AGENDA

CITY OF TAYLOR, TEXAS

PLANNING AND ZONING COMMISSION MEETING

February 14, 2023, 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, February 14, 2023.

The agenda packet is on the website at:
http://www.ci.taylor.tx.us/Calendar.aspx?EID=4539&month=2&year=2023&day=14&calType=0

CALL TO ORDER AND DECLARE A QUORUM

CITIZENS COMMUNICATION

CONSENT AGENDA

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

1. Review and approve minutes from the meeting on January 10, 2023.

CONSENT AGENDA

2. **PZ-2022-1573** – Consider disapproving RCR-Taylor Logistics Park Subdivision Improvement Plans, consisting of approximately 756.00 acres of land, 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, R631981, R634263, R637411, R637527, and R637774, 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-2022-1604** – Consider disapproving Samsung Taylor Final Plat, consisting of approximately 1,216.17 acres of land, generally located near 1530 FM 973, more particularly described by Williamson Central Appraisal District Parcel R641664, part of and out of the H.T. & B.R.R. Co. Survey, Abstract No. 315, the H.T. & B.R.R. Co. Survey, Abstract No. 318, the Watkins Nobles Survey, Abstract No. 484, the Benjamin J. Tyler Survey, Abstract No. 631, the Lucius A. Tyler Survey, Abstract No. 632, the George N. Tyler Survey, Abstract No. 634, the G.W. Tyler Survey, Abstract No. 636, the Thomas B. Lee Survey, Abstract No. 800, and the Jacob Ebberly Survey, Abstract No. 923, Taylor, Williamson County, Texas.

4. **PZ-2023-1613** – Consider disapproving Taylor Southpark Section One Amending Plat, consisting of approximately 4.54 acres of land, generally located at 1901 Industrial Drive, more particularly described by Williamson Central Appraisal District Parcels R102842, R102845, and R102846, legally described as Lots 1, 2, and 3, Taylor Southpark Section One, Taylor, Williamson County, Texas.

5. **PZ-2023-1620** – Consider disapproving Doak Addition Lots 2 and 3, Block 28 Amending Plat, consisting of approximately 0.32 acres of land, generally located at 705 Maple Street and 707 Maple Street, more particularly described by Williamson Central Appraisal District Parcels R016598 and R016599, legally described as Lots 2 and 3, Doak Addition to the City of Taylor, Taylor, Williamson County, Texas.

REGULAR AGENDA

ZONING

6. **PZ-2022-1544** – Hold a public hearing regarding a request to change the zoning of approximately 78.53 acres of land, generally located north of the intersection of County Road 398 and Justin Lane, from the zoning upon annexation of R-1 (Single Family) and existing zoning of B-1 (Local Business) to Planned Development (PD) zoning with residential and commercial base districts, more particularly described by the Williamson Central Appraisal District Parcels R019617, R374022, R406295, and R406296, part of and out of the Samuel Pharrass Survey Abstract No. 496, Taylor, Williamson County, Texas.

7. **PZ-2022-1544** – Consider making a recommendation regarding a request to change the zoning of approximately 78.53 acres of land, generally located north of the intersection of County Road 398 and Justin Lane, from the zoning upon annexation of R-1 (Single Family) and existing zoning of B-1 (Local Business) to Planned Development (PD) zoning with residential and commercial base districts, more particularly described by the Williamson Central Appraisal District Parcels R019617, R374022, R406295, and R406296, part of and out of the Samuel Pharrass Survey Abstract No. 496, Taylor, Williamson County, Texas.

COMPREHENSIVE PLAN AMENDMENT

8. **PZ-2023-1618** – Hold a public hearing regarding the second amendment of the Envision Taylor Comprehensive Plan, including modifications to refine the Growth Sectors Map and descriptions, amend the Future Land Use Map, amend Implementation Strategy #5, and create a new implementation strategy for special utility and financing districts in the extra-territorial jurisdiction.

9. **PZ-2023-1618** – Consider making a recommendation regarding the second amendment of the Envision Taylor Comprehensive Plan, including modifications to refine the Growth Sectors Map and descriptions, amend the Future Land Use Map, amend Implementation Strategy #5, and create a new implementation strategy for special utility and financing districts in the extra-territorial jurisdiction.

DISCUSSION ITEMS

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

ADJOURN

Next Meeting Date: March 14, 2023

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 **February 14, 2023.** I further certify that the following news media was notified of this meeting: Taylor Daily Press.

Posted By: Carrie Orts Date: 2·10·23

Carrie Orts, Administrative Assistant

MINUTES
CITY OF TAYLOR, TEXAS
400 Porter Street
Taylor, Texas 76574
PLANNING AND ZONING COMMISSION MEETING
January 10, 2023, 6:00 P.M.

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

CALL TO ORDER AND DECLARE A QUORUM

The meeting was called to order and a quorum declared at 6:00 p.m.

CITIZEN COMMUNICATION

N/A

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.)

1. **Review and approve minutes from the meeting on December 13, 2022.**

2. **PZ-2022-1494 – Consider disapproving Mule Loop Townhomes Subdivision Improvement Plans, consisting of approximately 2.94 acres of land, generally located about 1,400 feet north of the intersection of Debus Drive and West Second Street and north of the end of the Cecilia Street right-of-way, more particularly described by Williamson Central Appraisal District Parcel R019780, part of and out of the William R. Williams Survey, Abstract No. 665, Taylor, Williamson County, Texas.**

3. **PZ-2022-1495 – Consider disapproving Mule Loop Townhomes Block 1, Lot 1, Final Plat, consisting of approximately 2.94 acres of land, generally located about 1,400 feet north of the intersection of Debus Drive and West Second Street and north of the end of the Cecilia Street right-of-way, more particularly described by Williamson Central Appraisal District Parcel R019780, part of and out of the William R. Williams Survey, Abstract No. 665, Taylor, Williamson County, Texas.**

4. **PZ-2022-1558 – Consider disapproving Spring Creek Phase 2 Subdivision Improvement Plans, consisting of approximately 20.40 acres of land, generally 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.**

5. **PZ-2022-1573 – Consider disapproving RCR-Taylor Logistics Park Subdivision Improvement Plans, consisting of approximately 756.00 acres of land, 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, R631981, R634263, R637411, R637527, and R637774, part of and out of the Watkins Nobles Survey, Abstract No. 484 and James C. Eaves Survey, Abstract No. 213, Taylor, Williamson County, Texas.**

6. **PZ-2022-1603 – Consider disapproving Deefam Minor Plat, consisting of approximately 10.25 acres of land, addressed as 12985 Chandler Road, more particularly described by Williamson Central Appraisal District Parcel R498029, part of and out of the Samuel Pharrass Survey, Abstract No. 496, Taylor ETJ, Williamson County, Texas.**

7. **PZ-2022-1604 – Consider disapproving Samsung Taylor Final Plat, consisting of approximately 1,216.17 acres of land, generally located near 1530 FM 973, more particularly described by Williamson Central Appraisal District Parcels R019209, R019223, R019230, R019235, R019237, R019259, R019260, R019261, R019262, R019263, R019264, R019267, R019269, R019408, R019409, R019411, R019412, R019700, R019701, R019702, R019703, R019705, R019706, R019965, R019977, R020004, R020073, R020074, R020075, R020076, R092013, R107030, R327085, R331120, R331121, R331122, R331123, R337975, R338860, R430327, R577898, and R594305, part of and out of the H.T. & B.R.R. Co. Survey, Abstract No. 315, the H.T. & B.R.R. Co. Survey, Abstract No. 318, the Watkins Nobles Survey, Abstract No. 484, the Benjamin J. Tyler Survey, Abstract No. 631, the Lucius A. Tyler Survey, Abstract No. 632, the George N. Tyler Survey, Abstract No. 634, the G.W. Tyler Survey, Abstract No. 636, the Thomas B. Lee Survey, Abstract No. 800, and the Jacob Ebberly Survey, Abstract No. 923, Taylor, Williamson County, Texas.**

   Mr. Eaton made a motion to approve the consent agenda as written. The vote was seconded by Mrs. Maruska. All present voted in favor (7-0). Motion carried.

DISCUSSION ITEMS

8. **Update regarding City Council actions on items referred by the Planning and Zoning Commission.**
   Mr. Yantis stated that the Comprehensive Plan amendment for the industrial park was introduced at the December 2022 meeting. Final decision will be at the January 12, 2023, meeting.

9. **Discuss P&Z meeting schedule in March and April and proposed adoption timeline for development ordinances update.**
   Mr. Yantis discussed with the P&Z Commission the desire to postpone bringing forth the revisions to the Development Ordinances in February due to the need for more time to revise and review the drafts. He stated that the current anticipated timeframe is set for the April meeting as the March meeting falls during the week of Spring Break. The P&Z Commission agreed to receive revisions to the Development Ordinances in April 2023.

Adjournment - Meeting adjourned at 6:04 P.M.

_____ _____

Carrie Orts
Administrative Assistant II, Development Services

Donna Frazier
Planning & Zoning Commission Chair

City of Taylor
PZ-2022-1573
RCR-Taylor Logistics Park
Subdivision Improvement Plans
Staff Report

Item Details

Requested Action:	Consider disapproving RCR-Taylor Logistics Park Subdivision Improvement Plans
Address/Location:	201 FM 3349
Legal Description:	Approximately 756.00 acres of the Watkins Nobles Survey, Abstract No. 484, and the James C. Eaves Survey, Abstract No. 213
Current Zoning:	B-2/CPD
Current Use:	The existing site of RCR-Taylor Logistics Park
Applicant:	Richard Heiges, P.E./RITD
Case History:	This is the second submission of the subdivision improvement plans.
Staff Recommendation:	The submitted plans do not meet the minimum requirements of the Subdivision Ordinance and Engineering Manual. Therefore, 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

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

Date: February 9, 2023

Address: 201 FM 3349, Taylor 76574

Permit Number PZ-2022-1573

Dear Richard Heiges,

Staff has completed its review of plans for the RCR-Taylor Logistics Park SIP that is to be generally located at 201 FM 3349, Taylor, TX 76574. There are some corrections that need to be made prior to acceptance of the plans. Comments from this review follow. Additionally, new comments for the Subdivision Improvements Plans for RCR Logistics Rail Park are likely to occur as new and/or revised documents are presented to staff.

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. The “proposed public easements” page identifies proposed easements that should ultimately be captured on the plat if the locations are appropriate and approved by Engineering as they relate to overall drainage of the site.
2. Discussion on sidewalk locations resulted in the following:
    i. Provide a sidewalk plan to identify areas where sidewalks and crossings will remain and the areas of concern where the applicant would like to propose alternative(s). Ensure that the sidewalks are called out and clearly identified on the plan set. The city is not inclined to accept a disconnected sidewalk network.

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 by email at javier.vasquez@hdrinc.com.

*Refer to the Associated Files section of the permit page for a PDF of the planset containing the following engineering comments:

General

1. Files were not provided for photometric study, drainage study, revised TIA, revised water line analysis.

Subdivision Improvement Plan Set

1. Sheet 10 of 162 - Verify and update plan to show box culverts that were in previous submittal are now missing (STA. 19+50)
2. Sheet 10 of 162 - SETs should be shown in plan view and ditches would flow to the end of the SET not the end of the culvert note that these box culverts crossing at STA 26+25 were not shown in previous submittal.
3. Sheet 10 of 162 - Verify and update. Detail 2 on Sheet C9.3 won't work for 6x3 box culverts.
4. Sheet 10 of 162 - See TxDOT standards for cross drainage end treatments for MBCs
5. Sheet 10 of 162 - General Comment - There are several instances where flow is entering or exiting culverts at sharp angles, with potential for scour.

6. Sheet 11 of 162 - Use appropriate TxDOT Standards for all of the pipes shown on this sheet. Need to choose Parallel or Cross Drainage depending on the location of the pipe ends. Detail 2 is not specific enough.
7. Sheet 11 of 162 - Not sure what these lines crossing CR 404 represent
8. Sheet 11 of 162 - Verify and update sidewalk shown encroaching into ditch STA. 43+80
9. Sheet 12 of 162 - Verify and update graphics shown. These aren't in the legend, and appear they are junction boxes or inlets. STA. 1+50
10. Sheet 12 of 162 - Logistics Loop - STA. 3+00, these storm pipes are now extended outside ROW- should be contained within public ROW or drainage easement to convey flow across ROW, across a private lot and then back across ROW.
11. Sheet 13 of 162 - Update plan to show the tow ditches tie-in together near STA. 33+75
12. Sheet 14 of 162 - STA. 25+25, the proposed uncontrolled pedestrian crossing is not preferred. Update the plan to provide a controlled crossing.
13. Sheet 15 of 162 - Callout water service to lift station site near STA. 2+45
14. Sheet 15 of 162 - Remove callout from plan for commerical water meter (STA 11+10)
15. Sheet 16 of 162 - Verify and update sidewalk crossing roadside ditch for storm pipe, STA. 49+00.
16. Sheet 22 of 162 - RCR Parkway near FM 3349 intersection - Identify pavement markings between left and right turn lanes. Detail turn arrows and words or point to a detail provided in this plan set.
17. Sheet 23 of 162 - At future railroad crossings, verify and update plan to remove signage since there is no track proposed with the roadway construction. In response to the comments, the 'W' signs aren't needed.
18. Sheet 23 of 162 - Logistics Loop West - Verify number of lanes. The response to comments said two was to be provided.
19. Sheet 23 of 162 - For the location noted on RCR Parkway, verify if there will be an access point to the south and clarify on plans.
20. Sheet 23 of 162 - Update plan to show dimensioning at turn lanes.
21. Sheet 25 of 162 - Logistics Loop East - Verify number of lanes. The response to comments said two was to be provided.
22. Sheet 25 of 162 - For the RCR Parkway and CR 404 intersection, verify this storage length shown with TIA.
23. Sheet 25 of 162 - Update plan to show dimensioning at turn lanes.
24. Sheet 27 of 162 - Verify why rock rip rap is only on the top of berm and not on the pond slope inside. Show pond-contour grading to verify how water gets into the pond
25. Sheet 27 of 162 - For Pond "D" verify if water is coming in at the southeast corner and update plan with applicable information/details.
26. Sheet 28 of 162 - Callout pipes and erosion control on Pond "E" site plan.
27. Sheet 35 of 162 - Update sheet to show existing contours.
28. Sheet 36 of 162 - This sidewalk alignment beginning near STA. 25+00 will require pipes at three locations where it crosses ditches.
29. Sheet 38 of 162 - Verify and update plan to label these lines-not in legend, proposed grading goes outside ROW (drainage easement).
30. Sheet 39 of 162 - Update sheet to include existing contours for areas shown.
31. Sheet 39 of 162 - Verify drainage leaving the ROW. This routing was not shown in previous submittal
32. Sheet 39 of 162 - Verify and update drainage near cul-de-sac to tie into existing contours.
33. Sheet 39 of 162 - Verify drainage easement requirements needed across the lot to Pond "D".
34. Sheet 39 of 162 - Label drainage easement shown. The linetype should be different from those shown on the plan (i.e. property lines).
35. Sheet 40 of 162 - Provide erosion control where ditch enters Pond "D".
36. Sheet 41 of 162 - Indicate overflow crest elevation on Alignment D-A profile.
37. Sheet 65 of 162 - Provide gate valve to isolate line for future extension near STA. 48+00.
38. Sheet 66 of 162 - Update plan at STA. 10+00 to clarify what is proposed. It appears two pipes are shown and flow entering at an angle.
39. Sheet 66 of 162 - Previous comment not addressed- not sure what hatched areas are -not shown in legend
40. Sheet 66 of 162 - Provide a callout for proposed casing near STA. 7+50 to 9+00.
41. Sheet 66 of 162 - Call out proposed casing in relation to what the minimum distance from the tracks to end of casing. This should take into account the heavy skew.
42. Sheet 66 of 162 - Update plan to show casing for the future track location at STA. 17+00
43. Sheet 68 of 162 - Provide callout on plan for proposed water valves (STA. 27+15)
44. Sheet 68 of 162 - Update callout for proposed fire hydrant (STA. 27+15)
45. Sheet 69 of 162 - Update plan to show casing for the future track location at STA. 7+00
46. Sheet 69 of 162 - For proposed grate inlet, it is recommend to use TxDOT standard "PAZD" and not just a grate inlet. (STA. 10+00)
47. Sheet 69 of 162 - Provide callout on plan for proposed water valves (STA. 1+50)
48. Sheet 71 of 162 - In response to comments, the adjacent lot will connect to the water line; however, verify if a 16-inch line is required.

49. Sheet 74 of 162 - Sewer measures less than 10-feet from ROW. Sanitary sewer center line (SSCL) should be placed a minimum 10-feet from ROW
50. Sheet 74 of 162 - (ALL SEWER) - Previous Comment Not Addressed. Label PVC pipe with SDR rating
51. Sheet 74 of 162 - (ALL SEWER): 6-inch above finished grade should be a minimum requirement. Manhole rim elevations should be set a minimum 1-foot above HGL of adjacent drainage swale or stormwater will infiltrate into sanitary sewer system.
52. Sheet 74 of 162 - Verify how sidewalk will tie in to intersection at FM 3349.
53. Sheet 74 of 162 - Water line and sanitary sewer assignments to be coordinated and verified along with roadway section configuration (TYPICAL)
54. Sheet 75 of 162 - Verify proposed utility near STA. 19+50. It doesn't appear to have enough clearance under ditches/pipes.
55. Sheet 75 of 162 - SSCL should be placed a minimum 10-feet from ROW
56. Sheet 75 of 162 - Previous comment not addressed - Sewer shall not be placed in centerline of drainage channel as it will be susceptible to infiltration and scour as well as difficult to access for future O/M. The addition of a MH will accelerate this problem. Recommend sewer be relocated to be within and/or adjacent to pavement section to protect pipeline and maintain access for O/M.
57. Sheet 75 of 162 - Rip-rap is for stream protection and not pipe protection. Sewer should be protected using concrete encasement.
58. Sheet 75 of 162 - Call out curb ramp type (all locations)
59. Sheet 75 of 162 - Update plan and profile to show proposed RCP culvert (STA. 19+50)
60. Sheet 76 of 162 - Sewer measures less than 10-feet from ROW. SSCL should be placed a minimum 10-feet from ROW
61. Sheet 76 of 162 - Previous comment not addressed - Sewer shall not be placed in centerline of drainage channel as it will be susceptible to infiltration and scour as well as difficult to access for future O/M. The addition of a MH will accelerate this problem. Recommend sewer be relocated to be within and/or adjacent to pavement section to protect pipeline and maintain access for O/M.
62. Sheet 77 of 162 - Sewer measures less than 10-feet from ROW. SSCL should be placed a minimum 10-feet from ROW
63. Sheet 78 of 162 - Verify if there is enough storage for all the trucks turning left onto CR 404.
64. Sheet 78 of 162 - Callout water line end of line appurtenances. A gate valve shall be provided for future isolation.
65. Sheet 78 of 162 - Label CR 404 on the plan.
66. Sheet 79 of 162 - Show proposed casing in profile.
67. Sheet 79 of 162 - Notate length and size proposed casing on the plan.
68. Sheet 79 of 162 - Manhole adjacent to centerline of drainage swale will be susceptible to scour/erosion. Recommend sewer be relocated to be within and/or adjacent to pavement section to protect pipeline and maintain access for O/M.
69. Sheet 79 of 162 - Verify and update plan view to show the proposed ARV. Note that casing appears it will have a bend in it under tracks-show casing in profile
70. Sheet 80 of 162 - Update plan to show casing for future railroad eaesment (STA. 17+00)
71. Sheet 80 of 162 - Remove water meter callout from plan (STA. 15+80)
72. Sheet 86 of 162 - Force main not shown on plan. Update plan to reference proposed force main.
73. Sheet 86 of 162 - Pipe information not shown for this section of pipe from STA. 0+50 to 2+25
74. Sheet 87 of 162 - Force main not shown on plan. Update plan to reference proposed force main.
75. Sheet 88 of 162 - Force main not shown on plan. Update plan to reference proposed force main.
76. Sheet 89 of 162 - Force main not shown on plan. Update plan to reference proposed force main.
77. Sheet 97 of 162 - Provide callout for plug and IE. Is this a plug instead of MH as it will essentially be a private sewer lateral? (STA. 1+50)
78. Sheet 97 of 162 - MH to be placed within ROW or in separate easement (SS MH 29).
79. Sheet 97 of 162 - MH to be placed within ROW or in separate easement (SS MH 30).
80. Sheet 97 of 162 - MH to be placed within ROW or in separate easement (SS MH 31).
81. Sheet 100 of 162 - Slope and length not provided for this pipeline section, STA. 7+00 to 9+25
82. Sheet 101 of 162 - Slope and length not provided for this pipeline section, STA. 10+00 to 20+00
83. Sheet 102 of 162 - Slope and length not provided for this pipeline section, STA. 21+00 to 31+00
84. Sheet 103 of 162 - Slope and length not provided for this pipeline section, STA. 31+00 to 39+00
85. Sheet 104 of 162 - Vertical fittings should not exceed 22.5 degree as compaction requirements cannot be achieved. If 45 degree fittings are used, CDF backfill will be required.
86. Sheet 110 of 162 - Force main should be a minimum 7.5-feet offset of western ROW acquired as part of CR401 project. ROW is 136-feet offset of existing eastern ROW line. Reference CR401 plans to verify grading and location of adjacent drainage swale and culvert impacts to force main location
87. Sheet 112 of 162 - BlueSky (Samsung) is proposing an outfall pipe in this location. This should be shown to verify that the two pipelines are not in conflict with each other vertically.

88. Sheet 113 of 162 - Gravity main so minimum clearance does not apply.
89. Sheet 114 of 162 - Gravity main so minimum clearance does not apply.
90. Sheet 157 of 162 - Update plan to show Level Spreader Detail more legible.
91. Sheet 157 of 162 - City of Taylor details to be used for sidewalk construction. Remove City of Dallas detail referenced. See construction details at end of the Engineering Manual
92. Sheet 159 of 162 - Provide a standard crosswalk striping detail.
93. Sheet 159 of 162 - Verify and update Detail "4" . Detail appears to be duplicate on the following pages.
94. Sheet 159 of 162 - Typical P.U.E. Assignments - Verify and planset to include location map submitted separately. Verify utility companies are agreeable to this layout.
95. Sheet 160 of 162 - RCR Parkway Typical Section - Pavement section does not match geotech report.
96. Sheet 160 of 162 - Material Detail Section - Verify: Do all streets get 10 inches of HMAC? Update to show breakdown of material types for each street.
97. Sheet 160 of 162 - Logistics Loop East - How was this section selected, or how was the percent trucks determined and by who (3 sections in geotech report based on % trucks)?
98. Sheet 160 of 162 - Logistics Loop North - How was this section selected, or how was the percent trucks determined and by who (3 sections in geotech report based on % trucks)?
99. Sheet 160 of 162 - Logistics Loop West - How was this section selected, or how was the percent trucks determined and by who (3 sections in geotech report based on % trucks)?
100. Sheet 160 of 162 - Material Detail Section - Geotech Report indicates 7% Lime for subgrade.
101. Sheet 160 of 162 - Consider adding roadway classifications to the typical section details to avoid future confusion.
102. Sheet 161 of 162 - Refer plans to this standard for striping of lane lines. PM (3)-22 more appropriate to provide detail of arrows and onlys. Refer to that detail as well and include.
103. Sheet 161 of 162 - Stop Lines - This is appropriate for stop lines but crosswalk striping is not provided on PM (4) - 22A, which should be included and referenced.
104. Sheet 161 of 162 - The detail for the center left turn lane is not included on this sheet. Please provide Sheet PM (#)-22.
105. Sheet 162 of 162 - PED-18 - Provide sheets reference in the Notes/Legend callout

**Refer to the Associated Files section of the permit page for a PDF of the document containing the following engineering comments:*

Geotechnical Report (FULL REPORT)

1. *Sheet 15 of 173 If seepage encountered during construction, contractor needs to stop for design of a drainage system or redesign for higher pressures, is this correct. Not all the granular backfill types provided are free draining. Further over time do you expect these higher permeable granular soils to collect water and fill up with water.*
2. *Sheet 25 of 173 Has the design traffic information in the table above been reviewed and agreed to by the project Civil Engineer?*
3. *Sheet 26 of 173 How/who is determining percent trucks and selecting the appropriate pavement section for each road?*
4. *Sheet 26 of 173 Do you have any concerns using proprietery software of the manufacturer selling the product?*
5. *Sheet 27 of 173 How/who is determining percent trucks and selecting the appropriate pavement section for each road?*
6. *Sheet 105 of 173 Traffic Data - Verify run for 25% trucks*

*Refer to the Associated Files section of the permit page for a PDF of the planset containing the following engineering comments:

Subdivision Improvement Plan Set (DRAINAGE)

1. Sheet 10 of 162 - When city of taylor standards are not available or applicable txdot drainage standard is preferrable
2. Sheet 20 of 162 - (New comment on revised/New ditch) to all instances where flow goes from ROW (public) to private: Drainage easement required.
3. Sheet 41 of 162 - [(Comment Remains) Verify and update plans sheet. It is unclear how runoff enters pond. (See EM 2.3, 2.12)] Added Flume : EM8.17 Clarification: Drainage area to pond includes area downstream of pond (north of the pond footprint)

4. Sheet 41 of 162 - [(comment remains} add erosion control measures EM 2.10, 8.1.7] clarification: there is no pipe shown to outlet the pond, and no erosion control at that element. there is no riprap shown below the proposed spillway and could scour
5. Sheet 43 of 162 - [{comment remains} Verify appropriate erosion control is provided, detail end treatments per EM 8.15.3.c , 8.11.5] comment appears unaddressed
6. Sheet 46 of 162 - [(comment remains} Update plan sheet to show how runoff enters pond. EM 2.3, 2.12] comment appears unaddressed drainage area includes land downstream of pond
7. Sheet 47 of 162 - [{comment remains) A floodplain development permit will be required under this configuration. Hydrologic and Hydraulic modeling and reporting required. Code of Ordinances CH7 7-52, 7-53 apply. EM 8.20 may potentially apply.] EM8.20 - an approved clomr will be required before a floodplain development permit may be issued. this improvement is understood to change the limits of the floodplain no modeling was provided with this submittal reporting is based on statistics that warrant being updates per outstanding comments in this set
8. Sheet 47 of 162 - [(comment remains) This is a large pond. Provide consideration for a secondary spillway that is erosion resistant] EM 8.1.7
9. Sheet 56 of 162 - [(comment remains) Verify drainage at Pond F. Plan is unclear how runoff enters pond.(See EM 2.12)]
10. Sheet 56 of 162 - [(comment remains) Verify drainage at Pond G. Plan is unclear how runoff enters pond.(See EM 2.12)]
11. Sheet 57 of 162 - [(comment remains) Verify drainage boundary near MCT2_I2 - No proposed grading here reflecting boundary as shown]
12. Sheet 58 of 162 - [(comment remains) EM 2.3, 2.6, Not clear what hydraulic element this drainage area is for.]
13. Sheet 58 of 162 - [(comment remains) EM 2.3, 2.6 Each hydraulic element needs to have a drainage area assigned to it. Please provide matching names between area and element. Profiles required for each conveyance element.]
14. Sheet 62 of 162 - [(comment remains) Drainage computations required for ALL hydraulic elements within ROW EM Sec 2 EM 8.1.9]
15. Sheet 64 of 162 - [comment remains) EM 2.6, provide a profile for each conveyance element.]
16. Sheet 66 of 162 - [(comment remains) EM 2.6, provide a profile for each conveyance element.]
17. Sheet 66 of 162 - Lining no longer shown. Is lining necessary? Pipes dont seem to f
18. Sheet 66 of 162 - how is the city supposed to maintain proposed infrastructure such as these pipes? the ends are on private property. all locations where flow in public row goes to private a drainage easement is required
19. Sheet 69 of 162 - [(comment remains) EM 2.6, provide a profile for each conveyance element.]

Fire Department Comments
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 the following remaining original comment.

1. The widths and road types of the proposed roads shall be internally reviewed. Are all of the proposed street private or public?

Please revise the plans to address the comments noted above. Following revision, submit the plans 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) 309-6268, or by e-mail at courtney.peres@taylortx.gov.

Thank you,



Courtney Peres, CNU-A
Planning Manager
City of Taylor

Hutto
ETJ

FM 3349

Subject
Property

CR
404

PZ-2022-1573

RCR-Taylor Logistics Park
Subdivision Improvement Plans
Location Map
Approximately 756.00 Acres

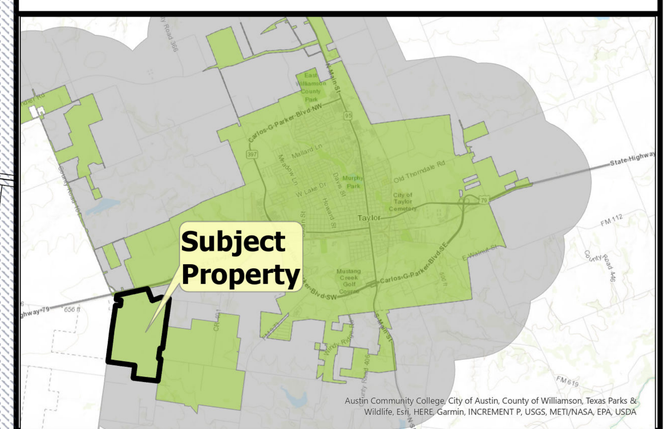
N

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

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



0 0.3 0.6 Miles

City of Taylor
PZ-2022-1604
Samsung Taylor Final Plat
Staff Report

Item Details

Requested Action:	Consider disapproving Samsung Taylor Final Plat
Address/Location:	1530 FM 973
Legal Description:	Approximately 1,216.17 acres of the H.T. & B.R.R. Co. Survey, Abstract No. 315, the H.T. & B.R.R. Co. Survey, Abstract No. 318, the Watkins Nobles Survey, Abstract No. 484, the Benjamin J. Tyler Survey, Abstract No. 631, the Lucius A. Tyler Survey, Abstract No. 632, the George N. Tyler Survey, Abstract No. 634, the G.W. Tyler Survey, Abstract No. 636, the Thomas B. Lee Survey, Abstract No. 800, and the Jacob Ebberly Survey, Abstract No. 923
Current Zoning:	M-2/CPD
Current Use:	The existing site of the Samsung Taylor Semiconductor Facility
Applicant:	Samsung Austin Semiconductor
Case History:	This is the second submission of the plat.
Staff Recommendation:	The submitted plat does not meet the minimum requirements of the Subdivision Ordinance. Therefore, staff recommends disapproval of the proposed final 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: February 9, 2023

Address: 1530 FM 973, Taylor 76574

Permit Number PZ-2022-1604

To Whom It May Concern,

Staff has completed its review of the Samsung Taylor Final Plat that is to be generally located at 1530 FM 973, Taylor, TX 76574. There are some corrections that need to be made prior to acceptance and recordation 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.

All outstanding documents required must be submitted for staff to complete a thorough review of the Final Plat. Refer to Engineering and Planning Department comments to gain compliance with required documents and revisions in addition to the comments listed below. Upon submission of all required documents additional, new comments will likely follow.

The City of Taylor staff would like to request a meeting to discuss all proposed/existing easements.

1. Create a Cover Page as the first page of the plat. Provide the following information on the Cover Page:
    i. Title of Subdivision with legal description – Duplicate the title and legal description at the bottom and center it on the page. Full field notes are not necessary on the cover sheet – please remove them. Keep the field notes within the last several pages – typically before signature pages.
    ii. Index table to associate with all pages – Sheet Index Map Layout is ok – confer with Engineering comments for any revisions.
    iii. ~~City's project number PZ-2022-1604 (at the bottom of each page)~~
    iv. ~~Owner(s) Name~~
    v. ~~Applicant(s) or Agent(s) name (if applicable).~~
    vi. ~~Surveyor's company name and contact information~~
    vii. ~~Engineer's company name and contact information~~
    viii. Submittal date with revisions table. Ensure all revisions are being documented within the table.
    ix. ~~Total Acreage of site~~
    x. ~~Total number of Lots (also list open space lots, detention etc. as applicable)~~
    xi. ~~Total number of Blocks~~
    xii. ~~Location Map to scale with cross streets for identification~~
    xiii. ~~North Arrow~~
2. In addition to Engineering comment #3: It may be helpful to also reduce the size of the scale bar and north arrow so that it can exist at the same size and the same location on every page of the plat pages. Suggestion: incorporate the north arrow within the title block/bar at the bottom of each page (if feasible).
3. Sheet 5,6, 7, 9, 13, and 17 of 37 – There doesn't appear to be a landscape buffer called out on these pages. Revise with the appropriate Scenario (called out in the Planned Development Ord. 2022-04).
4. Sheet 32 – What is reason for the 30-foot gap between easement (between landscape buffer and water easement)?
5. Sheet 37 – Plat Note 4 – if a 10' PUE is valid for this plat please show it on all plat pages the plat note alone will not suffice.

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 by email at javier.vasquez@hdrinc.com.

**Refer to the Associated Files section of the permit page for a PDF of the plat containing the following engineering comments:*

1. *Samsung Taylor Plat OpB-SHT1 Update Sheet Index to match current sheet numbering*
2. *Samsung Taylor Plat OpB-SHT2 The City hasn't processed an easement crossing its easement.*
3. *Samsung Taylor Plat OpB-SHT3 Show north arrow, scale bar and text, and legend in consistent locations on all sheets.*
4. *Samsung Taylor Plat OpB-SHT4 Suggest using different font and size for survey abstract callouts (TYPICAL)*
5. *Samsung Taylor Plat OpB-SHT6 Is there an easement with the City allowing this electric easement across?*
6. *Samsung Taylor Plat OpB-SHT6 Need to review all easements to verify potential operational issues*
7. *Samsung Taylor Plat OpB-SHT6 Provisions shall be made for crossing of City Easements*
8. *Samsung Taylor Plat OpB-SHT7 Dimension and notate easement on this sheet*
9. *Samsung Taylor Plat OpB-SHT7 Verify and update language for building setbacks to removed or show reference to plat note regarding building setbacks. (TYPICAL)*
10. *Samsung Taylor Plat OpB-SHT7 Dimension and notate easement on this sheet*
11. *Samsung Taylor Plat OpB-SHT7 Provide complete ROW and filing information for CR 404*
12. *Samsung Taylor Plat OpB-SHT8 Verify and update sheet reference, Sheet No. 8*
13. *Samsung Taylor Plat OpB-SHT8 Verify and update sheet reference, Sheet No. 4*
14. *Samsung Taylor Plat OpB-SHT8 Verify and update sheet reference, Sheet No. 8*
15. *Samsung Taylor Plat OpB-SHT8 Verify and update sheet reference, Sheet No. 12*
16. *Samsung Taylor Plat OpB-SHT16 Water easement across City easement has not been processed or sized.*
17. *Samsung Taylor Plat OpB-SHT16 Suggest providing an inset of this location at a larger scale to show easements and setbacks in relation to the adjacent property that is shown.*
18. *Samsung Taylor Plat OpB-SHT17 Verify line shown and provide curve information*
19. *Samsung Taylor Plat OpB-SHT17 Label and dimension easement shown*
20. *Samsung Taylor Plat OpB-SHT17 Verify if this is duplicate information. Remove duplicate callout if necessary*
21. *Samsung Taylor Plat OpB-SHT17 Label and dimension easement shown*
22. *Samsung Taylor Plat OpB-SHT17 Provide complete ROW and filing information for CR 404*
23. *Samsung Taylor Plat OpB-SHT19 Label and dimension easement shown*
24. *Samsung Taylor Plat OpB-SHT21 Provide complete ROW and filing information for FM 973*
25. *Samsung Taylor Plat OpB-SHT21 Provide complete ROW and filing information for CR 404*
26. *Samsung Taylor Plat OpB-SHT22 Verify why the landscape buffer is set back 42' from 50' building setback*
27. *Samsung Taylor Plat OpB-SHT22 Provide complete ROW and filing information for CR 404*
28. *Samsung Taylor Plat OpB-SHT26 Provide complete ROW and filing information for FM 973*
29. *Samsung Taylor Plat OpB-SHT27 Verify if this needs to be denoted on the plat if other other easements are dimensioned*
30. *Samsung Taylor Plat OpB-SHT27 Provide complete ROW and filing information for CR 404*
31. *Samsung Taylor Plat OpB-SHT31 Will the 30' water easement allow for landscaping? City hasn't seen the water easement language*
32. *Samsung Taylor Plat OpB-SHT31 Provide complete ROW and filing information for FM 973*
33. *Samsung Taylor Plat OpB-SHT31 Notate this area on the plat sheet*
34. *Samsung Taylor Plat OpB-SHT32 Verify if this needs to be denoted on the plat if other other easements are dimensioned*
35. *Samsung Taylor Plat OpB-SHT32 Verify and update road name on plat*
36. *Samsung Taylor Plat OpB-SHT32 Provide complete ROW and filing information for CR 404*
37. *Samsung Taylor Plat OpB-SHT33 Verify and update road name on plat*
38. *Samsung Taylor Plat OpB-SHT34 Verify and update road name on plat*
39. *Samsung Taylor Plat OpB-SHT34 Verify and label dashed line shown*
40. *Samsung Taylor Plat OpB-SHT34 Verify and show all survey abstract references*
41. *Samsung Taylor Plat OpB-SHT35 Verify and update sheet reference, Sheet No. 30*
42. *Samsung Taylor Plat OpB-SHT35 Verify and update road name on plat*
43. *Samsung Taylor Plat OpB-SHT36 How does Landscaping work within this easement for water?*
44. *Samsung Taylor Plat OpB-SHT36 Verify and update road name on plat*
45. *Samsung Taylor Plat OpB-SHT36 Provide complete ROW and filing information for FM 973*
46. *Samsung Taylor Plat OpB-SHT37 Verify and update language for building setback Note 5 shown should encompass this requirement*
47. *Samsung Taylor Plat OpB-SHT37 Use only pertinent plat notes listed to the property and complete all "blanks"*

48. *Samsung Taylor Plat OpB-SHT37 Update to Taylor Floodplain Administrator*
49. *Samsung Taylor Plat OpB-SHT37 Use the OSSF Block only if required by the County*

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

Thank you,



Courtney Peres, CNU-A
Planning Manager
City of Taylor

N

PZ-2022-1604

Samsung Taylor Final Plat
Location Map
Approximately 1216.17 Acres

2ND

FM 3349

FM 973

WINDY RIDGE ROAD

CR 405

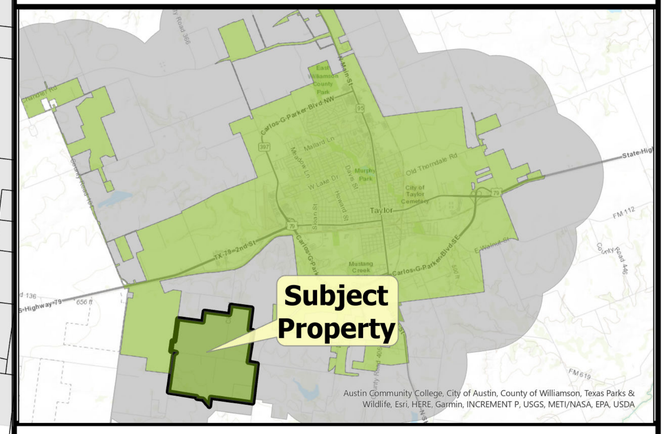
Subject Property

Legend

- ETJ
- Subject Property
- Parcels

Zoning

- B-1
- B-1/CPD
- B-2
- B-2/CPD
- B-3 Central Business
- BP-1 Business Park 1
- BP-2 Business Park 2
- D Duplex Residential
- DN Downtown Neighborhood
- I Institutional
- M-1 Light Industrial
- M-2 Heavy Industry
- M-H Manufactured Housing
- R1-MHS Manufactured Housing Overlay
- MF-1 Multi- Family
- MF-2 Multi-Family
- P Parks
- R-1 Single Family
- R-2 Single Family
- R-3 Single Family
- R-1/RPD: Residential Planned Development
- R/A Rural Agriculture
- MF-1/RPD
- MF-2/RPD: Multi-Family 2 - Residential Planned Development
- M-2/CPD



0 0.25 0.5 1 Miles

DESCRIPTION

A 1216.17 ACRE (52,976,294 SQUARE FEET), TRACT OF LAND, LYING WITHIN THE BENJAMIN J. SURVEY ABSTRACT 631, THE THOMAS B. LEE SURVEY ABSTRACT 800, THE LUCIUS A. TYLER SURVEY ABSTRACT 632, THE H.T.&B.R.R.CO SURVEY ABSTRACT 315, THE H.T.&B.R.R.CO SURVEY ABSTRACT 318, THE GW TYLER SURVEY ABSTRACT 636, THE GEORGE N TYLER SURVEY ABSTRACT 634 AND THE JACOB EBBERLY SURVEY, ABSTRACT 923, WILLIAMSON COUNTY, TEXAS, AND BEING THE FOLLOWING TRACTS CONVEYED TO SAMSUNG AUSTIN SEMICONDUCTOR, LLC, A CALLED 100.57 ACRE TRACT IN DOCUMENT NO. 2021184352, A CALLED 7.19 ACRE TRACT IN DOCUMENT NO. 2021184013, A CALLED 35.18 ACRE TRACT IN DOCUMENT NO. 2021183985, A PORTION OF A CALLED 11.02 ACRE TRACT IN DOCUMENT NO. 2021184141, THE REMAINDER OF A CALLED 79.36 ACRE TRACT, TRACT 1 AND A PORTION OF A CALLED 159.14 ACRE TRACT, TRACT 2 BOTH IN DOCUMENT NO. 2021184492, A PORTION OF A CALLED 33.62 ACRE TRACT, TRACT 1, PARCEL A, A CALLED 1.85 ACRE TRACT, TRACT 1, PARCEL B, AND A CALLED 21.67 ACRE TRACT, TRACT 2 ALL THREE IN DOCUMENT NO. 2021184917, A PORTION OF A CALLED 23.58 ACRE TRACT IN DOCUMENT NO. 2021184841, A CALLED 29.87 ACRE TRACT IN DOCUMENT NO. 2021183753, A CALLED 29.99 ACRE TRACT IN DOCUMENT NO. 2021184513, A CALLED 11.18 ACRE TRACT IN DOCUMENT NO. 2021185096, A CALLED 70.38 ACRE TRACT IN DOCUMENT NO. 2021184494, A CALLED 61.29 ACRE TRACT, TRACT 1 AND A CALLED 84.06 ACRE TRACT, TRACT 2 BOTH IN DOCUMENT NO. 2021181069, A CALLED 18.92 ACRE TRACT IN DOCUMENT NO. 2021184843, A CALLED 7.85 ACRE TRACT IN DOCUMENT NO. 2021184919, A CALLED 0.875 ACRE TRACT IN DOCUMENT NO. 2021183313, A CALLED 2.00 ACRE TRACT IN DOCUMENT NO. 2021184507, A CALLED 5.30 ACRE TRACT IN DOCUMENT NO. 2021184505, A CALLED 140.73 ACRE TRACT IN DOCUMENT NO. 2021184511, A CALLED 0.93 ACRE TRACT IN DOCUMENT NO. 2021187920, A CALLED 95.27 ACRE TRACT IN DOCUMENT NO. 2021184038, A CALLED 164.63 ACRE TRACT IN DOCUMENT NO. 2021184270, A CALLED 51.57 ACRE TRACT IN DOCUMENT NO. 2021183993, THE REMAINDER OF A CALLED 8.43 ACRE TRACT IN DOCUMENT NO. 2021184854 AND A CALLED 14.37 ACRE TRACT IN DOCUMENT NO. 2022005387 ALL IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, DESCRIBED AS FOLLOWS:

BEGINNING, AT A 1/2" IRON ROD WITH CAP STAMPED "COBB FENDLEY" FOUND, FOR THE NORTHEASTERN CORNER OF SAID 100.57 ACRE TRACT AND ALSO BEING THE INTERSECTION POINT OF THE SOUTHERN RIGHT OF WAY LINE OF COUNTY ROAD 404 (RIGHT OF WAY VARIES) WITH THE WESTERN RIGHT OF WAY LINE OF FARM TO MARKET ROAD 973 (RIGHT OF WAY VARIES) FOR THE POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT;

THENCE, WITH THE WESTERN RIGHT OF WAY LINE OF SAID FARM TO MARKET ROAD 973 AND ALSO BEING THE EASTERN LINE OF SAID 100.57 ACRE TRACT, SAID 7.19 ACRE TRACT, SAID 35.18 ACRE TRACT AND SAID 11.02 ACRE TRACT, THE FOLLOWING THREE (3) COURSES AND DISTANCES:

1. S 07° 24' 04" W, A DISTANCE OF 2400.22 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET;
2. S 82° 29' 00" E, A DISTANCE OF 20.69 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET;
3. S 07° 23' 06" W, PASSING AT A DISTANCE OF 307.06 FEET A TXDOT MONUMENT WITH ALUMINUM CAP FOUND FOR THE SOUTHEASTERN CORNER OF SAID 7.19 ACRE TRACT AND ALSO BEING THE MOST EASTERN NORTHEASTERN CORNER OF SAID 35.18 ACRE TRACT, IN ALL A TOTAL DISTANCE OF 974.11 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET FOR THE SOUTHEASTERN CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, OVER AND ACROSS SAID 11.02 ACRE TRACT, SAID 159.14 ACRE TRACT, SAID 33.62 ACRE TRACT AND SAID 23.58 ACRE TRACT, N 82° 16' 08" W, A DISTANCE OF 7676.48 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET ON THE WESTERN LINE OF SAID 23.58 ACRE TRACT AND ALSO BEING ON THE EASTERN RIGHT OF WAY LINE OF COUNTY ROAD 404 (RIGHT OF WAY VARIES), FOR THE SOUTHWESTERN CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, WITH THE EASTERN RIGHT OF WAY LINE OF SAID COUNTY ROAD 404 AND ALSO BEING THE WESTERN LINE OF SAID 23.58 ACRE TRACT, SAID 29.87 ACRE TRACT, SAID 1.85 ACRE TRACT, SAID 29.99 ACRE TRACT AND SAID 11.18 ACRE TRACT, N 07° 33' 46" E, A DISTANCE OF 1643.94 FEET TO A 1/2" IRON ROD FOUND FOR THE NORTHWESTERN CORNER OF SAID 11.18 ACRE TRACT AND ALSO BEING THE SOUTHWESTERN CORNER OF SAID 70.38 ACRE TRACT;

THENCE, CONTINUING WITH THE EASTERN RIGHT OF WAY LINE OF SAID COUNTY ROAD 404 AND ALSO BEING THE WESTERN LINE OF SAID 70.38 ACRE TRACT, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. N 07° 17' 54" E, A DISTANCE OF 1440.52 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET, FOR THE POINT OF CURVATURE OF A CURVE TO THE RIGHT;
2. WITH SAID CURVE TO THE RIGHT, AN ARC DISTANCE OF 464.06 FEET, HAVING A RADIUS OF 370.00 FEET, AN ANGLE OF 71° 51' 43", AND A CHORD BEARING N 50° 50' 35" E, A DISTANCE OF 434.24 FEET A 1/2" IRON ROD WITH "KC ENG" CAP FOUND FOR THE MOST EASTERN NORTHWESTERN CORNER OF SAID 70.38 ACRE TRACT AND ALSO BEING THE MOST SOUTHERN SOUTHWESTERN CORNER OF SAID 14.37 ACRE TRACT;

THENCE, WITH THE EASTERN RIGHT OF WAY LINE OF SAID COUNTY ROAD 404 AND ALSO BEING THE WESTERN LINE OF SAID 14.37 ACRE TRACT, N 07° 58' 51" E, A DISTANCE OF 55.72 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET FOR THE MOST NORTHERN SOUTHWESTERN CORNER OF SAID 14.37 ACRE TRACT, BEING ON THE SOUTHERN LINE OF SAID 164.63 ACRE TRACT AND ALSO BEING ON THE NORTHERN RIGHT OF WAY OF SAID COUNTY ROAD 404;

THENCE, WITH THE SOUTHERN LINE OF SAID 164.63 ACRE TRACT AND ALSO BEING THE NORTHERN RIGHT-OF-WAY LINE OF SAID COUNTY ROAD 404, N 82° 01' 09" W, A DISTANCE OF 555.93 FEET TO A 1/2" IRON ROD WITH PLASTIC CAP FOUND FOR THE SOUTHWESTERN CORNER OF SAID 164.63 ACRE TRACT AND ALSO BEING AN ELL CORNER OF THE REMAINDER OF A CALLED 194.559 ACRE TRACT, CONVEYED TO RCR TAYLOR LAND, L.P. IN DOCUMENT NO. 2018058746, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS;

THENCE, WITH THE WESTERN LINE OF SAID 164.63 ACRE TRACT, BEING THE EASTERN LINE OF SAID 194.559 ACRE TRACT, THE EASTERN LINE OF A CALLED 183.84 ACRE TRACT, CONVEYED TO RCR TAYLOR LAND, L.P. IN DOCUMENT NO. 2018058736, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND ALSO BEING THE EASTERN LINE OF A CALLED 183.94 ACRE TRACT, CONVEYED TO RCR TAYLOR LAND, L.P. IN DOCUMENT NO. 2018058735, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, THE FOLLOWING THREE (3) COURSES AND DISTANCES;

1. N 07° 20' 22" E, A DISTANCE OF 963.95 FEET TO A POST FOUND;
2. S 82° 39' 33" E, A DISTANCE OF 232.48 FEET TO A 1/2" IRON ROD WITH "SAM SURVEYING" CAP FOUND;
3. N 07° 36' 06" E, A DISTANCE OF 2035.60 FEET TO A 1/2" IRON ROD FOUND FOR THE NORTHWESTERN CORNER OF SAID 164.63 ACRE TRACT AND ALSO BEING THE SOUTHWESTERN CORNER OF A CALLED 305.22 ACRE TRACT, CONVEYED TO C. ERNEST LAWRENCE FAMILY LIMITED PARTNESHIP IN DOCUMENT NO. 2005011334, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, FOR THE MOST WESTERN NORTHWESTERN CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, WITH THE NORTHERN LINE OF SAID 164.63 ACRE TRACT AND ALSO BEING THE SOUTHERN LINE OF SAID 305.22 ACRE TRACT, S 82° 27' 21" E, A DISTANCE OF 2297.84 FEET TO A 1/2" IRON ROD FOUND FOR THE NORTHEASTERN CORNER OF SAID 164.63 ACRE TRACT, THE SOUTHEASTERN CORNER OF SAID 305.22 ACRE TRACT, THE NORTHWESTERN CORNER OF SAID 61.29 ACRE TRACT AND ALSO BEING THE SOUTHWESTERN CORNER OF SAID 51.57 ACRE TRACT;

THENCE, WITH THE WESTERN LINE OF SAID 51.57 ACRE TRACT AND ALSO BEING THE EASTERN LINE OF SAID 305.22 ACRE TRACT, N 07° 13' 32" E, A DISTANCE OF 978.27 FEET TO A POST FOUND FOR THE NORTHWESTERN CORNER OF SAID 51.57 ACRE TRACT AND ALSO BEING THE SOUTHWESTERN CORNER OF A CALLED 79.74 ACRE TRACT, CONVEYED TO C. ERNEST LAWRENCE FAMILY LIMITED PARTNERSHIP IN DOCUMENT NO. 200501133, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS;

THENCE, WITH THE NORTHERN LINE OF SAID 51.57 ACRE TRACT AND NORTHERN LINE OF SAID 14.37 ACRE TRACT ALSO BEING THE SOUTHERN LINE OF SAID 79.74 ACRE TRACT AND THE SOUTHERN ROW LINE OF COUNTY ROAD 401 (RIGHT OF WAY VARIES), S 82° 46' 28" E, A DISTANCE OF 2328.97 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET ON THE EASTERN RIGHT OF WAY LINE OF SAID COUNTY ROAD 401 AND ALSO BEING ON THE WESTERN LINE OF SAID 79.36 ACRE TRACT;

THENCE, WITH THE EASTERN RIGHT OF WAY LINE OF SAID COUNTY ROAD 401 AND ALSO BEING ON THE WESTERN LINE OF SAID 79.36 ACRE TRACT, N 07° 06' 15" E, A DISTANCE OF 365.08 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET FOR AN ELL CORNER OF SAID 79.36 ACRE TRACT AND ALSO BEING THE SOUTHWESTERN CORNER OF SAID REMAINDER OF 8.43 ACRE TRACT;

THENCE, WITH THE EASTERN RIGHT OF WAY LINE OF SAID COUNTY ROAD 401 AND ALSO BEING THE WESTERN LINE OF SAID REMAINDER OF 8.43 ACRE TRACT, N 07° 18' 23" E, A DISTANCE OF 422.83 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET FOR THE NORTHWESTERN CORNER OF SAID REMAINDER OF 8.43 ACRE TRACT AND ALSO BEING THE SOUTHWESTERN CORNER OF A CALLED 1.13 ACRE TRACT, TRACT 2 CONVEYED TO PROPHET CAPITAL MANAGEMENT, LTD IN DOCUMENT NO. 2021187922, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS;

THENCE, WITH THE SOUTHERN LINE OF SAID 1.13 ACRE TRACT AND OF A CALLED 1.50 ACRE TRACT, TRACT 1 CONVEYED TO PROPHET CAPITAL MANAGEMENT, LTD IN DOCUMENT NO. 2021187922, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND ALSO BEING THE NORTHERN LINE OF SAID REMAINDER OF 8.43 ACRE TRACT AND SAID REMAINDER OF 79.36 ACRE TRACT, S 82° 28' 11" E, A DISTANCE OF 1904.77 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET FOR THE SOUTHEASTERN CORNER OF SAID 1.50 ACRE TRACT AND ALSO BEING ON THE WESTERN LINE OF A CALLED 151.17 ACRE TRACT, (TRACT 1) CONVEYED TO PROPHET CAPITAL MANAGEMENT, LTD IN DOCUMENT NO. 2019032467, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, FOR THE NORTHEASTERN CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE, WITH THE EASTERN LINE OF SAID 79.36 ACRE TRACT AND ALSO BEING THE WESTERN LINE OF SAID 151.17 ACRE TRACT, S 07° 08' 58" W, A DISTANCE OF 1947.41 FEET TO A 1/2" IRON ROD FOUND FOR THE SOUTHEASTERN CORNER OF SAID 79.36 ACRE TRACT AND ALSO BEING THE NORTHEASTERN CORNER OF SAID 0.93 ACRE TRACT;

THENCE, WITH THE EASTERN LINE OF SAID 0.93 ACRE TRACT AND ALSO BEING THE WESTERN LINE OF SAID 151.17 ACRE TRACT, S 16° 12' 59" W, A DISTANCE OF 23.14 FEET TO A 1/2" IRON ROD FOUND FOR THE SOUTHEASTERN CORNER OF SAID 0.93 ACRE TRACT, THE SOUTHWESTERN CORNER OF SAID 151.17 ACRE TRACT AND ALSO BEING ON THE NORTHERN LINE OF SAID 140.73 ACRE TRACT;

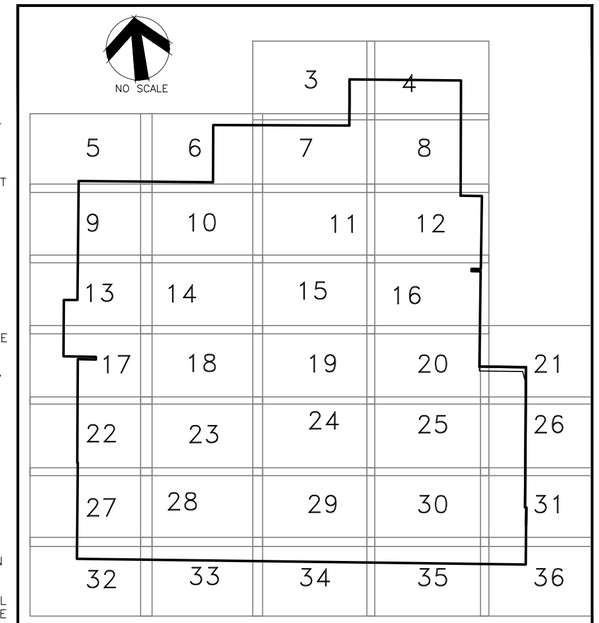
THENCE, WITH THE NORTHERN LINE OF SAID 140.73 ACRE TRACT AND ALSO BEING THE SOUTHERN LINE OF SAID 151.17 ACRE TRACT, S 82° 21' 54" E, A DISTANCE OF 365.25 FEET TO A 1/2" IRON ROD FOUND FOR THE NORTHEASTERN CORNER OF SAID 140.73 ACRE TRACT AND ALSO BEING THE NORTHWESTERN CORNER OF THE REMAINDER OF A CALLED 75 ACRE TRACT, CONVEYED TO TONY DANIEL MICHALIK IN VOLUME 440, PAGE 579, DEED RECORDS OF WILLIAMSON COUNTY, TEXAS;

THENCE, WITH THE EASTERN LINE OF SAID 140.73 ACRE TRACT AND SAID 14.37 ACRE TRACT AND ALSO BEING THE WESTERN LINE OF SAID 75 ACRE TRACT, THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

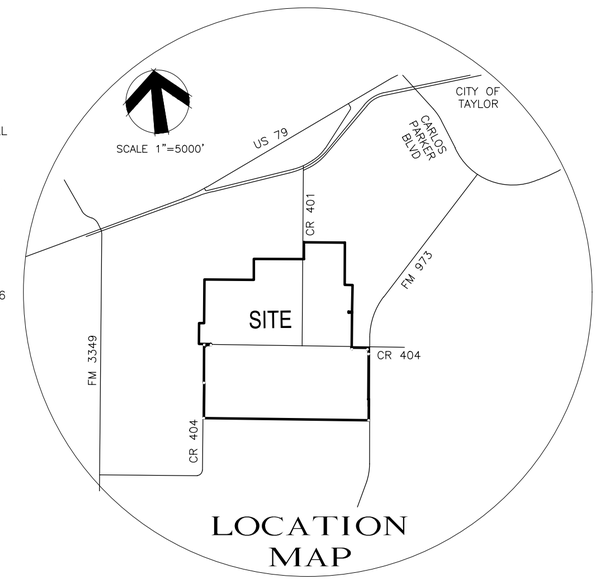
1. S 07° 50' 32" W, A DISTANCE OF 1249.86 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET;
2. N 82° 10' 24" W, A DISTANCE OF 158.33 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET;
3. S 07° 49' 36" W, A DISTANCE OF 40.00 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET;
4. S 82° 10' 24" E, A DISTANCE OF 158.33 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET;
5. S 07° 48' 15" W, A DISTANCE OF 1626.42 FEET TO A 1/2" IRON ROD WITH "ATWELL LLC" CAP SET FOR THE MOST SOUTHERN SOUTHEASTERN CORNER OF SAID 14.37 ACRE TRACT, BEING ON THE NORTHERN LINE OF SAID 100.57 ACRE TRACT AND ALSO BEING ON THE SOUTHERN RIGHT OF WAY LINE OF COUNTY ROAD 404 (RIGHT OF WAY VARIES);

THENCE, WITH THE SOUTHERN RIGHT OF WAY LINE OF SAID COUNTY ROAD 404 AND ALSO BEING THE NORTHERN LINE OF SAID 100.57 ACRE TRACT, S 82° 09' 51" E, A DISTANCE OF 796.69 FEET TO THE POINT OF BEGINNING.

CONTAINING 1216.17 ACRES OR 52,976,294 SQUARE FEET, MORE OR LESS.



SHEET INDEX MAP LAYOUT



LOCATION MAP

SUBMITTAL DATE:

REVISIONS	
DATE	DESCRIPTION

OWNER:
SAMSUNG AUSTIN SEMICONDUCTOR, LLC
12100 SAMSUNG BLVD
AUSTIN, TX 78754
AUSTINPR1@SAMSUNG.COM

SURVEYOR:
ATWELL
805 LAS CIMAS PARTKWAY, STE. 310
AUSTIN, TX 78746
TEL. 512-904-0505

ENGINEER:
JACOBS
2705 BEE CAVES RD. STE. 300
AUSTIN, TX 78746
TEL. 512-314-3100

TOTAL SIZE: 1216.17 ACRES
TOTAL BLOCKS: 1
TOTAL NON-RESIDENTIAL LOTS: 1

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
www.atwell-group.com
805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

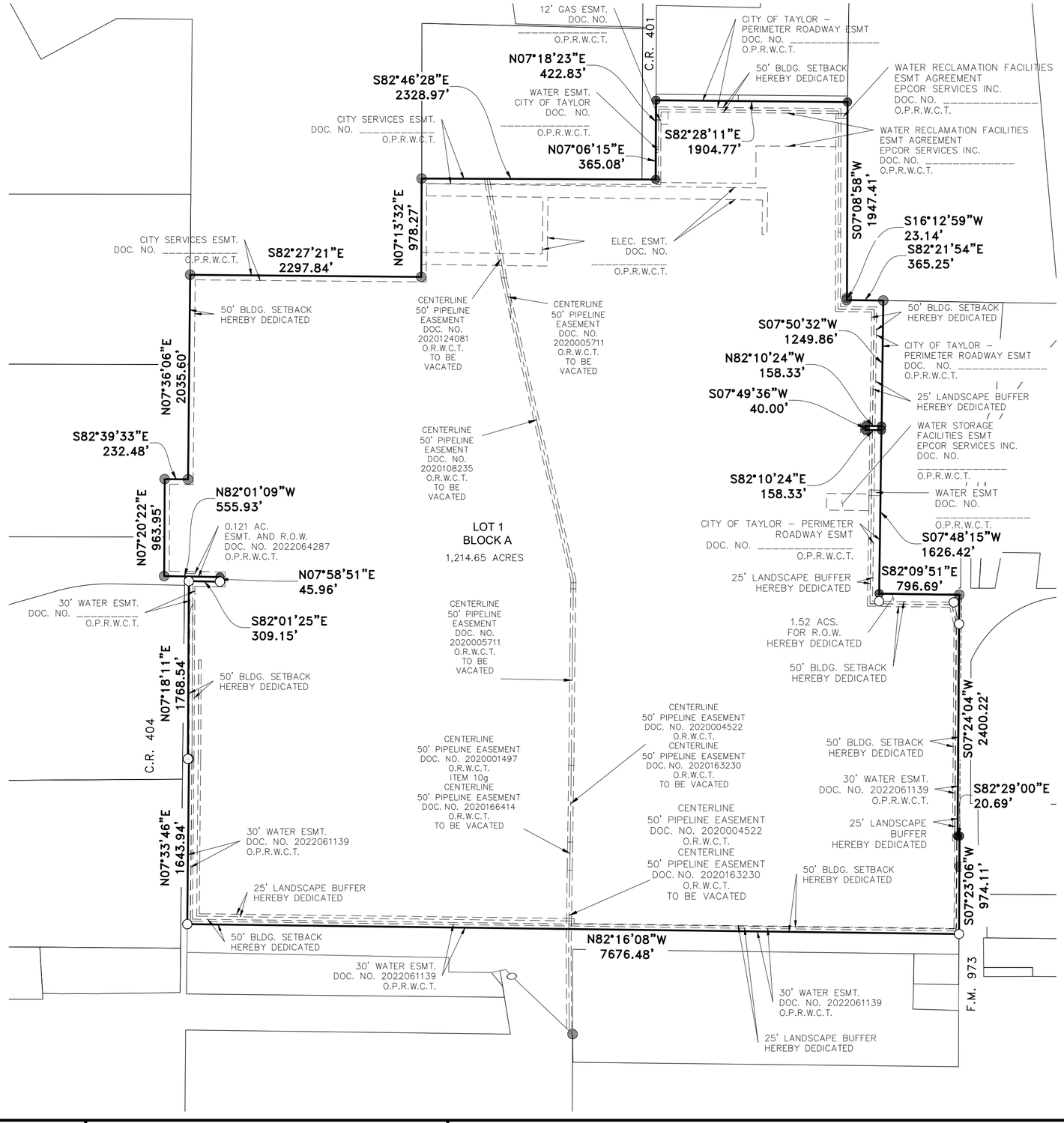
SAMSUNG TAYLOR

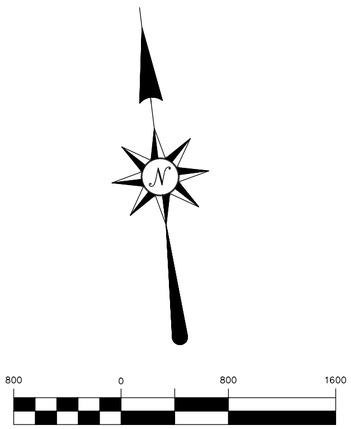
TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

SHEET
1
OF 37

 # PZ-2022-1604

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(IN FEET)
1 inch = 800 ft.

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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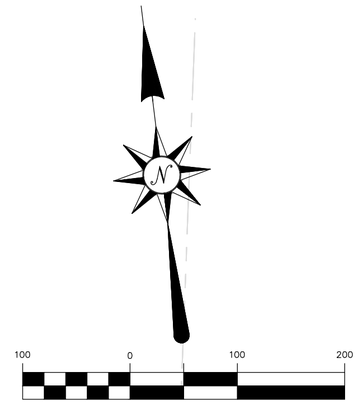
FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

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(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

CALLED
79.74 ACRES
C. ERNEST
LAWRENCE FAMILY
LIMITED PARTNERSHIP
DOC. NO.
2005011333
O.P.R.W.C.T.

CALLED
1.13 ACRES, TRACT 2
PROPHET CAPITAL
MANAGEMENT, LTD,
DOC. NO. 2021187922
O.P.R.W.C.T.

FOUND
1/2" IRON ROD
W/ATWELL CAP

S82°28'11"E 1904.77'

CITY OF TAYLOR –
PERIMETER ROADWAY ESMT
DOC. NO. _____
O.P.R.W.C.T.

12' GAS ESMT.
DOC. NO. _____
O.P.R.W.C.T.

WATER
RECLAMATION
FACILITIES ESMT
AGREEMENT
EPCOR
SERVICES INC.
DOC. NO.
_____
O.P.R.W.C.T.

C.R. 401
APPROXIMATE
PROPOSED R.O.W. BY
OTHERS

N07°18'23"E 422.83'

50' BLDG. SETBACK
HEREBY DEDICATED

FOUND
1/2" IRON ROD
W/ATWELL CAP

25' LANDSCAPE BUFFER
HEREBY DEDICATED

N07°06'15"E 365.08'

WATER ESMT.
CITY OF TAYLOR
DOC. NO. _____
O.P.R.W.C.T.

LOT 1
BLOCK A
1,214.65 ACRES

SEE SHEET NO. 3

SEE SHEET NO. 4

SEE SHEET NO. 3

SEE SHEET NO. 7

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
www.atwell-group.com
805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

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SEE SHEET NO. 3

SEE SHEET NO. 4

CALLED
48.100 ACRES
LAURICE MARIE BUSH
DOC. NO. 2018101419
O.P.R.W.C.T.

CALLED
1.13 ACRES, TRACT 2
PROPHET CAPITAL
MANAGEMENT, LTD,
DOC. NO. 2021187922
O.P.R.W.C.T.

CALLED
1.50 ACRES, TRACT 1
PROPHET CAPITAL
MANAGEMENT, LTD,
DOC. NO. 2021187922
O.P.R.W.C.T.

S82°28'11"E 1904.77'

FOUND
1/2" IRON ROD
W/ATWELL CAP

CITY OF TAYLOR – PERIMETER ROADWAY ESMT
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

H.T.&B.R.R.CO SURVEY
A–315

WATER RECLAMATION
FACILITIES ESMT AGREEMENT
EPCOR SERVICES INC.
DOC. NO. _____
O.P.R.W.C.T.

CALLED
151.17 ACRES
TRACT 1
PROPHET CAPITAL
MANAGEMENT, LTD
DOC. NO. 2019032467
O.P.R.W.C.T.

LOT 1
BLOCK A
1,214.65 ACRES

WATER RECLAMATION FACILITIES ESMT AGREEMENT
EPCOR SERVICES INC.
DOC. NO. _____
O.P.R.W.C.T.

S07°08'58"W 1947.41'

25' LANDSCAPE BUFFER
HEREBY DEDICATED

CITY OF TAYLOR – PERIMETER ROADWAY ESMT
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

SEE SHEET NO. 4

SEE SHEET NO. 8

100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

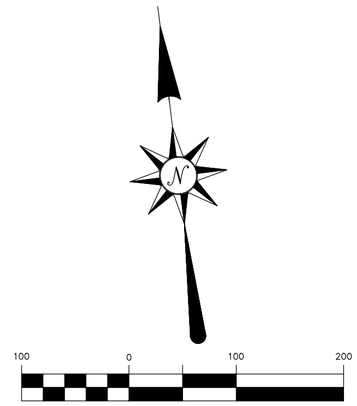
ATWELL
www.atwell-group.com
805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

CALLED
305.22 ACRES
C. ERNEST LAWRENCE
FAMILY LIMITED
PARTNERSHIP
DOCUMENT NO.
2005011334
O.P.R.W.C.T.

SEE SHEET NO. 5

SEE SHEET NO. 6

CALLED
183.94 ACRES
RCR TAYLOR LAND, L.P.
DOC. NO. 2018058735
O.P.R.W.C.T.

THOMAS B LEE SURVEY
A-800

CITY SERVICES ESMT.
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

FOUND
1/2" IRON ROD

S82°27'21"E 2297.84'

50' BLDG. SETBACK
HEREBY DEDICATED

SEE SHEET NO. 5

SEE SHEET NO. 9

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
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AUSTIN, TX 78746
512.904.0505
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FINAL PLAT

SAMSUNG TAYLOR

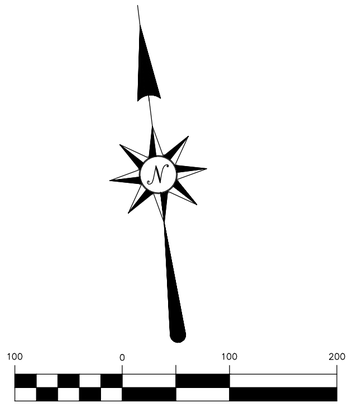
TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

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PZ-2022-1604

SEE SHEET NO. 5

SEE SHEET NO. 6



LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

CALLED
305.22 ACRES
C. ERNEST LAWRENCE
FAMILY LIMITED
PARTNERSHIP
DOCUMENT NO.
2005011334
O.P.R.W.C.T.

CALLED
79.74 ACRES
C. ERNEST LAWRENCE FAMILY
LIMITED PARTNERSHIP
DOC. NO. 2005011333
O.P.R.W.C.T.

S82°46'28"E 2328.97'

FOUND
POST

120' ELEC. ESMT.
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

CITY SERVICES ESMT.
DOC. NO. _____
O.P.R.W.C.T.

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020124081
O.R.W.C.T.
TO BE VACATED

50' BLDG. SETBACK
HEREBY DEDICATED

CITY SERVICES ESMT.
DOC. NO. _____
O.P.R.W.C.T.

LOT 1
BLOCK A
1,214.65 ACRES

N07°13'32"E 978.27'

SEE SHEET NO. 6

SEE SHEET NO. 7

THOMAS B LEE SURVEY
A-800

120' ELEC. ESMT.
DOC. NO. _____
O.P.R.W.C.T.

CITY SERVICES ESMT.
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

S82°27'21"E 2297.84'

FOUND
1/2" IRON ROD

SEE SHEET NO. 6

SEE SHEET NO. 10

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
www.atwell-group.com
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512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

SHEET
6
OF 37

PZ-2022-1604

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SEE SHEET NO. 1

SEE SHEET NO. 5

SEE SHEET NO. 6

SEE SHEET NO. 7

C.R. 401
APPROXIMATE PROPOSED R.O.W. BY OTHERS

S82°46'28"E 2328.97'

FOUND 1/2" IRON ROD W/ATWELL CAP

WATER RECLAMATION FACILITIES ESMT AGREEMENT
EPCOR SERVICES INC.
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK HEREBY DEDICATED

CITY SERVICES ESMT.
DOC. NO. _____
O.P.R.W.C.T.

120' ELEC. ESMT.
DOC. NO. _____
O.P.R.W.C.T.

50' ELEC. ESMT.
DOC. NO. _____
O.P.R.W.C.T.

APPROX. SURVEY LINE

LOT 1
BLOCK A
1,214.65 ACRES

BENJAMIN J TYLER SURVEY
A-631

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020124081
O.R.W.C.T.
TO BE VACATED

APPROX. SURVEY LINE

APPROX. SURVEY LINE

SEE SHEET NO. 7

SEE SHEET NO. 8

N

100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 7

SEE SHEET NO. 11

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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PZ-2022-1604

SEE SHEET NO. 2

SEE SHEET NO. 6

SEE SHEET NO. 7

SEE SHEET NO. 8

WATER RECLAMATION FACILITIES ESMT AGREEMENT
EPCOR SERVICES INC.
DOC. NO. _____
O.P.R.W.C.T.

120' ELEC. ESMT.
DOC. NO. _____
O.P.R.W.C.T.

50' ELEC. ESMT.
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

CITY OF TAYLOR – PERIMETER ROADWAY ESMT
DOC. NO. _____
O.P.R.W.C.T.

25' LANDSCAPE BUFFER
HEREBY DEDICATED

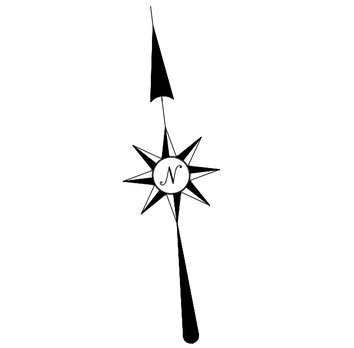
WATER ESMT.
CITY OF TAYLOR
DOC. NO. _____
O.P.R.W.C.T.

S07°08'58"W
1947.41'

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A–315

CALLED
151.17 ACRES
TRACT 1
PROPHET CAPITAL
MANAGEMENT, LTD
DOC. NO. 2019032467
O.P.R.W.C.T.



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 6

SEE SHEET NO. 10

CALLED
151.17 ACRES
TRACT 1
PROPHET CAPITAL
MANAGEMENT, LTD
DOC. NO. 2019032467
O.P.R.W.C.T.

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
www.atwell-group.com
805 LAS CIMAS PARKWAY, SUITE 310
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512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

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PZ-2022-1604

50' BLDG. SETBACK
HEREBY DEDICATED

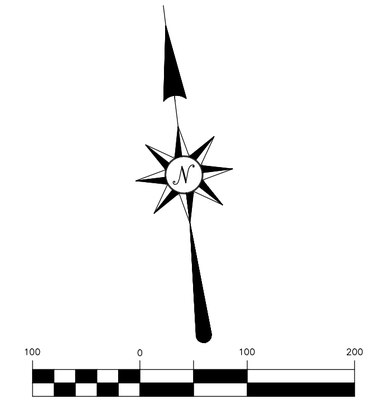
SEE SHEET NO. 5

SEE SHEET NO. 9

CALLED
183.94 ACRES
RCR TAYLOR LAND, L.P.
DOC. NO. 2018058735
O.P.R.W.C.T.

N07°36'06"E 2035.60'

LOT 1
BLOCK A
1,214.65 ACRES



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 9

SEE SHEET NO. 10

THOMAS B LEE SURVEY
A-800

CALLED
183.84 ACRES
RCR TAYLOR LAND, L.P.
DOC. NO. 2018058736
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

SEE SHEET NO. 9

SEE SHEET NO. 13

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
www.atwell-group.com
805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

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PZ-2022-1604

SEE SHEET NO. 6

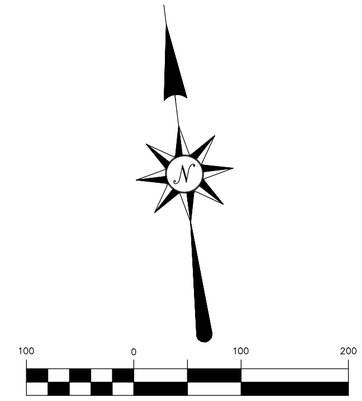
SEE SHEET NO. 10

SEE SHEET NO. 9

SEE SHEET NO. 10

SEE SHEET NO. 10

SEE SHEET NO. 11



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

LOT 1
BLOCK A
1,214.65 ACRES

THOMAS B LEE SURVEY
A-800

SEE SHEET NO. 10

SEE SHEET NO. 14

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

SEE SHEET NO. 7

SEE SHEET NO. 11

SEE SHEET NO. 10

SEE SHEET NO. 11

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020005711
O.R.W.C.T.
TO BE VACATED

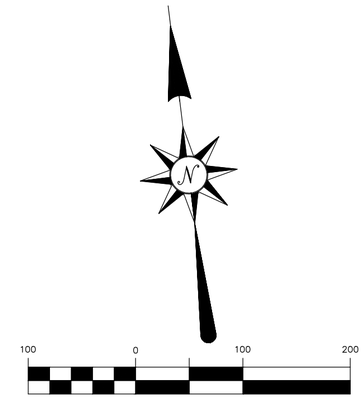
CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020108235
O.R.W.C.T.
TO BE VACATED

APPROX. SURVEY LINE

LOT 1
BLOCK A
1,214.65 ACRES

LUCIUS A TYLER SURVEY
A-632

APPROX. SURVEY LINE



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 11

SEE SHEET NO. 12

SEE SHEET NO. 11

SEE SHEET NO. 15

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

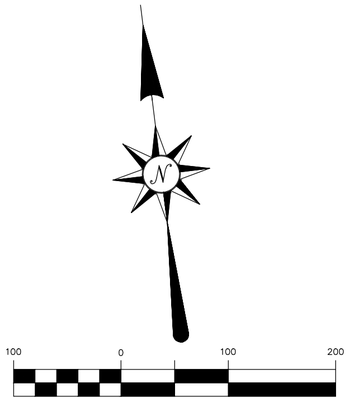
PZ-2022-1604

SEE SHEET NO. 8

SEE SHEET NO. 12

SEE SHEET NO. 11

SEE SHEET NO. 12



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A–315

CALLED
151.17 ACRES
TRACT 1
PROPHET CAPITAL
MANAGEMENT, LTD
DOC. NO. 2019032467
O.P.R.W.C.T.

FOUND
1/2" IRON ROD

S16°12'59"W
23.14'

S82°21'54"E 365.25'

FOUND
1/2" IRON ROD

FOUND
1/2" IRON ROD

REMAINDER
CALLED
75 ACRES
TONY DANIEL
MICHALIK
VOL. 440,
PG. 579
D.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

CITY OF TAYLOR – PERIMETER ROADWAY ESMT
DOC. NO. _____
O.P.R.W.C.T.

25' LANDSCAPE BUFFER
HEREBY DEDICATED

S07°50'32"W 1249.86'

SEE SHEET NO. 12

SEE SHEET NO. 16

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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FINAL PLAT

SAMSUNG TAYLOR

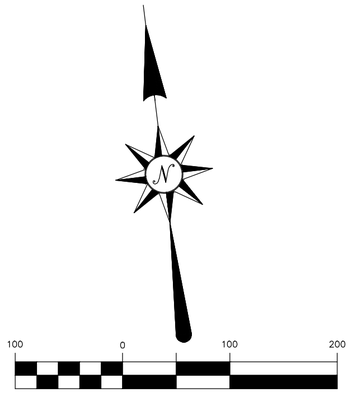
TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

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SEE SHEET NO. 9

SEE SHEET NO. 13



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

N07°36'06"E 2035.60'

50' BLDG. SETBACK HEREBY DEDICATED

THOMAS B LEE SURVEY
A–800

LOT 1
BLOCK A
1,214.65 ACRES

SEE SHEET NO. 13
SEE SHEET NO. 14

S82°39'33"E 232.48'

FOUND POST

FOUND 1/2" IRON ROD W/SAM SURVEYING CAP

CALLED
183.84 ACRES
RCR TAYLOR LAND, L.P.
DOC. NO. 2018058736
O.P.R.W.C.T.

50' BLDG. SETBACK HEREBY DEDICATED

APPROX. SURVEY LINE

WATKINS NOBLES SURVEY
A–484

SEE SHEET NO. 13
SEE SHEET NO. 17

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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FINAL PLAT

SAMSUNG TAYLOR

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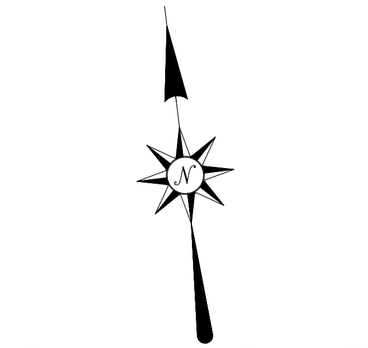
PZ-2022-1604

SEE SHEET NO. 10

SEE SHEET NO. 14

SEE SHEET NO. 13

SEE SHEET NO. 14



(IN FEET)
1 inch = 100 ft.

LEGEND

PROPERTY CORNER FOUND AS NOTED

IRON ROD WITH "ATWELL" CAP SET

THOMAS B LEE SURVEY
A-800

LOT 1
BLOCK A
1,214.65 ACRES

SEE SHEET NO. 14

SEE SHEET NO. 15

SEE SHEET NO. 14

SEE SHEET NO. 18

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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FINAL PLAT

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PZ-2022-1604

SEE SHEET NO. 11

SEE SHEET NO. 15

SEE SHEET NO. 14

SEE SHEET NO. 15

LUCIUS A TYLER SURVEY
A-632

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020108235
O.R.W.C.T.
TO BE VACATED

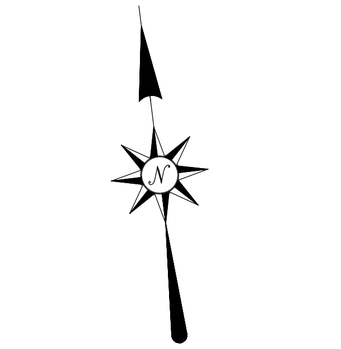
LOT 1
BLOCK A
1,214.65 ACRES

APPROX. SURVEY LINE

APPROX. SURVEY LINE

SEE SHEET NO. 15

SEE SHEET NO. 16



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 15

SEE SHEET NO. 19

1
: A

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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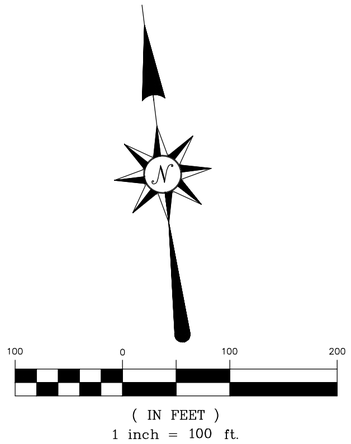
PZ-2022-1604

SEE SHEET NO. 12

SEE SHEET NO. 16

SEE SHEET NO. 15

SEE SHEET NO. 16



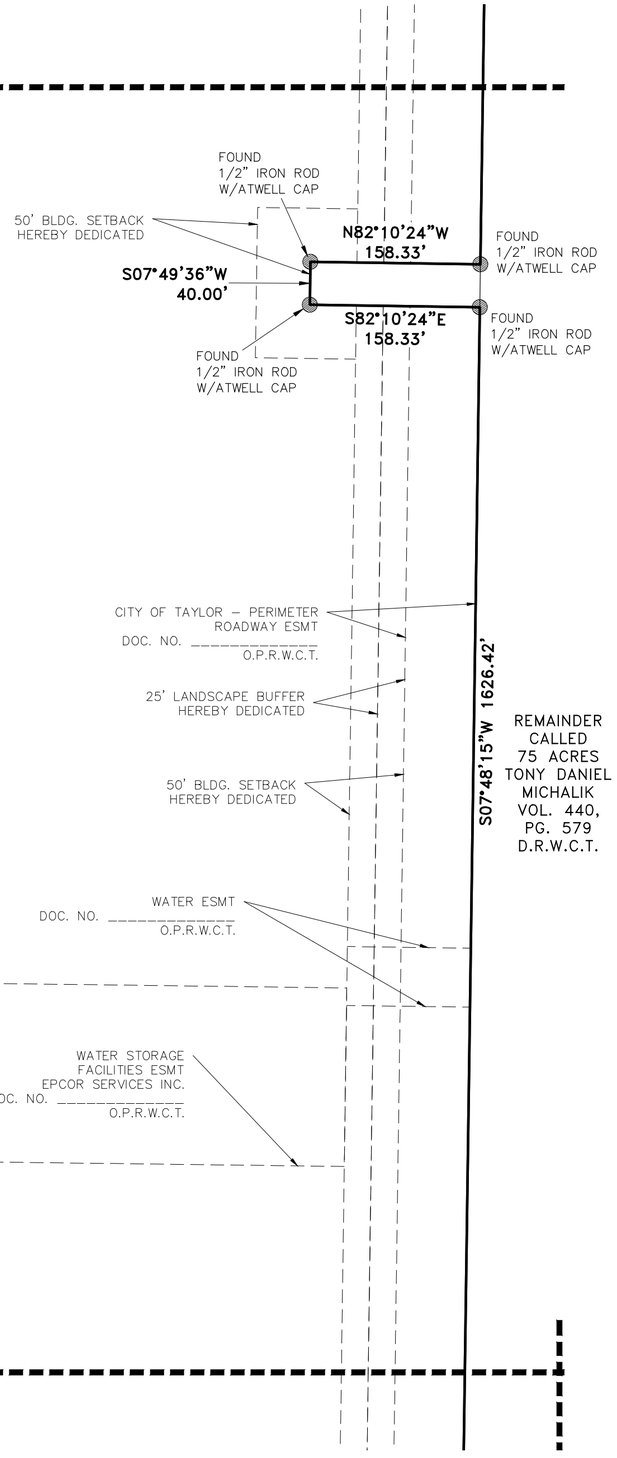
(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A–315



SEE SHEET NO. 16

SEE SHEET NO. 20

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

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SEE SHEET NO. 13

SEE SHEET NO. 17

N

REMAINDER
CALLED
194.559 ACRES
RCR TAYLOR LAND, L.P.
DOC. NO. 2018058746
O.P.R.W.C.T.

100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

PROPERTY CORNER FOUND AS NOTED

IRON ROD WITH "ATWELL" CAP SET

N07°20'22"E 963.95'

APPROX. SURVEY LINE

THOMAS B LEE SURVEY
A–800

0.121 AC.
ESMT. AND R.O.W.
DOC. NO. 2022064287
O.P.R.W.C.T.

FOUND
1/2" IRON ROD
W/PLASTIC CAP

FOUND
1/2" IRON ROD
W/ATWELL CAP

N82°01'09"W 555.93'

N07°58'51"E
45.96'

S82°01'25"E
309.15'

APPROX. SURVEY LINE

LOT 1
BLOCK A
1,214.65 ACRES

30' WATER ESMT.
DOC. NO. _____
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

SEE SHEET NO. 17

SEE SHEET NO. 18

CALLED
105.275 ACRES
TRACT 1
RCR TAYLOR LAND, L.P.
DOC. NO. 2020166309
O.P.R.W.C.T.

N07°18'11"E 1768.54'

C.R. 404

50' BLDG. SETBACK
HEREBY DEDICATED

H.T.&B.R.R.CO SURVEY
A–318

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

SEE SHEET NO. 17

SEE SHEET NO. 22

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
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512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

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BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

SEE SHEET NO. 14

SEE SHEET NO. 18

SEE SHEET NO. 17

SEE SHEET NO. 18

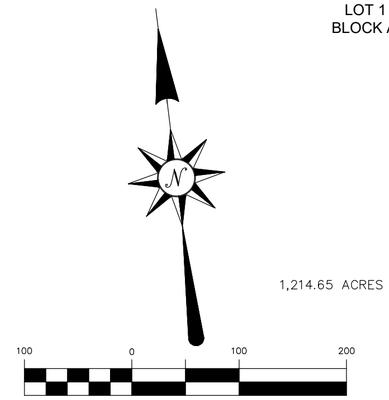
THOMAS B LEE SURVEY
A–800

LOT 1
BLOCK A
1,214.65 ACRES

APPROX. SURVEY LINE

LOT 1
BLOCK A

1,214.65 ACRES



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 18

SEE SHEET NO. 19

H.T.&B.R.R.CO SURVEY
A–318

SEE SHEET NO. 18

SEE SHEET NO. 23

k:\21002557\dwg\survey\platting\samsung taylor plat opb.dwg Savedate:1/16/2023 10:40 AM Plotdate:1/16/2023 10:47 AM

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
www.atwell-group.com
805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

SEE SHEET NO. 15

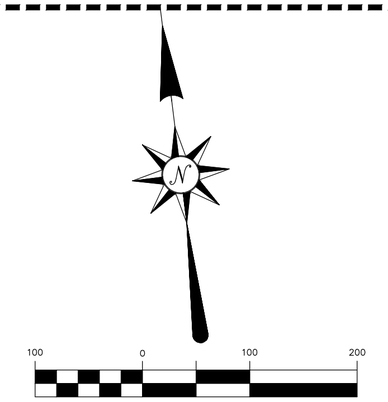
SEE SHEET NO. 19

SEE SHEET NO. 18

SEE SHEET NO. 19

SEE SHEET NO. 19

SEE SHEET NO. 20



(IN FEET)
1 inch = 100 ft.

LEGEND

PROPERTY CORNER FOUND AS NOTED

IRON ROD WITH "ATWELL" CAP SET

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020108235
O.R.W.C.T.
TO BE VACATED

LUCIUS A TYLER SURVEY
A–632

APPROX. SURVEY LINE

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A–315

APPROX. SURVEY LINE

H.T.&B.R.R.CO SURVEY
A–318

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020005711
O.R.W.C.T.
TO BE VACATED

APPROX. SURVEY LINE

GW TYLER SURVEY
A–636

SEE SHEET NO. 19

SEE SHEET NO. 24

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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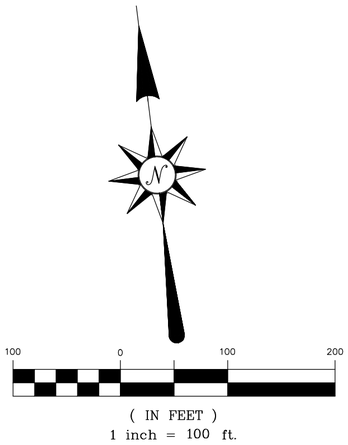
PZ-2022-1604

SEE SHEET NO. 16

SEE SHEET NO. 20

SEE SHEET NO. 19

SEE SHEET NO. 20



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

H.T.&B.R.R.CO SURVEY
A–315

LOT 1
BLOCK A
1,214.65 ACRES

APPROX. SURVEY LINE

CITY OF TAYLOR – PERIMETER ROADWAY ESMT
DOC. NO. _____ O.P.R.W.C.T.

