

# AGENDA

## CITY OF TAYLOR, TEXAS ZONING BOARD OF ADJUSTMENT MEETING September 5, 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, September 5, 2023.

The agenda packet is on the website at:

<https://www.ci.taylor.tx.us/Calendar.aspx?EID=4967&month=9&year=2023&day=5&calType=0>

### I. CALL TO ORDER AND DECLARE A QUORUM

### II. CITIZENS COMMUNICATION

*(The Zoning Board of Adjustment welcomes public comments on items not listed on the Agenda. However, the Commission cannot respond until an item is posted on a future meeting agenda. Registration forms are available at the sign in table.)*

### III. 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 August 8, 2023.

### IV. REGULAR AGENDA

#### ZONING VARIANCE

2. **PZ-2023-1823** – Hold a public hearing regarding a request for a zoning variance to allow a commercial driveway off Southpark Boulevard designated as a Community Boulevard within the Transportation Master Plan, for property generally located at 1901 Industrial Drive, consisting of approximately 4.536 acres of land, legally described as Lot 1A, Block A, Amending Plat of Lots 1-3 Taylor Southpark Section One, and more particularly described by Williamson Central Appraisal District Parcel R648680, Taylor, Williamson County, Texas.
3. **PZ-2023-1823** – Take action regarding a request for a zoning variance to allow a commercial driveway off Southpark Boulevard designated as a Community Boulevard within the Transportation Master Plan, for property generally located at 1901 Industrial Drive, consisting of approximately 4.536 acres of land, legally described as Lot 1A, Block A, Amending Plat of Lots 1-3 Taylor Southpark Section One, and more particularly described by Williamson Central Appraisal District Parcel R648680, Taylor, Williamson County, Texas.

**V. ADJOURN**

**Next Meeting Date: TBD**

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 September 5, 2023. I further certify that the following news media was notified of this meeting: Taylor Daily Press.

Posted By: \_\_\_\_\_

*Carrie Orts*

Date: \_\_\_\_\_

*8.31.2023*

Carrie Orts, Administrative Assistant

**MINUTES**  
**CITY OF TAYLOR, TEXAS**  
**ZONING BOARD OF ADJUSTMENT MEETING**  
City Hall Council Chambers  
Taylor City Hall, 400 Porter Street  
Tuesday, August 1, 2023  
6:00 P.M.

**PRESENT:**

Nancy Talley  
Craig Eulenfeld  
Michael Prillaman  
April Young  
Emily Holmes

**ABSENT:**

**OTHERS PRESENT:**

Courtney Peres, Planning Manager  
Brenda Joyas, Senior City Planner  
Carrie Orts, Assistant, Development Services  
Colin Harrison, Director, Development Services  
Erik Holden, Planning Technician

**CALL TO ORDER AND DECLARE A QUORUM**

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

**CITIZENS COMMUNICATION**

None.

**CONSENT AGENDA**

1. Review and approve minutes from the meeting on June 6, 2023.

*Action: Mr. Eulenfeld made a motion to approve the meeting minutes for June 6, 2023, as amended. Second by Mr. Prillaman.*

*All present voted in favor (5-0) motion carried.*

**REGULAR AGENDA**

**ZONING VARIANCE**

1. **PZ-2023-1668** – Hold a public hearing regarding a request for a zoning variance generally located at 703 N. Main Street, consisting of approximately 0.578 acres of land, legally described as a part of Block One (1), Dickson’s Addition to the Town of Taylor, and more particularly described by Williamson Central Appraisal District Parcel R016063, Taylor, Williamson County, Texas.

*Ms. Peres gave a presentation including staff recommendation of denial of a request for a Commercial driveway access off W. 7<sup>th</sup> Street.*

*Staff determined that the applicant’s variance request would generate significant vehicular traffic movements. These significant traffic movements would exceed the limited turning movements on Community Boulevards in the Transportation Master Plan within the Comprehensive Plan. This would be contrary to section 1.3.1 of the zoning ordinance.*

*Discussion between Board and Staff.*

*Mitchell Linder (applicant) and Danny Chang (owner) were present to answer questions. There was a discussion between the Board, Staff, Mr. Linder, and Mr. Chang.*

*Citizen, Douglas Moss, was present and spoke in opposition of the applicant's request. There was a discussion between the Board, Staff, and Mr. Moss.*

*The public hearing was closed at 6:44 PM*

2. **PZ-2023-1668** – Take action regarding a request for a zoning variance generally located at 703 N. Main Street, consisting of approximately 0.578 acres of land, legally described as a part of Block One (1), Dickson's Addition to the Town of Taylor, and more particularly described by Williamson Central Appraisal District Parcel R016063, Taylor, Williamson County, Texas.

