/Acre



\$2500/acre
Break-even

Estimated target to cover current services plus existing street infrastructure liabilities with property tax revenue.



\$4000+/acre
Fiscally Sustainable

Potential future target to sustain and expand city services to larger population and service area.

HIGHEST VALUE PARCELS



Figure 56: Highest Value Parcels

Source: Verdunity

The majority of the highest performing parcels are small lots or buildings Downtown along Main Street. The parcels identified on this map show these highest performing properties and their location in the core of Taylor. The table in Figure 57 lists addresses and the net revenue per acre for these properties.

LABEL	ADDRESS	NET REVENUE PER ACRE (B+S)
A	423 Main Street	\$17,700
B	103 W Fifth Street	\$20,649
C	406 Talbot Street	\$19,888
D	120 W Fourth Street	\$31,021
E	314 N Main Street	\$15,914
F	303 N Main Street	\$15,907
G	202 N Main Street	\$17,704
H	201 N Main Street	\$22,156
I	109 N Main Street	\$21,980
J	311 Davis Street	\$16,209

Figure 57: Highest Value Parcels

Source: Verdunity

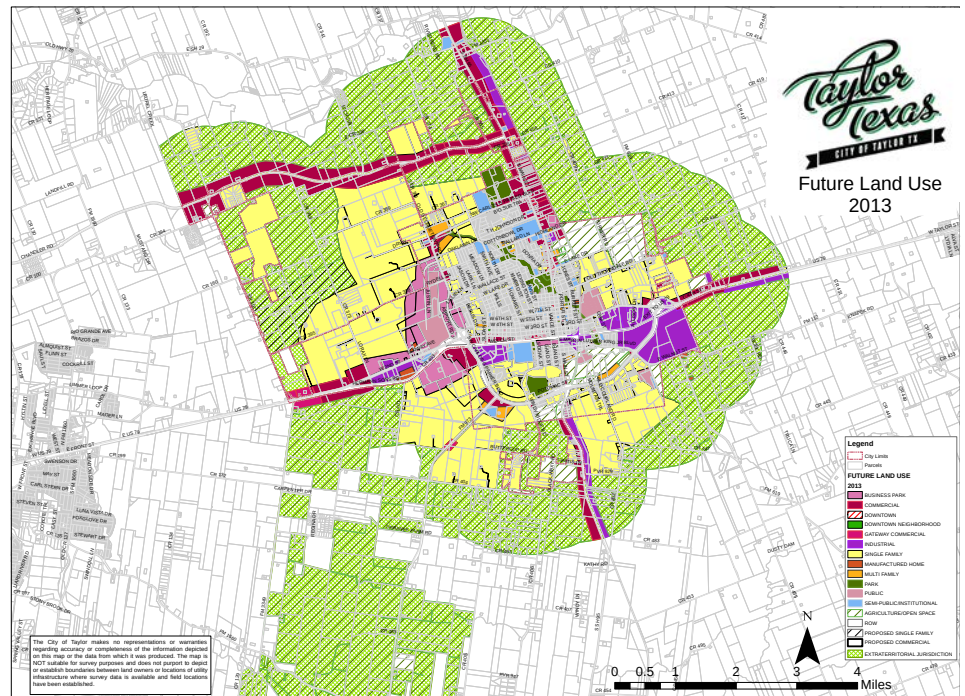
FUTURE LAND USE

PURPOSE

The city's existing land use patterns coalesce around the key corridors of SH 95 (Main Street) and West 2nd Street. These corridors accommodate the bulk of the commercial and multifamily land uses. Industrial uses exist adjacent to railroads, with parks largely following the creek system. Single family and agricultural land uses fill in the remainder of the city limits.

A Future Land Use Map is a policy tool that is used to guide future growth in the City of Taylor. The map forms the basis for future regulatory decisions like new and updated development standards or future zoning changes. The Future Land Use Map should be aligned with the guiding principles of being financially resilient and fiscally sustainable and the Big Ideas of this Comprehensive Plan.

The past Future Land Use Map was designed around locating and describing different land uses. The proposed Future Land Use Map focuses more on maximizing development within the core of the City using existing infrastructure and developing in a more compact fiscally sustainable pattern.



Source: City of Taylor, Williamson County

Figure 58: Future Land Use originally adopted in 2004 as updated in 2013

ELEMENTS OF A FUTURE LAND USE MAP

The Future Land Use Map is made up of the major elements below:

Centers - Compact mixed-use areas where development and redevelopment is focused. These areas are intended to change in order to accommodate the majority of projected growth and align with the guiding principles and big ideas of the plan.

Infill - Existing developed areas that are intended for infill on vacant and underutilized lots that generally matches the character of the existing development while accommodating incremental increases in population density.

Areas of Minimal Change - Areas of minimal change are characterized as areas lacking in street and utility infrastructure. These areas are not intended to accommodate future growth and redevelopment and should generally remain unchanged during the time frame of the Envision Taylor Plan Comprehensive Plan.

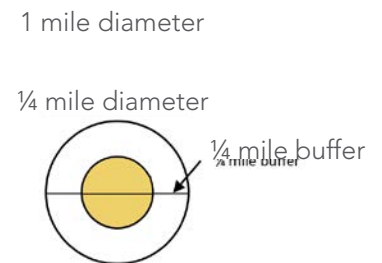
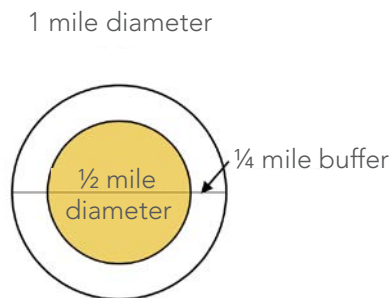
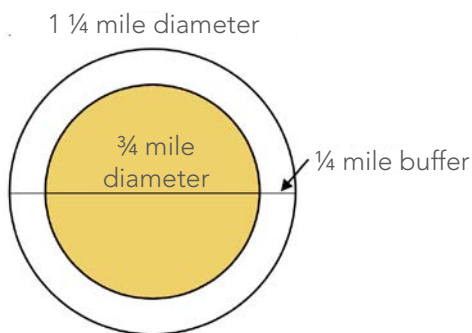
SCALES OF THE CENTERS

Centers at all scales are intended as compact, walkable places designed at a human scale instead of an auto-oriented scale. Centers come in different sizes intended to serve individual neighborhoods, several neighborhoods, or the region as described below. All centers should include a mixture of uses that includes a variety of higher density housing types.

REGIONAL CENTER

COMMUNITY CENTER

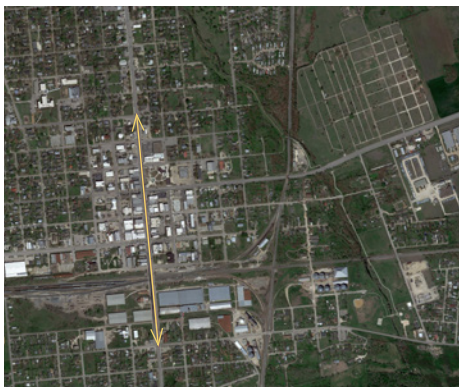
NEIGHBORHOOD CENTER



Regional centers are the largest center type and attract users from across the city and adjacent communities. Regional centers often include destination retail and attractions along side higher density mixed use developments.

Community centers are larger than neighborhood centers but often serve several neighborhoods within the city. Community centers often include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets.

Neighborhood centers offer a full depth of goods and services to residents within the local neighborhood. These centers typically have 10 to 15 smaller retailers such as a bank, cafe, dry cleaner, or florist.



¾ mile diameter



½ mile diameter



¼ mile diameter

Figure 59: Scales of the centers

FUTURE LAND USE MAP (FLUM)

DEVELOPING THE FUTURE LAND USE MAP

The process of developing the future land use map included an analysis of two different development scenarios.

TREND SCENARIO

The Trend Scenario accommodates the projected population out to 2040 in a similar way to the current development patterns. Current development patterns were analyzed for both the location and type of the development. In the Trend Scenario most of the new commercial development occurs along major corridors as single use large format buildings. Residential primarily takes the form of new greenfield development of single family homes.

Comparing the two scenarios:

The Trend Scenario requires the development of approximately **22%** more land than the Fiscal Scenario.

The Fiscal Scenario includes approximately **46%** more missing middle housing types.

The Trend Scenario requires **22%** more lane miles of new streets.

FISCAL SCENARIO

The Fiscal Scenario accommodates the projected population out to 2040 in a way that provides the highest fiscal benefits. This scenario focuses on filling in all vacant land with development and building types that provide the highest degree of fiscal benefits. This scenario limits new growth outside the existing infrastructure footprint and focuses growth into compact and mixed use centers.



The Fiscal Scenario
was preferred
by 83.7% of
respondents to
best advance the
community's
big ideas.

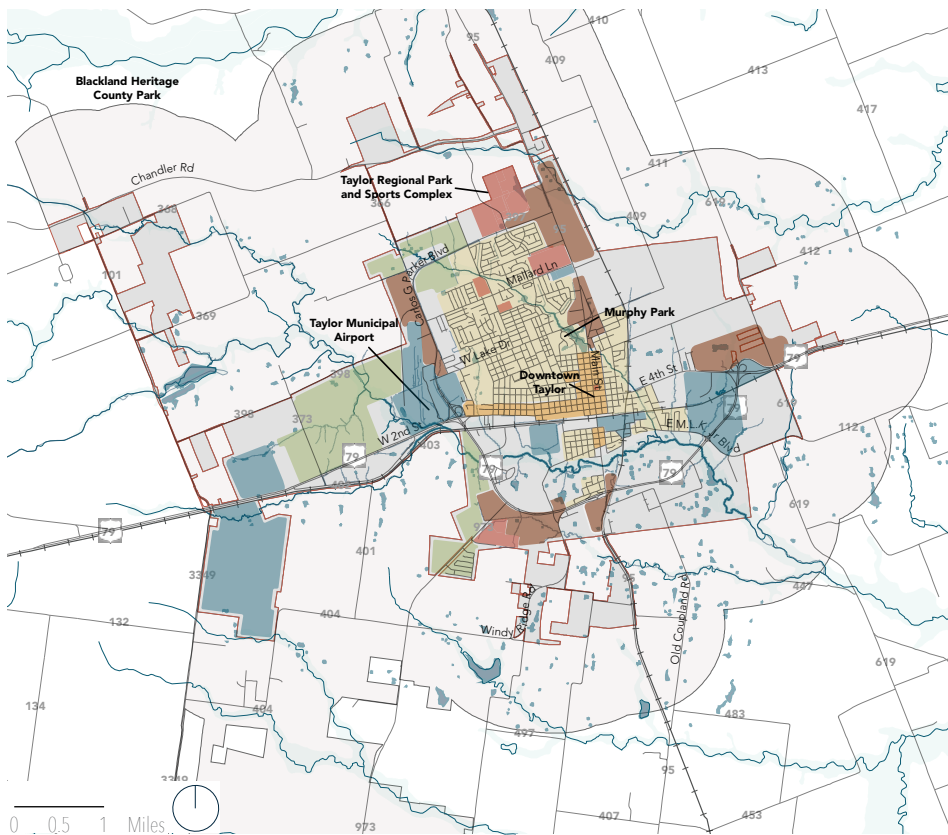


Figure 60: Trend Scenario

Source: City of Taylor

Legend:

- Retail Center (713 acres)
- Market Center (46 acres)
- Civic Center (462 acres)
- Employment Center (713 acres)
- Neighborhood Infill Areas (20 acres)
- Neighborhood Greenfield Areas (1,300 acres)
- Area of Minimal Change
- Streets
- Parks
- Streams, water bodies
- Flood Plain
- City limits
- ETJ

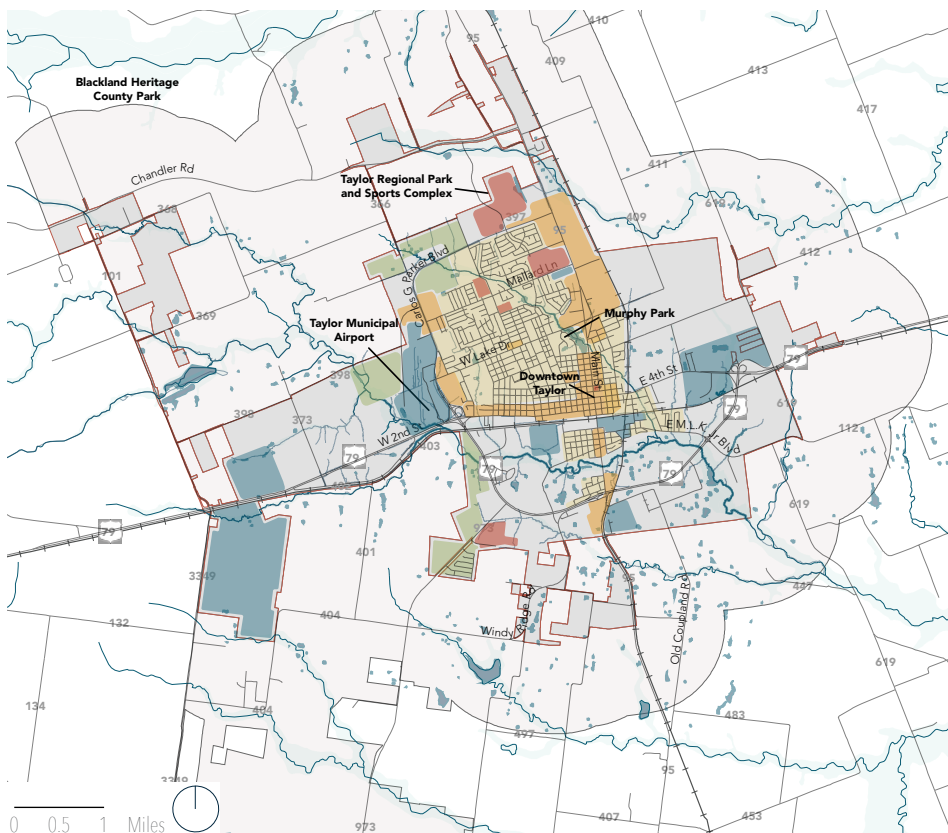


Figure 61: Fiscal Scenario

Source: City of Taylor

Legend:

- Market Center (648 acres)
- Civic Center (346 acres)
- Employment Center (1,540 acres)
- Neighborhood Infill Areas (200 acres)
- Neighborhood Greenfield Areas (1,163 acres)
- Area of Minimal Change
- Streets
- Parks
- Streams, water bodies
- Flood Plain
- City limits
- ETJ

FUTURE LAND USE MAP (FLUM)

The type and location of development has a significant impact on the cost of providing and maintaining high quality public service and infrastructure, such as streets, utilities, public safety services, and parks. While these services are provided by the City, they are paid for by residents and businesses, who must accept either lower quality services or higher costs resulting from inefficient development patterns. Using fiscal sustainability as a guiding principle means that land use and infrastructure decisions ensure that there will be enough money to pay for basic services and infrastructure maintenance now and in the future.

Resilient communities do not wait until challenges present themselves to react but instead work to build a strong foundation based in sustainable decision making. Using resilience as a guiding principle requires making infrastructure, natural systems, and social structures more durable so that they can withstand and recover from acute shocks and chronic stresses.

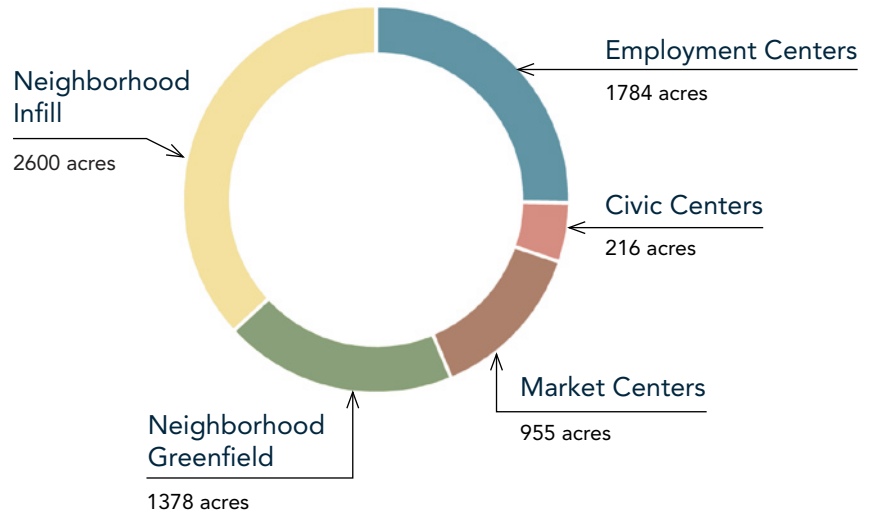


Figure 62: Future Land Use by Acreage

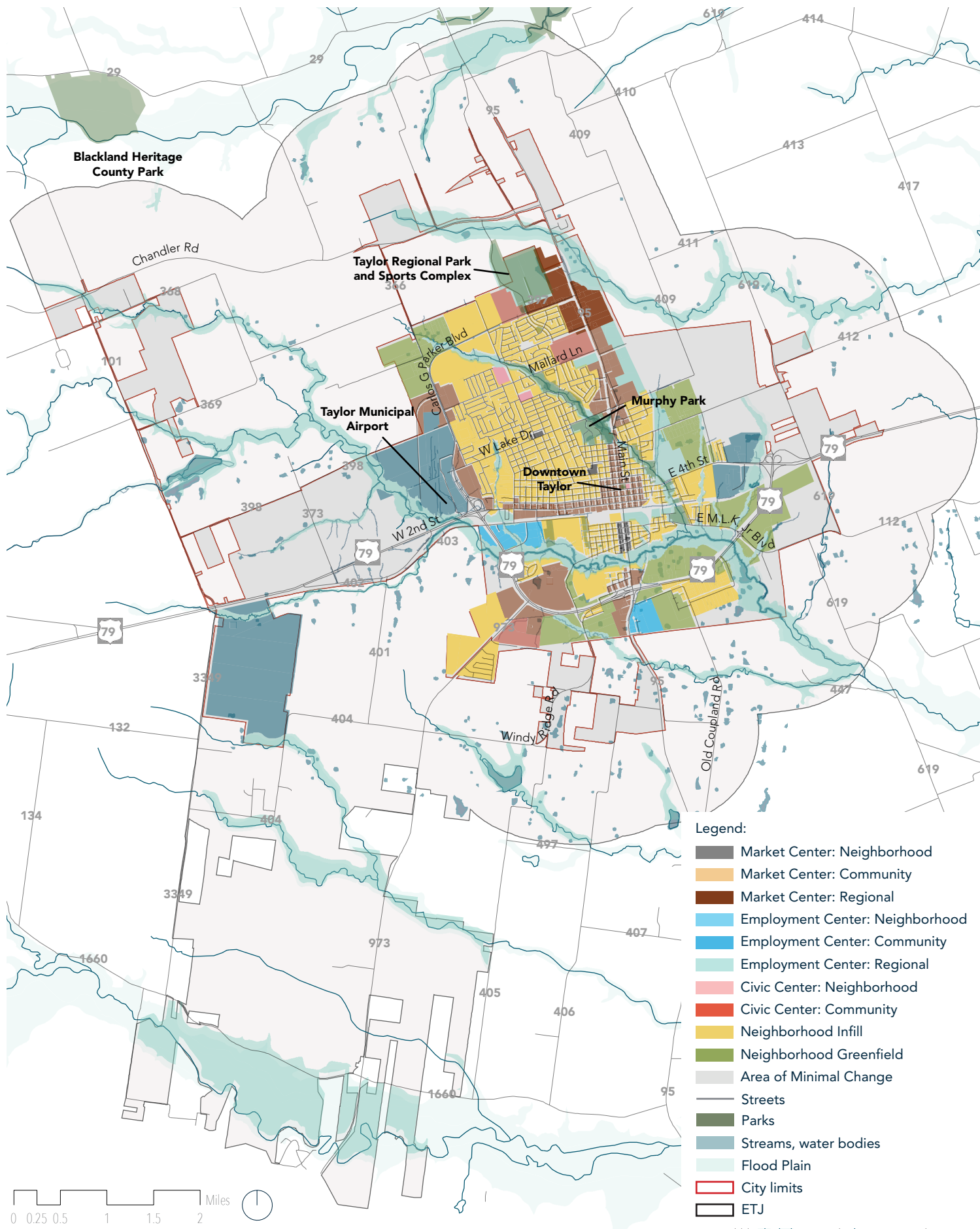
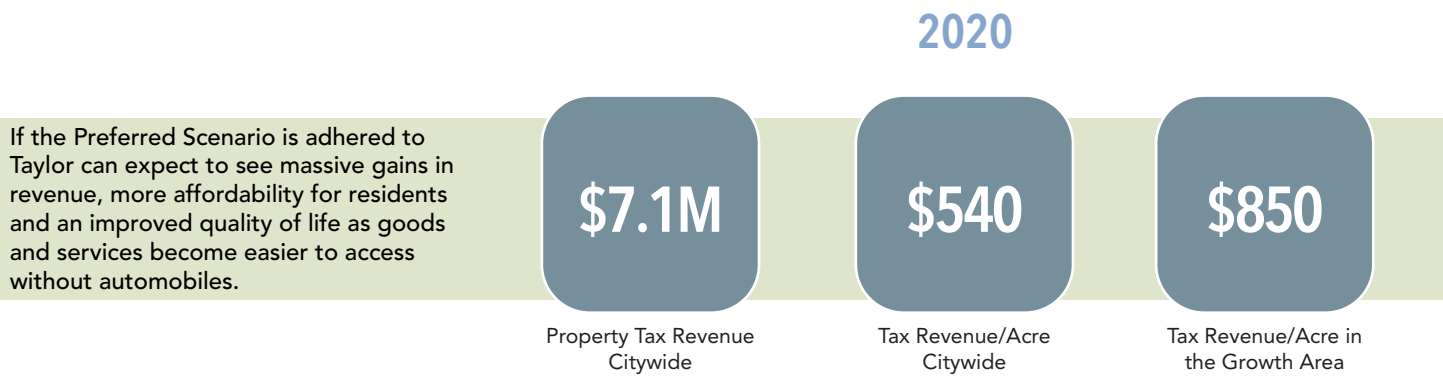


Figure 63: Future Land Use

Source: City of Taylor, Williamson County

FISCAL IMPACT OF THE FUTURE LAND USE



FORECAST MAP



2040

\$43.8M

↑ 6.1X

Projected Property Tax
Revenue Citywide

\$3,329

↑ 6.1X

Projected Tax Revenue/Acre
Citywide

\$5,282

↑ 6.2X

Projected Tax Revenue/Acre
in the Growth Area

\$8000+/Acre

Properties are performing
at double or better the
Fiscally Sustainable level.

Downtown



Figure 65: Projected Value Per Acre

Source: Verdunity

MARKET CENTERS

Market Centers are mixed-use areas anchored by a retail destination where surrounding residents go to get daily goods and services. As with all centers, Market Centers are envisioned as mixed use and walkable places. Neighborhood, community, and regional Market Centers differ by the scale of the development but not in the types of uses or the walkable nature.

Market Centers can be developed as new centers or as a redevelopment of an existing suburban big box retail center. The series of images included below shows how a retail center can redevelop over time to become a mixed use and walkable place.

Total area: **948 acres**

Land Use and Building Types:

Multifamily: **25%**, Retail: **52.5%**, Office: **5%**, Mixed use: **2.5%**, Public: **2.5%**, and Industrial: **12.5%**

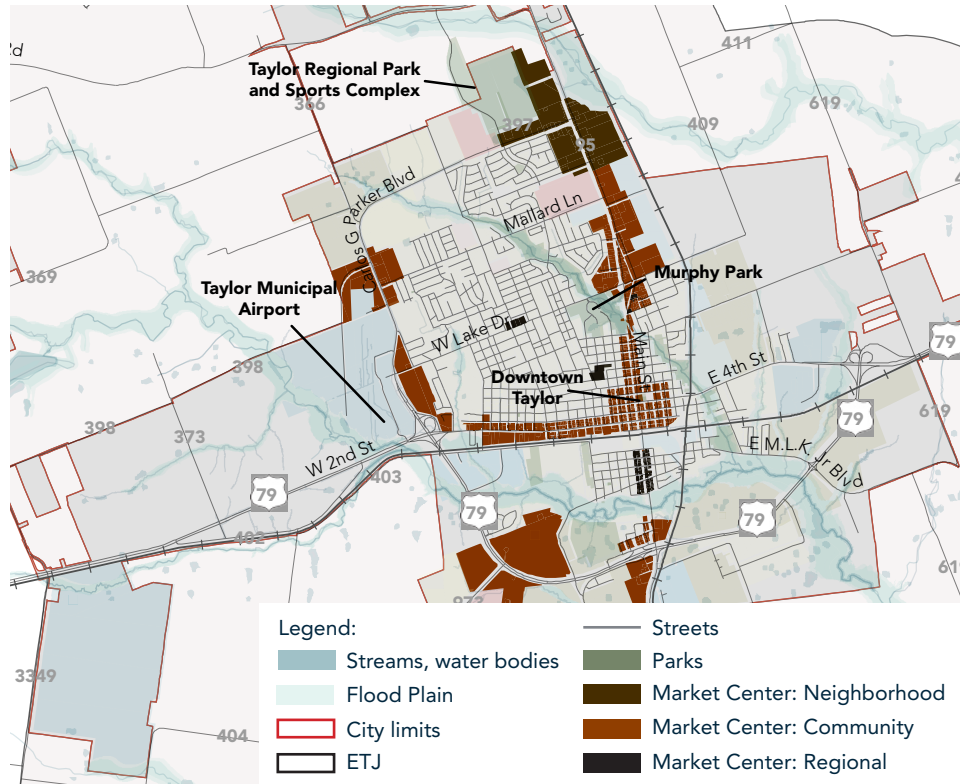


Figure 66: Market Centers

Source: City of Taylor



Local restaurants thrive in neighborhood centers.

Source: Phys.org



Small businesses line the streets in Downtown Taylor.

Source: City of Taylor



Small businesses provide a variety of products and services.

Source: Explore Texas



Howard is a local and popular movie theatre in Taylor.

Source: City of Taylor



Larger mixed-use developments typically draw a larger customer base.

Source: Opticos design2



New mixed-use developments are being built in many communities.

Source: David Veselenak

MARKET CENTER TRANSFORMATION

BELMAR, COLORADO

Belmar is a destination in Lakewood, Colorado that opened in 2004 as a redevelopment of the Villa Italia Mall. It is a case study to highlight the potential of market centers in towns.



The businesses employ more than 3,000 workers.

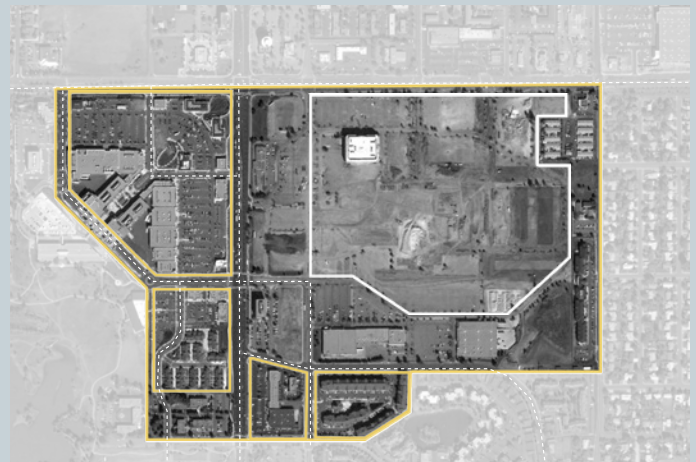
Source: Continuumpartners.com

Villa Italia had once been an economic and cultural center for Lakewood, but by 1999 it had deteriorated and was having a negative impact on the surrounding community.

The goal also was to prevent further neighborhood deterioration and provide a source of employment.