25' LANDSCAPE BUFFER HEREBY DEDICATED

50' BLDG. SETBACK HEREBY DEDICATED

S07°48'15"W 1626.42'

REMAINDER
CALLED
75 ACRES
TONY DANIEL
MICHALIK
VOL. 440,
PG. 579
D.R.W.C.T.

FOUND 1/2" IRON ROD W/ATWELL CAP

C.R. 404
S82°09'51"E
796.69'

N07°48'15"E 76.00'

1.52 ACS.
FOR R.O.W.
HEREBY DEDICATED

SEE SHEET NO. 20

SEE SHEET NO. 21

GW TYLER SURVEY
A–636

APPROX. SURVEY LINE

GEORGE N TYLER SURVEY
A–634

SEE SHEET NO. 20

SEE SHEET NO. 25

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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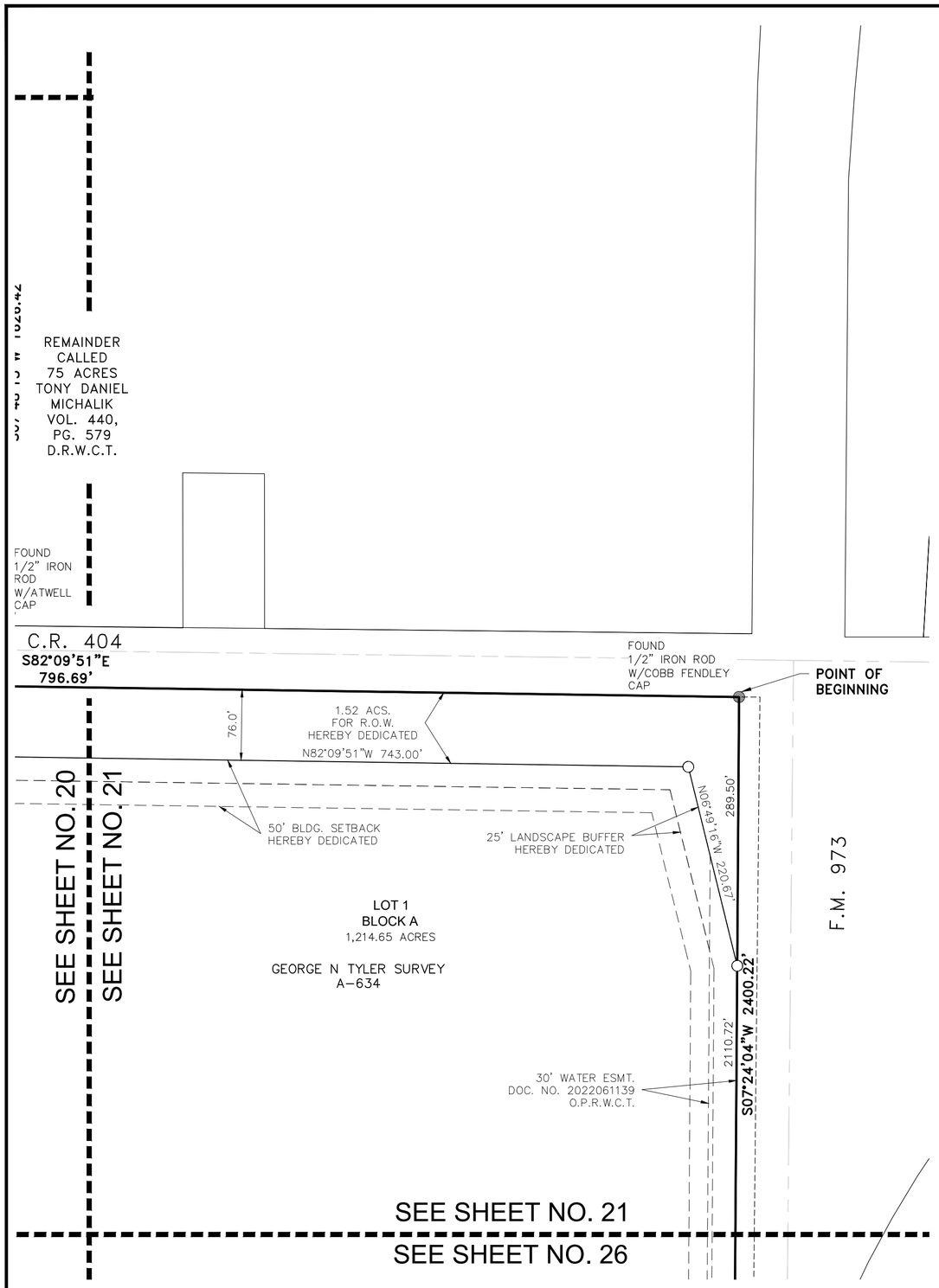
FINAL PLAT

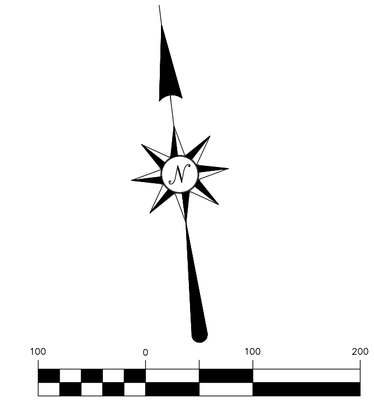
SAMSUNG TAYLOR

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PZ-2022-1604





LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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PZ-2022-1604

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SEE SHEET NO. 17

SEE SHEET NO. 22

CALLED
105.275 ACRES
TRACT 1
RCR TAYLOR LAND, L.P.
DOC. NO. 2020166309
O.P.R.W.C.T.

C.R. 404 APPROX. SURVEY LINE

N07°18'11"E 1768.54'

50' BLDG. SETBACK HEREBY DEDICATED

42' GAP BETWEEN ESMT.

30' WATER ESMT. DOC. NO. 2022061139 O.P.R.W.C.T.

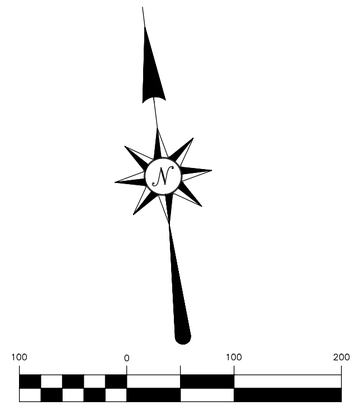
25' LANDSCAPE BUFFER HEREBY DEDICATED

FOUND 1/2" IRON ROD

N81°51'55"W 10.00'

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A-318



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 22

SEE SHEET NO. 23

SEE SHEET NO. 22

SEE SHEET NO. 27

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

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BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

SEE SHEET NO. 18

SEE SHEET NO. 23

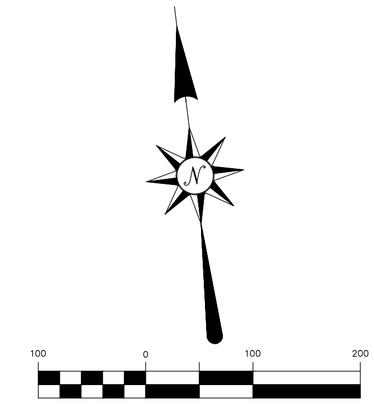
SEE SHEET NO. 22

SEE SHEET NO. 23

SEE SHEET NO. 23

SEE SHEET NO. 24

LOT 1
BLOCK A
1,214.65 ACRES
H.T.&B.R.R.CO SURVEY
A–318



(IN FEET)
1 inch = 100 ft.

LEGEND

PROPERTY CORNER FOUND AS NOTED

IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 23

SEE SHEET NO. 28

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
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TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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PZ-2022-1604

SEE SHEET NO. 19

SEE SHEET NO. 24

SEE SHEET NO. 23

SEE SHEET NO. 24

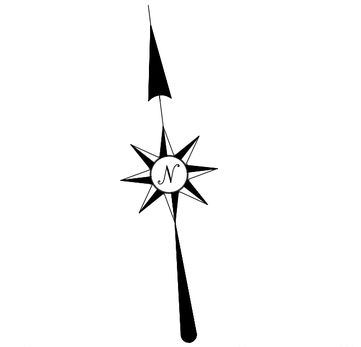
CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020005711
O.R.W.C.T.
TO BE VACATED

H.T.&B.R.R.CO SURVEY
A–318

APPROX. SURVEY LINE

LOT 1
BLOCK A
1,214.65 ACRES

GW TYLER SURVEY
A–636



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 24

SEE SHEET NO. 25

SEE SHEET NO. 24

SEE SHEET NO. 29

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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PZ-2022-1604

SEE SHEET NO. 20

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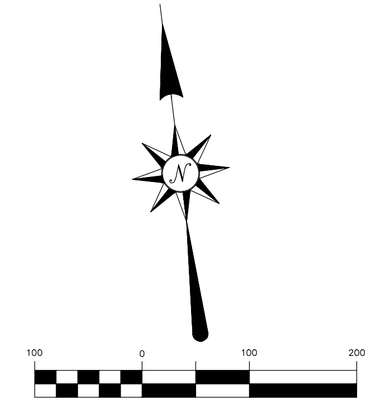
SEE SHEET NO. 25

GW TYLER SURVEY
A–636

APPROX. SURVEY LINE

LOT 1
BLOCK A
1,214.65 ACRES

GEORGE N TYLER SURVEY
A–634



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 25

SEE SHEET NO. 26

SEE SHEET NO. 25

SEE SHEET NO. 30

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
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PZ-2022-1604

SEE SHEET NO. 21

SEE SHEET NO. 26

SEE SHEET NO. 25

SEE SHEET NO. 26

50' BLDG. SETBACK
HEREBY DEDICATED

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

25' LANDSCAPE BUFFER
HEREBY DEDICATED

1.122 ACRES
STATE OF TEXAS
VOL. 1717, PG. 543
D.R.W.C.T.

GEORGE N TYLER SURVEY
A-634

LOT 1
BLOCK A
1,214.65 ACRES

S07°24'04"W 2400.22'

2110.72'

F.M. 973

100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 26

SEE SHEET NO. 31

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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FINAL PLAT

SAMSUNG TAYLOR

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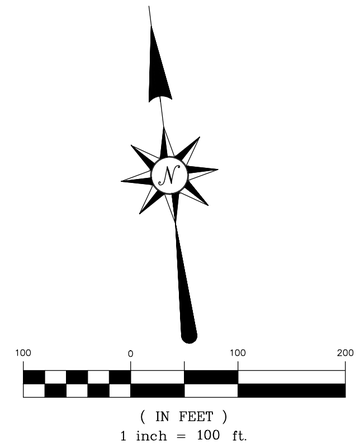
PZ-2022-1604

SEE SHEET NO. 22

SEE SHEET NO. 27

C.R. 404

N07°33'46"E 1643.94'



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A-318

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

42' GAP BETWEEN ESMT.

25' LANDSCAPE BUFFER HEREBY DEDICATED

50' BLDG. SETBACK HEREBY DEDICATED

SEE SHEET NO. 27

SEE SHEET NO. 28

SEE SHEET NO. 27

SEE SHEET NO. 32

643.94'

LOT 1
BLOCK A
1,214.65 ACRES

k:\21002557\dwg\survey\platting\samsung taylor plat opb.dwg Savedate:1/16/2023 10:40 AM Plotdate:1/16/2023 10:49 AM

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
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TECHNICIAN:	AY
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PZ-2022-1604

SEE SHEET NO. 23

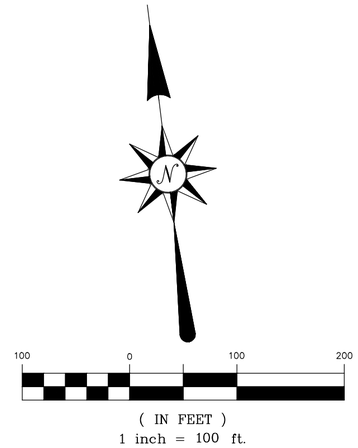
SEE SHEET NO. 28

SEE SHEET NO. 27

SEE SHEET NO. 28

SEE SHEET NO. 28

SEE SHEET NO. 29



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A–318

SEE SHEET NO. 28

SEE SHEET NO. 33

LOT 1
BLOCK A

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

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PZ-2022-1604

SEE SHEET NO. 24
SEE SHEET NO. 29

SEE SHEET NO. 28
SEE SHEET NO. 29

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020004522
O.R.W.C.T.
CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020163230
O.R.W.C.T.
TO BE VACATED

GW TYLER SURVEY
A-636

H.T.&B.R.R.CO SURVEY
A-318

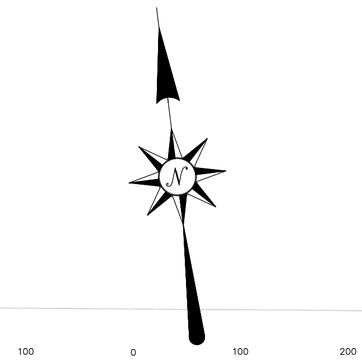
APPROX. SURVEY LINE

LOT 1
BLOCK A
1,214.65 ACRES

APPROX. SURVEY LINE

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020001497
O.R.W.C.T.
ITEM 10g
CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020166414
O.R.W.C.T.
TO BE VACATED

JACOB EBBERLY SURVEY
A-923



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020004522
O.R.W.C.T.
CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020163230
O.R.W.C.T.
TO BE VACATED

SEE SHEET NO. 29
SEE SHEET NO. 30

SEE SHEET NO. 29
SEE SHEET NO. 34

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

SEE SHEET NO. 25

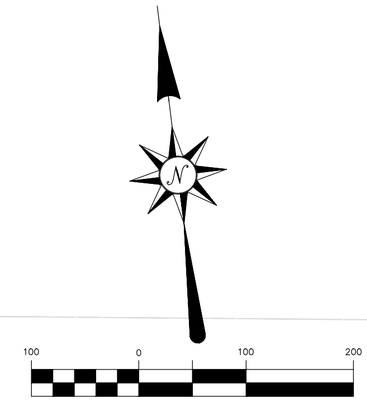
SEE SHEET NO. 30

GW TYLER SURVEY
A–636

APPROX. SURVEY LINE

GEORGE N TYLER SURVEY
A–634

APPROX. SURVEY LINE



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 29
SEE SHEET NO. 30

SEE SHEET NO. 30
SEE SHEET NO. 31

LOT 1
BLOCK A
1,214.65 ACRES

JACOB EBBERLY SURVEY
A–923

SEE SHEET NO. 30

SEE SHEET NO. 35

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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SEE SHEET NO. 26

SEE SHEET NO. 31

SEE SHEET NO. 30

SEE SHEET NO. 31

GEORGE N TYLER SURVEY
A–634

50' BLDG. SETBACK
HEREBY DEDICATED

APPROX. SURVEY LINE

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

2110.72'

25' LANDSCAPE BUFFER
HEREBY DEDICATED

S82°29'00"E
20.69'

FOUND
1/2" IRON ROD
W/ATWELL CAP

FOUND
1/2" IRON ROD
W/ATWELL CAP

LOT 1
BLOCK A
1,214.65 ACRES

JACOB EBBERLY SURVEY
A–923

307.06'

F.M. 973

FOUND
TxDOT MON.
W/ALUMINUM CAP

S07°23'06"W 974.11'

SEE SHEET NO. 31

SEE SHEET NO. 36

JACOB EBBERLY SURVEY
A–923

100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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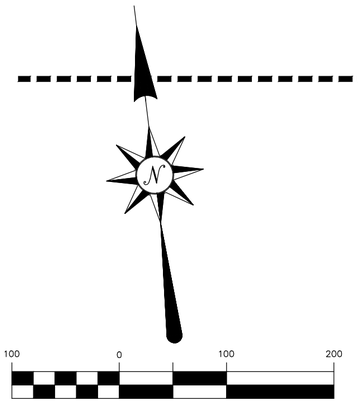
FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

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(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

SEE SHEET NO. 27

SEE SHEET NO. 32

C.R. 404

N07°33'46"E 1643.94'

LOT 1
BLOCK A
1,214.65 ACRES

50' BLDG. SETBACK HEREBY DEDICATED

25' LANDSCAPE BUFFER HEREBY DEDICATED

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

3729.06'

30' GAP BETWEEN ESMT.

N82°16'08"W 7676.48'

H.T.&B.R.R.CO SURVEY
A-318

PROPOSED ROAD

52.06 AC.
ROAD R.O.W.
WILLIAMSON COUNTY
DOC. NO. _____
O.P.R.W.C.T.

26.63 ACRES
JOHN WILLIAM WILDER VOL.
VOL. 2406, PG. 378
O.R.W.C.T.

SEE SHEET NO. 32

SEE SHEET NO. 33

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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AUSTIN, TX 78746
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TBPE LS 10193726

FINAL PLAT

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PZ-2022-1604

SEE SHEET NO. 28

SEE SHEET NO. 33

LOT 1
BLOCK A
1,214.65 ACRES

H.T.&B.R.R.CO SURVEY
A–318

25' LANDSCAPE BUFFER
HEREBY DEDICATED

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

3729.06'

30' GAP BETWEEN
ESMT.

N82°16'08"W 7676.48'

SEE SHEET NO. 32

SEE SHEET NO. 33

PROPOSED ROAD
52.06 AC.
ROAD R.O.W.
WILLIAMSON COUNTY
DOC. NO. _____
O.P.R.W.C.T.

SEE SHEET NO. 33

SEE SHEET NO. 34

26.63 ACRES
JOHN WILLIAM WILDER VOL.
VOL. 2406, PG. 378
O.R.W.C.T.

N

100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

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PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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PZ-2022-1604

SEE SHEET NO. 29

SEE SHEET NO. 34

25' LANDSCAPE BUFFER HEREBY DEDICATED

CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020004522
O.R.W.C.T.
CENTERLINE
50' PIPELINE EASEMENT
DOC. NO. 2020163230
O.R.W.C.T.
TO BE VACATED

LOT 1
BLOCK A
1,214.65 ACRES

JACOB EBBERLY SURVEY
A-923

3729.06'

30' GAP BETWEEN ESMT. LINES

GW TYLER SURVEY
A-636

50' BLDG. SETBACK HEREBY DEDICATED

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

25' LANDSCAPE BUFFER HEREBY DEDICATED

3805.40'

N82°16'08"W 7676.48'

PROPOSED ROAD

52.06 AC.
ROAD R.O.W.
WILLIAMSON COUNTY
DOC. NO. _____
O.P.R.W.C.T.

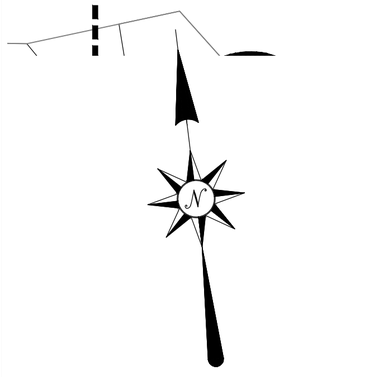
APPROX. SURVEY LINE

SEE SHEET NO. 33

SEE SHEET NO. 34

SEE SHEET NO. 34

SEE SHEET NO. 35



100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

PROPERTY CORNER FOUND AS NOTED

IRON ROD WITH "ATWELL" CAP SET

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
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512.904.0505
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FINAL PLAT

SAMSUNG TAYLOR

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BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

PZ-2022-1604

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SEE SHEET NO. 29

SEE SHEET NO. 35

LOT 1
BLOCK A
1,214.65 ACRES

JACOB EBBERLY SURVEY
A–923

25' LANDSCAPE BUFFER
HEREBY DEDICATED

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

50' BLDG. SETBACK
HEREBY DEDICATED

3805.40'

N82°16'08"W 7676.48'

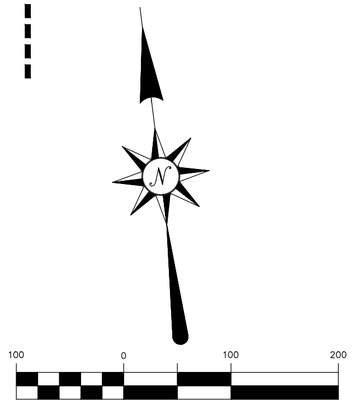
PROPOSED ROAD
52.06 AC.
ROAD R.O.W.
WILLIAMSON COUNTY
DOC. NO. _____
O.P.R.W.C.T.

SEE SHEET NO. 34

SEE SHEET NO. 35

SEE SHEET NO. 35

SEE SHEET NO. 36



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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PZ-2022-1604

SEE SHEET NO. 31

SEE SHEET NO. 36

JACOB EBBERLY SURVEY
A-923

LOT 1
BLOCK A
1,214.65 ACRES

50' BLDG. SETBACK
HEREBY DEDICATED

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

25' LANDSCAPE BUFFER
HEREBY DEDICATED

50' BLDG. SETBACK
HEREBY DEDICATED

25' LANDSCAPE BUFFER
HEREBY DEDICATED

30' WATER ESMT.
DOC. NO. 2022061139
O.P.R.W.C.T.

S07°23'06"W 974.11'

3805.40'

N82°16'08"W 7676.48'

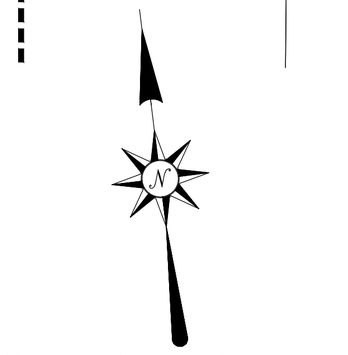
PROPOSED ROAD
52.06 AC.
ROAD R.O.W.
WILLIAMSON COUNTY
DOC. NO. _____
O.P.R.W.C.T.

F.M. 973

SEE SHEET NO. 35

SEE SHEET NO. 36

LOT 1
TEICHELMAN ACES
VOL. I, PG. 277
P.R.W.C.T.



(IN FEET)
1 inch = 100 ft.

LEGEND

- PROPERTY CORNER FOUND AS NOTED
- IRON ROD WITH "ATWELL" CAP SET

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

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PZ-2022-1604

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

I, SAMSUNG AUSTIN SEMICONDUCTOR, LLC, SOLE OWNER OF THE CERTAIN 1216.17 TRACT OF LAND SHOWN HEREON AND DESCRIBED IN THE FOLLOWING DEEDS TO SAMSUNG AUSTIN SEMICONDUCTOR, LLC, BEING A CALLED 100.57 ACRE TRACT IN DOCUMENT NO. 2021184352, A CALLED 7.19 ACRE TRACT IN DOCUMENT NO. 2021184013, A CALLED 35.18 ACRE TRACT IN DOCUMENT NO. 2021183985, A PORTION OF A CALLED 11.02 ACRE TRACT IN DOCUMENT NO. 2021184141, THE REMAINDER OF A CALLED 79.36 ACRE TRACT, TRACT 1 AND A PORTION OF A CALLED 159.14 ACRE TRACT, TRACT 2 BOTH IN DOCUMENT NO. 2021184492, A PORTION OF A CALLED 33.62 ACRE TRACT, TRACT 1, PARCEL A, A CALLED 1.85 ACRE TRACT, TRACT 1, PARCEL B, AND A CALLED 21.67 ACRE TRACT, TRACT 2 ALL THREE IN DOCUMENT NO. 2021184917, A PORTION OF A CALLED 23.58 ACRE TRACT IN DOCUMENT NO. 2021184841, A CALLED 29.87 ACRE TRACT IN DOCUMENT NO. 2021183753, A CALLED 29.99 ACRE TRACT IN DOCUMENT NO. 2021184513, A CALLED 11.18 ACRE TRACT IN DOCUMENT NO. 2021185096, A CALLED 70.38 ACRE TRACT IN DOCUMENT NO. 2021184494, A CALLED 61.29 ACRE TRACT, TRACT 1 AND A CALLED 84.06 ACRE TRACT, TRACT 2 BOTH IN DOCUMENT NO. 2021181069, A CALLED 18.92 ACRE TRACT IN DOCUMENT NO. 2021184843, A CALLED 7.85 ACRE TRACT IN DOCUMENT NO. 2021184919, A CALLED 0.875 ACRE TRACT IN DOCUMENT NO. 2021183313, A CALLED 2.00 ACRE TRACT IN DOCUMENT NO. 2021184507, A CALLED 5.30 ACRE TRACT IN DOCUMENT NO. 2021184505, A CALLED 140.73 ACRE TRACT IN DOCUMENT NO. 2021184511, A CALLED 0.93 ACRE TRACT IN DOCUMENT NO. 2021187920, A CALLED 95.27 ACRE TRACT IN DOCUMENT NO. 2021184038, A CALLED 164.63 ACRE TRACT IN DOCUMENT NO. 2021184270, A CALLED 51.57 ACRE TRACT IN DOCUMENT NO. 2021183993, THE REMAINDER OF A CALLED 8.43 ACRE TRACT IN DOCUMENT NO. 2021184854 AND A CALLED 14.37 ACRE TRACT IN DOCUMENT NO. 2022005387 ALL IN THE OFFICIAL PUBLIC 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 SAMSUNG TAYLOR.

TO CERTIFY WHICH, WITNESS BY MY HAND THIS ____DAY OF _____, 20___.

_____
SANGKI BAE, VP AND CFO
SAMSUNG AUSTIN SEMICONDUCTOR, LLC
SANGKI.BAE@SAMSUNG.COM
512-672-1060

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 SANGKI BAE, VP AND CFO, SAMSUNG AUSTIN SEMICONDUCTOR, LLC, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT.

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

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

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

I, ROBERT J. GERTSON , 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_____.

_____
ROBERT J. GERTSON
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6367
ATWELL LLC
805 LAS CIMAS PARKWAY, STE. 310
AUSTIN, TX 78746
512-904-0505

I, _____, 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 _____, EFFECTIVE DATE SEPTEMBER 26, 2008, AND THAT EACH LOT CONFORMS TO THE CITY OF TAYLOR REGULATIONS. THE FULLY DEVELOPED, CONCENTRATED STORMWATER RUNOFF RESULTING FROM THE ONE HUNDRED (100) YEAR FREQUENCY STORM IS CONTAINED WITHIN THE DRAINAGE EASEMENTS SHOWN AND/OR PUBLIC RIGHTS-OF-WAY DEDICATED BY THIS PLAT.

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

_____
XXX
JACOBS
XXX
XXXX, TX XX
TEL

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

_____, CHAIRMAN _____ DATE

_____, SECRETARY _____ DATE

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

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
BY: _____, DEPUTY

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 WILLIAMSON COUNTY 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.

_____ _____
WILLIAMSON COUNTY FLOODPLAIN ADMINISTRATOR DATE

NOTES:

1. UTILITY PROVIDERS – WATER: _____ ; WASTEWATER/SEPTIC: _____ ; ELECTRICITY: _____.
2. ALL STRUCTURES AND/OR OBSTRUCTIONS ARE PROHIBITED IN DRAINAGE EASEMENTS.
3. THERE (ARE/ARE NOT) AREAS WITHIN THE BOUNDARIES OF THIS SUBDIVISION IN THE 100-YEAR FLOODPLAIN AS DEFINED BY FIRM MAP NUMBER _____, EFFECTIVE DATE OF _____.
4. A 10-FT PUBLIC UTILITY EASEMENT (P.U.E.) SHALL BE DEDICATED ALONG ALL STREET FRONTAGES.
5. ALL MINIMUN YARD (BUILDING) SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF TAYLOR ZONING ORDINANCE, AS AMENDED.
6. NO DEVELOPMENT SHALL BEGIN PRIOR TO THE ISSUANCE OF A FLOODPLAIN DEVELOPMENT PERMIT FOR EACH OF THE FOLLOWING LOTS: _____ .
7. PARKLAND DEDICATION REQUIREMENTS ARE MET BY: THE DEDICATION OF BLOCK __/LOT ___; PAYMENT OF FEES IN LIEU PER RESIDENTIAL LOT, PAYABLE AT THE TIME OF FINAL PLAT RECORDATION; < OTHER SITUATION AS DESCRIBED >.
8. MINIMUM FIRE FLOW OF __<PER FIRE MARSHALL>500 GALLONS PER MINUTES FOR NOT LESS THAN TWO (2) HOURS SHALL BE PROVIDED.
9. THIS SUBDIVISION IS SUBJECT TO ORDINANCE _(#)_, WHICH CONTAINS THE FOLLOWING DEVELOPMENT REQUIREMENTS/RESTRICTIONS: {ENUMERATE THEM}
10. A 50' BUILDING SETBACK LINE ALONG THE PERIMETER OF THE PLAT BOUNDARY IS HEREBY DEDICATED.

PROJECT:	Samsung Platting
JOB NUMBER:	21002557
SURVEY DATE:	NOVEMBER 2022
SCALE:	1" = 100'
SURVEYOR:	ROBERT J. GERTSON, RPLS 6367
TECHNICIAN:	AY
DRAWING:	
DESCRIPTION:	
PARTYCHIEF:	
FIELDBOOKS:	

ATWELL
www.atwell-group.com
805 LAS CIMAS PARKWAY, SUITE 310
AUSTIN, TX 78746
512.904.0505
TBPE LS 10193726

FINAL PLAT

SAMSUNG TAYLOR

TO THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS
BEING PART OF THE BENJAMIN J. TYLER SURVEY, ABST. 631, THE THOMAS B. LEE SURVEY, ABST. 800, THE LUCIUS A. TYLER SURVEY, ABST. 632, THE H.T.&B.R.R.CO. SURVEY, ABST. 315, THE H.T.&B.R.R.CO. SURVEY, ABST. 318, THE G.W. TYLER SURVEY, ABST. 636, THE GEORGE N. TYLER SURVEY, ABST. 634 AND THE JACOB EBBERLY SURVEY, ABST. 923, WILLIAMSON COUNTY, TEXAS

k:\21002557\dwg\survey\platting\samsung taylor plat opb.dwg Savedate:1/16/2023 10:40 AM Plotdate:1/16/2023 10:51 AM

PZ-2022-1604

City of Taylor
PZ-2023-1613
Taylor Southpark Section One
Amending Plat
Staff Report

Item Details

Requested Action:	Consider disapproving Taylor Southpark Section One Amending Plat
Address/Location:	Generally located near 1903 Industrial Drive
Legal Description:	Lots 1, 2, and 3, Taylor Southpark Section One
Current Zoning:	M-1
Current Use:	Vacant
Applicant:	James Barker/Texas Land Surveying
Case History:	This is the first submission of the plat.
Staff Recommendation:	The submitted plat does not meet the minimum requirements of the Subdivision Ordinance. Therefore, staff recommends disapproval of the proposed plat.

Attachments

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

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

JAMES BARKER
TEXAS LAND SURVEYING
3613 WILLIAMS DR #903
GEORGETOWN TX 78626
james@texas-ls.com

Date: Friday, February 10, 2023

Address: 1903 Industrial Dr., Taylor 76574

Permit Number PZ-2023-1613

Dear JAMES BARKER,

Staff has completed its review of the Taylor Southpark Section One Amending Plat that is to be generally located at 1903 Industrial Dr., Taylor, TX 76574. There are some corrections that need to be made prior to acceptance and recordation of the plat. Comments from this review follow.

Planning Department Comments
The following comments have been provided by Chelsey Cooper. Should you have any questions or require additional information regarding any of these comments, please contact Chelsey Cooper by email at chelsey.cooper@hdrinc.com.

Please also consider the following as part of the update to this submission. The recent Comprehensive Plan update to amend the Transportation Plan for this area provided new classifications for Southpark Boulevard, Industrial Drive, and Dogwood Circle. Specific requirements for each of these roads and access requirements to the property based on their new classification can be found in the Envision Taylor Comprehensive Plan starting on page 106. Please review this as it relates to access that will likely impact future development. If, based on the planned improvements to this area you will need to use the new required right-of-way versus what is currently shown in the Plat, this should be considered now.

- Southpark Boulevard ROW remains 100ft
- Industrial Drive changes from 60ft to 80ft
- Dogwood Circle changes from 60ft to 80ft

1. Remove markings showing the previous division of the Block into Lots 1-3 to just show as Lot 1A Block A.
2. Where it is noted “to be vacated with this plat dedication”, provide more precise language such as “10’ PUE to be vacated with this plat dedication”
3. Plats shall be drawn on eighteen by twenty-three (18 × 23) inch. Current PDF is 18 x 24.
4. Include a legend of lines as well as graphics and abbreviations.
5. Show demarcation of MKT Railroad ROW and Highway 95 like that on the original plat.
6. In the Lot and Block Table, add in the length of the block.
7. In the Lot and Block Table, add in the day of the submittal as well.
8. Updated language from the general plat notes number 2 to match required language: There (are/are not) areas within the boundaries of this subdivision in the 100-year Floodplain as defined by FIRM Map Number _____, effective date of _____.
9. Ensure there is enough space in signature blocks that seals do not overlap once stamped on Final.
10. Update curve table to include the length of curve, point of reverse curvature, point of tangency, chord length and bearing for each proposed line.
11. Proposed easements shall be depicted on Final Plats as “Hereby Dedicated”.

1. Include project number "PZ-2023-1613"
2. You may remove the 25' build line within the plat. Plat Note No. 5 will suffice.

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 by email at javier.vasquez@hdrinc.com.

*See Associated Documents portion of the permit page to download a PDF containing the following engineering comments:

Sheet 1 of 1

1. Verify and update plat to include right of way reserve for street right of way as required in Taylor Comprehensive Plan; Transportation Plan – Street type.
2. For submission date, use full date format MM/DD/YYYY.
3. Provide Firm Registration No. (TPELS) for Engineer.
4. Owner information: If owner is a company or corporation, name of responsible individual such as a president or vice-president must be given.
5. Update Owner's Signature block to use language and selections as noted on the plat review PDF (Engineering Review 01). The "Witness" portion of the block to include the company/corporation name.
6. Verify: Is the rear 10-ft PUE to remain?
7. Verify and update: Is this in reference to both lot lines and 5-ft PUE? If so, no need to include 5-ft PUE text.
8. Show owner information and complete boundary information (railroad) per Subdivision Ord. 3.2.10.
9. Notate IR (iron rod) and size for all corners.
10. Provide a tie to an original corner of the original survey of which said land is a part per Subdivision Ord. 3.2.9c.
11. Show complete boundary information (Street, Southpark Blvd.) per Subdivision Ord. 3.2.10.
12. Include the full legal description of the subdivision in the plat heading.
13. Metes and bounds:
    i. Provide notation in description of which subdivision these lots are a part of (lots 2 and 1) in order to further reference as "Said Lot".
    ii. In paragraph 4, bearing noted to match plat drawing (S 83°05'32" E).
    iii. Verify and notate total acreage of boundary description at end of metes and bounds notes.

Engineer's Report

- Information and layout noted in the engineer's report was only reviewed for verification of plat elements. Information provided is not to be considered as an approved site plan or utility configuration. This will be reviewed during the appropriate site development plan stage and information provided is subject to change pending review.

Fire Department Comments
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 the final plat with no comments. The site plans will be reviewed at the site plan phase of the project where the remote fire department connection (FDC), fire suppression supply line(s), the number of fire hydrants, and fire lanes will be determined.

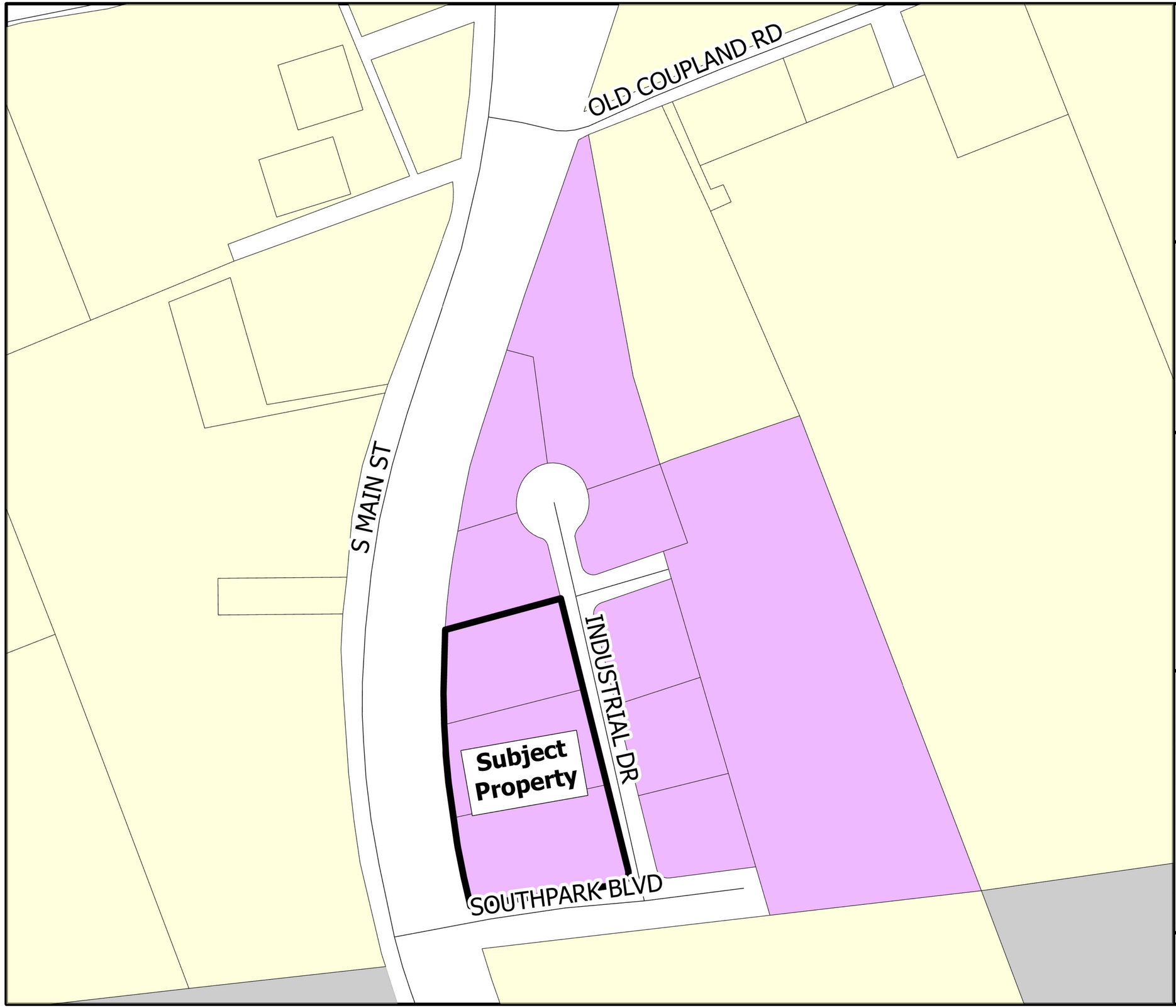
Please revise the plat to address the comments noted above. Following revision, submit the plat electronically with a resolution letter in PDF format.

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

Thank you,



Courtney Peres, CNU-A
Planning Manager
City of Taylor



N

PZ-2023-1613

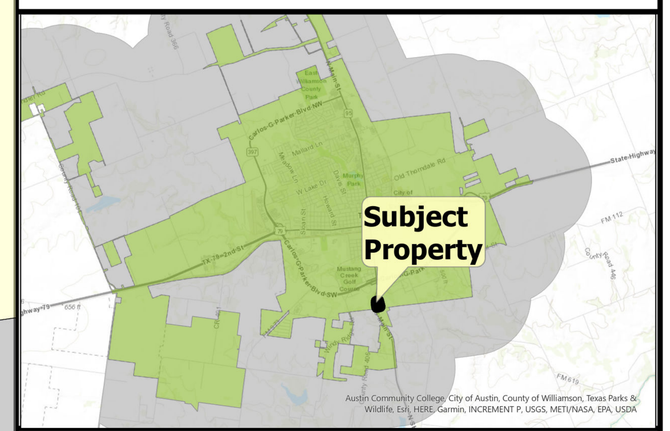
Taylor Southpark Section One
Amending Plat
Location Map
Approximately 4.54 Acres

Legend

- ETJ
- Subject Property
- Parcels
- Streets

ZONING

- M-1 Light Industrial
- R-1 Single Family



0 350 700 US Feet

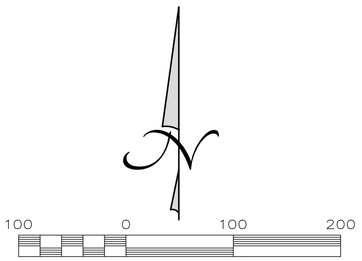
RE–PLAT OF
LOTS 1–3, TAYLOR SOUTHPARK SECTION ONE

TOTAL ACREAGE: 4.54 ACRES
NO. OF BLOCKS: 1
NO. OF LOTS: 1
NEW STREETS: NONE
SUBMISSION DATE: 1–2023
2ND SUBMITTAL:
3RD SUBMITTAL:

ENGINEER:
HALFF ASSOCIATES, INC
JAMIE URQUIDI, P.E.
13620 BRIARWICK DR #100
AUSTIN TX 78729

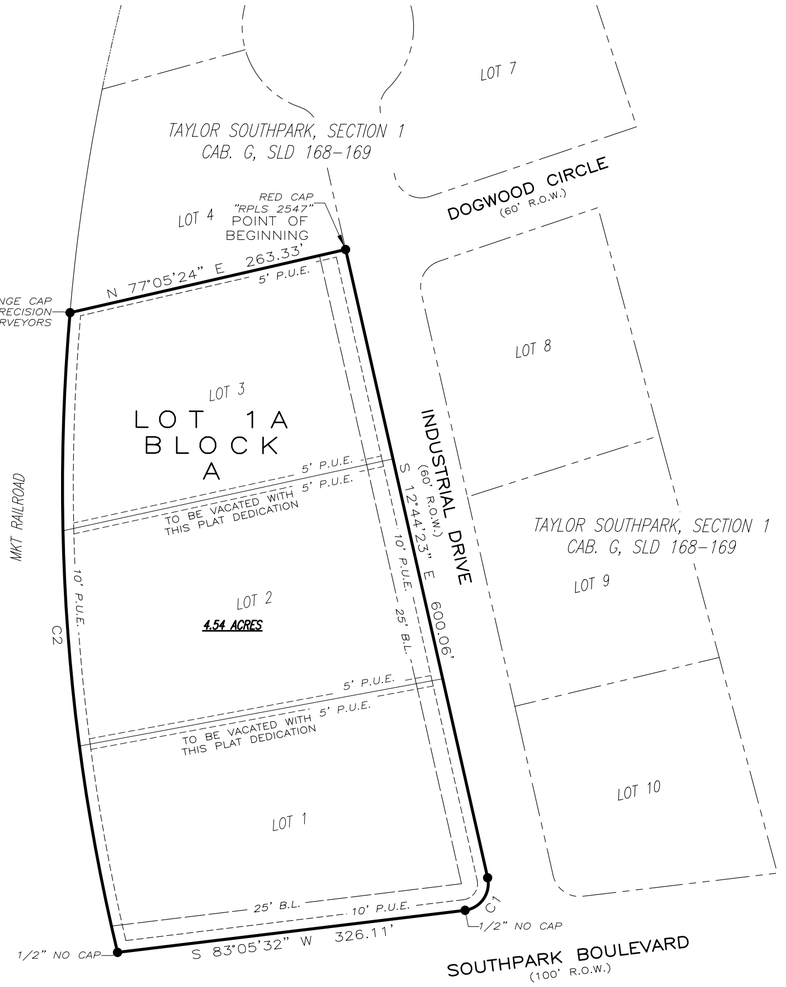
OWNER/SUBDIVIDER:
95 INDUSTRIAL, LLC
9611 TREE BEND DR
AUSTIN, TX 78750

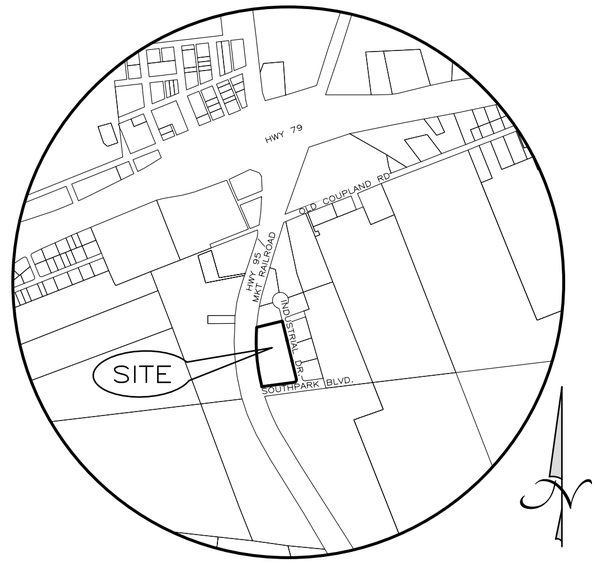
SURVEYOR:
TEXAS LAND SURVEYING, INC.
3613 WILLIAMS DRIVE, SUITE 903
GEORGETOWN, TEXAS 78628
(512) 930–1600



BEARINGS CITED HEREON BASED ON STATE PLANE COORDINATES, GRID NORTH, CENTRAL ZONE, TEXAS NAD 83.

RE–PLAT OF
LOTS 1–3, TAYLOR SOUTHPARK SECTION ONE
WILLIAMSON COUNTY, TEXAS





LOCATION MAP

GENERAL PLAT NOTES

1. All permanent corners set are 1/2" inch iron rods unless otherwise noted hereon.
2. No portion of this plat is within a Special Flood Hazard Area per FEMA's Flood Insurance Rate Map (FIRM) Panel for Williamson County, Texas Dated December 20, 2019, panel number 48491C0541F.
3. All structures and/or obstructions are prohibited in drainage easements.
4. A 10' Public Utility Easement (P.U.E.) shall be dedicated along all street frontages.
5. All minimum yard (building) setbacks shall be in accordance with the City of Taylor Zoning Ordinance, as amended.
6. Utility Providers – Water: City of Taylor, Wastewater: City of Taylor, Electricity: Oncor
7. Minimum Fire Flow of 500 gallons per minute for not less than two (2) hours shall be provided.
8. This subdivision is subject to all general notes and restrictions appearing on the plat of Taylor South Parks, Section 1, recorded in Cabinet G, Slides 168–169, Plat Records, Williamson County, Texas.

OWNER'S SIGNATURE

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

That 95 Industrial, L.L.C. acting by and through Jinesh Gandhi, is the owner of the certain lots 1–3 being 4.54 acres of land shown hereon and described in a deed recorded in Document No. 2020130848 of the Official Public Records of Williamson County, Texas, and do hereby re–Plat 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 RE–PLAT OF LOTS 1–3, TAYLOR SOUTHPARK SECTION ONE.

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

_____
JINESH GANDHI
95 INDUSTRIAL, LLC
9611 TREE BEND DR.
AUSTIN, TX 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 Jinesh Gandhi, 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: _____.

SURVEYOR'S CERTIFICATION

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

I, William C. Stewart, 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 hereon 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, Williamson County, Texas,

this _____ day of _____, 20____.

PRELIMINARY

_____
William C. Stewart
Registered Professional Land Surveyor No. 5785
State of Texas

ENGINEER'S CERTIFICATION

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

I, Jamie Urquidi, Registered Professional Engineer in the State of Texas, do hereby certify that this subdivision is not located in the Edwards Aquifer Recharge Zone and 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 Taylor, Williamson County, Texas

this _____ day of _____, 20____.

_____
HALF ASSOCIATES, INC.
Jamie Urquidi P.E..
Registered Professional Engineer No. _____
State of Texas

PROJECT No: 180396

LEGEND	
●	1/2" IRON ROD FOUND WITH CAP STAMPED "TLS" (UNLESS OTHERWISE NOTED)
B.L.	BUILDING SETBACK LINE
P.U.E.	PUBLIC UTILITY EASEMENT

CURVE TABLE					
NUMBER	DELTA	RADIUS	ARC	CHORD	DIRECTION
C1	94°59'44"	25.00'	41.45'	36.86'	S 34°42'13" W
C2	18°29'26"	1859.89'	600.23'	597.63'	N 04°14'52" W

BEGINNING: AT A 1/2" IRON ROD WITH A RED PLASTIC CAP STAMPED "RPLS 2547" FOUND IN THE WEST LINE OF INDUSTRIAL DRIVE, FOR THE SOUTHEAST CORNER OF LOT 4 OF TAYLOR SOUTHPARK, SECTION ONE A SUBDIVISION RECORDED IN CABINET G, SLIDES 168–169, PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS, BEING THE NORTHEAST CORNER OF LOT 3 OF SAID SUBDIVISION AND THE POINT OF BEGINNING OF THIS TRACT;

THENCE: S 12°44'23" E 600.06 FEET WITH THE WEST LINE OF INDUSTRIAL DRIVE AND THE EAST LINE OF LOTS 3, 2, AND 1 TO A 1/2" IRON ROD WITH PINK PLASTIC CAP STAMPED "TLS" FOUND AT THE INTERSECTION OF INDUSTRIAL DRIVE AND SOUTH PARK BOULEVARD FOR THE SOUTHEAST CORNER OF SAID LOT 1 OF SAID SUBDIVISION AND THIS TRACT;

THENCE: 41.45 FEET ALONG A CURVE TO THE RIGHT (delta=94°59'44", r=25.00', LC=S34°42'13"W 36.86') TO A 1/2" IRON ROD WITH NO CAP FOUND IN THE NORTH LINE OF SOUTHPARK BOULEVARD, FOR AN ANGLE POINT IN THE SOUTH LINE OF SAID LOT 1 AND THIS TRACT;

THENCE: S 83°05'32" E 326.11 FEET WITH THE NORTH LINE OF SOUTHPARK BOULEVARD AND THE SOUTH LINE OF SAID LOT 1 TO A 1/2" IRON ROD WITH NO CAP FOUND IN THE EAST RIGHT OF WAY LINE OF THE MKT RAILROAD FOR THE SOUTHWEST CORNER OF SAID LOT 1 AND THIS TRACT;

THENCE: 600.23 FEET ALONG A CURVE TO THE RIGHT BEING THE EAST RIGHT OF WAY LINE OF SAID RAILROAD AND THE WEST LINE OF SAID LOTS 1, 2, AND 3 (delta=18°29'26", r=1859.89', LC=N04°14'52"W 597.63') TO A 1/2" IRON ROD WITH ORANGE CAP STAMPED "PRECISION SURVEYORS" FOUND FOR THE SOUTHWEST CORNER OF SAID LOT 4, BEING THE NORTHWEST CORNER OF SAID LOT 3 AND THIS TRACT;

THENCE: N 77°05'24" E 263.33 FEET WITH THE SOUTH LINE OF SAID LOT 4 AND THE NORTH LINE OF SAID LOT 3 TO THE POINT OF BEGINNING.

DATE OF PLAT PREPARATION: NOVEMBER 2022

DEVELOPMENT SERVICES DIRECTOR CERTIFICATION

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

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

_____ _____
TOM YANTIS Date
ASSISTANT CITY MANAGER/DIRECTOR
CITY OF TAYLOR, TEXAS

COUNTY CLERK'S CERTIFICATION

STATE OF TEXAS §
§
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 _____, 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 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

Texas Land Surveying, Inc.
–A Land Surveying and Geoscience Firm–
3613 Williams Drive, Suite 903 – Georgetown, Texas 78628
(512) 930–1600/(512) 930–9389 fax www.texas–ls.com
TBPLS FIRM NO.10056200 GEOSCIENCE FIRM NO.50538

IF THIS DOCUMENT DOES NOT CONTAIN THE RED STAMPED SEAL OF THE UNDERSIGNED SURVEYOR, IT IS AN UNAUTHORIZED/ILLEGAL COPY. TEXAS LAND SURVEYING, INC. ASSUMES NO LIABILITY FROM THE USE OF ANY UNAUTHORIZED/ILLEGAL DOCUMENT.

SHEET 1 OF 1

City of Taylor
PZ-2023-1620
Doak Addition Lots 2 and 3, Block 28 Amending Plat
Staff Report

Item Details

Requested Action:	Consider disapproving Doak Addition Lots 2 and 3, Block 28 Amending Plat
Address/Location:	705 Maple Street and 707 Maple Street
Legal Description:	Lots 2 and 3, Block 41, Doak Addition
Current Zoning:	R-1
Current Use:	Residential
Applicant:	Tommy Richter/Bryan Technical Services, Inc.
Case History:	This is the first submission of the plat.
Staff Recommendation:	The submitted plat does not meet the minimum requirements of the Subdivision Ordinance. Therefore, 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

BRUCE BRYAN
BTS
911 N MAIN
TAYLOR TX

Date: February 9, 2023

Address: 705 MAPLE ST, TAYLOR 76574

Permit Number PZ-2023-1620

Dear BRUCE BRYAN,

Staff has completed its review of the plat for Doak Addition Lots 2 and 3, Block 28 Amending Plat that is to be generally located at 705 MAPLE ST, TAYLOR, TX 76574. There are some corrections that need to be made prior to acceptance and recordation of the plat. Comments from this review follow.

Planning Department Comments
The following comments have been provided by Chelsey Cooper. Should you have any questions or require additional information regarding any of these comments, please contact Chelsey Cooper by email at chelsey.cooper@hdrinc.com.

1. Update permit number to PZ-2023-1620.
2. Plat should be shown at a minimum scale of 1”=100’ and shown both numerically and in a scale bar next to each other.
3. Show a point or boundary (if visible) in the vicinity map for the plat.
4. The Title Block - Unique subdivision name needs to be located in the top/center on first sheet same as where is shown on the second sheet.
5. Confirm the third box on the first page shouldn’t be changed to “co-owner” to match the other owner boxes?
6. Show complete information for the survey on the first sheet.
7. Include a Lot and Block Table. Detail proposed lots per block, by type or use, including acreage or square feet, and length of each Block. Breakout by Phase if Phasing plan proposed.
8. Current configuration does not meet R-1 standards:
    i. Minimum Lot Area: seven thousand (7,000) square feet.
    ii. Minimum Front Lot Width: seventy (70) feet.
    iii. Minimum Rear Lot Width: seventy (70) feet.
9. Include all graphics and lines in the legend.
10. Label all ROW widths.
11. Show the existing and/or proposed public utility easements.
12. Label the required notes and add the following notes:
    i. A 10-ft Public Utility Easement (P.U.E.) shall be dedicated along all street frontages.
    ii. All minimum yard (building) setbacks shall be in accordance with the City of Taylor Zoning Ordinance, as amended.
    iii. Minimum Fire Flow of __<per Fire Marshall>__ gallons per minutes for not less than two (2) hours shall be provided.
    iv. This subdivision is subject to Ordinance _(#)_, which contains the following development requirements/restrictions: {enumerate them}
    v. This subdivision is subject to all general notes and restrictions appearing on the plat of _____, recorded as Document # _____ of the Plat Records of Williamson County, Texas. (for Amending or Replats)

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 by email at javier.vasquez@hdrinc.com.

*See Associated Documents section of the permit page to download a PDF containing the following engineering comments:

Sheet 1 of 2

1. Include the following plat notes per Taylor Plat Application:
    i. A 10-ft Public Utility Easement (P.U.E.) shall be dedicated along all street frontages.
    ii. All minimum yard (building) setbacks shall be in accordance with the City of Taylor Zoning Ordinance, as amended.
    iii. Minimum Fire Flow of __<per Fire Marshall>__ gallons per minutes for not less than two (2) hours shall be provided.
    iv. This subdivision is subject to all general notes and restrictions appearing on the plat of _____, recorded as Document # _____ of the Plat Records of Williamson County, Texas. (for Amending or Replats)
2. Update permit number to 2023-1620
3. Verify and update FIRM effective date to 12/20/2019.
4. Minimum lot widths are not met for current Zoning District R-1.
5. Show complete information where noted after “Survey:” adjacent to the Abbreviations portion of the plat.
6. For all Owner’s Certificates, revise language as noted on the PDF plat review (Engineering Review 01) to match the language used in the Owner’s Certification found in the Taylor Plat Application. Provide separation of the Owner Certification and the Witness Certification for each certificate.
7. Boundary Survey Notes, paragraph 5: Verify bearing noted to be “South 82° 23’ 08” West”.
8. Notate right of way width for Maple Stret, Rio Grande Street and Gano Street.
9. Notate only right of way for Rio Grande Street and omit curb line shown.
10. Include all graphics shown in the Legend including graphics for blocks.
11. Recommend moving plat legend and scaling to provide clarity of plat drawing
12. Provide plat heading at top/middle of the plat page.

Sheet 2 of 2

1. Provide separation of the Surveyor Certification and the “Witness My Hand…”.
2. Revise Willamson County Clerk Certificate to update text “Instrument” to “Document” per Taylor Plat Application.
3. Revise and use the language found in the Engineer's Certification found in the Taylor Plat Application.

Fire Department Comments

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 with no comments pertaining to the replat of 705 and 707 Maple. Both lots have existing addresses that are consecutive and in proper order with adjacent addresses.

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

Thank you,



Courtney Peres, CNU-A
Planning Manager
City of Taylor

N

PZ-2023-1620

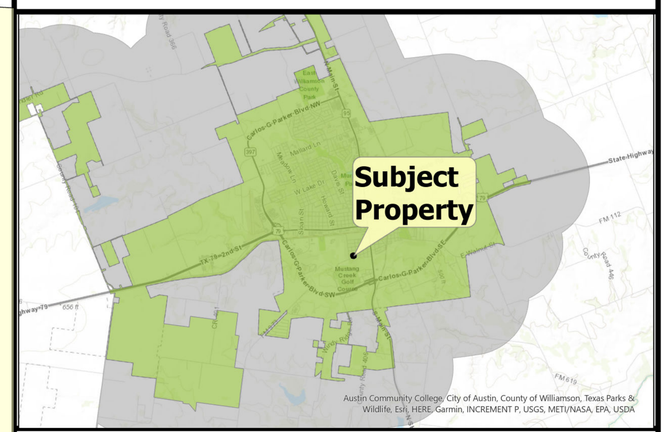
Doak Addition Lots 2 and 3, Block 28
Amending Plat
Location Map
Approximately 0.32 Acres

Legend

- Subject Property
- Parcels
- Streets

ZONING

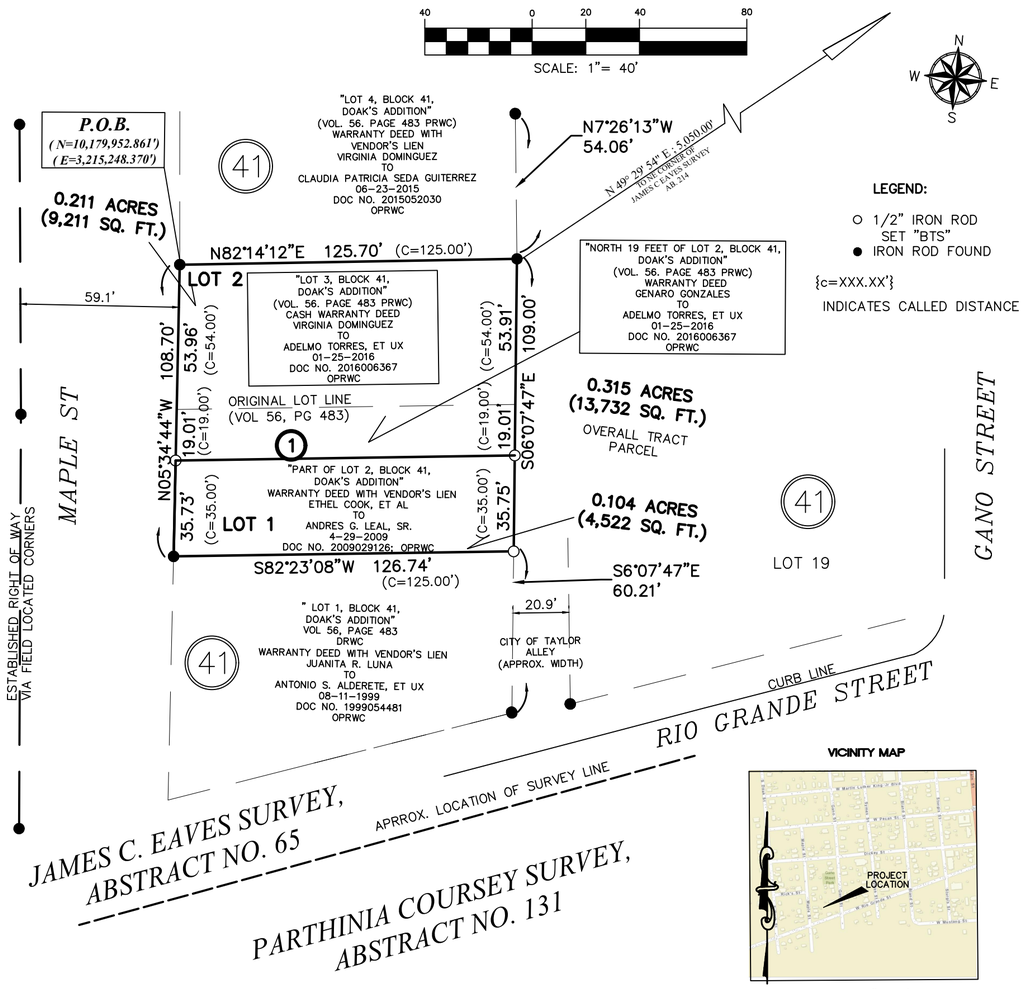
- M-1 Light Industrial
- P Parks
- R-1 Single Family



0 225 450 US Feet

"TORRES REPLAT"

BEING A REPLAT CONSISTING OF 705 MAPLE ST AND 707 MAPLE ST, OF THE ORIGINAL BLOCK 41, VOLUME 56, PAGE 483, MAP OF DOAK'S ADDITION TO THE TOWN OF TAYLOR, WILLIAMSON COUNTY, TEXAS



LEGEND:

- ○ 1/2" IRON ROD SET "BTS"
- ● IRON ROD FOUND

{c=XXX.XX'} INDICATES CALLED DISTANCE

VICINITY MAP

SCALE: 1"=100'

CO-OWNER'S CERTIFICATION

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

I, ADELMO ASENCION TORRES, CO-OWNER OF THE CERTAIN TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOC.# 2016006367 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND DO HEREBY RESUBDIVIDE 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 TORRES REPLAT.

THERE ARE NO LIEN(S) THAT EXIST ON THIS PROPERTY

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

_____AUTHORIZED PERSON (SIGNATURE)

ADELMO ASENCION TORRES, 705 MAPLE ST, 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 ADELMO ASENCION TORRES, 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 (PRINT NAME)
MY COMMISSION EXPIRES ON:

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS (SIGNATURE)

CO-OWNER'S CERTIFICATION

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

I, ERNESTINA TORRES, CO-OWNER OF THE CERTAIN TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOC.# 2016006367 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND DO HEREBY RESUBDIVIDE 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 THE CITY OF TAYLOR MAY DEEM APPROPRIATE. THIS SUBDIVISION IS TO BE KNOWN AS TORRES REPLAT.

THERE ARE NO LIEN(S) THAT EXIST ON THIS PROPERTY

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

_____ AUTHORIZED PERSON (SIGNATURE)

ERNESTINA TORRES, 705 MAPLE ST, 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 ANDRES G. LEAL, SR., KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT.
GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS ___ DAY OF _____, 20___ .

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS (PRINT NAME)
MY COMMISSION EXPIRES ON:

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS (SIGNATURE)

OWNER'S CERTIFICATION

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

I, ANDRES G. LEAL, SR., OWNER OF THE CERTAIN TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOC.# 2009029126 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS AND DO HEREBY RESUBDIVIDE 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 THE CITY OF TAYLOR MAY DEEM APPROPRIATE. THIS SUBDIVISION IS TO BE KNOWN AS TORRES REPLAT.

THERE ARE NO LIEN(S) THAT EXIST ON THIS PROPERTY

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

_____ AUTHORIZED PERSON (SIGNATURE)

ANDRES G. LEAL SR., 4201 GLACIER PAINT COVE, 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 ANDRES G. LEAL, SR., KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT.
GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS ___ DAY OF _____, 20___ .

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS (PRINT NAME)
MY COMMISSION EXPIRES ON:

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS (SIGNATURE)

SHEET 1 OF 2

BOUNDARY SURVEY NOTES
0.315 Acres

THESE NOTES DESCRIBE THAT CERTAIN TRACT OF LAND LOCATED IN THE JAMES C. EAVES SURVEY, ABSTRACT NO. 65, SITUATED IN WILLIAMSON COUNTY, TEXAS; SUBJECT TRACT BEING ALL OF A CALLED "LOT 3, BLOCK 41, DOAK'S ADDITION" (VOL. 56. PAGE 483, PLAT RECORDS OF WILLIAMSON COUNTY (PRWC) CONVEYED IN A CASH WARRANTY DEED FROM VIRGINIA DOMINGUEZ TO ADELMO TORRES, ET UX DATED 01-25-2016 AND RECORDED IN DOCUMENT NO. 2016006367, OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY (OPRWC) AND PART OF A CALLED "NORTH 19 FEET OF LOT 2, BLOCK 41, DOAK'S ADDITION" (VOL. 56. PAGE 483, (PRWC) CONVEYED IN A WARRANTY DEED FROM GENARO GONZALES TO ADELMO TORRES, ET UX DATED 01-25-2016 AND RECORDED IN DOCUMENT NO. 2016006367, OPRWC AND PART OF A CALLED "PART OF LOT 2, BLOCK 41, DOAK'S ADDITION" CONVEYED IN A WARRANTY DEED WITH VENDOR'S LIEN FROM ETHEL COOK, ET AL TO ANDRES G. LEAL, SR. DATED 4-29-2009 BEING RECORDED IN DOCUMENT NO. 2009029126; OPRWC, BEING SURVEYED ON THE GROUND UNDER THE DIRECT SUPERVISION OF BRUCE LANE BRYAN, REGISTERED PROFESSIONAL LAND SURVEYOR NO. 4249, DURING THE MONTH OF JANUARY 2023, AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD FOUND CAPPED "RPLS 1433" (N=10,179,952.861 FEET; E=3,215,248.370 FEET) BEING IN THE EAST LINE OF MAPLE ST AND BEING THE SOUTHWEST CORNER OF A CALLED "LOT 4, BLOCK 41, DOAK'S ADDITION" (VOL. 56. PAGE 483 PRWC) CONVEYED IN A WARRANTY DEED WITH VENDOR'S LIEN FROM VIRGINIA DOMINGUEZ TO CLAUDIA PATRICIA SEDA GUITERREZ DATED 06-23-2015 AND RECORDED IN DOCUMENT NO. 2015052030, OPRWC, ALSO BEING THE NORTHWEST CORNER OF HEREIN DESCRIBED TRACT;

THENCE NORTH 82° 14' 12" EAST, WITH THE COMMON LINE OF AFOREMENTIONED "LOT 4, BLOCK 41" BEING THE NORTH LINE OF HEREIN DESCRIBED TRACT, A DISTANCE OF 125.70 FEET, TO A 1/2" IRON ROD FOUND BEING THE SOUTHEAST CORNER OF AFOREMENTIONED "LOT 4, BLOCK 41", SAME BEING IN THE WEST LINE OF A CALLED "CITY OF TAYLOR ALLEY", SAME BEING THE NORTHEAST CORNER OF HEREIN DESCRIBED TRACT; FROM WHICH A 1/2" IRON ROD FOUND BEING THE NORTHEAST CORNER OF AFOREMENTIONED "LOT 4, BLOCK 41" BEARS NORTH 7° 26' 13" WEST, A DISTANCE OF 54.06 FEET;

THENCE SOUTH 06° 07' 47" EAST, WITH THE WEST LINE OF AFORESAID ALLEY BEING THE EAST LINE OF HEREIN DESCRIBED TRACT, A DISTANCE OF 109.00 FEET, TO A 1/2" IRON ROD SET CAPPED "BTS" BEING THE SOUTHEAST CORNER OF AFOREMENTIONED "LOT 3, BLOCK 41", SAME BEING THE NORTHEAST CORNER OF A CALLED "LOT 1, BLOCK 41, DOAK'S ADDITION" (VOL 56, PAGE 483) OF THE DEED RECORDS OF WILLIAMSON COUNTY (DRWC) CONVEYED IN A WARRANTY DEED WITH VENDOR'S LIEN FROM JUANITA R. LUNA TO ANTONIO S. ALDERETE, ET UX DATED 08-11-1999 AND RECORDED IN DOCUMENT NO. 1999054481, OPRWC, SAME BEING THE SOUTHEAST CORNER OF HEREIN DESCRIBED TRACT; FROM WHICH A 1/2" IRON ROD FOUND BEING THE SOUTHEAST CORNER OF AFOREMENTIONED "LOT 1, BLOCK 41" BEARS SOUTH 06° 07' 47" WEST, A DISTANCE OF 60.21 FEET;

THENCE NORTH 82° 23' 08" WEST, WITH THE COMMON LINE OF AFOREMENTIONED "LOT 1, BLOCK 41" BEING THE SOUTH LINE OF HEREIN DESCRIBED TRACT, A DISTANCE OF 126.74 FEET, TO A 1/2" IRON ROD FOUND BEING IN THE EAST LINE OF AFOREMENTIONED MAPLE ST, ALSO BEING THE NORTHWEST CORNER OF AFOREMENTIONED "LOT , BLOCK 41", SAME BEING THE SOUTHWEST CORNER OF HEREIN DESCRIBED TRACT;

THENCE NORTH 05° 34' 44" WEST, WITH THE EAST LINE OF AFORESAID MAPLE ST, SAME BEING THE WEST LINE OF HEREIN DESCRIBED TRACT, A DISTANCE OF 108.70 FEET TO THE PLACE OF BEGINNING, CONTAINING ACCORDING TO THE DIMENSIONS HEREIN STATED, AN AREA OF 0.315 ACRES (13,732 SQ FT).

CURRENT OWNERS: ADELMO ASENCION TORRES AND ANDRES G. LEAL, SR
SURVEYOR-BRUCE L. BRYAN, BRYAN TECHNICAL SERVICES, INC.
ENGINEER-LINA CHTAY; BELTON ENGINEERS
SURVEY: XXXXXXXXX
TOTAL AREA OF SITE: 0.315 ACRES
LINEAR FEET OF NEW STREETS: NONE
NUMBER OF LOTS : 2
NUMBER OF BLOCKS: 1
PROPOSED USE: RESIDENTIAL

A. *UTILITY PROVIDERS*
WATER - CITY OF TAYLOR
WASTEWATER/SEPTIC - CITY OF TAYLOR
ELECTRICITY - ONCOR
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 48491C0541F, EFFECTIVE DATE OF 09/26/2008*
D. *THE SETBACK REQUIREMENT SHOWN ON THE PLAT IS PER THE CURRENT ZONING ORDINANCE AND IS SUBJECT TO CHANGE AS ZONING ORDINANCES ARE SUBJECT TO CHANGE*

ABBREVIATIONS
FND. – FOUND
I.R. – IRON ROD
R.O.W. – RIGHT-OF-WAY
PRWC – PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS
ORWC – OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS
OPRWC – OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS
WD – WARRANTY DEED
GWD – GENERAL WARRANTY DEED
SWD – SPECIAL WARRANTY DEED
DW/VL – DEED WITH VENDOR'S LIEN
P.O.B. – PLACE OF BEGINNING

NOTE: BEARINGS SHOWN HEREON BASED ON TEXAS STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE) NAD 83, 93 ADJUSTMENT.

CITY OF TAYLOR PERMIT PZ-2023-10128

BRYAN TECHNICAL SERVICES, INC.
911 NORTH MAIN
TAYLOR, TX 76574
PHONE: (512) 352-9090
FAX: (512) 352-9091
FIRM No. 10128500
www.bryantechnicalservices.com

NO.	DATE	REVISIONS	BY

DRAWN BY: TLR	CHECKED BY: BLB
SCALE: 1" = 40'	APPROVED BY: BLB
PROJECT NO. 23-001	DATE: JANUARY 06, 2023

"TORRES REPLAT"

BEING A REPLAT CONSISTING OF 705 MAPLE ST AND 707 MAPLE ST, OF THE ORIGINAL BLOCK 41, VOLUME 56, PAGE 483,
MAP OF DOAK'S ADDITION TO THE TOWN OF TAYLOR, WILLIAMSON COUNTY, TEXAS

SURVEYOR'S CERTIFICATE

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 _____, 2023

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

ENGINEER'S CERTIFICATION

I, LINA CHTAY, REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS SUBDIVISION, PARCEL IS NOT ENCROACHED BY A 100 YEAR STORM EVENT, AS DENOTED HEREIN, AND AS DEFINED BY FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION FLOOD HAZARD BOUNDARY MAP, COMMUNITY PANEL NUMBER 48491C0541F, EFFECTIVE DATE 12/20/2019 AND THAT EACH LOT CONFORMS TO THE CITY OF TAYLOR REGULATIONS. TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT, BELTON, BELL COUNTY, TEXAS,

THIS _____ DAY OF_____20__

_____
LINA CHTAY
REGISTERED PROFESSIONAL ENGINEER
NO. 107211 STATE OF TEXAS
TBPE FIRM NO. 13392

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*

WILLIAMSON COUNTY CLERK

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 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 RISTER, CLERK COUNTY COURT
OF WILLIAMSON COUNTY, TEXAS:

BY:_____ DEPUTY

PERMIT NO.–2023–10128

SHEET 2 OF 2

BRYAN TECHNICAL SERVICES, INC.

911 NORTH MAIN
TAYLOR, TX 76574

PHONE: (512) 352-9090

FIRM No. 10128500

www.bryantechnicalservices.com

DRAWN BY: TLR	CHECKED BY: BLB
SCALE: N/A	APPROVED BY: BLB
PROJECT NO. 23–001	DATE: JANUARY 06, 2023

City of Taylor
PZ-2022-1544
Zoning Map Amendment
Staff Report

Item Details

Subject Property:	Generally located north of the intersection of County Road 398 and Justin Lane.
Total Acreage:	Approximately 78.53 acres
Legal Description:	Approximately 78.53 acres of land part of and out of the Samuel Pharrass Survey Abstract No. 496, more particularly described by Williamson Central Appraisal District Parcels R019617, R374022, R406295, and R406296.
Property Owner(s):	Taylor Heights, LLC
Applicant/Representative:	Sudhakar Tadiboyina and Mallik Avula, Taylor Heights, LLC
Request:	A request to amend the zoning designation from the zoning upon annexation of R-1 (Single Family) and existing B-1 (Local Business) to Planned Development (PD) with residential and commercial base zoning districts.
Case History:	This is the first public hearing of this request. Other associated cases with the subject property are PZ-2022-1513 (Comprehensive Plan Amendment) and PZ-2022-1448 (Voluntary Annexation).

Overview of Applicant's Request & Background

The applicant has requested to rezone the subject property from zoning upon annexation of R-1 (Single Family) and existing property zoned as B-1 (Local Business) to a Planned Development (PD) that incorporates a variety of residential types, and commercial zones with a range of uses which may include lodging, office, retail, restaurant, and civic uses. Base zones consist of R-1 (Single Family), B-1 (Local Business), and M-1 (Light Manufacturing). The applicant chose to work with the City's design consultant, Michael Watkins Architect, to furnish the applicant and the city with an alternative master plan and planned development standards to address neighborhood structure and scale, civic spaces, and frontage types. The planned development contains a regulating plan to allow flexibility. The regulating plan is based on transects which act to create new walkable mixed-use environments. The rural to urban transects create a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. The plan for Taylor Heights PD will blend developments from the neighborhood edge zone (T3), neighborhood general zone (T4), neighborhood center zone (T5), and lastly a special district (SD).

The week of October 17, 2022, the applicant, city staff, and Michael Watkins and his team of urban designers met to collaboratively conduct a design charette. During that week staff observed the

subject property in person and throughout the week the neighborhood layout was developed. After the charette, the development standards for the planned development were prepared and have been reviewed and finalized by staff and the applicant. The proposed community closely aligns with the City's long-term goals and will help the City meet the growing demand for walkable communities.

Location:
The subject property is generally located north of the intersection of County Road 398 and Justin Lane and northwest of the Taylor Municipal airport runway. The developable property straddles Justin Lane.

Physical and Natural Features:
The subject property is vacant and was historically used as agricultural land for crops. A 50-foot gas easement cuts through the lower southwestern portion of the property.

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 Intended Growth Sector. 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.

Future Land Use and Zoning Designations:
The Envision Taylor Comprehensive Plan identifies Future Land Use designations to guide growth in Taylor. The subject property was assigned the land use designations of Neighborhood Greenfield, Market Center: Community, and Employment Center: Community. On August 11, 2022, the City Council adopted the applicant's request for a Comprehensive Plan Amendment (PZ-2022-1513) which granted the Future Land Uses listed below.

1. *Neighborhood Greenfield* – 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.
2. *Market Center: Community* – 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. Community scaled development should aim to serve several neighborhoods.
3. *Employment Center: Community* – Mixed-use areas centered around office or industrial uses that can support significant employment.

The proposed Planned Development (PD) will aim to incorporate R-1 (Single Family), B-1 (Local Business), and M-1 (Light Industrial) as base zones within their respective future land use allocations.

Surrounding Properties:
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	N/A - ETJ	Area of Minimal Change	Vacant Acreage
South	R-1 (Single Family) & M-1 (Light Industrial)	Employment Center: Regional	Vacant Acreage & Taylor Municipal Airport
East	B-1 (Local Business)	Market Center: Community & Employment Center: Regional	Predominately vacant acreage with several large lot residences
West	N/A - ETJ	Area of Minimal Change	Vacant Acreage

Utilities
Upon successful annexation the subject property will be brought into the City's service area for water and sewer. There is an active 24-inch waterline along CR 398 and Justin Lane and the extension of wastewater utilities will be the responsibility of the developer. Early discussions with the applicant identified wastewater extending from the Airport lift station south of the subject property.

Transportation
The subject property is located along County Road 398 and Justin Lane which are classified as Enhanced Community Boulevards. Community Boulevards are the primary routes connecting major areas of the city and are commonly moderate to high-speed streets that may be constructed in two, four, or six lane sections. Additionally, there is a Proposed Neighborhood Avenue that is shown to bisect the subject property and carry traffic north from Justin Lane. Preliminary neighborhood designs by Michael Watkins Architect have identified an internal thoroughfare network consisting of a variety of thoroughfare types that described a set of typical vehicular and pedestrian thoroughfare assemblies permitted in each transect zone as well as standards on how to regulate and implement the thoroughfares found within the plan.

Public Notification
As required by the Texas Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property were notified of the Zoning Map Amendment request. A total of ten (10) property owners were provided with notice of the request. A legal notice advertising the public hearing was placed in the Taylor Press on Sunday, January 29, 2023.

Staff Analysis
Upon analyzing the request, the proposed uses as single family, townhomes, multi-family, commercial and light industrial are considered consistent with the Comprehensive Plan. The uses are consistent with the following policies in the Comprehensive Plan:

- **LU1** – New Development should resemble the form and scale of traditional development patterns.
    - The development provides internal street connectivity and follows the traditional small block pattern of Taylor.
- **LU8** – A jobs-housing balance that supports people living and working in Taylor should be encouraged.
    - The future land uses have guided the layout of the zoning (residential, commercial, and light industrial) within the subject property which will act to provide a variety of housing types within proximity to areas of employment.
- **LU11** – Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.
    - Developing in an area with existing infrastructure and taking advantage of a Planned Development allows the subject property to easily connect to utilities and provide a denser development while keeping with the desires of the Comprehensive Plan.
- **H4** – Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.
    - The applicant has proposed a form of missing middle housing lots to accommodate townhomes at varying lot sizes and incorporating detached single-family housing with the ability to have accessory dwelling units by right.

In summary, the applicant's request to change the zoning district designation from zoning upon annexation of R-1 (Single Family) and existing property zoned as B-1 (Local Business) to a Planned Development (PD) that incorporates a variety of residential types, and commercial zones is consistent with the Comprehensive Plan in this location. The applicant's use of the urban design consultant has allowed for collaboration between the applicant and the city. The results of the Planned Development will create a walkable, human-scaled environment that aligns with the city's goals to keep Taylor developed within a grid-like pattern, remain within an area with existing utilities, and incorporate a variety of housing types in addition to providing commercial and industrial uses nearby.

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 rezoning is appropriate for the three Future Land Use

designations of Neighborhood Greenfield, Market Center: Community, and Employment Center: Community.

- **Is the rezoning compatible with the surrounding area?**
  The rezoning is compatible with the surrounding area as most of the area north-northwest is vacant land and land south-southwest includes existing commercial, industrial, and residential zones.

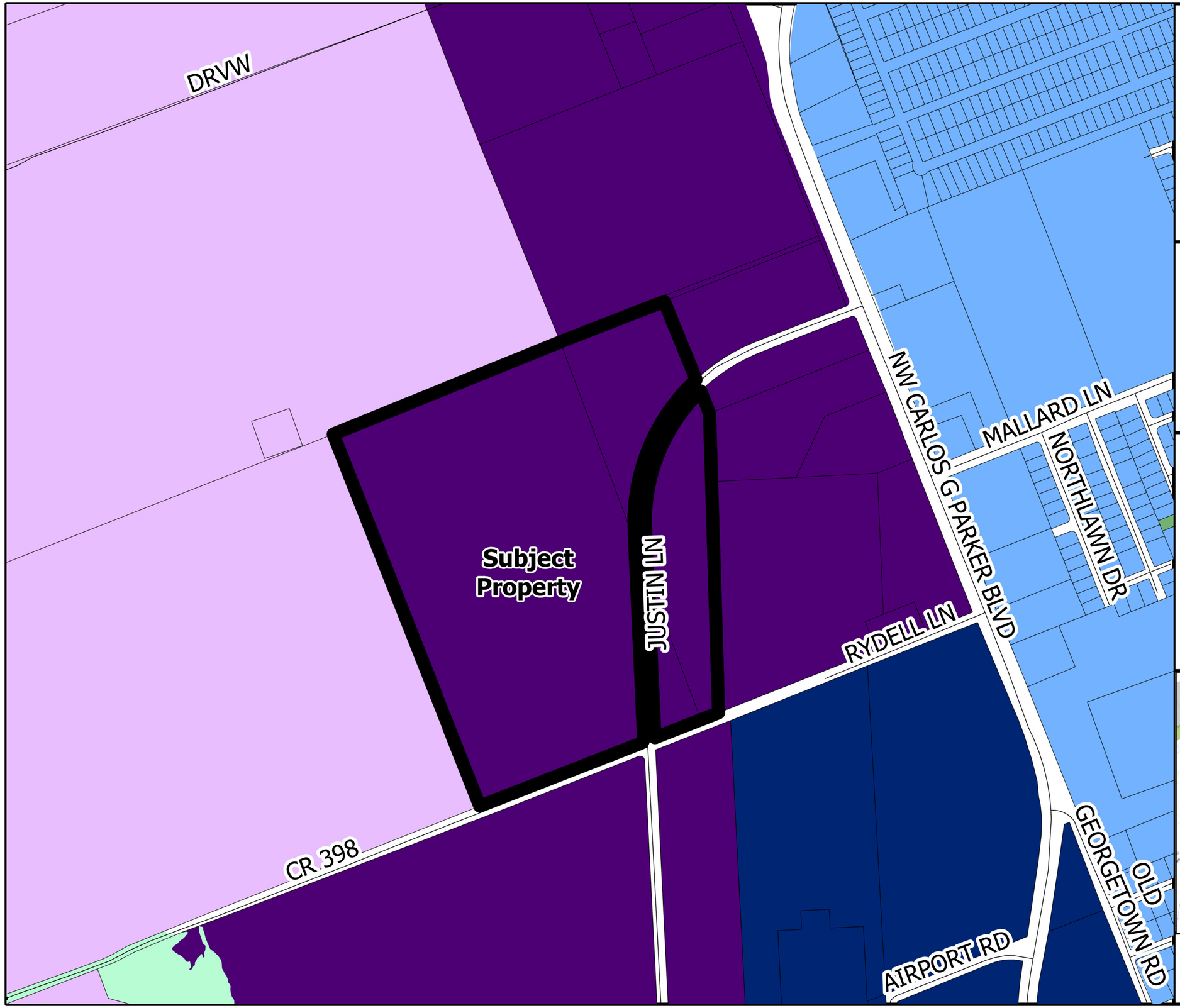
- **Does the rezoning promote the public health, safety, or general welfare?**
  Staff analysis determined that the rezoning of the subject property will promote public health, safety, and general welfare. In addition, the Planning Principles and Policy Guide in the Comprehensive Plan aim to promote 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 water facilities are directly available. The applicant will be held responsible for extending wastewater to the subject property. Existing roadways (County Road 398 and Justin Lane) are present to further an internal roadway network.

- **Do current conditions indicate that a rezoning is necessary?**
  Currently, the city's existing zoning regulations do not comply with the overarching goals and policies within the Comprehensive Plan. Curating a planned development allows the applicant the ability to create density that will meet the intent of the Comprehensive Plan. The Planned Development allows the subject property to consist of a walkable community of mixed uses ranging from single family residential, townhomes, multi-family, office, retail, restaurant and civic uses broken down into transect zones to reflect distinct physical environments.