***Action:** Ms. Holmes made a motion to deny the request for a zoning variance generally located at 703 N. Main Street, consisting of approximately 0.578 acres of land, legally described as a part of Block One (1), Dickson's Addition to the Town of Taylor, and more particularly described by Williamson Central Appraisal District Parcel R016063, Taylor, Williamson County, Texas.*

***Second** by Mr. Prillaman.*

*Two voted in favor and three in denial. Ms. Holmes and Mr. Prillaman were in favor of denial. Mrs. Talley, Mr. Eulenfeld, and Ms. Young were opposed to the denial. Motion failed due to the lack of 75% of the Board voting in favor of the request.*

*There was discussion between Board and Staff over the voting process.*

*Mr. Eulenfeld then made a motion to approve the request for the variance. Second by Ms. Young. Three voted in favor and two voted for denial. Mrs. Talley, Mr. Eulenfeld, and Ms. Young were in favor of approval. Ms. Holmes and Mr. Prillaman were opposed. Motion failed due to the lack of 75% of the Board voting in favor of the request.*

**Final Verdict by the Zoning Board of Adjustment:**

1. **Not Approved** - A request for a zoning variance generally located at 703 N. Main Street, consisting of approximately 0.578 acres of land, legally described as a part of Block One (1), Dickson's Addition to the Town of Taylor, and more particularly described by Williamson Central Appraisal District Parcel R016063, Taylor, Williamson County, Texas due to the lack of 75% of the Board voting in favor of the applicant's request.

**Adjournment**

**Mr. Eulenfeld made a motion to adjourn meeting. Second by Mrs. Talley. The meeting was adjourned at 7:02 PM.**

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Carrie Orts  
Administrative Assistant, Development Services

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Nancy Talley  
Chair

**City of Taylor**  
**PZ-2023-1823**  
**Zoning Variance**  
**Staff Report**

**Item Details**

<b>Subject Property:</b>	1901 Industrial Dr
<b>Total Acreage:</b>	Approximately 4.536 acres
<b>Legal Description:</b>	Part of and out of the Parthinia Coursey Survey, A-131, City of Taylor, Williamson County, Texas.
<b>Property Owner:</b>	95 Industrial, LLC
<b>Applicant:</b>	Jinesh Gandhi, Registered Agent of 95 Industrial LLC
<b>Request:</b>	A variance request to allow a commercial driveway along a Community Boulevard, a route identified in the Transportation Master Plan, (Southpark Blvd.) on property generally located at 1901 Industrial Dr.
<b>Case History:</b>	This is the first hearing of this request.

**Overview of Applicant’s Request & Background**

The subject property consists of 4.536 acres within an anticipated industrial park. The applicant’s proposed use on the subject property will aim to establish a 51,038 square foot warehouse and cater to approximately twelve (12) semitrailers.

The applicant has requested a variance to permit accessibility to regular vehicular traffic (employees and visitors) to enter from a commercial driveway off Southpark Boulevard.

**Location:**

The subject property is located at 1901 Industrial Drive, which is on the east side of South Main Street just south beyond the interchange at U.S. 79 (Carlos G. Parker Blvd.).

**Physical and Natural Features:**

The subject property consists of 4.536 acres of undeveloped land that is relatively flat surrounded on one side by the Union Pacific Railway. The other lots in the industrial park are undeveloped and to the south of the industrial park is the business, Hart Components, (manufacture wall panels, roof, and floor trusses). The east is mainly agricultural land and several single-family homes.

**Public Notification**

As required by the Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property were notified of the variance request (5 notices), and a legal notice advertising the public hearing was placed in the Taylor Press on Sunday, August 20, 2023.

## **Staff Analysis**

The subject property is designated as M-1 Light Industrial zoning district and surrounding properties are also Light Industrial or R-1 Single-Family Residential.

The Envision Taylor Comprehensive Plan established a Transportation Master Plan (TMP). These plans were approved by the City Council for staff to enact. The TMP serves as a planning tool that establishes a hierarchy for the transportation network within the City to ensure the appropriate size streets to complement the growth of the City envisioned in the Comprehensive Plan.

### **Analysis by Leslie Pollack, P.E. (City Consulted Engineer, HDR)**

The proposed development requests a variance to allow for site access from Southpark Boulevard. The development proposes commercial driveway access from both Southpark Boulevard and Industrial Drive. The site will serve passenger vehicles and heavy vehicles/trucks. Ingress/egress of passenger vehicles are separated from heavy vehicles to improve safety and circulation within the site.

Southpark Boulevard is classified as a Boulevard in the City of Taylor's Thoroughfare Plan. Industrial Drive is classified as an Avenue in the City of Taylor's Thoroughfare Plan. Per the City of Taylor's Comprehensive Plan, commercial driveway access is limited on Boulevards. Commercial driveway access to Southpark Boulevard is recommended for this development to facilitate the separation of passenger vehicles and heavy vehicles within the site.

It is recommended that the City approve a variance to allow commercial driveway access to Southpark Boulevard with the following conditions:

- The Southpark Boulevard commercial driveway should be limited to passenger vehicles only. Signage (No Trucks Allowed) will be required to enforce the traffic restriction.
- Heavy vehicles will access the site only via driveway(s) on Industrial Drive.
- The commercial driveway on Southpark Boulevard should be located a minimum of 180' from the railroad, west of the site. This meets the Driveway Spacing and Design Criteria in Table 5.4.1. of the City of Taylor Engineering Manual. This driveway spacing will provide distance for queuing of turning vehicles on Southpark Boulevard outside of the railroad right-of-way.