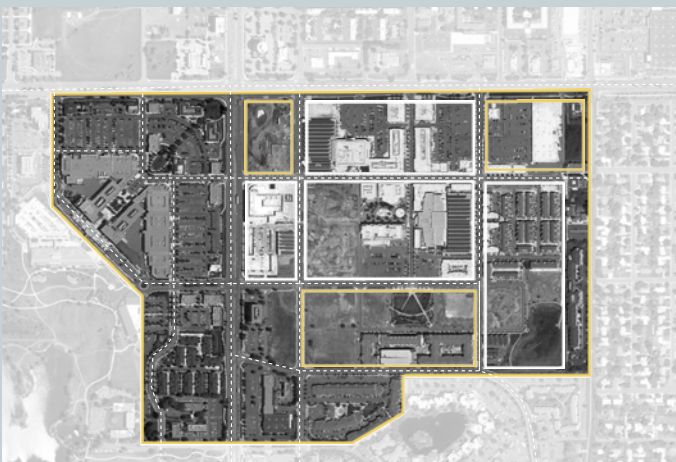
1993: Lakeview Commons plot is not yet developed and there is a big box retail at Belmar.



2002: Breaking of the existing big box retail at Belmar and construction of Lakeview Commons.

Belmar has 80 shops and restaurants, and more along with several live + work arrangements.

Since opening, Belmar property values have increased 700 percent from 2004 to 2012. In the Alameda corridor, property values increased 36 percent from 2001 to 2013.



2006: On going construction of Belmar Shopping mall.



2015: Belmar Shopping Complex and Lakeview commons as seen today.

CIVIC CENTERS

Civic Centers are mixed-use areas centered around a civic destination such as a school, library, recreation center or park.

Neighborhood and community Civic Centers differ in terms of the size and scale of the development and the region that is served but not in the types of uses or the walkable nature.

Total area: 349 acres

Land Use and Building Types: Retail: **10%**, Office: **10%**, Mixed use: **10%**, and Public: **70%**

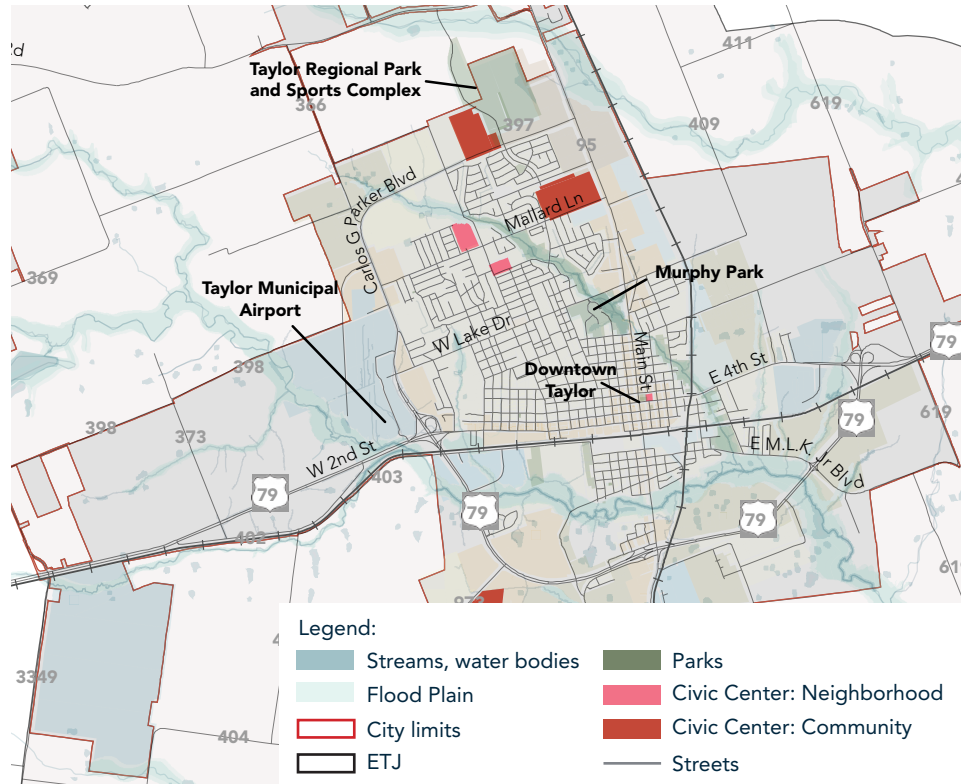


Figure 67: Civic Centers

Source: City of Taylor



Neighborhood parks provide recreational opportunities for families.

Source: City of Taylor



Murphy Park is one of the most visited parks in Taylor.

Source: City of Taylor



Bull Branch Park hosts several outdoor activities for the residents.

Source: Phys.org



An example of a school in Taylor.

Source: Phys.org



Moody Museum is an integral part of Downtown Taylor.

Source: City of Taylor



Taylor has two fire stations within the city limits.

Source: City of Taylor

EMPLOYMENT CENTERS

Employment Centers are mixed-use areas centered around office or industrial uses that can support significant employment. The office and industrial uses help support local retail and restaurants.

Neighborhood, community, and regional Employment Centers differ by the scale of the development and the employment area they draw from but not in the types of uses or the walkable nature.

Total area: 1,784 acres

Land Use and Building Types: Retail: **22.5%**, Office: **10%**, Mixed use: **2.5%**, Public: **5%**, and Industrial: **60%**

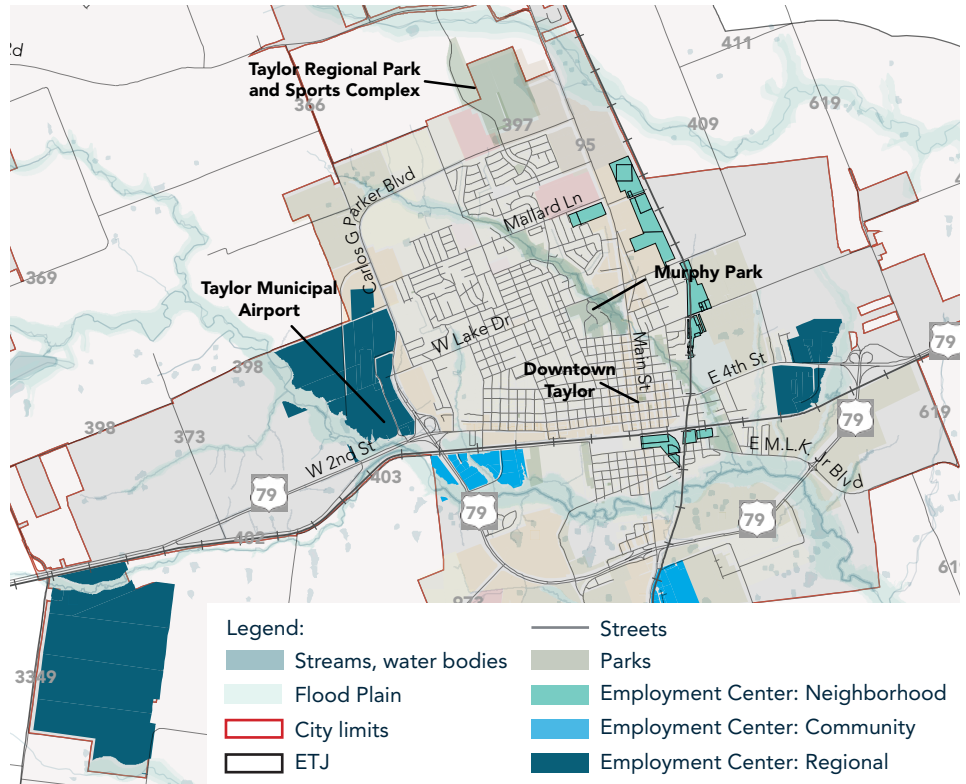


Figure 68: Employment Centers

Source: City of Taylor



Industrial uses like this metal fabricator provide needed services to the community.
Source: City of Taylor



Transportation projects are often coordinated with warehouse development.
Source: Prologis.com



Neighborhood scale employment centers provide jobs within walking distance.



Warehouses like this are typically located in regional centers.
Source: Loop.net



Dell, Round Rock is an example of a regional center.
Source: Community Impact



Employment Centers are typically accessible to transportation routes.

NEIGHBORHOOD INFILL

Infill Neighborhoods represent existing developed areas in Taylor that have access to existing streets and utility infrastructure. Infill development is anticipated to fill in vacant and underutilized lots within the City of Taylor. These areas are anticipated to accommodate a slight increase in density with the inclusion of accessory dwelling units and missing middle housing such as smaller lots, townhomes, and additional corner units. In addition to housing infill neighborhoods accommodate smaller neighborhood oriented retail and services.

Total area: 2,600 acres

Land Use and Building Types: Single family residential (DUA 5): **30%**, 2-4 Units (DUA 10): **60%**, 5+ Units (DUA 12): **10%**

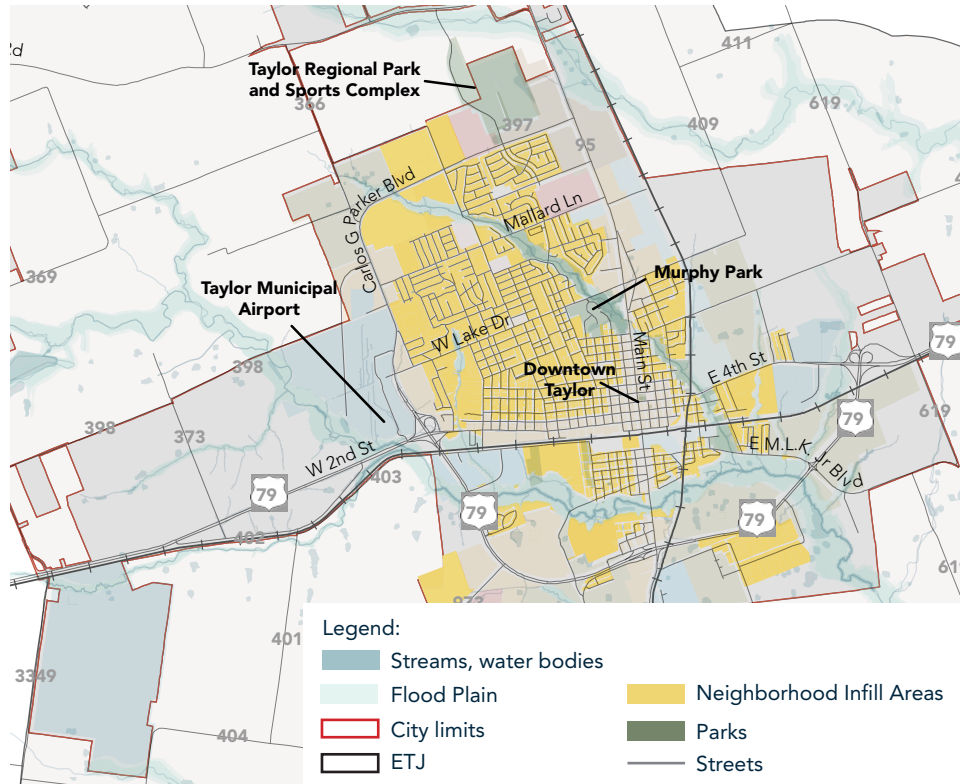


Figure 69: Neighborhood Infill

Source: City of Taylor



Accessory dwelling unit are often tucked into backyards.



House scale structures can include 5 - 6 units.



Detached small lot units can provide the efficiency of development.



Attached units or townhouses can be tucked into neighborhoods.



Detached small lot units provide more housing while preserving neighborhood character.

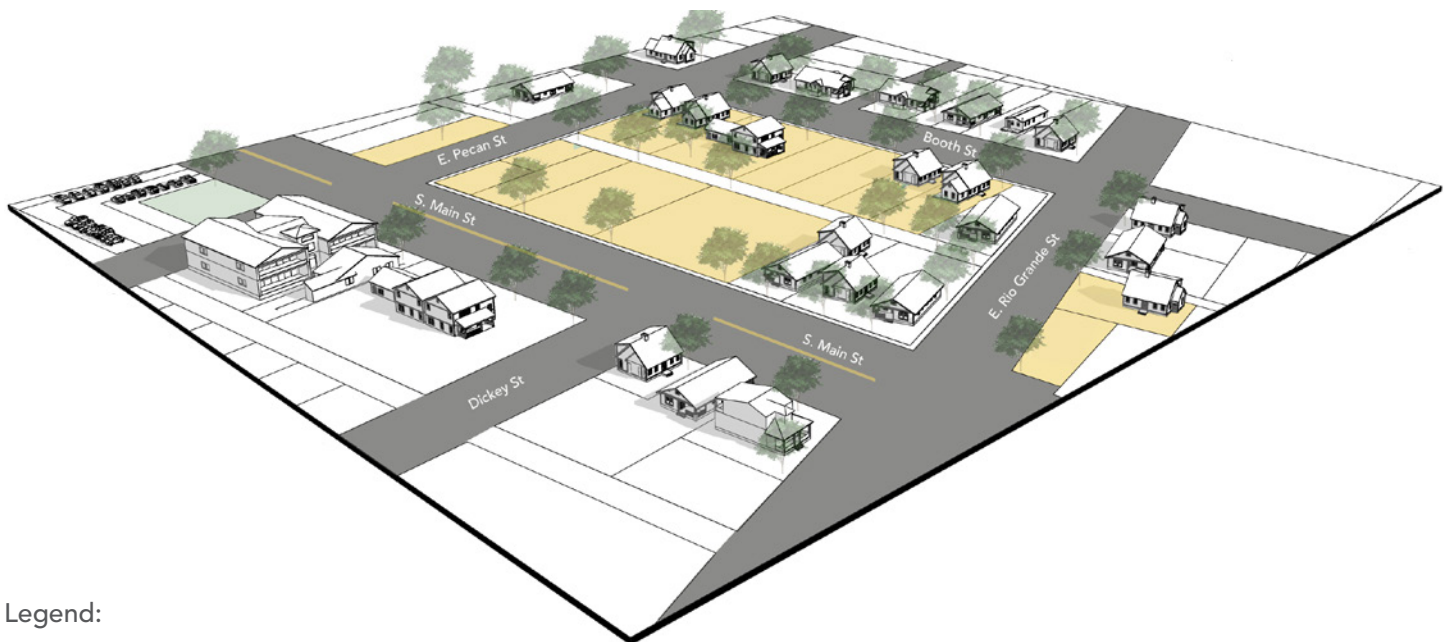


Courtyard cottages are becoming a more common housing typology.

Source: cottage court

EXISTING SCENARIO

Existing Revenue: \$8464
Existing Rev/Ac: \$1442



Legend:

Vacant and Underdeveloped plots

Total area: 5.72 acres

Vacant and Underdeveloped area:
1.26 acres

Existing residential units: 29

Figure 70: Existing conditions at E. Pecan Street and Booth Street, Taylor

PROJECTED SCENARIO

2019*

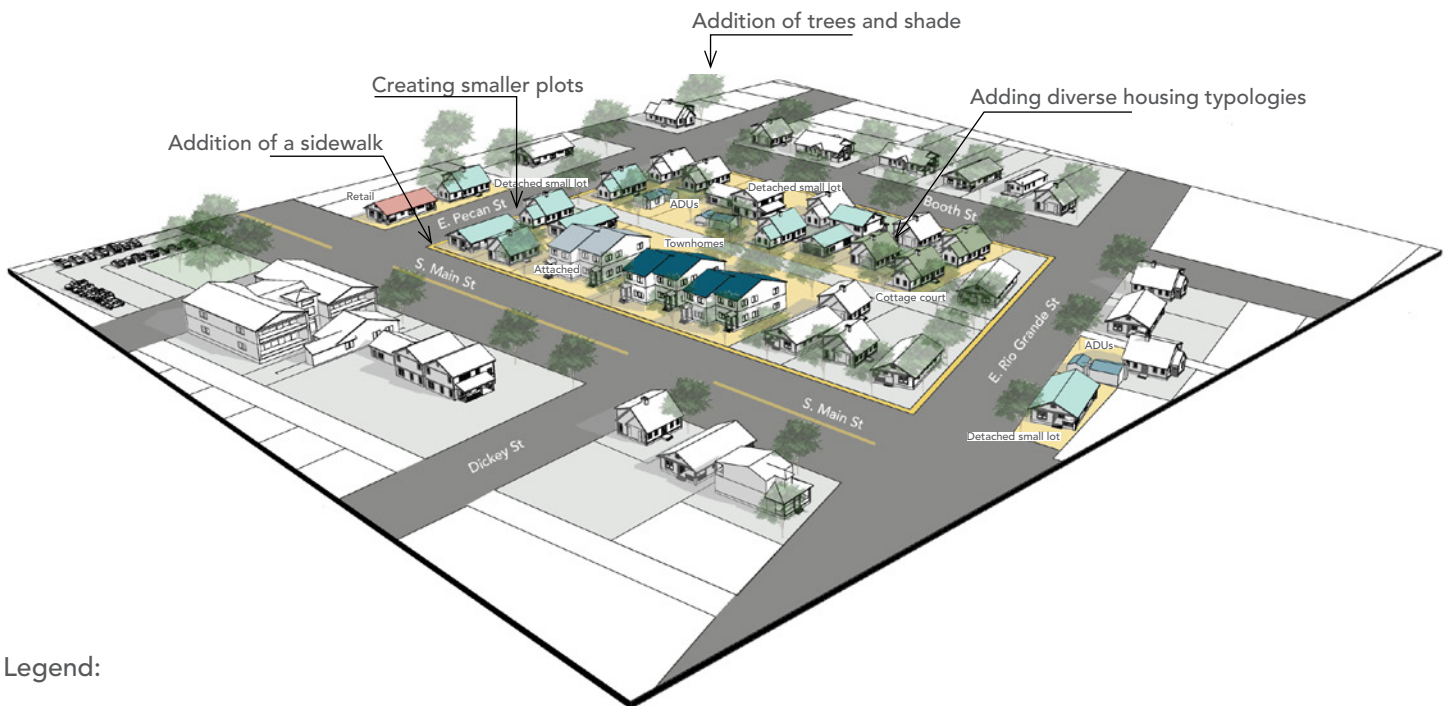
Revenue: \$31,293
Rev/Ac: \$5334

* Assuming this area was fully built out with the proposed mix in 2019

2040**

Revenue: \$44,238
Rev/Ac: \$7539

** Assuming this area was fully built out with the proposed mix and property values gradually increased by 2040



Legend:

- Redeveloped plots
- Existing developed plots
- Detached Small Lot (Less than 5,000 SF)
- Cottage Court
- Attached
- Accessory Dwelling Units
- Townhomes
- Retail

Total area: 5.72 acres
Vacant and Underutilized area: 0 acres

New Units: 22

- 9 Detached Small Lot (Less than 5,000 SF)
- 3 Cottage Court
- 2 Attached
- 3 Accessory Dwelling Units
- 4 Townhomes
- 1 Retail

Total Units: 58

Figure 71: Example of a Projected Infill Development at E. Pecan Street and Booth Street, Taylor

NEIGHBORHOOD GREENFIELD

Greenfield Neighborhoods are new communities that contain a wide mix of residential uses and neighborhood services. Greenfield development should be developed as an extension of the existing urban fabric in Taylor.

Total area: 1,378 acres

Land Use and Building Types: The greenfield neighborhoods should include a mix of residential building types.

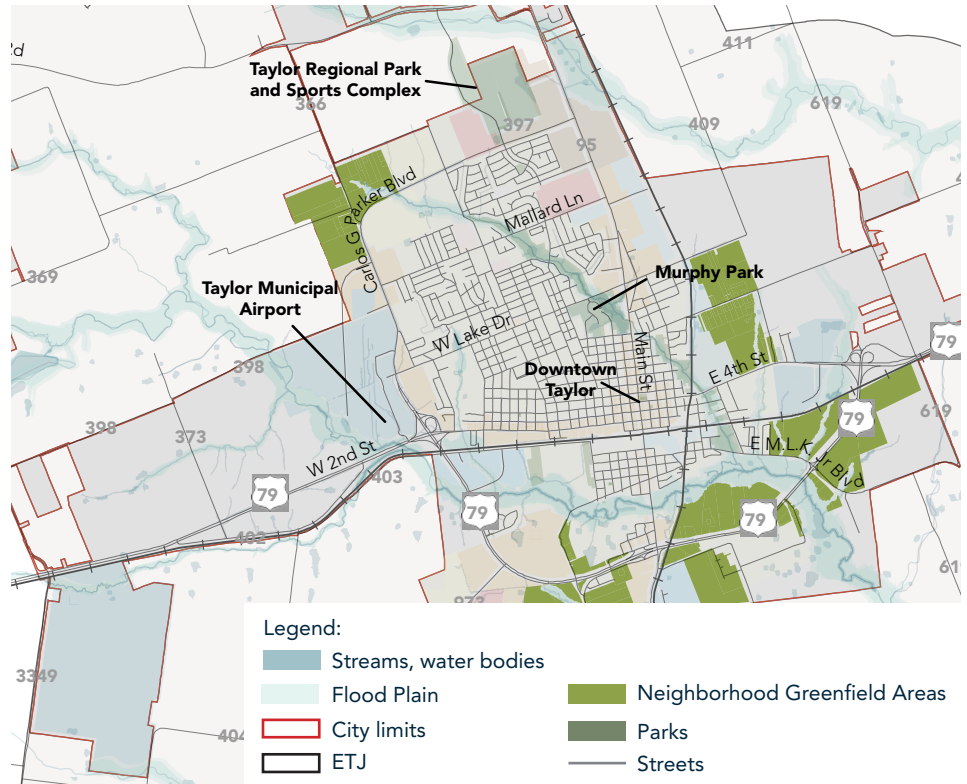


Figure 72: Neighborhood Greenfield

Source: City of Taylor



Shared Open Space can be included as part of a cottage court.

Source: The Balance



Duplex development is becoming more common again.

Source: City of Taylor



Greenfield developments can include mixed use buildings.

Source: Vision properties



A row of townhomes with 3 - 5 units encourage gentle density.

Source: Builders and co



House scale apartment buildings fit into a neighborhood.

Source: NAHB



Newer apartment developments are being built with less convention styles.

Source: Glenmont Metro

TRADITIONAL NEW DEVELOPMENT

HOMETOWN, NORTH RICHLAND HILLS, TX



2002: Breaking of the existing big box retail at Belmar and construction of Lakeview Commons.

Source: Arcadia Realty



The HomeTown Master Plan highlights the various components of the development.



The project extended the existing street network wherever possible.



The first phase included construction of residential areas which generally matched the surrounding character.



The project as seen today, includes a walkable, connected mix of residential and non-residential uses.

SUMMARY AND KEY TAKE AWAYS

1

Focus on developing small and infill lots.

This is the fastest way to close the City's resource gap. There are a number of vacant parcels and plenty of opportunities for Accessory Dwelling Units (ADUs) and vertical development to add incremental density and diversify housing and commercial options without requiring more infrastructure. Where possible, the City should coordinate economic development, housing, and CIP/infrastructure investments into infill and redevelopment of the downtown and adjacent neighborhoods. Providing smaller units is more affordable for residents and small business owners.



Revenue/Acre Increase
+\$10,212



Supports existing neighborhoods and communities.



Small and infill lots match historic development patterns.



Utilizing existing land as a resource promotes resilience.



Infill development supports fiscal sustainability.



Encouraging infill housing supports a diversity of needs.

2

Develop greenfield properties thoughtfully.

When greenfield development is considered, it should be done in a way that doesn't dilute services or add to the City's resource gap. While it's likely that future growth can be accommodated in the city's existing infrastructure footprint and service area, there will still be some new development in greenfield areas. The City should consider requiring a fiscal impact analysis for all proposed development projects that includes future infrastructure replacement costs so that decision makers can understand the impact new development will have on service costs and future liabilities.



Source: TBG Partners



Thoughtful greenfield development doesn't increase the tax burden on existing residents.



Greenfield development can match the character of Taylor.



Thoughtful development patterns lead to resilience.



Ensure that new development pays for itself.

3

Build a network of local, small developers.

Identify, connect, and train a network of local small developers and builders who want build at a smaller scale. Connecting local small developers and builders with a network of local “community investors” , entrepreneurs, small business owners, and residents interested in owning, operating, and/or leasing small buildings is a key component of growing a self-sustaining local economy and workforce and cultivating local wealth in the community.



Source: Google Street View



Create local wealth and workforce opportunities.



Small, local developers offer unique character building assets projects.



Local Networks build resilience.



Ensure that new development pays for itself.

4

Maintain the character of Taylor.

Development and redevelopment should match the existing character of Taylor. The traditional pattern of development in Taylor achieves the goals of this plan. New development should continue this pattern whether constructed in infill or greenfield settings.



Maintaining the character builds on Taylor's history.



Supporting and enhancing unique places in Taylor builds resilience.



Support and enhance the character of existing neighborhoods and housing.

5

Accommodate new growth within the existing developed area.

Projected population growth in Taylor can and should be accommodated within the existing footprint of developed area. Even though Taylor is projected to see a major population boom compared to historical growth trends analysis conducted with this Comprehensive Plan shows that expansion of the City Limits and extension of new infrastructure is not required to accommodate a majority of the growth.



Investments and improvements serve existing residents.



Enhance the existing fabric of Taylor.



Limiting the expansion of the City reduces service area and costs.



Increase population density.



CHAPTER 3

TRANSPORTATION

└→ INTRODUCTION

└→ EXISTING CONDITIONS

└→ TRANSPORTATION PLAN

└→ STREET DESIGN

└→ STREET CROSS SECTIONS

└→ ON GOING RECOMMENDATIONS

└→ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

The purpose of the City of Taylor Transportation Master Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel within and through the City of Taylor. Mobility improvements evaluated as part of this plan include enhancements to roadway operations and safety, as well as pedestrian and bicycle facilities. Through the evaluation of future roadway and multi-modal improvements, in addition to planned development activities and their subsequent impacts on traffic volumes and operations, the improvements recommended in this report can help to achieve the visions and goals of the City of Taylor.

#	BIG IDEA	POLICY STATEMENT
T1	 Community Character	New streets should connect to Taylor's existing street grid and should be consistent with traditional block sizes in Taylor.
T2	 Inclusive Growth	Investments in streets and other infrastructure should be prioritized for maintenance or replacement in existing neighborhoods before extensions to new areas.
T3	 Inclusive Growth	The transportation network should encourage all modes of travel including support for a future transit network.
T4	 Inclusive Growth	Utilize durable materials and construction techniques to lengthen the life of major infrastructure and improve safety.
T5	 Fiscal Sustainability	Improve access management policies along major corridors to encourage fiscally sustainable land use patterns.
T6	 Inclusive Growth	Improve the utilization of roadways that have available capacity and evaluate existing roadways for opportunities to expand or enhance alternative modes of transportation.
T7	 Fiscal Sustainability	Link investments in infrastructure to revenue generated from adjacent development.
T8	 Economic Resilience	Streets should be designed to prioritize economic productivity and placemaking while roads should be designed to prioritize vehicular throughput.

The goal of the Transportation Master Plan is to meet the future mobility needs of the City of Taylor by identifying smart transportation investments that maximize the use of existing infrastructure and enable the city to provide and utilize sufficient resources for long-term maintenance, repairs, and replacement. The City of Taylor's vision is to develop transportation infrastructure to create community wealth fosters inclusive growth, and maintaining Taylor's small-town atmosphere, where people feel connected.

The City of Taylor is operating with an existing Thoroughfare Plan approved as part of the 2004 Comprehensive Plan. The plan focused on a traditional roadway hierarchy including arterials, collectors, and local streets. Transportation improvements included widening of existing roadway sections to provide needed capacity. The Thoroughfare Plan recommended construction of new arterials and collectors entering Taylor as well as a route to bypass the center of the city. One of the limitations of the existing plan is the consolidation of traffic onto a few major roadways. This Transportation Master Plan will focus on providing a more robust, connected roadway network that builds on Taylor's traditional street grid. The plan differentiates between streets which are the framework for building community wealth through adjacent land uses, and roads which are high speed connections between communities.