Attachments:

1. Growth Sectors Map
2. Future Land Use Map
3. Current Zoning Map
4. Proposed Zoning Map
5. Notice Area Map
6. Draft Ordinance
    a. Exhibit "A" Survey
    b. Exhibit "B" Proposed PD Standards
    c. Exhibit "C" Proposed Zoning Map



Taylor Texas
CITY OF TAYLOR TX

N

PZ-2022-1544

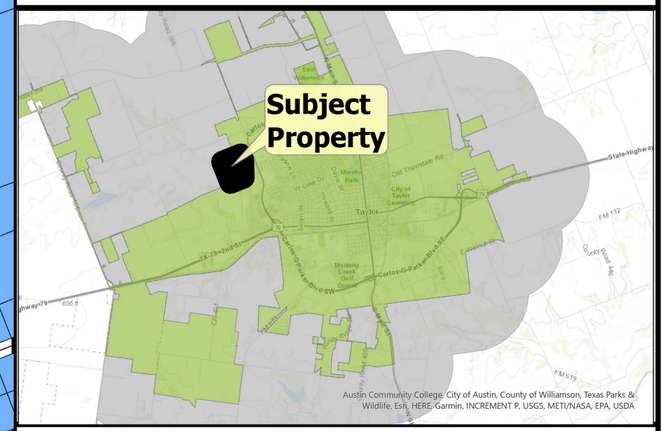
Taylor Heights
PD/Re-Zoning
Growth Sectors Map
Approximately 78.53 Acres

Legend

- Subject Property
- Parcels
- Streets

Growth Sectors Map

- Preserved Open Sector
- Restricted Growth Sector
- Intended Growth Sector
- Infill Neighborhood Sector
- Infill Growth Sector
- Flood Plain



0 500 1,000 US Feet

PZ-2022-1544

Taylor Heights
PD/Re-Zoning
Future Land Use Map
Approximately 78.53 Acres

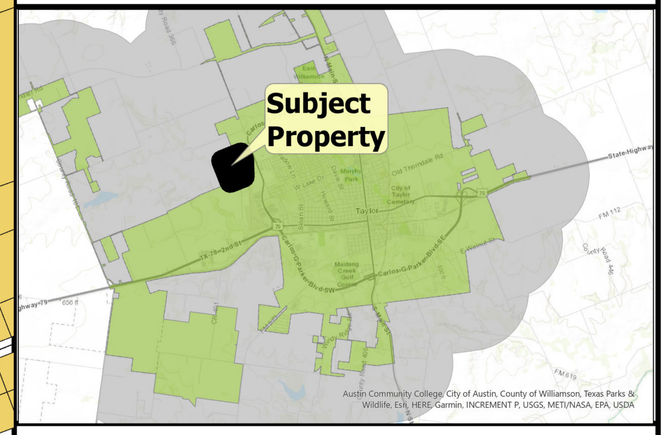
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Legend

- Subject Property
- Parcels
- Streets

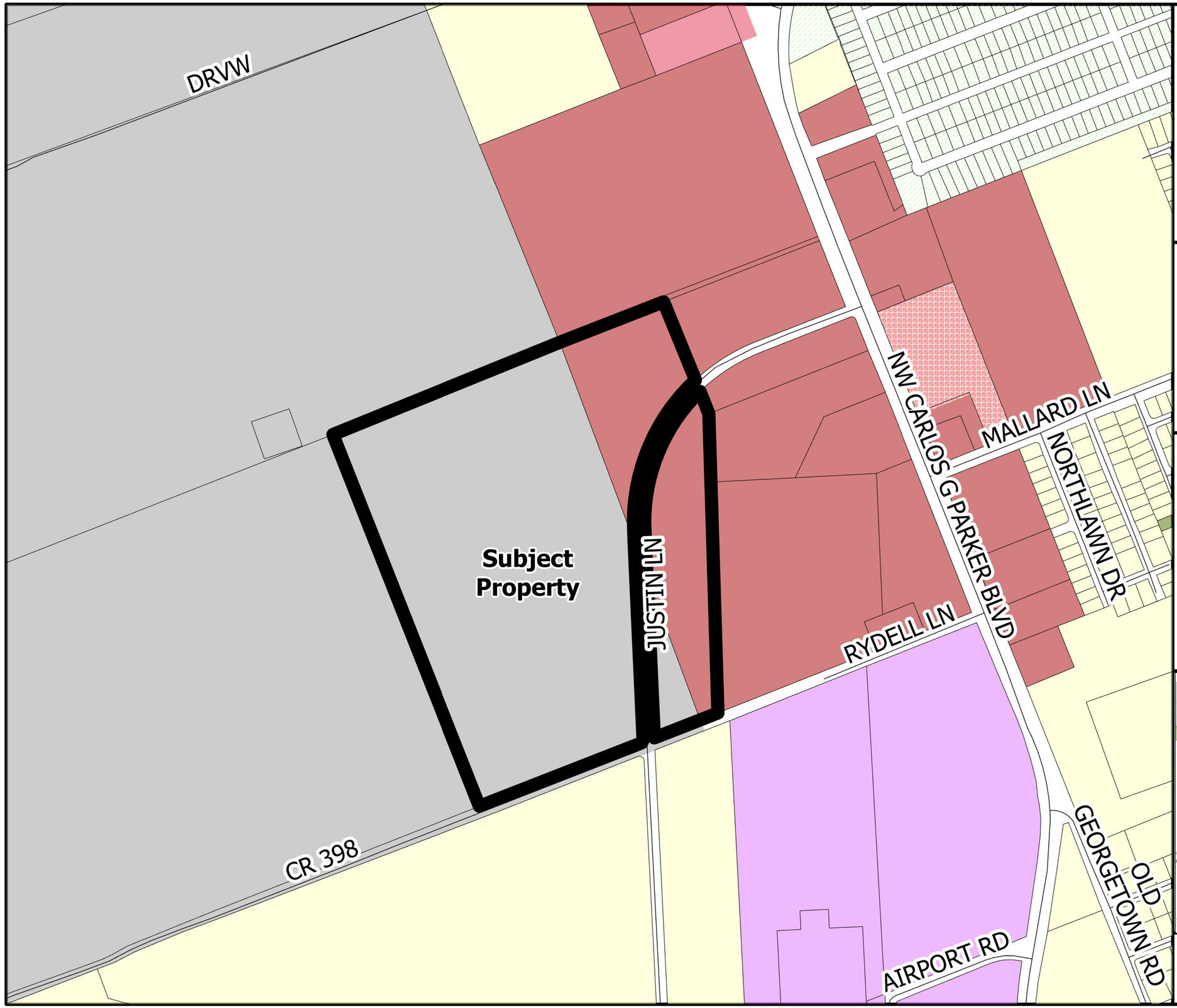
Future Land Use Map

- Area of Minimal Change
- Neighborhood Greenfield
- Neighborhood Infill
- Employment Community
- Employment Regional
- Market Community
- Open Space



0 500 1,000 US Feet

DRVW
Subject Property
JUSTIN LN
NW CARLOS G PARKER BLVD
MALLARD LN
NORTHLAWN DR
RYDELL LN
CR 398
AIRPORT RD
GEORGETOWN RD
OLD



Taylor Texas
CITY OF TAYLOR TX

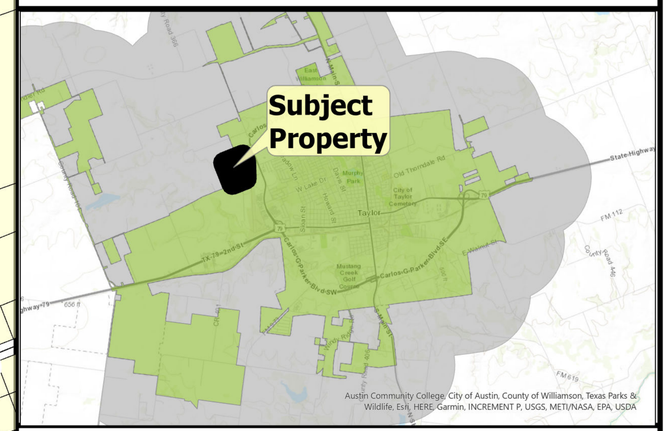
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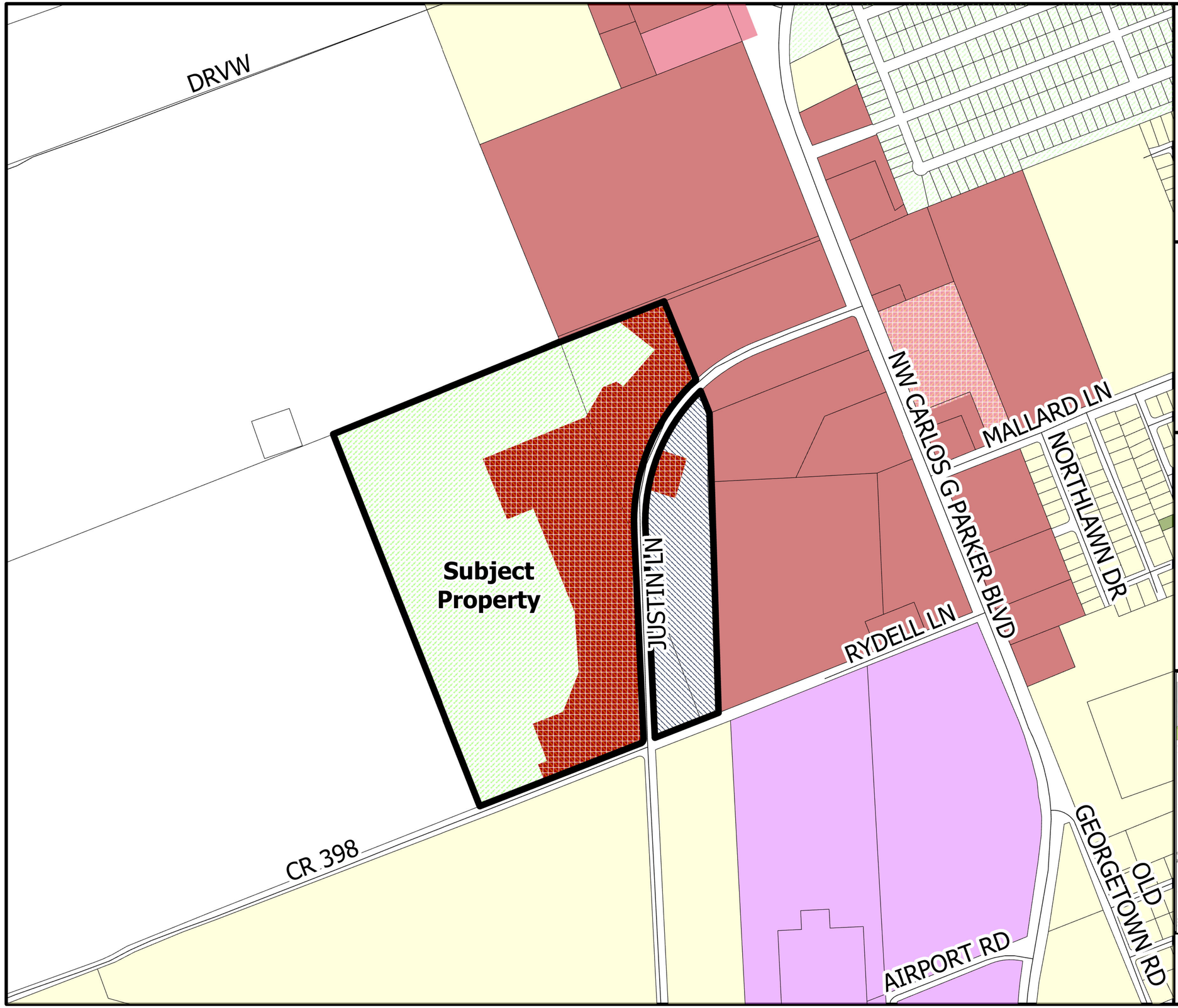
Taylor Heights
PD/Re-Zoning
Current Zoning Map
(B-1 & ETJ)
Approximately 78.53 Acres

Legend
- Subject Property
- ETJ
- Parcels
- Streets

ZONING
- B-1
- B-2
- B-2/CPD
- M-1 Light Industrial
- P Parks
- R-1 Single Family
- R-1/RPD: Residential Planned Development



0 500 1,000 US Feet



Taylor Texas
CITY OF TAYLOR TX

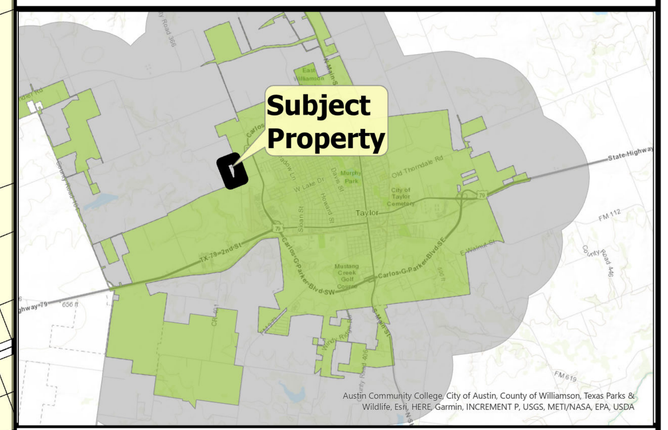
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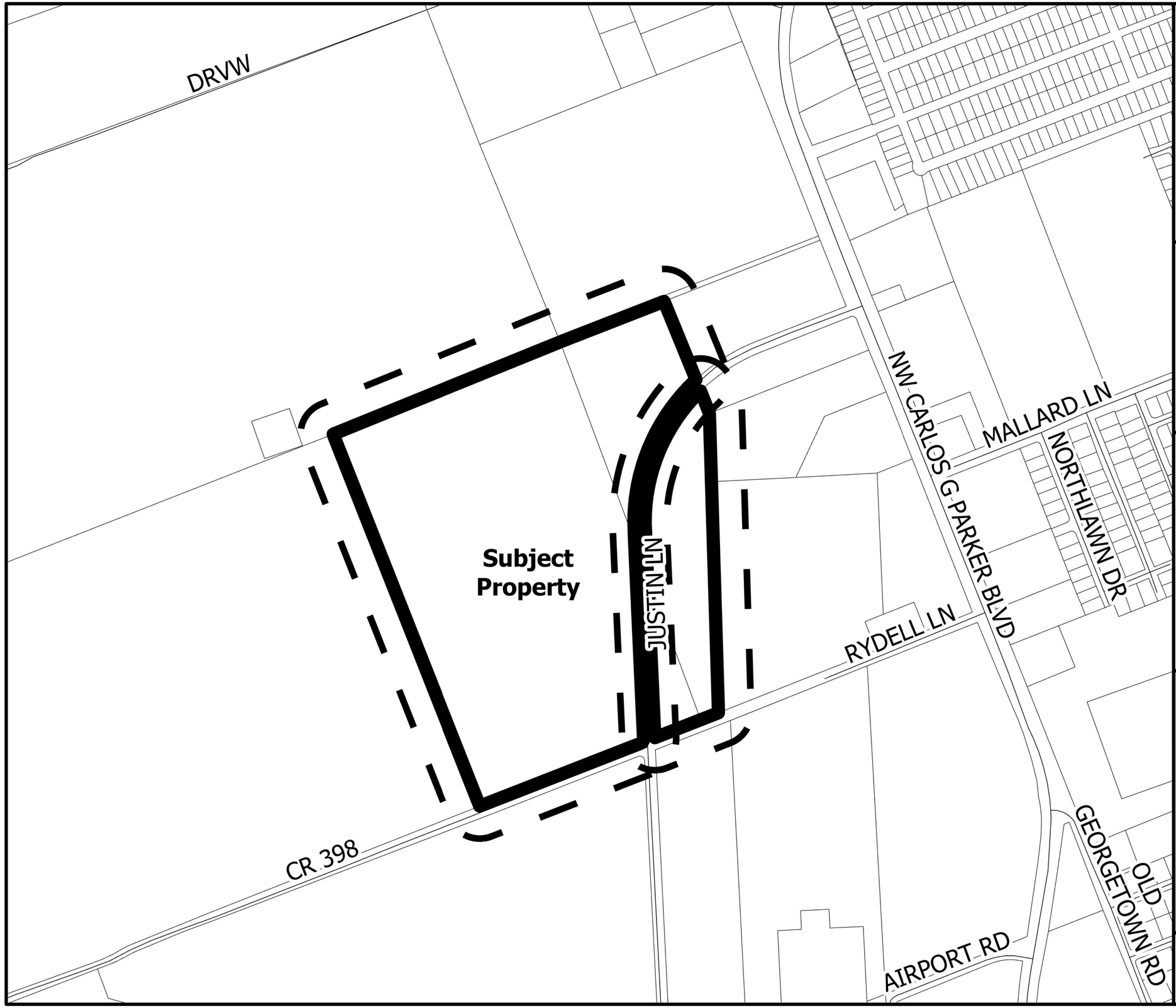
Taylor Heights
PD/Re-Zoning
Proposed Zoning Map
Approximately 78.53 Acres

Legend
- Subject Property
- Parcels
- Streets

ZONING
- B-1
- B-2
- B-2/CPD
- M-1 Light Industrial
- P Parks
- R-1 Single Family
- R-1/RPD: Residential Planned Development
- B-1/CPD
- M-1/CPD



0 500 1,000 US Feet



Taylor Texas
CITY OF TAYLOR TX

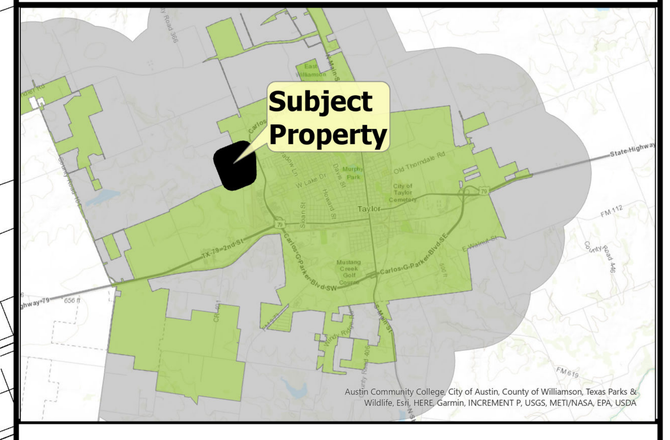
N

PZ-2022-1544

Taylor Heights
PD/Re-Zoning
Notice Area Map
Approximately 78.53 Acres

Legend

- Subject Property
- 200 ft. Buffer
- Parcels
- Streets



0 500 1,000 US Feet

ORDINANCE NO. 2023-XX

AN ORDINANCE CHANGING THE ZONING ON PROPERTY DESCRIBED AS APPROXIMATELY 78.53 ACRES OF LAND GENERALLY LOCATED NORTH OF THE INTERSECTION OF COUNTY ROAD 398 AND JUSTIN LANE, FROM THE ZONING UPON ANNEXATION OF R-1 (SINGLE FAMILY) AND B-1 (LOCAL BUSINESS) TO PLANNED DEVELOPMENT (PD), PART OF AND OUT OF THE SAMUEL PHARRAS SURVEY, ABSTRACT NO. 496, TAYLOR, WILLIAMSON COUNTY, TEXAS; PROVIDING A SAVINGS CLAUSE.

WHEREAS, the Taylor City Council, after proper notice, conducted a public hearing on February 23, 2023, to consider the request made by Taylor Heights, LLC through Sudhakar Tadiboyina, for property which 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 zoning upon annexation of R-1 (Single Family), and B-1 (Local Business) to Planned Development with residential and commercial overlays (R-1/RPD) and (B-1 and M-1/CPD); and

WHEREAS, the Planning and Zoning Commission, after proper notice, conducted a public hearing on February 14, 2023, to consider the zoning request, and recommended the 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 Property described in Exhibit "A" is changed from zoning upon annexation of R-1 (Single Family) to Planned Development (PD) with base zoning districts of R-1 (Single Family), B-1 (Local Business) and M-1 (Light Industrial). Notwithstanding Sections 2.18.2 and 2.18.4 of the Zoning Ordinance, the commercial planned development overlay is being applied with the base zoning districts of B-1 (Local Business) and M-1 (Light Industrial) and the permitted uses within the commercial planned development within the respective areas of the layout plan designated with those base districts shall be the uses permitted within the B-1 and M-1 zoning districts as amended by the Planned Development standards described in Exhibit "B".

SECTION 3. The Planned Development overlay hereby referred to as the Taylor Heights Planned Development including the permitted land uses and development standards that shall be applied to and be required for the Property are described in Exhibit "B" attached hereto and incorporated herein for all purposes. Notwithstanding Section 2.17.5 of the Zoning Ordinance, the minimum lot sizes and densities shall be as established in the Planned Development standards in Exhibit "B".

DRAFT

SECTION 4. The Official Zoning Map of the City of Taylor, Texas is changed to show the Property zoning district changed from zoning upon annexation of R-1 (Single Family) and B-1 (Local Business) to Planned Development with residential and commercial overlays (R-1/RPD) and (B-1 and M-1/CPD) on approximately 78.53 acres as shown in Exhibit "C" attached hereto and incorporated herein for all purposes.

SECTION 5. 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 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 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 2023-XX was introduced before the Taylor City Council on the 23rd day of February 2023.

PASSED, APPROVED, and ADOPTED on the _____ day of _____ 2023.

_____
Brandt Rydell, Mayor

ATTEST:

_____
Dianna McLean, City Clerk

APPROVED AS TO FORM:

_____
Ted 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. 2023-XX, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2023, 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 _____ 2023.

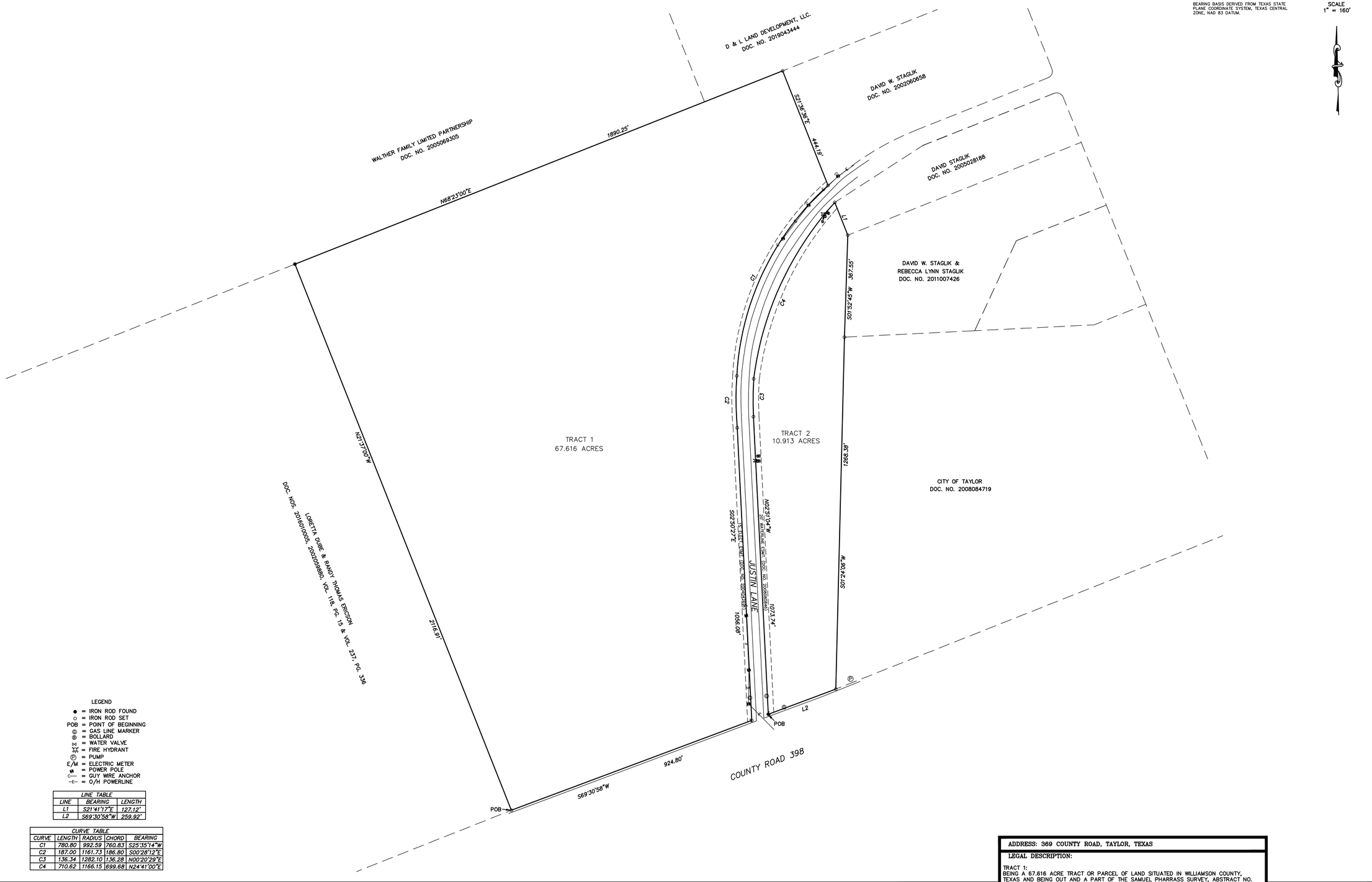
_____
Dianna McLean
City Clerk

EXHIBIT A

(Legal Description/Survey)

BEARING BASIS DERIVED FROM TEXAS STATE PLANE COORDINATE SYSTEM, TEXAS CENTRAL ZONE, NAD 83 DATUM.

SCALE
1" = 160'



RESTRICTIVE COVENANTS OF RECORD AS ITEMIZED HEREIN: DOCUMENT NO. 199954529, OFFICIAL RECORDS, WILLIAMSON COUNTY, TEXAS.
(DOES AFFECT THIS TRACT)

EASEMENT TO C.E. RYDELL AS RECORDED IN VOLUME 181, PAGE 337, DEED RECORDS, WILLIAMSON COUNTY, TEXAS.
(BLANKET EASEMENT--DOES AFFECT THIS TRACT)

EASEMENT TO LONE STAR GAS COMPANY AS RECORDED IN VOLUME 237, PAGE 350, DEED RECORDS, WILLIAMSON COUNTY, TEXAS.
(BLANKET EASEMENT--DOES AFFECT THIS TRACT)

EASEMENT TO TEXAS POWER & LIGHT COMPANY AS RECORDED IN VOLUME 281, PAGE 315, DEED RECORDS, WILLIAMSON COUNTY, TEXAS.
(DOES NOT AFFECT THIS TRACT EXCEPT AS TO BLANKET RIGHTS OF INGRESS/EGRESS)

EASEMENT TO GUNNAR RYDELL AS RECORDED IN VOLUME 347, PAGE 101, DEED RECORDS, WILLIAMSON COUNTY, TEXAS.
(DOES NOT AFFECT THIS TRACT)

EASEMENT TO DONALD RAY RYDELL AND LARRY WAYNE RYDELL AS RECORDED IN VOLUME 449, PAGE 251, DEED RECORDS, WILLIAMSON COUNTY, TEXAS.
(DOES NOT AFFECT THIS TRACT)

EASEMENT TO TEXAS POWER & LIGHT COMPANY AS RECORDED IN VOLUME 822, PAGE 308, DEED RECORDS, WILLIAMSON COUNTY, TEXAS.
(DOES NOT AFFECT THIS TRACT EXCEPT AS TO BLANKET RIGHTS OF INGRESS/EGRESS)

WATER WELL EASEMENT TO JOE B. MOLDENHOUR AS RECORDED IN VOLUME 836, PAGE 602, DEED RECORDS, WILLIAMSON COUNTY, TEXAS.
(10' EASEMENT CENTERED ON UNDERGROUND PIPELINE – UNABLE TO LOCATE UNDERGROUND PIPELINE)

PIPELINE EASEMENT TO TXU GAS COMPANY AS RECORDED IN DOCUMENT NO. 2001065401, OFFICIAL RECORDS, WILLIAMSON COUNTY, TEXAS.
(EASEMENT CENTERED ON UNDERGROUND PIPELINE – UNABLE TO LOCATE UNDERGROUND PIPELINE)

LEGEND

- ● = IRON ROD FOUND
- ○ = IRON ROD SET
- POB = POINT OF BEGINNING
- Ⓖ = GAS LINE MARKER
- Ⓑ = BOLLARD
- ⋈ = WATER VALVE
- ⋇ = FIRE HYDRANT
- Ⓟ = PUMP
- E/M = ELECTRIC METER
- ⌀ = POWER POLE
- ⟵ = GUY WIRE ANCHOR
- –E– = O/H POWERLINE

LINE TABLE		
LINE	BEARING	LENGTH
L1	S21°41'17"E	127.12'
L2	S69°30'58"W	259.92'

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	BEARING
C1	780.80	992.59	760.83	S25°35'14"W
C2	187.00	1161.73	186.80	S00°28'12"E
C3	136.34	1282.10	136.28	N00°20'29"E
C4	710.62	1166.15	699.68	N24°41'00"E

CELCO SURVEYING
REG. #: 10193975
TEL: 830-214-5109
eddie@celcosurveying.com
www.celcosurveying.com

SURVEY PLAT

18018 OVERLOOK LOOP
SUITE 105
SAN ANTONIO, TEXAS 78259

CERTIFICATION

THE UNDERSIGNED DOES HEREBY CERTIFY TO THE PARTIES LISTED BELOW THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY MADE UPON THE GROUND OF THE PROPERTY SHOWN HEREON, AND THAT THERE ARE NO ENCROACHMENTS OF VISIBLE IMPROVEMENTS, EXCEPT AS SHOWN HEREON, AND THAT THIS PROPERTY HAS ACCESS TO A PUBLIC ROADWAY, EXCEPT AS SHOWN HEREON.

BUYER: MALLIK AVULA AND SREEDHAR AALOORI
TITLE CO: LONGHORN TITLE
PLAN No.: 2022-0063

LENDER: N/A
G.F.#: TWH2100018
SURVEY DATE: JANUARY 27, 2022

ADDRESS: 369 COUNTY ROAD, TAYLOR, TEXAS

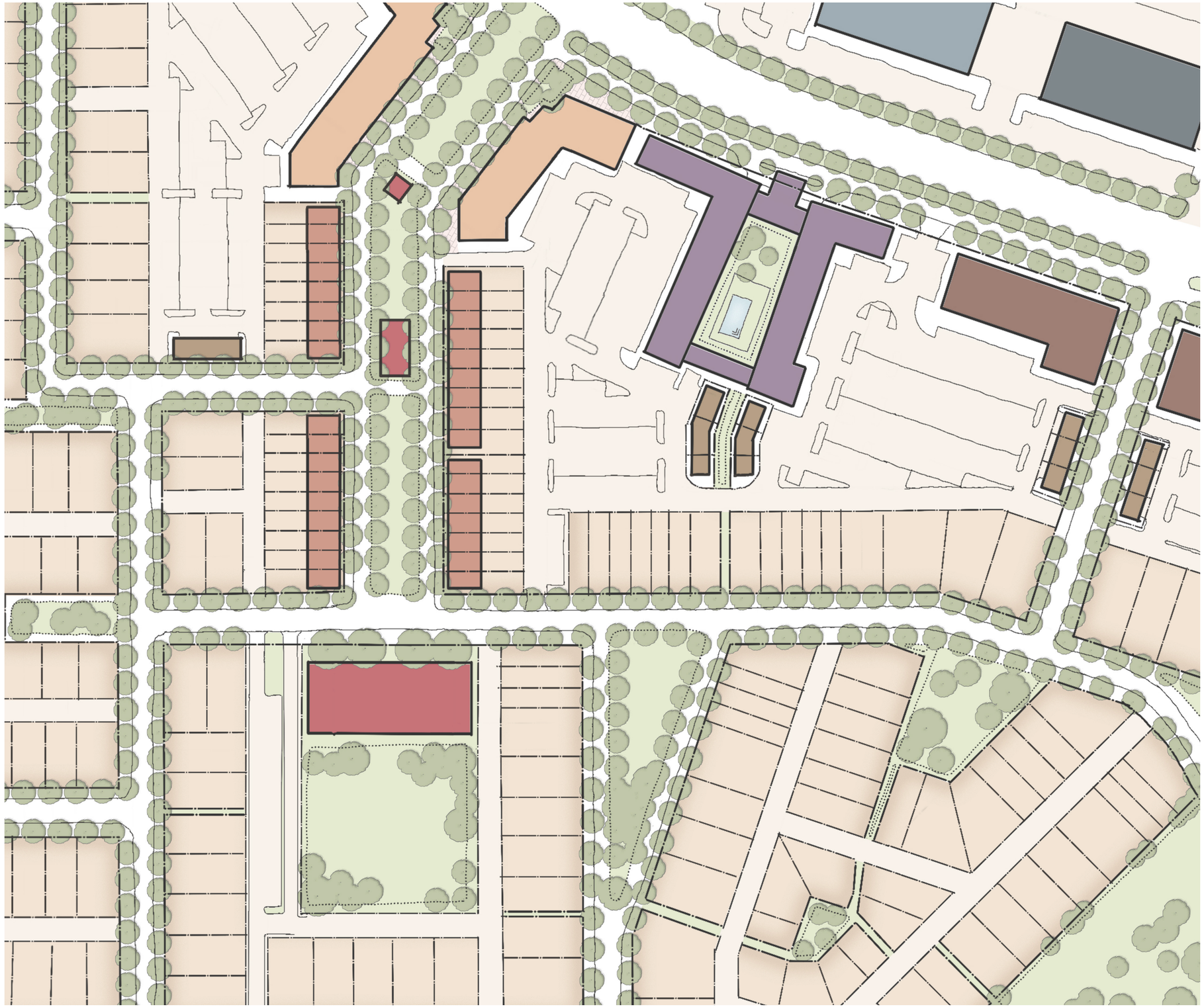
LEGAL DESCRIPTION:

TRACT 1:
BEING A 67.616 ACRE TRACT OR PARCEL OF LAND SITUATED IN WILLIAMSON COUNTY, TEXAS AND BEING OUT AND A PART OF THE SAMUEL PHARRASS SURVEY, ABSTRACT NO. 496, WILLIAMSON COUNTY, TEXAS, AND BEING OUT AND A PART OF THAT SAME TRACT CONVEYED TO FAYE P. RYDELL AND DARLENE H. RYDELL IN A DEED RECORDED IN DOCUMENT NO. 2001041100, OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS, SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

TRACT 2:
BEING A 10.913 ACRE TRACT OR PARCEL OF LAND SITUATED IN WILLIAMSON COUNTY, TEXAS AND BEING OUT AND A PART OF THE SAMUEL PHARRASS SURVEY, ABSTRACT NO. 496, WILLIAMSON COUNTY, TEXAS, AND BEING OUT AND A PART OF THAT SAME TRACT CONVEYED TO FAYE P. RYDELL AND DARLENE H. RYDELL IN A DEED RECORDED IN DOCUMENT NO. 2001041100, OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS, SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

STATE OF TEXAS
REGISTERED
GEORGE E. LUCAS
4160
PROFESSIONAL
LAND SURVEYOR

GEORGE E. LUCAS, R.P.L.S. 4160



A Master Plan For

TAYLOR HEIGHTS

Taylor, Texas

A: BACKGROUND

Local Context Map A.1
Existing Conditions Maps A.2-A.3
Site Boundary A.4
Scale Comparisons A.5

B: URBAN DESIGN

Master Plan B.1
Master Plan with Annotations B.2
Character Images B.3-B.5
Program B.6
Detailed Program & Parking B.7-B.8
Fire Apparatus Access Diagram B.9
Open Space Diagram B.10
Addressing Plan B.11

For

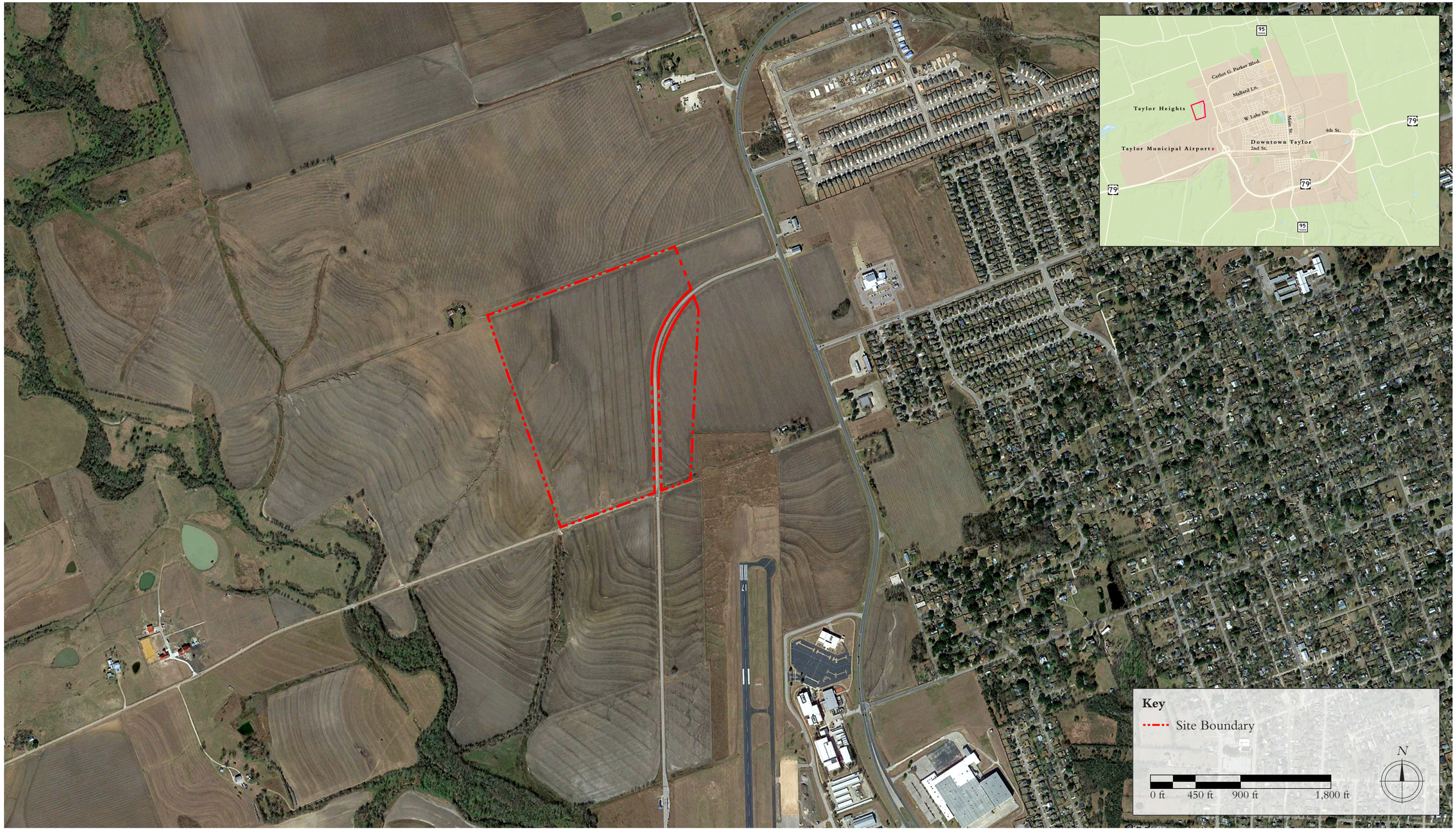
The City of Taylor, Texas

and

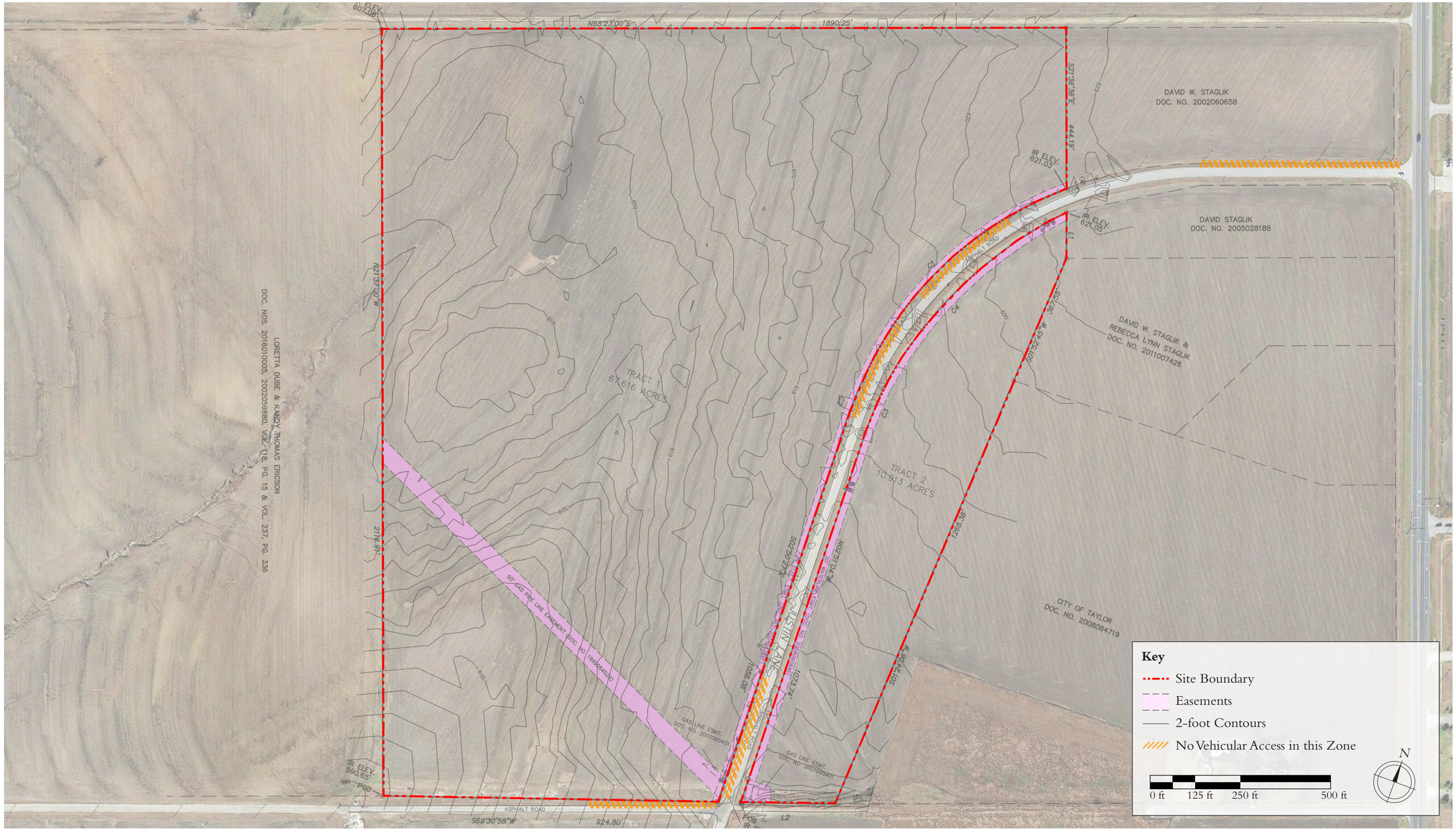
Mallik Avula

by

Michael Watkins Architect, llc


Carlos G. Parker Blvd.
Mallard Ln.
Taylor Heights
W Lake Dr.
Main St.
4th St.
Downtown Taylor
2nd St.
Taylor Municipal Airport
95
79
Key
Site Boundary
N
0 ft
450 ft
900 ft
1,800 ft


ELEV. 607.08'
N68°23'00"E
1890.25'
S21°36'36"E
444.19'
DAVID W. STAGLIK
DOC. NO. 2002060658
IR ELEV. 621.03'
IR ELEV. 621.05'
DAVID STAGLIK
DOC. NO. 2005028188
L1
C1
ASPHALT ROAD
C4
C3
DAVID W. STAGLIK &
REBECCA LYNN STAGLIK
DOC. NO. 2011007426
S01°52'45"W 367.35'
TRACT 1
67.616 ACRES
TRACT 2
10.913 ACRES
1268.38'
S02°30'27"E
N02°51'04"W
JUSTIN LANE
(PUBLIC ACCESS)
1073.74'
N21°37'07"W
2176.97'
50' GAS PIPE LINE EASEMENT (DOC. NO. 1989043430)
LORETTA DUBE & RANDY THOMAS ERICSON
DOC. NOS. 2016010005, 2002059880, VOL. 118, PG. 15 & VOL. 237, PG. 336
CITY OF TAYLOR
DOC. NO. 2008084719
N05°24'08"W
1056.08'
GAS LINE ESMT.
DOC. NO. 2001065401
GAS LINE ESMT.
DOC. NO. 2001065401
IR ELEV. 590.65'
POB
ASPHALT ROAD
S69°30'58"W
924.80'
POB IR
L2
Key
Site Boundary
Easements
2-foot Contours
No Vehicular Access in this Zone
N
0 ft
125 ft
250 ft
500 ft


IR ELEV. 607.08
N68°23'00"E
1890.25'
S21°36'56"E
444.19'
DAVID W. STAGLIK
DOC. NO. 2002060658
IR ELEV. 621.03
IR ELEV. 621.05
DAVID STAGLIK
DOC. NO. 2005028188
ASPHALT ROAD
L1
C1
C2
C3
C4
DAVID W. STAGLIK &
REBECCA LYNN STAGLIK
DOC. NO. 2011007428
S01°52'45"W
367.35'
N21°37'00"W
TRACT 1
67.616 ACRES
TRACT 2
10.913 ACRES
1268.38'
S02°50'27"E
N02°51'04"W
JUSTIN LANE
50' WATER & WASTEWATER EASEMENT DOC. NO. 2001085402
1055.08'
1023.74'
S01°24'28"W
CITY OF TAYLOR
DOC. NO. 2008084719
50' GAS PIPE LINE EASEMENT (DOC. NO. 1999043432)
2176.97'
GAS LINE ESMT.
DOC. NO. 2001085401
GAS LINE ESMT.
DOC. NO. 2001085401
IR ELEV. 590.65'
POB
ASPHALT ROAD
S69°30'58"W
924.80'
POB
L2
LORETTA DUBE & RANDY THOMAS ERICSON
DOC. NOS. 2016010005, 2002059880, VOL. 118, PG. 15 & VOL. 237, PG. 336
Key
Site Boundary
Easements
2-foot Contours
No Vehicular Access in this Zone
0 ft
125 ft
250 ft
500 ft
N



Downtown Taylor, Texas



Mueller, Austin, Texas


Street 1
Street 2
Street 3
Street 4
Street 5
Street 6
Street 7
Street 8
Street 9
Street 10
Justin Lane
DAVID W. STAGLIK
DOC. NO. 2002060658
DAVID STAGLIK
DOC. NO. 2005028188
DAVID W. STAGLIK &
REBECCA LYNN STAGLIK
DOC. NO. 2011007426
CITY OF TAYLOR
DOC. NO. 2008084719
LORETTA DUBE & RANDY THOMAS ERICSON
DOC. NOS. 2016010005, 2002059880, VOL. 118, PG. 15 & VOL. 237, PG. 336
ASPHALT ROAD
Key
Site Boundary
Easement
2-foot Contours
No Vehicular Access in this Zone
Single-Family Att. & Det.
Liner Townhouses
4-Story Apartments
Strip Center Retail
Live-Work Retail
Day Care
Hotel
Flex Office
Light Industry
Civic Building
0 ft
125 ft
250 ft
500 ft
N


Street 1
Street 2
Street 3
Street 4
Street 5
Street 6
Street 8
Street 9
Street 10
Justin Lane
DAVID W. STAGLIK
DOC. NO. 2002060658
DAVID STAGLIK
DOC. NO. 2005028188
DAVID W. STAGLIK &
REBECCA LYNN STAGLIK
DOC. NO. 2011007426
CITY OF TAYLOR
DOC. NO. 2008084719
LORETTA DUBE & RANDY THOMAS ERICSON
DOC. NOS. 2016010005, 2002059880, VOL. 118, PG. 15 & VOL. 237, PG. 336
TRACT
19.13 ACRES
Character Images Key
1 Amphitheater
2 Commercial Square
3 Cottage Courts
4 Boulevard with Main Square
5 Live Work Buildings
6 Liner Buildings
7 Day Care
8 Industrial Building Character
9 Stormwater Management Pond



Norton Commons Amphitheater — 1 — *Norton Commons, Ky.*



Market Square — 2 — *Lake Forest Ill.*



Black Apple — 3 — *Bentonville, Ark.*



Third Street Cottages — 3 — *Langley, Wash.*



Hofje — 3 — *Haarlem, Netherlands*



Habersham Square — 4 — *Habersham, S.C.*



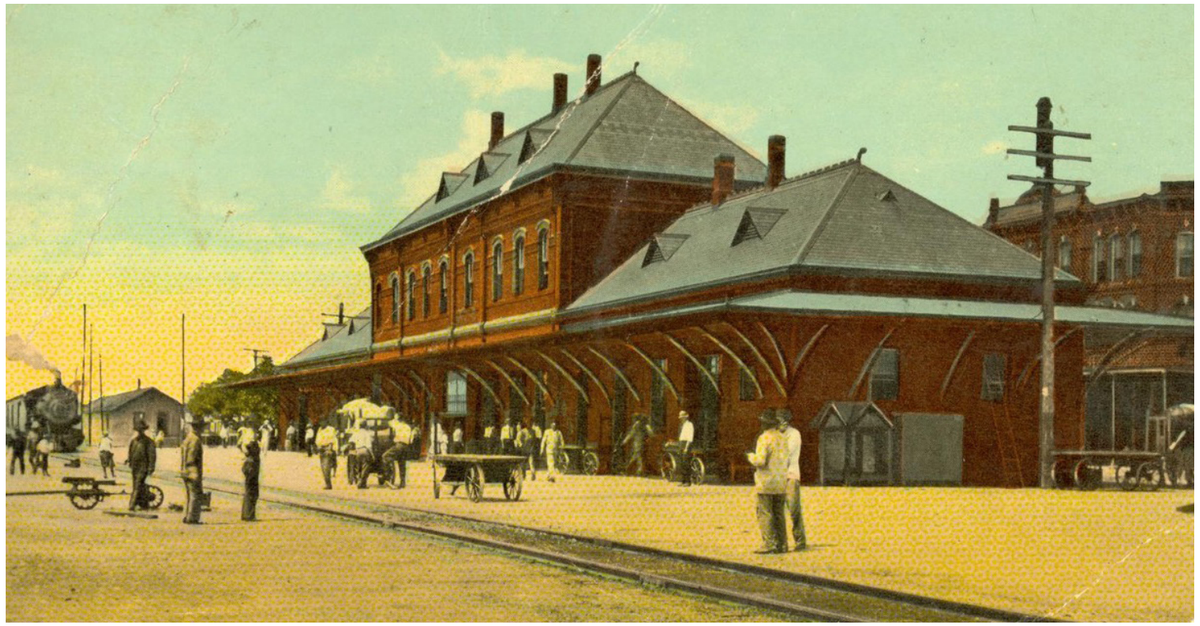
Live Works — 5 — *Norton Commons, Ky.*



Liner Buildings — 6 — *East Beach, Va.*



St. Mary's School — 7 — *Taylor, Texas*



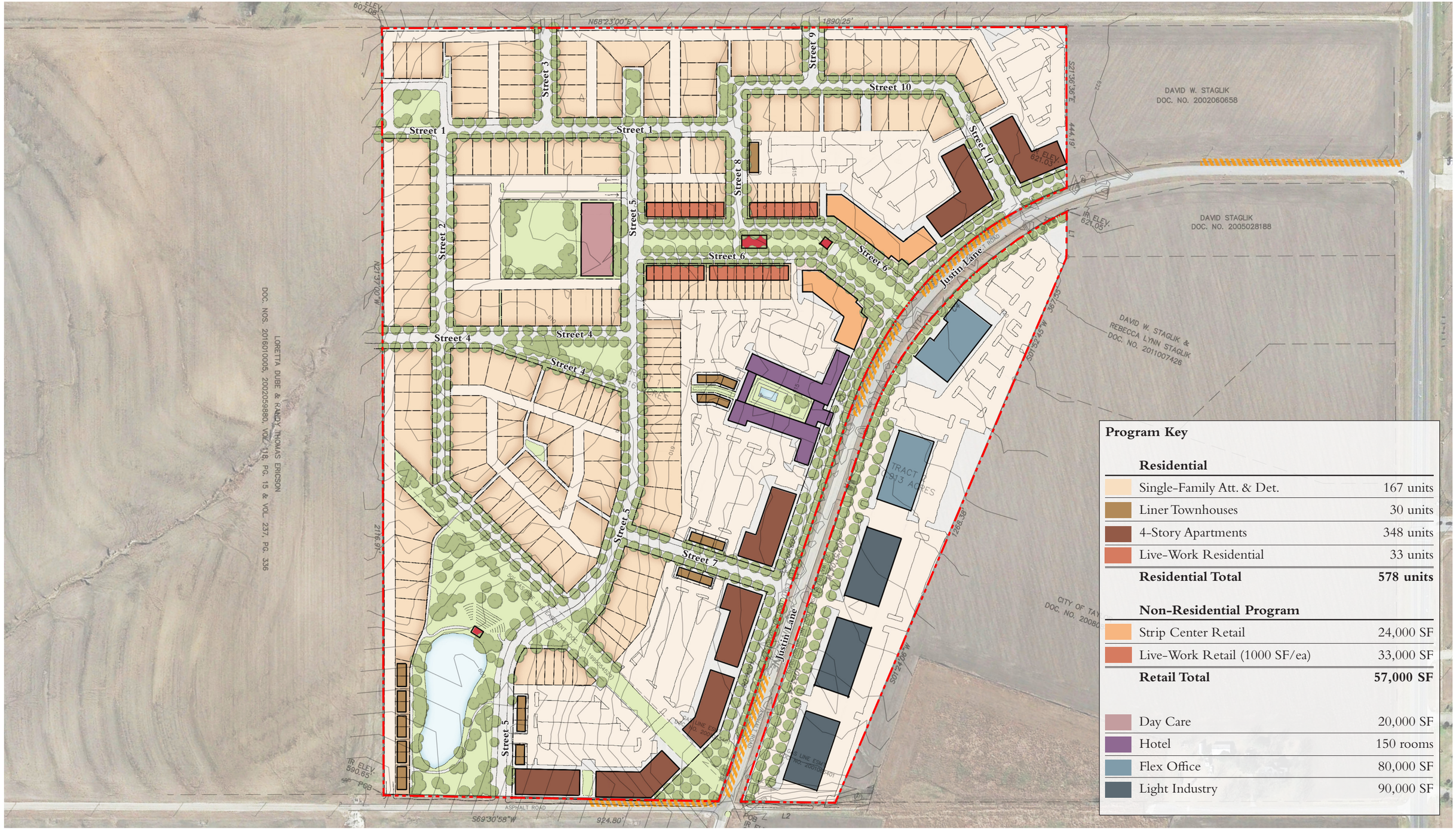
I. & G. N. Depot — 8 — *Taylor, Texas*



Glenwood Park Pond — 9 — *Atlanta, Ga.*



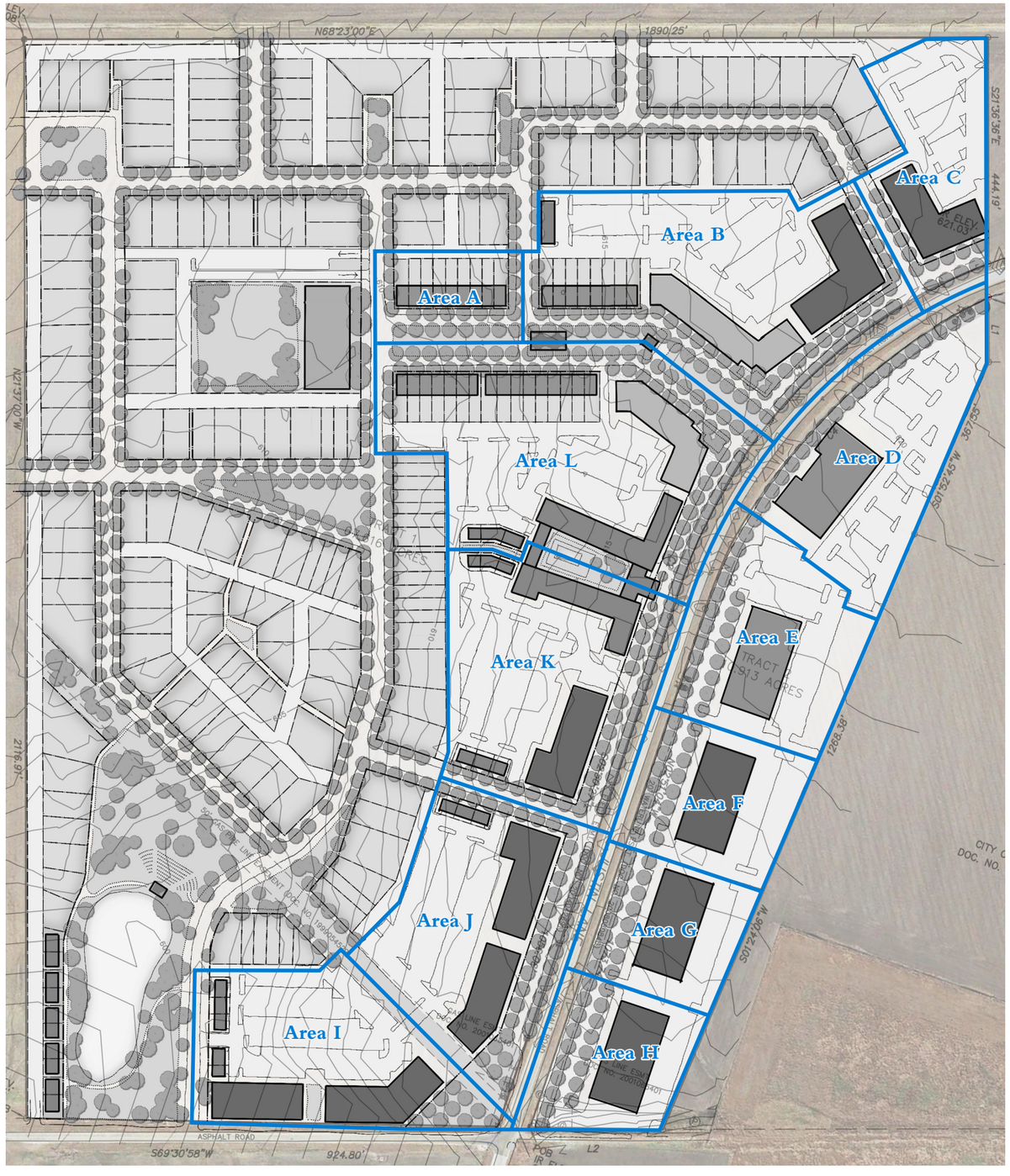
Glenwood Park Pond — 9 — *Atlanta, Ga.*



Program Key

Residential	
Single-Family Att. & Det.	167 units
Liner Townhouses	30 units
4-Story Apartments	348 units
Live-Work Residential	33 units
Residential Total	**578 units**

Non-Residential Program	
Strip Center Retail	24,000 SF
Live-Work Retail (1000 SF/ea)	33,000 SF
Retail Total	**57,000 SF**
Day Care	20,000 SF
Hotel	150 rooms
Flex Office	80,000 SF
Light Industry	90,000 SF



Assumed Parking Ratios		Spaces
Residential	per unit	2
Live-Work	per unit	5
Retail	per 1,000 SF	5
Hotel	per room	1
Office	per 1,000 SF	3
Industrial	per 1,000 SF	1

Parking counts provided are approximate and assume 10' x 20' spaces with 20' drive aisles. Further refinement will be needed to account for accessible parking, EV charging, dumpster location, etc.

Area A	Program	Spaces
Live-Work	9 units	45
	Total Required	**45**
	Provided on Street	28
	Provided in Parking Lots	-
	Provided on Private Lots	18
	Total Provided	**46**
	Difference	**+1**

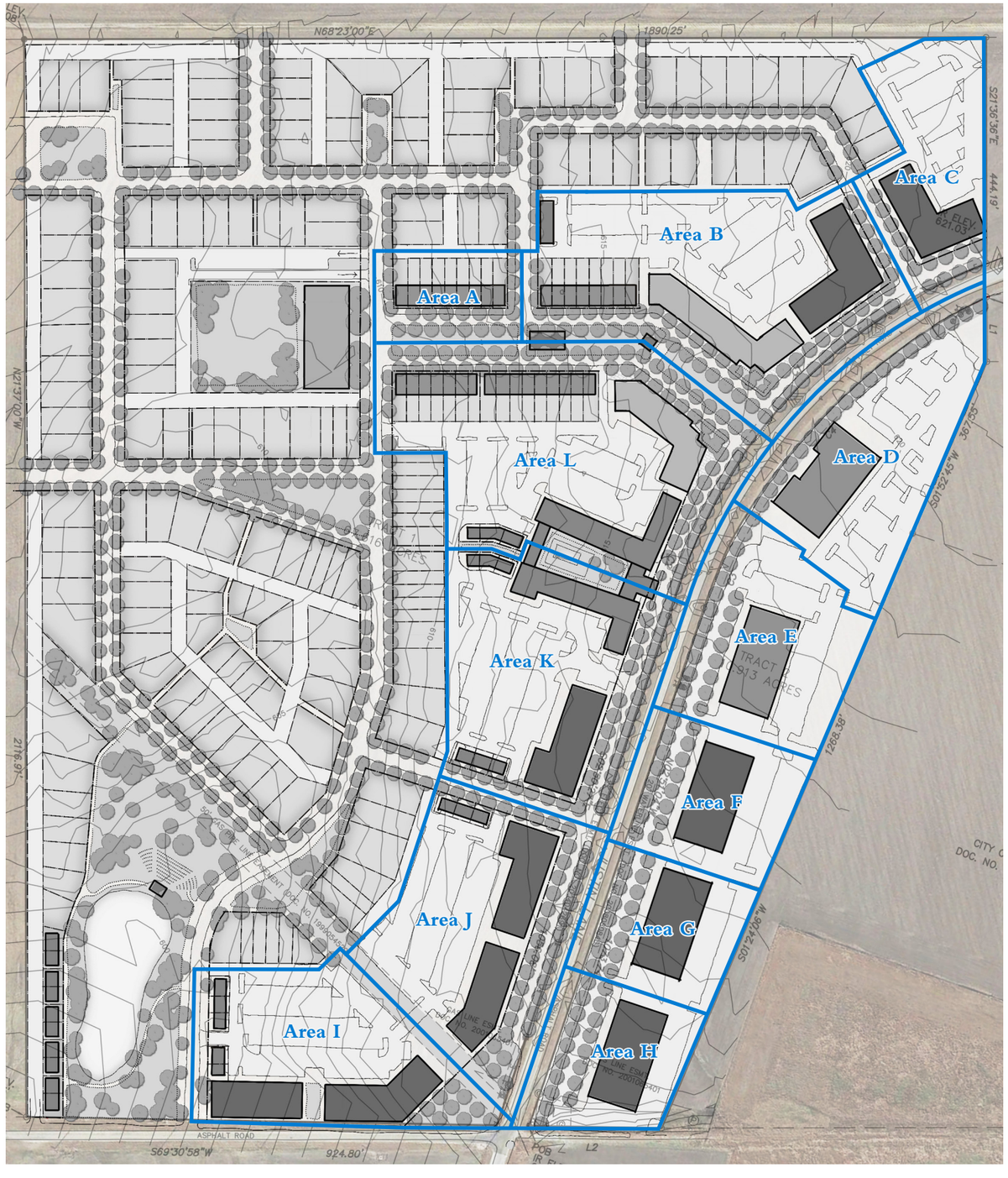
Area B	Program	Spaces
Live-Work	8 units	40
Multi-Family	56 units	112
Mixed-Use Residential	20 units	40
Mixed-Use Retail	20,000 SF	100
	Total Required	**292**
	Provided on Street	68
	Provided in Parking Lots	210
	Provided on Private Lots	16
	Total Provided	**294**
	Difference	**+2**

Area C	Program	Spaces
Multi-Family	52 units	104
	Total Required	**104**
	Provided on Street	8
	Provided in Parking Lots	108
	Provided on Private Lots	-
	Total Provided	**116**
	Difference	**+12**

Area D	Program	Spaces
Office	40,000 SF	120
	Total Required	**120**
	Provided on Street	-
	Provided in Parking Lots	152
	Provided on Private Lots	-
	Total Provided	**152**
	Difference	**+32**

Area E	Program	Spaces
Office	40,000 SF	120
	Total Required	**120**
	Provided on Street	-
	Provided in Parking Lots	117
	Provided on Private Lots	-
	Total Provided	**117**
	Difference	**-3**

Area F	Program	Spaces
Industrial	30,000 SF	30
	Total Required	**30**
	Provided on Street	-
	Provided in Parking Lots	62
	Provided on Private Lots	-
	Total Provided	**62**
	Difference	**+32**



Assumed Parking Ratios		Spaces
Residential	per unit	2
Live-Work	per unit	5
Retail	per 1,000 SF	5
Hotel	per room	1
Office	per 1,000 SF	3
Industrial	per 1,000 SF	1

Parking counts provided are approximate and assume 10' x 20' spaces with 20' drive aisles. Further refinement will be needed to account for accessible parking, EV charging, dumpster location, etc.

Area G	Program	Spaces
Industrial	30,000 SF	30
	Total Required	**30**
	Provided on Street	-
	Provided in Parking Lots	41
	Provided on Private Lots	-
	Total Provided	**41**
	Difference	**+11**

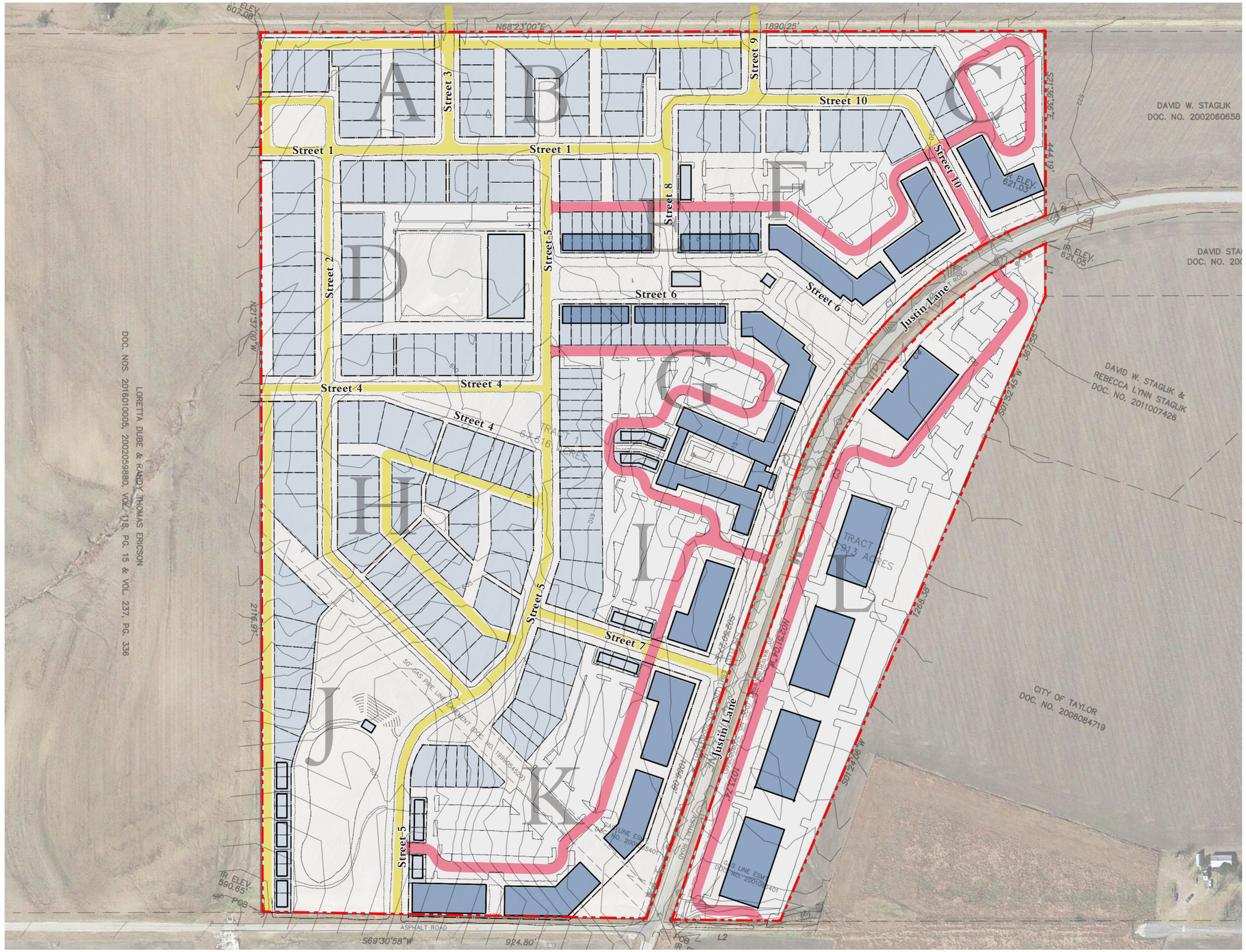
Area H	Program	Spaces
Industrial	30,000 SF	30
	Total Required	**30**
	Provided on Street	-
	Provided in Parking Lots	41
	Provided on Private Lots	-
	Total Provided	**41**
	Difference	**+11**

Area I	Program	Spaces
Liner	5 units	10
Multi-Family	92 units	184
	Total Required	**194**
	Provided on Street	10
	Provided in Parking Lots	174
	Provided on Private Lots	10
	Total Provided	**195**
	Difference	**+0**

Area J	Program	Spaces
Liner	3 units	6
Multi-Family	96 units	192
	Total Required	**198**
	Provided on Street	26
	Provided in Parking Lots	165
	Provided on Private Lots	6
	Total Provided	**197**
	Difference	**-1**

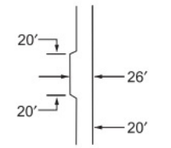
Area K	Program	Spaces
Liner	3 units	6
Multi-Family	52 units	104
Hotel	75 rooms	75
	Total Required	**185**
	Provided on Street	23
	Provided in Parking Lots	167
	Provided on Private Lots	6
	Total Provided	**196**
	Difference	**+11**

Area L	Program	Spaces
Liner	3 units	6
Live-Work	16 units	80
Mixed-Use Residential	20 units	40
Mixed-Use Retail	16,000 SF	80
Hotel	75 rooms	75
	Total Required	**281**
	Provided on Street	73
	Provided in Parking Lots	165
	Provided on Private Lots	38
	Total Provided	**276**
	Difference	**-5**



Fire Apparatus Access Notes

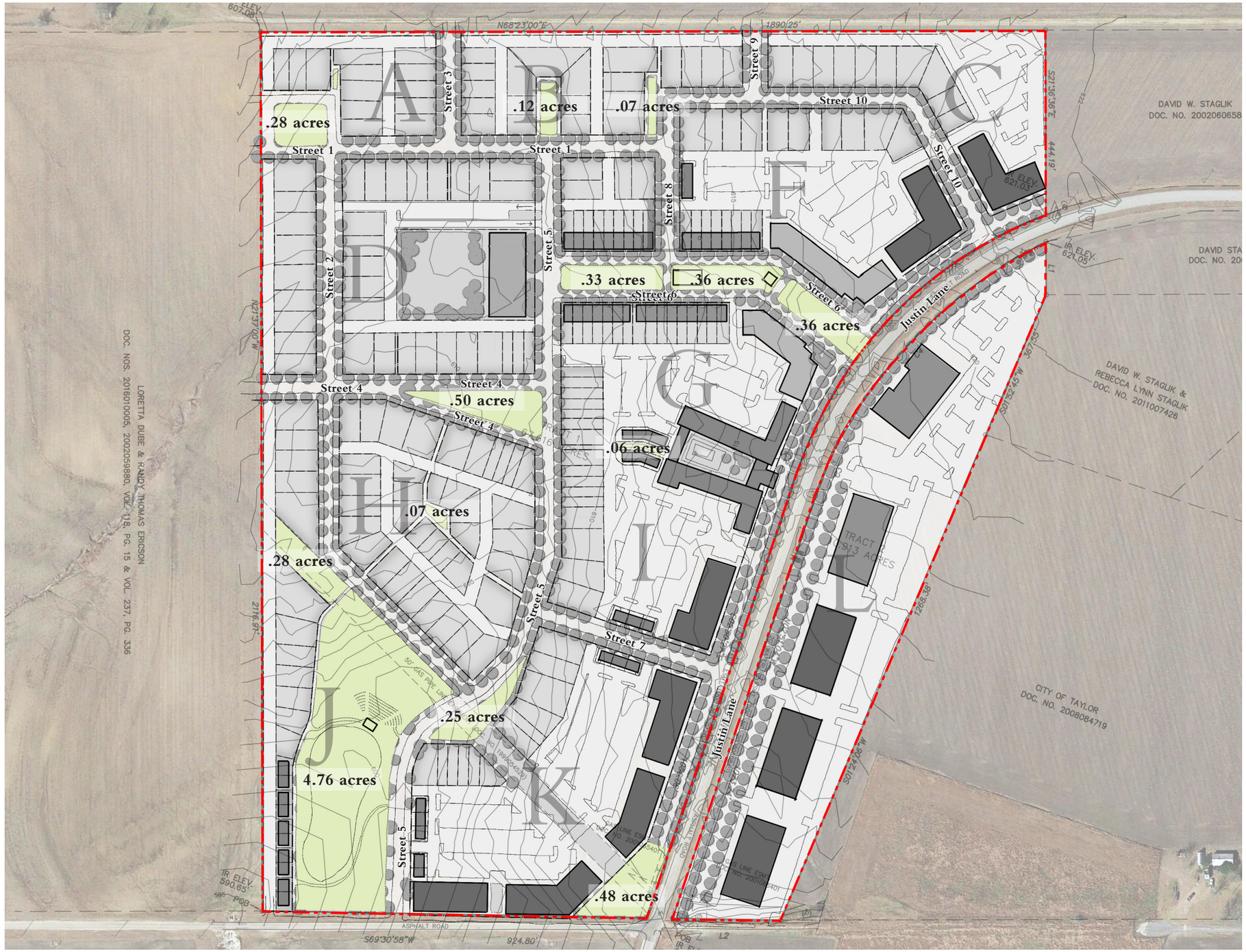
1. Applicants understanding of the relevant standards from these fire apparatus access notes to be confirmed by the City of Taylor.
2. For buildings 30+ feet tall:
   - Fire Apparatus Access Roads shall be 26 feet clear minimum.
   - Fire Apparatus Access Roads shall be between 15 and 30 feet from the building.
   - Fire Apparatus Access Roads shall provide access to one complete side of the building, as determined by the Fire Official.
3. Fire Apparatus Access Roads shall be 20 feet clear minimum for buildings less than 30 feet tall:
4. All Fire Apparatus Access Roads shall have an effective inside turning radius of 25 feet.
5. All Fire Apparatus Access Roads shall be a maximum distance of 150 feet from all portions of any building.
6. Where a fire hydrant is located on a Fire Apparatus Access Road, the minimum road width shall be 26 feet (7925 mm), exclusive of all shoulders (*see graphic below*).



MINIMUM CLEARANCE AROUND A FIRE HYDRANT

Key

- 26-foot Fire Apparatus Access Road
- 20-foot Fire Apparatus Access Road
- Buildings over 30 feet
- Lots with buildings under 30 feet



Key

Open Space

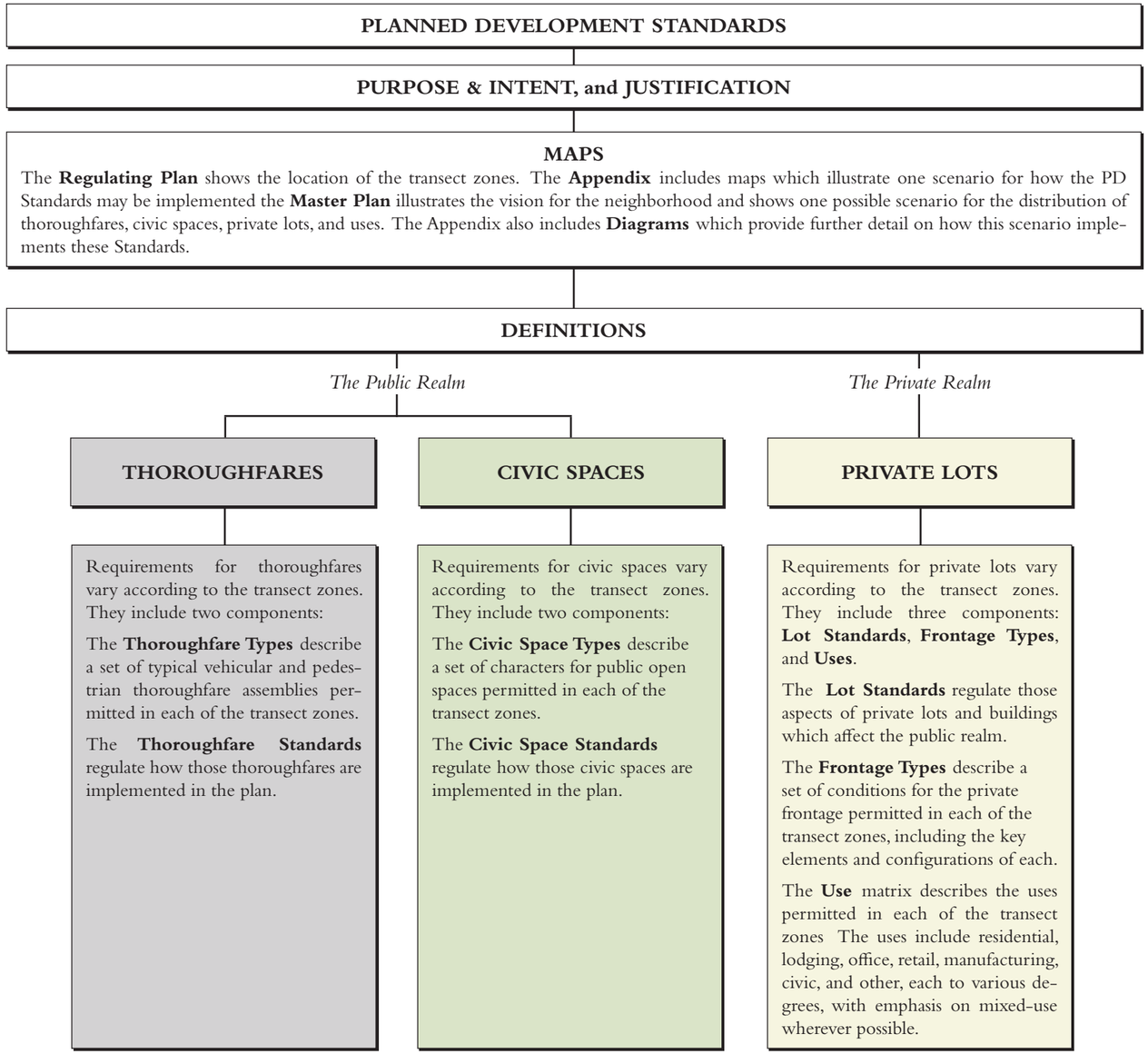
Total Area: **7.85 acres**

Open Space Ratio: **10.0%**



Thoroughfare Names and Addressing Key

1	_____ Street	12	_____ Way
2	_____ Street	13	_____ Way
3	_____ Street	C	County Road 398
4	_____ Street	J	Justin Lane
5	_____ Street		Sign
6	_____ Street		
7	_____ Street		
8	_____ Street		
9	_____ Street		
10	_____ Street		
11	_____ Way		



A Master Plan For

TAYLOR HEIGHTS

Taylor, Texas

C: PLANNED DEVELOPMENT STANDARDS

Overview of PD Standards....C.1
Purpose & Intent....C.2
Regulating Plan....C.3
Thoroughfares....C.4-C.6
Civic Spaces....C.7
Private Lots....C.8-C.11
Definitions....C.12-C.13

X: APPENDIX

Master Plan....X.1
Regulating Plan with Proposed Master Plan....X.2
Thoroughfare Types Diagram....X.3
Fire Apparatus Access Diagram....X.4
Open Space Diagram....X.5
Addressing Plan....X.6

PURPOSE & INTENT

The intent of these PD Standards is to enable pedestrian-friendly design, with a fine-grained mix of civic spaces, thoroughfares, building types, and uses arranged with a clear center and edge. Good urban design takes pressure off of the architecture, allowing building designs to be simple and appropriate to the local context, in service of shaping a beautiful and pedestrian-friendly public realm.

The proposed community includes approximately 80 acres designed as a mixed-use, walkable community with a range of uses which may include lodging, office, retail, restaurant, and civic uses. The Regulating Plan allows flexibility with the parameters of the PD Standards. The neighborhood will be built out incrementally over time and is designed to be flexible to respond to the market as the city grows.

At the Scale of the Neighborhood:

- Various daily needs occur within a walk of most dwellings.
- The transect zones reflect distinct physical environments, providing meaningful choices to potential residents.
- An interconnected network of thoroughfares is designed to disperse traffic.
- A range of civic spaces (parks, greens, squares, and plazas) is distributed throughout the neighborhood.
- Most commercial, civic and institutional activity is embedded in the Neighborhood Center.
- A range of housing types are provided to accommodate a diversity of household types and market demand.

At the Scale of the Block and the Building:

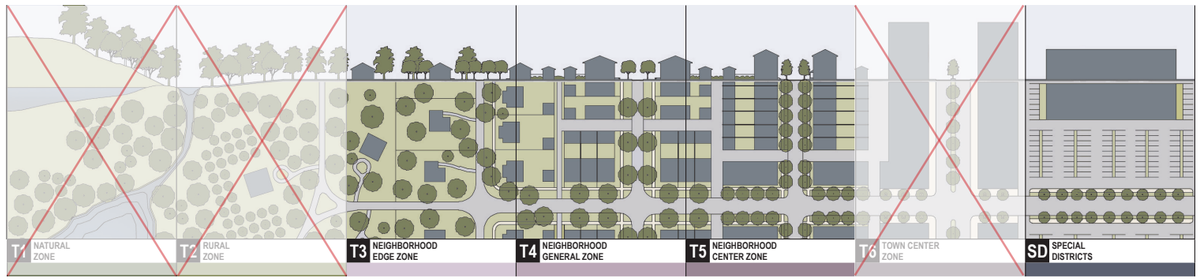
- The design of thoroughfares and buildings should reinforce safe environments, but not at the expense of accessibility.
- Buildings and landscaping should contribute to the physical definition of thoroughfares and civic spaces.
- Civic buildings are distinctive and reflect their importance.
- The neighborhood evolves harmoniously and orderly.
- Architecture and landscape design reflects climate, topography, history, and regional building practices.

JUSTIFICATION

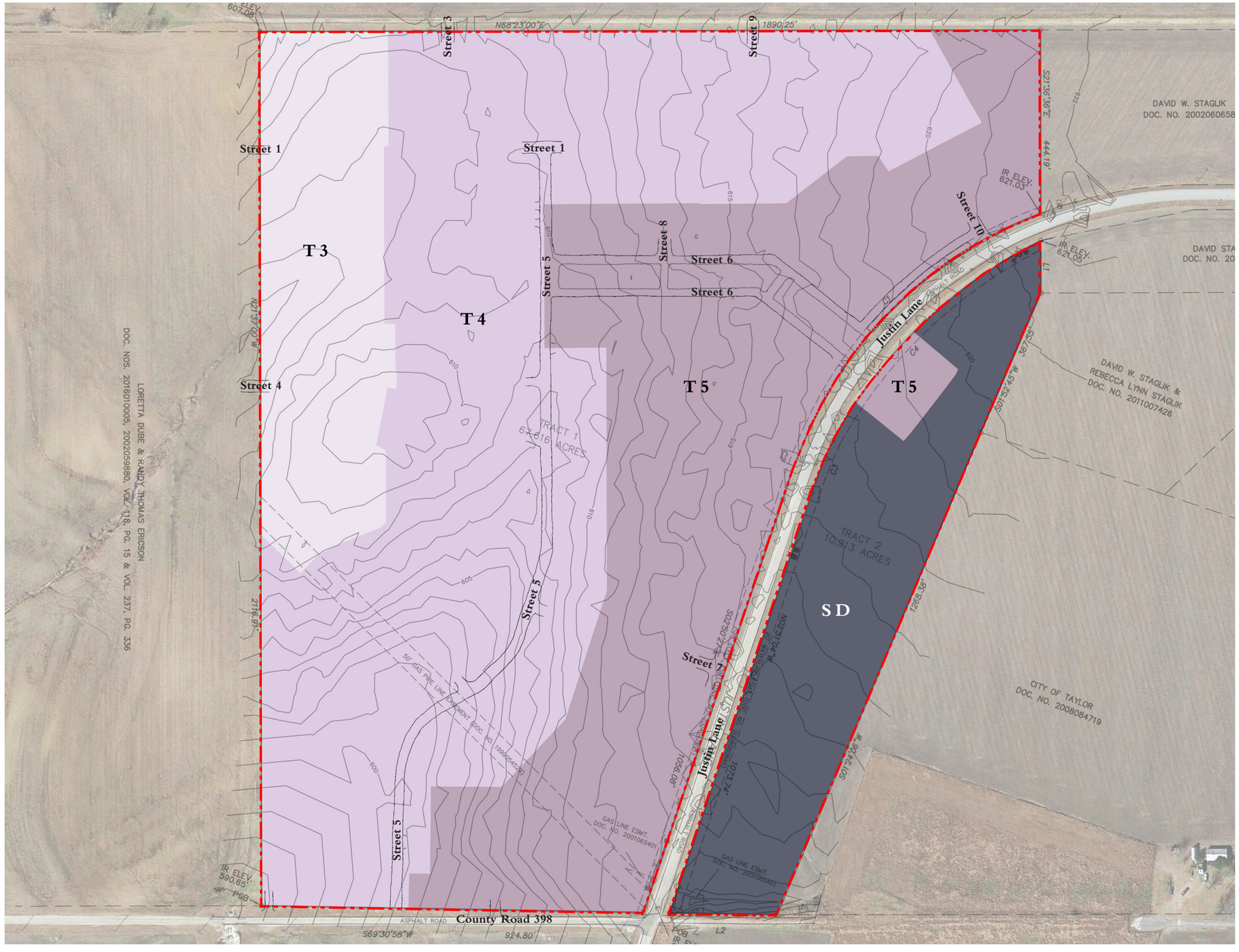
The primary reason for requesting the zoning change is to propose zoning and technical design standards to make the community as pedestrian- and bike-friendly as reasonably possible, while accommodating the necessary requirements of emergency access, trash collection, stormwater management and the like. This new community closely aligns with the City's long-term vision/goals and will help the City meet the ever growing demand for walkable communities.

Additional Notes

1. All improvements to the community shall follow these PD Standards, including any approved variances adopted as part of the PD Standards. In the event of a conflict between the PD Standards and any otherwise applicable codes, including but not limited to the Building Code, ADA, life safety codes, and others, the conflict shall be brought to the attention of the land owner, the developer, and the City immediately for resolution.
2. It is the design purpose and intent not the "letter" of the PD Standards to which improvements should conform.
3. The PD Standards are typologically-based and thus represent the typical condition. It is expected that actual conditions will vary from the typical conditions shown. It is expected that the standards for the typical condition will be applied to the actual condition, and modified or refined in a reasonable manner that achieves the intent of the PD.
4. There are two types of deviations from these PD Standards: Warrants and Variances. Where no standard is included in these PD Standards, standards shall be determined by Warrant. The correction of "scrivener's errors" within this document shall be handled by Warrant.
5. Sources for various texts, definitions and illustrations include the Lexicon of the New Urbanism and Smartcode v9.2 by Andres Duany, et. al.



A Typical Rural to Urban Transect, with Transect Zones



GENERAL STANDARDS

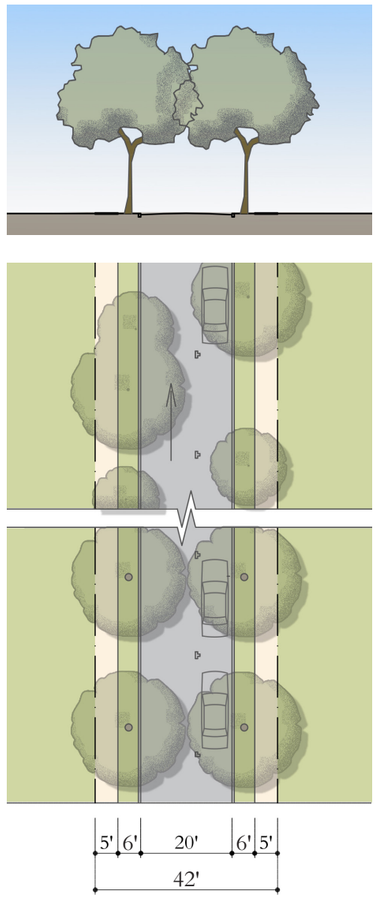
1. The base zoning district shall be R-1 for T3 and T4, B-1 for T5, and M-1 for SD, as described in the Taylor Code of Ordinances:
2. Streets 1, 3, 4, and 9 are intended to connect to the adjacent properties, with the exact location of the connection to be determined.
3. Streets 6, 7, and 10 are intended to connect to Justin Lane, with the exact location of the connection to be determined.
4. The alley connection to County Road 398 may need to be right-in, right-out only.
5. Lots may be configured as shown on the Master Plan, and shall be consistent with all requirements for private lots. No maximum block length is required. Lots may front on publicly or privately owned thoroughfares or civic spaces. Access to residences shall be established, consistent with the Regulating Plan or minor adjustments to it.
6. The exact locations of boundaries between transect zones may be adjusted, and can increase or decrease in size to accommodate future adjustments to the Master Plan.
7. All crossings shown within the gas line easement are subject to the easement restrictions.

Key

- **T3: Neighborhood Edge Zone**
- **T4: Neighborhood General Zone**
- **T5: Neighborhood Center Zone**
- **SD: Special District**

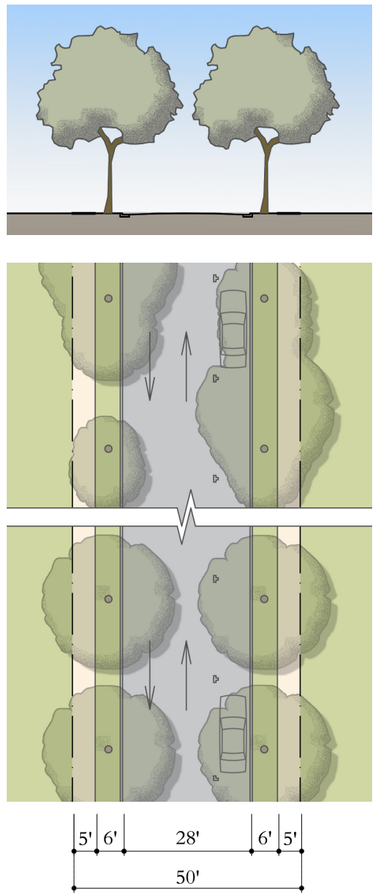
N

0 ft 125 ft 250 ft 500 ft



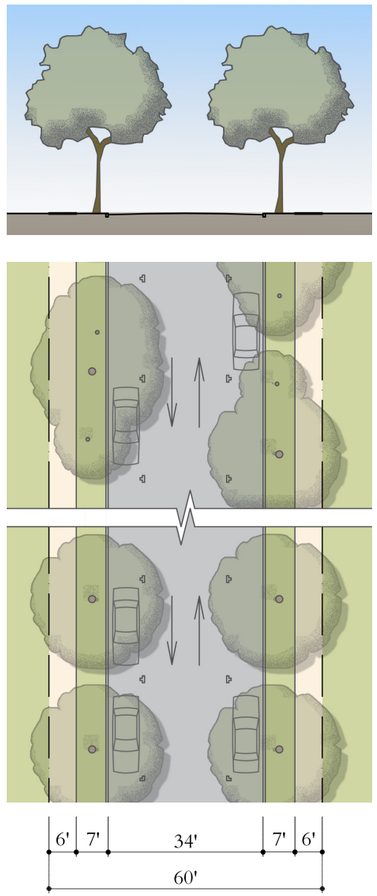
ST-42-20

Street
T3, T4, T5, SD
42 ft. ROW
20 ft. Pavement
Slow Movement
One-Way Traffic
Parking One Side
12 ft. Curb Radius
Header Curbs
6 ft. Tree Lawn
T3: Clustered / T4-5: Allee, 25 ft. o.c.
5 ft. Sidewalk
Not provided on this thoroughfare.



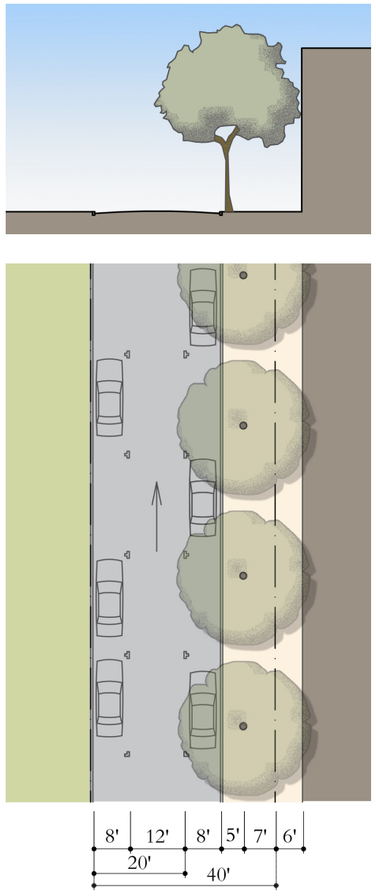
ST-50-28

Street
T3, T4, T5, SD
50 ft. ROW
28 ft. Pavement
Slow Movement
Two-Way Traffic
Parking on One Side
12 ft. Curb Radius
Header Curbs
6 ft. Tree Lawn
T3: Clustered / T4-5: Allee, 25 ft. o.c.
5 ft. Sidewalk
Not provided on this thoroughfare.



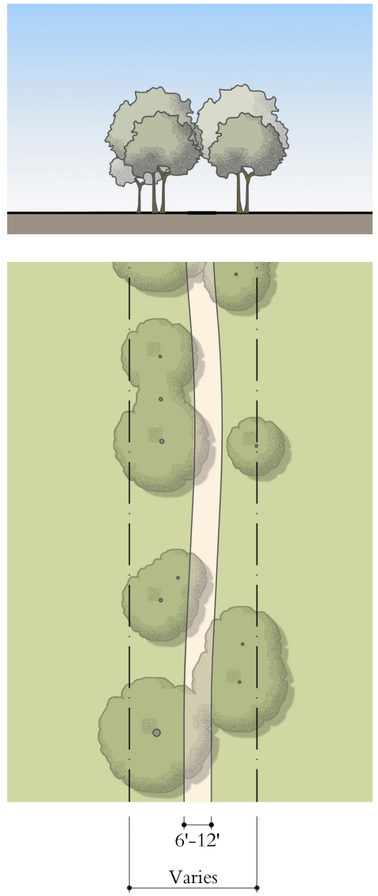
ST-60-34

Street
T3, T4, T5, SD
60 ft. ROW
34 ft. Pavement
Slow Movement
Two-Way Traffic
Parking Both Sides
12 ft. Curb Radius
Header Curbs
7 ft. Tree Lawn
T3: Clustered / T4-5: Allee, 25 ft. o.c.
6 ft. Sidewalk
Up to 30 ft.
This thoroughfare type overrides City standards for Neighborhood Avenue.