**Zoning Board of Adjustment Recommendation**

Based on the staff’s analysis of this variance Approval is recommended with the stated conditions listed by Transportation Engineer, Leslie Pollack.

The Zoning Board of Adjustment should base their consideration for approval [Consistent] or denial [Inconsistent] of the request on the following information:

#				Criteria for Approval
	Consistent	Inconsistent	Neutral	
1		<u>X</u>		<p><b>There are special circumstances or conditions arising from the physical surroundings, shape, topography, or other feature affecting the land subject to the variance applicant, such that the strict application of the provisions of the Zoning Ordinance would create an unnecessary hardship or inequity upon or for the applicant, as distinguished from a mere economic impact, an inconvenience, frustration of objections in developing the land, not permitting the highest and best use for the land, or depriving the applicant of the reasonable and beneficial use of the land;</b></p> <p><i>Staff finds there are no special circumstances or conditions arising from the physical surroundings, shape, topography, or other feature affecting the land subject to the variance petition.</i></p>
2		<u>X</u>		<p><b>The circumstances causing the hardship do not similarly affect all or most properties in the vicinity of or similarly classified as the applicant’s land;</b></p> <p><i>Staff did not find circumstances causing a hardship that may affect adjacent properties similarly classified. The request is unique to the site.</i></p>

3	<u>X</u>		<p><b>The variance is necessary for the preservation and enjoyment of a substantial property right of the applicant;</b></p> <p><i>Staff finds that the request for a driveway from Southpark Boulevard is necessary to improve safety and circulation within the site.</i></p>
4	<u>X</u>		<p><b>Granting the variance application shall not be detrimental to the public health, safety, or welfare, or injurious to other property within the area;</b></p> <p><i>Staff finds that granting the variance would likely not be detrimental to public health, safety, or welfare, or injurious to other property within the area. As such the creation of a separated entrance for passenger vehicles only increases safety to the site and immediate area.</i></p>
5	<u>X</u>		<p><b>Granting the variance application shall not have the effect of preventing the orderly use and enjoyment of other land within the area in accordance with the provisions of the development code, or adversely affect the rights of owners or residents of surrounding property;</b></p> <p><i>Staff finds that the variance would not affect other property owner's use and enjoyment of their property.</i></p>
6			<p><u>X</u></p> <p><b>The hardship or inequity suffered by the applicant is not caused wholly or in substantial part by the applicant;</b></p> <p><i>Staff finds a hardship in the form of a traffic and circulation safety request is partially created by the applicant due to the proposed development type (Industrial) and general orientation of the structure(s) proposed on the property.</i></p>

7	<u>X</u>			<p><b>The request for a variance is not based exclusively on the applicant’s desire for increased financial gain from the property, or to reduce an existing financial hardship;</b></p> <p><i>Staff finds the request will likely not increase financial gain from the property or reduce any existing financial hardship(s).</i></p>
8	<u>X</u>			<p><b>The degree of variance requested is the minimum amount necessary to meet the needs of the applicant to satisfy the standards.</b></p> <p><i>Staff finds that the degree of variance is the minimum amount necessary to ensure safety to the site.</i></p>

**No variance shall be granted or imposed unless:**

1. 75% of the members of the Board are present to hear the case; and
2. 75% of the Board votes in favor of the request; and
3. The Board finds that the variance meets the requirements of Texas Local Government Code Section 211.009(3) which states:

**Texas Local Government Code, Section 211.009. AUTHORITY OF BOARD.**

*(a) The board of adjustment may:*

*(3) Authorize in specific cases a variance from the terms of a zoning ordinance if the variance is not contrary to the public interest and due to special conditions, a literal enforcement of the ordinance would result in unnecessary hardship, and so that the spirit of the ordinance is observed and substantial justice is done;*

**City of Taylor Code of Ordinances 7.4.3 Variances**

**The Board finds that the variance requests meet or does not meet the requirements of Section 7.4.3 of the Zoning Ordinance which states:**

*The Board shall have the power to authorize upon appeal in specific cases such variance from the terms of this Ordinance where a literal enforcement of the provisions of this Ordinance will result in unnecessary hardship, not solely for financial gain, including the following:*

1. *Permit a variance in the setback requirements of any district where there are unusual and practical difficulties or unnecessary hardships in the carrying out of these provisions due to an irregular shape of the lot, topographical or other conditions, provided such variance will not seriously affect any adjoining property or the general welfare.*
2. *Authorize upon appeal, whenever a property owner can show that a strict application of the terms of this Ordinance relating to the use, construction or alterations of buildings or structures or the use of land will impose upon him unusual and practical difficulties or*

*particular hardship, such variances from the strict application of the terms of this Ordinance as are in harmony with its general purpose and intent, but only when the Board is satisfied that a granting of such variation will not merely serve as a convenience to the applicant, but will alleviate some demonstrable and unusual hardship or difficulty.*

