AGENDA

CITY OF TAYLOR, TEXAS

PLANNING AND ZONING COMMISSION MEETING

April 12, 2022, 6:00 P.M.

City Hall Council Chambers

400 Porter Street, 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, April 12, 2022.

The agenda packet is on the website at:
https://www.ci.taylor.tx.us/Calendar.aspx?EID=4529&month=4&year=2022&day=12&calType=0

CALL TO ORDER AND DECLARE A QUORUM

CITIZENS COMMUNICATION

RECOGNITION OF FORMER COMMISSIONERS LELAND STEVENS AND MICHAEL APLIN

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 March 8, 2022.

2. **PZ-2021-1281** – Consider disapproving RCR-Taylor Logistics Park Phases 1, 2, and 3 Preliminary Plat, consisting of approximately 756.00 acres to create seven lots, amend one lot, and including right-of-way dedication, addressed as 201 FM 3349, more particularly described by Williamson Central Appraisal District Parcels R019173, R019450, R349685, R435559, R435560, R586971, R586972, R586973, R586974, R605658, R605702, R619617, and R621879, part of and out of the Watkins Nobles Survey, Abstract No. 484 and James C. Eaves Survey, Abstract No. 213, Taylor, Williamson County, Texas.

3. **PZ-2021-1352** – Consider approving Castlewood Subdivision Phases 2 and 3 Final Plat, consisting of approximately 26.18 acres to create 114 lots, three reserves, and including right-of-way dedication, located across from Taylor High School and addressed as 530 FM 973, more particularly described by Williamson Central Appraisal District Parcels R584133, R584134, R618518, R618519, and R618520, part of and out of the G.M. Reese Survey, Abstract No. 533, Taylor, Williamson County, Texas.

4. **PZ-2022-1406** – Consider disapproving RCR-Taylor Logistics Park Phase 1 Amending Plat No. 2, consisting of approximately 170.57 acres to amend one lot and one reserve, addressed as 201 FM 3349, more particularly described by Williamson Central Appraisal

District Parcels R621879 and part of R619617, R019173, R435559, R435560, R019450, R605702, and R605658, part of and out of Lot 1A within the RCR-Taylor Logistics Park Phase 1 Amending Plat, the Watkins Nobles Survey Abstract No. 484, and the James C. Eaves Survey, Abstract No. 213, Taylor, Williamson County, Texas.

5. **PZ-2022-1410** – Consider disapproving Sierra Apartments Subdivision Minor Plat, consisting of 2.55 acres to create one lot, addressed as 900 Mallard Lane, more particularly described by Williamson Central Appraisal District Parcel R088085, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

6. **PZ-2022-1440** – Consider disapproving Mucha/Hubnik Subdivision Minor Plat, consisting of approximately 12.81 acres to create two lots, addressed as 1101 NW Carlos G. Parker Boulevard, more particularly described by Williamson Central Appraisal District Parcel R019345, part of and out of the H.G. Johnson Survey, Abstract No. 348, Taylor, Williamson County, Texas.

7. **PZ-2022-1451** – Consider disapproving Columbia Steel Taylor Addition Preliminary Plat, consisting of approximately 105.24 acres to create four lots, located at the northeast corner of the intersection of FM 112 and SE Carlos G. Parker Boulevard, more particularly described by Williamson Central Appraisal District Parcels R006142, R357492, and part of R620064, part of and out of the P. Coursey Survey, Abstract No. 131, Taylor, Williamson County, Texas.

8. **PZ-2021-1353** – Consider disapproving Castlewood South Subdivision Improvement Plans, consisting of approximately 69.99 acres, located on FM 973 across from the Avery Glen Subdivision, more particularly described by Williamson Central Appraisal District Parcels R019232, R019652, and R331183, part of and out of M. Dentler Survey, Abstract No. 211, H.T. & B.R.R. Survey, Abstract No. 315, and G.M. Reese Survey, Abstract No. 533, Taylor, Williamson County, Texas.

9. **PZ-2021-1364** – Consider disapproving Spring Creek Phase 1 Subdivision Improvement Plans, consisting of approximately 27.93 acres, located at the northwest corner of the intersection of North Drive and NW Carlos G. Parker Boulevard, more particularly described by Williamson Central Appraisal District Parcels R018683 and R383650, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

REGULAR AGENDA

COMPREHENSIVE PLAN AMENDMENT

10. **PZ-2022-1457** – Hold a public hearing regarding the amendment of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan, and Implementation Plan.

11. **PZ-2022-1457** – Consider making a recommendation regarding the amendment of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan, and Implementation Plan.

ZONING

12. **PZ-2019-1133** – Hold a public hearing regarding a request to amend the RCR-Taylor Logistics Park Planned Development (Ordinance 2019-28), consisting of approximately 756.00 acres of land, located at 201 FM 3349, more particularly described by Williamson Central Appraisal District Parcels R019173, R019450, R349685, R435559, R435560, R586971, R586972, R586973, R586974, R605658, R605702, R619617, and R621879, part of and out of the Watkins Nobles Survey, Abstract No. 484 and James C. Eaves Survey, Abstract No. 213, Taylor, Williamson County, Texas.

13. **PZ-2019-1133** – Consider making a recommendation regarding a request to amend the RCR-Taylor Logistics Park Planned Development (Ordinance 2019-28), consisting of approximately 756 acres of land, located at 201 FM 3349, more particularly described by Williamson Central Appraisal District Parcels R019173, R019450, R349685, R435559, R435560, R586971, R586972, R586973, R586974, R605658, R605702, R619617, and R621879, part of and out of the Watkins Nobles Survey, Abstract No. 484 and James C. Eaves Survey, Abstract No. 213, Taylor, Williamson County, Texas.

14. **PZ-2022-1450** – Hold a public hearing regarding a request to change the zoning of approximately 0.44 acres of land from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1), located at the northeast corner of the intersection of Old Granger Road and Grace Lane, more particularly described by Williamson Central Appraisal District Parcel R391934, part of and out of the J. Pharrass Survey, Abstract No. 495, Taylor, Williamson County, Texas.

15. **PZ-2022-1450** – Consider making a recommendation regarding a request to change the zoning of approximately 0.44 acres of land from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1), located at the northeast corner of the intersection of Old Granger Road and Grace Lane, more particularly described by Williamson Central Appraisal District Parcel R391934, part of and out of the J. Pharrass Survey, Abstract No. 495, Taylor, Williamson County, Texas.

DISCUSSION ITEMS

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

ADJOURN

Next Meeting Date: May 10, 2022

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 **April 12, 2022.** I further certify that the following news media was notified of this meeting: Taylor Daily Press.

Posted By: Carrie Orts Date: April 8, 2022

Carrie Orts, Administrative Assistant

MINUTES
CITY OF TAYLOR, TEXAS
400 Porter Street, Taylor Texas 76574
PLANNING AND ZONING COMMISSION MEETING
March 8, 2022, 6:00 p.m.

PRESENT	ABSENT	OTHERS PRESENT
Donna Frazier	Rick Selin	Tom Yantis, Director, Development Services
Nora Roy		Carrie Orts, Admin. Assistant II, Development Services
Mike Eaton		Shelly Shelton, Senior Planner, Development Services
Kellie Billings-Ray		Courtney Peres, Planner, Development Services
Annette Maruska		McKenzi Hicks, Planning Tech, Development Services
Amy Everhart		
Steve Darden		
Jim Newman		

CALL TO ORDER AND DECLARE A QUORUM
The meeting was called to order and a quorum declared at 6:00 p.m.

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 February 8, 2022.

PZ-2021-1352 – Consider disapproving Castlewood Subdivision Phases 2 & 3 Final Plat, consisting of approximately 26.18 acres including right-of-way dedication, located across from Taylor High School, addressed as 530 FM 973, part of and out of the G.M. Reese Survey, Abstract No. 533, Taylor, Williamson County, Texas.

PZ-2021-1353 – Consider disapproving Castlewood South Subdivision Improvement Plans, consisting of approximately 69.99 acres, located on FM 973 across from the Avery Glen Subdivision, part of and out of M. Dentler Survey, Abstract No. 211, H.T. & B.R.R. Survey, Abstract No. 315, and G.M. Reese Survey, Abstract No. 533, Taylor, Williamson County, Texas.

PZ-2021-1361 – Consider disapproving North Drive Subdivision Improvement Plans, North Drive right-of-way improvements, north of NW Carlos G. Parker Boulevard, Taylor, Williamson County, Texas.

PZ-2022-1432 – Consider disapproving Replat of Lot 5A, Block B, Mustang Creek Industrial Park, consisting of approximately 14.362 acres to create two lots, addressed as 200 South Edmond Street and legally described as Mustang Creek Industrial Park, Block B, Lot 5A, Taylor, Williamson County, Texas.

PZ-2022-1440 – Consider disapproving Mucha/Hubnik Developments Minor Plat, consisting of approximately 12.814 acres to create two lots, addressed as 1101 NW Carlos G. Parker Boulevard, more particularly described by Williamson Central Appraisal District Parcel R019345, part of and out of the H.G. Johnson Survey, Abstract No. 348, Taylor, Williamson County, Texas.

Mrs. Maruska made motion to approve consent agenda as written. Second by Mr. Eaton. All voted in favor. Motion carries.

REGULAR AGENDA

ZONING

PZ-2022-1433 – Hold a public hearing regarding a request to change the zoning of approximately 0.30 acres of land, located at 3712 North Main Street and more particularly described by Williamson Central Appraisal District Parcel R320083, from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1), Taylor, Williamson County, Texas.

Public hearing opened. Ms. Hicks made presentation including staff recommendation for disapproval of the proposed re-zoning as it does not meet the intent or goals of the Comprehensive Plan.
Chad Bradshaw was present to answer questions. There was discussion between Mr. Bradshaw, Commission, and Staff. Public hearing closed.

PZ-2022-1433 – Consider making a recommendation regarding a request to change the zoning of approximately 0.30 acres of land, located at 3712 North Main Street and more particularly described by Williamson Central Appraisal District Parcel R320083, from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1), Taylor, Williamson County, Texas.

Ms. Everhart made motion to disapprove the zoning change request. Second by Mr. Newman. All voted in favor. Motion carries.

DISCUSSION ITEMS

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

Mr. Yantis stated that the two zoning cases, Northside, and the rezoning for MLK were approved during the last Council meeting.

Adjourn

Meeting adjourned at 6:25 p.m.

_____	_____
Carrie Orts	Donna Frazier
Administrative Assistant, Development Services	Planning & Zoning Commission Chair

City of Taylor
RCR-Taylor Logistics Park
Phases 1, 2, and 3 Preliminary Plat
PZ-2021-1281
Staff Report

Requested Action:
Consider disapproving RCR-Taylor Logistics Park Phases 1, 2, and 3 Preliminary Plat.

Applicant:
Morgan Summers/RITD

Subject Property:
Consisting of approximately 756.00 acres to create seven lots, amend one lot, and including right-of-way dedication, addressed as 201 FM 3349, more particularly described by Williamson Central Appraisal District Parcels R019173, R019450, R349685, R435559, R435560, R586971, R586972, R586973, R586974, R605658, R605702, R619617, and R621879, part of and out of the Watkins Nobles Survey, Abstract No. 484 and James C. Eaves Survey, Abstract No. 213, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: B-2/CPD
Current Use: Rail Park development in progress

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

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

Richard Heiges
RITD
35505 Cooper Road
Brookshire TX 77423
rheiges@ritd-llc.com

Date: Tuesday, April 5, 2022

Address: 201 FM 3349, Taylor, TX 76574

Permit Number PZ-2021-1281

Dear Richard Heiges,

Staff has completed its review of plans for the RCR-Taylor Logistics Park Phases 1, 2 & 3 Preliminary Plat that is to be located at 201 FM 3349, Taylor, TX 76574. There are some corrections that need to be made prior to approval of the preliminary 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.

Update

Renumber the Blocks, per the excerpt below:

ARTICLE II: - SUBDIVISION DESIGN AND IMPROVEMENT STANDARDS

2.7 - Blocks

Blocks are to be numbered consecutively within the overall plat and/or sections of an overall plat as recorded. All lots are to be numbered consecutively within each block. Lot numbering continues from block to block in a uniform manner that has been approved on an overall preliminary plat.

The preliminary plat is not consistent with the Planned Development. The zones should influence the lot layout.

The layout of the subdivision must meet the Subdivision Ordinance. The lots and blocks need to be redesigned. The block lengths need to be placed in the Planned Development as the block requirements have been updated in the Subdivision Ordinance since your Planned Development began. See excerpts below:

CITY CODE
APPENDIX C - SUBDIVISION ORDINANCE
Chapter 2. - Subdivision Improvements
ARTICLE II: SUBDIVISION DESIGN AND IMPROVEMENT STANDARDS

2.6 Lots

The lot design of a neighborhood should provide for lots of adequate width and depth to provide open area and to eliminate overcrowding. Lots should be rectangular so far as practicable and should have the side lot lines at right angles to the streets on which the lot faces or radial to curved street lines.

1. All lots must front on a public street right-of-way.
2. Double frontage lots are prohibited.
3. Unless approved by the Planning and Zoning Commission, no residential lots shall take vehicular access from an arterial street.
4. All lots shown must conform to the minimum requirements of the zoning district in which it is located.
5. An individual sewer tap and water tap shall be installed for each lot.

2.7 Blocks

A block is an arrangement of lots, and in some cases alleys, bounded on all sides by streets (see Figure 2.7.1). A new subdivision consists of lots within blocks that are surrounded by streets. Exceptions to the requirement for a block to be bounded on all sides by streets may be approved by the Planning and Zoning Commission at the Preliminary Plat stage and may be considered when the provision of a street is not feasible due to natural or man-made features.

A subdivider may propose to create a portion of a block along the boundary of the property being subdivided if the subdivider can demonstrate that the remainder of the block can feasibly be completed on the adjacent property and, that upon completion, the block will comply with the maximum dimensions of this ordinance (see figure 2.7.2).

An exception to the requirement for new subdivisions to create complete blocks may be approved for minor plats of four or fewer lots if the exception will not adversely impact the existing or future street network or the development of adjacent properties.

Blocks are to be numbered consecutively within the overall plat and/or sections of an overall plat as recorded. All lots are to be numbered consecutively within each block. Lot numbering continues from block to block in a uniform manner that has been approved on an overall preliminary plat.

Maximum block length: Six hundred (600) feet and the minimum block length is three hundred (300) feet, except upon approval by the City Planning and Zoning Commission.

Maximum block length along an arterial street: Six hundred (600) feet and the minimum block length along an arterial street is four hundred (400) feet, except upon approval by the Planning and Zoning Commission.

Block length is measured along the front of lots within a block face between intersecting streets (see Figure 2.7.3). A cul-de-sac does not create a break in the block for the purposes of measuring block length (see Figure 2.7.4).

The street can't be phased if lots adjacent to it are being developed (east/west road). Verify any streets meet the minimum width and all jogs meet the ordinance excerpt below:

2.8 Streets

The street pattern of a neighborhood shall follow the traditional grid pattern of Taylor, providing walkable blocks and an interconnected network of streets that extend to and from adjacent neighborhoods and undeveloped properties. The subdivider shall be responsible for the construction of all interior street improvements.

The subdivider shall be responsible for the construction of the adjacent half of all perimeter streets surrounding the subdivision that are not improved to city standards. Perimeter street subdivision requirements include any residential subdivision with greater than four (4) lots. In lieu of constructing perimeter streets, the City Manager may approve an escrow of one-half (½) of the cost. The cost must be approved by the City Engineer.

2.8.1 Street Arrangements

Unless otherwise approved by the Planning and Zoning Commission, provision shall be made for the extension of all streets that have been built to the boundary of a property being subdivided or project to the property from across an existing right-of-way (see Figure 2.8.1.1). Off-center divisions should be avoided. All

streets shall be continuous or in alignment with existing streets unless variations are deemed advisable by the City Engineer due to topography and requirements of traffic circulation.

2.8.2 Right-of-Way (ROW) Widths

All street and road rights-of-way within new subdivisions shall be subject to the minimum right-of-way and street widths as determined by the City Engineer and the City of Taylor Engineering Manual & Details.

2.8.2.1. Work in Right-of-Way

Any work occurring within the City's right-of-way including, without limitation, installation or relocation of utilities such as electric, gas, cable, landscaping, or drainage shall require a permit prior to any work.

2.8.3 Street Jogs

Street jogs with centerline offsets of less than one hundred twenty-five (125) feet joining a minor street, less than one hundred fifty (150) feet joining a collector street, and less than two hundred (200) feet joining an arterial street shall be prohibited.

2.8.4 Intersection Angles

1. All streets are to intersect at a ninety (90) degree angle. Variations must be approved by the City Engineer.
2. Acute angle intersections approved by the City Engineer are to have twenty-five (25) foot radius at acute corners.
3. Street intersections with or extending to meet an existing street will be tied to the existing street on centerline with dimensions and bearings to show relationship.

2.8.5 Arterial Street Requirements

1. Arterial Street Curves. Curves in arterial streets are to have a centerline radius of two thousand (2,000) feet or more with exceptions to this standard granted only by the City Engineer. Reverse curves are to be separated by a minimum tangent of one hundred (100) feet.
2. Arterial street locations, alignments, widths, and cross-sections are to be determined by the Planning and Zoning Commission and designated on the Thoroughfare Plan.

2.8.7 Collector Street Curves

Secondary or collector streets are to have a centerline radius of eight hundred (800) feet or more with exceptions to this standard granted only by the City Engineer.

Verify Flint Hills has reviewed and approved the placement of the RCR drainage easement overlapping the Flint Hills Easement. See ordinance excerpt below:

2.10 Drainage

Adequate drainage shall be provided within the limits of the subdivision. The protection of adjoining property will be considered in the review of plans submitted. The subdivider shall be responsible for constructing all drainage improvements.

Provide preliminary plans showing utility extension based on the City plans for wastewater extension.

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.

Show sidewalks adjacent to proposed rights-of-way. If sidewalks are not to be provided then that must be proposed in an updated Planned Development ordinance. See ordinance excerpt below:

2.14 Sidewalks

The subdivider is responsible to note the location of sidewalks on the plat. The homebuilder shall be responsible for constructing sidewalks adjacent to individual house lots in all residential districts and the subdivider shall be responsible for the construction of all other sidewalks including all required ADA ramps. Sidewalks shall be installed on at least one (1) side of the street, be a minimum of four (4) 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.

Comments may change upon revision.

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 portion of the permit page for comments uploaded on the plat PDF.

Sheet 1

1. Reference to City's 2021Transportation Plan and identified requirement for Trail to be noted on the plat located along the existing floodplain between US 79 and the RCR Property.
2. Portions of floodplain encroaching Lot 1B. Provide drainage easements per Engineering Manual Section 8.1 General (8.)
3. On Detail "A", Provide reference to Note 15 (states which lots can use the shared access)
4. Cautionary: Verify/confirm there are no building or utility encroachments within the updated FHR easement.
5. Show Detention Reserve 3 as noted in the Ph. 1 Amending Plat 2

Sheet 2

1. Verify where proposed public road and proposed 100'RW are separated.
2. Cautionary: For final plat, the minimum finished floor elevation shall be noted for Lot 1/Blk 4.

Sheet 3

1. Update the floodplain administrator certificate to revise the portion of text "Williamson County" to "City of Taylor"

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 with no comments.

Reviewed plat with upload date of 9/17/2021 with no comments.

Reviewed plat with upload date of 3/18/2022 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

Hutto
ETJ

FM 3349

Subject
Property

CR
404

N

PZ-2021-1281

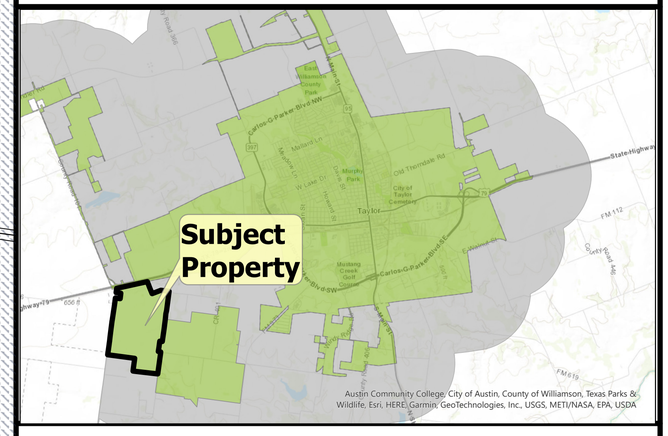
RCR-Taylor Logistics Park Phases 1, 2, and 3 Preliminary Plat
201 FM 3349
Approximately 756.00 Acres

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

- B-2/CPD
- R-1 Single Family
- M-2/CPD



0 4.5 9 Miles

RCR-TAYLOR LOGISTICS PARK
PRELIMINARY PLAT, PHASE 1, 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.

RCR-TAYLOR LOGISTICS PARK

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

UNION PACIFIC RAILROAD
CENTERLINE OF RAILROAD
N 77°23'39" E 2846.85'
923.79'
C1
ONCOR ELECTRIC DELIVERY, LLC
20' PERMANENT EASEMENT
DOCUMENT NO. 2021067295
O.P.R.W.C.TX.
KOCH REFINING COMPANY
25' PERMANENT EASEMENT
VOL 1792, PG 117
D.R.W.C.TX.
S 47°56'20" W 316.57'
S 21°32'51" E
1181.09'
ONCOR ELECTRIC DELIVERY, LLC
20' PERMANENT EASEMENT
DOCUMENT NO. 2021067296
O.P.R.W.C.TX.
ONCOR ELECTRIC DELIVERY, LLC
20' PERMANENT EASEMENT
DOCUMENT NO. 2021067295
O.P.R.W.C.TX.
HEART OF TEXAS SUPPLIERS, L.P.
30' WATER LINE EASEMENT & R.O.W.
CALLED 196,600 SQ.FT.
DOCUMENT NO. 2006040821
O.P.R.W.C.TX.
446.66'
L8
L7
C2
C1
L6
L9
L14
THIS AREA IS IN A SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD. (DRAINAGE EASEMENT)
EXISTING DRAINAGE EASEMENT (PER RHBF AMENDING PLAT)
LOT 1
18.626 ACRES
5
JAMES C EAVES SURVEY
ABSTRACT NO. 213
JAMES C EAVES SURVEY
ABSTRACT NO. 214
C. ERNEST LAWRENCE
TRACT ONE, TRACT
TWO, & TRACT THREE
CALLED 305.22 ACRES
DOC. NO. 2005011334
O.P.R.W.C.TX.
SAM
S 82°23'17" E 750.03'
S82°23'17"E
158.49'
N 68°47'13" E 856.19'
923.43'
HEART OF TEXAS SUPPLIERS, L.P.
30' WATER LINE EASEMENT & R.O.W.
DOCUMENT NO. 2006040821
O.P.R.W.C.TX.
THOMAS B LEE SURVEY
ABSTRACT NO. 800
N72°38'30"E 232.60'
S82°09'02"E 517.82'
N68°27'09"E 766.11'
S27°32'55"E 275.91'
S43°13'50"E 76.00'
N68°47'09"E
S 68°47'13" W 2929.08' TO ABSTRACT CORNER
WATKINS NOBLES SURVEY
ABSTRACT NO. 484
S 83°47'45" E 829.92'
BM #1
ELEV= 624.44'
CITY OF HUTTO
CALLED 5.00 ACRES
DOC. NO. 2003011596
O.P.R.W.C.TX.
DETENTION RESERVE 1
L10
L5
L11
L4
L12
L2
L3
386.50'
81.07'
S 07°32'31" W 4577.16'
S07°32'31"W
636.43'
6452
6452
6452

RCR-TAYLOR LOGISTICS PARK
PRELIMINARY PLAT, PHASE 1, 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.

LOT 3
46.389 ACRES

LOT 1B
170.57 ACRES

LOT 3
43.287 ACRES

LOT 6
116.180 ACRES

LOT 2
30.943 ACRES

LOT 4
105.868 ACRES

LOT 1
21.710 ACRES

LOT 5
22.045 ACRES

LOT 1
62.010 ACRES

PHASE 1

PHASE 2

PHASE 3

PHASE 4

WATKINS NOBLES SURVEY
ABSTRACT NO. 484

J.J. STUBBLEFIELD SURVEY
ABSTRACT NO. 562

THOMAS B LEE SURVEY
ABSTRACT NO. 800

HT&B RAILROAD CO.
ABSTRACT NO. 318

PROPOSED 100' R/W

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

FM 3349 (100' ROW)

PROPOSED 120' PUBLIC R/W

COUNTY ROAD 404 (VARIABLE WIDTH ROW)

DETENTION RESERVE 2

PROPOSED DRAINAGE EASEMENT

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

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)

HEART OF TEXAS SUPPLIERS, L.P.
30' WIDE WATER LINE EASEMENT
DOCUMENT NO. 2006042592
O.P.R.W.C.TX.

HEART OF TEXAS SUPPLIERS, L.P.
30' WIDE WATER LINE EASEMENT
DOCUMENT NO. 2006051982
O.P.R.W.C.TX.

SAMSUNG AUSTIN SEMICONDUCTOR, LLC
CALLED 164.63 ACRES
DOC. NO. 2021184270 O.P.R.W.C.TX.

RAYMOND E. NAIVAR & WIFE,
DIANE E. NAIVAR
CALLED 58.001 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.

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

EAST DEED
PROPERTY LINE

WEST COUNTY
ROAD MARGIN

PROPOSED 10' PUBLIC
UTILITY EASEMENT
(ADJACENT TO COUNTY
ROAD MARGIN)

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

PHASE 1 ROAD ENDS

SEE
DETAIL 'B'

BM #2
ELEV=619.91'

N: 10,169,027.79
E: 3,195,202.66

PASS@29.00'

DETAIL 'B'
(NOT TO SCALE)

PROPERTY BOUNDARY
PROP. 25' FHR EASEMENT
10' PUBLIC UTILITY EASEMENT
15' PROPOSED UTILITY EASEMENT

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 03/18/2022 DRAWN RH
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

300 0 300 600
SCALE: 1" = 300'

SHEET NO.
2 OF 3

T:\35-SURVEY LIBRARY\RCR_TAYLOR_PRELIM_PLAT.dwg * 3/18/2022 8:04 PM * Plotted by Richard Heiges

RCR-TAYLOR LOGISTICS PARK
PRELIMINARY PLAT, PHASE 1, 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.

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 , 2022.

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 , 2022.

_____

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 _____,

_____ COUNTY, TEXAS, THIS _____ DAY OF _____, 2022

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 _____, 2022, 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

NOTES:

1. **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.**
2. **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.**
3. **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.**
4. **UTILITY PROVIDERS - WATER: CITY OF TAYLOR, TEXAS; WASTEWATER/SEPTIC: WILLIAMSON COUNTY, TEXAS; ELECTRICITY: ONCOR ELECTRIC.**
5. **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.**
6. **NO STRUCTURES AND/OR OBSTRUCTIONS ARE PERMITTED IN DRAINAGE EASEMENTS WITHOUT PRIOR REVIEW AND APPROVAL BY THE CITY OF TAYLOR, TEXAS DEVELOPMENT SERVICES DEPARTMENT.**
7. **ALL MINIMUM YARD (BUILDING) SETBACKS SHALL BE IN ACCORDANCE WITH THE COMMERCIAL PLANNED DEVELOPMENT FOR RCR-TAYLOR LOGISTICS PARK.**
8. **NO DEVELOPMENT SHALL BEGIN PRIOR TO THE ISSUANCE OF A FLOODPLAIN DEVELOPMENT PERMIT FOR LOTS SITUATED IN THE 100-YEAR FLOOD PLAIN.**
9. **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.**
10. **THIS SUBDIVISION IS SUBJECT TO CITY OF TAYLOR, TEXAS ORDINANCE 2019-28 (COMMERCIAL PLANNED DEVELOPMENT DISTRICT) AND CORRESPONDING SITE DEVELOPMENT PERMITS.**
11. **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).**
12. **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.**
13. **A 10-FOOT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG ALL STREET FRONTAGES. UNLESS OTHERWISE SHOWN HEREON.**
14. **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.**
15. **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.**
16. **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.**
17. **AN INDIVIDUAL SEWER TAP AND WATER TAP SHALL BE INSTALLED FOR EACH LOT.**
18. **WASTEWATER SERVICES FOR RCR-TAYLOR LOGISTICS PARK WILL BE PROVIDED BY ON-SITE SEPTIC FACILITIES UNTIL THE PERMANENT SERVICE IS RESOLVED.**
19. **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.**
20. **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
- PHASE LINE
- APPROX. ABSTRACT LINE
- PROPOSED LANDSCAPE BUFFER (SEE NOTE 20)

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

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) 1B (ADD'L)	97.914 72.656	2019088597, P/O 2020166309 (TR.2), P/O 2021132303
2	2 3 4	1-3 (PROP.) 1 (PROP.) 1 (PROP.)	99.042 367.764 62.010	2018058726(RES), 2018058735(RES), 2018058736(RES), 2018058746(RES), P/O 2020166309(TR.1), P/O 2021132303
3	5	1 (PROPOSED)	18.626	2018058726 (RES.)
ROADWAY ROADWAY		1 (PROPOSED) 2 (PROPOSED)	7.754 17.362	2018058726(RES), 2018058735(RES), 2018058736(RES), 2018058746(RES), P/O 2020166309(TR.1), P/O 2021132303

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 _____, 2022, 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 PUBIC 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 183.94 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 SLOCOMB, TRUSTEE OF THE JOHN GUY SLOCOMB FAMILY TRUST AND LUCILE SLOCOMB 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. 2003011596, 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 NORTHEAST 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 NORTHWEST 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 183.84 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. & JUDY A. 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 183.84 ACRES, AT 3437.28 FEET PASS A BENT 3/4-INCH IRON ROD FOUND FOR THE SOUTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 183.84 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-OFF 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 194.56 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 W

City of Taylor
Castlewood Subdivision
Phases 2 and 3 Final Plat
PZ-2021-1352
Staff Report

Requested Action:
Consider approving Castlewood Subdivision Phases 2 and 3 Final Plat.

Applicant:
Will Buzzelli, P.E./Kimley-Horn

Subject Property:
Consisting of approximately 26.18 acres to create 114 lots, three reserves, and including right-of-way dedication, located across from Taylor High School and addressed as 530 FM 973, more particularly described by Williamson Central Appraisal District Parcels R584133, R584134, R618518, R618519, and R618520, part of and out of the G.M. Reese Survey, Abstract No. 533, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: R-1/RPD and B-1
Current Use: Development in progress

Purpose:
The purpose of the plat is to lay out a residential subdivision with commercial lots along FM 973 for future development.

Staff Recommendation:
Staff comments are attached for your review. The submitted plat meets the minimum requirements of the Subdivision Ordinance, so staff recommends approval of the proposed final plat.

Attachments:

1. Location Map
2. Proposed Plat

Subject Property

FM 973

N

PZ-2021-1352

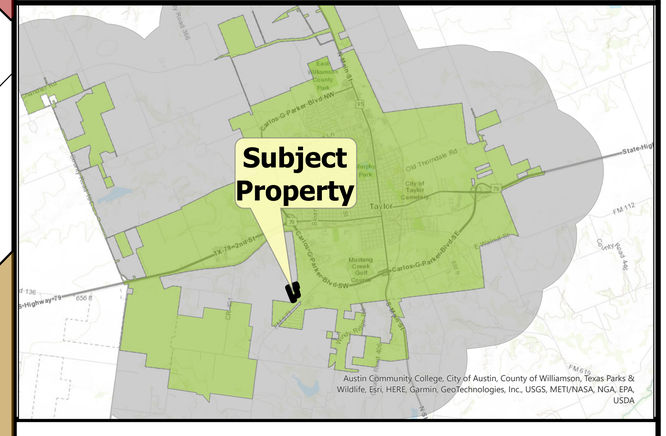
Castlewood Subdivision
Phases 2 and 3 Final Plat
530 FM 973
Approximately 26.18 Acres

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

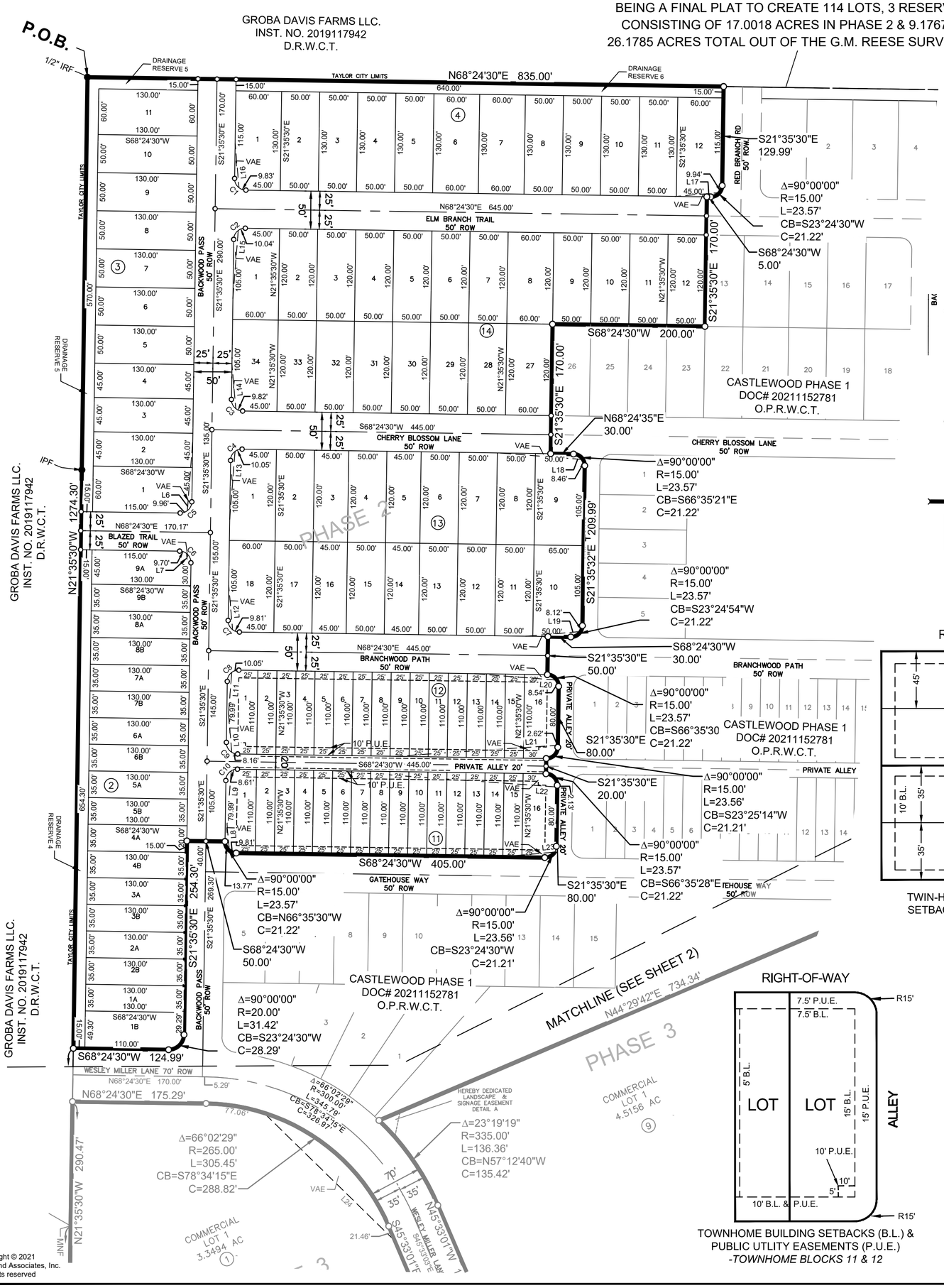
- B-1
- I Institutional
- R-1 Single Family
- R-1/RPD: Residential Planned Development



0 120 240 480 US Feet

CASTLEWOOD SUBDIVISION PHASES 2 & 3 FINAL PLAT

BEING A FINAL PLAT TO CREATE 114 LOTS, 3 RESERVES AND 10 BLOCKS,
CONSISTING OF 17.0018 ACRES IN PHASE 2 & 9.1767 ACRES IN PHASE 3
26.1785 ACRES TOTAL OUT OF THE G.M. REESE SURVEY, ABSTRACT NO.533



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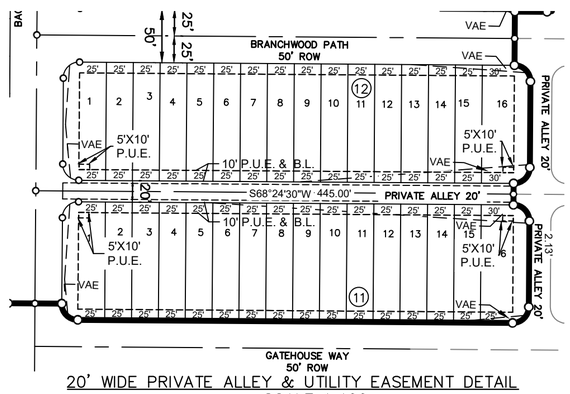
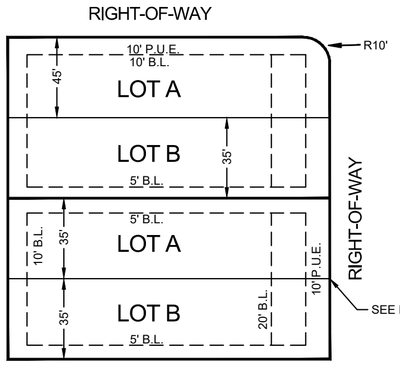
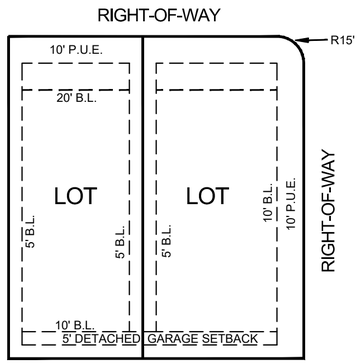


20' WIDE PRIVATE ALLEY & UTILITY EASEMENT DETAIL
SCALE 1:100

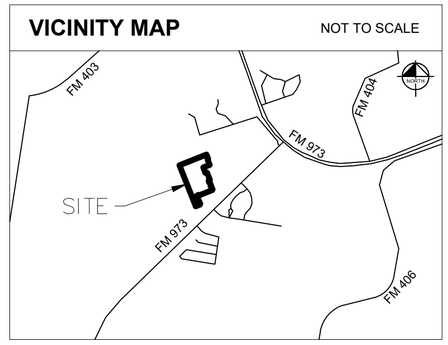


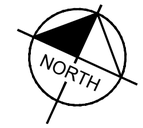
TWIN-HOME LOT BUILDING DETAIL
SETBACKS (B.L.) & PUBLIC UTILITY
EASEMENTS (P.U.E.)
-BLOCK '2'-

TOWNHOME BUILDING SETBACKS (B.L.) &
PUBLIC UTLITY EASEMENTS (P.U.E.)
-TOWNHOME BLOCKS 11 & 12



SINGLE-FAMILY LOT BUILDING DETAIL
SETBACKS (B.L.) & PUBLIC UTILITY
EASEMENTS (P.U.E.)





GRAPHIC SCALE IN FEET
100 0 50 100 200
1" = 100' @ 18X24

LINE TYPE LEGEND

———	BOUNDARY LINE
— — — —	EASEMENT LINE
———	LOT LINE
— - — - —	ALIGNMENT LINE

LEGEND

IRFC	IRON ROD WITH CAP FOUND
IRF	IRON ROD FOUND
MNF	MONUMENT FOUND
P.O.B.	POINT OF BEGINNING
VOL.	VOLUME
PG.	PAGE
D.R.W.C.T.	DEED RECORDS, WILLIAMSON COUNTY, TEXAS
O.P.R.W.C.T.	OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS
B.L.	BUILDING LINE
P.U.E.	PUBLIC UTILITY EASEMENT
VAE	VISIBILITY ACCESS EASEMENT
⑧	BLOCK DESIGNATION

FINAL PLAT
CASTLEWOOD PHASES 2 & 3
26.1785 ACRES

BLOCK 1, LOT 1; BLOCK 2, LOTS 1A-9A, 1B-9B; BLOCK 3, LOTS 1-11; BLOCK 4, LOTS 1-12; BLOCK 8, LOT 1; BLOCK 9, LOT 1; BLOCK 11, LOTS 1-16; BLOCK 12, LOTS 1-16; BLOCK 13, LOTS 1-18; BLOCK 14, LOTS 1-12 AND 27-34,

G.M. REESE SURVEY, ABSTRACT NO. 533
CITY OF TAYLOR,
WILLIAMSON COUNTY, TEXAS

Kimley»Horn
400 N. Oklahoma Drive, Suite 105
Celina, Texas 75009
Tel. No. (469) 501-2200
FIRM # 10194503

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 100'	SPA	KHA	JAN 2022	063226900	1 OF 5

OWNER/DEVELOPER:
Castlewood Developers, LLC
5511 Reynolds Road
Austin, Texas 78749
Phone: 512-800-4534
Contact : Aaron Levy

APPLICANT:
Kimley-Horn and Associates, Inc.
2600 Via Fortuna Terrace, Suite 300
Austin, Texas 78746
Phone: 737-241-8107
Contact : William Buzzelli, P.E.

SURVEYOR:
Kimley-Horn and Associates, Inc.
400 N. Oklahoma Dr, Suite 105
Celina, Texas 75009
Phone: 469-501-2200
Contact : Sean Patton, R.P.L.S.

DWG NAME: K:\CEL_SURVEY\069278800-CASTLEWOOD\DWG\CASTLEWOOD PHASE 2 FINAL PLAT.DWG PLOTTED BY: ALLEN, STEPHEN 4/4/2022 3:21 PM LAST SAVED: 3/18/2022 9:24 AM

CASTLEWOOD SUBDIVISION PHASES 2 & 3 FINAL PLAT

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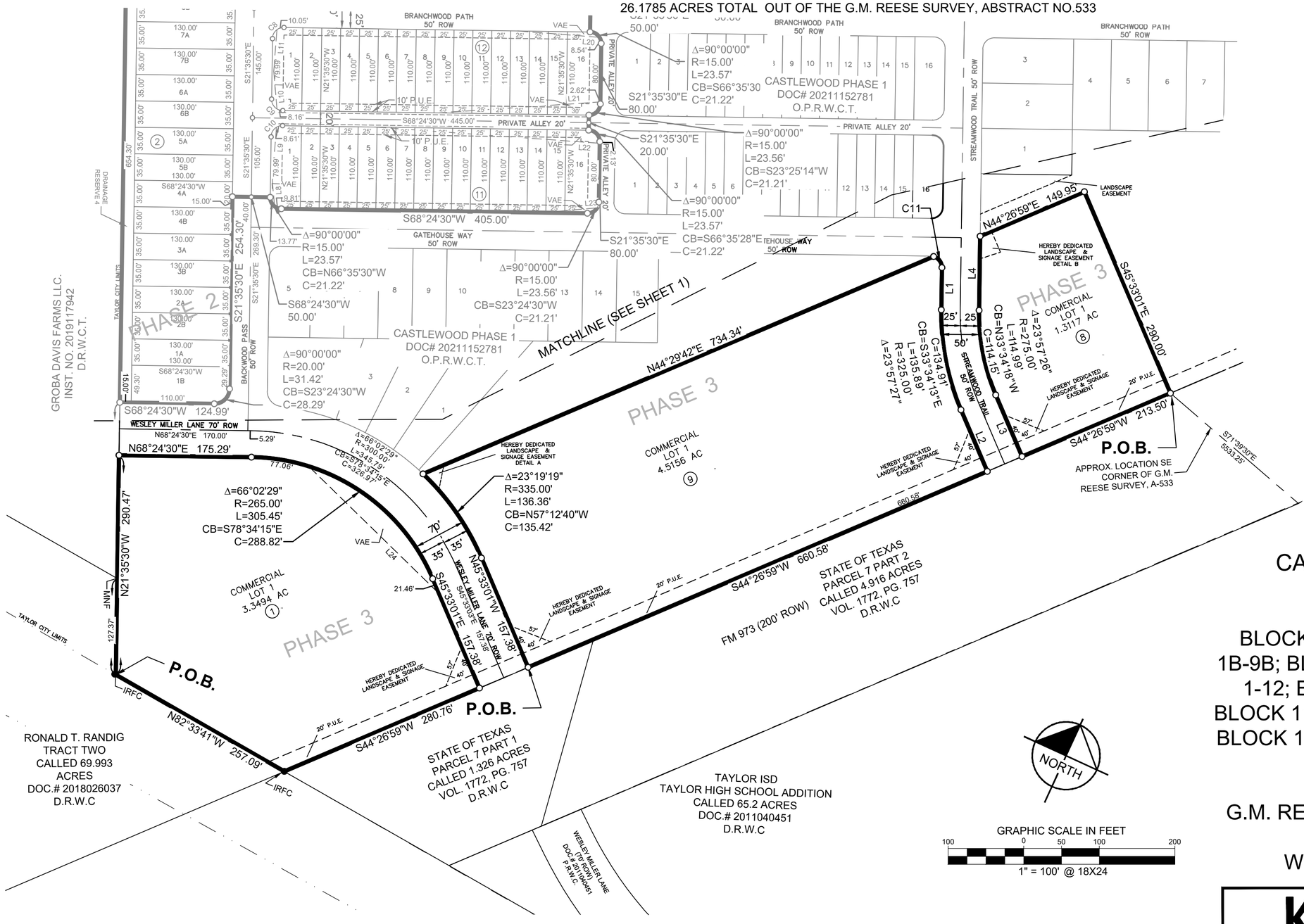
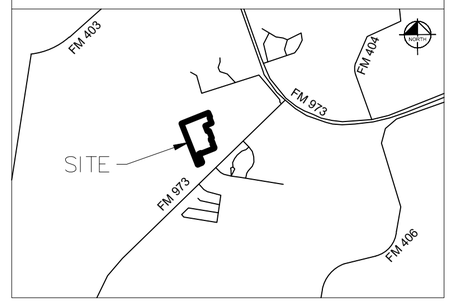


VICINITY MAP

NOT TO SCALE



LINE TYPE LEGEND

———	BOUNDARY LINE
— — — —	EASEMENT LINE
———	LOT LINE
—— - ——	ALIGNMENT LINE

LEGEND

IRFC	IRON ROD WITH CAP FOUND
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P.U.E.	PUBLIC UTILITY EASEMENT
VAE	BLOCK DESIGNATION
⑧	BLOCK DESIGNATION

FINAL PLAT
CASTLEWOOD PHASES 2 & 3
26.1785 ACRES

BLOCK 1, LOT 1; BLOCK 2, LOTS 1A-9A, 1B-9B; BLOCK 3, LOTS 1-11; BLOCK 4, LOTS 1-12; BLOCK 8, LOT 1; BLOCK 9, LOT 1; BLOCK 11, LOTS 1-16; BLOCK 12, LOTS 1-16; BLOCK 13, LOTS 1-18; BLOCK 14, LOTS 1-12 AND 27-34,

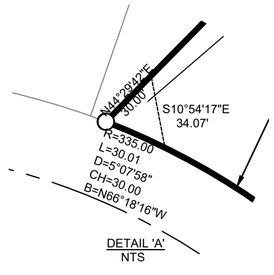
G.M. REESE SURVEY, ABSTRACT NO. 533
CITY OF TAYLOR,
WILLIAMSON COUNTY, TEXAS

NORTH

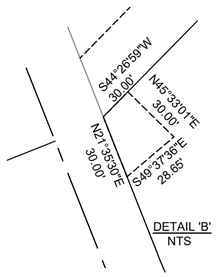
GRAPHIC SCALE IN FEET
100 0 50 100 200
1" = 100' @ 18X24

CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	90°00'00"	15.00'	23.57'	S66°35'30"E	21.22'
C2	90°00'00"	15.00'	23.57'	S23°24'30"W	21.22'
C3	90°00'00"	15.00'	23.57'	S66°35'30"E	21.22'
C4	90°00'00"	15.00'	23.57'	N23°24'30"E	21.22'
C5	90°00'00"	15.00'	23.57'	N23°24'30"E	21.22'
C6	90°00'00"	15.00'	23.57'	N66°35'30"W	21.22'
C7	90°00'00"	15.00'	23.57'	N66°35'30"W	21.22'
C8	90°00'00"	15.00'	23.57'	S23°24'30"W	21.22'
C9	90°00'00"	15.00'	23.57'	S66°35'30"E	21.22'
C10	90°00'00"	15.00'	23.57'	S23°24'30"W	21.22'
C11	75°04'50"	15.00'	19.66'	S59°07'55"E	18.28'

LINE TABLE			LINE TABLE		
NO.	BEARING	LENGTH	NO.	BEARING	LENGTH
L1	S21°35'30"E	55.85'	L14	S27°22'23"E	58.27'
L2	S45°33'01"E	88.65'	L15	S17°56'38"E	89.51'
L3	N45°33'01"W	88.64'	L16	S27°22'23"E	58.20'
L4	N21°35'30"W	98.15'	L17	S62°37'39"W	58.86'
L6	S17°56'38"E	90.02'	L18	N72°03'22"E	108.62'
L7	S27°22'23"E	58.89'	L19	N62°37'37"E	72.44'
L8	S27°22'23"E	34.68'	L20	N72°03'22"E	108.57'
L9	S17°56'38"E	70.14'	L21	N63°41'32"E	214.24'
L10	N27°22'23"W	50.08'	L22	S71°41'57"W	298.41'
L11	S17°56'38"E	54.88'	L23	N62°37'37"E	72.48'
L12	N27°22'23"W	58.34'	L24	N68°06'14"W	241.05'
L13	S17°56'38"E	89.44'			



DETAIL 'A'
NTS



DETAIL 'B'
NTS

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400 N. Oklahoma Drive, Suite 105
Celina, Texas 75009
Tel. No. (469) 501-2200
FIRM # 10194503

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 100'	SPA	KHA	JAN 2022	063226900	2 OF 5

OWNER/DEVELOPER:
Castlewood Developers, LLC
5511 Reynolds Road
Austin, Texas 78749
Phone: 512-800-4534
Contact : Aaron Levy

APPLICANT:
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SURVEYOR:
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Celina, Texas 75009
Phone: 469-501-2200
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DWG NAME: K:\CEL_SURVEY\069278800-CASTLEWOOD\DWG\CASTLEWOOD PHASE 2 FINAL PLAT.DWG PLOTTED BY: ALLEN, STEPHEN 4/4/2022 3:24 PM LAST SAVED 3/18/2022 9:24 AM

CASTLEWOOD SUBDIVISION PHASES 2 & 3 FINAL PLAT

BEING A FINAL PLAT TO CREATE 114 LOTS, 3 RESERVES AND 10 BLOCKS,
CONSISTING OF 17.0018 ACRES IN PHASE 2 & 9.1767 ACRES IN PHASE 3
26.1785 ACRES TOTAL OUT OF THE G.M. REESE SURVEY, ABSTRACT NO.533

PHASE 2

LEGAL DESCRIPTION

17.0018 ACRES

BEING a tract of land situated in the G. M. Reese Survey, Abstract No.533, City of Taylor, Williamson County, Texas and being a portion of that tract of land conveyed to Castlewood Developers LLC., according to the document filed of record in Instrument No. 2021003684, Deed Records, Williamson County, Texas (D.R.W.C.T), and being more particularly described as follows:

BEGINNING at a 1/2-inch iron rod found for the northwest corner of said Castlewood tract, same being common with an interior "ell" corner of that tract of land conveyed to Groba Davis Farms, LLC., according to the document filed of record in Instrument No. 2019117942 (D.R.W.C.T.), for the northwest corner of this tract;

THENCE North 68°24'30" East, with the north line of said Castlewood tract, same being common with a south line of said Groba tract, a distance of 835.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" set in said south line, for the northeast corner of said Castlewood tract, same being common with the northwest corner of Castlewood Phase 1, an addition to Williamson County, according to the document filed of record in Document No. 20211152781 Official Public Records, Williamson County, Texas and for corner of this tract;

THENCE leaving said common corner with the common line of said Castlewood tract and said Phase 1 the following twenty-five (25) courses and distances:

South 21°35'30" East, a distance of 129.99 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of South 23°24'30" West, 21.22 feet;

With said curve to the right, an arc distance of 23.57 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 68°24'30" West, a distance of 5.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'30" East, a distance of 170.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 68°24'30" West, a distance of 200.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'30" East, a distance of 170.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

North 68°24'35" East, a distance of 30.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of South 66°35'21" East, 21.22 feet;

With said curve to the right, an arc distance of 23.57 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'32" East, a distance of 209.99 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a non-tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of South 23°24'54" West, 21.22 feet;

With said curve to the right, an arc distance of 23.57 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 68°24'30" West, a distance of 30.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'30" East, a distance of 50.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a non-tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of South 66°35'30" East, 21.22 feet;

With said curve to the right, an arc distance of 23.57 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" set for corner of this tract;

South 21°35'30" East, a distance of 80.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a non-tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of South 23°25'14" West, 21.21 feet;

With said curve to the right, an arc distance of 23.56 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'30" East, a distance of 20.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a non-tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of South 66°35'28" East, 21.22 feet;

With said curve to the right, an arc distance of 23.57 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'30" East, a distance of 80.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of South 23°24'30" West, 21.21 feet;

With said curve to the right, an arc distance of 23.56 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 68°24'30" West, a distance of 405.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a tangent curve to the right having a central angle of 90°00'00", a radius of 15.00 feet, a chord bearing and distance of North 66°35'30" West, 21.22 feet;

With said curve to the right, an arc distance of 23.57 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 68°24'30" West, a distance of 50.00 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'30" East, a distance of 254.30 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a tangent curve to the right having a central angle of 90°00'00", a radius of 20.00 feet, a chord bearing and distance of South 23°24'30" West, 28.29 feet;

With said curve to the right, an arc distance of 31.42 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 68°24'30" West, a distance of 124.99 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found in the west line of the above-mentioned Castlewood tract, same being common with the east line of the above-mentioned Groba tract, for the southwest corner of this tract;

THENCE North 21°35'30" West, with said common line, a distance of 1,274.30 feet to the **POINT OF BEGINNING** and containing 17.0018 acres or 740,597 square feet of land, more or less.

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PHASE 3, BLOCK 1, LOT 1

PROPERTY DESCRIPTION

3.3494 ACRES

BEING a tract of land situated in the G. M. Reese Survey, Abstract No.533, City of Taylor, Williamson County, Texas and being a portion of that tract of land conveyed to Castlewood Developers LLC., according to the document filed of record in Instrument No. 2021003684, Deed Records, Williamson County, Texas (D.R.W.C.T), and being more particularly described as follows:

BEGINNING at an iron rod found in an interior "ell" corner of that tract of land conveyed to Ronald T. Randing, according to the document filed of record in Document No. 2018026037 Deed Records, Williamson County, Texas (D.R.W.C.T.), same being the southwest corner of the remainder of said Castlewood Developers tract;

THENCE North 21°35'30" West, with the west line of said Castlewood Developers tract, passing a southeast corner of that tract of land conveyed to Groba Davis Farms, LLC., according to the document filed of record in Instrument No. 2019117942 (D.R.W.C.T.), at a distance of 127.37 feet and continuing for a total distance of 290.47 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found in said west line, for a northwest corner of said Castlewood Developers tract, same being common with a southwest corner of said Phase 1 for corner of this tract;

THENCE with a northerly line of said Castlewood tract, same being common with a southerly line of said Phase 1 the following three (3) courses and distances:

North 68°24'30" East, a distance of 175.29 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found at the beginning of a tangent curve to the right with a radius of 265.00 feet, a central angle of 66°02'29", and a chord bearing and distance of South 78°34'15" East, 288.82 feet;

With said curve to the right, an arc distance of 305.45 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 45°33'01" East, a distance of 157.38 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found in the north line of FM 973 for corner of this tract;

THENCE South 44°26'59" West, with said north line, a distance of 280.76 feet to a 5/8-inch iron rod found in said north line, for the northeast corner of the above-mentioned Randing tract, for corner of this tract;

THENCE North 82°33'41" West, with the above-mentioned common line, a distance of 257.09 feet to the **POINT OF BEGINNING** and containing 145,898 square feet or 3.3494 acres of land, more or less.

PHASE 3, LOT 9, BLOCK 1

PROPERTY DESCRIPTION

4.5156 ACRES

BEING a tract of land situated in the G. M. Reese Survey, Abstract No.533, City of Taylor, Williamson County, Texas and being a portion of that tract of land conveyed to Castlewood Developers LLC., according to the document filed of record in Instrument No. 2021003684, Deed Records, Williamson County, Texas (D.R.W.C.T), and being more particularly described as follows:

BEGINNING at a 5/8-inch iron rod with plastic cap stamped "KHA" found in the northeast intersection of FM 973 and Wesley Miller Lane, for a southwest corner of said Castlewood Developers tract, same being common with an exterior "ell" corner of Castlewood Phase 1, an addition to Williamson County, according to the document filed of record in Document No. 20211152781 Official Public Records, Williamson County, Texas;

THENCE North 45°33'01" West, with the northern line of said Wesley Miller Road, same being common with the southwest line of said Castlewood Developers tract, a distance of 157.38 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract at the beginning of a tangent curve to the left with a radius of 335.00 feet, a central angle of 23°19'19", and a chord bearing and distance of North 57°12'40" West, 135.42 feet;

THENCE continuing with said common line and tangent curve to the left, an arc distance of 136.36 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for an exterior "ell" corner of said Castlewood Developers tract, same being common with an interior "ell" corner of the above-mentioned Castlewood Phase 1 and this tract;

THENCE North 44°29'42" East, with a northerly line of said Castlewood Developers tract, same being common with a southerly line of said Phase 1, a distance of 734.34 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found in the southwest line of Streamwood Trail, for a north corner of said Castlewood Developers Tract, same being common with an interior "ell" corner of said Phase 1 and corner of this tract at the beginning of a non-tangent curve to the right with a radius of 15.00 feet, a central angle of 75°04'50", and a chord bearing and distance of South 59°07'55" East, 18.28 feet of this tract;

THENCE With said southwest line of Streamwood Trail, same being common with the northeast line of said Castlewood Developers tract the following four courses and distances:

With said curve to the right, an arc distance of 19.66 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 21°35'30" East, a distance of 55.85 feet to a point for corner of this tract at the beginning of a tangent curve to the left with a radius of 325.00 feet, a central angle of 23°57'27", and a chord bearing and distance of South 33°34'13" East, 134.91 feet of this tract;

With said curve to the left, an arc distance of 135.89 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

South 45°33'01" East, a distance of 88.65 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for the northwest intersection of FM 973 and Streamwood Trail, for corner of this tract;

THENCE South 44°26'59" West, with the north line of FM 973, a distance of 660.58 feet to the **POINT OF BEGINNING** and containing 196,699 square feet or 4.5156 acres of land, more or less.

PHASE 3, BLOCK 8, LOT 1

PROPERTY DESCRIPTION
1.3117 ACRES

BEING a tract of land situated in the G. M. Reese Survey, Abstract No.533, City of Taylor, Williamson County, Texas and being a portion of that tract of land conveyed to Castlewood Developers LLC., according to the document filed of record in Instrument No. 2021003684, Deed Records, Williamson County, Texas (D.R.W.C.T), and being more particularly described as follows:

BEGINNING at a 5/8-inch iron rod with plastic cap stamped "KHA" found in the north line of FM 973, for a west corner of said Castlewood Developers tract, same being common with a south corner of Castlewood Phase 1, an addition to Williamson County, according to the document filed of record in Document No. 20211152781 Official Public Records, Williamson County, Texas;

THENCE South 44°26'59" West, with said north line, a distance of 213.50 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for a northwest intersection of said FM 973 and Streamwood Trail, for corner of this tract;

THENCE with the west line of said Castlewood Developers tract, same being the east line of Streamwood Trail the following three (3) courses and distances:

North 45°33'01" West, a distance of 88.64 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract at the beginning of a tangent curve to the right with a radius of 275.00 feet, a central angle of 23°57'26", and a chord bearing and distance of North 33°34'18" West, 114.15 feet;

With said curve to the right, an arc distance of 114.99 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

North 21°35'30" West, a distance of 98.15 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for corner of this tract;

THENCE North 44°26'59" East, with the northwest line of the above-mentioned Castlewood tract, same being common with a southeast line of the above-mentioned Phase 1, a distance of 149.95 feet to a 5/8-inch iron rod with plastic cap stamped "KHA" found for an interior "ell" corner of said Phase 1, same being an exterior "ell" corner of said Castlewood Developers tract and corner of this tract;

THENCE South 45°33'01" East, with the east line of said Castlewood Developers tract, a distance of 290.00 feet to the **POINT OF BEGINNING** and containing 57,137.08 square feet or 1.312 acres of land, more or less.

FINAL PLAT
CASTLEWOOD PHASES 2 & 3
26.1785 ACRES

BLOCK 1, LOT 1; BLOCK 2, LOTS 1A-9A, 1B-9B; BLOCK 3, LOTS 1-11; BLOCK 4, LOTS 1-12; BLOCK 8, LOT 1; BLOCK 9, LOT 1; BLOCK 11, LOTS 1-16; BLOCK 12, LOTS 1-16; BLOCK 13, LOTS 1-18; BLOCK 14, LOTS 1-12 AND 27-34,

G.M. REESE SURVEY, ABSTRACT NO. 533
CITY OF TAYLOR,
WILLIAMSON COUNTY, TEXAS

Kimley»Horn
400 N. Oklahoma Drive, Suite 105
Celina, Texas 75009
Tel. No. (469) 501-2200
FIRM # 10194503

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 100'	SPA	KHA	JAN 2022	063226900	3 OF 5

OWNER/DEVELOPER:
Castlewood Developers, LLC
5511 Reynolds Road
Austin, Texas 78749
Phone: 512-800-4534
Contact : Aaron Levy

APPLICANT:
Kimley-Horn and Associates, Inc.
2600 Via Fortuna Terrace, Suite 300
Austin, Texas 78746
Phone: 737-241-8107
Contact : William Buzzelli, P.E.

SURVEYOR:
Kimley-Horn and Associates, Inc.
400 N. Oklahoma Dr, Suite 105
Celina, Texas 75009
Phone: 469-501-2200
Contact : Sean Patton, R.P.L.S.

CASTLEWOOD SUBDIVISION PHASES 2 & 3 FINAL PLAT

BEING A FINAL PLAT TO CREATE 114 LOTS, 3 RESERVES AND 10 BLOCKS,
CONSISTING OF 17.0018 ACRES IN PHASE 2 & 9.1767 ACRES IN PHASE 3
26.1785 ACRES TOTAL OUT OF THE G.M. REESE SURVEY, ABSTRACT NO.533

ROADS TABLE			
ROAD	LENGTH	ROW WIDTH	CLASSIFICATION
BACKWOOD PASS	1000.00'	50'	LOCAL
BRANCHWOOD PATH	445.00'	50'	LOCAL
CHERRY BLOSSOM LANE	445.00'	50'	LOCAL
ELM BRANCH TRAIL	645.00'	50'	LOCAL
BLAZED TRAIL	170.00'	50'	LOCAL
ALLEY	445.00'	20'	LOCAL

BLOCK "2"	
ACRES	1.93
LOT NO.	AREA (SQ. FT.)
1A	4550
2A	4550
3A	4550
4A	4550
5A	4550
6A	4550
7A	4550
8A	4550
9A	5802
1B	6323
2B	4550
3B	4550
4B	4550
5B	4550
6B	4550
7B	4550
8B	4550
9B	4550

BLOCK "11"	
ACRES	1.09
LOT NO.	AREA (SQ. FT.)
1	4304
2	2750
3	2750
4	2750
5	2750
6	2750
7	2750
8	2750
9	2750
10	2750
11	2750
12	2750
13	2750
14	2750
15	2750
16	4853

BLOCK "3"	
ACRES	1.66
LOT NO.	AREA (SQ. FT.)
1	7752
2	5850
3	5850
4	5850
5	6500
6	6500
7	6500
8	6500
9	6500
10	6500
11	7800

BLOCK "12"	
ACRES	1.09
LOT NO.	AREA (SQ. FT.)
1	4304
2	2750
3	2750
4	2750
5	2750
6	2750
7	2750
8	2750
9	2750
10	2750
11	2750
12	2750
13	2750
14	2750
15	2750
16	4853

BLOCK "4"	
ACRES	1.91
LOT NO.	AREA (SQ. FT.)
1	7752
2	6500
3	6500
4	6500
5	6500
6	7800
7	7800
8	6500
9	6500
10	6500
11	6500
12	7752

BLOCK "13"	
ACRES	2.56
LOT NO.	AREA (SQ. FT.)
1	7152
2	6000
3	5400
4	6000
5	5400
6	6000
7	6000
8	6000
9	7752
10	7752
11	6000
12	6000
13	6000
14	5400
15	6000
16	5400
17	6000
18	7152

BLOCK "14"	
ACRES	4.86
LOT NO.	AREA (SQ. FT.)
1	7152
2	6000
3	6000
4	6000
5	6000
6	6000
7	6000
8	7200
9	6000
10	6000
11	6000
12	6000
27	7200
28	6000
29	6000
30	6000
31	6000
32	6000
33	6000
34	7152

BLOCK "1"	
ACRES	3.35
LOT NO.	AREA (SQ. FT.)
1	145898

BLOCK "8"	
ACRES	1.31
LOT NO.	AREA (SQ. FT.)
1	57137

BLOCK "9"	
ACRES	4.52
LOT NO.	AREA (SQ. FT.)
1	196699

RESERVE DRAINAGE PARCELS	
RESERVE/BLOCK	AREA SQ. FT.)
4 / BLOCK 2	9813
5 / BLOCK 3	10499
6 / BLOCK 4	9599
BLOCK LENGTH	
BLOCK "2"	619.29
BLOCK "3"	555.00
BLOCK "4"	610.00
BLOCK "11"	405.00
BLOCK "12"	405.00
BLOCK "13"	435.00
BLOCK "14"	605.00
ROW DEDICATION	
3.3055 AC	143,986 SQ. FT.

NOTES:

1. UTILITY PROVIDERS - WATER: THE CITY OF TAYLOR. WASTEWATER: THE CITY OF TAYLOR. ELECTRICITY: ONCOR.
2. ALL STRUCTURES AND/OR OBSTRUCTIONS, INCLUDING FENCES, ARE PROHIBITED IN DRAINAGE AREAS/RESERVES.
3. THERE ARE NO AREAS WITHIN THE BOUNDARIES OF THIS SUBDIVISION IN THE 100-YEAR FLOODPLAIN AS DEFINED BY FIRM MAP NUMBER 48491C0541F, EFFECTIVE DATE OF DECEMBER 20, 2019.
4. ALL MINIMUM YARD (BUILDING) SETBACKS SHALL BE ACCORDANCE WITH THE APPROVED PLANNED DEVELOPMENT AGREEMENT WITH THE CITY OF TAYLOR, ORDINANCE NO. 2019-27.
5. PARKLAND DEDICATION REQUIREMENTS ARE MET BY CASTLEWOOD SUBDIVISION, PHASE 1, FINAL PLAT.
6. MINIMUM FIRE FLOW OF 500 GALLONS PER MINUTE FOR NOT LESS THAN TWO (2) HOURS SHALL BE APPROVED.
7. ALL RESERVES SHALL BE OWNED AND MAINTAINED BY THE PROPERTY/HOMEOWNERS ASSOCIATION, NOT THE CITY OF TAYLOR.
8. TOWNHOME ALLEYS ARE PRIVATE AND MAINTAINED BY THE TOWNHOME PROPERTY OWNERS ASSOCIATION, OR OTHER PRIVATE ENTITY, AND NOT THE CITY OF TAYLOR.
9. THIS SUBDIVISION IS SUBJECT TO RESIDENTIAL PLANNED DEVELOPMENT ORDINANCE NO. 2019-27
10. A MAINTENANCE AGREEMENT IS REQUIRED FOR THE DRAINAGE FACILITY IN THE DEVELOPMENT. THIS AGREEMENT IS GOING TO BE DONE AS A SEPARATE DOCUMENT AND/OR RECORDED INSTRUMENT.
11. SIDEWALKS (4-FT IN WIDTH) SHALL BE CONSTRUCTED ON BOTH SIDES OF ALL PUBLIC STREETS, WHICH SHALL BE INSTALLED ON A LOT-BY-LOT BASIS BY THE HOMEBUILDERS, EXCEPT ADJACENT TO PUBLIC AREA, WHICH WILL BE PART OF THE PUBLIC IMPROVEMENTS.

FINAL PLAT
CASTLEWOOD PHASES 2 & 3
26.1785 ACRES

BLOCK 1, LOT 1; BLOCK 2, LOTS 1A-9A, 1B-9B; BLOCK 3, LOTS 1-11; BLOCK 4, LOTS 1-12; BLOCK 8, LOT 1; BLOCK 9, LOT 1; BLOCK 11, LOTS 1-16; BLOCK 12, LOTS 1-16; BLOCK 13, LOTS 1-18; BLOCK 14, LOTS 1-12 AND 27-34,

G.M. REESE SURVEY, ABSTRACT NO. 533
CITY OF TAYLOR,
WILLIAMSON COUNTY, TEXAS

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400 N. Oklahoma Drive, Suite 105
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Tel. No. (469) 501-2200
FIRM # 10194503

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1" = 100'	SPA	KHA	JAN 2022	063226900	4 OF 5

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Phone: 737-241-8107
Contact : William Buzzelli, P.E.

SURVEYOR:
Kimley-Horn and Associates, Inc.
400 N. Oklahoma Dr, Suite 105
Celina, Texas 75009
Phone: 469-501-2200
Contact : Sean Patton, R.P.L.S.

CASTLEWOOD SUBDIVISION PHASES 2 & 3
FINAL PLAT

BEING A FINAL PLAT TO CREATE 114 LOTS, 3 RESERVES AND 10 BLOCKS, CONSISTING OF 17.0018 ACRES IN PHASE 2 & 9.1767 ACRES IN PHASE 3 26.1785 ACRES TOTAL OUT OF THE G.M. REESE SURVEY, ABSTRACT NO.533

SURVEYORS CERTIFICATION:

STATE OF TEXAS §
KNOW ALL MEN BY THESE PRESENTS
COUNTY OF COLLIN §

I, SEAN PATTON, 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
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

_____
Sean Patton
Registered Professional Land Surveyor No. 5660
Kimley-Horn and Associates, Inc.
Firm License # 10194503
400 N. Oklahoma Dr. Suite 105
Celina, Texas 75009
Ph. 469-501-2200
sean.patton@kimley-horn.com

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

That AARON LEVY, PRESIDENT OF CASTLEWOOD DEVELOPERS, LLC SOLE OWNER OF THAT CERTAIN 58.29 ACRE TRACT OF LAND SHOWN HEREON AND DESCRIBED IN DEEDS RECORDED IN DOCUMENT NO. 2019071348 AND DOCUMENT NO. 2019071361, BOTH OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, AND DO HEREBY STATE THAT THERE ARE LIEN HOLDERS ON THAT 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, RIGHT-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 "CASTLEWOOD SUBDIVISION PHASES 2 & 3 FINAL PLAT".

TO CERTIFY WHICH, WITNESS BY MY HAND THIS _____ day of _____, 20___.

_____
AARON LEVY, PRESIDENT
CASTLEWOOD DEVELOPERS, LLC
5511 REYNOLDS RD.
AUSTON, TEXAS 78749

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 AARON LEVY, 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: _____

PLANNING & ZONING COMMISSION

THIS SUBDIVISION TO BE KNOW AS "CASTLEWOOD SUBDIVISION PHASE 2 & 3 FINAL PLAT" HAS BEEN ACCEPTED AN 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 OF THE _____ DAY OF _____, 20___

_____ _____ _____
DATE
_____, CHAIRMAN

_____ _____ _____
DATE
_____, SECRETARY

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LIEN HOLDER

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

I, _____ OF FROST BANK, LIENHOLDER OF THAT CERTAIN 41.3651 ACRES TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED OF TRUST RECORDED IN DOCUMENT NO. 2019071349 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, DO HEREBY CONSENT TO THE SUBDIVISION 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 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 "CASTLEWOOD SUBDIVISION PHASE 2 & 3 FINAL PLAT".

TO CERTIFY WHICH, WITNESS BY MY HAND THIS _____ day of _____, 20___.

_____
(LIEN HOLDER SIGNATURE)
FROST BANK
P.O. BOX 1600
SAN ANTONIO, TEXAS 78296

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_____, 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: _____

ENGINEERS CERTIFICATION:

STATE OF TEXAS §
KNOW ALL MEN BY THESE PRESENTS
COUNTY OF TRAVIS §

I, WILLIAM BUZZELLI, 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 48491C0541F, 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____.

_____
WILLIAM BUZZELLI
Registered Professional Engineer
No. 133535 State of Texas
Kimley-Horn and Associates, Inc.
2600 Via Fortuna Terrace
Austin, Texas 78746
Ph. 737-241-8107
Texas Registered Engineering Firm F-928

STATE OF TEXAS
WILLIAM J. BUZZELLI
133535
LICENSED
PROFESSIONAL ENGINEER

WILLIAMSON COUNTY CLERK

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 IS 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 INSTRUMENT NO. _____.

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

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

BY: _____, DEPUTY

FINAL PLAT
CASTLEWOOD PHASES 2 & 3
26.1785 ACRES

BLOCK 1, LOT 1; BLOCK 2, LOTS 1A-9A, 1B-9B; BLOCK 3, LOTS 1-11; BLOCK 4, LOTS 1-12; BLOCK 8, LOT 1; BLOCK 9, LOT 1; BLOCK 11, LOTS 1-16; BLOCK 12, LOTS 1-16; BLOCK 13, LOTS 1-18; BLOCK 14, LOTS 1-12 AND 27-34,

G.M. REESE SURVEY, ABSTRACT NO. 533
CITY OF TAYLOR,
WILLIAMSON COUNTY, TEXAS

Kimley»Horn

400 N. Oklahoma Drive, Suite 105
Celina, Texas 75009
Tel. No. (469) 501-2200
FIRM # 10194503

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 100'	SPA	KHA	JAN 2022	063226900	5 OF 5

OWNER/DEVELOPER:
Castlewood Developers, LLC
5511 Reynolds Road
Austin, Texas 78749
Phone: 512-800-4534
Contact : Aaron Levy

APPLICANT:
Kimley-Horn and Associates, Inc.
2600 Via Fortuna Terrace, Suite 300
Austin, Texas 78746
Phone: 737-241-8107
Contact : William Buzzelli, P.E.

SURVEYOR:
Kimley-Horn and Associates, Inc.
400 N. Oklahoma Dr, Suite 105
Celina, Texas 75009
Phone: 469-501-2200
Contact : Sean Patton, R.P.L.S.

City of Taylor
RCR-Taylor Logistics Park
Phase 1 Amending Plat No. 2
PZ-2022-1406
Staff Report

Requested Action:
Consider disapproving RCR-Taylor Logistics Park Phase 1 Amending Plat No. 2.

Applicant:
Richard Heiges, P.E./RITD

Subject Property:
Consisting of approximately 170.57 acres to amend one lot and one reserve, addressed as 201 FM 3349, more particularly described by Williamson Central Appraisal District Parcels R621879 and part of R619617, R019173, R435559, R435560, R019450, R605702, and R605658, part of and out of Lot 1A within the RCR-Taylor Logistics Park Phase 1 Amending Plat, the Watkins Nobles Survey Abstract No. 484, and the James C. Eaves Survey, Abstract No. 213, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: B-2/CPD
Current Use: Rail Park development in progress

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

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 amending 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

Richard Heiges
RITD
35505 Cooper Rd
Brookshire TX 77423
rheiges@ritd-llc.com

Date: Tuesday, April 5, 2022

Address: 201 FM3349, Taylor, TX 76574

Permit Number PZ-2022-1406

Dear Richard Heiges,

Staff has completed its review of the plat for the RCR-Taylor Logistics Park Phase 1 Amending Plat No. 2 that is located at 201 FM3349, Taylor, TX 76574. There are some corrections that need to be made prior to recordation of the plat so your application is being placed on the upcoming Planning and Zoning meeting agenda, 04.12.22 with a recommendation of disapproval. 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.

You still didn't state ..."Amending Plat 2". Comment is still current. Correct the Title of the plat everywhere. The bottom of the sheets have the wrong Title.

The Title of the plat has to be Amending Plat 2 at the end. and the description is Being an amending plat of RCR - Taylor Logistics Park Phase 1 Amending Plat b/c you already amended the minor plat. The lot should be Lot 1AA. Below is the name of the plat you are amending:

RCR-Taylor Logistics Park, Phase 1 Amending Plat

You're not showing the easements other than the Flint Hills easement. Show all the easements and label them. You're missing the 10' and 15' easements that are going to accommodate the water line and fire hydrants. The Vegetative Buffer easement is missing too. Detail A is incorrect.

Change the number of the Reserve for the pond you're changing to 2A because you have already used the number 2. This comment was made during the last review and was not addressed.

New comment: All of the documents submitted for review in March are inconsistent with each other.

The realignment of the Koch/Flint Hills easement in the southwest corner where the Naivar and RCR property meet doesn't seem to be logical. Why isn't it a 90 degree angle instead of a V shape?

Show the original lot/boundary lines of the plat that is being amended as you did by the detention pond to the south.

The extension of the lot to the east above the future RCR road along the southern end of the property is strange. Additionally, there must be enough room south of the amendment to Lot 1A for the future right-of-way.

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.

***See Associated Documents portion of the permit page for a PDF document with engineering comments shown.

Sheet 1

1. Copy label of the "RCR Taylor Land L.P. - Called 193.41 Acres" to the location noted on the plat review document.
2. Reference to City's 2021Transportation Plan and identified requirement for Trail to be noted on the plat located along the existing floodplain between US 79 and the RCR Property.
3. Portions of floodplain encroaching Lot 1B. Provide drainage easements per Engineering Manual Section 8.1 General (8.)
4. Verify and show other phases on the plat.
5. On Detail "A", label the "Point of Beginning".
6. Verify/confirm there are no building or utility encroachments within the updated FHR easement.
7. For the Detention Reserve 2/3 shown, updated engineering documents to be submitted to review verify site detention provided.

Sheet 2

1. Reference to City's 2021 Transportation Plan and identified requirement for extension of a Proposed Regional Road per previous coordination.
2. For the floodplain shown along the south portion of the property, provide a reference to Note 7 in the text noted on the plat review sheet.
3. Update the bearing shown where noted on the plat review drawing (revise N 7° to N 07°) to match the metes and bounds description.

Sheet 3

1. Update the Engineer's Certificate to use language taken from the Plat Application certificate language.
2. Update the Surveyor's Certificate to use language taken from the Plat Application certificate language.
3. Delete header text shown on the OSSF Certificate.
4. Update the floodplain administrator certificate to revise the portion of text "Williamson County" to "City of Taylor"
5. Verify and update the bearing distance shown in the last paragraph in the Legal Description to match the plat drawing.

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 resubmitted plans with no comments pertaining to the expansion of the detention pond.

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

Hutto ETJ

Subject Property

FM 3349

CR 404

PZ-2022-1406

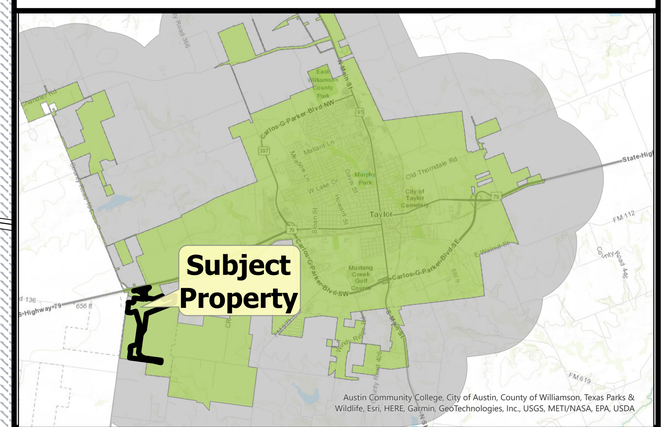
RCR-Taylor Logistics Park
Phase 1 Amending Plat No. 2
201 FM 3349
Approximately 170.57 Acres

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

- B-2/CPD
- R-1 Single Family
- M-2/CPD

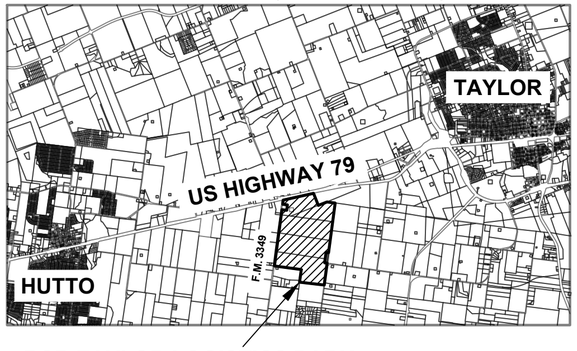


0 460 920 1,840 US Feet

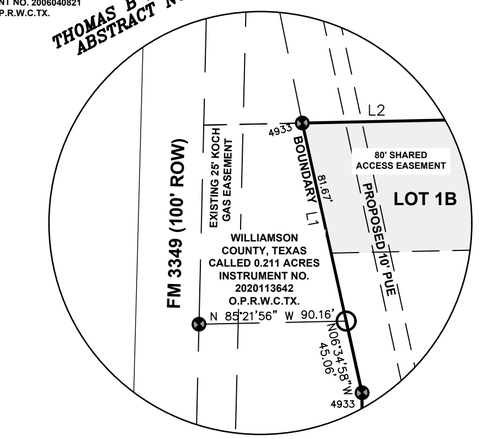
RCR-TAYLOR LOGISTICS PARK
PHASE 1 AMENDING PLAT

BEING AN AMENDING PLAT OF RCR-TAYLOR LOGISTICS PARK MINOR PLAT, PHASE 1, CONSISTING OF APPROXIMATELY 170.57 ACRES, MADE UP OF 97.914 ACRES OF RCR-TAYLOR LOGISTICS PARK MINOR PLAT, PHASE 1, LOT 1A AND 72.656 ACRES PART OF AND OUT OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484, AND THE JAMES C. EAVES SURVEY, ABSTRACT NO. 213, TAYLOR, WILLIAMSON COUNTY, TEXAS.

VICINITY MAP (NOT TO SCALE)



US HIGHWAY 79 (VARIABLE WIDTH RIGHT-OF-WAY)
UNION PACIFIC RAILROAD
CENTERLINE OF RAILROAD
100'
ONCOR ELECTRIC DELIVERY, LLC
20' PERMANENT EASEMENT
DOCUMENT NO. 2021067296
O.P.R.W.C.TX.
KOCH REFINING COMPANY
25' PERMANENT EASEMENT
VOL. 1792, PG 117
D.R.W.C.TX.
C. ERNEST LAWRENCE
TRACT ONE, TRACT
TWO, & TRACT THREE
CALLED 305.22 ACRES
DOC. NO. 2005011334
O.P.R.W.C.TX.
JAMES C EAVES SURVEY
ABSTRACT NO. 214
APPROXIMATE SURVEY ABSTRACT LINE
THOMAS B LEE SURVEY
ABSTRACT NO. 800
HEART OF TEXAS SUPPLIERS, L.P.
30' WATER LINE EASEMENT & R.O.W.
DOCUMENT NO. 2006040821
O.P.R.W.C.TX.
N 77°23'39" E 1442.40'
PASS AT 97.51'
S47°56'00"W 316.57'
SEE NOTE 15
RCR TAYLOR LAND, L.P.
RESIDUE OF ORIGINAL TRACT
CALLED 193.41 ACRES
DOC. NO. 2018058726
O.P.R.W.C.TX.
THIS AREA IS IN A SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD. SEE NOTE 7.
EXISTING DRAINAGE EASEMENT (PER PHASE 1 PLAT)
S08°59'08"E 493.17'
S72°38'30"E 232.60'
S82°09'02"E 517.82'
N68°27'09"E 766.11'
S21°32'55"E 275.91'
140'
170'
N68°47'09"E 923.43'
S07°32'31"E 636.43'
L1 L2 L3 L4 L5 L6 L7 L8 L9 L10 C1 C2
S 83°47'45" E 829.92'
CITY OF HUTTO
CALLED 5.00 ACRES
DOC. NO. 2003011596
O.P.R.W.C.TX.
DETENTION RESERVE 1
DETENTION RESERVE 3
SEE DETAIL 'A'
386.50'
81.07'
BLOCK 1, LOT 1B
170.57 ACRES
JAMES C EAVES SURVEY
ABSTRACT NO. 213
WATKINS NOBLES SURVEY
ABSTRACT NO. 484
PHASE 1
N05°39'14"E 312.43'
4933
N07°39'11"E 422.87'
6452
PROPOSED FHR 25' WIDE GAS PIPELINE EASEMENT
N 62°50'50" E 684.38' TO ABSTRACT CORNER
N82°20'49"W 308.32'
S72°58'00"W 467.12'
N17°02'00"W 1240.11'
S 7°05'58" W 1481.17'
S68°33'32"W 2693.25'
RCR TAYLOR LAND, L.P.
RESIDUE OF ORIGINAL TRACT
CALLED 193.41 ACRES
DOC. NO. 2018058726
O.P.R.W.C.TX.
RCR TAYLOR LAND, L.P.
RESIDUE OF ORIGINAL TRACT
CALLED 183.94 ACRES
DOC. NO. 2018058735
O.P.R.W.C.TX.
RCR TAYLOR RAIL, L.P.
REMAINDER OF ORIGINAL TRACT
CALLED 84.000 ACRES
DOC. NO. 2021132303
O.P.R.W.C.TX.
RESERVED FOR FUTURE R.O.W./EASEMENT - WIDTH VARIES (12.327 ACRES)
FM 3349 (100' ROW)
J.J. STUBBLEFIELD SURVEY
ABSTRACT NO. 562
KOCH REFINING COMPANY
25' PERMANENT EASEMENT
VOL 1792, PG 127
D.R.W.C.TX.
HEART OF TEXAS SUPPLIERS, L.P.
WATER LINE EASEMENT
DOCUMENT NO. 2006045773
O.P.R.W.C.TX.
HEART OF TEXAS SUPPLIERS, L.P.
30' WIDE WATER LINE EASEMENT
DOCUMENT NO. 2006045773
O.P.R.W.C.TX.
SAMSUNG AUSTIN SEMICONDUCTOR, LLC
CALLED 164.63 ACRES
DOC. NO. 2021184270 (OPRWCT)
MATCHLINE SHEET 2



DETAIL 'A'
(NOT TO SCALE)

OWNER/DEVELOPER RCR TAYLOR RAIL, L.P.