CS-40-28

Street
T5, SD
40 ft. ROW
20 ft. Pavement, 14 ft Pervious Pavers
Slow Movement
One-Way Traffic
Parking Both Sides
12 ft. Curb Radius
Mountable, Header Curbs
6 ft. Tree Lawn
Allee, 25 ft. o.c.
5 ft. Sidewalk
Not provided on this thoroughfare.
Street trees may be omitted to allow for a colonnade or arcade.



PT-V-5

Path
T3, T4, T5, SD
ROW Width Varies
N/A
N/A
N/A
N/A
N/A
N/A
Open
Trees, ground cover, shrubs, lawn
5 ft. Sidewalk
Not provided on this thoroughfare.
This thoroughfare type will be privately owned and maintained.

Thoroughfare Type
- RD Road
- ST Street
- CS Commercial Street
- LN Lane
- RA Rear Alley
- PT Path
- PS Passage

Right-of-Way Width

Pavement Width

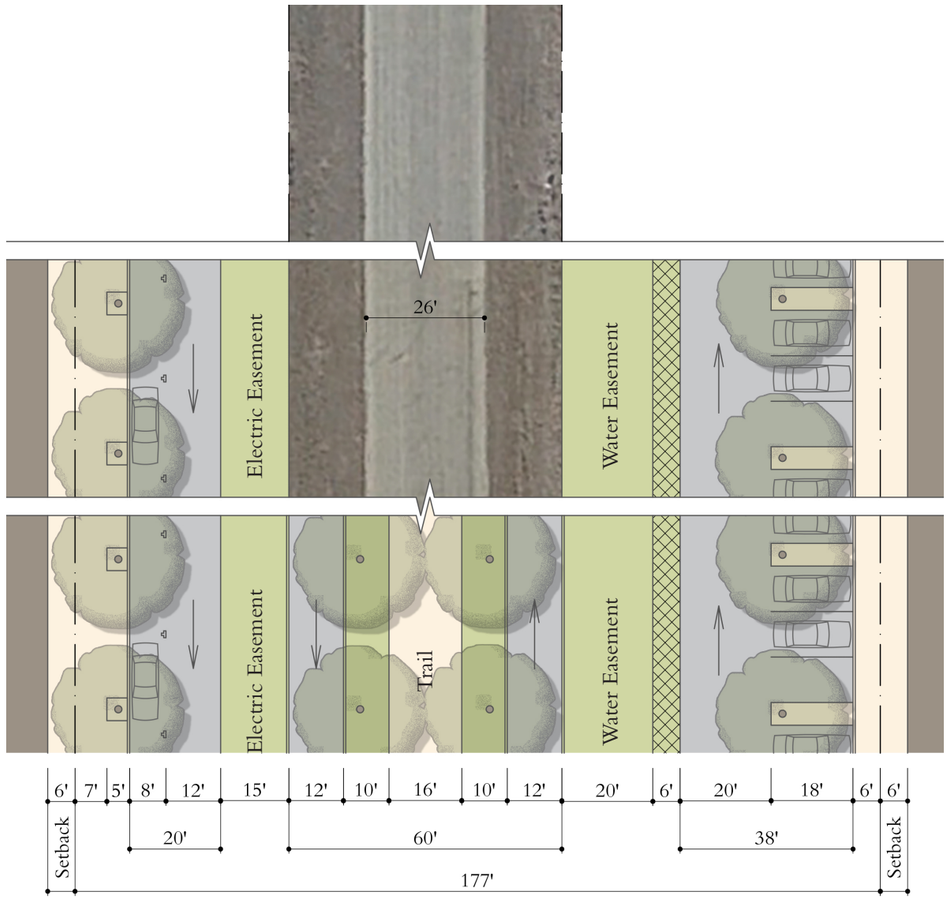
XX-##-##

Thoroughfare Type
Transect Zone
Right-of-Way or Easement Width
Pavement Width
Movement
Traffic Lanes
Parking Lanes
Pavement / Curb
Curb Type
Planter Type (includes curb if any)
Landscape Type
Walkway Type
Fire Apparatus Access
Notes

Existing

Option 1

Option 2



JUSTIN LANE

Boulevard
T5, SD (where the wider proposed ROW falls within the site)
177 ft. Overall ROW Width
82 ft. Combined Pavement Width
Slow Movement
Two-Way Traffic, Fire Access
No Parking
12 ft. Curb Radius; Apron at Street
Inverted Crown
6 ft. Tree Lawns at Sidewalks, 10 ft. Tree Lawns at Median.
Allee, 35 ft. o.c. between Head-in Spaces, 25ft. o.c. elsewhere.
6 ft. to 12 ft. Sidewalk
Yes

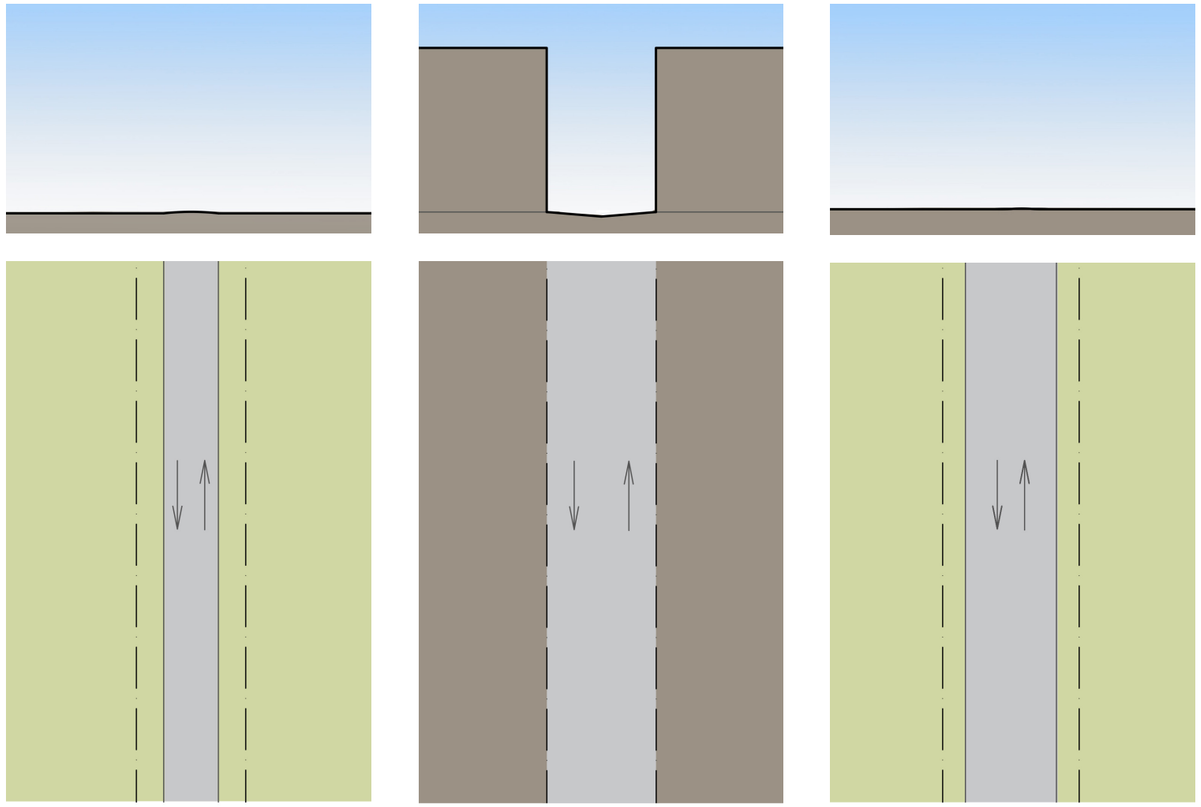
Thoroughfare Type
- RD Road
- ST Street
- CS Commercial Street
- LN Lane
- RA Rear Alley
- PT Path
- PS Passage

Right-of-Way Width

Pavement Width

XX-##-##

Thoroughfare Type
Transect Zone
Right-of-Way or Easement Width
Pavement Width
Movement
Traffic Lanes
Parking Lanes
Pavement / Curb
Curb Type
Planter Type (includes curb if any)
Landscape Type
Walkway Type
Fire Apparatus Access
Notes



RA-24-12	CA-26-26	FA-30-20	XX-##-##
Rear Alley	Commercial Alley	Fire Alley	Thoroughfare Type
T3,T4,T5	T4,T5, SD	T3,T4,T5, SD	Transect Zone
24 ft. ROW	24 ft. ROW	ROW 30 ft	Right-of-Way or Easement Width
12 ft. Pavement	24 ft. Pavement	N/A	Pavement Width
Slow Movement	Slow Movement	Slow Movement	Movement
Two-Way Traffic	Two-Way Traffic, Fire Access	Two-Way Traffic, Fire Access	Traffic Lanes
No Parking	No Parking	No Parking	Parking Lanes
12 ft. Curb Radius; Apron at Street	12 ft. Curb Radius; Apron at Street	12 ft. Curb Radius; Apron at Street	Pavement / Curb
Inverted Crown	Inverted Crown	Inverted Crown	Curb Type
6 ft. Lawn	N/A	N/A	Planter Type (includes curb if any)
Varies	N/A	N/A	Landscape Type
No Sidewalk	No Sidewalk	6 ft. to 12 ft. Pavement	Walkway Type
Not provided on this thoroughfare.90	Yes	Yes	Fire Apparatus Access
This thoroughfare type will be privately owned and maintained.	This thoroughfare type will be privately owned and maintained.	This thoroughfare type will be privately owned and maintained.	Notes

Thoroughfare Type
- RD Road
- ST Street
- CS Commercial Street
- LN Lane
- RA Rear Alley
- PT Path
- PS Passage

Right-of-Way Width

Pavement Width

THOROUGHFARE STANDARDS

These Thoroughfare Standards supersede the provisions of appendix C, Chapter 6, Table 5.2.1 and section 5.5 of the Taylor Code of Ordinances and apply to all thoroughfares (*5-8*):

1. **Paving Materials.** In addition to paving materials and surfaces currently acceptable to the City asphalt pavers, brick pavers, and concrete pavers may be used. Paving materials and surfaces other than asphalt and concrete shall be maintained by a Property Owners Association (POA).
2. **Street Trees.** The following apply to street trees:
   - Street trees shall be Cedar Elm, Drake Elm, Bigtooth Maple, Chinquapin Oak, Monterey Oak, Red Oak, Texas Ash, or Pecan. Other tree species acceptable to the City shall be approved by warrant.
   - At retail frontages, the spacing of the trees may be irregular to avoid visually obscuring the shop fronts. Street trees are not required where a gallery, arcade, or colonnade is present.
   - The public frontage in T3 shall include trees planted in a naturalistic or regularly-spaced allee pattern of a single or alternated species with shade canopies of a height that, at maturity, clears at least one story.
   - The public frontage in T4 and T5 shall include trees planted in a regularly-spaced allee pattern of a single species with shade canopies of a height that, at maturity, clears at least one story.
   - Street tree spacing shall typically be as designated by the PD Thoroughfare Types and adapted as needed for specific locations. Specific areas may be exempted by warrant from required tree planting due to site conditions, design merit, and/or other extenuating circumstances.
   - Trees shall be maintained by a POA to permit sufficient vertical clearance in the travel lanes (12 ft. 6 in.) for moving vans, buses, emergency vehicles, and the like.
3. **Utility Easements.** Typically, water and sewer shall be provided in primary thoroughfares or civic spaces and other utilities shall be provided in secondary thoroughfares, with easements in these thoroughfares as required. Provision of utilities in easements on private lots shall be the exception and the location of last resort.
4. **Encroachments over Rights-of-Way.** Portions of buildings may be permitted to encroach over RsOW as consistent with the Lot Standards.
5. **Proposed Fire Apparatus Access.** This access, which may be provided by thoroughfares, or civic spaces shall be paved or otherwise structurally stabilized with a clear width of 20 feet and a 15-foot inside turning radius (*see Fire Apparatus Access Diagram*).
6. **Other Thoroughfare Standards.** Intersection angles and street jog offsets are acceptable if consistent with the Regulating Plan or minor adjustments therein. Maximum cul-de-sac length does not apply to alleys. Turn lanes may be required at intersections per traffic impact analysis.
7. **County Road 398.** Improvements to County Road 398 shall be determined by the City.

T3 Neighborhood Edge Zone

T4 Neighborhood General Zone

T5 Neighborhood Center Zone



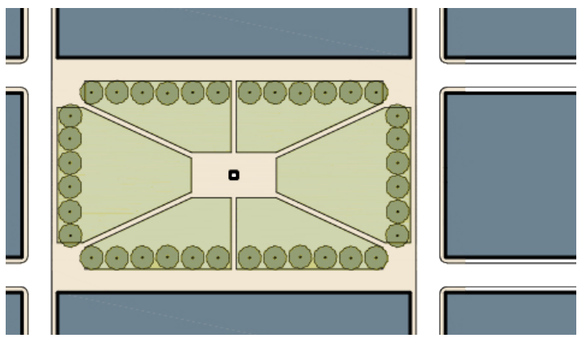
Park

A large open area available for recreation, usually located at the neighborhood edge often with buildings at some or all of the perimeter, but not always. Its landscape may comprise paved paths and unpaved trails, some open lawn, trees, and open shelters, ponds, and other natural features, all naturalistically disposed and requiring limited maintenance. A very large park serving as a corridor is a greenway.



Green

A medium-sized public space available for unstructured recreation, circumscribed by building facades, its landscape consisting mostly of grassy areas and trees, naturalistically disposed and requiring only limited maintenance.



Square

A public space, seldom larger than a block, at the intersection of important streets. A square is circumscribed spatially by frontages; its streetscape consists of paved walks, lawns, trees, and civic buildings all formally disposed and requiring substantial maintenance.

CIVIC SPACE STANDARDS

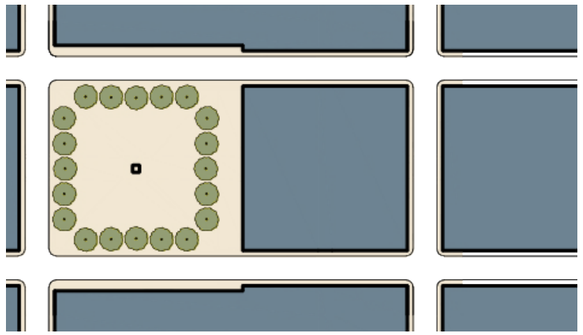
The following apply to all civic spaces:

1. **Maintenance and Ownership.** All civic spaces shall be owned and maintained by a POA.
2. **Open Space.** A minimum of 5% of the gross area of the property, including stormwater management areas which are above the floodplain, shall be open space (*see Open Space Diagram*). Refinements to the location and area of open spaces in the master plan are anticipated, but shall continue to meet this requirement.
3. **Sidewalks.** Civic spaces shall have sidewalks sufficient to provide access to all enfronting lots and provide connectivity to adjacent primary thoroughfares and civic spaces.
4. **Landscaping.** Landscaping for civic spaces, open spaces, and storm water management ponds shall follow the standards of the underlying zoning.
5. **Recreation Areas.** Swimming pools, recreation courts (tennis, handball, etc.), exercise facilities, recreation facilities, and related structures may be located within civic space.

T3 Neighborhood Edge Zone

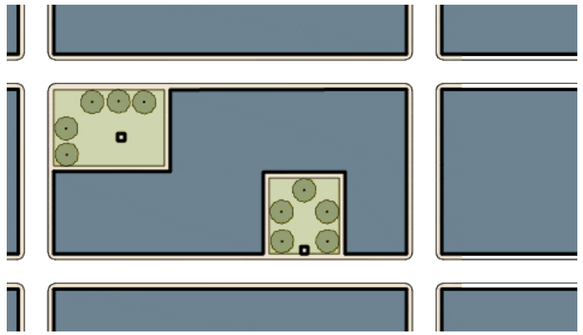
T4 Neighborhood General Zone

T5 Neighborhood Center Zone



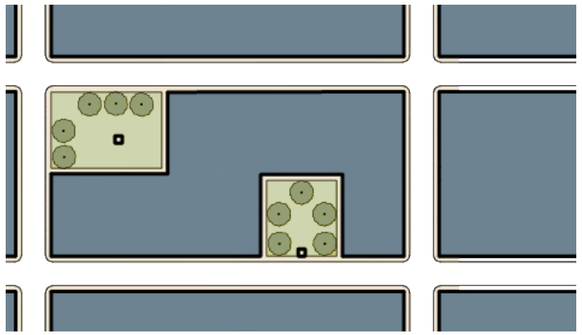
Plaza

A public space at the intersection of important streets set aside for civic purposes and commercial activities. A plaza is circumscribed by frontages, although not necessarily thoroughfares; its landscape consists of durable pavement for parking and trees requiring little maintenance.



Pocket Park

A small open space suitable for socializing, eating, and resting. Pocket parks may be equipped with benches and plantings, with tables and public art optional. They may be placed alongside thoroughfares or as intimate spaces within blocks, but should be visible from a thoroughfare (including paths). Pocket parks may be located anywhere.



Playground

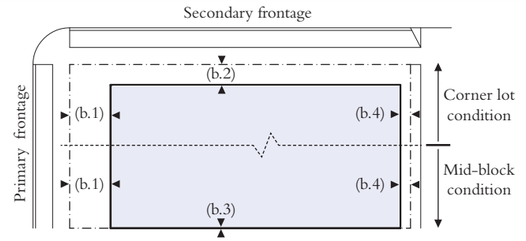
An open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within any civic space. There shall be no minimum or maximum size.



		T3: Neighborhood Edge Zone	T4: Neighborhood General Zone	T5: Neighborhood Center Zone	SD: Special District
a.	**Lot Dimensions**				
	Lot Width	120 ft. max.	120 ft. max.	180 ft. max.	No min. or max.
	Lot Coverage	70% max.	80% max.	95% max.	95%
b.	**Setbacks: Principal Building**				
(b.1)	Front Setback (Principal)	18 ft. min., 30 ft. max.	0 ft. min 18 ft. max.	0 ft. min. 12 ft. max.	0 ft. min., 12 ft. max.
(b.2)	Front Setback (Secondary)	12 ft. min., 30 ft. max.	0 ft. min 18 ft. max.	0 ft. min. 12 ft. max.	0 ft. min., 12 ft. max.
(b.3)	Side Setback	5 ft. min.	0 ft. min.	0 ft. min. 24 ft. max.	0 ft. min.
(b.4)	Rear Setback	4 ft. min.	4 ft. min.	4 ft. min.	4 ft. min.
	Primary Frontage Buildout	40% min.	50% min.	60% min	40% min.
c.	**Setbacks: Outbuilding**				
(c.1)	Front Setback (Principal)	20 ft. min. from facade	20 ft. min. from facade	40 ft. max. from rear prop.	40 ft. max. from rear prop.
(c.2)	Front Setback (Secondary)	12 ft. min., 30 ft. max.	0 ft. min 18 ft. max.	0 ft. min. 12 ft. max.	0 ft. min., 12 ft. max.
(c.3)	Side Setback	0 ft. or 5 ft. min.	0 ft. min. or 5 ft. min.	0 ft. min.	0 ft. min.
(c.4)	Rear Setback	4 ft. min.	4 ft. min.	4 ft. max.	4 ft. max.
d.	**Building Height**				
(d.1)	Principal Building	2 ½ Stories max.	3 Stories max.	5 Stories max.	3 Stories max.
(d.2)	Outbuilding	2 ½ Stories max.	2 ½ Stories max.	2 ½ Stories max.	2 ½ Stories max.
e.	**Private Frontages**				
	Common Lawn	permitted	not permitted	not permitted	not permitted
	Porch	permitted	permitted	not permitted	not permitted
	Terrace and Light Court	permitted	permitted	permitted	not permitted
	Forecourt	permitted	permitted	permitted	not permitted
	Stoop	permitted	permitted	permitted	not permitted
	Storefront and Awning	not permitted	permitted	permitted	permitted
	Gallery	not permitted	permitted	permitted	permitted
	Arcade or Colonnade	not permitted	permitted	permitted	permitted
f.	**Building Use**				
	Residential	open	open	open	No min. or max.
	Lodging	not permitted	limited	open	No min. or max.
	Office	not permitted	limited	permitted	No min. or max.
	Retail	not permitted	limited	permitted	No min. or max.
	Manufacturing	restricted	limited	open	No min. or max.
	Civic	permitted	permitted	permitted	No min. or max.

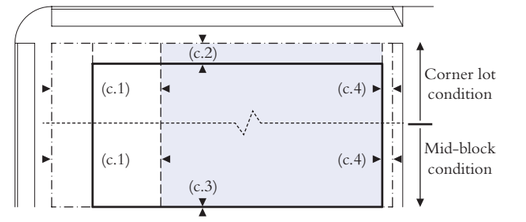
b. Setbacks: Principal Building

- The principal building shall be distanced from the lot lines as shown.
- Facades shall be built along the primary frontage to the specified primary frontage buildout percentage (measured as a percentage of the lot width). The primary frontage buildout requirement does not apply at secondary frontages.



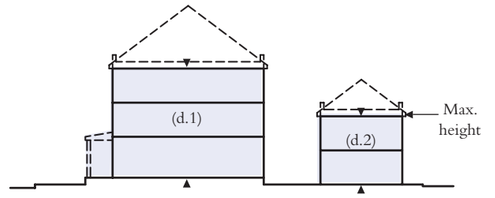
c. Setbacks: Outbuilding

- The outbuilding shall be distanced from the lot lines as shown.



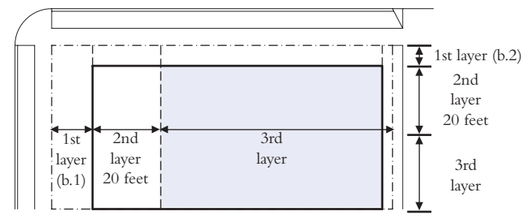
d. Building Height

- Building height shall be measured in number of stories, excluding attics and raised basements.
- Ground-floor habitable rooms at frontages shall be 10' min. floor-to-ceiling.
- Upper-story habitable rooms at frontages shall be 9' min. floor-to-ceiling
- Exemptions from height limits include: civic structures and monuments, chimneys, flag poles, and necessary mechanical appurtenances.



Parking Placement

- Parking (whether open, covered, or enclosed) shall only be provided within the third layer. Garages may be permitted in the first or second layer by variance.
- Parking shall be accessed by a rear alley or lane when such are provided.
- Parking spaces on private lots (including property owned by a POA) shall be masked from the frontage by a building or a minimum 8-foot tall masonry wall with piers every 8 feet.



Common Lawn: a facade set back substantially from the frontage line. The front yard should remain unfenced and be visually continuous with adjacent front yards. The intention is to emulate the character of buildings sitting in a common rural landscape. A front porch is encouraged but not required, as social interaction from the sidewalk is unlikely at such a distance.

Porch: a facade is set back from the frontage line with a front porch. The porch should be within a conversational distance of the sidewalk. Hedges, fences, or garden walls at the frontage line are encouraged to define the front yard. A great variety of porches is possible, but to be useful, none should be less than 8 ft deep.

Terrace and Light Court: a facade is set back from the frontage line with an elevated garden or terrace, or a sunken light court. This type can effectively buffer residential uses from the sidewalk, by creating an elevated front garden. The terrace created may also be suitable for restaurants and cafes, as the eye of the sitter is level with that of the standing passerby. The light court can give light and access to a basement.

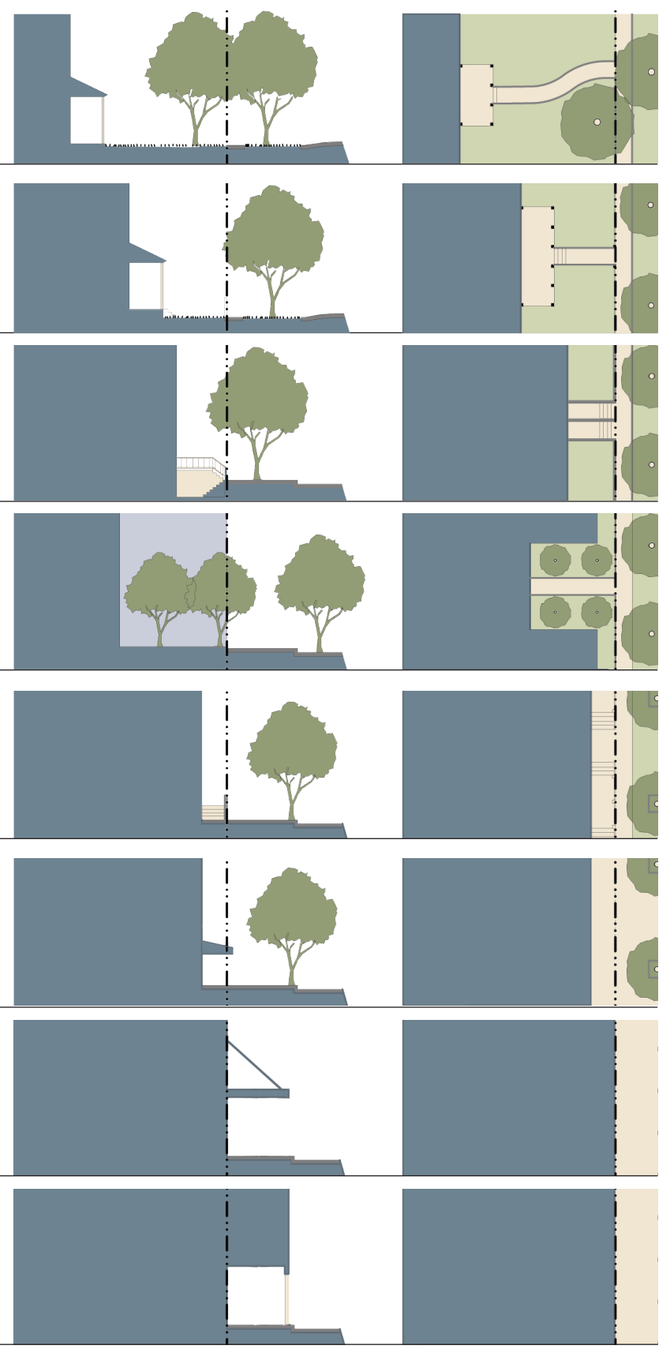
Forecourt: a facade is aligned close to the frontage line with a portion of it set back. The forecourt created is suitable for a garden or plaza, providing a transition from the public sidewalk to the building entry. This type should be used sparingly. Trees within the forecourts should be placed to have their canopies overhanging the sidewalks.

Stoop: a facade is aligned close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows. This type is suitable for buildings with ground-floor residential uses, such as townhouses and apartment buildings. This type may be interspersed with the storefront.

Storefront and Awning: a facade is aligned close to the frontage line with the entrance at sidewalk grade. This type is conventional for retail frontage. It is commonly equipped with a cantilevered shed roof or an awning. The absence of a raised ground story generally precludes residential uses on the ground floor, although residential uses may be present where retail is anticipated in the future.

Gallery: a roof extends over the sidewalk above while the building facade remains at the frontage line. This type is most common for office, retail, and manufacturing uses. To be useful, the gallery should be no less than 12 feet deep and should overlap the sidewalk to within 2 feet of a vehicular lane so that a pedestrian cannot bypass it.

Arcade or Colonnade: An arcade (arches) or colonnade (columns and beams) is a structure including habitable space extending over a sidewalk supported by arches and open to the adjacent street or civic space. The ground story remains at the frontage line while the facade of the upper stories overlaps the sidewalk. This type is most common for office, retail, and manufacturing uses.



T3 Neighborhood Edge Zone
T4 Neighborhood General Zone
T5 Neighborhood Center Zone
SD: Special District

1. **Special District.** Any lot zoned as Special District may be rezoned to T5 by warrant and improved in compliance with all standards applicable to T5.
2. **Height Limits.** In addition to requirements in these Standards, the height and form of all buildings may be further restricted due to the proximity of the Taylor Municipal Airport. Building height and form are subject to review and approval by all relevant authorities.
3. **Dwelling size.** There is no minimum dwelling size.
4. **Number of buildings and units.** Lots may have more than one building. Corner lots may have two accessory units provided that one faces the secondary frontage.
5. **Accessory Unit Square Footage.** The conditioned space of an accessory unit within a primary building or an outbuilding shall not exceed 800 square feet, excluding the stair, landings, and any parking areas.
6. **Building entrance.** The primary entrance to a primary building, including multi-family buildings, shall face the primary frontage of that lot. The primary entrance to accessory buildings may face any thoroughfare type.
7. **Landscaping.** Landscaping on private lots is only required at frontages unless noted otherwise and required plantings shall comply with City requirements.
   - **Front Yard Trees.** Front yards of a depth greater than 12 ft. require one deciduous tree of a minimum height of 30 ft. at maturity and one additional tree for every 18 linear ft. of frontage not occupied by a terrace, stoop, or porch.
   - **Lawn.** Lawn is prohibited at frontages in T5 and SD and in all zones where the lawn area is 6 ft. or less in either dimension.
   - **Planting.** Plant material, including ground cover, shall be planted no farther apart than 12 in.
   - **Artificial Plants.** Artificial plants may not be used to satisfy the requirements herein.
   - **Erosion Control.** Erosion control is required where there is no landscape or hardscape.
8. **Site Perimeter Landscaping.** There is no site perimeter landscaping requirement.
9. **Fences.** A fence along a shared rear or side lot line shall be no closer than 5 ft. to another fence. Alternatively, neighbors may share a single fence along a shared side or rear lot line. Fences within the first lot layer shall be painted.
10. **Parking Standards.** There shall be no minimum or maximum parking standards.
11. **Parking Lots.** Given the intention of building a compact, walkable, urban community, parking lots shall be located to the interior of blocks and shielded from frontages with buildings and walls. The following requirements apply for T3, T4, and T5:
    - **Connections.** Parking lots on adjacent private lots shall connect to one another.
    - **Surfacing.** Parking lots shall be asphalt, semi-permeable soil pavers, gravel, brick, brick pavers, concrete pavers, asphalt pavers, granite, or concrete, all of which shall be graded and drained to dispose of surface water into appropriate structures.
    - **Light Spillover.** Given the intention of making parking lots as compact as possible and creating shared access from one owner's parking lot to another, parking lot lighting may spill over onto an adjacent parking lot.
    - **Landscaping.** Landscaping in parking lots shall comply with the following requirements: one tree island (of 100 sq. ft. min. with one 2 in. min. caliper tree and filled with ground cover) is required for every 10 spaces that are side-by-side. Parking lots of fewer than 50 spaces and parkways of two drive aisles or less in width are exempt from landscaping requirements.
12. **Fire Apparatus Access.** Proposed fire apparatus vehicle access is as shown on the Fire Apparatus Access Diagram, typically within 150 feet of all buildable area on a lot. This access, which may be provided by primary or secondary thoroughfares, shall be paved with a clear width of 20 ft. and a 15 ft. inside turning radius. Buildings on portions of lost greater than 150 ft. from the Fire Apparatus Vehicle Access Route may require a fire suppression system to meet building and fire code requirements.
13. **Other subdivision standards.** Lots may front on thoroughfares or civic spaces, whether owned publicly or privately, through which access to residences may be established, consistent with the Regulating Plan or minor adjustments therein. Lots may be configured as shown on the Regulating Plan, and shall be consistent with the Lot Standards. No maximum block length is required. Intersection angles and street jog offsets are acceptable if consistent with the Regulating Plan or minor adjustments therein. Maximum cul-de-sac length does not apply to alleys.
14. **Encroachments.** Permitted encroachments into setbacks shall be as shown on the chart below. Additionally, windowsills, belt courses, bay windows, cornices, eaves, footings, and ornamental features may encroach into any setback. All encroachments into utility easements are subject to the permission of the affected easement owner. (*see Permitted Encroachments table*)
15. **Facades.** Facades shall be built parallel to a rectilinear primary frontage line or to the chord of a curved primary frontage line.
16. **Ground Floor Grading.** At the ground floor, residential and private rooms in lodging uses shall be raised a minimum of 2 feet from the average sidewalk grade at the primary frontage for the purpose of establishing privacy.
17. **First-Story Glazing.** The first story of each facade shall be glazed with clear glass for a minimum of 30% of the wall area of the first story, with each facade being calculated independently.
18. **Upper-Story Glazing.** Above the first story of each facade, openings shall be glazed with clear glass for a maximum of 50% of the wall area above the first story, with each facade being calculated independently.
19. **Storefront Glazing.** At storefronts, the first story of the facade shall be glazed with clear glass for a minimum of 70% of the wall area of the first story and shaded by an awning or canopy that extends over the sidewalk.
20. **Pitched Roofs.** Pitched roofs, if provided, shall be symmetrically sloped no less than 4:12, except that roofs for porches and attached sheds may be no less than 2:12.
21. **Flat Roofs.** Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment.

Permitted Encroachments

	Setbacks Facing Frontages	Side and Rear Setbacks	Thoroughfares (incl. ROW) [1]
Patios [ii]		•	
Decks [ii]		•	
Mech. Equipment		•	
Utility Meters		•	
Window Wells		•	
Stoops and Steps [ii]	•	•	
Porches and Steps [iii]	•	•	
Chimneys	•	•	
Hedges, Fences, & Garden Walls	•	•	
Bay Windows	•	•	•
Turrets/Towers	•	•	•
Eaves	•	•	•
Overhangs	•	•	•
Balconies	•	•	•
Ramps	•	•	•
Awnings		•	•
At Commercial Uses Only			
Merchandise	•	•	•
Cafe Tables	•	•	•
Chairs	•	•	•
Umbrellas	•	•	•
Planters	•	•	•
Heaters	•	•	•
Arcades [i]	•	•	•
Colonnades [i]	•	•	•
Galleries	•	•	•
Canopies	•	•	•
Marquees	•	•	•
Signs	•	•	•
Lights	•	•	•
Buildings [iv]	•		•

Notes:

i. To within 2 feet of vehicular lanes. A 7-foot minimum clear height shall be maintained, with the exception of columns, piers, and posts. A 5-foot minimum pedestrian clear zone shall also be maintained.

ii. May encroach into setbacks up to 6 feet.

iii. May encroach into setbacks up to 12 feet.

iv. Conditioned habitable space may encroach into the R.O.W above an Arcade or Colonnade as indicated, if a 12'-6" height clearance is maintained.

	T3: Neighborhood Edge Zone	T4: Neighborhood General Zone	T5: Neighborhood Center Zone	SD: Special District
Residential	**Open Residential:** Up to six dwelling units and one accessory dwelling unit are permitted on each lot.			Residential Uses are not permitted.
Lodging	**Restricted Lodging:** The property shall be owner-occupied. The number of bedrooms available for lodging shall be limited to 8. Breakfast may be provided to overnight guests before noon each day. (e.g. bed & breakfast or inn)	**Limited Lodging:** The number of bedrooms available for lodging shall be limited to 8. Breakfast may be provided to overnight guests before noon each day. (e.g. bed & breakfast or inn)	**Open Lodging:** Food service may be provided at all times. The maximum length of stay shall not exceed 90 days.	
Office	**Restricted Office:** The area available for office use shall be limited to the first story.	**Limited Office:** The area available for office use shall be limited to the first story.	Office uses are permitted.	
Retail	Retail uses are not permitted.	**Limited Retail:** The building area available for retail use shall be limited to the first story of buildings on corner lots. The specific use shall be further limited to neighborhood store or food service seating no more than 30.	Retail uses are permitted.	
Manufacturing	**Restricted Manufacturing:** Manufacturing uses are permitted in rear yards only. (e.g. home workshop, artist studio, woodcraft, furniture refinishing, bicycle repair).	**Limited Manufacturing:** Manufacturing uses shall be limited to the first story of buildings on corner lots. (e.g. home workshop, artist studio, woodcraft, furniture refinishing, bicycle repair).	**Open Manufacturing:** Manufacturing uses are permitted. (e.g. home workshop, artist studio, woodcraft, furniture refinishing, bicycle repair).	
Civic	Civic uses are permitted in any Transect Zone, but shall be of a scale that limits the adverse impacts to neighbors at most times.			

Prohibited Uses

The uses listed below, regardless of whether the proposal will be a primary or accessory use, shall be prohibited in this PD:

- Adult Entertainment
- Automobile and/or Truck Washing Facility
- Automobile Body Repair Shop
- Automobile Fueling Station
- Cell Towers exposed to view
- Central Processing Facility for Solid Waste Transfer, Materials Resource Recovery and/or Recycling
- Commercial Amusement, Outdoor
- Commercial Kennels and Animal Husbandry
- Commercial Stable
- Concrete or Asphalt Batching Plant
- Construction and Demolition Debris Disposal Facility
- Distribution Facilities
- Solid Waste Incinerators
- Junk & Wrecked Vehicle Salvage Yard Facility
- Methane Recovery Facility associated with Soil Removal
- Mineral Extraction and Surface Mining
- Motor Vehicle Impound lots
- Mover Storage Facility
- Moving Truck and Trailer Rental
- Outdoor Vending Machines, except those for bikes, scooters, etc.
- Paint Mixing & Spraying Facility
- Petroleum or Related Products Refining or Distributor
- Plastic & Rubber Products Manufacture
- Race Tracks
- Recycling and Salvage Center (except architectural salvage)
- Salvage Motor Vehicle Auction or Pool Facility
- Sanitary Landfill
- Shooting Range, Outdoor
- Solid Waste Disposal Facility
- Truck Stop
- Truck Terminals
- Wind Energy Conversion System, Large Wind Farms
- Other uses which create an adverse impact on adjacent properties adjacent to this community (noise, vibration, odor, pollution, etc.). Impacts confined to this community are not considered adverse.

Similar Uses: For a proposed use not listed herein, a Warrant may be issued as described elsewhere in these PD Standards.

Use Standards

1. **Signs.** The following sign standards apply to commercial uses:
   - One blade sign for each business entrance may be installed perpendicular to the facade. Such a sign shall not exceed 6 square feet and shall clear the sidewalk by 8 feet.
   - One band sign may be applied to the facade of each storefront. Such a sign shall not exceed 3 feet in height by any length.
   - Signage shall be externally illuminated or neon.



Example of a blade sign.



Example of a band sign.

Accessory Unit: an Apartment not greater than 800 square feet sharing ownership and utility connections with a Primary Building; it may or may not be within an Outbuilding.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Apartment: a Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Attic: the interior part of a building contained within a pitched roof structure.

Backbuilding: a single-Story structure, open or enclosed, connecting a Primary Building to an Outbuilding.

Band Sign: a band of lettering across the entire width of a building or storefront.

Bed and Breakfast: *See Use.*

Blade Sign: a two-sided sign board hung from a projecting element at 90 degrees to the building facade.

Block: the aggregate of private Lots, Secondary Thoroughfares, and Parking Lots, circumscribed by Primary Thoroughfares.

Civic: Organizations dedicated to arts and culture, education (including schools), government, recreation, religion, social service, transit, as well as cemeteries, municipal parking, post offices, wedding chapels and the like.

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings.

Commercial: the term collectively including Lodging, Office, and Retail Uses.

Common Lawn: *See Frontage Types.*

Curb: the edge of the vehicular pavement that may be raised or flush. It usually incorporates the drainage system.

Driveway: a vehicular lane within a Lot, often leading to a garage.

Dwelling Unit: one or more rooms used, or intended to be used for occupancy by one person or a group of persons living together as a family. Each installation of kitchen facilities consisting of at least a stove or cooking device and a sink shall be a separate dwelling unit.

Effective Turning Radius: *See Definitions: Illustrated.*

Elevation: *See the following page.*

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: to place an element along a Frontage, as in "porches Enfront the street."

Facade: *See Definitions: Illustrated.*

Frontage: *See Definitions: Illustrated.*

Frontage Line: *See Definitions: Illustrated.*

Frontage Buildout: That portion of a setback line which shall have a building facade on it.

Gallery: *See Frontage Types.*

Green: *See Civic Space Types.*

Inn: *See Use.*

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Use. The Commercial Use may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. (Syn. flexhouse.)

Lodging: Premises available for short-term human habitation, including daily and weekly rental.

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Layer: a range of depth of a Lot within which certain elements are permitted. *See Definitions: Illustrated.*

Lot Line: *See 17.*

Lot Width: the length of the Primary Frontage Line of a Lot.

Manufacturing: Premises available for the creation, assemblage, and/or repair of artifacts including their retail sale except when such activity creates adverse impacts.

Office: Premises available for the transaction of general business including medical and dental offices, clinics and outpatient facilities, but excluding retail sales and manufacturing.

Open Space: land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: a building, usually located toward the rear of the same Lot as a Primary Building, and sometimes connected to the Primary Building by a Backbuilding. *See Definitions: Illustrated.*

Park: *See Civic Space Types.*

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pavement Radius: *See Definitions: Illustrated.*

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: *See Civic Space Types.*

POA: Property Owners Association

Primary Building: the main building on a Lot, usually located toward the Frontage. *See Definitions: Illustrated.*

Primary Entrance: the main point of access for pedestrians into a building.

Primary Frontage: *See Definitions: Illustrated. See* **Frontage.**

Private Frontage: *See Definitions: Illustrated. See* **Frontage.**

Public Frontage: *See Definitions: Illustrated. See* **Frontage.**

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys are typically paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

Residential: Premises available for long-term human habitation by means of ownership or rental for more than 30 days.

Retail: Premises available for the commercial sale of merchandise, services, and prepared foods (including restaurants), but excluding manufacturing.

Right-of-Way (R.O.W.): *See Definitions: Illustrated.*

Road (RD): a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3).

Secondary Frontage: *See Definitions: Illustrated. See* **Frontage.**

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed on the Lot Standards. *See Definitions: Illustrated.*

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Square: S*ee Civic Space Types.*

Stoop: *See Frontage Types.*

Storefront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade.

Story: a habitable level within a building, excluding an Attic or raised basement.

Street (ST): a local urban Thoroughfare of low speed and capacity.

Swale: a low or slightly depressed natural area for drainage.

T-zone: *See* **Transect Zone.**

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. *See the following page.*

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone: One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. (syn. T-zone)

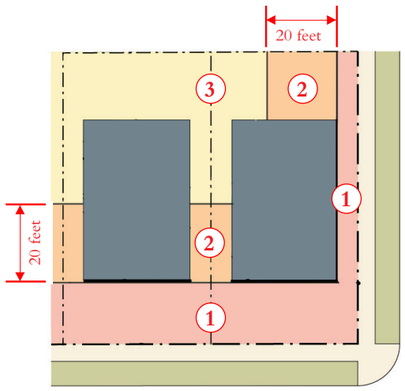
Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. *See Definitions: Illustrated.*

Use: the function or functions accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use.

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of these PD Standards. Variances are granted by the Zoning Board of Adjustment in a public hearing.

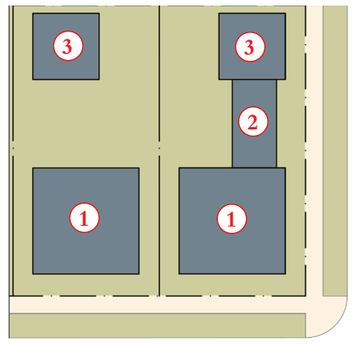
Warrant: a ruling that would permit a practice that is not consistent with a specific provision of these PD Standards, but that is justified by its Intent. Warrants are granted administratively. .

Lot Layers



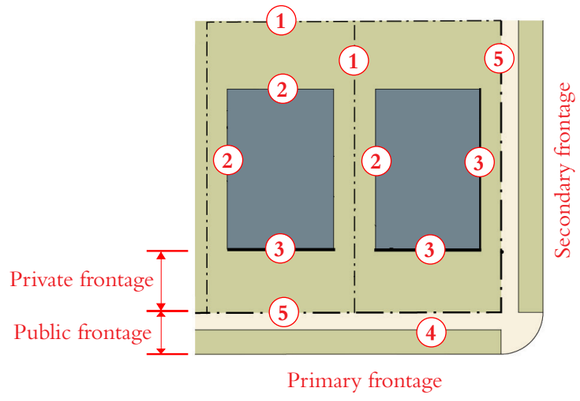
1. **1st Layer**
2. **2nd Layer**
3. **3rd Layer**

Principle Building & Outbuilding



1. **Primary Building**
2. **Backbuilding**
3. **Outbuilding**

Frontage & Lot Lines



1. **Lot Line**: the boundary that legally and geometrically demarcates a lot.
2. **Elevation**: an exterior wall of a building not facing a frontage line.
3. **Facade**: the exterior wall(s) of a building that is (are) set along a frontage line. Facades face frontage lines and define the public realm, and are therefore more regulated than the elevations facing other lot lines.
4. **Right-of-Way (R.O.W.):** the composite public area dedicated to circulation, including the vehicular way and the streetscape.

   Frontage: the area between a building facade and a thoroughfare or civic space, inclusive of its various built and planted components. Frontage is divided into private frontage and public frontage.
5. **Frontage Line:** the line between the public and private frontage, (primary or secondary). The frontage line is co-incident with the property line(s), at frontages.

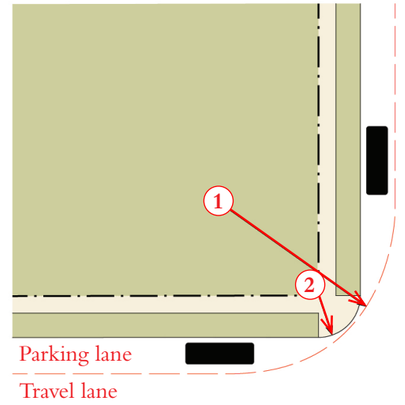
   Primary Frontage: on lots with multiple frontages, the frontage which will bear the address and primary entrance to the building.

   Secondary Frontage: on lots with multiple frontages, the frontage(s) that are not the primary frontage.

   Private Frontage: the privately held Layer between the Frontage Line and the Primary Building Facade.

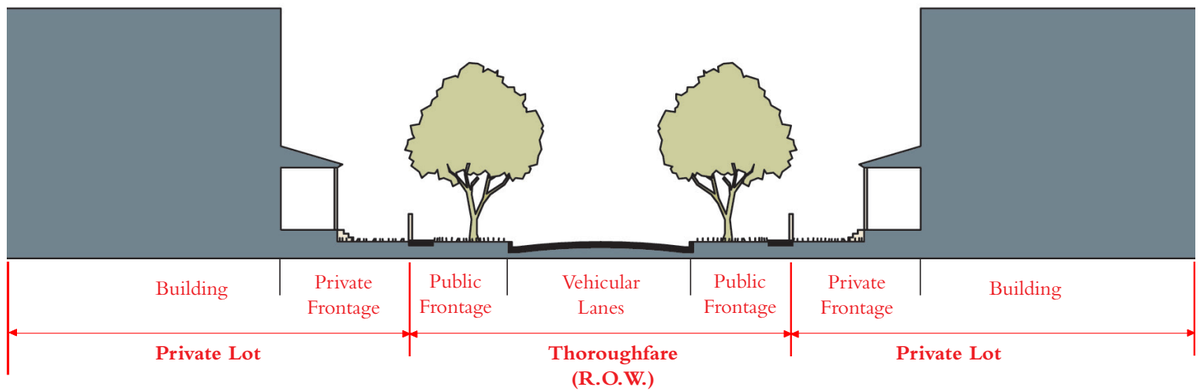
   Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line.

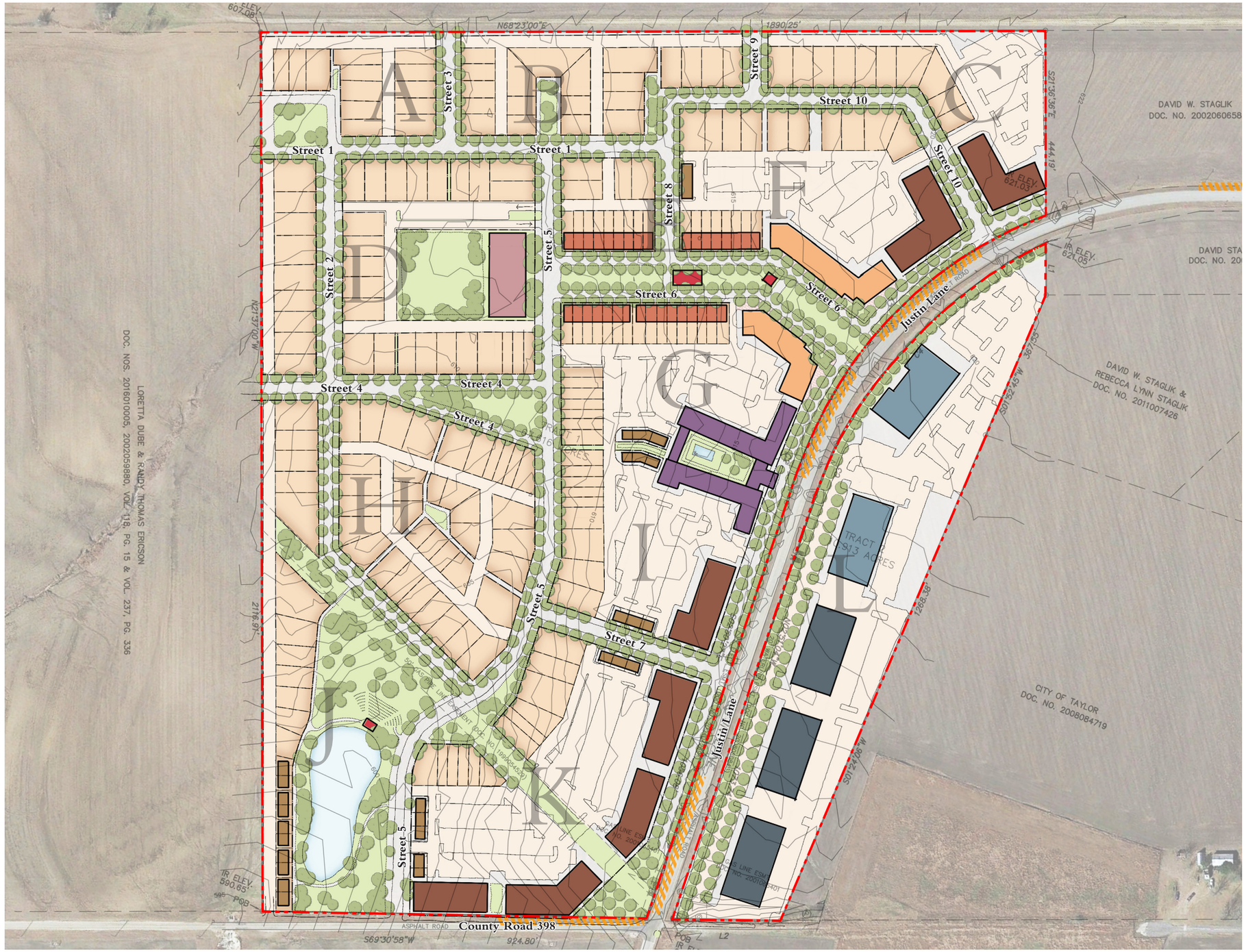
Turning Radius



1. **Effective Turning Radius:** the measurement of the inside turning radius taking parked cars into account.
2. **Pavement Radius:** the curved edge of a vehicular lane at an intersection, measured at the inside edge of the travel lane if there is no on-street parking, or the parking lane if there is. The smaller the pavement radius, the more slowly the vehicle is forced to make the turn.

Thoroughfare & Frontages



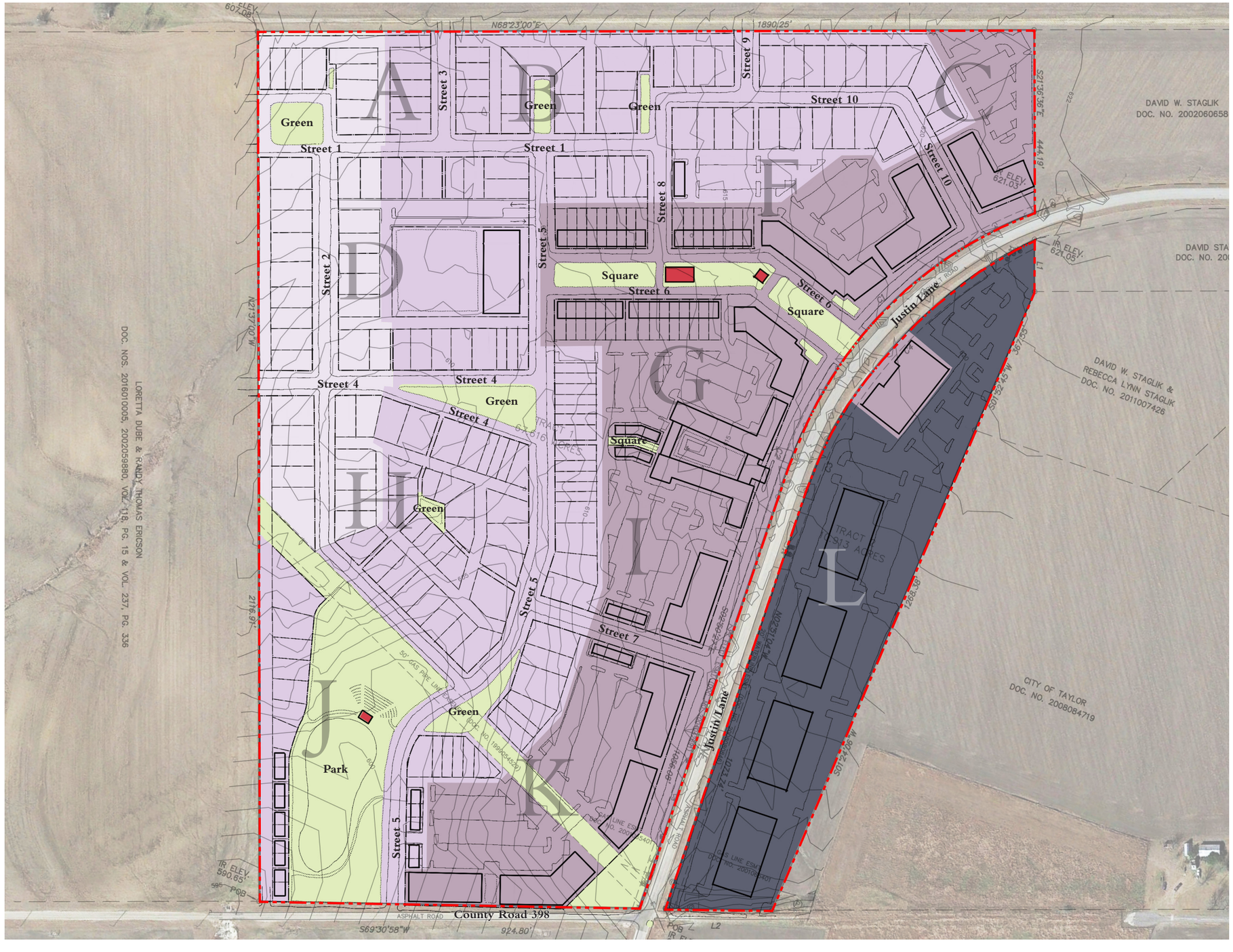


Key

- Site Boundary
- Single-Family Att. & Det.
- Liner Townhouses
- 4-Story Apartments
- Strip Center Retail
- Live-Work Retail
- Day Care
- Hotel
- Flex Office
- Light Industry
- Civic Building

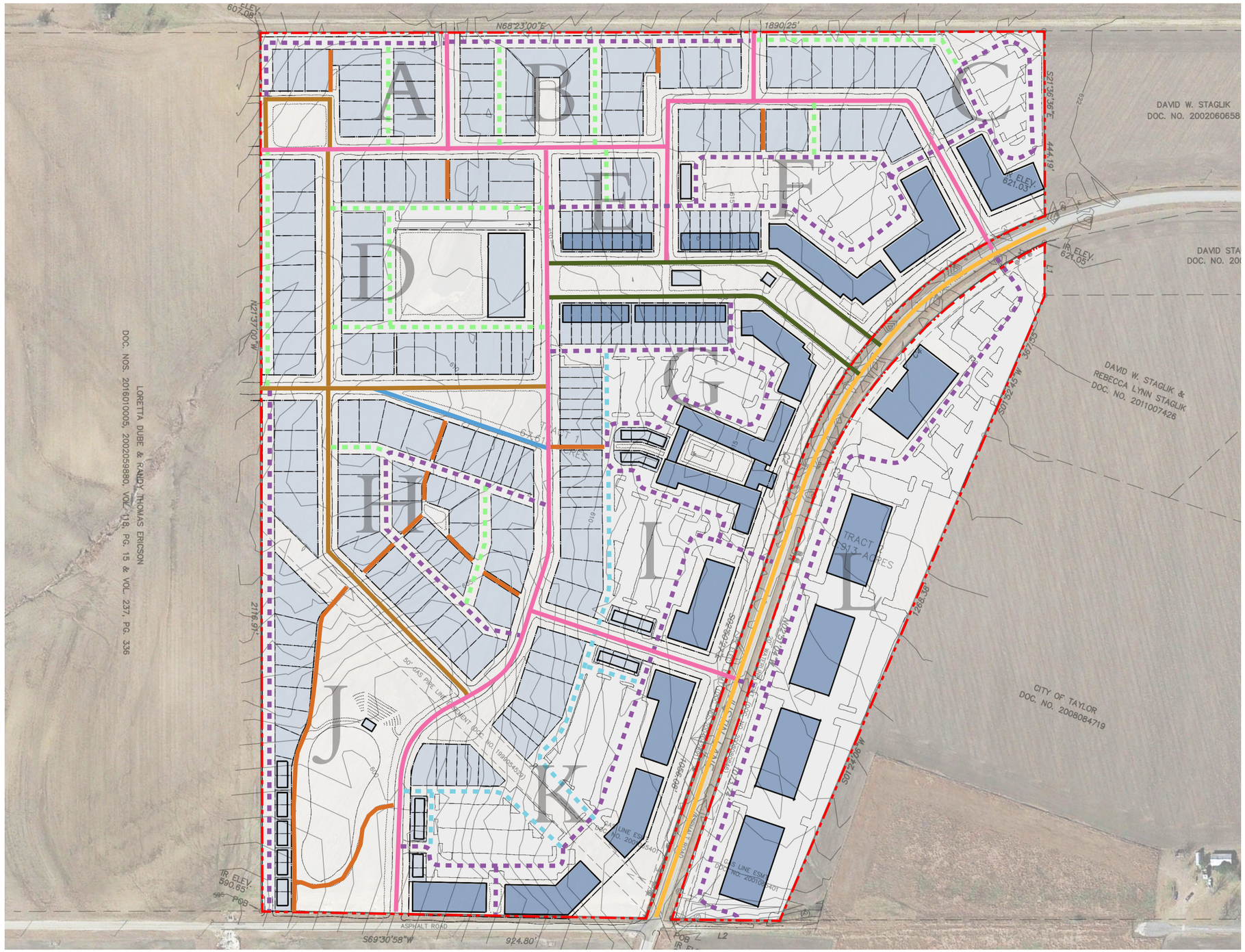
0 ft 125 ft 250 ft 500 ft

N



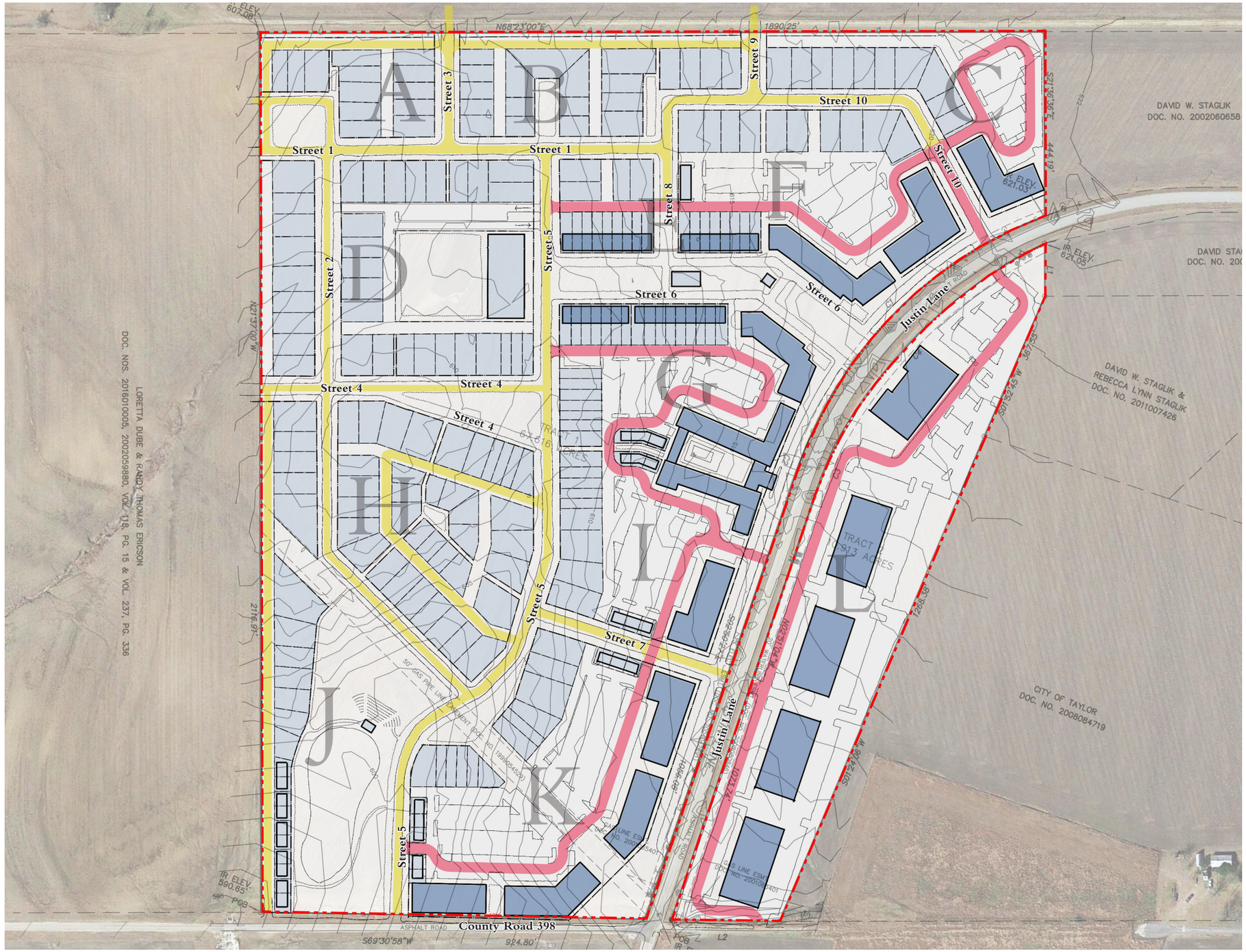
Key

- T3: Neighborhood Edge Zone
- T4: Neighborhood General Zone
- T5: Neighborhood Center Zone
- SD: Special District
- X — Block Letter
- XX-#-# — Thoroughfare Number & Type
- Civic Space
- Civic Building
- R.O.W.
- Lot Line
- Primary Frontage
- Secondary Frontage



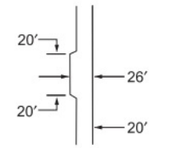
Thoroughfare Types Key

- Justin Lane
- ST-40-20
- ST-50-28
- ST-60-34
- CS-40-28
- PT-V-5
- FA-30-20
- RA-24-12
- CA-26-26



Fire Apparatus Access Notes

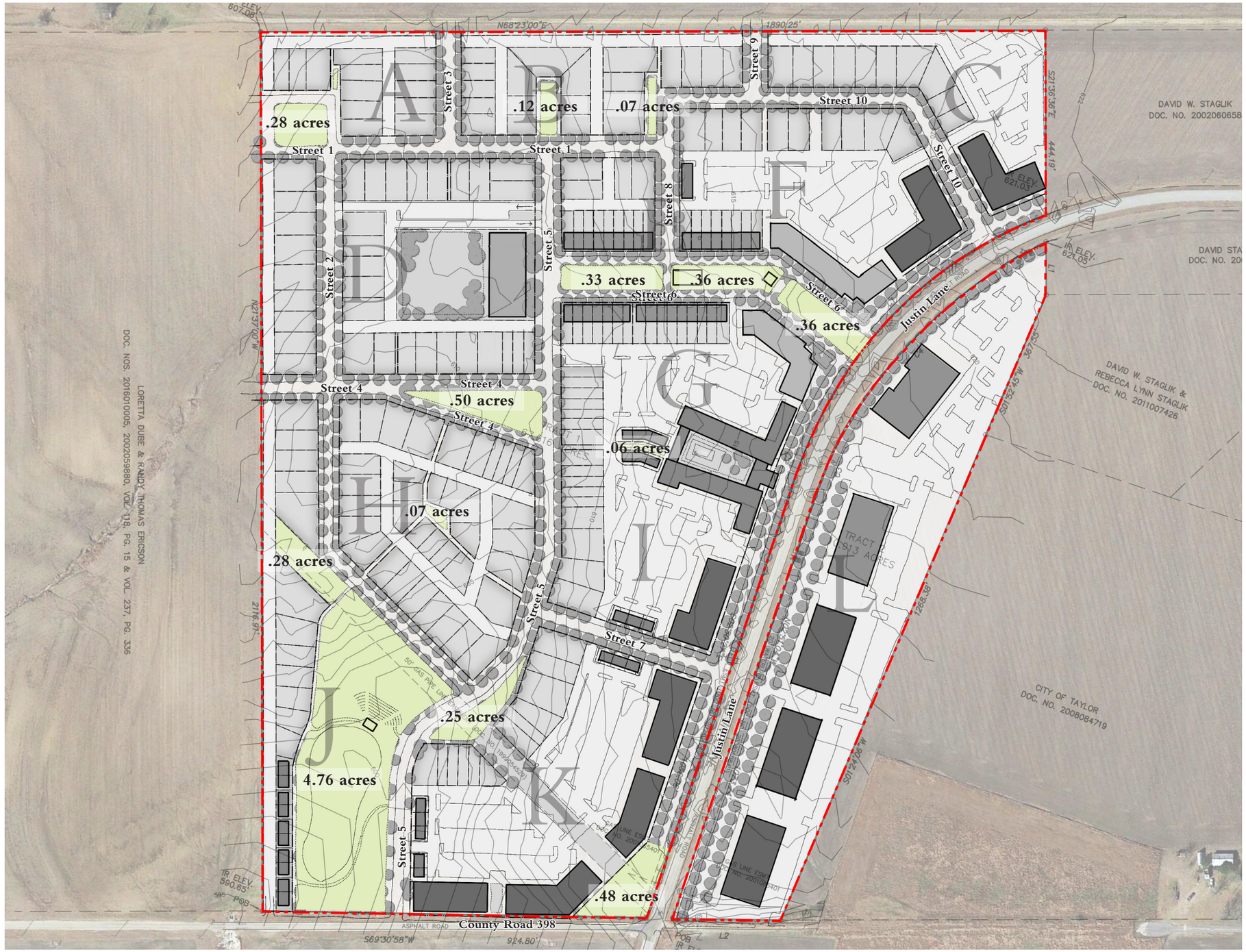
1. Applicants understanding of the relevant standards from these fire apparatus access notes to be confirmed by the City of Taylor.
2. For buildings 30+ feet tall:
   - Fire Apparatus Access Roads shall be 26 feet clear minimum.
   - Fire Apparatus Access Roads shall be between 15 and 30 feet from the building.
   - Fire Apparatus Access Roads shall provide access to one complete side of the building, as determined by the Fire Official.
3. Fire Apparatus Access Roads shall be 20 feet clear minimum for buildings less than 30 feet tall:
4. All Fire Apparatus Access Roads shall have an effective inside turning radius of 25 feet.
5. All Fire Apparatus Access Roads shall be a maximum distance of 150 feet from all portions of any building.
6. Where a fire hydrant is located on a Fire Apparatus Access Road, the minimum road width shall be 26 feet (7925 mm), exclusive of all shoulders (*see graphic below*).



MINIMUM CLEARANCE AROUND A FIRE HYDRANT

Key

- 26-foot Fire Apparatus Access Road
- 20-foot Fire Apparatus Access Road
- Buildings over 30 feet
- Lots with buildings under 30 feet



Key

Open Space

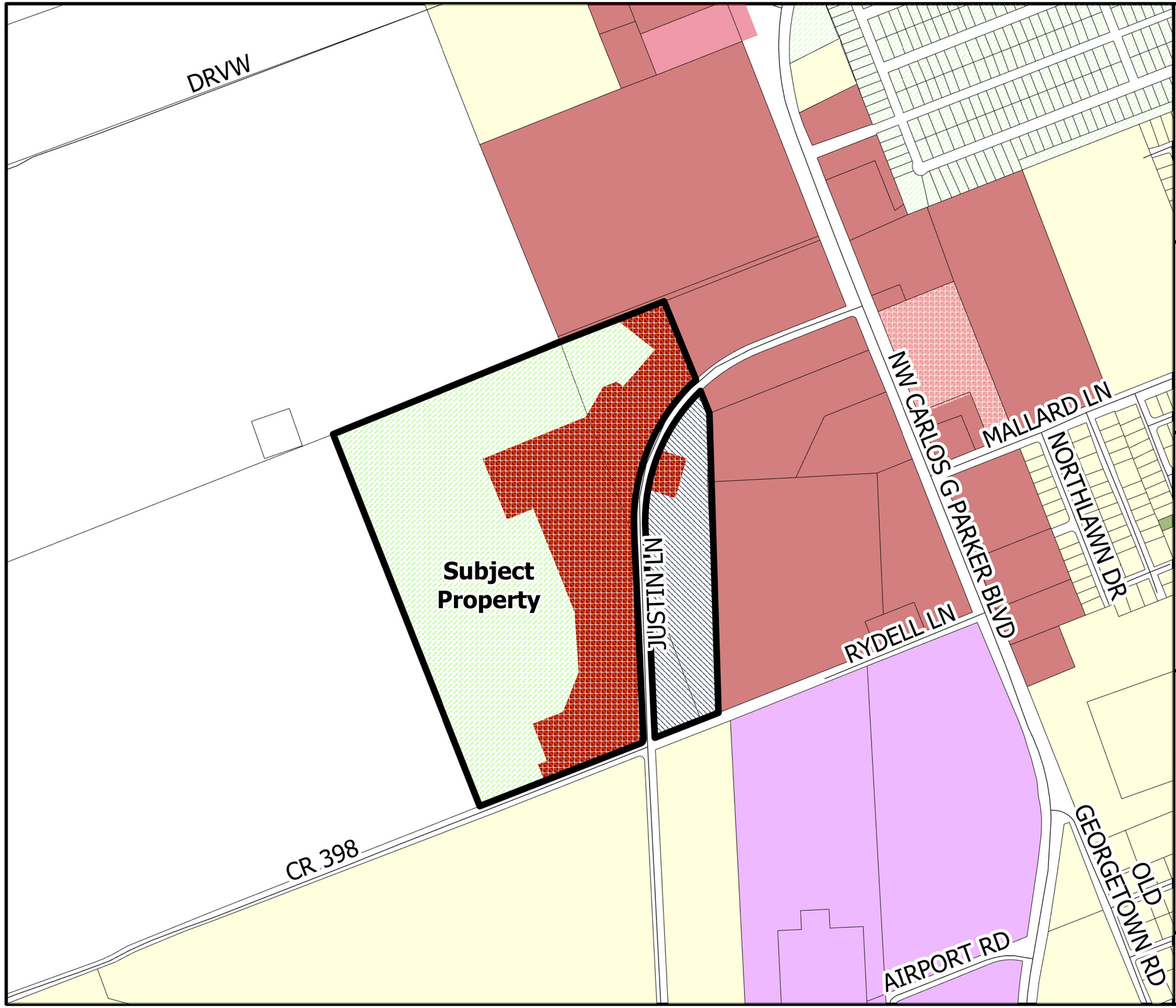
Total Area: **7.85 acres**

Open Space Ratio: **10.0%**



Thoroughfare Names and Addressing Key

1	_____ Street	12	_____ Way
2	_____ Street	13	_____ Way
3	_____ Street	C	County Road 398
4	_____ Street	J	Justin Lane
5	_____ Street	■	Sign
6	_____ Street		
7	_____ Street		
8	_____ Street		
9	_____ Street		
10	_____ Street		
11	_____ Way		



Taylor Texas
CITY OF TAYLOR TX

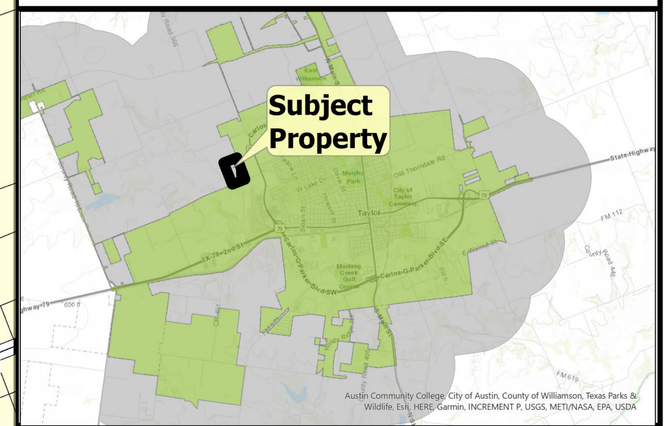
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PZ-2022-1544

Taylor Heights
PD/Re-Zoning
Proposed Zoning Map
Approximately 78.53 Acres

Legend
- Subject Property
- Parcels
- Streets

ZONING
- B-1
- B-2
- B-2/CPD
- M-1 Light Industrial
- P Parks
- R-1 Single Family
- R-1/RPD: Residential Planned Development
- B-1/CPD
- M-1/CPD



0 500 1,000 US Feet

City of Taylor
Comprehensive Plan Adoption
Staff Report

Requested Action:
Receive a presentation and consider a recommendation to City Council on the second 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. The City completed an amendment to the comprehensive plan on May 12, 2022 to reflect the changes associated with the Samsung plant.

On June 27, 2022, the City Council held a joint meeting with the Economic Development Corporation to discuss utility availability along the US 79 west corridor and the Growth Sector and Land Use designations in that corridor.

On August 25, 2022, City Council requested that Rebecca Leonard with Lionheart Places, the City's lead consultant on the Envision Taylor comprehensive plan, provide insight on possible revisions to the Growth Sector and Future Land Use plans. Council directed staff to engage Lionheart to conduct a process of public engagement and prepare a recommendation to Council based on that engagement process.

Lionheart conducted meetings September through December of 2022 with the Comprehensive Plan Advisory Committee, focus groups and the general public to receive input on possible revisions to the comprehensive plan. Lionheart presented recommendations on revisions to the comprehensive plan to City Council on January 12,

2023, and received direction to move forward with those changes. A public open house was held on February 6, 2023, to review the draft revisions.

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

October 3, 2022 – Comprehensive Plan Advisory Committee
November 15, 2022 – Focus Group Meetings
November 29, 2022 - Public Meeting
December 12, 2022 – Comprehensive Plan Advisory Committee
January 12, 2023 – City Council scoping presentation
February 6, 2023 – Public open house

The scope of the amendment includes the following:

- Revisions to the Growth Sectors map to change the name of the Restricted Growth Sector to Future Growth Sector and to add two tiers to the Controlled Growth Sector
- Revisions to the Future Land Use plan and map to add land to the Special Employment District
- Addition of one and revision of another implementation action:
    - Revise strategy #5 – regarding managing growth in the Future Growth Sector
    - Add strategy #18 – regarding developing a policy for the creation of special districts including MUDs, PIDs and others
- Add a section that describes the 2nd amendment process and outcomes
- Make cleanup and consistency edits throughout

Staff Recommendation:

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

Attachments:

1. Presentation
2. Draft 2nd amendment of the Envision Taylor Comprehensive Plan

TAYLOR COMPREHENSIVE PLAN UPDATE
PLANNING COMMISSION

February 14, 2023



LIONHEART

PURPOSE

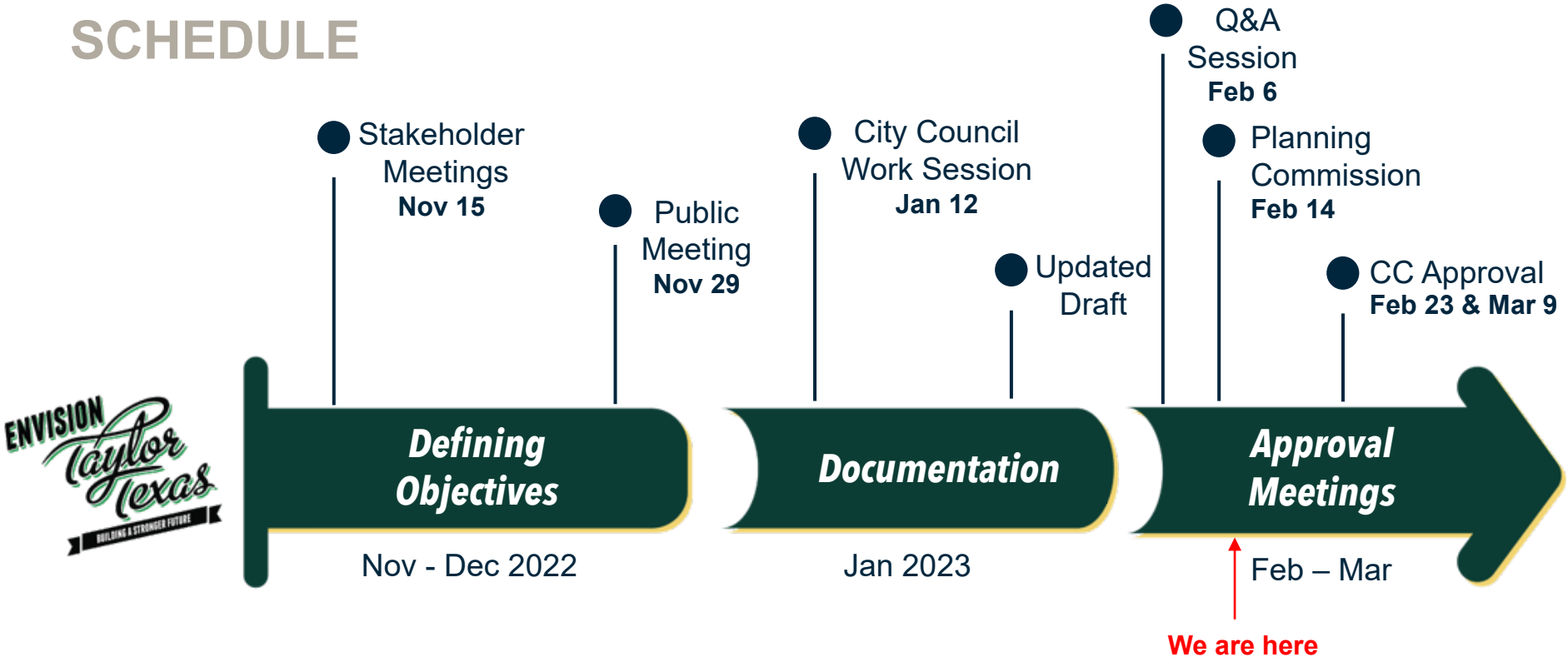
Of the update:

- To clarify the growth policies at the edges of the developed area of the City of Taylor.
- To explore what is and isn't working with the Restricted Growth Sector.

Of tonight’s hearing:

- Share input we gathered from working groups and public meeting.
- Explore the proposed strategies for updating the Comprehensive Plan.

SCHEDULE


Stakeholder Meetings
Nov 15
Public Meeting
Nov 29
City Council Work Session
Jan 12
Updated Draft
Q&A Session
Feb 6
Planning Commission
Feb 14
CC Approval
Feb 23 & Mar 9
Defining Objectives
Nov - Dec 2022
Documentation
Jan 2023
Approval Meetings
Feb – Mar
We are here

BACKGROUND | COMPREHENSIVE PLAN TIMELINE

The City of Taylor adopted the *Envision Taylor Comprehensive Plan* on

November 18, 2021

The City of Taylor approved an update to the *Envision Taylor Comprehensive Plan* following the announcement of the Samsung facility on

May 12, 2022

Restricted Growth Sector

Since the announcement of the Samsung facility, there has been an increased amount of development pressure in the Restricted Growth Sector. Due to this pressure, there are outstanding questions about if and how the Restricted Growth Sector should be interpreted, updated, and implemented.

BACKGROUND | BIG IDEAS



Community Character

Maintain Taylor's small-town atmosphere.



Inclusive Growth

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



Economic Resilience

Support and promote unique, local businesses.



Diverse Housing

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



Fiscal Sustainability and Infrastructure

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

POLICY STATEMENTS

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

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

T2

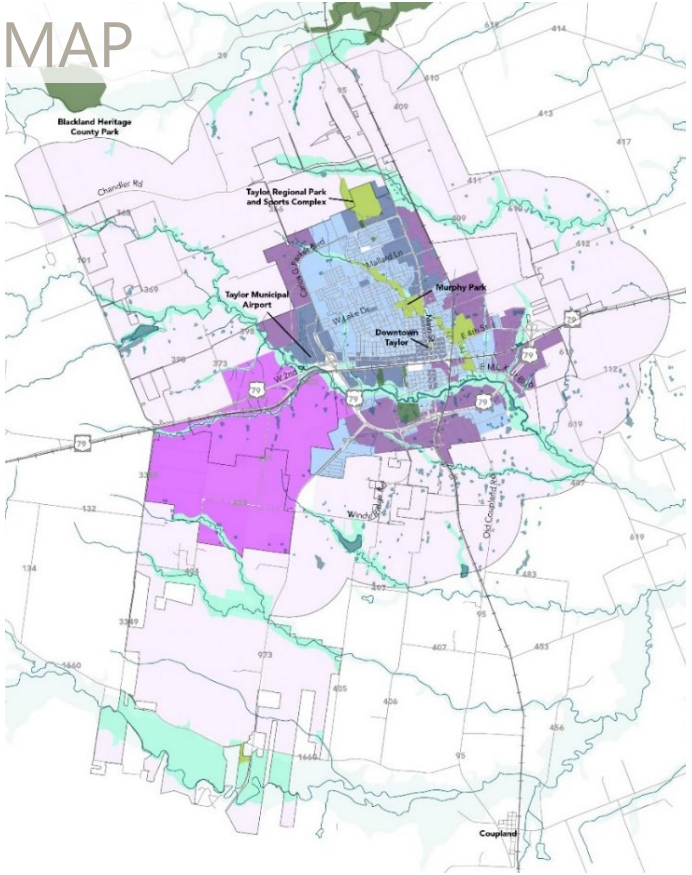


Inclusive Growth

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

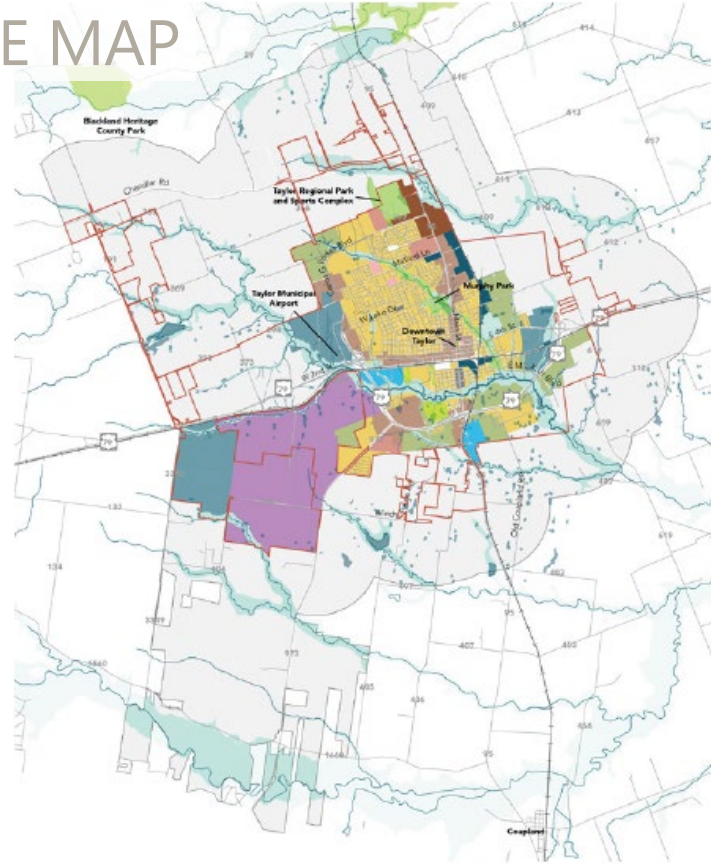
BACKGROUND | GROWTH SECTOR MAP

“The Growth Sectors Map identifies the areas within Taylor and its ETJ where development and redevelopment are intended, where they should be controlled, and areas where they should be restricted. Envision Taylor’s Growth 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.”



BACKGROUND | FUTURE LAND USE MAP

“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.”



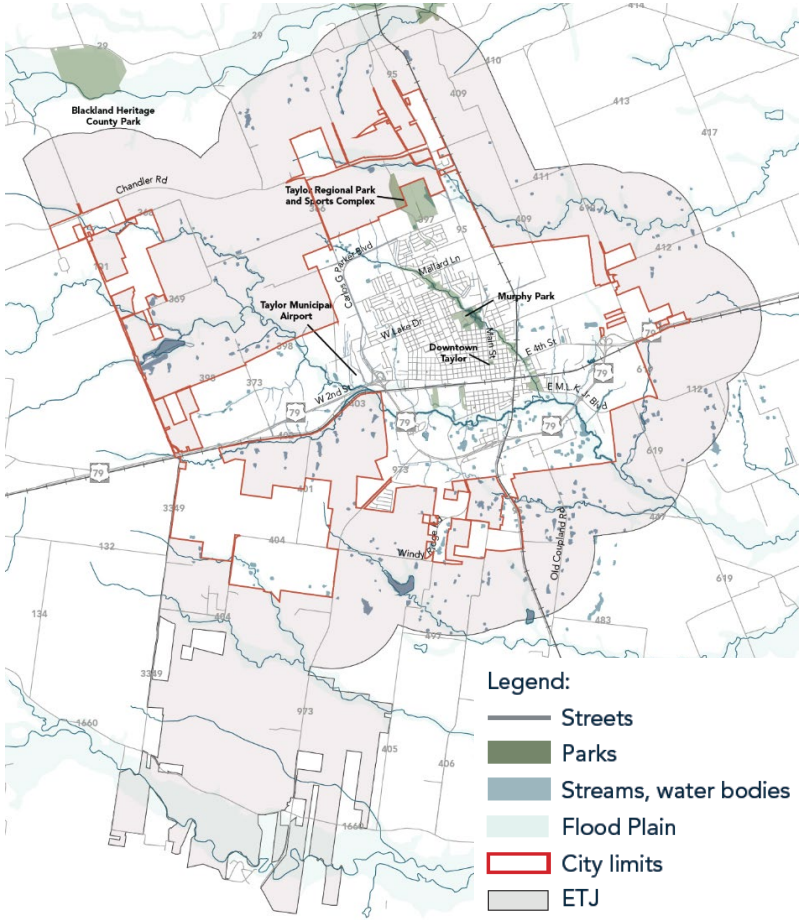
EXTRATERRITORIAL JURISDICTION (ETJ)

Taylor's extraterritorial jurisdiction extends 1-mile past the City Limits and includes properties that have executed voluntary ETJ agreements with the City to the south.

The Texas Local Government Code provides cities the authority to protect and effectively manage growth patterns within the ETJ.

- The City DOES NOT have land use authority in the ETJ (Zoning).
- The City DOES have subdivision authority to manage growth patterns.

Planning for the ETJ is included as part of the Comprehensive Plan.



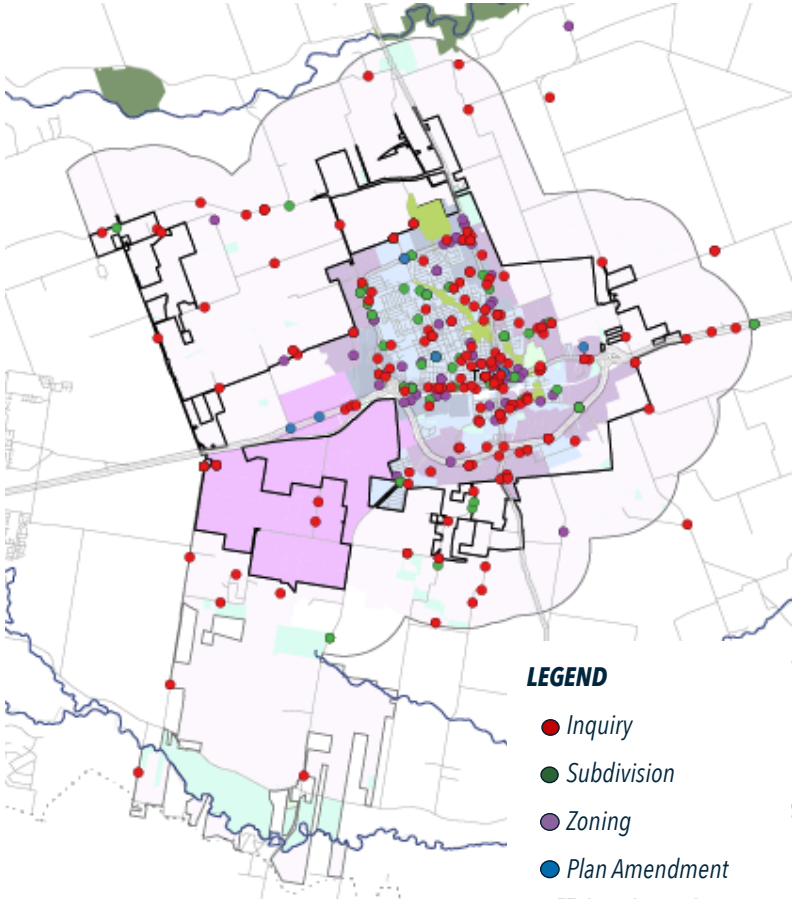
GROWTH & PROJECTIONS

PLANNING PROJECTS 2018 - 2022

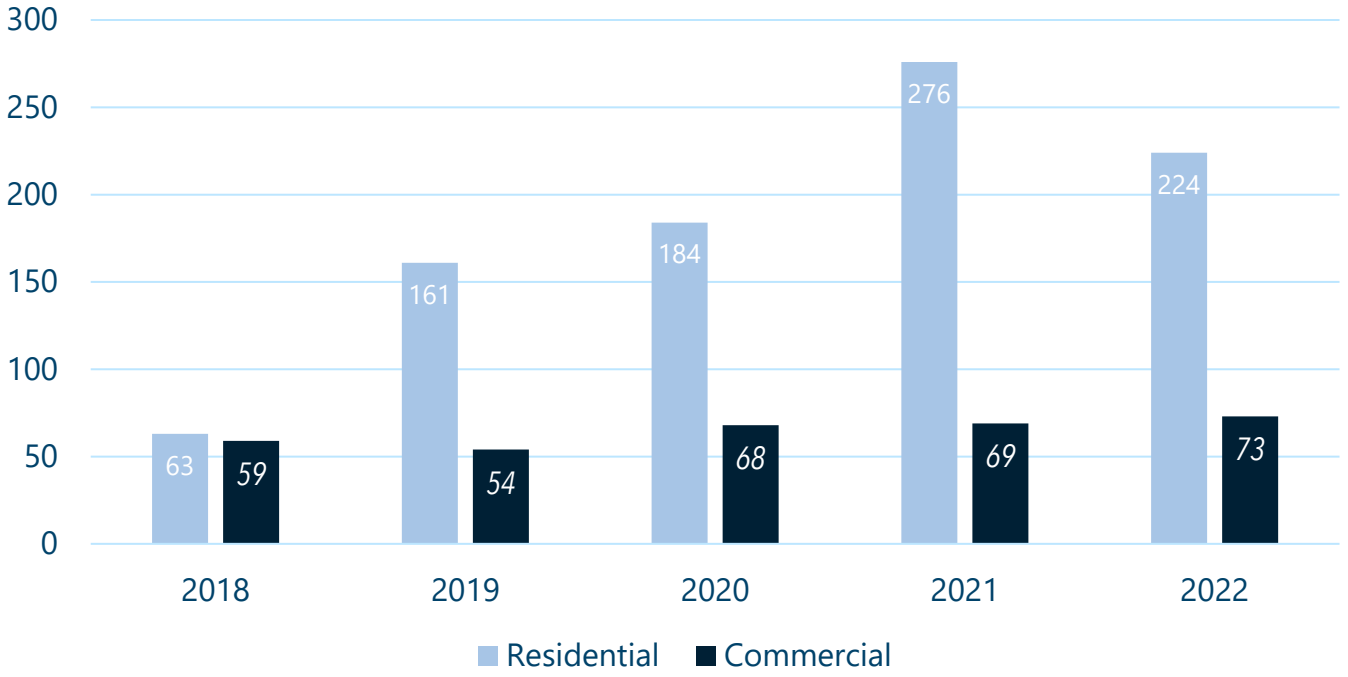
Typically, the first step in the development process is an inquiry with staff. The City of Taylor tracks the general locations for project inquiries.