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

**Attachments:**

1. Letter of Intent from Applicant
2. Site Plan from Applicant
3. Excerpt from Applicant's Submitted Application – Questions 1-7
4. Excerpt – Envision Taylor Comprehensive Plan Pages 111, 119, and 122
5. Memo from City Engineering Staff (Leslie Pollack, P.E.)
6. Location Map
7. Transportation Master Plan Map
8. Notification Map

Jinesh Gandhi  
95 Industrial LLC  
9611 Tree Bend Dr  
Austin TX 78750  
512-762-8328  
[Jinesh2000@yahoo.com](mailto:Jinesh2000@yahoo.com)

Date: 7/6/2023

Taylor City Council  
City Hall  
400 Porter Street  
Taylor, Texas 76574

Subject: Request for Variance allowing driveway along Southpark Blvd. The variance would be to the Transportation Plan (pg 104) in the Comprehensive Plan under Community Boulevard pg 119. "Turning Movements should be limited on community boulevards when possible and vehicular access to private lots should be from secondary streets or alleys".

Dear City Council Members,

Thank you for your time. I am writing to formally request a variance for the property located at 1903 Industrial Dr in Taylor, TX. The subject tract, encompassing approximately 4.54 acres, is situated within an industrial-zoned area with road frontage along Southpark Boulevard on the south and Industrial Drive on the eastern side.

Recently, a significant amendment was made to the Transportation Master Plan on January 12, 2023, designating Southpark Boulevard as the community boulevard. Given this designation, the owners of the property seek permission to construct a driveway along Southpark Boulevard. The primary objective of this request is to create a clear separation between employee traffic and the movement of trucks and trailers.

The rationale behind this request stems from the potential safety hazards associated with passenger vehicles having to share the same entrance and exit driveway with heavy loading trucks. By allowing the construction of a dedicated driveway along Southpark Boulevard, we aim to address this concern and enhance safety for all road users. It is worth noting that the proposed driveway location has been thoroughly consulted with the City Engineer and determined to be 200 feet away from the railroad track, adhering to the most restrictive spacing requirements for a commercial driveway in relation to an intersection.

I have attached a recent communication with Leslie Pollack from HDR Inc below, an independent consulting firm, which supports the feasibility and safety aspects of the requested driveway.


"I prefer this driveway to be right-in, right-out, I believe with the relocation of the driveway further east and the restriction of truck traffic makes it agreeable. I do agree that a variance would be required at this location."

HDR has specifically recommended that we pursue a variance through the City Council.

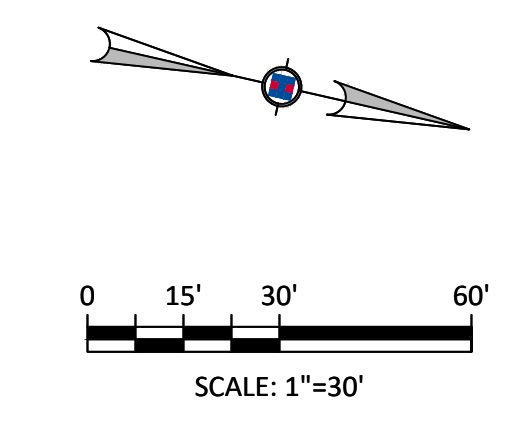
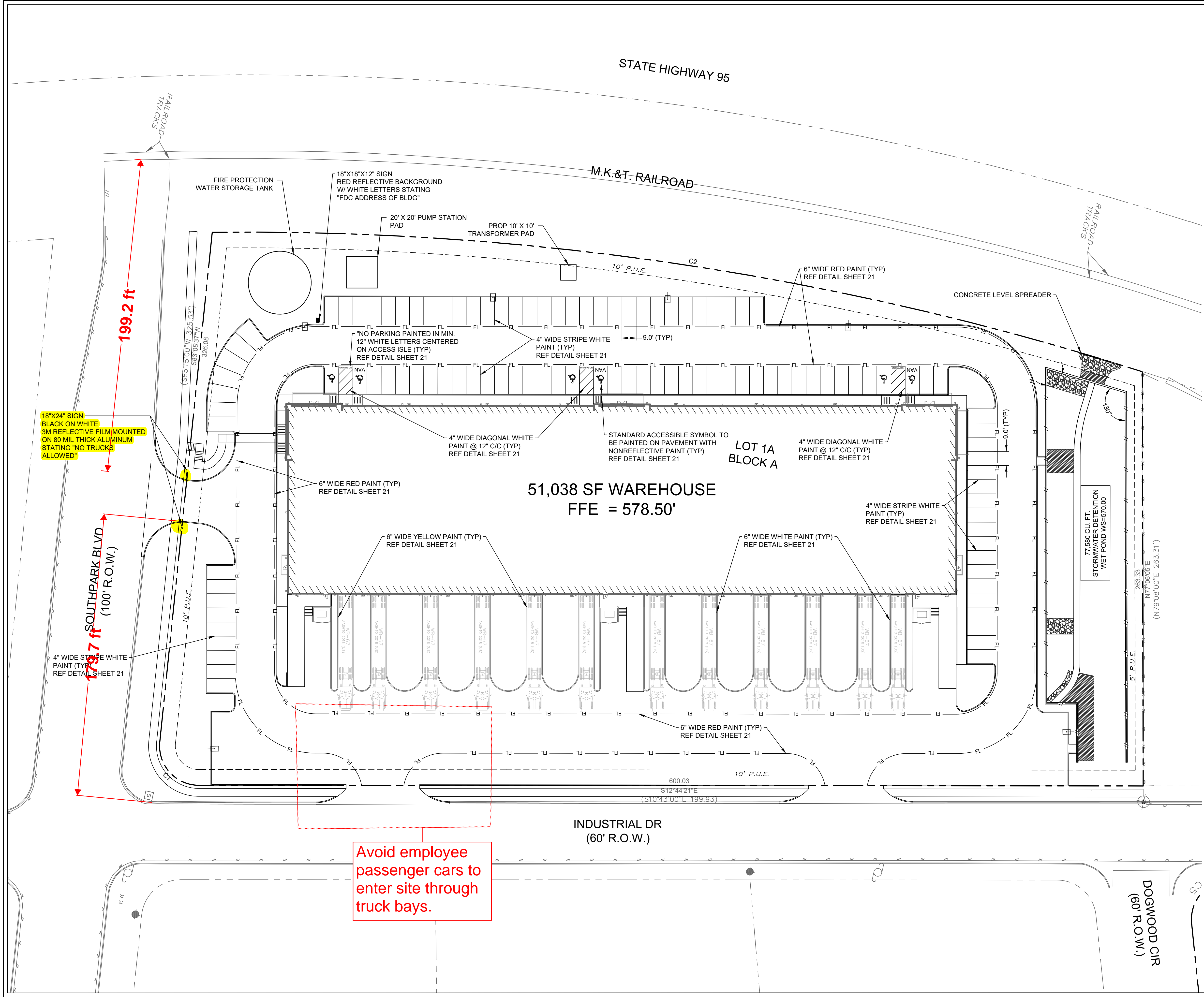
Granting this variance will not only ensure the safety of passenger vehicles but will also effectively segregate cargo traffic from employee traffic, improving overall traffic flow and reducing potential conflicts. We firmly believe that this variance is in the best interest of the community and aligns with the objectives outlined in the Transportation Master Plan.