ACREAGE: **170.57 ACRES**
SURVEY: JAMES C. EAVES SURVEY, ABSTRACT NO. 213
WATKINS NOBLES SURVEY, ABSTRACT NO. 484

NUMBER OF PARCELS: 1

DATE OF SURVEY: **12/20/21**

SURVEYOR: RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC
35505 COOPER ROAD
BROOKSHIRE, TEXAS 77423

ENGINEER: RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC
35505 COOPER ROAD
BROOKSHIRE, TEXAS 77423

PARCEL SUMMARY (CALCULATED AREA):

TOTAL	170.57 ACRES

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

DATE 03/18/22 DRAWN RH
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.

AMENDING PLAT
PHASE 1, LOT 1B

REV	DATE	DESCRIPTION	BY

300 0 300 600
SCALE: 1" = 300'

SHEET NO.
1 OF 3

C:\Users\rheiges\ACCDocs\RITD\474-2 RCR Taylor Rail\Project Files\2-DESIGN\5 - SURV\3-DWG\Lot 1B\474-2_Phase-1-AMENDING-Plat-1B.dwg * 3/16/2022 11:17 PM * Plotted by Richard Heiges

RCR-TAYLOR LOGISTICS PARK
PHASE 1 AMENDING PLAT

BEING AN AMENDING PLAT OF RCR-TAYLOR LOGISTICS PARK MINOR PLAT, PHASE 1, CONSISTING OF APPROXIMATELY 170.57 ACRES, MADE UP OF 97.914 ACRES OF RCR-TAYLOR LOGISTICS PARK MINOR PLAT, PHASE 1, LOT 1A AND 72.656 ACRES PART OF AND OUT OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484, AND THE JAMES C. EAVES SURVEY, ABSTRACT NO. 213, TAYLOR, WILLIAMSON COUNTY, TEXAS.

MATCHLINE SHEET 1

BLOCK 1, LOT 1B
170.57 ACRES

PHASE 1

6452
N: 10,172,956.90
E: 3,194,983.18

S19°38'53"W 168.51'
S31°12'46"W 356.24'
1789.86'
N07°36'04"E
1617.86'
S07°50'58"W
540.36'
N72°37'23"E
763.83'
N 7 41'38" E
S82°24'58"E 1491.12'
N82°24'58"W 2109.00'
N77°12'41"W 634.86'

C1 C2 C3 C4 C5 C6
L1 L2 L3 L4 L5 L6 L7 L8 L9 L10 L11 L12 L13 L14

BENT"

WATKINS NOBLES SURVEY ABSTRACT NO. 484

DETENTION RESERVE 2

ORIGINAL LOT LINE

J.J. STUBBLEFIELD SURVEY ABSTRACT NO. 562

THOMAS B LEE SURVEY ABSTRACT NO. 800

HT&B RAILROAD CO. ABSTRACT NO. 318

FM 3349 (100' ROW)

COUNTY ROAD 404 (VARIABLE WIDTH ROW)

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

PROPOSED FHR
25' WIDE GAS
PIPELINE
EASEMENT

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

APPROXIMATE
SURVEY
ABSTRACT LINE

KOCH REFINING COMPANY
25' PERMANENT EASEMENT
CALLED 0.875 ACRES
VOL 1804, PG 958
O.P.R.W.C.TX.

HEART OF TEXAS SUPPLIERS, L.P.
30' WIDE WATER LINE EASEMENT
DOCUMENT NO. 2006042592
O.P.R.W.C.TX.

HEART OF TEXAS SUPPLIERS, L.P.
30' WIDE WATER LINE EASEMENT
DOCUMENT NO. 2006051982
O.P.R.W.C.TX.

RCR TAYLOR RAIL, L.P.
REMAINDER OF ORIGINAL TRACT
CALLED 84.000 ACRES
DOC. NO. 2021132303
O.P.R.W.C.TX.

RCR TAYLOR LAND, L.P.
RESIDUE OF ORIGINAL TRACT
CALLED 183.84 ACRES
DOC. NO. 2018058736
O.P.R.W.C.TX.

RCR TAYLOR LAND, L.P.
RESIDUE OF ORIGINAL TRACT
CALLED 194.559 ACRES
DOC. NO. 2018058746
O.P.R.W.C.TX.

RCR TAYLOR RAIL, L.P.
PART OF ORIGINAL TRACT
CALLED 84.000 ACRES
DOC. NO. 2021132303
O.P.R.W.C.TX.

RCR TAYLOR RAIL, L.P.
PART OF ORIGINAL TRACT
CALLED 105.275 ACRES (TRACT 1)
DOC. NO. 2020166309 - O.P.R.W.C.TX.

RCR TAYLOR RAIL, L.P.
REMAINDER OF ORIGINAL TRACT
CALLED 105.275 ACRES (TRACT 1)
DOC. NO. 2020166309
O.P.R.W.C.TX.

SAMSUNG AUSTIN SEMICONDUCTOR, LLC
CALLED 164.63 ACRES
DOC. NO. 2021184270 (OPRWCT)

RAYMOND E. NAIVAR & WIFE,
DIANE E. NAIVAR
CALLED 58.001 ACRES
VOL. 713, PG. 723
D.R.W.C.T.

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

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.

LINE TABLE					
NUMBER	DIRECTION	LENGTH	NUMBER	DIRECTION	LENGTH
L1	N06°37'40"E	124.24'	L8	S84°27'28"W	307.11'
L2	S85°20'29"E	415.86'	L9	S43°13'52"E	76.01'
L3	N13°53'41"E	79.86'	L10	S82°23'17"E	158.49'
L4	N82°43'52"E	82.80'	L11	S66°07'46"E	204.78'
L5	N04°39'31"E	343.85'	L12	S07°35'02"W	214.10'
L6	N10°03'05"W	381.71'	L13	N82°18'22"W	67.85'
L7	N64°04'32"W	331.79'	L14	N07°41'38"E	217.31'

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	49°26'44"	688.24'	593.94'	S41°24'24"E	575.68'
C4	05°12'16"	1260.00'	114.45'	N79°47'54"W	114.41'
C5	64°55'46"	80.00'	90.67'	N40°09'30"E	85.90'
C6	65°01'19"	55.00'	62.42'	N40°06'44"E	59.13'

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

DATE 03/18/22 DRAWN RH
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.

AMENDING PLAT
PHASE 1, LOT 1B

REV	DATE	DESCRIPTION	BY

300 0 300 600
SCALE: 1" = 300'

SHEET NO.
2 OF 3

C:\Users\rheiges\ACCDocs\RITD\474-2 RCR Taylor Rail\Project Files\2-DESIGN\5 - SURV\3-DWG\Lot 1B\474-2_Phase-1-AMENDING-Plat-1B.dwg * 3/16/2022 11:18 PM * Plotted by Richard Heiges

RCR-TAYLOR LOGISTICS PARK
PHASE 1 AMENDING PLAT

BEING AN AMENDING PLAT OF RCR-TAYLOR LOGISTICS PARK MINOR PLAT, PHASE 1, CONSISTING OF APPROXIMATELY 170.57 ACRES, MADE UP OF 97.914 ACRES OF RCR-TAYLOR LOGISTICS PARK MINOR PLAT, PHASE 1, LOT 1A AND 72.656 ACRES PART OF AND OUT OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484, AND THE JAMES C. EAVES SURVEY, ABSTRACT NO. 213, TAYLOR, WILLIAMSON COUNTY, TEXAS.

OWNER'S CERTIFICATION

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF _____ {

I, RCR TAYLOR RAIL, L.P., SOLE OWNER OF THE CERTAIN 170.57 ACRES TRACT OF LAND SHOWN HEREON AND DESCRIBED IN DEEDS RECORDED IN DOCUMENT NUMBERS 2019088597, 2020166309, AND 2021132303 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 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 AMENDING PLAT OF RCR-TAYLOR LOGISTICS PARK, PHASE 1.

TO CERTIFY WHICH, WITNESS BY MY HAND THIS _____ DAY OF _____, 2022.

_____

HYDIE McALISTER, MANAGER, RCR TAYLOR RAIL, L.P.

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_____, 2022.

_____

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

MY COMMISSION EXPIRES ON:

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 _____, 2022, A.D.

_____

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

ENGINEER'S CERTIFICATION

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 _____, _____ COUNTY, TEXAS, THIS _____ DAY OF _____, 2022.

_____

RICHARD W. HEIGES, P.E.
REGISTERED PROFESSIONAL ENGINEER NO. 123135

DEVELOPMENT SERVICES DIRECTOR'S CERTIFICATION

DEVELOPMENT SERVICES DIRECTOR

I,_____ 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, DIRECTOR 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

NOTES:

1. **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.**
2. **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.**
3. **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.**
4. **THIS SUBDIVISION IS SUBJECT TO ALL GENERAL NOTES AND RESTRICTIONS APPEARING ON THE PLAT OF RCR TAYLOR LOGISTICS PARK MINOR PLAT, PHASE 1, RECORDED AS DOCUMENT #2020121869 OF THE PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS.**
5. **A 10-FOOT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG ALL STREET FRONTAGES, UNLESS OTHERWISE NOTED HEREON.**
6. **UTILITY PROVIDERS - WATER: CITY OF TAYLOR, TEXAS; WASTEWATER/SEPTIC: WILLIAMSON COUNTY, TEXAS; ELECTRICITY: ONCOR ELECTRIC.**
7. **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.**
8. **NO STRUCTURES AND/OR OBSTRUCTIONS ARE PERMITTED IN DRAINAGE EASEMENTS WITHOUT PRIOR REVIEW AND APPROVAL BY THE CITY OF TAYLOR, TEXAS DEVELOPMENT SERVICES DEPARTMENT.**
9. **ALL MINIMUM YARD (BUILDING) SETBACKS SHALL BE IN ACCORDANCE WITH THE COMMERCIAL PLANNED DEVELOPMENT FOR RCR-TAYLOR LOGISTICS PARK.**
10. **NO DEVELOPMENT SHALL BEGIN PRIOR TO THE ISSUANCE OF A FLOODPLAIN DEVELOPMENT PERMIT FOR LOTS SITUATED IN THE 100-YEAR FLOOD PLAIN.**
11. **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; HOWEVER, PER CITY OF TAYLOR ORDINANCE NO. 2019-28 RCR TAYLOR LOGISTICS PARK COMMERCIAL PLANNED DEVELOPMENT), NO PERMANENTLY OCCUPIED BUILDINGS ARE PERMITTED WITHIN LOT OF THIS SUBDIVISION PLAT. TYPICAL FIRE SUPPRESSION SYSTEMS AND FIRE PROTECTION WATER SUPPLY WILL COMPLY WITH CITY OF TAYLOR, TEXAS CODE REQUIREMENTS AND WILL BE DESIGNED ACCORDINGLY.**
12. **THIS SUBDIVISION IS SUBJECT TO CITY OF TAYLOR, TEXAS ORDINANCE 2019-28 (COMMERCIAL PLANNED DEVELOPMENT DISTRICT) AND THE CITY OF TAYLOR SITE DEVELOPMENT PERMIT NOS. PZ-2019-1182 AND PZ-2021-1288.**
13. **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).**
14. **ALL DRAINAGE AND DETENTION FACILITIES SHOWN HEREIN ARE PRIVATE FACILITIES. THE LAND OWNER AND/OR 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**
15. **CROSS-HATCHED AREA SHOWN HEREON DESIGNATES THE AREA BETWEEN THE NORTH DEED LINE OF THE 193.41 ACRES ORIGINAL TRACT AND THE SOUTH RIGHT OF WAY LINE OF THE UNION PACIFIC RAILROAD AS SHOWN ON RIGHT OF WAY MAPS PROVIDED TO THE SURVEYOR. BASED ON THE SCHEDULE OF PROPERTY SHOWN ON SAID RIGHT OF WAY MAPS, NO DEED WAS RECORDED WHICH CONVEYED LAND TO THE UNION PACIFIC RAILROAD AT THE TIME OF RIGHT OF WAY ACQUISITIONS.**
16. **PUBLIC RIGHT OF WAY ACCESS FOR THE PROPOSED PHASE 3, LOT 1 WILL BE PROVIDED BY THE 80' SHARED ACCESS EASEMENT SHOWN HEREON. SAID EASEMENT MAY BE USED BY THE PROPOSED PHASE 3, LOT 1 AND PHASE 1, LOT 1B.**
17. **THE PROPOSED LANDSCAPE BUFFER FOR THIS AMENDING PLAT OF PHASE 1, LOT 1A IS 50 FEET WIDE AND ADJACENT TO THE PROPOSED FM3349 RIGHT-OF-WAY LINE / FUTURE RIGHT-OF-WAY RESERVE. THE LANDSCAPING PLAN AND BUFFER LOCATION SHALL MEET THE REQUIREMENTS STATED IN THE RCR TAYLOR LOGISTICS PARK COMMERCIAL PLANNED DEVELOPMENT CODES THAT ARE IN EFFECT FOR ANY DEVELOPMENT OF THE PLATTED AREA SHOWN HEREON.**

WILLIAMSON COUNTY - ON-SITE SEWAGE FACILITIES & FLOODPLAIN ADMINISTRATOR

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 DATE

COUNTY ENGINEER

LEGAL DESCRIPTION

ALL THAT CERTAIN TRACT OR PARCEL OF 170.57 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 THE SAME LAND DESCRIBED AS 15.285 ACRES (TRACT 2) IN THE DEED FROM RCR TAYLOR LAND, L.P. TO RCR TAYLOR RAIL, L.P., DATED DECEMBER 28, 2020, 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 15.285 ACRES AND SAID RESIDUE TRACT BEING RCR TAYLOR LOGISTICS PARK SUBDIVISION, PHASE 1, LOT 1A (CALLED 97.914 ACRES), A MAP OR PLAT OF SAID SUBDIVISION BEING OF RECORD IN DOCUMENT NO. 2021166315, IN SAID OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, BEING PART OF THE SAME LAND CALLED 105.275 ACRES (TRACT 1) IN SAID DEED RECORDED IN INSTRUMENT NO. 2020166309, AND BEING PART OF THE SAME LAND CALLED 84.000 ACRES IN THE DEED FROM RCR TAYLOR LAND, L.P. TO RCR TAYLOR RAIL, L.P., DATED AUGUST 30, 2021, AS RECORDED IN DOCUMENT NO. 2021132303, IN SAID OFFICIAL PUBLIC RECORDS, SAID 105.33 ACRES BEING MORE FULLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS, TO-WIT:

BEGINNING AT A CALCULATED POINT FOR CORNER ON THE EAST RIGHT OF WAY LINE OF FM 3349 AT ITS INTERSECTION WITH A SOUTH LINE OF SAID PHASE 1, LOT 1A FOR THE NORTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 84.000 ACRES, COMMON WITH THE SOUTHEAST CORNER OF THE WILLIAMSON COUNTY, TEXAS TRACT CALLED 0.211 ACRES, AS RECORDED IN INSTRUMENT NO. 2020113642, IN SAID OFFICIAL PUBLIC RECORDS, BEING ON A WEST LINE HEREOF, A 5/8 INCH IRON FOUND ON THE FORMER EAST RIGHT OF WAY LINE OF SAID F.M. 3349, COMMON WITH A WEST LINE OF SAID RCR TAYLOR LAND, L.P. TRACT CALLED 193.41 ACRES FOR THE SOUTHWEST CORNER OF SAID 0.211 ACRES BEARS N 85°21'56" W 90.16 FEET;

THENCE ALONG THE EAST LINE OF SAID WILLIAMSON COUNTY TRACT CALLED 0.211 ACRES, COMMON WITH THE WEST LINE HEREOF, N 06°37'40" E 124.24 FEET, TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (ROW 4933) FOR A NORTHWEST CORNER HEREOF AND OF SAID LOT 1A, COMMON WITH THE NORTHEAST CORNER OF SAID TRACT CALLED 0.211 ACRES;

THENCE ALONG NORTH AND WEST LINES HEREOF AND OF SAID PHASE 1, LOT 1A, COMMON WITH SOUTH AND EAST LINES OF SAID RESIDUE OF SAID 193.41 ACRES TRACT, THE FOLLOWING CALLS: S 85°20'29" E 415.86 FEET TO A CALCULATED POINT FOR AN INTERIOR CORNER HEREOF, N 13°53'41" E 79.86 FEET TO A CALCULATED POINT FOR A NORTHWEST CORNER HEREOF, N 82°43'52" E 82.80 FEET TO A CALCULATED POINT FOR AN INTERIOR CORNER HEREOF, N 04°39'31" E 343.85 FEET TO A CALCULATED POINT FOR CORNER, S 83°47'45" E 829.92 FEET TO A CALCULATED POINT FOR AN INTERIOR CORNER HEREOF, AND N 10°03'05" W 381.71 FEET TO A 5/8 INCH IRON ROD FOUND FOR A TANGENT POINT HEREOF AT THE BEGINNING OF A CURVE TO THE LEFT;

THENCE ALONG A SOUTHWEST LINE HEREOF AND OF SAID PHASE 1, LOT 1A, BEING ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 53°50'59", HAVING A RADIUS OF 350.00 FEET, A CHORD OF N 37°09'02" W 317.01 FEET, FOR AN ARC DISTANCE OF 328.95 FEET TO A 5/8 INCH IRON ROD FOUND AT THE END OF SAID CURVE TO THE LEFT FOR A TANGENT POINT HEREOF AND OF SAID PHASE 1, LOT 1;

THENCE ALONG SOUTHWEST LINES HEREOF AND OF SAID PHASE 1, LOT 1A, N 64°04'32" W 331.79 FEET TO A POINT FOR CORNER, AND S 84°27'28" W 307.11 FEET TO A POINT FOR CORNER ON THE NORTH LINE OF SAID 193.41 ACRES TRACT FOR A NORTHWEST CORNER HEREOF, BEING 50.0 FEET SOUTH OF AND AT RIGHT ANGLES TO THE CENTERLINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE ALONG A PORTION OF THE NORTH LINE OF SAID 193.41 ACRES TRACT FOR A NORTH LINE HEREOF AND OF SAID PHASE 1, LOT 1A, BEING 50.0 FEET SOUTH OF AND AT RIGHT ANGLES TO SAID RAILROAD RIGHT OF WAY, N 77°23'39" E 1442.40 FEET TO A POINT FOR CORNER ON THE NORTH LINE OF SAID 193.41 ACRES TRACT FOR A NORTHEAST CORNER HEREOF, BEING 50.0 FEET SOUTH OF AND AT RIGHT ANGLES TO SAID CENTERLINE OF SAID RAILROAD RIGHT OF WAY;

THENCE ALONG A SOUTHEAST LINE HEREOF AND OF SAID PHASE 1, LOT 1A, S 47°56'20" W, AT 97.53 FEET PASS A 5/8 INCH IRON ROD FOUND, AND AT A TOTAL DISTANCE OF 316.57 FEET TO A 5/8 INCH IRON ROD FOUND FOR A TANGENT POINT HEREOF AT THE BEGINNING OF A CURVE TO THE LEFT;

THENCE ALONG A SOUTHEAST LINE HEREOF AND OF SAID PHASE 1, LOT 1A, BEING ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 56°55'28", HAVING A RADIUS OF 400.00 FEET, A CHORD OF S 19°28'36" W 381.31 FEET, FOR AN ARC DISTANCE OF 397.41 FEET TO A 5/8 INCH IRON ROD FOUND AT THE END OF SAID CURVE TO THE LEFT FOR A TANGENT POINT HEREOF AND OF SAID PHASE 1, LOT 1A;

THENCE ALONG AN EAST LINE HEREOF AND OF SAID PHASE 1, LOT 1A, S 08°59'08" E 493.11 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (SAM) FOR AN INTERIOR CORNER HEREOF, BEING AN ANGLE POINT OF SAID PHASE 1, LOT 1A, COMMON WITH THE NORTHWEST CORNER OF SAID ORIGINAL TRACT CALLED 15.285 ACRES;

THENCE ALONG A NORTH LINE HEREOF AND OF SAID ORIGINAL TRACT CALLED 15.285 ACRES, N 72°38'30" E 232.60 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (RITD, LLC - RPLS 6452) FOR A NORTHEAST CORNER HEREOF AND OF SAID PHASE 1, LOT 1A, COMMON WITH THE NORTHEAST CORNER OF SAID ORIGINAL TRACT CALLED 15.285 ACRES;

THENCE ALONG NORTH, EAST, AND SOUTHEAST LINES HEREOF, THE FOLLOWING CALLS: S 82°09'02" E 517.82 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN ANGLE POINT HEREOF, N 68°27'09" E 766.11 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR A NORTHEAST CORNER HEREOF, S 21°32'55" E 275.91 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN ANGLE POINT HEREOF, S 43°13'52" E 76.01 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN INTERIOR CORNER HEREOF, N 68°47'09" E 923.43 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN ANGLE POINT HEREOF, S 82°23'17" E 158.49 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR THE MOST NORTHEAST CORNER HEREOF, S 07°32'31" E 636.43 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN EAST OR SOUTHEAST CORNER HEREOF, AND S 68°33'32" W 2693.25 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) ON THE EAST LINE OF SAID PHASE 1 LOT 1A, BEING THE EAST LINE OF SAID ORIGINAL TRACT CALLED 15.285 ACRES FOR AN INTERIOR CORNER HEREOF;

THENCE ALONG A PORTION OF AN EAST LINE OF SAID PHASE 1, LOT 1A, BEING ALONG A PORTION OF THE EAST LINE OF SAID ORIGINAL TRACT CALLED 15.285 ACRES, FOR AN EAST LINE HEREOF, S 07°05'58" W 1481.17 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (RITD, LLC - RPLS 6452) FOR AN ANGLE POINT HEREOF AND OF SAID ORIGINAL TRACT CALLED 15.285 ACRES AND SAID LOT 1A;

THENCE ALONG SOUTHEAST LINES HEREOF AND OF SAID ORIGINAL TRACT CALLED 15.285 ACRES, S 39°38'53" W 168.51 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (RITD, LLC - RPLS 6452) FOR AN ANGLE POINT HEREOF, AND S 31°12'46" W 356.24 FEET TO A POINT FOR CORNER IN BERM ON AN EAST LINE OF SAID PHASE 1, LOT 1 FOR AN ANGLE POINT HEREOF AND OF SAID ORIGINAL TRACT CALLED 15.285 ACRES;

THENCE ALONG AN EAST LINE HEREOF, S 07°50'58" W 1617.86 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN INTERIOR ANGLE POINT HEREOF, BEING AT THE BEGINNING OF A CURVE TO THE LEFT;

THENCE ALONG A NORTHEAST LINE HEREOF, BEING ALONG LAST SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 49°26'44", HAVING A RADIUS OF 688.24 FEET, A CHORD OF S 41°24'24" E 575.68 FEET, FOR AN ARC DISTANCE OF 593.94 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR A TANGENT POINT HEREOF AT THE END OF SAID CURVE TO THE LEFT;

THENCE SEVERING SAID ORIGINAL TRACT CALLED 105.275 ACRES WITH NORTH, EAST, AND SOUTH LINES HEREOF, S 66°07'46" E 204.78 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN ANGLE POINT HEREOF, N 82°24'58" W 1491.12 FEET TO A POINT FOR A NORTHEAST CORNER HEREOF, S 07°35'02" W 214.10 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR THE MOST SOUTHEAST CORNER HEREOF, AND N 77°12'41" W 634.86 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR A TANGENT POINT HEREOF AT THE BEGINNING OF A CURVE TO THE LEFT;

THENCE ALONG A SOUTH LINE HEREOF, BEING ALONG LAST SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 05°12'16", HAVING A RADIUS OF 1260.00 FEET, A CHORD OF N 79°47'54" W 114.41 FEET, FOR AN ARC DISTANCE OF 114.45 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR A TANGENT POINT HEREOF AT THE END OF SAID CURVE TO THE LEFT;

THENCE CONTINUING TO SEVER SAID 105.275 ACRES AND SEVERING SAID ORIGINAL TRACT CALLED 84.000 ACRES WITH SOUTH AND EAST LINES HEREOF, THE FOLLOWING CALLS: N 82°24'58" W 2109.00 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR THE MOST SOUTHWEST CORNER HEREOF, N 07°41'38" E 763.83 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR AN INTERIOR CORNER HEREOF, N 82°18'22" W 67.85 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) FOR A SOUTHWEST CORNER HEREOF, AND N 07°41'38" E 217.31 FEET TO A 5/8 INCH IRON ROD SET WITH ID. CAP (RPLS 6452) ON A WEST LINE OF SAID PHASE 1, LOT 1A, IN A CURVE OF SAME, FOR A TANGENT POINT HEREOF;

THENCE ALONG A PORTION OF A WEST LINE OF SAID PHASE 1, LOT 1A, COMMON WITH A PORTION OF AN EAST LINE OF SAID 84.000 ACRES FOR A NORTHWEST LINE HEREOF, BEING ALONG SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 64°55'46", HAVING A RADIUS OF 80.00 FEET, A CHORD OF N 40°09'30" E 85.90 FEET, FOR AN ARC DISTANCE OF 90.67 FEET TO A 5/8 INCH IRON ROD FOUND AT THE END OF SAID CURVE TO THE RIGHT FOR AN ANGLE POINT HEREOF AND OF SAID PHASE 1, LOT 1A;

THENCE ALONG A NORTH LINE HEREOF AND OF SAID PHASE 1, LOT 1A, COMMON WITH A SOUTH LINE OF SAID 84.000 ACRES, N 72°37'23" E 540.38 FEET TO A 5/8 INCH IRON ROD FOR AN ANGLE POINT HEREOF AND OF SAID PHASE 1, LOT 1A, COMMON WITH AN ANGLE POINT OF SAID 84.000 ACRES, AT THE BEGINNING OF A CURVE TO THE LEFT;

THENCE ALONG A WEST LINE HEREOF AND OF SAID PHASE 1, LOT 1A, COMMON WITH AN EAST LINE OF SAID 84.000 ACRES, BEING ALONG SAID CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 65°01'19", HAVING A RADIUS OF 55.00 FEET, A CHORD OF N 40°06'44" E 59.13 FEET, FOR AN ARC DISTANCE OF 62.42 FEET TO A 5/8 INCH IRON ROD FOUND AT THE END OF SAID CURVE TO THE LEFT FOR AN ANGLE POINT HEREOF AND OF SAID PHASE 1, LOT 1

THENCE ALONG A WEST LINE HEREOF AND OF SAID PHASE 1, LOT 1A, N 07°36'04" E 1789.86 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (RITD, LLC - RPLS 6452) ON AN EAST LINE OF SAID 84.000 ACRES FOR AN ANGLE POINT HEREOF;

THENCE ALONG EAST AND NORTH LINES OF THE RESIDUE OF SAID 84.000 ACRES FOR WEST AND SOUTH LINES HEREOF AND OF SAID PHASE 1, LOT 1A, THE FOLLOWING CALLS: N 17°02'00" E 1240.11 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (RITD, LLC - RPLS 6452) FOR AN INTERIOR CORNER HEREOF, S 72°58'00" W 467.12 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (RITD, LLC - RPLS 6452) FOR AN ANGLE POINT HEREOF, AND N 82°20'49" W 308.32 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (RITD, LLC - RPLS 6452) FOR A SOUTHWEST CORNER HEREOF AND OF SAID 84.000 ACRES;

THENCE ALONG WEST LINES HEREOF AND OF SAID PHASE 1, LOT 1A, THE FOLLOWING CALLS: N 07°39'11" E 422.83 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (ROW 4933) FOR AN ANGLE POINT HEREOF, AND OF SAID 84.000 ACRES, N 05°39'14" E 312.43 FEET TO A 5/8 INCH IRON ROD FOUND WITH ID. CAP (ROW 4933) FOR AN ANGLE POINT HEREOF, AND N 06°34'58" E 45.06 FEET TO THE PLACE OF BEGINNING CONTAINING 170.57 ACRES OF LAND.

LEGEND

- POINT FOR CORNER
- SET 5/8" IRON ROD W/CAP "6452"
- FOUND 5/8" IRON ROD
- FOUND 1/2" IRON ROD
- FOUND CONCRETE MONUMENT
- ORIGINAL ABSTRACT CORNER
- PHASE LINE
- APPROX. ABSTRACT LINE

P/O = PART OF PUE = PUBLIC UTILITY EASEMENT

RES. = RESIDUE FHR = FLINT HILLS RESOURCES

DRWCT = DEED RECORDS OF WILLIAMSON COUNTY, TEXAS

OPRWCT = OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS

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"

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_____, 2022, 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

BY: _____,DEPUTY

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

DATE 03/18/22 DRAWN RH
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.

AMENDING PLAT
PHASE 1, LOT 1B

REV	DATE	DESCRIPTION	BY

300 0 300 600
SCALE: 1" = 300'

SHEET NO.
3 OF 3

C:\Users\rheiges\ACCDocs\RITD\474-2 RCR Taylor Rail\Project Files\2-DESIGN\5 - SURV\3-DWG\Lot 1B\Lot 1B\474-2_Phase-1-AMENDING-Plat-1B.dwg * 3/16/2022 11:03 PM * Plotted by Richard Heiges

City of Taylor
Sierra Apartments
Subdivision Minor Plat
PZ-2022-1410
Staff Report

Requested Action:
Consider disapproving Sierra Apartments Subdivision Minor Plat.

Applicant:
Dennis Axberg/AWA Architects

Subject Property:
Consisting of 2.55 acres to create one lot, addressed as 900 Mallard Lane, more particularly described by Williamson Central Appraisal District Parcel R088085, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: B-1
Current Use: Vacant

Purpose:
The purpose of the plat is for the future construction of an apartment 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 minor 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

Date: Monday, April 4, 2022

Address: 900 Mallard Lane, Taylor 76574

Permit Number PZ-2022-1410

Dear Dennis Axberg,

Staff has completed its review of the Sierra Apartments Subdivision Minor Plat that is to be located at 900 Mallard Lane, Taylor 76574. There are some corrections that need to be made prior to approval of the plat. Comments from this review follow.

Planning Department Comments
The following comments have been provided by Courtney Peres. Should you have any questions or require additional information regarding any of these comments, please contact Courtney Peres at (512) 309-6268 or by email at courtney.peres@taylortx.gov.

***Refer to uploaded document titled "PZ-2022-1410_SierraApts_CP_032922"**

Outstanding comments not adequately addressed:

1. Revise legal description of property to "Being a minor plat consisting of 2.55 acres, part of and out of William J. Baker Survey, Abstract No. 65, more accurately described in Official Public Records of Williamson County, Texas, Document Number 2019094487, Taylor, Williamson County, Texas.
2. Remove various text boxes that appear to overlap or are misplaced on Sheets 1 and 2.
3. Relocate the Vicinity Map to page 1.
4. Revise County Clerk signature block to remove placeholder text.
5. Sheet 1 & 2 - Provide Project No. PZ-2022-1410.

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 portion of the permit page for PDF markup of engineering comments.

Sheet 1 of 2

1. ~~Plat name and legal description to be shown at the top middle of the plat. (Reference: Taylor Plat Application)~~
2. ~~Remove tree table from the plat sheet.~~
3. ~~Provide a reference to an original corner of the original survey. (Reference: Taylor Subdivision Ord. 3.3 Final Plat)~~
4. ~~Buildings, trees and site plan features can be submitted as a separate exhibit document for reference.~~
5. ~~If no public utilities, show as a private utility easement on the plat. Show one location for water master meter if private utilities. Sub water meters and fire hydrants can be placed on private property and are to be maintained by Property Owner.~~
6. ~~Detention areas shall be noted as drainage easements or detention reserves and will be privately maintained.~~ **SEE UPDATED COMMENTS**
7. ~~Verify proposed PUE to continue straight and not along curve.~~ **SEE UPDATED COMMENTS**
8. ~~Verify property corner exists at northeast corner and remove proposed curve.~~ **SEE UPDATED COMMENTS**

Sheet 2 of 2

1. ~~Remove text and repeat plat name and legal description title on this sheet. (Reference: Taylor Plat Application)~~
2. ~~Metes and Bounds Description - Paragraph 6, verify and move information shown for Crystal Circle to paragraph 5 reference of Crystal Circle.~~
3. ~~Surveyor's Certification - Remove month and update year in the signature block. (Reference: Taylor Plat Application)~~
4. ~~Engineer's Certification - Update the year shown in the signature block. (Reference: Taylor Plat Application)~~
5. ~~Owner's Certification - Update the text as shown in the PDF review markup to match the block provided in the Taylor Plat Application. (Reference: Taylor Plat Application)~~ **SEE UPDATED COMMENTS**
6. ~~County Clerk's Certification - Update the year shown in the signature block. Remove the text noted in the PDF review markup. Provide a blank underline for the County Clerk signature. (Reference: Taylor Plat Application)~~ **SEE UPDATED COMMENTS**
7. ~~Plat Notes - Update the plat note numbering as indicated on the PDF review markup.~~ **SEE UPDATED COMMENTS**

*Refer to the Associated Files portion of the permit page for PDF markup of engineering comments.

Sheet 1 of 2

1. Detention areas shall be noted as drainage easements or detention reserves and will be privately maintained. (Subdivision Ord. 3.3 Final Plat, 10. Drainage and Floodplains (a))
2. Verify proposed PUE to continue straight and not along curve. There was no comment resolution response provided for this item on Review 01.
3. Verify property corner exists at northeast corner and remove proposed curve. There was no comment resolution response provided for this item on Review 01.
4. Rotate text noted that details lot, block, and acreage information.

Sheet 2 of 2

1. Owner's Certification - Update the text as shown in the PDF review markup to match the block provided in the Taylor Plat Application. (Reference: Taylor Plat Application)
2. County Clerk's Certification - Update the year shown in the signature block. Remove the text noted in the PDF review markup. Provide a blank underline for the County Clerk signature. (Reference: Taylor Plat Application)
3. Plat Notes - Update the plat note numbering as indicated on the PDF review markup.
4. Remove text noted in Plat Note #2.

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.

1. Reviewed resubmitted plat and the fire department's previous comment has been resolved.

Please revise the plat to address the comments noted above. Following revision, submit the plat electronically on an identified resubmittal date (see Subdivision Application Calendar) 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) 309-6268, or by e-mail at courtney.peres@taylortx.gov.

Thank you,

Courtney Peres

Courtney Peres

Taylor Texas
CITY OF TAYLOR TX

N

PZ-2022-1410

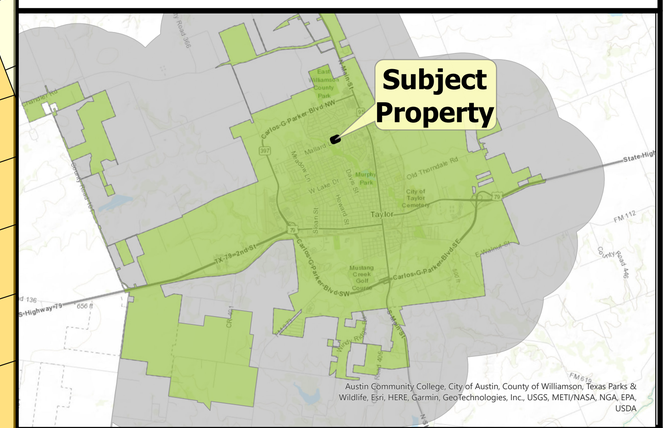
Sierra Apartments Subdivision
Minor Plat
900 Mallard Lane
Approximately 2.55 Acres

Legend

- Subject Property
- Parcels
- Streets

ZONING

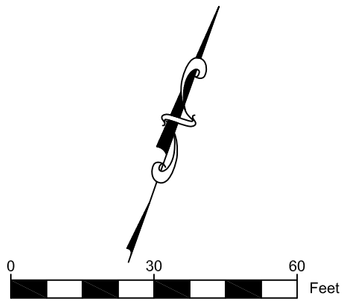
- B-1
- MF-1 Multi- Family
- MF-2 Multi-Family
- P Parks
- R-1 Single Family



0 80 160 320 US Feet

SIERRA APARTMENTS SUBDIVISION MINOR PLAT

BEING A MINOR PLAT CONSISTING OF 2.552 ACRES TO CREATE A ONE LOT AND ONE BLOCK, PART OF THE WILLIAM J. BAKER SURVEY A-65 IN TAYLOR, WILLIAMSON COUNTY, TEXAS, AS CONVEYED TO JOSE GARCIA IN DOCUMENT 2019094487, OFFICIAL PUBLIC REORDS OF WILLIAMSON COUNTY, TEXAS



SCALE: 1"=30'

Note:
The bearing basis for this survey is the State Plane Coordinate System, NAD83, Texas Central Zone, (4203), GEOID: 12A
Datum: NAVD88,
CONVERGENCE: 1° 29' 58.79"

LEGEND

1/2" IRON PIN FOUND

RECORD CALLS (BEARING / DISTANCE)
RECORD FILE LOCATION VOLUME / PAGE
DATA THIS SURVEY BEARING/ DISTANCE
TRACT LINES
BOUNDARY LINES
LAND GRANT LINES

All document references are in Williamson Co. Official Public Records of Williamson Co., Tx. OPRWCT

TOTAL ACREAGE: 2.552 AC
TOTAL LOTS: ONE
TOAL BLOCKS: ONE

POSSUM TRAIL
(50' ROW CAB. E, SL. 217)

(50' ROW)
(BB / 242)

(50' ROW CAB C, SL. 365)
CRYSTAL CIRCLE

N 10190372.61
E 3212073.86
EL=580.72'

BLOCK B, TAYLOR SQUARE LTD
CAB, G, SL. 28
HVM TAYLOR LTD
DOC. 2013050664

(S71° 12' 00"W 260')

N68° 36' 03"E 445.02'
(N68° 36' 03"E 444.92')

LOT 1 BLK A, BUZAN ESTATES
CAB, BB, SL. 242
RTC HOLDINGS LLC - 2901 CRYSTAL CIRCLE SERIES
DOC. 2016044863

(S71° 12' 00"W 200')

FORMER ROW
PER CAB. C, SL. 345

N 10190534.98
E 3212488.20

EXISTING ROW
PER CAB. C, SL. 345

C1

10' PUE

10' PUE (S21° 27' 00"E 211.12')

S21° 27' 00"E 211.12'

JOSE GARCIA
2.55 ACRES
DOC. 2019094487

LOT 1, BLOCK A
2.552 ACRES

N21° 24' 45"W 242.17'
(N21° 24' 45"W 242.17')

WILLIAM J. BAKER SURVEY, ABSTRACT NO. 65

POINT OF BEGINNING
N 10190147.16
E 3212162.27
EL=578.45'

50.0'

10' PUE

50.0'

BENCHMARK
X SQUARE SET
IN CONCRETE
EL=577.68'

S65° 24' 59"E 4750' TO THE SE CORNER OF THE W.J. BAKER SURVEY

S68° 30' 38"W 445.08'
(S68° 30' 38"W 445.08')

C2

EXISTING ROW
PER CAB. C, SL. 345

N 10190310.20
E 3212576.41

79.5'

MALLARD LANE
(80' PUBLIC ROW)

CURVE TABLE						
CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD BEARING	CHORD DIST.
C1	90°40'46"	14.90'	23.58'	15.08	S 66°34'06" E	21.20'
C2	92°15'45"	14.96'	24.09'	15.57	S 23°03'03" W	21.57'

OWNER:
JOSE GARCIA
DOC. 2019094487
11201 MORNING GLORY TRAIL
AUSTIN, TEXAS 78750
PH. 512-810-2124
MATTHEW WIDDON
sierrabuilders512@gmail.com.

ARCHITECT:
DENNIS AXBERG
AWA ARCHITECTS
218 BELMEADE DRIVE
DALLAS, TEXAS
PH. (214)-794-5948
dennisaxberg@gmail.com

ENGINEER:
RANDALL HELMBERGER
HELMBERGER ASSOCIATES
WYLIE TEXAS
PH. (972)-442-7459
TBPE FIRM NO. F-000756
randyhelmberger@verlzon.net

SURVEYOR:
WILLIAM F. FOREST
1002 ASH STREET
GEORGETOWN, TEXAS 78626
PH. 512-930-5927
RPLS #1847
Bill@forestsurveying.com

Forest Surveying & Mapping Company
1002 Ash St. Georgetown, Texas
phone: 512-930-5927
www.forestsurveying.com
TBPLS FIRM NO. 10002000

Surveying Services are regulated by the Texas Board of Professional Engineers and Land Surveyors 1917 S Interstate 35 Austin, TX 78741, US (512) 440-7723

DATE: March 14, 2022
SUBMITTAL DATE: March 18, 2022
MAP#
PROJECT NAME: Taylor Mallard Lane
Dwg: Sierra Apartments Subdivision

SIERRA APARTMENTS SUBDIVISION MINOR PLAT

BEING A MINOR PLAT CONSISTING OF 2.552 ACRES TO CREATE A ONE LOT AND ONE BLOCK, PART OF THE WILLIAM J. BAKER SURVEY A-65 IN TAYLOR, WILLIAMSON COUNTY, TEXAS, AS CONVEYED TO JOSE GARCIA IN DOCUMENT 2019094487, OFFICIAL PUBLIC REORDS OF WILLIAMSON COUNTY, TEXAS

DESCRIPTION OF SIERRA APARTMENTS SUBDIVISION

BEING 2.552 ac. of the William J. Baker Survey, Abstract No. 65, in Williamson County, Texas; the same property that was called 2.55 acres as described in a deed from Oncor Electric Delivery Co. LLC. to Jose Garcia, as described in Doc. 2019094487, of the Official Public Records of Williamson County, Texas (OPRWCT). This tract was surveyed on the ground in October of 2018, under the direction of William F. Forest, Jr., Registered Professional Land Surveyor No. 1847. Survey note: The bearing basis for this survey is the State Plane Coordinate System, NAD83, Texas Central Zone (4203). Line codes herein are in agreement with the survey drawing that was prepared this date.

BEGINNING at a standard concrete monumnet set in place of a ½ inch iron pin that was found at the Southwest corner of the said Garcia tract called 2.55 ac. This corner exists at the intersection of the North line of Mallard Lane (80 feet wide per record) with the East line of Possum Trail (50 feet wide per record). The Southeast corner od the W.J. Baker Survey bears S65° 24' 59"E 4750 feet.

THENCE with the East line of Possum Trail, (50' R.O.W. Cab. E, Sl. 217, plat records) N 21° 24'45" W 242.17 feet to a standard concrete monumnet set in place of ½ inch iron pin that was found on the South side of a fence corner, at the Northwest corner of Garcia and at the Southwest corner of the property conveyed to HVM Taylor Ltd. (Doc. 2013050664, Block B Taylor Square Ltd. a plat recorded in Cabinet G, Slide 28, Plat Records).

THENCE with the common boundary of Jose Garcia and HVM Taylor Ltd., N 68°36'03" E passing the Southeast fence corner of said Block B, continuing along the South boundary of the property conveyed to RTC Holdings LLC - 2901 Crystal Circle Series Doc. 2016044863 (called Lot 1 Block A, Buzan Estates, a plat that is filed in Cabinet BB, Sl. 242), in all 445.02 feet to a ½ inch iron pin that was found at the beginning of a curve to the right (C1).

THENCE with the curved boundary of the Jose Garcia property and the West line of Crystal Circle, (C1) to the right having a radius of 14.90 feet and a central angle of 90°40'46", with the arc of the curve 23.58 feet, the chord bears S 66°34'06" E 21.20 feet to a ½ inch iron pin that was found at the end of the curve, a point in the West line of Crystal Circle.

THENCE with the West line of Crystal Circle, (50' wide, Cabinet C, Slide 365) S 21°27'00" E 211.12 feet to a ½ inch iron pin that was found. An iron pin that was found and not accepted stands (L1) N 78°53'18" E 0.68 feet.

THENCE continuing with the **West line of Crystal Circle;** with the arc of a curve (C2) to the right having a radius of 14.96 feet and a central angle of 92°15'45", continuing with the arc of the curve 24.09 feet, the chord bears S 23°03'03" W 21.57 feet to a ½ inch iron pin that was found at the end of the curve, in the North boundary of Mallard Lane.

THENCE with the North line of Mallard Lane, S 68°30'38" W 445.08 feet to the **POINT OF BEGINNING.**

Surveyor's Certification

STATE OF TEXAS §

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON §

I, William F. Forest, 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 Georgetown, Wiliamson, County, Texas, this 26th day of January, 2022.

William F. Forest, Jr.
Registered Professional Surveyor No. 1847, State of Texas
Forest Surveying and Mapping Co.
TBPELS, Firm Registration No. 10002000
1002 S. Ash Street
Georgetown, TX 78626

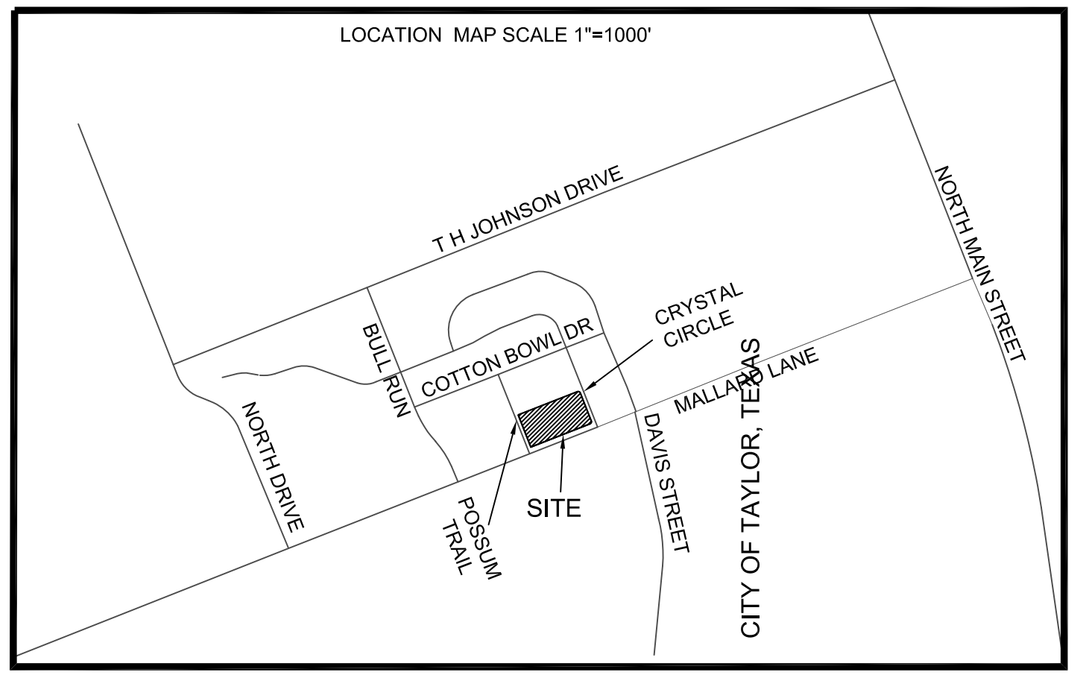
STATE OF TEXAS REGISTERED WILLIAM F. FOREST, JR. 1847 PROFESSIONAL LAND SURVEYOR

Engineer's Certification

I, Randall Helmberger, Registered Professional Engineer in the State of Texas, do hereby certify that this subidivision is not encroached by a Special Flood Hazard area, as denoted herein, and as defined by Federal Emergency Management Administration Flood Hazard Boundary Map, Community Panel Number 48491C0533F, effective date December 20, 2019, and that the 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 Wylie, Collin County, Texas, this__day of_____, 2022 .

Randall Helmberger
Registered Professional Engineer No. 92572 , State of Texas
Helmberger Associates
TBPELS, Firm Registration No. 00756
1525 Bozman Road
Wylie, TX 75098



Owner's Signature Block

STATE OF TEXAS §

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON §

I, Jose Garcia, owner of the certain 2.552 acre tract of land shown hereon and described in a deed recorded in Document No. 201909487 of the Official Public Records of Williamson County, Texas, do hereby state that there are no lien holders of the certain tract of land; do hereby certify there are no easement holders except as shown hereon; do hereby resubdivide, said tract as shown hereon; do hereby covenant to all restrictions listed herein, which shall run with the land; 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 Georgetown may deem appropriate. I hereby bind my heirs, successors, and assigns to warrant and forever defend such dedications, all and singular, to the City of Taylor against every person whomsoever claiming or to claim the same or any part thereof. This subdivision is to be known as:
Sierra Apartments Subdivision.

TO CERTIFY WHICH, WITNESS by my hand this _____day of,_____2022 .

_____

NAME: Jose Garcia
ADDRESS: 11201 Morning Glory Trail,
Austin Texas 78750

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 Jose Garcia , 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_____, 2022.

_____

Notary Public in and for the State of Texas

My Commission expires on:_____

TO CERTIFY WHICH, WITNESS by my hand this _____day of,_____2022 .

_____

GENERAL NOTES FOR PLAT:

1. Utility Providers are, Water and Wastewater: City of Taylor, and Electric: ONCOR Electric Delivery
2. All structurres/ obstructions are prohibited in drainage easements. (if applicable)
3. There are no areas within the boundaries of this subdivision that lie within the 100 year floodplain as defined by FEMA FIRM Map , Community Panel Number 48491C0533F, effective date December 20, 2019.
4. A ten foot (10') wide public utility easement shall be provided adjacent to all streets.
5. All minimum yard (building) setbacks shall be in accordance with the City Of Taylor Zoning Ordinace, as amended.
6. Parkland Dedication requirements are met by:payment of fees in lieu per residential lot, payable at the time of Final Plat recordation.
7. Minimum Fire Flow of 500 gallons per minute for not less than two (2) hours shall be provided.
6. The monuments of this plat have been rotated to the State Plane Coordinate System, NAD83, Texas Central Zone, (4203), GEOID: 12A, NAVD88.
7. Sidewalks: The builder shall be responsible for constructing sidewalks in all residential districts. sidewalks shall be installed on at least one (1) side of the street, be a minimum of four (4) feet in width and be in compliance with the Americans with Disabilities Act (ADA). all sidewalks must be in compliance with the specifications provided by the City Engineer.

DEVELOPMENT SERVICES DIRECTOR

I, Tom Yantis, Development Services Director for the City of Taylor, Texas, do hereby this plat is approved for filing of record with the County Clerk of Williamson County, Texas

_____

Tom Yantis, Development Services Director Date
City of Taylor

County Clerk's Certification

STATE OF TEXAS §

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON §

I, Nancy 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___, 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.

Nancy Rister, Clerk, County Court of Williamson County, Texas <Leave enough room for seal to not overlap any text.>

By:_____, Deputy

OWNER:
JOSE GARCIA
DOC. 2019094487
11201 MORNING GLORY TRAIL
AUSTIN, TEXAS 78750
PH. 512-810-2124
MATTHEW WIDDON
sierrabuilders512@gmail.com.

ARCHITECT:
DENNIS AXBERG
AWA ARCHITECTS
218 BELMEADE DRIVE
DALLAS, TEXAS
PH. (214)-794-5948
dennisaxberg@gmail.com

ENGINEER:
RANDALL HELMBERGER
HELMBERGER ASSOCIATES
WYLIE TEXAS
PH. (972)-442-7459
TBPE FIRM NO. F-000756
randyhelmberger@verlzon.net

SURVEYOR:
WILLIAM F. FOREST
1002 ASH STREET
GEORGETOWN, TEXAS 78626
PH. 512-930-5927
RPLS #1847
Bill@forestsurveying.com

N W E S

Forest Surveying & Mapping Company
1002 Ash St. Georgetown, Texas
phone: 512-930-5927
www.forestsurveying.com
TBPLS FIRM NO. 10002000

Surveying Services are regulated by the Texas Board of Professional Engineers and Land Surveyors 1917 S Interstate 35 Austin, TX 78741, US (512) 440-7723

DATE: March 14, 2022
FILE #
MAP#
PROJECT NAME: Taylor Mallard Lane
Dwg: Sierra Apartments Subdivision

City of Taylor
Mucha/Hubnik Subdivision
Minor Plat
PZ-2022-1440
Staff Report

Requested Action:
Consider disapproving Mucha/Hubnik Subdivision Minor Plat.

Applicant:
Tommy Richter/Bryan Technical Services, Inc.

Subject Property:
Consisting of approximately 12.81 acres to create two lots, addressed as 1101 NW Carlos G. Parker Boulevard, more particularly described by Williamson Central Appraisal District Parcel R019345, part of and out of the H.G. Johnson Survey, Abstract No. 348, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: M-1
Current Use: Existing site of Babeco Fabrication & Machining

Purpose:
The purpose of the subdivision is for future commercial and/or industrial development.

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 minor 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

TOMMY RICHTER
BTS
911 N MAIN STREET
TAYLOR TX 76574
trichter@bryantechnicalservices.com

Date: Monday, April 4, 2022

Address: 1101 NW CARLOS PARKER BLVD, TAYLOR 76574

Permit Number PZ-2022-1440

Dear TOMMY RICHTER,

Staff has completed its review of the Mucha/Hubnik Subdivision Minor Plat that is to be located at 1101 NW CARLOS PARKER BLVD, TAYLOR 76574. There are some corrections that need to be made prior to approval of the plat. Comments from this review follow.

Planning Department Comments
The following comments have been provided by Courtney Peres. Should you have any questions or require additional information regarding any of these comments, please contact Courtney Peres at (512) 309-6268 or by email at courtney.peres@taylortx.gov.

1. Remove the additional Zoning/Setback information (F) in the General Notes section. Appreciated but not needed for plat documentation purposes. Remove text beginning at "As amended, M-1..."

2. Remove unused abbreviations/acronyms from the Abbreviations Table "I.P.", "WCR", and "P.O.C"

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 section of the permit page to download a PDF containing markups from Engineering Review below.

~~**General**~~

1. ~~For the proposed detention on lot 2, the detention area shall be noted on the plat as a drainage reserve or easement and maintenance of the detention pond area will be the responsibility of the property owner. Additionally, the proposed detention pond shall be outside of any existing or proposed utility easement.~~

Sheet 1 of 2

1. ~~Update City of Taylor Permit No. (2022-1440)~~
2. ~~Verify and update plat note “Proposed Use”. The tract is located in zoning M-1 Light Industrial.~~
3. ~~Verify and update setback requirements for lots based on M-1 Light industrial zoning per City Zoning Ordinance.~~
4. ~~Notate and show complete ROW for Airport Road and include filing information. The tract on west side of Airport Road shall be included as information on the plat~~
5. ~~Include TxDOT designation (State Loop 427) and show complete ROW information and filing information. The tract on east side of Carlos G Parker shall be included as information on the plat.~~
6. **Verify water line location along State Highway (Carlos G. Parker) and provide a utility easement in accordance to Engineering Manual Sec.6.2 - Line Sizes & Locations, items 3. and 5.**
7. ~~Verify existing City wastewater utilities along the bottom property line noted in the review drawing and incorporate a 20-ft minimum utility easement.~~
8. ~~Verify shared access easement requirements for driveway access from Carlos G. Parker between lots 1 & 2.~~
9. ~~Verify any encroachments of existing driveway to adjacent property (3.38 acre property “Efrain C. Lopez”). An access easement shall be coordinated or driveway shall be relocated~~

~~**Sheet 2 of 2**~~

1. ~~The proposed plat is to be name Mucha/Hubnik Developments Subdivision unless noted otherwise.~~
2. ~~For the Owner Certification Block, update the block to include all language from the plat certificate taken from the plat application packet and as noted in the plat review drawing.~~
3. ~~For the Lien Holder Certification Block, update the portion of text that references the Subdivision.~~
4. ~~For the Engineer's Certification Block, update the block to include all language from the plat certificate taken from the plat application packet and as noted in the plat review drawing.~~
5. ~~For the County Clerk Certification Block, update the block to include all language from the plat certificate taken from the plat application packet and as noted in the plat review drawing.~~

1. **Provide sufficient width for water utility easement along east property line in accordance to Engineering Manual Sec.6.2 - Line Sizes & Locations, items 3. and 5. 20-ft minimum.**
2. **Update text in Plat Note "G" to read "Drainage".**

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.

1. Reviewed resubmitted plat with no comments. Site and building plans will be reviewed at that stage of the project.

Please revise the plat to address the comments noted above. Following revision, submit the plat electronically on an identified resubmittal date (see Subdivision Application Calendar) with a resolution letter in PDF format.

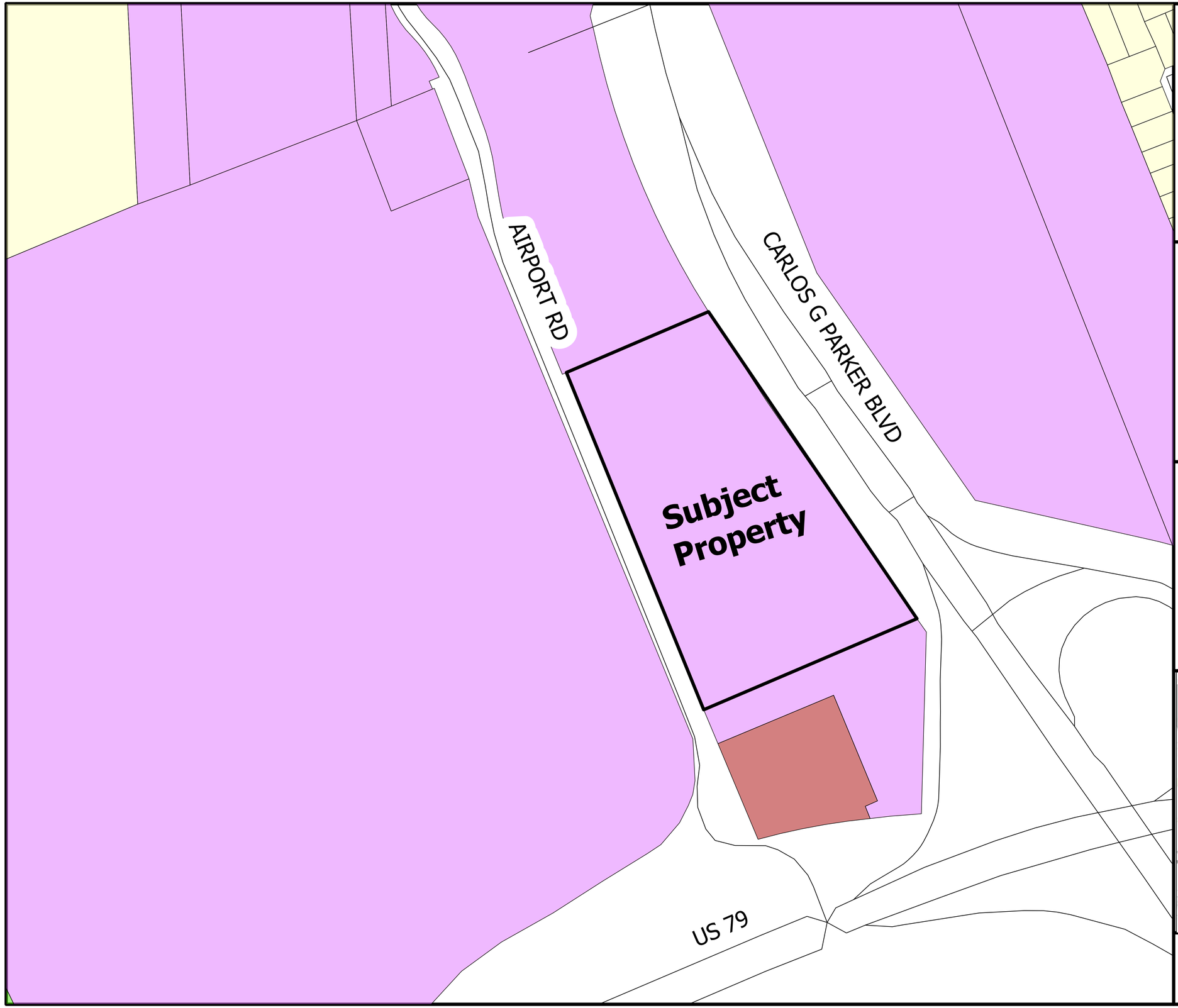
Should you have questions regarding specific comments, please contact the staff member referenced under the section in which the comment occurs. Should you have questions or require additional information regarding the plan review process itself, please feel free to contact me directly. I can be reached by telephone at (512) 309-6268, or by e-mail at courtney.peres@taylortx.gov.

Thank you,

Courtney Peres

Courtney Peres

Attachment



Taylor Texas
CITY OF TAYLOR TX

N

PZ-2022-1440

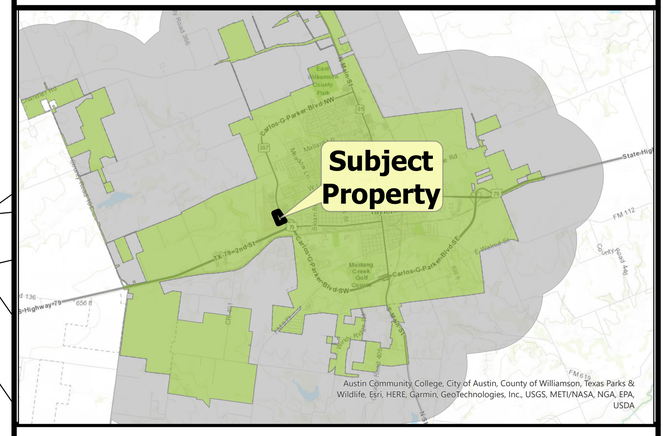
Mucha/Hubnik Subdivision
Minor Plat
1101 NW Carlos G. Parker Boulevard
Approximately 12.81 Acres

Legend

- Subject Property
- Parcels
- Streets
- M-1 Light Industrial
- M-H Manufactured Housing
- R-1 Single Family

ZONING

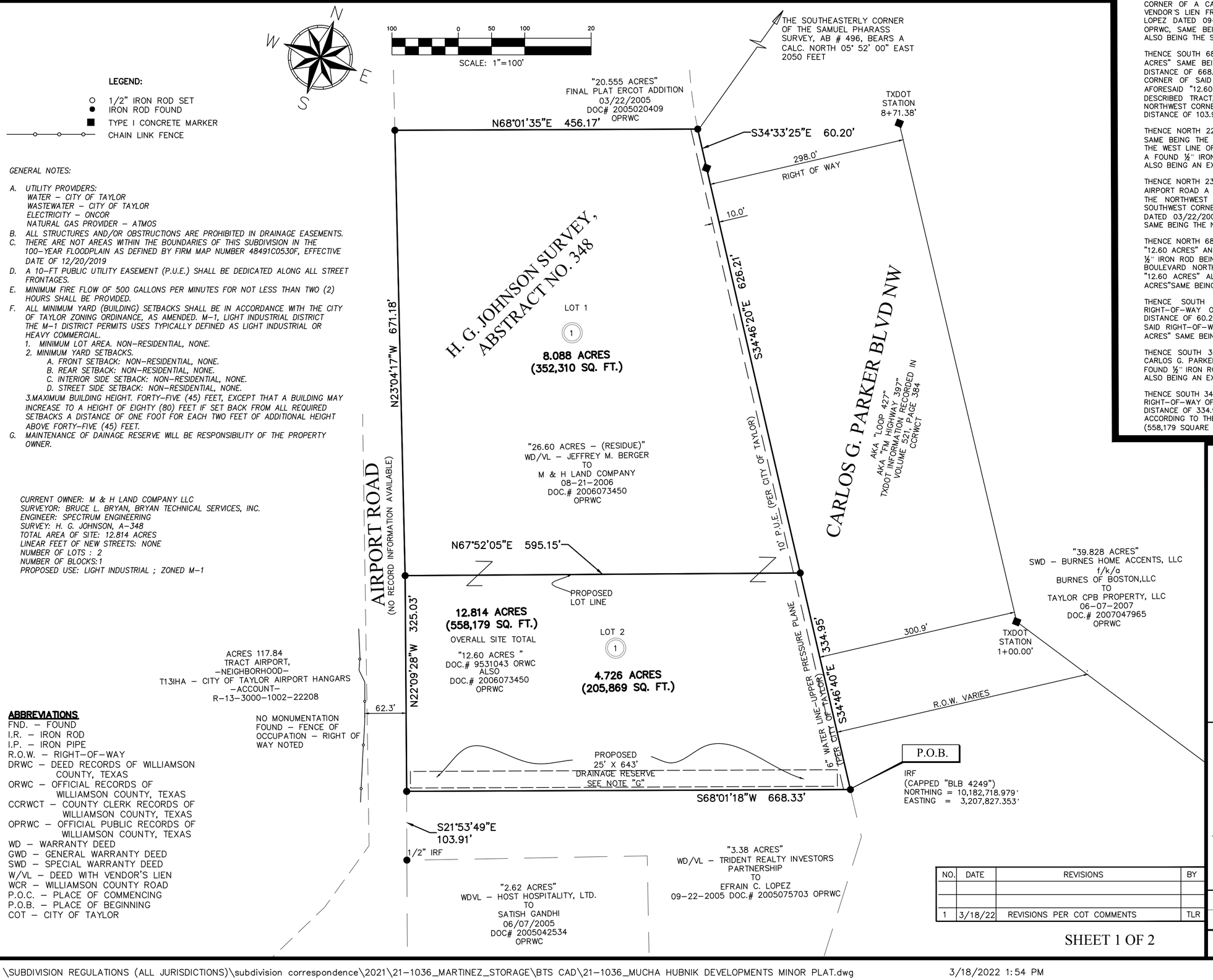
- B-1



0 135 270 540 US Feet

MUCHA / HUBNIK SUBDIVISION MINOR PLAT

Being a Minor Plat of or to create Lots 1 and 2, Block 1, consisting of 12.814 acres, out of the H.G. JOHNSON SURVEY, Abstract No. 348, out of the City of Taylor, Williamson County, Texas.



GENERAL NOTES:

A. *UTILITY PROVIDERS:*
   WATER – CITY OF TAYLOR
   WASTEWATER – CITY OF TAYLOR
   ELECTRICITY – ONCOR
   NATURAL GAS PROVIDER – ATMOS
B. *ALL STRUCTURES AND/OR OBSTRUCTIONS ARE PROHIBITED IN DRAINAGE EASEMENTS.*
C. *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*
D. *A 10–FT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG ALL STREET FRONTAGES.*
E. *MINIMUM FIRE FLOW OF 500 GALLONS PER MINUTES FOR NOT LESS THAN TWO (2) HOURS SHALL BE PROVIDED.*
F. *ALL MINIMUM YARD (BUILDING) SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF TAYLOR ZONING ORDINANCE, AS AMENDED. M–1, LIGHT INDUSTRIAL DISTRICT THE M–1 DISTRICT PERMITS USES TYPICALLY DEFINED AS LIGHT INDUSTRIAL OR HEAVY COMMERCIAL.*
   1. MINIMUM LOT AREA. NON–RESIDENTIAL, NONE.
   2. MINIMUM YARD SETBACKS.
      A. FRONT SETBACK: NON–RESIDENTIAL, NONE.
      B. REAR SETBACK: NON–RESIDENTIAL, NONE.
      C. INTERIOR SIDE SETBACK: NON–RESIDENTIAL, NONE.
      D. STREET SIDE SETBACK: NON–RESIDENTIAL, NONE.
   3.MAXIMUM BUILDING HEIGHT. FORTY–FIVE (45) FEET, EXCEPT THAT A BUILDING MAY INCREASE TO A HEIGHT OF EIGHTY (80) FEET IF SET BACK FROM ALL REQUIRED SETBACKS A DISTANCE OF ONE FOOT FOR EACH TWO FEET OF ADDITIONAL HEIGHT ABOVE FORTY–FIVE (45) FEET.
G. *MAINTENANCE OF DAINAGE RESERVE WILL BE RESPONSIBILITY OF THE PROPERTY OWNER.*

CURRENT OWNER: M & H LAND COMPANY LLC
SURVEYOR: BRUCE L. BRYAN, BRYAN TECHNICAL SERVICES, INC.
ENGINEER: SPECTRUM ENGINEERING
SURVEY: H. G. JOHNSON, A–348
TOTAL AREA OF SITE: 12.814 ACRES
LINEAR FEET OF NEW STREETS: NONE
NUMBER OF LOTS : 2
NUMBER OF BLOCKS:1
PROPOSED USE: LIGHT INDUSTRIAL ; ZONED M–1

ABBREVIATIONS

FND. – FOUND
I.R. – IRON ROD
I.P. – IRON PIPE
R.O.W. – RIGHT–OF–WAY
DRWC – DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
ORWC – OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS
CCRWCT – COUNTY CLERK RECORDS OF WILLIAMSON COUNTY, TEXAS
OPRWC – OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS
WD – WARRANTY DEED
GWD – GENERAL WARRANTY DEED
SWD – SPECIAL WARRANTY DEED
W/VL – DEED WITH VENDOR'S LIEN
WCR – WILLIAMSON COUNTY ROAD
P.O.C. – PLACE OF COMMENCING
P.O.B. – PLACE OF BEGINNING
COT – CITY OF TAYLOR

BOUNDARY SURVEY NOTES
12.814 ACRES :

THESE NOTES DESCRIBE THAT CERTAIN TRACT OF LAND SITUATED IN THE H. G. JOHNSON SURVEY, A–348 SITUATED IN WILLIAMSON COUNTY, TEXAS; SUBJECT TRACT BEING ALL OF A "12.60 ACRES" CONVEYED IN A WARRANTY DEED WITH VENDOR'S LIEN FROM JEFFREY M. BERGER TO M & H LAND COMPANY DATED 08–21–2006 AND RECORDED IN DOCUMENT NO.2006073450 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY (OPRWC), BEING SURVEYED ON THE GROUND UNDER THE DIRECT SUPERVISION OF BRUCE LANE BRYAN, REGISTERED PROFESSIONAL LAND SURVEYOR NO. 4249, DURING THE MONTH OF FEBRUARY, 2021 AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND ½" IRON ROD (CAPPED "4249") (NORTHING = 10,182,718.979', EASTING = 3,207,827.353') BEING IN THE WEST RIGHT–OF–WAY OF CARLOS G. PARKER BOULEVARD NORTHWEST, SAME BEING THE NORTHEAST CORNER OF A CALLED "3.38 ACRES" CONVEYED IN A WARRANTY DEED WITH VENDOR'S LIEN FROM TRIDENT REALTY INVESTORS PARTNERSHIP TO EFRAIN C. LOPEZ DATED 09–22–2005 AND RECORDED IN DOCUMENT NO. 2005075703, OPRWC, SAME BEING THE SOUTHEAST CORNER OF AFORESAID "12.60 ACRES" ALSO BEING THE SOUTHEAST CORNER OF HEREIN DESCRIBED TRACT;

THENCE SOUTH 68° 01' 18" WEST WITH THE NORTH LINE OF AFORESAID "3.38 ACRES" SAME BEING THE SOUTH LINE OF AFOREMENTIONED "12.60 ACRES" A DISTANCE OF 668.33 FEET TO A FOUND ½" IRON ROD BEING THE NORTHWEST CORNER OF SAID "3.38 ACRES", SAME BEING THE SOUTHWEST CORNER OF AFORESAID "12.60 ACRES", ALSO BEING THE SOUTHWEST CORNER OF HEREIN DESCRIBED TRACT, FROM WHICH A FOUND ½" IRON ROD BEING THE UPPER NORTHWEST CORNER OF SAID "3.38 ACRES" BEARS SOUTH 21° 53' 49" EAST, A DISTANCE OF 103.91 FEET;

THENCE NORTH 22° 09' 28" WEST WITH THE EAST MARGIN OF AIRPORT ROAD, SAME BEING THE WEST LINE OF AFOREMENTIONED "12.60 ACRES" ALSO BEING THE WEST LINE OF HEREIN DESCRIBED TRACT, A DISTANCE OF 325.03 FEET TO A FOUND ½" IRON ROD BEING AN EXTERIOR CORNER OF SAID "12.60 ACRES" ALSO BEING AN EXTERIOR CORNER OF HEREIN DESCRIBED TRACT;

THENCE NORTH 23° 04' 17" WEST WITH THE AFOREMENTIONED EAST MARGIN OF AIRPORT ROAD A DISTANCE OF 671.18 FEET TO A FOUND ½" IRON ROD BEING THE NORTHWEST CORNER OF AFORESAID "12.60 ACRES" ALSO BEING THE SOUTHWEST CORNER OF A CALLED "20.555 ACRES" FINAL PLAT ERCOT ADDITION DATED 03/22/2005 AND RECORDED IN DOCUMENT NO. 2005020409, OPRWC, SAME BEING THE NORTHWEST CORNER OF HEREIN DESCRIBED TRACT;

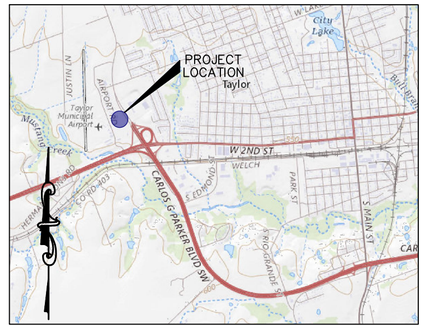
THENCE NORTH 68° 01' 35" EAST WITH THE COMMON LINE OF AFOREMENTIONED "12.60 ACRES" AND "20.555 ACRES" A DISTANCE OF 456.17 FEET TO A FOUND ½" IRON ROD BEING IN THE WEST RIGHT–OF–WAY OF SAID CARLOS G. PARKER BOULEVARD NORTHWEST AND BEING THE NORTHEAST CORNER OF AFORESAID "12.60 ACRES" ALSO BEING THE SOUTHEAST CORNER OF AFORESAID "20.555 ACRES"SAME BEING THE NORTHEAST CORNER OF HEREIN DESCRIBED TRACT;

THENCE SOUTH 34° 33' 25" EAST WITH THE AFOREMENTIONED WEST RIGHT–OF–WAY OF SAID CARLOS G. PARKER BOULEVARD NORTHWEST, A DISTANCE OF 60.20 FEET TO A FOUND TYPE 1" CONCRETE MONUMENT BEING IN SAID RIGHT–OF–WAY AND BEING AN EXTERIOR CORNER OF AFORESAID "12.60 ACRES" SAME BEING AN EXTERIOR CORNER OF HEREIN DESCRIBED TRACT;

THENCE SOUTH 34° 46' 20" EAST WITH THE WEST RIGHT–OF–WAY OF SAID CARLOS G. PARKER BOULEVARD NORTHWEST A DISTANCE OF 626.21 FEET TO A FOUND ½" IRON ROD BEING AN EXTERIOR CORNER OF AFORESAID "12.60 ACRES" ALSO BEING AN EXTERIOR CORNER OF HEREIN DESCRIBED TRACT;

THENCE SOUTH 34° 46' 40" EAST WITH THE AFOREMENTIONED WEST RIGHT–OF–WAY OF SAID CARLOS G. PARKER BOULEVARD NORTHWEST, A DISTANCE OF 334.95 FEET TO THE PLACE OF BEGINNING, CONTAINING ACCORDING TO THE DIMENSIONS HEREIN STATED, AN AREA OF 12.814 ACRES (558,179 SQUARE FEET).

VICINITY MAP



SCALE: 1"=500'

CITY OF TAYLOR PERMIT PZ–2022–1440

BRYAN TECHNICAL SERVICES, INC.

911 NORTH MAIN
TAYLOR, TX 76574
PHONE: (512) 352-9090

FIRM No. 10128500
www.bryantechnicalservices.com

NO.	DATE	REVISIONS	BY
1	3/18/22	REVISIONS PER COT COMMENTS	TLR

DRAWN BY: TLR	CHECKED BY: BLB
SCALE: 1" = 100'	APPROVED BY: BLB
PROJECT NO. 21–1036	DATE: DECEMBER 3, 2021

SHEET 1 OF 2

X:\SUBDIVISION REGULATIONS (ALL JURISDICTIONS)\subdivision correspondence\2021\21–1036_MARTINEZ_STORAGE\BTS CAD\21–1036_MUCHA HUBNIK DEVELOPMENTS MINOR PLAT.dwg 3/18/2022 1:54 PM

MUCHA / HUBNIK SUBDIVISION MINOR PLAT

Being a Minor Plat of or to create Lots 1 and 2, Block 1, consisting of 12.814 acres, out of the H.G. JOHNSON SURVEY, Abstract No. 348, out of the City of Taylor, Williamson County, Texas.

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

M & H LAND COMPANY LLC, CO-OWNER OF THE CERTAIN 12.814 ACRES RECORDED IN DOCUMENT NO. 2006073450, OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY (OPRWC) AND DO HEREBY SUBDIVIDE SAID TRACT AS SHOWN HEREON, AND DO HEREBY CONSENT TO ALL PLAT NOTE REQUIREMENTS SHOWN HEREON, AND DO HEREBY FOREVER DEDICATE TO THE CITY OF TAYLOR, THE ROADS, ALLEYS, PARKS, PLAYGROUNDS, RIGHTS-OF-WAY, EASEMENTS AND PUBLIC PLACES SHOWN HEREON FOR SUCH PUBLIC PURPOSES AS CITY OF TAYLOR MAY DEEM APPROPRIATE. THIS SUBDIVISION IS TO BE KNOWN AS MUCHA / HUBNIK SUBDIVISION.

TO CERTIFY WHICH, WITNESS BY MY HAND THIS _____ DAY OF _____, 2022.

_____ _____

DAVID MUCHA JR
1101 CARLOS G PARKER BLVD NW
TAYLOR, TX 76574

STEVEN HUBNIK
1101 CARLOS G PARKER BLVD NW
TAYLOR, TX 76574

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 DAVID MUCHA JR AND STEVEN HUBNIK, KNOWN TO ME TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS ___ DAY OF _____, 2022.

_____ _____ _____
PRINTED NAME SIGNATURE

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, JEFF BERGER, LIEN HOLDER OF THE CERTAIN 12.814 ACRE TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2006073450 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS, DO HEREBY CONSENT TO THE SUBDIVISION 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 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 MUCHA / HUBNIK SUBDIVISION.

TO CERTIFY WHICH, WITNESS BY MY HAND THIS_____DAY OF _____, 2022

_____ _____
JEFF BERGER (SIGNATURE)
P.O. BOX 728
GRANGER, TX 76530

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

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR WILLIAMSON COUNTY AND STATE, ON THIS DAY PERSONALLY APPEARED JEFF BERGER, 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 _____, 2022

_____ _____ _____
PRINTED NAME SIGNATURE

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, BRUCE LANE BRYAN, 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 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 TAYLOR, WILLIAMSON COUNTY, TEXAS,

THIS _____ DAY OF _____, 2022.

_____
BRUCE LANE BRYAN
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 4249 STATE OF TEXAS

ENGINEER'S CERTIFICATE

I, SALVADOR NUNEZ, 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 12/20/2019 AND THAT THIS PRIVATE SUBDIVISION 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.
(CITY) (COUNTY)

THIS _____ DAY OF_____2022

_____
SALVADOR NUNEZ,
LICENSED PROFESSIONAL ENGINEER, P.E. # 66523
SPECTRUM ENGINEERING
TBPE FIRM NO. F-5386
STATE OF TEXAS

DEVELOPMENT SERVICES DIRECTOR

I, _____, 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, DIRECTOR DATE

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

I, NANCY 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_____, 2022. A.D.,

AT____O'CLOCK,____.M., AND DULY RECORDED THIS THE_____ DAY OF_____,

2022., A.D., AT____O'CLOCK,____.M., IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY IN

DOCUMENT NO._____

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

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

BY:_____
DEPUTY

SHEET 2 OF 2

CITY OF TAYLOR PERMIT PZ-2022-1440

BRYAN TECHNICAL SERVICES, INC.

911 NORTH MAIN
TAYLOR, TX 76574

PHONE: (512) 352-9090

FIRM No. 10128500
www.bryantechnicalservices.com

NO.	DATE	REVISIONS	BY
1	3/18/22	REVISIONS PER COT COMMENTS	TLR

DRAWN BY: TLR	CHECKED BY: BLB
SCALE: N/A	APPROVED BY: BLB
PROJECT NO. 21-1036	DATE: DECEMBER 3, 2021

City of Taylor
Columbia Steel Taylor
Addition Preliminary Plat
PZ-2022-1451
Staff Report

Requested Action:
Consider disapproving Columbia Steel Taylor Addition Preliminary Plat.

Applicant:
Matthew Rector, P.E./Halff Associates, Inc.

Subject Property:
Consisting of approximately 105.24 acres to create four lots, located at the northeast corner of the intersection of FM 112 and SE Carlos G. Parker Boulevard, more particularly described by Williamson Central Appraisal District Parcels R006142, R357492, and part of R620064, part of and out of the P. Coursey Survey, Abstract No. 131, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: M-2
Current Use: Vacant

Purpose:
The purpose of the plat is to layout an industrial subdivision with a lot along E. Martin Luther King Jr. Boulevard and a lot along SE Carlos G. Parker Boulevard for future development.

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

Matthew Rector
Halff Associates
9500 Amberglen Blvd, Bldg. F, Suite 125
Austin TX 78729
mrector@halff.com

Date: Monday, April 4, 2022

Address: 112 FM/427 Loop, Taylor 76574

Permit Number PZ-2022-1451

Dear Matthew Rector,

Staff has completed its review of the Columbia Steel Taylor Addition Preliminary Plat that is to be located at 112 FM/427 Loop, Taylor 76574. There are some corrections that need to be made prior to approval of the preliminary plat. Comments from this review follow.

Planning Department Comments
The following comments have been provided by Courtney Peres. Should you have any questions or require additional information regarding any of these comments, please contact Courtney Peres at (512) 309-6268 or by email at courtney.peres@taylortx.gov.

1. **Please find uploaded comments under "Additional Files" titled PZ-2022-1451-PreliminaryPlat_CP_comments_032222.**

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 Associated Documents section of the permit page to download a PDF Copy of the review document with Engineering Review Comments

General

- Verify existing zoning and proposed zoning designations on the plat are allowed.
- Verify street requirements based on the City's Comprehensive Plan (Transportation Plan) and update portion of plat note that states "No New Streets".
- Verify total sheets referenced on matchlines (TYPICAL, ALL SHEETS)
- Verify ROW requirements with TxDOT. Dedication of additional ROW may be required for E. Walnut St., Carlos G. Parker Blvd. (US 79) and FM 619.
- Notate width of water/wastewater easement shown. Variable width is currently provided. Provide width per Engineering Manual, 6.2 LINE SIZES & LOCATIONS and 7.2 WASTEWATER MAIN SIZES AND DESIGN

Sheet 1

- Lot to meet Subdivision Ordinance requirements, 2.6 - Lots. 1. All lots must front on a public street right-of-way.
- Provide as a plat note: "Minimum Finished Floor Elevation for Lot 2, Block 1 is 522.00"
- Notate as Detention Pond Reserve or Easement.
- Courses missing in metes and bounds for lines shown on Lot 1, Block 1
- Verify limits shown for the detention pond area. The dimension and label shown appears to have leader outside detention area boundary.
- Verify location of existing City water line and provide utility easement if located within Lot 1/Lot2 per Engineering Manual, 6.2 LINE SIZES & LOCATIONS

- 20-ft minimum PUE required per Engineering Manual, 6.2 LINE SIZES & LOCATIONS

Sheet 2

- For Lot 4 shown, Lot to meet "Subdivision Ordinance requirements, 2.6 - Lots. The lot design of a neighborhood should provide for lots of adequate width and depth to provide open area and to eliminate overcrowding. Lots should be rectangular so far as practicable and should have the side lot lines at right angles to the streets on which the lot faces or radial to curved street lines.
- Verify Oncor Electric Easements shown are being coordinated as separate instruments.
- Include deed vol. and pg. shown in metes and bounds description for FM 619
- For portion of plat drawing in the titleblock; Verify and remove information if duplicate and keep outside plat titleblock.
- Verify and update curve tables shown. Curve Data tables use same designations noted on plat review drawing. Complete missing information noted on table.

Sheet 3

- Verify: Is the plat drawing information pertinent to the subdivision? If not, no need to show on this page
- For the OSSF certificate shown, remove and only use if septic is proposed and approved for the property.
- For the metes and bounds description, include missing course for line with distance 71.96 and course for line L1.
- For the metes and bounds description, verify information for Gustavo W. Theisen (23.024 ac) does not appear to be shown on plat. Provide information on plat accordingly. Correct acreage noted in metes and bounds, acreage shown is 23.024 on plat drawing.
- Include Base Flood Elevation information in plat notes.
- Provide a note based on the following taken from Subdivision Ord. 3.3.2 Requirements for Easements: Easement for drainage adjacent to lots, tracts, or reserves shall be noted: "This easement shall be kept clear of fences, buildings, planting, and other obstructions to the operations and maintenance of the drainage facility."
- Include both FEMA FIRM panels noted on plat (add 48491C0534F) in the Engineers Certificate
- Update Floodplain Administrator certificate to remove/replace text with "City of Taylor"
- Preliminary plat, include Planning and Zoning certificate (Preliminary)
- For Wastewater/Septic note: Engineering shows extension of sanitary. Update to City of Taylor WW.

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 the documents for the preliminary plat with no comments.