EXISTING CONDITIONS

EXISTING ROADWAY NETWORK

The City of Taylor's roadway network includes a downtown grid system of streets, operated and maintained by the City of Taylor. These streets are connected to the Central Texas area through regional county roads and state highways. Roadways within the City of Taylor ETJ are operated and maintained by City of Taylor, Williamson County, and the Texas Department of Transportation. These roadways serve as major routes through the City of Taylor:

CARLOS G PARKER BOULEVARD ("THE LOOP")

Carlos G. Parker Boulevard is a loop road surrounding the core of the City of Taylor. US 79 forms the southeast and southwest quadrants of "The Loop" as a four-lane divided roadway. CR 397 connects at US 79 to the west and SH 95 to the north to form the northwest quadrant of "The Loop" and varies between two and four lanes. The northeast quadrant of "The Loop" has not yet been constructed.

W. SECOND STREET/E. FOURTH STREET

This four-lane roadway serves as the primary east/west route through Downtown Taylor. Parking is provided along W 2nd Street but is not provided along E 4th Street. Center turn lanes are not provided. The City of Taylor operates and maintains this roadway.

STATE HIGHWAY 95 (MAIN STREET)

SH 95 is a TxDOT-maintained four-lane roadway that operates as Main Street through the City of Taylor. This is the primary north/south roadway serving business in Downtown Taylor. Parking is provided on both sides of Main Street between 2nd Street and 6th Street. Center turn lanes are provided north of Lake Drive.

US HIGHWAY 79

This four-lane divided roadway serves as the primary highway connecting Taylor to the Austin metropolitan area. US 79 bypasses Taylor to the south and intersects at grade-separated interchanges with W 2nd Street and E 4th Street on either side of the city. Grade separation is also provided at SH 95. US 79 offers limited access to adjacent properties.



Main Street is a primary route through Taylor.

Source: HDR

EXISTING CONDITIONS

FM 973

This two-lane roadway serves as a north/south major arterial route connecting agricultural areas outside of city limits to US 79 and the core of the City of Taylor. FM 973 also provides access to Taylor High School south of US 79. Center turn lanes are provided north of Kyra Lane..

CR 101/FM 3349

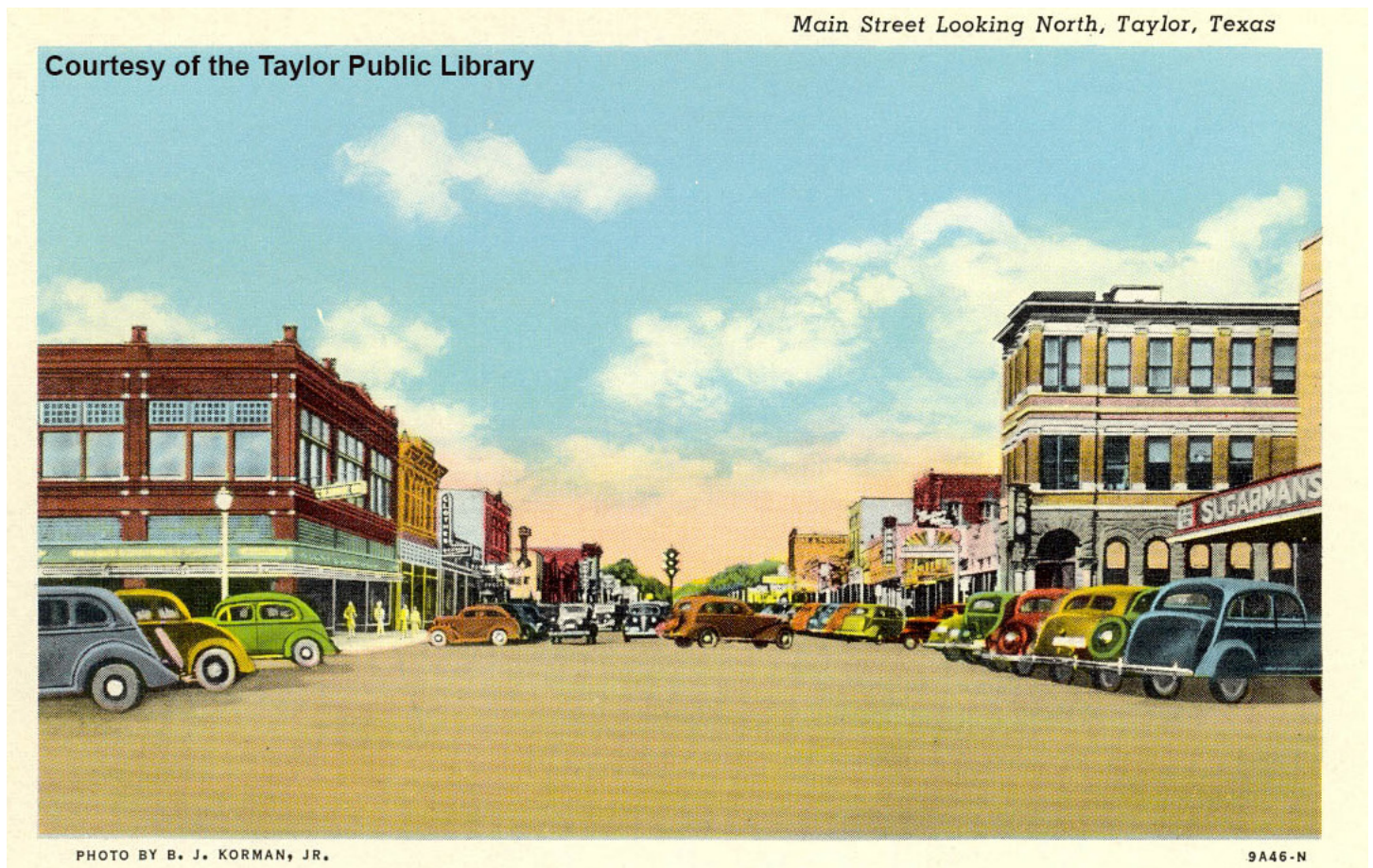
CR 101 and FM 3349 are two-lane roadways north and south of US 79, respectively. CR 101 is a major arterial connecting surrounding agricultural areas to Chandler Road to the north. FM 3349 is a minor arterial connecting surrounding agricultural areas to FM 1660 to the south. Williamson County plans to provide a grade-separated railroad crossing at the FM 3349 and US 79 interchange in the future.

CHANDLER ROAD

This two-lane roadway serves as one of the primary east/west routes connecting SH 95 to SH 130 and IH 35 to the west. Chandler Road is a major arterial and provides access to adjacent properties and Williamson County Expo Center. Williamson County plans to extend Chandler Road east to FM 619 and south to US 79 in the future.

FM 619

This two-lane roadway intersects with US 79 to the east of Taylor and provides access to surrounding agricultural areas. FM 619 operates as a collector road north of CR 413 and south of FM 112, a minor arterial between US 79 and FM 112, and a major arterial between US 79 and CR 413. In the current absence of a northeast quadrant of The Loop, FM 619 serves as the primary north/south major arterial connecting US 79 to northeast Taylor.



Vintage image showing historic heart of Taylor.

Source: Taylor Public Library

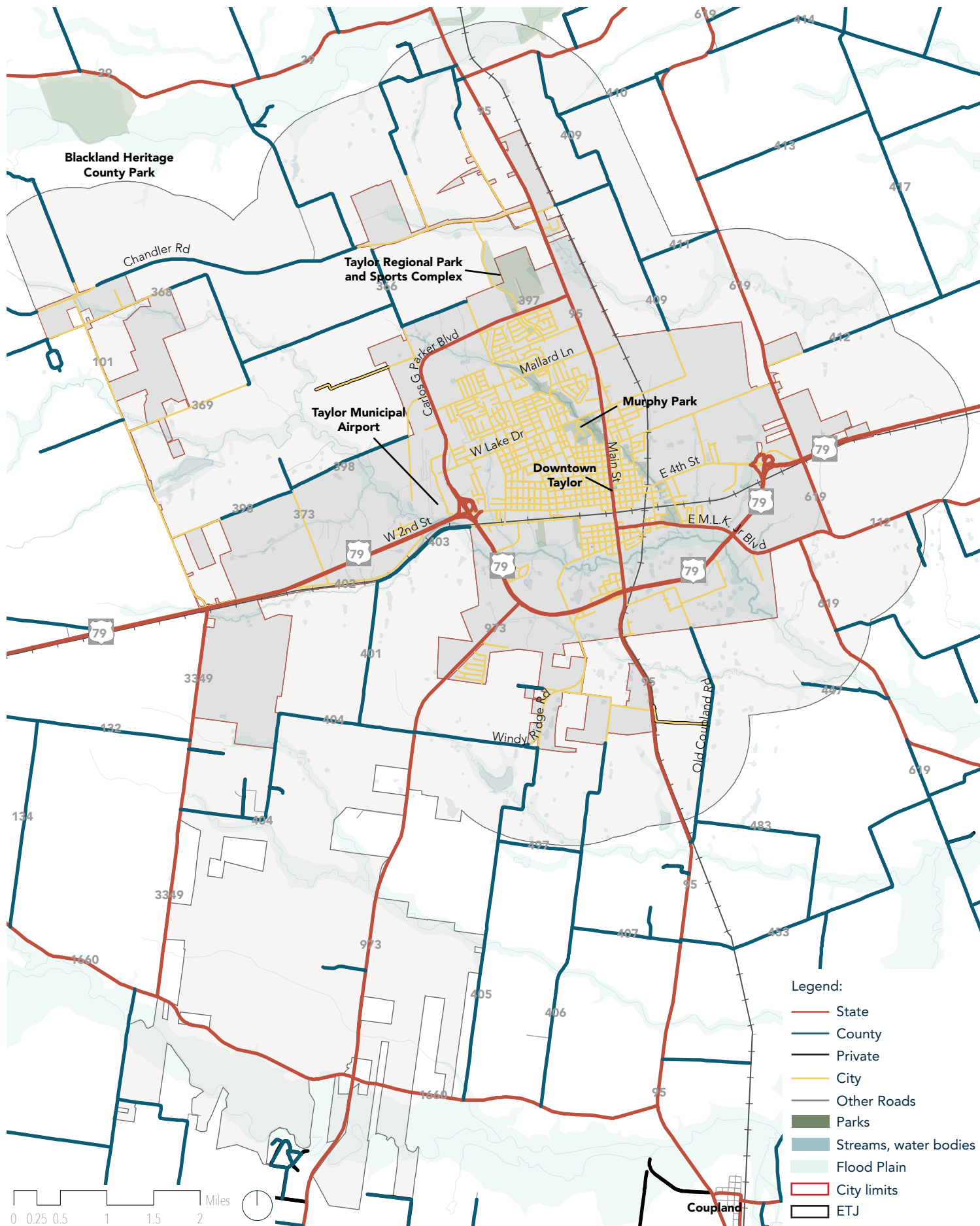


Figure 73: Road Ownership

Source: City of Taylor, HDR

EXISTING CONDITIONS

PAVEMENT CONDITIONS

The maintenance of existing city-owned transportation facilities is a challenge for Taylor. Many local streets are in poor or failing conditions. In 2020, a Pavement Condition Assessment was done for all roadways maintained by the City of Taylor. Pavement condition index scores were given to every block. These scores indicated that many of the existing roadways in the City of Taylor need repair and/or replacement and maintenance. As part of the Taylor Streets project funded by the city's 2019 Infrastructure Bond, five streets are being reconstructed to improve mobility and safety: W Lake Drive, W Third Street, N Lynn Street, N Robinson Street, and Edmond Street. City funds should continue to be allocated towards maintenance and repair of existing streets as necessary. It is critical that construction of new transportation infrastructure be balanced with the ability to operate and maintain the existing facilities.



Poor Pavement Conditions, Taylor Texas

Source: HDR

The City of Taylor completed a Capital Improvement Project for 3rd Street in 2021. The project include street reconstruction, construction of new sidewalks, and improvements to drainage, water, and wastewater infrastructure. The improvements have a life cycle of 20 years and the cost of repairs was \$875,000. The adjacent properties generate an annual property tax revenue of approximately \$13,000. If all of the property tax revenue for these properties was dedicated to this project, it would require 65 years to pay off the investment. This is more than three times the project's life. Maintenance investments made by the City should consider adjacent property values. It is important that the City continue to fund maintenance of and repair of the existing street system and prioritize projects in a thoughtful manner.



3rd Street, Taylor Texas

Source: HDR

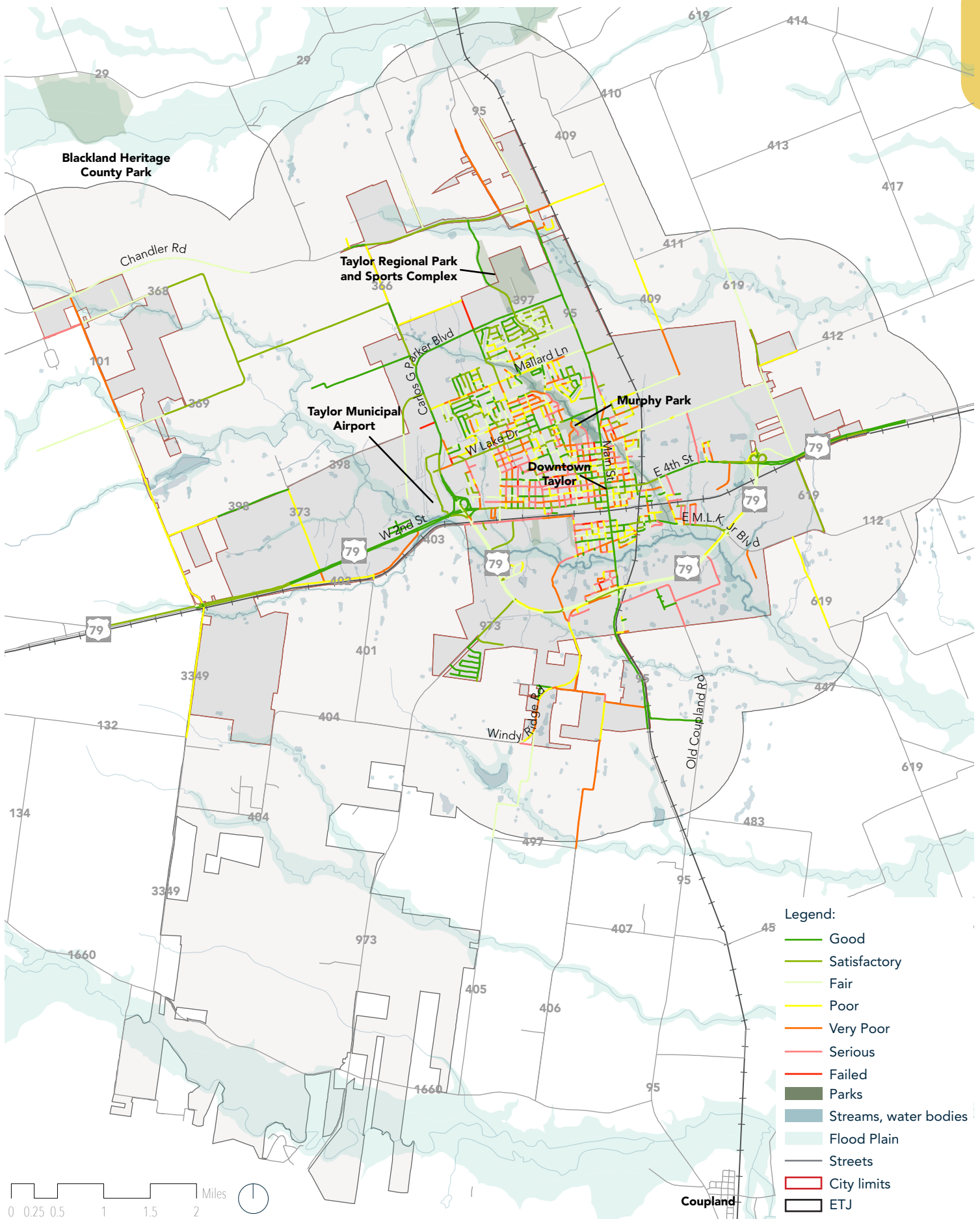


Figure 74: Existing Roadway Pavement Conditions

Source: City of Taylor, HDR

EXISTING CONDITIONS



Downtown is a major traffic destination.

Source: HDR

MAJOR TRAFFIC DESTINATIONS

Several public and private facilities impact traffic operations in the City of Taylor. These locations require consideration during thoroughfare planning to provide adequate roadway capacity and multimodal connectivity to these destinations. The following locations have been identified as notable destinations.

- Downtown Taylor
- Taylor ISD Schools
- Walmart
- HEB
- Electric Reliability Council of Texas (ERCOT)
- Taylor Municipal Airport
- T Don Hutto Residential Center
- Williamson County Expo Center
- Taylor Regional Park and Sports Complex
- Taylor Plaza Shopping Center
- Taylor ISD Offices and Event Center
- Baylor Scott and White Medical Center
- Old Taylor High
- Taylor Opportunity Center
- Temple College
- East Williamson County Cooperative
- Union Pacific Railroad
- Williamson County Grain



Taylor High School influences traffic patterns in the area.

Source: HDR



Retail centers drive vehicular trips
Source: HDR

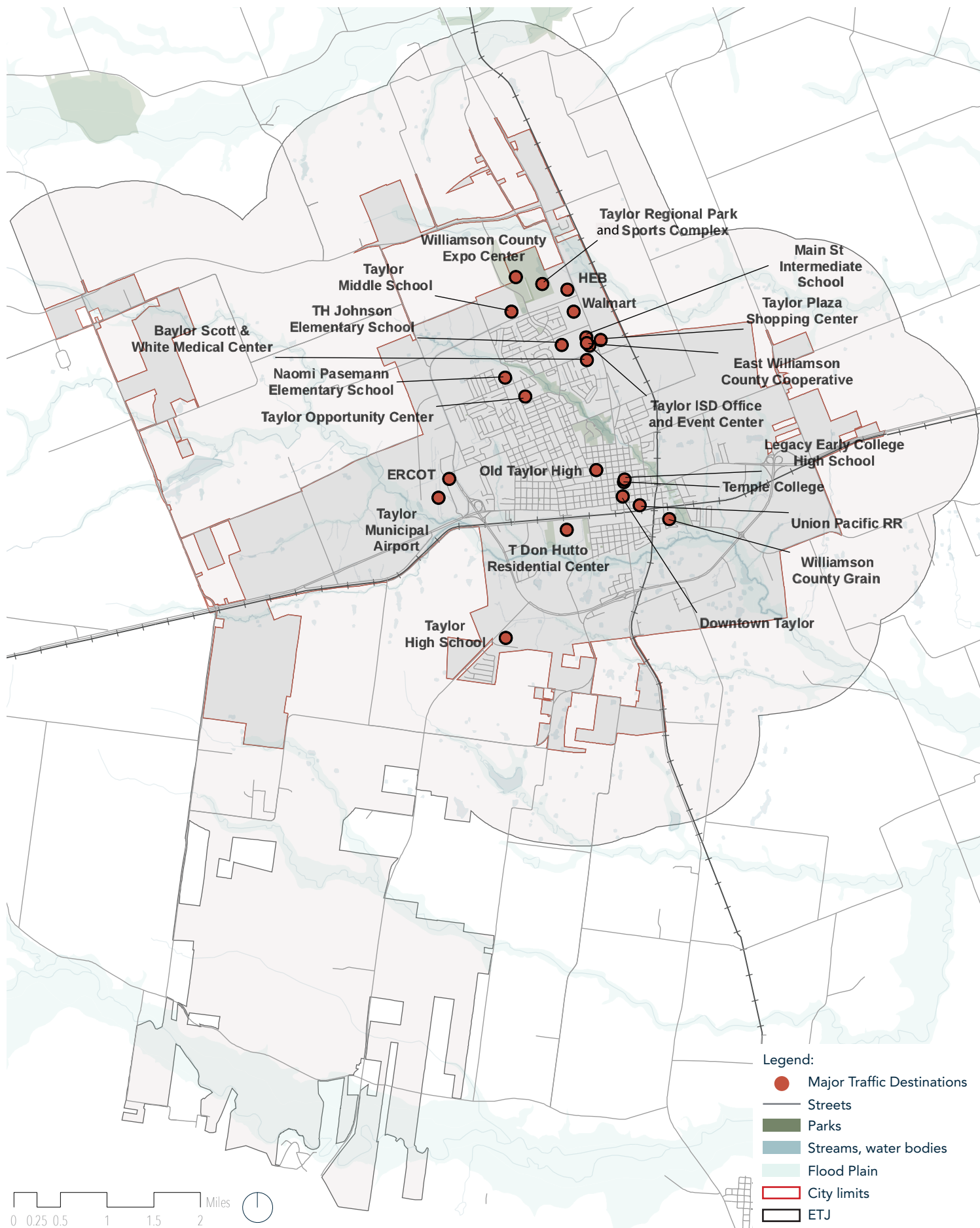


Figure 75: Major Traffic Destinations

Source: City of Taylor, HDR

EXISTING CONDITIONS

An assessment of existing conditions helps identify current issues with the roadway network, areas of special importance, and provides a baseline for future traffic projections and planning.

DAILY TRAFFIC VOLUMES

Average daily traffic (ADT) volumes form the basis of the roadway capacity analysis to determine needed roadway sizes. As part of this study, a database of existing traffic count data was compiled from TxDOT's Traffic Count Database System and supplemented with 24-hour bi-directional tube counts in locations downtown on Second Street and Fourth Street where traffic volumes are of special concern.

EXISTING TRAFFIC OPERATIONS

After daily traffic volumes are collected, they are compared against the available capacity of each roadway to determine a volume to capacity (v/c) ratio. A v/c ratio greater than 1.0 indicates that the roadway is over capacity, and delays will be unacceptable to drivers; whereas a low v/c ratio indicates that the roadway has sufficient capacity for the number of vehicles it serves, and delays are likely to be minimal. Roadways with v/c ratios above 0.85 may experience congestion during various times of the day, including non-peak hours.

ROADWAY	TYPICAL DAILY VOLUMES (VEHICLES PER DAY)	NUMBER OF TRAVEL LANES	PM PEAK PERIOD V/C
US 79	23,000	4 LANES	0.62
SH95/MAIN STREET	19,600	4 LANES	0.59
W. 2ND STREET	18,800	4 LANES	0.39
FM 397/CARLOS G PARKER BOULEVARD N.W.	15,300	2 LANES	0.88
FM 973	10,200	2 LANES	0.61
E. 4TH STREET	9,400	4 LANES	0.25
CHANDLER ROAD	7,400	2 LANES	0.44
LAKE DRIVE	5,500	2 LANES	0.45
MALLARD LANE	4,700	2 LANES	0.35

TRANSIT

Similar to comparable communities of its size and location, transit options are relatively limited for Taylor residents at the present time. CARTS provides an interurban coach route and a country bus route through Taylor that provide service for intercity connections, which are very valuable for residents needing to access medical care and other services in the greater metropolitan Austin area. Although there are no fixed route transit services within Taylor, CARTS has recently launched their CARTS NOW app-based, on-demand service that provides service within the city. This emerging mobility option leverages technology to provide door-to-door, van-based, low cost service for the general public within the city, with service offered Monday-Friday from 7 a.m.- 7 p.m. An express route to Taylor along US 79 is planned as part of the CARTS 2045 Plan, as well as a future Park and Ride and/or station improvements with micro transit service in the city. An inter modal transit station is also proposed to be constructed and will serve as a hub for Amtrak and other transit services. The city should continue to coordinate with Taylor's Main Street program, CARTS, TxDOT, Amtrak, and the Union Pacific Railroad to further develop the intermodal transit station.

TRANSPORTATION PLAN

PURPOSE

The Thoroughfare Plan will serve as a planning tool that establishes a framework for the development of the transportation network within the City of Taylor and ETJ. The transportation network will:

- Establish a grid network for expansion of the city's transportation system and the creation of valuable land uses
- Differentiate streets and roads
- Reserve the required right-of-way for transportation corridors
- Integrate all modes of transportation and prioritize people on streets and vehicles on roads
- Implement cross-sections that reflect the adjacent land use context

The Thoroughfare Plan proposes a connected system of community boulevards and neighborhood avenues throughout the intended growth sector. This system is supported by a grid network of local streets that serve to create valuable land uses. The roadway network is comprised of existing roadways that may be enhanced to meet the City of Taylor's goals and new connectivity designed for responsible growth.

A proposed network of community boulevards is depicted in the ETJ in the controlled and restricted growth sectors. These community boulevards should only be constructed if required to meet the needs of development in the region. Community boulevards will be supported by neighborhood avenues, and neighborhood streets, consistent with the existing Taylor grid system.

Multimodal systems are planned on each one of the local streets, avenues, and community boulevards. The Thoroughfare Plan indicates corridors that should be prioritized for implementation of multimodal facilities. The type of multimodal facilities must consider the context of the place and the function of the road, whether this be sidewalks, bicycle facilities, or transit integration.



A pedestrian-friendly intersection in Taylor, Texas.

Source: HDR

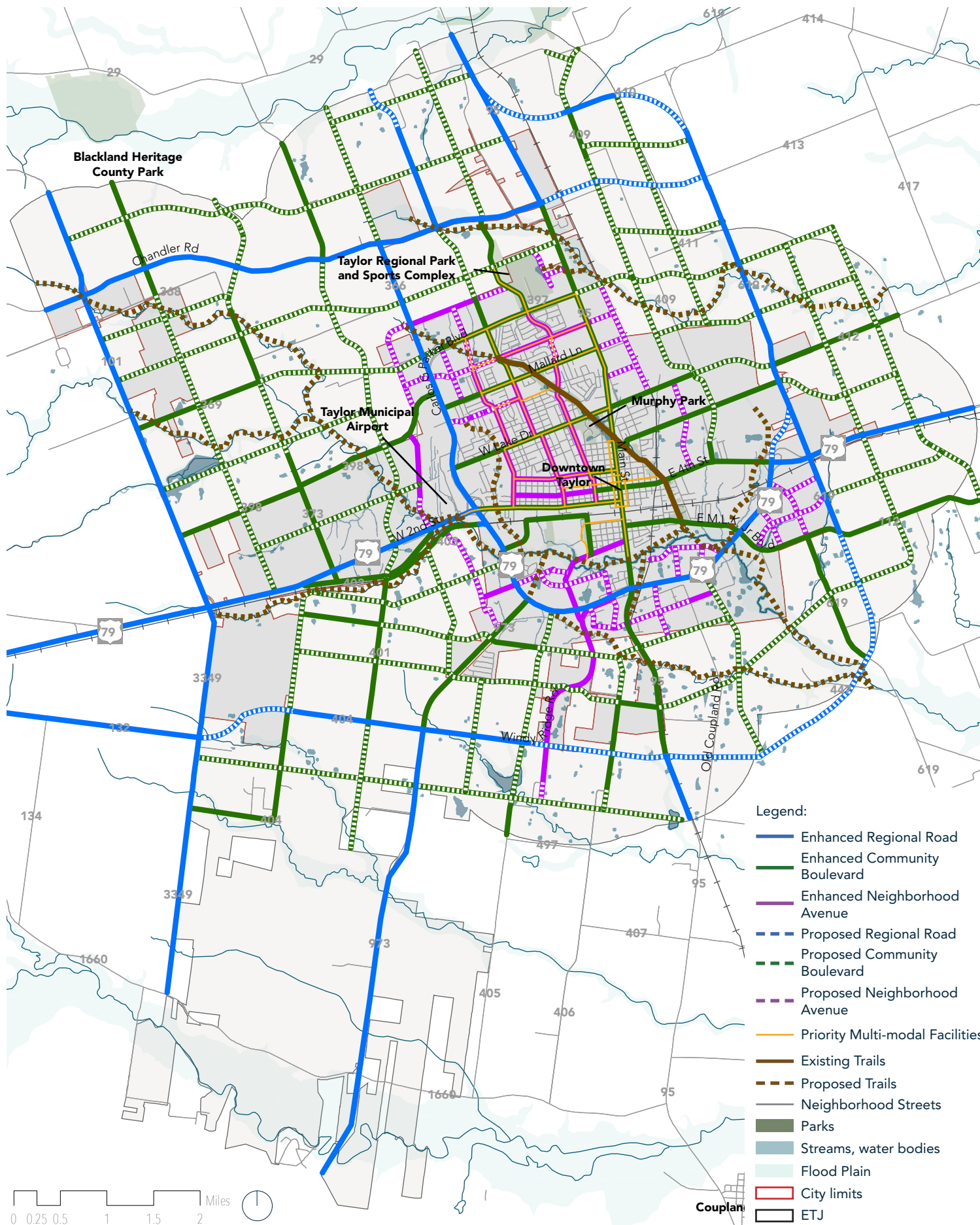


Figure 77: Transportation Master Plan

Source: City of Taylor, HDR

TRANSPORTATION PLAN

MULTIMODAL SYSTEMS

All proposed roadways in the City of Taylor network include multimodal accommodations. Several multimodal facilities are identified for incorporation into the roadway sections. The selection of a multimodal facility would depend on several factors, including pedestrian demand, bicycle demand, vehicular volumes, adjacent travel speeds, right-of-way availability, multimodal connectivity, and adjacent land use. These multimodal facilities may be implemented on the city network prior to proposed roadway enhancements. Priority facilities identified in the Thoroughfare Plan should be considered for near-term implementation.