About 22.5% of all inquiries were for projects in the Restricted Growth Sector.

- The number of inquiries in the Restricted Growth Sector has increased by 62.5% in 2022, with 24 out of 39 inquiries occurring in 2022.
- Only 4 zoning cases and 6 subdivisions have taken place within the Restricted Growth Sector since 2018.



BUILDING PROJECTS
2018 - 2022

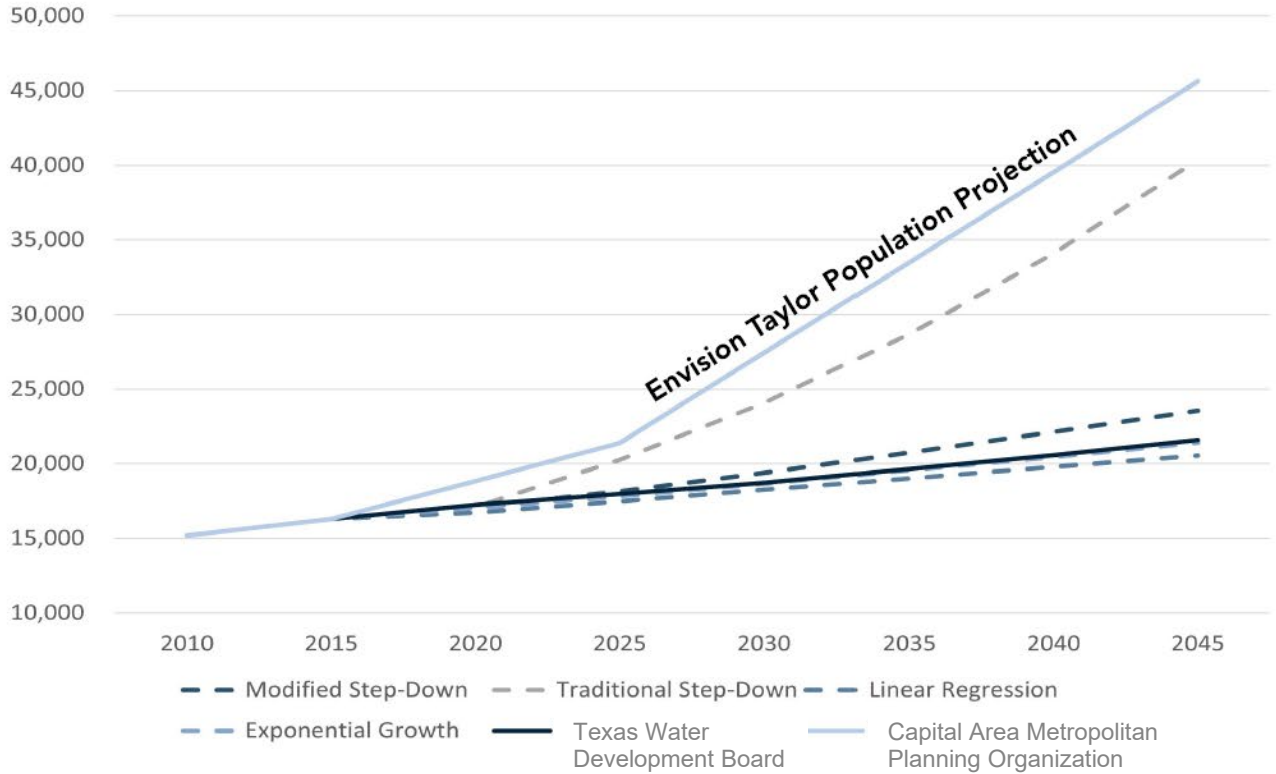


POPULATION PROJECTION REVIEW

Taylor Population
(April 2020)
16,267 people

Population Projection
(2040)
39,552 people

Based on the April 1, 2020, Census Count



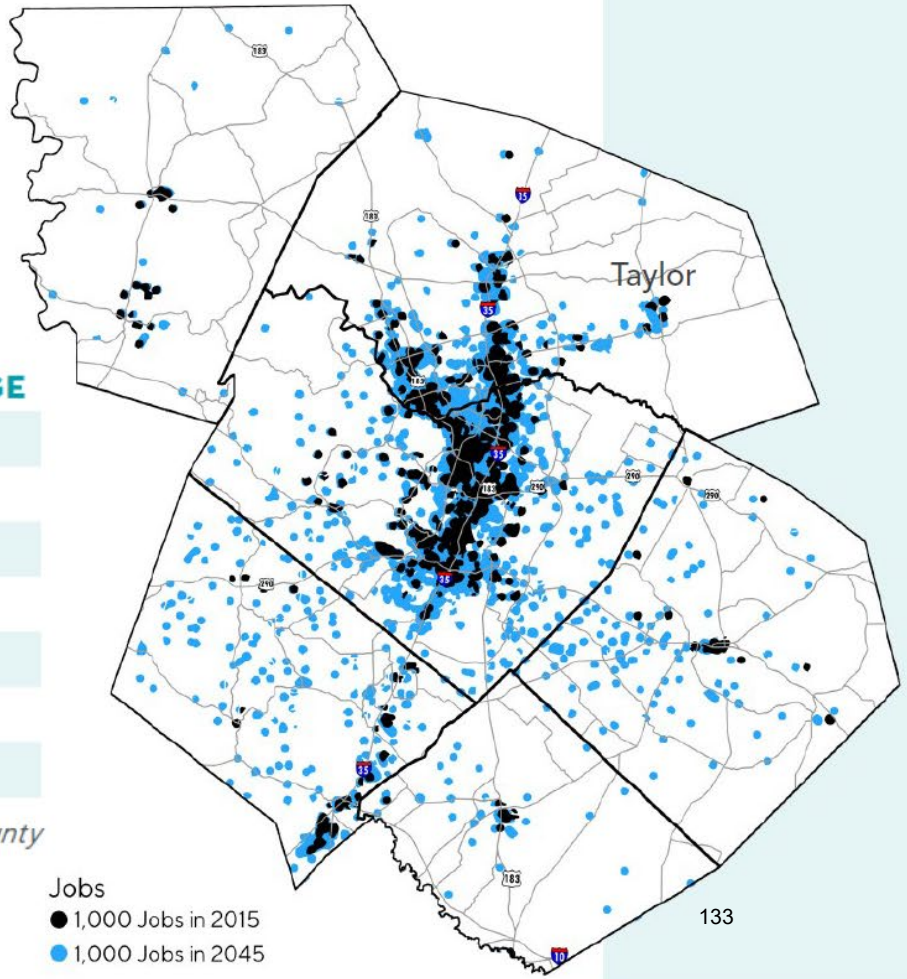
CAMPO 2045 PLAN – REGIONAL APPROACH

Jobs Housing Balance = 1 Job: 2 People or .5

Step 1: County Growth
Step 2: Allocate to Zones by Percentage

COUNTY	2015	2045	% CHANGE
BASTROP	32,346	134,000	314%
BURNET	18,603	37,000	99%
CALDWELL	16,692	51,000	206%
HAYS	87,243	280,000	221%
TRAVIS	601,160	1,233,000	105%
WILLIAMSON	233,484	642,000	177%
TOTAL EMPLOYMENT	**989,528**	**2,377,000**	**140%**

Table 4: *Forecasted Employment Change by County*



ENVISION Taylor Texas
WALKING & STRIDED FUTURE

LIONHEART

UPDATE #1 – PROCESS AND STAKEHOLDER MEETINGS

- Focus Group, Agency, and Public Meetings
  - Comprehensive Plan Committee
  - Samsung
  - Chamber of Commerce & Business Community
  - Williamson County
  - Capital Area Metropolitan Planning Organization (CAMPO)

- City Council Presentation



UPDATE #1 – STAKEHOLDER FEEDBACK

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

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

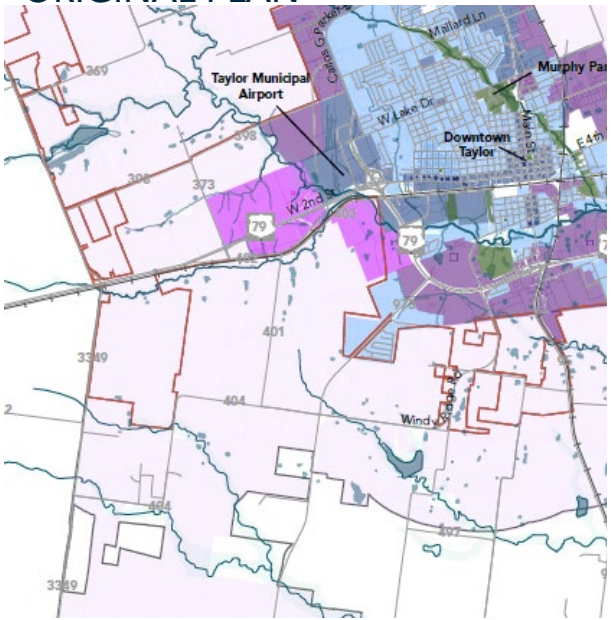
Coordinate with Samsung (and other employers) to encourage workers to live in the City of Taylor.

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.

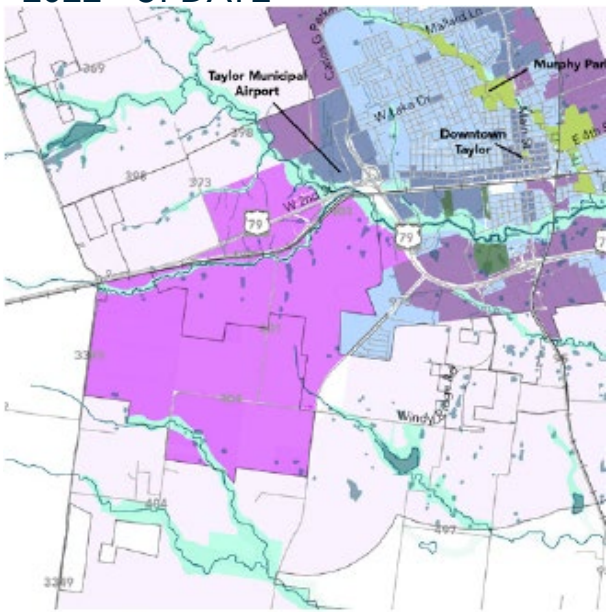
UPDATE #1 – GROWTH SECTORS ADJUSTMENT

Expanded the Controlled Growth Sector by 3,200-acres to reflect the new infrastructure planned and under construction in the area.

ORIGINAL PLAN



2022 - UPDATE

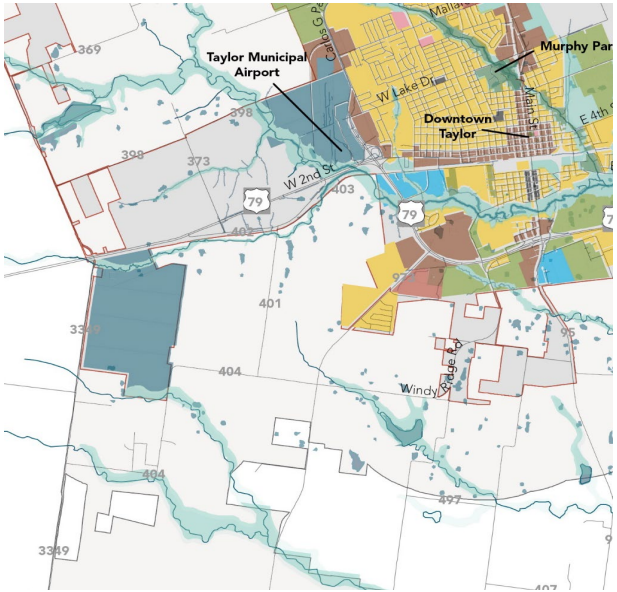


UPDATE #1 – FUTURE LAND USE MAP ADJUSTMENT

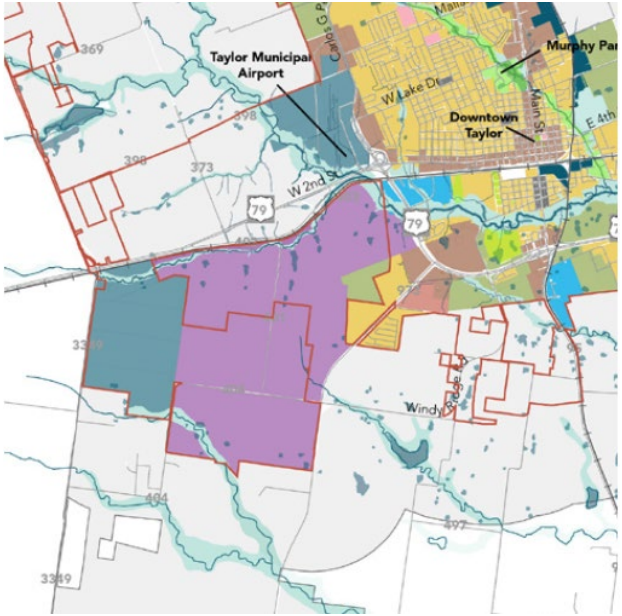
Added a new Land Use Category called Special Employment District for the purpose of accommodating larger employer and industrial uses. Special Employment Districts are single use districts.

Designated approximately 2,500-acres as Special Employment District.

ORIGINAL PLAN



2022 - UPDATE

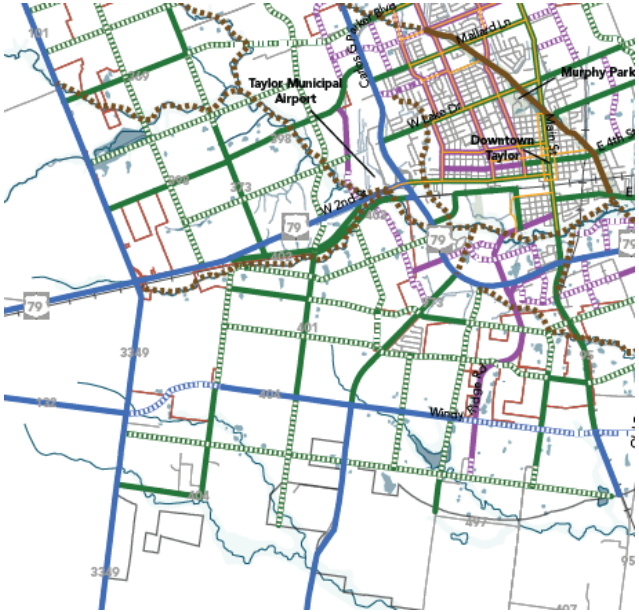


UPDATE #1 – THOROUGHFARE PLAN ADJUSTMENT

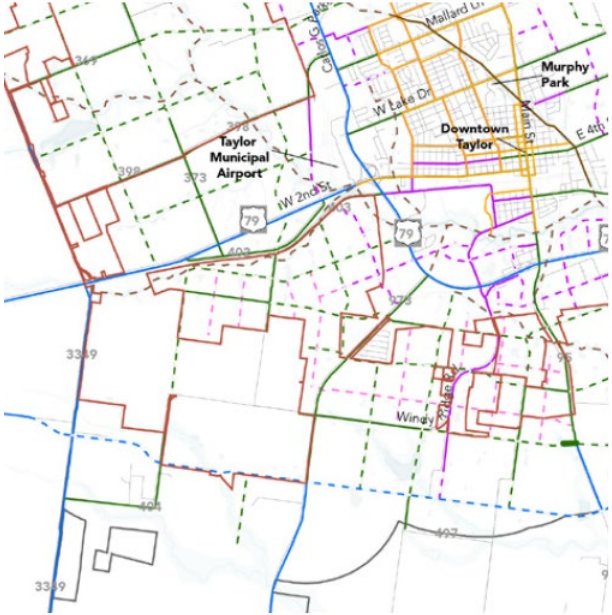
Thoroughfare Plan Updates

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

ORIGINAL PLAN



2022 - UPDATE





139

STAKEHOLDER ENGAGEMENT

PURPOSE & KEY QUESTIONS

1. What is and isn't working with the Restricted Growth Sector?
2. What development pressure is Taylor facing Envision Taylor Comprehensive Plan was adopted?

OUTREACH

Aug. 25 – Council Direction

Oct. 3 - Comprehensive Plan Committee

Nov. 15 - Focus Groups
(Economic Development and Landowners)

Nov. 29 – Public Meeting

Dec. 12 – Comprehensive Plan Committee

Jan. 12 – City Council Work Session

Feb. 6 – Open House: Q&A Session



KEY TAKEAWAYS

Clarify the Growth Sectors

- Change the name
- Include Tier I and II based on infrastructure availability
- New tiers should support employment opportunities.

Modify the Boundaries

- Include areas further north and west in the updated Controlled Growth Sector.
- Include areas along the western portion of the US-79 corridor.
- Add areas where the city wants to encourage employment/industrial growth.

Update Implementation Strategies

- Create clearer guidelines for developing within the Future Growth Sector.
- Provide tools and resources to document how well a development will pay itself over time and use this as part of the decision-making process.

RECOMMENDATIONS

RECOMMENDATIONS

1. Added Comprehensive Plan Amendment Process (Pg 20)
2. Refined Growth Sectors Map and Descriptions (Pg 50 – 51)
3. Updated Future Land Use Map (Pg 68 – 69)
4. Described the Update Process (Pg 84 – 87)
5. Modified Implementation Strategy #5 (Pg 153)
6. Created new Strategy for Special Utility and Financing Districts in the ETJ (Pg 166)
7. Updated for Consistency (throughout)

1. ADDED COMPREHENSIVE PLAN AMENDMENT PROCESS

1. **Plan Amendments**
    - Process
    - Analysis Required
2. **Plan Monitoring**

2. REFINED GROWTH SECTORS MAP AND DESCRIPTIONS

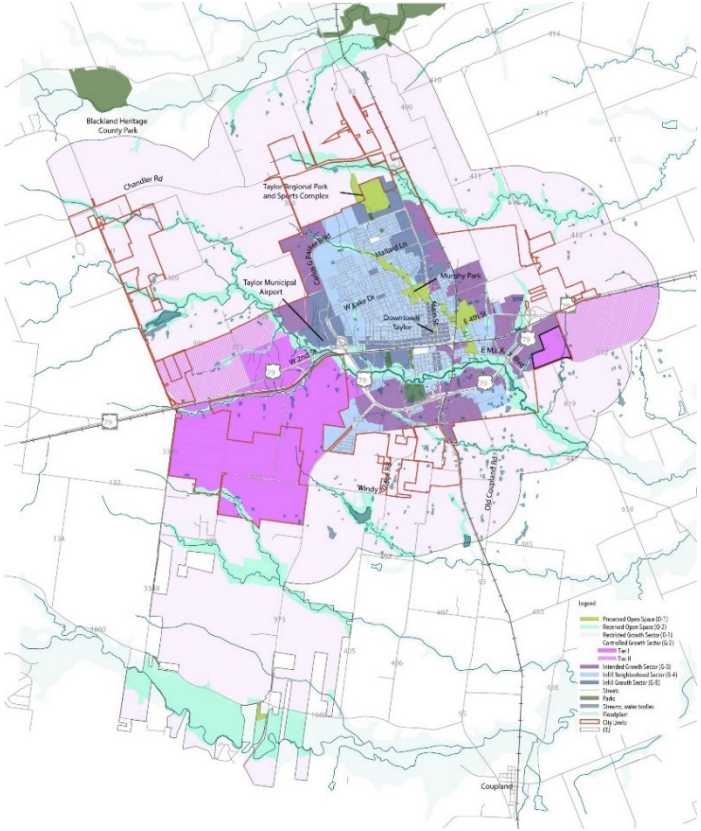
1

Rename the **Restricted Growth Sector** to ***Future Growth Sector*** – defined as areas with "Significant Barriers to Development" and "Minimal Existing Infrastructure"

2

Refine the **Controlled Growth Sector** based on access to infrastructure:

- **Controlled Growth Sector Tier I** – Areas with incomplete infrastructure. As infrastructure is extended development may occur in Tier I.
- **Controlled Growth Sector Tier II –** Areas where infrastructure is planned but not yet installed or areas where existing infrastructure lacks capacity.



2. REFINED GROWTH SECTORS MAP AND DESCRIPTIONS

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.

CONTROLLED GROWTH SECTOR TIER I & II (G-2)

The **Controlled Growth Sector Tier I** consists of areas with incomplete infrastructure. As development occurs in the Controlled Growth Sector Tier II, infrastructure systems will be extended and may allow for development to occur in Tier I.

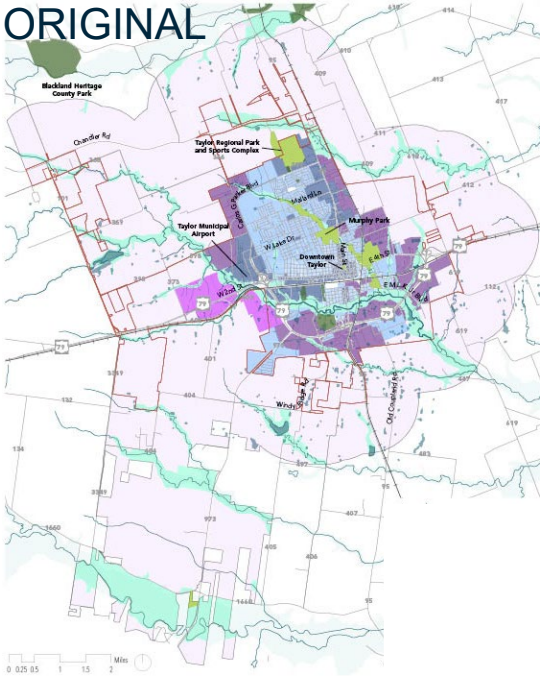
The **Controlled Growth Sector Tier II** consists of areas where infrastructure is planned but not yet installed or areas where existing infrastructure lacks capacity and needs to be upgraded prior to expansion.

FUTURE GROWTH SECTOR (G-1)

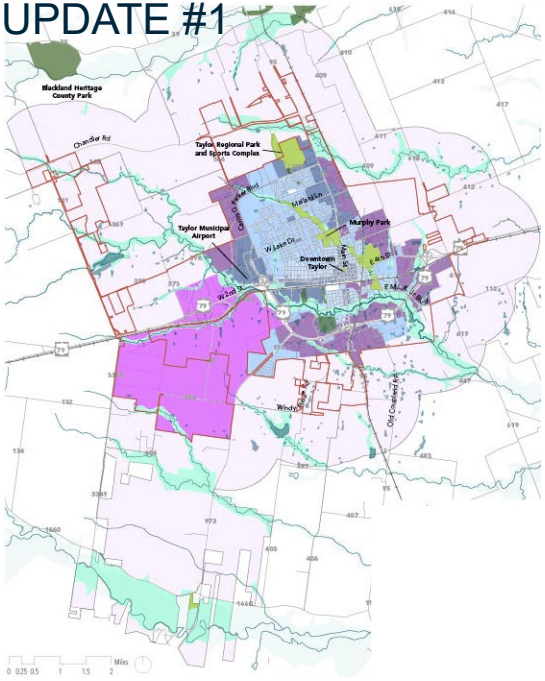
The Future Growth Sector consists of areas that have value as open space or agricultural land and where there are significant barriers to development. This includes large lot homesteads and farmland with limited infrastructure availability. Expansion into this area is **not anticipated** during the time frame of this plan.

2. REFINED GROWTH SECTORS MAP AND DESCRIPTIONS

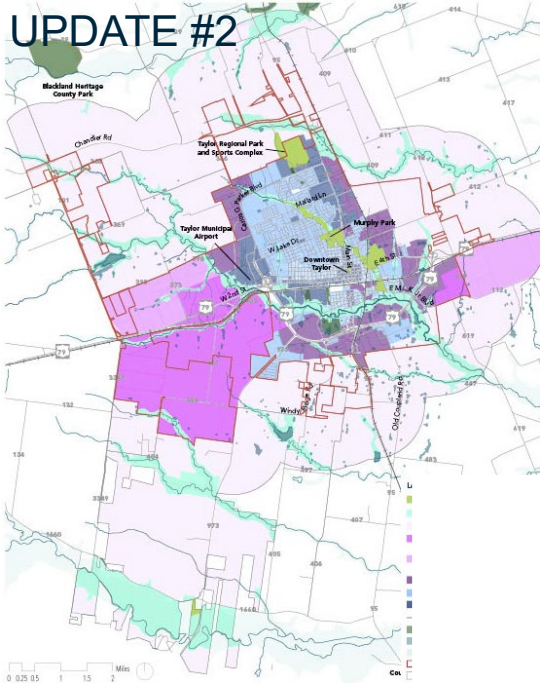
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UPDATE #1



UPDATE #2



- Preserved Open (O-1)
- Reserved Open (O-1)
- Future Growth (G-1)
- Controlled Growth Tier I (G-2.1)
- Controlled Growth Tier II (G-2.2)
- Intended Growth (G-3)
- Infill Neighborhood (G-4)
- Infill Growth (G-5)

Sector	Original	Update #1	Update #2
Preserved Open Space (0-1)	1%	1%	1%
Reserved Open Space (O-2)	10%	10%	10%
Future Growth Sector (G-1) *(Formerly Restricted Growth Sector)*	75%	**68%**	**64%**
Controlled Growth (G2.2) Sector Tier II	--	--	**4%**
Controlled Growth (G2.1) Sector Tier I	1%	**8%**	8%
Intended Growth Sector	6%	6%	6%
Infill Neighborhood	5%	5%	5%
Infill Growth Sector	2%	2%	2%







3. UPDATED FUTURE LAND USE MAP

The Future Land Use Map provides direction on the preferred land uses within growth sectors.

1 Areas added to Controlled Growth Sector Tier II expanded an adjacent Regional Employment Center Category.

Employment Centers allow some percentage of all land uses with a concentration on employment.

2 Areas added to Controlled Growth Sector Tier I become Special Employment Districts.

Special Employment Districts are not intended to be compatible with low density residential.

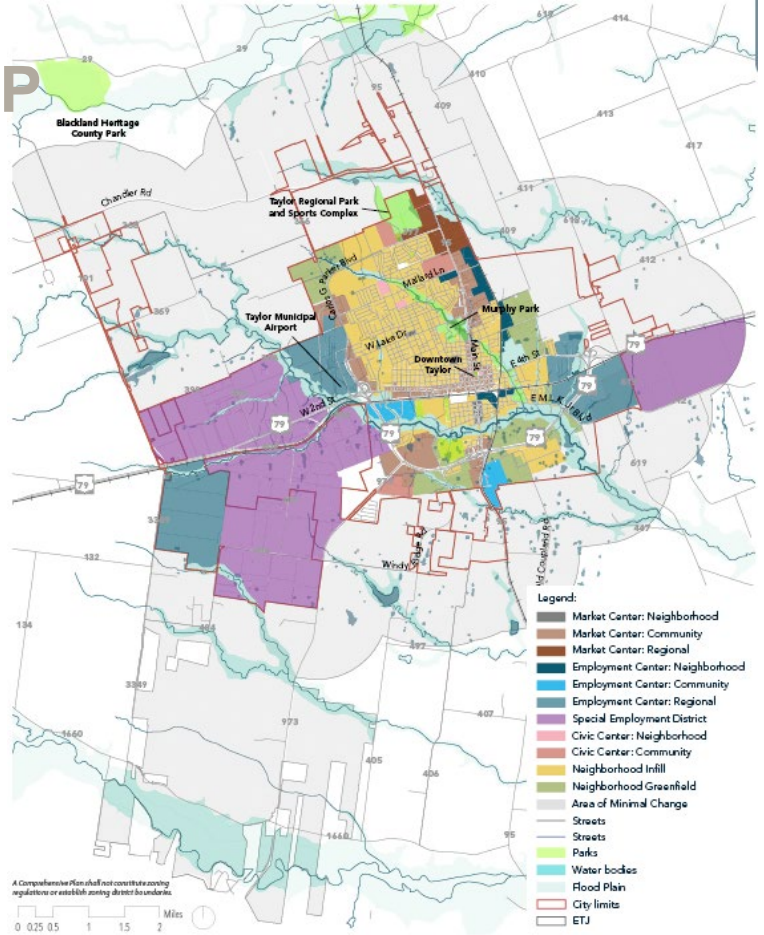
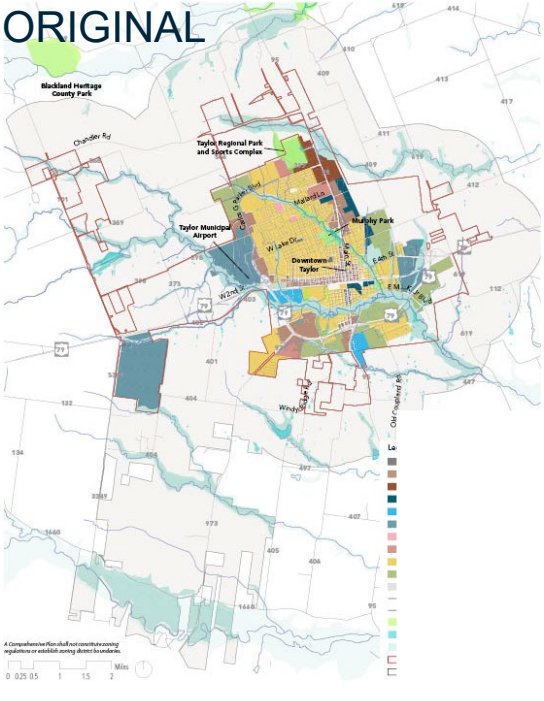


Figure 38: *Future Land Use*

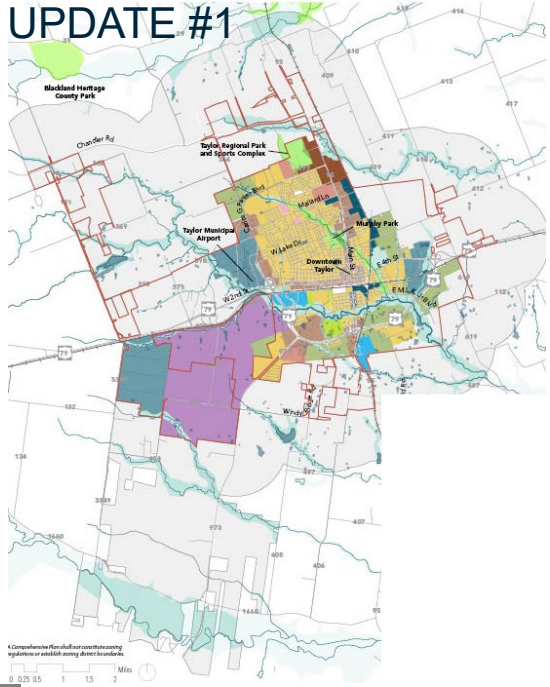
Source: City of Taylor, Williamson County

3. UPDATED FUTURE LAND USE MAP

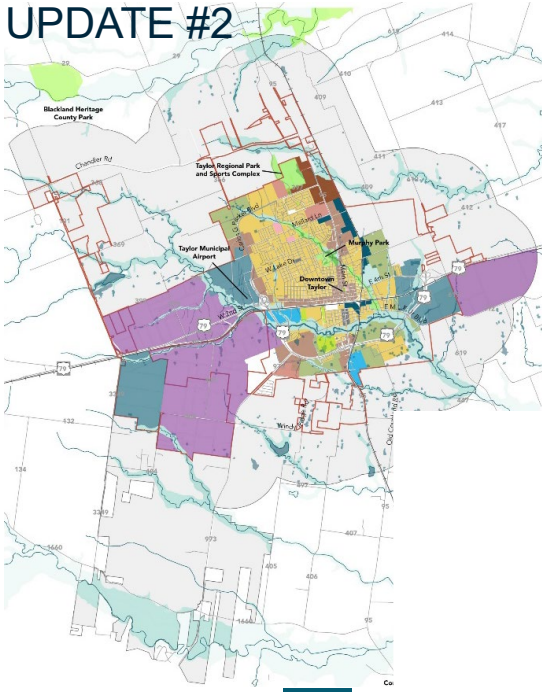
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UPDATE #1



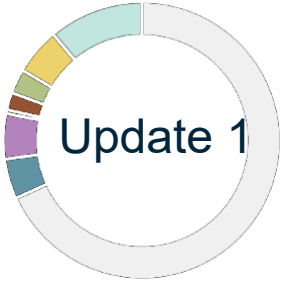
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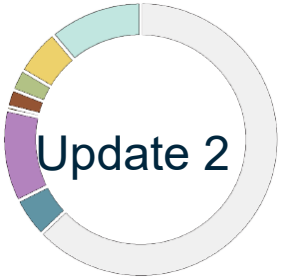


- Neighborhood Infill
- Neighborhood Greenfield
- Market Centers
- Civic Centers
- Special Employment District
- Employment Centers

Land Use Category	Original	Update #1	Update #2
Neighborhood Infill	5%	5%	5%
Neighborhood Greenfield	3%	3%	3%
Market Centers	2%	2%	2%
Civic Centers	1%	1%	1%
Special Employment District	0%	5%	11%
Employment Centers	5%	5%	5%
Area of Minimal Change	73%	68%	63%
Open Space	11%	11%	11%







4. DESCRIBED THE UPDATE PROCESS

1. **Purpose of Update**
2. **Update Process**
3. **Public Outreach & Key Take-Aways**
4. **Summary of Update**

5. MODIFIED IMPLEMENTATION STRATEGY #5

Modify Strategy #5: *"Implement policies to ~~discourage~~ strategically manage any extension of street or utility infrastructure and development in Controlled and Future Growth Sectors"*

Actions

- Adopt policies for the preservation of agricultural land.
- Adopt ~~policies~~ criteria and standards related to development requests in *controlled and future growth sectors*.
- Update development standards to enforce the growth sectors map.

Funding Tools

- Land preservation grants
- Strong MUD policies and ordinances

Partnerships

- Trust for public lands or other organizations that implement conservation easements

6. CREATED NEW STRATEGY FOR DISTRICTS IN THE ETJ

CREATE POLICIES AND RULES FOR SPECIAL UTILITY AND FINANCING DISTRICTS

“Create and implement policies, criteria, and standards to provide direction on the establishment of Special Utility and Financing Districts such as Municipal Utility Districts (MUDs), Public Improvement Districts (PIDs), and other infrastructure financing tools related to development in the ETJ.”

Actions

- Establish an ordinance to ensure that adequate fees are collected for City administration and oversight of established districts.
- Establish policies, standards, and criteria that limit the ultimate number of discharge permits and encourage regionalization of future wastewater treatment systems.
- Establish policies, standards, and criteria that encourage complete communities including the provision of daily services and values high enough to support the costs associated with long term maintenance of streets, utilities, parks, and emergency services.

RECOMMENDATIONS

1. Added Comprehensive Plan Amendment Process (Pg 20)
2. Refined Growth Sectors Map and Descriptions (Pg 50 – 51)
3. Updated Future Land Use Map (Pg 68 – 69)
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5. Modified Implementation Strategy #5 (Pg 153)
6. Created new Strategy for Special Utility and Financing Districts in the ETJ (Pg 166)
7. Updated for Consistency (throughout)

NEXT STEPS

- 2/23: Updated Comprehensive Plan to City Council First Reading
- 3/9: Updated Comprehensive Plan to City Council Second Reading

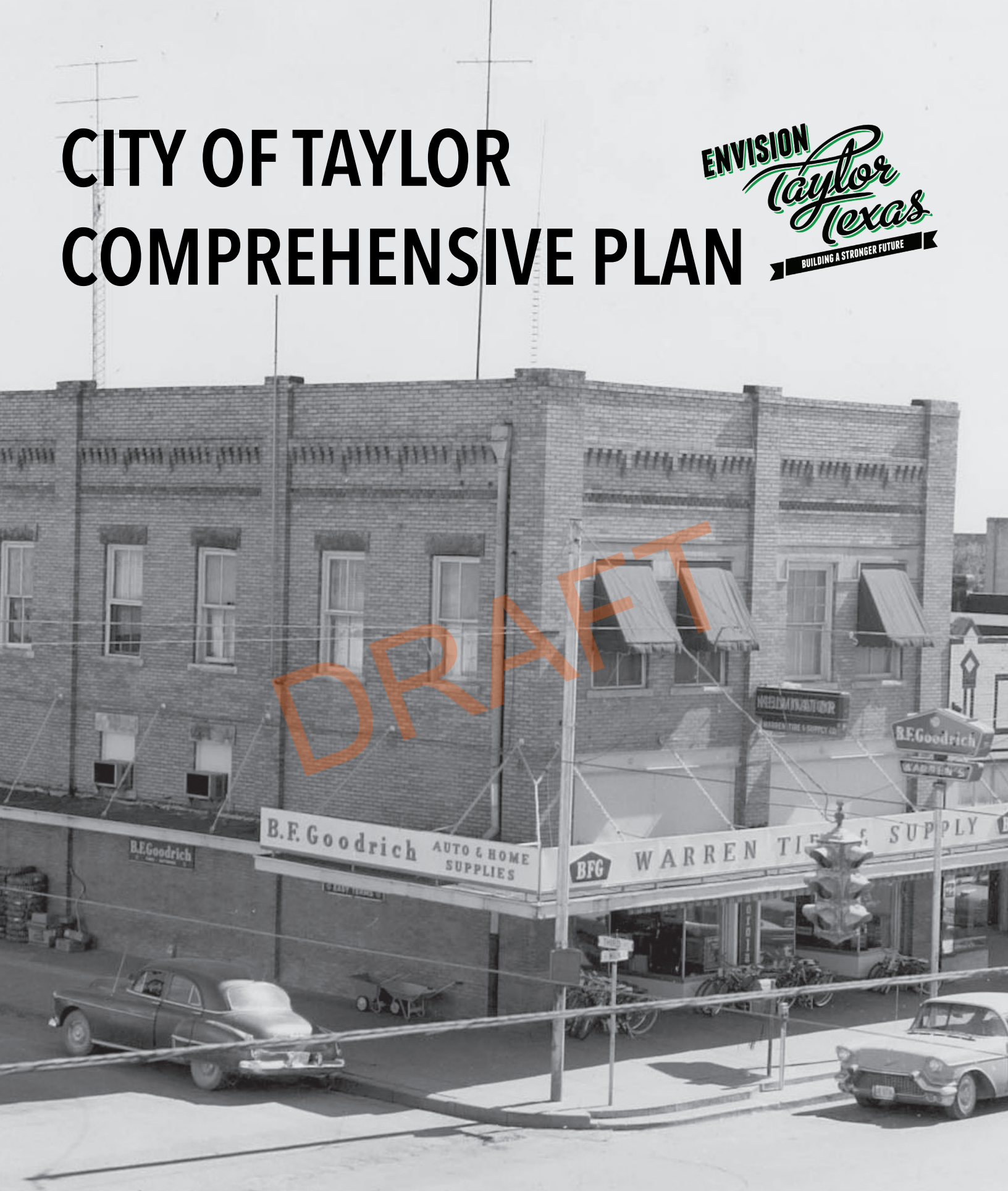


ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

LIONHEART

CITY OF TAYLOR COMPREHENSIVE PLAN

ENVISION Taylor Texas
BUILDING A STRONGER FUTURE



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APPROVED: NOVEMBER 2021
UPDATE 1: APRIL 2022
UPDATE 2 DRAFT: JANUARY 27th, 2023

ENVISION TAYLOR COMPREHENSIVE PLAN





PREPARED FOR:
CITY OF TAYLOR

PREPARED BY:
LIONHEART
www.lionheartplaces.com

ACKNOWLEDGMENTS

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Leland Stevens, Vice Chair

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Jeff Snyder, Business Owner

Mark Nibbelink, Downtown Property/Business Owner

Doug Moss, Downtown Property Owner/Architect

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CONSULTANT TEAM

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VERDUNITY

HDR

TABLE OF CONTENTS

List of Figures 6

Executive Summary 10

Chapter 1: Introduction and Context

History 18
Envision Taylor 20
Fiscal Sustainability and Land Use Fiscal Analysis 22
Community Outreach 24
Big Ideas 29
Community and Demographic Profile 30

Chapter 2: Land Use

Introduction 42
Existing Conditions 44
Growth Sectors 50
Future Land Use 64
Comprehensive Plan Update 1 82
Comprehensive Plan Update 2 84
Summary and Key Takeaways 89

Chapter 3: Transportation

Introduction 94
Existing Conditions 95
Transportation Master Plan 104
Street Design 112
Street Sections 116
Ongoing Recommendations 121
Summary and Key Takeaways 122

Chapter 4: Housing and Neighborhoods

Introduction 128
Existing Conditions 129
Residential Typologies 136
Summary and Key Takeaways 143

Chapter 5: Implementation

Strategies 148

Appendix 170

DRAFT

LIST OF FIGURES

Figure 1: *Key Projections and Targets* 10
Figure 2: *Growth Sectors Map* 12
Figure 3: *Future Land Use Map* 12
Figure 4: *Transportation Master Plan* 13
Figure 5: *Regional Context* 19
Figure 6: *City of Taylor's City Limits and ETJ* 21
Figure 7: *Impacts of Rate and Pattern of Growth* 22
Figure 8: *Responses to a Question about Infill Housing* 27
Figure 9: *Responses to a Question about Growth Scenarios* 27
Figure 10: *Responses to a Question about Growth Rate* 28
Figure 11: *Responses to a Question about the Future Diversity Projections* 28
Figure 12: *City of Taylor and Williamson County Historic Population Totals* 30
Figure 13: *City of Taylor and Williamson County Current Population Trends* 30
Figure 14: *Comparison of Growth Patterns in Williamson County* 30
Figure 15: *Previous Population Projections for Taylor Compared to Actuals* 31
Figure 16: *2004 Comprehensive Plan and Regional Population Projections for Taylor, Texas* 31
Figure 17: *Regional Growth Peaks by Decade* 32
Figure 18: *Regional Population Growth by Decade of Highest Annual Growth* 33
Figure 19: *Envision Taylor Population Projections* 34
Figure 20: *Comparison of Population Density* 35
Figure 21: *Comparison of Growth and Density* 35
Figure 22: *Age Trends in Taylor, Texas* 36
Figure 23: *Comparison of Median Age* 36
Figure 24: *Racial and Ethnic Characteristics in Taylor, Texas* 37
Figure 25: *Racial and Ethnic Trends in Taylor, Texas* 37
Figure 26: *Gender Characteristics in Taylor, Texas* 37
Figure 27: *Household Trends in Taylor, Texas* 38
Figure 28: *Household Size Trends in Taylor, Texas* 38
Figure 29: *Comparison of Median Household Income - 2018* 39
Figure 30: *Income Trends 2000 - 2018 in Taylor, Texas* 39
Figure 31: *Comparison of Unemployment Rates - 2018* 39
Figure 32: *Overall Zoning Districts* 44
Figure 33: *Non-Residential Zoning Districts by Acres* 44
Figure 34: *Residential Zoning Districts by Acres* 44
Figure 35: *Public Zoning Districts by Acres* 44
Figure 36: *Existing Zoning* 45
Figure 37: *Result from a Public Survey Question* 46
Figure 38: *Development Patterns (2016-2020)* 47
Figure 39: *Proportion of Existing Vacant Lots and Number of Units at Current Density of 1.73 Units per Acre* 48
Figure 40: *Existing Vacant Lots* 49
Figure 41: *Growth Sectors by Acres* 50
Figure 42: *Growth Sectors Map* 51
Figure 43: *Trends, Pre and Post 1990* 52
Figure 44: *Historical Annexation Progression* 52
Figure 45: *Taylor's Population and Land Area in Acres by Decade* 52
Figure 46: *Comparison of Cities* 53
Figure 47: *Pavement Replacement* 54
Figure 48: *Pavement Conditions* 54
Figure 49: *Main Street and Pad Site Comparison* 55
Figure 50: *Traditional Grid and Big Box Comparison* 55
Figure 51: *Revenue per Acre* 56
Figure 52: *Net Revenue per Acre (Current + Projected Costs)* 56
Figure 53: *Single-family Improvement Value compared to Rev/Acre* 57

DRAFT

Figure 54: *Multifamily Improvement Value compared to Rev/Acre* 57
Figure 55: *Commercial Improvement Value compared to Rev/Acre* 57
Figure 56: *3D Revenue per Acre* 58
Figure 57: *3D Net Revenue per Acre* 59
Figure 58: *3D Net Revenue + Infrastructure per Acre* 59
Figure 59: *Highest Value Parcels* 63
Figure 60: *Highest Value Parcels* 63
Figure 61: *Future Land Use originally Adopted in 2004 as Updated in 2013* 64
Figure 62: *Scales of the Centers* 65
Figure 63: *Trend Scenario* 67
Figure 64: *Fiscal Scenario* 67
Figure 65: *Future Land Use by Acres* 68
Figure 66: *Future Land Use Map* 69
Figure 67: *Current Value per Acre* 70
Figure 68: *Projected Value per Acre* 71
Figure 69: *Market Centers* 72
Figure 70: *Civic Centers* 74
Figure 71: *Employment Centers* 75
Figure 72: *Neighborhood Infill* 76
Figure 73: *Existing conditions at E. Pecan Street and Booth Street, Taylor* 77
Figure 74: *Example of a Projected Infill Development at E. Pecan Street and Booth Street, Taylor* 78
Figure 75: *Neighborhood Greenfield* 79
Figure 76: *Special Employment District* 81
Figure 77: *Growth Sectors Map Update #1 Highlights* 83
Figure 78: *Future Land Use Map Update #1 Highlights* 83
Figure 79: *Transportation Master Plan Update #1 Highlights* 83
Figure 80: *Building Permit and Planning Project Data* 84
Figure 81: *Residential and Commercial Permits per Year (2018-2022)* 84
Figure 82: *Growth Sectors Comparison over Updates* 86
Figure 83: *Future Land Use Comparison over Updates* 87
Figure 84: *Road Ownership* 97
Figure 85: *Existing Roadway Pavement Conditions* 99
Figure 86: *Major Traffic Destinations* 101
Figure 87: *Traffic Counts* 103
Figure 88: *Transportation Master Plan* 105
Figure 89: *CARTS Service Area* 107
Figure 90: *AMTRAK Route* 107
Figure 91: *Grid Roadway Network* 110
Figure 92: *Dendritic Roadway Network* 110
Figure 93: *A Street in Multiple Contexts* 112
Figure 94: *Perspective Section through a Neighborhood Yield Street* 116
Figure 95: *Perspective Section through a Neighborhood Street* 117
Figure 96: *Perspective Section through a Neighborhood Avenue* 118
Figure 97: *Perspective Section through a Community Boulevard - 2 Lane* 119
Figure 98: *Perspective Section through a Community Boulevard - 4 Lane* 120
Figure 99: *Occupied Housing by Type* 129
Figure 100: *Taylor's Occupied Housing by Type* 129
Figure 101: *Housing Stock Age in Taylor, Texas* 130
Figure 102: *Value of Existing Housing in Taylor, Texas* 130
Figure 103: *Homeownership Rate in Taylor, Texas* 131
Figure 104: *New Single-family Home Trends in Taylor, Texas* 131
Figure 105: *Cost-Burdened Households in Taylor, Texas* 132
Figure 106: *Median Sold Price of Single-family Homes vs Median Household Income since 2016* 133

DRAFT

LIST OF FIGURES

Figure 107: *Median Sold Price of Single-family Homes* 133
Figure 108: *% of Renters Compared to % of Homes Sold in 2018* 134
Figure 109: *Housing Affordability Chart in Taylor, Texas* 135
Figure 110: *Existing Percentage of Residential Typologies* 136
Figure 111: *Proposed Percentage of Residential Typologies* 136
Figure 112: *Missing Middle Housing* 136
Figure 113: *Detached Large Lot* 137
Figure 114: *The Missing Middle* 138
Figure 115: *The Missing Middle (contd.)* 139
Figure 116: *The Missing Middle (contd.)* 140
Figure 117: *The Missing Middle (contd.)* 141
Figure 118: *Apartment Building: 20 + units* 142
Figure 119: *Plot and Building Mass Divided into 1, 2, 4 and 8 Units* 143
Figure 120: *Policies, Projects, and Programs Description* 148
Figure 121: *A Vision for Future Development Growth Sector* 170
Figure 122: *City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities* 171
Figure 123: *Bull Park Masterplan* 172
Figure 124: *Fannie Robinson Park Masterplan* 172
Figure 125: *Murphy Park Masterplan* 172
Figure 126: *Bull Branch Trail Masterplan* 172
Figure 127: *Downtown Master Plan Framework Plan* 173
Figure 128: *City of Taylor Future Land Use Plan* 174
Figure 129: *Projected Land Area by Future Land Use Category 2025* 174
Figure 130: *2004 Thoroughfare Plan* 176
Figure 131: *Planned Projects* 178

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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.

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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 and 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.

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EXECUTIVE SUMMARY

GROWTH SECTORS

The purpose of the Growth Sectors Map is to identify where development and redevelopment are intended and where infrastructure systems exist or are planned within the 20-year timeframe of this plan. Envision Taylor's Growth Sectors Map focuses growth in areas where infrastructure is already available or planned. The Future Growth Sector includes areas where growth is not intended during the timeframe of this plan because infrastructure systems are not available or planned in these areas and because there is sufficient land area within the Infill, Intended and Controlled Growth Sectors to accommodate the projected population growth over the 20-year timeframe of the plan.

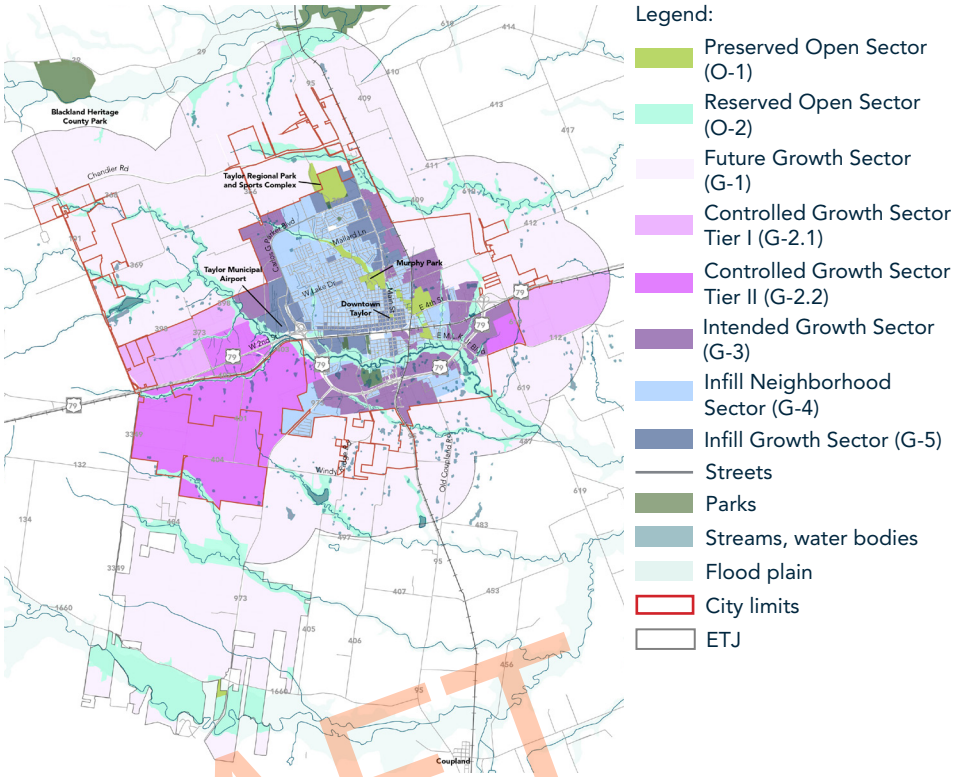


Figure 2: *Growth Sectors Map*

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FUTURE LAND USE

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.

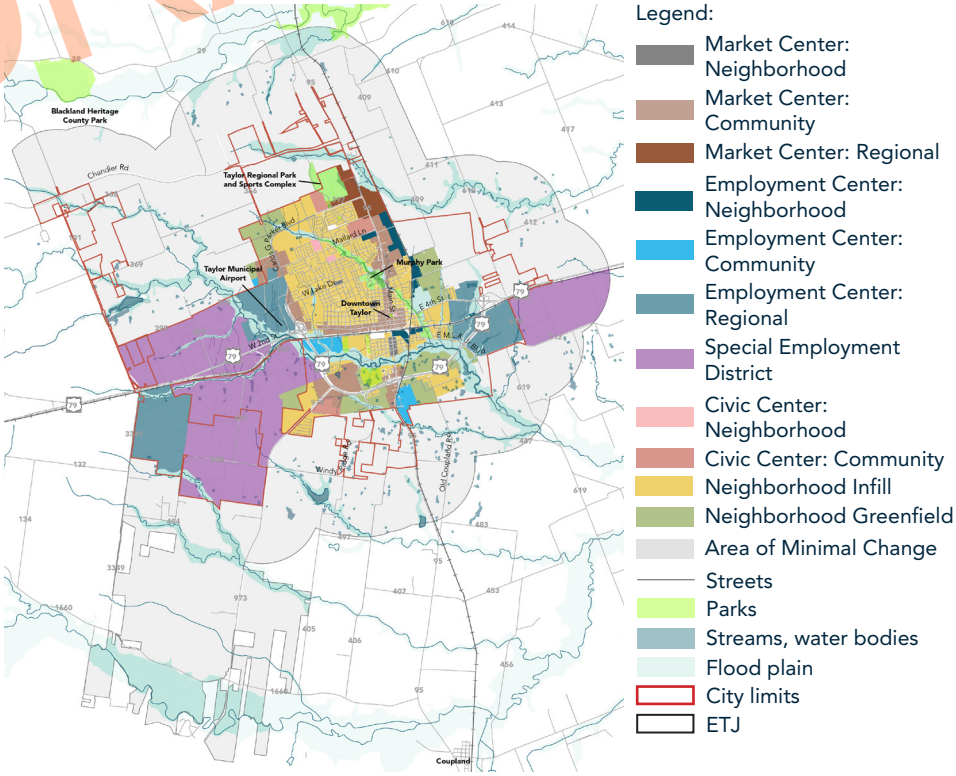


Figure 3: *Future Land Use Map*

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.

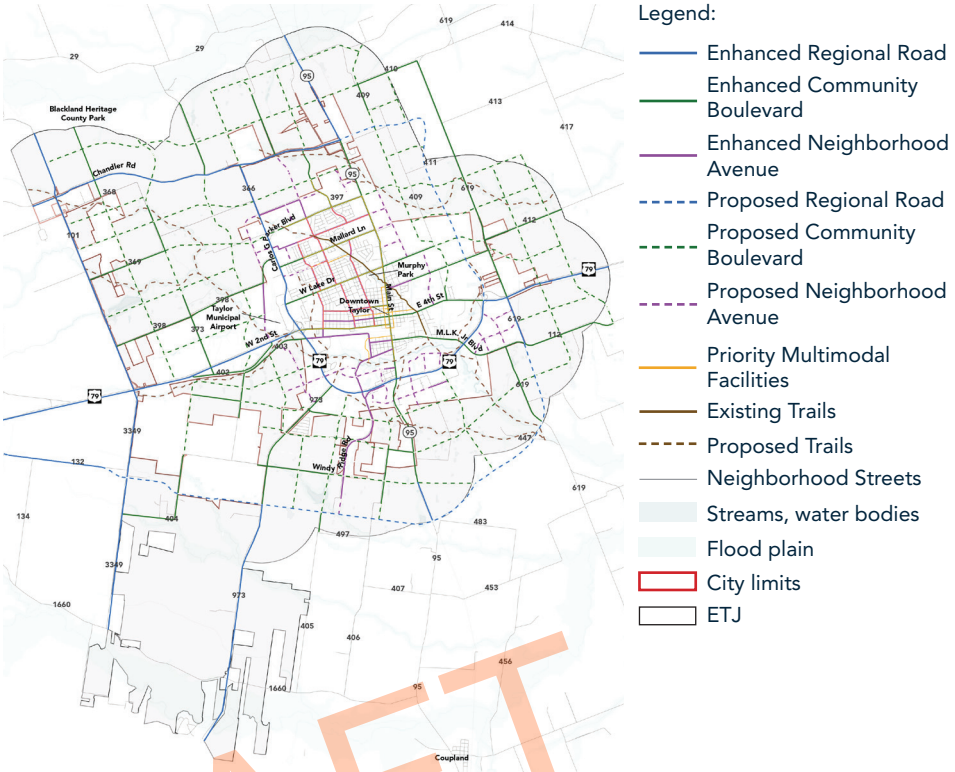


Figure 4: *Transportation Master Plan*

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IMPLEMENTATION STRATEGIES

There are a total of 18 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 strategically manage any extension of street or utility infrastructure and development in Controlled and Future Growth Sectors,
6. Implement the new Transportation Master 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,
18. Create policies and rules for Special Utility and Financing Districts.


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CHAPTER 1

INTRODUCTION AND CONTEXT

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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 1st and 2nd 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.

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'Trades Day' in Taylor, Texas 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.

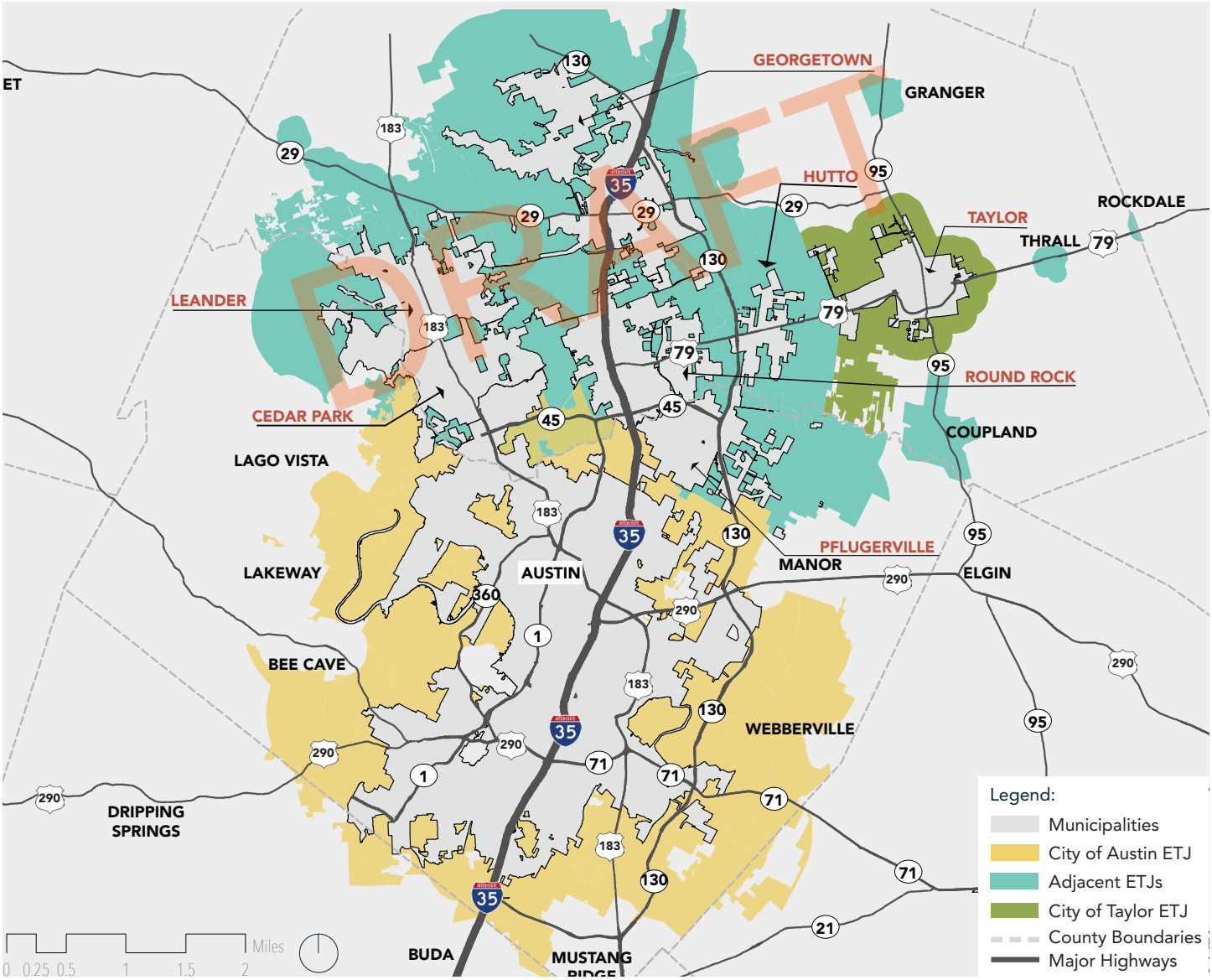


Figure 5: *Regional Context*

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.

PLAN AMENDMENTS

The City Council may approve amendments for unique or extraordinary situations that were not anticipated when the Plan was adopted so long as the proposed amendment is clearly in the public interest and meets the spirit and intent of the goals and policies of the Plan.

The process for amending the Plan is as follows:

1. A pre-application meeting is attended by Planning Department staff and the applicant requesting the amendment.
2. An application for a plan amendment is received by the Planning Department (if the amendment is not city-initiated)
3. Public notice is provided in accordance with State law and City ordinances.
4. Planning Department Staff prepare an analysis of the requested amendment and provide it to the Planning and Zoning Commission. The analysis shall consider the following:
   - The need for the proposed change;
   - The effect of the proposed change on the need for City services and facilities;
   - Whether the proposed change is consistent with the intent of the goals and policies of the Plan;
   - The implications, if any, that the amendment may have for other parts of the Plan; and
   - A description and analysis of unforeseen circumstances or the emergence of new information (such as a significant economic development opportunity).
5. Planning and Zoning Commission holds a public hearing(s) and makes a recommendation to City Council.
6. City Council holds a public hearing(s) and makes a decision regarding the amendment. If the decision is to amend the Plan, the amendment is adopted by ordinance.

PLAN MONITORING

If a Plan is to have value and remain constructive over time, it is imperative to monitor progress on its many recommendations. Comprehensive planning should be thought of as an ongoing process and not as a one-time event. The Plan is not an end in itself, but rather the foundation that will guide ongoing, more detailed planning. Without the evaluation and feedback loop, the Plan can soon become out of date. For this reason, the Plan must be structured to respond to changing needs and conditions.

GEOGRAPHIC PLANNING AREA

The geographical planning area for this Plan is shown in *Figure 6: 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.

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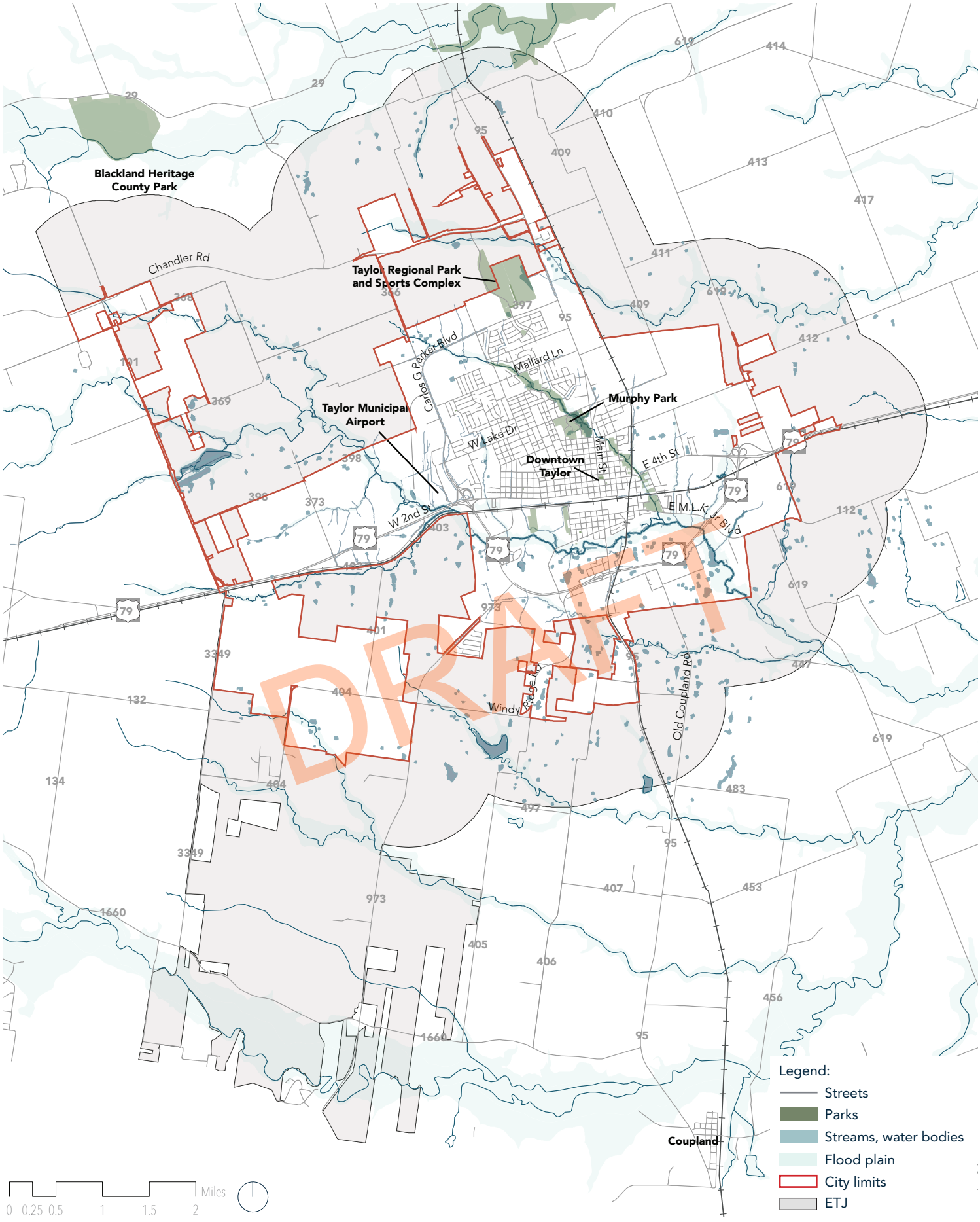


Figure 6: *City of Taylor's City Limits and ETJ*

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.

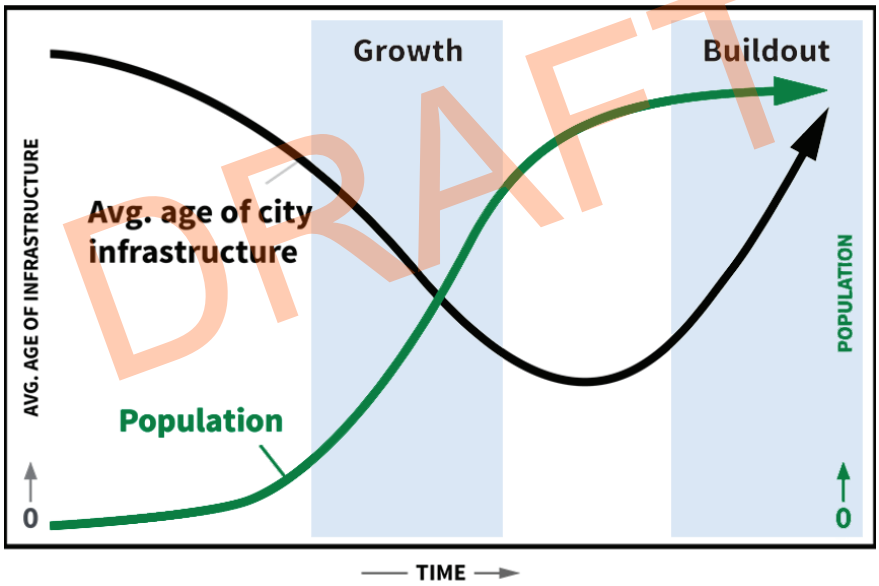


Figure 7: *Impacts of Rate and Pattern of Growth*

Source: Verdunity

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Land use fiscal analysis provides the baseline to inform the future land use and growth sector 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

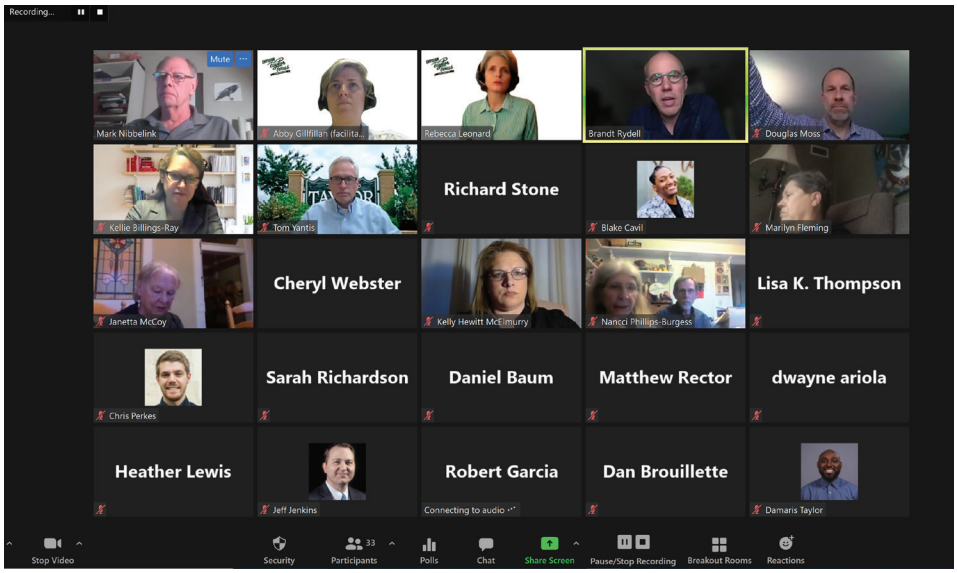
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COMMUNITY OUTREACH

WORKSHOP 1

Defining our vision and goals

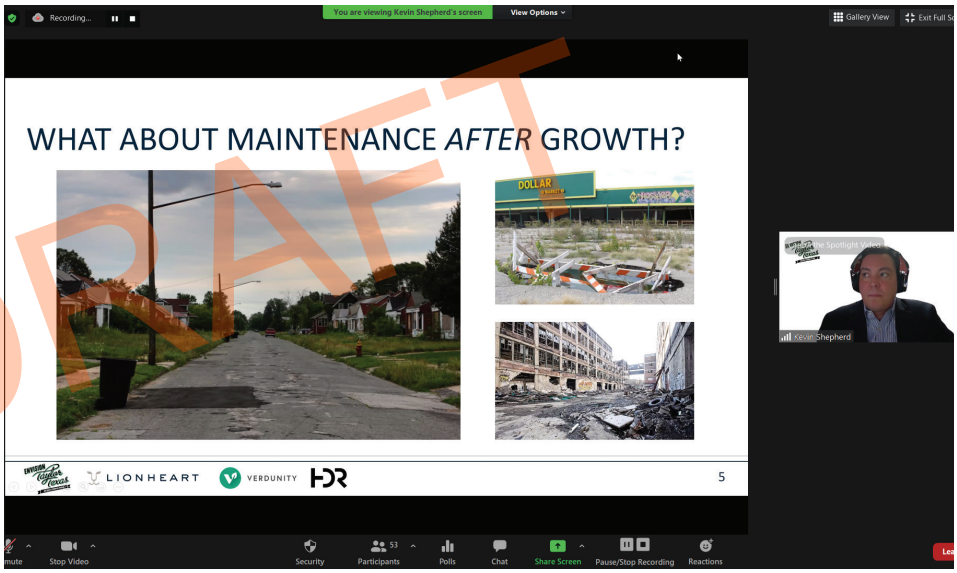
Workshop 1 included a brief overview of the process to develop the Comprehensive Plan, a presentation on Strong Towns and the initial fiscal impact analysis for Taylor, and a guided virtual discussion that became the foundation of project goals.



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.



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



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STRONG TOWN WEBINAR AND PRESENTATIONS

Strong Towns founder, Charles Marohn, Jr. presented about Strong Towns: A bottom-up revolution to rebuild American prosperity on 09.17.2020 followed by a Q & A.

Charles Marohn, Jr 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; and
- August 2021

COMMUNITY OUTREACH UPDATE 1

- 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; and
- Meeting with CARTS on 02.25.2022.

COMMUNITY OUTREACH UPDATE 2

- Comprehensive Plan Advisory Committee Meeting on 10.03.2022;
- Two focus groups (business and property owners) on 11.15.2022;
- Public Meeting on 11.29.2022;
- Comprehensive Plan Advisory Committee Meeting on 12.12.2022;
- Taylor City Council work session on 01.12.2023.

PROJECT WEBSITE

The Envision Taylor website, which served as the portal for public information relating to the Envision Taylor Comprehensive Plan, provided visitors information to learn about the guiding principles of the plan, submit

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Envision Taylor Comprehensive Plan's website

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?

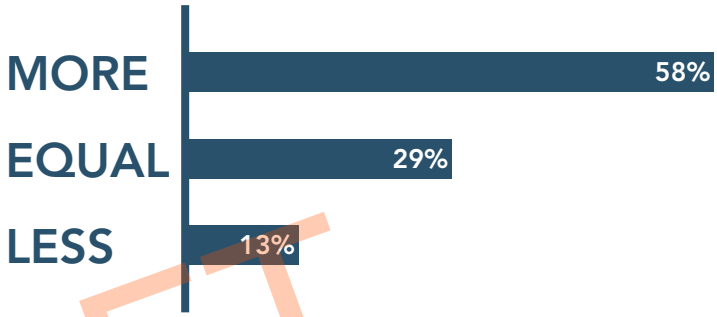


Figure 8: *Responses to a Question about Infill Housing*

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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.

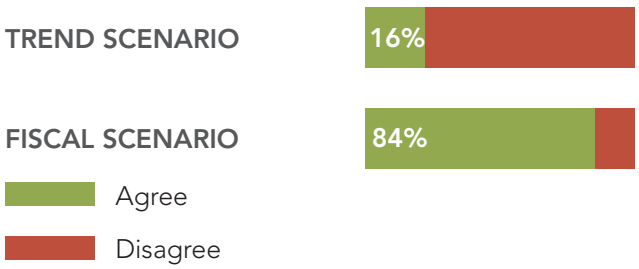


Figure 9: *Responses to a Question about Growth Scenarios*

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 a 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.

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

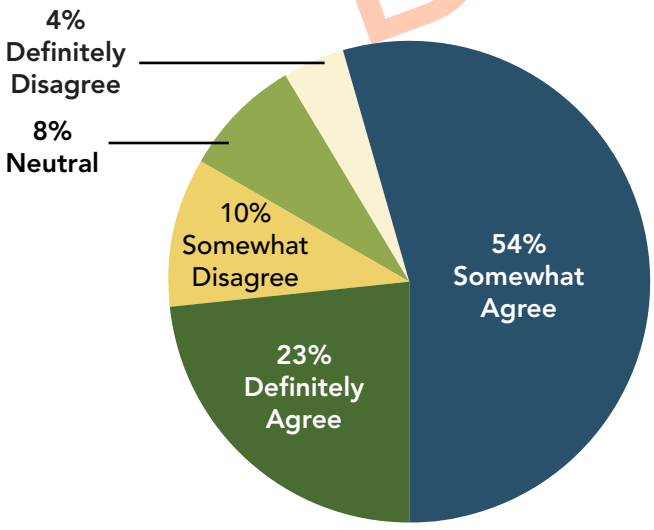


Figure 11: *Responses to a Question about the Future Diversity Projections*

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.

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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.

HISTORICAL POPULATION

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

POPULATION TRENDS IN WILLIAMSON COUNTY

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

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

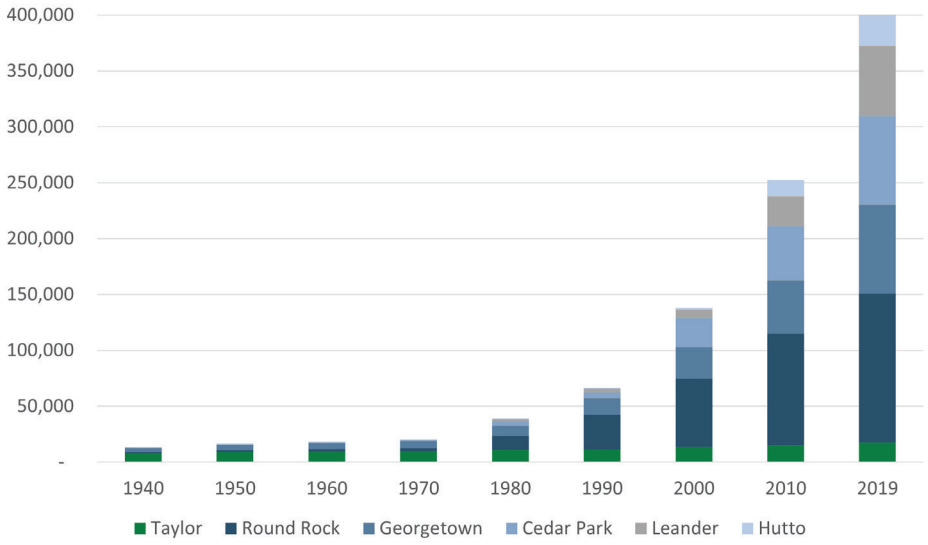
Figure 12: *City of Taylor and Williamson County Historic Population Totals*

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*



Source: Decennial Census, American Community Survey

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

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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

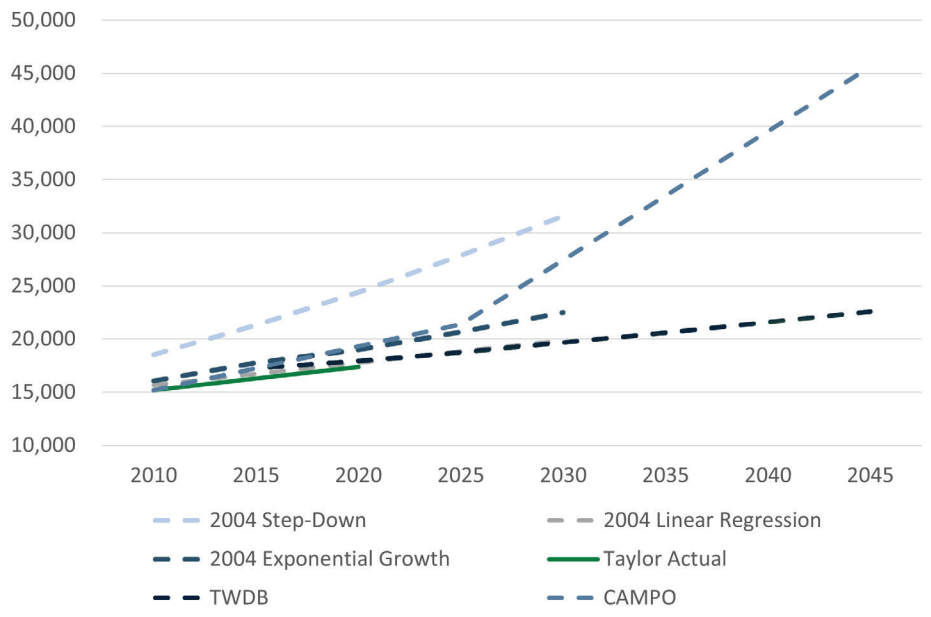
The Texas Water Development Board (TWDB) and the Capital Area Metropolitan Planning Organization (CAMPO) are two different regional agencies that project population growth for the purpose of regional infrastructure planning. These projections generally were the most aggressive in terms of population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

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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 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.

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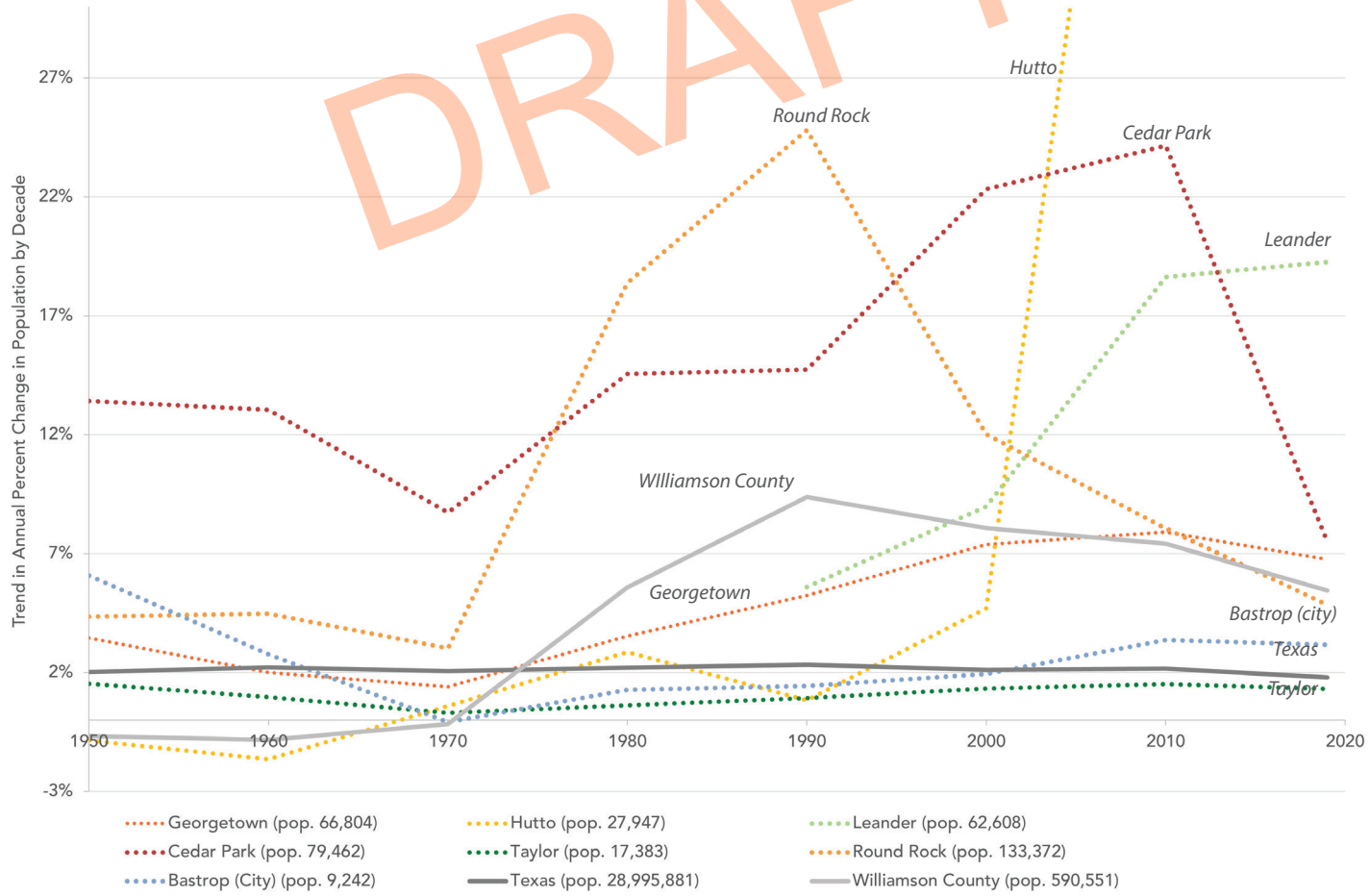
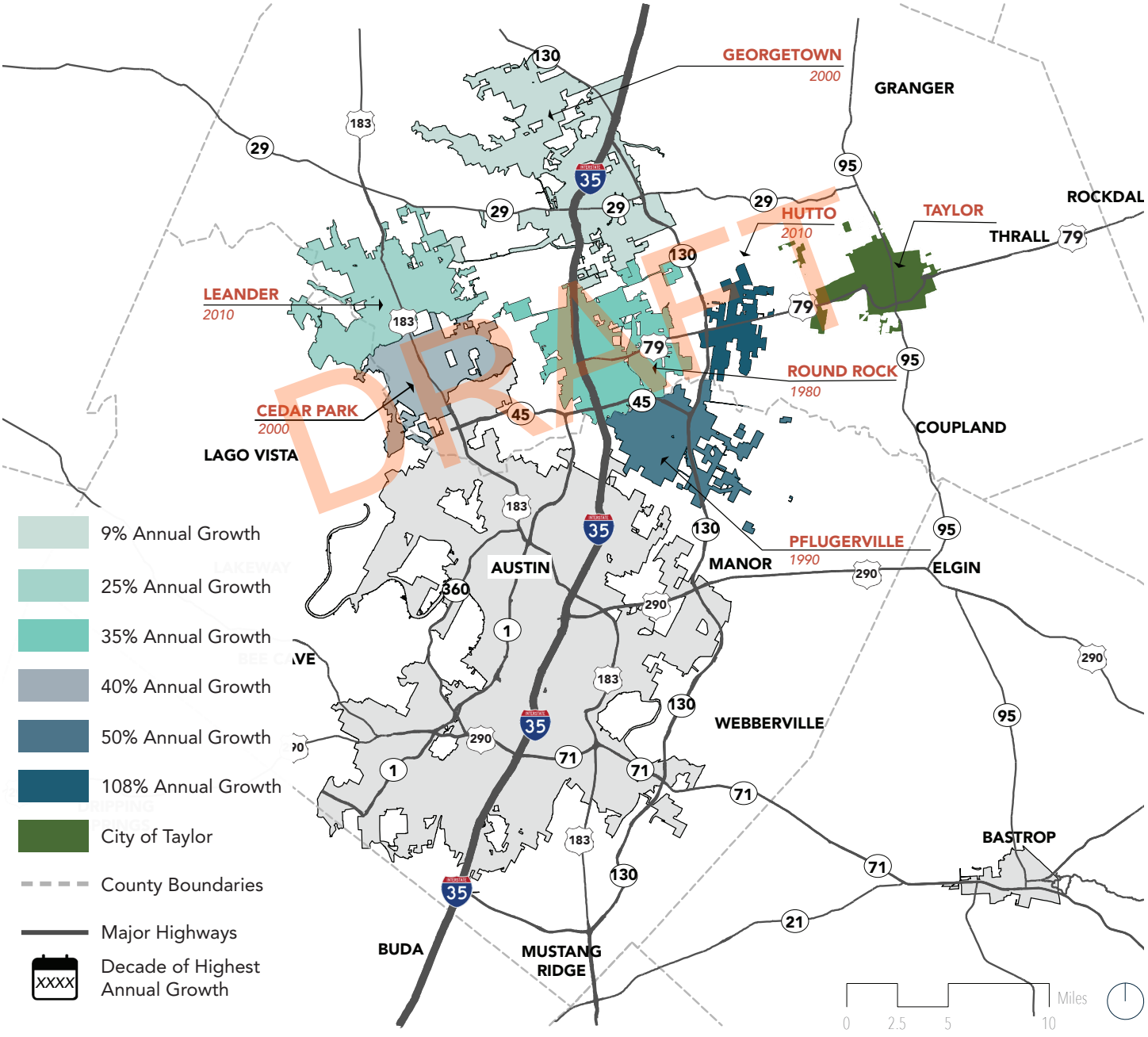


Figure 17: *Regional Growth Peaks by Decade*

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, and
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.