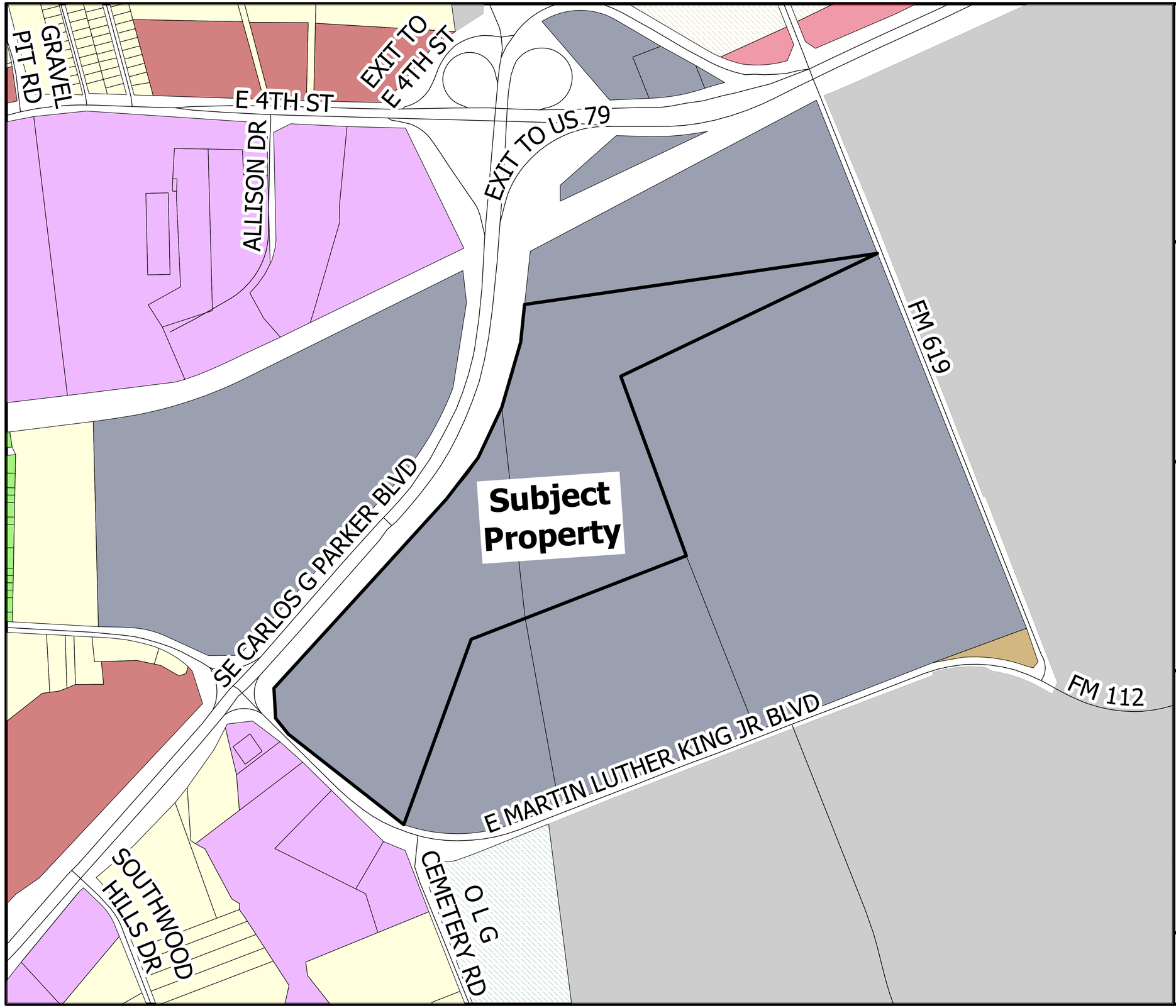
Please revise the plat to address the comments noted above. Following revision, submit the plat electronically on the next resubmittal date with a resolution letter in PDF format.

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) 309-6268, or by e-mail at courtney.peres@taylortx.gov.

Thank you,

Courtney Peres

Courtney Peres



Taylor Texas
CITY OF TAYLOR TX

N

PZ-2022-1451

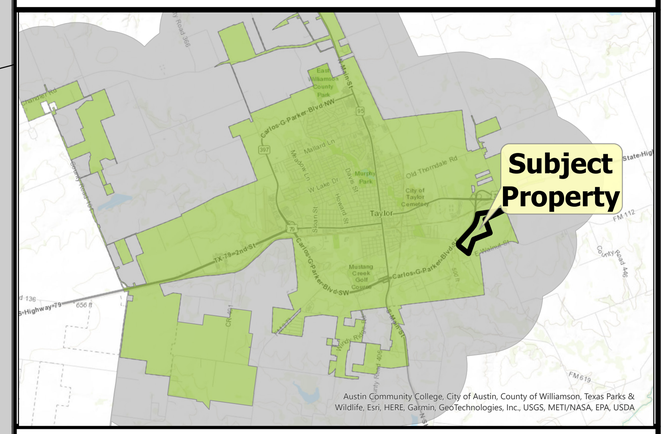
Columbia Steel Taylor Addition
Preliminary Plat
Located at the Northeast Corner of the Intersection of FM 112 and SE Carlos G. Parker Boulevard
Approximately 105.24 Acres

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

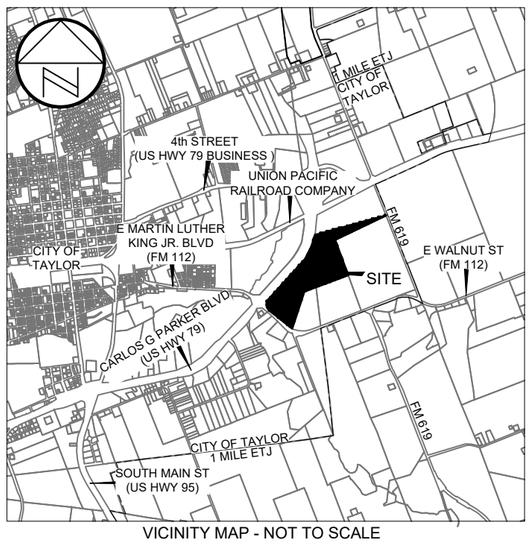
- B-1
- B-2
- I Institutional
- M-1 Light Industrial
- M-2 Heavy Industry
- M-H Manufactured Housing
- R-1 Single Family
- R-3 Single Family
- R/A Rural Agriculture



0 330 660 1,320 US Feet

COLUMBIA STEEL TAYLOR ADDITION MINOR PLAT

BEING 105.235 ACRES (APPROX. 4,584,058 SQ. FT.) BEING ALL OF THE CALLED 47.423 ACRE TRACT OF LAND AND ALL OF THE 34.793 ACRE TRACT OF LAND DESCRIBED IN A WARRANTY DEED RECORDED IN DOCUMENT NO. 2021156407 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND ALL OF THE 23.024 ACRE TRACT OF LAND DESCRIBED IN A GENERAL WARRANTY DEED RECORDED IN DOCUMENT NO. 2021184615 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, OUT OF AND A PART OF THE PARTHINIA COURSEY SURVEY, ABSTRACT NO. 131, IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS.



VICINITY MAP - NOT TO SCALE

LEGEND

●	1/2" ROD FOUND (OR AS NOTED)
●DIAMOND	1/2" ROD WITH "DIAMOND SURVEYING" CAP FOUND
◉TX.D.O.T.	TYPE II CONC HIGHWAY MON WITH TX.D.O.T. BRASS DISK
●BRYAN TECH	1/2" ROD WITH BRYAN TECH SERVICES CAP FOUND
⊙	1/2" IRON PIPE FOUND
○	1/2" ROD WITH "HALFF" CAP SET
▲	MAG NAIL FOUND (OR AS NOTED)
■	CONCRETE HIGHWAY MONUMENT FOUND
△	CALCULATED POINT
C.S.J.	CONTROL/SECTION/JOB
P.O.B.	POINT OF BEGINNING
R.O.W.	RIGHT-OF-WAY
TX.D.O.T.	TEXAS DEPARTMENT OF TRANSPORTATION
ExOHE	OVERHEAD ELECTRIC
[ ]	DATA SHOWN ON R.O.W. DEEDS TO STATE OF TEXAS REFERNCED HEREON
( )	RECORD INFORMATION

SEE SHEET 02 OF 04 FOR LINE/CURVE TABLES

SCALE: 1" = 200'

GRAPHIC SCALE

200 100 0 200

THE STEEL NETWORK, INC.
CALLED (35.376 ACRES)
DOC. NO. 2021054753
O.P.R.W.C.T.

STATE OF TEXAS
(22.422 ACRES)
VOL. 516, PG. 153
D.R.W.C.T.

STATE OF TEXAS
(1.96 ACRES)
VOL. 335, PG. 127
D.R.W.C.T.

STATE OF TEXAS
(1.93 ACRES)
VOL. 418, PG. 334
D.R.W.C.T.

THINH VAN HO AND SANG THI HO
TRACT 1: CALLED (22.900 ACRES)
DOC. NO. 2016120167
O.P.R.W.C.T.

THINH VAN HO AND SANG THI HO
TRACT 2: CALLED (39.597 ACRES)
DOC. NO. 2016120167
O.P.R.W.C.T.

GRAN SLAM SPECIAL LP
(324.32 ACRES)

ZIZINIA WILLIAMSON COUNTY, LTD.
(126.46 ACRES)

CARLOS G. PARKER BLVD.
(U.S. HIGHWAY 79)
(R.O.W. WIDTH VARIES)
(TX.D.O.T. C.S.J. 320-04-1)

E. WALNUT ST.
(F.M. 112)
(80' R.O.W.)
(TX.D.O.T. C.S.J. 334-01-7)

LOT 1, BLOCK 1
3.347 ACRES
COMMERCIAL

LOT 2, BLOCK 1
45.437 ACRES
LIGHT MANUFACTURING/INDUSTRIAL

LOT 3, BLOCK 1
33.427 ACRES
LIGHT MANUFACTURING/
INDUSTRIAL

VARIABLE WIDTH PROPOSED WATER / WASTEWATER EASEMENT

10' PROPOSED PUBLIC UTILITY EASEMENT

PRIVATE DETENTION POND AREA HEREBY RESERVED

PROPOSED DRAINAGE EASEMENT

VARIABLE WIDTH PROPOSED WATER / WASTEWATER EASEMENT

APPROX. LOCATION ZONE "A"
FEMA FIRM MAP NO. 48491C0542F
DATED DECEMBER 20, 2019

APPROX. LOCATION ZONE "A"
FEMA FIRM MAP NO. 48491C0534F
DATED DECEMBER 20, 2019

ZONE "X"
FEMA FIRM MAP NO. 48491C0534F
DATED DECEMBER 20, 2019

MINIMUM F.F.E. 522.00

CP/BM 401
CP/BM 402
CP/BM 403
CP/BM 404

DIAMOND N 64°39'44" E 399.08'
L8
420.14' N 07°59'43" E (N09°30'52"E) (420.35')
285.1'
BROKEN
C1
(S09°45'01"W) (596.93')
N 09°45'33" E 596.93'
Ex OHE
P.O.B.
TRANS TOWER POLE
Ex OHE
37.81'
CP/BM 403
L28
SEE DETAIL "C"
1.5 INCH FND 0.2 FT. WEST OF R.O.W. LINE
1 INCH IN CONC. FND 2 FT. WEST OF R.O.W. LINE
C6
R=[2427.01']
ARC=[1292.26']
CB=[N21°21'29"E]
CH=[1277.11']
C5
L27
DIAMOND
L26
S 63°41'13" W 1172.90'
SEE DETAIL "B"
239.4'
STATE OF TEXAS (22.422 ACRES) VOL. 516, PG. 153 D.R.W.C.T.
[N42°59'06"E] [269.42']
BROKEN
L3
(N41°37'09"E) (268.36')
N 41°35'49" E 269.60'
C4
L25
L24
MATCH SHEET 01 OF 04
MATCH SHEET 02 OF 04
(S41°51'55"W) (1532.47')
N 41°52'27" E 1532.46'
[N40°55'16"E] [833.06']
N 39°20'01" E 834.82'
(N39°19'38"E) (834.81')
N 39°20'01" E 834.81'
933.34'
BROKEN
L7
BROKEN
[S42°59'06"W] [700.00']
N 41°33'01" E 699.14'
(N41°32'20"E) 421.27'
N 41°33'01" E 685.79'
BROKEN
277.87'
N 47°41'28" W 340.88'
[S00°41'43"E] [216.73']
L2
(N02°07'20"W) (217.68')
L70'
BROKEN
L9
(151.07')
[S36°37'13"E] [151.33']
L1
N38°18'32"W 141.83'
71.96'
S 37°47'15" W 461.54'
BROKEN
497.41' - (N45°44'25"W) (569.57')
[N44°00'00"W]
N 45°42'22" W 569.37'
ORANGE
L32
C11
L23
L22
L21
L20
L19
441.34'
L30
L29
L18
L17
L15
L14
L16
C3
C9
C10
DIAMOND
R=[1106.00']
ARC=[1282.51']
CB=[N77°50'W]
CH=[1196.09']
C2
L39
L38
L37
L36
L35
L34
L33
924.47'
(S19°50'45"W) (1365.69')
S 19°50'51" W 1365.81'
(S19°50'26"W) (1364.87')
N 25°00'48" W 1234.01'
300.67'
BRYAN TECH
BRYAN TECH
(S68°37'37"W) (400.01')
S 68°37'46" W 400.00'
(S68°37'13"W) (400.00')
96.60'
S 68°37'06" W 1196.30'
(S68°37'13"W) (1196.41')
(S10°28'02"E) (1319.51')
S 10°28'02" E 1319.56'
DIAMOND
(S69°00'24"W) (321.00')
S 69°00'12" W 321.13'
DIAMOND
(S69°00'24"W) (1455.16')
S 69°00'12" W 1455.30'
CP 401
MATCH SHEET 01 OF 04
MATCH SHEET 02 OF 04
MATCH SHEET 03 OF 04

OWNER: CASMALIA2175, LLC.

SURVEYOR AND ENGINEER:
9500 AMBERGLEN BLVD., BLDG. F, SUITE 125
AUSTIN, TEXAS 78729
TBPELS SURVEYING FIRM #10029607
TBPELS ENGINEERING FIRM #312
TEL (512) 777-4600
FAX (512) 252-8141

LOT 1, COMMERCIAL - 3.347 ACRES (145,800 SQ. FT.)
LOT 2, LIGHT MANUFACTURING/INDUSTRIAL - 45.437 ACRES (1,979,238 SQ. FT.)
LOT 3, LIGHT MANUFACTURING/INDUSTRIAL - 33.427 ACRES (1,456,097 SQ. FT.)
LOT 4, LIGHT MANUFACTURING/INDUSTRIAL - 23.024 ACRES (1,002,923 SQ. FT.)
TOTAL 105.235 ACRES (4,584,058 SQ. FT.)

NO NEW STREETS
ADJOINING EXISTING R.O.W. WIDTH VARIES

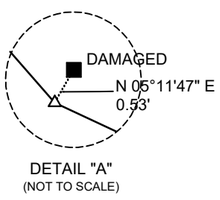
SUBMITTAL DATE: 03/04/2022

THIS IS A SURFACE DRAWING. SCALE FACTOR IS 1.00012, SCALED ABOUT 0,0,0

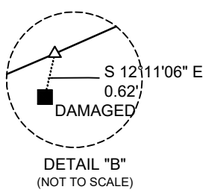
THE COORDINATES SHOWN HEREON ARE REFERENCED TO THE TEXAS STATE PLANE COORDINATE SYSTEM NAD83(CENTRAL ZONE)AND VERTICAL DATUM SHOWN HEREON IS NAVD88 (GEOID 18), AS ESTABLISHED BY REPEATED MULTIPLE GPS OBSERVATIONS UTILIZING THE LEICA SMARTNET VRS NETWORK.

CONTROL POINTS (BENCHMARKS DENOTED WITH BM)
SURFACE COORDINATES

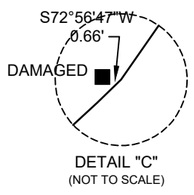
POINT	NORTHING	EASTING	ELEV.	TYPE
CP401	10181715.03	3227143.37	552.93	1/2-INCH IRON ROD WITH CONTROL CAP
CP/BM402	10182013.53	3223825.83	521.24	X SET IN CONC
CP/BM403	10184334.77	3225465.00	573.00	X SET IN CONC
CP/BM 404	10180959.87	3224973.49	516.77	MAG W/WASHER SET



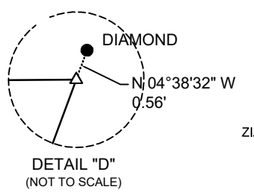
DETAIL "A"
(NOT TO SCALE)



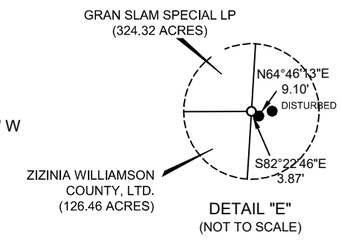
DETAIL "B"
(NOT TO SCALE)



DETAIL "C"
(NOT TO SCALE)



DETAIL "D"
(NOT TO SCALE)



DETAIL "E"
(NOT TO SCALE)

HALFF®
9500 AMBERGLEN BLVD., BLDG. F, SUITE 125
AUSTIN, TEXAS 78729
TBPELS SURVEYING FIRM #10029607
TBPELS ENGINEERING FIRM #312
TEL (512) 777-4600
FAX (512) 252-8141

COLUMBIA STEEL TAYLOR ADDITION MINOR PLAT

BEING 105.235 ACRES (APPROX. 4,584,058 SQ. FT.) BEING ALL OF THE CALLED 47.423 ACRE TRACT OF LAND AND ALL OF THE 34.793 ACRE TRACT OF LAND DESCRIBED IN A WARRANTY DEED RECORDED IN DOCUMENT NO. 2021156407 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND ALL OF THE 23.024 ACRE TRACT OF LAND DESCRIBED IN A GENERAL WARRANTY DEED RECORDED IN DOCUMENT NO. 2021184615 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, OUT OF AND A PART OF THE PARTHINIA COURSEY SURVEY, ABSTRACT NO. 131, IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS.

REPUTED NORTH CORNER OF PARTHINIA COURSEY SURVEY, ABSTRACT NO. 131, AS PROVIDED BY CONVERTED GIS SHAPEFILES PROVIDED BY TEXAS GENERAL LAND OFFICE

N 03°26'29" E 5614.86'
REFERENCE TIE

U.S. HIGHWAY 79
(R.O.W. WIDTH VARIES)
(TX.D.O.T. C.S.J. 320-04-1)

LOT 1
CROP PRODUCTION SERVICES ADDITION
DOC. NO. 2010070712
O.P.R.W.C.T.

N 40°32'55" E 491.98'
REFERENCE TIE

UNION PACIFIC RAILROAD
(R.O.W. VARIES)
(VOL. 17, PG. 581)
D.R.W.C.T.

{N66°04'E}
VICINITY MAP - NOT TO SCALE

DIAMOND
N 64°39'44" E 399.08'

FROM CORNER APPROX. CENTER OF TYPE 1 CONC. MON BEARS N 08°52'22" W 0.65'

N 64°37'32" E 2330.18'

{N66°04'E}

100.00'

3/8"

LOT 3
COUNTRY AIR
SECTION THREE
CAB. U, SLIDE 331
P.R.W.C.T.

40.00'

40.00'

U.S. HIGHWAY 79
(R.O.W. WIDTH VARIES)
(TX.D.O.T. C.S.J. 204-04-044)

N21°34'49"W 7316.73'

86°12'20" {86°12' DERIVED FROM DATA ON TX.D.O.T. C.S.J. 986-03-1 }

L8

N 07°59'43" E 420.14'
(N08°30'52"E) (420.35')

285.1'

BROKEN

C1

P.O.B.

TRANS TOWER POLE

Ex OHE

37.81'

CP/BM 403

L28

CENTERLINE OF ELECTRIC EASEMENT TO TEXAS POWER & LIGHT COMPANY (NO WIDTH GIVEN) VOL. 240, PG. 366 D.R.W.C.T.

CLEARMW LLC
REM. OF (67.016 ACRES)
DOC. NO. 2021176463
O.P.R.W.C.T.

ELECTRIC EASEMENT TO ONCOR DOC. NO. _____

N 76°25'11" E 2380.30'

VARIABLE WIDTH PROPOSED WATER / WASTEWATER EASEMENT

L27

LOT 4, BLOCK 1
23.024 ACRES
LIGHT MANUFACTURING/
INDUSTRIAL

ELECTRIC EASEMENT TO ONCOR DOC. NO. _____

LILLAN BLAND TO STATE OF TEXAS
VOL. 468, PG. 239
D.R.W.C.T.

LOT 4
23.024 ACRES
LIGHT MANUFACTURING/
INDUSTRIAL

40.00'

40.00'

PP

L5

L4

L6

PP

TRANS TOWER POLE

DISTURBED

SEE DETAIL "E"

Ex OHE

S 21°34'49" E 895.27'
[1093.7']

N21°34'49"W
CENTERLINE FM 619 R.O.W.
(S20°08'E)

F.M. HIGHWAY 619
(80' R.O.W.)
(TX.D.O.T. C.S.J. 986-03-1)

S 63°41'13" W 1172.90'

S 64°46'13" W 1995.11'
(N66°57'00"E) (2000.60')

MATCH SHEET 01 OF 04
MATCH SHEET 02 OF 04

ZONE "X"
FEMA FIRM MAP NO. 48491C0534F
DATED DECEMBER 20, 2019

LOT 3, BLOCK 1
33.427 ACRES
LIGHT MANUFACTURING/
INDUSTRIAL

S 21°46'55" E 1332.39'

S 68°37'06" W 1196.30'
(S68°37'13"W) (1196.41')

BRYAN TECH

(N19°24'W) (2638.00')

S 21°46'55" E 1305.61'
(S21°46'17"E) (1305.49')

THINH VAN HO AND SANG THI HO
TRACT 2: CALLED (39.597 ACRES)
DOC. NO. 2016120167
O.P.R.W.C.T.

ZIZINIA WILLIAMSON COUNTY, LTD.
REM. OF CALLED (126.46 ACRES) DESCRIBED IN
VOL. 387, PG. 331, D.R.W.C.T.
DOC. NO. 2020065923
O.P.R.W.C.T.

ZELLA B. JONES TO STATE OF TEXAS
VOL. 467, PG. 127
D.R.W.C.T.

N21°34'49"W 7316.73'

S21°34'49"E 2827.50'
(S20°08'E 3076.3')

CENTERLINE FM619 R.O.W.
[3076.3']

SANDRA CHARLOTTE WUTHRICH
(46.36 ACRES)
DOC. NO. 9813538
O.P.R.W.C.T.

SANDRA CHARLOTTE
WUTHRICH
(46.36 ACRES)
DOC. NO. 9813538
O.P.R.W.C.T.

LINE DATA		
LINE #	BEARING	DISTANCE
L1	N 38°23'42" W	151.21'
L2	N 02°09'05" W	217.64'
L3	N 41°35'49" E	268.32'
L4	N 13°34'49" W	148.32'
L5	N 76°25'11" E	241.98'
L6	S 21°34'49" E	196.14'
L7	N 89°57'52" E	222.48'
L8	N 04°38'32" W	223.19'
L9	N 53°41'49" E	35.58'
L10	N 02°09'05" W	191.21'
L11	N 60°57'13" W	94.90'
L12	N 60°57'13" W	109.21'
L13	S 46°44'21" W	35.24'
L14	S 33°42'57" W	14.66'
L15	S 24°47'47" W	31.14'
L16	S 32°55'51" W	44.63'
L17	S 30°24'13" W	73.11'
L18	S 30°59'18" W	50.09'
L19	S 21°49'15" W	46.90'
L20	S 30°24'13" W	74.32'
L21	S 33°42'57" W	17.00'
L22	S 45°01'41" W	48.47'
L23	S 59°03'39" W	58.70'
L24	N 35°09'24" E	139.17'
L25	N 28°44'29" E	138.52'
L26	N 28°53'36" E	216.06'
L27	N 18°43'16" E	430.85'
L28	N 08°32'52" E	223.79'
L29	N 50°50'23" E	86.41'
L30	N 38°52'18" E	264.15'
L32	N 21°20'17" E	101.81'
L33	N 24°27'41" E	219.03'
L34	N 08°58'45" E	72.67'
L35	N 24°32'30" E	33.86'
L36	N 20°15'19" E	431.69'
L37	N 08°50'06" E	116.69'
L38	N 20°00'06" E	300.71'
L39	N 68°46'50" E	382.58'

CURVE DATA					
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	BEARING
C1	179.09'	2427.01'	4°13'40"	179.05'	N 06°44'59" E
C2	793.27'	1106.00'	41°05'42"	776.38'	N 88°41'43" E
C3	476.04'	1106.00'	24°39'39"	472.37'	N 57°59'14" W
C4	271.53'	2427.01'	6°24'36"	271.39'	N 31°56'00" E
C5	841.70'	2427.01'	19°52'14"	837.49'	N 18°47'56" E
C6	795.68'	2172.01'	20°59'21"	791.23'	N 30°58'54" E
C7	65.91'	994.93'	3°47'44"	65.90'	N 62°51'05" W
C8	524.87'	994.93'	30°13'34"	518.80'	N 79°51'44" W
C9	138.62'	1106.00'	7°10'51"	138.53'	S 60°41'10" E
C10	116.61'	1106.00'	6°02'28"	116.56'	S 67°17'49" E
C11	30.75'	111.75'	15°45'52"	30.65'	N 28°20'03" E

CURVE DATA					
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	BEARING
C2	(792.80')	(1106.28')		(775.94')	(N88°44'10"E)
C3	(475.88')	(1106.00')	(24°39'09")	(472.21')	(N57°59'20"W)
C4	(271.08')	(2427.01')	(6°23'58")	(270.94')	(N31°56'43"E)
C6	(795.68')	(2172.01')	(20°59'22")	(791.24')	(N30°58'22"E)

SCALE: 1" = 200'
GRAPHIC SCALE
200 100 0 200

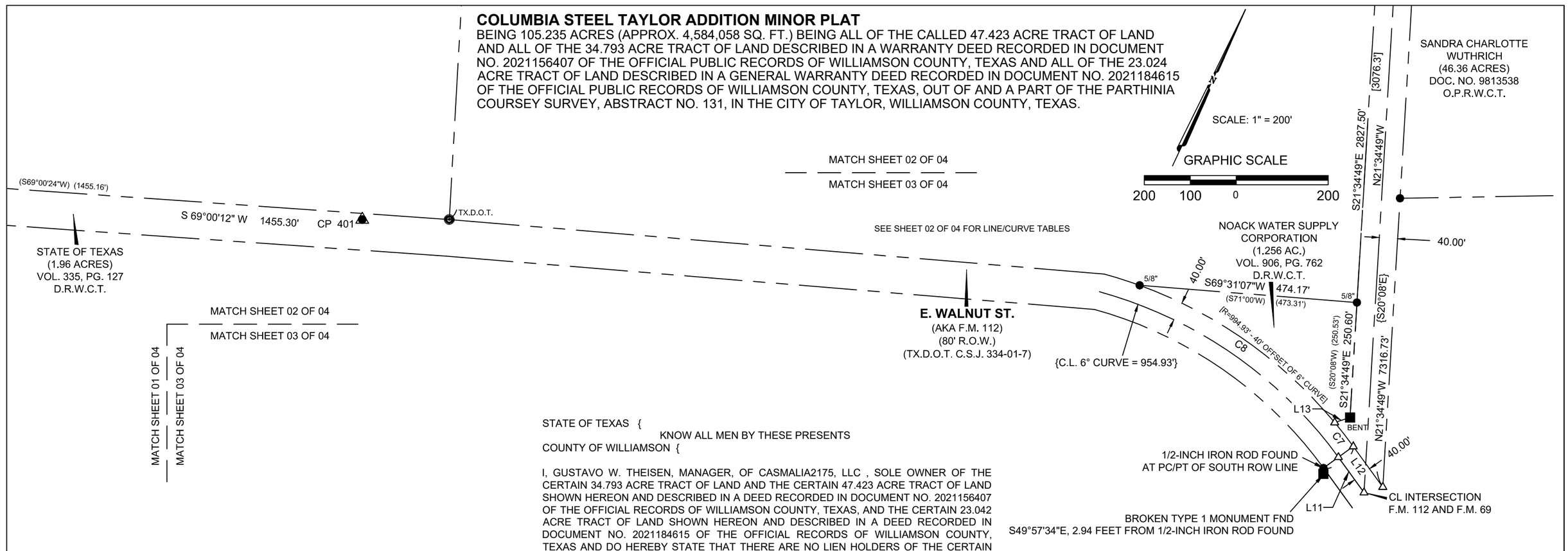
SCALE: 1" = 200'
GRAPHIC SCALE
200 100 0 200

MATCH SHEET 02 OF 04
MATCH SHEET 03 OF 04

HALFF®
9500 AMBERGLEN BLVD., BLDG. F, SUITE 125
AUSTIN, TEXAS 78729
TBPELS SURVEYING FIRM #10029607
TBPELS ENGINEERING FIRM #312
TEL (512) 777-4600
FAX (512) 252-8141

COLUMBIA STEEL TAYLOR ADDITION MINOR PLAT

BEING 105.235 ACRES (APPROX. 4,584,058 SQ. FT.) BEING ALL OF THE CALLED 47.423 ACRE TRACT OF LAND AND ALL OF THE 34.793 ACRE TRACT OF LAND DESCRIBED IN A WARRANTY DEED RECORDED IN DOCUMENT NO. 2021156407 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND ALL OF THE 23.024 ACRE TRACT OF LAND DESCRIBED IN A GENERAL WARRANTY DEED RECORDED IN DOCUMENT NO. 2021184615 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, OUT OF AND A PART OF THE PARTHINIA COURSEY SURVEY, ABSTRACT NO. 131, IN THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS.



MATCH SHEET 01 OF 04
MATCH SHEET 03 OF 04
MATCH SHEET 02 OF 04
MATCH SHEET 03 OF 04

METES AND BOUNDS DESCRIPTION

BEING 105.235 ACRES (APPROXIMATELY 4,584,058 SQ. FT.) IN THE PARTHINIA COURSEY SURVEY, ABSTRACT NO. 131, WILLIAMSON COUNTY, TEXAS, BEING ALL THE 34.793 ACRE TRACT OF LAND AND THE 47.423 ACRE TRACT OF LAND CONVEYED TO CASMALIA2175, LLC IN DOCUMENT NO. 2021156407 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS (O.P.R.W.C.T.), AND THE CERTAIN 23.024 ACRE TRACT OF LAND CONVEYED TO THE GUSTAVO W. THEISEN TRUST IN DOCUMENT NO. 2021184615, O.P.R.W.C.T.; SAID 105.235 ACRE OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS;

BEGINNING AT A 1/2-INCH IRON ROD WITH “HALFF” CAP SET IN THE CURVING SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 79 (ALSO KNOWN AS CARLOS G. PARKER BOULEVARD)(RIGHT-OF-WAY VARIES), BEING THE SOUTHEASTERLY LINE OF THE CALLED 22.422 ACRE TRACT OF LAND CONVEYED TO THE STATE OF TEXAS IN VOLUME 516, PAGE 153 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS (D.R.W.C.T.), AT THE MOST WESTERLY COMMON CORNER OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT AND THE REMAINDER OF THE 67.016 ACRE TRACT OF LAND CONVEYED TO CLEARMW, LLC IN DOCUMENT NO. 2021176463, O.P.R.W.C.T. FROM WHICH A TYPE I CONCRETE HIGHWAY MONUMENT FOUND AT ENDPOINT OF CURVE IN SAME LINE BEARS WITH A CURVE TO THE RIGHT, HAVING A RADIUS OF 2427.01 FEET, A DELTA ANGLE OF 04°13'40", AN ARC LENGTH OF 179.09 FEET AND A CHORD WHICH BEARS NORTH 06°44'59" EAST, A DISTANCE OF 179.05 FEET;

THENCE LEAVING THE CURVING SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 79, WITH THE COMMON LINE OF THE 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT AND THE REMAINDER OF SAID 67.016 ACRE CLEARMW TRACT, THE THREE (3) COURSES AND DISTANCES:

1. NORTH 76°25'11” EAST, A DISTANCE OF 2380.30 FEET TO A 1/2-INCH IRON ROD WITH “HALFF” CAP SET;
2. NORTH 13°34'49” WEST, A DISTANCE OF 148.32 FEET TO A 1/2-INCH IRON ROD WITH “HALFF” CAP SET;
3. NORTH 76°25'11” EAST, A DISTANCE OF 241.98 FEET TO A 1/2-INCH IRON ROD WITH “HALFF” CAP SET IN THE WEST RIGHT-OF-WAY LINE OF F.M. 619 (80' RIGHT-OF-WAY WIDTH)(SHOWN ON RIGHT-OF-WAY MAP OF TX.D.O.T. C.S.J. 986-03-1). DESCRIBED IN A DEED TO STATE OF TEXAS IN VOLUME 468, PAGE 239, D.R.W.C.T. AT THE MOST EASTERLY COMMON CORNER OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT AND THE REMAINDER OF THE SAID 67.016 ACRE CLEARMW TRACT, FOR THE NORTHEAST CORNER OF THE HEREIN DESCRIBED TRACT OF LAND;

THENCE SOUTH 21°34'49” EAST, WITH THE WEST RIGHT-OF-WAY LINE OF F.M. 619, BEING THE EAST LINE OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT, A DISTANCE OF 196.14 FEET TO A 1/2-INCH IRON ROD WITH “HALFF” CAP SET FOR THE MOST EASTERLY COMMON CORNER OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT AND THE REMAINDER OF THE CALLED 126.46 ACRE TRACT OF LAND CONVEYED TO ZIZINIA WILLIAMSON COUNTY, LTD. IN VOLUME 387, PAGE 331, D.R.W.C.T., DESCRIBED IN DOCUMENT NO. 2020065923 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, FROM WHICH A DISTURBED 1/2-INCH IRON ROD FOUND IN THE PRESENT F.M. 619 RIGHT-OF-WAY, AT THE NORTHEAST CORNER OF SAID 126.46 ACRE TRACT TRACT BEARS NORTH 64°46'13” EAST, A DISTANCE OF 9.10 FEET, AND ALSO FROM WHICH AN ADDITIONAL 1/2-INCH IRON ROD FOUND BEARS SOUTH 82°22'46” EAST, A DISTANCE OF 3.87 FEET;

THENCE LEAVING THE WEST RIGHT-OF-WAY LINE OF F.M. 619, SOUTH 64°46'13” WEST, WITH THE COMMON LINE OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT AND THE REMAINDER OF THE SAID 126.46 ACRE ZIZINIA WILLIAMSON COUNTY TRACT, A DISTANCE OF 1995.11 FEET TO A 1/2-INCH IRON ROD WITH “HALFF” CAP SET FOR COMMON CORNER OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT, THE REMAINDER OF THE SAID 126.46 ACRE ZIZINIA WILLIAMSON COUNTY TRACT AND THE SAID 34.793 ACRE CASMALIA2175 ACRE TRACT;

THENCE SOUTH 21°46'55” EAST, WITH THE COMMON LINE OF THE REMAINDER OF THE SAID 126.46 ACRE ZIZINIA WILLIAMSON COUNTY TRACT AND SAID 34.793 ACRE CASMALIA2175 TRACT, A DISTANCE OF 1332.39 FEET TO A 1/2-INCH IRON ROD WITH “BRYAN TECHNICAL SERVICES” CAP FOUND AT THE MOST EASTERLY COMMON CORNER OF A CALLED 39.597 ACRE TRACT OF LAND CONVEYED TO THINH VAN HO AND SANG THI HO IN DOCUMENT NO. 2016120167 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND THE SAID 34.793 ACRE CASMALIA2175 TRACT;

THENCE SOUTH 68°37'06” WEST, WITH THE COMMON LINE OF THE SAID 34.793 ACRE CASMALIA2175 TRACT AND THE SAID 39.597 ACRE HO TRACT, A DISTANCE OF 1196.30 FEET TO A 1/2-INCH IRON ROD WITH “BRYAN TECHNICAL SERVICES” CAP FOUND FOR THE MOST NORTHERLY COMMON CORNER OF THE SAID 39.597 ACRE HO TRACT AND THE CALLED 22.900 ACRE TRACT OF LAND CONVEYED TO THINH VAN HO AND SANG THI HO IN DOCUMENT NO. 2016120167, O.P.R.W.C.T., BEING THE MOST SOUTHERLY COMMON CORNER OF THE SAID 34.793 ACRE CASMALIA2175 TRACT AND THE SAID 47.423 ACRE CASMALIA2175 TRACT;

THENCE WITH THE COMMON LINES OF THE SAID 47.423 ACRE CASMALIA2175 TRACT AND THE 22.900 ACRE HO TRACT, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. SOUTH 68°37'46” WEST, A DISTANCE OF 400.00 FEET TO A 1/2-INCH IRON ROD WITH “BRYAN TECHNICAL SERVICES” CAP FOUND;
2. SOUTH 19°50'51” WEST, A DISTANCE OF 1365.81 FEET TO A 1/2-INCH IRON ROD WITH “DIAMOND” CAP FOUND IN THE CURVING NORTHEASTERLY RIGHT-OF-WAY LINE OF F.M. 112 (ALSO KNOWN AS E. WALNUT STREET)(80' RIGHT-OF-WAY), BEING THE NORTHEAST LINE OF A CALLED 1.93 ACRE TRACT OF LAND CONVEYED TO THE STATE OF TEXAS IN VOLUME 418, PAGE 334, D.R.W.C.T. FOR THE MOST SOUTHERLY COMMON CORNER OF THE SAID 47.423 ACRE CASMALIA2175 TRACT AND THE 22.900 ACRE HO TRACT, FOR THE MOST SOUTHERLY CORNER OF THE HEREIN DESCRIBED TRACT OF LAND;

THENCE WITH THE NORTHEAST RIGHT-OF-WAY LINE OF F.M. 112, BEING THE NORTHEAST LINE OF SAID 1.93 ACRE STATE OF TEXAS TRACT, ALSO BEING THE SOUTHWEST LINE OF THE SAID 47.423 ACRE CASMALIA2175 TRACT WITH A CURVE TO THE RIGHT, HAVING A RADIUS OF 1106.00 FEET, A DELTA ANGLE OF 24°39'39", AN ARC LENGTH OF 476.04 FEET AND A CHORD WHICH BEARS NORTH 57°59'14” WEST, A DISTANCE OF 472.37 FEET TO A 1/2-INCH IRON ROD FOUND AT THE NORTHWEST CORNER OF THE SAID 1.93 ACRE STATE OF TEXAS TRACT , BEING IN THE NORTHEAST LINE OF A CALLED 1.96 ACRE TRACT OF LAND CONVEYED TO STATE OF TEXAS IN VOLUME 335, PAGE 127, D.R.W.C.T.;

THENCE NORTH 45°42'22” WEST, CONTINUING WITH THE NORTHEAST RIGHT-OF-WAY LINE OF F.M. 112, BEING THE NORTHEAST LINE OF THE SAID 1.96 ACRE STATE OF TEXAS TRACT, BEING THE SOUTHWEST LINE OF THE SAID 47.423 ACRE CASMALIA2175 TRACT, A DISTANCE OF 569.37 FEET TO A FOUND TYPE 1 CONCRETE HIGHWAY MONUMENT FOUND AT THE INTERSECTION WITH THE SOUTHEAST RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY 79, BEING THE MOST SOUTHERLY CORNER OF THE SAID 22.422 ACRE STATE OF TEXAS TRACT, BEING A COMMON CORNER WITH THE SAID 47.423 ACRE CASMALIA2175 TRACT;

THENCE WITH THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 79, BEING THE SOUTHEASTERLY LINE OF THE SAID 22.422 ACRE STATE OF TEXAS TRACT, BEING THE NORTHWEST LINE OF THE SAID 47.423 ACRE CASMALIA2175 TRACT, THE FOLLOWING SIX (6) COURSES AND DISTANCES:

1. NORTH 02°09'05" WEST, A DISTANCE OF 217.64 FEET TO A BROKEN TYPE 1 CONCRETE HIGHWAY MONUMENT FOUND;
2. NORTH 41°33'01" EAST, A DISTANCE OF 699.14 FEET TO A BROKEN TYPE 1 CONCRETE HIGHWAY MONUMENT FOUND;
3. NORTH 39°20'01" EAST, A DISTANCE OF 834.82 FEET TO A BROKEN TYPE 1 CONCRETE HIGHWAY MONUMENT FOUND;
4. NORTH 41°35'49" EAST, A DISTANCE OF 268.32 FEET TO A BROKEN TYPE 1 CONCRETE HIGHWAY MONUMENT FOUND FOR POINT OF CURVATURE OF A CURVE TO THE LEFT;
5. WITH A CURVE TO THE LEFT, HAVING A RADIUS OF 2427.01 FEET, A DELTA ANGLE OF 06°24'36", AN ARC LENGTH OF 271.53 FEET, AND A CHORD WHICH BEARS NORTH 31°56'00" EAST, A DISTANCE OF 271.39 FEET TO A 1/2-INCH IRON ROD WITH “DIAMOND” CAP FOUND AT THE MOST NORTHERLY COMMON CORNER OF THE SAID 47.423 ACRE CASMALIA2175 TRACT AND THE SAID 34.793 ACRE CASMALIA2175 TRACT, BEING THE SOUTHWEST CORNER OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT;

THENCE CONTINUING WITH THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 79, BEING THE SOUTHEASTERLY LINE OF THE SAID 22.422 ACRE STATE OF TEXAS TRACT, BEING THE NORTHWEST LINE OF THE SAID 23.042 ACRE GUSTAVO W. THEISEN TRUST TRACT WITH SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2427.01 FEET, A DELTA ANGLE OF 19°52'14", AN ARC LENGTH OF 841.70 FEET, AND A CHORD WHICH BEARS NORTH 18°47'56" EAST, A DISTANCE OF 837.49 FEET TO THE POINT OF BEGINNING AND CONTAINING 105.235 ACRES, MORE OR LESS, WITHIN THESE METES AND BOUNDS.

NOTE:
BASIS OF BEARINGS IS THE TEXAS COORDINATE SYSTEM OF 1983, CENTRAL ZONE 4203 (NAD83/2011). ALL DISTANCES SHOWN HEREON ARE SURFACE AND MAY BE CONVERTED TO GRID BY DIVIDING BY THE SURFACE ADJUSTMENT FACTOR OF 1.00012. UNITS: U.S. SURVEY FEET. LAST DATE OF FIELD SURVEY: JULY 07, 2021.

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

I, GUSTAVO W. THEISEN, MANAGER, OF CASMALIA2175, LLC , SOLE OWNER OF THE CERTAIN 34.793 ACRE TRACT OF LAND AND THE CERTAIN 47.423 ACRE TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2021156407 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS, AND THE CERTAIN 23.042 ACRE TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2021184615 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 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 COLUMBIA STEEL TAYLOR ADDITION MINOR PLAT. TO CERTIFY WHICH, WITNESS BY MY HAND THIS ____DAY OF _____, 20___.

_____
GUSTAVO W. THEISEN, MANAGER
CASMALIA2175, LLC
2345 N. 2ND AVE.
UPLAND, CA 91784

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 GUSTAVO W. THEISEN, 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: _____

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 DATE
COUNTY ENGINEER

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. 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.

_____ _____
BRYAN MARTIN, P.E., C.F.M. DATE
CITY FLOODPLAIN ADMINISTRATOR

DEVELOPMENT SERVICES DIRECTOR

I, _____, 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.

_____ _____
DIRECTOR DATE

CITY OF TAYLOR STANDARD NOTES

a. UTILITY PROVIDERS - WATER: CITY OF TAYLOR ; WASTEWATER/SEPTIC: ON-SITE SEPTIC ; ELECTRICITY: ONCOR.

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 48491C0542F, EFFECTIVE DATE OF DECEMBER 20, 2019.

d. A 10-FT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG PORTION OF E. WALNUT STREET OUTSIDE OF THE PROPOSED WATER/WASTEWATER EASEMENT SHOWN HEREON..

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: _____ .

g. NO PARKLAND DEDICATION IS REQUIRED (NON-RESIDENTIAL).

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

i. THIS SUBDIVISION IS SUBJECT TO ZONING ORDINANCE 2001-17 AND SUBDIVISION ORDINANCE 2001-16, IN EFFECT AT TIME OF PLATTING.

ENGINEER'S CERTIFICATION

I, MATTHEW A. RECTOR, SR. REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS SUBDIVISION IS 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 48491C0542F, 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 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 _____, WILLIAMSON COUNTY, TEXAS, THIS _____ DAY OF _____, 20_____.

FOR REVIEW, THIS DOCUMENT IS RELEASED FO RTHE PURPOSE OF REVIEW UNDER THE AUTHORITY OF MATTHEW RECTOR, LICENSED PROFESSIONAL ENGINEER NO. 122861 ON MARCH 4, 2022. IT IS NOT TO BE USED FOR BIDDING, PERMIT OR CONSTRUCTION.

_____ _____
MATTHEW A. RECTOR SR.
REGISTERED PROFESSIONAL ENGINEER
NO. 122861
STATE OF TEXAS

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

I, CURTIS WAYNE WATTS, 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 _____, WILLIAMSON COUNTY, TEXAS, THIS _____ DAY OF _____, 20_____.

PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT 03-04-2022

_____
CURTIS WAYNE WATTS
REGISTERED PROFESSIONAL SURVEYOR
NO. 6614 STATE OF TEXAS

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

HALFF®
9500 AMBERGLEN BLVD., BLDG. F, SUITE 125
AUSTIN, TEXAS 78729
TBPELS SURVEYING FIRM #10029607
TBPELS ENGINEERING FIRM #312
TEL (512) 777-4600
FAX (512) 252-8141

City of Taylor
Castlewood South
Subdivision Improvement Plans
PZ-2021-1353
Staff Report

Requested Action:
Consider disapproving Castlewood South Subdivision Improvement Plans.

Applicant:
Will Buzzelli, P.E./Kimley-Horn

Subject Property:
Consisting of approximately 69.99 acres, located on FM 973 across from the Avery Glen Subdivision, more particularly described by Williamson Central Appraisal District Parcels R019232, R019652, and R331183, part of and out of M. Dentler Survey, Abstract No. 211, H.T. & B.R.R. Survey, Abstract No. 315, and G.M. Reese Survey, Abstract No. 533, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: R-1/RPD
Current Use: Vacant

Purpose:
The plans are the subdivision improvement plans for Castlewood South.

Staff Recommendation:
Staff comments are attached for your review. The submitted plans do not meet the minimum requirements of the Subdivision Ordinance and Engineering Manual, 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

Will Buzzelli 04.06.22
Kimley-Horn
5301 Southwest Parkway, Building 3, Ste. 100
Austin TX 78735
william.buzzelli@kimley-horn.com

Address: FM 973, Taylor 76574

Permit Number PZ-2021-1353

Dear Will Buzzelli,

Staff has completed its review of the Castlewood South Subdivision Improvement Plans that is to be located at FM 973, Taylor 76574. There are some corrections that need to be made prior to approval of the plans. 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 inform these comments, please contact Shelly Shelton at (512) 309-6186 or by email at shelly.shelton@taylortx.gov.

Updated 03.03.2022 Need to discuss the way the sidewalks are shown on the plan sheet.

Updated 12.29.2022 This comment is still current; however, the Sheet is number 99 now.

The sidewalk symbology in the Legend is not shown on the plan sheet (SH 103). Refer to H.1 Sidewalk requirement Table Development Ordinance. The sidewalks are different widths for different classifications of streets. The sidewalks for parks L. Common Amenities Pedestrian Access and the Exhibits). Some of the Pedestrian Access will be submitted with the Site (granite paths and trails).

Include resubmission dates.

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

	Reference: REVIEW 04 PZ-2021-1353-20220318 castlewood south – Engineering Review 04.pdf Reviewer: Engineering	
Page #	Reference	Reviewer Comment
9	Overall Phase Plan	Adjust sidewalk shown in Park Reserve ROW to be inside Street ROW
10	Grading Plan 1 of 6	On Wedemeyer, Sieders and Wilson Springs, the sidewalk straddles the ROW line. If the park is not dedicated to the City, the city will be unable to maintain the sidewalk. Shift property line I towards the park so that the sidewalk is inside the roadway ROW
10	Grading Plan 1 of 6	Verify elevations shown and update wall designations shown accordingly (BW and TW). (TYP)
11	Grading Plan 2 of 6	Match symbology for grading type “A” on Lot 17, Blk16

12	Grading Plan 3 of 6	Show proposed elevation at corner for Lot 1.
12	Grading Plan 3 of 6	Verify and update to match platting and all proposed use. There is a larger callout with conflicting labeling.
14	Grading Plan 5 of 6	Verify lot grading types for Lots 12-13, Block 8. Appear to meet criteria for Lot B grading.
16	Wesley Miller Lane (1 of 2) Plan & Profile Top left corner	To clarify previous and current comments, the plans need to: 1. Show contractor how to grade the intersections and 2. Show this information in a way the City can verify it meets criteria. This can be accomplished via: 1. Showing the valley gutters, as per comment on this sheet. and 2a. Showing a point table as provided. However, see comment below on points 13-15. or 2b. Showing how the roads connect on the profile. See profile comment on Sheet 25 for clarification on previous submittal comment. Note that it is the Engineer's preference as to providing the tables and/or providing the profile labels, either will be sufficient (though the profile labels are preferred for quicker review).
16	Top center	Show valley gutter on all intersections on all sheets
16	Mid right	What is the purpose of points 13-15? They seem to introduce a 6" drop in the middle of the curb return that would create a low spot. This comment applies to remainder of sheets where there is a 3rd point in the curb return.
16	Mid center	Specify what these labels call out. Edge of pavement? Gutter flow line? Why not back of curb per table?
16	Mid left	These stations should match, verify on all sheets
17	Wesley Miller Lane (2 of 2) Plan & Profile	Show connection between labels on all sheets
17	Wesley Miller Lane (2 of 2) Plan & Profile	Min gutter slope s 0.4% per EM 8.8.3.b
18	Buttercup Rd Plan & Profile	Note will be insufficient as flow will still be concentrated. Suggest permanent patch of stone riprap at end of curb. Gradation can be same as an erosion control rock berm.
18	Buttercup Rd Plan & Profile	Verify end of paving is per Barricade Detail
18	Buttercup Rd Plan & Profile	Continue coordination with City and TxDOT to reduce grade break.
18	Rempe Ridge Plan & Profile	In the Plan View, update the street name to be updated to “Buttercup Road” based on the 2021 Transportation Plan (TYP)
19	Blazilmar Lane – Plan & Profile	Continue coordination with City ad TxDOT to reduce grade break
19	Blazilmar Lane – Plan & Profile	Min gutter slope is 0.4% per EM 8.8.3.b
19	Blazilmar Lane – Plan & Profile	In the Plan View, update street name spelling to “Blazilmar” (TYP) (2x)
20	Rodgers Road Plan & Profile	Continue coordination with TxDOT to reduce grade break.
23	Rother Place Plan & Profile	Remove duplicate labels on all streets

25	Elijah Street (Sheet 2 of 2) Plan & Profile	See general comment on Sheet 16. Recommend revising profiles per markup below to clearly show how intersection will be graded. If profile is revised, point table will not be required, unless additional points are needed for accurate intersection grading
25	Elijah Street (Sheet 2 of 2) Plan & Profile	If cross street is the through street, graphically show the street crown, which should match valley gutter locations in plan view.
30	McFadin Way (Sheet 1 of 2) Plan & Profile	Profile should match road cross slope. Verify all curb return grades.
30	McFadin Way (Sheet 1 of 2) Plan & Profile	Verify profile through intersection. Will profile match cross street cross section? Or will cross street warp to match this profile? Verify all curb return grades.
31	McFadin Way (Sheet 2 of 2) Plan & Profile	Verify profile through intersection. Will profile match cross street cross section? Or will cross street warp to match this profile? Introduce vertical curve if this is the through street. Verify all curb return grades.
34	Left Turn Lane plan & profile (1 of 2)	Show full limits on both ends
35	Left Turn Lane plan & profile (2 of 2)	This sheet is a duplicate of sheet 34, remove or update.
37	Existing Drainage Area Map	Prior comment not addressed. Need to clarify Point of Analysis. Post-project separates out DA#3. Need to account for this in existing and show a Point of Analysis for TxDOT ditch separately. Must show no impacts at this point of analysis
38	Proposed Drainage Area Map	Prior comment not addressed. Identify points of analysis. These points are to be used to compare pre- and post- project runoff. Suggest creating a 3rd point for the runoff draining to the TxDOT ditch. Then provide summary of pre- and post-project peak flows at the various Point of Analysis for 2-, 10-, 25-, and 100-year to demonstrate compliance with the detention policy. Currently it is unclear if the project has downstream impacts or not. For example. Pre-project has a 100-yr flow for DA#2 of 90.5 cfs. Post-project has a 100-yr flow of 118 cfs when DA#2 and DA#3 combined. Unclear if impact or not at DA#1/OS#1 outfall.
46	Storm Plan & Profile Line SD B (Sheet 1 of 3)	Structure type shown on conduit labels does not match structure type on manhole flowline labels. Verify correct structure
50	Storm Plan & Profile Line SD D:	In response to Comment Response Letter (dated 3/18/22) Item 70, verify water line will be looped.
73	Storm Channel “A” Plan & Profile	Update profile line color from Blue to B&W and update the font/text in the profile where noted.
73	Storm Channel “A” Plan & Profile	Verify storm channel A concrete u-channel depth (2’ max noted) is maintained in the profile
74	Storm Channel B Plan & Profile (Sheet 1 of 2)	EM8.16. Safety. For all U shape channels... Demonstrate compliance. interior wall > 3' requires adjacent ground, barrier-type fence > 6' high
74	Storm Channel B Plan & Profile (Sheet 1 of 2)	Inlet in pavement where noted on the drawing
75	Storm Channel B Plan & Profile (Sheet 2 of 2)	Update profile line color from Blue to B&W and update the font/text in the profile where noted.
75	Storm Channel B Plan & Profile (Sheet 2 of 2)	Inlet in pavement where noted on the drawing
76	Overall Water Plan	Update street name shown in Castlewood, (Castlebridge Way to Wesley Miller)
77	Phase 1 Water Plan	Update street name shown in Castlewood, (Castlebridge Way to Wesley Miller)
78	Phase 2 Water Plan	Update street name shown in Castlewood, (Castlebridge Way to Wesley Miller)

78	Phase 2 Water Plan	Verify and show proposed flushing valve near STA 28+99 of Water Line “A” (Wesley Miller Ln) as noted in water line P&Ps
79	Water Plan & Profile Line WL-A (Sheet 1 of 2)	Verify and update bend size/degree of bend on profile(TYPICAL) (unresolved from previous review) Sta. 15+68 & 17+44
90	Wastewater Plan and Profile Line WW-E (Sheet 1 of 2)	Notate drop connection on the plan, Sta.4+89 & 8+36
94	Wastewater Plan and Profile Line WW-H (Sheet	Correct overlapping text Sta. 1+33
97	Detention Pond Plan (see plan sheet markup)	EM8.15.3.b call out slope of trickle channel. 0.5% min required
97	Detention Pond Plan (see plan sheet markup)	EM8.15.4.a Maint access. Dimension width of maint. Access provided. 15’ wide required for ponds deeper than 5’
97	Detention Pond Plan (see plan sheet markup)	Text not legible
97	Detention Pond Plan (see plan sheet markup)	Unclear what these points are? Reference cross-section of weir in details
97	Detention Pond Plan (see plan sheet markup)	Opened HEC-HMS model and elev-area data did not match. Please verify model/plans match.
97	Detention Pond Plan (see plan sheet markup)	Opened up HEC-HMS simulation results and 100-yr reported at 617.2. Please confirm plans/models match.
97	Detention Pond Plan (see plan sheet markup)	8.15.3.a(3) - all slopes steeper than 4:1... 4:1 required unless supported by geotech recommendation
97	Detention Pond Plan (see plan sheet markup)	Include Sheet 98 and Sheet 100 as a detail reference where the Detention Pond Outfall Structure is noted on the plan. Detail on Sheet 98 shows pipe material information and is to be RCP.
98	Pond Outfall Culvert Plan & Profile	Update Pipe Material. This sheet references RCP on Storm E detail and in plan view and Pond Outfall Culvert references HDPE. Material is to be concrete.
98	Pond Outfall Culvert Plan & Profile	There are a couple of bubbles but no comment. One appears to need a Sheet #
98	Pond Outfall Culvert Plan & Profile	On Storm “E” Sloped Headwall detail, update text noted (“Pond”) and include the sheet number where referenced for the concrete sloped headwall.
99	Street Light, Sidewalk, Sign and Striping Plan	Verify and include street lights at street intersections with FM 973. Lights were not included from previous submittal.
100	Pond Details	Could not confirm outfall data matches HEC-HMS model. Model has 3.75' long weir at 614.80 4.2 sf orifice at 611.30
102	Paving Details (1 of 2)	Residential Alley Section - When revised geotech report is submitted with revised plans, provide notation to jointing requirements and spacing for alleys
102	Paving Details (1 of 2)	Detail PV002 - When revised geotech report is submitted with revised plans, provide updates to notate report and requirements for paving compressive strength noted

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

Plans shall include the City of Taylor's fire hydrant detail. The detail shall reflect Taylor's new hydrant detail standards:

Hydrant notes:

note #6- Hydrants to be painted by the manufacturer in the color silver.

note #7 - Caps and chains are to be supplied with the hydrant.

new note #8 - The 5 inch center storz cap to incorporate a center pentagon.

Please revise the plat to address the comments noted above. Following revision, submit the plat electronically on the next resubmittal date, 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

Subject Property

F·M·973

N

PZ-2021-1353

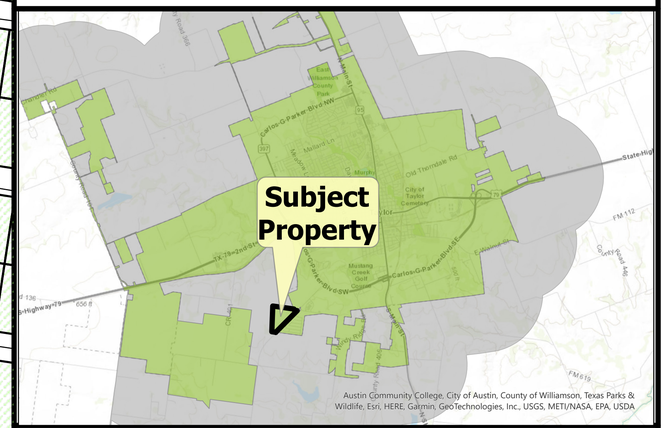
Castlewood South
Subdivision Improvement Plans
Located on FM 973 Across from the Avery Glen Subdivision
Approximately 69.99 Acres

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

- B-1
- R-1/RPD: Residential Planned Development



0 190 380 760 US Feet

City of Taylor
Spring Creek Phase 1
Subdivision Improvement Plans
PZ-2021-1364
Staff Report

Requested Action:
Consider disapproving Spring Creek Phase 1 Subdivision Improvement Plans.

Applicant:
Aimee Chavez, P.E./Pape-Dawson Engineers

Subject Property:
Consisting of approximately 27.93 acres, located at the northwest corner of the intersection of North Drive and NW Carlos G. Parker Boulevard, more particularly described by Williamson Central Appraisal District Parcels R018683 and R383650, part of and out of the William J. Baker Survey, Abstract No. 65, Taylor, Williamson County, Texas.

Parcel Information:
Current Zoning: R-1/RPD
Current Use: Vacant

Purpose:
The plans are the subdivision improvement plans for Spring Creek Phase 1.

Staff Recommendation:
Staff comments are attached for your review. The submitted plans do not meet the minimum requirements of the Subdivision Ordinance and Engineering Manual, 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

Aimee Chavez
Pape-Dawson Engineers, Inc.
10801 N MoPac Expy., Bldg. 3, Suite 200
Austin TX 78759
achavez@pape-dawson.com

Date: Monday, April 4, 2022

Address: CR 367, Taylor 76574

Permit Number PZ-2021-1364

Dear Aimee Chavez,

Staff has completed its review of the Spring Creek Phase 1 Subdivision Improvement Plans that is to be located at CR 367, Taylor 76574. There are some corrections that need to be made prior to approval of the plans. Your application will be placed on the upcoming Planning and Zoning Commission meeting agenda, April 12, 2022 for disapproval. Comments from this review follow.

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.

Construction Plans

Sheet 2 of 58 – Construction Notes

1. For all streets, include in the table above the recommended type and thickness of subgrade improvements from the geotechnical reports.
2. For recommendations regarding soil mitigation, plans shall provide a clear reference to these requirements noted in the geotechnical report and supplemental.

Sheet 4 of 58 – Phasing Plan

1. Increase corner clip at northeast subdivision corner, to include existing ditch/grass to allow for future road/intersection improvements of CR 367.

Sheet 5 of 58 – Final Plat (reference)

1. For final plat and where shown on plan, increase corner clip to include existing ditch/grass to allow for future road/intersection improvements of CR 367.

Sheet 23 of 58 – Channel Profile 1 of 2

1. Detention is required for this project. Plans need to document the detention plan. Per EM 6.1.12 the information below is required to be provided in the construction plans. All but 12.e appear provided. Provide ‘stage/storage/discharge data’ per 6.1.12 and clearly label the intent for the channel to provide detention volume in the plans. Consider renaming sheet to include ‘detention plan’.

2. Sheet 24 of 58 – Channel Profile 2 of 2

1. Need a detail for the mortarted riprap (see Sta. 19+00). Riprap needs to extend some distance at the bottom of

the slope to prevent toe erosion.

2. Detention is required for this project. Plans need to document the detention plan. Per EM 6.1.12 the information below is required to be provided in the construction plans. All but 12.e appear provided. Provide 'stage/storage/discharge data' per 6.1.12 and clearly label the intent for the channel to provide detention volume in the plans. Consider renaming sheet to include 'detention plan'.

Sheet 31 of 58 – Storm Drain Profiles SD-1A & SD-1B – 1 of 2

1. Verify: Proposed box is 5' wide. Need to define what the dimensions noted are in reference to under the Rip-rap Apron Sizing table. Verify if detail is provided.

Sheet 53 of 58 – Storm Drain Profiles SD-1A & SD-1B – 1 of 2

1. For all pavement sections, include the recommended type and thickness of subgrade improvements from the geotechnical reports.
2. Show prime coat material and location requirements all pavement sections, where required.
3. For alley detail, verify and show jointing (construction, contraction, and/or expansion) requirements. Verify if tie bars or dowels are required.

Geotechnical Report

General: For recommendations regarding soil mitigation, plans shall provide a clear reference to these requirements noted in the geotechnical report and supplemental.

Page 4, 4.0 Pavement Guidelines, 4.1 General

1. (See report comments) Verify statement where City of Taylor design standards are noted. Does the statement include the City of Taylor Engineering Manual for Pavement Design?

Page 5, 4.0 Pavement Guidelines, 4.2 Subgrade Design Considerations

1. (See report comments - Vertical Movements….) In the supplemental report for Alleys the PVR varies from 1-3/4 to 4-1/2 inches and Soil Mitigation is not required across the entire project?
2. (See report comments – Soil Mitigation….) Verify: Where is soil mitigation required, all streets? Does the calculated PVR exceed 2 inches for the Rural Collector?

Page 7, 4.0 Pavement Guidelines, 4.3 Pavement Sections

1. Verify subgrade modulus units where noted and update text.
2. Note Only: Subgrade modulus of 3,000 psi for native subgrade used in design, which is conservative if soil mitigation Option 1 or 2 is selected from Section 4.2 from this report.

Page 8, 4.0 Pavement ~~Guideline~~s, 4.3 Pavement Sections, Table No. 3/4

1. Note Only: Pavement section in Table 3 and does not include soil mitigation Option 1 or 2 from Section 4.2 of this report?
2. Verify: Is recommendation to lime stabilize the material used for soil mitigation?
3. Verify: Based on Section 4.2 of this report, it does not appear soil mitigation is required for the rural Collector.

Page 46 of 63 (FPS 21 Report)

1. Page 7 of report indicates ESAL of 150,000 for Local Streets, not Residential Collector. See page for highlighted references.

Geotechnical Report Supplement Letter – Alleys

Page 2, Soil Mitigation

1. (See report comments – Soil Mitigation….) Verify: Where is soil mitigation required, all streets? Does the calculated PVR exceed 2 inches for the Rural Collector?

Page 4, Soil Mitigation

1. Recommendations herein do not include joint spacing for the various types of joints, and/or use of dowel bars and tie bars. Is the Civil Engineer providing these details? Is this covered in the City of Taylor Standard details? Provide reference accordingly.
2. Verify what construction specification is being used and what is the minimum 28-day compressive strength for the concrete. Is this on standard detail or in construction specification? Report should referenced what should be followed.

Page 6 (Page 1 of 3, Street Pave 12)

1. Max. joint spacing is shown to be 14-ft. Verify detail on plans follows this design criteria.
2. For rigid ESALs, verify value shown. Page 4 of report indicates 150,000 ESALs.

Page 6 (Page 2 of 3, Street Pave 12)

1. For subbase noted, verify lime stabilized subgrade reference. Not noted in StreetPave report.

Flood Study

Page 2 of 4 (Report Letter)

1. HEC-RAS 2D Model:
    i. Document modeling approach and assumptions in the drainage report.
    ii. Manning's n in the pilot channel needs to be for concrete.
    iii. The model only includes 1 terrain. Presumably this is the post-project terrain. Include the pre-project terrain in the next submittal of the model.
    iv. Running the model on diffusion wave is ok for debugging. However, run the 2D model using full momentum for final results.
    v. Verify how the hydrograph obtained.

TIA Report

No objection taken for the TIA Report regarding Phase One of the Spring Creek Subdivision with the following noted:

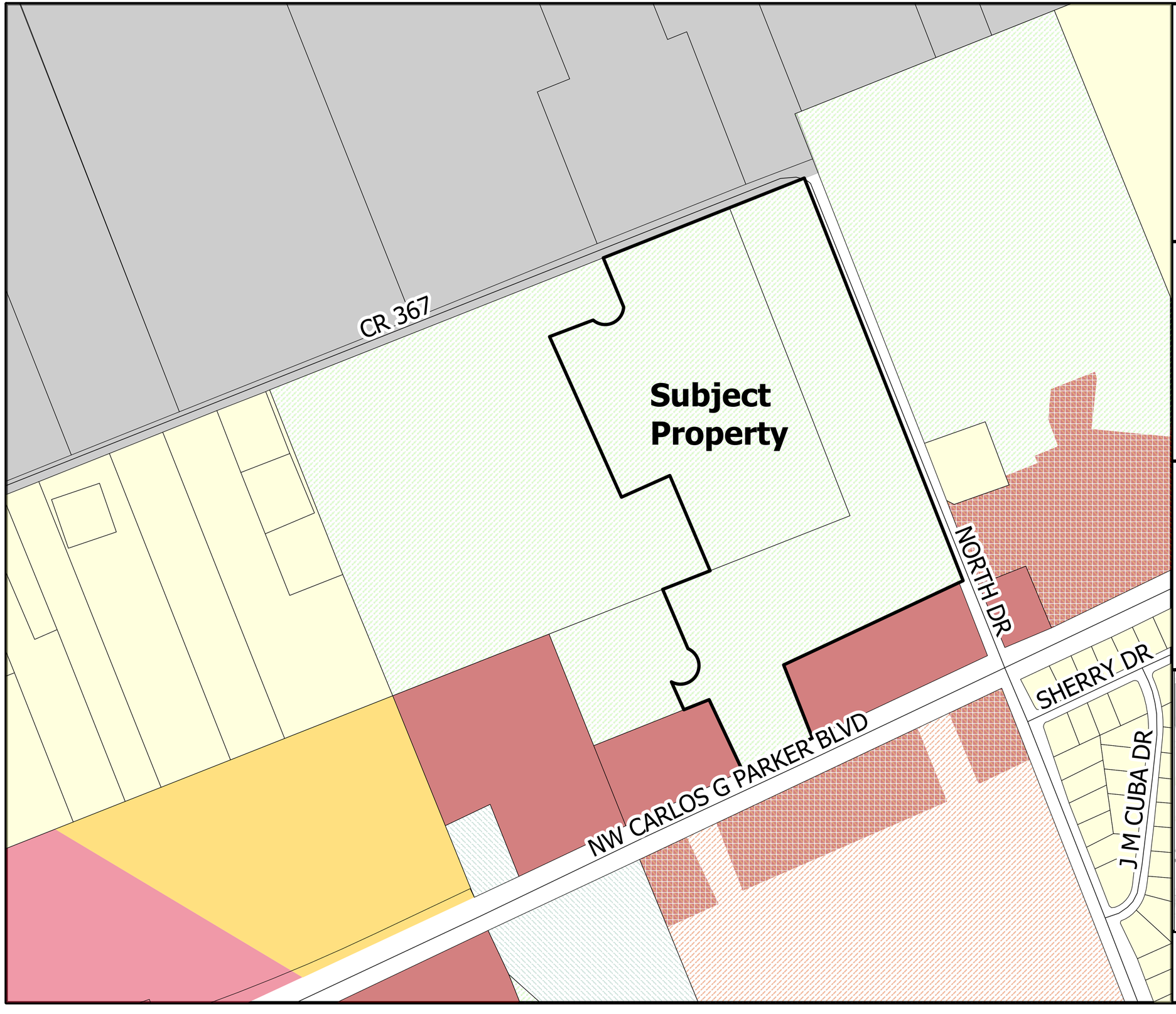
- See HDR Response Letter dated March 1, 2022 for comments related to subsequent phases for the project noted in the TIA Report prepared by Alliance Transportation Group (report date 11/16/2020)
- The commercial properties abutting the Spring Creek Subdivision (separate property owners) will require coordination with TxDOT on driveway location/spacing.

Please revise the plans to address the comments noted above. Following revision, submit the plans electronically, on a revision submittal date, 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



Taylor Texas
CITY OF TAYLOR TX

N

PZ-2021-1364

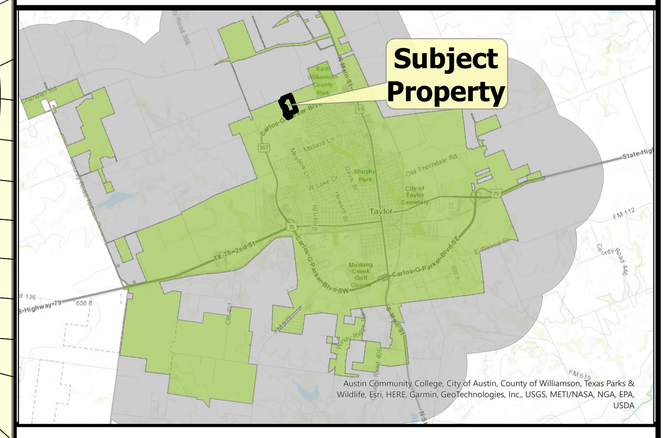
Spring Creek Phase 1
Subdivision Improvement Plans
Located at the Northwest Corner of the Intersection of North Drive and NW Carlos G. Parker Boulevard
Approximately 27.93 Acres

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

- B-1
- B-1/CPD
- B-2
- MF-2 Multi-Family
- R-1 Single Family
- R-1/RPD: Residential Planned Development
- R/A Rural Agriculture
- MF-1/RPD



0 235 470 940 US Feet

City of Taylor
Comprehensive Plan Adoption
Staff Report

Requested Action:
Receive a presentation and consider a recommendation to City Council on the first amendment to 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 adopted the Envision Taylor Comprehensive Plan on November 18, 2021. Shortly thereafter, on November 23, 2021, Samsung announced the selection of Taylor as the site for a new semiconductor manufacturing facility.

In order to ensure that the comprehensive plan adequately reflects the impacts of the Samsung development on the land use and transportation plans as well as the implementation plan, the City engaged Lionheart Places to prepare an amendment to Envision Taylor.

Meetings related to the amendment were held on the following dates:

February 7, 2022 – Comprehensive Plan Advisory Committee
February 9, 2022 – CAMPO demographer
February 14, 2022 – Stakeholder Focus Groups
February 15, 2022 – Community Workshop
February 25, 2022 – Capital Area Rural Transportation System (CARTS)
March 10, 2022 – City Council scoping presentation

The scope of the amendment includes the following:

- Revisions to the Growth Sectors map in the area around the Samsung site
- Revisions to the Future Land Use plan and map in the area around the Samsung site

- Creation of a new land use category titled Special Employment District
- Revisions to the Transportation Plan to reflect relocation, removal and addition of streets and roads around the Samsung site
- Addition of two implementation actions: #16 – Special Employment District – Small Area Plan and #17 – Support Living and Working in the City of Taylor
- A series of cleanup revisions to the Transportation Plan to correct errors, misalignments, etc.

Staff Recommendation:

Staff recommends that P&Z recommend adoption of the first amendment to the Envision Taylor Comprehensive Pan.

Attachments:

1. Presentation
2. Ordinance 2022-15
3. Ordinance Exhibit A - Amended Envision Taylor Comprehensive Plan

TAYLOR COMPREHENSIVE PLAN UPDATE

April 12, 2022

ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

LIONHEART

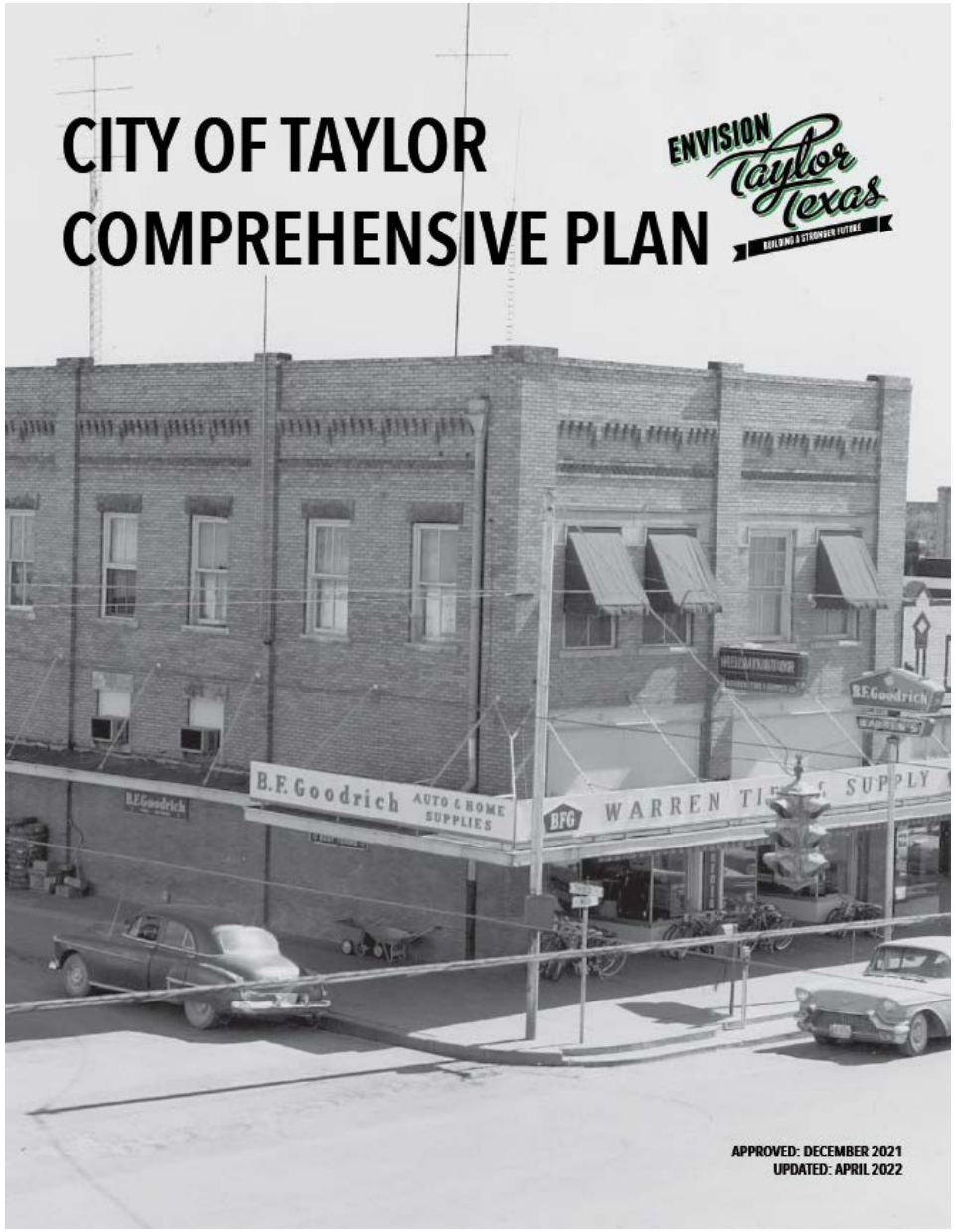
PURPOSE

The City of Taylor adopted the Envision Taylor Comprehensive Plan on

November 18, 2021

Samsung Electronics announced that it would build a new semiconductor manufacturing facility in Taylor, Texas on

November 23, 2021



Big Ideas

Diverse Housing

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

Community Character

Maintain Taylor’s small-town atmosphere.

Inclusive Growth

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

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 DOES SAMSUNG IMPACT THE ENVISION TAYLOR COMPREHENSIVE PLAN?

2022 → 2040

Foundation of the Plan does not Change:

- Big Ideas

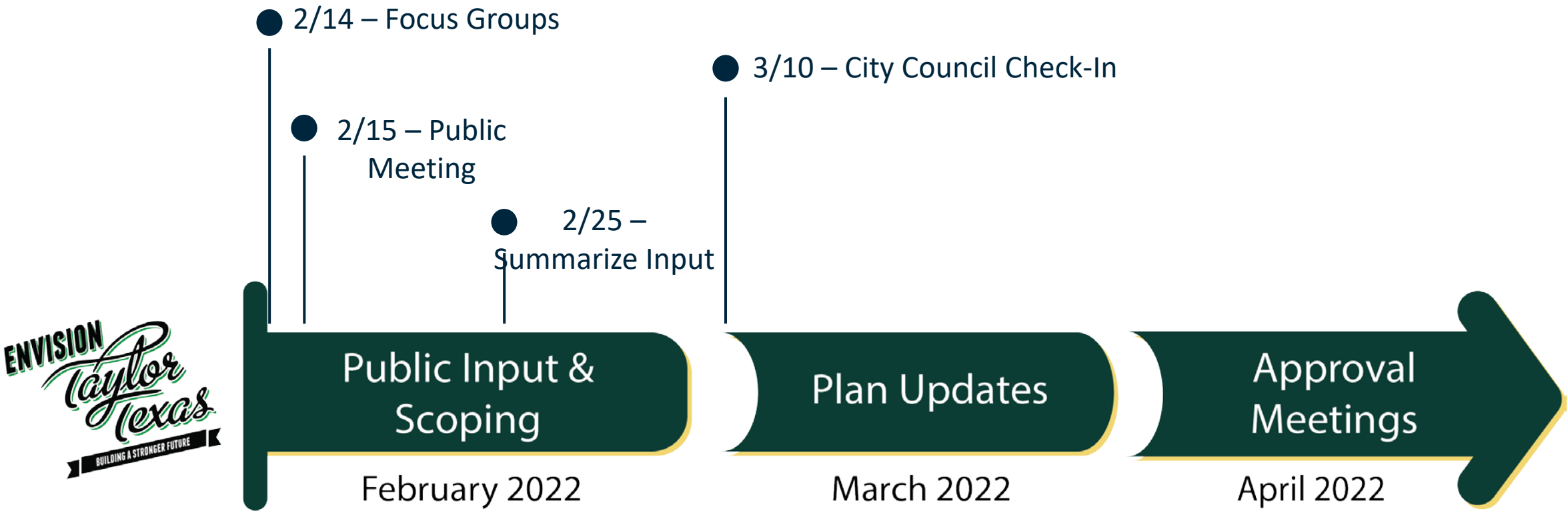
This Process will Review:

- Population Projections
- Infrastructure Planning
- Land Use Planning
- Implementation Strategies

ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

LIONHEART

PROCESS


2/14 – Focus Groups
2/15 – Public Meeting
2/25 – Summarize Input
3/10 – City Council Check-In
Public Input & Scoping
Plan Updates
Approval Meetings
February 2022
March 2022
April 2022

STAKEHOLDER FEEDBACK

Encourage employees to use alternative commute methods by supporting employer-based ride share programs. and consider routes to bring people from the facility Downtown Taylor.

Samsung is one of several new larger employers locating east of Austin that will create a demand for workforce housing and training in Taylor

At the Samsung Austin location, mixed use centers with high density housing, retail and services located near Samsung are sought after by younger workers and engineers.

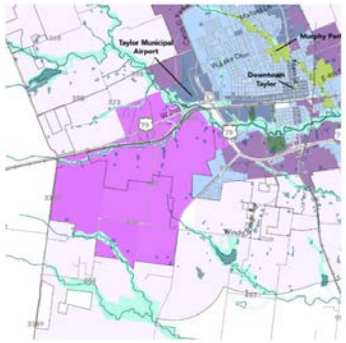
Discourage low density residential land uses within the vicinity of the Samsung facility.

Coordinate with Samsung and other employers to encourage workers to live in the City of Taylor.

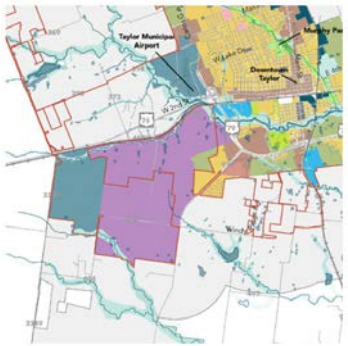
Samsung can function as an anchor to bring more high-tech jobs into the area; however; more work needs to be done to provide utility and transportation infrastructure in order to provide “shovel ready” land to attract more business

PROPOSED PLAN UPDATES

1 GROWTH SECTOR MAP



2 FUTURE LAND USE MAP



3 THOROUGHFARE PLAN

4 IMPLEMENTATION STRATEGIES

ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

LIONHEART

GROWTH SECTORS MAP UPDATE

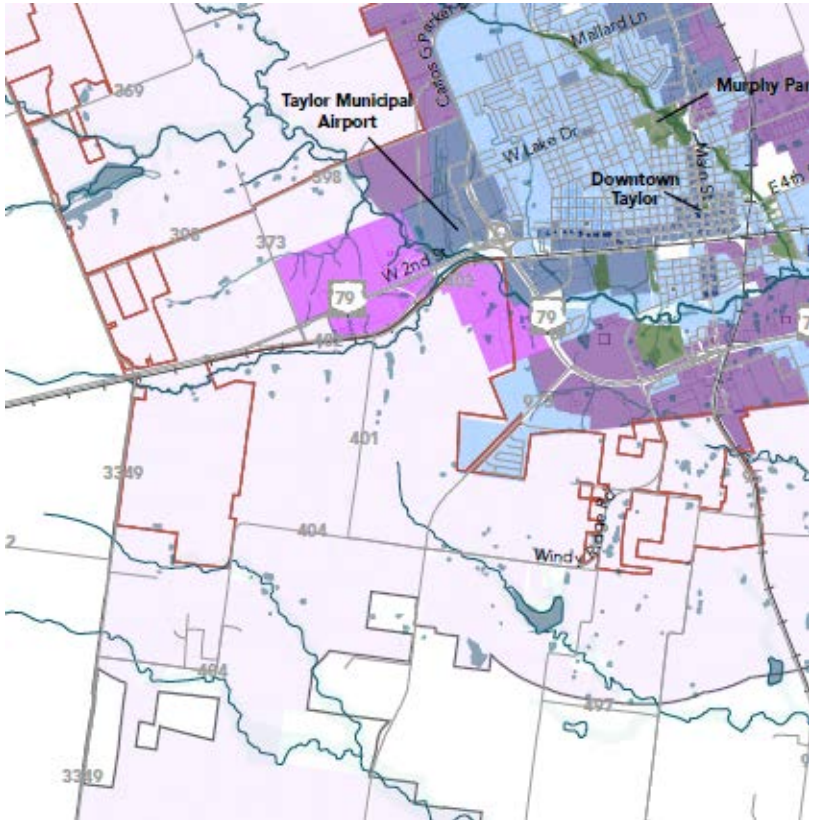
Added land area to

Controlled Growth Sector (G2)

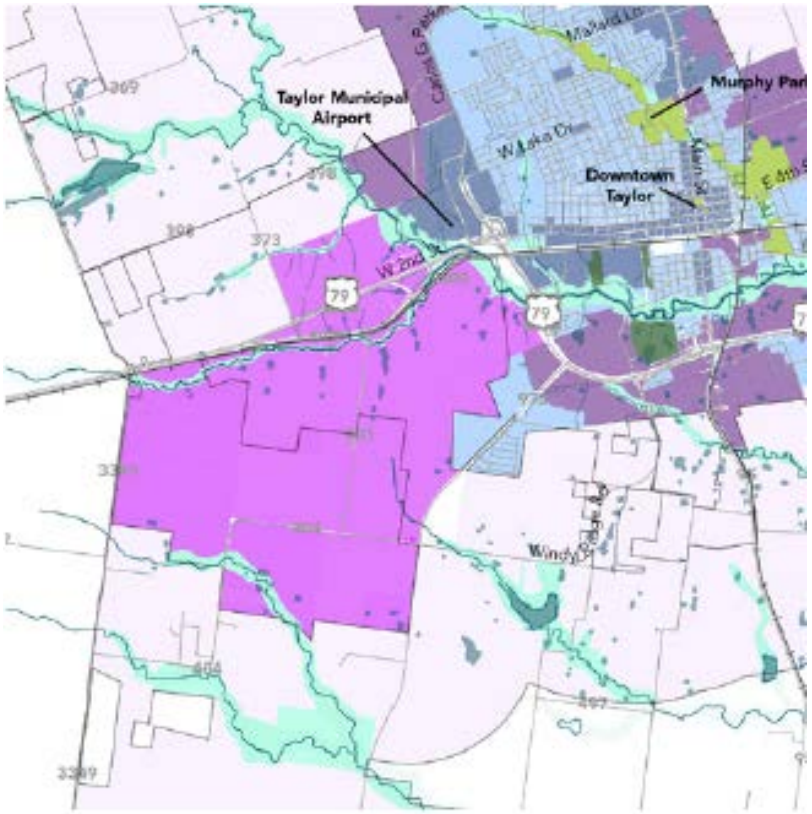
Area Characteristics:

- Can support limited development under current infrastructure availability;
- Anticipated to support more employment growth in the future.