- Sidewalks are 5'-12' wide facilities designed to accommodate pedestrian traffic and provide access to adjacent land uses. Cyclists may use wider sidewalks, which may not follow bicycle design standards.
- Shared-use paths are 10'-12' wide facilities designed to accommodate both pedestrian and bicycle traffic. Shared-use paths work well with low-volume bicycle traffic or within limited right-of-way. Shared-use paths should follow bicycle design standards.
- Bicycle lanes are recommended in areas of high-volume bicycle traffic. It is recommended that these be designed as raised, separated facilities. However, a phased implementation of a bicycle network is common. This could include retrofitting of existing roadways to include striped, buffered bicycle facilities.
- Trails are off-street facilities, 10'-12' wide, that serve both pedestrian and bicycle traffic. Trails should follow bicycle design standards.



Sidewalks create a walkable Downtown.
Source: HDR



Wide trails are multimodal.

Source: HDR



CARTS Taylor Station provides transit service.

Source: HDR

TRANSIT INTEGRATION

Taylor has the benefit of a relatively compact development footprint with a grid street network, which can help to support more cost-effective public transportation services as origins and destinations within the local area are relatively close together. However, future growth and the form it takes will also go far in determining how transit-supportive the city can become as it continues to evolve and change. A Transit-Oriented Development (TOD) is used to describe a type of community or district designed to capitalize on transit accessibility. Planned as compact, walkable, mixed use places, TODs offer people greater transportation choices, reduce dependence on automobiles, support more financially sustainable and equitable development, and build demand for enhanced transit services.

TODs are medium- to high-density mixed use developments centered on a rail station or rapid transit stop, modeled in many ways after communities like Taylor where the core area was developed before the automobile became the dominant mode of transportation. As all transit trips begin and end with a walking trip, pedestrian-friendliness is a key factor in TOD planning and design. Successful TODs are designed with walkable streets and public spaces, buildings with active ground floor uses and pedestrian-oriented entries and facades, and convenient connections to transit. TODs can be focused on a node or activity center, such as the AMTRAK station area in downtown Taylor, or they can be linear in nature, with development along a boulevard. In either case, preparing for future transit is a collaborative effort, with important roles to be played by planning and advocacy organizations, transit providers, municipalities, developers, and property owners. In sum, successful TOD is a win-win proposition providing stronger and more equitable communities, improved and growing ridership, and economic strength and resiliency for cities and towns.

While creating and facilitating more transit-supportive development is critically important, there is also a need to coordinate with transit service providers (beginning with CARTS) to lay the foundations for increased service levels that can be phased in over time, and to allocate adequate levels of funding to support those services. The best outcomes are achieved when a comprehensive set of mobility solutions, including walking, biking and various forms of transit are integrated to offer choices that meet specific travel needs. The recently launched CARTS NOW service can meet a wide range of mobility needs with its on-demand service, and may offer the opportunity to transition to fixed-route transit services on corridors that exhibit strong ridership potential over time. As technology continues to advance, there is potential for autonomous shuttle services to play an important role as well, such as providing first and last mile connections from Taylor’s neighborhoods to job centers or transit hubs. While many factors go into determining how well transit can provide critical mobility services in a community like Taylor, one of the most important is creating and acting on a vision of a place where residents do not have to be dependent on their automobiles.

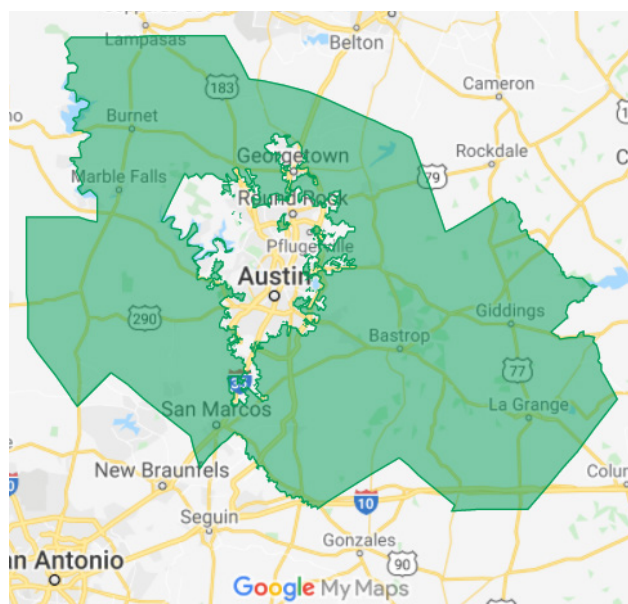


Figure 78: CARTS Service Area Source: rideCARTS.com

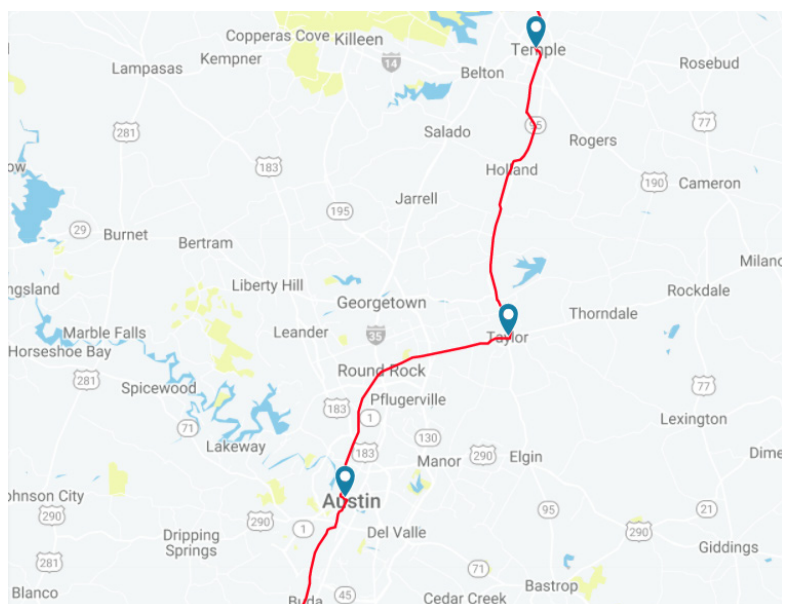


Figure 79: AMTRAK Route Source: amtrak.com

TRANSPORTATION PLAN

FUTURE TRAFFIC OPERATIONS

Future traffic operations were evaluated on the roadway network using the Capital Area Metropolitan Planning Organization's 2045 Travel Demand Model. Modifications were made to the model to reflect additional roadway connections and the increase in residential infill proposed by the Future Land Use Map.

2045 projected daily traffic volumes were compared against the proposed capacity of each roadway to determine a volume to capacity (v/c) ratio. A v/c ratio greater than 1.0 indicates the roadway is over capacity and delays will be unacceptable to drivers; whereas a low v/c ratio indicates that the roadway has sufficient capacity for the projected number of vehicles and delays are likely to be minimal. Roadways with v/c ratios above 0.85 may experience congestion during various times of the day, including non-peak hours.

ROADWAY	TYPICAL DAILY VOLUMES (VEHICLES PER DAY)	NUMBER OF TRAVEL LANES	PM PEAK PERIOD V/C
US 79	45,200	6 LANES	0.73
SH 95/MAIN STREET	33,600	4 LANES	0.81
W. 2ND STREET	35,000	4 LANES	0.79
FM 397/CARLOS G PARKER BOULEVARD N.W.	21,700	4 LANES	0.48
FM 973	49,500	6 LANES	0.81
E. 4TH STREET	18,100	4 LANES	0.45
CHANDLER ROAD	28,200	6 LANES	0.51
LAKE DRIVE	16,800	2 LANES	0.88
MALLARD LANE	12,800	2 LANES	0.75

Major roadways within the City of Taylor will operate at acceptable levels with their current number of travel lanes. It is recommended that Preliminary Engineering Studies be utilized to evaluate specific corridors for integration of complete streets elements, right-sizing, and intersection enhancements.



Main St. is a prominent street in Taylor, Texas.

Source: HDR



2nd Street Traffic Calming improved the pedestrian experience.

Source: HDR

W. SECOND STREET

W. Second Street is a four-lane undivided roadway west of downtown. This roadway serves as a primary route into Downtown Taylor and provides vehicular and pedestrian access to the commercial core. Implementation of a four-lane community boulevard section will provide multimodal enhancements that focus on providing safe spaces for people to interact with the community and stimulate economic development. The City of Taylor has implemented low-cost complete streets enhancements along Second Street in the downtown area. It is recommended that continued enhancements be made to this corridor to promote accessibility to local businesses and walkability in the downtown area. This corridor should be considered for implementation of transit service in the future.

SH 95/MAIN STREET

Main Street is a four-lane undivided roadway between US 79 on the south and Chandler Road on the north. TxDOT currently operates and maintains Main Street as SH 95 through Taylor. This road serves many functions as it traverses Taylor—a state highway connecting Bastrop to Temple, a main street through downtown Taylor, and a major arterial with large-scale retail on the north side of Taylor. With completion of “The Loop” around Taylor, it is anticipated that through traffic will be diverted to this regional roadway and Main Street can function as a four-lane community boulevard that appropriately serves the adjacent land use. This corridor should be considered for implementation of transit service in the future. Multimodal enhancements including wide sidewalks, bulb outs, parking and narrow travel lanes will enhance the pedestrian experience downtown. These will promote resurgence in retail and commercial uses, increasing the wealth generation of the corridor.

TRANSPORTATION PLAN

GRID NETWORK

Two main types of roadway design are common in the United States: grid networks and dendritic networks. Grid networks, given their name, have streets connecting in a grid, with many intersections spread out at equal spacings. Alternatively, dendritic (tree-like) networks have small streets feeding into progressively larger ones, similar to branches on a tree, and they often have fewer connections to external roadways than do grids. Grid street networks offer advantages over dendritic ones. First, they offer greater connectivity, better dispersing traffic and keeping volumes on individual intersections and streets lower. This allows those streets and intersections to be smaller than in a comparable dendritic network. Lower vehicle speeds increase pedestrian safety by reducing the risk of severe injury or death from pedestrian collisions. Reduced road sizes also allow for decreased maintenance costs. Furthermore, grids encourage walkable neighborhoods, with a mix of uses. Providing pedestrians and bicyclists shorter and more direct routes to their destinations can reduce the number of vehicles on the road, reducing traffic congestion.

Taylor's existing roadway grid system provides desirable connectivity for vehicles and pedestrians within Downtown Taylor and the historic neighborhoods. A grid network distributes vehicles over multiple roadways and multiple intersections, thereby reducing the need to provide excess roadway capacity for peak-hour traffic operations. Taylor's existing grid has 350' block lengths. These compact block lengths increase the number of access points and improve pedestrian connectivity. It is recommended that the grid network be continued as a framework throughout the City of Taylor.

Source: transportation.ky.gov

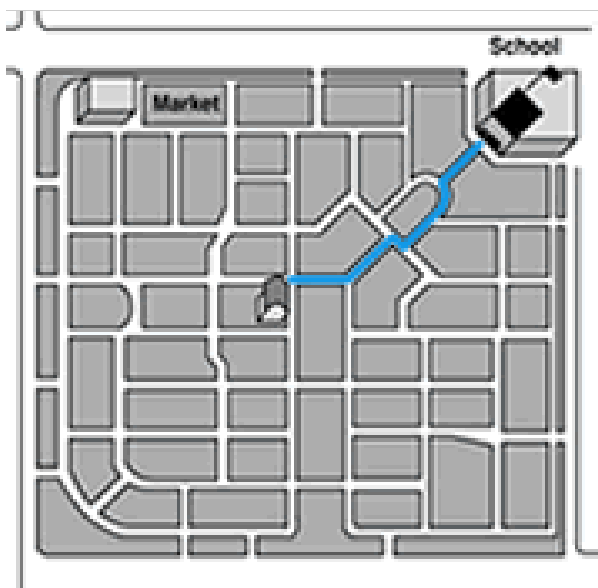


Figure 80: Grid Roadway Network

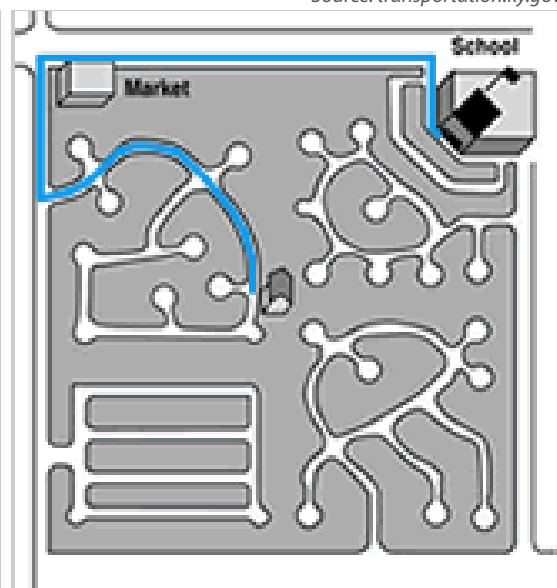


Figure 81: Dendritic Roadway Network

THOROUGHFARE CLASSIFICATIONS

Four thoroughfare classifications are identified for the future City of Taylor thoroughfare network. These thoroughfare classifications are developed to align with the adjacent land use context while serving all users. Thoroughfare classifications should be applied based on traffic volumes and the adjacent land use context.

NEIGHBORHOOD STREETS

Neighborhood Streets are low-speed, low-volume thoroughfares that provide access to serve the abutting land uses. Residential lots will front the neighborhood street. On-street parking is typically permitted on neighborhood streets. These streets include sidewalks for pedestrians. Cyclists share the roadway with vehicular traffic. Parking may be accessed from a rear alley or from a narrow driveway at the street.

NEIGHBORHOOD AVENUES

Neighborhood Avenues connect neighborhoods with the surrounding community. These are low-speed, moderate volume streets. Avenues are typically two-lane streets with additional capacity and turning lanes at major intersections. Medians may be provided along avenues but are not necessary in urbanized contexts. On-street parking is provided around commercial centers. Parking is usually accessed from rear alleys or side streets. Pedestrians are prioritized. Cyclists may be accommodated through bike lanes or shared-use paths.

COMMUNITY BOULEVARDS

Community Boulevards are the primary routes connecting major areas of the city. Boulevards are moderate-speed, high-volume streets that may be constructed in two-, four-, or six-lane sections depending on the location. Pedestrian and bicycle traffic should be separated from vehicular traffic through frontage zones. Pedestrians are prioritized. Cyclists may be accommodated through bike lanes or shared-use paths. On-street parking is provided on boulevards to serve the adjacent land use. Boulevards should be designed to accommodate future transit usage through the repurposing of travel lanes or acquisition of additional right-of-way. Access to parking areas should be restricted on boulevards. Enhanced capacity should be provided on boulevards at major intersections with other boulevards or avenues. Medians are desirable along boulevard sections to control turning movements.

REGIONAL ROADWAYS

Regional Roadways are designed to move vehicles between the City of Taylor and other communities. Regional roadways are typically operated as Williamson County or TxDOT facilities. These roadways will follow the design standards established by Williamson County and/or TxDOT. Regional roadways may include major highways or controlled-access freeway facilities. Access management restrictions on these roads should be implemented.

	NUMBER OF THROUGH TRAVEL LANES	TYPICAL DAILY VOLUMES (VEHICLES PER DAY)	TYPICAL POSTED SPEED LIMITS	TYPICAL CHARACTER
NEIGHBORHOOD STREETS	2 LANES	0 - 3,000	20 - 30 MPH	PROVIDES LOCAL ACCESS
NEIGHBORHOOD AVENUES	2 LANES	3,000 - 10,000	30 - 35 MPH	SERVES ADJACENT LAND USE; PRIORITIZES PEDESTRIANS; PROVIDES PARKING
COMMUNITY BOULEVARDS	2 LANES	3,000 - 15,000	35 - 45 MPH	CONNECTS AREAS OF THE CITY; PROVIDES MULTIMODAL TRAVEL OPTIONS
	4 LANES	10,000 - 35,000		
	6 LANES	35,000+		
REGIONAL ROADWAYS	VARIES	AS DEFINED BY WILLIAMSON COUNTY AND/OR TXDOT	AS DEFINED BY WILLIAMSON COUNTY AND/OR TXDOT	PRIORITIZES THROUGHPUT OF VEHICLES

STREET DESIGN

THE PURPOSE OF A TYPICAL SECTION

A typical street section forms the foundation of street design decisions. This is the starting place for design of a new street, street-scape adjacent to a new development, or redesign of an existing street. The ultimate street design however should change as it travels through different contexts within a community and as it serves different users. These two main design considerations are described in this section as designing for place and designing for people. This street design section will first describe the overall design considerations for place and people and next describe the kit-of-parts within a street that can adjust based on the identified design considerations.

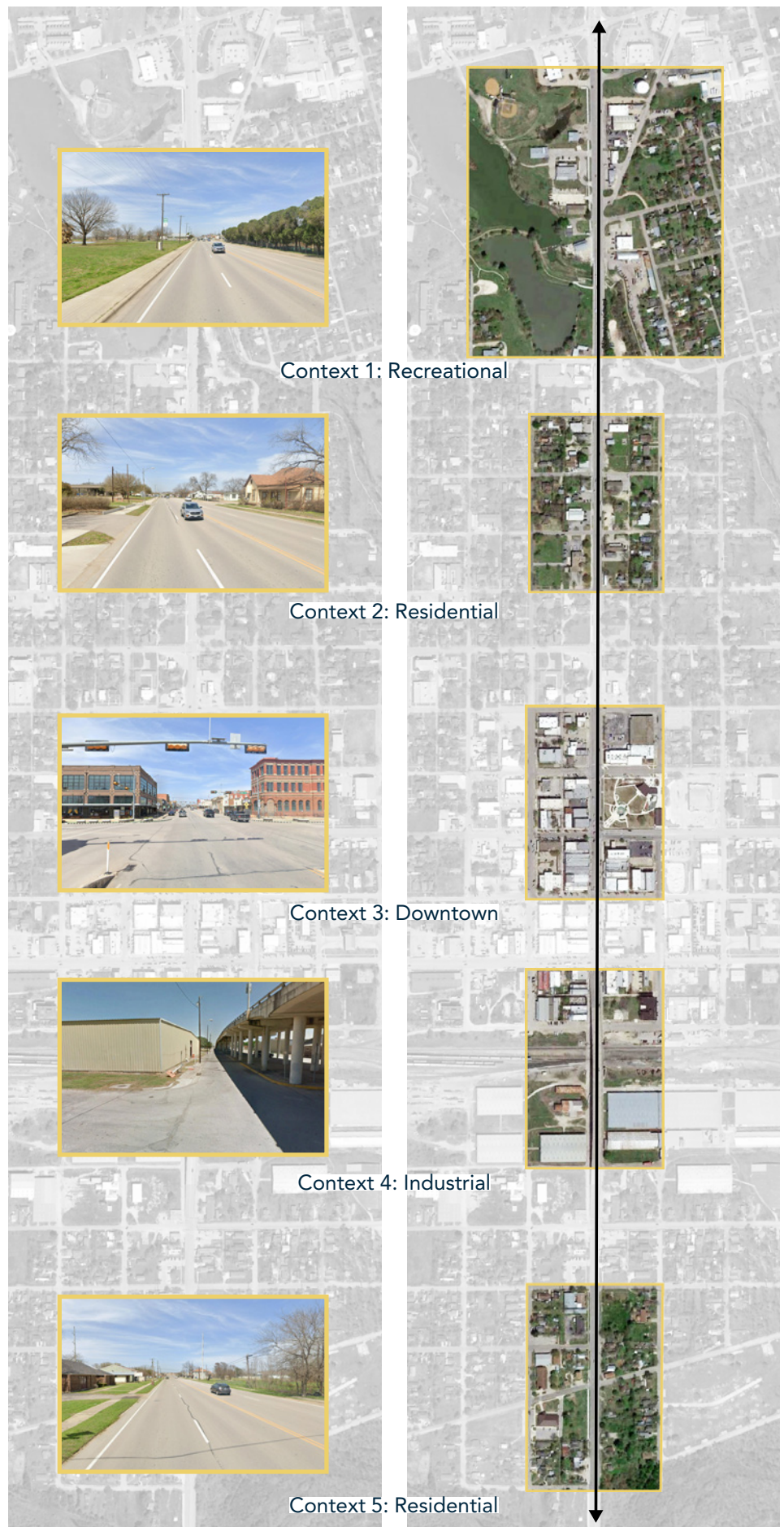


Figure 82: Street Contexts



CONTEXT SENSITIVE DECISION MAKING CHECKLIST

Safety for All Users
Scale of Adjacent Development
Maintenance Costs
Initial Improvement Costs
Drainage Network
Accessibility to Adjacent Schools,
Parks, Libraries
Soil Conditions
Adjacent Land Uses
Local Industry and Freight
Transit Routes
Community Events
Access to Employment
Local Demographics
Bicycle Routes
Tree Canopy
Potential for New Development
Number of Users Benefiting
Noise

DESIGNING FOR PEOPLE (FUNCTION)

TYPE OF USERS

Analyze both the current users of the streets and mode of travel as well as the anticipated or desired types of users and modes of travel when designing a street. This helps to inform the amount and type of space dedicated to different users.

NUMBER OF USERS

Analyze current and projected volumes for all modes of travel to help identify the amount and type of space dedicated to each mode of travel within the ROW.

DESIGNING FOR PLACE (CONTEXT)

BUILT ENVIRONMENT

The scale of buildings and blocks and the mix of uses that frame each street make up the character of the place. Transportation facilities provided within the street shape mobility and travel decisions, directly and indirectly impacting environmental quality, public health and safety, and quality of life.

NATURAL ENVIRONMENT

In urban areas, the larger natural environment may include habitats, local ecosystems, and green and blue systems such as floodplains. In the face of climate change, design street networks to respect, protect, embrace, and enhance ecological systems, natural topography, and water bodies, and to manage local climatic conditions.

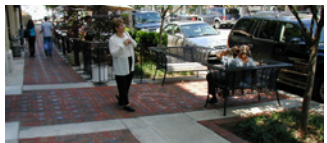
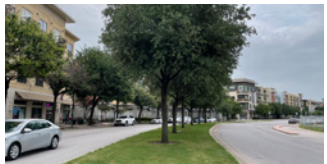
SOCIAL AND CULTURAL CONTEXT

Streets can allow people to live their public life in a city. Design streets to inform a sense of place in each neighborhood, embedding historical and cultural meaning for communities.

ECONOMIC ENVIRONMENT

The level of economic development, political concerns, and investment priorities shape the rate of urbanization, patterns of built form, reliability of transit service, and trends of private car ownership. Analyze the economic environment and identify the types of businesses and industries that use urban streets, and the number of jobs they support.

STREET DESIGN

ZONE	DESCRIPTION	DIMENSION	EXAMPLE
FRONTAGE	The purpose of the frontage zone is to provide a transition between sidewalk and the built environment of the lot which could include a fence, landscaping, and building (in a 0 ft. setback condition). The frontage zone is usually clear for passage into buildings or lots, but may also be an opportunity for outdoor displays and dining.	0 ft. - 6 ft. The frontage zone is typically between 0 ft. and 3 ft. wide. Wider frontage zones should be prioritized in retail areas where outdoor displays or dining. Where ROW is constrained, the frontage zone is the first zone to be reduced or eliminated.	 Source: NACTO  Source: Safe neighborhoods
SIDEWALK	The sidewalk is usually clear of all obstructions. The purpose is to allow for pedestrian movement in parallel with the road. Five foot minimum meets ADA compliance and allows people to pass one another easily when walking or in wheelchairs.	5 ft. - 12 ft. The sidewalk is typically between 5 ft. and 12 ft. wide. Wider sidewalks should be prioritized in areas such as the downtown where they can serve as a gathering. A wider sidewalk is also applicable when used as a shared path for bicycles and pedestrians. Where ROW is constrained, the sidewalk is one of the last zones to reduce and should not be reduced less than 5 ft.	 Source: Goulde Vans  Source: Safe neighborhoods  Source: SM Daily Journal
TREE / LANDSCAPE	The tree / landscape zone refers to all areas where plants are used in the pedestrian realm including tree wells, garden beds and planter pots. These serve a variety of purposes including buffering, water quality, aesthetic enhancement, shade and habitat.	3 ft. - 8 ft. The tree / landscape zone is typically 6 ft. wide and designed to contain a tree. Wider tree / landscape zones should be prioritized in areas with higher speeds to provide a greater buffer. The landscape / tree zones in urbanized areas may contain tree wells to provide greater access from parked cars to the sidewalk. Where ROW is constrained, the tree / landscape zone may be reduced to 3 ft.	 Source: HDR  Source: Mysay

ZONE	DESCRIPTION	DIMENSION	EXAMPLE
PARKING	On-street parking should be accommodated on most public streets. On-street parking provides the opportunity for easy access and connectivity to the street-scape and the adjacent land uses.	0 ft. - 17 ft. The parking zone can be undesignated and intermittent allowing a yield condition within the street or designated by striping. Designated parallel parking areas are typically 8 ft. and angled parking is 17 ft. On-street dimensions can be slightly reduced or eliminated in constrained conditions.	 Source: NACTO  Source: NACTO
TRAVEL	The travel zone is the space within the ROW where multiple types of vehicles travel. In a multimodal street network, transit, bicyclists and motorists often have separated space so the modes can function safely and reduce conflicts.	20 ft. - 40 ft. The travel zone can be designed for local access or for mobility. Ensuring safety for multiple modes of transportation is key to the function of a street. Travel zones vary significantly but within constrained environments, narrow lane widths (10 ft.) can help improve the safety and efficiency of the street.	 Source: NACTO  Source: NACTO

STREET SECTIONS

YIELD STREET

A neighborhood queuing street is a low capacity and low speed street. The street width is limited in order to encourage slower traffic. On-street parking is permitted on both sides but is not continuous or designated by striping. Bicyclists can travel in the street with vehicular traffic due to the low speeds. Sidewalks are separated from the street by a continuous tree zone.



Source: Safe neighborhoods

Neighborhood Queuing Streets are narrow to keep traffic slow.



Source: HDR

Parked cars reduce the width of the travel lanes and cause people to drive slow.



Figure 83: Perspective Section Through Neighborhood Queuing Street

NEIGHBORHOOD STREET

A neighborhood street is a low capacity and low speed street that provides more space for continuously parked vehicles. Bicyclists can travel in the street with vehicular traffic due to the low speeds and sidewalks are separated from the street by a continuous tree zone. These streets are appropriate where there are higher density types adjacent to the street or in commercial or mixed-use areas.



Source: HDR

Mueller, TX, has a number of Neighborhood Streets.



Source: Construction pros

As a neighborhood street matures, its tree canopy provides nearly full shade.



Figure 84: Perspective Section Through Neighborhood Street

STREET SECTIONS

NEIGHBORHOOD AVENUE

A neighborhood avenue is a street with moderate vehicular capacity and low speeds. Neighborhood Avenues are typically used as cross-town streets and are used to travel between different centers throughout the city. Neighborhood Avenues should accommodate all modes of transportation including transit. Neighborhood Avenues are appropriate for areas with high density housing adjacent to the street or in areas of more intense mixed use/commercial land uses. Vehicular access to the lots is from the alleys + side streets.