We kindly request the City Council's thoughtful consideration and approval of this variance request. Should you require any additional information or documentation, please do not hesitate to contact me at [Phone Number] or via email at [Email Address].

Thank you for your attention to this matter, and we look forward to a favorable decision.

Sincerely  
  
Jinesh Gandhi

FILE NAME: I:\2000s\52298\001\CADD\Sheets\AUS\SDPC-STRP\_MRK-G-52298-001.dwg DATE: July 7, 2023, TIME: 8:14 AM, USER: ah4144 AVO: 52298-001



**LEGEND**

- — — — — PROPERTY BOUNDARY
- — — — — LOT LINE
- - - - - EASEMENT LINE
- - - - - BUILDING SETBACK LINE
- — — — — PROPOSED CURB
- FL — FL — PROPOSED FIRELANE
- — PROPOSED LIGHT POLE
- ▲ — PROPOSED SIGN

**TAYLOR PARK  
BUILDING A  
TAYLOR, TX**



REVISION NO.	DATE	DESCRIPTION

**PRELIMINARY**  
FOR INTERIM REVIEW ONLY

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT INTENDED FOR REGULATORY APPROVAL PERMIT, BIDDING, OR CONSTRUCTION PURPOSES. THEY WERE PREPARED BY OR UNDER THE SUPERVISION OF:

ROSS P. MONTE, PE 135627  
NAME P.E. NO.  
DATE 07/07/2023  
TPELS ENGINEERING FIRM #312

PROJECT NO.: 52298-001  
ISSUED: 07/07/2023  
DRAWN BY: PTN  
CHECKED BY: JHU  
SCALE:  
SHEET TITLE  
**PAVEMENT MARKING  
AND SIGNING PLAN**

20 OF 33

**Avoid employee  
passenger cars to  
enter site through  
truck bays.**

**811**  
Know what's below.  
Call before you dig.

THE INFORMATION SHOWN ON THESE DRAWINGS INDICATING SIZE, TYPE AND LOCATION OF UNDERGROUND, SURFACE, AND AERIAL UTILITIES IS NOT GUARANTEED TO BE EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT THE ROUND ROCK AREA ONE CALL CENTER AT 480-346-8777 (TUESDAY THROUGH FRIDAY) BEFORE BEGINNING ANY EXCAVATION FOR EXISTING UTILITIES. THE CONTRACTOR SHALL ALSO BE FULLY RESPONSIBLE FOR FIELD VERIFYING LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES AFFECTED BY CONSTRUCTION FOR THIS PROJECT IN ORDER TO AVOID DAMAGING THOSE UTILITIES, AND SHALL IMMEDIATELY ARRANGE FOR REPAIR AND RESTORATION OF CONTRACTOR-DAMAGED UTILITIES TO THE UTILITY COMPANY'S APPROVAL, AT THE EXPENSE OF THE CONTRACTOR.

Please reference Chapter 7 of the Zoning Ordinance regarding the Zoning Board of Adjustment (ZBA).