CURRENT PLAN



2022 - UPDATE



FUTURE LAND USE MAP

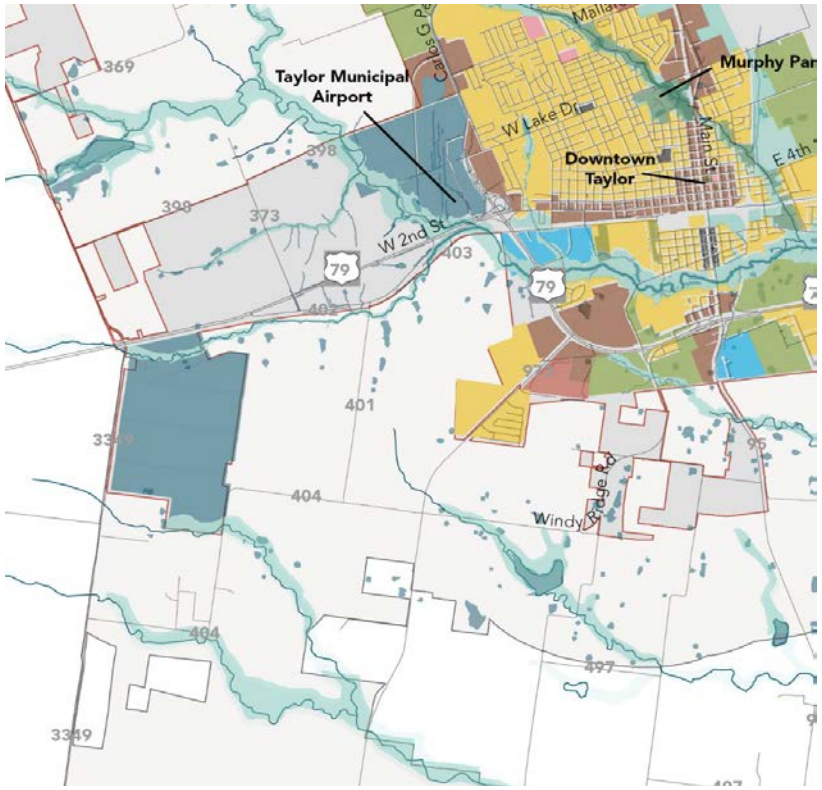
Added a new land use category:

Special Employment District

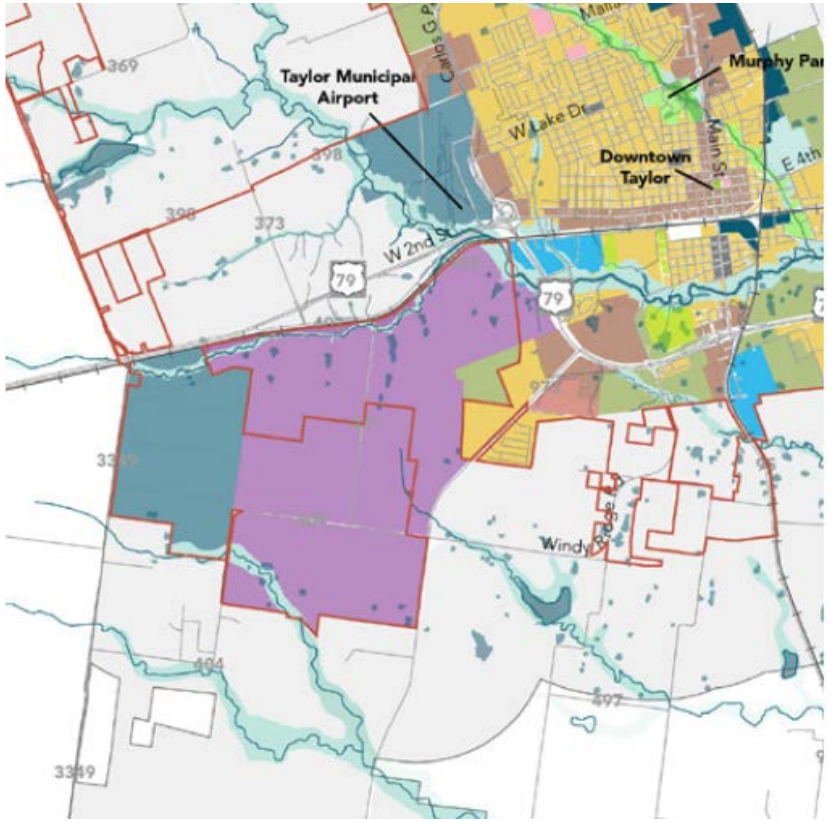
Area Characteristics:

- More high-tech when infrastructure becomes available;
- Includes support services such as mixed use centers;
- Single-family discouraged.

CURRENT PLAN



2022 - UPDATE



ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

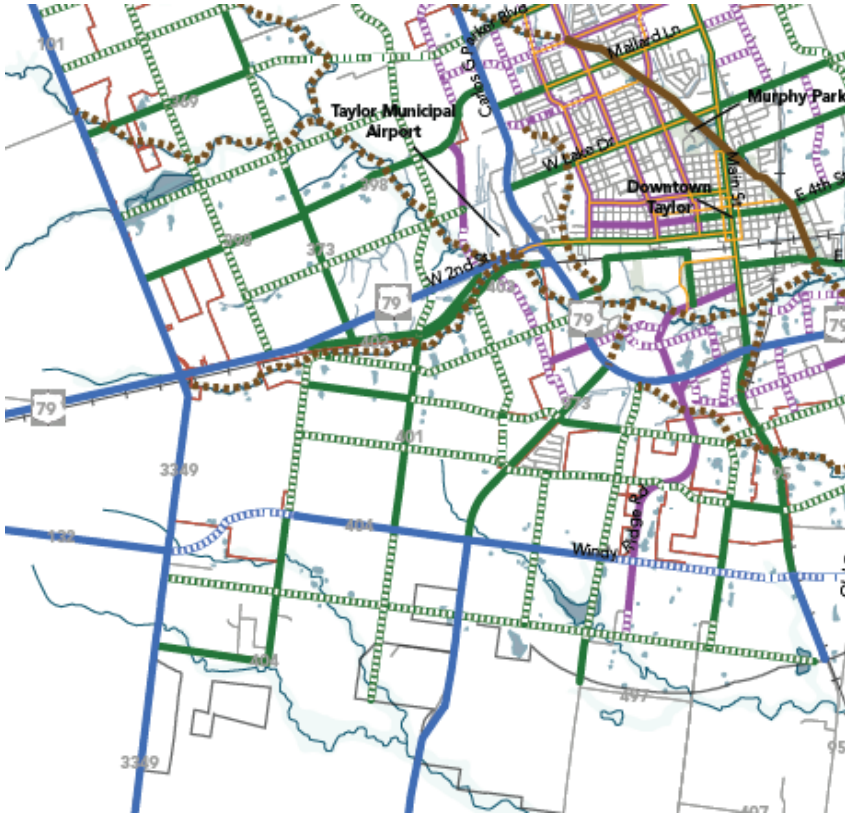
LIONHEART

THOROUGHFARE PLAN

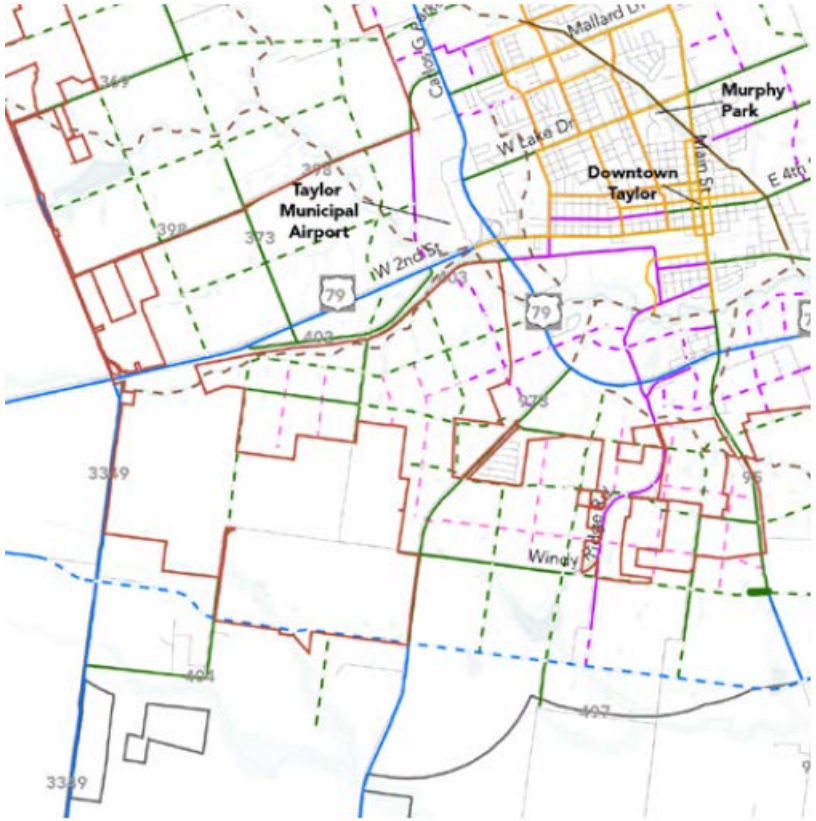
Thoroughfare Plan Updates

- Streets removed from inside the Samsung Site;
- Adjusted road alignments to better reflect updated County plans.

CURRENT PLAN



2022 - UPDATE



ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

LIONHEART

UPDATE IMPLEMENTATION STRATEGIES

The updated implementation strategies aim to integrate Samsung into the urban fabric and economic and social life of the City of Taylor and include:

1. Encourage employees of local businesses to live and work in Taylor through employer-based programs, expanded housing choices, and desirable amenities;
2. Create a Small Area Plan to address needed infrastructure and better position the area as an innovative and mixed-use economic driver for the City.
3. Track population projections annually and adjust to be consistent with the CAMPO 2050 plan projections when available.

ORDINANCE NO. 2022-15

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, AMENDING THE COMPREHENSIVE PLAN; PROVIDING FORTHE AMENDMENT OF THE PLAN; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING A SAVINGS CLAUSE;

WHEREAS, it is necessary and reasonable for the public health, safety, morals, and welfare of the City of Taylor, Texas, a Texas home rule municipality (herein the "City"), to provide for and maintain a comprehensive plan for the City in accordance with Chapters 211, 212 and213 of the Texas Local Government Code; and

WHEREAS, the City Council finds that the amendment of the comprehensive plan herein promotes the public health, safety, morals, and welfare and provides for the orderly development of the City; and

WHEREAS, the Planning and Zoning Commission held a public hearing on April 12, 2022, reviewed the amendments, and recommended that the City Council adopt the amendments to the Comprehensive Plan; and

WHEREAS, the City Council held a public hearing on April 28, 2022, at which the public was given the opportunity to give testimony and present written evidence; and

WHEREAS, after review, inquiry, and the opportunity for citizen participation at one or more public hearings and review and recommendation by the Planning and Zoning Commission, the City Council approves the amended Comprehensive Plan hereinafter set forth;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITYOF TAYLOR, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact.

Section 2. Comprehensive Plan. The City Council hereby adopts the amended Comprehensive Plan attached hereto as **Exhibit "A."** The amended Comprehensive Plan replaces and supersedes the Comprehensive Plan that was in effect prior to the effective date of this Ordinance. The Comprehensive Plan, as it is amended from time to time, shall be kept in the office of the City Clerk and shall be available for public inspection during normal office hours. Pursuant to Chapter 211 of the Texas Local Government Code, zoning change applications, as considered from time to time at the request of the landowner or on motion of the City, shall be acted on in accordance with the Comprehensive Plan, as amended. Pursuant to Chapter 212 of the Texas Local Government Code, the Comprehensive Plan is the general plan of the City, and all plat applications subject to the City's jurisdiction shall be in conformance with the Comprehensive Plan, as amended. The City may amend the Comprehensive Plan at the discretion of the City Council in accordance with state law as

DRAFT

necessary to address changing conditions in the City.

Section 3. Savings Clause. All rights and remedies of the City of Taylor are expressly saved as to any and all violations of the provisions of any ordinances affecting zoning, platting, or the comprehensive plan within the City's jurisdiction which have accrued at the time of the effective date of this ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

Section 4. Severability Clause. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

Section 5. Effective Date. This Ordinance shall be in force and effect from and after its passage on the date shown below.

Section 6. Open Meetings. It is hereby officially found and determined that the meeting at which this ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapt. 551, Tex.Gov't. Code*.

PASSED, APPROVED, AND ADOPTED on the ____ day of _____, 2022.

_____
Brandt Rydell, Mayor

ATTEST:

_____
Dianna McLean, City Clerk

APPROVED AS TO FORM:

_____
Ted W. Hejl,
City Attorney

DRAFT

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2022-13, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2022, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this _____ day of _____ 2022.

_____
Dianna McLean
City Clerk

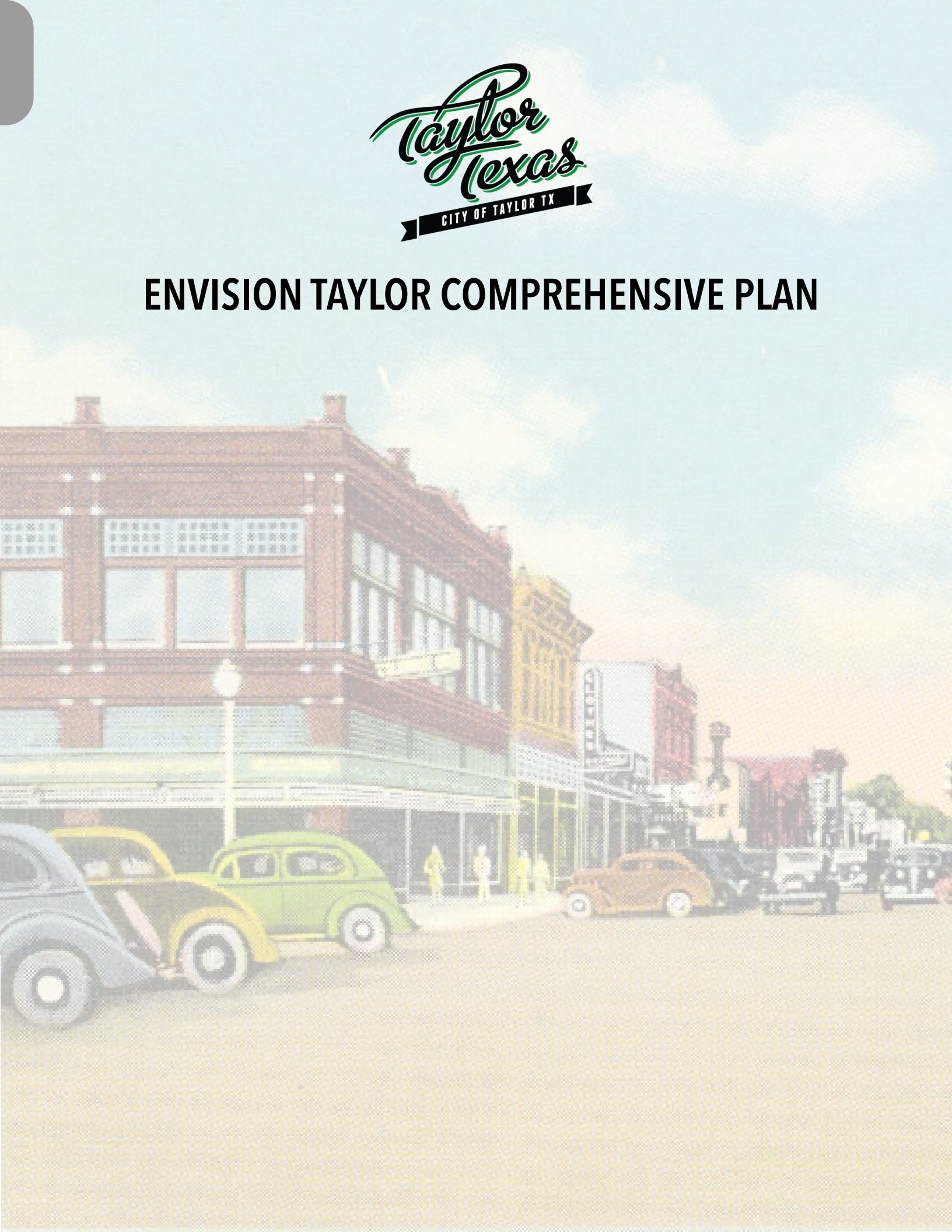
DRAFT

CITY OF TAYLOR COMPREHENSIVE PLAN

ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

APPROVED: DECEMBER 2021
UPDATED: APRIL 2022

ENVISION TAYLOR COMPREHENSIVE PLAN



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CITY OF TAYLOR

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Welcome

EXECUTIVE SUMMARY

KEY CHALLENGE: FISCAL SUSTAINABILITY

The City of Taylor has drafted the 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. Inefficient development patterns result in residents having to accept either lower quality services or higher costs and potentially higher taxes to pay for new development. Envision Taylor tackles this challenge through a resilient approach to development.

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

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 fee connected.

Diverse Housing

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

Inclusive Growth

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

Economic Resilience

Support and promote unique, local businesses.

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

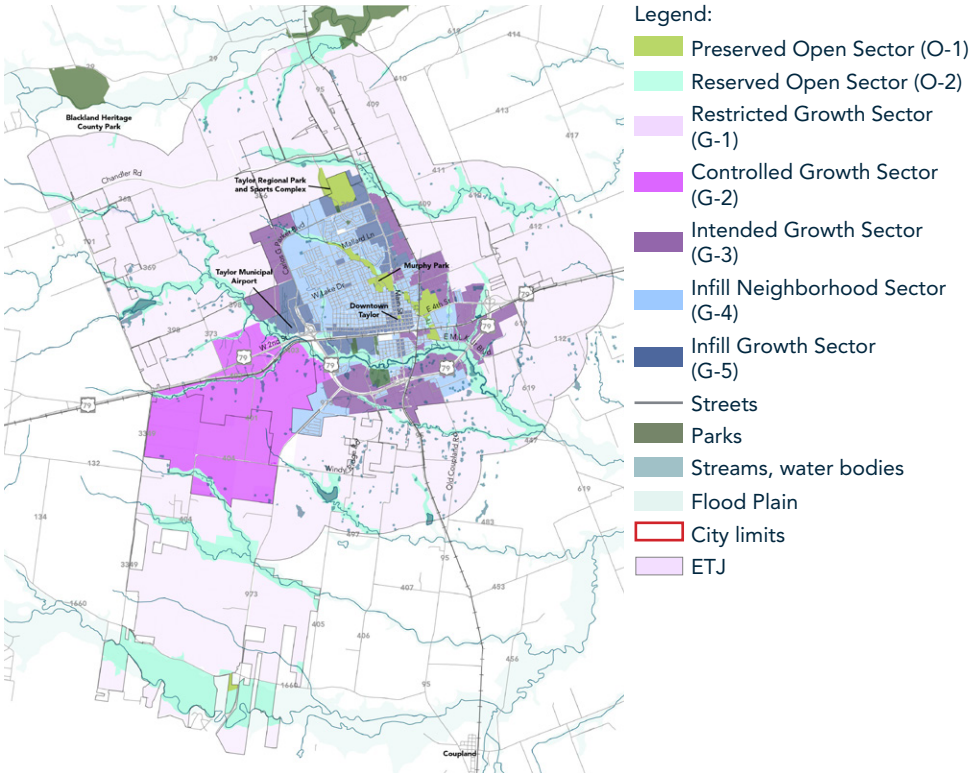


Figure 2: *Growth Sectors*

THE FUTURE LAND USE MAP (FLUM)

While the Growth Sectors 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.

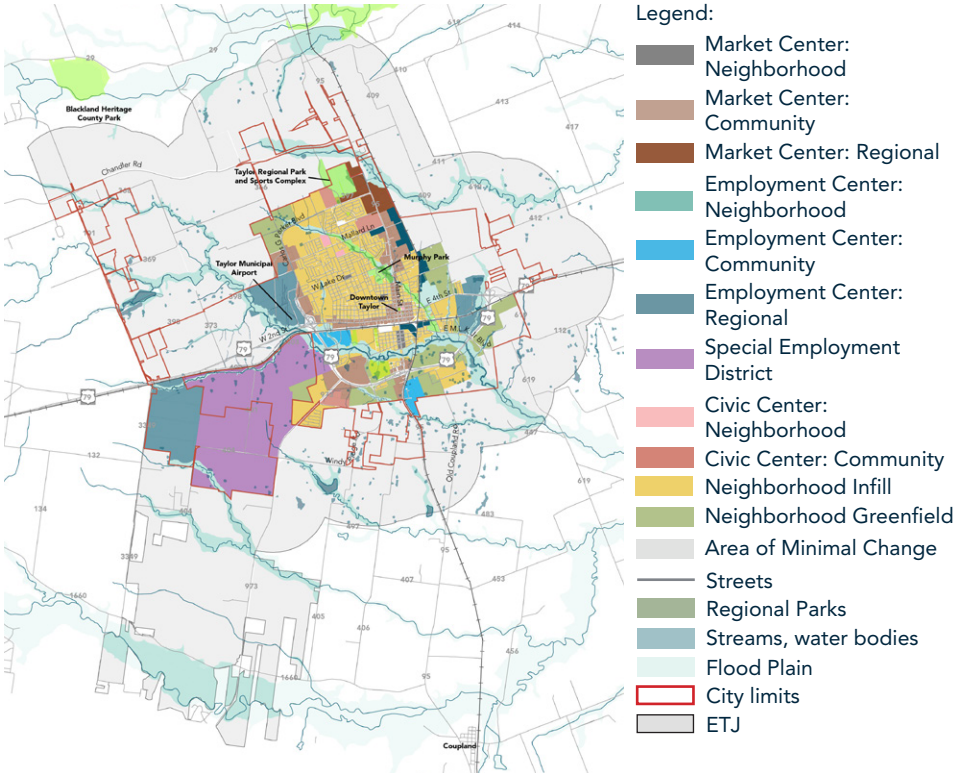


Figure 3: *Future Land Use*

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.

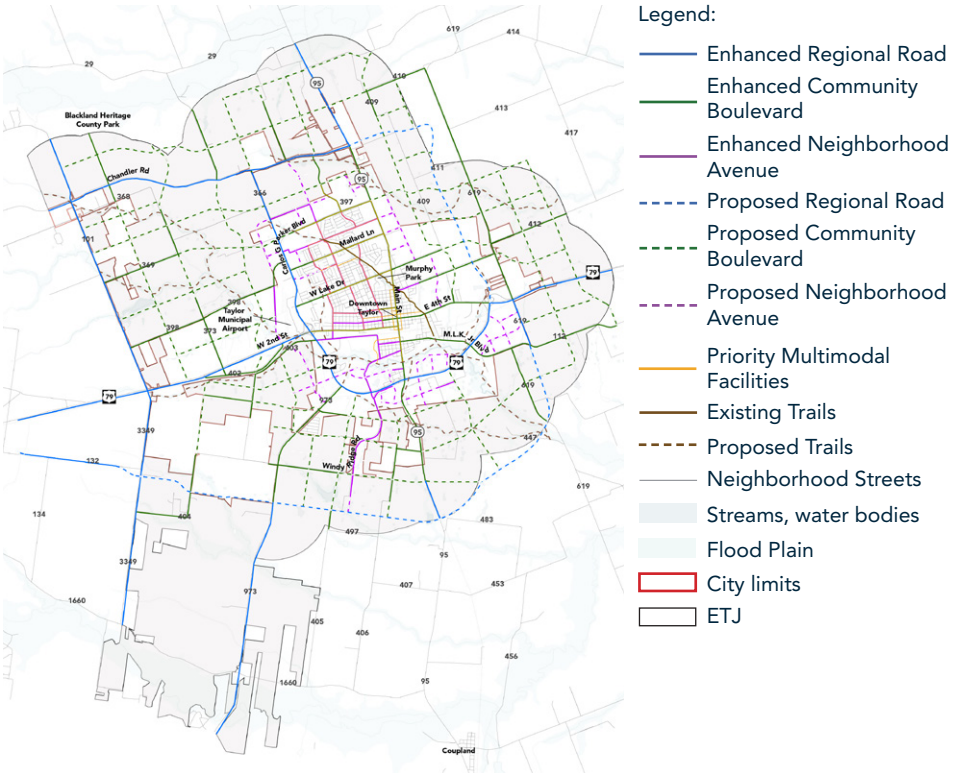


Figure 4: *Transportation Master Plan*

IMPLEMENTATION STRATEGIES

There are a total of 17 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
16. Special Employment District - Small Area Plan
17. Support living and working in the City of Taylor

DAILY DEMOCRAT.
WEEKLY TEXAN.

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 16,000, 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.

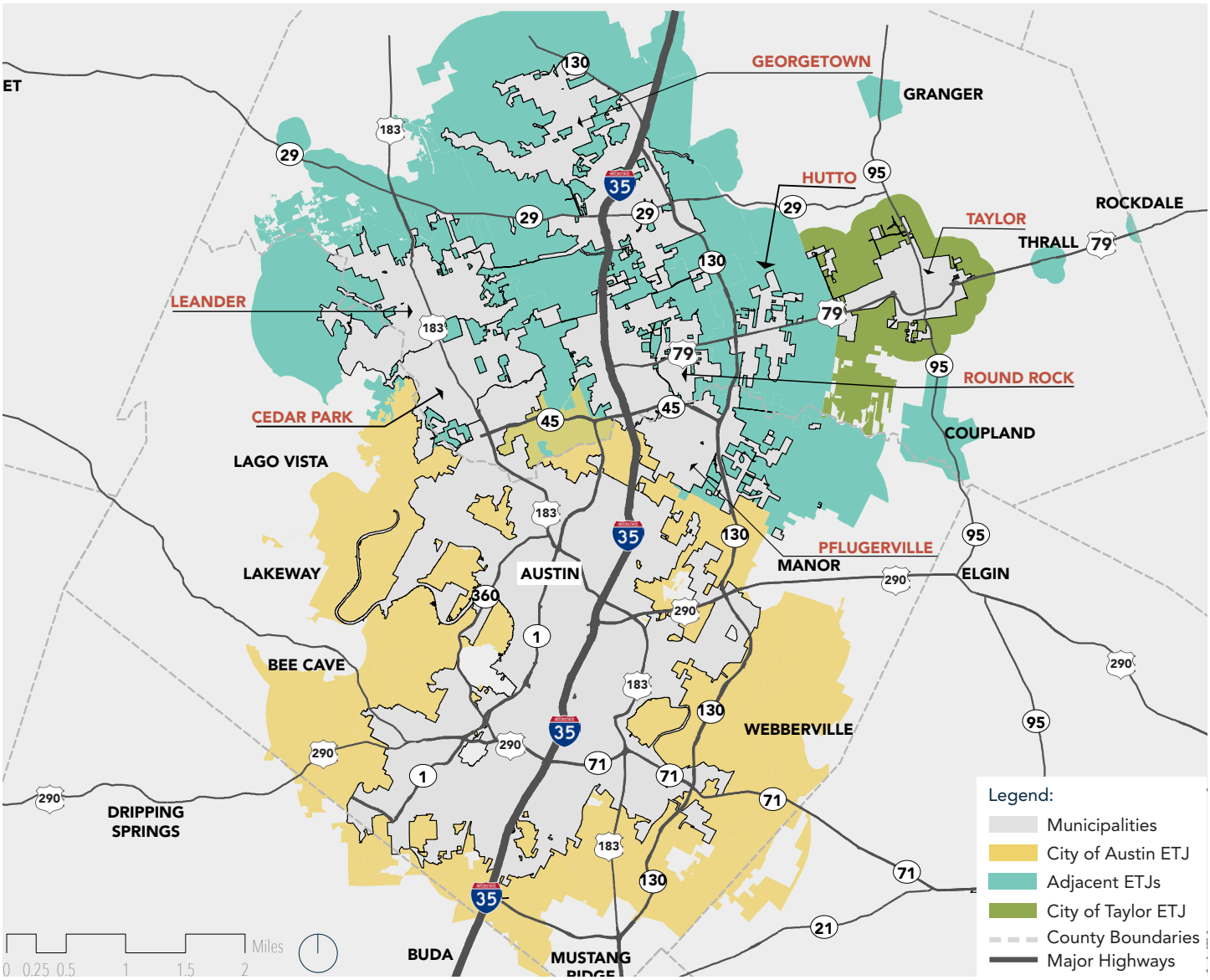


Figure 5: *Regional Context*

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

Note: The ETJ boundary and City limits of Taylor are as per 2021

ENVISION TAYLOR

Envision Taylor as officially recommended by the Planning and Zoning Commission and adopted by 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 prior 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.

Comprehensive Plans are guiding documents used to plan for long-range development 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 ETJ has been extended to the south. The City has the authority to protect and effectively manage growth patterns within the ETJ.

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

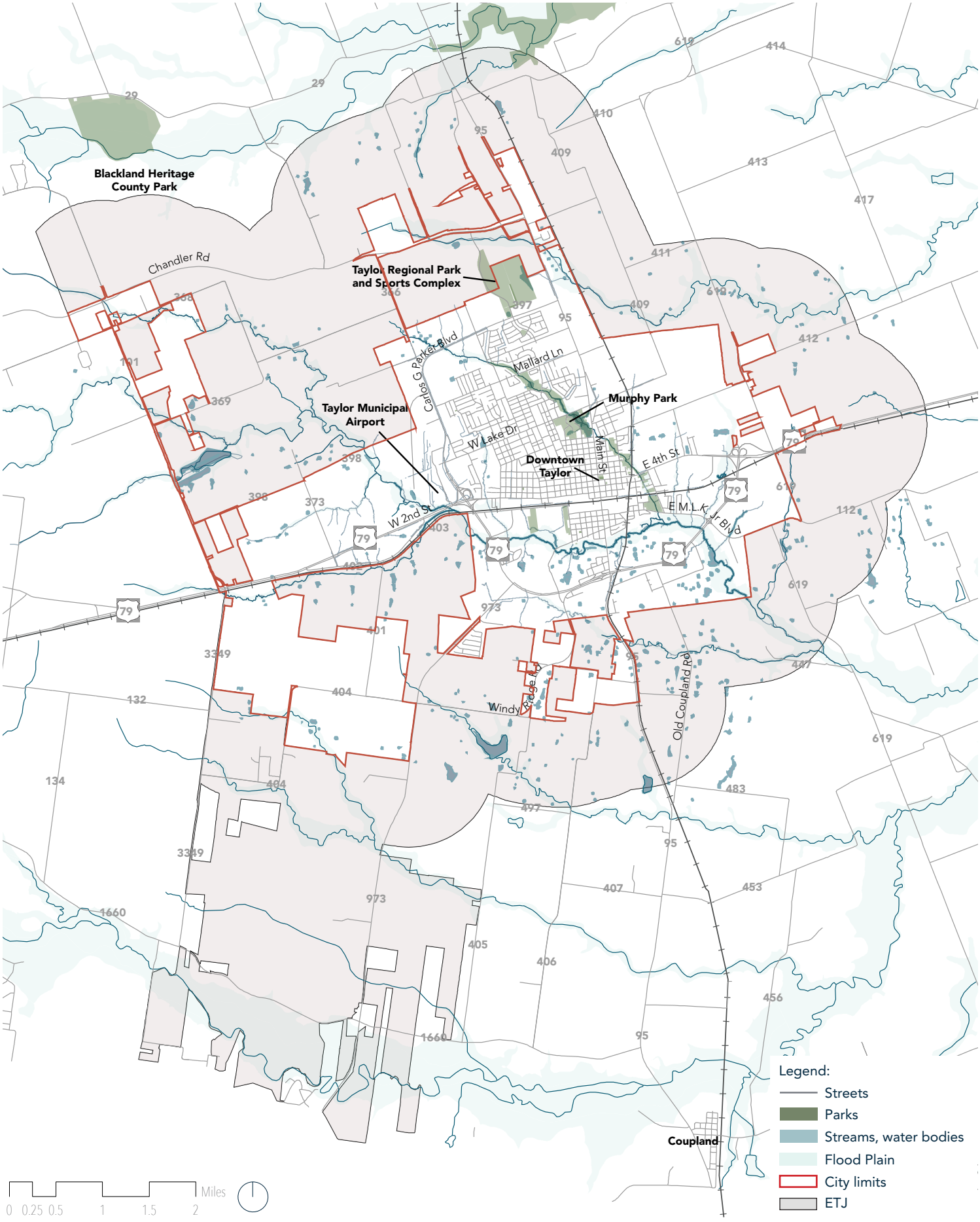


Figure 6: *City of Taylor's City Limits and ETJ*

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.

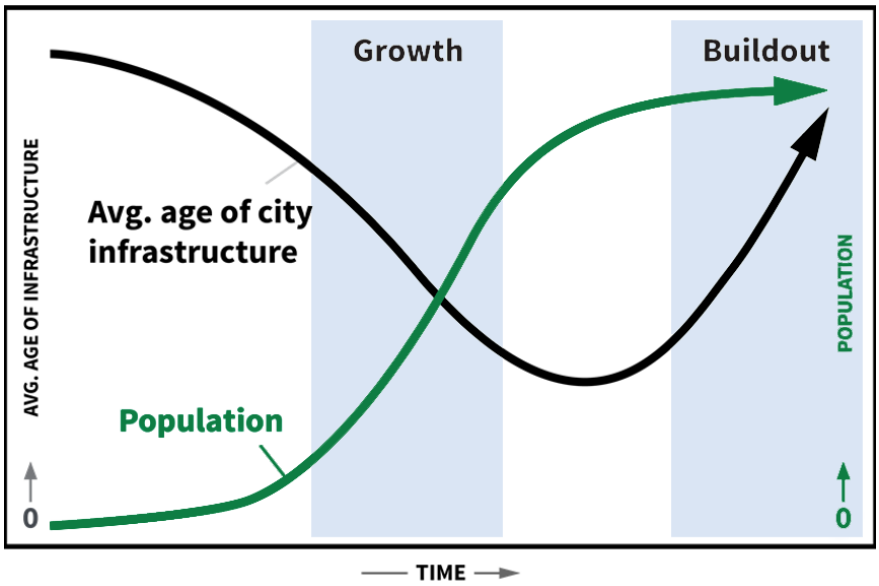


Figure 7: *Impacts of Rate and Pattern of Growth*

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.

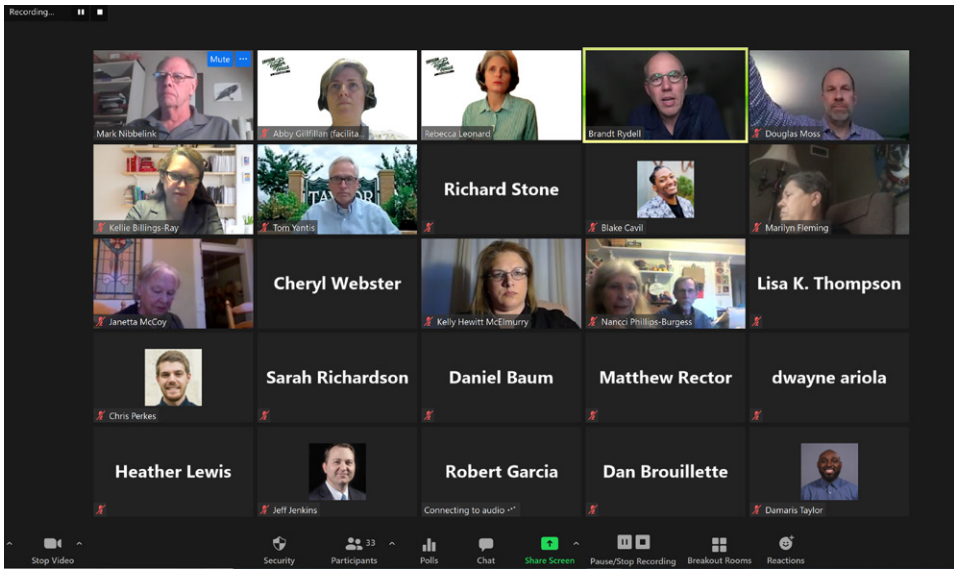
Develop Responsibly

COMMUNITY OUTREACH

WORKSHOP 1

Defining our Vision and Goals

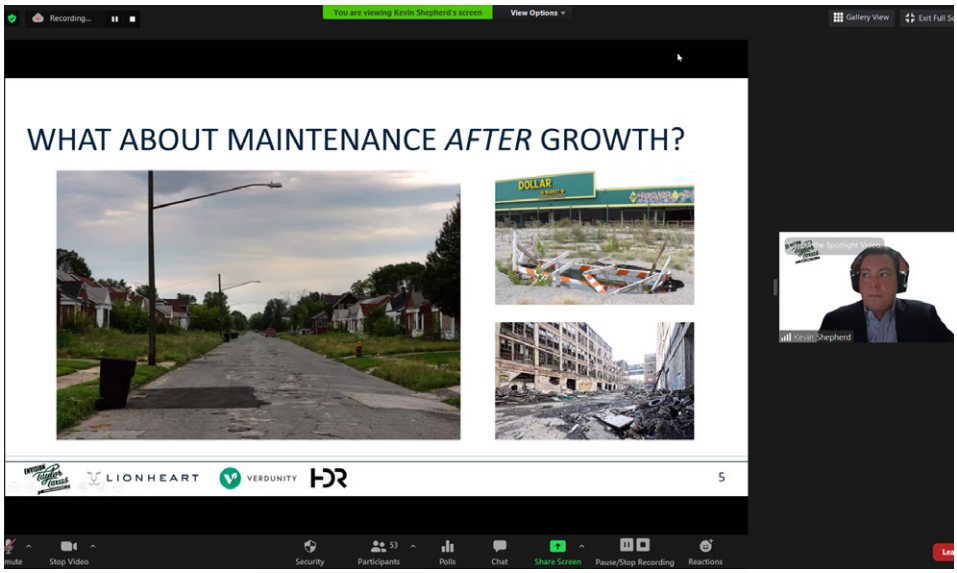
Workshop 1 included a brief overview of the process to develop the Comprehensive Plan, a presentation on Strong Towns and the initial fiscal impact analysis for Taylor, and a guided virtual discussion that became the foundation of project goals.



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. Diverse 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 PRESENTATIONS

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

Charles Marohn then came to Taylor in person towards the end of the process for a second presentation on 08/30/2021.

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.

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

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.

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

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

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?

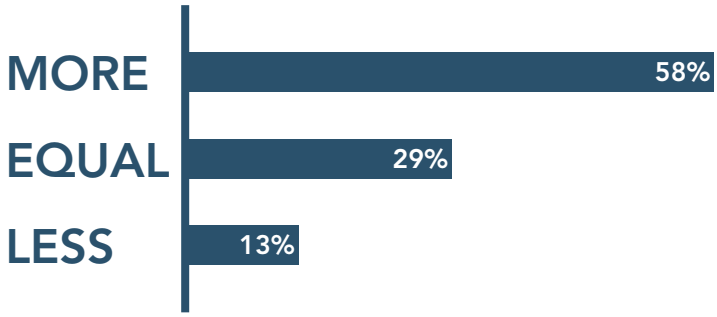


Figure 8: *Responses to Question About Infill Housing*

I would love to see a mix of the two: preserving the small town charm while also giving residents more options in town.

To keep the integrity of Taylor I would prefer to use the fiscal scenario before resorting to trends.

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.

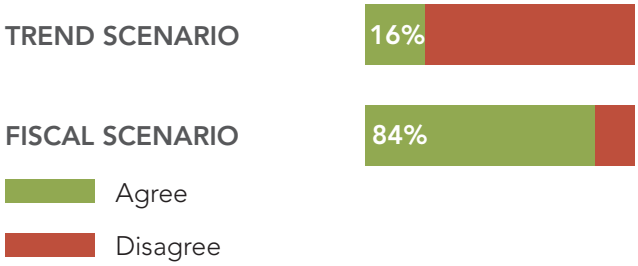


Figure 9: *Responses to Question About Growth Scenarios*

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?

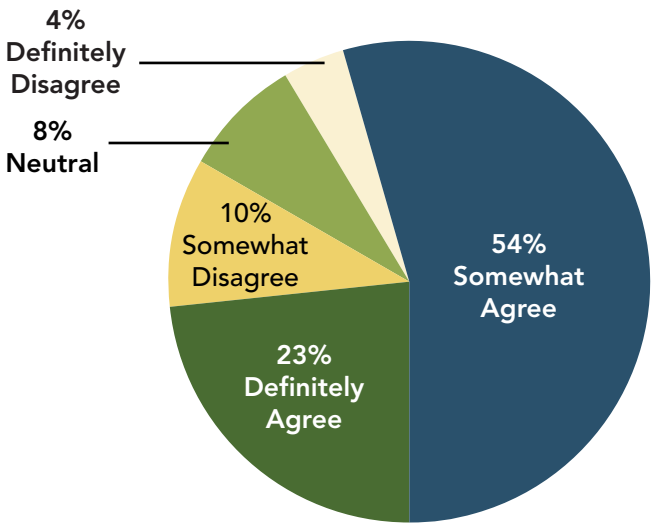


Figure 11: *Responses to Question About Future Diversity Projections*

> 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.

DIVERSE 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%

* Based on the April 1, 2020 Census Count

Source: Decennial Census, American Community Survey

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

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.

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*	17,383	3.4%	590,551	4.3%	2.9%

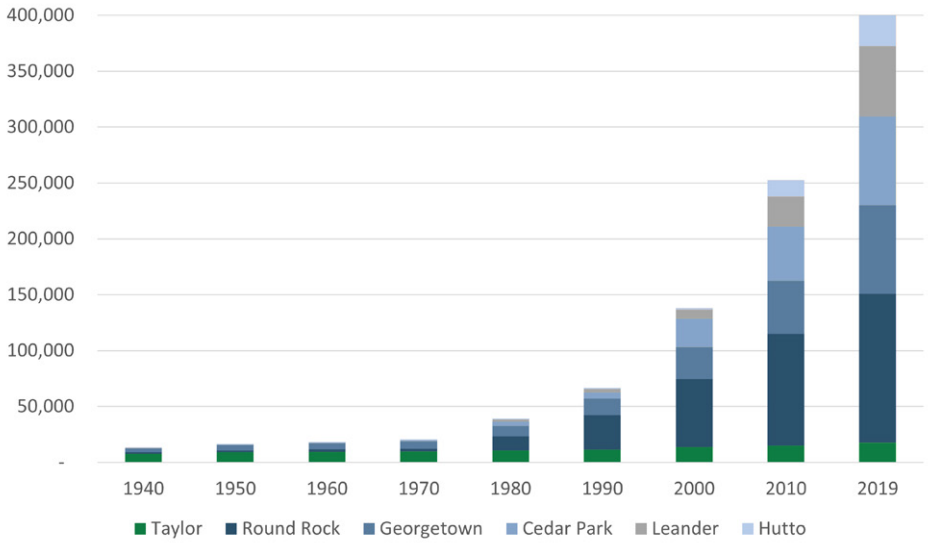
*Based on the July 1, 2019 Population Estimate

Source: Decennial Census, American Community Survey

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

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.



Source: Decennial Census, American Community Survey

Figure 14: *Comparison of Growth Patterns in Williamson County*

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

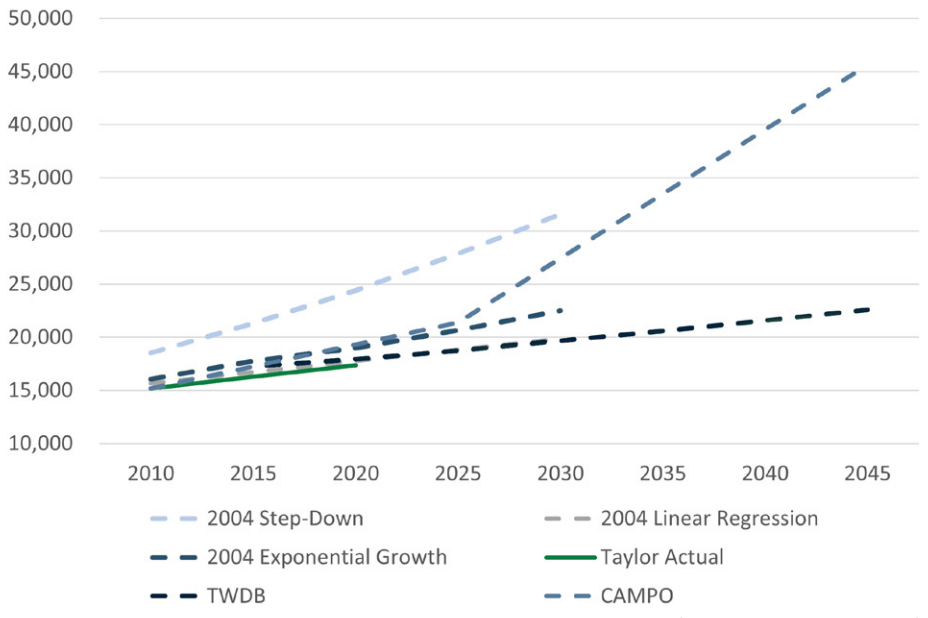
The Texas Water Development Board (TWDB) and the Capital Area Metropolitan Planning Organization (CAMPO) are two different regional agencies that project population growth for the purpose of regional infrastructure planning. These projections generally were the most aggressive in terms of population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

* 2019 Population estimates were used

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

Figure 15: *Previous Population Projections for Taylor Compared to Actuals*



Source: www.twdp.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, US 79, and SH 130.

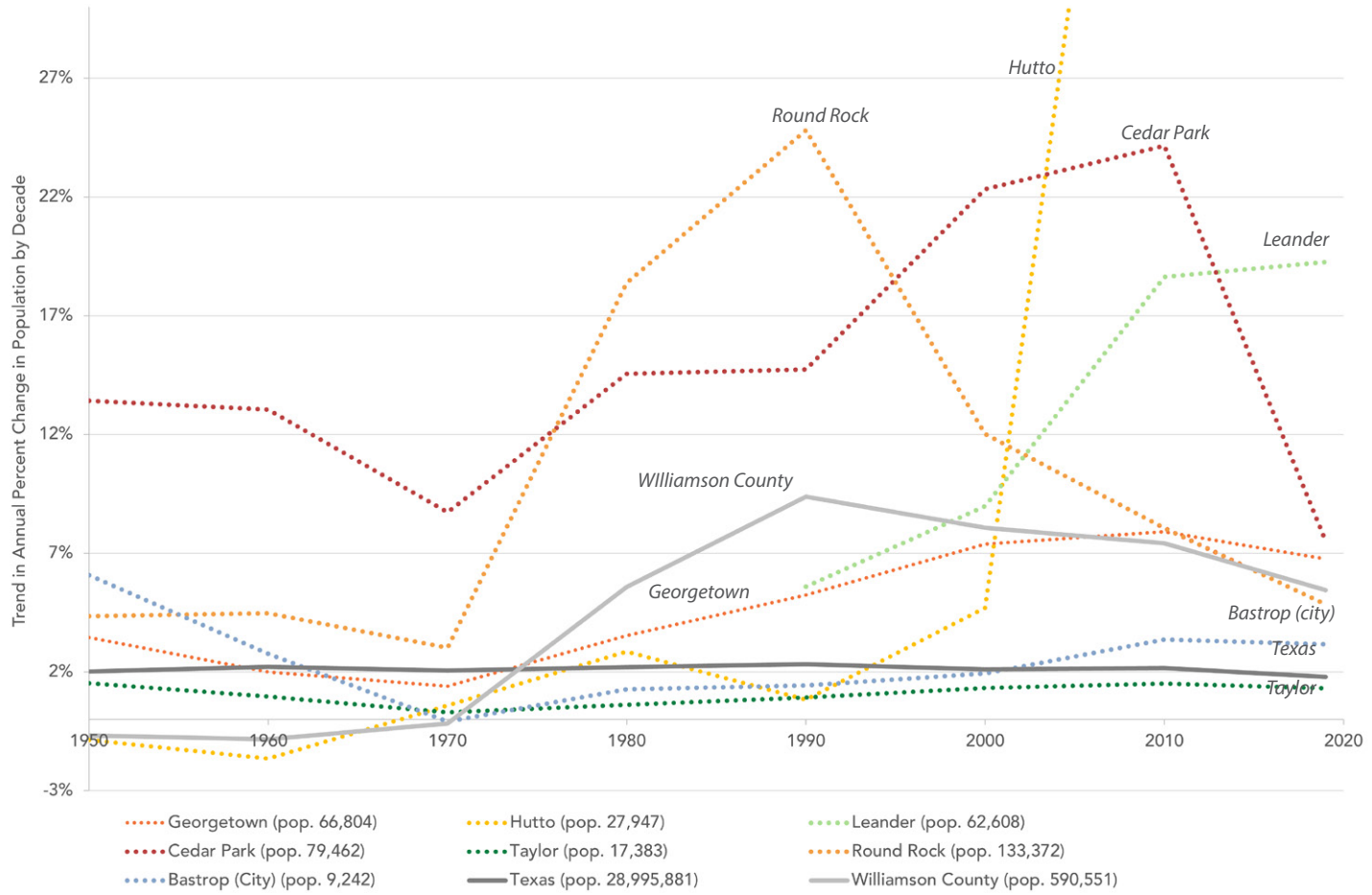
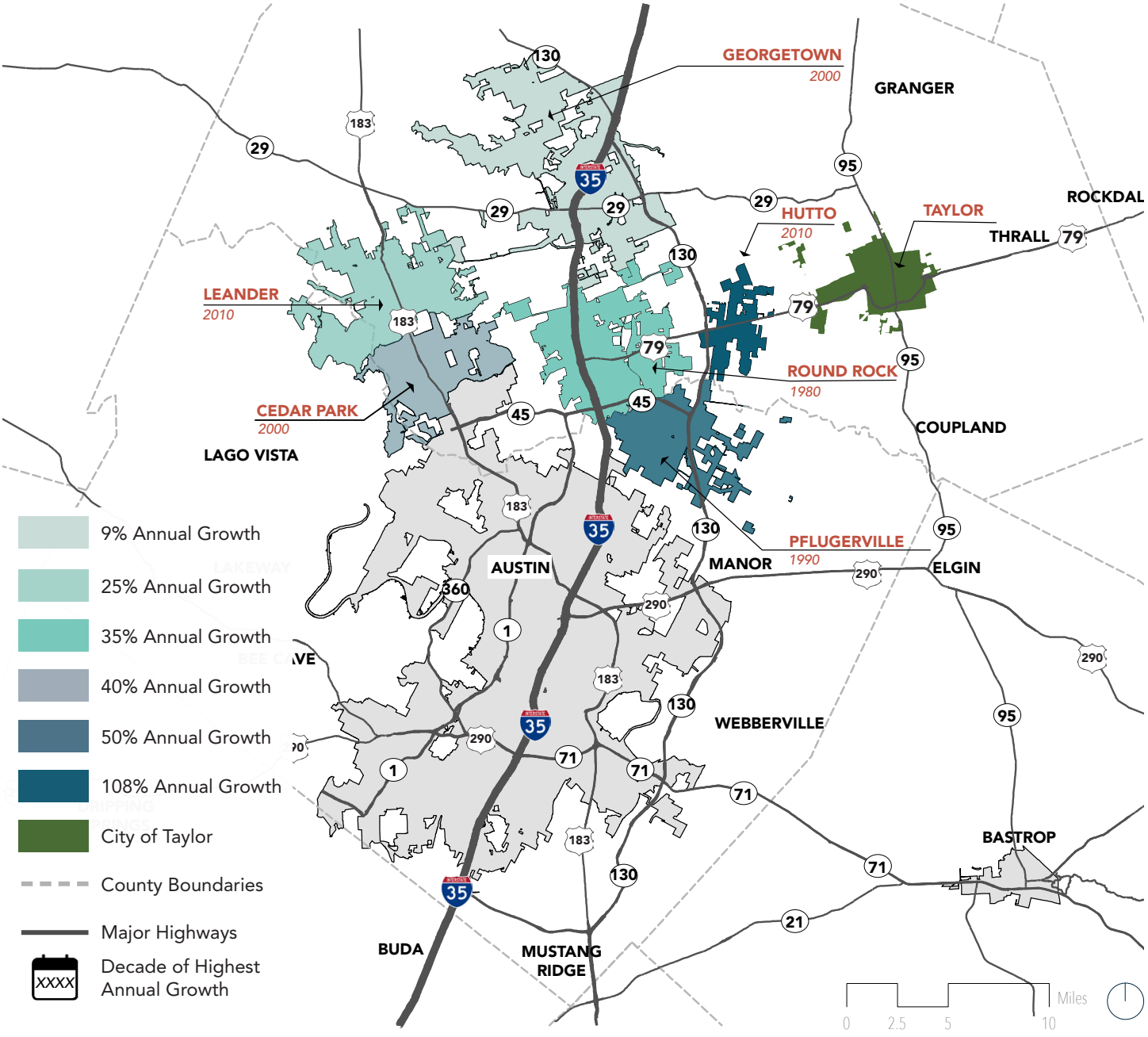


Figure 17: *Regional Growth Peaks by Decade*

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*

Note: The City limits of Taylor are as per 2021

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.

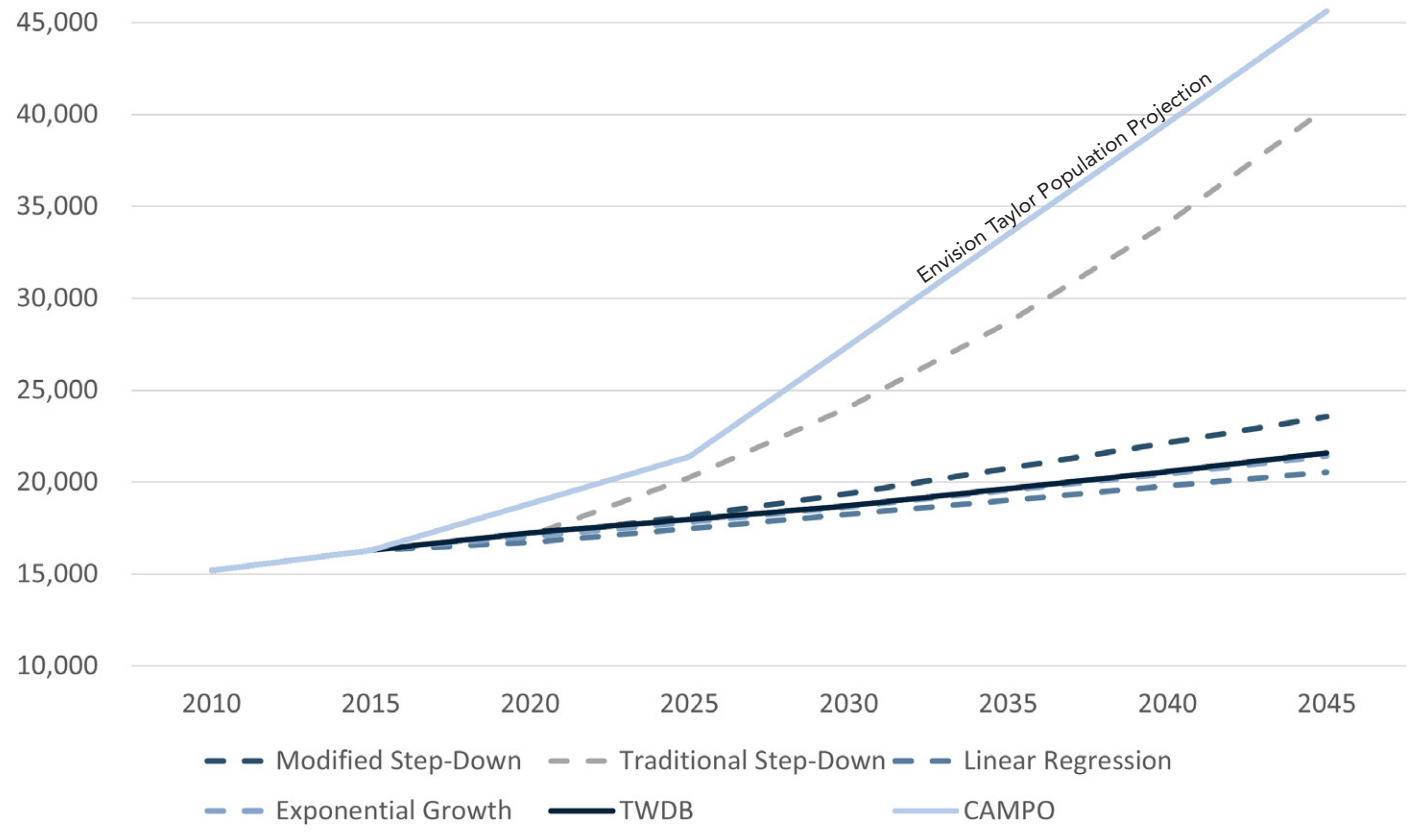


Figure 19: *Envision Taylor Population Projections*

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*

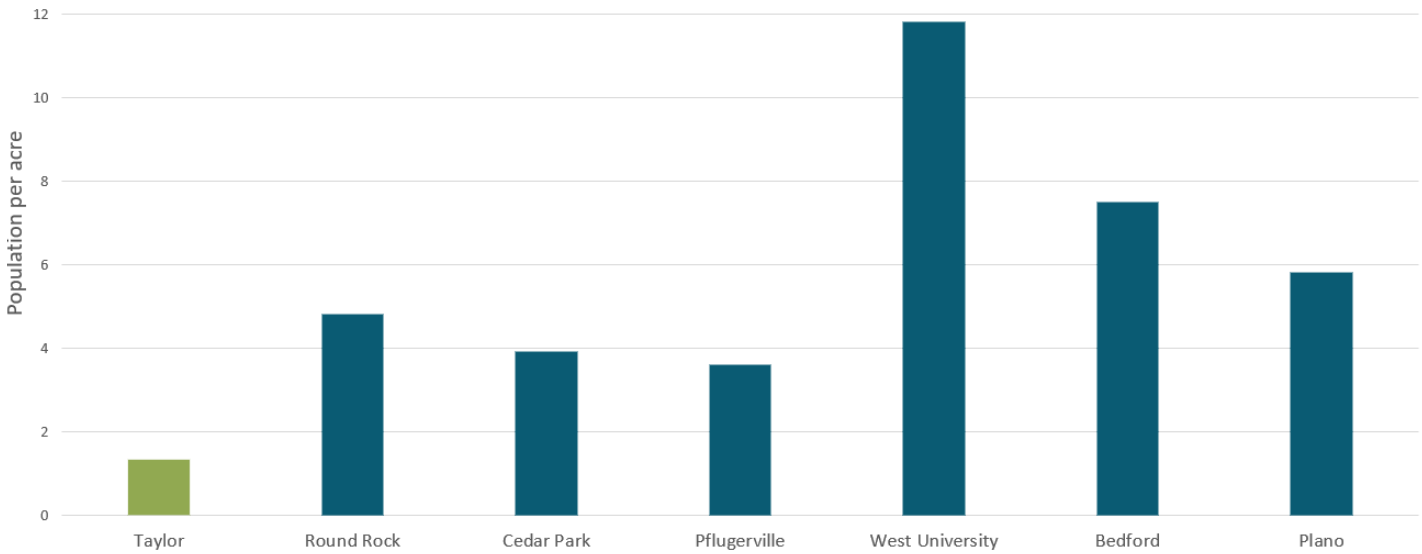


Figure 21: *Population density of Texas cities*

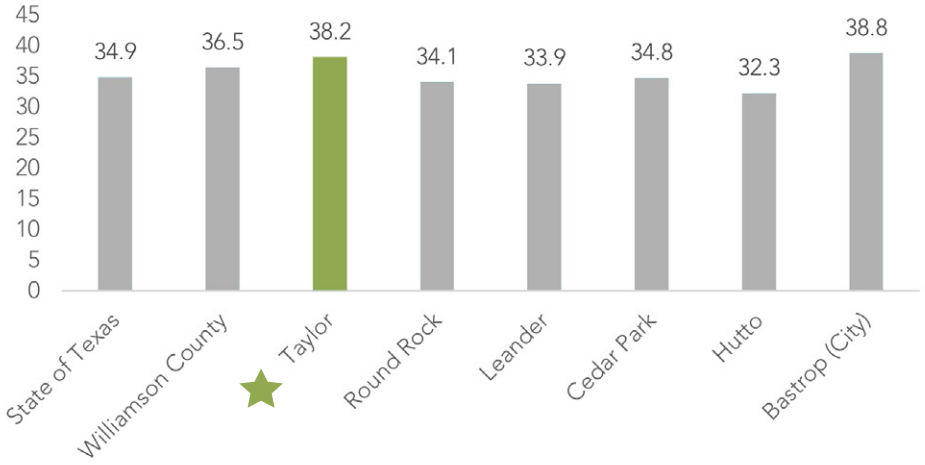
Source: City of Taylor

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*

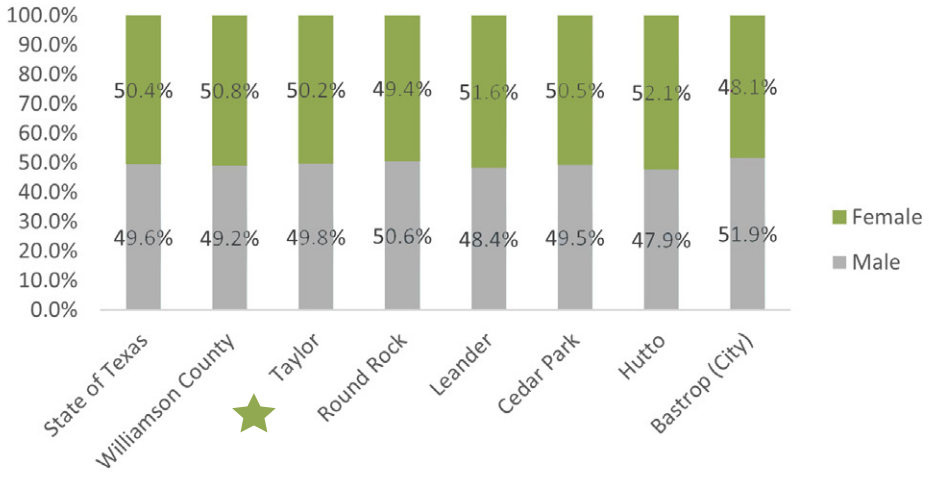
	2000		2010		2018		ANNUAL GROWTH RATE 2010 - 2018
	Num.	Pct.	Num.	Pct.	Num.	Pct.	
Infants and Toddlers (Under 5 years)	1,075	7.9%	930	6.2%	924	5.5%	-0.1%
School Aged Children (5-19)	3,163	23.2%	3,255	21.9%	3,090	18.3%	-0.6%
College Aged Adults (20-24)	875	6.4%	963	6.5%	919	5.5%	-0.6%
Young Adults (25-34)	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%

Figure 25: *Racial and Ethnic Characteristics in Taylor*

Source: Decennial Census, American Community Survey

	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%

Figure 26: *Racial and Ethnic Trends*

Source: Decennial Census, American Community Survey

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*

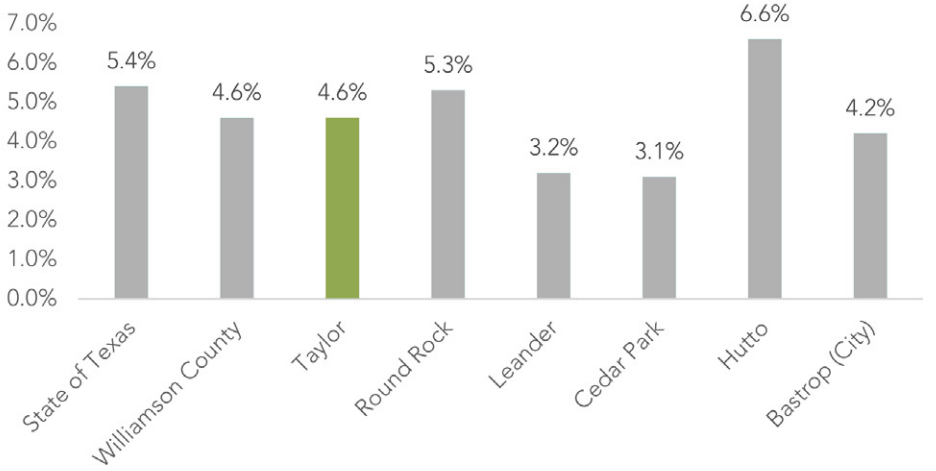
INCOME CATEGORY	2000	2018	PERCENTAGE POINT CHANGE
Less than $25,000	32.5%	21.4%	-11.1%
$25,000-$50,000	29.6%	28.9%	-0.7%
$50,000-$75,000	20.2%	19.7%	-0.5%
$75,000-$100,000	9.3%	14.7%	+5.4%
$100,000+	8.4%	15.4%	+0.7%

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
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CHAPTER 2

LAND USE

- INTRODUCTION
- EXISTING CONDITIONS
- GROWTH & DEVELOPMENT PATTERN
- LAND USE FISCAL ANALYSIS
- FUTURE LAND USE
- SPECIAL EMPLOYMENT DISTRICT
- 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 made up of 54% residential, 44% non-residential and 4% public zoning districts. The land use type covering the most area in the City of Taylor is single family.

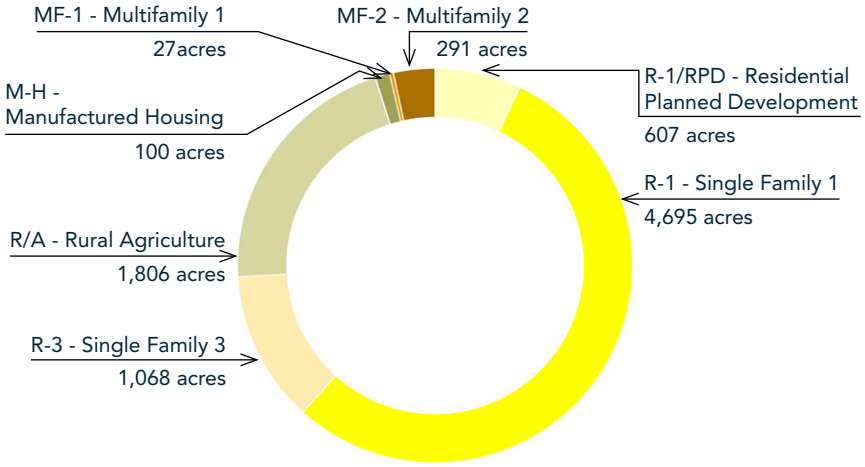


Figure 32: *Residential Zoning Districts by Acre*

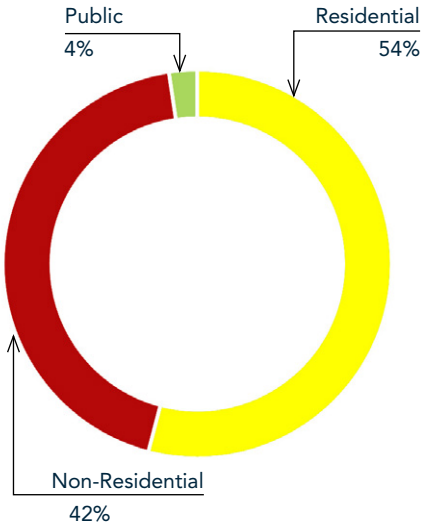


Figure 35: *Overall Zoning Districts*

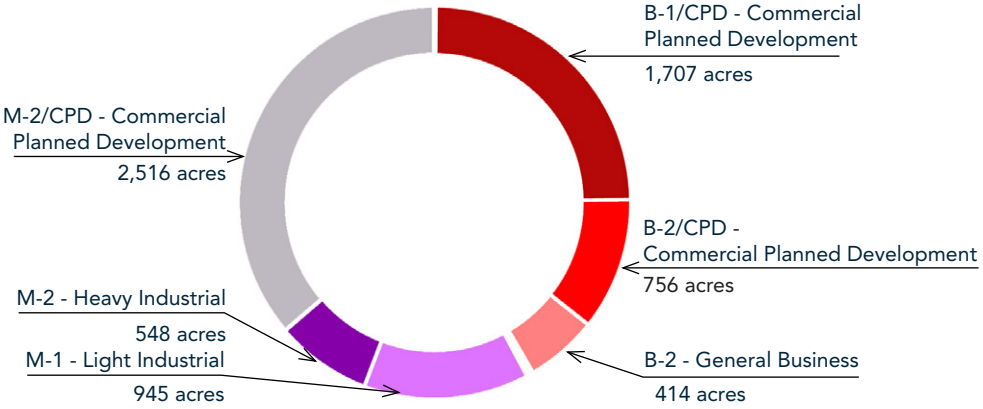


Figure 33: *Non-Residential Zoning Districts by Acre*

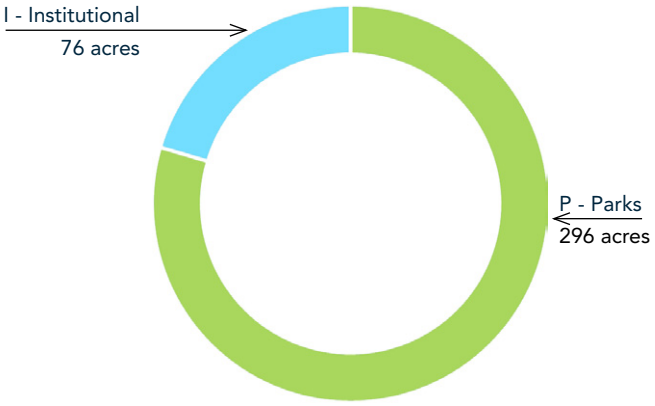
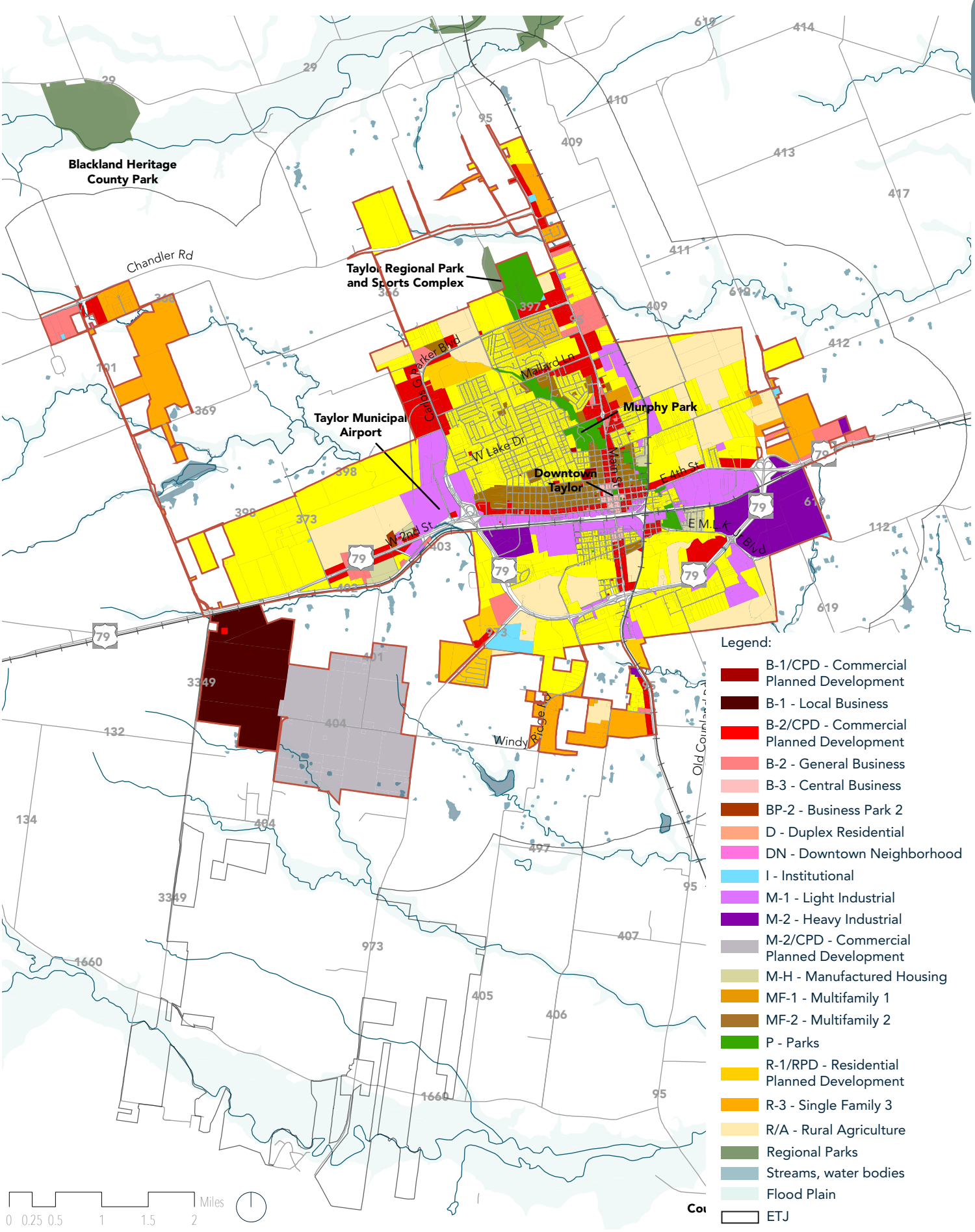


Figure 34: *Public Zoning Districts by Acre*



Source: City of Taylor, Williamson County

Figure 36: *Existing Zoning*

EXISTING CONDITIONS

DEVELOPMENT PATTERNS

Recent residential permit data shows that while 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?"

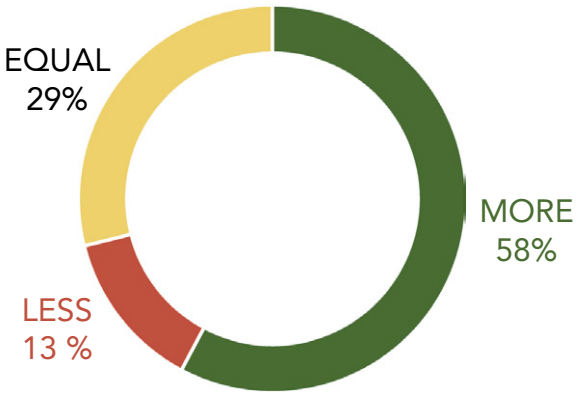


Figure 37: *Result from the public survey question*

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

Source: Envision Taylor Stakeholder Poll

402 Booth St, Taylor TX

400 Booth St, Taylor TX

305 Lizzie St, Taylor TX

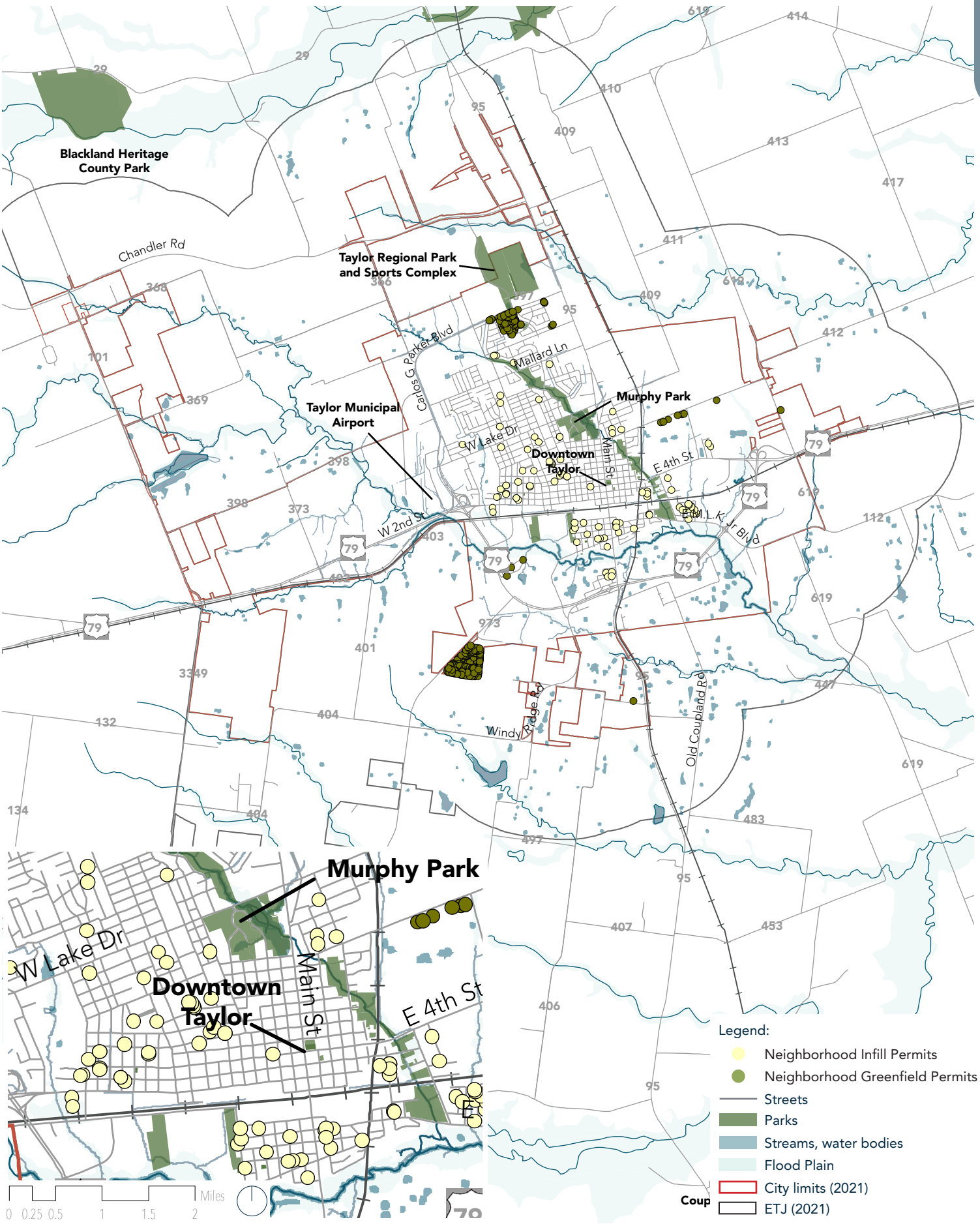


Figure 38: *Development Patterns (2016-2020)*

Source: City of Taylor Permit Data, Williamson County (2021)

Note: This analysis is based on the ETJ boundary and City limits as per 2021

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.

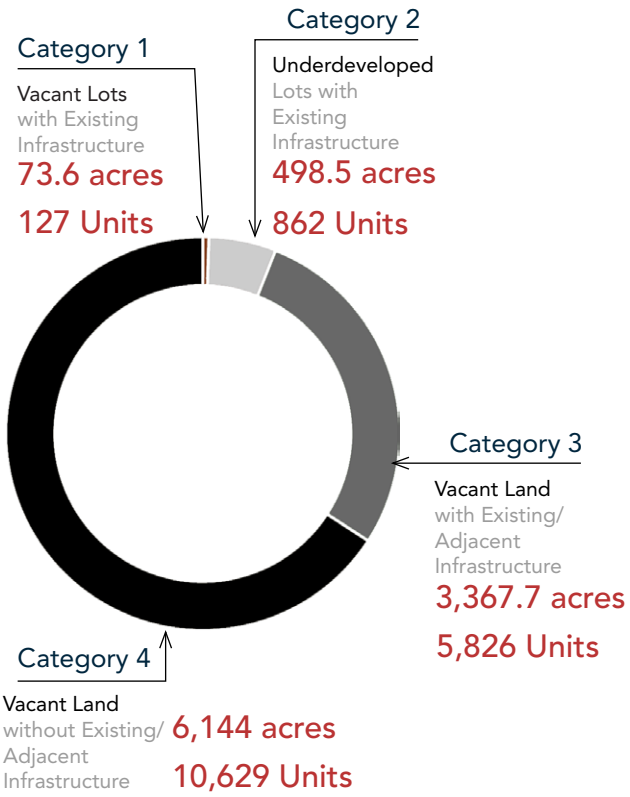
VACANT LAND WITH INFRASTRUCTURE

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.

At current density of 1.73



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** at density of 1.73

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

Figure 39: *Proportion of Existing Vacant Lots and Number of Units at Current Density of 1.73 Units Per Acre*

Note: The analysis is based on the ETJ boundary and City limits as per 2021

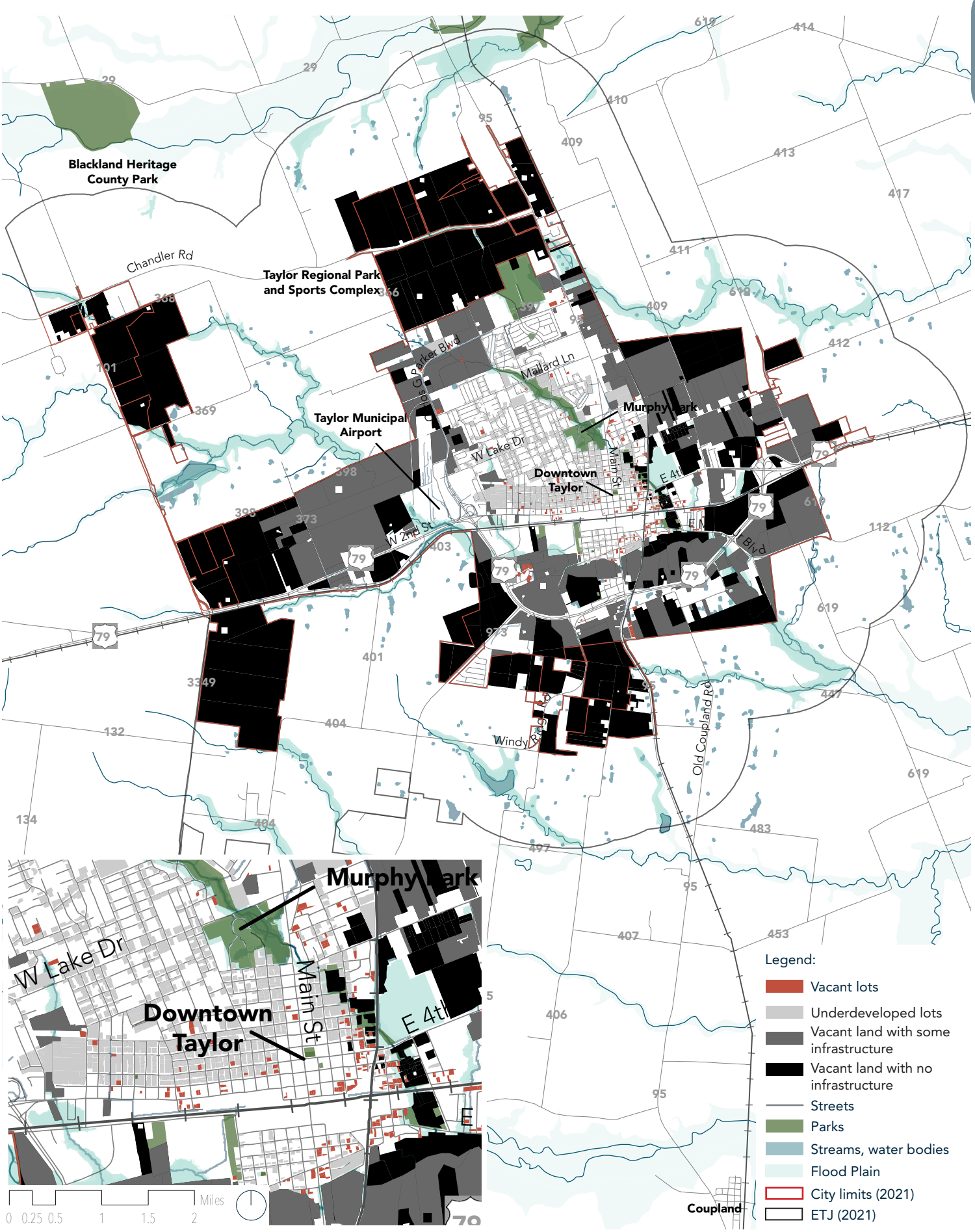


Figure 40: *Existing Vacant Lots*

Source: City of Taylor, Williamson County (2021)

Note: The analysis is based on the ETJ boundary and City limits as per 2021

GROWTH SECTORS 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 or agricultural land and where increased development and additional entitlements are discouraged. This includes large lot homesteads and farmland with limited infrastructure availability. Expansion into this area is not anticipated during the time frame of this plan.

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.