Source: HDR

Avenues are scaled for people.



Source: Construction pros

Road diets along existing streets make room for amenities.



Figure 85: Perspective Section Through Neighborhood Avenue

COMMUNITY BOULEVARD - 2 LANE

A community boulevard is a long-distance street that is designed for the most intense mixed use and commercial areas. Turning movements should be limited on community boulevards when possible and vehicular access to private lots should be from secondary streets or alleys. Bicyclists and pedestrians are typically separated from vehicular traffic and transit should be prioritized along Community Boulevards.



Source: HDR

Bicycles are separated from vehicles on boulevards.



A shared use path buffered from travel lanes.

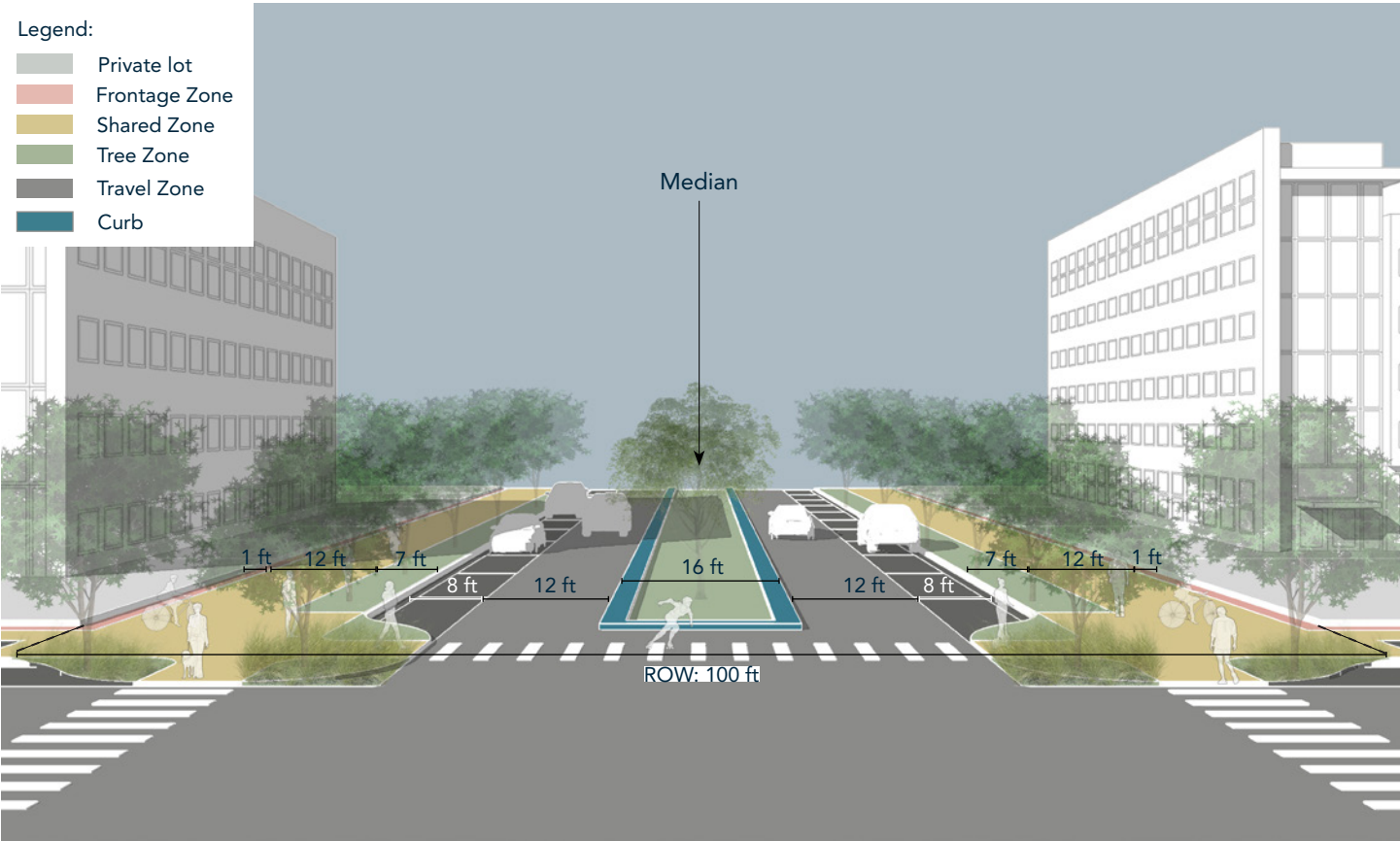


Figure 86: Perspective Section Through Community Boulevard - 2 lane

STREET SECTIONS

COMMUNITY

BOULEVARD - 4 LANE

A community boulevard is a long-distance street that is designed for the most intense mixed use and commercial areas. Turning movements should be limited on community boulevards when possible and vehicular access to private lots should be from secondary streets or alleys. Bicyclists and pedestrians are typically separated from vehicular traffic and transit should be prioritized along Community Boulevards.



Source: HDR

Boulevards serve commercial uses.



Source: HDR

Boulevards provide for high-density development.

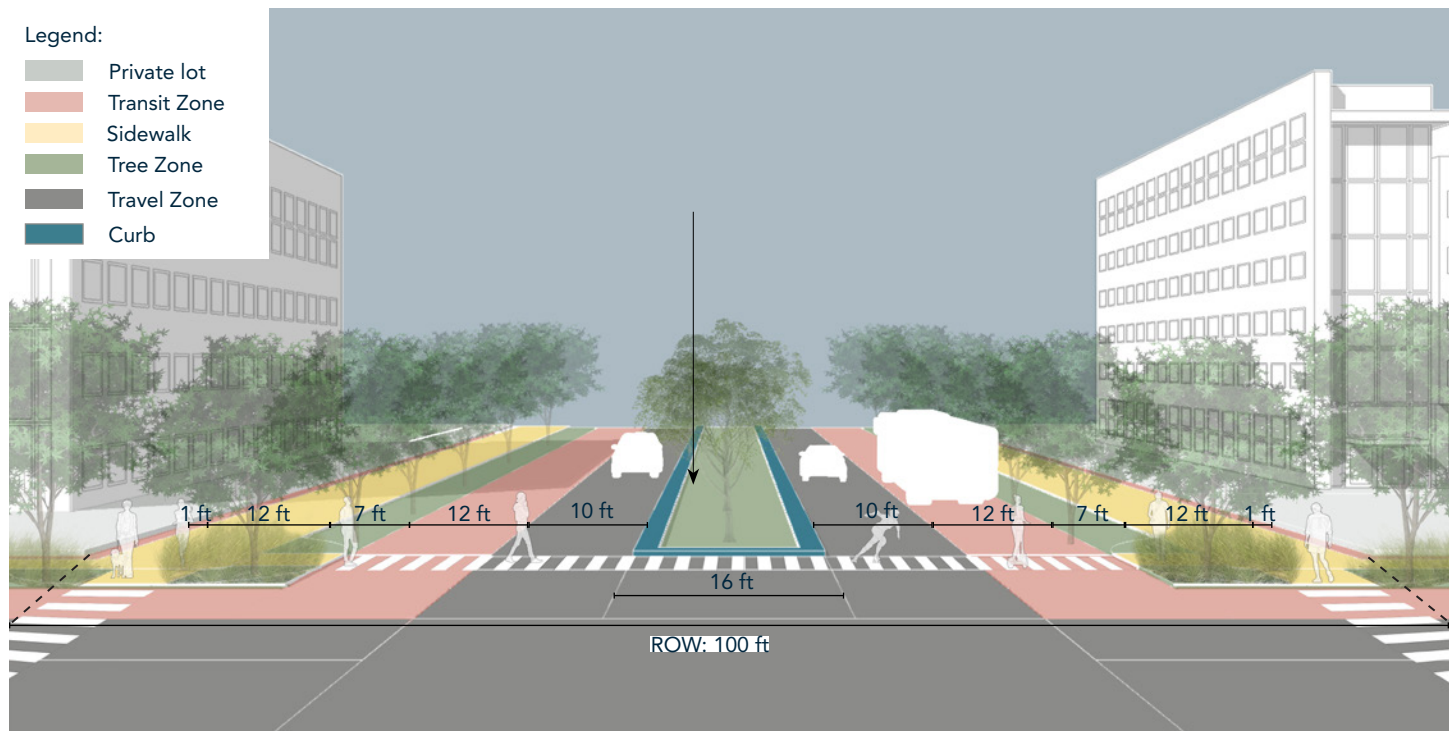


Figure 87: Perspective Section Through Community Boulevard - 4 lane

MULTI-WAY BOULEVARD

A multi-way boulevard is a boulevard section with an adjacent access lane. The access lane is separated from the primary boulevard section and provides local access to driveways and parking. Multi-way boulevards have larger right-of-way needs, but serve the function of separating through traffic, local traffic, pedestrians, any cyclists well. Special consideration should be given to intersection treatments on multi-way boulevards.



A multi-way boulevard with angled parking.

ON GOING RECOMMENDATIONS

Several transportation issues identified previously in the 2004 Comprehensive Plan continue to remain relevant for the City of Taylor. With the CAMPO 2045 Plan forecasting Williamson County's population to reach nearly 1.4 million residents by 2045, these issues will only become more pressing as travel demand in and around Taylor grows.

COMPLETE "THE LOOP"

"The Loop" surrounding the core of Taylor should be completed to provide mobility around the City of Taylor. Streets within the core of the City of Taylor will focus on connecting people within the community, promoting vibrant places that encourage economic activity. Completion of "The Loop" would provide relief from truck noise and roadway congestion by removing through vehicle and truck traffic from other roadways through Taylor. Williamson County is currently conducting a Chandler Road Extension Planning and Preservation Study as part of the County's Long Range Transportation Plan. This project will extend Chandler Road east to FM 619 and south to SH 79 completing the northeastern section of "The Loop".

MULTIMODAL TRANSPORTATION

Additional sidewalk and bicycle facilities are needed to supplement the existing infrastructure and provide multimodal connectivity. The City of Taylor has made strides to improve bicycle and sidewalk infrastructure, especially in new developments, but additional multimodal facilities are needed to provide connectivity along existing roadways and in older parts of the city.

TAYLOR MUNICIPAL AIRPORT

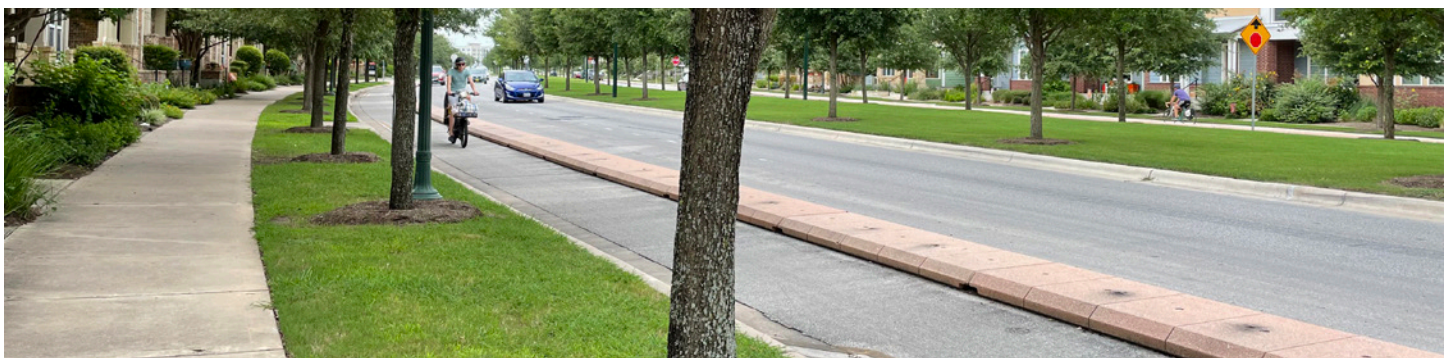
The Taylor Municipal Airport requires continuing maintenance to serve its role as a catalyst for economic development for the City of Taylor and the surrounding area. The City of Taylor Capital Improvement Plan includes new pavement area for expansion of aircraft parking and rehabilitation of existing parking apron and taxi lanes. The city should continue to support and expand its airport as needed.

RAILROAD

The Union Pacific Railroad (UPRR) owns a rail yard in the City of Taylor, along with tracks running both north/south and east/west through the City. Major regional commercial train traffic runs through Downtown Taylor. This is a source of considerable noise, but it also benefits Taylor economically. New roads must consider safety and traffic impacts when crossing UPRR tracks.

AMTRAK/TRANSIT

A lack of a fixed route transit system was identified in the 2004 Comprehensive Plan. The Plan recommended leveraging the existing Amtrak service in Taylor to serve as a regional rail hub that expands transit service. CARTS has since constructed a Transit Station in Taylor though separated from the Amtrak Station. Continued coordination with Taylor's Main Street program, CARTS, Amtrak and Union Pacific Railroad to expand transit services in the City.



Bicycle facilities can be retro-fit into existing streets.

Source: HDR

SUMMARY AND KEY TAKEAWAYS

1

Build Streets and Roads.

A “stroad” is a term coined by Strong Towns to characterize a multi-laned facility that is a dangerous combination of a street and a road,. Streets are places where people intersect with business and residences and are the framework for creating community wealth, and roads are high-speed connections between productive places. This combination of dual-purpose facilities doesn’t serve either purpose well. “Stroads” have developed in many cities, including some parts of Taylor as development patterns became focused on the movement of automobiles.

Main Street, north of Lake Drive, is an example of a “stroad” within Taylor. It is a large, divided four-lane roadway with approximately 60 feet of pavement width. The posted speed limit is 45 miles per hour. Driveways are closely spaced, in some places less than 50 feet apart. A wide, 10’ shared-use path is provided on one side of Main Street. Traffic volumes were approximately 17,000 vehicles per day in 2020. This road is currently providing a regional facility, connecting Bastrop to Temple, and serving as access for regional retail land uses. The existing traffic volumes could be served by a smaller street-section that would be easier to maintain but is challenging because of the regional nature of this facility. The number of access points creates significant conflict points between turning vehicles, through vehicles, and pedestrians that raises safety concerns. Pedestrian amenities are provided, but largely underutilized due to the adjacent high-speed traffic and a lack of pedestrian-oriented businesses.

A well-planned thoroughfare system with an integrated land use map will eliminate the development of these dual-purpose facilities. A goal of this plan is to define transportation facilities and their primary function. Regional roadways will function as roads that efficiently move people and goods between communities. Streets, neighborhood avenues, and community boulevards, will function as streets that serve the neighborhood and community businesses and prioritize people over automobiles.



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

Source: strongtowns.org



Streets:

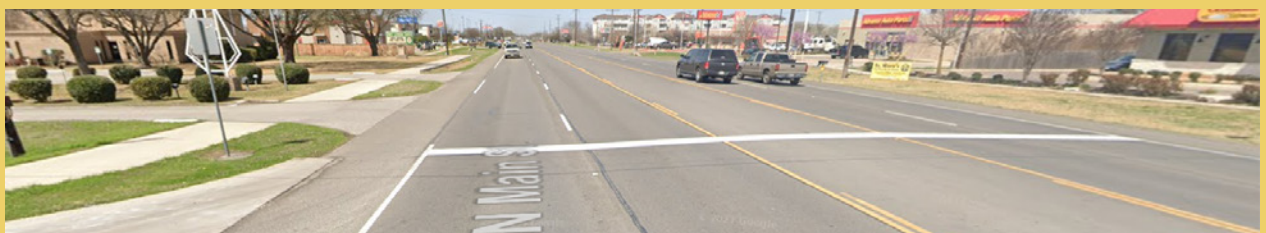
- Slow traffic
- Put people, bicycles, and transit first, not automobiles
- Intensify adjacent land use
- Embrace complexity

Source: strongtowns.org



Roads:

- Limit access
- Separate automobiles from other modes
- Do not allow adjacent land use to degrade capacity
- Simplify



A “stroad” in North Taylor serves too many functions

Source: Google Maps

2

Designing streets for economic productivity and roads for traffic movement.

Smart Growth America defines Complete Streets as “streets for everyone.” They are designed to enable safe access for people of all ages and abilities, for all modes of travel, and to respond to the communities they serve. A complete street in Taylor will look different from a complete street in another community. Complete streets should integrate multimodal components, integrated traffic calming, curb management, and leverage technologies appropriate for each individual street. Complete streets improve health, safety, and equity for Taylor residents while creating livable communities. Taylor should integrate complete streets into the street and boulevard sections. Local streets should include parking and sidewalks. Avenues should include parking and wide sidewalks that access local businesses. Bicycle facilities may be appropriate on some avenues. Boulevards should include parking, wide sidewalks, separated bicycle facilities, and provide for future transit usage. Taylor should also revisit the existing transportation system for opportunities to expand complete streets components.



Improves all modes of travel, maintaining community character



Create public spaces and integrate transit, supporting inclusive growth



Multimodal transportation allows for housing diversity

3

Improve network connectivity.

New developments should support transportation connectivity by providing multiple street connections to existing roadways and connections to adjacent developments. This promotes efficient traffic distribution and helps prevent congestion at major, concentrated intersections. This desire for connectivity should be balanced with the need for access control, especially on boulevards and regional roadways, to promote safety and efficient traffic operations.



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

4

Integrate access management.

An abundance of access points, such as driveways, in close proximity, can increase congestion and crashes. Implementation of an access management policy will balance access to businesses, institutions, and residences with roadway safety and mobility. Regional roadways should prioritize the throughput of vehicles. Minimal access points are desirable on regional roadways, limiting connections to streets and major intersections. Commercial driveway access should be established from side streets. Community boulevard design will integrate access management techniques, including the incorporation of medians. Joint-access driveways and side street connectivity support the minimization of connections to boulevards and regional roadways.



Integrate access management into development standards that result in economically resilient building types

SUMMARY AND KEY TAKEAWAYS

5

Use traffic calming to reduce speeds.

Traffic speeds within residential areas are a concern for safety and comfort of residents as well as pedestrians and bicyclists. Traffic calming and complete street design concepts should be used to promote safety and to encourage multimodal use by slowing vehicles and separating vehicles and vulnerable streets users. Several design elements will integrate traffic calming into the design of streets, including:

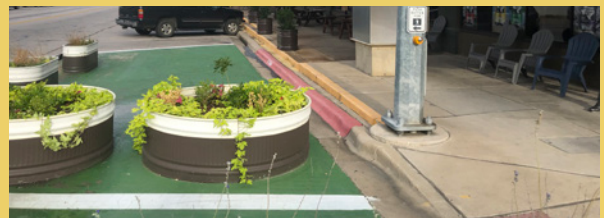
- Narrow travel lanes
- On-street parking
- Wider sidewalks
- Curb extensions and bulb outs
- Raised crosswalks
- Street trees



Creating streets with integrated traffic calming elements create spaces for people and maintains community character



Right-sizing roadways by implementing traffic calming elements creates sustainable infrastructure



Low-cost traffic calming improvements slow cars

Source: HDR

6

Develop and implement a ADA transition plan.

The Americans with Disabilities Act (ADA) requires public entities to develop an ADA Transition Plan for bringing public facilities into compliance with ADA guidelines for accessibility. While many newly-constructed curb ramps, sidewalks, signals, and other public facilities within Taylor comply with ADA guidelines, older facilities should be updated to provide accessibility for all users. The City of Taylor should create an ADA Transition Plan that identifies physical barriers that limit accessibility to programs, activities or services, as well as methods to remove those barriers and a schedule to complete the work.



Accessible public spaces is essential to inclusive growth

7

Develop and implement a way finding strategy.

Many roads and destinations around the City of Taylor lack signage that would help visitors and residents easily locate their destination. The City should work to install guide signs, especially along major routes and near important attractions to help people find their way. This can help improve traffic and tourism within the City.



Accessible public spaces is essential to inclusive growth

8

Develop a Vision Zero program.

Vision Zero is an international safety initiative with the goal of zero fatalities and serious injuries on the roadway network. A safe, healthy, and equitable mobility system is a priority for the City of Taylor. The city should develop a Vision Zero program that defines actionable steps to provide safe mobility. This program should consider design, human behaviors, policies, and technologies to eliminate crashes. Implementation of a Vision Zero Policy requires key components for a successful program:

- Political commitment
- Multidisciplinary leadership
- Cooperation and collaboration
- Action plan
- Equity
- Systems-based approach
- Data-driven
- Community engagement
- Transparency



Safety of all road users is critical to inclusive growth



City improvements lead to safer places for pedestrians and vehicles.

Source: HDR



CHAPTER 4

HOUSING & NEIGHBORHOODS

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ RESIDENTIAL TYPOLOGIES

↳ SUMMARY AND RECOMMENDATIONS

INTRODUCTION

The land use element of Envision Taylor Comprehensive Plan provides a framework for making decisions and setting policy about what will be built and where. Land use decisions impact public spaces, development patterns, and overall quality of life. The table below includes the policy statements that should be used when making land use decisions and links them to the most relevant Big Ideas.

POLICY ID	BIG IDEA	POLICY STATEMENT
H1	 Housing	Neighborhoods should have a mix of housing affordable to all income levels and age groups.
H2	 Inclusive Growth	Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.
H3	 Inclusive Growth	Housing policies and development regulations should consider the need to reduce the gap between median income and rental rates or sales price of housing.
H4	 Fiscal sustainability and infrastructure	Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.

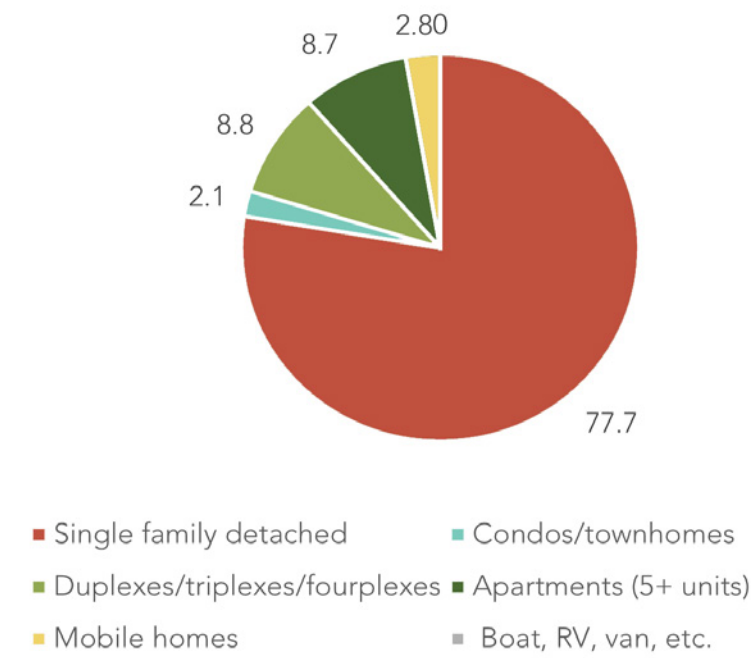


EXISTING CONDITIONS

The US Census counts approximately 5,732 housing units in Taylor. The following section analyzes the type of housing, condition of housing, occupancy of housing, and affordability of housing for Taylor residents now and into the future.

HOUSING TYPE

Taylor’s housing stock is made up primarily of single family detached homes (77.7 percent) followed by Duplexes / Triplexes / Fourplexes (8.8 percent) and Apartments (8.7 percent). The percentage of Taylor’s housing stock made up of single-family detached housing is greater than Williamson County, the State of Texas and all other comparison cities with the exception of Hutto and Leander. Taylor has the highest percentage of Duplex / Triplex / Fourplex housing types which are often referred to as missing middle housing types.



Source: Decennial Census, American Community Survey

Figure 88: Taylor’s Occupied Housing by Type

	State of Texas	Williamson County	Taylor ★	Round Rock	Leander	Cedar Park	Hutto	Bastrop City
Single Family Detached	65.2%	73.2%	77.7%	68%	87.5%	75%	94.7%	68.9%
Single Family Attached	2.6%	2.3%	2.1%	2.2%	0.8%	1.4%	2.4%	2.5%
Duplexes/ Triplexes/ Fourplexes	5.1%	4.3%	8.8%	5.1%	0.9%	2.4%	1.8%	4.9%
Apartments (5+ Units)	19.7%	17.7%	8.7%	24.6%	7.5%	19.9%	0.5%	21.3%
Mobile Homes	7.2%	2.5%	2.8%	0.3%	3.3%	1.3%	0.7%	2.4%

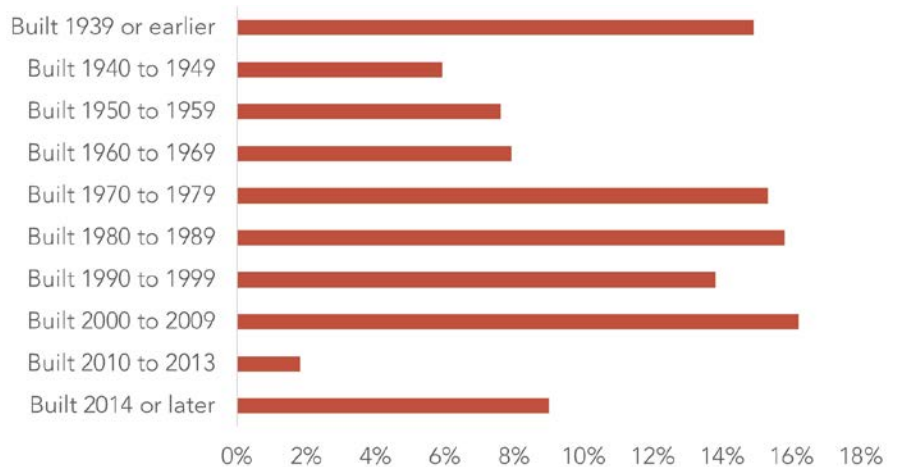
Figure 89: Occupied Housing by Type

Source: Decennial Census, American Community Survey

EXISTING CONDITIONS

AGE AND CONDITION OF HOUSING

The majority of Taylor's Housing Stock was created from 1970-2009 (72 percent). Additionally, a significant portion, 15 percent, of Taylor's Housing Stock is from 1939 or earlier. Older homes typically have higher maintenance costs associated with them, placing more of a cost burden on the owners. This could also be a result of the many restored/renovated homes located within Taylor.

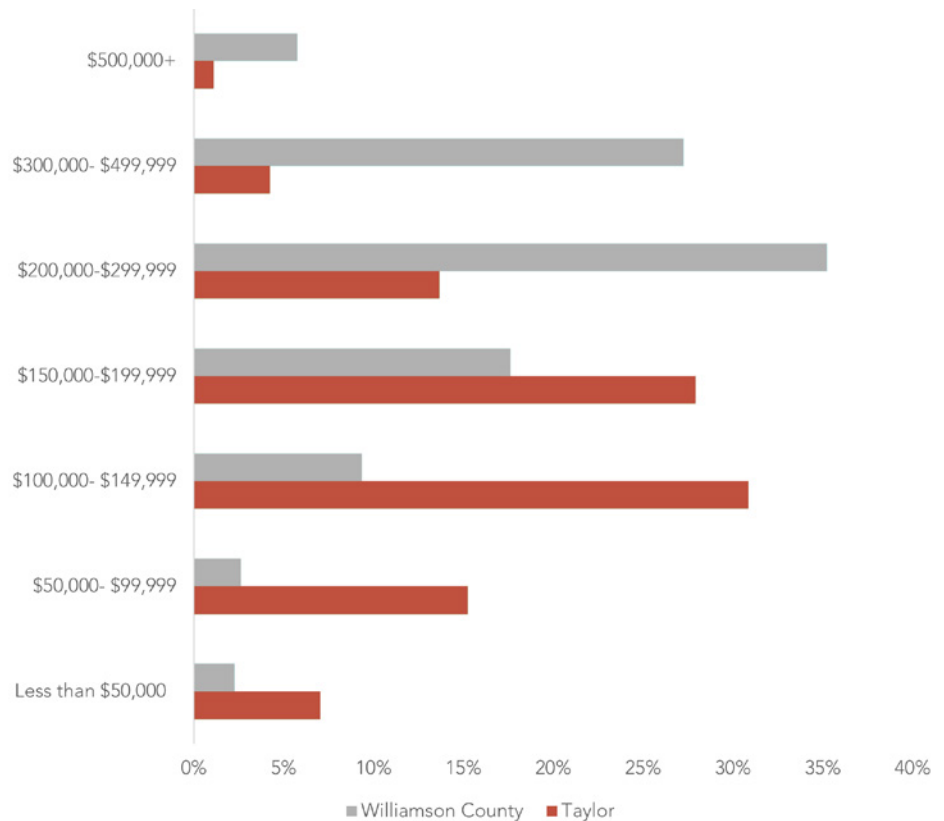


Source: Decennial Census, American Community Survey

Figure 90: Housing Stock Age in Taylor

VALUE OF EXISTING HOUSING

Taylor's home value trends do not align closely with Williamson County's. The value of Taylor's existing housing stock is significantly lower than Williamson County. The majority of Taylor's home values are within \$100,000- \$199,999 range, whereas Williamson County's majority lies within the \$200,000- \$499,999 range. Additionally, about 22% of Taylor's housing stock is worth less than \$100,000, whereas Williamson County only has about 5% of its housing stock within that range. This could be a result of Taylor's housing stock being smaller, older, or more deteriorated when compared to Williamson County's housing stock. Preservation and maintenance of this older housing stock is key to retaining affordable housing options for Taylor residents at lower income levels.