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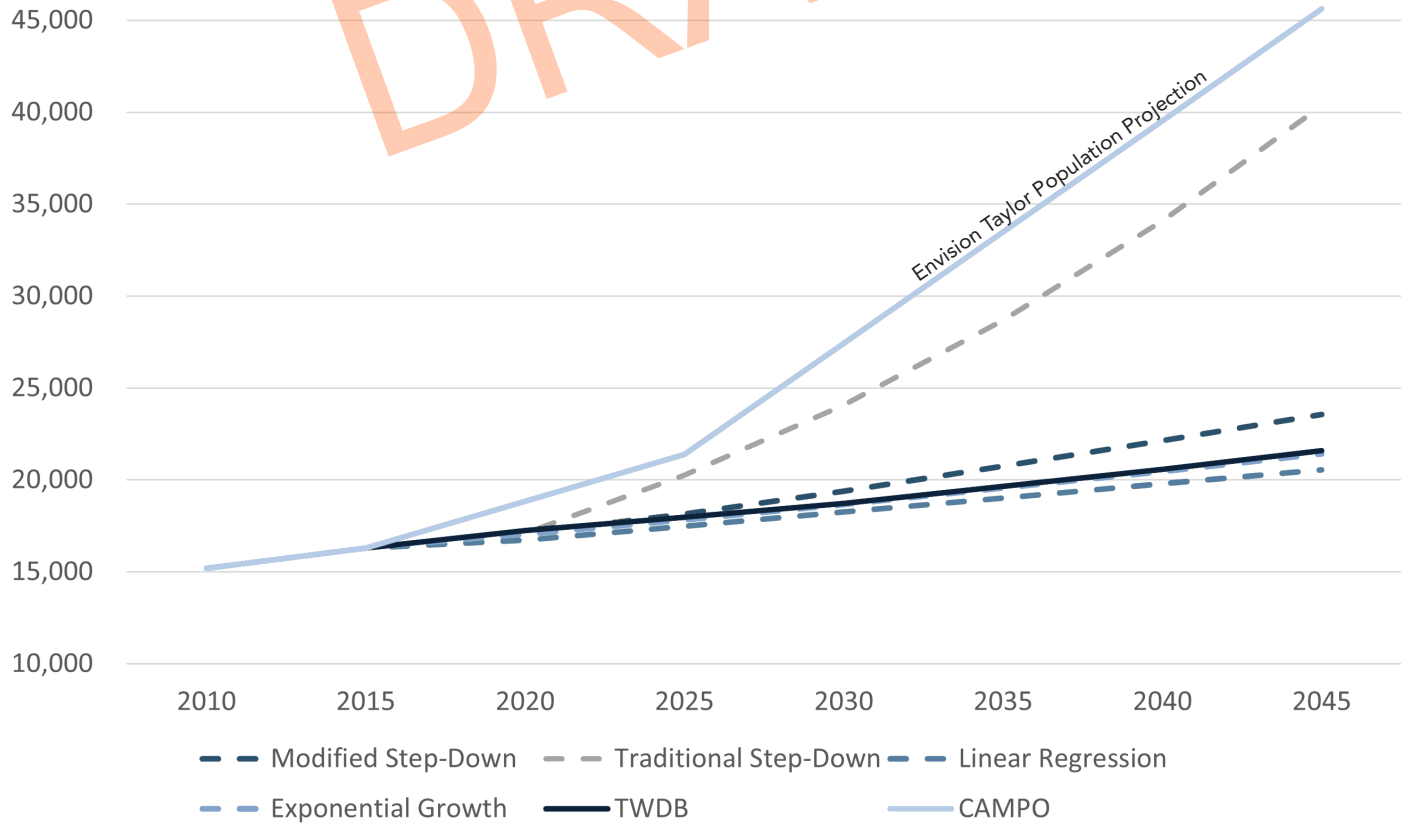


Figure 19: *Envision Taylor Population Projections*

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: *Comparison of Growth and Density*

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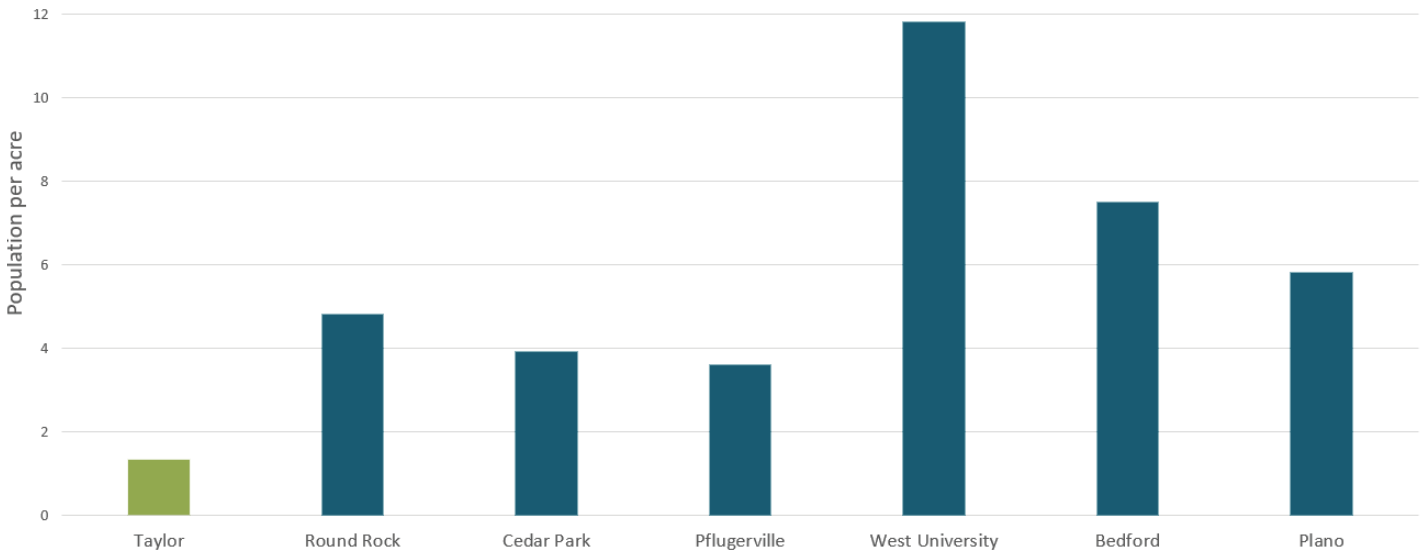


Figure 21: *Comparison of Population Density*

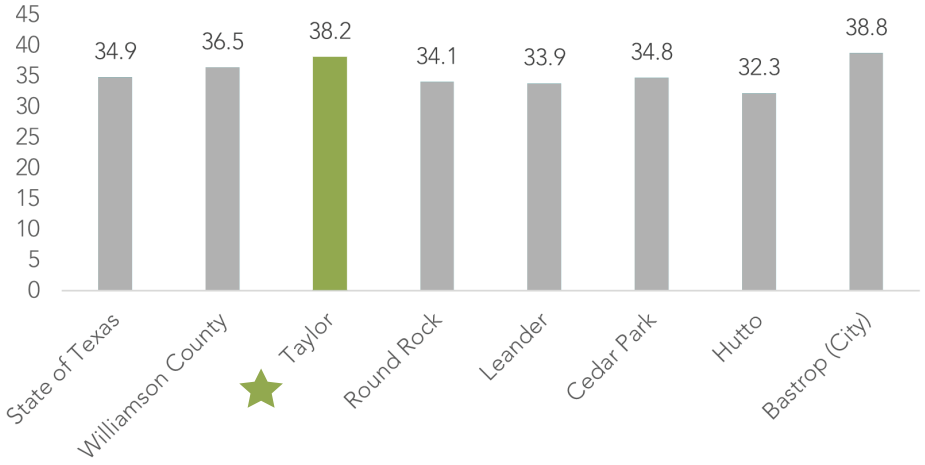
Source: City of Taylor

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: *Comparison of Median Age*

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	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, Texas*

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 % males to 49.2 % females).



Source: Decennial Census, American Community Survey

Figure 24: *Gender Characteristics in Taylor, Texas*

RACE AND ETHNICITY

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

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	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, Texas*

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 in Taylor, Texas*

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% 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, Texas*

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

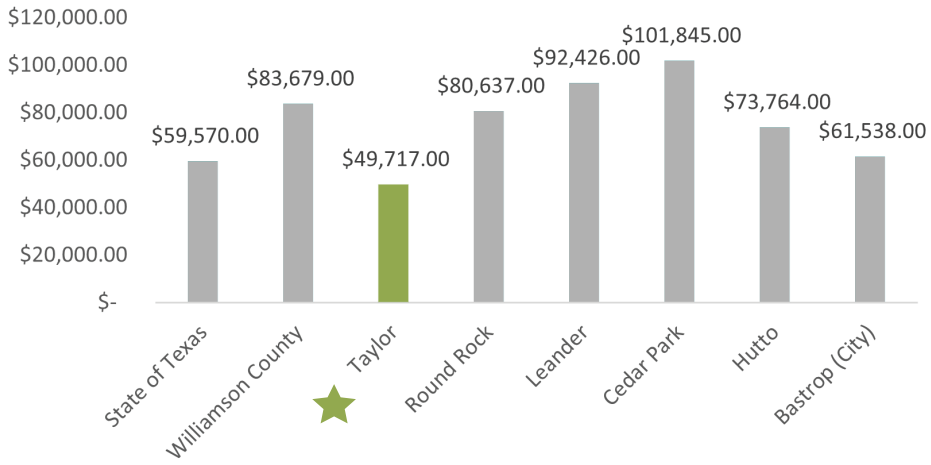
Source: Decennial Census, American Community Survey

Figure 28: *Household Size Trends in Taylor, Texas*

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: *Comparison of Median Household Income - 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, Texas*

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UNEMPLOYMENT RATE

Taylor's unemployment rate is 4.6%, 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*



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CHAPTER 2

LAND USE

- INTRODUCTION
- EXISTING CONDITIONS
- GROWTH SECTORS
- FUTURE LAND USE
- COMPREHENSIVE PLAN UPDATE 1
- COMPREHENSIVE PLAN UPDATE 2
- SUMMARY AND KEY TAKEAWAYS

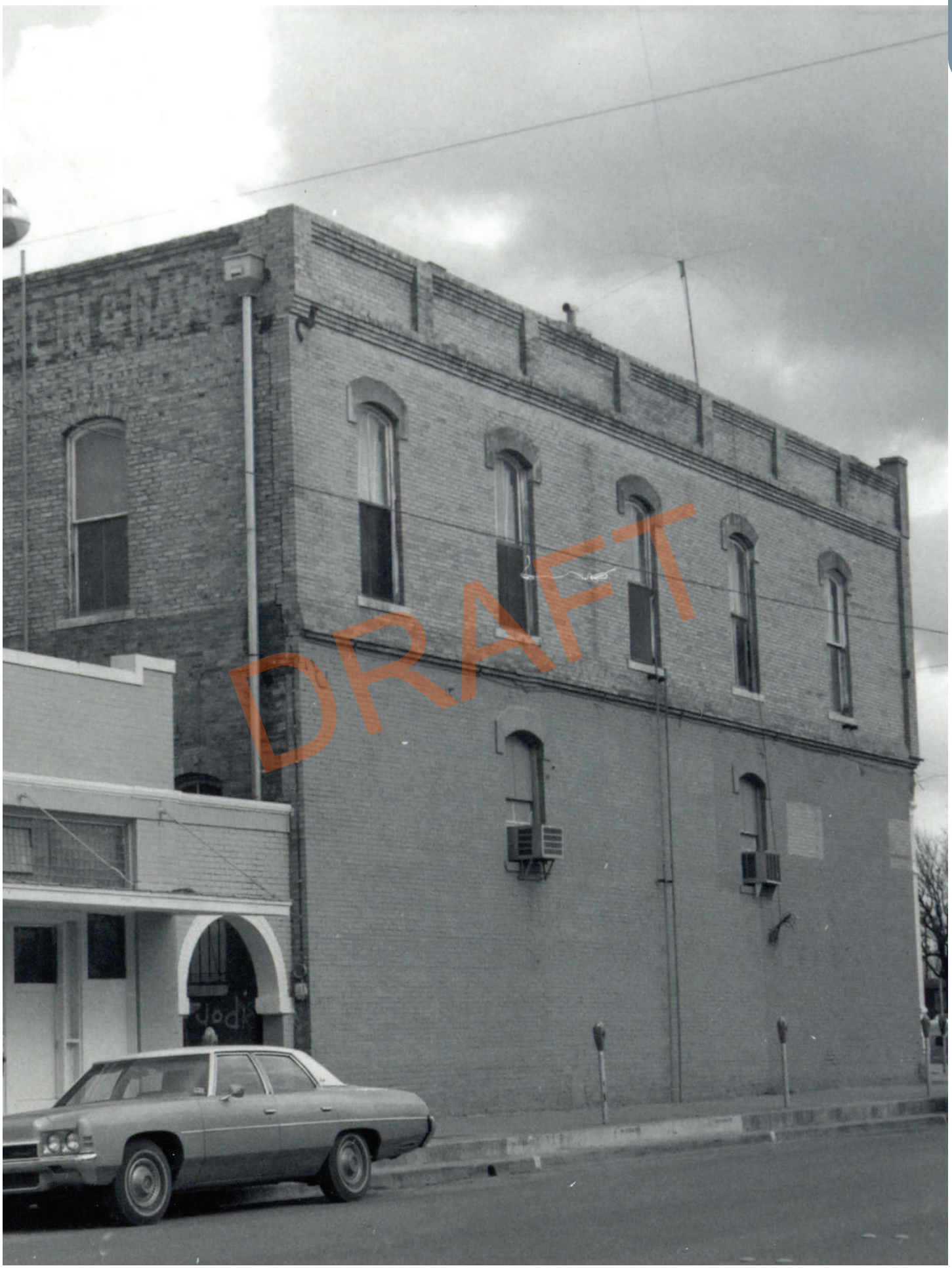
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INTRODUCTION

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.

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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.

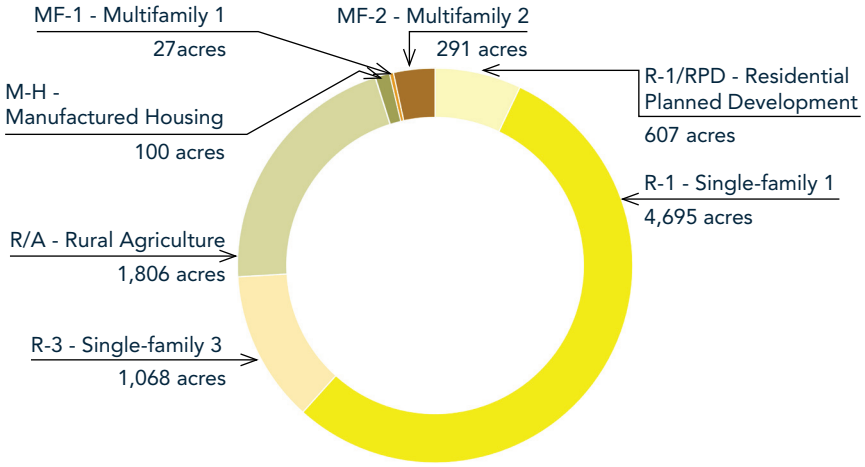


Figure 32: *Residential Zoning Districts by Acres*

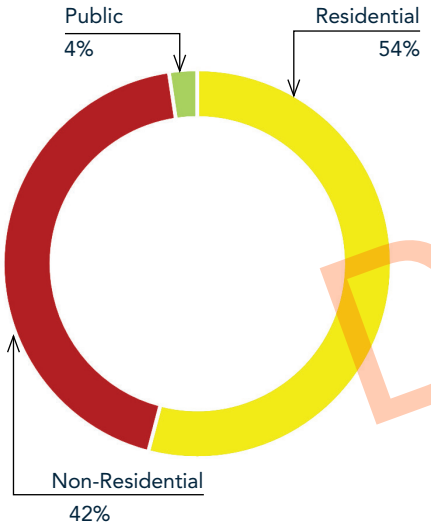


Figure 35: *Overall Zoning Districts*

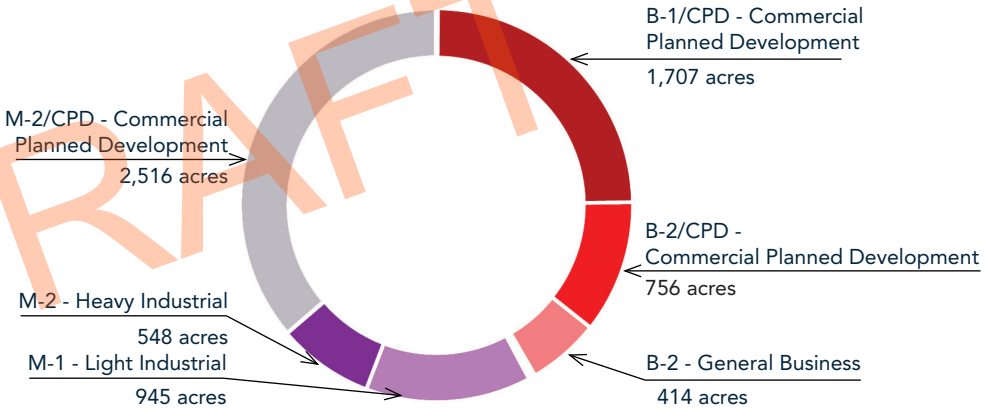


Figure 33: *Non-Residential Zoning Districts by Acres*

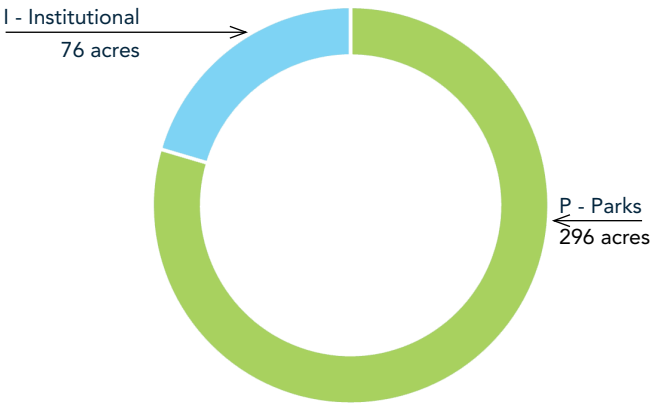


Figure 34: *Public Zoning Districts by Acres*

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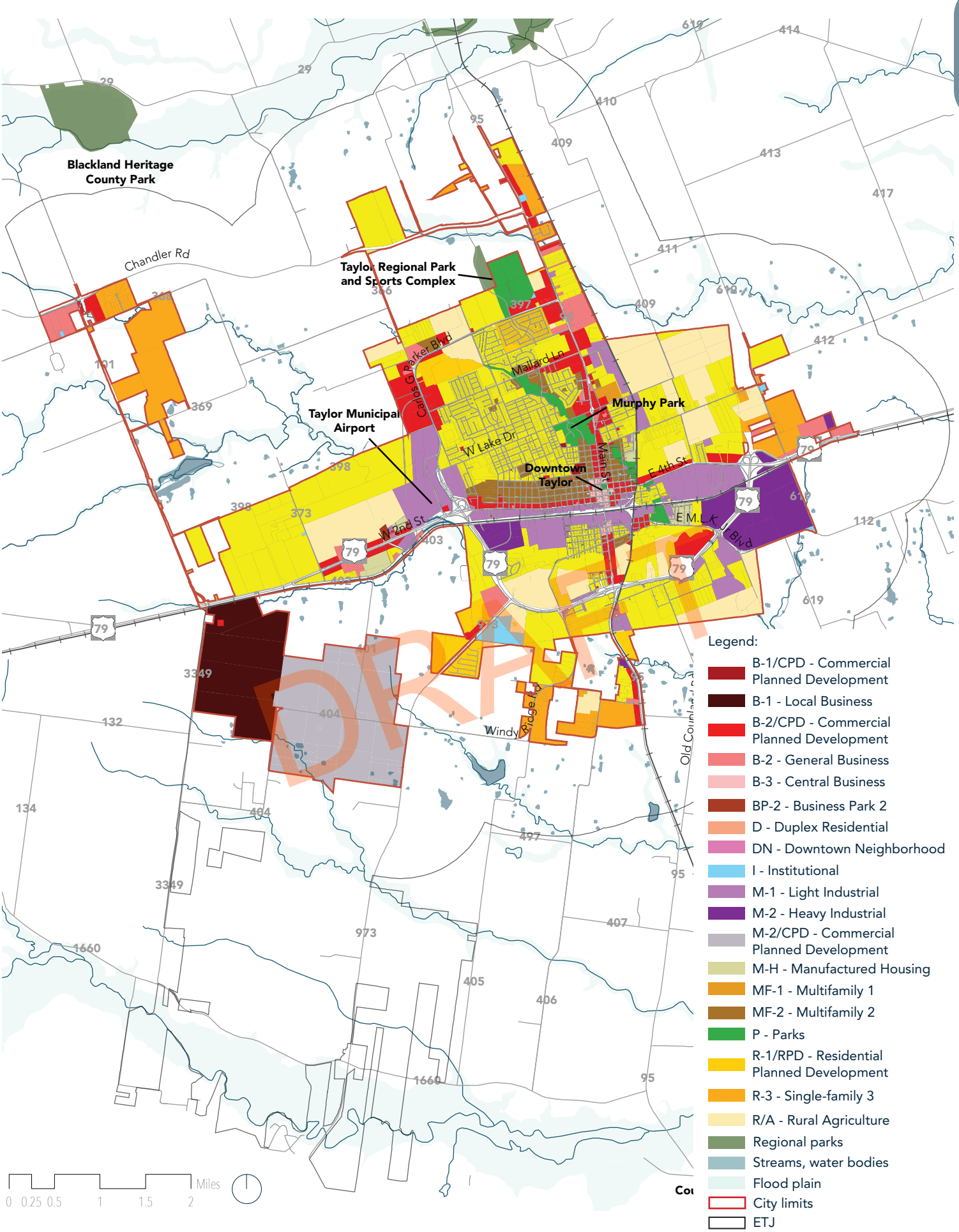


Figure 36: *Existing Zoning*

Source: City of Taylor, Williamson County

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?"

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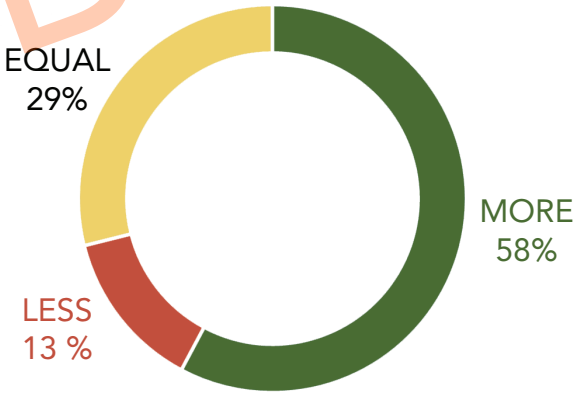


Figure 37: *Result from a Public Survey Question*

"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

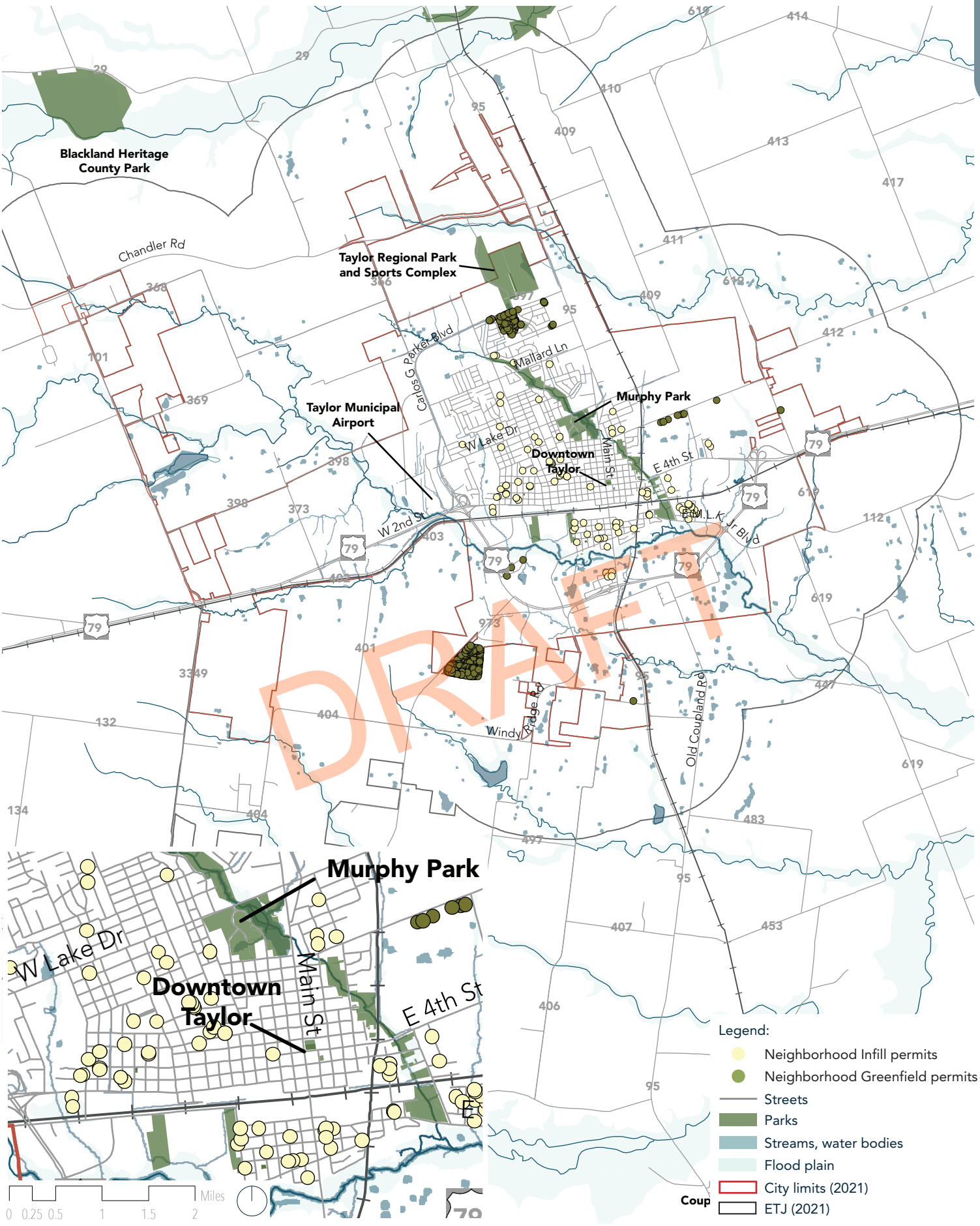


Figure 38: *Development Patterns (2016-2020)*

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%), 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 40: 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

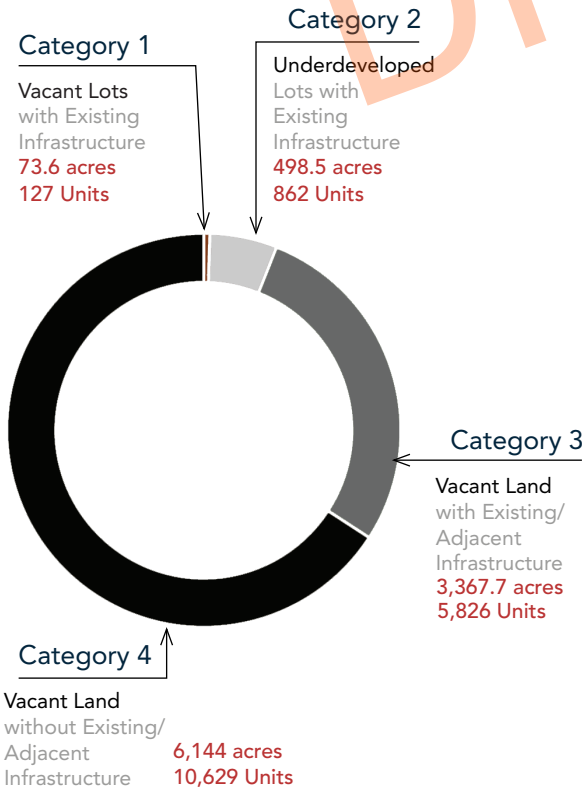
This category consists of vacant land holdings greater than one acre in size with improvement value of less than $10,000. Land in this category is located within 100-feet of a wastewater line.

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.

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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

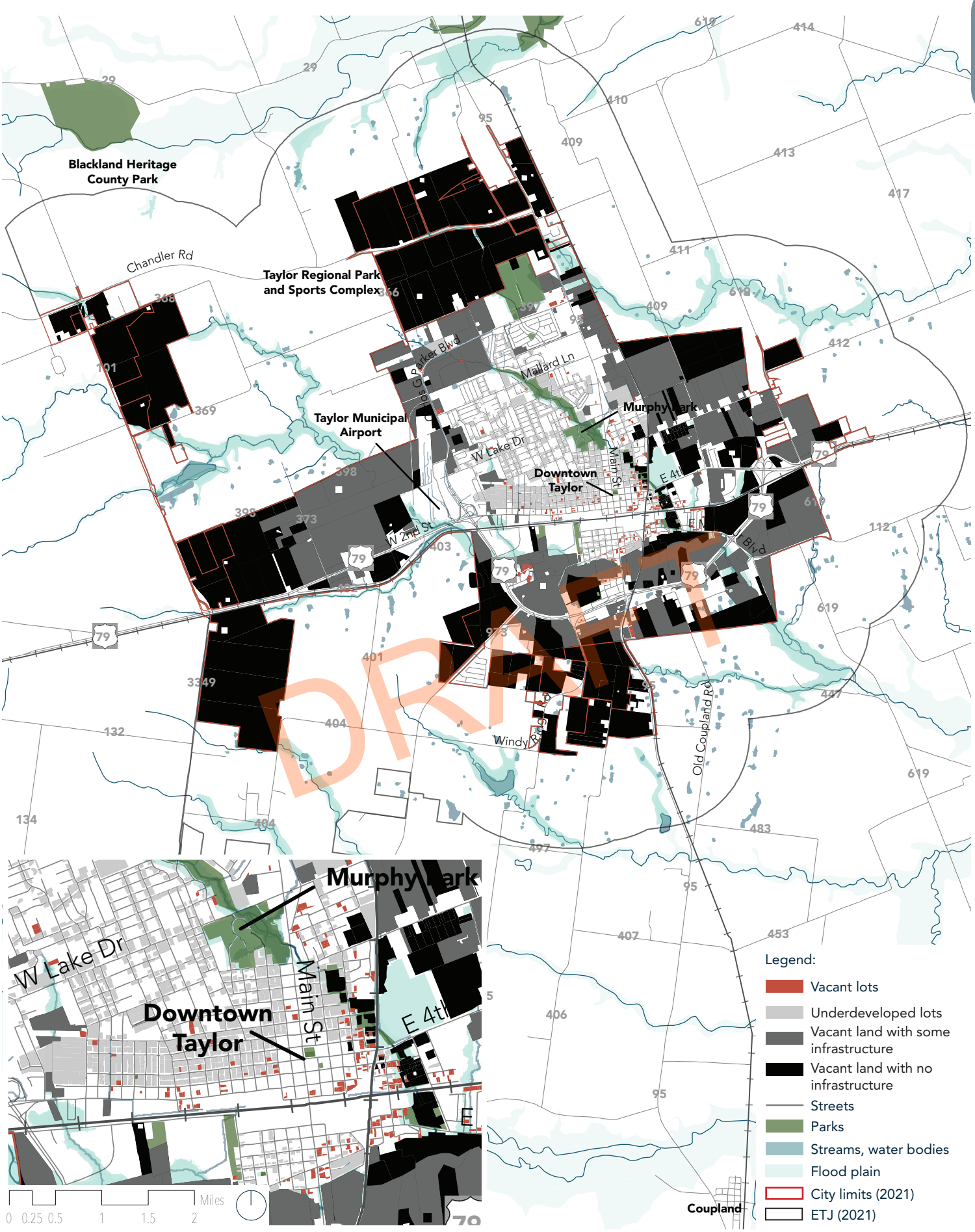


Figure 40: *Existing Vacant Lots*

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

Source: City of Taylor, Williamson County (2021)

GROWTH SECTORS

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.

FUTURE GROWTH SECTOR (G-1)

The Future Growth Sector consists of areas that have value as open space or agricultural land and where there are significant barriers to development. 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 TIER I (G-2.1)

The Controlled Growth Sector Tier I consists of areas with incomplete infrastructure. As development occurs in the Controlled Growth Sector Tier II, infrastructure systems will be extended and may allow for development to occur in Tier I.

CONTROLLED GROWTH SECTOR TIER II (G-2.2)

The Controlled Growth Sector Tier II consists of areas where infrastructure is planned but not yet installed or areas where existing infrastructure lacks capacity and needs to be upgraded prior to expansion.

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.

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.

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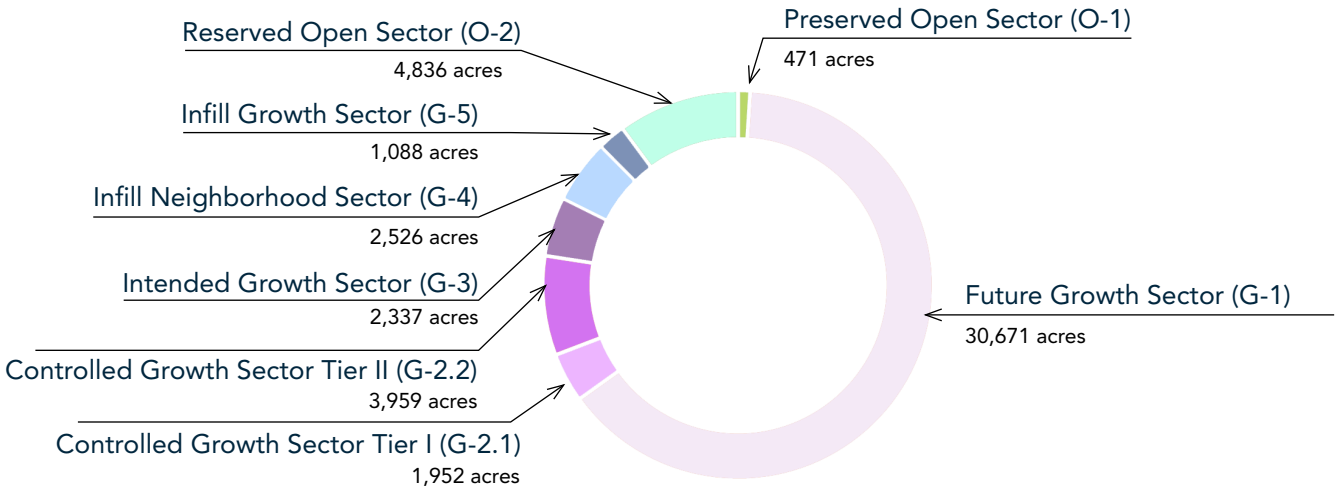


Figure 41: *Growth Sectors by Acres*

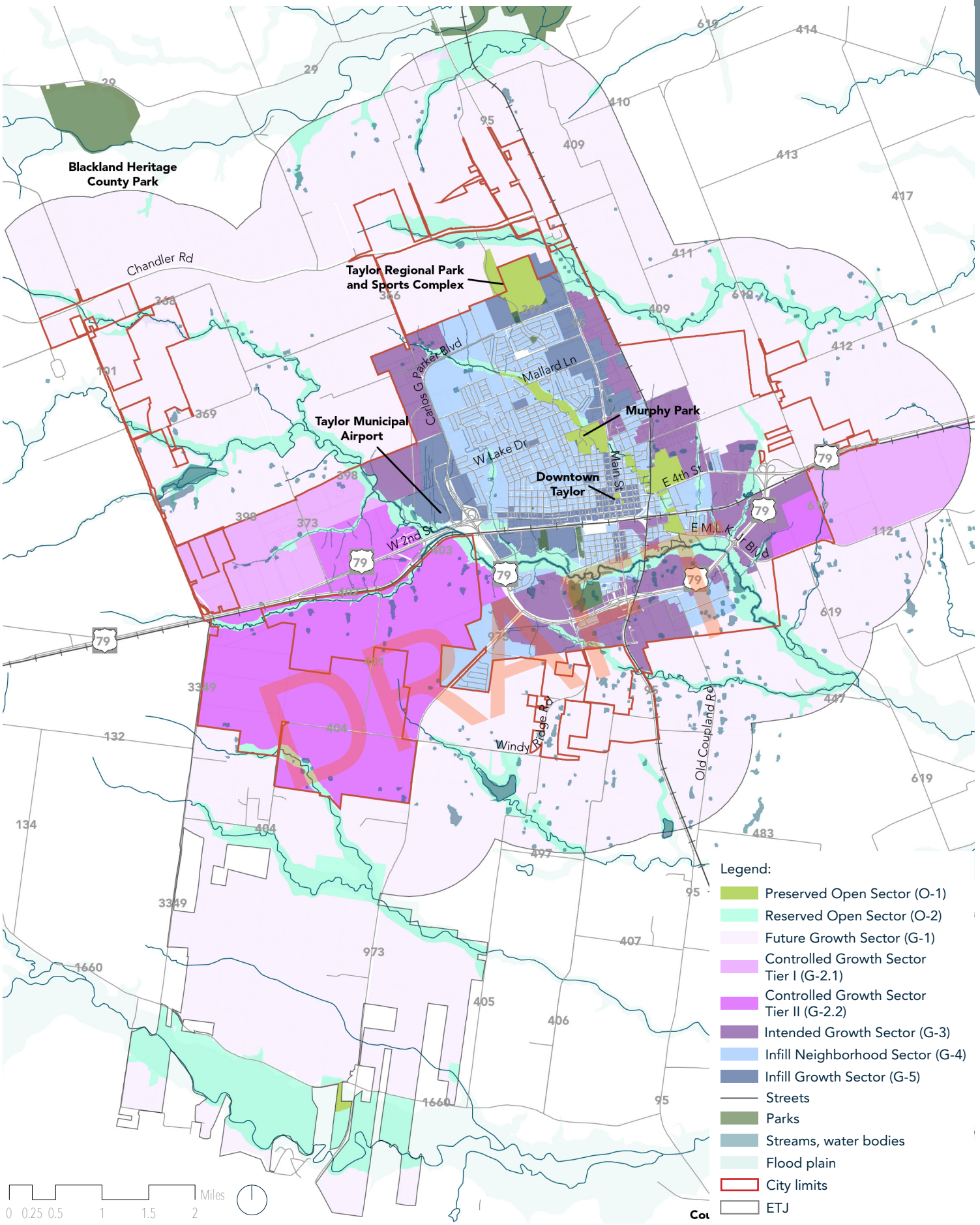


Figure 42: *Growth Sectors Map*

Source: City of Taylor, Williamson County

GROWTH AND 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

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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*

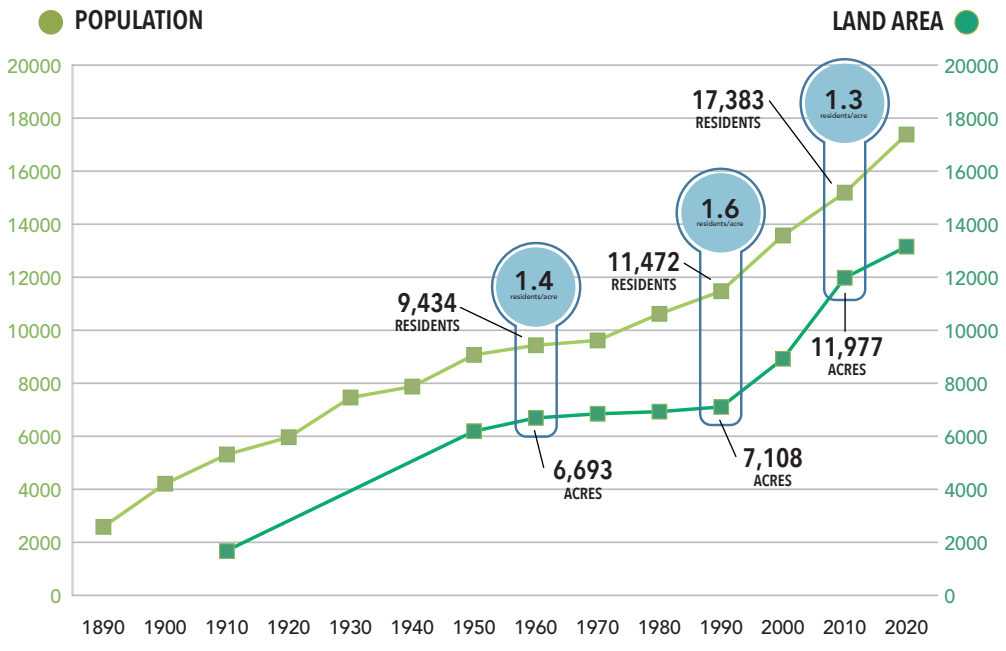


Figure 45: *Taylor's Population and Land Area in Acres by Decade*

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: *Comparison of Cities*

Source: Decennial Census, American Community Survey

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$1.7M

Current Yearly Budget for Street Maintenance/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.

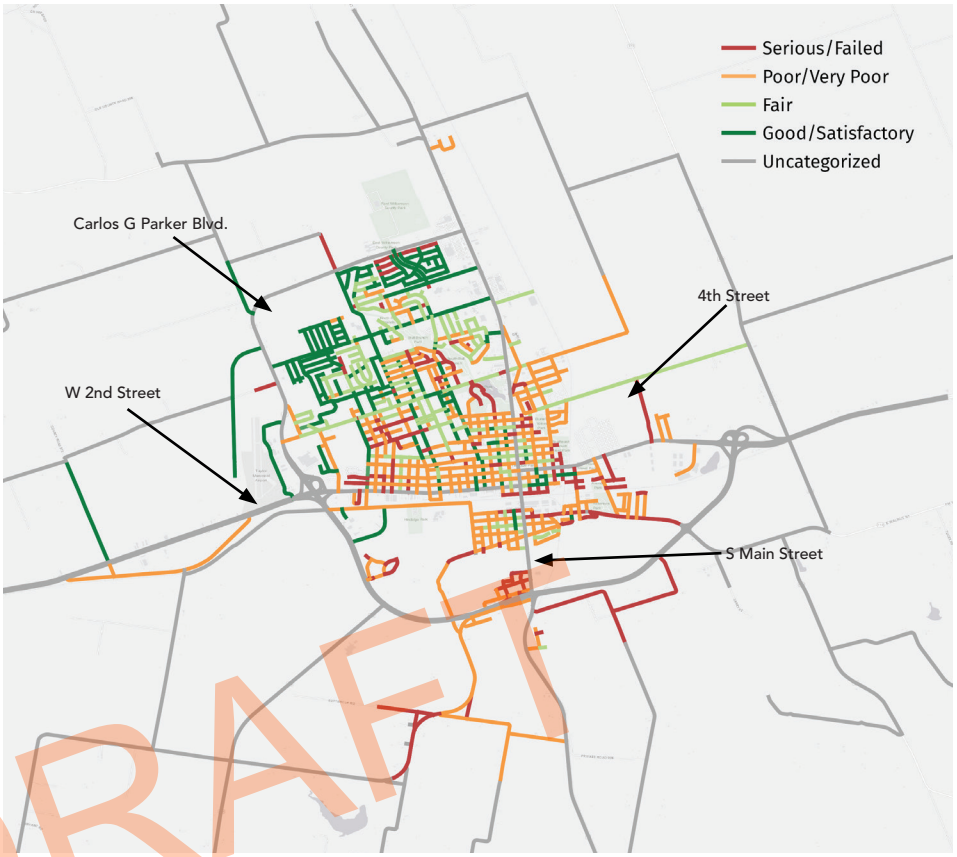


Figure 47: *Pavement Conditions*

Source: City of Taylor, Verdunity

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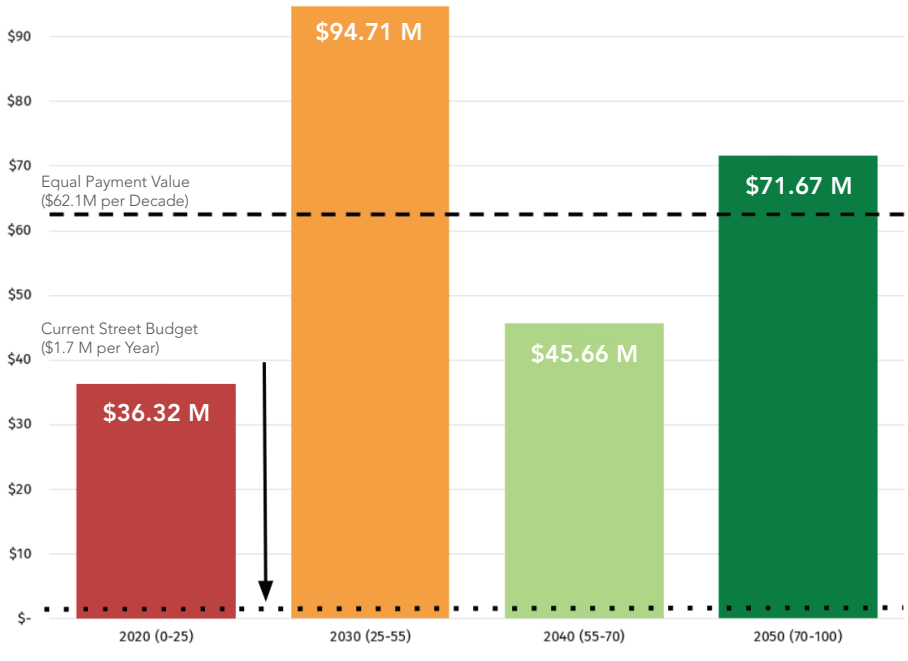


Figure 48: *Pavement Replacement*

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





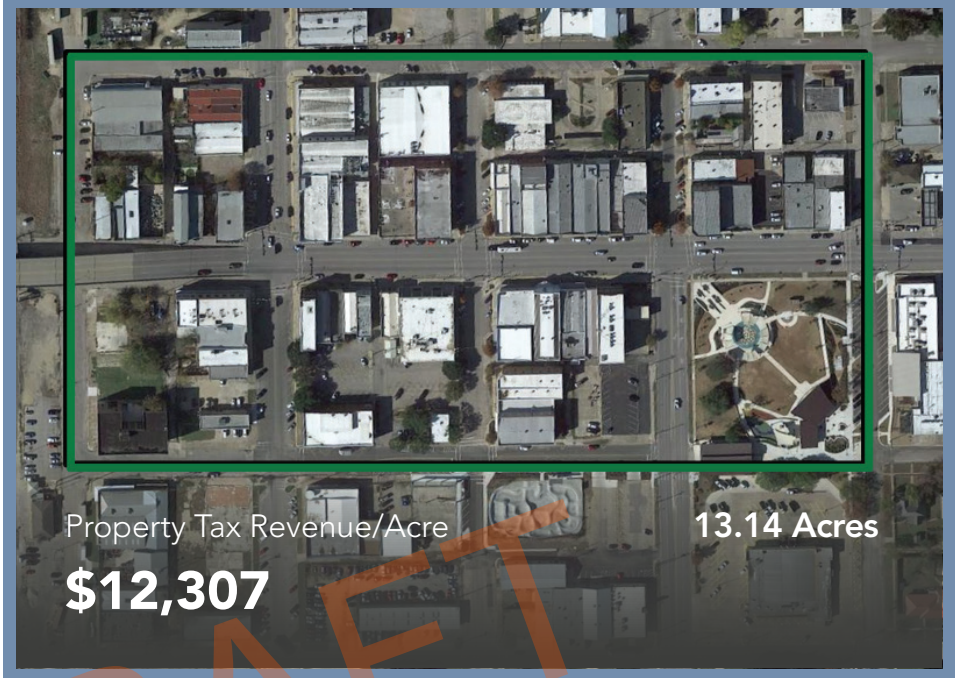
Suburban Pad Site





Figure 49: *Main Street and Pad Site Comparison*

Traditional Grid Downtown



Auto Oriented Big Box



Figure 50: *Traditional Grid and Big Box Comparison* *Source: WCAD, Google Earth, Verdunity*

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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*

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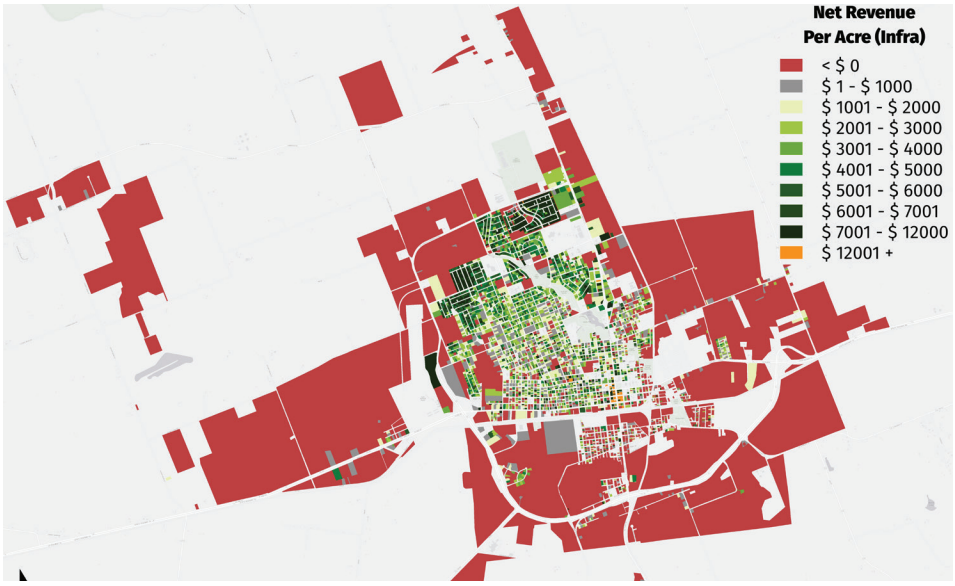


Figure 52: *Net Revenue per Acre (Current + Projected Costs)* *Source: Verdunity*

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.

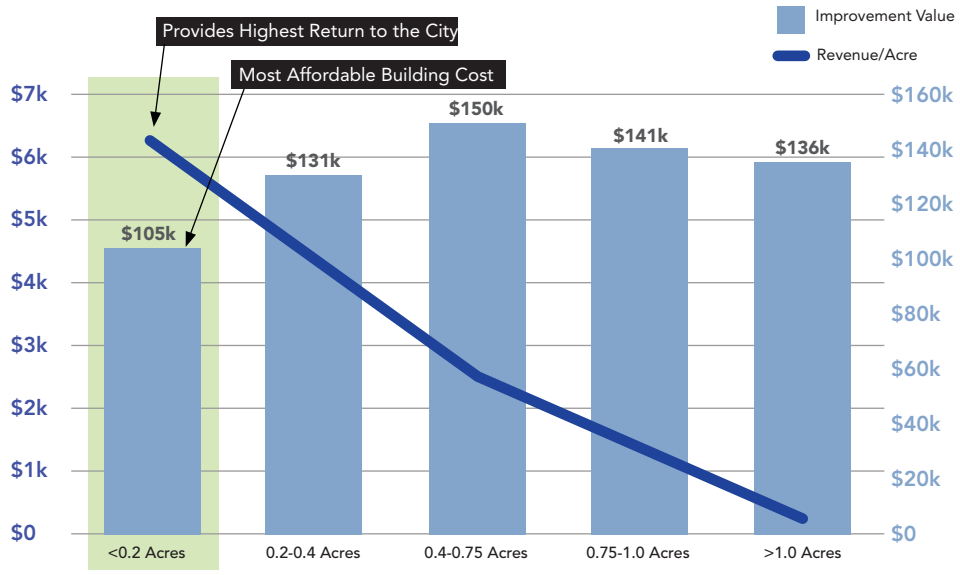


Figure 53: *Single-family Improvement Value compared to Rev/Acre* *Source: Verdunity*

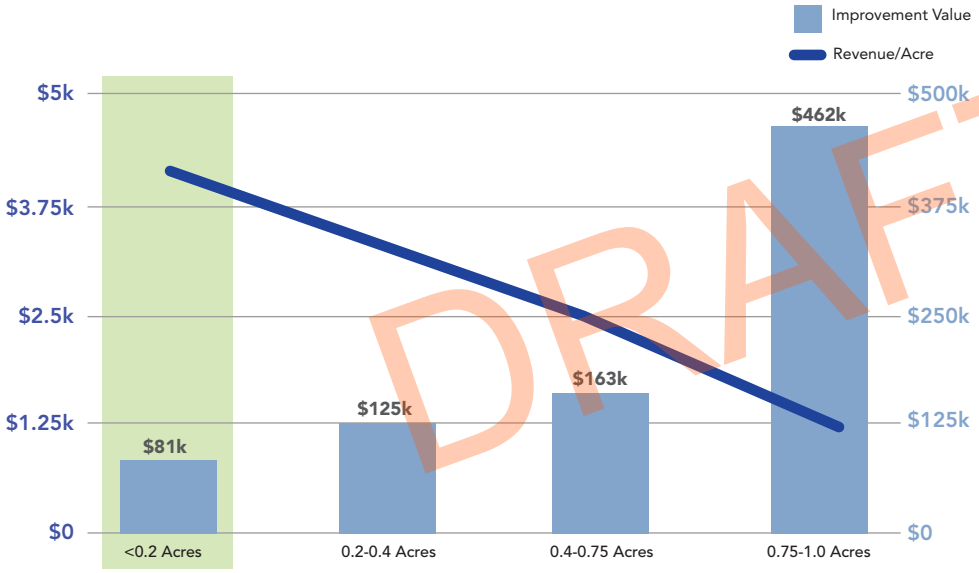


Figure 54: *Multifamily Improvement Value compared to Rev/Acre* *Source: Verdunity*

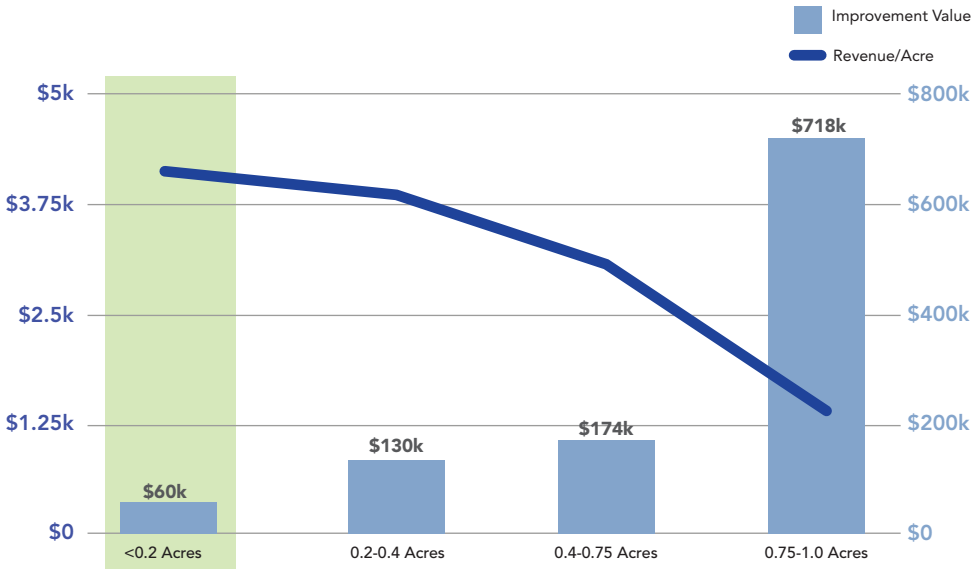


Figure 55: *Commercial Improvement Value compared to Rev/Acre* *Source: Verdunity*

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 53: Single-family Improvement Value compared to Rev/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.

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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.

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1 REVENUE PER ACRE

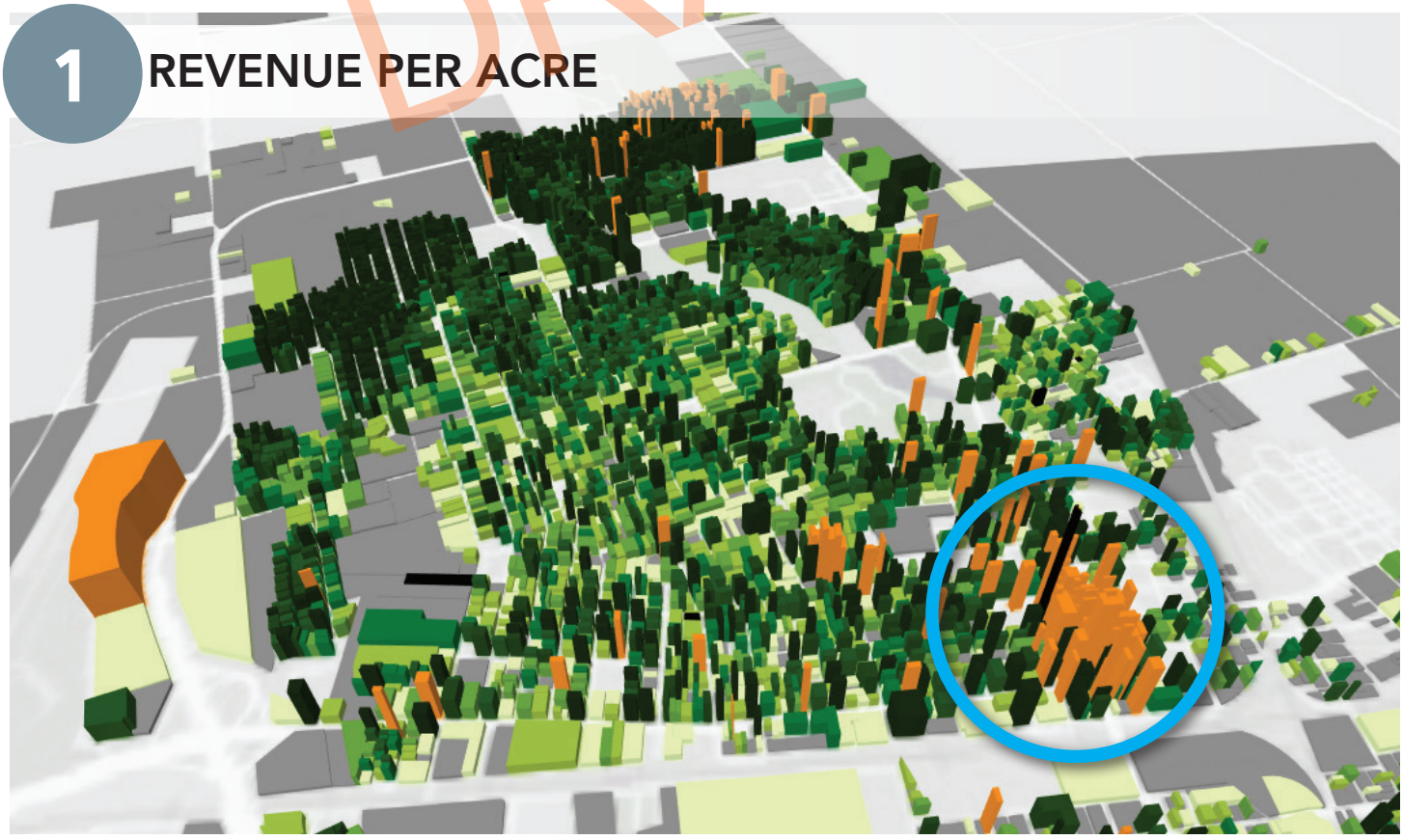


Figure 56: *3D Revenue per Acre*

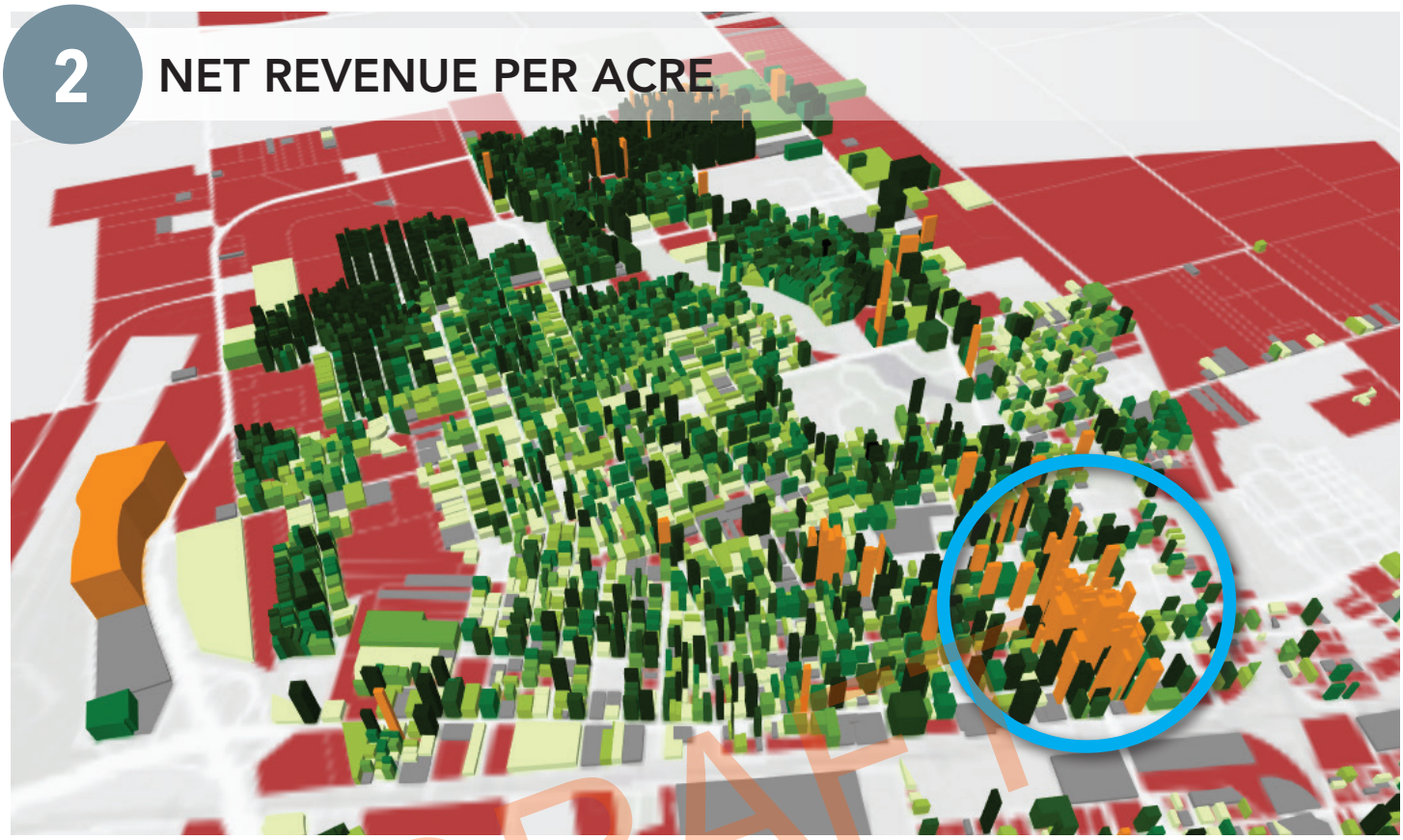


Figure 57: *3D Net Revenue per Acre*

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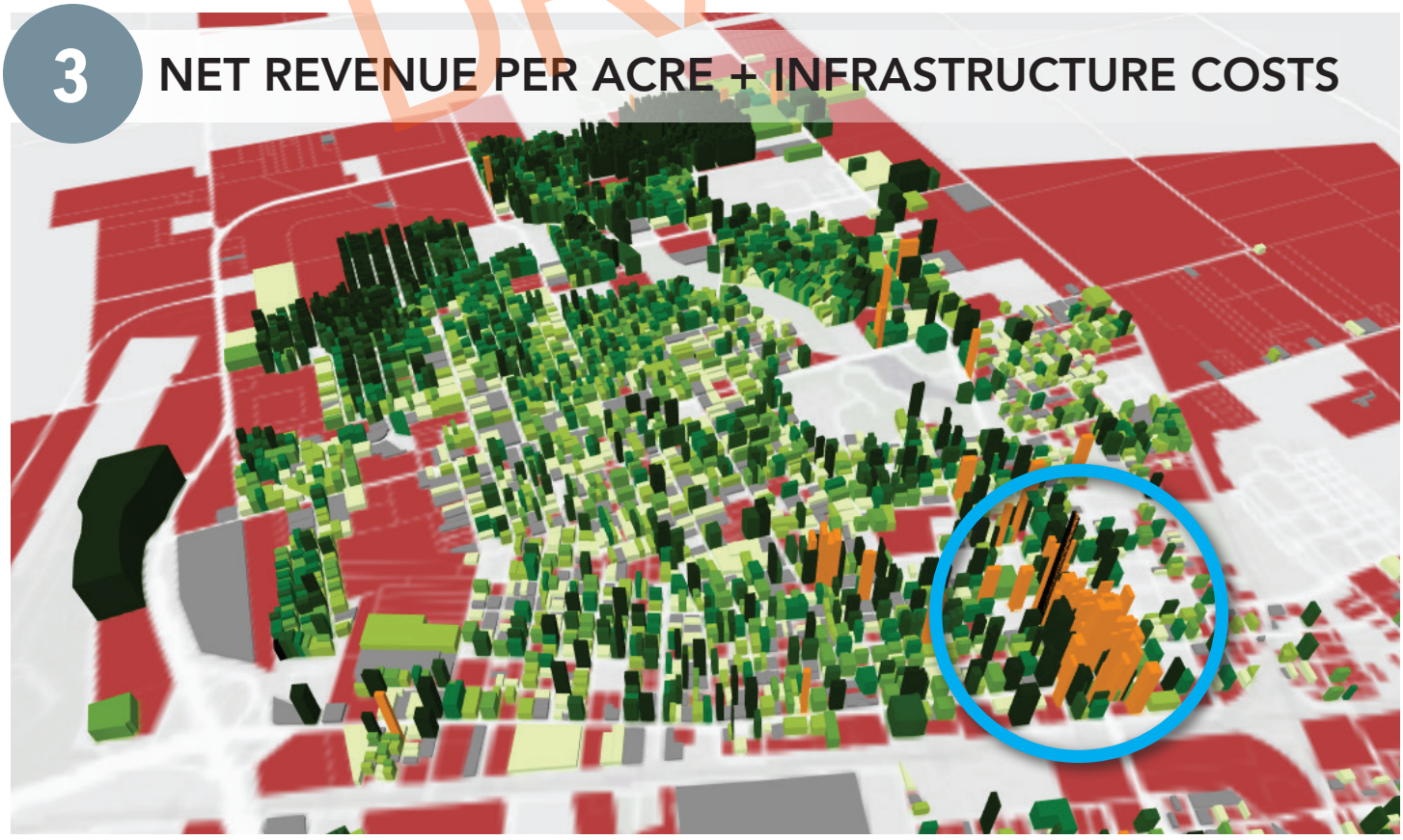


Figure 58: *3D Net Revenue + Infrastructure per Acre*

THE EFFECT OF LOT SIZE ON PRODUCTIVITY

SMALLER LOTS

Single-Family





Multifamily





Commercial





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

LARGER LOTS













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TAKEAWAYS

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

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



$540/acre
Where we are now

Current property tax/acre

$2500/acre
Break-even

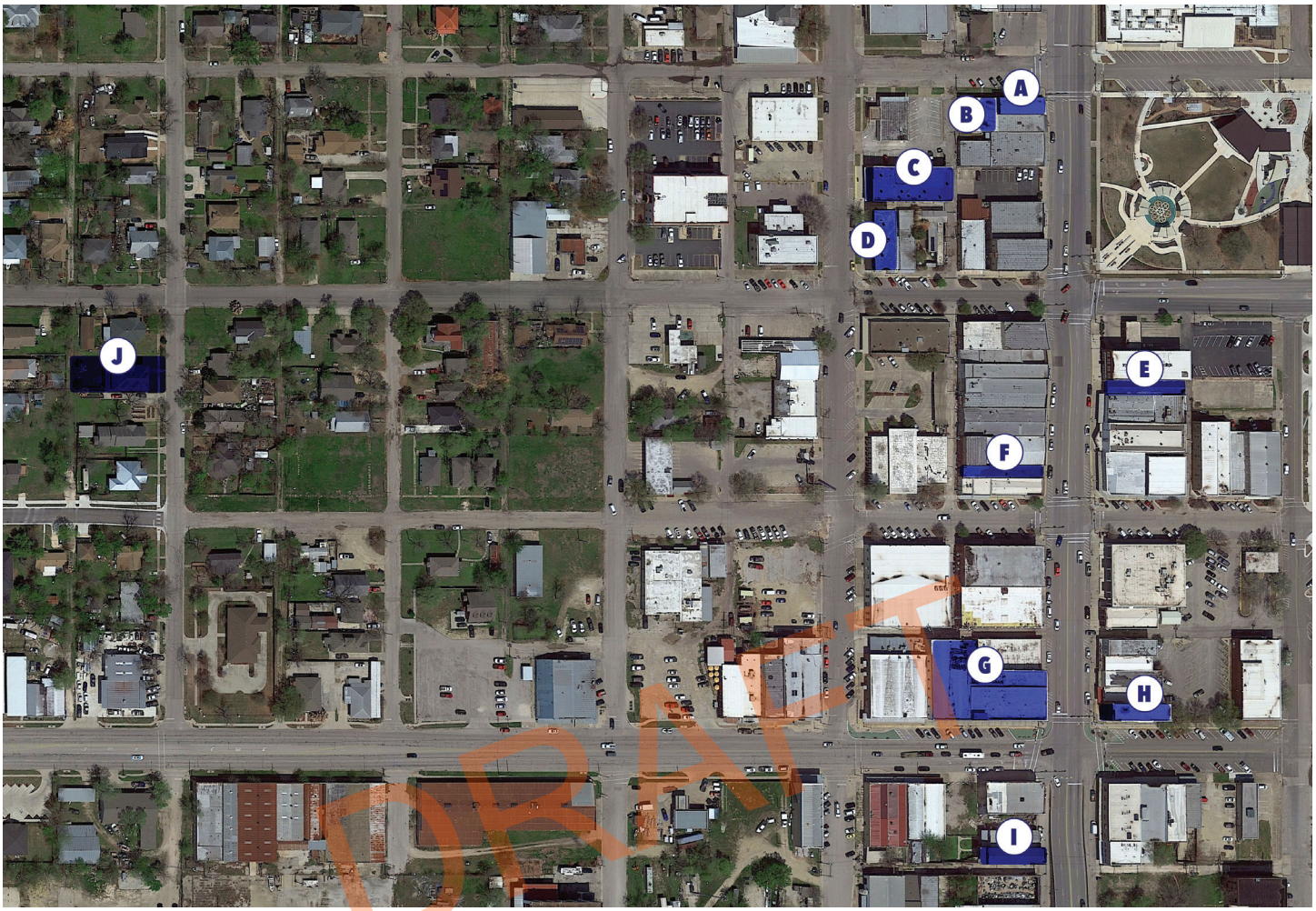
Estimated target to cover current services plus existing street infrastructure liabilities with property tax revenue.

$4000+/acre
Fiscally Sustainable

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

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HIGHEST VALUE PARCELS



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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 60: Highest Value Parcels* 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*

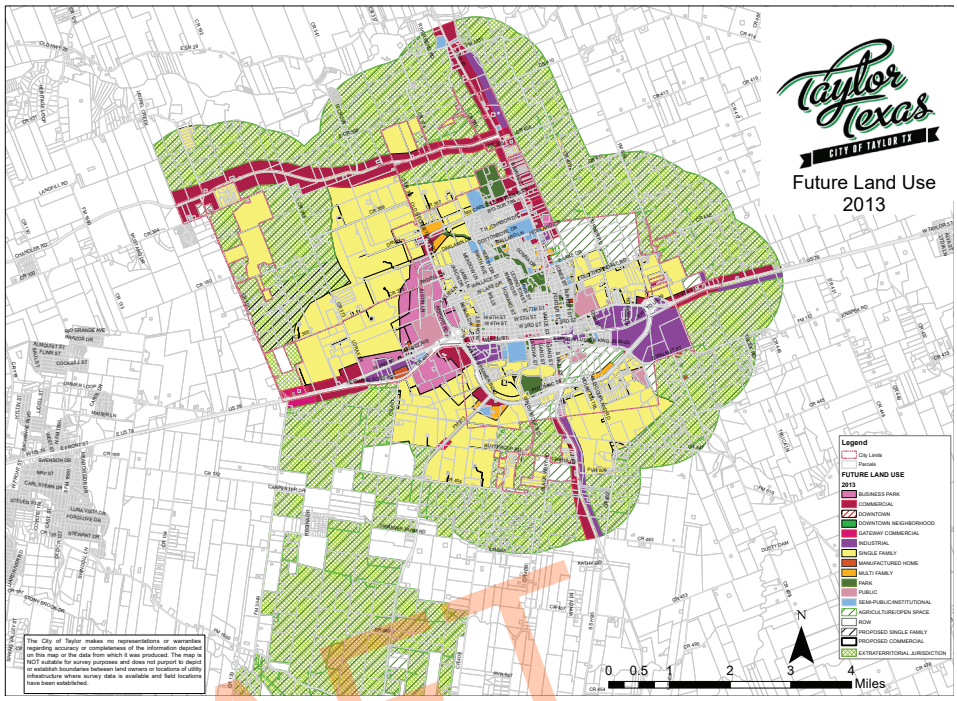
FUTURE LAND USE

PURPOSE

The city's existing land use patterns coalesce around the key corridors of SH 95 (Main Street) and W 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*

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ELEMENTS OF A FUTURE LAND USE

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.

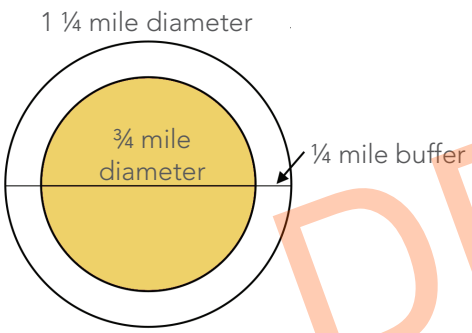
Infill - Existing developed areas that are intended for infill on vacant and underutilized lots that generally matches the character of the existing development while accommodating incremental increases in population density.

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

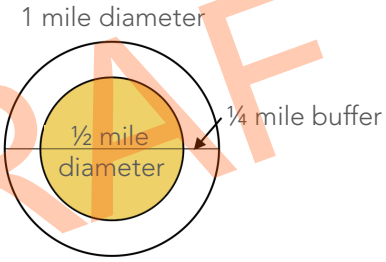
Centers at all scales are intended as compact, walkable places designed at a human scale instead of an auto-oriented scale. Centers come in different sizes intended to serve individual neighborhoods, several neighborhoods, or the region as described below. All centers should include a mixture of uses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

REGIONAL CENTER



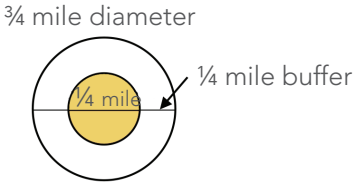
Regional centers are the largest center type and attract users from across the city and adjacent communities. Regional centers often include destination retail and attractions along side higher density mixed-use developments.

COMMUNITY CENTER



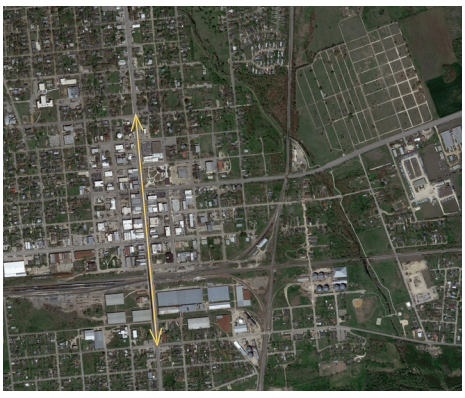
Community centers are larger than neighborhood centers but often serve several neighborhoods within the city. Community centers often include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets.

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.

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¾ mile diameter



½ mile diameter



¼ mile diameter

Figure 62: *Scales of the Centers*

FUTURE LAND USE

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.

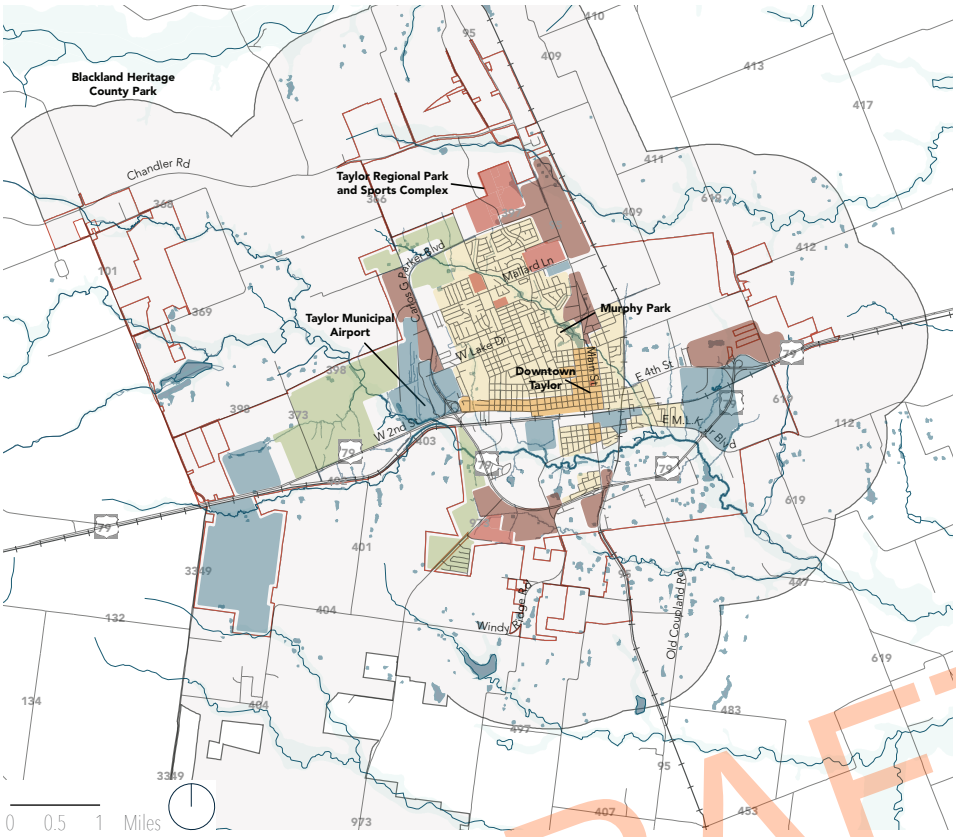
The Trend scenario requires **22%** more lane miles of new streets.

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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.

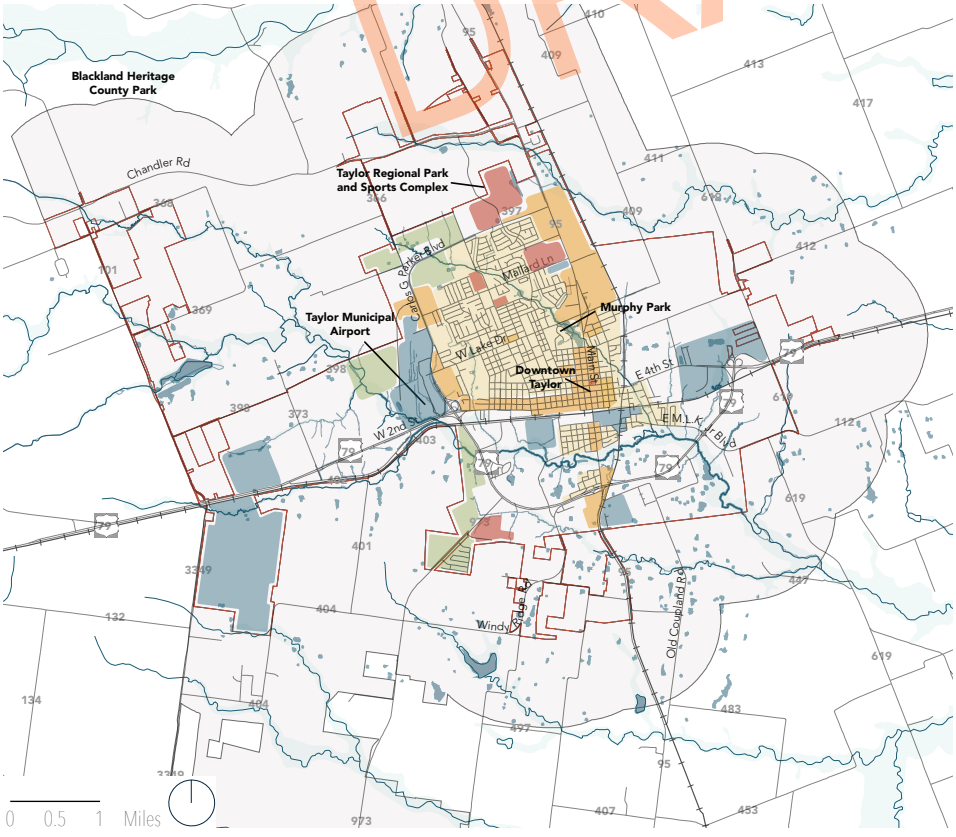


Legend:
- Retail Center (713 acres)
- Market Center (46 acres)
- Civic Center (462 acres)
- Employment Center (713 acres)
- Neighborhood Infill Areas (20 acres)
- Neighborhood Greenfield Areas (1,300 acres)
- Area of Minimal Change
- Streets
- Streams, water bodies
- Flood plain
- City limits
- ETJ

Figure 63: *Trend Scenario*

Source: City of Taylor

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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

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 Future Growth Sector and are intended to retain there existing land uses and development intensity for the time frame of this plan.

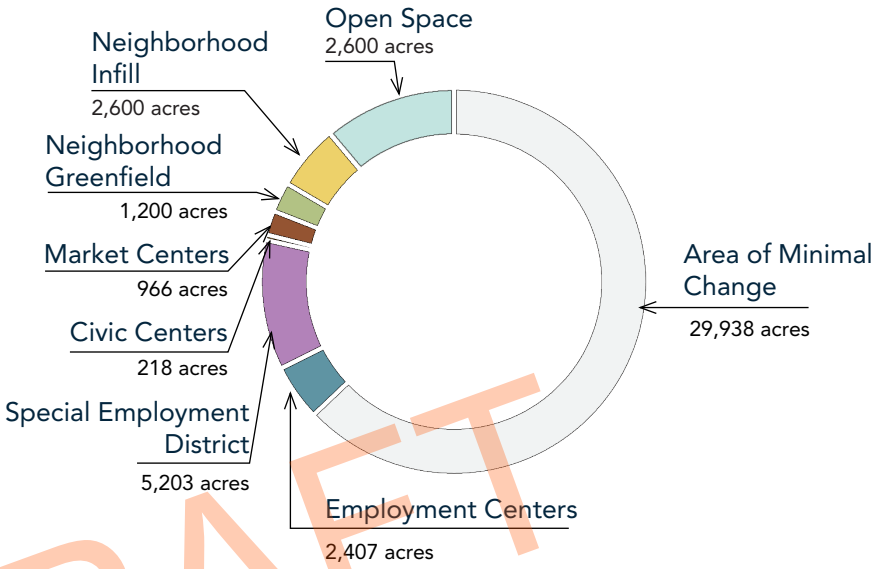


Figure 65: *Future Land Use by Acres*

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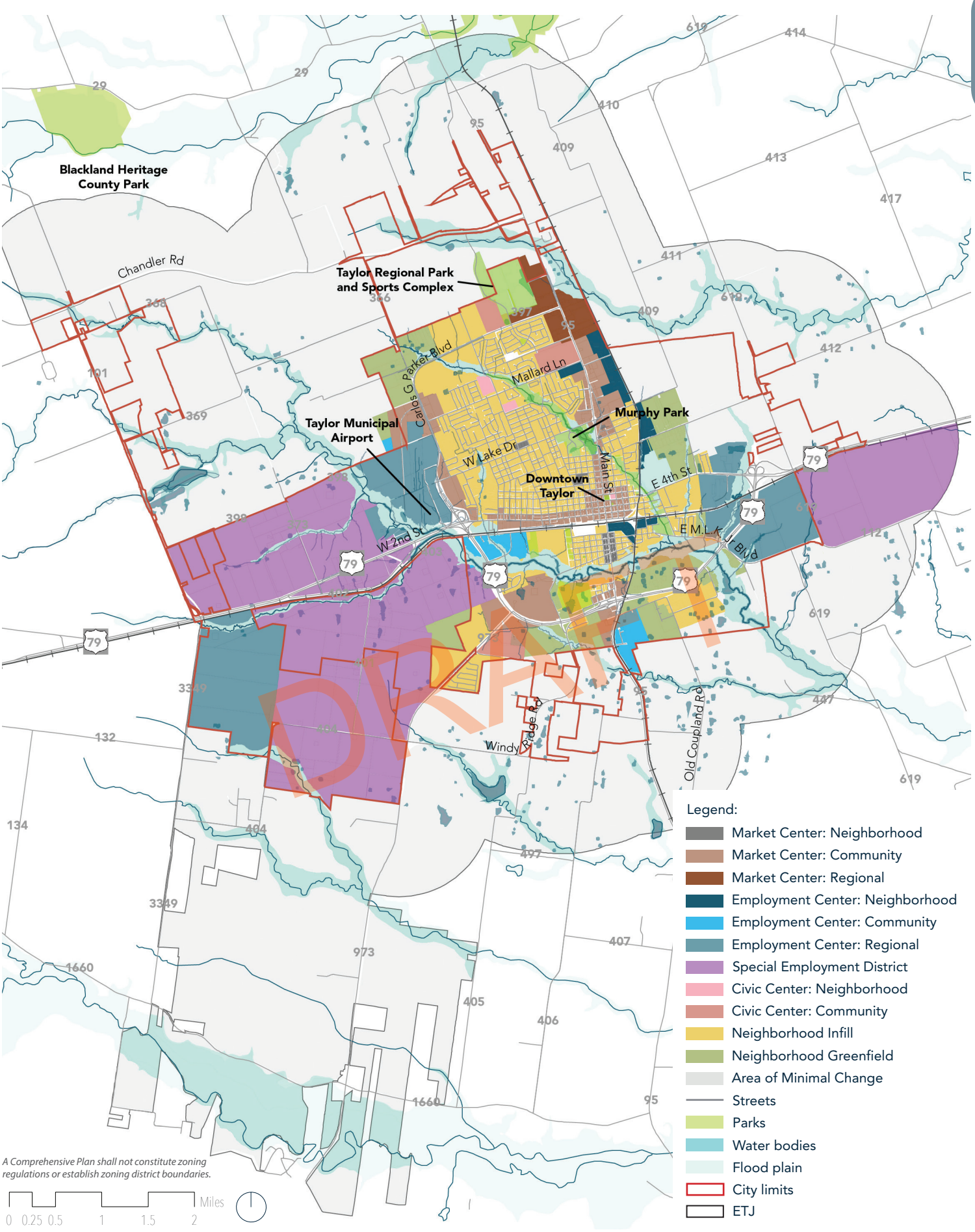


Figure 66: *Future Land Use Map*

Source: City of Taylor, Williamson County

FISCAL IMPACT OF THE FUTURE LAND USE

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.