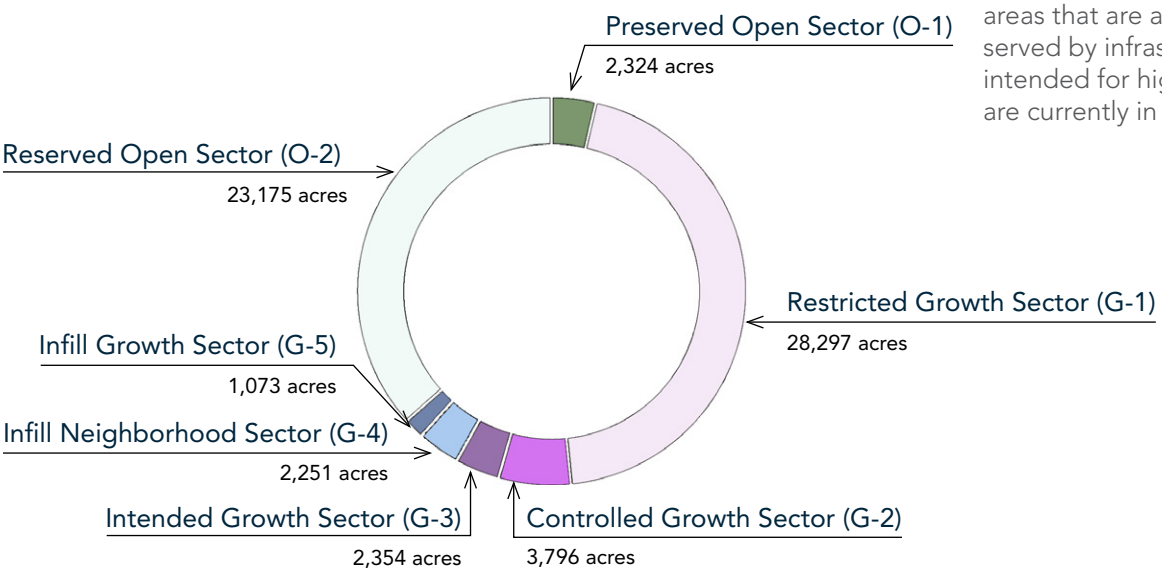


Figure 41: *Growth Sectors by acreage*

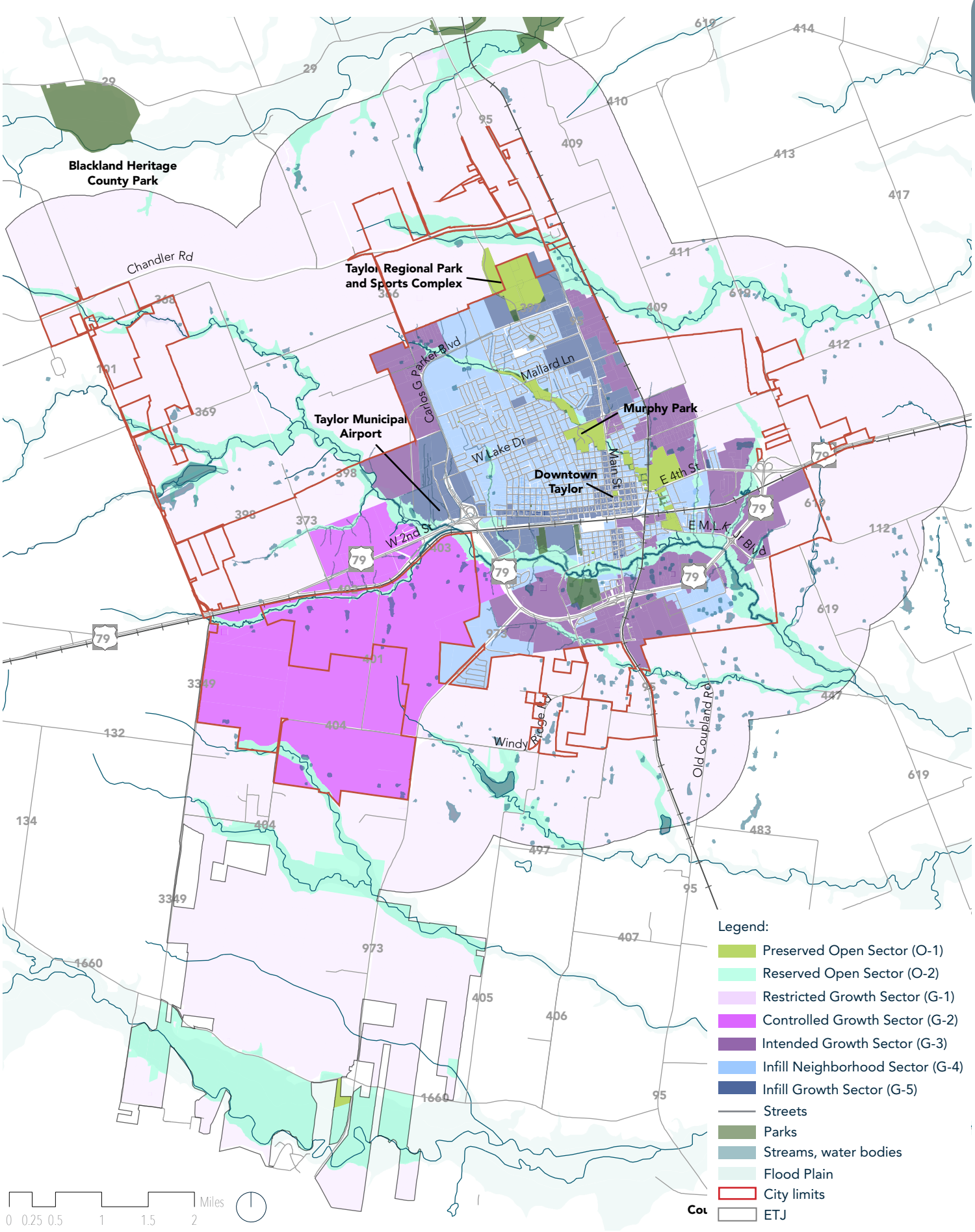


Figure 42: *Growth Sectors*

Source: City of Taylor, Williamson County

GROWTH & DEVELOPMENT PATTERN

EXPLOSIVE GROWTH

Taylor is in the early years of an "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. Early in Taylor's history the city's development footprint was fairly compact and grew relatively in concert with population. There was even moderate intensification between the 1940s and the 1990s. Since 1990 though, major annexations have expanded the city limits outward in multiple directions, increasing the service area to 13,155 acres in 2020. But population growth has not maintained a similar rate. This means that the cost to build and maintain infrastructure for this much larger area is shared by a smaller group of people, increasing household costs via a higher tax levy.

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*

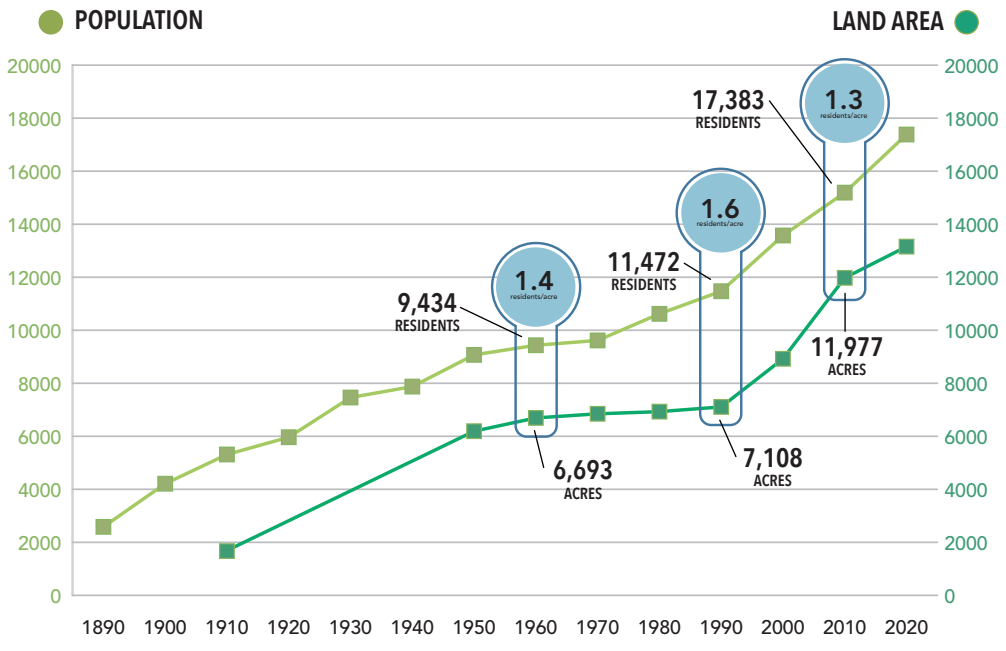


Figure 45: *Taylor's Population and Land Area in Acres by Decade*

Source: US Census, City of Taylor

Note: The analysis is based on the ETJ boundary and City limits as per 2021

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.	17,383	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*

$1.7M

Current Yearly Budget for Street Maintenence/Replacement

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.

$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.

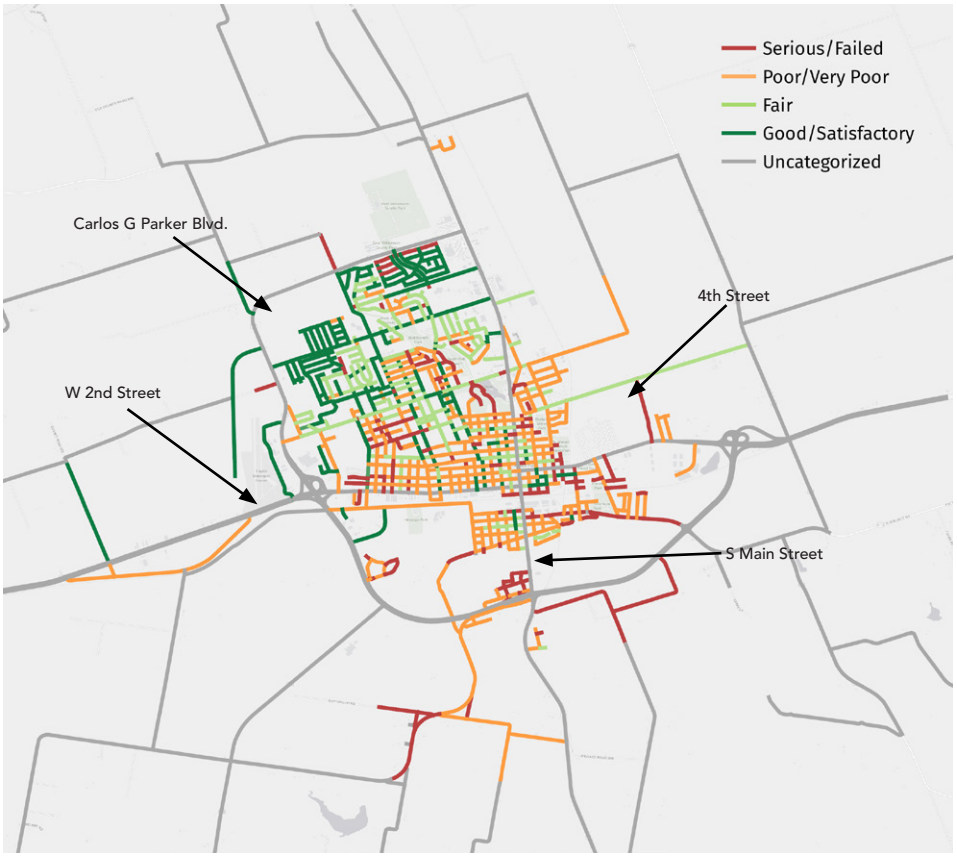


Figure 47: *Pavement Condition*

Source: City of Taylor, Verdunity

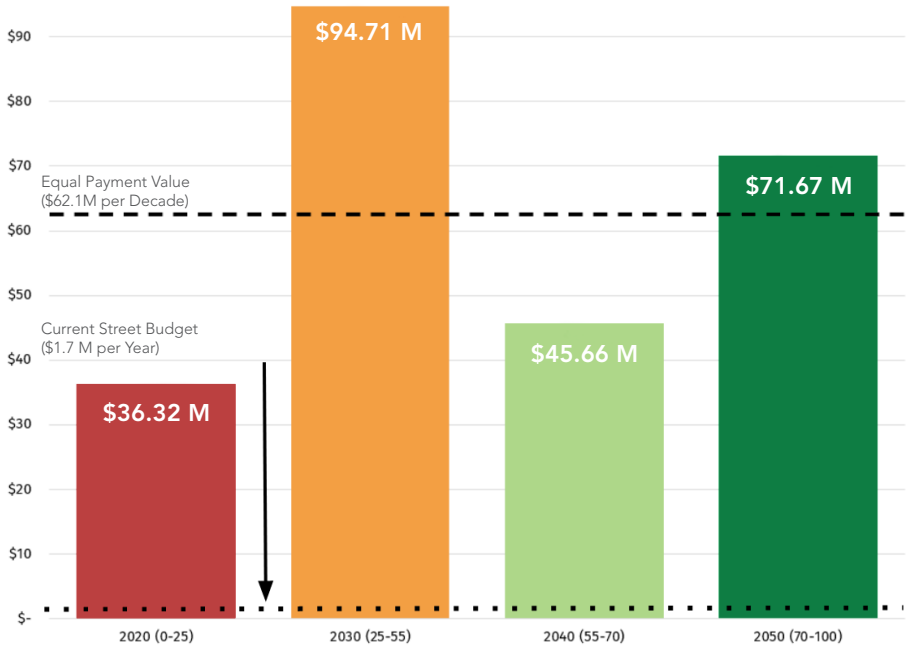


Figure 48: *Pavement Replacement Chart*

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.

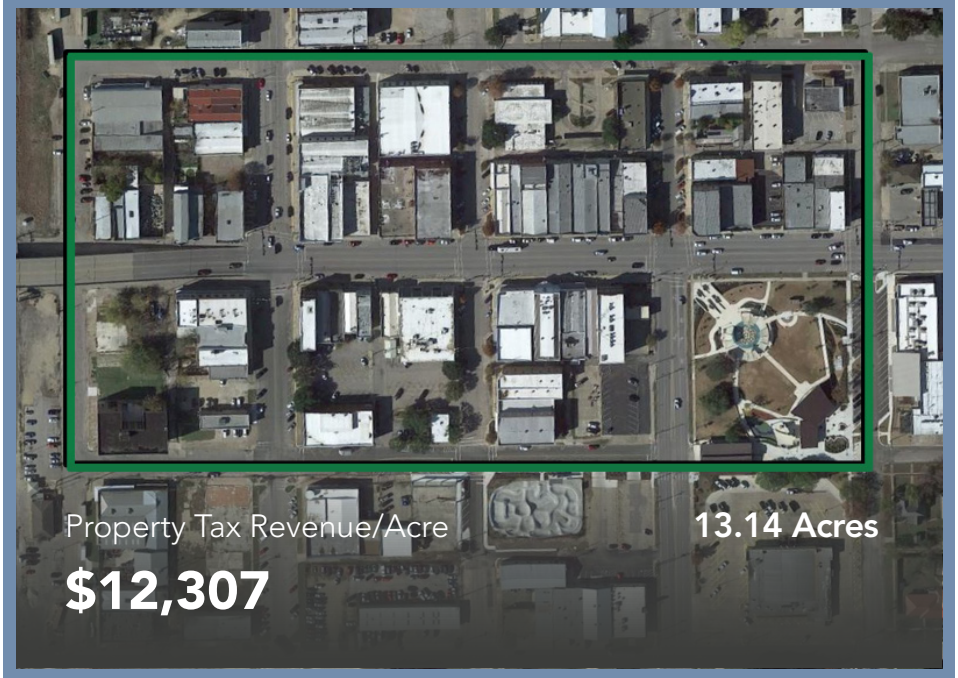
COMPARING THE VALUE OF DEVELOPMENT PATTERNS

Main Street Mixed-Use

Suburban Pad Site

Figure 49: *Main Street & Pad Site Comparison*

Traditional Grid Downtown



Auto Oriented Big Box

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*

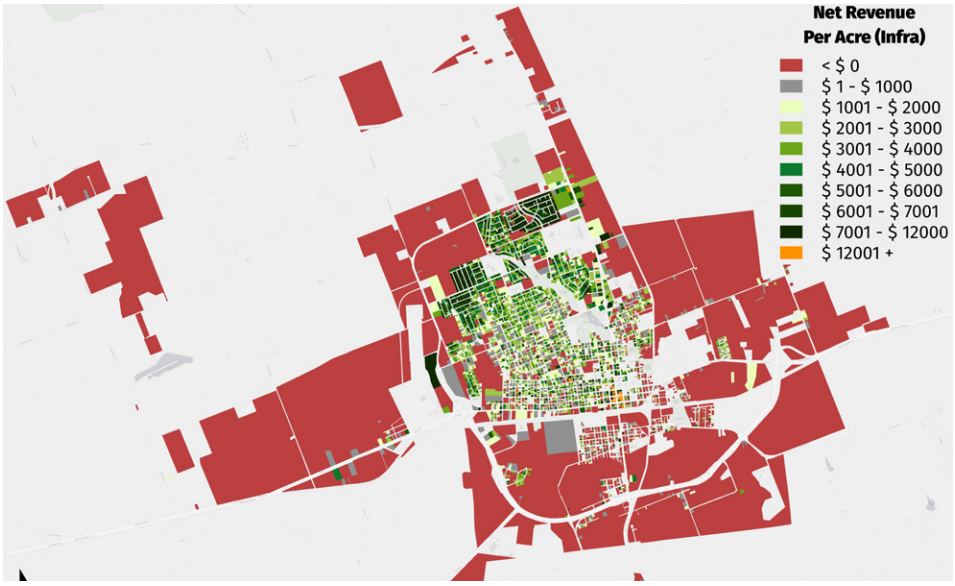


Figure 52: *Net Revenue Per Acre (Current + Projected Costs)* *Source: Verdunity*

Note: The analysis is based on the ETJ boundary and City limits as per 2021

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.

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.

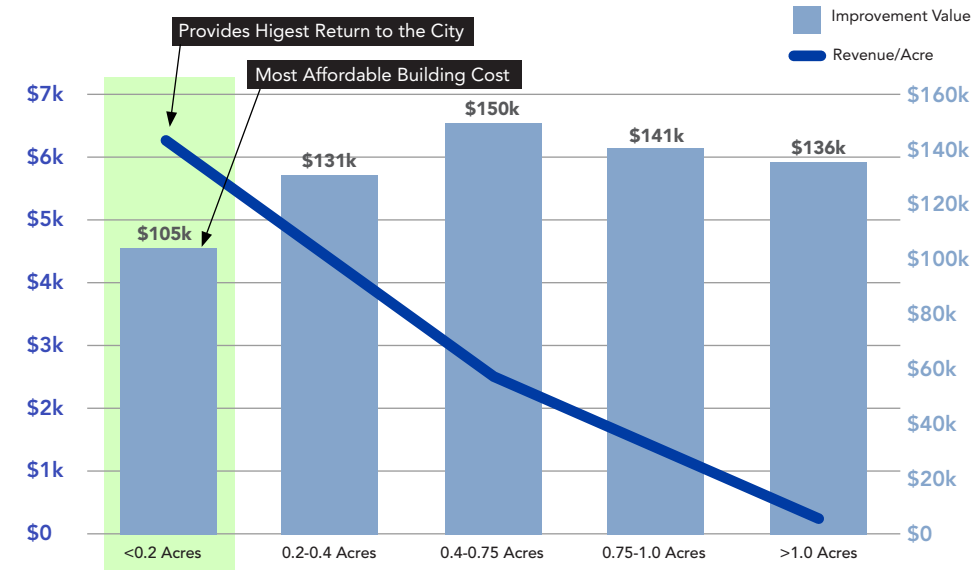


Figure 53: *Single Family Improvement Value compared to Rev/Acre* *Source: Verdunity*

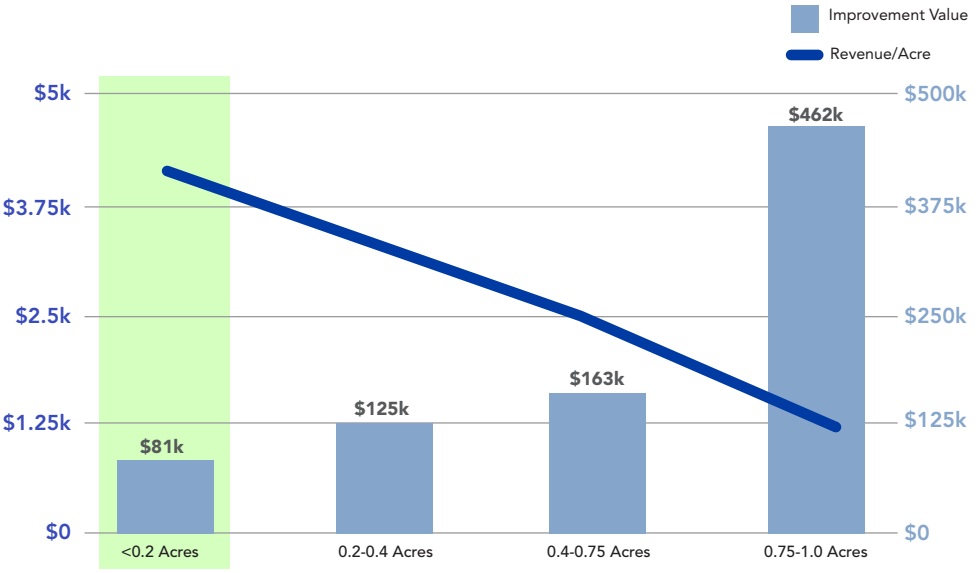


Figure 54: *Multi-Family Improvement Value compared to Rev/Acre* *Source: Verdunity*

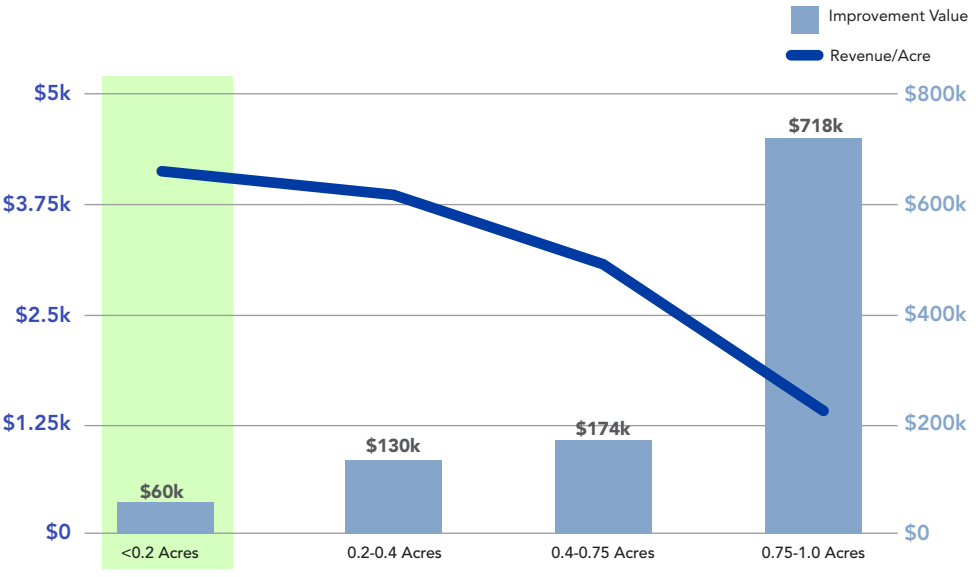


Figure 55: *Commercial Improvement Value compared to Rev/Acre* *Source: Verdunity*

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.

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* below 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.

3D VALUE MAPPING

MAP 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.

MAP 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.

MAP 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.

DOWNTOWN

In all calculations, the compact development pattern seen in Downtown Taylor provides consistent high value.

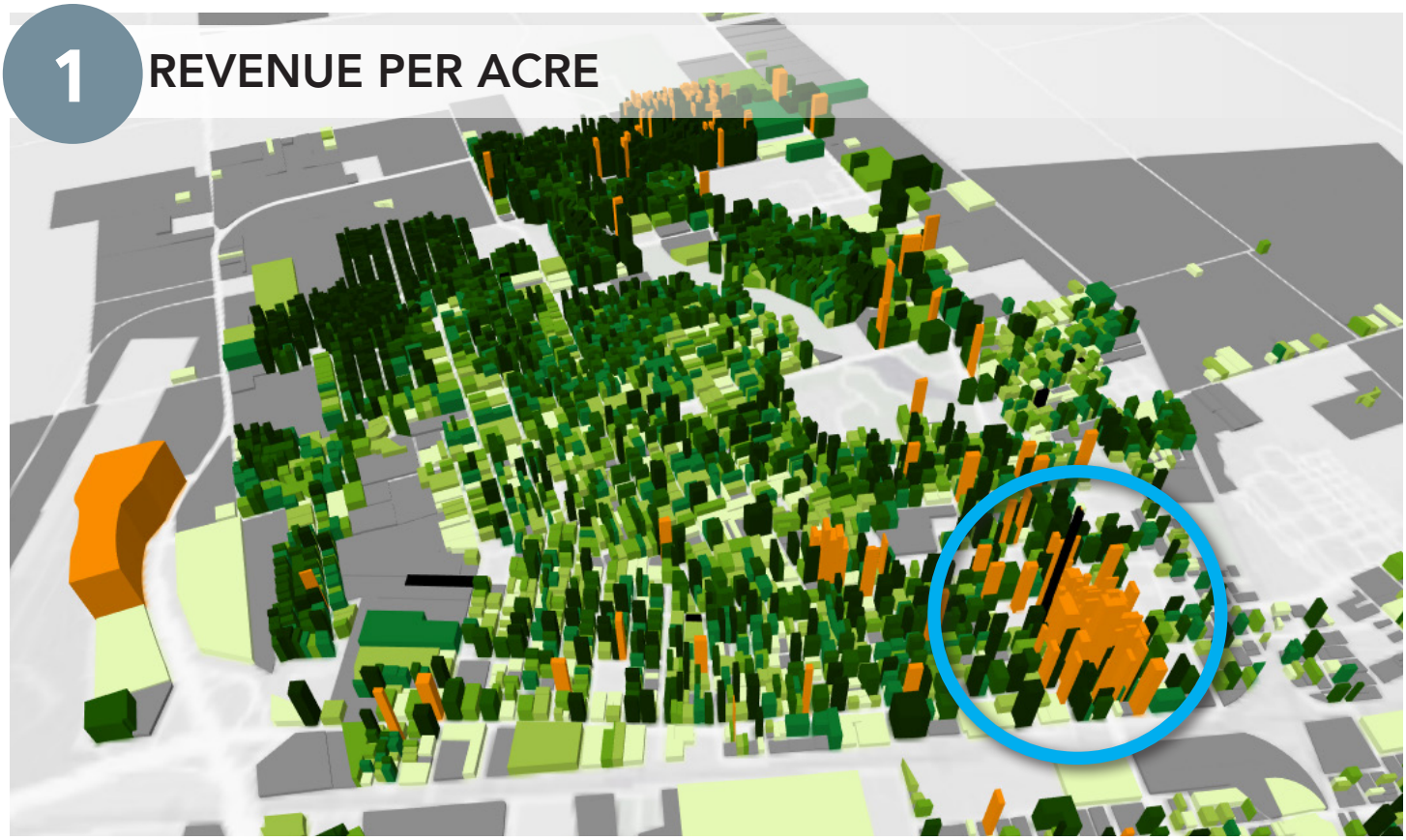


Figure 56: *3D Revenue Per Acre Map*

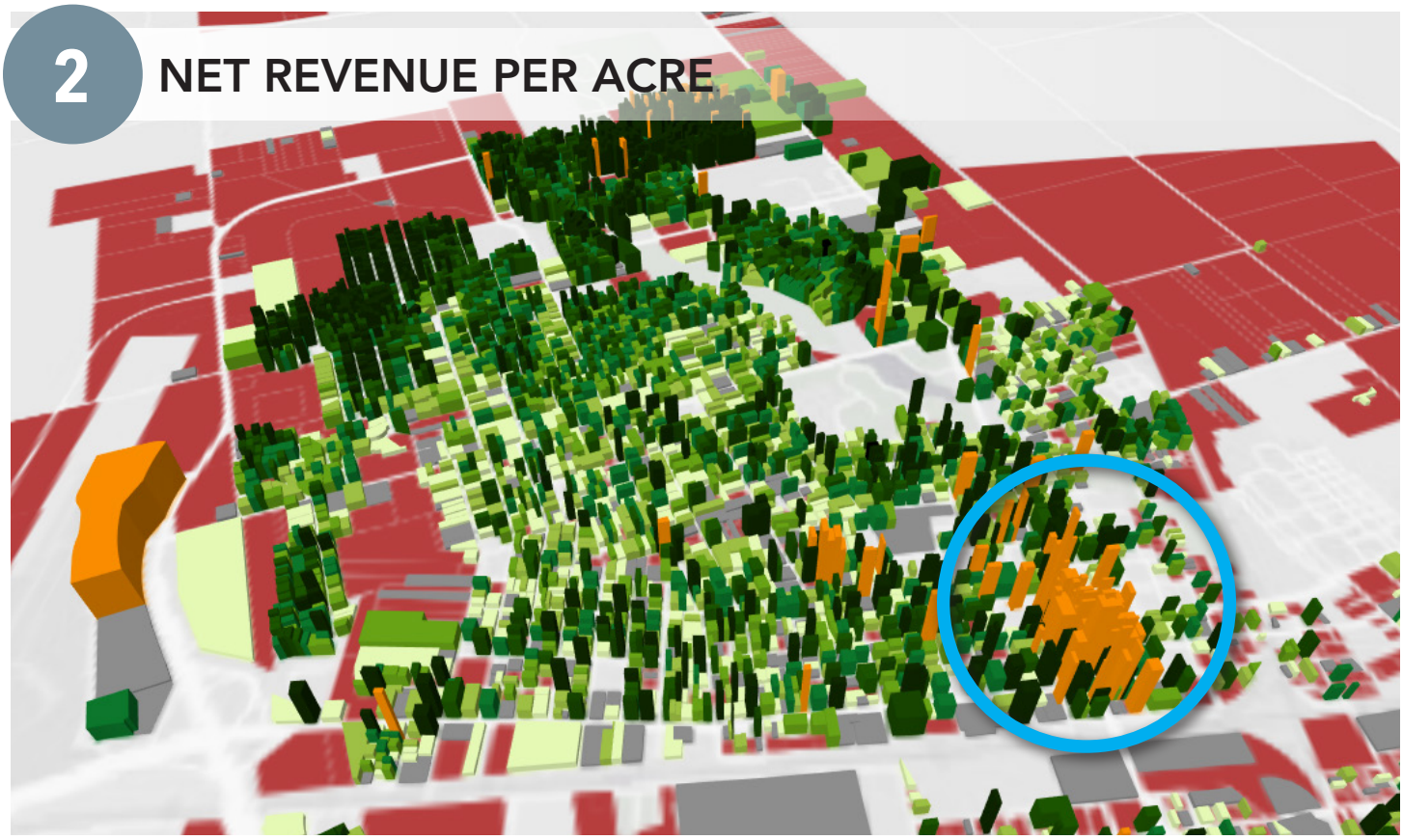


Figure 57: *3D Net Revenue Per Acre Map*

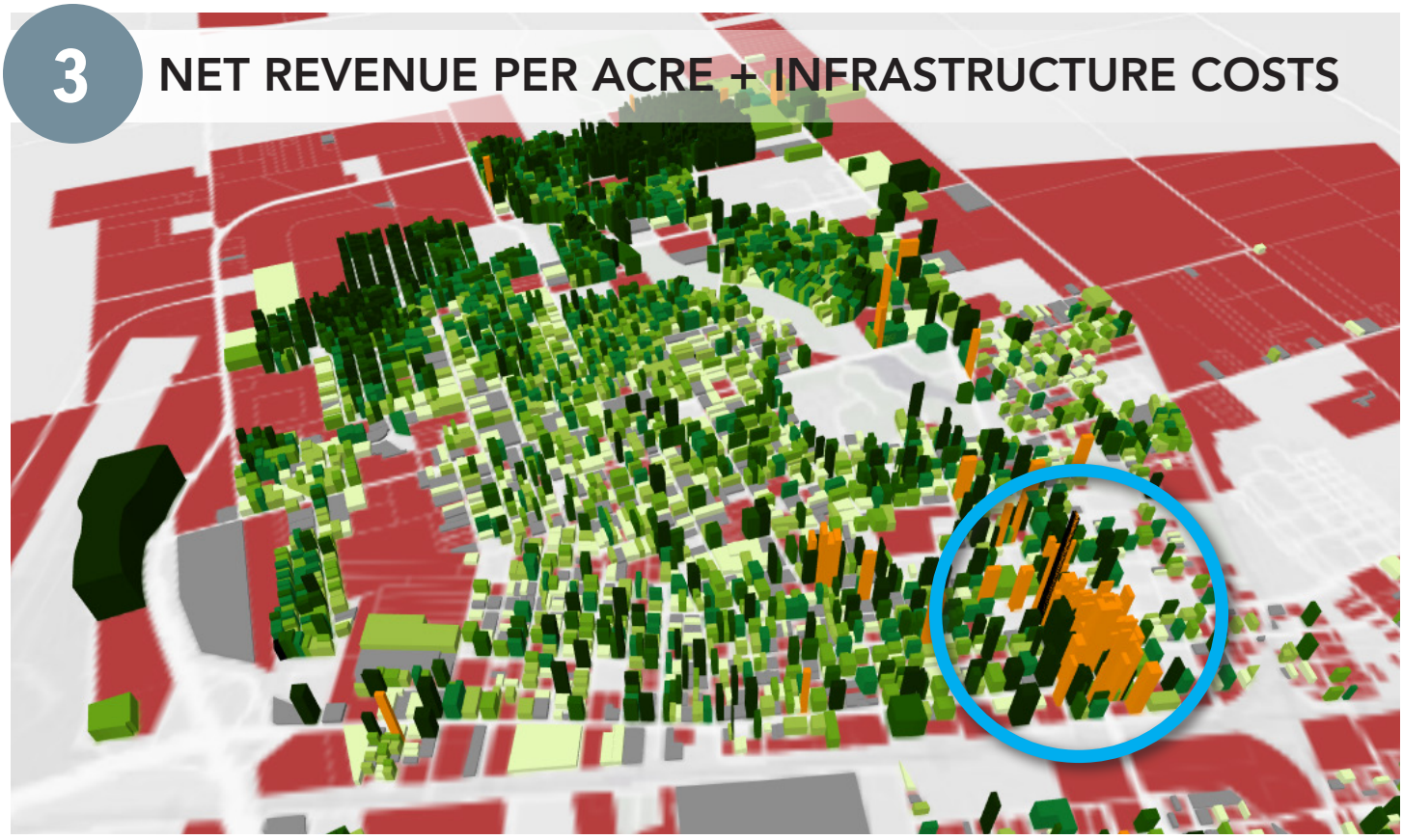


Figure 58: *3D Net Revenue + Infrastructure Per Acre Map*

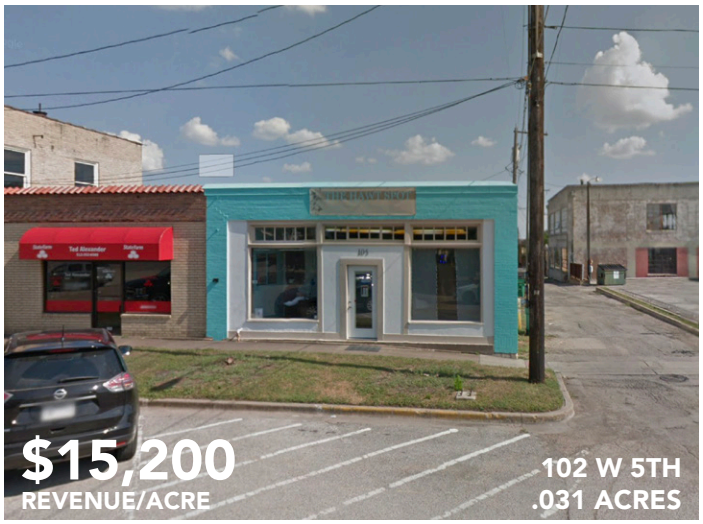
THE EFFECT OF LOT SIZE ON PRODUCTIVITY

SMALLER LOTS

Single Family

Multi-Family

Commercial



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

LARGER LOTS

$2,600
REVENUE/ACRE
1803 GRACE
.820 ACRES

$1,400
REVENUE/ACRE
1000 OLD THORNDALE
1.00 ACRES

$4,200
REVENUE/ACRE
405 SLOAN
6.75 ACRES

$2,200
REVENUE/ACRE
2479 DAVIS
4.23 ACRES

$4,700
REVENUE/ACRE
3701 N MAIN
17.38 ACRES

BEALLS
$3,200
REVENUE/ACRE
3100 N MAIN
14.35 ACRES

TAKEAWAYS

City costs ***are going to increase*** - this wil 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 59: *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 60: *Highest Value Parcels* *Source: Verdunity*

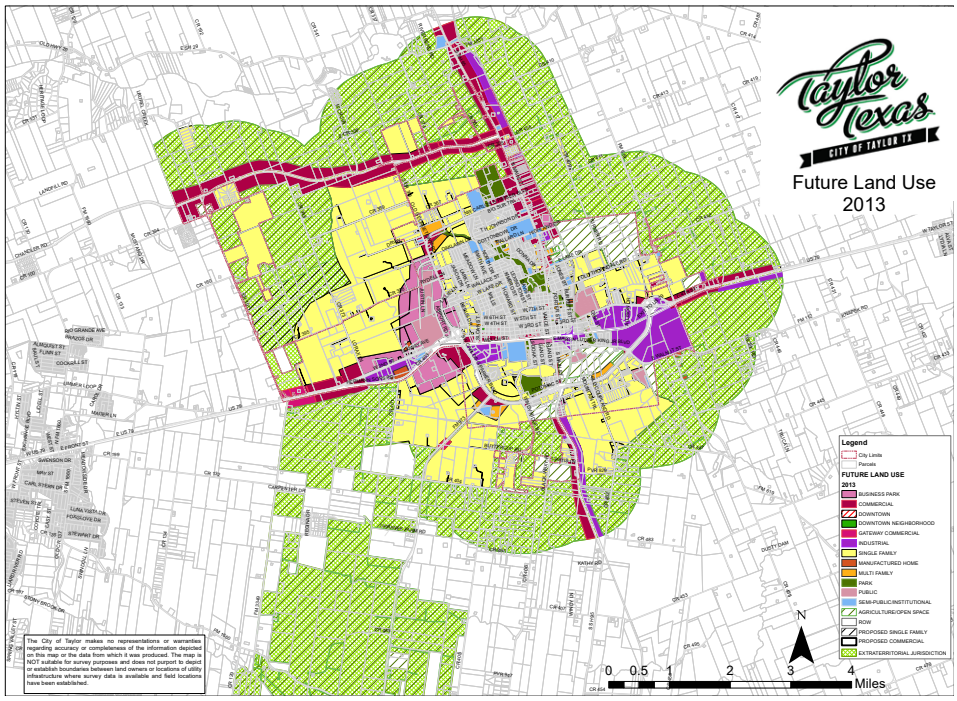
FUTURE LAND USE

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 61: *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.

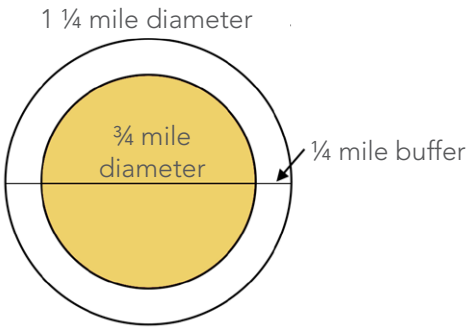
Infill - Existing developed areas that are intended for infill on vacant and underutilized lots that generally matches the character of the existing development while accommodating incremental increases in population density.

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 Comprehensive Plan.

SCALES OF THE CENTERS

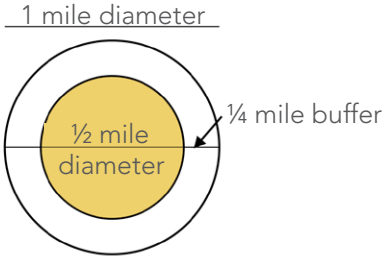
Centers at all scales are intended as compact, walkable places designed at a human scale instead of an auto-oriented scale. Centers come in different sizes intended to serve individual neighborhoods, several neighborhoods, or the region as described below. All centers should include a mixture of uses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

REGIONAL CENTER



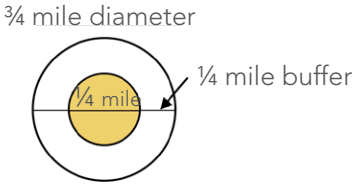
Regional centers are the largest center type and attract users from across the city and adjacent communities. Regional centers often include destination retail and attractions along side higher density mixed use developments.

COMMUNITY CENTER

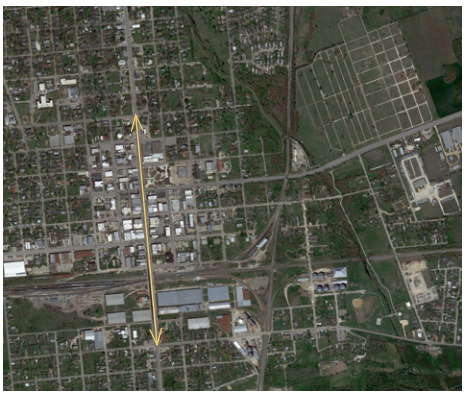


Community centers are larger than neighborhood centers but often serve several neighborhoods within the city. Community centers often include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets.

NEIGHBORHOOD CENTER



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 62: *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.

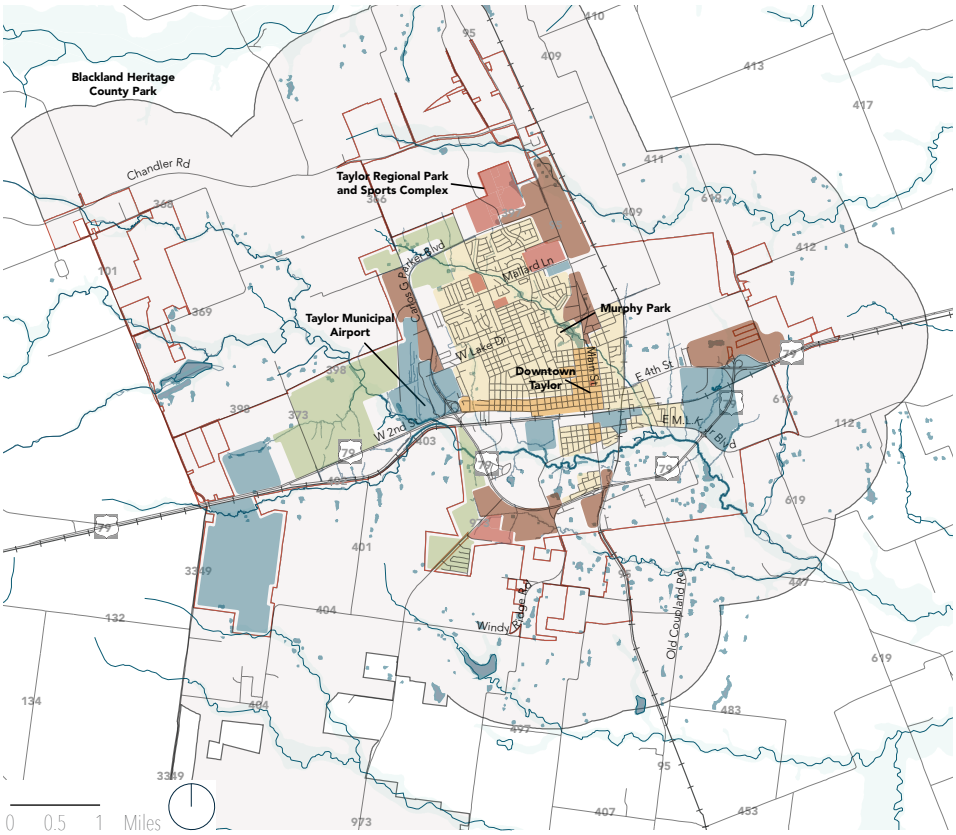
The Fiscal Scenario includes approximately **46%** more missing middle housing types.

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.

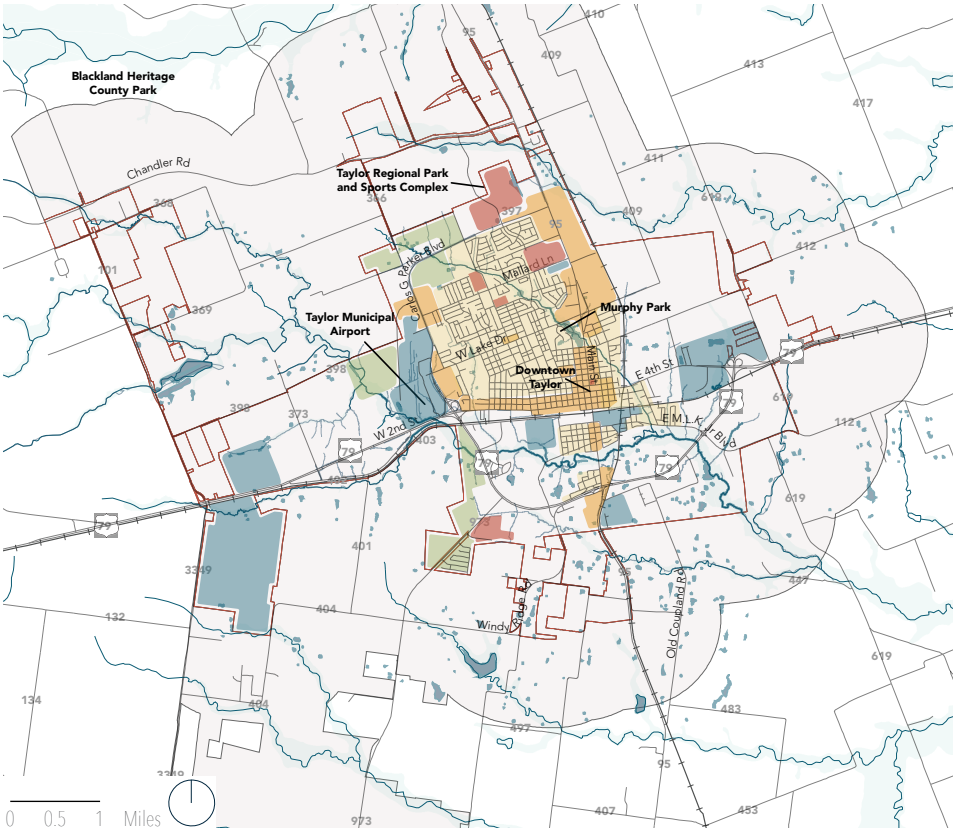
The Fiscal Scenario was preferred by 83.7% of respondents to best advance the community's big ideas.



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
- Streams, water bodies
- Flood Plain
- City limits
- ETJ

Figure 63: *Trend 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
- Streams, water bodies
- Flood Plain
- City limits
- ETJ

Figure 64: *Fiscal Scenario*

Source: City of Taylor

Note: The analysis is based on the ETJ boundary and City limits as per 2021

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.

On the following pages are descriptions of each of the land use categories except for the area of minimal change. These areas are within the restricted growth sector and are intended to retain there existing land uses and development intensity for the time frame of this plan.

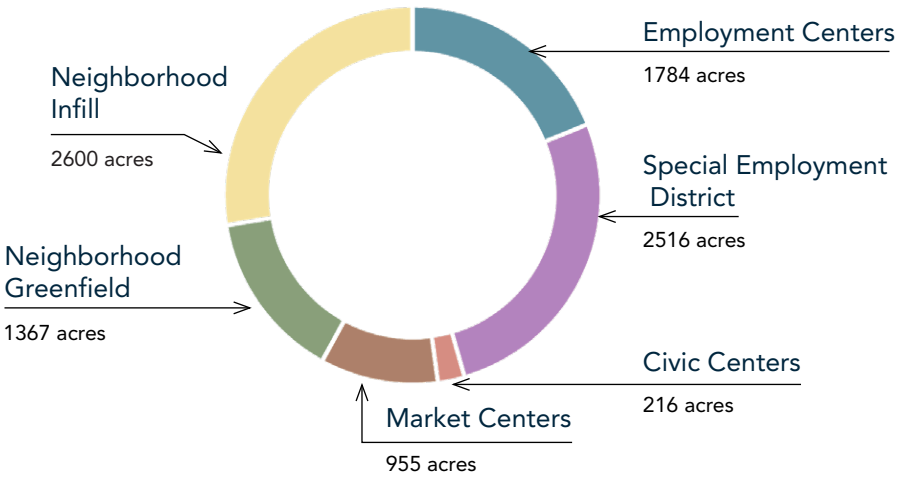


Figure 65: *Future Land Use by Acreage*

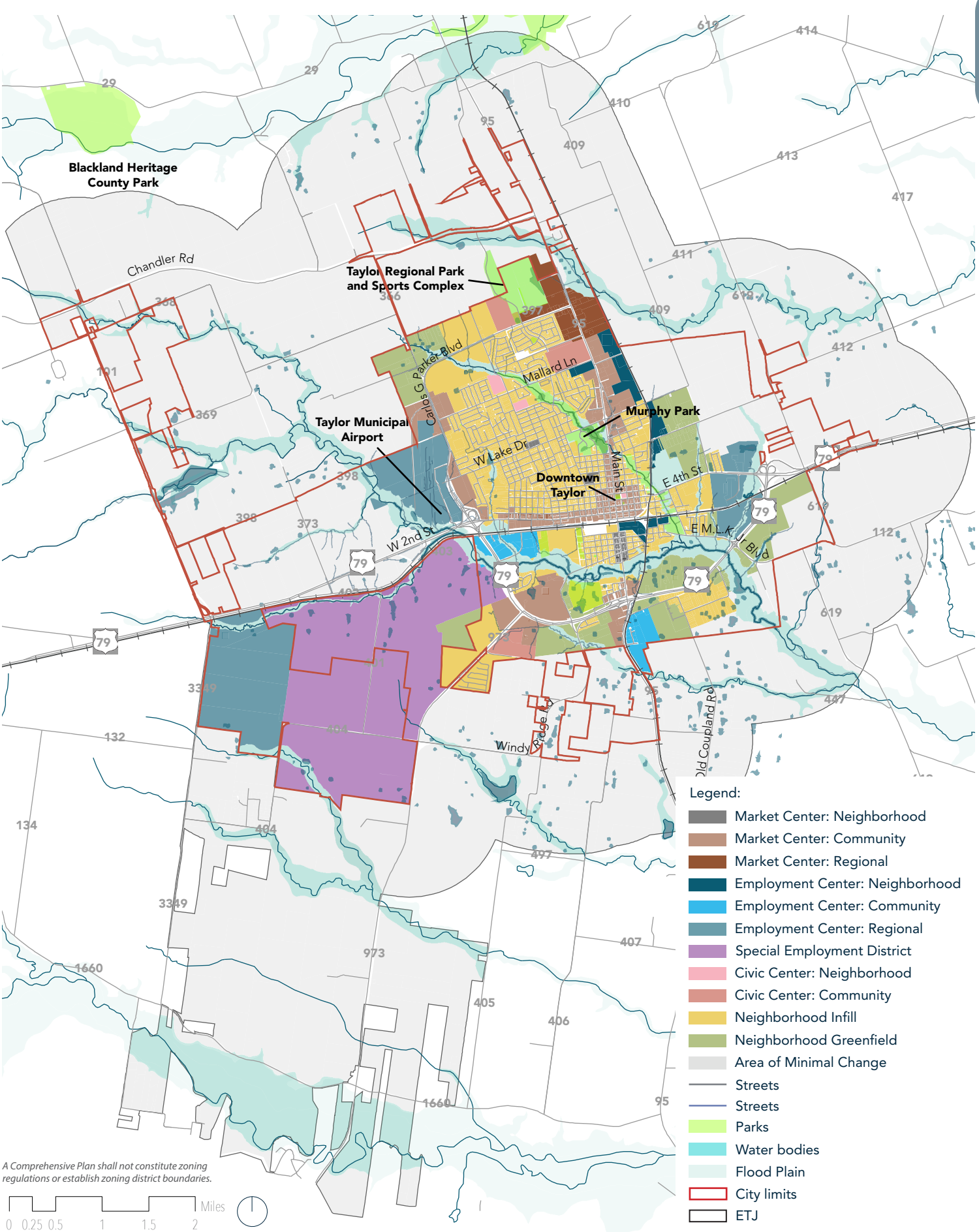


Figure 66: *Future Land Use*

Source: City of Taylor, Williamson County

FISCAL IMPACT OF THE FUTURE LAND USE PLAN

2020

If the ***Fiscal Scenario*** is adhered to Taylor can expect to see massive gains in revenue, more affordability for residents and an improved quality of life as goods and services become easier to access without automobiles.

$7.1M
Property Tax Revenue Citywide

$540
Tax Revenue/Acre Citywide

$850
Tax Revenue/Acre in the Growth Area

FORECAST MAP

Less than $540/Acre
Properties that are performing at lower than the 2020 average.

$540-2,499/Acre
Current Level
Properties are performing above 2020 average, but not yet at the minimum to maintain existing infrastructure

$2500-3,999/Acre
Break-even
Properties are performing at minimum level to maintain infrastructure, but not enough to fund future expansion

$4,000-7,999/Acre
Fiscally Sustainable
Properties are performing at the level needed to meet future infrastructure goals.

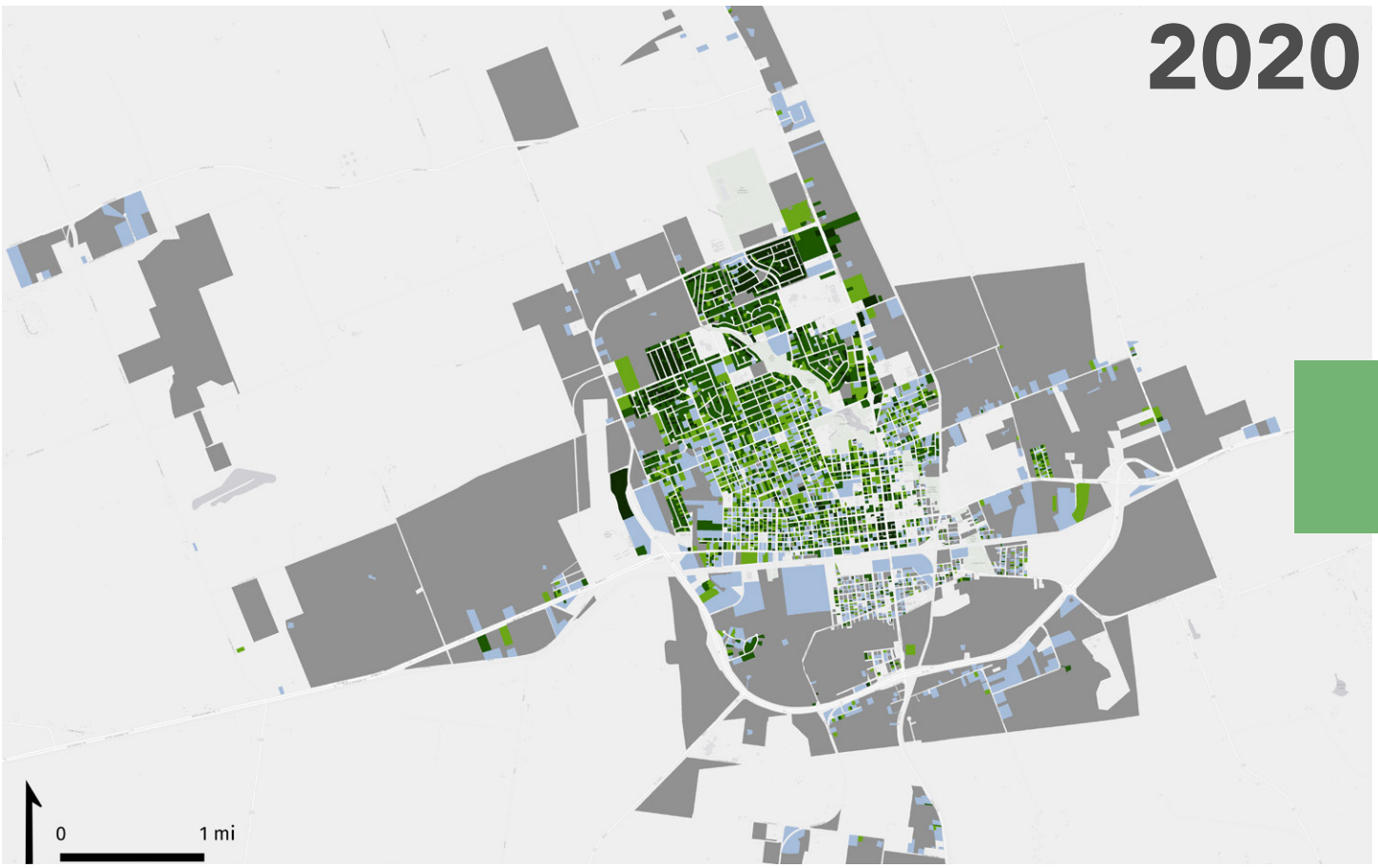


Figure 67: *Current Value Per Acre*

Source: Verdunity

Note: The analysis is based on the ETJ boundary and City limits as per 2021

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

$8,000+/Acre
Properties are performing at double or better the Fiscally Sustainable level.

Figure 68: *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%**

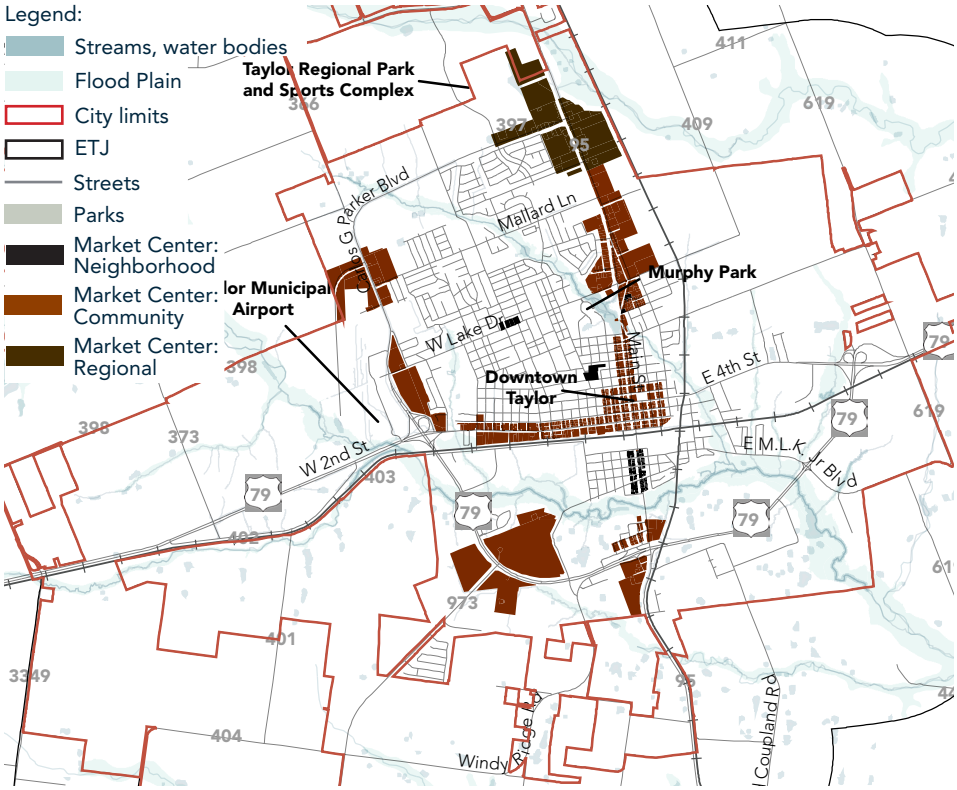


Figure 69: *Market Centers*

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. This case study highlights the potential of market centers in towns.

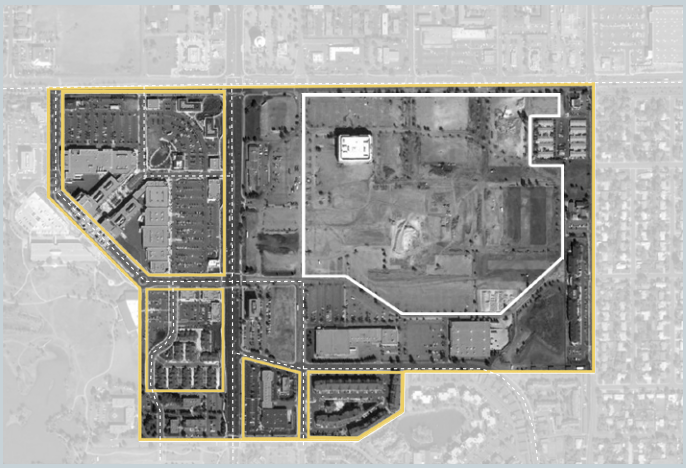
The businesses employ more than 3,000 workers.

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.

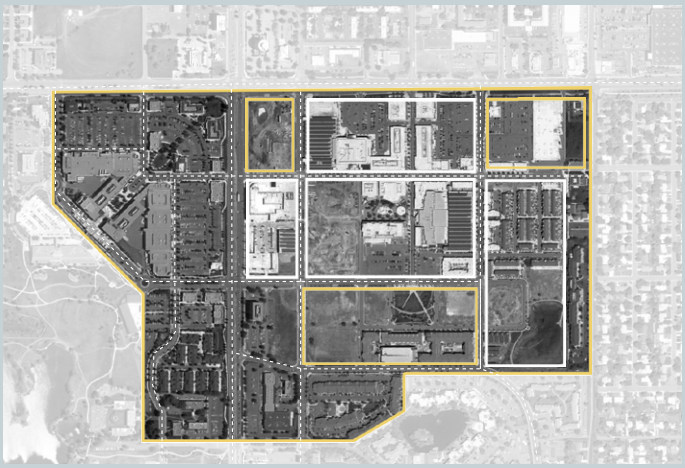
1993: Lakeview Commons plot is not yet developed and there is a big box retail at Belmar.



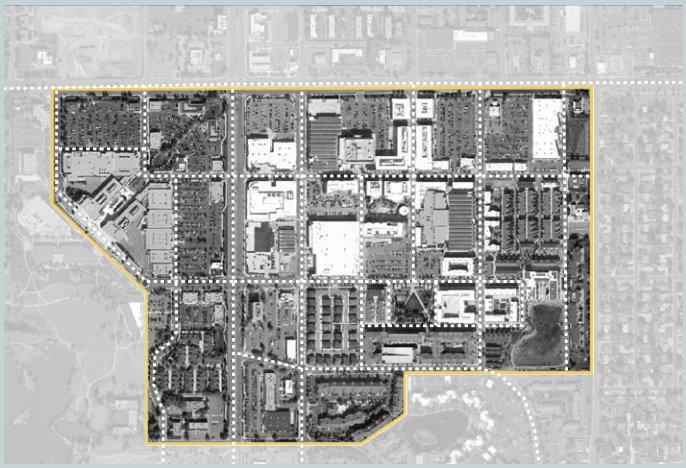
2002: Breaking of the existing big box retail at Belmar and construction of Lakeview Commons.

Belmar has 80 shops and restaurants, 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%**

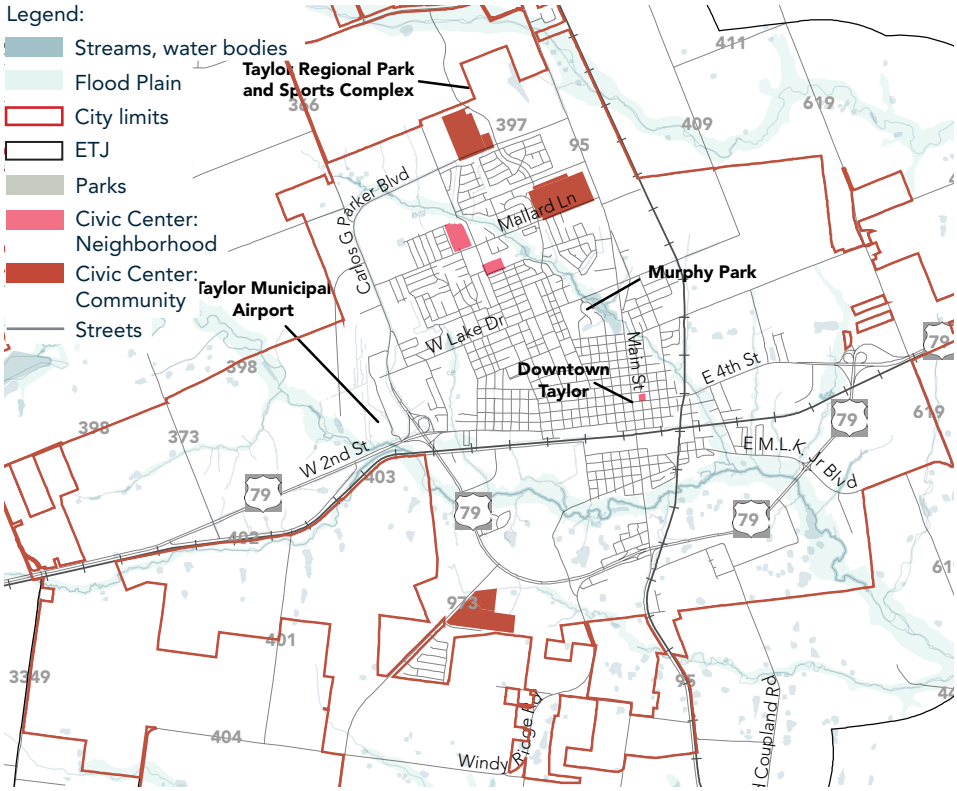


Figure 70: *Civic Centers*

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%**

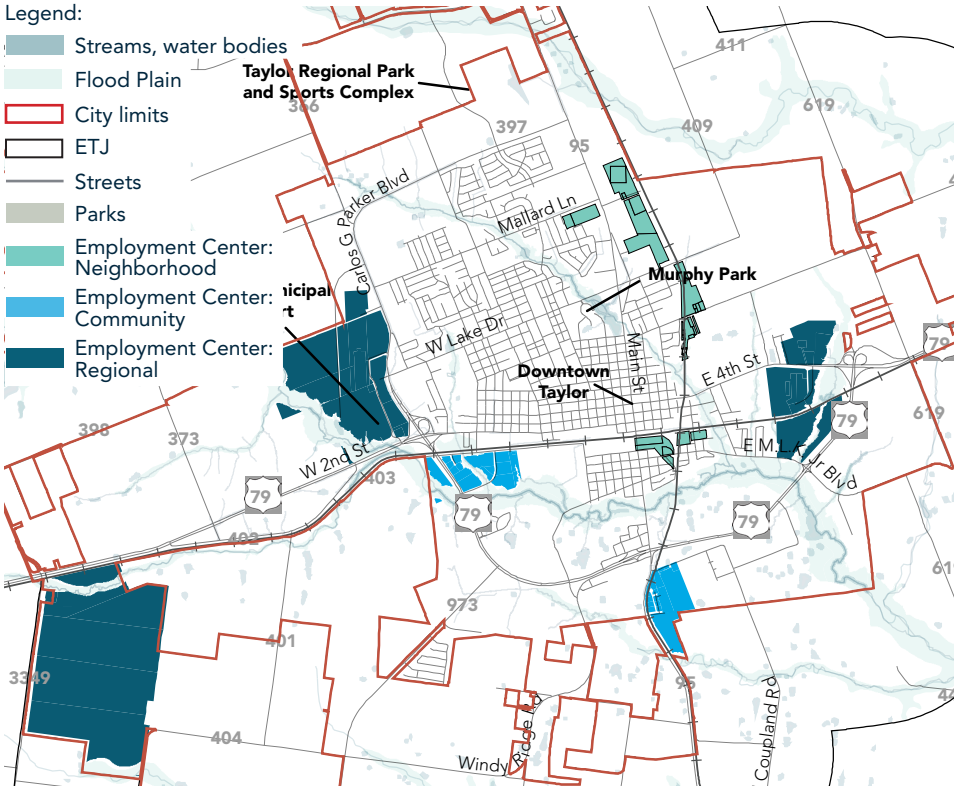


Figure 71: *Employment Centers*

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%**

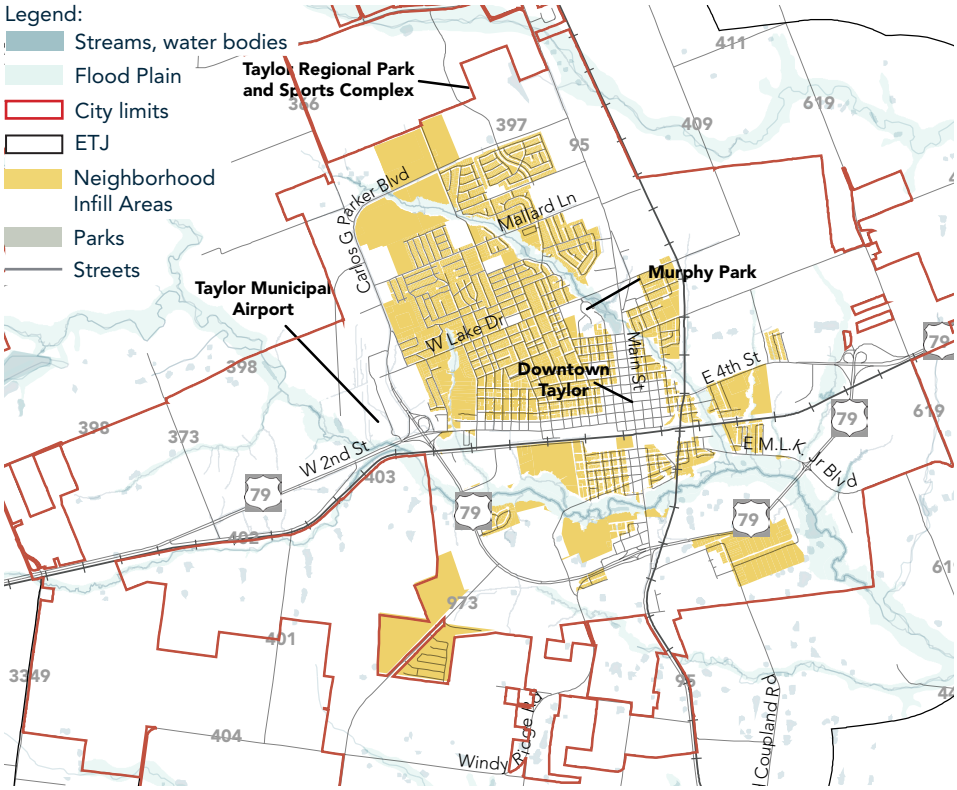


Figure 72: *Neighborhood Infill*

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.

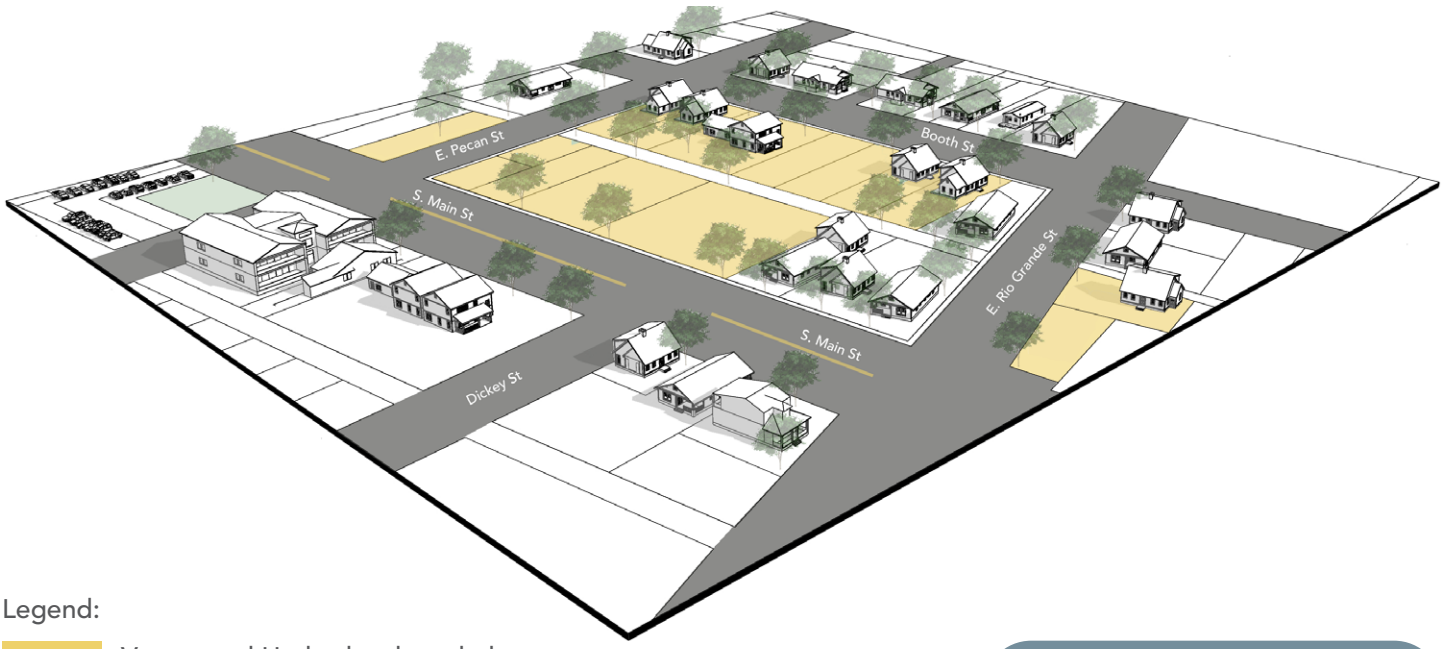
Detached small lot units provide more housing while preserving neighborhood character.

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 73: *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 74: *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: 1,367 acres

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

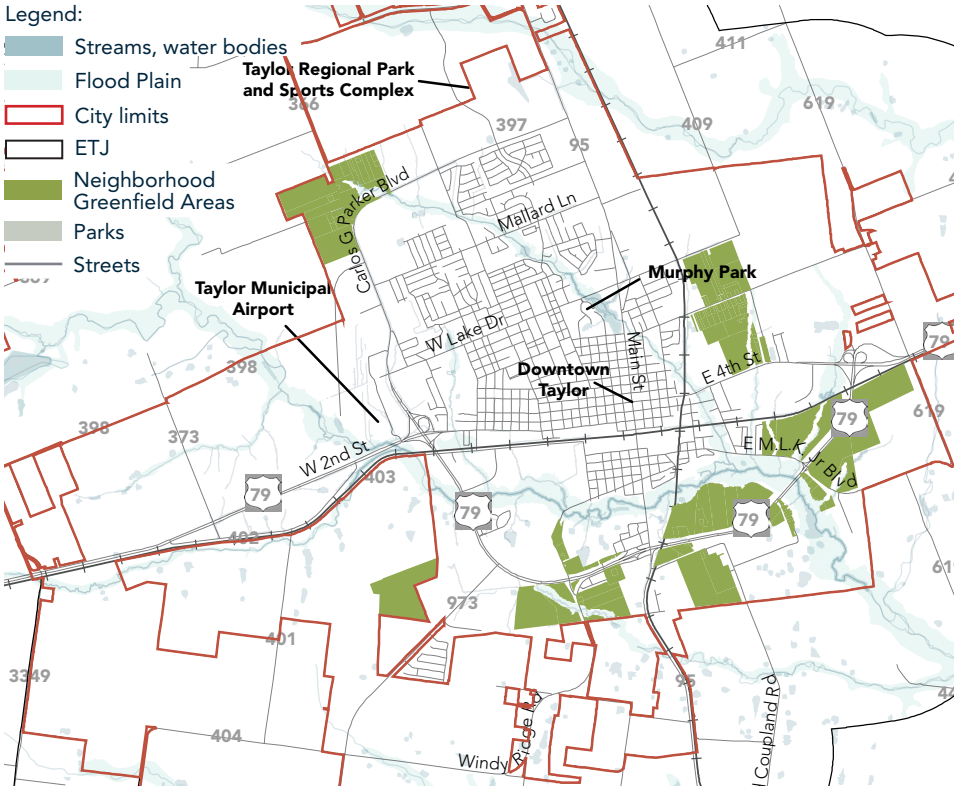


Figure 75: *Neighborhood Greenfield*

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

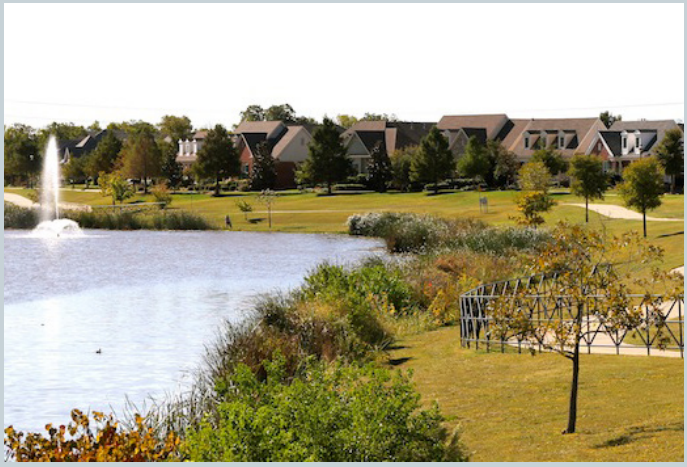
Greenfield developments can include mixed use buildings.
Source: Vision properties

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



The developmment is centered around a natural recreation space.

Source: Arcadia Realty

HomeTown is Traditional Neighborhood Development (TND) designed in collaboration with Andres Duany. Upon completion, the community will include 850 single family homes, 1,200 multi-family units, 100,000 square feet of retail and flex space, a city library, a performing arts center, a recreation center, a elementary school, and a hockey and ice skating arena. The project is partly financed with funds from a Tax Increment Finance District (TIF), which was set-up in cooperation with the city, the county and Arcadia.

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.

SPECIAL EMPLOYMENT DISTRICT

Samsung Electronics announced its new semiconductor manufacturing facility in Taylor on November 23, 2021, just five days after the official adoption of the Envision Taylor Comprehensive Plan. As a result, the City initiated an update to the Comprehensive Plan to accommodate the new facility and any overall impacts to population projections, transportation and utility infrastructure, and land use and growth planning.

In order to better understand the impacts of the new facility, a series of public outreach events and stakeholder meetings were held including:

- Comprehensive Plan Advisory Committee meeting on 02.07.2022
- Four focus group meetings (business, infrastructure, transportation and Samsung) on 02.14.2022
- Public Meeting on 02.15.2022
  Meeting with CAMPO demographer on 02.09.2022
  Meeting with CARTS on 02.25.2022

KEY TAKE-AWAYS FROM STAKEHOLDER AND PUBLIC MEETINGS

When discussing how best to accommodate new jobs and employment opportunities in the southwest quadrant of the City of Taylor the following strategies and key take-aways were derived.

- Samsung is one of several new larger employers locating east of Austin that will create a demand for workforce housing and training in Taylor and surrounding areas.
- It would be advantageous to coordinate with Samsung and other employers to encourage workers to live in the City of Taylor. This can take the form of employer backed programs and incentives as well as encouraging new housing and services located within Taylor and near the Samsung facility that are attractive to this new workforce. At the Samsung Austin location, mixed use centers with high density housing, retail and services located near Samsung are sought after by younger workers and engineers.
- The development of the Samsung property can be utilized as an anchor to bring more high tech jobs into the area and specifically around the proposed Samsung facility. However, more work needs to be done to provide utility and transportation infrastructure in order to attract new related businesses. Employers are primarily looking for shovel-ready land for development.
- Encourage employees to use alternative commute methods by supporting employer based ride share programs and consider routes to bring people from the facility to restaurants, entertainment, and other services in Downtown Taylor.
- Plan for connected walking trails and pedestrian connectivity around the Samsung site to serve workers and residents in the area.
- Discourage low density residential land uses within the vicinity of the Samsung facility. These types of uses are not compatible with industrial uses and do not represent the best use of the land.
- Reserve land around the rail line as an opportunity for manufacturers to transport materials and supplies. Rails are a benefit for industrial uses, but are not as beneficial for residential areas.
- Consider how the adjacent high school can be supported by the employment area.
- Encourage participation by new businesses and their employees.

SUMMARY OF COMPREHENSIVE PLAN UPDATES

Based on this feedback, the following updates were made to accommodate the new Samsung Facility within the Taylor City Limits.

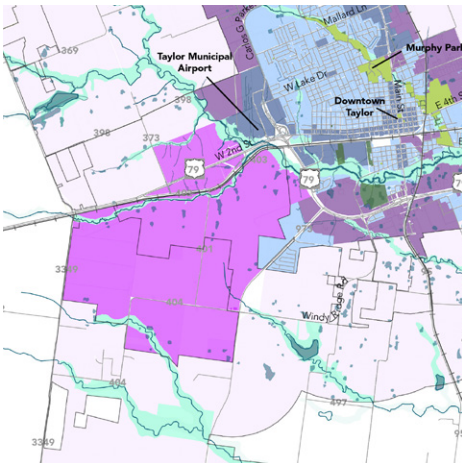


Figure 76: *Growth Sectors*

1. Growth Sectors Map

The Growth Sectors map was updated to add more of the Controlled Growth Sector (G2) in the area north and east of Samsung. The Controlled Growth Sector (G2) consists of areas that can support limited development based on proximity to an existing or planned thoroughfare or utility infrastructure. The area north and east of the Samsung facility will have limited infrastructure installed as a result of the Samsung plant. This area is anticipated to support more employment related growth in the future but does not have enough utility or infrastructure capacity to grow at this time. Growth in this area should be allowed but controlled until such time that utilities are available.

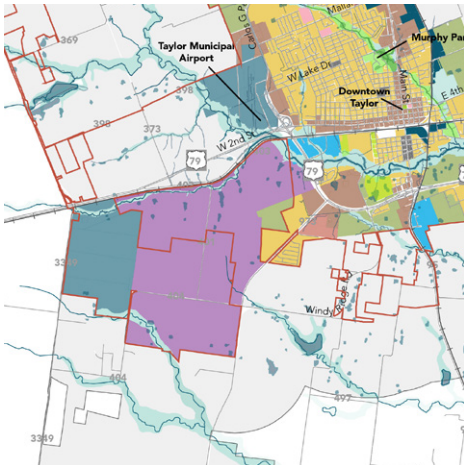


Figure 77: *Future Land Use*

2. Future Land Use Map

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 was updated to include an additional land use category called a Special Employment District located on the Samsung property and to the north and east of the property. The purpose of this land use category is to encourage more high tech employment and include the services that support this use such as mixed use centers that include higher density housing and commercial services. Low density residential is not supported within the Special Employment District and should be discouraged.

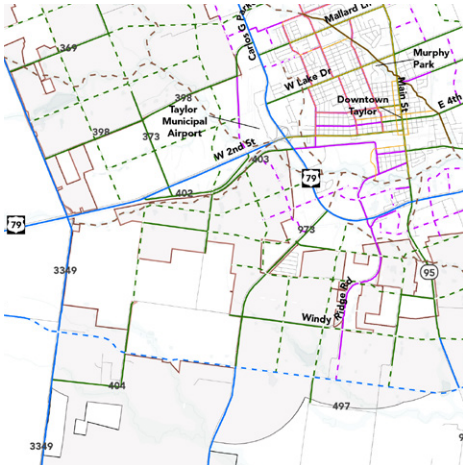


Figure 78: *Transportation Master Plan*

3. Thoroughfare Plan

The thoroughfare plan was updated to accommodate new county roads and advancements in planning for regional transportation facilities around the Samsung site. The updated plan also re-routed some of the planned thoroughfares going through the Samsung site to the perimeter of the property.

4. Implementation Strategies

One modified and two new implementation strategies were added to the plan. The purpose of these amended and new strategies are to provide a road map to successfully integrate Samsung into the long range planning framework for the City. Successful integration of Samsung into the urban fabric and economic and social life of the City provides an opportunity to build on the success of all elements of the Envision Taylor Comprehensive Plan.

SPECIAL EMPLOYMENT DISTRICT

The Special Employment District is anchored by high technology related employment with nearby uses such as multifamily or commercial services which support the new job center. Low density and predominantly single family residential neighborhoods are not recommended within the special employment district and appropriate landuse transitions should occur between single family and employment uses when constructed adjacent to this district.

Total area: 2,516 acres

Land Use and Building Types: Retail: **10%**, Office: **20%**, Mixed use: **5%**, Public: **5%**, and Industrial: **60%**

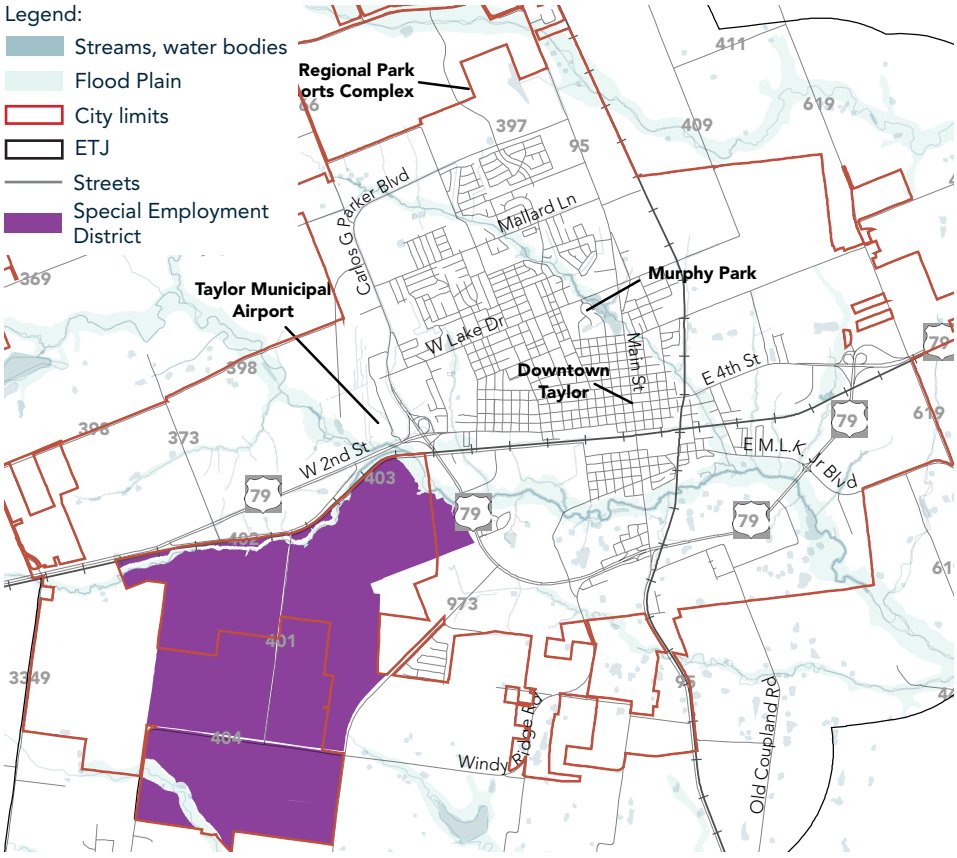


Figure 79: *Special Employment District*

Source: City of Taylor

Samsung facility will be fully operational from 2024.
Source: Korea Daily

Samsung to create 10,000 + jobs in related fields.
Source: Dohearty

The district will provide for employment opportunities.
Source: Costar

Offices providing high tech jobs will be an integral part of the district.
Source: Tribeza

Multifamily housing is to be encouraged in the district.
Source: The Business Journal

Multifamily housing will encourage commercial spaces in its vicinity.
Source: Tribeza

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.

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 require 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 to 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.