Source: Decennial Census, American Community Survey

Figure 91: Value of Existing Housing in Taylor

HOMEOWNERSHIP RATE

The ownership rate in the City of Taylor is higher than the ownership rate in the State of Texas (61.9 percent) but lower than the ownership rate in Williamson County (68.8 percent).

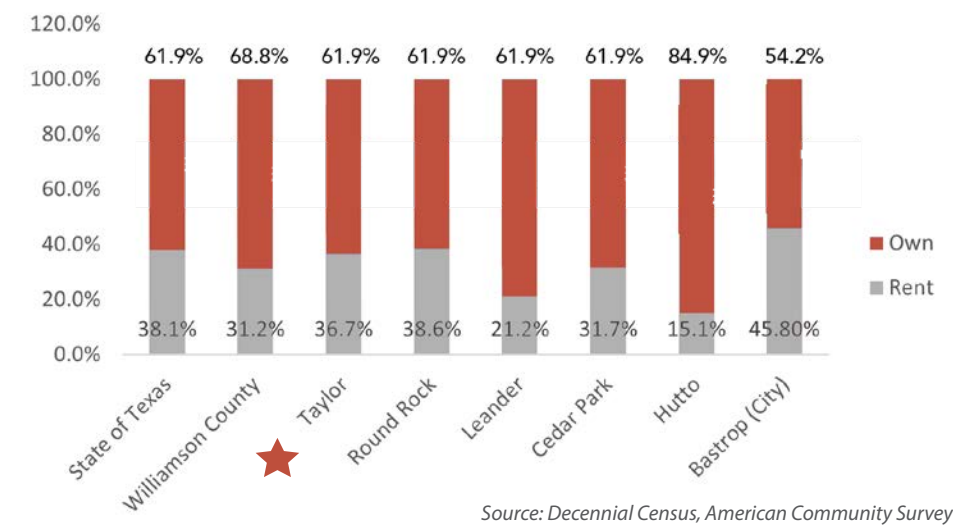


Figure 92: Homeownership Rate in Taylor

SINGLE FAMILY RESIDENTIAL HOME CONSTRUCTION

Single Family permit data in the City of Taylor indicates that the number of new homes constructed since 2017 will more than double in 2020. The average size of homes has been decreasing since 2017 but the permit value reported was decreasing prior to 2020 when it began increasing despite smaller homes being constructed on average.

	# of Permits	Average Square Feet	Average Permit Value	Average Value Per Square Foot
2017	81	2,456	\$275,347.30	\$112.13
2018	59	2,364	\$268,567.79	\$113.62
2019	159	2,302	\$256,766.34	\$111.52
2020	179	2,167	\$267,690.54	\$123.55

Source: City of Taylor Permit Data

Figure 93: New Single Family Home Trends in Taylor

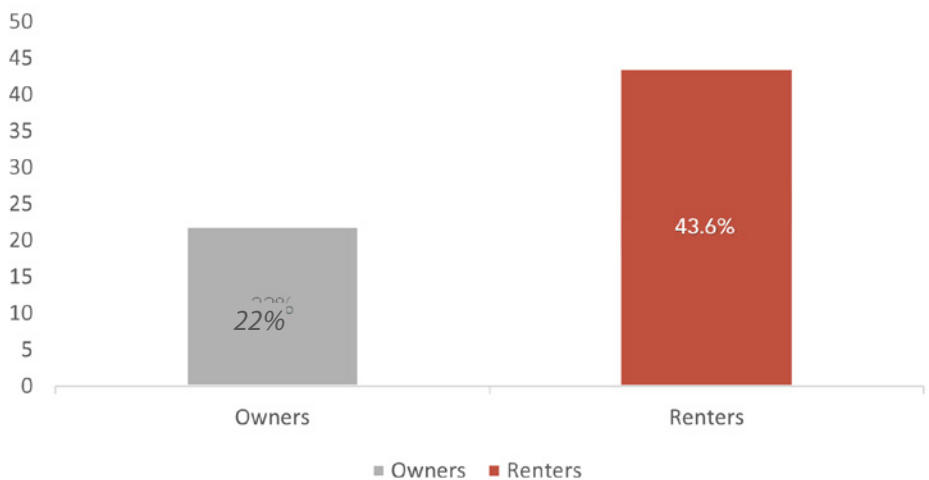
EXISTING CONDITIONS

HOUSING AFFORDABILITY

The federal definition of affordability utilized by the United States Department of Housing and Urban Development (HUD) says that:

1. Housing costs are “affordable” if they do not exceed 30 percent of a household’s gross monthly income.
2. “Costs” include basic utilities, mortgage insurance, HOA fees and property taxes in addition to monthly rent or mortgage.

In Taylor, 22 percent of owner-occupants as well as 43.6 percent of renters are cost-burdened.



Source: Decennial Census, American Community Survey

Figure 94: Cost-Burdened Households in Taylor

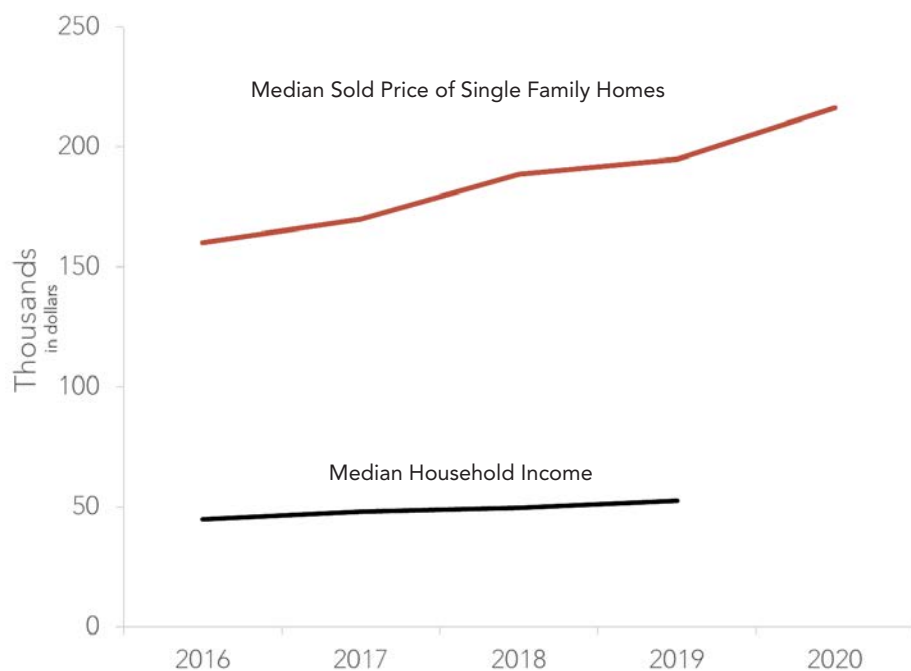
SINGLE FAMILY HOME PRICES

The median price of a single family home sold in Taylor has increased by an average of 7.1 percent per year for the past 5 years with the highest increase from 2019 to 2020 where the median price of a home sold in Taylor increased by 11 percent.

Incomes during this same time period have not increased by this rate to keep up with the growth. Median income in the City of Taylor has only increased by 1.3 percent annually since 2010.

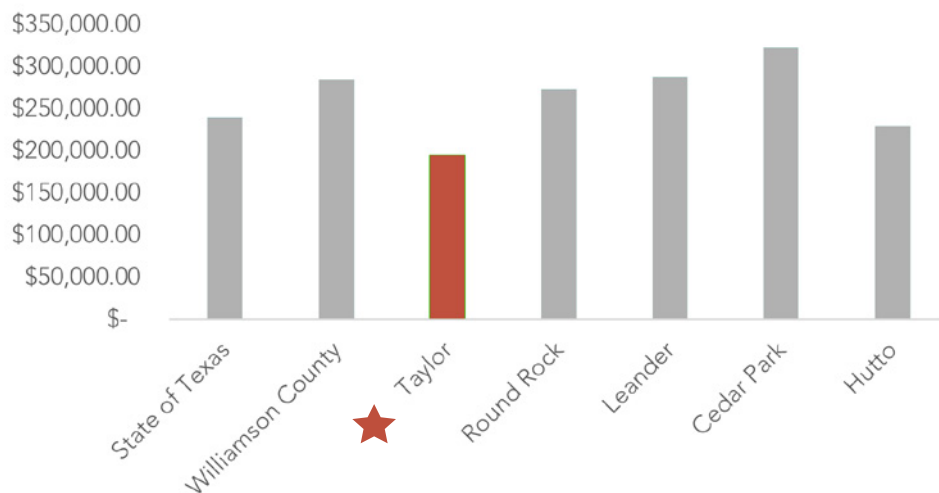


As the cost of land and construction costs continue to increase the cost of a single family home is projected to increase as well. This trend where the median price of a home grows faster than the median household income will result to a wider housing gap over time. This chapter explores the incorporation of missing middle housing types to address the growing unattainability of detached single family homes.



Source: MLS Data; American Community Survey

Figure 95: Median Sold Price of Single Family Homes vs Median Household Income since 2016



Source: MLS Data; American Community Survey

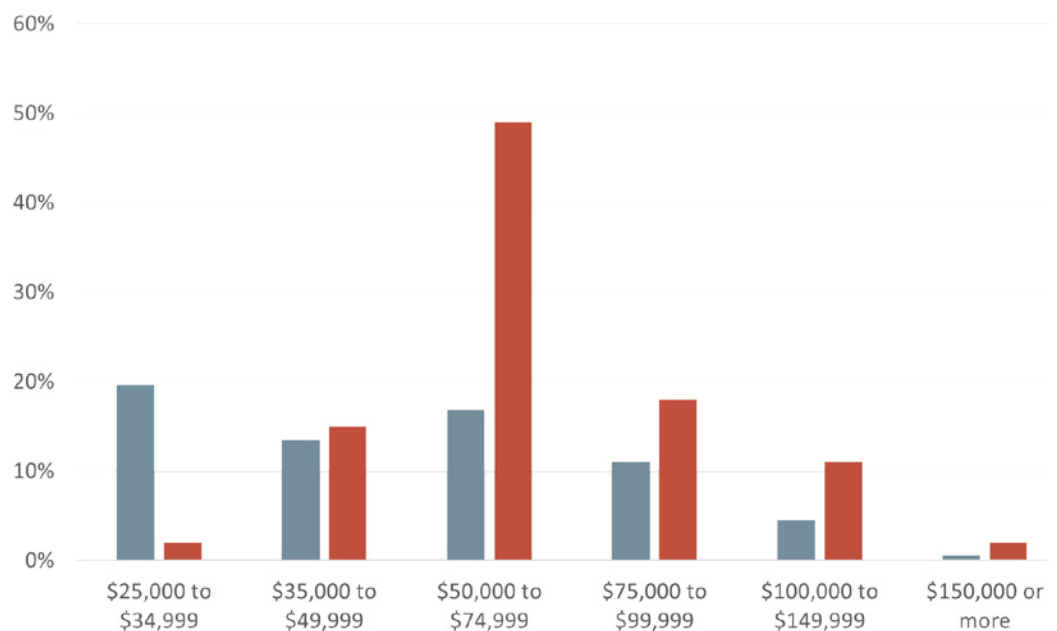
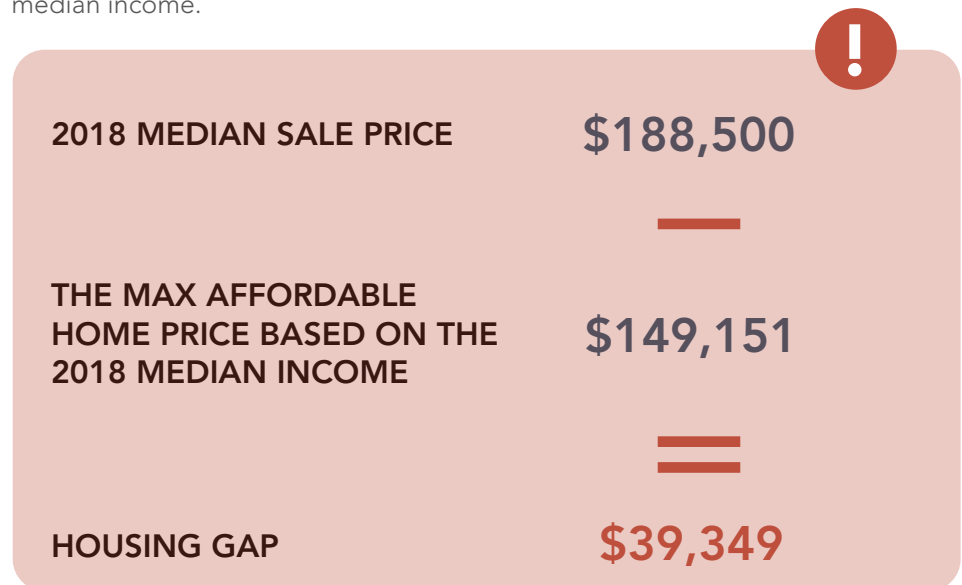
Figure 96: Median Sold Price of Single Family Homes

EXISTING CONDITIONS

HOUSING GAP

In addition to identifying cost-burdened residents, another tool to monitor housing affordability in a community is comparing the housing costs in a community to the income levels. This can be achieved by comparing home prices to incomes in the community and is referred to as the housing gap. *Figure 109: Housing Affordability Chart in Taylor* below calculates the cumulative housing gap in Taylor by income level. Residents earning less than \$25,000 per year are not included in the housing gap because they are not at an income level to support home ownership. For renters making less than \$50,000 per year that would like to enter the homeownership market, there is not enough supply available at that income level. In Taylor, the cumulative housing gap for renters wanting to purchase a home and making less than \$50,000 per year is -16.1 percent. In addition, only 5 of the homes sold for less than \$150,000 were built in the last 20 years.

A more simple way to express the housing gap in a community is a simple comparison between the median sale price of a home and the maximum affordable home price based on the median income.



Source: MLS Data; American Community Survey

Figure 97: Percent of Renters compared to Percent of Homes sold in 2018

	Maximum Affordable Home Price*	Renters		Sold Homes 2018		Purchase Gap	Cumulative Gap excluding >\$25,000
		Pct.	Num.	Pct.	Num.		
Less than \$25,000	\$75,000	34.1%	645	3%	8	-31.1%	
\$25,000 to \$34,999	\$104,997	19.6%	372	2%	4	-17.6%	-17.6%
\$35,000 to \$49,999	\$149,997	13.5%	255	15%	38	1.5%	-16.1%
\$50,000 to \$74,999	\$224,997	16.8%	318	49%	121	32.2%	16.1%
\$75,000 to \$99,999	\$297,000	11.0%	208	18%	45	7%	23.1%
\$100,000 to \$149,999	\$449,997	4.5%	85	11%	27	6.5%	29.6%
\$150,000 or more	\$449,997+	.6%	11	2%	4	1.4%	31.0%
Total							-33.7%

* Maximum affordable home price is an estimate based on a conservative estimate of a person being able to afford a home that is 3 times their income.

Figure 98: Housing Affordability Chart in Taylor

RESIDENTIAL TYPOLOGIES

ADDITION OF THE MISSING MIDDLE

Missing middle housing refers to a range of house scale buildings with multiple units, compatible in scale and form with attached single family homes, located in a walkable neighborhood. Existing codes in many cities make it difficult to create missing middle housing, so they aren't as common as single-family or large apartment developments. When allowed, missing middle housing is a more attainable building type for many reasons. Missing middle housing typically has a smaller width, depth and height than large multifamily complexes.

The smaller buildings and lots allow a range of housing types to be blended into an existing neighborhood without disrupting the residential character surrounding them. Density for these development types are often higher than 16 dwelling units per acre and support a walkable area, but do not look like dense multifamily apartment buildings. Missing middle housing also has the potential to deliver affordability that local property owners and developers can take advantage of because of smaller, less expensive lots and less expensive construction costs. A

code that identifies and allows missing middle housing is positive, but there are many other factors that influence the development of missing middle housing that should be considered. These include availability of financing, cost of construction, length of time for approvals, impact fees, and parking requirements.

Missing middle housing is projected to increase from approximately 23% to 43% of all housing in the City as the Comprehensive Plan and Future Land Use Map are implemented.

Legend:

- Detached House Large Lot (Lots greater than 5,000 Sf)
- Accessory Dwelling Unit
- Detached House Small Lot (Lots less than 5,000 Sf)
- Attached House
- Mobile Home
- Courtyard Housing
- Duplex
- Triplex / Quadraplex
- Apartment building: 5 - 9 units
- Apartment building: 10 - 19 units
- Apartment building: 20 + units



Figure 99: Missing middle housing graphic

Source: Opticos



Figure 100: Existing percentage of residential typologies

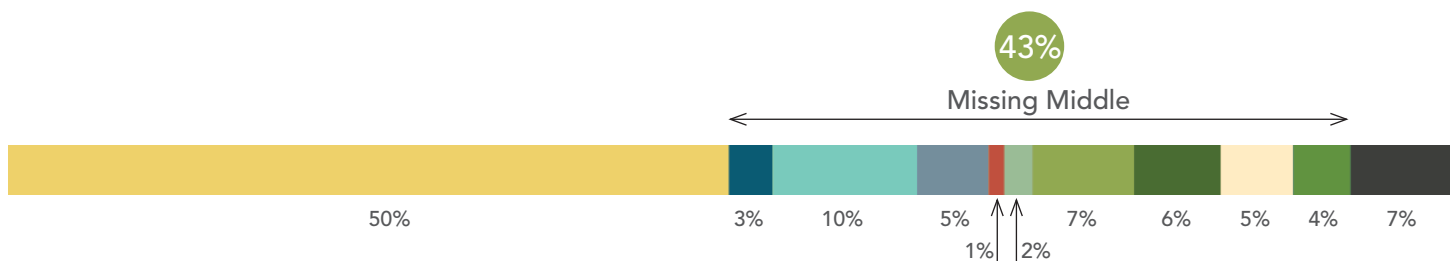


Figure 101: Proposed percentage of residential typologies

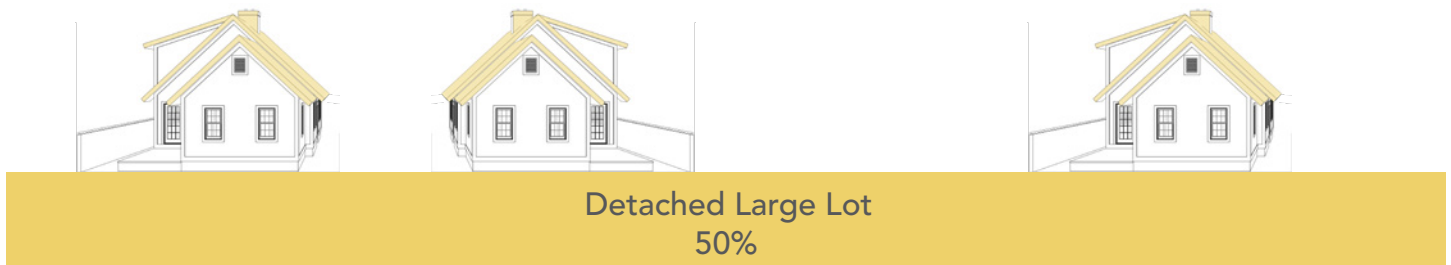


Figure 102: Detached Large Lot

DETACHED HOUSE LARGE LOTS: TARGET 106 UNITS PER YEAR

Conventional detached homes on lots greater than 5,000 square feet make up the majority of housing being built in Taylor now and projected into the future. This housing product serves a need for housing particularly for larger families with children. This product type is becoming less and less affordable as both construction cost and land costs continue to rise. Infrastructure costs are high on a per unit basis due to the wider lots and need to extend streets and utilities further distances.



Detached large lots with spacious backyards.
Source: Zillow



This is typical 2-story suburban home with 2 car-garage.
Source: Zillow

RESIDENTIAL TYPOLOGIES



Figure 103: *The Missing Middle*

ACCESSORY DWELLING UNIT: TARGET 14 NEW UNITS PER YEAR

Accessory dwelling units are second houses, garage apartments, granny flats, backyard houses, or offices built alongside single-family homes. Accessory dwelling units provide diverse affordable housing options with a lower intensity. In many cases, accessory dwelling unit standards allow for the conversion of existing structures (such as garages) into secondary dwelling units or as new accessory structures constructed on the existing available space (such as a backyard) of a single parcel. Accessory dwelling units are an affordable type of development because they use existing infrastructure and land, when compared to single or multifamily developments. Accessory dwelling units can increase the density of single-family neighborhoods without negatively impacting the existing neighborhood fabric or character. Accessory dwelling units can also increase the socioeconomic diversity of a neighborhood by providing lower-cost rental housing that is more affordable, resilient, built to today's energy and flooding standards, and building net worth for homeowners.



Accessory Dwelling Units like this one are often accessed from the alley.
Source: [Neighborhoods.com](https://www.neighborhoods.com)

DETACHED HOUSE SMALL LOT: TARGET 53 NEW UNITS PER YEAR

Detached homes on small lots can be built on vacant lots in infill areas or as new greenfield development. New smaller lots can also be created by subdividing corner lots or larger city lots into two or more lots of less than 5,000 square feet that can accommodate smaller homes. It is important to note that there are many smaller homes existing within the City of Taylor. Efforts to preserve and maintain these smaller structures and creating opportunities to place additional structures on the lot is important to meeting targets for new units and maintaining affordability.



Detached small lot homes like this one are often built in infill areas.



Several homes fronting the street.
Source: [Avenue CDC](https://www.avenuecdc.org)



Figure 104: The Missing Middle

ATTACHED UNITS: TARGET 28 NEW UNITS PER YEAR

Attached units are typically defined as two to three homes that share a wall and are each on individual lots. Attached homes are also referred to as townhouse units. They provide an opportunity for more affordable home ownership. This housing type typically includes a small yard that requires minimal maintenance and upkeep which can be desirable for young professionals or retirees. Attached homes maximize the infrastructure needed to support them.



Here is an example of attached units which are often found in urban areas.
Source: Daniel Parolek



Attached units vary in style from a rowhouse to a large multiplex house.
Source: Daniel Parolek

COTTAGE COURTYARD: TARGET 14 NEW UNITS PER YEAR

A Cottage Courtyard development typically consists of three to nine small homes arranged around a common courtyard. The homes front on the courtyard and can be either owned or rented. This housing type is a good option for larger lots in existing neighborhoods. The shared spaces provide outdoor space with little to no maintenance requirements and can be desirable for smaller families and retirees. Homes are typically around 1,200 square feet and provide a great option for affordable home ownership that maximizes infrastructure per unit.



Cottage courtyard units provide opportunities to interact with neighbors.
Source: The Cottage Company



The typology provides a great access to common green space.
Source: Opticos Design

RESIDENTIAL TYPOLOGIES

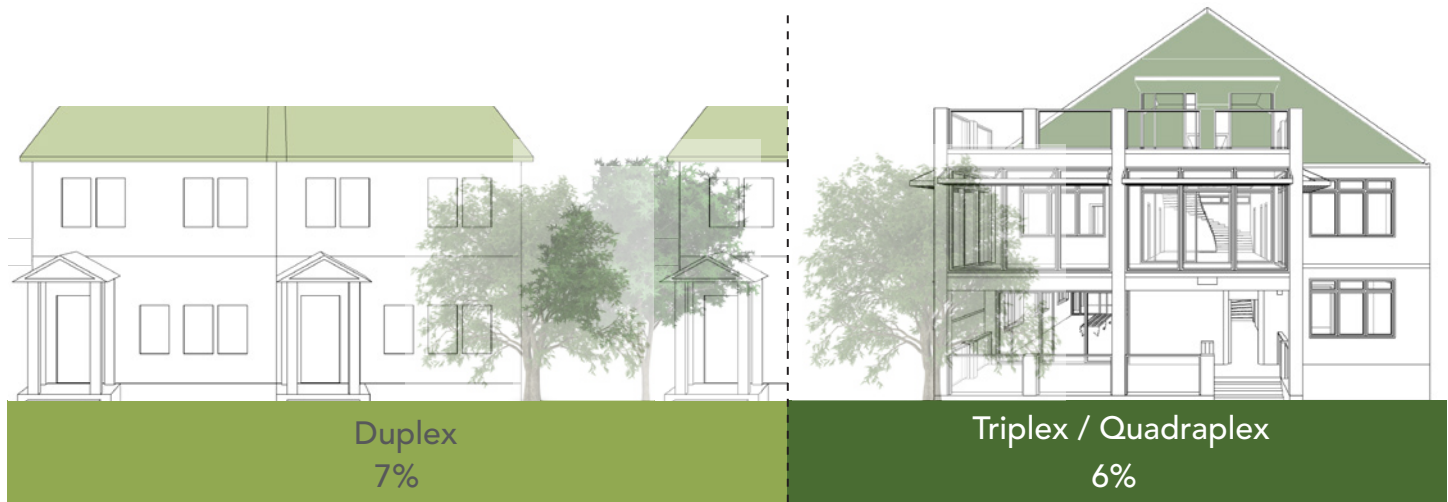


Figure 105: The Missing Middle

DUPLEX: TARGET 28 UNITS PER YEAR (14 BUILDINGS)

A duplex can take on many different forms from stacked to side-by-side or front to back. At least one-side of a duplex is typically rented and sometimes both sides. This housing type provides opportunities to integrate renters within a neighborhood in housing types that conform with the character of the neighborhood. Duplexes fit in nicely on a corner lot where there is opportunity for frontage and access from both streets. It offers the opportunity for an owner to reside in one side while building wealth with rental on the other.



A duplex on a corner lot can front both streets.

Source: City of Portland



Side by side duplex are a common form of duplex housing.

Source: Daniel Parolek

TRIPLEX / QUADRAPLEX: TARGET 28 UNITS PER YEAR (7 - 9 BUILDINGS)

Buildings containing 3 - 4 units can be seamlessly mixed into a neighborhood and provide opportunities for smaller for-rent product types to be mixed into a neighborhood.



Triplex houses provide owners the opportunity to generate rental income.

Source: Daniel Parolek



A newly built triplex house with access to the street.