1. What particular physical conditions or characteristics make the property unique compared to others in the same neighborhood or zoning district?

The Subject Tract is part on an industrial zoned area. The unique characteristics is that it only has street frontage from two sides. The western boundary is adjacent the Union Pacific railroad. As an industrial zoned site, the property will have tractor/trailer traffic that will need to access the site.

2. Were the conditions or characteristics listed in Question #1 caused by the property owner or applicant?

No

3. If the conditions or characteristics were caused by the owner or applicant, could the use of the property be enjoyed in the current zoning district without the requested Variance?

The property has the appropriate zoning for its proposed use. One of the streets that has frontage to the property, Southpark Blvd, has been designated 'Community Boulevard' per a recent amendment to the Transportation Master Plan passed and adopted on Jan 12, 2023 (Ordinance 2023-01). The use of the property without a driveway from Southpark Blvd would increase safety concerns by combining passenger vehicles and tractor/trailers going into the site.

4. What difficulty or unnecessary hardship would result (not just an inconvenience) if the Variance were not granted?

There's a safety hazard concern for passenger vehicles to have to share enter and exit driveways with the loading trucks. A driveway along Southpark Blvd will allow employee/customer passenger vehicles to enter/exit the site without the need to blend with the truck traffic and loading dock area. The driveway will be located at such distance that it would meet the most restrictive spacing for a commercial driveway to an intersection.

5. Is the amount of Variance requested the minimum necessary to meet the needs of the applicant or property owner?

Yes.

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6. To what extent is the request for a Variance based upon a desire of the owner, occupant, or applicant for increased financial gain from the property, or to reduce an existing financial hardship?

None. The purpose of this variance is to assure the safety of the passenger vehicles.

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7. What affect, if any, would the Variance have on the rights of owners or occupants of surrounding property, on the supply of light or air to adjacent property, on traffic or parking congestion in the public streets, on public safety, and on property values within the neighborhood?

There should be no affecting issues on the rights of adjacent property owners, light, air or parking congestion. Based on the average daily trips calculated to be generated by this project, which are minimal and did not require a TIA, traffic concerns along Southpark should be minimal and offset by reducing the safety hazard of sharing passenger and truck traffic on the other driveways. The proposed driveway will be 200' from the railroad track crossing.

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# THOROUGHFARE CLASSIFICATIONS

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

## NEIGHBORHOOD STREETS

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

## NEIGHBORHOOD AVENUES

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

## COMMUNITY BOULEVARDS

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

## REGIONAL ROADWAYS

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

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

# COMMUNITY BOULEVARD - 2 LANE

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



Bicycles are separated from vehicles on boulevards.



A shared use path buffered from travel lanes.