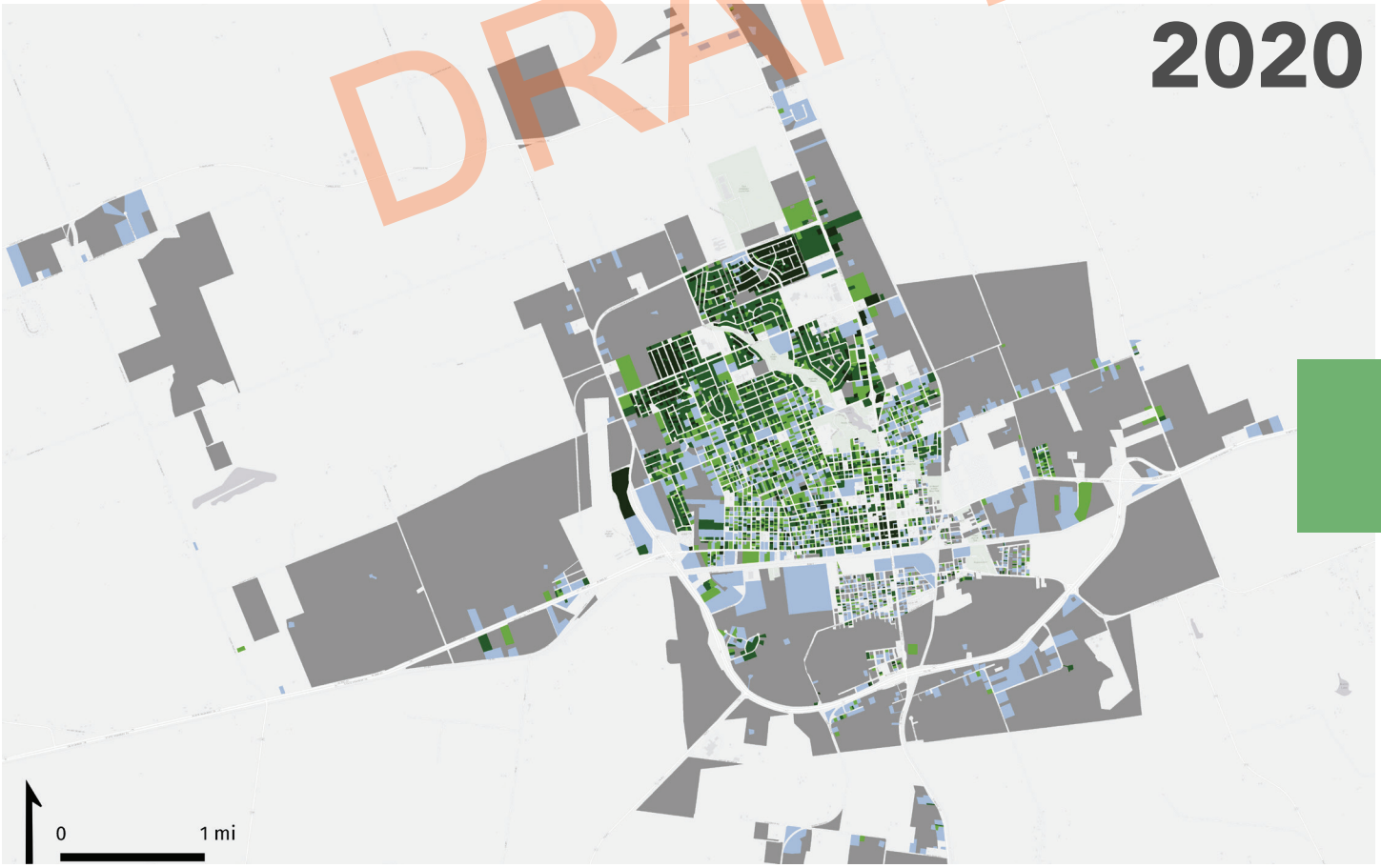


Figure 67: *Current Value per Acre*

Source: Verdunity

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

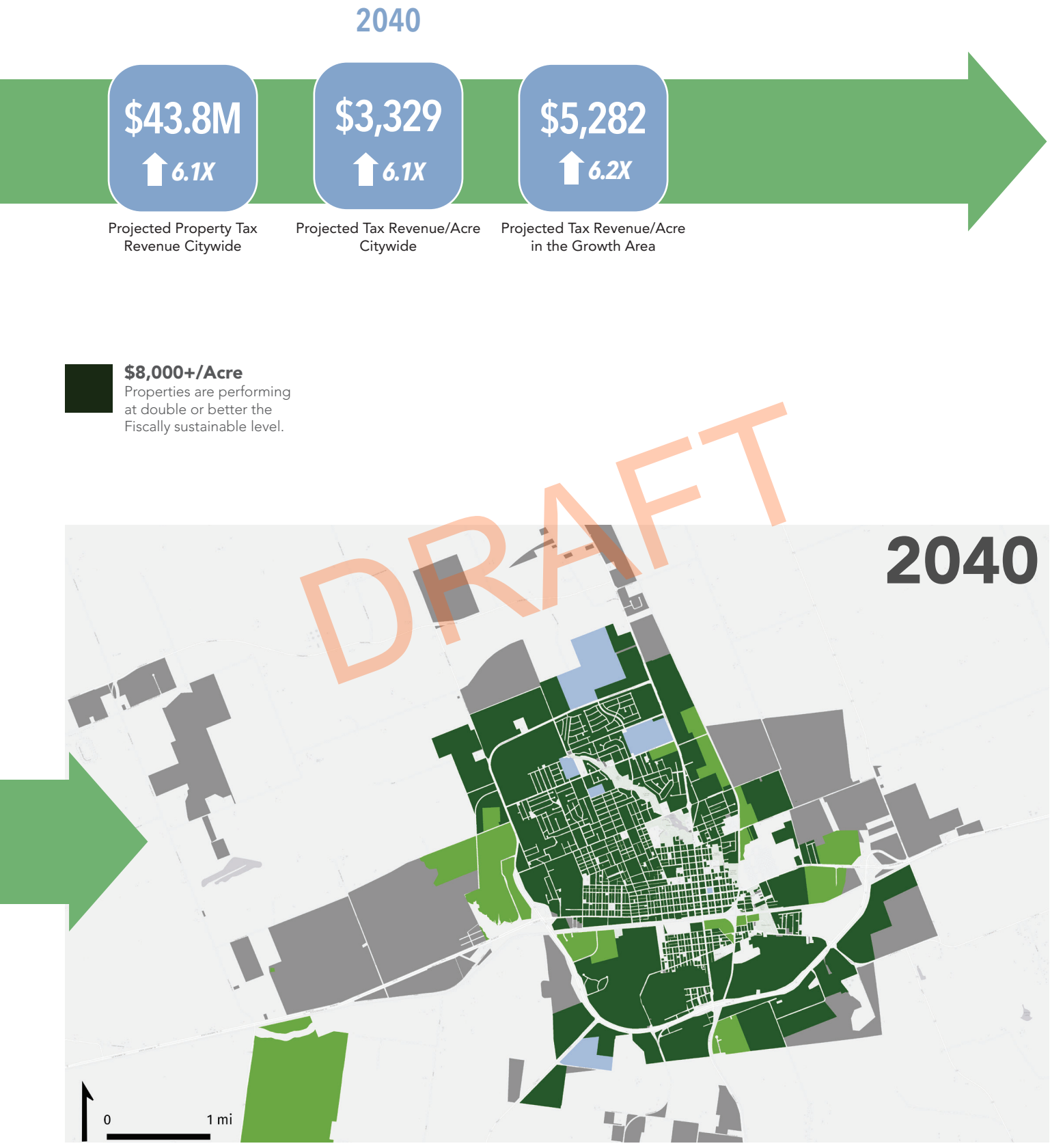


Figure 68: *Projected Value per Acre*
Note: The analysis is based on the ETJ boundary and City limits as per 2021

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: **966 acres**

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

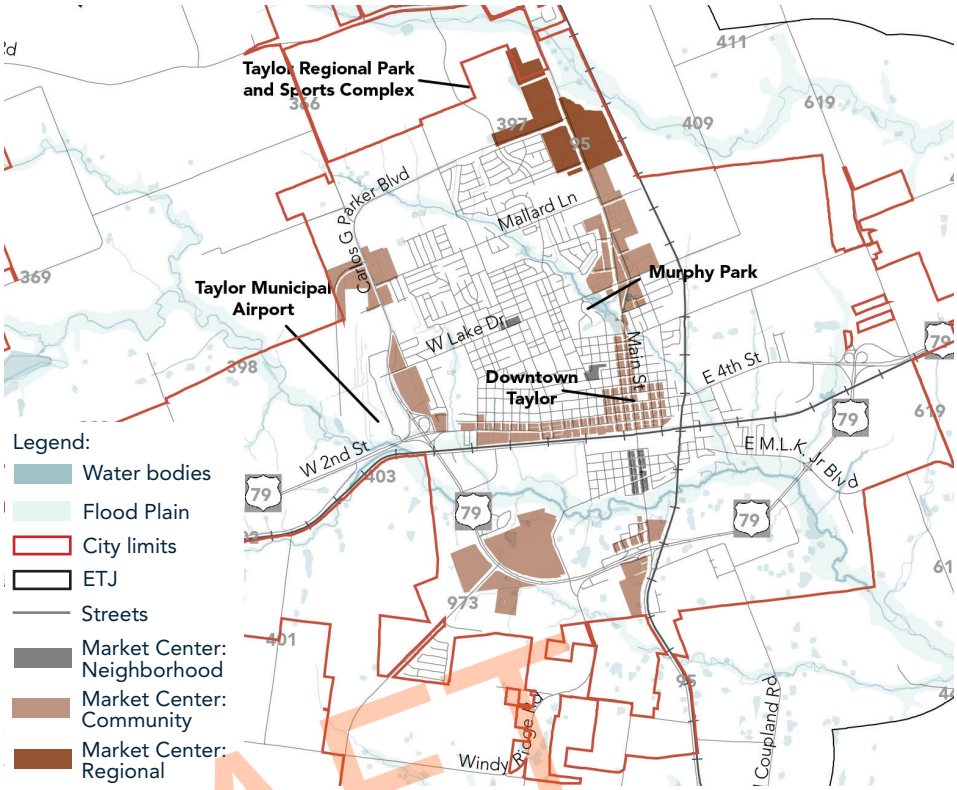


Figure 69: *Market Centers*

Source: City of Taylor

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Local restaurants thrive in neighborhood centers.
Source: Phys.org



Small businesses line the streets in Downtown Taylor, Texas.
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, Texas.
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.



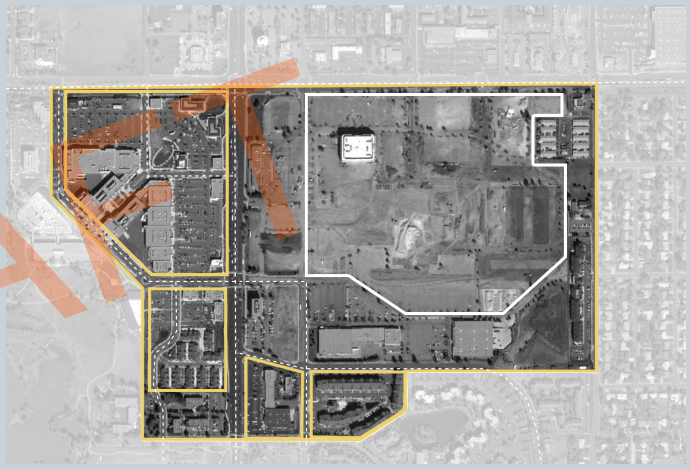
The businesses employ more than 3,000 workers.
Source: Continuumpartners.com

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.



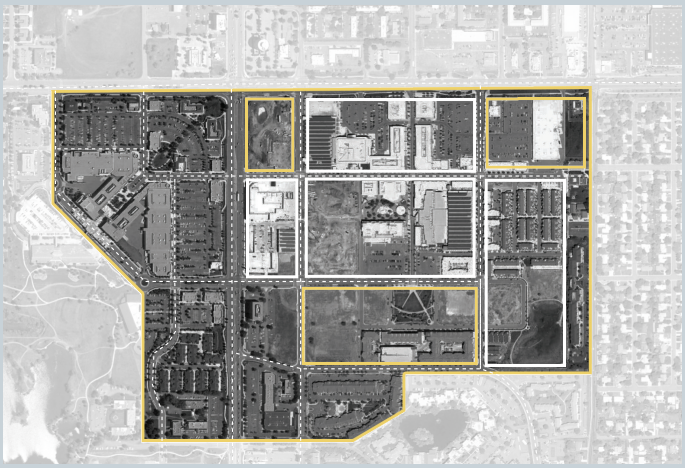
1993: Lakeview Commons plot is not yet developed and there is a big box retail at Belmar.



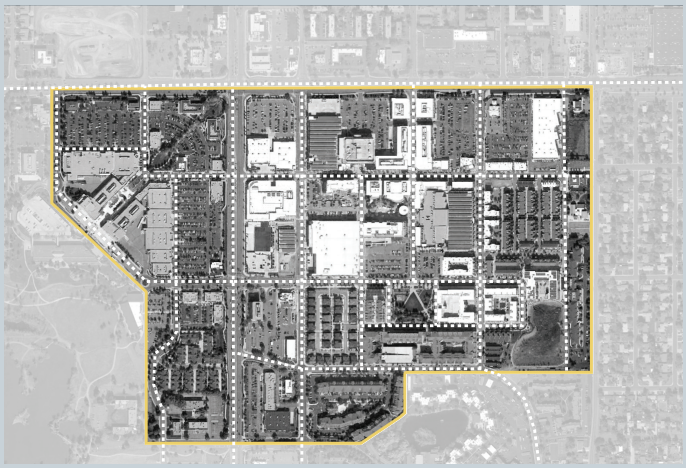
2002: Breaking of the existing big box retail at Belmar and construction of Lakeview Commons.

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

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



2006: On going construction of Belmar Shopping mall.



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

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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: **218 acres**

Land use and building types: Retail: **10%**, Office: **10%**, Mixed-use: **10%**, and Public: **70%**

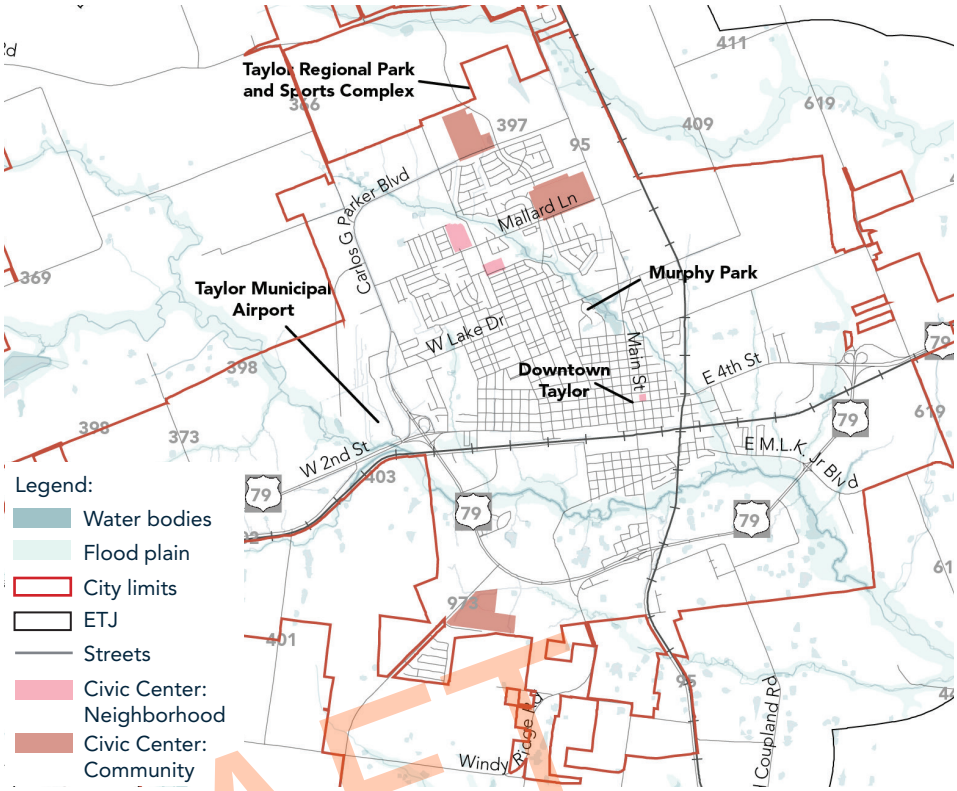


Figure 70: *Civic Centers*

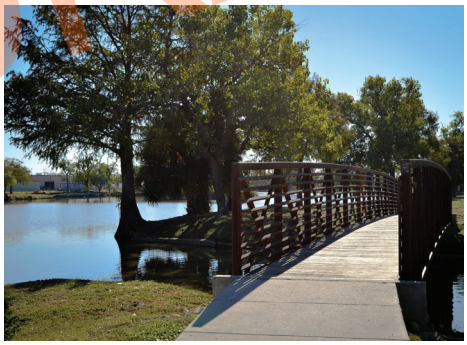
Source: City of Taylor

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Neighborhood parks provide recreational opportunities for families.

Source: City of Taylor



Murphy Park is one of the most visited parks in Taylor, Texas

Source: City of Taylor



Bull Branch Park hosts several outdoor activities for the residents.

Source: Phys.org



An example of a school in Taylor, Texas.

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: **2,407 acres**

Land use and building types: Retail: **22.5%**, Office: **10%**, Mixed-use: **2.5%**, Public: **5%**, and Industrial: **60%**

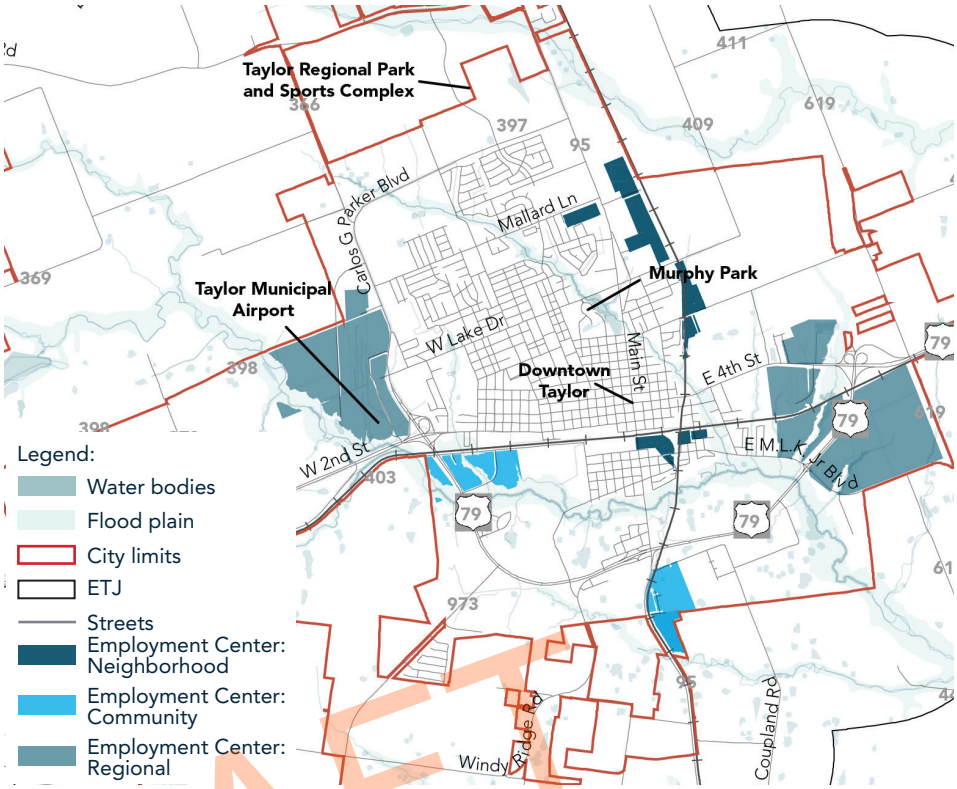


Figure 71: *Employment Centers*

Source: City of Taylor

DRAFT



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%**

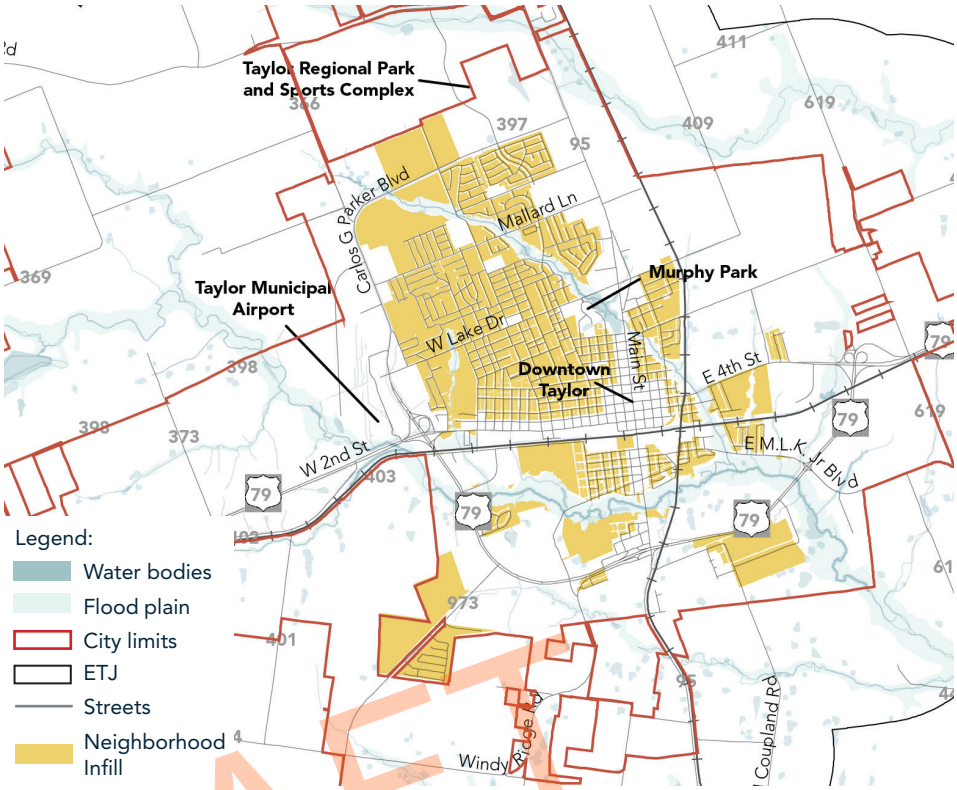


Figure 72: *Neighborhood Infill*

Source: City of Taylor

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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.

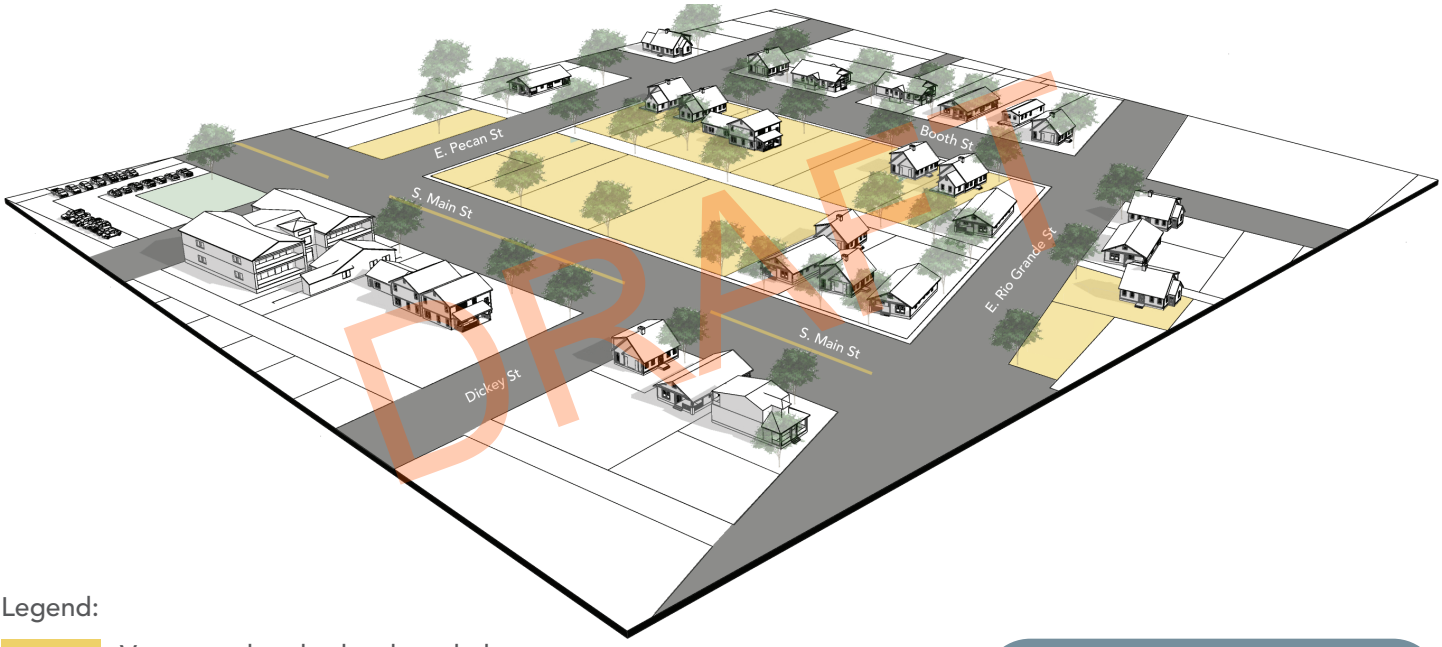


Courtyard cottages are becoming a more common housing typology.

Source: cottage court

EXISTING SCENARIO

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



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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: **1,200 acres**

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

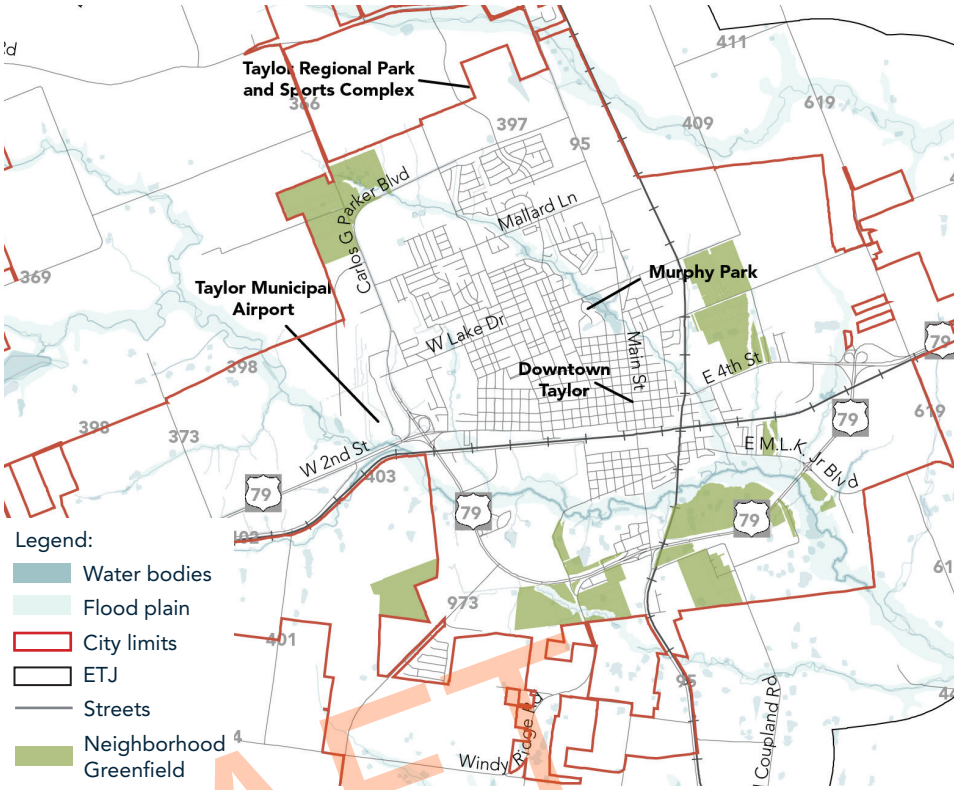


Figure 75: *Neighborhood Greenfield*

Source: City of Taylor

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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 development 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 multifamily units, 100,000 sf 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.

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SPECIAL EMPLOYMENT DISTRICT

Due to the location of Samsung in Taylor, the Special Employment District was created to provide a location for other, large-scale employment land uses that are associated with Samsung or other regional high-tech businesses. These areas should be preserved for large-scale industrial users and low-density, single-family development is not recommended in these areas. Complimentary land uses such as commercial and retail services and high-density residential may be appropriate in the Special Employment District and should be part of a master plan associated with industrial and employment development.

Total area: **5,203 acres**

Land use and building types: Retail: **10%**, Office: **20%**, Mixed-use: **5%**, Public: **5%**, and Industrial: **60%**

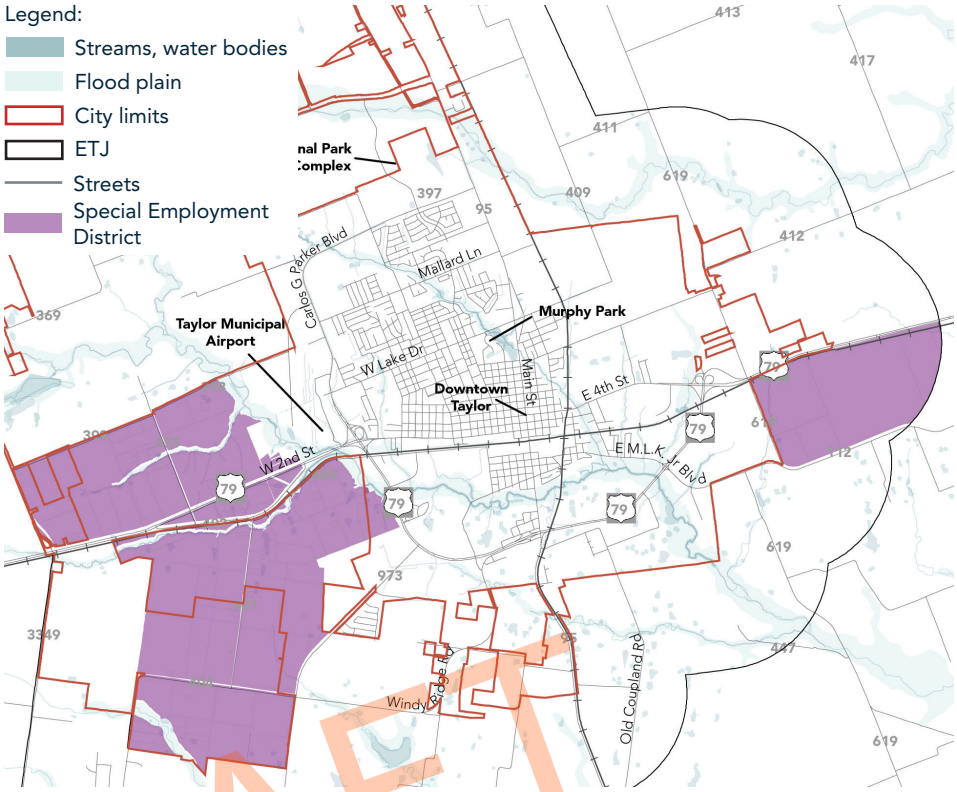


Figure 76: *Special Employment District*

Source: City of Taylor

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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

COMPREHENSIVE PLAN UPDATE 1

BACKGROUND

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.

PUBLIC OUTREACH

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; and
- 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, and
- Encourage participation by new businesses and their employees in the local civil life of the City of Taylor.

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Samsung's Austin computer chip plant is at 12100 Samsung Blvd., off Parmer Lane and about 3 miles east of I-35.

SUMMARY OF COMPREHENSIVE PLAN UPDATE 1

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

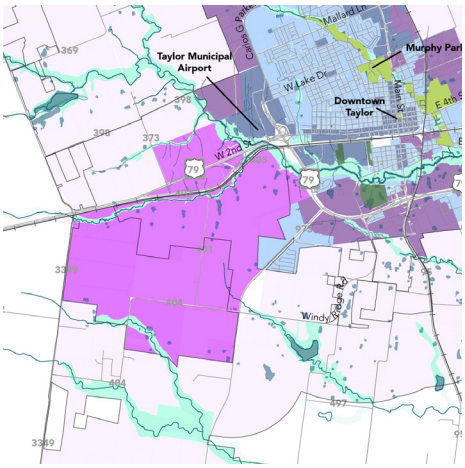


Figure 77: *Growth Sectors Map Update #1 Highlights*

1. Growth Sectors

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.

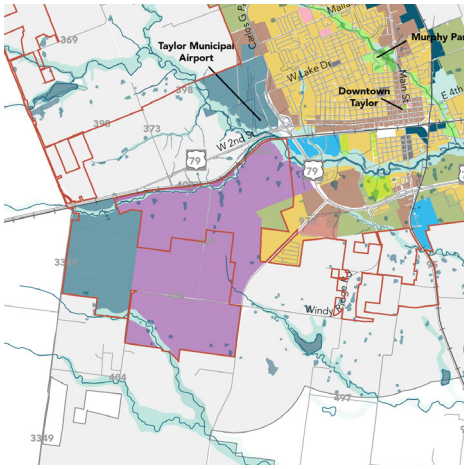


Figure 78: *Future Land Use Map Update #1 Highlights*

2. Future Land Use

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 was updated to include an additional land use category called a Special Employment District located on the Samsung facility 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.

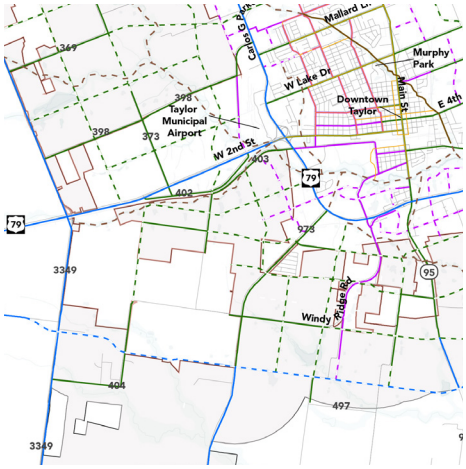


Figure 79: *Transportation Master Plan Update #1 Highlights*

3. Transportation Master Plan

The Transportation Master 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.

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COMPREHENSIVE PLAN UPDATE 2

BACKGROUND

Since the announcement of the Samsung facility, there has been increased development pressure within the Future Growth Sector. Due to this pressure, there are outstanding questions about if and how the Future Growth Sector should be interpreted, updated, and implemented. This update of the Comprehensive Plan looks to:

- Clarify the growth policies at the edges of the developed area of the City of Taylor, and
- Explore what is and isn't working with the Restricted Growth Sector.

Building permit and planning project data from 2018 to 2022 as seen *Figure 80* was analyzed to better understand the development pressure within the Restricted Growth Sector.
About 22.5% of all inquiries were for projects in the Restricted Growth Sector. The number of inquiries in the Restricted Growth Sector have increased by 62.5% in 2022, with 24 out of 39 inquiries occurring in 2022. Only 4 zoning cases and 6 subdivisions have occurred within the Restricted Growth Sector since 2018. The number of residential permits per year dropped slightly from 276 in 2021 to 224 in 2022, but the number of commercial permits per year increased from 69 in 2021 to 73 in 2022 as seen in *Figure 81: Residential and Commercial Permits per year (2018-2022)*

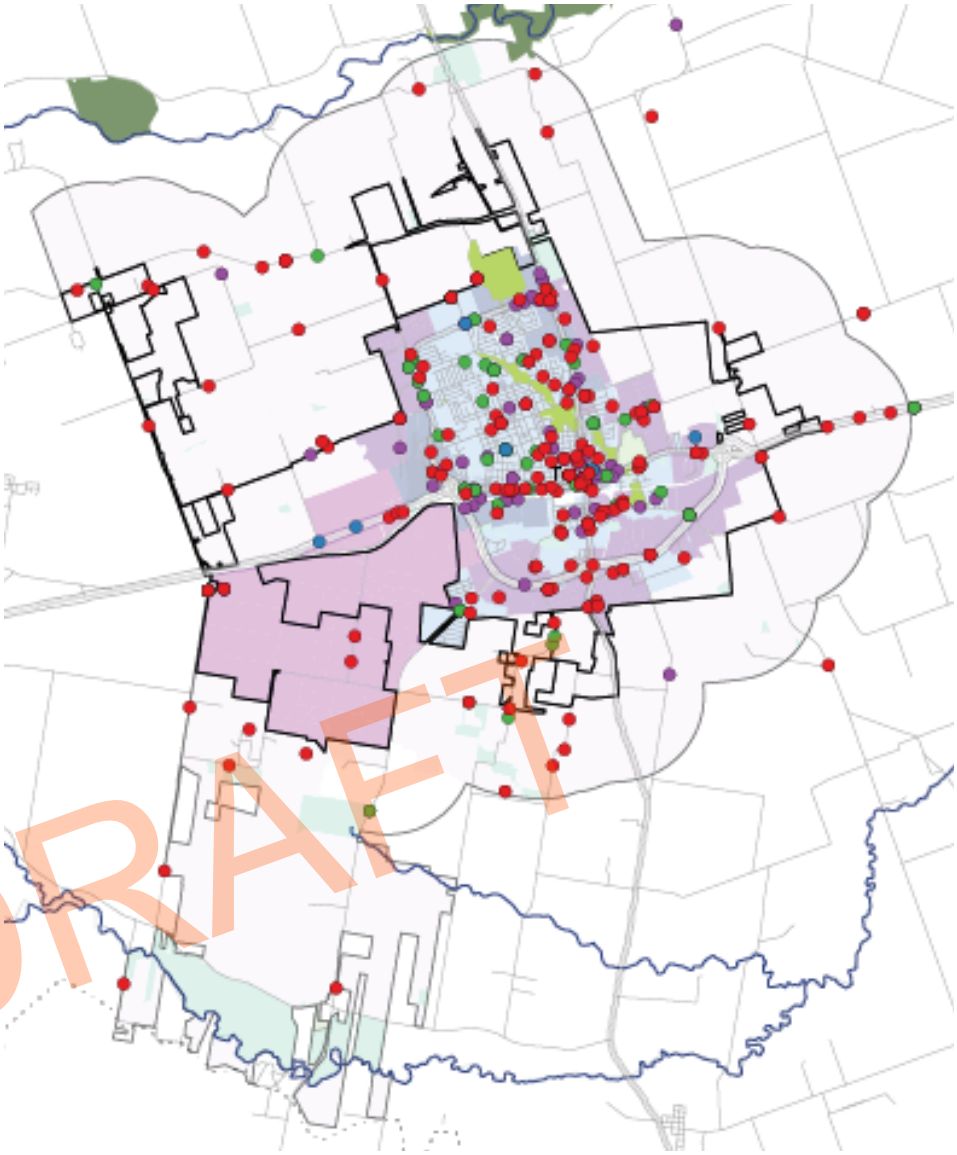


Figure 80: *Building Permit and Planning Project Data*

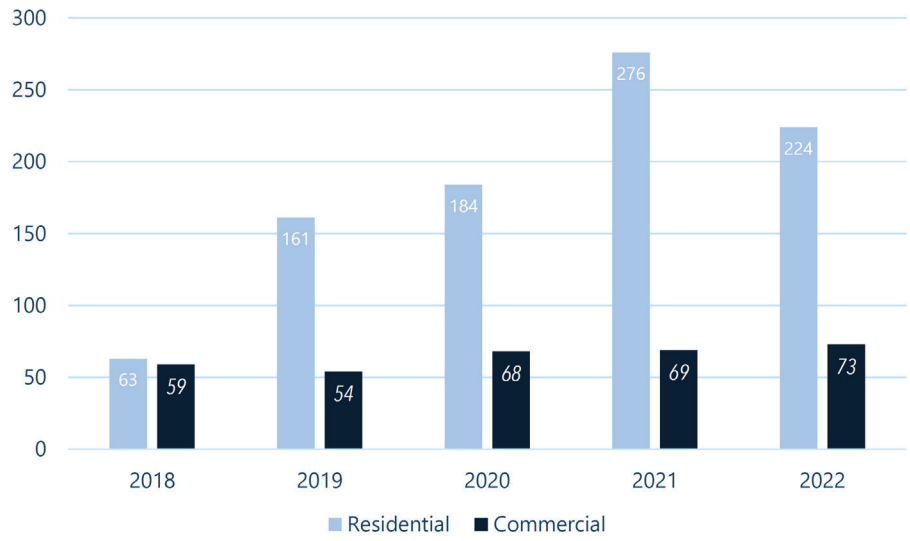


Figure 81: *Residential and Commercial Permits per Year (2018-2022)*

PUBLIC OUTREACH

A series of public outreach events and stakeholder meetings were held, including:

- Comprehensive Plan Advisory Committee Meeting on 10.03.2022;
- Two focus groups (business and property owners) on 11.15.2022;
- Public Meeting on 11.29.2022;
- Comprehensive Plan Advisory Committee Meeting on 12.12.2022; and
- Taylor City Council work session on 01.12.2023.

KEY TAKE-AWAYS FROM STAKEHOLDER AND PUBLIC MEETINGS

CLARIFY THE RESTRICTED GROWTH SECTOR

- Change the name of the 'Restricted' Growth Sector to a more descriptive term so there is less negative connotation,
- Describe the significant infrastructure barriers to development in this area,
- Adjust the Controlled Growth Sector to include Tier I and II in order to differentiate between places with potential for infrastructure,
- Utilize the Tier I and Tier II to identify employment opportunities,
- More clearly describe that this is the area for future development after the projected growth within the plan has been achieved, and
- Include key areas within the Restricted Growth Sector in a new sector called Controlled Growth Tier II. These are areas within the existing city limits or prime targets for future industrial development due to their proximity to major transportation infrastructure and potential expansions of the City's sewer system.

MODIFY THE BOUNDARIES

- Include areas further north and west in the updated Controlled Growth Sector,
- Include areas along the western portion of the US-79 corridor, and
- Add areas to the Controlled Growth Sector where the city of Taylor wants to encourage employment/industrial growth.

UPDATE IMPLEMENTATION STRATEGIES

- Create clearer guidelines for developing within the Restricted Growth Sector,
- Provide tools and resources to document how well a development will pay itself over time and use this as part of the decision-making process,
- Modify the Restricted Growth Sector implementation strategy #5 to change the description of 'discouraging growth' to "managing growth", and
- Include in an implementation strategy #2 for the creation of a guide or policy for the creation of special districts including MUDs.



During the focus group meeting on 11.15.2022, property owners discussed their challenges with the Restricted Growth Sector.

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COMPREHENSIVE PLAN UPDATE 2

SUMMARY OF COMPREHENSIVE PLAN UPDATE 2

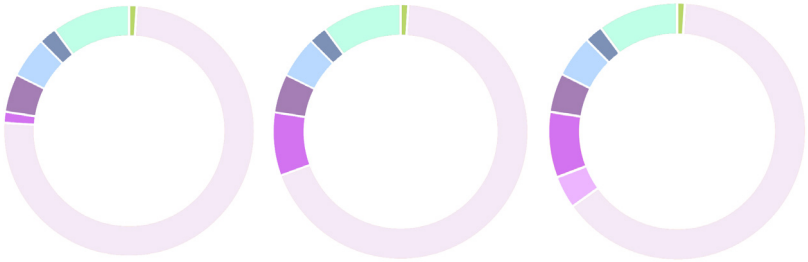
Based on this feedback, the following updates were made to accommodate the challenges with the Restricted Growth Sector:

1. Refine Growth Sectors Map and Descriptions

The Growth Sectors Map was updated to rename the Restricted Growth Sector to Future Growth Sector. The future growth sector is defined as areas with significant barriers to development and minimal existing infrastructure. Infrastructure is not planned to be extended into this area within the 20-year timeframe of this plan and therefore any growth that occurs will need to fully support the construction and long-term maintenance of needed infrastructure.

The Controlled Growth Sector was divided into two separate tiers based on access to infrastructure. Tier I includes areas with incomplete infrastructure and where expansion is not yet planned. Tier II consists of areas where infrastructure expansion is anticipated but not complete or is limited in capacity. The Controlled Growth Sector was expanded with the primary goal of providing more space for industrial and manufacturing growth to support the Samsung facility.

This second update reduces the amount of Future Growth Sector by 1,302 acres or 11% since the original Growth Sectors Map was established prior to the announcement of Samsung. The addition of 1,302 acres of Controlled Growth Sector since the adoption of the original Comprehensive Plan represents a significant increase in the amount of land available and planned for new infrastructure and growth within the scope of Envision Taylor.



	ORIGINAL	UPDATE 1	UPDATE 2
Preserved Open Sector (O-1)	1%	1%	1%
Reserved Open Sector (O-2)	10%	10%	10%
Future Growth Sector (G-1)	75%	68%	64%
Controlled Growth Sector Tier I (G-2.1)	0%	0%	4%
Controlled Growth Sector Tier II (G-2.2)	1%	8%	8%
Intended Growth Sector (G-3)	6%	6%	6%
Infill Neighborhood Sector (G-4)	5%	5%	5%
Infill Growth Sector (G-5)	2%	2%	2%

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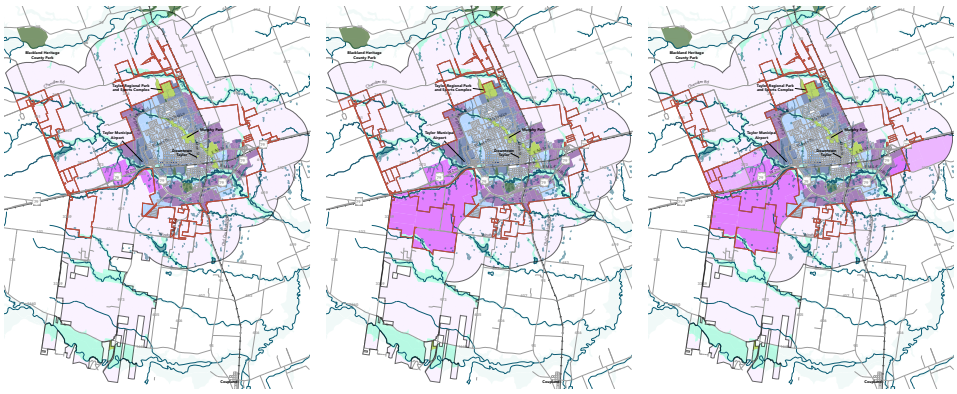


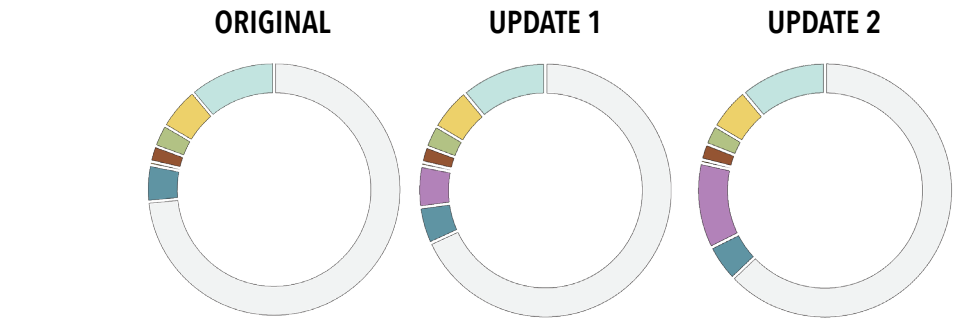
Figure 82: *Growth Sectors Comparison over Updates*

2. Update Future Land Use Map

In the previous update, the Future Land Use Map included an additional land use category called a Special Employment District located on the Samsung facility and to the north and east of the property.

In update #2, the areas added to Controlled Growth Sector Tier II expanded an adjacent Regional Employment Center category. Employment Centers allow some percentage of all land uses with a concentration on employment. This area was previously identified as Greenfield and Area of Minimal Change. Neighborhood Greenfield reduced from 1,367 acres to 1,200 acres. Area of Minimal Change originally made up 73% of the total land area within the Future Land Use Map. The Area of Minimal Change was reduced to 68% in update 1 and 63% in update 2.

Additionally, the areas added to Controlled Growth Sector Tier I become Special Employment Districts. Special Employment Districts are not intended to be compatible with low-density residential. The amount of land in the Special Employment Center increased from 0% to 11% between the original Future Land Use Map and update 2.



	ORIGINAL	UPDATE 1	UPDATE 2
Neighborhood Infill	5%	5%	5%
Neighborhood Greenfield	3%	3%	3%
Market Centers	2%	2%	2%
Civic Centers	1%	1%	1%
Special Employment District	0%	5%	11%
Employment Centers	5%	5%	5%
Area of minimal change	73%	68%	63%
Open Space	11%	11%	11%

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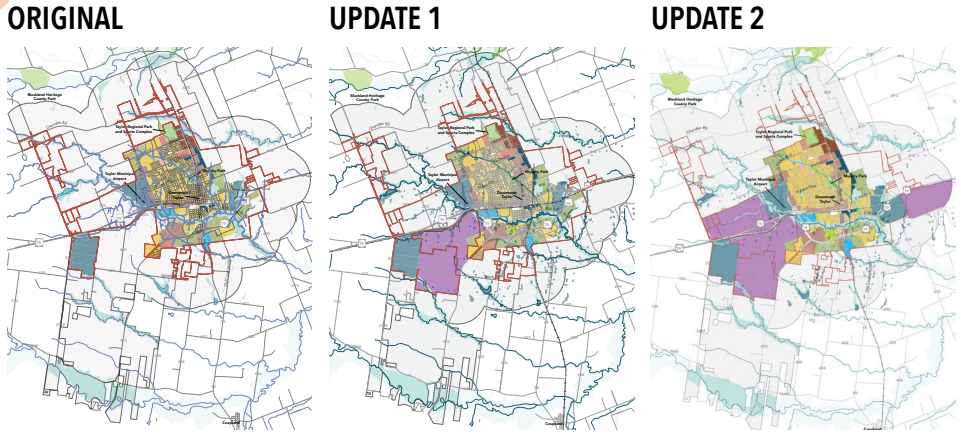


Figure 83: *Future Land Use Comparison over Updates*

3. Add and Update Implementation Strategies

Strategy # 5 was modified to remove the word discourage and replace it with "strategically manage any extension of street or utility infrastructure." This was done to better accommodate new industrial development and better signal to the public and landowners which areas the City is anticipating extending infrastructure in the future.

A new strategy # 18 was added to provide further direction on using tools like Special Utility and Financing Districts to fund the installation and maintenance of infrastructure within the Future Growth Sector.
Strategy #18: Implement policies, criteria, and standards to provide direction on the establishment of Special Utility and Financing Districts such as Municipal Utility Districts (MUDs), Public Improvement Districts (PIDs), and other infrastructure financing tools related to development in the ETJ.



Implement land use and infrastructure policies to manage the extension of street or utility infrastructure into the Controlled and Future Growth Sectors.



Work with the City of Taylor to create tools related to development in the ETJ.

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SUMMARY AND KEY TAKEAWAYS

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.

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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.

SUMMARY AND KEY TAKE AWAYS

3 Build a network of local and 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.

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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.



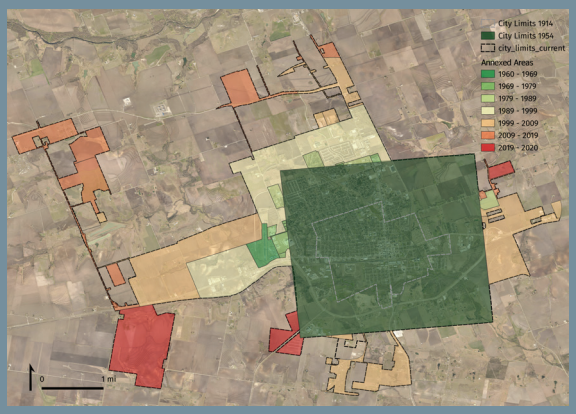
Maintaining the character builds on Taylor's history.

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.

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CHAPTER 3

TRANSPORTATION

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↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ TRANSPORTATION MASTER PLAN

↳ STREET DESIGN

↳ STREET CROSS SECTIONS

↳ ONGOING RECOMMENDATIONS

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

The purpose of the City of Taylor's 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.

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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.

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Main Street is a primary route through Taylor, Texas

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.

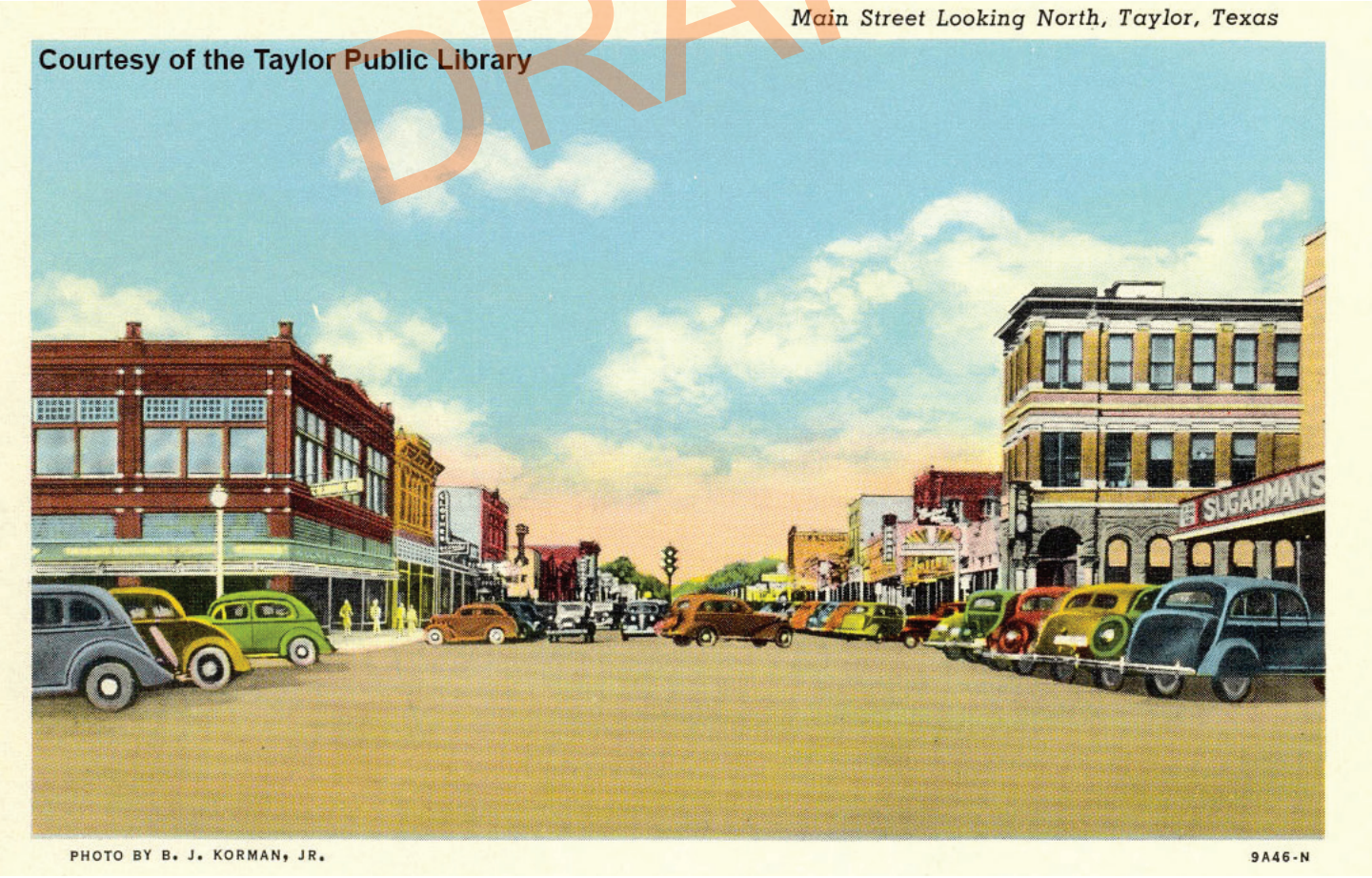
CHANDLER ROAD

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.

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Vintage image showing historic heart of Taylor, Texas.

Source: Taylor Public Library

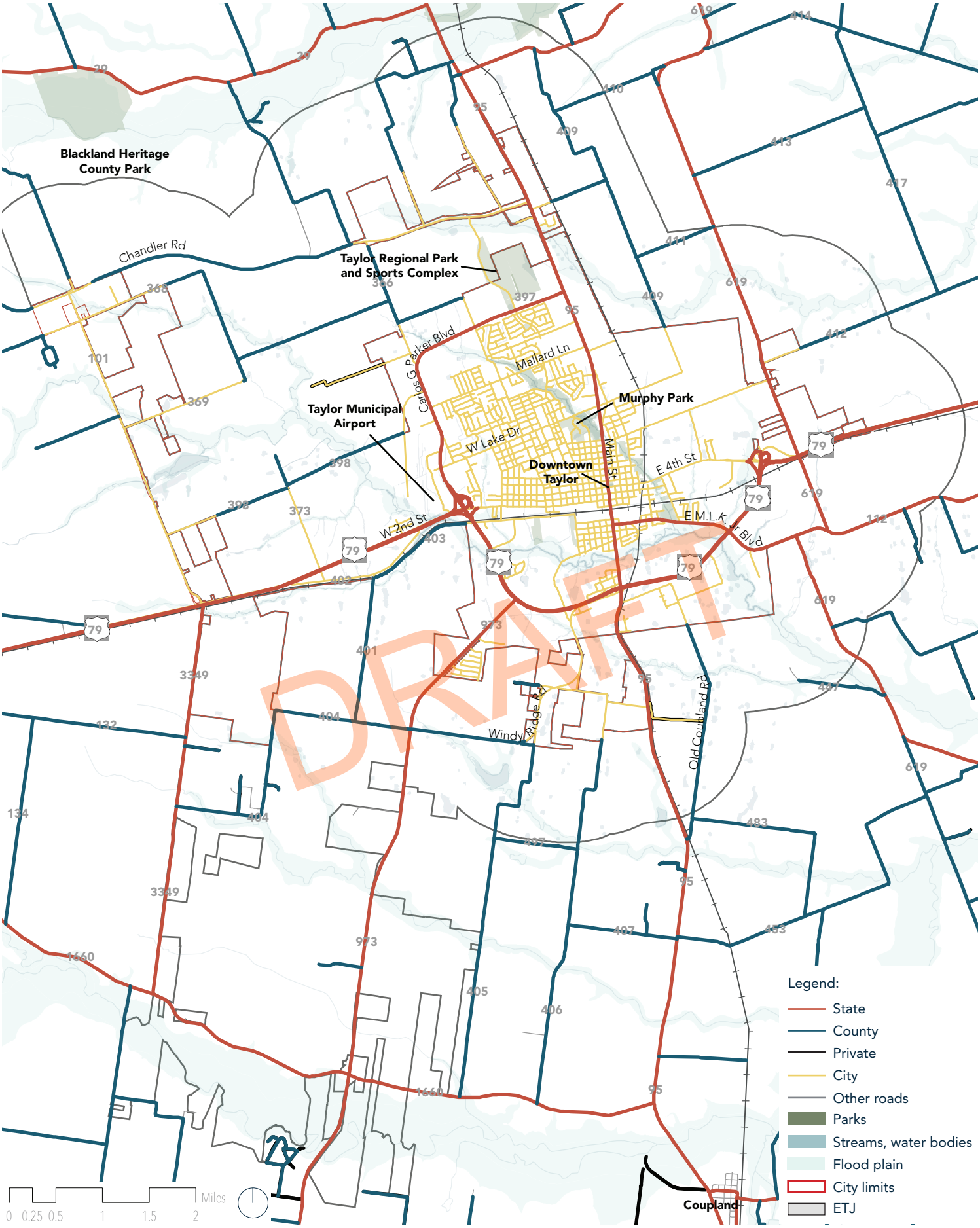


Figure 84: *Road Ownership*

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

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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

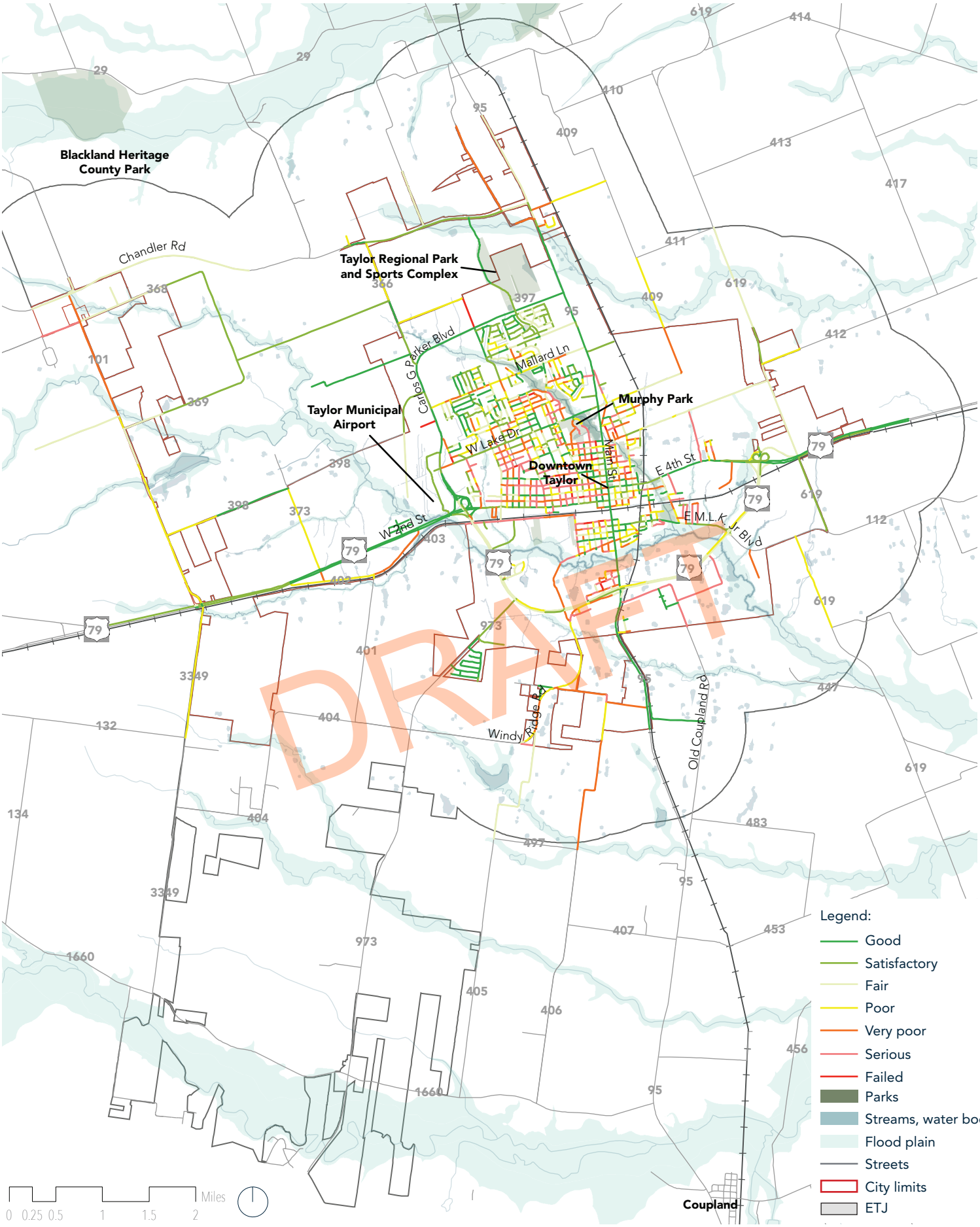


Figure 85: *Existing Roadway Pavement Conditions*

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 transportation master 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; and
- Williamson County Grain.

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Taylor High School influences traffic patterns in the area. *Source: HDR*



Retail centers drive vehicular trips *Source: HDR*

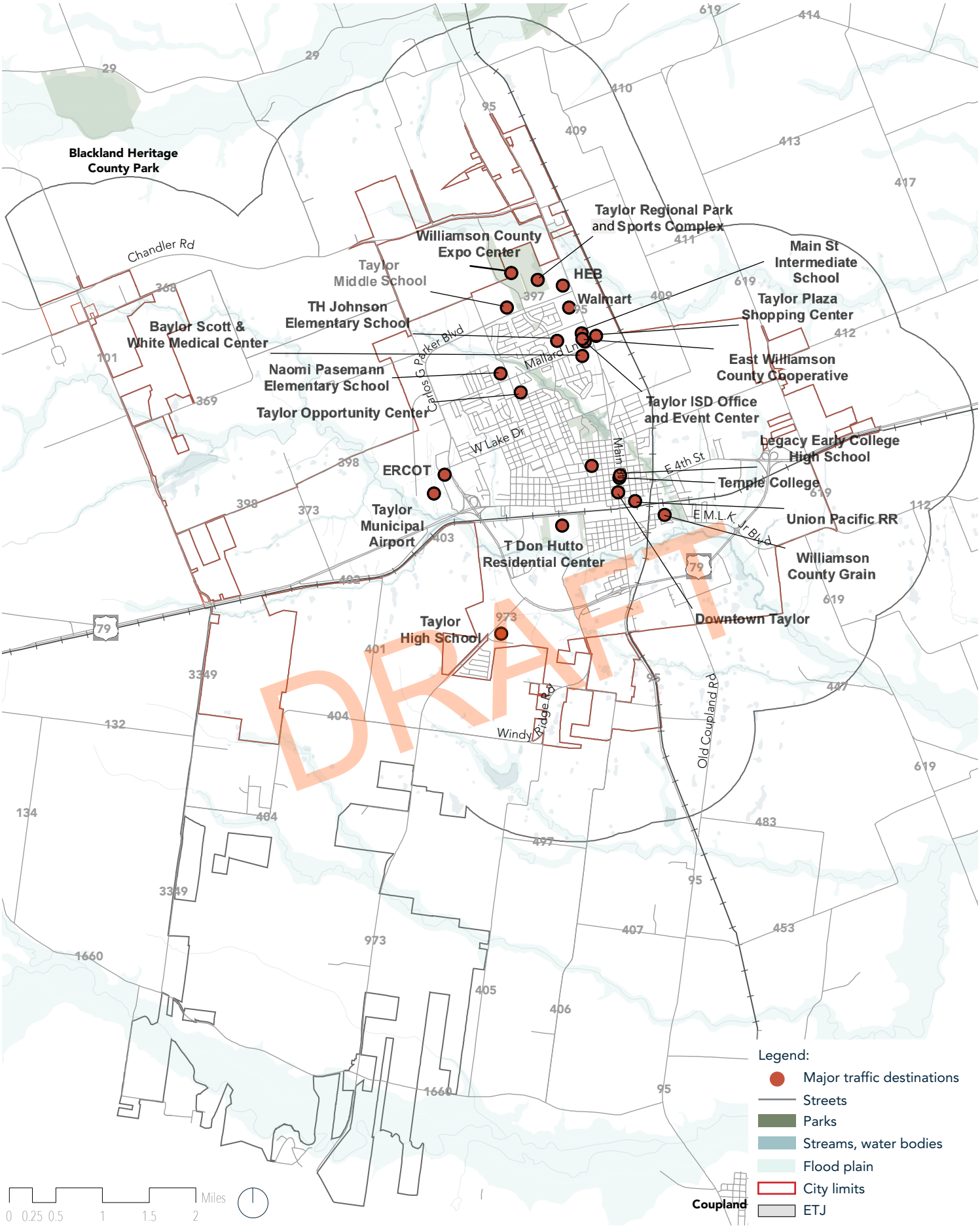


Figure 86: *Major Traffic Destinations*

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

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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.

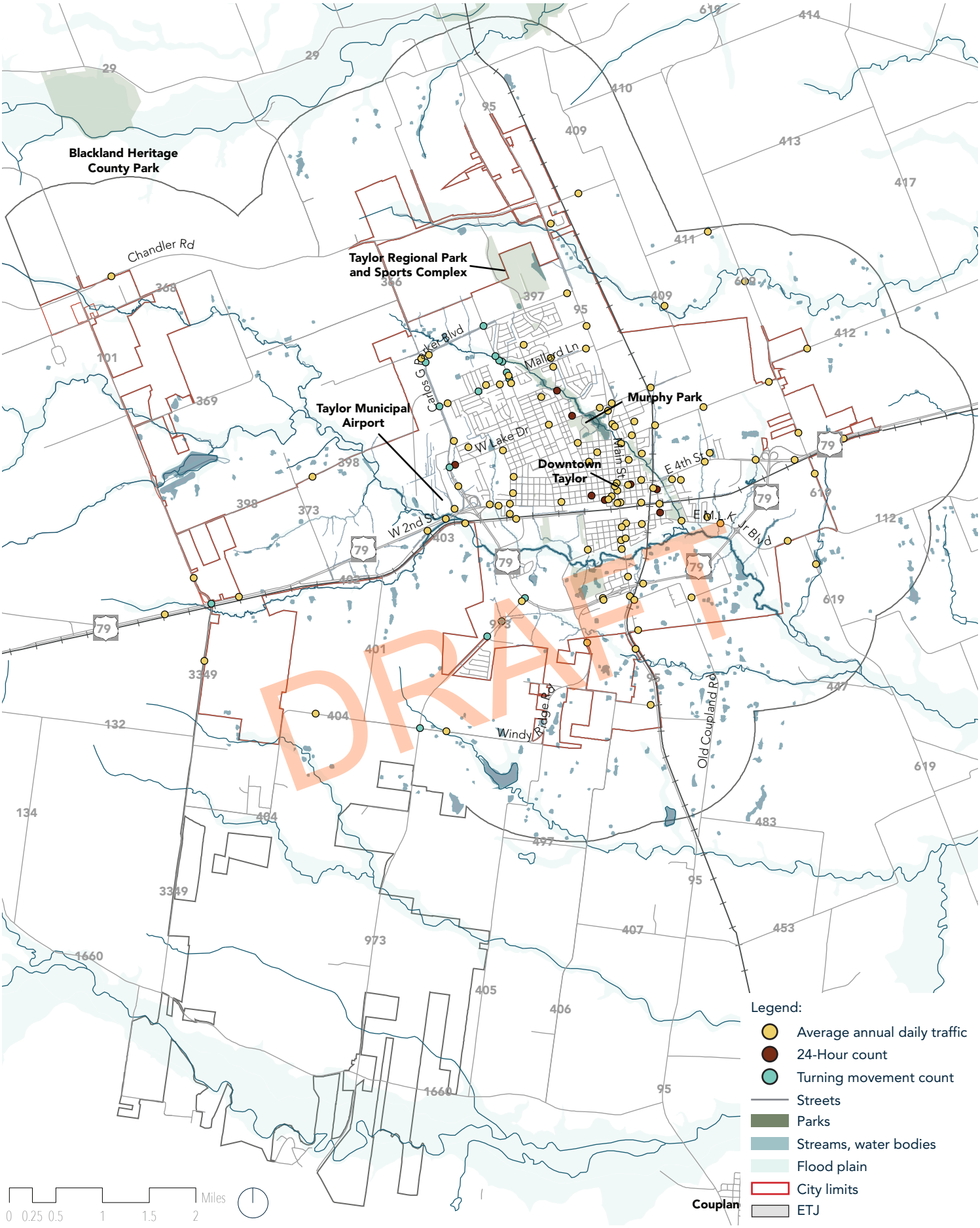


Figure 87: *Traffic Counts*

Source: City of Taylor, HDR

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

TRANSPORTATION MASTER 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, and
- Implement cross-sections that reflect the adjacent land use context.

Transportation Master 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 Future Growth Sector. 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 Transportation Master 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.

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A pedestrian-friendly intersection in Taylor, Texas.

Source: HDR

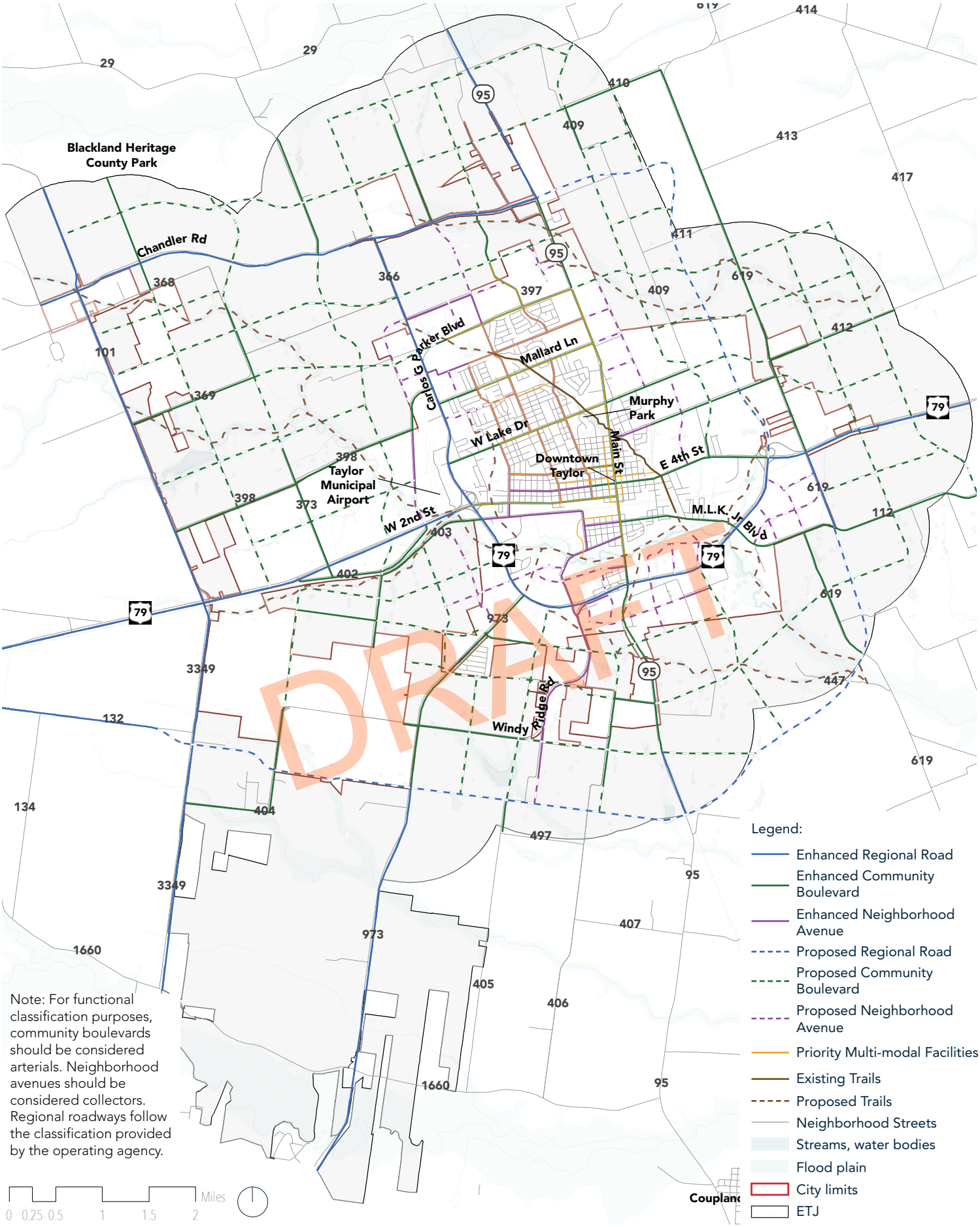


Figure 88: *Transportation Master Plan*

Source: City of Taylor, HDR

TRANSPORTATION MASTER 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 Transportation Master 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, and
- 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

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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.

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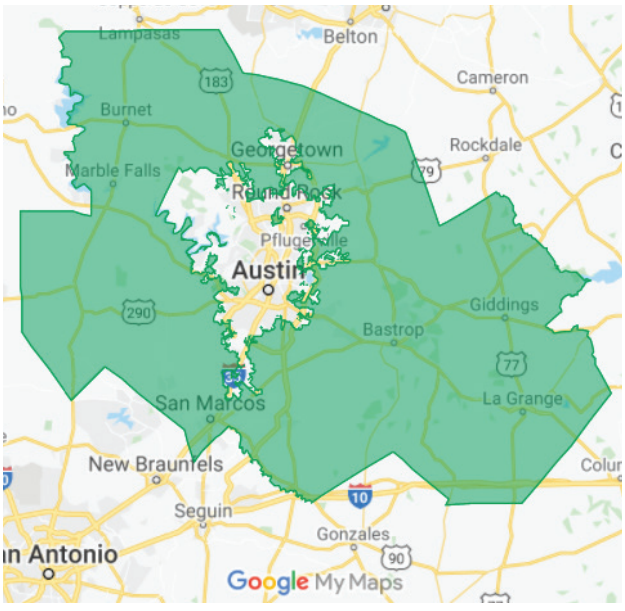


Figure 89: *CARTS Service Area* *Source: rideCARTS.com*

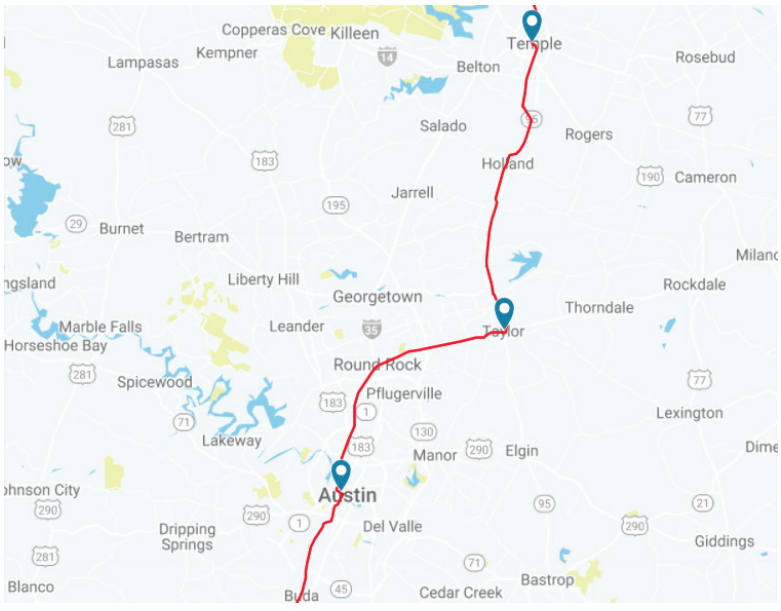


Figure 90: *AMTRAK Route* *Source: amtrak.com*

TRANSPORTATION MASTER 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 in 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

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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 Street is a prominent street in Taylor, Texas.

Source: HDR



2nd Street traffic calming improved the pedestrian experience.

Source: HDR

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W. 2ND 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 MASTER 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.

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Source: transportation.ky.gov

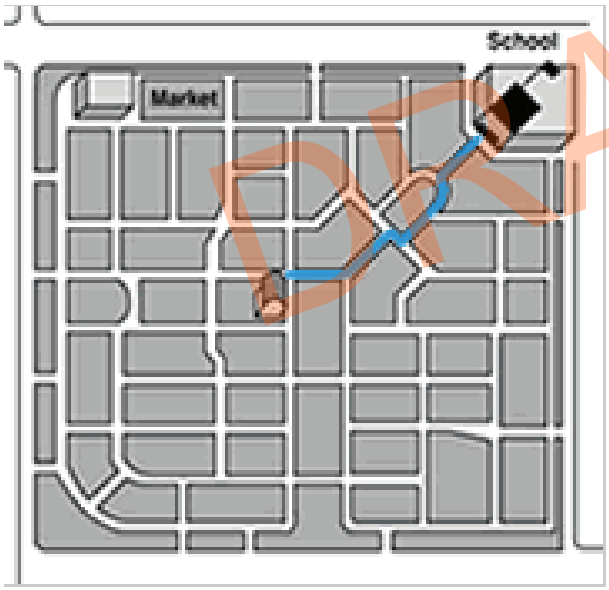


Figure 91: *Grid Roadway Network*

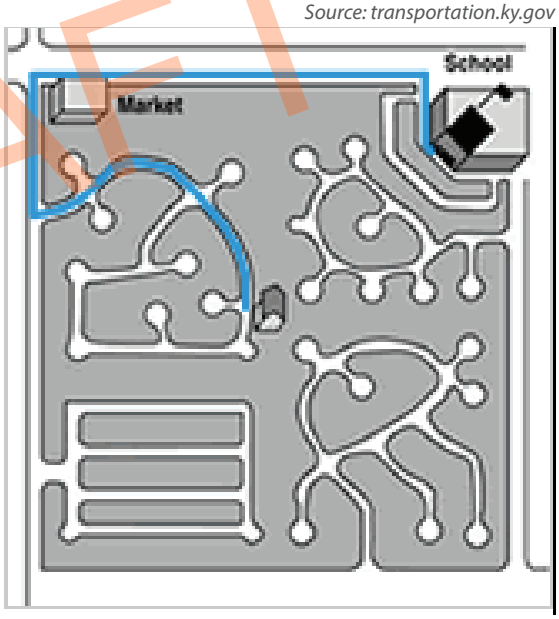


Figure 92: *Dendritic Roadway Network*

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.

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REGIONAL ROADWAYS

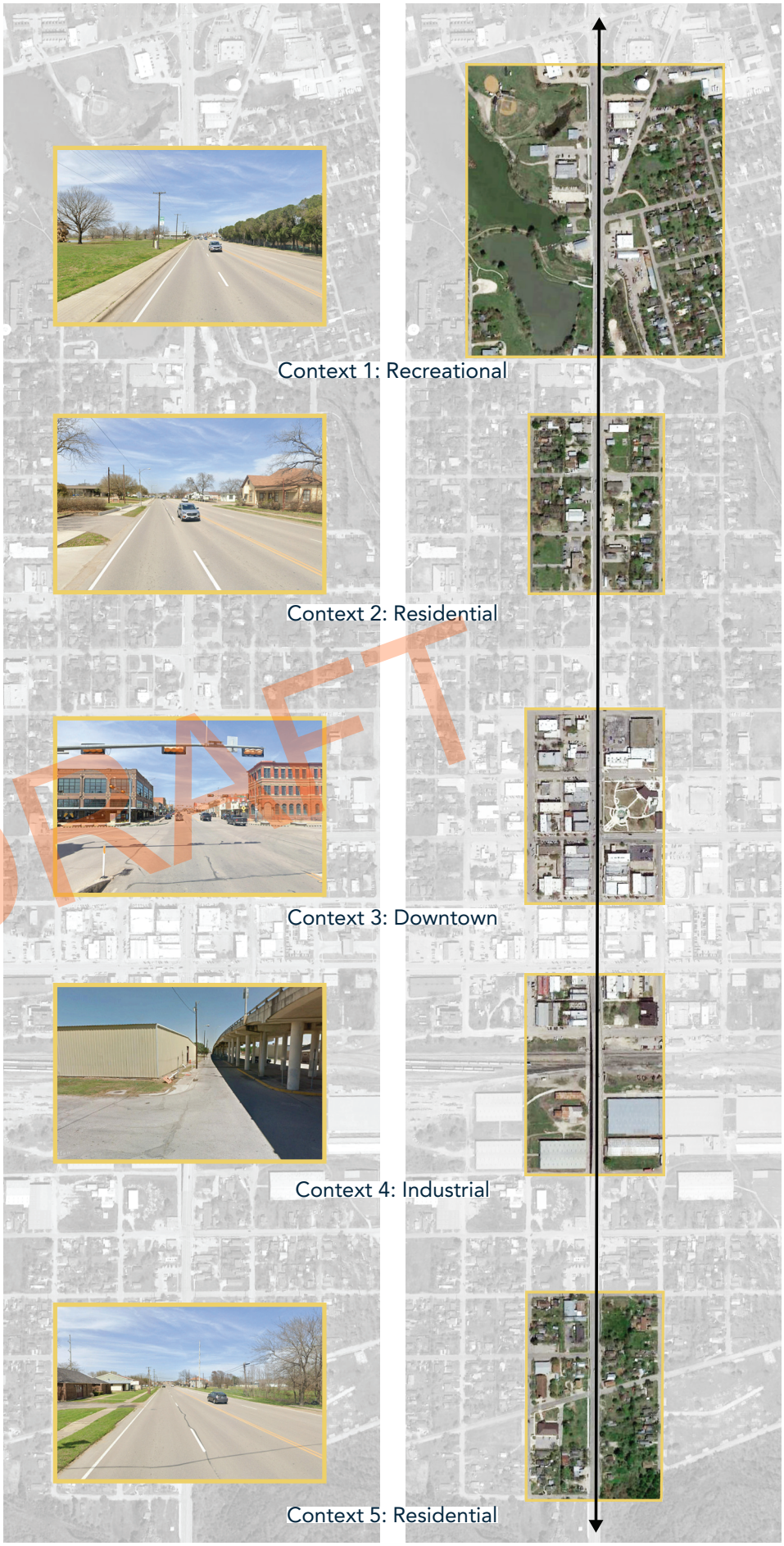
Regional Roadways are designed to move vehicles between the City of Taylor and other communities. Regional roadways are typically operated as Williamson County or TxDOT facilities. These roadways will follow the design standards established by Williamson County and/or TxDOT. Regional roadways may include 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.



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Figure 93: *A Street in Multiple 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

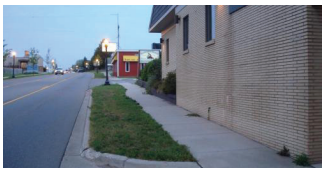
Streets can allow people to live their public life in a city. Design streets to inform a sense of place in each neighborhood, embedding historical and cultural meaning for communities.

ECONOMIC ENVIRONMENT

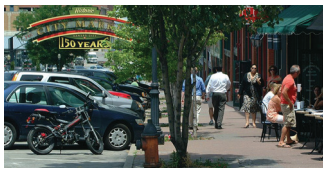
The level of economic development, political concerns, and investment priorities shape the rate of urbanization, patterns of built form, reliability of transit service, and trends of private car ownership. Analyze the economic environment and identify the types of businesses and industries that use urban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

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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*

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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*

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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.

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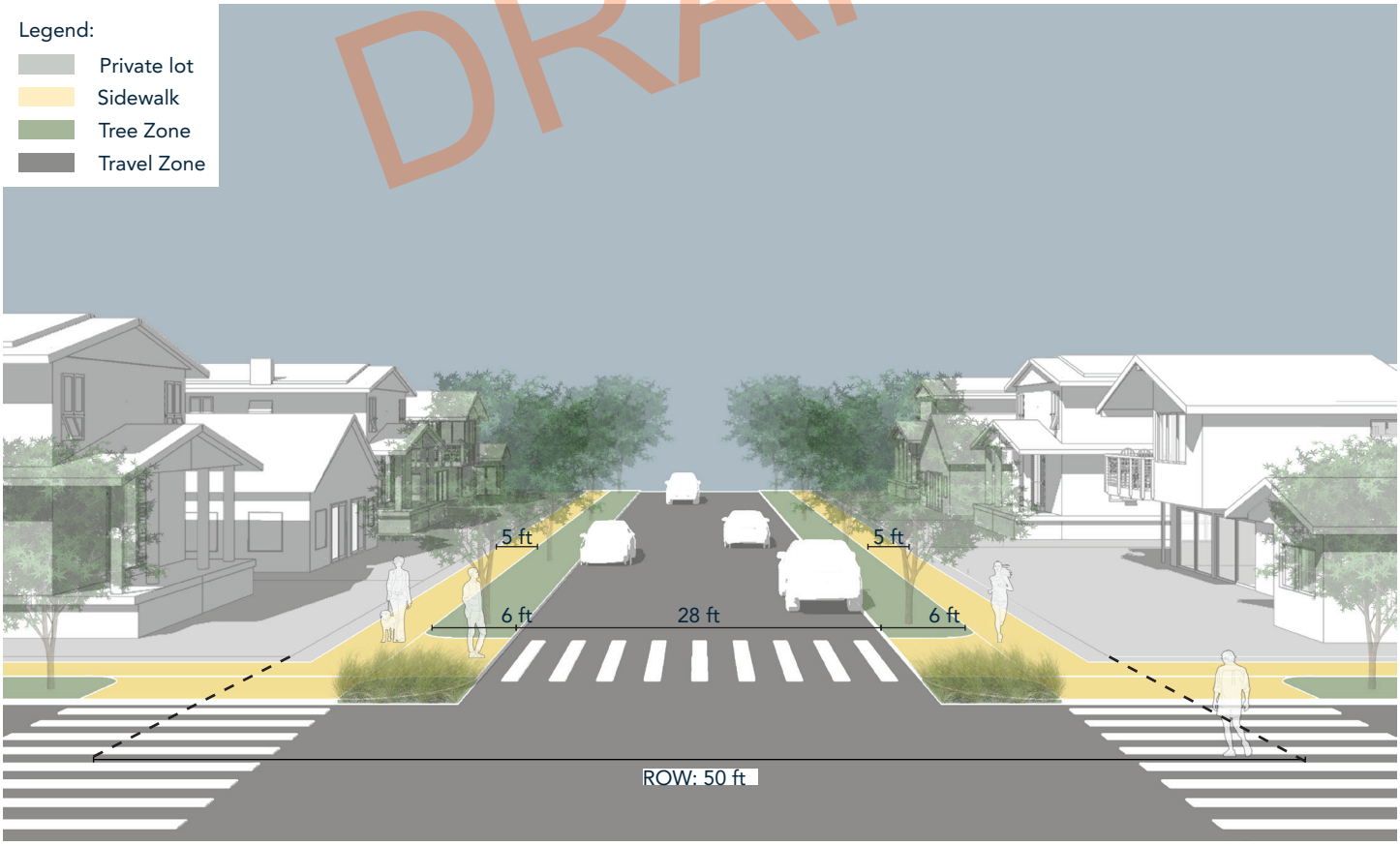


Figure 94: *Perspective Section through a Neighborhood Yield Street*

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.

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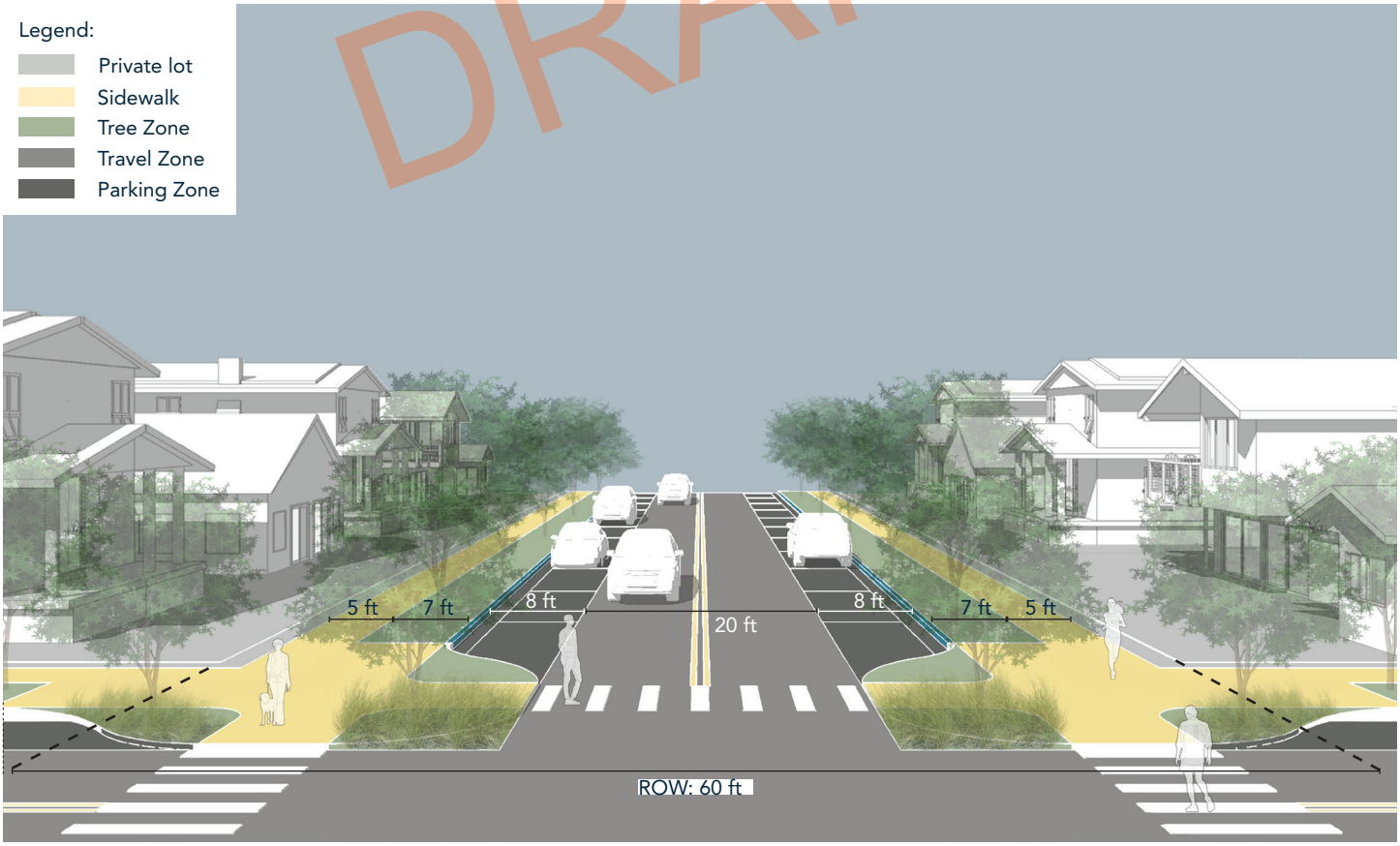


Figure 95: *Perspective Section through a Neighborhood Street*

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.