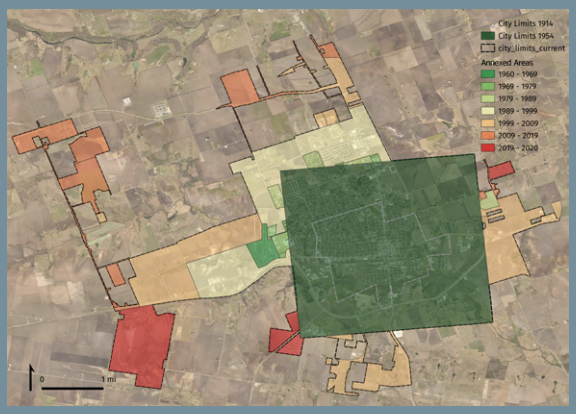
Maintaining the character builds on Taylor's history.

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.

Main
79
95
YIELD
YIELD

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, foster inclusive growth, and maintain 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 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 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 and continues to US 290 in Manor. Center turn lanes are provided north of Kyra Lane.

CR 101/FM 3349

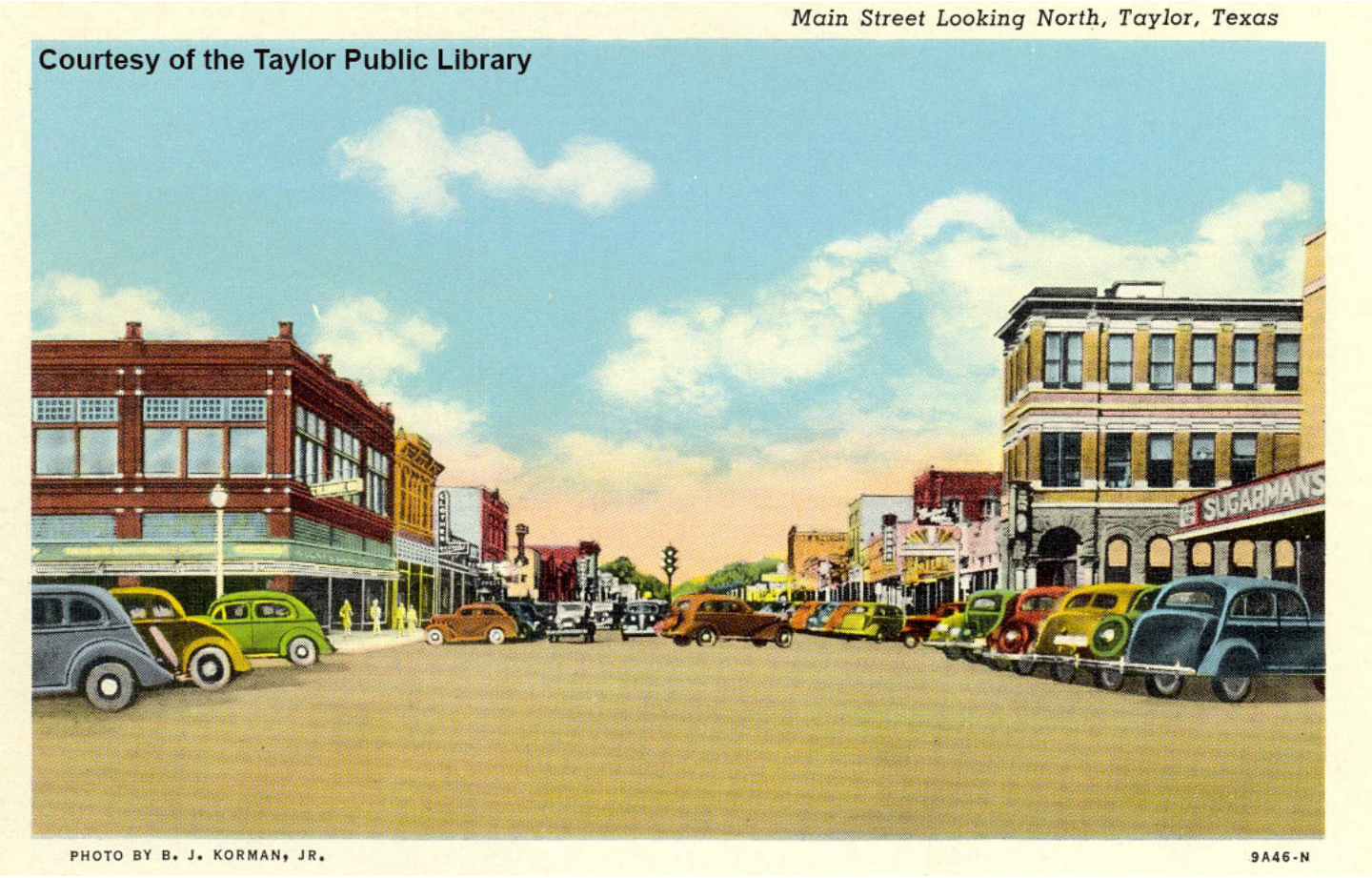
CR 101 and FM 3349 are two-lane roadways north and south of US 79, respectively. CR 101 is a major arterial connecting surrounding agricultural areas to Chandler Road to the north. FM 3349 is a minor arterial connecting surrounding agricultural areas to FM 1660 to the south. Williamson County plans to 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

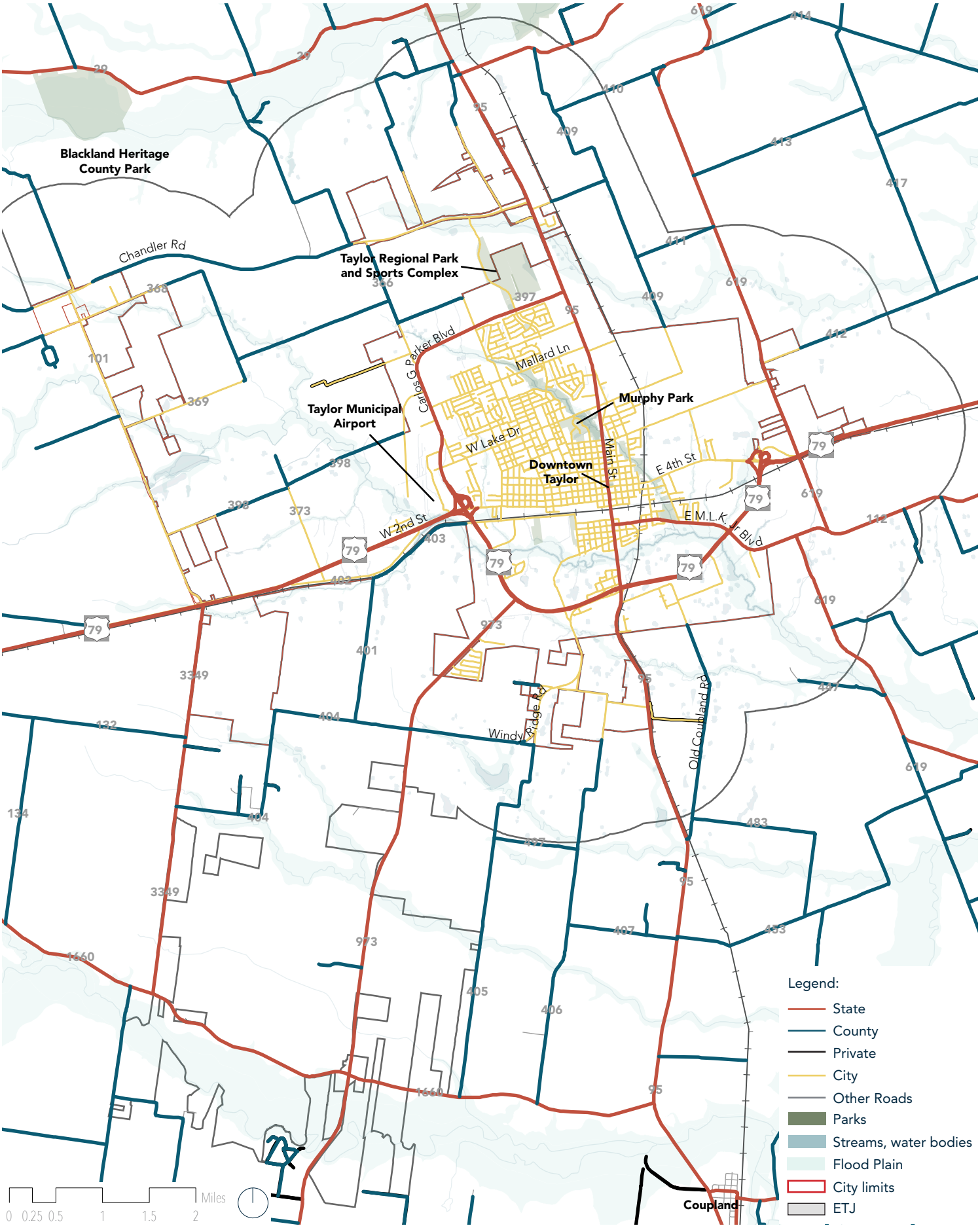


Figure 80: *Road Ownership*

Source: City of Taylor, HDR

Note: The information is based on the ETJ boundary and City limits as per 2021

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 included street reconstruction, construction of new sidewalks, and improvements to drainage, water, and wastewater infrastructure. The street 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

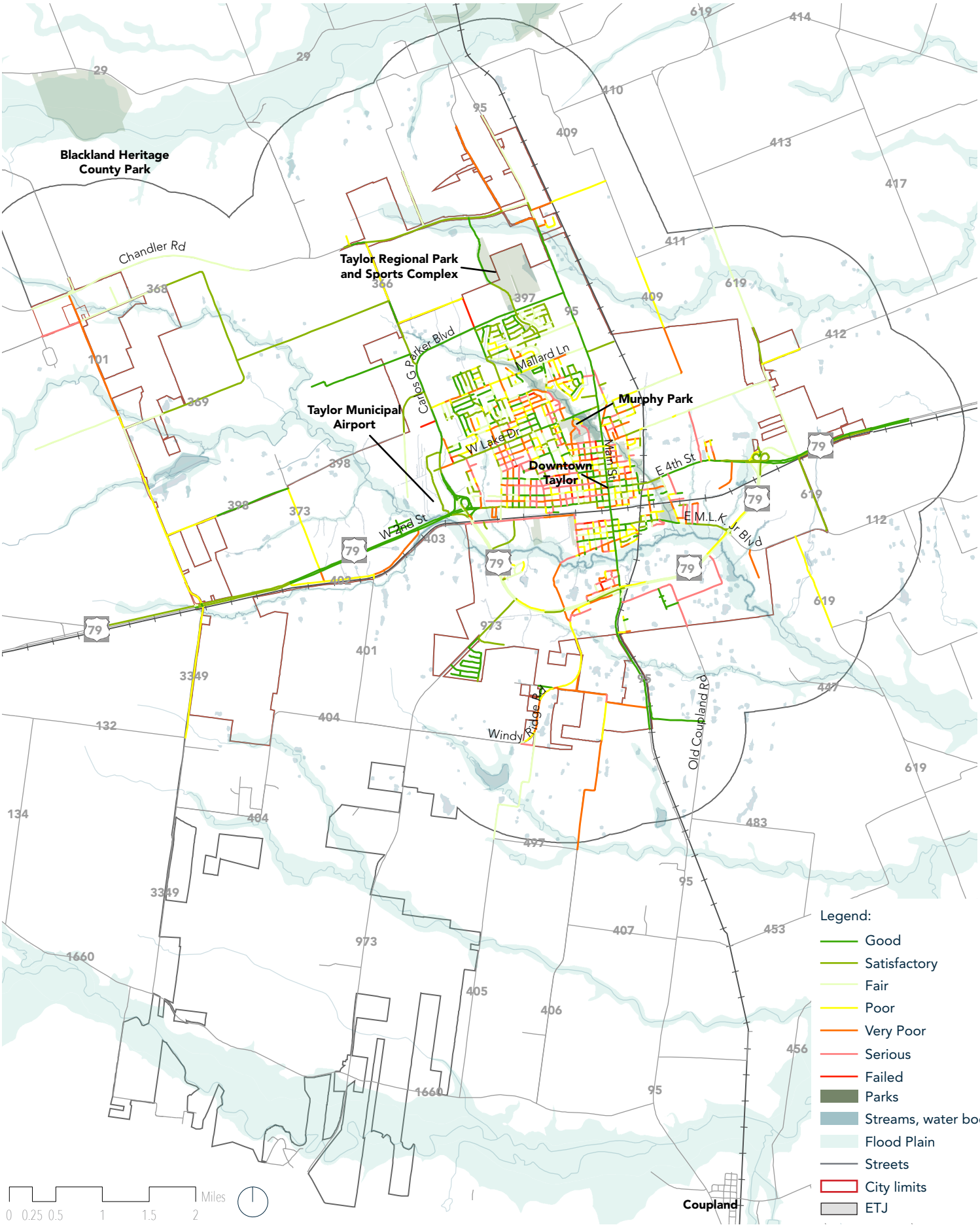


Figure 81: *Existing Roadway Pavement Conditions*

Source: City of Taylor, HDR

Note: The information is based on the ETJ boundary and City limits as per 2021

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*

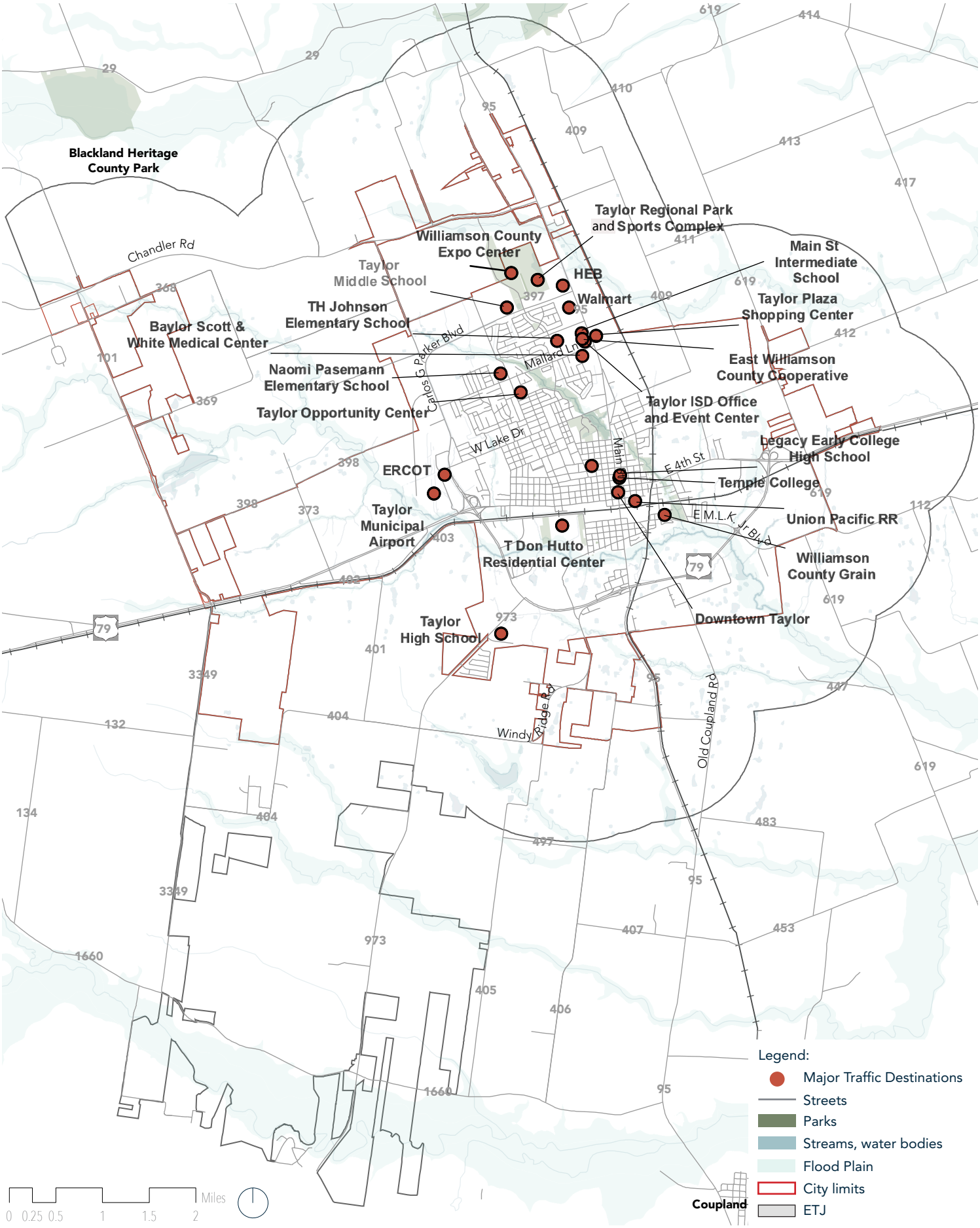


Figure 82: *Major Traffic Destinations*

Source: City of Taylor, HDR

Note: The information is based on the ETJ boundary and City limits as per 2021

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.

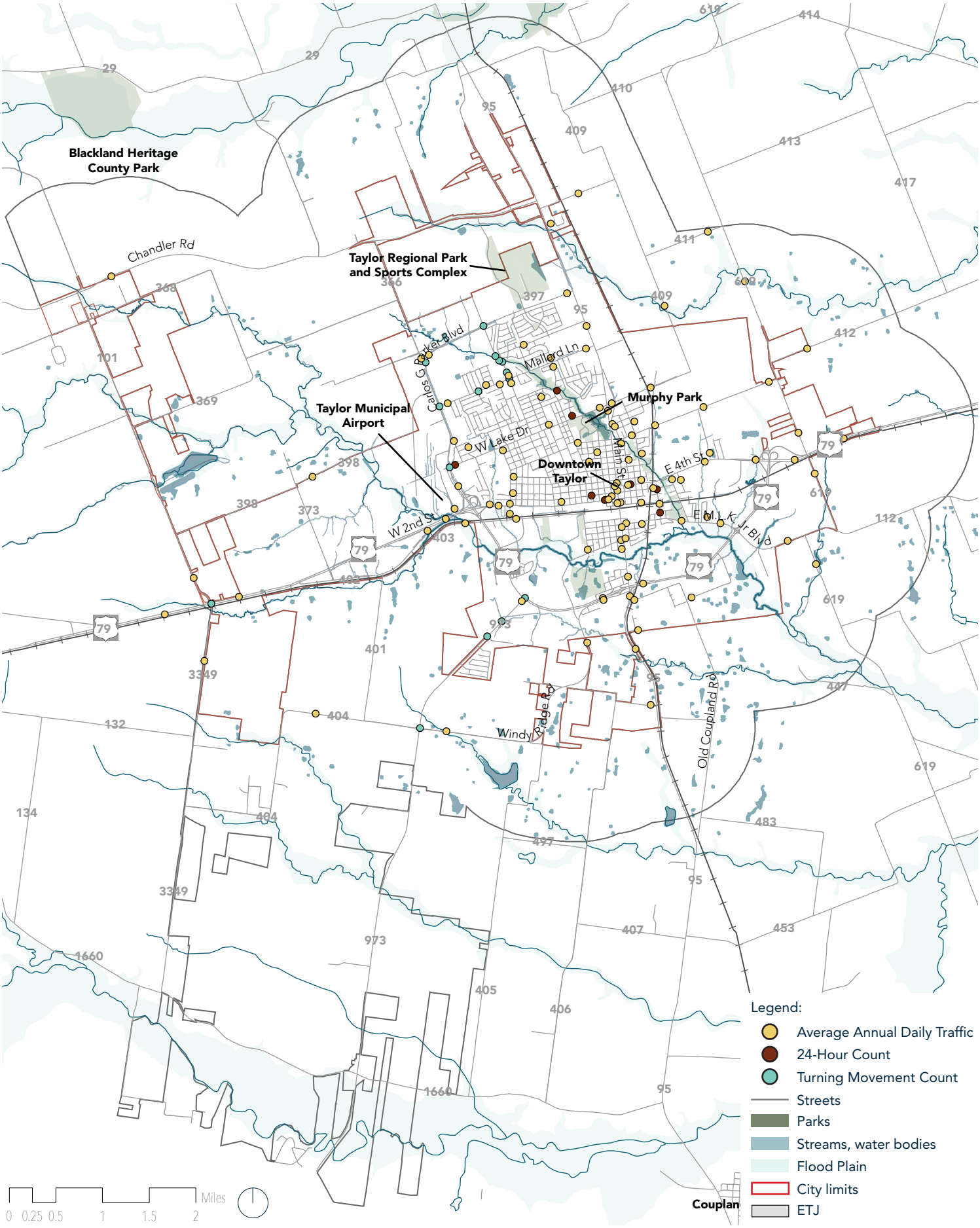


Figure 83: *Traffic Count Locations*

Source: City of Taylor, HDR

Note: The information is based on the ETJ boundary and City limits as per 2021

TRANSPORTATION PLAN

PURPOSE

The Transportation Master Plan will ***s***erve 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

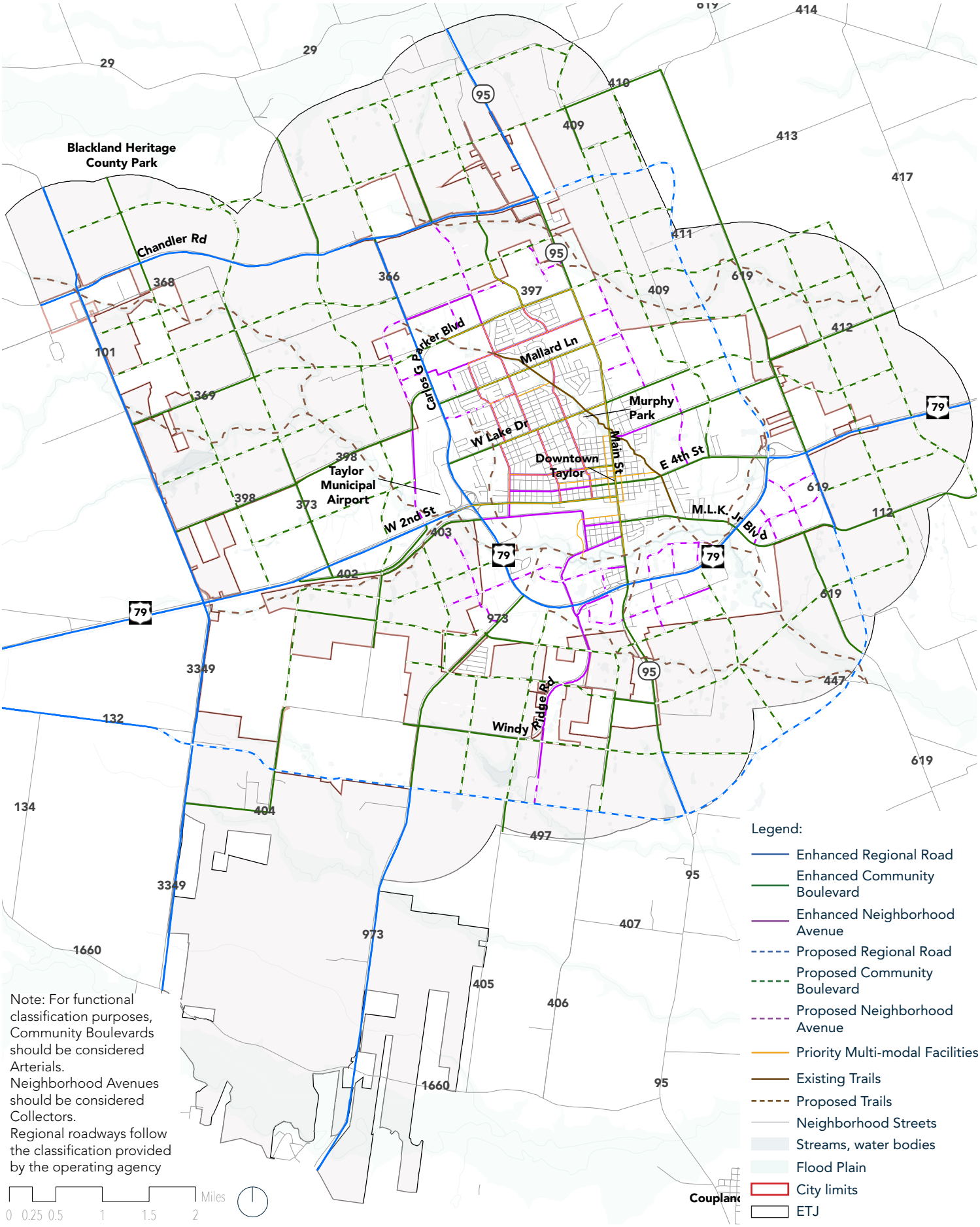


Figure 84: *Transportation Master Plan*

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.

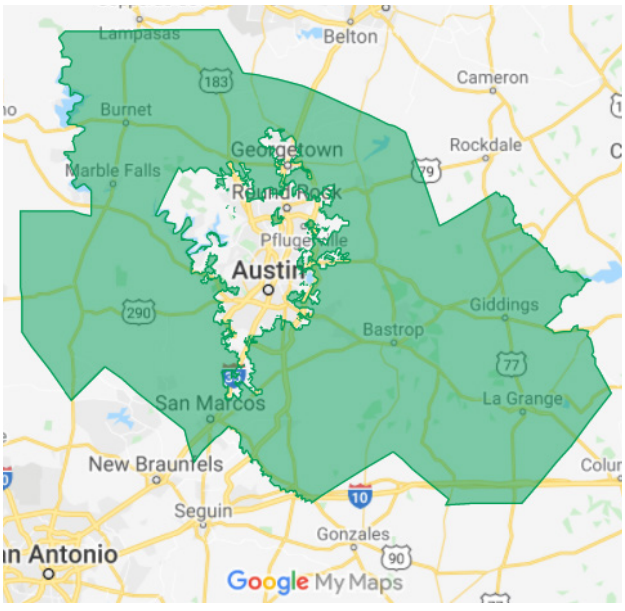


Figure 85: *CARTS Service Area* *Source: rideCARTS.com*

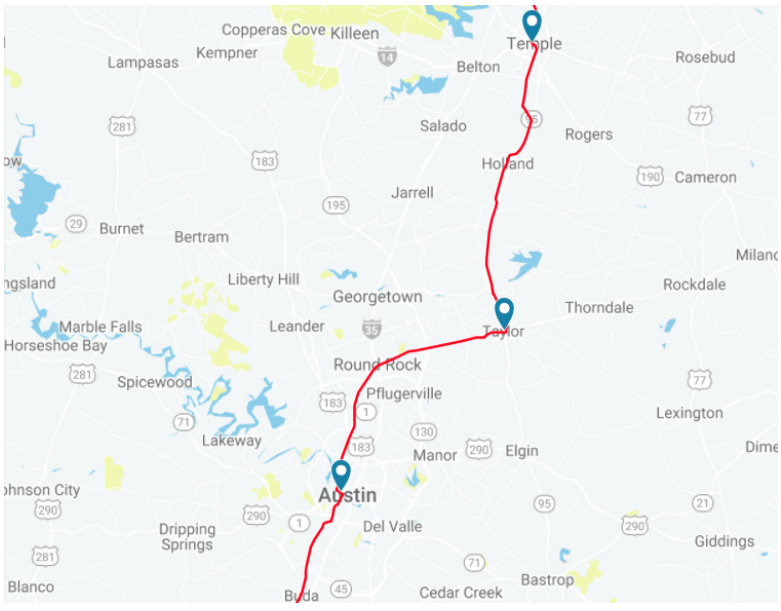


Figure 86: *AMTRAK Route* *Source: amtrak.com*

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

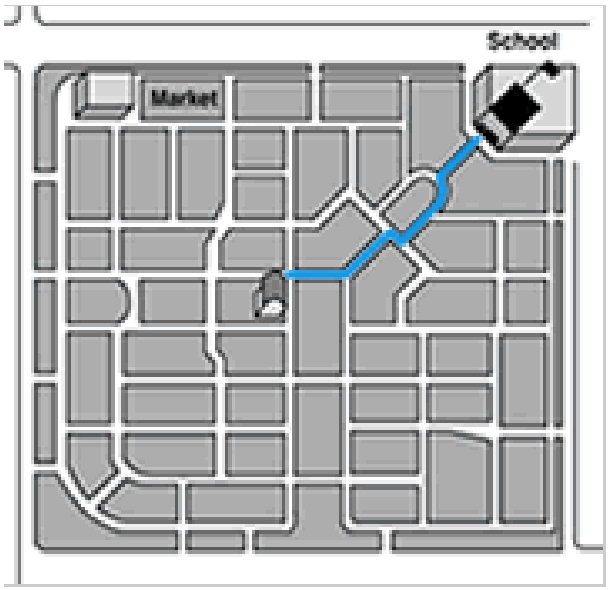


Figure 87: *Grid Roadway Network*

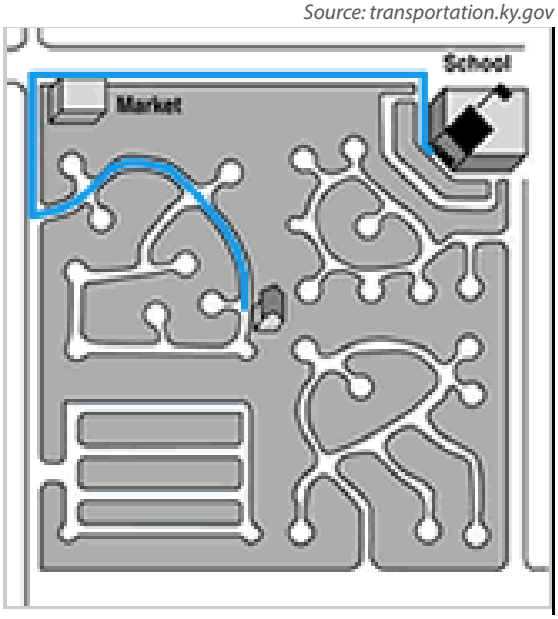


Figure 88: *Dendritic Roadway Network*

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 89: *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.

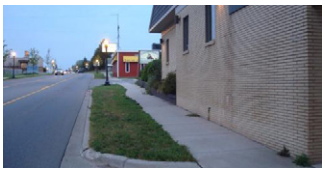
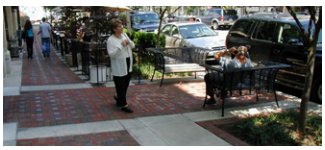
SOCIAL AND CULTURAL CONTEXT

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 ZONE	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*
PEDESTRIAN ZONE	The pedestrian zone includes a sidewalk that 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 ZONE	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
VEHICULAR PARKING ZONE	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*
VEHICULAR TRAVEL ZONE	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 yield 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

Yield Streets are narrow to keep traffic slow.

Source: HDR

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

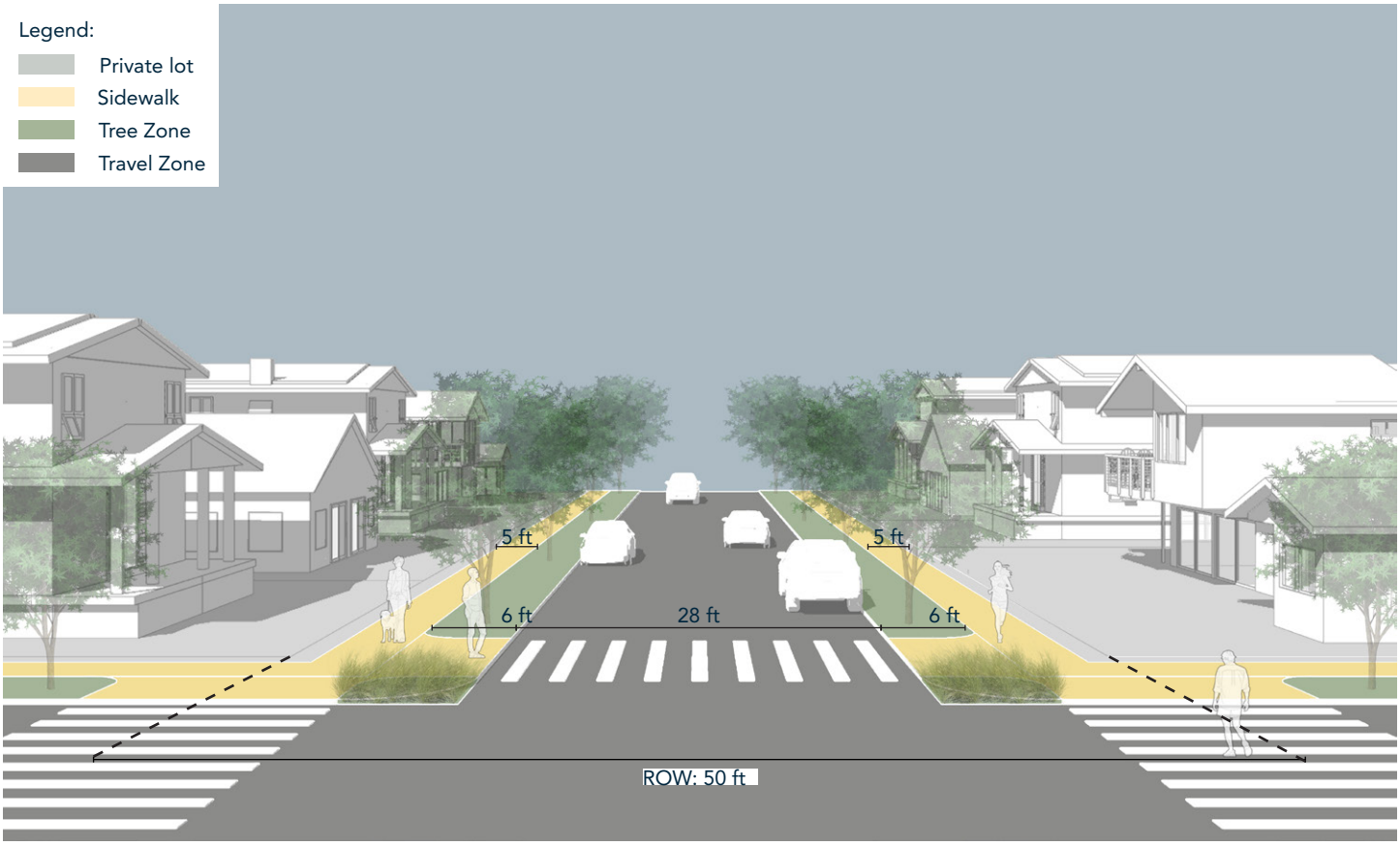


Figure 90: *Perspective Section Through Neighborhood Yield Street*

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 in Austin, TX, has a number of Neighborhood Streets.

Source: Construction pros

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

Figure 91: *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.

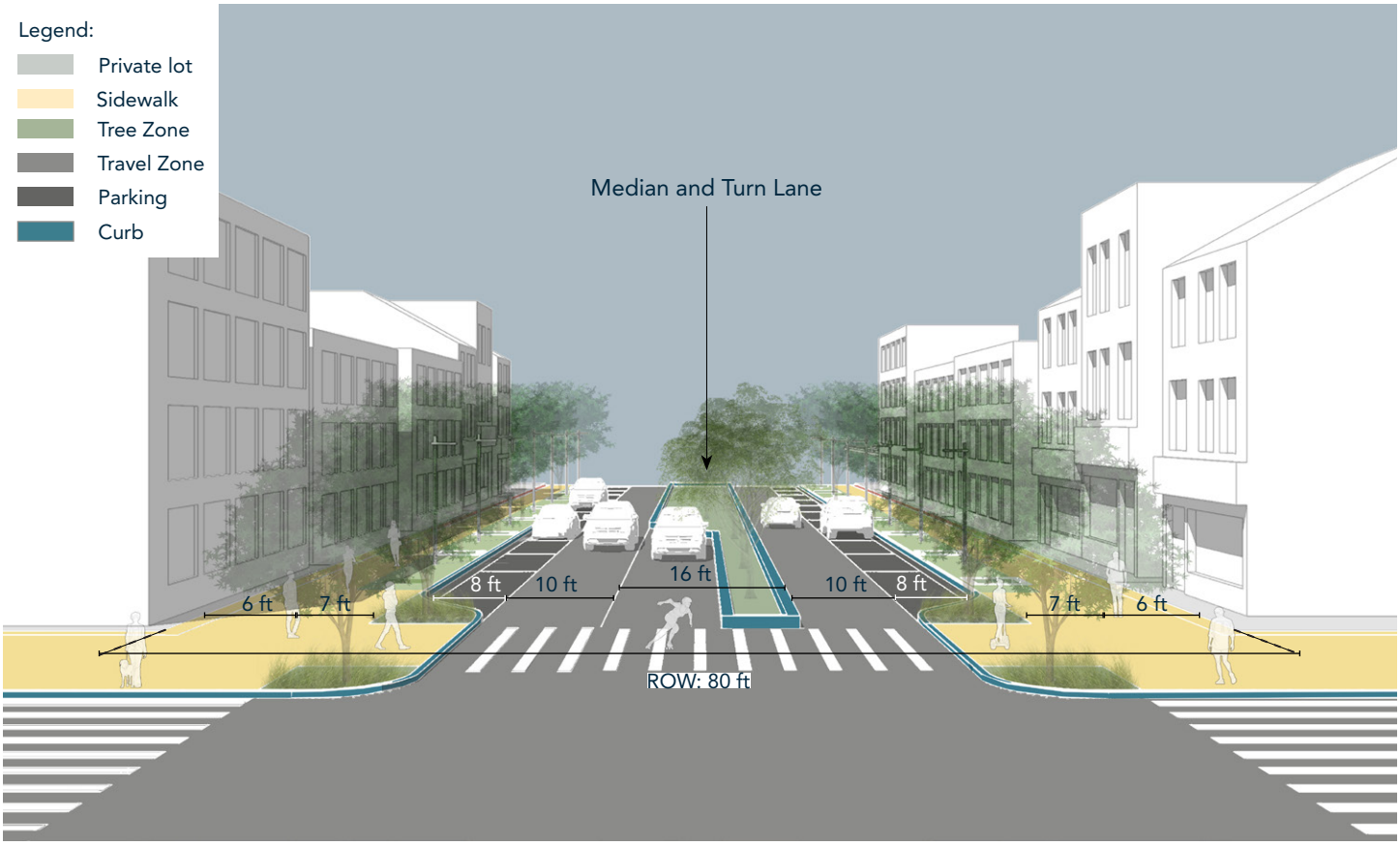


Figure 92: *Perspective Section Through Neighborhood Avenue*

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.

Bicycles are separated from vehicles on boulevards.

A shared use path buffered from travel lanes.

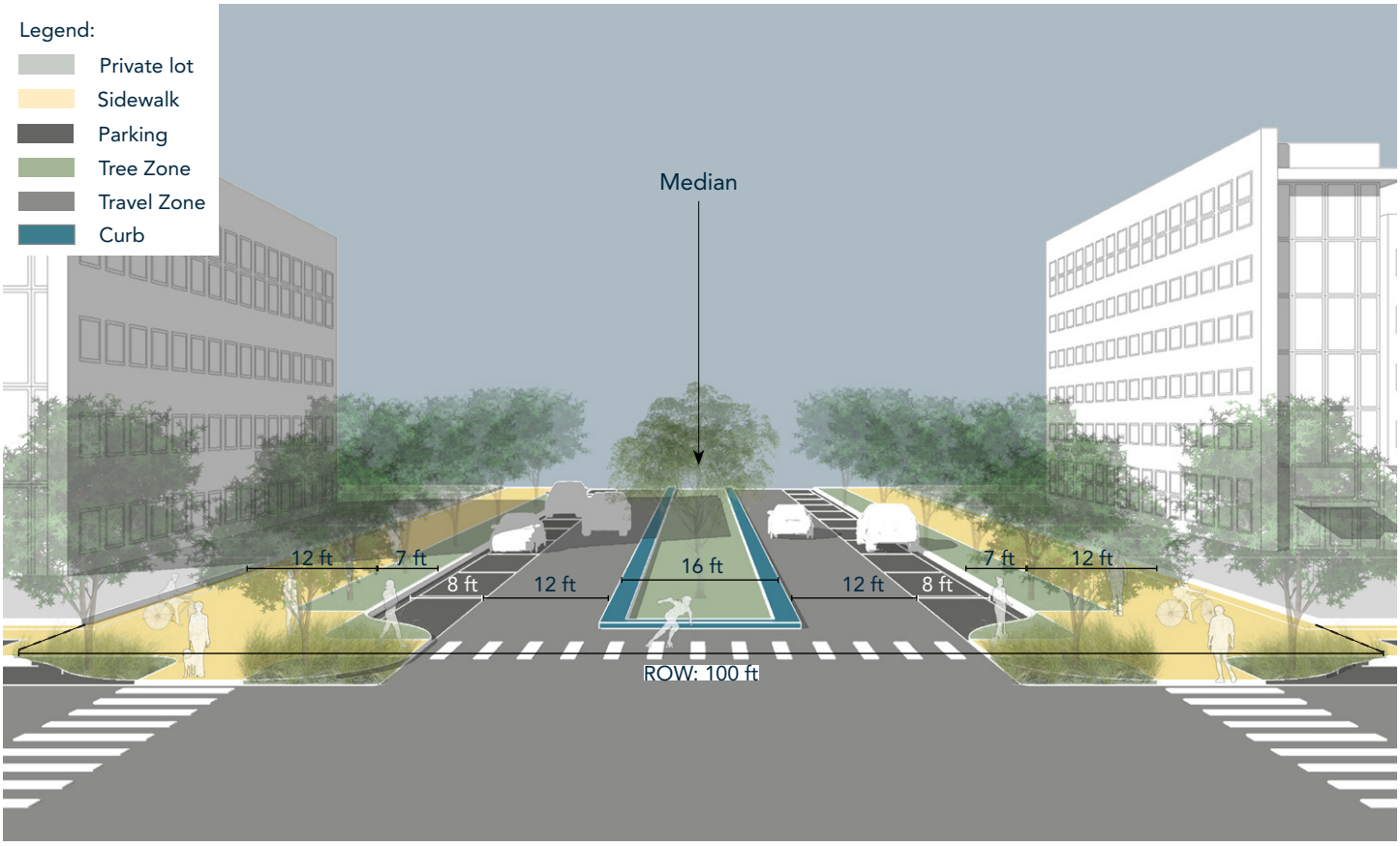


Figure 93: *Perspective Section Through Community Boulevard - 2 lane*

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.

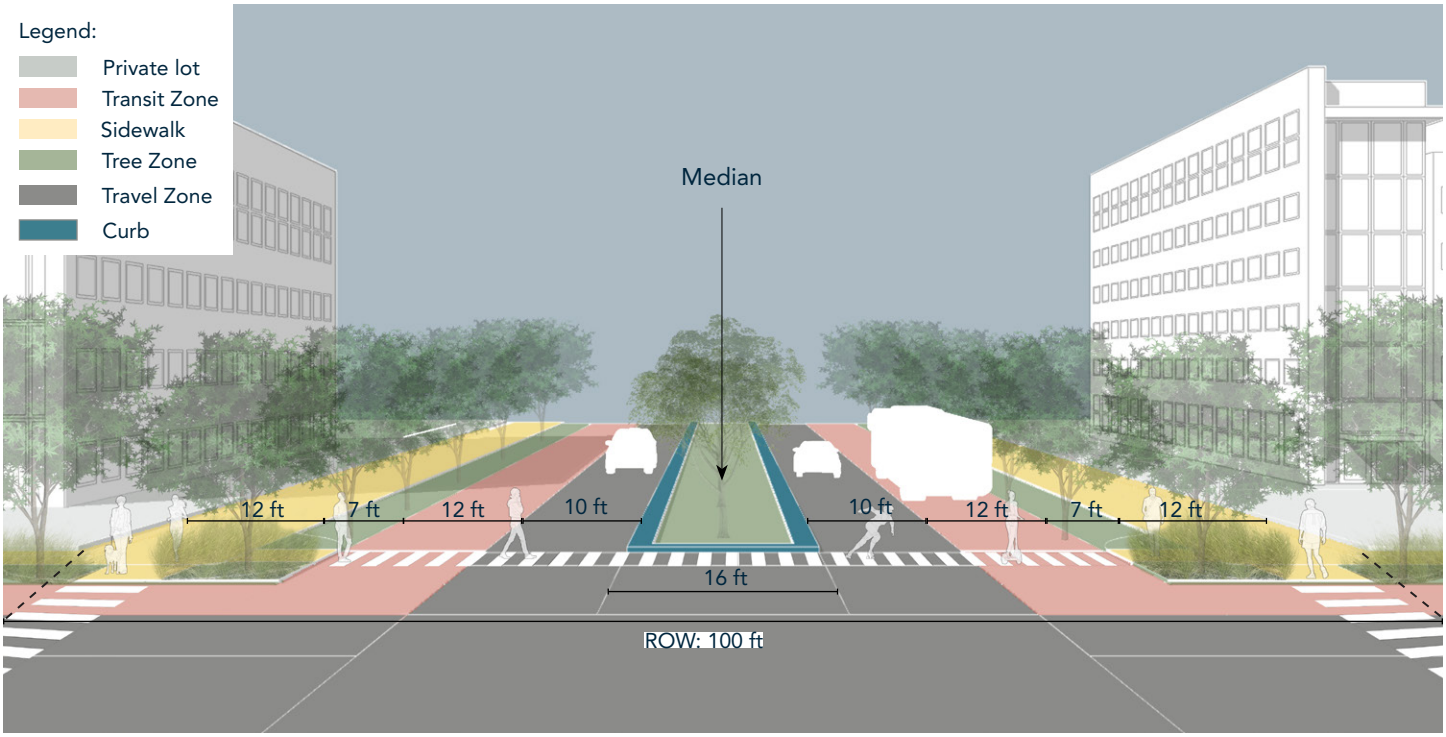


Figure 94: *Perspective Section Through Community Boulevard - 4 lane*

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

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.

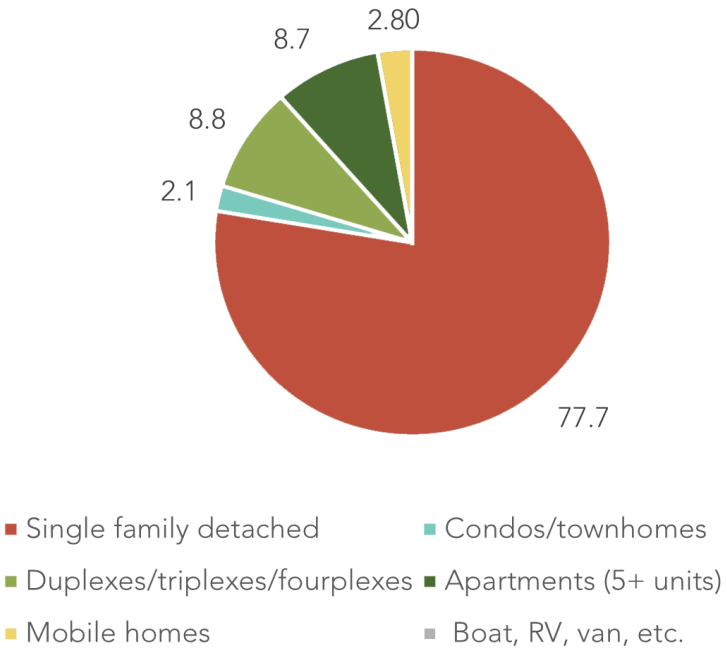
POLICY ID	BIG IDEA	POLICY STATEMENT
H1	Diverse Housing	Neighborhoods should have a mix of housing affordable to all income levels and age groups.
H2	Inclusive Growth	Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.
H3	Inclusive Growth	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 95: *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%

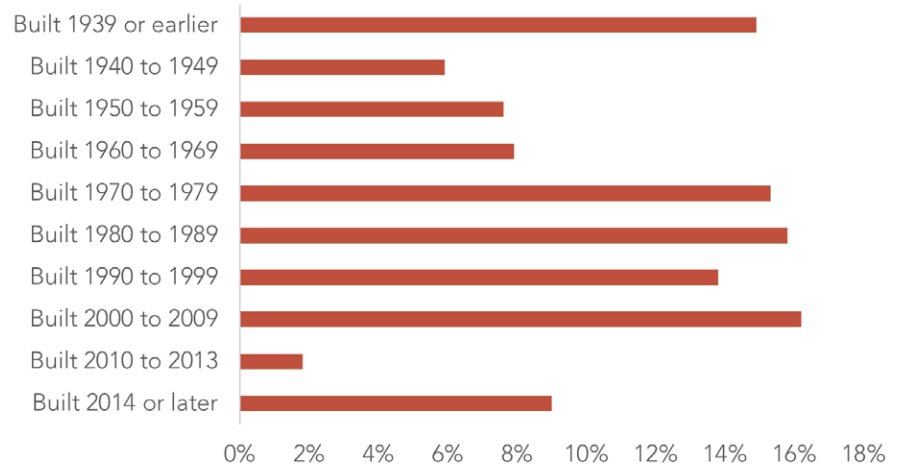
Figure 96: *Occupied Housing by Type*

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.

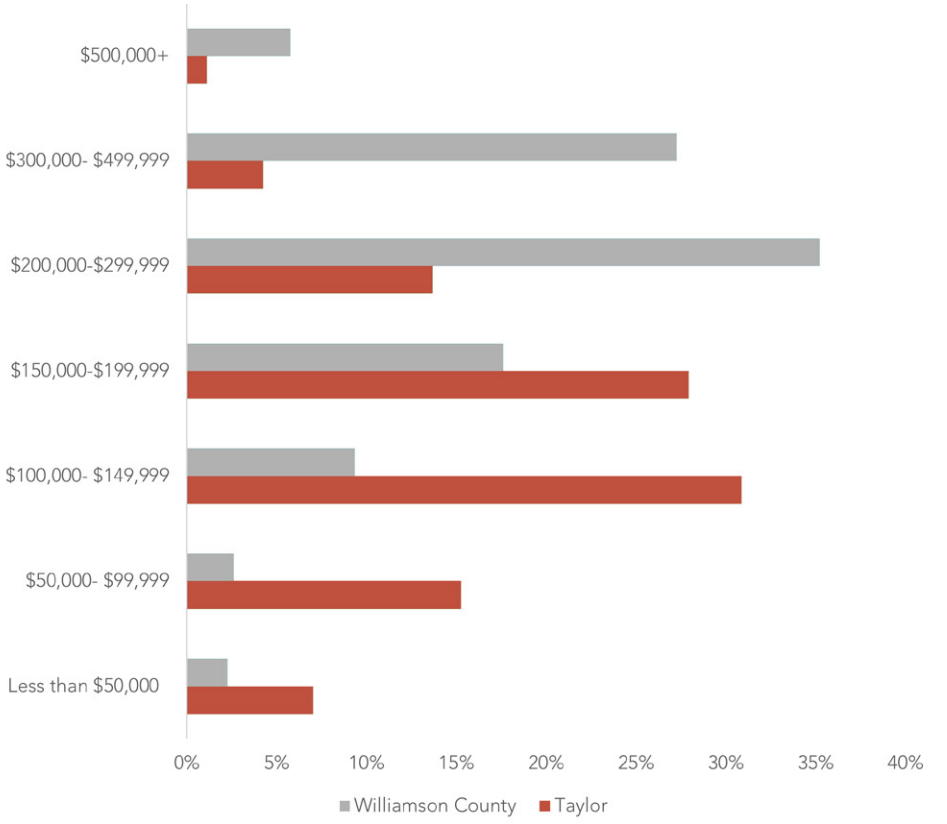


Source: Decennial Census, American Community Survey

Figure 97: *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.

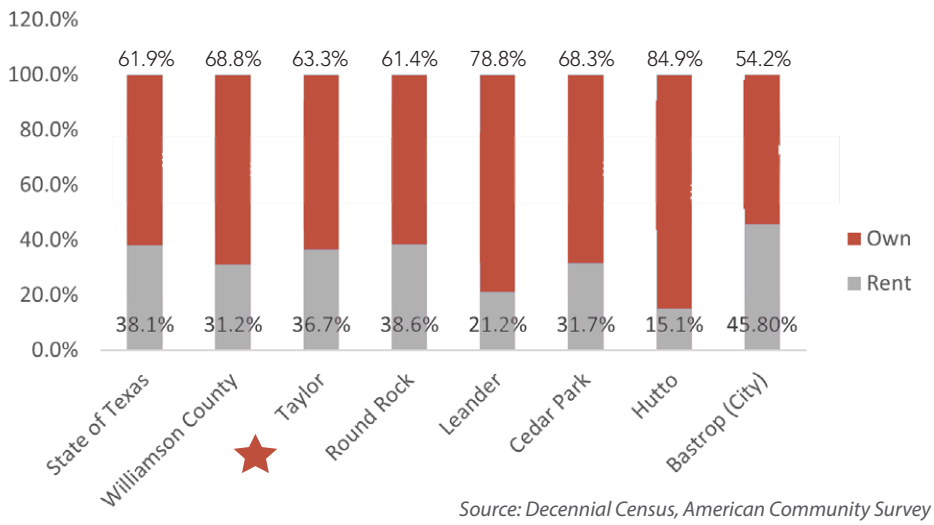


Source: Decennial Census, American Community Survey

Figure 98: *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).



Source: Decennial Census, American Community Survey

Figure 99: *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 100: *New Single Family Home Trends in Taylor*

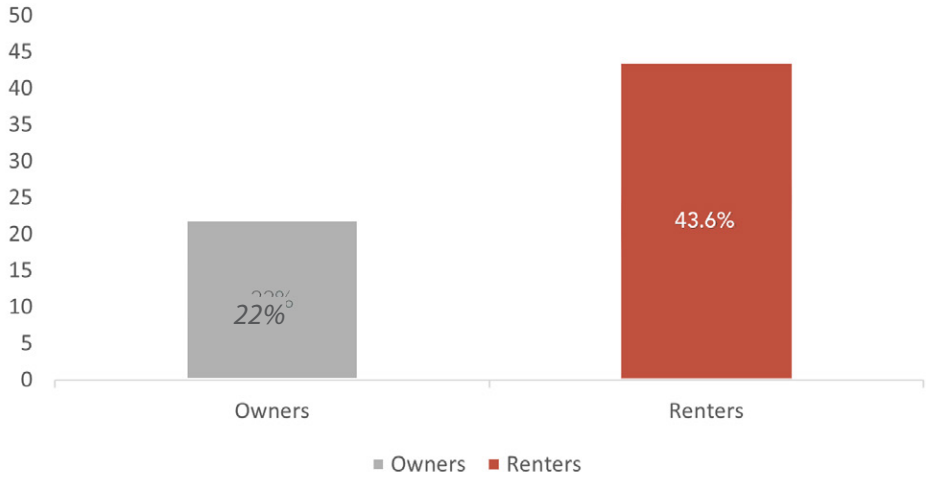
EXISTING CONDITIONS

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

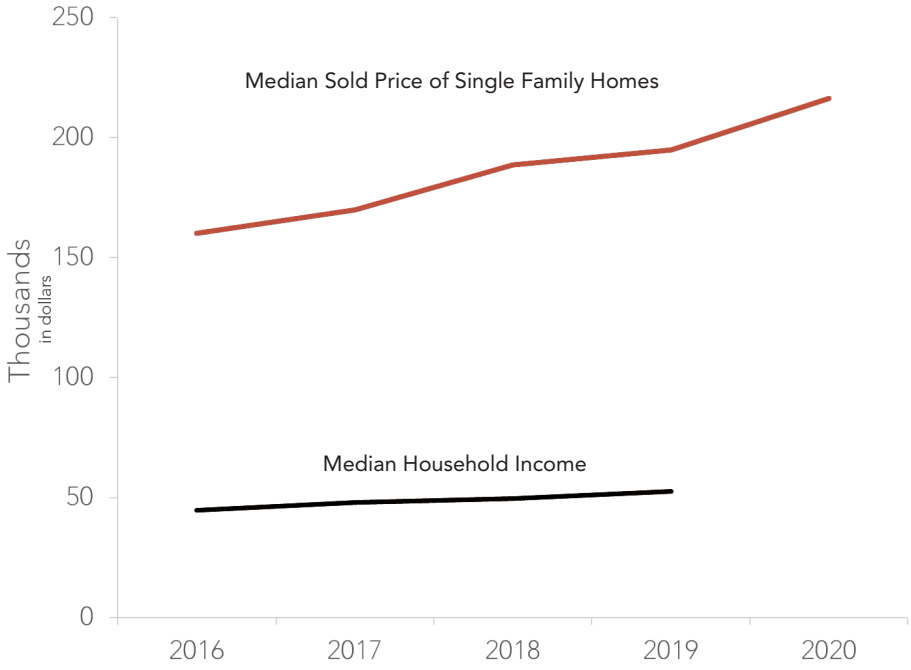
Figure 101: *Cost-Burdened Households in Taylor*

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.

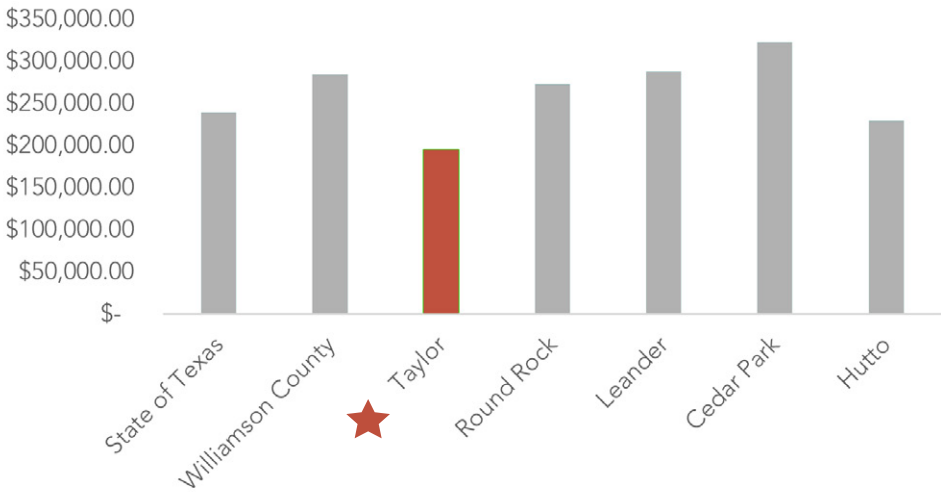
Incomes during this same time period have not increased by this rate to keep up with the growth. Median income in the City of Taylor has only increased by 1.3 percent annually since 2010.

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 in 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 102: *Median Sold Price of Single Family Homes vs Median Household Income since 2016*



Source: MLS Data; American Community Survey

Figure 103: *Median Sold Price of Single Family Homes*

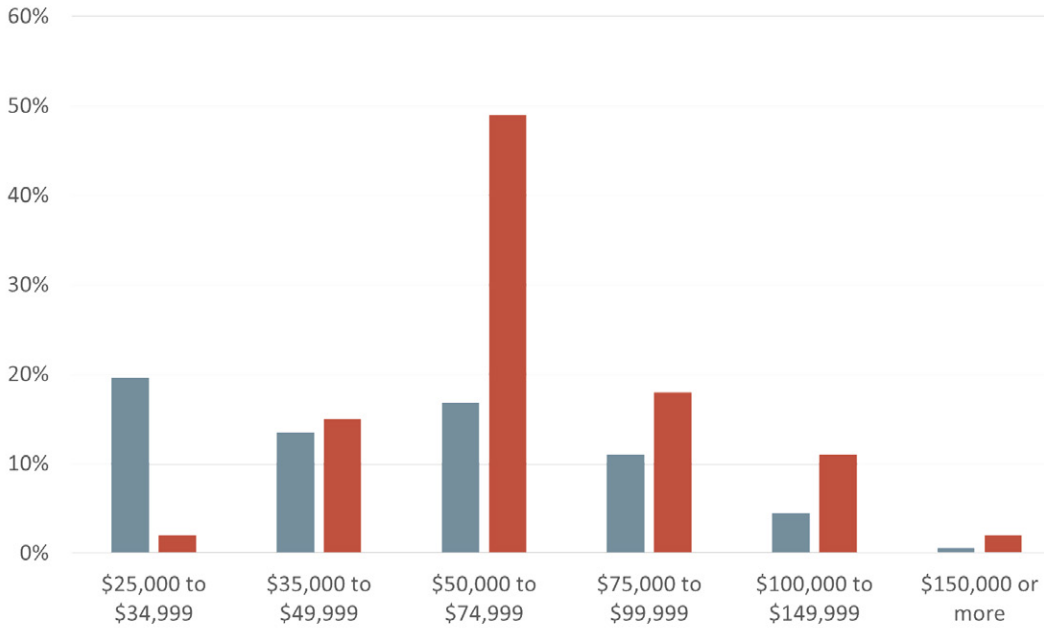
EXISTING CONDITIONS

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.

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



Source: MLS Data; American Community Survey

Figure 104: *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 105: *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 detached 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.

Figure 106: *Missing middle housing graphic* *Source: Opticos*

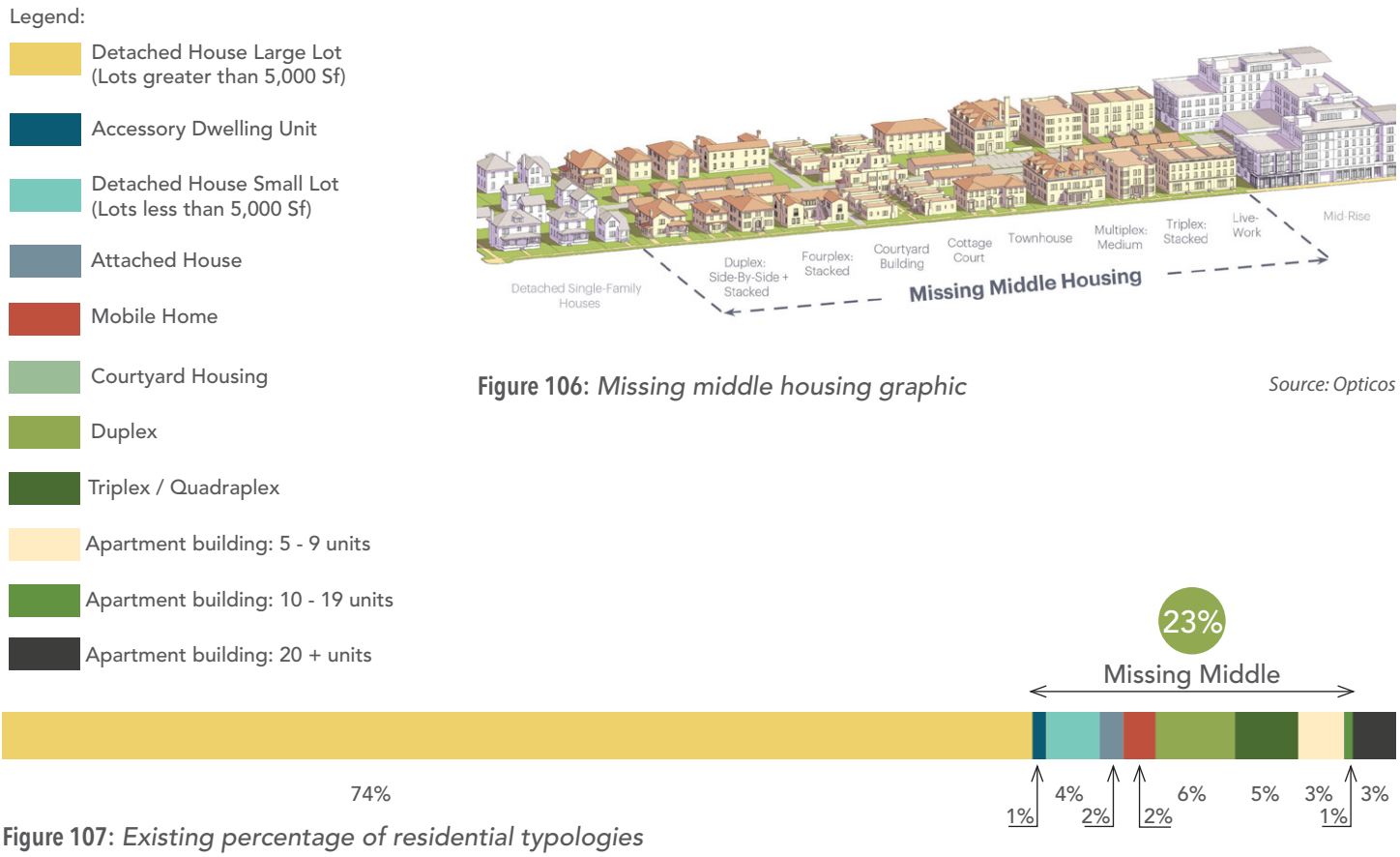


Figure 107: *Existing percentage of residential typologies*

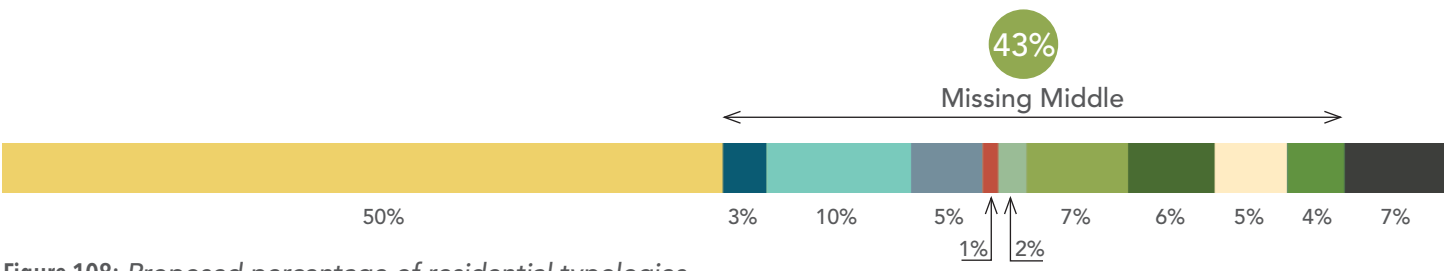


Figure 108: *Proposed percentage of residential typologies*

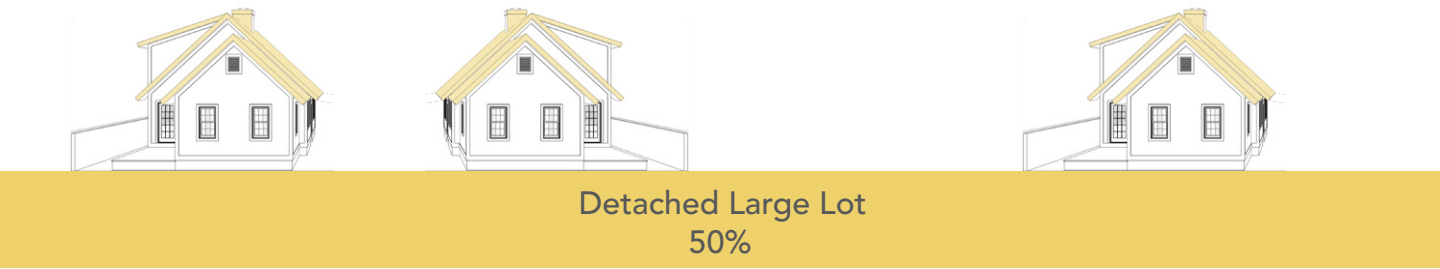


Figure 109: *Detached Large Lot*

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 110: *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

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

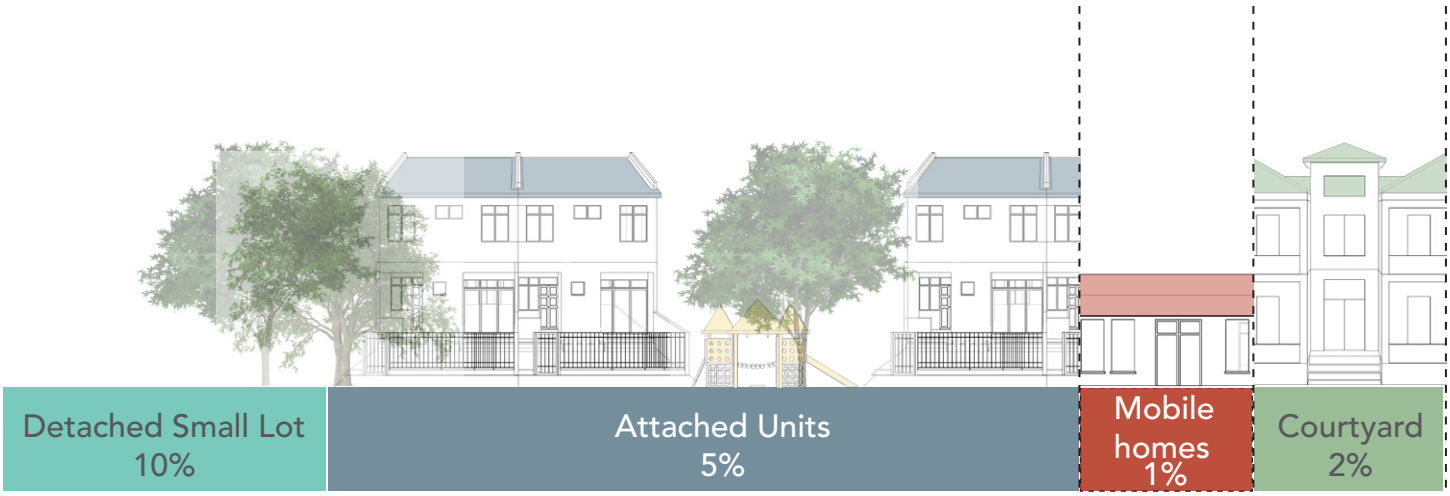


Figure 111: *The Missing Middle*

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 arban 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 oportunities to interact with neighbors.
Source: The Cottage Company

The typology provides a great access to common green space.
Source: Opticos Design

RESIDENTIAL TYPOLOGIES

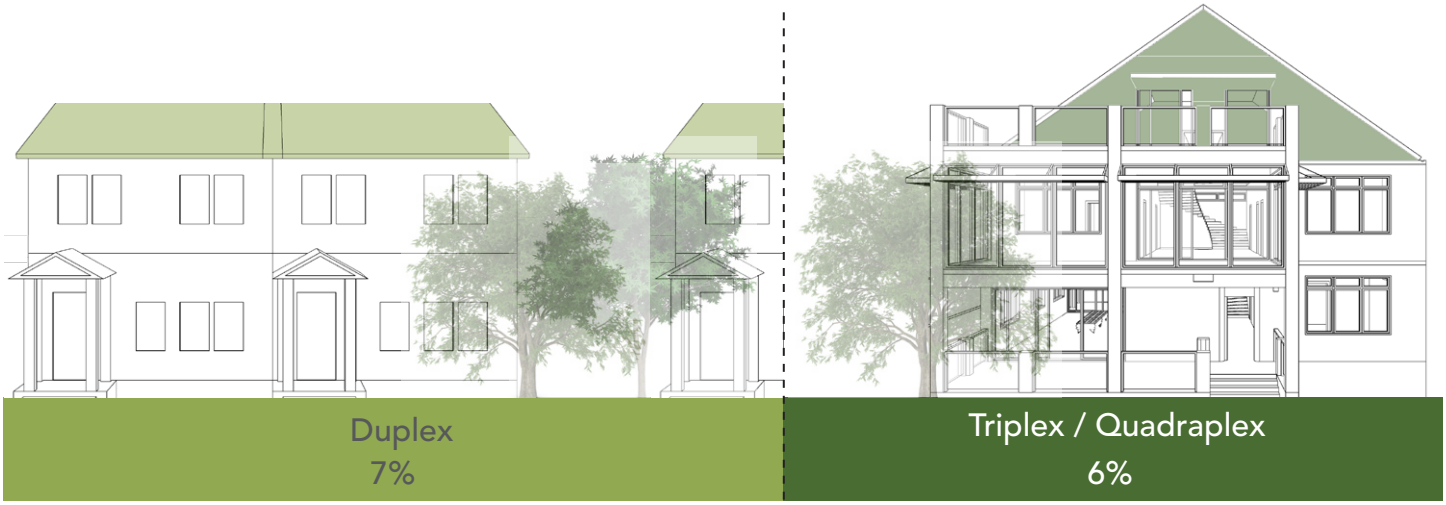


Figure 112: *The Missing Middle*

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 lease 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 for 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

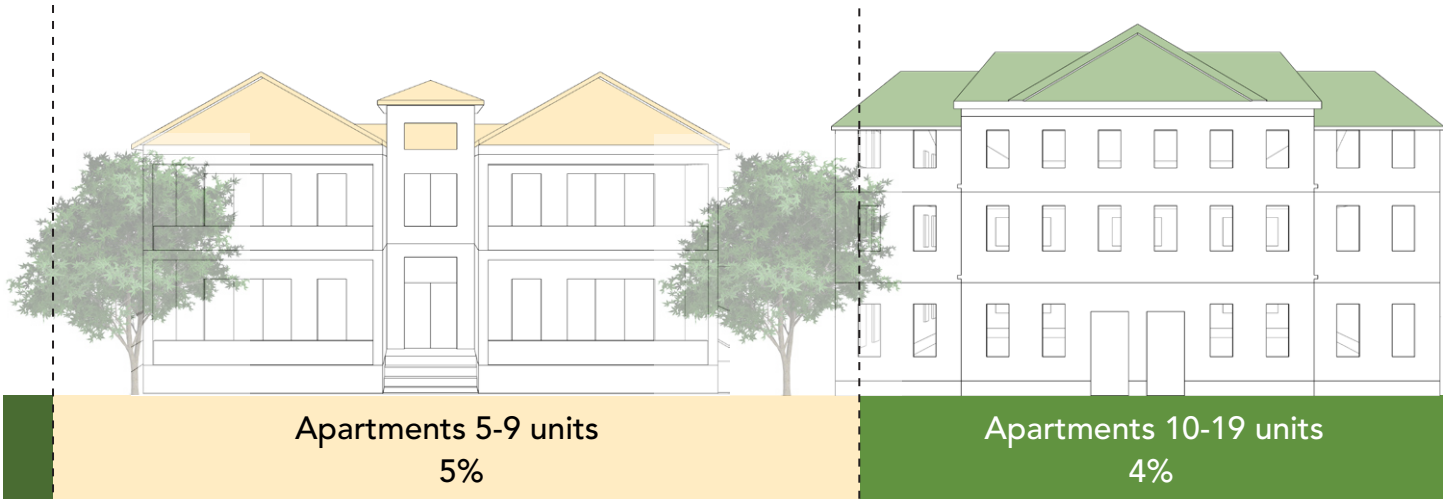


Figure 113: *The Missing Middle*

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 neighrhorhoods.
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

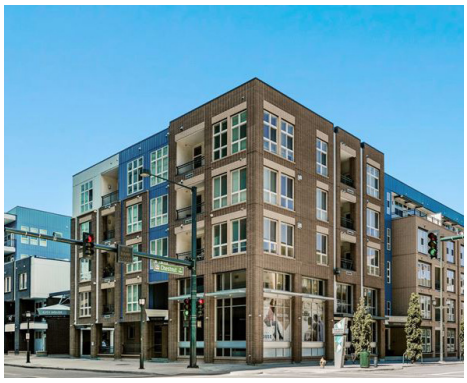
Small apartments are typically located in areas with good access to services.
Source: Zillow

RESIDENTIAL TYPOLOGIES

Figure 114: *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.

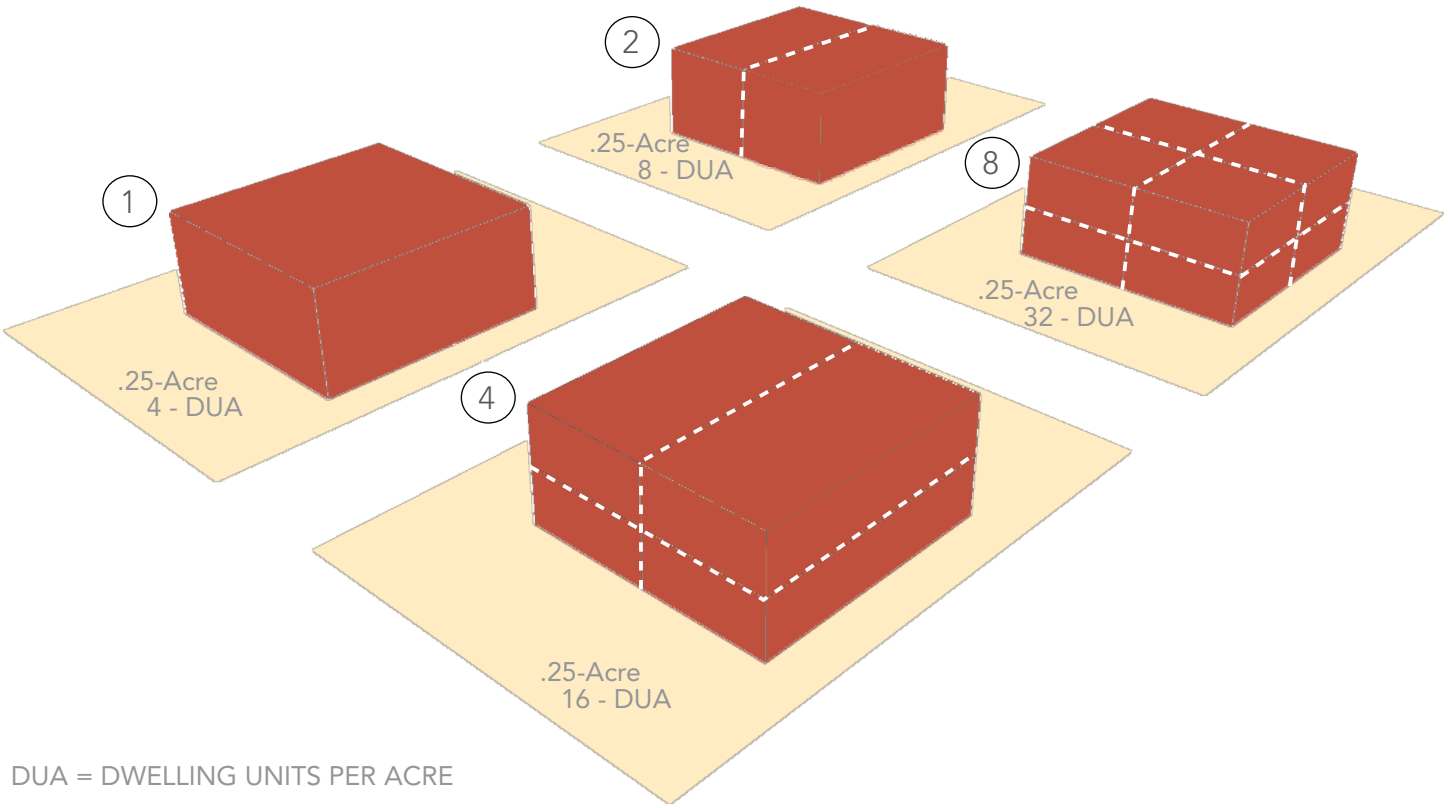
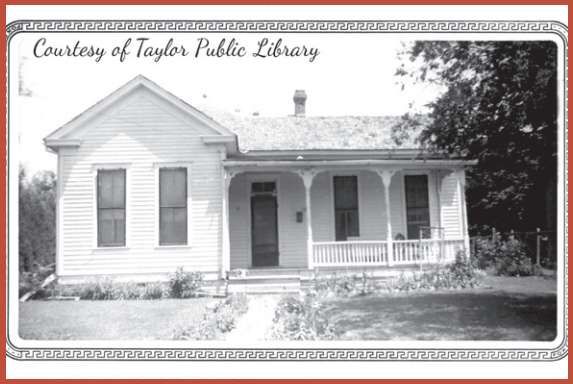


Figure 115: *Plot and building mass divided into 1, 2, 4 and 8 units*

2 Preserve existing housing.

The City of Taylor has many smaller older homes located on larger lots. These homes represent naturally occuring 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.

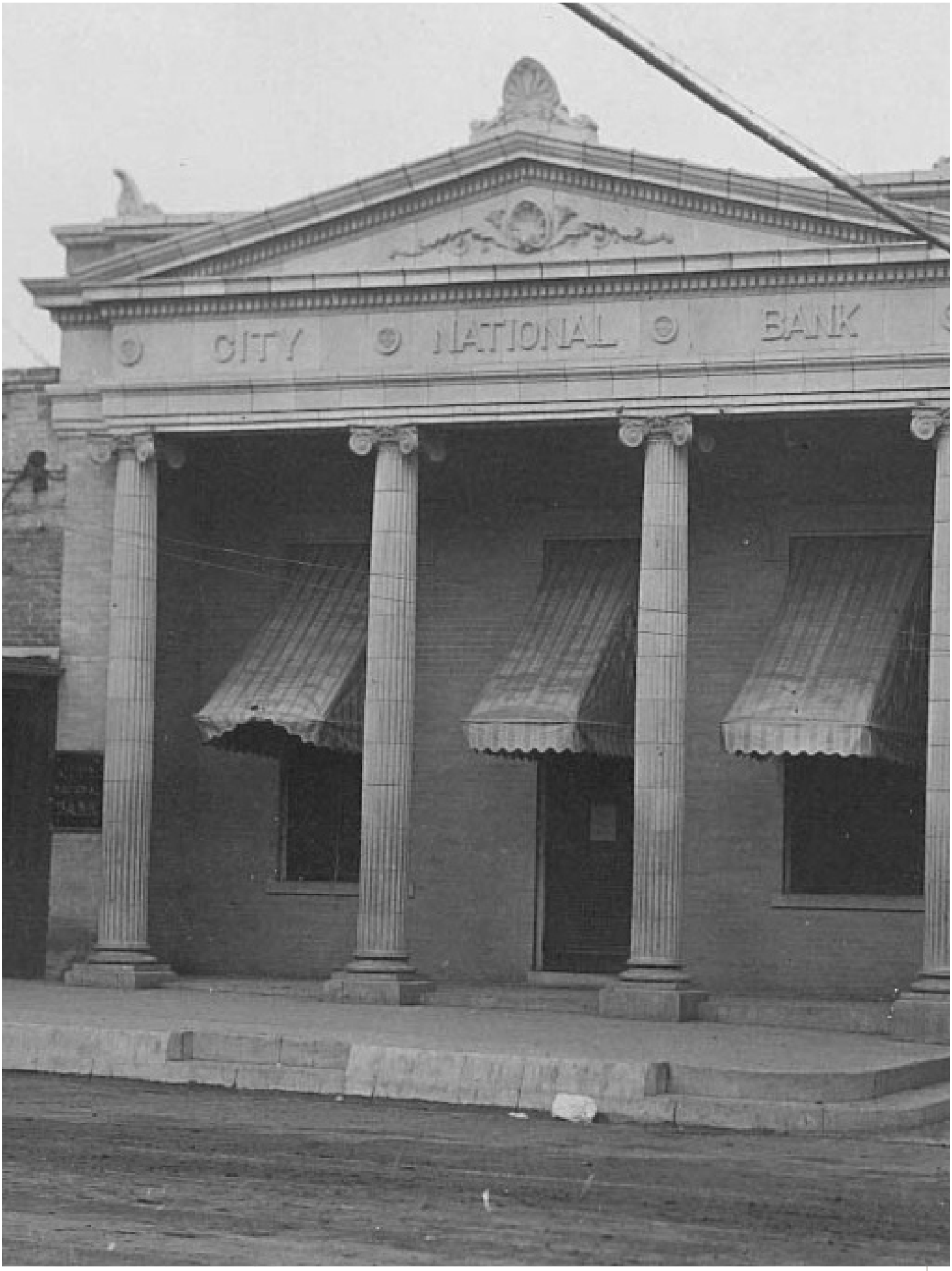


Preserving existing housing helps prevent displacement.

Existing housing represents the character of Taylor.

Existing housing stock is a resource. Its preservation promotes resilience.

Smaller older housing represents naturally occuring affordability.


CITY NATIONAL BANK

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.

Figure 116: *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 City should utilize existing permit data; annual census estimations; and coordinate closely with the Capital Area Council of Governments 5 - year growth modeling effort to provide updated population estimates and compare those with the population estimates in this document. 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 re-calibration 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

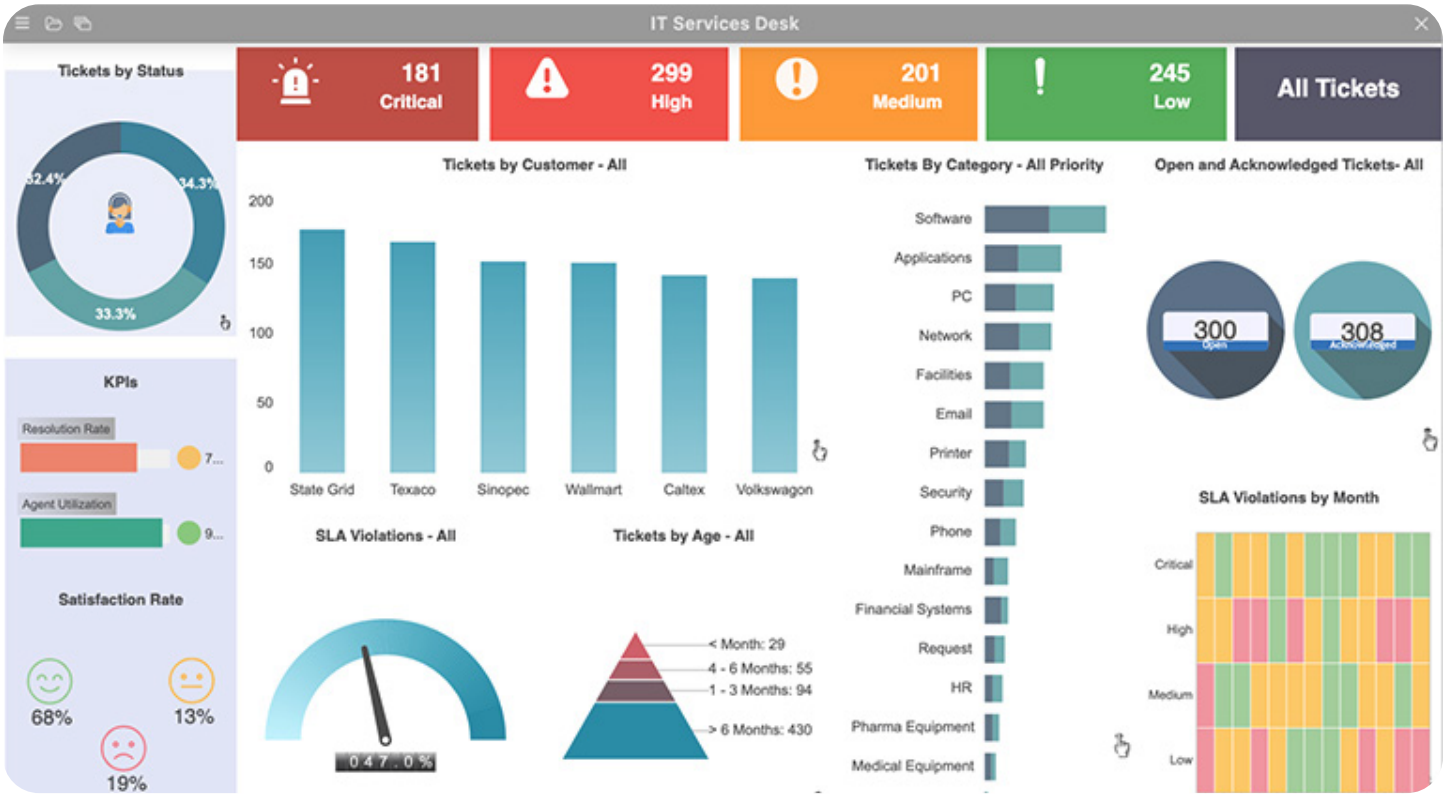
- Identify metrics to track
- Establish a baseline
- Update annually
- Update population projections utilizing annual permit data and 5-year CAMPO modeling updates combined.