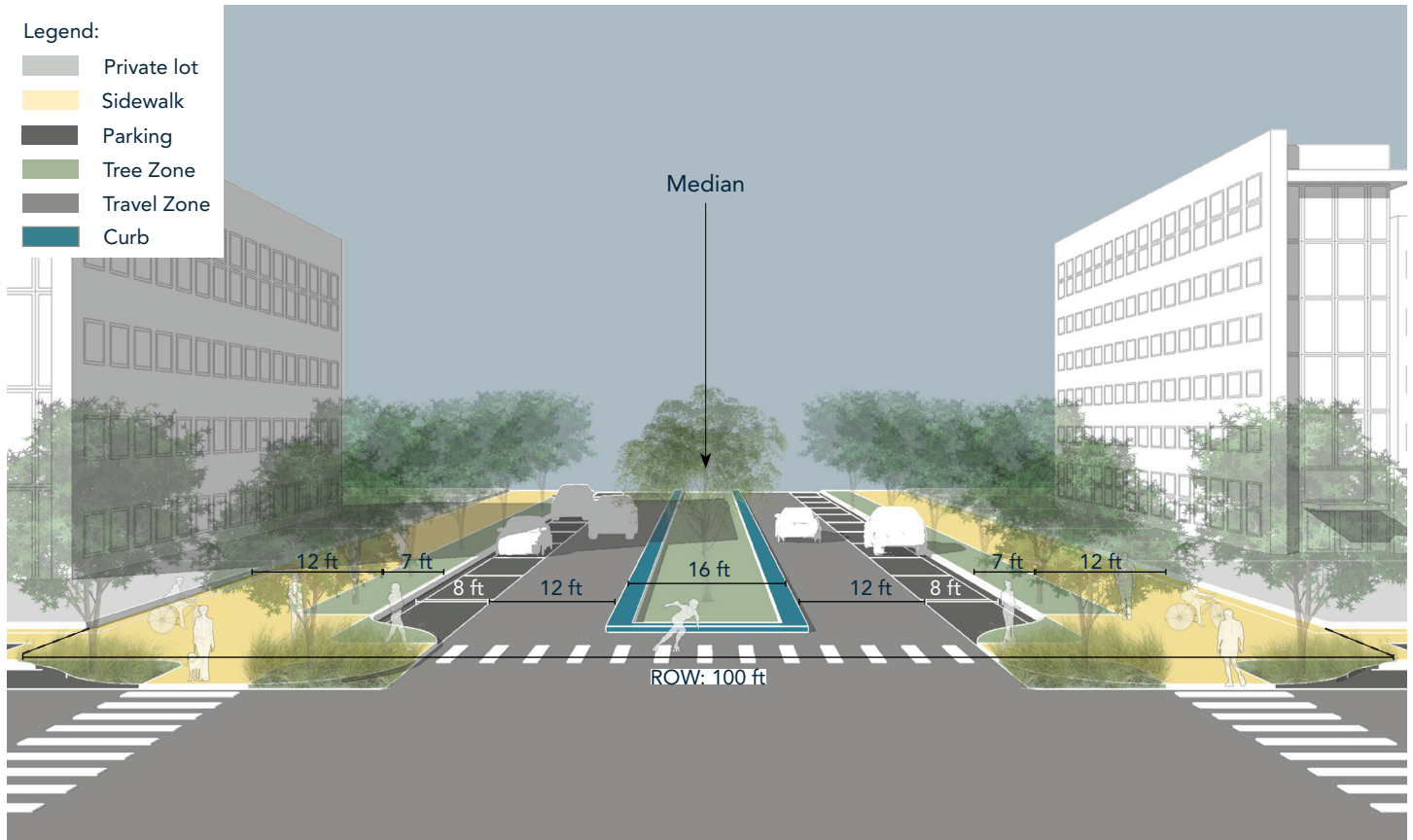


Figure 97: Perspective Section through a Community Boulevard - 2 Lane

# 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](http://strongtowns.org)



Streets:

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

Source: [strongtowns.org](http://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.



# Memo

Date: Thursday, August 31, 2023

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Project: 1901 Industrial Drive (Taylor Park Building A)

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To: Courtney Peres, City of Taylor

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From: Leslie Pollack, P.E., PTOE, HDR Engineering, Inc.

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Subject: 1901 Industrial Drive (Taylor Park Building A) - Access Request Variance

The 1901 Industrial Drive (Taylor Park Building A) development is located northwest of the intersection of Southpark Boulevard and Industrial Drive. The site is bounded by UPRR Railroad on the west. The proposed development requests a variance to allow for site access from Southpark Boulevard. The development proposes commercial driveway access from both Southpark Boulevard and Industrial Drive. The site will serve passenger vehicles and heavy vehicles/trucks. Ingress/egress of passenger vehicles are separated from heavy vehicles to improve safety and circulation within the site.

Southpark Boulevard is classified as a Boulevard in the City of Taylor's Thoroughfare Plan. Industrial Drive is classified as an Avenue in the City of Taylor's Thoroughfare Plan. Per the City of Taylor's Comprehensive Plan, commercial driveway access is limited on Boulevards. Commercial driveway access to Southpark Boulevard is recommended for this development to facilitate the separation of passenger vehicles and heavy vehicles within the site.

It is recommended that the City approve a variance to allow commercial driveway access to Southpark Boulevard with the following conditions:

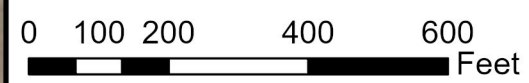
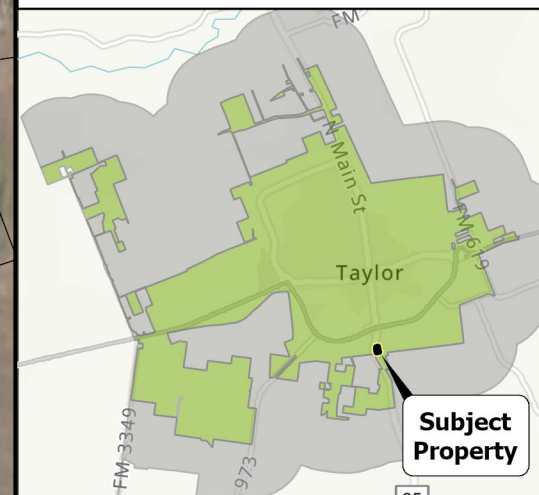
- The Southpark Boulevard commercial driveway should be limited to passenger vehicles only. Signage (No Trucks Allowed) will be required to enforce the traffic restriction.
- Heavy vehicles will access the site only via driveway(s) on Industrial Drive.
- The commercial driveway on Southpark Boulevard should be located a minimum of 180' from the railroad, west of the site. This meets the Driveway Spacing and Design Criteria in Table 5.4.1. of the City of Taylor Engineering Manual. This driveway spacing will provide distance for queuing of turning vehicles on Southpark Boulevard outside of the railroad right-of-way.