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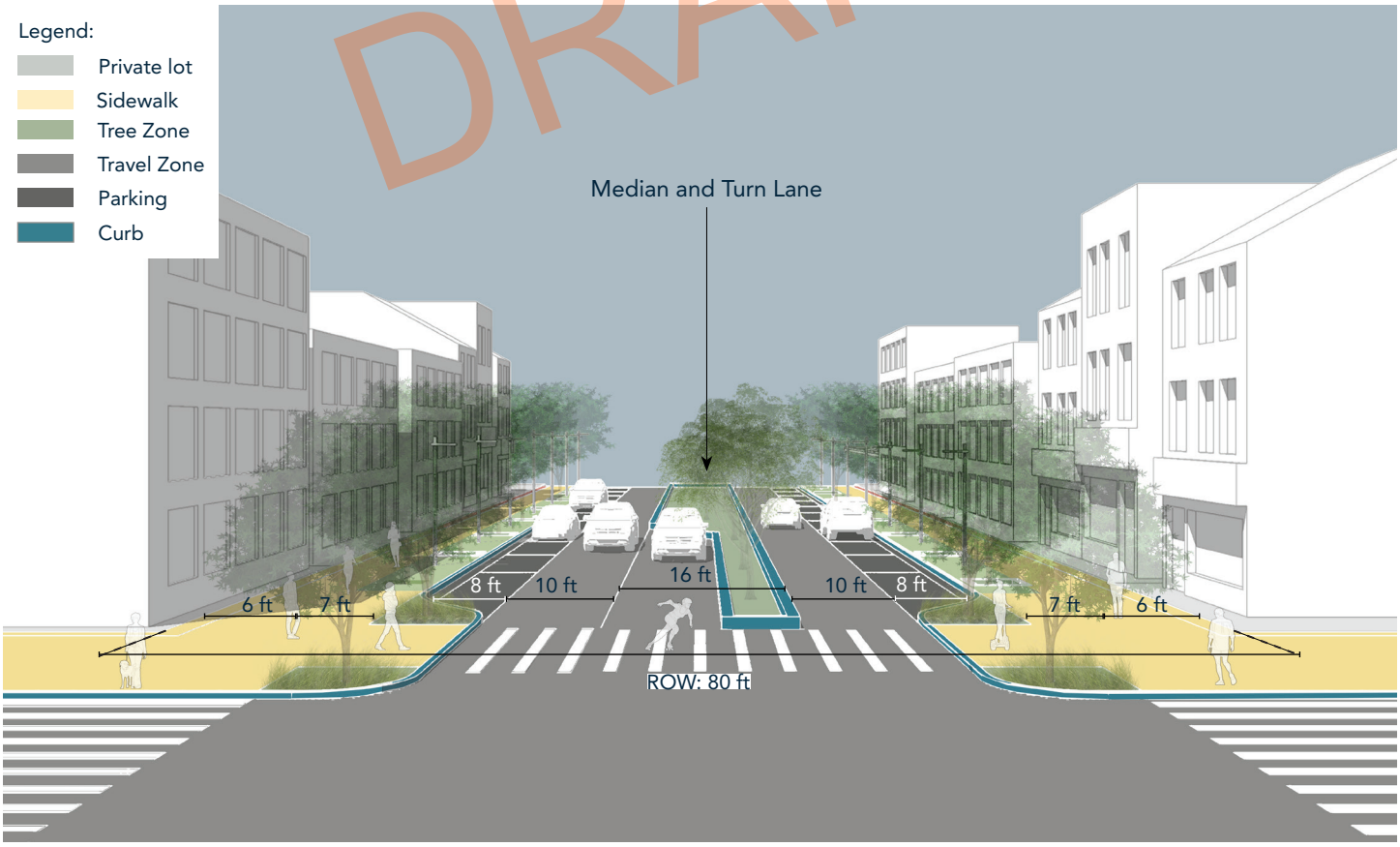


Figure 96: *Perspective Section through a Neighborhood Avenue*

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.

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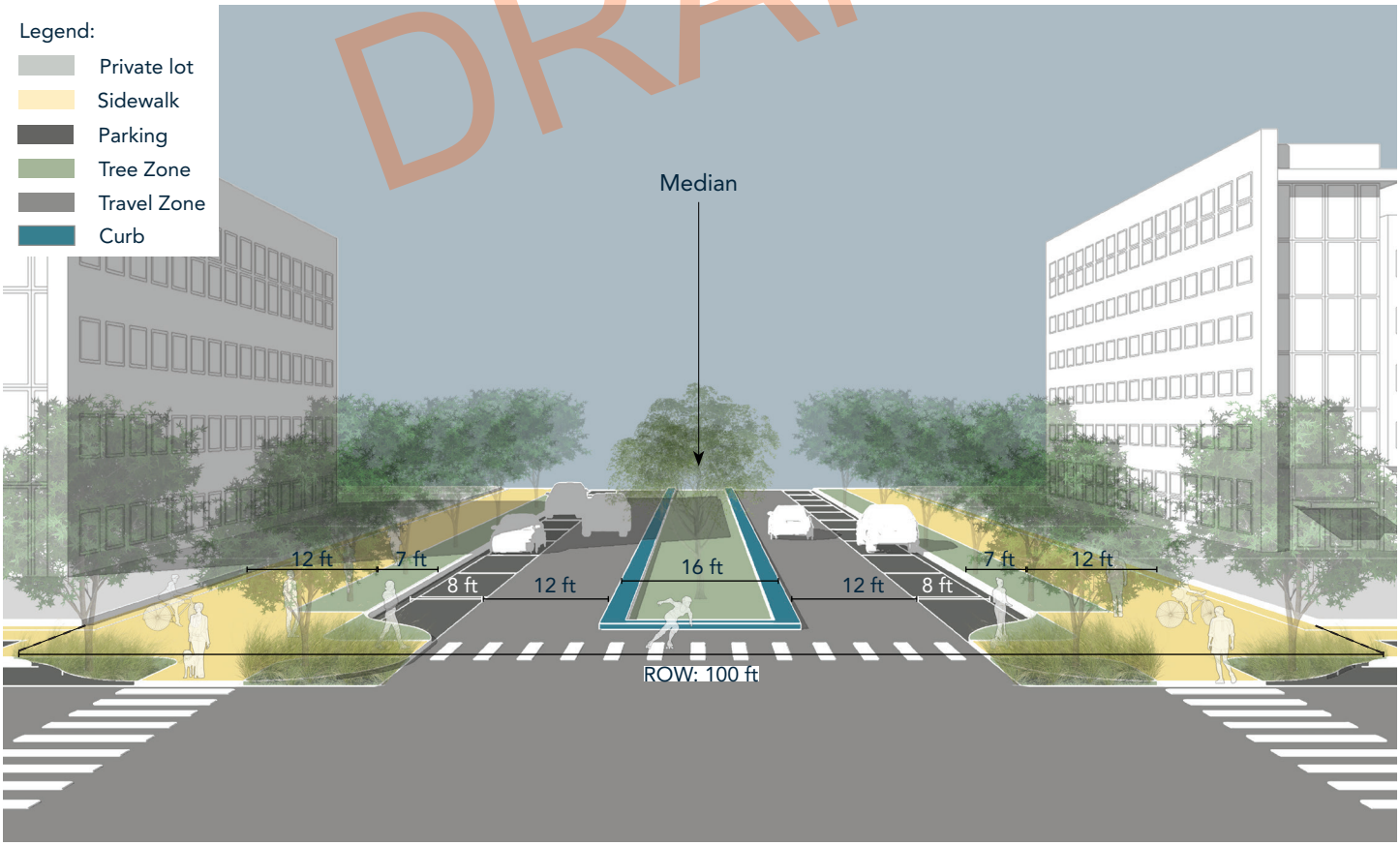


Figure 97: *Perspective Section through a Community Boulevard - 2 Lane*

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.

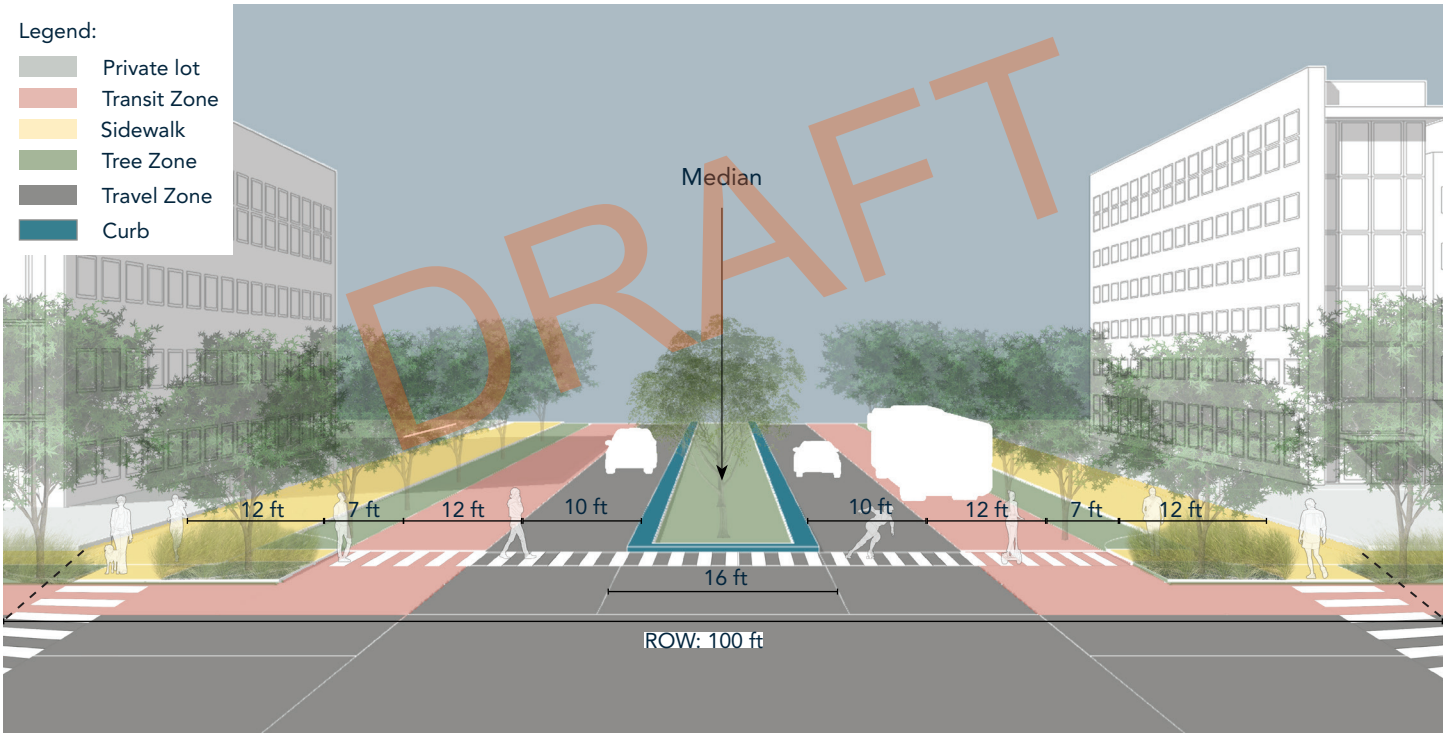
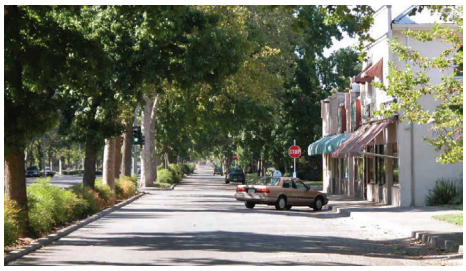


Figure 98: *Perspective Section through a Community Boulevard - 4 Lane*

MULTIWAY 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.

ONGOING 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 Master 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.

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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.

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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.

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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

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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

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CHAPTER 4

HOUSING AND NEIGHBORHOODS

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↳ 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.

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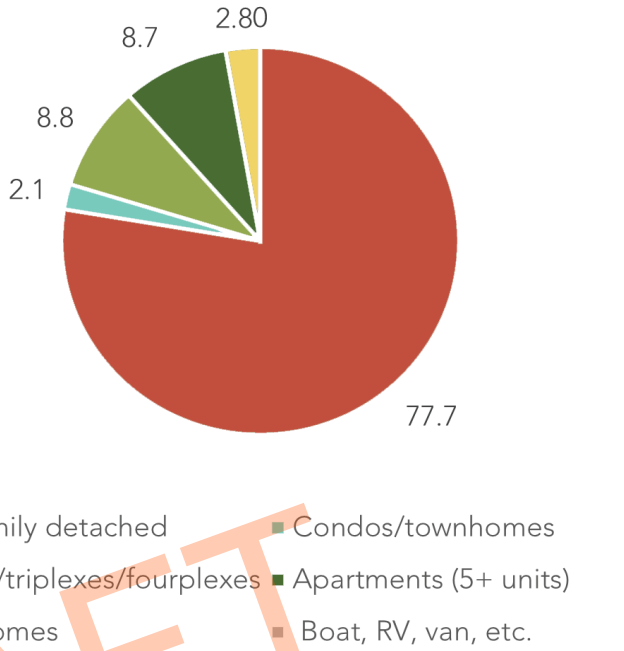


EXISTING CONDITIONS

The US Census counts approximately 5,732 housing units in Taylor, Texas. 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%) followed by Duplexes / Triplexes / Fourplexes (8.8%) and Apartments (8.7%). 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 99: *Taylor's Occupied Housing by Type*

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	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%

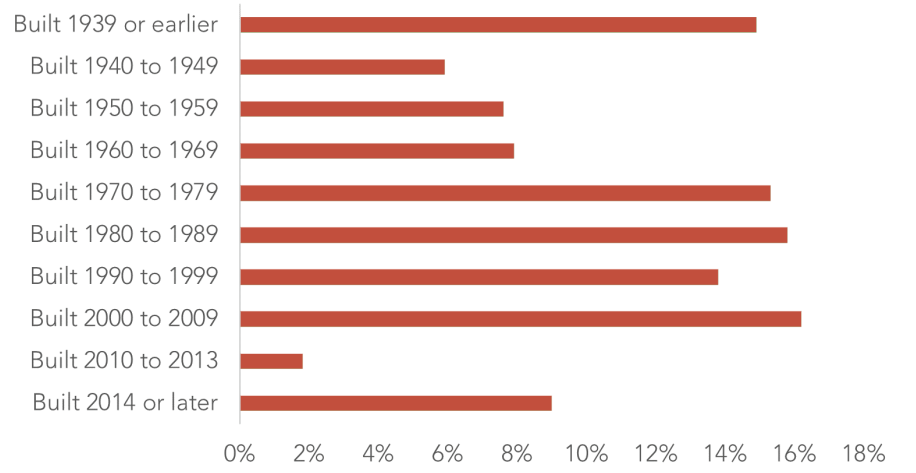
Figure 100: *Occupied Housing by Type*

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%). Additionally, a significant portion, 15%, 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., Texas.



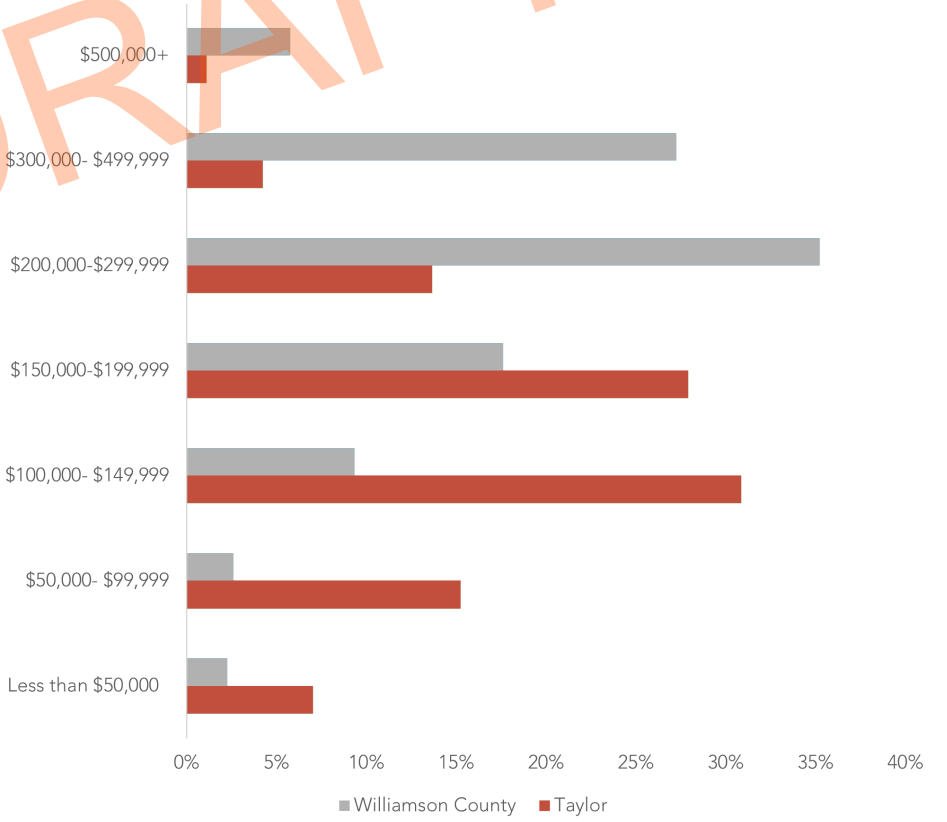
Source: Decennial Census, American Community Survey

Figure 101: *Housing Stock Age in Taylor, Texas*

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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.

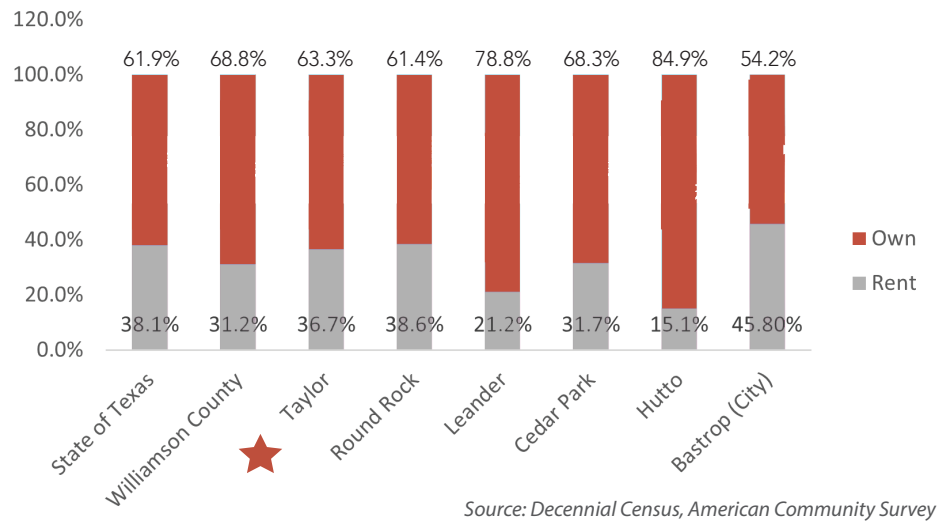


Source: Decennial Census, American Community Survey

Figure 102: *Value of Existing Housing in Taylor, Texas*

HOMEOWNERSHIP RATE

The ownership rate in the City of Taylor is higher than the ownership rate in the State of Texas (61.9%) but lower than the ownership rate in Williamson County (68.8%).



Source: Decennial Census, American Community Survey

Figure 103: *Homeownership Rate in Taylor, Texas*

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SINGLE-FAMILY RESIDENTIAL HOME CONSTRUCTION

Single-family permit data in the City of Taylor indicates that the number of new homes constructed since 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 SF	Average Permit Value	Average Value Per SF
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 104: *New Single-family Home Trends in Taylor, Texas*

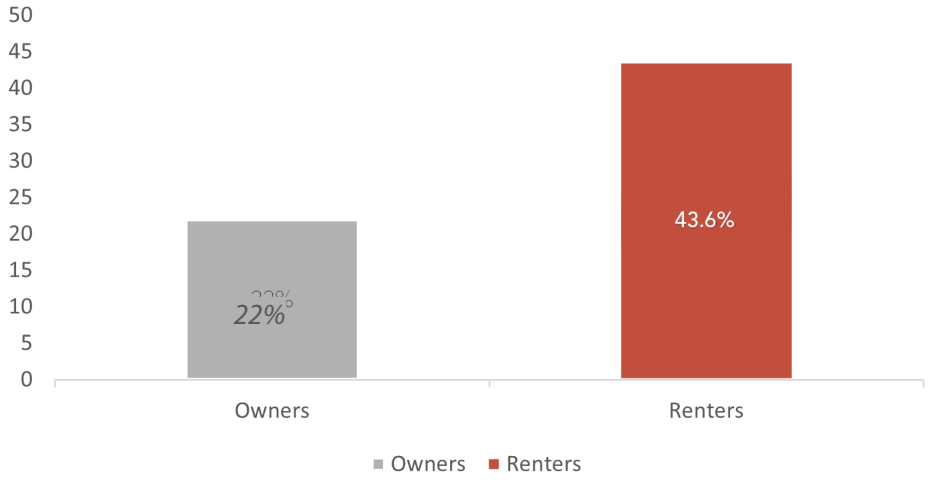
EXISTING CONDITIONS

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% of a household's gross monthly income, and
2. "Costs" include basic utilities, mortgage insurance, HOA fees and property taxes in addition to monthly rent or mortgage.

In Taylor, 22% of owner-occupants as well as 43.6% of renters are cost-burdened.



Source: Decennial Census, American Community Survey

Figure 105: *Cost-Burdened Households in Taylor, Texas*

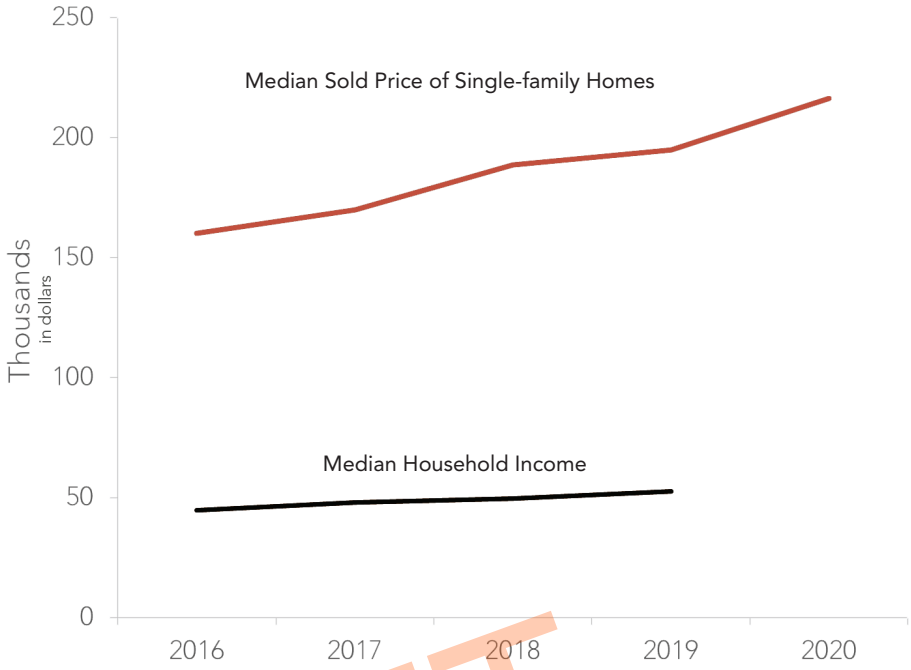
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SINGLE-FAMILY HOME PRICES

The median price of a single-family home sold in Taylor has increased by an average of 7.1% 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%.

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% annually since 2010.

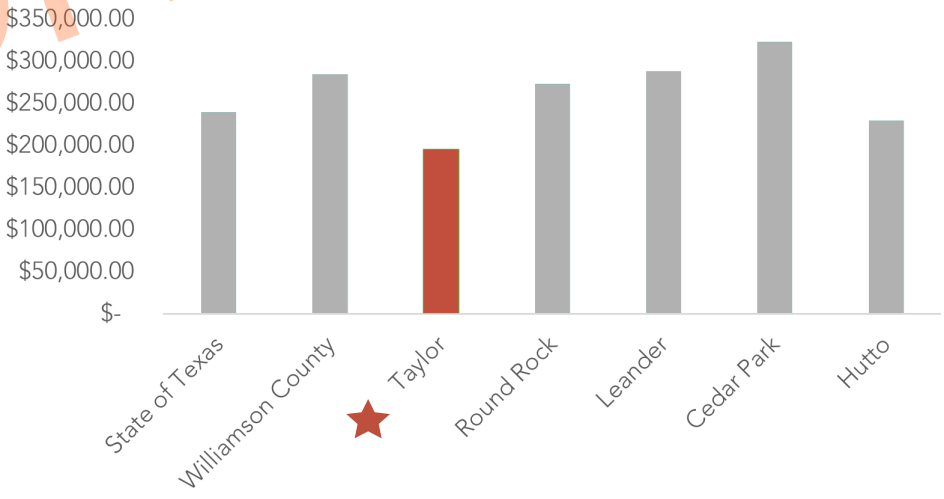
As the cost of land and construction costs continue to increase the cost of a single-family home is projected to increase as well. This trend where the median price of a home grows faster than the median household income will result in a wider housing gap over time. This chapter explores the incorporation of missing middle housing types to address the growing unattainability of detached single-family homes.



Source: MLS Data; American Community Survey

Figure 106: *Median Sold Price of Single-family Homes vs Median Household Income since 2016*

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Source: MLS Data; American Community Survey

Figure 107: *Median Sold Price of Single-family Homes*

EXISTING CONDITIONS

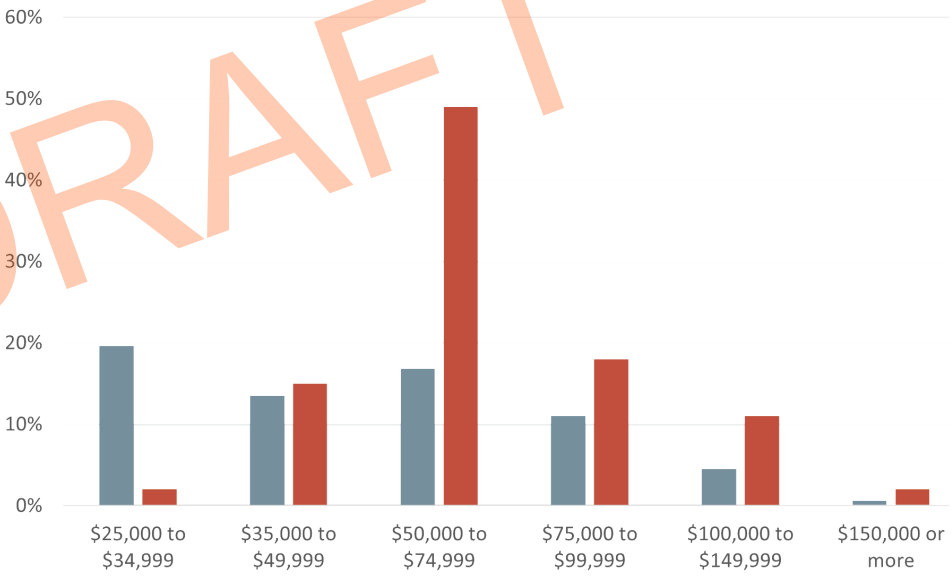
HOUSING GAP

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%. 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 108: *% of Renters Compared to % of Homes Sold in 2018*

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	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 109: *Housing Affordability Chart in Taylor, Texas*

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RESIDENTIAL TYPOLOGIES

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 the Future Land Use Map are implemented.



Figure 110: *Missing Middle Housing*

Source: Opticos

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Figure 111: *Existing Percentage of Residential Typologies*

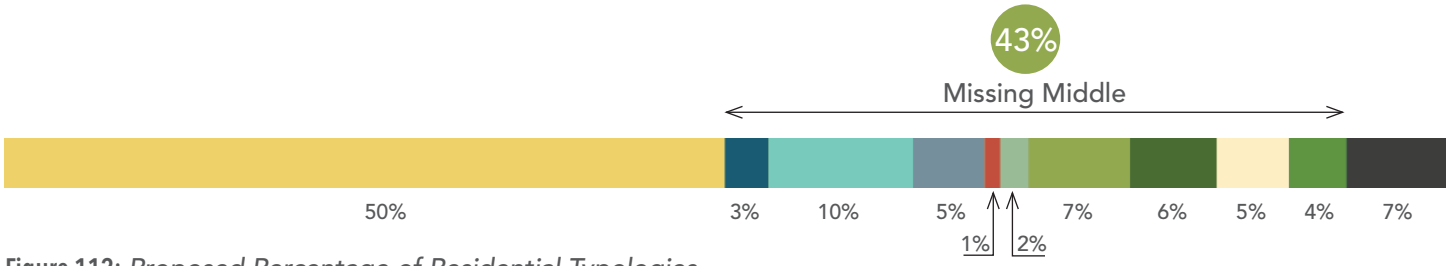


Figure 112: *Proposed Percentage of Residential Typologies*

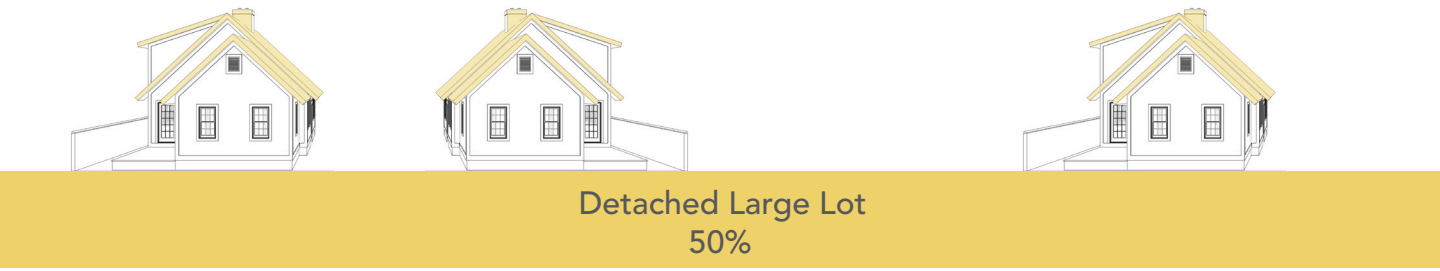


Figure 113: *Detached Large Lot*

DETACHED HOUSE LARGE LOTS: TARGET 106 UNITS PER YEAR

Conventional detached homes on lots greater than 5,000 sf 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

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RESIDENTIAL TYPOLOGIES



Figure 114: *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.

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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 sf 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

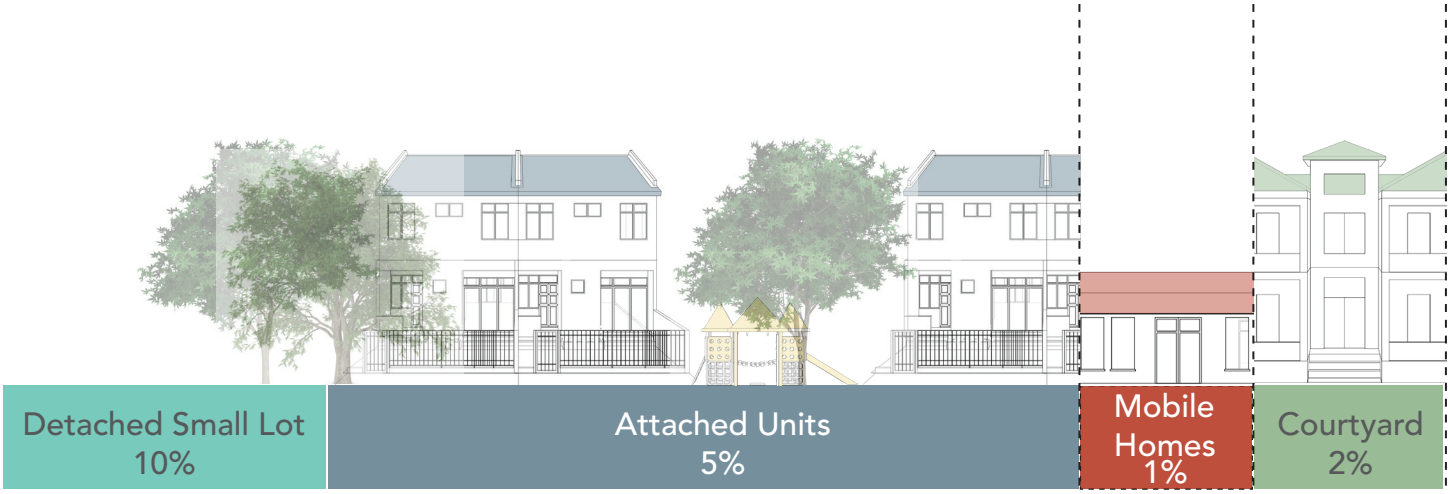


Figure 115: *The Missing Middle (contd.)*

ATTACHED UNITS: TARGET 28 NEW UNITS PER YEAR

Attached units are typically defined as two to three homes that share a wall and are each on individual lots. Attached homes are also referred to as townhouse units. They provide an opportunity for more affordable home ownership. This housing type typically includes a small yard that requires minimal maintenance and upkeep which can be desirable for young professionals or retirees. Attached homes maximize the infrastructure needed to support them.



Here is an example of attached units which are often found in urban areas.
Source: Daniel Parolek



Attached units vary in style from a rowhouse to a large multiplex house.
Source: Daniel Parolek

COTTAGE COURTYARD: TARGET 14 NEW UNITS PER YEAR

A cottage courtyard development typically consists of three to nine small homes arranged around a common courtyard. The homes front on the courtyard and can be either owned or rented. This housing type is a good option for larger lots in existing neighborhoods. The shared spaces provide outdoor space with little to no maintenance requirements and can be desirable for smaller families and retirees. Homes are typically around 1,200 sf and provide a great option for affordable home ownership that maximizes infrastructure per unit.



Cottage courtyard units provide opportunities to interact with neighbors.
Source: The Cottage Company



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

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RESIDENTIAL TYPOLOGIES

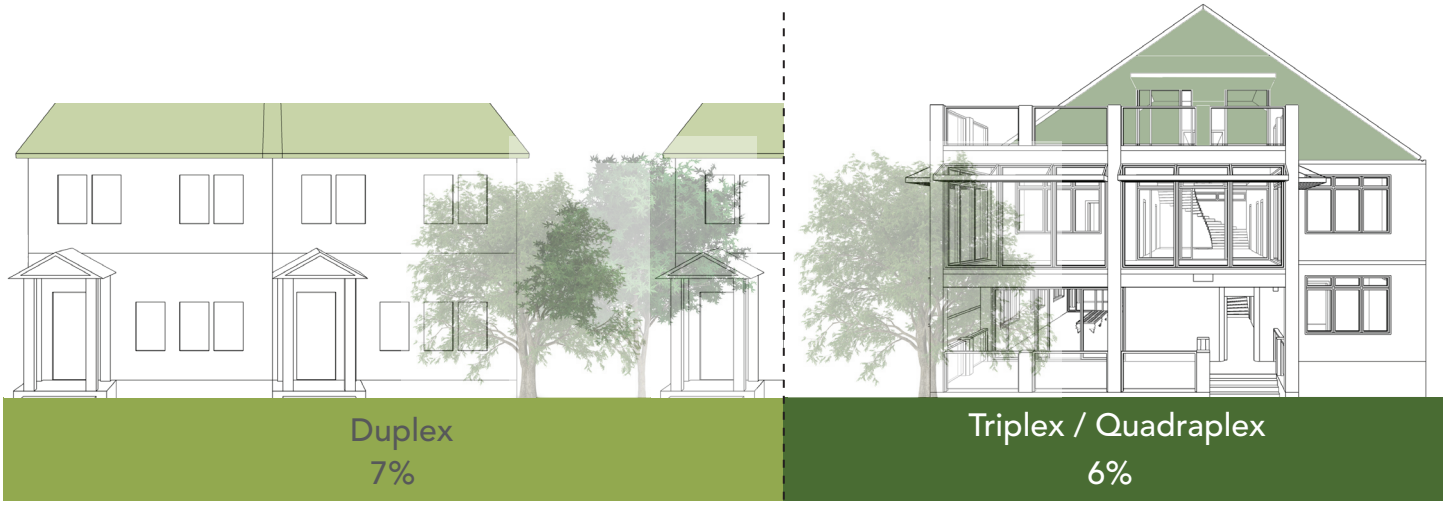


Figure 116: *The Missing Middle (contd.)*

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 riplex house with access to the street.

Source: Emzed architecture

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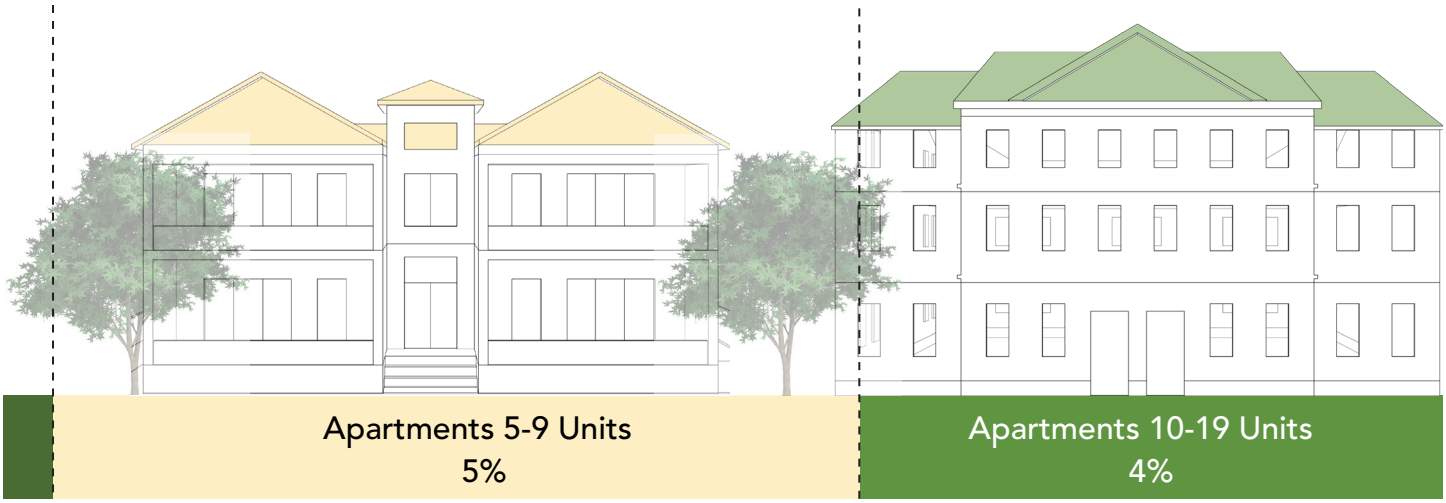


Figure 117: *The Missing Middle (contd.)*

APARTMENTS 5-9 UNITS: TARGET 21 UNITS PER YEAR (3 - 4 BUILDINGS)

Small apartments with 9 units or less can fit in well within an existing neighborhood or an area transitioning from more intense uses. These buildings can resemble homes from the outside and offer an opportunity for living close in to amenities and within an existing urban fabric of lots and blocks.



Small apartment buildings can provide nicely scaled buildings for neighborhoods.
Source: Daniel Parolek



A small apartment in Taylor can fit 5 - 6 units within a neighborhood

APARTMENTS 10-19 UNITS: TARGET 25 UNITS PER YEAR (2 - 3 BUILDINGS)

Mid sized apartment buildings with between 10 and 19 units can be mixed into a neighborhood and included along larger corridors. These types of apartments can offer living adjacent to important amenities or the Downtown.



Urban apartments may be located in mixed-use buildings.
Source: Zillow



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

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RESIDENTIAL TYPOLOGIES



Figure 118: *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

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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.

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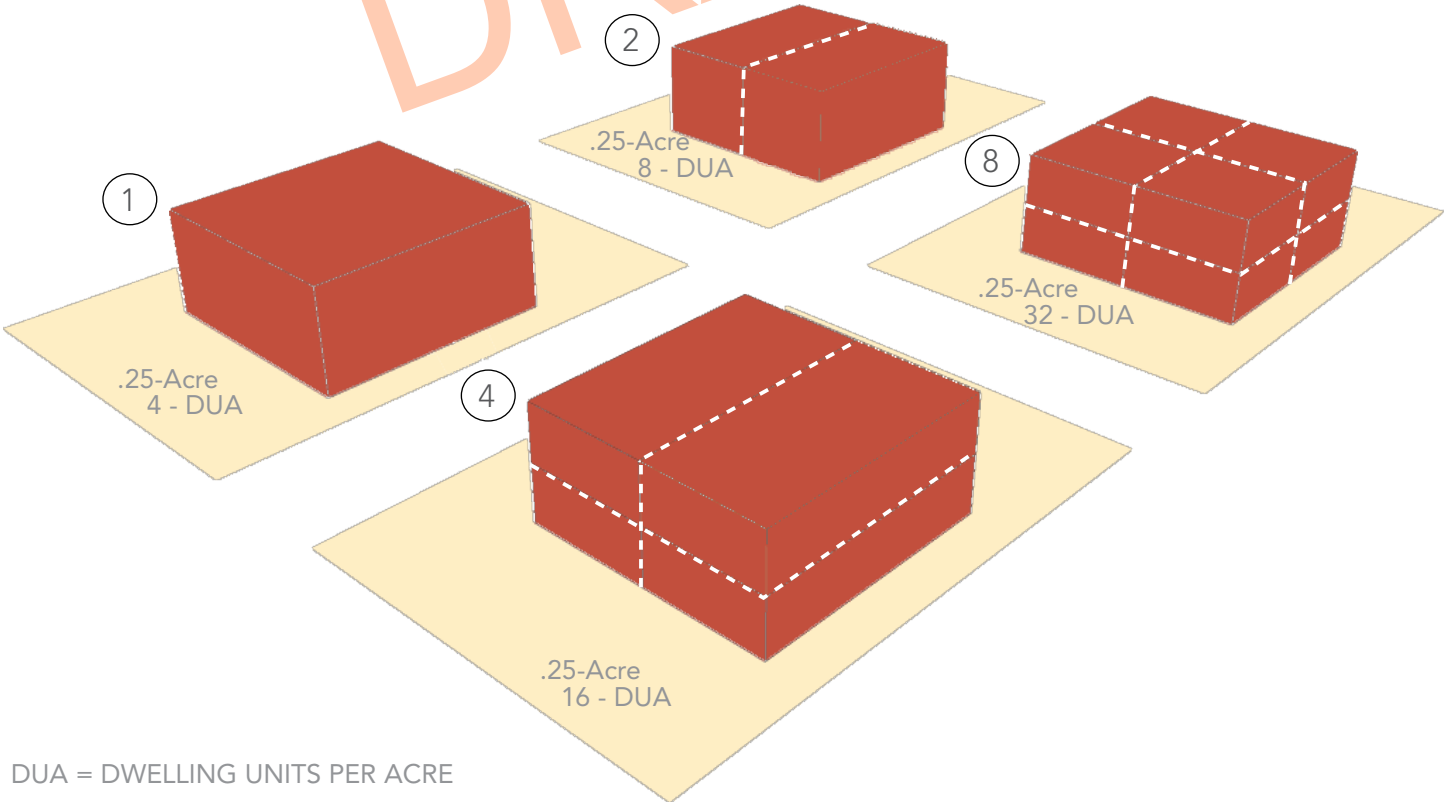
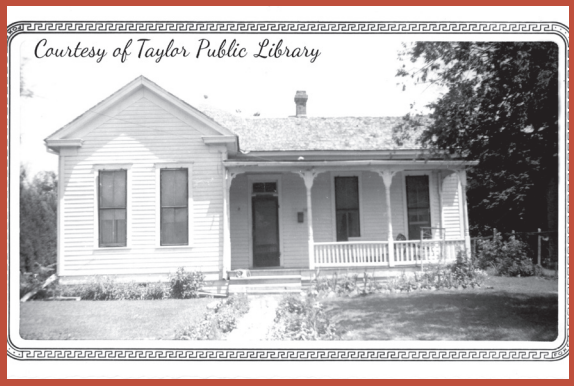


Figure 119: *Plot and Building Mass Divided into 1, 2, 4 and 8 Units*

2 Preserve existing housing.

The City of Taylor has many smaller older homes located on larger lots. These homes represent naturally occurring affordability within the community. As property values rise pressure to redevelop these lots with larger less affordable homes may lead to displacement. Programs to assist residents in maintaining older homes, selling off portions of larger lots, or building additional smaller units can help to mitigate displacement caused by rising property values. A housing trust is a tool that can be used to help preserve affordability in the community.



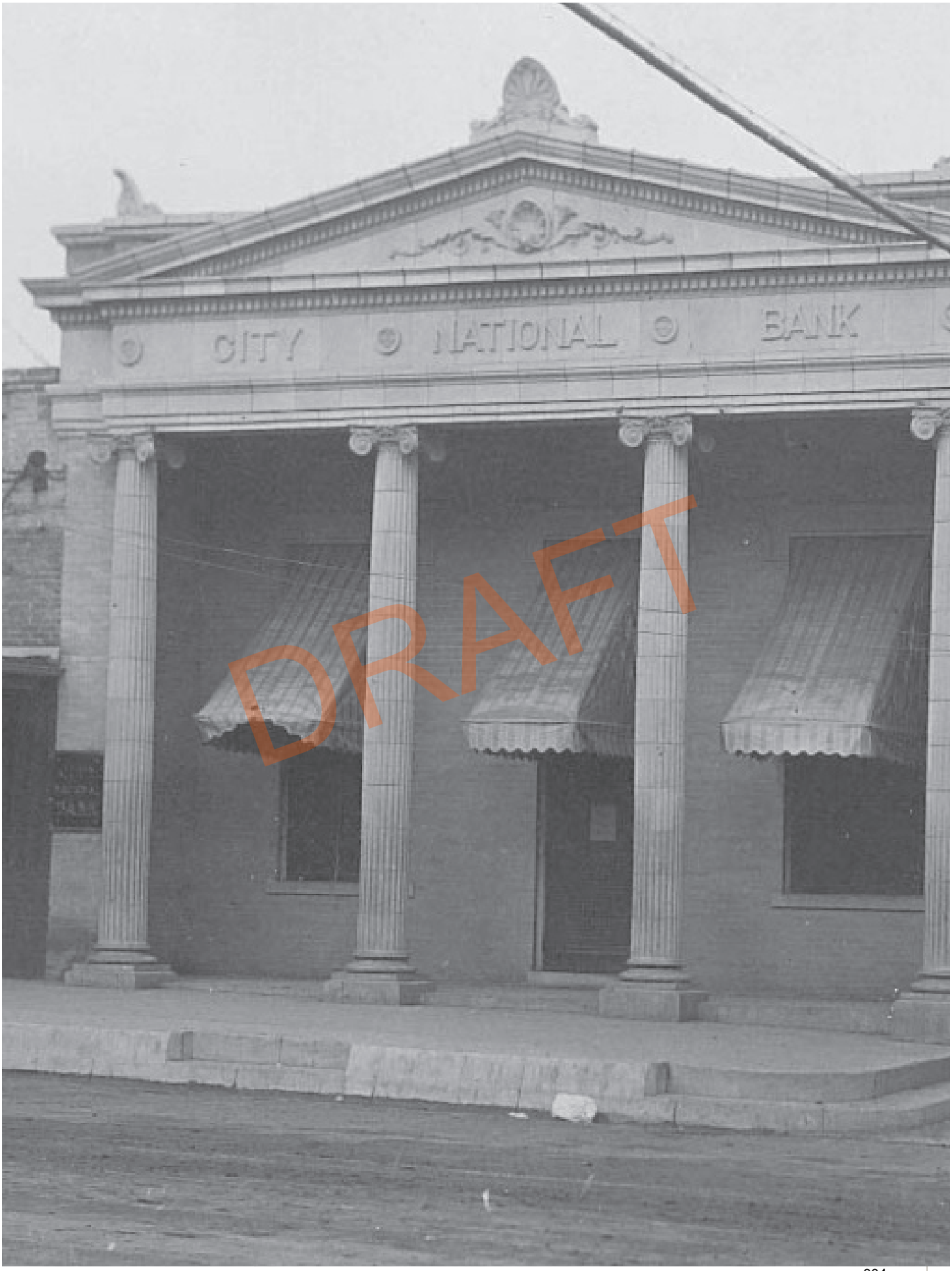
Preserving existing housing helps prevent displacement.

Existing housing represents the character of Taylor.

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

Smaller older housing represents naturally occurring affordability.

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CHAPTER 5

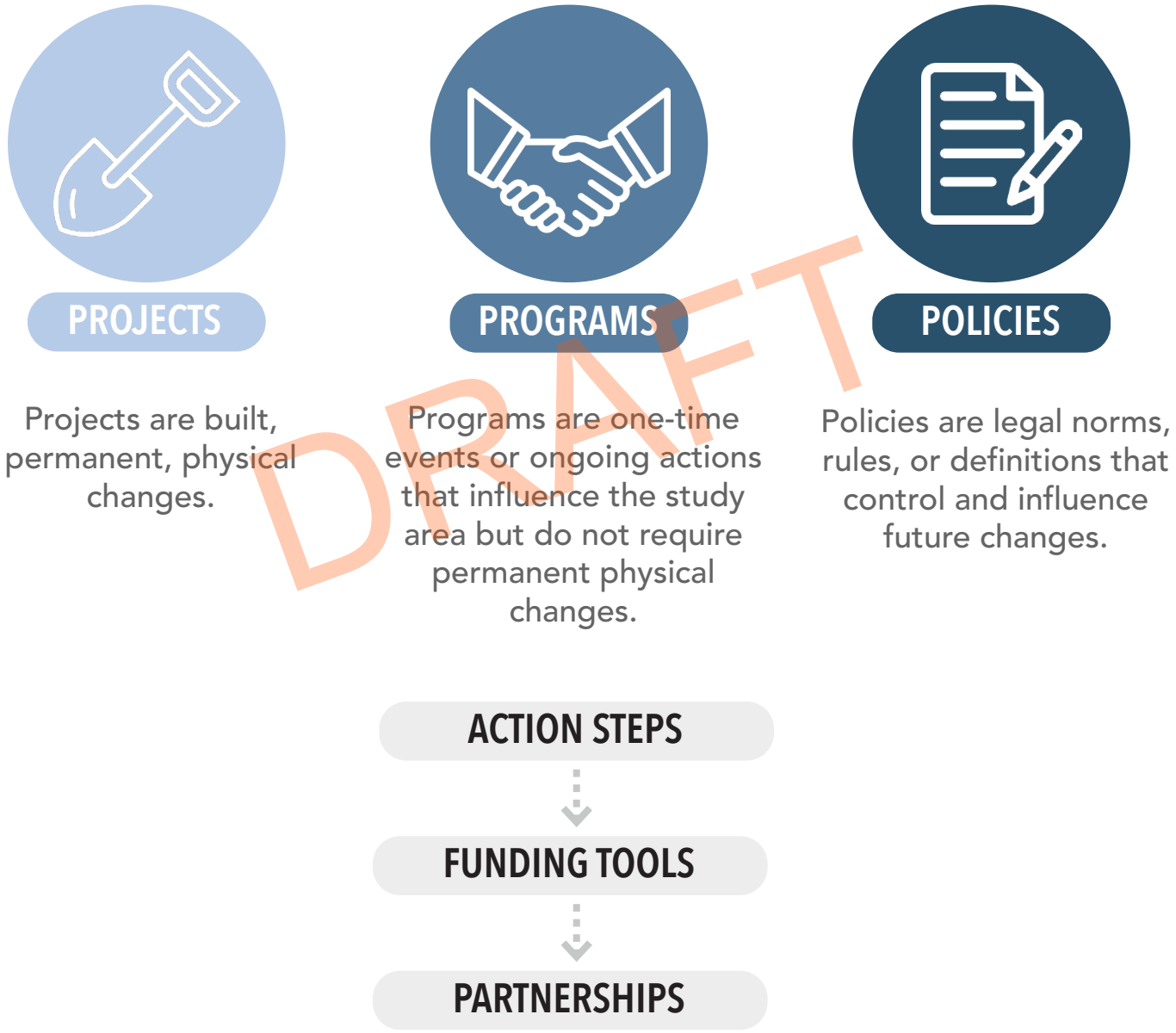
IMPLEMENTATION

↳ STRATEGIES

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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 18 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.



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Figure 120: *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, and
- Update population projections utilizing annual permit data and 5-year CAMPO modeling updates combined.

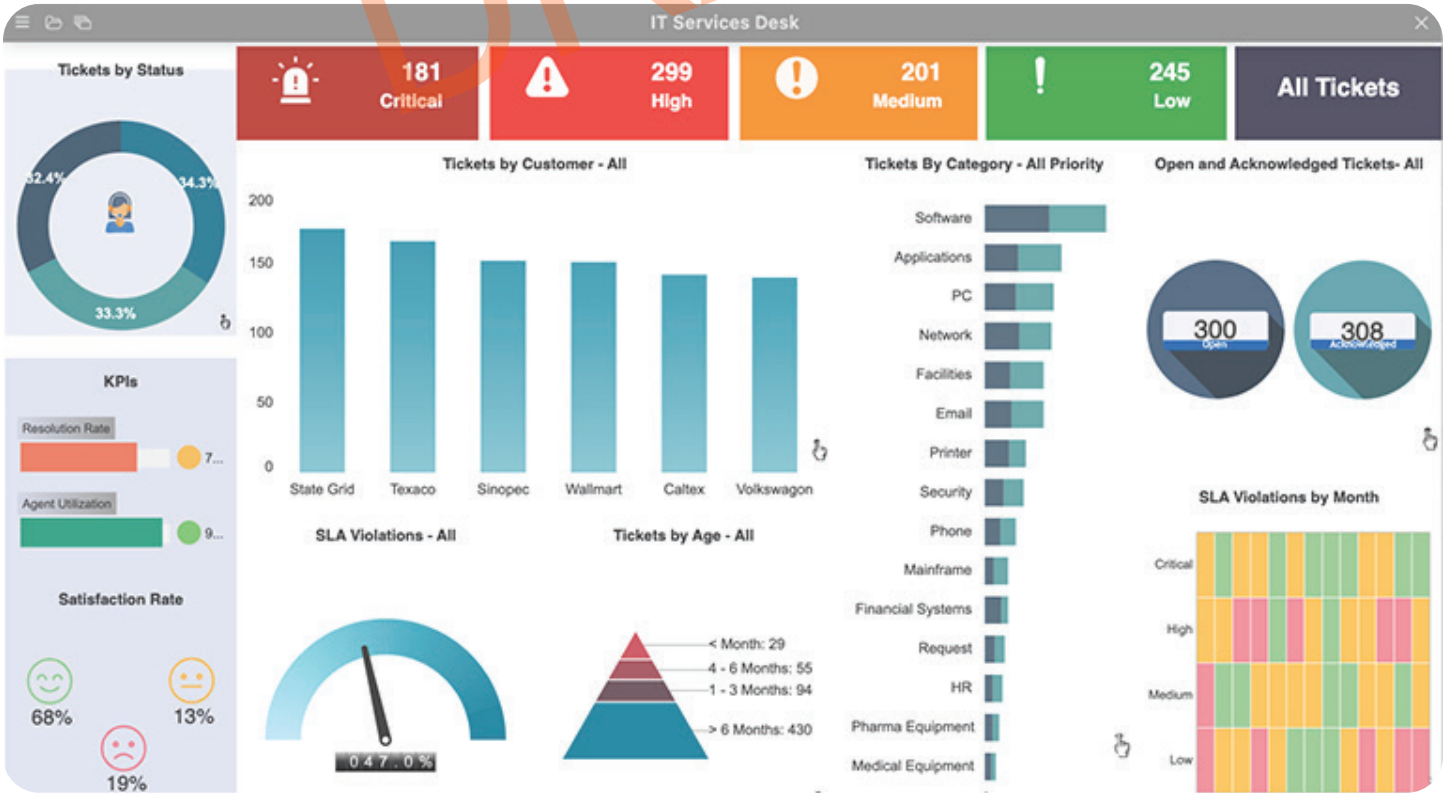
FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate and business community; and
- Regional governmental entities.

DRAFT



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Envision Taylor 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 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, and
- Update zoning and land use application requirements.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate, development and business community

DRAFT



Establish an evaluation tool to analyze land use proposals that may differ from the future land use 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, and
- Prioritize new projects within centers.

FUNDING TOOLS

- Establishment of a Tax Increment District

PARTNERSHIPS

- Real estate and business community;
- Public Works Department; and
- Community services.

DRAFT



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, and
- Adopt an updated code with new tools and standards.

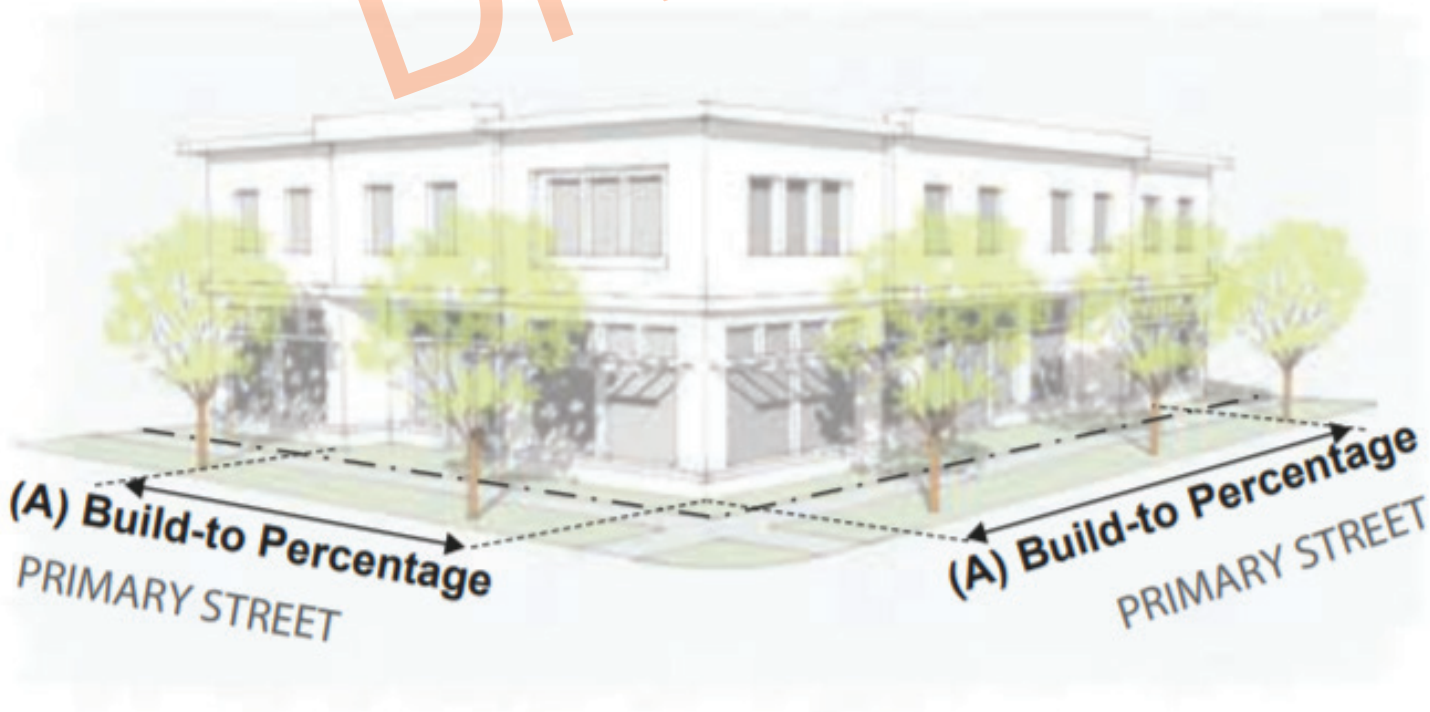
FUNDING TOOLS

- City budget

PARTNERSHIPS

- Real estate and business community;
- Property owners; and
- Residents.

DRAFT



Revise the development code to ensure that identified centers evolve as envisioned in the Envision Taylor Comprehensive Plan.

5 IMPLEMENT POLICIES TO STRATEGICALLY MANAGE ANY EXTENSION OF STREET OR UTILITY INFRASTRUCTURE AND DEVELOPMENT IN CONTROLLED AND FUTURE GROWTH SECTORS

Properties within the Controlled Growth Sector Tier I and II and Future Growth Sector do 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 can lead to a disproportionate impact on current tax payers now and in the future if they are not managed strategically. Managing development in Controlled Growth Sector Tier I and II and Future Growth Sector will require strong policies related to enforcing the growth sectors. These policies can become part of a future development code update. In addition to managing development, policies can be adopted to assist with preservation of important agricultural land.

ACTIONS

- Adopt policies for the preservation of agricultural land,
- Adopt criteria and standards related to development requests in Controlled and Future Growth Sectors, and
- Update development standards to enforce the Growth Sectors Map.

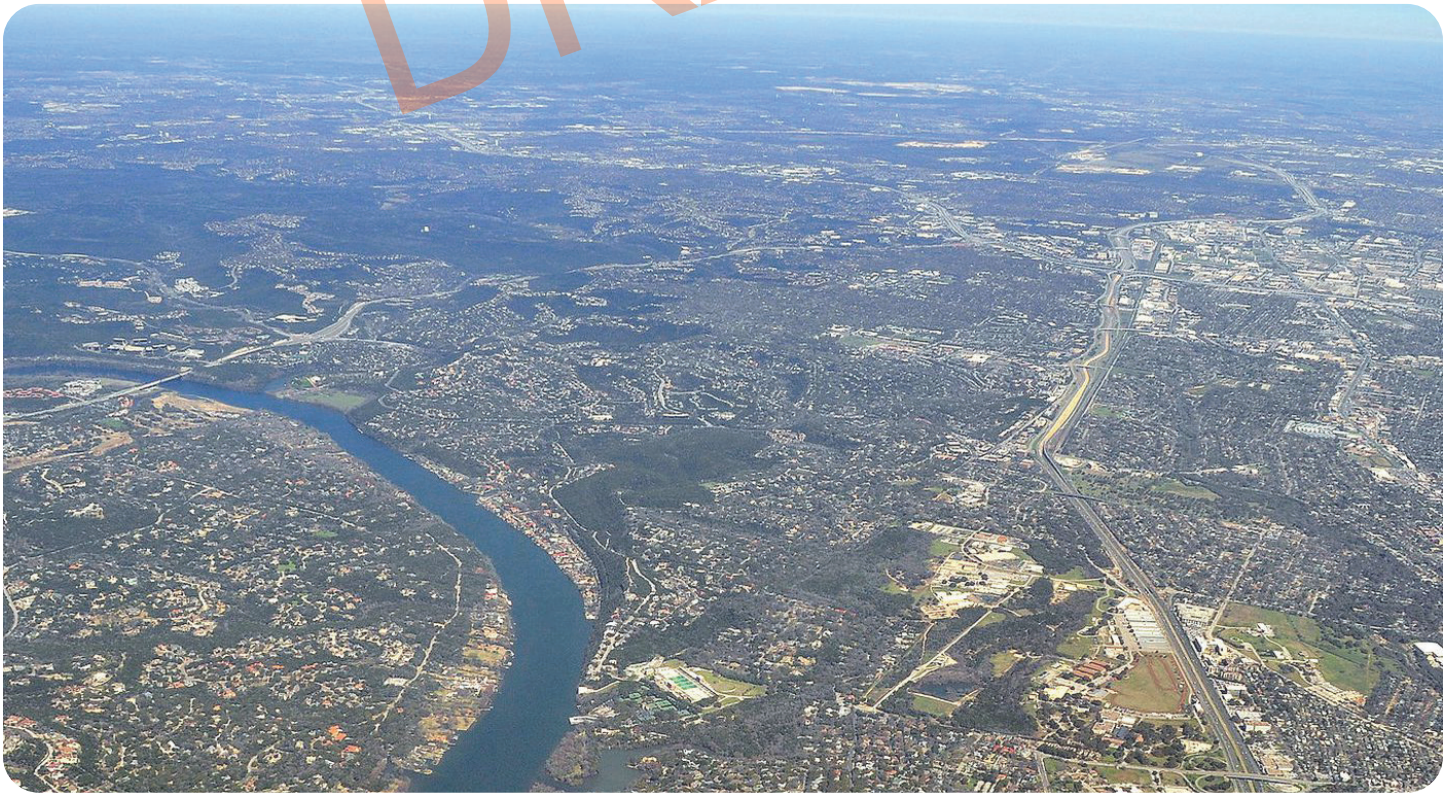
FUNDING TOOLS

- Land preservation grants;
- Strong MUD policies and ordinances

PARTNERSHIPS

- Trust for public lands or other organizations that implement conservation easements.

DRAFT



Implement land use and infrastructure policies to manage the extension of street or utility infrastructure into the ETJ and the 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 Master 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, and
- 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, and
- Increased values from infill development and redevelopment.

PARTNERSHIPS

- Regional governments;
- TxDOT; and
- Main Street.

DRAFT



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, and
- 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, and
- Improve pedestrian facilities/ safety to encourage walking trips areas.

PARTNERSHIPS

- Regional governments;
- TxDOT; and
- Development community.

DRAFT



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Envision Taylor 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, and
- Implement strategies.

FUNDING TOOLS

- Grants may be available.

PARTNERSHIPS

- Regional governments;
- TxDOT;
- Police and Fire department;
- Non-profit and community groups;
- Business community; and
- Resident.

DRAFT



Establish an evaluation tool to analyze land use proposals that may differ from the future land use 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, and
- Align street maintenance budget with private investments in infill areas and centers.

FUNDING TOOLS

- State and regional transportation funding;
- Potential Tax Increment Financing Districts; and
- Annual budget.

PARTNERSHIPS

- Not applicable

DRAFT



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, and
- Utilize low-cost methods such as striping and bollards whenever possible.

FUNDING TOOLS

- State and regional transportation funding;
- Potential Tax Increment Financing Districts; and
- Annual budget.

PARTNERSHIPS

- CARTS

DRAFT



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, and
- 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; and
- Taylor Housing Authority.

DRAFT



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, and
- 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; and
- Housing Authority.

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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, and
- 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.

DRAFT



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, and
- Implement a housing diversity index evaluation tool for new development.

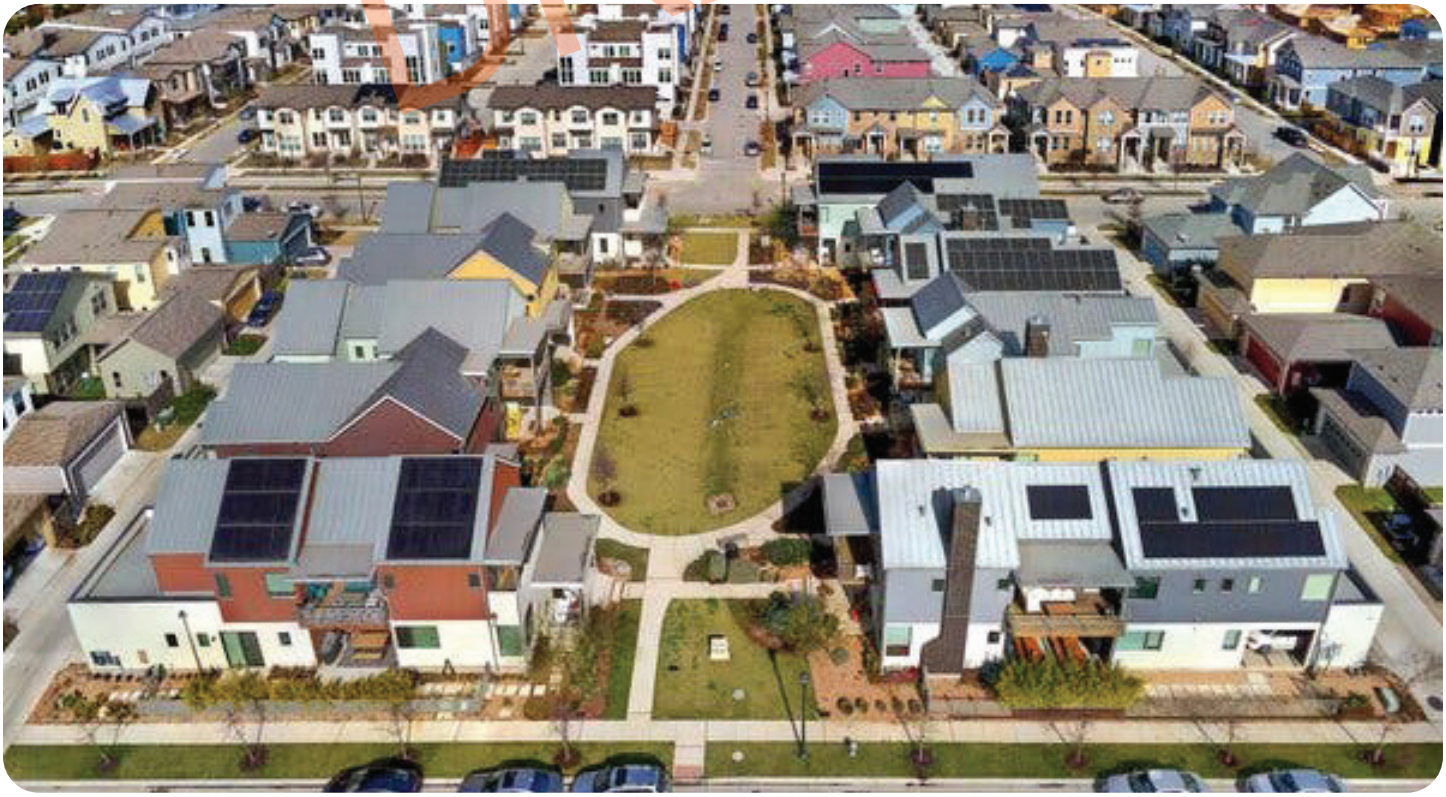
FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Development community

DRAFT



Establish development and design standards that achieve the characteristics of "small-town atmosphere in the neighborhood land use category.

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 Transportation Master Plan.

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, and
- 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

DRAFT



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, and
- Develop a plan that identifies specific land use, parks and open space, transportation and utility infrastructure needed to realize community goals.

ACTIONS CONTINUED

- 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; and
- Samsung.

DRAFT



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, and
- Update development codes to remove barriers to providing desired housing.

FUNDING TOOLS

- Community Development Block Grants;
- Taylor Housing Authority; and
- Employee Benefit Programs.

PARTNERSHIPS

- Economic Development; Corporation
- City of Taylor; and
- New employers.

DRAFT



Work with developers to create urban landscapes and street fabric to attract employees to live in Taylor.

18 CREATE POLICIES AND RULES FOR SPECIAL UTILITY AND FINANCING DISTRICTS.

Create and implement policies, criteria, and standards to provide direction on the establishment and management of Special Utility and Financing Districts such as Municipal Utility Districts (MUDs), Public Improvement Districts (PIDs), and other infrastructure financing tools related to development in the ETJ.

ACTIONS

- Establish an Ordinance to ensure that adequate fees are collected for City administration and oversight of established districts, and
- Establish policies, standards, and criteria that limit the ultimate number of discharge permits and encourage regionalization of future wastewater treatments systems.

ACTIONS CONTINUED

- Establish policies, standards, and criteria that encourage complete communities including the provision of daily services and values high enough to support the costs associated with long term maintenance of streets, utilities, parks, and emergency services.

FUNDING TOOLS

- Land preservation grants;
- Strong MUD policies and ordinances.

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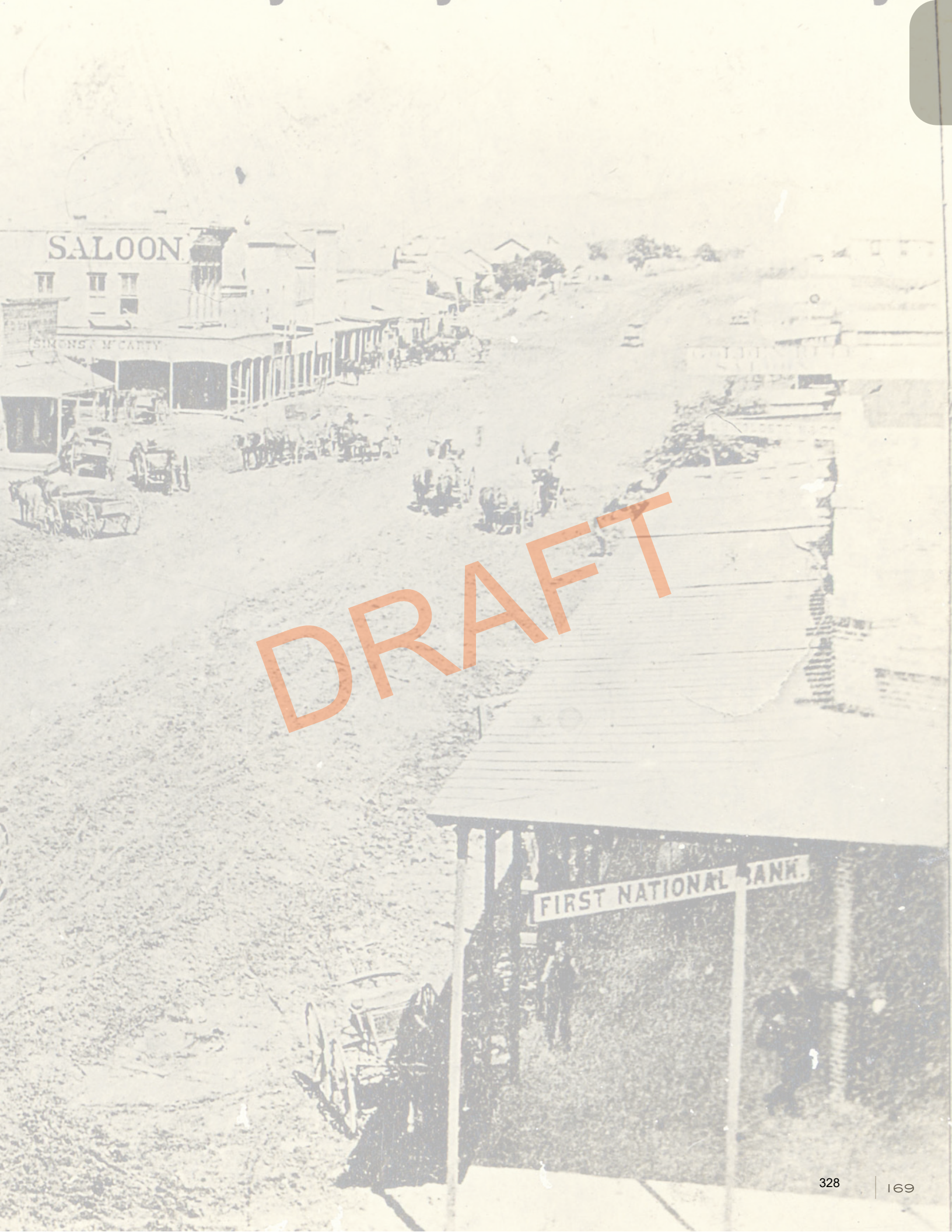


Work with the City of Taylor to create tools related to development in the ETJ.



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WILEY PORTER
BRADLEY &
THREADGILL
THREADGILL & BACON
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APPENDIX: RECENT PLANNING INITIATIVES

A VISION FOR FUTURE DEVELOPMENT (2017), CENTER FOR URBAN AND REGIONAL PLANNING - UTSA

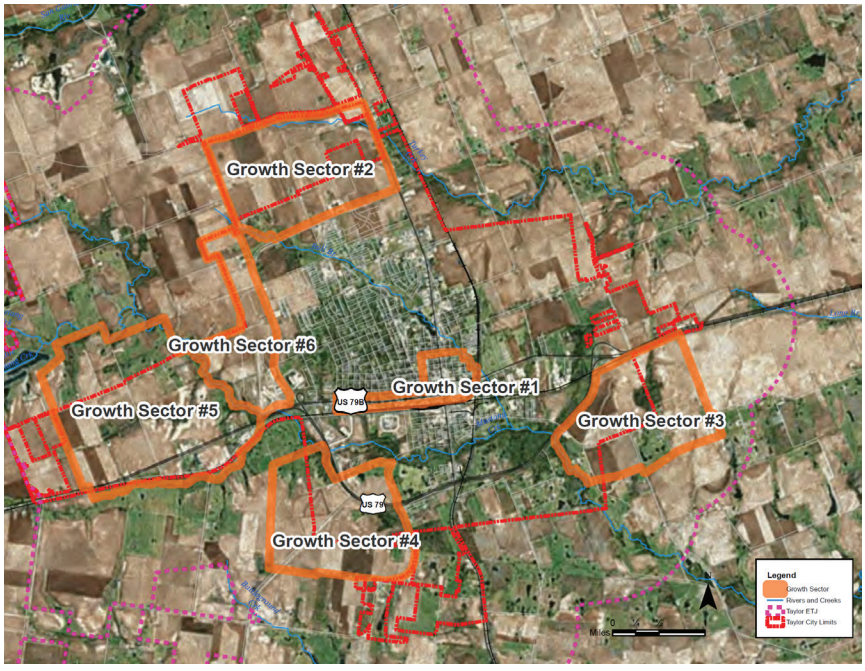
PURPOSE

The purpose of this study is to examine land areas within the existing city limits and ETJ of Taylor that have potential for residential, commercial, office and industrial growth.

RELEVANT INFORMATION

- Six "growth areas" were identified as existing or emerging growth sectors and evaluated with respect to land suitability based on the availability of infrastructure, land use patterns, and natural features,
- Growth Sector 1 was Taylor's Historic Downtown District. Opportunities identified in this sector include adaptive commercial re-use with offices or residential on the upper floors, the potential for more passenger rail travel, good access to US 79 and SH 130, and opportunities for enhanced industrial development in the southern portion of the Sector,
- Growth Sector 2 was identified as Taylor North and includes 1,241 acres and a major floodplain. Opportunities in this growth sector were identified as residential, service offices, commercial land use along major roads and recreational opportunities along Turkey Creek,
- Growth Sector 3 was identified as Taylor East and includes 1,073 acres. This sector provides excellent opportunities for industrial development based on its adjacency to the Union Pacific Rail and access to major thoroughfares and limited floodplains,
- Growth Sector 4 was identified as Taylor South and is expected to grow with residential development in the near future based on proximity to US 79, the Taylor High School and easy access to Main Street and Downtown,
- Growth Sector 5 was identified as Taylor West and has direct access to US 79 and is located closest to the Austin metro area. Several creeks in the area indicate a high potential for a linear park system, and
- 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, Texas.

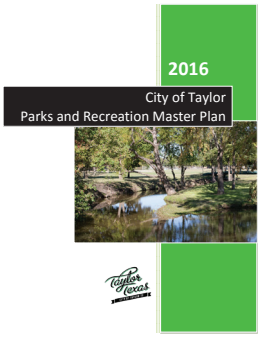
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Source: University of Texas at San Antonio

Figure 121: *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 parkland 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 122: *City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities*

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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 123: *Bull Park Masterplan*



Figure 124: *Murphy Park Masterplan*



Figure 125: *Fannie Robinson Park Masterplan*



Figure 126: *Bull Branch Trail Masterplan*

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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, and
- Key streetscape improvements were recommended along Main Street, First Street, Talbot Street, Second Street, and Porter Street.

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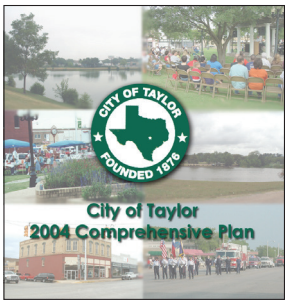


Figure 127: *Downtown Master Plan Framework Plan*

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, and
- 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.

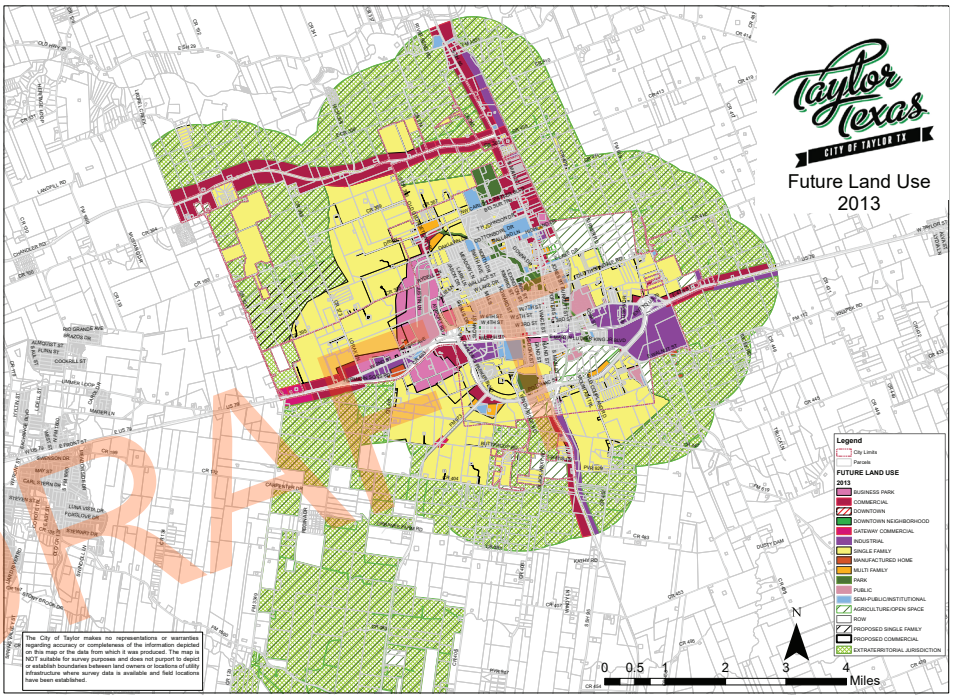


Figure 128: *City of Taylor Future Land Use Plan* *Source: 2004 Comprehensive Plan*

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 City of Taylor Future Land Use Plan (last amended in 2013).

LAND USE CATEGORY	CITY LIMITS	%	CITY LIMITS + ETJ	%
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

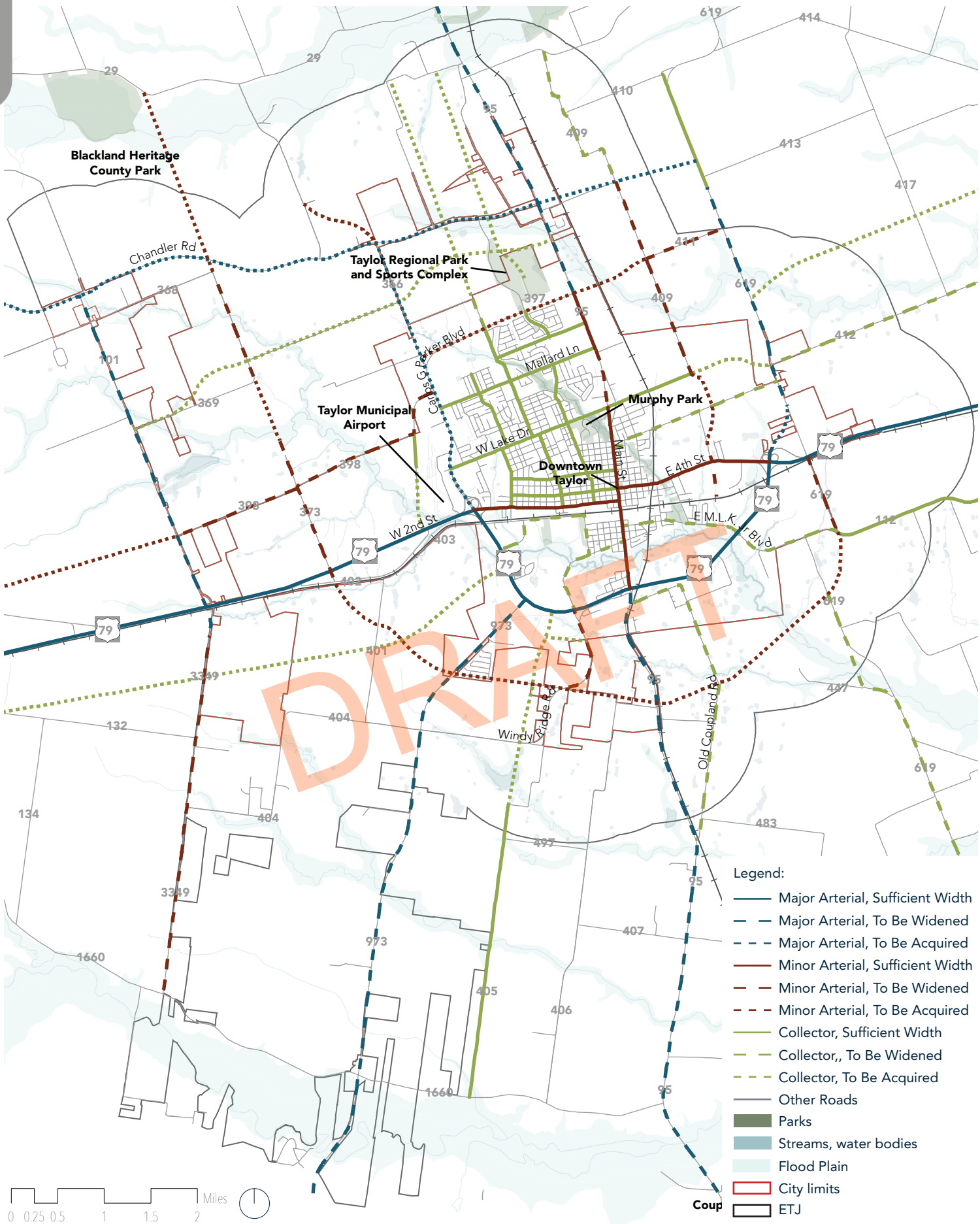
Figure 129: *Projected Land Area by Future Land Use Category 2025*

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 Master Plan;
- Williamson County Chandler Road Extension Planning and Preservation Study;
- CAMPO 2045 Plan; and
- CARTS 2045 Plan.

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Figure 130: *2004 Thoroughfare Plan*

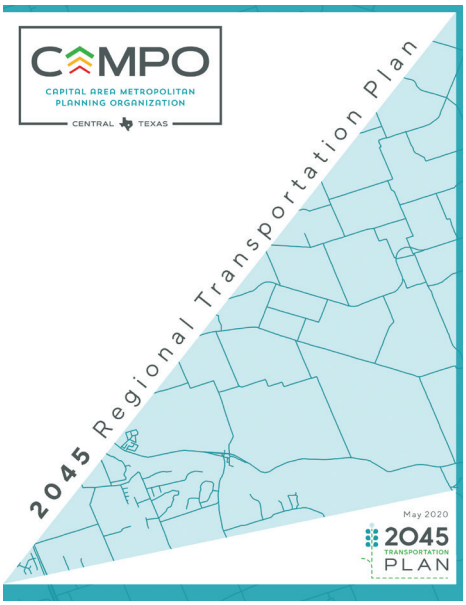
Source: City of Taylor, HDR

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, and
- **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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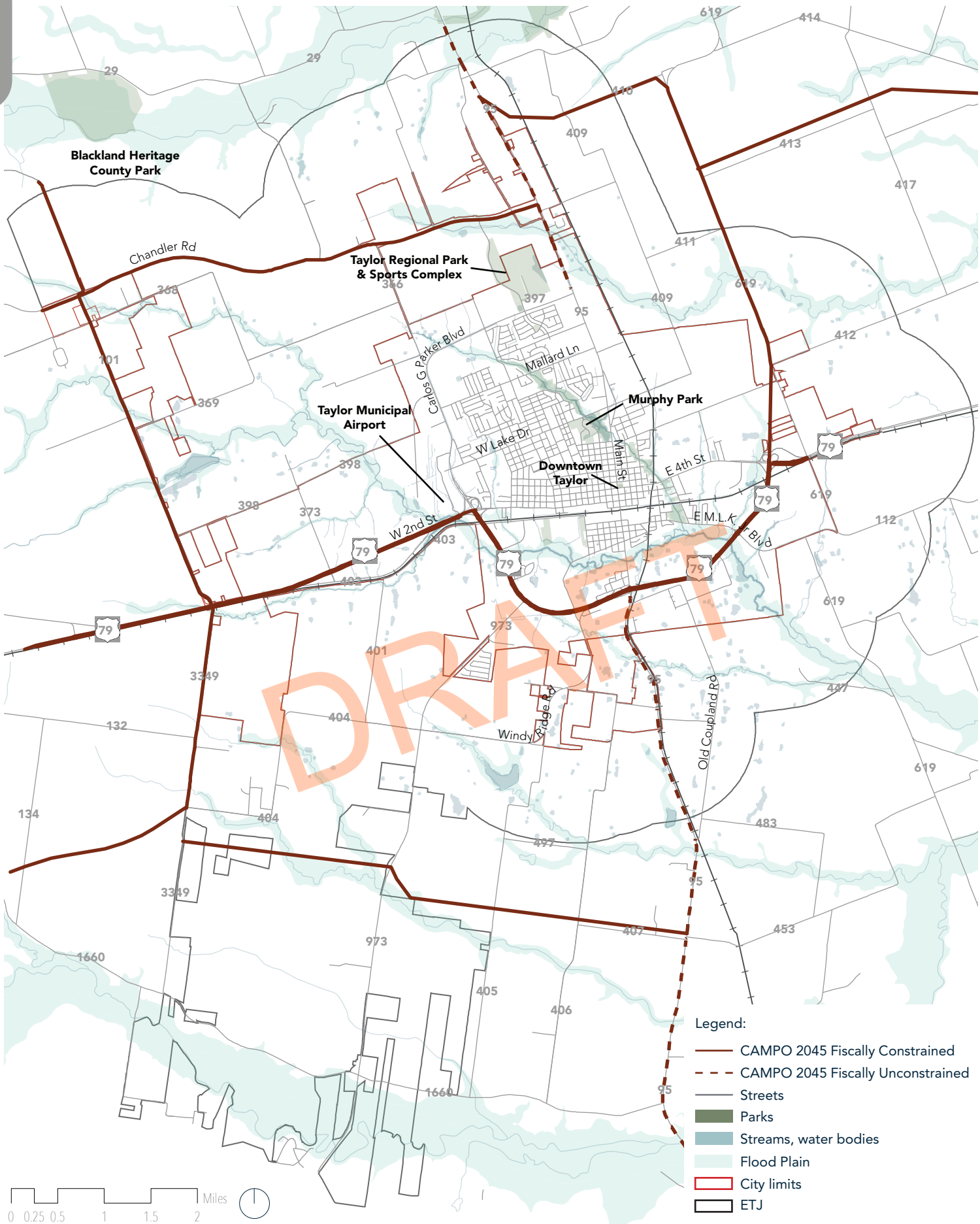


Figure 131: *Planned Projects*

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
- Zoning Map.

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