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

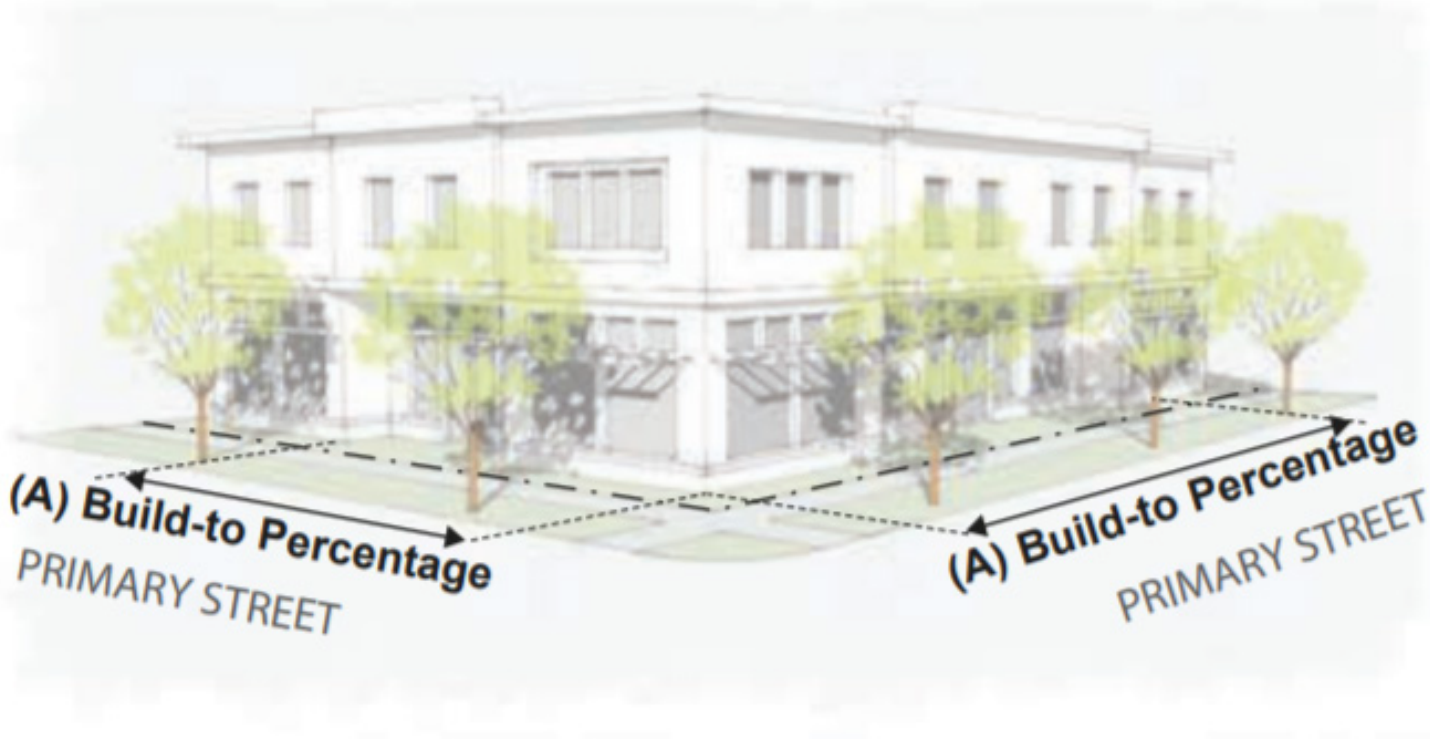
- Identify the scope of the project
- Involve community stakeholders
- Propose standards
- Adopt an updated code with new tools and standards.

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 sectors 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 sectors 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

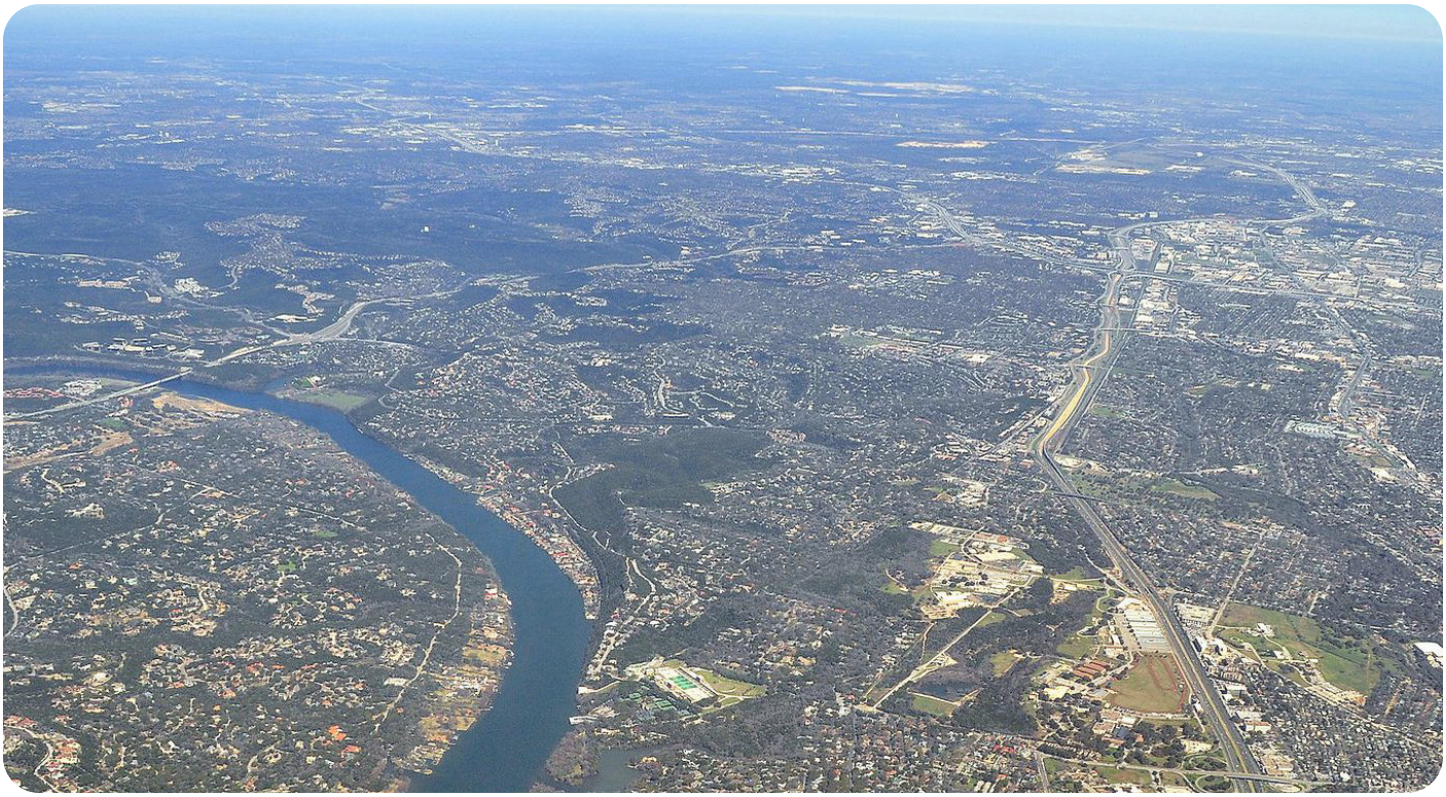
- Adopt policies for the preservation of agricultural land.
- Adopt policies related to development requests in restricted growth areas.
- Update development standards to enforce the growth sectors map.

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.

10 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.

12 DISCOURAGE DISPLACEMENT

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.

14 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.

15 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.

16 SPECIAL EMPLOYMENT DISTRICT - SMALL AREA PLAN

A small area plan for the Special Employment District located in the southwest quadrant of the City and anchored by the Samsung facility will support the development of this area as an innovative and mixed use economic driver for the City. The plan should provide a clear path and framework for achieving these goals through both public and private investment. Furthermore, the plan can help Taylor ensure that the area builds out in a way that it offers long term vibrancy and resiliency for future conditions while achieving the desired outcomes for the City overall.

ACTIONS

- Establish community goals for a small area planning process.
- Reach out to property owners within the Special Employment District and adjacent as stakeholders in the process.
- Develop a plan that identifies specific land use, parks and open space, transportation and utility infrastructure needed to realize community goals.
- Consider the formation of a financing district to help pay for the needed infrastructure to support the development of the area and other broad community benefits.

FUNDING TOOLS

- Special Financing District

PARTNERSHIPS

- City of Taylor
- Local partners
- Development community
- Samsung

Work with the City of Taylor, local partners and community to create an area plan for the Special Employment District.

17 SUPPORT LIVING AND WORKING IN THE CITY OF TAYLOR

Collaborate and partner with current and future employers to encourage employees to live within the City of Taylor. As more large employers locate in and around the City of Taylor, employees will be looking for vibrant and active communities that do not require a long commute. The Economic Development Corporation, City, and larger employers can create programs such as down payment assistance, and other community based programs and activities to benefit employees that choose to live in Taylor. Supporting new housing for workers nearby employment and including desirable amenities and walkability will help provide the types of housing needed by this growing workforce.

ACTIONS

- Communicate and work closely with Samsung and other employers to track the number of employees living within Taylor.
- Identify housing needs and barriers.
- Update development codes to remove barriers to providing desired housing.

FUNDING TOOLS

- Community Development Block Grants
- Housing Authority
- Employee Benefit Programs

PARTNERSHIPS

- Economic Development Corporation
- City of Taylor
- New employers

Work with developers to create urban landscapes and street fabric to attract employees to live in Taylor.

WILEY PORTER
BRADLEY &
THREADGILL
THREADGILL & BACON
ARMFIELD & FOSTER
BOYD CITY GROCER

SALOON
FIRST NATIONAL

YOUNG'S
STORE
317
352-6064
Come In
We Are
OPEN

APPENDIX: RECENT PLANNING INITIATIVES

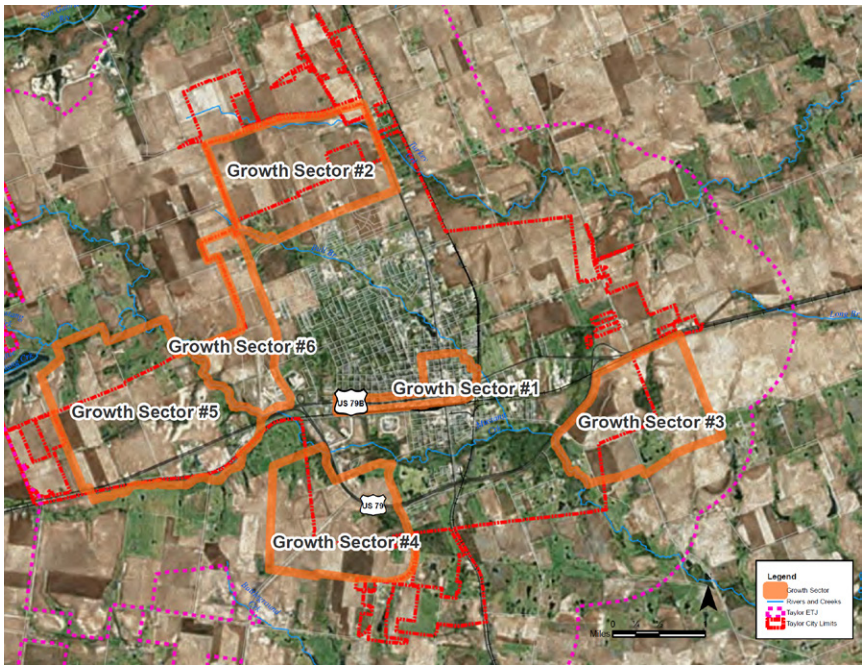
A VISION FOR FUTURE DEVELOPMENT (2017), CENTER FOR URBAN AND REGIONAL PLANNING - UTSA

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

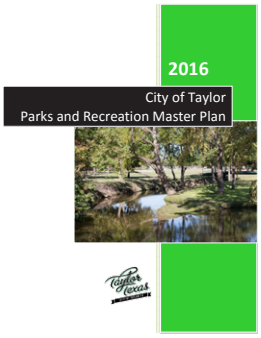
- Six "growth areas" were identified as existing or emerging growth sectors and evaluated with respect to land suitability based on the availability of infrastructure, land use patterns, and natural features.
- Growth Sector 1 was Taylor's Historic Downtown District. Opportunities identified in this 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 117: *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 118: *City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities*

RECENT PLANNING INITIATIVES

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2020)

PURPOSE

The purpose of this community parks master plan is to identify proposed improvements to meet the current and future needs of the community, potential phases of development with associated costs and potential funding opportunities. Bull Branch Park, Bull Branch Trail, Murphy Park and Fannie Robinson Park are the four community parks included in this plan. Murphy and Fannie Robinson Parks received substantial improvements in 2008 with the assistance of a Texas Parks and Wildlife Recreational Grant. Additional improvements have been made to these parks over the last decade with City general funds and private donations. These four iconic city parks have received decades of use and wear resulting in the need for a master plan for each park to provide a clear direction and framework by which to enhance and improve these parks

Figure 119: *Bull Park Masterplan*

Figure 120: *Murphy Park Masterplan*

Figure 121: *Fannie Robinson Park Masterplan*

Figure 122: *Bull Branch Trail Masterplan*

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

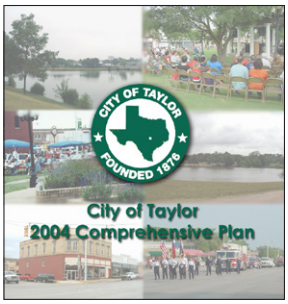
- The Downtown Master Plan included eight goals in the categories of economic, community, environment and art then identified specific actions and catalytic projects to help make those goals a reality.
- Some key regional project recommendations included gateway features and trail and bike connections.
- 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 123: *Downtown Master Plan Framework Plan*

Source: City of Taylor Downtown Master Plan

RECENT PLANNING INITIATIVES

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.

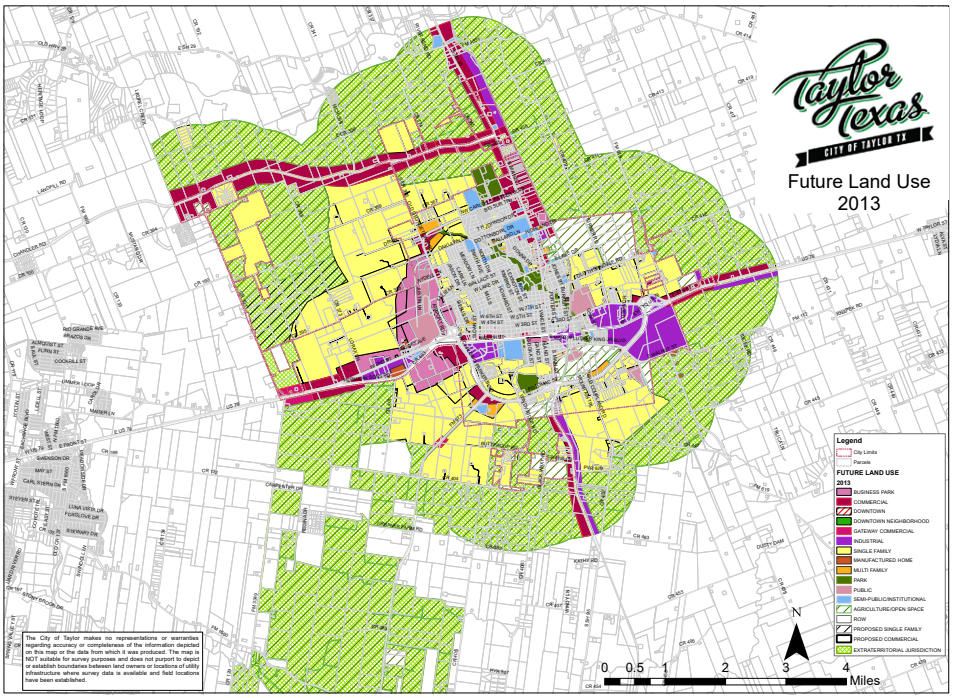


Figure 124: *City of Taylor Future Land Use Plan* *Source: 2004 Comprehensive Plan*

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 125: *Projected Land Area by Future Land Use Category 2025*

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

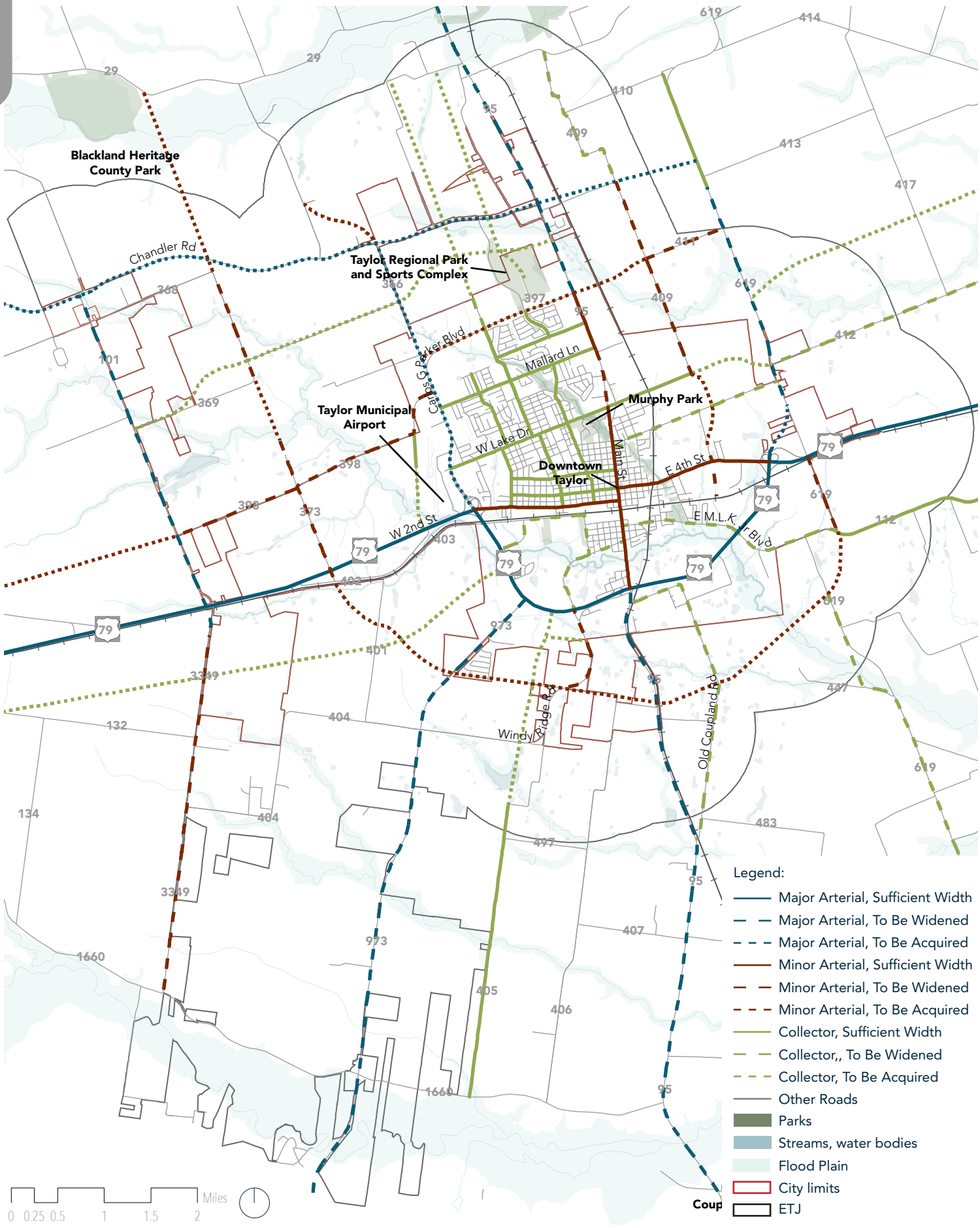


Figure 126: *2004 Thoroughfare Plan*

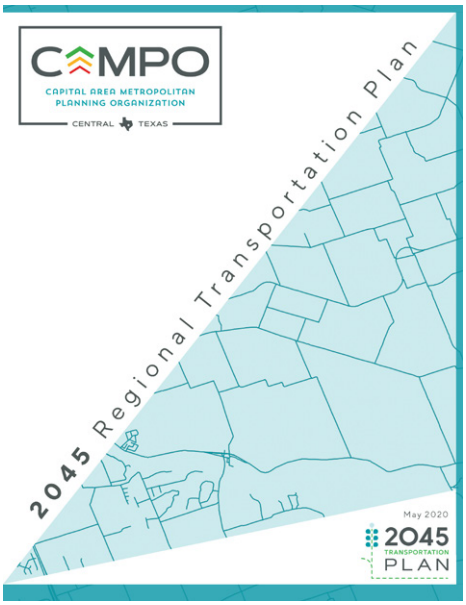
Source: City of Taylor, HDR

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



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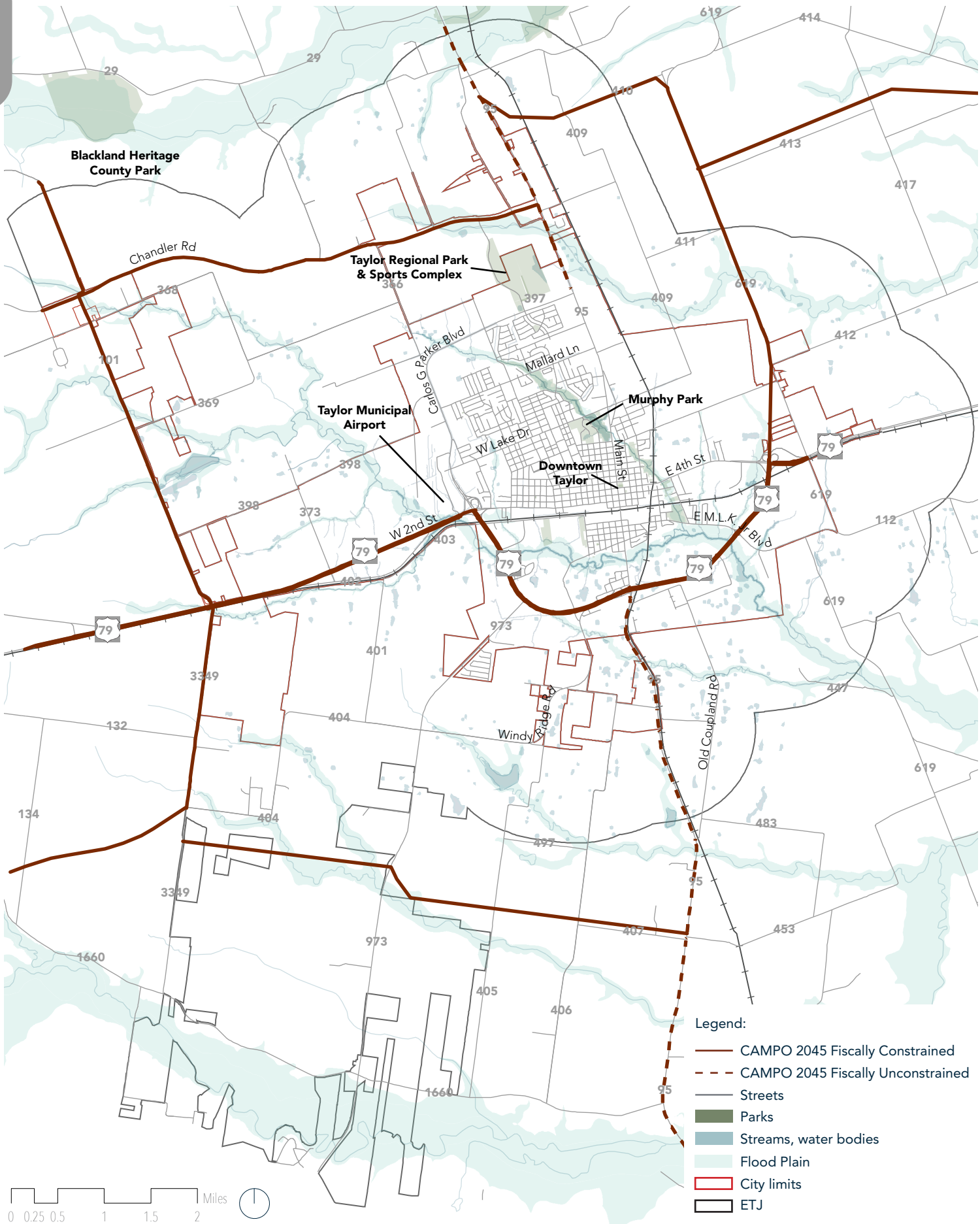


Figure 127: *Planned Projects*

Source: City of Taylor, HDR

RECENT PLANNING INITIATIVES

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.

City of Taylor
201 FM 3349
Amendment RCR Planned Development
Staff Report

Requested Action: Amendment to 2.3 – Off street parking and 2.4 - Landscape and screening standards (Vegetative Buffer) in the Planned Development Ordinance No. 2019-28.

Applicant: Richard Heiges/Railroad Infrastructure and Terminal Development, RITD

Subject Property: Is approximately 756.00 acres, addressed as 201 FM 3349 and located at the southwest intersection of SH 79 and FM 3349; more particularly described by Williamson Central Appraisal District Parcel numbers R586971, R605484, R605486, R586973, R586972, R019450, R019173 R435559, R435560, R605658, R605704, R349685, R605702, and R619617, Taylor, Williamson County, Texas.

Parcel Information
Current Zoning: General Business Zoning District with a Commercial Planned Development Overlay (B-2/CPD)
Current Use: Rail Distribution Center
Proposed Change: Off Street Parking and Landscape/Screening Standards
Future Land Use Plan: Employment Center: Regional

Adjacent Parcel Information

Direction	Land Use	Zoning
North	Railroad and SH 79	Outside the City Limits
South	Rural Estate/Farmland	Outside the City Limits
East	Farmland	Future Samsung
West	FM 3349	Outside the City Limits

Purpose:
The applicant is proposing to amend the Commercial Planned Development Ordinance that was adopted September 26, 2019. As a reminder, the current Zoning Ordinance has little or no development standards for the industrial districts (M-1 and M-2). Consequently, when RCR went through the re-zoning process, the Ordinance provided one way to move forward with the project, re-zoning to General Business Zoning District with a Commercial Planned Development Overlay (B-2/CPD). The Commercial Planned Development Overlay enabled the City and the applicant to work together to create tailored development standards for RCR – Taylor Logistics Park.

The applicant is proposing the changes to the development standards in the approved planned development as there have been some significant changes since the project began. First, the initial off-street parking standard must be updated for ease of use and for office and industrial land uses. The parking requirement for office will be based on the floor area square footage of that use. Percentages will not be used. Parking requirements for transient industrial uses is being illuminated as a permanent requirement as it's not needed for temporary uses. Second, FM 3349 is being widened. This plan has prompted the relocation of a Flint Hills pipeline. The pipeline is being relocated within the subject property along FM 3349. This necessitates a change to the screening along FM 3349. The proposed updates are below:

The stricken part of 2.3 – Off-street parking will be replaced.

2.3 – Off-street parking

Off-street parking standards shall be determined in accordance with Chapter 6 of the Zoning Ordinance with the following exceptions in Table 2.2:

~~If greater than 50% of the traffic to the business is solely for the purpose of loading/unloading of freight, the minimum number of standard parking spaces shall be 1 per 400 square feet of enclosed office space within the warehouse storage building.~~

2.2 Off-Street Parking Table

Parking Deviations	
Land Use/Type	Off-street Parking Requirement
Office Space	1/400 sf* of floor area
Warehouse Space/Distribution Center	None
Loading/Unloading Area	None

*square feet

For the update to Landscape and screening standards the ordinance shall read:

2.4 – Landscape and screening standards

All landscaping within this CPD shall be designed under a unified set of landscap e standards.

A vegetative buffer of fifty (50) feet in width shall be required adjacent to existing and proposed rights-of-way for roadways adjacent to or withing this CPD as shown on the "Landscape Standards" exhibits included in theis CPD (Exhibits 1 and 1A).

Within the 50-foot vegetative buffer along FM 3349 (Exhibit 1B), one row of canopy trees is required. The trees must be placed 25-feet from the western property line and 15-feet from the northern and southern property lines, must be planted at 30-foot centers. Within the projected adult canopy of each tree, four (4) shrubs must

be planted. The shrubs may be tandem with the trees. All trees must be placed on top a four-foot (4) berm at the apex to provide optimal screening.

Updated Staff Analysis:

As City Staff we acknowledge that Taylor's world has changed since inception of the RCR project began so some updates to the Commercial Planned Development are warranted. As before we must defer to the guiding documents. The Growth Sectors Map designates the RCR - Taylor Logistics Park as a restricted growth area. The Future Land Use Map designates RCR as a Regional Employment Center. The proposed updates are consistent with the Comprehensive Plan.

Staff Recommendation

Staff recommends approval of the request to update the Commercial Planned Development Overlay. First, updating the 2.3 Off street parking with a table, for industrial land uses, will make the ordinance clearer to potential developers and lessees interested in RCR. Second, updating the requirements of the vegetative buffer along FM 3349 will permit RCR to facilitate the relocation of the Flint Hills' pipeline. The pipeline must be relocated to move forward with the State plans for the widening of FM 3349.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission is charged with reviewing all requests for re-zoning and making a recommendation to City Council either in favor of or in opposition to each request.

In determining a recommendation on a re-zoning request, the Planning and Zoning Commission should consider the following factors:

- **Are the Planned Development updates consistent with the Comprehensive Plan?**

The updates are consistent with the Comprehensive Plan. The Future Land Use Map shows the subject property as a Regional Employment Center, which RCR is.

- **Is the Planned Development compatible with the surrounding area?**

The updates are compatible with the surrounding area and is in response to all the changes and growth Taylor is experiencing. Additionally, the widening of FM 3349 prompted the relocation of the pipeline easement that necessitated the alteration of the vegetative buffer along FM 3349.

- **Does the update promote the public health, safety, or general welfare?**

The amendments do promote the public health, safety, and welfare of Taylor as they are consistent with the Future Land Use Map. The tailored development

standards allow regional projects in the appropriate location and protect the residents of Taylor.

- **Is adequate infrastructure available or planned to meet the needs of the proposed land use?**

Water is available and being extended by the developer. At this time, there are no options available to RCR for wastewater; however, in the future there will be options to the north, west and east. Temporary septic was approved for the lots to the west of RCR- Taylor Logistics Park previously and may still be necessary as the earliest prediction for wastewater availability is 2023.

- **Do current conditions indicate that the proposed updates to the Planned Development are necessary?**

As stated above, the updates are in response to the changes and growth in Taylor so they are necessary for the RCR to be up to date with current events. The widening of FM 3349 can't happen RCR doesn't accommodate the relocation of the pipeline which has prompted the change to the vegetative buffer. Also, the Samsung development has prompted suppliers for them and other businesses to want to locate in RCR.

Attachments:

1. Zoning map
2. Notice Area Map
3. Draft Planned Development Ordinance 2019-28 Update
    a. Exhibit "A"
    b. Exhibit "B"

Hutto
ETJ

Subject
Property

FM 3349

CR 404

PZ-2019-1133

RCR-Taylor Logistics Park Planned Development Amendment
Current Zoning Map
201 FM 3349
Approximately 756.00 Acres

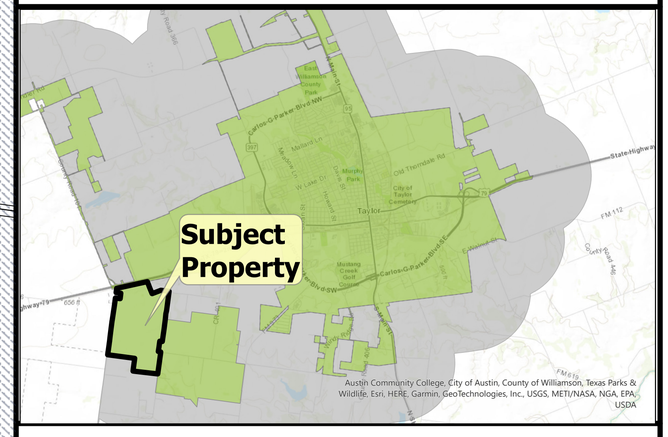
N

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

- B-2/CPD
- R-1 Single Family
- M-2/CPD



0 4.5 9 Miles

Hutto
ETJ

Subject
Property

FM 3349

CR 404

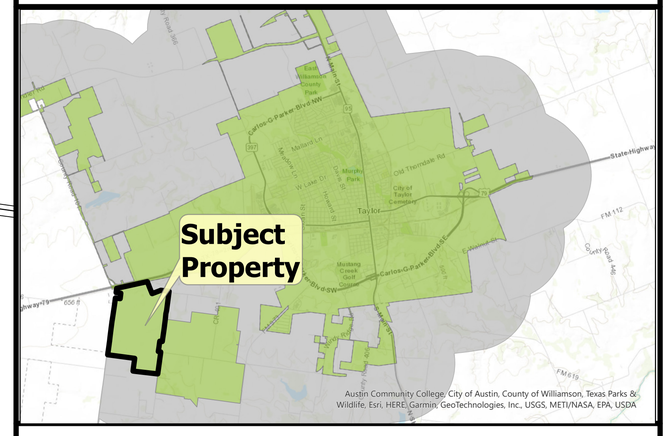
PZ-2019-1133

RCR-Taylor Logistics Park Planned Development Amendment
Notice Area Map
201 FM 3349
Approximately 756.00 Acres

N

Legend

- ETJ
- Subject Property
- 200 ft. Buffer
- Parcels
- Streets



0 4.5 9 Miles

ORDINANCE NO. 2022-14

AN ORDINANCE AMENDING ORDINANCE 2019-28 THAT CHANGED THE ZONING OF APPROXIMATELY 756 ACRES OF LAND DESCRIBED IN THIS ORDINANCE FROM SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT (R-1) TO GENERAL BUSINESS ZONING DISTRICT WITH A COMMERCIAL PLANNED DEVELOPMENT OVERLAY (B-2/CPD) WHICH IS GENERALLY LOCATED AT 201 FM 3349, IN TAYLOR, WILLIAMSON COUNTY, TEXAS; AMENDING THE OFFICIAL ZONING MAP OF TAYLOR, TEXAS TO SHOW THE ZONING CHANGE SET FORTH IN THIS ORDINANCE; AND PROVIDING A SAVINGS CLAUSE.

WHEREAS, the Taylor City Council conducted a public hearing on April 28, 2022, to consider the request made by Railroad Infrastructure & Terminal Development, LLC./Richard Heiges as agent for Hydie McAlister, owner of the 756 acre tract, which 756.00 acres is legally described in Exhibit A attached hereto and incorporated by reference herein for all purposes ("Property"); and

WHEREAS, the Planning and Zoning Commission, after proper notice, conducted a public hearing on April 12, 2022, to consider the amendment, and recommended approval of the amendment to the City Council; and

WHEREAS, the City Council, after the public hearing, approved the request for the amendment, as herein after set out.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, that:

SECTION 1. The facts and recitations contained in the preamble of this Ordinance are hereby declared to be true and correct and are incorporated by reference herein and made a part hereof, as if copied verbatim.

SECTION 2. The property is described in Exhibit A, being approximately 756.00 acres of land zoned General Business Zoning District with a Commercial Planned Development Overlay (B-2/CPD).

SECTION 3. The Commercial Planned Development hereby referred to as the RCR-Taylor Logistics Park Planned Development shall be amended in Exhibit B, 2.3 - Off street parking, 2.4 – Landscape and screening standards and adding Exhibit 1A, attached hereto and incorporated by reference herein.

SECTION 4. The City Council hereby adopts the amended Ordinance 2022-14.

SECTION 5. All other terms and conditions contained in the Ordinance 2019-28, except as amended herein, shall continue and remain in full force and effect.

SECTION 6. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of

DRAFT

this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

SECTION 7. In accordance with Article VIII of the City Charter, Ordinance 2022-14 was introduced before the Taylor City Council on the 28th day of April 2022.

PASSED, APPROVED, and ADOPTED on the _____ day of _____, 2022.

_____
Brandt Rydell, Mayor

ATTEST:

_____
Dianna McLean, City Clerk

APPROVED AS TO FORM:

_____
Ted W. Hejl,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2022-13, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2022, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this _____ day of _____ 2022.

_____

DRAFT

Dianna McLean
City Clerk

DRAFT

EXHIBIT "A"

DESCRIPTION OF A 193.41 ACRE TRACT OF LAND SITUATED IN THE J. J. STUBBLEFIELD SURVEY, ABSTRACT 562, THE W. NOBLES SURVEY, ABSTRACT 484, AND THE J. C. EAVES SURVEY, ABSTRACT 213, WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT CALLED 199.922 ACRE TRACT OF LAND, SAVE AND EXCEPT 5.00 ACRES AND SAVE AND EXCEPT ANY OTHER PORTION OR PORTIONS THEREOF PREVIOUSLY CONVEYED AS DESCRIBED IN A DEED FROM MARGARET MINGS BUNNELL TO STEVEN SLAUGHTER AS TRUSTEE OF THE MARGARET MINGS BUNNELL, REVOCABLE LIVING TRUST, AND RECORDED IN DOCUMENT NO. 2014008746 OF THE OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS (O.P.R.W.C.TX.); SAID 193.41 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING at a Texas Department of Transportation (TxDOT) Type I concrete monument found on the west right-of-way line of Farm to Market Road 3349 (FM 3349), a 100' width right-of-way, as described in deed to the State of Texas, and recorded in Volume 673, Page 207 of the Deed Records of Williamson County, Texas (D.R.W.C.TX.), said point being the northeast corner of a called 1.699 acre tract as described in deed to Elisabeth Henning and husband, Emmanuel Manigand and being Lot 1 of the Gene Rydell Estate, and recorded in Document No. 2008081540, O.P.R.W.C.TX., same being the southeast corner of a called 13.18 acre tract as described in deed to Jonah Water Special Utility District and recorded in Document No. 2002103516, O.P.R.W.C.TX.;

THENCE S 82°24'18" E, over and across said FM 3349, a distance of 100.00 feet to a 1/2-inch iron rod with SAM cap set on the west line and the **POINT OF BEGINNING** of the herein described tract, said point being on the east right-of-way line of said FM 3349, said point having calculated grid coordinates of N:10175317.24, E:3193541.32;

THENCE N 07°13'58" E, with the east right-of-way line of said FM 3349 and the west line of the herein described tract, a distance of 342.08 feet to a 1/2-inch iron rod with SAM cap set for the southwest corner of a called 5.00 acre tract of land as described in a deed to the City of Hutto, and recorded in Document No. 2003011596, O.P.R.W.C.TX., from which a TxDOT Type I monument found bears N 07°13'58" E, a distance of 60.24 feet;

THENCE with the south, east and north line of said 5.00 acre tract, the following three (3) courses and distances numbered 1-3:

1) S 82°38'41" E, a distance of 436.92 feet to a 1/2-inch iron rod with SAM cap set for the southeast corner of said 5.00 acre tract,

2) N 07°13'58" E, a distance of 498.81 feet to 1/2-inch iron rod found for the northeast corner of said 5.00 acre tract, and

3) N 82°38'41" W, passing at a distance of 436.70 feet a 5/8-inch iron rod with a cap stamped "VARA SURVEYING" found, and continuing for a total distance of 436.92 feet to a calculated point on the east right-of-way line of said FM 3349, same being the northwest corner of said 5.00 acre tract;

THENCE N 07°13'58" E, with the west line of the herein described tract, same being the east right-of-way line of said FM 3349, passing at a distance of 329.77 feet to a 1/2-inch iron rod with SAM cap set on the south right-of-way line of Union Pacific Railroad (200 foot width right-of-way), and recorded in Volume 17, Page 588, D.R.W.C.TX., and continuing for a total distance of 383.12 feet to a calculated point in the north line of said 199.922 acre tract, for the northwest corner of the herein described tract;

THENCE N 77°23'39"E, with the north line of said 199.922 acre tract and the herein described tract, passing at a distance of 1.29 feet a 3/4-inch iron rod found, and continuing for a total distance of 2,846.85 feet to a 2-inch cedar post found for the most northerly northeast corner of said 199.922 acre tract and the herein described tract, from which a 1-inch iron pipe found bears N 27°26'55" W, a distance of 4.58 feet;

THENCE S 21°32'51" E, with an east line of said 199.922 acre tract, passing at a distance of 47.27 feet to a 1/2-inch iron rod with SAM cap set on the south right-of-way line of said Union Pacific Railroad, and continuing with the east line of said 199.922 acre tract, same being a west line of a called 305.22 acre tract as described in a deed to C. Ernest Lawrence and recorded in Document No. 2005011334, O.P.R.W.C.TX., for a total distance of 1,181.09 feet to a 1/2-inch iron rod found for the interior ell corner of the said 199.922 acre tract and the herein described tract;

THENCE N 68°47'13" E, with a north line of said 199.922 acre tract and a south line of said 305.22 acre tract, a distance of 856.19 feet to a 1/2-inch iron rod with SAM cap set for an angle point;

THENCE S 82°23'17" E, with a north line of said 199.922 acre tract and a south line of said 305.22 acre tract, a distance of 750.03 feet to a 3-inch metal post found for the most easterly northeast corner of said 199.922 acre tract and the herein described tract;

THENCE S 07°32'28" W, with the east line of said 199.922 acre tract, and a west line of said 305.22 acre tract, a distance of 1,747.60 feet to a 1/2-inch iron rod with SAM cap set for the southeast corner of said 199.922 acre tract and the herein described tract, same being the northeast corner of a called 186 acre tract as described in a deed to Irving J. Bentley and wife, Nancy Bunnell Bentley, and recorded in Volume 1974, Page 994 of the Official Records, Williamson County, Texas (O.R.W.C.TX.), from which a 1-inch iron pipe bears S 82°56'29" E, a distance of 0.74 feet, also from which a 1/2-inch iron rod with SAM cap set at the base of the leaning cross-tie fence post called for in deed found bears S 07°32'28" W, passing a calculated point from which a 1/2-inch iron rod found bears N 80°33'47" W, a distance of 2.03 feet, passing a 1/2-inch iron rod with SAM cap set, a distance of 1,689.68 feet, from which a disturbed 3/4-inch iron pipe found bears S 82°56'27" E, a distance of 1.34 feet; for a total distance of 2,829.56 feet;

THENCE N 82°56'29" W, with the south line of said 199.922 acre tract and the north line of said 186 acre tract, a distance of 4,741.28 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349, for the southwest corner of the herein described tract, from which a TxDOT Type I monument found bears S 07°35'42" W, a distance of 2,514.05 feet, S 07°28'28" W, a distance of 1,896.17 feet, and S 07°39'33" W, a distance of 376.62 feet;

THENCE N 07°35'42" E, with the east right-of-way line of said FM 3349, same being the west line of the herein described tract, a distance of 204.18 feet to the **POINT OF BEGINNING,** containing 193.41 acres of land more or less, of which 3.18 acres of land is within the said Railroad right-of-way.

Bearing Basis: Texas State Plane Coordinate System, NAD83, Central Zone (4203). All coordinates are grid values. All distances are surface values in U.S. Survey Feet. To compute grid values, multiply surface distances by a Combined Scale Factor of 0.99988651.

Reference is herein made to the Survey Plat accompanying this metes and bounds description of even date.

THE STATE OF TEXAS §
§ KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF TRAVIS §

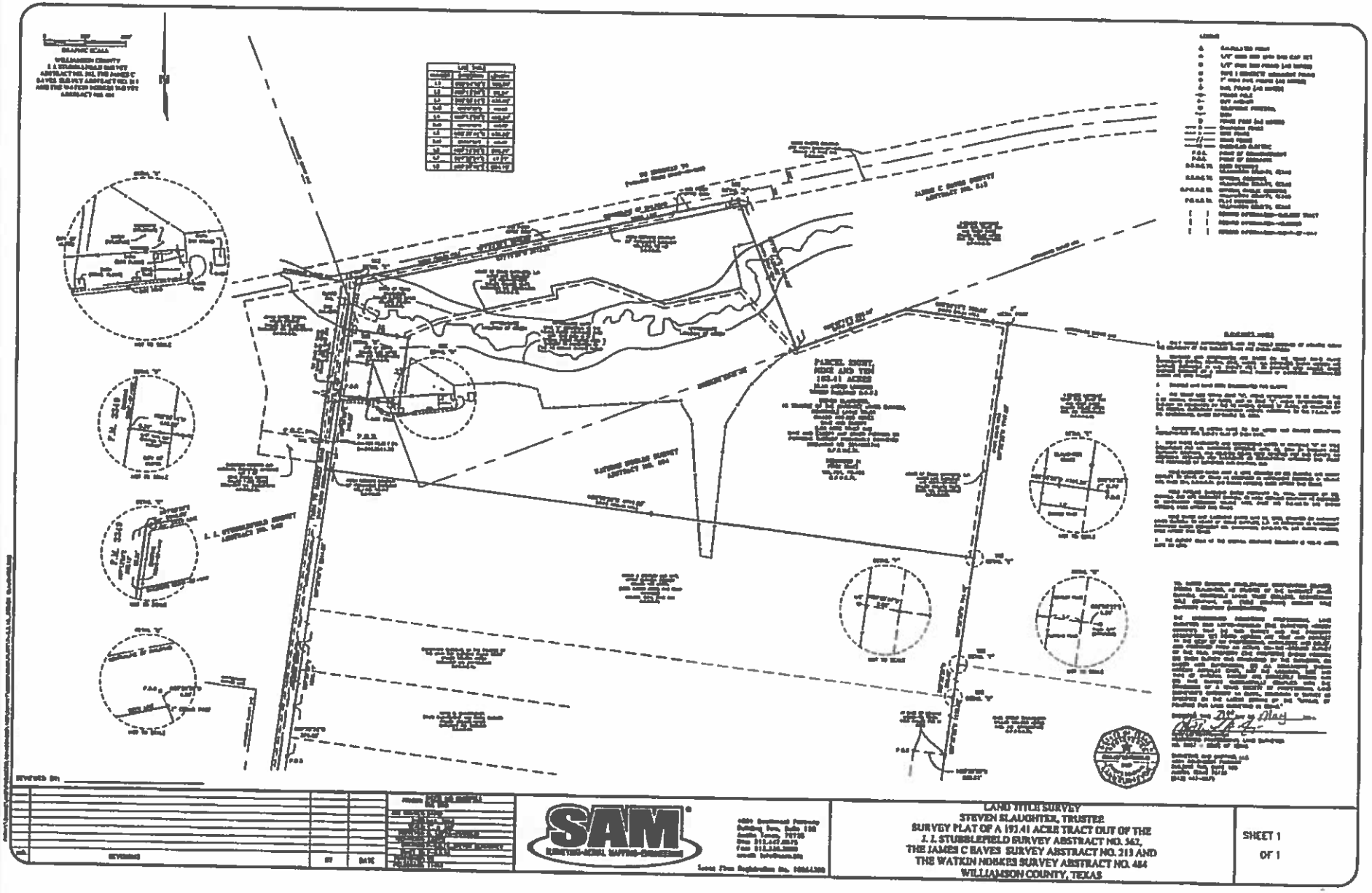
That I, Gina Loftis-Franklin, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, on the date shown below.

5-21-14

Gina Loftis-Franklin Date
Registered Professional Land Surveyor Austin,
Texas Registration No. 6087

SURVEYING AND MAPPING, LLC
4801 Southwest Parkway
Parkway Two, Suite 100
Texas 78735
TX. Firm Registration No. 10064300



SAM
SURVEYING-MODEL MAPPING-DRAWINGS

LAND TITLE SURVEY
STEVEN SLAUGHTER, TRUSTEE
SURVEY PLAT OF A 193.41 ACRE TRACT OUT OF THE
J. J. STUBBLEFIELD SURVEY ABSTRACT NO. 562,
THE JAMES C HAYES SURVEY ABSTRACT NO. 213 AND
THE WATKIN NISKES SURVEY ABSTRACT NO. 484
WILLIAMSON COUNTY, TEXAS

SHEET 1
OF 1

EXHIBIT "A"

DESCRIPTION OF A 183.94 ACRE TRACT OF LAND SITUATED IN THE WATKINS NOBLES SURVEY, ABSTRACT 484, WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT CALLED 186 ACRE TRACT OF LAND, SAVE AND EXCEPT 3.8806 ACRES, AS DESCRIBED IN A DEED FROM NANCY BUNNELL BENTLEY TO IRVING J. BENTLEY AND WIFE, NANCY BUNNELL BENTLEY, AND RECORDED IN VOLUME 1974, PAGE 994, OFFICIAL RECORDS, WILLIAMSON COUNTY, TEXAS (O.R.W.C.TX.); SAID 183.89 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING at a Texas Department of Transportation (TxDOT) Type I concrete monument found (broken) on the west right-of-way line of Farm to Market 3349 (FM 3349), a 100-foot width right-of-way, for the northeast corner of that certain called 1.699 acre tract of land described as Lot 1 of the Gene Rydell Estate, and recorded in Cabinet EE, Slide 384, Plat Records, Williamson County, Texas, same being the southeast corner of that certain called 13.18 acre tract of land described in a deed to Jonah Water Special Utility District, and recorded in Document No. 2002103516, Official Public Records, Williamson County, Texas (O.P.R.W.C.TX.);

THENCE S82°24'18"E, over and across said FM 3349, a distance of 100.00 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349 and the west line of that certain called 199.922 acre tract of land described in a deed to Steven Slaughter, as Trustee of the Margaret Mings Bunnell Revocable Living Trust, and recorded in Document No. 2014008746, O.P.R.W.C.TX.;

THENCE S07°35'42"W, with the east right-of-way line of said FM 3349 and the west line of said 199.922 acre tract, a distance of 204.18 feet to a 1/2-inch iron rod with SAM cap set in the north line of said 186 acre tract for the northwest corner and **POINT OF BEGINNING** of the herein described tract, said point having grid coordinates of N:10175115.19, E:3193514.38;

THENCE S82°56'29"E, with the north line of said 186 acre tract and the south line of said 199.922 acre tract, a distance of 4741.28 feet to a 1/2-inch iron rod with SAM cap set for the northeast corner of the herein described tract, same being the southeast corner of said 199.922 acre tract, from which a 1-inch iron pipe found (disturbed) bears S82°56'29"E, a distance of 0.74 feet;

THENCE S07°32'28"W, with the east line of said 186 acre tract, passing at a distance of 794.19 feet a calculated point for the northwest corner of that certain called 164.685 acre tract of land described in a deed to Carl Brent Samuelson, and recorded in Document No. 2012107105, O.P.R.W.C.TX., from which a 1/2-inch iron rod found bears N80°33'47"W, a distance of 2.03 feet, and continuing for a total distance of 1689.68 feet to a 1/2-inch iron rod with SAM cap set for the southeast corner of the herein described tract, same being the northeast corner of that certain called 185.994 acre tract of land described in a deed to Constance Slocomb, as Trustee of the John Guy Slocomb Family Trust, and recorded in Document No. 2011033689, O.P.R.W.C.TX., from which a 3/4-inch iron pipe found (disturbed) bears S82°56'27"E, a distance of 1.34 feet;

THENCE N82°56'27"W, with the south line of said 186 acre tract and the north line of said 185.994 acre tract, a distance of 4742.86 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349, for the southwest corner of the herein described tract, from which a TxDOT Type I concrete monument found bears S07°35'42"W, a distance of 824.39 feet, S07°28'28"W, a distance of 1896.17 feet, and S07°39'33"W, a distance of 376.62 feet,

THENCE N07°35'42"E, with the east right-of-way line of said FM 3349, a distance of 1689.66 feet to the **POINT OF BEGINNING,** containing 183.94 acres of land, more or less.

Bearing Basis: Texas State Plane Coordinate System, NAD83, Central Zone (4203). All coordinates at grid values. All distances are surface values in U.S. Survey Feet. To compute grid values, multiply surface distances by a Combined Scale Factor of 0.99988651.

Reference is herein made to the Survey Plat accompanying this metes and bounds description of even date.

THE STATE OF TEXAS §
§ KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF TRAVIS §

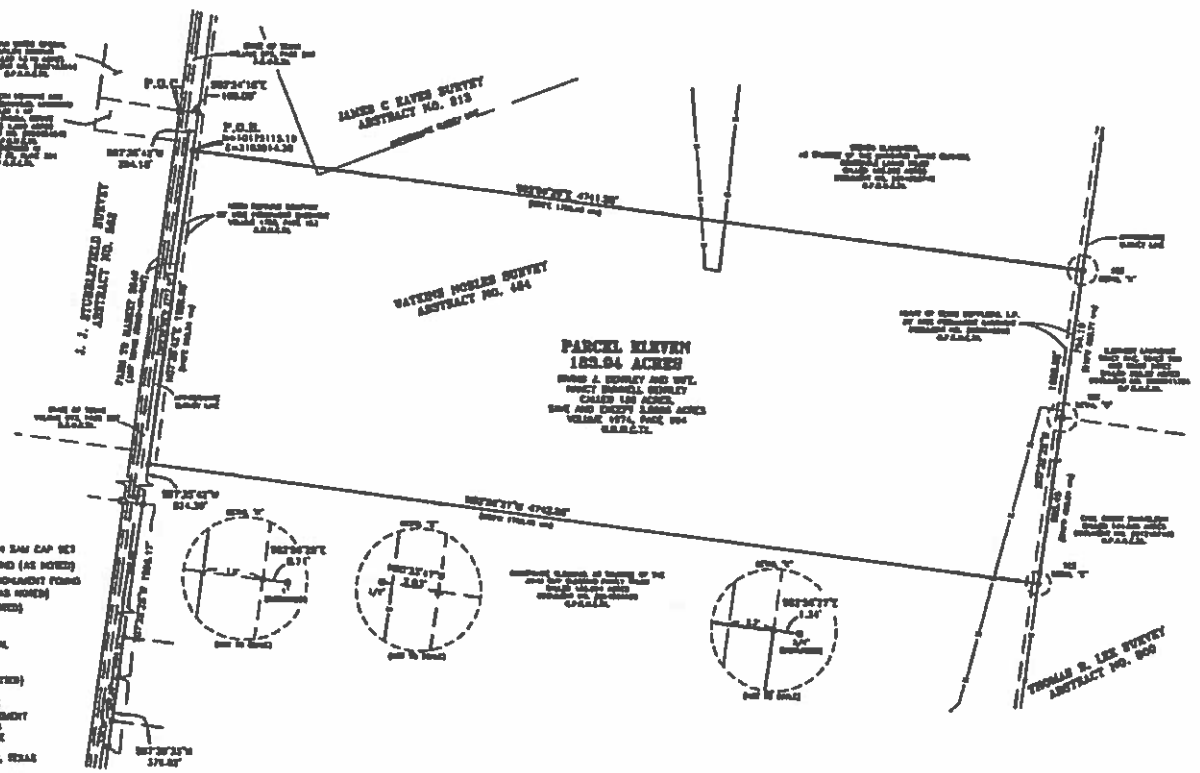
That I, Gina Loftis-Franklin, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, on the date shown below.

5-21-14

Gina Loftis-Franklin Date
Registered Professional Land Surveyor Austin,
Texas Registration No. 6087

SURVEYING AND MAPPING, LLC
4801 Southwest Parkway
Parkway Two, Suite 100
Texas 78735
TX. Firm Registration No. 10064300



LEGEND

▲	CALCULATED POINT
●	1/2" IRON ROD WITH SAM CAP SET
●	1/2" IRON ROD FOUND (AS NOTED)
■	TYPE I CONCRETE MONUMENT FOUND
○	IRON PIPE FOUND (AS NOTED)
⏚	NAIL FOUND (AS NOTED)
⊕	POWER POLE
⊢	GUY ANCHOR
⊟	TELEPHONE PEDESTAL
⊢	SIGN
⊤	PROPERTY LINE
⊙	FENCE POST (AS NOTED)
—x—	WIRE FENCE
—OE—	OVERHEAD ELECTRIC
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
P.O.R.	POINT OF REFERENCE
D.R.W.C.TX.	DEED RECORDS WILLIAMSON COUNTY, TEXAS
O.R.W.C.TX.	OFFICIAL RECORDS WILLIAMSON COUNTY, TEXAS
O.P.R.W.C.TX.	OFFICIAL PUBLIC RECORDS WILLIAMSON COUNTY, TEXAS
P.R.W.C.TX.	PLAT RECORDS WILLIAMSON COUNTY, TEXAS
( )	RECORD INFORMATION—SUBJECT TRACT
[ ]	RECORD INFORMATION—ADJOINER
{ }	RECORD INFORMATION—RIGHT-OF-WAY

REVIEWED BY: _____

SURVEYING NOTES

1. ALL VISIBLE IMPROVEMENTS ARE THE VISIBLE EVIDENCE OF UTILITIES WITHIN THE BOUNDARY OF THE SUBJECT TRACT ARE SHOWN HEREON.

2. BEARINGS AND COORDINATES ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NAD83. ALL DISTANCES SHOWN HEREON ARE SURFACE DISTANCES IN U.S. SURVEY FEET. TO OBTAIN GRID VALUES, GRIND FACTOR SHOWN BY A COMBINED SCALE FACTOR OF 0.99987251, COORDINATES SHOWN ARE GRID VALUES.

3. BASIS OF BEARINGS WERE ESTABLISHED FOR SUBJECT.

4. THE SUBJECT LIES WITHIN ZONE "X", AREAS DETERMINED TO BE OUTSIDE OF 0.2% ANNUAL CHANCE OF FLOOD, AS SCALED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, AS SHOWN ON THE F.I.R.M. MAP FOR WILLIAMSON, DATED SEPTEMBER 26, 2008.

5. REFERENCE IS HEREBY MADE TO THE NOTES AND PLANS DESCRIPTION ACCOMPANYING THE SURVEY PLAT OF EVEN DATE.

6. ONLY THOSE EASEMENTS AND RESTRICTIVE NOTES IN SCHEDULE "B" OF THE COMMITMENT FILE NO. 14-0000 ISSUED BY TEXAS TITLE, FIRST TEXAS TITLE COMPANY, AND RE-LISTED BELOW WERE ANALYZED FOR THIS SURVEY. ANY ADDITIONAL RESTRICTIVE COVENANTS OR EASEMENTS AFFECTING THIS TRACT ARE PERFORMED BY SURVEYOR AND SURVEYOR, LLC.

[illegible] PIPELINE EASEMENT GRANTED TO KOCH REFINING COMPANY, DATED NOVEMBER 12, 1958, AND RECORDED IN VOLUME 1155, PAGE 163, O.R.W.C.TX. (AS SHOWN HEREON, DOES AFFECT THIS TRACT.

[illegible] WATER LINE EASEMENT AND RIGHT-OF-WAY GRANTED TO CITY OF TEXAS REFINING, L.P., DATED APRIL 16, 2004, AND RECORDED IN DOCUMENT NO. 2004[illegible], O.P.R.W.C.TX. (AS SHOWN HEREON, DOES AFFECT THIS TRACT.

7. THE SURVEY AREA OF THE ORIGINAL CONVEYED BOUNDARY IS 183.94+ ACRES, MORE OR LESS.

TO: AUSTO ECONOMIC DEVELOPMENT CORPORATION (GRANTEE), IRVING J. BENTLEY AND NANCY BUNNELL BENTLEY (SELLER), SECURITYONE TITLE COMPANY, INC. (TITLE COMPANY), FIRST TITLE GUARANTY COMPANY (UNDERWRITER):

THE UNDERSIGNED REGISTERED PROFESSIONAL LAND SURVEYOR DANA LOFTIS-FRANKLIN (THE SURVEYOR) HEREBY CERTIFIES THAT (A) THIS SURVEY AND THE PROPERTY DESCRIPTION SET FORTH HEREON ARE TRUE AND CORRECT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF, AND PREPARED FROM AN ACTUAL, ON-THE-GROUND SURVEY OF THE REAL PROPERTY (THE PROPERTY) SHOWN HEREON, (B) SUCH SURVEY WAS CONDUCTED BY THE SURVEYOR, OR UNDER HER SUPERVISION, (C) ALL IMPROVEMENTS SHOWN HEREON ACTUALLY EXIST, AND THE LOCATION, SIZE AND TYPE OF MATERIAL THEREOF ARE CORRECTLY SHOWN, AND (D) THIS SURVEY SUBSTANTIALLY COMPLIES WITH THE STANDARDS OF A TEXAS SOCIETY OF PROFESSIONAL LAND SURVEYOR'S CATEGORY 1A RURAL CONDITION IV SURVEY AS SPECIFIED BY THE LATEST EDITION OF THE "MANUAL OF PRACTICE FOR LAND SURVEYING IN TEXAS."

EXECUTED THIS 21st DAY OF May, 2014.

DANA LOFTIS-FRANKLIN
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 6067 – STATE OF TEXAS

SURVEYING AND MAPPING, LLC
4301 SOUTHWEST PARKWAY
BUILDING TWO, SUITE 100
AUSTIN, TEXAS 78735
(512) 447-0575

SAM
SURVEYING • AERIAL MAPPING • ENGINEERING
4301 Southwest Parkway
Building Two, Suite 100
Austin, Texas, 78735
Ofc: 512.447.0575
Fax: 512.326.3028
email: info@sam.biz
Texas Firm Registration No. 10064300

PROJECT: SURVEY AND SUBDIVISION PLAT
FIELD SURVEYED: 3-13-14
DRAWN: MAY, 2014
SCALE: 1" = 100'
DRAWN BY: D. LOFTIS-FRANKLIN
TECHNICIAN: C. PEARSON
REFERENCE: TITLE, BOUND J. BENTLEY
SURVEY: Ph 51
PROJECT: 183
FIELDBOOK: 11464

LAND TITLE SURVEY
IRVING J. BENTLEY AND WIFE, NANCY BUNNELL BENTLEY
SURVEY PLAT OF A 183.94 ACRE TRACT OUT OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484
WILLIAMSON COUNTY, TEXAS

SHEET 1
OF 1

P:\SURVEY\LSF\PROJECTS\1411\1411001\1411SURVEY\EXCAD\1411LAYS-11_IRVING J. & NANCY BUNNELL BENTLEY.DWG

EXHIBIT "A"

DESCRIPTION OF A 183.84 ACRE TRACT OF LAND SITUATED IN THE WATKINS NOBLES SURVEY, ABSTRACT 484, WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT CALLED 185.994 ACRE TRACT OF LAND DESCRIBED IN A DEED FROM CONSTANCE SLOCOMB, AS THE INDEPENDENT EXECUTRIX OF TH ESTATE OF JOHN GUY SLOCOMB, DECEASED, TO CONSTANCE SLOCOMB, AS THE TRUSTEE OF THE JOHN GUY SLOCOMB FAMILY TRUST, AND RECORDED IN DOCUMENT NO. 2011033689, OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS (O.P.R.W.C.TX.); SAID 183.84 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING at a 1/2-inch iron rod with SAM cap set on the east right-of-way line of Farm to Market 3349 (FM 3349), a 100-foot width right-of-way, for a northwest corner of that certain called 186 acre tract of land, save and except 3.8806 acres, described in a deed to Irving J. Bentley and wife, Nancy Bunnell Bentley, and recorded in Volume 1974, Page 994, Official Records, Williamson County, Texas (O.R.W.C.TX.), from which a 1-inch iron pipe found disturbed bears S82°56'29"E, a distance of 4741.28 feet to a 1/2-inch iron rod with SAM cap set for the northeast corner of said 186 acre tract, and continuing S82°56'29"E, a distance of 0.74 feet;

THENCE S07°35'42"W, with the east right-of-way line of said FM 3349, a distance of 1689.66 feet to a 1/2-inch iron rod with SAM cap set for the northwest corner and **POINT OF BEGINNING** of the herein described tract, said point having grid coordinates of N:10173440.54, E:3193291.08, said point being in the north line of said 185.994 acre tract;

THENCE S82°56'27"E, with the north line of said 185.994 acre tract and the south line of said 186 acre tract, a distance of 4742.86 feet to a 1/2-inch iron rod with SAM cap set for the northeast corner of said 185.994 acre tract and the herein described tract, same being the southeast corner of said 186 acre tract, and also being on the west line of that certain called 164.685 acre tract of land described in a deed to Carl Brent Samuelson, and recorded in Document No. 2012107105, O.P.R.W.C.TX., from which a 3/4-inch iron pipe found bears S82°56'27"E, a distance of 1.34 feet;

THENCE S07°32'28"W, with an east line of said 185.994 acre tract and a west line of said 164.685 acre tract, a distance of 1139.88 feet to a 1/2-inch iron rod with SAM cap set at the base of a cross-tie fence post found as called for in deed, for the most easterly southeast corner of said 185.994 acre tract and the herein described tract, same being an interior ell corner of said 164.685 acre tract;

THENCE N83°33'29"W, with a south line of said 185.994 acre tract and said 164.685 acre tract, a distance of 231.81 feet to a 1/2-inch iron rod with SAM cap set at the base of a cross-tie fence post found as called for in deed, for an interior ell corner of said 185.994 acre tract and the herein described tract;

THENCE S07°23'02"W, with an east line of said 185.994 acre tract and a west line of said 164.685 acre tract, a distance of 574.06 feet to a 1/2-inch iron rod with SAM cap set for the most southerly southeast corner of said 185.994 acre tract and the herein described tract, same being the northeast corner of that certain called 195.435 acre tract of land described in a deed to David C. Blankenship, Sylvia Blankenship, and Carol Sweger, and recorded in Document No. 9902621, O.R.W.C.TX., from which a 1/2-inch iron rod with plastic cap stamped "Bryan Tech Services" found for the southwest corner of said 164.685 acre tract bears S07°23'02"W, a distance of 386.22 feet;

THENCE N82°56'27"W, with the south line of said 185.994 acre tract and the north line of said 195.435 acre tract, a distance of 4512.40 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349, for the southwest corner of the herein described tract, same being the northwest corner of said 195.435 acre tract, from which a Texas Department of Transportation Type I concrete monument found bears S07°28'28"W, a distance of 1004.11 feet, and S07°39'33"W, a distance of 376.62 feet;

THENCE with the east right-of-way line of said FM 3349 and the west line of this tract, the following two (2) courses and distances:

1) N07°28'28"E, a distance of 892.06 feet to a 1/2-inch iron rod with SAM cap set, and
2) N07°35'42"E, a distance of 824.39 feet to the **POINT OF BEGINNING,** containing 183.84 acres of land more or less.

Bearing Basis: Texas State Plane Coordinate System, NAD83, Central Zone (4203). All coordinates at grid values. All distances are surface values in U.S. Survey Feet. To compute grid values, multiply surface distances by a Combined Scale Factor of 0.99988651.

Reference is herein made to the Survey Plat accompanying this metes and bounds description of even date.

THE STATE OF TEXAS §
§ KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF TRAVIS §

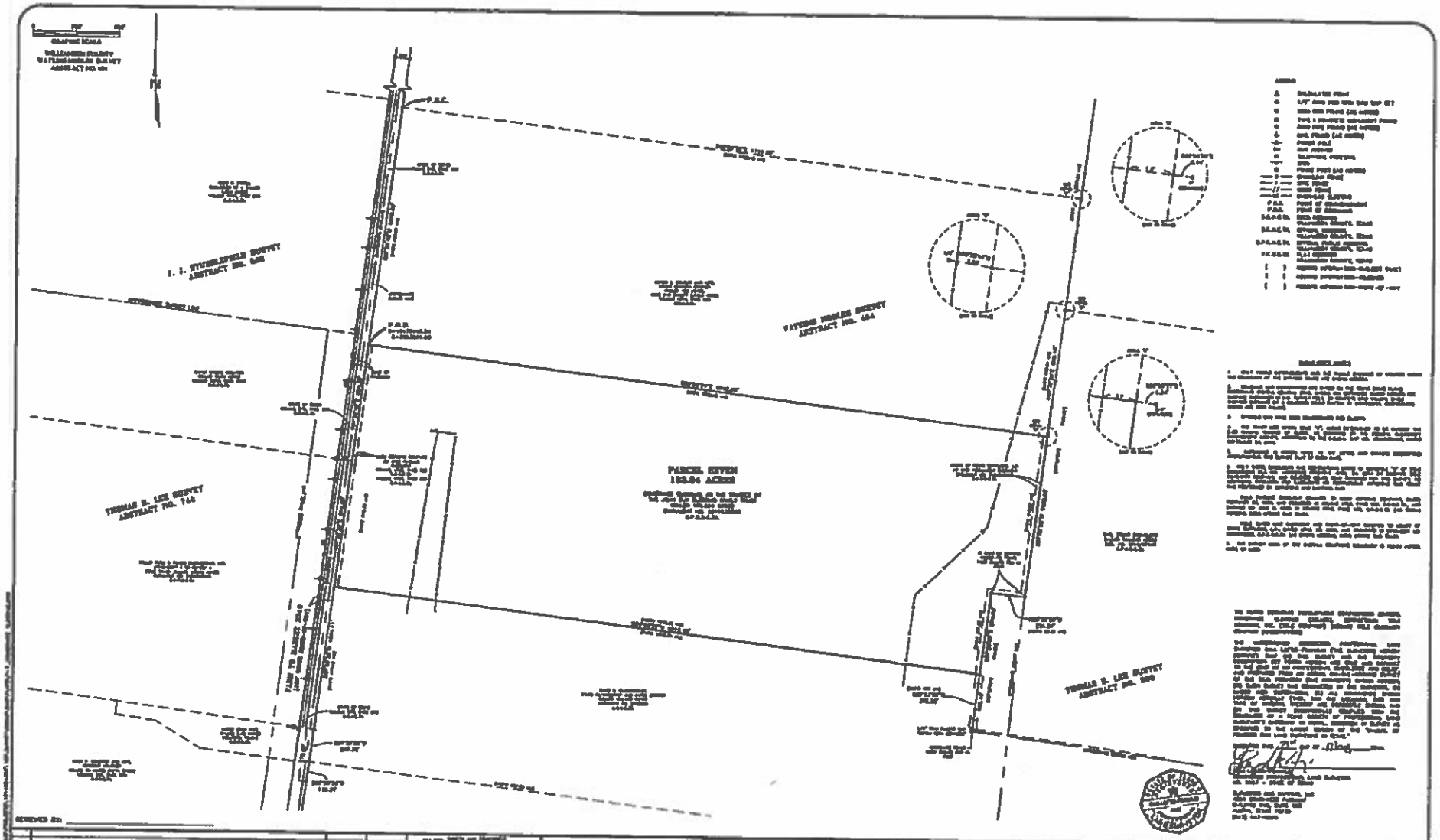
That I, Gina Loftis-Franklin, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, on the date shown below.

5-21-14

Gina Loftis-Franklin Date
Registered Professional Land Surveyor Austin,
Texas Registration No. 6087

SURVEYING AND MAPPING, LLC
4801 Southwest Parkway
Parkway Two, Suite 100
Texas 78735
TX. Firm Registration No. 10064300



SAM

LAND TITLE SURVEY
CONSTANCE SLOCOMB, AS TRUSTEE OF THE
JOHN GUY SLOCOMB FAMILY TRUST
SURVEY PLAT OF A 183.84 ACRE TRACT OUT OF THE
WATKINS NOBLES SURVEY, ABSTRACT NO. 484
WILLIAMSON COUNTY, TEXAS

SHEET 1
OF 1

DESCRIPTION

DESCRIPTION OF A 194.559 ACRE TRACT OF LAND, BEING ALL OF THAT CALLED 195.435 ACRE TRACT OF LAND, DESCRIBED IN A DEED TO DAVID C. BLANKENSHIP, SYLVIA BLANKENSHIP AND CAROL SWEGER, RECORDED IN DOCUMENT NUMBER 9902621, OFFICIAL RECORDS WILLIAMSON COUNTY, TEXAS, SAVE AND EXCEPT THAT 0.46 ACRE TRACT OF LAND CONVEYED TO SAM V. STONE, COUNTY JUDGE OF WILLIAMSON COUNTY, TEXAS, RECORDED IN VOLUME 392, PAGE 421, DEED RECORDS WILLIAMSON COUNTY, TEXAS AND SAVE AND EXCEPT THAT 2.8485 ACRES, CONVEYED TO THE STATE OF TEXAS, RECORDED IN VOLUME 673, PAGE 213, DEED RECORDS WILLIAMSON COUNTY, TEXAS BEING A PART OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484. BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 1/2-inch iron rod with "SAM" cap found for the most westerly southwest corner of said 194.559 acre tract, same being the northwest corner of that called 58.001 acres, described in a deed to Raymond E. Naivar and wife, Diane E. Naivar, recorded in Volume 713, Page 723, Deed Records Williamson County, Texas, being an east right-of-way line of Farm to Market (F.M.) 3349, a 100 foot wide right-of-way being the most westerly southwest corner of the tract described herein, from which a concrete right-of-way monument found in said east right-of-way line bears, S07°40'10"W, a distance of 1280.62 feet;

THENCE along said east right-of-way line, same being the west line of the tract described herein, N07°30'37"E, a distance of 1241.35 feet to a 1/2-inch iron rod with "SAM" cap found for the northwest corner of said 194.559 acre tract, same being the southwest corner of that called 185.994 acres, described in a deed to Constance Slocomb, as the Trustee of the John Guy Slocomb Family Trust, recorded in Document No. 2011033689, Official Public Records Williamson County, Texas;

THENCE leaving said east right-of-way line, along the common line of said 194.559 acre tract and said 185.994 acre tract, S82°56'27"E, a distance of 4511.87 feet to a 1/2-inch iron rod with "SAM" cap found for the southeast corner of said 185.994 acre tract, same being the west line of that called 164.685 acres, described in a deed to Eugene & Judy Kanak, Trustee of the Eugene R. & Judy A. Kanak Living Trust, recorded in Document No. 2015101314, Official Public Records Williamson County, Texas and the most northerly northeast corner of the tract described herein;

THENCE leaving the common line of said 194.559 acre tract and said 185.994 acre tract, along the common line of said called 164.685 acre tract and said 194.559 acre tract the following two (2) courses and distances:

1. S07°23'06"W, a distance of 386.21 feet to a 1/2-inch iron rod with Bryan Tech Services cap found for an angle point, and

2. S82°29'31"E, a distance of 223.00 feet to a 5/8-inch iron rod with SAM cap set for the most easterly northeast corner of the tract described herein, same being the south line of said 164.685 acre tract and the west right-of-way line of County Road 404, (no record information found);

THENCE along said west right-of-way line, along the east line of said 194.559 acre tract, S07°37'17"W, a distance of 2018.41 feet to a mag nail with "SAM" washer set for the southeast corner of said 194.559 acre tract, being within the existing limits of County Road 404;

THENCE leaving said west right-of-way line, along the south line of said 194.559 acre tract, same being the north line of that called 85.681 acres, described in a deed to Henry H. Holubec, Jr. & Nancy Rydell & Edythe J. Holubec, recorded in Volume 1051, Page 818, Official Public Records Williamson County, Texas, N83°29'49"W, passing at a distance of 19.00 feet a concrete right-of-way monument found, continuing for a total distance of 2259.27 feet to a concrete right-of-way monument found for the northwest corner of said 85.681 acre tract, same being the east line of that called 18.165 acre tract, described in a deed to Joel B. Carpenter, recorded in Document No. 2012073128, Official Public Records Williamson County, Texas and the southwest corner of the tract described herein;

THENCE leaving said south line, along the west line of said 194.559 acre tract, along the east line of said 18.165 acre tract and said 58.001 acre tract, N07°29'46"E, a distance of 1166.03 feet to a 9-inch wood fence post found for an angle point of said 194.559 acre tract;

THENCE along a south line of said 194.559 acre tract, same being the north line of said 58.001 acre tract, N82°27'26"W, a distance of 2472.45 feet to the **POINT OF BEGINNING**, and containing 194.559 acres of land.

All bearings are based on the Texas State Plane Coordinate System, Central Zone, NAD 83. All distances are Grid distances in U.S. Survey Feet. To compute Surface values, Multiply Grid distance by a Combined Scale Factor of 0.99988651.

This property description is accompanied by a separate plat of even date.

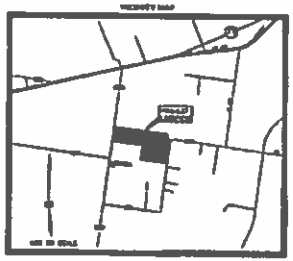
THE STATE OF TEXAS §
§ KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF TRAVIS §

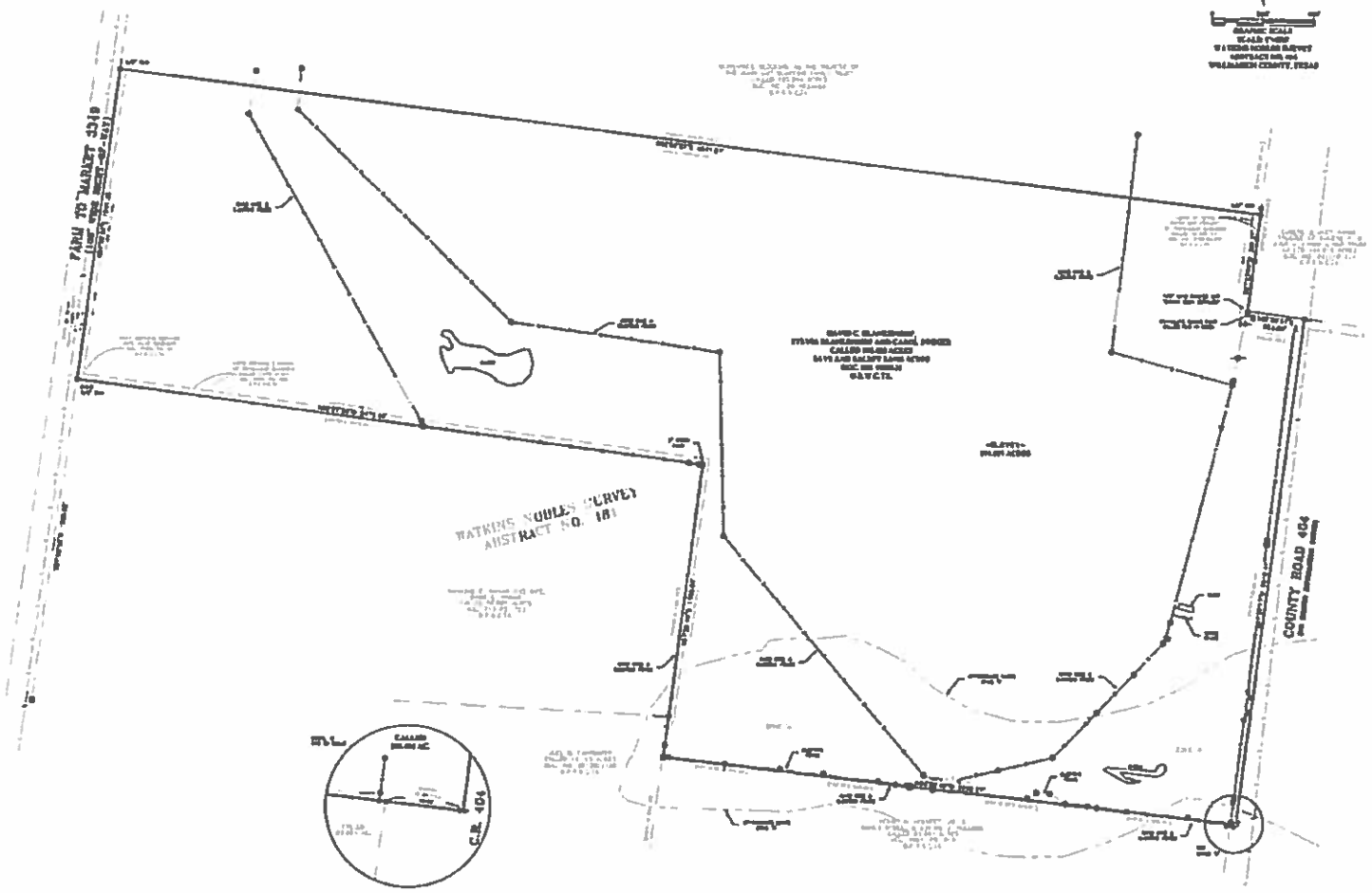
That I, Scott C. Brashear, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, on the date shown below.

SURVEYING AND MAPPING, LLC
4801 Southwest Parkway
Building Two, Ste. 100
Austin, Texas 78735
TX Firm Registration No. 10064300

Scott C. Brashear — 6/22/18
Scott C. Brashear — Date
Registered Professional Land Surveyor
No. 6600 – State of Texas





SAM
4801 Southwest Parkway
Building Two, Suite 100
Austin Texas, 78735
Ofc: 512.447.0575
Fax: 512.326.3029
email: info@sam.biz

Texas Firm Registration No. 10064300

PROJECT:

LAND TITLE SURVEY
DAVID C. BLANKENSHIP, SYLVIA BLANKENSHIP AND
CAROL SWEGER SURVEY PLAT OF A 194.539 ACRE TRACT
OUT OF THE WATKINS NOBLES SURVEY,
ABSTRACT NO. 484
WILLIAMSON COUNTY, TEXAS

SHEET 1
OF 1

EXHIBIT B – COMMERCIAL PLANNED DEVELOPMENT

Article I – Permitted Uses

1.1 – Base Zoning District

The Base Zoning District for this CPD is General Business Zoning District (B-2). The B-2 district provides for adequate high-density commercial development within the City, while maintaining consistency and continuity within the community

1.2 - Sub-Districts

Sub-District RR-1 (Light Railroad District)

The RR-1 district permits uses defined as light industrial or heavy commercial projects that are intended to provide services by utilizing, in part or in whole, on-site private railroad/railyard facilities. The intent is to concentrate these uses within this CPD in order to best represent the community as well as protect the character, safety and general welfare of the surrounding neighborhoods.

Sub-District RR-2 (Heavy Railroad District)

The RR-2 district is intended to allow variety in development and encourage concentration of more intense land uses for projects that are intended to provide services by utilizing, in part or in whole, on-site private railroad/railyard facilities.

Sub-District RR-3 (Railroad Service District)

The RR-3 district only allows the construction of on-site industrial railroad tracks and adjacent track service areas that will be utilized to transport goods and materials into and out of the CPD District. Railroad projects shall be designed to industry-standard specifications.