# PZ-2023-1823

1901 Industrial Drive  
Zoning Variance  
Location Map

- Subject Property
- Parcels
- Railroads
- Streets



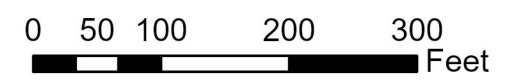
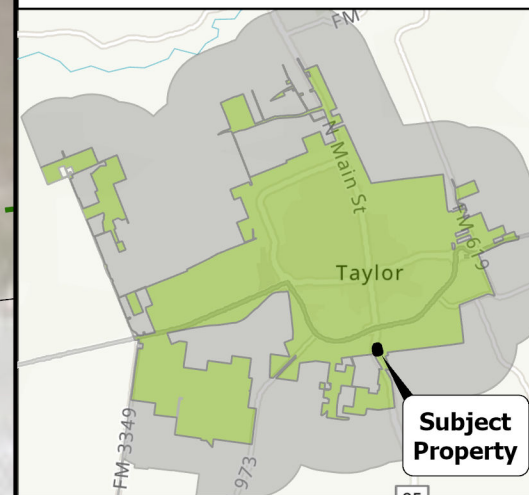
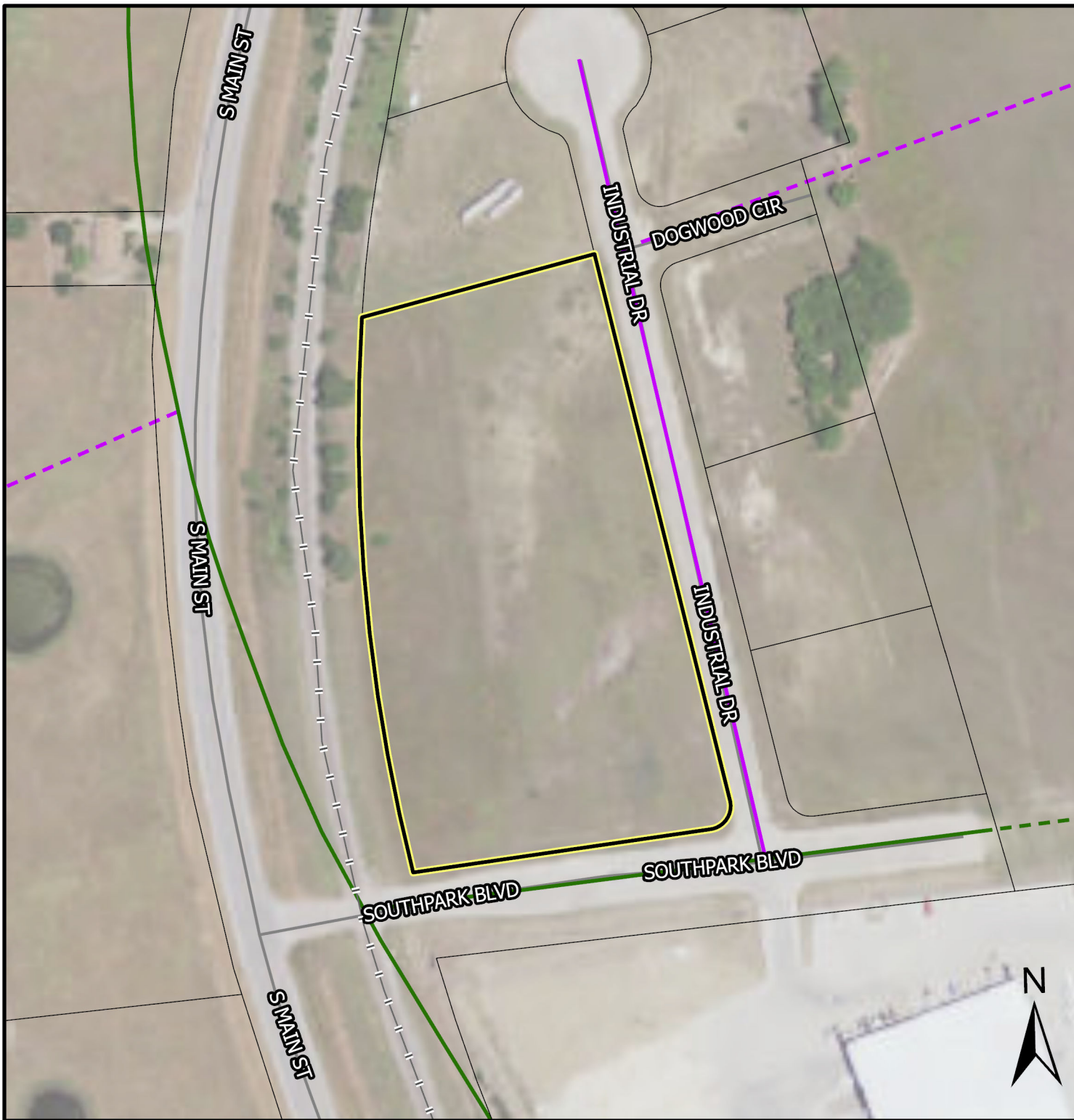


# PZ-2023-1823

1901 Industrial Drive  
Zoning Variance

Transportation Master Plan Routes

- |                          |                              |
|--------------------------|------------------------------|
| Subject Property         | Enhanced Neighborhood Avenue |
| Parcels                  | Proposed Neighborhood Avenue |
| Railroads                | Streets                      |
| Enhanced Community Blvd. |                              |
| Proposed Community Blvd. |                              |





# PZ-2023-1823

## 1901 Industrial Drive Zoning Variance Notification Map

- Subject Property
- 200' Buffer
- Notified Properties
- Parcels
- Railroads
- Streets