Source: Emzed architecture

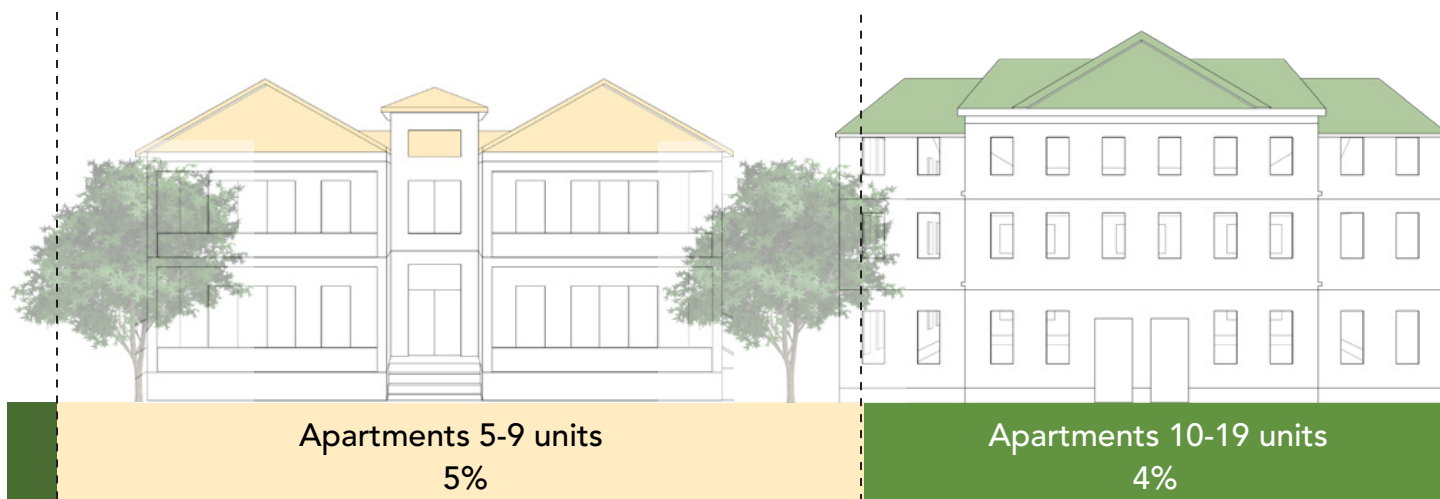


Figure 106: *The Missing Middle*

APARTMENTS 5-9 UNITS: TARGET 21 UNITS PER YEAR (3 - 4 BUILDINGS)

Small apartments with 9 units or less can fit in well within an existing neighborhood or an area transitioning from more intense uses. These buildings can resemble homes from the outside and offer an opportunity for living close in to amenities and within an existing urban fabric of lots and blocks.



Small apartment buildings can provide nicely scaled buildings for neighborhoods.

Source: Daniel Parolek



A small apartment in Taylor can fit 5 - 6 units within a neighborhood

APARTMENTS 10-19 UNITS: TARGET 25 UNITS PER YEAR (2 - 3 BUILDINGS)

Mid sized apartment buildings with between 10 and 19 units can be mixed into a neighborhood and included along larger corridors. These types of apartments can offer living adjacent to important amenities or the downtown.



Urban apartments may be located in mixed use buildings.

Source: Zillow



Small apartments are typically located in areas with good access to services.

Source: Zillow

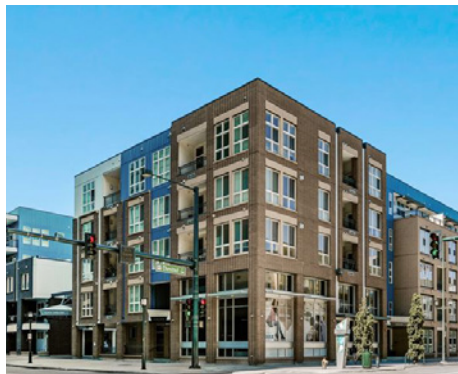
RESIDENTIAL TYPOLOGIES



Figure 107: Apartment building: 20 + units

APARTMENT BUILDING: 20 + UNITS TARGET 35 NEW UNITS PER YEAR

Apartment complexes with 20+ units can be integrated into new mixed-use centers. These urban style apartment buildings are not considered part of the missing middle housing type but are a valuable component to a mixed use center adding the densities needed to support a walkable mixed use environment.



Urban style apartments frame the street and add the density needed for a walkable center.

Source: For rent website



Apartment buildings provide a lot of benefit for urban efficiency.

Source: Vesta Corp website

SUMMARY AND KEY TAKEAWAYS

1

Build more smaller housing.

Building more smaller homes that use less land is one of the key takeaways for becoming more fiscally sustainable as a City. It is also a key element of building new housing that is more affordable. When more units are added within a similarly sized building envelope and on a similarly sized lot construction costs can be reduced. Multiple units are more expensive than a single unit because there are more kitchens and bathrooms but these increased costs can be partially off-set by shared walls and smaller square footages per unit. In addition land costs can be significantly reduced on a per unit basis.

Building more, smaller homes represents the most efficient use of infrastructure, services, and amenities including utilities, streets, parks police and fire, schools and libraries. These services are typically allocated based partially on the proximity. By building more smaller units in close proximity the cost of these services are reduced. By reducing barriers to building more, smaller units within the City and more specifically within existing developed areas, Taylor can achieve it's goals of becoming more fiscally sustainable and more affordable to existing and future residents.



Supports existing neighborhoods and communities.



Small and infill lots match historic development patterns.



Utilizing existing land as a resource promotes resilience.



Infill development supports fiscal sustainability.



Encouraging small housing supports a diversity of needs.

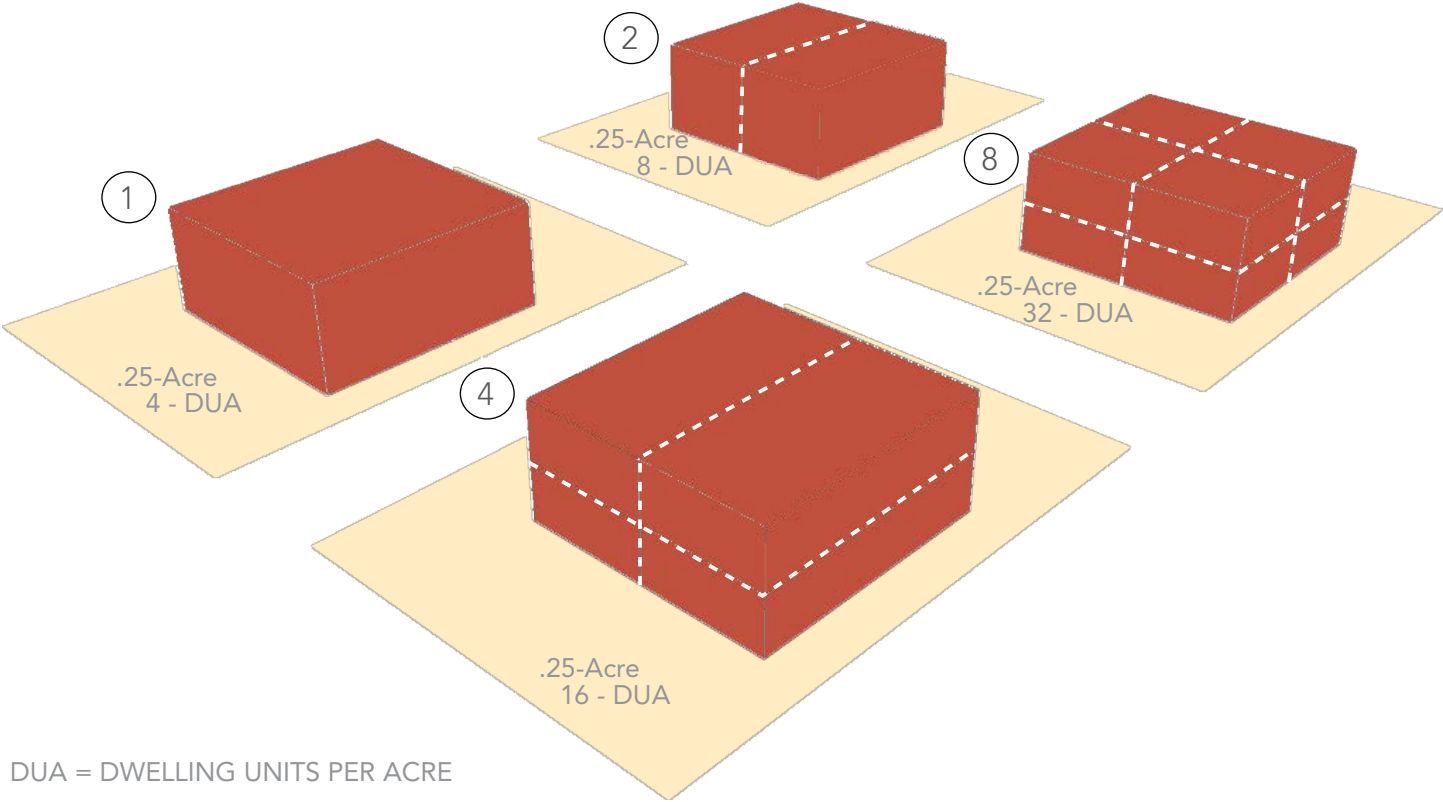
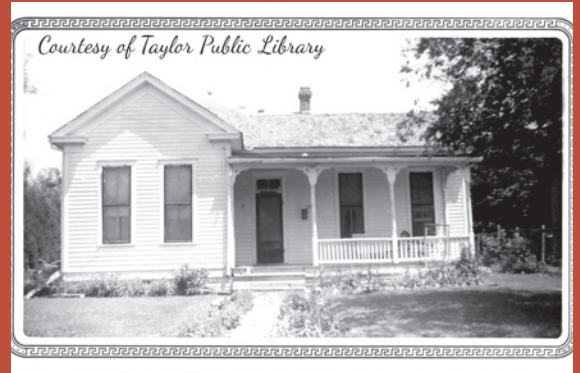


Figure 108: Plot and building mass divided into 1, 2, 4 and 8 units

2

Preserve existing housing.

The City of Taylor has many smaller older homes located on larger lots. These homes represent naturally occurring affordability within the community. As property values rise pressure to redevelop these lots with larger less affordable homes may lead to displacement. Programs to assist residents in maintaining older homes, selling off portions of larger lots, or building additional smaller units can help to mitigate displacement caused by rising property values. A housing trust is a tool that can be used to help preserve affordability in the community.



Preserving existing housing helps prevent displacement.



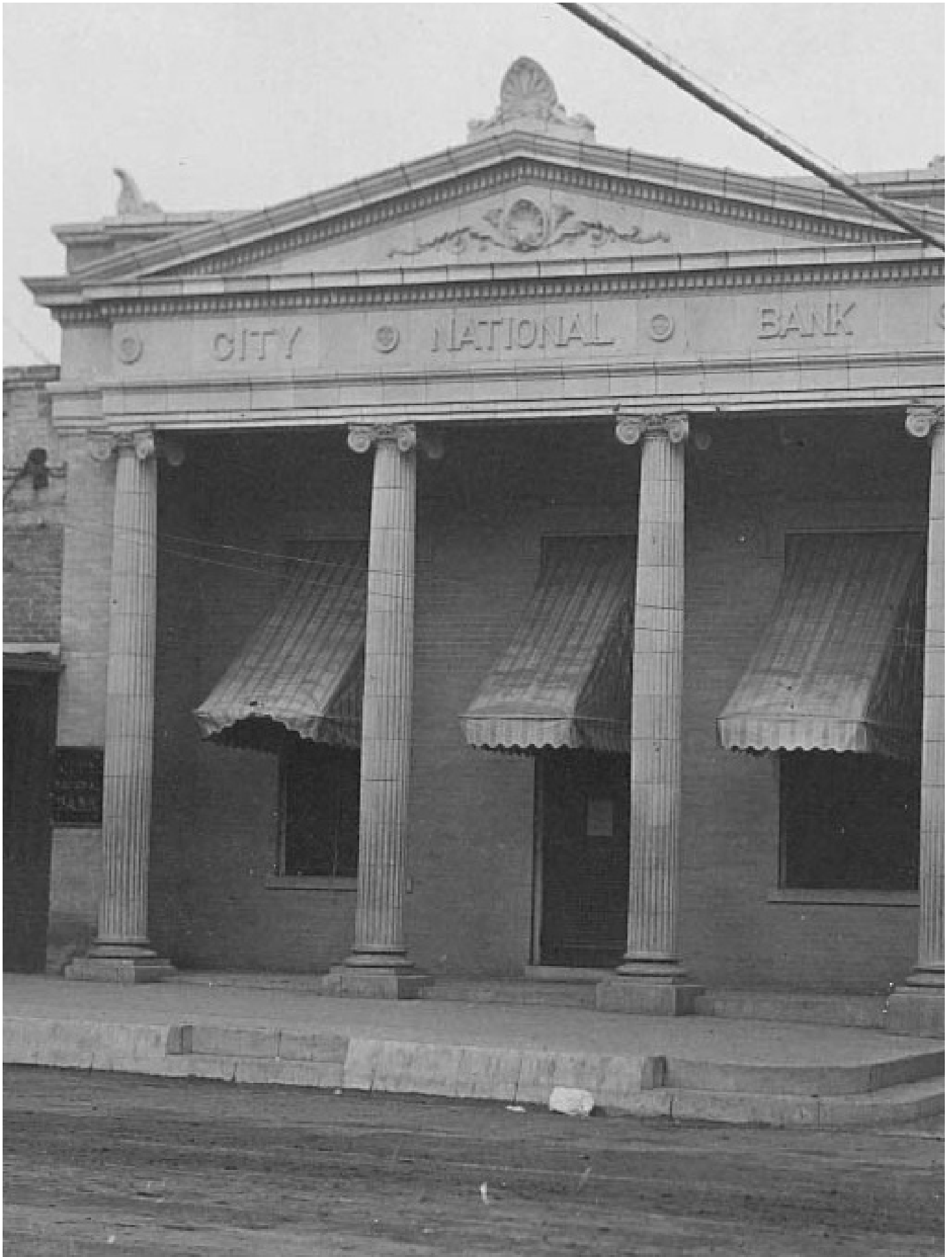
Existing housing represents the character of Taylor.



Existing housing stock is a resource. Its preservation promotes resilience.



Smaller older housing represents naturally occurring affordability.





CHAPTER 5

IMPLEMENTATION

↳ STRATEGIES

STRATEGIES

This section provides strategies that the City of Taylor and local leaders can take to implement the Comprehensive Plan. There are a total of 15 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan. The following pages present each strategy in detail. Each strategy includes a list of actions, potential funding sources and leading entities. The strategies should guide the City of Taylor and partners in defining programs, setting priorities, allocating finances and assessing achievements. Over time, this part of the Comprehensive Plan should be revisited and updated to ensure that the strategies remain relevant and current as the City of Taylor continues to evolve.



PROJECTS

Projects are built, permanent, physical changes.



PROGRAMS

Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.



POLICIES

Policies are legal norms, rules, or definitions that control and influence future changes.

ACTION STEPS



FUNDING TOOLS



PARTNERSHIPS

Figure 109: Policies, Projects, and Programs Description

1

TAYLOR PREFERRED GROWTH DASHBOARD

Develop annual budgets to measure growth in the City of Taylor and publish progress on a dashboard located on the city's website. The dashboard will help the plan to maintain relevance and encourage accountability towards the goals of the plan. This strategy will raise awareness of the Comprehensive Plan growth strategies and lead to updates and recalibration of budgets to adjust for updated population projections. This strategy may require staff resources to keep up with the dashboard, update data collection methodologies with permit submittal; and maintain more accurate and updated geographic information.

ACTIONS

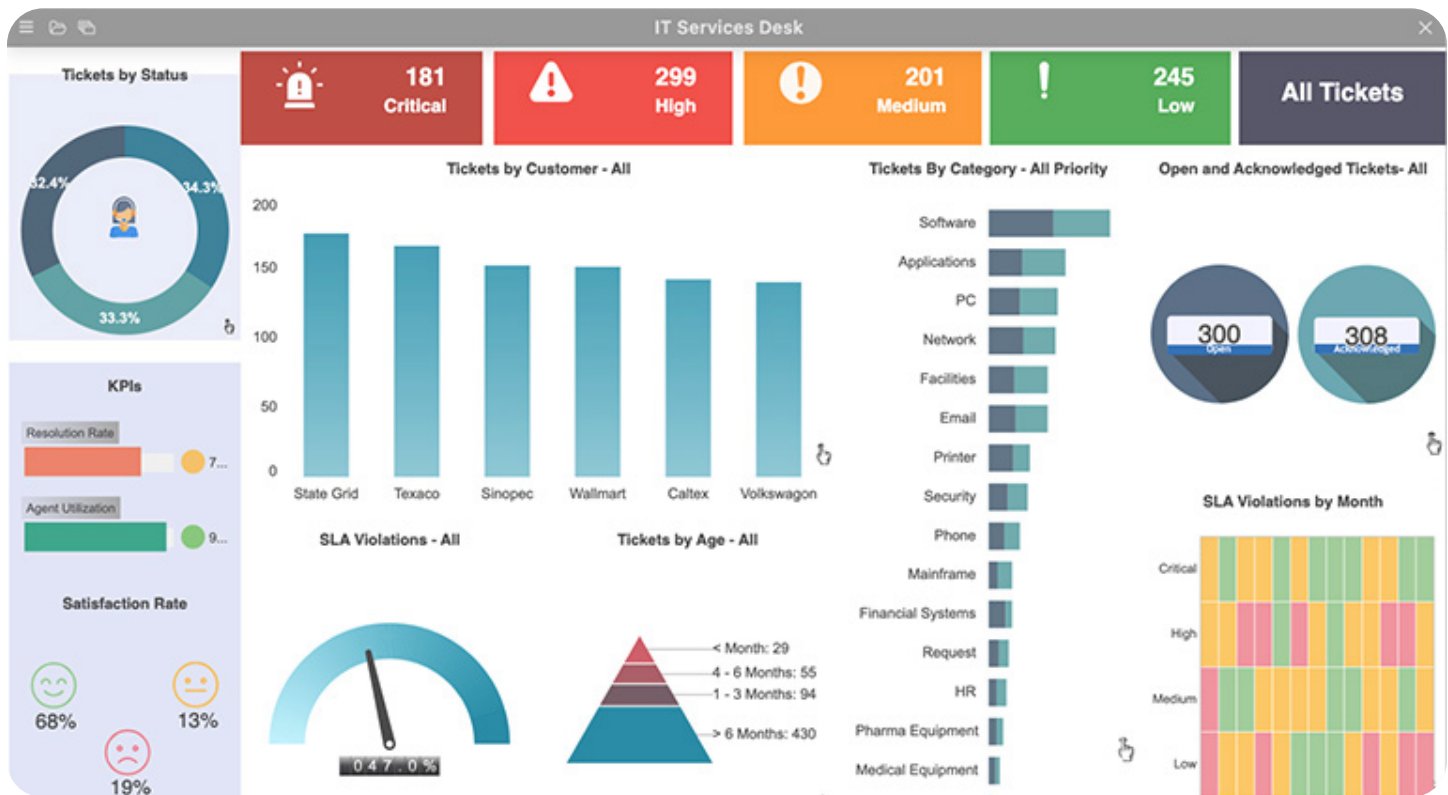
- Identify metrics to track
- Establish a baseline
- Update annually

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate and business community
- Regional governmental entities



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

2

LAND USE EVALUATION TOOL

A land use evaluation tool would analyze the fiscal implications, infrastructure capacity, housing diversity, and proposed land uses against the goals and projections in the Comprehensive Plan. The growth sectors map would be included as an evaluation tool. These metrics would be presented consistently with every new development proposal. This strategy will help ensure that informed decisions are made about future development and not increase the burden on current tax payers.

ACTIONS

- Establish a template and methodology.
- Update zoning and land use application requirements.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate, development and business community



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

3

DIRECT GROWTH TO CENTERS

Use city programs, policies, and projects like reduced impact fees, new capital improvements, infrastructure, and location of city facilities to help catalyze growth. Other policies can include capturing tax increment within new centers and dedicating a certain percentage to improvements within those centers. This strategy can help lead to a more fiscally sustainable future, reduce the burden on infrastructure, and encourage development to match the character of existing development in Taylor. It will be important to find the appropriate balance between investment in new centers and investment in Downtown.

ACTIONS

- Establish a city wide policy for investment in identified centers.
- Adjust current infrastructure programs to consider new centers.
- Prioritize new projects within centers.

FUNDING TOOLS

- Establishment of a Tax Increment District

PARTNERSHIPS

- Real estate and business community
- Public Works Department
- Community services



Prioritize centers for capital improvements and other growth supportive policies that may result in reduced impact fees.

4

UPDATE DEVELOPMENT STANDARDS TO SUPPORT CENTERS AND INFILL

Centers are envisioned as mixed use and walkable places; the city's current development standards do not support this character of development outside of the downtown. Each center has a desired function and character. Development standards need to be updated to allow centers to build out in a way that matches the intent and character. Implementing this strategy will help lead to the development and redevelopment of the centers consistent with the city's goals. This strategy should also streamline development within identified centers. Note that it will be important to balance character based design standards with increases in entitlement to ensure the viability of these centers.

ACTIONS

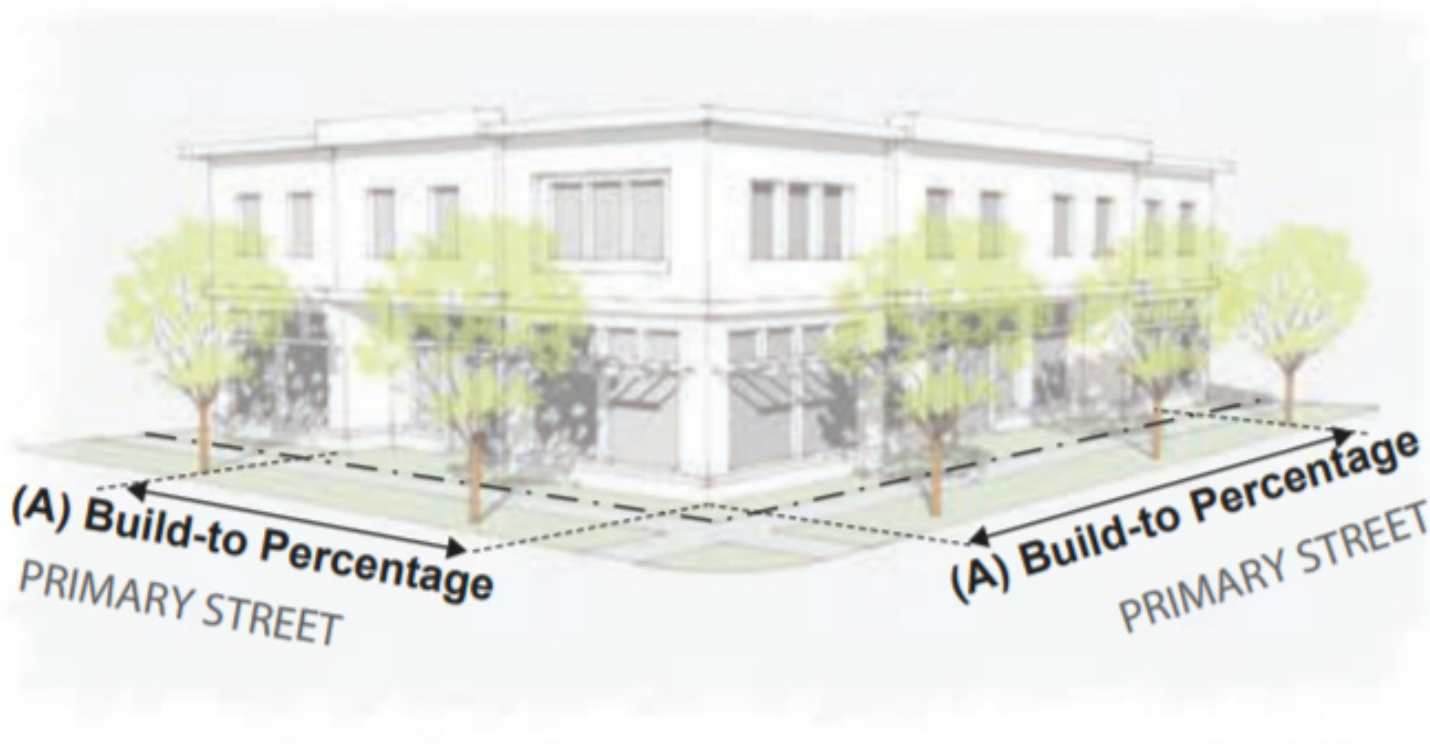
- Identify the scope of the project
- Involve community stakeholders
- Propose standards
- Adopt an updated code with new tools and standards.

FUNDING TOOLS

- City budget

PARTNERSHIPS

- Real estate and business community
- Property owners
- Residents



Revise the development code to ensure that identified centers evolve as envisioned in the Comprehensive Plan.

5

IMPLEMENT POLICIES TO DISCOURAGE DEVELOPMENT IN RESTRICTED GROWTH SECTORS

Property within the restricted growth sector on the growth sector map does not have access to adequate utility and street infrastructure to support new development. Developing these areas would require service extensions and new streets. This expenditure to support new areas would have a disproportionate impact on current tax payers now and in the future. Discouraging development in restricted growth areas will require strong policies related to enforcing the growth sector map. These policies can become part of a future development code update. In addition to discouraging development policies can be adopted to assist with preservation of important agricultural land.

ACTIONS

- Adopt policies for the preservation of agricultural land.
- Adopt policies related to development requests in restricted growth areas.
- Update development standards to enforce the growth sectors map.

FUNDING TOOLS

- Land preservation grants

PARTNERSHIPS

- Trust for public lands or other organizations that implement conservation easements



Implement land use and infrastructure policies that discourage the extension of infrastructure into the ETJ and County.

6

IMPLEMENT THE NEW TRANSPORTATION MASTER PLAN

The purpose of the City of Taylor Transportation Master Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel within and through the City of Taylor. The location and design of streets in the Transportation Plan reflect the function of the streets to move people within the city and to generate valuable land uses. This strategy will lead to better maintained streets, help reduce congestion and encourage all modes of travel.

ACTIONS

- Adopt a strategy to prioritize street maintenance where investments in increased property values are occurring.
- Focus on multimodal improvements.
- Ensure the preservation of ROW as development occurs.
- Adopt access management programs to ensure roads maintain mobility and streets create value.

FUNDING TOOLS

- Management districts within the downtown can support some maintenance and beautification
- County, state, and federal infrastructure grants can be pursued.
- Increased values from infill development and redevelopment

PARTNERSHIPS

- Regional governments
- TxDOT
- Main Street



Implement the new hierarchy of streets and associated cross sections.

7 PLAN FOR NON-VEHICULAR TRIPS

When planning a new development or modeling city-wide and regional mobility needs, non-vehicular trips should be accounted for. The number of non-vehicular trips is heavily influenced by the development pattern, street design, and uses. By accounting for non-vehicular trips the amount of space designated to vehicles in the ROW can be reduced. This strategy can lead to a reduction in the number of travel lanes and increase accommodations for non-vehicular modes.

ACTIONS

- Update development standards to include space for non-vehicular travel such as minimum bicycle parking requirements.
- Reduce or eliminate parking standards for infill or compatible new development in centers.
- Update transportation and traffic impact models to account for non-vehicular trips.

ACTIONS CONTINUED

- Expand hike and bike trails to connect neighborhoods, parks, schools, and mixed-use areas.
- Improve pedestrian facilities/safety to encourage walking trips areas.

PARTNERSHIPS

- Regional governments
- TxDOT
- Development community



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

8

ADOPT A VISION ZERO POLICY

A Vision Zero policy includes a goal to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. A Vision Zero policy should include political commitment, multi-disciplinary leadership, an action plan, commitment to equity, and be data-driven. This strategy will help to reduce traffic collisions and increase safety for all users. A Vision Zero policy can help to shift the conversation about street design to prioritize safety. As a part of the Vision Zero policy, an ADA transition plan and way finding can be incorporated.

ACTIONS

- Analyze collisions and safety data
- Assemble a multi-disciplinary team
- Identify strategies
- Implement

FUNDING TOOLS

- Grants may be available

PARTNERSHIPS

- Regional governments
- TxDOT
- Police & Fire
- Non-profit and community groups
- Business community
- Residents



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

9

PRIORITIZE INFILL AREAS AND CENTERS FOR STREET IMPROVEMENTS

Street improvements and maintenance should be focused in infill areas and centers because these areas are anticipated to accommodate the majority of people. In order to be fiscally sustainable the city needs to be able to adequately maintain existing infrastructure prior to building more. This strategy will encourage and support more infill development and maintain a more consistent overall tax burden for current tax payers.