1.3 – Use Tables

All uses not allowed in the B-2, General Business District shall be permitted within this CPD as modified in Table 1.1 below:

TABLE 1.1

COMMERCIAL PLANNED DEVELOPMENT
RCR-TAYLOR LOGISTICS PARK

LAND USE TABLE

Use Category	RR-1	RR-2	*RR-3
Airport or Landing Field	P	P	X
**Cement or Hydrated Lime Plant	S	S	X
**Concrete or Asphalt Batching Plant (Permanent)	S	S	X
**Concrete or Asphalt Batching Plant (Temporary, Max. 6 Months)	S	S	X
Contractor Shop W/Outside Storage Yard	P	P	X
Equipment Rental (Heavy)	P	P	X
Furniture Manufacture and Refinishing Shop	P	P	X
Hauling or Storage Company w/Outside Storage	P	P	X

Use Category	RR-1	RR-2	*RR-3
Laboratory Equipment Manufacturing	P	P	X
Light Manufacturing and Assembly Processes	P	P	X
Light Manufacturing or Industrial use	P	P	X
Maintenance and Repair Service for Buildings	P	P	X
Parking lot, Trucks and Trailers	P	P	X
**Petroleum Extraction Storage and Collection Facilities	X	S	X
Sand, Gravel, Stone Storage and Distribution	P	P	X
Storage or Wholesale Warehouse	P	P	X
Tinsmith/Sheet Metal Shop	P	P	X
Trailer and Heavy Load Vehicle Repair	P	P	X
Trailer or Truck Rental	P	P	X
Welding or Machine Shop	P	P	X

All uses allowed in the B-2, General Business District shall not be permitted within this CPD as modified in Table 1.2 below:

TABLE 1.2

COMMERCIAL PLANNED DEVELOPMENT
RCR-TAYLOR LOGISTICS PARK

LAND USE TABLE

Use Category	RR-1	RR-2	*RR-3
Animal Pound	X	X	X
Architect's Office	P	X	X
Assisted Living Facility	X	X	X
Auto Laundry of Car Wash	P	X	X
Bakery or Confectionery Shop (Retail)	P	X	X
Bakery or Confectionery, Wholesale or Commercial	P	X	X
Ballroom Dancing	P	X	X
Bar or tavern	P	X	X
Caretaker's or Guard's Residence	P	X	X
Carnival, Circus or Tent Service (Temporary)	X	X	X
Cellular Phone/Pager Sales (Indoor)	P	X	X
Cemetery or Mausoleum	X	X	X
Child Care Center/Daycare Center	X	X	X
Community Center (Public)	P	X	X
Continuing Care Retirement Community	X	X	X
Day Camp for Children	X	X	X
Detention Centers	X	X	X
Family Home (Child Care)	X	X	X
Food Bank or Pantry	X	X	X
Fraternal Organization, Lodge, Union Hall or Civic Club	X	X	X
Funeral Home or Mortuary	P	X	X

Use Category	RR-1	RR-2	*RR-3
Golf Course	X	X	X
Group Day Care Home	X	X	X
Halfway House	X	X	X
Heavy Machinery Sales Storage	X	P	X
Home Occupation	X	X	X
Hospital Chronic Care	X	X	X
Hospital, Acute Care	X	X	X
Hospitals (residential facilities)	X	X	X
Institution for Alcoholic, Narcotic or Psychiatric Patients	X	X	X
Jails	X	X	X
Kennel (Indoor Pens)	X	X	X
Kennel (Outdoor Pens)	X	X	X
Kindergarten or Nursery School (Private)	X	X	X
Libraries	X	X	X
Liquor Store	P	X	X
Livestock Sales	X	X	X
Medical Clinic or Office	P	X	X
Minor Medical Emergency Clinic	P	X	X
Motel or Hotel (Less than 75 Rooms)	P	X	X
Motel or Hotel (Over 75 Rooms)	P	X	X
Multiple Family (up to and including four family)	X	X	X
Multiple Family Dwelling	X	X	X
Optician or Optometrist	P	X	X
Palm Reader/Card Reader	P	X	X
Pet Grooming	X	X	X
Pet Shop	X	X	X
Playfield or Stadium (Public)	P	X	X
Real Estate Office	P	X	X
Recreation Centers	P	X	X
Rehabilitation Care Facility (Halfway House)	X	X	X
Retirement Housing for the Elderly	X	X	X
School, Business	X	X	X
School, Driving/Defensive Driving	X	X	X
School, Private (Primary or Secondary)	X	X	X
School, Public or Parochial	X	X	X
Single Family Dwelling (Detached)	X	X	X
Skilled Nursing Facility	X	X	X
Stadiums	X	X	X
Studio, Health/Reducing/Fitness or Similar Service/Establishment	P	X	X
Studio, Music, Dance or Drama	P	X	X
Swimming Instructions as Home Occupation	X	X	X
Swimming Pool (Commercial)	X	X	X
Swimming Pool (Private)	X	X	X
Tennis Court (Private, No Lights)	X	X	X

Use Category	RR-1	RR-2	*RR-3
Theatre (Open Drive-in)	X	X	X
Theatre or Playhouse (Indoor)	P	X	X
Two Family Dwelling (Duplex)	X	X	X
Used Merchandise or Second Hand Thrift Store	P	X	X
Used Merchandise or Second Hand Thrift Store (Non-Profit)	P	X	X
Veterinarian (Contained)	X	X	X
Veterinarian Hospital (Inside Animal Pens Only)	X	X	X
Veterinarian Hospital (With Outside Animal Pens)	X	X	X
Veterinarian, Office Only (No Animal Pens)	X	X	X
Zoo (Private)	X	X	X
Zoo (Public)	X	X	X

*Note: Sub-District RR-3 shall be limited to railroad construction use only
P – Permitted X – Not Permitted S – Specific Use Permit (SUP) required

**Note: Uses marked with (**) shall not be closer than 200 feet to any existing of proposed public right-of-way indicated on Exhibit "3" of this CPD. Additionally, site development specifications beyond the requirements specified in the Zoning Ordinance may be imposed on these uses and included in the Specific Use Permit which must be approved following the procedures set forth in the Zoning Ordinance.

Article II – Development Standards

2.1 – Lot standards by sub-district

TABLE 2.1

COMMERCIAL PLANNED DEVELOPMENT
RCR-TAYLOR LOGISTICS PARK

LOT STANDARDS BY SUB-DISTRICT

Standard	Minimum Lot Area	Front Yard Setback	Rear Yard Setback	Interior Side Yard Setback	Street Side Yard Setback	Perimeter Line Setback	Maximum Building Height
RR-1	2 Acres	100'	50'	NONE	50'	75	45
RR-2	2 Acres	100'	50'	NONE	50'	75	45
RR-3	NONE	NONE	NONE	NONE	NONE	75	N/A

NOTES:

1) A MINIMUM PERIMETER SETBACK OF 75 FEET SHALL BE REQUIRED ALONG THE PERIMETER LINES, BEING THE ORIGINAL BOUNDARY LINES OF THE COMBINED PROPERTY (CALLED 755.749 ACRES), OF THIS DEVELOPMENT IF GREATER THAN THE RESPECTIVE SETBACK REQUIREMENT IN TABLE 2.1

2.2 – Performance standards

All performance standards, as found in Chapter 5 of the Zoning Ordinance, applicable to the B-2 zoning district shall apply with the following exceptions:

CPD Exceptions to 5.4.4: This CPD shall comply with all of the International Fire Code 2009 edition pertaining to Fire and Explosive Hazards setbacks including but not limited to 2206.2.2 MINIMUM SEPARATION REQUIREMENTS FOR ABOVE-GROUND TANKS. Also, the setbacks specified in this section of the Zoning Ordinance shall apply to all perimeter lines of this CPD.

An opaque screen at least six feet in height shall be installed between any property zoned or used for single-family residential.

2.3 – Off-street parking

Off-street parking standards shall be determined in accordance with Chapter 6 of the Zoning Ordinance with the following exceptions in Table 2.2:

~~If greater than 50% of the traffic to the business is solely for the purpose of loading/unloading of freight, the minimum number of standard parking spaces shall be 1 per 400 square feet of enclosed office space within the warehouse storage building.~~

2.2 Off-Street Parking Table

Parking Deviations	
Land Use/Type	Off-street Parking Requirement
Office Space	1/400 sf* of floor area
Warehouse Space/Distribution Center	None
Loading/Unloading Area	None

*square feet

For the update to Landscape and screening standards the ordinance shall read:

2.4 – Landscape and screening standards

All landscaping within this CPD shall be designed under a unified set of landscape standards.

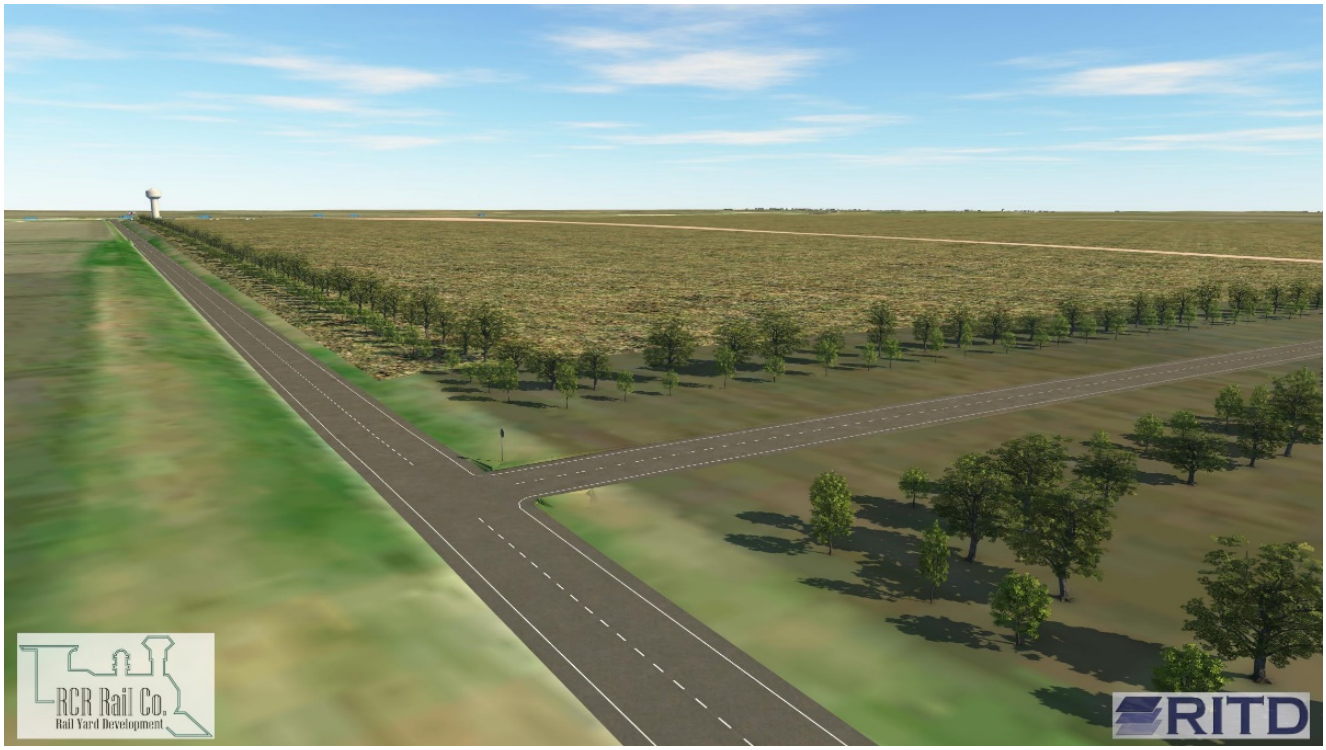
A vegetative buffer of fifty (50) feet in width shall be required adjacent to existing and proposed rights-of-way for roadways adjacent to or withing this CPD as shown on the "Landscape Standards" exhibits included in this CPD (Exhibits 1 and 1A).

Within the 50-foot vegetative buffer along FM 3349 (Exhibit 1B), one row of canopy trees is required. The trees must be placed 25-feet from the western property line and 15-feet from the northern and southern property lines, must be planted at 30-foot centers. Within the projected adult canopy of each tree, four (4) shrubs must be planted. The shrubs may be tandem with the trees. All trees must be placed on top a four-foot (4) berm at the apex to provide optimal screening.

Examples of acceptable tree species include, but are not limited to, the following:

Evergreen – Live Oak, Afghan Pine, Deodar Cedar
Canopy – Crape Myrtle, Red Oak, Redbud
Shade – Cottonwood, Pin Oak, Pecan

An example of the installed vegetative buffer is shown below.



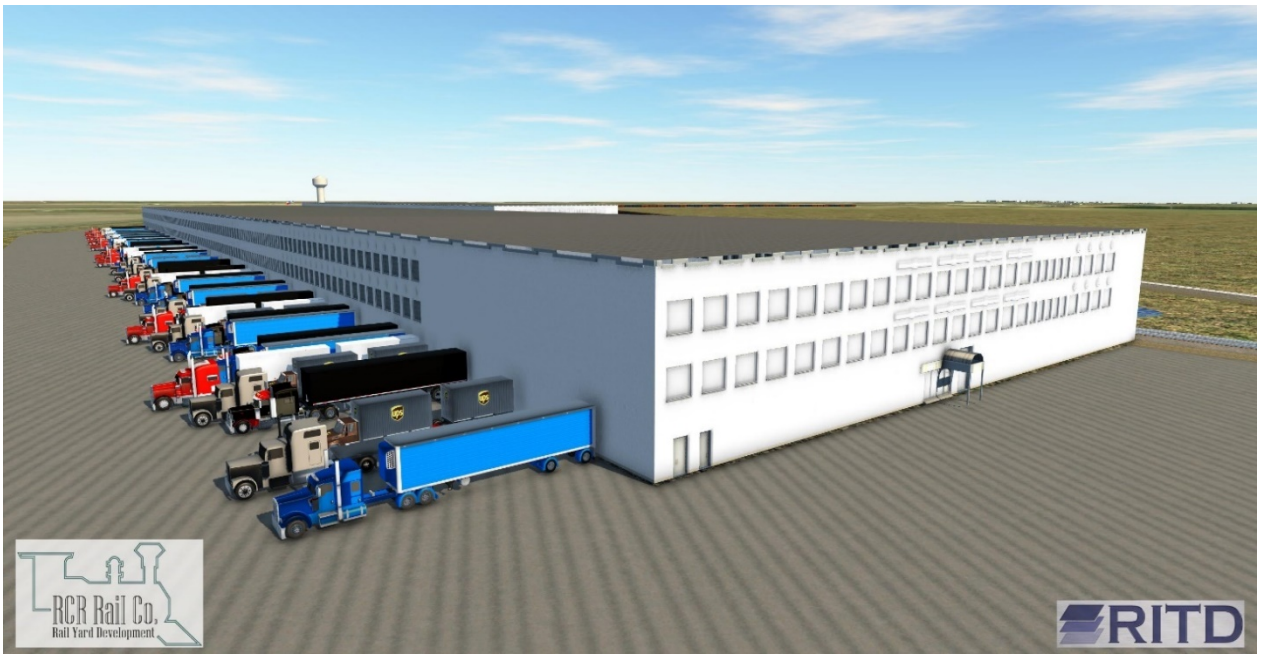
2.5 – Architectural standards

All buildings within this CPD shall be designed under a unified set of architectural standards.

For new building construction, the building material may be brick, stone, concrete tilt-wall, or a combination of any of these three. Engineered metal buildings may also be constructed, providing that exterior building walls facing a public right-of-way have installed façade of brick or stone material, and the installed façade shall cover a minimum of 30% of the rectangular wall surface.

Any material used for exterior building construction should be of a neutral color and consistent throughout the perimeter of the building, with the exception of any signage incorporated.

Examples of acceptable building construction are shown below.



2.6 – Signage standards

All signage within this CPD shall be designed under a unified set of signage standards. Exhibit 2 in this CPD summarizes the sign standards.

(a) Signage for developments must keep a cohesive appearance with the respective building and with the CPD standards in general

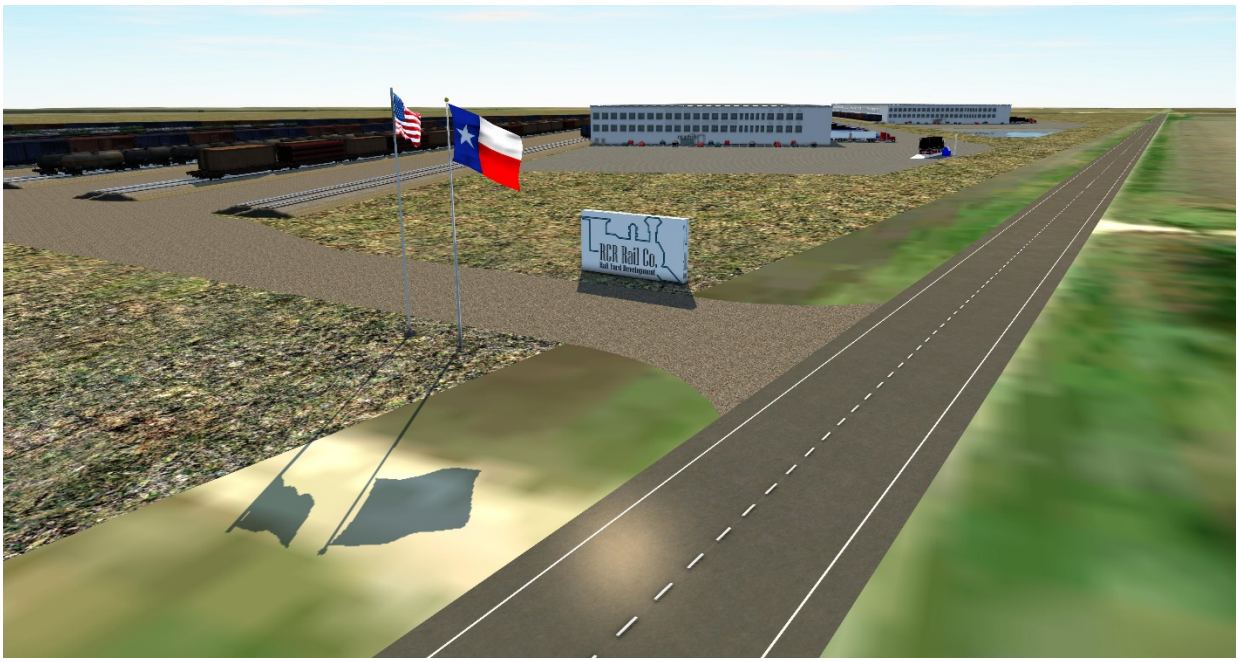
(b) Freestanding signs, low profile signs, wall signs, and corporate flags, along with exempt signs from the City of Taylor Sign Ordinance, shall be the only signs allowed on any given premises. The City of Taylor may review requests for other types of signage if a hardship occurs from a development that is otherwise code compliant.

(c) Only one low profile or freestanding sign shall be allowed on any premises, except that for properties that are situated at a roadway intersection where at minimum 1,000 feet of road frontage is situated along one of the roadways, one sign may be placed adjacent to each public right-of-way, provided that both signs are positioned as close to the center of the respective road frontage as practical.

(d) Low profile signs that are built of rock, stone, or concrete may use a natural-cut form without any additional material. Low profile signs that are made of wood, glass, or other materials shall have a wooden, brick, or solid color metal trim around the full exposed border of the sign.

(e) The bottom of wall signs shall be positioned no less than five (5) feet above ground level of a single-story building, and no less than twelve (12) feet above ground level of a multi-story building. Wall signs shall cover no more than 10% of the building wall façade area to which the wall sign is attached.

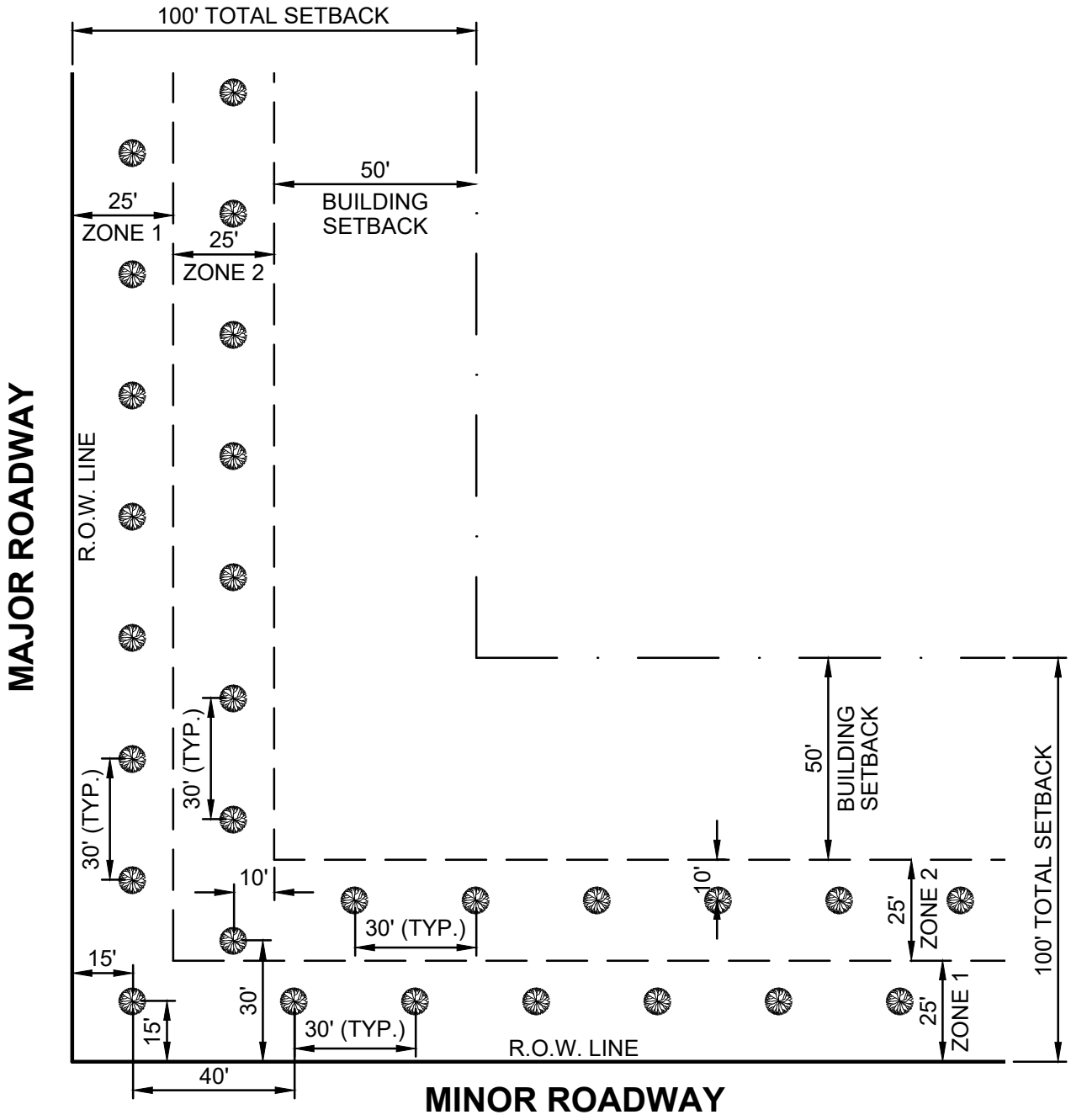
An example of a standard low profile sign is shown below.



Article III – Site Plan

The proposed Site Plan is shown on Exhibit 3 of this CPD.

RCR - TAYLOR LOGISTICS PARK CPD
EXHIBIT 1
LANDSCAPE SCREENING STANDARDS



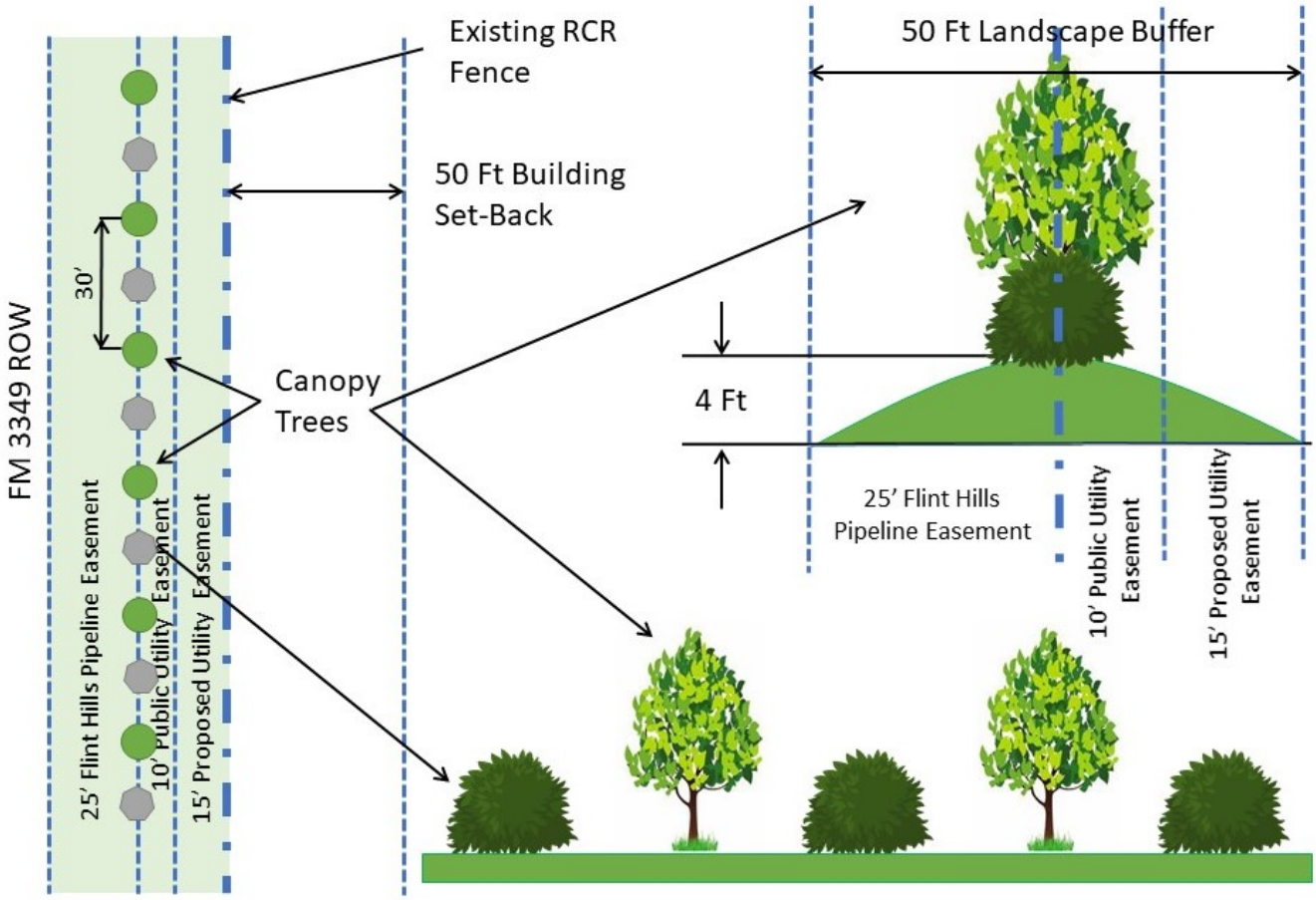
CPD MASTER PLAN SCHEDULE

ZONE 1
278 EVERGREEN TREES
276 CANOPY TREES
(SHRUBS AS NEEDED FOR ADDITIONAL SCREENING)

ZONE 2
556 SHADE TREES

RCR - TAYLOR LOGISTICS PARK CPD
EXHIBIT 1A
LANDSCAPE SCREENING STANDARDS

TO BE IMPLEMENTED ALONG FM 3349 ONLY

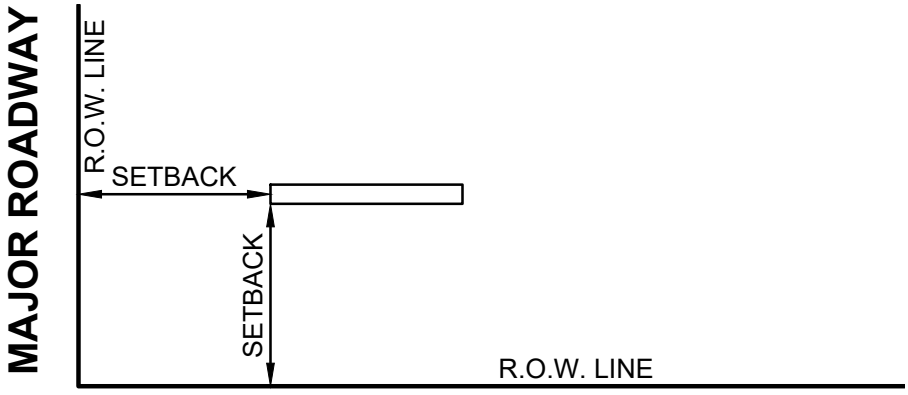


CPD MASTER PLAN SCHEDULE

CANOPY TREES
165 TOTAL TREES (SHALLOW-ROOT SPECIES)

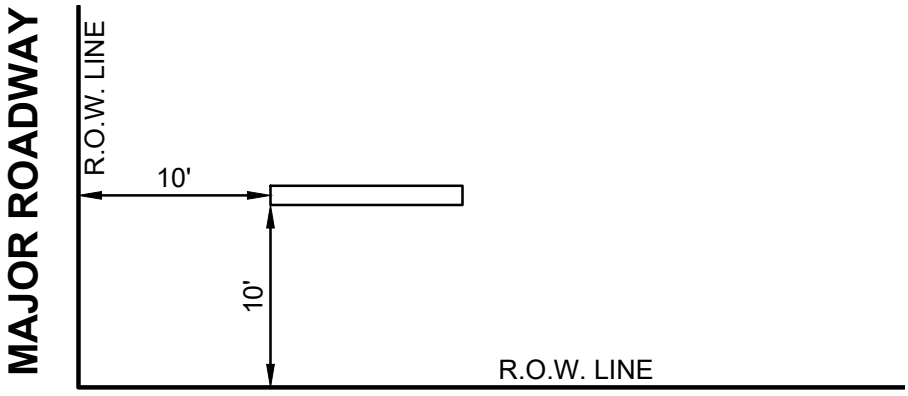
SHRUBS
FOUR (4) PER TREE (SHALLOW-ROOT SPECIES)

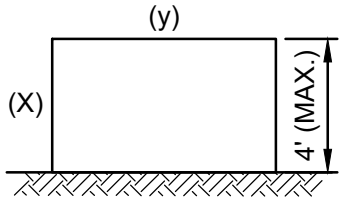
RCR - TAYLOR LOGISTICS PARK CPD
EXHIBIT 2
SIGNAGE STANDARDS



MINOR ROADWAY

FREESTANDING SIGN

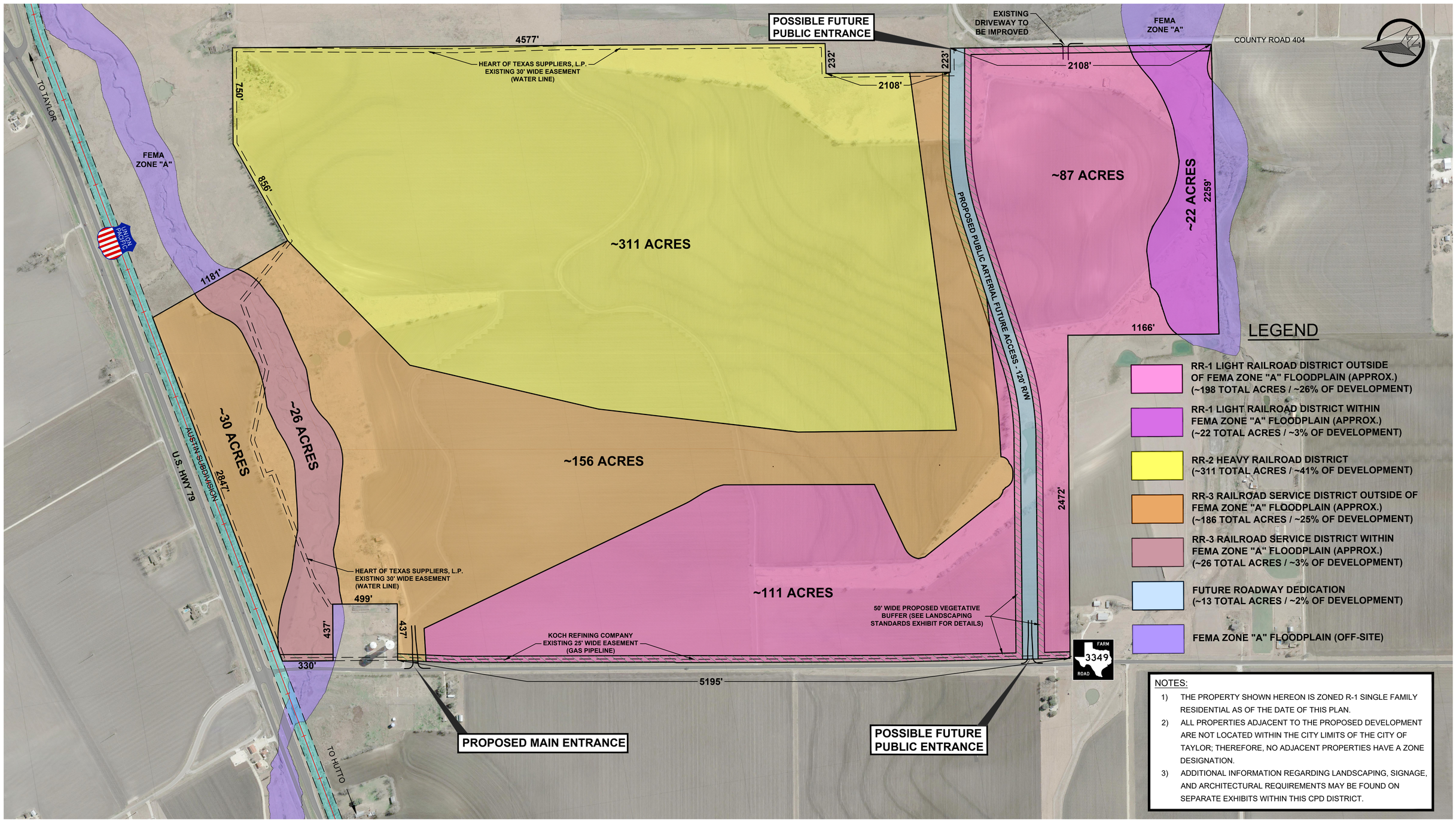




MAXIMUM SIZE
(X)*(Y) ≤ 60 sf

MINOR ROADWAY

LOW PROFILE SIGN



NOTES:

1) THE PROPERTY SHOWN HEREON IS ZONED R-1 SINGLE FAMILY RESIDENTIAL AS OF THE DATE OF THIS PLAN.
2) ALL PROPERTIES ADJACENT TO THE PROPOSED DEVELOPMENT ARE NOT LOCATED WITHIN THE CITY LIMITS OF THE CITY OF TAYLOR; THEREFORE, NO ADJACENT PROPERTIES HAVE A ZONE DESIGNATION.
3) ADDITIONAL INFORMATION REGARDING LANDSCAPING, SIGNAGE, AND ARCHITECTURAL REQUIREMENTS MAY BE FOUND ON SEPARATE EXHIBITS WITHIN THIS CPD DISTRICT.

RITD
RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC
35505 COOPER ROAD - P.O. BOX 1087
BROOKSHIRE, TEXAS 77423
(281) 392-4850 WWW.RITD-LLC.COM FIRM F-16264

350 0 350 700

REV.	DATE	BY	

Know what's below Call before you dig.

DATE 08/20/2019 DRAWN RH
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.

SERVED BY: UNION PACIFIC RAILROAD

LOCATION AND DESCRIPTION:
MP 148.63, AUSTIN SUBDIVISION
HUTTO, WILLIAMSON COUNTY, TEXAS
TRACKAGE TO SERVE: RCR TAYLOR RAIL, L.P.

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

ISSUE FOR REVIEW
EXHIBIT DRAWING
756 ACRES PROPOSED FUTURE LAND USE

FES #: 40941

EXH. 3

PROJ #: 474-1

T:\01-Projects\474-1 RCR Taylor Rail, L.P.\2 - DESIGN\3 - ENG\1-Civil Design\04-Exhibits\EX-20190406 - 474-1 - Commercial Planned Development.dwg * 9/5/2019 11:30 AM * Plotted by Richard Heiges

City of Taylor
PZ-2022-1450
Zoning Map Amendment
Staff Report

Item Details

Subject Property:	Generally located near the intersection of Old Granger Road and Grace Lane
Total Acreage:	0.438 acres
Legal Description:	a 0.438-acre tract of land out of the John Pharrass Survey, Abstract 495, located in Williamson County, Taylor, Texas.
Applicant & Property Owner:	RCT Holdings, LLC, c/o Rick Northcutt & Candace Buzan (Manager)
Request:	Zoning Map Amendment to rezone the subject property from Single Family Residential District (R-1) to Local Business District (B-1).
Case History:	This is the first public hearing of this request.

Overview of Applicant's Request & Background

The applicant has requested to rezone the subject property from a residential zone (R-1) to a commercial zoning district (B-1) to promote the opportunity for commercial development consistent with the uses permittable in the B-1 zoning district but more specifically those that could be used as offices, general business, professional, and medically related institutions.

The same applicant brought forward an adjoining property to the north, 1902 Old Granger Road. Their request was for a zoning map amendment from R-1 to B-1 and the request was subsequently granted a B-1 zoning designation from the City Council on January 28, 2021 (Ordinance No. 2021-03). Their request enabled the applicant to convert an existing single-family home at 1902 Old Granger Road to a professional office.

Location:
The subject property is generally located at the corner of Old Granger Road and Grace Lane; in proximity to State Highway 95/N. Main Street.

Physical and Natural Features:
The subject property is vacant of structures and devoid of any topographical features. Several mature trees exist along the eastern perimeter. Based on a site inspection, there are not any natural or unique features on the site that would impact the proposed development.

Growth Sector Designations:
The Growth Sectors Map identifies the areas in Taylor and its Extra-territorial jurisdiction (ETJ) where development and redevelopment are intended, where they should be controlled, and areas where they should be restricted. The subject property is located within the Infill Growth Sector. The Infill Growth Sector is made up of areas that are already developed and served by

infrastructure (roadways, water, and wastewater). Growth in these areas is expected and encouraged and they are intended for higher density uses than are currently in place.

Future Land Use and Zoning Designations:
The newly adopted Comprehensive Plan, Envision Taylor (2021) identifies Future Land Use designations to guide growth in Taylor. The subject property was assigned the land use designation as, Market Center: Community. Market Centers are intended as mixed-use areas anchored by a retail destination where surrounding residents go to get daily goods and services. Centers at all scales (Regional, Community, and Neighborhood) are intended as compact, walkable places. A Community Center is larger than a Neighborhood Center and often acts to serve several neighborhoods within the city. Often Community Centers include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets. The applicant's desire to focus the development of the property toward medical related practices and offices aligns well with the existing elderly/senior citizen housing complex and rehabilitation center in the immediate area. While this use is less intense than what is commonly anticipated within the Market Center: Community it would be considered harmonious and likely to provide a positive impact to the area as a service to adjacent commercial and residential uses.

The addition of a commercial space in the proposed location would actively facilitate the Future Land Use map designation. The B-1 zoning designation would permit some of the following to occupy the property (not a comprehensive list of uses permitted in B-1): retail shop, restaurant, drug store/pharmacy, medical clinic/office, recreation center, auto repair – minor, hardware shop, single family, multi-family, offices – general/professional, and retirement housing for the elderly.

Surrounding Properties:
The general area around the subject property consists of a mixture of commercial and elderly care facilities.

The current zoning, Future Land Use designation, and existing uses of the adjacent properties to the north, south, east, and west are outlined in the table below:

Direction	Zoning District	Future Land Use	Existing Land Use
North	B-1 (Local Business District)	Market Center: Community	General Office (Remodeled Single-Family Home)
South	MF-1 (Multi-Family Residential, Medium Density)	Market Center: Community	Senior Living & Rehabilitation Facility
East	MF-2 (Multi-Family Residential, High Density)	Market Center: Community	Senior Housing Facility
West	B-2 (General Business District)	Market Center: Community	Used Car Dealership

Utilities
The subject property is located within the City's service area for water and wastewater. An active 6-inch waterline and a 6-inch wastewater main exists along Old Granger Road. It is anticipated that there is adequate capacity to serve the subject property at this time.

Transportation

The subject property is located at the corner of Old Granger Road and Grace Lane, which are both classified as Neighborhood Streets. Neighborhood Streets are low-speed, low-volume thoroughfares that provide access to serve the abutting land uses. Currently, the roadways have not been designated to be upgraded within the City's adopted Thoroughfare plan.

Public Notification

As required by the Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property and within the subdivision were notified of the Zoning Map Amendment request (8 notices), a legal notice advertising the public hearing was placed in the Taylor Press on March 30, 2022.

Staff Analysis

The request for a zoning map amendment to B-1 (Local Business District) aims to provide commercial/retail services to an area dedicated for mixed-uses within the Market Center: Community. Upon analyzing the request, the proposed land use as Offices, General Business and Professional is considered consistent with the Comprehensive Plan. The use would be consistent with the following policies in the Comprehensive Plan:

- **LU1** – New Development should resemble the form and scale of traditional development patterns.
    - The new development is located in an area where established residential and commercial businesses exist. The layout of a traditional roadway network is established and would be adhered by the proposed development. Further analysis will occur at the platting, site development, and building permitting phases.
- **LU9** – Promote development patterns that maximize the use of existing infrastructure and land use before expanding infrastructure to underdeveloped areas.
    - The property has remained vacant for a time and the addition of a commercial endeavor in the area would likely endorse the existing uses, roadways, and water/wastewater utilities as they currently exist in the vicinity. Build out of this property meets the intent of utilizing land in the City as infill versus developing in more remote parts of the community.
- **LU11** – Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.
    - By developing the property at the corner of Old Granger Road and Grace Lane the concentration of commercial or residential development increases in an already developed part of the City thus increase the population density and revenue per acre.

Another consideration in determining whether a rezoning is consistent with the intent of the land use plan is how the rezoning will impact the percentage of different land uses within a mixed-use center. The target land use combination in the Market Center is 52.5% Retail, 25% Multi-Family, 12.5% Industrial, 5% Office, 2.5% Mixed-Use, and 2.5% Public.

A final consideration for this rezoning request is whether the property is configured in such a way as to be conducive to the proposed use. The property consists of 0.438 acres or 19,079 square feet. The B-1 zoning district currently does not stipulate a minimum lot area for commercial uses but does call for 6,000 square foot minimum for residential uses. The ability to develop either commercial or residential is ideal within the area and allows the applicant to market the property for one or the other or potentially both which would directly fulfil the mixed-use component desired for the area.

In summary, the applicant's request to change the zoning district designation of R-1 to B-1 to permit the proposed land use of "Offices, General Business and Professional" is consistent with the Comprehensive Plan in this location.

Staff Recommendation

For the reasons stated in the staff analysis, staff recommends approval of the requested rezoning.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission is charged with reviewing all requests for rezonings and recommends to City Council either in favor of or opposition to each request.

In determining a recommendation on a rezoning request, the Planning and Zoning Commission members consider the following factors:

- **Is the rezoning consistent with the Comprehensive Plan?**

The rezoning request is consistent with the Comprehensive Plan. As mentioned previously in the report, the proposed re-zoning is appropriate for the Market Center: Community Land Use designation.

- **Is the rezoning compatible with the surrounding area?**

The rezoning is compatible with the surrounding area as most of the area is comprised of single family residential, retail, commercial, and health services.

- **Does the rezoning promote the public health, safety, or general welfare?**

Staff analysis determined that the rezoning of the subject property will promote public health, safety, and the general welfare. In addition, the Planning Principles and Policy Guide in the

Comprehensive Plan aim to promote health, safety, and general welfare by managing growth, while promoting safe and orderly development.

- **Is adequate infrastructure available or planned to meet the needs of the proposed land use?**

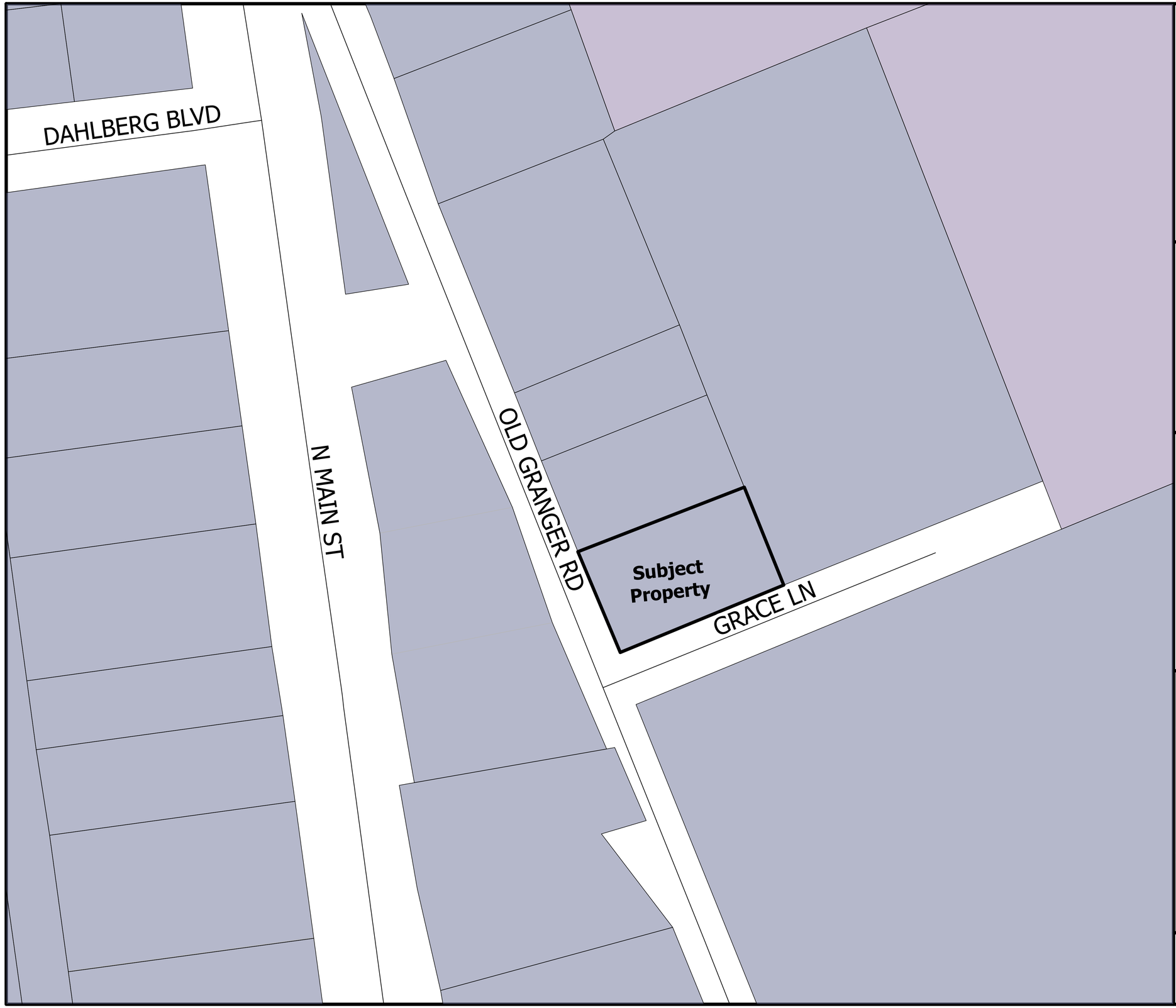
Adequate public facilities are directly available, and no utility extensions will be required for any future development.

- **Do current conditions indicate that a rezoning is necessary?**

The construction of a commercial endeavor on the subject property is more likely to occur than that of a single-family residence, though the option to construct a single-family residence is still a viable option under the B-1 zoning district. The proposed zoning classification allows the applicant or future developer to provide a variety of uses to the area that would likely compliment the existing uses. A rezone request for the subject property is a considerable request to provide infill development within the City.

Attachments:

1. Growth Sectors Map
2. Future Land Use Map
3. Current Zoning Map
4. Proposed Zoning Map
5. Draft Ordinance
    a. Exhibit “A,” Survey
    b. Exhibit “B,” Proposed Zoning Map



Taylor Texas
CITY OF TAYLOR TX

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PZ-2022-1450

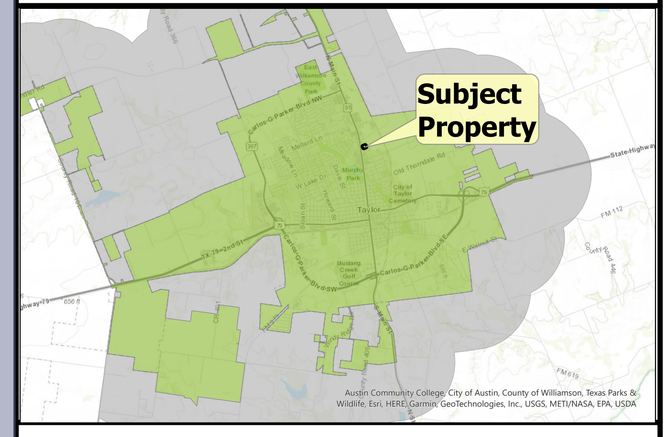
Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the Intersection of Old Granger Road and Grace Lane
Growth Sectors Map
Approximately 0.44 Acres

Legend

- Subject Property
- Parcels
- Streets

2021 Growth Sectors Map

- Intended Growth Sector
- Infill Growth Sector



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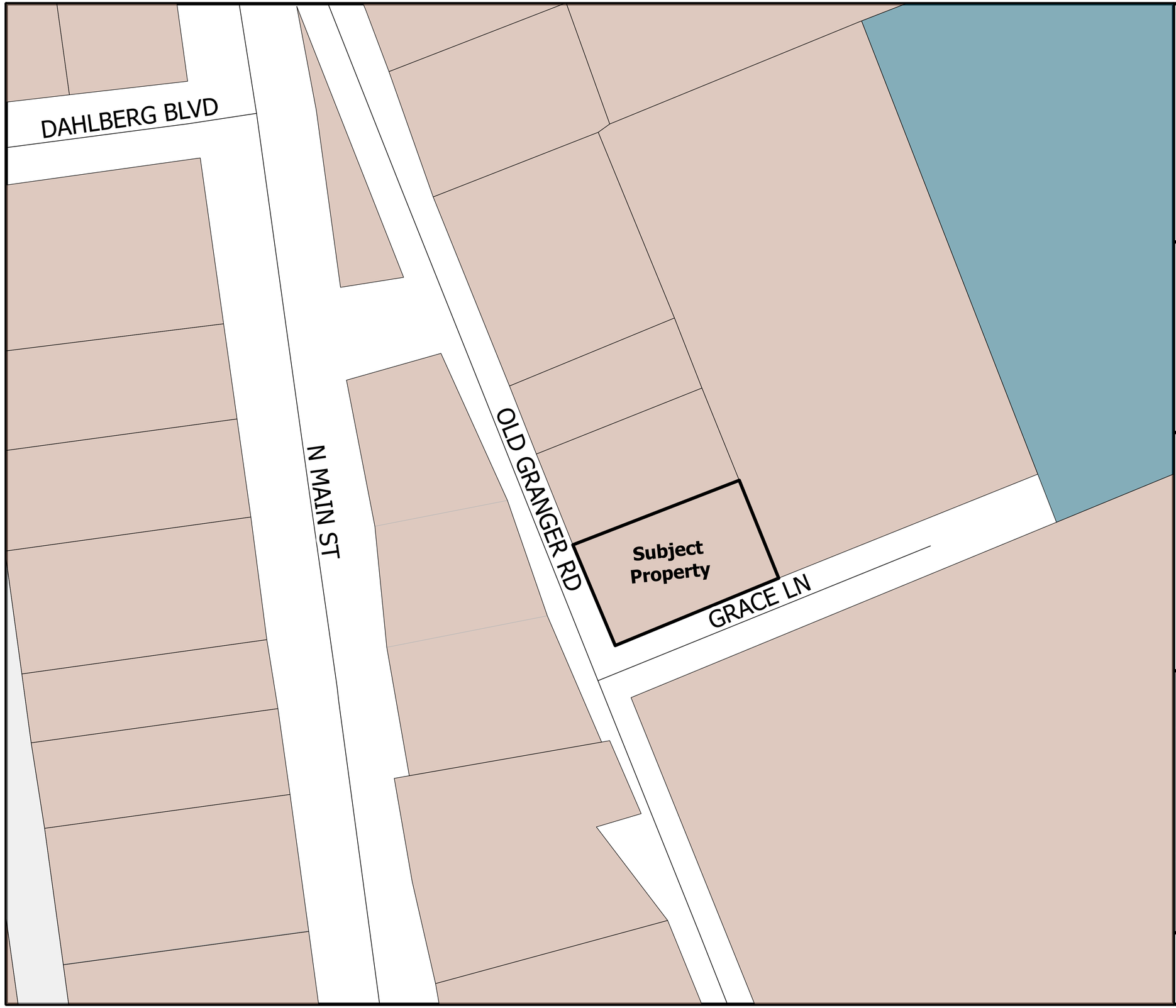


Taylor Texas
CITY OF TAYLOR TX

N

PZ-2022-1450

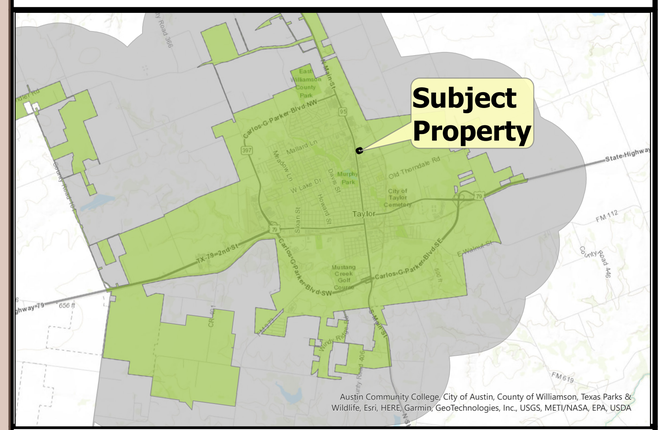
Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the Intersection of Old Granger Road and Grace Lane
Future Land Use Map
Approximately 0.44 Acres

Legend

- Subject Property
- Parcels
- Streets

2021 Future Land Use Map

- Area of Minimal Change
- Employment Center: Neighborhood
- Market Center: Community



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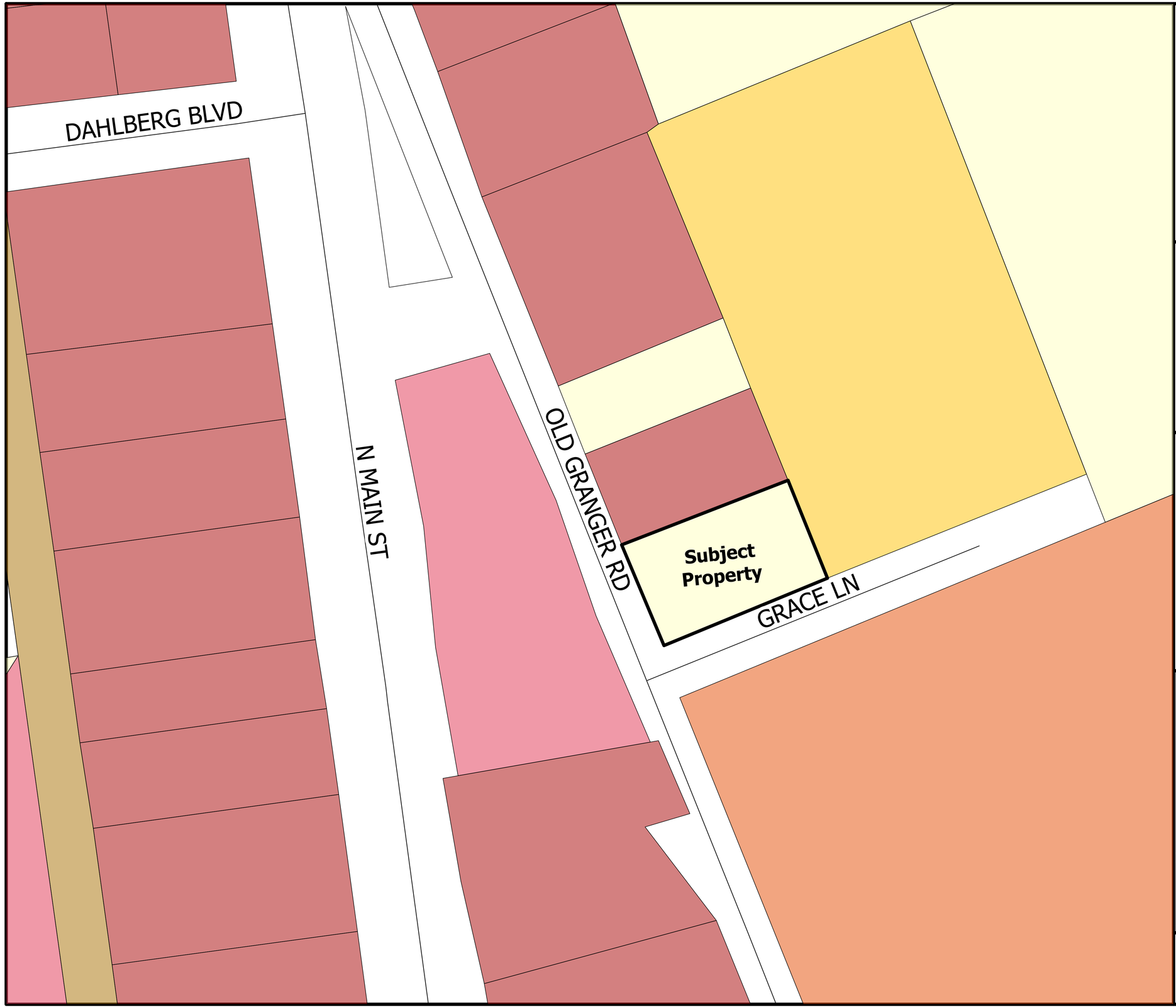


Taylor Texas
CITY OF TAYLOR TX

N

PZ-2022-1450

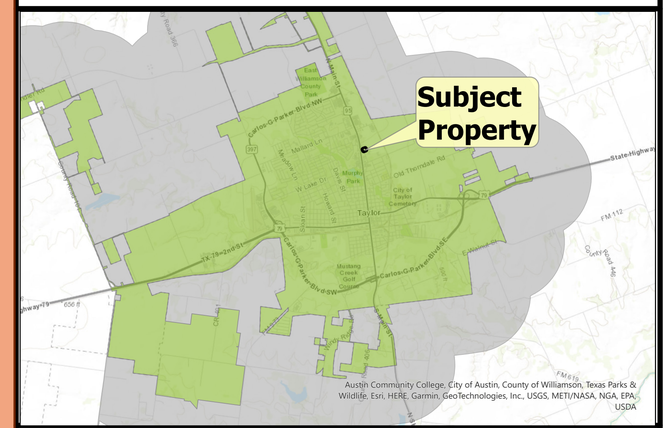
Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the Intersection of Old Granger Road and Grace Lane
Current Zoning Map
Approximately 0.44 Acres

Legend

- Subject Property
- Parcels
- Streets

ZONING

- B-1
- B-2
- I Institutional
- MF-1 Multi- Family
- MF-2 Multi-Family
- R-1 Single Family



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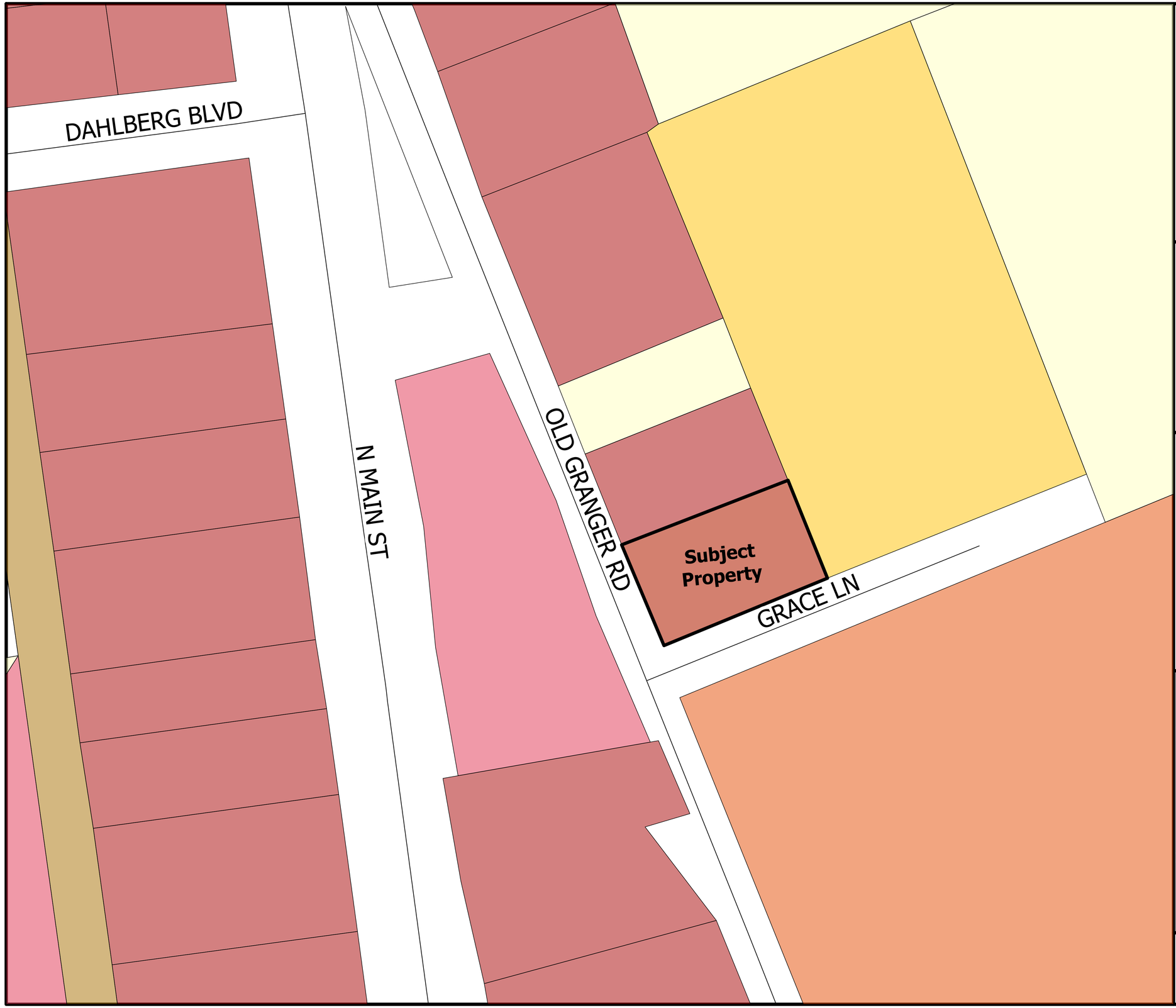

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PZ-2022-1450

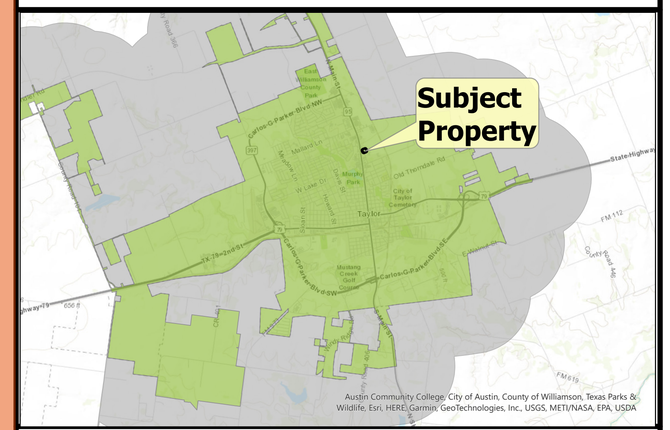
Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the Intersection of Old Granger Road and Grace Lane
Proposed Zoning Map
Approximately 0.44 Acres

Legend

- Proposed B-1 Zoning
- Parcels
- Streets

ZONING

- B-1
- B-2
- I Institutional
- MF-1 Multi- Family
- MF-2 Multi-Family
- R-1 Single Family



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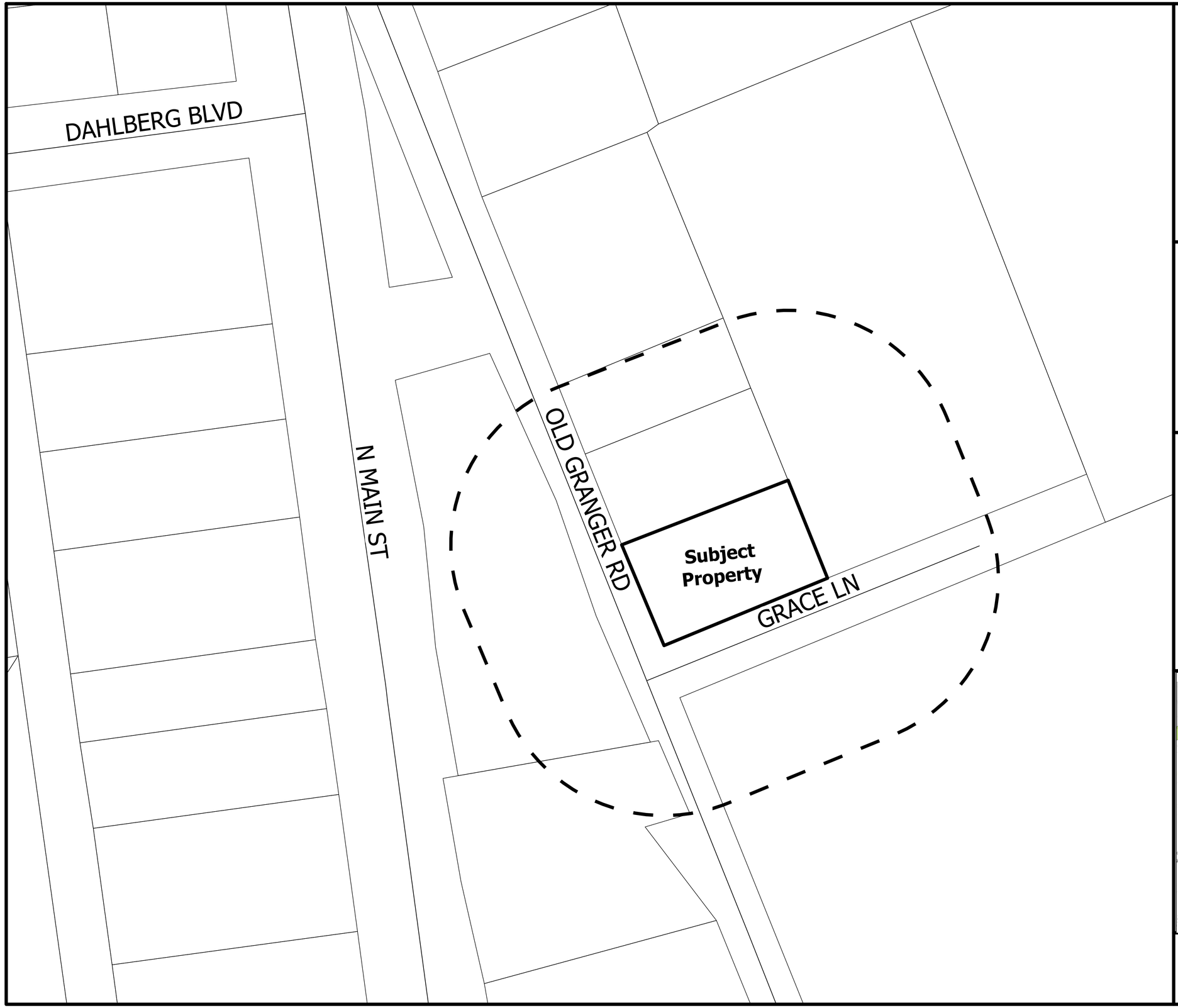


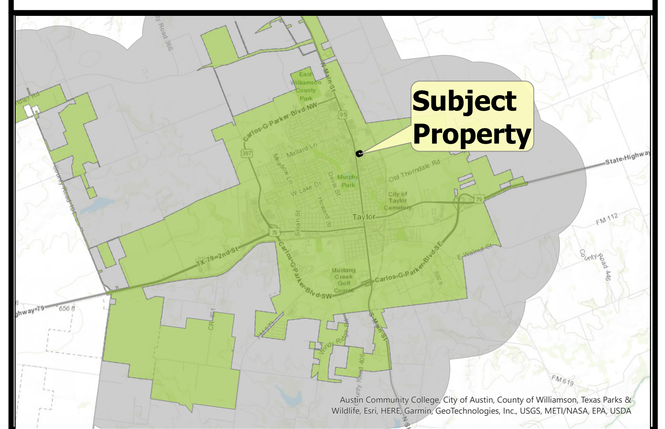
N

PZ-2022-1450

Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the Intersection of Old Granger Road and Grace Lane
Notice Area Map
Approximately 0.44 Acres

Legend

- Subject Property
- 200 ft. Buffer
- Parcels
- Streets



0 4.5 9 Miles

ORDINANCE NO. 2022-13

AN ORDINANCE CHANGING THE ZONING OF PROPERTY DESCRIBED AS APPROXIMATELY 0.44 ACRES OF LAND, GENERALLY LOCATED NEAR THE INTERSECTION OF OLD GRANGER ROAD AND GRACE LANE, MORE PARTICULARLY DESCRIBED BY WILLIAMSON CENTRAL APPRAISAL DISTRICT PARCEL R391934, FROM SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT (R-1) TO LOCAL BUSINESS ZONING DISTRICT (B-1), TAYLOR, WILLIAMSON COUNTY, TEXAS; AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF TAYLOR, TEXAS, TO SHOW THE ZONING CHANGE ADOPTED HEREIN; PROVIDING A SAVINGS CLAUSE.

WHEREAS, the Taylor City Council conducted a public hearing on April 28, 2022, to consider the request made by the applicant, whose property is legally described in Exhibit "A" attached hereto and incorporated by reference herein for all purposes ("Property"), to change the zoning for the Property from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1); and

WHEREAS, the Planning and Zoning Commission, after proper notice, conducted a public hearing on April 12, 2022, to consider the zoning request, and recommended approval of the zoning change to the City Council; and

WHEREAS, the City Council, after the public hearing, approves the request for the Property zoning change.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, that:

SECTION 1. The facts and recitations contained in the preamble of this Ordinance are hereby declared to be true and correct and are incorporated by reference herein and made a part hereof, as if copied verbatim.

SECTION 2. The zoning district of the Property is changed from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1).

SECTION 3. The Official Zoning map of the City of Taylor, Texas, is changed to show the Property zoning district changed from Single-Family Residential District (R-1) to Local Business Zoning District (B-1) as shown in Exhibit "B" attached hereto for all purposes.

SECTION 4. All other terms and conditions contained in the official zoning map, except as amended herein, shall continue and remain in full force and effect.

SECTION 5. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

DRAFT

SECTION 6. In accordance with Article VIII of the City Charter, Ordinance 2022-13 was introduced before the Taylor City Council on the 28th day of April 2022.

PASSED, APPROVED, and ADOPTED on the _____ day of _____, 2022.

_____
Brandt Rydell, Mayor

ATTEST:

_____
Dianna McLean, City Clerk

APPROVED AS TO FORM:

_____
Mark Schroeder,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2022-13, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2022, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office this _____ day of _____ 2022.

_____
Dianna McLean
City Clerk

DRAFT

EXHIBIT A

(Legal Description)

DRAFT

EXHIBIT A

THE STATE OF TEXAS§
COUNTY OF WILLIAMSON§

Being a 0.438 acre (19,079 square feet) tract of land out of the JOHN PHARRASS SURVEY, A-495, located in Williamson County, Texas, said 0.438 acre tract being part of the remainder of a called 143.26 acre tract conveyed from Joseph H. Lundell, Et Al to Wallace Seggern, filed November 5, 1970 and recorded in Volume 530, Page 746 of the Deed Records of Williamson County, Texas (DRWC), said 0.438 acre tract being surveyed on the ground under the direct supervision of Corey Joseph Hall, Registered Professional Land Surveyor No. 6362, on January 14, 2022 and is true and correct to the best of my knowledge and belief. All bearings and distances shown herein are based on the Texas Coordinate System, Central Zone (4203) NAD83, said 0.438 acre tract being more fully described as follows:

BEGINNING at a 5/8 inch iron rod with a blue plastic cap stamped "KONTUR TECH" set at the intersection of the East line of Old Granger Road and the North line of Grace Lane, being a West corner of Grace Place, a subdivision recorded in Cabinet G, Slide 319 of the Plat Records of Williamson County, Texas, and marking the Southwest corner of the herein described tract;

THENCE, North 22°05'20" West, with the East line of Old Granger Road, a distance of 106.15 feet, to a 1/2 inch iron rod with orange plastic cap stamped "RPLS 6362" found for the Southwest corner of a called 0.413 acre tract conveyed from Timothy Lee Bryant to RCT Holdings, LLC, 1902 Granger Rd. Series, filed June 19, 2020 and recorded in Document No. 2020065634 of the Official Public Records of Williamson County, Texas, and marking the Northwest corner of the herein described tract;

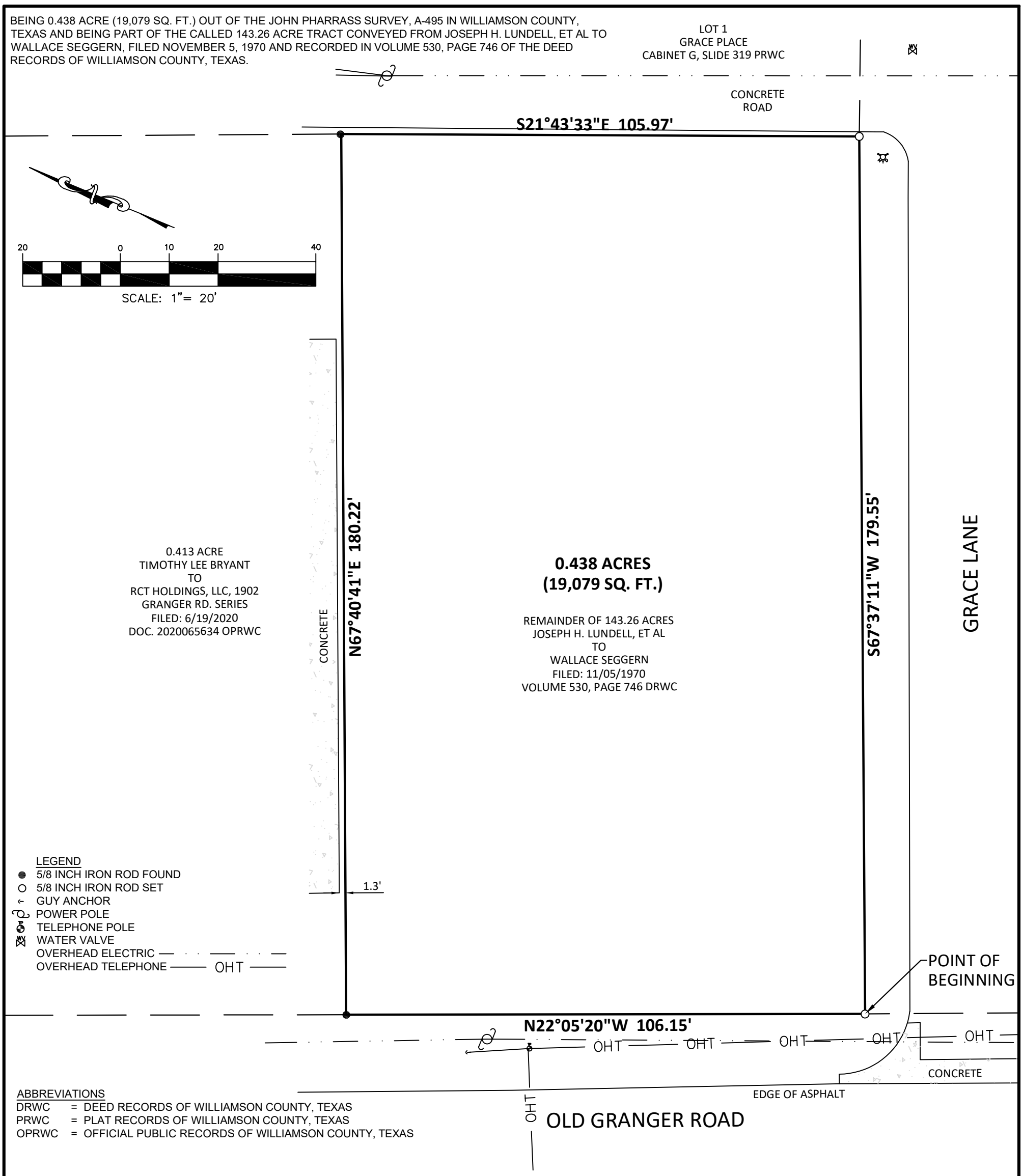
THENCE, North 67°40'41" East, with the South line of the said 0.413 acre tract, a distance of 180.22 feet, to a 1/2 inch iron rod with orange plastic cap stamped "RPLS 6362" found for the Southeast corner of the said 0.413 acre tract, being in the West line of Lot 1 of said Grace Place, and marking the Northeast corner of the herein described tract;

THENCE, South 21°43'33" East, with the West line of the said Lot 1, a distance of 105.97 feet, to a 5/8 inch iron rod with a blue plastic cap stamped "KONTUR TECH" set for an interior corner of the said Lot 1, in the North line of Grace Lane, and marking the Southeast corner of the herein described tract;

THENCE, South 67°37'11" West, with the North line of Grace Lane, a distance of 179.55 feet, to the **PLACE OF BEGINNING,** containing within these metes and bounds 0.438 acres (19,079 square feet) of land, more or less.

Corey Joseph Hall Registered Professional Land Surveyor No. 6362
TBPLS Firm No. 10194591

BEING 0.438 ACRE (19,079 SQ. FT.) OUT OF THE JOHN PHARRASS SURVEY, A-495 IN WILLIAMSON COUNTY, TEXAS AND BEING PART OF THE CALLED 143.26 ACRE TRACT CONVEYED FROM JOSEPH H. LUNDELL, ET AL TO WALLACE SEGGERN, FILED NOVEMBER 5, 1970 AND RECORDED IN VOLUME 530, PAGE 746 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS.



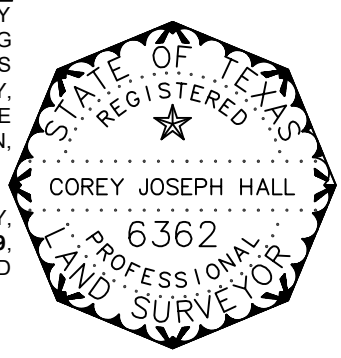
ABBREVIATIONS

DRWC	=	DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
PRWC	=	PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS
OPRWC	=	OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS

TO: LONGHORN TITLE COMPANY
RE: RCT HOLDINGS, LLC

THE UNDERSIGNED HEREBY CERTIFIES:
THIS SURVEY WAS MADE ON THE GROUND UNDER MY SUPERVISION ON **JANUARY 14, 2022**, AND IS A TRUE, CORRECT AND ACCURATE REPRESENTATION OF THE PROPERTY AS DETERMINED BY SURVEY, THE LINES AND DIMENSIONS OF SAID PROPERTY BEING AS INDICATED BY THE PLAT; THE SIZE, LOCATION AND TYPE OF BUILDINGS ARE AS SHOWN, ALL IMPROVEMENTS BEING WITHIN THE BOUNDARIES OF THE PROPERTY, AND SET BACK FROM THE PROPERTY LINES THE DISTANCES INDICATED. THERE ARE NO ENCROACHMENTS, CONFLICTS OR PROTRUSIONS, EXCEPT AS SHOWN HEREON, AND SAID PROPERTY HAS ACCESS TO AND FROM A DEDICATED ROADWAY.

ACCORDING TO THE FLOOD INSURANCE RATE MAP (FIRM) FOR WILLIAMSON COUNTY, TEXAS, COMMUNITY PANEL NUMBER **48491C0533F, EFFECTIVE DECEMBER 20, 2019**, THE SUBJECT TRACT IS LOCATED IN **ZONE "X"**, WHICH IN THIS CASE **IS NOT** LOCATED IN A SPECIAL FLOOD HAZARD AREA.



COREY JOSEPH HALL, RPLS
TEXAS REGISTRATION NO. 6362

NOTES:
1. THIS SURVEY HAS BEEN PREPARED UTILIZING A COMMITMENT FOR TITLE INSURANCE PREPARED BY **LONGHORN TITLE COMPANY**, G.F. NO. **TAY2200504.** EFFECTIVE DATE: **JANUARY 6, 2022.** PARTIES TO THIS TRANSACTION ARE RESPONSIBLE FOR VERIFICATION OF ALL EASEMENTS, COVENANTS AND CONDITIONS WHICH MAY AFFECT THIS TRACT BUT ARE NOT SHOWN HEREON.
2. BEARINGS SHOWN HEREON ARE BASED ON THE TEXAS COORDINATE SYSTEM, CENTRAL ZONE (4203) NAD 83.

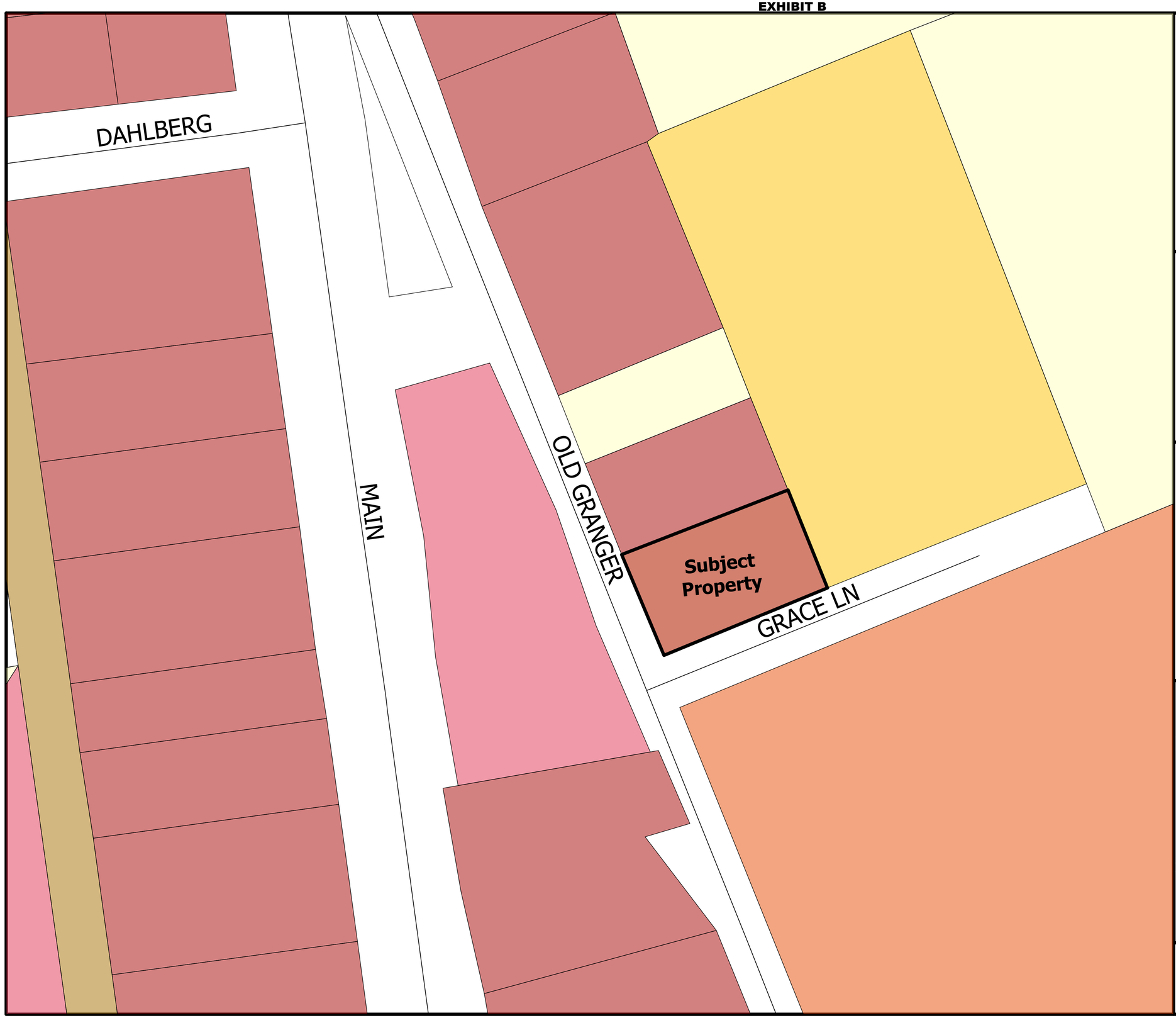
SCHEDULE B ITEMS (10)
d. EASEMENT DATED AUGUST 6, 1946, EXECUTED BY C.A. LUNDELL AND OLLIE LUNDELL TO LONE STAR GAS COMPANY, RECORDED IN VOLUME 341, PAGE 103 DRWC. **MAY AFFECT SUBJECT PROPERTY**
e. EASEMENT DATED JANUARY 24, 1980, EXECUTED BY WALLACE SEGGERN TO THE CITY OF TAYLOR, RECORDED IN VOLUME 790, PAGE 478 DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
f. EASEMENT AND RIGHT OF WAY DATED MAY 29, 1980, EXECUTED BY WALLACE SEGGERN TO TEXAS POWER & LIGHT COMPANY, RECORDED IN VOLUME 801, PAGE 160 DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
g. EASEMENT AND RIGHT OF WAY DATED OCTOBER 18, 1979, EXECUTED BY WALLACE SEGGERN TO TEXAS POWER & LIGHT COMPANY, RECORDED IN VOLUME 801, PAGE 197, DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
h. EASEMENT AND RIGHT OF WAY DATED JULY 22, 1980, EXECUTED BY WALLACE SEGGERN TO TEXAS POWER & LIGHT COMPANY, RECORDED IN VOLUME 833, PAGE 700 DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
i. EASEMENT DEED BY COURT ORDER IN SETTLEMENT OF LANDOWNER ACTION FILED JULY 9, 2015 TO QWEST COMMUNICATIONS COMPANY, RECORDED UNDER DOCUMENT No. 2015058336 ORWC. **MAY AFFECT SUBJECT PROPERTY**

KONTUR TECHNICAL, LLC
26 WOODLAND LANE, ROUND ROCK, TEXAS 78664
TEL: (512) 360-0012 TBPELS REGISTRATION #10194591

LAND TITLE SURVEY
OLD GRANGER ROAD
TAYLOR, TEXAS

DRAWN BY: BRC	DATE: 1/14/2022
JOB NO.: 4001.071	SCALE: 1" = 20'
	SHEET 1 OF 1

EXHIBIT B



Taylor Texas
CITY OF TAYLOR TX

N

PZ-2022-1450

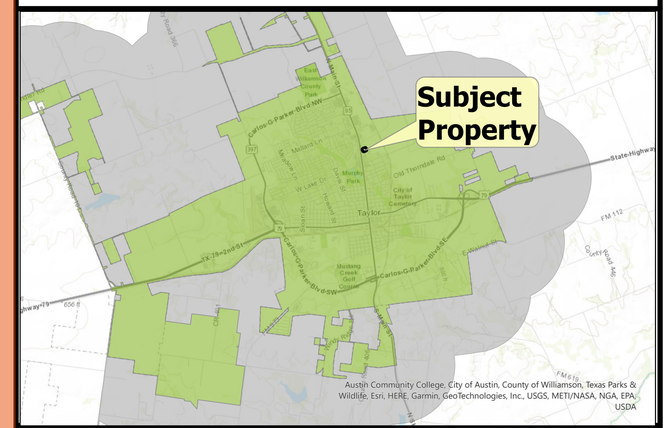
Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the Intersection of Old Granger Road and Grace Lane
Proposed Zoning Map
Approximately 0.44 Acres

Legend

- Proposed B-1 Zoning
- Parcels
- Streets

ZONING

- B-1
- B-2
- I Institutional
- MF-1 Multi- Family
- MF-2 Multi-Family
- R-1 Single Family



0 4.5 9 Miles