ACTIONS

- Adjust infrastructure extension policies.
- Adjust street maintenance plans.
- Align street maintenance budget with private investments in infill areas and centers.

FUNDING TOOLS

- State and regional transportation funding
- Potential Tax Increment Financing Districts
- Annual budget

PARTNERSHIPS

- Not applicable



Overlay the pavement condition with the land use plan and prioritize the CIP with infill and intended growth areas.

ENHANCE CROSS TOWN CORRIDORS

Cross town corridors are typically designated as either a Neighborhood Avenue or a Community Boulevard and they represent the primary connections from center to center and neighborhood to neighborhood within the City of Taylor. Cross town corridors should prioritize pedestrian, transit, and bicycle travel and accommodate moving vehicles. This strategy will increase transit ridership and accommodate more modes of transportation allowing people to travel safely between centers. Challenges with implementation include constrained ROW and cost of improvements. It can be challenging to accommodate that many different types of users within existing ROW and may require trade offs.

ACTIONS

- Identify priority improvements and important pedestrian and bicycle connections.
- Utilize low-cost methods such as striping and bollards whenever possible.

FUNDING TOOLS

- State and regional transportation funding
- Potential Tax Increment Financing Districts
- Annual budget

PARTNERSHIPS

- CARTS



Prioritize complete streets in the design and implementation of cross-town corridors.

11 ENCOURAGE MISSING MIDDLE HOUSING

The characteristics of fiscally sustainable developments include a high ratio of building footprint to lot size, multi-story structures, narrow lot frontages, smaller lots and narrower streets in a grid pattern. These characteristics are all represented in missing middle housing typologies. Development standards should be updated to allow and encourage these types of buildings by-right. This strategy will provide clear direction for future development through the use of explanations, photographs, and illustrations. Missing middle housing typologies can be employed by adding new units to lots with an existing home helping property owners stay in place when property values rise. Missing middle housing can also be used on infill lots allowing more, smaller units to be constructed and therefore achieving greater affordability on a per unit basis.

ACTIONS

- Update development standards to allow and encourage missing middle housing.
- Consider programs to help existing property owners build additional dwelling units on existing lots or subdivide and sell a portion of the lot.
- Develop a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Housing subsidies funded through community Development Block Grants

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers
- Housing Authority



Update zoning and development standards to allow by right those design characteristics that lead to fiscally sustainable neighborhoods.

Pro-actively discourage displacement by encouraging the preservation of naturally occurring affordability in the form of smaller lots and smaller units. This can also include allowing more units on less land for new construction. Consider incentives like allowing additional units to be built on a lot when the main unit is preserved. This strategy will maintain small-town character, lead to more affordability and provide property owners with opportunities to improve their lots and stay in place.

ACTIONS

- Consider strategies to prevent displacement when making infrastructure upgrades that may lead to increased property values in lower income neighborhoods.
- Update development standards to allow more smaller homes to be built on infill lots.
- Support the establishment of a housing trust.

FUNDING TOOLS

- Housing subsidies funded through Community Development Block Grants

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers
- Housing Authority



Adopt policies to evaluate development proposals in greenfield areas.

13

ENCOURAGE MORE ACCESSORY DWELLING UNITS

Zoning ordinances and development standards need to be updated in order to allow accessory dwelling units to be permitted by-right. Building an accessory dwelling unit on a lot will double the density of that lot without leading to displacement or changing the character of the neighborhood. This strategy will give property owners more options to improve and better utilize their property, provide more housing in areas that already have services and amenities and more efficiently utilize existing infrastructure.

ACTIONS

- Update development standards.
- Consider programs to help existing property owners achieve financing and build accessory dwelling units.

FUNDING TOOLS

- Housing programs

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers



Update the zoning ordinance to allow increased intensity of development in the Neighborhood Infill Land Use designation that fits with the character of the surrounding neighborhood.

MAINTAIN SMALL TOWN CHARACTER IN NEW NEIGHBORHOODS

As new greenfield neighborhoods and housing are built the scale and character of the streets, lots, and buildings should match the scale and character of original Taylor. Calibrate the development standards and subdivision standards to match the patterns of Taylor now. This strategy will maintain Taylor as a place that is unique and encourage more fiscally sustainable development and better utilization of resources.

ACTIONS

- Update development standards.
- Update subdivision standards to ensure new neighborhoods connect and extend the existing street grid.
- Require an urban design review for new neighborhoods.
- Implement a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Development community



Establish development and design standards that achieve the characteristics of "small-town atmosphere in the Neighborhood Land Use Categories.

EXPAND AND CONNECT THE PARK AND TRAIL SYSTEM

As the population grows the parks and trail systems should grow proportionately to ensure that the level of service for existing residents remains consistent. As new development occurs care should be taken to ensure adequate accessibility to parks. The city's trail system should be expanded along the existing drainage network as indicated in the thoroughfare plan map.

ACTIONS

- Implement the parks plan.
- Update the development code to ensure that parkland dedication is sufficient.
- Update the development standards to include park maintenance fees with new development.
- Update subdivision ordinance to ensure that trail systems are extended as identified in the Transportation Master Plan.

FUNDING TOOLS

- Developer dedication and fees
- Grants

PARTNERSHIPS

- Local non-profits and community groups



Work with developers to create parkland dedications and to construct park facilities accessible by the whole community.







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APPENDIX: RECENT PLANNING INITIATIVES

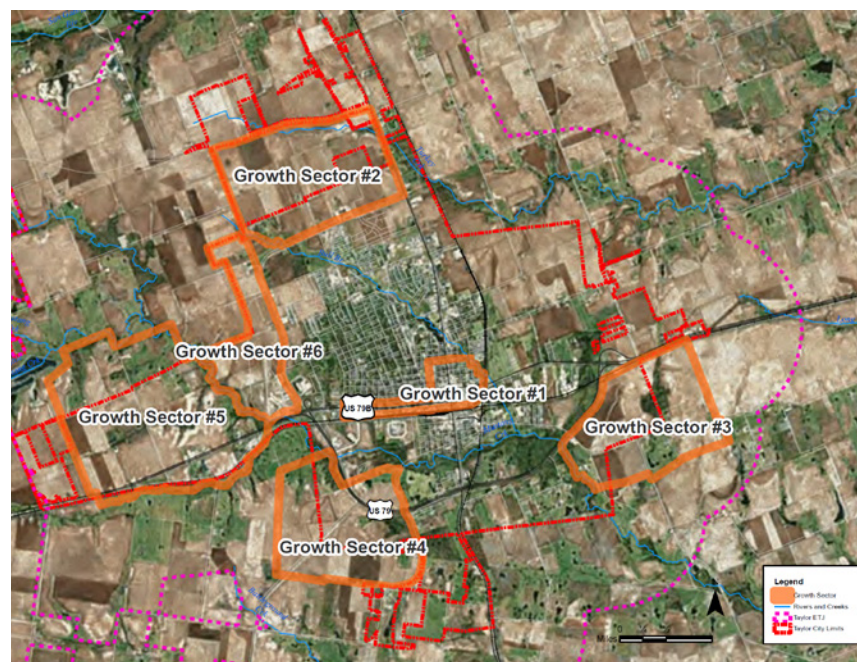
A VISION FOR FUTURE DEVELOPMENT (2017), CENTER FOR URBAN AND REGIONAL PLANNING - UTSA

PURPOSE

The purpose of this study is to examine land areas within the existing city limits and ETJ of Taylor that have potential for residential, commercial, office and industrial growth.

RELEVANT INFORMATION

- Six “growth areas” were identified as existing or emerging growth sectors and evaluated with respect to land suitability based on the availability of infrastructure, land use patterns, and natural features.
- Growth Sector 1 was Taylor’s Historic Downtown District. Opportunities identified in this sector include adaptive commercial re-use with offices or residential on the upper floors, the potential for more passenger rail travel, good access to US 79 and SH 130, and opportunities for enhanced industrial development in the southern portion of the Sector.
- Growth Sector 2 was identified as Taylor North and includes 1,241 acres and a major floodplain. Opportunities in this growth sector were identified as residential, service offices, commercial land use along major roads and recreational opportunities along Turkey Creek.
- Growth Sector 3 was identified as Taylor East and includes 1,073 acres. This sector provides excellent opportunities for industrial development based on its adjacency to the Union Pacific Rail and access to major thoroughfares and limited floodplains.
- Growth Sector 4 was identified as Taylor South and is expected to grow with residential development in the near future based on proximity to US 79, the Taylor High School and easy access to Main Street and Downtown.
- Growth Sector 5 was identified as Taylor West and has direct access to US 79 and is located closest to the Austin metro area. Several creeks in the area indicate a high potential for a linear park system.
- Growth Sector 6 was identified as the Airport and has excellent potential for light industrial uses related to aviation. Also located in this area is the operations center for the Electric Reliability Council of Texas (ERCOT), the largest employer in Taylor.



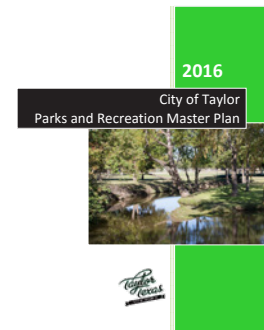
Source: University of Texas at San Antonio

Figure 110: A Vision for Future Development Growth Sector

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2016)

PURPOSE

The purpose of the 2016 City of Taylor Parks and Recreation Master Plan was to use a demand based approach and public input to guide the enhancement and preservation of the current park system while looking to the future and the parks and recreation needs of generations to come.



RELEVANT INFORMATION

The Master Plan identified five goals including:

1. The City of Taylor will increase the percentage of parkland and trail connectivity, including open space and greenbelt areas for trail development;
2. Increase safety in Taylor Parks;
3. Review and implement policies and ordinances;
4. Develop marketing strategies for recreational programs; and
5. Increase usage of parks and recreation facilities through programming.

The Parks and Recreation Master Plan recommends utilizing the National Recreation and Park Association (NRPA) standards of 10 acres of developed parkland per 1,000 population and 5 – 8 acres of Community Parks per 1,000 population.

Based on the NRPA standards, the City of Taylor met the requirements for the amount of parkland per 1,000 population in 2016. Recommendations from the City of Taylor Parks and Recreation Master Plan focus on increasing the diversity of park and recreation opportunities and the upkeep and maintenance of existing parks.

The City recently adopted master plans for Murphy, Robinson and Bull Branch Parks.

PRIORITIES	PRIORITY TIMELINE
Construct a cross town recreational trail along Bull Branch Creek.	Short
Perform upgrades to the Robinson Park softball field.	Short
Construct splash pad and ball field improvements at Robinson Park.	Short
Continue renovation and maintenance of existing facilities.	Medium
Identify grants and budget for park enhancements.	Medium
Build enhancements to downtown Heritage Park.	Medium
Construct a downtown skate park.	Medium
Add shade trees and native landscaping to parks.	Long
Identify land for a pocket park.	Long
Identify and acquire land for additional parkland.	Ongoing
Acquire additional parklands from developers in the planning for residential subdivisions.	Ongoing
Enhance park facilities by implementing better maintenance and upkeep standards.	Ongoing
Manage the current wildlife within the park system to ensure a quality recreational experience for all park users.	Ongoing
Enhance park safety through implementation of a park safety program.	Ongoing

Source: City of Taylor Parks and Recreation Master Plan

Figure 111: City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities

RECENT PLANNING INITIATIVES

CITY OF TAYLOR DOWNTOWN MASTER PLAN (2015)

PURPOSE

The purpose of the City of Taylor Downtown Master Plan (Downtown Master Plan) was to identify opportunities for future investments, create action steps for implementation, bring people back into Downtown and make it a pedestrian-friendly and ADA-accessible destination.

RELEVANT INFORMATION

- The Downtown Master Plan included eight goals in the categories of economic, community, environment and art then identified specific actions and catalytic projects to help

make those goals a reality.

- Some key regional project recommendations included gateway features and trail and bike connections.
- Some key Downtown projects included Downtown design

standards, a parking strategy, and wayfinding and signage.

- Key streetscape improvements were recommended along Main Street, First Street, Talbot Street, Second Street, and Porter Street.



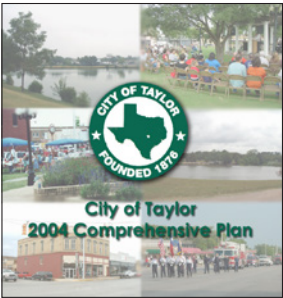
Figure 112: Downtown Master Plan Framework Plan

Source: City of Taylor Downtown Master Plan

CITY OF TAYLOR COMPREHENSIVE PLAN (2004)

PURPOSE

The purpose of the 2004 City of Taylor Comprehensive Plan (2004 Comprehensive Plan) is to provide a guide and an analytical tool to evaluate zoning and development submittals and direct policy decisions.



RELEVANT INFORMATION

- The 2004 Comprehensive Plan assumed the average density of existing residential areas would remain. This assumption necessitated an aggressive annexation strategy spreading to the north and west of the 2004 city limits.
- A key goal of the 2004 housing chapter was to improve the housing conditions in Taylor through requiring and assisting in the rehabilitation of substandard housing and the demolition of dilapidated housing.

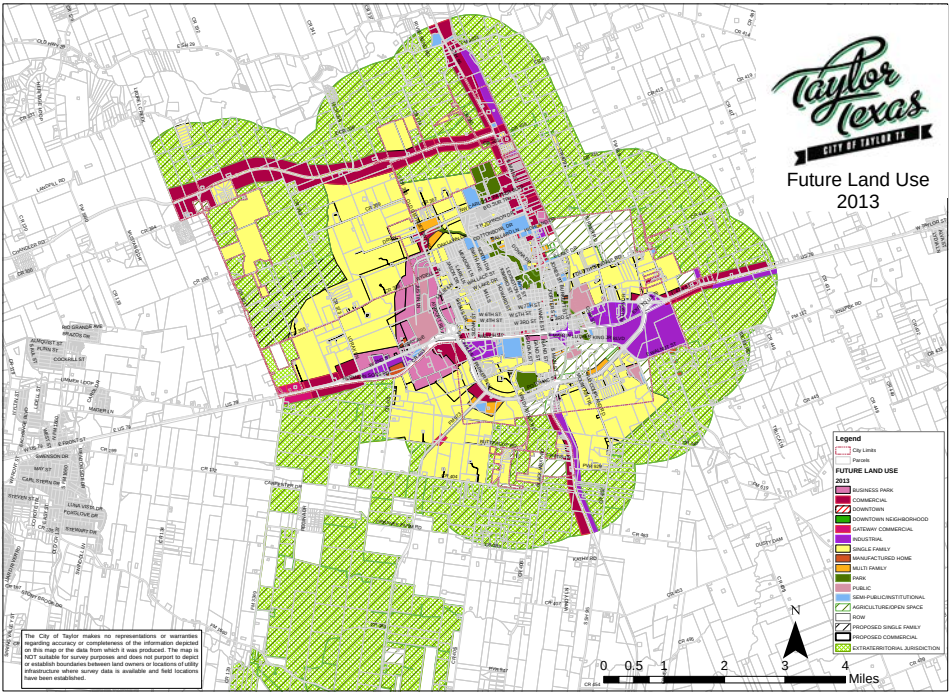


Figure 113: City of Taylor Future Land Use Plan Source: 2004 Comprehensive Plan

PROJECTED LAND USE REQUIREMENTS

The Future Land Use Plan in the 2004 Comprehensive Plan allocated a certain percentage of the city and ETJ to fourteen different land use categories based on anticipated population growth, shown in *Figure 6: City of Taylor Future Land Use Plan* (last amended in 2013). The projected acreage by land use category is included in *Figure 7*.

LAND USE CATEGORY	CITY LIMITS	PERCENT	CITY LIMITS + ETJ	PERCENT
Agricultural / Open Space	996.5	11.4%	15,394.7	50.3%
Single Family	3,588.6	41.0%	10,026.3	32.8%
Downtown Residential	411.5	4.7%	411.5	1.3%
Multi Family	234.6	2.7%	246.5	0.8%
Manufactured Home	91.0	1.0%	102.8	0.3%
Downtown	81.1	.9%	81.1	0.3%
Commercial	516.8	5.9%	660.2	2.2%
Industrial	703.4	8.0%	706.3	2.3%
Institutional	297.7	3.4%	305.0	1.0%
Public	452.6	5.3%	461.3	1.5%
Park	369.4	4.2%	399.3	1.3%
Business Park	482.4	5.5%	980.3	3.3%
ROW	529.1	6.0%	808.9	2.6%
Total	8,754.7	100%	30,584.2	100%

Source: 2004 Comprehensive Plan

Figure 114: Projected Land Area by Future Land Use Category 2025

RECENT PLANNING INITIATIVES

RELEVANT EXISTING TRANSPORTATION PROJECTS/PLANS

Several planning documents inform the growth of the transportation infrastructure within the City of Taylor, including:

- City of Taylor Thoroughfare Plan (2004)
- City of Taylor Downtown Plan (2015)
- Williamson County Long Range Transportation Plan
- Williamson County Chandler Road Extension Planning and Preservation Study
- CAMPO 2045 Plan
- CARTS 2045 Plan

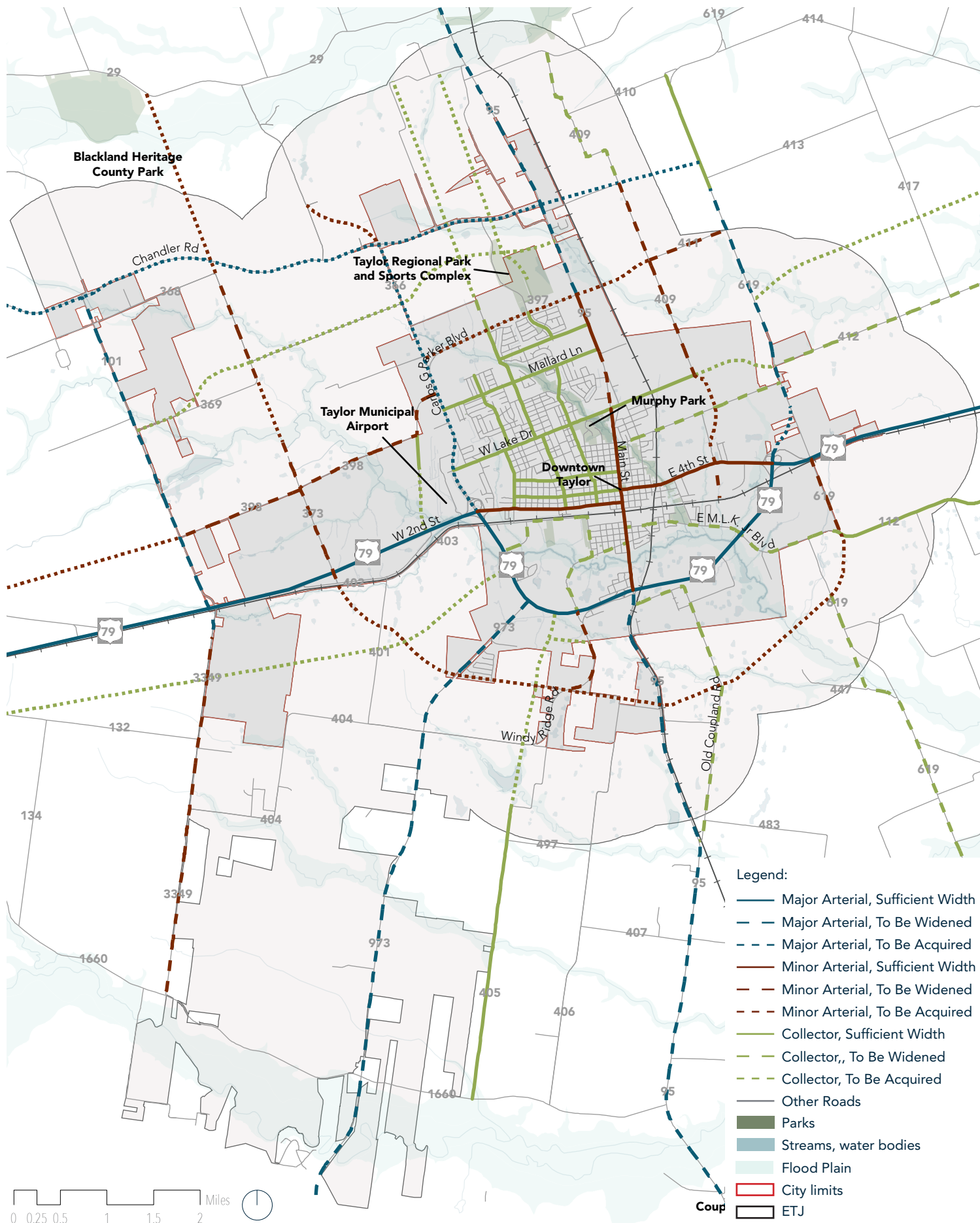


Figure 115: 2004 Thoroughfare Plan

Source: City of Taylor, HDR

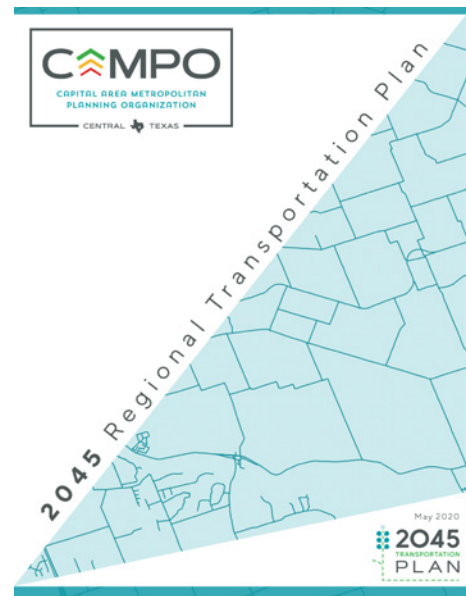
CAMPO 2045 – FISCALLY CONSTRAINED PROJECTS

- **US 79** – Widening US 79 from a four-lane undivided roadway to a six-lane divided roadway between FM 619 and west of the study limits to FM 1460
- **Corridor E1/Southeast Loop** – Widening Southeast Loop from a two-lane roadway with a continuous left-turn lane to a six-lane divided roadway and ultimately to a four-lane limited access roadway with three-lane frontage roads in each direction between US 79 and west of study limits to SH 130
- **Corridor B2/Chandler Road** – Widening Chandler Road from a two-lane undivided roadway to a six-lane divided roadway between SH 95 and west of study limits to SH 130, construction of a new two-lane roadway with a continuous left-turn lane between FM 619 and east of study limits to FM 1063
- **Corridor A2** – Construction of a new two-lane roadway with a continuous left-turn lane between FM 3349 and SH 95 with eventual widening to a six-lane divided roadway
- **Corridor B3/FM 619** – Construction of new roadway connections from FM 619 to SH 95 and US 79, widening FM 619 from a two-lane undivided roadway to a two-lane roadway with a continuous left-turn lane and ultimately to a six-lane divided roadway between SH 95 and US 79
- **Corridor E2/CR 101** – Widening CR 101 to a six-lane divided roadway between Chandler Road and US 79
- **Corridor E3/CR 101** – Construction of new two-lane roadway with a continuous left-turn lane with eventual widening to a

six-lane divided roadway between SH 29 and Chandler Road

CAMPO 2045 – FISCALLY UNCONSTRAINED PROJECTS

- **SH 95** – Widening SH 95 from a two-lane undivided roadway to a four-lane divided roadway between FM 397 and north of study limits to FM 487 as well as between US 79 and south of study limits to US 290



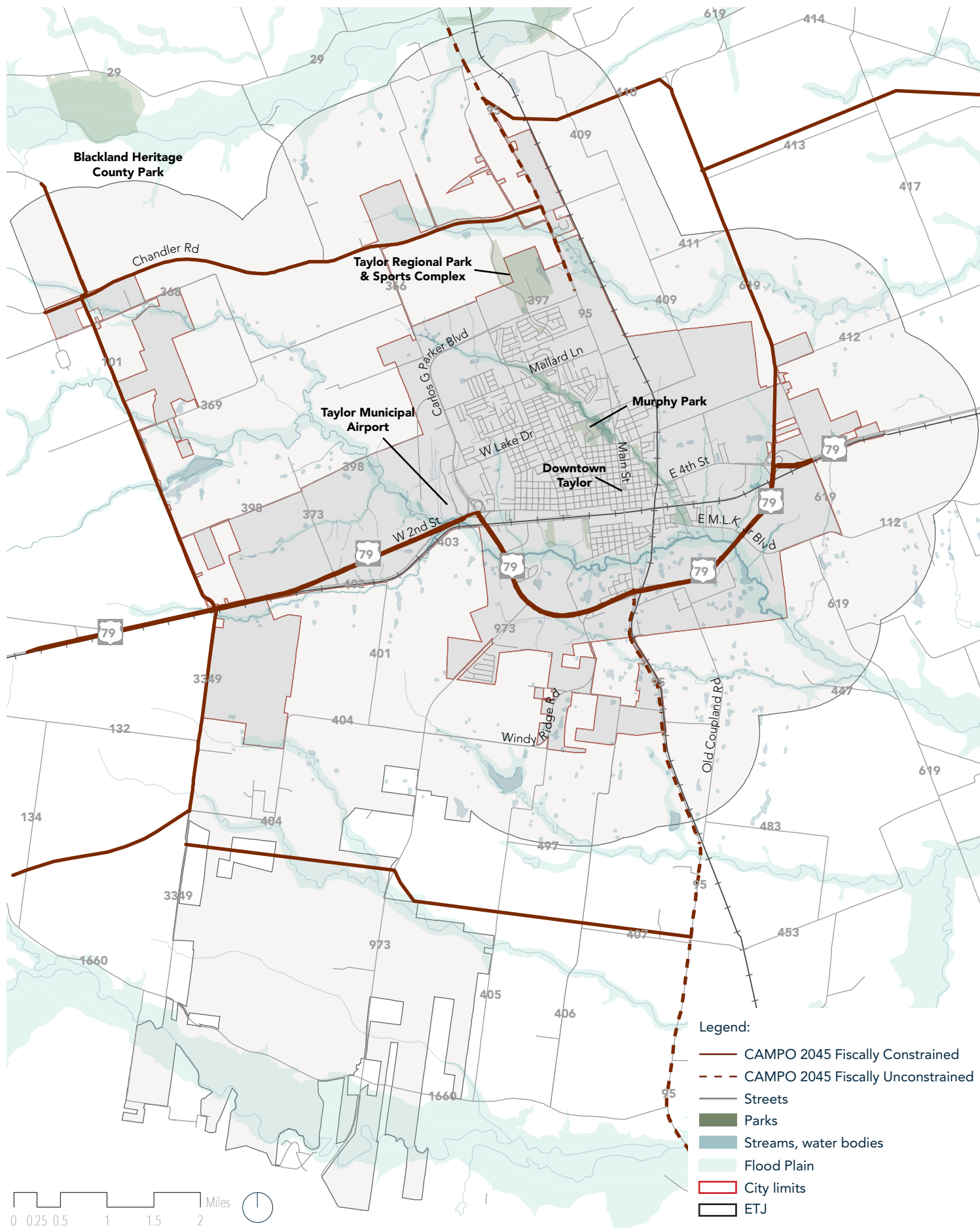


Figure 116: Planned Projects

Source: City of Taylor, HDR

RECENT PLANNING INITIATIVES

Descriptive text

OTHER PLANNING DOCUMENTS REVIEWED

Several other plans and studies added valuable awareness of opportunities and challenges in the community and informed future recommendations as applicable. These studies included:

- A Community Effort to Gain Housing Stability in Taylor, Texas (2020);
- Housing Market Study and New Housing Growth Community Marketing Assessment - Metrostudy (2016 and 2018);
- Annexation / Development Agreement Map (2017);
- Airport Height Hazard Map (2004);
- City Council Districts Map;
- Downtown Shops Map;
- Wastewater System Map;
- Water System Map; and the
- Zoning Map.